Vision Highlights

Sunset Today
Sunset is located on Vancouver’s sunny southern slope. Residents appreciate Sunset’s pleasant single-family neighbourhoods and cultural diversity. Parks and recreational facilities, such as Memorial Park South and the Sunset Community Centre are well-used by families in the area. The busy shopping areas along Fraser Street and Main Street are the commercial centres of the community, providing a range of shops and services. These are just some of the valued aspects of the community that the Sunset Vision seeks to maintain.

At the same time, the Vision identifies issues that need to be addressed: littering and garbage overflow along streets, lanes and in parks; traffic impacts along major streets; public safety and crime; and the inadequacy of area parks, recreational programs and facilities to meet the needs of the resident population, especially young people. The Vision supports initiatives that will make Sunset cleaner, safer, and greener along its busy main streets and within its residential neighbourhoods, provide more and improved parks, recreational programs and facilities and ensure that as new housing is added it will be of a scale that fits with the existing predominantly low scale.

Clean-up the Environment
The Vision suggests a range of actions to improve the environment including expanded education and voluntary action as well as regulation and enforcement. Greater co-operation between residents, businesses and the City will help keep Sunset’s streets and shopping areas clean. Special pick-up of hazardous and bulky items should be instituted, along with more garbage bins on streets and in parks. Recycling, composting and water conservation should be promoted through education geared to a range of ages and languages. Walking, cycling and transit should be encouraged to reduce air pollution.

Tame Arterial Traffic
Sunset has some of the city’s busiest streets: Knight, 41st, Marine and Main. The Sunset Vision calls for these arterials to be upgraded for pedestrians, cyclists and transit users through improved crossings, better design of intersections, more street trees and landscaping; and enforcement of traffic regulations, particularly for trucks. Traffic calming should be provided where needed in residential areas.

Improvements for Walking, Biking and Public Transit
Planned routes for City Greenways and Bikeways should be implemented as soon as possible, along with general improvements for commonly-used walking and biking routes within Sunset. Speed and ease of transit use should be improved on all routes through transit priority measures like bus bulges and signal priorities for buses. Limited-stop express service should be added on high volume routes, and the transit “experience” improved for people waiting for or riding on transit.
More Community Involvement
Sunset residents should have greater and more timely input into decision-making concerning changes in their community, involving matters like provision of facilities and services, development projects, street and traffic changes and park design.

Improve Services and Facilities
More facilities and services are needed to serve Sunset’s growing and diverse population, especially young people. This can be done by creating more community centre space and adding a skateboard park, water spray parks, playgrounds and an indoor pool. Services should be improved for seniors, preferably at Sunset Community Centre. All community programs and services should encourage the participation of newcomers and non-English speakers.

Greener Neighbourhoods
Parks and school grounds should better meet the recreational needs of a growing and diverse population. More parks and neighbourhood greenways should be developed, especially in underserved areas. There should be more greening of streets and lanes, including planting and protecting street trees; encouraging residents to plant in yards, on boulevards and in traffic circles; and mini-parks along the Fraser River. The community should be involved in park design and stewardship.

Better Shopping Areas on Main and Fraser Street
The Main Street and Fraser Street shopping areas should be strengthened to reflect their role as neighbourhood retail centres and community places. They should continue to offer a range of local serving shops and services. A safer, more attractive pedestrian environment should be encouraged through clean and uncluttered sidewalks, traffic controls, street trees and convenient parking. Efforts should be made to ensure a supermarket continues to be in the Fraser Street shopping area. Business associations and BIA’s should be supported and encouraged.

More Focus on Safety and Crime Prevention
The Sunset Vision calls for individuals, businesses, community and the City to strengthen their crime prevention efforts. Individuals should take actions like joining Block Watch, getting to know their neighbours, and burglar-proofing their homes. Ongoing funding of Community Policing Centres should be secured to improve the stability and effectiveness of these volunteer-based programs. More police patrols should be added, particularly in high crime areas of the community. Public safety should be considered in the design and maintenance of parks.

New Housing Choices
Future demand for additional housing in Sunset should be met with infill and duplex housing that is compatible with the existing low neighbourhood scale. Design controls should ensure attractive design, good landscaping, and adequate parking for these new housing types as well as for new single-family housing. Adequate community services and facilities must be provided for the additional population. Developments for seniors should be considered near parks, shopping and transit.
An Overview Of The Community Visions Program

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

Vision Background

What Is This Vision?

This Vision describes the kind of community that people who live and work in Sunset want it to become over the next 10 to 20 years, and how CityPlan directions should be implemented in Sunset. 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 Sunset. The program began in Spring 1999 with community outreach and a weekend Visions Fair in March 2000. The heart of the process was a series of intensive public workshops in Spring 2000 where over 342 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. In addition, a special random sample with the same survey was done. Over 1600 people responded to the survey to create a shared Vision for the future. In December 2001 the Vision Directions that were supported by 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.

The following CityPlan Directions provide a checklist for Community Visions:

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

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

Reduce reliance on the car
Make it easier to get around on foot, by bike, and by transit.

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

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

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

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

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

Introduction

This section presents the Vision Directions grouped into eight themes, with directions for 29 specific topics. Different types of information are provided:

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

Vision Directions
The Survey asked people to respond to draft Directions on a range from Strongly Agree to Strongly Disagree. Below each Vision Direction is noted the percentage agreement it received in the general and random survey. Complete statistics and survey methodology are available in a separate publication Report on the General and Random Surveys.

Most Directions received enough agreement to become “Approved” — 50% or more from the general survey respondents, and 55% from the random respondents.

When a Direction did not receive the necessary level of agreement, but agree votes still outweighed disagree votes, the Direction is marked as “Not Approved (Uncertain)”. Comments are made about its future role. If a Direction has more disagree votes than agree votes, it is noted as “Not Approved (Non-Support)”.

Some questions asked people to select from a list of options, rather than indicate level of agreement. Because respondents could select as many or few options as they wished, the results do not add up to 100%, and indicate relative preferences rather than “Support” or “Non-Support”.

People’s Ideas
For many Directions, there were specific ideas generated at the community workshops, and these are listed. They are for information and future reference but are not part of the formally approved Directions.

Topics Not Included In The Vision Directions
The Vision Directions cover the topics that were identified at the community workshops as important for the community.

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

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

Traffic and its impacts are major issues in Sunset. Sunset has some of the City's busiest streets – in terms of both car and truck traffic. Knight, 41st, Marine, and Main carry more than 25,000 vehicles per 24-hour period. Knight is also the City's most heavily-used arterial for truck travel, followed closely by 41st and Marine. Knight, along with 49th and Marine, has some of the most dangerous intersections in the city (e.g. Knight and 49th had 59 crashes in 1995, the most recorded in the city).

This Vision addresses a number of transportation issues and directions for Sunset, including improvements for pedestrians, cyclists, and transit riders, and general safety. (Other directions related to streets are in SHOPPING AREAS or GREENING PARKS, STREETS, AND LANES.)

The specific streets identified as priority are:
- the busiest streets in Sunset (Knight, Main, 41st, and Marine)
- less-busy streets where pedestrians, bicycles and transit should be encouraged (Fraser and 49th)
- a street which should be removed from the arterial system (57th Avenue).
Types of Streets

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

Secondary arterials: also serve through traffic but they are generally narrower and less busy than primary arterials (although some, like 12th, have high traffic volumes). They may not be bus or truck routes.

Collector streets: provide a convenient route through a neighbourhood linking local streets to arterials. Traffic volumes should be lower than for secondary arterials and they should not be designed to serve through trips.

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

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

1 Knight Street

Knight is, and will continue to be, one of the busiest streets in the city. It is the city's major north-south truck route linking the Knight Street Bridge to the port. This makes it a difficult street to live on, walk along, or cross. The Transportation Plan calls for a study of the whole Knight/Clark route, responding to the need to maintain truck access while improving conditions for those who live or near the street.

1.1 Knight Street

Approved

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

- improving pedestrian crossings
- more enforcement of traffic rules and regulations
- making intersections safer
- further regulation of trucks
- adding trees, other plantings, and public art

Percent agree 81%/84%

People’s Ideas...

- restrict hours of truck use, trucks use middle lanes only, no use of engine brakes
- shorten waiting times at pedestrian-activated signals
- synchronize lights and add warning that lights are about to change to reduce ‘red-light running’
- add left-turn bays or signals at busy intersections to reduce short-cutting through neighbourhoods (e.g. 49th and Knight, 57th and Knight)
- use cameras to enforce speed limits and reduce ‘red-light running’ (e.g. 49th and Knight, 41st and Knight)
- restrict traffic to fewer lanes (then extend sidewalks, or create a median refuge or use for bike or bus lane), or retain on-street parking at all times

2 Main, 41st, and Marine

Main, 41st, and Marine are primary arterials, and will continue to be used by traffic travelling across the city and region. They are all transit and truck routes. Traffic volumes and vehicle mixes make them difficult streets to live on or cross. Main has special needs for pedestrian movement among its retail stores (see SHOPPING AREAS).
The City's Transportation Plan
The City’s Transportation Plan was approved by City Council in May 1997. The Plan’s most important directions include:
• not expanding the existing network of arterial roads in the city
• improved transit and expanded cycling
• better conditions for pedestrians, especially in 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.

The proposals developed by workshop participants support the Transportation Plan, applying the Plan’s directions more specifically to situations in the community.

Fraser and 49th
Fraser and 49th are secondary arterials and designated in the Transportation Plan as having potential for ‘increased priority for pedestrians, bicycles, and transit. Fraser is a truck route with a long commercial area, which creates problems for pedestrians.

