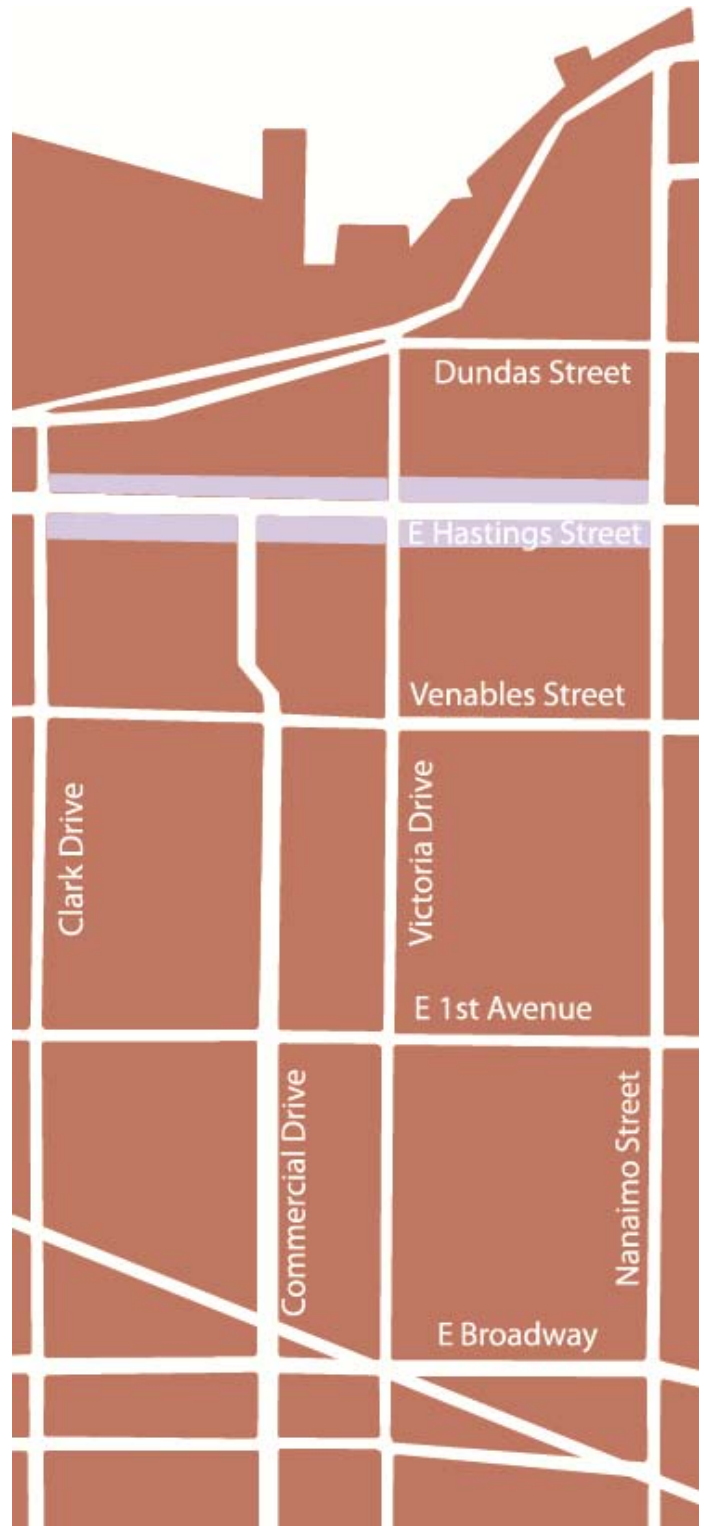


Grandview-Woodland Community Plan

Hastings Sub-Area Workshop: Backgrounder

February 2015



What's the future look like for Hastings?

Hastings Street is a busy six-lane thoroughfare – one that sees high volumes of car traffic, goods movement, and public transit. At its eastern end (in Grandview-Woodland), Hastings acts as an important high street and is home to many local shops and services, as well as some residences. Moving westward, the street transitions into a mix of large commercial and industrial businesses, community services, and cultural facilities. Along the way, Hastings is marked by a prominent change in elevation that helps define part of the character of the street.

