



Final Report

CITIZENS' ASSEMBLY ON THE GRANDVIEW-WOODLAND COMMUNITY PLAN

JUNE 2015



Grandview-Woodland
Community
Plan
Public
Workshop

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This report has been published by the members of the Citizens' Assembly on the Grandview-Woodland Community Plan, a pioneering initiative to put local residents at the centre of a community planning process in Vancouver, British Columbia. This report represents the consensus view of its members and was drafted by the Assembly with support from the project team. It has been produced at the request of Vancouver City Council.

To learn more about the Assembly, its work and to read the second volume of this report detailing each of its eleven meetings as well as other public events, please visit the project website: grandview-woodland.ca

To follow the community planning process in Grandview-Woodland, please visit the City of Vancouver's website: vancouver.ca/gw

Chair's Note



This report represents the culmination of nine months of intensive work, led by the members of Canada's first Citizens' Assembly dedicated to the difficult task of developing guidance for a new community plan.

In this time, I have enjoyed the rare privilege of working with the members of the Assembly, and chairing their proceedings. They are a remarkable group. Among them I can count a new mother, a retired fisherman, a heritage advocate, and a videogame programmer — exactly the sort of people who make up the fabric of Grandview-Woodland.

Together, the 43 members of the Assembly contributed some 5,000 hours of unpaid time over the course of 11 Saturday sessions and additional public meetings. This extraordinary commitment of civic energy is perhaps the best response to anyone who doubts the capacity or resourcefulness of Vancouver residents to play a constructive role in shaping the policies and plans that in turn shape our city.

The members of the Grandview-Woodland Citizens' Assembly wrestled with many of most challenging issues facing cities today: How do we make it easier and safer for more people to walk, bike or use public transportation? How does a city make room for new residents without displacing others? How can a community retain its character as well as its local businesses in the face of growing economic pressure?

To these and other questions there are no easy answers. What this report attempts to do is provide better answers, which have been informed by the generous contributions of more than 50 guests who shared their expertise with the members of the Assembly, as well as the several hundred local residents who have contributed to city-led workshops and the Assembly's public roundtable meetings.

The report that follows represents a consensus view of the Assembly members — a report that they hope will be of value to Vancouver City Council and substantially shape the City's forthcoming Community Plan for Grandview-Woodland.

The members have worked seriously and generously with one another to reach agreement concerning their priorities for Grandview-Woodland.

I would like to thank the City for its effort to support the members of the Assembly, and acknowledge their respect for the integrity of the process. I would also like to thank the members of our Advisory Committee, who helped to safeguard the Assembly's independence, and contributed greatly to the quality of our proceedings. This Assembly has been a remarkable and, I think, an encouraging experiment in citizen democracy. I hope that Council and Grandview-Woodland residents alike will join me in applauding the members for their dedication and hard work.

Rachel Magnusson
Chair, Citizens' Assembly on the Grandview-Woodland Community Plan

"This has connected me to my community in a way that I didn't know was going to happen."

Assembly member

How To Read This Report

This report is divided into three sections. The first section, drafted by the Assembly project team, explains the process and provides a summary of the recommendations.

The second section has been drafted by the members of the Citizens' Assembly through a collaborative process. It represents their voice and consensus view concerning the planning directions that they believe should shape the next 30 years of their community. Their work includes a preamble and a set of values that have shaped their thinking. Most importantly, it contains both recommendations that the Assembly believes should be applied to the community as a whole, as well as specific recommendations directed to smaller sub-areas in the neighbourhood. These recommendations and the accompanying maps and illustrations constitute their guidance to Vancouver City Council.

The reader will note that many of the Assembly's recommendations refer to numbered recommendations that appear in the City's 2013 Grandview Woodland Community Plan: Goals, Directions and Emerging Policies report.

A copy of the report, often referred to as Emerging Directions, can be downloaded here: vancouver.ca/files/cov/gw-emerging-directions-booklet.pdf

The final section of this report contains profiles of each of the Assembly members as well as series of short minority reports produced by members of the Assembly to comment on or direct additional attention to various recommendations or concerns. Minority reports do not represent a consensus view, but the perspective of one or more named members of the Assembly.

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To follow the community planning process in Grandview-Woodland, please visit the City of Vancouver's website: vancouver.ca/gw



Here are the members of the Citizens' Assembly, the Assembly's facilitation team and the City of Vancouver's Grandview-Woodland planning staff at the first meeting of the Assembly on September 20, 2014.

Process Overview

A COLLABORATIVE APPROACH TO SETTING COMMUNITY PRIORITIES

In September 2013, Vancouver City Council voted to form a Citizens' Assembly to help create a better community plan for Grandview-Woodland. This marked the beginning of an ambitious civic process: 48 members of the community would work together over nine months to develop recommendations to inform the development of Grandview-Woodland's forthcoming community plan — a document that will shape land use and development over the coming 30 years.

In June 2014, letters containing a special invitation to volunteer for the Citizens' Assembly were mailed to more than 19,000 local households, and were also made available at various locations throughout the community. Six weeks later, more than 500 local residents had volunteered.

In August, the 48 members of the Assembly were selected by civic lottery.

During its first phase of work, the Assembly heard from several dozen guest speakers who were selected to provide the Assembly with an orientation to both planning principles and technical considerations, as well as a nuanced appreciation for the issues facing the community. The City's lead community planner for Grandview-Woodland also played an important role by providing additional context and sharing the results of prior consultations with local residents. A full list of presenters who visited the Assembly can be found in the Appendix of this report.

Special walking tours were also held to explore the character of each of Grandview-Woodland's seven sub-areas, and a boat tour of Port Metro Vancouver operations was organized so that the members of the Assembly could gain a different perspective on local industrial activities. In addition, some members took on individual research projects, reached out to various community groups, exchanged articles and news stories, and talked with their family members, co-workers and neighbours.

During these first meetings, Assembly members also discussed the values that they believed should guide their deliberations and the development of their community. In late November 2014, the Assembly held its first of three public roundtable meetings, to discuss their proposed values and other important issues, with

local residents. These public meetings provided a critical link connecting the Assembly with the community it worked to represent.

The Assembly then began its second phase of work: discussing potential directions and policies and proposing new recommendations. Here the Assembly's first task was to draft recommendations to inform neighbourhood-wide policies. The Assembly began by examining the City's policy directions from its June 2013 Emerging Directions report. The results of this exercise, which included an extensive range of new recommendations, were shared with the community for feedback during a second public roundtable meeting in early March 2015.

While the Assembly was working on its neighbourhood-wide recommendations, the City conducted its own series of workshops concerning each of the seven sub-areas in Grandview-Woodland. The purpose of these sub-area workshops was to invite input from all local residents on the specific policies and land-use proposals that were first proposed by the City in its June 2013 report. Many Assembly members also attended these workshops, and city planners diligently summarized the feedback they received for use by the Assembly.

The Assembly's second task was to build on this community feedback to draft recommendations and create guidance maps for each neighbourhood sub-area. Members worked in sub-area groups, and also came together to discuss how their recommendations would fit together. Members held a third and final public roundtable meeting in early May 2015 to share their final recommendations.

During their final meeting in May 2015, Assembly members worked to update and refine their recommendations. What changes were needed to respond to community concerns? Was anything important missing? Did their recommendations fit well together? Was their vision for Grandview-Woodland clear?

After nine months of hard work, the Assembly members had completed their task. Over the coming weeks, they would continue to edit their recommendations, and prepare this report for presentation to Vancouver City Council in June 2015.

"The level of conversation around the table, even at its hottest, was more civilized and productive than conversations at the dinner table growing up."

Assembly member



Recommendations Overview

PRIORITIES FOR GRANDVIEW-WOODLANDS

In drafting their recommendations, Assembly members were asked to assume the role of community planners. Their task was to think for the neighbourhood as a whole, and plan for how it might develop over the next 30 years. City Council was also keen to have the Assembly provide some direction on 'sticky' neighbourhood issues. For instance, if a collection of tall towers at Broadway and Commercial was widely disliked by people in the community, what did more appropriate transit-oriented density look like?

The Assembly was given wide-latitude to develop their recommendations. Nothing was off the table. However, if their recommendations fell outside of city-wide policies or would be outrageously expensive to implement or went against best practices in the planning, members knew they likely wouldn't be adopted.

Members took this to heart. In exploring an issue, members wanted to hear from City staff about current policies or about whether a particular solution was feasible. On some occasions, they adjusted their recommendations. On other occasions, members decided that an issue was important enough that they wanted to keep their recommendation as is. For example, members were advised that their recommendation—"Meet the demand for supportive housing options in Grandview-Woodland"—would be very difficult to achieve. However, members decided that it was important to push the City to achieve it. They wanted to send a signal that supportive housing, as well as affordable housing more generally, was a top priority for the Assembly and the neighbourhood. On other occasions, members decided that an issue was important enough that they wanted to recommend it regardless. For example, members were advised that their recommendation—"Meet the demand for supportive housing options in Grandview-Woodland"—would be very difficult to achieve. However, members decided that it was important to push the City to achieve it. They wanted to send a signal that supported housing, as well as affordable housing more generally, was a top priority for the Assembly and the neighbourhood.

In a similar vein, there were a few city-wide issues that the Assembly chose to address in its recommendations. For example, members have asked the City to develop a city-wide plan for growth "with the objective of fairly distributing density, resources and amenities". Members wanted more context for their own conversations about neighbourhood growth, and they wanted to know that they weren't the only neighbourhood being asked to make room for more people.

Another example of a city-wide issue that the Assembly chose to address, is the issue of speculation and foreign ownership. Members wanted to add their voice to the ongoing conversation about how to stabilize skyrocketing property values in Vancouver.

Most of the Assembly's recommendations, however, are specific to Grandview-Woodland. The recommendations fall into

three categories—values, neighbourhood-wide recommendations, and sub-area recommendations.

The Assembly's values capture the spirit, concerns and aspirations of the neighbourhood. They highlight what people love about Grandview-Woodland—it is "quirky and eclectic", it is "neighbourly" and "family friendly", and it is home to a diverse mix of people. They signal some of the concerns of the neighbourhood—the pace of change and that residents want to have a meaningful say in planning. They also identify some of the aspirations of the community—a neighbourhood that supports artists, is affordable for people of all incomes, and provides green space for everyone's health and well-being.

The Assembly's neighbourhood-wide recommendations cover a number of planning themes—housing, transportation, local economy, arts and culture, public realm, community well-being and health, heritage, and energy and climate change. Many of the Assembly's recommendations are adjustments and improvements to the policy directions proposed by the City in its June 2013 "Emerging Directions". However, others suggest a new direction. For example, with the goal of keeping rents affordable in the neighbourhood, the Assembly recommends that the City research and monitor rents, as well as the effect of short-term rentals like Airbnb; advocate to the provincial government for more stringent rent control; and increase the Development Cost Levy to support nonmarket rental housing. Similarly, in an effort to support independent businesses, the Assembly recommends that the City explore split-level assessment for taxation, to help control the effects of speculation, and that some laneways and residential areas allow for small-scale retail.

The Assembly's sub-area recommendations provide specific directions for each area in the neighbourhood, with a primary focus on parks and public spaces, traffic calming and bike lanes, and land use. It was in the process of developing these recommendations that members had to tackle the stickiest neighbourhood issues. Discussions were long; decisions weren't easy.

Within each area of the neighbourhood distinct priorities emerged, and these shaped the Assembly's recommendations.

- The recommendations for Cedar Cove aim to maintain and expand the existing affordable rental stock, as well as create more connections to the broader neighbourhood.
- Along Hastings, the recommendations focus on how new housing might be both designed well and provide for important community amenities, such as greener streets, supported housing, and spaces for cultures to come together and for youth to thrive.
- Along Nanaimo, the recommendations focus on how to make a wide and busy street, which is also a truck route, more friendly, liveable and useful for nearby residents.

- For Grandview, the aim was to preserve its eclectic character. Some gentle and transitional density is called for, but most recommendations address increasing and improving existing park space.
- Similarly for Britannia-Woodland, the aim was to preserve the existing affordable rental stock, so the recommendations for this area focus mostly on improving parks and bike paths. Members also recommended encouraging gentle density through increasing the floor space ratio while retaining the current zoning.
- The recommendations for Commercial Drive aim to maintain and extend the vibrancy of this well-loved high street north to Hastings, and outwards into some of its adjacent laneways. Members also recommended introducing a separated bike lane on Commercial Drive from East 14th Avenue to Graveley Street.

- Finally, for the area near the Broadway and Commercial SkyTrain station, the recommendations focus on significantly increasing the density in the area, but in the form of low to midrise buildings that fit with the neighbourhood. The aim was to bring more housing, retail and office space into this area, and at the same time create more program space for non-profits and artists, more subsidized housing, a new plaza, and new and improved green spaces.

Taken together, the Assembly's recommendations give clear direction to City Council on the policies that should guide the neighbourhood, and the land use choices that best balance neighbourhood concerns.



Hopefully, we have the patience to watch what we have planted grow into something incredible.

Assembly member

Community Context

A DISTINCTIVE VANCOUVER NEIGHBOURHOOD GRAPPLES WITH DEVELOPMENT PRESSURES

By many measures, Grandview-Woodland is among Vancouver's most successful neighbourhoods. Its social diversity and independent spirit are cherished, and its residents want to protect the things that make their community special.

Some don't want the area to change at all, but most accept that Grandview-Woodland will change. However, in a city of soaring real estate values, where streets and neighbourhoods are sometimes made over wholesale in a decade, there is a lot of apprehension about the form change might take.

Change for the better requires honesty and trust. Many residents lost trust in the City of Vancouver in June 2013, when Grandview-Woodland Community Plan: Goals, Objectives and Emerging Policies proposed allowing as many as a dozen towers between 18 and 36 storeys near the Commercial Drive and Broadway SkyTrain station. Such towers had not been discussed during the preceding community consultations. The City quickly withdrew its proposal for towers, but trust had been damaged and concern remained for some of the City's proposals.

Planning issues in Grandview-Woodland are numerous and complex:

- People are apprehensive about changes to neighbourhood character, including erosion of historic streetscapes and loss of rental suites and rooming houses.
- Commercial Drive is among the most interesting neighbourhood high streets in the city, yet even current zoning allows for significant change. What is the best way to protect its essential character? Can the needs of cyclists, pedestrians and cars all be met?
- How can the low-rent retail character of Hastings Street near Nanaimo, which has contributed to its growing appeal, be maintained?
- What sort of redevelopment would best enhance Nanaimo Street?
- How can the impact of trucking, and more generally commuter routes that bisect Grandview-Woodland, be better mitigated?
- Industrial land provides jobs, another distinctive aspect of Grandview-Woodland. How can that industrial land best be protected and its use be enhanced?
- The interface between residential and industrial land, including Port Metro Vancouver, is also an issue. How

will new development on these margins fit, particularly along Hastings?

- Renewing the Britannia Community Services Centre, part of a unique and critically important campus of schools and recreational facilities, will take place in the coming decade. How can the planning process best contribute to that?
- What strategies can create new green space in a parks-deficient area, and how can parks and their uses be enhanced?
- How can the elderly and the young — both inadequately represented in most of the community planning processes — be better served?
- How can planning help encourage a more active, healthy population?
- How can transportation options be improved?

This last issue is central. Most people recognize that our future demands that we reduce our dependence on cars. But for many cars remain a fact of life. Parking issues can be a potent call to civic action for some residents and business owners. For others in the community, a reduction in the number of parking spots is acceptable if it means more bike lanes or more people living near transit. What is the right balance?

In fact, there is widespread concern in the neighbourhood about the displacement of its poorest and most vulnerable residents. This displacement has occurred as rental houses become new or repurposed family-owned homes, as apartments are renovated and rebuilt, and as rents increase. Artists and working-class immigrants have helped to define the community's character. How many are moving elsewhere? Is it becoming less possible, as a student or a young working person, to find accommodation in the community?

The neighbourhood is clearly changing. The number of renters in the community — in 2011 it was 66 percent, compared with a city average of 52 percent — is falling. Statistics Canada numbers suggest that between 2006 and 2011 the aboriginal population of Grandview-Woodland declined by at least 12 per cent. And while it is relatively dense among Vancouver neighbourhoods that don't adjoin the downtown core, Grandview-Woodland's total population has actually declined in the last decade, despite being home to one of the busiest transit hubs in North America. The 2011 federal census pegged the population at 27,297, down nearly 2,000 from 2001, and just 500 more than in 1971.

What is contributing to these declines? What can be done to prevent displacement and maintain the diversity of the neighbourhood? Some argue that Grandview-Woodland must significantly increase its housing stock. Why not intensify development at certain locations, such as Broadway and Commercial, to increase the supply of housing in the neighbourhood and fund more social housing? Others worry that such development will only exacerbate the problem of affordability. Old buildings will be replaced with more expensive new ones, and gentrification will ripple through the neighbourhood. What policies will best address declining affordability in the community?

In addition, many people in the community are concerned with the form of new development. They don't want density that isn't neighbourly. They particularly don't want tall condominium

towers that aren't part of the community fabric. New development should still feel like East Van.

Long-term planning in such situations requires expertise, political sensitivity, careful listening and a good deal of humility. With so many variables and pressures, it is an uncertain business. That's why a thoughtful, respectful dialogue between politicians, planners and the community about Grandview-Woodland's future is so essential.



Developing the Citizens' Assembly

The Grandview-Woodland Citizens' Assembly builds on the important precedent first established by the 2004 BC Citizens' Assembly on Electoral Reform and the extensive subsequent use of smaller Citizen Reference Panels across Canada.

Citizens' Assemblies are representative bodies tasked by a government to operate at arm's length in order to study, deliberate and develop recommendations on a specific issue.

Typically, members of a Citizens' Assembly are randomly selected from among a pool of volunteers who pledge to work on behalf of all members of a community during a fixed term of less than one year. The Assembly's recommendations are generally developed by consensus and are intended to represent the best interests of the community.

ESTABLISHING A CITIZENS' ASSEMBLY

In January 2014, the City launched this initiative by first consulting with the community about the design of the Citizens' Assembly during two workshops and with an online survey. Following a competitive tender in February 2014, the City of Vancouver hired MASS LBP—a leading advisory firm which has conducted more than 20 assemblies and reference panels across Canada—to organize and host the Grandview-Woodland Citizens' Assembly. Rachel Magnusson, who directs MASS LBP's western office, was selected as Chair of the Assembly, and an Advisory

Committee, with expertise in deliberative democracy and urban planning, was established to help safeguard the integrity and independence of the process. Facilitators from UBC's planning and political science graduate departments were recruited and trained by the Chair to support the process.

In June 2014, the Terms of Reference for the Citizens' Assembly were finalized, outlining the task and mandate of the Assembly, as well as its key design features. A copy of these Terms can be found in the Appendix of this report.

MEMBERS OF THE ADVISORY COMMITTEE

- **Joyce Drohan**, architect and urban designer at Perkins + Will
- **Steven Eastman**, co-chair of the Urban Aboriginal People's Advisory Committee
- **Shoni Field**, former member of the BC Citizens' Assembly on Electoral Reform and advocate for public engagement
- **Ann McAfee**, former Co-Director of Planning for the City of Vancouver and consultant on strategic planning and public processes
- **Mark Warren**, professor of Political Science at the University of British Columbia and an expert on innovative democratic processes
- **Mark Winston**, former Director of Simon Fraser University's Centre of Dialogue, and professor of biological sciences.

MASS LBP CITIZENS' ASSEMBLY PROJECT TEAM

- **Rachel Magnusson**, Citizens' Assembly Chair and Director, MASS West
- **Peter MacLeod**, Assembly Program Design and Principal, MASS LBP
- **Charles Campbell**, Project Writer and Associate, MASS LBP
- **Susanna Haas Lyons**, Senior Program Advisor and Associate, MASS LBP

FACILITATORS

- **Afsoun Afsahi**
- **Edana Beauvais**
- **Katrina Chapelas**
- **Camille Desmares**
- **Jenna Dunsby**
- **Agustin Goenaga**
- **Sean Gray**
- **Jason Tockman**
- **Kelsey Wrightson**

MEMBER SELECTION

In June 2014, letters inviting community members to volunteer for the Citizens' Assembly were sent to more than 19,000 households and made available in community centres and other locations throughout Grandview-Woodland. The volunteer commitment was significant, and yet, over 700 people expressed interest in the Assembly and 504 volunteered. From this pool of volunteers, the 48 members of the Assembly were randomly selected.

An equal number of men and women were selected to sit on the Assembly. Census data was used to ensure there was a proportional number of owners, renters and co-op members, a proportional number of residents from each area in the

ROLE OF A MEMBER

Members of the Citizens' Assembly were asked to make an extraordinary volunteer commitment—11 full-day Saturday meetings over nine months, in addition to public roundtable meetings, walking tours, and additional research and community outreach. Moreover, their commitment carried a lot of responsibility. They were asked to represent, as best they could, all residents and businesses operating within Grandview-Woodland, as well as all those

TASKS & MANDATE

The central task of the Citizens' Assembly was to develop recommendations for City Council that would significantly inform the next Grandview-Woodland Community Plan.

Community plans are official City documents that provide guidance on issues such as land use, urban design, housing, transportation, and community facilities. As such, they cover a wide range of issues, and they include everything from general community policies to specific proposals to improve sidewalks or increase the number of garbage cans. The next community plan for Grandview-Woodland is expected to guide the neighbourhood for the next 30 years.

Given the scope of community planning, there were a lot of planning topics and issues for the Assembly to address. However, City Council was clear that they particularly wanted direction on the 'sticky' issues in the neighbourhood. What does "appropriate

neighbourhood, a proportional age range, and a proportional number of people who identified as aboriginal. As well, two seats were reserved for owners of businesses in the area, and one seat was reserved for a property owner who did not reside in planning area.

Nine months later, 43 members of the original 48 remained. Those members who left the Assembly once it was underway did so because there was a death in the family or their job commitments changed. To learn more about the members of the Assembly, please see their personal statements in the Appendix.

who would call the neighbourhood home over the next 30 years.

Members were also asked to make decisions and write their recommendations collaboratively. This meant working closely with people who had perspectives and experiences very different from their own. At times, it also meant long discussions about complex planning issues that, literally, hit close to home.

neighbourhood growth" look like in Grandview-Woodland? What kind of transit-oriented development should occur at Broadway and Commercial? Is it appropriate and feasible to have a bike lane on Commercial Drive? To give the Assembly further direction, members were also asked to build on the previous planning work. Beginning in 2012, a lot of community work and consultation took place, so the Assembly didn't need to start from scratch. They could begin with this work and decide. What makes sense here? What doesn't?

Over the course of its work, the Assembly was asked to develop:

- **A shared 30-year vision describing the community's aspirations for Grandview-Woodland and a set of community values to guide neighbourhood change and growth.**

- **Recommendations on how the Grandview-Woodland Community Plan should address key concerns, in the neighbourhood as a whole and in seven local sub-areas.**
- **A neighbourhood map identifying preferred land uses, building form and height.**

ROLE OF CITY STAFF

The Citizens' Assembly was operated as an independent initiative of Council. Though supported by the Vancouver City Planning Department, this relationship was governed by a Terms of Reference and an Advisory Committee that provided the Assembly Chair

THREE STAGES OF THE ASSEMBLY

STAGE ONE: LEARNING

During the first stage of the Assembly, the focus was to learn as much as possible. Some members of the Assembly had been involved with the community planning process from the beginning, while for others the issues were new. Everyone found, however, that there was a lot to learn.

Over the first four meetings, members heard from many different planning experts and stakeholders. There were keynote addresses from architects, senior City planners, public health specialists, and urban activists. There were perspective panels that brought together a range of experts to discuss planning topics, such as housing, the local economy, and building design. There were also two community dialogue sessions, where members had the opportunity to hear from community groups and organizations, on such topics as food security, arts, seniors issues, heritage, sex workers, active transportation, health, homelessness and community policing.

Efforts were made to make these learning sessions available to anyone who was interested. Most learning sessions were open to the public. All presentations to the Assembly were filmed and posted on the Assembly's website, along with detailed reports of the Assembly's meetings.

During these first few meetings, members also spent time getting to know one another and discussing the issues that were most important to them. Most often, members worked together in small groups. Facilitators were on hand to take notes and make sure everyone's voice was heard. Groups would report out regularly to share their thinking and their work, and Assembly-wide discussions framed the working day. The aim of the members' work was to develop a set of shared values that would guide change in the neighbourhood over the next 30 years.

Outside of meetings, there were walking tours of the neighbourhood's seven sub-areas. The tours were led by planning and architecture historian John Atkin. They explored the unique character of each area—everything from the quality of the lighting, to the lay out of streets, to the mix of architectural styles. There was also a boat tour of Burrard Inlet, where Port Metro Vancouver's operations and its relationship to the neighbourhood were discussed.

In addition, many members took on additional research. Videos, articles and news stories related to planning were

The Assembly sought to balance neighbourhood concerns with city-wide goals and policies. However, the Assembly also considered recommendations that ran contrary to established city policies, mindful that the City would be less likely to implement them.

with discretion and autonomy. City planning staff attended each of the Assembly meetings and worked collaboratively to ensure that the Assembly had access to quality resources and expertise.

exchanged. Some members conducted interviews with planning experts or local stakeholders; some members did further research on issues such as foreign ownership or Airbnb; and some members did additional community outreach.

The first stage concluded with the first public roundtable, at the Maritime Labour Centre, where Assembly members shared a draft of their values for the neighbourhood. It was clear at the meeting that some were still skeptical of the Assembly process and distrustful of the City of Vancouver itself. Assembly members weren't daunted, however. They took ownership of the process, which included their commitment to ensure that it worked for the community. On the key subject of values, the Assembly and the community found a lot of common ground.

STAGE TWO: WEIGHING THE OPTIONS

In the Assembly's second stage, the Assembly's learning continued. At the request of members, learning sessions were organized on policy tools to address affordable housing, aboriginal reconciliation, and development and transportation in the neighbourhood. However, much of the Assembly's time was spent discussing the merits of neighbourhood-wide policy options. These related to housing, heritage, public realm, arts and culture, the local economy, transportation, energy and climate change, and community services.

The City's June 2013 Emerging Directions document, which was itself based on extensive community consultation, was used as a guide by Assembly members. Key city-wide policy documents were shared, and comprehensive community profiles were analyzed. Where there was broad agreement with a policy proposed by the city, the members moved on. Where there was uncertainty, they explored the issue further to establish whether or how the policy needed to be modified. Where there was disagreement with a policy, the members discussed whether to discard it or replace it with another policy direction.

Members often asked for background planning documents to assist them in this process. Sometimes they needed to better understand regional policy on industrial land, or how transportation priorities are established, or how developers' community amenity contributions work. At other times, information requested was

very specific, like how much room is required for a separated bike lane, or how parking requirements for new development can be varied.

Members also got advice from community members. To solicit input, one group of members organized a special meeting on co-op housing with members of the Co-operative Housing Federation of British Columbia. Another member talked to as many industrial and local business owners along Hastings Street as he could. Other members attended meetings with the local business societies.

Once a draft of their neighbourhood-wide recommendations was ready, members held a second public roundtable meeting to discuss their recommendations. While the first public roundtable meeting was sometimes prickly, the second was less so. The conversations were focused and members received a lot of helpful feedback.

STAGE THREE: RECOMMENDATIONS

As the Assembly process proceeded, the decisions became more difficult. It's easy to agree to work long-term with Port Metro Vancouver to try to achieve access to the waterfront, or to agree that the character of Commercial Drive buildings and the independent nature of its businesses should be protected.

