

File No.: 04-1000-20-2019-685

December 17, 2019

s.22(1)

Dear s.22(1)

Re: **Request for Access to Records under the Freedom of Information and Protection of Privacy Act (the "Act")**

I am responding to your request of November 4, 2019 for:

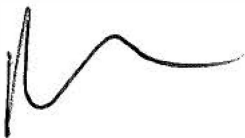
**All public comments received by the City of Vancouver related to DP-2019-00401 at 5595 Mackenzie Street, from October 1, 2019 to November 3, 2019.**

All responsive records are attached. Some information in the records has been severed, (blacked out), under s.22(1) of the Act. You can read or download this section here: [http://www.bclaws.ca/EPLibraries/bclaws\\_new/document/ID/freeside/96165\\_00](http://www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/96165_00)

Under section 52 of the Act, and within 30 business days of receipt of this letter, you may ask the Information & Privacy Commissioner to review any matter related to the City's response to your FOI request by writing to: Office of the Information & Privacy Commissioner, [info@oipc.bc.ca](mailto:info@oipc.bc.ca) or by phoning 250-387-5629.

If you request a review, please provide the Commissioner's office with: 1) the request number (#04-1000-20-2019-685); 2) a copy of this letter; 3) a copy of your original request; and 4) detailed reasons why you are seeking the review.

Yours truly,



**Barbara J. Van Fraassen, BA**  
**Director, Access to Information & Privacy**

[Barbara.vanfraassen@vancouver.ca](mailto:Barbara.vanfraassen@vancouver.ca)  
453 W. 12th Avenue Vancouver BC V5Y 1V4

\*If you have any questions, please email us at [foi@vancouver.ca](mailto:foi@vancouver.ca) and we will respond to you as soon as possible. Or you can call the FOI Case Manager at 604.871.6584.

Encl.

:pm

From: s.22(1)  
To: "Choi, Nicole" <Nicole.Choi@vancouver.ca>  
Date: 10/15/2019 8:32:36 PM  
Subject: 5595 Mackenzie St DP-2019-00401

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Re: DP-2019-00401

s.22(1) subject property 5595 I wish to convey my concerns regarding the development proposal.

The issues are as follows:

Density of the rear two units plus the three family infill dwelling.

Loss of public parking on Mackenzie St.

Increased traffic congestion adjacent to the subject property.

Pedestrian safety, especially children in surrounding properties & the nearby school if access is allowed from the west.

Loss of the heritage character of the existing house.

Possible loss of trees adjacent to nearby properties, especially the cul-de-sac to the west.

Privacy issues to owners to the north and south properties.

Regards,

s.22(1)



From: s.22(1)  
To: "Molaro, Anita" <anita.molaro@vancouver.ca>  
"Chen, Tony" <tony.chen@vancouver.ca>  
"Choi, Nicole" <Nicole.Choi@vancouver.ca>  
Date: 10/14/2019 7:05:36 PM  
Subject: 5595 Mackenzie Street, Development Application DP-2019-00401

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To the Directors of Planning  
City of Vancouver,

I am writing to you regarding the proposed development application at 5595 Mackenzie Street, Vancouver, #DP-2019-00401.

I have been living on the same block as the proposed application since  
s.22(1)

This block and this neighbourhood, luckily to us, have retained their neighbourhood feel.

We know our neighbours, the old time ones and the newer ones, on this block and on others surrounding it and have good relations with them. This is becoming a scarcity in this city.

Myself, including many in the neighbourhood that I have discussed this with are very unhappy with the above proposed development application and vehemently opposed to it for a number of reasons, including:

- A large number of city by laws and rules would be contravened if this was allowed, raising the oft asked question by Vancouver residents, "how did City Hall Planners allow this?".
- This development is only allowing for 3 parking spots for a 5 unit development, (with an option for there being 10 due to each unit being allowed to have a rental suite). Parking is already an issue on our street: only the West side is allowed, many homes have larger extended families and use up much of the street parking, there is a bus stop and people that used to park on 41st (heading by bus to the UBC area) now park on our block due to parking having recently been removed from 41st Avenue and Mackenzie (new bus lanes, etc). Only 3 parking stalls for this amount of people is completely unrealistic. If rented out, this could potentially bring an extra 20 cars onto our block.



- This proposal would negatively alter the appeal of our street and increase crowding beyond what zoning allows.

I therefore strongly oppose the proposal and hope that it will not be permitted.

Respectfully,

s.22(1)

A large rectangular grey box redacting the signature of the person.

From: s.22(1)

To: "Choi, Nicole" <Nicole.Choi@vancouver.ca>

CC: s.22(1)

Date: 10/17/2019 11:55:03 AM

Subject: 5595 Mackenzie Street, MCD Development Application

Attachments: G018.pdf

arbutus-ridge-kerrisdale-shaughnessy-arks-community-vision-full-report.pdf

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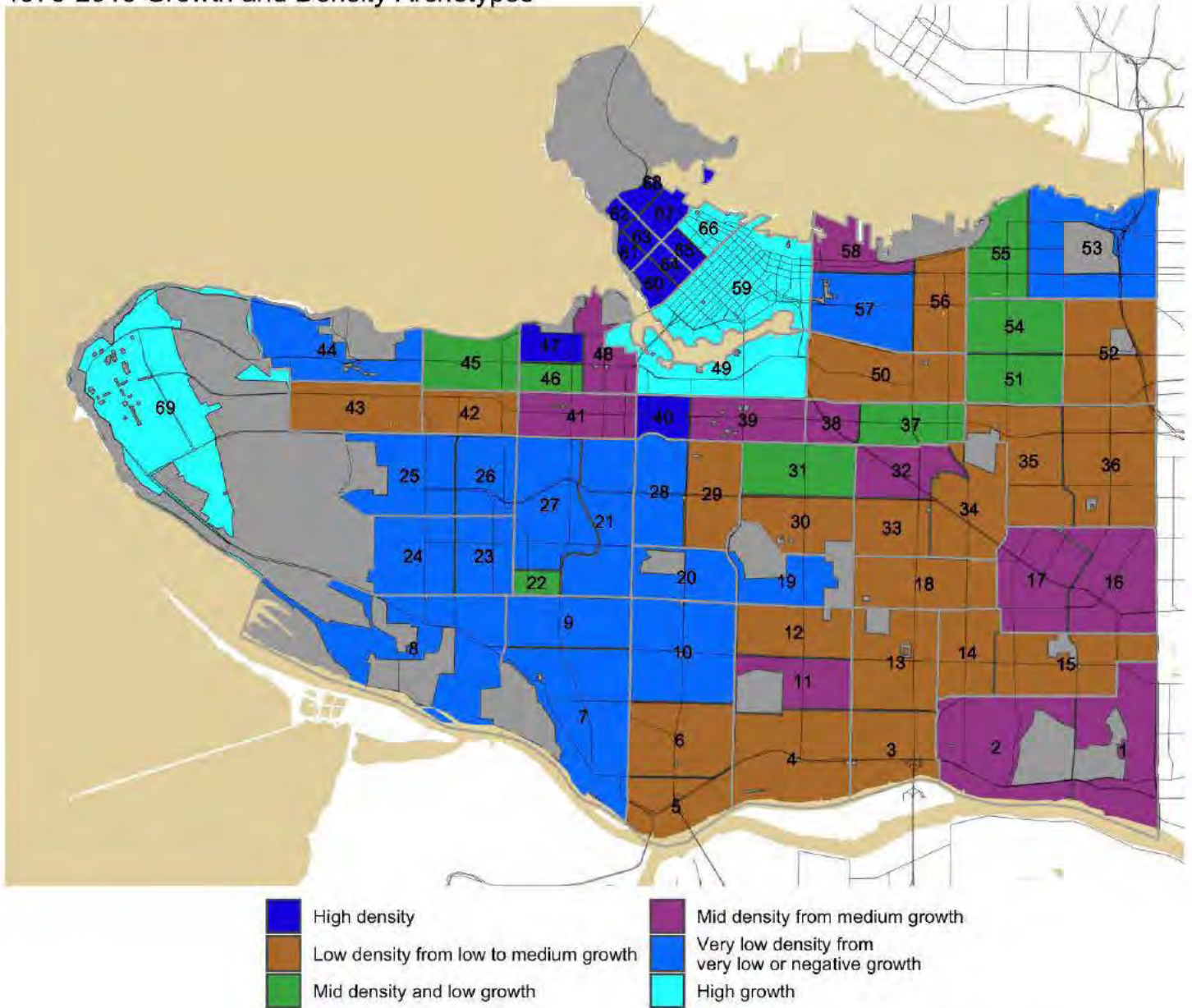
Dear Nicole,

**We are in support of the proposed development at 5595 Mackenzie Street, for a number of reasons:**

1. The West Side neighbourhood is well known to be unaffordable and remains the largest area in the City of Vancouver where thoughtful density has been difficult to advance. This is the area where we need to encourage the most density and accommodate young families, working professionals, and/or downsizers. The proposed development of 5595 Mackenzie will provide 5 unique and highly desirable units that will be attractive for a wide range of home owners, and help promote a greater sense of community in the area.



## 1976-2016 Growth and Density Archetypes



StatCan Census1976 through 2016

2. The lot size of 5595 Mackenzie is very unique. It's a large lot and under-developed. It makes more sense to add thoughtful density on a lot of this size. It also has the advantage of mature landscaping, which reinforces the privacy of the subject property and neighbouring properties. The site layout is a highly thoughtful and conscientious design plan that encourages density in an under-developed area, while still respecting the privacy of the surrounding residents.

3. The proposed development is consistent with the City of Vancouver's desire to increase density in a thoughtful and methodical way (as per the Arbutus Ridge / Kerrisdale / Shaughnessy ARKS Community Vision City Plan, approved by City Council November 1, 2005, page 27). It is also congruent with the City of Vancouver's Land Use and Development Policies and Guidelines (January 16, 2018) that encourages the development of Multiple Conversion Dwellings. This application is exactly what the City of Vancouver has been asking for...retaining an existing character home and providing more variety to the housing types on large lots. It will be an elegant solution to a significant and well documented problem in our city...unaffordable homes and an urgent need to address the "missing middle" in our community.

ARKS vision report – page 27, section 13.4 on the Multiple Conversion Dwelling

G018 – guidelines for additions and infills. MCD incentive for RS5 zone is page 12 (page 16 of attachment



4. The proposed development helps encourage a broader sense of community on the West Side. We have a number of empty homes in the area, a result of unaffordable housing options. The recent addition of school taxes on homes valued at \$3M and more, has further eroded the affordability on the West Side. These five proposed units will provide a more affordable option and will be expected to come in below the \$3M threshold (thus avoiding the penalty of the new school tax on homes over \$3M). The new development will be a highly attractive housing option for a wide range of home owners, and further encourage the pride of ownership that contributes to a healthy and positive community.

Thank you for considering our views on this proposal.

s.22(1)



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# GUIDELINES FOR ADDITIONS, INFILL AND MULTIPLE CONVERSION DWELLING IN ASSOCIATION WITH THE RETENTION OF A CHARACTER HOUSE IN AN RS ZONE

*Adopted by City Council on October 3, 2017  
Amended January 16, 2018*



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## 1 Application and Intent

These guidelines are to be used in conjunction with the RS district schedules of the Zoning and Development By-law and pertain to the approval of conditional floor area for additions to a character house, the approval of the conditional uses of infill and multiple conversion dwelling, and the approval of certain development relaxations, when associated with the retention of a qualifying character house.

The intent of the guidelines is to ensure that:

- (a) renovations, alterations and additions to existing character houses maintain a form and character sensitive to the design of the original house;
- (b) additions, infill, and conversion developments are respectful of the design of adjacent properties and provide a good fit with the overall neighbourhood; and,
- (c) site design considers and respects existing amenities, including trees and mature landscape.

The guidelines will be used to:

- (a) assist owners and applicants in designing developments; and,
- (b) provide a basis on which City staff evaluates projects for approval of conditional floor area, the conditional uses of infill and multiple conversion dwelling, and discretionary variations in regulations.

## 2 General Design Consideration

### 2.1 Character House Criteria

A character house is defined as ‘an existing building that, in the opinion of the Director of Planning, has sufficient heritage character to justify its conservation’.

A character house is typically a one family dwelling constructed prior to January 1, 1940 that meets the following character merit criteria as established by the Director of Planning. An assessment is required to determine if a house is considered to have character merit and a candidate for discretionary incentives in zoning, including conditional floor area, infill or multiple conversion dwelling, and development relaxations.

The following are the minimum criteria:

- (a) Must have:
  - (i) *Original massing and primary roof form* - Alterations/additions that are subsidiary to the original massing and primary roof form, such as dormers, are not considered to have altered the character of the house.
- (b) Plus any four of the following:
  - (i) *Entry* - Original open front porch or veranda, or only partially filled in, or other original entry feature.
  - (ii) *Cladding* - Original cladding or replacement cladding consistent with the era when the house was built.
  - (iii) *Window Openings* - Original location, size and shape (50 percent or more). The windows themselves may not be original.
  - (iv) *Period Details* - Two or more period details, such as fascia, window casing or trim, eave brackets, soffits, exposed beam or joist ends, half-timbering, decorative shingling, porch columns, original wood doors, entry transom/sidelights, decorative or feature windows (special shapes, bay windows, crafted/leaded glass), brick or stone chimneys, piers or foundations, secondary porch, turrets, etc.
  - (v) *Streetscape Context* - The house is part of a context of 2 or more character houses on the same block face (including the subject house). In assessing the streetscape, at least 2 houses on either side of the subject house should be included.

Pre-1940s buildings that have been severely altered and do not qualify as character houses may be considered for incentives, including infill and/or conversion, if character elements are restored and reinstated as part of a development proposal. In special cases, a house built in 1940 or after that has particular architectural merit, and retains original and distinctive character features, may be considered a character house. In these cases, retention incentives may be supported on a case by case basis at the discretion of the Director of Planning.

A character house is not required to be listed on the Vancouver Heritage Register. Houses listed on the Vancouver Heritage Register are eligible for the zoning incentives available to character houses, including conditional floor area, infill or conversion, if meeting the above criteria.

## 2.2 Character House Retention Requirements

To be eligible for incentives, including conditional floor area, infill or conversion, the existing character house must be retained and restored to its original character as viewed from the street. At the pre-application stage, an assessment of the existing condition of the house will be undertaken by Planning staff to inform the amount of restoration required. This may include restoration of character elements, such as traditional window styles or opening up of entry porches that have been enclosed. The extent of restoration required will be determined by the scope of the proposal. Minimum expectations regarding the level of structural retention required in a character house undergoing major renovations and seeking conditional benefits in zoning are outlined in the Zoning By-law Administrative Bulletin:

*Retention and Renovation of Character Merit Buildings – Scope and Documentation* (<http://bylaws.vancouver.ca/bulletin/R021.pdf>).

## 2.3 Additions

Additions should appear subordinate in visual prominence to the retained character house, as seen from the street. In general, additions should be located at the rear. Additions may extend to the side, noting that side additions should be set back from the front façade in order to create a clear distinction between old and new. Additions to the existing front facade are not supportable.

**Figure 1 – Addition is set back from the front. This retains the original façade and minimises disruption to the streetscape**



Rear additions are not required to replicate the period or style of the original house; however, a high degree of design sensitivity should be brought to additions seeking an architectural expression that is distinct from the original house.

Additions should be subordinate to the form and massing of the original house. Large additions may be seen to overwhelm the original house form and compromise its character value. Therefore, the maximum floor space ratio may not be fully achievable through an addition when the existing character house is modest in size. In those cases, infill may be a more supportable approach for the site.

Flexibility is provided with regards to building depth for additions. See Section 4.6 of these guidelines.

### 3 Site Design and Tree Retention

Existing trees and mature landscape are an important aspect of many character house sites, contributing to the character and amenity of the site and neighbourhood. Tree retention strategies should be explored at an early stage in the site design. Character house projects and associated infill, laneway houses or garages should be located and designed to preserve existing trees, where possible. Existing landscape features, such as stone walls, should also be retained, where possible.

To retain significant trees, the Director of Planning may relax the regulations regarding the siting of buildings, and the required number of parking stalls. Alternately, some sites may not be considered suitable for infill if significant tree removal is required. Utility connections and new landscape work such as driveways, walkways, patios, privacy fences and intensive plantings should be located to avoid disturbance of tree protection zones. Generally, site grading should respect the existing topography and provide compatibility with adjacent sites.

### 4 Uses

#### 4.1 Multiple Conversion Dwelling

Multiple conversion dwelling is the conversion of an existing character house to contain more than one dwelling unit, but does not include a one-family dwelling with secondary suite.

In considering development permit applications for multiple conversion dwellings, the following factors will be taken into account:

- (a) quality and livability of the resulting units;
- (b) suitability of the building for conversion in terms of age and size;
- (c) effect of the conversion on adjacent properties; and
- (d) effect of the conversion on the form and character of the existing house.

Additions may be permitted in accordance with these guidelines.

#### 4.2 Infill

Infill may be permitted as an incentive to retain an existing character house by allowing the construction of a second residential building, typically in the rear yard on sites with a developed lane.

In general, infill buildings should be subordinate to the existing character house, and respectful of adjacent properties. The following guidelines are intended to ensure a modest, neighbourly scale for infill buildings. Numerical values are not intended to be prescriptive, but to provide appropriate benchmarks to assist with the evaluation of proposed designs.

##### 4.2.1 Infill Location

Infill will typically be located in the rear yard of sites with a developed lane.

On large sites where there is no lane access, a rear yard infill may be considered, provided there is a consistent pattern on the block of vehicular access from the street and new driveways can be located to avoid existing trees.

Front or side yard infill buildings may be considered on large sites where doing so would not unduly detract from the character and pattern of development of the neighbourhood.

Relocation of a character house may be considered to provide an access path to the infill building, or required separation between the buildings, with due regard to the zoning regulations for yards, and provided significant features such as stone foundations and pillars can be retained and existing trees preserved, where possible.



#### 4.2.2 Floor Space Ratio (FSR)

The infill should not exceed 0.25 FSR, or 186 square metres (2000 square feet).

#### 4.2.3 Yards, Separation and Building Width

The minimum side yard setback should be 1.0 metre (3.3 feet).

The minimum rear yard setback should be 0.9 metres (3 feet).

The minimum separation between the existing character house and the infill building should be 4.9 metres (16 feet) to provide sufficient open space on site and in relation to neighbouring sites.

The maximum width of rear yard infill and accessory buildings should not exceed 80 percent of site width.

#### 4.2.4 Height

Infill height is limited to one and a 'partial' second storey. Designs that approach the appearance or impact of a full two-storey expression should be avoided.

The permitted height will be related to the proposed roof form as follows:

##### (a) Pitched Roofs

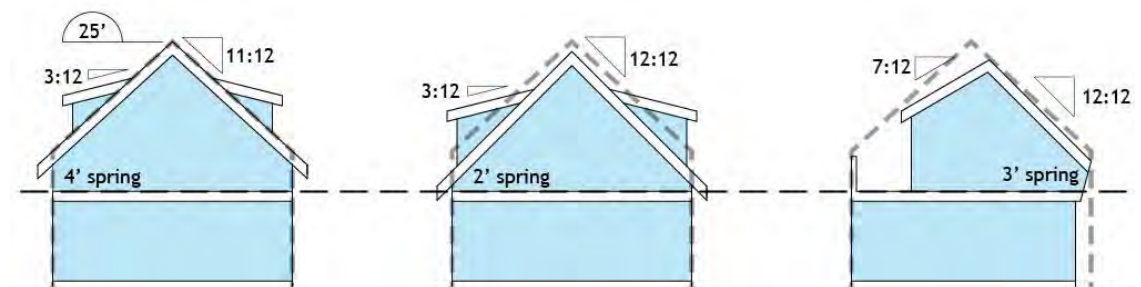
The second storey is not limited in floor area, but should be contained within a simple, steeply pitched primary roof form of a minimum pitch of 7:12. Secondary roof forms may be provided as outlined below (dormers).

The maximum overall height should not exceed 7.7 metres (25 feet) to the ridge of a roof with a minimum pitch of 7:12.

The spring height for the primary roof should not exceed 1.2 metres (4 feet).

Depending on the extent of dormers, a lower spring height may be suitable for some roof designs, to ensure an appropriate scale for the second storey and to facilitate the provision of windows at a standard sill height.

**Figure 2 - Height for minimum 7:12 pitch roofs**



##### (b) Dormers

Dormer roof slopes should generally not be less than 3:12.

Dormer walls should be set in a minimum of 0.6 metres (2 feet) from the wall below and from adjacent walls (end gables) where possible.

The eave height of dormer roofs should be as low as practical to reduce the perceived scale of the partial upper storey.

- (i) On a roof where the ridge runs across the property:
    - the largest dormer(s) should face the lane, and should not exceed 75 percent of the width of the partial upper storey; and,
    - dormers facing the character house should not exceed 50 percent of the width of the partial upper storey.
  - (ii) On a roof with gable ends facing the lane:
    - dormers facing a required side yard should not exceed 60 percent of the building length.
- (c) Flat roofs, shed roofs and roof pitches less than 7:12

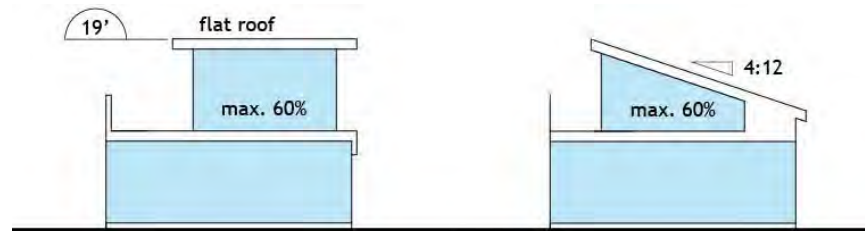
For flat, shed, or shallow pitched roofs, more design care is necessary to minimize the appearance of a two-storey building.

The floor area of the partial second storey should be approximately 60 percent of the floor area of the first storey, with setbacks to reduce its prominence.

The maximum overall height should not exceed 5.8 metres (19 feet).

Increases in height may be considered due to topography, to assist in the provision of required assemblies for a green roof, or to accommodate discrete clerestory elements above the primary roof line, noting such elements should improve livability, daylighting and ventilation, and add architectural interest through variation in the roof profile.

**Figure 3 – Height and partial second storey for roofs with pitch < 7:12**



#### 4.2.5 Solar Panels

Solar Panels are excluded from height in accordance with the Administration Bulletin: Solar Hot Water and Photovoltaic Panels – Installation Guidelines for Residential Zones.

#### 4.2.6 Green Roofs

Green roofs on infill buildings are encouraged to improve environmental performance, and to provide an amenable outlook from upper levels of neighbouring houses.

#### 4.2.7 Balconies and Decks

Balconies and decks should be in-keeping with the roof design. Balconies may be located at the partial second storey of the infill building and should face the lane, or a flanking street at corner sites. Balconies or decks facing the interior of the site, or roof decks above the partial second storey, are not permitted for infill buildings.

### 5 Relaxations of Regulations of the Zoning and Development By-law

The Director of Planning may relax the regulations of the Zoning and Development By-law when a character house is retained as per Section 5 of the applicable RS district schedule. In cases where relaxation of a regulation is proposed to support retention of a character house, the Director of Planning will also consider impact on adjacent properties. Further direction is given below.

## **5.1 Site Area**

Some RS zones limit infill development to large lots and/or in association with a caretaker dwelling unit. Those limitations are not applicable to infill in conjunction with retention of a character house.

## **5.2 Height**

Additions may be permitted to match the height of a character house to better relate to and integrate with its roof form.

## **5.3 Yards**

Additions may be permitted to match the yard setbacks of a character house to better relate to its massing, or floor plans, with due regard to the requirements of the Vancouver Building By-law.

## **5.4 Above-grade basement floor area exclusion in RS-3 and RS-3A**

In accordance with Section 4.7.3 (f) of the RS-3 and RS-3A District Schedule, basements are excluded from floor area if the main floor is located less than 2.0 metres (6.56 feet) above finished grade. Historically, character houses may have a higher main floor resulting in the existing basement being included in floor area. For a character house, the Director of Planning may exclude floor space below an existing main floor level which is located 2.0 metres (6.56 feet) or more above finished grade; however, if the renovation project includes a new basement and foundation, the Director of Planning may require the main floor level of the house to be lowered to comply with the regulation.

## **5.5 Site Coverage**

The site coverage of buildings should be responsive to building massing and open space at neighbouring sites. The site coverage of buildings should not exceed 45 percent of the site area. The area of impermeable materials, which includes the site coverage of buildings and impermeable surfaces (such as paths, driveways, and patios), should not exceed 60 percent of the total site area. The area of impermeable materials may be increased a modest amount due to site constraints if rainwater management best practices are proposed. Refer to the City of Vancouver Integrated Rainwater Management Plan, Best Management Practice Toolkit, Volume 2.

## **5.6 Building Depth**

Increases in the permitted building depth relative to the lot depth may be considered, as follows:

- (a) For the cellar or basement and first storey, a building depth of 45 percent may be allowed; and,
- (b) For the second floor and above, a building depth of 40 percent may be allowed.

Greater percentage building depth may be considered for sites with depth less than 30.5 metres (100 feet) or to support retention of existing trees or mature landscape.

In general, the building depth should not exceed 50 percent.

Additions seeking an increase in building depth should be responsive to the configuration of neighbouring buildings. The best massing solution may vary, depending on the particulars of the existing character house and neighbouring buildings.

Additions that project into rear yards beyond neighbouring buildings should be designed to minimize massing and overlook impacts. New windows and balconies or decks should be carefully positioned to ensure privacy, and portions of the addition that project beyond the permitted building depth may be required to step down in height.



## 5.7 External Design

External Design regulations are primarily intended for new house construction. Renovation, addition and conversion of existing character houses are therefore exempt.

## 6 Basements

It is encouraged to utilize existing basement space in order to manage above grade building massing and maintain an appropriate visual scale for additions. The conversion of existing basement floor space into crawl space or parking is strongly discouraged.

Some existing character houses have basements with low headroom. To improve headroom, the existing basement slab may be lowered, or the house may be raised a modest amount, or a combination of both. Raising the house should not be considered where it will compromise existing character features, such as stone or brick foundations or pillars.

When raising the existing character house, the main floor should not be located disproportionately high above grade, entry porches or features should be kept in their original location at the main floor and the lowest level should continue to read as a 'base'. To that end, the main floor should not be raised more than 0.45 metres (18 inches), and should not be located more than 2 metres (6.56 feet) above grade, so that the basement will continue to conform to the requirements of the basement definition in the Zoning and Development By-law. If the renovation project includes a new basement and foundation, digging deeper to obtain increased headroom is preferred.

## 7 Quality, Durability and Expression

Additions, infill and conversion projects should be designed to be lasting, quality additions to neighbourhoods. Material selection and detailing should ensure performance over time.

A variety of architectural styles may be considered for infill development, so that neighbourhoods may continue to evolve in a way that respects the character of existing streetscapes.

## 8 Lane Frontage

Infill should be designed to enhance the lane. In effect, the lane becomes the public space or 'street' on which infill buildings and laneway houses are located. The lane frontage should provide a residential character with a pleasant outlook for residents and a visually interesting experience for passersby.

Dwelling units should have living space with an outlook to the lane on the lower level, where possible, and primary windows and decks facing the lane on the upper level.

Consideration should be given to locating the infill entrance facing the lane. An inset entry porch should be provided to ensure the entrance is a safe and welcoming place for people to stand to avoid vehicular traffic in the lane.

**Figure 4 – Plan of infill with lane entry**



## 9 Entrances and Access to Dwelling Units

### 9.1 Multiple Conversion Dwelling

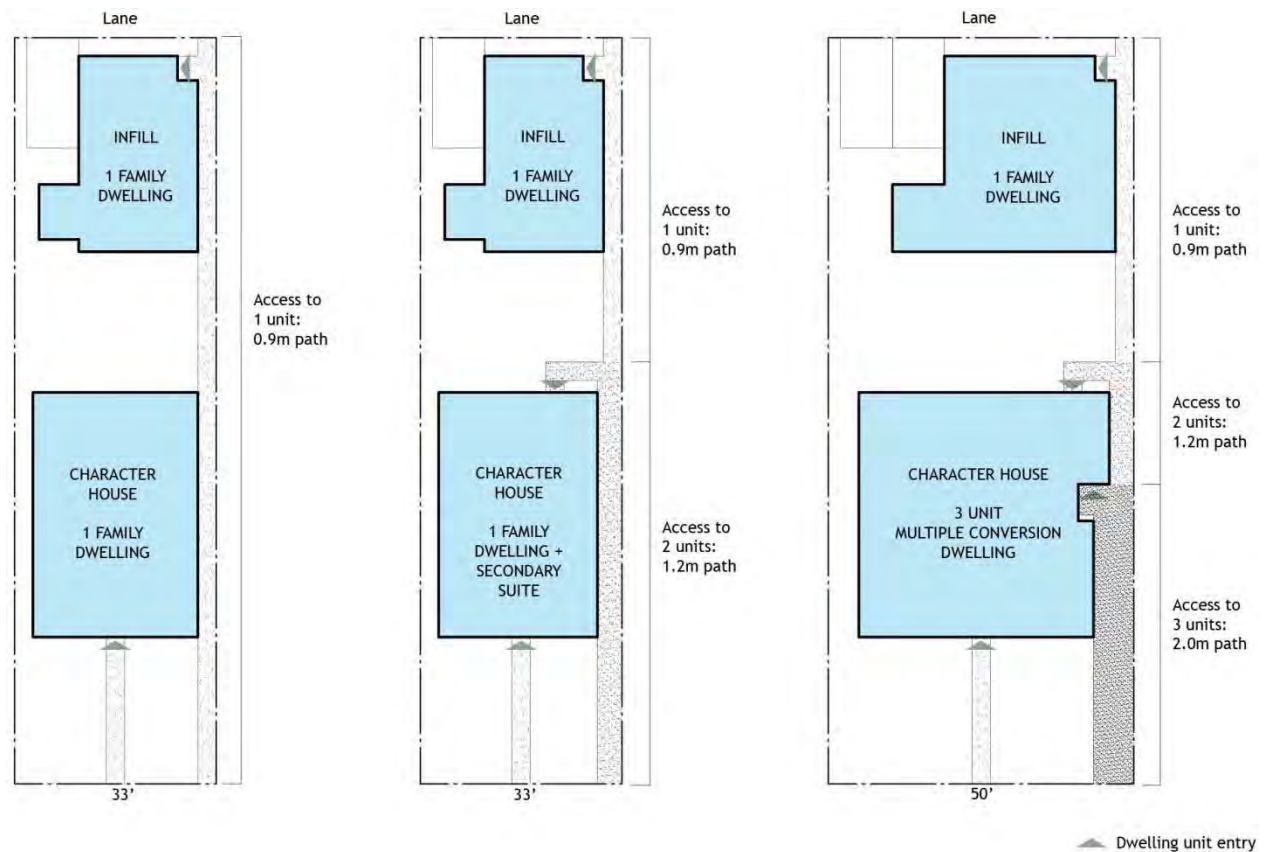
The original front entrance to a character house should be retained. Entries to additional dwelling units should be identifiable while maintaining the visual prominence of the original entry.

### 9.2 Infill

Pedestrian access to the infill building will be from the street and along a path at the side of the existing character house. The path may also provide access to dwelling units located within the existing character house. The width of the path is related to the number of units served by the path and must meet Vancouver Building By-law fire fighter access requirements, with current requirements noted as follows:

Access to one dwelling unit:	0.90 metres	(3 feet)
Access to two dwelling units:	1.2 metres	(4 feet)
Access to more than two dwelling units:	2 metres	(6.56 feet)

**Figure 5 – Examples of access path width requirements**



For both infill and conversion projects, where entries to units are not visible from a street (e.g. units at the rear of the site), their presence and location may be announced through architectural or landscape features.

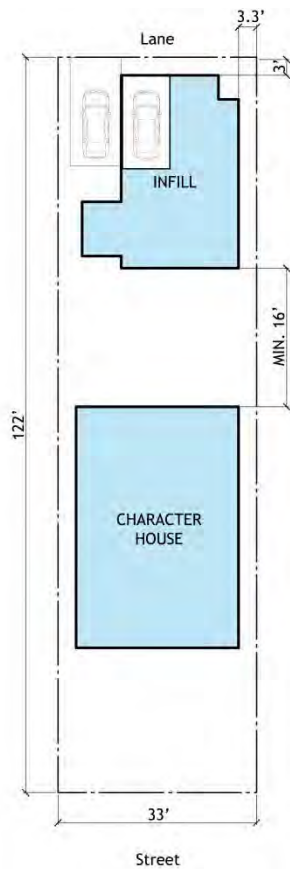
## 10 Dwelling Unit Density

For Multiple Conversion Dwelling and Infill, the dwelling unit density should not exceed 74 units per hectare, except where the calculation of dwelling units per hectare results in a fractional number, the nearest whole number shall be taken and one-half shall be rounded up to the nearest whole number. The total number of dwelling units on a site varies with lot width but should not exceed 6 units. For sites with a width of 10.05 metres (33 feet), the total number of units should not exceed 3 units. For sites with a width of 15.2 metres (50 feet), the total number of units should not exceed 4 units. Generally, a minimum lot width of 20.1 metres (66 feet) or more can achieve the maximum of 6 dwelling units.

## 11 Parking

One parking space per dwelling unit should be provided. The Director of Planning may consider a lesser number of parking spaces if warranted due to site constraints. On 33 foot wide lots, two parking spaces may be considered: one internal and one external space, to enhance infill designs by providing living space at the ground floor facing the lane.

Figure 6 – Parking configuration for infill on 33 ft. lot



On wider lots, a maximum of two parking spaces may be contained within an infill building and excluded from floor area. Surface parking must be permeable, including permeable pavers or wheel strips. Standard unit pavers are not considered as permeable. Surface parking should be screened by a 1.0 metre (3.3 feet) landscape planting bed adjacent to a side property line. This dimension may be reduced to 0.3 metres (1 foot) for 33 foot lots to accommodate a fence and climbing vine planting.

## 12 Landscape Design

The landscape design should enhance presentation to the street and the experience of the lane, improve the environmental performance of the property, provide sufficient outdoor amenity space for dwelling units on the site, and assist with the creation of privacy for the dwelling units on site and for neighbours.

### 12.1 Street Frontage

Front yards should create friendly and visually open semi-public spaces.

### 12.2 Tree Protection, Retention and Replacement

The Protection of Trees By-law applies to all trees on private property, and includes requirements for the retention and replacement of trees on the development site, protection of trees nearby on neighbouring sites and on City property. In accordance with the provisions of this by-law, applicants will be required to submit an arborist's report.

For sites which could accommodate additional trees, the Director of Planning may require trees to be planted on the development site in coordination with a landscape plan/tree plan.



### **12.3 Useable Open Space and Circulation**

Private, semi-private or shared outdoor areas should be provided at grade, adjacent to and convenient for each dwelling unit. Walkways should be sensitive to overlook onto private patios. Planting beds should screen common walkways using planting, rather than fencing, where possible. The amount of open space provided should be functional and should relate to the size of the dwelling unit. Where the rear yard is limited in size, a usable upper level deck with a minimum clear depth of 1.5 metres (5.0 feet) may meet the intent of the guidelines for private outdoor space.

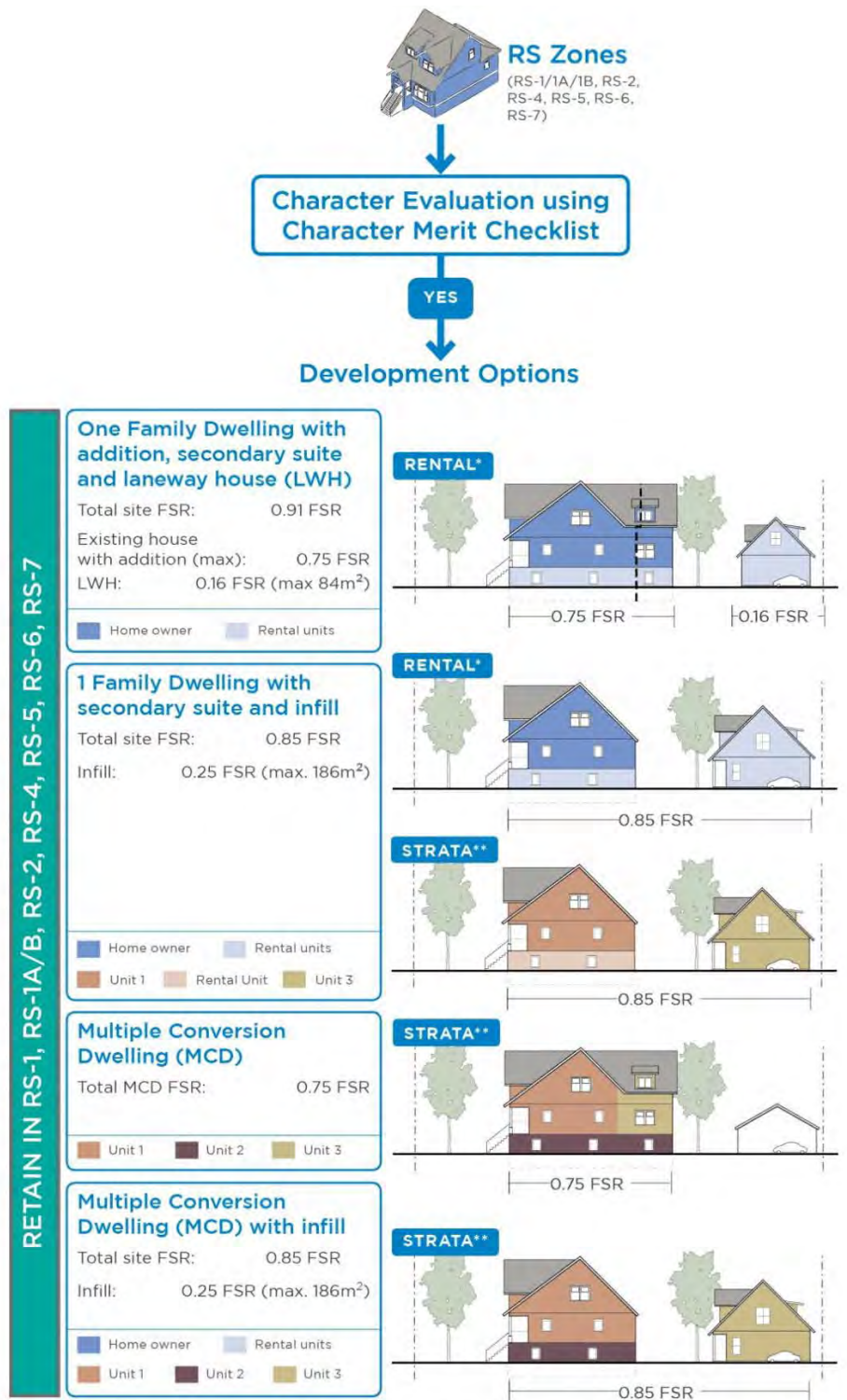
### **12.4 Lane Frontage**

The 0.9 metres (3.0 feet) minimum setback between an infill building and the lane should be permeable and landscaped where not required for vehicle or pedestrian access. Planted areas that face the lane are intended to expand the public realm and should not be blocked from view by private fencing. Fencing, where desired, should be set back from the property line to enhance the prominence of the planting. Where possible, plants should be located at grade in contiguous soil, i.e. avoiding planter boxes. Planting should consist of woody, evergreen and hardy plant material for year-round presence and structure. Hose bibs should be located near lane edge planting. A 6 inch curb should be provided to protect planting beds at lane edge. Vehicular gates, including sliding types, are discouraged.

