Grandview-Woodland Community Plan

July 2016

CITY OF VANCOUVER

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1. INTRODUCTION

Grandview-Woodland is an eclectic, engaged, and deeply passionate community. It is also one of Vancouver's oldest neighbourhoods, having its roots in the city's early transportation history with the development of the Inter-urban tram line in the 1890s. The clanking streetcars on Park Drive – now known as Commercial Drive – spurred development of a vibrant community that was the eastern "suburb" of Vancouver. Through the twentieth century, Grandview-Woodland matured into a highly walkable and connected community. Activity continues to focus around Commercial Drive, the physical centre of the community and a much-loved destination for residents and visitors alike.

Just a few blocks off of "The Drive," the unique character and valued qualities of the various sub-areas are revealed. The community abounds in heritage resources including an extensive stock of early 20th century homes, places of cultural significance and entire character streetscapes. Complementing this is a significant array of low-rise walk-ups. About two-thirds of the community rents their home and some of the most affordable rental housing in the city is located here.

A few steps further beyond is the critically important industrial areas that support the local economy and provide important job space for the Port of Vancouver, as well as many of the city's artists and food sector workers. At the south end of the community, the city's most significant transit interchange is found. The station provides a strong southern 'anchor' to The Drive and it serves as the key means of getting to, from and through the community.

Like other communities around Vancouver, the Grandview-Woodland community wrestles with today's challenges. The community has a diverse social fabric and accommodates a wide spectrum of people – including a sizeable urban Aboriginal population. The community's social conscience is reflected in the many community services that address profound needs for disadvantaged populations. This is a community striving to preserve its valued qualities and improve upon matters of affordability, sustainability, inclusivity, vitality, and livability.

To keep Grandview-Woodland vibrant in the future, a strong vision for Commercial Drive is essential. But this plan is about more than the Drive. This plan sets out policies that will help to guide future change across the community and for the next three decades. The plan covers an area generally bounded by Clark Drive, Nanaimo Street, East 12th Avenue, and Burrard Inlet. Those boundaries are slightly larger than the geographic scope of the former Local Area Plan that this updated Community Plan supersedes.

The neighbourhood needs to grow … to accommodate more people living in the central city, to ensure the schools have kids in them, to continue a tradition of vibrancy and experimentation, and to provide needed housing.

- Member of the community



Grandview-Woodland Community Boundary

What is a Community Plan?

A community plan aims to do a number of things. First, it aims to build on local assets to respond to current issues and challenges but also to take hold of opportunities that exist in an area. Second, it sets out a framework or a course of action, to manage change in the community in a manner that reflects community values, good planning practice and the particulars of the place itself. Finally, a community plan must balance localized interests and context with city-wide goals and aspirations.

As a forward-looking document, a plan addresses a broad range of issues including land use, urban design, transportation, housing, parks and open space, community facilities, local economy, heritage, culture, environment, and public safety. A successful community plan is not only clear in its intentions yet its vision is set within a framework that can be responsive to changing circumstances over time. In other words, a community's plan for its future provides predictable direction in a "living" document. This is an important nuance because new information can surface or unforeseen challenges and opportunities may arise over the typical 30-year life of a community plan.

A community plan anticipates change before it happens. It gives guidance to be used by those who have to face the realities and challenges of that future change.

Community Values

Although initially written by the Citizens' Assembly during this planning process, the following statement of values is certainly consistent with and reflective of what the Grandview-Woodland community feels is vitally important. As a starting point, these are the ideals, the principles, and the desires of this community. These community values have guided the preparation of this plan.



Community values

Grandview-Woodland is a community that values …

1. **REPRESENTATION**
   Genuine democracy, transparency, and inclusive engagement, where citizens of Grandview-Woodland feel like they have a voice that is listened to and acted upon.

2. **DIVERSITY**
   This community and the rest of the city are on the unceded territory of the Musqueam, Squamish, and Tsleil-Waututh First Nations. Their living presence is everywhere in Grandview-Woodland. A diversity of people, housing, public land use, and economic opportunities is important for all.

3. **CHARACTER**
   The history, people, communities, buildings, and businesses are quirky and eclectic. Multiple cultures and eras are represented in the community and can be expected to do so in the future.

4. **CHANGE**
   Change is inevitable. But a mindful approach to the pace and type of change is essential. Change must be integrated, gradual, and sustainable and be responsive to the needs of local and city residents.

5. **COMMUNITY AND WELLNESS**
   Quality of life fosters mental, physical, and social health in places to live, work, and play. A neighbourly community that is one that not only is family-friendly but is safe, clean, and supportive for everyone. Green spaces, facilities, and amenities support people's different needs and experiences.

6. **AFFORDABILITY**
   This community strives to be a place where people of all socio-economic levels can live, work, play, and visit.

7. **SAFETY**
   Everyone has a right to move lawfully throughout the community without fear. Protection of the community is aided through collaboration with law enforcement, community policing organizations, first responders, and harm reduction programs.

8. **ENVIRONMENTAL STABILITY**
   The conversation about environment and restoration occurs within the context of ecological literacy, integrity, biodiversity, and food security. This manifests "on the ground" in infrastructure that is efficient, minimizes waste, promotes the reduction of collective emissions and encourages the efficient use of resources.

9. **TRANSPORTATION**
   Accessible, efficient, and affordable transportation supports people of all ages and abilities. 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 are encouraged.

10. **ARTS AND CULTURE**
    Arts and culture play a vibrant and significant role in this community. Artists, as well as cultural spaces within which they work and the events that they produce, are a vital part of Grandview-Woodland.

> *The [community'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.*
>
> - Citizens' Assembly Final Report

2. PLAN PRINCIPLES

The process to develop this community plan has been informed by planning principles drawn from an array of approved city-wide and regional policies, plans, initiatives, and charters. Today's policies and initiatives will evolve and change over the lifespan of this document. It is important to recognize that any community plan needs to provide clear guidance in a manner that can be responsive to an evolving policy context.

The following key principles, and their related objectives, have informed this planning process. Many of these plan principles would be relevant in any community in Vancouver. Others speak more directly to the particulars of a certain place, including the particulars of this specific geographic location.

1. **Achieve a green, environmentally sustainable, urban pattern**

    - Cluster and mix land uses close to transit infrastructure, existing shopping streets, neighbourhood centres, employment zones and areas where significant sustainability gains are best achieved. In doing so, ensure that areas of higher density are thoughtfully integrated.

    - Maximize opportunities to reduce greenhouse gas emissions through the integration of land use, transportation and energy.

    - Facilitate the continued evolution of Grandview-Woodland as a complete community meaning most of life's daily needs and desires can be accommodated within this place.

2. **Support a range of affordable housing options to meet the diverse needs of the community**

    - Increase and diversify the housing stock by providing a range of housing forms, unit types and sizes. For low- to moderate-income households this would include social housing, secured market rental houses, secondary rental, as well as more affordable options for ownership.

    - Recognize the value of existing affordable and low-income housing that meets the needs of low- and moderate-income households, with a particular focus on the retention and managed renewal of secured rental housing.

- Increase options and enhance stability for the vulnerable populations, including seniors, individuals and families experiencing homelessness, those with mental illness and addictions by ensuring access to shelters, as well as encouraging more supportive housing, social housing, and housing that is adaptable and accessible.

3. Foster a robust, resilient economy

- Enhance and support community vitality and the local economy by working to preserve the lower-scale quality and form of the heart of Grandview-Woodland – the core area of Commercial Drive – while also supporting other key shopping areas in the community.

- Encourage community-based retail activity, especially along key shopping streets and in neighbourhood centres. Consider the value of existing affordable commercial spaces.

- Avoid displacement or destabilization of existing city-benefiting land uses, including industrial and employment areas, and develop employment space strategies that accommodate future growth.

- Ensure job space is well integrated with the transportation network by providing greater proportions of office and other higher ridership uses in proximity to transit stations. Engage businesses in improving housing and daycare affordability and choice to attract and retain a diverse workforce.

- Enhance the affordability and availability of childcare for working families.

4. Enhance culture, heritage and creativity

- Develop, enhance and retain public and private spaces for cultural and social activities (and their programming needs), emphasizing flexible uses that can evolve over time. Types of spaces include gathering, creation, production, presentation and support spaces.

- Integrate public art into the public realm, enhancing the pedestrian experience and complementing the surrounding built environment.

- Review opportunities to integrate cultural space, including artist live-work studios, into residential and mixed-use buildings.

- Review opportunities for retention or recognition of resources with heritage and character value.

5. **Support a range of sustainable transportation options, including those that already exist**

    - Develop upon the exceptional opportunities available to optimize a transit-oriented community recognizing that Grandview-Woodland is home to the most significant rapid transit interchange in the region.

    - Support shorter trips and sustainable transportation choices by creating compact, walkable, transit-oriented neighbourhoods.

    - Make walking safe, convenient and delightful, and ensure streets and sidewalks support a vibrant public life that encourages a walking culture, healthy lifestyles and social connectedness.

    - Make cycling feel safe, convenient and comfortable for people of all ages and abilities. Prioritize connections to important destinations like schools, community centres, transit stations and shopping areas.

    - Encourage transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible and comfortable.

    - Manage the road network efficiently to improve safety, minimize congestion and support a gradual reduction in car dependence. Make it easier to drive less.

    - Support the efficient movement and delivery of goods and services, while reducing negative impacts on the community and environment.

6. **Protect and enhance civic places, public parks and green linkages**

    - Ensure that residents enjoy good access to green spaces, including urban forests, parks, open spaces and space for food production. Develop green spaces in areas which are under-served, and improve existing green spaces.

    - Ensure that neighbourhood centres, parks, public places and community amenities are connected through a network of green linkages, interesting public spaces and safe streetscapes.

    - Apply ecological “best practices” for public realm and infrastructure design to achieve accessible, adaptable and engaging streets, parks and public places.

7. Foster a resilient, sustainable, safe and healthy community

- Work in partnership with the community, senior governments and other agencies to ensure appropriate social infrastructure and amenities for residents. Consider co-location to optimize public benefits in the delivery of amenities.

- Preserve and enhance local food systems and opportunities for local food production.

- Work with communities to develop unique responses to social and environmental issues.

- Ensure that public safety is a priority so that people can live, work and play and feel safe at all times.

3. COMMUNITY CONTEXT

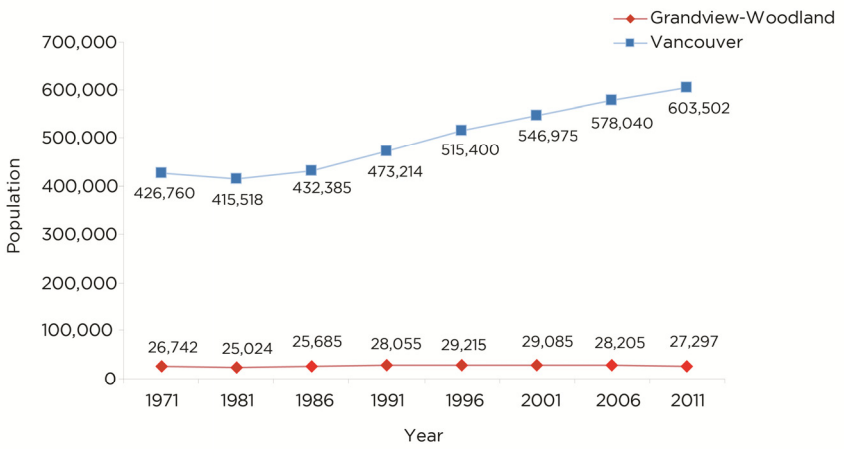
As one of the city's earliest "streetcar suburbs", Grandview-Woodland is located east of downtown Vancouver. It was one of several communities that clustered around the central city and was well connected to nearby neighbourhoods via the old inter-urban streetcar. While the streetcar is no longer present, Grandview-Woodland remains a highly accessible community that is linked into broader networks for walking, cycling, vehicular travel and transit. The community is anchored at its southern end by the region's most significant rapid transit interchange at Broadway-Commercial Station.



Grandview-Woodland Community Context

The community plan area is generally bordered by Strathcona, the False Creek Flats and Mount Pleasant on its west, Kensington-Cedar Cottage to its south, and Hastings-Sunrise along its eastern boundary. At the time of 2011 census, Grandview-Woodland was home for about 27,000 people or about 5% of the city's overall population.*

* Throughout this plan, census data is used, with the most recent data available being from 2011. In some instances, custom census data or other data sets that are based on geographies that differ slightly from the plan area boundaries have been used.



Population Increases in Grandview-Woodland and Vancouver, 1971-2011

An Evolving Community

Present-day Vancouver exists on lands that are the traditional territories of First Nations. Active and historic settlements once dotted the landscape across the city. While there is little doubt about early Indigenous presence in Grandview-Woodland, available recorded history documents the period of European settlement which saw the clearing of timber in what is now Grandview-Woodland to feed the many mills in the area, and particularly along the waterfront. It has been reported that Commercial Drive and Victoria Drive began life as skid-roads, although the exact location of these resource-based paths is not well-recorded.

Portions of the present-day community were apportioned and sold as early as the 1870s. It was not until the inter-urban line was completed in 1891 that urban settlement in Grandview-Woodland occurred. By the early 1900s, the area had a modest population made up of both working class (labourers, tailors, carpenters and teamsters) and the more well-to-do. Wealthier landowners built the large mansions found to the east of Commercial Drive, positioning the area as a fashionable up-market alternative to the city's affluent West End.

In 1910, Park Drive was officially renamed Commercial Drive. It began to thrive as the commercial, social and cultural focus for the community. The city's port became a key centre of employment and a critical part of the city's industrial economy. Residents and businesses in the area started petitioning for a better link to downtown and, prior to the Second World War, a viaduct over the False Creek Flats was completed connecting the community to downtown via First Avenue. The post-war era ushered in a wave of European immigrants including Italian and Portuguese families. Commercial Drive flourished such that today, it is not only the heart of Grandview-Woodland and its residents but it is also a much-loved and well-known destination for all Vancouverites.



Columbia Brewery - Cedar Cove, 1892



Construction of railway overpass, 1910



Commercial Drive at 2nd Ave, 1927



McLean Grocery, 1960s



Houses in Grandview, 1976



Broadway & Commercial, 1980

Local Coast Salish people refer to the Burrard Inlet area as Khupkhahpay'ay, the word for 'cedar tree' in their traditional language. In the past 9,000 years the Fraser Valley has been home to about 20 First Nation bands who make up the Sto:lo Nation, or "people of the river"

1870s First building built was a brewery followed by sawmills at the foot of Victoria Drive

1880s Sawmill owners clearcut the entire Grandview-Woodland area

1890s The interurban railway opens connecting Vancouver to New Westminster

1900s Local streetcar services begins in 1904

1910s Residents successfully lobby for street improvements so children do not have to walk along rail lines

1920s Park Drive renamed Commercial Drive in 1912

1930s The Rio Theatre opens in 1938

1940s Grandview Lanes bowling alley opens in 1947

1950s In the 1940s & 50s Italian immigrants settle in the northern part of Commercial Drive, otherwise known as Little Italy

1960s

1970s Britannia Community Centre built in 1975

1980s MOSAIC opens in 1976 providing language and settlement services to immigrants and refugees

Aboriginal Friendship Centre Society finds a home at 1607 East Hastings Street in 1979

1990s Broadway Station and Expo Line opens in 1985

2000s

2010s The Robert and Lily Lee Family Community Health Centre opens in 2010

Key Moments in the History of Grandview-Woodland

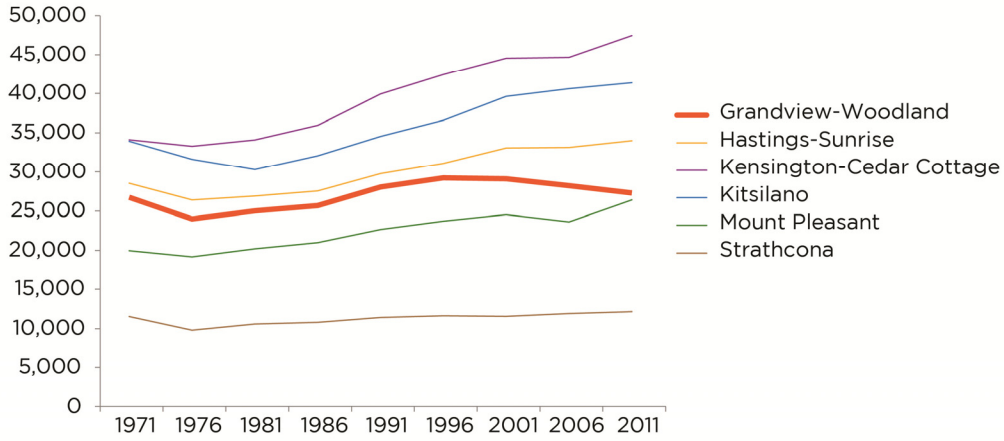
Challenges and Opportunities for Today and Tomorrow

A fundamental purpose of a community plan is to address the key issues and challenges that a community will face. An updated plan can also identify and seize upon opportunities to make a community an even better place for its future residents. While Grandview-Woodland has had a colourful and vibrant history and remains an exceptionally compelling community, some concerning trends have been emerging. This plan for the community sets out a policy framework for the coming decades that strives to address these challenges and to build upon these opportunities.

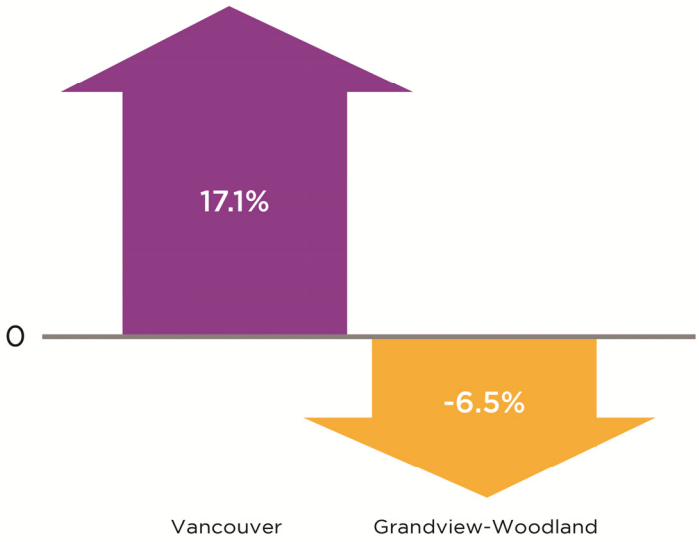
Stagnating population growth

Over the past forty years, the overall population of Vancouver has grown by 42% but the population of Grandview-Woodland has increased by less than three per cent. All the Vancouver's "midtown" communities – generally those older neighbourhoods just beyond the city's downtown core (Kitsilano, Fairview, Strathcona, Mount Pleasant, Kensington-Cedar Cottage, and Hasting-Sunrise) have collectively seen a population increase of 34% in that same forty year period.

Perhaps even more concerning, however, is recent census data that show that Grandview-Woodland's population has been falling, with an overall decrease of about 1,900 people (or -6.5%) over the past 15 years.



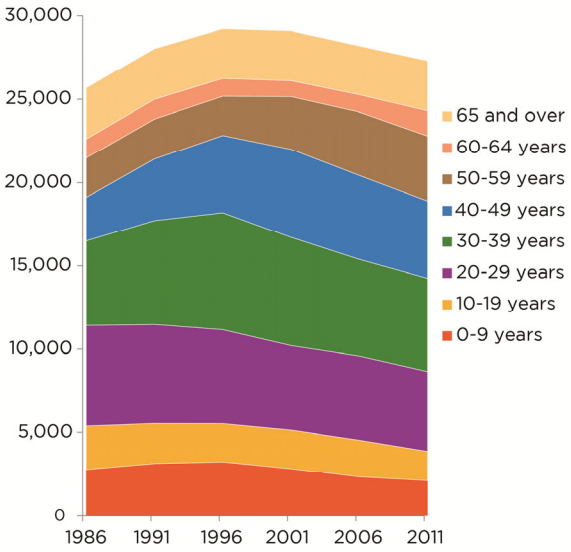
Population Change by Community, 1971-2011



Population Change (%), 1996-2011

Diminishing number of young people and school-aged children

The latest 15-year period shows a demographic shift in the community with a diminishing population of young people. Between 1996 and 2011, the number of children (aged 0-9) in Grandview-Woodland declined by 1130 or by about 35% while young people aged 10-19 fell by 540 people or by about 23%. Not surprisingly, therefore, some of community's schools (elementary and secondary) are seeing steadily declining enrolments and, according to Vancouver School Board data, are operating well below capacity.



Grandview-Woodland Population Change, Age Cohorts, 1971-2011

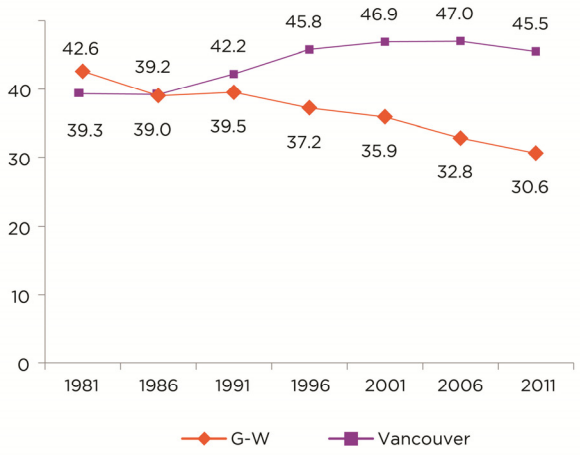
Aging in place?

While all communities constantly change over time, some aspects of Grandview-Woodland's social fabric are worthy of consideration in the context of a discussion about its future. While urban populations are generally in a period of aging as the post-war "baby boom" gets older, the percentage of seniors in this community has remained static over the past 15 years, perhaps suggesting that the area lacks sufficient avenues to enable seniors to age in place.

Declining proportion of immigrants

Over the past 30 years, the proportion of immigrants in the community has declined. In 1981, Grandview-Woodland had a higher proportion of immigrants than the city average of 40%.

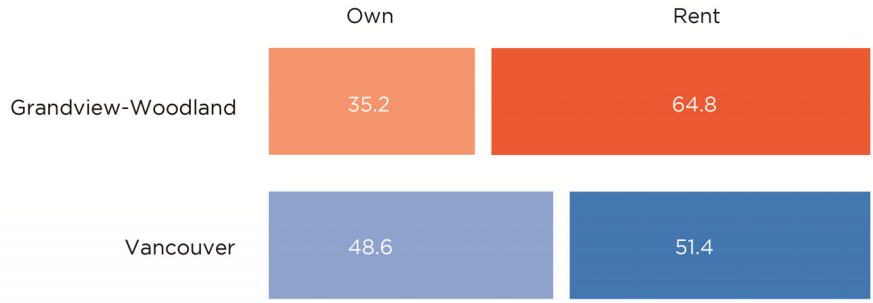
However, by 2011, these proportions had reversed themselves – with less than one-third of people in Grandview-Woodland identifying as immigrant while the overall city proportion is 46% of the population.



Immigrants in Vancouver and Grandview-Woodland (%), 1981-2011

Opportunities for more affordable forms of housing

Grandview-Woodland continues to have a high proportion of rental households (about two-thirds renters and one-third homeowners) although the proportion of homeowners has been slowly increasing. In 2011, this community had the highest proportion of households spending over 30% of their incomes on shelter of anywhere else in the city.

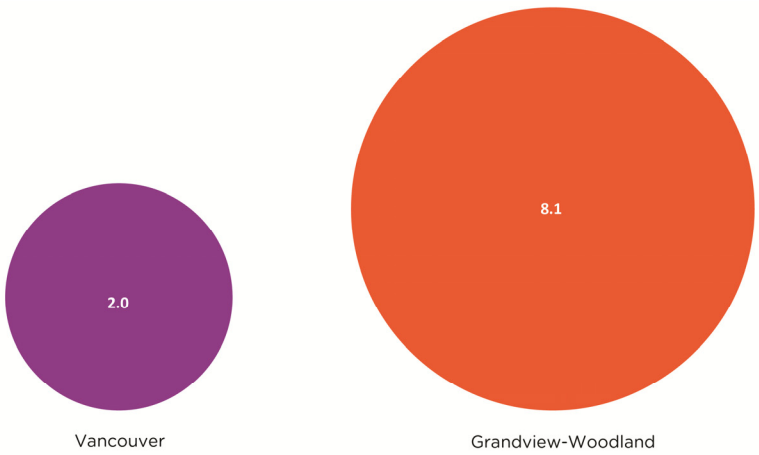


Proportion of Owners and Renters (%), 2011 National Household Survey

First Nations reconciliation

This community is home to a significant number of urban Aboriginals, including members of the local Musqueam, Squamish and Tsleil-Waututh First Nations, as well as First Nations and Métis from across British Columbia and the rest of Canada. By raw numbers, the community's 2,195 Indigenous residents account for almost a fifth (18%) of Vancouver's off-reserve Aboriginal population, the largest proportion in any neighbourhood.

The various Aboriginal communities represented in the neighbourhood each have strong, resilient and thriving cultural traditions and practices. At the same time, the legacies of colonization, including the impact of residential schools, give rise to unique conditions and challenges that this population must face. Other challenges include lower per capital income, higher rates of unemployment and disproportionately high rates of chronic health problems. Addressing these issues as part of a broad program of reconciliation is of fundamental importance to the community plan.



