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PLAN FOR THE

SOUTH VANCOUVER AREA

CITY OF VANCOUVER

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1929.

VANCOUVER CITY COUNCIL

1929

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Harland Bartholomew and Associates

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| Harland Bartholomew | Earl O. Mills |
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HARLAND BARTHOLOMEW AND ASSOCIATES

City Plan and Landscape Engineers.

St. Louis, Missouri

Vancouver, B.C. 19th Sept. 1929

Town Planning Commission,
Vancouver,
British Columbia.

Gentlemen:

Our office has been engaged during the last six months in the preparation of town planning and zoning studies and we now have the pleasure to transmit herewith our report.

Several of the phases of the town plan for South Vancouver had already been studied in connection with the regional plan for the City of Vancouver, but no consideration was given to the matter of zoning.

This report embraces a more detailed study of such matters as streets, transportation and recreation, together with a comprehensive zoning plan and by-law for the South Vancouver Area which has been fashioned after and coordinated with the by-law for the City of Vancouver.

Public Meetings have been held to acquaint the citizens with the Zoning Plan and the provisions of the by-law and to ascertain their views. It has been quite gratifying to find that they received the zoning idea most favorably. The zoning by-law for South Vancouver is here submitted to the Commission with the hope that immediate action will be taken and the by-law transmitted to the Council so that the zoning scheme for the whole area may proceed without delay and that the citizens of South Vancouver may enjoy the same zoning protection that now exists within the former areas of Point Grey and the old city boundaries.

The Zoning Committees of Vancouver and Point Grey have already undertaken the work of co-ordinating the Point Grey and Vancouver By-laws and just as soon as these two are co-ordinated and the by-law for South Vancouver adopted, it will be possible to prepare a new comprehensive zoning plan which will embrace the areas of the greater city.

Following the adoption of a Zoning scheme for the Area of South Vancouver, the next important problems that should be given immediate consideration are those of replotting and the correction of minor streets. These will require intensive study and it is


recommended that they be undertaken without delay else the possibilities of accomplishment may be lost because of economic reasons. The ultimate widening of major streets in the South Vancouver Area has already been provided for by the establishment of building lines in the Zoning By-law similar to those already established in the Point Grey By-law.

In the preparation of the studies and statistics in this Report, we have had the kind co-operation of various City Departments, organizations and individuals, for which we are most grateful.

Respectfully submitted,

HARLAND BARTHOLOMEW AND ASSOCIATES

(Sgd) Earl O. Mills



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HISTORY AND GROWTH OF SOUTH VANCOUVER

With the end of 1928, the history of South Vancouver, as a distinct municipality, became a closed book and along with Point Grey, it cast in its lot with the City of Vancouver. Thus, South Vancouver and Point Grey after 21 years of separation became reunited to merge with the City of Vancouver.

South Vancouver's history may be traced as far back as 1860 when a few hardy pioneers settled on the banks of the North Arm of the Fraser River. They hewed clearings for their homesteads and obtained employment in the logging of the vast forest which then covered the area between the Fraser River and Burrard Inlet. The names of many of these men are perpetuated in the naming of streets, parks, communities and various local geographical features.

Six years after the incorporation of Vancouver as a city, South Vancouver became incorporated as a District on 13th April, 1892. The City's boundaries were roughly defined as English Bay and Burrard Inlet to 16th Avenue and from Nanaimo Street to Alma Road. South Vancouver took in everything west from Boundary Road (Burnaby) to the extreme end of the peninsula, Point Grey, with the exception of the City, Hastings Townsite and District Lot 301. The latter two areas were administered by the Provincial Government until their absorption by the City in 1911.

Following incorporation, the first Council was elected with Mr. William John Brewer as Reeve. A clerk and general municipal factotum was appointed at a salary of \$50 per month. This was provided by the Provincial Government as a grant to the newly-

formed municipality, which at that time had no revenue.

It would appear that the early settlers of the District of South Vancouver were very adverse to assuming financial liabilities both privately and upon behalf of their municipality. To avoid going into debt by invoking the borrowing powers of the municipality, much of the labor on roads and bridges was done by settlers in payment of taxes.

For several years after incorporation the Council meetings were held in Vancouver but as legal and other objections were raised, the Council met in the open air in its own municipality using a tree stump or boulder for a table. Finally in 1898, the first Municipal Hall was erected. It is still in existence, being used as a municipal storeroom. The present Hall was opened in 1911.

In 1893 the first bonds were floated - \$35,000 road debentures. These bonds matured and were retired on 15th April, 1928. As the property owners preferred to put up with bad roads and no sidewalks, rather than go into debt, it was 12 years before any more bonds were issued.

About 1897 the Council decided to adopt the single tax system thereby exempting improvements from taxation. This procedure no doubt gave some encouragement to the erection of buildings of various kinds but a well recognized and legitimate source of revenue was lost. The single tax system continued until 1919.

During the 12 years in which no bonds were issued, dissatisfaction became prevalent, especially among the property owners

and residents in the western portion of the municipality, over the lack of improvements. This discontent became so acute in 1906 that the owners of property in the western section elected one of their group as reeve and a general movement for secession took place. Finally an amicable separation took place and Point Grey, as a separate municipality, became incorporated on 1st January, 1908.

About the end of the 12 year period (1905) in which no borrowings were made, it was found necessary to float bonds for urgent needs and at the end of the year that Point Grey seceded, the total debt which South Vancouver had contracted for roads and schools only was \$209,000. Of this amount only \$24,000 was for schools and no sidewalk, sewer or water debentures had been sold. Twenty years later, when South Vancouver amalgamated with the City, the total debt, exclusive of the 1928 loans for local improvements and school additions, was \$7,404,176.

The following comparison will indicate the progress made by South Vancouver during the last 20 years of its existence. To appreciate this progress, one must not disregard the financial difficulties caused by the war. At the end of 1909, the total assessment was \$6,090,932. of which improvements represented \$894,110 only. The 1928 assessment roll shows a total of \$30,252,574 improvements being valued at \$14,522,664. In addition South Vancouver upon amalgamation owned title to property in land and improvements, such as schools and public buildings, valued at \$5,584,622. It was estimated that it owned real property, including school equipment, public works machinery and fire and police department equipment, equivalent to two-thirds of its total debt.

Twenty years ago South Vancouver had about 600 school pupils enrolled and it had no water services. In 1928 there were nearly 9,000 pupils and about 10,300 water services.

The trials and tribulations which faced the succession of reeves and councils during these years, in which were included the period of the land boom, the period following its collapse, the war period and the "reconstruction" period after the war, may better be imagined than described. Feeling ran high during the annual elections, recriminations were rife and personal animosities were born but it is believed throughout it all that each individual gave his all for what he thought was the best for the community.

In 1909, the then reeve advocated the flotation of a \$300,000 bond issue to finance the construction of a water supply main from Seymour Creek upon which the municipality had obtained water rights. He was opposed in this and was defeated for office at the next election by a member of the council who supported the idea of buying water from the City and spending the \$300,000 upon distribution mains. The agreement into which South Vancouver and the City entered for the supplying of water was continued, with slight modifications to meet new conditions, until the Greater Vancouver Water Districts Board was formed in 1926.

About 1910, when the population was increasing in Vancouver and its environs by leaps and bounds, the B.C.E.R.Co. obtained a 40-year franchise on South Vancouver's streets. The new population demanded roads, walks, water and schools. In 3 years the municipal debt increased from \$209,000 to \$2,896,879. This

increased debt necessitated an increase in assessment from \$6,009,932 in 1909 to \$30,626,780 in 1911. By 1912 the debt was increased to \$4,716,879 and the assessment was raised to \$38,995,285.

In the half decade between 1913 and 1918 South Vancouver passed through harrowing times indeed. There were many factors contributing to these conditions chief of which were the enormous and sudden flowing in of population and the haphazard, non-directed manner in which these people were allowed to settle, according to individual whim, throughout the length and breadth of the District; the prodigious demand for public utilities; the unlooked-for cessation of the influx of people and the resultant depression; the stoppage of credit and the war.

It would appear that out of the natural diversity of opinion as to what was best in dealing with the situations which arose, all that was humanly possible to do was done. As would be expected, stormy and tempestuous scenes were enacted at the Council meetings. When the Great War broke out in 1914 the tax collections dropped to 50 per cent of the total levy. The market for municipal bonds was dead, the banks refused to loan more money and the stoppage of municipal work threw many out of employment.

An endeavour was made in 1915 to sell local improvement and sewerage debentures but the price offered was too small so the Council entered into an agreement with a Toledo, Ohio, financial firm for the purchase of over three-quarters of a million dollars of treasury certificates against which unsold debentures, amounting to almost a million dollars, were hypothecated as security.

South Vancouver's assessment had reached a total in 1914 of \$43,815,311 but by 1916 this was lowered to \$31,048,732. Thus the financing of the municipality became a difficult task with a lower assessment and tax collections reduced to about 43 per cent. By 1917 the assessment was again dropped to \$24,737,424 including \$9,423,250 improvements which were not then taxed. By the end of 1918 the tax arrears totalled \$1,113,877 plus the sinking fund shortages of \$307,057.

Early in 1918 the treasury certificate loan made in 1915 became due for repayment, or failing repayment, the financial firm were entitled to take over municipal bonds valued at nearly a million dollars.

To meet this financial crisis the reeve of that year went to Eastern Canada and New York to endeavour to arrange for the sale of these municipal bonds but while he was there his council went to Victoria to petition the Provincial Government to come to the municipality's assistance. The council managed to persuade the Government of the seriousness of the financial situation and it was agreed that the Government would assume South Vancouver's obligation to the Toledo firm and the municipality would pay all the costs and charges.

One of the conditions of the agreement however, was that the Government should take control of expenditures. ^{Accordingly} In April, 1918, two statutes, ^{Chapter 82} one "The Corporation of the District of South Vancouver Administration Act", and the other, ^{Chapter 83} "The

Corporation of the District of South Vancouver Aid Act", were passed by the Provincial Legislature.

In May, 1918, Mr. F.J.Gillespie was appointed by Order-in-Council as Commissioner in charge of the Municipality and took over the duties of the reeve, councillors, school trustees and police commissioners, as provided by the Administration Act.

However, with the moral backing of the Government the municipality managed by various methods to meet its obligations and its credit was more firmly established.

Commissioner Gillespie was in office from May, 1918 to 1921 when he was succeeded by Mr. A. Wells Gray who held office until April, 1923, when the municipality had the full franchise of self-government restored to it.

South Vancouver was, beyond any doubt, temporarily financially embarrassed during the war but it never failed to meet its obligations.

During Commissioner Gillespie's regime, in 1919, he instituted the tax on improvements and the annual tax sale. Both of these measures aided the Commissioner in financing the municipality more readily than heretofore.

Shortly after Commissioner Gray took office the Government arranged for the election of a reeve and council

of seven without powers as they acted as an advisory body only. This Council held office during 1922.

After Commissioner Gray retired in 1923 and the municipality attained self-government once more, the new reeve and council inaugurated and adopted vigorous financial and constructive policies which have successfully enabled South Vancouver to meet all its liabilities, to reduce the tax rate and at the same time carry out an extensive programme of permanent improvements without borrowing except for local improvements and new schools.

It is interesting to note that, during the past five years, in addition to the regular maintenance work, the municipality has constructed over 20 miles of sewers, 14 miles of paved streets, nearly 30 miles of cement-concrete walks and has gravelled 75 miles of residential streets. It has also dedicated 120 acres of municipal lands for park and recreational purposes and has reserved a number of sites for schools.

The predominant and most striking feature of the social element of the entire South Vancouver Area may be summed up in the one phrase, "community-spirit". Through all the vicissitudes and the harassing times of its municipal history, the community spirit remained unyielding. South Vancouver has a record of community effort, second to none. Every section has its own community hall or assembly rooms. There are numerous organizations founded for the promotion of community welfare, such as horticultural, athletic and other associations.

The men of South Vancouver enlisted in large numbers when war broke out and their women folk worked unceasingly and uncomplainingly in the many phases of war work at home. These women organized the first association of women to look after the welfare of the soldier's dependents left behind and to collect and forward comforts for the men at the front. Similar organizations were later formed throughout the British Empire. It is claimed also that they erected the first cenotaph in Canada in honor of their heroic dead.

In no other municipality is there a greater percentage of ^{home} ~~property~~ owners. In the latest voters' list from South Vancouver of 19,100 persons, approximately 14,600 are actual owners of the property in which they are interested, 1,400 are agreement for sale holders and 3,100 are tenants.

In 1927, the South Vancouver residents voted to join with Point Grey to become an integral part of the City of Vancouver. On the 1st of January, 1929, this desire was consummated. In this amalgamation South Vancouver contributed assets which compare favourably with any other part of the greater city. If the South Vancouver citizenry continue to show the same fortitude and dogged determination to hold on as it did during the dark years of the war and depression and its leaders continue to contribute the wise counsel that

prevailed during the past few years, it will materially assist in the working out of the destiny of the great City of Vancouver.

The Commission wish to gratefully acknowledge the assistance rendered by S.T.Frost, Esquire, in the preparation of the information and statistics contained in above.

INTRODUCTORY.

In 1926, the City of Vancouver initiated the preparation of a ~~comprehensive~~^{comprehensive} town plan of the area within its boundaries as then defined and in so doing took cognizance of the region which surrounded it. With the exception of zoning, the study of all the other elements of the plan were extended beyond the city's corporate limits to include Greater Vancouver.

Concurrently with the preparation of the Vancouver plan, the District of Point Grey prepared a comprehensive major street and zoning plan for its territory. The plans for both Vancouver and Point Grey were completed just prior to the amalgamation of the two which became effective on the first of January, 1929, and therefore the plans of these municipalities were combined to form one report.

In order to complete the plan for the entire area of the new city and to afford the area, formerly known as the District of South Vancouver, the same advantages of having been planned, this work was extended to the territorial area of South Vancouver. The same firm of Consultants was engaged and the work has progressed under the guidance of the Vancouver Town Planning Commission.

The South Vancouver Area, like the Point Grey Area, may be broadly classed as one of the dormitories of the City of Vancouver. This suburban territory is an area consisting chiefly of homes. Of course, it has its local commercial centres, its well defined neighborhoods or communities and, like Point Grey, it has on its border a navigable river with wonderful potentialities for shipping and industry.

It is natural to expect, therefore, that this Area would not have the multiplicity of problems found in the city but, nevertheless, some of these problems are just as difficult of solution, if not more so.

