This is a summary of the Joyce Station Area Plan which was approved by City Council on May 20, 1987.

This summary contains only the Policies and related Actions to be taken, as contained in the approved Plan. The reader is referred to the Plan itself, dated June 1987, for discussion on each of the Policies. The reader may also wish to refer to the Plan for additional background material on the introduction of ALRT, the City's response to ALRT, and a profile of the community within the Joyce ALRT Station Area.
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INTRODUCTION

In the spring of 1981, the Provincial Government announced the selection of the Advanced Light Rapid Transit (ALRT) system for Greater Vancouver. The ALRT system was developed in Ontario by the Urban Transportation Development Corporation and differs from Conventional Light Rapid Transit (CLRT) in many ways. ALRT is a totally automated system designed to operate without drivers. Train movements are directed from a staffed control centre in Burnaby through a computer system which controls the speed, location and direction of all cars on the line. Operation staff rove through trains and stations to provide security, and make spot checks for tickets. In addition, a system of closed circuit television and other electronic security devices are monitored by control centre staff. All trains and stations have intercoms, public address systems and information displays. ALRT has a self-serve fare system with automatic ticket machines at stations.

The ALRT system consists of electronically powered cars about the size of a trolley bus. They normally carry 75 passengers (40 seated and 35 standing) but can accommodate up to 90 passengers during peak periods. Initially, trains will operate with four cars during the day and two cars during evenings and Sundays. The trains, travelling at speeds up to 70 km/hr., will operate daily between 5:00 a.m. and 2:00 a.m. at frequencies ranging from every 4 minutes during peak periods to every 5 minutes in off peak periods. In future, six car trains will operate as often as 75 seconds apart thus increasing the systems capacity from an initial 10,000 passengers per hour to 20,000 passengers per hour. ALRT's ultimate capacity of 30,000 passengers per hour is achievable through system changes including larger cars.

The first phase of the ALRT system between downtown Vancouver and New Westminster, covers 21.4 kilometres and opened for revenue service in January 1986. The trip takes approximately 27 minutes. Construction of the second phase, scheduled for completion in 1989, will extend ALRT 7 kilometres from New Westminster to the Scott Road area in Surrey. The timing of extensions to the Whalley-Guilford area in Surrey and to Lougheed Mall and Burquitlam have not been finalized. A possible future route to Richmond is even less certain.

The route chosen by B.C. Transit, a Provincial Crown Corporation which owns and operates ALRT, generally follows the CLRT alignment proposed by the GVRD with similar station locations.

City Council did not endorse the entire ALRT alignment in Vancouver as proposed by B.C. Transit. Specifically, the alignment along Commercial Drive was controversial. Council and local residents called for B.C. Transit to construct a cut-and-cover tunnel under Commercial Drive to reduce impacts on the community. B.C. Transit preferred to construct an elevated alignment along the lane east of Commercial Drive. Between December 1981 and June 1982,
the City pursued negotiations aimed at sharing the estimated $14 million tunnel cost with the Provincial government. However, negotiations broke down and B.C. Transit proceeded with construction of the east lane alignment without Council approval.

Council approval of this portion of the alignment was never granted. The ALRT alignment in the downtown area, including Terminal Avenue, was endorsed by Council in 1981. The alignment between Victoria Drive and Boundary Road was endorsed by Council in May 1982 following Public Meetings in the affected communities. In endorsing this portion of the alignment, Council also instructed staff to begin negotiations with B.C. Transit to resolve ALRT impacts such as loss of privacy, traffic and parking, bus integration and safety and security concerns.

STATION AREA PLAN

Recognizing that rapid transit could have dramatic effects on Vancouver's future development, City Council assigned Planning staff to enhance ALRT's opportunities, while assisting in mitigating any negative impacts. Council initiated the ALRT Planning Program in December 1981 and work began early in 1982. ALRT staff have shared a site office with the Mount Pleasant Local Areas Planning Program at 323 East Broadway.

For the four eastside ALRT stations, local area planning programs were established to prepare community plans for those areas within a 10 minute walk of the stations. The Broadway and Joyce Station Areas have each had their own planning program while the Nanaimo and 29th Avenue Station Areas have been combined into a single program.

In October 1982 invitations were mailed to every household and business in the Joyce Station Area inviting all to a Public Information Meeting for introduction to the Planning Program. Approximately 100 interested people attended and everyone was invited to join the Joyce Station Area Planning Advisory Committee.

The purpose of the Planning Advisory Committee is clearly outlined in its Council Approved Terms of Reference as:

(a) to prepare and recommend to the community at large and to City Council a comprehensive community plan to guide the future of the Joyce community including policies, actions and ways and means of implementation mainly in response of development of the Advanced Light Rapid Transit System;
(b) To make presentations and recommendations from time to time to City Council and to other governments and organizations on matters of concern to residents of the area including: land use (zoning, subdivision, and development permits); social/recreational space, facilities and services; transportation, traffic and parking; social issues; housing; and other similar issues.

The terms of reference also call on the Planning Advisory Committee to be representative of and accountable to the community and to develop a working relationship with Planning Department staff and to maintain an open membership policy subject to regular attendance by members.

Since its inception on November 4, 1982 the Committee has met weekly and bi-weekly with a variety of sub-committee meetings also being held. Discussion has been centered on the solution of issues mainly related to the ALRT system and the preparation of this Station Area Plan.

The Planning Program in the Joyce Area has involved broad public participation including public meetings to advise residents of progress on the Planning Program and obtain their views and concerns on planning matters. Direct input has been provided by the City's Planning, Engineering and other civic departments and agencies. The City is indebted to the many people who contributed their time and energy as members of the Joyce Station Area Planning Advisory Committee. Particular recognition is due to the following people who served as Chairperson and Vice-Chairperson:

Chairperson: John Raftery 
Vice-Chairperson: Pete Zimmerman
Roy Gillespie 
Colin Naples
Chris Taulu 
Bernie Larbalestier
Pete Zimmerman

PLAN OVERVIEW

Working with the Planning Advisory Committees, planning staff prepared numerous reports to City Council on various ALRT matters. Through these reports, several of which were jointly prepared with other civic departments, Council established a policy framework which provided the basis for further planning in the ALRT Station Areas. This framework acknowledged the need to address both city-wide and local community issues, summarized below:

City-Wide Issues

Growth trends and patterns in Vancouver and the region over many years have resulted in several problem conditions. These include an imbalance between
office employment and housing potential, an increasing distance between home and work place and a tendency toward urban sprawl. These conditions have significant implications for public budgets, environmental quality, livability, and private costs.

First, Vancouver has a much higher capacity for downtown office employment growth than for providing nearby housing for new employees. Whereas under existing zoning the downtown commercial area can grow to about three times its present size, there is relatively little practical zoning capacity remaining for housing. While this fosters a strong vibrant downtown it also results in sustained high City housing prices and the necessity for many employees to live outside Vancouver.

Secondly, and partly because of the above situation, more people have to travel longer distances between home and work place because the opportunities for them to live within their means close to work are limited. This results in higher travel costs to the individual, greater public costs in providing for transportation (transit and road system) and an increasing disruption of neighbourhoods through which commuters must travel.

Thirdly, the pattern of residential development outside the City has tended to be very dispersed and of low density. The results of this sprawl are high public costs to provide urban services and a tendency not to be able to create the critical mass of activities that provide interesting urban environments with diverse opportunities. Another result is rapid consumption of the region’s scarce open space.

