Vision Highlights

VFK Today
Victoria-Fraserview/Killarney (VFK) is a large and diverse area on Vancouver’s sunny south-eastern slope. Residents value its established single-family neighbourhoods, newer communities of Champlain Heights and Fraserlands, and the busy commercial areas that provide convenient local shopping. The area’s two community centres and many parks are heavily used by residents. Many of VFK’s neighbourhoods have unique local identities and a strong sense of community.

VFK’s Vision is focussed on making the community even better: enhancing safety; improving the attractiveness of parks, streets, and school grounds; and reducing the impacts of through traffic on the community’s arterial streets. Residents want more input into a range of community decisions and want improvements to their shopping areas, walking and biking routes, and community facilities. The Vision supports additional duplexes and low rise seniors’ housing to help accommodate the changing housing needs of residents as they age.

Reduce the Impact of Traffic
The conditions and safety for residents, pedestrians, and transit users should be substantially improved on all arterial streets in the community. There should be more enforcement of traffic rules, improved pedestrian crossings, safer intersections, increased regulation of trucking, and additional planting and public art. Several secondary arterials should be reclassified as collectors to ensure they are not widened or changed to accommodate increased traffic volumes and speeds. Transit should be made more attractive, for example, by adding new express services on high volume routes.

Improve Biking & Walking Routes
Community walking and biking routes used to access schools, community centres, and shopping should be made more attractive. Initiatives should include additional greening, sidewalks where none currently exist, improved pathways through parks, better crossings of busy streets, shelters, beautification, and more bike racks.

Reinforce & Improve Shopping Areas
The Victoria Drive, Collingwood, and Champlain Mall shopping areas should be enhanced. All should be kept cleaner, maintain a range of shops and services, improve pedestrian safety on streets and be made more attractive. In both Victoria and Collingwood more convenient parking should be provided and sidewalk merchandise displays should be encouraged but their coverage of the sidewalk limited. Mixed use development should be better designed. Future changes to Champlain Mall should contribute to the Vision Directions. In Fraserlands, local serving retail should be encouraged on the vacant land on the west side of Kerr.

Protect the Environment
The City and other levels of government should lead by example, and encourage residents, to recycle more, use less water, and improve air quality.
Provide Greener, More Inviting Streets & Public Places
Park designs and activities should be more varied to serve a diverse population. School grounds should be transformed into attractive, usable community spaces. More mini-parks should be created along the Fraser. Streets should be pleasant green links connecting neighbourhoods, and there should be more street trees, planting in boulevards, and landscaped traffic circles and corner bulges. Views from public places like parks and streets should be protected.

Improve City Facilities & Services
The Park Board should work together with other community agencies to enhance youth programs. More specialized recreation facilities for children and youth should be provided. Killarney Pool should be refurbished or expanded. Additional senior’s facilities should be located at Killarney or Champlain Community Centres. The Champlain and Fraserview Branch Libraries should stay at or near their present locations and should better coordinate their services. All community programs should encourage the participation of newcomers and non-English speakers. Information on City services should be more consistently available within the community in locations, forms, and languages which are convenient.

Expand Community Involvement
Community residents should have greater, and more timely, input into decisions about changes in their community including the provision of City facilities and services, development projects, street and traffic changes, transit, parks, and the location of drug treatment facilities.

Maintain Existing Neighbourhoods
In order to retain the basic character of VFK, most single-family areas should be retained. As well, the pattern of land uses, parks, and streets in Champlain Heights and Fraserlands should be kept and proposals to change existing development in these areas should be carefully evaluated for their impacts on neighbourhood character. The City should improve its rental suite complaint resolution procedures. Changes to existing ‘comprehensive development’ zoning should require a rezoning process with appropriate community consultation.

Add Housing Variety
Additional duplexes should be permitted, if they fit into the neighbourhood and if adequate community services are provided for additional residents. Some small, low-rise developments designed for seniors should also be permitted near parks, shopping, and transit. If the wood products mill east of Kerr closes, the City should initiate a major study with significant public consultation to consider the future uses of the area, including a range of housing options.

Create a Safer Community
Residents want their community to feel even safer. Community Policing Centres should have some on-going funding to ensure stability. Individual and community crime prevention efforts should be encouraged, including Block Watch, citizen patrols, improved lighting in higher crime areas, building and park design reviews, and more crime prevention programs in schools. Police should be more responsive to local concerns and needs, including doing more patrols on foot and by bike.
Vision Background

What Is This Vision?
This Vision describes the kind of community that people who live and work in Victoria-Fraserview/Killarney (VFK) want it to become over the next 10 to 20 years, and how CityPlan Directions should be implemented in VFK. 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 VFK. The program began in Spring 1999 with community outreach, and a weekend Visions Fair in February 2000. The heart of the process was a series of intensive public workshops in Spring 2000 where over 500 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 June 2001. In addition, a special random sample with the same survey was done. Over 2900 people responded to the survey to create a shared Vision for the future. In January 2002 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.
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.

Making The Vision Happen

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

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

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

Introduction

This section presents the Vision Directions grouped into eight themes, with directions for 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 VFK. 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 VFK. VFK has some of the city’s busiest streets – in terms of both car and truck traffic. Knight, 41st, Marine, Boundary, Kingsway, and parts of Kerr 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 Victoria, has some of the highest accident intersections in the city (e.g. Knight and 49th had 59 crashes in 1995, the most recorded in the city).

The Vision addresses a number of transportation issues for VFK, including improvements for pedestrians, cyclists, transit riders and general safety. (Other Directions related to streets are in SHOPPING AREAS or GREENING PARKS, STREETS, AND PUBLIC PLACES).

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

• the busiest streets in VFK (Knight, Marine, Boundary, 41st, and Kingsway)
• less-busy streets where pedestrians, bikes, and transit should be encouraged (Victoria, 49th, and Kerr)
• streets which should be removed from the arterial network (Argyle, Elliot/Clarendon, Champlain/Matheson/Tyne, 54th, and 57th)
• improved pathways through VFK parks
Knight: needs speed control, safer crossings, and more regulation of trucks
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.

City Transportation Plan

3 Victoria, 49th, and Kerr

Victoria, 49th, and Kerr are secondary arterials and designated in the Transportation Plan as having potential for ‘increased priority for pedestrians, bicycles, and transit’. Vision Directions address problems with pedestrian safety, particularly in commercial areas on Victoria, around schools, and at Champlain Mall.

3.1 Improve Conditions and Safety on Victoria, 49th, and Kerr

Approved

The conditions and safety for residents, pedestrians, and transit users along Victoria, 49th, and Kerr should be substantially improved by:

• improving pedestrian crossings and adding pedestrian activated signals
• improving intersection safety
• further regulation of trucks
• adding trees, other plantings, and public art

• improving the safety of intersections
• further regulation of trucks
Percent agree 81%/80%

People’s Ideas…

• shorten waiting times for pedestrian-activated signals
• restrict hours of truck use, trucks use inside lanes only, no use of engine brakes, and find alternative truck routes to reduce congestion
• strictly enforce speed limits
• use cameras to enforce speed limits and reduce ‘red-light running’, improve speed limit signs, and increase policing
• more left-turn bays at busy intersections (e.g. Boundary and Kingsway) but not where they would increase traffic cutting through VFK

3.2 Victoria/Argyle Truck Route

Approved

Remove Victoria and Argyle from the city’s truck route network. In so doing, truck traffic will likely be diverted onto other city truck routes, like Knight, Marine, and Boundary.

Percent agree 63%/58%

People’s Ideas…

• reduce congestion by re-routing trucks
• redesign intersection of Victoria and Argyle which is too wide and unsafe
4.1 Redesignate Argyle, Elliott/Clarendon, Champlain/Matheson/Tyne, 54th to Tyne, and 57th

Approved

In accordance with the proposal in the Transportation Plan, the City should redesignate Argyle, Elliott/Clarendon, Champlain/Matheson/Tyne, 54th to Tyne, and 57th as neighbourhood collectors to ensure these streets are not widened or changed to accommodate increased traffic volumes or speeds.

Percent agree 74%/72%

4.2 Improve Conditions and Safety on Argyle, Elliott/Clarendon, Champlain/Matheson/Tyne, 54th, and 57th

Approved

The conditions and safety for residents, pedestrians, and transit users along Argyle, Elliott/Clarendon, Champlain/Matheson/Tyne, 54th, and 57th should be substantially improved by:

- improving pedestrian crossings
- reducing traffic speed
- improving intersection safety
- increasing enforcement of traffic rules and regulations

Percent agree 76%/71%

People’s Ideas…

- add more pedestrian lights, sidewalk extensions, centre median refuges (e.g. 54th from Elliott to Kerr)
- add left-turn bays or signals at busy intersections (e.g. Kerr and 54th), traffic lights (e.g. at 46th and Elliott), and traffic circles (e.g. Elliott and Vivian) but eliminate left turn from Matheson to Arbor
- narrow the streets or their lanes
- limit left-turn bays off of arterials onto collectors
- retain on-street parking all the time
- make collectors discontinuous to discourage through traffic
- reduce speed limit to 40 km/h
- allow no traffic signals except at intersection with arterials
- create planted centre boulevards

Argyle, Elliott/Clarendon, Champlain/Matheson/Tyne, 54th, and 57th

These streets are now secondary arterials which carry relatively low traffic volumes and pass through predominantly residential neighbourhoods. The Transportation Plan and Vision Directions support their reclassification to neighbourhood collectors. As neighbourhood collectors they would continue to give local traffic access to arterial roads but they would not be widened or improved to increase the amount of traffic they carry.
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 all local streets to 40 km/h. In some cases, through and/or speeding traffic consistently occurs on local streets. Traffic calming reduces the speed or volume of traffic on these streets to increase safety and 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/bulge areas (sometimes planted).