3 Fraser and 49th

Approved
The conditions and safety for residents, pedestrians, and transit users along Fraser and 49th should be substantially improved by:
• improving pedestrian crossings
• more enforcement of traffic rules and regulations, including parking regulations
• making intersections safer
• further regulation of trucks
• adding trees, other plantings, and public art

Percent agree 80%/81%

People’s Ideas…
• shorten waiting time for pedestrian-activated signals (e.g. 49th and Main, Marine and Main, Ross and Marine, 43rd and Main)
• consider grade-separated crossings, refuge medians, and/or curb bulges
• synchronize lights and add warning that lights are about to change to reduce ‘red-light running’
• add left-turn bays or signals at busy intersections (e.g. 49th and Main, 57th and Main, Main and Marine)
• use cameras to enforce speed limits and reduce ‘red-light running’
• restrict traffic to fewer lanes (then extend sidewalks, or create median refuge or use for bike or bus lane), or retain on-street parking at all times
• restrict hours of truck use, trucks use inside lanes only, no use of engine brakes
• add trees and planting to help to control air and noise pollution, create a visual barrier between cars and sidewalk and slow down cars
• prevent people from using side streets to avoid congestion at 41st and Main

Percent agree 80%/79%

People’s Ideas…
• shorten waiting times for pedestrian-activated signals (e.g. 49th and Windsor, 61st and Fraser)
• consider grade-separated crossings, refuge medians, and/or curb bulges
• synchronize lights and add warning that lights are about to change to reduce ‘red-light running’
• add left-turn bays or signals at busy intersections (e.g. 49th and Fraser, 57th and Fraser)
• use cameras to enforce speed limits and reduce ‘red-light running’ (e.g. Fraser and Marine, 49th and Fraser)
Current Traffic Calming Approaches

Neighbourhood-wide traffic calming plan: needed when calming on one street would divert traffic to other residential streets. This approach can take two to three years to complete, involving many public meetings, open houses, and surveys.

Property-owner initiated circles or bulges: owners agree to pay for a traffic calming device. Enough residents must vote for the initiative, and then all residents contribute to the cost of the improvement.

Criteria-based traffic calming: used for an individual problem street or street segment. The process starts with a resident requesting calming on a street. City staff evaluate the request using criteria which measure the extent of the problem. The criteria used by the City include:

- high traffic volumes and/or speeds
- proximity to schools, playgrounds, and other pedestrian/traffic generators
- proximity to a Greenway or Bikeway
- area subject to City-initiated projects
- recent increases in traffic due to new development or other traffic changes.

Based on the evaluation, each request is placed on a priority list of streets to be calmed. Each year the City pays for traffic calming on the highest priority streets. Streets not funded in one year are carried over to the next year’s list.

• restrict traffic to fewer lanes (then extend sidewalks, or create median refuge or use for bike or bus lane), or retain on-street parking at all times
• restrict hours of truck use, trucks use inside lanes only, no use of engine brakes
• add trees and other planting to help control air and noise pollution, create a visual barrier between cars and sidewalk and slow down cars

4 57th Avenue

57th is a secondary arterial which carries relatively low traffic volumes and passes through predominantly residential neighbourhoods. The Transportation Plan proposes, and Vision Direction supports reclassification to a neighbourhood collector. As a neighbourhood collector 57th would continue to give local traffic access to arterial roads but it would not be widened or improved to increase the amount of traffic it carries.

4.1 Redesignate 57th Avenue

Approved

In accordance with the proposal in the Transportation Plan, the City should redesignate 57th as a neighbourhood collector to ensure the street is not widened or changed to accommodate increased traffic volumes or speeds. Percent agree 61%/59%

4.2 Conditions and Safety along 57th

Approved

Conditions and safety for residents, pedestrians, and transit users along 57th should be improved by:

• improving pedestrian crossings
• reducing speed limits
• more enforcement of traffic rules and regulations (perhaps with cameras)
• making intersections safer

Percent agree 69%/66%

People’s Ideas...

• shorten waiting times for pedestrian-activated signals (e.g. 57th and Ross, Main, Knight, Fraser, Sherbrooke, and Prince Edward)
• consider grade separated crossings, refuge medians, and/or curb bulges
• synchronize lights and add warning that lights are about to change to reduce ‘red-light running’
• add left-turn bay or signals at busy intersections (e.g. 57th and Main, Knight)
• remove on-street parking for peak periods (e.g. within a block of major intersections).

5 Traffic Calming on Residential Streets

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

Traffic calming can be put in place using one of three approaches (described in the sidebar):
5.1 Traffic Calming

Approved
Sunset residents should take advantage of the City’s traffic calming programs. Traffic calming measures should be provided in residential areas in Sunset where needed, in consultation with local residents.
Percent agree 75%/69%

5.2 Innovative Traffic Calming Measures

Approved
In addition to the traffic calming measures listed above (i.e. traffic circles, speed humps, etc.) the city should consider using the following:
• 40 km/h speed limit
• ‘chicanes’ (i.e. street wiggles)
• textured pavement to slow traffic
• public art/fountains
• encourage street-reclaiming with block parties and street festivals organized by residents
• ‘woonerf’ or street layouts which allow walking, playing, parking, and traffic movement to equally share the street (maximum speed is pedestrian speed)
• other innovative measures
Percent agree 62%/56%

Public Transit

The Transportation Plan recognized that much of future growth in trips must be accommodated by emphasizing transit usage on the existing road system (supplemented with rapid transit). Control of transit has recently passed from the provincial level to a regional body named TransLink which plans, finances, and operates the system. Within Vancouver, the City owns the roads the buses operate on and is responsible for bus shelters, whether traffic signals give priority to buses, and how the streets are designed for buses. The Transportation Plan recommends that the City also work within the Region to create:
• better bus stops, bus shelters, and boarding areas (e.g. with timetables and maps)
• more frequent buses
• measures to give transit priority over cars on streets (e.g. bus bulges)
• community mini-buses
• a city-wide network of express bus routes (including 41st) and rapid transit.

The Vision Directions address ways to make transit use more attractive.
Greenways
Streets and routes enhanced to create an interesting and safe environment for walking and recreational cycling. The Vancouver Greenways Plan was developed with public consultation and approved in 1995. It identifies two kinds of Greenways: City Greenways which have been planned to create a city-wide network (the Ridgeway route is nearing completion along 45th/37th); and Neighbourhood Greenways which are intended to create pleasant local connections, are smaller in scale, and are initiated by neighbourhood groups, who receive technical and funding support from the City.

Bikeways
Bike routes which cross the city on local streets which parallel arterials. These streets have features that make them ‘bicycle-friendly’. For example, traffic circles can be installed to slow cars but not bikes, and cyclist-activated crossing signals can be provided where a Bikeway crosses a busy street.

Transit Priority on Main and Fraser
A City Council-approved study of various ‘transit priority measures’ on Main and Fraser is underway. These may include signal priority for buses (reducing delays for buses at traffic signals) and bus bulges (extending the sidewalk into the curb lane to reduce the distance for pedestrians to cross the street and to avoid the need for buses to move out of and merge into traffic when picking up passengers). The study is seeking to improve transit travel times and reliability, in line with directions set out in the GVRD’s plan and the City’s Transportation Plan.

6.1 Bus Priority Measures
Approved
The speed and ease of boarding of buses should be improved on all routes through transit priority measures such as signal priority and bus bulges starting on major routes like Main and Fraser. 

*Percent agree 69%/69%*

People’s Ideas…
• post bus timetables and route maps (consider enlarging print)
• improve boarding areas (e.g. weather protection, lighting and security, bike racks, keep cleaner)
• provide washrooms at major locations
• increase transit promotions like cheaper bus passes
• keep buses cleaner

6.2 Limited Stop Express Service
Approved
Limited stop express service should be added on high volume routes. 

*Percent agree 73%/75%*

People’s Ideas…
• reduce the number of bus stops during peak hours along major routes like 41st and 49th to reduce travel times
• add more express routes to get people to work on time
• have express buses on Main and Fraser
• improve travel time to downtown

6.3 Improve the ‘Transit Experience’
Approved
The ‘transit experience’ (the comfort, convenience, and efficiency experienced by users as they wait for or ride the system) should be improved in order to attract riders. 

*Percent agree 73%/70%*

People’s Ideas…
• use ‘taxi-buses’ with flexible, demand-responsive routes to connect to the regular city bus system and for use in non-peak times (reducing gas consumption and air pollution)
• provide mini-buses on Ross

6.4 Increase Bus Capacity
Approved
TransLink’s efforts to increase the capacity of the bus system should be supported.

*Percent agree 70%/70%*

People’s Ideas…
• increase bus size or frequency to reduce overcrowding
• quicken connections between routes (e.g. 49th and Knight)
• provide more buses on Main because they are always overcrowded
• add articulated buses, less crowded and better ventilated
• expand bus hours of service (e.g. on Main and Marine)

6.5 Shuttle Bus South of 49th
Approved
TransLink’s proposal to improve bus service through the use of a community shuttle bus serving the areas south of 49th should be implemented as soon as possible.

*Percent agree 59%/54%*

People’s Ideas…
• use ‘taxi-buses’ with flexible, demand-responsive routes to connect to the regular city bus system and for use in non-peak times (reducing gas consumption and air pollution)
• provide mini-buses on Ross
Greenways, bikeways, and bikelanes are routes designed to improve the experience of walking and cycling within the city. Work is underway through various City programs:

- greenways, to provide much-enhanced walking and cycling routes
- bikeways and bikelanes to provide more functional routes specifically for bikes.

### 7.1 City Greenway and Bikeway Routes

**Approved**

The planned routes for City greenways and bikeways should be implemented as soon as possible, including along 59th and the Fraser River. New bikeways should link major destinations within and outside of Sunset (e.g. Sunset Community Centre) and should provide safe crossings at major streets. In addition to the routes already planned by the City, there should be:

- a bikeway running east-west along 45th
- a bikeway running north-south along Prince Edward
- a clear priority for bikes over cars at all non-arterial intersections on bikeways.

**Percent agree 67%/67%**
7.2 General Walking and Biking Improvements

Approved

The frequently-used pedestrian and biking routes within Sunset shown on the map should have additional greening and other types of improvements:

- better pedestrian and bike crossings of arterials
- improved walking around parks, schools, and playgrounds
- beautification of walking routes (e.g., landscaping, benches)
- a cleaner environment in which to walk.

