

Vision Highlights

Hastings-Sunrise Today

Hastings-Sunrise is a community rich in diversity and history. Its residents value the area's distinct single family neighbourhoods, views of the mountains and Burrard Inlet, and convenient shopping areas. The area's community centres and neighbourhood houses are heavily used and its parks and open spaces are considered key assets. The community's long tradition of grassroots involvement in local issues continues today with active neighbourhood groups, community schools, business improvement association, and community policing office.

The Hastings-Sunrise Vision seeks to enhance an already appealing community. Residents want to do more to protect the environment, improve community safety, and increase the attractiveness of parks, school grounds, and streets. Major roads should be made safer and easier to cross while local streets should be calmed to reduce the impact of short-cutting. Residents want more involvement in decisions which affect them and call for enhanced shopping areas, walking/biking routes, and recreation programs for youth, seniors, and families. The Vision supports additional seniors' housing, homes with two suites, and new housing around larger commercial areas.



Create a Cleaner, More Environmentally Aware Community

Residents, businesses, and the City should work together to create a clean and litter free Hastings-Sunrise. Individuals and businesses should be supported by the City to increase recycling and composting while improving conservation of energy and water. The City should also work with other levels of government to incorporate sustainable practices in their own operations and to regulate noise, emissions, and water/energy use.



Improve Parks, Streets, Lanes, and Public Places

Park design, appearance, and activities should be more varied to serve the diverse population of the community. School grounds should become attractive community spaces usable by people of all ages, particularly in areas which are underserved by neighbourhood parks. Safety in, and crossings of arterials to, parks should be enhanced and access to New Brighton should be improved. The City and residents should continue to improve streets as pleasant green links that connect neighbourhoods and lane paving should allow more greenery and rainwater permeability. Panoramas from parks and streets should be protected and viewpoints made more enjoyable. There should be significant public discussion about the future of the PNE and Playland in Hastings Park, along with their associated impacts and opportunities.

Enhance Important Shopping Areas

Hastings Sunrise/North, Vancouver Heights, and First/Renfrew should be enhanced as the heart of their adjacent neighbourhoods. In all areas, shops and services should be continuous along the ground floor of buildings and there should be more street trees, improved pedestrian safety, additional convenient parking, more attractive store fronts, and cleaner streets and lanes. Along Hastings there should be continuous weather protection for shoppers, sidewalk merchandise should be encouraged (provided sidewalks are wide enough), and the 100' road allowance of side streets should be used to create attractive public spaces and additional parking.



Build a Safer Community

Individuals, the community, and the police should all work more diligently to create a safer community. Prevention initiatives, particularly for youth, need to be expanded and the City should take a comprehensive look at prostitution to reduce its negative community impacts.



Move toward Community Decision-making

Residents should have greater and more timely input into decision-making about changes in their community including major decisions like the future of the PNE in Hastings Park and port planning as well as recurring decisions on transit and park planning, street and traffic changes, and development proposals. Community decision-making should be expanded to include a range of issues. An annual community capital program should be established to be spent on unique community priorities.

Protect and Expand Community Services

The range of programs offered at community centres, neighbourhood houses, and community schools should be protected. Additional affordable services for seniors, youth, and families are wanted in new or upgraded facilities, including the branch library. Information on all services provided either by the City or others should be available in languages, forms, and locations which are convenient for residents and businesses.



Improve Conditions on Arterials

Conditions and safety for residents, pedestrians, and transit users should be substantially improved on all arterial streets in Hastings-Sunrise. Sidewalks and pedestrian crossings should be improved, traffic speeds should be controlled, intersection safety enhanced, and the adverse impacts of trucks reduced. Transit should be more convenient and comfortable with better service to neighbourhood destinations.

Calm Traffic on Local Streets and Improve Walking and Biking Routes

More, and more affordable, approaches should be found to address safety and annoyance issues arising from short-cutting through, and event parking on, local streets. Popular walking and biking routes which connect to destinations like schools, community facilities, and parks should be made more attractive and should have safer crossings of busy streets.

Maintain and Enhance Single Family Neighbourhoods

Most single family areas of Hastings-Sunrise should be kept. Design controls for new homes should be introduced across the community and incentives should be established to retain the community's many heritage and character homes and their neighbourhood context.

Resolution of complaints arising from rental suites should be handled more consistently and efficiently. Changes to existing comprehensive development zones should require a rezoning process with appropriate community consultation.



Increase Housing Variety

Homes with two suites should be encouraged, provided they are designed to fit into single family areas (including good landscaping) and accompanied by the community facilities and services needed by the additional population. Housing variety should also be increased adjacent to existing commercial areas to help support shops and services and put people close to shopping and transit. Some small developments designed for seniors should be permitted near parks, shopping, and transit to allow seniors to stay in the community as their housing needs change.

The following *CityPlan Directions* provide a checklist for Community Visions:

Strengthen neighbourhood centres

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

Improve safety and better target community services

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

Reduce reliance on the car

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

Improve the environment

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

Increase the variety and affordability of housing

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

Define neighbourhood character

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

Diversify parks and public places

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

Involve people and redirect resources

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

Vision Background

What is This Vision?

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

How was this Vision Created?

The Vision Directions were developed by people who live and work in Hastings-Sunrise. The program began in January 2002 with community outreach and a weekend Visions Fair in April 2002. The heart of the process was a series of intensive public workshops in Spring and Fall 2002 where over 650 people spent many hours developing ideas and options on a variety of topics. From these sessions, Vision Directions were created and published in the Community Vision Choices Survey which was distributed to all households, businesses, and property owners in June 2003. In addition, a special random sample of households was given the same survey. Over 1800 people responded to the survey to create a shared Vision for the future. In March 2004 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' to ensure that community input was carried through the process, and advised staff on community outreach and other matters.



Making the Vision Happen

Now that the Hastings-Sunrise Vision has been approved by Council, implementation begins. Both the City and the community are key players in making the Vision a reality.

For the City, the Vision Directions provide a policy framework for decisions on local issues such as development proposals, traffic management, and community services. The Vision also helps direct programs such as public art, greenways, park stewardship, and crime prevention to where they are most needed. While some Directions are implemented relatively quickly, others require more detailed planning — for example, plans to make major roads safer and more attractive, designs for new types of housing, and improvements to local shopping areas. In order to identify and track the various short-term and long-term City actions, City staff develop a Vision Implementation Action Plan. The Action Plan describes how the Vision Directions can be met using various City resources and programs such as capital funding, business improvement assistance, zoning, traffic calming, and neighbourhood centre planning programs. The Action Plan is reviewed with the community, reported to Council, and posted on the City's website where the public can monitor its progress.

The Vision also provides the community with a framework for action and volunteer initiatives. City staff help set-up a community-based process to continue resident involvement and co-operation with the City. Most of the communities with approved Visions have formed implementation committees which meet monthly to share information with each other and City staff. Most committees have sub-committees working on specific issues and projects such as traffic calming, neighbourhood greenways, public art, park use conflicts, major development proposals, and community celebrations. An annual newsletter is delivered to all households and businesses which gives an update on implementation activities and invites the community to an annual meeting to review progress and identify priorities for the upcoming year.



An Overview of the Community Vision Program

The Vision is based on CityPlan: Directions for Vancouver which was adopted by City Council in 1995 as an overall vision for the city. In July 1996 City Council approved the Community Visions Program as a way of bringing CityPlan's city-wide directions to the community level 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.

Topics Not Included in the Vision Directions

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

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

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

Vision Directions

Introduction

The Vision Directions are grouped into eight themes, with Directions for 28 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'. Each Direction has been classified as **Approved**, **Not Approved (Uncertain)**, or **Not Supported** based on community response in the Choices Survey. This classification appears above each Direction. Noted below each Direction is the percentage agreement it received in the general and random surveys (complete statistics and survey methodology are available in a separate publication *Report on the General and Random Surveys: Hastings-Sunrise*).

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

Not Approved (Uncertain) Directions: When a Direction did not receive enough support to be classified as 'approved' but the agree votes outweighed disagree votes in both the general and random surveys, the Direction is listed as 'Not Approved (Uncertain)'. These Directions were not adopted by City Council and although they are not City policy they remain on the table for further community discussion in subsequent planning processes. For these Directions, comments on their future role follows the 'People's Ideas'.

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

People's Ideas

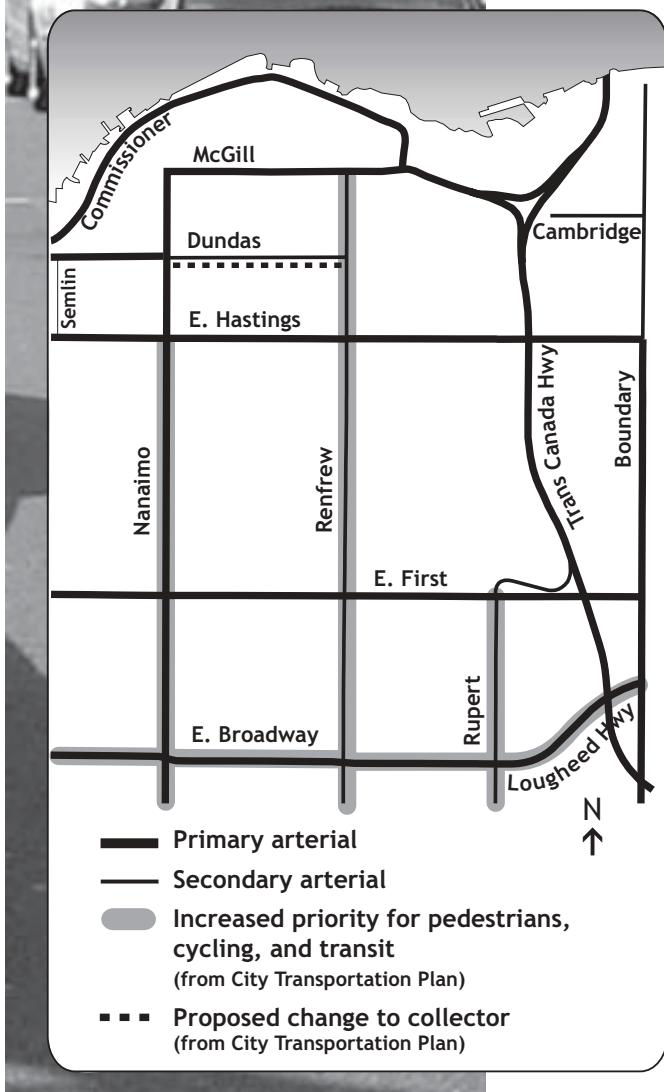
For most Directions, the specific ideas generated at the community meetings and workshops, are listed here. They are for information and future reference but are not part of the formally approved Directions.



Traffic and Transportation

Traffic and its impacts are major issues in Hastings-Sunrise. Hastings-Sunrise has some of the city's busiest streets — in terms of both car and truck traffic. First Avenue carries more than 50,000 vehicles in a 24-hour period, Hastings and Broadway more than 40,000 vehicles each. Many of the arterial streets in Hastings-Sunrise are among the most heavily used for truck travel in the City, with Hastings carrying over 800 trucks per day. Hastings-Sunrise is crossed by key routes to the North Shore and Burnaby with subsequent strong north-south and east-west flows of traffic. Both pedestrians and cyclists face difficulties attempting to get around the neighbourhood, especially during peak periods.

The Vision addresses a number of transportation issues for Hastings-Sunrise, including improvements for pedestrians, cyclists, transit riders, and general safety. (Other Directions related to streets are in NEIGHBOURHOOD CENTRES and IMPROVING PARKS, STREETS, LANES, AND PUBLIC PLACES).



The specific types of streets included here were identified as priorities at the Vision Fair and the community workshops. These are:

- primary arterials: the busiest streets in Hastings-Sunrise (Hastings, McGill, Dundas west of Nanaimo, First, Broadway, Nanaimo, and Boundary)
- secondary arterials: less-busy streets where pedestrians, bikes, and transit should be encouraged (Renfrew and Rupert)
- streets which should be removed from the arterial network (parts of Dundas and Cambridge)

Types of Streets

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

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

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

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

Streets with increased priority for pedestrians, cyclists, and transit-users: are arterials identified in the Transportation Plan as having the potential for increased use by pedestrians (e.g. improved crossings, pedestrian priority areas), cyclists (e.g. Bikelanes), and transit users (e.g. bus bulges, bus lanes, bus priority measures).

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

1 Primary Arterials

(Hastings, McGill, Dundas west of Nanaimo, First, Broadway, Nanaimo, and Boundary)

Hastings, McGill, Dundas (west of Nanaimo), First, Broadway, Nanaimo, and Boundary will continue to be primary arterials used by traffic traveling across the city and region. All but First Avenue are truck and transit routes. Broadway and Nanaimo have been designated in the Transportation Plan as having potential for 'increased priority for pedestrians, bicycles, and transit'. Traffic volumes, speeds, vehicle mixes, and noise make all these streets difficult to live on or to cross. Hastings has special needs for pedestrian crossings to reach its many retail stores (also see Directions in the NEIGHBOURHOOD CENTRES section of the Vision).

1.1 Improve Conditions and Safety on Primary Arterials

(Hastings, McGill, Dundas west of Nanaimo, First, Broadway, Nanaimo, and Boundary)

Approved

Hastings, McGill, Dundas west of Nanaimo, First, Broadway, Nanaimo, and Boundary should have the conditions and safety for residents, pedestrians, and transit users substantially improved by:

- improving pedestrian crossings and sidewalks
- controlling the speed of traffic, more enforcement of traffic rules and regulations
- improving the safety of intersections
- reducing the adverse impacts of trucks on neighbourhoods
- adding more planting, landscaping, public art.

Percent agree 84%/80%

People's Ideas...

- provide traffic light at Hastings and Lillooet to give pedestrians (especially seniors) access to Hastings Park and to make it easier to turn left on Hastings when leaving the community centre

- provide a pedestrian crossing on Hastings at Garden

- connect Hastings Park to New Brighton Park with a green, safe, pedestrian friendly crossing of McGill

- discourage auto-oriented uses, more emphasis on pedestrians (e.g. on Hastings from Penticton to Renfrew, across Broadway to Van Tech)

- provide more time for pedestrians to cross at signalized intersections, especially important for seniors

- need speed enforcement on all major streets, especially McGill off-ramp

- provide better pedestrian crossings of Nanaimo, especially between First and Broadway



First Avenue: primary arterial needs more and safer pedestrian crossings

1.2 McGill Truck Route

Approved

Study the use of McGill by trucks to determine if the Port Road Connector has made it possible to remove McGill as a truck route between Renfrew and Nanaimo. If not, look at responding to adverse impacts of trucks with mitigation measures like noise abatement, stricter enforcement of traffic regulations, restricted hours of truck movement, requiring the use of inside lanes, and/or traffic management measures to redistribute traffic onto other truck routes.

Percent agree 65%/60%

People's Ideas...

- remove trucks from McGill/Nanaimo — they travel too fast and are too dangerous

- look at truck movements on McGill to see if practical to remove it as a truck route now that the connector/port road is finished

2 Secondary Arterials

(Renfrew and Rupert)

Renfrew and Rupert are secondary arterials. Renfrew (south of McGill) and Rupert (south of First) are truck routes and both carry transit. Renfrew and Rupert are designated in the Transportation Plan as having potential for 'increased priority for pedestrians, bicycles, and transit'. Vision participants noted problems with traffic speed and pedestrian safety, particularly around schools and Hastings Park.

2.1 Improve Conditions and Safety on Renfrew and Rupert

Approved

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

- improving pedestrian crossings and sidewalks, including corner bulges
- controlling the speed of traffic, more enforcement of traffic rules and regulations
- improving the safety of intersections
- reducing the adverse impacts of trucks on neighbourhoods
- adding more planting, landscaping, public art.

Percent agree 77%/75%

People's Ideas...

- need pedestrian lights on Renfrew at 2nd, Adanac, and Pandora
- narrow Renfrew by Hastings Park to provide better, safer access to the park
- add corner and bus bulges on Renfrew at First with street furniture
- need more and safer crossings on Renfrew north of Hastings to allow people to get to Hastings Park; also remove traffic lanes, allow diagonal parking, and build big corner

bulges and/or a centre median on this stretch

- provide 24-hour left-turn signals at Broadway/Rupert
- reduce Renfrew to local use only between Hastings and McGill, add pedestrian signal at Dundas, have bus lane to Coliseum and create landscaped plaza in front



Renfrew: secondary arterial needs increased priority for pedestrians, bicycles, and transit

Truck Routes



City Transportation Plan

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

- not expanding the existing network of arterial roads in the city
- improved transit and expanded cycling
- better conditions for pedestrians, especially in 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.

3 Streets Proposed to be Removed from the Arterial Network

(parts of Dundas and Cambridge)



Dundas: change designation to neighbourhood collector

Dundas from Nanaimo to Renfrew is now a secondary arterial which carries relatively low traffic volumes and passes through a residential neighbourhood. The Transportation Plan proposes its reclassification to a neighbourhood collector. As a neighbourhood collector it would continue to give local traffic access to arterial roads but it would not be widened or improved to increase the amount of traffic it carries and it would be redesigned to discourage through traffic.

3.1 Change the Designation of Dundas (Nanaimo to Renfrew)

Not Approved (Uncertain)

In accordance with the Transportation Plan proposal, the City should change the designation of Dundas (Nanaimo to Renfrew) from secondary arterial to neighbourhood collector to ensure it is not widened or changed to accommodate increased traffic volumes or speeds. It should be redesigned to discourage through trips.

Percent agree 57%/55%

People's Ideas...

- remove Dundas as an arterial: block through access (east bound) at Dundas and Nanaimo
- make Dundas a local street, lots of major streets nearby

Comments: This Direction received majority support in the general survey but fell less than half a percentage point short of the level of agreement required in the random survey to be considered approved. In the random survey, the Direction received more than twice as many agree votes than disagree votes. As a result, this Direction is classed as Not Approved (Uncertain), and remains on the table for consideration and public discussion in future planning. An examination of the distribution of votes found that, in both surveys, the disagree votes were distributed across the whole

of Hastings-Sunrise, there was no concentration in nearby areas. However, respondents in the neighbourhood adjacent to the street (the subarea bounded by Nanaimo, McGill, Renfrew, and Hastings) supported the Direction in both the general (77%) and the random surveys (70%).

3.2 Improve Conditions and Safety on Dundas (Nanaimo to Renfrew)

Approved

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

- improving pedestrian crossings and sidewalks
- controlling the speed of traffic, more enforcement of traffic rules and regulations
- improving the safety of intersections
- adding more planting, landscaping, public art.

Percent agree 69%/70%

People's Ideas...

- provide corner bulges along Dundas from Nanaimo to Renfrew to give it more of a community feel
- stop trucks from short-cutting along Dundas to avoid McGill congestion — all commuter traffic goes straight through Nanaimo heading east on Dundas if McGill blocked (dangerous for pedestrians crossing Dundas at any intersection east of Nanaimo to Renfrew)
- put aggressive traffic calming in place near schools or routes to school
- move all trucks off Dundas



Dundas: improve conditions and safety

3.3 Change the Designation of Cambridge (east of Cassiar) from Secondary Arterial to Local Street

Not Approved (Uncertain)

Cambridge (east of Cassiar) should have its designation changed from secondary arterial to local street, given the lack of through traffic on this street after the completion of the Cassiar Connector.

Percent agree 55%/54%

People's Ideas...

- make Cambridge east of Cassiar a local street, not a secondary arterial
- does not make sense to call this an arterial of any kind

Comments: This Direction did not receive high enough agreement in the random survey to be considered supported, but it received majority support in the general survey and had more than three times more agree than disagree votes in the random survey. As a result, it is classed as Not Approved (Uncertain), and remains on the table for consideration and public discussion in future planning. In both the general and the random surveys, the disagree votes were spread across Hastings-Sunrise. Respondents in the subarea adjacent to this stretch of Cambridge (bounded Hastings, Boundary, Burrard Inlet, Cassiar Connector) supported the reclassification in both the general (64%) and the random (65%) surveys.

4 Traffic Calming on Local Streets

Local streets should carry low volumes of local traffic traveling 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/refuge areas (sometimes planted).

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

- a neighbourhood-wide traffic calming plan
- property owners initiate and pay for a traffic circle or corner bulge at an intersection
- City funded traffic calming on streets with problems confirmed by measurable criteria



Traffic circle: raised circular island to slow cars in intersections

Other Innovative Traffic Calming Measures

Other traffic calming measures have been used in other jurisdictions but were not included as possible Vision Directions because they are too expensive or specialized to be priorities in Hastings-Sunrise, given the limited funding available for calming. Examples include:

- mid-street pedestrian islands/refuges
- 'curving streets' which use curbs to force traffic to weave from side to side within a block
- 'woonerf' or 'home street' a Dutch layout that integrates walking, playing, parking, and movement as equal partners on the street (maximum speed is pedestrian speed; parts of Granville Island work like this)
- street reclaiming by use of block parties and street festivals organized by residents
- public art/fountains.

