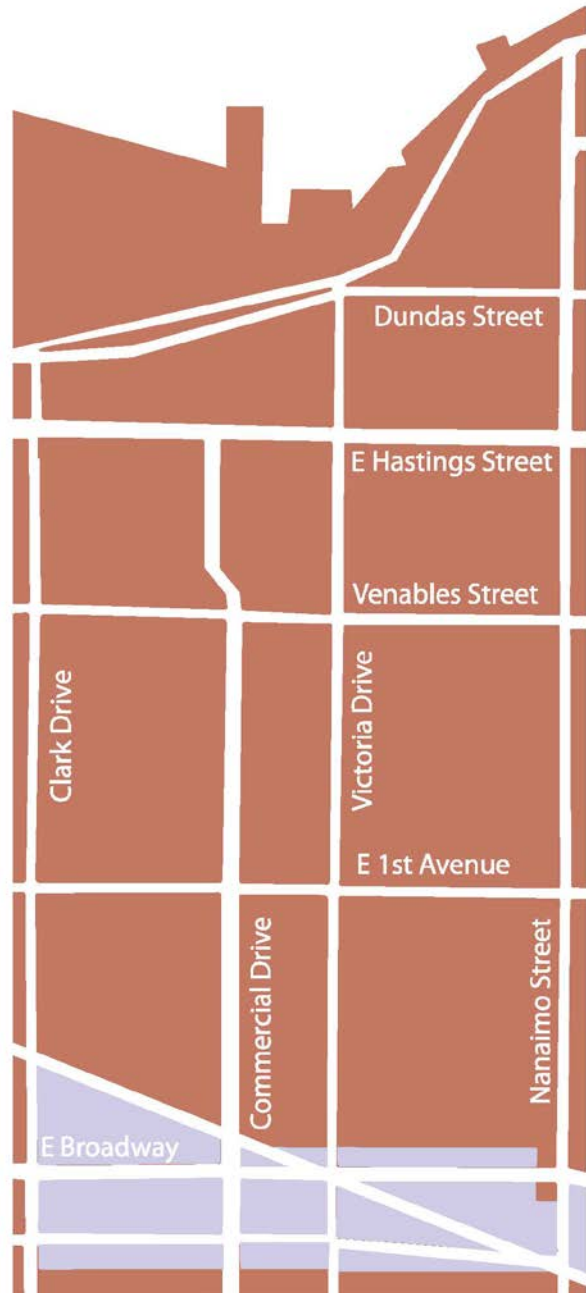


Grandview-Woodland Community Plan

Broadway/Commercial Sub-Area Workshop: Backgrounder

February 2015



What does the future look like for Broadway-Commercial?

Broadway-Commercial is a busy hub of activity, the site of the region’s busiest Skytrain stations, and several of the busiest bus routes.

The area is bisected by several arterial streets which move a significant volume of cars, goods, and public transit.

The neighbourhood is also home to a range of housing (including duplexes and single-family homes, rental apartments, co-ops and social housing facilities), a variety of shops, offices and services, and interesting public spaces (including parks and leafy streets).

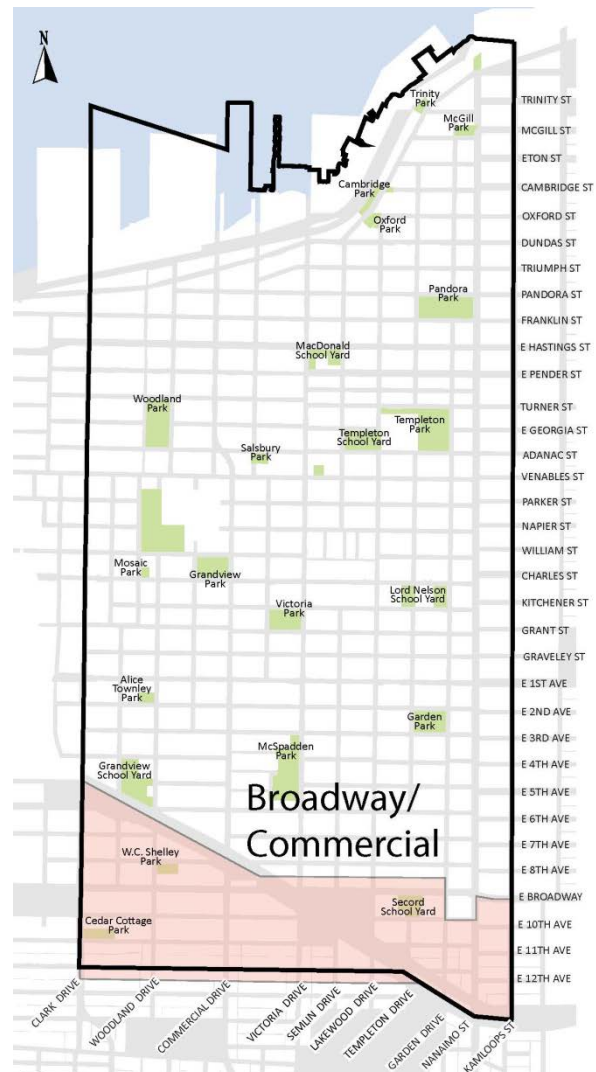
Background

This backgrounder starts with an overview of the Grandview-Woodland’s community planning process to date, giving an overview of the specific considerations and opportunities that will help shape the next few decades of growth and change in the neighbourhood.

The document then focuses on ideas and options for Broadway and Commercial that were generated via a series of July 2013 workshops and engagement.

The upcoming February 2015 workshop will build on these earlier sessions, enabling participants to refine ideas related to **land-use** and **building types**, and explore policy considerations for **housing, jobs and services**, and **public space**.

At the end of the day, we’re looking for your help to identify key options for the future of Broadway and Commercial. This work will then be integrated into the larger, neighbourhood-wide planning process, including the work of the Grandview-Woodland Citizens’ Assembly.



Background

In April 2012, the City of Vancouver launched a Community Plan process for Grandview-Woodland that has four phases.