Percent agree 77%/77%

People’s Ideas:

- build sidewalks along Prince Edward
- make it easier for pedestrians and cyclists to cross Main and Marine
- improve lighting along Main and Knight
- improve difficult pedestrian and cyclist access to Superstore
- divert more car traffic from bikeways
- clean-up Main and Fraser commercial areas
- improve parking lot behind Fraser that is congested with pedestrian and car traffic
- 37th between Knight and Fraser is well done

7.3 Bike Parking and Racks

Approved

Bike parking and racks should be more readily available in Sunset, particularly at major destinations.

People’s Ideas:

- provide bike parking and lanes in commercial areas and at major transit stations
- make bike racks available on buses on all major transit routes

Percent agree 67%/68%

7.4 Bike Access for Fraser and Main Commercial Areas

Approved

Bike access to and through the Fraser and Main commercial areas should be improved, including consideration of bikelanes as part of a city-wide commuter network (this would be considered as part of a more detailed plan, to see if it fits with improvements for pedestrians, shoppers, and transit users).

Percent agree 58%/60%
Sunset has a large and 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. Almost equal shares of its population have English, Chinese, and Punjabi as a mother tongue. These factors create challenges to providing the safety, recreational, and social services that people need.

Most health and social services are funded by the Province, and provided either directly by Ministries or through various agencies. The Vancouver/Richmond Health Board is responsible for health and community care services, including many for seniors. Sunset is served by the South Community Health Office, one of five health units in the city. It is now located at Knight and 48th but the Board has actively considered relocation.

Two major immigrant service groups have offices in Sunset. SUCCESS provides a range of services to immigrants from its office at 5838 Fraser Street. PICS provides employment assistance services to the Indo-Canadian community and Cantonese speakers; their office is at 8161 Main Street.

Out of the broad range of services and service providers within Sunset, the Vision concentrates on services which are either provided directly or partly funded by the City.
Paying for Services and Facilities

The City pays for many of the services and facilities involved in policing, recreation, libraries, and so forth, mainly through property taxes. Some new sources of funds — user charges and Development Cost Levies — are now being pursued by the City. The CityPlan direction on City finances is to continue to be cautious about increasing spending. Generally speaking, new services would need to be paid for by redirecting funds now spent on other items or in other areas. There are also usually more requests for new facilities than can be funded in any one period, so there is often a waiting period of years before a facility is expanded or rebuilt.

Community Safety

Sunset's overall crime rate is above the average for local areas in the city. In 1998, the rate of property crimes in Sunset ranked near the middle of the rates found in the city's local areas. The rate of crimes against people ('violent crimes') at 15 crimes per thousand people was fifth highest among the city's twenty-two local areas.

Community Policing Centres (CPCs) have been created to improve community involvement in crime prevention. Sunset is covered by the South Vancouver CPC, although its office is located outside the local area. Vision Directions address three components of crime prevention: individual actions, community initiatives, and policing approaches.
8.1 Individual Actions to Improve Safety

Approved

Individually should take responsibility for reducing the likelihood they or their property will be affected by crime. Possible actions include making their homes more burglar resistant, getting to know their neighbours, joining Block Watch, and using 'street proof' procedures when outside their homes.

Percent agree 86%/88%

People’s Ideas…
• report crimes and suspicious activities
• smile at and get to know your neighbours, have block parties, and keep an eye on each other
• join Block Watch, Park Watch, Speed Watch, and Safety Patrols
• keep valuables out of sight and don’t leave valuables in cars
• seek out information on making your home and car more theft resistant, use motion sensitive lights
• learn techniques to reduce risk when outside the home such as walk with a companion, be alert when walking, avoid dangerous locations, etc.

8.2 Community Actions to Reduce Crime

Approved

Community Policing Centres should have some on-going funding to ensure stability. CPCs, the City, the Police Department, residents, and businesses should strengthen crime prevention efforts, including more citizen patrols, improved lighting in high crime areas, and wider use of crime prevention and education programs in schools.

Percent agree 89%/93%

People’s Ideas…
• establish ‘park watch’, ‘school watch’, and ‘pooch patrol’ to report illegal activity and prevent vandalism
• partner with ICBC for auto speed and theft reduction programs
• start crime prevention, and drug/alcohol programs as early as elementary school
• attempt to get the CPC back into Sunset: organize volunteers, seek funds, and provide space in the community centre for a police office
• provide accessible (translated) material on how to identify and report crimes including grow operations and drug dealing
• set up support groups for parents who suspect their kids are involved in criminal activities
• offer ‘house checks’ to assess the need for security improvements
• require youth to clean up graffiti as punishment for vandalism
• paint murals to discourage graffiti on problem walls

South Vancouver Community Policing Centre

8.3 Police Services More Responsive to Community Needs

Approved

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

Percent agree 89%/95%

People’s Ideas…
• increase bike and foot patrols on Main and Fraser
• address problem of prostitution in the back lane behind Fraser
• provide more frequent patrols
• improve availability and role of the Police Department’s school liaison officers
• provide a police presence in parks in evenings
• address problem of public drunkenness along Fraser Street

Community Policing Centres

There are 18 Community Policing Centres (CPCs) operating in different neighbourhoods throughout the city. They are dedicated to helping to reduce crime through crime prevention education, public awareness, and community involvement. They are staffed mainly with local volunteers. Every office has a neighbourhood police officer assigned to work with the local population. These organizations seek to enhance community safety by providing visible and accessible services that are sensitive to the needs of the neighbourhood. The centres rely on support and cooperation from the Attorney General’s Office, local residents, businesses, the police, and the City, although City Council policy is not to provide on-going funding after a start-up period. Sunset is served by the South Vancouver CPC which recently moved from Fraser Street to the new London Drugs development on Victoria just north of 41st.
The City’s Drug Prevention Policy

After a city-wide discussion, City Council has recently approved a comprehensive change in approach to the drug problem. Despite enforcement efforts, a large share of crime in the city is related to drug use and the drug trade. The City has proposed a ‘four pillar approach’ which supplements enforcement with prevention programs to reduce the number of new users, harm reduction to decrease the damage suffered by drug users, and enhanced treatment to help users to address their dependency. The approach recognizes that drug issues are not restricted to one area of the city and recommends community-based facilities for treatment and needle exchange.

Implementation discussions with the federal and provincial governments and their agencies, particularly the health board, began in late 2001.

8.4 Public Consultation on the Location of Treatment Facilities

Approved

When the City and VRHB begin to plan for the number and location of local treatment centres, needle exchanges, and other facilities, they should include extensive consultation with the local community.

Percent agree 79%/82%

9. Recreational Facilities and Services Provided by the City

Sunset Community Centre, Moberly Arts Centre, and South Hill Gym serve the Sunset local area’s population of 30,000. The Park Board goal is to provide a community centre for approximately every 20,000 people. These facilities provide sport, recreation, art, and social programming for a wide range of residents from infants to seniors.

Sunset Community Centre, opened in 1950, includes an ice rink and an outdoor pool and is located on the northern edge of the community and is programmed through Kensington Community Centre.

The workshop participants felt that more facilities and programs were needed to serve the growing population of young people. The need for an indoor pool was frequently raised. Vision Directions address opportunities to substantially enhance the area’s recreation services, especially for young people.

9.1 Provide More Space for Indoor Recreation

Approved

The Park Board should create more community centre space in Sunset by adding to existing facilities, building a new centre, or creating new satellite facilities.

Percent agree 76%/77%

People’s Ideas…

• rebuild Sunset Community Centre because it is old and needs to be replaced
• expand Sunset Community Centre because it has a poor range of facilities and space relative to other centres in the city
• build a new community centre with a café like Riley Park Community Centre
• use Memorial Park Fieldhouse for public programs and community space
• expand Moberly Arts Centre space and programming
• create a satellite facility in a school in southern Sunset
• improve rooms under the gym in the Community Centre, too noisy now
9.2 Build an Indoor Pool in Sunset

**Approved**

Sunset should be provided with either an indoor community pool to better meet the needs of residents or a larger indoor pool which draws users from a larger area.

**Percent agree 72%/70%**

People’s Ideas…

- build an outdoor pool with a retractable roof for poor days/winter
- construct the indoor pool the community needs
- build a Maple Grove style warm wading pool for the little ones
- fund a new indoor pool through corporate sponsors, a lottery, and user fees
- retain and improve the water activities at Sunset Community Centre

9.3 Locations for a New Indoor Pool

If a new indoor pool is built in Sunset, it should be located: (note: respondents could support none, any, or all of the following options, so the responses do not add up to 100%)

a. as a replacement for the existing outdoor pool at Sunset Community Centre 55%/54%

b. on the Park Board Nursery site close to Main 53%/54%

9.4 Facilities and Programs for Youth

**Approved**

More facilities for children and youth should be provided such as a skateboard park, water spray parks, and playgrounds. Programs for youth should be enhanced through a Park Board initiative, coordinated with other agencies.

**Percent agree 77%/77%**

People’s Ideas…

- organize more drop-in basketball, ‘talent’ nights
- develop more child-oriented programming at better times
- add tennis courts south of ice rink
- improve and expand after-school programs

- add more clubs (photography, metal/woodwork)
- start nature and science programs for youth
- establish mentoring and other inter-generational activities
- teach youth conflict resolution skills and self-esteem
- upgrade the Sunset toddler playground to be like the one at Riley Park

9.5 Seniors’ Centre

Services should be improved for seniors with a variety of linguistic and cultural backgrounds. The enhanced services should be offered in: (note: respondents could select none, any, or all of the following options, so responses do not add up to 100%)

a. Sunset Community Centre 53%/56%

b. Moberly Arts Centre 27%/29%

c. a larger dedicated seniors’ centre serving all South Vancouver which may be located outside of Sunset 39%/34%

People’s Ideas…

- eliminate barriers to seniors’ participation in activities (e.g. language, noisy rooms)
- increase seniors’ activities at Moberly Arts Centre (at least three times a week)
- enhance ESL programs, language exchanges for seniors
Child Care

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

- providing grants to Neighbourhood Houses and Family Places for services to families with small children
- working with community centres to support child care
- providing grants to support nonprofit child care services
- leasing land at reduced rates to nonprofit child care societies
- using development cost levies on new development to support daycare
- negotiating for child care in larger projects as part of their rezonings
- creating a society to manage City-owned child care facilities.