The same "yard-stick" as was used in the study and survey of Vancouver has been used in the South Vancouver Area and it has been applied to each phase of each element which exists in the Area. This being so, it will be found that the South Vancouver Area has the same standard of treatment as the old City and Point Grey. The report will be, therefore, a continuation, or rather a supplement of the Plan for Vancouver.

GENERAL CONSIDERATIONS

The area under review consists of some 9,200 acres or about fourteen and a third square miles. It is situated on a comparatively flat plateau which falls on the south boundary, rather steeply in places, to the North Arm of the Fraser River. On the plateau the terrain is of a sufficiently rolling nature to make for a splendid location for a townsite of an interesting character.

The history and growth of the area has been recorded elsewhere. For this area, the population growth has already been shown in the Greater Vancouver chart

but the graph in this report illustrates the growth in more detailed form. The area is predominately residential in character and it is anticipated that it will remain so. Under a moderate zoning scheme, such as is proposed, it is considered that the territory will eventually have within its limits about 225,000 people. According to the graph, it is anticipated that this saturation of population will be reached about 1960. Of course this population may be augmented, as the conditions warrant, by ^{an} ~~the~~ extension of the more intensive development, under adequate zoning regulations, of the two-family and multiple dwelling further than is now proposed.

There are many factors which influence the distribution of population. Among others may be mentioned the topography of the terrain and the serving of certain districts with paved streets, sewer and water and transit lines. All of these have been shown in the plans of the peninsula between the Fraser River and Burrard Inlet, in the Vancouver Report.

The South Vancouver Area, although it has large undeveloped tracts, has been practically all subdivided. In the so-called boom days, land speculation was rife, and there is probably no more striking example of the ills of uncontrolled and haphazard subdivision of land on the Continent than there is here. The most

appreciable consequences of this bad planning are the lack of continuity both of alignment and width of streets and the want of uniformity relative to the layout of the blocks. There is now a choice opportunity to rectify, through the agency of replotting, several large undeveloped tracts of poorly subdivided lands. If this advantage is not grasped within the near future, the chance will be gone forever. The replotted districts, especially those in a favourable environment, will have a tendency towards introducing a better type of residence than the general run of those heretofore erected. In addition, replotting schemes will afford opportunities to add to the recreational facilities by way of parks and play areas in suitable locations.

South Vancouver is a large section of a metropolitan area. There are several communities scattered throughout the area and each has its distinctive business section. The area will have, naturally, less commerce than the city, but it decidedly will have more than an ordinary suburb. This commerce will grow in proportion to the growth in population.

In respect to the industrial development of South Vancouver, it is found to be of a sporadic character. There are, however, two dominant locations, one along the Fraser River, which will afford an opportunity for a broad development, having both rail and water facilities, and the other, between Kingsway and Vanness Avenue and Joyce and Boundary

Roads, which having rail connection only, will be more of a service industrial area catering to the coal and wood and building material trades and businesses of like character.

The studies which follow, graphically illustrate the results of fact-finding surveys of physical conditions and lead up to definite recommendations for the improvement of existing conditions as well as for the direction of new growth.

The plan will harmonize and unify this new growth. Greater Vancouver must be planned as a unit in order to obtain the maximum efficiency in its physical expansion.

BASE MAP.

It has been found difficult to obtain an accurate plan of the South Vancouver Area. Some plans, of course, are more reliable than others. It is regrettable that the base map^{used} in all the studies (of a scale of 400 feet to the inch) is not entirely accurate, but it is the best procurable for these studies without undue delay and no confusion is anticipated.

It is recommended that an accurate survey, which would be given a legal status, of the South Vancouver Area be undertaken. By this means, all the subdivisions could be accurately plotted, anomalies rectified and errors corrected. Until this is done, there will always be trouble with property and street lines in the South Vancouver Area.

Base Map

(Following Introductory)

MAJOR STREET REPORT

STANDARDS FOR MODERN STREET DEVELOPMENT.

Although this aspect was thoroughly discussed in the Vancouver Report, its importance is such that it will bear repetition.

The street system of any community must be revised to meet the modern requirements of traffic if the community wishes to facilitate its growth and to avoid economic strangulation. Whilst the precise distribution of thoroughfares is essentially dissimilar in every community, being subject to topographical conditions, there are certain basic characteristics which are applicable to all.

A modern street system requires a complete scheme for the efficacious circulation of traffic, both for the present, ^{and} ~~as well as the future requirements.~~

Continuity, width and directness are necessary requisites for effective major streets, continuity being especially important. Jogs and dead ends create serious hazards and the removal of these obstructions to the easy flow of traffic is essential. The acceleration of traffic, compatible with safety, can in no better manner be accomplished than by the rettification of these undesirable conditions.

The widths of streets between property lines and of roadway widths between curbs are closely related and should be carefully considered in the design of a street system.

Formerly, street and roadway widths were established without much arbitration, that is, the accepted standard for street width was usually set at 66 feet regardless of the nature or amount of the traffic to be accommodated, ~~upon them.~~ The roadway width should be based upon the number of lines of vehicles it is desired to accommodate, allowing at least 9 feet for each line of traffic.

Main or arterial thoroughfares should be at least 99 feet in width, accommodating 8 lines of traffic and thus have 72-foot roadways. Secondary highways should be 80 feet in width with 54-foot roadways and minor streets of a residential nature, not less than 50 feet with a 26-foot roadway.

Where there is any likelihood of a minor street being more congested eventually, provision by way of building lines should be made whereby dwellings would be kept back and tree planting carried out along the street lines. An example of this would be seen in the case of a district of single family dwellings being reclassified as a multiple dwelling district, in which case, more roadway width and greater street width would be required.

Every encouragement should be given to the through traffic by way of alignment, width and grades on the major streets so that the minor streets will be subjected to local traffic only.

In respect to the grades of major streets, none over ten per cent should be tolerated as the snow and ice conditions obtaining in Vancouver for a short period each winter make for dangerous driving. A grade of five per cent is a very desirable maximum. Where possible, a standard of curve radius of not less than 500 feet should be used in effecting changes in alignment.

The foregoing is a brief resume of the basic principles of town planning in respect to a modern street system. This system cannot be designed by rule of thumb methods but must be based upon a complete and scientific study of the whole situation. All the elements of the community's organism, the contour of the terrain, waterfront, railroads, industries, main arterial thoroughfares, transit lines and conditions responsible for its very existence, must be considered.

Typical street cross sections for modern street planning are shown on plate , page .

TRAFFIC COUNT.

On Thursday, 27th January, 1927 between the hours of 4:30 and 6:30 P.M., the Vancouver Town Planning Commission undertook a comprehensive traffic count to ascertain the number of vehicles passing given corners, which were chosen for their strategic locations, in the Greater Vancouver Area. The results of this count were graphically displayed in the Vancouver Report.

It was found impossible, owing to lack of time and organization, to undertake another traffic count covering the same area at this time, desirable as it would be, but a count was taken on Kingsway at Victoria Drive on Thursday, 15th August, 1929, between the same hours as the former one. Plate , page , gives the relative values of the two counts and plate , page , shows the traffic flow into and out of Victoria Drive. The following are the results of the two traffic counts at Kingsway and Victoria Road:

| | 4:30 to 6:30 o'clock P. M. | |
|---|----------------------------|----------------|
| | 27th Jan. 1927 | 15th Aug. 1929 |
| Kingsway, West of Victoria Road, East Bound | 518)840 | 886)1438 |
| West Bound | 322) | 552) |
| East of Victoria Road, East Bound | 480)798 | 783)1295 |
| West Bound | 318) | 512) |
| Victoria Road, North of Kingsway, North Bound | 72) | 132) |
| South Bound | 120) 192 | 187) 319 |
| South of Kingsway, North Bound | 56) | 150) |
| South Bound | 158) 214 | 268) 318 |

MAJOR STREETS

The fundamental element of the town plan-- the street system-- was expounded at considerable length in the Vancouver Report. It will not be amiss, however, to mention again the salient points in the matter of design so that this report will be practically self contained.

In every well-planned city there should be at least three types of streets:- main arterial highways, secondary or cross thoroughfares and minor streets. The first two types are known as major streets and they are designed 99 feet or over and 80 feet or over, in width, respectively, to provide direct and continuous communication between the downtown business district and all parts of the city and also to link up the surrounding areas.

The Regional Major Street plan shown in the Vancouver Report, covered the Greater Vancouver territory south of Burrard Inlet, including Burnaby and New Westminster. This plan represented a forecast for the future requirements, by way of major streets, by anticipating the future growth over the whole area. The system of major streets overlying the South Vancouver Area was clearly indicated.

Plate , page , shows in more detail the proposed major street plan for the South Vancouver Area. In the main, the proposals set forth in the Vancouver Report have been followed but upon closer and more detailed study some changes have been made for the betterment of the system.

Existing streets have been used for the major street system wherever possible. The South Vancouver streets have various widths from 33 feet to 66 feet with a few, 80 feet and 86 feet. Those used in the system, including the streets ^{which} will have to be widened, are shown on the plan.

It is not anticipated that all the proposals of this Major Street Report will be carried out precisely as enumerated, but nevertheless, they should be observed as definite recommendations and only departed from if further studies and investigations of each individual case warrants such departure.

The matter of widening these streets can be dealt with when the policy for the widening the streets in the old City and Point Grey Area is formulated. In certain cases, the new connections and extensions may be provided through the medium of replotting.

The City Council, under the provisions of the Town Planning Act, should adopt the accompanying major street plan, (Plate , page ,) and the following detailed list:

INDEX TO MAJOR STREET PLAN
South Vancouver Area.

| <u>Street Name</u> | <u>Route No.</u> |
|--|------------------|
| Ash Street | 12 |
| Boundary Road | 24 |
| Cambie Street | 13 |
| Earles Street | 19 |
| Eighteenth Avenue | 2 |
| Fifty-first Avenue | 8 |
| Fifty-ninth Avenue | 9 |
| Fifty-third Avenue | 8 |
| Forty-second Avenue | 7 |
| Forty-third Avenue | 7 |
| Fraser Street | 15 |
| Joyce Road | 23 |
| Kerr Street | 20 |
| King Edward Boulevard (Twenty-fifty Avenue) . . | 3 |
| Kingsway | 1 |
| Knight Road | 16 |
| Main Street | 14 |
| Marine Drive | 11 |
| Moscrop Street | 4 |
| Nanaimo Street | 18 |
| Nineteenth Avenue | 2 |
| Rupert Street | 22 |
| School Road | 1 |

INDEX TO MAJOR STREET PLAN (Cont'd)

South Vancouver Area.

| <u>Street Name</u> | <u>Route No.</u> |
|--------------------------------|------------------|
| Sixty-fifth Avenue | 10 |
| Sixty-sixth Avenue | 10 |
| Thirty-fourth Avenue | 6 |
| Twenty-ninth Avenue | 4 |
| Twenty-second Avenue | 2 |
| Tyne Street | 21 |
| Victoria Drive | 17 |
| Vivian Street | 19 |
| Wellington Street | 5 |

TABULATION OF PROPOSED MAJOR STREETS

EAST AND WEST STREETS (SOUTH FROM OLD CITY BOUNDARY) (16th & 15th AVENUES)

| Route No. | Name of Street | Widths in feet | | Traffic Capacity (In lines of vehicles) | | Remarks |
|-----------|-------------------------------------|----------------|----------|--|----------|---|
| | | Present | Proposed | Present | Proposed | |
| 1. | (a) Kingsway Knight to Carlton | 66 | 120 | 4 | 10 | |
| | (b) School Road Carlton to Latta | 33 | 120 | | 10 | To be widened on south side. |
| | (c) New connection | | 100 | | 8 | Connection from School Road at Latta to Kingsway at Tyne. |
| | (d) Kingsway Tyne to Boundary | 66 | 100 | 4 | 8 | |
| | (e) School Road Latta to Tyne | 33 | 100 | | 8 | Lands adjacent to this section of Kingsway are recommended for replotting, under which (b) would be facilitated and (c),(d) and (e) greatly simplified. |

| Route No. | Name of Street | Widths in Feet | | Traffic Capacity (In lines of vehicles) | | Remarks |
|--------------------------------|-------------------------------|----------------|----------|--|----------|---|
| | | Present | Proposed | Present | Proposed | |
| 2. | 19th-18th-22nd Avenues. | | | | | |
| | 19th Avenue | 66 | 80 | 2 | 6 | |
| | Cambie to Main | | | | | |
| | 19th Avenue | 66 | 80 | 2 | 6 | Under City of Vancouver Plan. |
| | Knigh to Commercial | 66 | 80 | 2 | 6 | |
| | New Connection to 19th Avenue | | | | | Connection from Commercial to Porter |
| 19th Avenue | 66 | 80 | | 6 | | |
| Porter to Copley | | | | | | Connection from Copley across Mainmo to 22nd in city. |
| New Connection to 22nd Avenue. | | | | | | |

| Route No. | Name of Street | Widths in feet | | Traffic Capacity (In lines of vehicles) | | Remarks | |
|-----------|--|----------------|----------|--|----------|---|---|
| | | Present | Proposed | Present | Proposed | | |
| 3. | King Edward Boulevard (25th Avenue) | | | | | Recommended as a 132-foot Boulevard from University Endowment Lands to Burnaby Lake passing North of Trout Lake. 2 26 -foot roadways, 2 50 -foot centre boulevard s and 2 15 -foot side boulevards. | |
| | | | 80 | 132 | 2 | | 8 |
| | | | 66 | 132 | 2 | | 8 |
| | | | 66 | 132 | 2 | | 8 |
| | | | 66 | 132 | | | 8 |
| | | | 66 | 132 | | | 8 |
| | Cambie to Ontario | | | | | Alternative suggestion to take in property from 24th to 25th Avenues. | |
| | Ontario to Main | | | | | | |
| | Main to Knight | | | | | | |
| | Knight to Dumfries | | | | | New connection From Kingsway to 22nd Ave. at Perry St; along 22nd Ave., Beatrice St. and Victoria Road to limits. | |
| | Dumfries to Kingsway | | | | | | |
| | New connection | | | | | | |