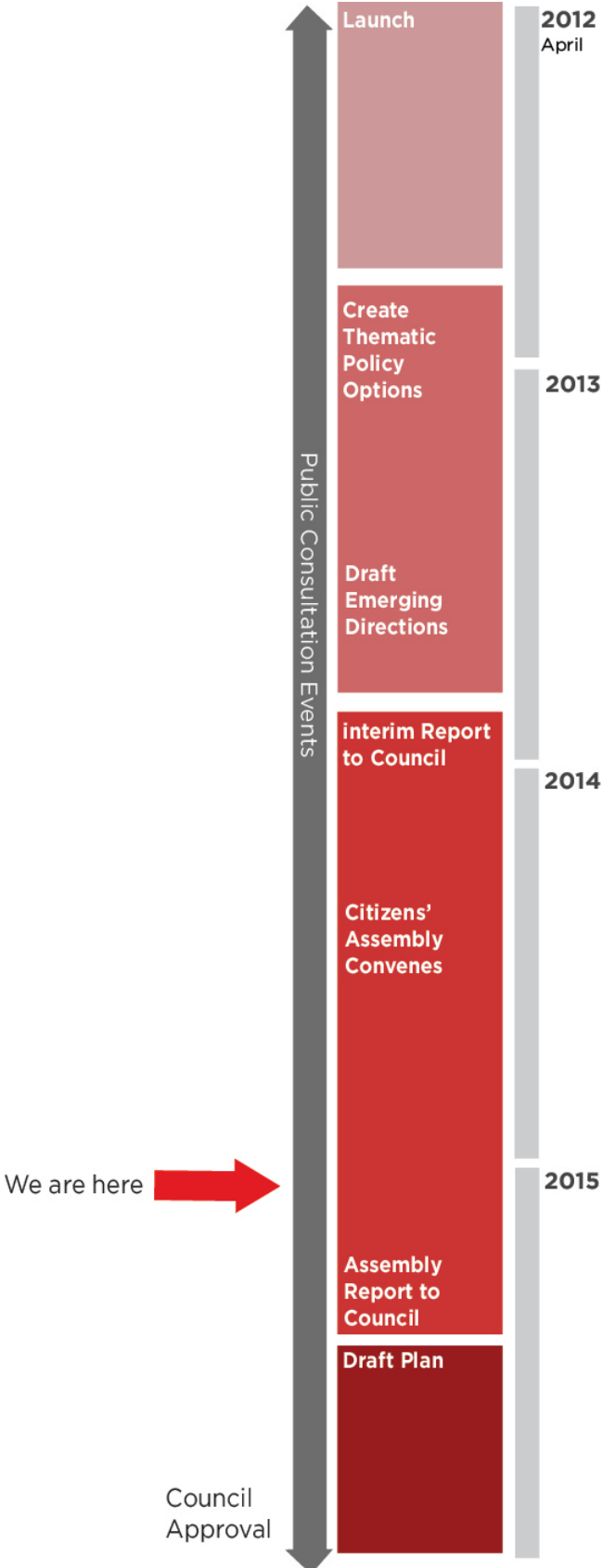
Phase One of the process, completed in August 2012, involved outreach and engagement, as well as the general identification of assets, issues and opportunities in the neighbourhood (that is, what people love about the community, and areas they'd like to see changed).

Phase Two, which was completed in the spring of 2013, was focused on the exploration of general policy themes (such as Housing, Transportation, parks and Public Space, and more).

The current **Phase Three** focuses on the development and refinement of an integrated set of Emerging Directions, including draft community-wide and sub-area policies.

The first draft of Emerging Directions was released at the beginning of June 2013. While many of the 225 recommendations were well received, a number – particularly those focussed on in the Broadway/Commercial sub-area – generated significant concern. As a result, the proposed sub-area directions were taken off the table. Based on community discussions that took place, the City extended the planning process and created the city's first Citizens' Assembly to help resolve some of the issues that emerged. It is now anticipated that Phase 3 will be complete in summer/fall 2015.

The last phase of the community plan process, anticipated to begin in fall 2015, will focus on finalizing the Community Plan, and testing a complete draft document with the community.



The Big Picture: Responding to Key Challenges

The Broadway/Commercial sub-area is a vibrant neighbourhood, but here – like elsewhere in Grandview-Woodland and across the city, we are faced with some big challenges:

Growth –Over the next 20 years, the population of the Vancouver is expected to increase by at least 160,000 people. New residents to the city need to be accommodated in all neighbourhoods and growth needs to be managed in a way that maintains the overall livability of the city.

Affordability and economic hardship – Vancouver is desirable place to live, but it is also a city with considerable challenges around income security. Maintaining – or increasing – the number of affordable places to live (including homes, gathering areas, places to shop) is a key priority. Also a priority: economic security and a diverse economy that creates and sustains well-paying, meaningful jobs for residents.

Social Issues –In addition to challenges around affordability, other pressing social issues need to be addressed. These include food insecurity, physical and mental health and well-being, the provision of adequate social supports for children, youth and seniors, settlement services, reconciliation with Aboriginal peoples, protection for vulnerable populations such as the homeless and survival sex workers.

Environmental well-being –the challenges posed by climate change are well-documented, and require a strong response from all levels of government. At the local level, investing in compact, walkable, low-carbon communities is seen as one way that local government can reduce its carbon footprint and support the overall objectives of a greener, more sustainable city.

Maintaining a sense of place amidst change – the many aspects of neighbourhood character contribute to ‘a sense of place’. They are the features – good or bad – that make each neighbourhood unique. Change is inevitable; however, amidst change, attention must also be focussed on maintaining (or enhancing) the positive aspects of neighbourhood character.

Community plans aim to respond to these and other issues. A neighbourhood-scale community plan won't solve all the challenges identified, because many of these issues are city-wide, provincial, and even national in scale. However, the plans do have an important role to play, and will help to respond to the “big issues” by moving the dial towards a greener, more socially inclusive, economically just city.

The Big Picture: Key City-wide Planning Principles



Achieve a green, environmentally sustainable urban pattern

Locate higher densities near neighbourhood and transit centres • Implement greenhouse gas reduction strategies • Improve and enhance water, air quality, and ecological diversity



Support a range of affordable housing options to meet the diverse needs of the community

Increase the diversity of the housing stock • Provide a range of affordable housing options • Recognize the value of existing affordable and low-income housing • Increase options and enhance stability for vulnerable community residents • Attract and retain a vibrant workforce



Foster a robust, resilient economy

Enhance and support community economic development and green enterprises • Develop employment space able to accommodate future growth and avoid displacement • Consider the value of existing affordable commercial spaces • Ensure integration of job space with the transportation network • Engage businesses to improve choice and affordability of housing and daycare



Enhance culture, heritage and creativity within the city

Plan for flexible spaces for cultural and social activity reflecting local character • Integrate public art into the public realm • Review opportunities to integrate cultural space • Consider cultural programming needs when designing public and private spaces • Identify, recognize, and retain important heritage resources



Provide and support a range of sustainable transportation options

Make walking and cycling safe, convenient, delightful and comfortable for all ages • Encourage transit improvements to ensure fast, frequent, reliable and accessible service • Manage the road network efficiently • Support the efficient movement and delivery of goods and services



Protect and enhance public open spaces, parks and green linkages

Ensure that residents enjoy good access to green spaces and linkages to neighbourhood resources • Develop or improve greenspaces in areas that are underserved • Apply ecological “best practices” for public realm and infrastructure design



Foster resilient, sustainable, safe and healthy communities

Strategically integrate social amenity and land use planning • Seek partnerships on social infrastructure • Support a range of programs and explore co-location possibilities • Preserve and enhance local food systems • Develop unique responses with communities to social and environmental issues • Recognize, reinforce and maintain the strong sense of place and community • Make public safety a priority so that people feel safe at all times

The Big Picture:

Citizens' Assembly –Draft Neighbourhood Values

In September 2014, the City of Vancouver launched a Citizens' Assembly on the Grandview-Woodland Community Plan. 48 randomly selected community members will endeavour to represent the Grandview-Woodland community and develop a series of recommendations that will help guide the terms for neighbourhood change and growth over the next 30 years.

The following eight values were developed by Assembly members in October and November 2014. They were recently tested with the community and will be refined over the next few months.

Character and History

We first acknowledge and value that we are on the unceded territories of the Coast Salish peoples. This is not just history but an ongoing and living presence within Grandview-Woodland.

We value residential friendly change in line with the current character of built forms and streets. This neighbourhood character has been defined by its unique history and we want to continue to attract, welcome, and sustain diverse people, communities and buildings.

We value the character and history as it currently exists in Grandview-Woodland. We want to build upon that history and character while understanding that this can mean change or maintaining what is here.