### **12.5 Garbage and Recycling**

Garbage and recycling should be provided onsite in a designated storage area that is accessible to all units on the lot and screened from outdoor amenity space and the lane frontage.

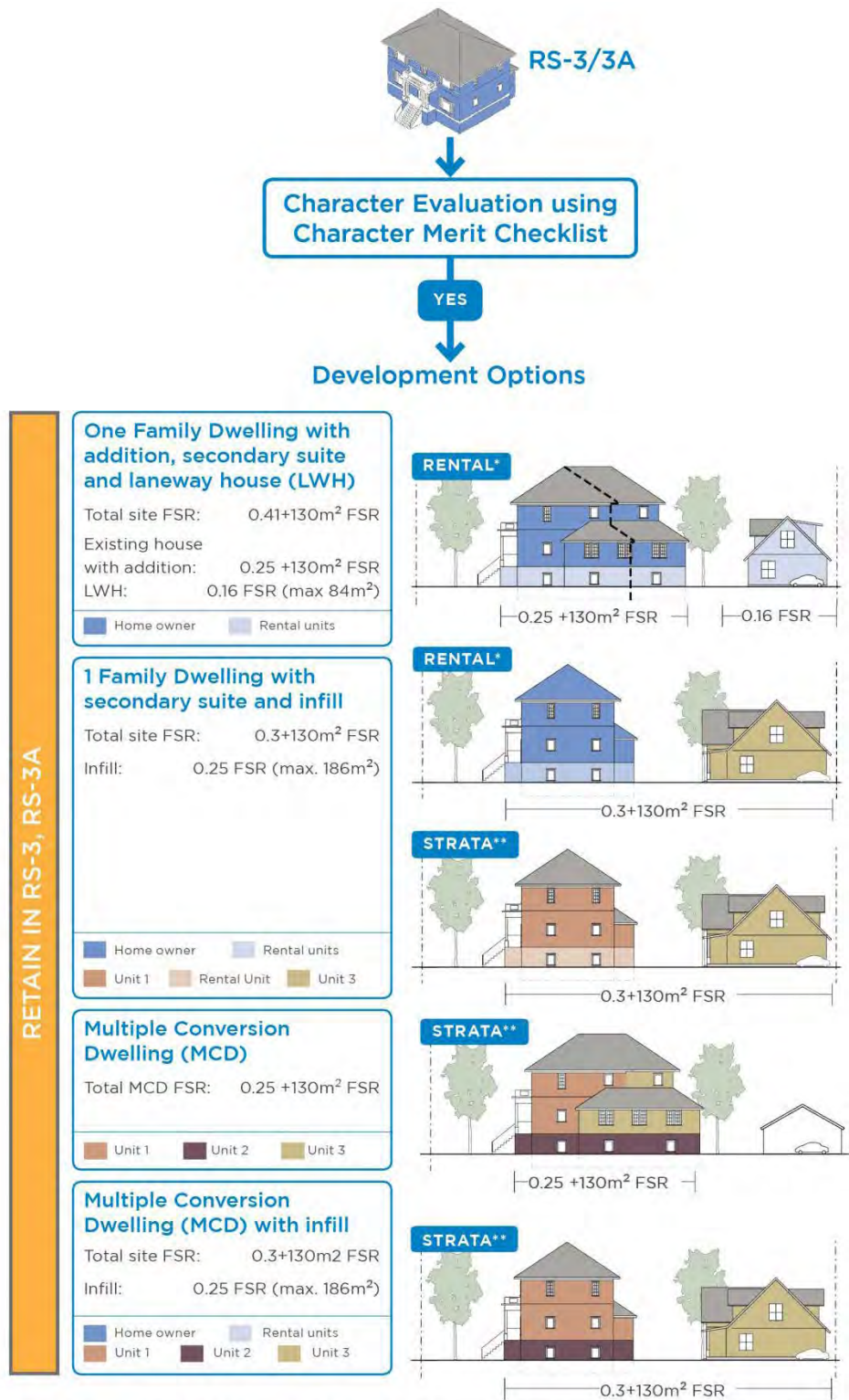
Figure 7 – Development Options for Character Houses in RS zones 1, 1A/B, 2, 4, 5, 6, and 7



\* Rental projects can not be converted to strata at a later date without meeting the required building upgrades.

\*\* Projects that are able to be stratified may be rented.

Figure 8 - Development Options for Character Houses in RS zones 3, 3/A



\* Rental projects can not be converted to strata at a later date without meeting the required building upgrades.

\*\* Projects that are able to be stratified may be rented.



# ARKS

## community VISION



**CityPlan**





## City Council Action



On November 1, 2005 City Council APPROVED the Arbutus Ridge/Kerrisdale/Shaghnessy Community Vision Directions that are shown in the following pages as "Approved".

Council also approved the following:

THAT Council and departments use the Arbutus Ridge/Kerrisdale/Shaghnessy Vision Directions to help guide policy decisions, corporate work, priorities, budgets, and capital plans in the community.

THAT Council direct the Director of City Plans to report back on an action plan to implement and monitor the Arbutus Ridge/Kerrisdale/Shaghnessy Vision.

## City Council 2002 - 2005

Mayor Larry W. Campbell  
Fred Bass  
David Cadman  
Jim Green  
Peter Ladner  
Raymond Louie  
Tim Louis  
Anne Roberts  
Tim Stevenson  
Sam Sullivan  
Ellen Woodsworth

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# Vision Highlights



## **Arbutus Ridge/Kerrisdale/Shaghnessy Today**

ARKS residents value the area's single family neighbourhoods, views from public places, and shopping areas. The area's parks offer a variety of open spaces and many are heavily used, as are community facilities like the community centre, pool, library, and ice rink. The Vision seeks to maintain and upgrade these community assets.

The ARKS Vision also seeks to retain the historic and mature character of the area and to further improve the community. Key Vision messages include:

## **Make Streets Safer**



Arterial streets in ARKS should be easier to cross, safer to walk and drive along, more livable and attractive, while continuing to carry commuters through the area. Several secondary arterial streets should be reclassified to neighbourhood collectors and more local streets should have traffic calming. Buses should be more frequent, comfortable, and convenient and they should be given more priority on streets. Shuttle buses should be used to provide more flexible local service between key destinations. There should be extensive public consultation with ARKS residents on the future of the Arbutus Corridor.

## **Improve Walking and Biking Routes**



Encourage greater use of pedestrian and cyclist routes in ARKS and improve safety at intersections. Residents should initiate Neighbourhood Greenways on popular walking and biking routes. The speed limit should be reduced to 40km/hr on local streets.

## **Improve the Environment**

The community and the City should work together to keep the area clean, reduce waste, expand recycling, and improve water and energy conservation. All new development should adopt more sustainable building practices, there should be more food grown and distributed locally, along with a ban on smoking in public places.

## **Enhance Community Safety**



Individuals, the community, and the police should all increase their efforts to create a safer community. The Community Policing Centre should be further strengthened and supported by the community. There should be more actions taken to reduce youth crime and patrols by police on foot and bicycle.

## **Expand Recreation Facilities and Services**

Recreation and library facilities in Kerrisdale should be expanded and upgraded and there should be more public recreation facilities in Arbutus Ridge and Shaughnessy. Maple Grove Pool should be retained and upgraded. Programs and services for seniors and youth should be expanded.



## **Enhance Parks, Streets, Lanes, and Public Places**

Parks and school grounds should be improved to allow for more diverse activities and more parks should be provided in poorly-served areas. Incorporate Ravine Park into a new greenway connecting Kerrisdale Village and Arbutus shopping areas. There should be more opportunities for community gardens and the community should have greater involvement in the design and stewardship of parks.

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

Most single family areas should be kept to retain the basic character of ARKS. Design review for new houses should be introduced in areas without design control zoning, and there should be more public involvement in the review of new single family house design. Character housing should be retained by allowing multiple conversion dwellings on large lots and incentives should be developed to encourage retention of character and heritage buildings.



## **Add New Housing Opportunities**

Locate new housing types on large lots, on or near arterial roads, and around shopping areas. Some small developments designed for seniors should be considered near parks, shopping, transit, and services to allow seniors to stay in the community as their housing needs change.



## **Create Neighbourhood Centres and Enhance Local Shopping Areas**

Kerrisdale Village, 33rd and MacKenzie, and Macdonald and Alamein should be enhanced to serve as the heart of their surrounding neighbourhoods. The commercial area at 16th and Macdonald should be considered for limited expansion on the south side of 16th Avenue. A new neighbourhood centre should be created at the Arbutus Shopping Centre with stores located closer to Arbutus Street. Commercial streets should be improved to make them more convenient, safe and comfortable. There should be a range of shops and services, improved pedestrian safety, additional convenient parking, more street trees, more attractive store fronts, and cleaner streets and lanes. Kerrisdale Village should add a supermarket and a public plaza.



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

Residents should have more and timelier input into decision making about changes in their community, ranging from major initiatives like the planning of the Arbutus Corridor, to recurring decisions relating to street or traffic changes.



**The Following *CityPlan* Directions Provide a Checklist for Community Visions:**

**Strengthen neighbourhood centres**

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

**Improve safety and better target community services**

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

**Reduce reliance on the car**

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

**Improve the environment**

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

**Increase the variety and affordability of housing**

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

**Define neighbourhood character**

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

**Diversify parks and public places**

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

**Involve people and redirect resources**

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

# Vision Background

## An Overview of the Community Vision Program

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

## What is This Vision?

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

## How was this Vision Created?

The Vision Directions were developed by people who live and work in ARKS. The program began in October 2003 with community outreach and a weekend Visions Fair in February 2004. The heart of the process was a series of intensive public workshops from April to June 2004, where over 400 people spent many hours developing ideas and options on a variety of topics. From these sessions, Vision Directions were created and published in the Community Vision Choices Survey which was distributed to all households, businesses, and property owners in May 2005. In addition, a random sample of households was given the same survey. Over 2600 people responded to the survey to create a shared Vision for the future. In November 2005 the Vision Directions that were supported by survey respondents were approved by City Council.

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

## Making the Vision Happen

The Community Vision sets broad Directions for the future. Some of these Directions will happen almost immediately, others over many years. Some Directions will help to set priorities and to direct funds within the wide variety of existing tools and programs like capital plans, zoning, traffic calming, business improvement area assistance, bike-ways, and greenways. The Vision will help to set priorities and to direct funds to programs which achieve the Vision over time.

Some Vision Directions are translated into actions and projects through more detailed planning—for example: to identify the specific location and design of new types of housing, and to design improvements to community shopping areas. The Vision also provides the community with a framework for action and volunteer initiatives. Continued community involvement will be necessary to set priorities and provide leadership over the life of the Vision. Combined action by the City and the community is the key to making the Vision happen.

## Topics Not Included in the Vision Directions

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

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

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

# Vision Directions

## Introduction

This section presents the Vision Directions grouped into eight themes, with directions for 27 specific topics. Different types of information are provided:

## Background Information

Introductory material for each theme and topic provides information on the existing situation and on existing City policies and practices which are not changed by the Vision.

## Vision Directions

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

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

**Not Approved (Uncertain) Directions:** When a Direction did not receive enough support to be classified as 'Approved' but the agree votes outweighed disagree votes in either the general or random surveys, the Direction is listed as 'Not Approved (Uncertain)'. Many of these Directions were supported by a majority of the general survey respondents and a majority of votes in the random survey (but below the 55% required to ensure community support given the sampling error of the random survey). These Directions were not adopted by City Council and although they are not City policy they remain on the table for further community discussion in subsequent planning processes. For these Directions, comments on their future role follows the 'Peoples Ideas'.

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

## People's Ideas

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

**Note:** Percentages shown in this document have been rounded-up when the detailed number is .5 or greater (e.g., 54.5% is rounded-up to 55%). However, this rounding-up has not changed the classification of a Direction (e.g., from 'Not Approved' to 'Approved').

Also note that the 'Percent Agree' figures refer to the share of the respondents who 'agreed' divided by the total number who provided an 'agree', 'disagree', or 'neutral' response on the Direction. 'Neutral' indicates the respondent did not have an opinion based on the information provided. Most Vision Directions had at least 10% of the total respondents checking the 'neutral' box.

# TRAFFIC and TRANSPORTATION



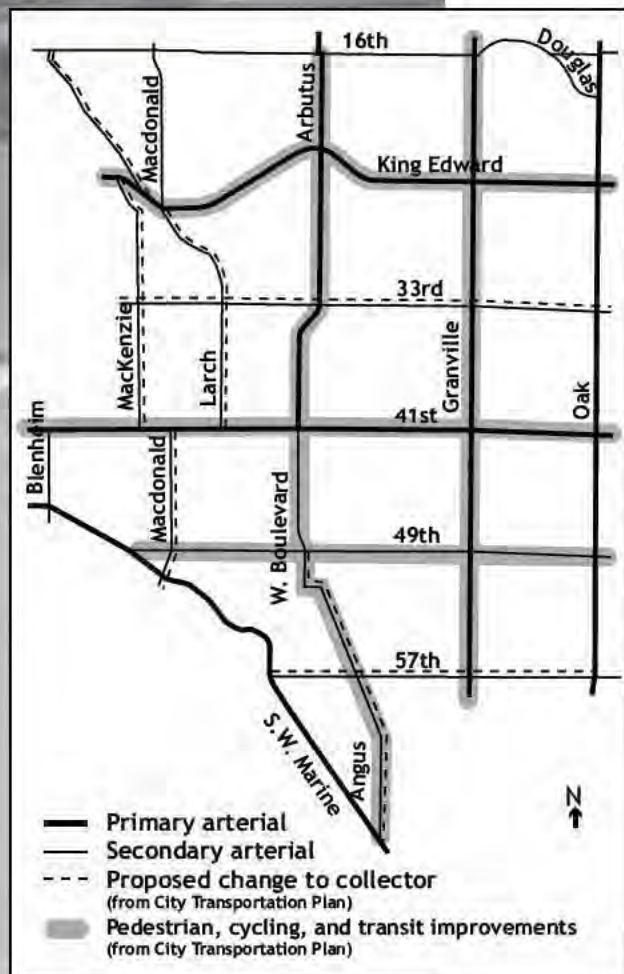
**T**raffic and its impacts are major issues in Arbutus Ridge/Kerrisdale/Shaulghnessy. The area has two of the city's busiest streets in terms of both car and truck traffic. Granville and Oak carry between 40,000 to just over 50,000 vehicles per 24-hour period. Many of ARKS arterial streets are used for truck travel: Vancouver's Transportation Plan estimated that Marine Drive carries over 400 trucks per day; Oak, Granville, Arbutus/West Boulevard, Macdonald/MacKenzie, and 41<sup>st</sup> each carry 200 trucks per day. In 2003, Oak and 41<sup>st</sup> had the highest number of motor vehicle collisions in ARKS (185), followed by Granville and 41<sup>st</sup> (132), and Granville and King Edward (119).

The Vision addresses a number of transportation issues in ARKS including traffic volumes and congestion; truck traffic, particularly trucks servicing redevelopment at UBC; specific intersections; and improvements for pedestrians, cyclists, and transit users. Many of

these Directions are described below, others are in the NEIGHBOURHOOD CENTRES or PARKS, STREETS, LANES, AND PUBLIC PLACES sections.

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

- primary arterials: the busiest streets in ARKS — King Edward, 41<sup>st</sup>, Marine Drive, Arbutus/West Boulevard (16<sup>th</sup> to 41<sup>st</sup>), Granville, and Oak
- secondary arterials: less-busy streets where pedestrians, bikes, and transit should be encouraged — 16<sup>th</sup>, Marpole/15<sup>th</sup>/Wolfe/Douglas, West Boulevard (41<sup>st</sup> to 51<sup>st</sup>), 49<sup>th</sup>, and Macdonald (16<sup>th</sup> to King Edward)
- streets proposed to be removed from the arterial network: Quesnel (King Edward to 27<sup>th</sup>) and MacKenzie (27<sup>th</sup> to 41<sup>st</sup>), West Boulevard (51<sup>st</sup> to 61<sup>st</sup>) and Angus (61<sup>st</sup> to Marine Drive), Puget (King Edward to 33<sup>rd</sup>) and Larch (33<sup>rd</sup> to 41<sup>st</sup>), Macdonald (41<sup>st</sup> to Marine Drive), 33<sup>rd</sup> (Oak to MacKenzie), and 57<sup>th</sup> (Oak to Marine Drive).



## Types of Streets

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

**Secondary arterials:** also serve through traffic but they are generally narrower and less busy than primary arterials (although some, like 12<sup>th</sup>, have high traffic volumes). They may be bus or truck routes.

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

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

**Streets with increased priority for pedestrians, cyclists, and transit-users:** are arterials identified in the Transportation Plan as having the potential for increased use by pedestrians (e.g. improving pedestrian crossings, or creating 'pedestrian priority areas' with corner bulges, public art, and landscaping), cyclists (e.g. Bikelanes), and transit users (e.g. bus bulges, bus lanes, bus priority at traffic signals).

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

# 1 Primary Arterials

(King Edward, 41<sup>st</sup>, Marine Drive, Arbutus/West Boulevard (16<sup>th</sup> to 41<sup>st</sup>), Granville, and Oak)

King Edward, 41<sup>st</sup>, Marine Drive, Arbutus/West Boulevard (16<sup>th</sup> to 41<sup>st</sup>), Granville, and Oak will continue to be primary arterials used by traffic travelling across the city and region. All except King Edward are truck routes. All are transit routes (including a small portion of Marine Drive). King Edward, 41<sup>st</sup>, Arbutus/West Boulevard (16<sup>th</sup> to 41<sup>st</sup>), and Granville have been designated in the Transportation Plan as having potential for 'increased priority for pedestrians, bicycles, and transit'. Traffic volumes, speeds, truck traffic, and noise can make these streets difficult to walk along, live on, or to cross. 41<sup>st</sup> is the 'Main Street' for Kerrisdale Village and has special needs for pedestrians crossing to reach its many retail stores. Both Marine Drive and 41<sup>st</sup> play a significant role in providing access to UBC for both car and truck traffic, with the accompanying problems regarding safety and amenity for pedestrians and homeowners who live along these arterials (also see Directions in the NEIGHBOURHOOD CENTRES section of the Vision).



Marine Drive: primary arterial needs more and safer pedestrian crossings

## 1.1 Improve Conditions and Safety on King Edward, 41<sup>st</sup>, Marine Drive, Arbutus/West Boulevard (16<sup>th</sup> to 41<sup>st</sup>), Granville, and Oak

### Approved

The conditions and safety for residents and pedestrians on King Edward, 41<sup>st</sup>, Marine Drive, Arbutus/West Boulevard (16<sup>th</sup> to 41<sup>st</sup>), Granville, and Oak should be substantially improved by:

- adding and upgrading pedestrian crossings and sidewalks
- reducing traffic speed and noise
- providing more education about and enforcement of traffic rules and regulations
- pursuing design solutions to reduce traffic impacts, and
- reducing the adverse impacts of trucks on neighbourhoods.

**Percent Agree 75%/78%**

### People's Ideas...

- improve pedestrian crossing opportunities: more pedestrian-activated signals, median refuges, curb bulges, grade separated crossings, employ crossing guards to shorten waiting times
- reduce maximum size of trucks permitted to use residential truck routes
- use noise absorbent material when resurfacing noisy streets
- make Kerrisdale Village a 'pedestrian priority area', especially at East and West Boulevards
- restrict hours of truck use, restrict their use to inside lanes, and limit use of engine brakes along Marine Drive and 41<sup>st</sup>
- add crosswalks or median refuges on Marine Drive (e.g. at Larch, Yew, 45<sup>th</sup>, 49<sup>th</sup>, and the Arbutus Corridor), and set minimum distances between crosswalks
- assess the impact of street widening of Marine Drive on local residents and on area traffic congestion



## City Transportation Plan

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

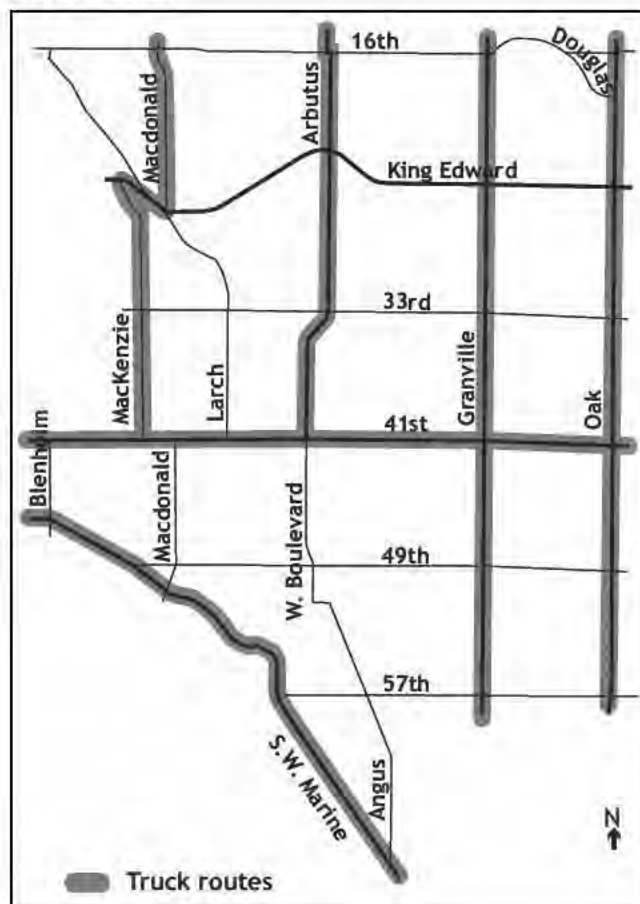
- not expanding the existing network of arterial roads in the city
- improved transit and expanded cycling
- better conditions for pedestrians, especially in important shopping areas
- traffic calming to protect neighbourhoods from through traffic
- improved truck access for moving goods
- future growth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

## 2 Secondary Arterials

(16<sup>th</sup>, Marpole/15<sup>th</sup>/Wolfe/Douglas, West Boulevard (41<sup>st</sup> to 51<sup>st</sup>), 49<sup>th</sup>, and Macdonald (16<sup>th</sup> to King Edward)

16<sup>th</sup>, Marpole/15<sup>th</sup>/Wolfe/Douglas, West Boulevard (41<sup>st</sup> to 51<sup>st</sup>), 49<sup>th</sup>, and Macdonald (16<sup>th</sup> to King Edward) are secondary arterials. Macdonald is a truck and transit route, West Boulevard and 49<sup>th</sup> are transit routes. West Boulevard, 49<sup>th</sup>, and Macdonald are designated in the Transportation Plan as having potential for 'increased priority for pedestrians, bicycles, and transit'. Vision participants noted problems with traffic speed and pedestrian safety, especially along West Boulevard.

### Truck Routes



49<sup>th</sup>: secondary arterial needs increased priority for pedestrians, bicycles, and transit

### 2.1 Improve Conditions and Safety on 16<sup>th</sup>, Marpole/15<sup>th</sup>/Wolfe/Douglas, West Boulevard (41<sup>st</sup> to 51<sup>st</sup>), 49<sup>th</sup>, and Macdonald (16<sup>th</sup> to King Edward)

#### Approved

The conditions and safety for residents and pedestrians on 16<sup>th</sup>, Marpole/15<sup>th</sup>/Wolfe/Douglas, West Boulevard (41<sup>st</sup> to 51<sup>st</sup>), 49<sup>th</sup>, and Macdonald (16<sup>th</sup> to King Edward) should be substantially improved by:

- adding and upgrading pedestrian crossings and sidewalks
- reducing traffic speed and noise, and
- providing more education about, and enforcement of, traffic rules and regulations.

**Percent Agree** 73%/74%

#### People's Ideas...

- need pedestrian crossings on East and West Boulevard at 47<sup>th</sup> (near Magee High School), along 49<sup>th</sup> from Arbutus to Marine, and on 49<sup>th</sup> at Balsam (to improve access to Maple Grove Park)

## 3 Redesignate to Collectors

Quesnel (King Edward to 27<sup>th</sup>) and MacKenzie (27<sup>th</sup> to 41<sup>st</sup>), West Boulevard (51<sup>st</sup> to 61<sup>st</sup>) and Angus (61<sup>st</sup> to Marine Drive), Puget (King Edward to 33<sup>rd</sup>) and Larch (33<sup>rd</sup> to 41<sup>st</sup>), Macdonald (41<sup>st</sup> to Marine Drive), 33<sup>rd</sup> (Oak to MacKenzie), and 57<sup>th</sup> (Oak to Marine Drive)

These streets are now secondary arterials which carry relatively low traffic volumes and pass through predomi-

## UBC Strategic Transportation Plan

The UBC Strategic Transportation Plan provides guidelines and recommendations for managing changes to UBC's transportation systems. The Plan contains 55 strategies to reduce Single Occupancy Vehicle (SOV) reliance. These strategies include the 'U pass' Program which provides mandatory unlimited transit access to students, van/pool programs, comfortable and secure bicycle/pedestrian facilities, campus shuttle systems, and flexible work/study programs. Another aspect of the Plan seeks to mitigate the impacts of heavy trucks in Vancouver's residential areas through a Truck Management Program. The Program includes promoting on site storage and reuse of materials, consolidation of truck deliveries, and scheduling of construction activities to 'even out' heavy truck traffic.

nantly residential neighbourhoods. Quesnel and MacKenzie serve as both truck and transit routes, West Boulevard and Angus as bus routes within ARKS. Quesnel and MacKenzie are located on the boundary between ARKS and Dunbar, and Angus and 57<sup>th</sup> on the boundary with Marpole.

The Transportation Plan proposes, and Vision participants supported, their reclassification to neighbourhood collectors. As a neighbourhood collector, a street would continue to give local traffic access to arterial roads but it would not be widened to increase the number of traffic lanes or the amount of car or truck traffic it carries. To achieve reclassification requires neighbourhood support, so streets which are located on the boundary between ARKS and other neighbourhoods will require further discussion with residents living outside of ARKS. The results of this Survey and of any further discussions with residents will be reported to City Council for a final decision on reclassification.

### 3.1 Change Designation of Some Secondary Arterials

The City should change the designation of the following streets from secondary arterial to neighbourhood collector to ensure these streets are not widened to increase the number of traffic lanes or the amount of car or truck traffic they carry:

#### **Approved**

a) Quesnel (King Edward to 27<sup>th</sup>) and MacKenzie (27<sup>th</sup> to 41<sup>st</sup>)

**Percent Agree 54%/61%**

#### **Approved**

b) West Boulevard (51<sup>st</sup> to 61<sup>st</sup>) and Angus (61<sup>st</sup> to Marine Drive)

**Percent Agree 57%/57%**

#### **Approved**

c) Puget (King Edward to 33<sup>rd</sup>) and Larch (33<sup>rd</sup> to 41<sup>st</sup>)

**Percent Agree 56%/58%**

#### **Approved**

d) Macdonald (41<sup>st</sup> to Marine Drive)

**Percent Agree 53%/58%**

#### **Approved**

e) 33<sup>rd</sup> (Oak to MacKenzie)

**Percent Agree 51%/59%**

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

f) 57<sup>th</sup> (Oak to Marine Drive).

**Percent Agree 48%/52%**

**Comment:** Direction 3.1(f) did not receive majority support in the general survey, and did not receive high enough agreement in the random survey to be classified as Approved. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.7 to 1, random survey: 1.9 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion in further planning. An examination of the distribution of votes for both surveys found that respondents in the neighbourhood adjacent to the street (bounded by 49<sup>th</sup>, Oak, 57<sup>th</sup>, Angus and Marine Drive) supported the Direction: 64% agree, 28% disagree.



33<sup>rd</sup>: change designation to neighbourhood collector

### 3.2 Improve Conditions and Safety on Streets with the Potential to be Redesignated to Neighbourhood Collectors

#### **Approved**

The conditions and safety for residents and pedestrians on Quesnel (King Edward to 27<sup>th</sup>) and MacKenzie (27<sup>th</sup> to 41<sup>st</sup>), West Boulevard (51<sup>st</sup> to 61<sup>st</sup>) and Angus (61<sup>st</sup> to Marine Drive), Puget (King Edward to 33<sup>rd</sup>) and Larch (33<sup>rd</sup> to 41<sup>st</sup>), Macdonald (41<sup>st</sup> to Marine Drive), 33<sup>rd</sup> (Oak to MacKenzie), and 57<sup>th</sup> (Oak to Marine Drive) should be substantially improved by:

- adding and upgrading pedestrian crossings and sidewalks

### Less Widely Used Traffic Calming Measures

There are other traffic calming measures that the City has tried in a few trial locations. These methods are less widely used and sometimes must be paid for either wholly or partially by residents. These include:

- mid block bulges or 'pinches' to narrow the street
- public art/fountains, street trees, and planting/gardening on boulevards to provide more visual clues for traffic to slow down and to provide greater amenity
- street reclaiming with block parties and street festivals organized by residents
- rough pavement including the use of stamped pavement or alternate paving materials to create an uneven surface, and
- Woonerf (or 'street for living') street layout: creating a common space shared by pedestrians, bicyclists, and low speed motor vehicles typically streets have no sidewalks or curbs, and traffic is slowed by placing trees, planters, parking areas, and other 'obstacles' in the street (parts of Granville Island work this way).

- reducing traffic speed and noise
- providing more education about, and enforcement of, traffic rules and regulations, and
- reducing the adverse impacts of trucks on neighbourhoods.

**Percent Agree 72%/72%**

#### People's Ideas...

- use traffic circles and stop signs when downgrading from arterial to collector
- prohibit parking for ½ block on Larch north of 41<sup>st</sup>

## 4 Traffic Calming on Local Streets

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

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

- a neighbourhood-wide traffic calming plan
- property owners pay for a non-diversionary traffic calming device
- City funded traffic calming on streets with problems confirmed by measurable criteria.

The Vision supports more traffic calming.

### 4.1 Use Traffic Calming Programs

#### Approved

Residents should ensure they contact the City about any traffic problems experienced on local streets so that the City's traffic calming programs can be initiated.

**Percent Agree 65%/68%**

#### People's Ideas...

- need comprehensive traffic calming plan for area south of 41<sup>st</sup>
- slow traffic around York House, Little Flower Academy, and Shaughnessy School
- address traffic congestion around schools, especially at Kerrisdale and Point Grey Schools
- enforce existing 50 km/h speed limit
- address traffic issues on 42<sup>nd</sup> just outside the Kerrisdale Community Centre
- need 4-way stop to slow traffic and enhance pedestrian safety around 45<sup>th</sup> and Yew, provide stop signs at East Boulevard and 50<sup>th</sup>, 52<sup>nd</sup>, and 54<sup>th</sup>



Raised crosswalk: traffic calming to slow cars

### 40 km/h Speed Limit on Local Streets

The City's Transportation Plan has a policy to reduce speed limits on residential streets to 40 km/h. This will require an amendment to the province's Motor Vehicle Act.

### 4.2 Allow 40 km/h Speed Limit on Local Streets

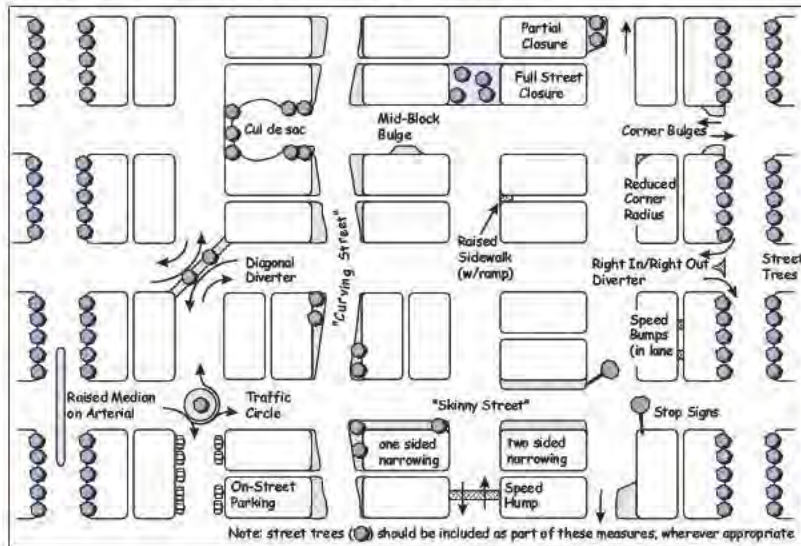
#### Approved

The City should continue to encourage the province to move quickly to amend the Motor Vehicle Act to allow the City to reduce the speed limit on local streets to 40 km/h.

**Percent Agree 54%/58%**



## Neighbourhood Traffic Calming Measures



### 4.3 Pursue Traffic Demand Reduction Measures

#### *Not Approved (Uncertain)*

More should be done to reduce auto-trips taken by residents of ARKS. Create and/or adopt from other areas programs and measures that get people walking, biking, or taking transit to local destinations, and link trips that would usually be taken individually.

**Percent Agree 52%/52%**

#### People's Ideas...

- organize walking or biking school bus to discourage drop-off by car
- limit parking around schools, provide parking only for car-pools at UBC, use family trip-reduction plans, and adopt more user-pay measures for car drivers

**Comment:** This Direction did receive majority support in the general survey, but did not receive high enough agreement in the random survey to be classified as Approved. In the random survey, the Direction received substantially more agree votes than disagree votes (2 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion in further planning.

## 5 Public Transit

The Transportation Plan recognized that future growth in trips must be accommodated on the existing road system (supplemented with rapid transit). According to the Plan, the City cannot afford the cost or impacts of widening roads enough to reduce auto congestion. Instead, its approach is to reallocate road space and accommodate more trips on transit. More people must be attracted to transit in order to keep future traffic congestion from becoming unbearable.

Control of transit has passed from the province to a regional body named TransLink which plans, finances, and operates the transit system. Within Vancouver, the City owns the roads that buses operate on and is responsible for bus shelters, whether traffic signals give priority to buses, and how the streets are designed for buses. The Transportation Plan recommends that the City work with TransLink to create:

- better bus stops, bus shelters, and boarding areas (e.g. with timetables and maps)
- more frequent buses
- bus priority measures to increase efficiency and reliability of buses (e.g. bus bulges)
- community mini-buses
- a city-wide network of express bus routes (including 41<sup>st</sup>) and rapid transit.

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

### 5.1 Use Bus Priority Measures

#### *Approved*

The efficiency and reliability of buses should be improved through the use of bus priority measures, such as bus bulges, bus signal priority, and bus only lanes.

**Percent Agree 65%/64%**



Bus bulge: helps bus priority, more boarding space

#### People's Ideas...

- dedicate bus lanes through commercial areas to reduce delays
- allow signal priority for buses at intersections
- provide bus bulges and boarding spaces on transit-oriented streets where road space is available

### 5.2 Increase Frequency of Bus Service

#### Approved

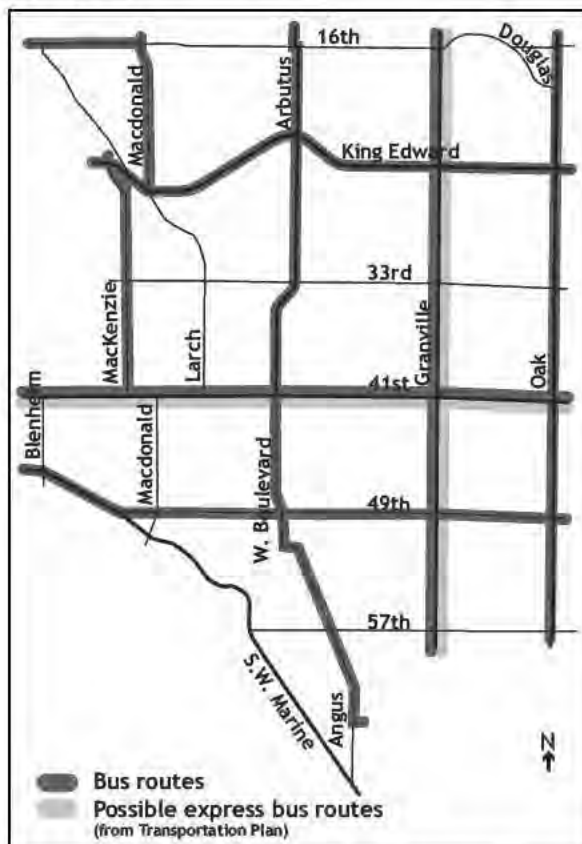
The City should consult with TransLink to increase bus frequency — including adding more express routes — to quicken service. Attention should be paid to north-south connections in ARKS.

**Percent Agree 70%/74%**

#### People's Ideas...

- reduce number of bus stops during rush hour to increase frequency and reduce transit times, and add express routes (especially along Arbutus, and Macdonald/MacKenzie)
- alternate express and regular buses

Bus Routes



- use express lanes during peak hours to serve schools
- address problem of UBC cross-town buses being filled to capacity before they reach Kerrisdale
- need bus route on Oak to link to Richmond City Centre

### 5.3 Provide Shuttle Buses

#### Approved

TransLink should use shuttle buses to provide more flexible local service to and from key destinations like Kerrisdale Village, Kerrisdale Community Centre and Library, and Arbutus Shopping Centre.

**Percent Agree 57%/60%**

#### People's Ideas...

- use taxi-buses with flexible, demand-responsive routes to connect to regular city bus system
- use smaller buses in off-peak hours (especially on 49th)
- provide shuttles between shopping areas

### 5.4 Improve Taxi Service

#### Not Approved (Uncertain)

The number of taxis permitted in the city should be increased to improve local service, and further broaden transportation alternatives to the private automobile.

**Percent Agree 36%/42%**

#### People's Ideas...

- increase the city's taxi fleet (number of licenses) and incorporate into overall transit plan
- provide more taxis/private shuttles

**Comment:** This Direction did not receive majority support in either the general survey or random surveys. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.3 to 1, random survey: 1.8 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion in further planning.



## Arbutus Corridor

The Arbutus Corridor is an 11 km stretch of land, running from False Creek in the north to the Fraser River in the south. The Corridor includes more than 20 hectares of land along its length. Canadian Pacific Railway (CPR) is the legal owner of the Arbutus Corridor south of First Avenue.

In 1999, the CPR announced its intention to discontinue rail services on the line. The CPR proposed the development of the Arbutus Corridor for commercial and residential use. In 2000, after a public hearing process, the City of Vancouver enacted the Arbutus Corridor Official Development Plan (ODP). The Plan designates the land in the Arbutus Corridor for transportation, including rail and transit, and for greenways.