The Vision does not propose changes in the City’s approach to helping provide child care.

9.6 Inclusive Programs

Approved

All recreational programs should encourage the participation of newcomers and non-English speakers.

People’s Ideas...

- hire more community centre staff with language abilities
- increase the number of programs which help people integrate
- ensure culturally sensitive programs
- provide more meaningful intercultural and intergenerational programs

9.7 South Hill Branch Library

Approved

If the South Hill Branch Library were to expand or rebuild it should remain at or near its present location.

People’s Ideas...

- need a larger library with greater selection of books and an enlarged reading space
- locate the library where people go
- provide more parking
- integrate the library into a larger public service venue (such as Sunset Community Centre)

10 Library Facilities and Services

The Vancouver Public Library operates the South Hill Branch Library on Fraser. There are currently no plans to move or expand this branch.

10.1 South Hill Branch Library

Approved

The services of South Hill Branch Library should be modified to better serve the public based on a review of factors such as opening hours, collections, translation of instructions, and availability of Internet access.

People’s Ideas...

- make open hours longer and/or more compatible with needs of residents (more evenings)
- provide more opportunities for Internet access
- add Punjabi newspapers from India
- make the library more user friendly
- partner with high school library to increase materials available
- integrate the library with the South Hill Education Centre

11 Improving Awareness and Accessibility of City Services

The City provides a range of services. Workshop participants felt more effort should be put into making these services more widely known in the community and more easily accessible to residents.

11.1 Information about City Services

Approved

The awareness of City services should be improved through initiatives to make information on these services more consistently available within the community in locations, forms, and languages which are convenient for residents and businesses.

People’s Ideas...

- send out material on a regular basis (e.g. at certain times of the year) so people can learn to expect it
- use a single, distinctive colour for all city information sent to homes or businesses
- provide more information about City services in the Leisure Guide at the front of the yellow pages
- use flyers, community newspapers, and community kiosks to let people know about available services
• simplify the City website, too complicated now
• provide ads/information on services in bus shelters
• translate information on services into Punjabi, Hindi

11.2 Community Services in or near Shopping Areas
Approved
Whenever community services such as community centres, neighbourhood houses, health centres, etc. are considering new facilities or relocations, locations in or near the shopping areas should be given strong consideration due to their accessibility and high community profile.
Percent agree 74%/73%

11.3 Welcoming Newcomers
Approved
Newcomers to the community should be provided with information on the community including community facilities, programs and events, parks and sports, shopping areas and commercial services, and cultural and religious organizations.
Percent agree 71%/69%

People’s ideas…
• start classes on area’s history and organizations for newcomers
• develop ways to better integrate newcomers into the community
• provide more ESL classes
Most of Sunset is single family housing. This Vision recognizes that these single-family areas are important to the character and stability of Sunset.
12 Single Family Houses and Rental Suites

In almost all of Sunset, the current RS-1S single family zoning allows any house to have a rental suite. (There are only a few blocks with RS-1 zoning, which does not permit a rental suite, but still allows a family suite). This was based on community consultation that occurred about 10 years ago.

12.1 Maintain Most Single Family Areas

Approved

In order to retain the basic character of Sunset, most of the area that is now single family (including areas where rental suites are allowed) should be kept that way (exceptions would only occur where the community supports new housing choices as described in Sections 16 - 21).

Percent agree 79%/76%

13 Design of New Single Family Houses

New houses frequently replace older ones. Currently the single family zoning in Sunset controls the height, yard sizes, total floor space, and garage size of new houses. It does not control their visual appearance or character, nor does it require landscaping.

The city has single family zones (RS-5, 6, and 7) that include some level of design review for new houses and their landscaping. In the past 5 years, where neighbourhood groups could show there was sufficient interest, the City undertook detailed surveys to determine whether there was support for zoning that included design review. Now about a third of the single family areas in Vancouver have zoning with some form of design review. Although there was not significant interest from Sunset at that time, workshop participants felt Sunset residents should be offered the choice of whether to pursue design review.

13.1 Design Review for New Single Family Houses

Approved

The design of new single family houses should be improved through putting in place one of the design control zones that the City has already developed, if there is sufficient support within an area.

Percent agree 67%/65%

People’s ideas…

• encourage pitched roofs; avoid ‘wedding cake’ forms (second floor narrower than the first)
• reflect traditional character of existing houses
• control only the design features the neighbourhood finds most unattractive
• don’t repeat same house design over and over
• reduce garage width
• require more and better landscaping; low, transparent fences in front yards (like picket fences)

Rental Suites Enforcement

Since suites have been permitted, relatively few owners have made their suites legal by taking out a permit. The City plans to review the building code standards and enforcement practices related to secondary suites to remove, wherever appropriate, barriers to bringing more suites into legal conformity and to develop a more effective enforcement strategy and capability.

More Planning and Consultation Before Changes

Vision Directions 13.1 and 14.1 would require rezoning. More detailed planning with community involvement would take place before any zoning changes occurred.

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.
Older Character Buildings and Heritage

Residential and commercial development in Sunset started in earnest in the early 1900, and most of the Sunset area filled in before 1930. About 18% of Sunset’s existing buildings were constructed before 1940. Buildings from this era are usually thought to have ‘character’. They are scattered throughout the area, but in greater numbers north of 50th. However, there are very few block faces where pre-1940 buildings still predominate.

The Vancouver Heritage Register (VHR) lists pre-1940 buildings that have particular historical or architectural significance. Their owners can take advantage of some zoning relaxations which may make it easier to keep and renovate them. Sunset has 22 houses listed on the VHR, and 6 other buildings including various parts of John Oliver School, Holy Resurrection Church, and Memorial Park South Fieldhouse.

14.1 Retaining Character Buildings

Approved

In order to encourage retention of ‘character’ (e.g. pre-1940) houses and other buildings, there should be incentives to renovate and/or discourage demolition.

Percent agree 68%/64%

People’s Ideas…
• allow additional density, suites, relaxations to building code requirements
• promote the opportunity to be included on the VHR
• charge higher fees for demolition
• allow more transfers of density (allowing an owner preserving a small house to sell some of the density which is not used on that site to the owner of another site)

Memorial Park South Fieldhouse

14.2 Memorial Park South Fieldhouse

Approved

Memorial Park South Fieldhouse is an important heritage building. It should be better maintained, and made available for community-oriented activities.

Percent agree 75%/73%

People’s Ideas…
• create a facility like South Vancouver Family Place which could be used for social/recreational programming, or an event space for rent with cooking facilities and washrooms

14.3 Recognizing More of Sunset’s History in Other Ways

Approved

The area’s history should be recognized by incorporating artifacts and interpretive information in parks, streets, and commercial areas. Various types of area history — social, ecological, aboriginal, agricultural, industrial — as well as building heritage should be remembered.

Percent agree 69%/66%

People’s Ideas…
• commemorate Ross Creek in Memorial Park South and along proposed Ross Street bikeway
• use ‘South Hill’ name more

The City Tree By-law controls the removal of larger trees (over 8" diameter) in all single family zones. For new development, removal is only permitted under certain conditions. Owners of existing houses may obtain a permit to remove one tree a year. In both cases, replacement trees are required.
Some developments in Sunset are on large parcels zoned CD-1 (Comprehensive Development) - 'tailor-made' zonings for a specific site. Since the '80s CD-1 regulations have included a lot of detailed requirements, but earlier CD-1 regulations were often quite vague and general. Many older CD-1 sites are built to densities lower than common today, and are being redeveloped. Examples include Arbutus Gardens at Arbutus and 33rd, and Champlain Mall in Killarney. The City has generally required changes to developments on CD-1 sites to undergo a rezoning process, culminating in a public hearing. However, in some cases, the nature of old CD-1’s regulations have led to significant redevelopment being approved without a rezoning process.

15.1 Process for CD-1 Zoned Sites Anywhere in Sunset

Approved

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

Percent agree 74%/69%
Vision participants looked at the future housing needs of Sunset residents, ranging from young singles and couples to families with kids, to seniors. Some, like singles and couples, prefer apartments or rental suites in houses. Families with children want the features of single family homes with bigger units, private yards, and individual front doors — but at an affordable price. Many couples whose children have left home also want these features and continue to stay in their single family homes.

By 2001 Sunset’s existing residents will have created the demand for about 2,800 (30%) more households — today’s children will grow up and have their own families; some couples will separate and become two households. Some will move away, but others will want to stay in Sunset. Besides the increased housing demand from existing residents as they age, people will also move to Vancouver from elsewhere and some will settle in Sunset.

There are limited opportunities to meet this demand for more housing in Sunset. No additional single family lots are available. Under existing zoning, there could be some apartments above stores in the commercial areas, a few duplexes on Main and Fraser, and rental suites in single family homes. In total the capacity stands at about 1,900 units, with about half the capacity in apartments above stores on Main and Fraser.

Participants considered various types of housing and created options for providing new, mainly ‘ground-oriented’, housing.

Combining various options for new housing types results in the potential for different numbers of new units. The table at the end of this section provides statistics on both the demand for housing and the number of units which would result from the different choices.

Note that some Directions did not receive the necessary agreement in either survey to be classed as supported. However, when agree and neutral votes substantially outweigh the disagree votes the Direction is classed as Uncertain. Uncertain directions remain topics for more public discussion should planning on this topic occur in future.
16 Infill

Infill describes a smaller second building on a lot, usually behind the main house. 'Coach house' or 'granny flat' are other names for this type of unit. Normally, the garage is on the main floor with the dwelling above. An infill unit may be added to a lot with an existing home or built in conjunction with a new house. On larger lots (50 foot frontage or more) it is possible to build infill units while keeping the existing home. However, on smaller lots an existing house rarely has a wide enough side yard to provide the required fire-fighting access. As a result, small lot infill is not feasible unless it is built in conjunction with a new main house. Infill units may be strata-titled or rented.