It's harder to wrestle with specific trade-offs. In fact there were many difficult issues for the Assembly to consider. For instance, if you decide a six- or eight-storey building is appropriate along a given arterial street, do you also suggest transitional zoning for the single-family residential street that adjoins it? Density may in principle be desirable around schools and parks, but what if nearby residents strongly oppose it? What principles of urban design are most relevant to a particular location? What is the priority—sunlight on the street or views of the mountains or shading neighbouring yards? If more retail is introduced into a residential area, what consequences will this have? How is it possible to plan for more supportive housing, for example, and yet also limit the height of new buildings?

The Assembly debated these and other issues as they discussed and drafted their recommendations for each sub-area in the neighbourhood.

During Stage Two, the City of Vancouver had led full-day workshops on each of the seven sub-areas to gather community input. Some Assembly members attended these workshops. Detailed summaries on the opinions expressed at the sub-area workshops, along with sub-area maps created by graphic facilitators, were shared with all Assembly members. These summaries formed the basis of the Assembly's work. If there was a clear area of convergence within a sub-area workshop, most often the Assembly would affirm this in their recommendations. However, if opinion was divided within the workshop, or if the members disagreed, alternative recommendations were discussed.

Then, once again, in a three-hour public meeting at the Croatian Cultural Centre, the Assembly shared its sub-area recommendations and maps with community participants. The hall was bursting with people. Again, the conversations were passionate, but respectful. Members heard that some of their recommendations were good, some unpopular and that some needed improvement. Members also received more than 80 written submissions on their sub-area recommendations from community members. All of this feedback helped members wrestle with revisions and final decisions on their last day.

Five days after their last public meeting, the Assembly convened to deliberate for the last time, at the Croatian Cultural Centre, where its work had begun nine months before. It was a busy day. Recommendations were revised and more or less finalized. Care was taken to provide brief rationales for the recommendations, such that the intent is clear even if the specifics are found wanting. Maps were drawn and then redrawn to better integrate with each other. An online process for Assembly members to make minor revisions to the recommendations was outlined, along with procedures for contributing minority reports. By the end of the day, the Assembly's recommendations and land-use plan were pretty much done.

EFFECTIVENESS

How effective was the Citizens' Assembly on the Grandview-Woodland Community Plan? One measure is the satisfaction of the members. On its final day of deliberation, members were pleased about the recommendations and their process. One member lauded the respectful "level of conversation around the table, even at its hottest." Another said that while they were initially motivated by anger and distrust, they were proud of the "powerful" result that emerged. A third said it's easy to form opinions, but more useful to find the right balance between all sorts of different interests and ways of looking at the future. A fourth said the Assembly could become a model for future community planning processes.

Another measure is the quality of members' recommendations. The Assembly's work was carried out in consultation with the community, resulting in detailed and comprehensive recommendations about the future of Grandview-Woodland. Members carefully considered the needs of each sub-area, each planning topic and the neighbourhood as a whole.

Grandview-Woodland residents will assess the Assembly's final proposals, and then the City's plan. They will support some elements and object to others. Some in the community remain skeptical of the Assembly and the City's follow-through. Some who were wary of the Assembly came to consider its work as legitimate and beneficial. The Assembly members' own hard work and respect for each other contributed enormously to that. "I've never been around so many intelligent people in one room before," said one member, on the final day. "I'm humbled."

The City of Vancouver has pledged that the Assembly's recommendations will significantly inform the next iteration of the Grandview-Woodland Community Plan. Assembly members will deliver their recommendations to City Council in June 2015, and their recommendations call for transparency in the City's development and implementation of the Community Plan.

The final results of their efforts will take 30 years and more to play out.

Progress is almost always incremental, and it's never perfect. The members of the Assembly know this. But, they forged friendships with each other. They tackled very difficult issues with enormous civility and humility. They did their best to listen to the community, learn about planning, and weigh all the competing concerns. They hope they built trust in the community, and put Grandview-Woodland on the path to have more faith in civic political process.

And if they only did half of that, well, it was nine months well spent.

MEMBER'S REPORT

The members of the Citizens' Assembly sharing their report with one another at their final meeting on May 9, 2015.

We, the members of the Grandview-Woodland Citizens' Assembly, represent a wide range of income groups, age brackets, and forms of tenure. We brought a diverse range of life experiences and perspectives to our work as an assembly. Throughout this process, we have demonstrated genuine love and respect for this community. Despite our differences, we share a deep concern for the future of Grandview-Woodland and a willingness to volunteer our time and expertise to planning the neighbourhood's future.

WHAT WE DID

We spent 11 Saturdays over the course of nine months developing neighbourhood values, neighbourhood-wide recommendations, and recommendations for each of Grandview-Woodland's seven sub-areas.

During this process we heard from, and learned from, a wide range of community groups and stakeholders. Through public roundtables and sub-area workshops, we worked with community members to explore and incorporate diverse perspectives and values. We also realize that some stakeholders did not, or could not, participate. In light of this, we have done our best to represent all members of Grandview-Woodland.

We engaged with a variety of other learning opportunities, including walking tours of the seven sub-areas, a tour of the port and tours of representative developments in other neighbourhoods. We received and considered numerous submissions from the public, including letters from community organizations and individuals. Between meetings, we also watched videos, read

dozens of articles, conducted our own research and gathered information. Some of us attended lectures and brought our notes back to our Assembly discussions, watched online presentations by international experts and read books by local experts.

As we considered our draft recommendations, we sought related information from city staff, looked into programs in other cities, reached out to neighbourhood groups, and had discussions with many people. We explored various aspects of city planning, from zoning, to affordable housing programs, to community plans in our own city and beyond. We rooted all we explored, discussed and decided in our love for our community.

We laughed together and learned from each other. We also argued, sometimes passionately, about what was best for our neighbourhood. At times we compromised.

OUR VISION & VALUES FOR GRANDVIEW-WOODLAND

We have attempted to weave together the diverse voices of Grandview-Woodland and to balance the needs of stakeholders in drafting recommendations for a 30-year plan for the future of our community.

Our values for the neighbourhood are:

1. REPRESENTATION

We value genuine democracy, transparency and engagement, where the citizens of Grandview-Woodland feel like they have a voice that is listened to and acted upon.

2. CHANGE

Although change is inevitable, we value a mindful approach to the pace and type of change. Specifically, we want integrated, gradual, sustainable change that is responsive to the needs of local and city residents. Change should be inclusive and incorporate community engagement.

3. CHARACTER

We acknowledge that we are on the unceded territories of the Coast Salish peoples who are a living presence within Grandview-Woodland.

We value the character and history of Grandview-Woodland. Its people, communities, buildings and businesses are quirky and eclectic and represent multiple cultures and eras.

4. COMMUNITY

We value a neighbourly community that is family-friendly – safe, clean and encouraging of play for all ages.

5. DIVERSITY

We value a diversity of people, housing, public land use and economic opportunities.

6. AFFORDABILITY

We value a community where people of all socio-economic levels can live, work, play and visit.

7. SAFETY

We value the right of everyone to walk, ride and drive lawfully anywhere at anytime without fear.

We value the protection of the community by collaborating with law enforcement, community policing organizations, first responders and harm reduction programs.

8. WELLNESS

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

We support the green spaces, facilities and amenities that recognize people's different needs and experiences.

9. ENVIRONMENTAL STABILITY

We value environmental conversation and restoration through ecological literacy, integrity, biodiversity and food security.

We value infrastructure that is efficient, minimizes waste, promotes the reduction of collective emissions and encourages the efficient use of resources.

10. TRANSPORTATION

We value accessible, efficient, clean, safe and affordable transportation for people of all ages and abilities.

We support active modes of transportation that are safe and enjoyable, facilitate the movement of goods and services, ensure efficient emergency response, and reduce negative local impacts.

11. ARTS & CULTURE

We value the vibrant and significant role that arts and culture plays in our community. We wish to support artists, as well as cultural spaces and events.

WHAT WE HOPE FROM CITY COUNCIL

We have worked hard to develop the recommendations in this report. We hope City Council will seriously consider the recommendations we have made.

We anticipate that the community plan for Grandview-Woodland will adhere to the spirit of our recommendations. We acknowledge we are not professional planners, but we are passionate about our community and a lot of thought and discussion has gone into our recommendations. If it is decided that some of our recommendations will not be implemented, we

expect a clear and public explanation before the community plan is made official.

We call on Council to announce publicly when our recommendations are enacted. Additionally, we expect Council to provide a report on the progress of implementing our recommendations in no more than one year.

Finally, we would like to encourage Council to convene more Citizens' Assemblies in the future to study other city issues and urban development plans.



The members discuss options along Nanaimo Street.

NEIGHBOURHOOD-WIDE RECOMMENDATIONS

Grandview-Woodland is a diverse and thriving community, and with the following recommendations we seek to represent the interests and values of its population. Our recommendations seek change – but only in a gradual and sustainable way that strengthens these values. We also seek to preserve the attributes of Grandview-Woodland that make it such an endearing home to a community that is passionate and concerned for its future.



Neighbourhood – Wide Recommendations

1.0 HOUSING

PREAMBLE TO HOUSING RECOMMENDATIONS

We realize that the scope of our requests can sometimes exceed the jurisdiction of the City of Vancouver. In reflection of this, we ask that our elected municipal officials use our City's strong voice to seek and establish well-leveraged conversations with both our provincial and federal governments to advocate, promote and negotiate on behalf of Vancouver residents to fulfill our vision in any extra-municipal matters – such as housing funding and grants, rent control policy, land speculation, and all other matters that involve federal or provincial law and support.



1.1: We recommend changing this policy to: "In collaboration with senior levels of government, provide sufficient winter response shelter space until more permanent housing options are developed."

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 1.0 – Eliminate street homelessness in Grandview-Woodland.
EMERGING POLICY 1.1 – In collaboration with senior levels of government, work to maintain the provision of Winter Response shelter space until more permanent housing options are developed.

1.2: We recommend changing this policy to: "Work with neighbourhood service providers to ensure adequate provision of support services for the visible and hidden homeless." By hidden homelessness, we mean those who are temporarily accommodated without guarantee of continued residency or prospects for permanent housing, for instance people who are couch surfers and people living in vehicles.

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 1.0 – Eliminate street homelessness in Grandview-Woodland.
EMERGING POLICY 1.2 – Work with neighbourhood service providers to ensure adequate provision of support services for the homeless.

1.3: We recommend changing this policy to: "Meet the demand for supported housing options in Grandview-Woodland."

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 2.0 – Increase the supply of supported housing options in Grandview-Woodland.

1.4: We recommend that the City identify opportunities for additional supportive and non-market rental housing, and pursue creative, non-market ways to implement them. This should include the City developing supportive and non-market rental housing in partnership with non-profit organizations.

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 3.0 – Expand the supply of non-market rental housing in Grandview-Woodland.
EMERGING POLICY 3.1 – As part of new development, identify opportunities to create additional non-market rental housing.

1.5: We urge the City to obtain land in Grandview-Woodland for the purpose of supporting the creation of non-market or supported housing.

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 3.0 – Expand the supply of non-market rental housing in Grandview-Woodland.
EMERGING POLICY 3.2 – Consider the creation of new non-market rental through bonus density in strategic locations.

1.6: We expect the City to establish at least one mechanism, within the next three years, to fund owners who want to upgrade existing rental and co-op housing stock without increasing rents, in order to protect sustainable, affordable housing. (See, for instance, the City of Winnipeg's Housing Rehabilitation Reserve and the Seattle Housing Levy for Rental Production and Preservation.)

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 4.0 – Maintain the supply of affordable rental options.

1.7: We recommend that the City require a tenant relocation plan within the community for any redevelopments involving existing apartments.

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 4.0 – Maintain the supply of affordable rental options.
EMERGING POLICY 4.3 – Require a tenant relocation plan for any developments involving existing apartments.

1.8: We urge the City to work with co-op and non-profit housing providers, their umbrella organizations, and senior levels of government to respond to the loss of subsidy for low-income members as federal and provincial operating agreements end.

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 4.0 – Maintain the supply of affordable rental options.
EMERGING POLICY 4.4 – Work with co-op and non-profit housing to respond to the potential loss of Federal operating agreements.

1.9: We recommend the City prioritize the maintenance and expansion of cooperative housing as diverse communities in which members have security of tenure and control over decision-making, including but not limited to:

- Extension of land leases for a minimum of 30 years at a nominal cost;
- An exploration of grants and low-interest loans for renovation, infill, and expansion of co-ops.

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 7.0 – Introduce new housing types to support affordable home ownership options.
EMERGING POLICY 7.3 – Consider ways to support 'alternative' ownership models such as equity co-op and co-housing, and shared equity models.

1.10: We strongly urge the City to expand opportunities for new market rental housing development and work to retain, at a minimum, the current rental to ownership ratio.

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 5.0 – Create new market rental housing.
EMERGING POLICY 5.1 – Provide opportunities for new market rental housing development in growth areas (e.g. through Rental 100 policy).

1.11: We recommend that the City require that all new developments – including rental, co-op and condominium – include a significant portion of both two- and three-bedroom units.

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 5.0 – Create new market rental housing.
EMERGING POLICY 5.2 – In new rental developments, consider requiring a percentage of units to be 2 and 3 bedrooms to provide new family-oriented housing.

1.12: We recommend that the City encourage more affordable development by reducing, or in special circumstances eliminating, parking requirements for new development. We ask that the City require an adequate number of accessible parking spaces and encourage the City to incentivize new developments' provision of car share spaces.

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 5.0 – Create new market rental housing.
EMERGING POLICY 5.3 – Consider reducing or eliminating parking requirements for new rental developments that are located close to transit corridors and facilities.

AND

OBJECTIVE 7.0 – Introduce new housing types to support affordable home ownership options.
EMERGING POLICY 7.2 – Consider reducing or eliminating parking requirements for new rental developments that are located close to transit corridors and facilities.

1.13: We support the expansion of coach-house development in RT zones.

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 6.0 – Create new secondary rental opportunities.
EMERGING POLICY 6.2 – Consider the expansion of Coach-house development in RT zones.

1.14: We recommend that the City allow lock-off suites in duplex and townhouse zones in order to improve affordability.

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 6.0 – Create new secondary rental opportunities.
EMERGING POLICY 6.3 – Investigate means to improve affordability in duplex and townhouse zones by allowing lock-off suites.

1.15: We urge the City to allow secondary rental units in attics and basements for all residential forms, in accordance with existing building code requirements.

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 6.0 – Create new secondary rental opportunities.

1.16: We recommend that the City enable new home ownership with height and building form restrictions, as determined by the sub-area recommendations.

RESPONDING TO 2013 EMERGING DIRECTIONS:
OBJECTIVE 7.0 – Introduce new housing types to support affordable home ownership options.

1.17: We recommend that the City implement ways to support “alternative” ownership models such as equity co-op and co-housing, shared equity models, and accessible models such as Calgary’s Attainable Homes and Ontario’s Options for Homes.

RESPONDING TO 2013 EMERGING DIRECTIONS:
 OBJECTIVE 7.0 – Create new secondary rental opportunities.
 EMERGING POLICY 7.3 – Consider ways to support ‘alternative’ ownership models such as equity co-op and co-housing, and shared equity models.

1.18: We recommend that the City advocate for rent control provincially and seek to establish stringent controls to limit rent increases, especially following renovations.

RESPONDING TO 2013 EMERGING DIRECTIONS:
 OBJECTIVE 4.0 – Maintain the supply of affordable rental options.

1.19: We recommend that the City only allow rezoning within the height limits set out in our sub-area recommendations.

Some members of the Assembly urge the City to put a moratorium, of at least 10 years, on any rezoning that would exceed these height limits. In particular, the concern is that buildings out-of-scale with the neighbourhood will be introduced after the community plan is in place.

Some other members of the Assembly call for flexibility, especially as circumstances change. In particular, the concern is for non-profit organizations and their ability to expand and redevelop their facilities in a timely manner.

1.20: We recommend that the City increase the DCL and index it according to sale price per square foot, so as to generate more funding from higher-priced development projects in order to motivate lower-priced development and at the same time create additional revenue for more non-market rental housing.

RESPONDING TO 2013 EMERGING DIRECTIONS:
 OBJECTIVE 3.0 – Expand the supply on non-market rental housing in Grandview-Woodland.
 EMERGING POLICY 3.2 – Consider the creation of new non-market rental through bonus density in strategic locations.

2.0 TRANSPORTATION

2.1: We recommend the City work to create a richer and safer pedestrian and sidewalk experience, balance the needs of the different users, and seek further opportunities to enhance the pedestrian experience on arterials in industrial-zoned areas.

RESPONDING TO 2013 EMERGING DIRECTIONS:
 OBJECTIVE 1.0 – Enhance and maintain a well-developed pedestrian network and environment in Grandview-Woodland to make walking safe, accessible, convenient and delightful.

2.2: We recommend the enhancement of the public realm on neighbourhood shopping streets and significant intersections (East 1st Avenue and Commercial Drive, Hastings Street and Commercial Drive, Broadway and Commercial Drive, Hastings Street and Nanaimo Street, East 1st Avenue and Nanaimo Street, Venables Street and Clark Drive, and Hastings Street and Clark Drive) by widening sidewalks; improving lighting; allowing parklets; and providing amenities, like street trees, furniture and buffers between pedestrians and moving traffic.

RESPONDING TO 2013 EMERGING DIRECTIONS:
 OBJECTIVE 1.0 – Enhance and maintain a well-developed pedestrian network and environment in Grandview-Woodland to make walking safe, accessible, convenient and delightful.
 EMERGING POLICY 1.2 – As part of future development on key arterials—Nanaimo, Dundas, E 1st and Broadway, Hastings—work to create a richer and safer pedestrian experience. Seek further opportunities to enhance the pedestrian experience on arterials in industrial-zoned areas (I-2 or M-2) areas (e.g. Clark Drive).

1.21: We recommend that the City consider the creation of new non-market rental housing through bonus density in strategic locations, pending community consultation and consent.

RESPONDING TO 2013 EMERGING DIRECTIONS:
 OBJECTIVE 3.0 – Expand the supply on non-market rental housing in Grandview-Woodland.
 EMERGING POLICY 3.2 – Consider the creation of new non-market rental through bonus density in strategic locations.

1.22: We expect the City to immediately research and implement policies to stabilize land values, such as rent control, taxation on empty residences and strict limitations on foreign ownership.

1.23: We expect the City to immediately commission rigorous, independent research to understand the impact of short-term rentals (e.g. Airbnb, VRBO) on the supply and affordability of rental housing in Grandview Woodland. We further expect the city to research and implement regulation of short-term rental services, such as permitting and taxation, in order to preserve affordable rental housing.

1.24: We encourage the City to draw on examples from Strathcona, Kitsilano, Norquay and other communities to create more flexible zoning that encourages fine-grained infill and creative gentle density in existing neighbourhoods.

1.25: Work with renters’ organizations and other parties to gain a clear sense of trends in rents, occupancy and availability of affordable private rental housing in Grandview-Woodland, and use the information to develop policies that maintain Grandview-Woodland as a socially and economically diverse neighbourhood, particularly including mitigating ripple effects from new development.

1.26: We recommend the City pursue the following policy directions from Emerging Directions:
 EMERGING POLICY 4.1 – Continue to prioritize retention of the existing purpose-built rental housing stock through ‘Rate of Change’ regulations.
 EMERGING POLICY 4.2 – Provide opportunities for gradual renewal and expansion of existing rental stock in strategic locations. In cases where existing rental stock is redeveloped, seek to increase the amount of rental housing and/or maintain the level of affordability.
 EMERGING POLICY 6.1 – Support the expansion of laneway housing in all RS (single-family) zones in Grandview-Woodland.

2.3: We recommend the City of Vancouver use media and education to inform and reinforce safe road use for all modes of transportation.

RESPONDING TO 2013 EMERGING DIRECTIONS:
 OBJECTIVE 2.0 – Improve and expand the existing cycling network with low stress, high-quality routes to support safe and convenient cycling for people of all ages and abilities. Provide direct and intuitive connections to meaningful destinations and the broader region.

2.4: We recommend the City of Vancouver expand the cycling network, as proposed by the sub-area recommendations.

RESPONDING TO 2013 EMERGING DIRECTIONS:
 OBJECTIVE 2.0 – Improve and expand the existing cycling network with low stress, high-quality routes to support safe and convenient cycling for people of all ages and abilities. Provide direct and intuitive connections to meaningful destinations and the broader region.

2.5: We recommend the City pursue improved bike access such as sufficient bike parking and signage, without affecting pedestrian safety and walkability, while ensuring cycling safety and accessibility for people of all ages and abilities.

2.6: We urge the City advocate on behalf of Grandview-Woodland to Translink to improve local transit service and efficiently connect the neighbourhood (1) internally, with the introduction of a neighbourhood shuttle that connects Grandview-Woodland (running along Commercial Drive, Broadway, Nanaimo Street and Hastings Street); (2) to nearby neighbourhoods, such as Strathcona and Chinatown, as well as regional destinations. We expect the service to be fast, frequent, reliable, clean, safe, fully accessible, and comfortable.

RESPONDING TO 2013 EMERGING DIRECTIONS:
 OBJECTIVE 3.0 – Work with Translink to improve local transit service and efficiently connect the neighbourhood to regional destinations, with service that is fast, frequent, reliable, fully accessible, and comfortable.

2.7: We request that the City advocate to Translink for the creation of additional bus information devices at high volume stops, similar to those that exist along Main Street and Granville Street.

RESPONDING TO 2013 EMERGING DIRECTIONS:
 OBJECTIVE 3.0 – Work with Translink to improve local transit service and efficiently connect the neighbourhood to regional destinations, with service that is fast, frequent, reliable, fully accessible, and comfortable.
 EMERGING POLICY 3.7 – As part of the overall improvement to arterials, enhance bus waiting areas.

2.8: We instruct the City to find ways to discourage the use of Victoria and Venables as commuter routes to and from downtown (see also 13.2). For example, we encourage the City to pursue the possibility of the Venables greenway.

2.9: We recommend that the City explore ways to slow down traffic along East 1st Avenue in order to promote a safer and more neighbourly pedestrian experience and decrease vehicle noise (see also 12.3).

2.10: We urge the City and the Vancouver Police Department to enforce speed limits, particularly on the major truck routes (e.g., Nanaimo Street and Clark Drive), and ensure safety through pedestrian controlled traffic crossings.

RESPONDING TO 2013 EMERGING DIRECTIONS:
 OBJECTIVE 4.0 – Ensure safe and efficient use of the road network in Grandview-Woodland; support a gradual reduction in car dependence by making it easier to drive less; and support goods and services movement and delivery.

2.11: We ask the City to work with the Grandview-Woodland community and study community impacts prior to approving any traffic route changes in the event of considerations to remove the Georgia and Dunsmuir Viaducts.

RESPONDING TO 2013 EMERGING DIRECTIONS:
 OBJECTIVE 4.0 – Ensure safe and efficient use of the road network in Grandview-Woodland; support a gradual reduction in car dependence by making it easier to drive less; and support goods and services movement and delivery.



2.12: We urge the City to adopt and communicate best practices to ensure the safe transportation of materials by train through the neighbourhood.

2.13: We recommend installing electric vehicle charging stations in key locations.

2.14: RESPONDING TO 2013 EMERGING DIRECTIONS:

EMERGING POLICY 1.3 – Work to complete the larger city-wide Greenway program, including routes along Powell Street and Woodland Drive. Continue to explore the possibility of a greenway on Venables.

EMERGING POLICY 1.4 – Complete the sidewalk network in areas of the neighbourhood that currently lack sidewalks.

EMERGING POLICY 1.5 – Prioritize pedestrian improvements on residential streets with higher pedestrian volumes, close to schools, community facilities or other destinations, or a history of collisions.

EMERGING POLICY 1.6 – Support the renaming of Grandview Highway to Grandview Boulevard.

EMERGING POLICY 2.1 – Continue the spot improvement program to make existing bike routes safer and more comfortable for people of all ages and abilities.

EMERGING POLICY 2.4 – Support improved integration of cycling and transit by:

- Providing bike parking and bike storage at Broadway-Commercial and VCC-Clark SkyTrain Stations;
- Providing safe, convenient connections between Broadway-Commercial Station and the existing cycling network; and
- Considering bike access and movement as part of station upgrades.

EMERGING POLICY 2.5 – Support the expansion of future public bike share into Grandview-Woodland.

EMERGING POLICY 3.1 – Support improved frequency and reliability of existing bus routes.

EMERGING POLICY 3.3 – Support the long-term expansion of rapid transit service along Hastings Street.

EMERGING POLICY 3.4 – Support the long-term expansion of rapid transit or limited stop service along the Commercial/Victoria route.

EMERGING POLICY 3.6 – Support station upgrades at Broadway-Commercial to increase capacity and better integrate into the surrounding neighbourhood.

EMERGING POLICY 3.7 – As part of overall improvements to key arterials, enhance bus waiting areas.

EMERGING POLICY 4.1 – Carefully consider and manage impacts to transit, services and deliveries, traffic congestion and parking when expanding or improving walking and cycling routes, or when implementing measures to give pedestrian and cycling priority at intersections.

EMERGING POLICY 4.2 – Continue to look for opportunities to enhance pedestrian safety and public realm along major arterials by extending or removing parking restrictions.

EMERGING POLICY 4.3 – Continue to support local businesses by planning for loading and deliveries and by ensuring potential customers have exposure and convenient access.

EMERGING POLICY 4.4 – Explore opportunities to better manage residential parking permit areas through options outlined in the Transportation 2040 Plan, including expanding residential parking permit areas and/or modifying the residential parking permit program to improve efficiency.

3.0 PUBLIC REALM

3.1: We expect the City to immediately implement a more rigorous rodent and trash abatement program, in order to improve the usability of public spaces, including plazas, public parks and community gardens.

3.2: As part of any future development in Grandview-Woodland, we urge the City to work to secure new park space. Acknowledging the difficulty in acquiring new land, we request that the City also prioritize securing alternative public and private park spaces (e.g., roof gardens and pocket parks) for new/redeveloped buildings in the neighbourhood.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 2.0 – Expand neighbourhood greenspace assets to ensure greater access to nature and park space opportunities.

EMERGING POLICY 2.1 – As part of future development in Grandview-Woodland (and study area) work to secure new park space in the neighbourhood.

3.3: Acknowledging the difficulty in acquiring new land for public use, we recommend that the City planning department immediately study the feasibility of creatively developing the Grandview Cut with the express purpose of creating additional park and public space.

3.4: We recommend that the City improve laneway infrastructures such as lighting, paving and drainage in proportion to the development of laneway houses and commercial laneway usage to improve overall accessibility, livability, and public safety.

3.5: We urge the City to create new hard-surfaced plaza spaces to support public gathering.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 4.0 – Create new hard-surfaced plaza space to support public gathering.

3.6: We request that the City immediately begin work to identify suitable space in the north of Grandview-Woodland to support public gathering, to be built in consultation with the neighbourhood within the next five to 10 years.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 4.0 – Create new hard-surfaced plaza space to support public gathering.

3.7: As part of plaza development, we urge the City to include programing for culturally inclusive forms of public engagement (e.g., outdoor programming, theatre, kids’ craft festivals, etc.) and to also include canopy structures to maintain year-round usability. We also request that the City prioritize the creation of adjacent/integrated indoor space for additional community programming.

