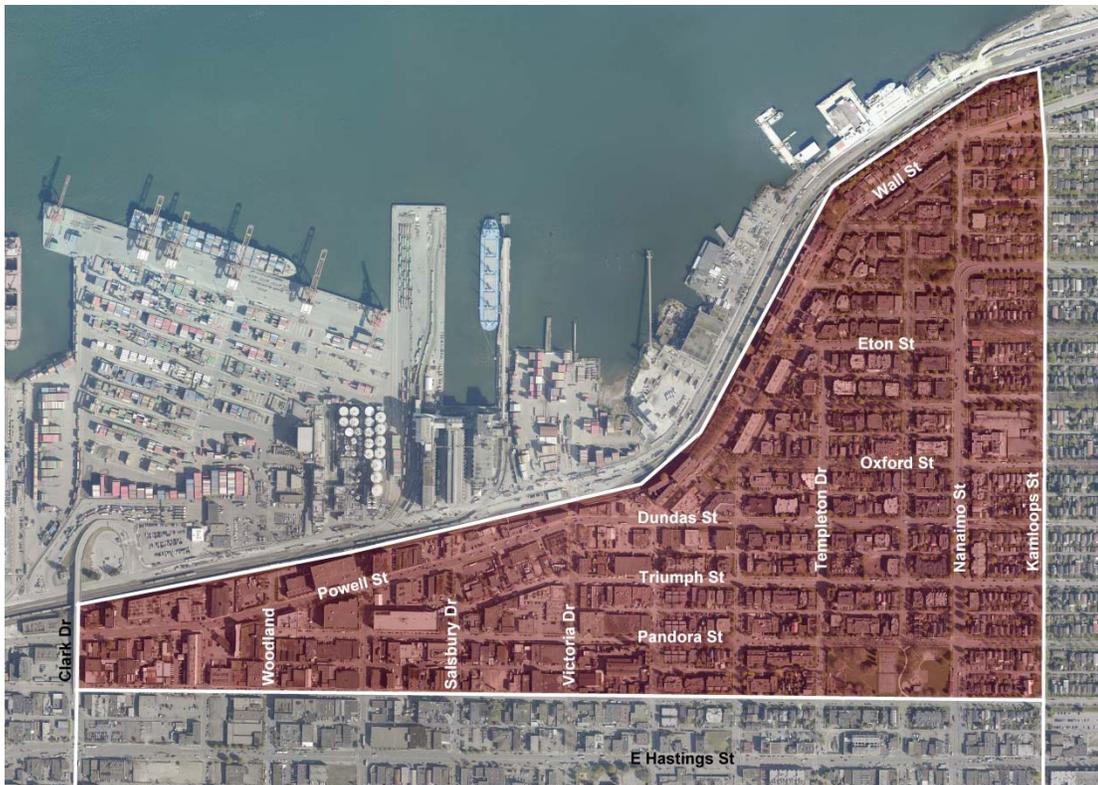


Cedar Cove

DRAFT Synopsis of Sub-Area Workshop & Focus Group



March 2015

Introduction

The following document provides a synopsis of the ideas generated in the Cedar Cove sub-area workshop (November 29, 2014) and Cantonese & Mandarin focus group (January 31, 2015). These events were among several held between November 2014 and March 2015 for the Grandview-Woodland Community Plan process.

The document contains a short overview of the Cedar Cove events, a discussion of sub-area character, and an overview of the key areas of focus identified by workshop participants. These areas of focus are then explored in greater detail under the following headings:

- Public realm & transportation
- Housing & built form
- Local economy
- Services, amenities and other planning themes

In each of these four areas, Planning staff have identified the *general* areas of convergence and divergence amongst workshop and focus group participants. This material was distilled from small-group discussion table notes and maps that were produced by participants, as well as from the 'report out' sessions that occurred throughout the day.

It is important to note that this document provides an *overview* of the dialogue. Given that each of the small-group tables discussed a wide variety of items (and often in a very lively and free-flowing manner), creating a summary that incorporates every idea discussed is impossible. Instead, the Planning team has taken every effort to present the material in a fashion that does justice to the spirit of the conversation. Those wishing to review the complete set of notes from the events are invited to download them from the vancouver.ca/gw webpage.

Workshop and focus group participants are also encouraged to submit any corrections or clarifications to the Grandview-Woodland Community Plan team. Details on how to provide feedback can be found at the back of this document.

Workshop Details

The Cedar Cove sub-area workshop was held on Saturday, November 29, 2014, at the Vancouver Aboriginal Friendship Centre.

