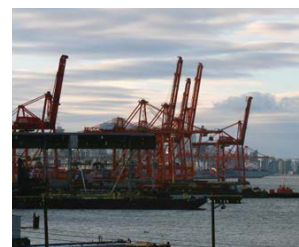




Grandview-Woodland Community Profile 2014 - Updated



Grandview-Woodland Plan

Introduction

Grandview-Woodland is an eclectic, vibrant, and diverse neighbourhood located on the east side of Vancouver.

The Grandview-Woodland Community Profile highlights key issues and aspects of the neighbourhood and its residents that contribute to its unique character. This background information also helps inform discussions regarding the various planning issues that will be addressed through the community planning process.

Data used in this Profile are from Statistics Canada, which conducts a census study every 5 years. From the most recent 2011 census, Statistics Canada has only released its population count. More detailed information, such as population per age category, language, household size, and household income will be released later in 2012 and 2013. Periodic updates to the profile will be made as these data are received.

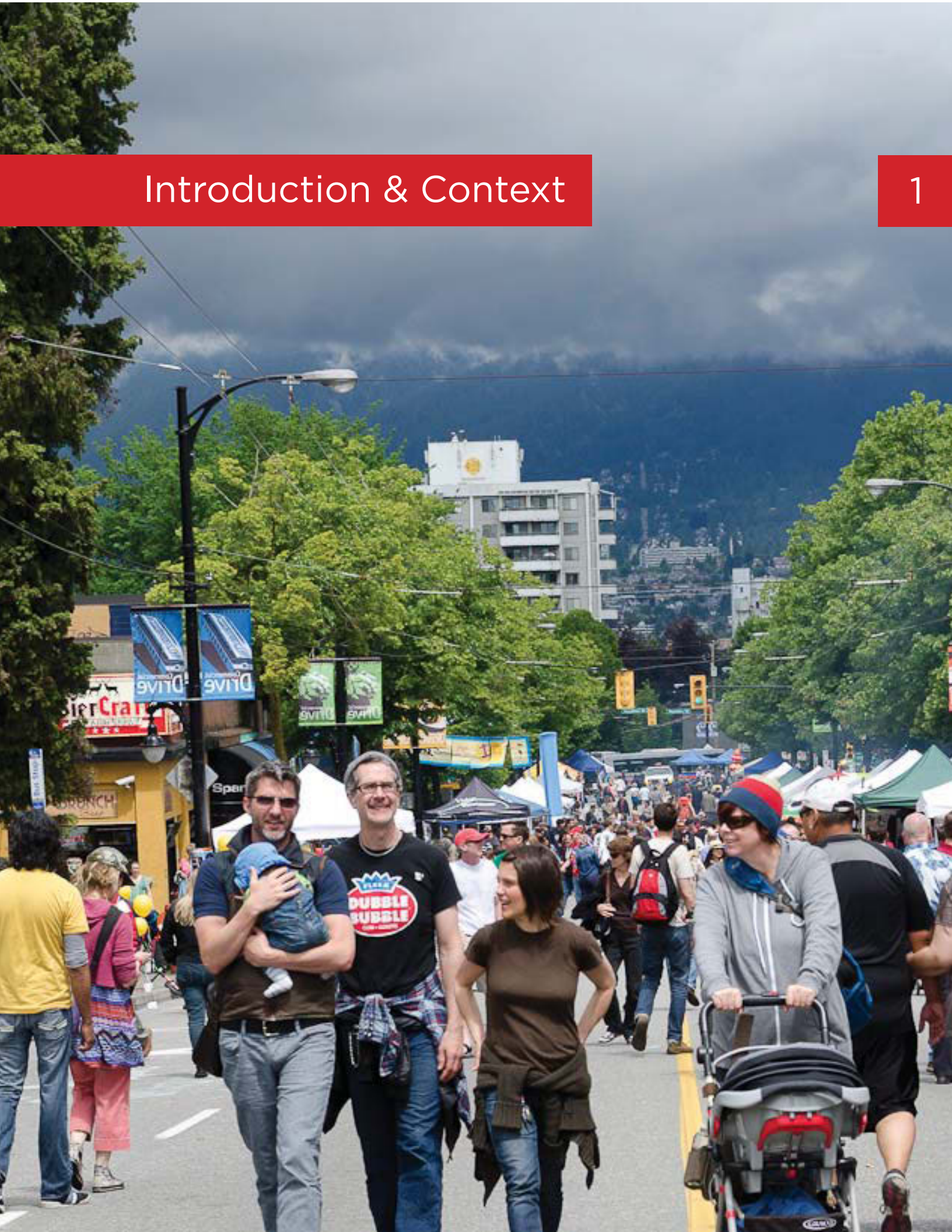
A note on the statistics in this document

The Grandview-Woodland Local Area is bounded by Clark, Broadway, Nanaimo and the Burrard Inlet. The majority of figures contained in this Local Area profile are based on the demographic characteristics of the population found within these boundaries.

In order to allow for more complete planning attention to be given to the Broadway and Commercial area, as well as Nanaimo Street, the Grandview-Woodland Community Plan study area encompasses a slightly larger geography than that of the Local Area. The study area boundaries extend one block east (to Kamloops), and three blocks south (to 12th Avenue). Where figures are available for the expanded study area, they are included and noted as such.

Introduction & Context

1



Introduction

Local Coast Salish people refer to the Burrard Inlet area as ***Khupkhahpay'ay***, the word for 'cedar tree' in their traditional language. In the past 9,000 years the Fraser Valley was home to about 20 First Nation bands who made up the Sto:lo Nation, or "people of the river". The three largest nations who lived where Vancouver now sits are the Squamish, T'sleil-Waututh and Musqueam. Vancouver is also home to First Nations, Métis and Inuit from across



First Nations canoe race in Burrard Inlet, 1880.



Columbia Brewery - north side of Powell at Wall St. and Victoria Dr., Cedar Cove 1892.



House and McLean Grocery at 1107 McLean Drive in the 1960s.

1870s

First building built was a brewery, followed by sawmills at the foot of Victoria Drive

1880s

Sawmill owners clearcut the entire Grandview-Woodland area.

1890s

The interurban railway opens connecting Vancouver to New Westminster.

1900s

Local streetcar service begins in 1904.

Residents successfully lobbied for street improvements so children wouldn't have to walk along rail lines.

1910s

Park Drive renamed Commercial Drive in 1912.

1920s

The Rio Theatre opened in 1938.

1930s

In the 40s & 50s Italian immigrants settled in the northern part of Commercial Drive, otherwise known as Little Italy.

1940s

Grandview Lanes opened in 1947.

1960s

Britannia Community Services Centre built in 1975.

1970s

Vancouver Aboriginal Friendship Centre Society finds a home at 1607 E. Hastings Street in 1979.

1980s

MOSAIC opened in 1976 providing language and settlement services to immigrants and refugees.

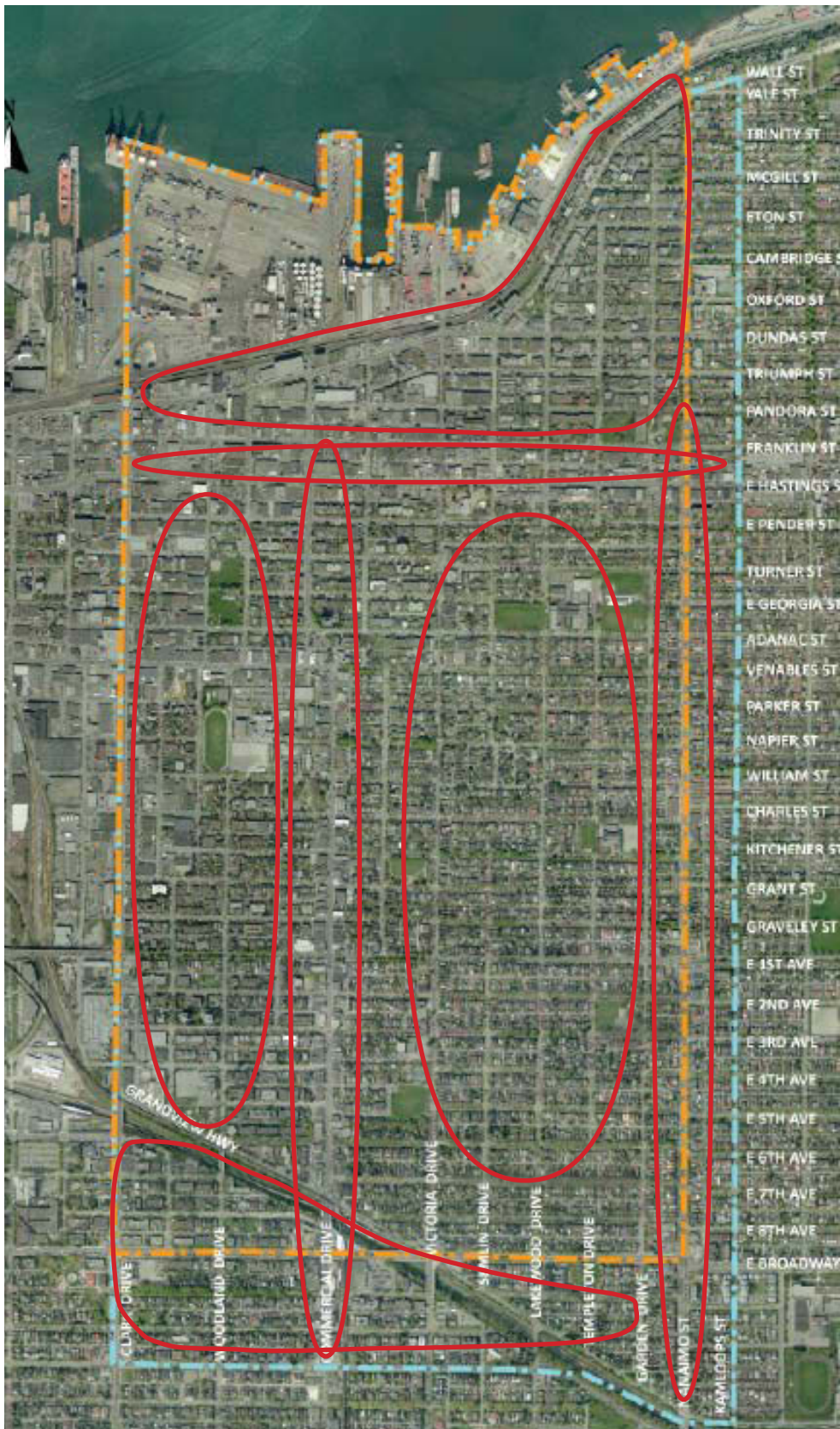
2000s

Broadway Station and Expo Line opened in 1985.

2010s

The Robert and Lily Lee Family Community Health Centre opened in 2010.

Community Plan Study Area



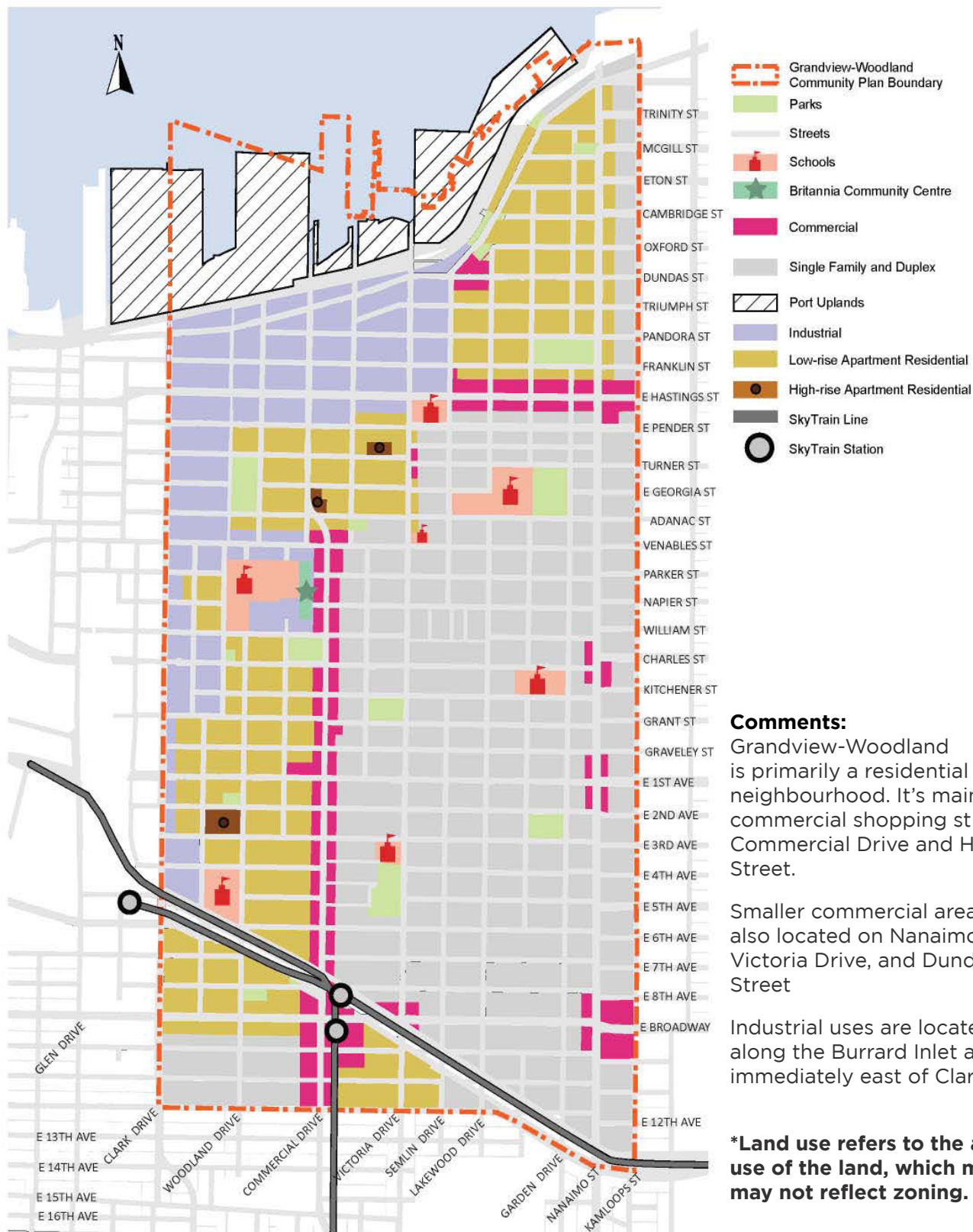
- Community Plan Study Area
- Community Plan Local Area
- Sub-area boundary (areas identified for focused policy the Grandview-Woodland Community Plan)

Comments:

The Grandview-Woodland Community Planning Study Area is bounded by Clark Drive to the west, Kamloops Street to the east, East 12th Avenue to the south, and the Burrard Inlet to the north. The Grandview-Woodland neighbourhood is one of Vancouver's older neighbourhoods.

The Grandview-Woodland Local Area represents the formal boundaries of the neighbourhood. The Community Plan Study Area is a slightly larger area reflecting adjacent areas affected by the community planning process and policies.

Land Use*



Source: 2008 BC Assessment data

Zoning Descriptions

One-Family Dwelling Districts

RS-1

This zone permits single family residential development, but also to permit some one-family dwellings with secondary suites and laneway houses. This zone is also the de facto zoning used for the City's parks.

RS-7

This zone is meant to maintain the single family residential character on typical smaller lots and in some instances two-family plus dwellings on larger lots.

Two-Family Dwelling Districts

RT-4

This zone encourages the retention of existing residential structures and to encourage and maintain a family emphasis. Focus is on external design of buildings and neighbourly scale and placement.

RT-5

This zone encourages the retention of existing residential structures. Focus is on external design, compatibility with historical character, and neighbourly scale and placement.

Multiple Dwelling Districts

RM-3A

This zone allows for medium density residential development, including low-rise apartment buildings, and to secure a higher quality of parking, open space and daylight.

RM-4

This zone allows for medium density residential development, including a variety of multiple dwelling types. The retention of existing buildings and good design is encouraged in order to achieve community and social objectives.

Commercial Districts

C-2C1

The intent of this zone is to provide for a wide range of goods and services, to maintain commercial activities and personal services that serve the larger neighbourhood.

C-2C

The intent of this zone is to provide for a wide range of goods and services, to maintain commercial activities and personal services that require central locations to serve larger neighbourhoods. It aims to encourage pedestrian oriented district shopping areas by increasing the residential component and limiting the amount of office use.

C-3A

The intent of this zone is to provide a wide range of goods and services, to maintain commercial activities, and some light manufacturing enterprises, while maintaining the character of the area.

Light Industrial Districts

I-2

This zone is for light industrial uses (e.g. manufacturing, offices, retail, services, transportation and storage, etc.) that are generally compatible with one another or with adjoining residential or commercial areas. Advanced technology industry, with significant research and development activity, and commercial uses are also permitted if they complement this light industrial district.

Industrial Districts

MC-1/MC-2

This zone allows for mixed use developments that have residential, commercial, and light industrial uses that are compatible with one another and with nearby residential areas. Emphasis is placed on building design that furthers compatibility among uses, adds to area character, and enhances the pedestrian realm.

M-2

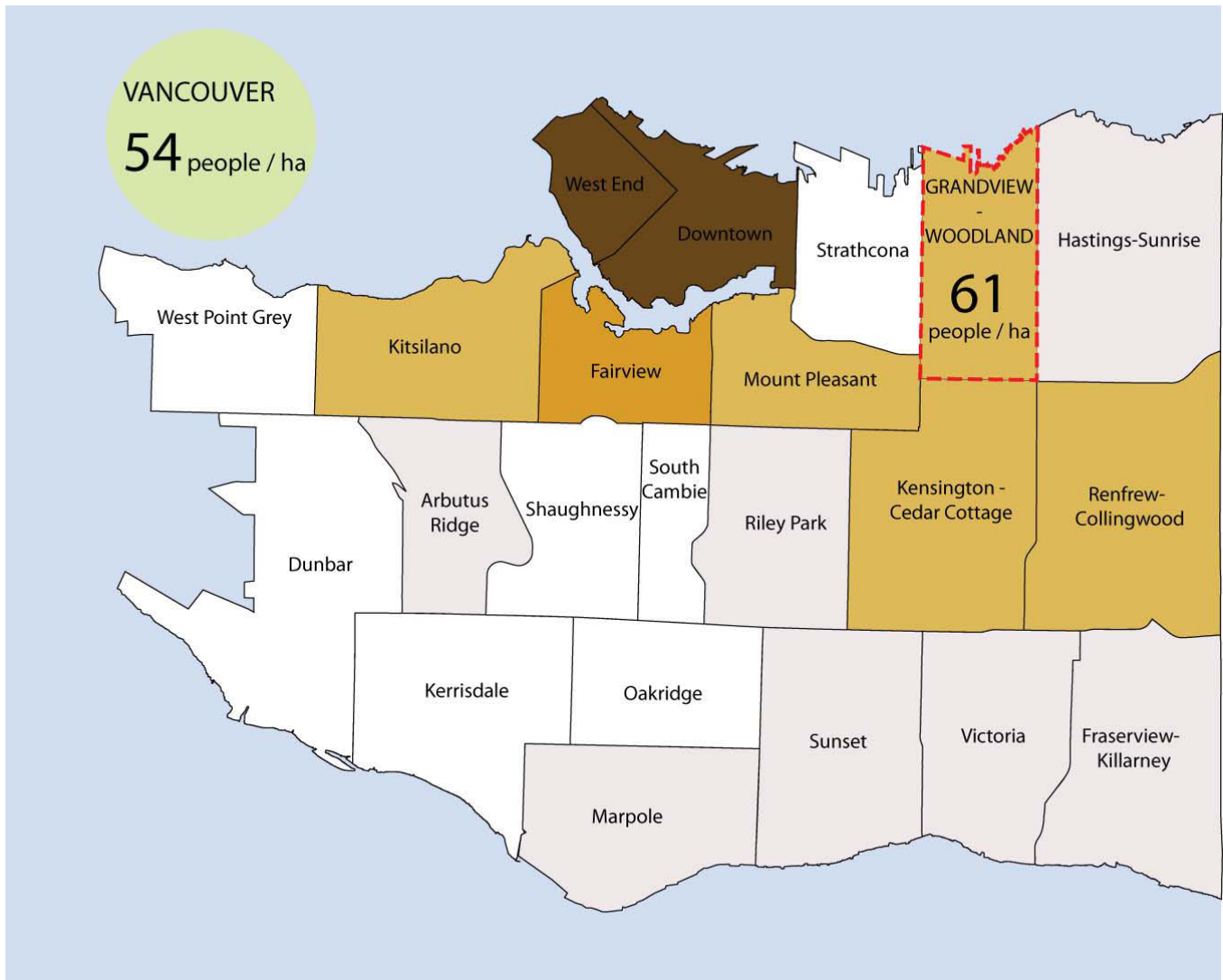
This zone permits industrial and other uses that provide important employment opportunities but that are generally incompatible or potentially dangerous or environmentally incompatible with residential areas.

Demographics

2

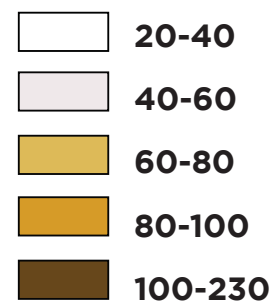


Local Area Population Density



Source: Statistics Canada, 2011 census

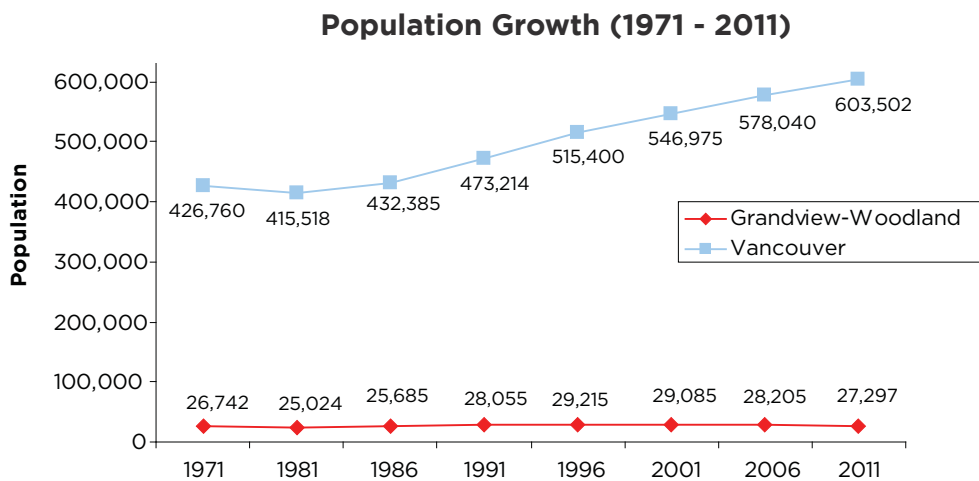
People per hectare



Demographics

Grandview-Woodland Local Area Population Change

At the time of the most recent census in 2011, the population of Grandview-Woodland was 27,297. From 1971 to 2011, Grandview-Woodland's population only increased by 2%, which is significantly less than the City's overall growth of 36%. Grandview-Woodland's greatest population increase was from 1976 to 1996, when it steadily added over 4,000 people. Since then, the neighbourhood's population has fallen, losing nearly 2,000 people in the last 15 years.



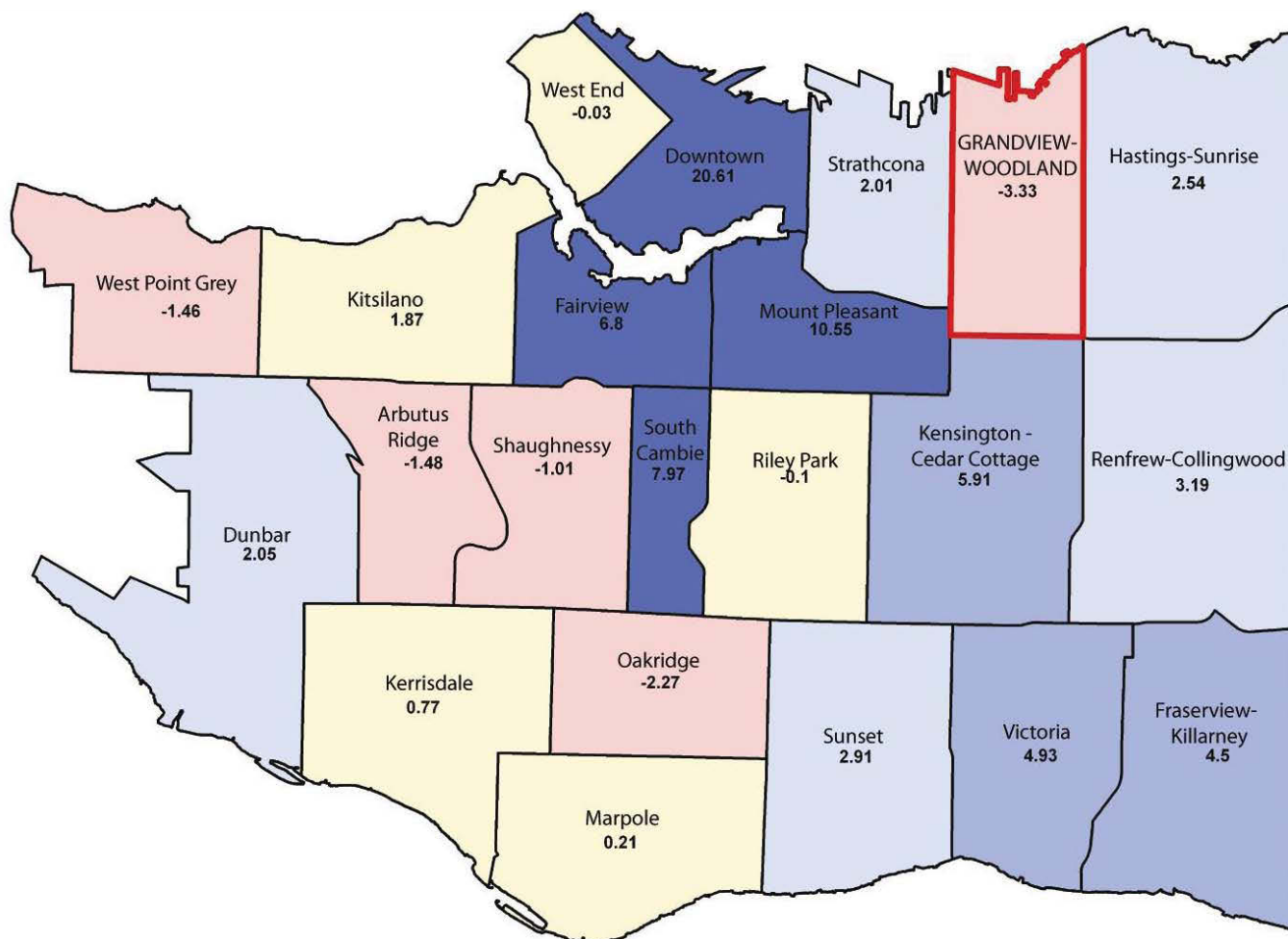
Source: Statistics Canada, 1971-2011 census



Population Change by Local Area

Grandview-Woodland's population declined by 900 people (-3.33%) between 2006 and 2011.

