NORQUAY COMMUNITY PLAN

Norquay Village is the second Neighbourhood Centre planning effort completed in the City of Vancouver and is an important part of the implementation of City Plan and the Renfrew-Collingwood Community Vision. The Norquay Village Neighbourhood Centre Plan provides a vision and policy framework for a revitalized Kingsway and for new housing choices in the surrounding neighbourhoods. This Plan is the product of a comprehensive and multi-year planning process involving City staff and neighbourhood residents. It benefits from many rounds of creative thinking, challenging questions, and careful refinement as a result of the valued collaboration of the local community.

BENEFITS

- More affordable homeownership options that will enable the neighbourhood to grow and evolve, in balance with respect for established character

- Revitalization of Kingsway to expand the variety of local shops and services, accommodate higher density housing, and support social interaction in a vibrant and interesting place that neighbourhood residents can walk to

- Increased housing density in energy-efficient configurations in a walkable neighbourhood with good transit and bicycling connections to help support Vancouver’s Greenest City objectives

- Addition of new gathering spaces and other public amenities that can provide support services for diverse community groups and residents and a place for the meetings and events that support community life; and

- Enhance local neighbourhood identity through new public realm enhancements (a more beautiful centre), supporting a rich and robust community life, maintaining the distinctive and eclectic character of the neighbourhood, and providing unique spaces that fit the evolving nature of the community.
This Plan recognizes the need for a careful transition from residential neighbourhoods to the higher densities and intensities of Kingsway. This transition should not only enable a more appropriate form of development adjacent to mid-rise buildings along Kingsway but should also be designed to be compatible with residential streets.

In response, this Plan includes a 'Transition' Zone that includes the remainder of the block across the lane from the Kingsway rezoning area. This Zone allows for low-rise apartments, 3 to 4-storey multi-family residential buildings, that provide cost-effective, higher-density, housing options that are appropriate for families but without the traditional backyard that would be impacted by the shadows created by the higher-storey development along Kingsway.

Major concerns that this Plan seeks to address within the Low-rise Apartment Transition Zone include accommodations for families, ensuring a high-degree of livability for all dwelling units, ability to facilitate cross-ventilation and natural light to increase energy efficiency, and the provision of private outdoor spaces.
Kingsway is currently the major retail, service, and movement corridor in the Norquay Village Neighbourhood Centre and is also the major east-west diagonal road connecting to downtown in the City. The diagonal orientation of the street and the intersection of multiple street grid patterns in Norquay Village creates many interesting angled intersections. Another result of the diagonal orientation of the street is that it creates blocks that are longer than typical for Vancouver. Average block lengths along Kingsway in Norquay Village are approximately 1,200 feet, which creates situations where pedestrians must travel further than is typical to cross the street or connect to Kingsway from the surrounding neighbourhoods.

Current development patterns along Kingsway consist primarily of low and mid-rise commercial and mixed-use (commercial and residential) buildings. Older buildings (greater than 20 years in age) are typically between 1 to 2 storeys in height while newer buildings are typically 4 storeys in height, reflecting the predominant zoning. Most buildings are located along the front property line (some exceptions exist with off-street surface parking creating a buffer between the sidewalk and the front door).

Properties along Kingsway are primarily zoned C-2, a mixed-use residential and commercial zone which generally requires ground-level retail and allows three storeys of residential above (with a typical maximum of 2.5 FSR). Although there has been some redevelopment consistent with the C-2 zoning, the majority of Kingsway has not seen much redevelopment to this form.

This Plan envisions that Kingsway will continue its role as the primary local shopping street and location for higher-density development within the Neighbourhood Centre. This role is also reflected in the R-C Community Vision which identified Kingsway as a location within the Neighbourhood Centre for a greater variety of retail stores, mixed-use developments, additional community amenities and facilities, and for strengthening in its role as a major neighbourhood shopping area and special community place.
The following sections contain the policies and development parameters intended to direct rezoning considerations in this Area.