3.8: We expect the City to increase the number of public bathrooms in the neighbourhood. In particular, we urge the City to review the potential for:

- (a) New facilities in the Broadway/Commercial Skytrain station.
- (b) Self-cleaning bathroom facilities on Commercial Drive and Hastings Street high streets areas.
- (c) Incorporate design considerations that discourage illicit activities (e.g., blue lights to reduce injection drug use).

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 6.0 – Enhance Grandview-Woodland’s public realm by expanding the available street furniture, improving the distribution and placement of signage, increasing public realm programming—and working to maintain and enhance lively streetscapes.

EMERGING POLICY 6.2 – Seek opportunities to increase the number of public bathrooms in the neighbourhood.

3.9: We request that the City immediately begin working with neighbourhood business associations and community service providers to ensure the appropriate placement of wayfinding signage that includes an appropriate array of information.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 6.0 – Enhance Grandview-Woodland’s public realm by expanding the available street furniture, improving the distribution and placement of signage, increasing public realm programming—and working to maintain and enhance lively streetscapes.

EMERGING POLICY 6.2 – Work with area BIAs and community service providers/ stakeholders to ensure the appropriate placement of wayfinding signage, and to ensure the inclusion of an appropriate array of information.

3.10: We request that the City consider the expansion of food cart and mobile food licenses in Grandview-Woodland, where there is support from community residents and local businesses.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 6.0 – Enhance Grandview-Woodland’s public realm by expanding the available street furniture, improving the distribution and placement of signage, increasing public realm programming—and working to maintain and enhance lively streetscapes.

EMERGING POLICY 6.6 – Where community support exists, consider the expansion of food cart and mobile food vending licenses in Grandview-Woodland.

3.11: We demand that the city significantly increase effective and/or real width of sidewalks on Grandview-Woodland high streets to cultivate a lively streetscape and to accommodate new street furniture and greenery.

3.12: We demand that the City complete the sidewalk network through all of Grandview-Woodland where there are missing sidewalk links, and renovate sidewalks where they are damaged. We ask the City to prioritize accessibility and safety.

3.13: We request that the City mark and promote the significant views in Grandview-Woodland.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 7.0 – Promote the key views that exist in the neighbourhood.

EMERGING POLICY 7.1 – Look at mechanisms to mark and promote the significant views in Grandview-Woodland.

3.14: Recognizing Grandview Woodland’s anticipated growth in population, the City planning department must create new community amenities to meet the accompanying increases in demand for recreational services.

3.15: We encourage the City to upgrade and expand the Britannia Community Services Centre within the next five years. We expect the city to retain as many of the existing amenities as possible during construction and we expect the full current range of amenities to be available at the end of construction. Admissions costs must be kept low to retain functionality of Britannia as a community hub.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 8.0 – Support the optimization and upgrade of community recreation facilities in Grandview-Woodland.

EMERGING POLICY 8.1 – As part of the upgrade and expansion of Britannia Community Centre, upgrade the Britannia ice-rink.

4.0 HERITAGE

4.1: As part of the heritage context statement that is being prepared for Grandview-Woodland, we expect the City to ensure that the definition of heritage is inclusive of a wide array of built form considerations including, but not limited to: housing, landscape, gardens, street features, and small retail.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 1.0 – Increase the understanding of ‘heritage’ by utilizing a values-based approach to identify neighbourhood heritage.

EMERGING POLICY 1.1 – As part of the Heritage Context Statement that is currently being prepared for Grandview-Woodland, ensure that the notion of heritage is inclusive of a wide array of considerations (built form, social and cultural history, public realm, local Aboriginal history and more.) This work is currently underway.

4.2: As part of the redevelopment of key community facilities (e.g., the Britannia Community Centre), we expect the City to ensure that the definition of heritage includes the preservation of social and cultural history, including indigenous history in this culturally and socioeconomically diverse neighbourhood.

4.3: We recognize that there are varying and competing aesthetic tastes (e.g.,

3.16: Recognizing the different populations that the Templeton and Britannia pools currently serve, and the anticipated increase in population in Grandview-Woodland, we request that both of these facilities be retained and upgraded after direct consultation with the community (including feedback regarding programming).

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 8.0 – Support the optimization and upgrade of community recreation facilities in Grandview-Woodland.

EMERGING POLICY 8.2 – When considering future upgrades to Britannia and Templeton Pools, review the efficacy of having two pools in close proximity to one another.

3.17: Recognizing Grandview-Woodland’s location on unceded Coast-Salish land, its large indigenous population, and the goals of the reconciliation process, we urge the City to consult with indigenous organizations to explore establishing a longhouse in Grandview-Woodland capable of hosting indigenous festivals and cultural events.

3.18: We recommend the City pursue the following policy directions from 2013 Emerging Directions:

EMERGING POLICY 1.1 – Improve the quality and usability of existing parks in Grandview-Woodland. Where appropriate, use community input gathered during the planning process to prioritize where future park upgrades take place in Grandview-Woodland.

EMERGING POLICY 1.3 – Look for opportunities to beautify underutilized (‘orphaned’) spaces that are located on public land.

EMERGING POLICY 2.2 – Work with the community to explore the creation of street-to-park projects.

EMERGING POLICY 2.3 – Over the long term, work with Port Metro Vancouver to establish public access to the waterfront via the creation of park space on the Burrard Inlet.

EMERGING POLICY 3.1 – Complete the two neighbourhood greenways – Mosaic (Woodland) and Powell Street – identified in the City-wide Greenways Plan. Continue to review the possibility of a greenway on Venables.

EMERGING POLICY 3.5 – Explore opportunities as they arise to revitalize laneways (e.g. by creating ‘country lanes’, or through other design and/or programming opportunities).

EMERGING POLICY 6.1 – Increase the placement and distribution of street furniture on the neighbourhood – with a focus on high streets and other destination areas. As a part of this, consider opportunities for the following amenities:

- Public Seating (formal seats and benches, or informal opportunities to perch/lean)
- Tables
- Water fountains
- Poster cylinders and community message boards

what constitutes good or bad design, whether “faux” heritage is appropriate, whether modernism is badly executed, and so on) that inform ongoing debates on the acceptability of development in our community. We expect the City to support and provide public venues for debate and consultation in order to advance, record, and resolve these conversations – especially those concerning developments that propose increased density or heritage designation.

4.4: We recommend the City pursue the following policy directions from 2013 Emerging Directions:

EMERGING POLICY 2.1 – Support the city-wide review of heritage resources and municipal heritage review – as per Council motion of May 15, 2013.

EMERGING POLICY 2.2 – Support the updating of the City’s Heritage Register – including the identification and addition of local heritage resources that are not currently on the Register.

EMERGING POLICY 2.3 – In collaboration with property owners, prioritize the heritage assessment of key social and cultural assets – e.g. The Waldorf, Rio Theatre.

EMERGING POLICY 2.4 – Consider the development of promotional material – signage, markers, public art etc. – to help showcase and celebrate the many neighbourhood heritage assets found in Grandview-Woodland.

EMERGING POLICY 3.2 – (As part of the planning process) further review Grandview-Woodland’s duplex (RT) district schedules as a means to support the goals of heritage conservation.

5.0 ARTS & CULTURE

5.1: We urge the City to acquire, renovate, operate and create opportunities for affordable shared cultural spaces suitable for use as a community hub.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 1.0 – Support the creation of adaptable, affordable and accessible arts and culture space.
EMERGING POLICY 1.3 – Pursue opportunities for co-location and shared spaces as well as spaces suitable for use as a shared community hub.

5.2: We urge the City to seek opportunity to increase the number of creation, production and presentation spaces where appropriate and feasible. We recommend that the City include the creation of new studio space and public cultural space as a requirement for development.

5.3: We recommend the City encourage new developments to feature public art, including innovative and controversial pieces.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 5.0 – Increase the amount of public art and performance in Grandview-Woodland so as to better showcase the neighbourhood and its role in the city's cultural economy.
EMERGING POLICY 5.2 – Where feasible and appropriate, encourage new developments to feature public art.

5.4: Any redevelopment projects that involve the disturbance or demolition of existing registered studios ("makers' spaces") must include plans to replace those studio spaces within the Grandview-Woodland neighbourhood with spaces of equivalent size and value/cost.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 2.0 – Where possible, preserve existing creation/production spaces for neighbourhood artists.
EMERGING POLICY 2.1 – In redevelopment projects that involve the disturbance or demolition of existing registered Class A and/or Class B studios – seek to replace studios within the neighbourhood either on site or through cash-in-lieu.

5.5: As part of the redevelopment of key community facilities (e.g., the Britannia Community Services Centre), we expect the City to seek enhanced affordable space for arts and culture.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 2.0 – Where possible, preserve existing creation/production spaces for neighbourhood artists.
EMERGING POLICY 2.2 – As part of the redevelopment of key community facilities (e.g. Britannia), seek enhanced space for art and culture production.

5.6: We request that the City address the need for presentation spaces that serve all age groups in Grandview-Woodland (e.g., an all-ages music venue).

5.7: We urge the City to create unique subsidized living spaces for artists, such that separate kitchen/living room space and studio space are feasible.

5.8: We demand that the City engage with the community before removing any cultural facilities.

5.9: We urge the City to expand events and financial support for Grandview-Woodland's rich tradition of cultural festivals and events – especially First Nations events.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 5.0 – Increase the amount of public art and performance in Grandview-Woodland so as to better showcase the neighbourhood and its role in the city's cultural economy.
EMERGING POLICY 5.3 – Continue to support Grandview-Woodland's rich tradition of festivals and special events.

5.10: As part of any laneway revitalization initiatives, we urge the City to work with local business and industry as soon as possible to identify blank spaces (e.g., walls, sidewalks, streets) that could be used as canvasses for street art.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 5.0 – Increase the amount of public art and performance in Grandview-Woodland so as to better showcase the neighbourhood and its role in the city's cultural economy.
EMERGING POLICY 5.4 – As part of laneway revitalization initiatives work with local industry to identify one or more blank walls that could be used for street art.

5.11: Recognizing the current shortage of hotel space in Grandview-Woodland, and other accommodation barriers to cultural visitors to the neighbourhood (e.g., artists, musicians, attendees), we urge the City to provide support for developing visitor accommodation within walking distance of Grandview-Woodland's performance venues (e.g., the Cultch, York Theatre, live music venues). We hope that this will result in a wide range of accommodation options of varying affordability, suitable for hosting a diverse range of visitors.

5.12: We urge the City to support the creation of permanent locations for cultural expression in Grandview-Woodland. We urge the City to work with existing cultural organizations, such as the Vancouver Latin American Cultural Centre.

5.13: We recommend the City establish free or low-cost permit requirements for busking on Grandview-Woodland high streets.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 5.0 – Increase the amount of public art and performance in Grandview-Woodland so as to better showcase the neighbourhood and its role in the city's cultural economy.
EMERGING POLICY 5.7 – Work with the local arts community to promote busking opportunities in neighbourhood parks.

5.14: We recommend the City establish free or low-cost permit requirements for artists to sell their artwork on City and Park Board property.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 4.0 – Ensure that a variety of neighbourhood presentation spaces are available to support the local arts scene.
EMERGING POLICY 4.5 – Explore enhanced opportunities for artists to sell their artwork on City and Park Board property.

5.15: We recommend the City pursue the following policy directions from 2013 Emerging Directions:

- EMERGING POLICY 1.1 – Work to establish operationally sustainable multi-use neighbourhood facilities that support creation/production and presentation.
- EMERGING POLICY 1.2 – Enable the development of affordable and accessible community cultural spaces in both private and publicly-owned facilities.
- EMERGING POLICY 3.1 – Through redevelopment, seek new Class A and Class B artist studios where feasible and appropriate (e.g. Class A and Class B in industrial and 'edge' spaces; Class A elsewhere in the neighbourhood).
- EMERGING POLICY 4.1 – Continue to use available municipal tools to incentivize the protection of important presentation spaces (e.g. Waldorf, Rio Theatre).
- EMERGING POLICY 4.2 – Continue to review regulatory barriers for live performance venues – and support the implementation of recommendations, as per the Live Performance Regulatory Review.
- EMERGING POLICY 4.3 – Through redevelopment, support the creation of small-medium size neighbourhood presentation spaces on Grandview-Woodland's high-streets – or in other areas where the zoning allows it.
- EMERGING POLICY 4.4 – Explore the potential activation of neighbourhood laneways – linking possible presentation space with the development of studio space in adjacent buildings.
- EMERGING POLICY 5.1 – Work with the Park Board to ensure a greater degree of locally produced public art is integrated into future park upgrades.
- EMERGING POLICY 5.5 – Through VIVA Vancouver and the City's Graffiti Management Program, work to create opportunities for residents to create murals, street murals and other forms of artistic 'intervention' to enliven the neighbourhood.
- EMERGING POLICY 5.7 – Work with the local arts community to promote busking opportunities in neighbourhood parks.
- EMERGING POLICY 5.8 – Where opportunities exist for the creation of new neighbourhood-specific street furniture, work with local artists on aspects of design and development.
- EMERGING POLICY 6.1 – As part of future public art programming, encourage a greater proportion of urban aboriginal art (and art from other neighbourhood cultural traditions) into Grandview-Woodland's parks and public spaces.
- EMERGING POLICY 6.2 – As part of future heritage conservation, work with the local community to identify, mark and celebrate 'sites of cultural memory' in Grandview-Woodland.
- EMERGING POLICY 7.1 – Continue to support arts and culture uses in neighbourhood commercial and industrial zoning.
- EMERGING POLICY 8.1 – As part of future development, work to increase the supply of secure, affordable, office space for arts & culture non-profit organizations – including office space and associated ancillary spaces (e.g. storage).



6.0 LOCAL ECONOMY

6.1: a. We encourage the City of Vancouver to protect the commercial business identity of Grandview-Woodland by limiting store frontage outside of rapid transit zones.

6.1: b. We recommend the City explore ways to ensure viability of independent businesses.

6.2: We recommend that the City of Vancouver change the zoning and design guidelines to increase the amount of office space near nodes (Nanaimo Street and Broadway, Nanaimo Street and East 1st Avenue, Nanaimo Street and Hastings Street, Commercial Drive and Hastings Street, Dundas Street and Powell Street, Broadway and Commercial Drive, and Commercial Drive and East 1st Avenue), and zone for at least two storeys of non-residential use where appropriate and in line with sub-area recommendations, in order to encourage job growth within Grandview-Woodland, increase the diversity of the local economy and revitalize important intersections that are currently underused.

6.3: We encourage the City of Vancouver to continue pursuing the concept of split-level assessment for taxation in order to increase fairness, support small and existing businesses and to help the economic viability of existing business owners in the neighbourhood.

6.4: We are concerned about the potential of losing industrial and manufacturing land. We recommend the City maintain current manufacturing and industrial zoning and incentivize development to create jobs and support the local economy.

6.5: We ask the City to develop design guidelines regarding store frontage size, frontage design, and floor plate areas in order to create high streets that are visually interesting and economically diverse. We also encourage the City to engage the community in the design of high streets. We like the aesthetic of the street-level architecture and business layout of the Marquee and think it is a good example to be followed.

6.6: We direct the City to investigate ways to encourage varied forms of ownership of retail, manufacturing, office and industrial spaces, including strata and other shared ownership models in order to support diverse forms of economic activity, including small businesses and startups, digital and high tech, artistic and non-profit use.

6.7: We encourage the City to modify current industrial zoning to allow for higher density and more mixed use including industrial, manufacturing, commercial and artistic, giving preference to businesses with employment density, while guarding against residential development and maintaining the predominantly industrial character of these areas.

6.8: Where compatible with existing residential use, we encourage the development of non-invasive, small-scale retail, light manufacturing, artistic spaces and home business in residential areas, including laneways. These spaces should be leasable. This will make better use of and activate existing public spaces and create opportunities for small and fledgling businesses.

6.9: We encourage the extension of opening hours for businesses, including restaurants, in Grandview-Woodland in order to create more vibrant high streets in the evening.

6.10: We recommend the City pursue the following policy directions from 2013 Emerging Directions:

EMERGING POLICY 4.1 – Maintain current manufacturing (M) and light industrial (I) zoned areas as industrial.

EMERGING POLICY 4.2 – Support long-term intensification of manufacturing and light-industrial areas in Grandview-Woodland.

EMERGING POLICY 4.3 – Rezone the portion of land between the lane north of Hastings and Franklin, Clark Drive to Victoria, from M to I.

EMERGING POLICY 4.4 – Ensure that any new multifamily residential development adjacent to (M) zoned industrial space will contain provisions to alert prospective buyers/tenants to the presence of industry-related noise.

7.0 COMMUNITY WELL-BEING & HEALTH

7.1: We recommend that the City's social infrastructure division support non-profit community health and social services, such as community health clinics, in their efforts to sustain, expand, and/or relocate in G-W.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 3.0 – Support the expansion of key non-profit social service facilities in Grandview-Woodland.

EMERGING POLICY 3.2 – Through the City's Social Infrastructure Division, continue to support REACH in their efforts to expand and/or relocate in Grandview-Woodland.

7.2: We urge the City, as part of the development process, to secure new childcare spaces. We expect the City to work with the Vancouver School Board/Vancouver Board of Education, Park Board and other area service providers to align the type of space needs with the specific needs of our diverse community, with particular sensitivity to different cultures, ethnicities, abilities, and incomes.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 5.0 – Increase the provision of childcare and early childhood (0-12) development services in Grandview-Woodland.

EMERGING POLICY 5.1 – As part of the development process, secure new childcare spaces. Work with VSB/VBE, Park Board and area service providers to align the type of space needs to the specific needs of the community.

7.3: We recommend that the City work to support the provision of culturally appropriate childcare, out-of-school care, and early childhood development services for the urban aboriginal community as part of the aboriginal reconciliation effort.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 5.0 – Increase the provision of childcare and early childhood (0-12) development services in Grandview-Woodland.

EMERGING POLICY 5.3 – Work to support the provision of culturally-appropriate childcare and early childhood development services for the urban Aboriginal Community.

7.4: Through the Vancouver Police Department and community policing, we recommend that the City continue to identify problem buildings in the neighbourhood and work to resolve issues by supporting the goals of community safety programs, such as crime-free multi-housing program.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 9.0 – Further strengthen neighbourhood safety for all residents of the neighbourhood.

EMERGING POLICY 9.5 – Through the Vancouver Police Department, continue to identify problem buildings in the neighbourhood and work to resolve issues. Support the goals of the Crime-free Multi-housing Program.

7.5: We ask that the City add another policy objective to this section of Emerging Directions: "Promote the health and well-being of all residents of the neighbourhood". There should be policies to support vulnerable members of the community, including harm reduction and addiction services, and mental health services.

7.6: We urge to City to extend consideration of shadowing – accessibility to sunlight – to residential dwellings and redevelopments, as well as public spaces and schools – to ensure mental and physical well-being of residents.

7.7: In order to maintain and improve the well-being of the community, we urge the City to make the protection and provision of safe, secure, and affordable housing a top priority when making planning decisions.

7.8: We recommend the City implement a policy requiring developers, sellers, and landlords to disclose any recurring noise, smell or pest infestation issues that impact the potential residents in order to respect their right to choose and make informed decisions.

7.9: We ask the City to advocate for and consult with the community whenever there are proposed changes to business or government policy that would impact the noise, smell, light and air quality in the community such as changes to hours of operation, noise and smell levels, traffic patterns to protect residents' current quality of life standards.

7.10: We expect the City to immediately increase the number of garbage cans, recycling bins, and compost bins throughout the neighbourhood so as to reduce litter and associated health costs. Priority areas include: parks, high streets, schools, and bus stops.

7.11: We ask that the City add another policy objective to this section of Emerging Directions: "Consider opportunities to support aboriginal reconciliation in every policy direction."

7.12: We recommend that the City provide healthy and nutritious food to at risk youth through the implementation of community-based youth food programs.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 6.0 – Provide space and resources to support neighbourhood youth.

7.13: We urge the City to educate the community on the City's emergency preparedness plan in the event of a natural disaster.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 10.0 – Ensure the long-term viability of neighbourhood emergency services.

7.14: We demand that the City develop, implement and communicate a comprehensive resident action plan in the event of industrial accidents and incidents.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 10.0 – Ensure the long-term viability of neighbourhood emergency services.

7.15: We are appalled by the lack of support for individuals with mental health issues. While we recognize that mental health is not a police issue, the Vancouver Police Department has become the sole responder to citizens' concerns. We insist that the City provide more services so that they can respond to volatile situations more quickly. We also require an increase in Vancouver Police Department mental health cars (car 86) immediately. We ask the City to undertake consultation with local groups supporting mental health, and advocate on our behalf at higher levels of government in order to create a mental health action plan.

7.16: We recommend the City pursue the following policy directions from 2013 Emerging Directions:

EMERGING POLICY 1.1 – Support, in principle, the future redevelopment and expansion of Britannia Community Centre. Work to ensure that facility continues to function as a key 'heart' of the neighbourhood, and as a 'hub' for a variety of co-located services.

EMERGING POLICY 2.1 – Work with the Vancouver School Board/Vancouver Board of Education to allow the utilization of neighbourhood schools and greenspaces as community facilities, as well as places of learning and education.

EMERGING POLICY 3.3 – As part of future development, work to increase the supply of secure, affordable, office and ancillary space for non-profit social service organizations.

EMERGING POLICY 5.2 – As part of the long-term expansion of existing community services (e.g. Britannia) work to support the expansion facility-related childcare services.

EMERGING POLICY 6.1 – As part of the expansion of key community facilities (e.g. Britannia, Urban Native Youth Association), seek additional flexible and/or purpose-built space for youth programming.

EMERGING POLICY 6.2 – Continue to provide space for youth programming through the City's community centre, library and School Board facilities. Where appropriate, support non-profit organizations that provide space and programming opportunities for youth.

EMERGING POLICY 6.3 – Through the City's Social Policy Division, continue to support and participate in neighbourhood focused "youth tables" as a means of identifying and responding to emerging issues faced by area youth.

EMERGING POLICY 7.1 – As part of the development process, seek new affordable social and support-housing for low-income seniors.

EMERGING POLICY 7.2 – Continue to encourage the development of laneway housing in single-family zoned areas. As part of the design review process, encourage accessible design that supports aging in place.

EMERGING POLICY 7.3 – Continue to encourage the development of secondary suites throughout the neighbourhood. As part of the design review process, encourage accessible design that supports aging in place.

EMERGING POLICY 7.4 – As part of the future redevelopment of community facilities, work to expand the availability of flexible and/or purpose-built space for seniors recreation, programs and services.

EMERGING POLICY 8.1 – Work with the Park Board, School Board, Engineering Department and local non-profits to create new community gardens/garden plots and community food tree plantings.

EMERGING POLICY 8.2 – As part of the future redevelopment of community facilities, work to expand the availability of space for community kitchens and food-related programming.

EMERGING POLICY 8.3 – Support the development and expansion of farmers markets and community food (pocket) markets in the north end of Grandview-Woodland.

EMERGING POLICY 8.4 – Through the City's Food Policy Program, work with the local aboriginal community to identify bylaw restrictions that limit the opportunity to undertake traditional food-preparation, medicine and health practices (e.g. smokehouses).

EMERGING POLICY 9.1 – Continue to support the provision of community space for a variety of social, arts-related and recreational programming – to encourage participation in positive community ventures.

EMERGING POLICY 9.2 – Through the VPD and Transit Police, increase the sense of personal safety in Grandview-Woodland by continuing to increase patrols around safety "hotspots."

EMERGING POLICY 9.3 – Investigate means to improve night-time safety in key "hotspots" through the addition of pedestrian-scale lighting.

EMERGING POLICY 9.4 – As part of the long-term redesign of Britannia, seek design and architectural solutions to current safety and wayfinding challenges.

EMERGING POLICY 9.6 – Ensure that Crime Prevention Through Environmental Design (CPTED) design principles are incorporated with all new buildings and encourage safety audits and retrofits with existing structures and grounds.

EMERGING POLICY 9.7 – Encourage a greater mix of retail and commercial uses on neighbourhood high streets – to facilitate 'eyes on the street' for more hours of the day.

EMERGING POLICY 9.8 – Through the VPD, continue to support the Community Policing programs currently operating in Grandview-Woodland and study area.

EMERGING POLICY 9.9 – Ensure that CPTED design principles are incorporated with all new buildings and encourage safety audits and retrofits with existing structures and grounds.

EMERGING POLICY 9.10 – Work to improve nighttime safety in Grandview-Woodland's industrial areas, through CPTED, additional lighting and other measures.

EMERGING POLICY 9.11 – Implement recommendations from the City's Task Force on Sex Work and Sexual Exploitation and the Murdered and Missing Women's Inquiry.

EMERGING POLICY 9.13 – Support conditional uses (e.g. Ancillary retail, Restaurant Class 1, tasting rooms) in manufacturing and light-industrial areas ("I" and "M" zoned) where they enable more "eyes on the street" (particularly in evening time).

EMERGING POLICY 10.1 – Support the long-term renewal of Fire Hall #9.

EMERGING POLICY 11.1 – As part of major redevelopments in Grandview-Woodland, aim to create employment opportunities (e.g. construction jobs) for local low-income workers.

EMERGING POLICY 11.2 – Where appropriate, support social enterprise initiatives that reduce barriers to new business establishments, benefit to the community and for local businesses that hire workers with barriers to employment.

"I can really talk the talk about diversity and inclusion. I appreciated having the opportunity to walk the talk."

Assembly member

8.0 ENERGY & CLIMATE CHANGE

8.1: We urge the City to work with energy providers (e.g., BC Hydro and Fortis) to encourage more efficient use of existing energy supply, before building additional energy infrastructure, through programs that prioritize reduction of energy demand, such as peak time energy consumption and energy conservation programs.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 1.0 – Encourage the energy retrofits of existing buildings.

EMERGING POLICY 1.0 – Encourage energy conservation in existing buildings through partnerships and incentive programs for energy efficiency retrofits.

8.2: We recommend that the City work with other levels of government and energy companies (e.g., BC Hydro and Fortis) to provide incentives and subsidies to retrofit and repurpose existing private building to increase energy conservation and efficiency.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 1.0 – Encourage the energy retrofits of existing buildings.

EMERGING POLICY 1.0 – Encourage energy conservation in existing buildings through partnerships and incentive programs for energy efficiency retrofits.

8.3: We urge the City to promote retrofits and repurposing of existing service infrastructure, such as schools, libraries, recreations centers and childcare facilities. Construction of new facilities should only be considered if a new building results in a smaller ecological footprint than retrofitting.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 1.0 – Encourage the energy retrofits of existing buildings.

8.4: We urge the City to encourage new developments to replace non-renewable energy with renewable energy sources wherever possible, with the following caveat: the incorporation of renewable energy sources and technologies should demonstrate environmental advantages over conventional/status-quo sources over all stages of their life-cycle—from production through operation and maintenance and eventual decommissioning. Such analysis might reveal, for example, that integration of hydro-electricity and/or passive solar principles are preferable to use of costly, resource-intensive, or potentially toxic solar cells.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 2.0 – Encourage new developments to utilize renewable energy.

8.5: We urge the City to require developers to meet or exceed best practices of comparable urban environments for energy conservation and renewable energy.

RESPONDING TO 2013 EMERGING DIRECTIONS:

OBJECTIVE 2.0 – Encourage new developments to utilize renewable energy.