Workshop participants undertook four key activities:

1. Creating neighbourhood character statements - reflecting both present day and future (aspirational) character for the sub-area;
2. Reviewing proposed policy from the *Emerging Directions*, (as well as the community feedback that was received), and responding to these proposed policies;
3. Assessing possible areas of change or no-change in the sub-area (policy geography);
4. Generating ideas around possible built-form typologies and conditions connected with sub-area geography.

A total of 34 individuals registered to attend the Cedar Cove workshop (19 residing inside the sub-area, and 15 residing outside of it). On event day 31 individuals participated in the session.

At the conclusion of the workshop, 26 participants completed an evaluation form (84% response rate). The following table provides an overview of the demographic profile of those participants that completed the evaluation form.

Of the 26 workshop respondents:

AGE	#	%		SEX	#	%		TENURE	
> 20	0	0		Male	12	46.2		Renter	7
20-24	1	3.85		Female	14	53.8		Owner	13
25-34	3	11.5						Co-op	0
35-44	3	11.5							
45-54	3	11.5						Work in CC	1
55-64	3	11.5							
65-74	11	42.3							
75+	2	7.69							

On average, evaluation respondents had lived in Grandview-Woodland 13.2 years ($n=20$) and in Vancouver for 29.7 years ($n=24$).

A subsequent Mandarin/Cantonese focus group was held on January 31, 2015 at Kiwassa Neighbourhood House. This event was attended by 12 residents of the Cedar Cove area (additional demographic information for these participants is not available). Focus Group participants worked through the same questions that were discussed by the larger workshop.

Sub-Area Context and Character

The Cedar Cove sub-area is located immediately north of Hastings Street, in the north end of Grandview-Woodland. The area is bounded by Clark Drive and Nanaimo/Kamloops Street. To the north of the neighbourhood is the Port Metro Vancouver. The area is bisected by Powell Street and Dundas Street - busier arterials which (along with Nanaimo Street) connect the area into the broader transportation network.

The area is part of the traditional territory of the Squamish, Musqueam and Tsleil-Waututh. The name "Cedar Cove" reflects both the original landscape of the area as well as the historic settler community that established itself in the area in the late 19th century. At its height, the Cedar Cove neighbourhood had a post-office, several banks, and small shops and services, many of which were located along Powell Street. One of the earliest businesses in the area was the Columbia Brewery, located on Powell Street between Victoria Drive and Wall Street. For a brief period in the early 1910s and 1920s, the area around Commercial and Franklin was also home to Vancouver's 'second Chinatown.'

Present day Cedar Cove is characterized by a mixture of long-standing light-industrial and heavy-manufacturing businesses (to the west), and a residential area to the east. Semlin Street, running north/south, acts as the dividing line between these two predominant land uses. Among the many production-related activities taking place in the industrial zoned areas are a sizable number connected with the food and beverage sector.

Within the residential area, the currently zoning is RM-3A, a multi-family 'apartment' zone. Cedar Cove is known as a spot where rents are still relatively affordable, and apartment zoning of one form or another has been in place in the neighbourhood since the City's first Zoning Bylaw was drafted in the 1920s. Notwithstanding this designation, the area sees a considerable diversity in building type - with low-rise walk-ups complemented by townhouse, duplex and single-family housing. A variety of architectural traditions are represented in the areas built form.

Cedar Cove has a number of well-use social, cultural and recreational amenities. Pandora Park is key green space and includes recreational facilities and a community garden. A number of smaller parks are found elsewhere in the neighbourhood - particularly along Wall Street. The Arc is a well-known live-work arts space - one of a number of studios in the area. Cedar Cove is also home to the Aboriginal Mothers Centre, Tillicum School, and several non-market (social housing) facilities.

Key Areas of Focus

Public Realm & Transportation

Key ideas

In general, workshop participants noted a desire to see improvements to local walking, biking and transit, as well as enhancement of key community spaces, including local parks. Some concerns were noted regarding traffic volumes and speeds.

Areas of general convergence at workshop

Participants were in *general* agreement about the following:

- a) There is a shortage of parks and open space in the sub-area and a general need for public realm improvements - including new parklets and plaza space; however, while quantitative shortages were noted, there was more discussion regarding qualitative improvements to Pandora Park and other area existing open spaces. Particular discussion regarding expanded programs/infrastructure to support all-ages use.
- b) Additional street trees are needed along key arterials (Powell Street/Dundas, Nanaimo and Victoria Drive) to soften the impact of traffic.
- c) Desire to see pedestrian improvements and additional safety features on Dundas Street - to improve walkability, and to mitigate the effects of traffic.
- d) Continued concerns about smells emanating from rendering plant.
- e) Need for improved wayfinding and markers that could note aspects of local history and culture (First Nations, residential, port and industry related, topographic - via a 'lost stream').
- f) Support for improved bike facilities - and in particular the industrial areas (e.g. Powell Street Greenway and north/south route possibilities) - though different ideas about the best routing.
- g) Concern about limited transit access - especially given the slope up to Hastings.
- h) Concern around heavy commuter flow on arterials, as well as short-cutting on sub-area streets Wall, Trinity and other interior streets.

