

***CityPlan***

# **Dunbar**

## **community vision**

## City Council Action



On September 10, 1998, City Council APPROVED the Dunbar Community Vision directions that are shown in the following pages as “Approved Directions.”

Council also approved the following:

THAT Council and Departments use the Dunbar Community Vision Directions to help guide policy decisions, corporate work, priorities, budgets and capital plans in this community.

THAT Council direct the Director of Community Planning to report back on an overall approach to implementing and monitoring the *Dunbar Community Vision*.

## City Council 1996 - 1999

Mayor Philip Owen  
Don Bellamy  
Nancy A. Chiavario  
Jennifer Clarke  
Alan Herbert  
Lynne Kennedy  
Daniel Lee  
Don Lee  
Gordon Price  
George Puil  
Sam Sullivan

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**Note:**

This document brings together all the material from the two major public documents distributed to all households during the program: the *Community Vision Choices Survey*, and the *Vision Highlights and Survey Results*.



# Vision Highlights

## Dunbar Today

Dunbar is a very attractive community of quiet, tree-lined streets, single-family houses, many and varied park spaces, an active, accessible community centre, and three convenient shopping districts on Dunbar Street. Its residents greatly value its safe, green, village-like atmosphere and see this quality as what makes Dunbar special. They want to preserve this uniqueness in the face of change which is often seen as unwelcome and unneighbourly: new four-storey development on Dunbar Street lacking design sensitivity and quality; rural lanes with green edges being paved over; older character houses being replaced by out-of-scale new houses; increasing traffic concerns.

Not all change is unwelcome. People recognize that more housing choice is desirable so that residents who wish to, can live out their lives in Dunbar. Also, there are opportunities for improvements, such as Dunbar Street shopping districts to provide a community focus and a more attractive “face” for the community.

## Dunbar’s Vision for the Future

Dunbar’s Vision preserves the green, village-like character of the community while focussing most changes on Dunbar Street. New developments should be better designed and Dunbar Street made more attractive and safer for pedestrians, transit users, and bicyclists. New types of low-rise housing should be focussed on Dunbar Street, 16th Avenue, and/or 41st Avenue. These changes should come about with a high level of community involvement to ensure that they enhance the community and serve residents of all ages.

## Community Shopping Areas on Dunbar Street

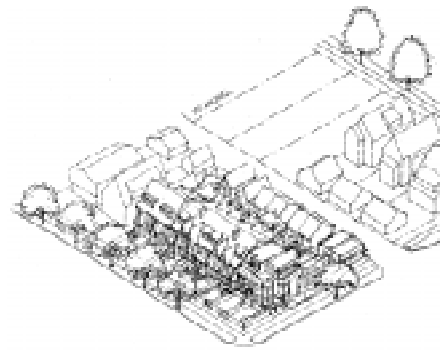
The three shopping areas along Dunbar should be strengthened in their roles as community gathering places. The variety of small shops and services at the sidewalk edge should be continued with gaps filled in. New mixed used developments should be less bulky, of higher quality, and fit better with the surrounding neighbourhood. Pedestrian improvements should include safer crossings, benches, plantings, and a community plaza.

## A Predominantly Single Family Community with Dunbar Character

In the future, most of Dunbar should remain primarily single-family. New houses should all receive design review to help ensure compatibility with existing homes, and greater design diversity should be permitted than now. The lush, green feel of residential streets, lanes, and yards should be kept. Rental suites should be legal in more areas and current regulatory roadblocks preventing suites in new houses should be removed, noting that many houses already have rental suites, though now officially not legal. There could also be some infill housing on larger lots if it helps save existing character houses.

### **New Housing Choices on Arterials**

In addition to current apartments above stores in the shopping areas, new types of housing, such as rowhouses, four- and sixplexes, and duplexes should provide other affordable housing choices for young families and people wanting a smaller home in Dunbar. This new housing should be developed as small projects over time, and should fit in with the character of the adjacent single-family areas. There should be further community involvement in the detailed planning for this new housing, which should include assessing the most suitable locations on the arterials (Dunbar Street, 16th, and/or 41st Avenues). Housing for seniors could be in a variety of forms, including low-rise apartments.



### **Focus on Walking, Cycling, and Transit**

There should be an emphasis on improving the convenience of alternatives to the private vehicle. Neighbourhood greenways should be developed with City assistance, and connected to city-wide greenways and bikeways to link important destinations within and outside the community. Traffic calming should occur where needed to slow traffic on residential streets and address safety concerns for pedestrians and cyclists. The extra width of Dunbar Street should be used to improve conditions for pedestrians, cyclists, and transit users instead of for more lanes of traffic.



### **A Green and Environmentally Conscious Community**

The green and natural landscape of the community, both public and private, should be preserved and enhanced. Trees and landscaping should be part of new developments and street improvements. Some parks should be upgraded so that they can be used for a greater variety of activities. Preserving the remaining unpaved lanes should be actively encouraged. Views of the water and mountains from Dunbar Street and public places should be protected. It should be easier to conserve, recycle, and dispose of hazardous waste. Working at home should be more actively supported.



### **Helping Those with Special Needs**

More efforts should be made to allow seniors and others with special needs to continue to live in Dunbar if they choose, through additional volunteer support services and alternative housing options. The talents and energies of Dunbar's youth should be actively encouraged to contribute to the community, and the special needs of youth better recognized and addressed. A community policing centre should be established.



### **Community Involvement and Identity**

Dunbar residents have a high level of community spirit and volunteerism and are keenly interested in participating in decisions that will affect them. There is great potential for building community spirit and identity which should be pursued through collaborative projects in implementing this Vision. Implementation should also involve residents in important decisions on neighbourhood change.

# Vision Background

## An Overview Of The Community Visions Program

This Vision is based on *CityPlan: Directions for Vancouver*, which was adopted in 1995 as an overall vision for the city. In July 1996 Council approved the Community Visions Program as a way of bringing CityPlan's city-wide directions to the community level and reaching all communities within several years. The program Terms of Reference describe the ground rules and process for creating a Community Vision. The program asks each community to implement CityPlan directions in a way and at a scale and pace that suits the community. Dunbar and Kensington-Cedar Cottage (KCC) were selected through a public forum, and endorsed by Council, as the two pilot project areas for Visions.

## What Is This Vision?

This Vision describes the kind of community that people who live and work in Dunbar want it to become over the next 10 to 20 years, and how CityPlan directions should be implemented in Dunbar. 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 is also an opportunity for community organizations and individuals to act on programs that the community has endorsed.

## How Was This Vision Created?

The Vision directions were developed by people who live and work in Dunbar. The program began in January 1997 with community outreach and a weekend Ideas Fair. The heart of the process was a series of intensive public workshops where over 100 people spent many hours developing ideas and options on a variety of topics. From these sessions, Vision directions were created and published in the *Community Vision Choices Survey*, distributed to all households, businesses, and property owners. Over 1600 people, from every block in Dunbar, responded to the survey, agreeing with the workshop proposals and selecting among options, to create a shared Vision for the future. In September 1998 the Vision directions that were supported by the community in the survey were approved by City Council.

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



## **Making The Vision Happen**

The Community Vision sets broad directions for the future. Some of these directions will happen almost immediately, others over many years.

Implementing the Vision can be done without increases to the City budget. The City has a wide variety of tools and programs that can be used to implement the Vision, like capital plans, zoning, traffic calming, business improvement area assistance, bikeways and greenways. The Vision will help to set priorities and to direct funds to programs which achieve the Vision over time.

Continued community involvement will be necessary, to set priorities and translate Vision directions into actions and projects through more detailed planning — for example, to identify specific locations and design of new types of housing and to design improvements to community shopping areas. Combined action by the City and the community is needed to make the Vision happen.



## **CityPlan Directions In Summary — A checklist for Community Visions**

### **Strengthen Neighbourhood Centres**

Provide shops, jobs, and services close to home, and 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 Cars**

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

### **Improve the Environment**

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

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

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

### **Define Neighbourhood Character**

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

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

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

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

Find new ways to involve people and to redirect resources to bring CityPlan directions and the Community Visions to life.

# Vision Directions

## Introduction

This section presents the Vision directions grouped into seven themes, with directions for over 40 topics. The following information is provided:

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

**Vision Directions:** The Vision directions for each topic are in two groups: “Approved Vision Directions” and “Other Vision Directions considered but not approved.”

**Survey results:** After each Vision direction, the community survey results are shown, as a percentage of the total vote. (This is the combined total from both the general and random portions of the survey.) The percentages are always in the following order: **agree/neutral/disagree**.

One of the following categories of support is also shown with the survey percentages:

- **Support:** These are directions with agreement from more than half of respondents (both general and random). They were approved by City Council.
- **Non-support and Uncertain:** These directions did not have majority agreement. They were not approved by City Council.

More detailed survey information is provided on page 44.

**People’s ideas:** For many directions, there were specific ideas generated at the community workshops, and these are listed after the Vision direction.

### Topics Not Included In The Vision Directions

The Vision directions cover the topics that were identified at the community workshops as key topics for the community, and topics where new directions could be suggested.

For some topics that were not addressed at the workshops, there are city-wide policies in place that will continue to apply in Dunbar. Included are policies through which the City assists in providing non-market housing for lower income households, special needs residential facilities, and heritage preservation. Where rezoning is required, community consultation takes place on a project specific basis. See Rezoning Policy on page 41.

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.

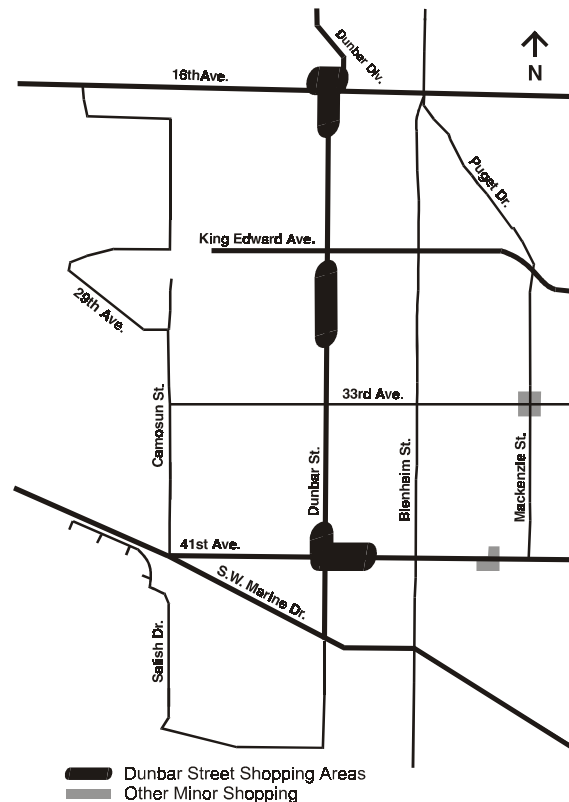


# Shopping Areas

This Vision concentrates on ways to make the three main shopping areas along Dunbar Street more convenient and enjoyable places for community residents to shop and gather, such as, with pedestrian safety improvements, plantings, benches, and a community plaza.

There are also suggestions for improving the design of new developments that are gradually replacing older, often smaller, existing buildings.

Dunbar also has two other small areas with shops: at 33rd and MacKenzie and at 41st and Balaclava. These areas will remain, but they were not singled out for specific attention in this Vision.



## I. Dunbar Street Shopping Areas



Of the three shopping areas along Dunbar Street, the main area is Dunbar Centre, around 28th Avenue. This area has the widest variety of stores, services, and activities, including a library and supermarket. Two smaller shopping areas are at the entrances to Dunbar: Dunbar South at 41st and Dunbar North at 16th. Dunbar South also has a large supermarket.

The zoning regulations for all three shopping areas generally require commercial at street level (shops, services, restaurants) and allow three storeys of residential or two storeys of commercial above. Although strip malls with parking in front still exist, as permitted by older zoning, current zoning does not allow new strip malls. Commercial uses along Dunbar Street are mostly in small storefronts. This is the form of retail that Dunbar residents would like to strengthen.