Just & Appropriate Change

We understand that change is inevitable, but are concerned with the pace and type of change occurring in our neighbourhood.

In order to embrace change, we seek to promote social and spatial changes that are integrated, gradual, sustainable, appropriately scaled and responsive to the needs of local residents and the City's residents more broadly. This is accomplished through extensive grassroots community engagement that is inclusive and democratic.

Diversity

We commit to promoting and defending diversity of all forms. In planning for the future, Grandview-Woodland has a specific interest in the diversity of people, housing, public land use, and economic opportunities.

Affordability

We want a reasonable way for people of all socio-economic levels to live lives free from stress of an uncertain future in regards to their money, security, and ability to grow.

Well-being & Health

We value maintaining green spaces and a quality of life that fosters mental, physical, and social health in the places we work, live and play.

We view health in a way that recognizes peoples' different social and economic histories and experiences. We also value walkability and encouraging active health.

Environmental Sustainability

We think environmental sustainability includes at least three dimensions:

1. Communities that are resilient, scalable, more complete, clean, vibrant, and have local economies.
2. Green spaces that promote ecological literacy, biodiversity, food security, physical activity and well-being for all.
3. Green infrastructure that is energy efficient and minimizes waste. It should also support people in reducing our collective emissions and resource use.

Mobility and Accessibility

We value a transportation system that:

- 1) Offers a well-integrated, sufficient, efficient and affordable mix of modes of transportation for all ages and abilities.
- 2) Makes active transportation safe, convenient and delightful while managing traffic congestion.
- 3) Allows the movement of goods and services that supports a thriving local economy and a major port, while reducing impacts and ensuring effective emergency response.

Safety

We value the ability to walk, ride and drive anywhere at any time in a safe and reasonable manner. We also desire to protect and include all members of the community, whether it is inside the home or in the neighbourhood at large. Safety should be guaranteed for, among others: women, children, people no matter their ethnic/cultural background, those with addictions, disabilities, or mental health problems, seniors, First Nations, and people of all sexual orientations.

We also want to encourage more collaboration between the community, law enforcement, community policing organizations, first responders, and harm reduction programs.

Finally, we value a neighbourhood that is family-friendly—safe, clean and encouraging of play for all ages.

Land Use and Built Form – Additional Considerations and Constraints

Planning for the future of the community can be a tricky job. A myriad of effects can shape how neighbourhoods grow and change. Some of these can be anticipated, while others can't.

To make matters more interesting, there are a range of other considerations that come to bear. Neighbourhood planning inherently means making choices – about types of housing, about land-use, about funding allocations, about social and cultural policy, and so on.

At the same time, there is also an existing regulatory environment (comprised of city-wide policies and guidelines, as well as federal and provincial law) that constrains what can and can't be part of planning activities.

Here are some of the key considerations and constraints that come into play – particularly as they relate to built form:

Affordability and Social Need

Different forms of housing can accommodate different household types and incomes in general. They can also generate different levels of affordability.

One important question to think about is this: ***"Who will live in Grandview-Woodland in the next 30 years? What type of housing will they need?"*** Will there be more families with children (or extended families in general) who will require larger 2-3 bedroom units? Will there be more singles, students and seniors, who may require smaller units – 0 to 1 bedroom facilities? What sorts of non-market and supported housing will be required? Will it be for seniors, those with health considerations, those with particular cultural needs?

Different types of housing create different opportunities. For those looking to enter the ownership market, detached housing can be prohibitively expensive, whereas strata-titled condominiums, row-houses or townhouses may offer a better opportunity. Similarly, if the aim is to support new renters, then creation of purpose built rental (apartments) will be a key mechanism, where secondary rental (e.g. renting houses, duplexes, condominiums), will only provide a fraction of the needed supply. Finally, alternative ownership models – e.g. co-ops and co-housing – offer other possibilities that need to be part of the discussion.

Finally, housing – like many other goods – has certain economic thresholds inherent in its production. On a very basic level, bells and whistles aside, the cost of housing generally decreases with the amount built – as it becomes possible for economies of scale to be achieved.

Environmental Performance

The energy and sustainability performance of a residential building will vary a great deal based on the types of materials used in its construction. For example, building materials like metal and concrete have lower insulating properties and are therefore more prone to heat loss than a material like wood. Window-walls made entirely out of glass and metal also demonstrate a lower energy efficiency than wooden walls with smaller, inserted (or punched) windows. Similarly, wood also has a lower carbon footprint than other structural building materials like concrete and metal.

At the same time, taller buildings made from concrete metal and glass may not achieve the energy efficiency of wood framed buildings, but they can achieve a number of other benefits – such as providing the sort of population numbers that support more and better public transit, reducing urban sprawl, and sustaining a strong local economy with commensurate community amenities.

Public Amenities

Public amenities (such as childcare, non-market or supported housing, parks, libraries, community facilities) cost money to build, maintain and operate. There's only ever 'so much money to go around' – and when it comes to capital expenditures, there are choices that need to be made. One of the key goals (and key challenges) in community planning, is establishing the public benefits priorities. This can be complex, as there are a wide variety of competing demands.

There's also the question of funding. A sizeable portion of the funding for building or maintaining community amenities) comes through taxes, capital budgeting and municipal borrowing. Another portion is also generated through the development process. Each of these funding sources also has implications for the neighbourhood.

Neighbourhood Character

Choices around buildings can impact neighbour character in a number of ways. The type of materials used, the scale and form of development, and the nature of permitted uses can be seen to complement or contrast with existing neighbourhood character. This doesn't mean that new buildings necessarily have to look exactly like old ones. (In fact, one of the ways that architectural heritage can supported, is through the contrast provided by newer designs - versus the development of "faux" heritage). Similarly, concerns around building height can often be mitigated through close and thoughtful attention to the first 2-3 storeys of a building (that is: street-level activity).

*Questions of character can involve a lot of subjective preferences,
which makes for engaging discussions.*

Existing Policy

The City of Vancouver has a variety of existing policies that need to be respected as part of the community plan. These include the Greenest City Action Plan, our Housing and Homelessness Strategy, our Transportation Plan and our Healthy City Strategy – all of which speak to larger city-wide needs, aspirations and urban systems. This poses some constraints to our community planning work. Neighbourhood scale transportation policy, for example, can't run counter to the city-wide transportation network.

In Broadway & Commercial relevant local policies include the Kensington-Cedar Cottage Community Vision (1998) and the Broadway Station Area Plan (1987).

Planning for the future of the community can be a tricky job. A myriad of effects can shape home neighbourhoods grow and change. Some of these can be anticipated, while others can't.

To make matters more interesting, there are a range of other considerations that come to bear. Neighbourhood planning inherently means making choices – about types of housing, about land-use, about funding allocations, about social and cultural policy, and so on.

At the same time, there is also an existing regulatory environment (comprised of city-wide policies and guidelines, as well as federal and provincial law) that constrains what can and can't be part of planning activities.

Broadway and Commercial, looking west. 1940



Broadway & Commercial – Transit at the heart of a vibrant community



Transit-Oriented Community Planning

What is transit-oriented planning? And why focus on the idea of a transit-oriented community?

In general, transit-oriented planning focuses growth and development around a transit station or transit corridor, typically within a five to 10 minute walk of transit. It is an approach that the City advocates because it maximises the use of sustainable transportation. It also responds to several key challenges, including:

- increased energy costs, 'peak oil' concerns, climate change, road congestion
- the need for quality residential and office space that is conveniently located, and
- the need to ensure that future growth and development is accommodated in well-designed, attractive, compact, walkable communities.

