City Council Action

On July 21, 1998, City Council APPROVED the Kensington-Cedar Cottage Community Vision directions that are shown in the following pages as "Approved Directions."

Council also approved the following:

THAT Council and Departments use the Kensington-Cedar Cottage 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 Kensington-Cedar Cottage Community Vision.

City Council 1996 - 1999

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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.

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Vision Highlights

Kensington-Cedar Cottage Today
Kensington and Cedar Cottage have pleasant residential areas, spectacular views of the mountains, and many parks and schools. People in KCC have many different backgrounds, languages, and income levels, and the population is growing at a faster rate than most communities in Vancouver. KCC has problems related to crime, property maintenance, and traffic. The KCC Community Vision seeks to keep the things that people value, address problems, and improve the quality of life in these communities.

Emphasis on Community Involvement
Combined action by the community and the City will be needed to make this Vision happen. People in KCC should have more input into City decisions about changes in the area. There should be paid community development workers to support local volunteer actions and existing organizations. In addition, translation and communication assistance should be provided because of the many different backgrounds and languages spoken in the area.

Focus on Crime Prevention
Community crime prevention efforts should be strengthened and extended into more areas of KCC. Local crime prevention/neighbourhood safety offices should have ongoing funding to ensure continuous operations. There should be more education and prevention programs, and more patrols by police on foot and on bicycle. Special attention should be given to the Broadway and Commercial area and along Kingsway to make these areas safer community places.

Cleaner and Greener Neighbourhoods
There should be higher standards of maintenance and cleanliness for private and public property, to deal with litter, dumping, graffiti, and neglected properties. Construction techniques and quality of materials should be improved so that new buildings are easier to maintain and look good longer. Streets (especially arterials), lanes, commercial areas, parks, school grounds, and “leftover” spaces, such as under the SkyTrain, should be “greened” and redesigned to accommodate a broader range of activities. Mountain views from parks and streets should be protected.

Taming Arterial Traffic
The City should do more to make the busy arterials and Clark/Knight truck route safer for pedestrians, quieter, and more attractive. More signalized pedestrian crossings and active traffic speed enforcement should be combined with landscaping and better street design to overcome the impacts of heavy traffic on the many arterials that cut through the area. Traffic calming on local streets is needed to help protect neighbourhoods from commuter shortcutting as well as to control local traffic.
Local Transit Improvements and Benefits
There should be more community input to transit planning, especially for the new Broadway light rail transit line, to help ensure benefits for the local community as well as for the region. There should be more and better bus shelters for the high number of transit users in the area, and bus bulges should be built on key bus routes in KCC to give buses more priority in traffic. The Broadway and Commercial area should become a safer, more people-friendly transit hub.

Getting Around via Greenways and Bikeways
There should be more local greenways and bikeways to provide safe, attractive routes for walking and cycling between parts of the community and to job centres. Bike parking in shopping areas and community destinations, and public education is needed to encourage more cycling. Traffic calming will make residential streets safer for walking and biking.

Services for a Diverse, Changing Community
Community services should be easy to get to, well known, and effectively coordinated to serve the diverse and growing population. Especially important are drug and alcohol services, and improvements to the library and community centres to keep pace with this growth and change.

Single Family Neighbourhoods
Most single family areas should be kept as now, maintaining the sense of community that residents value. In areas with “character” (e.g., pre-1940s buildings), there should be incentives to renovate and preserve, and design review for new buildings to help maintain the neighbourhood character. Rental suites are already allowed in all areas, and City regulations should be changed to make them more feasible.

Three Neighbourhood Centres
The shopping areas at Broadway and Commercial, at Knight and Kingsway, and at Victoria and 41st, should become neighbourhood centres to provide a range of shops, services, jobs, and housing. Each centre should be unique in character. New three to four storey mixed-use buildings, with commercial and housing, will continue to replace older smaller buildings, but the new buildings should be better designed and more neighbourly. These centres should also have safe and attractive pedestrian crossings, landscaping, and other features that reduce the impacts of traffic.

New Housing Choices
In addition to new three to four storey mixed use buildings, mainly along Kingsway and Victoria, there should be new forms of housing around the Knight and Kingsway and Victoria and 41st neighbourhood centres. This would include rowhouses, four- and sixplexes, and duplexes, and housing designed for seniors, to provide a greater range of housing choices for all ages. This new housing should be attractive and fit into the existing neighbourhoods.
Vision Background

What Is This Vision?
This Vision describes the kind of community that people who live and work in Kensington-Cedar Cottage (KCC) want it to become over the next 10 to 20 years, and how CityPlan directions should be implemented in KCC. 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 KCC. 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 1200 people, from every block in KCC, responded to the survey, agreeing with the workshop proposals and selecting among options, to create a shared Vision for the future. In July 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 as Vision directions are translated 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.
Vision Directions

Introduction

This section presents the Vision directions grouped into eight themes, with directions for over 40 topics and locations. 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. (For more details on the Survey, see page 52.)

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 KCC. 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 49.

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.
Community Involvement

In many discussions to create this Vision, KCC residents noted the need for more community involvement in City decision making. They also felt that community residents could do a lot of practical work to make their neighbourhood better, if given some help.
1. Community Involvement In Decision Making

The City currently provides information to, and consults with, residents and groups on many different types of decisions, in many different ways. Examples include local improvement petitions for street improvements; Capital Plan referenda; public processes for planning programs and rezonings; special surveys such as the budget choices survey in late 1996; public task forces like the Urban Landscape Task Force; advisory committees to Council like the Bicycle Committee and the Seniors Committee; development notification letters; and the City’s homepage on the Internet.

However, many people felt that consultation was often ineffective for a number of reasons: people don’t know the opportunity exists or how to use it; the timing of input is not useful; or input does not seem to have enough influence on the decision made.

Approved Vision Direction

1.1 Community Involvement in Decision Making
Community residents should have more, and more timely, input into decision-making about changes in their community such as development projects, street and traffic changes, transit changes, and park design.

Support %: 89/9/2

People’s ideas...
• neighbourhood council or similar group that meets regularly
• community design panel to review development proposals
• information on proposed development, street changes, etc., easily available in the community
• better community consultation processes
• “mini city halls” in the community to provide information

2. Community Development

Kensington-Cedar Cottage (KCC) residents and business owners speak many languages and have different cultural backgrounds. This makes it difficult for community groups to organize and reach out. As a result, KCC groups may have less effective access to programs and funds than other areas. At the same time, there seems to be a lot of potential community and volunteer energy, as currently shown in the number of smaller groups focused on particular areas or interests.

In creating this Vision, KCC residents generated many ideas about what the community could do for itself — from community gardens to crime prevention to business promotion — with some support and organizational help.

Approved Vision Direction

2.1 Community Development Staff and Support

To help the community accomplish more with local volunteer efforts, there should be one or more paid “community development” workers available. There should also be support and funding available to help organizations with basic communication and translation needs.

Support %: 71/18/11

People’s ideas...
• help organize community groups like business associations or greening groups
• put people in touch with city programs like greenways and public art
• help various service providers liaise with each other
• assist groups to access funding sources
Kensington-Cedar Cottage has a large and very diverse population, with many languages, ethnic backgrounds, and income levels. The population has been growing and becoming more diverse at a faster rate than the city as a whole. These factors create challenges to providing the social, recreational, health, and safety services that people need.
3. Community Safety

3.1 Community Crime Prevention

Community crime prevention efforts should be strengthened, and extended into more areas of KCC. Community Policing Centre(s) should have some ongoing funding to ensure stability. More of the area should participate in the Block Watch program. Other prevention and education programs should be more widely used. There should be more patrols by police on foot and bicycle.

Support %: 94/4/2

Peoples’ ideas...
- citizen patrols, seniors’ home security improvements, parent education about kids’ safety
- more visible police presence in problem areas

4. Community Services and Facilities

Many agencies and groups provide services in KCC. Residents particularly noted that there are so many different services available, in so many places, people often don’t know about them, or can’t get to them easily, or can’t use them.

Services and Facilities that the City Provides

Trout Lake Community Centre and Kensington Community Centre serve KCC, and meet the Park Board goal of one community centre for approximately every 20,000 people. Both Community Centre Associations have identified needs for upgrading and expansion. Kensington Community Centre has recently been allocated funds for some improvements, provided they raise matching funds. Swimming pools and ice rinks serve larger populations than Community Centres, so they are not located at each Centre. Trout Lake Community Centre has an ice rink. Kensington Community Centre has a small indoor pool. Other indoor swimming pools serving the community are located at Britannia Centre, Riley Park Centre (Percy Norman Pool), and Renfrew Centre.

Community Policing Centres

There are 20 neighbourhood safety offices in the city, operating as Community Policing Centres. 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 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.
The Vancouver Public Library (VPL) operates Kensington Community Library, a small storefront library on Knight Street near Kingsway. The Library is currently involved in discussions with the developer of the old Safeway site at Knight and Kingsway about putting a new storefront library space in the new development. The area around Victoria and E. 41st is served by the Fraserview Library at Victoria and Argyle. At present, VPL facilities priorities do not include moving the Fraserview branch.

