

## Implementation Actions

### Implementation Complete

Recommendation		Action	Impact
4.3.0.1	Apply the Pedestrian Commercial Shopping Street Overlay, or its successor, to the corridor within the study area.	The <b>Main Streets Overlay</b> has been applied to the study area.	<p>Many of the land use and built form recommendations in the Study can be achieved on properties with commercial zoning without the need for rezoning or an area plan.</p> <p>As redevelopment occurs, new active frontages support more pedestrian activity at the street level.</p>

### Implementation Moving Forward

Recommendation		Progress	Impact
4.4.2.2	Improve intersection crossings for pedestrians.	Pedestrian activated crossing lights will be installed at the intersection of 67 Street and 101 Avenue, near the new Capilano Library as per the <b>development permit</b> .	One intersection along the corridor will see pedestrian crossing improvements in the short term.
4.4.4.1	Provide a continuous bus route along 101 Avenue.	The <b>Transit Strategy</b> has identified 101 Avenue as a Frequent Bus Route.	<p>As the Transit Strategy is implemented 101 Avenue could see improved transit service and a continuous bus route.</p> <p>Improved connectivity, access, and transit user experience.</p>

4.5.0.1	Re-naturalize the landscape adjacent to Fulton Ravine with native and/or adaptive species.	Mowing in this area has been restricted and the naturalization process is underway. <b>Root for Trees</b> intends to plant in this area once library construction is complete.	New habitat that improves biodiversity and improved water quality due to increased infiltration.
4.5.0.2	Re-naturalize the Capilano Ravine area with native and/or adaptive species.	On the list for review, with approval the naturalization process will begin in 2019 with <b>Root for Trees</b> .	New habitat that improves biodiversity and improved water quality due to increased infiltration.

### Implementation Through Existing Programs/Initiatives

Recommendation		Opportunity	Impact
4.2.0.1	Provide street furniture to support the pedestrian environment.	When <b>arterial renewal</b> moves ahead it includes major rehabilitation/reconstruction of the roadway and additional funding for streetscaping.	A welcoming pedestrian environment that is easier and more pleasant to move through.
4.2.0.2	Bring more “green” to the public realm with landscaping elements along the entire length of 101 Avenue.	When <b>arterial renewal</b> moves ahead it includes major rehabilitation/reconstruction of the roadway and additional funding for streetscaping.	
4.2.0.3	Improve maintenance along the avenue with: <ul style="list-style-type: none"> <li>• installation of trash receptacles</li> <li>• new street elements that are high quality and easy to maintain</li> <li>• provision of cigarette receptacles at bus stops</li> </ul>	When <b>arterial renewal</b> moves ahead it includes major rehabilitation/reconstruction of the roadway and additional funding for streetscaping.  Expansion of the <b>Outdoor Ashtray Program</b> to include the 101 Avenue Corridor Study area.	
4.2.0.6	Create a unique identity on 101 Avenue with the use of repeating	When <b>arterial renewal</b> moves ahead it includes major rehabilitation/reconstruction of	Recognizable identity to 101 Avenue that attracts people

	<p>elements along the corridor, including:</p> <ul style="list-style-type: none"> <li>• Special paving markers at entry points to the corridor (intersections, trail connections)</li> <li>• Brightly coloured or distinct street furnishings</li> </ul>	the roadway and additional funding for streetscaping.	to the corridor and reflects the vibrant character of the community.
4.2.0.7	Increase the emphasis on placemaking at community and commercial nodes by including infrastructure for public events such as power receptacles and streetscape elements.	When <b>arterial renewal</b> moves ahead it includes major rehabilitation/reconstruction of the roadway and additional funding for streetscaping.	
4.2.0.8	Install a gateway feature at the east end of 101 Avenue which enhances the landscaped area within the road right of way.	When <b>arterial renewal</b> moves ahead it includes major rehabilitation/reconstruction of the roadway and additional funding for streetscaping.	
4.2.0.10	Draw greater attention to the historical significance of the Jewish Cemetery through specific public realm features along the edge of 101 Avenue in front of the Jewish Cemetery.	<p>When <b>arterial renewal</b> moves ahead it includes major rehabilitation/reconstruction of the roadway and additional funding for streetscaping.</p> <p>Investigate potential for grant funding through the <b>Historical Resource Management Program</b>.</p>	
4.3.0.1	Explore options to use the old fire hall site to contribute to a community hub.	<p>The site of the old fire hall will retain <b>existing zoning</b> that will allow it to become a park amenity. The current City definition of a community hub includes a range of amenities that fit within this zone.</p> <p>A portion of the old fire hall site will be used for public art and parking for the Capilano Library.</p>	New community amenities replace a vacant lot.