The CPR subsequently challenged the Arbutus Corridor ODP in BC Supreme Court. In the initial decision in 2002, the Court ruled that the Arbutus Corridor ODP was invalid and set it aside. The City appealed that decision and the BC Court of Appeal affirmed the City's authority to enact the Arbutus Corridor ODP. The CPR appealed the decision of the BC Court of Appeal to the Supreme Court of Canada which upheld the Arbutus Corridor ODP which designates it for transportation and greenways uses.

## 5.5 Improve the 'Transit Experience'

### *Approved*

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

**Percent Agree 66%/71%**

People's Ideas...

- provide quiet transit through Kerrisdale (trolley bus/street car), cleaner buses, mail boxes, and news vending machines at bus stops
- post timetables and route maps and provide garbage cans at bus stops
- provide washrooms at major transit stops

## 5.6 Extensive Public Consultation when Planning for the Arbutus Corridor

### *Approved*

Assuming the Supreme Court of Canada decides that the City has the authority to regulate the development of the Arbutus Corridor, there should be extensive public consultation with ARKS residents on the future of the Arbutus Corridor.

**Percent Agree 80%/81%**

## 5.7 Review Transit Fares and Promote Ridership

### *Approved*

TransLink should consider ways to encourage greater ridership including special promotions and a reduction in the fare schedule.

**Percent Agree 70%/68%**

People's Ideas...

- provide free rides on Canada Day
- provide 'U-pass' for Vancouver residents — add cost to property taxes — and run 'U-passes' all year round
- decrease bus fares for seniors and youth
- extend time limits for transfers
- provide a 'family rate' for families travelling together on transit

## 5.8 Local Involvement in Transit Decisions

### *Approved*

There should be more local involvement in transit decisions.

**Percent Agree 72%/66%**

People's Ideas...

- make those most affected by TransLink decisions part of the decision making process

# 6 Greenways and Bikeways

Greenways, Bikeways, and Bikelanes are networks of routes designed to provide active and alternative ways to move through the city, while enhancing the experience of nature, community, and city life. Work is underway through various City programs:

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

**Greenways** are streets and routes enhanced to create an interesting and safe environment for walking and recreational cycling. The Vancouver Greenways Plan was developed with public consultation and approved in 1995. It identifies two kinds of Greenways: City Greenways which have been planned to create a city-wide network of 14 routes (the Ridgeway route is nearing completion); and Neighbourhood Greenways which create pleasant local connections, are smaller in scale, and are initiated by neighbourhood groups, who receive technical and funding support from the City.

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



City wide Greenway:  
Ridgeway



Neighbourhood Greenway

**Bikelanes** are marked lanes (minimum 1.5m wide) for bikes on some arterial streets. This idea was introduced by the Transportation Plan. Often space for Bikelanes needs to be allocated from space reserved for other street uses. This can have impacts on parking, the number of travel lanes, and street and median curb-to-curb width.

Exact routes and designs of future city-wide Greenways, Bikeways, and Bikelanes are determined partly through input from the Community Vision but are usually followed by further, more detailed consultation with local residents and businesses.

## 6.1 Improve Greenway and Bikeway Routes

### Approved

Greenways should link major walking destinations within and outside of ARKS and provide safe crossings at major streets. While the existing Ridgeway Greenway, and the Angus/Cypress, Mid-

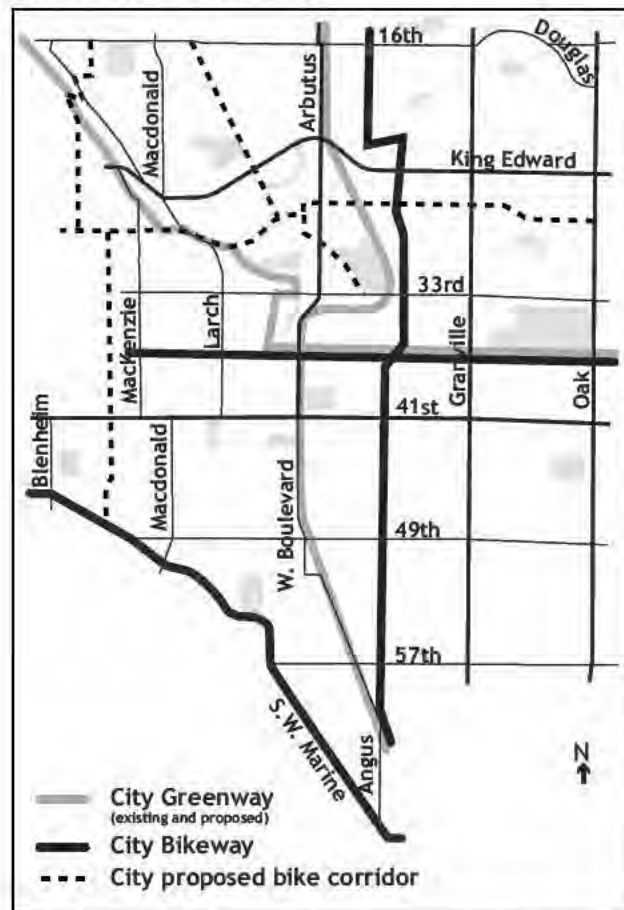
town, and Marine Bikeways are important community assets, improvements must still be made to encourage greater use of pedestrian and cyclist routes and facilities, and improve safety at intersections.

**Percent Agree 72%/72%**

### People's Ideas...

- narrow traffic lanes on Marine Drive to expand Bikelane and sidewalk
- provide better signage directing cyclists to Bikeways
- provide buffer between vehicles and bicycles on Marine Drive – remove cars parking in bikelane
- provide more traffic calming on bike routes especially on 37<sup>th</sup> to deal with school traffic
- show alternative routes to avoid steep hills and other barriers (e.g. 45<sup>th</sup> instead of 37<sup>th</sup> for steep sections)
- provide an east-west Greenway along King Edward or 16<sup>th</sup>
- consider 43<sup>rd</sup> or 45<sup>th</sup> as a good biking and walking route
- add a route for cyclists near 41<sup>st</sup> (e.g. 40<sup>th</sup> or 42<sup>nd</sup>)

## Greenways and Bikeways



## 6.2 Initiate Neighbourhood Greenways

### Approved

ARKS residents should initiate Neighbourhood Greenways on frequently used walking and biking routes within the area (shown on the map). A Neighbourhood Greenway running between Kerrisdale Village and Arbutus Shopping Centre and incorporating Ravine Park should be investigated.

**Percent Agree 68%/74%**

### People's Ideas...

- extend trail along Ravine Park to 41<sup>st</sup> shopping area

## 6.3 Provide General Walking and Biking Improvements

### Approved

The frequently used walking and biking routes within ARKS shown on the map should have additional greening and other types of improvements, including:

### Funding Sidewalks

In 2004, City Council committed to completing the sidewalk network on all streets in Vancouver. A priority list of sidewalk/street types was established: transit routes, arterial streets, pedestrian collector routes, higher zoned streets, and local residential streets. Construction and reconstruction of sidewalks and improvements to residential streets and lanes is generally cost shared by the City and the adjacent property owner. In order to facilitate the completion of the sidewalk network, the City decreased the property owner share for new sidewalks and increased the owner's share for street and lane improvements.

Heavily utilized sidewalks that are seriously in need of repair, like sidewalks in neighbourhood shopping areas, now may be reconstructed by the City (without the approval of property owners) when the full costs of reconstruction is borne by the City.

- installation of sidewalks on streets without sidewalks and improved maintenance of existing streets and sidewalks,
- better pedestrian and bike crossings of arterials, and
- beautification of streets and sidewalks (e.g. tree-lined streets, landscaping, flowers, benches, special paving, and lighting).

**Percent Agree 72%/73%**

### People's Ideas...

- install signals at major intersections on well-used but non-designated routes

### 6.4 Provide and Repair Streets and Sidewalks

#### Approved

Streets and sidewalks in ARKS should be provided or repaired where necessary.

**Percent Agree 77%/82%**

### People's Ideas...

- fix sidewalks on west side of 5900 block Balsam
- improve condition of sidewalk and pavement on Elm, Larch, 43<sup>rd</sup>, Balsam, Angus, and Connaught
- pave and calm MacKenzie between 33<sup>rd</sup> and 41<sup>st</sup>
- provide sidewalks on East Boulevard between 52<sup>nd</sup> and 57<sup>th</sup>
- fix the pavement along MacKenzie, Blenheim, and East Boulevard (49<sup>th</sup> to 57<sup>th</sup>)

### 6.5 Provide Bike Parking and Racks

#### Approved

Bike parking and racks should be more readily available in ARKS, particularly at major destinations like Kerrisdale Village.

**Percent Agree 64%/67%**

### People's Ideas...

- provide bike racks in visible areas – easy to access and monitor – in areas around Kerrisdale Village, on buses, and in schools, parks and commercial areas

### 6.6 Develop Bikelanes along 33<sup>rd</sup> and MacKenzie

#### Approved

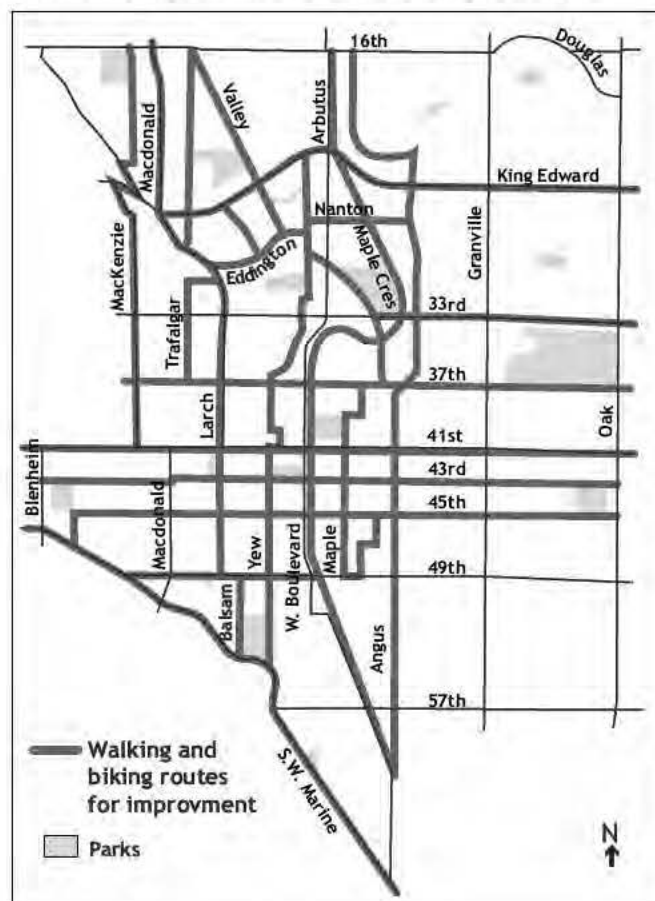
Bikelanes along 33<sup>rd</sup> and MacKenzie should be considered as part of a city-wide commuter network (this would be considered as part of a more detailed plan, to ensure that it was safe and that it fits in with the City's overall network of biking routes).

**Percent Agree 59%/57%**

### People's Ideas...

- provide Bikelanes on secondary arterials with bike parking
- dedicate land for Bikelanes
- install Bikelanes near all elementary and secondary schools
- separate Bikelanes from car lanes

**Frequently Used Walking and Biking Routes**





# COMMUNITY SAFETY and SERVICES

KERRISDALE  
BRANCH  
LIBRARY

## 2001 Population

Vancouver	546,000
ARKS	40,430

## 1981 - 2001 Population Growth

Vancouver	32%
ARKS	19%

## English Mother Tongue

Vancouver	49%
ARKS	52%

## Chinese Mother Tongue

Vancouver	26%
ARKS	34%

## Median Household Income

Vancouver	\$42,026
ARKS	\$60,901

## Percent Low Income Households

Vancouver	27%
ARKS	19%

## Single Parent Families

Vancouver	17%
ARKS	10%

Source: Census 2001

Arbutus Ridge/Kerrisdale/Shaghnessy (ARKS) has a diverse population with many languages, ethnic backgrounds, income levels, and ages. These demographic factors create challenges to understanding and meeting people's safety, recreational, and social service needs. Out of the broad range of services and service providers within ARKS, the Vision Directions concentrate on services which are either provided directly, or partly funded, by the City.

## Paying for Services and Facilities

The City pays for many of the services and facilities involved in policing, recreation, libraries, and so forth, through property taxes, development cost charges, and user fees.

The CityPlan Direction on City finances is to continue to be cautious about increasing spending. Generally, new services would need to be paid for by redirecting funds now spent on other items or in other areas, or through user pay funding sources (see MORE INFO – Development Cost Levies and Community Amenity Contributions in the NEW HOUSING section). There are usually more requests for new facilities than can be funded in any one period, so there is often a waiting period of years before a facility is expanded or rebuilt.

## Non-City Services

Most health and social services are funded by the province and provided either directly by ministries or through various agencies. The Vancouver Coastal Health Authority is responsible for health and community care services, including many for seniors. ARKS is served by the Pacific Spirit Community Health Centre which is situated at 2110 West 43<sup>rd</sup>.

## Community Policing Centres

Community Policing Centres (CPCs) are places where the police and community volunteers engage in the delivery of crime prevention programs. When provincial funding for CPCs was withdrawn in 2003, a new model for community policing was adopted by the City to address the financial shortfall. The revised model consists of 7 neighbourhood based CPCs and 1 CPC designated for Vancouver's Chinese population. Every office has a neighbourhood police officer assigned to work with the local population. The centres rely on support and cooperation from local residents, businesses, the police, and the City. The Kerrisdale Oakridge Marpole (KOM) CPC at 5655 Cambie services ARKS, along with Riley Park, South Cambie, Oakridge, and Marpole.

# 7 Community Safety

In 2001, both the rate of property crimes and the rate of crimes against people in ARKS were lower than most of the city's local areas. Within ARKS, Shaughnessy's property crime rate was slightly higher than in Arbutus Ridge and Kerrisdale.

Vision Directions focus on key components in a strategy to prevent crime: individual actions, community initiatives, and policing approaches. In addition, there are Directions which look at particular issues like youth crime and illegal drug activities.

## 7.1 Individual Actions to Improve Safety

### *Approved*

Individuals should take responsibility for reducing the likelihood they or their property will be affected by crime. Possible actions include making their homes and vehicles more burglar and theft resistant, and getting to know their neighbours.

**Percent Agree 84%/87%**

### People's Ideas...

- do not bring valuables to the community centre or library
- remove valuables when leaving the car and display 'no valuables' sign on vehicles
- install security cameras, motion sensor lighting, and gates to protect your home
- report suspicious behaviour to the police, especially in the back lanes
- get a 'vacation' buddy to check on your home when away
- hold more block parties to promote communication between neighbours

## 7.2 Support the Community Policing Centre and Community Policing

### *Approved*

The Community Policing Centre (CPC) serving ARKS should be further strengthened and supported by the community. The CPC should expand the Block Watch Program, recruit more volunteers, and do more outreach in the community (especially to newcomers).

**Percent Agree 80%/80%**

### People's Ideas...

- publish newsletter about safety issues
- conduct meetings with local residents and newcomers about crime prevention in community centres, schools, and businesses
- hold regular safety fairs in the community centre
- recruit a Chinese speaking coordinator to get the Chinese involved as volunteers
- encourage Block Watch captains to connect better with newcomers
- locate a satellite station of the CPC at the community centre or major commercial areas to distribute information and recruit volunteers



Kerrisdale Oakridge Marpole Community Policing Centre

## 7.3 Community Actions to Reduce Crime

### *Approved*

The CPC, the City, the Police Department, the community centre, business groups, schools, and local neighbourhood groups should strengthen crime prevention efforts. These efforts should include improved lighting in low-visibility areas, strengthening community con-



### Neighbourhood Integrated Service Teams

City Council created Neighbourhood Integrated Service Teams (NISTs) in 1994. Each neighbourhood based team is made up of representatives from several departments and agencies (Police, Health, Engineering, Licenses and Inspections, Fire and Rescue, Planning, etc). These multi departmental teams work to help communities solve problems such as unsafe buildings, garbage, noise, and illegal activity in a more coordinated and collaborative way.

nections and partnerships, and wider use of crime prevention and education programs.

**Percent Agree 85%/80%**

People's Ideas...

- get neighbourhood associations to organize more crime prevention activities (e.g. volunteer night patrols)
- post signs in the community centre reminding people to take care of their own belongings or designate a 'safe' area for depositing valuables
- provide better lighting on the streets and lanes (e.g. prevent lights from being overshadowed by tree limbs), install emergency phones
- extend opening hours of Kerrisdale stores into the evening (to make streets brighter and safer and provide support when there is danger)
- encourage dog owners to be involved in the pooch patrol program

### 7.4 Enhance Police Services

#### *Approved*

There should be more patrols by police on foot and bicycle, particularly in areas of the community with higher crime rates, to enable the police to be more responsive to local safety concerns and needs.

**Percent Agree 85%/85%**

People's Ideas...

- improve response to 'break and enter' 911 calls
- need to provide bilingual Chinese police to help the residents of ARKS

#### **Youth Crime**

Very few youth are engaged in crime. Youth already make an important contribution to improving the community. However, a range of youth crime and youth activities made residents feel unsafe: loitering, bullying, feeling threatened by groups of teens, vandalism, graffiti, and open drug use, etc. The Vision Directions support more youth-based activities and initiatives.

### 7.5 Prevent Youth Crime

#### *Approved*

Youth crime should be prevented through the co-ordinated efforts of schools, police, community organizations, and other groups working with youth. Initiatives could include additional facilities and programs in parks, community centres, and schools to provide alternatives for youth.

**Percent Agree 83%/79%**

People's Ideas...

- offer more free drop-in recreation activities and after school clubs to reduce crimes of opportunity and vandalism by teens
- develop sense of 'community' responsibility in youth
- integrate new students into the student body (i.e. have a 'buddy system')
- have high schools sponsor an evening event about the problem of bullying

#### **The City's Drug Prevention Policy**

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

### Special Needs Residential Facilities

The term 'Special Needs Residential Facilities' (SNRFs) refers to various types of group housing for people who need some form of support or assistance in their living place. People who benefit from this housing include the frail elderly, people with severe physical disabilities, battered women, children in care, people who have a mental illness, people with developmental delays, people in need of emergency shelter, people under the supervision of Corrections, and the terminally ill. The City's zoning permits SNRFs in all residential zones. Within ARKS there are 8 SNRFs with 454 beds. This represents 9.4% of the SNRF beds in the city, higher than ARKS share of the city's population (7.4%). However, the mix of SNRFs within ARKS is uneven and does not correspond to the City's overall needs. Kerrisdale has no SNRFs, and Arbutus Ridge has two, both serving seniors. Shaughnessy is the only area that has a mix, serving seniors, children and youth, and adults.



Kerrisdale Community Centre

### Alcohol and Drug Services in ARKS

In ARKS, alcohol and drug services are provided through Westside Addiction Services Centre, located at the Pacific Spirit Community Health Centre (2110 West 43<sup>rd</sup>). It offers counselling, public education, home detox and methadone maintenance, needle exchange, and support groups for alcohol and drug addiction. A counsellor from this centre works with students and staff at Point Grey, Prince of Wales, and Magee Secondary Schools, delivering alcohol and drug education and prevention programs.

Many Vision participants recognized that illegal drug use does occur in ARKS, often out of sight in the home or at school, and requested that residents be consulted when facilities are proposed to address this important problem.

### 7.6 Community Consultation on the Location of Treatment Centres

#### *Approved*

When the City and the Vancouver Coastal Health Authority or other institutions begin to implement the City's Drug Prevention Policy (e.g. needle exchanges, local treatment centres, and other facilities), they must include extensive consultation with the local community.

**Percent Agree 76%/76%**

## 8 Recreation Facilities and Services

Community centres are built and maintained by the Park Board but programming at each centre is determined by a locally elected 'community centre association'. These facilities provide sports, recreation, art, and social programming for a wide range of residents from infants to seniors.

The Kerrisdale Community Centre (KCC) is the only public community centre serving the local residents of ARKS. Located at 5851 West Boulevard and constructed in 1952, it was one of the earliest community centres to be built in Vancouver. A major expansion of

KCC occurred in 1986 (which included the Kerrisdale Seniors' Centre), and significant renovations have occurred over the last 5 years. A seismic rebuild of the centre gymnasium is listed as a high priority in the Park Board Community Centre Renewal Plan. The KCC is one of the City's largest at 52,000 square feet, and includes an indoor pool, gymnasium, public library, and the seniors' wing. Kerrisdale's Cyclone Taylor Skating Arena is located two blocks away from the community centre. The Arbutus Club and Arbutus Village Recreation Centre are private recreation facilities for members only.

The Vision identifies several opportunities to enhance the area's recreation services.

### 8.1 Expand Space for Programming in Kerrisdale Community Centre

#### *Approved*

Kerrisdale Community Centre should be expanded to provide more space for programs and activities including a better equipped gym or exercise room.

**Percent Agree 63%/63%**

#### People's Ideas...

- add more floors to existing building to increase space
- provide bikes, treadmill, and Kaiser weight equipment for people over 55
- build bigger gym and update gym equipment (better spacing of equipment)
- organize early morning fitness walking group
- hold workshops on community history and heritage, and provide tours and explanatory pamphlets
- add advanced sewing class to the program schedule

### 8.2 Provide More Public Recreation Facilities in Arbutus Ridge and Shaughnessy

#### *Approved*

More public recreation facilities should be provided in Arbutus Ridge and Shaughnessy by building new facilities

### Neighbourhood Houses

Neighbourhood Houses are volunteer driven and operated community service agencies. They work with the local community to develop innovative programs and services to meet the changing needs of a diverse population. Nine neighbourhood houses are located in the City but there are none in ARKS. Although neighbourhood houses are partially funded by the City, most of their funding is from other levels of government, and is directed to disadvantaged or at risk residents. City capital and operating funding for such facilities is directed to neighbourhoods most in need.

Vision participants considered that the addition of a neighbourhood house would increase the level of social and cultural services in ARKS. It could promote more opportunities for different groups in the community to meet and initiate creative programs specific to the changing needs of the community.

### Aquatic Facilities Review

The current Park Board policy is to provide an indoor pool for approximately every 50,000 people. There are currently nine indoor pools to serve the city's population of about 550,000 people. Most pools are rapidly reaching the end of their practical service life and a decision is required about their replacement. The Park Board has completed a major study of existing pool facilities and future options. It recommended a renewal plan including one large scale 'city wide' destination pool, two expanded community pools providing features such as therapy, longer length, or outdoor swimming, and four neighbourhood pools focusing on swim lessons, fitness, and training. The recommended location for the City's new destination pool is at Riley/Hillcrest Park in Riley Park/South Cambie. The plan includes redeveloping the Kerrisdale Pool as a 'neighbourhood pool' (serving the immediate neighbourhood), and maintaining Maple Grove Pool for long term operation.

or extending the use of existing facilities for recreational purposes.

**Percent Agree 55%/57%**

People's Ideas...

- locate a community centre or neighbourhood house in or near Arbutus Shopping Centre
- need a community centre in the Shaughnessy area with a swimming pool near Quilchena Park
- encourage sharing facilities with churches

### 8.3 Establish a Neighbourhood House in ARKS

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

A neighbourhood house should be established in ARKS to help meet the changing social and cultural needs of the community.

**Percent Agree 38%/38%**

People's Ideas...

- bring people of different backgrounds to work together and build stronger connections
- offer more multicultural programs, and welcome newcomers
- create a year round neighbourhood house facility in the lawn bowling building in Elm Park

*Comment: This Direction did not receive majority support in either the general survey or random surveys. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.4 to 1, random survey: 1.5 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion in further planning.*

### 8.4 Upgrade and Expand Kerrisdale Pool

#### **Approved**

Kerrisdale Pool should be upgraded and expanded to better meet the needs of the community.

**Percent Agree 63%/65%**

People's Ideas...

- build a new pool with waterslide next to existing pool
- need a larger pool with a hot tub and cleaner changing room
- need a sauna, spa, and whirlpool (could help people with arthritis and the disabled)
- need warm enough water for young children (at least 31C)
- incorporate new filtering technology in new pool facilities

### 8.5 Retain and Upgrade Maple Grove Pool

#### **Approved**

Maple Grove Pool should be retained and upgraded as a valuable recreational community resource.

**Percent Agree 64%/68%**



Maple Grove Pool

### 8.6 Retain and Upgrade Kerrisdale Arena

#### **Approved**

Kerrisdale Arena should be retained and upgraded to better meet the needs of the community in ARKS.

**Percent Agree 69%/72%**

People's Ideas...

- rebuild the rink, and keep open throughout the year
- serves many youth living along the Boulevard
- is a valuable resource in ARKS for possible future development

## Child Care

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

- providing grants to support non profit child care services
- working with community centres and schools to support child care services
- leasing land at reduced rates to non profit child care societies
- using development cost levies on new development to support child care
- negotiating for child care in larger projects as part of their rezoning
- creating City owned child care facilities operated by non profit agencies



Improve programs and facilities for youth



Kerrisdale Seniors' Centre

## 8.7 Provide More Child Care Services

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

More child care services such as daycare should be provided in the community centre and by other local organizations to meet the needs of families and children in the community.

**Percent Agree 52%/52%**

#### People's Ideas...

- need more public daycares in ARKS
- support more local licensed daycare centres
- add child care facilities in community centre during school vacations
- start a group like US Moms (single moms collaborating for services)

***Comment:** This Direction did receive majority support in the general survey, but did not receive high enough agreement in the random survey to be classified as Approved. In the random survey, the Direction received substantially more agree votes than disagree votes (3 to 1). As a result, this Direction is classed as Not Approved (Uncertain) and remains on the table for consideration and public discussion in further planning.*

## 8.8 Improve Programs and Facilities for Youth

### **Approved**

Improve and create more programs and facilities for youth, with special attention to interaction and partnerships between youth and seniors.

**Percent Agree 66%/68%**

#### People's Ideas...

- organize programs to integrate seniors and youth by partnering with other government agencies such as the Ministry of Human Resources
- introduce youth activities to promote diversity and awareness between different cultures
- canvas youth for activity ideas that will serve them in their adult lives (e.g. job search skills, on the job training)
- need organized volunteer activities for youth

- need tables and games in youth room at Kerrisdale Community Centre
- find out opinions of shy and ESL kids
- use area from 37<sup>th</sup> to 38<sup>th</sup> along West Boulevard as a youth activity centre to serve Point Grey Secondary students
- need tennis and basketball courts at Maple Grove Park

## 8.9 Expand Programs and Services for Seniors

### **Approved**

Expand programs and services for seniors, especially at Kerrisdale Seniors' Centre. These programs and services should be available to people with a variety of cultural and linguistic backgrounds.

**Percent Agree 67%/66%**

#### People's Ideas...

- organize programs such as hiking, chess and singing, and provide services such as raking leaves
- consider a senior drop-in area with Mandarin-speaking staff
- find an effective way to attract multilingual volunteers for seniors' centre

## 8.10 Celebrate Multiculturalism

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

Create opportunities for neighbours to meet and celebrate cultural diversity in ARKS.

**Percent Agree 54%/55%**

#### People's Ideas...

- hold cultural dances, block parties, and an international food fair in the community centre

***Comment:** This Direction did receive majority support in the general survey, but was .3% short of the required support in the random survey to be classified as Approved (54.7%). In the random survey, the Direction received substantially more agree votes than disagree votes (3.5 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion in further planning.*



## 9 Library Facilities and Services

The Vancouver Public Library operates the Kerrisdale Branch Library at 2121 West 42<sup>nd</sup>. It is located in the lower level of the Kerrisdale Community Centre. Established in 1943, it was rebuilt in 1963 and renovated again in 1991 and 2001. Currently the Library Board has no plan to renew or re-locate this library.



Kerrisdale Branch Library

### 9.1 Kerrisdale Branch Library

#### **Approved**

The Kerrisdale Branch Library should be upgraded and expanded at or near its current location.

**Percent Agree 76%/77%**

#### People's Ideas...

- increase library size because of high usage
- relocate library so it can be at ground level but locate close to community centre
- need a children/youth area and a reading room

### 9.2 Improve Kerrisdale Branch Library Services

#### **Approved**

The services of Kerrisdale Branch Library should be modified to better serve the public based on a review of factors such as collections, installation of a book drop, availability of Internet access, programming, service to non-English speakers, and opening hours.

**Percent Agree 73%/74%**

#### People's Ideas...

- open Kerrisdale Library on Wednesdays
- enhance website to highlight new and popular books
- order more Chinese newspapers, books, and magazines

## 10 Services for Newcomers and Immigrants

The City and other service providers in ARKS deliver a wide range of services. Participants felt more programs and information about programs should be provided to newcomers and immigrants to better meet their needs and increase their participation.

### 10.1 Provide More Programs and Services for Newcomers and Immigrants

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

More programs and services should be provided for newcomers and immigrants in ARKS.

**Percent Agree 50%/47%**

#### People's Ideas...

- provide programs or services through partnership between community centres, churches, ISS, SUCCESS and MOSAIC
- help immigrants/newcomers including the Chinese, Koreans, and Japanese to know more about the community including opportunities to volunteer
- provide Mandarin workshops on computer skills and 'Canadian living' for newcomers
- locate suggestion box to encourage newcomers to express what they need
- create opportunities to practice English in social settings (not just having ESL classes)
- provide more Chinese programs (e.g. singing programs in Cantonese/Mandarin in Kerrisdale Community Centre)



Programs and services for newcomers and immigrants

**Comment:** *This Direction did not receive majority support in the general survey, and did not receive high enough agreement in the random survey to be classified as Approved. It was .3% short of a majority in the general survey, and in both surveys, the Direction received substantially more agree votes than disagree votes (general survey: 2.3 to 1, random survey: 2.0 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion in further planning.*

## 10.2 More Information about Programs and Services

### **Approved**

More information about services provided by the City and other service providers should be readily available, especially to newcomers to the community.

**Percent Agree 59%/59%**

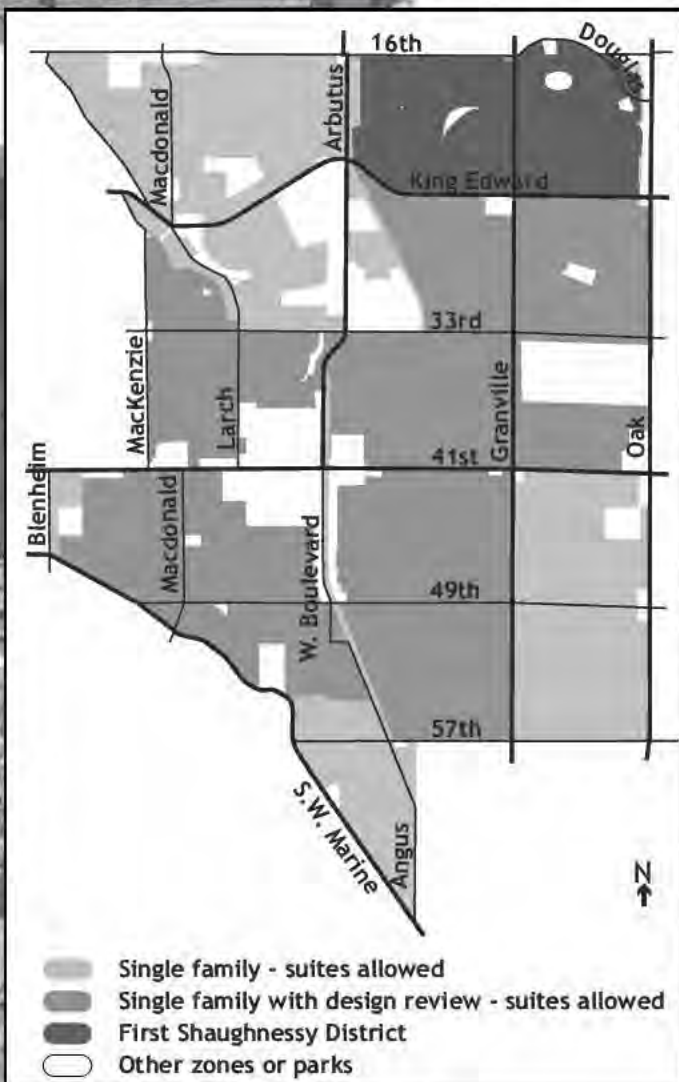
#### People's Ideas...

- provide an information centre for newcomers in community centre to raise awareness of available services
- provide a notice board with information about community groups
- create multi-language information materials on garbage, clean up, and conservation issues
- create list of phone numbers for city services so that citizens know where to go for information (e.g. fridge magnets, telephone books)
- provide Chinese translation at community events
- have an online multilingual (Chinese) community webpage

# EXISTING RESIDENTIAL AREAS

**A**rbutus Ridge/Kerrisdale/Shaghnessy (ARKS) has a mix of mature, residential neighbourhoods. Ranging from the estates of First Shaughnessy, to the character areas of Kerrisdale, to the post-war suburb of Arbutus-Ridge, most of the community is made up of neighbourhoods of single family homes. Higher density housing is clustered around Kerrisdale Village with its mix of four storey and twelve storey apartments, and around Arbutus Shopping Centre with its townhouses and four to six storey apartments. Apartments can also be found along Oak between 16<sup>th</sup> and King Edward (with some housing units above stores), and at 41<sup>st</sup> and Oak (which includes some specialized housing for seniors).

Existing Single Family Areas



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

## Vancouver's Zoning By-law

Vancouver's Zoning By-law determines what land uses and building characteristics are permitted on each lot in the city. The single family areas of ARKS are zoned RS-1, RS-3, RS-3A, RS-5, RS-6, and FSD (First Shaughnessy District). In March 2004, Council made a rental secondary suite a conditional use in all areas of the city which allow single family dwellings. Changes to zoning and building regulations reduced the hurdles applicants face when legalizing a secondary suite, including elimination of the need for sprinklers in existing homes, reduction of the minimum ceiling height, and requiring new construction to be 'suite-ready'. It is important to note that the new regulations still require City permits to make a suite legal.



## Design Review in Single Family Zones

The RS 1 zone in the single family areas of ARKS only controls the use, size, and placement of a building, with no review of its design. The RS 3, RS 3A, and RS 5 single family zones provide the option of no design review or full design review. Full design review is based on design guidelines that address style or character, massing, entry design, materials, details, and landscaping. Projects agreeing to design review get to build slightly more floorspace than a non design review project. The RS 6 and RS 7 single family zones include regulations on some basic design aspects such as limiting some types of exterior building materials or requiring trim around windows. They also have some basic guidelines for landscaping. A development application undergoing design review in RS 3, RS 3A, RS 5, RS 6, and RS 7 takes longer to approve and has a higher processing fee than in RS 1. Also see MORE INFO First Shaughnessy District in this section.

## More Planning and Consultation Before Changes

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

# 11 Single Family Houses

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

## 11.1 Maintain Most Single Family Areas

### Approved

In order to retain the basic character of ARKS, most of the area that is now single family (with suites allowed) should be kept that way (exceptions would only be considered where the community supports new housing choices as described in Directions 13.4, 15.1 – 15.9, 15.11, 16.1 – 16.6, 18.17, and 20.13).

**Percent Agree 86%/84%**

### People's Ideas...

- retain single family houses as they are attractive to all types of households
- keep single family houses because they can be affordable rental housing for small families

# 12 New House Design

New houses frequently replace older ones. Currently about two-thirds of the single family zoning in ARKS has review of external design elements which affect visual appearance, character, and landscaping. The other one-third of the single family area (located mainly in the north-west and south-east of ARKS) has zoning with no design review. Here, the zoning only regulates the height, yard sizes, total floorspace, and garage size of new houses. Design review is intended to encourage new housing to 'fit into' the existing character of the neighbourhood. Without design review, new houses may have a more innovative design. Vision participants felt that design of new houses is important to maintaining the character of their neigh-

bourhood, and supported some level of design review for those neighbourhoods currently without it.

## 12.1 Design Review for New Single Family Houses

### Approved

Most areas in ARKS have zoning with some level of design review of new single family houses. Those single family areas that currently do not have zoning with design review should be able to obtain it with sufficient community support.

**Percent Agree 80%/76%**

### People's Ideas...

- build new houses in traditional styles
- require all houses to go through design review
- fit houses into the overall streetscape
- allow more modern looking housing and encourage imagination in design
- allow for diversity where everyone builds what they want
- need better design rather than just 'fitting in'



New house: example with no design review



New house: example with full design review



### First Shaughnessy District

First Shaughnessy District is generally bordered by 16th, Oak, King Edward, and East Boulevard. In 1982, the First Shaughnessy Official Development Plan (FSODP) was enacted and Design Guidelines approved by Council. The FSODP and Design Guidelines seek to strengthen First Shaughnessy District as a unique architectural and historical area, promoting the conservation and restoration of pre 1940s houses and maintenance of its estate like image. The FSODP and Design Guidelines offer opportunities to build infill dwellings (e.g. Vision Direction 15.1) or convert existing single family houses to multiple conversion dwellings (e.g. Vision Direction 13.4) in order to retain character buildings and preserve neighbourhood character.

### First Shaughnessy Advisory Design Panel

The First Shaughnessy Advisory Design Panel is an advisory body to City Council made up of four teen members, mostly residents but including professionals from the design, heritage, and development communities. Its primary purpose is to preserve and protect the heritage and special character of the First Shaughnessy District. It is authorized to make recommendations regarding development matters within First Shaughnessy District to the City. It does not have the authority to approve or refuse projects or make policy decisions.

## 12.2 Public Involvement in the Review of New Single Family House Design

### Approved

In areas with design review of new single family homes, the City should explore alternative methods for improving public involvement in the review of new or substantially renovated single family houses, including some form of community-based design panel or advisory committee (e.g. First Shaughnessy Advisory Design Panel).

**Percent Agree 66%/66%**

#### People's Ideas...

- use Shaughnessy's Design Panel as a model for other areas
- need neighbourhood input on house design
- have mandatory consultation with neighbours who sign-off on design
- have feedback meetings between neighbourhood groups and the City about recent approvals
- do not give veto power to neighbours when approving designs

## 13 Retaining Heritage

ARKS contains many significant areas of heritage and character buildings. From its inception in the early part of the last century, First Shaughnessy has held a special place in Vancouver as the home for many of its grandest homes and gardens. Kerrisdale also began its development at the turn of the 20th Century, while Arbutus Ridge was built largely during and after WWII.

The Vancouver Heritage Register (VHR) lists pre-1940 buildings that have particular historical or architectural significance. Their owners can take advantage of some zoning relaxations which may make it easier to keep and renovate them. ARKS has 120 buildings on the VHR, 60% of them located in First Shaughnessy District. The VHR also lists 3 heritage 'streetscapes' (groupings of buildings of heritage merit) in ARKS: the 2000 block of West 36th, the 6100 block of Macdonald – east side, and the 2600 block of Marine Crescent – west side.

Heritage 'parks and landscapes' are also listed including King Edward Boulevard, Maple Grove Park, and along West 16th in Shaughnessy Heights.