Traffic calming can be put in place using one of three approaches (described in the sidebar):
- neighbourhood-wide traffic calming plan
- property-owner initiated and funded circles or bulges at intersections
- city-funded traffic calming on streets with problems confirmed by measurable criteria

The Vision Directions support these methods, but also propose the City go beyond acting on a complaint basis.

5.1 Residents Should Use Traffic Calming Programs

Approved

Where needed, VFK residents should take advantage of the City’s programs to bring traffic calming measures to streets in VFK.

Percent agree 66%/66%

People’s Ideas…
- add accident data and non-local traffic volumes to assessment criteria

5.2 City Initiation of Traffic Calming

Approved

Because some communities are reluctant to complain or are unaware of City programs, the City should go beyond responding to resident requests and begin to proactively conduct its own criteria-based evaluation, initiating traffic calming where required.

Percent agree 59%/63%

5.3 Innovative Traffic Calming Measures

Not Approved (Uncertain)

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
- ‘woonerf’ or street layouts which allow walking, playing, parking, and traffic movement to equally share the street (maximum speed is pedestrian speed)
- encourage street-reclaiming with block parties and street festivals organized by residents.

Percent agree 52%/52%

Comments: This Direction did not receive high enough agreement in the random survey to be considered supported, but still had more agree than disagree responses. It is classed as Uncertain, and remains on the table for consideration and public discussion in future planning.
Public Transit

The Transportation Plan recognized that much of the 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 with 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 more attractive to users.

6.1 Bus Priority Measures

Approved

The speed and ease of boarding buses should be increased on all routes through bus priority measures such as bus bulges.

Percent agree 61%/64%

People's Ideas...

- provide bus bulges on streets where road capacity is available
- provide buses with bus lanes or other priority measures which would allow them to by-pass traffic at congested intersections

6.2 Limited Stop Express Service

Approved

Limited stop express service should be added on high volume routes such as 49th, Victoria, Kingsway, and Knight.

Percent agree 73%/72%

People's Ideas...

- reduce travel times by reducing the number of stops new ‘limited express’ buses would make along major routes like 49th and Victoria
- add more express routes, especially along Victoria, to get people to work on time
- have an express bus to UBC along 49th

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 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)
- provide washrooms at major locations
- use more transit promotions like cheaper bus passes
6.4 Increase Bus System Capacity

Approved

TransLink’s efforts to increase the capacity of the bus system should be supported.

Percent agree 66%/66%

People’s Ideas…

• increase bus size, or have better ventilated buses
• improve connections between routes (e.g. bus to bus transfers, more buses)
• increase frequency of service: minimum 10 minute off-peak frequency
• improve service for Champlain residents and Killarney High students to and from Joyce Station
• route the Richmond/Metrotown bus on 49th

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, including better service in Champlain Heights and the Fraserlands.

Percent agree 69%/65%

People’s Ideas…

• provide some form of transit service to Holy Family Hospital (7900 Argyle) so visitors do not have to drive
• use smaller community shuttle buses on fixed routes to improve services to local destinations
• 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)
• improve bus service to the Fraserlands and Champlain Heights

6.6 Local Involvement in Transit Decisions

Approved

Local involvement in transit decisions should be enhanced.

Percent agree 77%/74%

People’s Ideas…

• customer comment card

7 Greenways and Bikeways

Greenways, bikeways, and bikelanes are networks of routes designed to improve the experience of cycling and walking within the city. Work is underway through various City programs:

• greenways, to provide more walking and cycling routes
• bikeways and bikelanes to provide more functional routes specifically for bikes

7.1 Greenway Routes and Bikeways

Approved

Greenways should link major walking destinations within and outside of VFK and should provide safe crossings at major streets. The planned City Greenways along Vivian, 59th/Rosemont, and the Fraser River Trail should be implemented as soon as possible. Proposed city-wide bikeways within VFK should be planned and finalized.

Percent agree 69%/68%

7.2 General Walking and Biking Improvements

Approved

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

• installation of sidewalks on streets now without sidewalks
• better pedestrian and bike crossings of arterials
• beautification of streets and sidewalks (e.g. tree-lined streets, benches, special paving, lighting)
• more rain shelters and public washrooms along walking routes.

Percent agree 74%/70%

People's Ideas…
• provide better lighting along walking routes (e.g. 54th and Killarney, 49th and Argyle), perhaps with emergency phones and better policing
• add sidewalks along 54th between Stirling and Victoria, and around Tecumseh Park
• build a hard-surface pathway around Captain Cook Park
• build curb ramps which are missing on several sidewalks connecting with the seniors' homes near 54th and Kerr
• fix pot holes on Kent and gravel shoulders on Elliott/54th
• improve pedestrian and bike crossings of arterials like Victoria (at 42nd and 43rd), along 54th (at Killarney, between Kerr and Tyne, and at Argyle), at 56th and Kerr, across Kerr from Fraserview Golf Course to Everett Crowley Park, Nanaimo (at 49th), and at the Knight Street Bridge
• use pedestrian-activated and audible signals and better street markings, increase size of walk signs
• reduce conflicts between bikes, blades, scooters, and pedestrians on popular routes or areas (e.g. the track at Killarney Park)
• include community gardens along the route, and have more recreational activities planned for parks and community centres to encourage walking
7.3 Bike Parking and Racks

**Approved**

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

*Percent agree 63%/62%

People’s Ideas...
- provide bikelane and racks along Victoria commercial areas, at Champlain Mall, and at congestion points (Victoria to 48th)
- use bike racks that attach to light poles rather than free standing designs (take less space)
- make bike racks available on buses on all major transit routes

7.4 Bike Access for Victoria and Kingsway Shopping Areas

**Approved**

Bike access to and through the Victoria Drive and Kingsway shopping 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 56%/55%

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.

Bikelanes: narrow marked areas for bikes on some arterial streets. This is a relatively new idea for Vancouver, introduced by the Transportation Plan.
Victoria-Fraserview/Killarney 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. 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. VFK 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 considered relocation.

Out of the broad range of services and service providers within Victoria-Fraserview/Killarney, the Vision concentrates on the 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

VFK’s overall crime rate is lower than that of most other local areas in the city. In 1998, the rate of property crimes in VFK was among the lowest found in any of the city’s local areas. The rate of crimes against people (‘violent crimes’) fell slightly below the mid-point among the city’s local areas.

Community Policing Centres (CPCs) have been created to improve community involvement in crime prevention. VFK is covered by two CPCs, although their offices are both located just to the north of the community’s boundaries. The Vision Directions address three components of crime prevention: individual actions, community initiatives, and policing approaches.

8.1 Individual Actions to Improve Safety

Approved

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

Percent agree 89%/86%

People’s Ideas…

• Join Block Watch, Park Watch, and Safety Patrol
• Improve parent/child relationships and discussions of crime and youth gangs
• Don’t leave valuables in cars
• Seek out information on making your home and car more theft resistant
• Learn techniques to reduce risk when outside the home such as walk with a companion, don’t carry large purses, avoid dangerous locations, etc.
• Know what your children are doing and who they are doing it with

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, and the community should strengthen crime prevention efforts, including more citizen patrols, improved lighting in high crime areas, review of building design and landscaping to reduce opportunities for crime, and wider use of crime prevention and education programs in schools.

Percent agree 89%/88%

People’s Ideas…

• Start a ‘Pooch Patrol’ where people walking their dogs report on suspicious activity
• Give school credits for participating in a ‘teen patrol’ which has the skills and training to report crimes
• Provide more in-school education on crime awareness, prevention, and avoidance
• Offer education programs on being a good citizen, respecting others/property, etc.
• Provide accessible (translated) material on how to identify and report crimes, including grow operations and drug dealing
• Look at park and walkway landscaping with safety in mind
• Have schools teach kids to recognize and resist gang recruitment methods

Collingwood Community Policing Centre
**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 ongoing funding after a start-up period. VFK is served by two CPCs, the Collingwood CPC on Joyce Street near SkyTrain and the South Vancouver CPC on Victoria Drive in the new London Drugs development at 41st.