4.3.0.3	Support active ground floor commercial uses which contribute to pedestrian activity in the commercial node areas.	Generally achieved by the <b>Main Streets Overlay</b> for properties already with commercial zoning.  Could be supported by <b>rezoning non-commercial properties</b> within the commercial node areas to commercial zones.	More pedestrian activity at the street level.
4.3.0.4	Require that buildings facing 101 Avenue within the main street sub-area be built to the front property line. <ul style="list-style-type: none"> <li>Building setbacks from the property line may be permitted to provide active uses at grade, including patios, merchandising spaces, or enhanced landscaping.</li> </ul>	Generally achieved by the <b>Main Streets Overlay</b> for properties with commercial zoning.	
4.3.0.5	Require that buildings facing 101 Avenue and public open spaces have active edges at the ground floor level.	Generally achieved by the <b>Main Streets Overlay</b> , but only for properties facing 101 Avenue already with commercial zoning.	
4.3.0.6	Ensure the use of stepbacks in new developments to: <ul style="list-style-type: none"> <li>Reduce the negative impacts of height on the public realm</li> <li>Provide a transition to existing residential neighbourhoods as needed</li> </ul>	Generally achieved by the <b>Main Streets Overlay</b> , but only for properties with commercial zoning.  Generally achieved by the <b>Medium Scale Residential Infill Overlay</b> for properties zoned RA7 and RA8.	A human scale public realm with a reduced impact of development on adjacent residential neighbourhoods.
4.3.0.8	Ensure consistent architectural treatment on both facades of corner buildings that face two public roadways.	Generally achieved by the <b>Main Streets Overlay</b> , but only for properties with commercial zoning.	

4.3.0.9	<p>Ensure development of land adjacent to Fulton Ravine considers the following:</p> <ul style="list-style-type: none"> <li>• The Top of Bank setback shall be identified by geotechnical analysis and delineated by City policy</li> <li>• Land below the top of bank should be acquired for public use as part of the ravine system at the time of development</li> </ul>	<p>The requirement for setbacks and the acquisition of land below the top of bank is identified in the City's <b>Top of Bank Policy</b>.</p> <p>Construction of trails and paths can be required as part of the <b>rezoning</b> or <b>subdivision</b> process.</p>	Enhanced public access to the ravine.
4.4.1.5	Close westbound access to 101 Avenue from Terrace Road/50 Street as shown conceptually in Figure 13.	Ideally the <b>road closure</b> process would occur alongside an <b>arterial renewal</b> process which includes major rehabilitation/reconstruction of the roadway and additional funding for streetscaping.	Improved pedestrian experience due to reduced speeding and large truck traffic.
4.4.1.6	Improve lanes to a commercial standard where commercial development shares a lane with low density residential, as redevelopment occurs along 101 Avenue.	Lane upgrades can be negotiated as part of the <b>rezoning</b> , <b>development permit</b> , or <b>subdivision</b> process.	Lane infrastructure that can accommodate increased traffic due to commercial development.
4.4.2.1	Ensure barrier free design in the public realm along 101 Avenue.	<b>Access Design Guide</b> provides direction for projects on City-owned land.	A safer pedestrian environment with improved accessibility for all ages and abilities will be experienced along the corridor.
4.4.2.2	Improve intersection crossings for pedestrians.	<p>Intersection improvements will occur:</p> <ul style="list-style-type: none"> <li>• As prioritized by the City's <b>Crosswalk Priority List</b>, or</li> <li>• When <b>arterial renewal</b> moves ahead it includes full reconstruction of the roadway.</li> </ul>	
4.4.2.3	Consider provision of mid-block crossings for pedestrians where blocks are long or there is a	When <b>arterial renewal</b> moves ahead it includes major rehabilitation/reconstruction of the roadway.	