The Vision directions address a wide range of shopping area elements. The first six directions apply to all three shopping areas and include pedestrian safety and traffic, comfort and appearance, types and design of storefronts, big box stores and internal malls, and parking. The other directions are specific to the three individual shopping areas.

### More Information

For other information related to the shopping areas, see **Traffic and Transportation** which includes the whole length of Dunbar Street, and **New Housing Types** which includes different types of housing between the shopping areas along Dunbar Street, 16th Avenue, and/or 41st Avenue.

## Approved Vision Directions

### I.1 Pedestrian Safety Improvements and Traffic

It should be easier and safer to cross the street, and traffic should move more slowly through the shopping areas.

Support %: 78/11/11

People's ideas...

- corner bulges; special crosswalk pavement; planted centre medians; more pedestrian crossings; reduced speed limit in commercial areas

### I.2 Pedestrian Comfort and Appearance

Improvements, such as plantings, benches, and public art, should be provided, and they should be designed to create a distinctive Dunbar identity.

Support %: 73/17/10

People's ideas...

- encourage strolling and shopping
- more plantings; shade trees; plantings in corner bulges; improved plantings between sidewalk and parking in strip malls, green links through from lanes behind shopping area
- benches, street furniture, hanging baskets, banners, fountains, paving stones instead of concrete, public art, improved street lighting, bike racks
- distinctive design of improvements, such as light standards, garbage cans, bike racks, banners, benches, bus shelters; murals on walls with Dunbar theme
- fund improvements with development cost levies, Business Improvement Association levy, local area levy

### I.3 Storefronts, Shops, and Services

A variety of small local shops and services should continue to line the sidewalks — instead of developments with parking lots in front or buildings without storefronts. The design should encourage window-shopping and community gathering (e.g., small storefronts; display windows; sidewalk cafes; courtyards). The supermarkets in Dunbar Centre and South should stay.

Support %: 92/6/2

People's ideas...

- reinforce small retail outlets; discourage large chain stores; encourage variety of merchants; provide more upstairs office space for medical and professional services; allow small, clean manufacturing businesses; keep restaurants and cafes; expand hours of operation (but concern about late-night convenience stores)
- transparency (windows facing street), sidewalk displays, rain canopies, visual distinction of stores, sign guidelines specific to the area
- quiet zones and small parks; sidewalks cafes; opportunities in developments for public courtyards like Capers on W. 4th Ave.

#### 1.4 Business Associations

Existing business associations should be supported and expanded, and, where there are no associations, new ones should be encouraged to form.

Support %: 62/33/5

People's ideas...

- keep Dunbar Days; add Seniors Days, etc.
- establish a Business Improvement Association with power to levy its members for funds
- improve store security for merchants

#### 1.5 Parking for Shoppers

On-street parking should remain, and major opportunities for off-street parking (e.g., at supermarkets) should be retained, or replaced if there is redevelopment

Support %: 87/9/5

People's ideas...

- retain on-street parking; retain or replace off-street parking (e.g., Stong's); more parking and/or more turnover; cooperative parking, parkade, timed parking, enforce parking, charge for parking

#### 1.6 No Malls or Big Box

There should not be any very large, or big box stores, or any internal shopping malls, allowed in Dunbar or close enough to threaten the economic health of the local shopping areas.

Support %: 88/5/7

#### 1.7 Dunbar Centre: A Community Plaza

The Dunbar Centre shopping area should include a community plaza as a focus for informal meetings and for community events and information. The exact location should be subject to further community consultation.

Support %: 54/26/19

People's ideas...

- in front of the community centre; as part of redevelopment on the site of the Shoppers Drug Mart parking lot; a new multi-use building on the library site, with library, public square, and residential above
- have library, post office, coffee shop, etc., for casual meeting; use for community billboard, annual art fair, public art



Possible Dunbar Street improvements: more planting, more pedestrian comfort and safety

### 1.9 Dunbar North

In addition to sections 1.1 to 1.6 which apply to all three shopping areas along Dunbar, Dunbar North improvements should include:

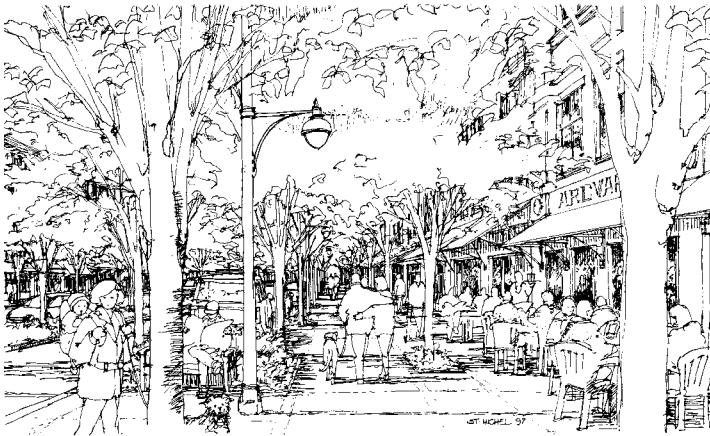
- improved appearance of the liquor store
  - keep line of storefronts along both sides of Dunbar, and fill in gaps when redevelopment occurs (but not necessarily along north side of 16th)
  - more local-serving shops
  - businesses taking more care of public surroundings
  - more plantings and more positive (but low-key) sense of entrance into Dunbar
- Support %: 73/19/8



Shopping area - Dunbar North

People's ideas...

- liquor store improvements: planting; larger trees; wider internal sidewalks with seating and displays
- fill in retail gaps when redevelopment occurs; liquor store parking lot; real estate office building
- mark entrance to Dunbar: use plantings; put in plantings instead of pavement on boulevard on south side of 16th east of Dunbar
- take advantage of the city-wide Ridgeway Greenway that will pass



Possible W. 41st Avenue improvements: double row of trees, planted bulges and median, more pedestrian comfort and safety

through here (east-west across Dunbar and then turning north-south across 16th) to provide safer street crossings for shoppers, high school students, and bus users

### 1.10 Dunbar South

In addition to sections 1.1 to 1.6 which apply to all three shopping areas along Dunbar, Dunbar South improvements should include:

- improved safety and convenience for pedestrians who need to cross the long block of 41st between Dunbar and Collingwood
- improved bus loop
- plantings to green the area and mark this entrance to Dunbar, including a double row of trees along the wide sidewalk on 41st Avenue
- keep line of storefronts along the streets, and fill in gaps
- no additional lanes of traffic on 41st Avenue

Support %: 80/13/7

People's ideas...

- fill in retail gaps: at 40th Avenue; at bank parking lot
- mid-block crossing on 41st Avenue to IGA, or improved corner crossings at block ends
- bus loop: add shops; improve appearance and safety; add seating; make into mini-park

### Other Vision Directions considered but not approved

#### 1.8 Dunbar Centre: Extend Shopping Area to Community Centre

The Dunbar Centre shopping area should be extended along the block between 30th and 31st (on both sides of the street), to link the edge of the current shopping area with the Community Centre site.

Uncertain %: 41/27/32

*Comment: There are more agree votes than disagree votes, but the difference between the two is closer than for many of the other Uncertain directions. Consequently, this is not a priority for City-initiated action in Dunbar.*

### 1.1.1 Option: Reduce Size of Dunbar North and South

Allow new residential developments to replace shops in some, or all, of Dunbar North and South, if this would concentrate more shops and services in Dunbar Centre and make Dunbar Centre a stronger shopping area.

Non-support %: 23/24/53

## 2. Mixed Use Development

For many years, there was little development activity in the commercial areas of Dunbar Street. The older one and two storey commercial buildings remained. Recently, there have been more projects with one level of commercial and three levels of apartments above. This is called mixed use development.

The current zoning regulations require commercial use — retail, service or office — at street level. On upper floors, the developer has the choice of whether to have commercial or residential. Zoning also limits the height, requires setbacks from neighbours, sets maximum density, and (now) forbids parking lots along the street in front of buildings. The zoning deals with livability of the residential development — privacy, daylight, and so forth. However, it does not deal with the character and appearance of the building.



Better mixed use design: upper setbacks, breaking up scale, small shops, awnings

The Vision direction recognizes the potential of these developments to provide housing, strengthen local shopping areas, and improve safety by providing “eyes on the street”. However, it also includes ideas to improve the developments.

### Approved Vision Direction

#### 2.1 Design Improvements

The design of mixed use development should be improved:

- less bulky and imposing looking
- less impact on single family neighbours
- designs reviewed to be more attractive
- various architectural styles rather than any one style being required
- more planting to soften the impact on neighbours and improve common spaces

Support %: 89/6/5

### Other Vision Direction considered but not approved

#### 2.2 Extra Height

One or two additional storeys beyond four storeys should be considered in some cases:

- on higher points of land, to echo the land form
- in return for providing some public open space or other amenity.

Non-support %: 30/9/61

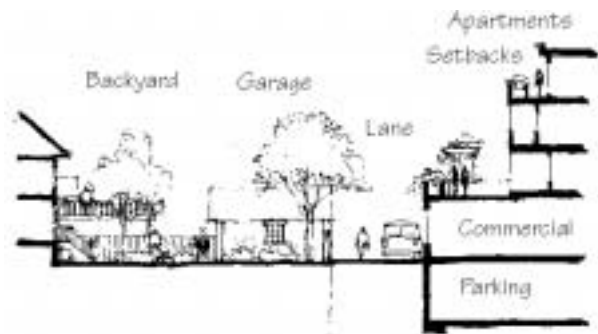


Two recent mixed use projects on Dunbar Street



### More Planning and Consultation

Vision direction 2.1 would require rezoning, based on more detailed planning with the community. (see Rezoning Policy on page 41).

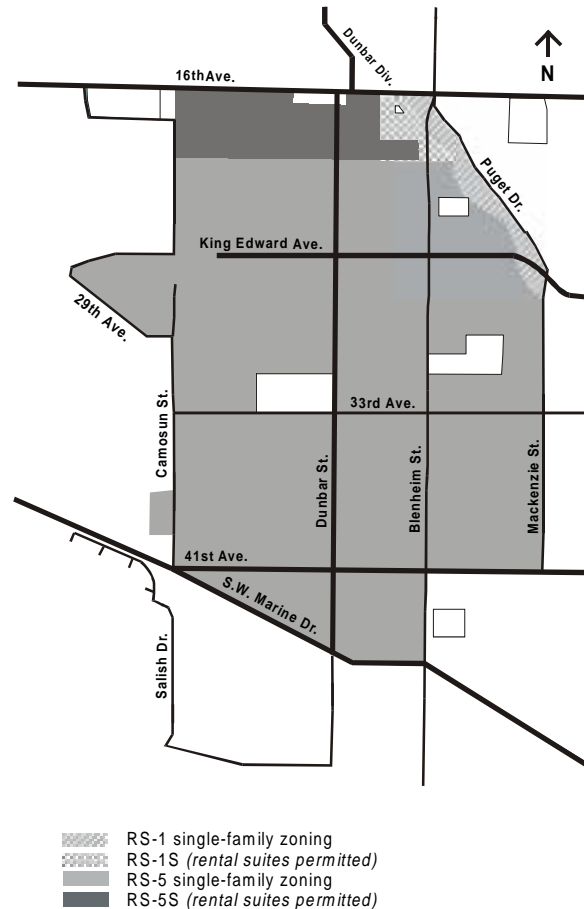


Setbacks at the rear: less impact on neighbours at rear



# Existing Single Family Areas

Most of Dunbar is developed with single family houses. Under current regulations, the single family zoned areas have very little potential for additional lots to be created. However, new houses frequently replace older ones on existing lots. The Vision directions address retention of single family areas, design of new single family houses, retention of character buildings, and rental suites in single family houses.