**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 91%/91%*

People’s Ideas…

• support more Bike Patrols
• provide more frequent patrols
• improve availability and role of the Police Department’s school liaison officers
• increase Police Department involvement in setting up Block Watch

**The City’s Drug Prevention Policy**

After a city-wide discussion, City Council 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 Community Consultation on the Location of Treatment Centres**

*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 77%/79%*

People’s Ideas…

• offer special programs for at-risk youth including early intervention
• make drug and alcohol addiction a health issue
• adopt safe injection sites

**9 Recreation Facilities and Services Provided by the City**

Killarney Community Centre and Champlain Heights Recreation Centre serve the Victoria-Fraserview-Killarney area and roughly meet the Park Board goal of providing one community centre for approximately every 20,000 people. They provide sport, recreation, and social programming for a wide range of residents from infants to seniors.

Killarney Community Centre includes an indoor pool and an ice rink. Both are old, and needing seismic upgrading and refurbishing. Champlain Heights Recreation Centre also works in conjunction with the Champlain Heights Community School to provide programming in the school’s two multi-purpose rooms for community activities. As a condition of recent redevelopment of the Champlain Mall site, the developer will fund a modest expansion of the Champlain Heights Recreation Centre.

Vision participants identified two areas of VFK which are not adequately served by existing centres:

• residents from the south-western section of VFK cannot easily access the centres by foot, bike, or transit
• the Fraserlands area is cut off from the rest of the community by Marine Drive and does not have a school or community facilities.
9.1 A New Centre Near Victoria/Knight
Approved
The Park Board should create a community centre-like facility in the south-west quadrant of VFK with programs to meet the needs of the community.
Percent agree 63%/65%

People’s ideas...
• create a small centre (like Kensington) in this area
• encourage the Park Board to use rooms, gym in a school for community programs
• the Park Board should work with other organizations such as the School Board, Neighbourhood House, Boys & Girls Club, the South Van Seniors’ Network, immigrant service groups, and others to provide additional facilities/programs in south-west VFK

9.2 New Facility in Fraserlands
Approved
The Park Board, in partnership with interested organizations, should pursue the creation of a community facility in the Fraserlands area either in conjunction with the anticipated new elementary school or as a separate facility. Space and programs should be suitable for Fraserlands residents.
Percent agree 63%/58%

People’s ideas...
• build a school with community space in Fraserlands
• create a partnership to make under-used recreation facilities in the area’s high-rises available to the other residents in Fraserlands
• encourage South Vancouver Neighbourhood House and/or the Boys & Girls Club to be involved in setting up a satellite facility in Fraserlands to offer community programs to residents

9.3 Improve Killarney Pool
Approved
The pool at Killarney Community Centre should be seismically upgraded and improved to better meet the needs of the community or be expanded into a bigger indoor pool which draws users from a larger area.
Percent agree 74%/76%

People’s ideas...
• improve access to Killarney pool
• build a pool at Champlain Heights Recreation Centre
• improve the pool at Killarney
• build a ‘destination’ pool at Killarney

9.4 Improve Killarney Ice Rink
Approved
The ice rink at Killarney should be seismically upgraded and improved to make it compatible with the needs of users.
Percent agree 65%/62%

The community is also served by the South Vancouver Neighbourhood House at 6470 Victoria which is operated by a non-profit organization. It provides social and recreational programs for a variety of groups. The City of Vancouver provides some of its funding. The Neighbourhood House is currently rebuilding its facility on Victoria and has a vision of providing additional services in other shared facilities within VFK. South Vancouver Family Place at Nanaimo and 61st provides programs for parents and young children. The Boys & Girls Club has a facility at 7595 Victoria. It offers programs for youth aged 6 to 18.
Killarney Community Centre
Aquatic Facilities
The current Park Board policy is to provide an indoor pool for approximately every 50,000 people. There are nine indoor pools to serve the city's population of about 550,000 people. Most pools are rapidly reaching the end of their practical service life and a decision will soon be required about their replacement. Park Board is currently doing a major study of existing pool facilities and future options. The study looks at the capital/operating costs and community service implications of different approaches to providing pool services. The choice ranges from rebuilding existing indoor pools through to closing some indoor pools and replacing them with one or two larger, centrally located facilities which may include some features of a ‘destination’ pool such as waterslides, a wave generator, etc. The study includes provisions for extensive public consultation.

9.5 Facilities and Programs for Youth
Approved
More facilities for children and youth should be provided such as a skateboard park, water spray parks, and play-grounds. Programs for youth should be enhanced by a coordinated initiative of the Park Board, South Vancouver Neighbourhood House, Boys & Girls Club, and other interested parties.
Percent agree 76%/78%

People’s Ideas…
• conduct a youth survey on where to go and what to do
• provide night lighting for a soccer field in Champlain to let kids practice rather than ‘hang out’
• provide a drop-in centre for youth
• encourage public/private partnerships (corporate or club sponsorship)

9.6 Seniors’ Centre
Approved
Services should be improved for seniors with a variety of linguistic and cultural backgrounds. The enhanced services should be accessible to residents of the community’s seniors’ housing developments and should be located in… (Respondents could select none, any, or all of the following options so the responses do not add up to 100%)
a. the planned facility in the fieldhouse in Killarney Park
Percent agree 37%/37%
b. Killarney Community Centre and Champlain Heights Recreation Centre
Percent agree 64%/60%
c. a larger dedicated seniors’ centre serving all South Vancouver which may be located outside of VFK.
Percent agree 24%/25%

People’s Ideas…
• provide a dedicated space for seniors in the community centres
• build a seniors’ centre in Champlain Mall
• create a large, comfortable space in the community centres which is used by seniors during the day and teens in the evenings
• create a free standing centre for seniors
• set up a place where seniors can go for meals, meetings, bridge and mah jong games, and ESL classes

The longer term goal of the South Vancouver Seniors’ Network has been a large seniors’ centre which combines offices for service providers with a wide variety of facilities and programs for seniors. This centre would serve the whole of South Vancouver and may be located outside VFK. There are nine centres of this type in the city but none in south-east Vancouver. After the Survey was finalized, City Council approved $500,000 for a new 3,500 square foot seniors’ centre attached to Killarney Community Centre. It would replace the field house and proposed community centre offices for seniors’ groups listed above. The seniors’ centre is consistent with the response to Direction 9.6 and it is supported by the South Vancouver Seniors’ Council and Network. Matching grants from senior government would be required before construction could begin.

Seniors
For several years, public discussions have identified the need for additional resources for seniors in this part of the city. New facilities anticipated in VFK at the time of the Survey were:
• alterations to the field house on the east side of Killarney Park to create a small free-standing seniors’ centre
• new offices in Killarney Community Centre for the South Vancouver Seniors’ Network and the South Vancouver Seniors’ Council, who would program the field house
• a new multi-use room in Champlain Heights Recreation Centre which may be used by teens, seniors, and others
• an expanded library at Champlain Mall with a community room to be used by various groups, including seniors.
Funding for all of these improvements would largely come from the Champlain Mall redevelopment.

The longer term goal of the South Vancouver Seniors’ Network has been a large seniors’ centre which combines offices for service providers with a wide variety of facilities and programs for

More facilities for youth
Killarney Community Centre
9.7 Community Arts Programs
Approved
Existing community arts programs should be more widely utilized in VFK and expanded to include creative partnerships with other community organizations.

Percent agree 54%/57%
People’s ideas…
• more projects like the Discovery Project’s bus shelters and the Killarney Community Centre mosaics
• involve more children in community arts programs
• get schools, community centres, and South Vancouver Neighbourhood House more involved
• create a community theatre program
• develop a street banner program which is distinctive to the community and which uses kids’ art

9.8 Inclusive Programs
Approved
All recreational and community programs should encourage the participation of newcomers and non-English speakers.

Percent agree 70%/74%
People’s ideas…
• help newcomers to know about programs by translating advertisements
• design programs for new residents (ESL classes, getting to know your community, etc.)
• encourage volunteer teachers by offering tax receipts for time donated

10 Library Facilities and Services
The Vancouver Public Library operates the Fraserview and Champlain Heights Branch Libraries. There are currently no plans to move or expand the Fraserview branch. As a condition of redevelopment of the Champlain Mall site, the developer has paid the cost of expanding the Champlain Heights Branch Library and relocating it to the ground floor of the existing commercial building.

10.1 Fraserview Branch Library
Approved
If the Fraserview Branch Library were to expand or rebuild it should remain at or near its present location, avoiding sites which have inadequate parking or congested traffic.

Percent agree 79%/81%
People’s ideas…
• allow people to combine visits to the library with shopping trips by relocating the Fraserview Library to the Victoria Drive commercial area of VFK
• keep Fraserview Library in its present location — good accessibility to the community
• consider redevelopment of the library site (perhaps with mixed use) if it would result in an expansion of the library

Fraserview Branch Library
Special Needs Residential Facilities

The term ‘Special Needs Residential Facilities’ (SNRFs) refers to various types of group housing for people who need some form of support or assistance in their living place. People who benefit from this housing include the frail elderly, people with severe physical disabilities, battered women, children in care, people who have a mental illness, people with developmental delays, people in need of emergency shelter, people under the supervision of Corrections, and the terminally ill.

