
Friends of Point Grey Village Newsletter February 18, 2025

Last Chance to Tell Council what you think about the Safeway Site Proposal



Artist rendering of the proposed development

Over the past three plus years Friends have received a lot of email thanking us for doing the work, and keeping the community informed. We get stopped in the street and in stores with people expressing the same message, or suggesting

ideas. That support and appreciation has been much appreciated, and has motivated us to continue.

We now ask that you step up, take a few minutes, and make your voice heard at this public hearing for the Safeway site rezoning on **Tuesday, February 25 at 6 pm**. Click on this link to register to send in written comments and/or speak to Council.

[Public Hearing - February 25, 2025](#)

LAST CHANCE to give Council specific suggestions to improve.

In the existing proposal the community gets the anchor grocery store replaced, and 571 new rental apartments. Despite our efforts over the past 3 years to maximize community benefits, there have been only two improvements of significance:

1. Changing from one vehicular entrance/exit off Tolmie to serve all of the residential units and the grocery store to a second entrance/exit off Sasamat. This will help distribute traffic more evenly and hopefully help reduce congestion on 10th Avenue.
2. Moving the towers back 22 feet from 10th and reducing the podium from 6 storeys to 4 storeys in attempt to provide more of a village scale to the streetscape.

OUTSTANDING ISSUES: ones you might comment on, include missing community facilities:

- **Childcare**

The estimated 1000 plus new residents will put further pressure on the existing neighbourhood deficit in childcare places. It is puzzling and troubling that the

developer, the City, and the Province could not figure out how to find 5000 square feet for a childcare somewhere on this 3-acre site.

- **Purpose Built Library**

The local library occupying a former bank building serves Point Grey and the growing population at UEL/UBC. The library is inadequate to serve today's needs, let alone future needs. With density comes the need for increased community facilities. The 25-year VPL Facilities Master Plan indicates WPG needs a 12,000 sq. ft. library; the current space is 5,400 sq. ft. This development could have been the perfect place for a new library, given a bit of imagination on the part of the developer and the City. The Council report is silent on how missing community facilities will be provided and what the impact will be on existing childcare and library services.

Friends of Point Grey Village will continue to advocate at the public hearing for the future of the village. In addition to missing community facilities, our list includes the following.

BGO, THE DEVELOPER ACTIONS

1. Plaza design and location

The size, location, ownership and banality of the plaza has received much criticism from the Urban Design Panel and the community. It is stuck at the west end of the development for the developer's convenience without consideration of how to make a lively and dynamic public space and streetscape. We suggest that a second plaza be provided in a central location, which is now possible because the towers have been moved back. The shape and entrance of the supermarket can be re-configured to accommodate a central plaza. This might be the ideal spot for the public art contribution.

The large Canadian supermarket chains also have a responsibility to show how creative size and design of the space can contribute to community place-making.

2. Create a lively street frontage

The proposed Safeway development on 4th Avenue at Vine adopts an idea suggested by many residents, businesses and the Urban Design Panel for the Point Grey development. The same architectural firm has designed both Safeway sites. The frontage of this site should contain a number of smaller shops, cafes, restaurants with the grocery store tucked in behind. This will create a much more interesting street front and allow businesses to make use of the wide sidewalks for cafes, restaurants, goods display, etc.

3. Enhance safety and livability for future residents

It is most unusual in a dense urban setting to have an open, above ground ramp for truck shipping and receiving activities and vehicle access, as is proposed. The ramp cuts through the eastern portion of the site and is accessed from Sasamat Street. This creates much noise and pollution as sound bounces around the walls of the ramp and buildings. Refrigeration trucks will idle here at all hours waiting for a delivery berth. We ask that the ramp from Sasamat Street to the parking garage and loading bays be enclosed. This will avoid constant complaints of noise pollution to the City from residents and improve livability. Nothing gained by cheap design.

CITY ACTIONS

Please spend our tax dollars on the following items:

1. Widen 10th Ave sidewalk

We note that the width of the sidewalk has not changed from the last proposal and remains at 19 feet, except for a few minor locations of deeper setbacks. All of the existing 10th Avenue village frontages in the other blocks are too narrow to accommodate safe, functional public space as well as room for outdoor café/restaurant seating, tree planting, public seating, bike racks and the display of retail goods.

This is the village's opportunity to enhance the public realm by having wider sidewalks at this location. We ask that the sidewalks be increased from 19 feet to at least 22 feet for significant sections of the frontage. City property can be used by removing some parking spaces to achieve this width.

The wider sidewalk will also help make up the deficit in green space on the site through perhaps double rows of tree planting and other landscaping. Trees and shrubs will also absorb some of the sound from the increased traffic on 10th Ave.

2. Create a mid-block crossing

The 4500 block of West 10th is over 200 metres long which is 50 metres longer than typical city blocks, as a result of the old Point Grey subdivision pattern. A mid-block crosswalk is an example of a "People First" street improvement which would help create an attractive streetscape and address safety and excessive speed problems, reducing the number of people who jaywalk in this block. There would be no significant impact on bus travel time. They are a very common street feature in European cities designed to enhance pedestrian safety and priority.



An urban designer's impression of what a crosswalk could look like connecting the Safeway development to the south side of the street. The sketch imagines a lively, safe, human-scale streetscape as outlined in Vancouver Plan.

3. Pilot a 40 km zone in Point Grey Village

Progressive cities around the world are recognizing the safety and economic benefits of reduced speed limits. A 40 km speed limit should extend throughout the commercial area and possibly two blocks east to include the elementary school located on 10th Avenue.

****Residents and friends of Point Grey: Please act.**

There is strength in many voices.**

Please share this newsletter with neighbours. Anyone wishing to join our mailing list and become a Friend of Point Grey Village can do so on our website <https://friendsofpointgreyvillage.ca/>

LAND ACKNOWLEDGEMENT

Point Grey Village is on the traditional, ancestral and unceded territories of the Squamish, Tsleil-Waututh and Musqueam Nations.

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