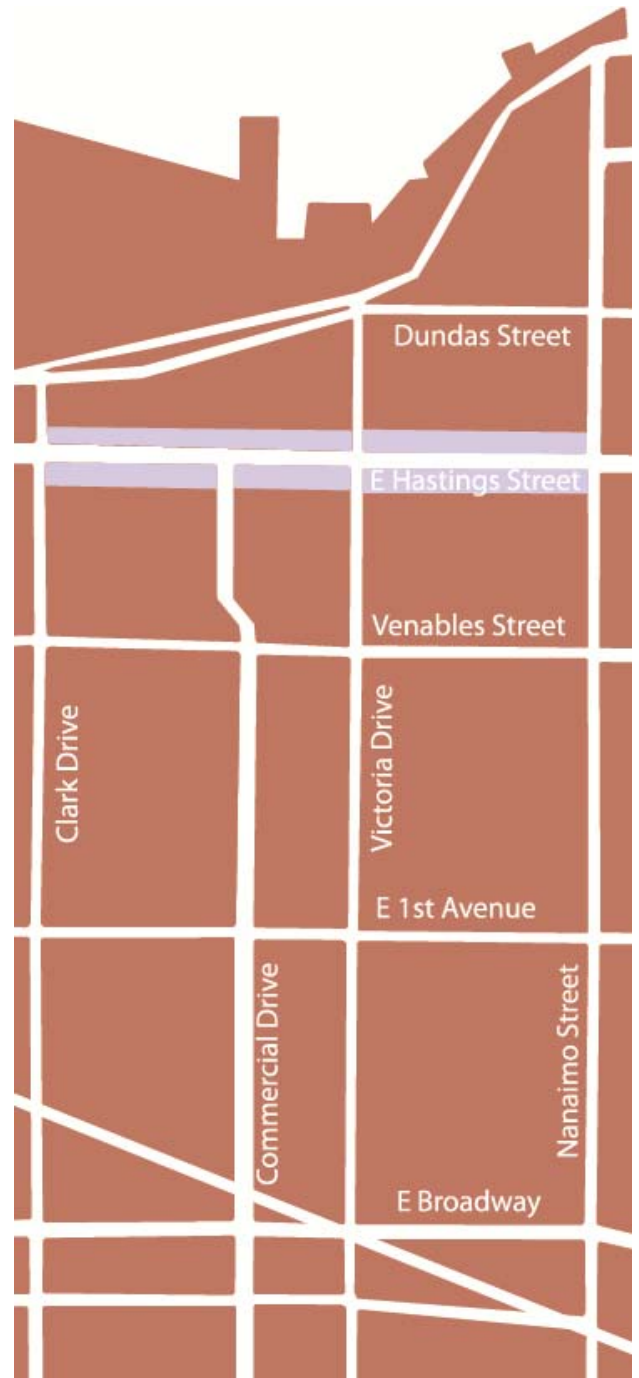


Hastings

DRAFT Synopsis of Sub-Area Workshop



March 2015



Introduction

The following document provides a synopsis of the ideas that were generated in the Hastings Street sub area workshop (February 14, 2015). This event was among several sub-area events held between November 2014 and March 2015 as part of the Grandview-Woodland Community Plan process.

The document contains a short overview of the workshop, 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 Hastings sub-area workshop was held on Saturday, February 14, 2015, at the 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;
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 60 individuals registered to attend. On event day 56 individuals participated in the session.

At the conclusion of the workshop, 42 participants completed an evaluation form (75% response rate). The following table provides an overview of the demographic profile of those participants that completed the evaluation form.

Of the 42 evaluation respondents:

AGE	#	%	SEX	#	%	TENURE	
> 20	0	0	Male	20	48	Renter	0
20-24	0	0	Female	21	50	Owner	23
25-34	4	9.5	Trans	1	2	Co-op	0
35-44	5	11.9					
45-54	11	26.2				Work in H	6
55-64	13	31					
65-74	7	16.7					
75+	1	2.4					

On average, workshop participants had lived in Grandview-Woodland 16.4 years ($n=34$) and in Vancouver for 26.8 years ($n=36$).

Sub-Area Context and Character

The East Hastings sub-area includes the portion of the street between Clark Drive and Kamloops Street, and covers spans the area between Franklin Street (north) and E Pender Street (on the south).

This sub-area is defined by a considerable diversity in uses. It plays an important role in the city's transportation network, and serves as a busy six-lane thoroughfare - one that sees high volumes of car traffic, goods movement, and public transit.