### 3. Single Family Areas and Design Of New Houses

In 1997, after a resident survey, most of Dunbar was rezoned to RS-5/5S in order to provide more control over the design and appearance of new houses. (A small area in the northeast corner of Dunbar chose to remain RS-1, largely because of concerns over view blockage.) Based on experience with RS-5 so far, about 70% of new houses can be expected to go through design review.

This Vision emphasizes the importance of keeping substantial single family areas in Dunbar and making future design adjustments in the zoning. Going back to the previous RS-1/1S was not suggested. Recognizing that RS-5/5S was intended as an “interim” zoning, alternative directions regarding design control are suggested.

#### Approved Vision Directions

##### 3.1 Maintain Most Single family Areas

Most of the area that is now single family should be kept for single family, in order to retain the basic character of Dunbar. (Exceptions would only occur where the community supports new housing choices as described in Sections 6 to 9). Support %: 88/6/7

##### 3.2 Design Review for All New Houses

All new houses should have design review, rather than it being optional, as now under RS-5/5S.

Support %: 71/11/18



Older house: example



RS-5 house, full design review: example



RS-1 house, no design review: example



Modern style house: example

#### RS Single Family Zoning

For general information about zoning, see Rezoning Policy on page 41. The following notes provide information on the RS zones in Dunbar.

In RS-1 and RS-1S houses do not require design review. Regulations control only the position, height, and total floor space of buildings. (The second “S” in RS-1S and RS-5S indicates that houses are permitted to have a rental suite.)

In RS-5 and RS-5S there are two options: (1) build a house, with slightly less above-ground floor space than RS-1/1S, with no design review; or (2) obtain some additional floor space in return for going through design review that covers overall design, materials, detailing, and landscape. The design guidelines direct new houses to take their character from the neighbouring houses. In Dunbar that means new houses will often have a traditional, late 1920s character. RS-5/5S also allows somewhat more building depth and height than RS-1/1S.

### More Planning and Consultation

Vision Directions 3.2 to 3.5 would require rezoning, based on more detailed planning with the community. (See Rezoning Policy on page 41). To achieve Vision Direction 3.2 would mean new houses, that do not go through design review, would be limited to significantly less floor space than now allowed.

### 3.3 More Diversity in Design than Now

More diversity in design, than now permitted under the RS-5/5S design guidelines, should be allowed, while still ensuring quality design, materials and detailing. There should be less emphasis on design being similar to neighbouring houses, with modern designs being permitted as well.

Support %: 51/15/34

### 3.5 Different Yard Sizes for Houses

The traditional yard and house orientation should be able to be varied to take advantage of whether a lot faces south or north, east or west.

Support %: 57/18/25

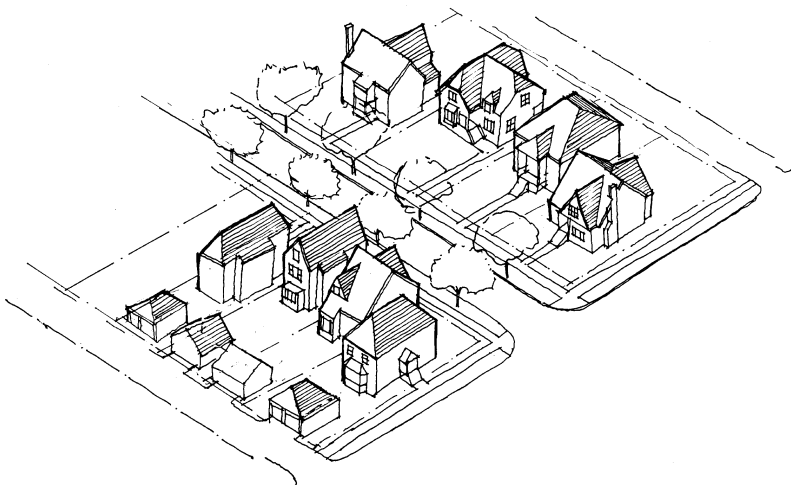
### Other Vision Direction considered but not approved

#### 3.4 Smaller New Houses

The overall size of new houses should be reduced from what is now permitted, to be similar to the older houses that were originally built.

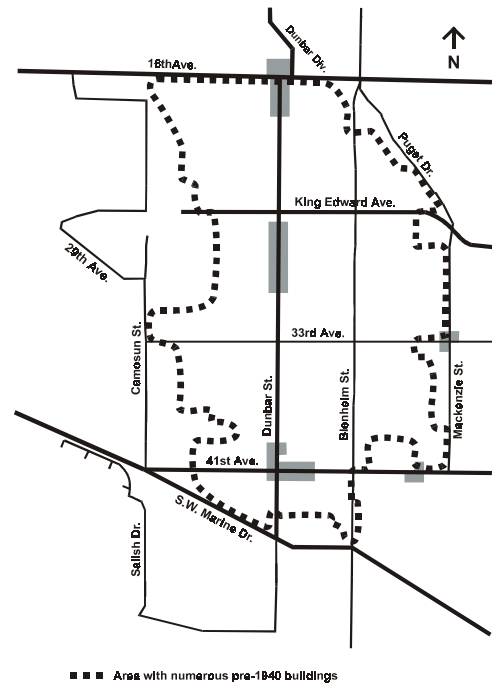
Uncertain %: 54/15/31

*Comment: This direction did not receive a majority of agreement in both surveys. However, it received many more agree votes than disagree votes — one of the highest agree votes of the Uncertain directions. Consequently, this idea remains on the table, and can be more closely considered by the community as part of any work to implement Direction 3.2.*



Different yard sizes and house locations for sun orientation  
(Vision Direction 3.5)

## 4. Older Character Buildings



While Dunbar's development began in the 1910s, most of the area was developed in the mid to late 1920s. Some older buildings have been torn down for new ones, but many pre-1940 "character" structures remain.

The Vancouver Heritage Register (VHR) lists older buildings that have architectural significance. Their owners are able to take advantage of some zoning incentives to encourage them to keep and renovate them. However, most "character" buildings (i.e., built before 1940) are not on the VHR. Vision direction 4.1 is based on a feeling that demolition of these buildings, to replace them with new development, is changing the area undesirably, and is an unnecessary waste.

## Approved Vision Direction

### 4.1 Retaining Character Buildings

In order to encourage retention of “character” (e.g., pre-1940) houses and other buildings, there should be incentives to renovate, such as: additional density, suites, relaxations to building code requirements, promoting the opportunity to be included on the VHR. Support 74/11/15



Older houses: examples



## 5. Rental Suites

Under current zoning, houses in the area north of W. 20th Avenue are permitted to have a rental suite. This is based on community consultation some years ago. However, because of various City regulations, very few suites are actually being built in new houses, and few older suites are being brought up to building code standards.

### Approved Vision Directions

#### 5.1 Suites More Feasible

In areas where rental suites in houses are currently permitted, they should be easier to do, and be better designed for the resident.

Support %: 65/17/18

People’s ideas...

For rental suites:

- allow full basements without reducing space allowed above the basement
- relax building code regulations
- allow front entrance

#### 5.2 Suites in More Areas

Houses with a rental suite should be permitted in more areas of Dunbar than now, in order to provide “mortgage helpers,” and to provide affordable housing.

Support %: 52/12/35

#### More Planning and Consultation

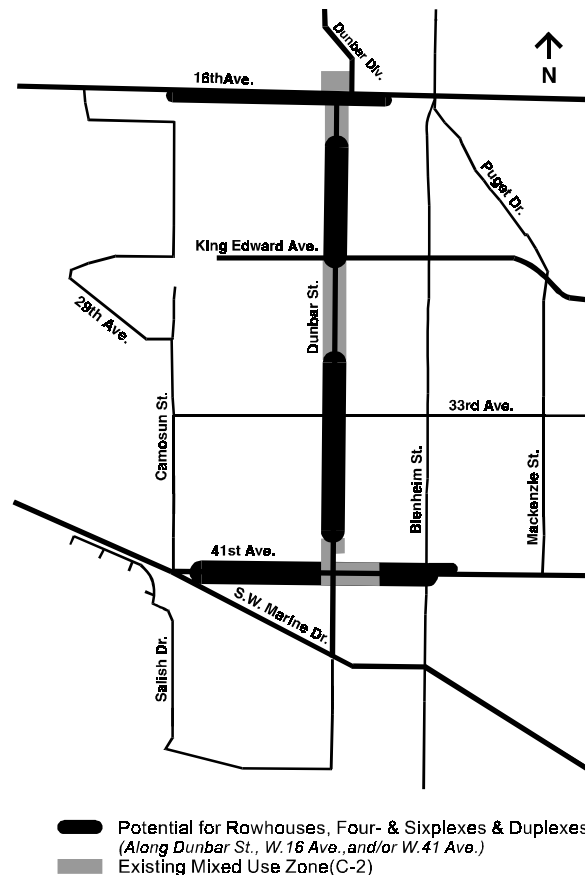
Vision Directions 4.1, 5.1, 5.2 would require rezoning, based on more detailed planning. (See Rezoning Policy on page 41)

For Vision Directions 5.2, issues such as boundaries, traffic and parking impacts, etc., would be dealt with as part of the detailed planning.



# New Housing Types

Dunbar residents, in creating this Vision, looked at the future housing needs of Dunbar residents, ranging from young singles and couples, to families with children, to seniors. This Vision includes possibilities for rowhouses, four- and sixplexes, and duplexes, as well as limited infill houses. It also includes lowrise seniors housing.



By 2021, Dunbar residents will have created about 1600 more households than now — today's children grow up and have their own families; couples separate and become two households. Some will move away, but others will want to stay in Dunbar.

Some, likely singles and couples, prefer apartments, or rental suites in houses. Many couples whose children have left home continue to stay in their single family homes. Families with children also want the features of a single family house, such as lots of space, private yards, and individual front doors — but often at less cost than a new house.

There are almost no additional single family lots available. Apartments above commercial can be built under the existing zoning along some arterials. There are also rental suites in houses (see Section 5).

In creating this Vision, Dunbar residents considered some types of housing that offer the features of a single family home at less cost — infill, rowhouses, four- and sixplexes, and duplexes. They also looked at apartment options, and supported some while rejecting others.

The **Housing Statistics** following Section 7 provide more statistics on both the demand for housing, and the number of units that would result from these Vision directions.

## 6. Infill

Infill means where a smaller second building is built on a lot, usually behind the main house. Sometimes it is called a “coach house” or a “granny flat”. Normally it has the garage on the main floor, and the unit above. It may be added to an existing house, or built with a new house. Usually, the unit is strata-titled, but sometimes it is rented. The zoning in parts of Kitsilano and Mt. Pleasant (east and south of City Hall) has allowed infill on wider, 50 foot lots for the past 20 years.

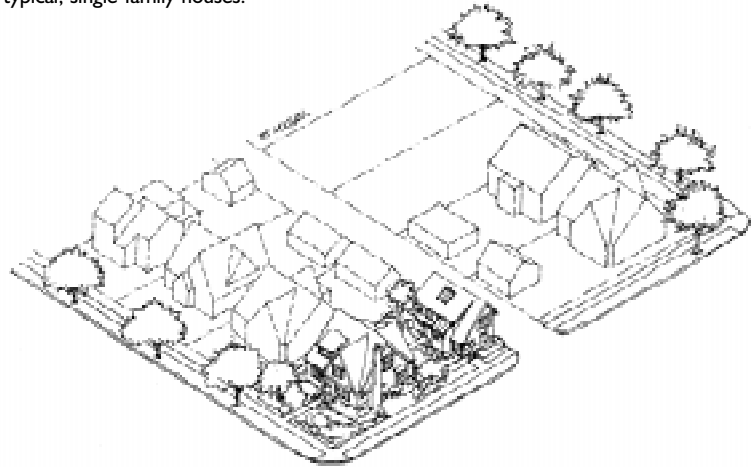
### Approved Vision Direction

**6.2 Revised - Infill as a Tool for Character Retention on Large Lots**  
Infill should be considered, on large lots, as one possible tool to provide an incentive to retain/renovate character buildings (e.g., pre-1940).  
*This revised direction was created by responses to a series of infill options. (See under 6.2)*

#### More Planning and Consultation

Vision Direction 6.2 Revised would require rezoning, based on more detailed planning with the community (See Rezoning Policy on page 41). Most of the larger lots and character buildings are located throughout the area south of King Edward.