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

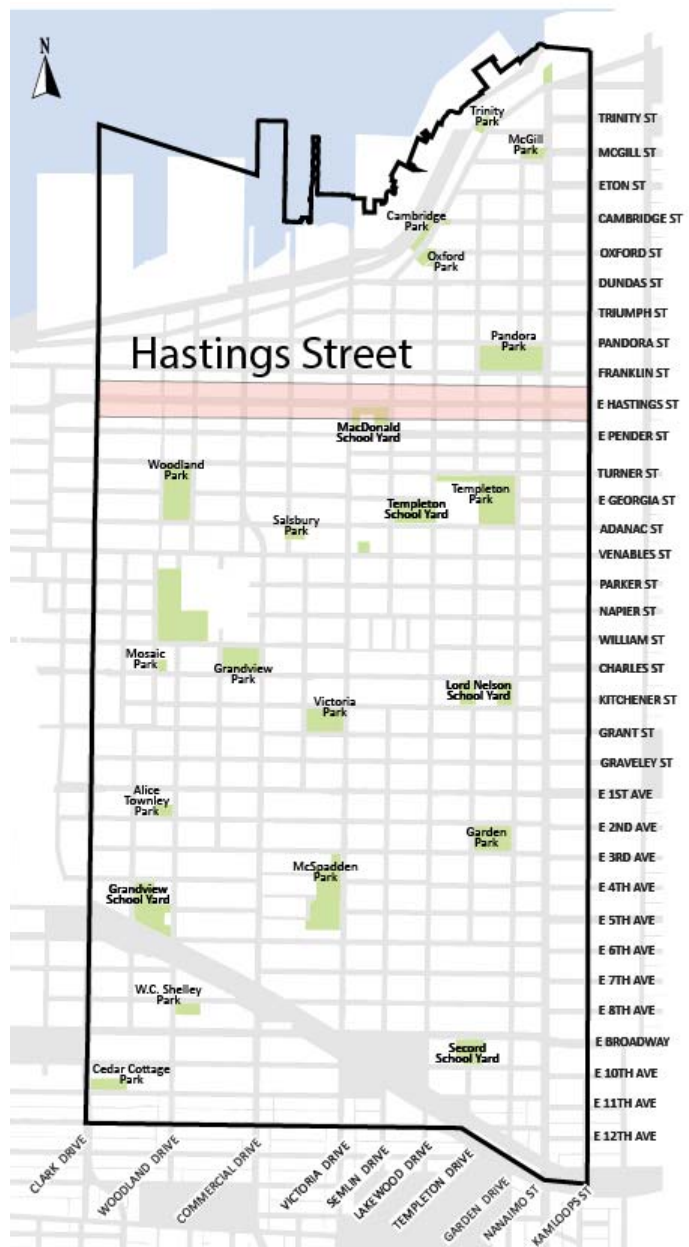
Background

This backgrounder starts by looking at the draft policies that were developed for the Hastings sub-area, as well as the community feedback that was received. The aim of our planning work is to revise these directions as appropriate.

This could mean:

- Affirming the existing policy ideas for the area;
- Modifying policy proposals or identifying alternative options;
- Identifying gaps in the proposed policy – and helping to address those.

At the end of the day, we're looking for your help to identify key options for land-use and building types, housing, local economy, public spaces and more. This work will then be integrated into the larger, neighbourhood-wide planning process, including the work of the Grandview-Woodland Citizens' Assembly.



Background

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

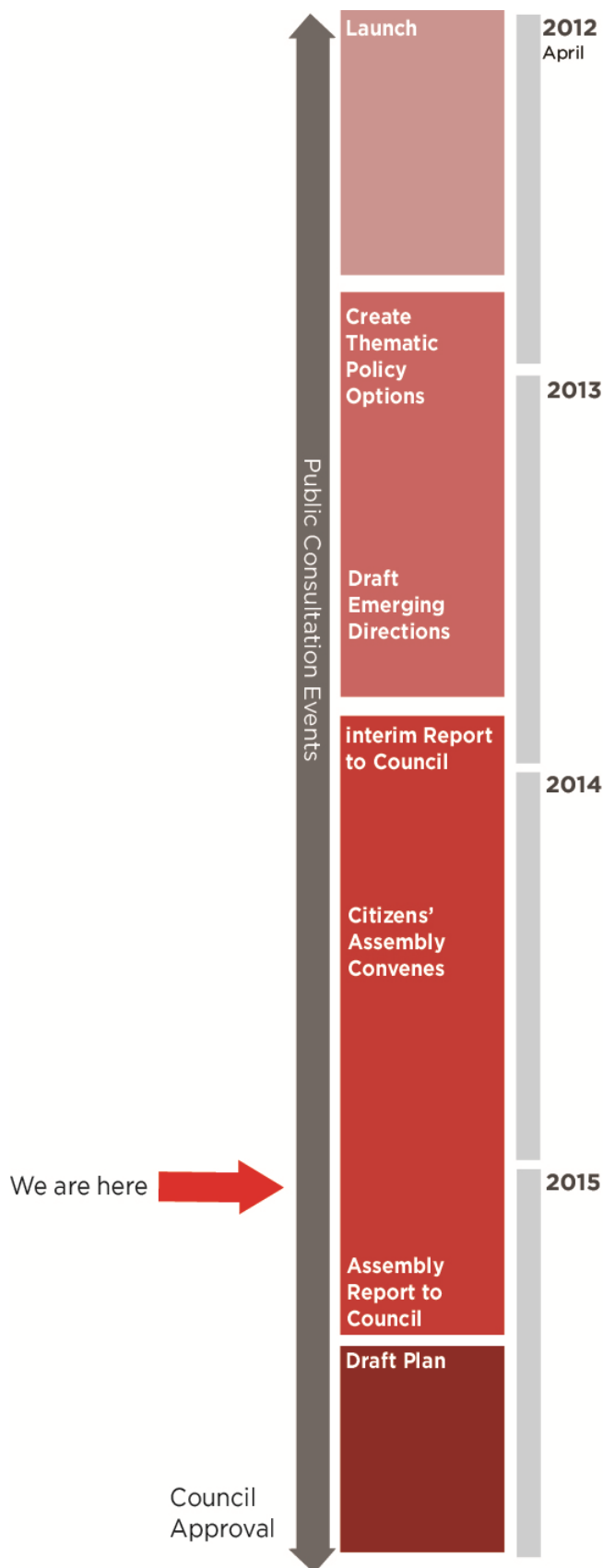
Phase One of the process, completed in August 2012, involved outreach and engagement, as well as the general identification of assets, issues and opportunities in the neighbourhood (that is, what people love about the community, and areas they'd like to see changed).