Hastings is marked by a prominent change in elevation between Commercial Drive and Victoria that helps define part of the character of the street. Many participants in the planning process said they wanted to see better connections between the shops of Commercial Drive and East Hastings. The slope poses interesting challenges for future pedestrian travel and new retail or services, but also provides (looking east) strong views of the downtown area.

The Hastings sub-area plays a key role in the local economy through its wide mix of businesses. At its eastern end (in Grandview-Woodland), Hastings is as an important local and regional serving shopping area, with an array of retailers, restaurants and services. This is an area where many participants in the planning process noted a desire to see public realm improvements, such as wider sidewalks, more public art and more street trees.

Moving westward, the street transitions into a mix of larger commercial and industrial businesses. It is also flanked, on this end, by both light industrial and heavy manufacturing. Parts of the western portion of the sub-area have a transitional feel. In 1996 Council policy defined the Hastings facing strip between Clark and (approximately Victoria/Semlin) as a "let-go" industrial use - opening up the possibility of a different array of uses. More recently, newer businesses and residential development has started to spring up in the area.

Hastings Street is home to a number of key community services, including the Vancouver Aboriginal Friendship Centre, Urban Native Youth Association, and MacDonald School). The Taiwanese Cultural Centre, at Clark Drive, occupies the site of an older Swedish cultural facility.

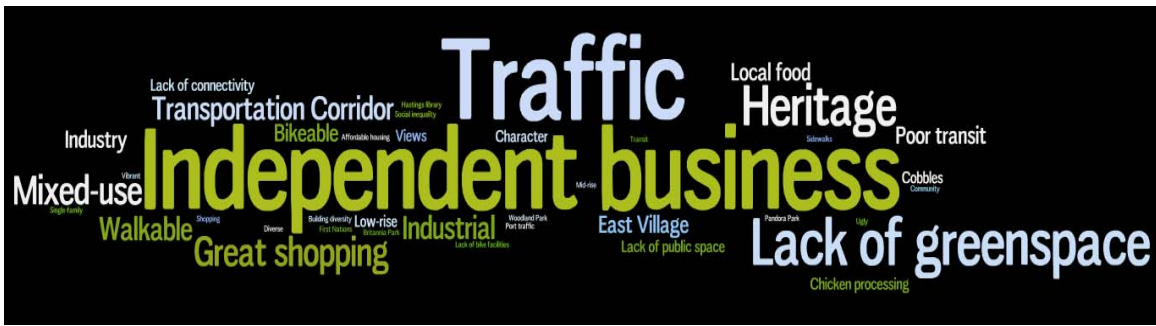
Notable cultural and heritage features on the street include the Waldorf Hotel - which has gone through a number of incarnations as a restaurant and performance space, the intriguing Quonset huts buildings (just east of Commercial Drive) and a number of adjacent buildings in the residential areas.

Present Day Character - Wordcloud

Participants at the January 17 workshop were asked to identify short (1-3 word) statements about both the present-day character of Hastings Street, and the ideal character in the future (anywhere from five to 30 years hence). Participants could write as many of these statements as they wished.

At the conclusion of the exercise, statements were typed up and, using Wordle software, assembled into a word cloud. The resulting image resizes the top words or phrases depending on their frequency of use. (The larger the word or phrase, the more often it was used).

Word cloud: Key statements about the present day character of Hastings Street



Word cloud: Key statements about the (ideal) future character of Hastings Street



Key Areas of Focus

Public Realm & Transportation

Key ideas

Workshop participants focused their attention identifying specific public realm improvements to improve Hastings Street - including infrastructure and pedestrian supports, improved transit areas, links to adjacent parks, and the creation of new open space.

Areas of general convergence at workshop

Participants were in *general* agreement about the following:

- a) Participants were consistent in their support for public realm improvements in the sub-area. A number of ideas were proposed, including additional street trees, wider sidewalks (and larger building set-backs), seating, and public art 'markers' that celebrate the special qualities of the neighbourhood.
- b) There is interest in supporting cyclists and bike safety on Hastings Street - and some discussion took place around ways to create protected bike facilities on the street.
- c) There is a desire to see improvements made to adjacent parks - and particular support for the possibility of pedestrian or public realm improvements to "link" Hastings Street to Pandora or Woodland Parks (e.g. via Garden Drive, Woodland or McLean Drive).
- d) There is a desire for additional parks and open space in the area. To this end, there is general support for the possibility of introducing plaza space at the Commercial Drive intersection. There was also discussion about the idea of "strip plazas" on Hastings Street where there are blocks with wider sidewalks. Further discussion that plaza(s) should showcase Aboriginal designs and artists).
- e) Recognition that the street will continue to play an important role for cars, goods movement, transit. However, there is a desire to reduce the intensity of traffic on Hastings Street. Various suggestions regarding reduced speeds, noise reduction (sound dampening asphalt), street trees and centre medians (similar to Cambie and King Edward).
- f) There is support for improvements to transit stops areas, to make them more attractive and useable.