The introduction of rapid transit to Greater Vancouver, as well as solving some of these transportation problems, can also act as a catalyst in shaping urban growth and form into more efficient and desirable patterns. The costly and inefficient aspects of suburban sprawl, created in part by the reliance on the automobile, can be constrained by the new accessibility rapid transit stations provide, particularly for adjacent neighbourhoods.

ALRT presents a major opportunity to help solve Vancouver's transportation and growth problems by increasing the accessibility of the neighbourhoods around the stations to the downtown employment centre. It is therefore logical to focus new housing into ALRT Station Areas. With more people able to walk to ALRT, dependence on cars should decrease, thus reducing the number of auto commuters using City streets. Moreover, increasing population around the stations will build ridership and contribute to the success of the ALRT and related public transit. Based on the experience of other cities with rapid transit systems, the probability that a person will use transit rather than a private vehicle is predicted to be high within 450 metres (one-third mile) of a station. By focussing passenger movement to stations at prescribed intervals, ALRT provides an opportunity to concentrate development at nodes rather than in a linear pattern of development fostered by the street system.
Local Community Issues

The following statistics illustrate that the local community surrounding the Joyce ALRT Station is stable, family-oriented and ethnically diverse, providing housing predominantly for moderate income families:

- There were 6,125 people living in the Joyce Station Area in 1981. This represents a 6% increase from the 1971 population of 5,780;
- 56% of all households have one or more children. This is significantly higher than the city average of only 33% of all households having children;
- About 80% of the Station Area is zoned RS-1 One-Family Dwelling and most homes were built after World War II. Many of the "single-family homes" contain illegal secondary suites and new residential development is commonly in the form of "Vancouver Specials" which replace older, smaller homes;
- 65% of all homes within the Station Area are owner-occupied and about one-half of all the residents have lived where they are for at least five years. 36% of the adults have lived in the neighbourhood for fifteen years or more;
- 45% of all residents in the Station Area were born outside of Canada, the vast majority having immigrated to Canada since 1965, primarily from Asia;
- Family incomes are 20% below the city average.

Providing for medium and higher density residential development in the Station Areas will be a challenge given the built-up character of the surrounding communities. The challenge is to add new housing opportunities while maintaining the quality of the Station Areas for existing residents. Therefore, in order to maintain the stability of most of the residential areas, redevelopment should be channelled to specific under-utilized and deteriorating areas in the communities.

As well, the physical impacts of the ALRT system are so severe at some locations in the Station Areas that new forms of residential development should be pursued to screen the adjoining residential areas from the ALRT guideway. The existing housing was not designed to cope with the physical impacts of ALRT. However, new development, sensitively designed for a high impact setting and scaled to fit it into the surrounding residential area, can increase housing opportunities and serve as an effective mitigation measure in those areas where there are no other solutions to ALRT's impacts.
New development in the areas around the stations could create a problem of physical compatibility as a result of changes to building form. Neighbourhood concerns centre on the need to maintain design quality and diversity, neighbourhood character, and the need to make new development compatible with adjacent housing in terms of privacy, sunlight, views and design. Based on past growth trends and on the results of the City's market study, any transition to higher density is likely to be a slow process; making the issue of compatibility a sensitive issue since existing lower scale development will coexist with new higher scale development for some time.

New residential development built for working households around stations will maximize the number of potential peak period transit riders which ALRT is designed to serve. While housing designed for singles is perhaps the ideal from a transit ridership point of view, future demand for housing in Vancouver will be for family (ground oriented) accommodation as the children of the 1950s have families.

In community discussions, local people generally indicate an acceptance of rapid transit nearby. They know it provides them with better access and convenience and, for some, increased land value. They also know, however, it has some costs to them. The development resulting from ALRT will cause significant changes in the neighbourhoods they have enjoyed. Many people living adjacent to the ALRT alignment are very concerned about the direct effect of the system on their homes.

Local residents also worry about a decline in their quality of life caused by destabilization of land values and zoning that could pressure them to move, or an influx of new people that will cause crowding, shortage of services and a different community character. Another viewpoint of some residents is that ALRT-related change can be directed to enhance their neighbourhood by forcing an upgrading of public and private services, facilities, traffic controls and open spaces. They hope that resources will be committed to temper and accommodate the inevitable changes.

There is continued appeal for consultation and citizen participation in public decision about transit and station area development. Citizen response to the City's station area planning program has been particularly strong and supportive.

Thrust of the Plan

The Joyce Area Plan which emerged addresses the above-noted issues, problems and opportunities in these communities and recommends ways to deal with them. Station Area Planning has worked through a partnership of City staff and the Joyce Station Area Planning Advisory Committee. This partnership has ensured public discussion and resolution of the challenges facing these communities.
While some long standing issues have been examined, the major planning focus has been on the physical, economic and social impacts of the ALRT system. The goal has been to prepare this plan to guide the future of the Joyce Station Area in response to the ALRT system.

The thrust of the Station Area Plan is:

- to resolve the difficult ALRT impacts that remain outstanding;
- to protect and enhance residential areas that are providing affordable family-oriented housing by addressing the complex issue of secondary suites and by promoting more neighbourly and sensitive residential design;
- to reduce the impacts of both existing and ALRT-generated traffic and parking problems in the Joyce Station Area;
- to encourage new medium-density residential development in declining and under-utilized areas near the station, to attract more ALRT riders and provide additional housing for families;
- to encourage new commercial development that not only creates a focus at the Joyce Station but strengthens the pedestrian retail character and maintains opportunities for small business; and
- to encourage the development of the Collingwood Neighbourhood House to help coordinate services and to provide an ongoing focus for community planning and development.

ALRT IMPACTS AND MITIGATION MEASURES

POLICY 1.1

The City should endeavour to minimize negative impacts of ALRT on local residents by attempting to ameliorate the impacts of ALRT on existing premises.

**Action #1**

Adopt the above-noted policy as part of Policy 5 of the Overall Policy Framework for the ALRT station areas.

**NOTE:** On August 23, 1983, Council approved several basic public objectives and broad planning guidelines as a basis for framework for further planning in the ALRT Station Areas. Council’s approval of Action #1 above adds Policy 1.1 to the A approved in August, 1983.

**IMPACT A - ALRT Noise**

**Action #1**

Instruct the Medical Health Officer to undertake a comprehensive and detailed sound study on the right-of-way to determine areas where noise levels are greater than 74 dBA and, upon the owner’s request, at private residences along the ALRT route to identify those areas where the system is responsible for noise in excess of CMHC residential standards and to make recommendations on how to achieve those standards through various mitigation measures.

**Action #2**

Request that B.C. Transit reduce ALRT noise at its source where ALRT has increased the noise to unacceptable levels. Where this is not possible, request that B.C.T. provide funds to block the noise through other appropriate measures such as noise fences or other barriers, multi-glazed windows, increased insulation, etc.

**Action #3**

Require new development in the high ALRT noise impact areas to meet the CMHC maximum acceptable decibel levels for interior residential spaces and give special consideration to projects which help reduce the noise levels for outdoor residential spaces and surrounding properties.

**Action #4**

Request that B.C. Transit reduce the noise level of the power substation adjacent to the Joyce ALRT Station.