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

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

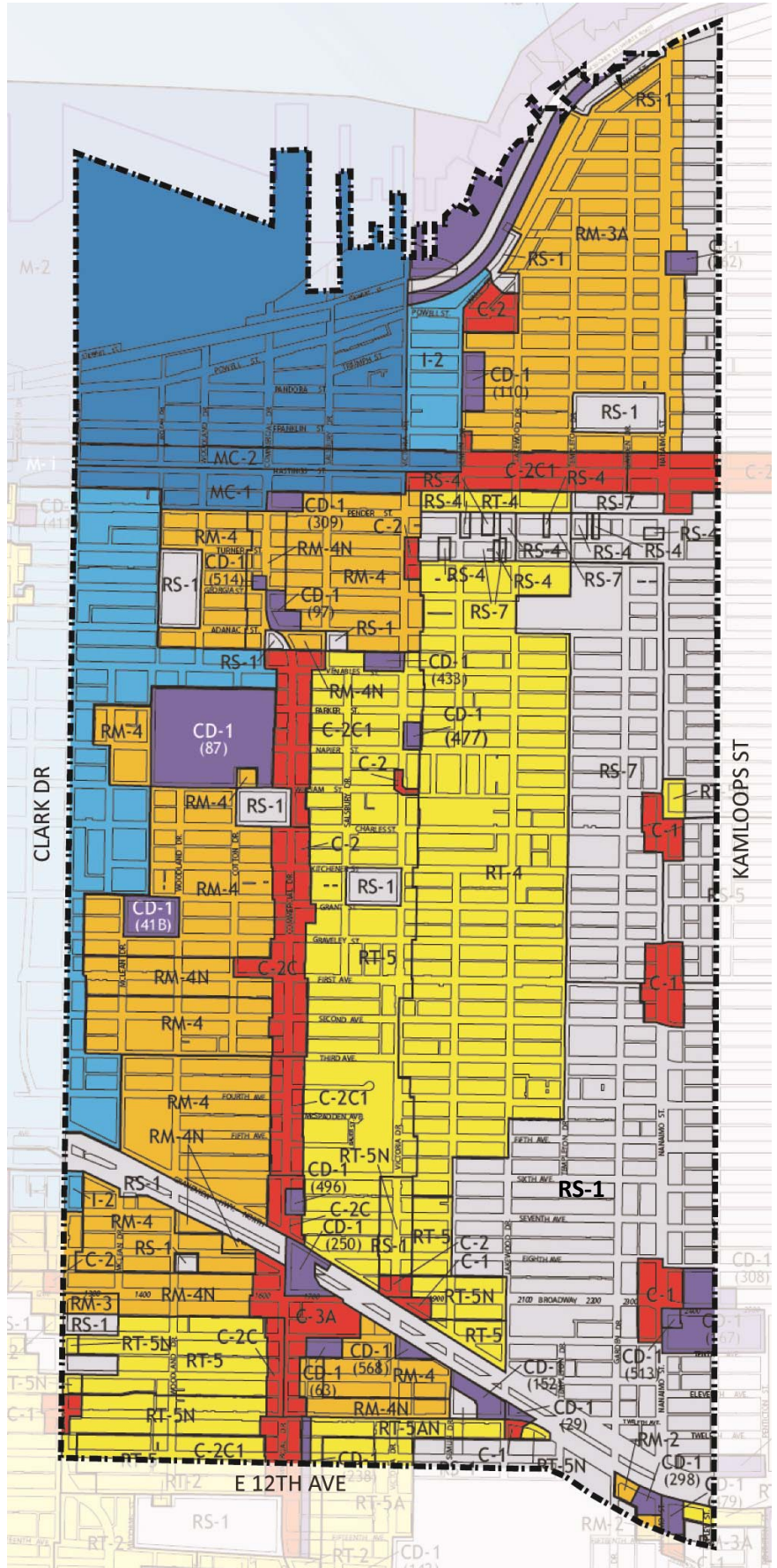
The first draft of Emerging Directions was released at the beginning of June 2013. While many of the 225 recommendations were well received, some were the source of considerable discussion and concern. Based on community discussions that took place, the City extended the planning process and created the city's first Citizens' Assembly to help resolve some of the issues that emerged. It is now anticipated that Phase 3 will be complete in summer/fall 2015.

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



Existing Zoning of Grandview-Woodland

- RS** – Single-family zoning
- RT** – Two-family (duplex) zoning
- RM** – Multi-family zoning
- C** – Commercial zoning
- I** – Light-industrial zoning
- M** – Heavy manufacturing zoning
- CD** – Custom (comprehensive development) zone



Hastings Demographic Snapshot

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

Total Population – (2011 Census – Census Tracts)				
		Hastings St + surrounding ⁽¹⁾	G-W ⁽²⁾	City ⁽³⁾
	Population 2011	8,924	27,305	603,500
	Population 2006 ⁽⁴⁾	9,180	28,205	578,040
	% Change	-2.8%	(-3.2%)	4.4%

Total population (2011 Census, based on Hastings St. specific DAs ⁽⁵⁾)				
	Estimated population	3,165	N/A	N/A

Age (2011 Census: Hastings St. specific DAs, Local Area + citywide profile)					
	Age	Hastings #	Hastings %	G-W %	City %
	0 -19	530	17%	14%	17%
	20 – 29	560	18%	18%	17%
	30 – 44	940	30%	29%	25%
	45 – 64	880	28%	28%	28%
	65 – 84	225	7%	10%	11%
	85 +	35	1%	1%	2%

Owner/Renter Private Households (2011 NHS – Hastings DAs, Local Area + citywide profile)					
		Hastings #	Hastings %	G-W %	City %
	Owner	390	26%	35%	49%
	Renter	1135	74%	65%	51%

Income (2011 NHS) – Population in low-income households in 2010 (DAs - based on after-tax low-income)					
		Hastings #	Hastings %	G-W %	City %
	Total	745	24%	23%	21%
	Under 18	120	31%	27%	22%
	18-64	560	23%	21%	20%
	65 +	30	17%	35%	20%

Knowledge of English (2011 Census – Hastings DAs)					
	Age	Hastings #	Hastings %	G-W %	City %
	English	2,965	94%	94%	92%
	No English	205	6%	6%	8%

Total Population in Private Households by Aboriginal Identity (2011 NHS)					
	Age	Hastings #	Hastings %	G-W %	City %
	Aboriginal Identity	395	12.9%	8.1%	2.0%

Language spoken <u>most often</u> at home (2011 Census) ⁽⁵⁾					
Nanaimo	%	G-W	%	City	%
English	78%	English	80	English	65
Cantonese	6.0%	Cantonese	4.7	Cantonese	8.3
Chinese (n.o.s) ⁽⁶⁾	3.2%	Chinese (n.o.s)	2.8	Chinese (n.o.s)	5.1
Vietnamese	1.4%	Spanish	1.2	Mandarin	3.2
Mandarin	1.3%	Vietnamese	1.2	Punjabi	1.8
Spanish	1.3%	Italian	1.0	Tagalog	1.6
French	0.8%	Mandarin	0.8	Vietnamese	1.3
Italian	0.6%	Tagalog	0.8	Korean	0.9
Punjabi	0.5%	French	0.7	Spanish	0.9
German	0.3%	Korean	0.3	Persian	0.7

Hastings Street Private Dwellings (2011 Census, Hastings DAs)		
Type	Hastings #	Hastings %
Estimated total	1,515	100%
Single detached, duplex, semi-detached	400	26%
Rowhouse/townhouse	15	1%
Apartments (strata-titled or rental)	1,100	73%