**Illustration below:** Houses shown in dashed lines are typical, single-family houses.



Infill on larger lots for character retention

### Non-market Housing

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

- leasing City land to non-profit housing sponsors, who build housing funded by the BC 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 projects sometimes require an individual site-specific rezoning, with community consultation taking place in each case. (See Rezoning Policy on page 41.)

Overall affordability was a concern of Dunbar residents in creating the Vision directions, but new non-market housing directions were not suggested.

## Other Vision Directions considered but not approved

### 6.1 Option A: On Larger Lots

Infill should be allowed on larger lots (i.e., 50 ft. wide and larger).

Non-support %: 36/15/49

### 6.2 Option B: On Larger Lots, but for Character Retention Only

Infill should be allowed on larger lots, but only as an incentive to retain/renovate character buildings (e.g., pre-1940).

Uncertain %: 36/20/43

*Comment: In the random survey, this direction was the only one of the three infill options to receive more agree votes than disagree votes (43/20/36).*

*Further investigation of the survey results shows that, of all the people who cast a vote on Options A and B, 53% agreed with at least one of these two types of infill, and 33% agreed with neither type. In the random survey, 59% agreed. These survey results still do not indicate support for widespread use of infill as a new housing type. However, combined with a high level of support for character retention in 4.1, they do indicate support for using infill as one possible tool for character retention. Therefore, a revised direction has been created (see 6.2 Revised).*

### 6.3 Option C: In Selected Locations

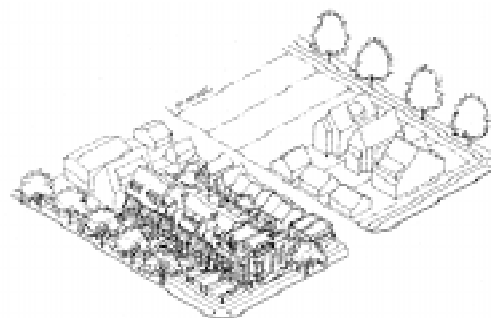
Infill should be allowed, but only in certain locations, such as around the commercial centres or along specially designated greenways.

Non-support %: 33/22/45

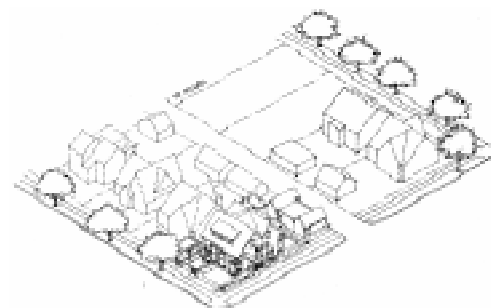
## 7. Rowhouses, Four- and Sixplexes, Duplexes

Many households want the features of single family homes (private yard space for garden, children or grandchildren, pets; large enough for several bedrooms; having its own private entry). Dunbar residents felt that rowhouses, four- and sixplexes, and duplexes have potential to provide some of these features in a more affordable form.

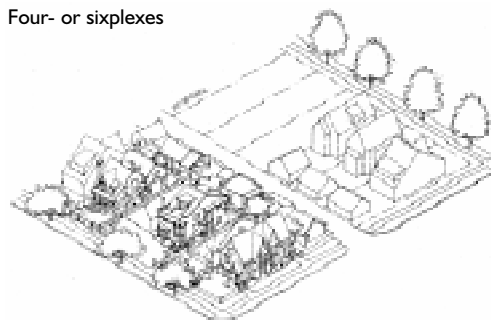
**Illustrations below:** Houses shown in dashed lines are typical, single family houses.



Rowhouses



Four- or sixplexes



Duplexes

## Approved Vision Directions

### 7.1 Rowhouses, Four- and Sixplexes, Duplexes

More housing variety should be provided in Dunbar by rowhouses, four- and sixplexes, and duplexes, which have many features of single family houses but would cost less. Among the conditions that should be met for this new type of housing are:

- in defined areas, not just anywhere
- with design controls to be attractive and fit into the neighbourhood
- built as small projects rather than large ones
- with small green mini-parks and green links in amongst them

Support %: 58/9/33

### 7.4 Revised - New Housing Types Along Arterials

The rowhouses, four- and sixplexes, or duplexes described in 7.1 should be located along Dunbar Street, West 41st Avenue, and/or West 16th Avenue.

*This revised direction was created by responses to a series of individual locations (see comment after 7.4).*

## Other Vision Directions considered but not approved

### 7.2 Along Dunbar

Rowhouses, four- and sixplexes or duplexes should be located along Dunbar between the commercial areas. This could either be only in the blocks which have a lane running parallel to Dunbar to act as a buffer; or could be in all blocks, with a new lane being created as a buffer at the time of development.

Uncertain %: 52/13/34

*Comment: This direction did not receive majority agreement in both surveys. However, it received more agree votes than disagree votes in both.*

### 7.3 Along W. 16th

Rowhouses, four- and sixplexes or duplexes should be located between 16th and 17th Avenues (where there is no lane).

Uncertain %: 44/21/35

### 7.4 Along W. 41st

Rowhouses, four- and sixplexes, or duplexes should be located along W. 41st Avenue.

Uncertain %: 47/19/33

*Comment: All of the arterial locations (7.2, 7.3, 7.4) have more agree votes than disagree votes — and more agree votes than the non-arterial locations (7.5, 7.6). Of all the people who voted on the arterial options, 64% agreed with at least one arterial for rowhouses, four- and sixplexes, or duplexes. 21% disagreed with all arterial locations. Given support for new housing types in principle in Dunbar (7.1) and a 64% agreement with at least one arterial, the supported location for new housing types is along the arterial edges, not along local residential streets. Therefore, a revised direction has been created (see 7.4 Revised above).*

### 7.5 Behind Shopping Areas

Rowhouses, four- and sixplexes, or duplexes should be located behind the shopping areas for a depth of a quarter to a half block.

Uncertain %: 40/18/42

*Comment: In the random survey, this direction received more agree votes than disagree votes (43/20/36). However, this has a very high disagree vote relative to the agree vote. As noted after direction 7.4, the arterial edges are a more supported location for the new types of housing than non-arterial locations. Therefore, further planning would concentrate on the arterials rather than behind the shopping areas.*

### 7.6 Around Parks

Rowhouses, four- and sixplexes, or duplexes should be located on the lots facing Memorial, Chaldecott, and Balaclava Parks.

Non-support %: 25/13/62

## More Planning and Consultation

Vision Direction 7.4 Revised would require rezoning, based on more detailed planning with the community (See Rezoning Policy on page 41). The detailed planning would deal with precise boundaries, phasing the development over time, traffic and parking impacts, needs for additional services and facilities, developer contributions to costs, etc.

## Housing Statistics

This information provides data on the future housing needs of Dunbar households and on how the Vision directions address these needs.

### Future Households

As existing residents of Dunbar get older, they will generate more households due to births, marriages, and separations, as shown in the table below.

Type of Household	1991 Existing*	2021 Estimated	Change
<b>First Households</b> 15 - 24 years; mainly singles, couples, or sharing	130	105	-25
<b>Established Couples</b> and Singles 25 - 54 years; no children	1325	1115	-210
<b>Families with Children</b> 25 - 54 years; with children at home	2810	2400	-410
<b>Mature Households</b> over 55 years; mainly no children, or have left home	2465	4660	+2195
<b>Total Households</b>	<b>6730</b>	<b>8280</b>	<b>+1550</b>

\*1991 Existing household numbers come from the 1991 Statistics Canada Census

## Future Housing Units Wanted

The table below shows the housing unit needs if all the future Dunbar households and newcomers continued to want the same kinds of homes that Dunbar residents now have — the theoretical “demand”. It is theoretical because we cannot suppose that all these households will necessarily want to stay in Dunbar, or stay in these types of housing. But it gives you a yardstick for comparison.

Housing Units	Single Family House	Row house and Duplex	Rental Suite in House	Apartment	Total Units
*1991 Existing	6275	75	285	135	6770***
2021 Estimated Desired	7770	80	300	170	8320***
Additional Demand (2021 Estimated - 1991 Existing)	1495	5	15	35	1550***
Additional Demand Including Newcomers (above x 1.37, see sidebar)	2050	10	20	50	2130
Additional new units possible under current zoning	0	90	0	970**	1060
<b>Shortfall or (surplus)</b>	<b>2050</b>	<b>(80)</b>	<b>20</b>	<b>(920)</b>	<b>1070</b>

\* 1991 Existing unit counts come from the 1991 Statistics Canada Census

\*\* These apartment units would be above commercial in the shopping areas

\*\*\* These totals match the totals on the bottom line of the Future Households chart on the previous page (small differences are due to rounding)

## Shortfall Of Single family

As the bottom line of the above table shows, many of the households would continue to want single family houses. Since there isn't room in the area for more single family houses, households would either have to move to the apartments over commercial on Dunbar or W. 41st Avenue — or if these aren't suitable, move out of the community. This Vision therefore creates options for new types of housing that have many of the features of single family houses — primarily rowhouses, four- and sixplexes, and duplexes.

## New Housing Types Resulting from this Vision

Vision Direction	*Additional Units
Infill - Revised 6.2	100 to 400
Rowhouse, Four- and Sixplex, Duplex - Revised 7.4	180 to 350

\*Estimates of the number of additional units take into account the number of houses and rental suites that would be demolished for the new development. For infill, it is assumed that of the approximately 1400 large sites with character houses, only a small portion would have infill.

## People Moving into Vancouver and Dunbar

In addition to new households created through population aging, people are moving to Vancouver from elsewhere, and some will come to Dunbar. Between 1986 and 1991, about 37% of the new housing units built in Dunbar were occupied by newcomers.

## Other New Housing Types: Rental Units, and Seniors Housing

Vision Directions 5.1 and 5.2 result in additional rental suites. It is not possible to estimate a future number because it is not yet known how much of Dunbar would agree to this and because even where permitted these are individual homeowner decisions.

Vision Direction 9.2 could result in some units in projects specifically designated for seniors. The number can't be estimated but would likely be small, because these are usually non-market projects that depend on sponsorship by non-profit groups.

### Seniors' Housing Rezoning

Vision Direction 9.2 would be implemented through "site specific" rezonings. That means that when a group that is organizing housing for seniors finds a site, they would be able to apply for a rezoning. Each rezoning would be considered in consultation with neighbours (See Rezoning Policy on page 41).

## 8. Apartment Buildings

Under the current zoning, all of the potential new apartments in Dunbar would be located above commercial in the shopping areas. Since apartments are suitable for some singles, couples, and seniors, additional types and locations for apartments were suggested during the Vision process but not supported by the community.

### Vision Directions considered but not approved

#### 8.1 Three or Four Storey Apartments

There should be some three or four storey apartments mixed with the rowhousing along Dunbar (refer to Direction 7.2).

Uncertain %: 46/11/43

*Comment: The disagree votes are high relative to the agree votes. This form of housing is not as acceptable as the rowhouses, four- and sixplexes, and duplexes in section 7. Therefore, further planning would concentrate on those types of housing rather than on apartments.*

#### 8.2 Twelve Storey Apartments Near Pacific Spirit Park

There should be several twelve storey apartments located near Pacific Spirit Park.

Non-support %: 16/7/78

## 9. Housing Designated for Seniors



Many seniors live independently as long as possible. Single family homes, apartments, and the new types of housing variety in Dunbar described in the sections above would provide a range of choices for seniors in good health.

However, as abilities and needs change, seniors need different types of housing arrangements, usually involving some level of care.

(For more about seniors' housing see Direction 15.2)

### Approved Vision Directions

#### 9.1 Seniors' Housing

Seniors should have a variety of choices of housing that allow them to stay in the community as they age (e.g., congregate housing, intermediate and extended care).