The City’s zoning permits SNRFs in all residential zones. Within Victoria-Fraserview/Killarney there are 17 SNRFs with 725 beds. This represents 14% of the SNRF beds in the city. This is higher than VFK’s share of the city’s population (10%). Ninety-two per cent of the SNRF beds in VFK are in 7 large seniors’ facilities.

10.2 Improve Library Services

Approved

The services of Fraserview and Champlain Heights Branch Libraries 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.

Percent agree 84%/83%

People’s Ideas:
- make open hours longer and/or more compatible with needs of residents (more evenings)
- provide more opportunities for Internet access
- stagger closing days of Fraserview and Champlain Heights Libraries
- provide more friendly reading areas (e.g. comfortable chairs)
- expand the collections to include more materials and activities for ESL and low literacy residents (e.g. story tapes, talks, groups)

11 Improving Awareness and Accessibility of City Services

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

11.1 Information about 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.

Percent agree 75%/77%

People’s Ideas:
- use flyers, community newspapers, and community kiosks to let people know about available services
- make information on services easily available at libraries, community centres, and shopping areas/centres
- use small ads with an Internet address or other sources of more detailed information
- use schools, churches, etc. to pass information on services to students, parents

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 76%/75%

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 66%/69%

People’s Ideas:
- provide a ‘welcome wagon’ to acquaint new residents with what is available in the community
- start classes on area’s history and organizations for newcomers
- develop ways to better welcome and integrate newcomers into the community
- start a program like the White Rock Newcomers Club
Most of Victoria-Fraserview/Killarney consists of single family neighbourhoods and two large comprehensively planned residential areas — Champlain Heights and the Fraserlands. The Vision recognizes that these areas are important to the character and stability of VFK.

Existing Residential Areas

[Map of existing residential areas with symbols indicating different types of areas such as single family, multi-family, and parks.]
12 Single Family Houses and Rental Suites

The single family area of VFK is zoned RS-1 and RS-1S. Both zones have the same regulations for house size and position on the lot. In both zones any house may have a family suite, that is, a suite occupied by relatives or home support such as a nanny or senior’s caregiver. However, only the part of VFK zoned RS-1S allows houses to have a rental 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 VFK, 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 16-22).

Percent agree 80%/80%

12.2 Rental Suites in More Areas

Not Approved (Uncertain)

Houses with a rental suite should be permitted in more areas of VFK than now, in order to provide ‘mortgage helpers’ and affordable housing, but only if the suites:

• are rental rather than strata-titled
• have an on-site parking space for tenant use
• pay their fair share of costs for services (garbage, schools, water, etc.)
• are provided with adequate community facilities (parks, schools, etc.) and services for the additional population.

Percent agree 45%/51%

Comments: This Direction did not receive the necessary agreement in either survey to be classed as supported. However, the agree and neutral votes substantially outweigh the disagree votes so it is classed as Uncertain. Uncertain directions remain topics for more public discussion should planning on this topic occur in future.

12.3 Improve Enforcement

Approved

The City should improve the efficiency and effectiveness of its enforcement procedures to solve complaints generated by rental suites such as parking problems, poor maintenance of the dwelling or yard, and noise.

Percent agree 78%/79%

People’s Ideas…

• increase fines to cover cost of more staff
• let people know what happened as a result of their complaint
• increase penalties for repeat complaints to a level that acts as a real incentive to correct the problem

13 Design of New Single Family Houses

New houses frequently replace older ones. Currently the RS-1/RS-1S single family zoning in VFK controls the height, yard sizes, total floorspace, and garage size of new houses. Tree removal is also linked. However, present regulations do not control the visual appearance, character, or landscaping of new houses.

The City has some single family zones (R5, 6, and 7) that include some level of design review for new houses and their landscaping. In the past five 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 this zoning.
Although there was not significant interest from VFK at that time, participants felt 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%/62%

People's ideas…
- encourage pitched roofs; avoid 'wedding cake' forms (second floor narrower than the first); reflect character of existing houses
- control only the features the neighbourhood finds most unattractive
- reduce garage width
- make compatible stock plans available
- require more and better landscaping; encourage low, transparent fences in front yards

14 Older Character Buildings and Heritage

Much of VFK was undeveloped or remained as farms and orchards until the 1940s. Returning war veterans started a housing boom that lasted throughout the '50s and '60s. Champlain Heights was the last major area of Vancouver to develop. VFK has very few older buildings, and many post-war houses have already been redeveloped.

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. VFK has only 14 buildings on the VHR.

More Planning and Consultation Before Changes

Vision Direction 13.1 would require rezoning. More detailed planning with community involvement would take place before any zoning changes are made.

Design Review in Single Family Zones

The RS-1/RS-1S zones which cover the single family areas of VFK only control the uses, size, and placement of the building, with no controls on design at all. The RS-6 and RS-7S single family zones include regulations on some basic design aspects such as limiting the types of materials used or requiring trim around windows. They also have some basic guidelines for landscaping. The RS-5/RS-5S single family zones provide the option of no design review or full design review. Full design review is based on design guidelines that address style or character, massing, entry design, materials, details, and landscaping. Projects agreeing to design review get to build slightly more floorspace than a non-design review project. A permit for a design review project takes longer to approve and has a higher processing fee.

The City's Tree Bylaw 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.
14.1 Add Buildings to the Vancouver Heritage Register

**Approved**

Add appropriate pre-1940 buildings to the VHR, and in addition, include the excellent examples of 1940 to 1980 buildings and streetscapes that exist in VFK. For structures listed in the expanded Vancouver Heritage Register, the City should encourage retention by implementing additional incentives which are suitable in areas like VFK.

**Percent agree 60%/58%**

**People’s Ideas...**
- preserve typical post-war houses before they disappear; include award-winning housing projects from the ’70s or ’80s in Champlain Heights
- move examples of small clapboard houses built for returning armed forces personnel to public sites for public uses such as a neighbourhood house, daycare, etc. (probably only way they can be preserved)

14.2 Retaining the Avalon Dairy and 5872 Wales

**Approved**

As the highest priority heritage building in VFK, there should be a plan for the Avalon Dairy so that it can be saved if threatened. Look at future possibilities, in conjunction with the VHR-listed house at 5872 Wales and the adjacent Vancouver School Board works yard.

**Percent agree 65%/66%**

**People’s Ideas...**
- functioning dairy, ‘Museum of Milk’, ‘urban farm’
- preserve the site by allowing transfer of density to other sites
- transform 5872 Wales into a cultural centre or seniors’ home

14.3 Retaining Character Buildings

**Approved**

In order to encourage retention of ‘character’ houses and other buildings, there should be incentives to renovate and/or disincentives to demolish.

**Percent agree 67%/68%**

**People’s Ideas**
- allow additional density, suites, more use of 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)
- create more flexible Building Code requirements
- inform people of the City’s Renovation Centre which helps renovations through the permit process
- charge higher fees for demolition
14.4 Recognizing More of VFK’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 65%/66%

15 Champlain Heights, Fraserlands, and CD-1 Sites

Champlain Heights and the Fraserlands are comprehensively planned areas with various forms of multi-family housing, parks, and facilities. The plan for the 207 hectare Champlain Heights area was approved in 1968. The plan for the 105 hectare Fraserlands area was approved in 1989. Participants felt that both areas were generally successful neighbourhoods and no major changes were proposed other than to add needed facilities. (See Directions under SAFETY, COMMUNITY SERVICES AND FACILITIES).

Because some Champlain Heights developments on CD-1 zoned sites are getting older, there have been proposals for additions to, or replacement of, existing buildings. Participants felt the process for one such site, Champlain Mall, was inadequate. A Vision Direction addresses any future changes to CD-1 sites in Champlain Heights, Fraserlands or the rest of VFK.

15.1 Maintain Champlain Heights and Fraserlands Areas

Approved

The pattern of land uses, parks, and streets in Champlain Heights and Fraserlands should be kept once Fraserlands housing has been completed as planned. Proposals to add to or replace existing rental, strata-title or co-op housing should be carefully evaluated for their impacts on the existing neighbourhood character.

Percent agree 79%/77%

15.2 Process for CD-1 Zoned Sites Anywhere in VFK

Approved

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

Percent agree 74%/69%
Vision participants looked at the future housing needs of VFK 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 like bigger units, private yards, basements, and individual front doors — but at an affordable price. Many couples whose children have left home also want these features and continue to stay in their single family homes.

By 2021 VFK’s existing residents will have created the demand for almost 4,000 (25%) 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 VFK. Besides the increased housing demand from existing residents as they age, people will also move to Vancouver from elsewhere and some will settle in VFK.

There are limited opportunities to meet this demand for more housing in VFK. Very few additional single family lots are available. Under existing zoning, there could be some apartments in Fraserlands and above stores in the commercial areas along Victoria and Kingsway, some duplexes on Victoria Drive between 41st and 54th, and some additional rental suites in the north-west area. In total, the capacity is about 1,000 more housing units, with over half of the capacity in apartments above stores. Vision participants considered the various types of housing, (noting that VFK already has a mix of housing types) and created options for providing mainly new ‘ground-oriented’ housing.

