

NORQUAY PUBLIC BENEFITS TO BE FUNDED BY THE 2015-2018 CAPITAL PLAN

Vancouver City Council adopted the Norquay Village Neighbourhood Centre Plan in 2010 and the subsequent Norquay Public Benefits Strategy in 2013. These documents identified benefits that the Norquay community can expect to see over the next 30 years.

Many of these benefits are at least partially funded through DCLs. The 2012 *Annual Report on Development Cost Levies* adopted by Council on May 6, 2013 states:

For 2014 and onwards, the level of DCL allocation will be driven by public benefit strategies arising from major large scale developments currently underway such as SEFC, East Fraser Lands, and the Little Mountain Housing Site; as well as the public benefits strategies that are being developed as part of community planning exercises: Norquay Village, Cambie Corridor, Marpole, West End, Grandview-Woodland, Mount Pleasant, and Downtown Eastside. (Appendix A, p. 10)

Note that Norquay Village is the first “community planning exercise” listed. Following is a list of identified benefits that I believe Norquay should realize during the life of the 2015-2018 Capital Plan.

1. REVITALIZATION OF BROCK PARK

Population density within 400 metres of Brock Park is increasing rapidly. The recently built development at 2300 Kingsway contains 239,506 sq. ft. of residential space. The already approved Kensington Gardens at 2020 Kingsway will contain 353,035 sq. ft. of residential space. Allowing 600 sq. ft. per resident, we can conclude that these two buildings alone will house 971 new residents. This is about 20% of the 5000 new residents that city staff projects will live in Norquay by 2040.

In addition, a 4-storey apartment containing 94 units has been built at 2239 Kingsway. There are eight new single family houses and a small “four storey apartment” with four units on Galt Street between Kingsway and Brock Park. (Taken together, these developments occupy the two-acre site that was the London Guard Motel.) Two large duplexes have almost been completed on Brock Street just east of Nanaimo. A development application for duplex plus infill under the new RT-11 zoning has just been approved for 4517 Nanaimo Street, a property that backs onto Brock Park. The area near Brock Park is the first part of Norquay to experience multiple major developments.

Increasing densification of the area does not only bring many new residents. It also transfers many activities that have traditionally taken place in backyards to city parks. The new housing forms (duplex, rowhouse, stacked townhouse, small houses on shared lots) leave very little room for open space on the property. City parks are becoming the “shared backyard” where residents play, exercise, garden, and socialize.

Brock Park badly needs improvement. At present it consists of a large green space, an little-used and deteriorating badminton court, an uneven cracking asphalt walkway around the perimeter, and a small playground. Removal of a heritage cottonwood has left an area of bush where roots continue to sprout. The post and chain fence has rotted and been removed, and vehicles now routinely park on the grass. There are no washrooms.

The *Norquay Public Benefits Strategy (Report to Council April 22, 2013)* states that “given its location nearer areas with anticipated greater population growth, General Brock Park is considered to be the first priority for upgrading in the first 10 years of the Strategy.” (p. 9-10) The Strategy assigns \$2M to the “renewal of existing facilities and infrastructure” in Brock Park, Slocan Park, and Earles Park. (*Appendix A, Item D*) The area near Brock Park is experiencing far more rapid development than the areas around the other two parks, and seems likely to continue to do so in the foreseeable future.

At least \$1M should be allocated immediately for the renewal of Brock Park.

2. MISSING SIDEWALKS

The Public Benefits Strategy (*Appendix A, Figure 9*) identifies several locations where there is no sidewalk on either side of the street. Other locations have sidewalks on only one side. Locations that need sidewalks immediately are:

(a) Duchess Street between Euclid Street and John Norquay School has no sidewalk on the west side of the street. This sidewalk is important to students walking to the school. It should be built as soon as possible, since there is a current development application for the property across the street at 4730 Duchess Street. The existing sidewalk on the east side of Duchess Street will be impacted by construction.

(b) Brock Street/Wenonah Street west of Nanaimo has a sidewalk on the north side only where the park edges the street. That sidewalk does not connect to Gladstone Street on the west or to Nanaimo Street on the east. There is a sidewalk on the south side of Wenonah Street, but it ends where Wenonah curves into Brock Street. There is no sidewalk on the south side of Brock Street west of Nanaimo Street to connect to the pedestrian crossing signal at the southwest corner of Brock and Nanaimo Streets.

(c) Baldwin Street between Galt Street and Wenonah Street has no sidewalks on either side of the street.

(d) Galt Street west of Nanaimo Street has no sidewalk on the north side of the street. The south side has only a partial sidewalk, built along with new development at 2262-2296 Galt.

These sidewalks (Items b, c, and d) are essential for residents, including those in the new developments on Kingsway, to access Brock Park. Students of Norquay Elementary School and Gladstone Secondary School also need them to walk to their schools safely.

(e) East 33rd Avenue on the north side between the Clarendon connector and East 30th Avenue is missing a short piece of sidewalk. Its completion would make it much easier for pedestrians to walk along this busy arterial.

(f) East 40th Avenue between Rhodes Street and Wales Street has no sidewalk on either side of the street. A sidewalk on the south side of the street would be appropriate now, as there is a current development application for the property on the southwest corner of Rhodes Street and East 40th Avenue (2748 E. 40th Avenue).

CONCLUSION

The two public benefits identified by Norquay residents as most important are the community space to be built on the 2400 Motel site and the Renfrew Ravine Linear Park. However, we recognize that these projects will not be built immediately. The community space will be part of the future development of the 2400 Motel site. The Ravine Park will be completed when all of the necessary properties are acquired by the City of Vancouver.

In the meantime, the items listed above should be included in the 2015-2018 Capital Plan. Norquay residents need to see that the large amount of additional density brought to our neighbourhood by the Norquay Plan is accompanied by some real community benefits.

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