Support %: 84/10/6

#### 9.2 Seniors' Lowrise Housing

Lowrise buildings (up to four storeys) committed to seniors should be permitted, provided the scale and design fit into the neighbourhood. They should be located near local shopping and transit.

Support %: 83/8/10

### Other Vision Direction considered but not approved

#### 9.3 Seniors' Highrise Housing

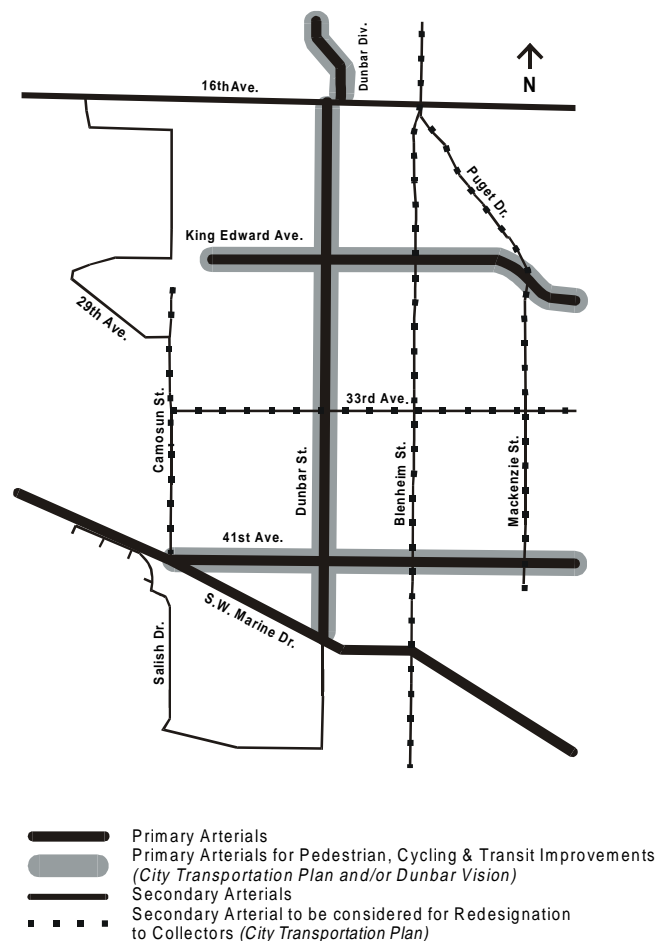
A highrise (up to twelve storeys) building committed to seniors should be allowed in each local shopping area on Dunbar Street.

Non-support %: 17/8/75



# Traffic and Transportation

Traffic is a major concern to many people in Dunbar. The Vision directions identify a number of changes for the community. All changes focus on giving more priority to walking, cycling, and transit; and giving less priority to moving cars. Dunbar Street was the priority street for action. Other topics were traffic calming, transit, and bike routes and greenways.



### Street Definitions

#### Primary and secondary

**arterials:** Arterials are streets that generally have two or more moving lanes of traffic; have traffic signals; and may be designated truck or bus routes. They are intended to serve through traffic. Often they are subject to rush hour parking or turning restrictions. Primary arterials generally have more lanes and move higher volumes of traffic compared to secondary arterials.

**Local streets:** Local streets are primarily residential and used primarily by residents of a neighbourhood.

**Collector Streets:** These streets collect traffic from local streets, to access arterials.

#### Streets for pedestrian, cycling, and transit

**improvements:** These are arterials identified in the City Transportation Plan as having the potential for increased use by pedestrians, cyclists, and transit riders.

**Right-of-way:** The street right-of-way is the full, publicly-owned street width. It includes the paved road, the boulevards, and the sidewalks – up to the private property line on each side of the street.

### City Transportation Plan

This Vision supports the City Transportation Plan and applies the Plan more specifically to Dunbar. The Plan was approved by City Council in May 1997. It includes:

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

### UBC Traffic

Traffic headed to and from UBC is a particular concern in Dunbar, especially with the planned increase in residential population at the University. A number of ways to address this problem are contained in the City Transportation Plan and the UBC Official Community Plan. These include the following:

- recommending the extension of the proposed Broadway light rapid transit line eventually to UBC
- setting targets for increased use of transit to UBC
- setting targets for 20 percent reduction of single-occupant vehicles to UBC
- pursuing measures to reduce the impacts of truck travelling to UBC
- developing and implementing a comprehensive and integrated transportation management strategy for UBC.

## 10. Dunbar Street



Dunbar Street is one of four primary arterials in Dunbar, along with S.W. Marine, 41st, and King Edward. It is also the community's shopping street.

Dunbar's traffic lanes are wider than standard. Although there are two lanes of moving traffic at present, the right-of-way could accommodate four lanes, or even six with parking removed. However, the City Transportation Plan shows Dunbar as having the potential for increased priority for pedestrians, cycling, and transit. These Vision directions support this and add to it. (For more about Dunbar Street, see Shopping Areas which is about the specific shopping sections along the street, and see New Types of Housing which includes different types of housing that could occur along Dunbar Street.)

### Approved Vision Directions

#### 10.1 Pedestrian Crossing Safety

The traffic speed limit should be more strictly enforced, and there should be more and safer pedestrian crossings.

Support %: 81/10/9

People's ideas...

- more crosswalks, more and faster-acting pedestrian lights, more clearly marked pedestrian crossings (e.g., painted, textured, signed, lighted, with audio)

## 10.2 Street Width

Dunbar Street should continue to have only two lanes of moving traffic, with parking on each side at all times. The wide right-of-way should not be used to add traffic lanes; instead, extra space should be created for pedestrians, cyclists, and transit users, with some, or all, of the following changes:

- corner bulges at key intersections, and/or median refuge islands, to increase crossing safety
- more areas with trees and plantings
- a dedicated bike lane
- improvements for buses

Support %: 84/70/3

People's ideas...

- corner bulges at major pedestrian links, such as school routes
- traffic refuge islands
- plantings and trees in bulges and medians

## 10.3 Traffic Trouble Spots

Traffic trouble spots, such as at 16th Avenue, should be redesigned if possible, to improve pedestrian and vehicle safety.

Support %: 80/14/7

## 10.4 The Look of Dunbar Street

Bus shelters, light standards, and various improvements should be designed to create a distinctive character for the whole of Dunbar Street.

Support %: 74/19/8

People's ideas...

- develop an urban design scheme for Dunbar; provide a "gateway" identification at north and south entries; use public art; make something of fact that Dunbar Street has one of the highest elevation points in the city — a "high street" in two senses

# 11. Public Transit

As of April 1, 1999, the Greater Vancouver Transit Authority will control transit service (taking over from BC Transit). The City is responsible for bus shelters, whether traffic signals give priority to buses, and how the streets are designed for buses.

The City Transportation Plan's improvements for transit include those that the City is directly responsible for, as well as those that the City will work on with others to achieve:

- better bus stops, bus shelters, and boarding areas (e.g., with timetables and maps)
- more frequent buses
- measures to give transit priority over cars on streets (e.g., bus bulges)
- community mini-buses
- a city-wide network of express bus routes and rapid transit, including 41st and Broadway/10th Avenue
- a governing and financing structure more responsive to the needs of the city and region

In Dunbar a relatively low percentage of people use transit (7% of the morning peak versus 23% city-wide). This Vision has many suggestions to increase transit use.



Better bus stops: shelters, information, ticket machines, bus bulges

## Approved Vision Directions

### 11.1 Improvements to Transit Amenities

More people should be encouraged to use transit, with:

- easier-to-buy tickets
- more and better bus shelters
- more locally available bus information
- a community commitment to support and encourage transit use.

Support %: 79/16/5

People's ideas...

- pre-paid tickets; create more visibility for businesses selling these tickets
- benches and lighting at bus stops; coffee bar at major bus stops (partnership with local businesses); better lighting (e.g., where trees block out light); community public art project to plan and design bus shelters; stops near seniors housing; improve 41st Avenue bus loop
- advertise bus fares and bus passes; bus schedule information at bus stops and shelters
- encourage private and public schools to promote transit or establish school buses; encourage employers and educational institutions to provide bus passes

### 11.2 Improvements to Transit Service

As part of the improved public transit service described in the City Transportation Plan, Dunbar priorities are:

- extension of proposed Broadway rapid transit to UBC
- more bus routes
- more frequent service
- community mini-buses.

Support %: 80/14/6

People's ideas...

- more express buses; light rapid transit to UBC; more east-west bus routes
- community mini-buses: make nearby shopping areas, schools, beaches, and recreation more convenient to get to by bus: from 4th or foot of Alma along Dunbar to 41st or

Marine; from Southlands to beach; from Dunbar bus to MacDonald bus; loop around Kerrisdale, Dunbar, Point Grey to shopping areas; school bus route for high school students at Prince of Wales and Lord Byng

### Other Vision Direction considered but not supported

#### 11.3 Bus Bulges

Bus bulges should be built along key bus routes in Dunbar, giving buses more priority in traffic, so that they are not slowed down at bus stops by waiting to merge back into traffic. (A bus bulge is an extension of the sidewalk at a bus stop into the parking lane and up to the travel lane, so that buses stop in the lane they are travelling in.)

Uncertain %: 47/21/32

*Comment: This direction received many more agree votes than disagree votes. Consequently, this idea remains on the table, for more detailed community discussion of the impacts and trade-offs, as part of any work to provide extra space on Dunbar Street for pedestrians, cyclists, and/or transit users, as described in 10.2.*

## 12. Traffic Calming

Neighbourhood traffic calming is the use of physical devices, such as stop signs, traffic circles, traffic diverters, and/or speed bumps, usually on local residential streets.

The purpose is to slow traffic, increase safety, and/or discourage through traffic. The main process for traffic calming in Vancouver is through a Neighbourhood Traffic Plan. A plan is usually initiated by resident request or as a result of a planning review. However, not all requests can be accommodated at once. The City Transportation Plan recommends giving priority to locations in the city where traffic impacts are the most serious.



Mini Bus



Speed table: raised pavement slows traffic (Portland, Oregon)



Traffic circle

## Approved Vision Direction

### 12.1 Traffic Calming Criteria

Traffic calming programs should be provided in residential areas of Dunbar where needed and in consultation with local residents. The need should be determined by objective measurements that compare the area to other areas in Dunbar and across the city. These measurements should include:

- traffic volumes, especially non-local traffic
- traffic speeds
- proximity of schools, playgrounds, and other pedestrian destinations
- number of accidents
- level of impact and number of residents affected
- sharp increases in traffic due to new developments

Support %: 75/13/12

### 12.2 Easily Addressed Traffic Problems

Traffic problems that can be easily addressed, such as the need for a stop sign or marked crosswalk, should be able to be addressed without a full traffic calming program.

Support %: 89/7/3

## 13. Greenways and Bike Routes

Bike lanes, bikeways, and greenways are routes to improve the experience of cycling and walking, and to develop cycling and walking networks throughout the city and within communities. Work is underway through various City programs:

- Greenways are streets and routes enhanced to create a pleasant and safe environment for walking and cycling. There are two kinds. City-wide greenways create networks across the city. (The first example of a City Greenway is the Ridgeway Greenway along 37th Avenue). Neighbourhood greenways create local connections and are initiated by neighbourhood groups, who receive technical and funding support from the City.



Bike lane example: Portland, Oregon



Bikeway example: Adanac Street

- Bikeways create bike routes across the city by following local streets. These streets are treated to be “bicycle-friendly,” for example, with traffic circles to slow cars and with bicyclist-activated crossing signals at busy intersections. An example is the Off-Broadway Bikeway.

- Bike lanes are lanes marked for bikes on arterial streets (e.g., S.W. Marine). These are a new idea for Vancouver, introduced by the City Transportation Plan. The Plan also recommends bike carriers on transit vehicles.