Population Change from 2006 - 2011 (%)



Population Change (2006 to 2011)

- 6.8 to 20.7 (4)
- 3.2 to 6.8 (3)
- 2 to 3.2 (5)
- 0.1 to 2 (5)
- 3.4 to -0.1 (5)

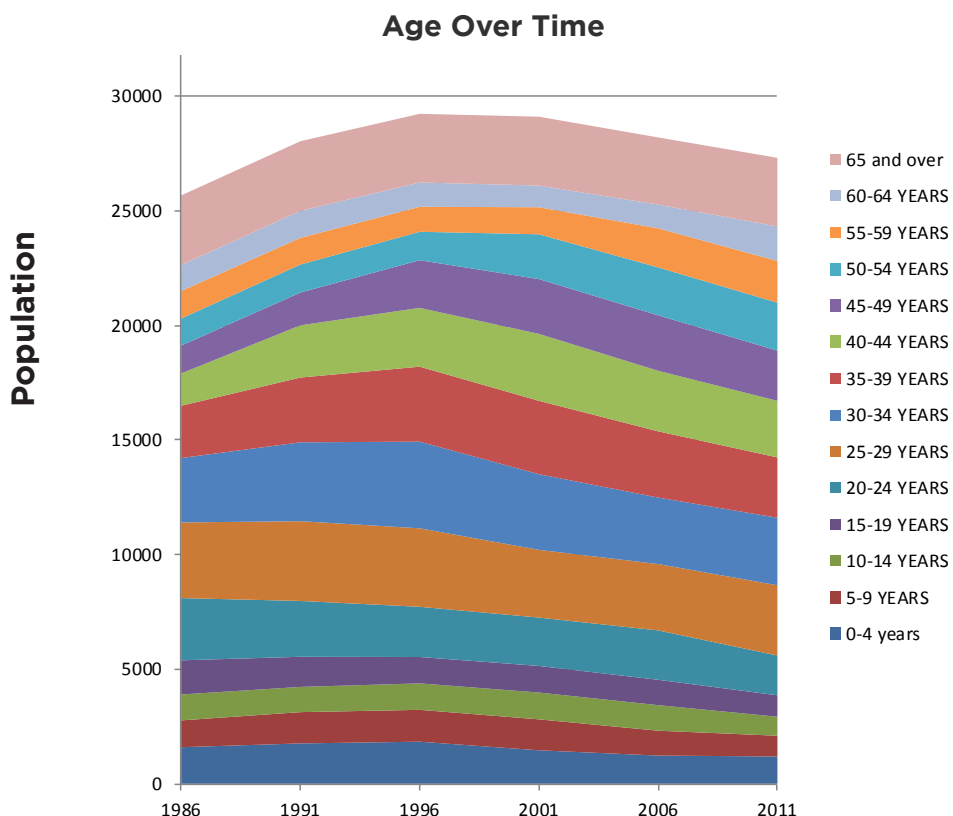
Grandview-Woodland Boundary

Age Profile

Similar to the City, the largest age group in Grandview-Woodland is 30-44 years old. Between 1986 and 2011, the number of children, youth, and young adults 20-29 yrs decreased (like the city, but not as significant). Grandview-Woodland had a significant increase in adults aged 45-64 yrs.

Age Profile Over Time

Grandview-Woodland's age profile shows how the relative proportion of different age groups have changed. While the overall population of the local area has shrunk by 6.5 percent since 1996, the change varies when you look at specific age groups. In the same period, the number of children 0-9 has declined by about one third (30.5 percent), the number of youth between 15-24 has declined by 20 percent, and people in their 30's declined by 15 percent. At the same time, the proportion of community members between 50 and 64 increased by 71 percent, and the proportion of residents 65-and-over by only a modest (7.0 percent).

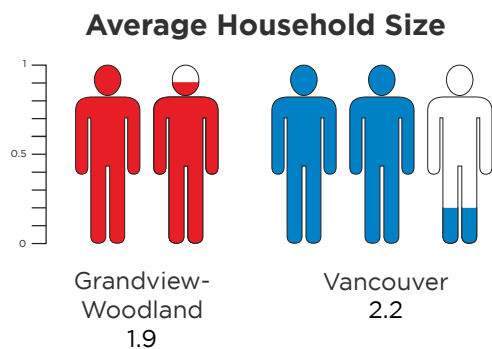


Household Size

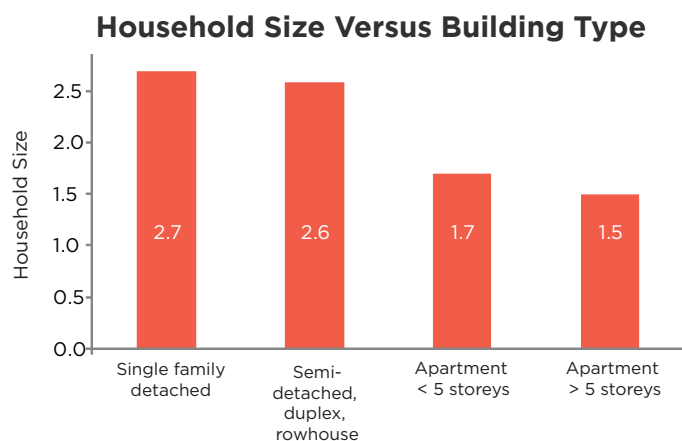
The average household size in Grandview-Woodland is 1.9 persons, which is lower than Vancouver's average of 2.2. Grandview-Woodland has a high percentage of one-person households and single parent families, compared to the rest of Vancouver.

	Grandview-Woodland	Vancouver
Age		
Median Age	37.6	38.6
Families		
Number of families	6,635	145,605
Children living at home	5,995	148,656
Single parent families	26.1%	16.2%
Income		
Median household income*	\$35,342	\$47,299
Population in low income household	35.2%	26.6%
Households		
Number of private households	14,320	253,210
One-person households	45.4	38.6

Source: Statistics Canada, 2006 census



Source: Statistics Canada, 2011 census



Source: 2006 Statistics Canada census data

Aboriginal

Grandview-Woodland has a high percentage of the population who identify themselves as being Aboriginal.

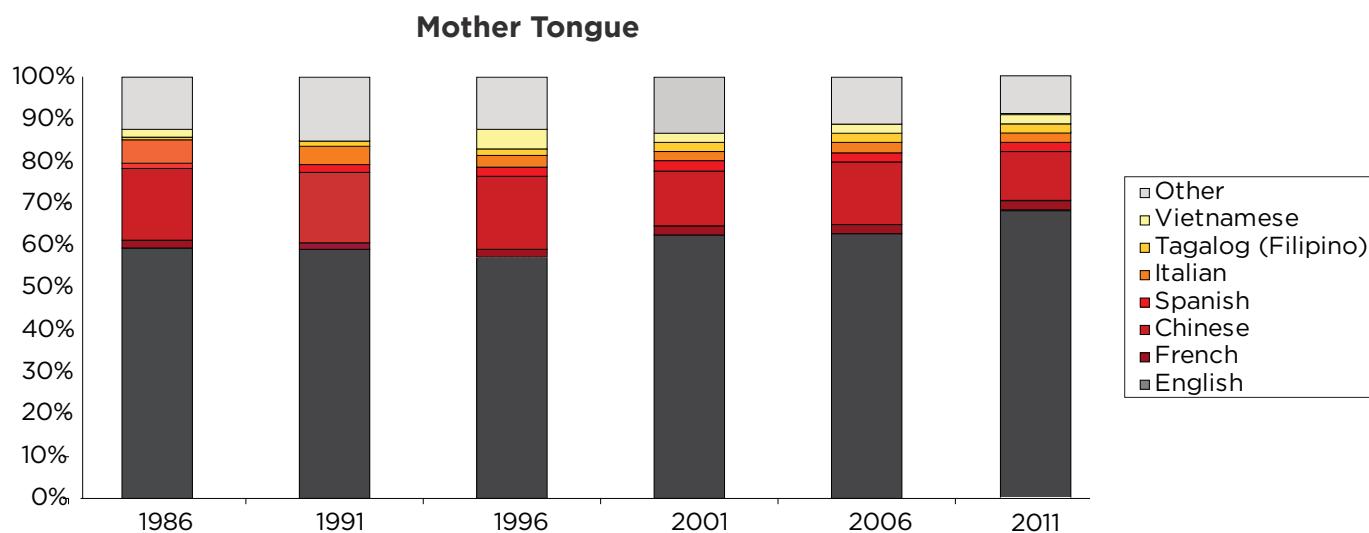
Aboriginal, North American Indian, and Métis Identity

	Grandview-Woodland	Vancouver
Aboriginal Identity	8.1%	2.0%
North American Indian	6.8%	1.3%
Métis	1.1%	0.6%

Source: Statistics Canada, 2011 National Household Survey

Mother Tongue

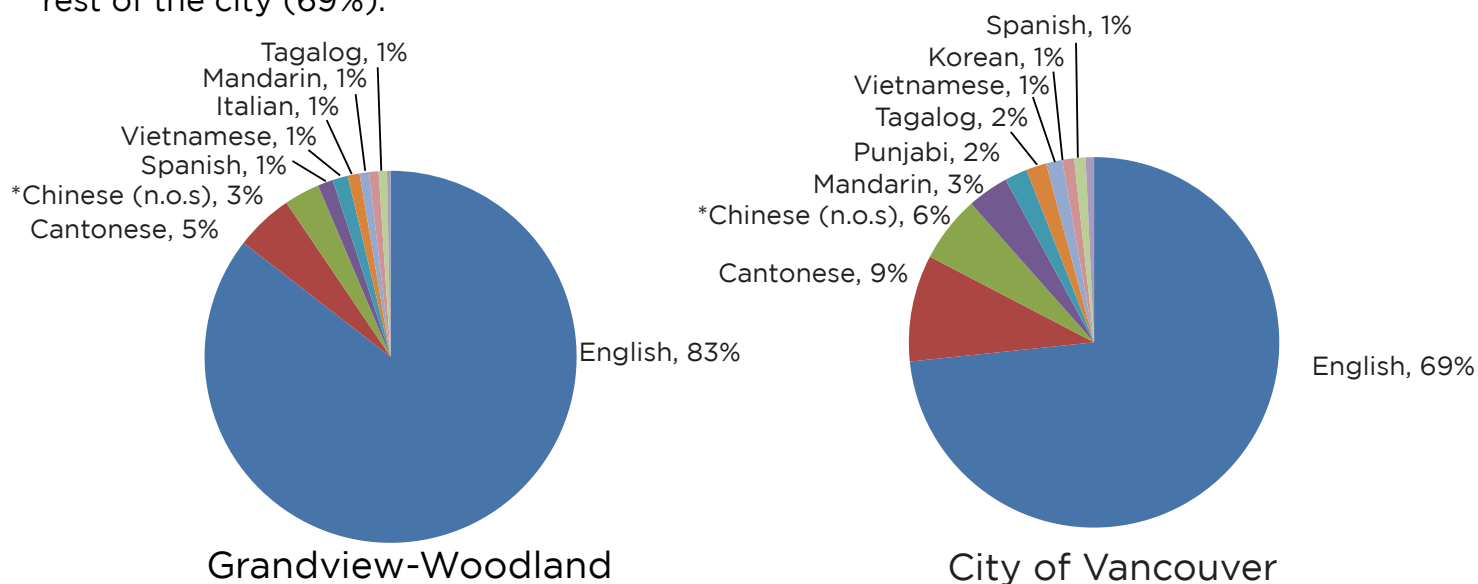
Since 1986, there has been little change in the dominant mother tongue in Grandview-Woodland. In 2011, English was still the dominant mother tongue (69%), followed by Chinese (6.5%).



Source: Statistics Canada, 2011 census

Language Spoken Most Often at Home

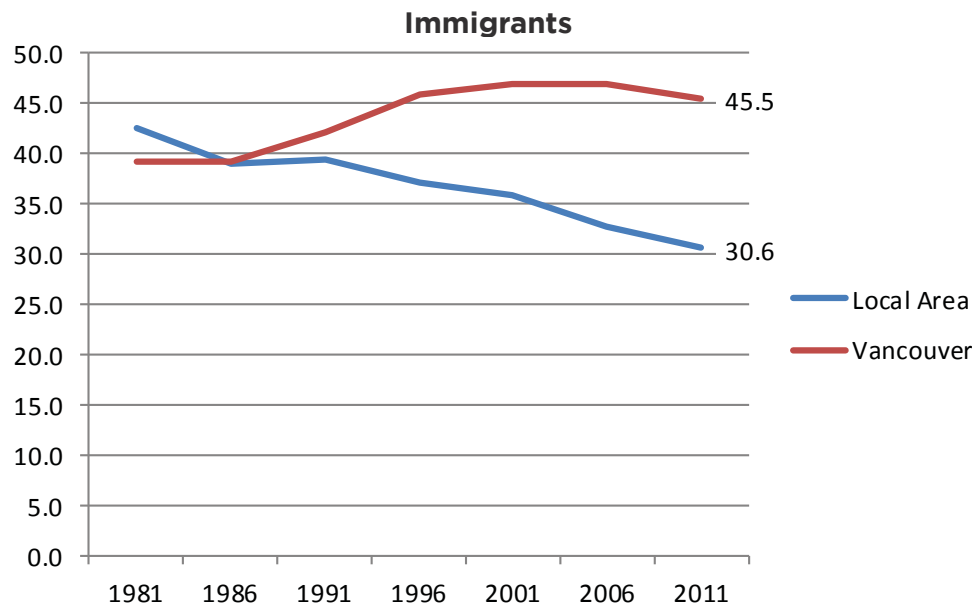
More people in Grandview-Woodland speak English at home (83%), compared to the rest of the city (69%).



*'Chinese, n.o.s.' includes responses of 'Chinese' as well as all Chinese languages other than Cantonese, Mandarin, Taiwanese, Chaochow (Teochow), Fukien, Hakka and Shanghainese.

Immigrants

In Grandview-Woodland, less than 31% of the population was born outside of Canada. In contrast, 45% of Vancouver's population is from outside Canada. In Grandview-Woodland, 5% of the population is recent immigrants (immigrated to Canada less than 5 years ago), compared to 7% city-wide.



Source: Statistics Canada, 2011 census

Migration

Between 2001 and 2006, 52% of the population moved in to or out of Grandview-Woodland (versus 50% city-wide).





Employment

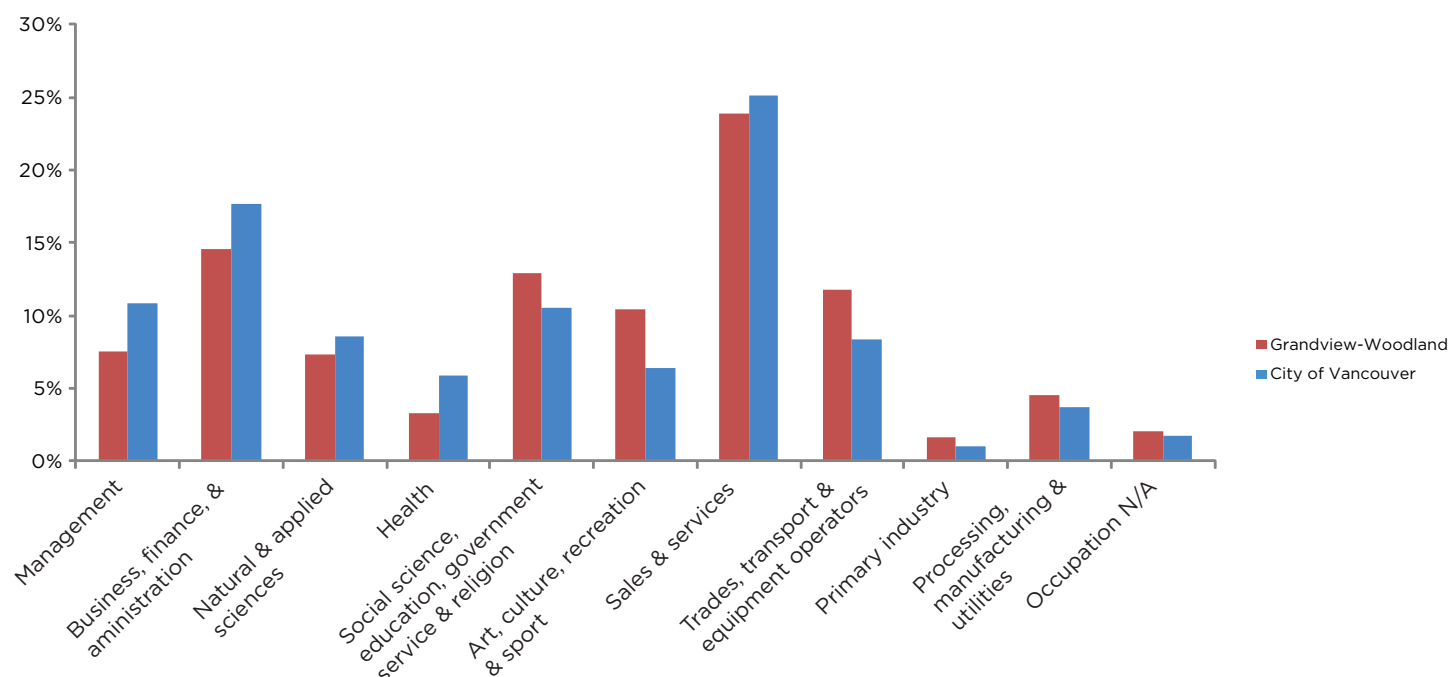
In Grandview-Woodland, sales and services are the most common job type, followed by jobs in business, finance and administration, social science, education, government services, and religion.

In 2006, 8.2% of Grandview-Woodland residents worked from home, compared to 8.6% city-wide.

The unemployment rate of residents in Grandview-Woodland has improved over the past decade but is still higher (7.8%) than Vancouver's average at 6.0% (2006).

In 2011, the Vancouver Economic Commission developed an action strategy to provide a road map for the City's future economic performance. The strategy focuses on three key aspects of managing the economy: 1) a healthy climate for growth and prosperity; 2) support for local business, new investment, and global trade; 3) a focus on people - attracting and retaining human capital.

Job Type Held by Grandview-Woodland Residents*



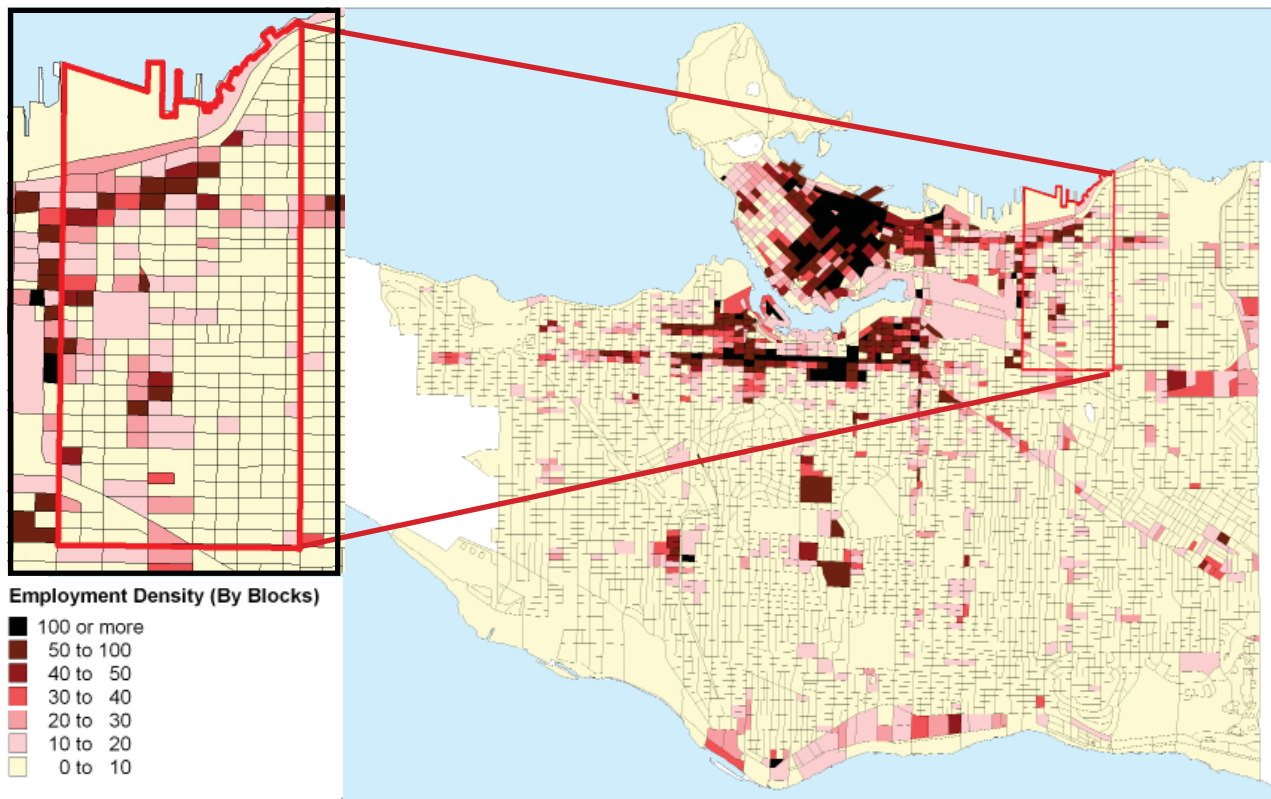
*Jobs are not necessarily in Grandview-Woodland

Source: 2006 Statistics Canada census data

Location of Employment

The industrial zoned areas in the north and east sides of the neighbourhood play an important role in the local economy. The portlands - now called Port Metro Vancouver - continue to define the working waterfront. The main retail/service areas on Commercial Drive and Hastings Street are also key areas for local employment.

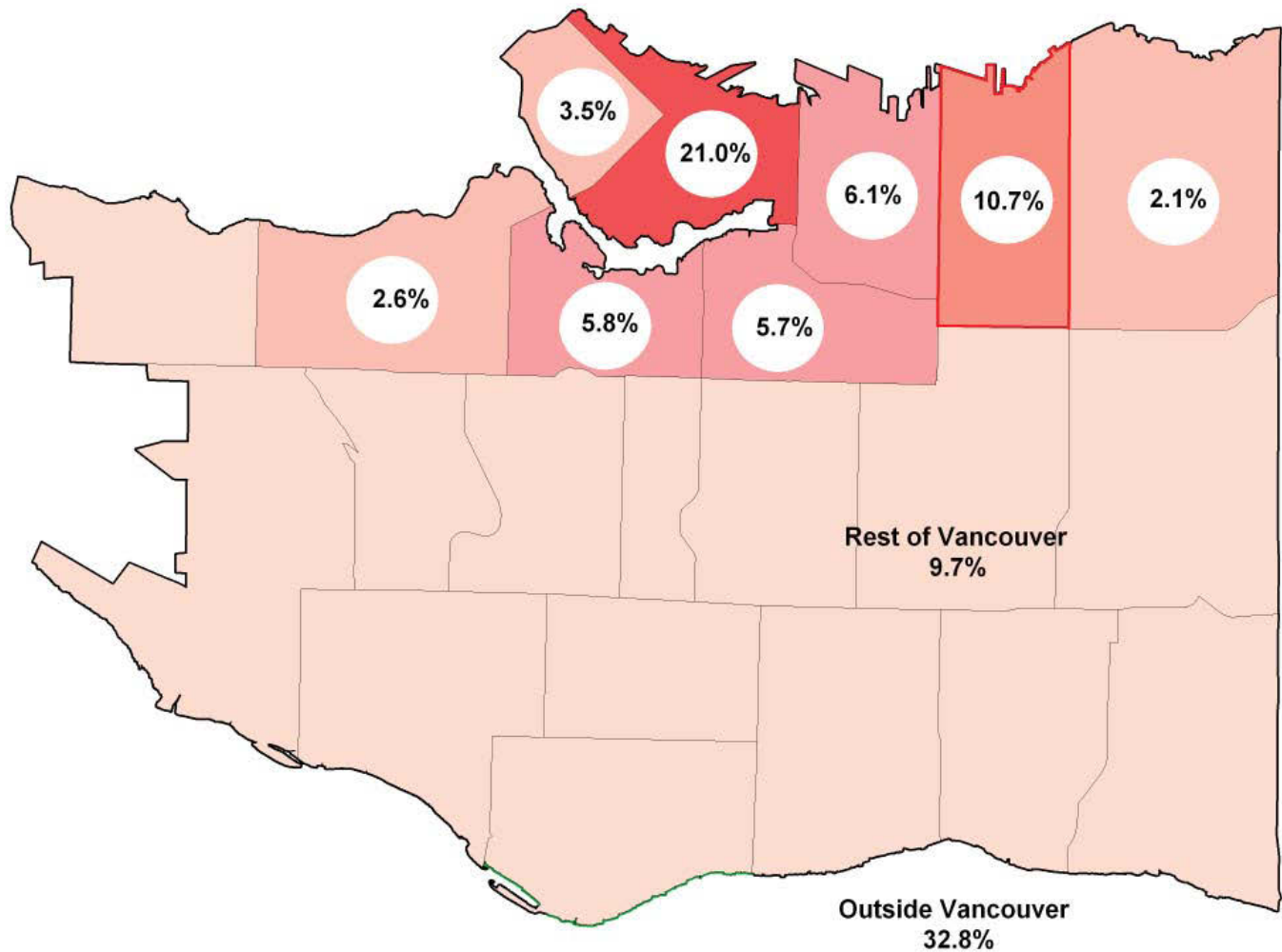
Employment Density (2006)



Location of Employment

A quarter of Grandview-Woodland residents work in downtown Vancouver and nearly 33% work outside of Vancouver. Approximately 11% of residents work in their neighbourhood.