Neighbourhood House
Cedar Cottage Neighbourhood House is operated by a non-profit organization, and provides social and recreational programs for a variety of groups. It mainly serves the area bounded by Broadway, Knight, 41st, and Nanaimo. The City of Vancouver provides some of the funding. The Neighbourhood House has outgrown its current building on Victoria near 23rd Ave.

Approved Vision Directions

4.1 Services Easier to See and Get To
Generally, services located in KCC should be clustered, and be in more accessible locations. Specifically:
• have multi-use facilities that offer more than one service
• use schools as service locations to provide outreach
• select locations in shopping areas and along transit lines
• address access problems created by the heavy arterials.
Support %: 78/18/4

4.2 Services Better Known and Coordinated
All service providers should make information about their services easier for the public to get. There should be more funding and support for multilingual communication. There should be more communication among service-providers for better coordination, and so services are targeted to changing needs.
Support %: 71/19/10

4.3 City Hall Services More Available Locally
City services and programs, and lots of City information, should be much more available in the community rather than just at City Hall.
Support %: 70/19/12

People’s ideas...
• local community offices or “mini City Halls”
• Council meetings in community

4.4 Drug and Alcohol Services
Dealing with drug and alcohol addiction and its effects on local families and the community should be a high priority for social services in KCC. However, when locating clinics and treatment facilities, care should be taken to avoid problem areas and over-concentration in KCC.
Support %: 75/16/10

People’s ideas...
• more education, prevention and rehab services available, especially for youth
• avoid Broadway and Commercial area which already has problems

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, people with mental disabilities, battered women, children in care, and the terminally ill. The City’s zoning permits SNRFs in all residential zones. Within KCC there are 21 SNRFs, with 325 beds. This represents 6% of the SNRF beds in the city, lower than the area’s share of city population (8%). Fifty percent of the beds are in two seniors’ facilities at Porter and Victoria Diversion. There are no Vision directions about SNRFs other than Vision Direction 23.1, regarding seniors’ housing.

Non-City Services
Most 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. KCC is part of two Community Health areas, #3 mainly north of Kingsway and #5 mainly south of Kingsway. The East Health Unit at 10th & Victoria delivers services to the area.
4.5 Services to Low Income People
Services to low income individuals and families should be a high priority for social services.
Support %: 64/23/13
People’s ideas...
• supports to make it possible for people to work, such as child care, language training
• job networks; local job creation and local hiring
• creation of community gardens, sharing of community and private garden produce

4.6 Activities Programming
Activities programming of community centres and parks should be more responsive to needs and wishes of local residents.
Support %: 74/22/3
People’s ideas...
• continue community dialogue re: John Hendry Park
• continue “KenPro” initiatives of Kensington Community Centre to expand consultation

4.7 Trout Lake Community Centre
Trout Lake Community Centre should be improved and expanded.
Support %: 66/25/9
People’s ideas...
• more and upgrading of multi-purpose rooms; sports courts; beach volleyball

4.8 Kensington Community Centre
Kensington Community Centre should be improved and expanded.
Support %: 66/26/8
People’s ideas...
• more meeting space; improved signage and exterior lighting; improvements to Gray’s park

4.9 Swimming Pools
There should be better access to full swimming pool facilities and programs than now provided by Kensington Community Centre pool and Britannia Centre pool.
Support %: 67/23/10
People’s ideas...
• new pool in the community
• upgrades of nearby pools
• altered programming or hours at nearby pools
• shuttle from Community Centre to programs at other pools

4.10 Library
Kensington Library should be replaced with a somewhat larger facility, with longer hours. If other library relocations or expansions are needed in future, consider locations in local shopping areas such as Victoria and 41st, or Broadway and Commercial.
Support %: 78/14/8

Other Vision Direction considered but not approved

4.11 Neighbourhood House
Cedar Cottage Neighbourhood House should be expanded.
Uncertain %: 47/39/14 Comments: This direction received a high neutral vote, perhaps because the Neighbourhood House is a smaller and more specialized service than community centres and libraries. However, even though the agree votes are not a majority, they are more than three times as high as the disagree votes, and mapping the responses shows that agree votes are widespread across the community, and especially from renters and people over 50. This direction remains on the table for community priority setting or community initiative.
Shopping Areas

There are many blocks along Kingsway, Commercial, Victoria, and Fraser where City zoning regulations permit commercial development. This Vision singles out the key community shopping areas. For these selected shopping areas, the Vision suggests ways to create more convenient, safe, and enjoyable places for community residents to shop. There are also suggestions for how to improve the design of new developments along these streets, as new four-storey buildings gradually replace older, often smaller, existing buildings.
5. Kingsway and Knight Shopping Area

Around Kingsway and Knight is the largest cluster of neighbourhood shops along Kingsway, and the only major neighbourhood shopping area for many blocks. However, this area suffers from heavy traffic along Knight and Kingsway. There has also been very little upgrading or attention over the years, and the local Safeway moved out a few years ago. The redevelopment of the former Safeway site has been of particular concern to the community, because this is such an important location in the area. During this Vision process, a development proposal for a mall on this site was approved by the City. Community residents engaged in discussions with the developer about ways to make this development better meet community needs, for example, by including a new grocery store and a new home for the Kensington Library.

Approved Vision Directions

5.1 Major Neighbourhood Shopping Area
The Kingsway/Knight shopping area should be the major neighbourhood shopping area along Kingsway and a community heart. It should be a high priority for a wide range of improvements, to make it into a special community place along Kingsway.
Support %: 80/14/6

People’s ideas...
- set maximum storefront width; require a diversity of storefronts
- encourage shops and services that are a community draw, and a mix of uses

5.2 Pedestrian Safety Improvements and Traffic
It should be easier and safer to cross the streets, and traffic should move more slowly through this portion of Kingsway, with:
- more pedestrian street crossings
- shorter waiting times at pedestrian crossings
- and other measures for pedestrian crossing safety
Support %: 80/12/8

People’s ideas...
- longer crossing times at lights
- specially marked crosswalks (i.e., paving materials)
- curb bulges/sidewalk extensions
- median (concrete and planting strip in centre of street) to serve as a safe spot for pedestrians crossing

5.3 Pedestrian Comfort and Improved Appearance
The area should have a better image and improvements such as plantings, benches, and banners. There should also be better maintenance and more frequent clean up of streets and sidewalks.
Support %: 83/13/4

People’s ideas...
- street furniture; public art; better pedestrian lighting; more and bigger trees, more closely spaced; wider sidewalks; more garbage cans; link to Kingcrest Park; keep scenic views to mountains

5.4 Storefronts, Shops, and Services
Small local shops and services should continue to line the sidewalks — instead of developments with parking lots in the front or buildings without storefronts. A replacement for the local library should be provided. In addition, there should be a large grocery store or supermarket.
Support %: 80/15/6

People’s ideas...
- set maximum storefront width; require a diversity of storefronts
- encourage shops and services that are a community draw, and a mix of uses
• including stores, cafes, restaurants, and offices
• encourage displays on the sidewalk
• improve signage/identity
• fill in the edges of existing strip mall parking lots with landscaping
• reuse the old movie theatre

5.5 Former Safeway Site at Kingsway and Knight
If the recently approved development of the former Safeway site does not go ahead, future redevelopment of this site should be used as an important opportunity to contribute to the Vision directions for this area.
Support %: 85/12/3

6. Broadway and Commercial Shopping Area and Transit Hub
This is an area with many problems, as well as with many opportunities:

Transit
This intersection is a key transit transfer point for SkyTrain and several buses. A second Light Rapid Transit line, the Broadway Line, is now under study by the Region and Province and will also have a station at this location. More detailed studies, including public input, are upcoming.

Shops
There are shops along Commercial, but there is not a continuous row of shops, especially on the east side, south of Broadway. Having small shops lining both sides of the street would create a stronger shopping street. A wider variety of shops and services in this area would better serve the surrounding community, as well as transit users.

Traffic
This is a busy intersection for traffic. Broadway is designated by the City as a primary arterial. Commercial, where many of the stores face, is a secondary arterial. This means it is meant to have less traffic and slower traffic.

Significant Sites
The area has two large, important sites: the northeast corner (former Scotia Bank site), and the Safeway site on the south side of Broadway. Any future redevelopment of these sites will have a major impact on this area and offers opportunities for area improvement. The northeast corner had zoning approved by the City several years ago to allow two 12-storey towers, but redevelopment has not yet occurred.

Safety
The area has a high crime rate and many safety concerns.