Exact routes and design of future greenways, bikeways, and bike lanes will be determined with input from this Community Vision and with further consultation with local residents and businesses.

## Approved Vision Direction

### 13.1 Greenways and Bikeways

The network of greenways and bike routes in Dunbar should have routes added to those already shown in City plans, including:

- more east-west routes into Pacific Spirit Park/UBC and points east
- a north-south route between Camosun and Dunbar
- a loop into and around Southlands from Dunbar
- a route to follow the alignment of the former Head of the Lake Creek (see Direction 14.5).

Support %: 61/21/18



Neighbourhood greenway: 19th and Fleming

## Other Vision Direction considered but not approved

### 13.2 Bike Lane on Dunbar Street

A bike lane should be considered for Dunbar Street, as part of more detailed planning for improvements along the street.

Uncertain %: 50/17/33

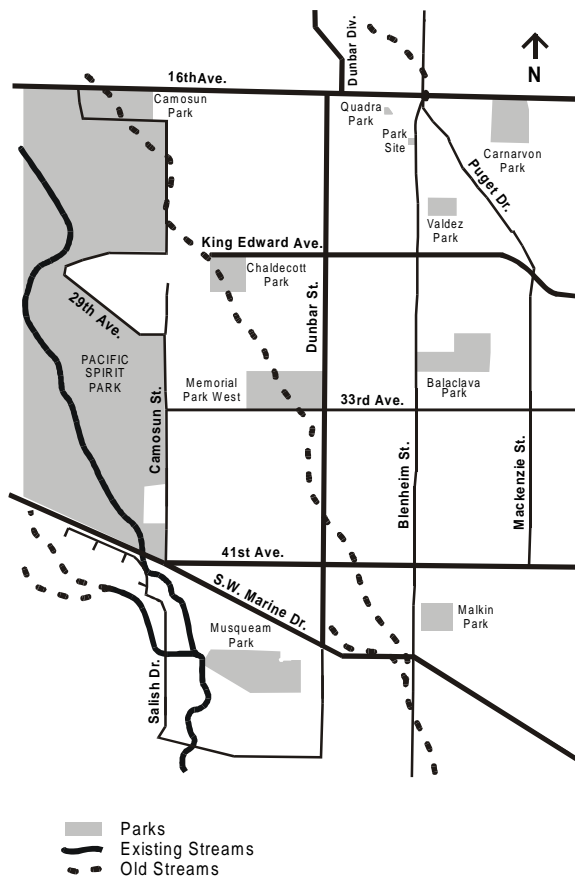
*Comment: This direction did not receive majority agreement in both surveys.*

*However; it received many more agree votes than disagree, and was especially favoured by younger adult survey respondents. As with 11.3, this idea remains on the table, for more detailed community discussion of the impacts and trade-offs, as part of any work to provide extra space on Dunbar Street for pedestrians, cyclists, and/or transit users, as described in 10.2*



# Greening, Parks, Streets and Lanes

The green street boulevards, mature trees, private gardens, and rural lanes are a major part of Dunbar character. They are also environmental assets, contributing to air quality and allowing natural water drainage through the ground.



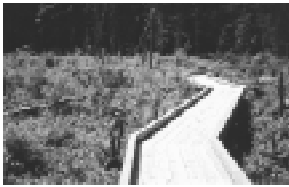
## 14. Greening, Parks, Streets and Lanes

### Parks, Streets, Lanes

Streets and lanes make up about 30% of the area of the city, and are very important to the overall image of neighbourhoods. Parks are also important public places. Dunbar more than meets City standards for neighbourhood park area and geographic distribution. Parks range in size from the 19th and Blenheim park site (.17 acre) to Memorial Park West (18.5 acres). A number of parks have wilder areas of trees, undergrowth, or bog. The 1,885 acre Pacific Spirit Park, a regional park with major forested areas, abuts Dunbar. The grounds of a number of public and private schools also contribute to the treed nature of the community.



Treed area in park



Camosun Bog



Relocating large trees

### Tree By-law and Landscape Controls

In the single family zoned areas, the City's Tree By-law controls removal of large trees (i.e., over 8" diameter). For new development, removal is only permitted under certain conditions. Private owners may obtain a permit to remove one tree per year, unconditionally. In both cases, replacement trees are required. In addition to the Tree By-law, the parts of Dunbar recently rezoned to RS-5/5S have design guidelines for landscaping new houses. There is no landscape review in single family areas still zoned RS-1S, however.

For most development in the duplex, apartment, and mixed use zones, the City requires a landscaping plan to be submitted showing areas of planting and paving.

## Approved Vision Directions

### 14.1 Parks

Existing parks should be protected and improved:

- trees and natural areas in parks should be preserved.
- park buildings that are currently only heritage-listed should be formally heritage-designated to protect them from demolition.

- some existing parks, particularly Quadra, Valdez, and the unnamed park site at W. 19th and Blenheim, should be improved to make them more attractive and usable.

Support %: 90/7/3

#### People's ideas...

- retain treed area of Memorial Park West; Camosun bog; Memorial Park West fieldhouse; wildlife habitat
- add public art; benches; sculptured lawn shapes; fenced dog areas; community gardens

### 14.2 Preserving Existing Private Greenery

There should be more preservation of existing trees and major shrubs on private sites than is now required. If trees or shrubs must be removed, they should be recycled to other locations if possible.

Support %: 65/16/19

#### People's ideas...

- stronger tree retention by-law
- educational outreach group on landscape and tree stewardship
- tree inventory
- guided "tree walks"

### 14.3 Greening on Private Sites

New houses and other new developments should contribute to greening for appearance and environmental reasons:

- new houses and developments should keep significant portions of the site free of paving and development, to allow for planting, and for more water to drain into the soil (rather than being carried into the storm sewers)
- front yard design and planting should add to the green appearance of streets, rather than being completely closed off from view by high walls or hedges
- planting should occur in back yards

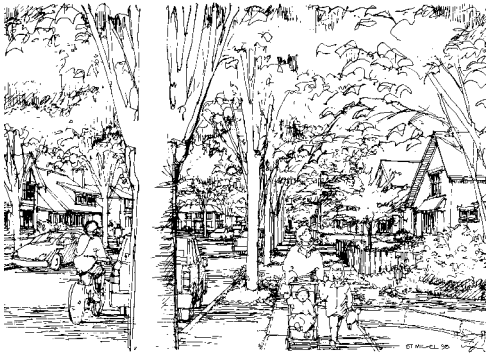
Support %: 78/11/11

#### 14.4 Greening in Public Streets

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

- protect existing boulevards and street trees
- encourage residents to care for street trees, and to extend private gardening into boulevards
- encourage special residential street designs, including possibly narrowing street pavement and varying sidewalk locations, based on community initiatives

Support %: 84/10/6



Green front yards and boulevards

#### 14.6 Public Views

Views to the mountains, downtown, and water, available from many parks and from Dunbar Street, should be protected.

Support %: 90/6/3

People's ideas...

- identify key view locations; use height controls



View from Valdez Park

#### 14.7 Lanes

The pleasant rural character and safe walking environment that still exists in many Dunbar lanes should be kept.

There should be options to fully-paved lanes, and all options should be offered to homeowners when they vote on lane paving. Planting at lane edges, and in back yards spilling over into lanes, should be encouraged.

Support %: 84/11/5

People's ideas...

- paved centre with unpaved shoulders; two paved wheel strips; gravel surface

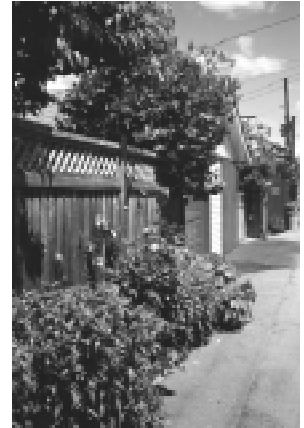
#### Other Vision Direction considered but not approved

##### 14.5 Streams

The old "Head of the Lake" Creek that ran from Camosun bog to the Fraser River through Memorial Park West should be commemorated through public art, or opened up where possible.

Uncertain %: 49/32/18

*Comment: This direction has the lowest disagree vote (and highest neutral vote) of any of the Uncertain directions. As part of 14.1, any redesign of local parks can include consideration of ways to commemorate or open up Head of the Lake Creek.*



Rural lane character





## Community Services and Facilities

The average household income in Dunbar is higher than the city average. The area is also less ethnically diverse. The Vision recognises this, and that Dunbar has many desirable, usable services and facilities. However, it also identifies a number of areas needing attention.



## 15. Services and Facilities

### Services and Facilities that the City Provides

Dunbar Community Centre serves the Dunbar/Southlands local area, and meets the Park Board goal of providing one community centre for approximately every 20,000 people. It has sport, recreational, and social programs for a wide range of residents from infants to seniors. Swimming pools serving Dunbar residents are Lord Byng Pool and Kerrisdale Pool. Kerrisdale Ice Arena is the nearest ice rink. The Vancouver Public Library operates the Dunbar Branch Library.

### Special Needs Residential Facilities

The term "Special Needs Residential Facilities" (SNRFs) means various types of group housing for people who need some form of support or assistance in their living place. They include the frail elderly, people with severe physical disabilities, battered women, children in care, mentally handicapped people, and the terminally ill. The City's zoning permits SNRFs in all residential zones. Within Dunbar there is only one SNRF – Blenheim Lodge, with 100 beds for seniors. This represents 2% of the SNRF beds in the city, lower than Dunbar's share of city population (4%), and lower than its share of population 75 years of age and older (4%). Most Dunbar residents who require special needs housing must move out of the area. The main reason for the lack of special needs housing is the high land cost, which makes it difficult for the agencies and non-profit groups who operate these homes to locate in Dunbar.

### 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/Richmond Health Board is responsible for health and community care services, including many for seniors. The West Main Health Unit at 43rd Avenue and West Boulevard, one of five health units in the city, serves Dunbar.

## Approved Vision Directions

### 15.1 Home Support for People with Needs

More volunteer services should be provided to allow people with special needs and seniors to remain in their own homes to the degree possible. Support %: 88/11/2

People's ideas...

- seniors information network to help with home maintenance; renters helping seniors on contract; practical experience opportunities for UBC nursing students

### 15.2 Special Needs Residential Facilities

There should be more housing specifically for seniors and people with special needs who cannot live in their own homes.

Support %: 71/20/9

People's ideas...

- intermediate care and full care seniors facility
- group homes for people with head injuries, battered women, other identified needs
- make SNRFs affordable through: including with another development (through bonussing); incorporating with future library redevelopment

### 15.3 Library

If and when the library needs to expand or rebuild, opportunities to optimize the use of its site should be investigated, such as: combining the library with other community needs (SNRF, social housing); or relocating the library to the Community Centre site and redeveloping the existing site.

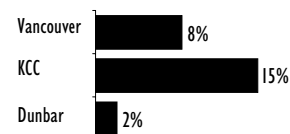
Support %: 71/16/13



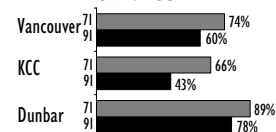
### 1991 Population

Vancouver	473,200
KCC	39,200
Dunbar	20,100

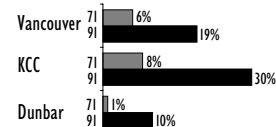
### 1971 - 91 Population Growth



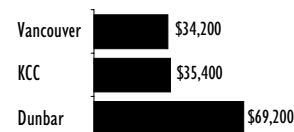
### English Mother Tongue 1971 & 1991



### Chinese Mother Tongue 1971 & 1991



### 1991 Median Income



### Low Income Households 1991



### Single Parent Families



### **Paying for Services and Facilities**

The City pays for the services and facilities involved in policing, recreation, libraries, and so forth, mainly through property taxes. Some new sources of funds – user charges and development cost levies – are now being pursued by the City. The CityPlan direction on City finances is to continue to be cautious about increasing City spending. Generally speaking, new services will need to be paid for by redirecting funds now spent on other items, or in other areas. There are also usually more requests for funding 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.