Vision participants spoke of their appreciation of First Shaughnessy as an important heritage area, and their support for the Official Development Plan (or ODP) as a means to protect its character (see MORE INFO - First Shaughnessy District in this section). They also identified the need to find additional means to retain heritage and character buildings in other parts of ARKS, including allowing the conversion of existing character single family homes into multiple conversion dwellings.



First Shaughnessy heritage house

### 13.1 Support for First Shaughnessy Official Development Plan (ODP)

#### Approved

The First Shaughnessy ODP should be retained and supported as an important policy to encourage the retention of the heritage buildings, landscaping, and the estate-like image of the area.

**Percent Agree 78%/78%**

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

#### Approved

For buildings listed in the VHR, the City should encourage retention by implementing additional incentives which are suitable in ARKS.

**Percent Agree 78%/77%**

#### People's Ideas...

- need incentives to save smaller heritage houses (e.g. allow infill housing)

### Multiple Conversion Dwellings (MCDs)

A Multiple Conversion Dwelling, or MCD, allows an existing dwelling to be converted to two or more individual units. MCDs have been used to promote the retention of existing neighbourhood character. Since each new housing unit uses less land and is smaller than a new single family house, they are also generally more affordable. The units may be side by side, front to back, or up and down. Each housing unit can be individually owned.

MCDs provide many of the features of a single family house including access to yards, individual entrances, garages, and enough floorspace to meet the needs of a family. They are currently permitted in First Shaughnessy District and on a few lots in other parts of ARKS. They are also common in Kitsilano (north of Broadway) and Mount Pleasant (south and east of City Hall).

- create incentives for retention including allowing infill, giving tax breaks, and selling development rights
- add extra floors to increase floor-space (rather than building infill)
- undertake a more comprehensive inventory of heritage buildings and houses
- keep all heritage buildings and add to the VHR list



Vancouver Heritage Register house

### 13.3 Retaining Other Character Buildings

#### *Approved*

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

**Percent Agree 74%/71%**

#### People's Ideas...

- provide seed money for upgrading and give tax relief
- need incentives to keep some older houses (e.g. allow infill housing, give tax breaks, sell development rights)
- need special incentives to retain smaller buildings

### 13.4 Multiple Conversion Dwellings (MCDs)

#### *Approved*

Character housing should be retained, and housing variety increased, by allowing more MCDs on large lots. The MCDs should be designed to retain the look of the original building, and have adequate parking. Adequate community facilities (parks, schools, etc.) and services for the additional population should be provided.

**Percent Agree 61%/63%**

#### People's Ideas...

- should be developed on 50' lots, with adequate parking, or on corner lots
- preserve character of existing houses and neighbourhoods by allowing MCDs
- appropriate for large lots with large houses, good heritage preservation tool



Multiple conversion dwelling

# 14 Changes in CD-1 Zones

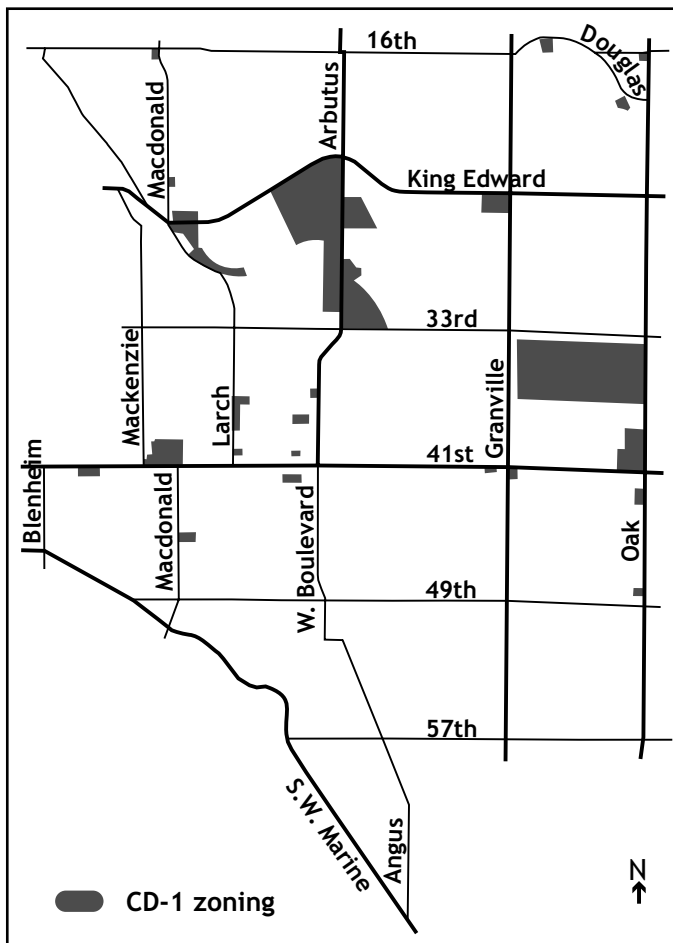
Some developments in ARKS are on large parcels zoned CD-1, or Comprehensive Development District. CD-1s are 'tailor-made' zonings used by the City where standard zoning isn't suitable for the proposed uses or building form. Since the '80s CD-1 By-laws have included a lot of detailed regulations, but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

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



Multi family housing: Arbutus Village area

CD-1 Zones



## 14.1 Process for CD-1 Zoned Sites Anywhere in ARKS

### Approved

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

**Percent Agree 72%/72%**





# NEW HOUSING

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

## **Demand for New Housing**

By 2021 ARKS existing residents will create about 1,250 (8%) more households – today's children will grow-up and maintain their own households, some couples will separate and become two households. Most importantly, there will be a significant increase in the number of mature households as the baby boomers age. All of this would take place without any migration into ARKS. Of course, people will continue to move to Vancouver from elsewhere and some will move into ARKS, causing additional demand for housing.

## **Mismatch Between Supply and Demand**

Today there is capacity for only a few types of additional housing units in the community. Very few additional single family lots are available and only 3-5% of single family houses have suites. With the recent changes to single family zoning, additional rental suites are allowed in all of the single family areas in the community. Some apartments can also be built along the major arterial streets and above stores in the commercial areas. In total, the capacity under existing zoning stands at over 3,200 more housing units, meeting the overall future housing demand. However, about two thirds of those housing units are rental suites in single family houses (usually in the basement) and one third in additional apartments (mostly above shops). Most future demand is from mature households who typically prefer 'ground-oriented' units (e.g. with ready access to a front or rear yard) but not in the form of a basement suite – so there is a mismatch between demand and supply under existing zoning.

Vision participants suggested some additional types of housing needed by residents in the future – infill, duplexes, cottages, fourplexes/six unit villas, traditional and courtyard rowhouses, along with apartments (four storey, six storey, and twelve storey). All these housing types would typically provide units at a lower cost than a new single family house. Excluding apartments, all would offer features similar to those of a single family house (e.g. 'ground-orientation'). In addition to meeting the changing housing needs of existing residents, it was felt that regional sprawl would be reduced by providing additional housing opportunities in Vancouver.



#### Development Cost Levies and Community Amenity Contributions

Development Cost Levies (or DCLs) are charged on most new development, including residential projects. The revenue collected helps to finance parks, daycare, transportation, and replacement (social/non profit) housing needed to serve the growing number of residents and employees.

Community Amenity Contributions (or CACs) refer to contributions from private rezonings which help address growth costs, area service deficiencies, and/or other community needs, on top of DCLs. On larger sites CACs are typically negotiated as part of the rezoning process and on smaller sites they are calculated on a 'flat rate' (i.e. dollars per square foot) basis.

#### Addressing Possible Impacts of New Housing

Vision participants generally felt that there was a need for new types of housing that are better suited to meeting future housing demands within the community. However, residents were concerned about possible impacts of additional housing such as increased traffic and parking demands, loss of neighbourhood character, and the need for more transit service. Impacts on community facilities and amenities were also a concern. As a result, each proposal for a new housing type has been made conditional on an assurance that potential impacts would be addressed prior to changes in zoning to allow new housing.

The Directions on new housing options which follow have been divided into two sections. The Directions first focus on several housing types. Then a variety of possible locations are described. Combining various options for new housing types and locations results in the potential for different numbers of new units.

## 15 New Housing Types

### Infill

**Description:** A smaller second home on a lot, usually behind the main house. Also called a 'coach house' or 'granny flat'. Units are usually strata-titled but may be rental. Usually the garage is on the main floor with the infill dwelling



Small lot infill example

above. Size and height are regulated by zoning but they usually look like a small one and a half or two-storey house located at the rear lane. On wider lots (50' or more) it is possible to build infill while keeping the existing home. However, on smaller lots, the side yards of existing houses are often not wide enough to provide the required fire-fighting access. As a result, small lot infill is most feasible when built with a new main house.

**Status:** Infill is already allowed in parts of ARKS such as the First Shaughnessy District. It has also been permitted for over 20 years on lots 50' or wider in Kitsilano (north of West Broadway), and in Mount Pleasant (east and south of City Hall).

**Attractive to:** Young people, small families, older singles and couples, and seniors who want access to a yard and are comfortable with stairs.

### 15.1 Allow More Infill

#### *Not Approved (Uncertain)*

Housing variety should be increased in ARKS by allowing more infill housing than is currently permitted, provided it is:

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

**Percent Agree 56%/55%**

#### People's Ideas...

- prefer fee simple (individual ownership) to strata title (with common property and strata council))
- desirable for keeping heritage buildings
- can allow extended families to live close together

**Comment:** This Direction did receive majority support in the general survey, but was .3% short of the required support in the random survey to be classified as Approved. In the random survey,

### More Planning and Consultation Before Changes

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

An example of how more planning and consultation about housing would take place is provided by the Kensington Cedar Cottage (KCC) Community Vision. The KCC Community Vision contains Directions supporting duplexes, fourplexes, sixplexes, and rowhouses to address future housing needs. After the Vision was approved by Council, City staff refined these housing types with advice from a Housing Area Working Group (made up of local residents and property owners). Locations for new housing, zoning, design guidelines, and improvements to community connections and greening were also dealt with. In a subsequent community survey, residents and property owners supported building duplexes, 'small houses', and rowhouses near Kingsway and Knight. Based on this, a Kingsway and Knight 'Housing Area Plan' was drafted and later approved by City Council. The zoning to allow the housing types has been approved by Council.

*the Direction received substantially more agree votes than disagree votes (2 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional housing planning occurs in the community.*

### Duplexes

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

**Status:** Duplexes are currently permitted on a few lots in ARKS and are common in other areas like Kitsilano (north of West Broadway).

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



Duplex example

### 15.2 Allow More Duplexes

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

Housing variety should be increased in ARKS by allowing more duplexes than are currently permitted, provided they are:

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

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

**Percent Agree 56%/54%**

#### People's Ideas.

- allow duplexes as they exist now in single family areas and do not disturb character
- need more single family houses and duplexes

***Comment:** This Direction did receive majority support in the general survey, but did not receive high enough agreement in the random survey to be classified as Approved. In the random survey, the Direction received substantially more agree votes than disagree votes (1.9 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional housing planning occurs in the community.*

### Cottages or Small Houses on Shared Lots

**Description:** Two or three 33' lots developed together to accommodate between four and eight free-standing homes. Units could be individually owned. The units facing the street would have shorter front yards (16' versus the usual 24') than for a typical single family house. A walkway between the front units would provide fire-fighting access to the rear units. Rear units would be constructed over the area typically used for a garage and extend into the rear yard. A driveway from the lane could go between the rear units to a central 'carriage court' and a parking space for each unit. Each cottage or small house would have an individual entrance, front porch, private outdoor space, and could range in size from about 1,000 to 1,700 square feet. They would provide many of the features of a single family home, including being free-standing and having a size suitable for families.

**Status:** A new housing type in the city, recently approved in the Kingsway and Knight 'Housing Area Plan'.

**Attractive to:** Especially attractive to families with children, two income couples, parents whose children have left home, and seniors who are comfortable with stairs.

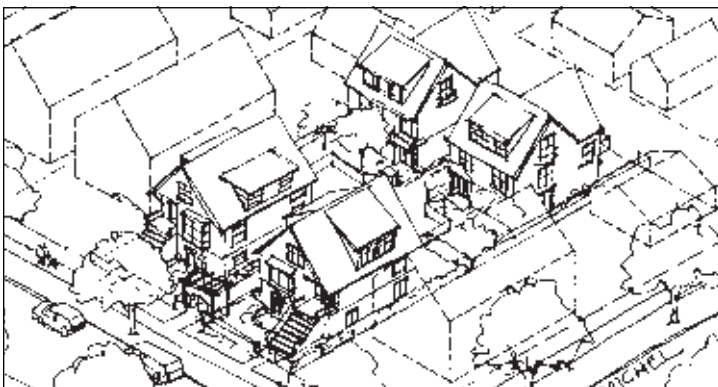
### 15.3 Allow Some Cottages or Small Houses on Shared Lots

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

Housing variety should be increased in ARKS by allowing some cottages or small houses on shared lots, provided they are:

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

**Percent Agree 53%/54%**



Small houses on shared lots example



Fourplex example (see Direction 15.4)

People's Ideas...

- redevelop large sites into cottages with green courtyard
- increases affordable/low cost housing opportunities
- gain some advantages of single family housing (e.g. good design features) with some loss of privacy

***Comment:** This Direction did receive majority support in the general survey, but was .9% short of the required support in the random survey to be classified as Approved. In the random survey, the Direction received substantially more agree votes than disagree votes (1.9 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional housing planning occurs in the community.*

### **Fourplex and Villas (six units)**

**Description:** Four to six strata-titled units on one 50' lot or six units on two 33' lots. A fourplex is a pair of front-to-back duplexes and would occupy the space usually filled by a single family home (e.g. same 24' front yard depth). A path for fire-fighting access would connect from the street to the rear-facing units. A villa (with 6 units) would be similar, although two upper units (with roof decks/balconies) could be added. All units would feature separate ground access, and ground-level units all provide private outdoor space. All parking would be at the lane. Units would typically range from 1,100 to 1,200 square feet.

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

**Attractive to:** Smaller families, couples, parents whose children have left home, and seniors comfortable with stairs.

#### 15.4 Allow Some Fourplexes and Villas (six units)

##### ***Not Supported***

Housing variety should be increased in ARKS by allowing some fourplexes and villas (six units), provided they are:

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

**Percent Agree 40%/42%**

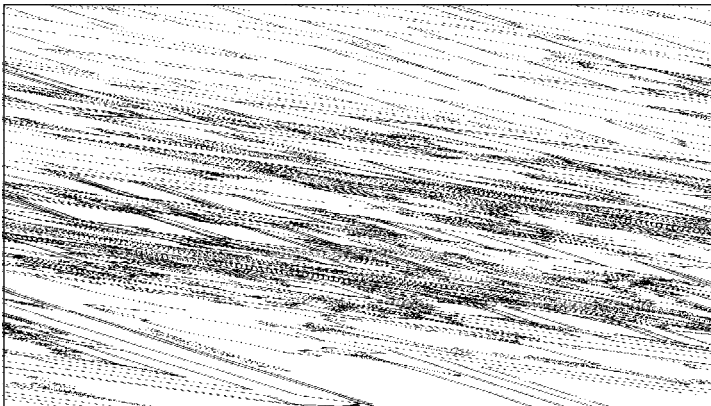
People's Ideas...

- must be complimentary to existing neighbourhood character

**Comment:** *This Direction is Not Supported because disagree votes outnumbered agree votes in the general survey. Fourplexes and Villas (six units) will not be brought forward for consideration when additional housing planning occurs in the community.*

#### **Traditional Rowhouses**

**Description:** A single row of attached housing units with separate front and rear entrances. The homes may be individually owned or strata-titled. They usually have individual garages or parking areas on the lane. Front yards would have the same depth as a new single family house, building depth could be slightly longer. Each rowhouse unit would be about 15' wide so that six would fit on an assembly of three 33' lots. Each unit would have about 1,200 to 2,400 square feet of floorspace.



Traditional rowhouse example

**Status:** ARKS has no traditional row-housing.

**Attractive to:** Families with children, established couples, and seniors comfortable with stairs.

#### 15.5 Allow Some Traditional Rowhouses

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

Housing variety should be increased in ARKS by allowing some traditional row-houses provided they are:

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

**Percent Agree 45%/49%**

People's Ideas...

- allow no more than 4 to 6 dwellings in one rowhouse complex and only one complex per block
- vary setbacks for light, views, gardens, and parking

**Comment:** *This Direction did not receive majority support in either the general or random surveys. In both surveys, the Direction received substantially more agree votes than disagree votes (general survey: 2.3 to 1, random survey: 2.0 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional housing planning occurs in the community.*



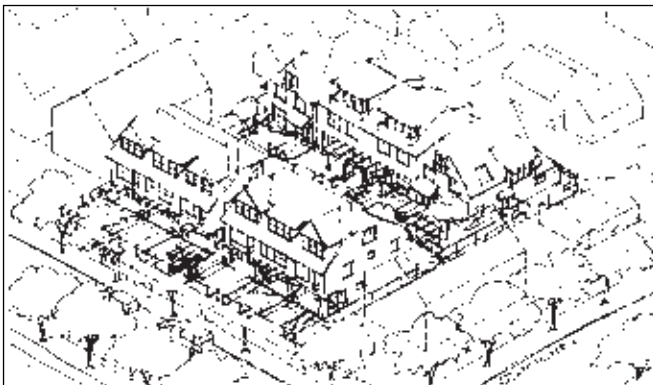
## Courtyard or Carriage Court Rowhouses

**Description:** Two rows of attached units, one row near the street and the other row near the lane, grouped around a common open space. The units would likely be strata-titled. Courtyard rowhouses would have parking for all units in a single row that backs directly onto the lane. Carriage court rowhouses have their parking integrated with each unit, requiring part of the courtyard for car movement. An assembly of three 33' lots could accommodate up to nine units. Both types would have a pathway providing pedestrian/fire-fighter access to the rear units from the street.

Courtyard rowhouses would each feature about 1,000 to 1,600 square feet of floorspace. The front yard would be shorter than for a typical single family house, varying from 12' to 16' (versus 24'). Building depth of front units would be less than for a new single family home. The courtyard would typically be about 30' deep. Rear units would be built partly above the garage and partly in the area required for a rear yard in new single family homes. Carriage court rowhouses would be similar except the courtyard would be divided into private open space and maneuvering space for cars (which could be finished in pavers to make it more attractive).

**Status:** Both types would be new to the city.

**Attractive to:** Families with children, established couples, and seniors who are comfortable with stairs.



Courtyard rowhouse example

## 15.6 Allow Some Courtyard or Carriage Court Rowhouses

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

Housing variety should be increased in ARKS by allowing some courtyard or carriage court rowhouses, provided they are:

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

**Percent Agree** 46%/46%

People's Ideas...

- shared courtyard very attractive for kids to play in safely
- preferred by older singles and couples who spend more time at home and place a higher value on outdoor space

**Comment:** *This Direction did not receive majority support in either the general or random surveys. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.4 to 1, random survey: 1.4 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional housing planning occurs in the community.*

## Four Storey Apartments

**Description:** Four storey apartments generally feature smaller, lower cost units (than apartments of more than four storeys). Units may be rental or strata-titled. Each unit is usually on a single level and accessible by elevator.

**Status:** ARKS has existing four storey apartments along Oak (between 16<sup>th</sup> and King Edward) and near 41<sup>st</sup>, and around Kerrisdale Village and the Arbutus Shopping Centre.

**Attractive to:** People just entering the housing market, singles, small families, and seniors who are no longer willing or able to maintain a single family home and are uncomfortable with stairs.

### 15.7 Allow More Four Storey Apartments

#### *Not Approved (Uncertain)*

Some additional four storey apartments should be permitted in ARKS, provided they are:

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

**Percent Agree 42%/41%**

#### People's Ideas...

- redevelop apartments in areas where current housing has no redeeming features (i.e. lack of green space, poor design, poor construction)
- good for seniors-supported living (e.g. with daily meal program, an emergency monitoring and response system, help with house-keeping and laundry, and social and recreation activities)

*Comment: This Direction did not receive majority support in either the general or random surveys. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.1 to 1, random survey: 1.1 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional housing planning occurs in the community.*

## Six Storey Apartments

**Description:** Six storey apartments offer a range of unit sizes and costs. Because of their increased height, some units enjoy views. Units may be rental or strata-titled. Each unit is usually on a single-level and accessible by elevator.

**Status:** ARKS has some six storey apartments around Arbutus Shopping Centre and the RM-3 zoning around Kerrisdale Village permits this type of apartment.

**Attractive to:** People just entering the housing market, singles, small families, and seniors who are no longer willing or able to maintain a single family home and are uncomfortable with stairs.

### 15.8 Allow More Six Storey Apartments

#### *Not Supported*

Some additional six storey apartments should be permitted in ARKS provided they are:

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

**Percent Agree 28%/29%**

People's Ideas...

- good for seniors' housing in areas near neighbourhood centres
- can lead to increased accessibility (with the provision of elevators) with increased density
- increase the amount of green space with increased density

***Comment:** This Direction is Not Supported because disagree votes outnumbered agree votes in both the general and the random surveys. Six storey apartments will not be brought forward for consideration when additional housing planning occurs in the community.*

### **Twelve Storey Apartments**

**Description:** Twelve storey apartments could offer a range of unit sizes and cost. Because of their increased height, many units enjoy views. Units may be rental or strata-titled. Each unit is usually on a single level and accessible by elevator.

**Status:** ARKS has ten to twelve storey apartments around Kerrisdale Village. This type of housing is also found in parts of South Granville (north of 16<sup>th</sup>).

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

### **15.9 Allow More Twelve Storey Apartments**

#### ***Not Supported***

Some additional twelve storey apartments should be permitted in ARKS provided they are:

- located in select areas, and generally part of a major rezoning
- designed to be compatible with adjacent residential and commercial buildings, with good landscaping
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

**Percent Agree 26%/27%**

People's Ideas...

- need lots of surrounding green space
- allow with some public benefit (e.g. daycare centre, social services, or seniors daycare centre)
- concern about blocking views and shadowing

***Comment:** This Direction is Not Supported because disagree votes outnumbered agree votes in both the general and the random surveys. Twelve storey apartments will not be brought forward for consideration when additional housing planning occurs in the community.*

### **Any New Housing Types**

This section described the housing types which Vision participants felt would be attractive to existing ARKS residents as they age and their housing needs change. In order to get a clear reading of the number of people who are interested in some type of new housing in the community, this Direction asked if the respondent supported (somewhat or strongly) at least one of the housing types in Directions 15.1 – 15.9

### **15.10 Any New Housing Types**

Several new housing types have been described in this section. Did you support any of the new housing types (In-fill, Duplexes, Small Houses or Cottages on Shared Lots, Fourplexes and Villas, Traditional Rowhouses, Courtyard or Carriage Court Rowhouses, Four storey Apartments, Six storey Apartments, and Twelve storey Apartments) in the Directions listed above?

**Percent supporting at least one new housing type 47%/54%**

***Comment:** This Direction is not classified as Not Approved (Uncertain) because it refers to the previous Directions rather than asking a specific policy question. It is interesting that respondents under-reported their support for at least one housing type since 56%/55% supported Infill (15.1).*

### Independent Living BC (ILBC) Program

The province, through BC Housing, facilitates the Independent Living BC program in partnership with the federal government, regional health authorities, and the private and non profit sectors. Seniors with lower incomes and people with disabilities are able to rent the ILBC units for 70 per cent of their after tax income. This covers their accommodation, meals, personal care and hospitality services, such as housekeeping, laundry, recreational opportunities, and a 24 hour response system. BC Housing provides housing subsidies to those who qualify for the ILBC program and the health authorities fund the personal care services.

### Seniors' Housing

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



Louis Briar seniors' housing

### 15.11 Seniors' Housing

#### *Approved*

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

**Percent Agree 78%/82%**

#### People's Ideas...

- need seniors' assisted living and extended care in close proximity to services
- locate near shops, coffee houses, etc.
- need more seniors' accommodation: low-income, rental

### Seniors' Housing Rezonings

The strong community support for Vision Direction 15.11 will likely lead to individual 'site specific' rezonings. That means when a group organizing housing for seniors finds a site, they would apply for rezoning to permit their project. Each rezoning would require consultation with neighbours prior to being considered by City Council.



### Boundaries Approximate

The boundaries of the areas set out on the maps as possible locations for new housing types are approximate. For locations supported by the broad community in the Survey, there would be a planning process involving significant public consultation to determine specific boundaries where new housing types may be permitted.

# 16 New Housing Locations

Vision participants also looked at the locations which were important for different types of households.

The response to this Survey will be the first step in determining if and where new housing options should be considered in ARKS. For the general locations supported by the community, there will be a subsequent planning process with significant public consultation before asking City Council to consider any broad rezoning from what is currently permitted in the area. The planning process would work with residents to look at the specific types of housing which may be permitted, the demands for community facilities and services generated by any additional population, the plans to address any parking or traffic impacts generated by a possible change, and the more detailed design and siting aspects of new forms of housing.

In each of the Directions listed below, the reasons Vision participants supported the location are given before the choice. Participants tended to support low scale 'ground oriented' housing when located in the midst of single family housing, and higher scale, higher density housing on or near arterial roads or near shopping areas/neighbourhood centres.

## New Housing Types on Large Lots

Some Vision participants felt that new housing types should be permitted on large lots. This option would:

- allow change to take place gradually, and on lots which would otherwise likely redevelop to larger single family homes under existing zoning
- provide housing in locations that would be attractive to families with children, working couples, and seniors
- allow more courtyard or yard space for new housing types which place some units near the lane
- leave large areas of single family housing unchanged.

## 16.1 Allow New Housing Types on Large Lots

### *Approved*

New housing types should be permitted in ARKS on large lots, subject to detailed planning and impact mitigation.

**Percent Agree 55%/60%**

## New Housing Types Around Schools

Schools can be an important focal point for a community. Younger children are generally escorted to school and parents tend to be involved in school events. High schools can be an important location for teen activities. Vision participants developed the option of locating new or additional housing types within a few blocks of schools. This option would:

- provide more housing suitable for families with children in locations with direct access to schools
- make walking to school a more viable option
- meet the needs of single parents
- leave large areas of single family housing unchanged.

## 16.2 Allow New Housing Types Around Schools

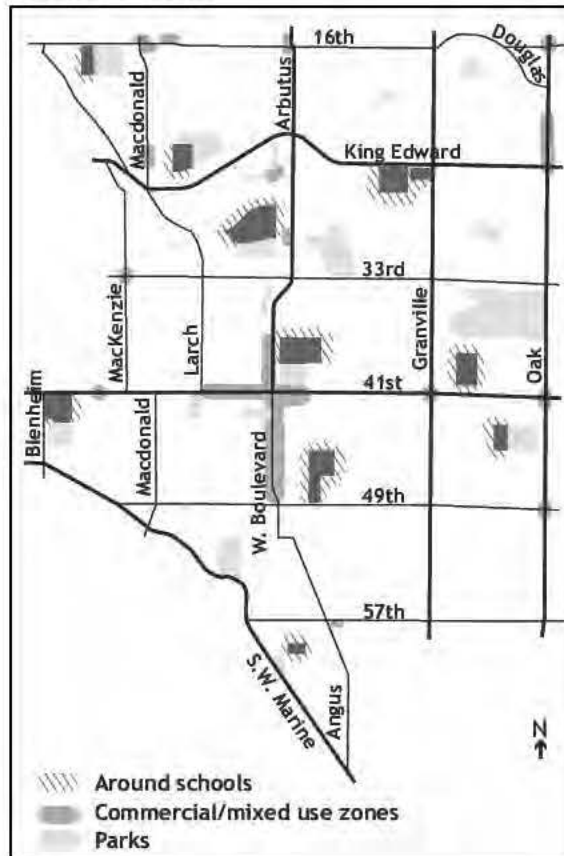
### *Not Approved (Uncertain)*

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

**Percent Agree 51%/53%**

*Comment: This Direction did receive majority support in the general survey, but did not receive the required support in the random survey to be classified as Approved. In the random survey, the Direction received substantially more agree votes than disagree votes (2.1 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional housing planning occurs in the community.*

### Around Schools



### New Housing Types Around Larger Parks

Parks are attractive to most people. Vision participants felt new housing around larger parks would be appropriate when the amount of private open space associated with the new housing type is limited. This option would:

- allow ready access to places where exercise is possible for those living in small dwelling units
- be useful for children's play which cannot be accommodated in smaller yards
- potentially make community gardens available through conversion from park
- leave large areas of single family housing unchanged.

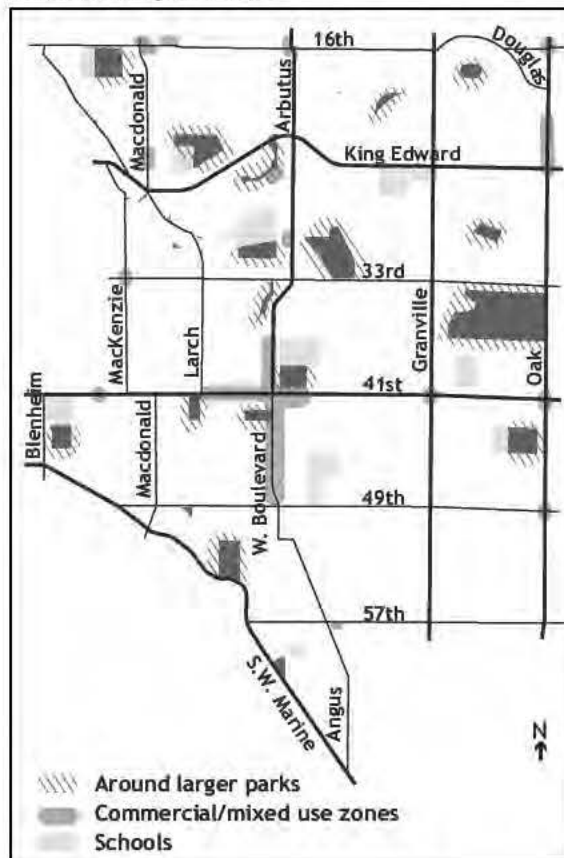
### 16.3 Allow New Housing Types Around Larger Parks

#### *Not Approved (Uncertain)*

New housing types should be permitted around larger parks in ARKS, subject to detailed planning and impact mitigation.

**Percent Agree 49%/54%**

### Around Larger Parks



*Comment: This Direction did not receive majority support in the general survey and did not receive high enough agreement in the random survey to be considered approved. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.6 to 1, random survey: 2 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional housing planning occurs in the community.*

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

Another location proposed by Vision participants was a broad option: permitting new housing types throughout the single family areas, provided that the new housing was designed to be compatible with adjacent single family homes. The new housing could be limited to 'clumps' as small as one half block or to corner locations. Neighbourhoods

would determine the types of housing which are suitable for their area. This option would:

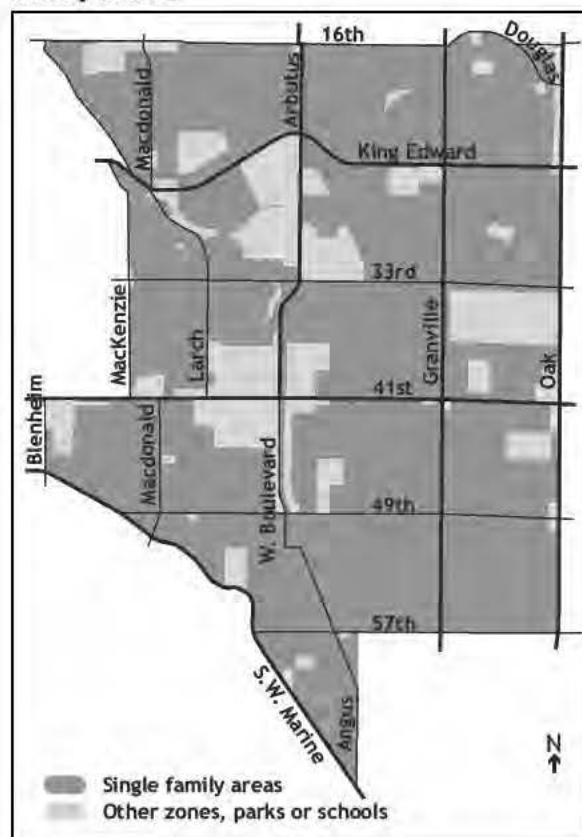
- allow housing which is more affordable than single family housing in a wide variety of locations
- permit more existing owners to redevelop their properties with a housing form which would allow them to stay in their community as they age
- provide housing in locations attractive to families with children, working couples, and seniors
- allow people with different housing needs to live close together (e.g. parents and their grown-up children).

#### 16.4 Allow New Housing Types to be Scattered Throughout the Single Family Areas

##### *Not Supported*

New housing types should be permitted in scattered locations throughout the single family areas of ARKS, subject to detailed planning and impact mitigation.  
**Percent Agree 36%/37%**

#### Scattered Throughout the Single Family Areas



*Comment: This Direction is Not Supported because disagree votes out numbered agree votes in both the general and random surveys. New Housing Types Scattered Throughout the Single Family Areas will not be brought forward for consideration when additional housing planning occurs in the community.*

#### New Housing Types On or Near Arterial Roads

Most of the arterials in ARKS (Oak, Granville, Arbutus, 41<sup>st</sup>, Marine Drive, King Edward, and West Boulevard) are lined with single family homes. Some exceptions exist where residential and commercial (mixed-use) zoning is in place along Oak and West Boulevard. Vision participants identified arterials as a location for other housing types to be located on or near. This location would:

- provide convenient access to transit for residents without cars
- provide convenient access by walking, biking, or taking transit to shops and services, especially near the shopping areas
- support local shops and services with additional population
- shield, to some extent, adjacent single family homes from the noise of arterial traffic as the new housing types (with good construction practices like double-glazed windows) and their landscaping act as a buffer
- leave large areas of single family housing unchanged.

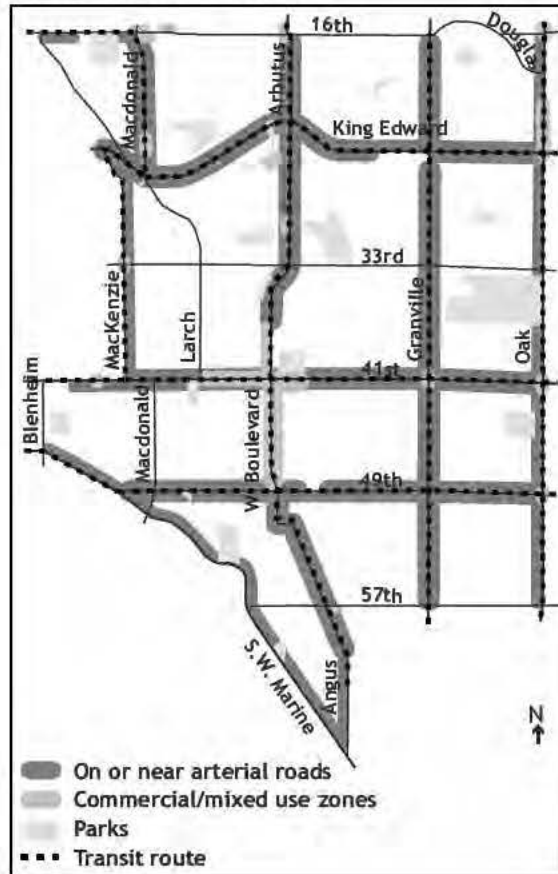
#### 16.5 Allow New Housing Types On or Near Arterial Roads

##### *Approved*

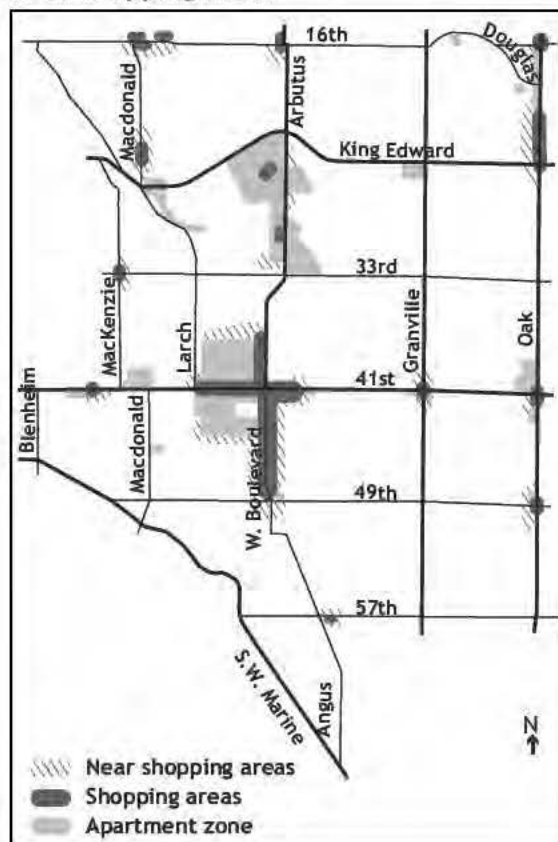
New housing types should be permitted on or near arterial roads in ARKS, subject to detailed planning and impact mitigation.

**Percent Agree 51%/61%**

## On or Near Arterial Roads



## Near Shopping Areas



## New Housing Types Near Shopping Areas

A variation of new housing on or near arterial roads is to allow some additional housing near the shopping areas in ARKS. These locations would:

- provide convenient access to transit for residents without cars
- provide convenient access by walking, biking, or taking transit to shops and services
- support local shops and services with additional population
- shield to some extent, adjacent single family homes from the noise of traffic as the new housing types (with good construction practices like double-glazed windows) and landscaping act as a buffer
- leave large areas of single family housing unchanged.

## 16.6 Allow New Housing Near Shopping Areas

### Approved

New housing types should be permitted near shopping areas in ARKS, subject to detailed planning and impact mitigation.

**Percent Agree 66%/68%**

## Support for New Housing in at least One Location

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

## 16.7 Support for New Housing in at least One Location

Did you support consideration of new housing in any of the locations identified in the Directions above (On Large Lots, Around Schools, Around Parks, Scattered Throughout the Single Family Area, On or Near Arterial Roads, or Near Shopping Areas)?

**Percent support at least one housing location 42%/52%**



## Housing Affordability

Housing affordability was a significant concern of Vision participants. They developed Vision Directions that include proposals for additional conversions, infill, cottages, duplexes, fourplexes, sixplex villas, traditional and courtyard rowhouses, and apartments (of various heights). These Directions would allow housing that meets the changing housing needs of existing residents as they age: the children who grow up and maintain their own household, and the couples who separate and become two households. The additional units should be more affordable than new single family homes because they use the land more intensively and they are usually smaller. Increasing the supply of housing may also help moderate price increases.

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

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

New non market housing directions did not emerge from the workshops but participants did want to reinstate senior government funding for non market housing.