Location of Employment



Source: 2006 Statistics Canada census data

Commercial Zones and Business Improvement Areas

There are two main commercial areas in Grandview-Woodland: along Commercial Drive and Hastings Street. Other small retail pockets are located on Victoria Drive, Nanaimo Street, and where Powell becomes Dundas Street.

There are three Business Improvement Areas (BIAs) which lie within the Grandview-Woodland Community Plan area: Commercial Drive, Hastings North, and Strathcona, with the former two being the main BIAs.

Commercial Drive BIA:

The Commercial Drive BIA runs 21 city blocks, between Venables Street and E 13th Avenue. The BIA comprises approximately 470 businesses with over 3,600 daytime employees. The BIA catchment is primarily zoned for commercial uses. This zoning promotes a wide range of goods and services, and pedestrian shopping areas, as well as some residential components and office use. This is reflected in the BIA's business mix, which is primarily retail oriented.

Hastings North BIA:

The Hastings North BIA encompasses 23 city blocks between Commercial Drive and Renfrew Street. **Note that only the western half of the BIA (west of Nanaimo Street) is within the Grandview-Woodland Community Plan area.**

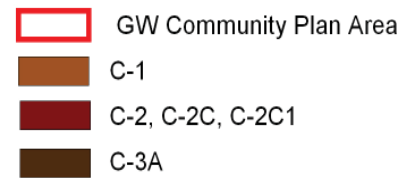
The entire BIA contains approximately 315 commercial businesses, 190 industrial businesses and over 4,800 employees.

The Hastings North BIA has three primary types of zoning in its catchment: commercial, light industrial, and heavy manufacturing.

Strathcona BIA:

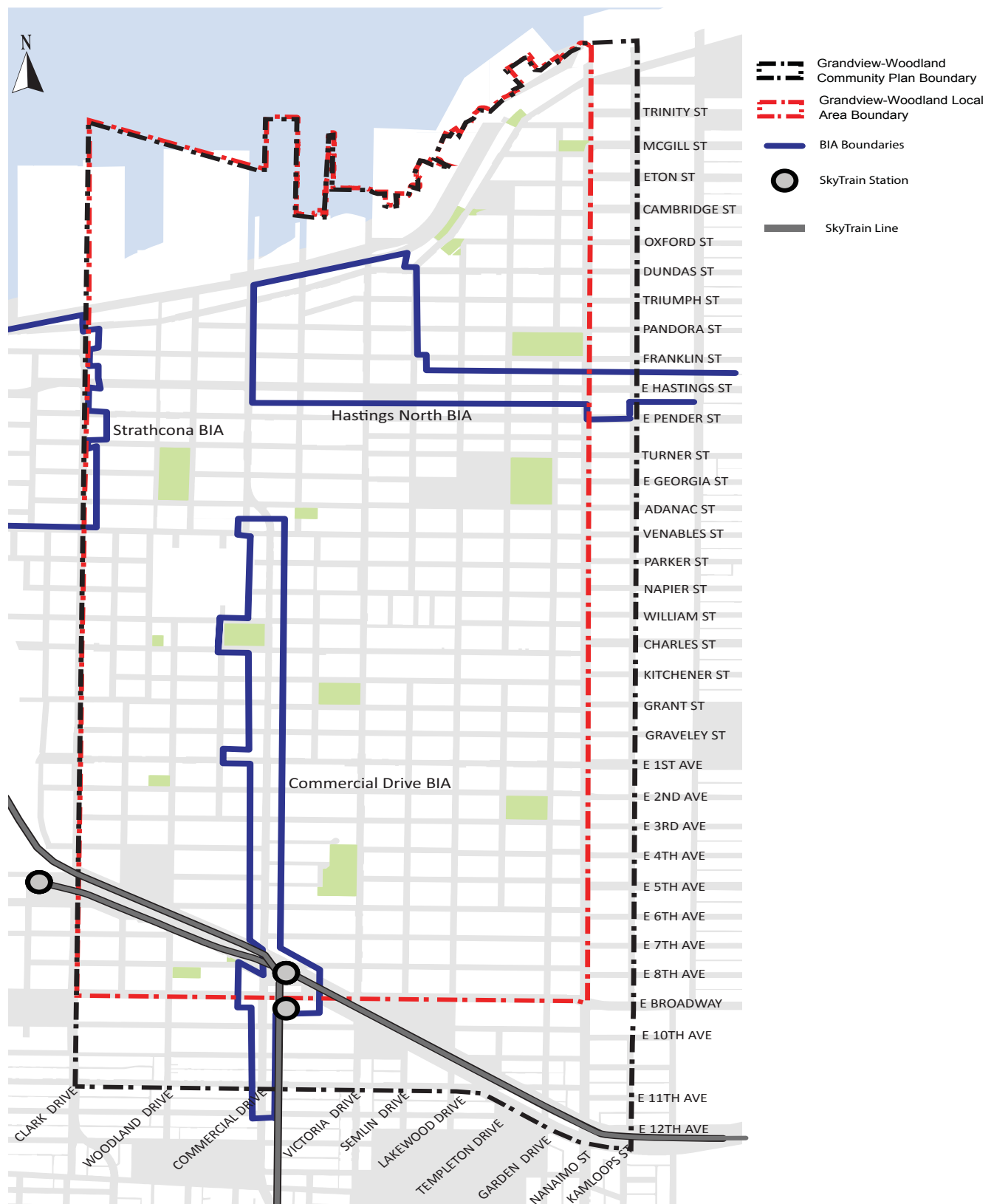
The Strathcona BIA represents over 850 commercial and industrial property owners. **Note that only a handful of these properties, along Clark Drive between Venables and Powell, are within the Grandview-Woodland Community Plan area. The properties within Grandview-Woodland are primarily a mix of light industrial uses, such as automobile repair shops, graphic design companies, and food production.**

Commercial Zones



For a brief description of the different types of commercial zones, see page 6 of the Introduction & Context chapter you received on Day 1.

Business Improvement Areas



Age and Quality of Buildings in the Commercial Drive BIA

The majority of commercial buildings in the Commercial Drive BIA (51%) were constructed pre-1946. Only 4% of Commercial Drive commercial buildings were constructed post-1991. However, many of the Drive's buildings were renovated in North America's post-war years (between 1946 and 1970), such that only 31% remain in pre-1946 condition.

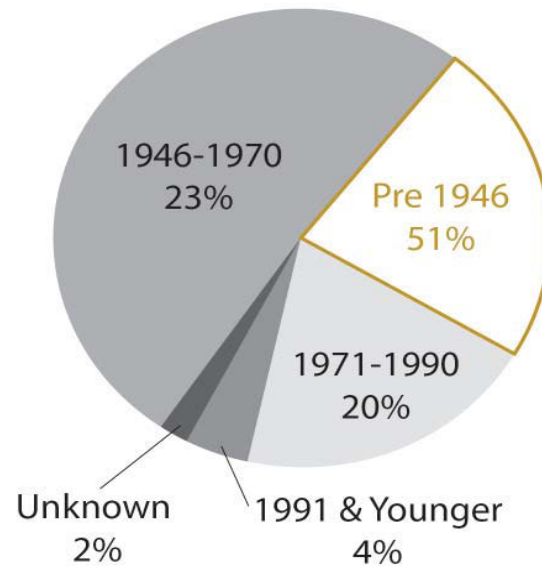
Business Mix

	Commercial Dr.		Vancouver		Metro Vancouver	
Business Type						
Retail	230	49%	8,609	24%	22,730	25%
Service	175	37%	16,371	45%	37,708	41%
Finance, Insurance, Real Estate	25	5%	3,197	9%	6,596	7%
Other:	43	8%	7,948	21%	25,423	27%
Public Administration	19	4%	1,058	3%	2,083	2%
Transportation, Comm., Utilities	10	2%	1,371	4%	4,212	5%
Wholesale	7	1%	1,743	4%	6,489	7%
Manufacturing	6	1%	1,449	4%	5,304	6%
Construction	1	0%	1,126	3%	5,069	5%
Agriculture	0	0%	314	1%	1,226	1%
Minerals, Mines	0	0%	866	2%	988	1%
Non-Classifiable	0	0%	21	0%	52	0%

Source: Vancouver Economic Commission, BIZ Map Market Area Profiles, Commercial Drive BIA, 2008

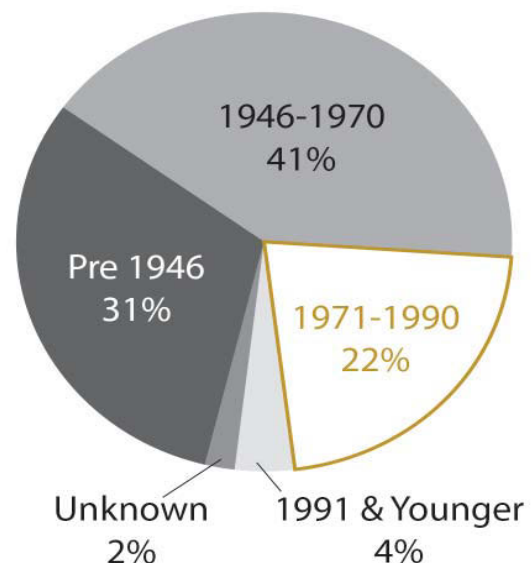


Year Built



Source: Vancouver Economic Commission, BIZ Map Market Area Profiles, Commercial Drive BIA, 2008

Age of Buildings, Including Renovations



Source: Vancouver Economic Commission, BIZ Map Market Area Profiles, Commercial Drive BIA, 2008

Age and Quality of Buildings in Hastings North BIA

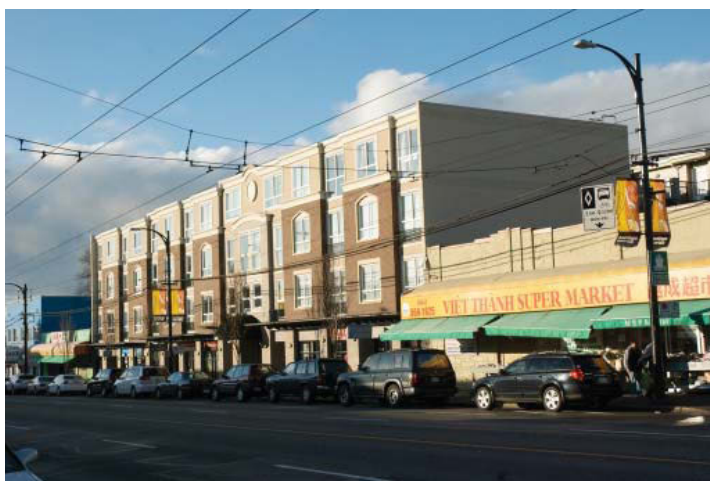
Hastings North BIA

Most commercial and industrial buildings in Hastings-North were constructed pre-1970, with 37% between 1946-1970. However, 29% of those built pre-1946 were substantially upgraded, making their “effective” build year more recent.

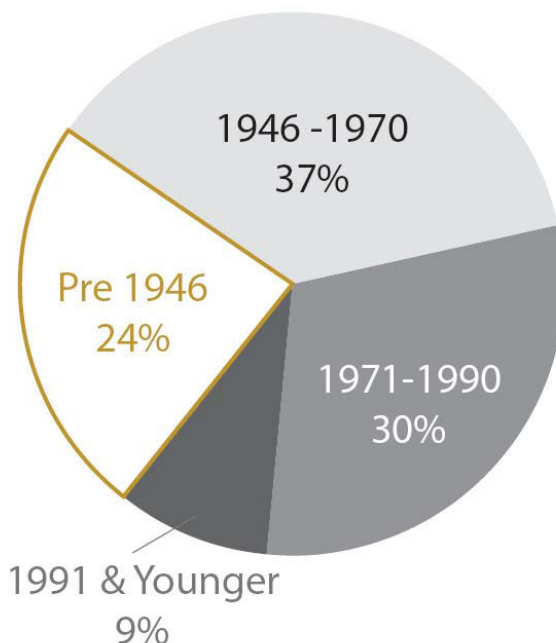
Business Mix (2007)

	Business Mix (2007)			
	Hastings-North	Vancouver	Metro Vancouver	
Business Type				
Retail	133	42%	24%	25%
Service	123	39%	46%	41%
Finance, Insurance, Real Estate	23	7%	9%	7%
Transportation, Communications & Utilities	9	3%	4%	4%
Other:	18	7%	18%	22%
Wholesale	5	2%	5%	8%
Manufacturing	6	2%	3%	5%
Construction	5	2%	4%	5%
Public Administration	2	1%	3%	2%
Minerals, Mines	0	0%	1%	1%
Agriculture	0	0%	2%	1%

Source: Vancouver Economic Commission, BIZ Map Market Area Profiles, Hastings North BIA, 2007

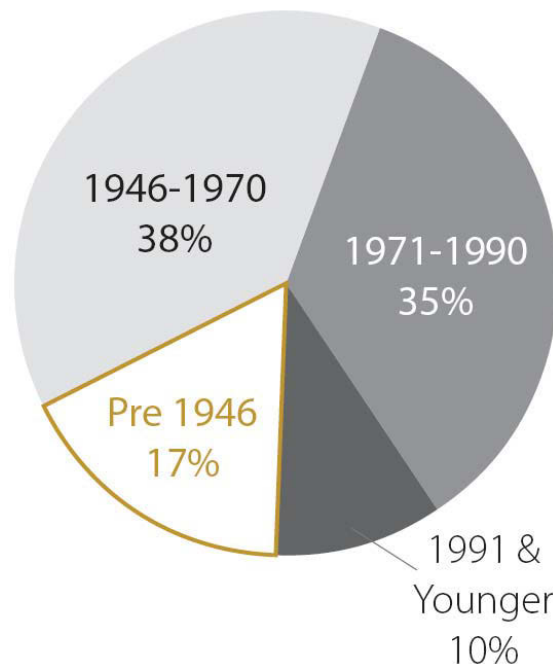


Year Built



Source: Vancouver Economic Commission, BIZ Map Market Area Profiles, Hastings North BIA, 2007

Age of Buildings, Including Renovations



Source: Vancouver Economic Commission, BIZ Map Market Area Profiles, Hastings North BIA, 2007

Note: The figures in the graphs above are for the total Hastings-North BIA area (to Renfrew).

Industrial Lands

In 2011 the City endorsed the **Metro Vancouver Regional Growth Strategy** which protects the supply of industrial land. In keeping with the tenets of this policy, the Grandview-Woodland planning process will not contemplate land-use planning changes in areas that are zoned for M-2 or I-2. However, these areas may, as part of the planning process, be considered for other planning activities – such as safety and streetscape improvements, etc.

I-2 zoning is for light industrial uses. M-2 zoning is where heavier industrial and manufacturing activities take place.

I-2 zoning is for light industrial uses. M-2 zoning is where heavier industrial and manufacturing activities take place.

Note that the MC-1 and MC-2 industrial zones on Hastings Street, between Clark and Victoria, were classified as 'let-go' in the mid-1990s. This means that they are potential sites for other types of use. Today this area is in transition as new uses, including some new residential development, build out over time.

Grandview-Woodland
Local Area



I-2



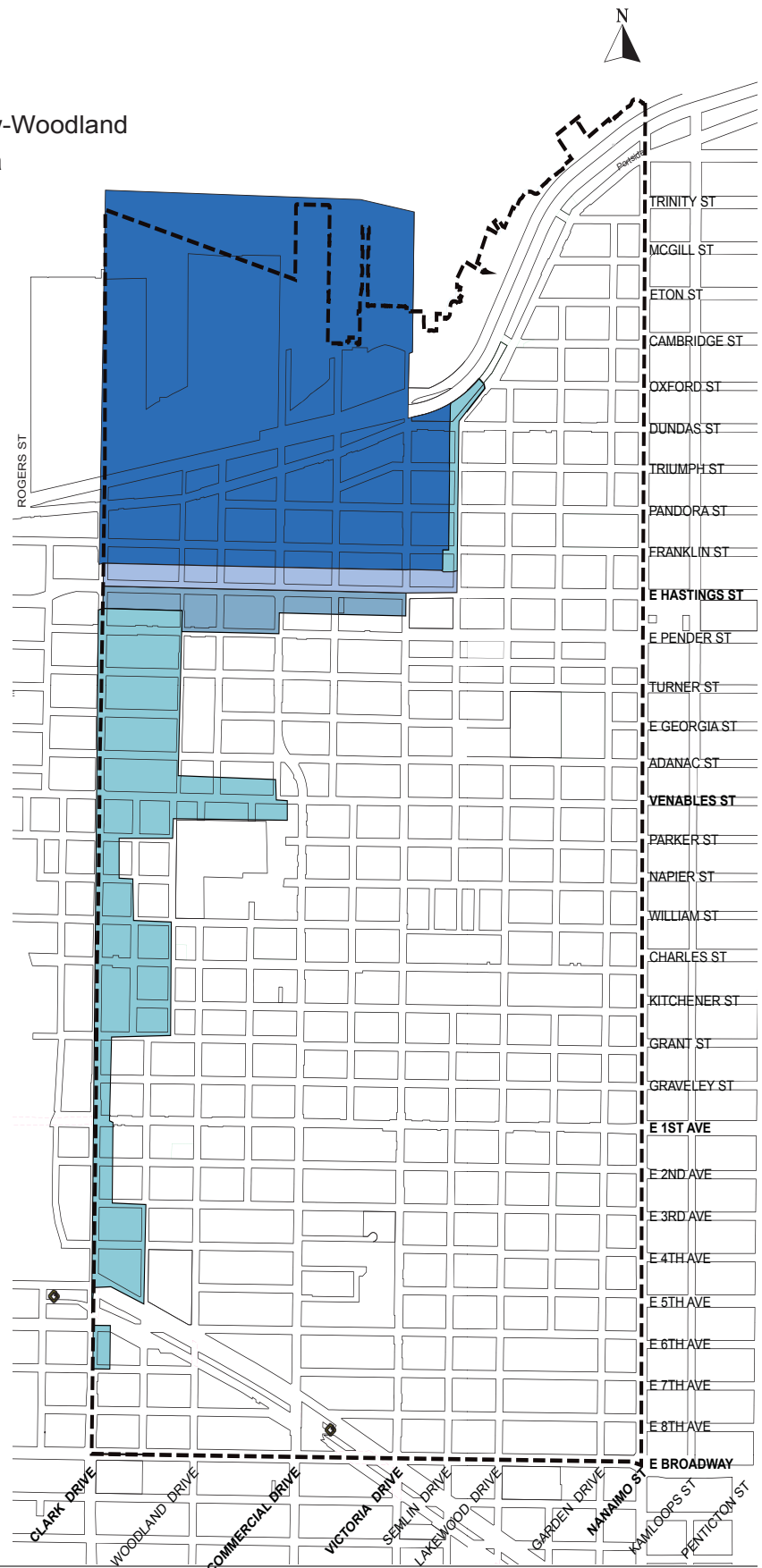
M-2



MC-2



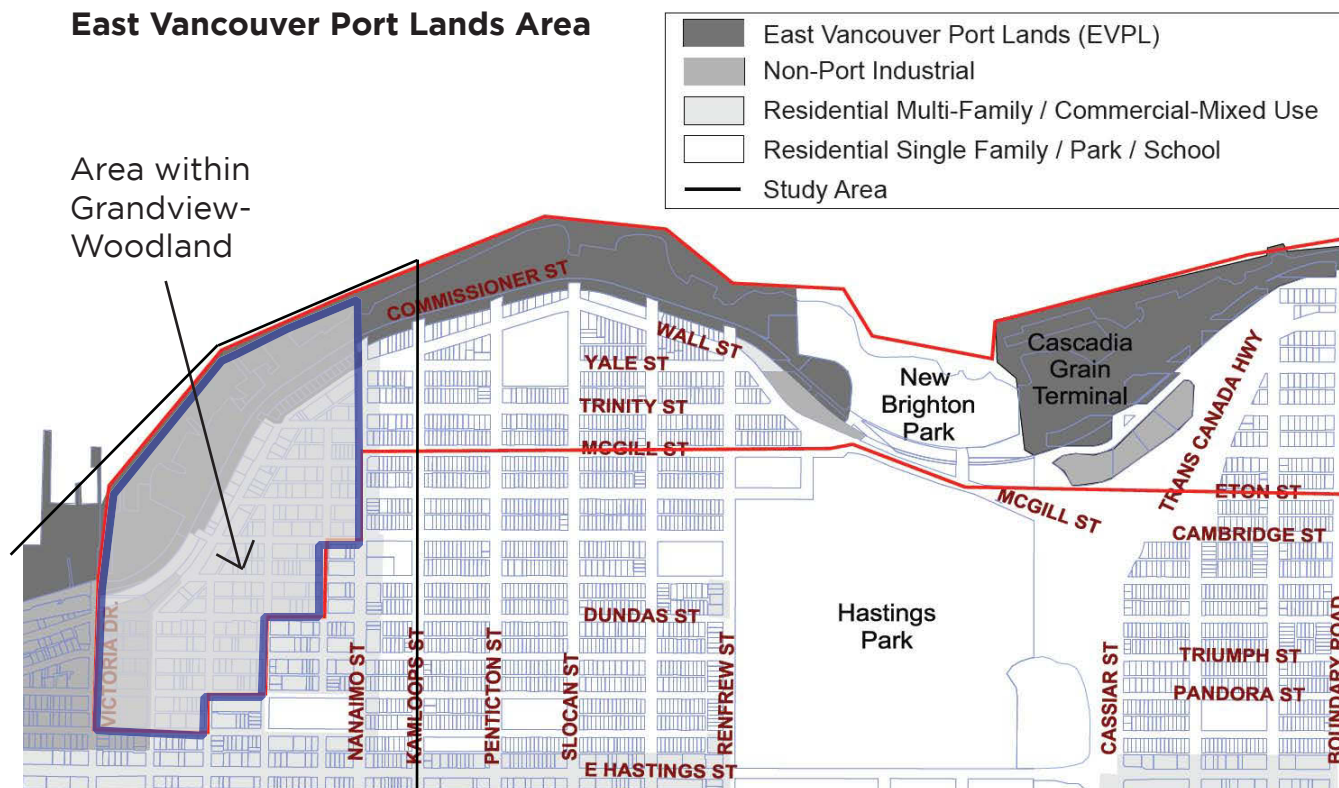
MC-1



Port Lands

In general, the Port falls under federal jurisdiction (Transport Canada) and will remain largely outside of the scope of the Community Plan. However, portions of the northeast corner of Grandview-Woodland (from Victoria Drive eastward and as far south, in parts, as Franklin Street) are part of the **East Vancouver Portlands Plan (2007)**. This plan was developed by the City, Port Vancouver and the Burrardview Community Association to resolve long-standing land use conflicts between the Port and the adjacent residential area. The Grandview-Woodland Community Plan will support the objectives of the Portlands Plan.

East Vancouver Port Lands Area



Housing

4

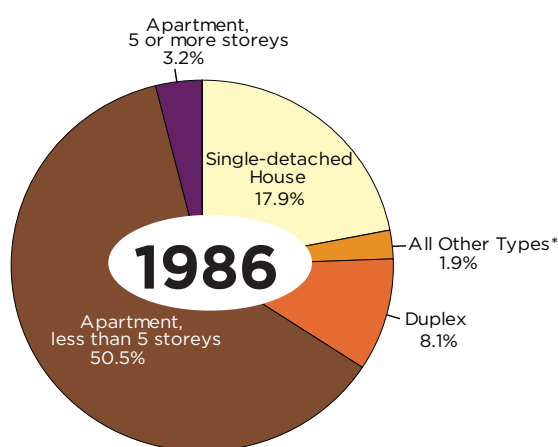


Housing

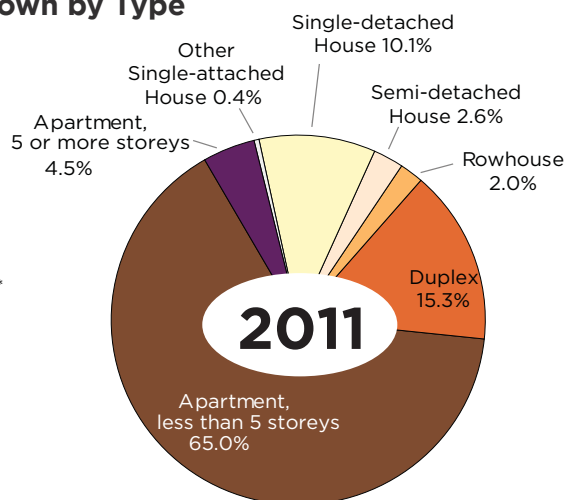
Housing Stock

The most common housing type in Grandview-Woodland is low-rise apartments (<5 storeys). Between 1986 and 2011, the proportion of low-rise apartment increased from 50.5% to 65%. During this same period, the proportion of single-detached houses decreased from 18% to 10%, while the proportion of duplexes increased from 8% to 15%.