	mid-block destination or pathway.		
4.4.2.4	Require barrier free pedestrian connections from building entrances to the sidewalk and along existing buildings if and when adjacent buildings and surface parking lots are renovated or reconstructed.	<p><b>Access Design Guide</b> provides direction for projects on City-owned land.</p> <p>Requirements can be negotiated as part of the <b>rezoning</b>, or <b>development permit</b> process.</p>	
4.4.3.1	Provide protected bike lanes on 101 Avenue.	<p><b>Bicycle Transportation Plan</b> (2009) identifies an east-west bicycle facility in this location - also validated by the public as a preferred location as part of the 101 Avenue Corridor Study engagement process.</p> <p>When <b>arterial renewal</b> moves ahead it includes major rehabilitation/reconstruction of the roadway and funding for bike lanes.</p>	Safe and comfortable bike facilities that allow people of all ages and abilities to cycle and experience related health and environmental benefits.
4.4.3.2	Provide adequate bike parking in the streetscape as part of new development. Parking should include spots suitable for residents and employees (longer term secure parking), and visitors and customers (shorter term accessible parking).	Requirements can be negotiated as part of the <b>rezoning</b> , or <b>development permit</b> process.	
4.4.3.3	Connect the 101 Avenue bike lanes to the broader bicycle network.	<p>Construction of trails and paths can be required as part of the <b>rezoning</b>, <b>development permit</b>, or <b>subdivision</b> process.</p> <p>Funding for opportunistic construction for network completion may be leveraged through existing programs such as the <b>Active Transportation Capital Program</b>, or future programs through the 2019-22 Capital Budget.</p>	
			A completed and linked bicycle network.

		The requirement for and location of future trails and paths can be identified in a <b>non-statutory plan</b> adopted by resolution (this could include a <b>Park Master Plan/Network Plan</b> ) or as an <b>Area Redevelopment Plan</b> .	
4.4.4.2	Ensure safe and direct pedestrian connectivity to bus stops.	Several existing programs are used including <b>Building Great Neighbourhoods, Arterial Renewal, Right Turn Improvement Program</b> , and the <b>Accessibility Program</b> . Each program maintains a list of priority locations.	Improved connectivity, access, and transit user experience.
4.4.4.3	Upgrade bus stops to include the standard features installed at new stops such as benches, shelters, and garbage receptacles.	<p>ETS has <b>advertising contracts</b> that supply and install the benches and shelters. ETS's priority location lists are provided to the contractor for their consideration.</p> <p>Garbage receptacles are owned and operated by <b>ETS</b>. A priority list for new installations is maintained.</p> <p>When <b>arterial renewal</b> moves ahead it includes major rehabilitation/reconstruction of the roadway and additional funding for this scope of work.</p>	
4.4.5.1	Ensure adequate parking is provided to support area businesses and residential development.	<b>Zoning and Development permit</b> process regulates on-site parking requirements.	
4.4.5.2	Configure side streets (from 101 Avenue to the lane) in the main street sub-area to accommodate angle parking where possible.	Local streets in the main street sub-area have recently been reconstructed through the <b>neighbourhood renewal</b> process.	Decrease impact of on street parking on adjacent residential neighbourhood.

		Reconstruction will not be required again for quite a long time, however it may be possible when <b>arterial renewal</b> moves ahead and it includes major rehabilitation/reconstruction of the roadway and additional funding for this scope of work.	
4.4.5.3	Require that vehicle parking for new development is located underground or behind the building. Parking will be accessed off the lane.	The <b>Main Streets Overlay</b> regulates parking location and access for properties with commercial zoning.	Improved pedestrian experience and buildings with active frontages that engage directly with the public realm.
4.4.5.4	Provide a barrier or buffer where existing surface parking lots or drive aisles are adjacent to sidewalks to ensure that vehicles do not physically encroach onto the pedestrian realm.	Site development of privately owned land can be negotiated as part of the <b>rezoning</b> , or <b>development permit</b> process.  When <b>arterial renewal</b> moves ahead it includes major rehabilitation/reconstruction of the roadway and additional funding for streetscaping.	Improved pedestrian experience and less potential conflict between vehicles and active modes.
4.4.5.5	Minimize the number of driveways crossing the sidewalk and public realm. Consolidate existing driveway accesses at shared locations or through the rear lane when available.	Access can be negotiated as part of the <b>rezoning</b> , or <b>development permit</b> process.  The <b>Main Streets Overlay</b> regulates parking location and access for properties with commercial zoning.  When <b>arterial renewal</b> moves ahead it includes major rehabilitation/reconstruction of the roadway and closure of excess driveway accesses.	
4.4.5.6	Allow for vehicle access to existing front surface parking until redevelopment occurs and parking	No action required.	Functional access maintained to existing front surface parking to support



	can be relocated behind the building or underground.		existing businesses.
4.5.0.3	Incorporate low impact development (LID) facilities into streetscape and park improvements.	Former Drainage Planning/EPCOR is working to identify <b>potential pilot projects</b> across the city they can fund and construct.	Improved water quality and reduced impact on the City's stormwater system.
4.5.0.4	Develop the triangular green area next to Terrace Road, as identified in Figure 17, to include LID and naturalization opportunities on the site where possible.	When <b>arterial renewal</b> moves ahead it includes major rehabilitation/reconstruction of the roadway and additional funding for this scope of work.	An upgraded green space that provides environmental benefit and a community amenity.