Approved Vision Directions
6.1 Major Neighbourhood Shopping Area and Transit Hub
The Broadway-Commercial area should be a high priority for a wide range of improvements, to make it into a people-friendly transit hub and a special community place. A comprehensive plan should be prepared before construction of a new Broadway Rapid Transit Line.
Support %: 83/12/5

People’s ideas...
• use public and private investment associated with the new transit line to pay for community amenities and improvements; make improvements during construction of the new line and station

Possible improvements: public plaza, shops on street frontage, better links to supermarket, more safety and comfort
6.3 Pedestrian Safety Improvements and Traffic
It should be easier and safer to cross the streets, and traffic should move more slowly through this portion of Broadway and Commercial, with
- more pedestrian street crossings
- shorter waiting times at pedestrian crossings
- other measures for pedestrian crossing safety
Support %: 75/16/9

People’s ideas...
- longer crossing times at lights
- specially marked crosswalks (i.e., paving materials)
- curb bulges/sidewalk extensions
- median (concrete and planting strip in centre of street) to serve as a safe spot for pedestrians crossing

6.4 Pedestrian Comfort and Improved Appearance
The area should have a better image, and it should be safer and more comfortable for shoppers and transit users, with changes that include:
- improvements such as plantings, benches, and banners
- better maintenance and more frequent clean-up of streets and sidewalks
- improvements for people waiting for transit, including more bus shelters and more comfortable shelters, wider sidewalks, weather protection, and improved lighting
Support %: 84/12/4

People’s ideas...
- plantings, street furniture, public art, better pedestrian lighting, bike racks, more garbage cans
- double-row of street trees and wider sidewalks along Commercial, with narrow roadway
- decorate SkyTrain pylons with community murals
- make left-over spaces more active and safe
- improve access to SkyTrain; remove security cage around southern stairwell at SkyTrain station
- police foot patrols

6.5 Shopfronts, Shops, and Services
Small local shops and services should line the sidewalks on both sides of the street, especially along Commercial Drive — instead of developments with parking lots in front or buildings without storefronts. The crime prevention office should be included, with a permanent home in this area.
Support %: 82/13/5

People’s ideas...
Design of storefronts and types of shops:
- require a diversity of storefronts, even in large developments; set a maximum storefront width
- more local shops and small storefronts along Commercial; diversity of shops and services; coffee, newsstand
- keep supermarket
- display products outdoors; colourful awnings; improved signage
- not just stores — also cultural, recreational, entertainment activities

6.6 Northeast Corner of Broadway and Commercial (Scotia Bank site)
Redevelopment of this site should be used as an important opportunity to achieve the Vision directions for this area. A community plaza should be a special feature.
Support %: 73/20/7

People’s ideas...
- activities that will draw more people on evenings and weekends: cinemas, restaurants, galleries, daycare, environmental centre, Vancouver Community College campus, etc
- a community plaza with fountains, seating, plantings, tables, chess, and with local shops around the edge

6.7 Safeway Site
Short-term improvements should be made to this site to make it a safer place. When the site redevelops, this should be used as an important opportunity to contribute to the Vision directions for this area.
Support %: 80/17/3
Peoples ideas...
- remove raised planter or remove trees from raised planter, to make area more visible, and relocate trees to the curb
- add windows and/or lighting on the blank north wall
- remove hedge from around loading dock area
- improve security in the parking lot
- in any future development, create better link to Safeway from Commercial Drive

Other Vision Directions considered but not approved

6.2 Transit at Street Level
All new transit services should be at street level, rather than elevated or underground, even though this would leave less room for cars. This will increase the number of people on the street, enhancing safety and providing more customers for local shops.
Uncertain %: 58/20/22*
Comments: This direction did not receive majority agreement in both surveys. However, it did receive a high number of agree votes.

7. Victoria and 41st Shopping Area
The shopping area around 41st and Victoria is the major shopping area in the southeast part of Kensington-Cedar Cottage and beyond. This shopping area extends for a few blocks on either side of 41st. There is also a smaller shopping area just to the north, around 33rd and Victoria. Added together, the two shopping areas cover several blocks. This is a challenge for the area, because shopping districts work best when they do not extend as far. One of the opportunities for the area is that Victoria does not have as much traffic, or as fast-moving traffic, as Broadway or Kingsway.

Approved Vision Directions

7.1 Major Neighbourhood Shopping Area
The shopping area along Victoria, generally from 42nd to 37th Ave. (Jones Park) should be strengthened as the major neighbourhood shopping area along Victoria and a special community place.
Support %: 75/21/4

7.2 Pedestrian Safety Improvements and Traffic
It should be easier and safer to cross the streets, and traffic should move more slowly through this portion of Victoria, with
- more pedestrian street crossings
- shorter waiting times at pedestrian crossings
- and other measures to increase pedestrian crossing safety.
Support %: 71/21/8

People’s ideas...
- longer crossing times at lights
- specially marked crosswalks (i.e., paving materials)
- curb bulges/sidewalk extensions
- median (concrete and planting strip in centre of street) to serve as a safe spot for pedestrians crossing
- painted lines on non-signalized crossings

7.3 Pedestrian Comfort and Improved Appearance
The area should have a better image and improvements such as plantings, benches, and banners. The area should also have better maintenance and more frequent clean up of streets and sidewalks.
Support %: 75/20/5

People’s ideas...
- benches at south facing locations; pedestrian-level street lighting; public art; more garbage cans
- more places to plant trees (Fire Hall lawn; widened boulevards; centre boulevard)
- create an off-street “loop” along the lanes from Jones Park to the former Safeway site

Note on direction 6.2
This direction referred to transit at street level. Whether or not transit runs at street level also depends on the transit technology used. The most recent announcement from the Provincial government (summer 1998) has altered technology from conventional light rapid transit (which could run at street level) to SkyTrain (which cannot run at street level). The approved Vision directions in section 6 will be used to guide station area planning for whatever technology is built.
• eliminate left-turn bay and instead widen boulevard or create centre boulevard (for trees and for crossing safety)
• place temporary cafe strips on wooden platforms in some parts of parking lane

7.4 Storefronts, Shops, and Services
Small local shops and services should continue to line the sidewalks on both sides of the streets — instead of developments with parking lots in the front or buildings without storefronts — and more community services and activities should be located here.
Support %: 77/19/5

People’s ideas...
• display windows; shopfronts that turn corners along streets and lanes; courtyards away from traffic
• broader range of activities: fitness facilities; cultural/recreational centres; clinics; professional offices

7.5 Former Safeway Site
Redevelopment of the former Safeway site at Victoria and 41st should be used as a major opportunity to contribute to the Vision directions for this area.
Support %: 80/15/5

People’s ideas...
• village centre theme; village square away from the noise and traffic; public washrooms

7.6 Smaller Shopping Area at 31st to 37th Ave.
The shopping area along Victoria, between roughly 31st and 37th, should continue as a smaller shopping area, providing some local shopping, and it should have some of the same improvements as for the area around 41st and Victoria.
Support %: 76/20/4

8. Fraser and King Edward Shopping Area
Along Fraser, the major shopping area is around 41st, mainly outside of KCC. Within KCC, there are several small shopping areas along Fraser. This Vision identifies the area around King Edward as the main shopping area on Fraser in KCC.

Approved Vision Directions
8.1 Shopping Area Around King Edward
The shopping area at Fraser and King Edward should be strengthened as a neighbourhood shopping area and special community place.
Support %: 68/24/8

8.2 Pedestrian Safety Improvements and Traffic
It should be easier and safer to cross the streets, and traffic should move more slowly through this portion of Fraser, with
• more pedestrian street crossings
• shorter waiting times at pedestrian crossings
• and other measures for pedestrian crossing safety
Support %: 67/23/10

People’s ideas...
Pedestrian safety:
• longer crossing times at lights
• specially marked crosswalks (i.e., paving materials)
• curb bulges/sidewalk extensions
• median (concrete and planting strip in centre of street) to serve as a safe spot for pedestrians crossing

8.3 Pedestrian Comfort and Improved Appearance
The area should have a better image and improvements such as plantings, benches, and banners. There should also be better maintenance and more frequent clean-up of streets and sidewalks.
Support %: 73/20/7

People’s ideas...
Improved appearance and comfort:
• plantings, street furniture, banners, and public art; more garbage cans
8.4 Storefronts, Shops, and Services
Small local shops and services should continue to line the sidewalks on both sides of the street — instead of developments with parking lots in the front or buildings without storefronts — and the vacant site at the southeast corner should be filled in with shops.
Support %: 69/25/5

People’s ideas...
• diverse shops and services; more cultural/recreational centres along with shops

8.5 Smaller Shopping Area at Fraser and Kingsway
The shopping area at Fraser and Kingsway should continue as a smaller shopping area, providing some local shopping, and it should have improvements to pedestrian crossing safety.
Support %: 68/26/7

People’s ideas...
• further concentrate the shops into fewer places, to make stronger shopping areas—to do this, all-residential development could be allowed in some places instead of shops

9. Other Ways to Strengthen Shopping Areas
A common challenge for shopping areas is to strengthen their economic health. Many things contribute to this. This section groups three items that were discussed during the Vision process and that apply to all the KCC shopping areas.

Parking
The shopping areas in KCC mostly have on-street parking except during rush hours. Most of the shopping areas also have additional parking at supermarkets, or on former supermarket sites. Keeping enough convenient parking for shoppers is important for shopping areas to work. People also felt that on-street parking provides a good buffer between pedestrians and traffic. However, rush hour restrictions have been gradually expanding over the years to include more locations and more hours, as traffic has increased.

Business Associations
Business associations are formed by business and property owners in shopping areas. They can also apply to the City to become a Business Improvement Area (BIA). Through a BIA, each property owner pays into a fund that is administered by the BIA and used to promote the area. The City has a staff person to assist local business people to form associations and BIAs. Supporting business groups is a way to strengthen shopping areas.

Big Box Stores and Internal Shopping Malls
Big box stores are very large stores such as Costco and Superstore. Internal shopping malls are large clusters of stores in one development where the stores face inside instead of onto the street. Examples are Kingsgate Mall and Il Mercato at Commercial and First. Internal malls can be on one level, or several levels. Under current City zoning regulations, big box stores and shopping malls can be built on any commercial site that is large enough for them. Participants in this Vision process were concerned that their large size and inward-look would draw customers away from the local stores and public sidewalks. They felt that this would work against creating strong community shopping areas.