Transit-oriented communities are at their most efficient when they have a mix of land-uses, supporting a diverse population and their respective residential, job-space and amenity needs.

The key elements of a transit-oriented community are transit-supportive density — which means higher density, a high quality public realm, good walkability and sense of connection.

Findings from the earlier Community Plan process

When looking at the Broadway and Commercial sub-area, it is important to understand how it fits within the surrounding neighbourhood. Over the course of the Grandview-Woodland planning process, the City has worked with community members and identified a number of big-picture considerations:

- the need to provide a range of affordable housing options to meet the diverse needs of the community
- the importance of improving sustainable transportation options (walking, cycling, public transit)
- the role of the local economy – on high streets like Commercial Drive and Hastings Street, and elsewhere in the neighbourhood
- the significant value that residents place in neighbourhood heritage, social, and cultural amenities

As part of this, our many discussions with the community over the past 15 months have also affirmed the role played by different parts of the neighbourhood — whether in the eclectic Edwardian, Craftsman, Storybook or modern architecture that characterizes much of the area off of the Drive, the aforementioned high streets, the apartment areas and sites of industry. The Broadway and Commercial area has always been seen as a key area of focus for the community plan, and a good place for future growth and development. This is an area with regionally significant transit infrastructure located within its bounds, an area where there is both the opportunity and community desire to improve retail, office and residential offerings, and a place where future growth and planning could work to ‘tame’ intensity of the main arterial roads (Broadway and Commercial) that are found at the heart of the area.

This is a key time for Broadway and Commercial

Over the next few years, the Broadway and Commercial area will see some significant changes, including:

- an expanded station area for Broadway-Commercial SkyTrain – improvements planned to be completed in 2016
- improved capacity (train length, frequency) for the Expo Line
- increased transit usage when the Evergreen Line is completed in 2016
- expansion of the Millennium Line westward from VCC Clark (*note: the proposed Broadway subway does not include a new station at Broadway & Commercial*)
- replacement of the 99 B-line bus service from Commercial to Arbutus, freeing up sidewalk space around the station and the eliminating the need for the B-Line bus layover on Grandview Highway.
- redevelopment in the vicinity and potential redevelopment of key sites, e.g. Safeway

By planning proactively, and on the basis of good community planning principles, we can attend to a number of the key opportunities that were identified in both the Grandview-Woodland planning process and the Kensington-Cedar Cottage Vision, including:

- providing a range of affordable housing choices
- creating new job space and supporting the local economy
- improving the public realm (particularly in the vicinity of the station)
- improving linkages along Commercial Drive (north and south of Broadway)
- supporting a variety of sustainable transportation options, and ensuring the optimization of public investment in transit

Ensuring appropriate land-use planning for Broadway and Commercial will also help to achieve a number of important city-wide planning goals:

- a denser, more diverse mix of services, amenities, jobs, and housing types in one of the region's most significant transit locations
- the location of major trip generators near rapid transit stations or along transit corridors, thereby further encouraging sustainable transportation

A successful, high-density, transit-oriented community at Commercial and Broadway could mean:

- focusing growth and density around high-volume public transit infrastructure, in both Grandview-Woodland Kensington-Cedar Cottage neighbourhoods
- ensuring that growth and development is undertaken at a reasonable pace of change
- protecting key heritage, cultural and social amenities
- the provision of new and expanded public amenities to support population growth
- stronger, more lively public spaces with better pedestrian linkages, gathering places, and street level features, and
- an increased diversity and supply of housing options to meet the needs of present and future residents of the area.

Broadway-Commercial: Demographic Snapshot

The following tables provide a brief demographic snapshot of Broadway-Commercial and surrounding area. Census and National Household Survey figures for the exact sub-area boundaries are not available. These figures have been assembled from a variety of census geographies. (See notes below for methodological considerations).

Total Population – (2011 Census – Census Tracts)				
		Broadway + surrounding⁽¹⁾	G-W⁽²⁾	City⁽³⁾
	Population 2011	24,171	27,305	603,500
	Population 2001 ⁽⁴⁾	24,715	28,205	578,040
	% Change	(-2.2%)	(-3.2%)	4.4%

Total population (2011 Census, based on B'way/Commercial specific Dissemination Areas (smaller geography)⁽⁵⁾				
	Estimated population	6,460	N/A	N/A

Age (2011 Census: B'way/Commercial specific DAs, Local Area + citywide profile)					
	Age	B'way/Comm #	B'way/Comm%	G-W %	City %
	0 -19	950	15%	14%	17%
	20 – 29	1,365	21%	18%	17%
	30 – 44	1,840	28%	29%	25%
	45 – 64	1,615	25%	28%	28%
	65 – 84	620	10%	10%	11%
	85 +	70	1%	1%	2%

Owner/Renter Private Households (2011 NHS – B'way/Commercial DAs, Local Area + citywide profile)					
		B'way/Comm #	B'way/Comm%	G-W %	City %
	Owner	1,150	37%	35%	49%
	Renter	1,965	63%	65%	51%

Income (2011 NHS) – Population in low-income households in 2010 (CTs - based on after-tax low-income)					
		B'way/Comm #	B'way/Comm%	G-W %	City %
	All households	1,520	23.9%	23%	21%
	Under 18	85	10.6%	27%	22%
	18-64	1,040	21.8%	21%	20%
	65 +	285	37.3%	35%	20%

Knowledge of English (2011 Census: B'way/Commercial specific DAs, Local Area + citywide profile)

	Age	B'way/Comm #	B'way/Comm%	G-W %	City %
	English	6,005	94%	94%	92%
	No English	405	6%	6%	8%

Total Population in Private Households by Aboriginal Identity (2011 NHS: B'way/Commercial specific DAs, Local Area + citywide profile)

	Age	B'way/Comm #	B'way/Comm%	G-W %	City %
	Aboriginal Identity	260	4.1%	8.1%	2.0%

Language spoken most often at home (2011 Census: B'way/Commercial specific DAs, Local Area + citywide profile)⁽⁶⁾