Housing Breakdown by Type



*Includes semi-detached houses and duplexes



Source: Statistics Canada, 1986 and 2011 census

Overall Housing Mix

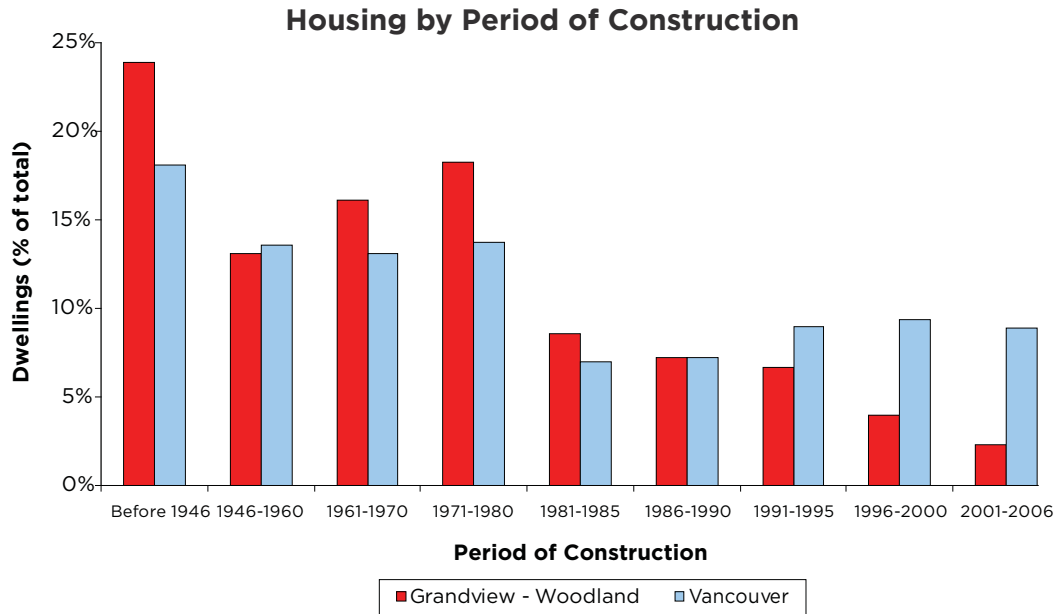
Housing Type	Grandview-Woodland	% of Total	City of Vancouver	% of total	Grandview-Woodland as % of City
Non-Market Units (Co-ops)	437	3%	4,296	2%	9%
Non-Market Units (Other Non-Profit)	1,705	11%	19,947	7%	9%
Market Rental Units	5,688	37%	66,966	23%	8%
All Other Housing Units*	7,570	49%	195,346	68%	4%
TOTAL	15,400	100%	287,185	100%	5%

Source: Statistics Canada, 2011 census and City of Vancouver Non-Market Housing Inventory.

*Includes owner-occupied and secondary rental such as rented condos and basement suites.

Age of Housing

Compared with the City, Grandview-Woodland has a higher proportion of older buildings. In Grandview-Woodland, 57% of all buildings were constructed before 1946. Of those 57%, approximately 28% were built before 1911, 44% were built between 1911 - 1921, 21% were built between 1921 - 1931, and 7% were built between 1931 - 1946.

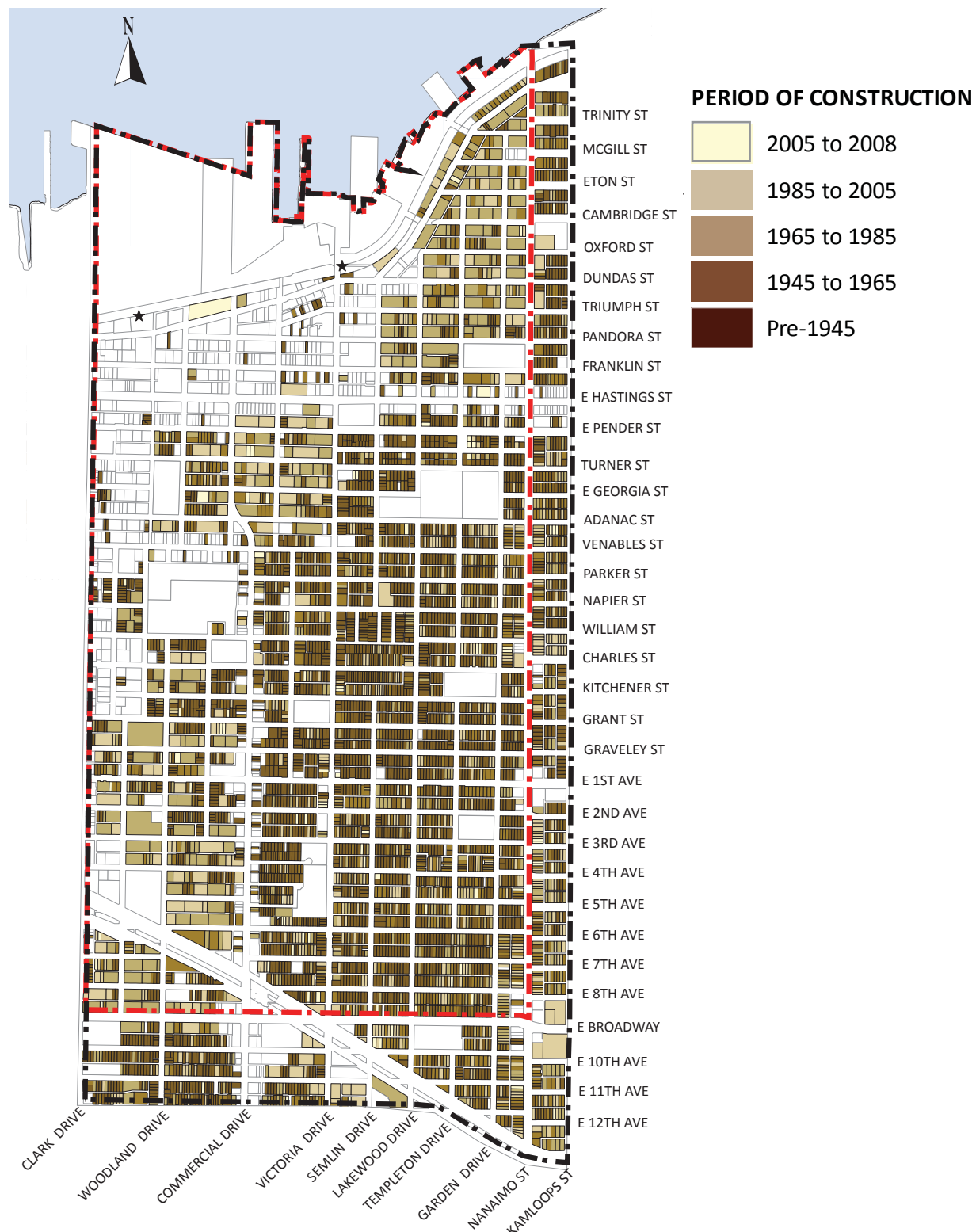


Source: Statistics Canada, 1946 - 2006 census

Prior to 1950, many buildings were likely single family houses (considered 1 dwelling/unit), and after the 1950s many of these buildings were likely apartments (containing many dwellings/units). (Source: BC Assessment Data and Statistics Canada).



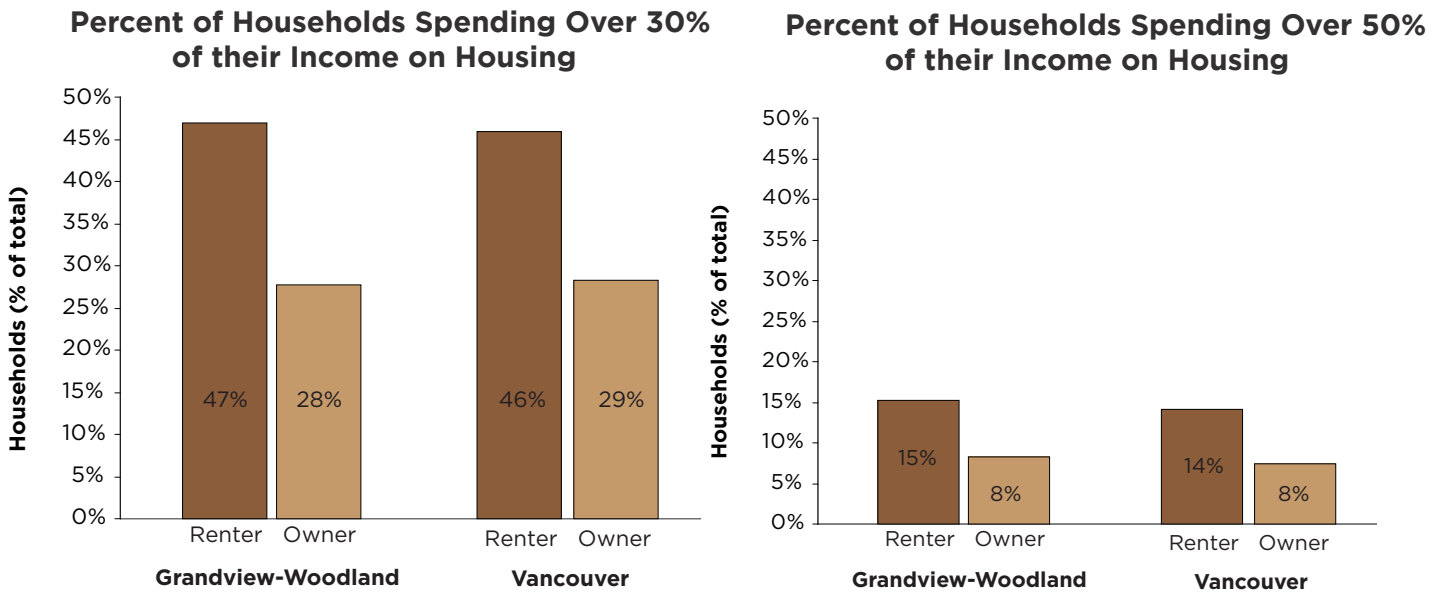
Age of Housing



Source: 2008 BC Assessment data. The data is supplied on an 'AS IS WHERE IS' basis. The City cannot guarantee the accuracy or completeness of the information.

Affordability

In Grandview-Woodland, 47% of renting households spend over 30% of their household income on housing*, compared to 28% of households that own their dwellings. This is nearly the same as the rest of Vancouver. In total, 40% of households in Grandview-Woodland spend over 30% of their income on housing.

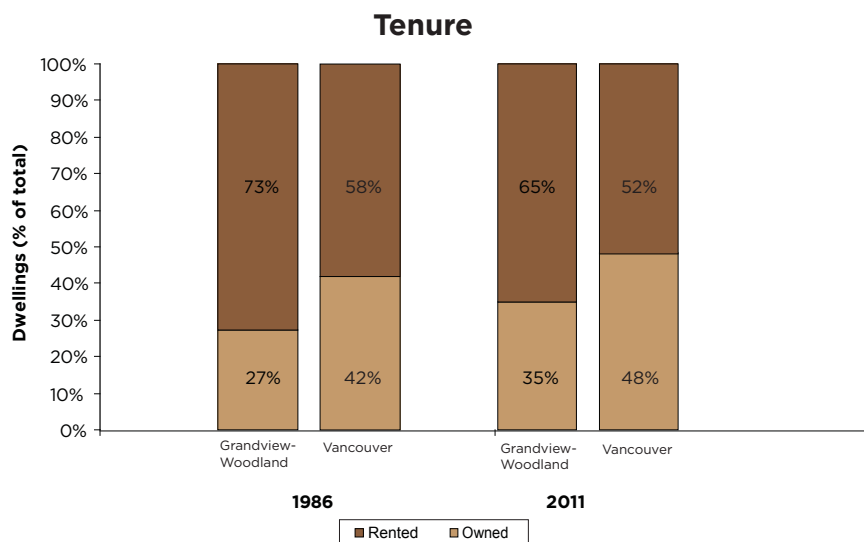


*Housing requiring less than 30% of household income is considered affordable.

Source: Statistics Canada, 2011 National Household Survey

Rental vs. Ownership

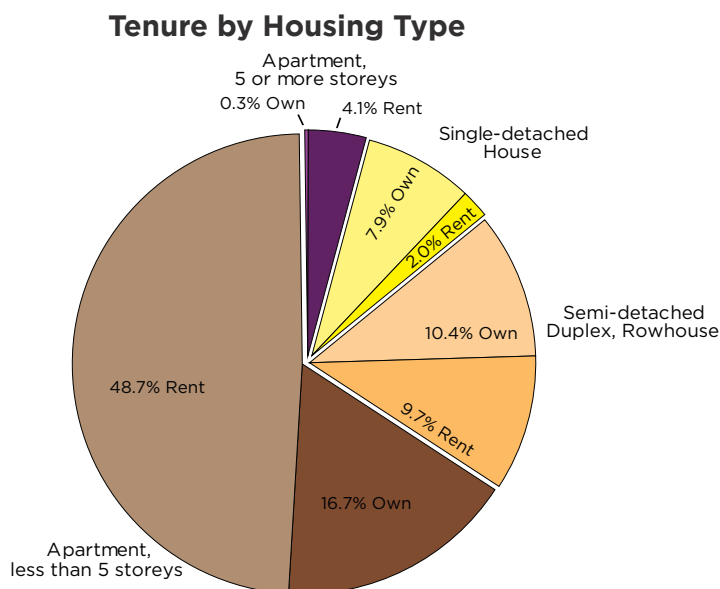
The proportion of rented dwellings in Grandview-Woodland decreased between 1986 and 2011; however, this proportion is still significantly higher than the city as a whole, where 52% of dwellings are rented.



Source: Statistics Canada, 1986 Census and 2011 National Household Survey

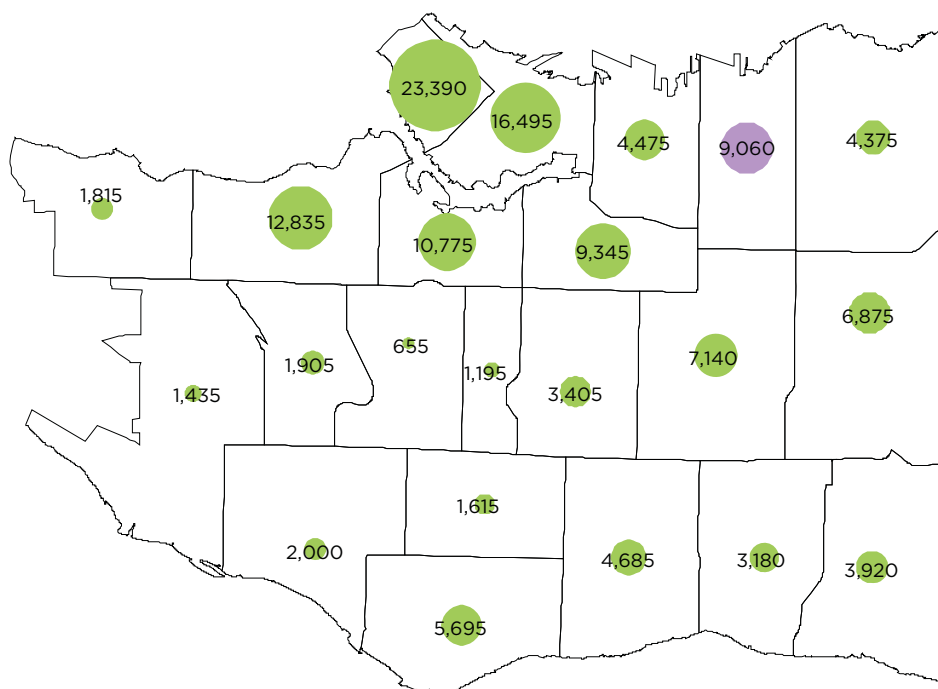
Tenure by Housing Type

The median income of renters is \$27,608, which is significantly lower than owners' income at \$55,711. In 2011, 47% of renters in Grandview-Woodland were spending more than 30% of their income on housing (versus 46% of renters city-wide). According to CMHC, the cost of adequate shelter should not exceed 30% of household income. Most renters live in apartments, which tend to better accommodate single person (therefore single income) households.



Source: Statistics Canada, 2011 census

Rental Housing in the City



Source: Statistics Canada, 2011 National Household Survey

* Note these numbers reflect all rental units, not only purpose-built rental units

Purpose-built Market Rental Housing

Overall, 7% of the City's total rental housing stock is located in Grandview-Woodland. Most (96%) of Grandview-Woodland's rental stock was built before 1980 and nearly all of it was built with wood frame.

Purpose-built rental refers to multi-family buildings constructed or renovated for the purpose of long-term rental tenure. In Grandview-Woodland, there are 5,688 units in 671 purpose-built rental buildings. About 40% of these units (3,946) are covered under the Rate of Change Policies.

In Grandview-Woodland, about 55% of the stock of purpose-built market rental housing was built in the 1960s and 1970s. CMHC research in 2013 noted that rents in the East Hastings area (approximately Main St to Boundary Rd and Broadway to the Burrard Inlet), are currently below the city average. Between 2001 - 2011, average rents in the East Hastings area increased 29% versus 43% city-wide.

2013 Rents in East Hastings District (includes Grandview-Woodland) and City

Dwelling Type	East Hastings	City of Vancouver	% East Hastings is below City Overall
Studio	\$816	\$917	11%
1-Bedroom	\$893	\$1,090	18%
2-Bedroom	\$1,179	\$1,541	23%
3+ Bedroom	\$1,340	\$1,964	32%
Average - all bedroom types	\$997	\$1,144	13%

Source: CMHC Market Rental Report Fall 2013

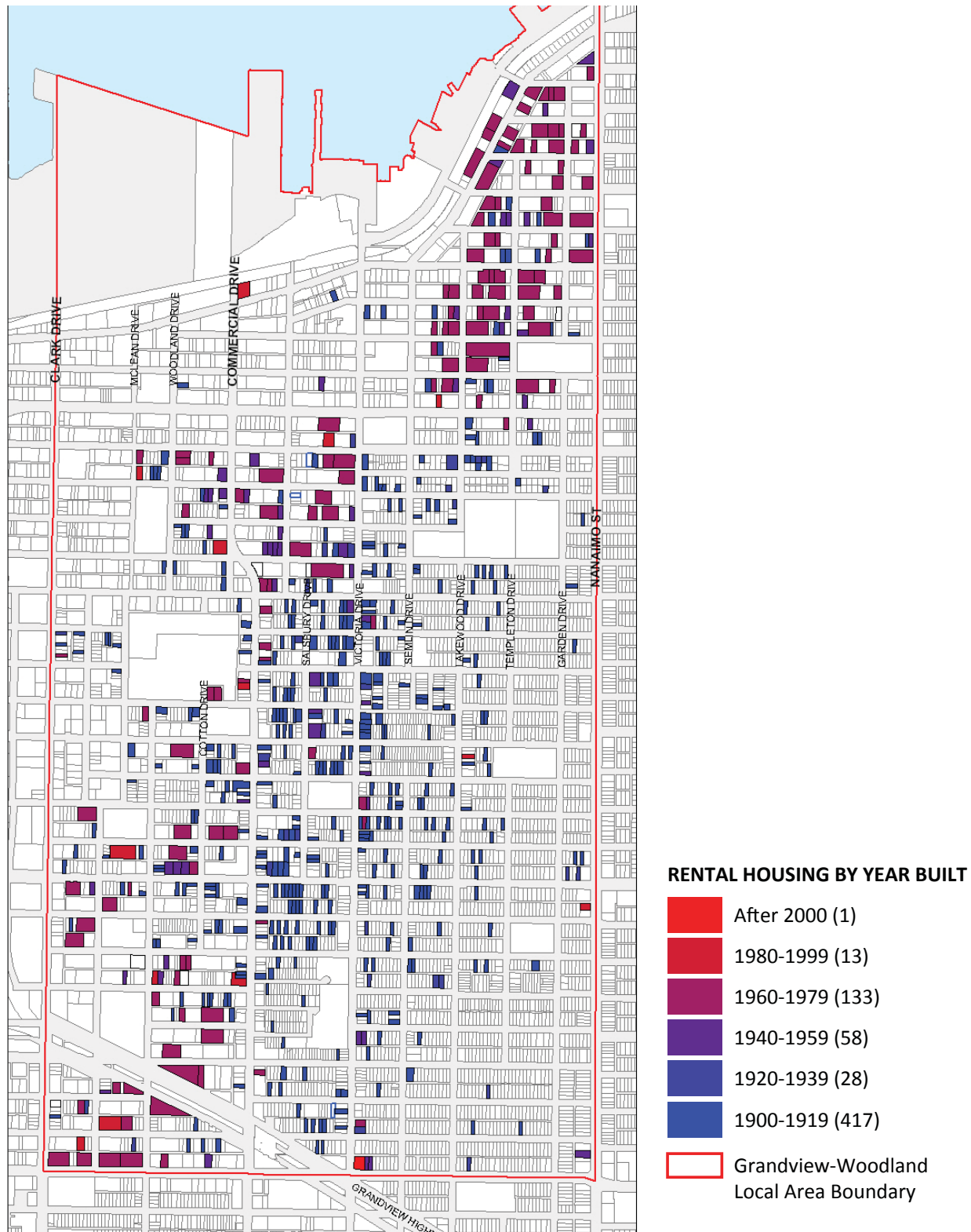
Custom order CMHC data from 2001 and 2011 indicate that rents in Grandview-Woodland have been increasing at a slower rate than in the city overall.

Change in Grandview-Woodland Market Rents: 2001-2011

	Grandview-Woodland	City of Vancouver
% Increase in Market Rents: 2001-2011	29%	43%

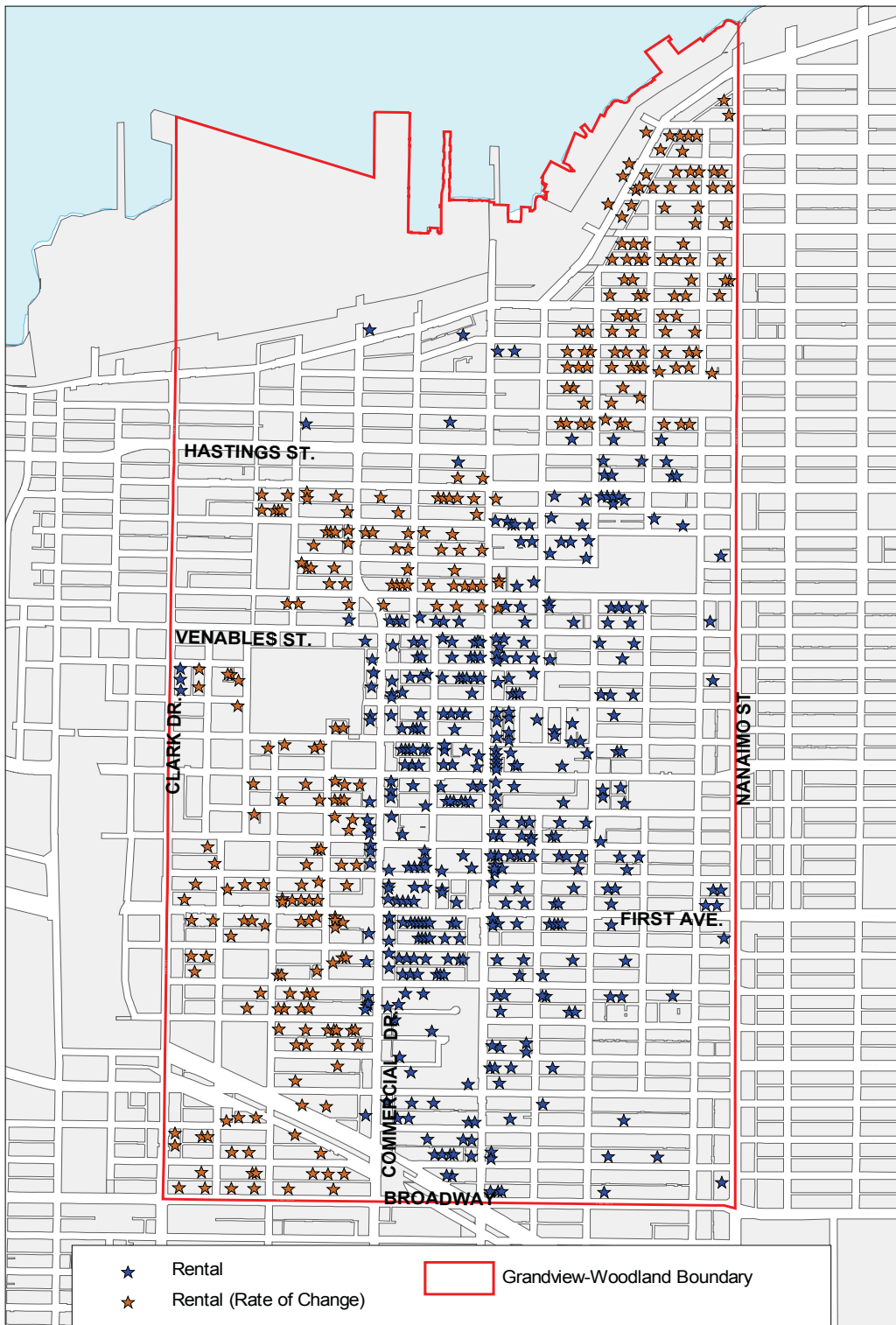
Source: CMHC Market Rental Survey Custom Data 2001 and 2011

Age of Purpose-built Rental Housing



Source: 2008 BC Assessment data. The data is supplied on an "AS IS WHERE IS" basis. The City cannot guarantee the accuracy or completeness of the information.