Aboriginal Identity (%), Proportion of Census Respondents, 2011

Optimizing transit accessibility
Grandview-Woodland's Broadway and Commercial Station area offers the highest degree of access to transit services in the city and, arguably, in all of western Canada. The rapid transit interchange links passengers from the Expo and Millennium Sky Train lines to the #99 B-Line express service along Broadway as well to the local-serving #20 Commercial Drive bus. Notwithstanding its notable proximity of transit service, the Station area and the Hastings corridor have seen little change or development over the past several decades.

Commercial (retail) vitality
Grandview-Woodland is well known for its two popular shopping areas – Commercial Drive and East Hastings Street. Both of these commercial nodes are known and valued for their eclectic, independent nature. While the potential for retail displacement through change is a concern, the declining population and outflow of young people from the community could also signal an emerging threat to the long-term success of valued commercial enterprises in Grandview-Woodland.

Industrial interface
The community accommodates an important array of both light industrial and heavy manufacturing enterprises in close proximity to the area's residential land base. Grandview-Woodland is home to an estimated 6,800 jobs. The federally managed Port of Metro Vancouver facilities along Burrard Inlet are a critical component of the city and regional economy.

How all of the elements that comprise Grandview-Woodland continue to co-exist in a mutually supportive manner is fundamental in the community's plan for its future. But therein also resides the opportunity for Grandview-Woodland.

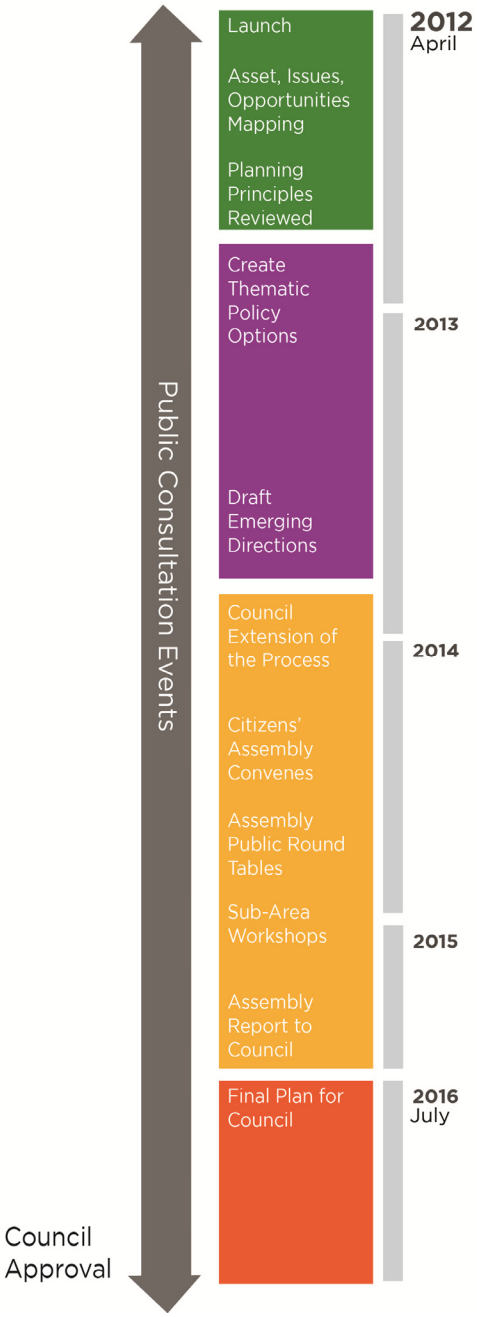
4. PLAN PROCESS

Grandview-Woodland Planning Process

The planning process in Grandview-Woodland began in 2011 when Council directed City staff to explore the possibility of initiating new four community plans. With input from community groups across the city, the Terms of Reference to guide new community planning processes were developed. In March 2012, City Council endorsed the Terms of Reference and the planning process in Grandview-Woodland was launched.

The community planning process was originally projected to take two years. The process unfolded for a period of time, however, by 2013 it became clear that consensus about some key matters was not being achieved. City Council resolved to convene a Citizens' Assembly process as a tool to explore options, to address challenges and to resolve issues that had arisen through the planning program for the Grandview-Woodland community. The work of the Citizens' Assembly, with its integration with additional consultation with the community-at-large, has been a significant component of the overall process.

A Citizens' Assembly is a representative body of people tasked with studying, deliberating on and reaching a shared opinion on a matter of public policy. Typically, members of a Citizens' Assembly are randomly selected from a pool of interested citizens who pledge to work on behalf of all members of a community. Recommendations arise through processes that adopt elements of both consensus



Grandview-Woodland Planning Process

decision-making and majority rule. The approach is considered to be an innovative model of democratic engagement that facilitates direct and balanced input on the matter at hand. The Citizens' Assembly on the Grandview-Woodland Community Plan is the first application of this kind of engagement approach to a local area planning exercise.

Key components of the planning process included:

Launch (April/May 2012)

- Neighbourhood storytelling; Jane's Walk

Asset mapping and surveys; focus groups (May – July 2012)

- Outreach and engagement; street intercepts; festivals
- Identification of assets, issues and opportunities
- Online and paper survey
- Share-back events; idea gathering

Urban design analysis (September 2012)

- Walkshops

Scaling principles (October 2012)

- Engagement events to review city-wide planning principles; scaling these down to the community level

Thematic workshops (December 2012 – March 2013)

- Workshops exploring six community-identified planning themes
- Culturally specific activities (Aboriginal; Chinese; Latin-American)

Nanaimo survey (April 2013)

- Refining ideas for Nanaimo Street

Emerging Directions released and feedback (May - July 2013)

- Draft policies ideas released
- Full-day Broadway and Commercial sub-area workshop

Citizens' Assembly (September 2013 - June 2015)

- Extension of the planning program
- Research, design, recruitment and launch
- 11 full weekend events; three public roundtables
- Citizens' Assembly report with 270 recommendations submitted

Sub-area workshops and focus groups (November 2014 - March 2015)

- Full-day workshops

Detailed review and analysis of community input (July 2015 – May 2016)

Presentation of final draft of the Grandview-Woodland Community Plan (June 2016)

> *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.*
>
> - Citizens' Assembly Final Report

5. PLAN SUMMARY

Grandview-Woodland is a community that values inclusivity, diversity, sustainability, affordability, opportunity, vitality, heritage, and culture. It is also a community that values managed change over time.

Commercial Drive is a vital artery in the Grandview-Woodland community. Its central historic core needs to be respected and enhanced as a focus for public gathering and activity. At the south end of the community, Commercial Drive is anchored by the transit precinct. Near its north end, Britannia Community Centre with its recreational, cultural, and social amenities anchors it. Along the length of Commercial Drive, its character modestly varies but it is the continuous spine to which everything connects. This plan recognizes the energy that Commercial Drive gives to Grandview-Woodland and it ensures that its essential character will remain vital.

Some sub-areas of Grandview-Woodland possess a character, a form or a heritage quality that will be sensitively respected. Some parts of this community contain affordable forms of housing that, when approaching the need for renewal, will allow for additional opportunities to welcome others in more affordable forms of housing. Some sub-areas of this community provide jobs that produce goods and services benefiting all of Vancouver and its region, and must be protected. Some parts of this community provide local shops in neighbourhoods – from “mom and pop” corner stores to the Hastings-Sunrise retail street – and these will be supported. Some precincts within this community are uniquely positioned to take full advantage of some of the highest levels of transportation accessibility in the region, one of the keys to urban sustainability in the future.

The Grandview-Woodland Community Plan sets out a thoughtfully managed framework for future change. This plan responds to the challenges facing the community and it builds upon its potential. Into the future, the community can be expected to continue to evolve as a mixed-income, socially sensitive, heritage and culture rich, transit-oriented place. Grandview-Woodland will continue to attract residents and others to its vibrant heart centred along Commercial Drive.

This plan will guide the gradual renewal of its rental housing stock and introduce new opportunities for additional housing in strategic locations. The emphasis will be on more affordable forms of housing. The area around the Commercial-Broadway transit precinct will evolve around a new urban plaza – another “living room” for the community and a gathering place at this key focal point. It will introduce expanded opportunities for people of a various incomes and means to live within a five-minute walk of this portal to the city and the region.

Through the lifespan of this plan, it is anticipated that the policies and management strategies set out will result in population growth of about 9,500 people by 2041. This represents a 28% increase to the community's current population. The plan anticipates the development of an additional 2,800 units of rental housing (1,400 units of non-market housing as well an estimated 1,400 units of new secured market rental housing). More than one-third of all new housing supply will be suitable for families.

The Public Benefits Strategy outlined in this plan addresses the renewal, replacement, and improvement of public facilities and community amenities. Key amenities will address current needs in the community and accommodate the growth that is anticipated over the lifespan of this plan. A strong commitment to the rejuvenation of the Britannia Community Centre and other social service providers in the community is a significant focus in the long-term strategy. The renewal of this key recreational, social, and cultural cluster towards the northern reaches of Commercial Drive is expected to re-invigorate this area. And, as managed change occurs over the life of this plan, a strong focus will be on the development of social and affordable housing options so that Grandview-Woodland can continue to be a socially diverse, welcoming and supportive, mixed-income community.

	2011	2041	% change
Population	34,000	43,500	28%
Jobs	15,500	16,100	4%

Anticipated growth to 2041

Highlights of the Plan

Grandview-Woodland is one community. Yet it is made up of many unique places. The plan builds on the character of each place. The future of each place will be managed differently.

"The Drive"

The plan recognizes the energy, the identity and "the vibe" that is "The Drive". It ensures that this unique character will remain vital into the future.

1. Retain the existing mixed-use zoning (4-storeys or less) throughout the core blocks of Commercial Drive.
2. Maintain the pattern of smaller, individual retail frontages to help keep The Drive eclectic and active.
3. Outside of core and only on larger sites at the East 1st Avenue node, allow buildings up to 6-storeys to provide new housing.

4. Create a more “complete street” along Commercial Drive to better serve all modes of transportation.
5. Renewal and expansion of key social and community facilities – including the Kettle Friendship Centre and Britannia Community Centre.

Grandview

The Grandview neighbourhood is grand! The plan preserves its low-scale, traditional character while allowing for incremental growth through new ground-oriented housing for families.

1. Modify regulations to discourage demolition of pre-1940 houses.
2. Expand the duplex areas and revise regulations to encourage new infill housing.
3. Preserve the small-scale local serving shops.
4. On arterial streets and in transition areas near transit routes on Hastings and on Broadway, allow a mix of 4- storey apartments and rowhouses for families.
5. In the apartment district at the north end, allow buildings up to 6-storeys to provide renewed and additional secured rental housing while protecting character streetscapes.

Hastings

The plan respects and protects the role of the Hastings Village shopping area while providing new opportunities for growth to create a vibrant new corridor neighbourhood along the western portion of Hastings Street.

1. Create a new gateway area near Clark Drive that incorporates renewed cultural, social and heritage assets, along with non-market and other housing, with the tallest buildings at 18-storeys.
2. Improve pedestrian comfort along Hastings Street with public plazas that will activate and unify the street.
3. Support renewal and expansion of key social facilities such as those provided by the Urban Native Youth Association and the Vancouver Aboriginal Friendship Centre.
4. Step buildings down to heights in the 8- to 10-storey range as one goes eastward up the hill towards Victoria Drive and provide new rental and ownership housing.
5. Retain the existing mixed-use zoning (4-storeys or less) in the Hastings Village shopping area near Nanaimo Street.
6. Allow for 100% secured market rental housing in buildings up to 6-storeys in the central portions of Hastings Street.

Cedar Cove

This area’s existing stock of rental housing will continue to be protected. The city’s Rental Housing Stock Official Development Plan sets a requirement that, if redevelopment occurs, rental units are replaced one for one. The plan goes farther. Policies allow for the renewal of rental housing but only to achieve additional new rental housing. The plan also limits change over time to minimize the displacement of existing tenants while accommodating new renters.

1. Maintain the existing protected rental housing stock while allowing for managed rental replacement and new supply in buildings up to 6-storeys in the area west of Nanaimo Street and up to 4-storeys on the eastside of Nanaimo Street.
2. Expand the neighbourhood shopping node at Dundas and Wall to allow for more services closer to home.
3. Preserve the significant character streetscapes that have been identified.
4. To the north of the shopping node, encourage expansion of Oxford Park by allowing for mixed-use buildings in the 8- to 12-storey range.
5. Protect the city's industrial and port-related jobs while improving the interface with residential areas.

Britannia Woodland

The plan protects this area's affordable rental housing that is well located near jobs, shops, community services and rapid transit. The city's Rental Housing Stock Official Development Plan's one for one replacement requirement will continue to apply to existing rental housing. The plan builds upon the area's key strengths by allowing new rental housing opportunities, of various scales. The plan manages change over time to minimize the displacement of existing tenants while accommodating new renters.

1. Maintain the existing protected rental housing stock while allowing for managed rental replacement and new supply in buildings up to 6-storeys.
2. Preserve significant character streetscapes that have been identified and allow infill housing to encourage retention of older buildings.
3. On selected blocks on Pender Street, adjacent to the new gateway neighbourhood along Hasting Street, allow buildings up to 10-storeys to achieve new non-market and other housing.
4. Retain space for local jobs and improve the interface between industrial and residential uses.

Nanaimo

Close to schools and parks, Nanaimo Street provides a notable opportunity to increase the supply of family-friendly housing. The plan also enhances small, local-servicing retail and service nodes to provide better services closer to home.

1. Allow ground-oriented housing, such as rowhouses suitable for families, along much of Nanaimo Street.
2. At commercial shopping nodes, allow mixed-use buildings of between four and 6-storeys to help bring new life to the local shopping nodes.
3. Improve pedestrian comfort in the public realm to activate and unify the street.

Commercial-Broadway Station Precinct

With one of the highest levels of transportation accessibility in the region, people in this area are no more than a ten-minute walk from the rapid transit station. The plan envisions a mixed-use community centred on a vibrant new urban plaza at the SkyTrain Station. Expanded opportunities for a wide diversity of people to live, work, shop and

gather in this area are introduced. The plan manages change over time to minimize the displacement of existing tenants while accommodating new residents in a variety of forms of housing.

1. Create a new social heart for the community with a new civic plaza as part of a renewed Safeway site with ground-floor commercial uses and new housing in buildings ranging from 12- to 24-storeys.
2. Near the station, allow mixed-use and mixed-tenure buildings ranging from six to 10-storeys.
3. In the Station Precinct residential areas, maintain the existing protected rental housing stock while allowing for managed rental replacement and new supply in 4- to 6-storey buildings and 10-storey buildings on larger sites, provided that all new units are secured as rental housing.
4. Allow 6-storey buildings on East Broadway and rowhouses in selected areas to provide family housing close to transit.
5. In the low-scale, traditional character area located west and south of the transit station, allow duplex and two-family dwellings with a focus on infill housing to retain character buildings.
6. Create new office space close to the rapid transit station.

Benefits for the Community

New amenities will address current needs in the community and will accommodate the 10,000 new people that can be expected over the 30 year life of the plan.

HOUSING

- Affordable homes for new residents in 1,400 non-market rental units.
- Support for current renters through protection of existing rental housing (note: the City's *Rental Housing Official Development Plan* (ODP) protects all rental housing).
- Housing for vulnerable populations including 1,400 new units of non-markethousing (social, supportive and co-op housing).
- New family housing with duplex, rowhousing, and infill housing options.

CULTURE AND COMMUNITY WELL-BEING

- Renewal and expansion of the Britannia Community Centre.
- Improved parks and open spaces to better serve the community.
- New civic plazas as community gathering places.
- Support for renewal and expansion of key social-purpose facilities such as the Urban Native Youth Association, Vancouver Aboriginal Friendship Centre, and Kettle Friendship Society.
- New and expanded facilities for artists and the cultural community.
- About 430 new child care spaces.

TRANSPORTATION

- Enhanced pedestrian experience and safety with wider sidewalks and intersection improvements.
- “Green links” to connect arterial streets to neighbourhood gathering places.
- Cycling network improvements to ensure safety for all at collision “hot spots”.

LOCAL RETAIL AND JOBS

- Ensured vitality of retail, community and local shopping areas.
- Industrial land protections to keep jobs in the community.

6. PLACES

One Community, Many Places

Grandview-Woodland is made up of a number of distinct places. In this plan, each of these is referred to as a sub-area. Based on community input, geography, existing built form and other factors, seven distinct sub-areas emerged: Commercial Drive, Hastings, Nanaimo, Cedar Cove, Britannia-Woodland, Grandview, and Commercial-Broadway Station Precinct.

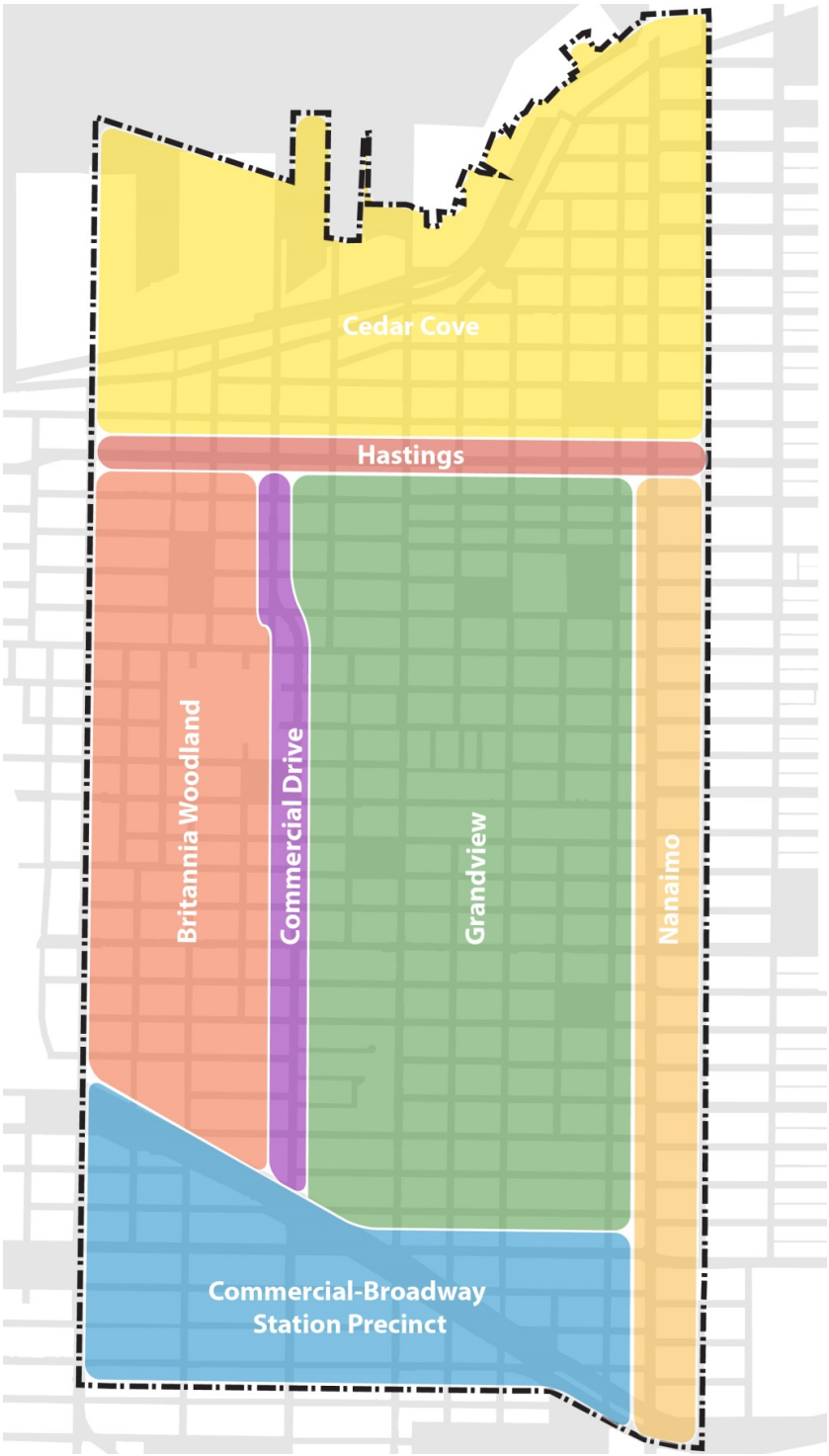
Within each of the sub-areas, distinct character is defined. The plan seeks to build on the existing character and context in each sub-area, strengthening and enhancing their identities, while advancing directions for the overall community.

How This Chapter Works

For each sub-area in Grandview-Woodland, the following information is provided:

- A high-level description of the sub-area's identity and character.
- High-level urban design principles including key place-making objectives.
- Land use, height, density, and built form policies, further categorized as necessary for different blocks within the sub-area.
- Illustrations as well as cross-section drawings of selected locations to show, in a generalized or conceptual way, the anticipated future building massing and its interface with adjacent properties. They are not intended to show how road space will be allocated. Cross sections are shown for setback and building massing purposes only. Right-of-way allocation and lane designations are subject to directions in the Transportation chapter.
- Unless otherwise noted, height and density figures outlined in this chapter represent the maximum allowed. Owing to site-specific considerations, these figures may not be achievable in all circumstances. Furthermore, figures listed supersede those found in other city policies, and may not be used in combination with those policies.
- The community plan replaces policies contained in the Grandview-Woodland Local Area Plan (1979-83), and relevant geographic locations in the Kensington-Cedar Cottage Community Vision (1998), and Hastings-Sunrise Community Vision (2004).

> *"Hopefully, we have the patience to watch what we have planted grow into something incredible."*
> - Citizens' Assembly Final Report



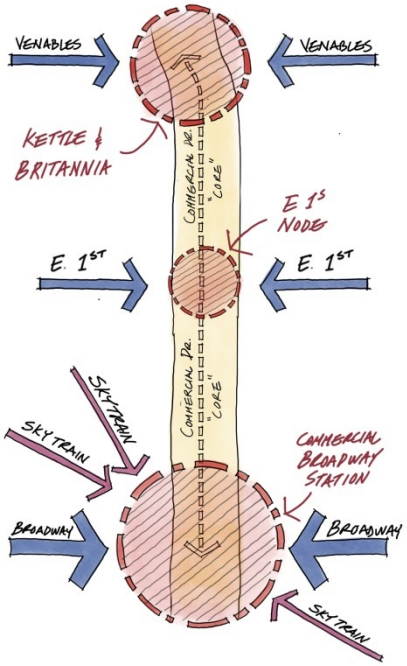
Grandview-Woodland Sub-Areas

6.1 Commercial Drive

Commercial Drive is the heart of the Grandview-Woodland community. Prominent in discussions about Commercial Drive are references to the way it embodies the spirit of the larger community. Its public life speaks to inclusion and acceptance, a pronounced social and political engagement with the issues of the day, and the colour of creative expression.

"The Drive" is known for its rich variety of independent shops and services, distinctive small store frontages, and eclectic architecture. While primarily identified as a shopping street, Commercial Drive runs north-south through all of Grandview-Woodland and its character varies along the way. In some portions, particularly north of its bend near Venables Street, it takes on a residential character. Near the waterfront, Commercial Drive extends into the industrial and port-related lands. For the purposes of the plan, the Commercial Drive sub-area is defined as the area between East Hastings Street and the Grandview Cut.

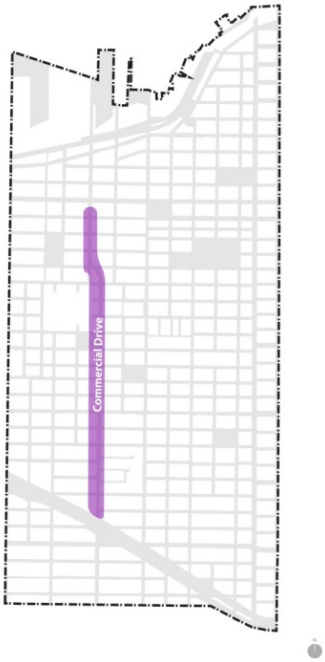
This plan takes marked steps to ensure that the essential character of Commercial Drive remains and that it continues to be the well-loved focus for the community and the "go to" place for street-life in Vancouver. At one end, Commercial Drive is anchored by the Commercial-Broadway Station Precinct. At its north end, Britannia Community Centre and nearby social services establish a prominent destination and centre of activity. While some new opportunities for additional housing of various types, retail, office, and service uses will be introduced at the ends of the Commercial Drive sub-area, the focus along most of the length of "The Drive" over the coming years will be on improvements to enhance the vitality and comfort that one experiences along the street.



Anchors along Commercial Drive "Core"

Over the coming years, Commercial Drive will:

- Still be a pre-eminent street in the city for strolling, people-watching, and enjoying the good life. Improved sidewalks and public spaces, safe cycling facilities, and more seating will strengthen the Drive's role as a gathering place and as a more complete street that supports various modes of transportation.
- Exude a thriving, independent retail character serving a broad array of community needs as well as being a destination for visitors from across the city and beyond. A fine-grained character will be maintained with small stop frontages and an improved public realm along the street.
- Have a lower-scale, mixed-use built form within the key or "core" historic blocks at the heart of the community.
- Connect special sites along its length. At the south end, Commercial Drive will link into the transit precinct which is centred on the rapid transit interchange. At the north end, Britannia Community Centre and a renewed Kettle Friendship Society will anchor a renewed and expanded cluster of recreational, social, and cultural amenities.
- Link into unique "moments" such as Grandview Park, the York Theatre, the First Avenue node and, as one approaches the station precinct, an increasing scale of built form.