#### Implementation May Require a Guiding Document to Trigger Action

Recommendation		Opportunity	Impact
4.2.0.4	When owners apply for development permits for existing sites (renovations, etc.), encourage pedestrian friendly site improvements such as: <ul style="list-style-type: none"> <li>• Wider pedestrian walkways along building fronts</li> <li>• Landscaping</li> <li>• Patio/outdoor commercial space in the area between existing buildings and 101 Avenue (existing surface parking lots)</li> </ul>	Support for pedestrian friendly site improvements can be identified in a <b>non-statutory plan</b> adopted by resolution or as an <b>Area Redevelopment Plan</b> .  Site improvements and variances in support of pedestrian friendly site improvements (such as relaxing parking minimums) can be negotiated and approved as part of the <b>rezoning</b> or <b>development permit</b> process.	A welcoming pedestrian environment that is easier and more pleasant to move through.
4.2.0.9	As redevelopment occurs, include architectural features and/or landscape design that contributes to the creation of landmark buildings or public gathering spaces on prominent	Could be achieved by adopting the 101 Avenue Corridor Study as a <b>non-statutory plan</b> by resolution or as an <b>Area Redevelopment Plan</b> .	Recognizable identity to 101 Avenue that attracts people to the corridor and reflects the vibrant character of the community.

	corners or nodes.		
4.3.0.9	<p>Ensure development of land adjacent to Fulton Ravine considers the following:</p> <ul style="list-style-type: none"> <li>Space for shared use path or trail connections shall be provided to connect to the ravine, to 101 Avenue, and to any other trail connections</li> </ul>	<p>The requirement for and location of future trails and paths can be identified in a <b>non-statutory plan</b> adopted by resolution (this could include a <b>Park Master Plan/Network Plan</b>) or as an <b>Area Redevelopment Plan</b>.</p>	Enhanced public access to the ravine.
4.4.1.1	<p>Install a fine grained road network including:</p> <ul style="list-style-type: none"> <li>Create new accesses through large blocks in the Main Street and East 101 areas and align with cross streets where possible</li> <li>Install pedestrian/cyclist only accesses in the Main Street and East 101 areas</li> </ul>	<p>The requirement for and location of future accesses can be identified in a <b>non-statutory plan</b> adopted by resolution or as an <b>Area Redevelopment Plan</b>.</p> <p>Provision of new accesses can be required as part of the <b>rezoning, development permit</b>, or <b>subdivision</b> process.</p>	Improved connectivity to local destinations.
4.4.1.2	Require new street and lane connections at the time of rezoning, subdivision, or development permit.	<p>The requirement for and location of future accesses can be identified in a <b>non-statutory plan</b> adopted by resolution or as an <b>Area Redevelopment Plan</b>.</p>	
4.4.1.3	Require publicly accessible private roads to provide similar functionality to public roads and integrate with the surrounding road network by providing connections for all modes.	<p>The requirement for and location of future accesses can be identified in a <b>non-statutory plan</b> adopted by resolution or as an <b>Area Redevelopment Plan</b>.</p> <p>Requirements for private roads can be negotiated as part of the <b>rezoning, development permit</b>, or <b>subdivision</b> process.</p>	