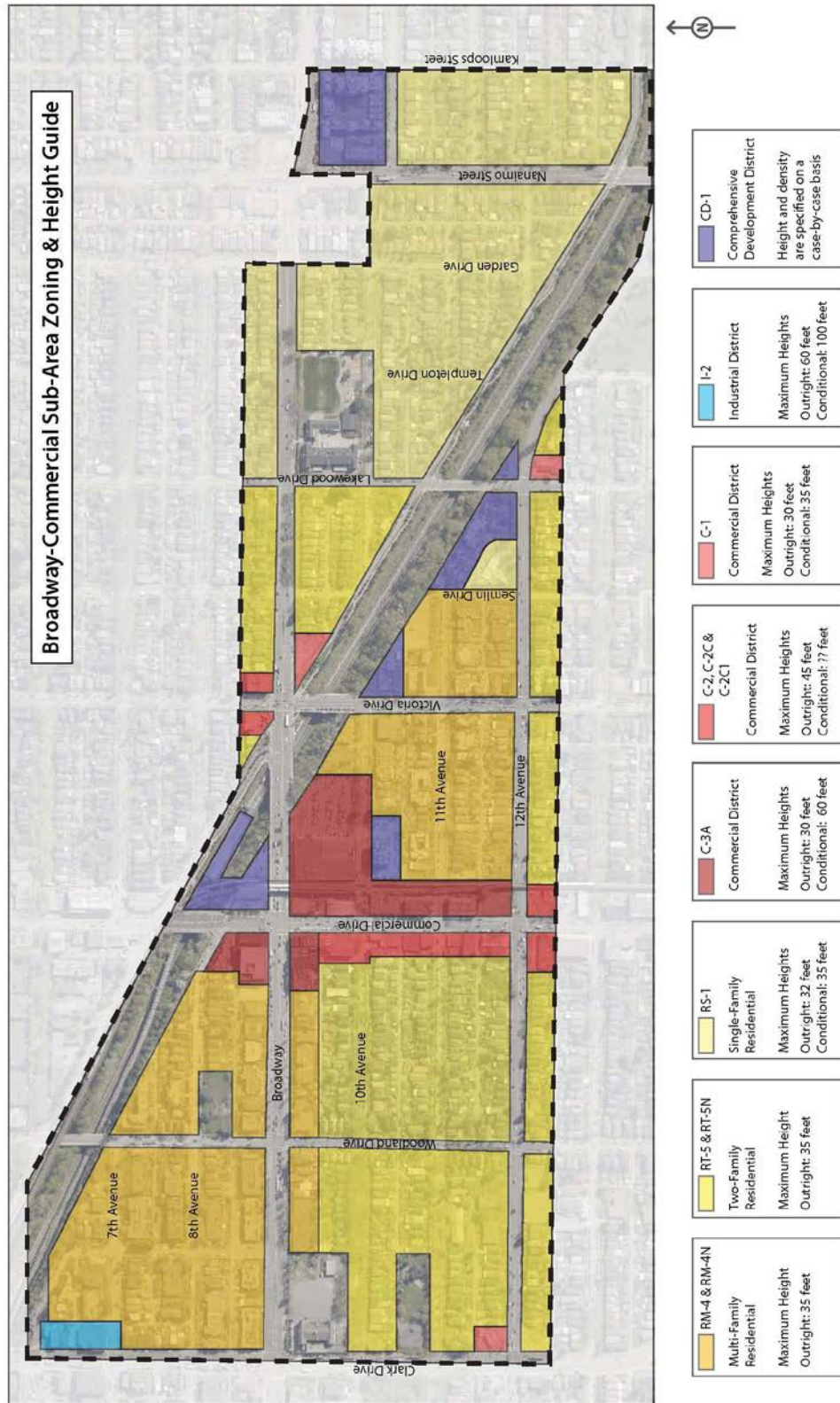
B'way & Comm	%	G-W	%	City	%
English	77%	English	80	English	65
Cantonese	5.8%	Cantonese	4.7	Cantonese	8.3
Chinese (n.o.s) ⁽⁷⁾	3.3%	Chinese (n.o.s)	2.8	Chinese (n.o.s)	5.1
Vietnamese	2.2%	Spanish	1.2	Mandarin	3.2
Tagalog	2.0%	Vietnamese	1.2	Punjabi	1.8
Spanish	1.6%	Italian	1.0	Tagalog	1.6
Mandarin	1.3%	Mandarin	0.8	Vietnamese	1.3
French	1.0%	Tagalog	0.8	Korean	0.9
Korean	0.7%	French	0.7	Spanish	0.9
Italian	0.5%	Korean	0.3	Persian	0.7

B'way and Commercial Private Dwellings (2011 Census, DAs)

Type	B'way & Comm #	B'way & Comm %
Estimated total	3,115	100%
Single detached, duplex, semi-detached	1,000	32%
Rowhouse/townhouse	55	2%
Apartments (strata-titled or rental)	2,065	66%

Notes: (1) Broadway and surrounding statistics are derived from the 2011 Census and National Household Survey and the 2001 Census, and reflect aggregate totals for census tracts (CAs) 35.02, 37.02, 50.02 and 51.00 (2011), and 35.02, 37.02, 50.02, 51.01, and 51.02. This combined geography is bounded by First Avenue, Clark Drive, Knight Street, E 15th Avenue (between Clark and Commercial), Commercial Drive (between E 15th and E 14th), E 14th Avenue (Commercial Drive to Renfrew) to Renfrew, Renfrew to E 22nd, E 22nd (between Renfrew and Lilloet), Lilloet (between E 22nd and Broadway), Broadway (Lilloet to Nanaimo), Nanaimo, (Broadway to E 1st Ave) — meaning that the combined territory is significantly larger than the Broadway/Commercial sub-area. (2) Grandview-Woodland statistics are 2011 Census and NHS, and reflective of the Grandview-Woodland Local Area (bounded by Clark Drive, Broadway and Hastings Street); (3) City of Vancouver statistics are 2011 Census and NHS; (4) In other sub-area backgrounders, a 5-year change has been used in this section; (5) Broadway/Commercial Dissemination Area statistics are derived from the 2011 Census, and refer to an area that more closely, but not completely, approximates the Broadway/Commercial sub-area. (6) Data based on single responses. Multiple responses (e.g. "English + another language" were not included in this table). (6) Chinese N.O.S refers to Chinese languages "not otherwise specified."

Broadway/Commercial: Existing Zoning



Key Principles for Broadway-Commercial

The following community-identified principles and goals were developed in July 2013. They are intended to act as reference points in discussions about the future of Broadway and Commercial. In so doing, they provide an important compliment to both the city-wide planning principles (p. 5) and the draft Neighbourhood Values created by the Grandview-Woodland Citizens' Assembly (p. 6).

Complete Community

- Expand opportunities for people to work, shop, live, learn and play
- Transit is an important focus of the community, but it is not the only focus
- Context and character are important – the area should be true to its local roots

Being Diverse and Weird

- The area is like no other in Vancouver
- The eclectic, nuanced nature of the area should be celebrated and expressed as the community evolves
- The area should continue to provide for a diverse mix of ethnicities, ages, genders, sexual orientations and income levels

Connected and Green Public Space

- Create green links and corridors to enhance pedestrian and cycling connections between parks, public areas, local amenities and shopping
- Protect and enhance parks and community gardens
- Ensure safe routes with weather protection and access to light
- Create vibrant, diverse, lively places for people to meet

Culture and Character

- Culture is a defining element of this area. The “feel” is unique and should be protected and celebrated
- Highlight art and other forms of expression
- Protect and build on the heritage character and values

Fine Grained Public Space

- Make the area walkable and interesting by providing smaller street blocks, points of interest and opportunities for vibrant street life
- Provide opportunities for locally relevant and meaningful experiences at the street level
- Prioritize space for small, local independent retail and services

Family Oriented

- Build upon the area as a place for families (and extended family) to live – from the very young to the very old
- Provide housing, amenities and services to support family and extended families

Fitting in with the Broader System

- Consider the role of Broadway and Commercial in the context of the neighbourhood and other transit hubs

Hierarchy and Transition

- The highest densities, mix of uses and intensity should be focused at the station area, transitioning down with distance
- Street activity and animation are keys to making this a successful place
- Transitions in scale should be gradual and carefully managed

Affordability

- Ensure the protection and expansion of affordable housing options including, co-ops, social housing and the enhancement and retention of purpose built rental buildings
- Protect and expand housing options to accommodate a broad range of incomes and diversity of people
- Provide family housing and facilities for young families
- Meet the needs of households on low incomes, seniors and those with mental illnesses or addictions
- Prioritize and recognize the importance of existing affordable commercial space

Broadway & Commercial: A Hierarchy of Scale

Participants at the July 2013 events were asked to think about the future of the Broadway and Commercial area – and to imagine how the scale of buildings might (or might not) vary throughout the area. Without getting into specific density numbers or storeys, participants were asked to identify, in general terms, how this ‘hierarchy of scale’ would look on a map.