| Route No. | Name of Street | Widths in feet | | Traffic Capacity (In lines of vehicles) | | Remarks |
|-----------|--|----------------|----------|--|----------|---|
| | | Present | Proposed | Present | Proposed | |
| 4. | 29th Avenue Kingsway to Nanaimo | 66 | 80 | | 6 | Improvement of bend at Sydney St. and elimination of jog at Nanaimo. |
| | Nanaimo to Moscrop | 66-99 | 80-99 | | 6-8 | Noted in Vancouver Major Street Report. |
| | Moscrop to Boundary | 33-66 | 80 | | 6 | Connection from 29th Ave. to Moscrop. Elimination of jog at Boundary Road. |
| 5. | Wellington Street 29th Avenue to Boundary Road | 66 | 66 | 2 | 4 | |
| 6. | 34th Avenue Ontario to Victoria | 66 | 80 | 2 | 6 | Continuing from Diagonal in new subdivision north of Little Mountain Park. |
| | Victoria to Kingsway | 66 | 80 | | 6 | Elimination of jog at Victoria; turn into Slocan at Kingsway. |
| 7. | 43rd and 42nd Avenues 43rd Avenue Cambie to Victoria | 66 | 100 | 2 | 8 | Production of 41st Ave. in Point Grey Area; elimination of jog at Victoria. |

| Route No. | Name of Street | Widths in feet | | Traffic Capacity (In lines of vehicles) | | Remarks |
|---------------|--|----------------|----------|--|----------|---|
| | | Present | Proposed | Present | Proposed | |
| 7. (Con'd) | 42nd Avenue | | | | | |
| | Victoria to Earles | 66 | 100 | 2 | 8 | |
| | Earles to Churchill | 33 | 100 | | 8 | |
| | Churchill to Kerr New connection | 66 | 100 | | 8 | Connection from Kerr to Joyce at School Road. See note re replotting under Route No. 1. |
| 8. | 51st Ave. - 53rd Ave Cambie to Ontario | 80 | 80 | | 6 | Production of 49th Ave. in Point Grey Area. |
| | Ontario to Berkley & Clarendon | 66 | 80 | 2 | 6 | Elimination of jog at Nanaimo Street. |
| | A point between Berkley & Clarendon to a point between Elliott & Wales New connection | 33 | 80 80 | | 6 6 | Connection from a point on 51st Ave. between Elliott & Wales, south and east to Carlton & 53rd Ave. |
| | 53rd Avenue Carlton to Kerr New Connection | 66 | 80 80 | | 6 6 | Connection from 53rd Ave. & Kerr to 53rd Ave. and Doman Road. |
| | 53rd Avenue Doman to Boundary | 66 | 80 | | 6 | Connection by small diagonal at Boundary to Imperial St. south of Central Park, Burnaby. |

| Route No. | Name of Street | Widths in feet. | | Traffic capacity (In lines of vehicles) | | Remarks | | | | | | | | | |
|---|--|-----------------|----------|---|----------|--|----|-----|----|---|---|----|----|---|---|
| | | Present | Proposed | Present | Proposed | | | | | | | | | | |
| 9. | 59th Avenue New connection Ontario to Culloden Culloden to Knight Knight to Argyle Argyle to Tyne | 80 | 80 | 6 | 6 | Connection from 57th Ave. in Pt. Grey Area and Cambic to Ontario and 59th Ave. | | | | | | | | | |
| | | | | | | | 66 | 66 | 2 | 4 | In proposed replotted area. Jogs and deadends to be eliminated. Made parallel to 56th Ave. Production of 63rd Ave. in Point Grey Area; New connection from 65th Ave. and Alberta St. to 66th Ave. and Columbia St. to Marine Drive. Recommended as a Pleasure Drive 2-36 foot roadways. | | | | |
| | | | | | | | | | | | | 66 | 66 | 2 | 4 |
| | | | | | | | | | | | | 66 | 66 | 2 | 4 |
| | | | | | | | | | | | | 66 | 66 | 2 | 4 |
| 10. | 65th and 66th Aves. | 66 | 66 | 66 | 66 | | | | | | | | | | |
| | | | | | | | 66 | 66 | 2 | 8 | | | | | |
| 11. | Marine Drive West Boundary South Vancouver Area to Boundary Road | 66 | 200 | 66 | 2 | | | | | | | | | | |
| | | | | | | | 66 | 200 | 2 | 8 | | | | | |
| NORTH AND SOUTH STREETS (FROM WEST TO EAST) | | | | | | | | | | | | | | | |
| Route No. | Name of Street | Widths in feet | | Traffic capacity (In lines of vehicles) | | Remarks | | | | | | | | | |
| | | Present | Proposed | Present | Proposed | | | | | | | | | | |
| 12. | Ash Street | 66 | 200 | 66 | 8 | This portion recommended as a Pleasure Drive. | | | | | | | | | |
| | | | | | | | 66 | 200 | 66 | 8 | | | | | |

| Route No. | Name of Street | Widths in feet Present | Widths in feet Proposed | Traffic Capacity (In lines of vehicles) Present | Traffic Capacity Proposed | Remarks |
|-----------|----------------------------------|------------------------|-------------------------|---|---------------------------|---|
| 13. | Cambic Street | 80 | 100 | 6 | 8 | Diversion in Point Grey Area, around Little Mountain Park. (Paved from 16th to 25th Aves.) Noted in Point Grey Major St. Report. Elimination of jog at Marine Dr. New street to serve Industrial area. This portion recommended as a Pleasure Drive. Necessary for Industrial Area |
| | 16th Ave. to 61st Ave. | | | | | |
| | 61st to Marine Drive | 66 | 100 | | 8 | |
| | Marine Drive to 72nd Ave. | 33 | 100 | | 8 | |
| | 72nd Ave. to Fraser River | | 100 | | 8 | |
| 14. | (King Edward Blvd. to 31st) | | 200 | | 8 | |
| | Main Street | | | | | |
| | King Edward Ave. to Marine Drive | 86 | 86 | 6 | 6 | |
| | Marine Drive to B.C. E. Ry. | 66 | 80 | 2 | 6) | |
| | B.C.E.Ry. to Fraser River | 33 | 80 | | 6) | |
| 15. | Fraser Street. | | | | | |
| | King Edward Ave. to 31st. Ave. | 80 | 80 | 4 | 6 | |
| | 31st Ave. to 34th Ave. | 73 | 80 | 4 | 6 | |
| | 34th Ave. to Marine Drive | 80 | 80 | 4 | 6 | |
| | Marine Drive to Fraser River | 66 | 80 | 2 | 6 | |

| Route No. | Name of Street | Widths in feet | | Traffic Capacity (In lines of vehicles) | | Remarks |
|---------------------------|--|----------------|----------|--|----------|---|
| | | Present | Proposed | Present | Proposed | |
| 16. | Knights Road | | 80 | | 6 | Connection from Clark Dr. between 13th & 14th Aves. to Knight & 15th Ave. (Supplementing Vancouver Plan) |
| | New connection | | | | | |
| | 15th Ave. to Kingsway | 66 | 80 | 6 | | |
| | Kingsway to King Edward Boulevard | 40 | 80 | 6 | | |
| | King Edward Blvd. to 43rd Avenue | 66 | 80 | 6 | | |
| | 43rd Ave. to 47th Ave. | 73 | 80 | 6 | | |
| | 47th to 49th Ave. | 66 | 80 | 6 | | |
| | 49th Ave. to 51st Ave. | 33 | 80 | 6 | | |
| | 51st Ave. to 59th Ave. | 66 | 80 | 6 | | |
| | 59th Ave. to 61st Ave. | 33 | 80 | 6 | | |
| | 61st to end of present street between 64th and 65th Avenues. | | | | | |
| | New connection | 66 | 80 | 6 | 6 | |
| | 17. | Victoria Drive | | | | |
| a) 15th Ave. to 20th Ave. | | 66 | 132 | 2 | 8 | |
| b) 20th Avenue | | 66 | 80 | 2 | 6 | |

| Route No. | Name of Street | Widths in feet | | Traffic Capacity (In lines of vehicles) | | Remarks |
|---------------|-----------------------------------|----------------|----------|--|----------|---|
| | | Present | Proposed | Present | Proposed | |
| 17 (Con'd) | Victoria Drive | | | | | |
| | c) 20th Ave. to Fraser River | 66 | 80 | 2-4 | 6 | Portions already obtained for widening. Steps to widen were taken by former South Vancouver Council. |
| | Manaimo Street | | | | | |
| | a) South of 15th Ave. to Kingsway | 66 | 120 | | 8 | Recommended as a boulevard 2 26 -ft. roads; 48 -foot centre blvd. and 2 14 -ft. blvds. |
| | b) Kingsway to 30th Ave. | | 120 | | 8 | Improvement of bend between Montcalm and Wolfe Streets. |
| | c) 30th Ave. to 42nd Ave. | 66 | 120 | | 8 | Connection to eliminate jog and to abandon old Manaimo St. from Kingsway to 30th Ave. |
| | d) 42nd Ave. to 46th Ave. | | 120 | | 8 | Connection through unsubdivided property. |
| 18. | e) 46th Ave. to 47th Ave. | 66 | 120 | | 8 | |
| | f) 47th Ave. to 49th Ave | 66-33 | 120 | | 8 | |
| | g) 49th Ave. to Marine Dr. | 66 | 120 | | 8 | Improvement of jogs between 53rd and 54th Aves. and at 56th Ave. South of 56th will be in the proposed replotted area. |

| Route No. | Name of Street | Widths in feet Present | Widths in feet Proposed | Traffic Capacity (In lines of vehicles) Present | Traffic Capacity Proposed | Remarks | |
|--------------------------|---|------------------------|-------------------------|---|---------------------------|---|----------------|
| 19. | Earles St.-Vivian St. | | 80 | | 6 | Connection from 29th Ave. and Atlin St. to Earles St. at Euclid Ave. | |
| | a) New connection | | | | | | |
| | b) Earles Street | 66 | 80 | 2 | 6 | | |
| | c) Euclid to Kingsway New connection | | 100 | | 8 | | |
| 20. | d) Rhodes Street | | | | | Connection Earles St. produced south westerly to Rhodes St. north of 39th Ave. See Note re replotting under Route No. 1 | |
| | North of 39th Ave. to end of 66-ft. St. | 66 | 100 | | 8 | | |
| | End of 660ft. St. to 42nd Ave. | 33 | 100 | | 8 | | |
| | 42nd Ave. to 44th Ave. | 66 | 100 | | 8 | | |
| | 44th Ave. to 46th Ave. | | 100 | | 8 | | |
| | e) Vivian Street | | | | | | New connection |
| | 46th Ave. to 51st Ave. | 66 | 100 | | 8 | | |
| | 51st Ave. to 56th Ave. | 33-66 | 100 | | 8 | | |
| | 56th Ave. to Marine Dr. | | 100 | | 8 | | |
| | 20. | Kerr Street | | | | | |
| School Road to 44th Ave. | | 80 | 80 | | 6 | | |
| 44th to 46th Ave. | | 49 | 80 | | 6 | | |
| 46th Ave. to 56th Ave. | | 66 | 80 | 2 | 6 | | |

| Route No. | Name of Street | Widths in feet Present/ Proposed | Traffic Capacity (In lines of vehicles) Present / Proposed | Remarks |
|-----------|--|----------------------------------|--|---|
| 21. | Tyne Street | 80 | 6 | New connection leaving Kingsway at Battison Street. See Note re replotting under Route No.1. |
| | a)Kingsway to School | | | |
| | b)Tyne and School Road to 47th Avenue | 33-66 | 8 | |
| | c)47th Ave. to 51st Ave. | 33 | 8 | |
| | d)51st Ave. to 56th Ave. | 66 | 8 | |
| 22. | e)56th Ave. to Boundary Road and Rumble Street | 100 | 8 | Through proposed replotted area produced south from 56th Ave. to 59th Ave. thence on a diagonal south and east to Boundary Road and Rumble Street Burnaby |
| | a)New Diagonal | 100 | 8 | From Marine Drive and Ontario Street to Rhodes Street and 44th Ave. thence to School Road and Rupert Street. |
| | b) Rupert Street School Rd. to 29th Ave. | 66 | 2 | |
| 23. | Joyce Road | 66 | 4 | |
| | School Road to 29th Ave. | 66 | 2 | |

| Route No. | Name of Street | Widths in feet Present Proposed | Traffic capacity (In lines of vehicles) Present Proposed | Remarks |
|-----------|--|------------------------------------|--|--|
| 24. | Boundary Road a) 29th Ave. to Marine Drive. | 66 132 | 2 8 | Recommended as an extension of Boulevard in City; 2 26 -foot roads, 30 -foot centre Boulevard 2-18-foot side Boulevards. |
| | b) Marine Drive - Fraser River | 66 80 | 6 | |

Note: Relative to "Traffic Capacity, Present Lines of Traffic"; where no figures are shown the roadway is ~~neither~~ ^{not} paved ~~any~~ ^{not} opened up.

In some cases where figures are given the roadway is paved in portions only.

LIST OF MAJOR STREET CORRECTIONS:

In the Tabulation of the proposed Major Streets, any required betterment, such as of a jog or bend or new connection is noted. Several plans showing these necessary improvements at important points have been prepared and are shown herein. Sketches of the proposed treatment at points of lesser importance are on file for future reference.

1. Improvement of Jogs on Main Street at 18th Avenue and on 19th Avenue at Main Street.

At these intersections, only a block apart, there is a rather complicated problem. The sketch shows a solution whereby the two jogs are eased off materially thus improving the facilities for traffic flow. The property at the southwest corner of Main Street and Eighteenth Avenue is recommended for the improvement as any intrusion on the property at the north-east corner would seriously impair the narrow block, between Main and Howard Streets, for building purposes.

Elimination of the jog at Nineteenth Avenue and Main Street is suggested for the south-east corner rather than the north-west corner as this block already has been encroached upon by the above proposal for Eighteenth Avenue and Main Street. A re-arrangement of the lane, debouching into Nineteenth Avenue instead of Main Street will have a two-fold advantage.

2. Knight Road.

In the Vancouver plan, Clark Drive was shown as a Major Street connecting with Knight Road from King Edward Boulevard to 27th Avenue, but upon further study, a letter was forwarded to the City Council recommending that the portion of Clark Drive from 14th Avenue to King Edward Boulevard be abandoned and that Knight Road be continued north as a Major Street from King Edward Boulevard to 15th Avenue. The building up of the area south of King Edward Boulevard, through which it was proposed to make a new connection, was the chief consideration for suggesting the change. It is now proposed to make a connection from 15th Avenue and Knight Road to 14th Avenue and Clark Drive. This is shorter and on the proposed route there is very little development.

Jogs at 34th, 47th and 57th Avenues should be eliminated, (Page). A connection from the end of the present street to the Fraser River is shown on the street plan.

CONNECTION BETWEEN 18th AVENUE-19th AVENUE AT CEDAR COTTAGE

This important connection should be made between Commercial Drive and Porter Street so that 18th Avenue may debouch into the diagonal 19th Avenue. In order to complete this important east and west artery another connection will be required at Nanaimo Street linking 19th Avenue at Copley Street to 22nd Avenue.