Notes: (1) Hastings St. and surrounding statistics are derived from the 2011 Census and National Household Survey, and reflect aggregate totals for census tracts (CAs) 51.01, and 56.01. This combined geography is bounded by Clark Drive, Venables (Clark to Victoria), Adanac (Victoria to Penticton), Penticton, and the Burrard Inlet – meaning that the combined territory is significantly larger than the Hastings Street sub-area; (2) Grandview-Woodland statistics are 2011 Census and NHS, and reflective of the Grandview-Woodland Local Area (bounded by Clark Drive, Broadway and Nanaimo Street); (3) City of Vancouver statistics are 2011 Census and NHS; (4) In other sub-area backgrounders, a 10-year change has been used in this section; however, owing to changing census tract boundaries, only five years of trend data are available for the area outlined in note #1; (5) Hastings Street Dissemination Area statistics are derived from the 2011 Census, and refer to an area that more closely, but not completely, approximates the Hastings Street sub-area. Limited data is available via Statistics Canada DA release; (5) Data based on single responses. Multiple responses (e.g. “English + another language” were not included in this table). (6) Chinese N.O.S refers to Chinese languages “not otherwise specified.”

The Big Picture: Responding to Key Challenges

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

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

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

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

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

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

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

The Big Picture: Key City-wide Planning Principles



Achieve a green, environmentally sustainable urban pattern

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



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

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



Foster a robust, resilient economy

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



Enhance culture, heritage and creativity within the city

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



Provide and support a range of sustainable transportation options

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



Protect and enhance public open spaces, parks and green linkages

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



Foster resilient, sustainable, safe and healthy communities

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

The Big Picture:

Citizens' Assembly –Draft Neighbourhood Values

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

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

Character and History

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

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

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

Just & Appropriate Change

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

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

Diversity

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

Affordability

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

Well-being & Health

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

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

Environmental Sustainability

We think environmental sustainability includes at least three dimensions:

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

Mobility and Accessibility

We value a transportation system that:

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

Safety

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

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

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

Sub-Area Planning – What we heard in the early planning process

The Grandview-Woodland community plan was launched in 2012. During the first 16 months a number of activities took place, including:

- Literature review - neighbourhood and city-wide policy (2011-12)
- Assets, issues and opportunities mapping (May – July 2012)
- Energy & GHG Futures workshop (June 2012)
- Urban design walks and workshop (Sept 2012)
- Planning Principles & Neighbourhood character workshops (Sept – Oct 2012)
- Planning through Dialogue – thematic workshops (Dec 2012 – Mar 2013)
- Aboriginal workshops and focus groups (April 2013)

These activities identified a number of important ideas about the Hastings sub-area and its future. This is a sampling of some of the key points:

Housing

- Support for Hastings Street as an ‘opportunity area’ for new housing – particularly between Clark Drive and Victoria/Semlin.
- Support for market and non-market housing to support Aboriginal youth, families, seniors and elders.
- Additional support for new housing as part of commercial areas between Victoria and Nanaimo/Kamloops – mixed use residential (above retail and office space).

Transportation

- Concerns around traffic volumes and speeds on Hastings – and a desire to see a reduced ‘intensity’ of street traffic. Related concern that Hastings Street acts as a barrier between parts of the neighbourhood.
- Strong support for initiatives that would further enrich the walkability of the sub-area, including wider sidewalks and improved pedestrian crossings.
- Desire to see improved cycling facilities connecting to Hastings St sub-area – particularly around shopping area – but in areas that don’t conflict with industrial traffic (particularly north of Hastings).
- Support for improvements to transit services along the street (including additional B-line services).
- Recognition of need to support industry and port-related traffic; some concern about speed and volume of trucks.

Local Economy

- Strong desire to see improvements to area between Clark and Victoria Drive – currently zoned as a ‘let-go.’ Industrial area.

- Support for Hastings Street commercial high street – and desire to ensure viability for small, independent businesses. Related desire to see these businesses have ‘room to grow.’
- Desire to see better linkages between the retail ‘high-street’ quality of Hastings and Commercial Drive.
- Desire to see improvements to the pedestrian qualities of the shopping street.
- Support for local industry, and concern about potential (and existing) adjacency issues where industrial and residential areas meet.

Social Sustainability & Social Issues

- Aboriginal Friendship Centre, Urban Native Youth Association, MacDonald Elementary - noted as key community assets serving the local Aboriginal communities. AFC and UNYA are ‘at capacity’ and need to expand in order to better serve the needs of the community.
- Safety concerns about Hastings at night time – especially with regard to vulnerable populations.
- Concern about the displacement of lower income residents due to gentrification.

Parks and Public Space

- Desire for improvement to see public realm improvements to support east-west and north-south connections. Particular interest in seeing improvements that would better link Commercial Drive and the Hastings commercial areas.
- Discussion about creating better links between Hastings and nearby community assets (such as Pandora Park).

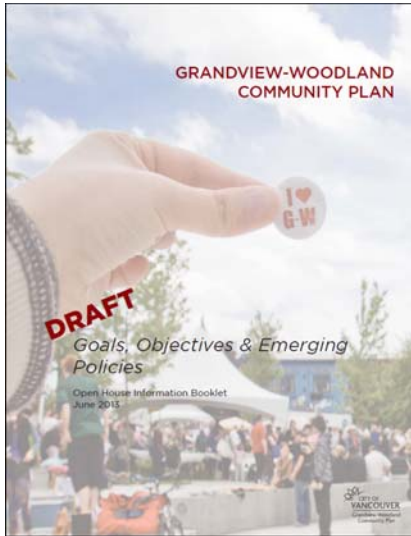
Heritage

- Limited discussion of heritage along Hastings – mostly focused buildings in adjacent areas (to the north or south). References to the three Quonset huts (at Commercial Drive), and Waldorf Hotel, as well as the historic role of the street as an east/west corridor.

Arts & Culture

- Hastings Street is seen as an opportunity area for public art and place-making.
- Strong support for cultural spaces found at Waldorf, Aboriginal Friendship Centre and UNYA

June 2013 – Emerging Directions General Policy Goals



The draft *Emerging Directions* document that was produced in June 2013 contained a mixture of community-wide policy (goals, objectives and emerging directions), as well sub-area specific policy.