EMERGING POLICY 2.1 – Work with developers to identify opportunities for renewable energy.

8.6: We recommend that the City implement measurable and area-specific tree planting goals.

8.7: We urge the City to continuously monitor and address the deficient tree canopy, in order to promote lower emissions, pure air, biodiversity, beauty and general community well-being.

8.8: We ask that the City add another policy objective to this section of Emerging Directions: “Continue to promote a policy of zero waste.”

8.9: We support the exploration of opportunities to land best practices related to storm water management and grey water reuse in Grandview-Woodland.

8.10: We urge the City to promote through public education reduced use of resources as an even higher priority than recycling to meet the goals of zero waste.

8.11: We recommend the City pursue the following policy directions from 2013 Emerging Directions:

EMERGING POLICY 2.2 – Ensure any new large developments in Grandview-Woodland investigate renewable energy and are designed to be easily connectable to a neighbourhood energy system.

EMERGING POLICY 3.1 – Implement green building policies and codes to achieve energy efficiency in new construction.

EMERGING POLICY 3.2 – Support building deconstruction through the permitting and approvals process to ensure material re-use and re-cycling.

9.0 MISCELLANEOUS

9.1: We expect the City and planning department to implement the recommendations of the Assembly within the context of the City bylaws and policies. This will ensure that the voices of our Grandview-Woodland community are heard and respected.

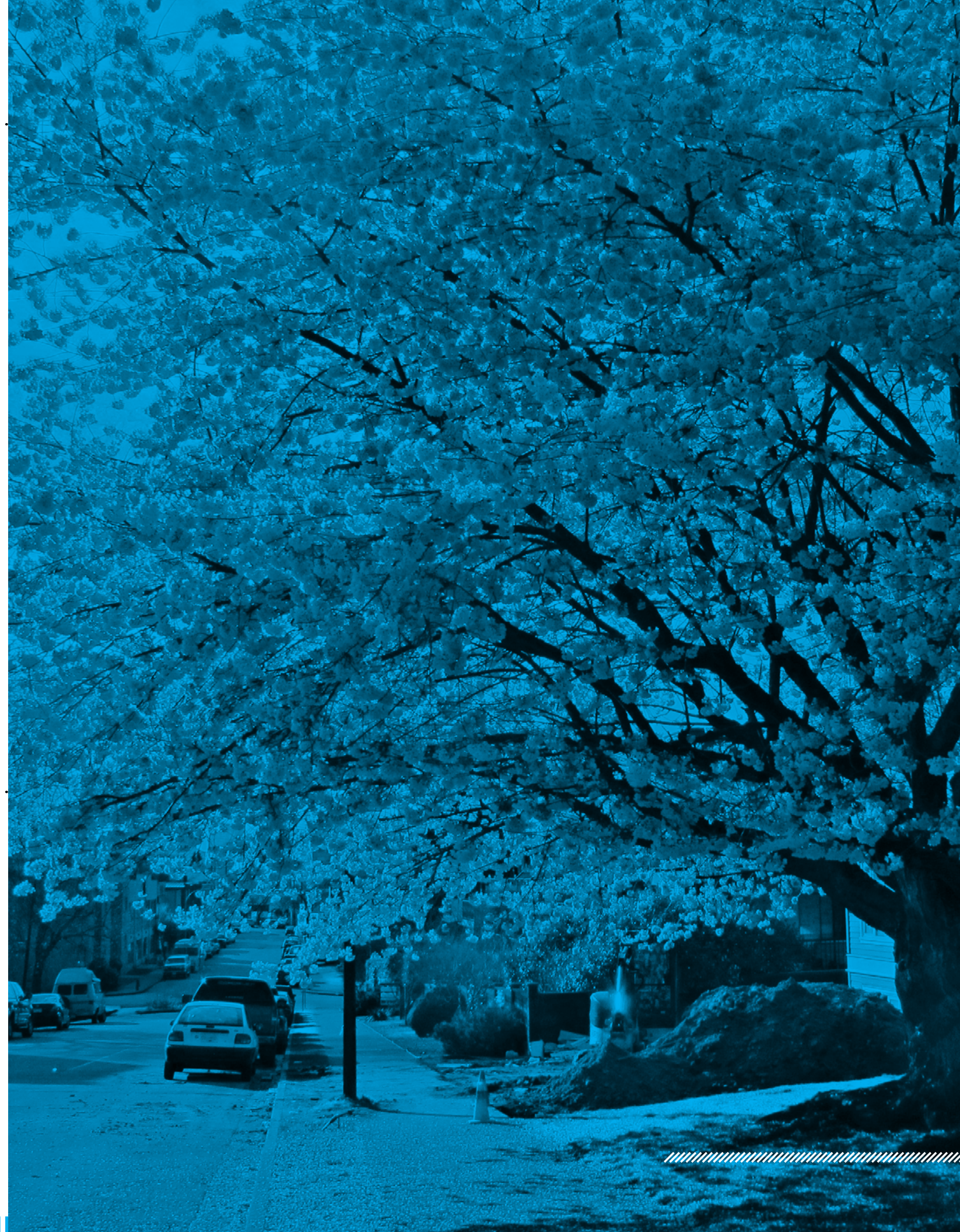
9.2: We expect the City planning department to design an action plan within six months of the submission of this report to implement the recommendations of the Citizens’ Assembly.

9.3: We require that the city designate a member of city staff for five years to develop metrics for progress on the implementation of the Community plan. This person would act as a liaison to answer questions and concerns of the community regarding the city process and issue regular public reports.

9.4: We urge the City to engage in communication with vested parties (e.g., the Provincial Government, parents, students, teachers, Vancouver School Board/Vancouver Board of Education and Parks Board) to brainstorm ways that the parties can jointly address the numerous public and private schools’ issues and varied opportunities including other models of education. This will allow our community to have sound educational choices and more fully utilize current facilities.

9.5: We urge the City to develop a City Plan that includes all neighbourhoods with the objective of fairly distributing density, resources and amenities.

9.6: We support the recognition of the traditional unceded territories of First Nations. As one step towards reconciliation, we suggest renaming Britannia Community Services Centre to an aboriginal name through consultation with the community.



Sub-Area Recommendations

10.0 CEDAR COVE

CEDAR COVE RECOMMENDATIONS:

Cedar Cove is characterized by a mix of industrial and residential uses and includes a significant portion of rental housing. It is among the more affordable sub-areas, and has scenic views of the inlet. Adjacent to the port, Cedar Cove can feel less connected to the other sub-areas in Grandview-Woodland despite having Dundas Street as a major thoroughfare to other neighbourhoods and communities.

The goal of these recommendations is to further foster the many forms of diversity already found in the sub-area, which are reflected in both the demographics and built form. We value maintaining the industrial zoning and rental housing stock in the sub-area while preserving the sightlines and affordability. We expect that these recommendations will be implemented as existing buildings age.

PUBLIC REALM & TRANSPORTATION

10.1: We are concerned that Cedar Cove is disconnected from the rest of Grandview-Woodland. We urge the City to work with Translink to extend or establish bus routes linking the sub-area to the rest of the neighbourhood. One example of this might be bus service along Commercial Drive between Hasting Street and Powell Street. Another possibility to explore is a community shuttle that runs along Wall Street (from Nanaimo Street) all the way to Commercial Drive and Hastings Street, and potentially to continue along Hastings Street to downtown.

10.2: We request that the City study traffic patterns west of Nanaimo Street and north of Powell Street to ensure safety in this residential zone.

10.3: We encourage the City to address safety concerns in industrial areas by improving pedestrian infrastructure including lighting, sidewalks, benches, greenery and parklets.

10.4: We support the City's efforts, as outlined in emerging directions (2.3, CC-9), to negotiate with the Port of Vancouver for the creation of public access to the waterfront within Cedar Cove.

10.5: We appreciate the improvements that have been achieved in regards to industrial odours. We expect the City to continue to promote these improvements on an ongoing and permanent basis.

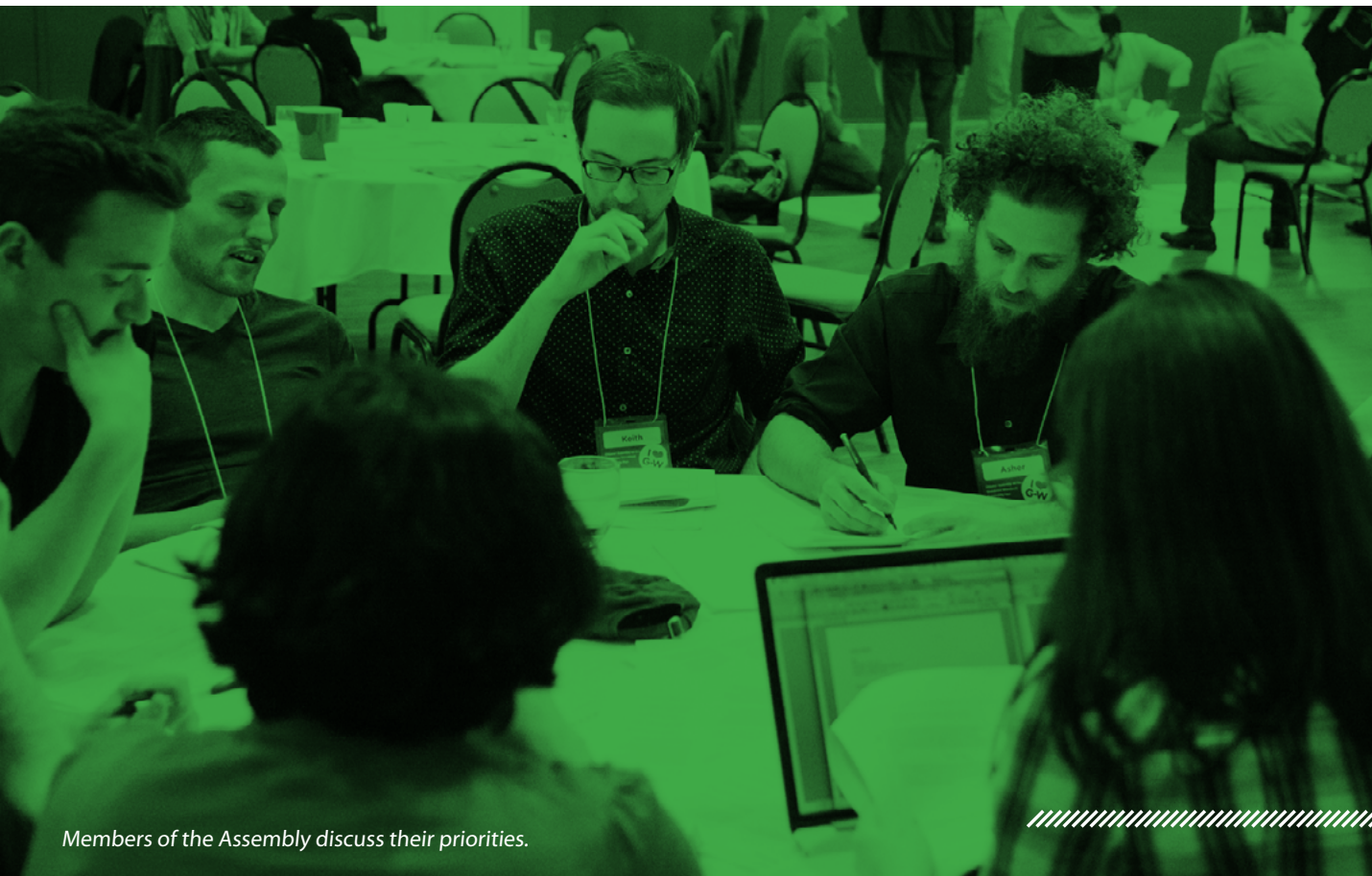
10.6: We encourage the City to find opportunities for street art and historical and cultural improvements in the sub-area (for example, wayfinding indicators and historical placards) and particularly in industrial areas. Noting the appeal of the mural at the Granville Island Concrete Factory, we encourage the City to consider similar projects in the sub-area (e.g. on grain silos).

10.7: We trust the City's plan to increase bike lane expansion and safety east-west along Dundas Street and request that any bike infrastructure improvements also include pedestrian safety and increased green space.

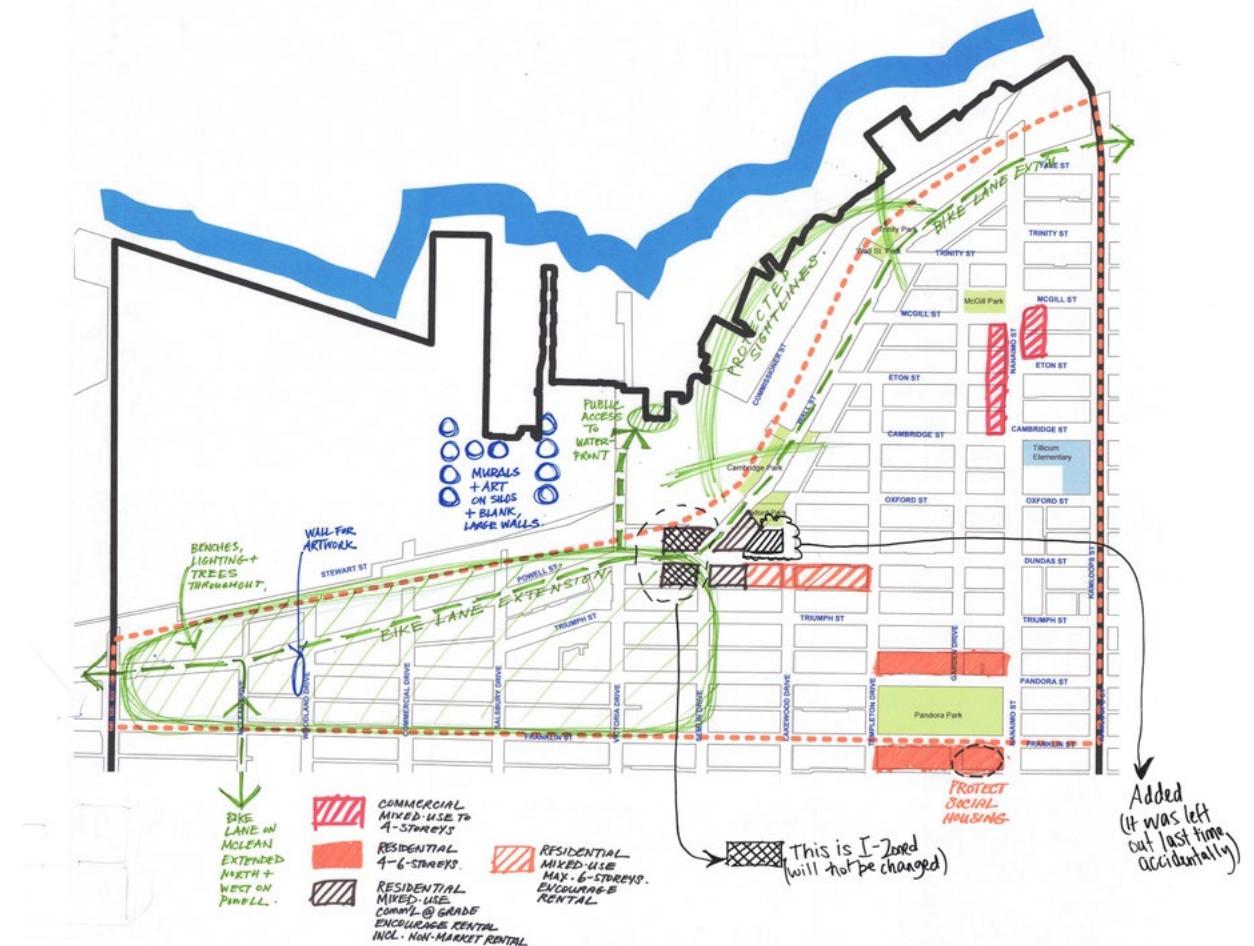
10.8: We support the neighbourhood-wide recommendation regarding car-share spaces and we encourage the City to locate more dedicated spaces in Cedar Cove, especially in high-density areas.

10.9: We are committed to improving accessibility in the neighbourhood and we are worried about the condition of the sidewalks in Cedar Cove. We ask that the City finish and repair sidewalks more quickly and add curb letdowns to improved wheelchair accessibility.

10.10: We support the idea of a greenway that connects Hastings Street with Pandora Park along Garden Drive. Please see recommendation 11.7.



Members of the Assembly discuss their priorities.



The members' draft map for the Cedar Cove sub-area.

HOUSING & BUILT FORM

10.12: In order to increase the number of shops and services in the northeastern section of Cedar Cove, we propose rezoning Nanaimo Street from McGill Street to Cambridge Street to mixed-use commercial residential zoning (C-2C) and to allow up to four storeys in height.

10.13: We value protecting the views along Wall Street. Therefore we expect the City to respect the existing character of the area and maintain green spaces and sightlines when considering zoning changes.

10.14: We recommend that the City rezone the north and south sides of Pandora Park to allow for residential buildings of up to six storeys. However, we require that the existing Kiwassa social housing and co-ops in this area be preserved.

10.15: Cedar Cove can be distinguished from the other sub-areas of Grandview-Woodland because of its large industrial zone and because most of its residential housing units are rental apartments. We request that the City preserve rental stock in the area and support the development of social housing.

10.16: We recommend that the City allow mixed-use commercial and residential buildings up to six storeys in height along Dundas Street between Semlin Drive and Templeton Drive. We expect the City to encourage rental tenure in these buildings.



This sketch shows new housing on the south side of Pandora Park, and a new greenway along Garden Drive connecting the park to Hastings Street. (See recommendations: 10.10, 10.14 and 11.7).

10.17: At the corner of Semlin Drive and Dundas Street, we support the development of a reasonably sized commercial node. This node should contain mixed-use buildings of no more than eight storeys.

10.18: We are concerned about the financial viability of upgrading and repairing apartments in the RM3 zone of Cedar Cove. We also want to encourage maintaining and increasing rental stock and to permit medium density residential development, including a variety of multiple dwelling types, and encourage the retention of existing buildings.

Accordingly, we recommend that the city investigate the potential of RM4 zoning or other mechanisms for addressing these concerns (such as amending the RM3 zoning to allow for the expansion of existing buildings and infill dwellings). We are willing to accept increases in height up to four storeys provided they help to achieve these goals.

10.19: Some buildings in Cedar Cove do not meet safety, security and health standards. In order to promote livability, we ask that the City actively and consistently enforce bylaws regarding building maintenance and building inspection.

10.20: We recommend that new developments in Cedar Cove be encouraged to have green roofs and water recycling systems, like those in Olympic Village.

Local economy
See 10.3, 10.5, 10.12, 10.16, and 10.17.

11.0 HASTINGS

HASTINGS RECOMMENDATIONS:

Our hope is that Hastings Street will radiate the soul of East Van. We hope that it is developed in a way that provides a bridge for all nations and cultures to connect and thrive. This area is part of the ancestral, traditional and unceded Aboriginal territories of the Coast Salish peoples, in particular the Squamish, Musqueam, and Tsleil-Waututh First Nations. We hope that the City will pay attention to the aboriginal community. Development on Hastings Street offers a unique opportunity to maintain and provide diversity and affordability, which has been historically part of Hastings Street.

We consider Hastings Street to be an area suitable for extensive redevelopment if and when there is a commensurate creation of public benefits. Hastings Street currently consists of two zones: the commercial high street zone in the east, which serves the adjacent residential areas, and the mixed-use zone in the west. We seek to maintain and improve the commercial zone, while allowing the transformation of the mixed-use zone into a high- to medium-density mixed-use residential area.

As the safety and streetscape of Hastings Street changes, it will be used by a more diverse community, which will in turn enrich the character and culture of the neighbourhood. We wish to maintain the success we enjoy today and grow into a culturally diverse community.

PUBLIC REALM & TRANSPORTATION

11.1: We are strongly committed to strengthening the public realm along Hastings Street. We would like the City to work to improve connectivity and accessibility along and across the street. In particular, we recommend wider sidewalks to improve the pedestrian and retail experience. We expect that these public realm improvements will be made as the area gets developed.

11.2: We ask the City to add pedestrian-controlled crossings along Hastings Street in order to improve access to both sides of the street, as well as general livability.

11.3: We recognize the role of Hastings Street as a key public transit corridor. We strongly encourage the increase of transit, including future rapid transit service.

11.4: We expect the City to increase our green space and recreational space alongside new development, because it is currently deficient in Grandview-Woodland. Given the ongoing issues that many children and youth face in Grandview-Woodland, we insist that the City take every opportunity to provide activity space for youth. For example, a turf field, rock-climbing wall, a skateboard area, or paintball field.

11.5: We want to see the City provide secure and covered bicycle lockups at transit hubs within a year.

11.6: We recommend a new plaza at the corner of Hastings Street and Commercial Drive. We direct the City to work with the aboriginal community in designing this public space with the aim of honouring the history of aboriginal presence in this area, as well strengthening present-day multiculturalism.



This sketch shows a new plaza at Commercial Drive and Hastings Street. The plaza should honour the aboriginal presence in the area and be a welcoming space for the neighbourhood's youth. (See recommendations 11.4 and 11.6).

11.7: We encourage the City to develop a plaza at Hastings Street and Garden Drive and incorporate Garden Drive into Pandora Park. We believe that this would increase livability of Hastings Street and create a gathering place for the community. We also recommend a similar greenway corridor from Hastings Street to Woodland Park on McLean Drive.

11.8: In order to encourage public interaction and a sense of community and prevent the canyon effect of side-by-side tall buildings, we would like to see generous setbacks to create wider sidewalks. The creation of street arcades, street trees, street furniture (benches and tables) and public art would create a more welcoming pedestrian experience, create more active store fronts, and attract more customers for businesses.

HOUSING & BUILT FORM

11.10: We recommend that the City consider creating opportunities for medium- and high-density development in the current MC-1 and MC-2 zones along Hastings Street. We recommend the following uses: retail, office, industrial and studio spaces. (See 11.12)

11.11: We encourage the City to allow additional mixed-use opportunities (retail, office, and residential) in areas currently zoned for commercial (Hastings Street between Victoria Drive/Semlin Drive and Kamloops Street). (See 11.12)

11.12: We recommend that the City maintain the current height along Hastings Street, except when important public benefits (outlined in this section) can be secured as part of new development. If such public benefits are secured, we recommend allowing increased heights as follows:

- Hastings Street, between Clark Drive and McLean Drive – 15 storeys with opportunities for 20 storeys on the north side
- Hastings Street, between McLean Drive and west of Commercial Drive – up to 15 storeys on the north side, and up to 12 storeys on the south side
- Hastings Street, Commercial Drive to Templeton Drive – up to eight storeys
- Hastings Street, Templeton Drive to Kamloops Street – up to six storeys

We hope this will help meet the need for non-market social housing and much needed community services. The public realm improvements that should accompany new development are outlined in the following recommendations: 11.1, 11.2, 11.4, 11.6, 11.7, 11.8, and 11.9.

11.13: We expect new developments to be designed in such a way as to mitigate the impact of scale. We recommend:

- Visual differentiation of both the height and style of buildings along Hastings Street. In particular, we expect the City to ensure that all new developments are not built to the maximum building height specified in 11.12.

LOCAL ECONOMY

11.17: In order to maintain and enhance the character of the high street component between Victoria Drive and Kamloops Street, we request that the City limit the size of storefronts to 50ft to ensure the viability of small, independent businesses. This would not apply to the south side of Hastings Street from Commercial Drive to Clark Drive.

See also: 11.10, 11.11, and 11.16

11.9: We urge the City to soften Hastings Street by planting trees. We would like to suggest the same style of trees as done in the Netherlands (two-dimensional style that allows for light as well as green space).

- Building design that ensures a human-scale street wall. For example, we recommend no building extend beyond a building envelope that is defined in part by a plane that extends upwards 15 degree from the vertical, back towards the building, from the curb adjacent to the building. This should apply to Hastings Street as well as cross streets.
- Building design that ensures access to sunlight. For example, we recommend implementing a guideline that states that no shadow cast by a building be permitted to reach beyond the opposite curb on the date of the equinox.
- Building design that steps back on the sides that face away from Hastings Street, in consideration of the impacts on adjacent areas.
- Buildings design that is respectful of view corridors.

11.14: We strongly recommend the City secure a variety of affordable housing options within new developments, such as seniors housing, subsidized housing, rental housing, family housing, alternative tenure housing and housing for artists.

11.15: We recommend the creation of transitional areas on the north and south sides of Hastings Street. On the north side, we want to preserve the current industrial space from the adverse impacts of residential construction. Therefore, we recommend rezoning the area from the laneway to Franklin Street light industrial. On the south side, we recommend rezoning the area between the laneway and Pender Street so that it creates a transition down from the higher heights along Hastings Street. (See also, 12.18).

11.16: We recommend that the City issue parking permits for the industrial area if necessary to offset increased demand due to new residential construction. We further encourage the City to ensure that adequate parking is provided within new residential development.



The members' draft map for the Hastings sub-area.

SERVICES, AMENITIES AND OTHER PLANNING THEMES

11.18: We support the expansion of key aboriginal services, such as the Aboriginal Friendship Centre, and Urban Native Youth Association. This is important due to the large aboriginal population in Grandview-Woodland.

11.19: We expect the City to retain the space for arts and culture that the Waldorf provides. We encourage the City to work with the Waldorf to study the possibility of visiting artist temporary living space. This would create a cultural corridor that would connect the Cultch, the Wise Hall, the York Theatre, and the Waldorf.

11.20: We recommend that the City consider supporting the traditional brand of Hastings-Sunrise and remove the imposed 'East Village' brand that does not reflect the identities of the long-standing residents and has encountered resistance from the community.

12.0 BRITANNIA-WOODLAND

BRITANNIA-WOODLAND RECOMMENDATIONS:

Britannia-Woodland is a sub-area in Grandview-Woodland that contains a substantial amount of rental and co-op housing stock and some of the most affordable rents in Vancouver. This is a valuable resource that a diverse (and sometimes vulnerable) population relies upon and builds their existence upon. Britannia-Woodland also contains bustling bicycle routes and crossroads, a thriving and creative light industrial district, and the community hub at Britannia.

With the following sub-area recommendations, we seek to preserve and maintain this existing community – and, when possible, add to it.

PUBLIC REALM & TRANSPORTATION

12.1: We recommend that the City improve the Mosaic bikeway by ensuring a smooth, continuous surface; installing stop signs on all streets coming into the bikeway (except where traffic circles are present); and continuing streetscape improvements for year-round greenery.

12.2: We expect the City to complete the sidewalk network in Britannia-Woodland by ensuring there are sidewalks on every block, on both sides of the street.

12.3: We recommend that the City seek methods to return East 1st Avenue to the neighbourhood by reducing traffic and prioritizing alternative modes of transportation (e.g. transit), and explore in long-term planning the possibility of installing a tunnel under East 1st Avenue for commuter traffic between Clark Drive and Victoria Drive (or further east).

12.4: We expect the City to study the safety at Woodland Drive and Grandview Highway, and implement measures to improve safety within one year.

12.5: We recommend that the City add an East-West bike route between East 1st Avenue and the Britannia Centre that connects the Mosaic and Lakewood bikeways (e.g. along Charles Street or William Street).

12.6: We recommend that the City negotiate with TransLink to add bus transit on East 1st Avenue.

12.7: We expect to be included in the consultation over the possible removal of the Georgia and Dunsmuir Viaducts.