Purpose-Built Rental Projects and Rate of Change Areas in Grandview-Woodland

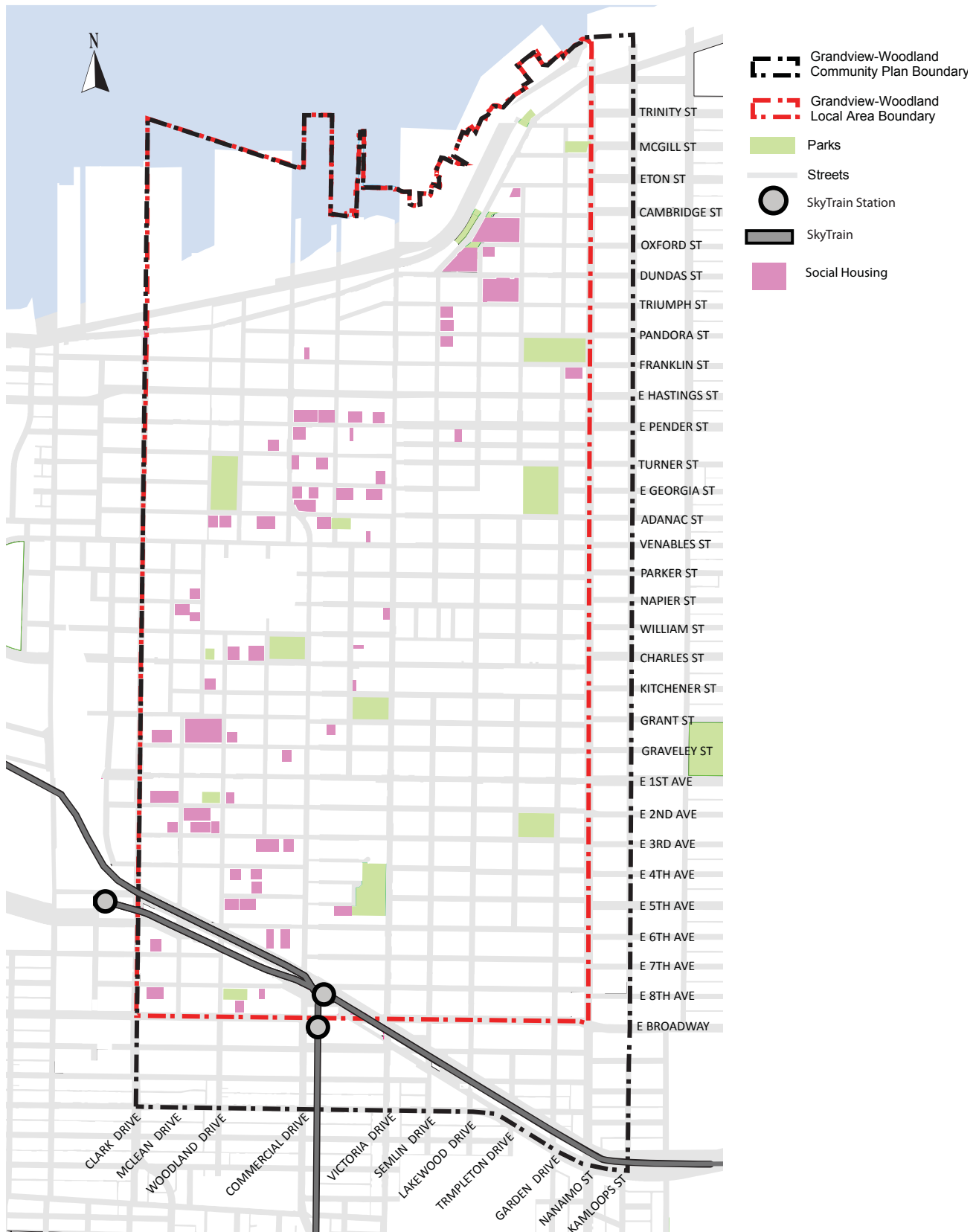


Comments:

Grandview-Woodland's existing stock of market rental housing has an important role to play in providing relatively affordable rents to Grandview-Woodland renters. The City has Rate of Change regulations for redevelopment projects involving 6 or more dwelling units in areas zoned multifamily (RM). In Grandview-Woodland, about 70% of purpose-built rental housing units are in areas covered by the Rate of Change policy.

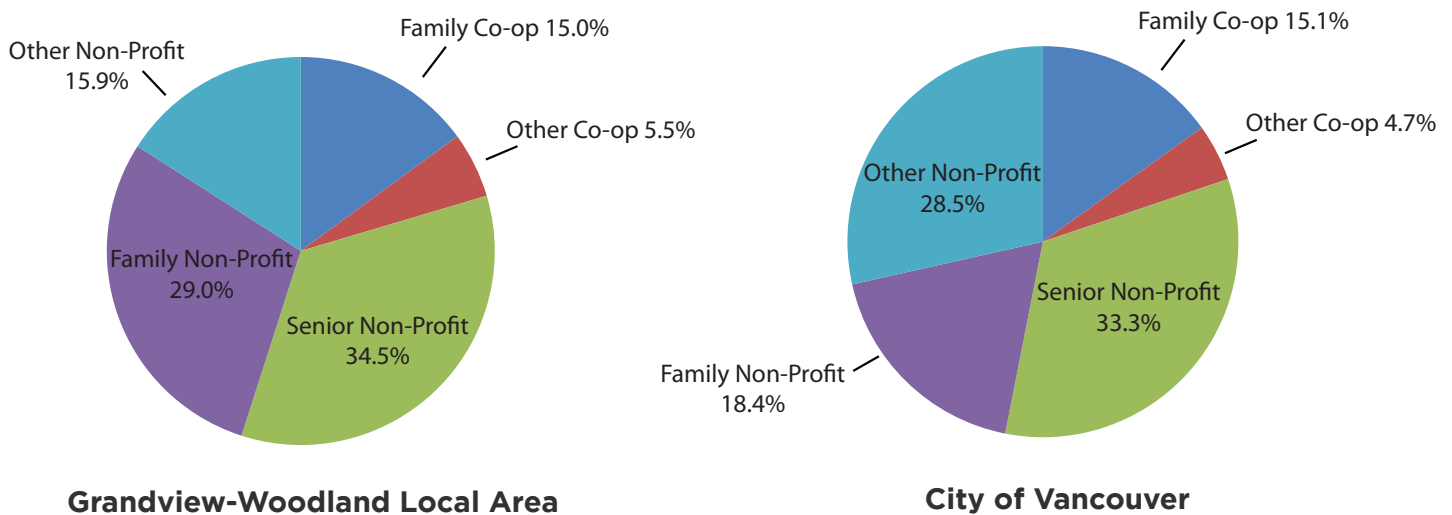
Source: 2008 BC Assessment data. The data is supplied on an "AS IS WHERE IS" basis. The City cannot guarantee the accuracy or completeness of the information.

Non-Market and Social Housing



Non-market/social housing is housing for low to moderate income singles and families, usually subsidized through a variety of mechanisms including senior government support. Grandview-Woodland has a total of 2,142 non-market/social housing units, approximately 9% of the city's total stock of non-market/social housing. The non-market/social housing in Grandview-Woodland is more likely to provide family housing compared to the city average.

Non-Market Housing by Type

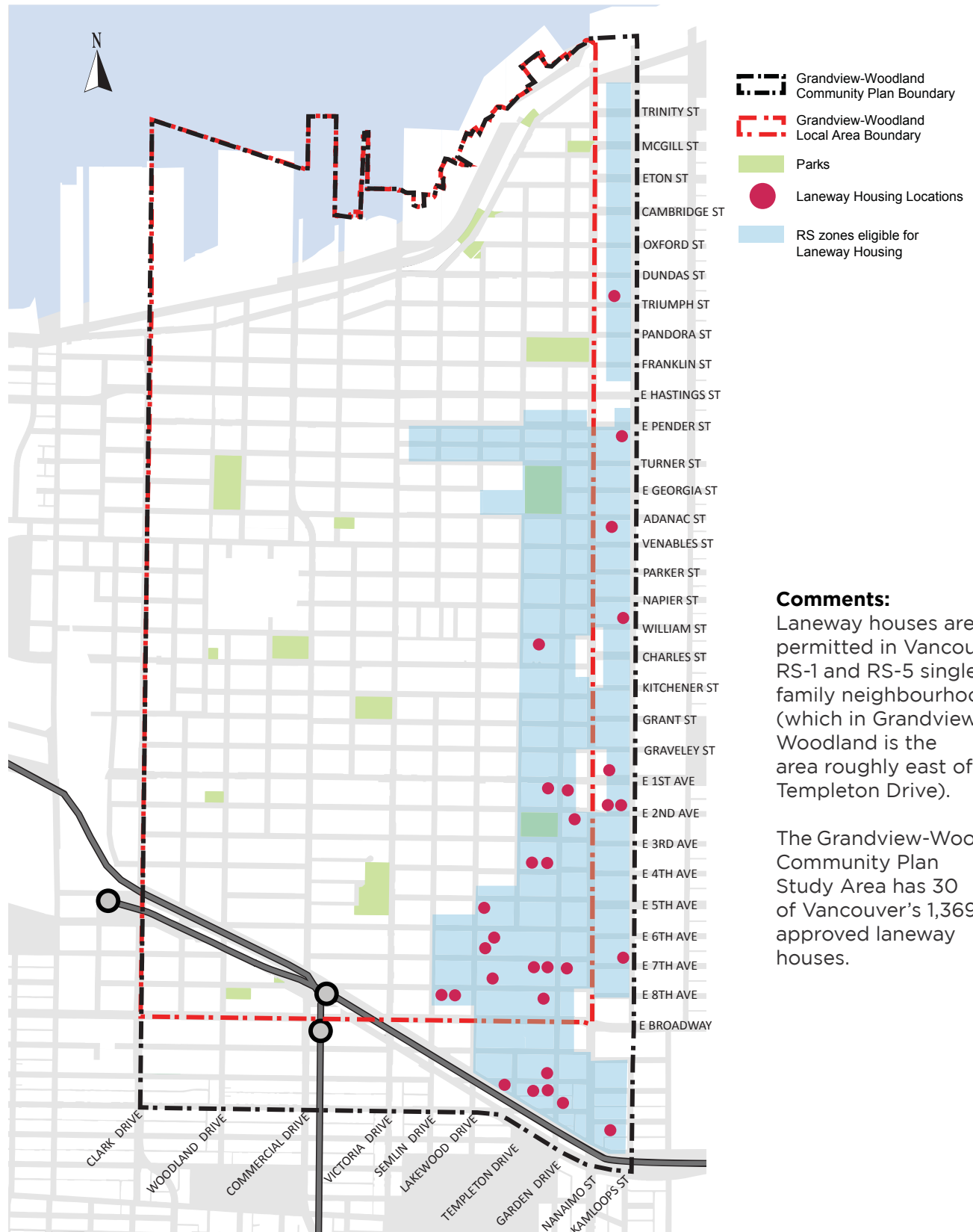


Source: City of Vancouver Non-Market Housing Inventory

Supportive Housing is affordable housing that also provides access to support staff. Residents are low-income adults who were homeless or at risk of being homeless, living in single room accommodations (SROs) or in other facilities such as long-term care. In Grandview-Woodland, there are 159 supportive housing units in 8 projects. These units are captured in the pie charts above, as they are a subset of Non-Market Housing.

Homelessness is an issue in Grandview-Woodland. In the 2014 Homeless Count, there were 49 homeless individuals counted, 41 unsheltered and 8 sheltered.

Laneway Housing



Grandview-Woodland Capacity Estimates

The residential development capacity of a neighbourhood, or how much new housing could be constructed in the area, can be estimated in two ways – by looking at development capacity or zoned capacity. Both models are based on zoning as it currently exists, and do not account for any anticipated policy changes.

Development Capacity Model (estimate to 2041)

This is the City's standard approach for estimating growth. The model is a supply-based approach that forecasts to 2041. It is based on actual rates of development and takes into account constraints in identifying redevelopment sites (e.g. Rate of Change Policy for Rental Housing). It also reflects existing City land use policy in addition to current zoning.

Zoned Capacity Calculation

The zoned capacity calculation is in response to the February 2012 Council motion requesting these estimates. This model is a supply-based approach that has no time constraints. It ignores existing City land-use policy (as well as urban design considerations and ownership and strata-title constraints) and is simply a "build-out calculation" that assumes the maximum residential floor space could be built on each site based on existing zoning.

Zone	2011		Development Capacity Model to 2041		Zoned Capacity Calculation	
	Population Estimate*	Dwelling Count†	Population Estimate††	Dwelling Estimate	Population Capacity††	Dwelling Capacity
Single Family (RS)	3,090	1,612	3,460	1,820	3,820	2,070
Single-Family (RS) laneway	-	-	130	90	1,160	770
Duplex (RT)	7,630	3,577	7,910	3,770	8,470	4,100
Apartment (RM)	15,340	9,214	15,640	9,400	15,640	9,400
Mixed Commercial/Residential (C & MC)	1,100	663	2,200	1,290	6,950	4,130
Industrial (I & M)	710	532	710	540	710	540
Comprehensive Development (CD-1)	510	371	620	460	620	460
Total	28,380	15,969	30,670	17,380	37,370	21,460

Disclaimer: The table reflects a set of calculations as of October 2012. As zoning and policy is subject to regular change, the table only reflects a point in time.

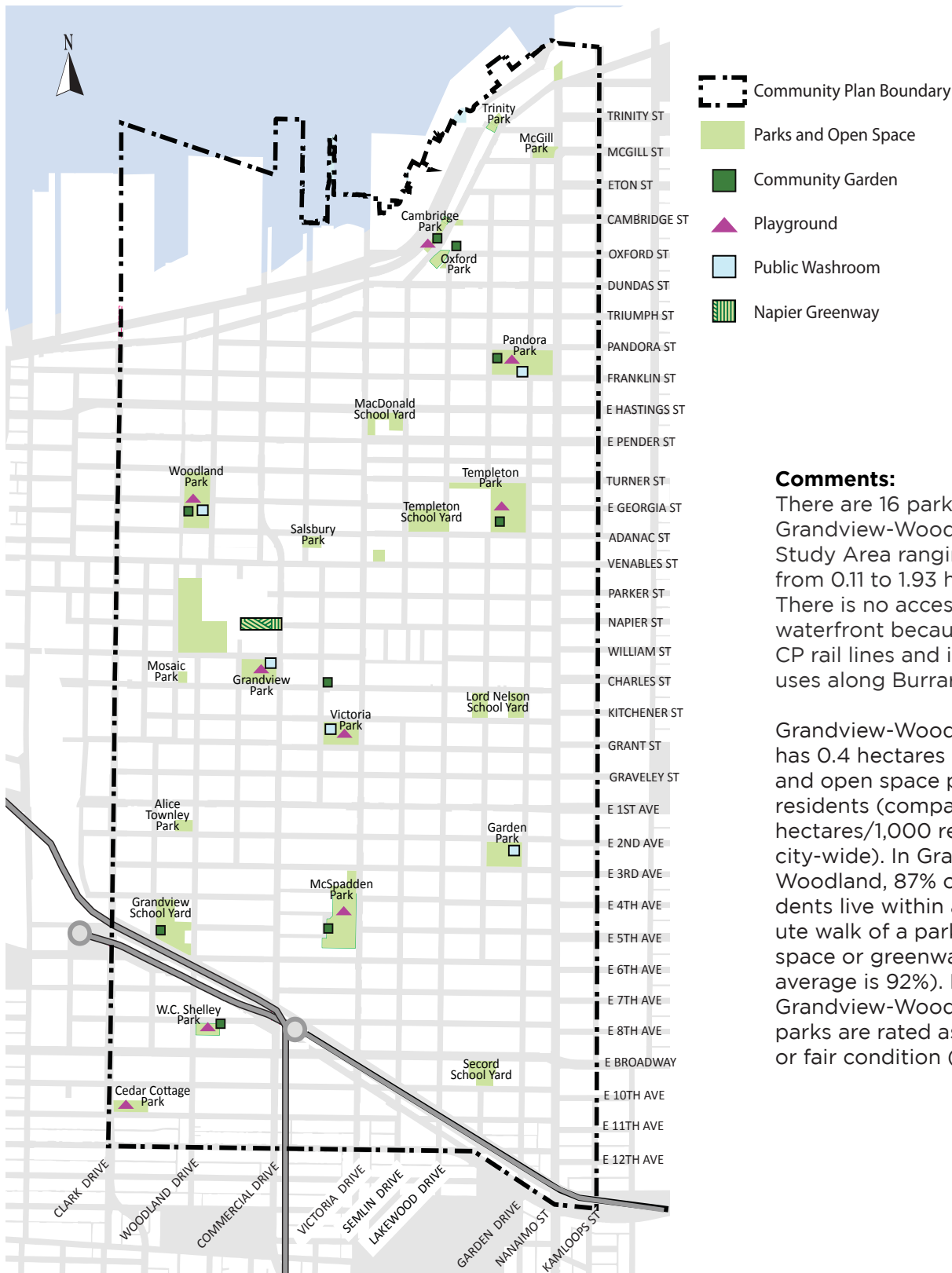
* Population figures are estimated as zoning district boundaries and census blocks do not match. Data is based on Statistics Canada Census 2011 and includes a four per cent undercount.

† Dwelling count is calculated from BC Assessment records and City of Vancouver development tracking.

†† The maximum population capacity is determined using an estimate of floor space per person.



Parks and Open Space

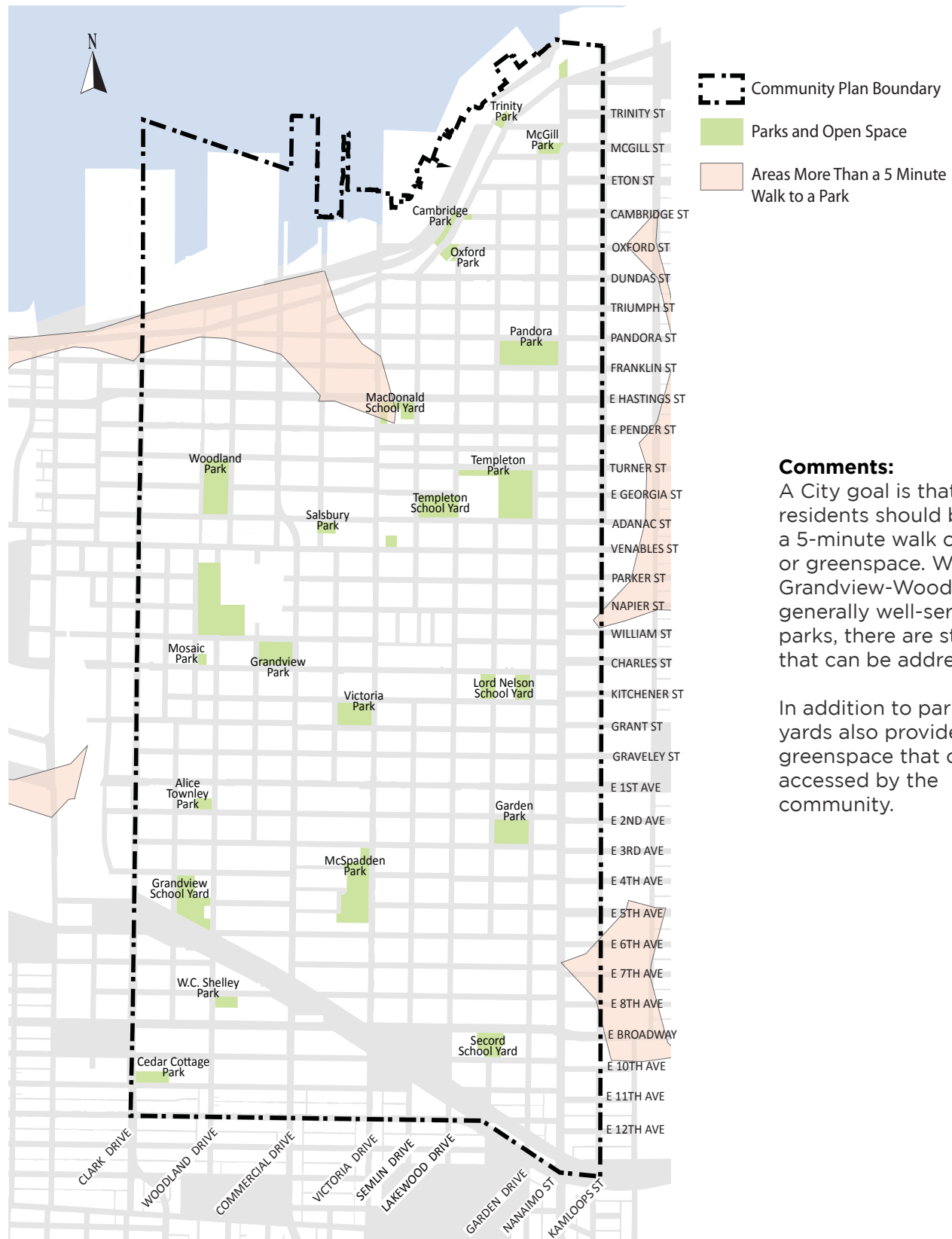


Comments:

There are 16 parks in Grandview-Woodland Study Area ranging in size from 0.11 to 1.93 hectares. There is no access to the waterfront because of the CP rail lines and industrial uses along Burrard Inlet.

Grandview-Woodland has 0.4 hectares of park and open space per 1,000 residents (compared to 1.1 hectares/1,000 residents city-wide). In Grandview-Woodland, 87% of residents live within a 5 minute walk of a park, open space or greenway (City average is 92%). Most of Grandview-Woodland's parks are rated as in good or fair condition (80%).