Participants then identified:

- Areas where the **lowest-scale** buildings would be located
- Areas where **medium-scale** size buildings would be located
- Areas where **higher-scale** buildings would be located
- Areas where the **highest** buildings would be located

Participants were also able to identify:

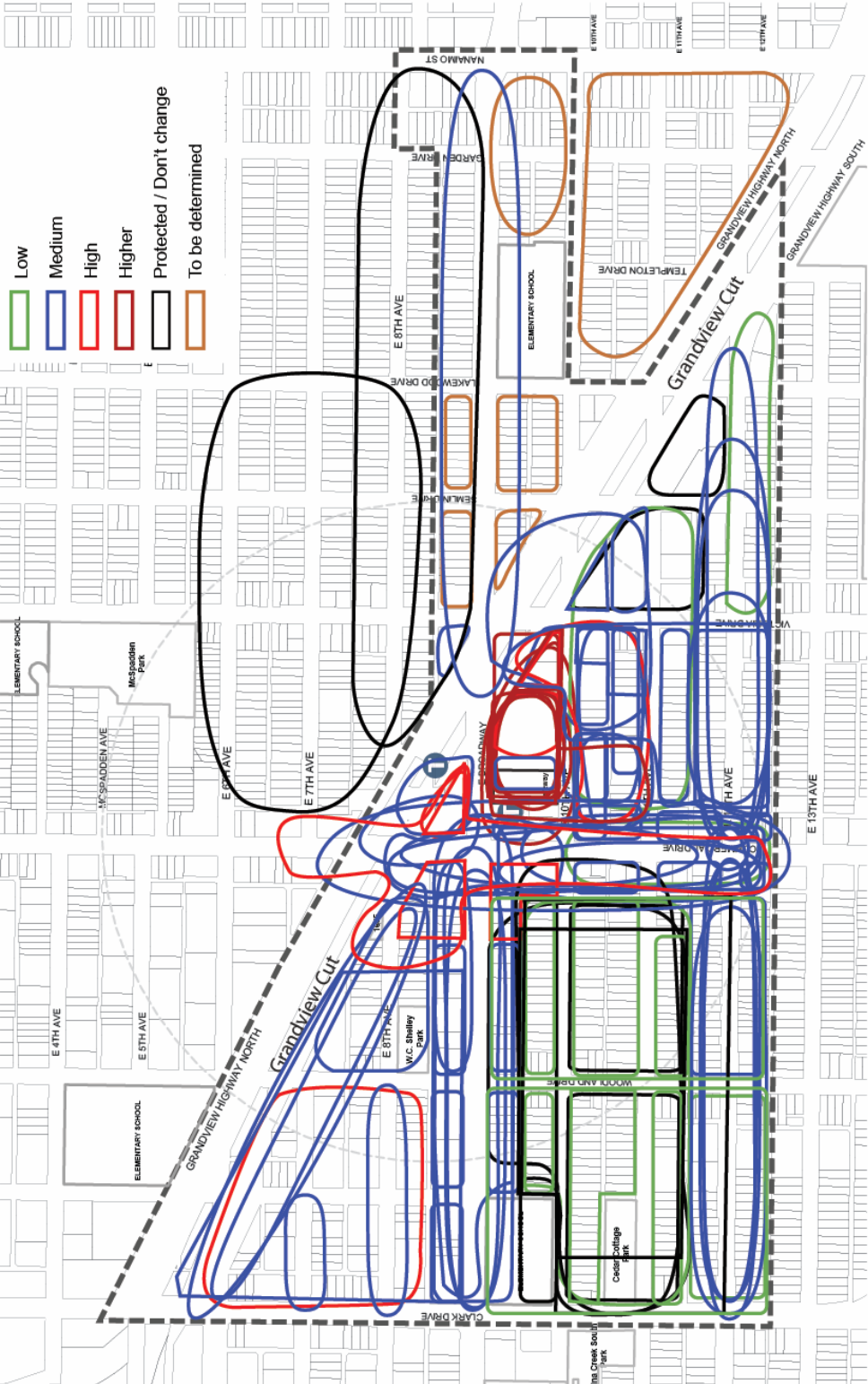
- Areas of **no change**
- Areas where they weren’t sure – or **areas “to be determined”**

By combining the various community-generated maps into one document (p. 20), a number of overall themes can be identified:

- A general focus on the Safeway site, north side of E 10th and NE corner of Broadway & Commercial for highest and higher buildings
- General agreement on medium-scale buildings along key arterials: E 12th, Commercial Drive and Broadway. Limited interest in higher buildings along the Drive, with more focus at Broadway intersection.
- General agreement on medium-scale buildings south of the station (to E 12th, between Commercial and Victoria, or further east). Limited interest in higher buildings between E 10th and E 11th (Commercial to Victoria)
- General interest in medium scale buildings north of Broadway and west of Commercial. Some interest in focus on Grandview Cut, or areas to the west. Additional focus, and some interest on higher buildings in the area closest to Broadway/Commercial. Limited interest in higher buildings west of Woodland Drive.
- Areas identified for “lowest-scale” buildings or “no-change” – E 10th and E 11th, areas east of Commercial, along E 8th.
- Most divergent opinions: Broadway, east of the Cut (“No change”, “medium”, “not sure”); south of the Grandview Cut, east of Victoria (“No change”, “medium”, “lowest”)

This general pattern will be one of the starting points for our February 2015 workshop.

Broadway/Commercial: Hierarchy of Scale



Broadway/Commercial: Public Realm

Current Needs & Opportunities

- Improved park space to support a variety of community needs (gathering, recreation, culture)
- Streetscape improvements to support walkability, improve pedestrian experience on arterials, increase safety, better integrate station area, strengthen neighbourhood connectivity



Key Assets

- Two city-owned parks: W.C. Shelly (8th and Woodland) and China Creek South (Clark & E 11th)
- School green spaces (community use, via VSB)
- SkyTrain guideway (via Translink)
- Additional city-owned properties, as well as street right-of-way

Community Plan Early Iterations – Key Ideas

- Expansions and improvements to W.C. Shelley Park and MOBY garden area
- Creation of plaza area at NE corner E 10th and Commercial
- Improved pedestrian connections (“green links”, new mid-block connections, improved street crossings at key intersections)
- Streetscape improvements to strengthen the pedestrian environment on high streets and arterials

Community-Generated Ideas (July 2013)

- Expanding WC Shelley Park (by closing part of an adjacent street, through the development process, or via acquiring adjacent property)
- Expanding China Creek South (SW Corner of 11th and Clark)
- Plaza and open space area at corner of Broadway and Commercial; or
- Plaza and open space area corner of Broadway and E 10th; or
- Plaza and open space located near station (e.g. within Commercial, E 10th, Broadway & Victoria)
- Improved (long-term) access to Grandview Cut
- Expanded area under the SkyTrain Guideway (e.g. MOBY garden area)
- Improved streetscaping along Commercial Drive,
- better ‘integration’ of station into the surrounding neighbourhood

Broadway/Commercial: Public Realm



Broadway/Commercial: Ideas about buildings

Community Plan Early Iterations – Key Ideas

- Focus on two main areas of change (Broadway & Commercial, Hastings) – mid-rise and high-rise forms at Broadway/Commercial with highest on Safeway and transitioning down in scale (varying heights and extent depending on iteration).
- Arterials (e.g. E 12th, Broadway) as additional key opportunities (housing + transportation + public realm). Additional attention to Commercial Drive. Low to mid-rise forms depending on location.
- Protection of key neighbourhood assets ('the Drive, core heritage areas)
- Apartment areas: general protection of rental stock and non-market, but allowing long-term renewal of older buildings (and with it additional allowable height)

Community-Generated Ideas

The July 2013 workshop and engagement events led to over 10 group-generated ideas around buildings, as well as further commentary from individual community members. The following is a *summary* of the key ideas around building height.