Commercial Drive Sub-Area Context

Policies for Land Use and Built Form

Urban Design Principles:

1. Maintain a pattern of fine-grained retail frontages with active storefronts.



2. Enhance public life by treating the street as a place, not just a corridor.



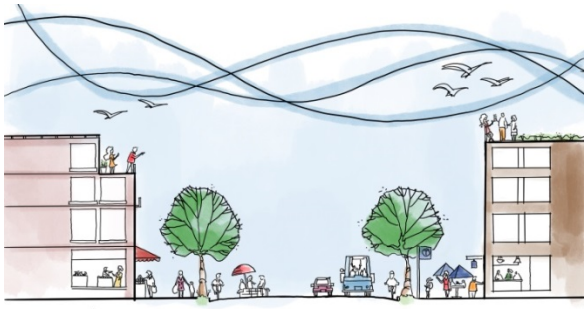
3. Celebrate the pattern of varied setbacks and heights.

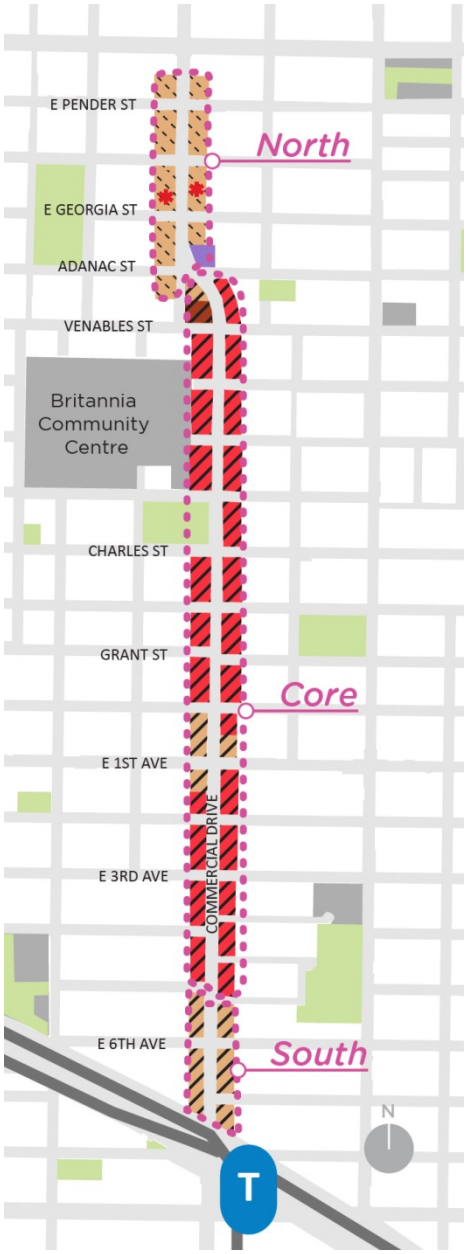


4. Ensure development fits with the existing character by celebrating the lower-scale of the Drive and encouraging traditional materials, and design elements such as bay windows and cornices.



5. Create a complete street that considers the needs of all modes of travel.







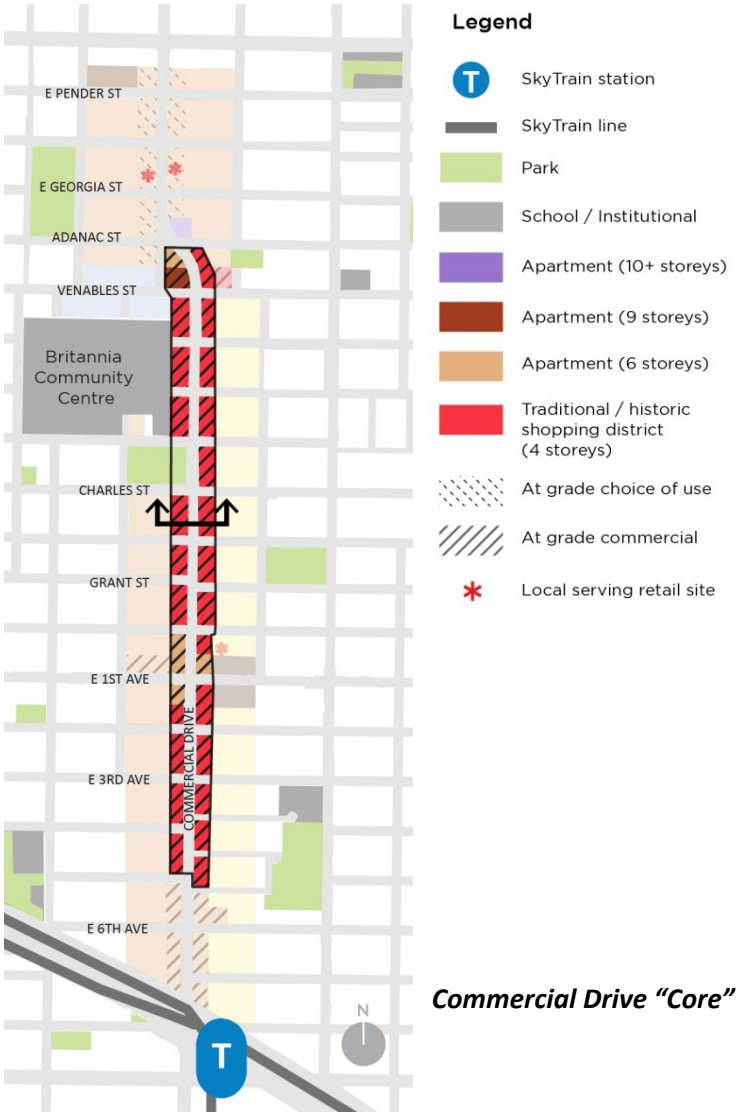
Commercial Drive Land Use Map and Character Areas

The intent is to enhance Commercial Drive as the commercial, social, active heart of Grandview-Woodland. Directions vary depending on the part of the Drive—there are three different character areas: Commercial Drive "Core", Commercial Drive South, and North.

6.1.1 Commercial Drive "Core"

Generally located between East 5th Avenue and Adanac Street, this is the prominent shopping area, aligning with the street's historic commercial uses. This is reinforced by a high proportion of character and heritage structures.

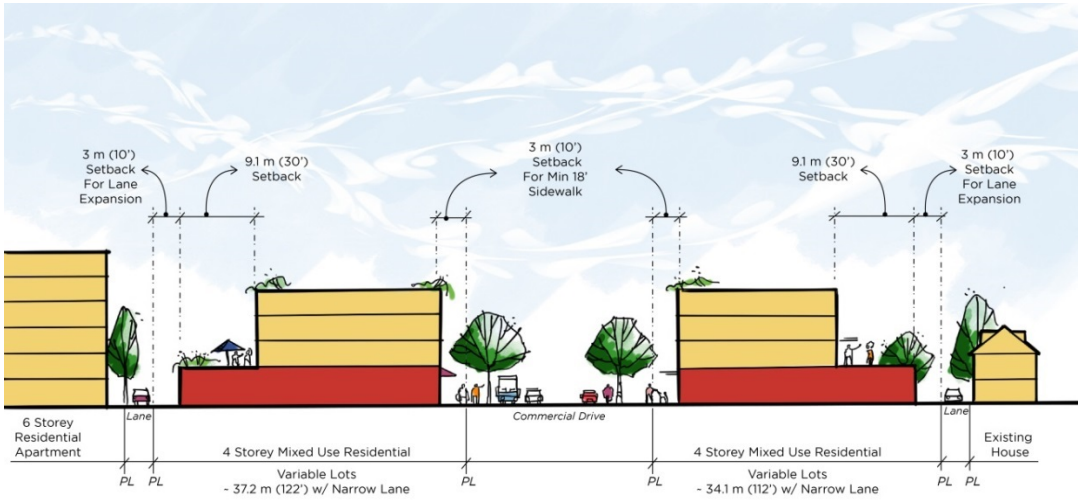
Zoning will remain unchanged in this area, except at the intersection of East 1st Avenue and Commercial Drive. Because of the area's significance to the community and the strong desire to maintain its low-scale character and form, the plan will ensure that other City policies that may otherwise allow for additional height will not apply.



Commercial Drive "Core" Land Use

Policies

- Strengthen as a mixed-use shopping area with continuous active commercial frontages.
- Maintain the current zoning (height up to 4-storeys) between East 5th Avenue (north side) and Adanac Street (south side), unless otherwise noted.
- Do not allow consideration for additional height and density under other City policies (e.g. Rental 100).
- Ensure any new buildings in the core area reflect the existing character of the Drive (see Urban Design Principles).
- Ensure storefronts have narrow frontages (maximum width 15.24 m/50 ft.), transparent windows, and weather protection. Compact signage, rather than sandwich boards, is encouraged.
- Provide public realm improvements that could include increased sidewalk width, street trees, and amenities such as patios, seating, bike racks, public art.
- Only at East 1st Avenue and Commercial Drive northwest, northeast and southwest corners consider applications for mixed-use development with the following specific policies:
    - A mix of commercial uses, which may include rental, service, and community serving uses, is required on the first floor. Office is encouraged on the second floor. Residential is permitted on upper floors.
    - Height: up to 6-storeys.
    - Density: up to 3.0 FSR.
    - Upper floor: above 13.7 m (45 ft.) set back 3 m (10 ft.) to maintain the character street wall.
    - Require a front setback to achieve/maintain a minimum 5.5 m (18 ft.) sidewalk.



Commercial Drive "Core": Typical Section

6.1.2 Commercial Drive South

Located between East 5th Avenue and Grandview Cut, this portion of Commercial Drive is in close proximity to the station precinct and the transit interchange at Broadway and Commercial Drive. As such, the character of these blocks will change to include office uses and some additional residential opportunities.



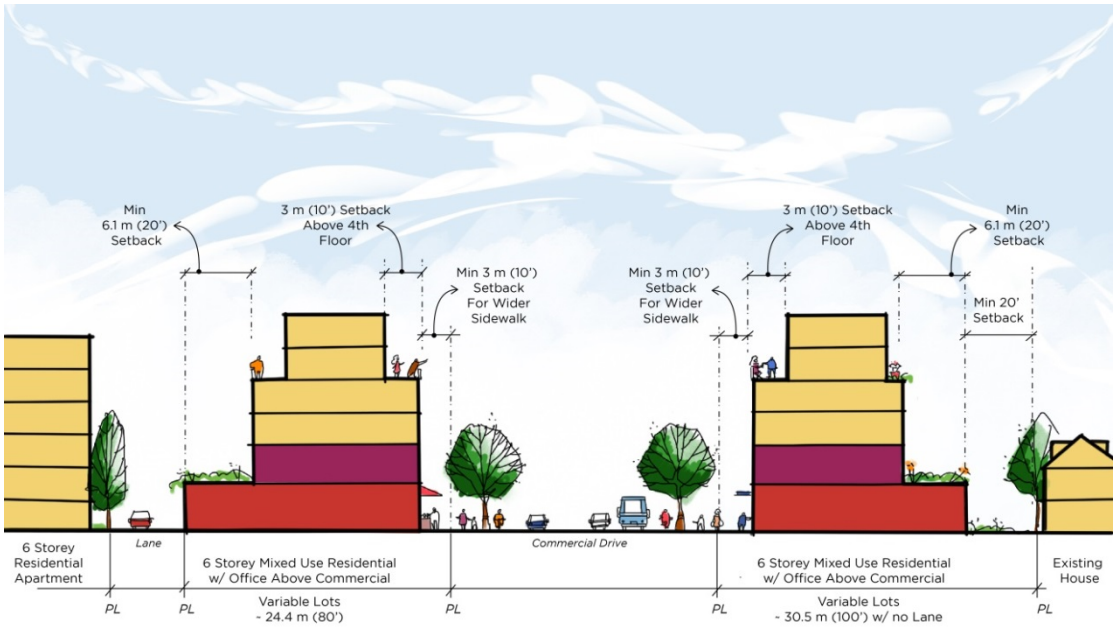
Commercial Drive South Land Use

Policies:

- Consider applications for mixed-use development. A mix of commercial uses, which may include retail, service, and community serving uses, is required on the first floor. Office uses are required on the second floor. Residential uses are permitted on upper floors.

- Height: up to 6-storeys.
- Density: up to 3.0 FSR.
- Upper floor: above 13.7 m (45 ft.) set back 3 m (10 ft.) to maintain the character street wall.
- Setbacks: front sufficient to maintain/achieve a minimum 5.5 m (18 ft.) sidewalk.

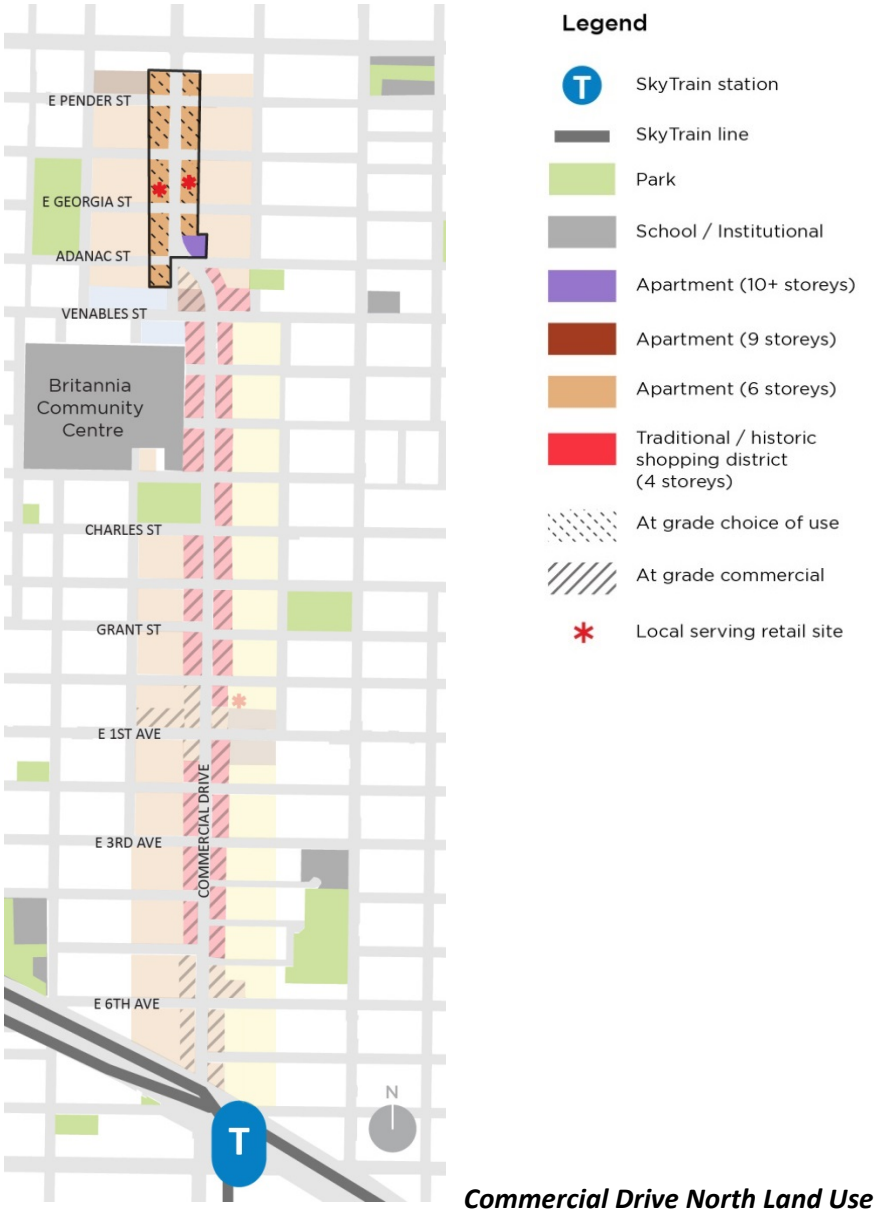
- Ensure any new buildings in the south area reflect the existing character of the Drive (see Urban Design Principles).
- Ensure storefronts have narrow frontages (maximum width 15.24 m/50 ft.), transparent windows, and weather protection. Compact signage, rather than sandwich boards, is encouraged.
- Provide public realm improvements that could include street trees, and amenities such as patios, seating, bike racks, public art.



Commercial Drive South: Typical Section

6.1.3 Commercial Drive North

Located north of Adanac Street to East Hastings Street, this area has a more residential character, but it also some businesses and is home to the historic York Theatre. Modest increases in height and density to support the development of secured rental housing and with the potential for commercial space at-grade will create an improved connection along Commercial Drive to East Hastings Street.



Commercial Drive North Land Use

Policies

- Consider applications for mixed-use development or apartment (residential) for 100% secured rental housing, as follows: (see ***7. Housing***)
    - A mix of commercial uses, which may include retail, service, and community serving uses is encouraged on the first floor. Commercial uses should be oriented towards Commercial Drive. Residential is permitted.
    - Height: up to 6-storeys.
    - Density: up to 3.0 FSR.
    - Upper floor: above 13.7 m (45 ft.) set back 3 m (10 ft.) to maintain the character street wall.

    - Setbacks: front sufficient to maintain/achieve a minimum 5.5 m (18 ft.) sidewalk.
- For existing non-market housing sites (see ***7. Housing***).
- Ensure any new buildings reflect the existing character of the Drive (see Urban Design Principles).
- Provide public realm improvements that could include street trees, and amenities such as feature lighting, seating, bike racks.

6.1.4 Special Sites

Near the north end of Commercial Drive where Venables Street intersects, the community's primary cluster of social, cultural, recreational and community services is a key focal point. The Britannia Community Centre site is significant in both its scale and the breadth of amenities it provides. Also at this nexus is a unique site that is defined by the curve in Commercial Drive. This site incorporates City-owned land, some privately-owned land as well as property upon which the Kettle Friendship Society provides its longstanding and valued social and support services.

A. Britannia Community Centre and Library

The Britannia Community Centre complex is a highly valued and well-used community hub. The centre hosts a number of programs and services via community partners on one site including co-located social services, cultural programs, open space and recreational facilities (gym, ice rink, pool), seniors centre, teen centre, library, administrative offices, multi-purpose rooms, and an elementary and secondary school.

A series of operational agreements support the management of the site by School Board, Park Board, Library and City - as well as a non-profit Community Centre Association (Britannia Community Services Centre).

Built in the 1970s, the aging infrastructure and awkward layout requires redevelopment to improve access for residents to enjoy accessible and intuitive space. Renewal will improve service delivery for Grandview-Woodland, and residents in adjacent communities, including the Downtown Eastside, Strathcona, and Hastings-Sunrise.

Directions *(*see ***13. Community Well-being****)*

- Support the on-going renewal and expansion of the Britannia Community Centre. Co-locate key facilities using a "hub" model.
- Achieve mixed-income non-market rental housing as part of its redevelopment and replacement over the long term.

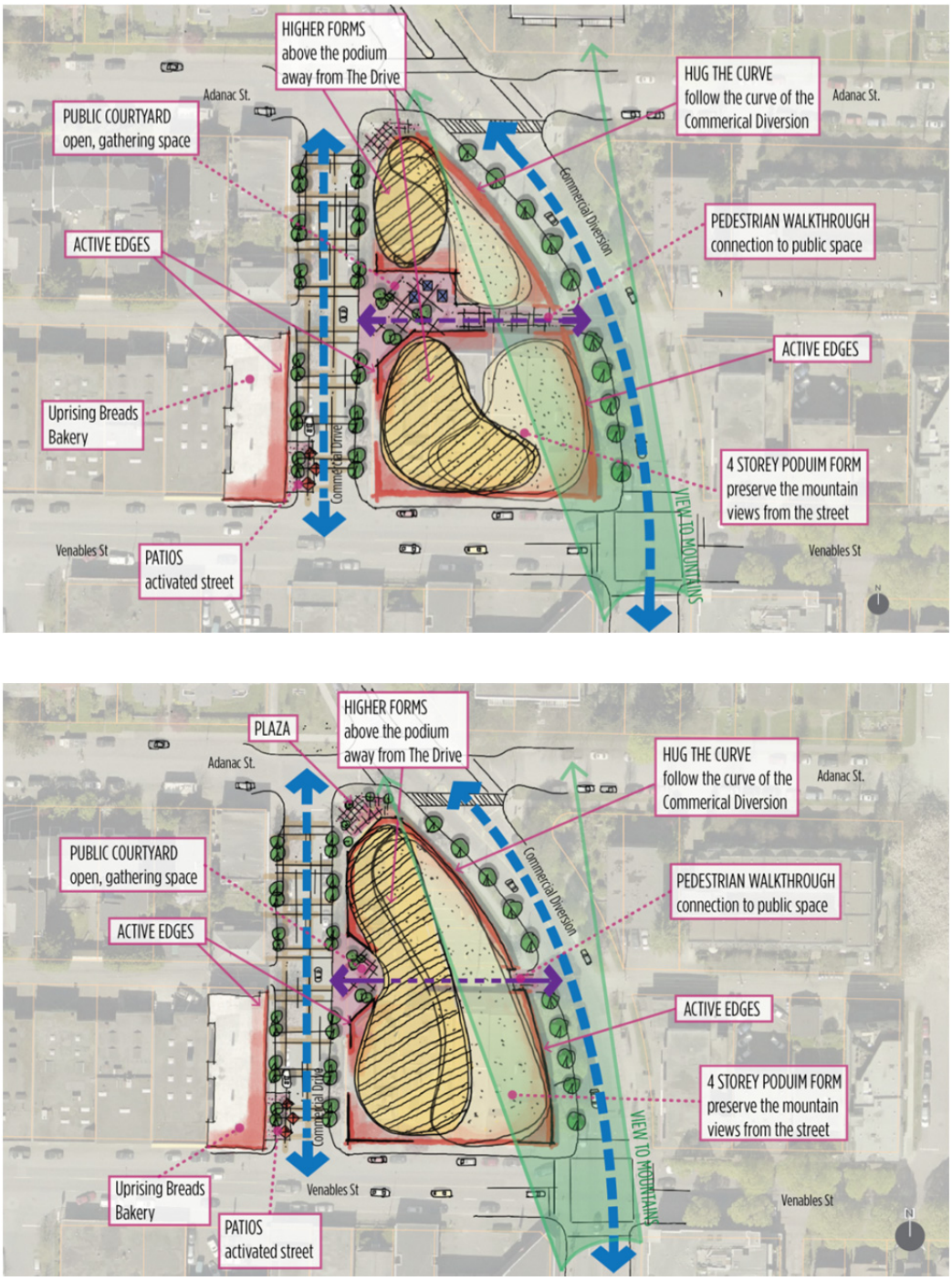
- Ensure buildings and open spaces are designed to be accessible, safe and inclusive, with improved wayfinding.
- As part of the renewal of the Britannia Community Centre, renew and expand the Britannia Library.
- Consider the design principles contained in the Britannia Strategic Master Plan:
    - Emphasize and enhance the Napier Square greenway.
    - Establish a stronger presence on Commercial Drive.
    - Consider views from the site.
    - Cluster recreational facilities and programming spaces.
    - Connect the site to the street grid with pathways and greenways.
    - Enhance views of the 1908-11 historic secondary school building.
- Expand Napier Square as a hard-surfaced plaza with enhanced programming; and explore other opportunities to improve greenspace on-site.

B. Kettle Friendship Centre Society and Adjacent Sites

Kettle Friendship Centre Society is a key community asset that has offered accessible social services, including key mental health supports, to residents living with mental illness for over 35 years.

Given increasing demands for services, Kettle's future plan is to redevelop their existing site, perhaps together with adjacent privately- and City-owned sites towards a larger facility to better meet the community needs. Where possible, the City aims to support this plan to increase access to low-barrier services.

For the purposes of this plan, this special site is defined as the area bounded by Venables Street, the Commercial Diversion, and Commercial Drive. This represents an overall area of about 0.3 hectares (0.75 acres). It is recognized that future redevelopment of this overall site could occur in a consolidated manner that incorporates several properties (and could possibly include the City-owned land) or it could occur through a number of independent developments. The intent reflected in the plan policies is to ensure that this special site delivers -- as a minimum -- space for the expanded services of the Kettle Friendship Society, as well as 30 units of non-market, supportive housing.



Conceptual Site Diagrams: Kettle Friendship Centre and Adjacent Sites*

* This conceptual plan is for illustrative purposes only. It is not intended to be prescriptive but to clearly illustrate one concept that could fulfill the intent of this plan. A rezoning is likely to be necessary and detailed project design could alter the elements of the concept plan.

Policies:

- Consider application(s) on this special site for mixed-use development that achieves community service, commercial (retail and service) and residential (non-market with or without market) uses, including a minimum of 30 units of non-market (supportive) housing.
- Commercial uses, which may include retail and/or service), and community serving uses, are required to be located on the first floor. Residential uses are permitted on upper floors.
- Across the overall site, achieve the land use program within the following parameters

  South portion, with or without lane:

  - Height: up to 9-storeys set back from the Commercial Diversion frontage.
  - Podium Heights: 4-storeys.

  North portion, with or without the lane:

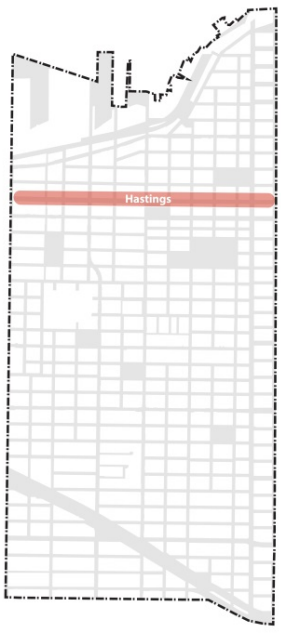
  - Height: up to 6storeys set back from the Commercial Diversion frontage
- Density: To deliver the required land use program, an overall average density of 3.5-4.0 FSR is expected. The density will depend on the extent of land consolidation achieved.
- Ensure an active, pedestrian-friendly environment that explores opportunities for a public plaza, as well as full or partial pedestrianization of Commercial Drive between Venables and Adanac.
- Provide public realm improvements that could include increased sidewalk width, street trees, and amenities such as seating, bike racks, public art.
- Consistent with plan policies (see ***7. Housing*** and ***13. Community Well-Being***) to support and encourage the achievement of additional social service and non-market residential goals, consider additional height and density, in commensurate proportions, where social service and non-market uses beyond the minimums outlined are provided.