Approved Vision Directions
9.1 Parking in Shopping Areas
Enough parking for shoppers should be provided in a variety of ways. There should be on-street parking wherever possible. Especially along secondary arterials, on-street parking should be retained or restored (Commercial, Victoria, and Fraser). Other major parking locations (e.g., supermarkets) should be kept, or replaced when there is redevelopment.
Support %: 83/10/7
9.2 Business Associations
Business Associations and Business Improvement Areas should be encouraged, and receive help from the City, so they can develop marketing strategies, promote shopping in their area, and organize services and activities to attract shoppers.
Support %: 72/20/8

People’s ideas...
- promotional ads, maps, coupons
- child-minding services/activities
- street entertainment/activities; annual Community Day; seasonal fairs or markets; busker zones
- Block Watch for businesses
- cooperative clean up between City and merchants

9.3 No Malls and Big Box
There should not be any additional big box stores or internal shopping malls allowed in KCC, or close enough to threaten the economic health of the local shopping areas.
Support %: 68/17/16

10. Mixed Use Development
For many years, there was little development in the commercial parts of Kingsway, Fraser, Commercial and Victoria. 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 (recently) 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.

This Vision recognizes the potential of these developments to provide housing, strengthen local shopping areas, and improve safety by adding “eyes on the street”. However, it also contains ideas to improve the new housing, reduce the impacts on neighbours, and upgrade the appearance of developments.

Better mixed use design: upper setbacks, breaking up scale, small shops, awnings
**Approved Vision Directions**

**10.1 Design Improvements**
The design of mixed use development should be improved:
- less bulky and imposing
- 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 %: 84/10/6

**10.3 More Variation in Housing Form**
There should be more variation in the type of housing in mixed use developments.
Support %: 65/22/14

People’s ideas...
- rowhouses at the rear facing the lane

**Other Vision Directions considered but not approved**

**10.2 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.
Uncertain %: 47/18/35
Comments: See comment after 10.4.

**10.4 Residential at Street Level**
Residential should be able to occur at street level in some locations, rather than commercial being required, as now. This should be outside the local shopping areas, where commercial at grade should continue to be required (see Sections 5 to 8). Traffic volume and noise should also be considered.
Uncertain %: 57/29/14
Comments: Improvements to overall mixed use design were highly supported in direction 10.1. Directions 10.2 and 10.4 are specific possibilities for mixed use design. They did not receive majority agreement in both surveys. But they received more agree votes than disagree votes. Therefore, they remain on the table, for more investigation and public discussion, as part of implementing direction 10.1.

**10.5 Add More Residential/Commercial Mixed Use**
More zoning for mixed use development should be added on arterial streets where it is not now permitted. It could be similar to the four storey development already happening; or new, lower rise types could be investigated.
Uncertain %: 53/25/22
Comments: With considerably more agree votes than disagree, 10.5 remains on the table, for further investigation and public discussion, while planning for housing clusters (see direction 21.4 Revised).

More Planning and Consultation Before Changes
Vision Directions 10.1 to 10.5 would involve making zoning changes. More detailed planning with the community would occur before any changes were made.
Traffic and Transportation

Traffic and its impacts are major issues in Kensington-Cedar Cottage (KCC). The area has several of the city’s busiest streets and major transit routes. This Vision identifies a number of changes for traffic and transportation, including changes along streets and to transit, traffic calming, and bike routes and greenways. All changes focus on giving more priority to walking, cycling, and transit; and giving less priority to moving cars.
The specific streets included in this Vision are those that were identified as priorities by KCC residents during the Vision process. These are:

• the busiest streets in KCC, passing through the heart of the community (Clark/Knight, Kingsway)
• the streets with the major shopping areas along them (Kingsway, Commercial/Victoria, Fraser) See also Shopping Areas (sections 5 to 10) for more on special treatment along the streets that pass through the shopping areas.

City Transportation Plan

The KCC Vision directions support the City Transportation Plan and apply the Plan more specifically to KCC. The Transportation 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 cycling
• better conditions for pedestrians, especially in community shopping areas
• traffic calming to protect neighbourhoods from through traffic
• improved truck access for moving goods
• future growth in commuter trips to the downtown to be served by transit, instead of creating more car trips

11. Clark/Knight Street

Clark/Knight is one of the busiest streets in the city, and the city’s major north-south truck route to the Port. This makes it a difficult street to live on, walk along, or cross. In the City Transportation Plan, Clark/Knight will continue to be the primary north-south truck route because of its connection to the Knight Street Bridge. The Transportation Plan also calls for a study of the whole Clark/Knight route, to maintain truck access, while improving conditions for the community.

Approved Vision Direction

11.1 Clark/Knight Street

The conditions and safety along Clark/Knight for residents, pedestrians, and transit users should be substantially improved, by:

• more strictly enforcing traffic speeds
• adding more and safer places to cross
• adding and improving bus shelters
• adding more trees and other plantings and public art
• making it a priority to do the whole-route study identified in the City Transportation Plan, so that additional ways can be found to improve Knight for the community, while also maintaining truck access.

Support %: 80/12/9

People’s ideas...

• more pedestrian-activated and bike-activated signals, faster signal response times, a median refuge, wider sidewalks, and/or special crosswalk treatments
• big, arching trees and large pieces of public art, planted noise barriers for parks and schools
• ideas for the whole-route study: keep truck route, but less cars; bridge tolls; provide a buffer between traffic and the sidewalk by keeping on-street parking at all times, or turning the parking lanes into wider boulevards with trees and landscaping.

12. Kingsway

Kingsway is and will continue to be a primary arterial, used by traffic travelling across the city and region. It is also lined with stores and businesses. These are in a variety of areas, including areas with convenience stores, ethnic restaurants, and businesses which serve customers mainly from outside the community, as well as a neighbourhood shopping area around Kingsway and Knight. Because
Kingsway is a diagonal route, it touches much of KCC. With its heavy traffic, many people in the community see it as too much of a barrier and dividing line.

**Approved Vision Direction**

12.1 Kingsway

Even though Kingsway will remain a primary arterial, pedestrians, transit users, and bicyclists should have more priority than now, and the street’s image should be improved, by:

• adding more and safer crossings at key intersections
• adding and improving bus shelters
• adding more trees and other plantings
• providing better clean-up and maintenance along the sidewalks and boulevards.

Support %: 81/10/9

People’s ideas...

Pedestrian safety:

• pedestrian-activated lights with shorter waiting times and longer crossing times; specially marked crosswalks; medians (concrete and planting strip in centre of street) to serve as a safe spot for pedestrians crossing
• more street trees; greening of the “triangles,” such as the green space at Windsor and Kingsway

13. Commercial Drive/ Victoria Drive

Commercial/Victoria Drive is a secondary arterial, unlike Kingsway, Knight, and Broadway which are primary arterials. According to the City Transportation Plan, the status of Commercial/Victoria as a secondary arterial should remain. The Plan also identifies Commercial/Victoria as having the potential for “increased priority for pedestrians, bicycles, and transit,” possibly including a future express bus route and a bike lane.

**Approved Vision Direction**

13.1 Commercial/Victoria

Commercial/Victoria’s status as a secondary arterial, with less traffic and slower moving traffic than primary arterials, should be reinforced by:

• adding more and safer pedestrian crossings
• keeping on-street parking where it now exists and, where possible, restoring on-street parking that has been prohibited
• making more room for landscaping, sidewalks, buses, and/or bikes, even using space now taken by traffic.

Support %: 77/15/8

People’s ideas...

• more pedestrian-activated signals; shorter waiting times
• no increased capacity for traffic; do not build left-turn bays
• restore/retain on-street parking; add bus bulges; add bike lane
• restrict cars to fewer lanes — use space for buses, extended sidewalks, median (concrete and planting strip in centre of street) to serve as a safe spot for pedestrians crossing, bike lanes, more landscaping/buffer for sidewalk and homes

14. Fraser Street

Like Commercial-Victoria, Fraser Street is a secondary arterial and designated in the City Transportation Plan as potential for “increased priority for pedestrians, bicycles, and transit.”

**Approved Vision Direction**

14.1 Fraser Street

Fraser Street should have more and safer pedestrian crossings for bus users and for pedestrians and cyclists.

Support %: 74/16/10

People’s ideas...

• more pedestrian crossings, with shorter waiting times and longer crossing times
• tie crossings into the bikeway and greenway routes
15. Public Transit

BC Transit controls transit service. 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 improvements for transit include those that the City is directly responsible for, as well as those that the City will work on with others, including:

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

KCC has a number of unusual transit features. A high percent of people use transit compared to many other areas in the city. There are two SkyTrain stations, and another transit line is proposed along Broadway. There are many transit transfer points where people change buses or change between bus and SkyTrain.

Through the Vision process participants had many suggestions for ways to make transit use more attractive. They also welcomed the planned Broadway rapid transit line, with a station at Broadway and Commercial. But they wanted special attention to make sure the new line and station will benefit KCC, as well as benefiting the rest of the region.

(See Section 6, Broadway And Commercial Shopping Area and Transit Hub for more information on the Broadway transit line.)