16.1 Infill as a New Housing Type

Approved

Housing variety should be increased in Sunset by allowing some infill development provided that the units are:
- designed to fit into the single family area, with good landscaping
- constructed with adequate on-site parking
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population.

Percent agree 59%/60%

People’s Ideas:
- infill should reflect design of main building
- ensure infill does not overwhelm the main building
- consider privacy and access to sunlight of infill unit and neighbours

16.2 Possible Locations for Infill

Infill housing which meets the conditions in Direction 16.1. should be considered: (note: respondents could select none, any, or all of the following options, so responses do not add up to 100%. Percentages below are only for respondents agreeing to 16.1)

a. throughout single family areas 53%/52%

b. throughout the single family areas but not along main roads 43%/42%

c. none of the locations above 13%/13%

17 Duplexes

A duplex provides two units on a parcel of land. Each unit can be individually owned, usually by strata title. The units may be side by side, front-to-back, or up-and-down.

17.1 Allow Additional Duplexes

Approved

More housing variety should be provided in Sunset by allowing duplexes in more areas, provided that the duplexes have:
- roughly the same height and the same size front and rear yards as single family homes
- designs which are attractive and fit into the neighbourhood, with good landscaping
- adequate on-site parking
- adequate community facilities (parks, schools, etc.) and services for the additional population.

Percent agree 55%/61%

More Planning and Consultation Before Changes

If the community supports a Vision Direction on a new housing type, a rezoning would be required before the new housing type could be built. More detailed planning with community involvement would take place before the rezoning occurred. This planning would deal with precise boundaries, phasing the development over time, traffic and parking impacts, fire-fighting access, needs for additional services and facilities (including parks), developer contributions for costs, etc.

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 more affordable ‘non-market housing’ for lower income households in a number of ways:
- directly funding affordable housing with money approved in Capital Plan plebiscites
- leasing City land, in some cases at substantial discounts, to non-profit housing sponsors who build housing funded by the B.C. government
- using housing agreements with developers, where they include lower cost or guaranteed rental suites in their market projects in return for additional density
- using funds from Development Cost Levies to assist in buying land or paying for housing units directly.

These non-market projects generally require a site specific rezoning, with community consultation taking place in each case. Additional non-market housing Directions were not suggested.
Possible Locations for New Housing Types

(general locations referred to in Directions 16.2, 17.2, 18.2 & 19.2)

Along Marine Drive

Adjacent to Some Parks

Along Main Roads

Behind Commercial/Mixed Use Areas
People’s Ideas…

• require more traditional styles in areas with older buildings, more modern styles elsewhere
• look of neighbourhood is important, don’t let duplexes change its appearance

17.2 Possible Locations for Duplexes in Sunset

Duplexes which meet the conditions in Direction 17.1 should be considered:

(note: respondents could support none, any, or all of the following options, so responses do not add up to 100%.

Percentages below are only for respondents agreeing with 17.1)

a. throughout the single family areas 62%/62%
b. throughout the single family areas but not along main roads 36%/34%
c. none of the locations above 9%/11%

18 Rowhouses

Rowhouses are defined as a series of attached housing units which do not have side yards. Traditional rowhouses have a single row of units with front and rear entrances; they usually have individual garages or parking areas. Courtyard rowhouses are grouped around a common open space; they have underground parking and are usually arranged as two rows of units facing each other across a courtyard. Courtyard units may be rented, owned cooperatively, or strata-titled. Traditional rowhouses are usually individually owned.

18.1 Allow Additional Rowhouses

Not Approved (Uncertain)

Housing variety should be increased in Sunset by allowing some rowhouses, provided they are:

• designed to be compatible with single family neighbourhoods and adjacent homes, with good landscaping
• located in select areas and built as small projects rather than as a widespread replacement for existing housing types

• provided with adequate on-site parking
• provided with adequate community facilities (parks, schools, etc.) and services for the additional population.

Percent agree 48%/49%

People’s Ideas…

• allow either a traditional design style or a site specific style which is compatible with adjacent houses
• keep height in line with surrounding neighbourhood
• maintain off-street parking
• do not allow too many as it will make the area too dense
• provide more greening and usability of public streets to compensate for increased density
• avoid monotony in design
• require underground parking or innovative parking solutions like pods of parking, tandem parking, etc.

18.2 Locations for Rowhouses

Rowhouses which meet the conditions in Direction 18.1 should be considered in single family areas: (note: respondents could select none, any, or all of the following options, so responses do not add up to 100%.

Percentages below are only for respondents agreeing to 18.1)

a. along main roads 46%/43%
b. adjacent to some parks 52%/53%
c. behind commercial/mixed use areas 42%/45%
d. throughout single family areas but only on corner lots 21%/19%
e. none of the locations above 5%/6%
19 Low-rise Apartments

Apartments generally provide smaller, lower cost units which appeal to a variety of household groups, particularly people just entering the housing market and seniors who are no longer willing or able to maintain single family homes. They may be rented, owned cooperatively or strata-titled. Vision participants suggested a number of options for 3 to 4 storey apartments with landscaped yards or courtyards.

19.1 Allow Additional Low-rise Apartments

Not Approved (Uncertain)

Housing variety should be increased in Sunset by allowing some low-rise apartments with a maximum height of four storeys, provided that they are:

• designed to be compatible with single family neighbourhoods and adjacent homes, with good landscaping
• located in select areas and built as small projects
• provided with adequate on-site parking
• provided with adequate community facilities (parks, schools, etc.) and services for the additional population

Percent agree 47%/48%

People’s Ideas:

• create new parks to compensate for apartments; intersperse green space
• require underground parking or innovative parking solutions like pods of parking, tandem parking, etc.
• provide more greening and usability of public streets to compensate for increased density
• locate close to transportation and services
• make Sunset Nursery available for development

19.2 Locations of Low-rise Apartments

A few low-rise apartments which meet the conditions described in Direction 19.1 should be considered in single family areas. (Note: respondents could select none, any, or all of the following options, so responses do not add up to 100%. Percentages below are only for respondents agreeing to 19.1)

a. along Marine Drive 49%/46%
b. adjacent to some parks 38%/40%
c. behind commercial/mixed use areas 46%/46%
d. none of the locations above 7%/7%

Development Cost Levies

In January 2000 the City began collecting an interim Development Cost Levy (DCL) on a city-wide basis. Each market housing unit in projects with more than four units and each square foot of new commercial or industrial space now pays a fee to help finance the parks, daycare, and affordable housing needed to serve an increasing population and employment base. Studies are underway to determine what the final levy should be and how the revenue should be distributed to cover the costs of growth.
The existing C-2 zoning in the commercial areas along Main and Fraser allows development of mixed residential and commercial buildings up to four storeys high (Section 26 in SHOPPING AREAS talks about the design of these developments). Vision participants proposed a new form of mixed use development for consideration. The ground level would still be commercial running across the full site frontage. There would be 4 to 6 storeys of residential above the commercial in more of a tower form. Overall density would probably be somewhat higher than permitted by C-2 zoning.

20.1 4–6 Storeys of Residential above Commercial

Not Approved (Uncertain)

Buildings with four to six storeys of residential above a commercial level should be considered for sites which front onto arterials and which are located within a few blocks of the intersection of two arterials, provided that the buildings have:

• adequate on-site parking
• adequate community facilities (parks, schools, etc.) and services for the additional population

Percent agree 49%/50%
21 Seniors’ Housing

Workshop participants looked at housing options which would allow seniors to stay in the community when they are no longer able or willing to look after a single family home. Options include additional traditional apartments and smaller seniors’ homes. The participants also proposed an ‘aging in place complex’ made up of two or more buildings designed to allow residents to stay within the complex as their needs change from independent living to full care. These projects would be purpose-built for seniors and some would provide for different levels of care.

21.1 Allow Some Seniors’ Housing Approved

Some developments designed for seniors should be considered near parks, shopping, and transit to allow seniors to stay in the community as their housing needs change. Percent agree 84%/86%

21.2 Types of Seniors’ Housing

The forms of seniors’ housing which should be considered include (respondents could select none, any, or all of the following options, so responses do not add up to 100%. Percentages below are only for respondents agreeing to 21.1):

a. small projects such as Abbeyfield Houses 48%/48%
b. low-rise apartments (up to 4 storeys) 47%/46%
c. higher apartments (6-12 storeys) 13%/15%
d. an aging in place complex with all buildings less than 4 storeys 37%/41%
e. an aging in place complex which includes buildings higher than 4 storeys 12%/13%

People’s Ideas…
• permit Abbeyfield Houses (6-8 unit projects with individual bed/sitting rooms, a shared kitchen and eating area, and staff to provide meals)
Housing Demand

The Demand for New Housing in Sunset by 2021

New households from existing residents 2,800
New households from in-migration 900
Total new households looking for housing 3,700

The Potential Supply of New Housing in Sunset

New housing units allowed by existing zoning 1,900

Shortfall in Housing Units

Demand minus Potential Supply 1,800

Possible Housing Supply

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<th>Vision Direction</th>
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<th>Added Housing Units from Option</th>
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The Vision participants identified the key community shopping areas in Sunset as Fraser Street and the Main Street 'Punjabi Market'. For these areas, the Vision sets out ways to make both areas more convenient, safe, comfortable, and enjoyable places to shop. It also has Directions about controlling additional major malls and 'big box' stores; the role of business associations; and the design of new four storey mixed use buildings along shopping streets.
22 Fraser Street Shopping Area ('South Hill')

The Fraser Street shopping area is the oldest and largest neighbourhood shopping area, and the one catering to the broadest range of residents. Its assets include a wide range of stores including a supermarket, large street trees, a good stock of shared public parking, a historical identity as 'South Hill', and some older character buildings. The Vision addresses these assets, as well as some problems including a major litter and garbage dumping issue, a low level of attractiveness of storefronts and public sidewalks, and a low level of involvement among business owners in actively caring for and promoting the area.