6.2 Hastings

Hastings Street is a major east-west arterial through the northern end of Grandview-Woodland. The Hastings Street corridor, which defines this sub-area, plays an important role in the city's transportation network, carrying high volumes of transit buses, trucks, and car traffic. The street is marked by a prominent change in elevation between Commercial Drive and Victoria Drive, which helps distinguish the look and feel of the various segments along Hastings Street. Looking westward, this slope results in great views of Vancouver's downtown.

At its eastern end, Hastings Street has an array of retailers, restaurants, and services that mark the start of the neighbourhood centre that extends beyond the Grandview-Woodland Community Plan boundaries and into the adjacent Hastings-Sunrise community. Its western end, Hastings Street accommodates a mix of larger commercial, industrial — and port-oriented enterprises. The sub-area has a number of key community and cultural resources — in particular, a number of significant First Nations cultural facilities — as well as heritage buildings including the Waldorf Hotel.

The plan ensures that the prevailing form and character of the Hastings-Sunrise neighbourhood centre — the eastern segment of the Hastings sub-area —will continue unchanged into the future. As one descends the hill towards downtown, this corridor will evolve such that height and scale increase as one moves westward. People's experiences of Hastings Street will change as public realm improvements, new gathering places, and civic plazas develop. Plan policies will ensure that affordable housing options are delivered, including social housing and rental housing options, and that key cultural and heritage amenities are integrated. This sub-area will exude the kind of vibrancy and diversity that welcomes and connects peoples of all cultures.



Hastings Sub-Area Context

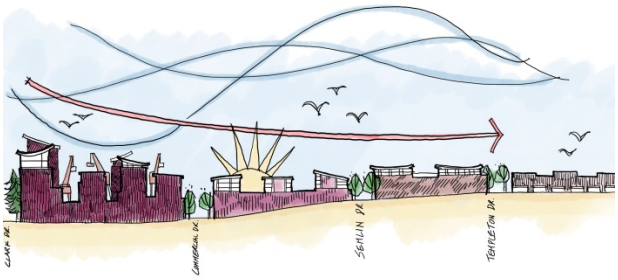
In the future, the Hastings sub-area will:

- Become a vibrant mixed-use area with a range of buildings, generally higher at the western end, and stepping down towards the Hastings-Sunrise shopping area near its eastern end.
- Continue to be a thriving cultural centre, with a particular focus on facilities, services, and housing opportunities for the First Nations community.
- Have a thriving retail environment that serves residents and regional needs.
- Provide new and diverse housing options as well as expanded social and cultural facilities.
- Retain important heritage buildings that are valued in the community.
- Have wider, improved sidewalks that make this a more comfortable environment for people. New spaces for gathering and public life will be integrated.

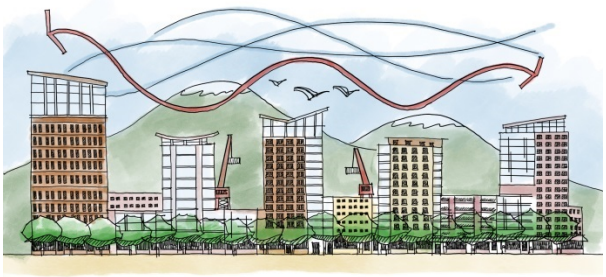
Policies for Land Use and Built Form

Urban Design Principles:

1. Transition heights from the gateway area at Clark and Hastings to the Hastings-Sunrise neighbourhood centre area, with four distinct character districts of (Plateau, Slopes, Hilltop, and Village).



2. Maintain a saw-tooth pattern of building heights in new developments, in order to bring variation and an openness to the streetscape.



3. Maintain an active street wall with varied store frontages that encourage smaller scaled and locally-oriented retail.



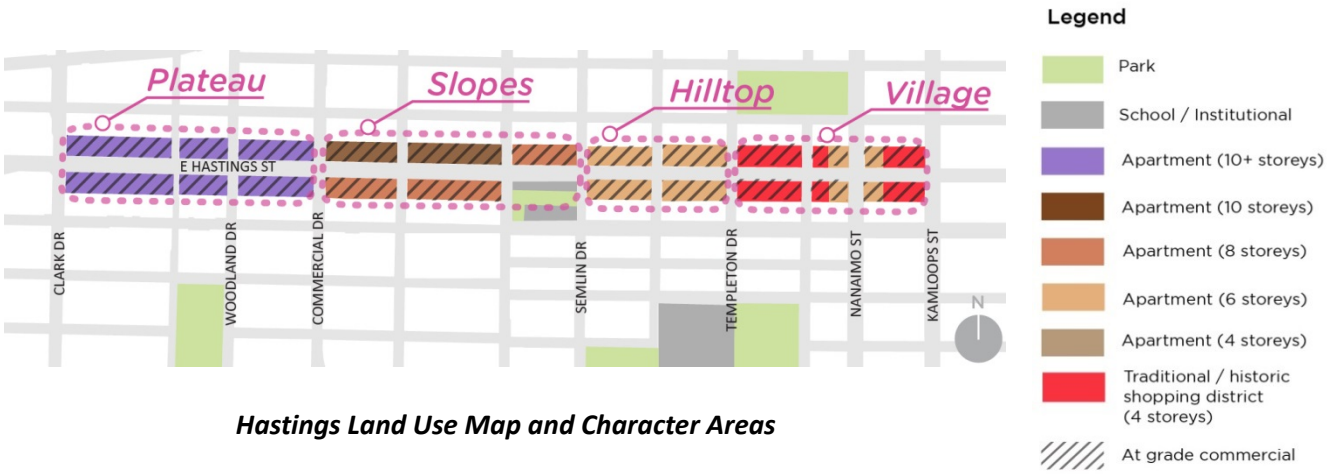
4. Create "urban rooms" to allow for placemaking and opportunities to incorporate outdoor seating and other pedestrian amenities.



5. Provide an active plaza at the northwest corner of Commercial and Hastings.



The intent is to have a pattern of mixed-use (commercial, office, and residential) development with buildings decreasing in height as one moves east and up the hill. Changes generally correspond with slopes, street width, and surrounding land uses. Directions vary depending on the part of Hastings Street—there are four character areas, each with a distinct built form: Hastings Plateau, Hastings Slopes, Hastings Hilltop, and Hastings Village.



Hastings Land Use Map and Character Areas

6.2.1 Hastings Plateau

This portion of Hastings Street will have the highest buildings, in tower forms set atop a street-fronting podium. Building heights will be mixed to create variation in scale, generating a “saw tooth” pattern that brings sunlight and openness to the street. New development will support the renewal and expansion of key social facilities, the creation of a new mixed-use environment and an improved public realm.



Hastings Plateau Land Use

Policies

- Consider applications for mixed-use development. A mix of commercial uses, which may include retail, service, and community serving uses, is required on the first floor. Residential uses are permitted on upper floors.
- A minimum of 20% residential floor space delivered as non-market housing will be required. (see ***7. Housing***).
- For sites with a minimum site frontage of 61 m (200 ft.), building heights and densities can be considered up to:

  East Hastings Street, Clark Drive to McLean Drive:

  - North side: 12- to 18-storeys (18-storeys at Clark, northwest corner); up to 4.8 FSR.
  - South side: 10- to 15-storeys (15-storeys at Clark, southwest corner); up to 4.8 FSR.

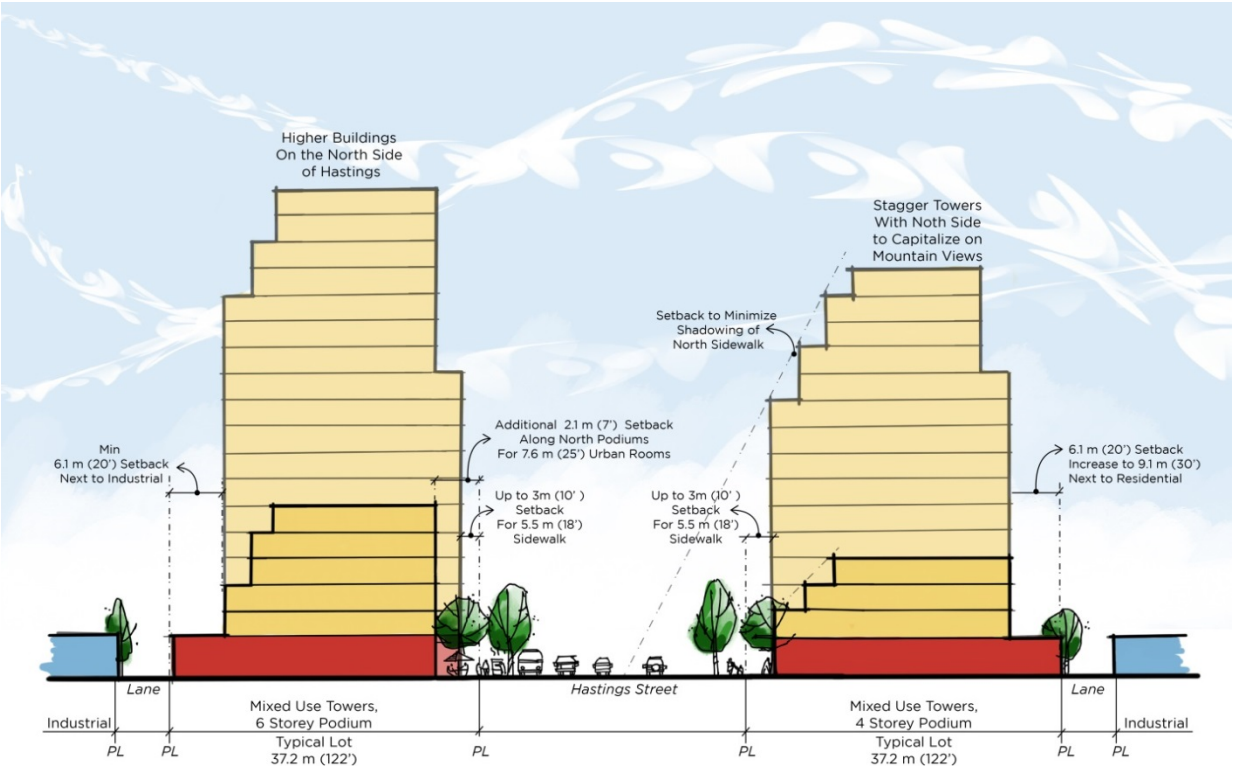
  East Hastings Street, McLean Drive to Woodland Drive:

  - North side: 12- to 15-storeys; up to 5.6 FSR.
  - South side: one 12-storey tower on this block; up to 3.4 FSR.

  East Hastings Street, Woodland Drive to Commercial Drive:

  - North side: 12- to 15-storeys; up to 4.0 FSR.
  - South side: 11- to 12-storeys; up to 4.0 FSR.
- Towers should vary in height and should be staggered (across the north and south sides of the street).
- The portion of any building above 19.8 m (65 ft.) in height should not exceed a typical tower floor plate of 603.9 m^2 (6,500 ft^2), and should be spaced at least 24.3 m (80 ft.) from any other building above 19.8 m (65 ft.) in height.
- At the discretion of the Director of Planning, minimum frontage requirements may be reduced in exceptional circumstances, provided that it is demonstrated that plan goals can be effectively achieved.
- Podium Heights:
  - North side: up to 6-storeys.
  - South side: up to 4-storeys.
- Front setbacks:
  - Require a front setback to achieve/maintain a minimum 5.5 m (18 ft.) wide sidewalk.
  - North side: provide an additional 2.1 m (7 ft.) setback along the podium for “urban rooms.”
- Rear setbacks for residential uses should be as follows:
  - For industrial adjacency (across the lane): 6.1 m (20 ft.) minimum.
  - For residential adjacency (across the lane): 9.1 m (30 ft.) minimum.
- Provide public realm improvements that could include street trees and amenities such as seating, patios, bike racks, public art.

- On the northwest corner of Commercial Drive and East Hastings Street incorporate:
    - A public plaza on the eastern edge of the site totalling a minimum of 790 m^2 (8,500 ft^2), or approximately 22 m x 36 m (70 ft. x 120 ft.). The design and programming of the space be undertaken in collaboration with the community, with specific input from the Aboriginal community.



Hastings Plateau: Typical Section

Special Sites:

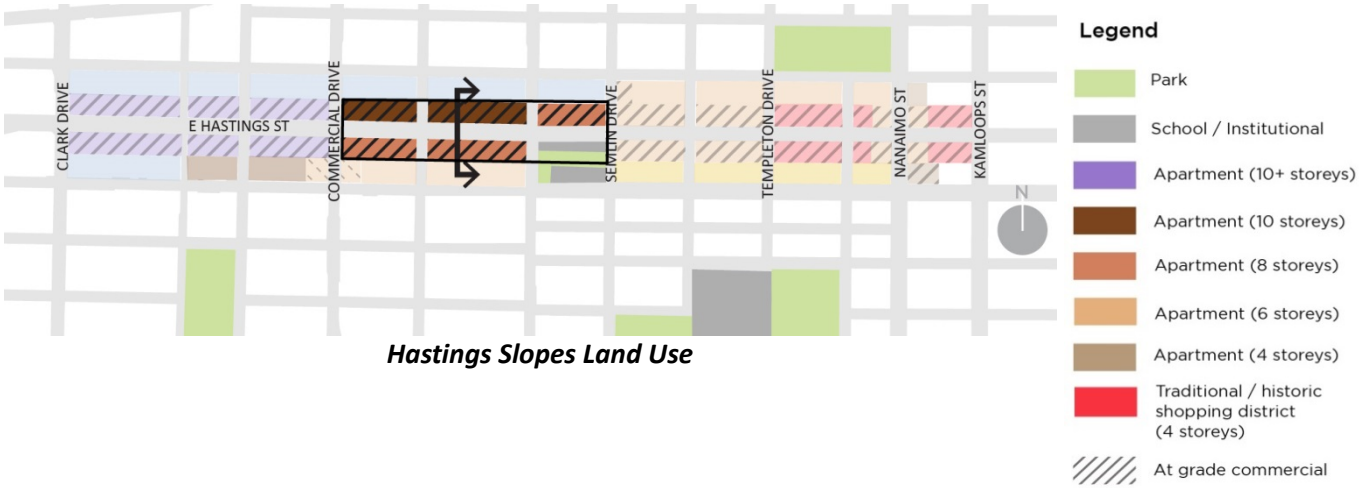
- Consider applications for additional height and density – consistent with all other policies outlined in this section – on the Urban Native Youth Association site to support renewal and expansion of the social facility, as well as the creation of additional social purpose uses, such as non-market housing and cultural and recreation facilities. **(**see ***7. Housing*****)**
- Consider applications for additional height and density – consistent with all other policies outlined in this section – on the Vancouver Aboriginal Friendship Centre site to support renewal and expansion of the social facility, as well as the creation of additional social purpose uses, such as non-market housing and cultural and recreation facilities. **(**see ***7. Housing*****)**
- Consider applications for additional height and density on the Waldorf site – consistent with all other policies outlined in this section – to support retention and enhancement of the cultural space, and its utilization for arts and cultural

purposes, including non-market artists housing. As part of this, consider the following:

- The site's social and architectural heritage.
- Recent uses of the site as a cultural facility.
- Links to other existing (or potential) cultural facilities in the area.

6.2.2 Hastings Slopes

The land rises as one travels eastward along Hastings Street. This area will have mixed-use mid-rise buildings that take advantage of the views, and continues the retail presence along the street. Public realm improvements will support walking along the street.



Hastings Slopes Land Use

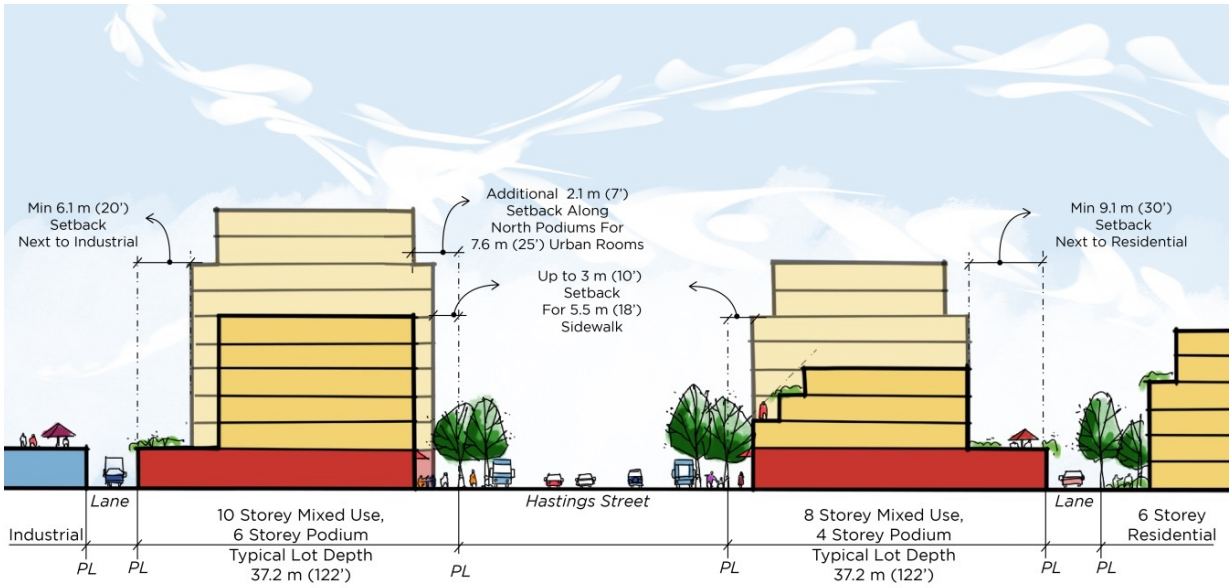
Policies

- Consider applications for mixed-use development. A mix of commercial uses, which may include retail, service, and community serving uses, is required on the first floor. Residential uses are permitted on upper floors.
- For sites with a minimum site frontage of 61 m (200 ft.) building heights and densities can be considered up to:
  East Hastings Street, Commercial Drive to Salsbury Drive:
  - North side: up to 10-storeys; up to 4.0 FSR.
  - South side: up to 8-storeys; up to 3.0 FSR.

  East Hastings Street, Salsbury Drive to Victoria Drive:
  - North side: up to 10-storeys; up to 4.5 FSR.
  - South side: up to 8-storeys; up to 3.3 FSR.

  East Hastings Street, Victoria Drive to Semlin Drive:
  - North side: up to 8-storeys; up to 4.0 FSR.

- The portion of any building above 19.8 m (65 ft.) in height should not exceed a typical tower floor plate of 603.9 m^2 (6,500 ft^2) and should be spaced at least 24.3 m (80 ft.) from any other building above 19.8 m (65 ft.) in height.
- At the discretion of the Director of Planning, minimum frontage requirements may be reduced in exceptional circumstances, provided that it is demonstrated that plan goals can be effectively achieved.
- Podium Heights:
    - North side: up to 6-storeys.
    - South side: up to 4-storeys.
- Front setbacks:
    - North and South side: require a front setback to achieve / maintain a minimum 5.5 m (18 ft.) wide sidewalk.
    - North side: provide an additional 2.1 m (7 ft.) setback along the podium for "urban rooms."
- Rear setbacks for residential uses should be as follows:
    - For industrial adjacency (across the lane): 6.1 m (20 ft.) minimum.
    - For residential adjacency (across the lane): 9.1 m (30 ft.) minimum.
- Provide public realm improvements that could include street trees and amenities such as seating, patios, bike racks, public art.



Hastings Slope: Typical Section

6.2.3 Hastings Hilltop

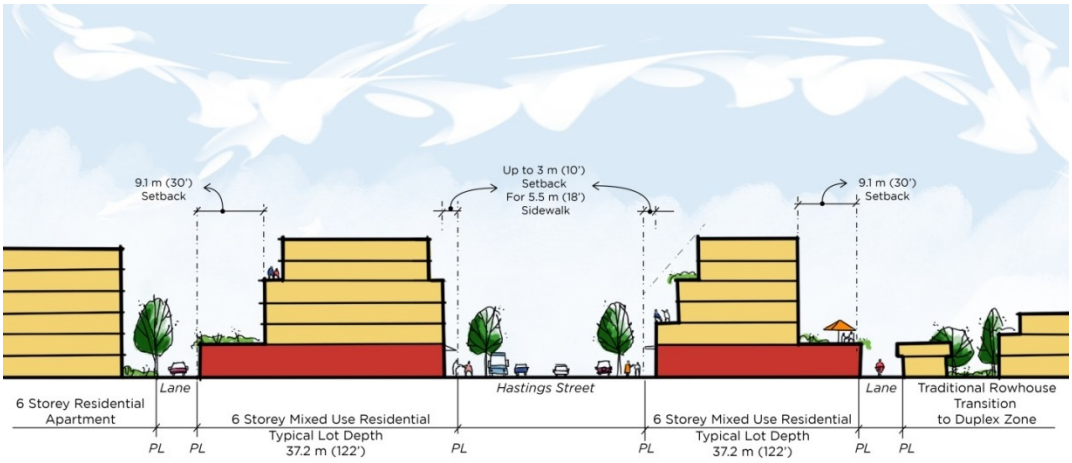
This area of East Hasting Street will have mixed-use buildings at a lower scale, continuing a transition in heights that step down towards the Hastings-Sunrise neighbourhood centre area. Public realm improvements and a finer-grained retail environment will transition and integrate into the Hastings-Sunrise Village area.



Hastings Hilltop Land Use

Policies

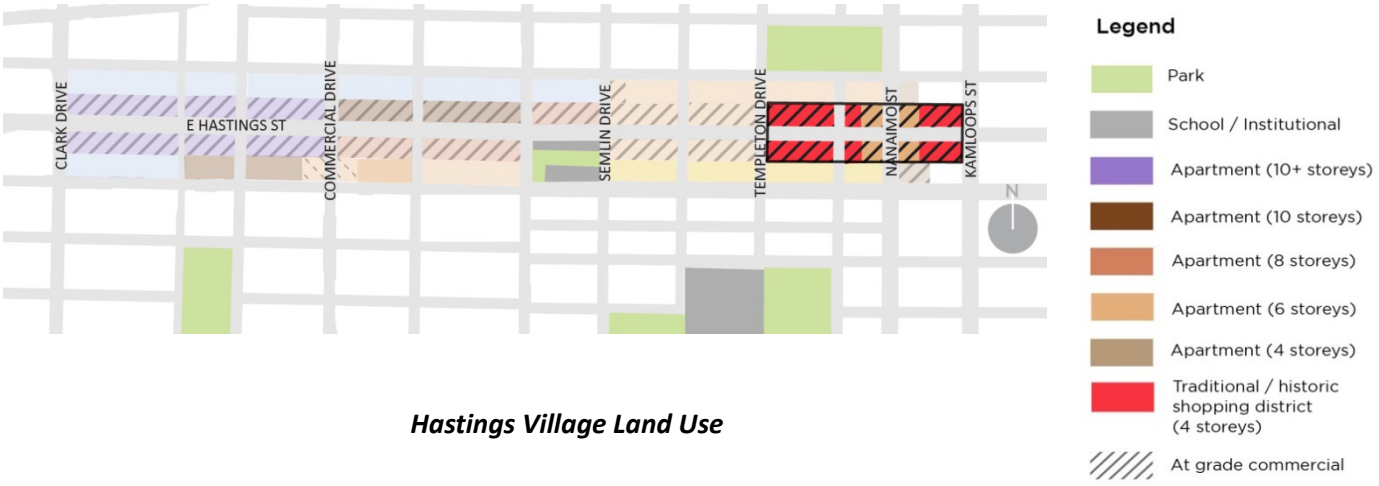
- Consider applications for 100% secured rental housing. A mix of commercial uses, which may include retail, service, and community serving uses, is required on the first floor.
    - North side: up to 6-storeys; up to 3.2 FSR
    - South side: up up to 6-storeys; up to 3.0 FSR.
    - Require a front setback to achieve / maintain a minimum 5.5 m (18 ft.) wide sidewalk.
    - Upper floor: set back from the rear 9.1 m (30 ft.) above first floor commercial.
- Provide public realm improvements that could include street trees and amenities such as seating, patios, bike racks, public art.



Hastings Hilltop: Typical Section

6.2.4 Hastings Village

The Hastings Village area marks the start of the neighbourhood centre of the Hastings-Sunrise community. This area will strengthen the fine-grained rhythm of the existing local-serving retail area, mimicking the historical urban form found within Hastings Village. With the exception of buildings located right at the intersection at Nanaimo Street, the Village area will maintain its 4-storey height limit with build-out under existing zoning encouraged.



Hastings Village Land Use

Policies

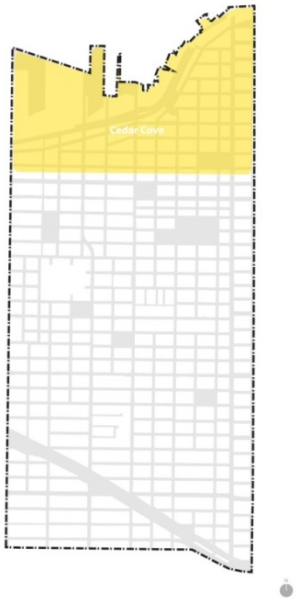
- Strengthen Hastings Village as a mixed-use shopping area with continuous active commercial frontages.
- Maintain the current zoning, unless otherwise noted.
- Maintain existing height limit when considering City policies (e.g. Rental 100).
- Consider applications for 100% secured rental housing. A mix of commercial uses, which may include retail, service, and community serving uses, is required on the first floor.
- Provide public realm improvements that could include increased sidewalk width, street trees and amenities such as seating, patios, bike racks, public art.