The Vision Directions support more traffic calming in Hastings-Sunrise.

4.1 More Traffic Calming in Hastings-Sunrise

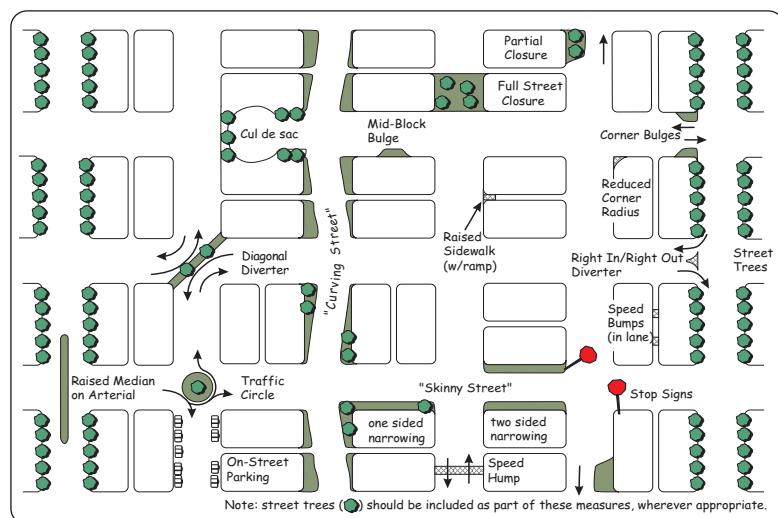
Approved

The City should do more to make Hastings-Sunrise residents aware of its 'complaint-based' traffic calming processes. Residents should put forward more streets for City evaluation of the need for City funded traffic calming measures like traffic circles, speed humps, stop signs, and traffic diverters. The City should increase the overall level of funding for traffic calming.

Percent agree 69%/65%

People's Ideas...

- introduce 40 km/h speed limit on residential streets (30 km/h speed limit in higher density areas)
- prevent short-cutting through neighbourhoods/commuter traffic on residential streets: Adanac, Charles, Triumph, Skeena, Franklin, Pandora, Cambridge, Oxford



Neighbourhood Traffic Calming Measures

Current Traffic Calming Approaches

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

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

Criteria-based traffic calming: used for an individual problem street or street segment. The process starts with a resident requesting calming on a street (if there are no complaints the City assumes there is no problem). City staff evaluate the request using criteria which measure the extent of the problem. The criteria used by the City include:

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

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

- provide traffic calming on Eton to redirect cars back to Nanaimo
- need corner bulges, speed bumps around all schools, especially primary (measures near Templeton are quite effective), also bring back crossing patrols
- need additional stop signs to slow cars on residential streets, too many uncontrolled intersections
- find other sources of funding for traffic-calming; traffic calming process is cumbersome and woefully underfunded
- provide larger traffic calming budget so the wait for calming is shorter (e.g. \$300,000/year is not enough funding for the entire City)
- increase budget for calming local streets and establish different criteria; don't like working with overall scores when there is a safety issue

4.2 Traffic 'Tie-Ups' and Traffic Calming

Approved

Some areas of Hastings-Sunrise experience serious short-cutting through the neighbourhood when accidents or hold-ups occur on First Avenue or the Second Narrows Bridge. The City should work with local residents to find innovative, low-cost solutions that calm traffic when these 'tie-ups' occur, even if an area has already been calmed.

Percent agree 67%/62%

People's Ideas...

- prevent cut through problems on Dundas and the streets to the north when accidents occur on the bridge
- prevent speeding on residential streets like Eton and Trinity when Second Narrows is backed up
- look at traffic calming from broad perspective — whole neighbourhood approach as opposed to the 'one-off' intersection; residents tired of fighting corner by corner
- add more 'children playing' signs
- reinstall the 'no right turn during evening rush hour' signs which were put in place when the bridge

was being repaired, they were cheap and they seemed to work

- need more work to reduce speed in calmed areas around First Avenue

The Vision Directions also address residents concerns that, on streets without curbs, the grass boulevards are 'eaten away' over time, leading to wider streets that encourage speeding and that some residents would like to pay for traffic calming devices themselves if their street is not a high priority for City funded calming. In both cases, the current Local Improvement Program should be less cumbersome and should offer more low cost options.

4.3 Improve the City's Local Improvement Program

Approved

The City should change its Local Improvement Program to make it easier for residents to use and to increase the number of low cost curbing and traffic calming options which are available to residents.

Percent agree 69%/65%

People's Ideas...

- revise the City's 'local improvement program' and lane pavings to include different design solutions
- reduce the amount of citizen/volunteer work required to get approval for a local improvement
- need other types of designs for local improvements: while residents may not want to buy the traditional guttering/paving solutions currently offered, they may want improvements in some other, less expensive forms

4.4 Traffic Demand Reduction Measures

Approved

Traffic calming should be enhanced by reducing auto-trips taken by residents of Hastings-Sunrise. Adopt approaches from other areas that increase walking and biking to people's destinations, boost transit use, and link trips that would normally be taken individually.

Percent agree 63%/56%

People's Ideas...

- start the 'walking school bus' where a parent will chaperone a group of children as they walk to and from school
- use trip diaries and other approaches to show people how easy it is to reduce car trips
- create partnerships to encourage people to work from home
- encourage downtown businesses to reduce auto-trips by altering starting and finishing times, adopting flexible work weeks, and providing incentives for carpooling and transit rather than free parking

4.5 On-Street Parking on Local Streets (especially around the PNE)

Approved

Improve control over parking of cars and trucks on local streets to make streets safer and provide more parking for local residents (especially around the PNE).

Percent agree 59%/55%

People's Ideas...

- stop people from selling yard and street parking during the PNE fair
- prevent people standing on Renfrew trying to sell PNE parking — it is unsafe
- re-institute parking permits to address parking enforcement problems during the PNE
- make everybody pay to park on streets (by meter or sticker), allow only homeowners to park on their property during events at Hastings Park

5 Public Transit

The Transportation Plan recognized that future growth in trips must be accommodated on the existing road system (supplemented with rapid transit). Control of transit has passed from the province to a regional body named Translink which plans, finances, and operates the system. Within Vancouver, the City owns the roads used by the buses; is responsible for bus shelters; determines whether traffic signals give priority to buses; and establishes how the streets are designed for buses.

The Transportation Plan recommends that the City 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 Hastings and Broadway) and rapid transit.

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

5.1 Bus Priority Measures

Approved

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

Percent agree 71%/69%

People's Ideas...

- provide bus bulges and boarding space on transit-oriented streets where road capacity is available
- dedicate a bus lane to reduce travel time
- allow signal priority for buses at intersections



Bus bulge: helps bus priority, more boarding space

5.2 Bus Routings and Frequency

Approved

Within Hastings-Sunrise, Translink should increase the frequency of service and the number of express services on major streets to provide more attractive service. Add a bus route on First Avenue to bring the bus closer to more homes/destinations.

Percent agree 77%/76%

People's Ideas...

- establish Renfrew service north of Hastings, change Hastings Express service so that it continues as an express route east of Windermere through Burnaby
- increase bus capacity, more buses and bigger buses where needed
- have suburban routes pick-up at a few stops in Hastings-Sunrise
- make buses come more frequently on all routes, specifically routes that connect with SkyTrain
- provide quicker connections between routes: speedy transfer between buses especially to SkyTrain stations and within the neighbourhood
- reduce number of bus stops to increase bus frequency and reduce travel times

5.3 Improve Transit Connections within the Community

Approved

Translink should start innovative services (like mini-buses) which provide better connections between homes and important community destinations.

Percent agree 70%/68%

People's Ideas...

- need easy bus connection to Hastings shopping area for people living north of Hastings
- add bus service to New Brighton Park (and to the port for workers)
- provide mini-bus service in Vancouver Heights or extend existing Burnaby service into Vancouver

Bus Routes



5.4 Improve the 'Transit Experience'

Approved

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

Percent agree 76%/76%

People's Ideas...

- provide more covered bus shelters at heavily used stops and near schools, community centres, and seniors' housing
- provide space for strollers on many buses (especially #4)
- clean buses more frequently
- provide more vendors to cater to transit users to make stops a convenient, relaxing atmosphere to grab coffee etc.
- provide more benches at bus stops; better capacity for people waiting to sit down

5.5 Examine the Price of Transit Service

Approved

Translink should examine the price of transit services to reduce the barriers encountered by Hastings-Sunrise transit users.

Percent agree 72%/71%

People's Ideas...

- eliminate increased fares for seniors (especially higher fare for two zones)
- eliminate zone fares (or expand to include Burnaby)
- fares should be based on distance traveled — ridiculous that two stops can mean a second zone
- provide free/discount bus passes for elementary/high school students

5.6 Ensure Transit Operations Help Improve the Environment

Approved

Encourage Translink to make its transit operations environmentally friendly.

Percent agree 72%/66%

People's Ideas...

- retain trolleys, better for the environment and quieter than diesel buses
- use fuel cell buses (tap into alternative energy sources)
- tax cars which want to come into city centre; permits for certain days
- increase parking fees every year

- encourage companies to provide incentives for transit users, especially downtown companies
- provide bike racks on all buses

5.7 Local Involvement in Transit Decisions

Approved

Local involvement in transit decisions should be enhanced.

Percent agree 75%/70%



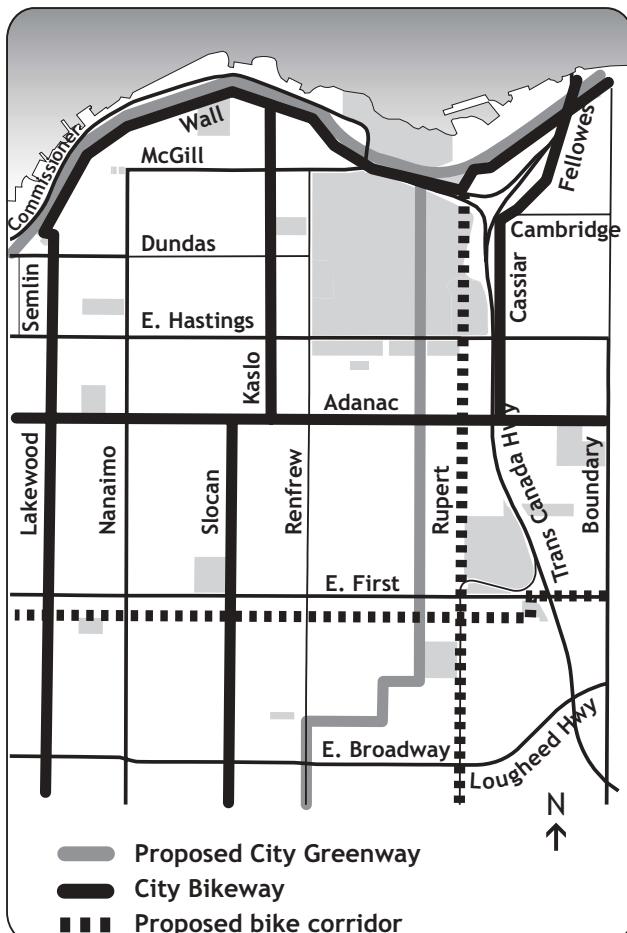
Sunrise Bikeway: north/south route from the Fraser River to Burrard Inlet

6 Greenways and Bikeways

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

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

Greenways and Bikeways



Greenways are streets and routes enhanced to create an interesting and safe environment for walking and recreational cycling. The city-wide Vancouver Greenways Plan was developed with public consultation and approved in 1995. It identifies two kinds of greenways:

City Greenways which have been planned to create a city-wide network of 14 routes; and Neighbourhood Greenways which create pleasant local connections, are smaller in scale, and are initiated by neighbourhood groups, who receive technical and funding support from the City.

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

Bikelanes are narrow marked lanes for bikes on some arterial streets. This is a relatively new idea for Vancouver, introduced by the Transportation Plan.

6.1 Greenway Routes and Bikeways

Approved

Greenways should link major walking and biking destinations within and outside of Hastings-Sunrise and should provide safe crossings at major streets. The planned City Greenways along/near Wall (Portside Route and Trans-Canada Trail), and along/near Rupert/Renfrew (Eastside Crosscut) should be implemented as soon as possible. Proposed city-wide Bikeways within Hastings-Sunrise should be planned and finalized (e.g. First/2nd and Rupert corridors). Particular attention should be paid to providing or expanding biking routes between municipalities and addressing problems with traffic on the Adanac Bikeway.

Percent agree 78%/71%

People's Ideas...

- reduce the number of cars using Adanac Bikeway, too many and they go too fast
- improve lighting along Bikeways — Adanac seems dark
- provide a pedestrian activated signal at Renfrew and Adanac for bikes on bike route (and pedestrians)
- provide a bike route map at main Bikeway intersections so cyclists can determine where they are and where they want to go
- build more Bikeways

6.2 General Walking and Biking Improvements

Approved

The frequently used pedestrian and biking routes within Hastings-Sunrise shown on the map (next page) should have additional greening and other types of improvements:

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

- clean-up of streets and sidewalks in commercial areas.

Percent agree 80%/75%

People's Ideas...

- need more pedestrian activated lights (e.g. Rupert/Charles, Hastings/Kaslo)
- improve access to New Brighton Park
- provide more public washrooms — existing ones have to be unlocked
- improve local streets so people are more inclined to cycle (e.g. going uphill is difficult on gravel shoulders)
- provide better/clearer signage for cyclists/drivers
- promote the benefits of walking and biking (e.g. pamphlets; a bike day or month organized by the Hastings-Sunrise community)
- encourage co-operation between City, bicycle shops, and community to promote the knowledge and use of bicycles (e.g. two seated bicycles could encourage children riding bikes with parents)



City-wide Greenway: Central Valley



Neighbourhood Greenway: Napier and Commercial Drive

6.3 Bike Parking and Racks

Approved

Bike parking and secure bike storage should be more readily available in Hastings-Sunrise, particularly at major destinations.

Percent agree 73%/66%

People's Ideas...

- need more bike posts to lock-up bikes (takes little space and acts as buffer between pedestrians and traffic)
- make bike racks available on buses on all major transit routes
- provide more secure places to leave bikes/bike trailers/children's bikes to encourage cycling with children
- need places for bikes which are more secure than bike racks

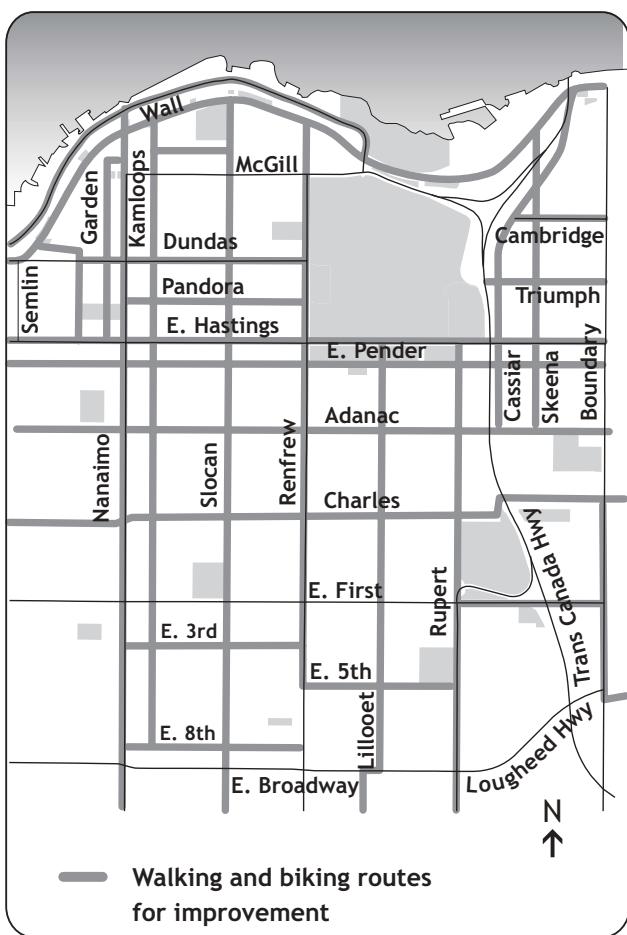
6.4 Expand Commuter Bike Routes in Hastings-Sunrise

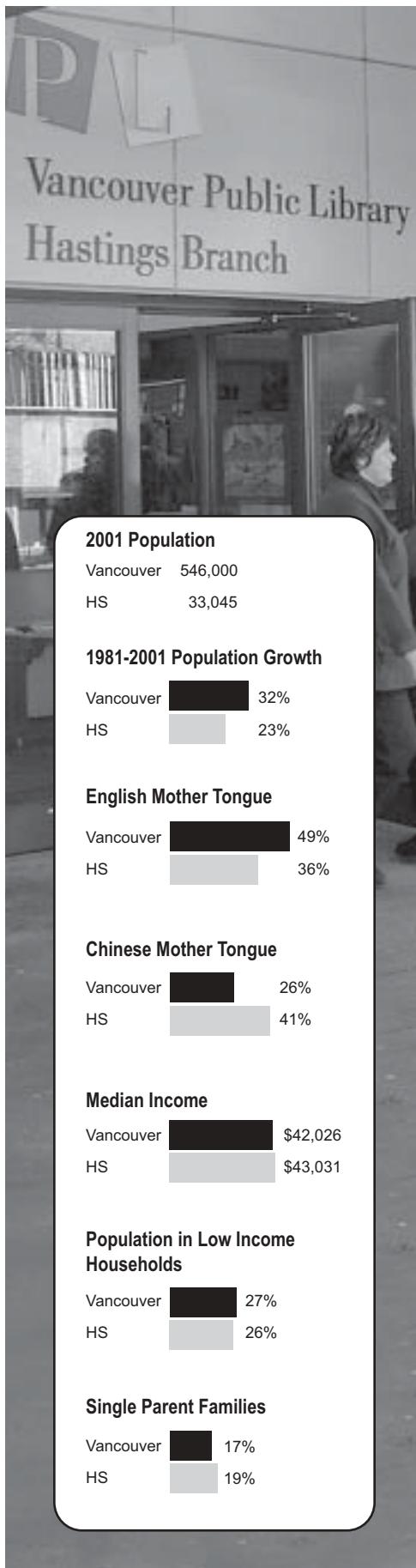
Approved

Create commuter bike routes in Hastings-Sunrise that are safe and efficient and which link to a city-wide network.

Percent agree 72%/69%

General Walking and Biking Improvements





Community Safety & Services

Hastings-Sunrise has a diverse population with many languages, ethnic backgrounds, income levels, and ages. The population has been growing and becoming more diverse. These factors create challenges to understanding and meeting people's safety, recreational, and social service needs.

Out of the broad range of services and service providers within Hastings-Sunrise, the Vision Directions concentrate 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.

Non-City Services

Most health and social services are funded by the province and provided either directly by Ministries or through various agencies. The Vancouver Coastal Health Authority is responsible for health and community care services, including many for seniors. Hastings-Sunrise is served by the Evergreen Community Health Centre, one of six health units in the city. It is located near the Joyce SkyTrain station.

Non-government Community Services

The community is also served by the Kiwassa and Frog Hollow Neighbourhood Houses (2425 Oxford and 2131 Renfrew) which are operated by non-profit organizations. They provide social and recreational programs for a variety of groups. The City of Vancouver provides some of their funding.

7 Community Safety

Hastings-Sunrise's overall crime rate is slightly higher than that of most other local areas in the city. In 1998, the rate of property crimes in Hastings-Sunrise was about the middle when compared to the city's other local areas. At 13 per thousand people, Hastings-Sunrise's rate of crimes against people ('violent crimes') fell above the mid-point among the city's local areas.

Vision Directions on community safety are oriented towards the major components of crime prevention: individual actions, community initiatives, and policing approaches. In addition, there are Directions which look at particular issues: youth crime, illegal drugs, and prostitution.

7.1 Individual Actions to Improve Safety

Approved

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

Percent agree 86%/83%

People's Ideas...

- report suspicious drug activities in public places and houses
- make your home more theft resistant (alarms, motion sensitive lights, lights on timers, good locks, trim hedges and trees to ensure visibility, etc.)
- be cautious with people who may be checking out your home (door to door sales etc.), report suspicious activity to police
- reduce risk of car theft and theft from cars (lock, use club, leave glove box and ashtray open, remove all valuables from car)

- reduce personal risk outside the home by walking with a companion, not carrying large purses, avoiding dangerous locations, etc.
- discourage panhandlers by not giving them money

7.2 Community Policing Centres and Community Policing

Approved

A Community Policing Centre should be retained in Hastings-Sunrise with some on-going funding to ensure stability. The Police Department and the City should expand their commitment to community-based policing.