Participants were concerned that population growth associated with new housing may reduce the level of service existing residents enjoy with parks and other community facilities. As a result, each housing option is conditional on an increase in community facilities and programs needed to serve any population growth.

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

Not approved (Uncertain)

Housing variety should be increased in VFK 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 54%/54%

People’s Ideas…

- ensure infill does not overwhelm the main building
- consider privacy and access to sunlight of infill unit and neighbours’ yards

16.2 Possible Locations for Infill

Infill housing which meets the conditions in Direction 16.1 should be considered (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):

- along Marine Drive - 39%/41%
- near some parks - 32%/30%
- behind the Victoria Drive commercial area - 29%/25%
- throughout single family areas on any lot - 24%/23%
- throughout single family areas but only on lots 50 feet or wider - 42%/39%
- throughout single family areas only on corner lots which are 50 feet or wider - 21%/21%
- none of the locations above - 8%/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.
More Planning and Consultation Before Changes

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

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

More housing variety should be provided in VFK by allowing duplexes in more areas, provided that the duplexes have:
- roughly the same height and the same sized 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.

People’s Ideas:
- require more traditional styles in areas with older buildings, more modern styles elsewhere
- design to be compatible with single family homes next door
- allow conversion of some existing large houses to duplexes

Percent agree 53%/55%

17.2 Possible Locations for Duplexes

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

a. along Marine Drive - 46%/47%
b. along all transit routes - 53%/54%
c. throughout the single family areas of VFK but only on corner lots with a width of 50 feet or more - 47%/48%
d. none of the locations above - 7%/9%

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.

Victoria-Fraserview/Killarney already has many rowhouse developments in Champlain Heights and Fraserlands.
Possible Locations for New Housing Types

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

- Along Marine Drive
- Along All Transit Routes
- Near Some Parks
- Along Some Transit Routes
- Adjacent to Commercial/Mixed Use Zones
- Behind Victoria Drive Commercial Area
18.1 Additional Rowhouses

Not approved (Uncertain)

Some additional rowhouses should be permitted in VFK 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 51%/50%

People’s Ideas…
- require high level of landscaping
- do not allow garage entries from street
- ensure rowhouses have articulation (projections, bays) rather than a long, flat, monotonous look
- require good transition from rowhouses to adjacent single family
- consider a shorter front yard if it would produce a wider side yard (reduced impact on adjacent single family)
- prefer traditional rowhouses because of appearance and better air circulation through units

18.2 Possible Locations for Rowhouses

Rowhouses which meet the conditions in Direction 18.1 should be considered in single family areas (Respondents could select none, any, or all of the following options, so responses do not add up to 100%. Percentages below arc only for respondents agreeing to 18.1):
- along Marine Drive - 47%/43%
- along some transit routes - 55%/53%
- near some parks - 46%/43%
- adjacent to commercial/mixed use zoning to provide a transition to single family areas - 55%/96%
- none of the locations above - 6%/2%

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 Low-rise Apartments

Not Approved (Uncertain)

A limited number of low-rise apartments, with a maximum height of four storeys, should be permitted in VFK 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 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 50%/53%
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.

People’s Ideas:

• require public open space when density is increased
• ensure design fits with nearby single family housing
• use more traditional styles in areas with older buildings
• require landscaped setback

19.2 Possible Locations for Low-rise Apartments

A few low-rise apartments, which meet the conditions described in Direction 19.1, should be considered in single family areas (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 - 42%/48%  
   (Knight, Marine, 41st, Boundary, 49th)

b. along some transit routes - 63%/58%

c. adjacent to some parks - 37%/30%

d. adjacent to commercial/mixed use zoning to provide a transition to single family areas - 51%/45%

e. none of the locations above - 6%/8%

People’s Ideas:

• require public open space when density is increased
• create new parks and community services to meet needs of new population
• reduce land cost component of each unit and produce more affordable housing by permitting apartments
• less maintenance by residents
• build close to transportation and services for new residents
• allow only a few, high quality projects

12 storey high-rise

20 High-rise Apartments

High-rise apartments are 12 or more storeys in height. They generally provide smaller units, and may be rented or owned.

20.1 High-rise Apartments

Not Approved (Uncertain)

A few high-rise apartments should be permitted along Marine Drive provided that they are:

• well-designed, quality projects with good landscaping
• provided with adequate on-site parking
• provided with adequate community facilities (parks, schools, etc.) and services for the additional population.

Percent agree 49%/54%

People’s Ideas:

• be careful of shadowing on other dwellings
• create new parks and community services to meet needs of new population
• reduce land cost component of each unit and produce more affordable housing by permitting apartments
• less maintenance by residents
• build close to transportation and services for new residents
• allow only a few, high quality projects

20 High-rise Apartments
Seniors’ Housing Rezonings

Community support of Vision Direction 21.1, could require individual ‘site specific’ rezonings. That means that when a group organizing housing for seniors finds a site, they would apply for rezoning to permit their project. Each rezoning would require consultation with neighbours prior to being considered by City Council.

21.1 Seniors’ Housing Approved

Some small 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 87%/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 - 58%/55%

b. low-rise apartments - 68%/69%

c. mid-rise apartments (6-11 storeys) - 23%/26%

d. high-rise apartments (12 storeys or more) - 10%/10%

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)

• allow small apartment projects for seniors adjacent to parks

22 Other Housing Types

Vision participants suggested two additional types of housing which could be considered in the community.

First, houseboats (purpose-built floating dwellings) and live-aboards (people living on boats) located along the Fraser River. The riverfront in VFK is now used for parks or industry and public discussion of this option would require further information on the servicing, environmental impact, and livability of these uses.

Second, a form of housing common in parts of China: ‘se hap yuen’ style housing which would have units designed for an extended family and grouped around a courtyard. A lack of local examples would require some research, design exploration, and feasibility studies prior to a community review of this option.
22.1 Other Housing Types

*Not approved (Non-support)*

The City should initiate a review of the design, economics, impacts, and possible locations of other housing types suggested in the workshops. The results of the review would then be discussed with the public prior to any change in zoning regulations to permit these housing types. The review should consider (Respondents could select one, any or both of the options, so responses do not add up to 100%):

- a. houseboats and live-aboards 29%/27%
- b. ‘se hap yuen’ housing 31%/28%
- c. neither of the housing types above 54%/58%

23 Industrial Area East of Kerr

City Council policy is generally to preserve industrial land for industrial uses. On the lands south of Marine and east of Kerr, Council has responded to the economic importance of the existing wood products mill (and the lack of sites within the province suitable for its relocation) by being careful not to make decisions which would reduce the viability of this use. For example, Council has refrained from using the land it owns to the north of the mill for housing or other activities which are not compatible with mill use. The Vision Direction addresses the eventual future of the area.

23.1 Future Use of Industrial Lands East of Kerr

*Approved*

In the longer-term, if the wood products mill east of Kerr closes or relocates, the City should initiate a major study of future uses of this area which should include consideration of a range of housing options including rowhouses, townhouses, and apartments along with required park space, waterfront walkways, schools, and other public facilities and services required for the future population. The study should include significant public consultation.

% agree 79%/81%
Housing Demand

The Demand for New Housing in VFK by 2021
New households from existing residents 4,000
New households from in-migration 1,100
Total new households looking for housing 5,100

The potential Supply of New Housing in VFK
New Housing units allowed by existing zoning 1,000

Shortfall in Housing Units
Demand minus Supply 4,100

Possible Housing Supply

<table>
<thead>
<tr>
<th>Vision Direction</th>
<th>Location Option</th>
<th>Added Housing Units from Option</th>
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<tbody>
<tr>
<td>16.2 Possible Locations for Infill</td>
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<td>49</td>
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<tr>
<td></td>
<td>b</td>
<td>105</td>
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<td>18.2 Possible Locations for Rowhouses</td>
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<td>19.2 Possible Locations for Low-rise Apartments</td>
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The Vision identifies the key community shopping areas in VFK as Victoria Drive, Kingsway/Joyce, and Champlain Mall. For these areas, the Vision sets out ways to make these 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; the design of the new four storey mixed-use buildings along shopping streets; and encouraging convenience retail in the Fraserlands area.
24 Victoria Drive Shopping Area

Victoria Drive has two main shopping areas with the northern one extending from 41st to 44th and the southern one stretching between 47th and 50th. There is a good variety of stores, but no supermarket. The Vision addresses various problems and opportunities including litter; difficult pedestrian crossings and connections; a lack of basic amenities such as street trees; and a lack of attractive sidewalk treatments and design features.

24.1 Important Shopping Areas

Approved
The two main shopping areas on Victoria Drive — 41st to 44th and 47th to 50th — should be strengthened as major neighbourhood shopping areas and special community places.