Approved Vision Directions

15.1 New Broadway Rapid Transit Line

The planned Broadway rapid transit line should benefit KCC, as well as benefitting the rest of the region, including:

- a comprehensive plan to improve the Broadway/Commercial area for the mutual benefit of the community and transit users
- the transit station at street level to improve safety
- no loss of local bus service as a result of the new rapid transit

Support %: 80/13/6

15.2 Bus Shelters

More and better bus shelters should be provided on all bus routes in KCC

Support %: 82/13/6

People’s ideas...

Improved bus shelters:

- benches, lighting, schedules, maps, commercial uses; facilities for advance purchase of bus tickets

15.3 Bus Bulges

Bus bulges should be built on key bus routes in KCC, giving buses more priority in traffic, so that they are not slowed down at bus stops by waiting to merge back into traffic.

Support %: 71/17/12

Competition for Space on Streets

The sections on Shopping Areas and Traffic and Transportation suggest many different ways to improve arterial streets for pedestrians, cyclists, transit users, and shoppers — bike lanes, bus bulges, curb bulges, median refuges, wider sidewalks, wider boulevards, on-street parking. But, on many streets not all of these can fit together. Trade-offs may have to be made as part of more detailed community planning.

Note on direction 15.1

This direction refers to transit at street level. Whether or not transit runs at street level also depends on the transit technology used. The most recent announcement from the Provincial government (summer 1998) has altered technology from conventional light rapid transit (which could run at street level) to SkyTrain (which cannot run at street level). (See also Section 6.)

Better bus stops: shelters, information, ticket machines, bus bulges
15.4 Local Involvement in Transit Decision Making
There should be more local input into transit decision-making, to help ensure that future transit changes that happen in KCC, are a benefit to KCC, as well as to the rest of the city and region.
Support %: 84/12/4

People’s ideas...
• more buses; express buses; diversity of bus sizes; community minibuses
• bike parking at transit transfer points; bike carriers on transit
• improved bus turning movements at Broadway and Commercial

16. Traffic Calming
Traffic calming means installing physical devices on streets, such as stops signs, traffic circles, traffic diverters, speed bumps, and speed tables. Usually, these are on local streets. The purpose is to slow traffic, increase safety, and/or discourage through traffic. The main way of providing traffic calming in Vancouver is through a Neighbourhood Traffic Plan. A traffic plan is usually started by resident request, or it is a result of a more general area plan. However, not all requests can be met at once. The City Transportation Plan recommends giving priority to locations where traffic impacts are the most serious.

Approved Vision Direction

16.1 Traffic Calming Criteria
Traffic calming programs should be provided in residential areas of KCC where needed, in consultation with local residents. The need should be determined by objective measurements that compare areas across the city. These should include:
• total traffic volume, and especially non-local (commuter) traffic
• traffic speed
• number of accidents
• number of residents affected
• recent increases in traffic (due to other traffic changes, new development)
• noise levels
• nearness to places with many pedestrians, especially children or seniors (schools, daycare, playgrounds, seniors housing, housing with children)
• the need to control traffic patterns related to prostitution and criminal activity
Support %: 79/13/9

16.2 Easily Addressed Traffic Problems
Traffic problems that can be fixed for low cost and with little impact such as by putting in a crosswalk or stop sign, should be able to be dealt with without a full traffic calming program. Community-based measures, such as SpeedWatch, should also be used to help calm traffic.
Support %: 81/12/7

People’s ideas...
• fix speeding problems: in lanes (need speed bumps, etc); near parks; on wide streets, such as 14th, 16th, and 22nd Ave; at schools (need enforcement of 30 kmph speed limit)
• SpeedWatch: volunteers who monitor traffic speeds to help determine the need for traffic enforcement (coordinated by Police Dept. and ICBC)
• traffic liaison group to provide community input

17. Bike Routes and Greenways
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. Exact locations and design of future routes will be determined with input from this Community Vision and with further consultation with local residents and businesses.
Greenways
Greenways are streets and routes enhanced to create a pleasant and safe environment for walking and cycling. There are two kinds. City greenways create networks across the city. Examples of city greenways are the B.C. Parkway along the SkyTrain route and the Ridgeway Greenway along 37th Avenue. Neighbourhood greenways create local connections. They are initiated by neighbourhood groups, who receive technical and funding support from the City. A local example of a neighbourhood greenway is at E. 19th Avenue and Fleming.

Bikeways and Bike Lanes
Bikeways are bike routes across the city along local streets. These streets are treated to be “bicycle-friendly.” For example, there are traffic circles to slow cars and bicyclist-activated crossing signals at busy intersections. Nearby examples are the Ontario Bikeway and Adanac Bikeway.

Approved Vision Direction
17.1 Bikeway and Greenway Routes
Bikeways and greenways should link schools, parks, community centres, pools, rinks, and shopping areas in KCC and nearby, with safe crossings at major streets. In addition to the routes already planned by the City, there should be:
• north-south route(s) between Clark/Knight and Victoria/Commercial
• east-west route(s) between 15th and 37th
• an extension of Grace MacInnis Park north to the Broadway-Commercial area and to the Grandview Cut
• upgrading of some city-wide bikeways to neighbourhood greenways, such as along Windsor, to connect schools and parks
Support %: 71/18/11

17.3 Bike Lane on Commercial/Victoria
A marked bike lane should be considered for Commercial/Victoria, as part of a city-wide commuter bike network. (This would be considered as part of more detailed planning, to see if it fits along with other improvements for pedestrians, shoppers, and transit users.)
Support %: 62/19/19
17.4 Bike Parking
More places for parking bikes should be provided at local destinations, including shopping areas, community centres, other community services, and at transit stops. Bike carriers should also be provided on buses and SkyTrain.
Support %: 69/20/11

People’s ideas...
• small bike racks at many locations instead of large bike racks at a few locations; bike parking and storage at bus interchanges

17.5 Bike Education and Promotion
There should be more education in the community about biking and bike safety.
Support %: 73/19/8

People’s ideas...
• bike education for children and adults at schools and community centres

Other Vision Direction considered but not approved

17.2 Bike Lane on Kingsway
A marked bike lane should be considered for Kingsway, as part of a city-wide commuter bike network. (This would be considered as part of more detailed planning, to see if it fits along with other improvements for pedestrians, shoppers, and transit users.)
Uncertain %: 58/20/22*

Comments: This direction did not receive majority agreement in both surveys. However, it did receive a high number of agree votes. It remains on the table for more investigation and public discussion in any future planning for Kingsway and as part of the City Transportation Plan implementation.
Existing Single Family Areas

A large portion of the KCC area is single family housing. These areas are important to the character and appearance of the area, as well as to social stability. The Vision includes a number of ideas for keeping or improving these areas.
18. Single Family Houses and Rental Suites

Right now, about 68% of KCC homes are single family houses. The areas zoned for single family have very little potential for additional houses under current subdivision regulations. However, new houses frequently replace older ones. The current single family zoning in most of KCC permits homes to have a rental suite. This is based on community consultation some years ago. However, because of various City regulations, few suites are actually being built in new houses, and few older suites are being brought up to building code standards.

Approved Vision Directions

18.1 Maintain Most Single Family Areas
Most of the area that is now single family (with rental suite allowed) should be kept that way, in order to retain the basic character of KCC. (Exceptions would only occur where the community supports new housing choices as described in Sections 21 to 23.)
Support %: 82/9/9

18.2 Suites More Feasible
Rental suites in houses should be made easier to do, and be better designed for the resident.
Support %: 68/14/17

People’s ideas...
• allow full basements without reducing the floor space allowed above the basement
• relax building code regulations for suites
• allow front entrances

19. Design of New Single Family Houses

Currently, the single family zoning in KCC controls the height, yard sizes, total floor space, and garage sizes of new houses.

It does not control their visual appearance or character. In other areas of Vancouver, with community support, new zoning with various degrees of design review has been adopted. A range of alternatives were considered for KCC as part of the Vision process.

Vision Directions considered but not approved

19.1 Option A: No Design Reviews (as now)
For new single family houses, zoning should continue to control things like yard sizes, height, garage size, and total floor space, without having design review.
Uncertain %: 43/16/41
Comments: See comments after 19.3.

19.2 Option B: Partial Design Review
For new single family houses, zoning should go beyond current controls and also control a limited number of design aspects. Examples of the types of things controlled could be: having a pitched roof, having porches, limiting the use of some types of materials, having a certain amount of planting. Designs would receive a brief check, not a full review.
Uncertain %: 46/23/31
Comments: See comments after 19.3.

More Planning and Consultation Before Changes
Vision Direction 18.2 would require zoning changes. (See Rezoning Policy on page 49.)
19.3 Option C: Full Design Review

For new single family houses, zoning should go beyond Option B and require a full design review. This should include having stricter and more detailed design guidelines than Option B, and would involve a more complete review. It would look at overall design, not just at specific features. The character of house design that would be sought could vary. It could be based on the character of existing nearby buildings; on traditional design of a particular period; or could permit a wide diversity of design including modern styles. This would be decided after further consultation.

