

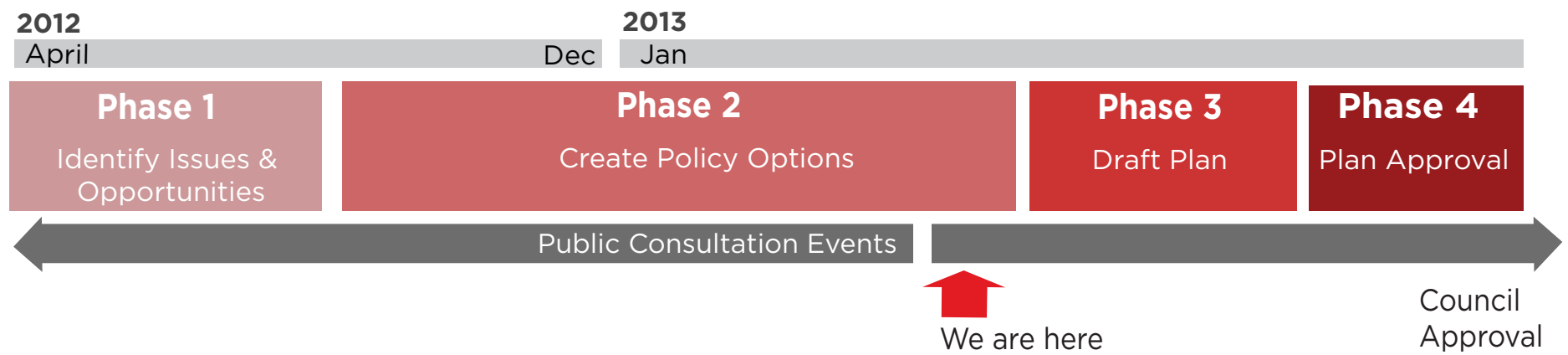
Background

Grandview-Woodland Community Plan

In the spring of 2012, the City of Vancouver embarked on a comprehensive community planning program in the Grandview-Woodland neighbourhood. The process has involved extensive public and stakeholder consultation. When completed, the plan will replace a Local Area Plan that was developed between 1979 and 1983.

Work on the new Grandview-Woodland Plan has and will unfold in **four key stages**, each of which have a number of opportunities for community participation and public involvement.

In July, 2013, City Council directed staff to report back with recommendations around an expanded process and timeline. Staff will be presenting this to Council in September 2013



Phase 1

was launched in Spring 2012, and began the planning process by:

- Compiling relevant city-wide policies
- Reviewing the existing research on neighbourhood issues,
- Identifying and discussing assets, issues, and opportunities related to the plan's key areas of focus with the community, and;
- Developing a local area profile

In total, over **2,000** people participated in the community engagement process during Phase 1. These early discussions allowed a broad framework to be formed to help shape the next phase of more focused conversations.

Phase 2

began in Fall 2012 and advances the planning process and policy generation by:

- Developing community-wide policy options, connected with key planning themes;
- Creating sub-area plans, and;
- Creating community action projects and plans

Over **3,000** people have taken part in the neighbourhood engagement events during Phase 2 so far...

- On July 6 we held our first event for the **Broadway & Commercial** area. Two more events are taking place this week on July 29th and 31st.



Feedback, suggestions, and comments received during Phase 1 and 2 have been combined with city-wide policy to generate a first DRAFT set of Emerging Directions. This is a work in progress!

Throughout Phase 1 and Phase 2 of Community Plan consultations, a number of theme-specific items were raised in connection with Broadway and Commercial. Among these are:

Housing (current and future) – there is a range of affordable housing (rental, ownership, co-op, social housing) in the neighbourhood. This needs to be maintained and enhanced. There is opportunity for new housing to be introduced – but it should serve a variety of needs and maintain the goal of affordability.

Transit capacity – The need to improve transit services in the station area to ensure better bus queuing, transit frequency, station access and ease of movement.

Station integration – The opportunity to better integrate the stations into the surrounding neighbourhood.

‘Intersection repair’ – The intersection of Broadway and Commercial (including surrounding buildings and public realm) is a key neighbourhood ‘heart.’ The intersection should be enhanced and beautified.

The intensity of car traffic – Broadway (and to a lesser extent Commercial Drive) were noted as areas with significant volumes of traffic. “Taming” the intensity of traffic would make the area see more community-friendly.

Bike safety – Opportunities to better connect the 10th Avenue bike route and improve bike safety around Broadway and Commercial.