29th AVENUE.

By the improvement of the junction of 29th Avenue and Victoria Drive and of the bend in 29th Avenue at Sydney Street a splendid thoroughfare, crossing Kingsway at right angles, will be provided from Victoria Drive to the Boundary. At Nanaimo Street a jog will have to be eliminated. In order to connect ^{with} a good road in Burnaby, a cut-off via Moscrop Street should be made.

34th Avenue.

Leading out of the Point Grey area, skirting the north side of Little Mountain Park, 34th Avenue will form an important artery. At Victoria Drive the jog may be readily eliminated (Page) and at Kingsway, a connection forming a right angled junction should be made. Here it will lead directly into Slocan Street, an important minor street.

43rd AVENUE, 42nd AVENUE.

These Avenues will form the most important east and west crosstown thoroughfare. It will be a continuation of 41st Avenue in the Point Grey Area, originating at Marine

Drive west of Dunbar Street. The jog at Victoria Road should be eliminated by (Page) producing 42nd Avenue ^{Ca} westerly into 42nd Avenue. A new connection from Kerr Street to Joyce Road will be necessary to form a link with Kingsway. (Page)

51st AVENUE - 53rd AVENUE

51st Avenue will be a production of 49th Avenue of the Point Grey Area. A slight jog at Nanaimo Street may be readily eliminated. Instead of producing 51st Avenue easterly coming to a blind end at Boundary Road opposite Central Park, it is recommended that it be connected with Imperial Street south of the Park in Burnaby. This may be done by short deflections through unsubdivided property and following along 53rd Avenue. Several small jogs should be improved.

59th AVENUE.

This avenue will eventually be a production of 57th Avenue of the Point Grey area. It is proposed to extend it easterly to join with Tyne Street.

CAMBIE STREET.

When developed, Cambie Street will be one of the most important arterial highways leading direct from the business centre of the city, skirting the west side of Little Mountain Park, to the Fraser River. Owing to the easy grade this road will form one of the best links from Marine Drive to the industrial area along the Fraser River.

VICTORIA DRIVE - NANAIMO STREET

On the major street plan for Vancouver these streets are about the standard width apart but in the South Vancouver Area they both jog towards each other. However, Nanaimo is recommended as a pleasure drive or boulevard street south of Fifteenth Avenue to Marine Drive. Along with Victoria Drive, it will form an important north and south artery.

VICTORIA DRIVE.

Twentieth Avenue will be utilized to connect the South Vancouver street with that of the old city. It is proposed to merely round off the two corners thus minimizing the disturbance of private property.

Widening of Victoria Drive has been gradually carried on by the former South Vancouver Council by the acquisition of 7-foot strips of property along both sides (Page).

NANAIMO STREET.

Nanaimo Street is 99 feet in width south to the old city boundary at Twenty-ninth Avenue, but in the South Vancouver Area is but 66 feet wide. It is recommended that Nanaimo Street be made a pleasure drive, 120 feet wide, to form a north and south link in the pleasure drive system between Cambie Street and Boundary Road. Where any replotting is done the full required width could be acquired practically without cost. However, until such time as the remainder is widened and developed as a boulevard drive, the following

corrections should be given attention. An improvement of the bend between Montcalm and Wolfe Streets may easily be effected. South of Kingsway it is recommended that a small amount of replotting be done, thus improving the alignment at Thirtieth Avenue and utilizing the old street between Thirtieth Avenue and Kingsway as building lots.

Between Forty-second and Forty-sixth Avenues, Nanaimo Street will have to be thrown off alignment in order to make a connection through unsubdivided property and to provide for a tier of lots which will be adaptable to the surrounding subdivision (Page).

Improvement of jogs between Fifty-third and Fifty-fourth Avenues and at Fifty-sixth Avenue should be carried out.

VIVIAN STREET - EARLES STREET.

In the Regional Major Street plan embodied in the Vancouver Report, Wales Street, with a connection to Atlin Street, was suggested as a major street but owing to the rectification of so many jogs being necessary, it was decided, upon more detailed study that Vivian Street would be more suitable. Further, it was found that it would be more nearly equidistant from Nanaimo and Kerr Streets than Wales Street.

It is recommended that a new connection, through unsubdivided property, be made from Atlin Street and

Twenty-ninth Avenue to Euclid and Earles Streets. It will be necessary to construct a bulkhead for a short distance along the creek (Page), but this route will be better than that along Clarendon Street where so much property would have to be acquired for widening. It is proposed to produce Earles Street across Kingsway at right angles and to deflect southerly along Rhodes Street. A new connection between Forty-fourth Avenue and Rhodes Street and Forty-sixth Avenue and Vivian Street will be necessary. If this route is followed the alignment will be very good.

South of Fifty-sixth Avenue it is proposed to project a 100-foot diagonal road south-easterly to a point near Marine Drive and Boundary Road, and an 80-foot diagonal road south-westerly, along the top of the Vivian Creek ravine, to Marine Drive near Victoria Road. The value of both of these roads will be apparent from a glance at the plan.

KERR STREET.

The jog at 46th Avenue should be eliminated.

TYNE STREET

Upon further study it was decided to use Tyne Street as an arterial highway in lieu of Minto Street as proposed in the regional plan of the Vancouver Report. Its grade is good and it is more nearly equidistant between Kerr and Boundary Road than is Minto Street.

The jog at 46th Avenue will have to be eliminated.

At 59th Avenue it is proposed to deflect it in a south-easterly direction to connect near Boundary Road with Rumble Street in Burnaby.

RUPERT STREET.

Rupert Street in Hastings Townsite is 99 feet wide and ^{it} is proposed, in accordance with the Vancouver Report to connect it with Cassiar by a diagonal from Parker to Union Streets. This street will therefore make a splendid north and south thoroughfare linking the South Vancouver Area with the Second Narrows Bridge.

It is recommended that Rupert Street be widened from 29th Avenue and extended across Kingsway to connect with the proposed Vivian Street extension at the corner of 44th Avenue and Rhodes Street.

NEW DIAGONAL - MARINE DRIVE AND ONTARIO STREET TO
VIVIAN STREET AT 44th AVENUE.

It is recommended that a diagonal 100-foot arterial highway be projected between the above points. This would directly tie up with the Rupert Street Extension and thus form a through, and practically a direct, link from the Fraser River industrial area, including the Marpole district, to the Second Narrows Bridge and North Vancouver.

The value of this diagonal thoroughfare in the future cannot be over rated. Along about 50 per cent of its course, it traverses city owned tax sale lands and city streets and lanes. From studies which have been made it has been found that, by replotting, the blocks over which it would cross, and numerous adjacent ones, could be more satisfactorily rearranged. Many of the short end blocks crossing the diagonal could be placed lengthwise, thus minimizing the number of angular cross-overs on a through street. An illustration of an example of this procedure is shown on page .

The total length of this proposed diagonal, from Marine Drive at Ontario Street to Vivian Street at 44th Avenue, is 2.8 miles, with a nett frontage of 4.1 miles. These measurements were computed from the present subdivision, no regard having been taken to any proposed replotting along the route of the diagonal.

It would cross 88 lots upon which buildings have been erected, but, on these lots, 23 are so slightly affected that the buildings could remain. This represents 22 per cent of the total lands affected or only 16 per cent wherein houses would be adversely affected. It would traverse 98 individual city owned tax sale lots (upon which there is only one house erected) and numerous parcels of "acreage", the whole representing 32 per cent of affected properties and it would go through 198 individually owned undeveloped lots and other parcels of "acreage", which represent 46 per cent. Where the route crossed "acreage", the length of the diagonal was taken but where lots were crossed, their present frontages were used in the calculations.

VALUE OF DIAGONAL ROADS.

The City of Washington, D.C., is a splendid example of a complete system of diagonal thoroughfares. The "circuses" or circles which were introduced at the most important intersections have the advantage of not only improving the city's appearance by creating open spaces but they also aid in the regulation of traffic. By actual count it is found in Washington that sixty per cent of the traffic uses the diagonal streets in preference to the others. This is true of practically all cities which are fortunate enough to have diagonals. Other cities without these diagonals are now cutting them through areas in some cases which are intensively developed in order to obtain the "short cut".

The growth of cities usually radiates from the downtown main business centre and fortunate indeed is the city that has diagonal thoroughfares radiating from its central business district. Vancouver has but one distinctive diagonal, Kingsway, and its existence is invaluable as a traffic artery.

KINGSWAY.

To the South Vancouver Area, Cambie Street is a very important street as it makes a direct connection with the central business district. It also forms for the most part, the westerly boundary of the Area. The cardinal artery, however, to the South Vancouver Area from the city is Kingsway which branches from Main Street at Seventh Avenue.

In the Vancouver Report, the importance of Kingsway as an arterial thoroughfare, was conclusively established. It was recommended that Kingsway be widened to 120 feet from Main Street to a point near Tyne Street from which two 100-foot streets would emanate, one the present Kingsway, the other Tyne Street.

The value of Kingsway at the present time cannot be gainsaid but it is believed that its future, as the most important highway in Greater Vancouver, is under-estimated. To the South Vancouver Area, Kingsway is of paramount importance. It is not only the distributing artery of the entire district, but it forms, at the same time, a portion of the Pacific Highway leading to Vancouver. No matter how many other routes are projected between Vancouver and New Westminster, (the Pacific Highway's Fraser River Crossing), none of them will detract from Kingsway the popularity it will enjoy.

From Kingsway many "feeders" branch off into the South Vancouver Area. A few of these are recommended as major streets, Main, Fraser, Knight, Victoria, Nanaimo, Kerr, Tyno and Boundary Road.

From Main Street to Knight Road, Kingsway is 99 feet in width; thus the widening would entail the inclusion of only 10.5 feet on each side which should not create a hardship on any property owner. From Knight Road to School Road, Kingsway is only 66 feet wide which, to widen to 120 feet, would necessitate the taking of 27 feet from the property on each side. There are a surprisingly small number of lots which would not have a good buildable depth after the 27-foot strips have been deducted from either side, but there are certain points at which it is desirable to straighten the alignment of Kingsway and in so doing the required 54 feet would not be evenly distributed on both sides. (Page).

Even in the central business district it is noted that it is seldom that the full depth of a lot is exploited for building purposes. Granville Street, south of Robson Street, is a good example of this. It has been found that 70 feet makes a good buildable depth for commercial property and Kingsway, being zoned as commercial throughout, will not need a greater depth especially as a very large commercial area is provided.

It will be seen from the plan on page , that there will be but very few corner lots whose usefulness will be entirely destroyed for building purposes. By purchasing these and adjoining lots outright and consolidating two or more of them, a great deal of salvage could be realized.

With the comparatively small amount of development, practically none of it of a permanent nature, it would not be

good practice to disregard the present opportunity of widening this thoroughfare to the proposed maximum width.

As indicated in the regional plan of the Vancouver Report, it is recommended that School Road, from Carlton Street, (the junction of School Road and Kingsway) to Tyne Street, be used as an arterial highway in lieu of the present Kingsway. By so doing, one deflection, eased by a favorable curvature, will replace the three present curves. The gradient will be about the same. This, of course, will necessitate the cutting through of fairly well developed blocks, but there may be set off against this the fact that Forty-second Avenue would have to be cut through if the present Kingsway were used.

From the results of the traffic count recently taken, it is shown that in two years and seven months the vehicular traffic on Kingsway west of Victoria Road has increased 71.2 per cent. True the last count was taken in the summer towards the end of the tourist season but nevertheless the increase of 66 per cent and 95 per cent on Victoria Road north and south of Kingsway respectively, where the traffic is purely local, justifies the conclusion. Moreover, a heavy and continuous increase must be anticipated for from statistics obtained from the Publicity Bureau, the number of foreign automobiles entering Vancouver increased from 72,340 in 1927 to 94,236 in 1929, an increase of 30.3 per cent.* In addition the automobiles under local registration increased 20 per cent in the same time.

* From 1st January to 30th September of the years indicated

CORRECTIONS - MINOR STREETS

The foregoing discussion deals with the major streets and the recommendations proposed for their improvement. Elsewhere comment was made upon the faulty manner in which the Area was subdivided. This inferior subdivision will not interfere with the traffic circulation after the major street plan is adopted and carried out as through traffic will use these main thoroughfares. There are, however, innumerable places where street openings should be made so that even the minor streets may be more efficient in respect to traffic movement. Plate ,page , shows many corrections of minor streets which are recommended.

REPLOTTING.

The Town Planning Act of British Columbia, through an amendment, now permits a Council to undertake a replotting scheme. It would appear, owing to the poor platting of the early subdivisions and the cost of the property which it will be necessary to expropriate in order to carry out even the most necessary improvements, that authority to replot under the Act should be invoked. The undertaking of a replotting scheme in the South Vancouver Area is simplified by the comparatively sparse development and the amount of tax sale land owned by the city.

The salient features of replotting are now so well known that a recital of the objectives desired is unnecessary at this time. It is sufficient to point out that in addition to obtaining many desirable through roads of full width, the city will be able to exchange its tax sale lands for affected privately owned property and in general the entire area in a replotting scheme will be greatly benefitted *and the city's revenue enhanced accordingly.*

AREAS RECOMMENDED FOR REPLOTTING.

1. Area bounded by 56th Avenue, Argyle Street, Marine Drive and Boundary Road.

This area has reverted largely to the city and as it was recommended that the possibilities for a replotting scheme be investigated, the City Council withdrew all tax sale lots from sale. The area affords a wonderful site for a residential district. It lies on the southern slope and

a beautiful view of the delta lands, the Fraser River and the Straight of Georgia, with the back ground of the mountains in Washington and on Vancouver Island is obtained.

With the industrialization of the North Arm of the Fraser River, this tract will afford a very fine residential area for both artisans and executives connected with the industries.

Primarily, the replotting should be undertaken in order to obtain the necessary major streets in the desired location. Further, Marine Drive and Boundary Road, both of which are recommended as boulevard streets or pleasure drives, could be widened without cost. The widening of Victoria Drive and Nanaimo Street should also be done. Vivian, Kerr, Tyne and 59th Avenue could be projected where desired and without cost.

The deep ravine at Kinross Street and a small area of land surrounding ^{it} should be dedicated as a small park. The golf course proposed by the Council of South Vancouver before amalgamation lies within these boundaries. The privately owned lots within the boundaries of the proposed golf course could, no doubt, be readily exchanged for some of the city's lots outside the golf course area.

If the major streets through this tract are developed there will, no doubt, be a gradual demand for homesites and the entire area could be ~~developed~~ ^{properly subdivided} according to a preconceived design as conditions warrant.