The eight overarching community-wide policy goals are:

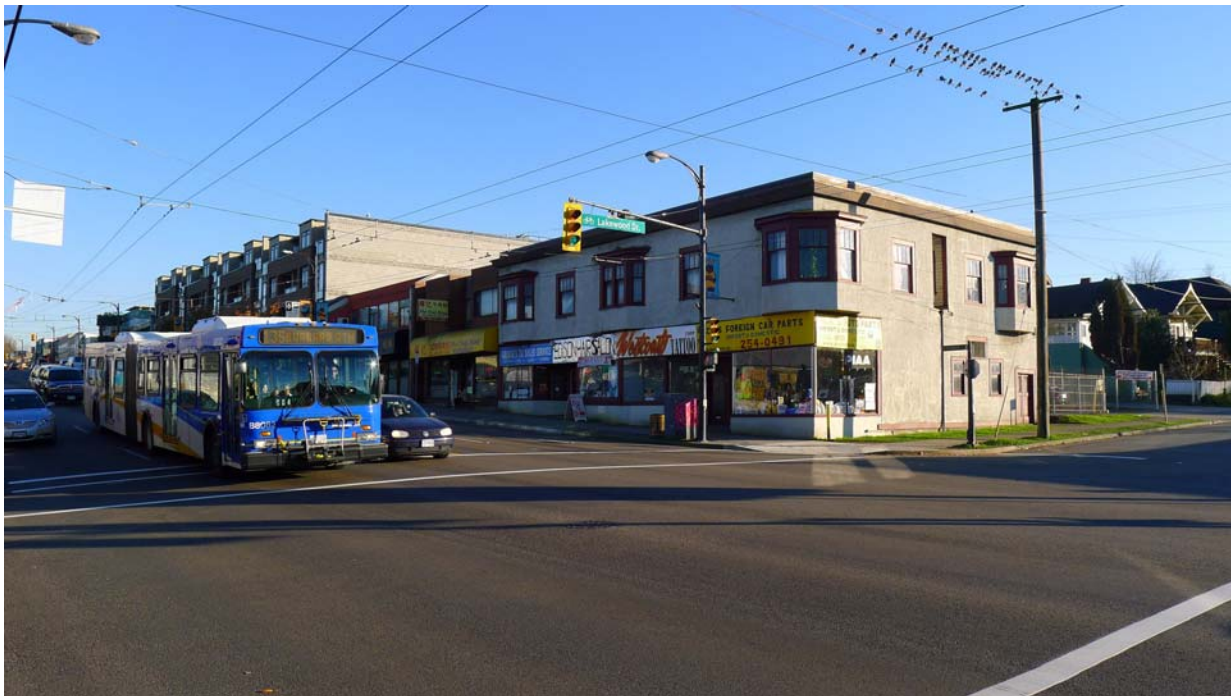
1. **Housing** – A diversity of affordable housing options to meet the needs of present and future residents of Grandview-Woodland.
2. **Transportation** - A range of sustainable transportation options that promote walking, biking and transit – along with the efficient use of the road network.
3. **Public Realm** – A vibrant public realm that features lively streets and a diversity of parks, greenspaces and other gathering areas.
4. **Heritage** – Enable the conservation and promotion of Grandview-Woodland’s many heritage assets.
5. **Arts & Culture** - A thriving neighbourhood arts and culture scene in scene in Grandview-Woodland.
6. **Community Well-Being& Health** – Increased provision of childcare and early childhood services in Grandview-Woodland – [note: this will be expanded to reflect full-array of community services].
7. **Local Economy** – A robust, resilient local economy.
8. **Energy and Climate Change** – A sustainable, energy and carbon efficient community.

There was general support for many of the approximate 225 recommendations that were as part of the *Emerging Directions*. However, it was clear from community feedback that a portion of the recommendations (particularly related to sub-area directions around land-use and built form) required additional work. That’s part of what we’ll be doing in our Fall 2014 sub-area workshops and planning activities!

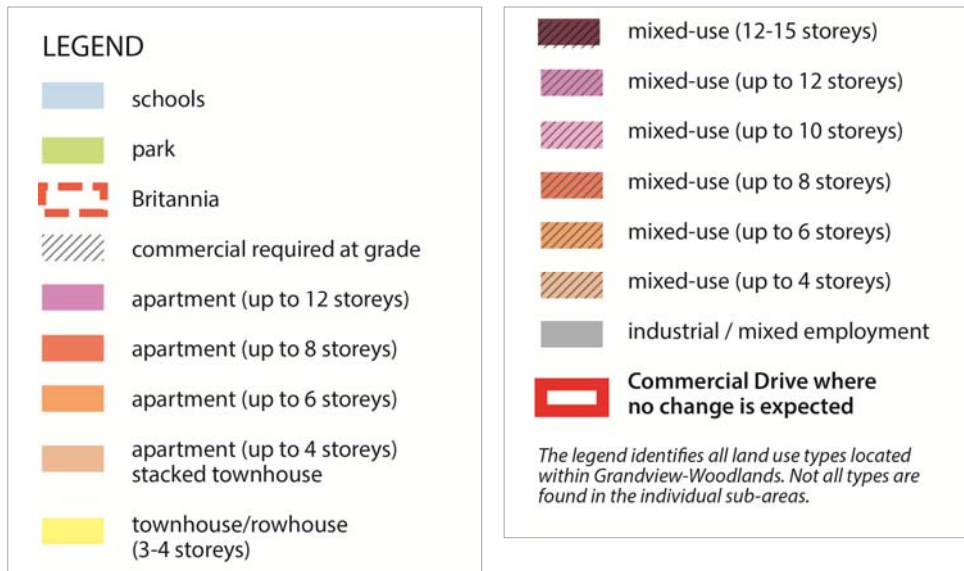
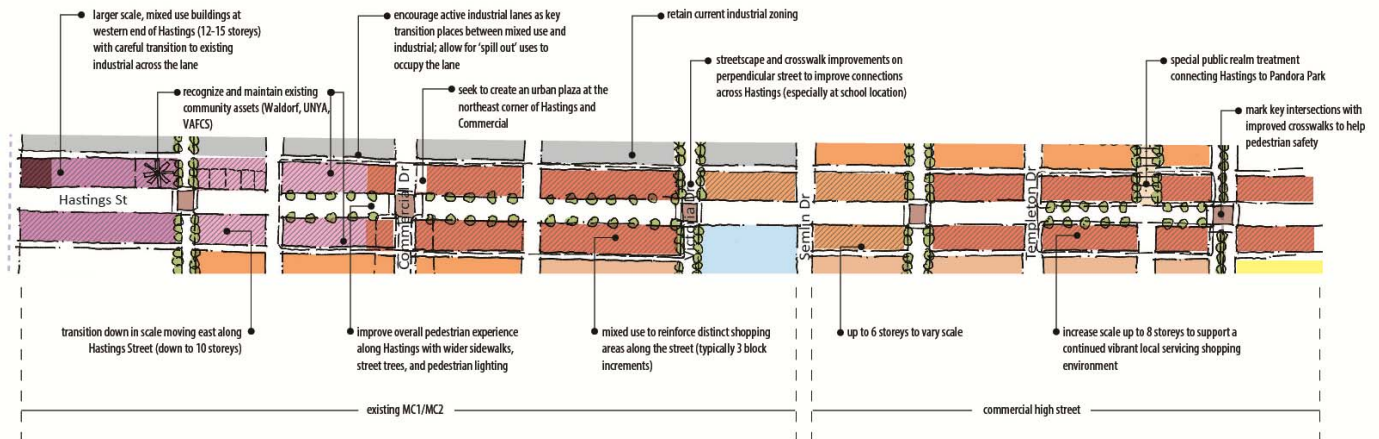
Sub-Area Planning: Emerging Directions - Hastings policies