Percent agree 77%/78%

24.2 Expanding the Shopping Area

Approved
The shopping areas should expand into the blocks between 44th and 47th, through extending the commercial/mixed use zoning, eventually linking the two existing shopping areas.

Percent agree 59%/62%

24.3 Pedestrian Linkage between the Two Shopping Areas

Approved
Even if the shopping areas are not expanded, an attractive pedestrian link should be created along Victoria between the two shopping areas using planting, paving, banners, etc. in order to encourage pedestrians to use both shopping areas.

Percent agree 67%/67%

24.4 Shops and Services Continuous

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

Percent agree 70%/66%

24.5 A Range of Shops and Services

Approved
There should continue to be a wide range of local serving shops and services in the shopping areas. Additional auto-oriented services (e.g. gas stations, auto repair) should be discouraged.

Percent agree 75%/73%

People’s Ideas…
- encourage more offices and services, including cafes, theatres, health centres, fitness centres, services for seniors and immigrants, a night market
- encourage merchants to keep up with changing customer needs and desires
- explore ways the City and landlords could make new retail space more affordable to local shops and services and/or retain older, low rent space
- encourage residents to support local shops and services by using them

24.6 Adding a Supermarket

Approved
Supermarkets are important ‘anchors’ for neighbourhood shopping areas. In the past, there were two supermarkets, one at 41st and one near 49th — both have moved out. The City, in consultation with the neighbourhood, should work with supermarket owners to identify, assemble, and rezone an adequate site for a conventional size supermarket, in a mixed use development, with adequate parking provided.

Percent agree 73%/74%

Residential over new supermarket
People’s Ideas…
• use the old supermarket site (Value Village)
• consider assembling land across the lane behind the commercial frontage to create a big enough site

24.7 Pedestrian Safety
Approved
It should be easier and safer for pedestrians to cross the arterials. The intersection of Victoria with 41st and 42nd, the misaligned 43rd/44th crossing of Victoria, and the Victoria/49th intersection all have problems with illegal turns, jaywalking, and other unsafe crossing procedures which should be improved.
Percent agree 89%/89%

People’s Ideas…
• develop proper intersection plans for problem areas, realignments
• provide median strips, pedestrian signals, corner bulges to shorten the crossing
• shorten pedestrian waiting times

24.8 Pedestrian Linkage through Long Block
Approved
There are no avenues between 41st and 43rd on the west side of Victoria, creating a very long block. Pedestrian links should be created through the block from the lanes and parking located in the rear.
Percent agree 64%/68%

24.9 Control Sidewalk Merchandise
Approved
Merchandise displays on the sidewalk are a good thing, but the amount of sidewalk they take up should be limited. They should leave enough room for pedestrians (including wheelchairs and strollers) to pass each other, and should leave more sidewalk space at bus stops and crosswalks where more people gather. The limit should be enforced.
Percent agree 80%/80%

People’s Ideas…
• mark boundary of sidewalk displays with a line — easy for merchants and pedestrians to see if legal

24.10 Street Trees and Sidewalk Improvements
Approved
Street trees should be planted on Victoria Drive and the sidewalks should be improved.
Percent agree 77%/75%

24.11 Weather Protection
Approved
There should be continuous weather protection for shoppers in the form of canopies or awnings.
Percent agree 65%/68%

People’s Ideas…
• develop a theme for the awnings on Victoria
• ensure awnings leave adequate headroom for pedestrians
• restrict the amount of sidewalk that awnings can cover

Possible improvements: more planting, more pedestrian comfort and safety
24.12 A More Attractive Place
Approved
The appearance of the shopping area should be improved through beautification by private owners, the proposed BIA, and the City.
Percent agree 80%/83%

People’s Ideas…

• add outdoor patios and places to relax; benches; attractive plantings in bulges, mini-parks, and/or along the curb; banners, flags, murals, public art, sculpture; a distinctive entry sign or landmark; special lighting; bike racks (perhaps attached to lamp posts); public notice boards, directory to the area, bilingual signage; special paving, drinking fountains

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

People’s Ideas…

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

24.14 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 89%/89%

People’s Ideas…

• enforce parking time limits better
• maintain curbside parking on Victoria
• review the parking situation, including turnover in curbside parking and parking available in private developments
• if necessary, build shared public parking (e.g. within a development or under Tecumseh School ground)

24.15 Development of the Value Village Site
Approved
Redevelopment of the Value Village site, if it occurs, should be used as a major opportunity to contribute to the Vision Directions for the area.
Percent agree 74%/75%

25 Kingsway/Joyce Shopping Area
("Collingwood")
The Vision participants saw the Collingwood part of Kingsway, and especially the ‘heart’ of the area between Joyce and Tyne, as an important neighbourhood shopping area. Assets include a large Safeway and a London Drugs as anchors, as well as the trees, banners, and other improvements sponsored recently by the business association. Problems include Kingsway’s width, traffic speed, and traffic volumes, which make crossing and uniting the two sides of the street difficult.

25.1 Important Shopping Area
Approved
The shopping area along Kingsway between Rupert and Boundary should be strengthened as a major neighbourhood shopping area and special community place.
Percent agree 77%/77%

25.2 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 that are not ‘pedestrian friendly’.
Percent agree 73%/73%
25.3 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, repair shops, etc.) should be discouraged.

Percent agree 73%/72%

People’s Ideas…

• consider a farmers’ market
• encourage merchants to keep up with changing customer needs and desires
• explore ways the City and landlords could make new retail space more affordable to local shops and services and/or retain older, low rent space
• encourage residents to support local shops and services by using them

25.4 Safeway Site

Approved

The Safeway supermarket at Kingsway and Tyne is an important anchor for the shopping area and is relatively newly built. The site should be improved to make it more of a neighbourhood focus. New ‘infill’ commercial uses could be added fronting Kingsway if they contribute to the Vision Directions for the shopping area.

Percent agree 67%/67%

People’s Ideas…

• add trees and landscaping, canopies for weather protection along Kingsway, better store orientation and displays facing Kingsway
• keep and improve existing berm on Kingsway side of Safeway site — turn into a usable gathering place (chess boards, etc.)
• enhance Safeway wall with mural

25.5 Keeping Supermarket Opportunities Open

Approved

In the past, supermarket owners have often closed stores and put restrictive covenants on the sites to prevent competing supermarkets or grocery stores from occupying sites. 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 74%/70%

25.6 Pedestrian Safety

Approved

It should be easier and safer for pedestrians to cross Kingsway.

Percent agree 83%/86%

People’s Ideas…

• shorten pedestrian waiting times; add pedestrian signals
• build corner bulges to shorten the crossing, make pedestrians more visible, and let drivers know they’re in a shopping area
• consider median refuge areas

25.7 Control Sidewalk Merchandise

Approved

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

Percent agree 80%/78%

25.8 Protect and Enhance Street Trees

Approved

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

Percent agree 80%/82%
25.9 Weather Protection
Approved
There should be continuous weather protection for shoppers in the form of canopies or awnings.
Percent agree 63%/67%

People’s Ideas…
• ensure canopies are high enough to provide headroom for pedestrians
• develop a unified canopy theme which can be varied by merchants

25.10 A More Attractive, Usable Space
Approved
In the recent past local merchants and owners, through the Collingwood Business Association (now a Business Improvement Area), have significantly improved the area’s appearance with banners, colourful lightpoles, a landmark clock, and decorative pedestrian lighting. The appearance of the shopping area, especially the heart of it between Joyce and Tyne, should continue to be improved through efforts of private owners, the BIA, and the City.
Percent agree 79%/77%

People’s Ideas…
• create outdoor patios and places to relax
• add benches; attractive plantings in bulges, mini-parks, medians, and/or along the curb; murals, public art, sculpture; bike racks; public notice boards, directory to the area; drinking fountains

25.11 A Cleaner Place
Approved
Sidewalks, gutters, lanes, parking lots, store fronts, garbage areas, and loading bays should be kept cleaner and maintained better by both private businesses and the City.
Percent agree 93%/92%

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

25.12 Convenient Parking
Approved
Convenient short-term parking, including curbside parking, should be available for customers to help keep the retail viable and reduce impact on neighbours.
Percent agree 85%/89%

People’s Ideas…
• enforce parking time limits better or add meters
• reintroduce curbside parking on Kingsway during rush hours
• review the parking situation, including: turnover in curbside parking, available parking in private developments
• if necessary, build shared parking (e.g. within a mixed use development or under Carleton School ground)

25.13 Future Development of the Safeway or London Drugs Sites
Approved
Any significant future redevelopment proposed for the Safeway or London Drug sites on Kingsway, or other large sites, should contribute to the Vision Directions for that area. The City should consult the community prior to processing any development permit or rezoning application on these sites.
Percent agree 83%/83%

26 Champlain Mall
Champlain Mall was built in the early ’70s as a conventional medium-sized internal shopping mall with a supermarket and department store as anchors. Recently the retail was downsized and concentrated on the western third of the site with the eastern portion redeveloped for residential use. The commercial site now houses a supermarket, drug store, food court, an expanded Vancouver Public Library branch, medical/dental offices and other shops and services.
While there is unlikely to be a significant increase in the demand for retail space on the mall site in the near future, the Vision sets key Directions for the longer term, and for any improvements that might occur in the short term.
26.1 Main Shopping Place

Approved

Champlain Mall and the adjacent gas station site should continue to be the main location for local retail and services in the Champlain area. Extension of commercial across 54th or Kerr should not be considered.