**IMPACT B - Visual Intrusion and Loss of Privacy**

**Action #1**

Request that B.C. Transit provide adequate funding to ensure ongoing maintenance of landscaping along the ALRT right-of-way to enhance the overall appearance of the transit system.
Action #2
Instruct the City Engineer to encourage B.C. Transit to maintain the appearance of the B.C. Parkway, the ALRT stations, and the immediate environment.

Action #3
Request that B.C. Transit plant additional Norway Spruce or similar trees on the north side of the alignment between Joyce and Aberdeen to provide residents with a more pleasant view and to reduce loss of privacy from the overview of rapid transit riders.

Action #4
Request that between Rupert and McHardy Streets, north of the guideway, where there is insufficient space on the right-of-way to accommodate mature trees between the relocated B.C. Hydro rail line and property lines, that B.C. Transit provide trees at no cost to homeowners wanting additional visual screening located on their property.

Action #5
Instruct the Director of Planning to enter into negotiations with the Federal and/or Provincial Government to establish a program to help property owners near the guideway upgrade the condition and appearance of buildings and yards.

Action #6
Request that B.C. Transit or the Park Board provide trees, at no cost to property owners, on the boulevard of Sites B and C to help reduce the visual impact of the guideway pending site redevelopment.

**IMPACT B - Safety and Access at Joyce and Vanness**

**Action #1**
Instruct the City Engineer to monitor the functioning of the intersection of Joyce Street and Vanness Avenue, including pedestrian safety and the degree to which on-street parking should be restricted.

**Action #2**
Instruct the City Engineer to complete the installation of appropriate street lighting near the Joyce Station.

**Action #3**
Request that BC Transit complete the lighting and sidewalk construction on their property on the east side of Joyce Street near the station entrance.

**IMPACT C - Bus Loop Impacts at the Joyce ALRT Station**

**Action #1**
Request that B.C. Transit enter into negotiations to purchase the first 8 homes on the south side of Vanness west of Joyce.

**Action #2**
Instruct the Director of Planning to submit a rezoning application, including text amendments and design guidelines, for a rezoning of these properties as outlined in Chapter 4.

**Action #3**
Instruct the City Engineer to review, in consultation with local residents and merchants, the functioning of the intersection of Joyce Street and Vanness Avenue including any conflicts between bus and B.C. Hydro Rail operations and, if necessary, request that B.C. Hydro Rail limit rail service to periods when the transit system will not be adversely affected.

**IMPACT E - Bicycle and Pedestrian Access**

**Action #1**
Instruct the City Engineer to develop a program for upgrading the pedestrian pathways north of the ALRT/B.C. Hydro alignment, such program to include wheelchair access.

**IMPACT F - Damage to Local Streets and Lanes**

**Action #1**
Instruct the City Engineer to complete the repair of all streets and lanes damaged as a result of ALRT construction to their pre-ALRT condition at no cost to adjacent property owners.
NEW RESIDENTIAL DEVELOPMENT OPPORTUNITIES

In an effort to realize the major goals of protecting and enhancing the community, the Planning Department undertook a review, with the Joyce Station Area Planning Advisory Committee, of sites that should be considered for residential redevelopment. Criteria for selection included:

- houses impacted by noise, traffic or overview;
- houses in poor physical condition;
- vacant land;
- publicly-owned land.

These criteria reflected the concern that many residents feel about allowing too much redevelopment and population increase in the "single-family" zones. After a great deal of discussion and analysis with City staff, the Committee determined that preliminary redevelopment options should be completed for several sites and presented to the community for initial comment.

Staff subsequently met with the Joyce Committee and designed options showing various ways in which each of the preliminary sites could be developed. These options were presented to the Committee in the Spring of 1985. Property-owners and tenants living within a one to two block radius of each site were notified and invited to the Committee meetings at St. Mary's School to review each option. These meetings were well attended with 30 to 75 people in attendance.

Generally, there was a good level of support for allowing the construction of low to moderate density townhouses and low rise apartments along the streets most impacted by ALRT and Boundary Road. The discussions often reflected the partially conflicting interests of those people living in or owning houses that are experiencing a great deal of impact, and their neighbours living several houses or several blocks away. Those immediately impacted were often desirous of as high a density rezoning as possible so they could recover the value they perceive to have been lost as a result of transit and increased traffic. Those living further away were concern about multi-unit housing, but appreciated the fact that well-designed, larger buildings could help protect them from noise and visual impacts.

The residential sites recommended for rezoning and redevelopment in the Plan are presented in the following Policies and Actions as approved by Council.
MAP 7
Redevelopment of RS-1 Zoned Sites

- RE-DEVELOP, Change/Impact
- MONITOR
- RE-DEVELOP, After Detailed Study
POLICY 4.0

New residential development in the Joyce Station Area should be sensitively designed with direction provided through suitable design guidelines.

Action #1

Adopt the Urban Design Principles for new residential development (Appendix II of the Joyce Station Area Plan).

POLICY 4.1

Encourage residential high-rise development, with a ground floor commercial component, on Site A, designed to accommodate ALRT impacts and to fit into the nearby single-family area and Joyce commercial district.

SITE A: ALRT GUIDEWAY ELEVATED 0-50 0-100m

Vancouver Avenue BC HYDRO RAILWAY LINE

Action #1

Support the request of the JSAPAC and interested property owners to have B.C. Transit initiate negotiations for the purchase of the first 8 lots along the south side of Vanness Avenue west of the lane west of Joyce Street, across from the ALRT station.

Action #2

Failing #1, instruct the Supervisor of Properties, the Director of Planning, and the Director of Social Planning to facilitate land assembly and the development of social or market housing on this site, such facilitation of site assembly not to include suggestions of Property Endowment Fund (City) purchase.

Action #3

Upon consolidation of all or an appropriate portion of Site A, instruct the Director of Planning to submit a rezoning application(s) and refer to a Public Hearing a rezoning of this portion of Site A from R5-1 to C2-1 to permit a suitably designed multiple-family residential development, possibly including a commercial component.

Action #4

Instruct the Director of Planning to develop suitable provisions for the proposed zoning for this site and companion guidelines, with particular regard to the following considerations:

- The creation of transit tolerant residential units satisfying CMHC noise standards.
- A building design which acts as a noise buffer between the ALRT guideway and adjacent single-family housing, and is scaled to fit into the area.
- The development of pedestrian-oriented retail space on the ground floor along Vanness Avenue.

- The provision of appropriate landscaping, surface materials, and building articulation, along the north portion of the site, adjacent to Vanness, to help reduce transit noise reverberation and to ensure visual compatibility with the residential area.
- A minimum building setback of 5 feet from Vanness Avenue and 20 feet from Clive Avenue and a maximum building setback of 15 feet from Vanness Avenue.
- The provision of vehicular access from Vanness Avenue or the lane west of Joyce Street.
- The provision of on-site storm water storage.

- The following uses:
  - Single-Family Dwellings: A maximum floor space ratio of 0.60 and a minimum of 1 off-street parking space.
  - Two-Family Dwellings: No provision for two-family dwellings, except in the case of a locked-in lot, being a single parcel having no reasonable prospect for consolidation and redevelopment with adjoining properties, with a maximum floor space ratio of 0.60 and a minimum of 2 off-street parking spaces.
  - Multiple Dwellings: A minimum lot size of 17,000 square feet, a maximum FSR of 1.65, a maximum height of 120 feet near the alignment scaling down on the south portion of the site, and the provision of underground parking at no less than the greater of 1 space per 70 m² of gross floor area or 1 space per unit, except in the case of seniors' or similar housing. In the case of a locked-in lot containing a minimum of 4,000 square feet, a maximum floor space ratio of 0.75, a maximum height of 35 feet near the alignment, scaling down to 30 feet on the south portion of the site, a minimum of 3 dwelling units and a minimum of 3 off-street parking spaces.