The following pages provide a summary of the draft sub-area policies and (and related ideas noted on the draft land-use map) – organized by key planning theme. (Because some of the policies relate to more than one theme, you will notice some overlap here).

There is also a complete set of community-wide policies contained in the *Emerging Directions* document. Some of these apply to Hastings Street, so we have summarized them here. You can find the complete set of *Emerging Directions* policies at vancouver.ca/gw.



Hastings Sub-area – Emerging Directions Policy Ideas Map



Emerging Directions – Hastings Policies

Housing



Sub-Area Policies and Policy Ideas (Emerging Directions) (pg. 26)

- HS-1: Create opportunities for medium to higher density mixed use (retail + office + residential) in current MC-2 and MC-1 (“let-go” industrial) zoned areas (Hastings, between Clark and Victoria/Semlin).
- HS-2: Allow additional mixed-use opportunities (retail + office + residential) in areas currently zoned for commercial (Hastings, between Victoria/Semlin and Nanaimo).
- HS-3: Increase allowable heights, as follows: (a) NE corner of Hastings and Clark – up to 15 storeys; (b) Hastings, between Clark and west of Commercial – up to 10-12 storeys, depending on location; (c) Hastings, Commercial to Victoria – up to 8-storeys; (d) Hastings, Victoria to Lakewood – up to 6-storeys; (e) Hastings, Lakewood to Nanaimo – up to 8-storeys.
- HS-4: Seek affordable housing opportunities through the rezoning process.
- HS-5: Create transitional areas on north and south sides of Hastings: a. multi-family residential housing (north and south sides).
- Land-use Map: *References to varied building scale and transition.*

Other relevant community-wide policies (Emerging Directions) (p.4-5)

- Policies to: eliminate street homelessness; increase supported housing options; expand non-market rental housing; maintain existing affordable rental housing and create new market (and secondary) rental opportunities; increase new housing types to support

home ownership opportunities; review design guidelines against future land-use directions.

What people said:

- Support for creation of a variety of new housing options to meet the needs of the neighbourhood.
- General support for changes in MC-1 and MC-2 areas (Clark to Victoria/Semlin) – and allowing new mixed use (retail, office, residential) development along this stretch.
- Some concern about adjacency issues with residential and industrial uses.
- Mixed opinions regarding proposed building heights between Clark and Victoria/Semlin:
 - Some concern that “up to 15” storeys may be too high (single site, NE corner of Clark and Hastings). Various suggestions that 6, 8 or 10 storeys could be more appropriate.
 - Discussion regarding appropriate heights in other areas between Clark and Commercial. Mixed opinion about proposed heights (between 8-12 storeys, depending on location). Some support for proposed heights. Some support for heights between 6, 8, and 10 storeys.
 - General support for proposed 6-storey form between Commercial and Victoria (slope area). However some suggestions re a maximum of “up to 4-storeys”.
- mixed opinion about proposed building heights in area between Victoria/Semlin and Nanaimo/Kamloops (proposed 6-8 storeys, depending on location):
 - Mixed support for “up to 8” stories at Nanaimo intersection. Other opinions: “up to 6-storeys” and “up to 4.”
 - General discomfort with 8-storey allowance in areas between Victoria/Semlin and Nanaimo – varying support for “up to 6” stories and “up to 4” stories.
 - Concerns related to additional height: shadowing, impact on neighbourhood character, transition to adjacent neighbourhood, potential impact on existing retail.
- Support for transitional forms south of Hastings (i.e. N Side of Pender); however some concern about “up to 4-storey” multifamily form. Suggestion that 3-storey forms – townhouses, rowhouses, etc. might be more appropriate.

Emerging Directions – Hastings Policies

Local Economy

Sub-Area Policies and Policy Ideas (Emerging Directions) (p.26)

- HS-1: Create opportunities for medium to higher density mixed used (retail + office + residential) in current MC-2 and MC-1 (“let-go” industrial) zoned areas (Hastings, between Clark and Victoria/Semlin).
- HS-2: Allow additional mixed-use opportunities (retail + office + residential) in areas currently zoned for commercial (Hastings, between Victoria/Semlin and Nanaimo).
- HS-5: Create transitional areas on north and south sides of Hastings: b. light-industrial (north side, adjacent existing heavy manufacturing “M” zone).
- HS-7: Maintain and enhance the character of the high street component between Victoria and Nanaimo.
- HS-11: Seek additional artist’s studios in industrial areas (and other areas, as allowed by current zoning).
- Land-use Map: Encourage active industrial lanes as key transition spaces between mixed use and industrial; allow for ‘spill-out’ uses to occupy the lane.
- Land-use Map: retain current industrial zoning (north of Hastings) – references the desire to ensure no extension of mixed-use/residential north of the lane along MC zoned area).
- Land-use Map: [Use] mixed use to reinforce distinct shopping areas along the street [i.e. typically three block increments].