12.8: We ask the City to create a bike route on Vernon Drive with connection to the Mosaic bikeway.

12.9: We encourage the City to improve bike friendliness westward onto the Grandview Viaduct.

12.10: In order to improve bicycle and pedestrian crossing at Clark Drive as part of the Central Valley Greenway, we urge the City to develop a bike underpass along Grandview Highway under Clark Drive, or undertake other measures to achieve that objective.



This sketch shows a new bike route along Charles Street connecting with an existing bike route along Woodland Drive. (See recommendation 12.5).

HOUSING & BUILT FORM

12.11: Recognizing that the Britannia-Woodland sub-area contains a significant portion of Grandview-Woodland's affordable rental and co-op housing, we expect the City to prioritize retention of existing and new housing of these types in the sub-area.

12.12: We expect the City to retain existing ratios of rental, co-op, and ownership units in the sub-area, as well as maintain the stock of low-cost rental units.

12.13: We strongly recommend that the City maintain the existing RM4 height restrictions throughout the Britannia-Woodland sub-area. (Exceptions: 12.18 and 12.19).

12.14: We urge the City to amend the RM4 zoning to allow the infill or additions to existing buildings to a floor space ratio from 1.45 up to 2.00, so as to allow for greater density in existing housing stock.

12.15: We urge the City to amend the RM4 zoning to allow for single-family dwellings with two long-term rental suites, so as to allow for greater density.

12.16: We urge the City to institute design guidelines to allow for a variety of styles of buildings with various shapes and materials. We urge the City to limit lot assembly to ensure there is not a continuous corridor of buildings, with a preference for two-lot assemblage and a maximum of three lots, except in cases of new co-op or non-market rental housing.

12.17: We recommend that the City review the housing design guidelines within the RM4 zone (e.g. roof types, setbacks, and street scape) to allow for greater diversity of design styles.

12.18: We expect the City will create opportunities for up to eight storeys of residential in current MC-1 ("let go" industrial) zoned areas on the north side of Pender Street between Commercial Drive and McLean Drive. This is to assist with the transition of the recommended height just north on Hastings Street.

12.19: We encourage the City to allow mixed-use opportunities (retail, office, residential, industrial, and/or studio space) in the area currently zoned industrial on Venables Street between Commercial Drive and McLean Drive. These three blocks already have a mix of non-industrial uses. We believe the current zoning is outdated and this 'finger' of industrial is incongruent with the surrounding area.



The members' draft map for the Britannia-Woodland sub-area.

SERVICES, AMENITIES AND OTHER PLANNING THEMES

12.20: We recommend that the City retain the position of the live-in custodian in Woodland Park.

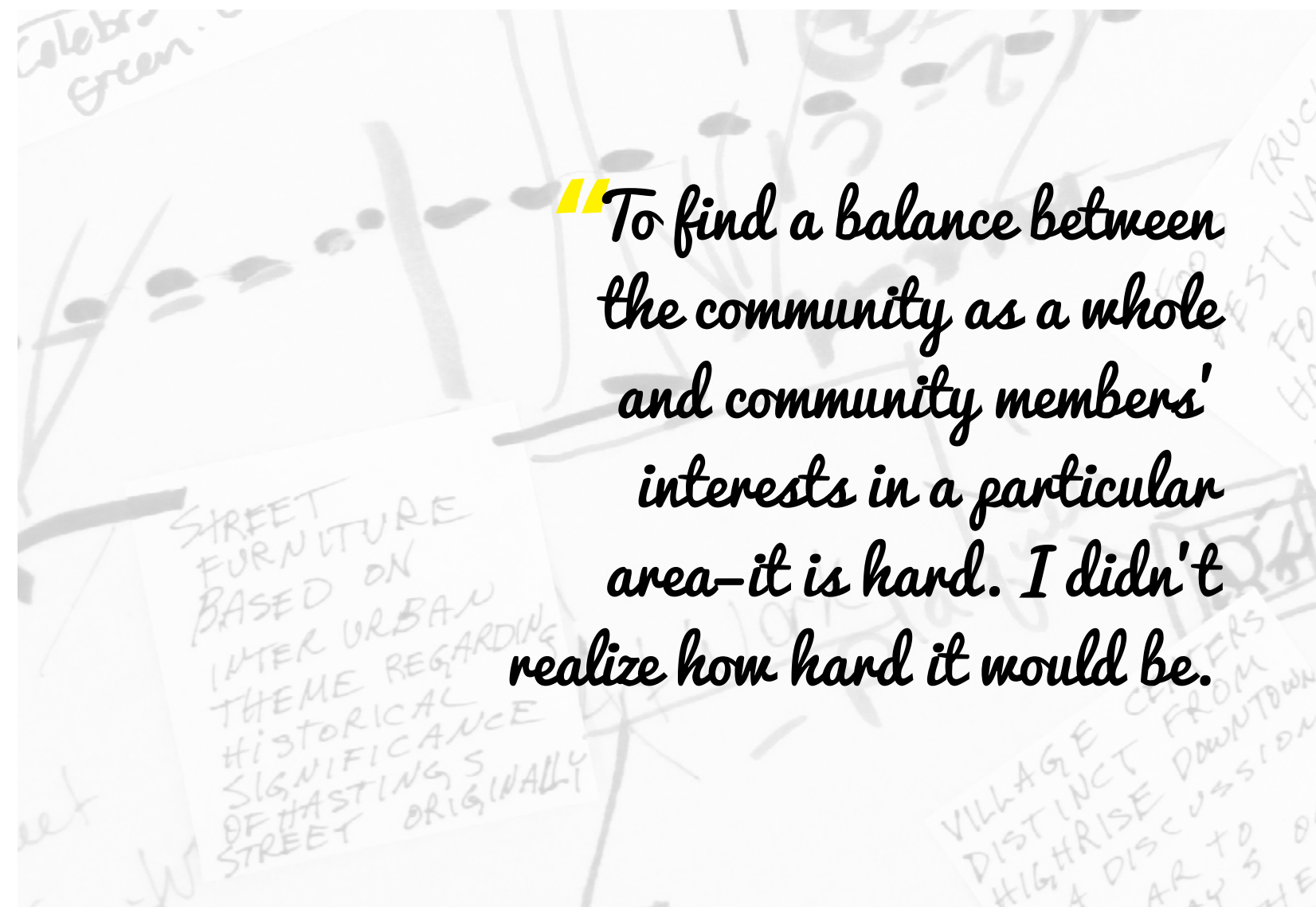
12.21: We support the revitalization of the Britannia Community Services Centre, which is widely regarded as the 'heart' of both the sub-area and Grandview-Woodland. We are pleased that the Centre has been identified to receive renewal funds in the next Capital Plan, and encourage the City to upgrade the complex by improving wayfinding, building newer/modern facilities, 'greening' the facility, and better integrating it into the surrounding neighbourhood. We recommend that the City extensively consult with the community in the renewal of the Britannia Community Services Centre.

12.22: We recognize that greater awareness of First Nations' culture and history is needed in the sub-area, and we support improved relations between First Nations and non-aboriginal/settler communities. We strongly support enhancing local First Nations' services and programs in consultation with First Nations communities.

12.23: Considering that Woodland, Alice Townley and Mosaic Parks are all valued community assets, we recommend that the City renew and improve these parks on a continuing basis (including new equipment, seating, and a greater variety of uses/activities).

12.24: We recommend that the City consider the following from the sub-area workshops:

- There is support for improvements to Clark Drive and Venables Street public realm – trees/greenery, lighting, safer pedestrian and cycling crossings. Related to this, there is also support for improving the seam/transition where industrial and residential areas meet (e.g. along Odium Drive, McLean Drive, and Adanac Street).
- Grandview Elementary (and aspects of the Grandview Cut) were identified by a number of participants as a possible 'hub' for the community – with some discussion regarding public realm improvements in this area, and with priority given to food security and greenspace.
- There was general interest in additional community gardens and fruit trees.
- Mountain views are highly valued – preserve these wherever possible. Use sub-area's slopes to maximize views and minimize 'wall' effect.
- There is strong support for preserving the brick surface of Frances Street as an aspect of local heritage.
- There is general agreement that additional density should be targeted to new rental units and co-ops, as opposed to strata/condos (ownership). In addition, participants noted agreement that more seniors-oriented and family-oriented housing is needed in the sub-area.
- There is broad and general support for the sub-area's role in the cultural economy – with particular focus on the presence of arts studios in industrial areas. There is support for additional cultural production space in these areas.
- There is interest in the creation of smaller laneway market space near Commercial Drive (e.g. for artisans or other micro-businesses).



13.0 GRANDVIEW

GRANDVIEW RECOMMENDATIONS:

The heritage and character of the neighbourhood is well represented by Grandview. Grandview includes a significant portion of residential housing and heritage buildings. It is crossed east-west by a main arterial, East 1st Avenue, and north-south by a neighbourhood collector, Victoria Drive.

Our aim with these recommendations is to expand rental and ownership opportunities alongside East 1st Avenue, encourage gentle densification in all other parts of Grandview, preserve heritage assets, improve our parks and make our streets safer for everybody.



PUBLIC REALM & TRANSPORTATION

13.1: Victoria Drive lacks sufficient safe crosswalks. We expect the City to improve the safety of intersections along Victoria Drive by ensuring that all crossings are well-designed for visibility, lighting and movement of pedestrians, cyclists and vehicles, specifically at the intersections of:

- East 7th Avenue: implement a pedestrian-activated crossing, additional lighting and an improvement of sightlines.
- William Street: implement pedestrian crossing at William and Victoria due to the foot traffic because of the local businesses.
- Venables Street: study measures to improve safety.
- Adanac Street: cyclist and pedestrian-activated crosswalk.

13.2: We recommend the City explore ways to discourage the use of Victoria Drive as an access route to and from the City.

13.3: The City should consider traffic calming on Lakewood Drive between East 1st Avenue and Broadway.

13.4: We encourage the City to explore an additional east-west bike route in the south end of Grandview to fill in the gap in the cycling network.

13.5: We recommend that the City create new parks and micro-parks which could include areas adjacent to bike lanes and greenways because Grandview-Woodland has 60-percent less parks and open spaces than the city-wide average (0.4 ha per 1000 residents compared to 1.1 ha per 1000 residents city-wide). For example, the City should consider acquiring properties (such as the Telus building, Victoria Drive and Georgia Street) to convert them to parks or green space.

13.6: The City needs to address the lack of biodiversity in parks—McSpadden, Templeton, and Salsbury—by incorporating habitat spaces to encourage a wide range of flora that reflects our local environment and attract local fauna such as birds, bees, butterflies etc.

13.7: We request that the City plant more trees where appropriate to provide shade, specifically for the playground at Templeton Park.

13.8: We request that the City increase recreational infrastructure to expand opportunities for play for all ages. For instance, we recommend a pump track at Templeton Park and outdoor fitness circuit in McSpadden Park. Existing amenities, such as Templeton Pool, should be maintained.

13.9: We request that the City add lighting, garbage and recycling bins, and signage at all parks. We also request that public toilet facilities be installed at McSpadden Park.

13.10: We request the City address drainage issues at McSpadden Park and Salsbury Park to ensure they can be used all year round.

13.11: We urge the City to explore opportunities for the placement of local art in public spaces like parks and plazas to express the character of the neighbourhood and promote local artists.



This sketch shows suggested improvements to Templeton Park: trees to shade the park in summer, natural habitat spaces to promote biodiversity, and improved play infrastructure—in particular a new pumptrack. See recommendations 13.6, 13.7, 13.8, and 13.9).



The members' draft map for the Grandview sub-area.

HOUSING & BUILT FORM

13.12: To maintain the neighbourhood character and preserve heritage assets, we recommend that the City keep the current zoning.

13.13: We suggest that the City study the opportunity to have additional density with the following conditions: no more than three storeys and no land assembly to avoid too drastic a change to the neighbourhood character.

13.14: We recommend that the City look at potential modifications to single-family and duplex zoning in Grandview with a view to:

- Retaining heritage assets
- Enabling laneway, coach house or infill housing
- Expanding ownership opportunities to create an array of housing opportunities that respects the character of the neighbourhood.

13.15: We recommend additional density along East 1st Avenue, east of Commercial Drive given the following criteria:

- Between Commercial Drive and Semlin Drive, a maximum height of four storeys with consideration of shadowing adjacent properties on the north side of 1st to ensure height consistency with the rest of the neighbourhood. Building form should be mostly townhouses and, if appropriate, apartments to ensure a building form that fits with the neighbourhood character;
- Between Semlin Drive and Nanaimo Street, a maximum height of three storeys with consideration of shadowing adjacent properties on the north side of East 1st Avenue to ensure height-consistency with the rest of the neighbourhood. Building form should be ground-oriented three-storey townhouses;

- The development in both areas should include a minimum of 30-percent rental units to ensure the cultural and economic diversity of the community;
- Development permits should be restricted to maintain existing heritage buildings, in order to ensure the preservation of the character of the community;
- To ensure visual diversity in housing types along East 1st Avenue, the City should use tools such as limits on land assembly and design guidelines that reflect the neighbourhood character.

13.16: Assuming a maximum height of six storeys along Hastings Street between Templeton Drive and Kamloops Street, we want to ensure a proper transition in scale. We thus recommend transitional density:

- Along the north block of Pender Street between Victoria Drive and Nanaimo Street in the form of stacked rowhouse townhouses, up to four storeys
- Along the south block of Pender Street between Victoria Drive and Nanaimo Street in the form of three storey townhouses.

To ensure visual diversity in housing types on Pender Street between Victoria Drive and Nanaimo Street, the City should use tools such as limits on land assembly and design guidelines that reflect the neighbourhood character.

13.17: In order to allow additional rental and ownership opportunities close to a major traffic hub and in consideration of a maximum height of four storeys along Broadway between Victoria Drive and Garden Drive, we recommend a transitional density along the south side of East 8th Avenue:

- For a maximum height of four storeys rowhouses or townhouses between Commercial and half a block East of Victoria.
- For a maximum of three storeys ground-oriented rowhouses or townhouses between half a block west of Semlin Drive and Garden Drive.

LOCAL ECONOMY

13.18: We recommend that the City maintain and extend small-scale retail along Victoria Drive by allowing non-residential space on new developments. Frontage should be limited to 33 feet to encourage small-scale local businesses.

"I think it is really cool that we were able to apply ourselves to the problems before us. We got to utilize skills within us that maybe we don't use that often, or at all."

14.0 NANAIMO

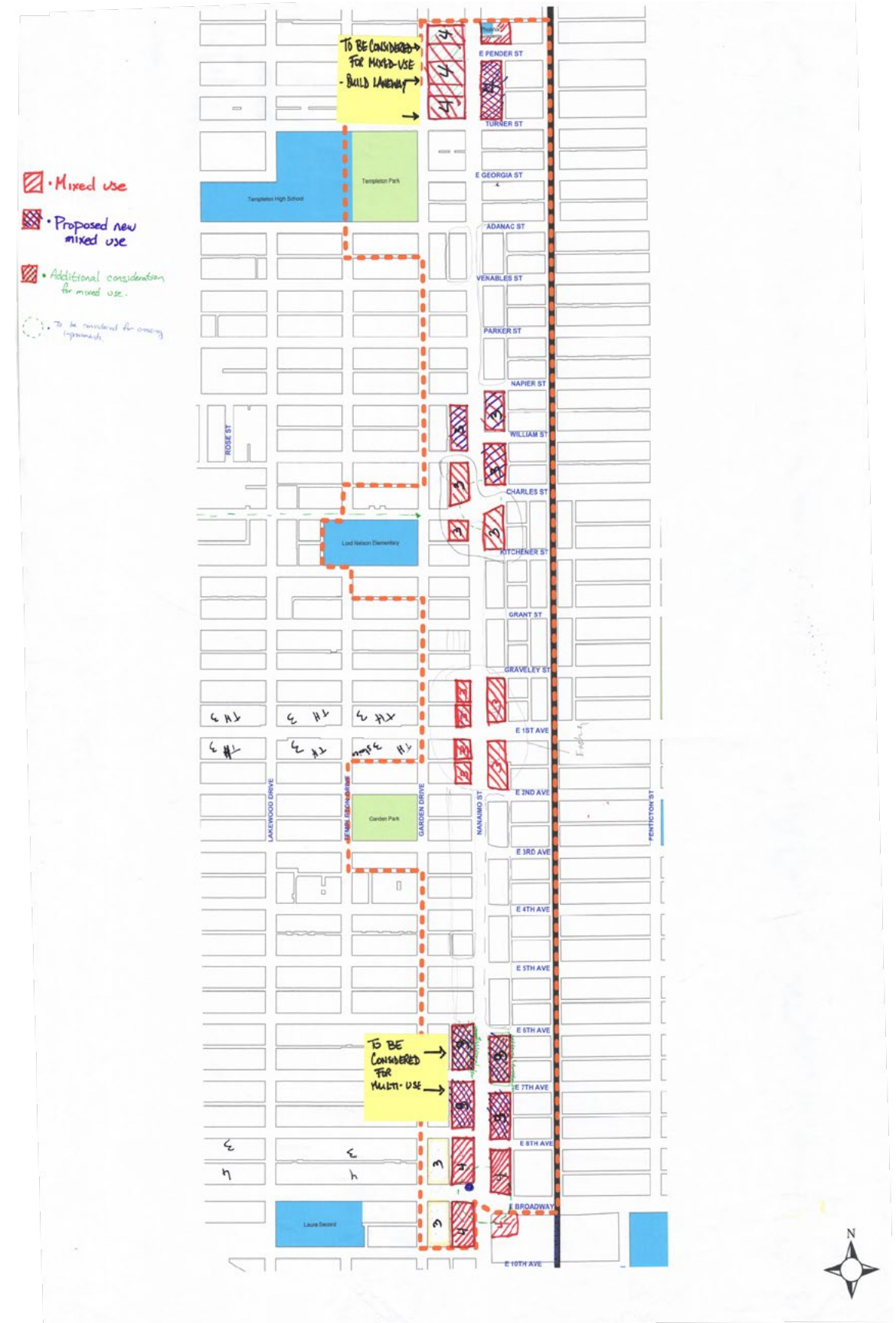
NANAIMO RECOMMENDATIONS:

Nanaimo Street forms the eastern boundary of Grandview-Woodland, and is the western boundary for the Hastings-Sunrise neighbourhood. Originally, Nanaimo Street was the boundary between the City of Vancouver (to the west) and the Township of Hastings (to the east) prior to these areas merging into the current day City of Vancouver. The existing irregular grid pattern on the eastern and western sides of Nanaimo Street is a legacy of this former boundary and results in unaligned pedestrian crossings and current residential uses oriented east-west on one side of the street and north-south on the other. Physically, Nanaimo Street has a grade change from Broadway and Hastings Street to a high point at East 1st Avenue. Further, Nanaimo Street is currently a designated truck route, meaning that trucks over 10,000 kg are required to use it instead of smaller arterial streets. Nanaimo Street also has a 100-foot right of way resulting in a wide area for multiple lanes of traffic. All of this leads to heavy traffic uses on Nanaimo Street with significant acceleration and deceleration, as well as noise.

Given these characteristics, we have decided that gradual development of mixed-use buildings along Nanaimo Street would best balance competing uses of the area and heavy vehicle traffic. Mixed-use buildings would include office, retail, services and resident-friendly combined buildings, including live/work spaces to a maximum of three storeys (with the exception of four storeys allowed at Broadway and Nanaimo). Gradual change will build out from the existing key intersections and currently zoned commercial areas at Hastings Street, Charles Street, East 1st Avenue and Broadway. The focus on changes is to improve the walkability, accessibility and livability for residents in the area by addressing the transportation issues first. We expect change will be gradual and in keeping with the existing character of the neighbourhood. Gentler forms of densification such as laneway houses, coach houses and secondary suites are supported. We do not support the development of townhouses or rowhouses around parks, schools and their adjacent streets. At this time, we also do not support the development of townhouses or rowhouses along Nanaimo Street because of concerns with truck traffic.



This sketch shows new mixed-use buildings and additional trees and greenery along Nanaimo Street at Pender Street.



The members' draft map for the Nanaimo sub-area.

PUBLIC REALM & TRANSPORTATION

14.1: We recommend that traffic calming speed limits and enhanced intersections should be aligned with school walking routes, for example, between Kitchener Street and William Street, and Venables Street and Georgia Street. The goal is to ensure children are safe as they walk to school and cross Nanaimo Street.

14.2: We strongly recommend that the City of Vancouver through the Vancouver Police Department increase speed limit monitoring and enforcement along Nanaimo Street.

14.3: We urge the City of Vancouver to reassess traffic flow and traffic lights with the aim of increasing the number of sequenced and pedestrian controlled traffic lights, especially the corridor between Hastings Street and Grandview Highway. The purpose of this is to slow traffic.

14.4: We encourage the City to work with Translink to locate bus stops adjacent to intersections with traffic lights and to improve existing intersections near bus stops to promote pedestrian safety and prevent transit users from running across Nanaimo Street.

14.5: We request that the City provide increased support for pedestrian traffic on Nanaimo Street to improve health and safety in the neighbourhood. This would include improved sidewalks and maintenance, small green spaces and benches and well-lit pathways.

14.6: We request specific intersection improvements to the key intersections of Hastings Street and Nanaimo Street, Adanac Street and Nanaimo Street, Charles Street and Nanaimo Street, and Nanaimo Street and Broadway. We further request new pedestrian controlled crossings at East 3rd Avenue and Nanaimo, and Napier Street and Nanaimo Street. This will enhance pedestrian safety and work to slow traffic.

14.7: We ask the City to encourage use and development of trees, small parks and green spaces along Nanaimo Street in order to help limit noise and pollution and increase walkability. Specifically we recommend enhanced use of trees along both sides of Nanaimo.

14.8: We encourage the City to use traffic-calming techniques, such as roundabouts and speed bumps, rather than traffic barricades/diverters in streets adjacent to Nanaimo.

14.9: We support the neighbourhood-wide recommendation for intra-neighbourhood shuttle services running along Nanaimo Street, Hastings Street, Commercial Drive and Broadway.

14.10: We urge the City of Vancouver to improve the existing park amenities with improved washroom facilities at Garden Park.

HOUSING & BUILT FORM

14.11: We recommend mixed-use development at key commercial intersections (Hastings Street, Charles Street, East 1st Avenue, and Broadway). This will allow for enhanced retail and services that support families and help create a senior-friendly, accessible neighbourhood. The key commercial intersections (see above) should be developed first, with additional development gradually expanding outward where there is an east-west orientation on both sides of Nanaimo Street and where there is an existing lane to support business deliveries.

14.12: We urge the City to limit lot assembly to two lots so as to ensure there is not a continuous corridor of buildings along Nanaimo Street.

14.13: We encourage the City to support a building typology that addresses livability for residents and surrounding neighbours, e.g. each unit has a quiet side facing away from Nanaimo Street. New built form should be respectful of current residential occupants and be mindful of surrounding single-family stock, particularly with respect to shadowing and views, and allow for sensitive transitions to lower density neighbourhoods. Change should be inclusive, gradual and resident-friendly.

14.14: We recommend the City increase setbacks along Nanaimo Street to ensure safety, walkability, multi-use access, community engagement and allow for potential future development of greenways.

14.15: We urge the City of Vancouver to develop design guidelines for Nanaimo Street to carefully look at multi-modal transportation and mixed use along Nanaimo Street. The design guidelines should address set-backs, traffic calming, pollution and noise mitigation, effects of height and shadowing and built form that fits in to the existing neighbourhoods that Nanaimo Street borders, both in Grandview-Woodland and Hastings Sunrise.

14.16: Before the City considers any variances or new development the community must be consulted within the walkability radius (e.g., 10 blocks) on either side of Nanaimo Street.

LOCAL ECONOMY

14.17: We expect that retail/commercial development reflect the needs of the community, providing a variety of services and amenities in a sustainable manner (e.g., smaller storefronts, local jobs and independent shops and services) to increase walkability, accessibility and support aging-in-place. The focus of local economy should be on the needs of residents.

14.18: We support development of the neighbourhood-wide recommendation of charging stations for electric vehicles along Nanaimo Street.

SERVICES, AMENITIES AND OTHER PLANNING THEMES

14.19: We recommend the city undertake an "Active and Safe Routes to School Plan" for Lord Nelson and Templeton schools.

15.0: COMMERCIAL DRIVE

COMMERCIAL DRIVE RECOMMENDATIONS:

We consider Commercial Drive to be the 'heartbeat' of the Grandview-Woodland neighbourhood. It contains the elements that make the area unique, diverse, and accepting; and all of these elements need to be maintained. We also want to create opportunities to sustain and support the local economy while encouraging small scale and independent retail and commercial business and diversity of building form.



This sketch is a view of Commercial Drive with a recommended separated bike lane running from East 14th Avenue to Graveley Street. (See recommendation 15.1).



The members' draft map for the Commercial Drive sub-area.

PUBLIC REALM & TRANSPORTATION

15.1: We believe the City should introduce safe bike lanes (like Union Street's parking-protected bike lane) on Commercial Drive from East 14th Avenue to Gravelly Street.

15.2: We recommend pedestrian experience improvements, such as wider sidewalks, more parklets, good access to bus stops, better signals, street furniture, trees and safe bike parking on side streets.

15.3: We urge the City to improve safety conditions for all users (pedestrians, cyclists, vehicles, and people with mobility challenges), through means such as lowering the speed limit, intersection improvements, lighting, and parking controls.

HOUSING & BUILT FORM

15.4: Unless otherwise identified we instruct the City to retain current zoning of four storeys throughout Commercial Drive, from Grandview Cut to Pender Street, with the goal of maintaining affordability and character.

15.5: We instruct the City to retain current zoning of four storeys on Commercial Drive and East 1st Avenue, while changing the zoning of the northwest, northeast and southwest corners to retail use on the first floor, commercial use on the second floor, and mixed-use on the third and fourth floors.

15.6: We recommend the City to develop zoning to allow for five storeys in the East block of Commercial Drive between East 7th Avenue and the Grandview Cut, specifically for retail and commercial use.

15.7: We recommend the City develop zoning to allow for five storeys for the lots in the West side of Commercial Drive between Grandview Cut and the corner of East 6th Avenue, with retail on the first floor, office space on the second floor, and mixed-use on the third to fifth floors.

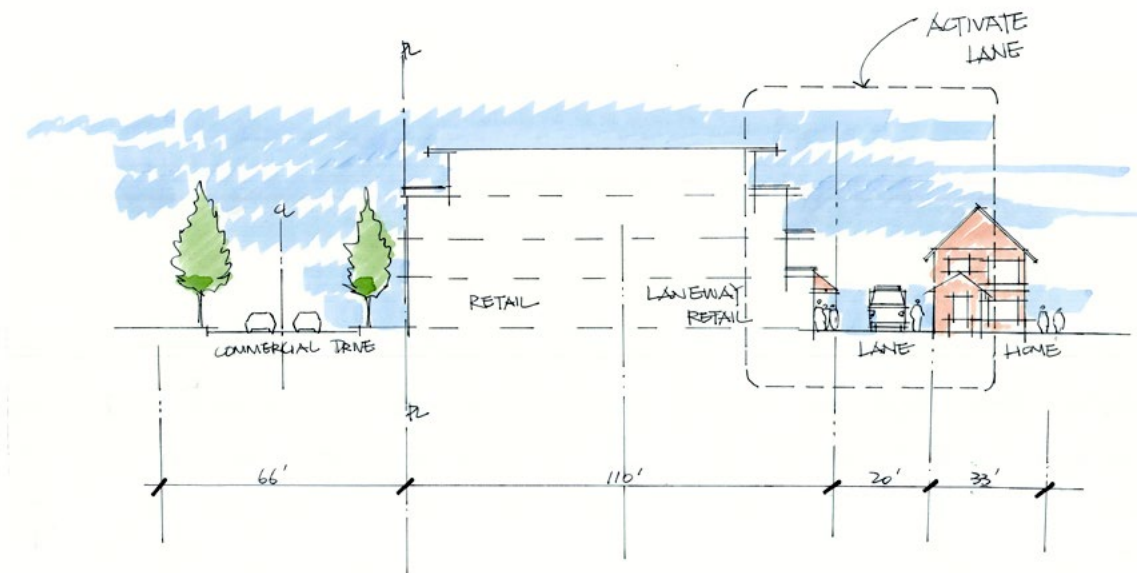
15.8: Where height extends above three storeys, we recommend design guidelines requiring setback of the upper storeys, to provide human-scale street-level experience, privacy, and light and air circulation considerations of surrounding properties.