Housing

Key Ideas

In general, Hastings Street was recognized as having unique potential in Grandview-Woodland as a location for accommodating future growth through additional housing. While there was disagreement on specifics regarding height and preferred building

typologies, the majority of participants agreed that public realm improvements and community amenities would need to be provided hand-in-hand with a growing population.

Areas of general convergence at workshop

Participants were in *general* agreement about the following:

- a) A diversity of housing types should be considered, to meet the needs of singles, families, and residents at different stages of their life. Future housing development should also include a variety of size and tenure options (rental, ownership and co-ops models).
- b) There is general support for the introduction of new mixed-use housing into the MC-1 and MC-2 zoned areas along Hastings (between Clark Drive and Victoria and Semlin) - though there was some concern expressed about adjacency issues with nearby industrial uses). Core areas of divergence related to building heights (see below).
- c) Additional support was expressed for new development in commercial-zoned areas, though there was a desire to see this reduced from the "up to 8-storey" heights proposed in *Emerging Directions* (see areas of divergence, below).
- d) There was additional discussion about the need to ensure that local, independent retail was not adversely affected by new development - and a related desire to ensure that any future (re)development along Hastings reinforces the fine-grained retail character of the high-street area between Semlin and Nanaimo.
- e) The impact of increased height on the neighbourhood character is a common concern. Support given for ensuring that any new housing redevelopment is sensitive to adjacent residential areas. Building setbacks on upper floors can minimize potential for shadowing concerns.
- f) With any new development, there is a desire to utilize a stepped design and high quality building materials. Buildings should look good, relate to the context of the street, and promote good quality public realm.
- g) Suggestion that higher density should mostly occur on the north side of the street to allow light penetration to sidewalks.
- h) Any additional height should come with consummate amenities to serve the growing population's needs. Further discussion that new buildings should provide setbacks for green space and public gathering where possible.
- i) Some discussion about possible transitional forms on streets adjacent to Hastings (in particular E Pender). Some discussion about the use of townhouse forms to transition from mixed-use development into single family or duplex areas. Some discussion about heights "up to 3 storeys."
- j) Recognition of the importance of existing affordable rental housing stock. Suggestion that the total percentage of rental stock in the neighbourhood should be retained in the sub-area and not lost through redevelopment.
- k) Discussion around supporting Aboriginal housing needs - in particular via existing community facilities (e.g. Friendship Centre and UNYA).
- l) Support for additional seniors housing, and discussion regarding the need to locate housing near high streets and areas close to transit.

Areas of general divergence at workshop

In general, most areas of divergence centred about potential building heights of new development on Hastings.

- a) Hastings Street - Clark to Commercial:
 - i. The intersections of Clark and Hastings, and Commercial and Hastings, were identified as locations that could potentially accommodate more density.
 - ii. Some participants suggested "up to 12" storeys at Clark and Hastings could be appropriate, while other participants were more comfortable with heights of "up to 6", "up to 8", and "up to 10" storeys. There was limited support for the 12-15 storey range for new buildings at this western end.
 - iii. Other participants supported mixed-use buildings between "4-8 storeys" between Clark and Commercial.
 - iv. Concern about the livability of housing on busy intersections like Clark and Hastings. More amenities and green space would need to be provided to improve this part of the sub-area.

- b) Hastings Street - east of Commercial to Nanaimo:
 - i. Some disagreement about allowable building heights between Commercial and Victoria/ Semlin (slope area). Support for "up to 4" storeys and "4 to 6" or "6 to 8" on slope areas. Discussion regarding the potential to maximize views and minimize shadowing issues by utilizing the topography of the street
 - ii. Core commercial area east of Victoria/Semlin - general comfort with "up to 4 storeys" with some discussion of "4 to 6" storeys.
 - iii. Differences of opinion about 4, 6 or 8 storeys at the intersection of Hastings and Nanaimo, ensuring that views would have to be protected
 - iv. Some support for the idea that density should only be limited to Hastings Street and not spread out into the neighbourhood, while others would prefer density be spread out more evenly, and not concentrated on Hastings Street

Local Economy

Key ideas

In general, workshop participants focussed on the important role of local businesses in the Hastings Street commercial area - and the ways in which future growth and change should respect the current character of the area. Additional support was noted for improvements to the "let go" industrial areas facing Hastings (between Clark and Semlin/Victoria).