Other relevant community-wide policies (Emerging Directions) (p.20-21)

- Policies to: support the thriving, independent nature of commercial high-streets, while allowing opportunities for growth; ensuring the long-term availability of manufacturing and light-industrial job-space; highlighting the role that industrial lands play in the city’s food economy and cultural economy; support the Port and its role in the economy.

What people said:

- Support for existing small, independent businesses in the commercially-zoned shopping area. Concern about displacement of these businesses through redevelopment process and/or influx of chain-store retailers. Related to this: concern about potential impacts of new mixed-use development/higher buildings on local business lease rates.
- Desire to find ‘right balance’ between allowing existing businesses to grow, while not changing character of the street. Related to this: mixed opinion about proposed building heights in high-street area (between Victoria/Semlin and Nanaimo/Kamloops)
 - Mixed support for “up to 8” stories at Nanaimo intersection. Other opinions: “up to 6” and “up to 4”
 - General discomfort with 8-storey allowance in areas between Victoria/Semlin and Nanaimo – varying support for “up to 6” stories and “up to 4” stories.
 - Concerns related to additional height: shadowing, impact on neighbourhood character, potential impact on existing retail.
- Strong support for introduction of new retail opportunities along Hastings – especially west to central components of the G-W segment.
- General support for change between Clark and Victoria (current MC-1 and MC-2 zone), including introduction of mixed use (retail + office + residential); however some concern about displacement of industrial users fronting the street and/or adjacency issues with residential and industrial uses.
- Mixed opinions regarding proposed building heights between Clark and Victoria/Semlin
 - Some concern that “up to 15” storeys may be too high (single site, NE corner of Clark and Hastings). Various suggestions that 6, 8 or 10 storeys could be more appropriate.
 - Discussion regarding appropriate heights in other areas between Clark and Commercial. Mixed opinion about proposed heights (between 8-12 storeys, depending on location). Some support for proposed heights. Some support for heights between 6, 8, and 10 storeys.
 - Mixed support for proposed 6-storey form between Commercial and Victoria (slope area). Some support for “up to 6” some support for “up to 4-storeys”.

Emerging Directions – Hastings Policies

Transportation

Sub-Area Policies and Policy Ideas (Emerging Directions) (p.26)

- HS-6: Strengthen the public realm along Hastings Street – and work to improve connectivity along (and across) the street.
- HS-8: Support the role of Hastings Street as a key public transit corridor including future rapid transit service.
- Land-use Map: Encourage active industrial lanes as key transition spaces between mixed use and industrial; allow for ‘spill-out’ uses to occupy the lane.
- Land-use Map: Improve overall pedestrian experience along Hastings with wider sidewalks, street trees, and pedestrian lighting.
- Land-use Map: Streetscape and crosswalk improvements on perpendicular streets to improve connections across Hastings (especially at [Macdonald] school).
- Land-use Map: Special public realm treatment connecting Hastings to Pandora Park.
- Land-use Map: Mark key intersections with improved crosswalks to help pedestrian safety.



Other relevant community-wide policies (Emerging Directions) (p.6-9)

- Policies to: enhance and maintain the pedestrian network (on key arterials); improve existing cycling network (including a potential E/W connections on Hastings); work with Translink to improve local transit service; ensure safe and efficient use of road network (including parking, goods movement).

What people said:

- Strong support for pedestrian improvements along Hastings Street – both focused on the shopping area, as well as along the length of the G-W segment.
- Strong support for transit improvements along Hastings Street. Some discussion around nature of traffic challenges on the street requiring a broader view (i.e. city-wide and regional).
- Recognition that development of the street will require better transit service
- Desire to see improved street lighting along Hastings between Clark and Victoria – for pedestrians and transit users. Some suggestions around locations for pedestrian crossings.
- Discussion about the need to ensure transportation needs of local industry are accounted for in the community plan.

Emerging Directions – Hastings Policies

Public Realm

Sub-Area Policies and Policy Ideas (Emerging Directions) (p.26)

- HS-6: Strengthen the public realm along Hastings Street – and work to improve connectivity along (and across) the street.
- HS-7: Maintain and enhance the character of the high street component between Victoria and Nanaimo.
- HS-12 Investigate the possibility of a new plaza along the NW corner of Hastings and Commercial.
- Land-use Map: Improve overall pedestrian experience along Hastings with wider sidewalks, street trees, and pedestrian lighting.
- Land-use Map: Streetscape and crosswalk improvements on perpendicular streets to improve connections across Hastings (especially at [Macdonald] school).
- Land-use Map: Special public realm treatment connecting Hastings to Pandora Park.

Other relevant community-wide policies (Emerging Directions) (p.9-11)

- Policies to: expand neighbourhood greenspace assets; explore “green links” to connect public spaces and community facilities; increase the number of street trees; expand available street furniture.

What people said:

- Support for public plaza and public realm improvements; concern that opportunities to enjoy them will be affected by proximity to traffic, industrial area and rendering plant.
- Some support for the idea of a gathering area (park or plaza) further north – for use of workers in industrial area.
- Specific support for pedestrian realm improvements in high-street area; as well as streetscape improvements that can improve area west of Victoria. Suggestions for wider sidewalks, larger set-backs, more street-furniture, patios.
- Desire to see creativity in public realm/public space improvements – to reflect eclectic nature of the street.



Emerging Directions –Hastings Policies

Community Well-being

Sub-Area Policies and Policy Ideas (Emerging Directions) (p.26)

- HS-9: Support the expansion of key Aboriginal services – Vancouver Aboriginal Friendship Centre, Urban Native Youth Association.