15.9: We recommend design guidelines for the length of the Drive, requiring variation of façade, height, depth and materials, to maintain visual interest and preserve the unique and eclectic character of the Drive.

15.10: a) To encourage variety of storefronts along Commercial Drive, we recommend lot assemblies be limited to 25 metres total frontage.
b) We recommend restricting the width of single-use retail frontages, requiring smaller, narrower commercial retail unit uses.

LOCAL ECONOMY

15.11: We encourage the City to create zoning and guidelines to enable commercial activities in the laneways adjacent to Commercial Drive.



This sketch shows how laneways adjacent to Commercial Drive could be revitalized. (See recommendation 15.11).

SERVICES, AMENITIES AND OTHER PLANNING THEMES

15.12: Regarding the Venables Street/Commercial Drive site, there is agreement on the following points:

- People with mental health conditions are part of our community.
- The Kettle should expand its services within Grandview-Woodland.
- The expansion of Kettle's services should ideally include funding from the federal, provincial and municipal governments.
- Any project on this site should conform to design guidelines and incorporate green space.
- This site should be used as a connector to extend the 'vibe' of Commercial Drive North after Venables.
- The site should foster an active, pedestrian-friendly environment with retail and restaurants.
- The site should include public space.
- Additional height, if any, should be located at lower point of the site (north).
- Any additional height after a given point should be tied to expansion of social services and support for the Kettle.
- This site should not serve as a precedent for other projects.

We recommend that, going forward, further community consultation regarding the development of this site take place, using proactive and innovative methods in order to seek feedback not only from those who are traditionally vocal, but also the demographic that is consistently underrepresented in planning processes and that would most benefit from it.

16.0: BROADWAY AND COMMERCIAL

BROADWAY AND COMMERCIAL RECOMMENDATIONS:

The Broadway and Commercial sub-area is a transit-oriented, walkable community that helps meet regional and city transit goals. We recognize concerns regarding increasing the height of our sub-area's built form, particularly the issues of shadowing, losing human-scale, community character, and the potential for social isolation. However, we also recognize the benefits of moderate increases to height, including accommodating growth, community amenity contributions, and a potential for an expanded stock of affordable housing. We think that the heights we have recommended are sensitive to the situation of each sub-area location. Additionally, we think that our recommendations' emphasis on preserving and improving ground-level aesthetics and 'feel', gradual transitions between existing and new built forms, and an explicit expectation of support for rental and non-market housing development will create density that respects and builds upon both the built and social character of the Broadway and Commercial sub-area.

PUBLIC REALM & TRANSPORTATION

16.1: We expect the City to create a welcoming viable public plaza at the Safeway site. This south-oriented plaza should be visible to pedestrians at the main intersection and have multiple pedestrian access points from Broadway and Commercial Drive, preferring 'desire paths'. The plaza should have an open feel and must connect to the Skytrain greenway.

We want to restrict the height at the Broadway-Commercial station intersection (SE corner) and south along Commercial Drive to eight storeys. We want to allow a maximum of 12 storeys on the east side of the site; however, the developments must have varied heights. The south side should not cast shadows over the plaza therefore we want to restrict buildings immediately to the south of the plaza to four storeys.

We recommend the inclusion of an iconic signature building on the north east side of the site. Development must be mixed-use, integrating small-scale ground floor retail, second storey commercial/office space and residential above. We would like to retain grocery retail.

The plaza is not an acceptable place for a bus loop or lines of waiting passengers. The plaza is intended as a pedestrian area, and must be developed with a unified consideration of the human scale.

The plaza must be vibrant and safe for everyone, and must be designed to avoid becoming a magnet for criminal activity.

Developments must be sustainable to help meet the City of Vancouver's Greenest City goals, and green roofs are preferred. The plaza must also have a high quality landscape design with green spaces, natural shade, native species, and a mix of hard and soft surfaces.

We direct the City to ensure that any new development on the Safeway site does not displace nearby co-op housing.

16.2: We are concerned about pedestrian congestion at Commercial-Broadway. If funding for the Broadway subway is not secured within the next five years, we expect the City to work with TransLink and other stakeholders to implement effective options to alleviate congestion.

16.3: We urge the City to build one or two speed bumps for each block in the area west of Commercial Drive, south of Grandview Highway, east of Clark Drive and north of East 11th Avenue—except major arterial roads such as Clark Drive, Broadway and East 12th Avenue.

16.4: In order to facilitate the funding for building a public plaza and encouraging a transit-oriented community, we recommend the City relax parking requirements for new residential and commercial developments that are within a 10-minute walk from Broadway and Commercial Drive. We direct the City to require space for car co-ops and increased bike parking, including end-of-ride facilities.

16.5: We direct the City to improve bike and pedestrian safety at the following intersections:

1. Commercial Drive and East 10th Avenue
2. Woodland Drive and Grandview Highway (including a cyclist / pedestrian controlled light)
3. Clark Drive and Grandview Highway
4. Broadway and Victoria Drive
5. East 10th Avenue and Victoria Drive
6. Grandview Highway and Nanaimo Street

16.6: We direct the City to ensure that sidewalks be widened and trees planted as part of any new development on East 12th Avenue, and on Victoria Drive between Broadway and East 12th Avenue, to improve walkability and traffic safety. (See also: 16.34)

16.7: We direct the City to install self-cleaning public washrooms in the vicinity of the Broadway and Commercial SkyTrain station.

16.8: To accommodate neighbourhood growth over the next 30 years, we recognize more green space is needed. The City should immediately revitalize Shelley Park and in the long term seek to acquire adjacent properties to expand the available green space.

16.9: We encourage the City to employ Crime Prevention through Environmental Design (CPTED) techniques in the sub-area.

16.10: We support the City's existing commitment (see Emerging Directions, BC-16) to expand the amount of green space in the sub-area, including off-leash parks.



This sketch shows the proposed new plaza and buildings at Broadway and Commercial. This view looks north from East 10th Avenue. (See recommendations 16.1 and 16.36).



The members' draft map for the Broadway and Commercial sub-area.

HOUSING & BUILT FORM

16.11: We direct the City to permit limited lot assembly to allow creative and gentle forms of densification. Lot assembly should be limited to a maximum of 17,000 ft². This limit is to avoid very large monotonous developments that may result in increased housing prices. However, this limit is also large enough to enable underground parking, in order to improve parking availability in the neighbourhood. The City should establish and enforce design guidelines that prohibit monotonous frontages, and promote good urban design.

16.12: We recommend increasing density of the Broadway-Commercial subarea through careful and appropriate zoning changes. We believe the key to successful increases of density relies on the following principles:

- Require setbacks to reduce impacts on neighbouring residences, including but not limited to:
 - Setbacks at the side of a building so that the building cannot go right up to a property line.
 - Setbacks on buildings on the north side of Broadway to minimize shadows on East 8th Avenue residences
- In general, building heights should descend as the distance from rapid transit increases.
- Where row homes or stacked town homes are built, ensure the front entrances are ground-oriented. Also ensure that when the back of a building is facing existing homes it should have a friendly presentation to the laneway.
- Gradual transitions between building heights to create a more pleasant urban landscape.
- Shadowing should be minimized on residences, parks and the plaza.
- Reduce parking requirements for new buildings within 10-minute walk from rapid transit.
- To address concerns about residents' parking needs, the City should consider establishing parking permitting or other appropriate tools.

16.13: In order to create viable mixed-use nodes that create new job opportunities and activate underused intersections, we direct the City to permit mixed-use buildings up to eight stories at:

- Commercial Drive and East 12th Avenue
- Broadway and Clark Drive

All such nodes would have setbacks and leave the street feeling open. The height of 8 storeys represents a careful increase in density relative to the six-storey height limit along arterials.

16.14: We recommend the City allow modest rezoning of the sub-area's peripheral arterial streets— East 12th Avenue, Clark Drive and Nanaimo Street—for denser residential buildings. Allowable heights should primarily not exceed four storeys, except for where our recommendations and map indicate otherwise. Rental stock should be maintained and expanded.

16.15: We recommend heights up to six storeys on the north side of East 12th Avenue between Lakewood Drive and Commercial Drive.

16.16: We recommend that East 12th Avenue and Commercial Drive be a site of increased density, with significant commercial and amenity components in order to draw people to the south end of the area and revitalize Commercial Drive between Broadway and East 12th Avenue, subject to view cones.

We recommend fine-grained commercial spaces along this section of Commercial Drive in order to create a feeling of continuity with the Commercial Drive north of the Grandview Cut. This development should have variable building setbacks in order to echo the street aesthetic of Commercial Drive further north.

We recommend the establishment of locations for one or two anchor businesses at the intersection of Commercial Drive and East 12th Avenue in order to activate this area and balance our call for fine-grained commercial spaces.

16.17: We recommend that along Commercial Drive between Broadway and East 12th Avenue there primarily be a maximum of six storeys (maximum four storeys with two set back). Limited width above four storeys should create a varied street wall. A maximum of eight storeys is recommended at the intersections of Commercial Drive and East 12th Avenue, as well as the north-east, south-east, and south-west corners of Commercial Drive and Broadway. These buildings should be mixed-use.

16.18: We recommend a maximum of six storeys residential on Woodland Drive between Broadway and Grandview Highway. See 16.12 for important recommendations about limiting impact of new developments on existing residents.

16.19: We recommend four storeys on McLean Drive between East 7th Avenue and East 8th Avenue See 16.12 for important recommendations about limiting impact of new developments on existing residents.

16.20: We direct the City to permit an eight-storey commercial building at the northeast corner of Broadway and Commercial above the SkyTrain in order to create more job opportunities at this highly accessible location.

16.21: We direct the City to ensure that some of the new office space to be created in the sub-area be accessible to non-profit organizations.

16.22: To utilize the Grandview Cut as an opportunity for height with fewer residents affected by shadow, we recommend a maximum of six storeys along the south side of the cut, from Semlin Drive to Clark Drive. We recommend a maximum of eight storeys within the radius of a 10-minute walk from both the Broadway-Commercial station and VCC-Clark stations.

16.23: We recommend a limit of four storeys residential along Broadway from Semlin Drive to Garden Drive. We recommend a limit of three storeys residential along the north side of East 10th Avenue from Semlin Drive to Garden Drive. See 16.12 for important recommendations about limiting impact of new developments on existing residents.

16.24: We recommend a limit of six storeys mixed-use at the north side of the intersections at Broadway and Victoria Drive in order to develop a mixed-use node. See 16.12 for important recommendations about limiting impact of new developments on existing residents.

16.25: We recommend increased residential density on East 11th Avenue between Lakewood Drive and Commercial Drive. An eight-storey building is recommended on the north side of East 11th Avenue between Semlin Drive and Victoria Drive to align with the zoning to its immediate north. A six-storey building is recommended on the south side of East 11th Avenue between Semlin Drive and Victoria Drive. Between Victoria Drive and Commercial Drive, we recommend a four-storey building on the north side of the street and a six-storey building on the south. See 16.12 for important recommendations about limiting impact of new developments on existing residents.

16.26: We expect that the City revitalize laneways in the Broadway-Commercial sub-area, including the pathway below the Skytrain between East 10th Avenue and East 12th Avenue. Likewise, revitalization of the pathway below the SkyTrain (East 10th Avenue to East 12th Avenue) should require building forms that open onto it to create greenway retail that serves as a shopping destination, drawing people to the area. This revitalization should result in lively, safe and pleasant public greenways that facilitate active transport and pocket park space throughout the sub-area. Refer to Fan Tan Alley in Victoria as an example.

16.27: We instruct that commercial properties with laneways adjacent to Commercial Drive be zoned to permit small-frontage laneway retail.

16.28: We direct the City to ensure that rental buildings are replaced retaining the same percentage (rather than number) of affordable and market-rate rental in any new developments as those they replace.

16.29: We direct the City to ensure that new developments along Broadway and along East 12th Avenue are at least 33 percent market rental.

16.30: We direct the City to ensure that new rental stock contains a significant amount of family units with two bedrooms and three bedrooms.

16.31: We direct the City to encourage hidden density in RT zones, requiring new duplexes to include lock-off units that can be optionally rented, or permitting laneway and infill development, with the intent of increasing housing and rental stock.

16.32: We recommend all new multifamily and commercial buildings incorporate green design principles. In addition, we urge the City to economically support these initiatives.

16.33: We direct the City to establish dedicated seniors' and disabled housing in the sub-area, and to engage with seniors in the area to discover ways to make our neighbourhood more accessible and enjoyable for this population.

See also: 16.1, 16.36

LOCAL ECONOMY

16.34: We encourage development of office space within a five-minute walk of Broadway-Commercial and VCC Skytrain stations.

16.35: We direct the City to do what is in its power to ensure that existing small independent businesses in the sub-area remain viable and are not unduly disrupted by new developments in the sub-area.

See also 16.1, 16.13, 16.16, 16.17, 16.20, 16.26, and 16.27.

SERVICES, AMENITIES AND OTHER PLANNING THEMES

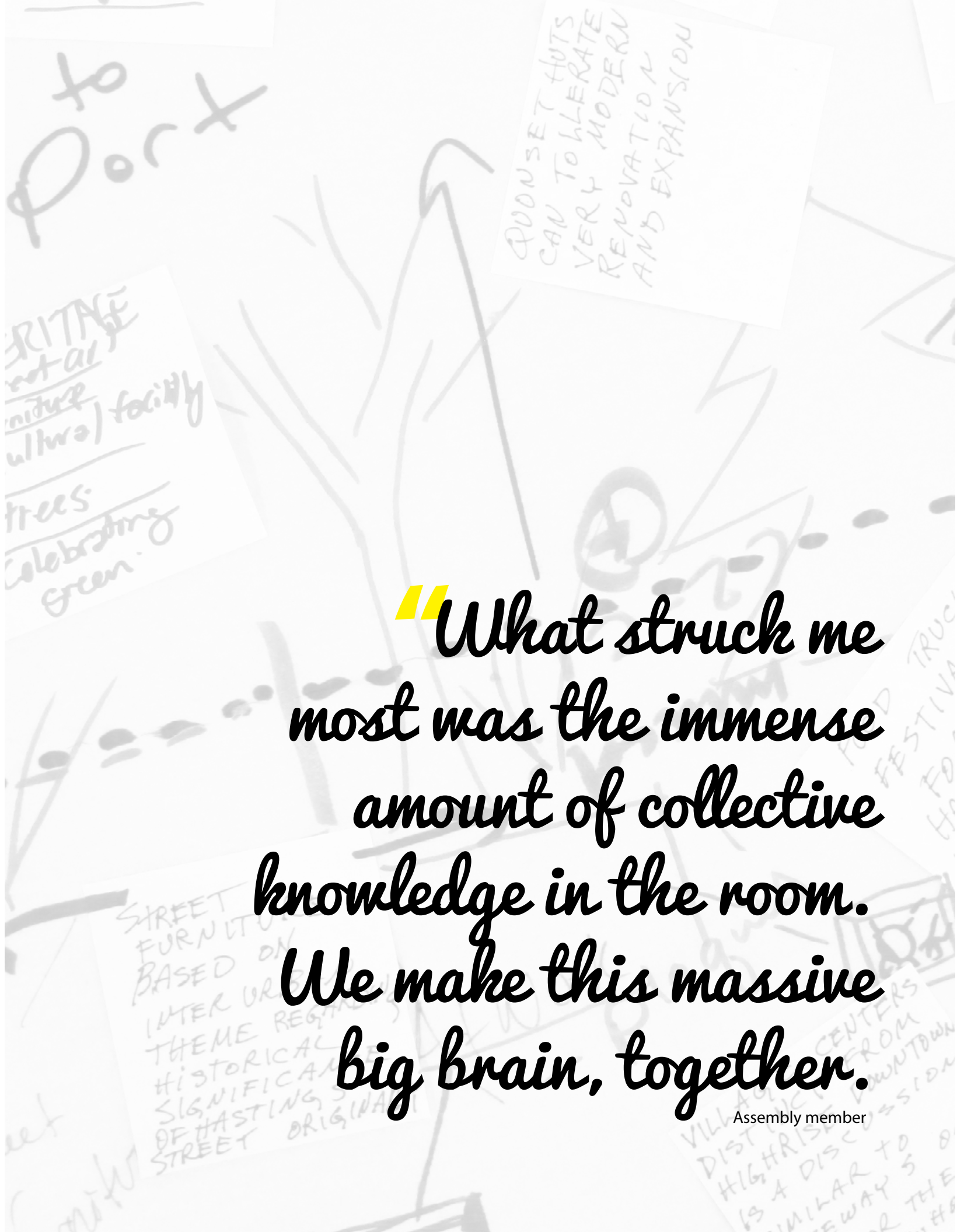
16.36: We expect that all new multi-use development in Broadway and Commercial sub-area to be commensurate to the scale of development and contribute to four classes of public amenities:

1. Greenway creation and sidewalk revitalization, particularly to stitch the currently divided sub-area together with the rest of Grandview-Woodland.
2. A keystone arts and cultural space.
3. Meeting/programming spaces for people and groups not currently supported by existing amenities in Grandview-Woodland.

These amenities must be planned through consultation with community organizations including but not limited to:

- a. Aboriginal/First Nations (e.g. location of a longhouse)
 - b. Cultural minorities
 - c. Youth & elder organizations
 - d. Young families
4. Subsidies and financial support for the creation and retention of co-op, below-market rental, supported and market rental housing in our sub-area.

16.37: We direct the City to protect the historic Rio Theatre, and explore ways to create a hub of cultural amenities in the vicinity of the Rio, including art exhibition space and performance space.



“What struck me most was the immense amount of collective knowledge in the room. We make this massive big brain, together.”

Assembly member

Neighbourhood Map

AREAS OF CHANGE OVER 30 YEARS

The purpose of this neighbourhood map is to illustrate some of the Assembly's sub-area recommendations. The neighbourhood map should be viewed in conjunction with each sub-area's Housing, Built Form, Public Realm and Transportation recommendations.

In particular, this neighbourhood map illustrates:

- 1) The areas in Grandview-Woodland where the Assembly has recommended a change to current zoning to allow for a different kind of building and/or different building heights.
- 2) New bike paths (green dashes, outlined in black) recommended by the Assembly. Current bike paths are also illustrated to show how new bike paths would help complete the existing network.
- 3) The location of new public plazas recommended by the Assembly.

It is important to note that the Assembly's recommendations which address forms of gentle densification are not illustrated on this map.

It is also important to note that the blank areas on the map may already be zoned for duplex, multifamily, commercial, industrial, etc.



This neighbourhood map illustrates recommended areas of change in the community over the next 30 years.

MEMBERS PROFILES

KEITH ANDERSON I was born and raised in Coquitlam and moved to Grandview-Woodland only about a year ago. I have a BA in Communications with a minor in Dialogue and a Certificate in Sustainable Community Development. I'm driven by sustainability, arts, and culture. I've had a lifelong interest in urban planning and greatly enjoyed exploring how the urban form affects our lifestyles in both my certificate program and City-Studio's Access to Nature semester of working on green projects for the City of Vancouver. I make my living as the marketing manager for a small tech company on the North Shore and I'm currently trying to teach myself how to garden. I look forward to engaging with my adopted neighbourhood and hope to have a positive impact!

LARISSA ARDIS I am a freelance editor with a BA in Communications and, as of June 2014, a Master of Resource Management (Planning) degree from SFU. In addition to editing, I've worked as a researcher, communications consultant, and news reporter. Most of my research and communications work has been for non-profit organizations with a social and/or environmental mission. I am as interested in the issues that will be discussed by the Citizens' Assembly — particularly the challenge of accommodating more people in the future while retaining the essence of what makes this community great — as I am by the process itself as a method of planning. I'm sure all assembly members have something to teach me, and I look forward to meeting you all.

SAM BAILEY I grew up around Commercial Drive, getting coffee with my father almost every day is one of the earliest memories that I can recall. I am currently a student at Simon Fraser University and I am studying History with a minor in Political Science. One of my favourite things to do is walk around Trout Lake, either by myself or with other members of my family. I am deeply interested in the direction this community will go and I hope to be a part of the process. Once I saw the letter sent around asking for volunteers I jumped at the opportunity. I hope to get to know everyone else who was chosen in the upcoming months.

SIMON BAKER I grew up in the small town of Ailsa Craig, ON and moved to Vancouver eight years ago. I studied forestry and was employed at a provincial park. Since moving to Vancouver I have been a cafe manager, a bartender, a vintage furniture salesman, and am currently employed as a fleet technician at a car sharing company. I make digital art and have had my animations showcased on blogs and at galleries and events in Vancouver, New York, London and Berlin. I have explored the geography, history, and local politics of Vancouver and believe that the Grandview-Woodland area is perhaps the most "livable" part of Vancouver, and I will be a voice in securing that for its inhabitants.

DOROTHY BARKLEY I am the Executive Director of the Architecture Foundation of BC and have been a senior executive in the not-for-profit sector for the majority of my working life, including advocacy, safety and regulation realms. Having regulated the architects of British Columbia for over 10 years, I gained a great respect for the role and responsibilities of a regulator, especially that of protecting the public interest. I continue to be involved in the sector, working on behalf of the BC College of Pharmacists. I was born in Vancouver, but have lived in many places: the Caribou, the far North (Yellowknife), old Ontario (Kingston) and Europe (the Hague), before settling back in Vancouver to raise my family. Grandview-Woodland has been my home since 2005, initially with my three children, now

on my own. When I moved to GW, I immediately explored it on foot with my dog, and through those walks got to know the neighbourhood and forged many friendships, which in turn led to my becoming involved in Grandview-Woodland's community issues. I now participate in a number of local organizations, which has led to my participation in Vancouver-wide groups. I am a dedicated and determined daily runner, if slower than I would like, and a happy, dog-owning gardener.

LARISSA BLOKHUIS I am a professional artist working in glass and mixed media. I use fluid lines and natural themes to reflect an appreciation of natural beauty. I am interested in a diverse range of topics, including nature, science, politics, psychology and history. I was born and raised in Calgary. I have a BFA with a major in Glass from the Alberta College of Art and Design, the only school in Canada to offer that program. In 2009, I moved to Vancouver, to Grandview-Woodland. I would like to engage in the policy of the neighbourhood without having to become a politician.

DAVID BOUC I was born and raised in Vancouver in 1960 and have been living within a few blocks of Commercial Drive for the last 25 years. We rented for 16 years then bought our house from the landlord in 2003. I've worked as a tree planter, in construction, as a fishing guide, and in the film and TV industry. In 2005, I opened the office for our TV commercial service production company across the street from Joe's Cafe.

ERIC BUCHANAN I am a public servant, runner, outdoor enthusiasts and a community volunteer. I was raised in Port Alberni and moved to Vancouver last summer after living in Victoria for seven years. I am an administrative clerk in the provincial government. I always found value involving myself in the community I live in and helping others. I came to this neighbourhood for its diversity and rich culture. As a public servant, I take pride in serving my community to the best of my ability and providing a voice for my neighbours.

HILDA CASTILLO I immigrated to Vancouver nine years ago. I work for a non-profit organization as an instructor. The agency I work for is located in East Vancouver. Through my work I help all kinds of citizens to find employment. I find my work rewarding. I have lived East Vancouver for five years and I am planning to reside in the same area for a while. I am interested in becoming more involved with my community. Also, I am part of the strata council of the building where I live.

KEN CIOCHON I was born in Flint, Michigan. I have a degree in Civil Engineering from Michigan State University and worked as an engineer in California. I came to Canada in 1998 and have lived in Grandview-Woodland since then. My partner and I served five years on the Britannia Community Services Centre Board of Management. I am retired.

ELISA COELHO I was born and raised in Vancouver and have lived in Grandview-Woodland for most of my life. As a daily transit user, I am aware of the important role public transportation plays in the area. I also regularly walk through the neighbourhood frequenting various shops and businesses along the way. I have a Bachelor of Arts (Co-operative Education) in Communication and a Liberal Arts Certificate. I currently work in the Student Services Department at Simon Fraser University. Previously, I worked at a business law firm on marketing, communication, and business development initiatives. I appreciate the opportunity to

have participated in the Citizens' Assembly and I look forward to seeing how our recommendations will shape the future of the Grandview-Woodland community.

LAWRENCE COFIELD I am originally from Victoria, and have lived in Vancouver since 1986. For the past 10 years I have made the Commercial Drive area my home with my wife and two children. I run a small business from home doing IT consulting and project management. During the Vancouver 2010 Olympics I volunteered and assisted with keeping its computer network running smoothly. I am a member of the Woodland Community Garden. I am very interested in community and would like to do my part to make this wonderful neighbourhood even better.

GUILLAUME COLLEY I was born and raised in France, where I graduated from University with a Masters Degree in Math and Modelling. I have been a data analyst at the BC Centre for Excellence in HIV/AIDS (Providence Health Care) and living on Commercial Drive since I moved to Vancouver five years ago. As a new dad, I am thrilled to be involved in the Citizens' Assembly to help plan the future of our great community. I have lived in Paris, France, and London, UK, so I have a good understanding of the needs and concerns of various communities. I am in favour of sustainable transportation, thriving local businesses, public services and green spaces within an affordable neighbourhood.

LAWRENCE COTNOIR I have lived and worked from East Vancouver for going on 40 years. My original profession is carpentry, working the gamut of all the varied forms of construction, most being high rises — six years Coal Harbour, 14 years Centreville. I have also worked various industrial jobs, such as the Cassiar connector, Seymour seismic upgrade, VGH addition, A380 extension, YVR and other jobs around the Lower Mainland. I am currently semi-retired, operate a small contracting company, and also work with a software company.

ERIN CRISFIELD Originally from Alberta, I have lived in Vancouver since 2000. My husband and I moved to the Grandview-Woodland neighbourhood in 2012 and live in the Watershed Co-op community where I serve on the Finance Committee and the 2020 Committee. The interests that led me to volunteer for the Citizen's Assembly are affordability, walkability, sustainability and alternative ways of planning in communities. I hold a B.Sc. in Ecology and an M.A. in Adult Education and have worked in community-based lifelong learning and continuing education throughout my career. I use my skills as an educator, researcher, writer, and administrator to support effective leaders who I respect and trust, doing meaningful work for social change.