Action #5

Require applications for development to dedicate to the City up to a maximum of 5 feet at the front of the site along Vanness Avenue for street (sidewalk) purposes, as determined by the City Engineer. Where such dedication is made, it shall be deemed not to reduce the site area for the purpose of calculating the floor space ratio.

POLICY 4.2

Encourage the development of multiple family housing on Site B, designed to accommodate ALRT's impacts and fit into the surrounding single-family area.

SITE B: ALRT GUIDEWAY ELEVATED 0-50 0-100m

Vancouver Avenue BC HYDRO RAILWAY LINE
Instruct the Director of Planning, in consultation with local residents, to make application for rezoning Site C from RS-I to an amended RH-3A1, with appropriate design guidelines, for report back to Council seeking referral to a Public Hearing.

Instruct the Director of Planning to develop suitable provisions for the proposed zoning for this site and companion guidelines, with particular regard to the following considerations:
- The creation of transit tolerant residential units satisfying CMHC noise standards.
- A building design which acts as a noise buffer between the ALRT guideway and adjacent single-family housing and is scaled to fit into the area.
- The provision of appropriate landscaping, surface materials, and building articulation, along the north portion of the site, adjacent to Vanness Avenue, to help reduce transit noise reverberation and to ensure visual compatibility with the residential area.
- A minimum building setback of 5 feet from Vanness Avenue and 20 feet from Clive Avenue and a maximum building setback of 15 feet from Vanness Avenue.
- The provision of vehicular access from Vanness Avenue or McHardy Street.
- The provision of on-site storm water storage.

The following uses:
- Single-Family Dwellings: A maximum floor space ratio of 0.60 and a minimum of 0.36 off-street parking space.
- Two-Family Dwellings: No provision for two-family dwellings, except in the case of a locked-in lot, being a single parcel having no reasonable prospect for consolidation and redevelopment with adjoining properties, with a maximum floor space ratio of 0.60 and a minimum of 0.36 off-street parking space.
- Multiple Dwellings: A minimum lot size of 8,500 square feet, a maximum FSR of 1.45, a maximum height of 39 feet near the alignment scaling down to 30 feet on the south portion of the site, and the provision of underground parking at a depth no less than the greater of 1 space per 70 m² of gross floor area or 1 space per unit, except in the case of seniors’ or similar housing.

In the case of a locked-in lot containing a minimum of 4,000 square feet, a maximum floor space ratio of 0.75, a maximum height of 35 feet near the alignment, scaling down to 30 feet on the south portion of the site, a maximum of 3 dwelling units and a minimum of 3 off-street parking spaces.

Instruct the Director of Planning, in consultation with local residents, to make application for rezoning Site C from RS-I to an amended RH-3A1, with appropriate design guidelines, for report back to Council seeking referral to a Public Hearing.

Instruct the Director of Planning to develop suitable provisions for the proposed zoning for this site and companion guidelines, with particular regard to the following considerations:
- The creation of transit tolerant residential units satisfying CMHC noise standards.
- A building design which acts as a noise buffer between the ALRT guideway and adjacent single-family housing, and is scaled to fit into the area.
- The provision of appropriate landscaping, surface materials, and building articulation, along the north portion of the site, adjacent to Vanness, to help reduce transit noise reverberation and to ensure visual compatibility with the residential area.
- A minimum building setback of 5 feet from Vanness Avenue and 20 feet from Clive Avenue and a maximum building setback of 15 feet from Vanness Avenue.
- The provision of vehicular access from Vanness Avenue or McHardy Street between McHardy and Spencer Streets and from the lane south of Vanness Avenue between Spencer and Rupert Streets.
- The provision of on-site storm water storage.

The following uses:
- Single-Family Dwellings: A maximum floor space ratio of 0.60 and a minimum of 0.36 off-street parking space.
- Two-Family Dwellings: No provision for two-family dwellings, except in the case of a locked-in lot, being a single parcel having no reasonable prospect for consolidation and redevelopment with adjoining properties, with a maximum floor space ratio of 0.60 and a minimum of 0.36 off-street parking space.
- Multiple Dwellings: A minimum lot size of 8,500 square feet, a maximum FSR of 1.20, a maximum height of 39 feet near the alignment scaling down to 30 feet on the south portion of the site, and the provision of underground parking at no less than the greater of 1 space per 70 m² of gross floor area or 1 space per unit, except in the case of seniors’ or similar housing.

In the case of a locked-in lot containing a minimum of 4,000 square feet, a maximum floor space ratio of 0.75, a maximum height of 35 feet near the alignment, scaling down...
to 30 feet on the south portion of the site, a maximum of 3 dwelling units and a minimum of 3 off-street parking spaces.

**Action #3**

Require applications for development to dedicate to the City up to a maximum of 5 feet along Yanness Avenue for street (sidewalk) purposes, as determined by the City Engineer. Where such a dedication is made, it shall be deemed not to reduce the site area for the purpose of calculating the floor space ratio.

**Action #4**

Require applications for development between Rupert Street and Spencer Street to dedicate to the City up to a maximum of 10 feet at the rear of the site for street purposes (lanes), as determined by the City Engineer.

**Action #5**

Give favourable consideration to an application for residential development, with a neighbourhood grocery store, at the southeast corner of Rupert Street and Yanness Avenue.

**Action #6**

As an interim measure pending redevelopment, request that B.C. Transit provide landscaping and appropriate retrofit noise mitigation measures for impacted dwellings.

**POLICY 4.4**

Encourage the development of two multiple-family housing projects—one on each side of McHardy Street—on Site D, designed to accommodate ALRT’s impacts and fit into the surrounding single-family area.

**SITE D**

**ALRT GUIDEWAY ELEVATION 800000 50 100m**

**Vanasse North**

**BC Hydro Right of Way**

**Action #1**

Should owners advise that they are prepared to sell to the City, instruct the Supervisor of Properties to initiate negotiations with owners of the private properties on the site, with a view to concluding City acquisition of these parcels.

**Action #2**

Upon consolidation, instruct the Director of Planning to submit rezoning application(s) and refer to Public Hearing rezoning of the individual or combined consolidated parcels from RS-1 to CO-1 to permit suitably designed comprehensive multiple-family residential development.

**Action #3**

Instruct the Director of Planning to develop suitable provisions for the proposed zoning for this site and companion guidelines, with particular regard to the following considerations:

- A maximum FSR of 1.20, a maximum height of 39 feet near the alignment scaling down to 30 feet on the north portion of the site, and the provision of underground parking (with access from McHardy Street) at no less than the greater of 1 space per 700 sq. ft. of gross floor area or 1 space per unit, except in the case of seniors’ or similar housing.

- The creation of transit tolerant residential units satisfying CMHC noise standards.

- A building design which acts as a noise buffer between the ALRT guideway and adjacent single-family development and is scaled to fit into the area.

- The provision of appropriate landscaping, surface materials, and building articulation, along the south portion of the site adjacent to the ALRT alignment to help reduce transit noise reverberation and to ensure compatibility with the residential area.

- The closing up and inclusion into the overall scheme of the McHardy Street end and the dedication of a public pedestrian easement through the development, linking the northerly adjacent neighbourhood to the BC Parkway.