Health services in the community

### **15.4 Youth Services and Involvement**

There should be more focus on the youth of Dunbar — their needs and their ability to contribute to the community. This should include:

- recreational and casual social things to do, and places to “hang out,” particularly at night
- anonymously available health information and counselling
- more youth involvement, including helping other groups in the community

Support %: 80/14/6

People’s ideas...

- under 19 club showcasing local youth talent
- program to hire local youth
- youth newspaper, youth artists festival
- recognition of drug-alcohol use problem; out-of-school counselling

### **15.5 Community Health Services**

There should be a health clinic that provides all the needed health services in one place, provided by a combination of private practitioners and public health programs.

Support %: 63/23/14

People’s ideas...

- fund facility through development bonus; sell library site and move library to community centre site; community fund-raising

## **16. Safety**

Dunbar has the lowest rate of crime to property and persons of any local area in the city. While recognizing this, the Vision includes some proposals to further enhance community safety.

For several years, the Vancouver Police Department has been moving in the direction of “community-based policing” that emphasizes partnerships with community residents in crime control. Initiatives that the community can become involved in include Block Watch (Dunbar has 40 Block Watch captains), block parents, police visita-

tion program to community centres, school liaison officers, citizens’ crime watch, and speedwatch.

### **Community Policing Centres**

There are 20 neighbourhood safety offices operating in various areas of the city outside Dunbar. They are supported by the community and staffed mainly with local volunteers. Every office has a neighbourhood police officer assigned to work with the local population. He or she assists in the enhancement of community health by providing visible and accessible services that are sensitive to the needs of the neighbourhood. The offices are governed by an advisory group and receive some financial support from City and Provincial government grants. However, their existence is dependent on community resources.

## **Approved Vision Direction**

### **16.1 Community Crime Prevention**

There should be more community participation in crime prevention programs like Block Watch. A community policing centre should be established.

Support %: 88/9/2

People’s ideas...

- block parties to get to know neighbours; better communication with VPD; community policing centre in community centre or in new development through bonussing



Community participation in crime prevention programs



## Other Community Priorities

**T**his section of the Vision contains directions on home-based work, several environmental issues, and community identity and involvement.

## 17. Home-based Work

City zoning currently permits people to work at a wide range of jobs in any residential unit, including apartments. The work has to have no employees, no on-site product sales, and generate no offensive noise, odours, vibration, smoke, etc. The work has to be carried on in the dwelling unit, not in the garage.

Zoning also permits “artist live/work studios” in the mixed use zones in Dunbar. Live/work studios may have no more than two residents (no other employees); they also have limits on the type of process and materials that can be used, and are limited to production rather than sales.



Home-based work



Community composting

### Approved Vision Direction

#### 17.1 Supports for Home-based Work

Supports to make home-based work more viable should be pursued, in order to encourage local job creation, reduce commuting needs, and add to community safety by having people at home during the day.

Support %: 68/23/9

People’s ideas...

- networking among home-based workers;
- local support services like workshop spaces, copying/fax centres, night time coffee shops, daycare, links to the University

### Other Vision Direction considered but not approved

#### 17.2 More Flexibility for Home-Based Work

Home-based work should be further encouraged through loosening some of the current regulations.

Uncertain %: 54/19/27

*Comment: This direction did not receive majority agreement in both surveys. However, it received a high number of agree votes. It was especially favoured by younger adults. Any further work to increase flexibility for home-based work across the city would include consideration in Dunbar.*

People’s ideas...

- allowing employees
- allowing work activities in garages
- requiring neighbour consent, with easy avenues to address inconsiderate behaviour

## 18. Recycling, Conservation, Water Quality, and Noise Control

This Vision identifies a number of environmental issues and actions. Some are in this section; others are in **Greening, Parks, Streets, and Lanes** and **Traffic and Transportation**. Most of the proposals in this section would be additions to current City programs, which have expanded as environmental issues have assumed more importance to the public.

### Approved Vision Directions

#### 18.1 Local Recycling

There should be more programs and information at the neighbourhood level to encourage recycling, such as:

- neighbourhood compost demonstration
  - shared community chipper/mulcher for yard wastes and leaves
  - promotion and education, including handouts at the library, displays at community events, and information about packaging at local stores
- Support %: 76/18/6

People’s ideas...

- promote/educate at community events (Dunbar Days, Stong’s plant sale, etc.); neighbourhood clean-up days; in-store awareness about packaging; permanent handouts at library and other locations; “buy recycled” campaign with grocery stores

### **18.2 Collection of Household Hazardous Wastes**

There should be a Dunbar location for collection of household wastes (e.g., paints and solvents), that are otherwise stored in people's garages, basements, and sheds, or disposed of improperly.  
Support %: 86/8/6

### **18.3 Energy and Water Conservation and Water Quality**

There should be community action and education in Dunbar to promote energy and water conservation and improved water quality, and to support these goals at all levels of government.  
Support %: 75/17/8

People's ideas:

- encourage use of passive solar energy; put energy ratings on products; use waste heat from commercial for residential; raise City building standards to Power Smart levels; build demonstration housing; encourage retrofitting of existing buildings to improve conservation instead of tearing buildings down; report neighbourhood electric and gas usage and then set targets and hold competitions
- plant native plants; monitor water consumption; reduce consumption through metering
- discourage use of herbicides and pesticides in Dunbar; speed up City's storm sewer separation program, which separates household sewage from storm water

### **18.4 Noise Control**

Urban noise should be reduced, particularly by dealing with traffic noise.  
Support %: 80/14/6

People's ideas...

- enforce truck routes; reduce speed of traffic on residential and arterial streets; print cards and put on cars and trucks to tell drivers about noise and other pollution; set noise standards for outdoor gardening equipment

### **18.5 Airport Noise**

The Airport Authority should be held to its noise control commitments. Residents should keep the Airport and City alerted whenever there are aircraft noise problems.  
Support %: 75/18/7

People's ideas...

- keep a log when personally bothered; phone the Airport and the City with all complaints documented

## **19. Community Identity and Community Building**

This Vision recognizes the high level of community spirit and volunteerism in Dunbar. Community projects, such as the Chaldecott water park, illustrate the energy and commitment of residents. Many residents believe there is great untapped potential to do more to strengthen and build a community feeling.

### **Approved Vision Direction**

#### **19.1 Community Identity and Community Building**

Opportunities to strengthen community spirit and build community should be pursued. The main focus should be on developing a recognizable community identity through collaborative community projects that involve as many residents as possible.

Support %: 69/25/6

People's ideas...

- focus on Dunbar's history and heritage for its identity; solicit ideas from residents; create a Dunbar "logo" to use in improvements in the shopping areas and other locations; use public art to create identity



Measuring noise

## 20. Community Involvement In Decision Making

Currently the City provides information to, and consults with, residents and groups for many different types of decisions. Examples include local improvement petitions for street improvement; Capital Plan referenda; public hearings for rezonings; public task forces like the Urban Landscape Task Force; public and working group meetings for local planning; ads and surveys; notification letters about development proposals; and the City's homepage on the Internet. Many people often felt that consultation is ineffective for a number of reasons, including the following: people don't know the opportunity exists or how to use it; input is not timed to be useful; or input does not appear to have had any influence on the decision made.



Community resident involvement



Community Vision Workshop participants

## Approved Vision Direction

### 20.1 Community Involvement in Decision Making

Community residents should have more input, and more timely input, into decision making about changes in their community, such as development projects, transit planning, street and traffic changes, park design, etc.  
Support %: 91/7/2

People's ideas...

- a City-recognized community association with status to review planning and engineering policy issues in Dunbar
- a process for communities to have direct involvement in transit planning
- a neighbourhood design panel

# Rezoning Policy

## *Following The Dunbar Community Vision*

### **I. About Zoning in General**

#### **I.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-5 covers most of Dunbar’s single family areas, and C-2 covers the shopping areas. Every lot in a district is governed by the same regulations and guidelines.

The regulations are contained in a District Schedule. They control the kinds 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 buildings on the lot (yards and setbacks), the amount of total development (floor space 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 and Crofton Manor. Others cover a broad area, such as First Shaughnessy or the Downtown. This tool is used where a typical District Schedule and Guidelines approach is not suitable.

#### **I.2 How Zoning is Changed**

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

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 Dunbar Community Vision

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

### 2.1 Additional Planning Not Required Before Rezoning

Rezoning applications for the types of projects listed below could be considered without additional planning, because they further adopted citywide policies, 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 Planning Not Required Before Rezoning**

Type of Project That Could be Considered for Site Specific Rezoning	Comments
<b>Heritage retention projects</b> - involving retention of buildings on the Vancouver Heritage Register	Citywide policy to encourage retention of heritage resources
<b>Social or affordable housing projects</b> - non-profit projects; housing agreement projects, special needs residential facilities (SNRF)  Note on definitions: Housing agreement: a contract between the City and developer to guarantee a portion 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, mentally or physically handicapped, people with substance abuse problems, etc.	Citywide 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 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, be converted into improved affordability." (January 3, 1996 Council report) - in addition, in Dunbar, any HDP proposals would need to conform to Vision directions about type, location, scale, etc.	Citywide policy to permit demonstration of new housing types
<b>Institutional uses</b> Projects focussing on expansion, downsizing, or reuse of publicly owned or non-profit institutional, cultural, recreational, utility, or public authority uses	Normal City practice
<b>Housekeeping amendments; zoning text amendments</b> - initiated by the Director of Planning to update, correct, or make minor revisions to District Schedules or Guidelines	Normal City practice
<b>In Dunbar: Seniors Lowrise Housing</b> as per Vision Direction 9.2	Dunbar Community Vision

## 2.2 Additional Planning Required Before Rezoning

The Dunbar Community Vision directions listed below require additional planning study before rezoning occurs. For some directions, the study would cover a portion of the Dunbar area; others would cover all of Dunbar; still others might be citywide in scope. The types of things that would be studied could include the size, height, location and design of development; traffic and parking; parks and green space; service needs; development 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 priorities for these studies, as well as other aspects of implementing the Vision, will be determined with community input, as well as through 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.

**Note:** Zoning policy described in this section comes from:  
*Rezoning Policy - Before and During CityPlan Neighbourhood Visioning*, adopted by City Council January 18, 1996 and *Dunbar Community Vision*, adopted by City Council on September 10, 1998.

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

Dunbar Vision Direction	Possible types of additional planning study
<b>2. Mixed use Development</b> 2.1 Design Improvements	Citywide C-2 zoning review
<b>3. Design of New Single Family Houses</b> 3.2 Design Review for All New Houses 3.3 More Diversity in Design than Now 3.4 Different Yard Sizes for Houses	Citywide RS zoning review Review of RS zoning in Dunbar
<b>4. Older Character Buildings</b> 4.1 Retaining Character Buildings	Part of RS zoning review in Dunbar, as noted above
<b>5. Rental Suites</b> 5.1 Suites More Feasible -(where currently permitted) 5.2 Suites in More Areas	Citywide review of zoning and building code regulation affecting secondary suites  Re-consultation of areas of Dunbar that do not currently allow suites
<b>6. Infill*</b> 6.2 Revised - Infill as a Tool for Character Retention on Large Lots	Part of review of RS zoning in Dunbar, as noted above
<b>7. Rowhouses, Four- and Sixplexes, Duplexes*</b> 7.1 Rowhouses, Four- and Sixplexes, Duplexes 7.4 Revised - New Housing Types along Arterials	Detailed local planning for specific areas of Dunbar

\*As noted in Table 2.1, an individual Housing Demonstration Project may be considered under certain conditions.

## 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 of consideration of the rezoning.

# Survey Notes

## Survey Results — More Details

The *Community Vision Choices Survey* contained draft Vision directions, created from the community workshops. All households, businesses, and property owners received a copy — either as part of the general survey, or a specially marked copy as part of the random survey. Over 1600 people responded in all. The purpose of the random survey was to confirm the results of the general survey. The statistical validity of the random survey was confirmed by an outside survey firm.