(Note that these concepts build on the discussion around hierarchy of scale (p.20). Though the alignment of ideas does vary sometimes, as community members modified their original ideas throughout the day.)

- Highest buildings – focus on Safeway site. Range deemed appropriate? Safeway = 6-8-10-12-14-18-22-28 – with a general tendency towards middle of the range. Consideration towards buildings of differing heights. Various configurations discussed.
- Other areas of focus:
 - SE core (bounded by Commercial/Victoria/10th/11th) = 4-6-8-12
 - Commercial Drive = Mostly 4-6 storey
 - Broadway (west to Clark) = 4-6-8-storey; “mid-rise”
 - E 12th (partial, E and W) = 4-6; mid-rise
 - NW quadrant = proposals ranged between 4-6-8-12 – higher density emphasis on NW corner of this area (VCC and Clark Drive), along the Grandview Cut, and the SE portion (closest to the station)
- Urban design considerations – discussion around
 - Transitions – e.g. stepping down from 6 to 4 (on E 12th) as you move away from Commercial); discussion about appropriate transitional forms into neighbourhood – via some townhouse buffering, infill.
 - Shadows, building orientation, clustering, mitigation of scale through public realm improvements, street trees, etc.
 - “Look” and materials of building

Broadway/Commercial: Housing

Current Needs + Opportunities

- Ensuring the availability of affordable housing options – across the continuum of needs - for present and future residents
- Opportunity to create housing options that will support the goals of a compact, sustainable, and transit-oriented community.



Key Assets

- Housing diversity (tenure, size, architecture, affordability) throughout the sub-area
- Affordable rental stock throughout sub-area, and proportion of purpose-built rental in NW and SE portions of sub-area
- Co-op buildings and non-market housing located throughout the sub-area
- Non-market Aboriginal housing
- Proximity to key transit and cycling facilities, shopping and services

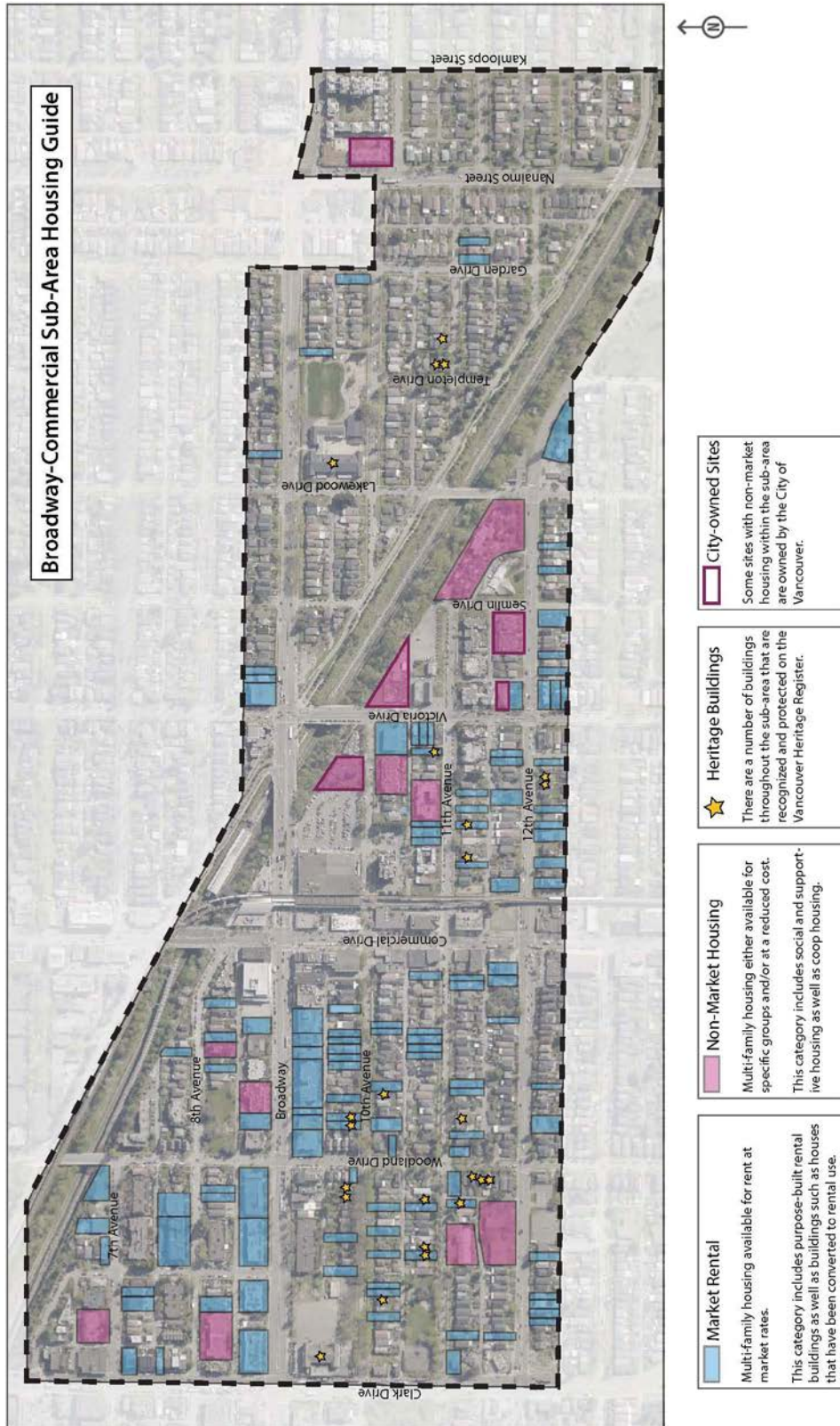
Community Plan Early Iterations – Key Ideas

- Ensure a diversity of housing options are available to meet the needs of present and future residents
- Protect existing affordable rental options, while expanding overall supply of rental housing in the sub-area
- Strengthen non-market and supported housing options for community members who rely on them
- Focused areas of change as per discussion of buildings (p.23).