A considerable saving of land will be effected by making many of the minor streets 50 feet in width instead of the usual 66 feet.

There are somewhat over 1,100 acres in the area proposed for replotting. Comparatively speaking the cost of the scheme would be small owing to the sparse development.

2. AREA BOUNDED BY FORTY-SIXTH AVENUE, TYNE STREET, FIFTY-SIXTH AVENUE AND BOUNDARY ROAD.

This area comprising some 155 acres, is contiguous to that previously mentioned and it also has been recommended to the City Council for re-plotting and that tax sale lands be withheld from sale.

The tract is situated on a gentle slope and it is chiefly on account of the poor subdivision and the fact that the City owns a considerable number of lots, that the recommendation is made. There are several blocks having double frontage and along the north side of Forty-ninth Avenue there are no intersecting streets between Tyne Street and Boundary Road, a distance of about 2,000 feet. There are also several city owned lots with no means of access except by way of a lane. Both Tyne Street and Boundary Road could be widened, through this replotting, without cost.

3. THE KINGSWAY - JOYCE ROAD AREA.

Owing to the poor planning originally applied in this vicinity and also to the number of major streets, involving widening, which focus within a small radius, it is recommended that the area, bounded roughly by Wales Street, Forty-sixth Avenue, Battison Street and Kingsway, be replotted.

Within these boundaries there are approximately 240 acres. Most of the lots have 33-foot frontages. The problem of difficult grades, usually associated with replotting schemes, is entirely absent in this case. The street and block design at present is very poor indeed and will have to be improved at some expense if no replotting is done.

No attempt has been made to make a detailed study of the number of houses and privately owned lots involved and the number of lots available after replotting. It is felt, however, that by making the new minor streets 50 feet wide where possible and by negotiating exchanges of city owned property in the area for the land required for major streets, a replotting scheme would be advantageous. Approximate estimates appear later.

The enhancement of property values attributable directly to the straightening out and opening up of the present barrier of undeveloped and restricted public thoroughfares, coupled with the projection of efficacious major streets, should alone justify the venture. No cost data have been prepared.

The accompanying plan, Plate , Page , is intended more as a graphical illustration of the possibilities and as a general guide than as an actual working design or drawing. The difficulty of obtaining an authentic and accurate plan of the subdivisions of South Vancouver to which reference has already been made, was encountered and emphasised in making this study but the plan, as shown, has been made from the best sources obtainable.

The following elements have been given due consideration in the design and are included in the suggestion to replot :-

1. School Road, widened on the south side to 120 feet.
2. Kingsway widened to 100 feet and connected westerly by a five-degree curve with the widened School Road.
3. Tyne Street widened to 100 feet and connected with School Road, and also with Kingsway at Battison Street by an 80-foot road.
4. Forty-second Avenue widened to 100 feet and extended from Kerr Street to Joyce Road.
5. Vivian Street widened to 100 feet and extended through to Kingsway at Earles Street.
6. Rupert Street connection, 100 feet wide from Kingsway to Forty-fourth Avenue and Rhodes Street.
7. It is proposed to create the regular rectangular lot 50 feet by 100 feet, preferably 120 feet deep. This will yield about the same area as the present lots but the new lots will be wider and shorter. This area, 5000 square feet, will raise the South Vancouver standard to a par with the Point Grey Area, ^{and} ~~but~~ will be somewhat larger than the former City of Vancouver. The 50-foot frontage for Kingsway and other business streets will allow for subdivisions into two 25-foot lots.
8. The secondary or minor streets are 50 feet in width with 26-foot roadway width which will allow for two lines of traffic and one parked vehicle.

9. 20-Foot lanes are provided in practically all cases.
10. Wherever possible, the blocks abutting major streets are placed lengthwise along such streets, and the lot lines are made at right angles to the streets.
11. Where the present subdivision is good and fits well with the proposed replotting, no change has been made.
12. In the area, there are approximately lots affected of which lots belong to the city. There are, approximately, new lots created. There are buildings (of which are dwellings) and approximately of these will be required to move.

There are several other areas much smaller in extent in which replotting could be carried out to advantage.

One block in particular may be mentioned. In the *triangular* portion of District Lot 195 which lies east of Nanaimo Street, *projecting* in ^{to} Hastings Townsite, all but three or four lots belong to the city. Moreover, only 3 dwellings have been erected. These privately owned parcels should be exchanged for city owned property on the opposite side of Nanaimo ^{Street} and the subdivision in the whole triangular area should be cancelled. With this done, the way would then be open to make a more uniform subdivision when the tract surrounding this triangle is subdivided.

VANNESS AVENUE.

This "avenue" is a privately owned right of way of the British Columbia Electric Railway Company and is used by its Central Park Line. Unfortunately, in subdividing the adjacent land, this right of way was used as a street with the result that many lots fronting it have no other means of access or egress without trespassing upon it. The width of the right of way varies with the necessity for the cuts and fills of the railway. As it is imperative that access should be afforded to the lot owners abutting this right of way and as the railway company require the full width of their right of way, especially in the case of fills, it would appear that the only solution is that the owners themselves petition for the opening of a street, of sufficient width for the mere local traffic, paralleling the railway, and give up the required land. In some places, however, there is a narrow public way already giving access to the property.

An opening along Vanness Avenue such as this is particularly desirable to connect Commercial Drive north of Sixteenth Avenue with Commercial Drive in the South Vancouver Area south of Eighteenth Avenue. Apart from the local problem of the property owners along Vanness Avenue between Sixteenth and Eighteenth Avenues, it would be expedient in any event to have a direct connection between the two built-up business sections of Commercial Drive.

TRANSIT REPORT

The subject of transit was dealt with exhaustively in the Vancouver Report and the whole of Greater Vancouver south of Burrard Inlet, excluding Burnaby and New Westminster, was thoroughly covered. The former report may be amplified to some extent now since a more complete study has been given to the major street system of the South Vancouver Area.

In the Vancouver Report, Knight Road was recommended for consideration as part of the Intermediate Programme. In view of the large population between Fraser Street and Victoria Drive which is inadequately served at present, it is now recommended that, as soon as Knight Road is improved and developed as a Major Street, a bus line service be inaugurated on Knight Road between Kingsway and 56th Avenue.

It is further recommended that, in the future when the growth of population and conditions warrant the service, a bus line be inaugurated from Kingsway south on Vivian Street, then by the proposed diagonal street to Marine Drive and Boundary Road, to loop back via Boundary Road, Tyne Street Diagonal and Tyne Street. This will serve the southeastern portion of the Area.

Some connection should also be made between Kingsway at Victoria Drive or Knight Road, north to Commercial Drive.

TRANSPORTATION REPORT

In setting out the picture of Transportation, including Railway and Harbour, development for the South Vancouver Area one must view that portion known as the North Arm of the Fraser River to a large extent as a connecting link, a part of the whole and not as a separate entity. As a waterway the North Arm not only provides excellent industrial sites for these industries which require only barge, lighter and coast-wise service, but constitutes the shortest route to up river points for such traffic. It is used to a surprising extent by all of the numerous sawmills and allied industries on the Fraser River. In a somewhat similar fashion the railway line paralleling this waterway, acts largely as a feeder carrying the products of the North Arm mills and other industries to New Westminster, there to be turned over to the transcontinental railway companies. Vancouver has a well warranted interest in the waterfront of this portion of the greater municipality inasmuch as the wants of the large residential area lying on the southern slope will in the future be fed to a considerable extent by this water route.

Railway Section - Railroad transportation as applied to the South Vancouver Area comprises what is known as the Central Park Line owned and operated by the British Columbia Electric Railway Company and the Eburne - New Westminster Line owned by the Canadian Pacific Railway Company but leased

to and operated by the British Columbia Electric Railway Company.

The Central Park Line serves the highland area lying between Burnaby Lake and the North Arm of the Fraser River providing passenger and freight services. The line is double tracked and the service is satisfactory. Location and design of these lines are good, grade separations being provided for the more important street crossings, with the exception of Victoria Road for which provision should be made. The width of the railway right-of-way varies from 66 to 120 feet and is consequently sufficiently wide for adding such additional tracks as may ever in the future be required. This line will, for the most part, carry passenger traffic, serving as it does largely a residential area. It is not designed for heavy through freight traffic. The light industrial areas, one lying east of Joyce Road and the other southwest of Trout Lake, can be adequately served by a four track line. The passenger business will not be greatly increased until the Railway Company makes use of a route into the Carrall Street Terminal which will materially reduce the running time between Vancouver and New Westminster.

The Eburne-New Westminster Line of the British Columbia Electric Railway Company is of considerable importance both locally and generally. It embraces a considerable area of excellent waterfrontage and industrial lands and acts as a feeder to the line haul railways. This line is single tracked at present but the right-of-way is sufficient for the ultimate

development of four tracks, two through tracks and a switching lead on both sides. The line is well located, having easy curves and gradients and is so situated in rear of the waterfront as to adequately serve the same. The area adjoining the waterfront lying between the west boundary of the South Vancouver Area (which is about 1000 feet west of Cambie Street) and Argyle Street, is particularly suitable for industrial development as is also that area lying east of Kerr Street. The westerly area has an average width of 1500 feet, while the easterly area averages 500 feet. In both cases these areas can be conveniently and efficiently served by industrial trackage connected to the Eburne-New Westminster Line. A branch from the main line can also be readily built to serve Mitchell and Twigg Islands when required for industrial purposes.

Railroad Grade Crossings Elimination - There are several streets leading to the waterfront such as Ontario, Main, Fraser, Victoria, Kerr and Boundary Road but the only thoroughfare which serves the waterfront and also crosses the river is Fraser Street. This street connects with No.5 Road, Lulu Island, and leads directly to the Lulu Island Terminus of the Ladner Ferry. This road will rapidly increase in importance due to improvements to No.5 Road now being carried out. The Provincial Government now proposes to re-construct the North Arm bridge on this route. No doubt the new bridge will be constructed at the same level as the existing structure. This will enable an approach

embankment to be built at the north end extending beyond the railway tracks and thereby provide a first class grade separation. If any other bridge should be constructed in this area in the future across the North Arm similar treatment can be accorded. No other grade separations are needed except such foot bridges as may be deemed necessary to cross the tracks within the proposed riverside park site.

Harbour Section - The portion of the North Arm waterway bordering the South Vancouver Area on the south forms a part of what is known as the North Fraser Harbour. The foreshore is owned by the Province of British Columbia but the administration of the harbour lies in the North Fraser Harbour Commissioners, a Federal body. This Board constituted by Act of Dominion Parliament in May, 1913, is composed of two Federal representatives and one representative of the Municipalities fronting on the waterway. A great deal has been said on the question of ^{the} absorbing ^{the} this body by the Vancouver Harbour Commissioners. New Westminster represented by the Fraser River Harbour Commission has an equal interest with Vancouver in this waterway, and for this reason it might be advisable with the ultimate object of combining all these administrations, to re-constitute the North Fraser body by adding a representative from the New Westminster body. So much for the political situation.

The Federal Government has set a standard of 10 feet of water at low tide level for the North Arm of the Fraser

River. Considerable difficulty is being experienced in maintaining this depth due to siltation. ~~This means that~~ even with a 10 foot maintained depth much of the present shipping is confined in movement to the period of higher tidal ranges. Having in mind the general industrial development which calls for tug, barge, lighter and coastwise shipping, this body of water should have an ultimate depth of 18 to 20 feet. To accomplish this end in addition to a large dredging programme, the channel will have to be narrowed and straightened in order that the heavy silt of the freshet period can be carried to sea. Such an improvement can be effected in at least one portion of the South Vancouver waterfrontage. The channel widens materially at Mitchell Island with consequent siltation. In conjunction with the proposed riverside park, a hydraulic fill is recommended at the foot of Argyle Street joining Mitchell Island with the Mainland, as indicated on Plate , Page . This barrier would have a number of advantages, namely, narrow the channel and cause efficient flushing of the channel south of ^{Mitchell and Lurg} ~~these~~ Island, prevent future siltation of the north channel, provide a causeway for railway access to these Islands, and lastly, provide a swimming beach as a valuable adjunct to the Park. At other points the channel should be straightened, notably at the foot of Cambie Street, where the projecting point of Lulu Island should be rounded off and the Island shown as Lot 528 removed. The slough in rear of Rowling Island should be filled and bulk-

heading carried out at various points where dredging material has to be disposed of, resulting in the desired narrowing of the channel.

The new Fraser Street bridge now under consideration should provide the main draw span in the south channel while the present swing span in the north channel should be maintained to serve the dead ended waterway above this point.

Waterfront development is controlled to a certain extent by the headlines recently established by the North Fraser Harbour Commissioners. It should in general be accomplished by shore quay construction either of the wharf type or by means of bulkheading as shown on Plan ,Page Bulkheading, although more expensive, provides a better current condition and in addition enables the owner to reclaim a certain amount of valuable foreshore land.

Public access to the waterfront should be provided by use of existing street ends at intervals of not more than one-half mile. Reference has been made to certain roads which lead to the waterfront. In addition consideration must be given to the main thoroughfares, both now in existence and which will be needed to adequately connect the various waterfront areas both generally and locally. Marine Drive, with the exception of two short sections, has been well located both as to gradient and curvature. This highway constitutes the main roadway paralleling the waterfront and is well designed to carry traffic to and from other parts of the peninsula having business with the South Van-

couver waterfront. However, with continued and substantial industrial development of the waterfront, Marine Drive is at some localities too far from the waterfront to serve satisfactorily as a connecting link for vehicular traffic between local points. For this reason ^{the} ~~our~~ plans as developed and shown on Page provide ~~s~~ a marginal roadway south of the British Columbia Electric Railway Line and, where industrial development warrants, a parallel road north of the Railway line. Both of these proposed roads should provide 54 feet of width for vehicular traffic and an additional 10 feet for sidewalks on one side. Towards the east end of the South Vancouver Area Marine Drive follows high ground and an improved means of access to the waterfront must be provided. The treatment proposed will be best understood by reference to Plate Page .

The development of the Lulu Island side of the North Arm must be regarded as an early outcome of the railway branch line programme which will shortly be carried out by the Canadian National Railways to embrace this section of the waterfront. Such a development will warrant additional bridge crossings connecting Lulu Island with the Mainland. It is probable that for many years to come, the necessary service can be provided by bridges built at about four mile intervals but inasmuch as street ends are being preserved for public use at much shorter intervals, additional intermediate bridges can be added as required.