22.1 Important Shopping Area
Approved
The shopping area on Fraser from 41st to 51st should be strengthened as a major neighbourhood shopping area and special community place.
Percent agree 87%/87%

22.2 Shops and Services Continuous
Approved
In the shopping area, shops and services should be continuous along the ground floor of buildings. Ground floor frontage should not be interrupted by driveways, drive-throughs, parking lots, or building fronts and uses that are not 'pedestrian-friendly'.
Percent agree 83%/79%

22.3 A Range of Shops and Services
Approved
There should continue to be a wide range of local-serving shops and services in the shopping area. Additional auto-oriented services (e.g. gas stations, auto repair) should be discouraged.
Percent agree 79%/78%

People’s Ideas...
• encourage bookstore, theatre, coffee places, hardware
• encourage merchants to keep up with changing customer needs and desires
• encourage the City and landlords to consider ways to make new retail space more affordable to local shops and services, and/or to retain older, low rent space
• encourage residents to support local shops and services by using them

22.4 Retaining a Supermarket
Approved
The Buy-Low supermarket at 45th and Fraser is an important anchor for the shopping area. The ability to upgrade the building and/or expand is limited due to a number of factors including the site size and parking requirements. These factors may eventually lead to the supermarket leaving. The City, in consultation with the neighbourhood, should work with supermarket owners to help ensure a conventional supermarket can stay on Fraser in the current location or on another site.
Percent agree 87%/87%

People’s Ideas...
• relax parking requirements
• provide shared parking
• create a mixed use development that includes a supermarket on a larger site
22.5 Keeping Supermarket Opportunities Open  
**Approved**  
In the past, supermarket owners have often closed stores and put restrictive covenants on the sites that do not allow a new supermarket or grocery store to occupy the site. While this benefits the supermarket chain by reducing competition, it acts against having a viable shopping area. The City should act to prevent such covenants from being placed on sites.  
*Percent agree 81%/80%*

22.6 Pedestrian Safety  
**Approved**  
Of the 10 intersections between 41st and 51st (which are short blocks), 7 have traffic signals. There are enough traffic signals to make it safe for pedestrians to cross Fraser, but other pedestrian improvements should occur.  
*Percent agree 77%/74%*  
**People’s Ideas…**  
- shorten pedestrian waiting times  
- add curb bulges to shorten the crossing, make pedestrians more visible, and let drivers know they’re in a shopping area

22.7 Control Sidewalk Merchandise  
**Approved**  
Merchandise displays on the sidewalk are a good thing, but should be limited in the amount of sidewalk they take up. They should leave enough room for pedestrians (including wheelchair and strollers) to pass each other, and should leave more sidewalk space at bus stops and crosswalks where more people gather. The limit should be enforced.  
*Percent agree 84%/82%*  
**People’s Ideas…**  
- health concern that produce is displayed amidst trash on the sidewalk

22.8 Protect and Enhance Existing Street Trees  
**Approved**  
The existing street trees along Fraser make the street more attractive, and provide shade and colour. These trees should be kept and properly maintained.  
*Percent agree 88%/90%*

22.9 Weather Protection  
**Approved**  
There should be continuous weather protection for shoppers in the form of canopies or awnings along the fronts of buildings.  
*Percent agree 72%/73%*  
**People’s Ideas…**  
- ensure awnings reinforce rather than detract from ‘South Hill’ character

22.10 A More Attractive, Usable Place  
**Approved**  
The shopping area’s appearance should be improved, and a distinctive ‘South Hill’ character created, through beautification by private owners, the BIA, and the City.  
*Percent agree 83%/85%*  
**People’s Ideas…**  
- add outdoor patios and places to relax; benches; attractive plantings in corner bulges, mini-parks, and/or along the curb; banners, flags, murals, public art, sculpture; a distinctive entry sign or landmark; special lighting; bike racks; public notice boards, directory to the area; special paving; drinking fountains; improvements to front of South Hill Adult Education Centre and South Hill Branch Library  
- improve on awning design to reflect heritage
22.11 Keeping Character Buildings
Approved
The South Hill School, Fraser Hall, and a few other buildings date from the early part of the area’s history. These older, character buildings add to the uniqueness of the area, and should be retained, if possible.
Percent agree 73%/72%

People’s Ideas…
• transfer unused density from these buildings to other projects
• provide plaques and other interpretive information on the history of the area
• use the old buildings as a theme for the newer ones

22.12 A Cleaner Place
Approved
Sidewalks, gutters, lanes, shared public parking lots, storefronts, garbage areas, and loading bays should be kept cleaner and maintained better by both private businesses and the City.
Percent agree 94%/95%

People’s Ideas…
• add more sidewalk trash cans, emptied more often
• encourage merchants to clean their store fronts and sidewalks regularly
• provide more education/information on what to do with trash

22.13 Convenient Parking
Approved
Convenient short-term parking should be available for customers to help keep the retail viable. Curbside parking should be maintained. Shared public parking located on City-owned lots west of Fraser should be maintained, with their appearance and pedestrian links to Fraser improved.
Percent agree 92%/92%

People’s Ideas…
• enforce current curbside parking time limits better
• keep shared parking lots more tidy and attractive
• address congestion and circulation problems

22.14 Future of the Shared Parking Lots
Approved
If in future some of these public parking sites are developed (e.g. for housing), at least an equal number of replacement parking spaces should be built in a convenient, safe location to continue to serve Fraser Street retail.
Percent agree 86%/88%

23 Main Street Shopping Area (‘Punjabi Market’)
Main Street around 49th has been known as the ‘Punjabi Market’ for many years. It has experienced an expansion in the number and types of businesses catering to residents with Indo-Canadian and related backgrounds. The Vision addresses this area’s assets and opportunities, as well as problems, such as litter and garbage; lack of basic amenities like street trees and good sidewalks; and a poor parking situation.
Comments: A number of proposed Vision Directions for the Main Street Shopping Area did not receive high enough levels of agreement in either the general or random survey (or both) to be considered Supported but still had more agree than disagree responses. They are classed as Uncertain, and remain on the table for future consideration and public discussion when additional planning occurs for the Main Street Shopping Area.

23.1 Important Shopping Area
Approved
Main from 48th to 50th should be strengthened as a major neighbourhood shopping area and special community place.
Percent agree 64%/64%

23.2 Northward Expansion of Shopping
Not Approved (Uncertain)
The shopping area should expand northward, by extending commercial/mixed use zoning for one or two more blocks.
Percent agree 44%/42%

23.3 Shops and Services Continuous
Approved
In the shopping area, shops and services should be continuous along the ground floor of buildings. Ground floor frontage should not be interrupted by driveways, drive-throughs, parking lots, or building fronts that are not pedestrian-friendly.
Percent agree 74%/72%

People’s Ideas…
- improve appearance of the existing gas station

23.4 Special Indo-Canadian Focus
Not Approved (Uncertain)
The Indo-Canadian focus of the area should be strengthened by having mainly Indo-Canadian retailers and restaurants. In this special role of ‘Punjabi Market’, the area should serve both local residents and people from elsewhere in the Vancouver area.
Percent agree 50%/50%

23.5 A Range of Shops and Services
Approved
While having an Indo-Canadian focus, the area should also meet the basic needs of all local residents. Additional auto-oriented services (e.g. gas stations, auto repair) should not occur.
Percent agree 70%/69%

People’s Ideas…
- add banks, ATMs, drycleaner, corner stores, drug store, coffee/tea shop
- encourage merchants to keep up with changing customer needs and desires
- encourage the City and landlords to consider ways to make new retail space more affordable to local shops and services and/or to retain older, low rent space
- encourage residents to support local shops and services by using them

23.6 Supermarket Not Needed
Not Approved (Uncertain)
There is no conventional supermarket in the Main Street shopping area. This need is met by two nearby supermarkets: Real Canadian Superstore on Marine Drive and Buy-Low on Fraser at 45th. Provided these supermarkets remain, there should be no actions to add a conventional supermarket in the Main Street shopping area.
Percent agree 56%/53%
23.7 Pedestrian Safety

**Approved**

It should be easier and safer for pedestrians to cross Main Street, so they can conveniently shop on both sides of the street.

*Percent agree 74%/75%

People’s ideas…

- add pedestrian signals at 48th so people don’t have to walk back to 49th
- shorten pedestrian waiting times
- add corner bulges to shorten crossings and make pedestrians more visible
- address prostitution in the back lane

23.8 Control Sidewalk Merchandise

**Approved**

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

*Percent agree 81%/80%

23.9 Street Trees and Sidewalk Improvements

**Approved**

Street trees should be planted on Main Street and the sidewalks should be improved by repairing cracked and crooked slabs and by filling in areas where the sidewalk does not extend to the curb.

*Percent agree 84%/87%

23.10 Weather Protection

**Approved**

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

*Percent agree 64%/67%

23.11 A More Attractive, Usable Place

**Approved**

The shopping area’s appearance should be improved, and a distinctive ‘Punjabi Market’ character enhanced, through beautification by private owners, businesses, and the City.

*Percent agree 74%/79%

People’s ideas…

- add outdoor patios and places to relax; benches; attractive plantings in corner bulges, mini-parks, and/or along the curb; banners, flags, murals, public art, sculpture; a distinctive entry sign to the area; special lighting; bike racks; public notice boards, directory to the area; special paving; drinking fountains

23.12 A Cleaner Place

**Approved**

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

*Percent agree 93%/95%

People’s ideas…

- provide more sidewalk trash cans, emptied more often
- encourage merchants to clean their store fronts and sidewalks regularly
- provide more education/information on what to do with trash

Possible improvements: more planting, more pedestrian comfort and safety
23.13 Convenient Parking

Approved
Convenient short-term parking, including curbside parking, should be available for customers to help keep the retail viable and reduce impacts on neighbours.