Community-Generated Ideas

- Options that identified new housing opportunities in key areas of Broadway and Commercial (see p. 20).
- Discussion about the integration of housing via a variety of typological forms (e.g. lower-buildings, low and mid-size buildings, as well as higher buildings on the Safeway site – specific heights as per p.23).
- Discussion about retention of existing rental stock in apartment areas, but allowance for renewal (with additional height). Introduction of new multi-family housing opportunities in apartment areas, and on arterials.
- Areas of no-change/low-buildings – focus on protection of existing single-family/duplex stock and character elements west of 'Drive (on E 10 and E 11), and east of Drive (E 8th, north of the Grandview Cut)

Broadway/Commercial: Housing



Broadway/Commercial: Jobs & Services

Current Needs + Opportunities

- Improvements to retail environment in the vicinity of Broadway and Commercial
- Better integration of existing commercial areas along the Drive (esp. N and S of Cut)
- Affordable office space for a variety of neighbourhood-identified needs (social services, cultural services, business)
- Improvements to community services (e.g. childcare, seniors services, Aboriginal services, to meet the needs of residents and visitors to the area)



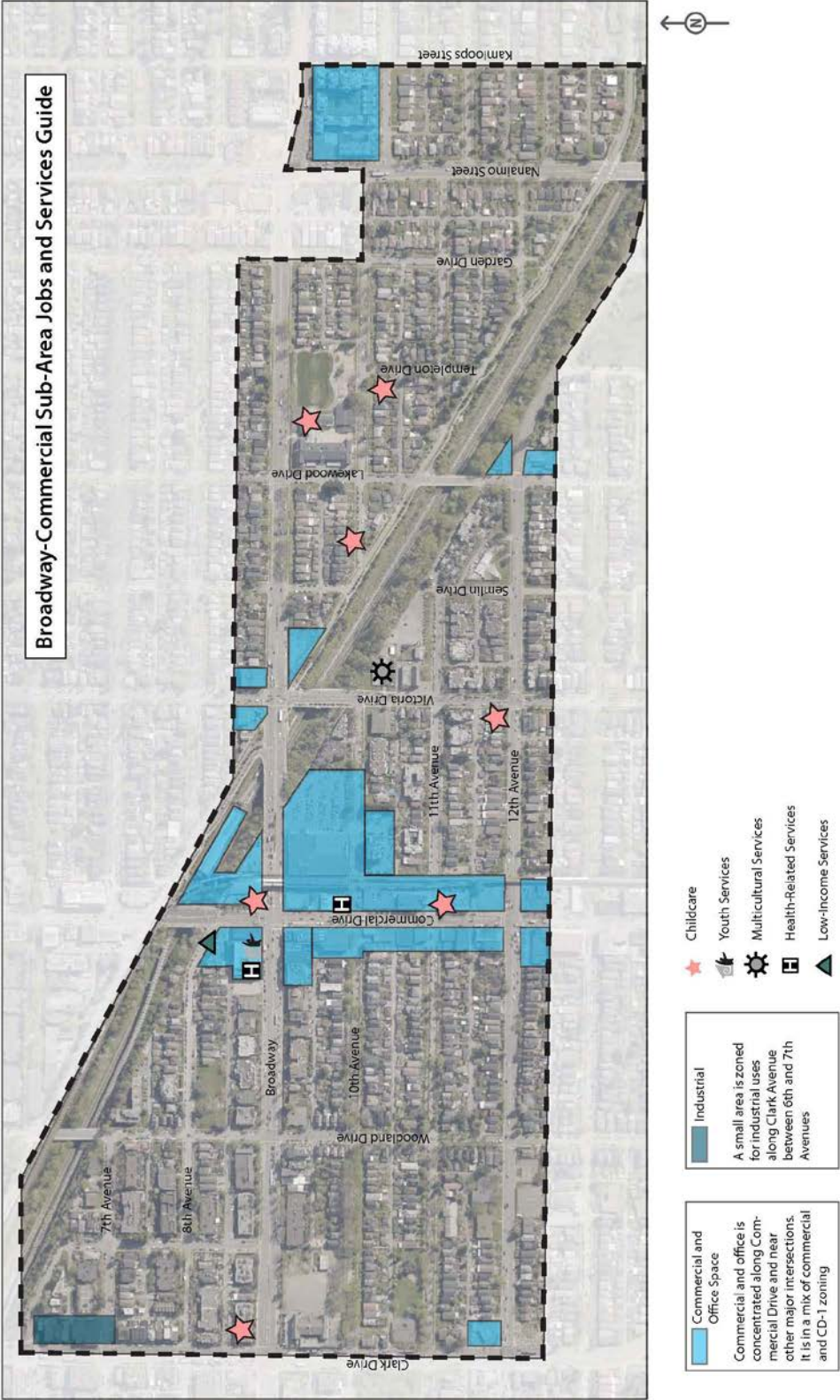
Community Plan Early Iterations – Key Ideas

- Enhancement of existing mixed-use on key arterials, with creation of some new additional mixed use on Broadway and E 12th.
- Introduction of new office space in SW block (bounded by Broadway, Commercial, Victoria, E 12th)
- Streetscape improvements (trees, art, public bathroom) to improve shopping area.
- Some discussion related to markets, maker space
- Generation of additional community services (e.g. childcare spaces) through the development process

Community-Generated Ideas

- The July workshops identified a desire for more mixed use. Options included:
 - Along Commercial (reinforcing existing)
 - Facing 'inward' towards Translink right-of-way
 - On the Safeway site
 - In NW quadrant – esp near Clark and VCC Station,
 - Along Broadway and E 12th (though difference of opinion on the extent).
- There was also general discussion about the opportunities for more office space (either as separate buildings, or as part of mixed-use on arterials)
- Additional discussion around the need for various types of community services in the area (e.g. seniors, youth, Aboriginal, childcare, library)
- Discussion around other types of business opportunities that might 'fit' in the area (e.g. markets, laneway-facing business).

Broadway/Commercial: Jobs & Services



Broadway & Commercial – Key Considerations

- **How can we best integrate the various ideas that have been generated around public space, housing, jobs and services?**
- **How do community-identified principles apply to public space, housing, jobs and services?**
- **As Broadway and Commercial grows, how can we support or enhance neighbourhood character? What should be the characteristics of new buildings? New residential areas? New retail or office areas? New public spaces?**
- **How should new buildings address the need for a diversity of tenure (ownership and rental), incomes, household size, and other demographic considerations?**
- **How can new buildings best support the goals of a transit-oriented community?**
- **What will it feel like to stand at Broadway and Commercial – or anywhere else in the neighbourhood – in 30 years time?**

Neighbourhoods Change

Broadway-Commercial in 2015 is not the same place it was five years ago, 10 years ago or even longer. The neighbourhood has been around – as part of the City of Vancouver – for over 125 years. It has gone through a number of changes.

Like cities as a whole, all neighbourhoods change. Broadway-Commercial will continue to grow and evolve as new people move into the neighbourhood, as businesses and economy change, as the city as a whole grow and changes.

Neighbourhood change, in one fashion or another, is not only inevitable, it can be a good thing.

Broadway and Victoria (1976)



Community plans – and the sub-area policies within – are designed to enable positive growth and change in a neighbourhood. They seek to respond to the challenges and opportunities that come with an increased population - identifying where (and in what form) growth will take place - while also responding to current issues, unique neighbourhood considerations, and identified community needs.

Help us to get the plan right

Broadway-Commercial is an important part of Grandview-Woodland and the city. We need to plan thoughtfully and responsibly for the next three decades and beyond.

The work we do today will play a key role in refining directions for this neighbourhood and shaping the overall Grandview-Woodland community plan.

Thank you for your participation in the planning process.



CVA 371-2176 - Great Northern Engine No. 1713 in the Grandview Cut.