Percent agree 84%/85%

People's Ideas...

- provide more representation and continuity in our community policing
- address the community policing needs in Hastings-Sunrise



Hastings North Community Policing Centre

7.3 Community Actions to Reduce Crime

Approved

Community Policing Centres, the City, the Police Department, business groups, and the community should strengthen crime prevention efforts, including more citizen patrols, improved lighting in high crime areas, reviews of building design and landscaping to reduce opportunities for crime, and wider use of crime prevention and education programs.

Percent agree 88%/85%

Community Policing Centres

Community Policing Centres (CPCs) are dedicated to reducing crime through crime prevention education, public awareness, and community involvement. Each centre is assigned a neighbourhood police officer who is the main individual responsible for the implementation and coordination of crime prevention activities. The Hastings North CPC has two offices, one at Nanaimo and Hastings the other at 2001 Wall Street.

Neighbourhood Integrated Service Teams

City Council created Neighbourhood Integrated Service Teams (NISTs) in 1994. Each neighbourhood based team is made up of representatives from several departments and agencies (Police, Health, Licenses and Inspections, Fire and Rescue, Planning, etc.). These multi-departmental teams work to help communities solve problems such as: unsafe buildings, garbage, noise, and illegal activity in a more coordinated and collaborative way than departments working individually. NISTs work in and with communities on a wide range of quality-of-life issues from community clean-ups to problem premises

People's Ideas...

- develop a program to discourage panhandling
- encourage more 'after hours' activities so commercial areas will feel safer (longer hours, street vendors, etc.)
- organize neighbourhood clean-ups so people can feel pride in the community
- avoid hiding spots on streets and in parks by trimming plants
- encourage people to use the City's Graffiti Hotline; create areas where graffiti allowed ('freewalls')
- set-up more citizen patrols and commercial area security patrols
- review all building and park proposals with an eye to safety
- improve lighting in dark areas (parks, around schools, etc.), install emergency phones
- make more people aware of how to reduce risks of crime in the home, car, and community
- help avoid the downward spiral by enforcing the Standard of Maintenance By-law on poorly maintained buildings/yards and by requiring landlords to deal with problem tenants
- help new immigrants to trust police and to report crimes

7.4 Police Services More Responsive to Community Needs

Approved

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

Percent agree 89%/91%

People's Ideas...

- respond, with other City departments, to drug and other problem houses
- respond to suspicious drug activities in public places and businesses
- provide more attention to the area north of Hastings between Semlin and Nanaimo

- improve police response times so people will report crimes in progress
- provide more police patrols
- increase Police/CPC participation in Block Watch where hard to organize

The final three Safety Directions deal with a group of inter-related issues: youth crime, drugs, and prostitution.

Youth Crime

Very few youth are engaged in crime. Youth make an important contribution towards improving the community. However, youth crime and some youth activities make residents feel unsafe: purse snatching, vandalism, open drug use, bullying, graffiti, feeling threatened by groups of teens, etc. The Direction seeks to reduce youth crime by enhancing youth services.

7.5 Working to Prevent Youth Crime

Approved

Youth crime should be prevented through the co-ordinated efforts of schools, community organizations, and other groups working with youth. Initiatives could include:

- more effective self-esteem, positive choice, and anti-violence programs in schools
- additional facilities and programs in parks, community centres, schools, churches, neighbourhood houses, etc. to provide alternatives for youth
- youth employment programs.

Percent agree 91%/91%

People's Ideas...

- provide more money for youth recreation; more 'after-hours' use of schools for kids' activities and childcare
- create programs for youth to discourage misbehavior, loitering
- help parents improve relationships with their kids to discourage youth drug use and crime
- provide safe homes for youth in need which would provide food and shelter

- increase crime education to young generation, involve youth in solutions
- teach children about the consequences of committing a crime, involvement with gangs
- increase public awareness through TV or school or mass media to discourage young people from getting involved in crime
- discuss concerns about teen harassment of others with their parents
- more activities and programs for youth so they are less attracted to drugs
- bring together victims, offenders, and community groups to find solutions (restorative justice program)
- create community based programs to offer help to poor families who might resort to crime

The City's Drug Prevention Policy

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

7.6 Community Consultation on the Location of Treatment Centres

Approved

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

Percent agree 72%/68%

People's Ideas...

- research and plan treatment centres
- solve lack of drug treatment facilities/resources
- have former addicts speak to teens about drug addiction, the unglamorous realities
- show visuals of drug effects over time (very unappealing)
- educate children about needles
- impose heavier penalties for drug dealers

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 Hastings-Sunrise there are 11 SNRFs with 286 beds. This represents 5% of the SNRF beds in the city, lower than Hastings-Sunrise's share of the city's population (7%). Most of the beds in Hastings-Sunrise are in 3 large seniors' facilities.

Prostitution

Vision participants were concerned about the impacts of prostitution in the community: sex acts in cars and public places, traffic from people looking for prostitutes, loud arguments, and condoms on streets and schoolyards where kids might play with them. Many participants were also concerned about the workers in the sex trade: worried about their safety, recognizing many were forced into prostitution by poverty or addiction, anxious that children are drawn into prostitution by pimps. A Vision Direction was developed to address these concerns.

7.7 Addressing Prostitution

Approved

The City should initiate a city-wide process to examine the complex issues around prostitution, develop workable solutions that are beneficial to prostitutes and communities, and strive to implement those solutions with the cooperation of senior governments and more local organizations.

Percent agree 84%/84%



Hastings Community Centre



Kiwassa Neighbourhood House



Frog Hollow Neighbourhood House

People's Ideas...

- prevent needles and condoms in parks and public places; clean them up when they show up
- don't create areas where prostitution is 'unofficially' permitted
- provide intervention to get these victims (prostitutes) off the street
- prostitution is legal, so the problems are who (kids) and where (streets and public places)
- gain understanding of crime motives, e.g. poverty, drug addiction
- develop a city-wide strategy to figure out how to solve this problem
- direct activity away from residential areas
- develop a community outreach program for prostitutes that understands and addresses their needs

8 Recreational Facilities and Services

Both Hastings and Thunderbird Community Centres serve Hastings-Sunrise. Community centres are built and maintained by the Park Board but programming at each centre is determined by a locally elected association. These facilities provide sport, recreation, art, and social programming for a wide range of residents from infants to seniors.

Hastings Community Centre opened in 1955. The Park Board's 2001 assessment of the condition, usability, and cost of operating all 22 of its community centres in the city, placed Hastings as a medium priority for a large scale renewal either on its present site or somewhere nearby. Thunderbird Community Centre opened in 1972 and recently expanded. It shares a gym with Thunderbird Elementary School.

In addition to community centres, residents in Hastings-Sunrise use Kiwassa and Frog Hollow Neighbourhood Houses for social and recreation programs.

Although there is a range of outdoor facilities and the community centres are heavily used, Vision participants identified several opportunities to enhance the area's recreation services.



Thunderbird Community Centre

8.1 Provide More Space and Programming for Indoor Recreation

Approved

More opportunities to participate in indoor recreation should be created in Hastings-Sunrise either by adding to existing facilities, creating new satellite facilities in co-operation with the School Board and other interested community organizations, or expanding programming in existing facilities.

Percent agree 76%/72%

People's Ideas...

- up-grade and provide larger gym facilities and equipment in Hastings Community Centre (e.g. separate male and female work-out areas)
- provide more activities for seniors closer to Nanaimo Street, Hastings Community Centre is a long hike
- provide a gathering place for new immigrants to interact with neighbours and mainstream culture in order to exchange ideas
- provide more recreation programming in the south-west section of Hastings-Sunrise
- enhance use of the community hall building in Sunrise Park
- make use of industrial areas as opportunities for activity centres
- expand the number of Frog Hollow Neighbourhood House programs for the Chinese speaking
- establish mini-community centres in schools

- work closely with the School Board in planning satellite programs (accessibility to school indoor facilities such as gyms, classrooms, and washrooms)

Hastings-Sunrise is served by an indoor pool and an outdoor pool. Both Templeton Park Pool (indoor) and New Brighton Pool (outdoor) were built in the '70s. Although Templeton pool is situated outside the boundary of Hastings-Sunrise, it is managed by the Park Board through Hastings Community Centre. Vision participants expressed the need for improvement to these facilities.

8.2 Templeton Park Pool

Approved

Templeton Park Pool should be retained and up-graded 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 77%/74%

People's Ideas...

- improve Templeton pool (end up going to Eileen Daily Pool in Burnaby or to Britannia or Renfrew Pool)
- consider PNE for replacement indoor or outdoor swimming pool — enlarge indoor/outdoor swimming pools for different age groups and uses
- build new, clean, and big pools for leisure (slides, wave pools, and towers) and exercise purposes
- keep Templeton open and provide more training sessions and parking

8.3 New Brighton Pool

Approved

New Brighton Pool should be retained and improved to better meet the needs of the community.

Percent agree 79%/75%

People's Ideas...

- provide longer hours like Kitsilano Pool (open from Victoria weekend to middle of September, including early morning swim)

- improve facilities for families (e.g. showers are too high for children)
- open public washrooms during daylight hours in New Brighton Pool all year
- construct a pedestrian crosswalk/overpass to New Brighton Pool, easier access from North Van than from Hastings-Sunrise
- provide more park features around the pool so it can be an all-day destination

8.4 Facilities and Programs for Youth

Approved

More facilities for youth should be provided such as a separate youth drop-in centre, teen-oriented playgrounds, and sport facilities. Programs for youth should be enhanced by a co-ordinated initiative of the Park Board, School Board, and other interested parties in the community.

Percent agree 79%/75%

People's Ideas...

- create a youth drop-in centre that is safe and alcohol free
- build indoor rink for sports such as roller hockey, ice skating
- use some under-utilized tennis courts for ball hockey, basketball
- increase park programs for teens, including more league and drop-in sports
- provide more places to skateboard, add washrooms for the skateboard park, keep 'Leeside' open
- provide newer, more sophisticated playground for teens (tire swings, bigger play structures)
- develop walking and biking trails (some paved for roller blading) in Hastings Park
- ensure quality youth job program at Thunderbird Community Centre
- provide workshops on self understanding and developmental changes in adolescence

Aquatic Facilities Review

The Park Board has tended to provide an indoor pool for approximately every 50,000 people. There are nine indoor pools to serve the city's current population of about 550,000 people. Most pools are rapidly reaching the end of their practical service life and a decision is required about their replacement. The Park Board has recently completed a major study of existing pool facilities and future options. It recommended a renewal plan including one large-scale 'city-wide' destination pool; two expanded community pools providing features such as therapy, longer lengths or outdoor swimming; and four neighbourhood pools focusing on swim lessons, fitness, and training.

The Aquatic Review noted the proximity of Templeton and Britannia pools (5 minutes apart by car) and that Britannia pool is under the jurisdiction of the Britannia Board of Management rather than the Vancouver Park Board. The future of Templeton and Britannia Pools will be examined, in consultation with the affected communities, prior to undertaking any aquatic renewal project in this quadrant of the city.

Child Care

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

- providing grants to nonprofit societies such as Neighbourhood Houses and Family Places for services to families with small children
- working with community centres to support child care
- providing grants to support nonprofit child care services
- leasing land at reduced rates to nonprofit child care societies
- using development cost levies on new development to support daycare
- negotiating for child care in larger projects as part of their rezonings
- managing City-owned child care facilities through the Vancouver Society of Children's Centres

Vision participants did not propose changes in the City's approach to helping provide child care.

8.5 Facilities and Programs for Seniors

Approved

Provide up-graded facilities for seniors in community centres and neighbourhood houses. Programs for seniors should be enhanced.

Percent agree 79%/80%

People's Ideas...

- improve seniors' drop-in place at Hastings Community Centre
- provide a programmer at Frog Hollow Neighbourhood House to help self-guided seniors' groups
- recruit younger seniors to volunteer in seniors' groups
- initiate more programs and workshops for seniors (e.g. day trips, swimming, fitness, karaoke, English classes, health talks, police talks)
- provide extra daycare for elderly seniors (plus night care)

8.6 Affordable Programs for Children and Families

Approved

The number of affordable programs for children and parents with a variety of cultural and linguistic backgrounds should be increased.

Percent agree 74%/71%

People's Ideas...

- provide daycare for children under 18 months and child care before and after school
- provide before school programs at community centres or schools (even better)
- encourage parents to volunteer and rotate care giving (money spent on resources rather than staff)
- consider a centre for children in Hastings Park
- provide workshops on family relationships that address generation gap issues for single parents and grandparents

• initiate employment and computer training programs, especially for parents whose first language is not English

- provide more 'Parent-to-Parent' and 'Nobody's Perfect' programs



More facilities needed for children and families

Community Schools, with co-ordinators and support staff, perform an important role in providing a broad range of activities in the community. Currently, there are three community schools in or near Hastings-Sunrise: Franklin, Hastings, and Macdonald (just outside of the boundary). Provincial funding to continue the present level of service is threatened. Many participants in the Vision process expressed concern about any reduction of programs/activities provided for the community through the schools.

8.7 Retaining Funding for Important School Programs

Approved

Encourage the provincial government to at least maintain funding for school programs that are important to Hastings-Sunrise including the Community School Program, Hot Lunch Program, and Inner City School Program.

Percent agree 80%/74%

People's Ideas...

- maintain funding for community schools
- enhance use of all schools by the rest of the community
- find more ways to provide lunch programs

8.8 Accessibility of Programs

Approved

All programs should be more accessible to people of the community regardless of age, language, and income. New ways of raising funds should be considered by the Park Board and service providers to maintain or increase the number of programs available to the community, with special attention to low-income users.

Percent agree 75%/72%

People's Ideas...

- ensure programs are accessible to low-income users, allow them to apply for fee exemption
- use money made from renting out facilities to subsidize low income programs
- provide more free programs for seniors, not all can afford current fees
- reduce fees for children's programs
- encourage private donations
- encourage corporate sponsorships and engage local businesses and banks in fundraising
- incorporate an amenity or design element, when redesigning a park, that can be rented and dedicate the revenue to the enhancement of the park



Hastings Branch Library

9 Library Facilities and Services

The Vancouver Public Library operates the Hastings Branch Library at 2674 Hastings. There are currently no plans to move or expand this branch.

9.1 Hastings Branch Library

Approved

The Hastings Branch Library should be redesigned or expanded to better serve the diverse community.

Percent agree 75%/75%

People's Ideas...

- provide a larger collection in a bigger library
- need more quiet areas
- provide more table space for homework/group work
- add café or snack bar inside the library
- add space by enclosing some rooftop parking

9.2 Improve Library Services

Approved

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

Percent agree 79%/77%

People's Ideas...

- add more current books, magazines, Chinese materials, teen books, videos, CDs, and DVDs
- provide better computers with fast access to Internet
- promote a positive and friendly atmosphere
- make opening hours longer and/or more compatible with needs of residents
- outreach to the community and promote services provided by the library

Accessibility for People with Disabilities

City Council established the Special Advisory Committee on Disability Issues in 1977. The Committee's objective is to make the city more livable for disabled residents by removing physical and social barriers which impede full participation in city life. The Committee consults extensively with the public and with City staff. In recent years, the Committee has been actively involved in enhancing the accessibility of new apartment-type buildings throughout the City by changes to the Vancouver Building By-law. A set of amendments was approved by Council in May 2002 and the Committee is currently involved in implementation discussions.

10 Improving Awareness and Accessibility of Services



Day trips and programs for Hastings-Sunrise seniors

The City and other service providers in Hastings-Sunrise supply a range of services. Participants in the Vision process felt additional effort should be put into making these services more widely known in the community and more easily accessible to residents.

10.1 Information about Services

Approved

Information on the services provided by the City and other service providers should be more consistently available within the community in locations, forms, and languages which are convenient for residents and businesses.

Percent agree 70%/67%

People's Ideas...

- hire bilingual or multilingual staff in community centres
- publicize the availability of the shuttle to New Brighton Pool
- translate community centre activity brochures/guides and newsletters
- make people more aware of City recycling and traffic calming programs

10.2 Community Services in or near Shopping Areas

Approved

Whenever community services such as community centres, neighbourhood houses, libraries, 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 69%/67%

10.3 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; employment and volunteer opportunities; and cultural and religious organizations.

Percent agree 64%/60%

People's Ideas...

- increase ESL classes in community centres and neighbourhood houses
- help immigrants to integrate better in the community
- create a job finding newspaper like 'Buy & Sell' for newcomers
- provide information on volunteer opportunities in the community centres for newcomers



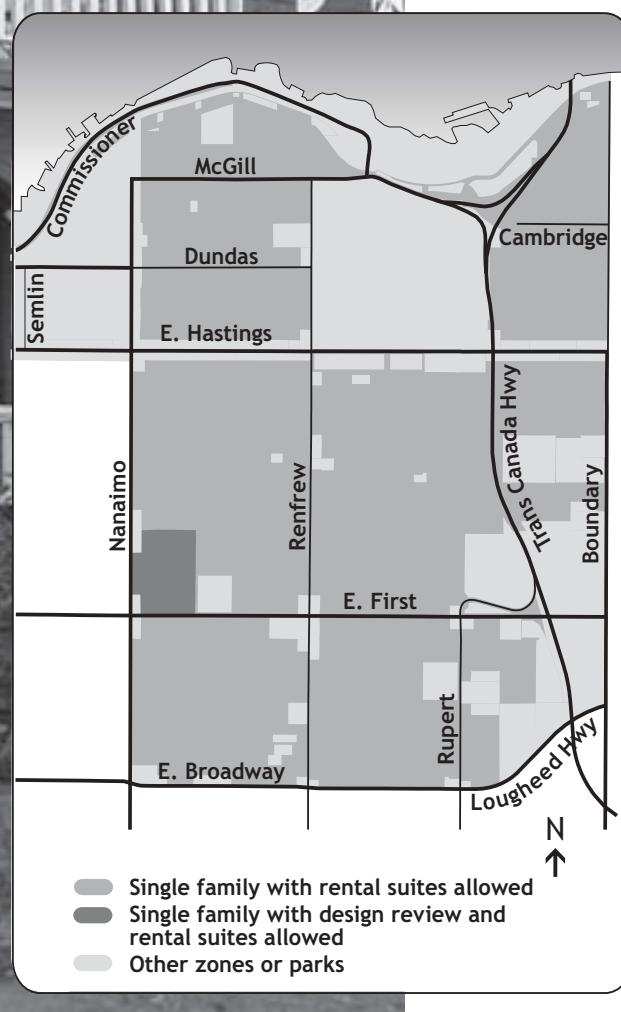
Existing Residential Areas

Hastings-Sunrise has a mix of residential neighbourhoods. An apartment area lies in the north-west corner of the community. East of Rupert there are a variety of duplexes, rowhouses, and apartments scattered in the area south of Hastings. Together these developments account for 33% of the housing units in Hastings-Sunrise. However, most of the community is made up of neighbourhoods of single family homes on 33' lots. The Vision identifies aspects of housing which should be maintained or improved in the future while proposing some initiatives that would help accommodate the existing population as their housing needs change over time.

Vancouver's Zoning By-law determines what land uses and building characteristics are permitted on each lot in the city. At the start of the Vision process the single family area of Hastings-Sunrise was zoned RS-1S except for the area north of Hastings between Cassiar and Boundary which was zoned RS-1, and the area bounded by

First Ave, Nanaimo, Penticton, and Charles Streets which was zoned RS-5S. RS-1 and RS-1S zones had the same regulations for house size and position on the lot. In both zones any house could 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 RS-1S zone allowed houses to have a rental suite. RS-5S zoning also allowed for family and rental suites and regulated house size and position on the lot.

On March 9, 2004, City Council changed the zoning by-law to allow one rental suite per single family dwelling in all single family zoning districts in the city, including the Vancouver Heights area. RS-5 still provides the option of a design review for new development.



Rental Suite Enforcement

Vision participants expressed concern that enforcement of the suites by-laws appears inconsistent and ineffective. Action is usually taken only in response to a complaint. Vision participants saw some merit to this approach since most suites peacefully co-exist with neighbours. However, they felt that there should be more effective resolution of complaints when suites create impacts like local parking problems, excessive noise, or poor upkeep.

Participants were also concerned about new homes which are designed to easily accommodate two suites in areas where only a single suite is permitted. Many of these homes get their permits and are constructed as single family homes to avoid the additional requirements imposed on a development with a suite. After the final City inspection, minor changes are made to make the suites operational and then they are rented. Vision participants felt this illegal use was accelerating the demolition of existing houses.