- The provision of on-site storm water storage and waterworks upgrades.

**Action #4**

As an interim measure pending redevelopment and in accordance with Council's resolution of April 29, 1988, instruct the Supervisor of Properties and the Director of Civic Buildings to adequately maintain the appearance of the City land through scheduled grass cutting and rubbish removal.

**Action #5**

As an interim measure pending redevelopment, request that B.C. Transit provide landscaping and appropriate retrofit noise mitigation measures for impacted dwellings.

**Action #6**

Request that B.C. Transit and the B.C. Housing Management Commission provide the Rupert Lane Apartments with additional landscaping adjacent to the guideway and noise mitigation measures such as double glazed windows for impacted dwelling units.

**POLICY 4.5**

The land use along Joyce Street, between Kingsway and the Joyce Commercial District, should remain residential.

**SITE F**

**Joyce Street South**

**0 50 100m**

**Action #1**

Instruct the City Engineer and the Director of Planning, in consultation with local residents, to periodically review the impacts of traffic and redevelopment pressures on residential lands along Joyce Street between the Kingsway and Joyce Commercial Districts.
Policy 4.6

The land use along Joyce Street and 29th Avenue between the Joyce Commercial District and Boundary Road, should remain residential.

Policy 4.6

Extend the area of application of the above noted guidelines to encompass the privately owned parcels on the remainder of the site and encourage owners to comply with these when redeveloping, noting that these guidelines would not be mandatory.

Policy 4.7

Encourage the development of single-family housing on Site H.

Site H: Price-Tanner

Action #1

Instruct the Supervisor of Properties to proceed with the subdivision, servicing, and marketing of this site according to design guidelines adopted by City Council on August 12, 1986.

Action #2

Instruct the Supervisor of Properties to construct and maintain an appropriate noise fence along the eastern boundary of this site adjacent to Boundary Road.

Policy 4.8

Encourage the development of appropriately designed multiple-family housing on all or portions of Site I.

Site I: Boundary Road

Action #1

Instruct the Supervisor of Properties to continue sale of the City-owned lots for the development of single-family homes, subject to appropriate design guidelines approved by Council on August 12, 1986 to mitigate the impacts of Boundary Road traffic and ensure compatibility with nearby homes and the church/community centre being developed across the lane.
Instruct the Director of Planning and City Engineer to report back on the timing and extent of consultant services necessary to draft, with community input, specific development alternatives to accommodate the diversity of site conditions and housing needs as may be necessary to accommodate the impacts of ALRT and Boundary Road traffic and to provide additional housing near the Joyce Station.

In any further study pursuant to Action #1, analysis consider on-site storm water storage and other alternatives to sewer upgrading, but note that workpaper upgrading to service any redevelopment shall be borne by the developers of these lands.

Request that the Park Board enter into negotiations with the owners of the 2 lots at Mayne Street and Boundary Road, adjacent to Pritce Park, and if an agreement can be achieved, to purchase these lots for development as an extension of the park.

Failing Park Board purchase of the 2 lots identified in Action #3, instruct the Director of Planning to include these lots in a residential development alternative.

Polic 4.10

Encourage the development of high-rise multiple-family housing on Site J, designed to accommodate Boundary Road and Kingsway Impacts.

Site K

Action #1

Instruct the Director of Planning, in consultation with local residents, to make application for rezoning Site K from RS-1 to an amended RH-3, with appropriate design guidelines, for report back to Council seeking referral to a Public Hearing.

Action #2

In conjunction with the above noted rezoning application, instruct the Director of Planning to develop suitable provisions for the proposed zoning for this site, and companion guidelines, with particular regard to the following considerations:

- The creation of traffic and transit tolerant residential units satisfying CMHC noise standards.
- A building design which helps buffer adjacent properties from Boundary Road noise impacts.
- An orientation and configuration which takes advantage of mountain view opportunities and which minimizes shadowing, overview, and loss of privacy onto adjacent properties.
- The provision of vehicular access from the lane west of Boundary Road.

The following uses:

- Single-Family Dwellings: A maximum floor space ratio of 0.60 and a minimum of 1 off-street parking space.
- Two-Family Dwellings: No provision for two-family dwellings, except in the case of a locked-in lot, being a single parcel having no reasonable prospect for consolidation and redevelopment with adjoining properties, with a maximum floor space ratio of 0.60 and a minimum of 2 off-street parking spaces.
- Multiple Dwellings: A minimum lot size of 12,000 square feet, a maximum FSR of 1.45, a maximum height of 120 feet, and the provision of underground parking at no less than the greater of 1 space per 70 m² of gross floor area or 1 space per unit except in the case of seniors' or similar housing.

In the case of a locked-in lot containing a minimum of 4,000 square feet, a maximum FSR of 0.75, a maximum height of 120 feet, a maximum of 3 dwelling units and a minimum of 3 off-street parking spaces.

Polic 4.31

Encourage the development of low-rise apartments or townhouses on Site K, designed to achieve a transition in built form from the proposed multiple-unit development on Boundary Road and the existing single-family housing on the west side of Ormendale Street.
- Two-Family Dwellings: No provision for two-family dwellings, except in the case of a locked-in lot, being a single parcel having no reasonable prospect for consolidation and redevelopment with adjoining properties, with a maximum floor space ratio of 0.80 and a minimum of 2 off-street parking spaces.

- Multiple Dwellings: A minimum lot size of 6,500 square feet, a maximum FSR of 1.20, a maximum height of 35 feet on the easterly portion scaling down to 80 feet on the westerly portion of the site, and the provision of underground parking at no less than the greater of 1 space per 700 sq ft of gross floor area or 1 space per unit except in the case of seniors' or similar housing.

In the case of a locked-in lot containing a minimum of 4,000 square feet, a maximum floor space ratio of 0.75, a maximum height of 35 feet, a maximum of 3 dwelling units and a minimum of 3 off-street parking spaces.

**Policy 4.12**

New construction in the remaining RS-I portions of the Joyce Station Area (Site L) should be restricted to "single-family" homes of design that is compatible with the character of existing houses in the community.

**The Commercial Districts**

**Policy 5.1**

Encourage public discussion of proposals to identify and enhance Site M, the north side of Kingway, between Taunton and Yule Streets, as the core shopping area for the Joyce Station Area and surrounding neighbourhoods, with the following objectives:

- Enhance the pedestrian environment by encouraging continuity of development and integrated pedestrian spaces.
- Minimize the impact of new commercial development on the adjacent residential area.
- Reinforce the Kingway/Joyce Street intersection as a gateway to the Joyce Station Area.
- Provide additional opportunities for medium density housing in conjunction with commercial uses.
- Require the provision of adequate parking for residential and commercial uses.

**SITE L**

Remaining RS-I Areas

- Remaining RS-I Property
- Non RS-I Property Not Under Consideration for Rezoning
- All Properties Under Consideration for Rezoning
- Park
- **ALRT GuideWay**
- **Station Area Boundary**

**Action #1**

Instruct the Director of Planning to pursue possible amendments to RS-I regulations concerning the height, setback, floor space, yards, etc. of new dwellings in this site, to help ensure neighbourly development of family-oriented housing.
Action #1
Instruct the Director of Planning to initiate a review of the C-2 commercial zoning along Kingsway, in consultation with merchants, property owners and local residents, as an initial focus to the identified need for review of suburban commercial zoning throughout the city.

