

# GRANDVIEW-WOODLAND COMMUNITY PLAN

Neighbourhood Planning through Dialogue  
Workshop Series

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Transportation



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**Grandview-Woodland Community Plan**  
Neighbourhood Planning through Dialogue:  
Transportation Background Package

February, 2013

*Cover Photo: The #20 on Commercial Drive*  
*Photo by Andrew Pask*

# INTRODUCTION



Transportation issues play a big part in shaping communities - and Grandview-Woodland is no exception. Residents, workers and visitors need to get around - moving to, from and within the neighbourhood. To enable this, different modes of transportation (and the sidewalks, roads and bridges that support them) all come into play.

To make it more interesting, pedestrians, cyclists, transit vehicles, trucks and cars all have to share the same limited amount of road space. As the city grows, an ever-greater emphasis will be put on encouraging more sustainable modes of transportation.

Grandview-Woodland has a number of transportation issues that have been identified - from neighbourhood walkability to the provision of bike infrastructure, from the experience of key arterial streets (such as Broadway, Nanaimo and Hastings), to the current situation with street parking, traffic safety and goods movement. As we continue to develop a new Community Plan for Grandview-Woodland, we need to tackle these items and more - in the context of the neighbourhood, as well as the city and region.

In April 2012, the City of Vancouver launched a Community Plan process for Grandview-Woodland. When completed, the plan will set out a series of long-range directions (policies and priorities) for the neighbourhood. The new community plan will update an older plan that dates to 1979-82.

The new Grandview-Woodland Community Plan will cover a range of topics - and transportation will be a key part of this. As part of the planning process, we're looking for your help in crafting directions and shaping the future of the neighbourhood.

This backgrounder is divided five major sections - each reflecting a particular area of interest to Grandview-Woodland. These are:

- Walking
- Biking
- Public Transit
- Motor Vehicles (including cars, trucks and parking)
- Commercial High Streets

In each of these sections, we will set out a number of items:

- What we've heard - ideas and input on this subject that we've gathered from the community to date
- Geography - Areas of consideration for present and future planning
- What we know - key stats and details pertaining to the neighbourhood
- Key City bylaws, policies and programs currently in place that shape and impact cultural spaces and programs in Vancouver
- Things to think about

# INTRODUCTION

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## Community Planning and the City's role in transportation: the back-story

Before diving into specific aspects of neighbourhood transportation, you may want to know a little about the community planning process, as well as some more general information about how the City engages - in general - with transportation matters.

The Grandview-Woodland Community Plan process was launched in the spring of last year - and will unfold in four phases. Phase One (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 that they'd like to see changed). Phase Two, which we are in now, is focussed on the development of draft policy directions. This phase will last through to the summer of 2013.

Planning work will focus on six key planning themes, of which Transportation is one. The others are:

- Housing
- Parks & Public Space
- Social Issues, Urban Health & Safety
- Arts & Culture
- Heritage & Character

Other areas of focus - such as local economy, sustainability and green design - are also being incorporated into the process.

The community planning process will develop policy directions for the whole neighbourhood ("neighbourhood wide policy"), as well as key geographic areas of focus ("sub-area policy"). Some of the sub-areas that will be looked at are:

- Cedar Cove (north of Hastings)
- Hastings Street
- Commercial Drive
- Broadway/Commercial

Other geographic areas of focus may include:

- Nanaimo Street
- The area east of the Drive (where there are a high proportion of older residential buildings)
- The area west of the Drive (including apartment and industrial uses)

# INTRODUCTION

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When discussing transportation in Grandview-Woodland, it's important to keep in mind that this theme is interconnected with many of the other planning themes (for example, transportation choices affect where people choose to seek housing; transportation matters are linked to the local economy; people's ease of movement - or lack thereof - affect their social well-being). It's equally important to remember that the issues and opportunities related to transportation can mean different things in different parts of the neighbourhood (for example, parts of the neighbourhood are better served by public transit, while others aren't; some parts of the neighbourhood are closer to high volume arterials, while others are not).

## Transportation Glossary - Some Key Terms

**Arterials** - Major roads that are designed to carry high volumes of traffic. (Depending on traffic volumes, these may be further classified as **major arterials** and **minor arterials**. Grandview-Woodland's North/South arterials include: Clark Drive, Commercial Drive, Nanaimo Street and parts of Victoria Drive. East/West arterials include: Broadway, E 1st Avenue, Venables Avenue (Clark Drive to Commercial Drive), Hastings Street, Dundas Street and Powell Street.

**Collectors** - Collector streets act to connect local streets with the arterial street network. In Grandview-Woodland, parts of Victoria Drive (between Hastings and E 1st) are classified as such.

**Local Roads** - Often identified as "residential streets" (though this term can be misleading). Local Roads carry the lowest volumes of traffic. The majority of roads in Grandview-Woodland are local roads - including Charles Street, Rose Street, Wall Street, Woodland Drive, E 3rd Avenue Garden Street, and many more.

**Mode and Mode-share** - A "mode" is a particular type of transportation. Walking, biking, transit and driving are all "modes" (as are skateboarding or riding a scooter). "Mode-share" (or "mode split") refers to the amount (or proportion) of transportation taking place by any one mode at a designated place (e.g. Commercial Drive, across the neighbourhood) or at a designated time (daytime, evening, 24 hours, seasonally, etc.), or for a designated purpose (e.g. getting to work).

**All Ages and Abilities** - A term principally used with reference to bicycle infrastructure. It refers to the idea that travelling by bicycle should be a safe and comfortable transportation option for cyclists of any age and skill level ("8 to 80" is a common phrase) - versus being a mode of transportation limited to 'hardcore' cyclists or advanced riders.

# INTRODUCTION

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## The City Tool Kit

The City's jurisdiction over transportation is defined through the Vancouver Charter - the provincial legislation that outlines the extent of the City's authority. In particular, the Charter gives the City the power to regulate streets (including the use of streets, their creation and closure, the regulation of traffic and parking, street performances and parades). The Charter also provides the City with the authority to establish property taxes and collect development levies- both of which play an important part in how transportation infrastructure is created and maintained.

Land-Use	<p>In general, the City is granted the ability to generate land-use designations, zoning &amp; related considerations; design guidelines; development and rezoning processes. Land-use and design considerations are used to support a variety of transportation objectives.</p> <p>The Zoning &amp; Development bylaw also guides the placement, shape and size of buildings, as well as the amount of space they take up on a given piece of property (by setting out the allowable front, side and back yard set-backs) - considerations that play a part in shaping the streetscape and other aspects of the public realm.</p>
Taxation & borrowing	<p>The power to collect property tax- which is then used to finance an array of City services. Borrowing powers (&amp; debentures) can also be used to finance capital projects, including those related to transportation improvements of note: most property tax revenues are needed for operating costs, not capital costs. Furthermore, most capital expenditures are for maintenance, replacement, and safety. Only a small portion of capital expenditures (10-25%) are for new infrastructure.</p> <p>On a more localized basis, when property owners receive improvements to their street or neighbourhood, the cost of those improvements may be shared between the adjacent owners and the City via a <b>Local Improvement Charge</b>.</p>

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Bylaws	<p>A bylaw is a legally enforceable regulation (or “ordinance”) created by the municipality. A variety of bylaws pertain to transportation, including:</p> <ul style="list-style-type: none"><li>• <b>Street &amp; Traffic Bylaw</b> - regulates traffic and the use of streets</li><li>• <b>Vehicle Noise and Emission Abatement Bylaw</b> - regulates noise and emissions related to motor vehicles (including exhaust, car alarms, idling, engine brakes)</li><li>• <b>Street Vending Bylaw</b> - regulates the use of streets for vending</li><li>• <b>Parking Meter Bylaw</b>- allows the City to designate certain streets or portions thereof for parking purposes and to charge and collect a fee for parking</li><li>• <b>Impounding Bylaw</b>- allows the City to impound vehicles unlawfully occupying city streets</li><li>• <b>Street Tree Bylaw</b> - regulates the Vancouver Park Board’s care, condition, and management of trees on boulevards and medians of City-owned streets</li></ul>
Policy Development	<p>A policy sets out a statement of position, or a preferred approach, to a particular subject. City staff, following direction from City Council, develops policy on a wide range of items- be they social, economic, or environmental- over which the municipality has a role or responsibility. These policies, in turn, guide decision-making, shape the allocation of resources, and provide a lens through which to evaluate current and emerging issues.</p> <p>Key policy documents that relate to transportation include: <b>Transportation 2040</b> (Transportation Plan), the <b>Greenest City Action Plan</b>, and the <b>Healthy City Strategy</b> (currently in development).</p> <p>Of particular note, Transportation 2040 (approved in October 2012) is a long-term strategic vision for the city that will help guide transportation and land use decisions and public investments for the years ahead. The plan sets long-term targets and includes both high-level policies and specific actions to achieve this vision.</p>

# INTRODUCTION

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Construction and Maintenance	The City either directly, or in partnership with regional authorities, builds and maintains Vancouver's road network (including roads and laneways, bridges, signalling, traffic-calming).
Design Guidelines	<p>The City produces design guidelines to further shape neighbourhood growth, development and sustainability. Depending on the subject, guidelines provide recommended approaches to various aspects of design (e.g. Accessible Design Guidelines, Mural Guidelines, View Protection Guidelines, Plaza Design Guidelines) and/or can act as a source of additional guidance on matters of architecture or neighbourhood character.</p> <p>Some guidelines pertain to a particular type of building (e.g. Community Care Facilities Guidelines), while other pertain to zoning district, or portion thereof. (For example, in Grandview-Woodland, there are Design Guidelines for the Britannia/Woodland and Broadway Station RM (Multiple Dwelling) zoned areas west of Commercial Drive, the RT (Two family) area to the east of Commercial Drive, and various parts of the RS (single-family zones) west of Nanaimo)</p>



# INTRODUCTION

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## Programs

A number of City programs are designed to support transportation matters. These include:

- **BIA Program** - Business Improvement Areas (BIAs) are specially funded business districts. The districts are managed by non-profit groups of property owners and business tenants whose goal is to promote and improve their business district. Funding for the BIAs comes from a special property tax. Each commercial property within the boundary is taxed in proportion to its total taxable value
- **Viva Vancouver** - focused on the creatively transforming streets into vibrant public spaces - places for walking, lounging, and lunching. Viva projects have included: Liveable Laneways (laneway revitalization in Mt. Pleasant), street murals (West End), and Lunch Meet (outdoor long-table series Gastown)
- **Greenways** - Greenways are green paths for pedestrians and cyclists. They can be waterfront promenades, urban walks, environmental demonstration trails, heritage walks, and nature trails. There are two types of greenway initiatives. The City Greenways initiative is made up of 17 proposed Greenway routes that will be about 140 km long when complete. Neighbourhood Greenways differ in that they are initiated by community groups and are generally smaller.
- **Green Streets** - a program run by the City of Vancouver where residents can volunteer to take care of gardens that have been installed in traffic calming spaces, such as traffic circles and corner bulges. Similarly, boulevard gardening allows for residents to garden on the boulevard within set guidelines.

# INTRODUCTION

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## Development & Rezoning

The development and rezoning processes can support transportation improvements through a number of means. Good design and architectural merit can strengthen the character of a neighbourhood. Similarly, appropriate amounts of density can support local shops and services and help to ensure that neighbourhood streets and gathering areas are lively and active.

Development also helps to finance the creation of various types of public amenity through a number of mechanisms - including:

- **Development Cost Levies (DCLs)** - are collected from development help pay for facilities made necessary by growth. Facilities eligible for DCL funding include: transportation infrastructure, parks, child care facilities, replacement housing (social/non-profit housing), and other engineering infrastructure (e.g. sewer, water, drainage).
- **Community Amenity Contributions (CACs)** - are in-kind or cash contributions provided by developers when City Council grants additional development rights through rezonings. CACs can help address the increased demands that may be placed on City or surrounding community. Cash contributions are used for transportation improvements, parks and childcare and other amenities (such as libraries, community centres, cultural facilities and neighbourhood houses). In-kind CACs support the creation of park space and child care facilities.

In addition to these tools, the City reviews development and rezoning applications for a range of architectural, public realm and urban design considerations.

## Licenses & Permits

Through its licensing and permitting processes, the City further regulates the use of streets. For example, the use of sidewalks for patio seating and tables, flower or retail displays, busking, or charity canvassing, requires a license. Licenses are also granted to taxi and limousine companies for purposes of providing a chauffeuring residents and visitors around the City. Other activities - such as religious outreach - require a permit. Permits are also required for special events (block parties, festivals, large celebrations, events taking place in parks, etc.).