Since rental suites have been permitted, relatively few owners have made their suites legal by taking out a City permit. City Council changed regulations in March 2004 to reduce the hurdles required to legalize a suite. Future enforcement will focus on safety and standards of maintenance issues as well as the closure of multiple suites (one-family dwellings with two or more secondary suites). Enforcement will continue to be triggered by a complaint.

11 Single Family Houses and Rental Suites

Residents of Hastings-Sunrise value their single family neighbourhoods. Many were attracted to the community by housing and a community which met their needs. Vision participants wanted to maintain the single family character of much of the community.



Typical single family streetscape

11.1 Maintain Most Single Family Areas

Approved

In order to retain the basic character of Hastings-Sunrise, most of the area that is now single family (including areas permitting rental suites) should be kept that way (exceptions would only be considered where the community supports new housing choices as described in Directions 15.1 – 16.6, 18.16, 19.8, and 20.13).

Percent agree 76%/70%

11.2 Improve Enforcement

Approved

The City should improve its enforcement procedures to solve complaints generated by rental suites such as parking problems, poor maintenance of the dwelling or yard, and noise. New homes suspected of being designed to include two or more rental suites should be regularly inspected to ensure they are complying with the Zoning By-law.

Percent agree 69%/66%

People's Ideas...

- enforce clean-up and repair of rundown houses and illegal suites

- check double garages which are often closed in and rented
- reduce the cost and hassle of putting suites in existing houses
- ensure suites pay their fair share of costs (garbage, schools, etc)
- stop houses with two suites from over-running our neighbourhood

12 Design of New Single Family Houses

New houses frequently replace older ones. Currently the single family zoning (RS-1) in most of Hastings-Sunrise controls the height, yard sizes, total floorspace, and garage size of new houses. Tree removal is also regulated. However, present regulations do not control the visual appearance, character, or landscaping of new homes.

The City has some single family zones (RS-5, 6, and 7) that include some level of design review for new houses and their landscaping. Under a program which lasted several years, when a neighbourhood group demonstrated there was sufficient community interest, the City undertook detailed surveys to determine whether there was support for zoning that included design review. Now about a third of the single family areas in Vancouver have zoning with some form of design review, including a portion of Hastings-Sunrise (First Ave, Nanaimo, Penticton, and Charles). Although no other sub-areas of Hastings-Sunrise expressed interest in the program at that time, participants felt residents should be offered the choice of whether to pursue design review.



New house: example with no design review



New house: example in design review area

12.1 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 review zones that the City has already developed, if there is sufficient support within a sub-area of the community.

Percent agree 74%/68%

People's Ideas...

- encourage better house design and more variety, less box-like housing
- no more ugly pink houses, design guidelines please
- provide some form of character zoning in areas with lots of pre-war homes
- require some landscaping with all new homes
- ensure character features on all new homes: porches, trim around windows and doors, etc
- stop same design from being built side by side or several times on a block

historical or architectural significance. Their owners can take advantage of some zoning relaxations which may make it easier to keep and renovate them. Hastings-Sunrise has 56 buildings on the VHR; most are found in the Hastings Townsite area.

Vision participants felt that character homes should be retained, the character of less distinguished buildings should be improved, and that new development in character areas should be compatible with nearby buildings and the neighbourhood as a whole.

13.1 Retain Buildings on the Vancouver Heritage Register

Approved

For structures listed in the Vancouver Heritage Register, the City should encourage retention by implementing additional incentives which are suitable in areas like Hastings-Sunrise.

Percent agree 78%/75%

People's Ideas...

- provide incentives for retention and preservation of heritage buildings
- allow infill (granny flats) to encourage retention of heritage homes

Design Review in Single Family Zones

The RS-1 zone which covers most of the single family areas of Hastings-Sunrise only controls the uses, size, and placement of the building, with no controls on design at all. The RS-6 and RS-7 single family zones include regulations on some basic design aspects such as limiting some types of exterior building materials or requiring trim around windows. They also have some basic guidelines for landscaping. The RS-5 single family zone provides 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" in 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.

More Planning and Consultation Before Changes

Vision Directions 12.1 and 13.3 would require a rezoning. Given community support for design review, residents of smaller neighbourhoods would need to approach and work with the Planning Department to initiate the process leading to rezoning. Additional community involvement and surveys would be required before City Council considers a new zoning with design guideline



Heritage house

13 Retaining Character Buildings and Enhancing Character Areas

By the start of the Second War, a building boom during the 1920s and subsequent development had brought housing to most of the residential areas north of First Avenue. Many pre-war homes remain north of Adanac. The Vancouver Heritage Register (VHR) lists pre-1940 buildings that have particular



Older character home

13.2 Retaining Other Character Buildings

Approved

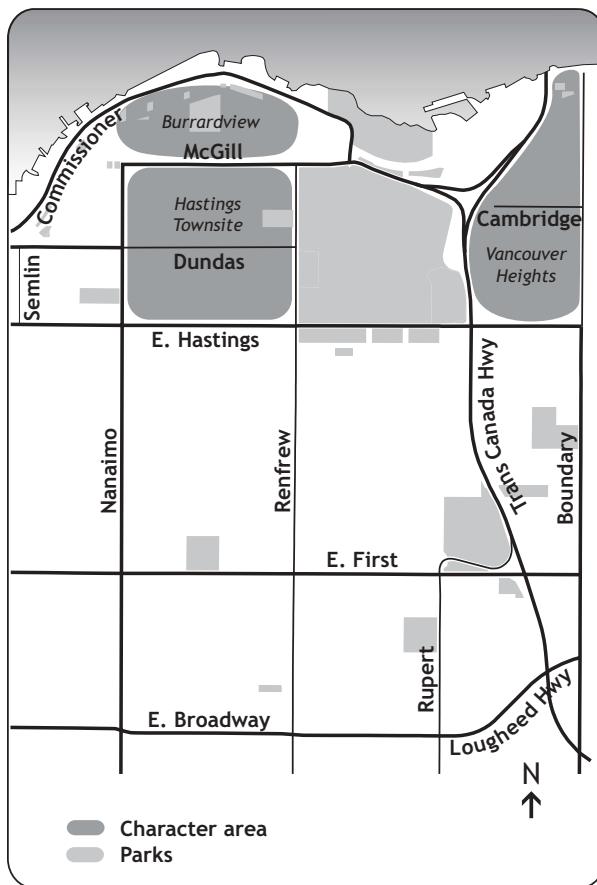
In order to encourage retention of 'character' buildings not on the Vancouver Heritage Register, there should be incentives to renovate and disincentives to demolish.

Percent agree 75%/70%

People's Ideas...

- exempt renovations which retain character from increased taxation on improvements
- charge higher fees for demolition and disposal
- provide incentives for renovation that keeps character
- provide incentives to retain smaller character houses

Character Areas



13.3 Enhancing Character Areas

Approved

Where there is sufficient support within a 'character' sub-area (e.g. Burrardview, Hastings Townsite, or Vancouver Heights), the Planning Department should introduce a zoning schedule with guidelines to encourage redevelopment which is consistent with the character of the surrounding street and neighbourhood.

Percent agree 73%/69%

People's Ideas...

- use zoning which is contextual in areas with lots of heritage buildings
- have City supply stock plans for character houses
- provide tax breaks that encourage traditional materials and low site coverage
- encourage porches that are proportioned to the size of the house
- use more traditional materials like wood rather than metal and stucco
- encourage balconies that are recessed in the face of a building or covered by a roof
- discourage building fronts which are too 'flat' and windows which are out of proportion for the size of the house



Streetscape of character homes

14 Changes in CD-1 Zones

Some developments in Hastings-Sunrise are on large parcels zoned CD-1, or Comprehensive Development. CD-1s are 'tailor-made' zonings used by the City where standard zoning isn't suitable for the proposed uses or building design.

Since the '80s CD-1 regulations have included a lot of detailed requirements, but earlier CD-1 regulations were often quite vague and general. In addition, older CD-1 sites are often built to densities lower than those common today. Across the city, these older parcels are being redeveloped to higher densities. Examples include Arbutus Gardens (at Arbutus and 33rd), Champlain Mall, and a recently approved proposal to increase the density of Beulah Gardens (at Rupert and Fifth).

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

Note: Hastings-Sunrise has two unusual CD-1s (on the port lands and Hastings Park) enacted to show the City's position on the future development of lands that were owned or controlled by senior governments or crown corporations (these lands are usually not subject to municipal regulations).

14.1 Process for CD-1 Zoned Sites Anywhere in Hastings-Sunrise

Approved

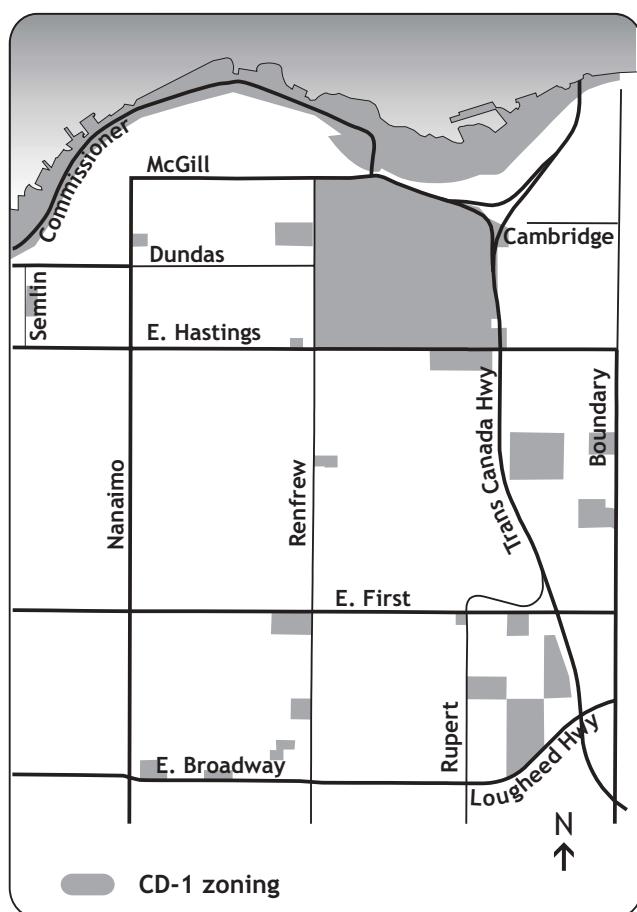
When anything other than a small change is proposed to a development on a site zoned CD-1 — whether in its buildings or uses — the City should undertake a rezoning process in order to ensure appropriate community consultation and to provide the City with the ability to deny or impose conditions on the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

Percent agree 68%/66%



Adanac Village Co-op: an example of a development with CD-1 zoning

CD-1 Zones





New Housing

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

The Demand for New Housing

By 2021 Hastings-Sunrise's existing residents will have created the demand for almost 2,500 (18%) 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 Hastings-Sunrise. Besides the increased housing demand from existing residents as they age, people will also move to Vancouver from elsewhere and some will settle in the community.

Supply Does Not Match Demand

Today there is capacity for only a few types of additional housing units in the community. Very few new single family lots can be created. Under existing zoning, some apartments can be built in the area north of Hastings and west of Nanaimo or above stores in the commercial areas, primarily on Hastings, Renfrew, and Nanaimo. In addition, the existing zoning allows additional rental suites in all single family areas in the community. In total, the capacity stands at about 3,000 more housing units, split almost equally between apartments above stores and additional rental suites. Vision participants considered the various types of housing that would be desired by Hastings-Sunrise residents as they age and created options for providing mainly new 'ground-oriented' housing.

Addressing Possible Impacts of New Housing

Participants wanted the impacts which might be associated with new housing to be addressed. They did not want additional people to reduce the level of service existing residents enjoy with parks and other community facilities. They were also concerned about potential parking and traffic impacts arising from additional units. As a result, each proposal for a new housing type has been made conditional not only on an increase in community facilities and programs needed to serve any population growth generated by the new housing type but also on an assurance that parking and traffic impacts would be addressed.

The Directions on new housing options which follow are divided into two sections. The Directions first focus on several housing types, then possible locations for new housing are described. Combining various options for new housing types and locations results in the potential for different numbers of new units. The table at the end of this section (page 49) provides statistics on both the demand for housing and a 'ball park' estimate of the units which could result from some of the choices.

Note that several housing type and location Directions did not receive the necessary agreement in both surveys to be classed as approved. In some cases, a Direction was supported in the general survey and received majority support in the random survey (but at an insufficient level to ensure it had community support, given the margin of error in the survey). In other cases, a Direction did not receive majority support in either the general or the random survey but did receive more agree than disagree votes. In both these cases a Direction is classed as Not Approved (Uncertain), it remains a topic for more public discussion should planning on this topic occur in the future. Where disagree votes outweigh agree votes in either survey, a Direction is classed as Not Supported.

15 Possible New Housing Types for Hastings-Sunrise

Homes with Two Suites

Description: Workshop participants created the option of a home with two legal rental suites and about 25% more floorspace than permitted under the current zoning. Additional space may be in a full rather than a partial basement. Extra floorspace may be permitted only where design guidelines are met. Each unit would require a parking space.

Status: A new housing type.

Attractive to: Suites appeal to people moving out of their parental home, to seniors who want less space but who

wish to retain access to a garden and contact with other people, and to extended families who would like to stay together but have a little more independence than living within a single unit. The main unit would likely be smaller than a new single family home (with or without a suite). This, combined with the income from two rental suites, would tend to provide a more affordable housing option for families with children or established couples.

15.1 Homes with Two Suites

Approved

Housing variety should be increased in Hastings-Sunrise by allowing the development of some homes with two legal suites, provided that the units are:

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

Percent agree 62%/60%

People's Ideas...

- provide more secondary suites for the rental market
- look at micro suites to create more rental housing
- create standards for these suites which allow them to be more affordable to build and livable for tenants
- ensure privacy between units
- encourage one level (for seniors) but avoid poor environment (lack of light, small space, dampness)

Development Cost Levies and Community Amenity Contributions

In June 2003, City Council decided to make interim Development Cost Levies (DCLs) permanent and to increase the amount new development is charged. Starting in February 2004, each newly built square foot of commercial and residential (in projects with more than three units) space will pay a \$6.00 DCL while new industrial development will be charged \$2.40 per square foot. The revenue will be used to help finance the parks, daycare, transportation, and affordable housing needed to serve the additional residents and employees occupying new floorspace. Some uses such as daycare and social housing will pay lower rates or be exempt from DCLs. City Council also asked the province for permission to use DCL funds for public libraries and to charge a DCL on residential projects with less than four units.

At the same time, City Council decided to make temporary city-wide Community Amenity Contributions (CACs) permanent. CACs are applied when zoning is changed to increase the amount of development which can occur on a site. The standard rate is \$3.00 per added square foot (in addition to the city-wide DCLs). Starting in February 2004, non-standard CACs will be negotiated for rezonings on sites larger than 2 acres (1 acre in Neighbourhood Centres) and all rezonings on the downtown peninsula. Again, some uses are exempt or subject to reduced rates. CACs provide City Council approved amenities located either on the rezoned site or in the immediate community.

Infill

Description: A smaller second home on a lot, usually behind the main house. Also called a 'coach house' or 'granny flat'. Usually the garage is on the main floor with the infill dwelling above. Size and height are regulated by zoning but they usually look like a small one and a half or two storey house located at the rear lane. On wider lots (50' or more) it is possible to build infill while keeping the existing home. However, on smaller lots, the side yards of existing houses are rarely wide enough to provide the required fire-fighting access. As a result, small lot infill is only feasible when built with a new main house.

Status: A new housing type for Hastings-Sunrise but permitted on lots 50' or wider in Kitsilano and Mount Pleasant (east and south of City Hall) since the '80s. Units are usually strata-titled but may be rental. **Attractive to:** Young people who have recently left home, older singles and couples, and seniors who want access to a yard and can manage stairs.



Small lot infill

15.2 Infill as a New Housing Type in Hastings-Sunrise

Not Approved (Uncertain)

Housing variety should be increased in Hastings-Sunrise by allowing some infill development, provided that the units are:

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

Percent agree 54%/47%

People's Ideas...

- makes lanes more attractive
- allow throughout the single family area but make rear units smaller/shorter to ensure they don't overwhelm rear yards
- makes purchase of main house more affordable if the infill is rented
- creates a good option for extended families

Comment: This Direction received majority support in the general survey but did not receive enough support in the random survey to be classed as 'approved'. In the random survey the agree votes out numbered the disagree votes by a ratio of 2 to 1. As a result, infill remains a topic for more public discussion if additional housing planning occurs in the community.

Duplexes

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

Status: Duplexes are currently permitted on a few blocks near Rupert/Fifth and Nanaimo/Charles in Hastings-Sunrise and are common in other areas like Kitsilano. Units may be owned, strata titled, or rented.

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



Duplex

15.3 Duplexes

Not Approved (Uncertain)

Housing variety should be increased in Hastings-Sunrise by allowing more duplexes provided that the units are:

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

Percent agree 59%/52%

People's Ideas...

- prefer over rowhouses because more space for children, no management fees
- provides families with large outdoor space for physical activities to burn off energy before bed
- recognize these larger units allow flexibility to house different combinations of parents, kids, grandchildren
- permit in all single family areas: small change from house with suite but creates more evenly sized units with little community impact
- locate close to schools: very important for families

Comment: This Direction received majority support in both the general and random survey but did not receive enough support in the random survey to be classed as 'approved'. In the random survey the agree votes out numbered the disagree votes by a ratio of 2.5 to 1. As a result, duplexes remain a topic for more public discussion if additional housing planning occurs in the community.

More Planning and Consultation Before Changes

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

Small Houses on Shared Lots

Description: Two 33' lots developed together to accommodate four free standing homes, each with attached parking. The two units facing the street would have shorter front yards (16' versus the usual 24'). A passage separating the front units acts as a walkway to the two rear units and provides fire-fighting access. The rear units are constructed over the area typically used for a garage and extend into the rear yard. A driveway from the lane would go between the rear units to a central 'carriage court' and the parking space for each front unit. The size of each home would be about 1,600 square feet with 2 - 3 bedrooms and a family room/den/home office (rear units could be somewhat smaller). There would be private open space for each home.

Status: A new housing type in the city. Units could be individually owned.

Attractive to: Families with children, two income couples, parents whose children have left home, and seniors who can manage stairs.



Small houses on shared lots

15.4 Small Houses on Shared Lots

Not Approved (Uncertain)

Housing variety should be increased in Hastings-Sunrise by allowing some small houses on shared lots, provided that the units are:

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

Percent agree 56%/41%

People's Ideas...

- makes lanes more attractive
- design so each unit is differentiated and has the feeling of 'home'
- ensure pleasing to look at with nice community ambience
- private open space is important to families

Comment: This Direction received majority support in the general survey but did not receive enough support in the random survey to be classed as 'approved'. In the random survey the agree votes out numbered the disagree votes by a ratio of 1.3 to 1. As a result, small houses on small lots remain a topic for more public discussion if additional housing planning occurs in the community.

Cottages

Description: Seven or eight free standing housing units, built around a central garden courtyard, on an assembly of three 33' lots (compared to the six units allowed by the current zoning: three main units and three suites). Each cottage would have an individual entrance, front porch, private outdoor space, and two or three bedrooms in about 1,200 square feet of floorspace. They would provide many of the features of a single family home including individual buildings, and a size usable by families, at a more affordable price.

Status: Cottages would be a new housing type for the city.

Attractive to: Especially attractive to families with children as well as couples whose children have left home, working couples, and younger seniors.

15.5 Cottages

Not Approved (Uncertain)

Housing variety should be increased in Hastings-Sunrise by allowing some cottage developments, provided that the units are:

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

Percent agree 54%/41%

People's Ideas...

- attractive to established singles and couples because of size and limited outdoor space
- very desirable option for families because of inner courtyard for play and relaxation
- appealing to seniors who might want to get together in the courtyard for various social activities and family gatherings
- consider smaller front yards to allow more rear yard play space

Comment: This Direction received majority support in the general survey but did not receive enough support in the random survey to be classed as 'approved'. In the random survey the agree votes out numbered the disagree votes by a ratio of 1.3 to 1. As a result, cottages remain a topic for more public discussion if additional housing planning occurs in the community.



Cottages

Sixplexes

Description: Six units on two 33' lots. A pair of front to back duplexes would occupy the space usually filled by single family homes (front yards would be the same depth [24'] now required for single family homes). A path/fire-fighting access between the front duplexes would connect the street to two side by side units at the rear. All parking would be at the lane with the two rear units built over the garage and extending into part of the rear yard. Each home would feature separate ground access, private outdoor space, and about 1,200 square feet of floorspace.