Percent agree 82%/87%

People’s Ideas...
• enforce parking time limits better
• maintain curbside parking on Main Street
• review the parking situation, including: turnover in curbside parking, available parking in private developments, all-day use of parking spaces by Langara students and staff
• if necessary, build shared public parking within a mixed use development

23.14 Group Bus Parking

Approved
The Punjabi Market is visited by groups of schoolchildren and tourists. Parking space for school and tour buses should be provided in such a way as to minimize impacts on shoppers and neighbours.

Percent agree 65%/68%

23.15 Sunset Community Centre Connection to Main Street

Approved
As long as they remain in their current locations, the Sunset Community Centre and Ice Rink should have more of a presence on Main through better signage, a public art piece or other symbols.

Percent agree 71%/68%

23.16 Sunset Nursery More Interesting from Main

Approved
As long as the Park Board Sunset Nursery stays in its current location, it should contribute more to street interest.

Percent agree 68%/65%

People’s Ideas...
• make some of the nursery activities and buildings visible from the street

23.17 If Sunset Nursery Moves or Downsizes

Approved
If, in the future, Sunset Nursery moves or is reduced in size, there should be broad community consultation about the use and design of the site.

Percent agree 77%/74%

People’s Ideas...
• relocate/expand community centre facilities; add housing, retail
• build shared parking for the shopping area
• create a park
• build retail above parking on Main

24 Big Box Stores and Shopping Malls

Shopping malls are clusters of stores in one development where the stores face inside instead of onto a public street. Malls come in various sizes and may be on one or several levels. Under current zoning, internal malls can theoretically locate anywhere in the C-2 zoning that lines the city’s arterial streets.
There are also different types and sizes of 'big box' store. Some are very large and sell a wide range of goods. Others specialize in particular types of goods, and are smaller. The large 'big box' stores have sought to locate on large, cheap industrially-zoned sites. The City has permitted some big box stores (usually through rezonings), but has recently adopted policies that restrict these rezonings to Grandview Highway and the part of Marine Drive frontage between Yukon and Chester. If the stores are to sell food or clothing, a retail impact study is required. Some smaller specialty 'big box' stores have recently fit into existing C-zoned areas along major streets.

Participants in the Vision process, while acknowledging that existing malls and 'big box' stores provide shopping choices for consumers, were concerned that additional projects would work against keeping strong neighbourhood shopping on Fraser and Main.

24.1 Additional Major Malls or Big Box Stores

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

Percent agree 66%/65%

24.2 Specialty Big Box Stores

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

Percent agree 61%/67%

People’s Ideas...
* locate any big outlet mainly on the upper level, with small retail outlets on the street level (e.g. Future Shop on West Broadway)
* provide parking underground, not in front

25 Business Associations or Business Improvement Areas

Business associations are formed by business and property owners in shopping areas. They can also apply to the City to become a Business Improvement Area (BIA). Through a BIA, each commercial property owner pays into a fund that is administered by the BIA and used to benefit the shopping area through promotion, crime prevention, beautification, etc. In Sunset, a BIA was approved for Fraser Street in 2000 and the Main Street Punjabi Market area is considering a BIA.
In response to similar concerns from various communities, City Council has already approved a review of the C-2 zoning to determine what, if any, changes should be made. The Review, now underway, includes public consultation, and is expected to result in zoning revisions in 2002.

25.1 Business Associations or BIAs

Approved

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

Percent agree 79%/75%

People’s Ideas…
• help encourage new retailers
• help merchants understand consumer needs
• cooperate in clean-up, maintenance, anti-graffiti, and security
• organize special events and festivals
• undertake beautification

26 Mixed Use Development

In the C-2 zoning along Main and Fraser and other arterials city-wide, a number of 4 storey projects have been built with ground floor commercial and three storeys of residential above. This is called mixed use development. Current C-2 zoning regulations and guidelines for these projects govern uses, limit density and height, require certain setbacks, and require parking to be at the rear or underground. The guidelines also deal with some aspects of livability — privacy, daylight, and so forth — but do not address character and appearance.

Vision participants in the Vision workshops supported the housing that these projects provide, but had some concerns over their design.

26.1 Design Improvements

Approved

The design of mixed use development should be improved.

Percent agree 79%/75%

People’s Ideas…
• make appearance less bulky and boxy from the street
• reduce impact on single family (or other) neighbours
• add more planting in setbacks, on building terraces, in common spaces
• encourage more attractive design but still have a variety of architectural styles
• require higher quality materials with greater sense of permanence
Vision participants noted that the green borders of streets, trees, parks, and the private gardens of houses all contribute to an overall natural character for Sunset. Vision Directions below deal with parks, school grounds, streets, and public views. (Vision Directions in Section 13 cover landscaping on private sites.)
27 Greening Parks, Streets, and Lanes

**Parks**
This Vision recognizes that parks are very important for recreation, beauty, and refreshment. Sunset has one large park, Memorial Park South, and five smaller neighbourhood parks. Together they total 25 hectares (61 acres), which gives Sunset .79 hectares of park per thousand residents, lower than the City standard of 1.1 hectares per thousand. There are also significant areas of Sunset which are beyond a 400 metres (approximately 1/4 mile) walking distance from a neighbourhood park. School grounds totalling 8.7 hectares (21 acres) are also important public spaces.

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

**Public Views**
In 1989, the City began to protect selected public views which development threatened to block. The protected views are mainly from within the downtown outward, or from the Central Broadway and False Creek area over the downtown. There is no protection for public views elsewhere in the city.

27.1 More Usable Parks and School Grounds

**Approved**
Park design, appearance, and activities should be more varied in order to serve a more diverse population. Specifically, Moberly Park and Memorial Park South should be reviewed and upgraded with community input. Parks should be better maintained. School grounds should also be transformed into attractive, usable community spaces.

**Percent agree 88%/88%**

People’s Ideas…
- provide more natural/native landscaping; more flower plantings;
- more community gardens; walking routes around and through parks;
- wheelchair/stroller accessibility;
- interpretive and directional signage;
- heritage artifacts; daylighting of old streams; restrooms; covered picnic areas; play areas for toddlers as well as older kids; water play; shade trees and picnic tables for play areas;
- more benches; garbage bins; barbeques; drinking fountains for people and dogs; special bins for dog waste;
- more public art; longer washroom hours

27.2 More Park Space in Underserved Areas

**Approved**
There should be more parks and neighbourhood greenways, especially in the underserved areas of Sunset.

**Percent agree 81%/80%**

People’s Ideas…
- use mini-parks and street parks when larger sites are not available
- provide additional park space when new, denser housing is built
27.3 Parks on the Fraser River

Approved
There should be mini-parks on the street ends at the Fraser River with access to the water, even in areas where industrial uses will remain. If any land along the river is taken out of river-related industrial use, redevelopment should include a continuous waterfront walkway, with parks located along it.

Percent agree 87%/85%

27.4 Safety in and around Parks

Approved
Park design and maintenance should take account of safety. Accessing parks across arterials should be easier and safer.

Percent agree 92%/92%

People’s Ideas…
- add night lighting, resilient surfaces in play areas; pedestrian signals to cross arterials; barriers between park areas and arterials

27.5 Community Involvement in Parks

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

Percent agree 81%/81%

People’s Ideas…
- encourage clean-up days; community planting
- use Sunset Nursery as an educational resource
- educate about plants and wildlife
- create a park rules enforcement group

27.6 Greening Public Streets

Approved
Streets should continue to be pleasant green links that connect the neighbourhood, through:
- protecting existing boulevards and street trees, and planting new trees wherever possible
- encouraging residents to extend private gardening into boulevards
- encouraging residents to landscape traffic circles and curb bulges through the ‘Green Streets’ program.

Percent agree 86%/87%

Community gardens

Fraser River: create more street-end parks

Street trees: protect and plant new trees wherever possible

Green Streets Program: landscaped corner bulge

Community gardens

Green Streets Program: landscaped corner bulge
27.7 Greening Lanes

Approved

Many lanes in Sunset are unattractive and not environmentally friendly. There should be alternatives to fully paved lanes, to allow for more greenery and more permeability for stormwater, and all the alternatives should be offered to homeowners when they vote on lane paving.

Percent agree 77%/76%

People’s Ideas...

• encourage narrower asphalt area; setbacks for garages; ‘guerilla gardening’ or scattering seeds to improve unattractive locations

27.8 Public Views

Approved

Views to the north shore mountains, Cascades, Mount Baker, and the Fraser River from public places, like parks and streets, should be protected and viewpoints made more enjoyable.

Percent agree 87%/84%

People’s Ideas...

• identify, map, and protect the key public views
• make viewpoints more accessible, and provide benches (e.g. on 51st between Community Centre and John Henderson School; Moberly Park; along Fraser River)
Vision participants identified many environmental issues, including a concern that many residents and businesses are unaware of City programs which promote a healthier environment.

This Vision contains a number of Directions to improve the environment. Some are in this section; others are in GREENING PARKS, STREETS AND LANES (garbage and trees), and in TRAFFIC AND TRANSPORTATION (encouraging non-auto modes of travel). Many directions include changes to individual behaviour which combine to improve the environment. Others are additions to current City programs, which have expanded as environmental issues have assumed more importance to the public.

Recycling, Composting, and Garbage
The City collects garbage from residential properties with less than four units. The weekly garbage can limit for single family properties was lowered from three to two cans to encourage residents to reduce waste and use recycling and composting programs. The City collects paper, plastic, and metal for recycling from houses and apartments if the residents separate and set out the materials. Large items can be recycled at the Vancouver South Transfer Station on West Kent Avenue North. The City also provides regular yard waste collection from single family properties and subsidizes backyard composters and indoor worm compost bins. These programs have reduced the amount of residential garbage sent to the landfill by about 35%.