# INTRODUCTION

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Funding, Grants & Awards	<p>Several funding programs are administered by the City of Vancouver, a number of which relate to parks and public space. These include:</p> <ul style="list-style-type: none"> <li>• Administered by the Engineering Department and provide funding for non-profits to help clean selected commercial areas. Since 2009 the Kettle has been funded to help keep Commercial Drive tidy.</li> <li>• <b>Community &amp; Neighbourhood Arts Development Program</b> - cultural grants for festivals, celebrations, parades and other neighbourhood activities.</li> <li>• <b>Block Parties</b> - the Engineering Department &amp; local Community Centres support local block parties by eliminating costs associated with insurance, barricades, and permits.</li> </ul>
Civic Advisory Boards	<p>A number of Civic Advisory Boards - Council-appointed arms-length agencies, boards and committees - have mandates that relate to transportation. These include:</p> <ul style="list-style-type: none"> <li>• <b>Active Transportation Policy Council</b> - The APTC advises City Council on strategic priorities related to walking, cycling, and all non-motorized modes of transportation in Vancouver.</li> </ul> <p>Various other committees have mandates to work on issues connected with transportation and the public realm, including: the Women's Advisory Committee, LGBTQ Committee, Multicultural Committee, Persons With Disabilities Committee, Urban Aboriginal Peoples Advisory and Seniors' Advisory Committee, Public Art Committee, Vancouver City Planning Commission, the Civic Assets Naming Committee and the Urban Design Panel.</p>
Connecting & Convening	<p>The City can play a role in bringing stakeholders together, supporting the work of community organizations, or fostering partnerships (leveraging the interests of other agencies, organizations and levels of governments to advance or address a particular issue or topic).</p>
Advocacy	<p>On key issues - particularly those with a larger regional, provincial or national "reach" - the City can play a role in advocating with senior levels of government (and other stakeholders) for a given a position.</p>

# INTRODUCTION

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## Transportation issues involve all levels of government:

Transportation matters span a number of jurisdictions, and the City is only responsible for a portion of these. The following gives you a rough sense of how other levels of government are involved:

**Regional planning** - In the Lower Mainland, the Province, via the South Coast British Columbia Transportation Authority ("TransLink"), works with area municipalities to plan and manage the region's transportation system - including bus and rail service, as well as roads and bridges in the Major Road Network. TransLink has a multi-tiered governance structure that includes: the Board of Directors, the Mayors' Council on Regional Transportation and the Regional Transportation Commissioner.

As part of its planning work, TransLink produces Area Transit Plans (e.g. the Vancouver UBC Area Transit Plan) to develop future transit networks and identify priorities for improving local transit service in Metro Vancouver's 21 municipalities, as well as other planning documents that are more localized in nature (e.g. the Broadway/Commercial Transit Village Plan).

**Provincial government** - Regulates and manages matters of land-use (though this responsibility is delegated "down" to municipalities, the Province retains constitutional authority over land-use). The Province has a direct role in issues related to the provincial transportation network (and related highways, bridges, ferries etc.) and also regulates motor vehicle traffic via the highway traffic act, and various other road safety initiatives.

**Federal government** - Regulates and manages aspects of air, marine and rail transportation, as well as aspects of vehicle transportation and road infrastructure that are of a national or international nature. The Ports, located at the north-end of Grandview-Woodland, are under federal jurisdiction (although administration of the Ports are left to the local Port Authority). Federal stimulus funding has also recently financed projects in or near to Grandview-Woodland - including the Grandview (E 1st Avenue) viaduct and the Powell Street overpass).

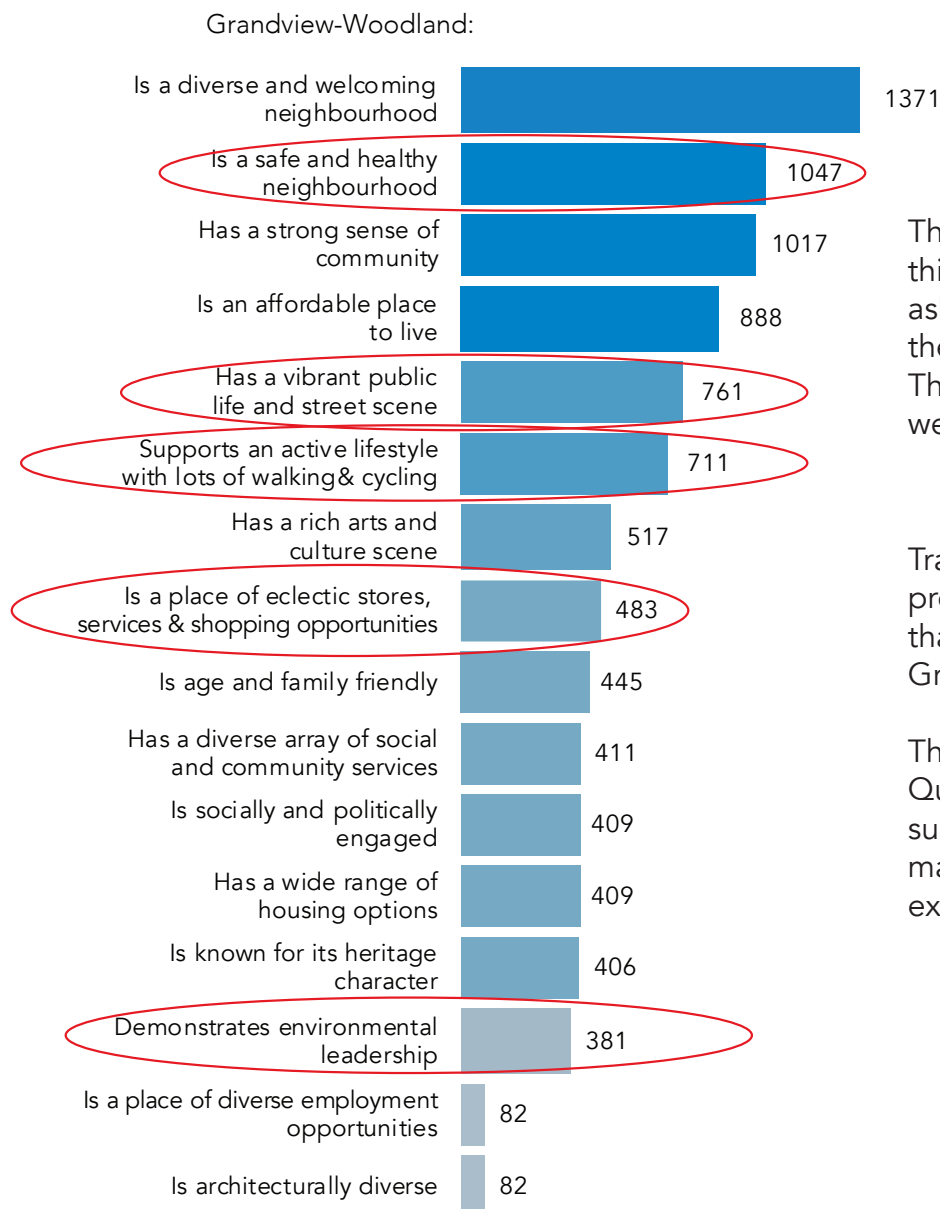
# TRANSPORTATION IN GRANDVIEW-WOODLAND

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## Neighbourhood Values

As part of the planning work to date, we conducted a questionnaire that invited participants to rank the key characteristics and values they associated with Grandview-Woodland. Several of these characteristics relate to transportation and the public realm.

*What is your ideal picture of the Grandview-Woodland neighbourhood? What sort of neighbourhood should we be striving for?*



There were 629 responses to this question. The question asked respondents to rank their top choices from 1-5. This graphic represents a weighted count.

Transportation features prominently in the values that people associate with Grandview-Woodland.

The findings from the Questionnaire are also supported by Phase One asset mapping and focus group exercises.

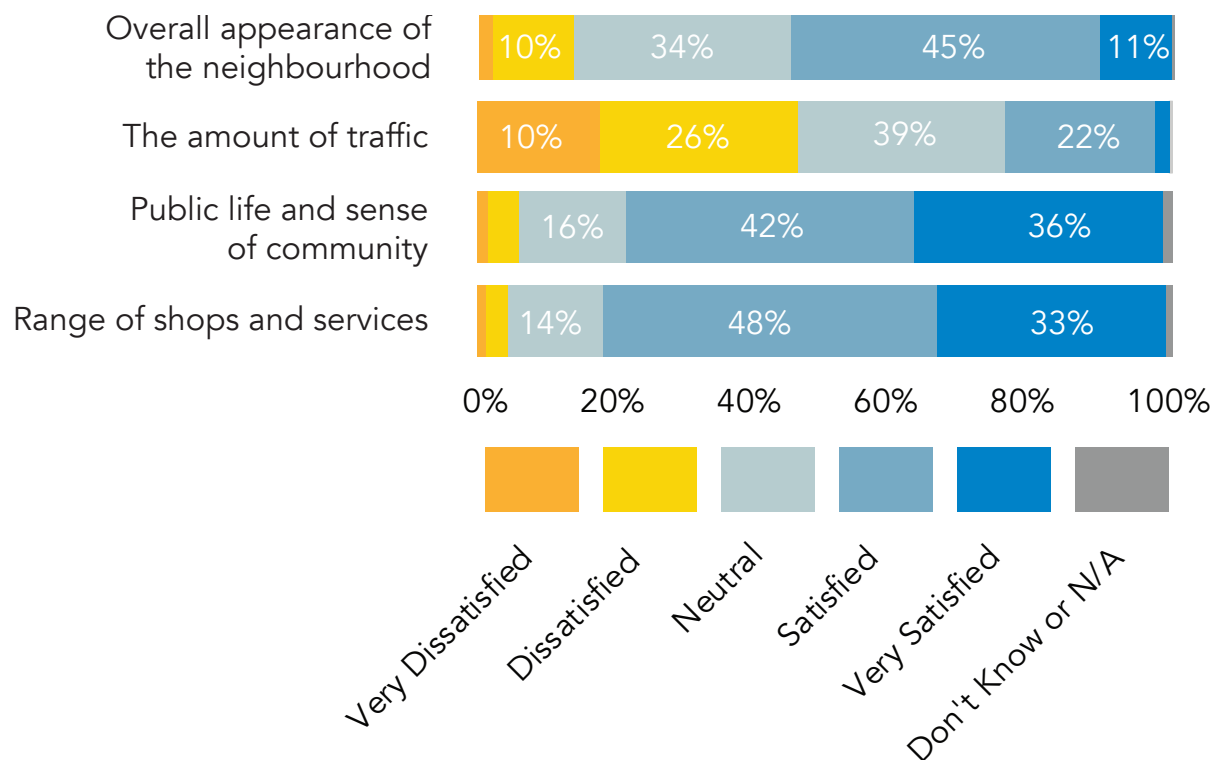
# TRANSPORTATION IN GRANDVIEW-WOODLAND

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We also asked people to assess their degree of satisfaction with key components of the neighbourhood transportation:

*How satisfied or dissatisfied are you with the following aspects of the Grandview-Woodland neighbourhood?*

688 people responded to this question.



# TRANSPORTATION IN GRANDVIEW-WOODLAND

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## A Few General Messages

Based on the feedback we received in our initial community planning discussions, the present backgrounder has been divided into sections pertaining to walking, biking, transit, motor vehicles, and commercial high streets. However, a number of other transportation issues spanned these sub-themes - and are introduced here.

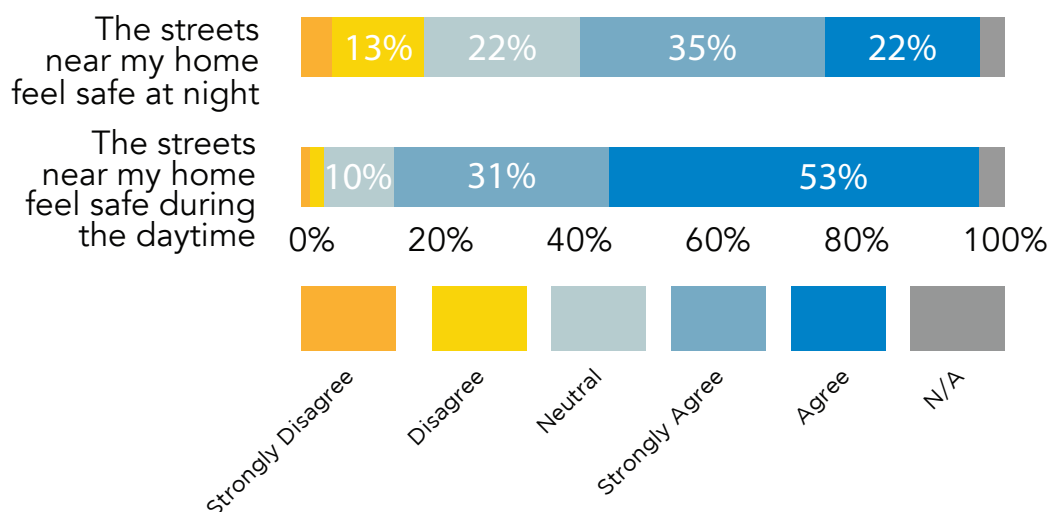
### *Connections - north, south, east, west*

One of the strong messages that emerged in the Phase 1 discussions was the desire to see better connections linking the north and south parts of the neighbourhood (in particular linking across Hastings). There was also considerable interest in strengthening existing linkages to better connect (a) Commercial Drive (north of Venables) with the Hastings-Sunrise commercial area; and (b) the south end of the neighbourhood (around Broadway/Commercial SkyTrain Station) with the 'main' part of Commercial Drive.

### *Safety*

Issues related to neighbourhood safety and neighbourhood transportation were often closely connected. Although people generally reported a good sense of personal safety, this sense of safety was often dependent on the time of day or the area of the neighbourhood.