Action #2
Encourage the businesses and commercial property owners, in consultation with the City Engineer and with design assistance from the Director of Planning, to develop a local improvement program to upgrade sidewalks and provide features such as adequate parking, seating, bus shelters, landscaping, decorative lighting, garbage containers and corner parks, where appropriate, within the pedestrian oriented shopping area.

POLICY 5.2
Encourage public discussion of proposals to identify and enhance site N as the fringe commercial strip for the Joyce Station Area and surrounding neighbourhoods with the following objectives:
- Minimize the impact of new commercial development on the adjacent residential area.
- Reinforce the Kingsway/JOYCE street intersection as a gateway to the Joyce Station Area.
- Provide additional opportunities for medium density housing.
- Require the provision of adequate off street parking for residential and commercial uses.

Action #3
Encourage the businesses and commercial property owners, in consultation with the City Engineer and with design assistance from the Director of Planning, to develop a local improvement program to upgrade sidewalks and provide features such as adequate parking, seating, bus shelters, landscaping, decorative lighting, garbage containers and corner parks, where appropriate, within the fringe shopping area.

POLICY 5.3
Identify and intensify Site O as the secondary pedestrian-oriented shopping district of the Joyce Station Area and encourage the development of multiple-family housing on Site Q and Site P.

SITE N: Kingsway Commercial Fringe
SITE O: Joyce Commercial Area
SITE P: Joyce Commercial Area

Action #1
Instruct the Director of Planning to submit a rezoning application, including appropriate text amendments, and refer to Public Hearing a rezoning of properties within Site O from C-1 to C-2C.

Action #2
Instruct the Director of Planning to submit a rezoning application, including appropriate text amendments, and refer to Public Hearing a rezoning of properties within Site P from C-1 to RM-3A.

Action #3
Instruct the Director of Planning to develop a concept plan and appropriate incentives to encourage future private development of a "town square" design near the Joyce ALRT Station, including the provision of a landscaped seating area at or near the intersection of Joyce Street and Yvaness Avenue.

Action #4
Encourage the owner to provide time limited public parking at the southeast corner of Joyce Street and Yvaness Avenue for the use of customers of local businesses, pending redevelopment of the lot.

Action #5
Instruct the Manager of the Economic Development Office and Director of Planning to advise merchants and commercial property owners of studies indicating limited market growth for such faciltate a realistic redevelopment process which minimizes disruption to existing businesses while encouraging a timely transformation of the shopping area to accommodate incremental growth associated with ALRT.
Action #6
Request that the Provincial Liquor Distribution Branch give favourable consideration to granting a pre-site clearance to allow a referendum concerning the establishment of a neighbourhood pub near the Joyce ALRT Station to help reestablish this commercial district as a focus for the community.

Action #7
Encourage local businesses and commercial property owners, in consultation with the City Engineer and Manager of the Economic Development Office, to request designation as an area eligible for a "Downtown Revitalization Program" to upgrade sidewalks and provide features such as adequate parking, seating, decorative lighting and garbage containers, where appropriate, within the pedestrian-oriented shopping area.

POLICY 5.4
Ensure that future redevelopment of Site Q is compatible in use and form with the adjoining residential neighbourhood and consistent with consolidation of commercial activity in close proximity to the Joyce Station.

SITE Q
Joyce Commercial Area

Action #8
Instruct the Director of Planning in consultation with the property owner and adjacent residents, to make application for rezoning Site Q from C-1 to CD-1 to maintain the current form of development and ensure that future site redevelopment is consistent with adjacent residential use.

THE VANNESS INDUSTRIAL DISTRICT

POLICY 6.1
Encourage the development of multiple-family housing on Site R. designed to accommodate ALRT's impacts and to fit into the surrounding single-family and commercial areas.

SITE R
Vancouver Distribution Centre  BC HYDRO RAILWAY LINE

Action #1
Instruct the Director of Planning to submit a rezoning application and refer to Public Hearing a rezoning of Site R from M-1 to CD-1 to permit a suitably designed comprehensive multiple-dwelling residential development and the provision of public parking adjacent to the eastern lane.

Action #2
Instruct the Director of Planning to develop suitable provisions for the proposed zoning for this site and companion guidelines, with particular regard to the following considerations:
- The creation of transit tolerant residential units satisfying CMHC noise standards.
- A building design which is scaled to fit into the area.
- The provision of appropriate landscaping, surface materials, and building articulation, along the borders of the site to help reduce transit noise reverberation and to ensure visual compatibility with the adjacent residential and commercial areas.
- The provision of suitably designed play spaces and recreation areas to accommodate families.
- The provision of side yard building setbacks of 25 feet adjacent to the east lane for vehicular access. short-term parking, and appropriate landscaping. and of 15 feet adjacent to the west lane for vehicular access and appropriate landscaping.
- The provision of pedestrian access through the site to facilitate access to Joyce Station and the adjacent commercial district.
- The following uses:
  - Multiple Dwellings: A maximum FSR of 1.45, a maximum height of 120 feet near the alignment scaling down to 30 feet on the north portion of the site, a maximum site coverage of 25 percent, and the provision of underground parking at no less than the greater of 1 space per 70 sq. ft of gross floor area or 1 space per unit, except in the case of seniors' or similar housing.
  - Parking: Provision of short-term on-street public parking adjacent to the lane east of the site.

Action #3
Instruct the Director of Planning to give favourable consideration to a proposal to consolidate this site with all or an appropriate portion of Site Q.

POLICY 6.2
Encourage the development of multiple-unit housing and appropriate community services and recreational spaces on Site S.
Action #1
Instruct the Director of Planning to submit a rezoning application and refer to Public Hearing a rezoning of Site T from M-1 to CD-1 to maintain the current range of uses and forms of development until applications for rezoning to multiple-unit residential and/or community uses are received and approved.

Action #2
Instruct the Director of Planning to give favourable consideration to subsequent rezoning applications of some or all parcels within Site T to a revised CD-1 permitting suitably designed comprehensive multiple dwelling residential development.

In conjunction with any rezoning applications pursuant to Action #2, instruct the Director of Planning to develop suitable provisions for the proposed zoning for this site, and companion guidelines, with particular regard to the following considerations:
- The creation of transit and industrial use tolerant residential units satisfying CMHC noise standards.
- A building design which is scaled to fit into the area.
- The provision of appropriate landscaping surface materials, and building articulation along the borders of the site to help reduce transit noise reverberation and to ensure visual compatibility with the residential area.
- The provision of suitably designed play spaces and recreation areas to accommodate families.
- The following uses:
  - Multiple Dwellings: A maximum FAR of 1.45, a maximum height of 30 feet near the alignment and commercial area scaling down to 30 feet on the south portion of the site, a maximum site coverage of 40 percent, and the provision of underground parking at no less than the greater of 1 space per 250 sq. ft. of gross floor area or 1 space per unit, except in the case of seniors' or similar housing.
  - Parking: Provision of short-term off-street public parking adjacent to the lane west of the site.
  - Community, Social, or Recreational Facilities: Provision of such facilities as a community centre, neighbourhood house, child or adult daycare centre, school, park or playground on portions of the site either independently or in conjunction with residential uses.

Action #3
Instruct the Manager of the Office of Economic Development to provide appropriate assistance to firms wishing to relocate in other industrial districts in the City.