MONICA DARE I am an American (New Yorker) by birth and a Canadian by choice. I've lived in the same place near Commercial Drive since 1988. I love my neighbourhood and I hope to retire here, so I have a great deal of interest in its future. I shop locally wherever possible. I am a licensed strata manager by profession and I balance that somewhat draining work by supporting and/or volunteering for a number of community groups, including Pivot Legal, Vancouver Folk Music Festival, Grandview-Woodland Area Council, Grandview Woodland Community Policing Centre, Out on Screen, and others. I have no immediate family in Vancouver and so I have created a chosen family from the wonderful and supportive people who I am fortunate to call my friends. I am delighted to have been chosen for the Citizens' Assembly and look forward to the experience.

ASHER DEGROOT I was born and raised in the Vancouver area. Having studied in Edmonton and Halifax, I completed a Masters of Architecture and Bachelor of Environmental Design at Dalhousie University. Since returning to Vancouver, I have become a registered architect in British Columbia and have led design and construction teams for projects throughout Canada and beyond. This includes the development of a primary school in Sierra Leone, West Africa, working with local commu-

nity groups and learning from local building materials and techniques. My varied travel, study and work experiences have given me a solid understanding and love of the built environment, from the details of construction to the fabric that makes up our neighbourhoods. I truly believe that thoughtful and artful design and city planning can help to shape a healthier place to live and a better future for Grandview-Woodland.

CARL DESBIENS I grew up in Germany/Ontario and moved here about 20 years ago to play in the mountains. I work as a shipper/forklift operator at a construction business, but am looking for something that is more personally fulfilling and interesting. Over the years I have worked in ski/snowboard shops, bike/outdoor shops and have also put in a few years as a carpenter's helper. In my down time I like to ride my road bike, read and watch documentaries.

DIRK DUIVESTEIN I am an immigrant who has lived in our own home in Grandview-Woodland for 35 years and intend on living here for the next 35 years. Our children grew up in GW and currently live here as adults. I am a semi-retired civil engineer but am unconflicted as I do not work on projects in Vancouver. Regarding volunteering, I served on committees at our children's local elementary and high school and also as a youth soccer coach at local clubs and the Britannia Community Services Centre. As a long-term resident who has observed changes to GW, I am keen to be involved in the plans for the future.

TERRY FULLER I was born in San Francisco, California, and grew up in the Bay Area. I moved to Vancouver in 1982 with my son, who was 10 at the time. I am a dual citizen of both Canada and the United States. I have a Master's Degree in Instructional Technology from San Jose State University. I have worked primarily in the postsecondary system in British Columbia and Saskatchewan. I spent two years in Oman, and two years in San Cristobal de las Casas in Chiapas, Mexico. I have been retired for four years, and have never been busier! My main interest is photography and I spend a lot of time in this fine art. I have lived in Vancouver off and on since coming to Canada, and have lived and owned property on the Drive for many years. My son grew up in the area. I served on the Grandview-Woodland Area Council in the late '80s.

MARINA GLASS I was born in Zagreb, Croatia, and moved to Canada from the Netherlands. I am a 40-year resident of Vancouver and have lived most of those years within walking distance of Commercial Drive. This neighbourhood has always had a huge mix of peoples from differing backgrounds, ethnicities and opinions, and I value the ebb and flow of the various influences we all bring. Grandview-Woodland has always been my favourite neighbourhood, and there was no question about where I wanted to settle and raise my family. I live with my husband of 16 years, our two kids and a menagerie of pets. My background is in mediation and project management. I have run a home-based consulting business for 15 years and hope that my perseverance in identifying issues, and finding and connecting people with resources, will be put to service so that vision and ideation can become a realistic plan.

RILEY GODARD I am a software engineer working in the videogame industry. I was born in Nanaimo, moved to Vancouver in 2011, and I have lived in Grandview for about a year. I am a graduate of the Vancouver Film School, where I spent a year studying game design. I'm very passionate about games and believe they can educate as well as entertain. Having never attended a formal computer science program, most of my programming knowledge is self-taught. I am a strong advocate for open-source technology, computer code that anyone can download, share and sell. I am also interested in science, education (especially teaching programming and increased computer literacy), politics and the environment. I hope to leverage my skills as a critical thinker to bring a unique perspective to the Grandview-Woodland Citizens' Assembly.

TRACY HOSKIN I grew up in rural southwestern Ontario, and have now lived in Vancouver for five years with my husband, and now also our infant son. I enjoy exploring the many community amenities available for young families. I have a Masters in Public Health and work as a Community Health Specialist for Fraser Health. My job is focused on supporting communities to become healthy and sustainable through the adoption of healthy public policies and programs. I have also had the opportunity to work in community development in Africa, Asia and Central America, most recently in a remote area of northern Cambodia. I look forward to working alongside other community members to develop a neighbourhood plan that reflects the unique character of our community.

RORY JOHNSON Originally from Alberta, I have lived in Vancouver for 10 years and in Grandview-Woodland for most of this time. I am a Simon Fraser University graduate student who does health services research in the Department of Geography. My work has involved directly consulting workers and users of health systems to better understand their experiences with emerging policies and practices. I am excited to be participating in research and policy development from the other side of the table and hope that participating in this process will help produce a plan reflective of our community's needs and goals.

JENNIFER KASSIMATIS I grew up in Port Moody, but now live in Vancouver with my husband and our two young daughters. I have a BSc in Chemistry and a BTEch in Environmental Health and currently work for Vancouver Coastal Health as an Environmental Health Officer within the Healthy Built Environment program. As the subject of healthy communities is one that I consider every day, I look forward to being able to participate in a group that will help to shape the community in which I live. I strongly believe that the planning of neighbourhoods requires a health lens to ensure that all its residents lead happy, healthy lives for many generations to come.

KAREN LI I grew up in the Grandview-Woodland neighbourhood and have lived here for over 20 years. I graduated from the University of British Columbia with BSc in Computer Science and am currently working in Vancouver's tech industry. I attended the schools in the neighbourhood from Lord Nelson Elementary and then Templeton Secondary. I had also volunteered at Kiwassa Neighbourhood House, Frog Hollow Neighbourhood House, Ray Cam Community Centre and Strathcona Community Centre for a many years. I am grateful that I was able to grow up in such a open, connective, safe, friendly, and diverse community. I hope that the work produced by the Citizens' Assembly will continue build and strengthen the values of Grandview-Woodland.

MARCIA MACDONALD I grew up in North Delta, and currently live near Fifth and Commercial, from which I commute by bike to work at a non-profit research organization along the Broadway corridor. I spent 17 years as a renter of various types of housing in Vancouver and Kingston, ON, including low/mid-rise buildings, suites in heritage houses, and student residences. In 2007, I joined Rising Star Housing Co op, which finally provided me with secure, good quality, affordable housing in a vibrant community with a diverse range of backgrounds, incomes, and special needs. Our co-op has been working with the City of Vancouver since April 2012 to extend our land lease so that we can renegotiate our mortgage and secure our co-op's future. As a strong supporter of the BC-STV voting system recommended by the Citizens' Assembly on Electoral Reform, I am looking forward to learning more about deliberative democracy.

MARK MATTHEWS I am 60 years old and have been living in the neighbourhood for about 19 years. I am interested in bringing down barriers and sustaining the quality life here in Grandview-Woodland. Presently, I am on disability and so I am trying to give back and be involved in the community. I belong to Under One Umbrella, which is a group of concerned citizens working on homelessness and drug abuse in Grandview-Woodland. I have also volunteered with different youth

groups over the years. Originally, I worked in the fishing industry, and was a labour activist.

CHRISTINE MCCALLUM I was born and raised in Brandon, Manitoba, and Calgary, Alberta, respectively. I graduated with a Bachelor of Commerce from the University of Victoria. For three years post graduation, I spent summers working in Dawson City, Yukon, and winters travelling the world. I moved to Vancouver in 2003 and have been working as a learning and development professional in the technology industry ever since. I lived first in Kitsilano, then in Mount Pleasant and most recently in Grandview-Woodland. I absolutely love the neighbourhood as I find it to be the friendliest, most vibrant, and diverse area of all the places I have lived in Vancouver. I am looking forward to spending the next 20 years raising my family here and witnessing the evolution of the neighbourhood. Planning for the future of Grandview-Woodland is something I am passionate about on a personal level, and find fascinating from a process perspective.

LEVENTE MIHALIK I've lived in the Hastings-Sunrise/Grandview-Woodland area my entire life. I am a Capilano University film school graduate and have been working in film since 2004. I teach film at SFU's Summer Camps, have been an instructor, technical assistant, and in-house editor/filmmaker at Tarlington Training, work as a visiting artist with the Vancouver School Board, and work in the Vancouver Film Studio's editorial department. My business partner and I founded a youth video production program called Young Moviemakers, and I have also worked as a nightlife host/club promoter. Growing up in my neighbourhood as well as working in a field where I've interacted with countless members of the community, I have met a diverse range of people from all cultures and social classes. It has allowed me to understand the importance of thinking about the needs and the identities of remote communities.

FAITH MOOSANG I have lived and worked in the Commercial Drive area for over 25 years. I have an MFA from Simon Fraser University's School for the Contemporary Arts. I am an artist, curator, writer and researcher, focusing on history, art and art history.

MONICA MORGAN I have lived in the Grandview-Woodland neighbourhood for 10 years. I was born and raised in Salmon Arm, and moved to Vancouver to attend the University of British Columbia. After graduating with a degree in Urban and Economic Geography, I moved downtown and worked on several innovative community development and transportation-related projects and developed over 250 units of affordable housing. I also participated in neighbourhood planning processes while living in the Downtown South and the Downtown Eastside communities. After taking a few years off to get married and start a family, I returned to work full-time as a program and project management consultant and am currently working on a \$140 million project to rehabilitate 13 heritage buildings in downtown Vancouver with funding from the provincial and federal governments. In my somewhat limited spare time, I can be found in my gardens or in East Side parks and arenas with my husband watching our son and daughter, who are fourth generation Vancouverites, playing soccer and hockey. I appreciate the opportunity to participate as a member of the Citizens Assembly.

JEN MOSES I have lived in the Grandview Woodlands area for 32 years. In that time, I rented, belonged to two housing coops and, for the past 17 years, I have lived at East Second and Garden Drive in the house I own with my partner. My partner and I have one daughter, who was born and raised in Grandview-Woodland, attending Hastings Elementary, Van Tech High School and Kiwassa out-of-school programs. I am an early childhood educator and have worked directly with children or in childcare-related areas for 30 years. Currently, I teach early childhood education at Capilano University. I have always been active in the community with a focus on issues of inclusion and diversity. I am passionate about and am committed to the health and well-being of all people in neighbourhoods and communities.

GENE NAGY Born in Hungary, near the end of World War Two, and left after the 1956 Revolution. After a short stint in Trieste, where I learned Italian, I lived in London, England, for all my teenage years. I arrived in Canada with my fresh British citizenship in 1964 and in Vancouver by 1965. My first sleep in Vancouver was a few doors down from the Cultch. I graduated from BCIT in Survey Technology, now called Geomatics, in 1970. From surveying I gravitated towards municipal engineering and contract supervision on projects in most of the Lower Mainland municipalities. In 1992, I moved to Nakusp, from a house we owned in Marpole for 15 years. My wife, Chris, was born in Nelson, raised in Nakusp; we were married in 1966. We have two kids, who live in Oakridge and Strathcona. A few years ago we bought a condo in Kits, but last year we sold it and purchased a house on Graveley Street. We hope to restore it to modern standards but try retain the period look, which is early 1900s. Massive job! I have been active in Rotary International through which I was involved as volunteer joint project manager on a seniors' housing project. I want to get more involved with local issues, in particular Grandview-Woodland. The daunting issues around transportation, cityscape planning, affordable housing and accommodating the imminent arrival of many, many more people in the next two decades needs a well-thought-out plan. I hope my ideas will be useful.

APIDI ONYALO I was born in Ontario and have lived in Vancouver since 2006. I have spent the last decade working in real estate, and over the past five years as a licensed realtor specializing in servicing the downtown and East Vancouver areas. I also have a strong passion for the arts and after taking a one year Arts and Entertainment Management Certificate at Capilano University, have begun immersing myself in the world of Artist Management and Fashion Design. Being raised by social activists, and having a great understanding of Vancouver and the East Van neighbourhoods over the past eight years, makes me very excited to be a part of this experience.

SHAWN PREUS I have lived in Grandview-Woodland for more than 30 years and been an active community member. I love the diversity of Grandview-Woodland, the buildings, the businesses and the people. One of my volunteering roles is on a board of a non-profit society providing affordable housing in the Lower Mainland, including several buildings in Grandview-Woodland. During my 40-plus working years I have been active in the Vancouver arts, social service and housing co-op sectors. My experiences and training has centred on my core values of social justice and sustainable building practices. I just completed certification as a sustainable building advisor (CSBA). I believe this skill, along with and my values, which are strongly aligned with social justice, will bring a valuable role to this Assembly. "The most sustainable building is one already built."

DYLAN RAWLYK I grew up in Saskatoon and have now lived in Vancouver for eight years. I have a Bachelors of Science in plant biology and work to restore natural biodiversity throughout Metro Vancouver. I am going back to school for my B.Ed in September. I'm happy to be able to be a part of shaping my community.

MANDY SCANGA Since moving into the Grandview-Woodland area in 2011, I have grown to love the community and its vibrant culture. Being an active member of the arts community, as well as holistic nutritionist, I've found in Grandview-Woodland a neighbourhood that represents many of the values which I hold dear. You can often find me walking along Commerical Drive, checking out the many markets and eclectic shops, or at Trout Lake, either at the farmers' market or just enjoying the park with our dog, Boston.

RASMUS STORJOHANN I have lived in Vancouver since the mid '90s, and in this neighbourhood for almost 15 years. My partner and I own a condo here and I'm on the strata council in our building. I love living in this neighbourhood. I like the mix of people, being close to downtown,

but not too close, and lots of independent businesses. I've recently become a regular at Britannia to try and get in shape. In the summer a lot of our food comes from the farmers' market. My education is in science and I work in software development. I'm interested in social issues such as understanding democratic processes, cultural and market forces and how they form our society. Originally from Norway, I guess I still have a bit of an outsider's view, but Vancouver is definitely home.

EDWARD STRINGER Born in Vancouver in 1957, my family moved many times until settling in Nelson, where I grew up, leaving in 1975 to attend SFU. After attaining a BA, I worked prior to completing teacher training. Jobs being scarce I moved to France in 1984 and upon returning to Canada began an elementary school teaching career, which has encompassed French immersion, English stream and currently intensive French. I am a gay white male, married to my partner of 19 years. Grandview-Woodland has been my home since 1994 and I am very grateful to have been able to purchase a condo while housing was affordable in the neighbourhood. I am currently in my second year of a two-year term as a board member of the Britannia Community Services Centre.

BETTY TRONSON I grew up in the woods in the Okanagan, and moved to Vancouver for the freedom in 1967. I have one son who is a longshoreman who also lives in the neighbourhood. I worked in different kinds of jobs, and in the 1980s I became a Native family support worker as well as a childcare worker. I have been an actor — I was once on The Beachcombers, as well as in Shakespeare's Measure for Measure — and I love all the arts, as well as writing. About 20 years ago I had bad accident, and since I have been recovering in many ways. I now know I am going to make it.

AMY TURTON I moved to Vancouver in 2007 after finishing a B.A. at UVic. Shortly after arriving in the city I registered at SFU and took courses in GIS and computer science. In 2009 I started volunteering with community groups and in 2011 I worked on two election campaigns. I still volunteer in my free time and I currently work downtown as a project coordinator at a furniture company. I live with my partner in a mid-century rental building within view of the ports, mainly getting around the city by foot and public transit. I appreciate the presence of local business - I rarely have to go too far afield to run errands and all of the necessities are nearby. I'm looking forward to working with other community members to help set Grandview-Woodland's direction for the next 30 years.

WALTER VAN DER KAMP I am a single 48-year-old carpenter. I live in a rented apartment in the Hastings-Sunrise neighbourhood. I was born in Scotland and raised mostly in Ladner. I have three years of general arts university education, a carpentry ticket and a diploma in wooden boat building. I worked as a carpenter and a home-builder in the Victoria area until two years ago, when I moved back to the Lower Mainland. I currently do carpentry and construction work for a variety of customers in the Vancouver area. By participating in the Citizens' Assembly I hope to contribute something to the well-being of this community.

HEATHER WILLIAMS I grew up on Vancouver Island with my sisters and mom. I was successful with dance and ultimately followed my passion, becoming a professional dancer and singer. I trained at the Canadian College of Performing Arts, then began dancing and singing locally, provincially and internationally. July 14, 2001, seven months into my contract with Universal Studios Japan, I was hit by a taxi and acquired a traumatic brain injury. I spent eight weeks in a coma, then three months at G. F. Strong Rehabilitation Centre. I now live in Vancouver with my partner, Ronald. I am also writing a memoir of my traumatic experience. I have taken a creative writing class at Trout Lake Community Centre and hope to shed light on brain injury and share my journey to recovery.

MINORITY REPORTS

Each member of the Assembly was invited to contribute a ‘minority report’ if they wished to express an idea, issue or concern that they believed was inadequately addressed by the Assembly. Minority reports do not represent a consensus view, but the perspective of one or more named members of the Assembly. They are provided for the benefit of the reader so that he or she may consider the additional views of various members of the Assembly.

MR 1: Thank you, all CA colleagues, neighbours and City planners for educating me; for your patience, dedication, and great pub/cafe company! Kudos to Rachel and MASS LBP for impeccable integrity and process stewardship. Parting remarks:

- 1) The City has already prioritized active transportation in its 2040 Transportation Plan; it should make it easier for citizens to nominate streets for inclusion into best-practices safer-cycling networks. Onus should be on opponents of progressive transportation planning to back their positions with credible research and evidence that they actually do speak for the community.
- 2) It's impractical to roll back East 1st Avenue's status as an arterial to a neighbourhood street by routing through-traffic into a tunnel. City funds are better spent on greater public benefits, like affordable/social/supported housing and better transit. (Also endorsed by *Elisa Coelho, Erin Crisfield*)
- 3) Our plan creates no new housing for the most vulnerable members of our society—those forgotten by markets and voters alike. This is why we need speedy action and more inclusive consultation on the Kettle-Boffo proposal. (Also endorsed by *Elisa Coelho*)
- 4) The City should improve governance by doing all long-term community planning processes by Citizens' Assembly—but start these with clear parameters (e.g. density targets and evidenced-based projections of build-out rates) so that tough trade-off decisions (rather than funds-unlimited wish lists) actually get made by citizens. Implement a single-transferable-vote system to eliminate strategic voting. Sensibly limit campaign spending. Require timely disclosure on campaign contributors. Ensure that all stakeholders' views are on the table for debate in community planning processes going forward, and thoroughly review the CAC system to ensure that it is not the mechanism to pay for critically needed supports like mental health services. (Also endorsed by *Elisa Coelho*)

Endorsed by: Larissa Ardis.

MR 2: General: Food for thought – City planners, engineers, and designers should watch the 14 minute video: “How to make an Attractive City” by The School of Life. <http://bit.ly/16EcoOb>

Transportation/Housing: Residents who choose to live in a new development located close to transit, where parking requirements in the development have been reduced or eliminated or where each unit has a designated parking stall, should be restricted from purchasing parking permit(s) for nearby residential streets. This information should be disclosed prior to the purchase or renting of a unit in the development.

Housing: I support the Urban Native Youth Association's recommendation of conditional rezoning for projects that have a public benefit, especially for under-served and high-need population/groups. I do not agree with a moratorium on all rezoning as it will lead non-profit groups to reject opportunities to have their projects built in a timely manner, if at all, or force them to partner with developers.

Housing/Public Realm: If a school is closed due to continuous low

enrollment, and new residential development(s) are proposed for the property, the City should ensure the existing green space including sports fields and playgrounds remain, be improved, and/or expanded.

Housing: I recommend the City ensure that garden space be a required feature of new residential developments including duplexes, triplexes, townhouses, row houses etc.

Community Health & Well-Being: In regards to recommendation 7.10, the location of compost bins needs to be carefully thought out in order to avoid contributing to smell issues or attracting rodents and raccoons etc.

Endorsed by: Elisa Coelho.

MR 3: In recognition of Assembly members' careful, thoughtful, and specific recommendations regarding increased height at particular locations in their sub-areas, we support gradual increases in height within two to three blocks of where Britannia-Woodland meets sites with increased height in other subareas. For instance, Recommendation 12.18 gives just such a transition between the Britannia-Woodland and Hastings subareas. Similar transitions should be allowed where Britannia-Woodland meets the Commercial Drive and Broadway-Commercial sub-areas and where this report recommends increased height in those sub-areas.

Also, within Britannia-Woodland, there are some areas that may be appropriate for some additional height (from the current four storeys up to six storeys), particularly:

- Grandview Highway from Woodland Drive to Commercial Drive
- Woodland from East 4th Avenue to Grandview Highway
- East 1st Avenue from Clark Drive to Commercial Drive

The following guidelines are expected in these areas in order to maintain the spirit and priorities of the other Britannia-Woodland recommendations:

- Any height above the RM4 standard of four storeys will be set-back
- Existing site sizes will be used, with no additional land assembly
- Existing ratios of non-market rental, market rental, condominium/strata and co-op housing will be maintained, at minimum, with higher percentages of non-market rental and co-op housing when possible
- Redevelopment will only be permitted when buildings are at the end of their life, and the City will protect tenants by ensuring that landlords meet maintenance requirements for their buildings so as to extend the life of existing affordable housing.

Endorsed by: Erin Crisfield, Guillaume Colley, and Elisa Coelho.

MR 4: We agree that Commercial Drive is the “heartbeat” of Grandview Woodland. We support all but one of the recommendations made by the Commercial Drive sub-area group. We believe that what most contributes to the vitality and atmosphere of the Drive is the number and large variety of pedestrians on the streets and that primarily the pedestrian experience

should be enhanced and improved. We believe that bike lanes of any kind on Commercial Drive will not help in preserving and protecting the pedestrian ambience that makes the Drive so unique.

Therefore we recommend that the City disregard Recommendation 15.1 of the Commercial Drive sub-area group under the subject of Public Realm and Transportation, and we urge the City to accept and focus on Recommendations 15.2 and 15.3, which we wholeheartedly support.

We recommend that the City investigate enhancement of existing bike routes on side streets near and parallel to Commercial Drive, and provide safe bike parking areas on cross streets adjacent to Commercial Drive.

Endorsed by: Monica Dare and Elisa Coelho.

MR 5: Broadway and Commercial Sub-Area Recommendation 16.1:

Recognizing that the majority of assembly members object to plans for a tall residential tower at the Broadway-Commercial Safeway site, a significant minority of Assembly members and roundtable attendees have expressed a willingness for heights that exceed the Assembly recommendation of a maximum of 12 stories. This willingness is contingent on the production of tangible public goods. We believe that a height limit moderately above 12 stories, not to exceed 18 stories, is acceptable if building proposals with greater heights a) have commensurate greater contribution of funds that directly support an increased supply of co-operative housing, market rate rental, and below-market rate rental stock in Grandview Woodland and b) result in a more slender building form that is less noticeable at the immediate ground level.

Britannia Woodland Sub-Area Recommendation - 12.13: Recognizing that the majority of assembly members have strongly recommended retaining the existing built form of the Britannia Woodland sub-area, we would like to note what we see as a missed opportunity for improved neighbourhood feel and increased density in this subarea. Currently, the Grandview Towers (between McLean and Woodland, E 2 Ave and E 3 Ave) are an abrupt and poorly integrated built form in the subarea that lie within a 10 minute walk of the VCC Clark Skytrain Station. The adjacent north, south, and west blocks are primarily low-rise apartment and condo buildings on a slope that falls away from Commercial Drive. We recommend that the immediate peripheral blocks around Grandview Towers be zoned to permit taller multi-family buildings in order to better stitch the towers into the surrounding community and take advantage of the proximity to transit and the limited disruption to sightlines that the downward slope allows. Increases to height should not exceed eight stories and must contribute significant resources (units or funds) that directly support an increased supply of co-operative housing, market rate rental, and below-market rate rental stock in Grandview Woodland.

Endorsed by: Rory Johnston, Guillaume Colley, Rasmus Storjohann, Eric Crisfield, Elisa Coelho, and Larissa Ardis.

MR 6: Let's rename Grandview-Woodland: Recommendation 9.6 is to rename the Britannia community centre to reflect the First Nations history of our neighbourhood. I believe we could do more. With the goal of fostering reconciliation between First Nations and settler communities, I believe we should rename the entire Grandview Woodland neighbourhood. The current name is taken from two streets that run through the neighbourhood, both of which will remain, so the existing name would not be erased from the map. The new name should recognize the colonial past, in order to further our understanding of the present and foster change for the better. In more concrete terms, a new name will trigger questions and conversations that are important for us to have. The new name could be taken from the pre-contact history of this area, or from

some notable event after contact, or it could be selected to reflect the current situation and our hopes and aspirations for the future. The new name could be selected in collaboration between First Nations and other groups in the neighbourhood through a process that could become an occasion for increased understanding of the impact and implications of colonial history. We all share this history, those of us who have been here for generations and those who have arrived recently to become part of a community that is built on land with so much history.

Endorsed by: Rasmus Storjohann and Larissa Ardis.

MR 7: I wish to apprise the City of my own opinion of the Citizens' Assembly, which differs somewhat from that presented by the document. I am very grateful that the City has had the courage and creativity and concern for the community to convene the Citizens' Assembly. I make no demands on the City regarding the recommendations that we have made, considering it obvious that the purpose of having the Assembly in the first place is not at odds with the general purpose of good governance that the City Council implicitly seeks.

Furthermore, I would like to state that I have found the conduct of the professional staff, both from the City and from MASS, to have been exemplary and above reproach. I appreciated their patience and generous good will toward the assembly members on every occasion, and I congratulate them for a job well done.

So thank you very much and, yes, please consider doing this again.

Local Economy section 6.8: In the spirit of allowing and even encouraging more diverse and constructive uses of residential areas, I propose that the City adopt an alternative zoning process whereby neighbourhoods can opt for a descriptive rather than a prescriptive building and land use bylaw. Such an alternative bylaw would describe the limits and parameters of impacts on the neighbourhood rather than prescribe specific uses and built form dimensions. Requirements that describe the tolerable extents of things like odour, noise, crowding, shading, privacy, vegetation, and parking, allow more creative utilization of space than requirements that lay out specific activities and size constraints. For example a woodworker could build a workshop in his or her basement, but build it in such a way that no noise or dust or mess is evident from the outside. Or a business that employs people could operate in a house, provided care is taken that no parking is used up, and that there is no interference with the privacy of neighbours. Perhaps more outbuildings could be permitted provided they are cloaked with green walls and a green roof and do not overlook or shade neighbours' properties. I feel that these descriptive as opposed to prescriptive measure would be suitable for the diverse and creative population that characterizes much of Grandview-Woodland. It would probably not be appropriate where there is mostly freehold tenure and long-term residents with established social conventions such as Grandview. (Also endorsed by *Erin Crisfield*).

Local Economy recommendation 6.3: In my opinion, based on what I have learned from the Hastings BIA, the system of taxation referred to in section 6.3, in which business are taxed according to the highest possible value of their properties and not to the actual value and the actual improvements at the time of assessment, creates some unfairness. It is true that business could develop their properties to fill out the unused density that they are permitted, and that they do not choose to do so. However, not everyone is willing or able to raise the capital necessary for what is essentially a property holding venture, very different from the small retail enterprises that are typical of the area and which the neighbourhood highly values. Therefore with regards to the recommendations where increases in conditional density are being contemplated, I would encourage the planners to carefully word the community plan in such a way as to discourage an interpretation by BC Assessment that includes those increases in its definition of best possible use. (Also endorsed by *Erin Crisfield*).