Improvements to key routes and public spaces (including better lighting, improved park and street maintenance) and were also seen as a key way to improve the neighbourhood, strengthening people's comfort in travelling throughout the neighbourhood at different times of day.



# TRANSPORTATION IN GRANDVIEW-WOODLAND

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## *The Intensity of Arterials*

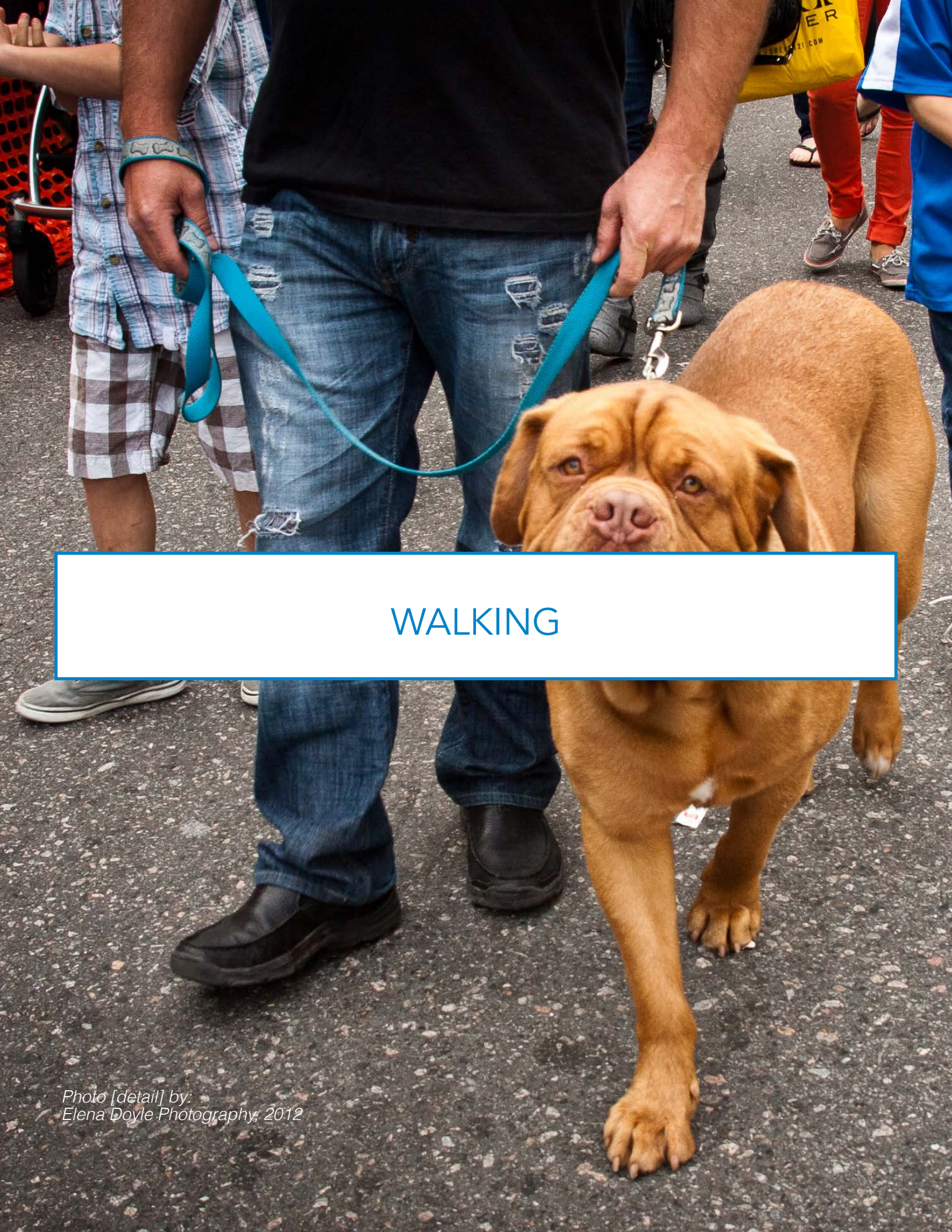
Key arterial streets - in particular Broadway, Clark Drive, Nanaimo, Dundas, Powell, Venables and East 1st - were often identified as (perceived or actual) barriers in the neighbourhood. Various factors - including traffic volumes, speed limits, the nature of parking restrictions, street and sidewalk width, the lack of pedestrian supports or public realm features - have all helped to exacerbate this. There is strong community interest in seeing these streets 'tamed' through a variety of means - so that they could be friendlier to residents and visitors alike.

## *The Need to Support a Range of Transportation Options*

Residents, employees and visitors to Grandview-Woodland move within and through the neighbourhood using a variety of means. Neighbourhood walkability is a point of pride amongst residents, as is the fact that Grandview-Woodland is one of the most bike and transit-friendly neighbourhoods in the City. The neighbourhood is also an employment, entertainment and shopping related destination, and thus there is a need to support sustainable transportation options and motor vehicles.

Many participants in the community planning process are passionate about their 'mode of choice' and want to see a variety of improvements made in the neighbourhood - improvements that include wider sidewalks, more bike and transit infrastructure, new plazas and parklets, stability in residential and commercial parking, more car free days, and greater more ease-of-movement for cars. Some of these directions are complimentary, others perhaps less so. It is worth noting that any solutions to transportation issues in Grandview-Woodland will necessitate a discussion of trade-offs and priorities - because at the end of the day there is a finite amount of road space in the neighbourhood.





## WALKING

*Photo [detail] by:  
Elena Doyle Photography, 2012*



# WALKING

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*Walking routes, quality of walks, pedestrian safety*

## What We Heard from the Community

- Some of the favourite places for walking in the neighbourhood (and the reasons why) include:
  - » Commercial Drive: diversity of shops and eclectic flair; the opportunity to bump into friends and neighbours; festivals and celebrations; rich public life
  - » Lakewood Drive: book exchange and traffic calming features
  - » Victoria Drive: cherry trees and heritage homes (noted elsewhere: the small-scale retailers that dot the street)
  - » 6th Ave: older Elm trees; community spirit
  - » Lily and Rose Streets: narrow streets and elegant gardens
  - » Wall Street: views of the North shore, Ports and downtown
  - » Charles Street: mature trees and greenery
  - » Salisbury Drive: heritage architecture
- Strong interest in 'strategic' sidewalk improvements throughout neighbourhood:
  - » Wider sidewalks, with less clutter (on main streets: alleviate 'pinch points' by attending to excess signage, media boxes, etc.)
  - » Pedestrian crossing improvements - particularly on key arterials
  - » Desire for more animated and vibrant public realm with public art and quality public realm features
  - » Additional street furniture, street trees, public realm improvements - (of particular note: seating, bathrooms)
- Interest in pedestrian interventions - e.g. scramble intersection at 1st and Commercial, parklets, raised crosswalks, street-to-park projects
- Night-time safety on arterials, as well as in parks, in industrial areas, and along 'seam' streets (where industrial and residential abut one-another)
- Pedestrian improvements to support aging population, increased numbers of individuals with mobility challenges (e.g. use of scooters, walkers, rails, as well as curb drop improvements, pedestrian grade street crossings etc.)
- Key arterials such as Hastings (between Clark and Victoria), Broadway, Powell, Dundas, East 1st and Nanaimo were identified opportunity areas - for potential pedestrian, public realm and safety improvements, for initiatives to manage the intensity of traffic, and as potential sites for future neighbourhood growth and development
- Suggestions were provided around the opportunity for signage and walking tours connected with area arts & culture, commercial, heritage and other features
- As a 'secondary network,' laneways and alleyways were identified as an opportunity for improvement: as an alternative way to get around the neighbourhood, and as a possible site for markets and other commercial activity (in commercial or industrial areas), artist space, and street art

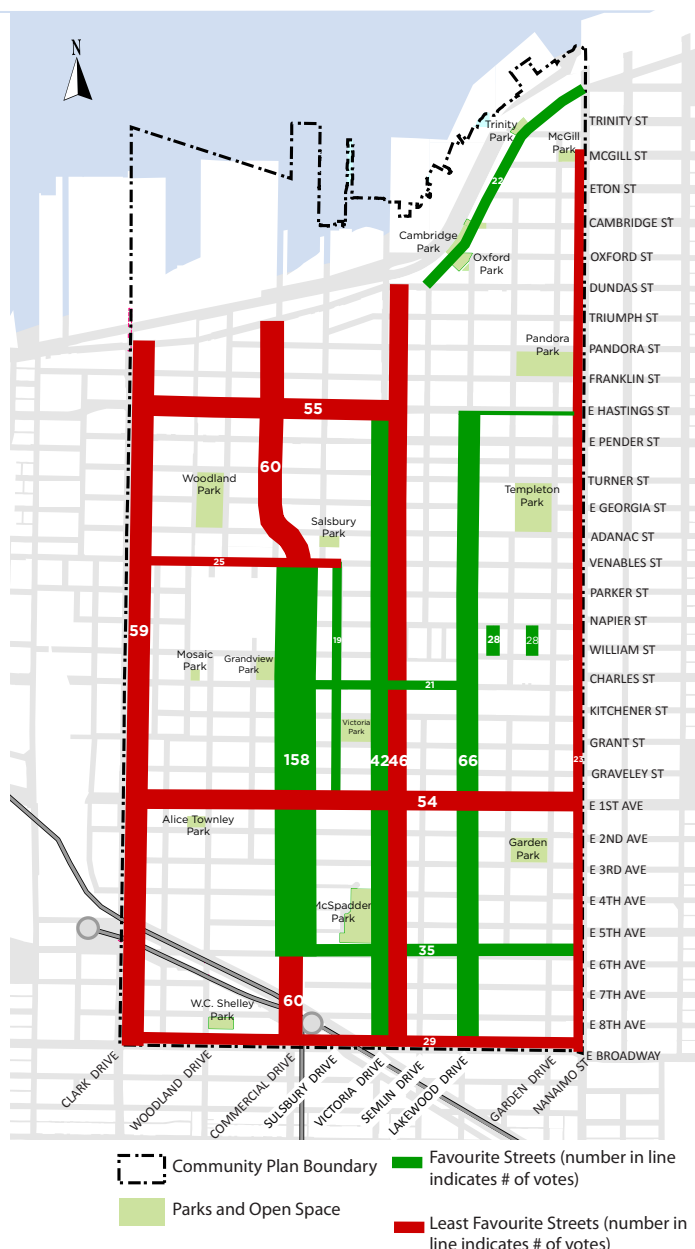
# WALKING

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- In addition to current and proposed greenways (see page 20), there is strong community interest in a “Venables Greenway”
- Neighbourhood celebrations - including Car Free Day, Italian Days, Eastside Cultural Crawl, Parade of Lost Souls - are popular events. They are generally supported, with some concerns raised about logistical issues (in particular, the impact on transit and traffic, parking and the proximity of events to one-another)

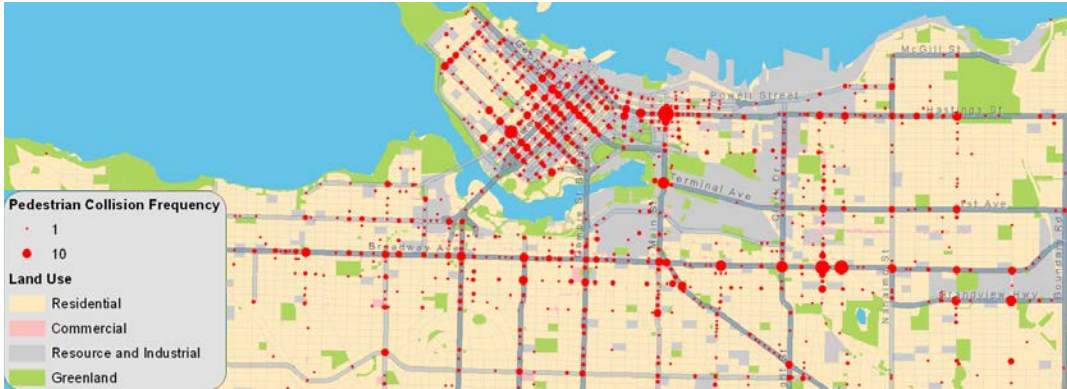
*Are there any streets in Grandview-Woodland that you particularly enjoy walking along?*

417 people responded to this question.