Action #4
Instruct the Director of Planning and the Director of Social Planning, in consultation with local residents and City and Park Board staff, to investigate and report back on ways of providing adequate park and community services to accommodate increased population in the Joyce Station Area resulting from redevelopment of the industrial district.

Action #5
Should owners of the private properties on the site advise that they are prepared to sell to the City, instruct the Supervisor of Properties to negotiate with the City and press for acquisition of these parcels.

Policy 6.3
The scale and type of any new industrial development on Site T should be in keeping with existing development and compatible with nearby residential uses.
A building design which effectively buffers units from the ALRT pathway and the adjacent industrial district, and is scaled to fit in to the surrounding residential area.

The provision of vehicular access from the lane west of Omridale Street.

The following uses:
- Single-Family Dwellings: A maximum floor space ratio of 0.60 and a minimum of 1 off-street parking space.
- Two-Family Dwellings: No provision for two-family dwellings, except in the case of a locked-in lot, being a single parcel having no reasonable prospect for consolidation and redevelopment with adjoining properties, with a maximum floor space ratio of 0.60 and a minimum of 2 off-street parking spaces.
- Multiple Dwellings: A minimum lot size of 11,000 square feet, a maximum FSR of 1.20, a maximum height of 35 feet, scaling down to 30 feet toward Omridale Street, and the provision of underground parking at the greater of 1 space per 700 sq ft of gross floor area or 1 space per unit, except in the case of seniors' or similar housing.

Policy 6.5
The B.C. Hydro Rail service to the Vanness Industrial District should be phased out to enhance the livability of the residential area and reduce unnecessary noise and traffic and transit congestion.

Action #1
Instruct the Director of Planning, in consultation with the Manager of the Office of Economic Development, the City Engineer, Burnaby Municipal staff, remaining industrial land owners and operators, and B.C. Hydro Rail, to develop and report back on a plan to phase out rail service to the Vanness Industrial District.

Action #2
Request B.C. Hydro Rail to discourage expansion of its service to the Vanness Industrial District.

Action #3
Instruct the Medical Health Officer to provide strict and vigilant enforcement of all by-laws concerning the movement of potentially hazardous goods and noise levels associated with the Central Park Line in Vancouver.

Action #4
Request B.C. Hydro Rail to continue to restrict its service to the Vanness Industrial District to the hours of 1:00 a.m. to 5:00 a.m.

Action #5
Upon termination of rail service, request B.C. Hydro Rail to transfer the main right-of-way to B.C. Transit for incorporation as part of the B.C. Parkway.

TRAFFIC AND TRANSPORTATION

Policy 7.1
Additional capacity should be provided on existing arterial streets to alleviate congestion and reduce short-cutting on residential streets.

Action #1
Instruct the City Engineer, in consultation with the Director of Planning and the Joyce Station Area Planning Advisory Committee, to pursue negotiations with the Provincial Government and the municipality of Burnaby, to complete, as soon as possible, the design and implementation of the following improvements to Boundary Road:
(a) widening of Boundary Road to four moving lanes and at least one parking lane from 29th Avenue to Vanness Avenue North;
(b) improvement and signalisation of intersection at 29th Avenue and Boundary Road;
(c) provision of left turn signals on Boundary Road from Vanness Avenue to 48th Avenue; (completed)
(d) parking prohibition during p.m. peak, west side of Boundary Road from Vanness Avenue to 48th Avenue; (completed)
(e) monitor the need for a signal on Boundary Road at Vanness Avenue.

Action #2
If the widening of Boundary Road is further delayed, instruct the City Engineer to install interim lighting along Boundary Road between 29th Avenue and Vanness Avenue North as soon as possible.

Action #3
Instruct the Director of Finance to defer the residential property owners' share of improvements required as a result of the widening of Boundary Road until properties are rezoned and redeveloped for multiple-family housing.

Action #4
Instruct the City Engineer to develop the following improvements to the intersection of Joyce Street and Kingsway:
(a) left turn bays on Joyce Street at Kingsway; provide interim bays as soon as possible; (interim bays under construction)
(b) right turn only lane signage north on Joyce Street to east on Kingsway; (completed)
(c) no stopping during peak period restrictions and no parking between the morning and afternoon peaks in front of the Vancouver City Savings Credit Union at the northeast corner of Kingsway at Joyce Street.
(d) no stopping any time restrictions on both sides of Joyce Street from Kingsway to the lane north of Kingsway;
(e) provide left turn signals on Joyce at Kingsway and on Kingsway at Joyce Street should these prove necessary following other recommended measures;
(f) review signal timings and co-ordinate with other signals on Kingsway.

Action #5
Instruct the City Engineer to develop the following improvements to the intersection of Rupert Street and Kingsway:
(a) left turn bays on Kingsway at Rupert Street; (under construction)
(b) left turn signals on Rupert Street at Kingsway should these prove necessary following other recommended measures;
(c) monitor signal timings at Rupert Street and Kingsway.
Action #6
Instruct the City Engineer in consultation with local residents to design and implement the following improvements to School Avenue:

(a) a widening of School Avenue from Joyce Street to Tyne Street and an extension of School Avenue from Tyne Street to Battison Street;
(b) stop signs on Wessex, Senlac and Latta at School Avenue and on School Avenue at Tyne Street (rejected by local residents).

Action #7
Instruct the City Engineer to review the need for signals at the intersections of 23rd Avenue at Joyce Street and 29th Avenue at Rupert Street.

Policy 7.2
Traffic control measures should be initiated when required to reduce the speed and volume of non-local traffic on local residential streets and collectors.

Action #1
Instruct the City Engineer to periodically review the volumes of non-local traffic on the following streets and to implement, in consultation with local residents, appropriate traffic control measures:

(a) Euclid Avenue (Rupert to Joyce)
(b) Van Ness Avenue (Rupert to Joyce)
(c) Wellington Avenue (Joyce to Boundary)

Action #2
Instruct the City Engineer to improve the effectiveness of the overhead crossing sign across Joyce Street at Euclid Avenue. (Initial installation completed)

Action #3
Instruct the City Engineer, in consultation with the Graham Bruce School Parent Consultative Committee, to undertake improvements to increase pedestrian safety and to monitor the need for a pedestrian signal on Joyce at Hoscor Street and to include this evaluation in the annual traffic signalization programs until implemented. (Improvements initiated)

Action #4
Instruct the City Engineer to install a pedestrian crossing on Boundary Road at Price Street.

Policy 7.4
Streets and lanes should be suitably surfaced for the safety and amenity of motorists and pedestrians, and curbs, gutters, and sidewalks should be installed along those streets which are not presently improved in this fashion. Priority should be given to locations near the ALRT Station, local schools, and the commercial district.

Action #1
Instruct the City Engineer and Director of Planning to assist the Joyce Station Area Planning Advisory Committee to sponsor a public information meeting to ascertain community support for improvements to local street, lanes, sidewalks and pedestrian paths, and to provide information concerning the petition and initiation processes for achieving these improvements.

Action #2
Instruct the City Engineer to pursue with B.C. Hydro Rail paving in asphalt the pedestrian paths on Hickory Street at the B.C. Hydro Rail right-of-way and north of the rail right-of-way.

Policy 7.5
Parking protection measures should be enforced to reduce non-local on street parking on residential streets and in the Joyce Commercial district.
COMMUNITY FACILITIES AND SERVICES

POLICY B.1

The City should work cooperatively with senior governments and non-profit societies to develop and co-ordinate appropriate social services for residents in the Joyce Station area, with an emphasis on those with unstated special needs.