**BUILDING TYPOLOGY**

The basic building type proposed for Kingsway is a 8 to 10 storey mixed-use building (retail-at-grade and residential or office above) with variations in the height of individual building elements encouraged to create an eclectic and varied streetscape.

**POLICIES**

1. **Base Building Height.** The basic building height permitted along Kingsway is 6 storeys (from sidewalk to datum line). This height can be accommodated within the existing C-2 zoning (with Director of Planning approval) in exchange for the expanded sidewalk setback area required below and without increase to the allowable floor space (2.5 net FSR). In the case of a rezoning, the 8 to 10 storey basic building height can accommodate an increase in floor space (up to 3.8 net FSR). In all cases, the minimum required amount of floor space for ground floor retail is 0.35 net FSR.

2. **Building Height for Larger Sites.** For sites with greater than 150 feet of street frontage, variation in height (i.e., a mix of 4 storeys and 10 storeys) is desired.

3. **Increased Building Height for Mid-Block Sites.** Certain select sites are permitted an increase in height beyond the 10 to 12 storey pattern in exchange for additional public open space and mid-block pedestrian connections.

4. **Upper Storey Setbacks.** Building elements above the 6th storey datum line must be setback a minimum of 5 feet from the building frontage.

5. **Future Connections to Shared or Sustainable Energy.** Developments should be designed to be easily connectable to a district heating system or other alternative sustainable energy source. Building design for connectivity and the connection agreement must be to the satisfaction of the City Engineer.
PUBLIC SPACES
Seek opportunities to improve the character of existing public space, parks, and open space.
Seek opportunities to network, connect, and improve access to existing parks and open space.
Create flexible new public spaces of different scales to enhance the character of the neighbourhood.

LOCAL IDENTITY
Recognize the skewed street grids created by the orientation and geometry of Kingsway as a unique design feature.
Create pedestrian-friendly streetscapes, including wider sidewalks and landscaped medians on Kingsway.
Protect mature trees and maximize focal point opportunities.
Foster a unique character to strengthen neighbourhood identity and promote pride of place.
Encourage water use efficiency and pursue stormwater management opportunities where possible and is appropriate.
URBAN DESIGN

A key theme of the urban design approach for Kingsway is a new development policy for all Kingsway properties that will require significant building setbacks and public right-of-ways to achieve twice the width of existing sidewalks (from 12 to 25 feet). Around the intersection of Kingsway and Earles, a significant increase to commercial and community activity is anticipated. In these cases, further setbacks will achieve sidewalk widths to 40 feet. These wide sidewalks will create an environment that provides psychological relief from the feeling of vulnerability due to the proximity of fast vehicular traffic. By achieving greater pedestrian comfort, pedestrian streetlife will increase as people feel more at ease to linger, sit, relax and engage in face-to-face interactions on the sidewalk. Wider sidewalks allow more outdoor seating, a second row of trees, patios, and the display of merchandise for the ground floor retail and services, which will further encourage human interaction.
KINGSWAY & EARLES REZONING

1. EXISTING LIGHT INDUSTRIAL / FUTURE DEVELOPMENT “SPECIAL SITE”
2. COMMERCIAL FACING KINGSWAY
3. NORQUAY PARK
4. 4-LEVEL MIXED-USE - 2689 KINGSWAY
5. 12-LEVEL MIXED-USE - 2689 KINGSWAY
6. JOHN NORQUAY ELEMENTARY SCHOOL

LEGEND

SITE ADJACENCIES
LOOKING NORTH

1.05 AERIAL OVERVIEW
KINGSWAY & EARLES REZONING
SITE ADJACENCIES
LOOKING EAST

LEGEND
01. EXISTING LIGHT INDUSTRIAL / FUTURE DEVELOPMENT “SPECIAL SITE”
02. COMMERCIAL FACING KINGSWAY
03. NORQUAY PARK
04. 4-LEVEL MIXED-USE - 2689 KINGSWAY
05. 12-LEVEL MIXED-USE - 2689 KINGSWAY

1.05 AERIAL OVERVIEW
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