6.3 Cedar Cove

Set on the north-facing slope between Hastings Street and Vancouver's working port, the Cedar Cove sub-area provides an important stock of affordable rental housing in a setting that enjoys views towards the harbour, the North Shore mountains and downtown. The primary residential building forms include low-rise apartments, townhouses and duplexes as well as some single-family housing.

Cedar Cove has a number of social, cultural and recreational amenities. Pandora Park is a key green space, as are other smaller parks elsewhere in the sub-area, particularly along Wall Street. Cedar Cove is also home to the Aboriginal Mother Centre, Tillicum Annex and several social housing buildings. The ARC (Artist Resource Centre) is a well-known live-work arts space. Dundas Street bisects the sub-area and although it is a busy arterial connector, it has the potential to become a mixed-use node that is the focus of local-serving shops and services for this corner of Grandview-Woodland.

The plan for the Cedar Cove sub-area will maintain the existing rental housing stock but allow for new rental housing to be introduced at an incremental pace. By managing change over the time, the plan strives to allow renters to remain in affordable accommodations within the neighbourhood into the future and minimize displacement of tenants. The plan will also facilitate the development of a compact, mixed-use cluster of shops and services to serve the local needs of this neighbourhood. Vancouver's port and industrial lands play a critical role in the economy of the city and the region; the employment function they support will continue to be protected through plan policies.



Cedar Cove Sub-Area Context

In the future, Cedar Cove will:

- Remain a neighbourhood that integrates within its setting next to the port and the harbour. The sub-area will be enhanced through improved public and park spaces and key vistas will be celebrated.
- Continue to provide affordable housing options with a particular focus on rental housing. Many existing apartments will remain but the rental stock will be supplemented by additional rental housing units introduced over time at a managed pace.
- Become a more complete neighbourhood with expanded retail, commercial, and service use opportunities so that residents can shop and access services closer to home.
- Support an enhanced array of jobs in the local industrial, manufacturing, and port-related sectors, including those in the food and cultural sectors.

Policies for Land Use and Built Form

Urban Design Principles:

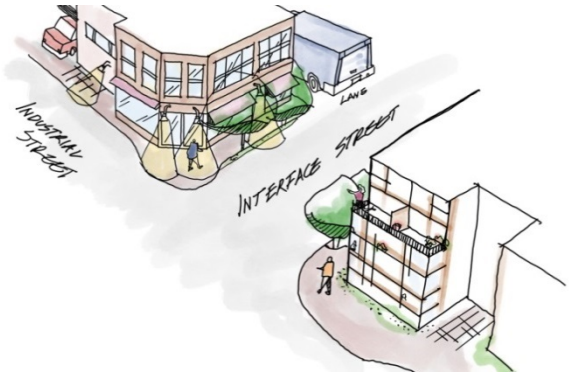
1. Allow for a variety of building heights and scales within multi-family residential areas.



2. Develop a vibrant retail node for local gathering, shopping and service delivery.



3. Consider the interface between residential and industrial areas to ensure continued co-existence.



4. Maintain prominent views of the Port and the downtown within public open spaces.



5. Preserve significant clusters of character streetscapes.



The intent is to build on Cedar Cove's key strengths as both a multi-family residential area and an important area for job space and neighbourhood businesses. Directions vary depending on the part of Cedar Cove—there are four character areas: Residential Core, Dundas Shopping Node, Portside Industrial, and Nanaimo East.

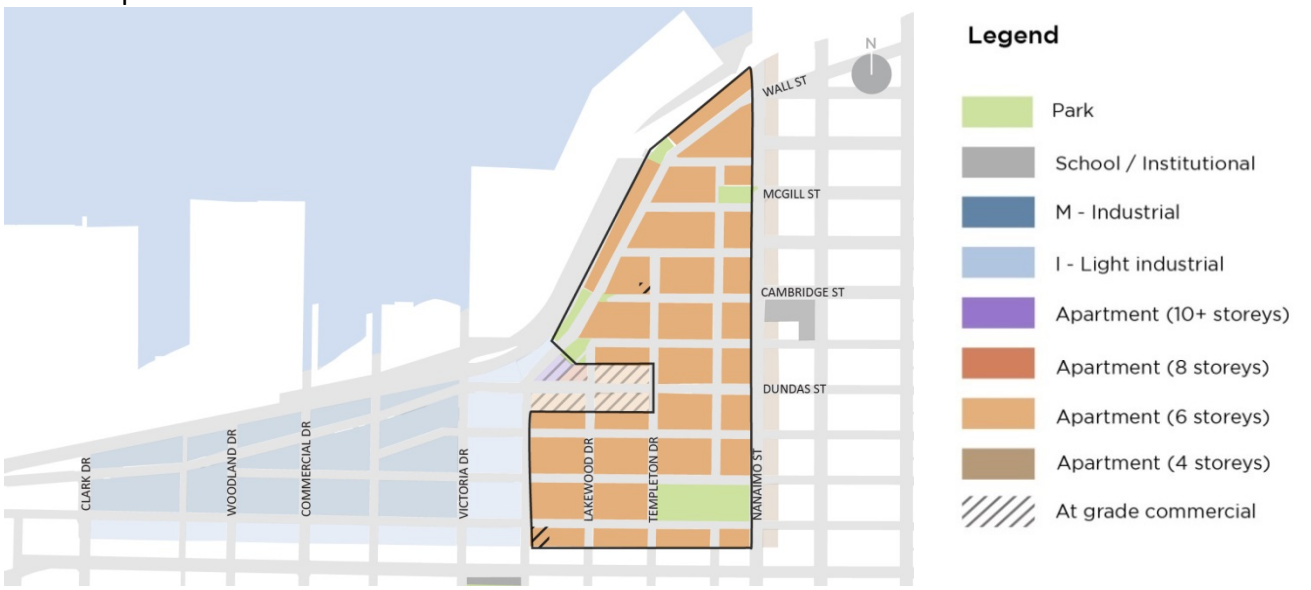


Cedar Cove Land Use Map and Character Areas

6.3.1 Residential Core

Located north of Hastings Street and between Semlin Drive and Nanaimo Street, this area is primarily an apartment zone, with purpose built rental housing, supplemented with an array of detached housing and townhouses.

The area contains relatively affordable market rental buildings, and is subject to the City's Rental Housing ODP policy. Policies will support a gradual introduction of new secured rental housing while also supporting retention of character homes and streetscapes.



Cedar Cove Residential Core Land Use

Policies

- Consider applications for 100% secured rental housing (residential) in existing RM zones (Rental Housing ODP) unless otherwise noted (see ***7. Housing***):
    - Building Height: up to 6-storeys.
    - Density: up to 2.4 FSR.
    - Site frontage: 15.1 m (49.5 ft.) (minimum) to 60.9 (200 ft.) (maximum).
    - Setbacks: Front 6.1 m (20 ft.) / Side 2.1 m (7 ft.) / Rear 6.1 m (20 ft.).
    - Require ground-level access for first floor units.
    - Provide public realm improvements that could include increased sidewalk width, street trees and amenities such as seating, feature lighting, bike racks.
- For existing non-market housing sites see housing policies in ***7. Housing***.
- For character streetscapes and registered heritage resources (see ***11. Heritage***), where site conditions allow, encourage retention through infill or additions to existing buildings as follows:
    - For single sites of 10 m (33 ft.) frontage or less, allow a maximum density of up to 1.0 FSR to support infill housing.
    - For multiple adjacent sites (three or more sites that are part of an identified character streetscape), allow a maximum density of up to 1.45 FSR to support multifamily infill or rowhouse forms.
    - For all sites, allow strata-titling within the existing building, subject to Rental Housing ODP requirements for existing rental housing.
    - Note that maximum allowable density may not be achievable on all sites, owing to lot size, existing development, and other urban design considerations
- For any sites denoted as Places of Historical Interest in the Grandview-Woodland Historic Context Statement, City staff will undertake a more detailed review of applications to determine potential addition to the Vancouver Heritage Register.

6.3.2 Dundas Shopping Node

Cedar Cove has one existing commercial node, located on Dundas Street between Wall Street/Semlin Drive and Lakewood Drive. This area is currently zoned C-2, and is adjacent to a small area of light industrial zoned retail that has additional shops and services.

The commercial node will be expanded to allow new mixed-use development with additional shops and services, opportunities for market and rental housing, and improved public spaces.



Cedar Cove Dundas Shopping Node Land Use

Policies

- Consider applications for mixed-use development. A mix of commercial uses, which may include retail, service, and community serving uses, is required on the first floor. Residential uses are permitted on upper floors.
- Provide public realm improvements that could include increased sidewalk width, street trees and amenities such as seating, bike racks.
- Additional specific policies apply to the following areas:

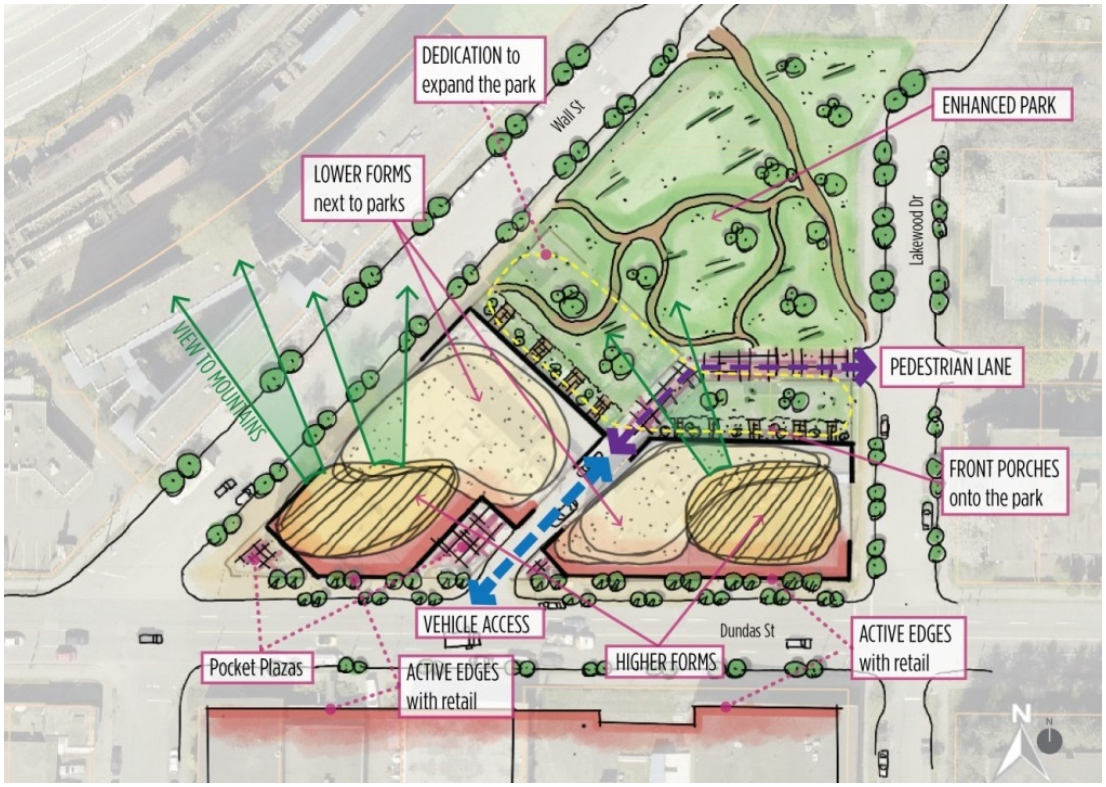
Dundas Street, northeast corner at Wall Street:

- Height: up to 12-storeys.
- Podium Height: up to 6-storeys.
- Density: up to 3.2 FSR.
- Front setback: sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk.
- Dedication: 9.7 m (32 ft.) from rear (to provide for park expansion).
- Upper floor: setback 3 m (10 ft.) at rear, above the third floor.
- Ground floor commercial should front both Dundas Street and Wall Street; ground floor residential units should front the park.
- The following public realm considerations should inform future building design:
  - Design development should minimize shadowing on the park.
  - To support public life, a plaza space of approximately 250 m^2 (2690.9 $ft.^2$) will be required adjacent to the lane.

Dundas Street, northwest corner at Lakewood Drive:

- Height: up to 8-storeys.
- Density: up to 3.2 FSR.

- Front setback: sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk
- Dedication: 11.5 m (38 ft.) from rear (to provide for a modest expansion of the adjacent park).
- Upper floor set back 3 m (10 ft.) at rear, above the third floor.
- Upper floors set back 3 m (10 ft.) from the rear, above the third floor.
- Ground floor commercial should front Dundas Street; ground floor residential units should front the park.
- Design development should minimize shadowing on the park.



Conceptual Site Diagram: Northwest Corner of Dundas Street and Lakewood Drive*

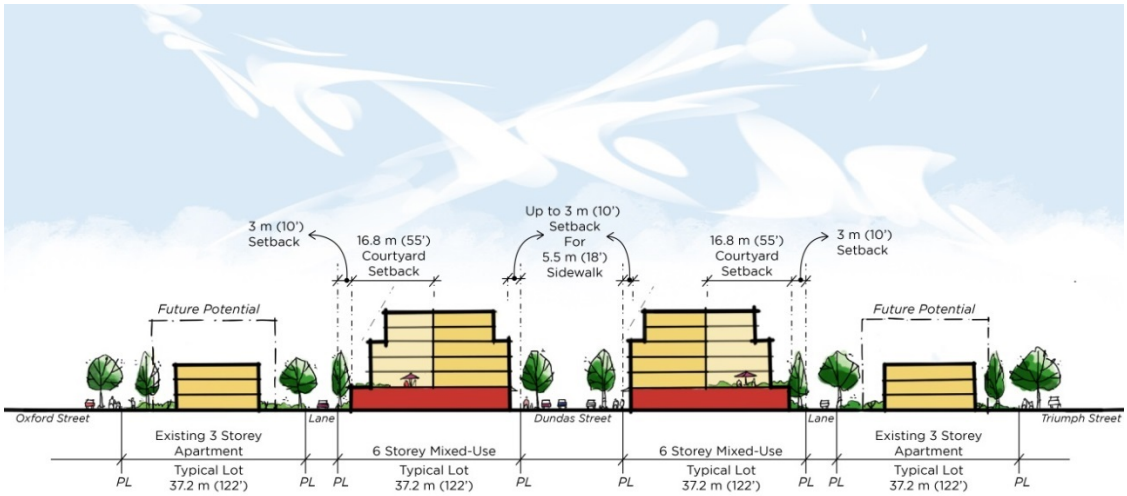
Dundas Street, Semlin Drive to Lakewood Drive south side:

- Height: up to 6-storeys.
- Density: up to 3.0 FSR.
- Site frontage: 54.9 m (180 ft.) minimum.
- Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Rear 9.2 m (30 ft.).
- Upper floor set back 3 m (10 ft.) at front, above the fourth floor.

* This conceptual plan is for illustrative purposes only. It is not intended to be prescriptive but to clearly illustrate one concept that could fulfill the intent of this plan. A rezoning is likely is be necessary and detailed project design could alter the elements of the concept plan.

Dundas Street, Lakewood Drive to Templeton Drive:

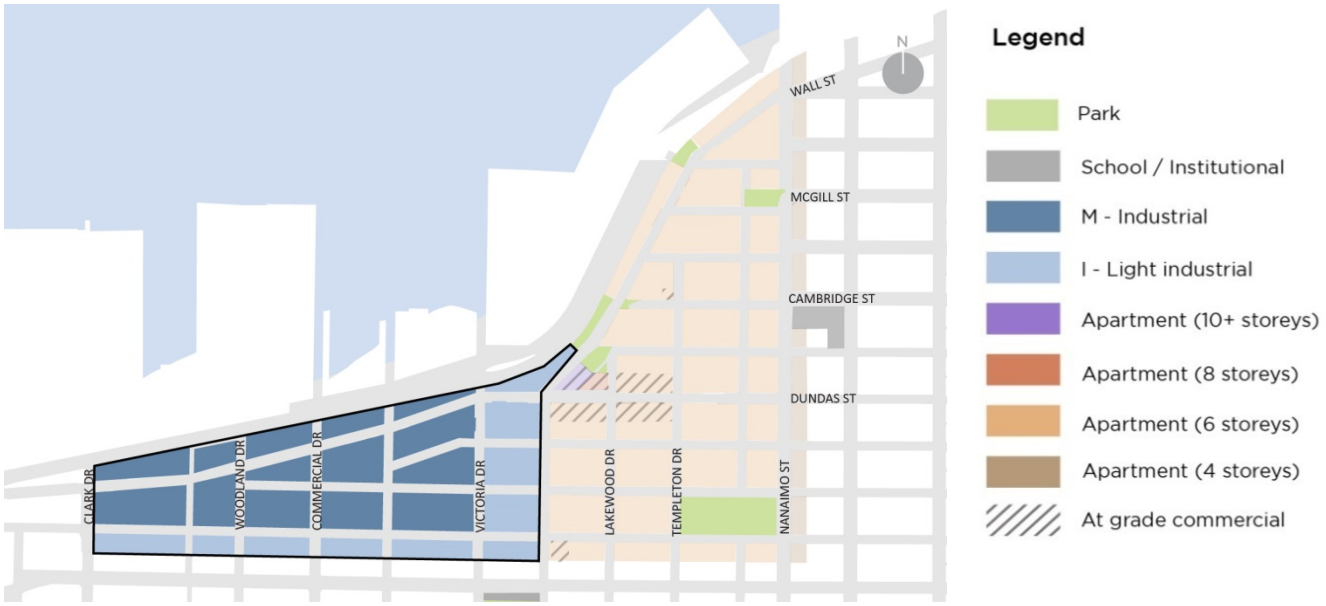
- Consider applications for mixed-use development for 100% secured rental housing as follows: (see: ***7. Housing***):
    - A mix of commercial uses, which may include retail, service, and community serving uses, is required on the first floor.
    - Height: up to 6-storeys.
    - Density: up to 2.65 FSR.
    - Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Side minimum 2.1 m (7 ft.), potentially greater in the rear of the site / Rear 6 m (20 ft.).
    - Upper floor set back 3 m (10 ft.) at rear, above the ground floor.



Cedar Cove Dundas Shopping Node: Typical Section

6.3.3 Portside Industrial

The western part of Cedar Cove, from Clark Drive to Semlin Drive, provides important job space. It has a mixture of industrial uses, with predominantly heavy manufacturing (M-2 zoning), and a transitional "buffer" of light industrial (I-2 zoning) between Victoria and Semlin Drives.



Cedar Cove Portside Industrial Land Use

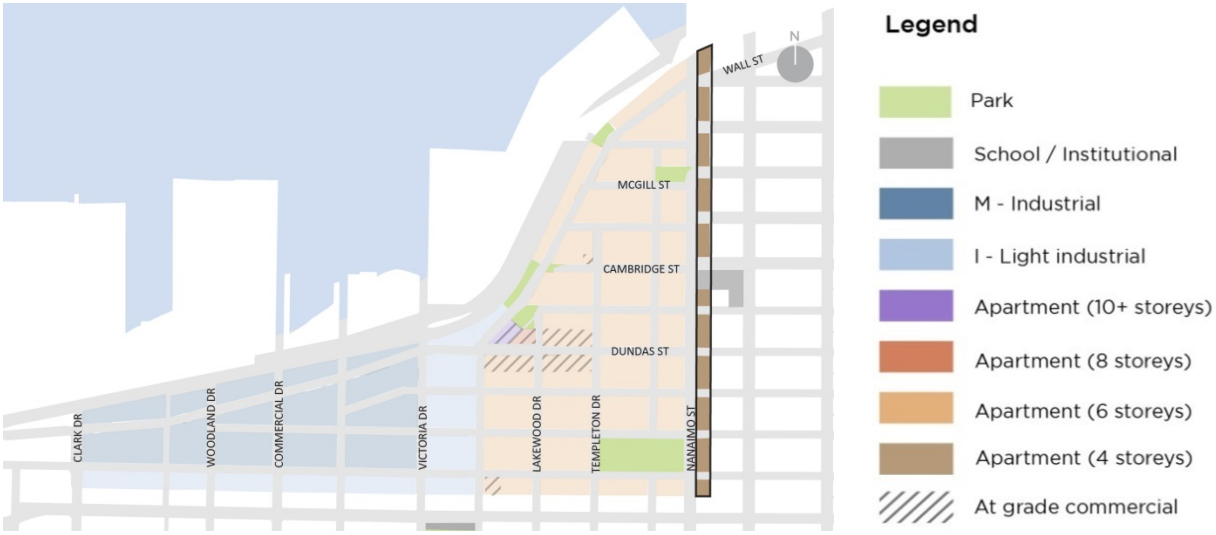
Policies

- Change the M-2 zoning between Clark Drive and Semlin Drive (between Franklin Street and the laneway north of East Hastings Street) to I-2 zoning that will provide a light industrial transition between new mixed-use development on East Hastings Street, and the heavy manufacturing area to the north (see ***10. Local Economy***).
- Conditional height increases in this I-2 area will not be considered over 18.3 m (60 ft.).
- As part of future work on I-2 design guidelines, review safety and public realm considerations. Specific components of this work may include:
    - Setbacks
    - Placement of allowable retail, office and ancillary uses
    - Parking considerations
    - Glazing and placement of doors
    - Lighting and CPTED considerations
    - Curb cuts
    - Weather protection

6.3.4 Nanaimo East

The east side of Nanaimo Street, between the lane north of Hastings Street and Wall Street, is currently zoned RM-3A and is adjacent to the Hastings-Sunrise single-family area. It has a mix of low-rise apartment buildings and detached housing.

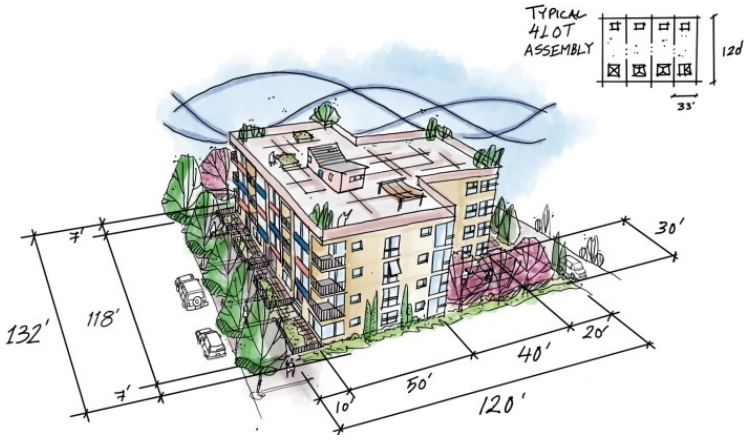
The east side of Nanaimo Street will have new low-rise multi-family residential development to provide additional rental housing.



Cedar Cove Nanaimo East Land Use

Policies

- Consider applications for 100% secured rental housing as follows: (see ***7. Housing***)
    - Height: up to 4-storeys (13.7 m/45 ft.).
    - Density: up to 1.7 FSR.
    - Building forms will include “T-shaped” developments for sites with a rear lane; “L-shaped” developments for sites directly adjacent to single-family (RS-1 zoning).



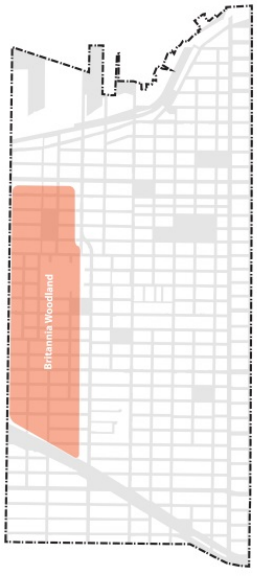
4-Storey ‘T’ Typology on a 4 Lot Assembly

6.4 Britannia-Woodland

Some of the most affordable rental housing in the Grandview-Woodland community can be found in the Britannia-Woodland sub-area. The current housing stock is aging and some of it can be expected to be at the end of its safe and useful life during this plan's time horizon. Nevertheless, average monthly rents in this sub-area are below market rates, making this neighbourhood highly attractive for many. Its desirability is enhanced by its proximity to Commercial Drive which gives nearby residents the convenience of shops, services, and amenities.

The Britannia-Woodland sub-area generally runs from the Grandview Cut in the south to Hastings Street in the north, west of Commercial Drive to Clark Drive. Along the western edge near Clark Drive and also along Venables Street, the sub-area accommodates light industrial uses including garment manufacturers and wholesalers, food and beverage companies, artists' workshops, and automotive services. The sub-area contains or is adjacent to many community facilities and amenities including the Britannia Community Centre complex, health, settlement and social services, non-market and Aboriginal housing sites, and three schools. It also has four parks and along the south end, the Grandview Cut provides a habitat corridor for birds and other species.

This plan recognizes the desirability of this well-situated sub-area for rental housing and it sets policies that will ensure that, if and when redevelopment occurs, existing rental units are replaced and secured rental units will be introduced. Displacement of existing renters is a concern, so the plan also manages the pace at which future change will occur. Secured rental units will be introduced in a slow, measured, and incremental manner over the lifespan of the plan. In this way, displacement of existing tenants can be mitigated and balanced against the commensurate development of social and affordable housing that the plan will facilitate in other areas of Grandview-Woodland.