Percent agree 79%/78%

26.2 Supermarket to Stay

Approved

The supermarket is an important anchor for Champlain Mall. The City and community should do whatever is possible to ensure it remains viable; and inclusion of a supermarket should be a condition of any future redevelopment.

Percent agree 91%/92%

26.3 A Range of Shops and Services

Approved

A range of local-serving shops and services should continue to be located in the mall.

Percent agree 93%/93%

People’s Ideas:
• encourage green grocer, craft store, flower shop, farmers’ market, cafes
• encourage merchants to keep up with changing customer needs and desires
• explore ways the City and mall operator could make new retail space more affordable to local shops and services
• consider lower taxes on locally-oriented retail
• encourage residents to support local shops and services by using them

26.4 Library to Stay

Approved

The public library should remain in the mall, and improvements to the design of the new library courtyard should be considered.
• add covered seating, benches, chess board tables

Percent agree 92%/91%

26.5 Safer Pedestrian Access

Approved

It should be easier and safer for pedestrians to cross Kerr to the Mall at 55th and 56th. There should be adequate sidewalk width and lighting on the walkways through the parking lot.

Percent agree 87%/88%

People’s ideas:
• add pedestrian signals, curb bulges on Kerr to shorten the crossing distance

26.6 Weather Protection

Approved

The new mall buildings include some overhangs and canopies. In any future development, consideration should be given to more weather protection both on the buildings and along the main walkways in the parking lots.

Percent agree 76%/77%

26.7 Monitor Traffic

Approved

Traffic circulation should be monitored and conflicts with pedestrian movements addressed.

Percent agree 82%/82%

26.8 Cleanliness

Approved

The mall and surroundings should be kept clean through provision of enough trash cans, regular emptying, and litter pickup.

Percent agree 95%/95%

26.9 Future Changes to the Mall

Approved

If any more additions or changes to the mall are proposed, the development should contribute to the Vision Directions for the area, including those in this section.
The City should consult the community prior to processing any significant development permit or rezoning application.

In addition:
• the architecture and signage should be attractive, and in character with the neighbourhood
• if surface parking remains, there should be trees and hedging along the site edges
• if parking is underground, additional green space at grade should be added
• there should be gathering places for people to sit and relax and chat (e.g. indoor seating, covered outdoor seating, etc.)
• there should be continuous awnings or canopies on key walkways in the parking lot and around the buildings.

Percent agree 87%/84%

26.10 Gas Station Site Redevelopment

Approved

If redevelopment of the gas station at Kerr and 54th is proposed, the community should be involved in the planning and review of uses, form, design, landscaping, pedestrian linkages, traffic impacts, and parking.

Percent agree 77%/74%

People’s Ideas…
• emphasize local-serving retail, park space, plaza at the corner; good pedestrian linkages to the mall; shops lining covered walkway or galleria

27 Fraserlands Retail

The Fraserlands plan includes sites for convenience retail along the west side of Kerr from Marine to the waterfront. This land is currently designated for one storey of retail plus one storey of residential. These sites have been put on the market by the City (the landowner) several times, but there has been no interest from retail developers. Possible reasons include the out-of-the-way location which can serve only the small number of Fraserlands residents; and the overall low density of the permitted development.

27.1 Incentive for Retail Development

Approved

In the short term, the City should review the development potential of the sites bordering the west side of Kerr to see if additional housing density would encourage a developer to build some convenience retail (and lease it at a low rate if necessary) on these sites. The Fraserlands community should be involved in the review and in any resulting zoning change.

Percent agree 66%/66%

People’s Ideas…
• consider allowing buildings up to 4 storeys, terrace buildings down the slope
• allow commercial to extend around the corner onto Kent side
• encourage outdoor space for a café near the foot of Kerr; ensure designs compatible with neighbours

27.2 Short-term Improvements on the East Side of Kerr

Approved

Since redevelopment of the industrial lands east of Kerr Street will not occur in the short term, the City should work with Weyerhaeuser to improve the appearance of their lands along the east side of Kerr Street.

Percent agree 73%/74%

27.3 Longer-term Retail

Approved

In the longer term, if the industrial lands east of Kerr redevelop for housing, appropriate retail should be provided. A retail study should be included early in any area planning. The retail should be designed to serve the whole Fraserlands area, but not the broader community. If retail is built on the west side of Kerr as planned (see 27.1), then at least some of the new retail should be located on the east side of Kerr to create a double-sided retail street.

Percent agree 64%/64%
28 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 from quite small 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 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 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 Victoria Drive, Kingsway/Joyce, and in Champlain Mall.

28.1 Additional Major Malls or Big Box Stores

Approved

Additional major shopping malls, and ‘big box’ stores which sell groceries, clothing, and other daily needs, should not be permitted to locate where they will harm the economic health of the Victoria or Kingsway shopping areas or Champlain Mall. Percent agree 66%/60%

28.2 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 are located in VFK’s existing shopping areas. They should be considered if they are designed to fit properly. Percent agree 59%/62%

People’s ideas…

• locate the 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 lot in front of store
• consider a theater complex with underground parking if the Victoria retail is extended south toward 49th

29 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 VFK there is the Collingwood BIA, and the Victoria Drive Business Association is considering BIA status.

29.1 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 70%/68%

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

30 Mixed Use Development

In the C-2 zoning Victoria, Kingsway and other arterials city-wide, a number of four 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 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 supported the housing that these mixed use projects provide, but had some concerns over their design.

30.1 Design Improvements

Approved

The design of mixed use development should be improved.

Percent agree 76%/74%

People’s Ideas…

• make less bulky and boxy looking 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 allow a variety of architectural styles
• require higher quality materials with greater sense of permanence
Greening Parks, Streets, and Public Places

Vision participants noted that parks, trees, the green area bordering streets, and the gardens and landscaping around homes all contribute to an overall natural character for VFK. Vision Directions deal with parks, school grounds, streets, and public views. (Vision Direction 13.1 covers landscaping on private sites).
Greening Parks, Streets, and Public Places

Parks
This Vision recognizes that parks are very important for recreation, beauty, and refreshment. VFK is fortunate in having a wide variety of park spaces, including a major park, naturalized areas, woodlands, river shore, and more conventional play grounds and play fields. Taken as a whole, VFK has 95 hectares (235 acres) of park (not including Fraserview Golf Course) and exceeds the City standard for neighbourhood parks. However, the Killarney area is better endowed than the Victoria-Fraserview area. School grounds totalling 24.3 hectares are also important public spaces.

Streets
Streets and lanes typically make up about 30% of a community’s land area, and make an important contribution to 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 looking outward, or from the Central Broadway and False Creek area looking over the downtown. Public views are not protected elsewhere in the city.

31.1 More Usable Parks and School Grounds
Approved
Park design, appearance, and activities should be more varied in order to serve a more diverse population. Parks should be better maintained. School grounds should also be transformed into attractive, usable community spaces.
Percent agree 88%/89%

31.2 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 88%/87%

People’s Ideas
• include more natural landscaping and habitat areas in more parks;
• provide interpretive and directional signage; education about Everett Crowley Park
• provide night lighting for a soccer field in Champlain area
• include heritage artifacts in parks; allow more community gardens
• incorporate water play at Fraserview, Killarney, Bobolink Parks; provide more benches; garbage bins; drinking fountains; more public art, restrooms, and special bins for dog waste
• daylight or create other references to local streams; consider railway tracks in Fraserlands as an opportunity for a future greenway
• allow the community to name school grounds

Green Streets Program: landscaped corner bulge
31.3 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 93%/94%

People’s Ideas…
• add night lighting; limit bush areas; separate incompatible activities such as off-leash dogs and fishing; add resilient surfaces in play areas; provide pedestrian signals to cross arterials; provide fire hydrants

31.4 Community Involvement in Parks
Approved
Public involvement in the design and stewardship of parks should be encouraged.

Percent agree 83%/82%

People’s Ideas…
• encourage clean-up days; involve students in naming trails and creating public art in parks; provide park and wildlife education

31.5 Greening Public Streets
Approved
Streets should continue to be pleasant green links that connect the neighbourhood, including:
• protect existing boulevards and street trees, and plant new trees wherever possible
• encourage residents to extend private gardening into the space between the sidewalk and the curb
• encourage residents to landscape traffic circles and curb bulges through the ‘Green Streets’ program.

Percent agree 85%/86%

People’s Ideas…
• ensure sidewalks have adequate lighting as trees mature

31.6 Public Views
Approved
Views to the North Shore mountains; the Cascades and Mount Baker; and the Fraser River from public places, like parks and streets, should be protected.