# WALKING

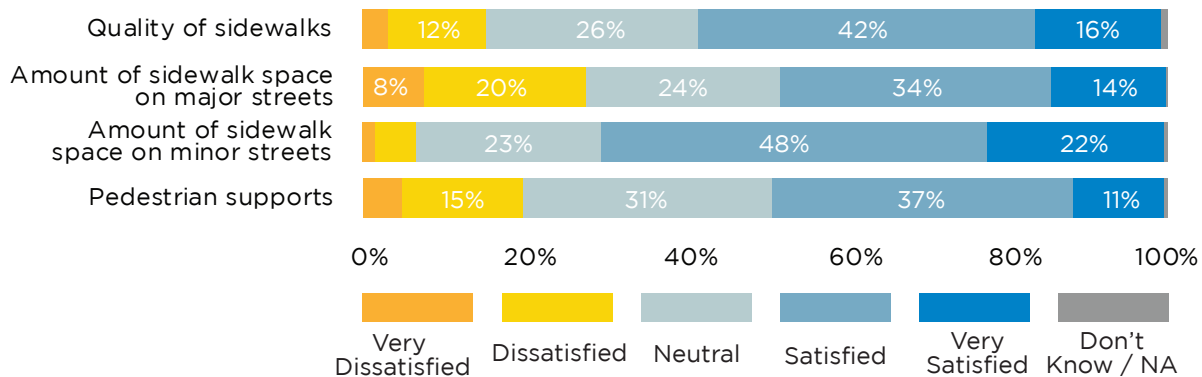
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5 year pedestrian involved collisions within City of Vancouver (2006 - 2010) [detail]

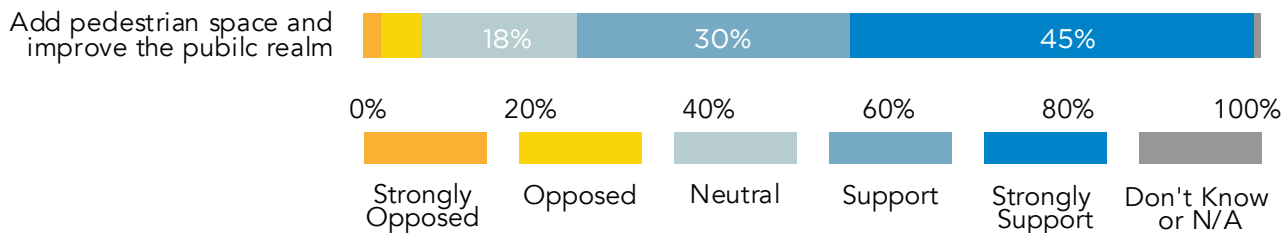
*How satisfied or dissatisfied are you with the following transportation-related aspects of Grandview-Woodland?*

533 people responded to this question.



*Please select the response that best reflects your support for the following neighbourhood transportation ideas:*

533 people responded to this question.



# WALKING

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## Geography - Areas of Consideration for Present and Future Planning

- The pedestrian network includes all streets and laneways in Grandview-Woodland, as well as other pedestrian paths (e.g. through parks, school yards or other community facilities)
- Key arterial streets - which have known transportation and safety related issues
- Commercial high streets - which see high volumes of pedestrian traffic
- Pinch-points - particularly on segments of commercial high streets where limited sidewalk width creates a "pinch-point." Such sites could be considered candidates for pedestrian improvements, including parklets - where one or more adjacent parking spaces are repurposed to support pedestrian movement and/or the public realm)

## What We Know

- Walkscore ranks Grandview-Woodland is the 7th most walkable neighbourhood in Vancouver with a Walk Score of 86 (out of a hundred). The neighbourhood is described as "very walkable" and that "most errands can be accomplished on foot." (The overall city-wide rating is 90)
- 87% of Grandview-Woodland's land-base is within a five minute (400m) walk to nature (parks, school yards) (compared to the city-wide average of 92%). Key areas where access to nature is greater than five-minutes is in the north-east, primarily industrial area
- Commercial Drive and the East Hastings commercial area see high volumes of pedestrian traffic - and the quality of the pedestrian experience (ease of movement, sidewalk width) varies along these routes owing to different set-backs, the presence of street furniture, (including benches, lightpoles, bikeracks) signage, vending, etc.
- In 2006, 8.1% of Grandview-Woodland residents reporting walking to work, vs. 12.2% city-wide
- 6% of all pedestrian collisions in the city occur in Grandview-Woodland. Note: across the city, 82% of accidents involving pedestrians happen when pedestrians have the right-of-way. Pedestrians account for 45% of traffic fatalities in the city, but are only involved in two percent of traffic accidents (*2005-2010 Pedestrian Safety Study*)
- Grandview-Woodland has three of the city's top-ten most dangerous intersections for pedestrians: East Broadway & Commercial Drive (17 crashes between 2007-11); East Broadway & Clark (15 crashes, 2007-11); East Broadway & Nanaimo Street (12 crashes, 2007-11)

# WALKING

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## Key City Bylaws, Policies and Programs

- **Transportation 2040:** contains goals and actions designed to make walking safe, convenient, comfortable, and delightful; and to ensure streets and sidewalks support a vibrant public life and encourage a walking culture, healthy lifestyles, and social connectedness. High-level policies include:
  - » 1.1. Make streets safer for walking
  - » 1.2. Provide generous, unobstructed sidewalks on all streets
  - » 1.3. Make streets accessible for all people
  - » 1.4. Make streets and public spaces rain-friendly
  - » 1.5. Address gaps in the pedestrian network
  - » 1.7. Make the city easy to navigate on foot
  - » 2.1. Enable and encourage creative uses of the street
  - » 2.2. Create public plazas and gathering spaces throughout the city
- **Greenest City Action Plan:** Contains goals and targets designed to support green mobility, and to make Vancouver the greenest city in the world by 2020. As part of this, the Plan calls for the majority of trips (over 50%) to be taken by foot, bicycle and public transit, and for the average distance driven per resident by to be reduced by 20% from 2007 levels. Also supports walkability and quality of life through improved access to nature (ensuring residents live within a 5-minute (400m) walk to nature, enhancements to the urban forest, and the expansion of local food assets (such as community gardens and orchards)
- **Street-to-Park and Parklet creation** - supported through Transportation 2040 and the Greenest City Action Plan. These programs support the reallocation of street right-of-way or to create small neighbourhood-based mini-parks or plazas (streets-to-parks), or additional greenery, seating and public space improvements for pedestrians (parklets).
- **Greenways** -Grandview-Woodland contains segments of three City-wide designated greenways - one complete (the **Central Valley Greenway**, which runs parallel with the Grandview Highway) and two proposed (**Midtown Way Greenway**, located on Woodland Drive, and **Portside Greenway**, which is anticipated to run along Powell Street). Grandview-Woodland is also home to **Napier Greenway** (at Britannia Community Centre), a small neighbourhood greenway that functions as a popular gathering area.

# WALKING

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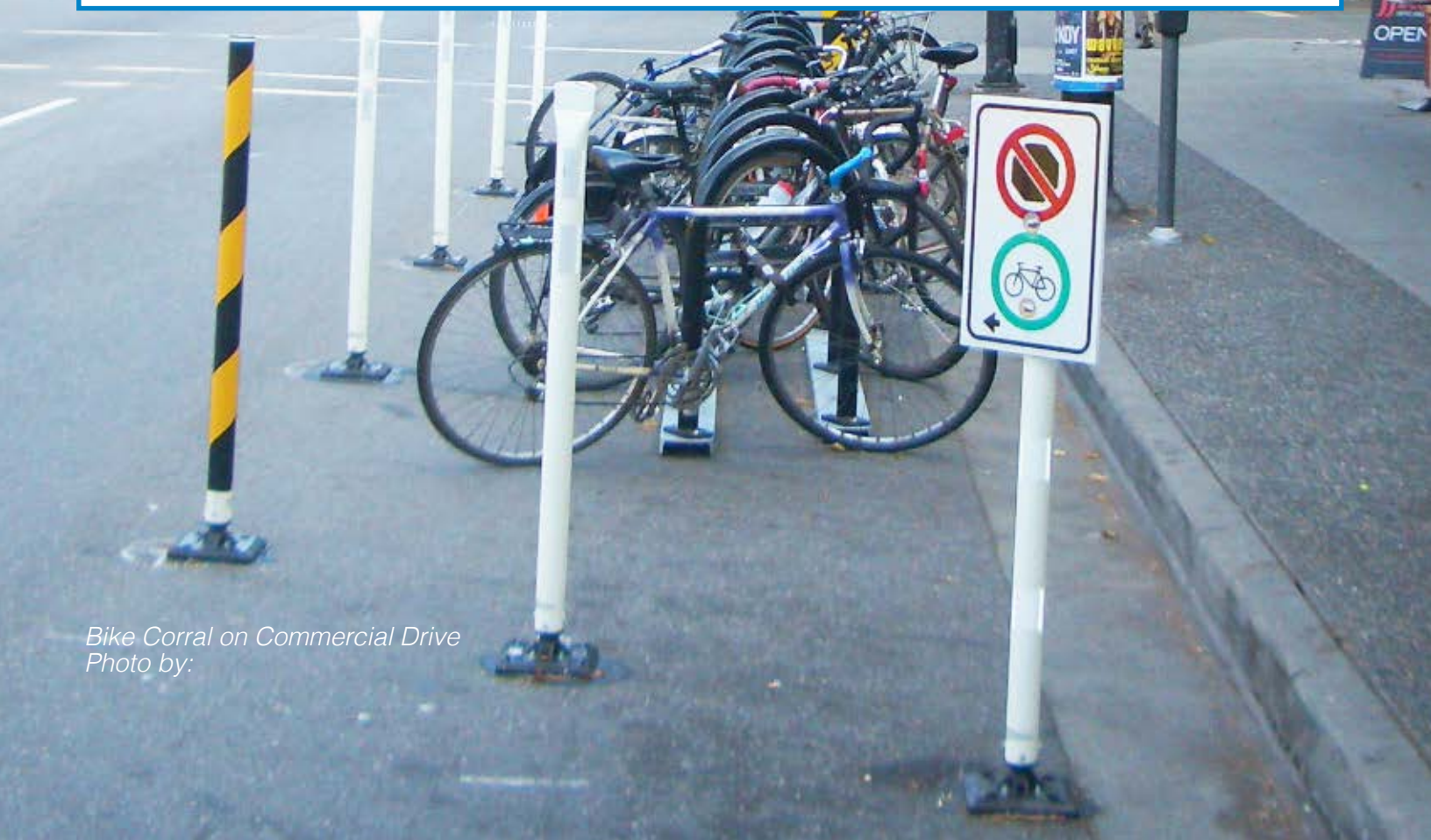
## Things to Think About

- Are there areas in the neighbourhood where walking feels dangerous? If so, why? How can we make these areas safer?
- Are there areas in the neighbourhood where walking feels uncomfortable (e.g. because sidewalks are missing or obstructed)? If so, why? How can we make these areas more comfortable?
- Are there key pinch-points that you can identify - where the flow of pedestrian traffic is particularly compromised?
- While many streets in Grandview-Woodland were identified as great places to walk, several - including Nanaimo, Broadway, Clark, parts of Hastings, E 1st - were not. Given that these are major streets and play a role in the larger city-wide and regional transportation network, what sorts of opportunities do you see for making them more pedestrian and community friendly?
- The City continues to plan for the long-term creation of the Mid-town Way (Woodland Drive) and Portside (Powell and Wall Street) Greenways. What sorts of pedestrian and cycling amenities do you think these should contain? How about the Central Valley Greenway? Is there anything we should be looking at adding on the segment that runs through Grandview-Woodland (along the Grandview Highway)?
- One of the objectives of planning work is create better linkages between (a) different parts of the neighbourhood; (b) different community facilities (e.g. parks, community facilities, commercial areas). Are there key links that you feel need to be made? And if so, how might they be strengthened? (In other words, how can we make these sorts of connections more interesting or more enjoyable - and thus encourage people to use them more?)





## BIKING



*Bike Corral on Commercial Drive  
Photo by:*



# BIKING

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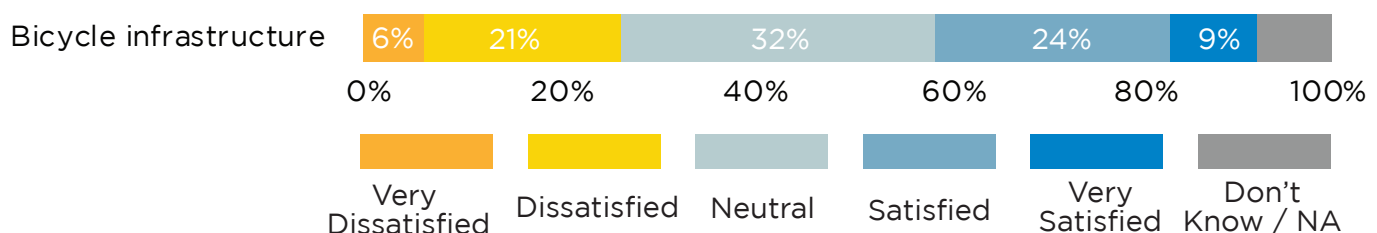
*Bike routes, bike lanes, bike infrastructure, bike safety and education*

## What We Heard

- Support for cycling is strong and there is a general recognition of Grandview-Woodland's role as a bike-friendly neighbourhood, with a relatively large number of commuters who cycle to work and school
- There are different opinions on the subject of a bike lane on Commercial Drive (both strongly in favour and strongly opposed)
  - » Desire to see the study area for the proposed Commercial Drive Active Transportation Corridor broadened to include adjacent streets (in particular Victoria Drive)
  - » Desire for clarity around: possible extent of route (start and end points); nature of bike lane (painted, separated, etc.); specific safety-related interventions
  - » Desire for clarity around potential impact of bike lanes (positive and negative impacts). Of particular concern: fear of lost business (especially with respect to customers coming from outside of the neighbourhood)
- Some questions around the designation of Lakewood as a bike route (owing to challenging topography) vs. Garden Drive. Support for current traffic calming and cycling measures on Lakewood
- Desire for improved cycling infrastructure throughout the neighbourhood:
  - » Bike racks - including side-street traffic bulges, bike corrals (e.g. similar to pilot site at E 6th and Commercial Drive); improved bike-lock structures on residential streets
  - » Desire to ensure that bike parking doesn't exacerbate challenges with pedestrian flow on commercial high streets (i.e. strategic placement)
- As a 'secondary network,' laneways and alleyways were identified as an opportunity for improvement and as an alternative way to get around the neighbourhood
- Strong support for bike culture - for community bike rides, bike polo facilities, etc.