Action #1

Encourage the Collingwood Neighbourhood House and local schools in their efforts to expand English as a Second Language (ESL) and related cultural and recreational programs for immigrants and their children.

Action #2

Encourage the Medical Health Officer to expand the provision of pre-natal and post-natal care with an emphasis on families with low and moderate income.

Action #3

Request that the Provincial Government provide funds for the development of a family place program providing care for children and educational and social activities for parents.

Action #4

Request that the Ministry of Human Resources ensure the provision of family support workers, youth counselors, and other support services to families experiencing difficulties.

Diane

Encourage the efforts of the Collingwood United Church, Collingwood Neighbourhood House and other non-profit societies in the development of support services for one-parent families.

Action #6

Encourage non-profit societies, the Medical Health Officer, the Park Board, and local schools to develop a youth council and appropriate programs for young people aged 16 to 25.

Action #7

Request the Provincial Government provide additional seniors housing, in-home support services, and additional adult day care and seniors' activity centre services, to help enable older people to live independently and to remain in the neighborhood.

Action #8

Encourage the Medical Health Officer to provide additional preventive health services for seniors, youths, and immigrants in the Joyce Station Area.

Action #9

Encourage the Collingwood Neighbourhood House, the Joyce Centre Merchants Association, and businesses in the Vanness Industrial District to develop job training and job creation programs for young people and the unemployed.

POLICY B.2

The City should encourage the development of the Collingwood Neighbourhood House Society to serve as an ongoing organizational focus for identifying and articulating emerging community needs and to provide and help coordinate programs and services for the general public with emphasis on those with unstated special needs.

Action #1

Give favourable consideration to an application for City Community Service operating funds for the administration of the Collingwood Neighbourhood House.
Instruct the Director of Planning and the Director of Social Planning to assist the Collingwood Neighbourhood House in developing a funding strategy for a permanent facility.

**POLICY B.3**
The provision of adequate classroom and ancillary use space in the local schools should be monitored and adjusted in keeping with population increases anticipated along Kingway and in the Joyce and 29th Avenue Station Areas.

**Action #1**
Request that the Vancouver School Board, in conjunction with the Director of Planning and the Director of Social Planning, monitor population increases that may affect local schools and provide adequate school space as required.

**POLICY B.4**
Library services should be made more accessible to the community and be expanded to provide more public reading, audio-visual and programming capacity.

**Action #1**
Request that the Library Board investigate, submit a proposal, and reserve adequate funds for expansion of the existing Collingwood Branch Library to include additional public reading space, a meeting room for programming and audio-visual equipment, and provision of additional parking spaces.

**Action #2**
Instruct the City Engineer to provide two-hour parking limits in the vicinity of the Collingwood Branch Library.

**POLICY B.5**
Existing parks should be improved to satisfy the local recreational needs of all residents and opportunities should be pursued to develop new local parks.

**Action #1**
Encourage the Park Board to develop and implement park improvement plans. In consultation with local residents and community groups to include the following suggested items:

(a) Cariboo Park: Completion of proposed park development by providing tennis courts, playground equipment, and appropriate plantings.

(b) Collingwood Park: Replacement of wading pool with a water play area; construction of an adventure playground, a covered picnic table and game playing area; and provision of improved drainage, a sidewalk on Mckinnon Street, play fields, and tennis courts.

(c) Foster Park - Provision of a bench, a hard surface area and basketball hoop, and an asphalt pathway across park.

(d) Prince Park - Provision of an appropriate fence and landscaping along Boundary Road and additional lighting to illuminate the area near the lane south of Prince Street.

**Action #2**
Request that the Park Board, in consultation with local residents, improve Cariboo Park through the provision of better drainage, play fields, and playground equipment. If such improvements are deemed feasible, encourage the Park Board to implement proposed improvements as part of the 1986-1990 Capital Plan.

**Action #3**
Encourage the Park Board to monitor the need for additional park space on the east side of Joyce Street in conjunction with proposed residential redevelopment.

**Action #4**
Continue to support the efforts of the School Board to maintain local school fields and play spaces and discuss with the School Board the possibility of giving priority use by local residents when possible.

**Action #5**
Encourage the Park Board, City Engineer, and the Director of Planning to assist with appropriate design and to favourably respond to initiatives from local service organizations to develop landscaped sitting areas at or near the intersection of Joyce Street and Van Ness Avenue.

**Action #6**
Request that the Park Board consider purchasing the privately owned lots near the northeast corner of Boundary Road and Monmouth Avenue for inclusion in the development of Price Park, such property acquisition to be over the longer term on a willing seller basis and as funds allow.

**POLICY B.6**
The City should work in cooperation with B.C. Transit and the B.C. Parkway Society to ensure the completion and ongoing maintenance of the B.C. Parkway.

**Action #1**
Request that B.C. Transit enter into agreements with the City and/or private firms to ensure adequate maintenance of the Parkway and the special activity areas.

**Action #2**
Instruct the Director of Planning, with technical advice from the Park Board and the City Engineer, to review the growth of landscaping to help ensure that nearby homes are adequately screened from noise and visual impacts of ALRT.

**Action #3**
Instruct the City Engineer to review public acceptance of the crushed limestone pathways within the B.C. Parkway and, if unsatisfactory performance and conflicts occur, to encourage B.C. Transit to resurface it with asphalt.

**Action #4**
Instruct the City Engineer, in consultation with the Bicycle Advisory Committee and local residents, to review the safety of cyclists along Van Ness Avenue between Rupert and Joyce Streets and, if necessary, relocate the cycle route.

**Action #5**
Encourage B.C. Hydro Rail and B.C. Transit to complete development of the B.C. Parkway from Boundary Road to Central Park and to allow pedestrian and cyclist access on the Boundary Road overpass.

**POLICY B.7**
As the population of the Joyce Station Area expands, consideration should be given to the development of additional community recreational services.

**Action #1**
Encourage the Board of Parks and Recreation to work with local non-profit societies to produce additional recreational services in existing facilities in the Joyce Station Area.

**Action #2**
Seek discussion with the School Board to provide use of school buildings for community recreation programs sponsored by the Park Board and non-profit societies.
PLAN IMPLEMENTATION

Implementation of the plan will consist of following through with the various "Action" statements, some of which rest primarily with the Director of Planning. Many of the "Action" statements will require a response from other City departments, related Boards (i.e., Park Board) as well as the local community. Still others will require action by City Council, particularly the rezonings and those "Action" statements concerning liaison with B.C. Transit. In all of these, the Planner will facilitate and encourage implementation to the extent possible.

Implementation of the rezonings outlined in the Plan will require legal notice and consideration at a Public Hearing. It is anticipated that several Public Hearings will be required to deal with all of the rezonings. Implementation of the rezonings is likely to continue well into 1988.

Implementation of some of the policies in the Plan is dependent upon further study. This is particularly true with study of Site I, as well as several of the traffic and transportation policies. Since these additional studies may not be completed in 1987, implementation may extend beyond 1987, resources and priorities permitting.

It must be acknowledged that implementation of several of the policies and "Action" statements in this Plan are dependent upon the cooperation of various agencies beyond the direct control of the City. This is clearly the case with "Action" statements calling upon B.C. Transit to do certain things. Nonetheless, implementation of the Council adopted policies may be pursued if only through advising these agencies of the City's position so that they may take this into consideration in their future programming and budgeting.