Uncertain %: 49/20/30

Comments: All the people who voted on the two design review options, B and C, supported some form of design review by 65% overall, but only by 55% in the random survey. Also, of those who agreed with some form of design review, over one-third voted for no design review in option A. Therefore, there is no evidence that design review is widely supported, either as individual options or in principle. But because design review did receive more agree votes than disagree, design review options remain on the table for further community consideration in any future planning that involves single family zones, such as retaining character areas (see 20.1).

Design Review

Every new house requires a development permit. Design review means the City takes longer and charges a larger fee to process a development permit. Based on current experience, Option A takes about 2 weeks and $700; Option B 4-5 weeks and $840; Option C 12-14 weeks and $1500.
20. Older Character Buildings and Areas

Various parts of KCC were developed at different times between the 1890s and the 1950s. Some older buildings have been torn down and replaced with newer ones, but a lot of “character” structures (e.g., pre-1940) 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 make it easier to keep and renovate them. However, most “character” buildings (i.e., built before 1940) are not on the VHR. Many people feel that demolition of these houses and other buildings, to replace them with new development, is changing the area undesirably, and is an unnecessary waste.

Approved Vision Direction

20.1 Retain Character Buildings & Areas

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, more suites, relaxations to building code requirements, promoting the opportunity to be included on the VHR. Areas that have more older buildings should be studied first.

Support %: 72/15/13
CC residents, in creating this Vision, looked at the future housing needs of KCC residents, ranging from young singles and couples, to families with kids, to seniors. This Vision includes possibilities for rowhouses, four- and sixplexes and duplexes, as well as limited infill. It also includes lowrise seniors’ housing.
By 2021, KCC’s existing residents will have created about 4000 more households than now — today’s children will grow up and have their own families; couples will separate and become two households. Some will move away, but others will want to stay in KCC. Besides the existing households increasing, people will also move to Vancouver from elsewhere, and some will settle in KCC. Besides the existing households increasing, people will also move to Vancouver from elsewhere, and some will settle in KCC.

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

There are no additional single family lots available. Many apartments can be built under the existing zoning along arterials. There are also rental suites.

In creating this Vision, KCC residents considered some types of housing that offer the features of a single family home at less cost — rowhouses, four- and sixplexes, and duplexes. They noted that Cedar Cottage already has some potential for duplexes, north of E. 16th Avenue. They created various options for where more of these “ground-oriented” types of housing could go.

The Housing Statistics on pages 40 - 41 provide more statistics on both the demand for housing, and the number of units that would result from these Vision directions.
Approved Vision Directions

21.1 Rowhouses, Four- and Sixplexes, Duplexes
More housing variety should be provided by rowhouses, four- and sixplexes, and duplexes, which have many features of single family but would cost less than a new house. 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 in small projects rather than in large ones
• with small green mini-parks and green links
Support %: 64/15/21

People’s ideas...
• entrances and porches on the street
• landscaped front and rear yards
• scale and height similar to neighbouring houses
• along major streets, design that minimizes traffic and noise impacts, but keeps an attractive appearance

21.4 Revised-New Types of Housing in Clusters Around Knight-Kingsway and Victoria-41st.
The rowhouses, four-and sixplexes and duplexes described in 21.1 should be located in clusters of some type around two established shopping areas, Knight and Kingsway and Victoria and 41st Avenue.
This revised direction was created by responses to a series of options (See comments under 21.4).

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 units 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 49.)

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

Other Vision Directions considered but not approved

21.2 Option A: Many Clusters
Around most major intersections, and some parks and schools, there should be clusters of several blocks of rowhouses.
Non-support %: 50/26/44

21.3 Option B: Fewer Clusters
Around only some established local shopping areas (Knight and Kingsway, Victoria & 41st, Fraser St.), and some parks and schools, there should be clusters consisting of rowhouses, scaling down to four- and sixplexes and duplexes.
Uncertain %: 43/28/29
Comments: See 21.4.

21.4 Option C: Scattered in Fewer Locations
Around two established shopping areas (Knight and Kingsway, Victoria & 41st) there should be rowhouses on some sites, but not totally replacing single family.
Uncertain %: 41/29/30
Comments: Of all the people who voted on the cluster options (21.2, 21.3, and 21.4), 68% agreed with at least one cluster option. 13% disagreed with all cluster options. Because all the cluster options have the Victoria-41st and Kingsway-Knight locations in common, a revised direction has been created. (See 21.4 Revised)

21.5 Along Arterials
Along arterial streets which are not already zoned for mixed use, there should be duplexes or rowhouses.
Uncertain %: 35/32/33
Comments: The disagree votes almost equal the agree votes. Arterial locations do not have widespread support as locations for new housing types. The cluster option above is a preferred location for new housing types.
22. 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 “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 has allowed infill on wider, 50 foot lots for the past 20 years.

Approved Vision Direction

22.2 Revised - Infill as a Tool for Character Retention on Large Lots

Infill should be considered, on large lots, as one tool to provide an incentive to retain/renovate character buildings (e.g., pre-1940).

*This revised direction has been created by responses to a series of options (See comment under 22.2)*

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

Other Vision Directions considered but not approved

22.1 Option A: On Larger Lots

Infill should be allowed on larger lots (i.e., more than 6,000 square feet, or 50 feet x 120 feet)

Uncertain %: 49/19/31

Comments: See 22.3

22.2 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 %: 49/24/27

Comments: Of all the people who voted on the three infill options, 72% agreed with at least some type of infill, and 14% disagreed with all infill. Because Option B includes aspects of both options A and C and is consistent with support for character retention in 20.1, a revised direction has been created. (See 22.2 Revised)

22.3 Option C: On Any Lot, but for Character Retention Only

Infill should be allowed on smaller lots (i.e., more than 3,900 square feet or 32.5 feet x 120 feet) as well as larger ones, but only as an incentive to retain/renovate existing character buildings (e.g., pre-1940).

Uncertain %: 40/23/37

Comment: See 22.2
23. Housing Designated for Seniors

Many seniors live independently as long as possible. Single family homes, apartments, and the new types of housing variety in KCC described above will 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.

Approved Vision Directions

23.1 Seniors’ Housing Variety
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. However, KCC should not be over-supplied with housing designated for seniors, relative to the rest of the city.
Support %: 81/11/8

23.2 Seniors’ Lowrise Housing
Lowrise (up to four storey) buildings designated for seniors should be permitted. They should be located near local shopping and transit. Scale and design should fit into the neighbourhood.
Support %: 83/10/7

Other Vision Direction considered but not approved

23.3 Seniors’ Mid- to Highrise Housing
Seniors’ mid- to highrise housing should be permitted (six to twelve storey apartment buildings). There should be between four and twelve of these buildings in KCC. They should be located near the local shopping and transit, but not directly on the arterial streets.
Uncertain %: 47/19/34
Comments: Seniors’ lowrise housing (23.2) is preferred to mid- to highrise. However, even the mid- to highrise direction received more agree votes than disagree. These types of projects are generally considered for rezoning on a site specific basis with community consultation. Based on the survey result, this approach will continue, with applicants encouraged to design lower rise forms.

Seniors’ Housing Rezonings
Vision Direction 23.2 would happen through individual “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 require consultation with neighbours prior to being approved. (See Rezoning Policy on page 49.)
Housing Statistics

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

Future Households
As existing residents of KCC get older, they will generate more households due to births, marriages, and separations.

<table>
<thead>
<tr>
<th>Type of Household</th>
<th>1991 Existing*</th>
<th>2021 Estimated</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Households</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 - 24 years; mainly singles, couples, or sharing</td>
<td>670</td>
<td>520</td>
<td>-150</td>
</tr>
<tr>
<td>Established Couples and Singles 25 - 54 years; no children</td>
<td>2700</td>
<td>2480</td>
<td>-220</td>
</tr>
<tr>
<td>Families with Children</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25 - 54 years; with children at home</td>
<td>5000</td>
<td>4670</td>
<td>-330</td>
</tr>
<tr>
<td>Mature Households</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>over 55 years; mainly no children, or have left home</td>
<td>4330</td>
<td>9160</td>
<td>+4830</td>
</tr>
<tr>
<td>Total Households</td>
<td>12700</td>
<td>16830</td>
<td>+4130</td>
</tr>
</tbody>
</table>

**Future Housing Units Wanted**
The table below shows the housing units needed if all the future KCC households and newcomers continue to want the same kinds of homes that KCC residents now have — the theoretical “demand”. It is theoretical because we cannot suppose that all these households will necessarily want to stay in KCC, or stay in these types of housing. But it gives you a yardstick for comparison.