Status: A new type of strata-titled housing in the city.

Attractive to: Smaller families, couples, and parents whose children have left home. The multi-level configuration of these homes would be a negative feature for many seniors.



Sixplexes

15.6 Sixplexes

Not Supported

Housing variety should be increased in Hastings-Sunrise by allowing some sixplex developments, provided that the units are:

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

Percent agree 35%/25%

People's Ideas...

- design with ground floor studio for handicapped, in-laws, or seniors (good option for seniors from size perspective and because of the small individual gardens but many seniors would prefer a version that had a unit on the ground floor with a second unit above)
- locate close to major streets or shopping areas
- consider allowing on small commercial sites no longer needed for stores

Comment: This Direction is 'not supported' because disagree votes outnumber agree votes in both the general and random surveys. Sixplexes will not be considered further even if additional housing planning occurs in the community.

Traditional Rowhouses

Description: A single row of attached housing units with separate front and rear entrances. They usually have individual garages or parking areas on the lane. Front yards and building depths would be the same as a new single family house but each rowhouse unit would be about 13' wide so that 7 would fit on an assembly of three 33' lots. Each unit would have 1,500 to 2,000 square feet of floorspace. The homes may be individually owned or strata titled.

Status: Hastings-Sunrise has some existing rowhousing as part of larger developments like Adanac Co-op.

Attractive to: Families with children, couples without children or whose children had left home, and seniors who could manage the stairs in the units.

15.7 Additional Traditional Rowhouses

Not Approved (Uncertain)

Housing variety in Hastings-Sunrise should be increased by permitting some additional traditional rowhouses, provided they are:

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

Percent agree 47%/37%

People's Ideas...

- create rowhousing where seniors, families, and couples/singles can live near each other
- creates a more affordable option with outdoor space for families with children (most needed size is 2-3 bedrooms plus den)
- working singles and couples prefer two bedrooms, one for guest or other uses (e.g. computer), affordability a key issue
- need sound privacy from other units and outside; also storage space
- more affordable than single family, more privacy and space than apartments
- need more in Hastings-Sunrise



Rowhouse

Comment: This Direction did not receive enough support in either the general or the random survey to be classed as 'approved'. However, the agree votes out numbered the disagree votes in each survey. As a result, traditional rowhouses remain a topic for more public discussion if additional housing planning occurs in the community.



Traditional Rowhouses

Courtyard or Carriage Court Rowhouses

Description: Two rows of attached units grouped around a common open space. Courtyard rowhouses have parking for all units in a single row that backs directly onto the lane. Carriage court rowhouses have their parking integrated with each unit, requiring part of the courtyard for car movement. An assembly of three 33' lots could accommodate 8 courtyard or 7 carriage court units (the driveway connecting the lane to the carriage court takes the space of one unit). Both styles have a pathway providing pedestrian/fire-fighter access to the rear units from the street. Courtyard rowhouses would each feature about 1,200 square feet of floorspace, enough for two bedrooms plus an additional bedroom, family room, den, or home office. The front yard would be shorter (16' versus 24') and the front units shallower than a new single family home. The courtyard would be 30' deep. The rear units would be built partly above the garage and partly in the area required for a rear yard in new single family homes. Carriage court rowhouses would be slightly larger (1,350 square feet), with a 14' front yard. Rear units would extend into the rear yard. The 30' courtyard would be divided into private open space and maneuvering space for cars (which could be finished in pavers to make it more attractive).

Status: Both types would be new to the city.

Attractive to: Families with children, established couples, and seniors who could manage stairs.



Courtyard Rowhouses

15.8 Additional Courtyard or Carriage Court Rowhouses

Not Approved (Uncertain)

Housing variety should be increased in Hastings-Sunrise by allowing some additional Courtyard or Carriage Court rowhouses, provided they are:

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

Percent agree 43%/37%

People's Ideas...

- preferred by older singles and couples because they spend more time at home than younger households and therefore place a higher value on outdoor space
- provide good space, variety, and choice
- consider on C-1 sites (small commercial sites which now allow housing above commercial)

Comment: This Direction did not receive enough support in the general or random survey to be classed as 'approved'. However, the agree votes out numbered the disagree votes in each survey. As a result, courtyard/carriage court rowhouses remain a topic for more public discussion if additional housing planning occurs in the community.

Low-rise Apartments

Description: Low-rise apartments have a maximum height of four storeys. They generally feature smaller, lower cost units. The units usually are on a single floor and accessible by elevator.

Status: Low-rise apartments are common in the north-west corner of Hastings-Sunrise.

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

15.9 Low-rise Apartments

Not Approved (Uncertain)

A limited number of low-rise apartments, with a maximum height of four storeys, should be permitted in Hastings-Sunrise 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 single family housing types
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

Percent agree 45%/39%

People's Ideas...

- attractive to first households because no yard maintenance, relatively inexpensive
- feel secure for single women
- good choice for established singles and couples
- preferred by many seniors who need a one level unit and an elevator (no stairs)
- recognize elevators don't work if you have two young kids and groceries
- need more new developments, existing apartments look too old and rundown
- build concrete buildings to block noise between units and from outside

Comment: This Direction did not receive enough support in the general or random survey to be classed as 'approved'. However, the agree votes out numbered the disagree votes in each survey. As a result, low-rise apartments remain as a topic for public discussion if additional housing planning occurs in the community.



Low-rise apartment

Seniors' Housing Rezonings

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



Abbeyfield House

At Least One New Housing Type

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

15.10 At Least One New Housing Type

Several new housing types have been described in this section. Did you support at least one of the new housing types (Homes with Two Suites, Infill, Duplexes, Small Houses on Small Lots, Cottages, Sixplexes, Rowhouses, Court-yard/Carriage Court Rowhouses, or Low-Rise Apartments) in the Directions above?

**Percent supporting at least one type
83%/83%**

Comment: This Direction is not classed as 'approved' because it refers to the previous Directions rather than asking a specific policy question. For future planning purposes, it is interesting that a high proportion of respondents in the general and random surveys supported at least one new housing type in Hastings-Sunrise.

Seniors' Housing

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

15.11 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 81%/82%

People's Ideas...

- provide much more seniors' housing
- allow some units with supervision and/or care
- design accessible units with enough space, no 'micro' bedrooms
- recognize that garden space can be critical to some seniors
- may need second bedroom for caregiver if not provided in building
- encourage a variety of types with a variety of services (Abbeyfield houses, low-rise, maybe even some high-rises)
- close to programs in neighbourhood houses and community centres
- avoid locations near steep hills

16 Possible Locations for New Housing

Vision participants identified locations which were important for different types of households. In each of the possible Directions listed below, the reasons Vision participants supported the location are given before the Direction itself.

New Housing Types Adjacent to Commercial Areas

The current zoning along the major commercial streets of Hastings-Sunrise permits new development to have a maximum height of four storeys. New developments often consist of ground floor retail with three storeys of residential above. Vision participants felt additional housing adjacent to commercial areas has a number advantages:

- additional population in the new housing would help support local shops and services
- transit service on commercial streets would be convenient to residents in new housing
- additional housing would offer easy access to shopping and services for households without cars
- new housing could serve as a transition between the potential four storey development on the commercial street and single family areas
- large areas of single family use would be retained
- Vision participants felt this location would be most attractive to people first leaving home, to seniors, and to lower income households.

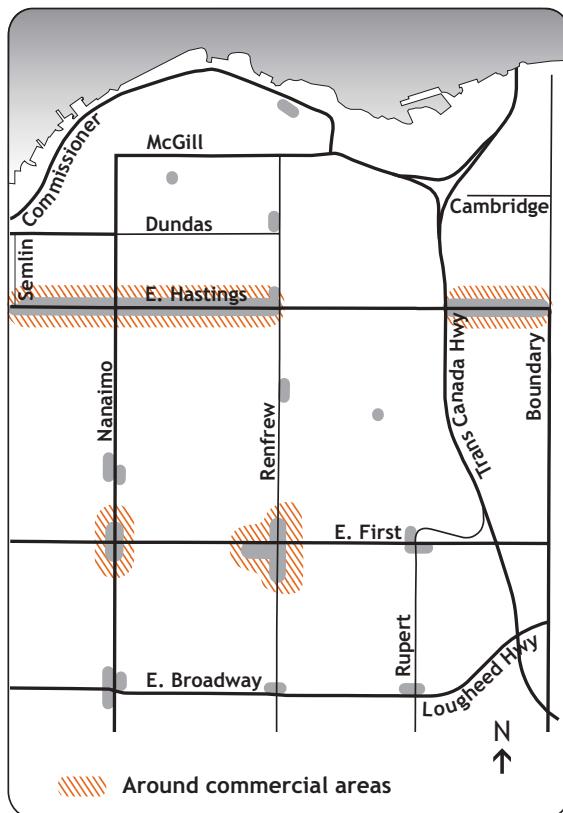
16.1 New Housing Types Adjacent to Commercial Areas

Approved

New housing types should be permitted adjacent to commercial areas such as Hastings, First/Renfrew, and First/Nanaimo, subject to detailed planning and impact mitigation.

Percent agree 67%/58%

Adjacent to Commercial

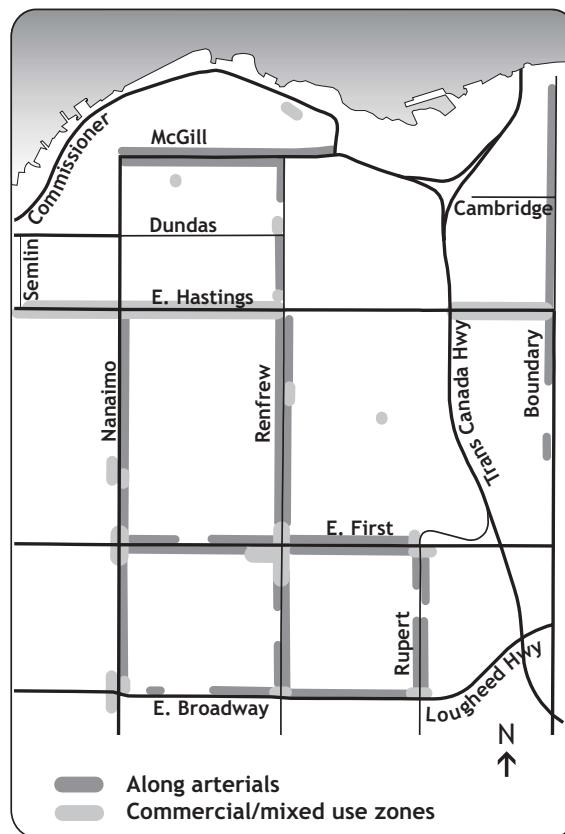


New Housing Types Along Arterials

Most of the arterials in Hastings-Sunrise (Nanaimo, Renfrew, Rupert, Boundary, McGill, First, and Broadway) are lined with single-family homes. The exception is Hastings which has commercial uses and a zoning which allows up to three storeys of residential above shops. Vision participants identified arterials as a location for other housing types. This location would:

- provide convenient access to transit for new residents without cars
- allow construction of new housing types which could be designed to include features which reduce the impact of traffic noise from the arterials (such as double glazing, insulated walls, bedrooms away from the street, etc.)
- provide convenient access by transit, bike, and walking to new stations on the Millennium Line (and the proposed high tech nodes around the stations) for additional people living on arterials in the south of Hastings-Sunrise

Along Arterials



- may shield, to some extent, adjacent single family homes from the noise of arterial traffic as the new homes and their landscaping act as a buffer
- leave large areas in single family use.

16.2 New Housing Types Along Arterials

Not Approved (Uncertain)

New housing types should be permitted along major arterials such as Nanaimo, Renfrew, Rupert, Boundary, McGill, First, and Broadway, subject to detailed planning and impact mitigation.

Percent agree 56%/50%

Comment: This Direction received majority support in the general survey but did not receive enough support in the random survey to be classed as 'approved'. In the random survey the agree votes out numbered the disagree votes by a ratio of 2.5 to 1. As a result, new housing types along arterials remains a topic for more public discussion if additional housing planning occurs in the community.

New Housing Types Around the Intersection of Arterials

A variation of new housing along arterials is to locate a node of new housing around the intersection of two arterials. These locations would:

- provide transit access in north/south and east/west directions reducing the need for a car
- recognize the high level of accessibility offered by these locations
- allow new housing forms which could be designed to minimize arterial noise within the units
- may help shield adjacent single family areas from traffic noise
- support local shops and services with additional population
- leave large areas in single family use.

16.3 New Housing Types Around the Intersection of Arterials

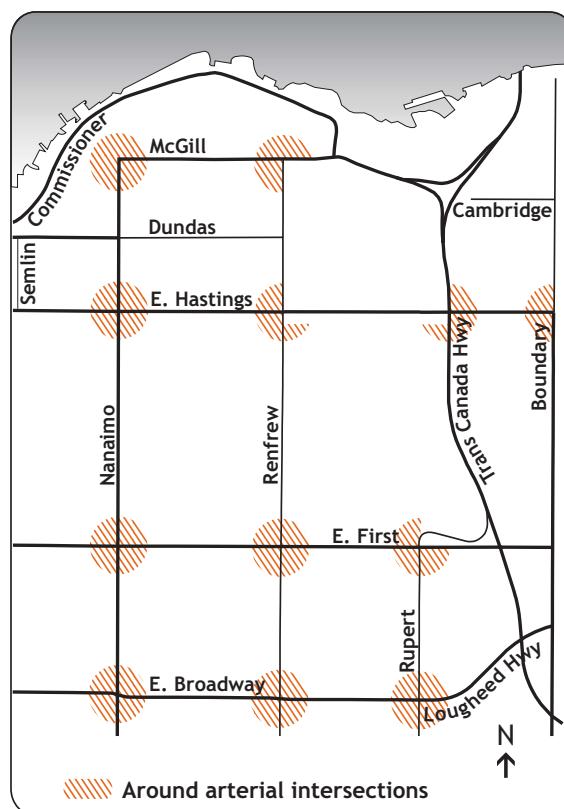
Not Approved (Uncertain)

New housing types should be permitted around the intersection of arterials, subject to detailed planning and impact mitigation.

Percent agree 51%/45%

Comment: This Direction received majority support in the general survey but did not receive enough support in the random survey to be classed as 'approved'. In the random survey the agree votes out numbered the disagree votes by a ratio of 2 to 1. As a result, new housing types around the intersections of arterials remains a topic for more public discussion if additional housing planning occurs in the community.

Around Arterial Intersections



New Housing Types on Sites which Incorporate Large Lots or Corner Lots

This choice recognizes that current land values would tend to result in the redevelopment of most older homes on larger lots. It is also consistent with the existing pattern in parts of Vancouver where smaller lots face the side streets. These locations:

- permit a gradual change to new housing types on large lots which would likely redevelop to larger homes under existing zoning
- limit the interface between new housing and adjacent existing homes to one side (corner lots)
- allow new forms to take advantage of direct access from the side street rather than only from the lane (corner lots)
- limit the total amount of change in single family areas
- make the location of change predictable
- leave large areas in single family use
- provide new housing in locations which Vision participants felt would be attractive to families with children, working couples, and seniors who still had cars.

16.4 New Housing Types on Sites which Incorporate Large Lots or Corner Lots

Not Approved (Uncertain)

New housing types should be permitted on sites which incorporate large lots or corner lots throughout Hastings-Sunrise, subject to detailed planning and impact mitigation.

Percent agree 52%/48%

Comment: This Direction received majority support in the general survey but did not receive enough support in the random survey to be classed as 'approved'. In the random survey the agree votes out numbered the disagree votes by a ratio of 2 to 1. As a result, new housing types on sites which incorporate large or corner lots remains a topic for more public discussion if additional housing planning occurs in the community.

New Housing Types Around Elementary Schools

Elementary schools can be an important focal point for a community. Younger children are generally escorted to school. Parents tend to be more involved in elementary school events than their children's activities in high school. Vision participants developed the option of locating new family housing within a few blocks of elementary schools. These locations would:

- provide direct access to elementary schools from more housing suitable for families with children
- make walking to school a more viable option
- ensure play grounds are accessible without crossing busy arterials
- support existing schools
- leave some areas in single family use.

16.5 New Housing Types Around Elementary Schools

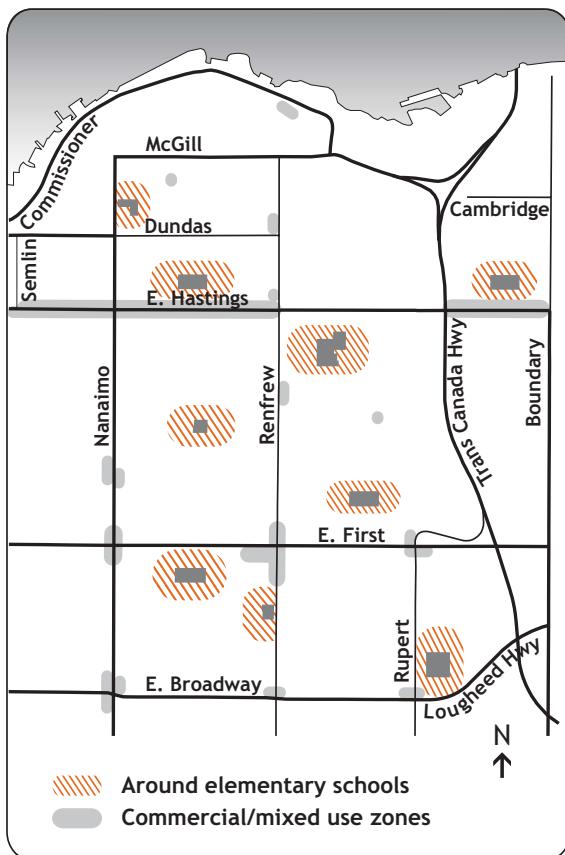
Not Approved (Uncertain)

New housing types should be permitted around elementary schools in Hastings-Sunrise, subject to detailed planning and impact mitigation.

Percent agree 56%/48%

Comment: This Direction received majority support in the general survey but did not receive enough support in the random survey to be classed as 'approved'. In the random survey the agree votes out numbered the disagree votes by a ratio of 2 to 1. As a result, new housing types around elementary schools remains a topic for more public discussion if additional housing planning occurs in the community.

Around Elementary Schools

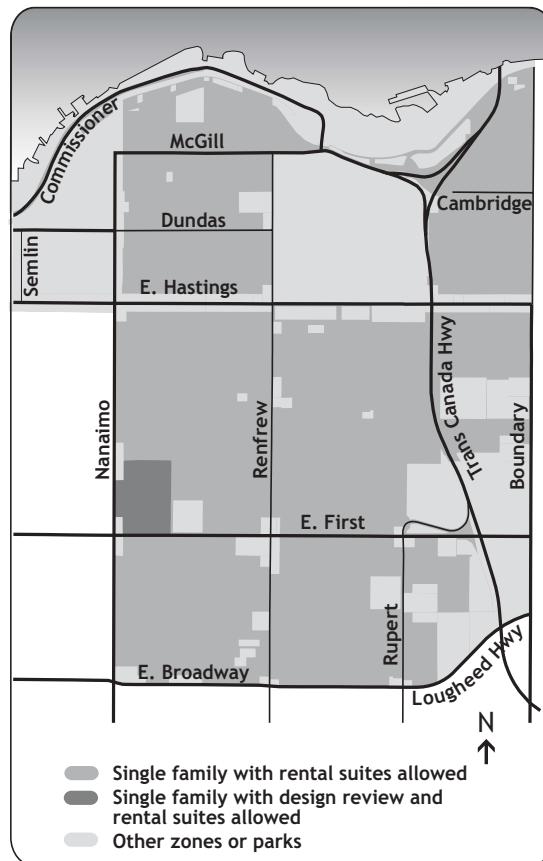


New Housing Types Scattered Throughout the Single Family Areas

The final location proposed by Vision participants was a broad option: permitting new housing variety throughout the single family areas. This option was not intended to replace all existing single family homes but rather to allow new housing forms to be scattered within generally single family areas, provided that the new housing was designed to be compatible with adjacent single family homes. The new housing could be limited to 'clumps' as small as one half block. The option:

- allows more affordable housing in a wide variety of locations
- permits some existing owners to redevelop their properties with a housing form which would allow them to stay in their community
- lets neighbourhoods determine the types of housing which are suitable
- provides housing in locations attractive to families with children, working couples, and seniors.

Throughout Single Family Areas



16.6 New Housing Types Scattered Throughout the Single Family Areas

Not Approved (Uncertain)

New housing types should be permitted in scattered locations throughout the single family areas of Hastings-Sunrise, subject to detailed planning and impact mitigation.