*Comment: This Direction is not given a classification because it refers to the previous Directions rather than asking a specific policy question. It is interesting that respondents under-reported their support for at least one housing location (55%/60% supported New Housing Types on Large Lots, Direction 16.1).*

# 17 Housing Affordability

Housing affordability is a major concern in ARKS. Vision participants were concerned that housing is becoming unreachable for many in the community. This applies to all housing from rental apartments to single family housing. Participants felt that people should be able to stay in the community as they age and that a range of housing is needed to meet the needs of a community of diverse ages, incomes, backgrounds, and occupations.

## 17.1 Housing Affordability

### *Not Approved (Uncertain)*

The City should urge senior governments to reinstate programs that fund non-market housing and to develop new initiatives that will increase non-market housing in ARKS, including co-ops.

**Percent Agree 47%/45%**

People's Ideas...

- need larger variety of units, rental and co-ops
- provide more opportunities for families with kids
- need safe, social housing, especially for women and children

*Comment: This Direction did not receive majority support in the general survey, and did not receive high enough agreement in the random survey to be classified as Approved. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.3 to 1, random survey: 1.2 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion in future planning.*

## 17.2 Integrating Market with Non-Market Housing

### *Not Approved (Uncertain)*

Projects or proposals that provide non-market housing should also include a share of market housing.

**Percent Agree 43%/40%**

People's Ideas...

- ensure no exclusive social housing complexes

*Comment: This Direction did not receive majority support in either the general or random surveys. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.3 to 1, random survey: 1.2 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion in future planning.*

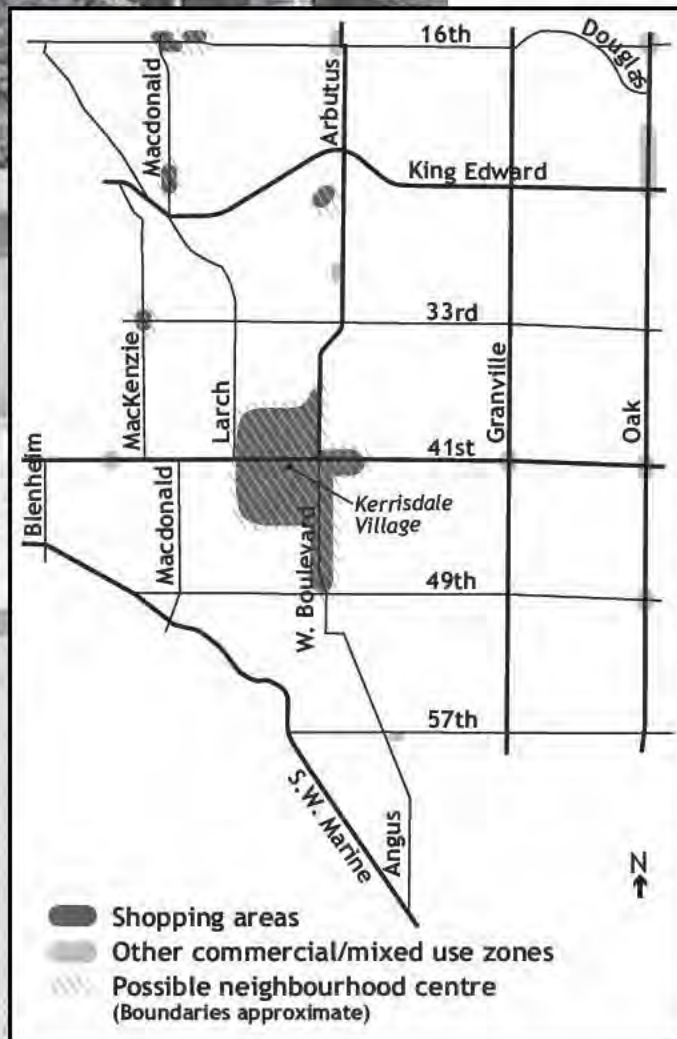
# NEIGHBOURHOOD CENTRES



Shopping Areas

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

Previous Community Visions have sought to create these neighbourhood centres in and around key shopping areas while improving the shopping areas, making them more convenient, safe, comfortable, and enjoyable places to visit and to shop.



ARKS Vision participants developed some ideas to strengthen an area they felt was already a neighbourhood centre – the Kerrisdale Shopping Area or 'Kerrisdale Village'. They also suggested making some significant changes to the Arbutus Shopping Centre so that it becomes more of a neighbourhood centre for ARKS residents. They also looked at some of the small local shopping areas that dot ARKS: 33<sup>rd</sup> and MacKenzie, 16<sup>th</sup> and Macdonald, and Macdonald and Alamein. They suggested ways to make these areas more convenient, safe, comfortable, and enjoyable places to shop, with some limited opportunities for additional housing.

Participants also proposed limiting additional 'big box' stores, supporting business associations, and retaining the existing C-1 zoning for the other small shopping areas in ARKS.

## C-2 Zoning

C 2 zoning occurs along arterial streets throughout the city, including along 41st and East and West Boulevard in Kerrisdale Village. Generally speaking, the zoning allows four storey residential/commercial 'mixed use' projects or all commercial projects. Among the commercial uses permitted are grocery store, drug store, restaurant, furniture store, liquor store, recycling depot, motor vehicle dealer and repair shop, health care office, and social service centre. The C 2 zoning has recently been reviewed and changed to improve the look of the lanes, reduce overlook of and improve privacy for neighbouring properties, and improve the design of the street front. The height requirements were also changed in part to facilitate higher ceilings for first floor commercial spaces (and possibly higher ceilings for the residential floors above).

# 18 Kerrisdale Shopping Area ('Kerrisdale Village')



Kerrisdale Village

Kerrisdale Village encompasses the commercial areas along 41st from Larch to Maple, 42nd from Yew to Maple, and along East and West Boulevard from 37th to 49th, plus the surrounding apartment area. Participants saw 41st Avenue as the heart of the Village, especially the intersection of 41st and Yew. Assets include the small scale stores in the area, a London Drugs as an anchor store, as well as the trees, banners, and other improvements sponsored by the Kerrisdale Business Improvement Area (BIA). Problems included traffic speed and congestion (especially at 41st and West Boulevard), truck traffic along 41st, and the lack of a public square or gathering place.

## 18.1 Enhance Kerrisdale Village as an Important Shopping Area

### Approved

Kerrisdale Village should be enhanced as a major neighbourhood shopping area and important community place.

**Percent Agree 78%/80%**

### People's Ideas...

- retain the size and shape of the shopping area

## 18.2 Ensure Continuity of Shops and Services

### Approved

In the shopping area, shops and services should be continuous along the ground floor of buildings. Ground floor frontage should not be interrupted by

driveways, drive-throughs, parking lots, or building fronts that are not 'pedestrian friendly'.

**Percent Agree 82%/83%**

### People's Ideas...

- need more shops along East Boulevard from 41st to 45th

## 18.3 Provide a Range of Shops and Services

### Approved

There should continue to be a wide range of local-serving shops and services in the shopping area.

**Percent Agree 81%/86%**

### People's Ideas...

- use the area from 37th to 38th along West Boulevard as a youth activity centre to serve Point Grey Secondary students
- encourage stores that appeal to younger people
- add additional services or a theatre to the area adjacent to the community centre and Kerrisdale Centennial Park
- need an Office Depot type of store to support home businesses
- encourage wine bars, more outside patio seating, and/or a jazz club
- consider tax burden on small business when pursuing policy to have a wide range of shops in neighbourhood centres



Local shops and services

#### **18.4 Discourage Additional Auto-oriented Services**

##### ***Approved***

Additional auto-oriented services (e.g. gas stations, repair shops, etc.) should be discouraged in the shopping area.

**Percent Agree 63%/66%**

People's Ideas...

- do not allow gas stations anywhere in Kerrisdale Village

#### **18.5 Add a Supermarket**

##### ***Approved***

The City, in consultation with the neighbourhood, should work with supermarket owners to identify, assemble, and rezone a site for a moderately sized supermarket with adequate parking provided.

**Percent Agree 65%/66%**

People's Ideas...

- provide a supermarket to 'anchor' the neighbourhood shopping area
- need a supermarket in the area (IGA at 41<sup>st</sup> and Dunbar is too far away)
- use the area south of 43<sup>rd</sup> along West Boulevard as a potential grocery store site
- put the supermarket in an underutilized area (e.g. north or south of 41<sup>st</sup> along West Boulevard)
- need a medium-sized supermarket like 'Urban Fare' or 'Choices' - closer to 15,000 sq. ft.

#### **18.6 Improve Pedestrian Safety**

##### ***Approved***

Safer crossings for pedestrians in the business area should be provided, especially at 41<sup>st</sup> and West and East Boulevard.

**Percent Agree 75%/76%**

People's Ideas...

- provide a mid-block crossing between Yew and West Boulevard on 41<sup>st</sup>
- construct raised crosswalks at East and West Boulevard on 41<sup>st</sup>
- provide a crossing on West Boulevard at 39<sup>th</sup>

#### **18.7 Improve Bike Access for Kerrisdale Village**

##### ***Approved***

Bike access to and within Kerrisdale Village should be improved.

**Percent Agree 54%/56%**

People's Ideas...

- need better bike access to centres like Kerrisdale Village
- have a route for cyclists off 41<sup>st</sup> - perhaps 40<sup>th</sup> or 42<sup>nd</sup>
- need a separate lane for cyclists along 41<sup>st</sup>

#### **18.8 Control Sidewalk Merchandise**

##### ***Approved***

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

**Percent Agree 70%/64%**

People's Ideas...

- retain current limits, leaving 5' clear pathway for pedestrians
- create more energy by keeping narrow sidewalks
- remove signs from sidewalks

#### **18.9 Provide Weather Protection**

##### ***Approved***

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

**Percent Agree 57%/57%**

People's Ideas...

- put awnings in front of busy areas like bus stops

#### **18.10 Protect and Enhance Street Trees**

##### ***Approved***

The existing street trees contribute to the pleasant character of the street. These trees should be kept and main-



### Building Lines

Building lines are an additional setback used to preserve future road and boulevard widening or to preserve open space. In many cases, building lines can be traced back to the 1929 'Plan for the City of Vancouver' which included a 'Major Street Plan' that identified major streets and their capacities, and established building lines. These were modified in the 1940s, and have remained largely unchanged since the 1950s. When a development site is subject to a building line, building set backs are measured from this line rather than from the property line. These include the width and depth of required yards, and building depth. This explains why some newer buildings on 41st have been 'set back' from adjacent, older buildings resulting in wider sidewalks on portions of the street.

tained wherever possible. Their impact should be enhanced by adding trees where they are missing as well as in new corner bulges and along side streets.

**Percent Agree 84%/87%**

People's Ideas...

- provide more trees on both sides of Yew near 41<sup>st</sup>
- plant taller, bigger trees around community centre on 42<sup>nd</sup>
- ensure that trees and other greenery do not block business signs/advertising

### 18.11 Improve Design of Awnings

#### *Approved*

The design of awnings should be improved. A set of awning guidelines should be considered for Kerrisdale Village.

**Percent Agree 56%/57%**

People's Ideas...

- have the Kerrisdale BIA adopt some guidelines for the design of the awnings and have them enforced by the City.
- give awnings a consistent look

### 18.12 Create a More Attractive Area

#### *Approved*

Local merchants and owners, through the Kerrisdale BIA, have significantly improved the area's appearance with banners, colourful lightpoles, a landmark clock, decorative trash receptacles and newspaper box screens, a signature Kerrisdale sign, bus shelters, and decorative pedestrian lighting. The appearance of Kerrisdale Village should be improved through efforts of private businesses and the City (e.g. create outdoor patios, attractive landscaping, banners, special lighting, bike racks, public notice boards/directory, public art, special paving, drinking fountains), retaining its 'village' character.

**Percent Agree 78%/78%**

People's Ideas...

- retain character of Kerrisdale Village: 'villagery' with specialty shops, small storefronts, character build-

ings (e.g. Bill Chow Jewellers), and lower heights of buildings

- allow people to retain the siting of their shop on the street if they redevelop (i.e. ignore the building line)
- apply building lines to allow for sidewalk boulevards, benches, and plantings
- increase plantings, baskets of flowers on boulevards on 41<sup>st</sup>
- provide more benches on West Boulevard and on 42<sup>nd</sup> outside of London Drugs
- create a pedestrian mews between Vine and the west end of 40<sup>th</sup>
- beautify and make more functional the London Drugs mews with more plantings, benches, and tables (to have lunch), and redesign the back lane
- provide more attractive sidewalk treatment and landscaping when side streets intersect with shopping streets
- use the intersection of 41<sup>st</sup> and the Boulevards, and 41<sup>st</sup> and Yew, to increase the character of this area with increased sidewalk width, corner bulges, brick pavers, landscaping, and other treatments



London Drugs mews

### 18.13 Create a Public Plaza or Gathering Space

#### *Approved*

A public plaza or gathering space should be created in Kerrisdale Village for people to 'meet and greet', perform, and relax; with community arts, community services, and extensive landscaping and trees.

**Percent Agree 57%/58%**

People's Ideas...

- create a town square with live music
- find a place for the community to gather (e.g. Yew and 41<sup>st</sup>)
- design and build a water feature, public art, and/or public seating areas in Kerrisdale
- provide more courtyard areas on 41<sup>st</sup> between stores

#### 18.14 Provide A Cleaner Place

##### ***Approved***

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

***Percent Agree 81%/80%***

People's Ideas...

- clean up lane south of 41<sup>st</sup> at London Drugs
- clean up area around McDonald's at 41<sup>st</sup> and East Boulevard
- need bigger garbage cans on 41<sup>st</sup>
- deal with garbage spill around dumpsters in back lanes
- get high school kids to help clean up areas in Kerrisdale

#### 18.15 Provide Convenient Parking

##### ***Approved***

Short-term customer parking, including curbside parking, should be available to support local businesses and reduce impacts of parking on local streets adjacent to the shopping area.

***Percent Agree 78%/78%***

People's Ideas...

- provide more underground parking for shoppers and community centre users
- encourage side angled parking with landscaping
- provide more parking off of 41<sup>st</sup>
- provide more signage for free public parking

#### 18.16 Address Crime and Nuisance Behavior

##### ***Approved***

Crime and nuisance behavior such as graffiti and aggressive panhandling should be addressed through community-based prevention and more enforcement by police and security people. The Kerrisdale BIA should assist in doing this.

***Percent Agree 82%/82%***

People's Ideas...

- provide more police presence or liaison with BIA or residents to deal with safety issues, using a bilingual officer/volunteer who can speak Chinese

#### 18.17 Provide Additional Housing on Edges of Kerrisdale Village

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

Provide additional housing in Kerrisdale Village along the edges of the existing shopping and apartment areas to support the shopping area and to allow more people to live close to where they work or shop. Housing types to consider would be small scale (including fourplexes and rowhouses), and would replace the less affordable single family housing. Any housing redevelopment should be designed to 'fit in' with the single family area, and have good landscaping.

***Percent Agree 48%/50%***

People's Ideas...

- allow triplexes, row houses to be built around the Kerrisdale area (e.g. around Larch Street and 41<sup>st</sup> and ensure that they are affordable)
- address increased traffic and congestion problems with increased density
- provide more diversity of housing forms and more landscaping

***Comment:*** This Direction did not receive majority support in the general survey, and did not receive high enough agreement in the random survey to be classified as Approved. In both surveys, the Direction received more agree votes than disagree votes (general survey:

1.7 to 1, random survey: 1.9 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional housing planning occurs in the community.

## 19 Arbutus Shopping Centre ('Arbutus Village')

Arbutus Shopping Centre is located off of Arbutus north of Nanton. There is multi-family residential housing in the area immediately to the north and west of the centre. Vision participants saw the opportunity to create a possible future neighbourhood centre (Arbutus Village) in place of the existing shopping centre. Shops would be relocated closer to Arbutus Street, and a new internal shopping 'street' would replace the existing surface parking lot (with parking largely placed underground). Apartments would be built above those shops ('mixed-use development'), and new apartment buildings would be built in place of the existing mall, overlooking Arbutus Village Linear Park. Pedestrian and bike pathways would connect parks, schools, and Kerrisdale Village with the new neighbourhood centre.

Should redevelopment occur further south of the shopping centre, Vision participants suggested extending mixed use developments down the west side of Arbutus as far as the existing small commercial area at Arbutus and Valley.



Internal shopping street

### 19.1 Create a New Neighbourhood Centre (Arbutus Village)

#### Approved

The creation of a neighbourhood centre (Arbutus Village) should be considered at the Arbutus Shopping Centre. In future, stores should be relocated closer to Arbutus Street, incorporating shops, cafes, and services on the ground floor. A new internal shopping 'street' with benches, trees, and greenery should replace the existing surface parking lot, with parking largely placed underground. Pedestrian and bike pathways would connect parks, schools, and Kerrisdale Village with the new neighbourhood centre.

**Percent Agree 57%/64%**

#### People's Ideas...

- redevelop Arbutus Shopping Centre with more urban, street-oriented development
- convert parking lot space into new internal shopping street and bring commercial area out to Arbutus
- could be developed more like a market place with a farmers' market, artist displays, cafés, etc.
- serve the growing Asian population with stores open later, a night market, etc.

### 19.2 Provide Additional Housing at Arbutus Village

#### Not Approved (Uncertain)

The new neighbourhood centre at Arbutus Village should include additional housing types, complemented by additional community services and amenities. Apartments would be located above shops on Arbutus Street and on the new internal shopping street to add housing diversity and support the shops in the new centre. New apartment buildings would be built in place of the existing mall, overlooking Arbutus Village Linear Park.

**Percent Agree 47%/49%**

#### People's Ideas...

- bring commercial area out to Arbutus with residential above, courtyard space in behind

- increase density provided that the shopping centre is improved
- allow mixed use development to increase density and improve commercial activity

**Comment:** *This Direction did not receive majority support in the general survey, and did not receive high enough agreement in the random survey to be classified as Approved. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.5 to 1, random survey: 1.8 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional planning occurs on the shopping centre site.*

### 19.3 Extend Shopping Area South of Arbutus Shopping Centre

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

Should redevelopment occur south of the shopping centre, consider extending residential/commercial 'mixed use' developments down the west side of Arbutus as far as the existing small commercial area at Arbutus and Valley.

**Percent Agree** 47%/50%

People's Ideas...

- extend 'mixed use' residential/commercial south along Arbutus to connect Arbutus Shopping Centre with commercial area at Arbutus and Valley
- redevelop retail at Arbutus and Valley as mixed use residential/commercial

**Comment:** *This Direction did not receive majority support in the general survey, and did not receive high enough agreement in the random survey to be classified as Approved. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.6 to 1, random survey: 1.9 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional planning occurs on the shopping centre site.*

### 19.4 Create a Public Plaza or Gathering Space

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

A public plaza or gathering space should be created in Arbutus Village for people to 'meet and greet', perform, and relax; with community arts, community services, and extensive landscaping and trees.

**Percent Agree** 49%/53%

People's Ideas...

- should incorporate some sort of community meeting place like an outdoor bandstand in the new development

**Comment:** *This Direction did not receive majority support in the general survey, and did not receive high enough agreement in the random survey to be classified as Approved. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.8 to 1, random survey: 2.9 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional planning occurs on the site.*

### 19.5 Ensure Continuity of Shops and Services

#### **Approved**

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

**Percent Agree** 69%/69%

### 19.6 Provide a Range of Shops and Services

#### **Approved**

There should be a wide range of local serving shops and services in the shopping area.

**Percent Agree** 72%/76%

People's Ideas...

- lower the rents to attract more small shops and more diversity of stores



- retain a liquor store and a post office in any new development
- consider a farmer's market, pub/restaurant, barbershop, or men's clothing store on the site
- add a T and T supermarket and other Chinese stores
- need a community centre or neighbourhood house, and provide children's programs and tutoring
- need to have more interactive seniors' activities in the mall
- restrict financial or real estate institutions because they tend to decrease commercial activity in an area

### 19.7 Discourage Additional Auto-oriented Services

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

Additional auto-oriented services (e.g. gas stations, repair shops, etc.) should be discouraged in the shopping centre.

**Percent Agree 48%/54%**

***Comment:** This Direction did not receive majority support in the general survey, and did not receive high enough agreement in the random survey to be classified as Approved. In both surveys, the Direction received substantially more agree votes than disagree votes (general survey: 2.6 to 1, random survey: 3.1 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional planning occurs on the site.*

### 19.8 Retain a Supermarket

#### **Approved**

The supermarket is an important anchor for the shopping area. Any redevelopment plans for Arbutus Shopping Centre should include a supermarket.

**Percent Agree 86%/89%**

People's Ideas...

- must keep a supermarket in order for the shopping area to be successful



Safeway supermarket

### 19.9 Improve Pedestrian Comfort and Safety

#### **Approved**

It should be easier and safer for pedestrians to cross Arbutus and it should be more enjoyable to walk and bike along routes to and from the shopping centre.

**Percent Agree 77%/80%**

People's Ideas...

- enhance Yew as the north/south pedestrian corridor connecting the shopping centre with Ravine Park, Prince of Wales Park, and Prince of Wales Secondary
- install a pedestrian signal at Arbutus and the internal east/west street envisioned for Arbutus Village
- focus on walkways and Bikeways to the shopping centre – there are many great quiet ways to walk to the centre
- create a Bikeway from Kitsilano to Kerrisdale linking shopping areas including Arbutus Village
- co-ordinate all push lights to have the same timing (e.g. pedestrian lights take too long to change at Arbutus and Nanton) – if not it leads to unsafe jay walking

### 19.10 Street Trees and Greening

#### **Approved**

Street trees should be planted on Arbutus and along any newly created internal shopping street in Arbutus Village.

**Percent Agree 82%/84%**

People's Ideas...

- create and maintain green space with cooperation between

merchants, business associations, and residents

- keep and/or create green space in any new development

### 19.11 Provide Weather Protection

#### *Approved*

There should be continuous weather protection at the shopping centre in the form of canopies or awnings.

**Percent Agree 61%/58%**

People's Ideas...

- awnings should be aesthetically pleasing and should extend over the sidewalk, so as to not drip on pedestrians

### 19.12 Create a More Attractive Area

#### *Approved*

The appearance of the shopping area should be improved through the efforts of the developer, tenants, private business, and the City (e.g. create outdoor patios, attractive landscaping, banners, special lighting, bike racks, public notice boards, public art, special paving, drinking fountains).

**Percent Agree 74%/73%**

People's Ideas...

- create an old town feel to the new development
- should look something like the Ambleside Shopping Street in West Vancouver

### 19.13 Provide Convenient Parking

#### *Approved*

Short-term customer parking, including curbside parking, should continue to be available to support local businesses and reduce impacts of parking on local streets adjacent to the shopping centre.

**Percent Agree 82%/81%**

People's Ideas...

- address concerns about underground parking – theft, seniors safety, discouraging shoppers
- ensure that there is still ample above ground parking

### 19.14 Address Crime and Nuisance Behavior

#### *Approved*

Crime and nuisance behaviour such as graffiti and break-ins at the shopping centre should be addressed through community-based prevention and more enforcement by police and security people.

**Percent Agree 83%/85%**

People's Ideas...

- involve artists on an art wall – like the IGA wall at Dunbar and 41<sup>st</sup>
- increase community effort in dealing with vandalism and theft (there are a lot of break-ins in the mall area)
- need more police patrols and regular police presence in the area
- address safety concerns in Arbutus Village Linear Park (e.g. drug dealing, etc.)

## 20 Small Local Shopping Areas

Participants recognized the importance of three smaller commercial areas in ARKS: 33<sup>rd</sup> and MacKenzie, 16<sup>th</sup> and Macdonald, and Macdonald and Alamein. These small local shopping areas could be enhanced by making improvements to the public realm and encouraging increased commercial activity within the boundaries of the existing shopping areas. The existing commercial zoning (C-1) in these shopping areas already permits the mixed-use developments proposed by many Vision participants. Very limited opportunities for more housing were proposed on a few lots immediately adjacent to the shopping areas. Participants also called for a limited expansion (roughly one block) of the 16<sup>th</sup> and Macdonald shopping area, suggesting that commercial activity be allowed to take place on the south side of 16<sup>th</sup> as far east as Trafalgar.

## 20.1 Enhance Important Local Shopping Areas

### **Approved**

33<sup>rd</sup> and MacKenzie, 16<sup>th</sup> and Macdonald, and Macdonald and Alamein should be enhanced as local shopping areas and important community places. Improvements should be made to the public realm (e.g. more street trees, planted corner bulges, decorative pavers), and more commercial activity encouraged within the boundaries of the existing local shopping area (e.g. on commercially-zoned lots flanking the arterial street, or within 'live/work' types of housing units).

**Percent Agree 70%/74%**

#### People's Ideas...

- retain small scale of shops at MacKenzie and 33<sup>rd</sup>
- improve the look of the shopping area at 16<sup>th</sup> and Macdonald

## 20.2 Expand 16<sup>th</sup> and Macdonald Local Shopping Area

### **Approved**

Consider a limited expansion (roughly one block) of the 16<sup>th</sup> and Macdonald local shopping area, allowing commercial activity to take place on the south side of 16<sup>th</sup> as far east as Trafalgar.

**Percent Agree 59%/55%**

#### People's Ideas...

- extend 16<sup>th</sup> and Macdonald commercial area 1 or 2 blocks
- need commercial activity to fill in gaps at 16<sup>th</sup> and Macdonald

## 20.3 Ensure Continuity of Shops and Services

### **Approved**

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

**Percent Agree 71%/72%**



Macdonald and Alamein shopping area

## 20.4 Provide a Range of Shops and Services

### **Approved**

There should continue to be a wide range of local-serving shops and services in the local shopping areas.

**Percent Agree 73%/76%**

## 20.5 Discourage Additional Auto-oriented Services

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

Additional auto-oriented services (e.g. gas stations, repair shops, etc.) should be discouraged in the local shopping areas.

**Percent Agree 53%/49%**

***Comment:** This Direction did receive majority support in the general survey, but did not receive high enough agreement in the random survey to be classified as Approved. In the random survey, the Direction received more agree votes than disagree votes (1.9 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion in further planning.*

## 20.6 Improve Pedestrian Safety

### **Approved**

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

**Percent Agree 77%/78%**

#### People's Ideas...

- improve pedestrian and cyclist safety at 16<sup>th</sup> and Trafalgar by installing a pedestrian/cyclist signal

## 20.7 Control Sidewalk Merchandise

### **Approved**

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

**Percent Agree 66%/66%**

## 20.8 Provide Weather Protection

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

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

**Percent Agree 55%/50%**

**Comment:** *This Direction did receive majority support in the general survey, but did not receive high enough agreement in the random survey to be classified as Approved. In the random survey, the Direction received substantially more agree votes than disagree votes (3.5 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion in further planning.*

## 20.9 Protect and Enhance Street Trees

### ***Approved***

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

**Percent Agree 80%/83%**

People's Ideas...

- plant street trees on the boulevards along Macdonald at Alamein

## 20.10 Create a More Attractive Area

### ***Approved***

The appearance of the shopping areas should be improved through efforts of private businesses and the City (e.g. create outdoor patios, attractive landscaping, banners, special lighting, bike racks, public notice boards, public art, special paving, drinking fountains).

**Percent Agree 76%/75%**

People's Ideas...

- 'connect' the small local shopping areas via similar public realm treatments (e.g. highlight entry to local shopping area with large corner bulges and decorative pavers creating a 'square')

- need more pedestrian friendly landscaping, outdoor seating/patios in commercial areas

- retain the street market atmosphere outside of Choices Market with the attractive merchandise display, hanging baskets, and seating benches

- retain the effective, handsome signage and awnings of Choices

## 20.11 Provide a Cleaner Place

### ***Approved***

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

**Percent Agree 83%/77%**

## 20.12 Provide Convenient Parking

### ***Approved***

Short-term customer parking, including curbside parking, should be available to support local businesses and reduce impacts of parking on local streets adjacent to the local shopping areas.

**Percent Agree 79%/79%**

## 20.13 Add Some New Housing at MacKenzie and 33<sup>rd</sup>, 16<sup>th</sup> and Macdonald, and Macdonald and Alamein

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

Very limited opportunities for more housing should be considered on a few lots immediately adjacent to the local shopping areas at MacKenzie and 33<sup>rd</sup>, 16<sup>th</sup> and Macdonald, and Macdonald and Alamein. Housing types could include row houses and duplexes.

**Percent Agree 51%/55%**

**Comment:** *This Direction did receive majority support in the general survey, but was .5% short of the required support in the random survey to be classified as Approved (54.5%). In the random survey, the Direction received substantially more agree votes than disagree votes (2.9 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion in further planning.*



## 21 'Big Box' Stores and Shopping Malls



Specialty big box retail:  
Future Shop

Shopping malls are clusters of stores in one development where the stores face inside instead of onto a public street. The bigger the shopping mall, the larger its 'trade area' (the distance from which it draws customers). Under current zoning, internal malls can theoretically locate anywhere in the C-2 zoning that lines the city's arterial streets. Although few sites are large enough, some of the old supermarket sites could see proposals for internal malls.

There are also different types and sizes of 'big box' store. Some are very large and sell a wide range of goods; some specialize in particular types of goods and are smaller. All these stores draw their customers from a very large trade area. The City has permitted some big box stores (usually through rezonings), but has recently adopted policies that restrict these rezonings to portions of Grandview Highway and the Marine Drive frontages. If the stores are to sell food or clothing, a retail impact study is required. Some smaller specialty 'big box' stores have recently located on C-zoned strips: Future Shop, Office Depot, Toys R Us, and Mountain Equipment Co-op are all on central Broadway.



Banners help to beautify  
neighbourhood shopping  
areas

Participants in the Vision process, while acknowledging that existing malls and 'big box' stores provide shopping choices for consumers, were concerned that additional projects would work against keeping strong neighbourhood shopping at Kerrisdale Village, Arbutus Shopping Centre, and other local shopping areas in ARKS.

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

#### **Approved**

Additional major shopping malls, and 'big box' stores which sell groceries, clothing, and other daily needs, should not be permitted to locate where they will harm the economic health of existing shopping areas in ARKS.

**Percent Agree 61%/61%**

### 21.2 Permit Specialty 'Big Box' Stores

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

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

**Percent Agree 46%/47%**

***Comment:** This Direction did not receive majority support in either the general or random surveys. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.2 to 1, random survey: 1.2 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion in further planning.*

## 22 Business Associations or BIAs

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

### 22.1 Encourage Business Associations or BIAs

#### **Approved**

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

**Percent Agree 69%/70%**

## 23 Other Small Shopping Areas Zoned C-1



41st and Granville shopping area

There are a few other small commercially-zoned sites which serve as local shopping areas for ARKS residents. They were not extensively examined by Vision participants. They are located at 16<sup>th</sup> and Arbutus, 41<sup>st</sup> and Carnarvon, 41<sup>st</sup> and Granville, 41<sup>st</sup> and Oak, 49<sup>th</sup> and Oak, and 57<sup>th</sup> and East Boulevard. The C-1 zoning on these parcels allow residential/commercial 'mixed-use' projects. Some participants felt that these sites should also be enhanced as local shopping areas within the boundaries of the existing commercial areas. Alternatively, these sites could be made available for all-residential redevelopment if they no longer were valued as local shopping areas.

### 23.1 Enhance Local Shopping Areas

#### *Approved*

The C-1 zoned shopping areas at 16<sup>th</sup> and Arbutus, 41<sup>st</sup> and Carnarvon, 41<sup>st</sup> and Granville, 41<sup>st</sup> and Oak, 49<sup>th</sup> and Oak, and 57<sup>th</sup> and East Boulevard should be enhanced as local shopping areas.

**Percent Agree 64%/63%**

People's Ideas...

- need a beautification program for 41<sup>st</sup> and Granville

### 23.2 Retain Commercial Uses on C-1 Zoned Sites

#### *Approved*

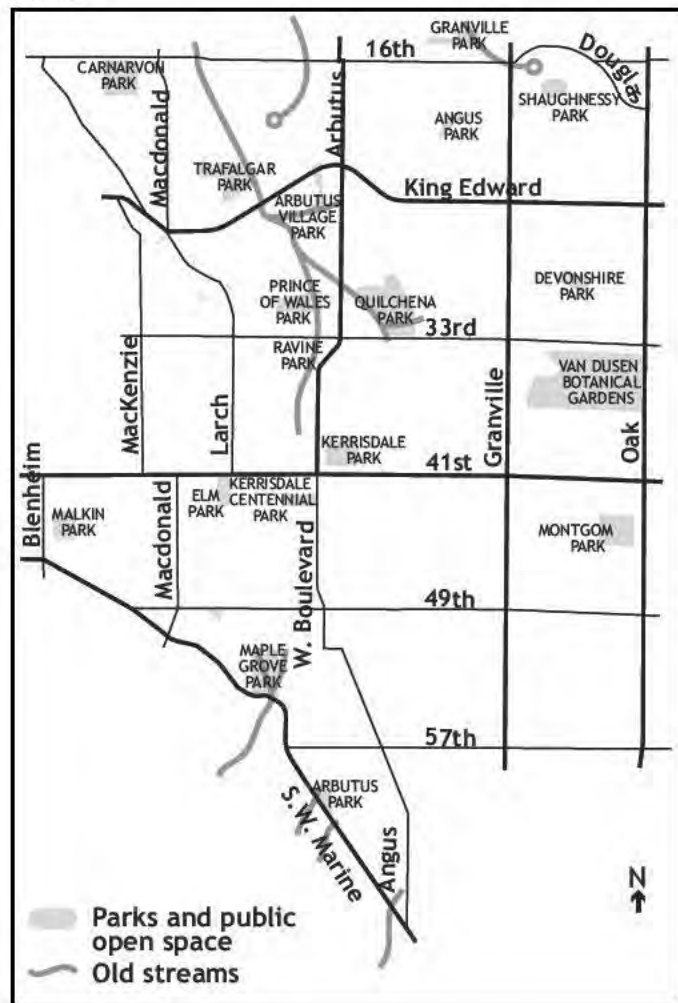
The City should retain commercial uses on C-1 zoned sites — and not permit all-residential development — at 16<sup>th</sup> and Arbutus, 41<sup>st</sup> and Carnarvon, 41<sup>st</sup> and Granville, 41<sup>st</sup> and Oak, 49<sup>th</sup> and Oak, and 57<sup>th</sup> and East Boulevard.

**Percent Agree 63%/62%**

# PARKS, STREETS, LANES, AND PUBLIC PLACES

Vision participants noted that the well maintained parks, mature street trees, planted traffic circles, private gardens and landscaping around homes, and the design of public buildings all contribute to the overall character of Arbutus Ridge/Kerrisdale/Shaulghnessy (ARKS). The Vision Directions in this section deal with parks, school grounds, gardens, streets, lanes, views, and public buildings.

Parks





# 24 Parks, Streets, Lanes, and Views



Maple Grove Park: play area

Parks are very important for recreation, beauty, and refreshment. ARKS is fortunate to have a variety of parks and public spaces. These include historic Shaughnessy streetscapes, a number of heritage trees, the King Edward Heritage Boulevard, Ravine Park, VanDusen Gardens, and more conventional parks, play grounds, and play fields. In total, ARKS has 21 parks (not including VanDusen Gardens due to its city-serving nature), totalling 44 hectares (109 acres) of park. ARKS has 1.1 hectares of 'neighbourhood' park per thousand residents. This is the City standard. School grounds totalling 28 hectares (69 acres) are also important public spaces.

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

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

Other Directions related to Parks, Streets, Lanes, and Public Places are in the TRAFFIC AND TRANSPORTATION and NEIGHBOURHOOD CENTRES sections.

## 24.1 Develop More Usable Parks and School Grounds

### Approved

Park design, appearance and uses should be more varied in order to serve a variety of ages and a more diverse population. School grounds should also be attractive, usable community spaces.

**Percent Agree 77%/78%**

### People's Ideas...

- build a playground feature in Devonshire Park in Shaughnessy
- provide a designated skateboard park space (locate it in Prince of Wales Park)
- locate an arboretum/info kiosk identifying all the trees in Crescent Park; promote certain trees associated with certain parks
- provide a special area in parks to allow activities for children or neighbours to gather and meet: rain shelters, 'pagodas', or picnic areas
- provide more non-commercial activities including chess, trails, skate park, public art and history markers, water fountains, walking paths with places to sit
- encourage greening and beautification of parks with plantings, more trees, and arboretums
- provide play structures for younger and older kids in parks (e.g. taller monkey bars and bigger rings)
- provide playground amenities like they had in old playgrounds (e.g. trolleys, tire swings, teeter totters, etc.)



Prince of Wales school grounds



## Community Gardens

Community gardens are public lands where neighbours come together to grow fruit, flowers, and vegetables. Typically, community gardens have many small plots tended by individuals or families. These plots are often supported by common facilities for the use of everybody: compost, water, some times storage sheds for garden tools, and even gathering places, greenhouses, and shared garden areas such as a fruit orchard or a berry patch. They are often fenced to keep out dogs, but the public is welcome to enter and visit community gardens.

The Park Board supports the development of community gardens by giving assistance in searching for land, formalizing user agreements, developing environmental educational programs, and gathering basic information on garden development and operation.

## 24.2 Provide More Park and Public Open Space in Poorly-served Areas

### *Approved*

There should be more parks and other open spaces available to the public in poorly-served areas of ARKS.

**Percent Agree 68%/66%**

#### People's Ideas...

- provide more green space or play areas for children between 41<sup>st</sup> and 57<sup>th</sup>, Arbutus and Granville
- have one day a month where the golf course is open to the public as a park
- have free admission to VanDusen Gardens one day a month

## 24.3 Incorporate Ravine Park into a Neighbourhood Greenway

### *Approved*

Ravine Park should be incorporated into a new Neighbourhood Greenway connecting Kerrisdale Village with Arbutus Shopping Centre.

**Percent Agree 69%/68%**

#### People's Ideas...

- improve the lighting in Ravine Park to make it safe at night
- allow for a Greenway/walkway between Kerrisdale Village and Arbutus Shopping Centre using the Ravine Park trail

## 24.4 Improve Safety in and around Parks

### *Approved*

Safety in and around parks should be improved. Park use, design, and maintenance should take safety further into account.

**Percent Agree 81%/82%**

#### People's Ideas...

- set back play areas further from street
- provide more police monitoring for parks and school grounds
- provide more lighting for sports fields
- fill in all the holes in parks for safety of children (e.g. Maple Grove and Trafalgar Parks)

## 24.5 Create More Community Gardens

### *Approved*

Provide more opportunities for the creation of community gardens. Existing community gardens should be preserved and enhanced.

**Percent Agree 70%/72%**

#### People's Ideas...

- encourage community gardens on school grounds for educational and aesthetic purposes
- provide more grants for creating and maintaining community gardens
- negotiate with all major developments for park and community garden space



Community garden

## 24.6 Encourage Community Involvement in Parks

### *Approved*

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

**Percent Agree 71%/74%**

#### People's Ideas...

- provide planting opportunities with community management
- encourage garden clubs for community gardens

## 24.7 Improve Maintenance of Parks

### *Approved*

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

**Percent Agree 67%/64%**

### ParkPartners Program

ParkPartners is a Vancouver Park Board program which encourages citizens to volunteer and become involved in the stewardship of their local parks. The program seeks to:

- foster community pride and leadership
- provide support to those who want to make ideas, projects, and events happen
- encourage neighbours to get to know each other
- promote the cultural and ethnic diversity of the City, and
- help to keep our parks cleaner, greener, and safer



Public art fence

### People's Ideas...

- need to better maintain community gardens (e.g. fix broken fences and dilapidated buildings)
- restore the old water fountain in Crescent Park

### 24.8 Ban Smoking in Public Places

#### **Approved**

School grounds, playgrounds and some public places within neighbourhood centres should be designated as non-smoking areas.