Areas of general divergence at workshop

A small number of divergent opinions were noted regarding public realm & transportation

- a) Feasibility of waterfront park (Note: Emerging Directions noted this as a long-term aspiration, as waterfront access is under the jurisdiction of Port Metro Vancouver) - differing ideas about whether this should or should not be a focus of policy.
- b) Discussion regarding new housing on Wall Street generated additional conversation around impact on views:
 - i. New housing would enable more people to experience the views, vs
 - ii. New housing could impact views for existing residents

- c) Some discussion regarding pedestrian/cycling improvements in industrial areas. Safety is key; however there is also a need to ensure that these areas support industrial uses (e.g. trucking requirements). Also no consensus on the - optimal routing for bike paths in the area.

Housing and Built Form

In general, participants in the Cedar Cove workshop supported the idea of creating new multi-family housing opportunities (and some additional height) along key arterials: Dundas Street and Nanaimo Street. Some groups also explored the possibility of locating new multifamily housing along Wall Street.

In general, there was a desire to see the 'interior' portion of neighbourhood (off-arterial / south of Wall) remain the same as it is today - which is to say, presenting a mixture of housing types (low-rise apartments, townhouses and duplex/single-family homes). Within this, there was support for elements of incremental change, consistent with the current all within a multi-family zoning.

Areas of general convergence at workshop

Throughout the workshop there was a healthy discussion and many divergent opinions. The following are areas of *general* agreement:

- a) New housing should be in keeping with neighbourhood character.
- b) A diversity of housing types should be promoted - to meet the needs of singles, families, and residents at different stages of their life.
- c) Ensuring that the area remains affordable is of particular importance - both for renters and owners.
- d) Arterial streets (Dundas and Nanaimo) and Wall Street are areas where new housing types could be introduced. The majority of new growth should take place in these areas. Modest increases in height:
 - i. Dundas/Wall/Powell "node" - Agreement that expanding mixed use at this node is desirable). General agreement that additional height is acceptable - though this site had the biggest range across tables - between four and 12 storeys.
 - ii. Dundas - new multi-family housing, including the possibility of mixed-use (retail + housing). General comfort "up to six" storeys; some discussion regarding 6-8 storeys.
 - iii. Nanaimo Street - General agreement regarding possibility of new ground-oriented townhouse forms (e.g. 3-storey); some discussion regarding low-rise multi-family (3-4 storey). Minority preference for "up to 6" storeys.
 - iv. Wall Street - Identified as an area for new housing types - though difference of opinion regarding what this might mean in terms of type.
- e) Additional height on aforementioned streets seen as a way to provide additional rental, social housing, seniors housing, etc.
- f) For "interior" streets - general agreement around maintaining existing zoning and housing diversity, and that allowing 'gentle density' via infill is acceptable.

- g) Some discussion of focussing growth and additional housing around Pandora Park and Tillicum School.
- h) Desire to see quality materials used, to ensure maximum building life.
- i) Additional desire to see more supportive and social housing, and preservation of existing rental stock.
- j) Support for efforts to preserve existing heritage structures.

Areas of general divergence at workshop

In general, the areas of divergence related to the acceptable height of any new development at the commercial node, on key arterials, and on Wall Street.

- a) Commercial node saw the greatest range - between four storeys, eight storeys, and 12-storeys.
- b) Additional divergence around the introduction of and/or extent of new mixed use development on Dundas (i.e. the possibility of extending commercial uses eastward along Dundas).
- c) Wall Street - divergence regarding the extent and type of new housing that should be allowed:
 - i. ground-oriented (e.g. townhouse or row-house forms?) or new multi-family housing (4-6 storeys was floated as an upper limit)
 - ii. New housing types on both sides of street? Limited to one side of the street? Along entire stretch or just in some areas?
- d) While not an area of divergence, some concerns were noted that additional height on arterials will impact property values in surrounding areas.
- e) Additional concerns noted, regarding need to ensure that new housing types were economically viable (i.e. could actually be built) - particularly with a view to ensuring new rental/social housing stock
- f) While affordability concerns are prominent, there was no specific agreement on the best means with which to ensure the area remains affordable in the years to come.

Local Economy

The key Local Economy ideas that were developed by workshop participants can be sub-divided into two themes: shops and services, industrial and port-related.