Britannia-Woodland Sub-Area Context

In the future, Britannia-Woodland will:

- Remain a neighbourhood that accommodates existing and new residents in affordable market rental housing. The sub-area will have a mixed-scale character that ranges from single-family houses to 10-storey apartment buildings and will retain heritage houses within well-defined character streetscapes.
- Continue to be an integrated neighbourhood that accommodates residential uses as well as employment-generating industrial activities.
- Feature better pedestrian connections across and along arterial streets as well as an improved public realm linking together neighbourhood parks.

Policies for Land Use and Built Form

Urban Design Principles:

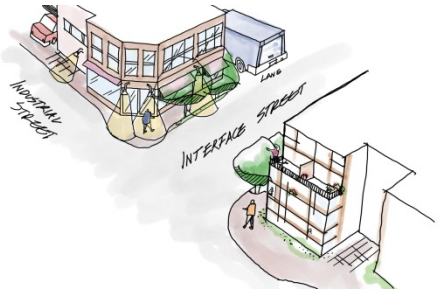
1. Allow for a variety of building heights and scales within multi-family residential areas.



2. Enhance arterial streetscapes with public realm improvements and new family-oriented housing typologies.



3. Manage the interface between residential and industrial areas to ensure continued co-existence.

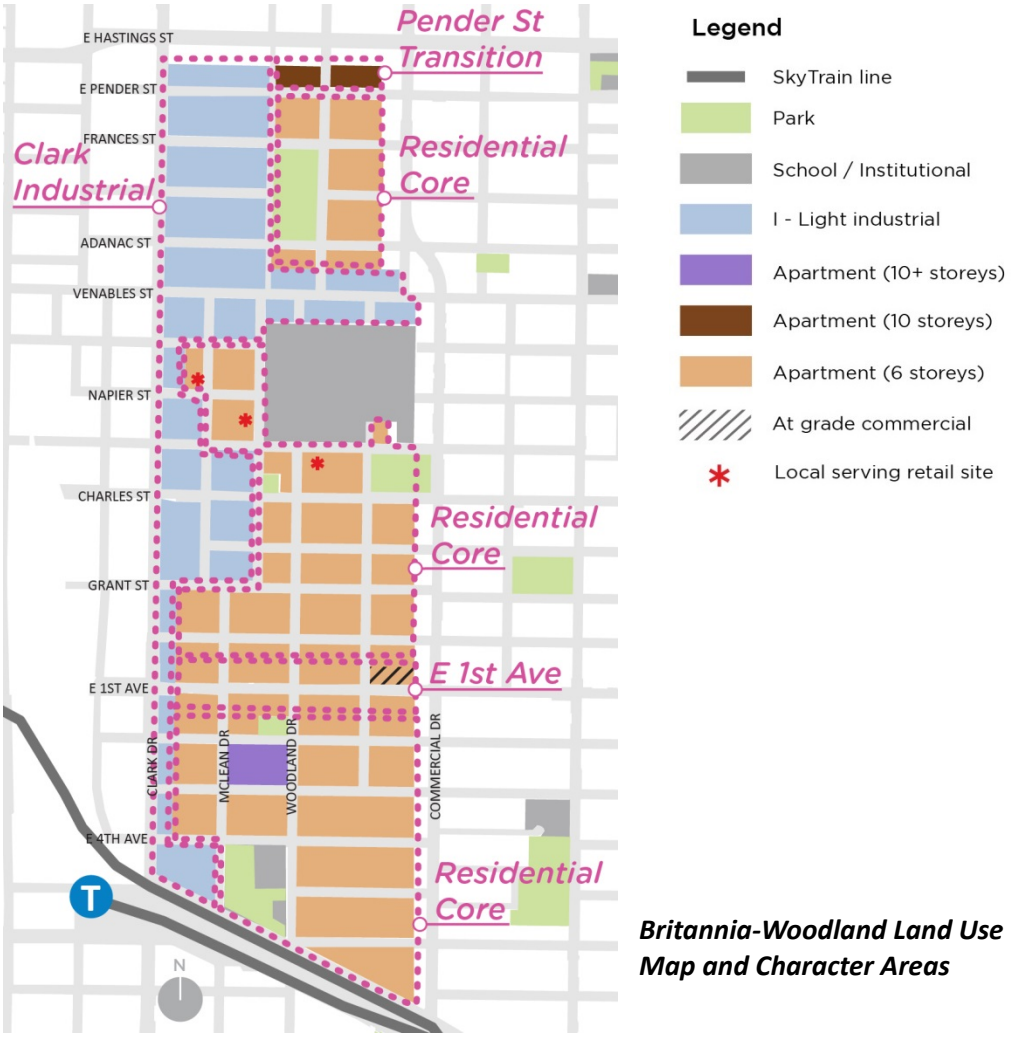


4. Preserve significant clusters of character streetscapes.



The intent is to build on Britannia-Woodland's key strengths as an affordable multi-family neighbourhood, with housing of various ages and scales, integrated with an important area for job space.

Directions vary depending on the part of Britannia-Woodland —there are four character areas: Residential Core, East 1st Avenue, Pender Street Transition Area, and Clark Industrial.

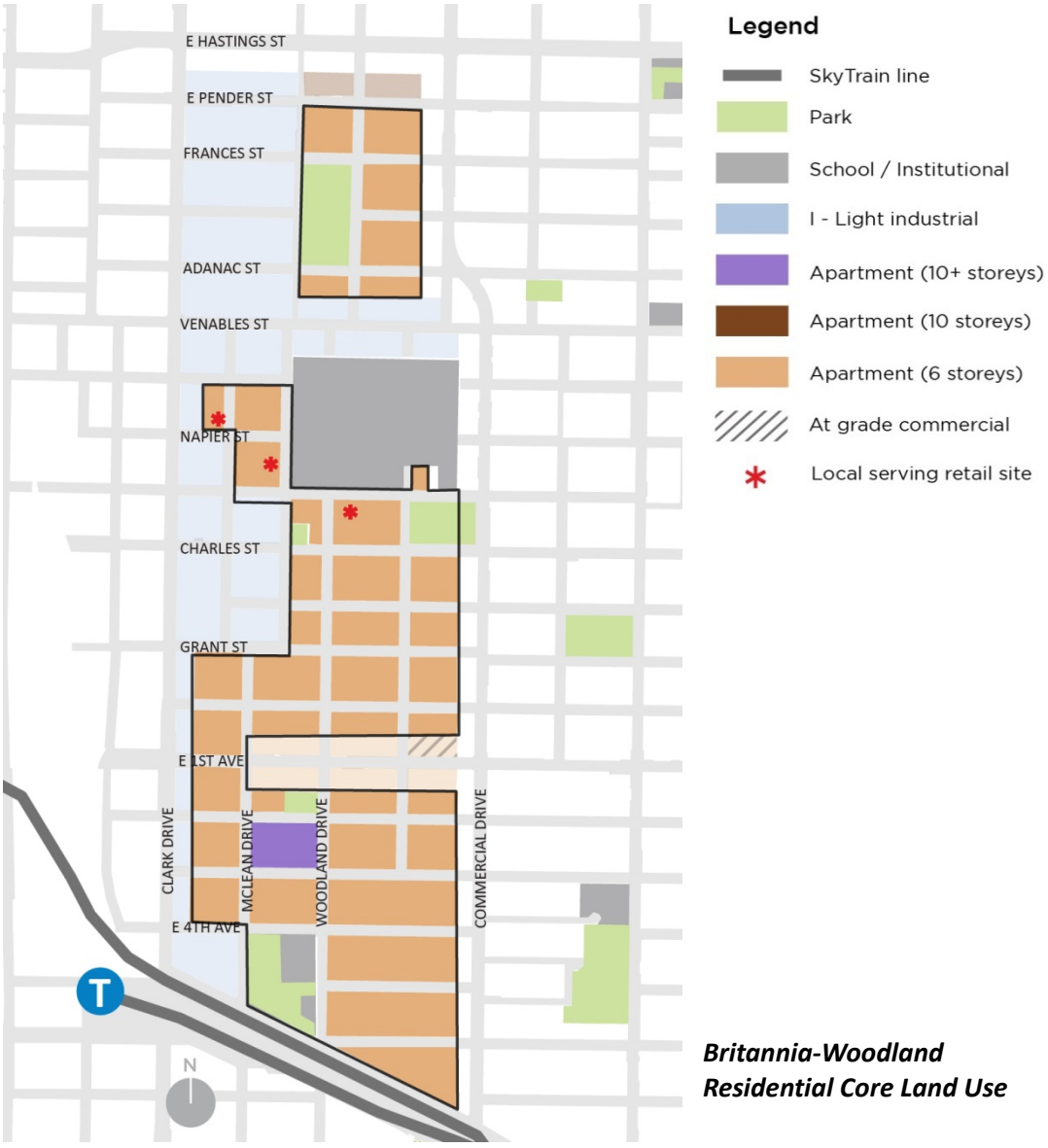


Britannia-Woodland Land Use Map and Character Areas

6.4.1 Residential Core

Located between East Pender Street and Grandview Highway North this is primarily an apartment area that also has detached housing and townhouses.

The area contains relatively affordable market rental buildings and is subject to the City's Rental Housing ODP policy. Policies will support the gradual introduction of new secured rental housing while also supporting retention of character homes and streetscapes. (also see ***7. Housing***)



Britannia-Woodland Residential Core Land Use

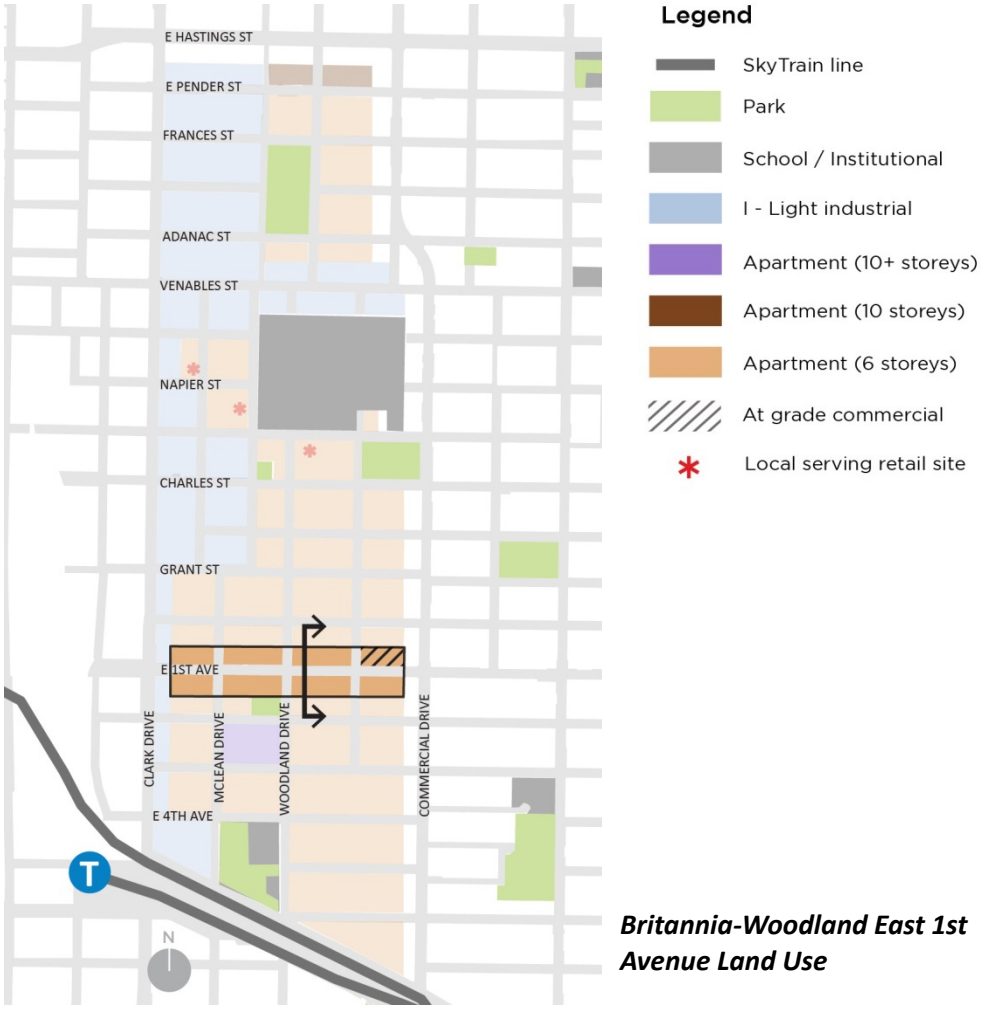
Policies

- Consider applications for 100% secured rental housing (unless otherwise noted), as follows:
    - Height: up to 6-storeys.
    - Density: up to 2.4 FSR.
    - Site frontage: 15.1 m (49.5 ft.) (minimum) to 61 m (200 ft.) (maximum).
    - Setbacks: Front 6 m (20 ft.) / Side 2.1 m (7 ft.) / Rear 6 m (20 ft.).
    - Require ground-level access for first floor units.
    - Provide public realm improvements that could include increased sidewalk width, street trees and amenities such as seating, feature lighting, bike racks.
- For existing non-market housing sites see housing policies in ***7. Housing***.
- For character streetscapes and registered heritage resources (see ***11. Heritage***), where site conditions allow, encourage retention through infill or additions to existing buildings as follows:
    - For single sites of 10 m (33 ft.) frontage or less, allow a maximum density of up to 1.0 FSR to support infill housing.
    - For multiple adjacent sites (three or more sites that are part of an identified character streetscape), allow a maximum density of up to 1.45 FSR to support multifamily infill or rowhouse forms.
    - For all sites, allow strata-titling within the existing building, subject to Rental Housing ODP requirements for existing rental housing.
    - Note that maximum allowable density may not be achievable on all sites, owing to lot size, existing development, and other urban design considerations
    - For any sites denoted as Places of Historical Interest in the *Grandview-Woodland Historic Context* Statement, City staff will undertake a more detailed review of development applications to determine potential addition to the Vancouver Heritage Register.

6.4.2 East 1st Avenue

East 1st Avenue, between Clark Drive and Commercial Drive, is a busy street that is part of the city's arterial street network. It will have high volumes of vehicular traffic for the foreseeable future. This area of Britannia-Woodland has a mix of low-rise apartment buildings and detached housing.

Consistent with the Residential Core area, the opportunity for new secured rental housing will be introduced, with additional design guidance to improve liveability.



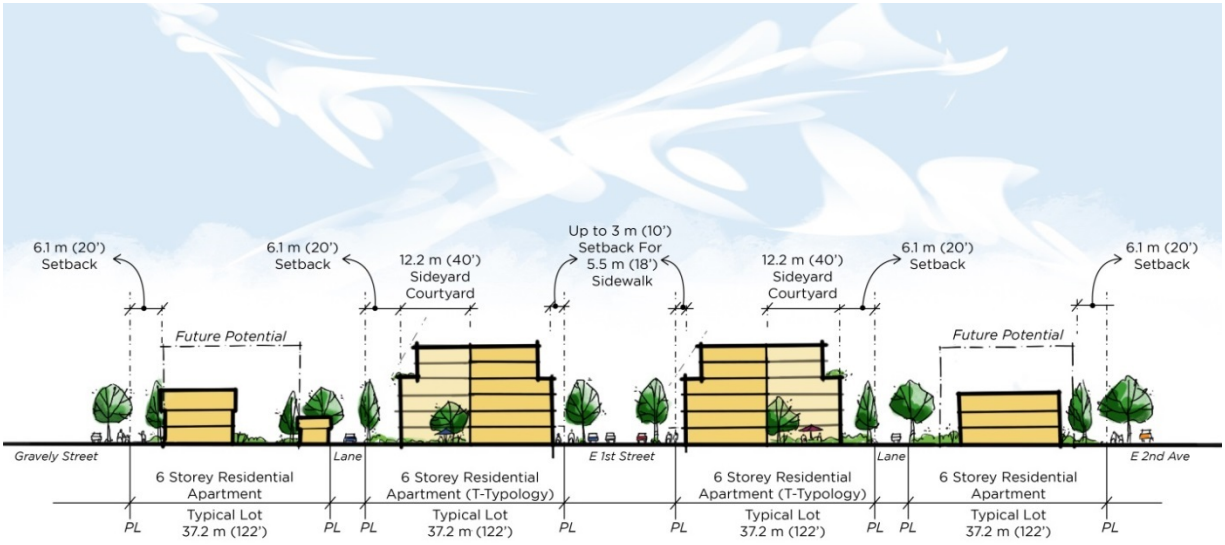
Britannia-Woodland East 1st Avenue Land Use

Policies

- Consider applications for 100% secured rental housing, as follows:
  - Height: up to 6-storeys.
  - Density: up to 2.4 FSR.
  - Site frontage: 36.6 m (120 ft.) (minimum).
  - Setbacks: Front 3 m (10 ft.) / Side 2.1 m (7 ft.) increasing to 9.1 m (30 ft.) for the rear 19.8 m (65 ft.) of the site to create courtyards / Rear 6.1 m (20 ft.).
  - Upper floors setback 3 m (10 ft.) at rear, above the third floor.
  - Maximum building width: 36 m (118 ft.).
  - Locate parking entrances at the rear of the building with access from the laneway (at the base of the "T").
  - Maintain a minimum 5.5 m (18 ft.) sidewalk and provide public realm improvements that could include street trees and amenities such as seating, bike racks.



6-Storey 'T' Typology on a 4 Lot Assembly

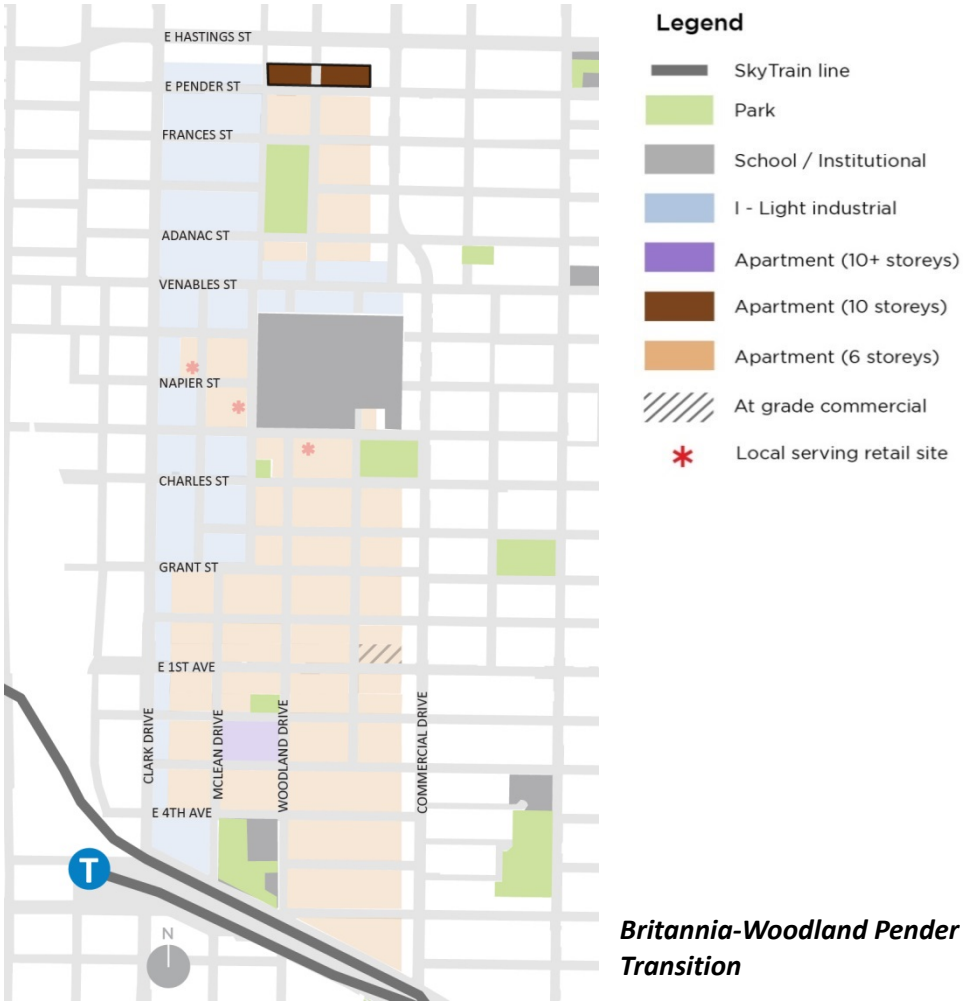


Britannia-Woodland East 1st Avenue: Typical Section

6.4.3 Pender Street Transition

The north side of East Pender Street, between McLean Drive and Commercial Drive, is currently zoned MC-1 and is considered a “let go” industrial area.

This area will create a transition to the Hastings Street sub-area with new mid-rise residential development, including non-market housing.



Britannia-Woodland Pender Street Transition

Policies

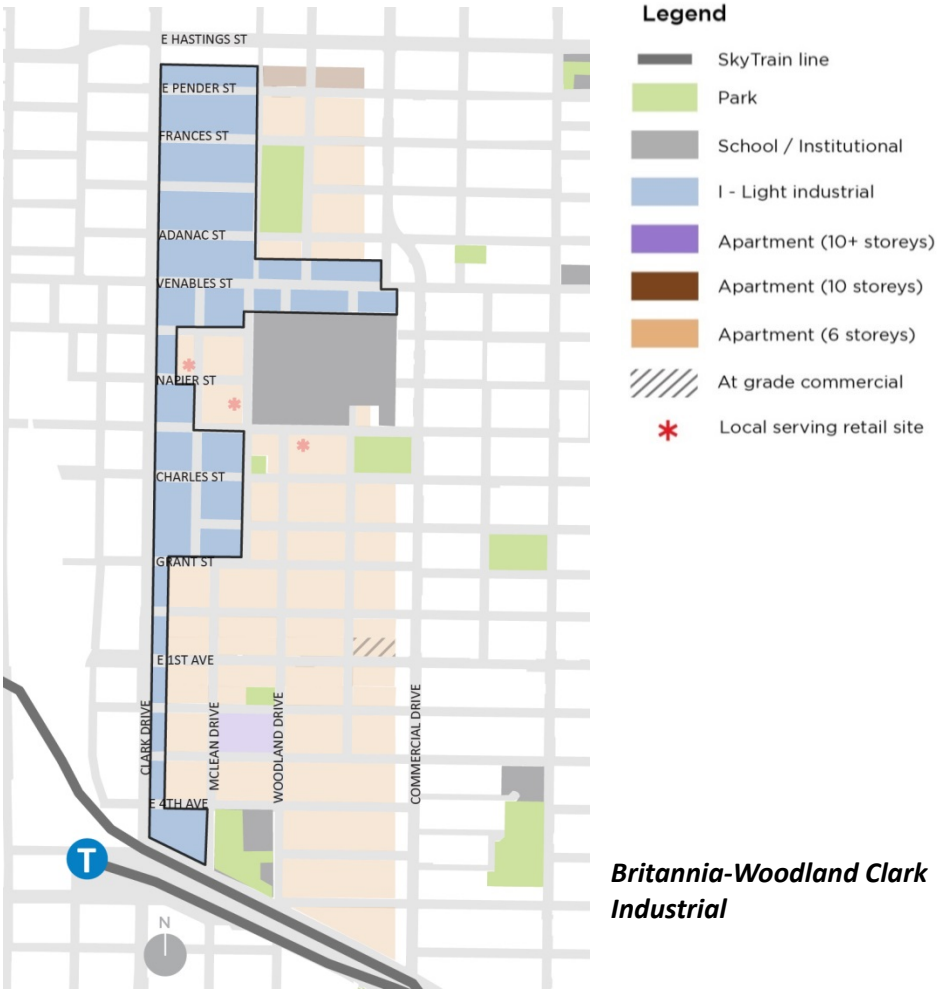
- Consider applications for apartments (residential). A minimum of 20% floor area of non-market housing will be required. (see ***7. Housing***):
    - Height: up to 10-storeys.
    - Podium Height: 4-storeys.
    - Density: up to 3.2 FSR.
    - Setbacks: Front 3 m (10 ft.) / Rear 9.1 m (30 ft.).
    - Minimum site frontage 36.6 m (120 ft.).

- Towers should be staggered from higher buildings on the south side of Hastings Street.
- The portion of any building above 19.8 m (65 ft.) in height should not exceed a typical tower floor plate of 603.9m^2 (6,500 ft.^{2}), and should be spaced at least 24.3 m (80 ft.) from any other building above 19.8 m (65 ft.) in height.

6.4.4 Clark Industrial

Much of the western portion of Britannia-Woodland accommodates land for light industrial use.

The plan does not contemplate any land use changes in this industrial area but recommends future work on design guidelines to improve safety and the public realm (see ***Cedar Cove, Portside Industrial I-2 design guidelines policy***).

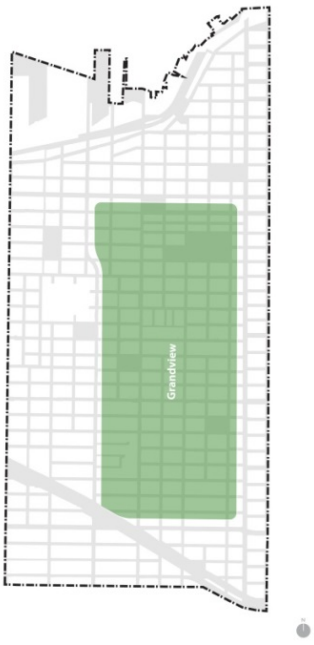


Britannia-Woodland Clark Industrial

6.5 Grandview

Leafy streets, character buildings, a low-scale form and heritage homes typify the Grandview sub-area. As one of the oldest and best preserved areas in Grandview-Woodland, it has a fine-grained and eclectic mix of housing, well-used parks, schools, churches, cultural venues, cafes and local mom-and-pop shops. Many of the community's pre-1940s buildings as well as numerous heritage-listed resources are concentrated here. This is a classic early nineteenth century streetcar suburb.