**Percent Agree 73%/71%**

### People's Ideas...

- stop kids from smoking in front of Magee
- make Kerrisdale shopping area a 'no smoking' area

### 24.9 Share Parks and Public Places with Dogs

#### **Approved**

Parks should be shared between people with dogs and those without dogs, provided that parks remain safe and tidy for all park users.

**Percent Agree 58%/62%**

### People's Ideas...

- strictly observe regulations regarding control over dogs
- require all dogs to be licensed and dog owners trained
- provide a training program for owners about tidiness and safety

### 24.10 Remove Dog Waste

#### **Approved**

More should be done to ensure dog owners clean up after their dogs and keep their pets under control.

**Percent Agree 85%/89%**

### People's Ideas...

- have the dog owners' association produce educational material on responsible removal of dog waste
- provide bags for dog owners in parks

### 24.11 Provide More Public Art

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

There should be more public art in parks, schools, and other public spaces like the community centre.

**Percent Agree 56%/52%**

### People's Ideas...

- create a bronze sculpture at the community centre
- promote art work that reflects the history and heritage of the community
- provide public art on 41<sup>st</sup>
- have public art competitions with schools, ethnic groups, etc.
- encourage murals on blank building walls in locations like parking areas, schools, and the Kerrisdale Community Centre
- create two public art display spaces by bulging East Boulevard at 41<sup>st</sup>
- position public art to mask construction sites
- use public art in commercial lanes to hide unsightly garbage areas

**Comment:** This Direction did receive majority support in the general survey, but did not receive high enough agreement in the random survey to be classified as Approved. In the random survey, the Direction received substantially more agree votes than disagree votes (3.2 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion in further planning.

### 24.12 Greening and Beautifying Public Streets

#### **Approved**

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

- protecting existing boulevards and street trees, and planting new trees wherever possible
- encouraging residents to extend private gardening into the space between the sidewalk and the curb
- encouraging residents to landscape



Encourage greening of boulevards

traffic calming devices (i.e. traffic circles and corner bulges) through the 'Green Streets' program

- providing amenities like benches for people to socialize and rest before walking further.

**Percent Agree 84%/87%**

People's Ideas...

- locate benches and planted areas on King Edward Boulevard and other boulevards and medians
- have a 'Welcome to Kerrisdale' sign instead of the billboard on Arbutus at 37<sup>th</sup>
- provide more education about opportunities to plant gardens, boulevards, traffic circles, etc.
- have public displays highlighting the winners of traffic circle/bulge garden competitions in public areas
- get rid of overhead wires

### Country Lanes Program

The City of Vancouver has developed an alternative to the traditional asphalt lane. A 'Country Lane' uses materials that allow rainwater to infiltrate into the ground while providing a durable surface for vehicles to drive on. The first lane in this pilot project was constructed in the fall of 2002 providing residents with a space that slows traffic, is aesthetically pleasing, and is more environmentally responsible.

The lane features two narrow strips of concrete that provide a smooth driving surface. The area around these strips is planted with grass that is supported below the surface by a hidden grid. This 'structural grass' supports vehicles while preventing rutting and soil compaction that would damage grass roots. Under this hidden grid is a gravel and soil mixture that allows for drainage while providing the nutrients and water required for grass growth.

Allowing precipitation to percolate into the ground helps reduce and slow the water that would have otherwise quickly entered the sewers and in some instances flowed in to adjacent creeks. This helps recharge groundwater and

reduces peak flows into rivers. The increased vegetation in this lane design filters storm water, improves air quality, and helps combat the 'heat island effect' that can raise temperatures in heavily developed areas.

The country lane design was approved by Council in 2004 as an option for the Local Improvement Program.



'Country Lane' an alternative to a paved lane

### 24.13 Greening Lanes

#### **Approved**

Lanes in ARKS can be unattractive and not environmentally friendly. There should be alternatives such as country lanes, gravel lanes, etc. that allow for more greenery and more permeability for rain water. A range of alternatives should be offered to homeowners when they vote on lane improvements.

**Percent Agree 74%/76%**

People's Ideas...

- publicize the country lanes program and have the City provide incentives for country lanes
- provide planted areas around parking and garbage areas
- design lanes to encourage foot traffic
- look at alternatives for lane maintenance (e.g. have local groups volunteer)

### 24.14 Preserve Public Views

#### **Approved**

Views from public places of the water, North Shore mountains, downtown Vancouver, and other panoramas should be protected. Viewpoints should be made more enjoyable.

**Percent Agree 88%/90%**



Scenic view from King Edward

#### People's Ideas...

- preserve the view from Quilchena Park and along the Ridge
- maintain views to the water and mountains
- take into account public views and topography when subdividing land
- promote and build public 'view spots'

## 25 Public Buildings

In ARKS, many existing public buildings like schools and the Hellenic Centre (at Arbutus and Nanton) are landmarks and provide many fond memories for residents.

Vision participants felt public buildings and especially schools should meet particularly high design and construction standards because they are heavily used and symbolically important. All designs should be welcoming, easy to access, and have significant landscaping. Residents should also have opportunities to provide input in the development of these public buildings.



Hellenic Centre

### 25.1 Retain Existing Public Buildings

#### *Approved*

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

**Percent Agree 82%/79%**

#### People's Ideas...

- complete seismic upgrades of existing schools
- replace portables with good additions
- create a strong building identity for the Kerrisdale Community Centre and prominent entrance

### 25.2 Develop Well-designed Public Buildings

#### *Approved*

New public buildings should be well designed and well maintained. Landscaping should be included in all public buildings and site designs.

**Percent Agree 87%/90%**

#### People's Ideas...

- make schools less institutional in design
- have new buildings 'fit in' with surrounding residential character





# ENVIRONMENT

Vision participants discussed a wide range of topics related to the environment, including transportation, gardening, waste, water and energy, noise, air quality, recycling, and composting. They went on to identify Directions to improve environmental practices in Arbutus Ridge/Kerrisdale/Shahnessy (ARKS). The Directions are grouped into three categories — actions that can be taken by individuals and businesses (with City support), actions that require a joint community/City effort, and broad actions that require co-ordination with other levels of government.

Directions which would enhance the environment can also be found in the PARKS, STREETS, LANES, AND PUBLIC PLACES and the TRAFFIC AND TRANSPORTATION sections.

## **Automatic Garbage Collection, Recycling & Composting**

The City collects garbage and yard compost from 'single family' residences and most properties with up to four units. Large items such as old fridges and hot water tanks can be recycled at the Vancouver South Transfer Station and Recycling Depot on West Kent Avenue North.

The City also provides recycling services to all residential properties in Vancouver. Materials collected for recycling include paper, plastic, metal, and glass. The City also subsidizes backyard composters and apartment worm composter bins. In the last decade recycling and composting programs, combined with others in the region, have helped reduce the amount of residential garbage sent to the landfill by approximately 50%.

Automated garbage and yard trimming collection was implemented by late 2006. City-supplied garbage containers are emptied using a mechanical arm on the truck, instead of workers lifting and emptying cans by hand. This system has a number of advantages: no need to buy replacement garbage cans or plastic yard trimmings bags; containers are more animal resistant than conventional garbage bags and cans; and fees increase with container size thereby encouraging waste reduction and recycling.

## Energy and Water Conservation

The City has adopted several policies and initiatives aimed at reducing energy use and conserving water.

CityPlan and the City's land use policies promote complete communities with jobs close to home thereby reducing fuel consumption for travelling to work. The City's Transportation Plan gives priority to pedestrians, bicyclists, and transit users over those driving an automobile. By laws and building code regulations require buildings to be more energy and water efficient.

City initiatives also include: supporting the work of the Leadership in Energy and Environmental Design (LEED) BC Steering Committee to establish a green building rating system directly applicable to the Vancouver region; retrofitting over 24,000 street lights and indoor lighting fixtures with more energy efficient lamps; piloting the collection and use of landfill gases to generate heat and electricity; conducting trials with emerging technologies such as alternative fuels, electric cars, and hybrid electric vehicles; and investigating alternative technologies such as fuel cells.

The City also supports public and school education programs on energy and water conservation including promoting community water wise conservation measures, recycling options, and natural gardening practices.

# 26 Environment

## At Home and at Work

Vision participants discussed many different measures to improve environmental practices by both individuals as well as businesses. These ideas included increasing personal efforts to reduce waste, increasing recycling and composting of waste products, using environmentally friendly products (i.e. products that are less damaging to the environment than competing mainstream products), as well as measures to conserve water and energy.

### 26.1 Take Action to Reduce Waste and Increase Recycling and Composting

#### *Approved*

Individuals and businesses (with City support) should work to decrease the amount of waste going into the landfill. These efforts should include:

- purchasing or manufacturing products with minimal packaging and made from recycled materials
- recycling and reusing more products
- composting.

**Percent Agree 89%/88%**

#### People's Ideas...

- use fewer disposal items (e.g. bring your own dishes, chopsticks and mugs to restaurants for take out, use recyclable lunch boxes, use cloth shopping bags instead of plastic bags)

### 26.2 Take Action to Conserve Water and Energy

#### *Approved*

Individuals and businesses (with City support) should act to conserve water and energy. These efforts should include:

- upgrading energy and water fixtures
- planting drought tolerant plants
- reducing daily water and energy use.

**Percent Agree 87%/87%**

#### People's Ideas...

- obey water restrictions, reduce sprinkling and car washing, limit daily shower times
- use landscaping that doesn't need a lot of water
- divert and collect rainwater and recycle used domestic water
- install energy efficient lights, water conserving taps and ½ flush toilets
- reduce the use of electricity by using less air conditioning, electric fans or by using screen doors, hanging clothes to dry, turning off the computer when not in use
- buy small, light, and fuel efficient cars, and get rid of any second car

## In the Community

Vision participants discussed a number of ways the community and the City can work together to improve the environment. These areas of collaboration include keeping the community clean, expanding recycling and composting, collecting and recycling of hard-to-dispose-of items, supporting local/organic food production, reducing storm water runoff, and improving noise control measures.

### 26.3 Clean Up the Community

#### *Approved*

The community and the City should work together to keep ARKS clean and litter free. These efforts should include:

- encouraging and supporting co-operative community clean-up efforts
- enforcing by-laws and penalties when people and businesses fail to comply with City maintenance standards
- adding more waste disposal/recycling/dog waste units that are more secure and visually appealing in strategic locations
- improving access to information about the services and programs offered by the City.

**Percent Agree 94%/94%**

#### **Graffiti Management Program and 'Keep Vancouver Spectacular'**

Graffiti and illegal posterings create visual blight and negatively impacts the value of community space and community property. The City's Engineering Department has a Graffiti Management Program which works with businesses, community members, and local artists to deal with graffiti issues. The Program makes resources available to individuals to help wipe away graffiti should it appear on their building or in their area. It also creates new avenues for graffiti writers and other artists to display their work. The City also provides poster cylinders, community poster boards, and takes other anti graffiti initiatives.

'Keep Vancouver Spectacular' is an annual city wide, clean up campaign supported by the City. It brings together individuals, businesses, and neighbourhood groups to clean up their community.

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

- encourage the community to work together to monitor problem areas and participate in community upkeep initiatives
- enforce fines on people who pollute in public places (e.g. people who don't pick up after their pets) and penalize businesses and store owners that don't keep their sidewalks and storefronts clean and maintain their garbage bins properly
- provide additional and/or larger garbage containers at bus shelters at 49<sup>th</sup> and Arbutus, at 41<sup>st</sup> and West Boulevard, along East Boulevard, and on school grounds
- need more recycling containers at schools and in shopping areas
- provide multi-language environmental educational material, recycling, and garbage information



'Keep Vancouver Spectacular' community clean up

#### **26.4 Expand Recycling and Composting**

##### ***Approved***

The community and the City should continue to identify ways to expand recycling and composting programs, taking care that containers are pest resistant. These efforts should include:

- initiating partnerships with other agencies and businesses to increase recycling and composting
- expanding the recycling program to include all plastics, wax boxes, electronic materials, batteries, tires, and other materials
- encouraging composting by businesses like grocery stores and restaurants.

***Percent Agree 88%/84%***



Recycling and yard waste collection

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

- pickup apartment yard waste
- use recyclable lunch boxes, less wrapping, and provide composting opportunities in school cafeterias

#### **26.5 Collect and Recycle Hard-to-dispose-of Items**

##### ***Approved***

The community and the City should explore opportunities for residents to safely and easily discard and/or recycle hard-to-dispose-of items such as household hazardous wastes and bulky household items.

***Percent Agree 90%/90%***

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

- have community sites that deal with compost, hazardous materials, and renovation materials
- pick up and recycle medium/large items twice a year and alert the public to the potential for reuse

#### **26.6 Promote Good Environmental Practices**

##### ***Approved***

The community and the City should work together to promote good environmental practices through education and awareness. These efforts should include:

- encouraging publicity campaigns and demonstration displays
- promoting environmental awards and workshops
- establishing an education centre promoting sustainable practices.

***Percent Agree 81%/79%***

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

- have the City prepare promotional materials such as signs and newsletters, and work with the media, schools, and community centres to promote good environmental practices
- talk to, and promote awareness among, younger kids to conserve water and resources (e.g. encourage school field trips to the landfill and make environmental classes in schools mandatory)

### **Pesticide Use on Public and Private Land**

In 2004, City Council adopted the Pesticide Reduction Education Program, an expansion of Vancouver's Grow Natural campaign. As of January 1, 2006, the use of outdoor pesticides on lawns and in gardens was regulated by section 5.17 of the Health By law. The application of these pesticides, including insecticides, herbicides, and fungicides is restricted. The City's Engineering Services provide tips on environmental yard and garden care techniques, from building healthy soils to 'Water Wise' gardening methods.

### **Sustainable Development**

The City of Vancouver is frequently cited as one of the most livable cities in the world. The challenge facing the City is how to sustain that livability as Vancouver grows. In 2002, City Council adopted a set of 'principles for sustainability' to evaluate City programs, policies, and practices. In such a city, sustainability is achieved through individual and community participation and requires integrated decision making that takes into account economic, ecological, and social impacts as a whole. City initiatives include the establishment of the Office of Sustainability, the City's Cool Vancouver Task Force, Vancouver's Food Policy Council, as well as providing leadership in developing green building guidelines and piloting the development of South East False Creek and the 2010 Olympic Village as a sustainable community.

- have the City host a city-wide competition for the best environmentally friendly gardens and lanes

### **26.7 Encourage Sustainable Development**

#### ***Approved***

The community and the City should encourage all new development, including renovations and additions, to adopt more sustainable practices and 'green strategies' such as storm water management, energy and water use reduction, alternative energy sources, and water recycling.

***Percent Agree 73%/77%***

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

- promote and develop incentives, subsidies, tax cuts, or loans for individuals who use energy saving products and developers who use sustainable development practices such as integrating solar power, dual flush toilets, green roofs
- insulate houses and windows, and use building materials that retain heat in the winter and keep cool in the summer
- ban the use of herbicides and pesticides on lawns and gardens

### **Vancouver's Food Policy**

In 2003, City Council directed staff to develop a just and sustainable food system for the City. This means integrating food production, processing, distribution, and consumption with the environmental, economic, social and nutritional health of the City and its citizens.

In July 2004 the Vancouver Food Policy Council was elected and has begun to work in partnership with community organizations and the City to act as an advocacy, advisory, and policy development body. Projects such as the creation of local food purchasing policies, assessment of grocery store accessibility, and reviewing the potential for distribution of unconsumed food were identified. Work also began to reshape urban food policy which includes supporting local initiatives such as farmers' markets, community gardens, community and

school kitchen programs, and special projects such as Southeast False Creek's Urban Agriculture Strategy.

### **26.8 Grow More Food Locally**

#### ***Approved***

The community and the City should encourage more food to be grown and distributed locally, including the development of more individual and community gardens, and the planting of fruit trees.

***Percent Agree 62%/61%***

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

- support locally grown foods through school lunch programs
- organize students to participate in community gardens, establish community gardens along streets and on school property
- choose local products and encourage people to eat organic products



Farmers' Market

### **Improving Water Quality and Conservation**

The Park Board and Engineering have cooperated to create biofiltration systems to cleanse stormwater at Hastings Park Pond and Lost Lagoon in Stanley Park. Both systems collect run-off water and clean it using plants and soil systems before discharging it. Both facilities offer aesthetic and environmental benefits. Also the City's sewer system is being converted from a combined system (storm and sanitary sewer flow together in one pipe) to separate pipes for each. This reduces mixed overflows where sanitary waste discharges into surrounding water bodies.



## Air Quality

In recent years, the City of Vancouver has taken on initiatives to improve the air quality for its residents. In 1990, the Task Force on Atmospheric Change was created by City Council to study climate change as it relates to global warming and ozone depletion. It recommended specific actions that the City could take to reduce its contribution to factors causing climate change, including the burning of major fossil fuels. Council has adopted several transportation plans which set out long term strategies to find transportation alternatives to the single occupant vehicle, including the development of Greenways and Bikeways, and partnering with regional transit and transportation authorities to improve commuting options.

Work from the recent Vancouver Cool Task Force has resulted in the establishment of the Corporate Climate Change Action Plan (2003). The Action Plan provides further leadership and coordination of corporate and community emission reduction initiatives in the City.



Smart car fewer emissions

## 26.9 Stormwater Runoff

### *Approved*

The community and the City should work together to reduce stormwater runoff. These efforts should include:

- promoting 'green lanes' (porous pavers, gravel, or grass instead of asphalt)
- removing restrictions on gray water reuse
- limiting the amount of impervious surfaces in new development.

**Percent Agree 77%/80%**

### People's Ideas...

- provide neighbourhood rain water reservoirs and roof catchments to cistern water for gardening
- allow less paving of front lawns
- create gardens on curbside areas to filter storm water before it goes into the sewage system
- design lanes to be both porous and allow for pick-up of broken glass

## 26.10 Reduce Urban Noise

### *Approved*

The community and the City should explore ways to further reduce urban noise from sources like loud music, leaf blowers, and lawnmowers, etc. This could include a review of existing by-laws and more enforcement.

**Percent Agree 77%/78%**

### People's Ideas...

- require sound reduction measures for all buses and heavy equipment
- encourage the use of manual mowers
- enforce Noise By-law on people who play stereos too loud

## Working with other Levels of Government

While the City can play an important role in building a healthier environment for its citizens, Vision participants recognized that other levels of governments must work together to enact laws that would improve the environment. The City advocates and supports regional, provincial, and international environmental policy initiatives.

## 26.11 Working With Other Levels of Government

### *Approved*

The City should provide leadership and partner with the regional, provincial, and federal government to enhance the environment, including efforts such as:

- adopting additional measures to increase water and energy conservation
- adopting measures to improve air quality including tougher emissions standards
- encouraging the development and use of alternative energy sources
- working with the Airport Authority to uphold its noise control and air quality commitments.

**Percent Agree 81%/78%**

### People's Ideas...

- tax companies that pollute the environment or create environmentally unfriendly products
- ban non-recyclable containers or impose a surcharge on all non-recyclable plastics
- have the City continue to work with other agencies such as BC Hydro and Translink to improve energy consumption and transit options
- increase funding and establish tax cuts and incentives to develop and use alternative environmental technologies such as electric vehicles
- monitor and work with government authorities to reduce airplane noise

# COMMUNITY

# INVOLVEMENT in DECISION MAKING

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

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

Public input is important to the City. Its recent initiative to improve public involvement (i.e. the Public Involvement Review) has resulted in:

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

Vision participants considered public involvement to be very important when dealing with a number of community issues, and it was referenced in a number of Directions in the Vision including 4.1 Traffic Calming Programs, 5.6 Extensive Community Consultation When Planning for the Arbutus Corridor, 5.8 Local Involvement in Transit Decisions, 7.3 Community Actions to Reduce Crime, 7.5 Prevent Youth Crime, 7.6 Community Consultation on the Location of Treatment Centres, 12.2 Public Involvement in Review of New Single Family House Design, 18.5 Add a Supermarket, and 24.6 Encourage Community Involvement in Parks. Beyond these references regarding specific issues, public consultation should be the rule respecting all important City decisions affecting residents of ARKS.



## 27 Community Involvement in Decision Making



ARKS Community Vision Fair

### 27.1 Community Involvement in Decision Making

#### *Approved*

ARKS residents should have greater, and more timely, input into decision making about changes in their community on matters ranging from major initiatives like the planning of the Arbutus Corridor or the provision of facilities and services, to recurring decisions relating to street and traffic changes or the review of development proposals.

*Percent Agree 89%/85%*

# Rezoning Policy

## Following the Arbutus Ridge/Kerrisdale/Shaghnessy Community Vision

### 1. About Zoning in General

#### 1.1 How Zoning Works

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

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

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

Another type of district is the CD-1 or Comprehensive Development district. Many of these are tailored to a specific site, such as Arbutus Village. Other CD zones cover a broad area, such as First Shaghnessy or the Downtown. This tool is used where a typical District Schedule and Guidelines approach is not suitable.

#### 1.2 How Zoning is Changed

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

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



## 2. Rezoning Under the Arbutus Ridge/Kerrisdale/Shahghnessy Community Vision

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

### 2.1 Additional Area Planning Not Required Before Rezoning

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

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

Type of Projects that Could be Considered for Site Specific Rezoning	Comments
<b>Heritage Retention Projects</b> - involving retention of buildings on the Vancouver Heritage Register (also Vision Direction 13.1)	City-wide policy to encourage retention of heritage resources
<b>Social or Affordable Housing Projects</b> -non-profit projects, housing agreement projects, special needs residential facilities (SNRFs)  <b>Note on definitions</b> Housing agreement: a contract between the City and developer to guarantee some of the housing units as rental or low income, etc. SNRFs: housing and support services for people with special needs including the elderly, children in care, the mentally or physically handicapped, people with substance abuse problems, etc.	City-wide policy to encourage housing for lower income and special needs residents
<b>Housing Demonstration Projects (HDP)</b> -in order to be considered as an HDP, a project 'must demonstrate a new housing form in the neighbourhood, improved affordability, and a degree of neighbourhood support; any increase in land value beyond the normal profit allowed by the City's standard bonussing process, must be converted into improved affordability' (January 3, 1996 City Council report)  -in addition, in Arbutus Ridge/Kerrisdale/Shahghnessy, any HDP proposals would need to conform to Vision Directions about type, location, scale, etc.	City-wide policy to permit demonstration of new housing types
<b>Institutional uses</b> Projects focusing on expansion, downsizing, or reuse of publicly owned or non-profit institutional, cultural, recreational, utility, or public authority uses	Normal City practice
<b>Housekeeping amendments; zoning text amendments</b> - initiated by the Director of Planning to update, correct, or make minor revisions to District Schedules or Guidelines	Normal City practice

**Table 2.1 Additional Area Planning Not Required Before Rezoning (continued)**

Type of Projects that Could be Considered for Site Specific Rezoning	Comments
In Arbutus Ridge/Kerrisdale/Shaghnessy: Change to Existing CD-1 Zones - as per Vision Direction 14.1 Seniors Housing - as per Vision Direction 15.11 Add a Supermarket Within Kerrisdale Village - as per Vision Direction 18.5 Create a New Neighbourhood Centre at Arbutus Village - as per Vision Direction 19.1 Retain a Supermarket at Arbutus Village - as per Vision Direction 19.8	Arbutus Ridge/ Kerrisdale/ Shaghnessy Community Vision
Oakridge/Langara Policy Statement (1995) Sites within Arbutus Ridge/Kerrisdale/Shaghnessy that are not addressed in the Vision because the Oakridge/Langara Policy Statement allows for site specific rezonings of these sites, i.e., the Louis Brier Site (Oak & 41 <sup>st</sup> ), properties along the west side of Oak from 37 <sup>th</sup> to 38 <sup>th</sup> and from 43 <sup>rd</sup> to 46 <sup>th</sup> .	Oakridge/Langara Policy Statement

## 2.2 Additional Planning Required Before Rezoning

The Arbutus Ridge/Kerrisdale/Shaghnessy Vision Directions listed on page 72 require additional planning study before rezoning occurs. For some Directions, the study would cover a portion Arbutus Ridge/Kerrisdale/Shaghnessy; others might be city-wide in scope. The types of things that would be studied could include the size, height, locations, and design of developments, traffic and parking, parks and green space, service needs, developer contributions to costs, phasing, and so forth. Planning studies would be initiated by the City, but might be undertaken by City staff, consultants, community members, or a combination. In all cases, there would be community consultation throughout the study.

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

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

<b>Arbutus Ridge/Kerrisdale/Shaghnessy Vision Direction</b>	<b>Possible types of additional planning study</b>
<b>Design of New Single Family Homes</b> 12.1 Design of New Single Family Houses  12.2 Public Involvement in the Review of New Single Family House Design	Mini-program to make design review available in interested areas  More detailed planning and consultation involving single family zoning
<b>Older Character Buildings and Heritage</b> 13.3 Retaining Other Character Buildings  13.4 Multiple Conversion Dwellings (MCDs)	Specific planning study on feasibility of this in ARKS and other Vision areas supporting similar Directions  More detailed planning for specific areas of Arbutus Ridge/Kerrisdale/Shaghnessy
<b>Possible New Housing Locations</b> 16.1 New Housing Types on Large Lots 16.5 New Housing Types On or Near Arterial Roads 16.6 New Housing Types Near Shopping Areas  Several Directions classified as 'Uncertain' identify housing locations (16.2 & 16.3) or housing types (15.1, 15.2, 15.3, 15.5, 15.6, 15.7) which had more community support than opposition and could be the subject of more community discussion	More detailed planning for specific areas of Arbutus Ridge/Kerrisdale/Shaghnessy  Detailed local planning and consultation of housing options in a City initiated process
<b>Shopping Areas</b> 20.2 Expand 16 <sup>th</sup> and Macdonald Local Shopping Area  Note that Direction 19.3, classified as 'Uncertain', considers a shopping area expansion within Arbutus Village. As it had more community support than opposition it could be the subject of more community discussion.  16.6 New Housing Types Near Shopping Areas  Several Directions classified as 'Uncertain' identify housing locations near shopping areas (18.7, 19.2, 20.13) which had more community support than opposition and could be the subject of more community discussion	Expand commercial/mixed-use zoning between Macdonald and Trafalgar (south side)  More detailed planning for the Arbutus Village area in Arbutus Ridge/Kerrisdale/Shaghnessy  More detailed planning for specific areas in Arbutus Ridge/Kerrisdale/Shaghnessy  Detailed local planning and consultation of housing options in a City initiated process, or for 19.2 linked to a site-specific rezoning for Arbutus Village (see Table 2.1 – New Neighbourhood Centre at Arbutus Village)

### **2.3 Other**

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



## Acknowledgements

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

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

### The Community Liaison Group

Betty Andersen	Vanessa Lam
Chris Anderson	Lilian Lam
Rosemary Anderson	Leo Lam
Suzanne Anton	Max Lin
Marie Armstrong	Kyra Lubell
Brent Beattie	Lois MacDonlad
Constantine Bonnis	Virginia McDade
Joy Bradbury	Margaret McPhee
Audrey Cheesman	Isabel Minty
Isobel Chen	Jeff Moore
Albert Chin	Michael Mullin
Eva Cheung	Andrea Mullin
Joanne Cheung	Joan Nesbitt
Thomas Cheung	Brenda Norman
Art Cowie	Mark Norman
Leon Cui	Eleanor O'Donnell
Denise deChamplain	Julie Pau,
Neil Emms	Jo Pleshalen
Larry Fast	Hindy Ratner
Diane Fletcher	Constantine Razis
Sylvia Fong	Moji Taleghani
Kenneth B. Friesen	Aileen Hong Tai
Alex Fu	Elizabeth Thomas
Ben Gelfant	Megan Vanden Bosch
Maya Grayson	David Wright
Wendy Graham	Susan Young
Margaret Haile	Wei Dong Yu
Margie Knox	Teresa Zhang
Julia Lai	

### City Perspectives Panel

John Buckberrough  
Darren Chung  
Bonnie Fenton  
Nick Istruffy  
James Lee  
Andrea Rolls  
Louise Seto

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

### **ARKS Team**

Kirsten Baillie  
Peter Burch  
Angela Ko  
Michelle McGuire

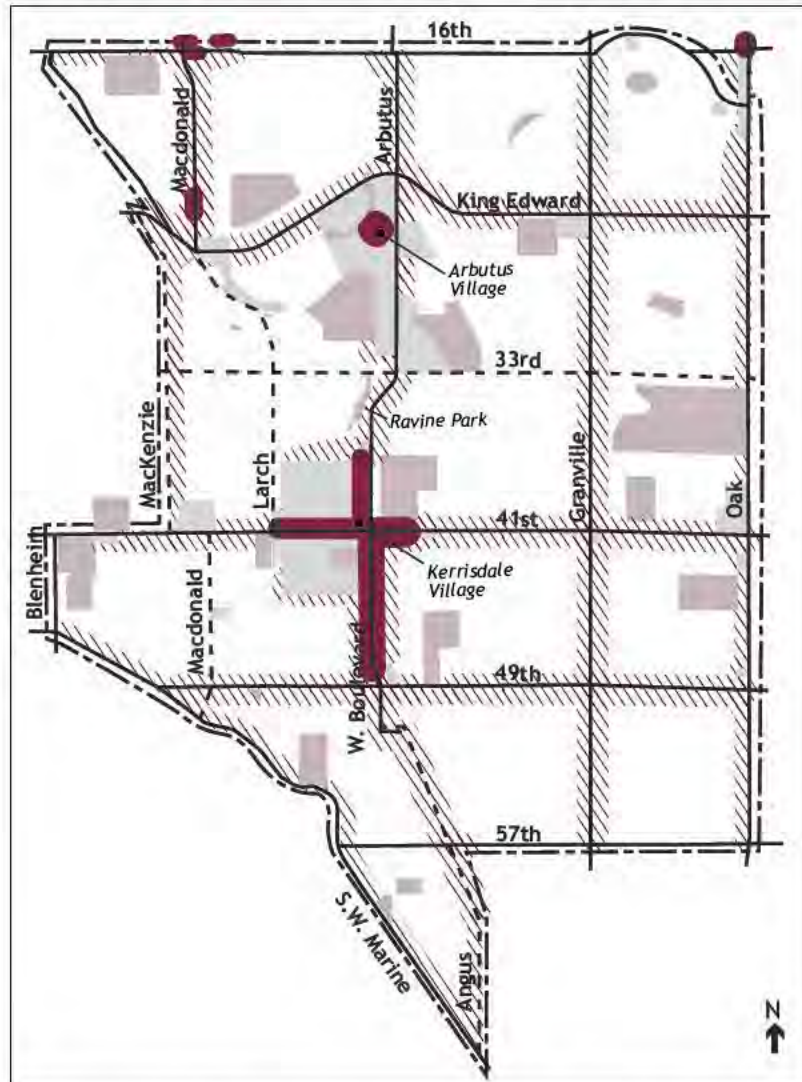
### **Community Visions Support**

Bonnie Allen (Bridge Communications)  
Andy Coupland  
Ingrid Hwang  
Ann McAfee  
Paul Nowlan  
Marlie Oden (Bridge Communications)  
Randy Pecarscki  
Ted Sebastian  
Nancy Wormald

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

Scott Edwards (Engineering)  
Jim Hall (Engineering)  
Don Myler (Engineering)  
David Rawsthorne (Engineering)  
Patrick Ryan (Engineering)  
Sandy James (Greenways)  
Paul Raynor (Housing)  
Michel Desrochers (Parks)  
Mark Vulliamy (Parks)  
Stew Jordan and the staff at Kerrisdale Community Centre  
Brent Beattie and the Kerrisdale BIA  
Ian Carter (VPD) and the Kerrisdale Oakridge Marpole Community Policing Centre staff  
Magee Secondary School students and staff  
Prince of Wales Secondary School students and staff  
Point Grey High School students and staff  
Tzu Chi Youth Group

## Arbutus Ridge/Kerrisdale/Shahnessy Vision Highlights



--- Vision Area Boundary

Single family areas: maintain most areas; consider design review; retain heritage and character buildings

New housing types near shopping areas, and on or near arterial roads

ALSO:

Housing: new housing types and multiple conversion dwellings on large lots

Community Services and Facilities: more programs for seniors and youth; expand and upgrade recreation and library facilities

Safety & Crime Prevention: more individual, community and City effort; address youth crime and expand Community Policing Centre

Arterial streets: improve for pedestrians, cyclists, and residents

Secondary arterials: reclassified as neighbourhood collectors

Shopping areas: create a new neighbourhood centre at Arbutus Village; strengthen Kerrisdale Village, 33rd and MacKenzie, 16th and Macdonald, and Macdonald and Alamein as shopping areas - more attractive, cleaner and greener

Parks and school grounds: improve for more diverse activities and enhanced safety; incorporate Ravine Park into a Neighbourhood Greenway

Other zones

Note: boundaries approximate

From: s.22(1)  
To: "Choi, Nicole" <Nicole.Choi@vancouver.ca>  
CC: s.22(1)  
s.22(1)  
s.22(1)  
Date: 10/8/2019 8:53:24 AM  
Subject: 5595 Mackenzie Street DP -2019-00401

---

ATTENTION:  
CITY OF VANCOUVER  
DIRECTOR OF PLANNING

With reference to the above Development Application I have the following concerns and I expect the City of Vancouver to reply to this email and provide written assurances based on credible geological and other relevant studies.

s.22(1)  
It is a well known fact that the water table below this easement is high and any development that affects the current underground water flow will force the water to change direction at the expense of neighboring properties.

In addition, there is a tall healthy tree located on the property s.22(1) and west of the home at 5595 Mackenzie street. Any ground works required to meet the needs of the proposed development may impact on the stability of the tall healthy tree and create a life threatening risk to us and other neighbors.

Please reply to this email asap.

A copy of my email and your anticipated reply will be forwarded to my insurance for the records.

Sincerely

s.22(1)

s.22(1)

s.22(1)



From: s.22(1)  
To: "Choi, Nicole" <Nicole.Choi@vancouver.ca>  
Date: 10/18/2019 7:45:37 PM  
Subject: 5595 Mackenzie Street DP-2019-00401

---

Hi Nicole,

Thank you for your time in reading my email regarding The Notice Of Development Application for 5595 Mackenzie Street (DP-2019-00401).

I understand that The City of Vancouver is encouraging homeowners (in certain areas of the City ) to keep their character homes (neighbourhood value, character, retain rental stock as much as possible) in exchange for allowing significant increases in density.

I understand that. However, it appears that the empty homes tax has been a positive force in retaining and increasing rental stock in the City of Vancouver. In addition, statistics show that there are many new rental buildings and condos being built in Vancouver right now. There will be tens of thousands of new rental dwellings and even more market condos being built that will keep up with migration and demand.

But let's narrow down this proposed development.

It is between 41st and Mackenzie and 39th and Mackenzie

Already there are many people living in rental units on block (bsmt suites etc. rented out by homeowners) and statistics on the block show that there are at least 2 cars per household on the block.

The Bline to UBC has drastically reduced the amount of parking spaces available on 41st thereby these car owners (many are students who bus from Mackenzie and 41st to UBC) park their cars on our block. There is only parking on one side of the block s.22(1) has to rely on the limited single limited stalls available on each property. The lots are not wide (average 45 sq ft per lot) so therefore it is only single parking stall in front of each house and no other option but to park on the opposite side of the street which is very limited. That one side of the street (5595 Mackenzie for example) services all the parking for residents on that side of Mackenzie and at least half of the opposite side of the block s.22(1) addresses on Mackenzie)

If there are five (5) proposed dwellings at 5595 Mackenzie Street how can the minimum parking stalls be three (3)? Even if they built Five (5) or six (6) parking stalls which they won't it won't be enough. Not just because it will cause traffic chaos but more importantly it will be a nightmare for anyone near that property when those residents (from 5 proposed dwellings) drive in and out of the driveway.

Could you imagine when the Garbage and recycling trucks pick up for five (5) separate dwellings and stall traffic north and south along Mackenzie street?

Drivers will make risky decisions by trying to bypass traffic and drive in opposite lane not to waste time. Unfortunately this is an innate human tendency to risk in favour of saving time on driving.

There are many children living on this block and it is very dangerous to cross 39th Mackenzie (crosswalk which isn't even lit) for children going to and from Kerrisdale Elementary or anywhere else they go. This is a very busy street. Before and after school cars are backed up all the way from 41st and 39th.

Allowing 85% density on a family block will set a very bad precedent by the City of Vancouver. This lot will resemble a compound and an unnecessary bonus to homeowners who retain the character value of their home to help the City of Vancouver. Most of the owners on the block have been very long term (some even for 25 + years) and this owner who hired a Whistler/Squamish based architect without any knowledge of the Kerrisdale area besides taking advantage of a new City policy that encourages homeowners to retain character homes for the good of themselves and not for the benefit of the neighbourhood or Kerrisdale in no shape or form.

Backing out or entering to and from one's driveway on this block is risky at the best of times. Cars speed around corners and some speed southbound to make the light at 41st and Mackenzie

This 5 dwelling proposed development at the very least should be considered a rezoning application especially for the drastic change and risk to this area and block. How can a relatively new City policy (increased density up to 85%) be allowed for a block with obvious limitations already (which I've explained) be even considered?

On a side note, s.22(1) to explore all options that will fit our family needs. We looked at retaining the exterior



shell and s.22(1) I didn't like that idea and didn't feel comfortable with that idea even if it allowed significantly more density than if I demolished the home. s.22(1) because that's what I want my family (my kids) to remember it by. This is a family neighbourhood and this multiplex compound will have very negative impact to families living on this block and any other passer by whether they are cycling, walking or driving.

How can this proposed development add to character retention if the original house (the current owner barely set foot in) is moved to the back where it's no longer visible.

Will the other dwellings or dwelling in the front match the character house? I highly doubt it

This development application shouldn't not be considered. If the developer wants to be listened and treated seriously by the owners on Mackenzie Street, at the very least he/she should apply for rezoning at the very least.

Retaining character homes in a neighbourhood but it should be done with right intentions. It's ok to maximize in the name of profits (I understand) but how could this possibly benefit anyone else on the block (approximately 20 homeowners on either side) besides this owner of 5595 Mackenzie themselves.

Thank you for the opportunity to share my opinion on this proposed development.