## How satisfied or dissatisfied are you with the following transportation-related aspects of Grandview-Woodland?

There were 553 responses to this question.

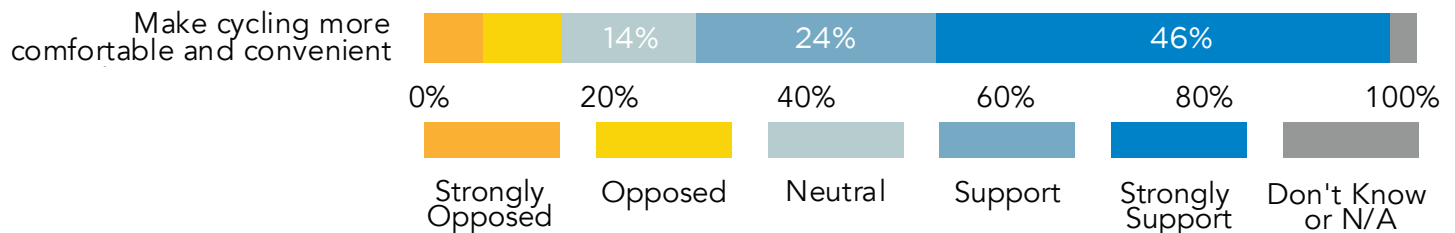


# BIKING

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*Please select the response that best reflects your support for the following neighbourhood transportation ideas:*

533 people responded to this question.



## Geography - Areas of Consideration for Present and Future Planning

- Designated or potential bike routes and greenways (Mosaic, Adanac, Central Valley Greenway, Lakewood, etc.)
- Key arterial streets - which have known transportation and safety-related issues
- Commercial high streets - in particular Commercial Drive - which see high volumes of bike traffic
- Key neighbourhood cycling destinations (schools, stores, community centre etc.)

## What We Know

- In 2006, 7.3% of Grandview-Woodland residents reported that they biked to work, versus 3.7% city-wide. The proportion of Grandview-Woodland's residents using bikes for commuting was the highest in Vancouver
- Grandview Woodland has approximately eight kms of designated bike routes spread over its six designated bike routes (designated routes include Adanac, Mosaic (Woodland/McLean), Lakewood, Central Valley Greenway)
- There is approximately 1km of roadway with a designated bike lane - (roughly 100m separated on Clark Drive and 900m painted on Grandview Highway)
- There are several bike racks in the neighbourhood and one bike corral (a pilot project located at JJ Bean, E 6th & Commercial)
- Among the key locations for cyclist accidents: Commercial Drive (between E 14th and E Georgia), intersections of Powell St and Dundas Street, Hastings Street and Nanaimo Street, Clark Drive at Venables, E 1st Street, E 10th Street); E 1st at Woodland Drive, Victoria Drive, Nanaimo Street
- In recent years there have been several studies on bike lanes and their impact on commercial areas conducted in different cities. Among the general observations: people who have traveled by bike tend to purchase less per trip but visit more often (resulting in higher total sales). Cyclists are also more likely to support local businesses

# BIKING

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5 year Cyclist involved collisions within City of Vancouver (2006 - 2010) [detail]

## Key City Bylaws, Policies and Programs

- **Transportation 2040:** contains goals and actions designed to make cycling safe, convenient, comfortable, and fun for people of all ages and abilities. High-level policies include:
  - » 1.1. Build cycling routes that feel comfortable for people of all ages and abilities
  - » 1.2. Upgrade and expand the cycling network to efficiently connect people to destinations
  - » 1.3. Maintain bikeways in a state of good repair
  - » 1.4. Make the cycling network easy to navigate
  - » 2.1. Provide abundant and convenient bicycle parking and end-of-trip facilities
  - » 3.1. Make it easy to combine cycling with other forms of transportation
  - » 3.2. Provide a public bicycle system
  - » E.1.1. Promote cycling as a fun, practical, and healthy transportation choice
- **Greenest City Action Plan:** Contains goals and targets designed to support green mobility, and to make Vancouver the greenest city in the world by 2020. As part of this, the Plan calls for the majority of trips (over 50%) to be taken by foot, bicycle and public transit, and for the average distance driven per resident by to be reduced by 20% from 2007 levels.



# BIKING

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## Things to Think About

- Do you ride your bike in Grandview-Woodland? If so, what *routes* do you take and why? Are there routes that you avoid? If you don't bike, why not?
- What *destinations* do you ride to today? What destinations would you ride to if you felt safe? (e.g. everyday destinations, community centre, shopping, transit station, etc.)
- There are a number of considerations that come into play when planning bike routes - including location and design (e.g. topography, directness, connectivity), destinations (e.g. commercial high street, employment centres, transit centres, schools) and impacts to other modes of transportation. Which of these considerations are most important to you? Which are most important for the neighbourhood in general?
- Is there enough bike parking at your home? At work? At other destinations? Is it conveniently located? Secure?
- Are there opportunities for end-of-trip facilities that would help support cycling in Grandview-Woodland?
- What other things could we do in the neighbourhood to make cycling safer and more convenient?

**Bicycle end-of-trip facilities** - refers to parking and complementary infrastructure for bicycles. Bicycle parking infrastructure includes: stands or racks that support bicycles; and shelters or enclosures that protect parked bicycles from vandalism, theft, as well as the elements. Complementary infrastructure includes: lockers for stowing helmets, bicycle clothing, and other personal belongings; change rooms and showers; air pumps; and sometimes even bicycle parts and maintenance shops. *Source: Transport Canada*



# PUBLIC TRANSIT



*The #20 on Commercial Drive  
Photo [detail] by Andrew Pask*

# PUBLIC TRANSIT

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## *Bus and SkyTrain service and facilities*

### What We Heard

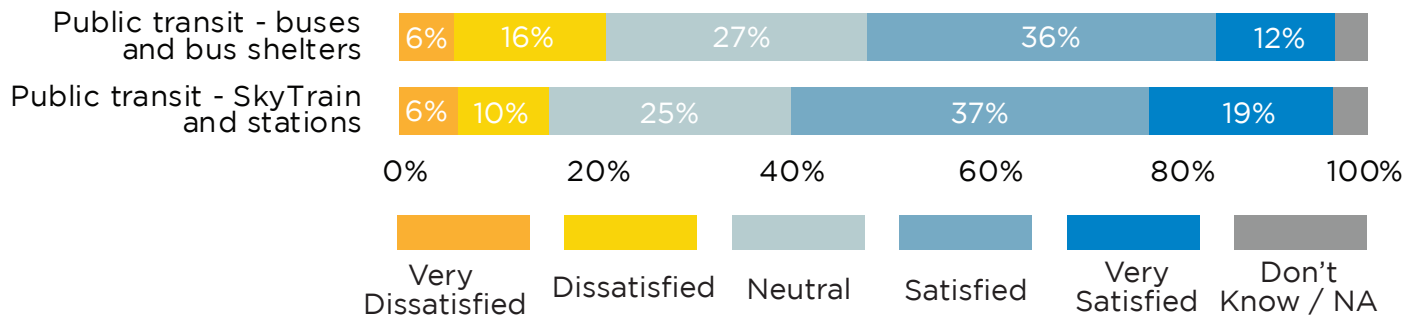
- Commentary on bus transit focused mainly on the #20 bus:
  - » Noted as a popular transit route and good connection to downtown (and south Vancouver)
  - » Support for move to longer trolley-buses and recent improvements to service levels
  - » Continued concern about pinch-points, bus service getting “backed-up”, periods of crowding, pass-bys
- Specific concerns noted around bus pass-bys for people with children, strollers (noted on commercial and Hastings)
- Considerable interest in an addition east-west route along 1st Avenue (particularly as a means to get downtown)
- Awareness of, and interest in, potential improvements to Hastings Street transit (potential addition of B-line service)
- Hilliness of Cedar Cove area noted as a challenge for older transit users in this part of the neighbourhood
- Interest in public realm and transportation-related improvements along Nanaimo, Powell, Dundas Street and other key arterials - which could initiate improvements to transit waiting areas and other transit infrastructure
- Interest in improvements to transit waiting areas and bus-stop areas, seating, etc.
- Strong interest in improvements to Broadway/Commercial Station area and surrounding intersection: area seen as a major opportunity for improvement, for public realm, queuing, station design, amenities and services and development
  - » Concern about impact of expanded transit facilities vis-à-vis Evergreen, Broadway Corridor
  - » Additional interest in north-end station entrance (on north side of Grandview Cut) - and/or public realm improvements extending across bridge
  - » Desire for improved plaza area in the vicinity of the station
  - » Strong interest in the inclusion of public bathrooms and other amenities/street furniture as part of station improvements
  - » Desire to better use SkyTrain guideway - as a site for public realm improvement, public art, etc.
- Westerly connection to VCC/Clark - interest in SW area of neighbourhood and the potential for improved connections in to Grandview-Woodland
- Grandview-Cut seen as a ‘green corridor’ - an asset owing to its urban forest, habitat, sight-line to downtown

# PUBLIC TRANSIT

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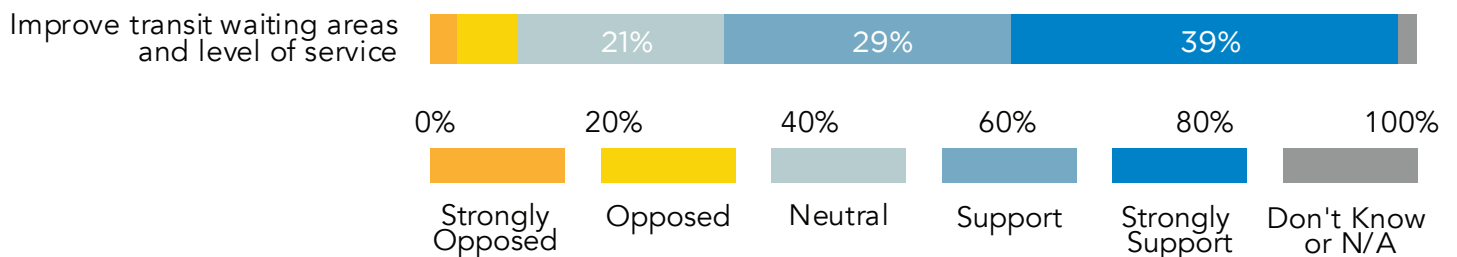
## How satisfied or dissatisfied are you with the following transportation-related aspects of Grandview-Woodland?

There were 553 responses to this question.



## Please select the response that best reflects your support for the following neighbourhood transportation ideas:

533 people responded to this question.



## Geography - Areas of Consideration for Present and Future Planning

- Broadway/Commercial SkyTrain station area (and vicinity) - also, public realm key area where participants felt a plaza would be appropriate.
- VCC/Clark Station area - and linkages to Grandview-Woodland
- Streets with buses operating on them - Commercial Drive, Broadway, Nanaimo Street, Powell Street, Hastings Street and Clark Drive
- East 1st Avenue - as the potential site of an additional transit connection to/from downtown
- Grandview-Cut
- Areas where topography may pose particular challenges for transit access