Percent agree 88%/90%
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 PUBLIC PLACES (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 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 summer lawn watering, 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 the 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.
Environment

32.1 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 89%/89%

People’s ideas…
• make people or businesses who do not recycle pay more for garbage collection
• provide a list of depots which accept recycling materials which City collection will not take (e.g. household batteries)
• increase disposal fees for building materials to encourage recycling of demolition materials
• encourage residents to purchase stickers from the City for extra cans of garbage if regular garbage service is inadequate
• provide community workshops and information pamphlets published in multiple languages (e.g. English and Chinese)
• discourage use of non-recyclable materials (like some plastics) in manufacturing or retailing

32.2 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 85%/86%

People’s ideas…
• install water meters and charge people for actual water use rather than a flat rate
• set out proper water-saving practices in public signage, public service announcements, school and community centre programs, and an Internet website (all in multiple languages)
• encourage use of low-flow toilets and shower-heads, and rain barrels to reduce water consumption
• control the area of impermeable surfaces to reduce water run-off; encourage creative reuse of water (retention ponds in golf courses, etc.); and daylight streams (also restoring fish habitat)
• monitor water quality and impose severe penalties for polluting with hazardous materials (e.g. pesticides)
• educate people to use less water when watering their gardens and lawns or cleaning their cars
32.3 Air Quality

Approved

Measures should be taken at the community and city level to improve air quality in VFK, 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 87%/86%

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, carpooling, or taking the bus (including ‘clean-air’ buses)
- continue to test older vehicles for excessive pollution and require adequate vehicle maintenance
- encourage businesses to employ transportation demand measures like flexible work hours and telecommuting
- plant more trees, bushes, flowers in traffic circles, medians, and along streets to improve the local climate; preserve existing park and other green spaces
- pay closer attention to noise generators like noisy car mufflers, airplanes, leaf blowers, and gas-powered lawn mowers
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 the three year Capital Plans
- 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 home page 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 Direction 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.

### 33 Community Involvement in Decision Making

#### 33.1 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:** 92% / 86%

People’s Ideas...

- require more public input and co-ordination in City, Parks, and community centre policy decisions
- have the City and Parks inform people about ways to advocate for change
- integrate more school, park, and community centre functions – learn from each other
- hold resident meetings to work on specific community projects
Rezoning Policy

Following the Victoria-Fraserview/Killarney (VFK) Community Vision

1. About Zoning in General

1.1 How Zoning Works

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

There are different zoning districts, labelled by letters and numbers. For example, RS-1 covers most of VFK’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 Victoria-Fraserview/Killarney Community Vision

Making some of VFK'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>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage retention projects</td>
<td>City-wide policy to encourage retention of heritage resources</td>
</tr>
<tr>
<td>- involving retention of buildings on the Vancouver Heritage Register</td>
<td></td>
</tr>
<tr>
<td>Social or affordable housing projects</td>
<td>City-wide policy to encourage housing for lower income and special needs residents</td>
</tr>
<tr>
<td>- non-profit projects; housing agreement projects, special needs residential facilities (SNRF)</td>
<td></td>
</tr>
<tr>
<td>Note on definitions:</td>
<td></td>
</tr>
<tr>
<td>Housing agreement: a contract between the City and developer to guarantee some of the housing units as rental or low income, etc.</td>
<td></td>
</tr>
<tr>
<td>SNRFs: housing and support services for people with special needs including the elderly, children in care, mentally or physically handicapped, people with substance abuse problems, etc.</td>
<td></td>
</tr>
<tr>
<td>Housing demonstration projects (HDP)</td>
<td>City-wide policy to permit demonstration of new housing types</td>
</tr>
<tr>
<td>- in order to be considered as an HDP, a project: &quot;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.&quot; (January 3, 1996 Council report)</td>
<td></td>
</tr>
<tr>
<td>- in addition, in VFK, any HDP proposals would need to conform to Vision directions about type, location, scale, etc.</td>
<td></td>
</tr>
<tr>
<td>Institutional uses</td>
<td>Normal City practice</td>
</tr>
<tr>
<td>Projects focussing on expansion, downsizing, or reuse of publicly owned or non-profit institutional, cultural, recreational, utility, or public authority uses</td>
<td></td>
</tr>
<tr>
<td>Housekeeping amendments; zoning text amendments</td>
<td>Normal City practice</td>
</tr>
<tr>
<td>- initiated by the Director of Planning to update, correct, or make minor revisions to District Schedules or Guidelines</td>
<td></td>
</tr>
<tr>
<td>In VFK:</td>
<td>VFK Community Vision</td>
</tr>
<tr>
<td>Change to Existing CD-1 Zones</td>
<td></td>
</tr>
<tr>
<td>- as per Vision Direction 15.2</td>
<td></td>
</tr>
<tr>
<td>Seniors Housing</td>
<td></td>
</tr>
<tr>
<td>- as per Vision Direction 21.1 nd 21.2</td>
<td></td>
</tr>
<tr>
<td>Adding A Supermarket</td>
<td></td>
</tr>
<tr>
<td>- to Victoria Drive Shopping Area as per Vision Direction 24.6</td>
<td></td>
</tr>
</tbody>
</table>
2.2 Additional Planning Required Before Rezoning

The VFK Community Vision directions listed below require additional planning study before rezoning occurs. For some directions, the study would cover a portion of VFK; 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>Victoria-Fraserview/Killarney 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>Look at future possibilities in conjunction with School Board works yard.</td>
</tr>
<tr>
<td>14.2 Retaining Avalon Dairy and 5872 Wales</td>
<td>Specific planning study on feasibility of this in VFK and other Vision areas.</td>
</tr>
<tr>
<td>14.3 Retaining Character Buildings</td>
<td></td>
</tr>
<tr>
<td>17 Duplexes*</td>
<td>More detailed planning for specific areas of VFK.</td>
</tr>
<tr>
<td>17.1 Allow Additional Duplexes</td>
<td></td>
</tr>
<tr>
<td>23 Industrial Area East of Kerr</td>
<td>If mill closes, major study of future uses with significant public consultation.</td>
</tr>
<tr>
<td>23.1 Future Use of Industrial Lands East of Kerr</td>
<td></td>
</tr>
<tr>
<td>24 Victoria Drive Shopping Area</td>
<td>Extend commercial/mixed-use zoning between 44th and 47th.</td>
</tr>
<tr>
<td>24.2 Expansion of Shopping Area</td>
<td></td>
</tr>
<tr>
<td>30 Mixed Use Development</td>
<td>City-wide C-2 zoning review (already underway).</td>
</tr>
<tr>
<td>30.1 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.
VFK Community Vision Highlights

- **VFK Boundary**
- **Single family & other residential areas**
- **Arterial streets: improve for pedestrians & transit users**
- **Pedestrian facilities for space destinations**
- **Victoria Drive, "College Park"**
  - Enhance as living areas; more attractive, cleaner

**ALSO:**
- Facilities: see community centres space in southwest & northeast; build planned school & retail in Freeland; more programming for youth
- Safety & crime prevention: more individual, community & city effort
- Community involvement in decisions: more effective & timely
Acknowledgements

The Victoria-Fraserview/Killarney Vision Team thanks the residents, workers, volunteers, students, and business people in VFK who attended the many meetings, workshops, and other events in the Vision process. We appreciate the time and energy you contributed to considering the future of your community.

The team would particularly like to thank the Community Liaison Group and City Perspectives Panel for their dedication, creativity, and positive help throughout the program including advising staff, participating in workshops, and reviewing drafts.

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Paul Raynor (Housing)
The following information has been extracted from 2 sources: the Victoria-Fraserview/Killarney 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 Victoria-Fraserview/Killarney, please refer to the “Victoria-Fraserview/Killarney 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 Victoria-Fraserview/Killarney Community Vision applies to the area outlined on the map below.

The Victoria-Fraserview/Killarney Community Vision describes the kind of community people want Victoria-Fraserview/Killarney 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 Victoria-Fraserview/Killarney. Over 100 Vision Directions cover topics like: traffic on arterial streets; walking and biking; shopping areas; the environment; streets and public places; neighbourhoods; new housing; and community involvement.
The Victoria-Fraserview/Killarney 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 additional 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 54 of the Victoria-Fraserview/Killarney 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 the Victoria Drive and Kingsway/Joyce 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.

If any additions or changes to the Champlain Mall shopping area are proposed, the development should contribute to the Vision Directions for the area, as set out in the Victoria-Fraserview/Killarney Vision.

SHOPPING AREAS IDENTIFIED IN THE VICTORIA-FRASERVIEW/KILLARNEY COMMUNITY VISION

[Map showing shopping areas and vision area boundary]
Relevant Vision Directions for these areas may be found in the Victoria-Fraserview/Killarney Community Vision in the following sections:

- Section 24 - Victoria Drive Shopping Area;
- Section 25 - Kingsway/Joyce Shopping Area (“Collingwood”); and
- Section 26 - Champlain Mall.