Endorsed by: Walter van der Kamp.

MR 8: Property values in Vancouver have increased far beyond the means of most Vancouverites, demonstrating no relationship to growth in the local economy. Current trends suggest that without government intervention, global demand for Vancouver real estate as a relatively safe investment will continue to apply upward pressure on home prices and rental rates throughout the region.

Without a concomitant rise in wages to compliment the rise in housing prices, locals will be increasingly forced out of the local housing market as property ownership becomes a luxury, while people seeking appropriate affordable rental options, particularly families, will be forced to either spend a large portion of income on housing or consider moving away from the city. Furthermore, absent or short-term owners contribute very little to the local economy or the community, yet profit immensely from the flow of capital gains from the sale of their property, exacerbating inequality in the city.

Other regions facing similar housing crises due to real estate appreciations, including Hong Kong, Singapore, Sydney, and London, have all taken measures to control soaring home prices.

These recommendations are aimed at stabilizing or preferably decreasing property values in Vancouver, while ensuring that Grandview-Woodland can continue to retain and enhance its stock of affordable rental and co-op housing.

The following recommendations expand on **Housing recommendation 1.22:**

We strongly recommend that the City of Vancouver create a foreign property owners database that collects, identifies, and analyzes foreign property ownership in Vancouver. This should include where the owner currently resides and the organizations or proxy firms that help facilitate these purchases, including law firms and real estate companies.

We strongly encourage the City of Vancouver to report annually on the social economic costs, benefits, and impacts of foreign ownership on residents and businesses.

We urge the City to create a review board on home property purchases by foreign investors within one year. This review board will screen investments and provide approvals to foreign investments that only directly and continuously add to the local economy and will ensure residency by the property owners within the city.

We expect the City to create and enforce mechanisms to ensure that no existing homes may be purchased by foreign property buyers. Foreign property buyers may only purchase property with the intent of building new homes and adding to the existing housing supply.

We expect the City to substantially increase property taxes and/or create a bylaw that significantly penalizes owners with home units that are left vacant, underutilized, and inadequately maintained as a living space. (Also endorsed by **Amy Turton**)

We recommend the City create an additional property tax on luxury homes, such as a graduated four-percent tax based on comparable sales-based market value over \$5 million. (Also endorsed by **Amy Turton**)

Endorsed by: Marcia MacDonald, Guillaume Colley, David Bouck, Edward Stringer, Larissa Ardis and Gene Nagy.

MR 9: The following recommendation responds to **Grandview sub-area recommendations 13.12, 13.13, 13.14 and 13.17:**

In order to expand the number of rental and co-op housing units and new ownership opportunities while encouraging appropriate transit-oriented density and decreasing re-development pressure on existing rental units in the Britannia-Woodlands sub-area, we recommend the City modify the zoning in the Grandview sub-area east of Commercial between Broadway and 4th Avenue, to reflect the height allowances of the RM-4 zone found on the west side of Commercial.

Endorsed by: Marcia MacDonald, Gene Nagy, Larissa Ardis and Guillaume Colley.

MR 10: To Whom It May Concern: We have just completed our service on the Grandview Woodland Citizens' Assembly. Although the Assembly as a whole was unable to come to any consensus on acceptable heights for the proposed Kettle-Boffo project site, we would like to offer our feedback to the public consultation process as individual Assembly members and as residents of Grandview Woodland.

We strongly deplore the fact that higher levels of government are abdicating their responsibilities to fund sufficient levels of mental health services and supportive housing for people on years-long waitlists. This is creating a situation where cities are being forced to negotiate agreements with developers to provide supportive housing, as if it were a community amenity contribution akin to new park space, rather than a critical, basic need that should be funded by all Canadians. We also regret that voters continue to elect governments that create this situation, and we will lobby, and support the City in continuing to lobby, for higher-level change.

But we also realize that it would be irresponsible to postpone meaningful action on supportive housing until that change comes. Furthermore, we see the Kettle-Boffo partnership as an opportunity to address the needs of people who are most easily forgotten by markets and voters alike.

We are confident in the Kettle's capacity to manage any possible impacts of bringing disparate user groups together. The Kettle has already proven its competence at serving hundreds of clients admirably, maintaining a relatively low community profile, and successfully siting its facilities close to wealthy immediate neighbours in several Vancouver locations—including its Venables location. We don't think it's preferable to ghettoize services like supported housing in poor neighbourhoods.

Some people have argued that this project should not happen because "there are not enough supports" for the mentally ill in Grandview Woodland. This argument is tautological, as the Kettle-Boffo project is all about providing enhanced services not only to the Kettle's existing clients but also to the people who would benefit from supports attached to the 30 units of housing. Besides food, water and human contact, what more potent support is there than safe shelter? We must make it possible for enhanced services to happen rather than push people in need away to some imaginary neighbourhood where "enough" services already exist.

We recognize that the City has heard many opinions on this issue at planning meetings and from some well-established community groups. Unfortunately, the kinds of people who'd most benefit from enhanced Kettle services don't typically appear at such meetings to advocate for their interests, much less their sense of neighbourhood character. We suspect that daily burdens of poverty and mental illness make it difficult to attend to urban planning issues or to elbow into meetings dominated by home-owners concerned about the impacts on "their" views. And as regards views: our own views are marred by the sight of mentally ill people sleeping on streets and going without services that this project could help provide.

We've heard it argued that this project should not proceed because the Astorino's building has heritage value. Although we value heritage resources in the neighbourhood, we don't consider the privately-owned, 38-year-old Astorino's building to be in this category. As you know, Leo Astorino, the long-time owner of building, has stated on record that he sees no reason to preserve it as a heritage site. The hall's architecture is unremarkable. Mr. Astorino has noted that it has in fact been rebuilt inside several times, and has expressed enthusiastic support for the Kettle-Boffo partnership. Astorino's has provided valuable gathering space, but we are not aware of any significant groundswell from the Italian community to protect this building. Even the Commercial Drive Business Society, which publicly identifies with the cause of promoting the neighbourhood's European/Italian heritage, has declared its support for the Kettle-Boffo proposal. If we regarded every building that generated positive memories for many people as sacred, we'd be forever saddled with a lot of mediocre halls, hotels, and restaurants.

We are not at all opposed to the appropriation of a parking lot on the Drive for this project. Considering all the social, environmental, and

economic arguments for becoming a more multi-modal city, we feel we should not be prioritizing publicly subsidized car storage on the Drive above other needs like social housing, new market housing, additional street-level retail opportunities, and outdoor public gathering space.

As members of the Citizens' Assembly, we learned that density can be done well or badly, and that additional density alone will not ensure affordable or supportive housing. A multi-pronged strategy, as well as deep, systemic change, is required. But we also realize that planning for very little new housing in a desirable neighbourhood like ours virtually guarantees that housing prices will skyrocket for owners and renters alike. We hope that the presence of a social project near the proposed condos will bring down their price somewhat, affording at least some aging local homeowners the chance to downsize and stay in the neighbourhood. We do not believe that 150 condos are going to ruin our neighbourhood of 27,000+ people, or force all low- and medium-income working people out.

Please do everything in your power to advance the Kettle-Boffo project speedily. It would be a contribution to the diversity, inclusiveness, and housing resources in our neighbourhood. It would honour the fact that compassion is an unassailable principle of urban design. Work with good architects and landscape architects. Get more community feedback on emerging designs to ensure that the project really complements and enlivens this part of Grandview-Woodland. Earn our neighbourhood's trust again by making it a jewel of appropriate, socially conscious development.

Sincerely, sixteen members of the Grandview Woodland Citizens' Assembly whose names follow.

Additional comments:

Larissa Ardis: Assuming this project could include at least 30 units of supported social housing to be owned by the City, a sizable expansion of the Kettle's service space, permeability to pedestrians, a public plaza, space, street-level retail, streetscape enhancement, gallery space for Kettle clients, greenery (a colourful greenwall?), great lighting, and a creative design were part of the package, I could live with a stepped-back maximum

12-storey structure. Bike parking and car-sharing priority parking would be great, too.

Larissa Blokhuis: To the City—It is easy to push people in need out of the Downtown Eastside, out of Grandview-Woodland, out of the next neighbourhood, but that is not right, nor is it a solution. It affords the homeless population no dignity and little chance of re-integration. The "housing first" method for dealing with homeless people has shown the most impressive/effective results, and I would encourage the City to support not only the Kettle, but also a "housing first" approach. Vancouver is a progressive city in many ways, and I am proud to call Grandview-Woodland home. I want to be proud of how we tackle issues of homelessness, particularly when mental health is a concern.

Guillaume Colley: I feel like a 10/12 storey building would be fine, considering the following:

- less high to the south, more height to the north
- maximum height stepped back
- Commercial/community spaces on the first floor facing the streets (KickStand)
- "Affordable" market condos (no need for granite countertops and state-of-the-art appliances)

Lawrence Cotnoir: It is my hope that the proposal bid of the Kettle Boffo project will be given serious consideration by the City of Vancouver to serve as a potential model to study, modify, and clone in as many locations throughout the GVRD as allowable.

Gene Nagy: The developer intends to build a structure similar to Adanac Towers just north-east of Kettle-Boffo project, certainly not higher. It is important to note that very few will be affected by a similar height here in regards to view and shadowing, partly because of topographical factors: the land rises to the east, going higher on Venables.

Endorsed by: Keith Anderson, Larissa Ardis, Larissa Blokhuis, Elisa Coelho, Lawrence Cofield, Guillaume Colley, Lawrence Cotnoir, Erin Crisfield, Asher de Groot, Rory Johnston, Jennifer Kassimatis, Jen Moses, Gene Nagy, Rasmus Storjohann, Amy Turton, and Walt Van der Kamp.

CITIZENS' ASSEMBLY PRESENTERS & GUESTS (IN ORDER OF APPEARANCE)

- **Shane Point**, Musqueam elder
- **Bruce Haden**, architect and urban designer
- **Andrew Pask**, lead community planner for Grandview-Woodland
- **Meg Holden**, professor of Urban Studies and Geography, Simon Fraser University
- **Jane Pickering**, deputy director of planning, City of Vancouver
- **Abi Bond**, director of housing, City of Vancouver
- **James Roy**, senior policy analyst, BC Non Profit Housing Association
- **Thom Armstrong**, executive director, Co-operative Housing Federation of BC
- **James Evans**, local developer
- **Nick Sully**, principal, Shape Architecture
- **Tom Higashio**, youth group coordinator, Britannia Community Services Centre
- **Cynthia Low**, executive director, Britannia Community Services Centre
- **Nancy McRitchie and Amanda White**, Kiwassa Neighbourhood House
- **Damian Murphy and Annie Dempster**, Under One Umbrella
- **Sherman Chan and Paeony Leung**, MOSAIC
- **Jak King and Hanna Daber**, Our Community, Our Plan
- **Steve Anderson and Vicky Scully**, Grandview-Woodland Area Council
- **Kate Gibson**, executive director, WISH
- **Penny Street, Bruce Macdonald and Jill Kelly**, Grandview Heritage Group
- **Madeline Boscoe**, executive director, REACH
- **Nick Pogor**, executive director, Commercial Drive Business Society
- **Patricia Barnes**, executive director, North Hastings BIA
- **Lisa Leblanc**, senior engineer, City of Vancouver
- **Claire Gram**, public health specialist, Vancouver Coastal Health
- **Matt Hern**, urban writer and activist
- **Ian Marcuse**, Grandview-Woodland Food Connection
- **Heather Redfern**, executive director, The Cultch
- **Sarah Fiorito**, Streets for Everyone
- **Adrian Archambault**, Grandview-Woodland Community Policing
- **Paul Cheng**, urban designer, City of Vancouver
- **Michael Kluckner**, historian, writer, artist and heritage advocate
- **Stu Lyon**, Principal, GBL Architects
- **Alice Sundberg**, housing and community development consultant
- **Penny Gurstein**, Housing Justice Project, University of British Columbia's School of Community and Regional Planning
- **Lon Leclair**, manager of strategic transportation planning, City of Vancouver
- **Gordon Price**, chair and professor, City Program at Simon Fraser University
- **Patrick Condon**, chair and professor, University of British Columbia School of Architecture and Landscape Architecture
- **Marissa Lawrence**, Reconciliation Canada
- **Scott Clark**, Aboriginal Life in Vancouver Enhancement Society
- **Kettle Society and Boffo Development project partners**

CITIZENS' ASSEMBLY TIMELINE

June 23, 2014	Invitation letters sent, asking residents and business owners to volunteer for the Citizens' Assembly
July 31, 2014	Volunteer registration closes for the Citizens' Assembly
August 6, 2014	Members of the Citizens' Assembly are randomly selected from the pool of volunteers
September 20, 2014	Meeting #1 of the Citizens' Assembly
October 4, 2014	Meeting #2 of the Citizens' Assembly
October 25, 2014	Meeting #3 of the Citizens' Assembly
November 22, 2014	Meeting #4 of the Citizens' Assembly
November 26, 2014	Public Roundtable #1 of the Citizens' Assembly
November 29, 2014	City-led sub-area workshop on Cedar Cove
December 6, 2014	City-led sub-area workshop on Britannia-Woodland
December 13, 2014	Meeting #5 of the Citizens' Assembly
January 10, 2015	City-led sub-area workshop on Grandview
January 17, 2015	City-led sub-area workshop on Nanaimo
January 24, 2015	Meeting #6 of the Citizens' Assembly
February 14, 2015	City-led sub-area workshop on Hastings
February 21, 2015	City-led sub-area workshop on Broadway & Commercial
February 28, 2015	Meeting #7 of the Citizens' Assembly
March 7, 2015	City-led sub-area workshop on Commercial Drive
March 5, 2015	Public Roundtable #2 of the Citizens' Assembly
March 28, 2015	Meeting #8 of the Citizens' Assembly
April 11, 2015	Meeting #9 of the Citizens' Assembly
April 25, 2015	Meeting #10 of the Citizens' Assembly
May 5, 2015	Public Roundtable #3 of the Citizens' Assembly
May 9, 2015	Meeting #11 of the Citizens' Assembly
June 2015	Citizens' Assembly Final Report presented to City Council

TERMS OF REFERENCE

1.0 CITY OF VANCOUVER OBJECTIVES

The City of Vancouver has adopted an innovative and transparent public process to support the completion of the Grandview-Woodland Community Plan. In establishing a Citizens' Assembly, the City has three objectives:

- 1) To learn about the shared and contrasting values, concerns and needs of Grandview-Woodland residents regarding neighbourhood change and growth.
- 2) To better understand residents' vision for the future of their community.
- 3) To provide local residents with an unprecedented opportunity to shape the Grandview-Woodland Community Plan.

2.0 GUIDING PRINCIPLES FOR THE CITIZENS' ASSEMBLY

Note: These Guiding Principles are derived from best-practice research and community consultations.

- **Openness and Transparency** – The Assembly will regularly share its learning and deliberations with the public.
- **Accountability and Legitimacy** – The Citizens' Assembly will work within a defined mandate on behalf of all members of the Grandview-Woodland community. The Assembly will deliver its Final Report directly to Vancouver City Council.
- **Effective Representation** – The Citizens' Assembly members will be charged with the responsibility of representing the needs and interests of all members of the Grandview-Woodland community. Assembly members will be selected to broadly represent the demographics of Grandview-Woodland.
- **Accessibility** – The Citizens' Assembly Design Team will provide reasonable supports to address barriers that may prevent an Assembly member from participating successfully.
- **Independence** – The Citizens' Assembly will have full independence to determine how to best fulfill its mandate.
- **Well-informed** – The Citizens' Assembly will deliver sound recommendations in its Final Report. The Assembly's recommendations will be informed by a range of perspectives and sources of expertise.
- **Balance** – The Citizens' Assembly will consider a diversity of voices and perspectives in its deliberations.
- **Collaborative decision-making** – Citizens' Assembly members will work towards consensus when drafting their recommendations, while also respecting and documenting differing perspectives among its members.
- **Respect** – Citizens' Assembly members will strive to be conscientious and fair-minded in their deliberations and in their consultations with the Grandview-Woodland community.

3.0 MANDATE OF THE CITIZENS' ASSEMBLY

The Citizens' Assembly on the Grandview-Woodland Community Plan 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 Assembly's recommendations will be received by Vancouver City Council and will significantly inform the next iteration of the Grandview-Woodland Community Plan.

Specifically, the Citizens' Assembly will develop:

- A shared 30-year vision describing the community's aspirations for Grandview-Woodland.
- A set of community values to guide neighbourhood change and growth in Grandview-Woodland
- A set of recommendations for how the Grandview-Woodland Community Plan should address key community concerns

and planning issues at a neighbourhood and sub-area scale. More specifically, these recommendations will help to resolve disagreements concerning the City's June 2013 Emerging Directions draft proposal.

- A Neighbourhood Planning Map that will identify areas within Grandview-Woodland for growth, indicate preferred land-uses, and outline high-level built form and building height directions.

It is expected that these items will, to the greatest extent possible, represent the consensus view of the members of the Citizens' Assembly. Divergent views of Assembly members and community members will also be included in the Citizens' Assembly's Final Report.

To assist the members of the Citizens' Assembly with their task, an extensive learning program will provide them with the opportunity to examine:

- An overview of previous public input and planning materials developed by the City's Planning Department.
- The history of Grandview-Woodland, including prior community plans.
- The broader context of planning and development in Vancouver, including relevant City policies, planning objectives and planning principles.
- Key community planning concepts, including but not limited to the role of community plans, international best practices for land-use planning, development financing, social planning, needed services and amenities, and mechanisms to secure public benefits.
- Key issues of community concern and the strategies available in a Community Plan to address these concerns.
- The ideas and perspectives of local residents, community and cultural organizations, as well as local businesses and employers. During its learning and deliberations, the Assembly will also consult at regular intervals with the community at large through:
- Public roundtables, which will provide Assembly members and members of the community an opportunity for face-to-face discussion.
- Periodic open sessions of the Assembly.
- Online posts from the Assembly and online submissions to the Assembly through the Assembly's website.
- Report backs to the Assembly from participants in City-led sub-area workshops.

4.0 CONSTRAINTS ON THE CITIZENS' ASSEMBLY

The Assembly will enjoy wide latitude in its ability to make recommendations concerning future growth and change in Grandview-Woodland. However, for recommendations to be incorporated into the Grandview-Woodland Community Plan they must be broadly consistent with the City of Vancouver's planning principles as well as sound professional planning practices. Recommendations must also take care not to contravene established City policies, or place an undue fiscal burden on the City or area residents. City Council will have the final authority to accept, modify or reject specific recommendations from the Assembly at its discretion.

5.0 SCHEDULE OF THE CITIZENS' ASSEMBLY

The Citizens' Assembly will convene during 10 full-day Saturday sessions beginning in September 2014, and concluding in 2015. Additional meetings of the Assembly may be scheduled at the discretion of the Chair. The Citizens' Assembly will also host three public roundtable meetings, which will be open to all local residents. Members of the Assembly will be encouraged to attend City led sub-area workshops.

6.0 REPORTING & COMMUNICATIONS OF THE CITIZENS' ASSEMBLY

The Citizens' Assembly will communicate regularly about its work to the public, City Council and to the City of Vancouver's Planning Department.

The Citizens' Assembly will conclude its work with the submission of a final report to Vancouver City Council. The final report will include:

- A letter from the chair outlining his or her satisfaction with the process.
- A summary of the proceedings of the Assembly.
- A summary of all other concurrent consultation activities that provided guidance to the Assembly.
- A vision outlining the Citizens' Assembly's shared aspirations for the Grandview-Woodland community.
- A set of values to inform the evolution of the community.
- A comprehensive list of neighbourhood and sub-area consensus recommendations.
- A neighbourhood planning map that will identify areas within Grandview-Woodland for growth, preferred land-uses, and high-level built form and building height directions.
- Additional commentary concerning the recommendations from members of the Assembly.
- Brief biographies of members of the Assembly.

The Citizens' Assembly will present this report to Vancouver City Council, which may, at its discretion, refer the report to the City's Planning Department or other City departments for comment, response and incorporation, where appropriate, into the draft Grandview-Woodland Community Plan.

Before the resulting draft of the Grandview-Woodland Community Plan is submitted for consideration to Vancouver City Council, Assembly members will be asked to respond to the draft Community Plan through an online survey. Results of this survey will be made public before the draft Community Plan is submitted to City Council.

7.0 COMPOSITION OF THE CITIZENS' ASSEMBLY

7.1 Recruitment Process

Members of the Citizens' Assembly will be randomly selected by Civic Lottery — a mechanism that ensures that a broad, representative cross-section of local residents and business owners are selected to participate. Each household and business owner in Grandview-Woodland will receive or may request an Invitation to the Assembly and will be asked to register as a volunteer before a specified date. On the specified date, a blind draw will select members of the Assembly from the pool of registered volunteers.

7.2 Number of Members

The Citizens' Assembly will consist of 48 members. In order to be eligible to serve on this Citizens' Assembly, an applicant must:

- Reside within the Grandview-Woodland study area, as defined by the study area map. (See Map 1.0, or section 7.2.1); or
- Maintain a business within the Grandview-Woodland study area; or
- Own property within the Grandview-Woodland study area; and,
- Be at least 16 years of age as of September 1, 2014.

Additional qualifications:

- Business owners and property owners cannot transfer their eligibility to an employee.
- Prospective candidates may only submit their name to the civic lottery once. Multiple applications will result in the candidate's disqualification.
- All residents, business owners and property owners may volunteer to serve on the Citizens' Assembly. However, only one person per residential address (unit in building) or business address will be eligible to become a member of the Assembly.
- Employees of the City of Vancouver Planning Department, as well as elected municipal officials, are ineligible to serve as Assembly members.

7.2.1 Study area boundaries

For the purposes of this Terms of Reference, the Grandview-Woodland study area is defined as: North - Burrard Inlet; South - East 12th Ave (south side to Lakewood), South Grandview Highway (south side, Lakewood to Nanaimo), North Grandview Highway (south side, Nanaimo to Kamloops); West - Clark Drive (east side of street); East - Kamloops Street (west side of street).

7.3 Assembly Composition

The Assembly will be composed of:

- 24 men and 24 women
- A proportionate number of members from four age cohorts: 16-29, 30-44, 45-64, 65+
- A proportionate number of renters, and co-op and home owners
- A proportionate number of members from six zones within Grandview-Woodland (See map 2.0)
- At least four members who self-identify as Aboriginal

Among the 48 members, three of the spaces will be reserved as follows:

- Two spaces for business owners who operate in the commercial ("C" zoned), light industrial (I" zoned) or manufacturing ("M" zoned) districts found within the study area
- One space for a property owner who does not reside in the study area

Spaces for these latter categories are non-transferable. If these spaces are not filled through the lottery process, they will be reassigned to residents of the study area.

Proportions will be established based on the most recent (2011) census profile.

To assist Assembly members to participate, the City of Vancouver will reimburse reasonable childcare, eldercare, and transportation costs. Assistance will also be provided to those members with differing physical or learning abilities.

The working language of the Assembly is English. Translation services are not available.

8.0 ROLES AND RESPONSIBILITIES

8.1 Roles and Responsibilities of Citizens' Assembly Members

Members of the Assembly are expected to fulfil their duties and agree to:

- Attend each of the ten Saturday sessions of the Citizens' Assembly as well as public roundtable meetings.
- Work to understand and represent the varied perspectives of all Grandview-Woodland residents.
- Treat each other with respect and take an active role in the work of the Assembly.
- Work collaboratively to achieve a strong consensus concerning the Assembly's recommendations.

8.2 Roles and Responsibilities of the Chair

The Chair of the Citizens' Assembly will be appointed by the City to design and host the proceedings of the Citizens' Assembly. The Chair will not be a City employee and is expected to remain neutral with regards to the recommendations or direction of the Assembly. The Chair, with the support of an Assembly Design Team, is charged to:

- Oversee a fair and representative member selection process.
- Develop a balanced learning program that involves residents, community organizations and experts to provide a range of perspectives.
- Support respectful dialogue and deliberation amongst members.
- Ensure that regular updates concerning the Assembly's proceedings are made publicly available.
- Provide opportunities to inform and convey perspectives from local residents and stakeholders to Assembly members.

- Produce and deliver a Final Report concerning the Assembly's activities and recommendations to City Council in Spring 2015.
- Exercise discretion in ensuring the integrity and sound conduct of the Assembly.

The Chair will be supported by a Citizens' Assembly Design Team, who will be comprised of experts in public deliberation, communication and facilitation.

8.3 Roles and Responsibilities of the Advisory Committee

An Advisory Committee will be formed to support the work of the Citizens' Assembly. The role of the Advisory Committee is to provide guidance to the Chair and Assembly Design Team in order to:

- Ensure that the design and conduct of the Assembly are consistent with good democratic practices.
- Ensure that the Assembly's learning program is balanced, adequate and reflects a range of reasonable perspectives.

The Advisory Committee will not comment on the recommendations made by the Citizens' Assembly.

The members of the Advisory Committee will be selected by the Chair and will include representatives with well-regarded expertise in the design of deliberative processes and urban planning.

8.4 Roles and Responsibilities of the Community of Grandview-Woodland

All members of the Grandview-Woodland community have a role to play in assisting and ensuring the success of the Citizens' Assembly. Members

of the community are encouraged to participate and:

- Attend public roundtables meetings hosted by members of the Citizens' Assembly to discuss its progress and solicit community perspectives.
- Attend occasional open sessions of the Assembly to observe its proceedings.
- Submit ideas to the Assembly website, and review regular public updates.
- Attend community sub-area workshops facilitated by the City of Vancouver, which will report back to the Citizens' Assembly.

8.5 Roles and Responsibilities of the Community of Grandview-Woodland

The role of the City of Vancouver staff is to support the Citizens' Assembly. The City will endeavour to:

- Provide planning expertise and access to existing planning documents.
- Ensure that the Citizens' Assembly is well integrated with other concurrent Grandview-Woodland community consultations.
- Give careful and timely consideration to the Citizens' Assembly's final report.
- Incorporate wherever possible, at the direction of Council, the recommendations made by the Assembly in the draft Grandview-Woodland Community Plan.
- Provide logistical support for Assembly activities, including venue booking, food, and additional supports as needed.

The City of Vancouver will respect and support the independence and integrity of the Citizens' Assembly.

ABOUT MASS LBP

MASS LBP is Canada's leader in the use of deliberative and participatory forms of democracy to shape public policy. We work with forward-thinking governments to make better decisions while deepening and improving their efforts to engage and consult with citizens. Fundamentally we believe in people. Given the opportunity to participate in a thorough, fair, and inclusive process, citizens are ready to provide constructive advice, offering officials the intelligence, perspective, and sensitivity that difficult public issues require.

Since 2007, MASS LBP has led some of Canada's most original and ambitious efforts to engage citizens in tackling tough policy options while pioneering the use of Civic Lotteries and Citizens' Reference Panels. To date more than 200,000 households across the country have received invitations to participate in 24 Citizens' Assemblies and Reference Panels formed by governments to address a wide range of issues from mental health policy to transportation planning.

To learn more about our work, please visit our website: masslbp.com

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