Gaps in Park Space

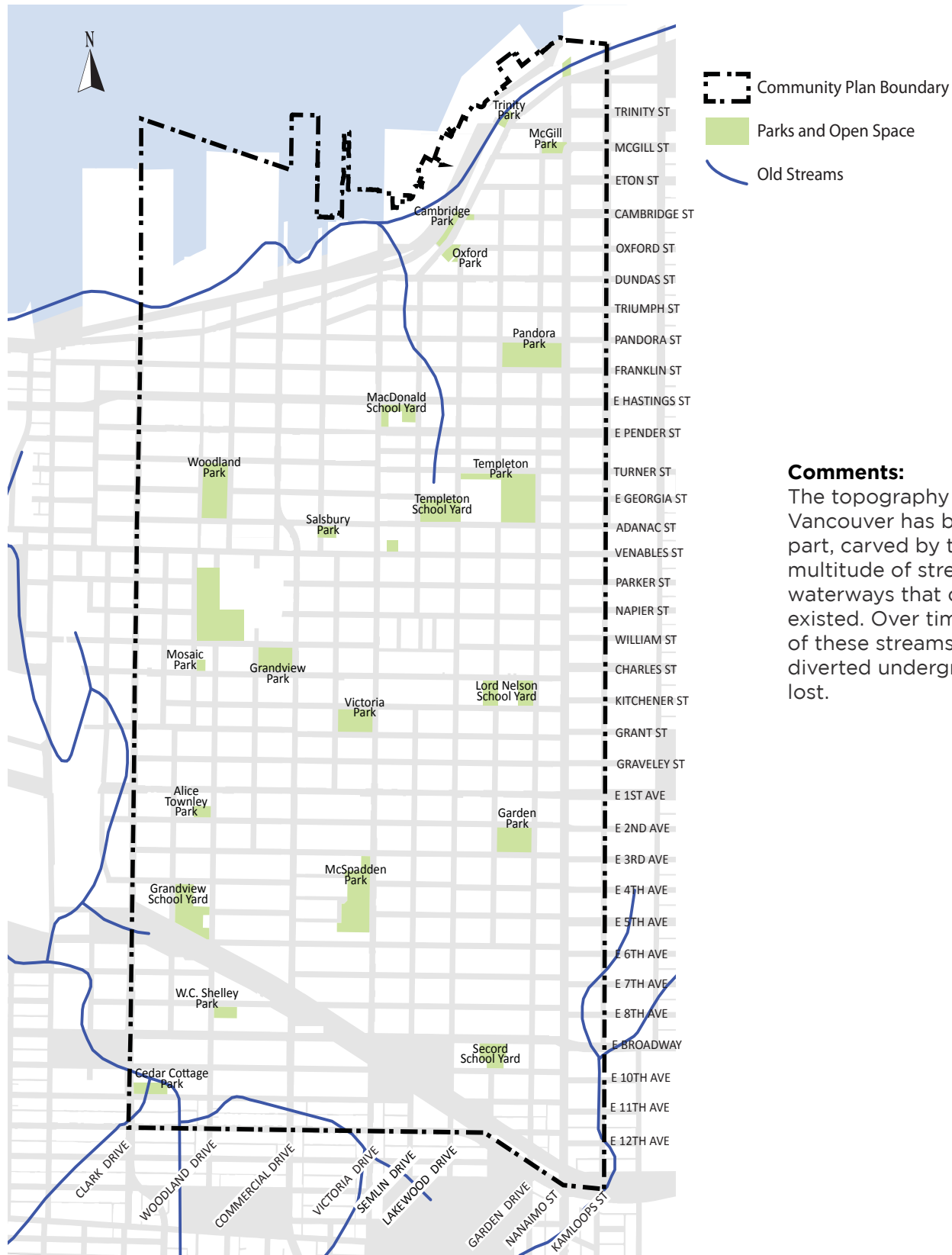


Comments:

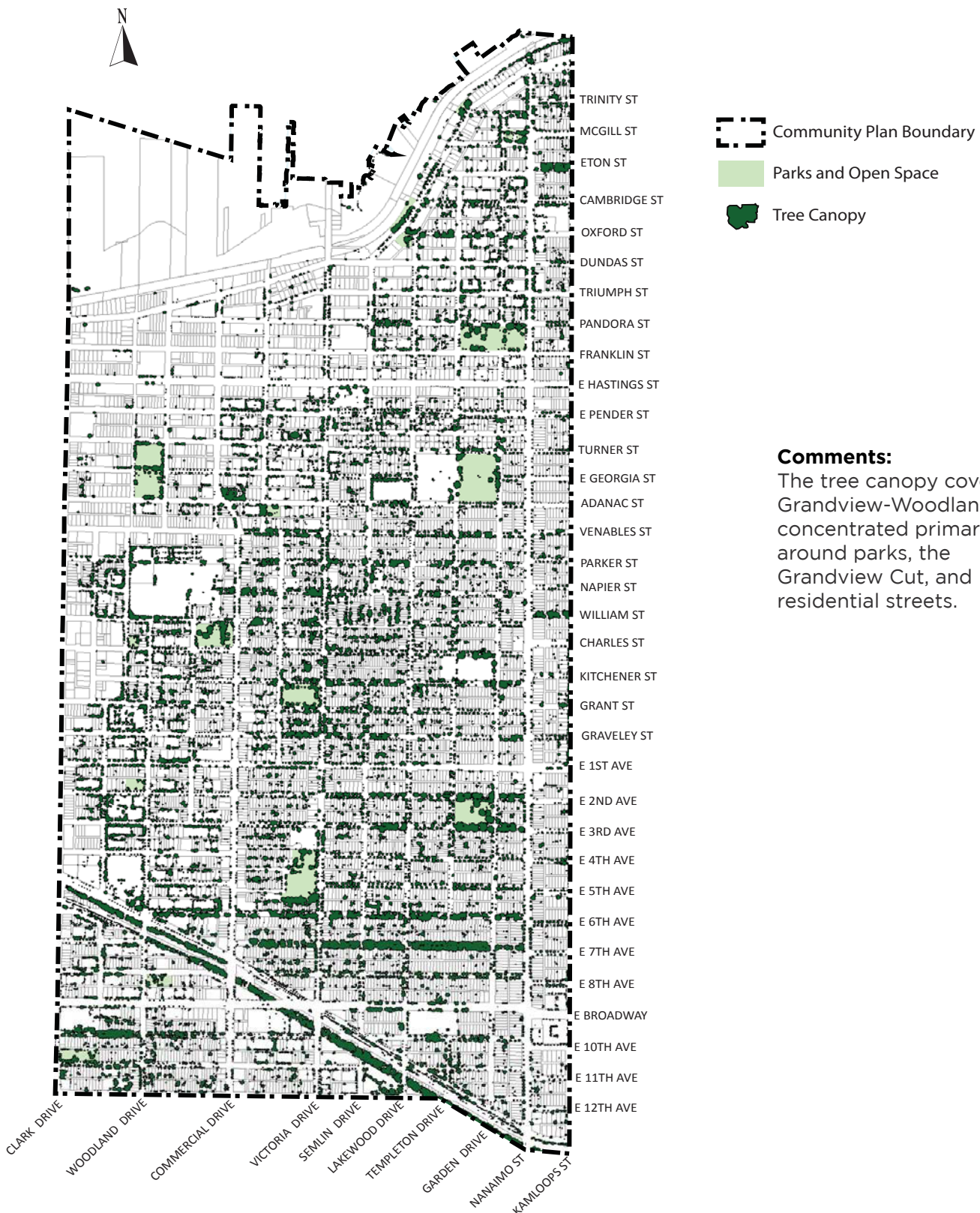
A City goal is that all residents should be within a 5-minute walk of a park or greenspace. While Grandview-Woodland is generally well-served with parks, there are still gaps that can be addressed.

In addition to parks, school yards also provide valuable greenspace that can be accessed by the community.

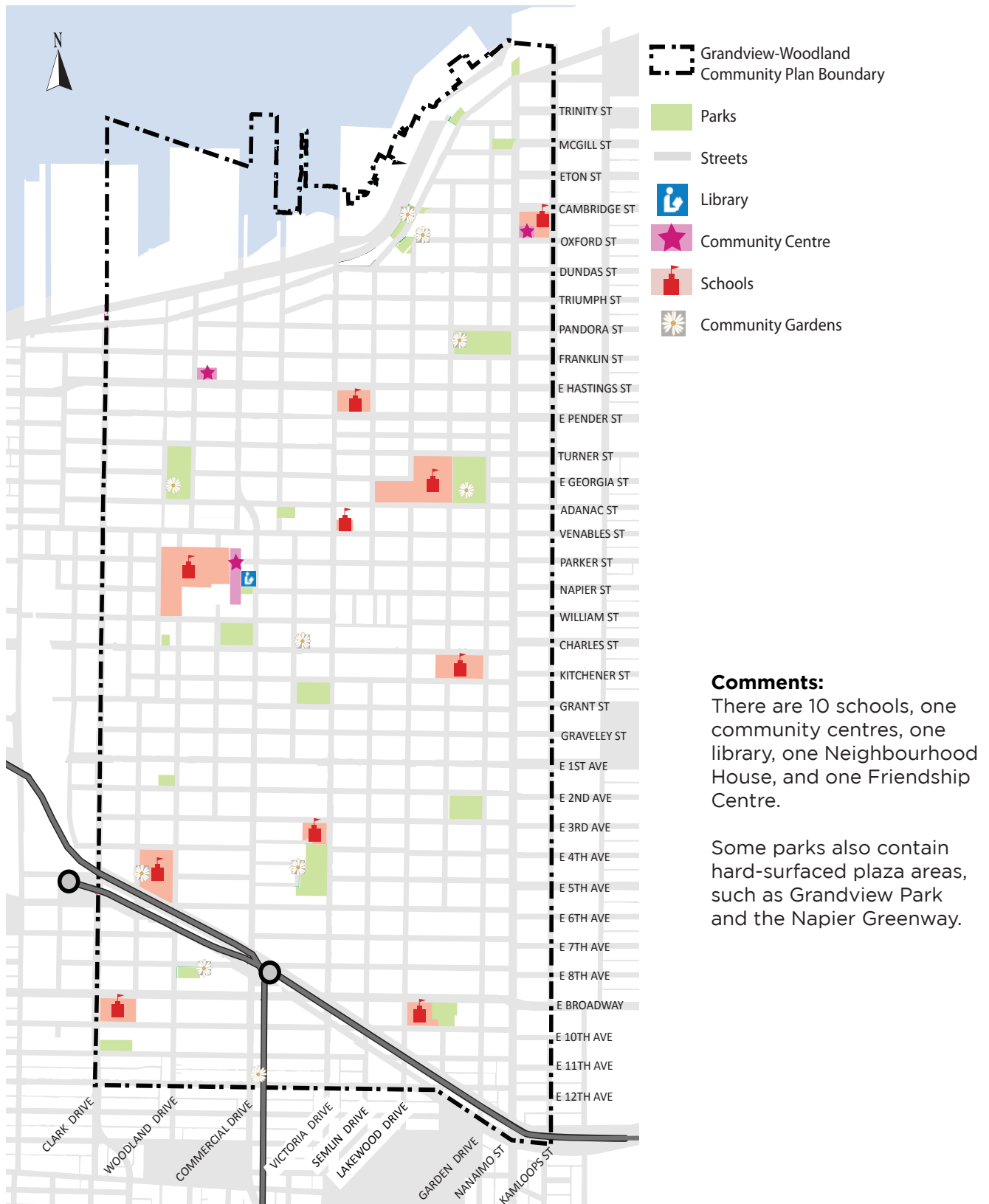
Lost Streams



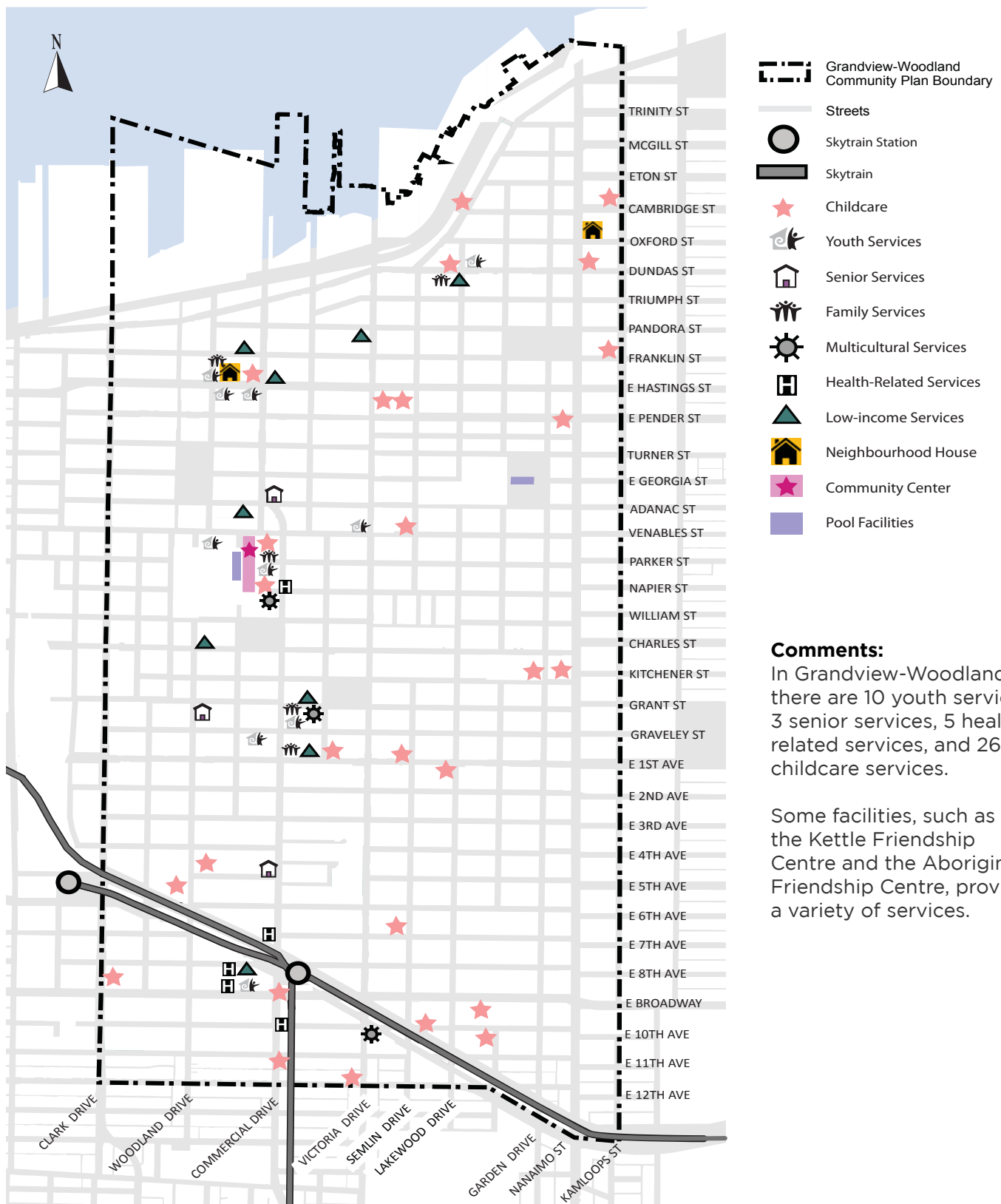
Tree Canopy Cover



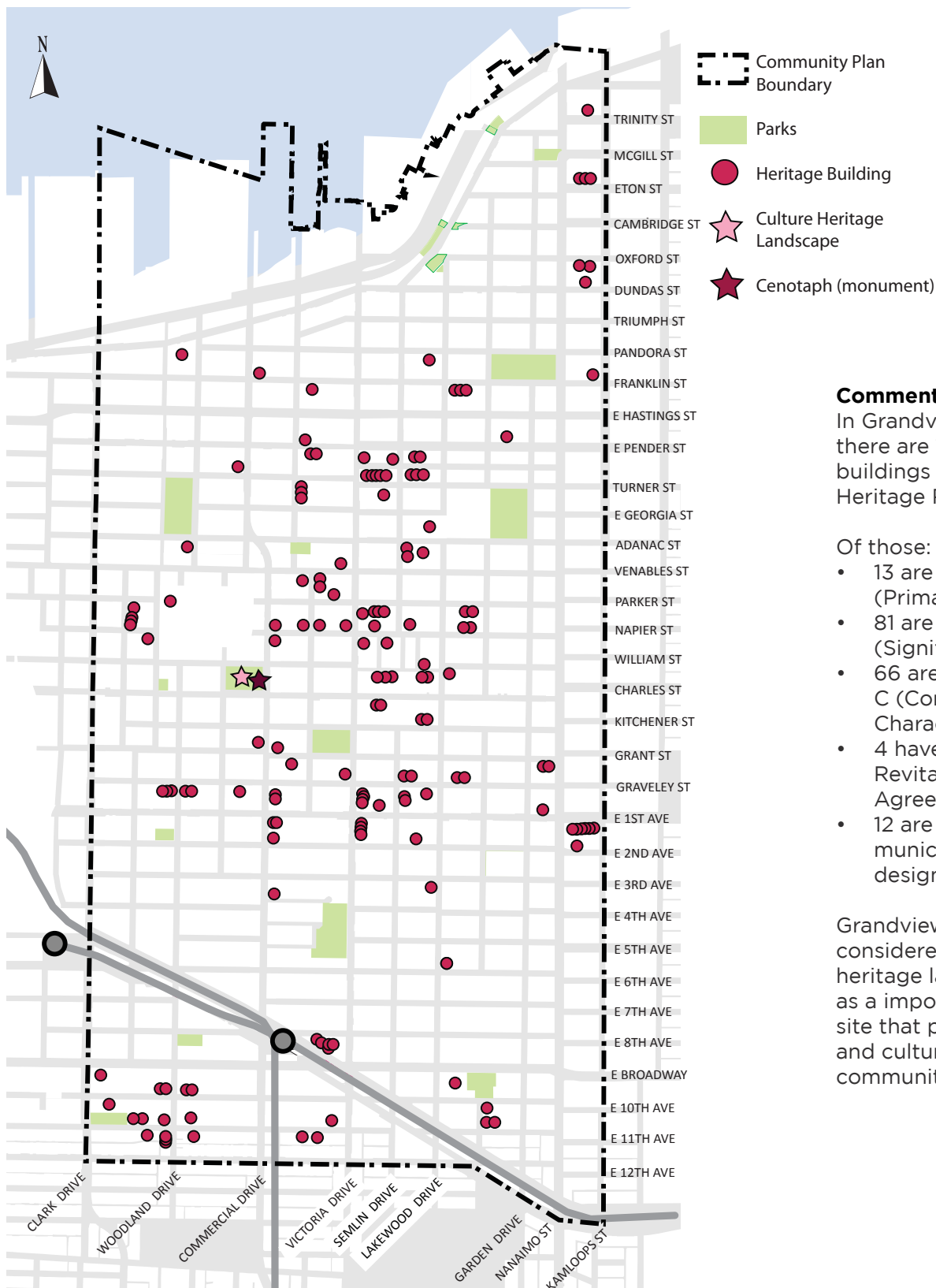
Public Spaces and Facilities



Services



Heritage



Comments:

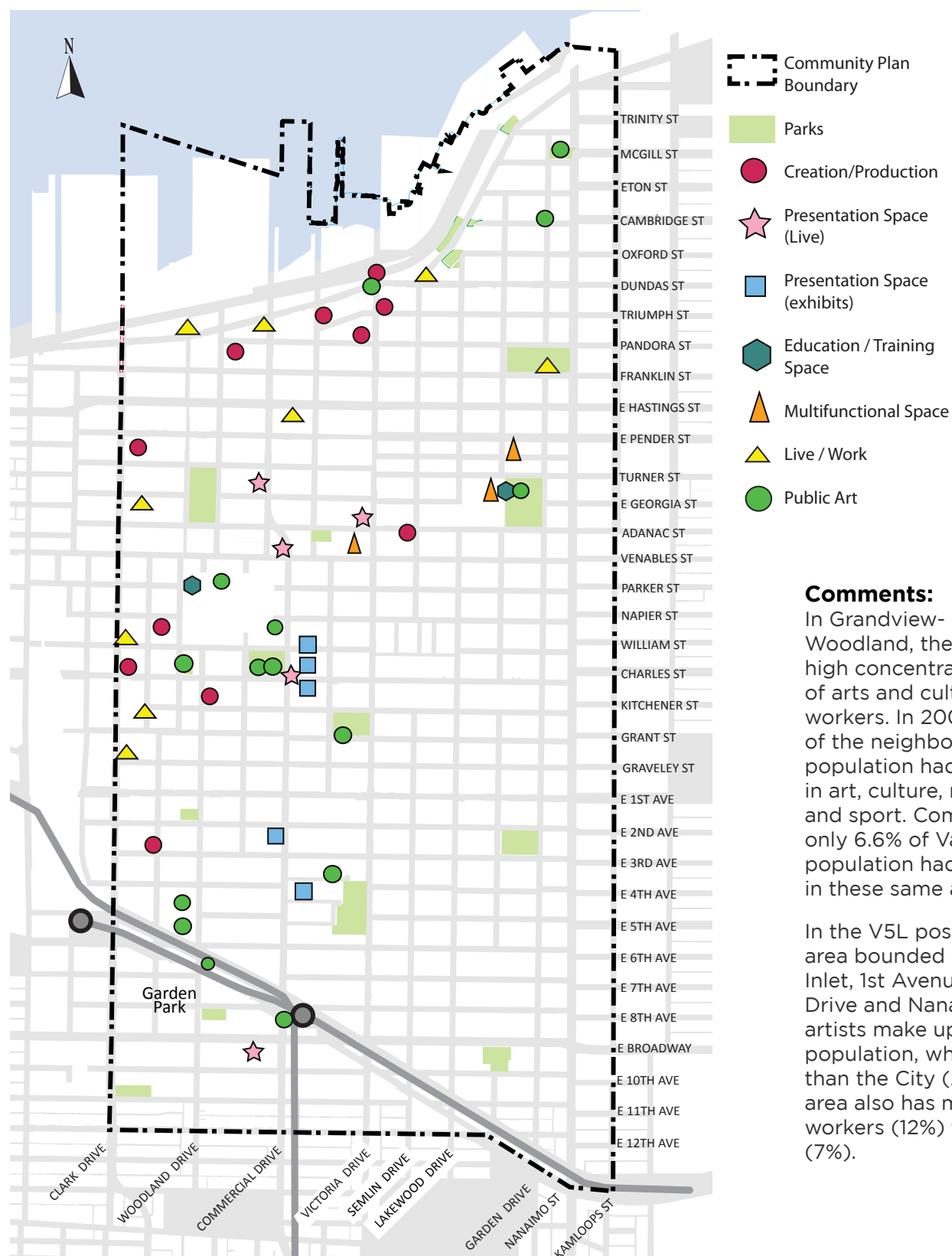
In Grandview-Woodland there are 173 heritage buildings on the Vancouver Heritage Register.

Of those:

- 13 are classified as A (Primary Significance),
- 81 are classified as B (Significant);
- 66 are classified as C (Contextual or Character); and
- 4 have a Heritage Revitalization Agreement; and
- 12 are protected under municipal heritage designation.

Grandview Park is considered a cultural heritage landscape, defined as a important public use site that plays a social and cultural role in the community.

Culture



Comments:

In Grandview-Woodland, there is a high concentration of arts and cultural workers. In 2006, 10.5% of the neighbourhood's population had occupations in art, culture, recreation, and sport. Comparatively, only 6.6% of Vancouver's population had occupations in these same areas.

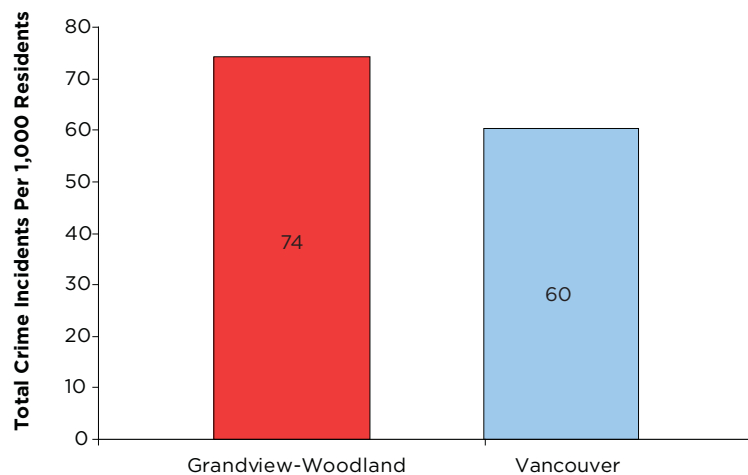
In the V5L postal code area bounded by Burrard Inlet, 1st Avenue, Clark Drive and Nanaimo Street, artists make up 5% of the population, which is higher than the City (2%). This area also has more cultural workers (12%) than the City (7%).

Safety & Crime

Crime Rate

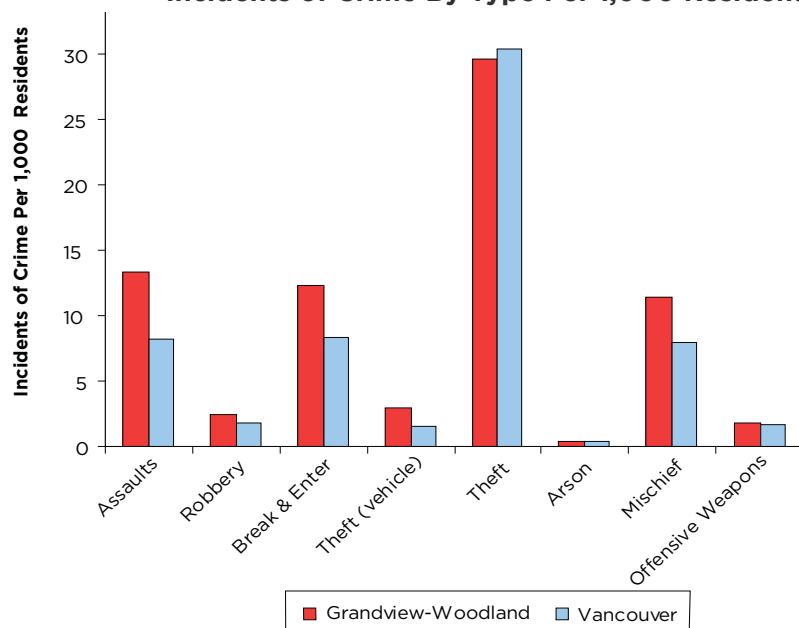
Grandview-Woodland's crime rate per capita is higher than the City's average. Since 2011, there has been a general increase in the number of crimes in Grandview-Woodland. Assaults and robberies have been the exception as both have decreased in recent years.