4.4.1.4	As adjacent redevelopment occurs, close the service road north of 101 Avenue between 67 Street and 70 Street. Consolidate the parcel with adjacent private parcels for development, except what is needed for public boulevard or sidewalk.	<p>The recommendation for and location of road closure and redevelopment can be identified in a <b>non-statutory plan</b> adopted by resolution or as an <b>Area Redevelopment Plan</b>.</p> <p>Ideally the <b>Road closure</b> and <b>consolidation/sale</b> process would occur in advance of an <b>arterial renewal</b> process which includes major rehabilitation/reconstruction of the roadway and additional funding for streetscaping.</p>	Linear park space with active residential frontage.
4.4.3.4	Install shared use paths through Fulton and Capilano Ravines.	<p>The requirement for and location of future trails and paths can be identified in a <b>non-statutory plan</b> adopted by resolution (this could include a <b>Park Master/Network Plan</b>) or as an <b>Area Redevelopment Plan</b>.</p> <p>Construction of trails and paths can be required as part of the <b>rezoning, development permit, or subdivision</b> process.</p> <p>Funding for opportunistic construction for network completion may be leveraged through existing programs such as the <b>Active Transportation Capital Program</b> or future programs through the 2019-22 Capital Budget.</p>	A completed and linked bicycle network.

## Implementation Requiring New Program/Initiative

Recommendation		New Program/Initiative	Impact
4.2.0.3	Improve maintenance along the	<b>Bylaw education initiative</b> for	A welcoming pedestrian environment

	avenue with: <ul style="list-style-type: none"> <li>timely removal of snow</li> <li>removal of out of date signage</li> </ul>	tenants, landowners, and homeowners.  An area <b>Business Association</b> or, as support grows over time, a <b>Business Improvement Area</b> could help advocate and provide information.	that is easier and more pleasant to move through.
4.2.0.5	Expand eligibility for the Corner Store Pilot Program (or similar City program) to include properties within the Main Street sub-area.	Administration is reviewing the Corner Store Pilot Program, as well as <b>existing commercial re-investment grant programs</b> that are available in BIAs and select Council-supported areas. Council may wish to consider applying (and funding) these in the area for a short period of time to encourage private investment.	Encourage pedestrian-friendly site improvements within existing surface parking lots and building setbacks that are unlikely to redevelop in the near term.
4.3.0.2	Support mixed use development with active ground floor commercial and <b>residential uses</b> throughout the study area.	The requirement for active edges on residential properties facing 101 Avenue could be achieved with a <b>residential zoning overlay</b> similar to the Main Streets Overlay but which applies to residential zones, or by <b>amending the Main Streets Overlay</b> to include residential uses.	More pedestrian activity at the street level.
4.3.0.5	Require that buildings facing 101 Avenue and public open spaces have active edges at the ground floor level.	The requirement for active edges on non-commercial properties facing 101 Avenue could be achieved with a <b>residential zoning overlay</b> similar to the Main Streets Overlay but which applies to residential zones, or by <b>amending the Main Streets Overlay</b> to include residential uses.	

		<b>New zoning regulation</b> would be required to address the requirement for active edges facing public open spaces.	
4.3.0.6	Ensure the use of setbacks in new developments to: <ul style="list-style-type: none"> <li>• Reduce the negative impacts of height on the public realm</li> <li>• Provide a transition to existing residential neighbourhoods as needed</li> </ul>	<p>Generally achieved by the <b>Main Streets Overlay</b>, but only for properties with commercial zoning.</p> <p>Generally achieved by the <b>Medium Scale Residential Infill Overlay</b> for properties zoned RA7 and RA8.</p> <p>For other non-commercial properties (and future DC rezonings) this could be achieved with a <b>residential zoning overlay</b> similar to the Main Streets Overlay but which applies to residential zones, or by <b>amending the Main Streets Overlay</b> to include residential uses.</p>	A human scale public realm with a reduced impact of development on adjacent residential neighbourhoods.
4.3.0.7	Ensure new residential development facing the side streets off 101 Avenue is setback with individual entrances to ground floor units and that the front yard within the setback is landscaped.	The requirements could be achieved with a <b>residential zoning overlay</b> similar to the Main Streets Overlay but which applies to residential zones, or by <b>amending the Main Streets Overlay</b> to include residential uses.	
4.3.0.8	Ensure consistent architectural treatment on both facades of corner buildings that face two public roadways.	<p>Generally achieved by the <b>Main Streets Overlay</b>, but only for properties with commercial zoning.</p> <p>For non-commercial properties (and future DC rezonings) this could be</p>	

		achieved with a <b>residential zoning overlay</b> similar to the Main Streets Overlay but which applies to residential zones, or by <b>amending the Main Streets Overlay</b> to include residential uses.	
4.4.1.5	Close westbound access to 101 Avenue from Terrace Road/50 Street as shown conceptually in Figure 13.	Opportunity for <b>pilot project</b> in advance of arterial renewal to test the closure and its impacts.	Improved pedestrian experience due to reduced speeding and large truck traffic.