Percent agree 47%/40%

Comment: This Direction did not receive enough support in either the general or the random survey to be classed as 'approved'. However, in both surveys the agree votes out numbered the disagree votes. As a result, new housing types scattered throughout the single family area remains a topic for more public discussion if additional housing planning occurs in the community.

Support for New Housing Types in At Least One Possible Location

The Directions above identify locations which Vision participants felt made sense for new housing to accommodate the changing needs of Hastings-Sunrise residents as they age. In order to get a clear picture of how many people supported new housing in any of the locations, this Direction asked if the respondent supported at least one of the possible locations in Directions 16.1 – 16.6.

Comment: This Direction is not classed as 'approved' because it refers to the previous Directions rather than asking a specific policy question. For future planning purposes, it is interesting that a high proportion of respondents in the general and random surveys supported at least one location for new housing types in Hastings-Sunrise.

16.7 Support for New Housing in At Least One Possible Location

Did you support at least one of the possible locations for new housing identified in Directions 16.1 – 16.6 above (Adjacent to Commercial Areas, Along Arterials, At the Intersection of Arterials, On Large Lots or Corner Lots, Around Elementary Schools or Scattered Throughout the Single Family Area)?

Percent supporting at least one location 85%/86%

Meeting Future Demand

The Demand for New Housing in Hastings-Sunrise by 2021

New households from existing residents	2,500
New households from in-migration	800
Total new households looking for housing	3,300

Today's Potential Supply of New Housing in Hastings-Sunrise

New housing units allowed by existing zoning (apartments, suites)	3,000
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Today's 'Shortfall' in Housing Units

Demand minus Supply	300
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Additional Housing Possible with Different Type and Location Combinations

Low: (infill, duplexes, small houses) + Adjacent to Commercial Areas	300
Medium: (cottages) + Along Arterials	850
High: (sixplexes) + Around Elementary Schools	3,000

Housing Affordability

The affordability of market housing was a significant concern of Vision participants. They developed Vision Directions that include proposals for additional suites, infill, cottages, duplexes, sixplexes, rowhouses, and low-rise apartments. These Directions would allow housing that meets the changing housing needs of existing residents as they age. The additional homes should be more affordable than new single family homes because they use the land more intensively and they are usually smaller. An increased supply of housing may also help to moderate price increases.

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 nonprofit housing sponsors who build housing funded by senior governments
- using housing agreements with developers, where they include lower cost or guaranteed rental suites in their market projects in return for additional density
- using funds from Development Cost Levies to assist in buying land or paying for housing units directly.

These non-market projects generally require a site specific rezoning, with community consultation taking place in each case. New non-market housing Directions did not emerge from the Vision process but participants did want to reinstate senior government funding for non-market housing.

17 Housing Affordability

Housing affordability is a major concern in Hastings-Sunrise. Participants were concerned that housing is becoming unreachable for many in the community. This applies to all housing from rental apartments to single family housing. People are worried for themselves, that they could be forced to leave the community if their income falls. They are also worried that higher housing prices will start to erode the rich texture of incomes, backgrounds, and occupations that characterize the community today.

17.1 Housing Affordability

Approved

The City should urge senior governments to reinstate programs that fund non-market housing and to develop new initiatives that make housing more affordable for low income households.

Percent agree 71%/64%

People's Ideas...

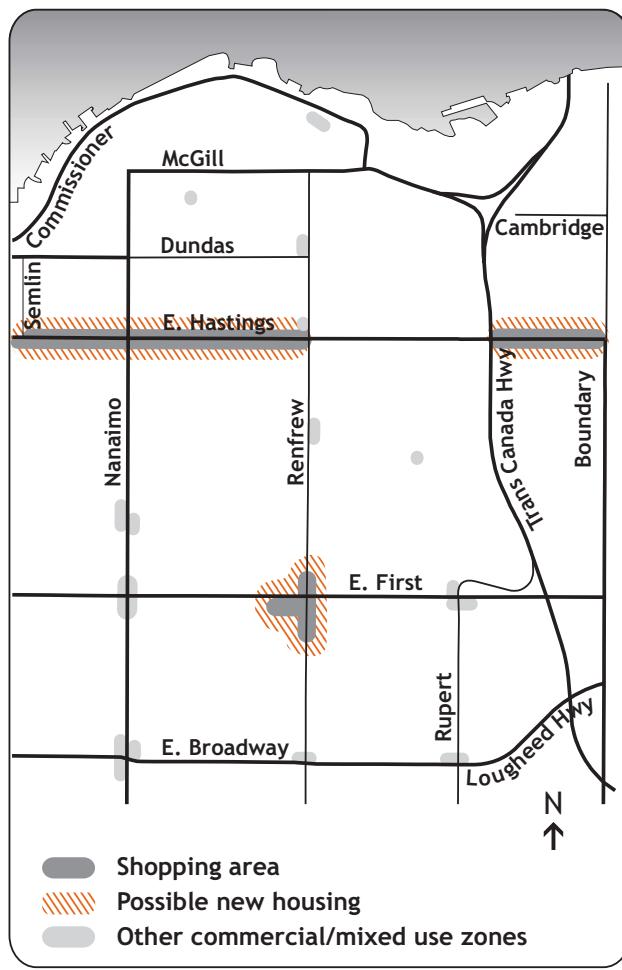
- more affordable housing (we should all advocate for this)
- urge the province to put more funds into affordable housing
- mix market rental and subsidized housing in the same area
- allow deduction of mortgage interest from income tax as in U.S.



Neighbourhood Centres

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

The Vision identifies key shopping areas in Hastings-Sunrise: Hastings Sunrise/North; First and Renfrew; and Vancouver Heights. It sets out ways to make these areas more convenient, safe, comfortable, and enjoyable places to shop and visit. The Vision also has Directions about limiting additional major malls and 'big box' stores and supporting the role of business associations.



18 Hastings Sunrise/ North

The section of Hastings from Semlin to Renfrew (Hastings Sunrise/North) is an important neighbourhood shopping area and potential neighbourhood centre. Assets include several popular small supermarkets and produce stores; London Drugs; the Hastings Branch Library; and many local-serving shops. The Vision addresses various problems including traffic speed and volume along Hastings, the narrowness of sidewalks, and the 'unfriendly' appearance of some buildings which face Hastings.

18.1 Important Shopping Area

Approved

The 'heart' of the Hastings Sunrise/North shopping area, from Garden to Slocan, should be strengthened as the major neighbourhood shopping area and should be the focus for improvements and investments in the streetscape. The area from Garden to Semlin needs more continuity and should be more pedestrian-oriented. The area from Slocan to Renfrew should address and take advantage of the important pedestrian connection it provides to Hastings Park.

Percent agree 84%/81%

People's Ideas...

- concentrate investment in the 'heart' to make it really work and create a positive spillover effect for adjacent areas
- improve the connection with the library to make it feel part of the core
- 'book end' the main shopping area with attractive commercial uses to the east and west
- encourage mixed use developments here, 2 - 3 storeys above retail, not higher (fits with the medium density residential around it)
- fill in the gaps in the streetscape
- address non-inviting non-pedestrian appearance of some stores (razor wire at top of fence, service/storage yards adjacent to the street)

- place more emphasis on the pedestrian, not cars (e.g. don't allow visible parking lots)
- add community notice boards and kiosks (like in the West End)



Hastings Sunrise/North shopping area

18.2 Shops and Services Continuous

Approved

In the shopping area, shops and services should be continuous along the ground floor of buildings. Ground floor uses should be 'community-friendly' as well as 'pedestrian friendly'

Percent agree 83%/84%

People's Ideas...

- discourage additional auto-oriented services
- discourage businesses that don't have friendly fronts — need visibility and connection to the sidewalk
- require offices to present an open, friendly street face
- barred windows are unattractive and unfriendly — they discourage people from frequenting the business (prefer roll-down grates that you can see shop displays through)
- discourage 'predatory' businesses, such as cheque-cashing services that screen their interior from the street

18.3 Sidewalk Safety and Comfort

Approved

Sidewalks should be made safer for pedestrians by: creating wider sidewalks; prohibiting sidewalk crossings to parking lots or drive-throughs; discouraging parking lots fronting the street; and improving the condition of sidewalks.

Percent agree 81%/80%

People's Ideas...

- require setbacks for new buildings for sidewalk widening
- keep parking exits to side streets/lanes
- landscape existing front-facing parking lots to create a visual buffer from the sidewalk
- repair sidewalk surface, it is in bad condition, unattractive
- provide grates around trees which are level with sidewalk

shopping needs of different people in the community (medium supermarkets cater to different needs than large supermarkets)



Local shops and services

18.4 Support Local Shops and Services

Approved

Businesses moving into the area should serve the surrounding community and be similar in scale to existing businesses.

Percent agree 77%/74%

People's Ideas...

- variety of shops should reflect the make-up of residents of Hastings-Sunrise
- need additional shops and services: clothing; books (with outdoor gathering space nearby); hardware store; health clinic; meat and fish; leisure sports; live music; neighbourhood pub (with outdoor seating but no parking); restaurants; health food store; mid-size supermarket; cafes with moderate prices; 'fun' upbeat cafes or gathering places (no alcohol) with loud/live music to attract youth; lumber store
- discourage certain businesses from locating on Hastings: hair salons, dollar stores, fast food outlets

Comment: This Direction did not receive sufficient support in the random survey to be categorized as 'approved' but the random survey did have more than twice as many agree votes than disagree votes. As a result, this Direction will remain a topic for public discussion during any future planning for the area.

18.6 Pedestrian Safety

Approved

It should be easier and safer for pedestrians to cross Hastings Street.

Percent agree 76%/76%

People's Ideas...

- provide better lighting at crosswalks
- need more time to cross the street
- provide additional pedestrian crossing at Garden
- consider restricting hours for loading and unloading from the street
- need to slow traffic down using a variety of traffic calming measures
- retain parking on Hastings as a buffer for pedestrians

18.7 Encourage Sidewalk Merchandise Displays

Approved

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

Percent agree 64%/61%

People's Ideas...

- sidewalk displays great except where bikeracks/other street furniture compete for pedestrian space

18.5 Discourage Large Supermarkets

Not Approved (Uncertain)

Large supermarkets should be discouraged from entering the Hastings Sunrise/North shopping area.

Percent agree 52%/49%

People's Ideas...

- maintain medium-sized supermarkets as anchor stores in the area
- may be good to have a larger supermarket to meet the diverse



Weather protection

- do not allow sandwich boards to block sidewalk or replace them with signs that hang from storefronts
- control appearance and neatness of goods displays
- set back new development at ground level to provide more pedestrian/display space

18.8 Encourage Street Trees/Greening

Approved

The existing street trees contribute to the experience of the street. More trees should be planted in areas where they are missing, such as Garden to Semlin, and in new corner bulges on side streets. Trees should not have invasive roots. Use a variety of strategies to increase the 'greening' of commercial areas.

Percent agree 85%/82%

People's Ideas...

- plant big trees on Hastings to greatly enhance the street and reduce the perceived impact of traffic
- green all empty lots
- plant flower baskets on lamp posts or on new bollards separating sidewalk from road
- create small plazas on corner bulges on side streets with benches, washroom, pavers, planters, public art, and maybe kids play area
- ensure street trees do not have invasive root systems — existing trees on Hastings are plugging sewers and lifting sidewalks

18.9 Provide Continuous Weather Protection

Approved

There should be continuous weather protection provided by canopies and awnings. Awnings and canopies should be designed to be interesting and to ensure the sidewalk doesn't become dark and uninviting.

Percent agree 64%/68%

People's Ideas...

- solid canopy of the ex-Woolworths store creates a dark and uninviting pedestrian space, modify to allow more light to street
- break up the awning/signage styles on large developments so they are interesting instead of boring
- keep eclectic/organic character of existing signs and awnings

18.10 Improve the Area's Appearance

Approved

The appearance of the Hastings Sunrise/North shopping area should be improved through efforts of private owners, the BIA, and the City (e.g. street furniture, murals, public art, sculpture, bike racks, public notice boards, directory to the area, drinking fountains). Special streetscape treatment and 'branding' should be implemented to enhance the identity, cultural heritage, and viability of the shopping area.

Percent agree 83%/79%

People's Ideas...

- provide special, ornate pedestrian lights, sidewalk treatment, tree grates, hanging baskets, banners, benches, and garbage cans
- establish identity — build on spontaneous momentum of Hastings Sunrise/North, or link with history
- discourage ugly security bars in store windows, replace with roll down grates which provide security but still let people see window displays when they are shut
- more bus shelters — develop a design which decreases the amount of sidewalk space taken by integrating the bus shelter with the front of buildings
- use flags, projecting signs, banners below awnings, and iconic signs (those where shape has meaning)

18.11 Building Character

Approved

New buildings and renovations should follow design guidelines developed specifically for Hastings Sunrise/North.

Percent agree 76%/72%

People's Ideas...

- store buildings should be attractive; City should provide tax breaks to business owners for up-keep
- develop distinct styles for this area with uniform colour and building height
- allow 3 to 4 stories maximum height
- encourage unique characteristics of individual stores
- require each store to repaint and update storefront, awnings, and signs every 3 to 4 years (Singapore has such a program)
- encourage variety of signs: neon, projecting or blade type — signs which are distinguishable from a block away

18.12 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%/92%

People's Ideas...

- provide several garbage receptacles on each block
- City and BIA should encourage and enforce cleanliness of streets and storefronts
- make individual shop owner responsible for the upkeep of the area outside their store
- address graffiti problems more quickly
- follow Toronto's use of 3-part containers for cans, newspapers, and rubbish which allow on-street separation of recyclables

18.13 Better Utilize Wide Side Streets

Approved

The extra wide (100') road allowances of side streets (such as Kamloops, Penticton, Slocan, Kaslo) are a major opportunity to create public spaces, to bring greater amenity and greening to the area, and to provide a respite from the noise of Hastings. Emphasis should be placed on the development of these as public spaces, rather than seeking public space in larger developments.

Percent agree 75%/66%



Sidewalk merchandise

People's Ideas...

- create green public space with style and amenities
- close street to vehicles in some places
- make Garden a 'green street' linking the shopping area with the park, greenways, and mini-parks that already exist further north on Garden
- maximize use of sunny areas, use different paving; use plantings to separate people from traffic
- build corner bulges to narrow the crossings (on side streets and Hastings); have benches and planting in bulges
- allow businesses to open onto the right-of-way (recent McDonald's outdoor area is well done)

18.14 Parking on Some Wide Side Streets

Approved

Some of the extra wide (100') road allowances of side streets should be used for some small scale, convenient parking areas.

Percent agree 68%/67%

People's Ideas...

- allow perpendicular or diagonal parking, with trees and landscaping
- replace lost parking on Hastings with small parking squares on 100' wide side streets
- provide Granville Island like parking areas with trees between the spaces

18.15 Convenient Parking

Approved

The convenient short-term parking lot and on-street parking should be preserved and enhanced to help keep retail uses viable and limit parking pressure on neighbouring streets. The parking lot behind the London Drugs is a major asset that should be better advertised, better connected to the street, enhanced as a public space, and designed as a better neighbour to homes across Franklin.

Percent agree 84%/82%

People's Ideas...

- need signs on Hastings alerting people to London Drugs parking lot; create a passage between stores to Hastings near the middle of the block to link the lot to the street
- introduce trees to the parking area, add green space, small park-like areas
- create pathways within the lot and especially along the lane for people who have left their cars (no clear or attractive paths now)
- enforce 2 hour limit and handicapped parking
- look at buffer treatments to reduce the impacts of the lot on houses across Franklin
- have more parking lots available behind shops on Hastings like on Fraser Street and in Burnaby

18.16 A Neighbourhood Centre with Housing

Approved

Hastings Sunrise/North should become more of a neighbourhood centre. Additional housing is important to support shops and services, it could range from apartments above stores on Hastings to more ground-oriented housing within walking distance of Hastings. Any new housing should be in keeping with the character and scale of the neighbourhood.

Percent agree 66%/61%

People's Ideas...

- generally support the idea of neighbourhood centre for Hastings Sunrise/North shopping area

• allow more duplexes to be built to the south and north of Hastings Sunrise/North shopping area within a 15-minute walking distance

- consider focusing new housing on the 100' wide side north-south streets because they connect directly to the shopping area and provide opportunities for a green outlook
- new buildings should be compatible with the scale of existing buildings, no overwhelming mass
- build rowhousing; heritage style duplexes, triplexes; small projects, small frontages — not big developments
- consider residential development on lane at back of commercial along Hastings

19 First and Renfrew

Participants saw First and Renfrew as another important neighbourhood centre. Traffic and accessibility to shops are problems addressed in the Vision, along with the need for more parking and a cleaner, better maintained neighbourhood centre.



Possible improvements: more planting, more pedestrian comfort and safety

19.1 Important Shopping Area

Approved

The shopping area located at First and Renfrew should be strengthened as a neighbourhood shopping area and special community place.

Percent agree 79%/75%

People's Ideas...

- community development stems from community involvement in events, parades, celebrations
- provide better links to the new SkyTrain station — extend the shopping area southwards
- spread shoppers out from T&T shopping centre; too inward facing
- make First and Renfrew a destination shopping area, could make it more ethnic; Chinese or Italian similar to Victoria and 41st
- need support from local business owners to attract a wider variety of shops

19.2 Shops and Services Continuous

Approved

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

Percent agree 73%/72%

People's Ideas...

- continue storefronts some distance around corner (turn corner part way to lane)
- avoid steps up or down to shops to improve accessibility for aging population
- support mixed retail and wholesale use

19.3 Pedestrian Safety

Approved

Make it safer and easier for pedestrians to cross at or near First Avenue.

Percent agree 81%/79%

People's Ideas...

- provide marked crosswalks (e.g. on Renfrew at intersections of Graveley, First, 2nd, and 3rd)
- provide medians and corner bulges on Renfrew as good ways to increase opportunities for landscaping; improve safety for pedestrians

- provide no stopping signs near the intersections of Renfrew at First, Renfrew at Broadway

- address jay-walking across First through the boulevard to get to the Mall

- need complete redesign of First and Renfrew: allow turns on left-hand turn signal only from First to allow safe crossing for pedestrians; add signs along Renfrew from First to 3rd indicating 'slow down'/'yield to pedestrians' in symbols that are clear to all language groups



First and Renfrew shopping area

19.4 Street Trees

Approved

Street trees contribute to the pleasant character of the street, as well as bringing visual consistency. Trees should be planted on Renfrew as well as in new corner bulges and on side streets.

Percent agree 80%/74%

People's Ideas...

- plant street trees along Renfrew (e.g. between Graveley and East 3rd)
- need boulevard trees and shrubs on First between Nanaimo and Rupert

19.5 A More Attractive Place

Approved

The appearance of the shopping area should be improved through beautification by private owners and the City.

Percent agree 83%/78%

People's Ideas...

- area needs major 'face lift' paint job or clean-up (currently 'looks poor'/'unattractive')
- add bike racks (posts)
- consider heritage character
- fill-up empty buildings in area

19.6 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 88%/83%

People's Ideas...

- need more litter receptacles: too much litter around shops and on streets
- more frequent pick-ups needed from bus stop receptacles
- need a public bin for garbage on alleyway parallel to Renfrew between First and 2nd (volunteers picking up litter don't have any place to put it)
- residents and business owners could adopt a street or an area to keep clean, be supplied with gloves, organize a group clean-up activity 3 times a year

19.7 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 78%/75%

People's Ideas...

- strengthen the shopping area by making parking a first priority — lack of parking and high volume of car traffic discourage motorists from stopping
- provide parking off lane to serve shops
- protect on-street parking on Renfrew
- favour diagonal parking — easier to park; consider diagonal parking placed on side streets if space permits
- encourage commercial businesses to share each other's parking spaces
- consider using width of Renfrew for angle parking on one or both sides

19.8 A Neighbourhood Centre with Housing

Not Approved (Uncertain)

Consider adding new housing around First and Renfrew to help support the commercial area. Try to promote and improve the area around First and Renfrew (increase business, recreational, and residential opportunities).

Percent agree 63%/53%

People's Ideas...

- allow low scale housing for a few block radius around the commercial area
- allow mixed use buildings with retail/service shops on ground floor on Renfrew
- consider buildings up to 4 storeys at or near First and Renfrew
- allow for growth, prefer to go up first (consider buildings with a few storeys), then out
- rezone in order to increase the number of residential units allowed above commercial

Comments: This Direction did not have enough support in the random survey to be classified as 'approved'. However, there was majority support in the general survey and there were more than three times as many 'agree' votes as 'disagree' votes in the random survey. As a result, this Direction will remain a topic for public discussion in future planning programs in this area.