Because the general and random results matched closely, the numbers shown with each Vision direction in this document are the **combined results** of both surveys. The numbers are shown as a percentage of the total vote, always in the following order: **agree/neutral/disagree**.

Each direction was assigned a category of support when the survey results were tabulated. These categories were used to determine which directions City Council approved:

**Support:** These directions have been approved by City Council. They had a majority of people agree with them in both surveys. For the general survey, this was 50% plus 1. For the random survey, this was 56%, because the random survey margin of error is + or - 5%. (Disagree votes for directions labelled support were in all cases less than 37%.)

*Note: There are directions which show 50% or more agreement in the combined result, that are **not** noted as support. These were cases where either the general or random survey achieved a majority but the other did not.*

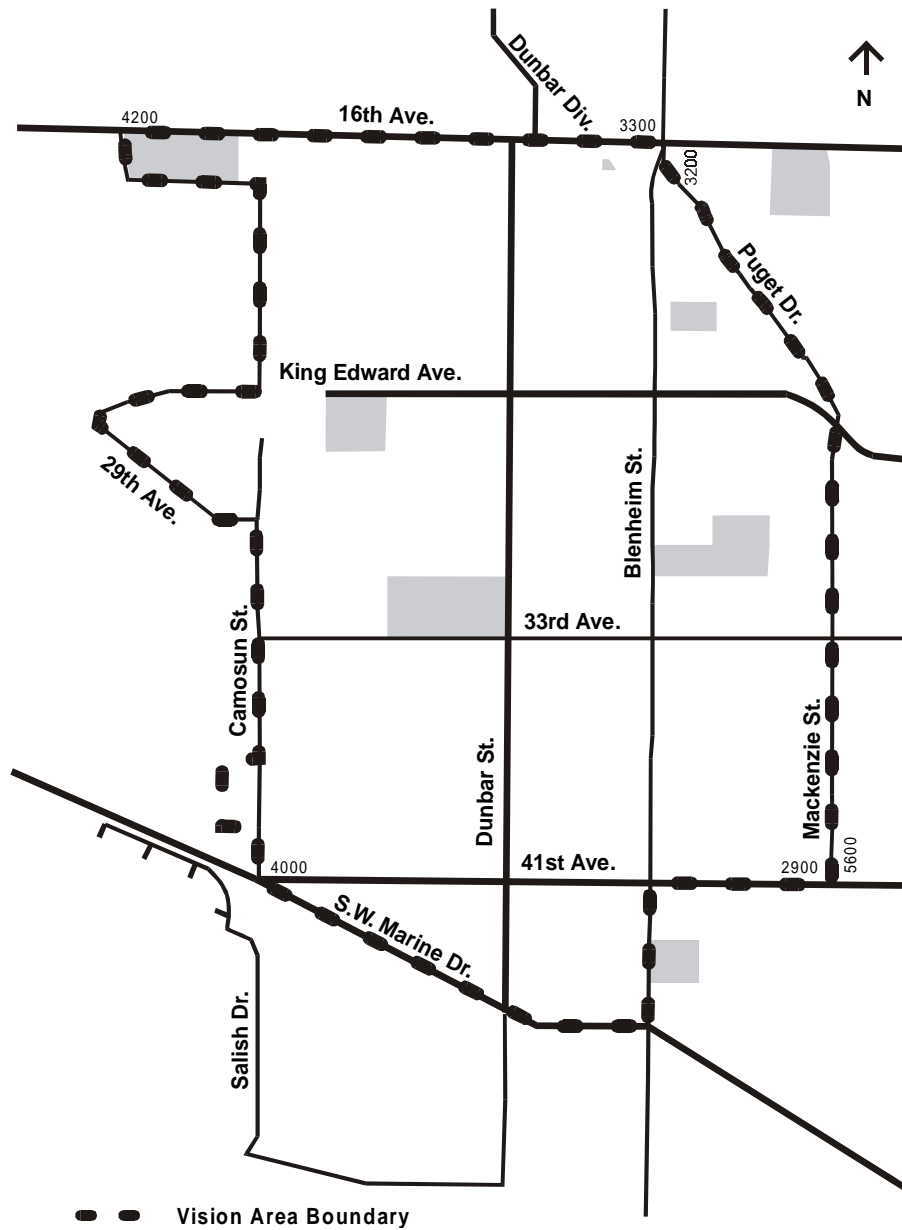
Included with the supported and approved directions are two **Revised Directions**, derived from the survey results and explained in the text. These were also confirmed as statistically valid by the outside survey firm.

**Non-support:** These directions were not approved by City Council. Non-support means there were more disagree votes than agree votes, in both the general and random surveys.

**Uncertain:** These directions were also not approved by Council. They had more agree votes than disagree in at least one of the surveys, but did not meet the above criteria for support. However, in recognition of the number of respondents who did agree, they are followed by comments.

A *Survey Background Report* is also available with complete survey methodology and tables.

# Map of Dunbar



## Acknowledgements

The Dunbar Vision Team would like to thank the residents, workers, and business people in Dunbar who attended the many meetings and workshops, attended other events, or dropped into the site office. We met many of you and appreciated the time you took to consider the future of your community.

The team also wishes to thank the Community Liaison Group for their dedication over the course of the program, and their efforts in advising staff, participating in workshops, and reviewing drafts.

### **Community Liaison Group**

Jean Angus	Carmen Kwan
David Armstrong	Graham MacKinnon
Gerald Brown	Dorothy MacKinnon
David Bullus	Jessica Metter
George Chen	Stephen Rybak
Sanyee Chen	Peggy Scholfield
Deborah Chien	Elaine Schretlen
Tania Clarke	Peter Sven
Merva Cottle	Denise Taylor-Ellis
Walter Cottle	Harriet To
Marilyn Davis	Lori Van Humbeck
Valerie Jones	Sonia Wicken
Terry Kennedy	Irene Wingate
Pauline Kot	Jay Wollenberg
Bernadette Kowey	

### **Full and part-time support from Planning Department staff:**

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#### **Community Visions Support**

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Ray Schulte  
Ted Sebastian  
Nancy Wormald

#### **Support from other departments**

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John Jessup (Housing)  
Ken Low (Engineering)



# City of Vancouver *Land Use and Development Policies and Guidelines*

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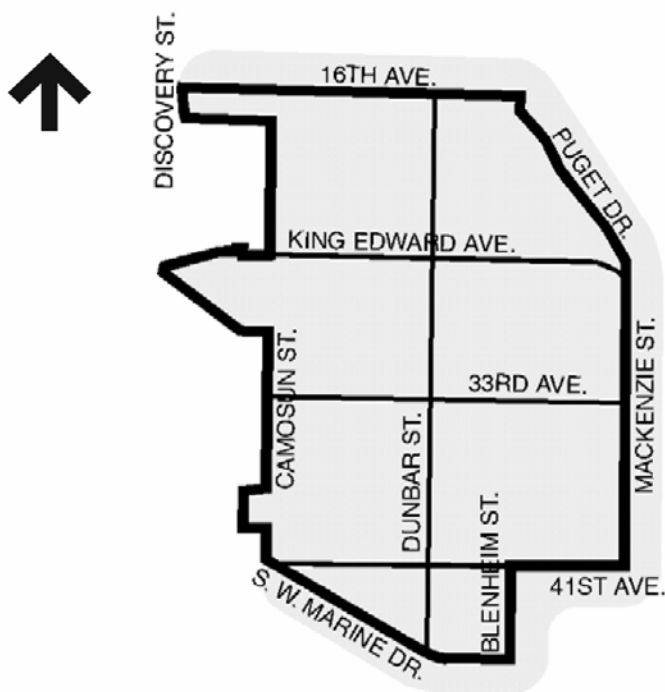
## DUNBAR COMMUNITY VISION

*Adopted by City Council on September 10, 1998*

The following information has been extracted from 2 sources: the Dunbar Community Vision and a report adopted by Council on July 27, 2000 on conditional use applications in visioned areas. For a complete set of Council-approved Vision Directions for Dunbar, please refer to the "Dunbar Community Vision" document which is available free from the internet at [vancouver.ca/visions](http://vancouver.ca/visions) or from the Planning Department (604.871.6126) at a cost.

### 1 COMMUNITY VISION: GENERAL DESCRIPTION

The Dunbar Community Vision applies to the area outlined on the map below.



The Dunbar Community Vision describes the kind of community people want Dunbar to become over the next 10 to 20 years. The Vision illustrates how CityPlan directions (adopted by City Council in 1995) should be implemented in Dunbar. Over 100 Vision directions cover topics like: shopping areas; existing single-family areas; new housing types; traffic and transportation; greening, parks, streets and lanes; community services and facilities; and community identity and involvement.

The Dunbar Community Vision will be used by City Council and staff to help guide future planning, to set priorities for capital projects, to direct City programs and services, and make decisions affecting the community.

## 2 REZONING POLICY

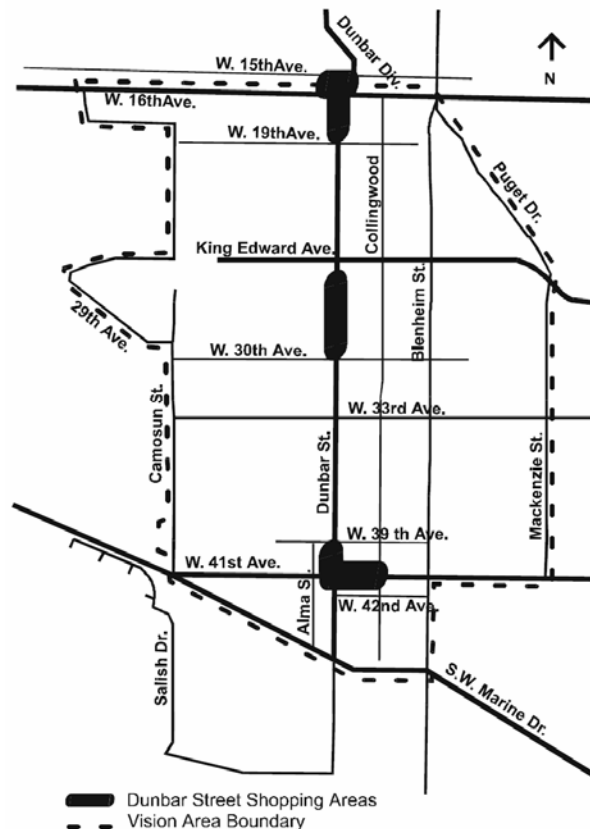
For the most part, additional area planning will be required before any zoning changes will be considered, and individual rezonings will not be considered prior to this planning. However, there are some cases where individual rezonings may be considered without additional planning, including heritage retention projects, social or affordable housing projects, institutional uses, and seniors low-rise housing. Refer to page 41 of the Dunbar Community Vision for more information.

## 3 DEVELOPMENT APPLICATIONS UNDER EXISTING ZONING

Generally, development is anticipated to continue under existing zoning regulations, with development applications processed as usual, since such development will not significantly contradict adopted Vision Directions.

The exceptions are some conditional uses in C-2 zones located in three neighbourhood shopping areas identified by the Vision as areas for active, pedestrian-friendly shops and services (see map and notes below). Conditional uses in these zones that provide auto access from the street frontages and/or parking facilities in front of buildings, and/or buildings without storefronts, would, if permitted at grade along the shopping area street frontages identified below, contradict these policy Directions. The C-2 regulations require that, in considering conditional uses, account be taken of “all applicable policies and guidelines” adopted by Council. Consequently, new proposals of conditional uses in these locations that are inconsistent with the Vision Directions, while they will be considered individually, will generally not be supported. Prospective applicants are encouraged to seek early advice from the Community Visions Implementation team.

### SHOPPING AREAS IDENTIFIED IN THE DUNBAR COMMUNITY VISION



Relevant Vision Directions for these areas may be found in the Dunbar Community Vision in Section 1.