INDUSTRIAL SURVEY -

The main industries to be found in the South Vancouver Area today lie along the North Arm of the Fraser River. These comprise:

1. Dominion Mills, Limited
2. B.C.Red Cedar Co. Limited
3. Creo-Dipt Co. Plant (At rear of B.C.Red Cedar)
4. Canadian White Pine Company
5. Steeves Saw Mill
6. McLatchy Saw Mill
7. Pacific Wood Products
8. B.C.Monumental Works Ltd.
9. Yellow Cedar Products Ltd.
10. Campbell Road Cedar Co.
11. Burke Lumber Company
12. Globe Fertilizer Company
13. B.C.Pottery Works (At rear of Globe Fertilizer)
14. Fraser Valley Hemlock Company
15. Burrard Packing Company Limited
16. Ontario Street Saw Mills
17. Johnson Lumber Company
18. B.C.Box Company
19. Sawmill under construction.

These industries occupy approximately 30% of the total available area. Most of these are located east of Ontario Street.

Heretofore, by virtue of the leasing agreement in effect between the Canadian Pacific Railway Company, owner of the Eburne-New Westminster line and the British Columbia Electric Railway Company Limited, operating the line, a local rate was applicable to all freights to and from the industries in the South Vancouver Area where the line haul was other than by Canadian Pacific Railway. Recently, however, the Board of Railway Commissioners for Canada has passed an order (not yet made effective) authorizing both Canadian National Railways and Great Northern Railway Company to issue joint rates with the British Columbia Electric Railway Company, making Vancouver rates to apply to all North Arm industries. This is an important and valuable concession and will be very beneficial ^{to} ~~in~~ the industrial development of the entire North Arm section. The ^{railway} rates together with the completion of the present dredging programme by the Federal Government will give considerable impetus to the industrial development of the North Arm district. The sawmill industry naturally predominates at the present time, but other industries of superior class will no doubt find this location profitable more particularly as the needs of the large adjoining residential area increase with the population. The type of industry then which will find this location attractive will cover sand and gravel bunkers to provide building materials, coal bunkers for fuel supply, oil distributing stations for oil and gasoline, machine shops and other light industries.

Labour for these industries will be particularly convenient and if working conditions are favorable, will be happy and contented living on the south slope of an attractive home site location.

ZONING REPORT.

The principal purpose of zoning is to give stability and character to property so as to encourage development consistent with the highest community service which such property can render. A zoning By-law provides three kinds of regulations which affect the uses of property and buildings, the height of buildings and the size and arrangement of buildings upon lots and of open spaces about such buildings. A zoning by-law will encourage like types of structures within districts to be determined in accordance with their natural fitness.

Vancouver's experience in respect to the value of zoning is such that a reversion to the conditions obtaining before zoning restrictions were imposed, would be unthinkable. The good that came out of the interim zoning by-law only increased the desire to put in effect a comprehensive by-law. The experience of the former municipality of Point Grey is similar. The benefits of zoning in general are too obvious to need elaboration in this report but the conditions appertaining to the South Vancouver Area are deserving of discussion.

The former municipality had a zoning by-law, known as "Town Planning By-law No. 1595", which came into force on 5th April, 1928. It prescribed residential, commercial and industrial areas and fixed building lines.

The "commercial" classification was placed on Main Street, Fraser Street, Victoria Drive and Kingsway. A few

isolated blocks, as on Commercial Drive, Joyce Road, Forty-sixth Avenue, and Marine Drive, were also placed in this category.

The entire waterfront, including a strip north of the British Columbia Electric Railway right of way and an area south of the junction of Joyce Road and Vanness Avenue were zoned as "industrial."

This zoning received due consideration and, in the main, it was followed out in the comprehensive zoning of the South Vancouver Area. In some cases, however, the classification was changed.

Broadly speaking, this Area is of a residential character, but, of course, it must be considered as a very large section of the entire metropolitan area. It has well defined communities some of which are served with local commercial centres and a few have some industrial developments.

Many studies and investigations peculiar to zoning alone have been carried out in addition to the considerations given to the other elements of the town plan.

The following is a summary of these studies:

USE MAP.

A map, showing the present use of each parcel of land and building thereon in the entire Area, has been prepared. It indicates, by colors, the location of fifteen different classifications of uses, including industries, railway owned lands, stores, wood and coal yards, garages, multiple and single-family dwellings, orchards, poultry-farms and others. This map represents the result of a very careful survey, which survey was made with some difficulty owing to the sparse settlement in large portions of the Area.

CITY OWNED PROPERTY MAP.

This map graphically shows all the individual lots and parcels of land owned by the City. The property is classified as tax sale land, parks improved and unimproved, school sites, developed and undeveloped, cemetery, and all others, such as fire halls and civic yards and halls, each classification being represented by a color.

It will be obvious that these two maps, being in color, could not be reproduced in this report.

No attempt was made to prepare a lot width map as most of the lots are 33 feet in width.

TREND OF BUILDING DEVELOPMENT.

Plate , shows the location of all the buildings, classified as dwellings, stores and schools and churches, erected in the South Vancouver Area during the five-year period from 1st January, 1924, to 31st December, 1928. This map was compiled from records kept by the Building Inspector of the former Municipality.

DISTRIBUTION OF POPULATION.

A dot map indicating the distribution of the present population in the Greater Vancouver Area, including Burnaby and New Westminster, was shown in the Vancouver Report. In addition, the distribution of the future population was also given. Each dot represented fifty people.

From the present use map of the South Vancouver Area, it has been possible to plot a map indicating the distribution of the present population of this area. This map is on a fairly large scale, (plate) and each dot represents twenty-five people. The factor of 4.25 persons per family was used in this calculation of population.

GENERAL ZONING RECOMMENDATIONS AND DATA.

Main Street, Fraser Street and Victoria Drive presented a problem similar to Fourth Avenue and Broadway in the City in regard to zoning, although, in general, the problem was not as acute in the South Vancouver Area.

These streets, served with carlines, have been considered for many years as business streets, but, as yet, they are largely undeveloped. There is little demand for stores except at strategic points, such as on Main Street at King Edward, Fraser Street between Forty-third and Fifty-second Avenues, and on Victoria Drive near Forty-third Avenue. There would appear to be little desire to erect dwellings on the undeveloped sections owing to the possible construction of stores or light industrial buildings.

The Commission ^{has} ~~have~~, therefore, recommended that the more developed sections of these streets be zoned for three-storey commercial and that the balance be placed in the two-family dwelling classification. This will allow for a somewhat more intensive development than a single-family dwelling classification along the street car lines.

In addition to the above, small local commercial areas are provided at the intersections of the major streets. Kingsway is zoned as three-storey commercial throughout its

length, so adequate provision has been made for commerce.

As explained in the introductory commentary, there are only two locations suitable for industries, one along the river front and the other east and north of Joyce Road and Kingsway. A third area has been set aside for light industry near Cedar Cottage but it is of small extent. There may be cases where it is felt that a hardship may have been incurred on account of not allowing industry, or commerce for that matter, promiscuously but whole neighborhoods should not be blighted by the inclusion of a single displeasing or offensive use.

DATA.

PRESENT USE OF BUILDINGS AND LAND IN THE SOUTH VANCOUVER AREA.

| Use | Number | Acreage | Percentage | Totals |
|----------------------------------|--------|-----------------|------------|--------|
| RESIDENTIAL: | | | | |
| One-Family | 10,350 | 1205.00 | | |
| Two-Family | 3 | 0.50 | | |
| Multiple Dwellings | 5 | 1.10 | | |
| | | <u>1206.60</u> | 13.10 | 13.10 |
| COMMERCIAL: | | | | |
| Stores and Offices | | | | |
| Occupied | 27 | 44.60) | 0.52 | |
| Vacant | 65 | 3.70) | | |
| Garages & Gas Stations | 20 | 4.32 | 0.05 | |
| Auto Tourist Camps | 4 | 10.15 | 0.11 | 0.68 |
| | | <u>62.75</u> | | |
| INDUSTRIAL: | | | | |
| Industries, Light | | 11.55 | 0.125 | |
| Heavy | | 69.26 | 0.755 | |
| Railway Lands | | | | |
| Right-of-way | | 79.00 | 0.86 | 1.74 |
| | | <u>159.81</u> | | |
| INSTITUTIONS, PARKS, ETC. | | | | |
| Private Open Spaces | | | | |
| Golf Courses | | 174.00 | 1.900 | |
| Miscellaneous | | 1.35 | 0.015 | |
| Public Buildings | | 2.20 | 0.025 | |
| Semi-Public Buildings | | 8.60 | 0.090 | |
| Schools | | 65.76 | 0.715 | |
| Parks and Park Sites | | 350.00 | 3.304 | |
| Cemetery | | 87.00 | 0.950 | |
| Truck Gardens, Nurseries | | | | |
| Orchards & Chicken Farms | | 344.53 | 3.731 | |
| | | <u>1033.24</u> | | 11.24 |
| Streets and Lanes | | 2920.00 | 31.74 | 31.74 |
| Unoccupied | | 3817.60 | 41.50 | 41.50 |
| | | <u>9,200.00</u> | 100.00 | 100.00 |

In connection with the above summary the following may be noted:

Residential:

It is estimated that there are 10,650 families in the area which, using the factor of 4.25 persons per family, gives a population of 45,000. About 95 per cent of the population live in one-family dwellings.

Commercial:

Under "stores and offices", it should be noted that the offices are very few in number. They are "ground-floor" offices and are occupied chiefly by real estate and insurance firms.

From the survey which was made it has been computed that, in connection with the store and office frontage, there are over 38 feet of frontage to every 100 persons.

Taking into consideration all the business frontage, which would include stores, gas stations, garages and light industries, it has been determined that there are over 50 feet of business frontage per 100 persons of contributing population.

There are four automobile tourist camps, at Marine Drive and Clarendon Street, Kingsway and Carlton Street, Kingsway and Dumfries Street and on Slocan Street near Twenty-ninth Avenue.

Industrial:

Uses classified as "Light Industrial" chiefly consisting of wood and coal yards and builders' supply yards, are scattered throughout the Area.

The heavy industries are confined practically entirely to the river front.

Institutions, Parks, Etc.:

Private open spaces, which include the grounds of tennis and bowling clubs, are small in extent in the South Vancouver Area as compared with the old City, there being only 1.35 acres against 23 acres in the old City.

The Parks and Park sites do not include the 160-acre golf course east and north of Nanaimo Street and Marine Drive as proposed before amalgamation by the South Vancouver Council. With the addition of this golf course, the total acreage of public park and play area would be over 5 per cent of the total in the Area which is a desirable minimum.

Mountain View Cemetery, owned and administered by the City of Vancouver, occupies almost one per cent of the entire Area.

The total open spaces, consisting of the two golf courses, parks and cemetery would make up about 8.4 per cent of the total Area.

The area occupied by truck gardens, nurseries, orchards and dairy and chicken farms, is noteworthy it being nearly four per cent of the whole Area.

The streets and lanes are estimated at approximately one-third of the Area with due allowance being made for the large unsubdivided holdings.

GENERAL PROVISIONS OF ZONING BY-LAW

(Plate

The general provisions of the Zoning By-law now obtaining in the old City of Vancouver will be extended to the South Vancouver Area. The zoning map only will apply directly to the South Vancouver Area. Any amendments or additions to the zoning regulations will automatically apply to the South Vancouver Area also.

In the City, there are ten classifications or districts, but in the South Vancouver Area, three of these, namely, the Six-storey Multiple Dwelling, Six-storey Commercial and General Business Districts, are not applicable.

The preamble of the Zoning By-law is as follows:

" A By-law to regulate and restrict the location and use of buildings and the use of land within the City of Vancouver; to limit the height and bulk of buildings; to prescribe the size of yards and other open spaces and the maximum density of population and for these purposes to divide the city into districts."

The Zoning Regulations and the division of the Area into these districts, were made in order to give due consideration to:

- (a) The promotion of public health, safety, convenience and welfare.

- (b) The prevention of the overcrowding of land and the preservation of the amenity of residential districts.
- (c) The securing of adequate provisions for light, air and reasonable access.
- (d) The value of the land and the nature of its uses and occupancy.
- (e) The character of each district, the character of the buildings already erected and the peculiar suitability of the district for particular uses.
- (f) The conservation of property values and the direction of building development.

USE DISTRICTS AND THEIR LOCATIONS.

The following uses, in the locations indicated, are permitted in the South Vancouver Area under the provisions of the Zoning By-law.

A. ONE-FAMILY DISTRICTS.

One-family dwellings, churches, public schools, public museums, libraries, golf courses, parks and playgrounds; also farming and truck gardening and nurseries and greenhouses, used only for the propagating and cultivating of plants; and accessory buildings such as private garages and stables under suitable restrictions.

The height of a building in this district must not exceed 35 feet nor two and a half storeys. Restrictions as to front, side and rear yards are also set forth. The site area requirement is at least four thousand, eight hundred (4800) square feet per family (save where a registered lot of less area exists prior to the passing of the Zoning By-law; or where

the Approving Officer allows a re-subdivision of not less than 3600 square feet per lot.)

One of the chief characteristics of the Area is that it is predominately residential and it is therefore natural to expect ^{it to be} ~~that it is~~ zoned largely for single-family dwellings.

B. TWO-FAMILY DWELLING DISTRICTS.

Uses and buildings permitted in the one-family dwelling district, two-family dwellings, group houses comprising detached or semi-detached dwellings, private clubs, fraternities, lodges, excepting those the chief activity of which is a service customarily carried on as a business, and sanitariums or hospitals, other than for isolation cases or for the treatment of animals.

The height of a building in this district must not exceed 35 feet nor two and a half storeys. Restrictions as to front, side and rear yards are also set forth. The site area requirements is Two thousand four hundred (2400) square feet for each family in a two-family dwelling, with the same provisions as in the case of the one-family dwelling.

Provision has been made in suitable locations for two-family dwellings. Areas along 16th Avenue and on Main Street, Fraser Street and Victoria Drive have been set aside for this classification. A large area between Marine Drive and the British Columbia Electric Railway, east of Vivian Street adjacent to the industrial areas, has been set aside for two-family Dwellings.

C. THREE-STOREY MULTIPLE DWELLING DISTRICTS.

Uses permitted in "A" and "B" dwelling districts, multiple dwellings, provided that group houses, row houses or terraces, shall not comprise more than four (4) attached dwellings; hotels or apartment hotels, boarding and lodging houses, excepting those containing business, other than for the sole convenience of the guests in the building, institutions of an educational or philanthropic nature and storage garages as accessory buildings.

The height of a building in this district must not exceed 45 feet nor three storeys. Certain requirements in respect to front, side and rear yards are also necessary.