# PUBLIC TRANSIT

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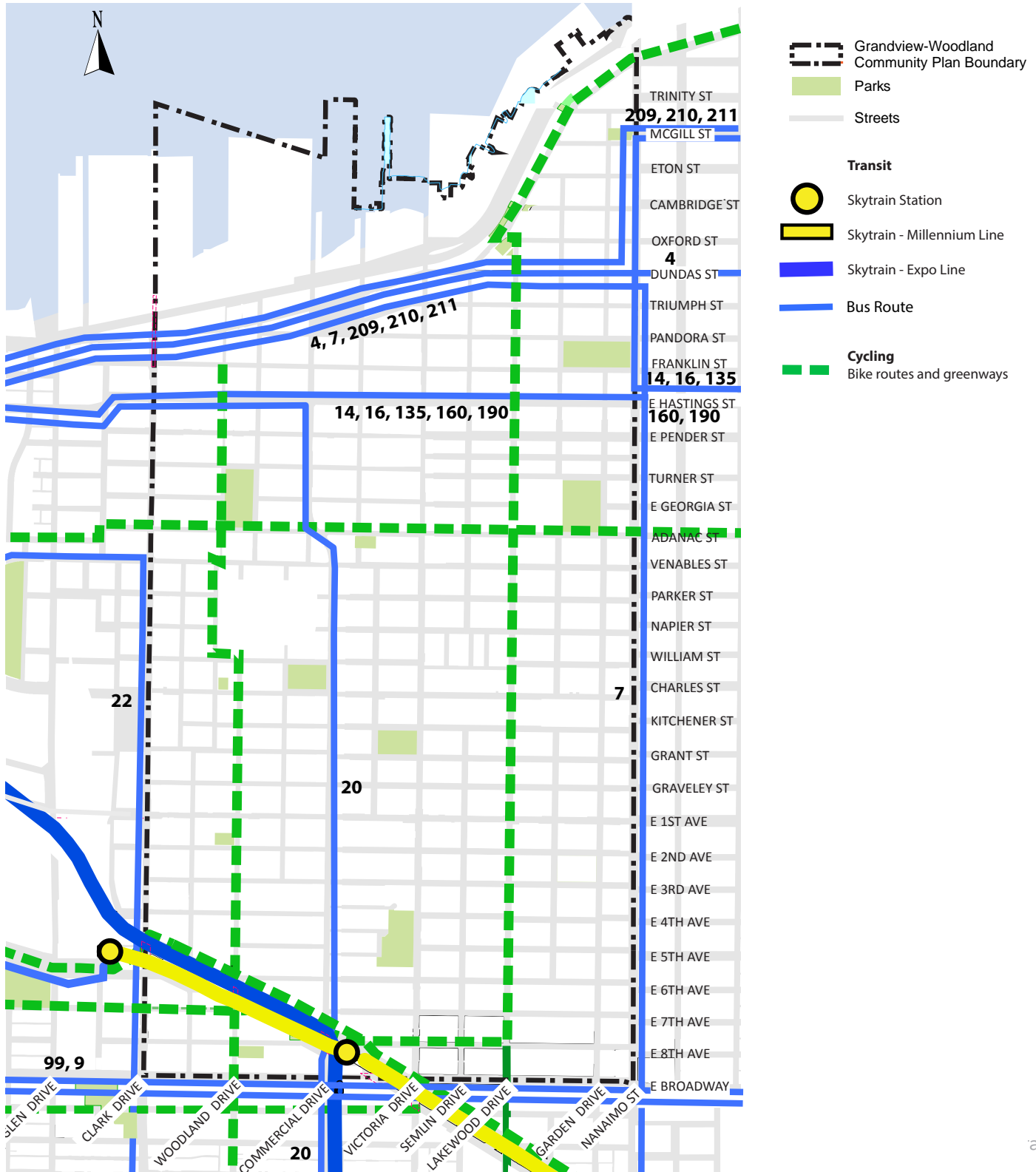
## What We Know

- In 2006, 34.1% of residents reported that they took transit to work (vs. 25.1% city-wide)
- Grandview-Woodland has three SkyTrain stations located in (or very near to) the neighbourhood - Broadway, Commercial and VCC Clark
- Grandview-Woodland is serviced by a total of 15 bus-routes
- Broadway/Commercial is the busiest transportation exchange in Metro Vancouver
- The 99-B-line (which starts and stops at Broadway & Commercial) is the busiest bus route in the city, serving nearly 60,000 passengers each day
- The #20 Bus, which runs along Commercial Drive, is the second busiest bus route in the city, serving nearly 30,000 passengers each day. Broadway corridor (overall) serves 100,000 trips per day
- Other bus routes run along Clark (22), Nanaimo (7), Hastings (14, 16, 20, 135 and suburban services), Powell (4, 7, and suburban services) and Broadway (9)
- TransLink's 2005 Vancouver/UBC Area Transit Plan (ATP) identifies local transit service along East 1st Avenue as a common suggestion, and suggests that it may be suitable as a route for community shuttles at some point in the future



# PUBLIC TRANSIT

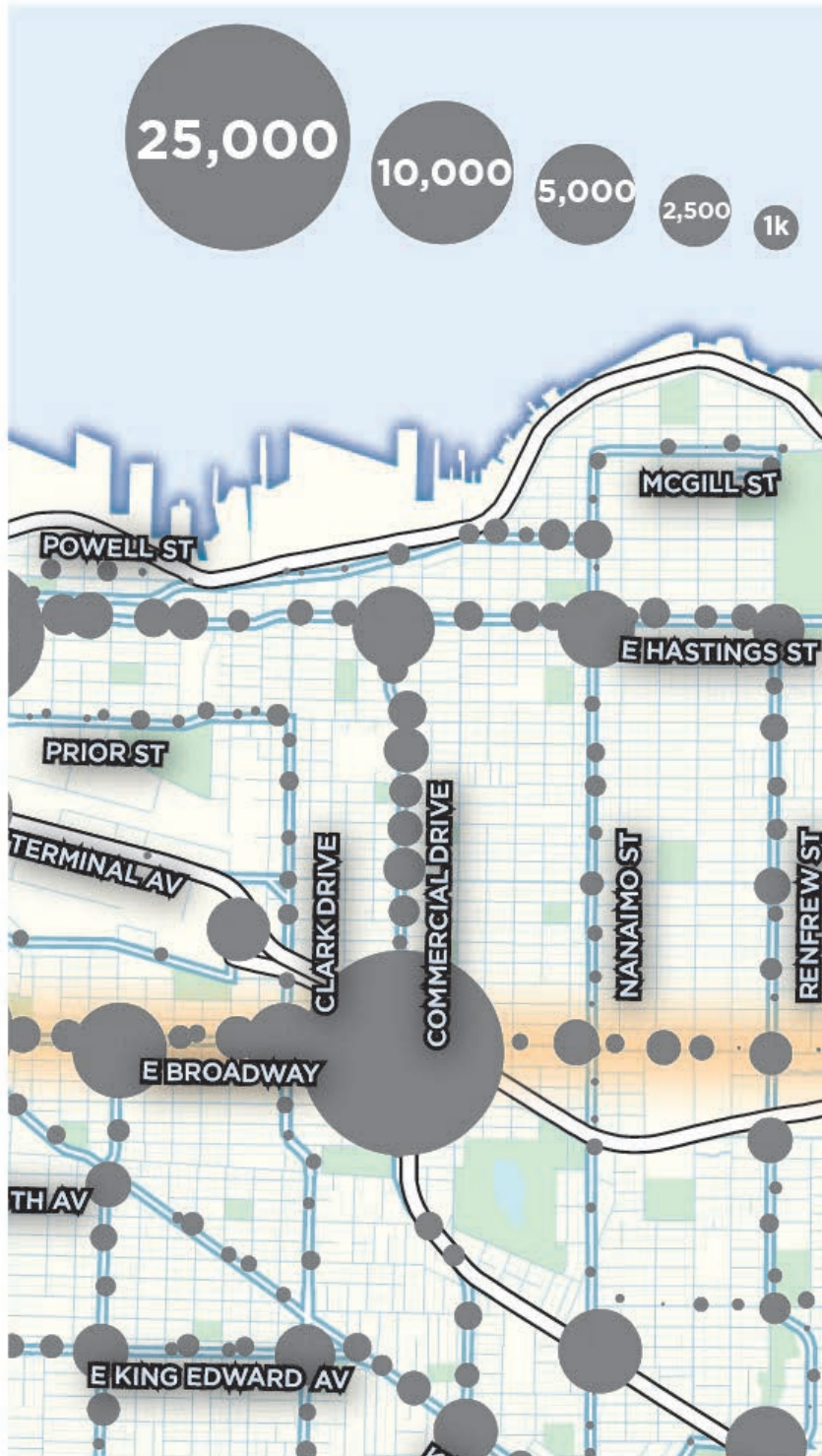
Grandview-Woodland Transit and Bike Routes



# PUBLIC TRANSIT

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Grandview-Woodland Transit Ridership



# PUBLIC TRANSIT

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## Key City Bylaws, Policies and Programs

- **Transportation 2040** contains key directions for the City to work with TransLink and other partners to increase transit capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable. High-level policies include:
  - » 1.1. Advance new and improved rapid transit - including an underground Millennium Line extension to UBC
  - » 1.2. Advance new and improved local transit
  - » 1.3. Improve transit reliability and speed using transit priority measures
  - » 1.5. Support improved inter-regional transit
  - » 2.1. Support a transit system that is easy to navigate
  - » 2.2. Provide easy connections and comfortable waiting areas throughout the network
  - » 3.1. Make it easy to combine cycling and transit trips
  - » 5.1. Reduce transit-related environmental and noise emissions
- **Greenest City Action Plan:** Contains goals and targets designed to support green mobility, and to make Vancouver the greenest city in the world by 2020. As part of this, the Plan calls for the majority of trips (over 50%) to be taken by foot, bicycle and public transit, and for the average distance driven per resident by to be reduced by 20% from 2007 levels
- **TransLink - Broadway/Commercial Transit Village Plan:** Focuses on enhancing the performance of, and interaction between, the transit interchange and the local neighbourhood. (Note: this is a TransLink planning document and not City policy)
- **Broadway Station Area Plan:** Drafted at the time of the Expo Line construction, the Station Plan describes various considerations around land-use and community amenities in the vicinity of the station
- **Broadway C-3A and C-2C Guidelines** - Design guidelines created to shape the form and nature of buildings (and related open space) in commercially-zoned areas in the immediate vicinity of Broadway & Commercial

# PUBLIC TRANSIT

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## Things to Think About

- Do you use the public transit services available in Grandview-Woodland? If so, what routes do you take and why? If not, why not?
- Think of the bus stop closest to your house (or the stop that you are most likely to use) - are there any improvements to the waiting area that you'd like to see? What makes for a good bus stop?
- There are a variety of approaches to improve transit speed and reliability - but they can involve trade-offs.
  - » Would you support fewer bus stops if it meant faster and more frequent service? (On Hastings? Commercial? Clark/Knight? Broadway?)
  - » Would you support dedicated bus lanes if it meant reduced parking for cars?
- The Broadway/Commercial station area is slated for expansion and upgrading. Are there specific improvements that you'd like to see made? Are there ideas that you have to improve connections between modes and services? Or to better integrate the station into the surrounding neighbourhood?





## MOTOR VEHICLES (INCLUDING CARS, TRUCKS & PARKING)

*Photo [detail] by Aaron Etheridge*

# MOTOR VEHICLES

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*Cars, trucks, goods movement, residential and commercial parking, loading*

## What We Heard

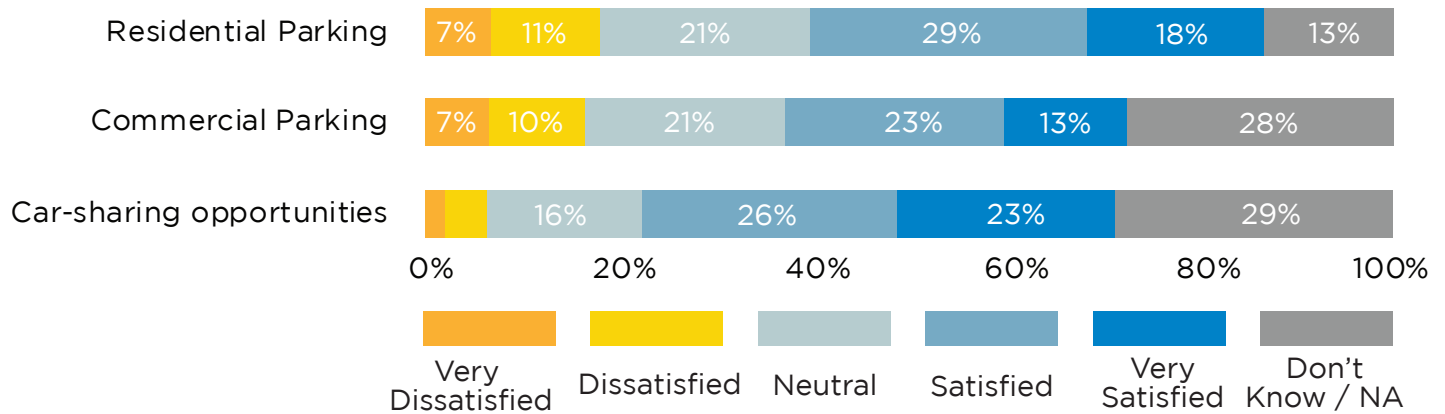
- Concern about transportation initiatives that may result in a net loss of parking on Commercial Drive
- Interest in way-finding improvements that would direct drivers to off-street and side-street parking resources
- Desire to see parking reinstated on E 1st Avenue to slow traffic along the street
- Concern about parking requirements tied to development process - need to ensure that parking relaxations won't adversely impact street parking
- Rush regulations (i.e. 3-6pm parking restrictions): desire to see them eliminated on Commercial Drive in order to support local businesses, pedestrian safety and comfort (buffer from road space)
- Traffic-calming:
  - » General support for traffic-calming measures that were implemented in the NE Grandview area - and interest in seeing incremental expansion of this to other parts of the neighbourhood
  - » Interest in street-specific traffic calming on Victoria Drive (related to its designation as a neighbourhood collector) and Venables (as part of community proposal for neighbourhood greenway)
- Key arterials such as Hastings (between Clark and Victoria), Broadway, Powell, Dundas, East 1st and Nanaimo were identified opportunity areas - for potential pedestrian and public realm improvements, for initiatives to manage the intensity of traffic, and as potential sites for future neighbourhood growth and development
- Initial concern expressed about increase in truck traffic on Nanaimo (related to Port construction); at present, concerns appear to have been mostly mitigated
- Concern about quality of roads in industrial areas of the neighbourhood
- Request for improvements to left-turn lanes/signalling at Dundas & Nanaimo and Hastings & Nanaimo
- Neighbourhood celebrations - including Car Free Day, Italian Days, Eastside Cultural Crawl, Parade of Lost Souls - are popular events. They are generally supported, with some concerns raised about logistical issues (in particular, the impact on transit and traffic, parking and the proximity of events to one-another)
- General support for car-share opportunities throughout the neighbourhood
- As a 'secondary network,' laneways and alleyways were identified as an opportunity for improvement (as pathways, places for markets, public art) - but also noted for safety concerns, service and loading needs