Best Regards,

s.22(1)



From: s.22(1)  
To: "Choi, Nicole" <Nicole.Choi@vancouver.ca>  
CC: "Chen, Tony" <tony.chen@vancouver.ca>  
"Molaro, Anita" <anita.molaro@vancouver.ca>

s.22(1)

Date: 10/18/2019 11:59:58 AM

Subject: 5595 Mackenzie street Vancouver DP 2019 - 00401 - OPPOSED

Attachments: s.22(1)

Tree location and what is this space going to be.jpg

5595 Mackenzie street Vancouver DP 2019 - 00401 - OPPOSED.docx

5595 Mackenzie street Vancouver DP 2019 - 00401 - OPPOSED.pdf

s.22(1)

Vancouver BC., V6N3B3

October 16<sup>th</sup> 2019

ATTENTION: Nicole Choi ; Tony Chen ; Anita Molaro  
Project coordinator for 5595 Mackenzie street Vancouver DP 2019 – 00401

It is my understanding that the person who purchased this property has been in coordination with the city for several months but what I don't understand is the timing of when the sign went up, it seems to me like someone or a group of people are rushing for this development to be approved... 14 days with a long weekend, in the hopes of less resistance from the community, maybe?

Also, talk on the street is that several people have tried to reach out (via phone) from both Mackenzie and W40th a number of times to no avail. I hope sending something in writing will be more effective.

I think it is quite evident that this project has had very little to no support from the community (2900 block W39, W40th and 5500 block Mackenzie) or at least the people who know about this-given the short notice not to mention the long weekend.

s.22(1)

we

enjoy our community, love our neighbors, our trees and the security our cul-de-sac brings to our block.  
Here are our concerns:

Safety of property and life. The proposal is to move the current house that sits on Mackenzie s.22(1) and a huge infill will be added to fill that void. To us, this is a safety issue if a fire breaks out. Have you been to the 2900 block of W40th it is a short and tight street. It is virtually impossible for fire trucks to drive all the way down our block, what more when vehicles are parked on both sides. I've seen it. On top of this, there are hedges 30 feet tall and trees surrounding this development and in the summer time, especially with all the water restrictions they dry up rather quickly which increases significantly the chance of getting a fire.

Congestion. Our block is located next to an elementary school, a block away from a major street that has bus stops to UBC and many other locations, steps to commercial spaces, etc. Parking is already a nightmare for us residents. I thought purchasing a parking permit would be the solution but this is what I found out, permit only parking is effective only if there are people enforcing it on a regular basis and we both know how stretched the city resources are and based on everyday activity our calls for help (enforcing) take forever to be heard. People are parking in the lanes now, now that there are new parking restrictions on W41st to accommodate the B-line. Please explain to me how the development got to this stage, (3) parking spaces allocated for how many units, really? If there are for example 6 units going up, a good city planner must assume that the people moving in - husband and wife will both have a vehicle. Until we have a commute system as efficient and wide a reach as what Japan has we must assume this. s.22(1)

Another, group to compete with are these ride share companies, they can park anywhere they want. My parking permit holds no value.



Tree. s.22(1) Some say it is over a hundred years old but one thing is for sure everyone on our block loves this tree because of the beauty it brings to our block shelter it provides and because of its history. Neighbors who've lived here long enough say it used to be one of the tallest trees in Kerrisdale and it used to be a nest for eagles. One day however, some decades ago, the tree needed to be trimmed. So the residents called the city for help –even if it stands on private property. It was pruned with the help of expert who knew what they were doing-city arborists. The city should have a file of this should you choose to look it up. Since then, the tree has been resilient standing strong and tall enduring every storm. But recently, this beautiful tree has been a focus of the person who purchased the property. This guy, decided to hire an arborist on 2 occasions s.22(1)

s.22(1)  
s.22(1) Two weeks later we learn about the plan to develop the property. The tree stands on statutory right of way-for sewer purposes s.22(1)  
s.22(1). Can you please explain why on their drawings it says city tree to be cut and on the other drawing it doesn't even show it? Will you send a city arborist to assess the tree, accept something that was formulated with malice or I can have my own certified arborist send you a report. Could it be people want the tree gone to give way for this development? The community and the city will not benefit from having this tree cut down, it is favorable to the development, one person. PLEASE REFERENCE attached files Easement on s.22(1) for better perspective.

Water basin and ridge under the Mackenzie property. I was told the size of the water basin and ridge below that property is significant. The city knows about this, again there should be a record of this that you can access. Our neighbor's insurance had sued the city years ago about flooding due lack of action despite numerous notifications. If this basin and ridge are disturbed the outcome will be devastating. How do you plan to address these issues? Note that I will send a copy of this to my insurance company and whatever response I receive from you/your office.

Lane. What will that space (20 feet-boxed in yellow) be used for, s.22(1) Mackenzie? Will there be lights installed, what are the future plans of the city or the developer? PLEASE REFERENCE attached file or last page of this document. Tree location City by law states no parking on lanes or within 20 feet of another property. s.22(1) Is there public access (pedestrian or vehicle) to W40th from the Mackenzie development? s.22(1) This development will change the character of our community.

6. Perspective. W40th was ignored! It does not exist? The plan is to turn the 'character home 180 degrees yes? Can you tell me why nothing was presented on their plans about s.22(1)  
s.22(1) It was ignored completely and the city thinks this is acceptable? The city is already being lenient but let us not be ignorant.

7. Access to W40. Rotating the existing house 180 shouldn't mean they will have access to the 2900 block. The four homes by the cul-de-sac do not have any parking spaces in from of it. It is already a zoo on our short block when it comes to residents competing with parents dropping off, people leaving their cars and ride share cars. This development has a Mackenzie address, not a W40th but one side only parking on Mackenzie, yes? Again, how is this feasible to anyone and will they have access to W40th?

#### Conclusion:

Density is great but only up to a certain degree, things must first be considered. Current infrastructures, environment, status of community and neighbor input. Anything beyond what is allowable, means order will be difficult to establish and enforce and the community will suffer. All these questions must be addressed before moving any further. In fact the planners should already have answers to these questions if the developers made it this far.

In my opinion this project is tilted towards the developer and not the community, it was purchased as an investment, and it will be sold for profit. This is a backward step for Vancouver, this will help drive home prices higher, it doesn't not line with the city's create density to make 'housing affordable'.

We do not support and are opposed to this development and expect a response with answers.



s.22(1)

A small rectangular area of the document has been redacted, indicated by a grey box.

Images for your reference:

s.22(1)

A large rectangular area of the document has been redacted, indicated by a grey box.

s.22(1)

A large rectangular area of the document has been redacted, indicated by a grey box.

s.22(1)



s.22(1)



s.22(1)

Vancouver BC., V6N3B3

October 16<sup>th</sup> 2019

ATTENTION: Nicole Choi

Project coordinator for 5595 Mackenzie street Vancouver DP 2019 – 00401

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Also, talk on the street is that several people have tried to reach out (via phone) from both Mackenzie and W40th a number of times to no avail. I hope sending something in writing will be more effective.

I think it is quite evident that this project has had very little to no support from the community (2900 block W39, W40th and 5500 block Mackenzie) or at least the people who know about this- given the short notice not to mention the long weekend.

s.22(1)

s.22(1)

we enjoy our community, love our neighbors, our trees and the security our cul-de-sac brings to our block.

Here are our concerns:

1. Safety of property and life. The proposal is to move the current house that sits on Mackenzie s.22(1) and a huge infill will be added to fill that void. To us, this is a safety issue if a fire breaks out. Have you been to the 2900 block of W40th it is a short and tight street. It is virtually impossible for fire trucks to drive all the way down our block, what more when vehicles are parked on both sides. I've seen it. On top of this, there are hedges 30 feet tall and trees surrounding this development and in the summer time, especially with all the water restrictions they dry up rather quickly which increases significantly the chance of getting a fire.
2. Congestion. Our block is located next to an elementary school, a block away from a major street that has bus stops to UBC and many other locations, steps to commercial spaces, etc. Parking is already a nightmare for us residents. I thought purchasing a parking permit would be the solution but this is what I found out, permit only parking is effective only if there are people enforcing it



on a regular basis and we both know how stretched the city resources are and based on everyday activity our calls for help (enforcing) take forever to be heard. People are parking in the lanes now, now that there are new parking restrictions on W41st to accommodate the B-line. Please explain to me how the development got to this stage, (3) parking spaces allocated for how many units, really? If there are for example 6 units going up, a good city planner must assume that the people moving in - husband and wife will both have a vehicle. Until we have a commute system as efficient and wide a reach as what Japan has we must assume this. For the record, every house on our block and the s.22(1) s.22(1) . Another, group to compete with are these ride share companies, they can park anywhere they want. My parking permit holds no value.

3. Tree. s.22(1) Some say it is over a hundred years old but one thing is for sure everyone on our block loves this tree because of the beauty it brings to our block shelter it provides and because of its history. Neighbors who've lived here long enough say it used to be one of the tallest trees in Kerrisdale and it used to be a nest for eagles. One day however, some decades ago, the tree needed to be trimmed. So the residents called the city for help –even if it stands on private property. It was pruned with the help of expert who knew what they were doing-city arborists. The city should have a file of this should you choose to look it up. Since then, the tree has been resilient standing strong and tall enduring every storm. But recently, this beautiful tree has been a focus of the person who purchased the property. This guy, decided to hire an arborist on 2 occasions s.22(1) s.22(1) s.22(1) Two weeks later we learn about the plan to develop the property. The tree stands on statutory right of way-for sewer purposes s.22(1) s.22(1) . Can you please explain why on their drawings it says city tree to be cut and on the other drawing it doesn't even show it? Will you send a city arborist to assess the tree, accept something that was formulated with malice or I can have my own certified arborist send you a report. Could it be people want the tree gone to give way for this development? The community and the city will not benefit from having this tree cut down, it is favorable to the development, one person. PLEASE REFERENCE attached files Easement on s.22(1) for better perspective.
4. Water basin and ridge under the Mackenzie property. I was told the size of the water basin and ridge below that property is significant. The city knows about this, again there should be a record of this that you can access. Our neighbor's insurance had sued the city years ago about flooding due lack of action despite numerous notifications. If this basin and ridge are disturbed the outcome will be devastating. How do you plan to address these issues? Note that I will send a copy of this to my insurance company and whatever response I receive from you/your office.
5. Lane. What will that space (20 feet-boxed in yellow) be used for, s.22(1) s.22(1) Mackenzie? Will there be lights installed, what are the future plans of the city or the developer? PLEASE REFERENCE attached file or last page of this document. Tree location City by law states no parking on lanes or within 20 feet of another property. s.22(1) Is there public access (pedestrian or vehicle) to W40th from the Mackenzie

development? s.22(1) This development will change the character of our community.

6. Perspective. W40th was ignored! It does not exist? The plan is to turn the 'character home 180 degrees, yes? Can you tell me why nothing was presented on their plans about s.22(1), s.22(1) It was ignored completely and the city thinks this is acceptable? The city is already being lenient but let us not be ignorant.

7. Access to W40. Rotating the existing house 180 shouldn't mean they will have access to the 2900 block. The four homes by the cul-de-sac do not have any parking spaces in from of it. It is already a zoo on our short block when it comes to residents competing with parents dropping off, people leaving their cars and ride share cars. This development has a Mackenzie address, not a W40th but one side only parking on Mackenzie, yes? Again, how is this feasible to anyone and will they have access to W40<sup>th</sup>?

#### Conclusion:

Density is great but only up to a certain degree, things must first be considered. Current infrastructures, environment, status of community and neighbor input. Anything beyond what is allowable, means order will be difficult to establish and enforce and the community will suffer. All these questions must be addressed before moving any further. In fact the planners should already have answers to these questions if the developers made it this far.

In my opinion this project is tilted towards the developer and not the community, it was purchased as an investment, and it will be sold for profit. This is a backward step for Vancouver, this will help drive home prices higher, it doesn't not line with the city's create density to make 'housing affordable'.

We do not support and are opposed to this development.

s.22(1)

s.22(1)



s.22(1)





s.22(1)

Vancouver BC., V6N3B3

October 16<sup>th</sup> 2019

ATTENTION: Nicole Choi

Project coordinator for 5595 Mackenzie street Vancouver DP 2019 – 00401

It is my understanding that the person who purchased this property has been in coordination with the city for several months but what I don't understand is the timing of when the sign went up, it seems to me like someone or a group of people are rushing for this development to be approved... 14 days with a long weekend, in the hopes of less resistance from the community, maybe?

Also, talk on the street is that several people have tried to reach out (via phone) from both Mackenzie and W40th a number of times to no avail. I hope sending something in writing will be more effective.

I think it is quite evident that this project has had very little to no support from the community (2900 block W39, W40th and 5500 block Mackenzie) or at least the people who know about this- given the short notice not to mention the long weekend.

s.22(1)

s.22(1)

we enjoy our community, love our neighbors, our trees and the security our cul-de-sac brings to our block.

Here are our concerns:

1. Safety of property and life. The proposal is to move the current house that sits on Mackenzie s.22(1) and a huge infill will be added to fill that void. To us, this is a safety issue if a fire breaks out. Have you been to the 2900 block of W40th it is a short and tight street. It is virtually impossible for fire trucks to drive all the way down our block, what more when vehicles are parked on both sides. I've seen it. On top of this, there are hedges 30 feet tall and trees surrounding this development and in the summer time, especially with all the water restrictions they dry up rather quickly which increases significantly the chance of getting a fire.
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on a regular basis and we both know how stretched the city resources are and based on everyday activity our calls for help (enforcing) take forever to be heard. People are parking in the lanes now, now that there are new parking restrictions on W41st to accommodate the B-line. Please explain to me how the development got to this stage, (3) parking spaces allocated for how many units, really? If there are for example 6 units going up, a good city planner must assume that the people moving in - husband and wife will both have a vehicle. Until we have a commute system as efficient and wide a reach as what Japan has we must assume this. For the record, every house on our block and the s.22(1) s.22(1) . Another, group to compete with are these ride share companies, they can park anywhere they want. My parking permit holds no value.

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We do not support and are opposed to this development.

s.22(1)

s.22(1)



s.22(1)





From: s.22(1)

To: "Chen, Tony" <tony.chen@vancouver.ca>

"Molaro, Anita" <anita.molaro@vancouver.ca>

"Choi, Nicole" <Nicole.Choi@vancouver.ca>

CC: s.22(1)

Date: 10/12/2019 9:15:26 AM

Subject: Development Application DP-2019-0041

Attachments: 5595 Mackenzie neighbour's letter.pdf

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Dear Mr. Chen, Ms. Molaro, Ms. Choi

In addition to the emails sent by us raising concerns/issues with the water table on the west end of the property, we are appalled that the above development notice has advanced this far with so many development guideline and bylaw contraventions/violations. This raises many questions about the city planning department staff and management.

Attached is a letter we want to bring to your attention, detailing all the city of Vancouver development guidelines/bylaw contraventions/violations by the above permit application.

As well several other concerns of parking, traffic congestion, garbage and recycling services, noise, green space, privacy, impact on school zone and children, by us and many other neighbours have been questioned.

We hope that you will review all the concerns raised seriously and respond to us

Regards

s.22(1)



# Wiedemann Architectural Design

October 8, 2019

City of Vancouver  
Development Permits Department  
453 West 12<sup>th</sup> Avenue,  
Vancouver, B.C.  
V5Y 1V4

**Re: Development Application DP-2019-00401  
Proposed development of the property located at 5595 Mackenzie Street,  
Vancouver**

Dear Sir/Madame,

We, s.22(1)  
s.22(1)

located at 5595 Mackenzie Street, Vancouver.

We have had and opportunity to review the proposal for the three unit infill in the front yard and the significantly altered existing character home. I/We have signed this letter to express our serious concerns about this project, as well as our strong opposition to it; which are based on the following grounds:

1. year built 1931, assessed as a character house by the City of Vancouver.
2. site zoning is RS5.
3. site is 230.8'X50' (11,540 sq. ft) and requires a dedication of 20 feet with a resulting site dimension of 210.8'X50' (10,540 sq. ft.). Only the original size can be used for the computation of FSR (floor space ratio), all other areas, building depth and setbacks must use the site post dedication.

4382 West 10<sup>th</sup> Avenue, Vancouver, B.C. V6R 2H7

Office 604 739-0799 Cell 604 313-4241

Email: stefan@w-design.ca, www.wiedemannarchitect.com

4. This is a single fronting site with the rear yard adjacent to a property fronting on West 40<sup>th</sup> Ave, this site is not double fronting and as such does not have rear yard access from West 40<sup>th</sup> and all setbacks and conditions are to be administered as a mid-block single fronting site with Mackenzie Street as its front yard.
5. With character house retention and restoration the allowable FSR is 0.85 X 11,540 and equals 9,809 sq. ft. With retention of the character house the subject property can also have an infill house.
6. Based on 2.2 of the “Guidelines for Additions, Infill, and MCD in association with retention of Character House in and RS zone” (the guidelines for infill) states that for a project to be eligible for incentives including conditional floor area, MCD and infill, that the **character house be retained and restored to its original character as viewed from the street**. By moving the character house to the rear of the property and spinning it 180 degrees, the front façade is no longer the dominant façade “as seen from the street”. As such, none of the incentives should be approvable.
7. Per 2.3 of the guidelines additions should be subordinate to the retained character house **as seen from the street** and additions should be to the rear of the house.
8. Per 4.2.1 of the guidelines “relocation of the character house may be considered to provide an access path to the infill building”. A shift to the rear yard should not be something that planning should support based on their guidelines.
9. The proposed infill house is set at the front of the site in contravention of the guidelines section 4.2, which states that “infill buildings should be subordinate to the existing character house and respectful of adjacent properties.” It also states that “infill will typically be located in the rear yard of sites.” Per 4.2.1.

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10. The proposed infill is set at the front of the site and dominates the character house with *more than double* the FSR of the character house.
11. Per 4.2.2 of the guidelines "The infill should not exceed 0.25 FSR (2,885 sq. ft.) or 2000 sq. ft." This establishes the maximum infill for the site at 2,000 sq. ft. The proposed infill house is 6,553.75 sq. ft. (a 327.6 % increase over what is allowable). Given that planning is not able under "The Charter" to relax FSR, this infill size should not even be considered by planning.
12. Per section 10 of the guidelines a dwelling unit density of 74 per hectare is theoretically achievable (9 units), but this is limited by the same section to a maximum of 4 dwelling units for site that are 50 feet wide. As such, the proposal is over the allowable maximum by one dwelling unit.
13. The proposal shows three parking spaces in the infill and states that it has one surface space for the MCD. Per the City of Vancouver parking bylaw, a minimum of 5 spaces would be required. The surface space is not shown on the site plan, but given the current configuration, the only available space is in a required rear yard, front yard, or side yard, all of which are unsupportable by planning.
14. Setbacks per section 4.4/5/6 of the RS5 bylaw for the proposed developments are as follows: Front yard average is 44.85 ft. (yet proposed front yard is 37.42 ft.); meaning this should not be supportable by planning. Side yard required is 7.5 ft. (yet proposed is 5.0'). Rear yard required is 35' (yet proposed is 7.36 as measured from the ultimate rear yard).

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15. Allowable Building depth per 4.16.2 of the RS5 bylaw, stipulates a maximum 40% building depth. This has to be measured to the ultimate rear property line (210.8 foot site depth), resulting in an allowable building depth of 84.33 ft. The proposed infill house has a building depth of 95.08 and is not supportable as a relaxation under the Charter.
16. Per 4.2 of the guidelines the infill house should be subordinate to the character house. In this case however, the infill is not only set in *front* of the character house, but it also dominates it with an FSR *more than double* that of the character house, as well as a roof height six feet above the character house.
17. Per 4.2.4 of the guidelines an infill is limited to one and a partial second story (this second floor should be contained under a simple roof with a minimum pitch of 7/12). However, the proposed infill has a full two and a half story volume facing not only both side yards with windows overlooking both neighbours private outdoor space, but also, into the neighbouring houses. The roof of the proposed infill is a complex front and side gable with pitches well below the required 7/12, thus exposing the entire second level to its full height.
18. Per 4.2.4 of the guidelines the maximum overall height of the infill is not to exceed 25 feet to the ridge of a min 7/12 roof. Not only does the proposed infill not have the required minimum roof slope of 7/12, but it has a maximum ridge height of 34.83 feet.

#### CONCLUSION:

Given the considerable number of conditions that this proposal is in contravention of, we do not understand how planning can support this application.

The character house itself has been so severely altered that it no longer reflects the existing house.

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As Planning cannot relax FSR, dwelling unit density, or height, allowing this proposed development application would result in Planning being in contravention of their own rules and regulations, as well as their Charter.

Planning should also look into the liveability of the proposed units as there is no viable open space for the use of five units.

Finally, this proposal is significantly altering the character of the street and the noise, overlook/loss of privacy, damage to tree(s), and congestion that will result, will substantially impact all adjacent properties; s.22(1)

s.22(1). Thank you for your prompt attention to this matter and for considering the above concerns.

Yours truly,

s.22(1)

4382 West 10<sup>th</sup> Avenue, Vancouver, B.C. V6R 2H7

Office 604 739-0799 Cell 604 313-4241

Email: stefan@w-design.ca, [www.wiedemannarchitect.com](http://www.wiedemannarchitect.com)

From: s.22(1)

To: "Choi, Nicole" <Nicole.Choi@vancouver.ca>

Date: 10/11/2019 11:46:17 AM

Subject: Development Application DP-2019-00401

Attachments: Development Application DP-2019-00401 Ms. Choi.docx

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Dear Ms. Choi,

s.22(1) would like to register our opposition to the development proposed in the application indicated above, for the reasons stated in the attached letter.

Best wishes,

s.22(1)

\* \*

\* \*

\* \*

\* \*

s.22(1)

s.22(1)

Re: Development Application DP-2019-00401. Concerning redevelopment of 5595 Mackenzie St.

Ms. Nicole Choi  
Planning Director City of Vancouver

Dear Planning Director Chen,

s.22(1)

We have lived in this same address s.22(1) and in the intervening years we have seen, as you might expect, many changes to this neighbourhood. None of the changes have represented anything that concerned us, and many have involved distinct improvements. But reviewing the changes proposed for 5595 Mackenzie we are convinced this would lead to serious degradation of the immediate neighbourhood, so we would like to register our strong opposition to the proposal.

The addition of multiple units in the middle of the block, defacing a character house, with the additional traffic and parking needs for visitors, tradespeople, etc. will clog what is an already over-crowded parking area on the west side of the block and seriously complicate traffic on an arterial road. Also, as far as we understand it, the proposal goes far beyond what is permitted in the space available, even encroaching on the 40<sup>th</sup> Street cul de sac, and will result in the continuing de-greening of Kerrisdale, despite the by-laws designed to preserve greenery.

Sincerely,

s.22(1)



From: s.22(1)  
To: "Molaro, Anita" <anita.molaro@vancouver.ca>  
"Chen, Tony" <tony.chen@vancouver.ca>  
"Choi, Nicole" <Nicole.Choi@vancouver.ca>  
Date: 10/14/2019 6:01:23 PM  
Subject: Development Application DP-2019-00401 at 5595 Mackenzie Street,

---

To: Directors of Planning City of Vancouver,  
Good morning.

I am writing as a neighbour to express my opposition to the proposed development application DP-2019-00401 located at 5595 Mackenzie Street in Vancouver.

I have resided in the area for s.22(1) and have watched many real-estate development changes come and go without voicing opposition.

However, the proposed redevelopment s.22(1) has raised my level of distress to a degree that led to my writing this email to you. It is for a 5 unit development with only 3 parking spots. My understanding is that the zoning would allow a max of 4 units with 1 designated parking space for each unit. Parking on MacKenzie is tight as is due to the bus route and lack of parking on the east side of the street. It has recently worsened due to the loss of parking spots on 41 ave due to changes to accommodate the B-line bus. The density in the area has also steadily increased with more lane-way homes or larger homes being built every year.

The proposed FSR of >6,500 sq feet for the infill new build is much greater than what to my understanding the current zoning allows for an infill.

As well the heritage character of the house which requires preservation would no longer be visible from MacKenzie Ave if the current house is moved 90 degrees and pushed further back (west) with a large infill new building located east of it blocking the sight-lines.

This proposal would negatively alter the appeal of our street and increase crowding beyond what zoning allows. I therefore strongly oppose the proposal and hope that it will not be permitted.



Respectfully,

s.22(1)

A large rectangular grey box redacting the signature of the sender.

**From:** s.22(1)  
**To:** "Chen, Tony" <tony.chen@vancouver.ca>  
"Molaro, Anita" <anita.molaro@vancouver.ca>  
"Choi, Nicole" <Nicole.Choi@vancouver.ca>  
**Date:** 10/10/2019 3:45:53 PM  
**Subject:** Development Application DP-2019-00401 Comments and Feedback requested

---

Good Afternoon COV Planners,

Please see our comments below regarding the development App DP-2019-00401 PD for 5595 Mackenzie Street.

First off, My family and I have lived in this property s.22(1) who also lives in the house has lived here s.22(1) We have essentially been Kerrisdale residents for most of our lives and I am born and raised in Vancouver.

There are many concerns that we have but we will essentially touch on the bulletin points below. It feels as though the city is making up rules as they go when it comes to development these days. We are not sure what is a rule or not anymore if something like this gets allowed. To us there are more questions than answers. I expect a thorough response from the planning department to some of the questions I have raised below.

After some quick analysis of the development application it seems the character house is essentially being altered so far from its original home that it could not even be considered a character home any longer.

Feel free to contact if you have any further questions.

1- The PD calls for a very large infill out. I am not a development expert but it would appear to me that the infill house would be very large and significantly larger than anything I have ever seen before in RS5 zoning. How is it even possible an infill house can be 6500 sq feet? The overall FSR and unit density

2- I am concerned that there is already limited parking for 40th Ave residents. With an increase of potentially 5 units and only 3 parking spaces. Where would residents and visitors of the new development park?

3- With an infill house being shifted to the rear of the house. This would seem to be a modification of the rules of a character home. There actually is no longer anything being preserved as the character home will not even be visible from Mackenzie anymore. If indeed this house falls under a character home by COV, it essentially will be lost if turned into an infill house. What prevents everyone from doing this in the future to "escape" the character home rules?

4- With the significant upsize in density for this particular unit I wonder about the unintended consequences. For example, Will all the other neighbors now do the same thing? Will we have 5 unit multi family dwellings all across Mackenzie now? How would that impact the value of the homes surrounding?

5. The neighborhood as it stands has some nice character benefits like large old growth trees and

a cul-de-sac. Does the new development call for modifications to the adjacent trees that give the block a nice look and feel. Will this new development damage any of these trees behind the property?

I would like to conclude that based on our concerns we are strongly opposed to this development and more guidance and information should be provided and researched before seeing this application approved.

Thank you,

s.22(1)





From: s.22(1)  
To: "Choi, Nicole" <Nicole.Choi@vancouver.ca>  
CC: s.22(1)  
s.22(1)  
s.22(1)  
Date: 10/8/2019 11:11:16 AM  
Subject: Development Application DP-2019-00401

---

Good morning Ms. Choi,

s.22(1) I write to you in order that the City's planning department document the fact that formal submissions will be forthcoming from us, along with our various neighbours, regarding a collective *strong opposition* to the above noted Development Application project. Rest assured that the City will receive our package of materials prior to the deadline of October 18<sup>th</sup>.

Thank you for your attention to this matter,

s.22(1)

s.22(1)

s.22(1)



From: s.22(1)

To: "Choi, Nicole" <Nicole.Choi@vancouver.ca>

CC: "Molaro, Anita" <anita.molaro@vancouver.ca>

"Chen, Tony" <tony.chen@vancouver.ca>

Date: 10/18/2019 2:16:11 PM

Subject: Development Proposal 5595 Mackenzie Street

Attachments: 5595Mackenzie.doc

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Please find attached our letter opposing the current development proposal for 5595 Mackenzie Street.


Kind regards,

s.22(1)

Sent from Mail for Windows 10

18 October, 2019

Dear Ms. Choi,

We wish to express our opposition to the proposed development application for 5595 Mackenzie Street currently under consideration. Our family has lived s.22(1) 

This development is out of character for the neighbourhood which is primarily single family homes. Building five residences on this lot will create more traffic and disruption in the area. The planned square footage for residences on the lot seems out of proportion for the neighbourhood. The proposed off street parking is also insufficient for the number of residences given that street parking in the area can be a problem.

We also are concerned about the removal of mature trees proposed for the public areas behind the residences in order to alter the traffic flow on West 40<sup>th</sup> Avenue and in the lane way between West 40<sup>th</sup> Avenue and West 39<sup>th</sup> Avenue. Both the lane and West 40<sup>th</sup> Avenue are quiet roadways currently because they are cul de sacs. Opening up those roadways will increase traffic flow particularly during the drop off and pick up times for the nearby elementary school. This will make these streets more dangerous for the neighbourhood children.

Please feel free to contact us if you require any additional information.

Sincerely,

s.22(1) 

From: s.22(1)  
To: "Chen, Tony" <tony.chen@vancouver.ca>  
"Molaro, Anita" <anita.molaro@vancouver.ca>  
"Choi, Nicole" <Nicole.Choi@vancouver.ca>  
Date: 10/15/2019 9:30:08 AM  
Subject: Fw: Dp-2019-00401

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Dear Ms. and Mr.

I am writing this to oppose the above noted development application at 5595 Mackenzie Street (the "Proposed Development").

We have lived in this neighborhood for almost s.22(1) We'd like to keep the way it is for the quiet neighborhood to avoid more traffic. The increase in traffic and noise will have negative impact on us especially here have an elementary school. Also not mentioned lack of parking spaces. Damage of trees is another negative affect.

We strongly oppose this Proposed Development.

s.22(1)

Sent from my iPhone

**From:** "Olinek, Jason" <Jason.Olinek@vancouver.ca>  
**To:** "Choi, Nicole" <Nicole.Choi@vancouver.ca>  
**Date:** 10/18/2019 9:06:11 AM  
**Subject:** FW: Opposition To Proposed Development Application DP-2019-00401 (5595 Mackenzie Street)

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Might have missed this one.

---

**From:** Molaro, Anita  
**Sent:** October-18-19 8:44 AM  
**To:** Olinek, Jason; Greer, John  
**Cc:** Choi, Nicole  
**Subject:** FW: Opposition To Proposed Development Application DP-2019-00401 (5595 Mackenzie Street)

---

**From:** s.22(1)  
**Sent:** Thursday, October 17, 2019 7:24 PM  
**To:** Molaro, Anita  
**Subject:** Re: Opposition To Proposed Development Application DP-2019-00401 (5595 Mackenzie Street)

Hello Everyone,

My name s.22(1) and I am writing to you on behalf of s.22(1) in complete opposition of the Proposed Development Application DP-2019-00401.

We have lived here for the past s.22(1) and have experienced the true sense of neighborhood with very welcoming and quite neighbors. We have s.22(1) near by. The proposed development will be disruptive in more than one way. We do not have enough parking on Mackenzie St. as we can only park on one side of the street, this proposal stands to add possibly ten or more cars according to the plan. Our neighborhood trees are in danger, currently we enjoy the green environment of this street and it is not fitting to our climate plea overall. The proposed building will change the character of our neighborhood which is one of the reasons people choose to live here.

As we understand there are a lot of unhappy citizens on this street reaching out to all of you for your consideration in ensuring all bylaws are adhered to.

Hoping to hear from you soon.

Thank you,

s.22(1)

Sent from Mail for Windows 10



From: s.22(1)

To: "Choi, Nicole" <Nicole.Choi@vancouver.ca>

CC: s.22(1)

Date: 10/17/2019 2:33:55 PM

Subject: Fw[2]: RE: Re[2]: 5595 Mackenzie Street DP -2019-00401

---

Dear Ms Choi:

Considerable time has passed since my email to you dated October 8th and the City of Vancouver has not provided any information addressing my concerns. I expect you being the City of Vancouver coordinator of this project to take the initiative and deal with this matter expeditiously. I repeat that any development involving s.22(1) and with the purpose of benefiting the proposed development at 5595 Mackenzie street will be detrimental to the value of our property and will hold the City responsible for issuing the building permit. I look forward to your response based on sound scientific geological studies that address my particular concerns.

Sincerely Yours

s.22(1)



From: s.22(1)  
To: "Choi, Nicole" <Nicole.Choi@vancouver.ca>  
CC: "Chen, Tony" <tony.chen@vancouver.ca>  
"Molaro, Anita" <anita.molaro@vancouver.ca>  
s.22(1)

Date: 10/18/2019 6:45:28 PM

Subject: Fwd: 5595 Mackenzie street Vancouver DP 2019 - 00401 - OPPOSED

Attachments: s.22(1)

Tree location and what is this space going to be.jpg

5595 Mackenzie street Vancouver DP 2019 - 00401 - OPPOSED.docx

5595 Mackenzie street Vancouver DP 2019 - 00401 - OPPOSED.pdf

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Ms. Nicole Choi,

Further to our email, please provide written proof showing that the tree in question is on city property s.22(1) that prove this tree is on private property and taking action without conducting a proper investigation will result in law suits. I think I have made my point clear.

s.22(1)

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: s.22(1)  
Date: 2019-10-18 11:59 (GMT-08:00)  
To: nicole.choi@vancouver.ca  
Cc: tony.chen@vancouver.ca, anita.Molaro@vancouver.ca, s.22(1)  
Subject: 5595 Mackenzie street Vancouver DP 2019 - 00401 - OPPOSED

s.22(1)

Vancouver BC., V6N3B3

October 16<sup>th</sup> 2019

ATTENTION: Nicole Choi ; Tony Chen ; Anita Molaro

Project coordinator for 5595 Mackenzie street Vancouver DP 2019 – 00401

It is my understanding that the person who purchased this property has been in coordination with the city for several months but what I don't understand is the timing of when the sign went up, it seems to me like someone or a group of people are rushing for this development to be approved... 14 days with a long weekend, in the hopes of less resistance from the community, maybe?

Also, talk on the street is that several people have tried to reach out (via phone) from both Mackenzie and W40th a number of times to no avail. I hope sending something in writing will be more effective.



I think it is quite evident that this project has had very little to no support from the community (2900 block W39, W40th and 5500 block Mackenzie) or at least the people who know about this-given the short notice not to mention the long weekend.

s.22(1)

s.22(1), we enjoy our community, love our neighbors, our trees and the security our cul-de-sac brings to our block.

Here are our concerns:

Safety of property and life. The proposal is to move the current house that sits on Mackenzie s.22(1) and a huge infill will be added to fill that void. To us, this is a safety issue if a fire breaks out. Have you been to the 2900 block of W40th it is a short and tight street. It is virtually impossible for fire trucks to drive all the way down our block, what more when vehicles are parked on both sides. I've seen it. On top of this, there are hedges 30 feet tall and trees surrounding this development and in the summer time, especially with all the water restrictions they dry up rather quickly which increases significantly the chance of getting a fire.

Congestion. Our block is located next to an elementary school, a block away from a major street that has bus stops to UBC and many other locations, steps to commercial spaces, etc. Parking is already a nightmare for us residents. I thought purchasing a parking permit would be the solution but this is what I found out, permit only parking is effective only if there are people enforcing it on a regular basis and we both know how stretched the city resources are and based on everyday activity our calls for help (enforcing) take forever to be heard. People are parking in the lanes now, now that there are new parking restrictions on W41st to accommodate the B-line. Please explain to me how the development got to this stage, (3) parking spaces allocated for how many units, really? If there are for example 6 units going up, a good city planner must assume that the people moving in - husband and wife will both have a vehicle. Until we have a commute system as efficient and wide a reach as what Japan has we must assume this. For the record, every house on our block and the s.22(1) s.22(1) Another, group to compete with are these ride share companies, they can park anywhere they want. My parking permit holds no value.

Tree. s.22(1) Some say it is over a hundred years old but one thing is for sure everyone on our block loves this tree because of the beauty it brings to our block shelter it provides and because of its history. Neighbors who've lived here long enough say it used to be one of the tallest trees in Kerrisdale and it used to be a nest for eagles. One day however, some decades ago, the tree needed to be trimmed. So the residents called the city for help -even if it stands on private property. It was pruned with the help of expert who knew what they were doing-city arborists. The city should have a file of this should you choose to look it up. Since then, the tree has been resilient standing strong and tall enduring every storm. But recently, this beautiful tree has been a focus of the person who purchased the property. This guy, decided to hire an arborist on 2 occasions s.22(1)

Two weeks later we learn about the plan to develop the property. The tree stands on statutory right of way-for sewer purposes s.22(1) Can you please explain why on their drawings it says city tree to be cut and on the other drawing it doesn't even show it? Will you send a city arborist to assess the tree, accept something that was formulated with malice or I can have my own certified arborist send you a report. Could it be people want the tree gone to give way for this development? The community and the city will not benefit from having this tree cut down, it is favorable to the development, one person. PLEASE REFERENCE attached files Easement on s.22(1) for better perspective.

Water basin and ridge under the Mackenzie property. I was told the size of the water basin and ridge below that property is significant. The city knows about this, again there should be a record of this



that you can access. Our neighbor's insurance had sued the city years ago about flooding due lack of action despite numerous notifications. If this basin and ridge are disturbed the outcome will be devastating. How do you plan to address these issues? Note that I will send a copy of this to my insurance company and whatever response I receive from you/your office.

Lane. What will that space (20 feet-boxed in yellow) be used for, s.22(1) Mackenzie? Will there be lights installed, what are the future plans of the city or the developer? PLEASE REFERENCE attached file or last page of this document. Tree location City by law states no parking on lanes or within 20 feet of another property. s.22(1) Is there public access (pedestrian or vehicle) to W40th from the Mackenzie development? s.22(1) This development will change the character of our community.

6. Perspective. W40th was ignored! It does not exist? The plan is to turn the 'character home 180 degrees, yes? Can you tell me why nothing was presented on their plans about s.22(1) It was ignored completely and the city thinks this is acceptable? The city is already being lenient but let us not be ignorant.

7. Access to W40. Rotating the existing house 180 shouldn't mean they will have access to the 2900 block. The four homes by the cul-de-sac do not have any parking spaces in from of it. It is already a zoo on our short block when it comes to residents competing with parents dropping off, people leaving their cars and ride share cars. This development has a Mackenzie address, not a W40th but one side only parking on Mackenzie, yes? Again, how is this feasible to anyone and will they have access to W40th?

#### Conclusion:

Density is great but only up to a certain degree, things must first be considered. Current infrastructures, environment, status of community and neighbor input. Anything beyond what is allowable, means order will be difficult to establish and enforce and the community will suffer. All these questions must be addressed before moving any further. In fact the planners should already have answers to these questions if the developers made it this far.

In my opinion this project is tilted towards the developer and not the community, it was purchased as an investment, and it will be sold for profit. This is a backward step for Vancouver, this will help drive home prices higher, it doesn't not line with the city's create density to make 'housing affordable'.