Two half blocks on 16th Avenue near Main Street have been set aside as ^aThree-storey Multiple Dwelling District. This was done to conform with the district on the other side of the street. Four blocks on Cambie Street, between Nineteenth and Twenty-fourth Avenues, have also been designated as a Three-storey Multiple District. The construction of this type of dwelling should be discouraged in an area such as South Vancouver and, therefore, no other locations were provided.

D. SIX-STOREY MULTIPLE DWELLING DISTRICTS

No provisions for this classification was made in the South Vancouver Area.

NOTE. Billboards are not permitted in any residential district.

E. LOCAL COMMERCIAL DISTRICTS.

Uses permitted in dwelling districts, together with retail stores, service or gas stations and public garages.

The height of a building in this district must not exceed 35 feet nor two and a half storeys, Certain front, side and rear yard requirements are necessary where local commercial districts are surrounded by residential districts, but if the district is extended along through a block or blocks, no set-back is required. Undertaking establishments, Candy or Jam factories, Dyeing and Cleaning works, Laundry or Printing Shops and all other uses prohibited in the three-storey commercial districts, are prohibited.

The provisions relative to billboards, bulletin boards, signs and sign-boards in and for residential districts also apply to Local Commercial Districts, but any person carrying on business in any building within such Local Commercial District may place upon such building any sign relating to the business carried on therein, subject to the City's Building By-law relating to signs.

Local Commercial Districts have been located chiefly at the intersections of the proposed Major Streets. These centres will fulfill their function of supplying a convenient "corner" store in a residential area, when located at such strategic points. A Local Commercial classification has also been recommended for Joyce Road from Kingsway to Wellington Avenue.

F. THREE-STOREY COMMERCIAL DISTRICT.

Uses permitted in dwelling districts, retail stores, service or gas stations, public garages, funeral undertaking establishments and, under certain restrictions as to amount of floor space used, bakeries, candy or jam factories, dyeing and cleaning works and laundries or printing shops.

The restrictions governing residential districts apply to residences of all types erected in this district.

The height of a building must not exceed 45 feet nor three storeys. No front or side yard requirements are necessary except under certain conditions. A four-foot rear yard is required if the site is bounded by a lane but if there is no lane, ten feet are required.

Three-storey Commercial Districts have been located along Kingsway and certain portions of Main Street, Fraser Street and Victoria Drive; chiefly where business

is now operating in the case of the last three streets.

A block on Commercial Drive, an area extending easterly from this to Victoria Drive and a few blocks on the south side of Twentieth Avenue near Victoria Drive have also been designated as a Three-storey Commercial District.

G. SIX-STOREY COMMERCIAL DISTRICT.

No provision was made for this classification in the South Vancouver Area.

H. SIX-STOREY LIGHT INDUSTRIAL DISTRICT.

Uses permitted in the three-storey commercial districts.

Where a residence of any type is erected in this district it must conform to certain restrictions which, while not as severe as in residential districts, will allow for adequate light and air.

The height of a building in this district must not exceed 75 feet nor six storeys. No front yard requirement is necessary and no side yard except under certain conditions. Rear yards, similar to the three-storey commercial districts are required.

The location of these districts ~~have~~^{has} already been covered in the general report. The light industrial district on the north side of the British Columbia Electric Railway, paralleling the river, will aid in screening the heavy industrial area from the Marine Drive and residential district on the hill. In addition to the Joyce Road-Kingsway and

(SIX-STOREY LIGHT INDUSTRIAL DISTRICT) (Continued)

Cedar Cottage light industrial districts, there are a few isolated blocks which have been designated where established plants are already located.

I. GENERAL BUSINESS DISTRICT.

No provision was made for this classification in the South Vancouver Area.

J. HEAVY INDUSTRIAL DISTRICTS.

All uses not prohibited by any other law or by-law.

Certain uses permitted in some of these districts are, however, also subject to the approval of the Council. Beside certain objectionable heavy industries there are included, as subject to the Council's approval, the following:

The keeping of horses, cows, goats, pigs, sheep, poultry, or the keeping of dogs for breeding purposes.

Houseboats.

Livery stable, sale or boarding stable or stable in which horses are to be kept for hire or delivery or express purposes.

Dog hospital

The keeping of live poultry for retail or wholesale trade.

Dwellings for the use of caretakers or watchmen only are permitted in this district. The height of a

building must not exceed 100 feet nor eight storeys.
There are no front, side or rear yard requirements.

This district has been located along the North Arm of the Fraser River. The British Columbia Electric Railway provides trackage for the industries which will locate here.

NON-CONFORMING USES.

The Zoning By-law recognizes the prevailing types of development and is not retroactive in its provisions.

It provides, therefore, for the continuation of the use of any building which was in existence and being used when it was put in force even though the use does not conform with the district specified. A non-conforming building may be repaired but may not be altered nor reconstructed in any respect.

ENFORCEMENT.

The zoning by-law is administered by the City Architect and his assistants. The Licence Inspector is also concerned as his department issues licenses for the carrying on of commercial and industrial uses. Certain penalties for the violations of the provisions of the Zoning By-law are prescribed.

APPEALS.

Provision is made for the establishment of a Board of Appeal who shall hear and adjudicate on appeals from any persons who believe the literal enforcement of the by-law would result in unnecessary hardship or for any other reason.

AMENDMENTS.

Provisions for amendments to or changes in the Zoning By-law is made in the Town Planning Act. Any citizen may make application to the City Council for an amendment to the by-law. If the petition is considered, the procedure is similar to that for the passing of the original Zoning By-law.

PUBLIC RECREATION

In the Vancouver Report, the Major Street, Transportation and Transit elements of the plan were treated regionally. In much the same manner the parks and recreational elements were considered but these were discussed only in a general way as far as the South Vancouver Area was concerned. This report deals more specifically with the park situation as it appears in this Area.

One of the most noticeable features of the average present day city, especially from a visitor's viewpoint, is the dearth of open spaces and natural resorts for recreational enjoyment. This lack of parks is intensified by the modern extreme utilization of land. The present day tendency of the urban population, for seeming economic consideration, is to abandon life under home ownership and in single family dwellings for rented apartments in multiple dwellings. This growing inclination only aggravates matters because as the land becomes more crowded with buildings, open spaces will be more necessary and these become more difficult and costly to obtain as intensive development and concentration takes place. The City is under an obligation, in order to cope with these penalties of material development which represses the ideal conditions of home life, to provide more and more recreational opportunities.

The South Vancouver Area is inhabited chiefly by people living in single family dwellings, nevertheless, the desire on the part of these inhabitants for parks and play areas is still insistent. The single example of the influence of parks upon property values cited in the Vancouver Report emanated from South Vancouver. This example is so impressive that it will bear repetition. "Prior to the establishment of ^{Macdonald} Prince Edward Park the municipality had scores of tax sale lots on the market in that district. The average price was \$150.00 per lot, with very few being sold at that figure. The park, 2.6 acres, was set aside from these municipal lands. Within a few months thereafter, all the lots facing the park were sold at prices averaging \$340.00 per lot. Now sales are being made in other blocks near the park: at prices correspondingly higher. The simple act of the Council in setting aside that 2.6 acre park changed the character of the district and made property in the neighborhood more desirable and more valuable."

Until the last three or four years of its existence as a separate municipality, South Vancouver had made but meager provision indeed for parks for its citizens. Before amalgamation, however, its leaders took advantage of the fortuity which placed many parcels of land through non-payment of taxes under municipal ownership, and dedicated many blocks as public parks. This was a meritorious and farsighted policy but, notwithstanding this fact, the mere promiscuously setting



aside of blocks of land and labelling them "parts" does not always indicate the exercise of experienced and scientific judgment.

There are many factors entering into the consideration in the choice and establishment of a park. It is only by the painstaking analysis of all these factors, coupled with the knowledge of the experiences of other cities and the present-day usages in respect to parks, that a scientific, well-balanced, general plan for a park and boulevard system may be evolved. By the consistent general adherence to the principles of this plan, in following out a park programme, the ultimate scheme as desired will be consummated.

RECREATION

The Vancouver Report very fully defined the various elements to be considered in the recreational plan for a community. A complete repetition of this description would be redundant but a brief outline of the salient features in connection with the classification of the population and the recreational facilities which should be available, is given.

(See Plate ,)

SMALL CHILDREN.

Small children, below school age, especially if home grounds are either too small or not available, should have small lots in each block, preferably near supervised playgrounds, in which they can play together in safety under

the care of their elders. An acre of ground in one or two or three units should be set aside in every quarter of a square mile of residential districts for these small children.

CHILDREN OF SCHOOL AGE.

During school hours, which include play periods before and after actual indoor study, children of this age are under the leadership and control of the educational authorities and the creative influence of the home on the child will be more and more supplanted by the school and its mentors. These children's recreational activities should be centred in a supervised playground, preferably one adjacent to and operated in conjunction with the school. The younger school children will still need and use the home grounds and the protected play lots but the older ones will also be attracted to swimming pools, camps, playfields and outlying large parks and reservations.

YOUTH.

Educational institutions such as high schools and colleges should have adequate fields for sports and recreational facilities to serve the youths who attend them. Other youths must depend upon the municipality to provide playfields, athletic fields, tennis courts and for outdoor recreations in parks or other public grounds. They will also seek recreation in the larger parks and mountain reservations.

ADULTS.

The adult will find quiet, passive recreation in neighborhood parks, large outlying parks or mountain reservations, community centres, small rest areas and pleasure drives.

The object of a well-balanced recreational programme is to show how to provide and combine facilities for the different needs of these groups.

TYPES OF RECREATIONAL FACILITIES AND STANDARDS FOR THEIR DEVELOPMENT.

(Plate , Page).

PLAYGROUNDS.

Playgrounds should be located to serve a residential district approximately a mile square and should be as near as possible to the centre of the district. In this area, when built up, there would be a population of from 8,500 to 12,000 and the number of children of a school age would be from 850 to 1,300. The school grounds make admirable playgrounds and the site should comprise at least five acres with provision for at least 100 square feet of clear play space per child. No other interests should occupy the same block. Land for school or playground purposes should not be located in industrial districts, along side railways, on car lines, on major streets or in districts which are losing residential character.

PLAYFIELDS.

These recreation areas will serve districts approximately a mile and a half in diameter. There should be a playfield at every high school whose site should comprise from 15 to 25 acres. Certain neighborhood parks and large parks should contain playfields. Sites near railways, carlines and major streets do not interfere with the use of playfields as much as they do with playgrounds, as those using them are older, and therefore more able to travel farther and cross such barriers in safety.

COMMUNITY CENTRES.

Every populous neighborhood should have a building for indoor social and recreational activities. Schools are logical neighborhood centres. They need gymnasiums, auditoriums, branch libraries and similar features. A good community centre will attract attendance from a mile to a mile and a half.

NEIGHBORHOOD PARKS.

Neighborhood parks are intimate community recreation areas and are indispensable in the modern city. They should be so located to serve areas of one-half mile radius so that each park should serve about 2,500 families. Twenty acres should be the minimum size but larger areas are desirable where possible.

LARGE PARKS

Every city should be encompassed by a series of large outlying natural parks or mountain reservations. These parks, while developed for the enjoyment of the visitors, should be kept as naturalistic as possible.

PLEASURE DRIVES.

These wide boulevard driveways are designed to link up the park system. They should be used primarily for pleasure driving, not for heavy commercial traffic.

SPECIALIZED FEATURES

Bathing beaches, swimming pools, outdoor theatres and the like are recreation features which may be located in or connected with these parks.

EXISTING PARKS IN THE SOUTH VANCOUVER AREA.

Before the Municipal Council took cognizance of deplorable dearth of parks and recreation grounds there were indeed very few recognized parks. The first reeve of South Vancouver, Mr. W. J. Brewer, donated a block of 3.6 acres on Victoria Drive near Twenty-sixth Avenue, to the Municipality as a park and it bears his name. Councillor Gray then contributed Gray's Park, at Thirty-fourth Avenue and Windsor Street, consisting of 1.22 acres.

Chiefly through the untiring efforts of Councillor Alexander MacDonald, Chairman of the Parks Committee of the

South Vancouver Council, and who had the backing of an enlightened Council who realized the urgency of immediate action, there have been numerous park areas dedicated since 1924 by the Municipality out of tax sale lands. This timely action has resulted in the securing of about two hundred and fifty acres of land which, now worth over \$200,000 will be of incalculable value to the city in the very near future.

In addition to the above, the Municipality reserved about 140 acres of tax sale lands on the southern slope, east of Nanaimo Street, as a municipal golf course. This area lies in the territory recommended for replotting.

The Municipality of South Vancouver also did its share in the acquisition of Little Mountain Park, along with the City and Point Grey, by passing a money by-law for that purpose before amalgamation.

The following shows, in summarized form, information relative to the location and present use of park lands, both developed and undeveloped, in the South Vancouver Area. In regard to those areas yet unnamed, it is recommended that the most suitable names available be given them. The names of pioneers, former reeves, councillors and officials who have been identified with the public life and growth of the community would be appropriate.