Water Quality and Conservation
Vancouver has higher per capita water consumption than most North American cities with similar climates. The City supports public and school education programs on water conservation, restricts lawn watering in summer, sells barrels to store rain water for yard irrigation, and requires water saving fixtures and devices in new buildings. These initiatives have reduced water consumption by 20% since summer water shortages in 1990 and 1992.
Air Quality
The (1990) City of Vancouver Task Force on Atmospheric Change was created by City Council to study climate change as it relates to global warming and ozone depletion. It recommended some specific actions that the City could undertake to reduce its contribution to factors causing climate change. Among the actions taken was the development of the City's Transportation Plan, which sets out a long-term strategy to find transportation alternatives to the single-passenger automobile. City initiatives like Greenways and Bikeways, which encourage walking and cycling, combine with better public transit (through TransLink) to support the plan.

28 Environment

28.1 Garbage Control
Approved
There should be a greater effort to keep the Sunset area clean, including:
• more co-operative efforts by residents and the City to identify and resolve garbage problems
• increased enforcement and penalties where co-operative actions fail to resolve a problem
• more education of residents about the garbage services offered by the City
• special pick-up of hard-to-dispose-of items
• more garbage bins and pick-up of bins in parks and public places
• separate dog waste disposal units in parks.
Percent agree 93%/95%
People’s Ideas…
• encourage residents to purchase stickers from the City to dispose of extra cans of garbage if regular garbage service is inadequate
• encourage neighbourhood businesses to sweep up the sidewalk more often, and clean-up the lane at the back of their businesses

28.2 Recycling and Composting
Approved
Measures should be taken to increase recycling and composting. They should include:
• the City and community further encouraging residents and businesses to recycle
• the City encouraging other levels of government to promote recycling and composting.
Percent agree 90%/94%
People’s Ideas…
• provide school programs that promote recycling and composting
• publish information pamphlets in multiple languages (e.g., English, Punjabi, and Chinese)
• highlight responsibilities of residents and businesses to keep the neighbourhood clean and promote a healthy environment
28.3 Water Conservation and Waste Water

**Approved**
Reduced consumption of water and proper disposal of waste water should be encouraged through:

- more public education and promotion of individual actions which improve water conservation
- developing City regulations, programs, and practices which encourage water conservation
- the City encouraging other levels of government to promote water conservation

**Percent agree 86%/87%**

People’s Ideas…
- encourage people to use less water when watering their gardens and lawns or cleaning their cars, and collect water in rain barrels for these purposes
- encourage greater use of water-saving devices in the home, like low-flow toilets and shower-heads, and rain barrels
- meter water use to create a user-pay system
- publicize permeability controls to reduce water run-off

28.4 Air Quality

**Approved**
Measures should be taken at the community and city level to improve air quality in Sunset, addressing issues of air pollution, including:

- encouraging non-auto transportation alternatives, like walking, cycling, and public transit
- developing City regulations, programs and practices which promote better air quality
- the City encouraging other levels of government to promote better air quality.

**Percent agree 86%/84%**

People’s Ideas…
- encourage people to reduce the number of trips they take by car, and use alternative ways to get to where they’re going, like walking, biking, car-pooling, car co-oping, or taking the bus
- continue to test older vehicles for excessive pollution and require adequate vehicle maintenance
- plant more trees and expand green space to improve the local climate
- monitor industrial emissions and educate residents about appropriate fuels to burn in their fireplaces
The City currently provides information to, and consults with, residents and groups on many different types of decisions, in many different ways.

Examples of current processes include:
- local improvement petitions for new curbs and sidewalks
- a referendum on each three year Capital Plan
- public processes for planning programs and rezonings
- special surveys such as the Framework for Action survey in early 2001
- public task forces like the Bus Impact Task Force
- advisory committees to City Council like the Bicycle Advisory Committee and the Seniors Committee
- notification letters on development proposals
- the City's homepage on the Internet

Public input is important to the City. Its Public Involvement Review is now developing:
- new initiatives (such as a Newcomers Guide to City Services and an expansion of the City's website to give the public more information)
- improvements to various City processes (such as notifications concerning development/rezoning proposals, liquor license applications, or traffic management initiatives)
- increased translation of City communications
- improved structures for City Council's advisory committees

While recognizing these practices, this Vision suggests improvements: people could be made more aware of the opportunities to participate; the timing of input could be improved; and the input could have more influence on the decisions which are made.

29 Community Involvement in Decision Making

29.1 Community Involvement in Decision Making

Approved
Community residents should have greater, and more timely, input into decision making about changes in their community, involving matters like provision of facilities and services, development projects, street and traffic changes, transit changes, and park design.

Percent agree 91%-92%

Sunset Community Vision
Rezoning Policy
Following the Sunset 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 Sunset’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 Sunset Community Vision

Making some of Sunset’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 city-wide 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>
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</thead>
<tbody>
<tr>
<td>Heritage retention projects - involving retention of buildings on the Vancouver Heritage Register</td>
<td>City-wide policy to encourage retention of heritage resources.</td>
</tr>
<tr>
<td>Social or affordable housing projects - non-profit projects, housing agreement projects, special needs residential facilities (SNRF)</td>
<td>City-wide policy to encourage housing for lower income and special needs residents.</td>
</tr>
<tr>
<td>Note on Definitions: Housing agreement: a contract between the City and developer to guarantee a portion of the housing units as rental or low income, etc. SNRFs: housing and support services for people with special needs including the elderly, children in care, mentally or physically handicapped, people with substance abuse problems, etc.</td>
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</tr>
<tr>
<td>Housing demonstration projects (HDP) - in order to be considered as an HDP, a project: “must demonstrate new housing form in the neighbourhood, improved affordability, and a degree of neighbourhood support; any increase in land value, beyond the normal profit allowed by the City’s standard bonussing process, be converted into improved affordability.” (January 3, 1996 Council report) - in addition, in Sunset, any HDP proposals would need to conform to Vision directions about type, location, scale, etc.</td>
<td>City-wide policy to permit demonstration of new housing types</td>
</tr>
<tr>
<td>Institutional uses Projects focusing on expansion, downsizing, or reuse of publicly owned or non-profit institutional, cultural, recreational, utility, or public authority uses</td>
<td>Normal City practice</td>
</tr>
<tr>
<td>Housekeeping amendments; zoning text amendments - initiated by the Director of Planning to update, correct, or make minor revisions to District Schedules or Guidelines</td>
<td>Normal City practice</td>
</tr>
<tr>
<td>In Sunset: Seniors Housing -as per Vision Direction 21.1 and 21.2</td>
<td>Sunset Community Vision</td>
</tr>
</tbody>
</table>
2.2 Additional Planning Required Before Rezoning

The Sunset Community Vision directions listed below require additional planning study before rezoning occurs. For some directions, the study would cover a portion of Sunset; others might be city-wide 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>Sunset Vision Direction</th>
<th>Possible types of additional planning study</th>
</tr>
</thead>
<tbody>
<tr>
<td>13 Design of New Single Family Houses</td>
<td>Mini-program to make design review zoning available once more to interested areas</td>
</tr>
<tr>
<td>13.1 Design Review for New Single Family Houses</td>
<td></td>
</tr>
<tr>
<td>14 Older Character Buildings and Heritage</td>
<td>Specific planning study on feasibility to this in Sunset and other Vision areas</td>
</tr>
<tr>
<td>13.3 Retaining Character Buildings</td>
<td></td>
</tr>
<tr>
<td>16 Infill*</td>
<td>More detailed planning either broadly throughout Sunset, or for specific areas</td>
</tr>
<tr>
<td>16.1 Infill</td>
<td></td>
</tr>
<tr>
<td>17 Duplexes*</td>
<td>More detailed planning either broadly throughout Sunset, or for specific areas</td>
</tr>
<tr>
<td>17.1 Duplexes</td>
<td></td>
</tr>
<tr>
<td>26 Mixed Use Development</td>
<td>City-wide C-2 zoning review (already underway)</td>
</tr>
<tr>
<td>26.1 Design Improvements</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.

Note: Zoning policy described in this section comes from:
Acknowledgements

The Sunset Vision Team would like to thank the residents, employees, and business people in Sunset who attended the many meetings, workshops and other events. 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 and the City Perspectives Panel 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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Dianna Smith (Sunset Community Centre)
Sunset Community Vision Highlights

- Single Family Areas: keep low density & family oriented
- Enter tasting; activities & diversity for housing variety throughout

 Also:
- Recreations: more outdoor & green
- Open park & youth facilities & programs
- Clean streets: cleaner streets, parks & shopping areas throughout
- Safety & crime prevention: more individual, community & city effort
- Community involvement in development: more effective & timely

Arterial Streets: make safer for pedestrians & traffic; greater transit priority on Main & Fraser

Parks: improve for more amenities; make up parks & add new. Fraser River street ends

Fence B: "Beyl" & Main St.
"Project Master": keep on buy shopping areas; make more attractive
SUNSET COMMUNITY VISION

Adopted by City Council on January 15, 2002

The following information has been extracted from 2 sources: the Sunset 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 Sunset, please refer to the “Sunset 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 Sunset Community Vision applies to the area outlined on the map below.

The Sunset Community Vision describes the kind of community people want Sunset 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 Sunset. Over 90 Vision Directions cover topics like: transportation; new housing; shopping areas; safety and services; and greening and garbage.

The Sunset 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 to 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. Individual rezonings will not be considered prior to this planning, except in the following circumstances: heritage retention projects, social or affordable housing projects, institutional uses, and seniors low-rise housing or small scale projects like Abbeyfield. Please refer to page 51 of the Sunset Community Vision for more information.

3 DEVELOPMENT APPLICATIONS UNDER EXISTING ZONING

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

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

SHOPPING AREAS IDENTIFIED IN THE SUNSET COMMUNITY VISION

- Relevant Vision Directions for these areas may be found in the Sunset Community Vision in the following sections:
  - Section 22 - Fraser Street Shopping Area; and
  - Section 23 - Main Street Shopping Area.