With shops and services, there was general agreement that Cedar Cove could benefit from an expanded array of retail/commercial services. There was also broad support for the small neighbourhood "mom and pop" stores (located at Dundas and Templeton and Dundas and Oxford). With industrial and port-related activities, participants supported the important job space provided in industrial and port areas, but noted a desire to see some improvements made - principally connected with traffic and environmental considerations.

Areas of agreement

There as *general* support for the following items:

- a) Expansion of the existing commercial node at Dundas, Wall and Powell - through additional height and/or expansion of mixed-use opportunities eastward along Dundas (i.e. some commentary about reintroducing the 'high street' retail services that existed in the past)
- b) Existing small-scale neighbourhood retail should be protected; additional neighbourhood retail could be introduced into the neighbourhood
- c) Support for current industrial job-space - supported by discussion about the potential to introduce new green and tech jobs, as well as additional office space
- d) Desire to see more store-front and local-serving elements built into the industrial-zoned areas. (Note: earlier planning process also identified this as a means to improve safety, create more 'eyes on the street')
- e) General support for many food-related businesses, and a desire to see more store-front components (e.g. tasting rooms); however, concern about the smell of some food-processing facilities (in particular: the rendering plant)
- f) Support for Port activities; however, some concern about speed, volume and timing of truck traffic, as well as Port-related noise.

Areas of general divergence at workshop

As noted in housing, the key areas of divergence in Local Economy also concerned questions of building height, as well as the extent of mixed use in the area:

- a) Commercial node saw the greatest range - between four storeys (one table), eight storeys, and 12-storeys (two tables)
- b) Additional divergence around the introduction of and/or extent of new mixed use development on Dundas (i.e. the possibility of extending commercial uses eastward along Dundas).

Note: earlier *Emerging Directions* work noted the opportunity for some intensification in industrial areas. This was not addressed in great detail within the sub-area workshop.

Services, amenities, other planning themes

Key ideas

A number of ideas were generated that related to social services, community amenities and other themes.

Attention to each of these ideas came primarily via individual small table discussions - versus overall areas of agreement/disagreement.

- a) Desire to see additional services - including medical facilities, day care centres, seniors programs, fitness and recreation facilities in the area.

- b) Support for the various programs and facilities available at Kiwassa Neighbourhood House - and a desire to see these supported.
- c) Introduction of public art throughout the sub-area (residential and industrial area), as well as the creation of additional artist studios.
- d) Attention to key elements of local heritage, including heritage buildings, the buried "Cedar Cove" stream, and historic "second Chinatown" buildings at Commercial and Franklin
- e) Some discussion around safety issues in the area, and in particular the industrial zone. Need for more 'eyes on the street' in these areas.

Appendix: *Emerging Directions* Draft Policies (June 2013)



Draft Policies - Emerging Directions (p.24-25)

- CC-1: Maintain existing rental stock in the multifamily (RM) zone and encourage protection of affordable rental stock by moderating the pace of change.
- CC-2: Encourage build-out of existing RM zone; allow modest increases in height around Pandora Park (up to six-stories) for rental housing as multifamily buildings redevelop.
- CC-3: Allow for additional height, modest expansion of mixed use (retail + residential) at the Dundas/Powell/Wall commercial node) (up to eight storeys)
- CC-4: Support long-term intensification of industrial uses in "M" and "I" zoned areas, and ensure that they retain their present function as job space. No new residential will be allowed in this portion of the sub-area.
- CC-5: Improve safety and public realm, particularly at the 'seam' between residential and industrial. Seek additional safety improvements for vulnerable populations in the industrial area.
- CC-6: Complete proposed Powell Street Greenway and consider additional east-west cycling connections.
- CC-7: Encourage conservation of designated heritage resources.
- CC-8: Seek additional artists' production space in Industrial-zoned areas.
- CC-9: Seek long-term access to the Burrard Inlet via the development of a new waterfront park

Additional *Emerging Directions* Policy Ideas - Land Use Map

- Consider opportunity for local neighbourhood shopping (in the north end of Cedar Cove - e.g. North Garden Drive)
- Introduce industrial related public realm treatment along Mosaic Greenway (Woodland Drive)
- Maintain and enhance parks with special views to city, port, and mountains beyond.
- Use change in public realm treatment to mark a different character to Nanaimo Street north and south of Dundas
- Introduce special public realm treatment (streets and sidewalks) around Pandora Park
- Introduce streetscape improvements along Garden Drive to foster secondary pedestrian route (e.g. strengthen Garden Drive as a pedestrian route)
- Enhance Victoria Drive pedestrian experience through industrial area.
- Frame Dundas with taller buildings (up to six storeys) transitioning to lower apartments (3-4 storeys towards interior of blocks)