Public realm – The area in and around the station/Safeway would be a good location for a public plaza. This could help to improve the ‘sense of place’ that exists

Pedestrian connections – There is a strong desire to better connect the areas of Commercial Drive that exist to the north and south of the Grandview Cut.

Personal Safety – Areas around the station are noted as safety “hotspots” – and there is a desire to see personal safety further improved.

Greenspace – Key parks and greenspaces in the area – e.g. WC Shelley Park, the Grandview Cut – should be enhanced as key community assets.

Public amenities – Key public amenities, such as a public bathroom, seating, water fountains, are needed in the area.

Social services – Broadway and Commercial is home to a number of key social and health services (e.g. VCH clinic, medical offices).

Heritage and culture – Existing cultural resources like the Rio Theatre or East Van Cross need to be maintained. There are opportunities for additional public art, place-making and heritage preservation.

Retail and office services – There is a desire to see additional quality retail services and office space – to complement the existing services that exist.

What is transit-oriented planning?

And why focus on creating a transit-oriented community?

In general, Transit-oriented development focuses growth and development around a transit station or transit corridor – typically within a 5-10 minute walk of transit. It is an approach that Vancouver advocates because, when done well, it maximises the use of sustainable transportation, while also responding to several key challenges:

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

Transit-oriented communities are at their most efficient when they are comprised of a mix of land-uses, supporting a diverse population (and their respective residential, job-space and amenity needs). Transit-supportive density – which means higher density – is key to this, as is a high quality public realm, walkability and a sense of connection.

Transit-oriented communities feature a number of key attributes, often referred to as the “5Ds of the Built Environment”:

- **Destinations** – locating major destinations and centres at rapid transit stations or along corridors makes them easy to serve efficiently by frequent transit
- **Distance** – a well-connected, fine-grained pedestrian network enables shorter, more direct walking connections and is easier to serve cost-effectively with transit
- **Density** – higher levels of residential and employment density support more local amenities within walking and cycling distance, and justify high levels of transit service
- **Diversity** – a diverse mix of land uses and housing types makes it easier to live, work, shop, and play without having to travel far
- **Design** – well-designed buildings and public realm create places that feel interesting and safe to walk or cycle in



Public Realm



Residential Density

Understanding Density

Broadway and Commercial: Options for a high-density transit-oriented community

What is density?

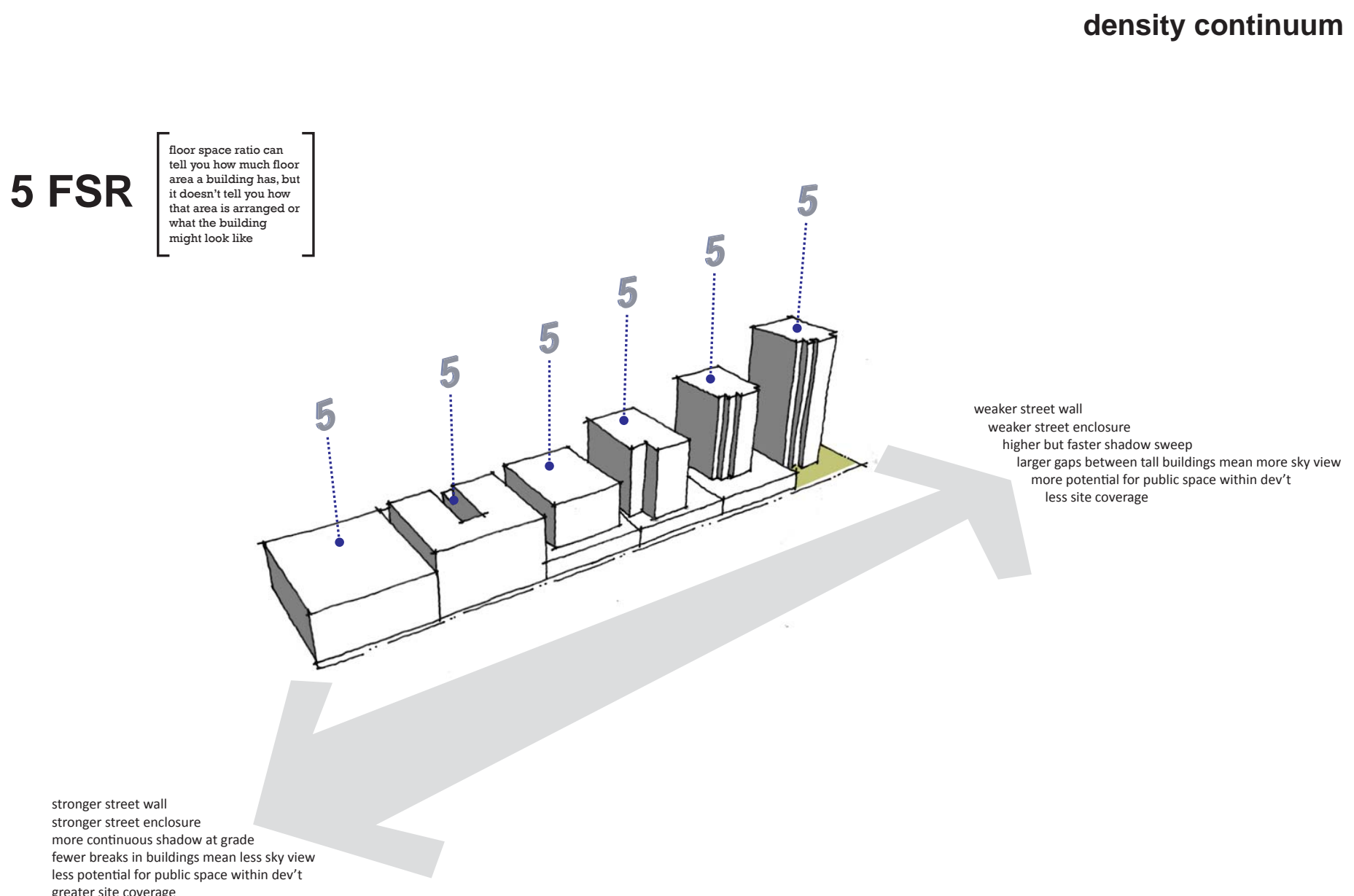
Density is an important concept in planning and city-building. It can refer to two inter-related things:

- (1) Population density – which refers to the number of people – or dwellings - per a given unit of space (e.g. per square hectare, per neighbourhood, etc.)
- (2) Buildable (or Allowable) density – the given amount of developable floor-space that is allowed on any given parcel of land. It is usually measured in terms of the Floor Space Ratio (FSR) which is defined as the amount of floor space being developed as a proportion of the size of the parcel of land upon which it is built.

As such, the notions of high-density and low-density are relative concepts. For a single-family neighbourhood, low-rise apartments may be seen as high density. For areas with significant public infrastructure, the notion of high-density typically implies something more robust.

What are the motivations behind (and trade-offs associated with) different types of development?

- Value creation, development economics
- Human scale – and relationship between building and street-level activity (and public realm)
- Environmental performance
- Accommodating overall growth
- Public benefits, policy objectives, etc.



Core Principles

As part of earlier work in the Community Planning process, a series of Core Planning Principles and Objectives were presented for discussion. Derived from approved city-wide policies, these Principles and Objectives provide high-level guidance for planning activities. A number of these relate to the current discussion around Broadway and Commercial.

- **Locate higher densities and a mix of uses close to neighbourhood centres**, existing shopping districts, **transit services** and areas where significant sustainability gains are possible (i.e. district energy sources). In doing so, ensure that new developments in higher density areas **provide respectful transitions** to adjacent lower density neighbourhoods and **reflect the character** of the existing neighbourhood.
- Maximize opportunities to **reduce greenhouse gas emissions** through the integration of land use, transportation and energy.
- **Increase the diversity of the housing stock** by providing a range of housing forms, unit types and sizes to meet the needs of a diverse population.
- **Recognize the value of existing affordable and low-income housing** that meets the needs of low/moderate income households, including the retention, enhancement and renewal of secure purpose-built rental housing.
- Ensure **job space is well integrated with the transportation network** by providing greater proportions of office and other higher ridership uses in proximity to transit stations.
- Encourage **transit improvements** to increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable.
- Make **walking safe, convenient and delightful**, and ensure streets and sidewalks support a vibrant public life that encourages a walking culture, healthy lifestyles, and social connectedness.
- Make **cycling feel safe, convenient, and comfortable for people of all ages and abilities**. Prioritize connections to important destinations like schools, community centres, transit stations, and shopping areas.
- Support **shorter trips** and sustainable transportation choices by creating **compact, walkable, transit-oriented neighbourhoods**.
- Ensure that residents enjoy **good access to green spaces**, including urban forests, parks, open spaces and space for food production.
- Work in partnership with the community, senior governments and other agencies to **ensure appropriate social infrastructure** and amenities are in place for residents.
- Ensure that **public safety is a priority** - so that people can live, work and play in the city where they feel safe at all times.

You can find these and other high-level planning principles in the materials from our September 12, 2012 Foundational Principles Open House materials.