Incidents of Crime Per 1,000 Residents



Source: Vancouver Police Department 2011 Year End Neighbourhood Statistics Report

Incidents of Crime By Type Per 1,000 Residents

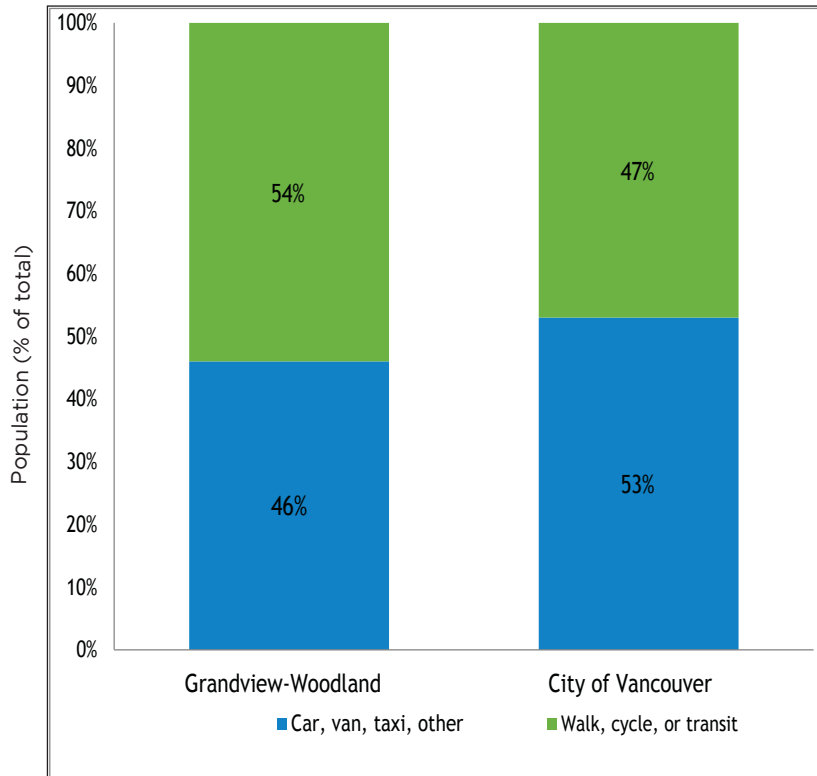


Source: Vancouver Police Department 2011 Year End Neighbourhood Statistics Report



Mode Share - Journey to Work

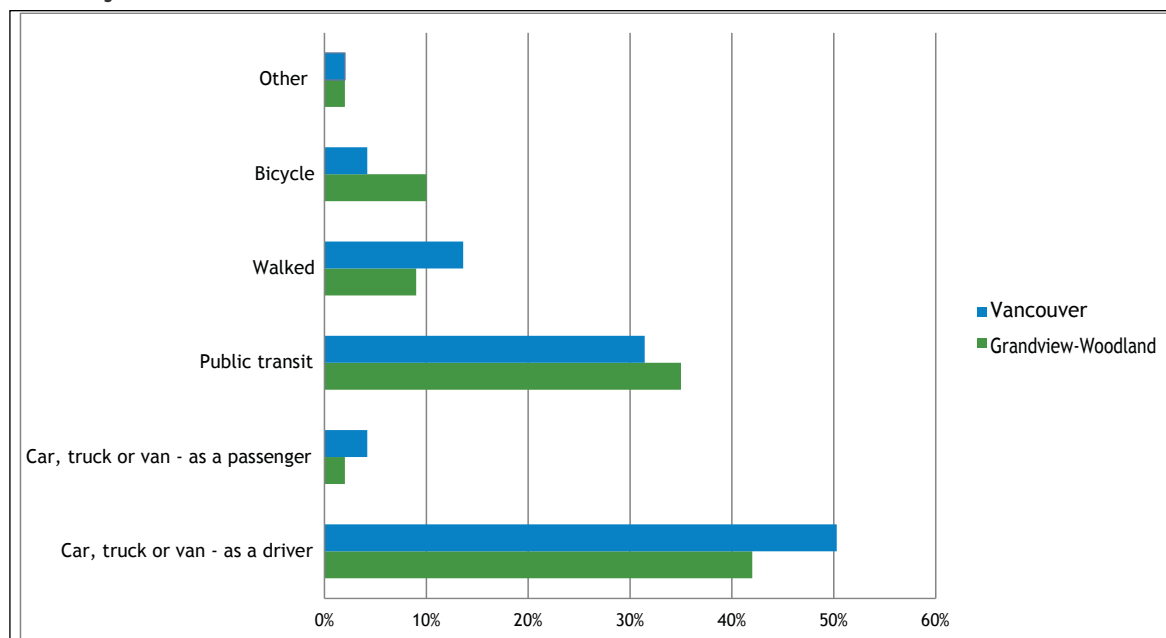
Sustainable Transportation Mode to Work



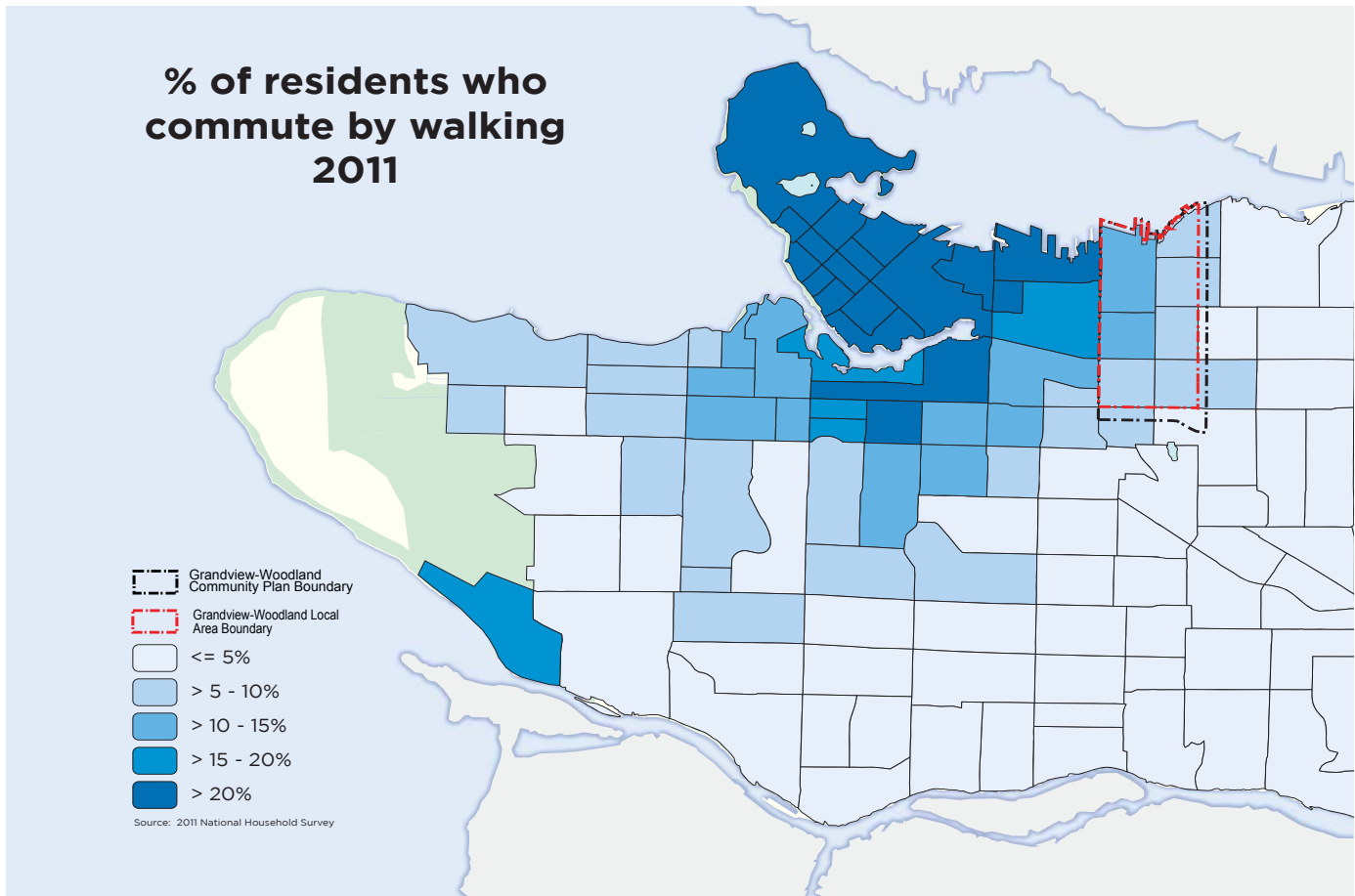
In Grandview-Woodland, 54% of trips to work are either by walking, cycling, or transit (compared to 47% City-wide).

Source: 2011 National Household Survey (NHS)

Journey to Work



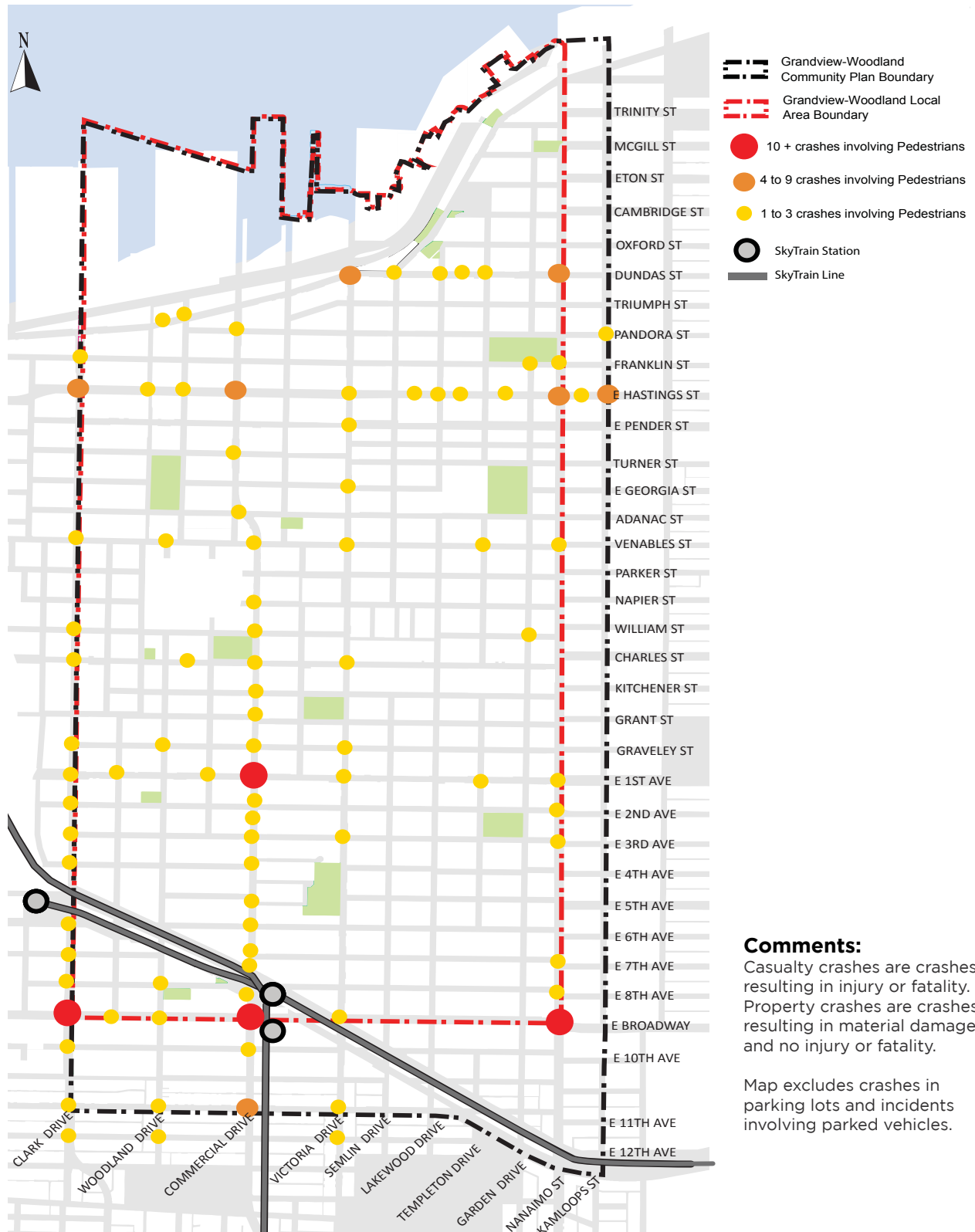
Source: 2011 National Household Survey (NHS)



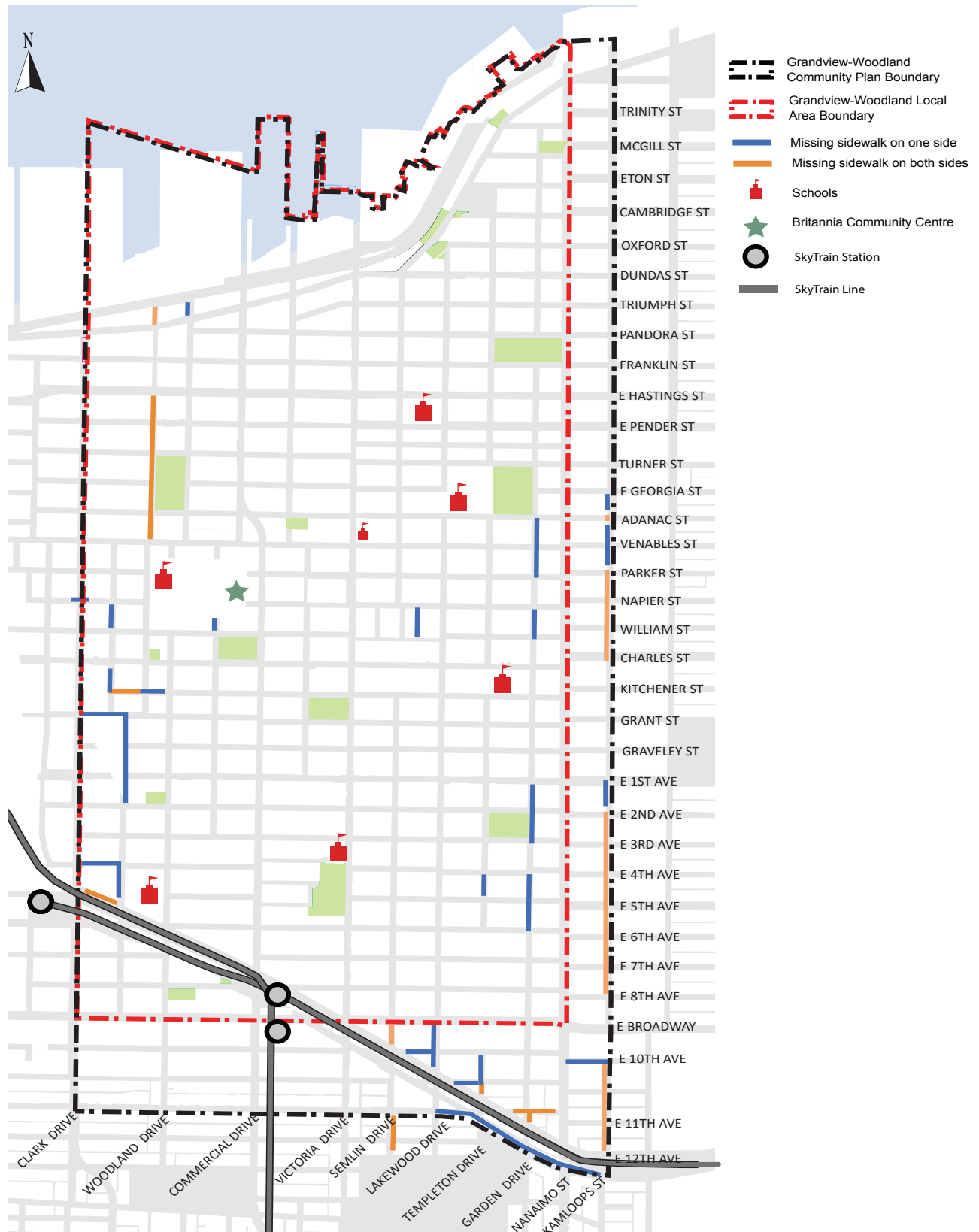
Source: 2011 National Household Survey (NHS)



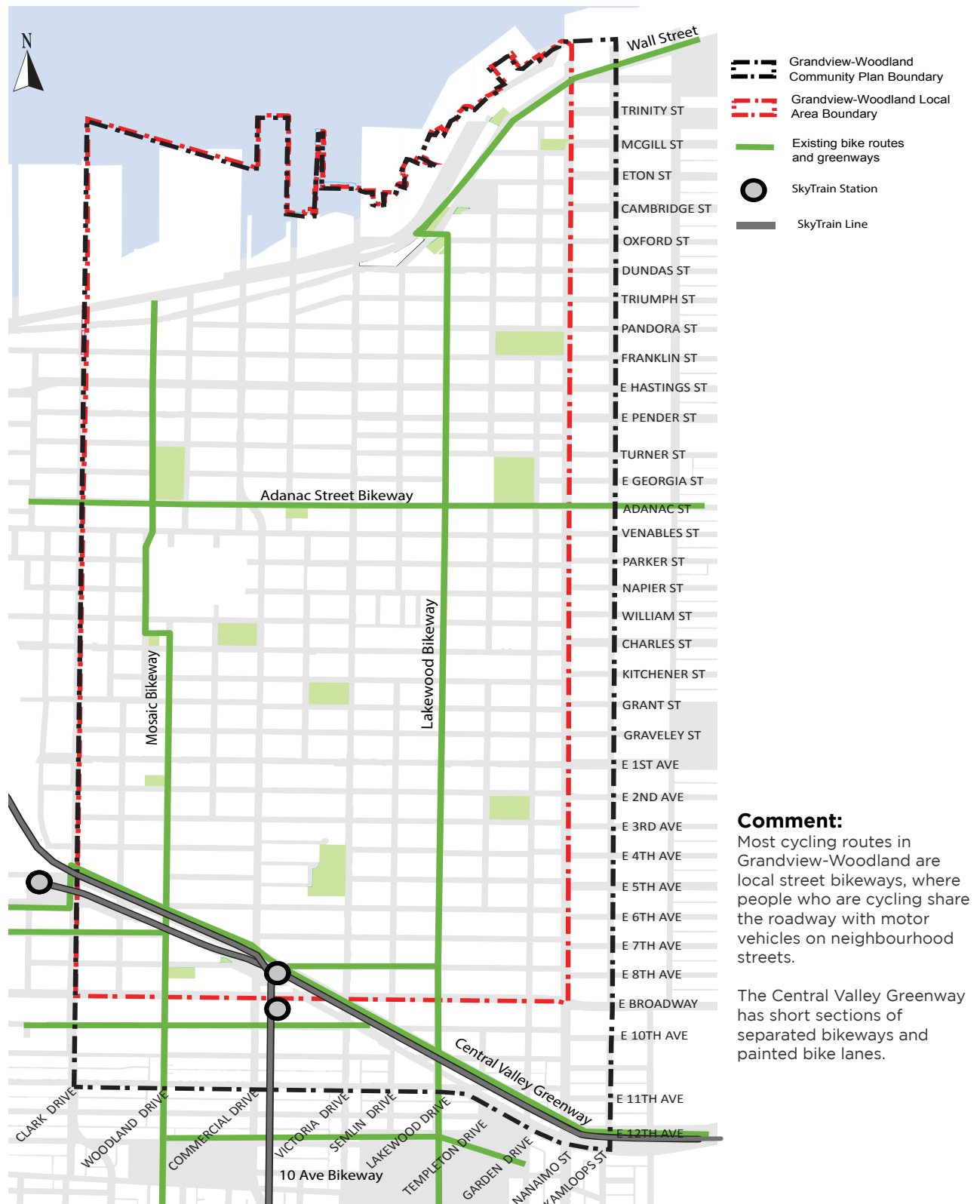
Crashes involving Pedestrians 2009 to 2013

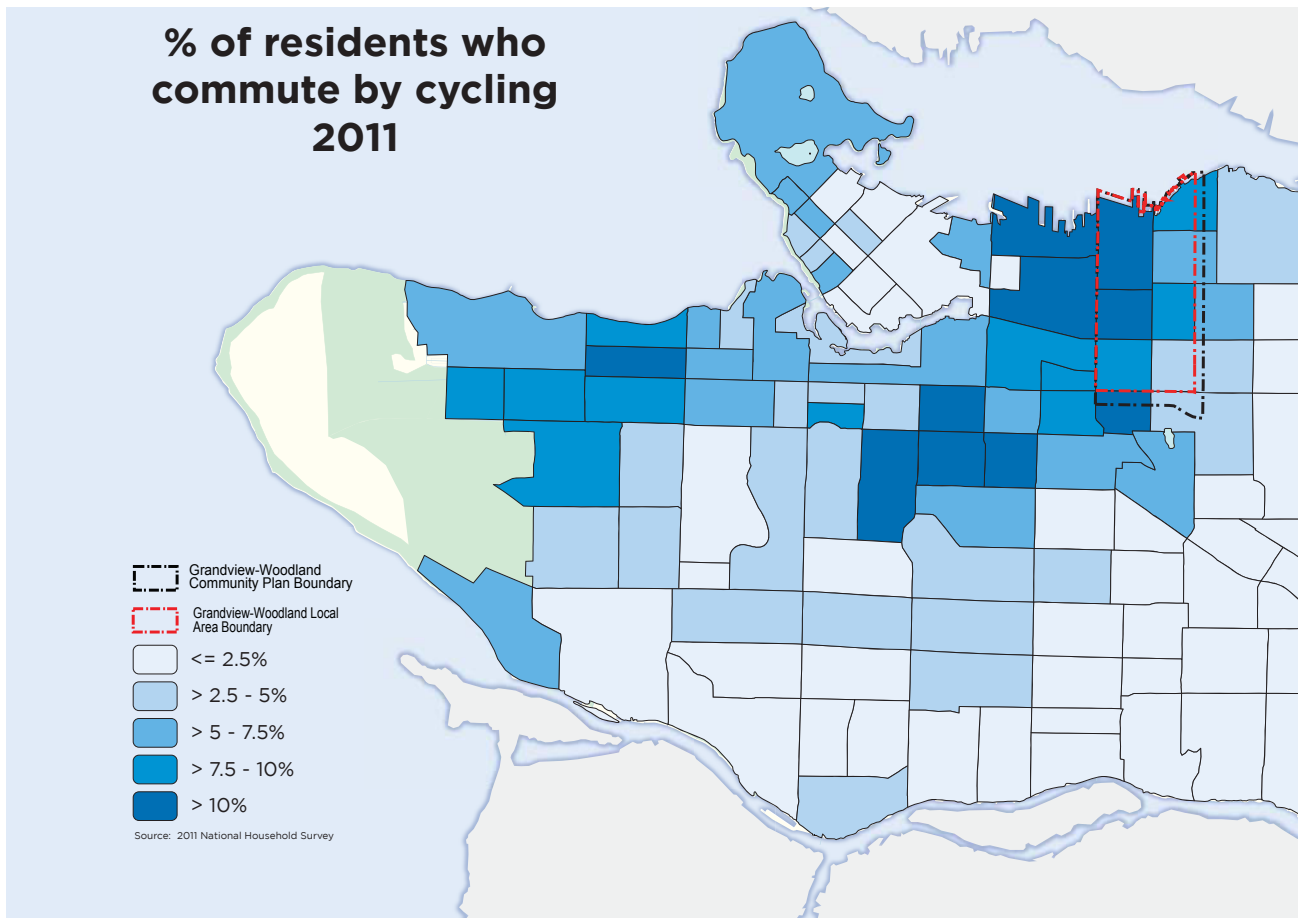


Missing Sidewalks



Key Cycling Routes





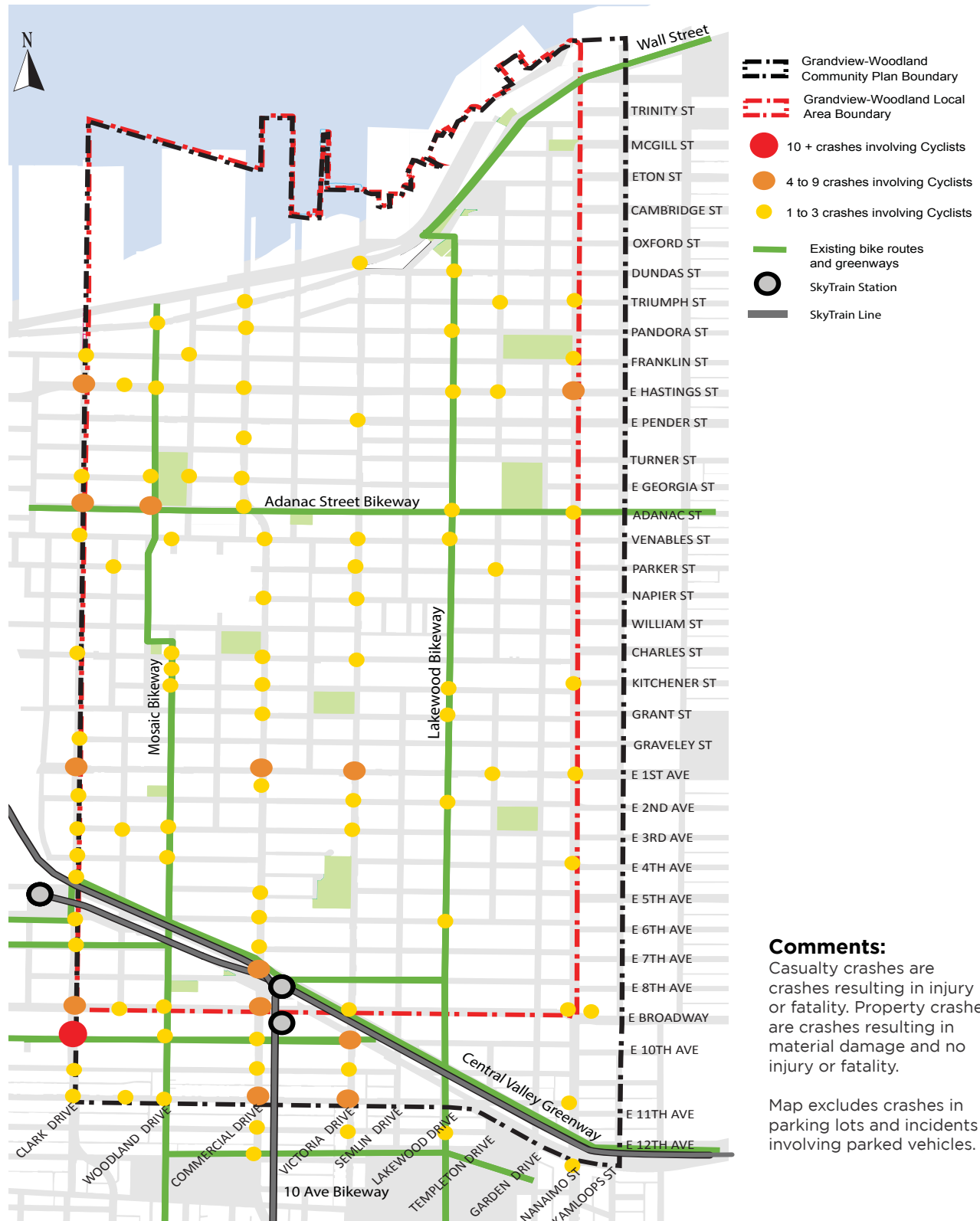
Source: Transportation 2040 (2011)



Comment:

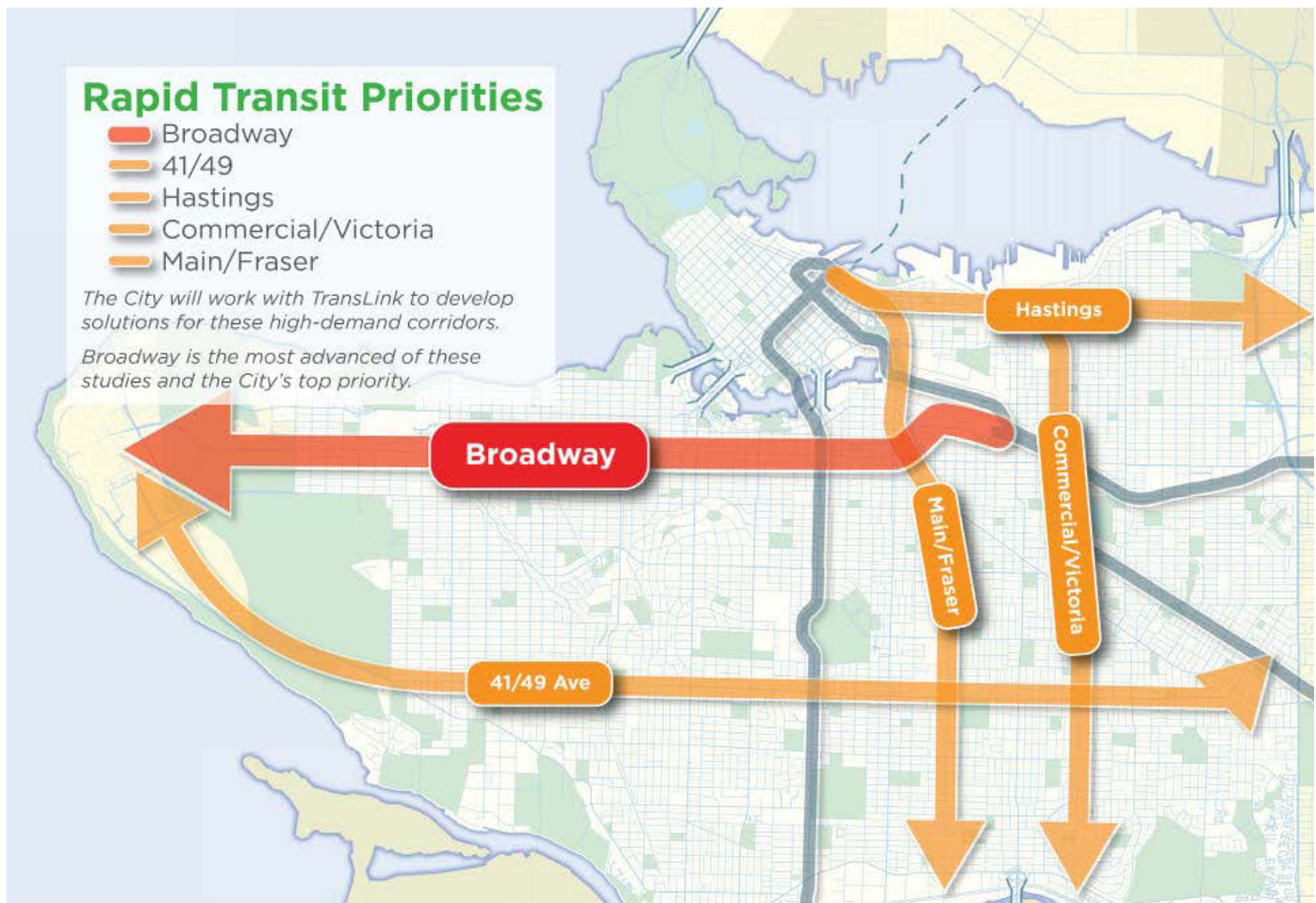
A bike corral uses one vehicle parking space to make upto 12 bicycle parking spaces depending on the configuration.