PARKS AND RECREATION GROUNDS

| Park | Area | Location | Type of Development. |
|------------------------|-------|-------------------------------------|--|
| Brewer's Park | 3.60 | Victoria Drive at 26th Avenue | Bowling Green (Leased to private club for 5 years) Tennis, Playground (Supervised.) |
| Collingwood | 3.50 | Euclid and McHardy Streets | Baseball, Tennis, Horseshoe Pitch. |
| Gray's Park | 1.22 | Windsor Street at 34th Avenue | Bowling Green (Leased to private club), Playground |
| Memorial | 33.50 | Prince Albert Street at 43rd Avenue | Baseball, Cricket, Football, Tennis, Playground (Supervised), Basketball, 3/4-mile cinder racing track, 140-yard whippet racing track. |
| Norquay | 5.04 | Kingsway at 35th Avenue | Playgrounds. Cleared but not graded. |
| MacDonald | 2.60 | Prince Edward Street at 47th Avenue | Playgrounds, Football. Cleared but not all graded. |
| Municipal Hall Grounds | 0.21 | 43rd Avenue and Fraser | Floral |

PARKS AND RECREATION GROUNDS. (UNDEVELOPED)

| Park | Area | Location |
|------------------------------|-------|--|
| Little Mountain | 92.71 | 29th Avenue and Cambie (Area in South Vancouver) |
| Riverview | 1.80 | Joyce and Price Roads |
| Moberley | 5.13 | 59th Avenue and Ross |
| (Prince Edward) | 11.76 | 53rd Avenue to 55th Avenue Main to Prince Edward Street. |
| (Riley's) | 5.03 | Ontario St. north of 34th Ave. |
| Unnamed | 2.15 | 52nd Avenue and Tyne |
| | 2.56 | 43rd Avenue and Wales |
| | 1.27 | Kingsway and Nanaimo |
| | 20.27 | Trout Lake (Area in South Vancouver) |
| | 2.24 | 37th Avenue and Main. |
| | 1.00 | Cambie Street and Marine Drive |
| | 7.79 | 56th Avenue and Elliott Street |
| | 0.627 | 19th Avenue and Main |
| | 1.83 | 65th Avenue and George |
| | 4.46 | 47th Avenue and Nanaimo |
| | 10.00 | Adjoining Mountain View Cemetery |
| | 15.01 | 34rd Avenue and Knight Road |
| | 19.80 | 51st Avenue and Argyle |
| | 32.00 | 46th Avenue and Carlton |
| | 13.20 | Between 61st and 64th Avenues and Yukon and Columbia Streets. |
| | 2.30 | Northwest corner of Argyle Street and 63rd Avenue. |

PARKS AND RECREATION GROUNDS (UNDEVELOPED)

Situated in Area proposed for Replotting.

| Area | Location |
|--------|--|
| 3.58 | 67th Avenue and Marlborough |
| * 2.00 | Elliott Street and Marine Drive |
| * 1.46 | 66th Avenue and Wales |
| 10.00 | Boundary Road and Champlain |
| 24.65 | 61st Avenue and Carlton |
| 4.50 | West of Doman Road, 56th Avenue to 59th Avenue. |
| 5.08 | Southeast corner 57th Avenue and Lambert |
| 140.00 | Bounded by Nanaimo and Vivian Streets and 61st Avenue and Marine Drive, less Block 62 at corner of Nanaimo Street and Marine Drive, This area was set aside by the South Vancouver Council in 1928 as a municipal golf course. |

* Within Area set aside for Municipal Golf Course mentioned on Page .

In addition to the foregoing, ^{a further} ~~an additional~~ area along the river front is recommended as a park. This tract, comprising about 110 acres, exclusive of the railway right of way and Rowling Island, lies between Marine Drive and the Fraser River and stretches from Borden Street to Kerr Street. For the most part the ground is too steep for industrial development. It will be a complement to Marine Drive, which is recommended as a pleasure drive, 200 feet wide. Owing to its grade, no extensive playgrounds could be economically constructed but, as may be seen from Plate , page , a very fine type of park for passive recreation, wooded walks amid restful surroundings can be developed. Tennis and badminton courts could be constructed.

It is situated on an outward bend of the river from which bend splendid vistas up and down the river may be obtained. At the junction of Nanaimo Boulevard and Marine Drive, a look-out place and an area for the parking of automobiles is provided. Although the bathing facilities leave much to be desired, they will be greatly improved when the harbour developments have been completed and the dam to Mitchell Island constructed.

This river-side park is traversed by the Eburne-New Westminster line of the British Columbia Electric Railway and it is proposed to connect the industrial districts to east and west of the park by a road south of and parallel to the

railway. Access to the water front could be made by pedestrian subways or bridges, as required, in suitable locations.

The area is sparsely developed and is well wooded. The City owns a considerable amount of property in the tract. If this area were acquired for this purpose, an appreciable portion of the widening of Marine Drive could be accomplished as the proposed area to be replotted lies immediately north of it.

Another area, through which a major street connection is proposed, is recommended as a small park. This tract is bounded by Vanness Avenue, Earles Street, Euclid Avenue and Craddock Street, produced to Vanness Avenue, and includes all the area with the exception of Block 133 upon which dwellings have been erected. The main reason for this recommendation is the unsuitableness of the tract for residential purposes. It is traversed by two ravines and the dwellings already constructed are undesirable in respect to their environment. Even though the proposed park would be crossed by a major street it would be, when developed, a very picturesque park especially adaptable for passive recreation. The City owns several lots in the area and there are several clumps of trees of fair size.

In the new design of the area recommended for re-plotting there will be several small triangular parcels of land at the street intersections which should be dedicated as parks.

OPEN SPACES IN GENERAL

The South Vancouver Area is fortunate in that there are several open spaces, parks situated within or contiguous to its boundaries.

Through the enterprise and initiative of the Canadian Pacific Railway Company, a public golf course, known as Langara Golf Links, was constructed. This eighteen-hole golf course, situated east of Cambie Street and south of Fifty-first Avenue, is a very good course and is extensively used.

Central Park, situated in the Municipality of Burnaby, lies on the east side of Boundary Road. It consists of some 215 acres, is densely wooded, and, although in another Municipality, it is available for the use and pleasure of the citizens of the South Vancouver Area.

Mountain View Cemetery, owned and administered by the City, has an area of about 87 acres. While it cannot be considered in the same category as a park, it will be an open space of some considerable value in years to come.

ADMINISTRATION OF PLAY GROUNDS.

This matter was dealt with in the Vancouver Report and the importance of the supervision of playgrounds in modern city development is graphically illustrated by plate ,page .

The Vancouver Report strongly recommended that a joint committee from the School Board and Parks Board be formed to arrange for all year-round supervision of schools and other playgrounds under a permanent playground supervisor and stressed the economy of having all children's play activities centered in the public school system and administered chiefly by school officials. An adequate playground should be considered an essential part of the equipment of every school. Plate , page , shows the layout of the typical modern school playground.

In the Vancouver Plan, the existing and proposed playgrounds were shown regionally.

Plate , page , illustrates the distribution of existing schools and playgrounds insofar as the South Vancouver Area is concerned.

SOUTH VANCOUVER SCHOOLS

| Schools | Area in Acres | Total Enrollment | No. of pupils in $\frac{1}{4}$ mile walking distance | * Area in Square Feet. | * Square Feet per pupil | * Square feet per pupil in $\frac{1}{4}$ mile walking distance | Location and Remarks |
|---------------------------|---------------|------------------|--|------------------------|-------------------------|--|------------------------|
| <u>HIGH SCHOOLS</u> | | | | | | | |
| John Oliver High School | 4.30 | 957 | 87 | 158,632 | 185 | 1,823 | 43rd Near Fraser |
| <u>PUBLIC SCHOOLS</u> | | | | | | | |
| Alexander McKenzie | 4.68 | 704 | 252 | 182,770 | 260 | 725 | Fraser Near 47th Ave. |
| Champlain, 60th Ave. Kerr | 4.01 | - | - | 171,880 | - | - | Closed indef. |
| Connaught | 3.22 | 49 | 25 | 136,440 | 2784 | 5,392 | Rupert-Vellington |
| Cook | 1.95 | 61 | 61 | 75,480 | 1237 | 1,237 | Fraser--Marine |
| Douglas | 2.19 | 243 | 44 | 85,480 | 352 | 1,945 | Victoria--51st Ave. |
| Fleming | 5.03 | 471 | 106 | 194,100 | 412 | 1,831 | Knighit--51st Ave. |
| General Brock | 2.51 | 416 | 192 | 92,150 | 221 | 480 | Main near 32nd Ave |
| General Wolfe | 3.24 | 615 | 200 | 117,675 | 191 | 583 | Ontario--26th Ave. |
| Lord Selkirk | 4.24 | 861 | 257 | 154,685 | 180 | 602 | Commercial--22nd Ave. |
| Norquay | 8.80 | 539 | 146 | 365,290 | 678 | 2,502 | Slocan near Euclid |
| Richard McBride | 2.53 | 652 | 135 | 77,500 | 119 | 574 | Culloden --29th Ave. |
| Ser-smith | 3.12 | 377 | 85 | 125,050 | 332 | 1,471 | Ontario--61st Ave. |
| Sir Guy Carlton | 5.91 | 921 | 214 | 221,240 | 240 | 1,034 | Joyce-Kingsway |
| Sir Van Horne | 3.26 | 407 | 84 | 126,634 | 311 | 1,507 | Ontario--44th Ave. |
| Wacumseh | 2.98 | 727 | 207 | 107,630 | 148 | 520 | Commercial-- 43rd Ave. |
| Walter McBoerley | 3.79 | 471 | 105 | 148,860 | 316 | 1,418 | Ross--61st Ave. |
| | 61.46 | 7,514 | 2,111 | 2,382,864 | 317 | 1,129 | |

* These columns refer to the net play areas in the school grounds

1875
No. 10

| No. | Name | Age | Sex | Color | Height | Weight | Build | Complexion | Hair | Eyes | Teeth | Stature | Other |
|-----|-----------------|-----|-----|-------|--------|--------|--------|------------|-------|------|-------|---------|-------|
| 1 | John Smith | 25 | M | White | 5-8 | 150 | Medium | Fair | Black | Blue | Good | Slender | |
| 2 | Mary Jones | 22 | F | White | 5-4 | 120 | Medium | Fair | Black | Blue | Good | Slender | |
| 3 | James Brown | 30 | M | White | 6-0 | 180 | Medium | Fair | Black | Blue | Good | Slender | |
| 4 | Elizabeth White | 28 | F | White | 5-6 | 130 | Medium | Fair | Black | Blue | Good | Slender | |
| 5 | Robert Green | 35 | M | White | 6-2 | 200 | Medium | Fair | Black | Blue | Good | Slender | |
| 6 | Sarah Black | 20 | F | White | 5-2 | 110 | Medium | Fair | Black | Blue | Good | Slender | |
| 7 | William Taylor | 40 | M | White | 6-4 | 220 | Medium | Fair | Black | Blue | Good | Slender | |
| 8 | Anna Miller | 24 | F | White | 5-5 | 125 | Medium | Fair | Black | Blue | Good | Slender | |
| 9 | George Wilson | 32 | M | White | 6-1 | 190 | Medium | Fair | Black | Blue | Good | Slender | |
| 10 | Charlotte Moore | 26 | F | White | 5-7 | 135 | Medium | Fair | Black | Blue | Good | Slender | |

SOUTH VANCOUVER SCHOOLS.

The schools in the South Vancouver Area have been treated in a general way in the Vancouver Report, but it is proposed to deal with them more specifically in this report.

Public school sites should have an area of at least 5 acres with a play area of at least 3 acres free from obstructions. This would amply take care of the future needs of the district served by the school, when such district is fully settled.

Three schools, namely, Norquay, Fleming and Sir Guy Carlton have ample acreage but unfortunately, in the case of the last named, the school buildings are approximately in the centre of the site thereby nullifying the full range of recreations which would otherwise be obtained.

The Alexander McKenzie School has a fair sized site (4.68 acres) but the out buildings could be placed more advantageously.

The McBride School has not only an area too small for future needs, but the main building is so placed as to leave rather confined play areas which, however, are unobstructed. Lord Selkirk School with a much larger site than McBride School, has the same disadvantage as the Sir Guy Carlton School in regard to the position of the buildings

The Brock School is the most congested of the South Vancouver schools and it is recommended for abandonment in the near future. A more suitable site should be set aside in this school district upon which to erect a new school.

Cook School, formerly the North Arm School, which is located on the smallest school site in South Vancouver, and at the junction of two major streets, is recommended for abandonment.

A study of the plan will show that Sir Guy Carlton School is unfortunately situated being on one of the heaviest arteries leading to the City. Coupled with this, is the fact that ultimately the pupils will be better served with new schools to the south of the present site, in the vicinity of Forty-sixth Avenue and Toderick Street and Forty-sixth Avenue and Carlton Street. The value of the Sir Guy Carlton School property will increase to such an extent in the future as to warrant such a move.

Generally speaking, the remaining schools, with the exception of Douglas -- formerly Secord, amply take care of the present needs.

In order to meet the needs of the future requirements and as vacant land is adjoining and available in each case, it is recommended that the grounds of

Tecumseh and Walter Moberly Schools be enlarged. In the case of the latter there is but one dwelling involved in respect to the proposed enlargement.

The John Oliver High School site is much too small, 20 Acres being the desirable size for such a site, but, however, its proximity to Memorial Park rather minimizes the necessity for the sports fields within the school bounds. This school has a full sized football field which is also used by athletic associations of the neighborhood. There is a good auditorium in the school. Norquay School is also equipped with an auditorium.

Considerable effort has been made in most of the schools to provide equipment for recreational purposes and this will undoubtedly be added to in the near future. Much remains to be done in the matter of beautification of the school grounds but this too will be taken care of when funds become available for such purposes.

An unfortunate feature of the schools of the South Vancouver Area is that about half of them are on sites which abut upon streets which have been recommended as major thoroughfares.

In regard to high schools, and in respect to the usual standard of the area served by a school, it would appear that two senior and two junior high schools will be required for the South Vancouver Area.

This assumes, of course, that other high schools will be located in the Old City and the Point Grey Area at points near the South Vancouver boundary. Plate ,page illustrates this proposal. Due consideration has been given to the problem of the suggested locations in respect to their proximity to major streets and the fact that the City owns the property. In addition the suitability of the sites, in relation to topography, has not been overlooked.

The John Oliver High School could be continued as a senior high school, with its grounds enlarged, and a junior high school located as shown southwest of Memorial Park.

As there is a large amount of land available for both a park, with playfields, and sufficient school grounds for two buildings, a senior and a junior high school could be located as shown, west of Kerr Street and north of Fifty-first Avenue.

In this plan the circles, in red, are a mile radius which is considered adequate in point of distance for the high school pupils.

CIVIC ART

The elements of Civic Art embrace the sites and settings of public and semi-public buildings, sites for monuments, the architectural treatment of the facades of stores and commercial buildings and of factories, street design, street lighting and street control in general, which includes the regulating of overhead wiring and other objectionable fixtures. All these were dealt with in the Vancouver Report and in addition, suggestions for the improvement of home grounds were detailed. As the South Vancouver Area is largely of a residential character, these suggestions should be of interest.

Owing to the new development which is yet to take place in the Area, there is a splendid opportunity to observe and carry out the recommendations to improve the various elements as the occasion arises. When new streets are opened up, the policy relating to boulevards could be carried out to advantage. In respect to street planting, the City has now reached such proportions in its growth that the appointment of a trained technical man as a City Forester should be made.

Strategic locations as on the triangles created by diagonals are very appropriate for sites for monuments. Such corners as at Kingsway and School Road and at Marine Drive and the proposed new diagonal streets are particularly fitting for monumental sites.

In the elimination of the jogs referred to in the Major Street Report, there is a splendid opportunity to create a pleasing environment, especially in the local commercial centres. These open spaces, well planted and landscaped, will greatly offset any undesirable features of commercialism in residential neighborhoods. Plate page , illustrates what may be done in this respect.