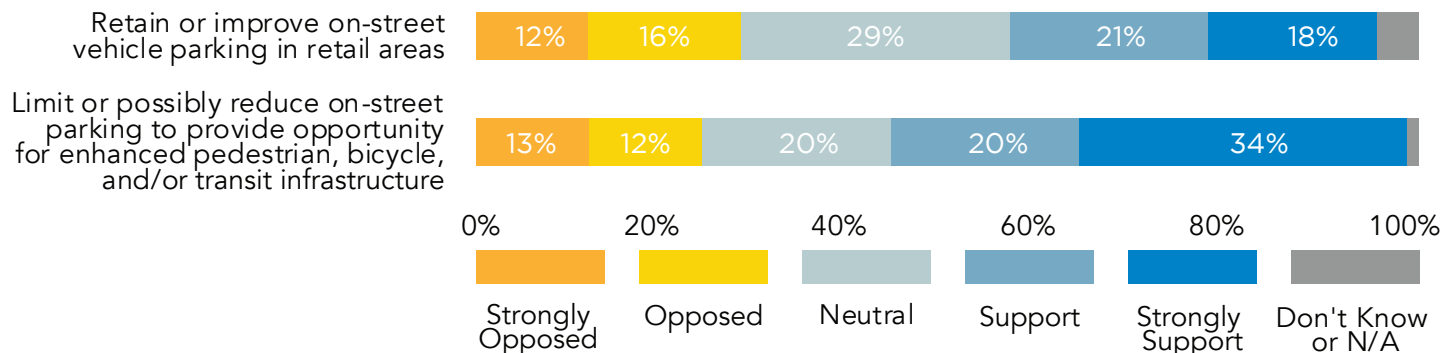
# MOTOR VEHICLES

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*How satisfied or dissatisfied are you with the following transportation-related aspects of Grandview-Woodland?* There were 553 responses to this question.



*Please select the response that best reflects your support for the following neighbourhood transportation ideas:* There were 553 responses to this question.



# MOTOR VEHICLES

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## Geography - Areas of Consideration for Present and Future Planning

- **Neighbourhood-wide** - Overall need to ensure vibrant connections and pathways throughout the community; interest in traffic calming (or related pedestrian improvements) throughout the neighbourhood
- **Commercial Drive & East Hastings Street** - Key commercial streets (and major destination areas for residents and visitors to the neighbourhood) - shopping, parking, goods movement; particular interest in creating strong north/south linkages across Hastings, or between neighbourhood commercial centres
- **Key arterial streets** - Clark Drive, East 1st, Broadway, Nanaimo, Powell (and others) - which present opportunities for public realm improvement, safety-related interventions, additional growth
- **Victoria Drive & Venables Street** - Interest in street-length traffic-calming measures
- **Laneways & Alleyways** - Potential areas for improvement and beautification; safety concerns; service infrastructure and loading needs

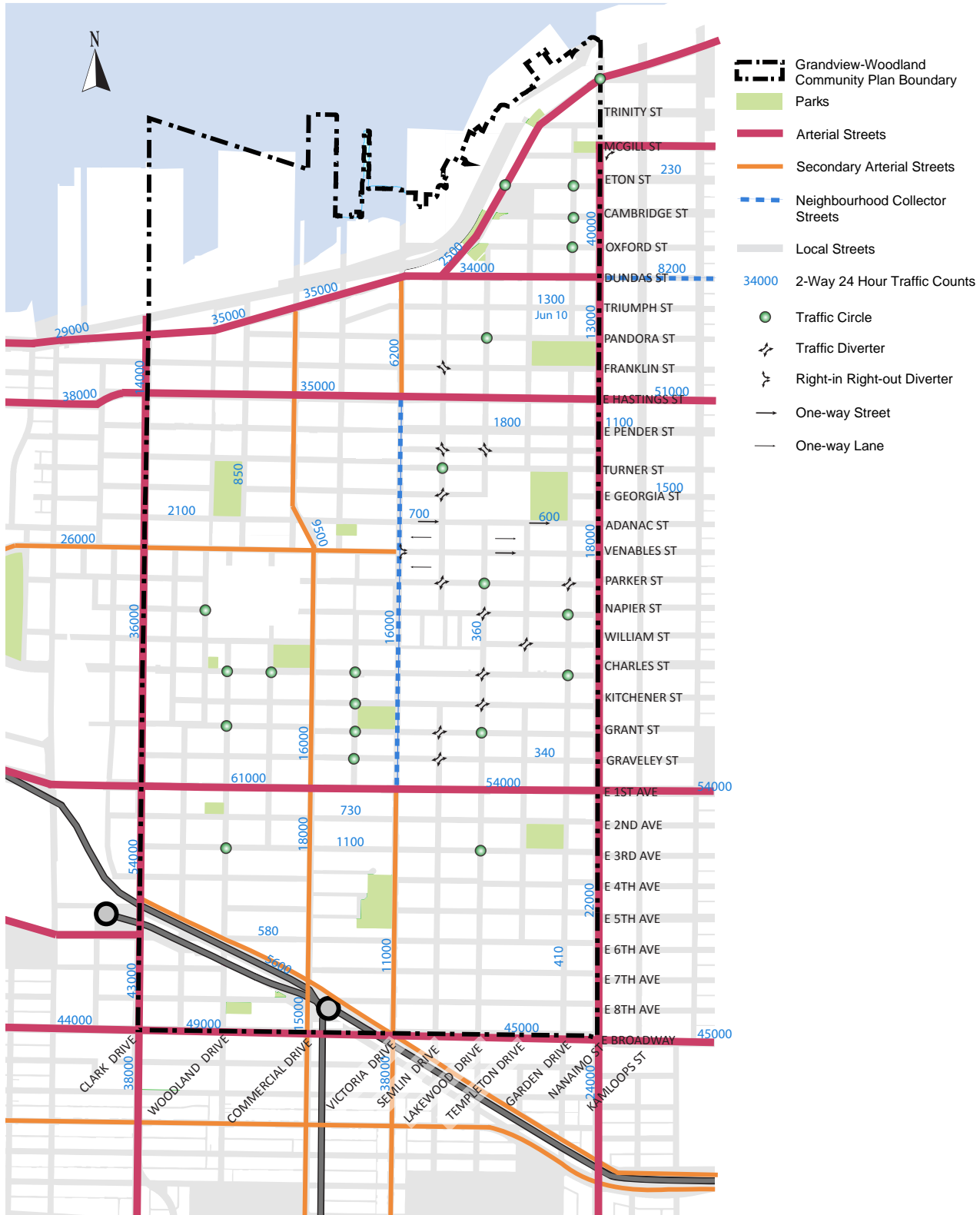
## What We Know

- In 2006, 42.5% of Grandview-Woodland residents reported that they drove a car, truck or van to work, versus 51.5% of residents city-wide. 5.9% of Grandview-Woodland residents reported commuting to work as a passenger in a car, truck or van, versus 6.1% city-wide
- Grandview-Woodland has six arterial streets that are designated as truck routes: Clark, Nanaimo, East Hastings, Powell/Dundas and Victoria (north of Hastings). (Note: Commercial Drive is a designated truck route south of Broadway)
- There are approximately 400 permits issued within the Grandview-Woodland boundary, with an additional 200+ just outside of the boundary in the area surrounding Broadway/ Commercial SkyTrain station
- Approximately 30+ car-share vehicles available with Modo and Zipcar. There are more with Car2Go but this information is hard to quantify as these vehicles can be returned to non designated locations
- There are 337 metered parking spots in the neighbourhood parking utilization data



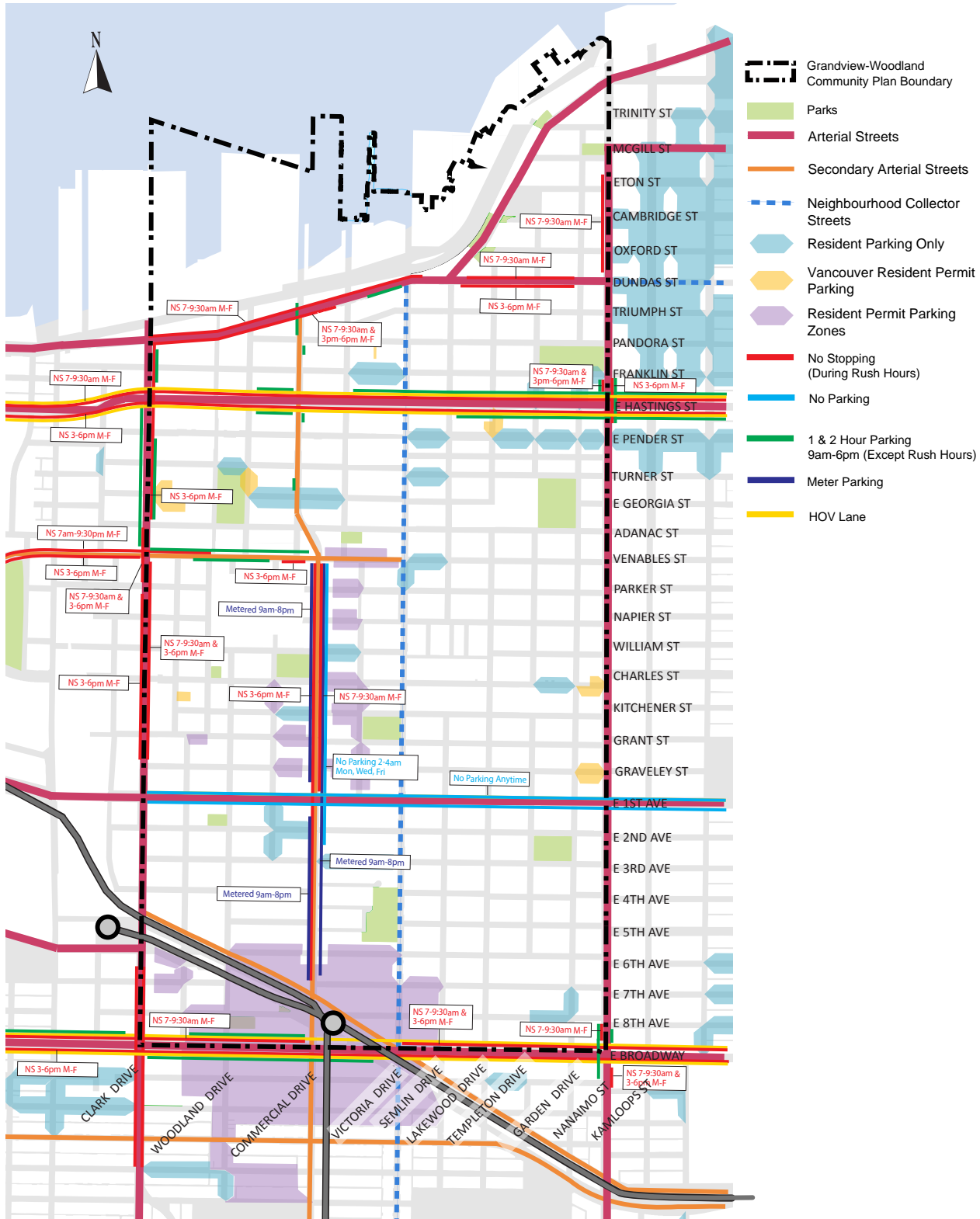
# MOTOR VEHICLES

## Grandview-Woodland Traffic Calming



# MOTOR VEHICLES

## Grandview-Woodland Parking Restrictions



# MOTOR VEHICLES

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## Key City Bylaws, Policies and Programs

- **Transportation 2040:** Contains, key directions, policies and actions that aim to: manage the road network efficiently to improve safety; support a gradual reduction in car dependence by making it easier to drive less; accelerate the shift to low carbon vehicles; and support goods and services movement and delivery. High-level policies include:
  - » 1.1. Optimize network operations to manage congestion impacts
  - » 1.3. Manage traffic to improve safety and neighbourhood livability
  - » 2.1. Use off-street parking requirements to support reduced auto ownership and use
  - » 2.2. Support strategies that reduce the need for parking
  - » 2.4. Approach parking as a shared district resource
  - » 2.5. Design parking to be flexible and adaptable
  - » 2.6. Make it easier for drivers to find available parking spaces
  - » 2.7. Manage parking in neighbourhoods
  - » 2.10. Support efficient loading and servicing (cross-reference)
  - » 3.1. Support increased car sharing
  - » 5.1. Provide charging infrastructure to support electric vehicles
  - » 5.2. Support early deployment of low-carbon and electric vehicles
- **Greenest City Action Plan:** Contains goals and targets designed to support green mobility, and to make Vancouver the greenest city in the world by 2020. As part of this, the Plan calls for the majority of trips (over 50%) to be taken by foot, bicycle and public transit, and for the average distance driven per resident by to be reduced by 20% from 2007 levels
- **Street & Traffic Bylaw** - regulates traffic and the use of streets, including the placement of street furniture
- **Vehicle Noise and Emission Abatement Bylaw** - regulates noise and emissions related to motor vehicles (including exhaust, car alarms, idling, engine brakes);

# MOTOR VEHICLES

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## Things to Think About

- If you work or go to school within the neighbourhood how do you get there? What routes do you take? Do you drive? Do you use other modes? (Business owners: do you have employees? If so, how do your employees get to work? Do they have parking available if they drive?)
- If you work or go to school outside of the neighbourhood how do you get there? What routes do you take? (Drivers: what sorts of things might get you to switch to a more sustainable mode of transportation? Pedestrians/cyclists/transit-riders: what could we do to improve your commute?)
- Are there parts of the neighbourhood where we could better manage parking? What's the parking situation like at your home or neighbourhood business? (Is there enough parking? Too much? A good amount?)
- Have you tried a car-share service (e.g. Modo, ZipCar, Car2Go)? If yes - what do you think of it? If no, what sorts of things would encourage you to try car-sharing?
- If you own or work at a business, are there any issues with loading and deliveries? How could this be improved?
- Are there any locations where traffic calming might be required to address traffic issues?