Other relevant community-wide policies (Emerging Directions) (p.16-19)

- Policies to: support the expansion of key non-profit social service facilities (including the Aboriginal Friendship Centre, and Urban Native Youth Association); support use of public schools as community facilities; increase the provision of childcare, youth services and seniors services; increase the number of local food assets; strengthen neighbourhood safety; support local low-income workers as part of future neighbourhood development.



What people said:

- Support for improvements to key Aboriginal facilities mentioned in policy.
- Support for proposed Aboriginal youth centre, and proposed use of SW corner of Hastings and Commercial for these purposes.
- Discussion that increased height for facilities would allow for creation of additional services, Aboriginal housing, cultural and recreation facilities, opportunities to facilitate positive interactions between Elders and other community members.
- Mixed opinions noted about heights proposed for this portion of Hastings (up to 10-storeys, mixed use). Some discussion about possibility of additional height. Some desire to see lower heights (e.g. 6-8 storeys).
- Desire to see improved street lighting along Hastings between Clark and Victoria – for pedestrians and transit users.
- Discussion about need to ensure existing services are not displaced by new development/changes in leasing rates.

Emerging Directions –Hastings Policies

Heritage

Sub-Area Policies and Policy Ideas (Emerging Directions) (p.26)

- HS-10: Support the retention of the Waldorf as a space for arts and culture.

Other relevant community-wide policies (Emerging Directions) (p.12)

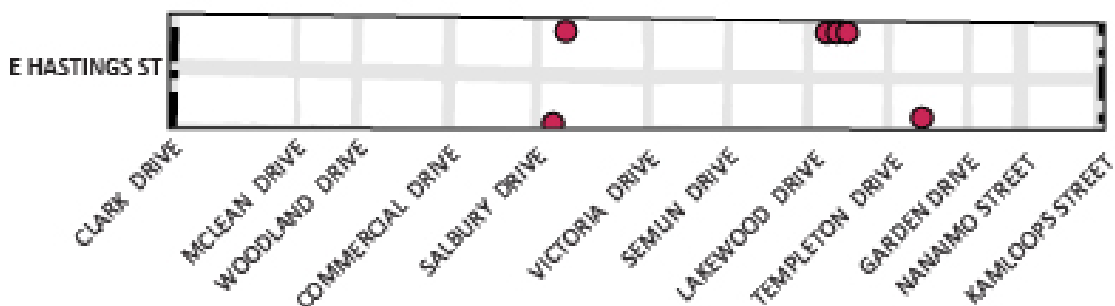
- Policies to: increase understanding and recognition of local heritage; broaden definitions of heritage; update the heritage register; ensure sufficient incentives to encourage protection of local heritage resources; review design guidelines against future land-use directions.



What people said:

- Support for the retention of the Waldorf as a local heritage asset. Nuance regarding the need to distinguish the heritage of the building versus (i.e. architectural merit), and its social use.
- Some discussion about heritage assets on or near-to Hastings Street, including the three Quonset huts – just east of Commercial Drive.

Heritage Sites in Hastings



Emerging Directions – Hastings Policies

Arts and Culture

Sub-Area Policies and Policy Ideas (Emerging Directions) (p.26)

- HS-10: Support the retention of the Waldorf as a space for arts and culture.
- HS-11: Seek additional artist's studios in industrial areas (and other areas, as allowed by current zoning).



Other relevant community-wide policies (Emerging Directions) (p.12, 13-15, 21)

- Policies to: support the creation of affordable and accessible arts and culture space; preserve and increase creation/production space; ensure a variety of neighbourhood presentation and market spaces; increase public art; support the diverse array of cultural traditions; and, expand office and ancillary space for arts & culture organizations.

What people said:

- Support for the retention of the Waldorf as a local cultural facility. General discussion around need to maintain/increase performance spaces in the neighbourhood.
- Support for the creation of additional artist studios and maker spaces, as well as use of alleys for artists market and/or creation space.
- Strong support for the role of cultural facilities such as the Aboriginal Friendship Centre and Urban Native Youth Association, as well as the Korean Cultural Centre.
- General support for arts and cultural policies. Discussion regarding the loss of existing affordable production space (e.g. studios), as well as concerns about neighbourhood affordability (including housing), and its impact on artists.
- Suggestion that policy include creating opportunities to engage Aboriginal community and/or youth in development of public murals/art.

Emerging Directions –HastingsPolicies

Energy and Climate Change

Sub-Area Policies and Policy Ideas (Emerging Directions) (p.26)

- *No specific sub-area policies*

Other relevant community-wide policies (Emerging Directions) (p.22-23)

- Policies to encourage energy conservation in existing buildings; exploration of opportunities around renewable energy and neighbourhood energy utilities; implementation of green building policies; deconstruction services for re-use and recycling of building materials.



What people said:

- General support for proposed energy, climate change and green building policies. Some discussion around incentives, relationship between different types of building and environmental performance.
- Suggestions for additional policy related to water-use, water heating and waste-water, toxic materials, local food resources, landscaping, green roofs, urban forestry, sustainable transportation.
- General feedback on this topic around density. Mixed opinions: increased density as a means to support urban sustainability vs. concerns that increased density could cause traffic issues, overuse of amenities).

Land Use and Built Form – Additional Considerations and Constraints

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

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

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

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

Affordability and Social Need

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

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

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

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

Environmental Performance

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

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

Public Amenities

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

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

Neighbourhood Character

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

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

Existing Policy

The City of Vancouver has a variety of existing policies that need to be respected as part of the community plan. These include the Greenest City Action Plan, our Housing and Homelessness Strategy, and our Healthy City Strategy – all of which speak to larger city-wide needs, aspirations and urban systems. This poses some constraints to our community planning work.

Neighbourhood scale transportation policy, for example, can't run counter to the city-wide transportation network.

In Hastings, some of the more relevant regulatory constraints are the Hastings-Sunrise Community Vision and the Transportation Plan.

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

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

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

Neighbourhoods Change

Hastings Street in 2014 is not the same place it was five years ago, 10 years ago or even longer. The neighbourhood has been around – as part of the City of Vancouver – for over 125 years. It has gone through a number of changes.

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

Famous Foods at Hastings and McLean (1934)



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

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

Help us to get the plan right

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

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

Thank you for your participation in the planning process.

We need your help to get the plan right.