20 Vancouver Heights

Participants saw Vancouver Heights as having the potential to become a smaller-scale neighbourhood centre. There are significant problems to overcome: the area is not pedestrian friendly (narrow sidewalks, stores with 'unwelcoming' facades, and lots of traffic). The area does come with some advantages like the flanking streets with 100' right-of-ways and its proximity to the Burnaby Heights commercial area.



Vancouver Heights shopping area

20.1 Important Shopping Area

Approved

The shopping area on Hastings between Cassiar and Boundary (Vancouver Heights) should be strengthened as a neighbourhood shopping area and special community place.

Percent agree 75%/73%

People's Ideas...

- consider the core shopping area to include all three blocks with Skeena to Kootenay being the 'heart' because of central location, better topography, both corners can be improved to look nicer
- address challenges of connection to Burnaby
- provide tree-lined streets and banners and attractive store fronts
- take advantage of 100' wide side streets, encourage new retail to face side streets, and create 'village squares' on Skeena and Kootenay intersections

20.2 Shops and Services

Continuous

Approved

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

Percent agree 71%/71%

People's Ideas...

- may be occasional exceptions for long-term services — these should be 'grand-fathered'
- insist that Kootenay Loop fits in; disguise the asphalt or hide it a bit, without detriment to area safety
- disguise 'loop' with a streetwall feature; seek landscape improvements, and explore corner potential
- build up the space in between — lots of empty lots

20.3 A Range of Shops and Services

Approved

There should be a wider 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 73%/71%

People's Ideas...

- need bank, more or bigger market, pharmacy, farmers market, book store, bakery, butcher/fish, stationary
- need less competition — don't drive out 'mom and pop' stores
- need strategy to get different stores in and more shoppers
- attract a medium-sized grocery store as an attraction
- conduct street festivals to increase business for shops — creates vitality and fun for customers
- add drop-in centre to centre section; add BIA and Community Policing to drop-in; add angle parking to the side streets; add tables for cafés on the side streets



Smaller supermarket in mixed use development

20.4 Adding a Supermarket

Approved

Supermarkets are important 'anchors' for neighbourhood shopping areas. 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 61%/58%

People's Ideas...

- encourage Thrifty's to locate in area: B.C. owned and operated full-service supermarket
- may not be practical, we want to be sensitive to smaller scale stores
- like markets, not supermarkets



Improve sidewalk safety and comfort

20.5 Sidewalk Safety and Comfort

Approved

Make sidewalks safer and more attractive for pedestrians by: creating wider sidewalks; prohibiting sidewalk crossings to parking lots or drive-throughs; discouraging parking lots fronting the street; and improving the condition of sidewalks.

Percent agree 77%/79%

People's Ideas...

- maximize the walkability of the sidewalk
- create space for trees
- widen sidewalks where there are bus stops so there is enough room for circulation

20.6 Control Sidewalk Merchandise

Approved

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

Percent agree 63%/63%

People's Ideas...

- address problem with bus stop location, don't have very much sidewalk space, not much room for trees, etc
- do something positive with the extra space on the corners of Skeena and Hastings
- use weather protection from storefronts rather than bus shelters
- limit displays, maximize the walkability, consider weather protection where vegetable stands on sidewalk

20.7 Plant Street Trees

Approved

Street trees contribute to the pleasant character of a street, as well as bringing visual consistency. Street trees should be added on Hastings and side streets.

Percent agree 78%/74%

People's Ideas...

- provide street trees on both sides of Hastings between Cassiar and Boundary — may need to stagger trees with weather awnings to have enough sidewalk space
- put bulges on Skeena and Kootenay — maybe just put trees on the right-of-ways and get benches and get more pedestrian friendly areas, more flanking commercial

20.8 Weather Protection

Approved

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

Percent agree 62%/56%

People's Ideas...

- minimum 5' or 6' over walking corridor for adequate clearance; especially near bus stops across from McDonald's

20.9 A More Attractive Place

Approved

The appearance of the shopping area should be improved through beautification by private owners and the City.

Percent agree 81%/79%

People's Ideas...

- improve visual quality of Kootenay Loop
- improve street wall appearance — less blank wall
- group the services — bus stop, bike rack, telephone, etc. — around the Skeena and Kootenay intersections
- provide neighbourhood focus in the intersections of Skeena and Kootenay — corner bulges, benches, etc. — to take advantage of the large right-of-ways and perhaps extend back to the streets parallel to Hastings
- make pedestrian friendly with street trees
- landscape existing parking areas

20.10 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 87%/87%

People's Ideas...

- avoid recessed alcoves
- prevent graffiti with better lighting, better design, etc.
- need garbage receptacles at bus stops

20.11 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 76%/77%

People's Ideas...

- parking needed on the block from Skeena to Cassiar
- add angle parking to some of the side streets
- remove the HOV lanes/introduce street parking; retain typical surface parking

20.12 Better Utilize Wide Side Streets

Approved

The 100' road allowance of side streets should be used to create attractive public spaces and additional parking in the area.

Percent agree 68%/67%

People's Ideas...

- take advantage of 100' right-of-ways on north south streets for a mini-park at Kootenay
- use some wide right-of-ways for angle parking

20.13 Neighbourhood Centres and Housing

Not Approved (Uncertain)

Consider increasing the residential density around the Vancouver Heights shopping area to include medium density housing above storefronts along Hastings, new housing forms on the 100' wide streets perpendicular to Hastings, and duplexes across the alleys on either side of Hastings.

Percent agree 58%/53%

People's Ideas...

- more residential across the lane from Hastings to attract more people, create a better area
- take advantage of 100' wide side streets for proposed residential units behind Hastings and along Hastings
- locate more residential above storefronts — but need to make attractive to people — double glazing, high quality exterior walls, good ventilation. Density will bring in more local service stores
- address concerns about medium density because area has always been single family and residents may feel uncomfortable; if medium density, should have maximum height of 3 or 4 storeys
- discuss zoning for two family dwellings on the street that shares the lane with Hastings
- could be a neighbourhood centre but on a small scale, because it is a small scale area



Burnaby Heights: an improved side street

Comments: This Direction did not have enough support in the random survey to be classified as 'approved'. However, there was majority support in the random survey and there were more than five times as many 'agree' votes as 'disagree' votes. As a result, this Direction will remain a topic for public discussion in future planning programs in this area.

21 'Big Box' Stores and Shopping Malls



'Big box' grocery store

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 to very large and they 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. Some 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 parts of the Grandview Highway and the Marine Drive frontages. If the 'big box' 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 blocks 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 providing strong neighbourhood shopping at Hastings Sunrise/North, First and Renfrew, and Vancouver Heights.

21.1 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 Hastings Sunrise/North, First and Renfrew, Vancouver Heights, or other local shopping areas in Hastings-Sunrise.

Percent agree 66%/64%

People's Ideas...

- already have lots of malls and 'big box' stores nearby
- no need to draw market from further a field to support the area, would work against the local community focus of the shopping street

21.2 Specialty 'Big Box' Stores

Approved

Smaller specialty 'big box' outlets (e.g. electronics, toys, pets) should not be permitted to locate in Hastings-Sunrise's existing shopping areas (Hastings Sunrise/North, First and Renfrew, and Vancouver Heights) because they may harm existing businesses.

Percent agree 60%/57%

People's Ideas...

- would threaten the viability of local businesses in that specialty
- protect the smaller stores, but add services; maybe rezone the bigger lots if those stores close so we can have a fallback plan
- need complexity — different size stores, etc. smaller frontages
- no spill-over from these 'big box' stores: people come, shop, and leave

22 Small Commercial Areas

Hastings-Sunrise has several small commercially zoned sites which are either scattered in single family areas or located at the intersection of larger streets. The C-1 zoning on these parcels allows a mixture of commercial and residential uses but it does not permit an all residential development. On some of these sites, businesses are not doing well. Some Vision participants felt that the sites should continue to require ground floor commercial uses to serve the surrounding residential areas. Others felt they would be good sites to consider different types of all residential developments.

22.1 Future Development of Small Commercial Sites

Not Approved (Uncertain)

Where commercial uses are struggling on C-1 zoned sites in Hastings-Sunrise, the City should consider approving two-family dwellings or small scale multi-unit residential development, if the proposal is limited to the maximum size permitted under the existing zoning and is designed to be compatible with adjacent residential uses.

Percent agree 60%/49%

People's Ideas...

- allow cottages on the corner of Nanaimo and Charles because location is on transit routes, close to services
- permit multi-family demonstration projects on small commercially zoned parcels located in neighbourhoods where they are under utilized for commercial

Comment: This Direction did not receive adequate support in the random survey to be classified as 'approved', although it did receive three times as many 'approve' votes as 'disapprove' votes. Since there are not enough of these sites to warrant additional planning, future residential proposals will be considered on a site by site basis, provided that the existing commercial use is struggling and the proposal has:

- community support
- a design compatible with adjacent residential uses
- a density limited to the maximum size permitted under the existing zoning and consists of two-family dwellings or a small scale multi-unit residential development.

23 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. The Hastings Sunrise/North area has an active BIA but First and Renfrew, and Vancouver Heights do not.

23.1 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 74%/63%

People's Ideas...

- need a Vancouver Heights Business Improvement Area
- BIAs can help in crime prevention too
- Vancouver Heights should work with Burnaby Heights businesses because Hastings Park creates too large a gap from the commercial area to the west

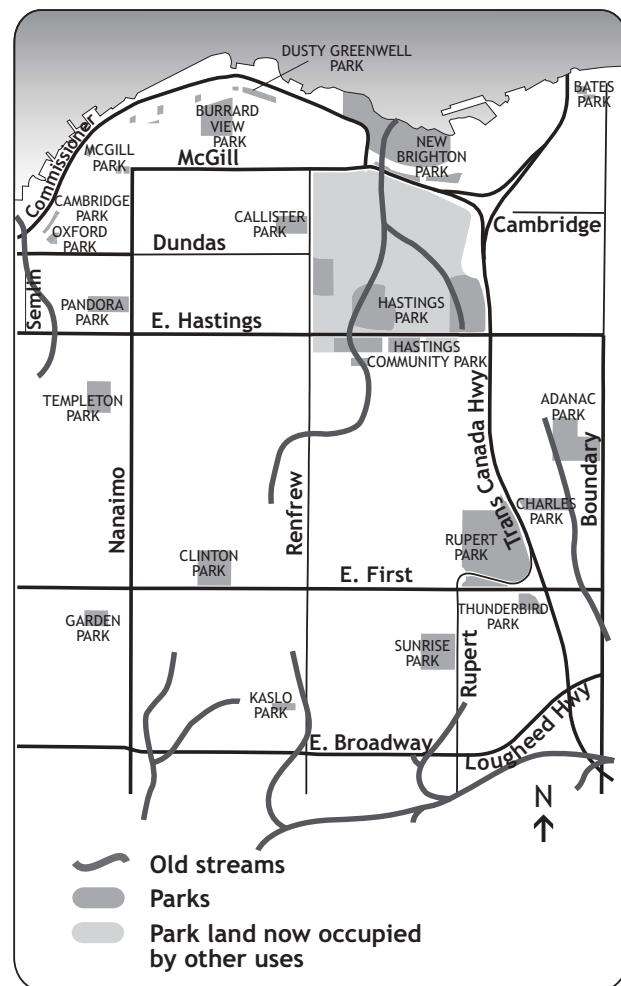


Banners help to beautify neighbourhood shopping areas



Improving Parks, Streets, Lanes, and Public Places

Vision participants noted that parks, trees, public places, green areas bordering streets, and the gardens and landscaping around homes all contribute to the overall character of Hastings-Sunrise. The Vision Directions in this section deal with improving parks, school grounds, streets, lanes, public views, and industrial areas (Vision Direction 12.1 covers landscaping on private sites and Directions 18.8, 19.4, and 20.7 cover greening and street trees in commercial areas).



24 Parks, Streets, Lanes, and Views

Parks

The Vision recognizes that parks are very important for recreation, beauty, and refreshment. Hastings-Sunrise is fortunate to have a variety of park spaces, including naturalized areas, woodlands, shoreline, and more conventional play grounds and play fields. In total, Hastings-Sunrise has 19 parks, with a total area of 47 hectares (115 acres) of neighbourhood park and an additional 10 hectares (25 acres) of city-wide park. Hastings-Sunrise has 1.2 hectares of neighbourhood park per thousand residents, which is higher than the City standard of 1.1 hectares per thousand. However, the apartment area west of Nanaimo does not have enough neighbourhood park area to serve its population and other parts of the community do not have a neighbourhood park within easy walking distance. School grounds totaling 9 hectares (22 acres) 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 also has 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. Except for limited views from Queen Elizabeth and John Hendry Parks, public views are not protected elsewhere in the city.



Franklin Elementary: usable community space

24.1 More Usable Parks and School Grounds

Approved

Park design, appearance, and activities should be more varied in order to serve a variety of ages and a more diverse population. School grounds should be transformed into attractive community spaces usable by people of all ages, particularly in areas which are underserved by neighbourhood parks.

Percent agree 89%/85%

People's Ideas...

- provide more benches, covered rest areas, decorated entrances, community gardens, and quiet spots
- include more natural landscaping, and features such as gardens, plants, flowers, and trees
- establish separate areas in parks for different activities; include separate walking routes and bikeways; add landscaping at park edges to better separate parks from streets and to reduce noise from traffic
- provide facilities for all ages including picnic/barbeque areas, water play areas, skateboard parks, ball hockey and basketball courts, graffiti walls, and both structured and unstructured play spaces for children and youth; add more programmed activities in parks
- incorporate multicultural themes into the design of park facilities and structures
- allow for wheelchair accessibility; include more parking around parks; add more washrooms with longer washroom hours



Play area: Sunrise Park



Community art project example



Enhanced picnic and play areas

- treat school grounds as valuable open space, make sure they are usable to a range of ages so they are not wasted evenings, weekends, and all summer
- grass all school grounds

24.2 Safety in and around Parks

Approved

Safety concerns should be a more important aspect of park use, design, and maintenance. Accessing parks across arterials should be easier and safer. Specifically, access to New Brighton Park from the community should be improved.

Percent agree 90%/89%

People's Ideas...

- add better night lighting; limit bush areas; add resilient surfaces in play areas
- encourage park partner programs such as Pooch Patrol, Park Ambassadors Program, and Park Watch
- provide pedestrian signals and crosswalks to cross arterials; provide shuttle bus to New Brighton Park
- stop naturalizing Hastings Park if it is going to be swamped by prostitutes turning tricks and the homeless
- New Brighton is more accessible from North Van than from Hastings-Sunrise

24.3 Community Involvement in Parks

Approved

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

Percent agree 81%/73%

People's Ideas...

- encourage neighbourhood involvement in community gardens and beautification projects; more community events in parks; encourage clean-up days

24.4 Maintenance of Parks

Approved

Park grounds, structures, and facilities should be better maintained and oriented to serve park users.

Percent agree 88%/84%

People's Ideas...

- improve maintenance of fields and bushes; leaves should be swept
- add more recycling and garbage containers in convenient locations throughout parks
- ensure regular upkeep of park amenities such as play structures, pools, field houses, and washrooms

24.5 Dogs in Parks and Public Places

Approved

Parks should have separate areas for dogs. Off-leash areas and off-leash times should be strictly observed. More should be done to ensure dog owners clean-up after their dogs and keep their pets under control.

Percent agree 75%/73%

People's Ideas...

- provide separate bins for dog waste; provide plastic bag dispensers for disposal of dog waste
- increase public education to encourage dog owners to pick up after their dogs; include better signage at parks and in public places
- expand enforcement initiatives to make sure off-leash areas are observed; ticket dog owners who do not clean up after their dogs

24.6 Public Art

Approved

There should be more public art in parks and public spaces.

Percent agree 68%/59%

People's Ideas...

- encourage community art projects such as mosaics, sculptures, statues, positive graffiti art, decorative fences and garbage bins
- paint murals on industrial buildings and the sides of commercial buildings

24.7 Greening and Beautifying 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 their gardens into the space between the sidewalk and curb
- encourage residents to landscape traffic calming devices (e.g. traffic circles and corner bulges) through the 'Green Streets' program
- provide amenities like benches for people to socialize and rest before walking further
- consider alternate, less expensive designs and materials for curbs
- improve landscaping of streets by adding medians and creating mini-parks.

Percent agree 85%/83%

People's Ideas...

- traffic circles need something big and solid (e.g. big tree or boulder)
- increase the variety of plants on corner bulges (including big trees)
- plant trees even where boulevard is less than one metre
- Park Board should maintain traffic calming devices where adjacent to parks
- add street furniture on wide residential streets (e.g. Charles)
- more creative benches (e.g. public art and design contests)
- use wood curbs, gravel shoulders to cut down on costs and to increase permeability
- create a central boulevard along arterials like Nanaimo and Rupert
- plant more flowers and trees
- close side streets to vehicles in some places and make into mini-parks
- more public art (e.g. graffiti murals, banners)

24.8 Greening Lanes

Approved

Many lanes in Hastings-Sunrise are unattractive and not environmentally friendly. There should be alternatives to fully paved lanes that allow for more greenery and more permeability for rain water. All the alternatives should be offered to homeowners when they vote on lane improvements.

Percent agree 80%/75%

People's Ideas...

- use lanes to offer alternatives for walking
- encourage 'country lanes' (paving strips with grass between and grass planting on the borders)
- underground all overhead wiring



Green Streets Program: landscaped corner bulge



'Country Lanes': alternative to paved lanes

24.9 Preserve Views

Approved

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

Percent agree 88%/83%



Scenic view from New Brighton Park

People's Ideas...

- provide benches and rest areas
- regulate height of buildings; better maintenance of buildings in the industrial areas, along waterfront
- create viewing gardens
- make viewpoints to the waterfront and North Shore mountains more accessible

Vision Directions, Hastings Park, and the Port

The Vision process is designed to set long-term Directions for the future of Hastings-Sunrise. The Vision process is not capable of researching, negotiating, and concluding the detailed work required for major initiatives like the East Port Lands Plan and the future of an annual fair and/or Playland in Hastings Park. These issues can only be addressed to the satisfaction of the adjacent neighbourhoods with detailed subarea plans. When concluded, these plans will combine with Vision Directions to define the desired long-term future of Hastings-Sunrise.



The Italian Gardens at Hastings Park

- views over the water, to the mountains, and of port activities should continue to be available from parks, street ends, and adjacent residences
- objects that protrude into views should be limited

25 Hastings Park

Hastings Park was originally granted to the City by the province in 1888, with the site to be used as a public park. For most of the twentieth century, it was home to the Pacific National Exhibition (PNE) and a thoroughbred racetrack. Over the years, the site lost its park character as more buildings and parking lots were constructed.

A Restoration Plan for Hastings Park was prepared with neighbourhood residents and approved by the City in 1997. Work began in the fall of 1997. Several components are now in place. The 'Sanctuary', 4 hectares (9.9 acres) containing a pond and surrounding natural landscaping, was completed in 1999. The Italian Gardens, 2.5 hectares (6.2 acres) that includes fountains, gargoyles, gardens, plus a children's playground and skateboard park, was completed in 2000. The Empire Fields, a 5.5 hectare (13.6 acre) section that includes sports fields and a new fieldhouse on the site of Empire Stadium, opened in 2003. The Capital Plan includes almost five million dollars to be spent in 2003-2005 on the next components of the restoration.

The Restoration Plan was based on the assumption that the racetrack would remain while the PNE would leave the Park. The racetrack is now pursuing a new operating agreement. The City has also committed to allow the use of the Coliseum and the Agrodome as venues for the 2010 Olympics. However, the planned relocation of the PNE to Surrey was been cancelled by the provincial government.

The province also transferred the PNE (formerly a crown corporation) to the City. A process was initiated in early 2004 to determine if, and in what form, the PNE annual fair and/or Playland continues in Hastings Park and how their future forms will fit within the continuing restoration of the park.

The existence of a recently adopted Restoration Plan, a community stewardship group (The Hastings Park Conservancy), and the anticipated detailed consideration of the future of the 'PNE' in the park, all combined to limit discussion about Hastings Park in the Vision process.

25.1 Public Consultation about the Future of the PNE in Hastings Park

Approved

Significant public discussion should precede any decision on whether, and in what form, a 'PNE' annual fair and/or Playland should remain in Hastings Park.

Percent agree 80%/83%

25.2 Addressing the Impacts of an Annual Fair

Approved

If an annual fair and/or Playland continue in Hastings Park, the impacts and opportunities associated with the fair should be evaluated and resolved with the community. This should include:

- parking and traffic issues
- noise and lighting impacts
- opportunities for local hiring of fair staff, etc.

Percent agree 78%/84%

26 Industrial/ Residential Interfaces

Vision participants recognized the economic importance of industrial areas, particularly their role as job generators. They also felt these areas were important to the character of Hastings-Sunrise. They developed several ideas to improve the relationship between industrial areas and adjacent residential communities.