Areas of general convergence at workshop

Participants were in *general* agreement about the following:

- a) There is strong support for local, independent businesses in the commercial zoned area (east of Victoria/Semlin), and some discussion about the creation of a better commercial 'node' at Victoria and Hastings (atop the slope, and marking the present day transition into/away from the commercial area).
- b) Future growth and change in the commercial area should be in keeping with present day neighbourhood character - and should encourage small store ownership and not big box stores. There is a strong desire to see a retail mix that provides a diversity of services to the neighbourhood.
- c) The existing scale of the commercial area is also an important feature of the street - and there is a desire to see the fine-grain character of the core commercial area used as a guide for future (re)development elsewhere on the street.
- d) Public realm features (such as wider sidewalks, street trees and improved seating and tables) would help to support local businesses.
- e) There is general support for improvements to current MC-1 and MC-2 zoned areas (Clark Drive to Victoria/Semlin). This stretch of Hastings is seen as an opportunity area for a mix of retail/commercial and residential, as well as social and cultural services, office space and more. (A variety of discussions took place with regard to specific ideas).
- f) There is support for the industrial job-space to the north and south of Hastings (west of Semlin/Victoria), though some concerns were expressed about transportation issues (truck volumes and speed) and matters related to noise and smell.

Areas of general divergence at workshop

Some divergence of opinion is noted with respect to the nature of future development along Hastings Street.

- a) There is some concern that redevelopment (and/or higher buildings) could affect the economic viability of current independent businesses in the commercial area. At the same time, some businesses are interested in seeing additional opportunities for growth so as to improve their customer base. A related perspective: if redevelopment takes place, retail space should still be made available to small, independent businesses.
- b) Existing *Emerging Directions* suggest different allowable heights east of Victoria (up to 6 stories in some areas, up to 8 stories in others). Setting aside the question of 'how high', there was some discussion about whether or not *differentiation* in allowable heights in this commercial area was desirable or not.

Services, amenities, other planning themes

Key ideas

A number of overarching 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 convergence/divergence.

- a) Participants want to ensure the long-term availability and expansion of healthcare facilities, daycare centres, and other community services - within, or near to the sub-area.
- b) Aboriginal services like the Friendship Centre and Urban Native Youth Association provide a wide array of programs, but these facilities need to be able to grow to meet the needs of the local Aboriginal population.
- c) There is strong support for maintaining the pool and recreation facilities at Templeton Park. There is a general sense that these are well used (and well-loved by area residents - and that such services will become even more important if more people move into the neighbourhood).
- d) There is a desire to see community gardens and urban agriculture better incorporated into the street (i.e. not hidden behind a wall like the current garden on Hastings).
- e) There is a desire to better integrate public art into the sub-area - via artistic street furnishings, murals, interpretive signage and more prominent art installations. (Among the themes discussed: First Nations, history of the port, trains, shipping).
- f) There is support for the retention of the Waldorf facility as part of the redevelopment of the Hastings and Clark area, and a desire to see additional cultural facilities in the sub-area.
- g) There was some discussion regarding the need to support known heritage features/buildings on the street.

Appendix: Hastings Street Sub-area - Emerging Directions (June 2013)