Acknowledging what is widely viewed as "grand" in Grandview-Woodland, the plan will preserve the low-scale, traditional character of the sub-area, yet allow for sensitive infill and retain heritage resources. Strata infill, coach houses, and secondary rental stock (e.g. secondary suites in duplex) will create more affordable ownership options. Policies will also ensure the retention of small, idiosyncratic parcels where much-loved small businesses that serve the neighbourhood can continue to flourish.



Grandview Sub-Area Context

Over the coming years, Grandview will:

- Continue to be a favourite place to walk for everyone including heritage enthusiasts looking for a glimpse of the city's early architectural history.
- Maintain its character and retain an eclectic mix of uses including the local "mom-and-pop" shops that are primarily sited along Victoria Drive.
- Provide additional housing opportunities primarily through sensitively integrated duplexes, townhouses and other lower-scale forms. Infill opportunities will also be used to retain and protect threatened character or heritage resources.

Policies for Land Use and Built Form

Urban Design Principles:

1. Maintain the historical character while allowing "gentle" forms of densification.



2. Allow for a variety of building heights, scales and uses within residential apartment areas.



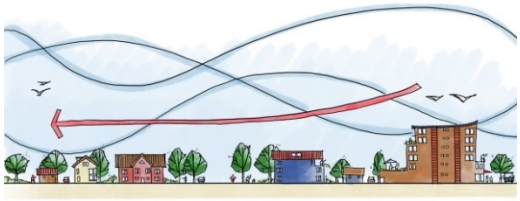
3. Enhance the arterial streetscapes with public realm improvements and innovative forms of family-oriented housing.



4. Preserve small-scale, local-serving commercial spaces within the neighbourhood.

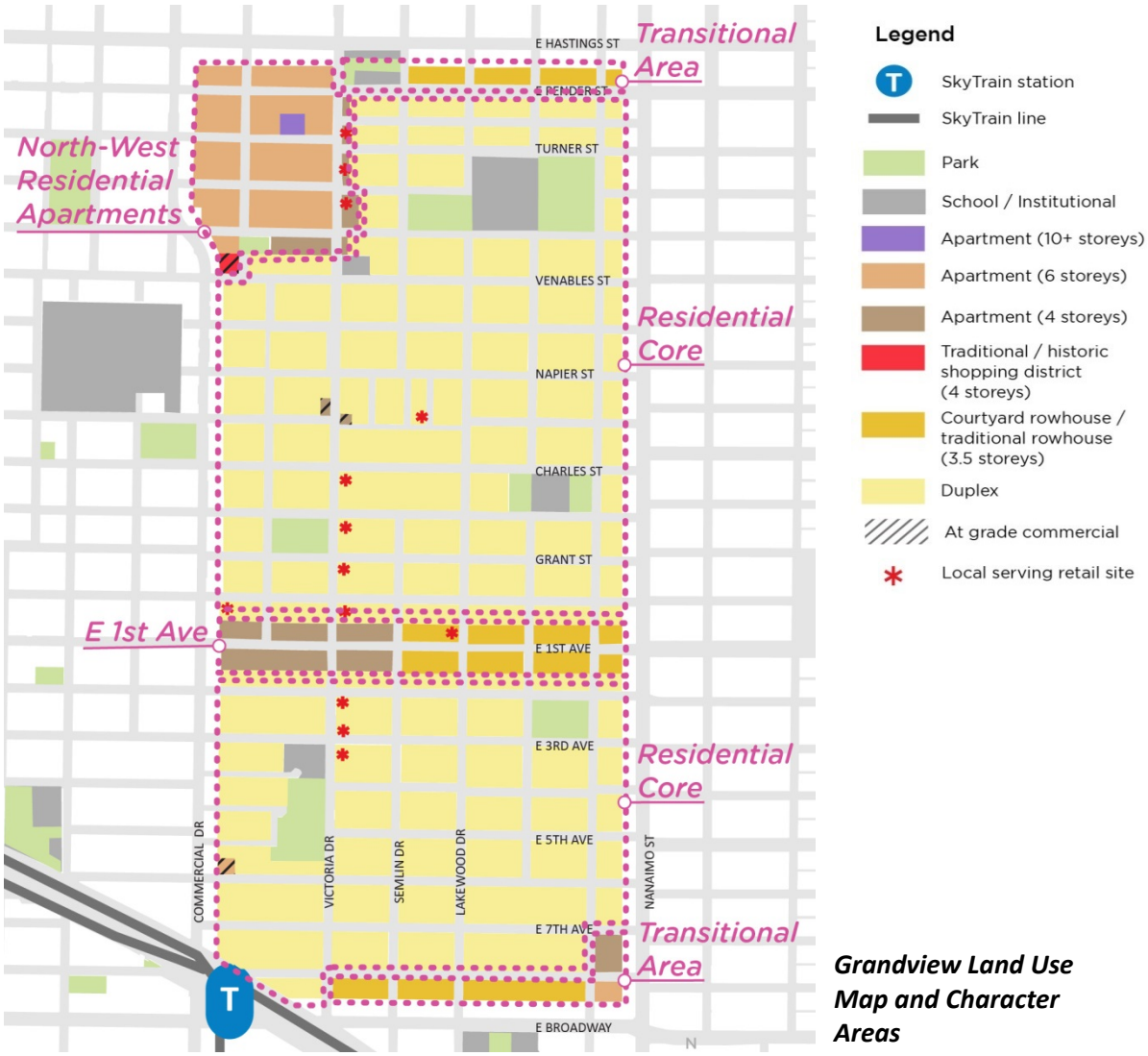


5. Create a gradual transition to higher forms.



The intent is to preserve and strengthen Grandview's character while allowing for gentle growth through new ground-oriented housing and infill options.

Directions vary depending on the part of Grandview—there are four character areas: Residential Core, East 1st Avenue, Transition Areas, and the Northwest Apartment Area. There are also directions for non-conforming apartment buildings located in areas currently zoned for detached housing.

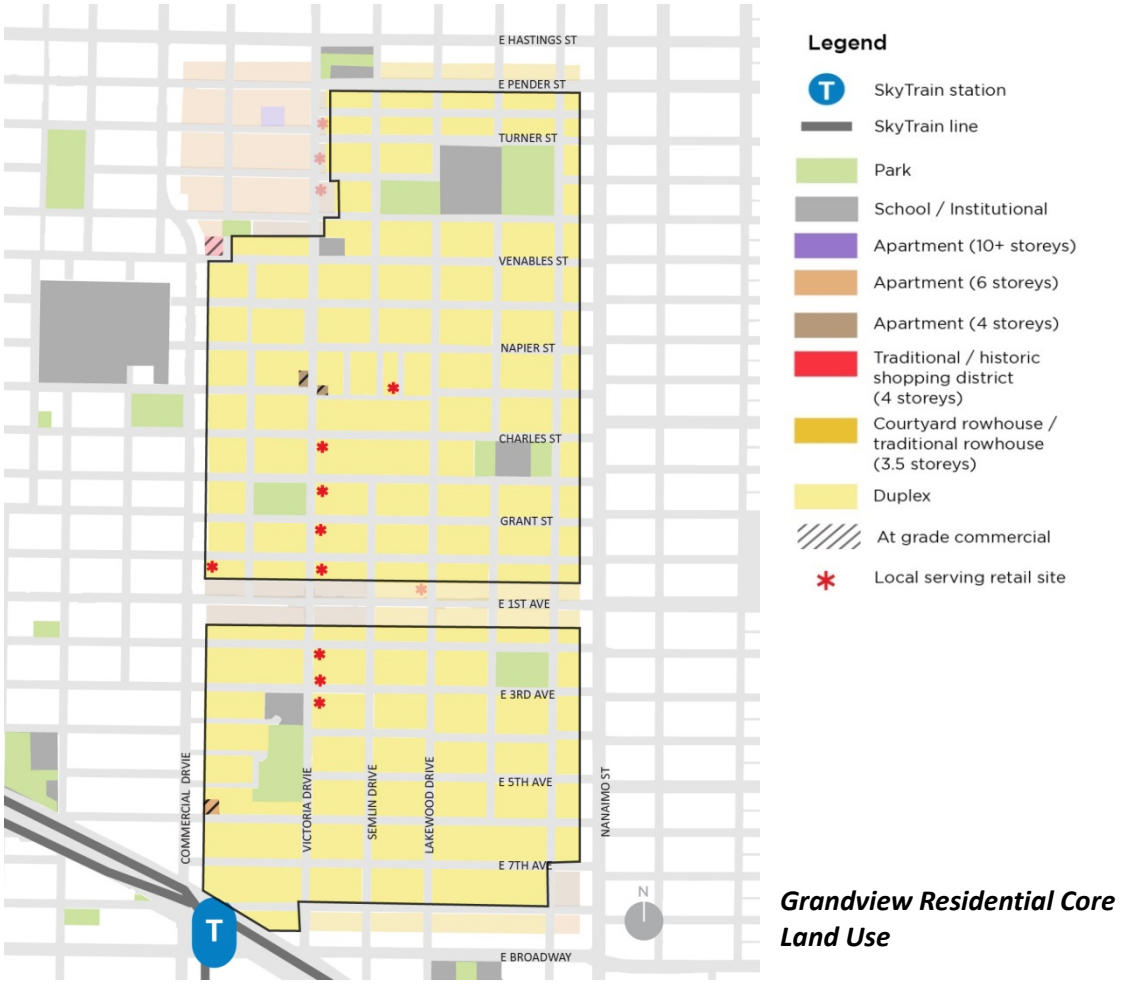


Grandview Land Use Map and Character Areas

6.5.1 Residential Core

Located north and south of East 1st Avenue, the residential core of Grandview is comprised of a mix of single-family and duplex (two-family) housing. This pattern is the result of incremental changes over numerous decades. Through the planning process, the community expressed a strong desire to retain the character and scale of this area.

New ownership and secondary rental opportunities are introduced, while retaining character-rich pre-1940 buildings.



Grandview Residential Core Land Use

Policies

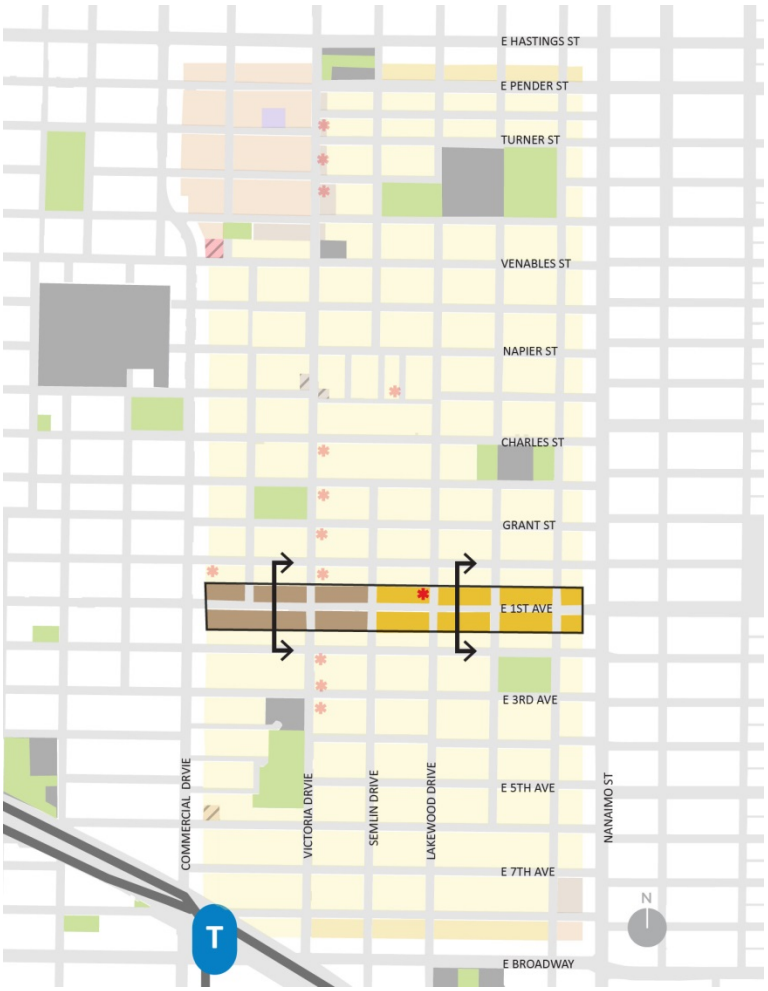
- Consider applications for duplexes (two-family residential) in areas currently zoned for single-family (RS-1, RS-4, RS-5 and RS-7) and two-family (RT-4 and RT-5), unless noted otherwise. As part of this:
    - Reduce the outright permitted density to 0.50 FSR to discourage demolition of pre-1940s houses that are deemed to have character merit.
    - Provide increased conditional density (up to 0.75 FSR) for two-family dwellings and multiple-family dwelings, as follows:
        - For sites with a minimum 10 m (33 ft.) frontage, with a building constructed pre-1940 and determined to have character merit:
        - Allow infill housing, to incentivize the retention and restoration of the character merit building.
        - Allow Multiple Conversion Dwellings (strata-titling) within the character building, with potential additions where infill is not possible.

        - For sites with a building constructed pre-1940, and without character merit, OR constructed post-1940, allow duplex buildings (two-family dwellings), with up to two lock-off suites.
    - Ensure development rights pertaining to laneway houses, and maximum densities for one-family dwellings, as allowed for in current single-family areas remain.
    - To ascertain the character merit of an existing house, the following criteria will be used:
        - The City's Vancouver Heritage Register, or
        - For all other pre-1940 buildings City staff review of character merit criteria.
    - For any sites denoted as Places of Historical Interest in the Grandview-Woodland Historic Context Statement, City staff will undertake a more detailed review to determine potential addition to the Vancouver Heritage Register.

6.5.2 East 1st Avenue

East 1st Avenue, between Commercial Drive and Nanaimo Street, is a busy arterial street that can be expected to continue to have high volumes of vehicular traffic for the foreseeable future.

New housing typologies will be introduced to provide ownership and secondary rental opportunities. Public realm improvements will help mitigate the impacts of the busy street. East of Commercial Drive to Semlin Drive, policies allow for low-rise apartments while in the area between Semlin Drive to Nanaimo Street, courtyard rowhouses are envisioned.



Grandview East 1st Avenue Land Use

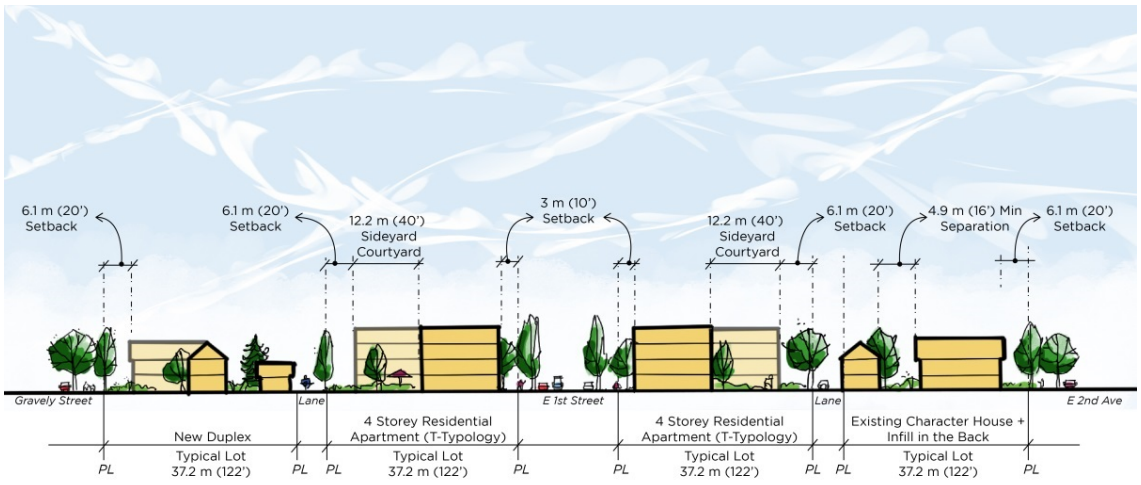
Policies

East 1st Avenue, between Commercial Drive and Semlin Drive

- Consider applications for apartments (residential) as follows:
  - Height: up to 13.7 m (45 ft.) (4-storeys).
  - Density: up to 1.7 FSR



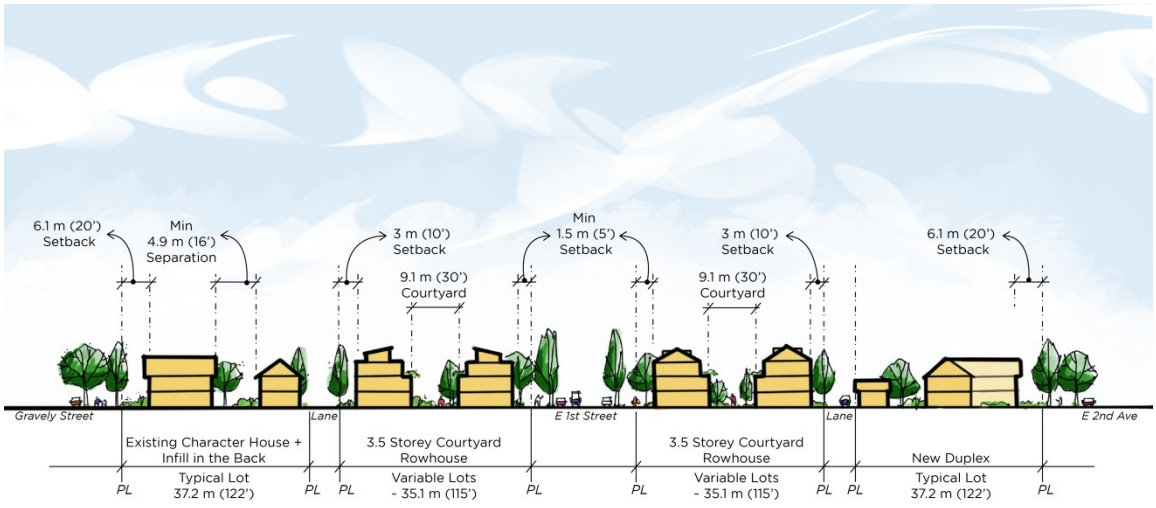
Storey 'T' Typology on a 4 Lot Assembly



Grandview East 1st: Typical Section (4-Storey Apartment Segment)

East 1st Avenue, between Semlin Drive and Nanaimo Street

- Consider applications courtyard rowhouses (residential), as follows:
  - Height: up to 12.2 m (40 ft.) (3.5-storeys).
  - Density: up to 1.3 FSR.
- Allow the ground floor rowhouses to have rental lock-off suites.
- Require a minimum three-lot consolidation (90’ minimum frontage).
- Provide public realm improvements that could include increased sidewalk width, street trees and amenities such as seating, bike racks.

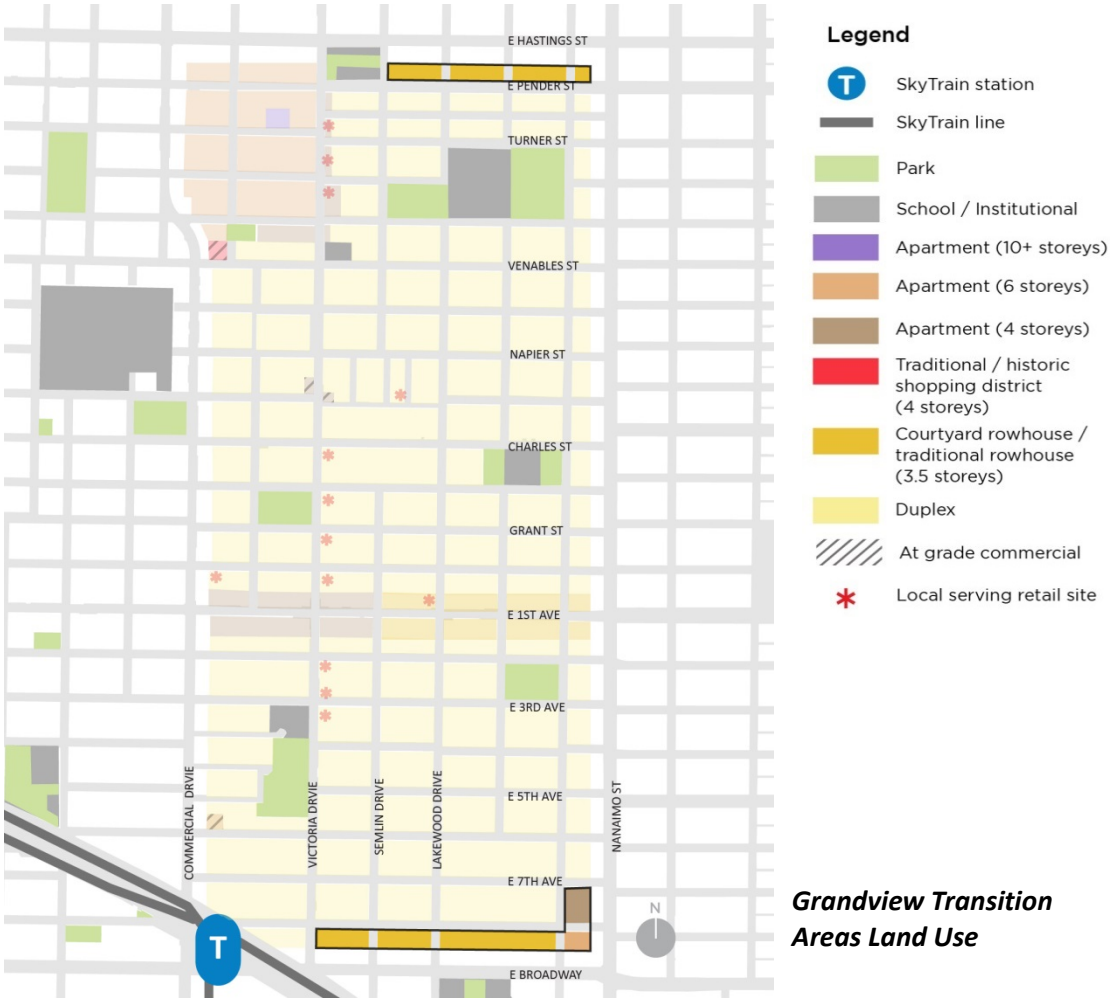


Grandview East 1st: Typical Section (Courtyard Rowhouse Segment)

6.5.3 Transition Areas

On the north side of East Pender Street (Semlin Drive to Nanaimo Street) and the south side of East 8th Avenue (Victoria Drive to Nanaimo Street) are transition areas between higher density development on East Hastings Street and Broadway and lower scaled residential areas in behind. Policies support traditional rowhouses in these limited areas providing new ground-oriented family housing forms, as well as secondary rental in the form of lock-off suites.

The east side of Garden Drive (East 7th to East 8th Avenue) currently has single-family housing. It will be a transition area between higher density mixed-use development nodes on Nanaimo Street and the interior residential area. This area will have new multi-family residential development, providing ownership opportunities.

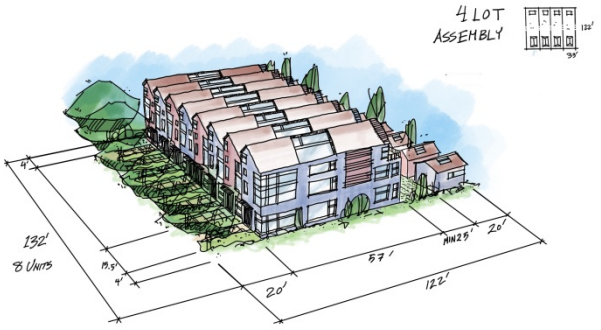


Grandview Transition Areas Land Use

Policies

East Pender Street (Semlin Drive to Nanaimo Street) and East 8th Avenue (Victoria Drive to Garden Street)

- Consider applications for traditional rowhouses (residential) in areas currently zoned for single-family (RS-7 and RS-1) and two-family (RT-4), as follows:
    - Height: up to 12.2 m (40 ft.) (3.5-storeys).
    - Density: up to 1.2 FSR.
- Allow the ground floor rowhouses to have rental lock-off suites.
- Require a minimum three-lot consolidation (27.4 m/90 ft. minimum frontage).
- Provide public realm improvements that could include increased sidewalk width, street trees and amenities such as seating, feature lighting, bike racks.