## COMMERCIAL HIGH STREETS

Photo [detail] by:  
Elena Doyle Photography, 2012



# COMMERCIAL HIGH STREETS

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## *Commercial Drive, East Hastings commercial area*

Grandview Woodland has several commercial areas, including two “high streets” - Commercial Drive and East Hastings. Commercial high streets warrant special consideration. They have many destinations—including shops, services, and other community amenities—which residents and visitors access in a variety of ways: on foot, bicycle, and transit, as well as by motor vehicle. The best commercial areas are vibrant places with lots of foot traffic and opportunities for special places and social interaction.

### What We Heard

- Strong interest in ensuring that the new Community Plan maintains the character and feel of the main commercial areas:
  - » Building heights - a comfortable, “human” scale to the street (of particular note: the older 2-3 storey buildings)
  - » An eclectic mix of independent shops and services - and only a small number of chain-stores - give Grandview-Woodland’s commercial high streets a strong, ‘local’ quality
  - » Active (transparent) storefronts allow for an open market-like feeling, enable window-shopping
- Balance: high degree of interest in maintaining the many good qualities of the commercial areas - while also allowing business owners ‘room to grow’
- High streets noted for the rich quality of public life on the street - the chance to bump into neighbours, meet friends, etc.
- The quality of the high street areas are intimately connected with transportation considerations, including:
  - » A generous and uncluttered sidewalk to enable pedestrians to move in a reasonably unimpeded fashion along (and across) key shopping streets
  - » The opportunity for shoppers to bike to commercial areas in a safe and comfortable fashion
  - » Good transit access for residents and visitors who take the bus or SkyTrain
  - » A reasonable supply of parking for those who need to drive - and the strategic use of street parking to support the public realm
  - » The opportunity for delivery trucks to access shops and services
- There is strong support for better connections between community interest in better connecting the north and south parts of the neighbourhood (i.e. linking across Hastings). Related interest in creating linkages to better connect (a) Commercial (north of Venables) with the Hastings-Sunrise commercial area; and (b) the south end of the neighbourhood (around Broadway/Commercial SkyTrain Station) with the ‘main’ part of Commercial Drive
- A range of ideas on the sorts of shops and services that are needed in the area (among the many ideas: art supplies, office supplies, electronics, clothing, child-friendly restaurants); filling

# COMMERCIAL HIGH STREETS

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in these gaps would support neighbourhood economy and reduce need to travel outside of Grandview-Woodland

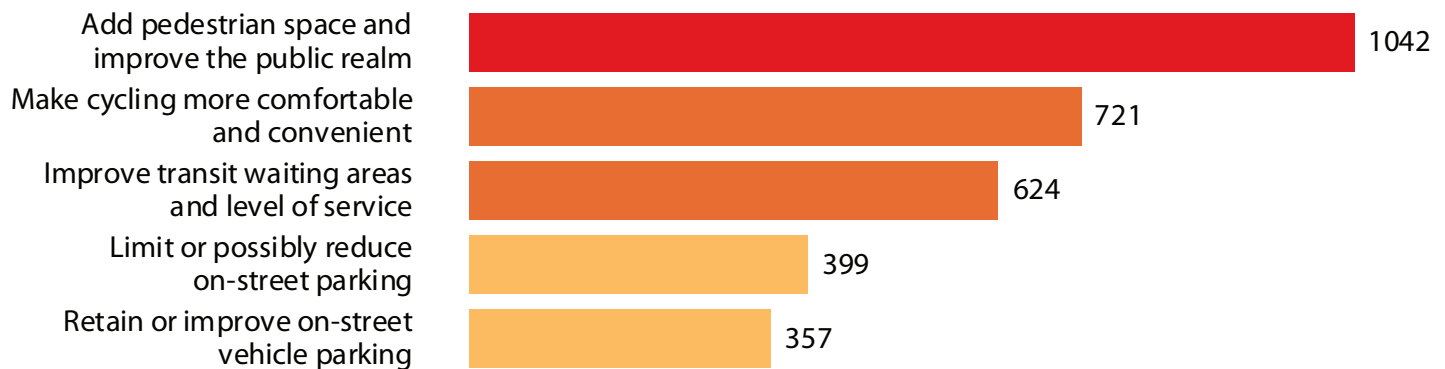
- Similarly, a desire for improved night-life - with additional arts and culture spaces (performance spaces, galleries, etc.)
- Other items noted about the commercial high streets (less related to transportation):
  - » Commercial rents and lease rates identified as a challenge for small (and/or emerging businesses)
  - » Difference of opinion around branding on both high streets (e.g. whether to have the branding, what it looks like, who gets involved with the process, etc.)
- Commercial Drive, in particular, is often identified as the “heart” of Grandview-Woodland.
  - » A key destination area for residents and visitors (with people arriving by all mode of transportation)
  - » A variety of elements - the stores, shops, services, celebrations - all help to create a vibrant public realm
  - » At least 15 older ‘heritage’ buildings identified on the Drive - with many visible heritage features (old signs, building names, bay windows, ornamentation)
  - » Smaller store frontages on many blocks help to create a ‘fine-grained’ character
  - » Varied street identity - “eclectic”, “bohemian,” “politicized”, “a bit gritty”, “Little Italy/ European village”
  - » The street serves as a key celebration site - many local festivals (Car Free Day, Italian Days, Dyke March, Earth Day, etc.)
  - » Some key intersections noted for their particular importance in shaping the street: Hastings, Venables, E 1st, Broadway (in particular: topographical and transportation related considerations)
  - » Other sites noted as potential opportunity areas (places where future growth and development could help to strengthen the Drive): Canada Post Building, (former) A&B tool rentals; Astorino’s/Kettle, Royal Bank site, all four corners of Broadway & Commercial)
  - » Wayfinding concerns were raised with respect to Broadway/Commercial SkyTrain (focusing on helping visitors to find their way from the station to Commercial Drive)
- East Hastings commercial area - a well-loved retail area serving the north part of Grandview-Woodland
  - » Diverse array of shops and services - both in the Grandview-Woodland and Hastings-Sunrise neighbourhoods
  - » Easy access to area for east-west commuters, as well as local residents
  - » Street width can pose a challenge to pedestrians; however vibrant street life (particularly near to Nanaimo) helps to mitigate this - as can reasonable building height and scale

# COMMERCIAL HIGH STREETS

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- » Hastings and Nanaimo noted as a key intersection noted for its importance in shaping the street. Also Victoria Drive and Commercial Drive (slightly west of the main commercial areas)
- » Opportunity to 'fill in the gaps' that exist west of Lakewood - some vacant lots, empty store-fronts, wider-set-backs (with parking lots in front); interest in creating a more consistent line of shops and services ("street wall")

*Please select the response that best reflects your support for the following neighbourhood transportation ideas:* (537 people responded to this question (weighted counts))



## Geography - Areas of Consideration for Present & Future Planning

- Commercial Drive and its different and overlapping segments:
  - » The core shopping area (Venables to E 7th);
  - » The area north of Venables
  - » The area south of E 7th
  - » The area north of 1st Avenue (which generally has one full-time travel lane plus a wider curb lane that is used for parking during off-peak periods in each direction)
  - » The area south of 1st Avenue (which generally has two travel lanes plus full time parking in each direction)
- East Hastings and its different segments
  - » Clark Drive to Nanaimo Street (which is generally two general traffic lanes plus a bus parking lane in each direction, plus turn lanes)
  - » The main commercial area (starting approximately at Lakewood and heading east)
  - » Clark Drive to Victoria Drive - currently a different, mixed-use zone
- The Broadway-Commercial intersection (the busiest transit exchange in the region) and a key gateway into the neighbourhood

# COMMERCIAL HIGH STREETS

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## What We Know

- Grandview-Woodland's high streets are supported by two Business Improvement Associations (BIAs). The Commercial Drive BIA supports approximately 400 businesses located along the Drive (between E 13th and Venables). The Hastings Sunrise BIA supports businesses located on Commercial Drive (north of Hastings) and on Hastings Street (from Commercial to Renfrew). A third BIA (Strathcona) operates on the western edge of the neighbourhood - but is not active in the high street areas
- Planning for commercial high streets can be complex, because there is limited space and multiple needs to consider, for example:
  - » Ensuring people can safely and comfortably get to daily destinations on foot and by bicycle
  - » Maintaining and improving transit speed and reliability, providing comfortable waiting areas, and ensuring easy connections
  - » Maintaining access for people who need to drive to or through the area
  - » Ensuring efficient delivery of goods and services to local shops and businesses
  - » Enhancing local community character
- It is important to ensure local businesses can thrive by recognizing their transportation needs:
  - » Customer access - Ensuring customer access by all modes of travel
  - » Loading and servicing - Ensuring pick-ups and deliveries can be made
  - » Identity, branding, visibility, and exposure - enabling commercial areas to have unique identities, and increasing exposure to prospective customers or clients

## Key City Bylaws, Policies, Programs

- **Transportation 2040** - the new Transportation Plan has a variety of objectives aimed at promoting sustainable modes of transportation. Various actions aim to make walking "safe, convenient, comfortable, and delightful" and to make cycling "safe, convenient, comfortable, and fun for people of all ages and abilities"
- **Greenest City Action Plan:** Contains goals and targets designed to support green mobility, and to make Vancouver the greenest city in the world by 2020. As part of this, the Plan calls for the majority of trips (over 50%) to be taken by foot, bicycle and public transit, and for the average distance driven per resident by to be reduced by 20% from 2007 levels. Also supports walkability and quality of life through improved access to nature (ensuring residents live within a 5-minute (400m) walk to nature, enhancements to the urban forest, and the expansion of local food assets (such as community gardens and orchards)
- **Street-to-Park and Parklet creation** - supported through Transportation 2040 and the Greenest City Action Plan. These programs support the reallocation of street right-of-way or to create small neighbourhood-based mini-parks or plazas (streets-to-parks), or additional greenery, seating and public space improvements for pedestrians (parklets).

# COMMERCIAL HIGH STREETS



- **BIA Program** - Business Improvement Areas (BIAs) are specially funded business districts. The districts are managed by non-profit groups of property owners and business tenants whose goal is to promote and improve their business district. Funding for the BIAs comes from a special property tax. Each commercial property within the boundary is taxed in proportion to its total taxable value
- **Street & Traffic Bylaw** - regulates traffic and the use of streets; - including the placement of street furniture. Other bylaws govern the **Street Distribution of Publications** (including newspaper boxes) and the placement of signage (the **Sign Bylaw**)
- **Vending & related permits** - food carts, street vending, busking and patios are regulated by a permitting process managed by the City's Engineer Department. Note: street vending is also regulated by the **Street Vending Bylaw**
- **Street Furniture** - Is managed by the Engineering Department and, in parks and community centres, by the Park Board
- **Public Art** - Is supported by various programs administered by the City's Cultural Affairs Department and the Park Board, as well as local support through the BIAs



# COMMERCIAL HIGH STREETS

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## Things to Think About

- What is your long-term vision for Grandview-Woodland's two commercial high streets?
  - » What kind of activities will be possible in the future?
  - » What kind of shopping or services will be available in the future?
  - » What is the biggest draw to these streets in five years? 10 years? 30 years?
- How do you normally travel to these streets? Does your mode of transit change depending on the purpose of your trip? The time of day or season?
- For each of the areas above, would you change how road space is allocated? e.g example:
  - » Would you support removing a travel lane for cars if it meant wider sidewalks? Protected bike lanes? Some combination?
  - » Would you support removing some parking if it meant wider sidewalks? Protected bike lanes? Some combination?
  - » Would you support removing rush regulations and implementing full-time parking, even if it meant slower traffic and buses?
- In general, are there ways to use existing sidewalk or parking space more efficiently?
- Are there specific areas where the reallocation of space is more appropriate (e.g. at key 'pinch-points' on Commercial Drive or East Hastings, or on particular blocks?)
- How can we better support the use of sustainable transportation options? (both for getting people to the Commercial Drive or East Hastings and enabling them to travel *along* the high streets)