Industrial uses adjacent to homes

26.1 Improving Industrial/ Residential Interfaces

Approved

Where industrial uses are adjacent to residential areas there should be initiatives to reduce conflicts including:

- improved landscaping (e.g. landscape buffers, street trees, etc.)
- new building designs and uses which respect adjacent uses (e.g. avoid heights and massing which are not sensitive to shading, views)
- standards of maintenance which keep industrial buildings and streets from looking rundown
- regulations which reduce impacts such as noise, odours, dust, etc.

Percent agree 83%/83%

People's Ideas...

- soften the industrial character and hard surfaces with trees, climbing vines on walls, etc.
- include public art like murals on walls
- outlaw billboards and large signs facing residential areas

- look for less expensive approaches to curbing streets to make it easier to improve the look of industrial area streets
- solve the problem of horrible odours coming from industrial areas
- require new residential development near industrial areas to have better acoustical shielding

Port Issues and Planning

Most of the waterfront bordering the northern edge of Hastings-Sunrise is administered by the Vancouver Port Authority (VPA). Proposals for new waterfront uses have periodically become major community issues. The Lafarge barge unloading facility and cement batch plant is a recent, high profile example.

At the time the City was considering initiating a Vision process in Hastings-Sunrise, City staff met with leaders of several community groups to discuss whether the Vision could proceed at the same time as the Lafarge controversy. It was agreed that the Vision could and should go ahead because it covered a wide range of topics which would be beneficial to the community as a whole. It was also agreed that the Vision process was not designed to deliver either the level of detail or the binding commitment required in a port lands plan that would be useful to the neighbourhood.

To address port/community issues, the City and the VPA begin a port lands planning process. An independent facilitator worked with the VPA, the City, and area residents to establish mutually agreed definitions of the study's final product, process principles, participants' roles and responsibilities, program and schedule, and issue list. The final terms of reference were approved by the VPA and City Council in April 2003, with the full study originally slated to take just over a year to complete.

Because of the satisfactory progress towards establishing a comprehensive port lands plan, the Vision process did not consider (and the Choices Survey did not ask about) port related issues.



A portion of the East Port Lands



Environment

Vision participants identified many environmental issues, including the need for residents and businesses to be more involved in actions which promote a healthier environment. Participants also expressed concern that the community is largely unaware of many City programs which already address environmental issues. The Vision contains several Directions to improve the environment grouped into three categories — actions that start in the home or business with City support, actions that require a joint community/City effort, and broad actions that require co-ordination with other levels of government.

Other Vision Directions which would enhance the environment are found in IMPROVING PARKS, STREETS, LANES, AND PUBLIC PLACES (Greening Streets, and Dogs), and in TRAFFIC AND TRANSPORTATION (Walking and Biking, and Traffic Demand Management).

Recycling, Composting, and Garbage

The City collects garbage from 'single family' residences, including most properties with up to four units. The garbage can limit for single family properties was lowered from three to two cans per week in order to encourage residents to reduce waste and use recycling and composting programs. The City collects paper, plastic, metal, and glass for recycling from houses and apartments if the residents separate and set out the materials. Large items, like old fridges and hot water tanks, 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 apartment worm compost bins. These programs, combined with others in the region, have reduced the amount of residential garbage sent to the landfill by about 48%.

Energy and Water Conservation

The City has adopted several policies aimed at reducing energy use. CityPlan and the City's land use policies promote complete communities with jobs close to home, thereby reducing fuel consumption for traveling to work. The Transportation Plan gives priority to pedestrians, transit, and bicycles over the automobile. By-laws and regulations require buildings to be more energy efficient and trees to be retained or replaced during residential development. The conversion of over 24,000 street lights to more energy-efficient lamps has also saved energy.

Vancouver has higher per capita water consumption than most North American cities with similar climates. The City supports public and school education programs on water conservation, restricts lawn watering in summer, sells barrels to store rain water for yard irrigation, and requires water saving fixtures and devices in new buildings. These initiatives have reduced water consumption by 20% since summer water shortages in 1990 and 1992.

27 Environment

At Home and at Work

Vision participants discussed many different measures to improve environmental practices in their homes. These ideas included increasing recycling and composting, conserving water and energy, and encouraging the use of environmentally friendly products. Almost all of these actions could also be undertaken by businesses.

27.1 Individual Actions to Increase Recycling and Composting

Approved

Individuals and businesses should take the initiative (with City support) to increase the amount they recycle and reuse materials, reduce waste, and compost. They should also use more environmentally friendly products.

Percent agree 90%/87%

People's Ideas...

- re-use shopping bags, water bottles, containers, wood, tires, and sound building materials
- talk to neighbours to educate them about City recycling and composting programs
- donate used clothes, shoes, and household items
- encourage proper disposal of hazardous waste (e.g. paints); discourage use of pesticides
- provide incentives and awards to individuals and businesses
- avoid purchasing products that are harmful to the environment or have excessive packaging
- increase recycling and waste reduction by businesses

27.2 Individual Actions to Conserve Energy and Water

Approved

Individuals and businesses should act (with City support) to conserve water and energy.

Percent agree 89%/86%

People's Ideas...

- use water and energy saving devices in the home (e.g. low-flow toilets, shower-heads, and washers; energy efficient light bulbs)
- use less water when watering gardens and lawns, or washing cars
- be more conscientious about electricity use in homes (e.g. make sure lights are turned off when not in use, use less heat, use better insulation)
- meter water use and create a true user-pay system

In the Community

Vision participants discussed a number of ways the community and the City can work together to create a healthy environment. These areas of collaboration include keeping the community clean and working to conserve natural water courses.

27.3 A Clean Community

Approved

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

- encouraging individual actions and co-operative efforts by the community to solve garbage, litter, and cleanliness issues
- increasing enforcement and penalties when co-operative actions fail to resolve a problem
- improving education of residents and business owners about the recycling, composting, garbage, and disposal (hazardous waste) services offered by the City
- recycling a broader range of items (e.g. plastic bags)
- picking-up hard-to-dispose-of items on special days
- adding more garbage/recycling bins in parks, schools, and public places
- providing separate dog waste disposal units in parks and public places.

Percent agree 94%/94%

Sustainable Development

The City is working to be more environmentally responsible. In 2002, City Council adopted a definition of sustainability and a set of principles to evaluate City programs, policies, and practices. These include being accountable for individual and collective actions, using renewable resources fairly and reasonably, not compromising the choices of future generations, and collaborating with community and other levels of government. The City also established an Office of Sustainable Development to further its commitment to preserve Vancouver's unique flavour — its natural environment, heritage, sense of design, and diverse communities — as a key component to Vancouver's future success.



Recycling and yard waste collection

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 specific actions that the City could take to reduce its contribution to factors causing climate change. A major implementation action was the development of the City's Transportation Plan, which sets out a long-term strategy to find transportation alternatives to the single occupant automobile. City initiatives like Greenways and Bikeways, which encourage walking and cycling, combine with better public transit (through Translink) to support the plan.



Tougher emissions standards would improve air quality

People's Ideas...

- provide incentives for residents to reduce the volume of garbage they produce
- provide needle and condom disposal units in parks and public places
- promote information/reporting hotlines for graffiti and garbage in public places
- encourage neighbourhood businesses to sweep the sidewalk more often and clean-up the lane at the back of businesses, or hire residents to do this cleaning
- support community initiatives like: block-cleaning parties, adopting garbage cans, community clean-ups and recycling days, special days for disposal of large household items, involvement of schools, and holding environmental workshops

27.4 Conservation of Natural Water Courses

Approved

The community and the City should support initiatives that improve the quality of community streams (The Sanctuary and Still Creek) and reduce rainwater going into sewers.

Percent agree 89%/87%

People's Ideas...

- discourage paving in parks and public places; use alternative methods to maintain roads and lanes (e.g. country lanes, drought resistant plantings, 'un-paving' projects)
- educate the public to dispose of toxic substances properly, discourage the use of pesticides and herbicides to avoid polluting water sources
- consider some daylighting of old streams which have been put in culverts



The 'Sanctuary' in Hastings Park

At the City and with Other Levels of Government

While the City can play an important role in building a healthier environment for its citizens, Vision participants recognized that senior governments hold much of the power to change the laws that would improve the environment.

27.5 Working with Other Levels of Government

Approved

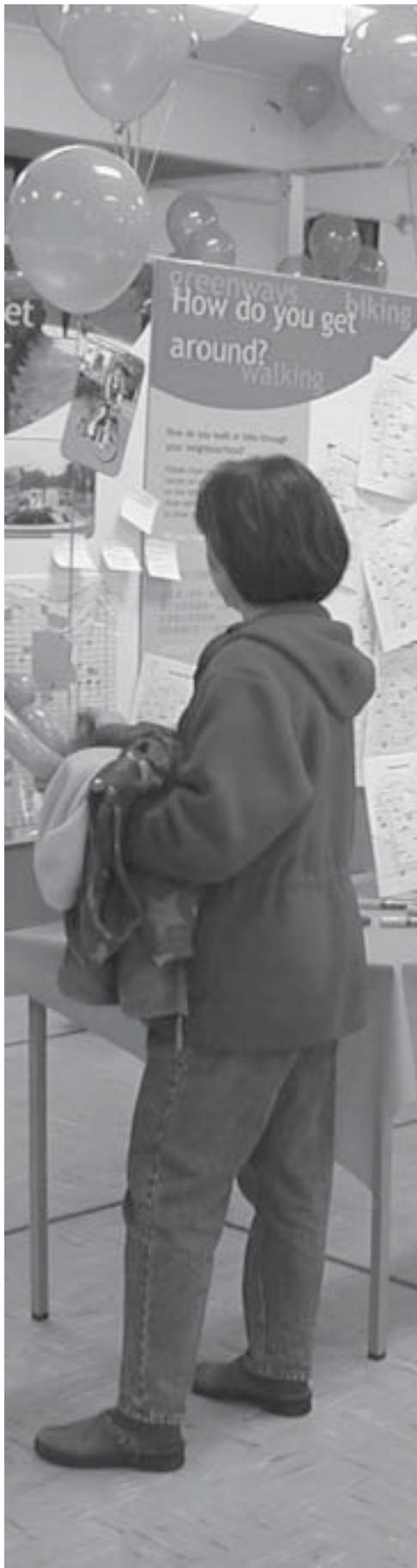
The City should provide leadership and partner with the regional, provincial, and federal governments to preserve and enhance the environment, including:

- incorporating more sustainable practices within their own operations
- adopting measures to increase water and energy conservation
- adopting measures to reduce noise from vehicles, leafblowers, etc.
- adopting tougher emissions standards to improve air quality
- promoting the development and use of environmentally friendly products.

Percent agree 82%/79%

People's Ideas...

- adopt building standards which require environmentally friendly buildings (e.g. R2000 [high insulation levels] and LEEDS [standards for sustainable construction of new buildings])
- encourage the development of more fuel efficient automobiles; consider new taxes on fuel and cars; more stringent emissions standards
- test older vehicles and trucks for excessive emissions and require adequate vehicle maintenance
- legislate against excessive product packaging
- add more trolley buses; plant more trees along arterials to reduce air and noise pollution



Community Involvement in Decision Making

The City regularly provides information to, and consults with, residents and groups on many different types of decisions, in many different ways.

Examples of current processes include:

- local improvement petitions for new curbs and sidewalks
- referendums on the three year Capital Plans
- public processes for planning programs and rezonings
- advisory committees to City Council like the Bicycle Advisory Committee and the Seniors Committee
- on-going outreach to youth as part of the Civic Youth Strategy
- notification letters on development proposals
- the City's homepage on the Internet
- some park planning processes.

Public input is important to the City. The City's recent initiative to improve public involvement (the Public Involvement Review) has resulted in:

- new initiatives (such as a Newcomers Guide to City Services and a Civics Manual for high school students)
- Community Web Pages — an expansion of the City's website to give the public more information (www.city.vancouver.bc.ca/community_profiles/)
- improvements to various City processes (such as notifications concerning development/rezoning proposals, and/or traffic management initiatives)
- improved structures for City Council's advisory committees
- multicultural outreach and translation guidelines.

While recognizing these practices, these Vision Directions call for improvements: people could be made more aware of their opportunities to participate; the ways of co-ordinating input could be improved; and the input could have more influence on the decisions which are made. These improvements are especially important in Hastings-Sunrise because the community is not only dealing with all the issues faced by other communities in the city but it also must engage in the processes around major decisions like the future of the PNE in Hastings Park and port lands planning.

28 Community Involvement in Decision Making

28.1 Community Involvement in Decision Making

Approved

Community residents should have greater, and more timely, input into decision making about changes in their community on matters ranging from major initiatives like the Port planning process and the future of the PNE in Hastings Park to recurring decisions relating to street and traffic changes; the provision of facilities and services; and development proposals.

Percent agree 86%/85%

People's Ideas...

- want an efficient way of participating in multiple planning processes
- need a well organized way to get input from the community
- undertake decision making for Hastings Park on a co-operative basis (e.g. decisions on land development or on-going operations in Hastings Park which affect the community must involve residents, the City, and the PNE or its successor)
- consult the public regarding industrial development on the waterfront, and in the Lougheed and Boundary area to ensure it is sensitive to adjacent residential areas
- ensure the Port, CPR, and others are better neighbours, especially their willingness to tackle on-going or recurrent operational problems — there should be a liaison person to call to get action on problems, regardless of jurisdiction
- hold fewer resident meetings to work on projects like port planning and Hastings Park
- develop a standing community advisory committee to City Council (combined residents and businesses)



Workshop participants

28.2 Community Decision Making

Approved

The City should expand community decision making to include a range of issues. The representative community body which makes the decisions should be inclusive and accountable.

Percent agree 81%/82%

People's Ideas...

- need more accountability from City government, community representation when decisions are made
- the City should facilitate greater community participation in planning or development decisions, with 'targeted' involvement for interested groups
- create some form of on-going local panel or governing body to speak for the community
- different areas of the community should be represented when providing facilities and services
- bring back the Hastings-Sunrise Action Council which had representatives from all community and school groups and which looked at community issues
- need to proceed with 'Portland-style' planning

28.3 Community Capital Grants

Approved

The City should establish a new program of annual community capital grants which would see a fixed sum of money given to each community to be spent on community priorities.

Percent agree 80%/78%

People's Ideas...

- each community should receive a small sum of money annually for local improvements not currently funded under existing City programs
- make it easier to get money for needs which are specific to this community and, as such, are not funded in city-wide programs
- need a 'Seattle-style' system of grants to communities
- implementing some Vision Directions would be easier if the community had money to spend on its biggest needs

Rezoning Policy

Following the Hastings-Sunrise 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, labeled by letters and numbers. For example RS-1 covers most of Hastings-Sunrise's residential areas and C-2C zones cover the larger shopping areas. Every lot in a zoning district is governed by the same regulations and guidelines. The regulations are contained in a District Schedule. They control the kind of activities (uses) that may take place, such as office, retail, dwelling, or manufacturing. District Schedules also control various quantitative aspects of the development including the maximum height of buildings, the position of building on the lot (yards and setbacks), the amount of total development (floorspace or density), and the amount of parking required.

In addition to the District Schedule with its regulations, some zones also have design review, using Design Guidelines. Design review looks at the more qualitative factors such as style or character, the materials used, or the landscaping. Legally, districts with design review are structured to have two types of projects: those that may go ahead without design review (often called 'outright') and those that are subject to design review (often called 'conditional' or 'discretionary') because they receive additional density, or approval of a conditional use, in return for meeting the design guidelines.

Another type of district is the CD-1 or Comprehensive Development district. Many of these are tailored to a specific site, such as Britannia Community Services Centre and the Adanac Village Co-op. 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 then make recommendations to City Council. During processing there is always public notification and some consultation. A formal Public Hearing is always required at the end of the rezoning process before City Council decides if the zoning will change.

Because rezoning is time-consuming and expensive, City staff usually advise potential applicants before they make an application whether or not staff would 'consider' the rezoning (that is, fully process it), rather than quickly reporting it to Council with a recommendation to refuse the application. Staff give this advice based on existing City plans and policies, including Community Visions.

2. Rezoning Under the Hastings-Sunrise Community Vision

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

2.1 Additional Area Planning Not Required Before Rezoning

Rezoning applications for the types of projects listed below could be considered without additional area planning because they further adopted city-wide policies, would further an adopted Vision Direction, or are normal practice in the public interest. Most are 'site specific' rezonings on individual sites. There would be community consultation in each case. In considering these rezonings, staff would look at not only the needs of the project but also how it relates to its existing surroundings, and to the future of the area as described in the Community Vision.

Table 2.1: Additional Area Planning Not Required Before Rezoning

Type of Project that Could be Considered for Site Specific Rezoning	Comments
Heritage Retention Projects - involving retention of buildings on the Vancouver Heritage Register (also Vision Direction 13.1)	City-wide policy to encourage retention of heritage resources
Social or Affordable Housing Projects - non-profit projects, housing agreement projects, special needs residential facilities (SNRFs)	City-wide policy to encourage housing for lower income and special needs residents
Note on definitions Housing agreement: a contract between the City and developer to guarantee some of the housing units as rental or low income, etc. SNRFs: housing and support services for people with special needs including the elderly, children in care, the mentally or physically handicapped, people with substance abuse problems, etc.	
Housing Demonstration Projects (HDP) - in order to be considered as an HDP, a project 'must demonstrate a new housing form in the neighbourhood, improved affordability, and a degree of neighbourhood support; any increase in land value beyond the normal profit allowed by the City's standard bonussing process, must be converted into improved affordability' (January 3, 1996 City Council report) - in addition, in Hastings-Sunrise, any HDP proposals would need to conform to Visions directions about type, location, scale, etc.	City-wide policy to permit demonstration of new housing types
Institutional uses Projects focusing on expansion, downsizing, or reuse of publicly owned or non-profit institutional, cultural, recreational, utility, or public authority uses	Normal City practice
Housekeeping amendments; zoning text amendments - initiated by the Director of Planning to update, correct, or make minor revisions to District Schedules or Guidelines	Normal City practice
In Hastings-Sunrise: Change to Existing CD-1 Zones - as per Vision Direction 14.1 Seniors' Housing - as per Vision Direction 15.11 Adding a Supermarket in Vancouver Heights - as per Vision Direction 20.4	Hastings-Sunrise Community Vision

2.2 Additional Planning Required Before Rezoning

The Hastings-Sunrise Vision Directions listed below require additional planning study before rezoning occurs. For some Directions, the study would cover a portion of Hastings-Sunrise, others might be city-wide in scope. The types of things that would be studied could include the size, height, locations, and design of developments, traffic and parking, parks and green space, service needs, developer contributions to cost, phasing, and so forth. Planning studies would be initiated by the City, but might be undertaken by City staff, consultants, community members, or a combination. In all cases, there would be community consultation throughout the study.

Timing and priorities for these studies, as well as other aspects of implementing the Visions, will be determined with community input, as well as through City Council consideration of available resources and competing work priorities. Individual site rezonings will not be considered in advance of the planning, other than as noted in Section 2.1.

Table 2.2: Additional Planning Required Before Rezoning

Hastings-Sunrise Vision Direction	Possible types of additional planning study
Design of New Single Family Homes 12.1 Design Review for New Single Family Houses	Mini-program to make design review available again in interested areas
Older Character Buildings and Heritage 13.2 Retaining Other Character Buildings 13.3 Enhancing Character Areas	Specific planning study on feasibility of this in Vision areas Follow-up if design review indicates a desire to add an option which requires compatibility with designs in a broader geographic context
Possible New Housing Types 15.1 Homes with Two Suites Several Directions classified as 'Uncertain' identify housing types (15.2-15.4, 15.6, 15.8) or locations (16.2-16.6) which had more community support than opposition. These could be the subject of more community discussion.	More detailed planning for specific areas of Hastings-Sunrise Detailed local planning and consultation of housing options in a City initiated process.
Possible Locations for New Housing 16.1 New Housing Types Adjacent to Commercial Areas	More detailed planning for specific areas of Hastings-Sunrise
Hastings Sunrise/North Shopping Area 18.16 A Neighbourhood Centre with Housing	More detailed planning for the area around Hastings from Semlin to Renfrew

2.3 Other

The sections above provide guidance for most rezoning inquiries. However, there may be rare sites for which development under the existing zoning would involve the loss of features which the community, in its Vision, views as assets. The prime example is trees and landscaping, but in some cases buildings or structures may also be valued (but not qualify as heritage). In these cases, rezoning that would maintain the assets may be considered. Further, this will apply only to large sites that were in single ownership at the time of the Vision adoption. Finally, achieving Vision Directions would remain the focus while considering the rezoning.

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