We do not support and are opposed to this development and expect a response with answers.

s.22(1)

Images for your reference:



s.22(1)

s.22(1)



s.22(1)

Vancouver BC., V6N3B3

October 16<sup>th</sup> 2019

ATTENTION: Nicole Choi

Project coordinator for 5595 Mackenzie street Vancouver DP 2019 – 00401

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Vancouver BC., V6N3B3

October 16<sup>th</sup> 2019

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We do not support and are opposed to this development and expect a response with answers.

s.22(1)

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s.22(1)



From: s.22(1)  
To: "Choi, Nicole" <Nicole.Choi@vancouver.ca>  
CC: "Chen, Tony" <tony.chen@vancouver.ca>  
"Molaro, Anita" <anita.molaro@vancouver.ca>  
Date: 10/17/2019 6:29:32 PM  
Subject: Fwd: Opposition to Proposed Development Application - 5595 Mackenzie Street

---

Dear Directors of Planning et al,

I am writing to **oppose** the proposed development at 5595 Mackenzie Street. I have lived on this s.22(1) and have enjoyed the quiet nature it provides with the s.22(1) and the large trees. s.22(1) They play in safety with the low traffic pattern on the street. The trees provide much needed shade and clean oxygenated air for all to breathe. We need to preserve all the large trees we can.

The city has asked for our help with building up the tree canopy. However, the proposed plan indicates the city is considering its removal. Not to mention the tree is on private property. Where will this end? Will the city just decide at will, to remove any tree a developer asks to be removed? This proposed plan has all the indications of the city working for developers and not for the residents who voted this council in.

The proposed development plan will cause great disruption and increase the amount of traffic that passes through this block. Cars will be able to speed down the alley way s.22(1) and continue through to the next alley essentially eliminating the cul-de-sac. The visibility will be minimal and I greatly worry there will be numerous accidents. With an elementary school across the street, students and their families also enjoy the traffic calmed street as they drop off and pick up their children. With so many children around increased traffic paths that will likely result in higher speeds could result in injury to children.

The Proposed development plans show two structures that are much larger than what has been posted. It is much larger than the bylaws allow. The current city bylaws allow this property size to have a 2000 square foot dwelling. However, the proposed architectural plan shows over 6000 square feet in over two dwellings. That is more than three times the allowable size. How is this even an option? This will mean more residents in a tight space that cannot support the density.

Mackenzie Street (and West 40th Avenue) is not built for this density. It is a single lane each way with already heavy traffic. Where will these new residents park? The proposed plan shows limited parking. Clearly not enough to support the number of residences planned. The bylaw states there needs to be 1 parking spot per residence. This requirement has not been met.

I bequeath you to oppose this development plan. Not just to amend, but OPPOSE it.

s.22(1)



From: s.22(1)  
To: "Choi, Nicole" <Nicole.Choi@vancouver.ca>  
s.22(1)  
CC: s.22(1)  
"Choi, Nicole" <Nicole.Choi@vancouver.ca>  
s.22(1)  
"Olinek, Jason" <Jason.Olinek@vancouver.ca>  
"Greer, John" <john.greer@vancouver.ca>  
"Aguirre, Haizea" <Haizea.Aguirre@vancouver.ca>  
"Ghasemi, Hamed" <Hamed.Ghasemi@vancouver.ca>  
s.22(1)

Date: 10/22/2019 3:14:19 PM

Subject: Heritage Home Concerns: Development Application # DP-2019-00401

Attachments: image1.jpeg  
image1 (1).jpeg  
image2.jpeg  
ATT00001.htm  
Untitled attachment 00044.html  
ATT00002.htm  
Untitled attachment 00047.html  
ATT00003.htm  
ATT00004.htm  
Untitled attachment 00050.html  
ATT00005.htm  
ATT00006.htm  
Untitled attachment 00053.html  
ATT00007.htm

Good afternoon Ms. Mosley,

s.22(1)

Street, in Vancouver. I was told to reach out to you by a neighbour of mine, s.22(1) believed that you would find a new development proposal being put forth, to be as concerning as we (and our neighbours) do. I am referring to what is being proposed at 5595 Mackenzie Street (development application number referenced above). I am bringing this concern to your particular attention, given your apparent role and involvement with the Vancouver Heritage Foundation.

We and our fellow neighbours are very proud of the street we live on; Mackenzie Street (and West 40<sup>th</sup>) are lined with many houses which are character and/or heritage homes and create a lasting "quaintness" that we wish to protect. While we have come to understand that heritage homes can be relocated and/or even renovated to an extent, the City has (understandably) put certain rules in place to *protect* such homes (and for good reason). With that in mind, when our neighbourhood learned of the proposed development application to 5595 Mackenzie Street and their intention to *move* the



character home to the *rear* of the lot – tucked away from view *and spun 180 degrees* (in direct violation of the City's character home guidelines), we decided to retain well-known Vancouver architect (Mr. Stefan Wiedemann), in order to point out the various violations and manipulations that this proposed development was seeking to carry out.

In short, I am raising this issue for your attention, as I expect you and your colleagues at the Heritage Foundation will want to know that the proposed development intends to tuck the heritage house behind a monstrous new multiunit development, which will be significantly taller than the heritage house (not visible from street level). Additionally, the plans show that the heritage home will be facing a neighbouring property and virtually invisible from West 40<sup>th</sup>, given the massive trees that line the property. Furthermore, the home owners of the proposed new development would have to cross private property (the home at 2939 West 40<sup>th</sup>), to have access to the residence. Please see attached photos.

With the greatest of respect to the City, I find it abhorrent and seriously concerning, to think that we have City bylaws in place *supposedly to protect* character/heritage homes, yet the City is apparently not living up to their own Charter and rules/regulations/guidelines by even considering this proposal?!

In closing, I have attached a photo of a signed petition from 26 neighbours; all who oppose this development. It is very obvious that the developer has used and manipulated all the provisions of preserving a heritage home to the fullest extent, in order to serve his own agenda (apparently believing that the violations will not be noticed. I hope this email and my concerns, will shed light on the truth and allow you and/or your Heritage Foundation, to properly intervene!

Thank you for your attention to my concerns,

s.22(1)



OPPOSITION TO DEVELOPMENT APPLICATION DP-2019-00401

s.22(1)



s.22(1)

OPPOSITION TO DEVELOPMENT APPLICATION DP-2019-00401

\* OPPOSITION TO DEVELOPMENT APPLICATION DP-2019-00401 \*

s.22(1)



We will find out on Nov.13th if this development is approved, if it is the next step is the media.

### **LOSS OF THE EXISTING CHARACTER HOME:**

The current home situated at 5595 is a lovely character home, which we understand to have been built prior to 1940. It sits far back from the roadside, with a beautiful large front lawn. Like most character homes in Kerrisdale, it is reflective of a community based neighbourhood; calm and welcoming. The Proposed Development however, intends to not only move the character home to the backyard (hiding it from sight), but in doing so, the character home's position is being replaced with the infill home which is slated to be moved much closer to the sidewalk than where the character home used to sit; diminishing the frontal placement "flow" of the other homes on this block.

The Proposed Development has also turned the character home 180 degrees, such that it will be facing the *rear* of the infill; meaning the back of the character home will face West 40<sup>th</sup> Avenue. When you add to this the fact that there is no entrance from 40<sup>th</sup> (which the back of the property looks onto), and the whole purpose behind retention of the character home, is completely *lost* – no one will see the front! What is the point in enacting guidelines to "protect" such homes, if they can simply be ignored as it appears the Proposed Development is attempting to do. Please read attached document from Stephan Wiedemann who is a very respectable architect in Vancouver.

For your reference see below a link from [vancouver.ca](https://development.vancouver.ca/pc5595mackenzie/index.htm) showing the detailed description of the the proposed development (incl drawings) as well as a letter from the developer's architect.

<https://development.vancouver.ca/pc5595mackenzie/index.htm>



Kindly,

s.22(1)

A large rectangular grey box redacting the majority of the page content below the word 'Kindly,'.

s.22(1)

Vancouver V6N 3B3  
October 15, 2019

ATTENTION: NICOLE CHOI, PROJECT COORDINATOR FOR 5595 Mackenzie Street  
DP 2019 - 00401

I received your "Notice of Development Application" dated October 4, 2019 stating that any comments needed to be received by the City before October 18, 2019. Given that the City and the Applicant have likely been discussing this project for many months, 14 days (which includes a holiday weekend) for responses is unreasonable. Furthermore, s.22(1) and left detailed requests for information on two occasions – Thursday, October 10 and Friday, October, 11. There has been no response.

This proposed "infill" project apparently has received very few, if any, positive responses from homeowners in the 2900 West 40<sup>th</sup> block or 5500 block Mackenzie.

The comments below relate to our perspective s.22(1) You should appreciate, however, that we share the concerns stated by residents on Mackenzie Street.

- 1 Tree retention. The project submission indicates that a large "City Tree" located at the east end of the street is to be removed. The Site Plan shows that the tree is located in a Statutory Right of Way on property which is privately owned. Perhaps someone can explain how that makes it a "City Tree". As the tree does not appear to be unsafe nor is it located in the proposed laneway dedication (where future services would be installed), it is difficult to understand why the developer's arborist declared the tree a hazard. City officials and politicians continually lament reductions in the City's tree cap. The removal of this tree would represent a significant loss to that cap. I trust that the City has independently verified these findings.
- 2 Proposed Laneway Dedication. The site plan for the Muller residence shows a proposed laneway dedication of 20 feet in width at the west end of at least 5 properties which face Mackenzie Street. It also appears that this proposed laneway could connect to the 40<sup>th</sup> Avenue Cul-de-Sac which would be unacceptable. There is no indication on the Submission as to how this dedicated laneway would be phased in or where the eventual connections would be made. It seems odd that the subject property is not intended to access this laneway.

- 3 Traffic Congestion. 40<sup>th</sup> Ave. has a significant amount of traffic from parents picking up and dropping off their children who attend Kerrisdale Elementary School. Also, there are many frustrated motorists who tire of waiting in traffic jams on 41<sup>st</sup> and believe they can by-pass 41<sup>st</sup> by using 40<sup>th</sup> only to discover that there is no exit from our street. The City has provided no assistance in alleviating this traffic congestion. For example, the Cul-de-Sac sign at 40<sup>th</sup> and Carnarvon is hidden behind a tree. Many calls to 311 have not resulted in increased enforcement from By-Law Officers.
- 4 Shared vehicles. As you are aware, shared vehicles are allowed to park in Resident Only parking zones. Given that the subject property will have 6 units (Including the basement suite in the heritage home) and only 4 parking spaces, there will surely be significant demand for street parking permits as well as parking for shared vehicles. In addition, recent changes to 41<sup>st</sup> Ave. (transit only lanes and "No Stopping" zones until 7:00pm) will create more demand for street parking on 40<sup>th</sup> and 42<sup>nd</sup> Avenues, Mackenzie and Carnarvon Streets
- 5 Proposed Architectural Materials. The project architect has proposed horizontal boards made from cement as the exterior finish. Despite a lengthy explanation extolling the virtue of this material, the architect has failed to note that the predominant materials on 40<sup>th</sup> are stucco, wood siding and shingles. As the heritage home would occupy a highly visual site at the east end of 40<sup>th</sup> Avenue, the proposed material is not remotely in keeping with the character of the neighbourhood.
- 6 Retention of Heritage Home and "Infill" Building. It seems very unusual that the Infill building is more than twice the size of the Retention Property. We do not understand how the Infill policies would permit this interpretation.

In summary, we strongly urge an extension of the October 18<sup>th</sup> deadline and that City Planning Officials meet with the neighbourhood residents.

Sincerely

s.22(1)

s.22(1)



From: s.22(1)

To: "Choi, Nicole" <Nicole.Choi@vancouver.ca>

Date: 10/16/2019 3:34:13 PM

Subject: MCD proposal - 5595 Mackenzie Street

Attachments: 5595 Mackenzie - MCD dev application\_letter of support .pdf

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Hi Nicole,

Please see attached support letter with reference to the MCD application at 5595 Mackenzie Street. I am a resident in the immediate vicinity to this application.

Have taken the time to carefully review the proposal and its merits which I have documented in my submission.

Regards,

s.22(1)

s.22(1)

To: Nicole Choi, Project Coordinator [Nicole.choi@vancouver.ca](mailto:Nicole.choi@vancouver.ca)

From: s.22(1)

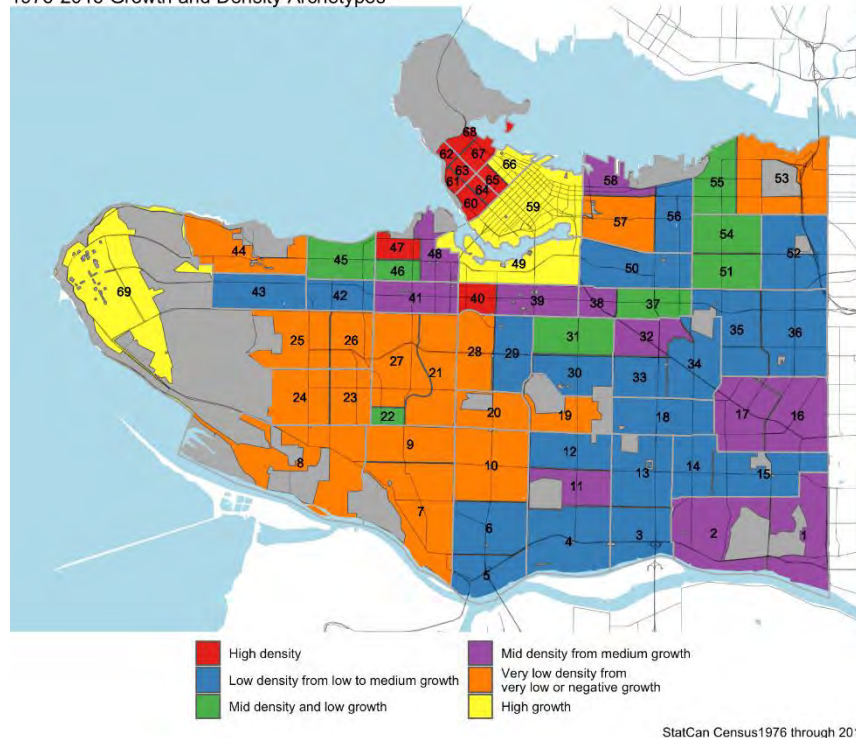
Date: October 16<sup>th</sup>, 2019

Re: 5595 Mackenzie Street – MCD Development Application

I am supportive of the proposed development at 5595 Mackenzie Street, for a number of reasons:

1. The West Side neighbourhood is well known to be unaffordable and remains the largest area in the City of Vancouver where thoughtful density has been difficult to advance. This is the area where we need to encourage the most density and accommodate young families, working professionals, and/or downsizers. The proposed development of 5595 Mackenzie will provide 5 unique and highly desirable units that will be attractive for a wide range of owners/tenants, and help promote a greater sense of community in the area.

1976-2016 Growth and Density Archetypes



2. The lot size of 5595 Mackenzie is very unique. It's a large lot (50' x 230') and massively under-developed. It makes more sense to add thoughtful density on a lot of this size. It also has the advantage of mature landscaping, which reinforces the privacy of the subject property and neighbouring properties. The site layout is a highly thoughtful and conscientious design plan that encourages density in an under-developed area, while still respecting the privacy of the surrounding residents. The proposed development by K. Henry Design is expected to be consistent with her other projects: professional, well planned, well executed, and admired by local residents.
3. The proposed development is consistent with the City of Vancouver's desire to increase density in a thoughtful and methodical way (as per the Arbutus Ridge/Kerrisdale/Shahghnessy ARKS Community Vision City Plan,

approved by City Council November 1, 2005, page 27). It is also congruent with the City of Vancouver's Land Use and Development Policies and Guidelines (January 16, 2018) that encourages the development of Multiple Conversion Dwellings. This application is exactly what the City of Vancouver has been asking for...retaining an existing character home and providing more variety to the housing types on large lots. It will be an elegant solution to a significant and well documented problem in our city...unaffordable homes and an urgent need to address the "missing middle".

#### Multiple Conversion Dwellings (MCDs)

A Multiple Conversion Dwelling, or MCD, allows an existing dwelling to be converted to two or more individual units. MCDs have been used to promote the retention of existing neighbourhood character. Since each new housing unit uses less land and is smaller than a new single family house, they are also generally more affordable. The units may be side-by-side, front-to-back, or up-and-down. Each housing unit can be individually owned.

MCDs provide many of the features of a single family house including access to yards, individual entrances, garages, and enough floor space to meet the needs of a family. They are currently permitted in First Shaughnessy District and on a few lots in other parts of ARCS. They are also common in Kitsilano (north of Broadway) and Mount Pleasant (south and east of City Hall).

- create incentives for retention including allowing infill, giving tax breaks, and selling development rights
- add extra floors to increase floor-space (rather than building infill)
- undertake a more comprehensive inventory of heritage buildings and houses
- keep all heritage buildings and add to the VHR list



Vancouver Heritage Register house

#### 13.3 Retaining Other Character Buildings

##### Approved

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

**Percent Agree 74%/71%**

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

- provide seed money for upgrading and give tax relief
- need incentives to keep some older houses (e.g. allow infill housing, give tax breaks, sell development rights)
- need special incentives to retain smaller buildings

#### 13.4 Multiple Conversion Dwellings (MCDs)

##### Approved

Character housing should be retained, and housing variety increased, by allowing more MCDs on large lots. The MCDs should be designed to retain the look of the original building, and have adequate parking. Adequate community facilities (parks, schools, etc.) and services for the additional population should be provided.

**Percent Agree 61%/63%**

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

- should be developed on 50' lots, with adequate parking, or on corner lots
- preserve character of existing houses and neighbourhoods by allowing MCDs
- appropriate for large lots with large houses, good heritage preservation tool



Multiple conversion dwelling

- The proposed development helps encourage a broader sense of community on the West Side. We have a number of empty homes in the area, a result of unaffordable housing options. The recent addition of school taxes on homes valued at \$3M and more, has further eroded the affordability on the West Side. These five proposed units will provide a more affordable option for potential home buyers, and will be expected to come in below the \$3M threshold (thus avoiding the penalty of the new school tax on homes over \$3M). The new development will be a highly attractive housing option for a wide range of home owners, and further encourage the pride of ownership that contributes to a healthy and positive community.

Thank-you for considering our thoughts on this proposal.

s.22(1)



**From:** s.22(1)  
**To:** "Choi, Nicole" <Nicole.Choi@vancouver.ca>  
"Molaro, Anita" <anita.molaro@vancouver.ca>  
"Molaro, Anita" <anita.molaro@vancouver.ca>  
"Chen, Tony" <tony.chen@vancouver.ca>  
**CC:** s.22(1)  
s.22(1)  
**Date:** 10/14/2019 12:37:45 PM  
**Subject:** Notice of development application 5595 Mackenzie Street DP-2019-00401

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Hello:

We are the owners of s.22(1). We received a notice of development application last week. We opposed to the proposed development .

s.22(1). We have been enjoying our good neighbors, safety, quietness and beautiful landscaping with mature trees. We believe the proposed redevelopment with more dwelling units in the above-mentioned property will change the character and affect our enjoyment of our neighborhood.

We would appreciate that the City would re-evaluate the application with consideration of our neighborhood concerns.

We are looking forward to hear from you soon.

Yours truly

s.22(1)



From: s.22(1)

To: "Chen, Tony" <tony.chen@vancouver.ca>

CC: "Molaro, Anita" <anita.molaro@vancouver.ca>

"Choi, Nicole" <Nicole.Choi@vancouver.ca>

Date: 10/17/2019 10:31:17 AM

Subject: OPPOSITION to Proposed Development Application - 5595 Mackenzie Street

Attachments: West 40th Ave Cul-de-sac 2.jpg

West 40th Ave Cul-de-sac 1.jpg

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Dear Directors of Planning, Stipulated Planner, Landscape Planner

I am writing to STRONGLY OPPOSE the development application to 5595 Mackenzie Street for several factors listed below.

- ***Decreased pedestrian safety***

- s.22(1) with relative safety with little to no vehicle traffic concerns
- Currently vehicle traffic is largely limited to the residents and visitors of 2900 W 40th Ave
- The proposed laneway would effectively eliminate the cul-de-sac and increase vehicle traffic to a traffic calmed street
- Cars would be able to loop around via the lane between 40th ave and 39th ave and would not have clear visibility around the corner
- increased pedestrian injury would be a DIRECT result of this lane way and would be a DIRECT result of your decision. YOU would be responsible for any and all injuries.
- allowing the lane would allow parents dropping off children at the elementary school across the street to loop around, speeding away in an effort to move on with their day. There is already heavy traffic and safety concerns on Carnarvon street. This would add to these already increased safety issues
- There are very few blocks in the City of Vancouver that have:
  - full occupancy
  - children in these houses
  - children playing outside, getting exercise, making friends with their neighbours, creating a "neighbourhood"

- ***The new lane way would likely require the removal of a beautiful old growth tree.***

- With the current state of climate change, the need to keep and maintain old growth trees of this size is vital
- This tree provides an enormous canopy
- The city has publicly asked residents to assist with adding canopy to the city
  - why would this tree be allowed to be removed in favour of a development that the area cannot handle
- #savethetree, #gretathunburg, #climatechange
- Owners have to apply for a permit to cut down a tree over 10cm in diameter.
- This tree is significantly larger in size and is healthy

- ***The owner has been dishonest***

- This tree is on PRIVATE property, not city owned property as the proposed development plan indicates
- The architect has FALSELY indicated this and is egregious in his planning
- The owners of 5595 Mackenzie DO NOT have a permit, nor can they submit for a permit to remove this large tree
- The owners of 5595 have erroneously and illegally trespassed onto private property, having an arborist inspect the healthy tree.



- *The development plan posted on Mackenzie street is INACCURATE*
  - The plan shows a driveway through to the rear of the lot
    - the full architectural plan shows the driveway to be partway
  - *The FSR as listed by the city bylaws for this property size is 2000 SF, yet the Proposed Development of the infill house calls for 6553 square feet (an increase of some 327% over what is permitted! )*
  - City bylaws only permit 4 units on the site, yet 5 units are being proposed
  - For each unit a parking stall is required, yet the proposed development is calling for only 3 parking spots
    - where are the remaining units supposed to park? There is already limited street parking on West 40th Ave and MacKenzie streets
- *How did this development plan get this far?*
  - Who in the city planning department allowed it to get this far with all these issues that are congruent to the current city-bylaws
  - The proposed development plans available for download on the city website are inaccurate and should NOT have made it through to this point with so many errors
  - Honest owners wait months on months to obtain legal permits and yet this particular proposed plan sailed through despite numerous red-flags
  - There is a reason for the election system that we have. The last council was voted out for their untrustworthy actions

I urge you to deny this proposed development,

s.22(1)

s.22(1)











From: s.22(1)  
To: "Chen, Tony" <tony.chen@vancouver.ca>  
"Choi, Nicole" <Nicole.Choi@vancouver.ca>  
Date: 10/17/2019 11:33:06 PM  
Subject: Opposition to Proposed Development Application - 5595 Mackenzie Street

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To: The City of Vancouver, Director of Planning  
Re: 5595 Mackenzie Street  
Development Application DP-2019-00401

My family has lived in s.22(1) While the idea of introducing compatible and gentle density to single family areas makes sense and may help with the affordability challenge, the proposed development raises a number of significant concerns, in addition to its apparent inconsistency with the existing zoning as per the letter:

- The spirit of character retention that provides a key rationale for extra density in this zone is not achieved by relocating the small original building far to the back, reorienting it away from the front, and hiding it behind a very large new multifamily building. There will be no character retention apparent to the neighbourhood – rather it will be a loss of character.
- The new building is far out of scale with the infill provisions or the very idea of an infill building that is subordinate to the principle dwelling, and sets a dangerous precedent for neighbourhood character.
- Far too much site area is devoted to parking and parking access, which conflicts with the city's goal to reduce impervious site coverage, support natural drainage, and promote a green urban landscape.
- Normally it would be suggested to eliminate the additional parking so as to reduce auto dependency, given the adjacent bus routes, or putting it underground with a minimal driveway, but in this area that could seriously impact drainage. This is of particular importance to us, as our property seems to be the low spot of the block, and we've experienced yard and housed flooding. The proposal would also clearly impact adjacent property owners who would have to permanently experience three or more cars driving down a lengthy driveway a few metres from their home multiple times per day. A number of the houses in the area rely on very limited on street parking, which could be impacted by the new project if the tenants/owners have more than one car.

We are opposed to this development application as it is written. We understand gradual densification, but this exceeds all the guidelines significantly. It also bothers us that neither we nor our neighbours were consulted. Perhaps if we were, it would not have gotten so far out of hand. Thank you for your consideration.

Sincerely,

s.22(1)



From: s.22(1)

To: "Chen, Tony" <tony.chen@vancouver.ca>

"Molaro, Anita" <anita.molaro@vancouver.ca>

"Choi, Nicole" <Nicole.Choi@vancouver.ca>

CC: s.22(1)

Date: 10/11/2019 7:53:49 AM

Subject: Opposition To Proposed Development Application DP-2019-00401 (5595 Mackenzie Street)

Attachments: Mr. Stefan Wiedemann - Architectural Opinion Letter - Opposition to Development Application DP-2019-00401.pdf

Good morning Mr. Chen, Ms. Molaro, and Ms. Choi,

I understand that you are the Heads of the Department of Planning for the City of Vancouver; hence this email to your attention. Please be advised that I received your contact information from s.22(1) concerning the proposed development at 5595 Mackenzie Street (the "Proposed Development") – s.22(1)

#### INTRODUCTION:

s.22(1) are strongly opposed to the Proposed Development. s.22(1) because he is in a much stronger and knowledgeable position s.22(1) to not only understand the plans of the Proposed Development, but moreover, to be able to properly critique it. s.22(1) Mr. Weidmann's services, s.22(1) he analyze the plans and related materials pertaining to the Proposed Development, s.22(1)

More to the point, s.22(1) Mr. Wiedemann s.22(1) all of the issues and concerns relating to the Proposed Development, and why it should *not* be approved. Please find attached Mr. Wiedemann's letter for your review. Notably, Mr. Wiedemann's letter systematically outlines the multitude of issues relating to the Proposed Development, along with corresponding City "rules/laws" that are being grossly *contravened*.

In short, I think it important to note that Mr. Weidmann was "shocked" (his words) that the Proposed Development has made it as far as it has, given the sheer number of breaches that are present; which he concludes offends the City's own Charter, bylaws, and rules/guidelines. Rather than restate the issues here, I respectfully urge you to please read and consider the attached letter that Mr. Wiedemann s.22(1) s.22(1)

In addition to what Mr. Wiedemann has to say about the "legal" issues, s.22(1) would like to add our own concerns for your consideration, please; they are as follows:

#### 1) SIZE OF THE INFILL HOME:

Mr. Weidmann tells us that in light of the FSR of the lot size, the infill home can be no more than 2000 sq. feet; yet the Proposed Development of the infill residence calls for 6553 square feet (*an increase of some 327% over what is permitted*). Understandably, this will create a monstrous eye sore – s.22(1) s.22(1) and cramping an already overused street. I say "eye sore", because Mr. Wiedemann brought to our attention that although the infill home is required to be at the rear of the property, the Proposed Development has the infill home at the *front*; eroding the "flow" of the other character homes situated within this old fashioned neighbourhood.

#### 2) LOSS OF THE EXISTING CHARACTER HOME:

The current home situated at 5595 is a lovely character home, which we understand to have been built prior to 1940. It sits far back from the roadside, with a beautiful large front lawn. Like most character homes in



Kerrisdale, it is reflective of a community based neighbourhood; calm and welcoming. The Proposed Development however, intends to not only move the character home to the backyard (hiding it from sight), but in doing so, the character home's position is being replaced with the infill home which is slated to be moved much closer to the sidewalk than where the character home used to sit; diminishing the frontal placement "flow" of the other homes on this block.

The Proposed Development has also turned the character home 180 degrees, such that it will be facing the *rear* of the infill; meaning the back of the character home will face West 40<sup>th</sup> Avenue. When you add to this the fact that there is no entrance from 40<sup>th</sup> (which the back of the property looks onto), and the whole purpose behind retention of the character home, is completely *lost* – no one will see the front! What is the point in enacting guidelines to "protect" such homes, if they can simply be ignored as it appears the Proposed Development is attempting to do.

### 3) NO PARKING:

The Proposed Development is seeking to have *five units* (despite only apparently being eligible to have four units given the size of the lot). Our understanding is that for each unit, a parking stall is required; yet the Proposed Development is calling for only 3 parking spots. As you are undoubtedly aware, Mackenzie Street has rows of houses on both sides of the street, yet parking is available on only one side. Moreover, parking is a premium because s.22(1) and many who take the bus park their vehicles out front of our homes, to then take the bus. In fact, s.22(1) for contravening the parking bylaw by leaving their unattended vehicles s.22(1)

s.22(1). I cannot remember a time where there was ample room to park – it is always busy.

That said, adding all those units of people *without sufficient parking stalls to accommodate* their vehicles, will make an already untenable situation, that much worse. When you add the fact that the City recently *removed* much of the parking along 41<sup>st</sup> and this is seemingly a recipe for disaster. I expect the taxpayer would be none too pleased to learn that bylaw parking enforcement personnel are spending all their time here ticketing offenders – which is what will happen in order to "protect" our ability to park in front of our own home, with so many more people needing to use parking space that simply isn't available.

There is also a safety issue; adding more people and more vehicles, equates to more traffic. Given the number of children on this Street, as well as this area in general (ie – Kerrisdale Elementary is s.22(1) and more traffic translates to the unfortunate possibility of more accidents. There is already so much congestion on Mackenzie as it is (the Street often backs up in the mornings and at the end of the day from 39<sup>th</sup> to 41<sup>st</sup>), that the addition of so many more cars, will only add to the bottleneck and trouble with parking.

### 4) NOISE LEVELS:

The addition of five units (each with the possibility of a number of persons per unit), will understandably raise the noise levels well above what this quiet neighbourhood is not only accustomed to, but also, should be entitled to expect.

### 5) TREES IN DANGER & PRIVACY LOST:

s.22(1)

s.22(1)

s.22(1)

Simply stated, s.22(1)

because the

s.22(1)

s.22(1)

Needless to say, we s.22(1)

for

these stated reasons and beyond.

The Proposed Development has referred to s.22(1) in what we believe may be an effort to perhaps attempt to remove and/or possibly damage the s.22(1) without fear of legal reprisal; this is particularly so as Mr. Wiedemann explained to us that the excavation is so close to the root ball of s.22(1), that they will (likely) be significantly impacted absent proper protection. Given Bylaw 9958 however, it is clear that many of s.22(1) are actually *trees* and therefore, afforded protection by law. I say this because Mr. Wiedemann encouraged s.22(1)

to go out and s.22(1)  
City of Vancouver



s.22(1) – subject to your Landscape department’s independent assessment of s.22(1) (I have already sent an email to them requesting s.22(1) s.22(1) are in fact TREES, because many of them measure over the 20 centimeter cut-off, at over 1.4 meters above the ground.

In short, according to what has been explained to us by Mr. Wiedemann, as well as our understanding of the City bylaw referenced above, many of these “hedges” are legally designated TREES and therefore, required to be protected (*subject to a permit to remove a healthy tree*). That said, our understanding is that any effort to encroach upon s.22(1), not provide them the necessary protection required by law, and/or willful blindness and/or intention to damage (the roots of) these trees caused by the Proposed Development, is a not only a serious infraction (considering the hefty fines involved), but more importantly, deemed *impermissible and therefore unlawful*, by the City.

Understandably, s.22(1) are not experts in this area, nor do we purport to be; we instead rely on our tax paid dollars to ensure that the City ensure the continued protection of the health, welfare, and safety of our TREES, as well as our privacy – affording the necessary protection from the pitfalls of the Proposed Development.

## 6) THE NEIGHBOURHOOD:

Mackenzie Street and those on West 40<sup>th</sup> are a close group of neighbours. We communicate with each other. We look out for each other. And we care about the look, feel, and comfort of our neighbours and neighbourhood. Needless to say, my understanding is that your Department has already received a number of oppositions to the Proposed Development and I expect you will receive more.

## 7) CONCLUSION:

As made clear from Mr. Wiedemann’s letter along with our comments above, s.22(1) are strongly opposed to the Proposed Development. We kindly request that the City and you, the Directors of Planning please consider the issues, contraventions, and infringements on our property rights caused by the Proposed Development as well as its internal issues, and put the Proposed Development to an end; or at the very least, direct it to conform to the rules, bylaws, guidelines, and Charter of the City of Vancouver.

s.22(1) thank you all in advance for considering our package of submissions, and we very much look forward to hearing back from you/your Department at your earliest convenience.

s.22(1)

s.22(1)

s.22(1)



# Wiedemann Architectural Design

October 8, 2019

s.22(1)

**Re: Development Application DP-2019-00401**  
**Proposed development of your neighbouring property, located at 5595 Mackenzie Street, Vancouver**

Dear s.22(1)

I have had an opportunity to review the proposal for 5595 Mackenzie Street (subject property that is s.22(1)). Please find below a numbered breakdown of the significant issues and concerns that I have identified, along with each corresponding City of Vancouver building "rule(s)" that is being undermined and/or contravened by this proposal.

1. year built 1931, assessed as a character house by the City of Vancouver.
2. site zoning is RS5.
3. site is 230.8'X50' (11,540 sq. ft) and requires a dedication of 20 feet with a resulting site dimension of 210.8'X50' (10,540 sq. ft.). Only the original size can be used for the computation of FSR (floor space ratio), all other areas, building depth and setbacks must use the site post dedication.

4382 West 10<sup>th</sup> Avenue, Vancouver, B.C. V6R 2H7  
Office 604 739-0799 Cell 604 313-4241  
Email: stefan@w-design.ca, www.wiedemannarchitect.com

4. This is a single fronting site with the rear yard adjacent to a property fronting on West 40<sup>th</sup> Ave, this site is not double fronting and as such does not have rear yard access from West 40<sup>th</sup> and all setbacks and conditions are to be administered as a mid block single fronting site with Mackenzie Street as its front yard.
5. *With character house retention and restoration the allowable FSR is 0.85 X 11,540 and equals 9,809 sq. ft. With retention of the character house the subject property can also have an infill house.*
6. Based on 2.2 of the "Guidelines for Additions, Infill, and MCD in association with retention of Character House in and RS zone" (the guidelines for infill) states that for a project to be eligible for incentives including conditional floor area, MCD and infill, that **the character house be retained and restored to its original character as viewed from the street.** By moving the character house to the rear of the property and spinning it 180 degrees, the front façade is no longer the dominant façade "as seen from the street". As such, none of the incentives should be approvable.
7. Per 2.3 of the guidelines additions should be subordinate to the retained character house **as seen from the street** and additions should be to the rear of the house.
8. Per 4.2.1 of the guidelines "relocation of the character house may be considered to provide an access path to the infill building". A shift to the rear yard should not be something that planning should support based on their guidelines.
9. The proposed infill house is set at the front of the site in contravention of the guidelines section 4.2, which states that "infill buildings should be subordinate to the existing character house and respectful of adjacent properties." It also states that "infill will typically be located in the rear yard of sites." Per 4.2.1.

4382 West 10<sup>th</sup> Avenue, Vancouver, B.C. V6R 2H7  
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10. The proposed infill is set at the front of the site and dominates the character house with *more than double* the FSR of the character house.
11. Per 4.2.2 of the guidelines "The infill should not exceed 0.25 FSR (2,885 sq. ft.) or 2000 sq. ft." This establishes the maximum infill for the site at 2,000 sq. ft. The proposed infill house is 6,553.75 sq. ft. (a 327.6 % increase over what is allowable). Given that planning is not able under "The Charter" to relax FSR, this infill size should not even be considered by planning.
12. Per section 10 of the guidelines a dwelling unit density of 74 per hectare is theoretically achievable (9 units), but this is limited by the same section to a maximum of 4 dwelling units for site that are 50 feet wide. As such, the proposal is over the allowable maximum by one dwelling unit.
13. The proposal shows three parking spaces in the infill and states that it has one surface space for the MCD. Per the City of Vancouver parking bylaw, a minimum of 5 spaces would be required. The surface space is not shown on the site plan, but given the current configuration, the only available space is in a required rear yard, front yard, or side yard, all of which are unsupportable by planning.
14. Setbacks per section 4.4/5/6 of the RS5 bylaw for the proposed developments are as follows: Front yard average is 44.85 ft. (yet proposed front yard is 37.42 ft.); meaning this should not be supportable by planning. Side yard required is 7.5 ft. (yet proposed is 5.0'). Rear yard required is 35' (yet proposed is 7.36 as measured from the ultimate rear yard).
15. Side yards can be relaxed up to 60% unless this relaxation impacts mature trees. In this case your property has a 30' mature cedar hedge right on the property line with the

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reduced side yard. The base of excavation is typically 18 inches from the building face, and the excavation cut would be a max. 60 degree slope resulting in an additional 2.5 feet of excavation. This results in an excavation cut at only one foot from your hedge. This would remove half to the existing root ball and would kill the hedge which is your only privacy from the development site.

16. Allowable Building depth per 4.16.2 of the RS5 bylaw, stipulates a maximum 40% building depth. This has to be measured to the ultimate rear property line (210.8 foot site depth), resulting in an allowable building depth of 84.33 ft. The proposed infill house has a building depth of 95.08 and is not supportable as a relaxation under the Charter.
17. Per 4.2 of the guidelines the infill house should be subordinate to the character house. In this case however, the infill is not only set in *front* of the character house, but it also dominates it with an *FSR more than double* that of the character house, as well as a roof height six feet above the character house.
18. Per 4.2.4 of the guidelines an infill is limited to one and a partial second story (this second floor should be contained under a simple roof with a minimum pitch of 7/12). However, the proposed infill has a full two and a half story volume facing not only both side yards with windows overlooking both neighbours private outdoor space, but also, into the neighbouring houses. The roof of the proposed infill is a complex front and side gable with pitches well below the required 7/12, thus exposing the entire second level to its full height.
19. Per 4.2.4 of the guidelines the maximum overall height of the infill is not to exceed 25 feet to the ridge of a min 7/12 roof. Not only does the proposed infill not have the required minimum roof slope of 7/12, but it has a maximum ridge height of 34.83 feet.

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**CONCLUSION:**

Given the sheer number of conditions that this proposal is in contravention of (re: the various bylaw(s) outlined above), I do not see how planning can support this application. Allowable incentives for retention cannot be supported, as the character house is no longer visible from the street, and its front façade faces the back yard.

The character house itself has also been so severely altered that it no longer reflects the existing house. The character house has been raised by 2.5 feet (civic max. is 1.0 feet), the entry stair has been reconfigured from the side, a large shed dormer dominates the cross gable roof, and the character defining cladding has been altered. As such, it no longer reflects the existing character house that is to be retained and restored and given this situation, planning should not be providing incentives to the project.

Planning cannot relax FSR, dwelling unit density, or height. As such, they would be in contravention of their own bylaw(s) and Charter, if they approved this proposal.

The landscape department should also investigate the viability of the hedge retention with a 4-foot excavation to the side property line. Planning should also look into the liveability of the proposed units as there is no viable open space for the use of five units.

This proposal is significantly altering the character of the street and the noise, overlook/loss of privacy, damage to tree(s), and congestion that will result, will substantially impact all adjacent properties; directly affecting the ability of neighbours to enjoy their homes and gardens.

Best regards,



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