<table>
<thead>
<tr>
<th>Housing Units</th>
<th>Single Family House</th>
<th>Rowhouse and Duplex</th>
<th>Rental Suite in House</th>
<th>Apartment</th>
<th>Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>1991 Existing</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1991 Existing</td>
<td>8630</td>
<td>455</td>
<td>1835</td>
<td>1780</td>
<td>12700***</td>
</tr>
<tr>
<td><strong>2021 Estimated Desired</strong></td>
<td>12150</td>
<td>495</td>
<td>1975</td>
<td>2220</td>
<td>16840***</td>
</tr>
<tr>
<td><strong>Additional Demand (2021 Estimated - 1991 Existing)</strong></td>
<td>3520</td>
<td>40</td>
<td>140</td>
<td>440</td>
<td>4140***</td>
</tr>
<tr>
<td><strong>Additional Demand Including Newcomers (above x 1.32, see sidebar)</strong></td>
<td>4645</td>
<td>50</td>
<td>185</td>
<td>580</td>
<td>5460</td>
</tr>
<tr>
<td><strong>Additional new units possible under current zoning</strong></td>
<td>0</td>
<td>200</td>
<td>0</td>
<td>6650**</td>
<td>200</td>
</tr>
<tr>
<td><strong>Shortfall or (surplus)</strong></td>
<td><strong>4645</strong></td>
<td><strong>(150)</strong></td>
<td><strong>185</strong></td>
<td><strong>(6070)</strong></td>
<td><strong>(1390)</strong></td>
</tr>
</tbody>
</table>

* 1991 Existing unit counts come from the 1991 Statistics Canada Census
** Mainly above commercial along Kingsway, Victoria/Commercial and Fraser
*** 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 arterial streets — or if these aren’t suitable, move out of the community. This Vision therefore creates options for new types of housing that has many of the features of single family houses — rowhouses, four- and sixplexes, duplexes, and infill.

**New Housing Types Resulting from the Vision**

<table>
<thead>
<tr>
<th>Vision Direction</th>
<th>*Additional Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rowhouse, Four- and Sixplex, Duplex - 21.4 Revised</td>
<td>450 - 600</td>
</tr>
<tr>
<td>Infill - 22.2 Revised</td>
<td>55</td>
</tr>
</tbody>
</table>

*Estimates of the number of units added take into account the number of houses and rental suites that would be demolished for the new development. For infill estimates, it is assumed that about 1/3 of the eligible sites would take advantage of the opportunity to build infill.

**People Moving into Vancouver and KCC**
In addition to new households through population aging, people are moving to Vancouver from elsewhere, and some will come to KCC. Between 1986 and 1991, about 32% of the new housing units built in KCC were occupied by newcomers.

**Other Housing: Seniors’ and Rental Suites**
Vision Direction 18.2 could result in additional rental suites being constructed or legalized. It is not possible to estimate how many there might be, and whether they would continue to be rented out in future, because these are individual homeowner decisions.

Vision Direction 23.2 could result in some apartment units in projects specifically designated for seniors. Again, 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.
Greening, Parks and Public Places

This Vision considers challenges to KCC’s landscape and public places including: a very diverse community with all ages, family types and ethnic backgrounds; new development of houses and apartments; lots of wide arterial streets; and poor landscape installation and maintenance. It focuses on the idea of “greening” using planting and public spaces to meet various needs: enhancing community appearance, improving air quality and water drainage, creating places that encourage a variety of activities, and reintroducing nature to balance the urban quality of much of KCC.
24. Greening, Parks, Public Places

Streets, Parks and Public Places
Streets and lanes make up about 30% of the area of the City, and are very important in the overall image of the neighbourhoods. Parks are also important public places. KCC currently exceeds City standards for neighbourhood park area and geographic distribution. Its parks range from small two to three acre local parks, to John Hendry (Trout Lake) Park at almost 70 acres. Other public or semi-public spaces include schools and institutions such as hospitals.

Tree Bylaw and Landscape Control
In the single family zoned areas of KCC, the City’s Tree Bylaw controls removal of large trees (i.e., over 8” diameter). For new development, removal is permitted only under certain conditions. Private owners may obtain a permit to remove one tree per year, unconditionally. In both cases, replacement trees are required.

Beyond tree control, there is no landscape review with new single family house development in KCC. 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.

Grandview Cut
The City owns the Grandview Cut except for the railroad tracks at the bottom. The Cut is included in the GVRD’s “Green Zone”. In 1996 Council passed a motion that no vehicular roadway be considered for the future of the Cut. A Citywide Greenway route is planned along the Cut, and part of it exists as the BC Parkway. Under the Transportation Plan, rail use will continue, and if discontinued in the future the first priority will be for transit or Greenways corridor. As of Summer 1998, the Cut is also being considered, by the Province, to include a new SkyTrain route on one or other of its embankments.

Approved Vision Directions

24.1 More Greening in Public Places
More “greening” should occur in a wide range of public places to improve community appearance; make spaces more pleasant and useable; compensate for the traffic and wide areas of pavement; and promote better air quality and storm water control:
• more and larger trees should be planted on streets and in parks
• more alternatives for lanes besides completely unpaved or completely paved
• community gardens in unused street allowance, under SkyTrain

Support %: 85/9/6

People’s ideas...
• bigger trees on Knight, Kingsway
• planting small leftover pieces of land like “triangles” along Kingsway
• 19th Ave greenway, mini-parks like Windsor Castle; vacant lots, private yards, institutions
• saving Commercial St. trees
• lanes with just centre paved, or two paved driving strips

24.2 More Community Action on Greening
Community action should be a major force in making “greening” happen. In addition to undertaking practical projects, volunteer effort should go into educating about gardening, landscape stewardship, and different cultural values.

Support %: 79/17/4

People’s ideas...
• Van Dusen & Farm Folk/City Folk programs
• demonstration gardens
• neighbourhood plant swap
• multicultural ideas exchange
• city tree voucher program; rain barrel program
• community chipper and composting
• school information programs
• tree and plant inventories compiled by volunteers
• education/incentives for tenants to garden; education programs
24.3 More Greening on Private Sites
Private owners, tenants, landlords and developers should contribute to "greening":
• new developments should keep portions of the site free of paving and development, to allow both for plantings and natural water drainage
• planting and proper maintenance should occur in front and back yards of houses and other buildings, as well as on apartment balconies and patios
• back lanes should be attractive, without continuous walls of garages, and with greenery in backyards visible through and over fences
Support %: 71/16/13

24.4 Preserving Existing Private Greenery
There should be more preservation of existing trees and major shrubs on private sites. If trees or shrubs must be removed for redevelopment, they should be recycled to other locations if possible.
Support %: 74/13/13

People’s ideas...
• stricter tree bylaw; tree and plant inventories: plant swaps

24.5 More Usable Parks and School Grounds
Park design, appearance, and activities should be more varied in order to serve the diverse population. A number of parks should be reviewed and upgraded with community input. Possibilities are: John Hendry (Trout Lake) Park, Clark Park, Gray’s Park, Kingcrest Park. School grounds should also be transformed into attractive, usable community spaces.
Support %: 87/10/3

People’s ideas...
• community gardens; playgrounds; more benches for seniors; community activities like the Farmer’s Market; naturalized landscaping with bird and animal habitat; casual sports like skateboarding, basketball; off-leash dog areas; dog poop disposals; areas to sit and talk; public art; bigger trees; better signage; community bulletin boards; highlighting of vistas; commemorating old streams through public art or opening them up

24.6 Grandview Cut
The Grandview Cut should be preserved as a green zone, wildlife corridor, and public amenity, while recognizing its rail and possible transit role. It should be better linked into the community, particularly at Broadway and Commercial, through bike and walking trails alongside or in the Cut.
Support %: 78/15/7

24.7 Public Views
Views to the mountains and water from public places, like parks and major streets, should be protected.
Support %: 87/9/3

People’s ideas...
• identify key views like Kensington and Clark Parks, Knight Street, Commercial Drive, and control heights of new developments
Other Community Priorities

This section of the Vision contains directions on home-based work; cleanliness and upkeep; several environmental issues; and community boundaries.
25. 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 two categories of “artist live/work studios” — low and high impact. The former are allowed in the commercial and industrial zones, while the high impact type is limited to industrial zones — of which KCC has only a small area along Commercial Street. Live/work studios may have no more than two residents (no other employees), and are limited to production rather than sales.

Approved Vision Direction
25.1 More Flexibility for Home-Based Work
Home-based work should be further encouraged through loosening some of the current restrictions, in order to encourage local job creation, reduce commuting needs, and add to community safety by having people at home during the day.

Support %: 70/17/13

People’s ideas...
• allowing employees
• allowing work activities in garages
• having neighbour consent, with easy avenues to address inconsiderate behaviour

26. Cleanliness, Upkeep, and Building Quality
Improvements to the general appearance of the community are needed. Many new buildings are constructed cheaply and age poorly. Some properties are neglected and in poor repair. Illegal dumping of garbage (e.g., in lanes) is a problem, and when it is not cleaned up, it attracts more garbage.

Approved Vision Directions
26.1 Upkeep and Cleanliness
There should be a higher standard of property maintenance and cleanliness of private and public property, including:
• more garbage cans on streets and in parks
• community clean up programs
• stronger enforcement
• more information on where and how to dispose of various types of rubbish
• better repair of lanes

Support %: 91/5/4

People’s ideas...
• more garbage cans and emptied more often; “dog doo” disposal containers in parks
• merchants and community associations sponsor local clean up programs
• stricter and quicker City enforcement on maintenance problems
• more signs and information for the public about where they can dispose of mattresses and rubbish instead of dropping it in lanes and parks; more information to encourage residents to clean up after their dogs

26.2 Quality of New Construction
New buildings of all types should be better built, using quality materials so that they last well and can be better maintained.

Support %: 88/9/2

People’s ideas...
• discourage flimsy windows and fixtures, and Styrofoam details, that break or are easily damaged
• provide overhangs or other techniques to withstand weather
27. Recycling, Conservation, and Noise Control

This Vision identifies a number of environmental issues and actions, several of which are included in this section. Many of these are additions to current City programs, which have been expanding over recent years as environmental issues have become more important to the public. For more on environmental issues, see Greening, Parks, and Public Places and Traffic and Transportation.