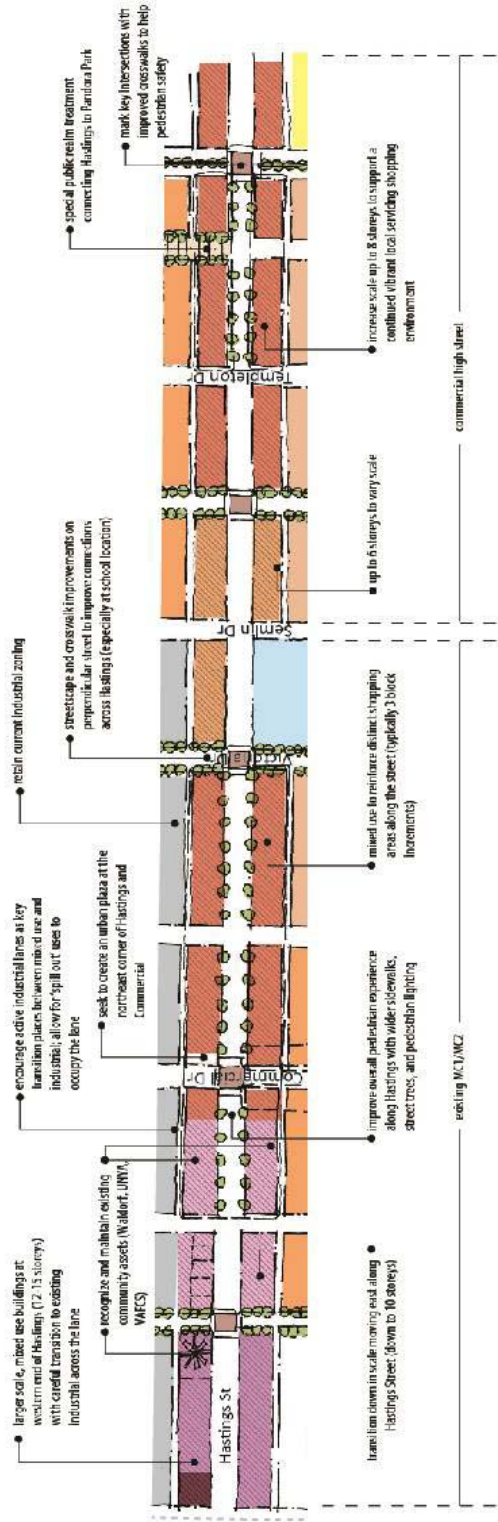
LEGEND

- schools
- park
- Britannia
- commercial required at grade
- apartment (up to 12 storeys)
- apartment (up to 8 storeys)
- apartment (up to 6 storeys)
- apartment (up to 4 storeys) stacked townhouse
- townhouse/rowhouse (3-4 storeys)

- mixed-use (12-15 storeys)
- mixed-use (up to 12 storeys)
- mixed-use (up to 10 storeys)
- mixed-use (up to 8 storeys)
- mixed-use (up to 6 storeys)
- mixed-use (up to 4 storeys)
- industrial / mixed employment

Commercial Drive where no change is expected

The legend identifies all land use types located within Grandview-Woodlands. Not all types are found in the individual sub-areas.



Draft Policies *Emerging Directions* (pg. 26)

- HS-1: Create opportunities for medium to higher density mixed used (retail + office + residential) in current MC-2 and MC-1 ("let-go" industrial) zoned areas (Hastings, between Clark and Victoria/Semlin).
- HS-2: Allow additional mixed-use opportunities (retail + office + residential) in areas currently zoned for commercial (Hastings, between Victoria/Semlin and Nanaimo).
- HS-3: Increase allowable heights, as follows: (a) NE corner of Hastings and Clark - up to 15 storeys; (b) Hastings, between Clark and west of Commercial - up to 10-12 storeys, depending on location; (c) Hastings, Commercial to Victoria - up to 8-storeys; (d) Hastings, Victoria to Lakewood - up to 6-storeys; (e) Hastings, Lakewood to Nanaimo - up to 8-storeys.
- HS-4: Seek affordable housing opportunities through the rezoning process.
- HS-5: Create transitional areas on north and south sides of Hastings: b. light-industrial (north side, adjacent existing heavy manufacturing "M" zone).
- HS-6: Strengthen the public realm along Hastings Street - and work to improve connectivity along (and across) the street.
- HS-7: Maintain and enhance the character of the high street component between Victoria and Nanaimo.
- HS-8: Support the role of Hastings Street as a key public transit corridor including future rapid transit service.
- HS-9: Support the expansion of key Aboriginal services - Vancouver Aboriginal Friendship Centre, Urban Native Youth Association.
- HS-10: Support the retention of the Waldorf as a space for arts and culture.
- HS-11: Seek additional artist's studios in industrial areas (and other areas, as allowed by current zoning).
- HS-12 Investigate the possibility of a new plaza along the NW corner of Hastings and Commercial.

Additional *Emerging Directions* Policy Ideas - Land Use Map

- References to varied building scale and transition.
- Improve overall pedestrian experience along Hastings with wider sidewalks, street trees, and pedestrian lighting.
- Streetscape and crosswalk improvements on perpendicular streets to improve connections across Hastings (especially at [Macdonald] school).
- Special public realm treatment connecting Hastings to Pandora Park.
- Encourage active industrial lanes as key transition spaces between mixed use and industrial; allow for 'spill-out' uses to occupy the lane.

- Improve overall pedestrian experience along Hastings with wider sidewalks, street trees, and pedestrian lighting.
- Streetscape and crosswalk improvements on perpendicular streets to improve connections across Hastings (especially at [Macdonald] school).
- Special public realm treatment connecting Hastings to Pandora Park.
- Mark key intersections with improved crosswalks to help pedestrian safety.
- Encourage active industrial lanes as key transition spaces between mixed use and industrial; allow for 'spill-out' uses to occupy the lane.
- Retain current industrial zoning (north of Hastings) - references the desire to ensure no extension of mixed-use/residential north of the lane along MC zoned area).
- [Use] mixed use to reinforce distinct shopping areas along the street [i.e. typically three block increments].