Crashes involving Cyclists 2009 to 2013



Source: ICBC (2014)

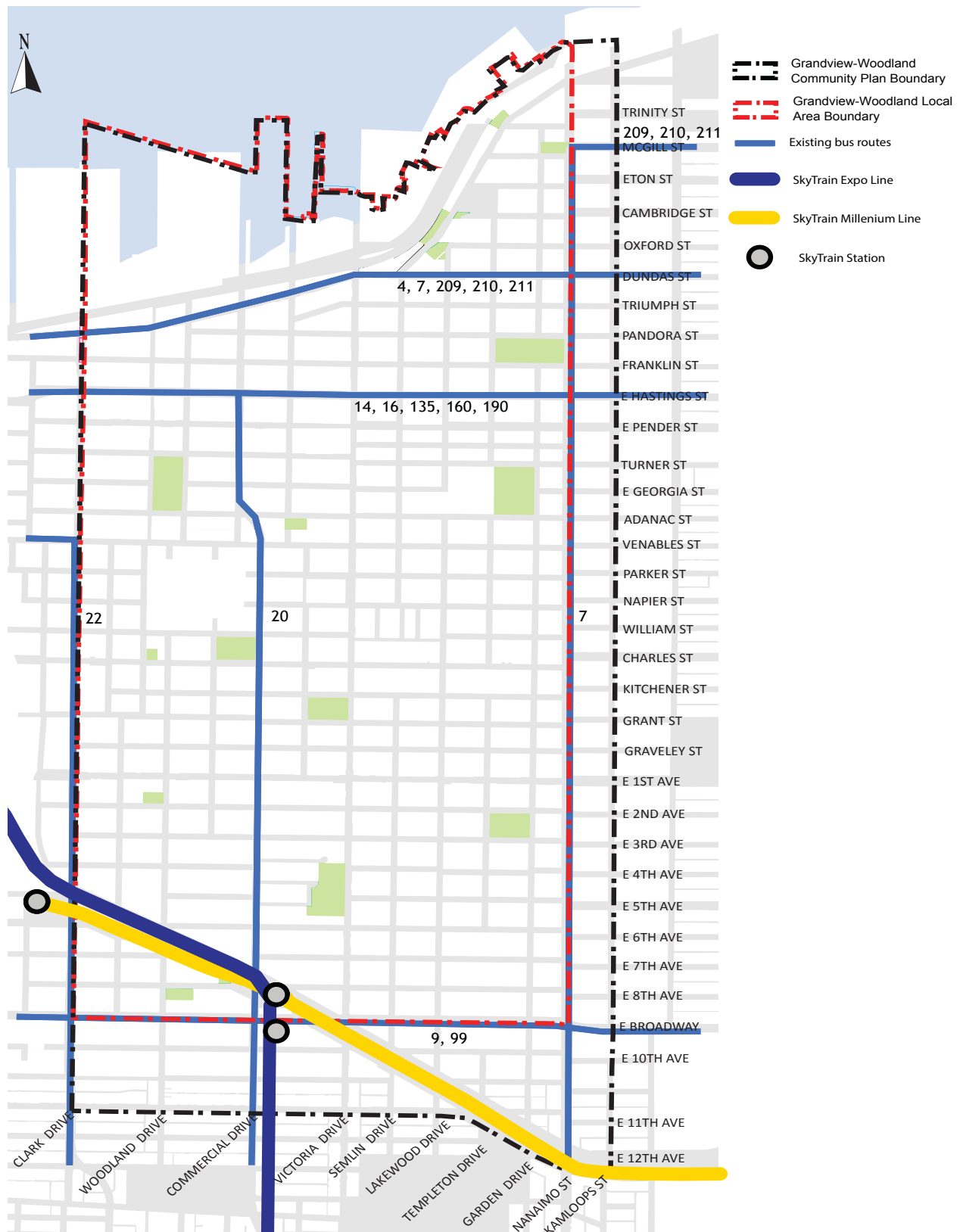
Future Rapid Transit Routes

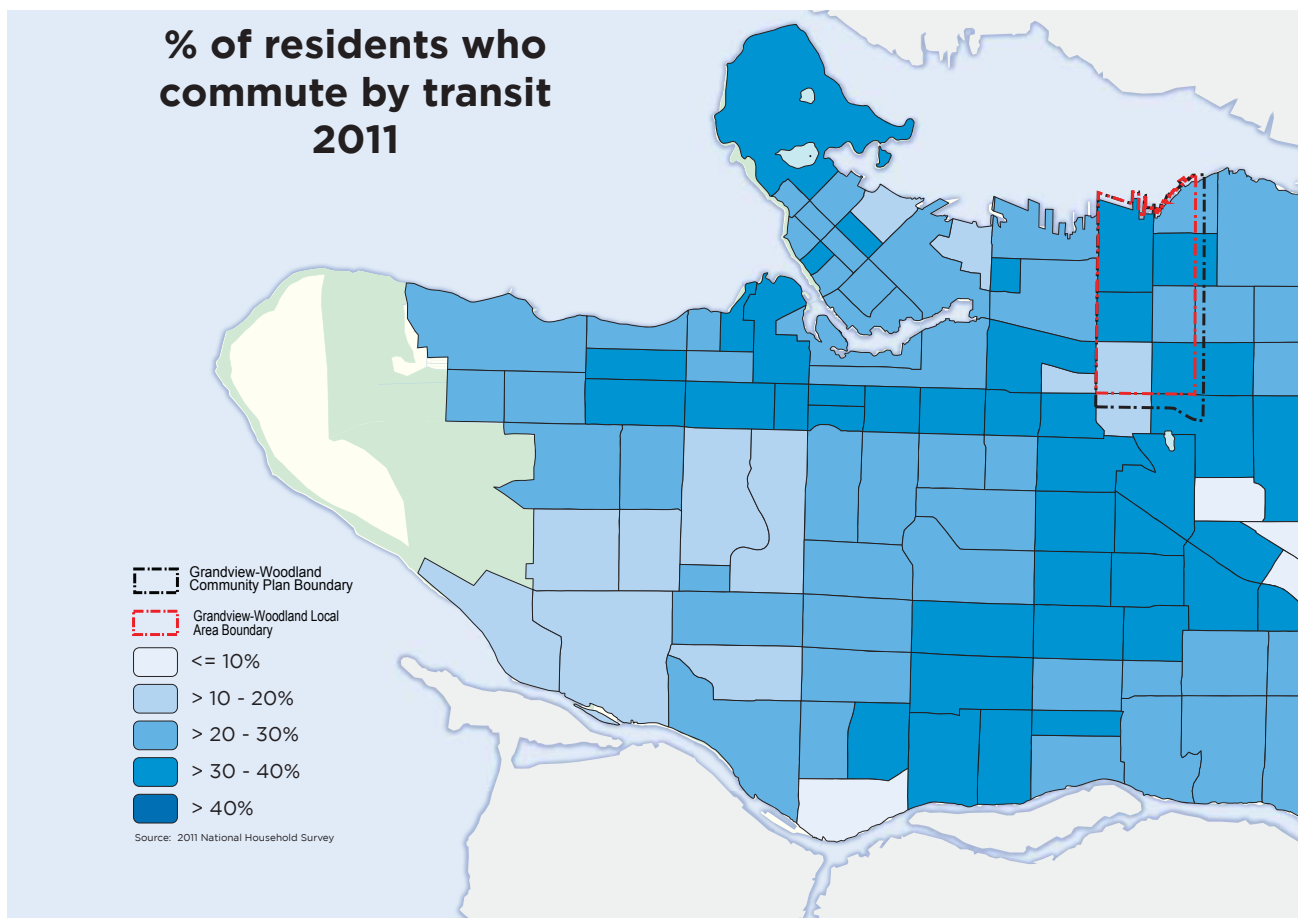


Source: Transportation 2040 (2011)



Key Transit Routes

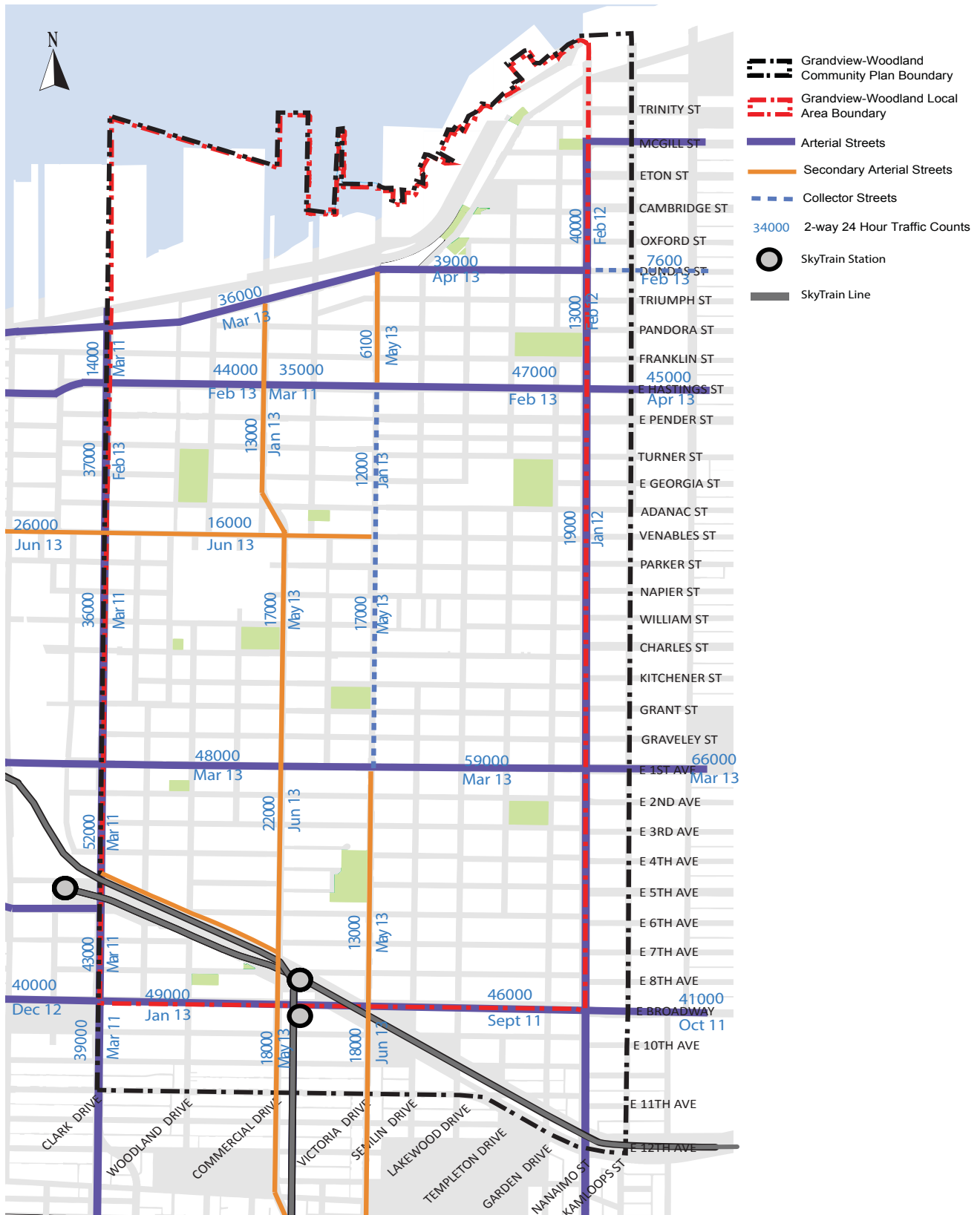




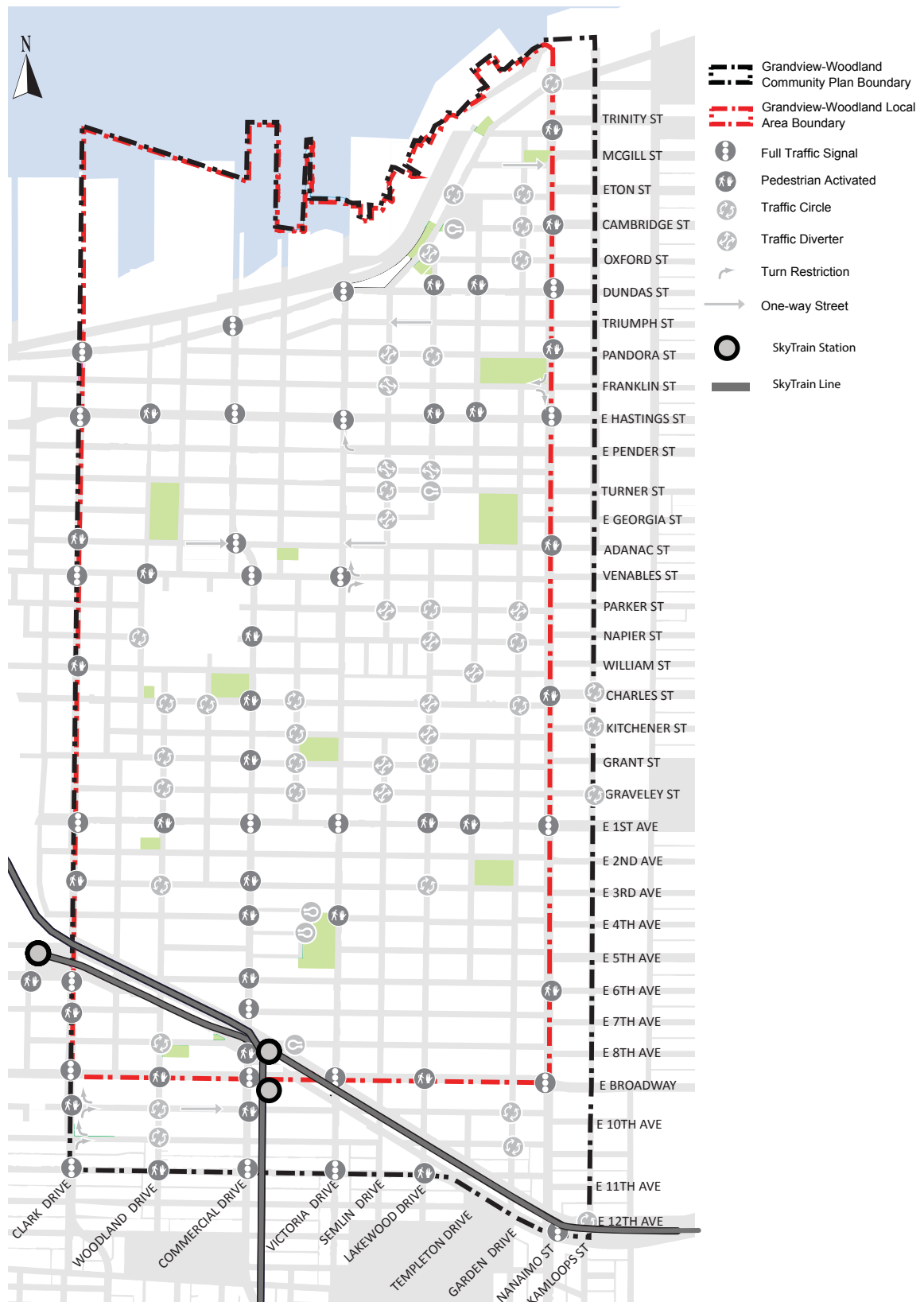
Source: *Transportation 2040 (2011)*

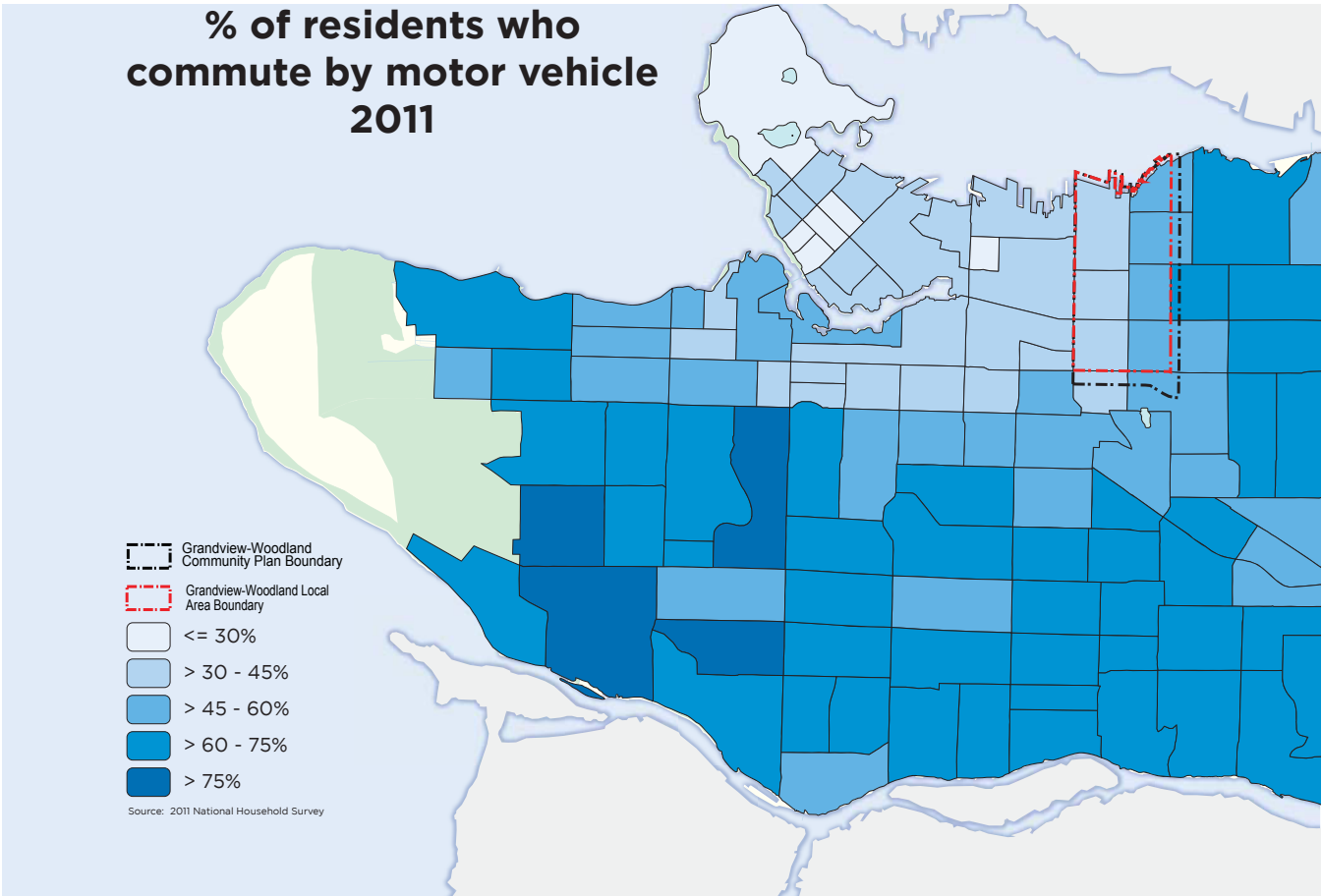


Traffic Counts and Road Designation

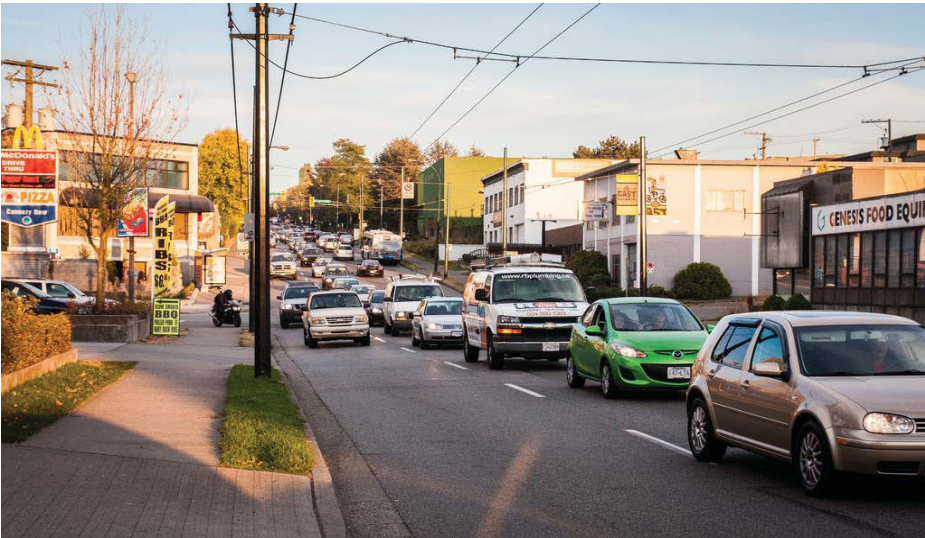


Traffic Calming and Signals





Source: *Transportation 2040 (2011)*



Movement of Goods and Services



Note: Port access and hours : 8 am to 1 am.



TRANSPORTATION GLOSSARY

Mode Share - Refers to the proportion of trips made by a specified mode of transportation - for example, walking, cycling, transit or driving. Frequently used to describe the percentage of people who use private automobiles, as opposed to the percentage who walk, ride a bicycle or use public transportation

Arterial Street - A major thoroughfare, used primarily for through traffic rather than for access to adjacent land, that is characterized by high vehicular capacity and continuity of movement.

Local Street - Those streets whose primary function is to provide access to residential properties. Local streets carry the lowest volumes of traffic.

All Ages and Abilities (AAA) Bike Route - A bike route or greenway that feels comfortable for all riders, including those who may be apprehensive or are new to cycling. Vehicle volumes and speeds affect the design of an AAA bike route, and help to determine whether a route needs design considerations such as separation or traffic calming.

Separated Bikeways - People who are cycling are separated from motor vehicles by a physical barrier.

Local Street Bikeways - People who are cycling share the roadway with motor vehicles on relatively quiet neighbourhood streets.

Painted Bike Lanes - A painted bike lane typically located between a parking lane and a moving vehicle lane, or between a sidewalk and a moving vehicle lane.

Complete Streets - A Street that is designed with all road users in mind, including people of all ages and abilities who are walking or riding a bicycle, public transportation and motor vehicles.

Parking Regulations:

Vancouver Resident Permit Parking (VRPP) zones - Requested through a petition process and allow parking on a single block with purchase of a permit.

Resident Permit Parking (RPP) zones - Allow you to park on multiple blocks in your neighbourhood when you purchase a permit and can be requested through a petition process.

Resident Parking Only (RPO) zones - The RPO program was cancelled in January, 2010. Existing RPO zones have been grandfathered into the residential parking system. The RPO zones allow you to park on your block without a permit and are enforced on a complaint basis only.

Rush Hour Parking Restrictions - Stopping restrictions during morning and/or afternoon rush hours to maintain traffic flow