Approved Vision Direction

27.1 Recycling
There should be convenient locations in KCC to recycle, in the form of pick-up services and/or local depots — for example:
• to collect compostable materials
• to chip yard wastes
• to obtain City composters
Some of these programs could be organized at the community level, possibly using City grants, while others should be city-wide programs.
Support %: 87/9/3

People’s ideas...
• expand recycling to apartments; user fee to fund local pick up of various materials; make it easier to get composters; City pick up of yard waste; more local education and incentives

27.2 Collection of Household Hazardous Wastes
There should be a location in KCC 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 %: 88/7/5

People’s ideas...
• deposit/refund system for household hazardous wastes

27.3 Noise Control
Urban noise should be reduced, particularly by dealing with noise created by traffic and construction.
Support %: 85/12/3

People’s ideas...
• enforce Noise By-Law; enforce speed limits; create landscaped barriers for schools and parks along arterials; provide traffic calming measures

27.4 Energy Conservation
Energy conservation should be a more important part of constructing, renovating, and operating local buildings.
Support %: 82/14/4

People’s ideas...
• encourage use of alternate building materials; encourage alternate energy sources (e.g., solar, thermal); provide an energy-efficient model building in the community; more education and incentives
28. Community Boundaries

The City divides Vancouver into Local Areas for the purposes of keeping data, ordering census statistics, and so forth. KCC is similar in geographic area to many others, but has more people. Some people feel that the area should be divided into two local areas, roughly along Kingsway. This would make each area’s population similar to other local areas, and may better recognize their social, economic and character differences. The exact boundaries would require further examination and consultation.

Vision Direction considered but not approved

28.1 Local Area Boundaries Changed
KCC should be divided into two Local Areas for the purposes of City data keeping, census statistics and so forth. Uncertain %: 60/29/11*
Comments: This direction did not receive majority agreement in both surveys. However, it did receive a high number of agree votes. It remains on the table for community priority setting or community initiative.
Rezoning Policy

Following the Kensington-Cedar Cottage (KCC) Community Vision

1. About Zoning in General

1.1 How Zoning Works
The Zoning and Development Bylaw is the main way the City controls development — new buildings, additions to existing buildings, or changes in the use of buildings and land.

There are different zoning districts, labelled by letters and numbers. For example, RS-1S covers most of KCC’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 Britannia Community Services Centre and the Broadway campus of Vancouver Community College. 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.

1.2 How Zoning is Changed
Anyone may apply to alter the zoning — property owner, resident, or the Director of Planning. However, only City Council may actually adopt or change zoning or guidelines. Staff 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 Kensington-Cedar Cottage Community Vision

Making some of KCC’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

<table>
<thead>
<tr>
<th>Type of Project That Could be Considered for Site Specific Rezoning</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage retention projects</td>
<td>Citywide policy to encourage retention of heritage resources</td>
</tr>
<tr>
<td>- involving retention of buildings on the Vancouver Heritage Register</td>
<td></td>
</tr>
<tr>
<td>Social or affordable housing projects</td>
<td>Citywide policy to encourage housing for lower income and special needs residents</td>
</tr>
<tr>
<td>- non-profit projects; housing agreement projects, special needs residential facilities (SNRF)</td>
<td></td>
</tr>
<tr>
<td>Note on definitions:</td>
<td></td>
</tr>
<tr>
<td>Housing agreement: a contract between the City and developer to guarantee a portion of the housing units as rental or low income, etc.</td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>Housing demonstration projects (HDP)</td>
<td>Citywide policy to permit demonstration of new housing types</td>
</tr>
<tr>
<td>- 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)</td>
<td></td>
</tr>
<tr>
<td>- in addition, in KCC, any HDP proposals would need to conform to Vision directions about type, location, scale, etc.</td>
<td></td>
</tr>
<tr>
<td>Institutional uses</td>
<td>Normal City practice</td>
</tr>
<tr>
<td>Projects focussing on expansion, downsizing, or reuse of publicly owned or non-profit institutional, cultural, recreational, utility, or public authority uses</td>
<td></td>
</tr>
<tr>
<td>Housekeeping amendments; zoning text amendments</td>
<td>Normal City practice</td>
</tr>
<tr>
<td>- initiated by the Director of Planning to update, correct, or make minor revisions to District Schedules or Guidelines</td>
<td></td>
</tr>
<tr>
<td>In KCC: Seniors Lowrise Housing</td>
<td>KCC Community Vision</td>
</tr>
<tr>
<td>as per Vision Direction 23.2</td>
<td></td>
</tr>
</tbody>
</table>
2.2 Additional Planning Required Before Rezoning

The KCC Community Vision directions listed below require additional planning study before rezoning occurs. For some directions, the study would cover a portion of KCC 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.

Table 2.2: Additional Planning Required Before Rezoning

<table>
<thead>
<tr>
<th>Kensington-Cedar Cottage Vision Direction</th>
<th>Possible types of additional planning study</th>
</tr>
</thead>
<tbody>
<tr>
<td>10. Mixed use Development</td>
<td>Citywide C-2 zoning review</td>
</tr>
<tr>
<td>10.1 Design Improvements</td>
<td></td>
</tr>
<tr>
<td>10.3 More Variation in Housing Form</td>
<td></td>
</tr>
<tr>
<td>18. Single Family Houses and Rental Suites</td>
<td>Citywide review of zoning and building code regulation affecting secondary (rental) suites</td>
</tr>
<tr>
<td>18.2 Suites More Feasible</td>
<td></td>
</tr>
<tr>
<td><em>(where currently permitted)</em></td>
<td></td>
</tr>
<tr>
<td>20. Older Character Buildings and Areas</td>
<td>Include in current RS-2 zoning review in Cedar Cottage Special studies of character areas (e.g., Buffalo Hill)</td>
</tr>
<tr>
<td>20.1 Retain Character Buildings and Areas</td>
<td></td>
</tr>
<tr>
<td>21. Rowhouses, Four- and Sixplexes, Duplexes*</td>
<td>Detailed local planning for specific areas in KCC</td>
</tr>
<tr>
<td>21.1 Rowhouses, Four- and Sixplexes, Duplexes</td>
<td></td>
</tr>
<tr>
<td>21.4 Revised - New Types of Housing in Clusters</td>
<td></td>
</tr>
<tr>
<td>22. Infill*</td>
<td>See &quot;Character Buildings&quot; above</td>
</tr>
<tr>
<td>22.2 Revised - Infill as a Tool for Character Retention on Large Lots</td>
<td></td>
</tr>
</tbody>
</table>

*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 1200 people responded, from every block in the community. 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 58%, because the random survey margin of error is + or - 7%. (Disagree votes for directions labelled support were in all cases less than 22%.)

Note: There are directions which show 50% or more agreement in the combined result, that are not noted as support. These were cases where the general survey achieved a majority but the random 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, both 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 Kensington-Cedar Cottage

- Kensington Park
- Cedar Cottage Park
- China Creek Park
- W.C. Shelley Park
- Sunnyside Park
- Clark Park
- John Hendry Park
- Trout Lake
- Mary Spence Park
- Library
- Kingsway
- Brewer's Park
- General Brock Park
- Grays Park
- Memorial Park South
- Tecumseh Park
- Kingsway
- 12th Ave.
- 16th Ave.
- 33rd Ave.
- 41st Ave.
- Broadway
- Commercial Dr.
- Fraser St.
- Knight St.
- King Edward Ave.

Vision Area Boundary

ALRT

Kensington-Cedar Cottage Community Vision
Acknowledgements

The Kensington-Cedar Cottage Vision Team would like to thank the residents, workers, and business people in KCC 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.

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KENSINGTON-CEDAR COTTAGE COMMUNITY VISION

Adopted by City Council on July 21, 1998

The following information has been extracted from 2 sources: the Kensington-Cedar Cottage 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 Kensington-Cedar Cottage, please refer to the “Kensington-Cedar Cottage Community Vision” document which is available free from the internet at vancouver.ca/visions or from the Planning Department (604.871.6126) at a cost.

1 COMMUNITY VISION: GENERAL DESCRIPTION
The Kensington-Cedar Cottage Community Vision applies to the area outlined on the map below.

The Kensington-Cedar Cottage Community Vision describes the kind of community people want Kensington-Cedar Cottage 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 Kensington-Cedar Cottage. Over 100 Vision directions cover topics like: community involvement; safety and services; shopping areas; traffic and transportation; existing single-family areas; new housing types; and greening, parks, and public spaces.

The Kensington-Cedar Cottage 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 49 of the Kensington-Cedar Cottage 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, C-2C, C-2C1 and C-3A zones located in four 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, C-2C, C-2C1 and C-3A 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 KENSINGTON-CEDAR COTTAGE COMMUNITY VISION

Relevant Vision Directions for these areas may be found in the Kensington-Cedar Cottage Community Vision in the following sections:

- Section 5 - Kingsway and Knight Shopping Area;
- Section 6 - Broadway and Commercial Shopping Area and Transit Hub;
- Section 7 - Victoria and 41st Shopping Area; and
- Section 8 - Fraser and King Edward Shopping Area.