Traditional Rowhouse Development on a 4 Lot Assembly

Policies

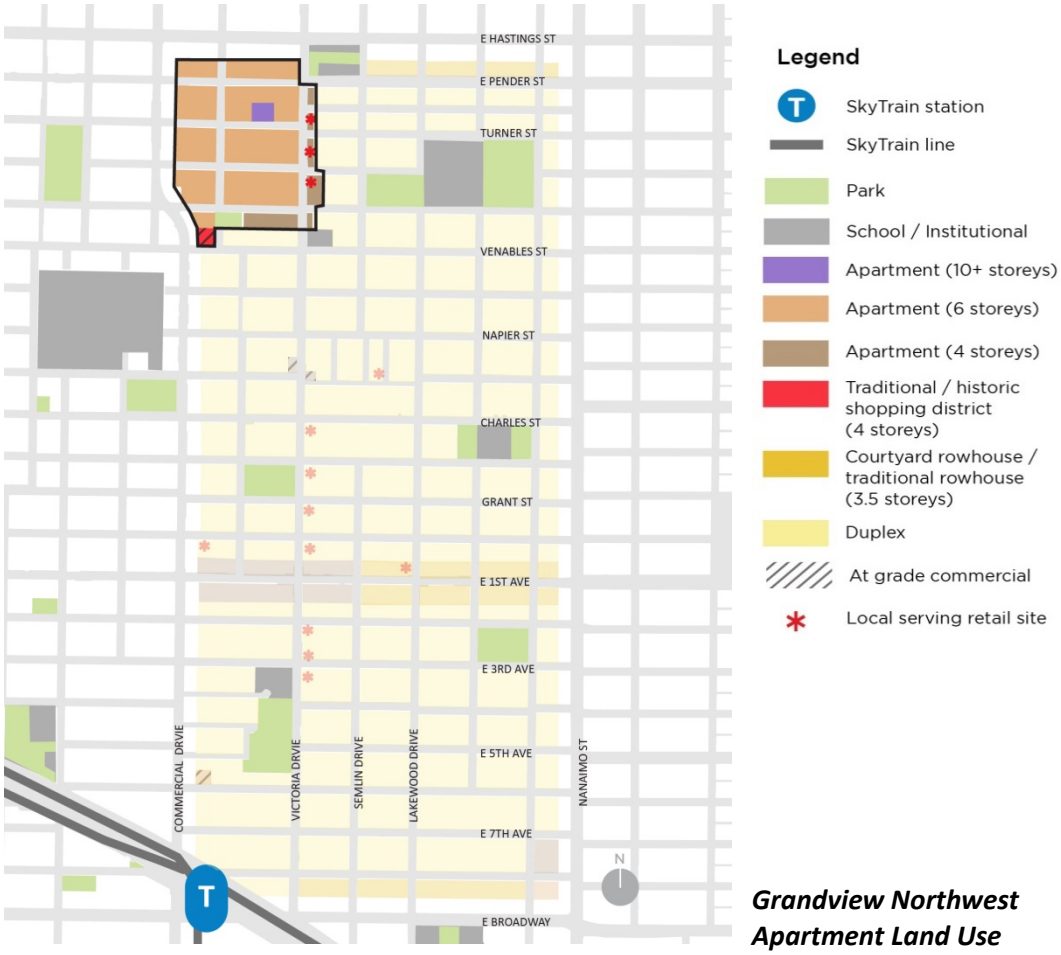
Garden Drive, East 7th to East 8th Avenues

- Consider applications for apartment buildings (residential) between East 7th and East 8th Avenues, as follows:
    - Height: up to 13.7 m (45 ft.) (4-storeys).
    - Density: up to 1.7 FSR.
    - Building forms will include "T-shaped" developments for sites with a rear lane.
    - Provide public realm improvements that could include increased sidewalk width, street trees and amenities such as seating, bike racks feature lighting.
- Allow low rise residential apartment building on the southeast corner of East 8th Avenue and Garden Drive, as follows:
    - Height: up to 6-storeys.
    - Density: up to 2.65 FSR.
    - Site frontage: 15.1 m (49.5 ft.) (minimum).
    - Provide public realm improvements that could include increased sidewalk width, street trees and amenities such as seating, feature lighting, bike racks.

6.5.4 Northwest Apartment Area

In the northwestern corner of the Grandview sub-area (generally bounded by Commercial Drive, East Hastings Street, Victoria Drive, and Adanac Street), a small area of low-rise apartment buildings interspersed with some detached houses and townhouses exists.

New secured rental housing will gradually be introduced, while retaining existing heritage resources and most of the existing, relatively affordable rental stock. Where significant clusters of pre-1940 buildings are present, a representative selection of important character house streetscapes and individual houses will be preserved, with opportunity for infill.



Grandview Northwest Apartment Land Use

Policies

- Consider applications for 100% secured rental housing (unless otherwise noted), as follows:
    - Height: up to 6-storeys.

    - Density: up to 2.4 FSR (*may not be achievable on all sites).
    - Site frontage: 15.1 m (49.5 ft.) (minimum) to 60.9 (200 ft.) (maximum).
    - Setbacks: Front 3 m (10 ft.) / Rear 6 m (20 ft.) / Side yards 2.1 m (7 ft.).
- Require ground-level access for first floor units.
- Provide public realm improvements that could include increased sidewalk width, street trees and amenities such as seating, bike racks, feature lighting.
- For sites currently zoned RM-4 or C-2 on the east side of Victoria Drive, between East Pender and Adanac Streets, do not consider additional height or density. Ensure new development provides a respectful transition to the adjacent RT area to the east.
- For character streetscapes and registered heritage resources (see ***11. Heritage***), where site conditions allow, encourage retention through infill or additions to existing buildings as follows:
    - For single sites of 10 m (33 ft.) frontage or less, allow a maximum density of up to 1.0 FSR to support infill housing.
    - For multiple adjacent sites (three or more sites that are part of an identified character streetscape), allow a maximum density of up to 1.45 FSR to support multifamily infill or rowhouse forms.
    - Note that maximum allowable density may not be achievable on all sites, owing to lot size, existing development, and other urban design considerations
    - For all sites, allow strata-titling within the existing building, subject to Rental Housing ODP requirements for existing rental housing.
- For any site denoted as Places of Historical Interest in the *Grandview-Woodland Historic Context Statement*, City staff will undertake a more detailed review of development applications to determine potential addition to *the Vancouver Heritage Register*.

6.5.5 Non-Conforming Apartment Buildings

There are several existing non-conforming apartment buildings located in parts of Grandview on sites that are currently zoned for detached housing. These buildings are a legacy of earlier zoning changes, and in some cases predate the introduction of zoning altogether. They provide important rental housing stock and help reinforce the diversity of housing in the area.

Plan policies support the retention of existing non-conforming apartment buildings in the present locations.

Policies

Consider applications for secured rental housing on existing non-conforming rental sites in the current single- and two-family zoned areas, as follows:

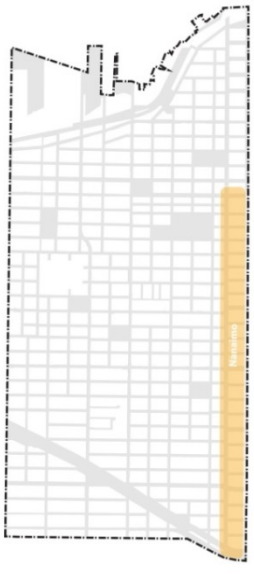
- There is not an existing heritage resource on the site.
- Design review supports additional development on the site.
- Height: up to 4-storeys for secured rental housing.
- Maximum densities will recognize urban design considerations on a site by site basis.

6.6 Nanaimo

Nanaimo Street defines the eastern edge of Grandview-Woodland. It is an unusually broad street – a historical anomaly that came about when it marked the old city of Vancouver boundary. Along its length, Nanaimo Street is punctuated by small clusters locally-focused retail and services uses; at Broadway, at East 1st Avenue and at Charles Street. Towards its northern end, Nanaimo Street intersects with Hastings Street at the centre of the Hastings-Sunrise neighbourhood centre.

The Nanaimo sub-area is generally defined by the properties facing the Nanaimo Street arterial from East 12th Avenue (Grandview Highway) in the south to Hastings Street in the north. Outside of the commercial nodes, the sub-area has a low-scale form, however, given the width of the street right-of-way, this sub-area has potential to accommodate modest increases in building scale to provide for additional ground-oriented and family housing.

This plan will set policies to enhance the vitality of the small, locally-serving retail and service nodes along the length of the sub-area. In a neighbourhood that is close to schools and parks, additional opportunities for family-friendly housing that will be more affordable than a detached or single-family options will be introduced. One of the physical realities of this sub-area is that its street-fronting blocks change their orientation. Some blocks are oriented parallel to the street while others are perpendicular and face onto the flanking residential streets. Only those parcels that front onto Nanaimo Street will see future change, with blocks that relate more to the Grandview sub-area or to the Hastings-Sunrise Community Vision area, remaining unchanged.



Nanaimo Sub-Area Context

Over the coming years, the Nanaimo sub-area will:

- Provide a more diverse range of housing opportunities including a mix of ground-oriented housing types such as detached houses (duplexes), rowhouses and stacked townhouses all of which are an attractive form of more affordable housing for many families.
- Become a more enjoyable place to walk with wider sidewalks, more street trees, pedestrian safety improvements and enhanced connections to nearby parks and schools.
- Have locally-focused shopping nodes that provide a small array of neighbourhood-serving retail and services, and new housing.

Policies for Land Use and Built Form

Urban Design Principles:

1. Provide ground-oriented housing at an appropriate scale for the wide arterial street.



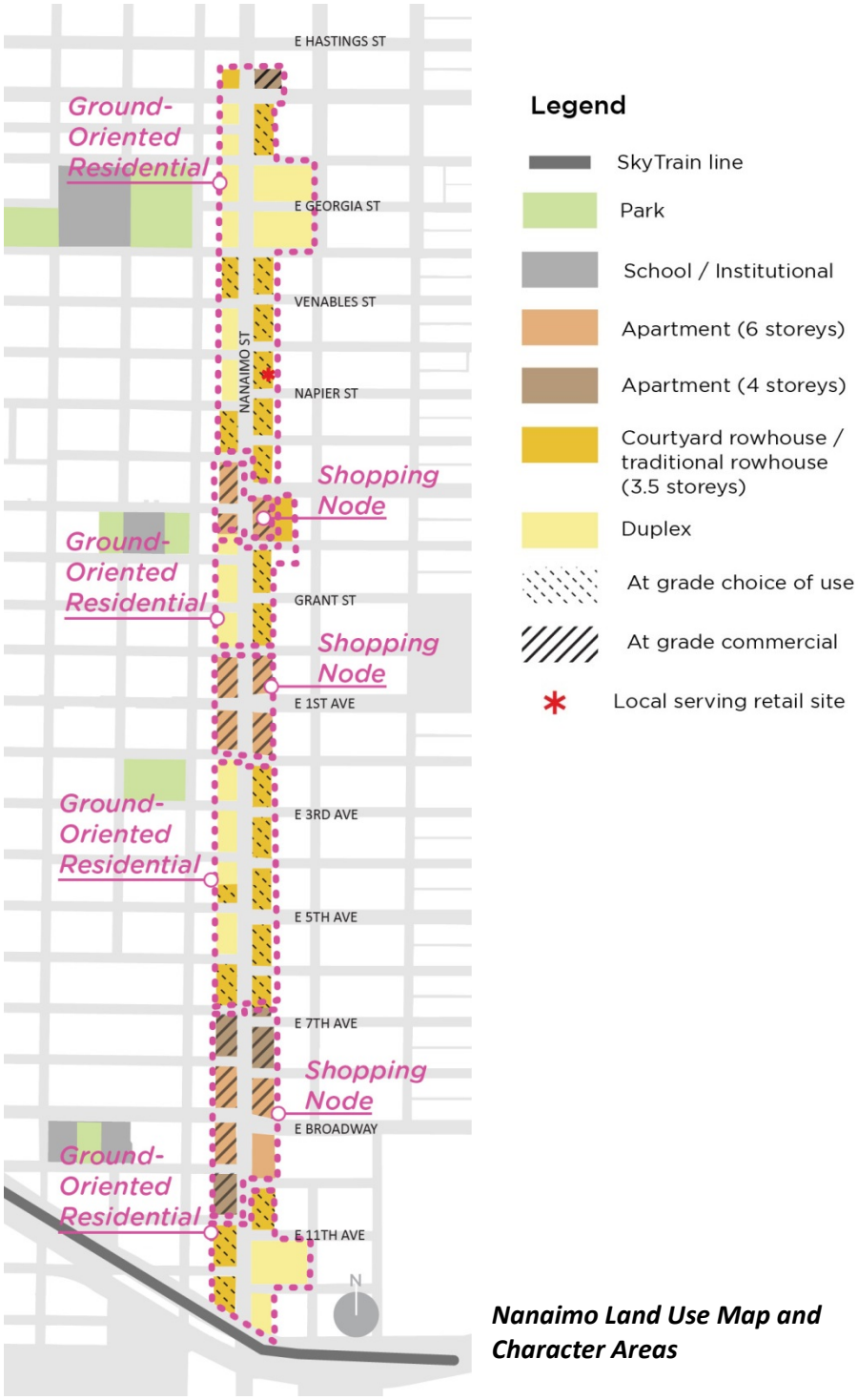
2. Develop strong, mixed-use commercial nodes to provide shopping and services within a short walking distance.



3. Create a vibrant public plaza to provide space for gathering.



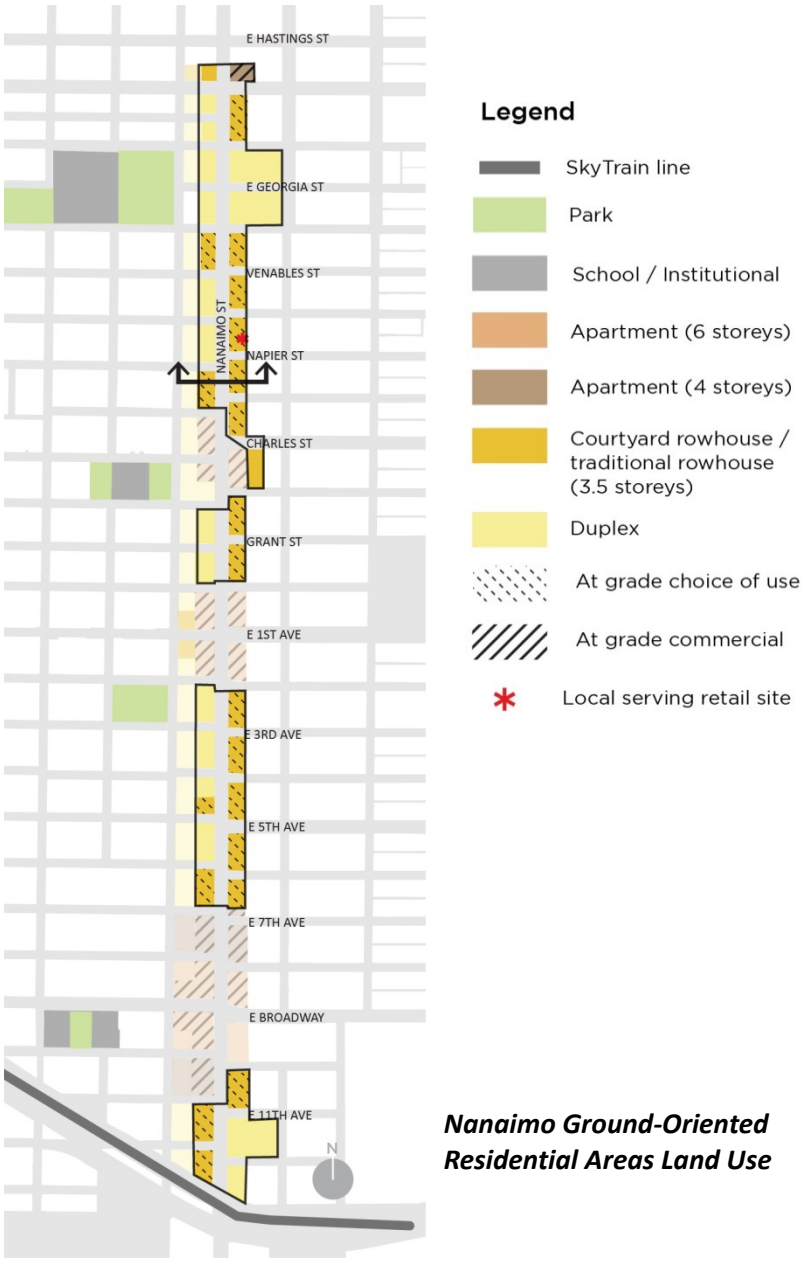
Directions vary depending on the part of Nanaimo Street—there are two character areas: Ground-oriented residential areas and Shopping Nodes.



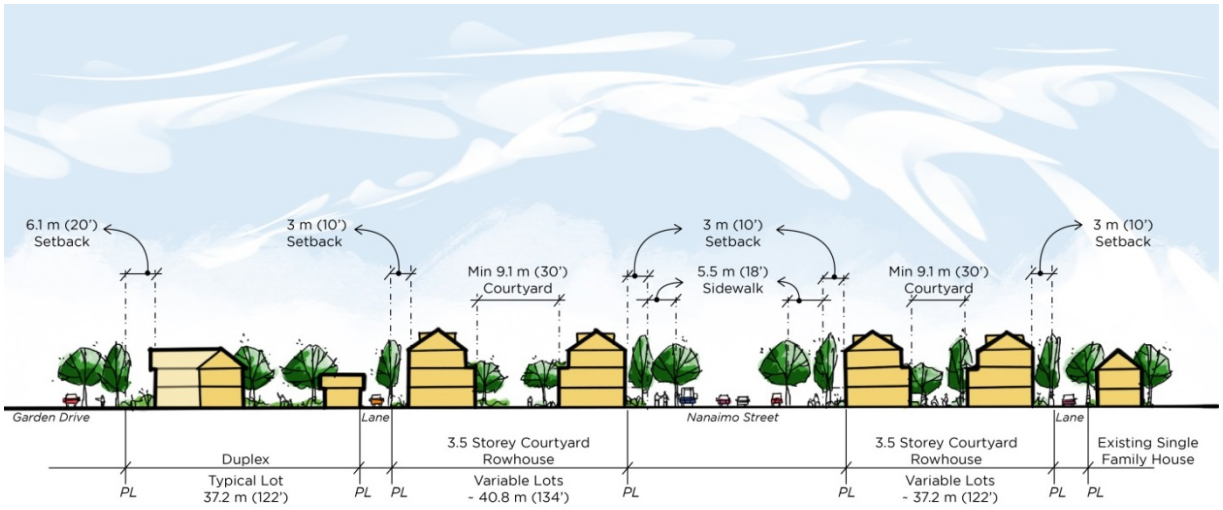
Nanaimo Land Use Map and Character Areas

6.6.1 Ground-Oriented Residential Areas

In the ground-oriented residential areas along Nanaimo, either duplex housing or courtyard rowhouses will be permitted depending on the block. New courtyard rowhouses will generally be introduced along the east side of the street (unless noted otherwise) to provide a more appropriate building scale. Duplex housing will be introduced on the west side of the street with rowhouses at key street fronting blocks to provide a balanced scale. New ownership (and secondary rental) opportunities will be introduced with duplex housing, infill and multiple conversion dwellings, while pre-1940 buildings are retained.



Nanaimo Ground-Oriented Residential Areas Land Use



Nanaimo Ground-Oriented Residential Areas: Typical Section

Policies

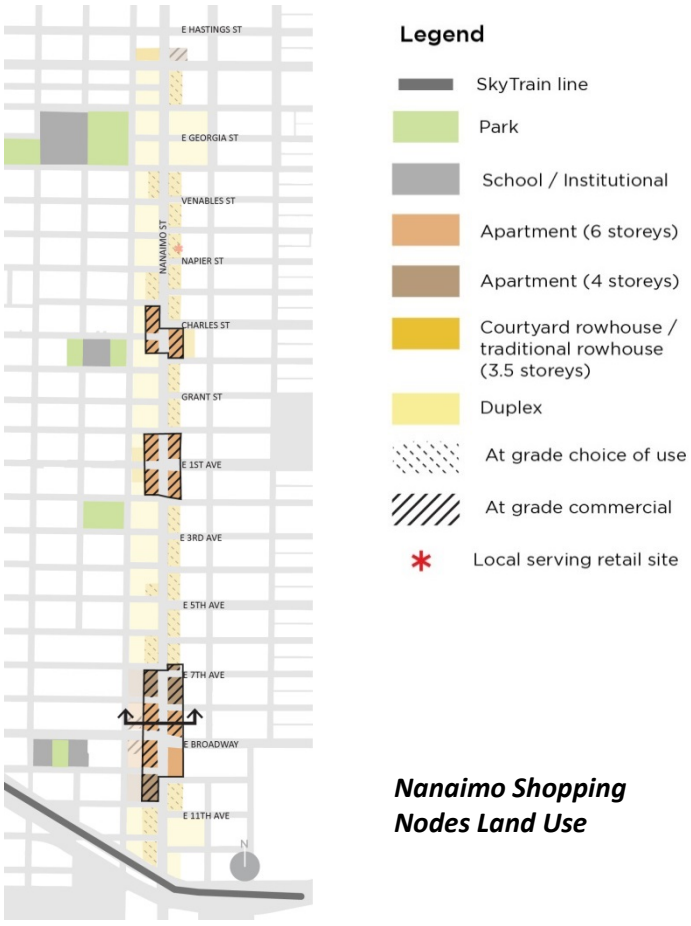
- Consider applications for courtyard rowhouses (residential) in specified locations, unless noted otherwise:
    - Permit choice of use between commercial uses (which may include retail or service) or residential for ground floor spaces directly facing Nanaimo Street.
    - Allow the ground floor of rowhouses to be built as lock-off suites.
    - Height: up to 12.2m (40 ft.) (3.5-storeys).
    - Density: up to 1.3 FSR.
    - Require a minimum three-lot consolidation (27.4 m/90 ft. minimum frontage).
    - Provide public realm improvements that could include achieving a minimum sidewalk width 5.5 m (18 ft.), street trees, and amenities such as seating, feature lighting, bike racks.

- Consider applications for duplexes (two-family residential) unless noted otherwise. As part of this:
    - Reduce the outright permitted density to 0.50 FSR to discourage demolition of pre-1940s houses that are deemed to have character merit.
    - Provide increased conditional density (up to 0.75 FSR) for two-family dwellings and multiple-family dwelings, as follows:
        - For sites with a minimum 10 m (33 ft.) frontage, with a building constructed pre-1940 and determined to have character merit:
        - Allow infill housing, to incentivize the retention and restoration of the character merit building.

        - Allow Multiple Conversion Dwellings (strata-titling) within the character building, with potential additions where infill is not possible.
        - For sites with a building constructed pre-1940, and without character merit, OR constructed post-1940, allow duplex buildings (two-family dwellings), with up to two lock-off suites.
    - Ensure development rights pertaining to laneway houses, and maximum densities for one-family dwellings, as allowed for in current single-family areas remain.
    - To ascertain the character merit of an existing house, the following criteria will be used:
        - The City's Vancouver Heritage Register, or
        - For all other pre-1940 buildings City staff review of character merit criteria.
- For any sites denoted as Places of Historical Interest in the *Grandview-Woodland Historic Context Statement*, City staff will undertake a more detailed review to determine potential addition to the Vancouver Heritage Register.

6.6.2 Shopping Nodes

Small commercial nodes are located at the intersections of Charles Street, East 1st Avenue, and Broadway. These areas will be enhanced with new mixed-use development, providing ownership opportunities and new shops and services. The highest buildings will be located closest to the intersection. Public realm improvements will further enhance the commercial nodes.



Nanaimo Shopping Nodes Land Use

Policies

For all the shopping nodes along Nanaimo Street

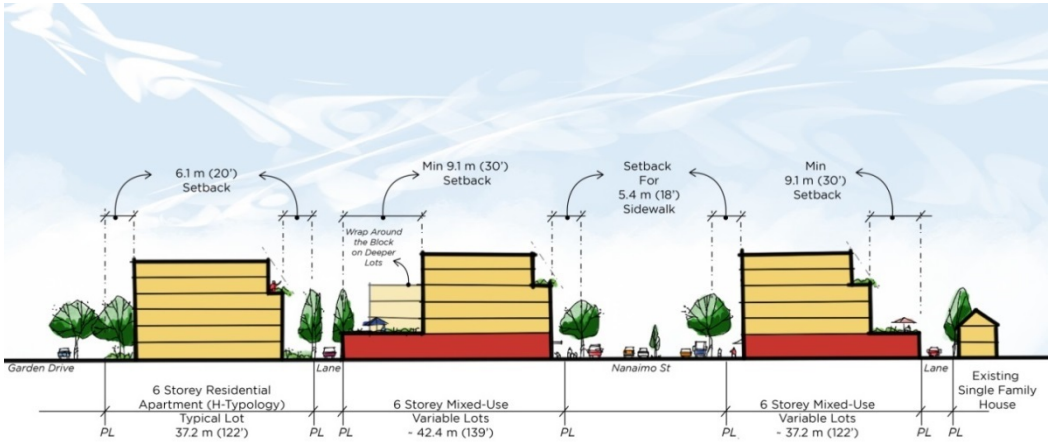
- Consider applications for mixed-use development. A mix of commercial uses, which may include retail, service and community serving uses, is required on the first floor. Residential uses permitted on upper floors.
- Provide public realm improvements that could include increased sidewalk width, street trees and amenities such as seating, patios, bike racks, public art.
- Additional specific policies apply to the following areas:

Nanaimo Street and Broadway / East 1st Avenue / Charles Street

- Height: up to 6-storeys.
- Density: up to 3.2 FSR.
- 5th-and 6th-storey floor plates should not exceed 594.6 m^2 (6,400 $ft.^2$).
- Minimum building separation should be 24.4 m (80 ft.).
- Site frontage: 36.6m (120 ft.) minimum.
- Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Rear 9.1 m (30 ft.) (for residential uses) / Side: requirements may vary.
- A small public plaza should be created at the southeast corner of Nanaimo and Charles Street. Design development should seek to minimize shadowing on the plaza space during afternoon periods.

Nanaimo Street (west and east sides, between East 8th and East 7th Avenues, and between East 10th and East 11th Avenues)

- Provide transitions to adjacent ground-oriented housing.
- Height: up to 4-storeys.
- Density: up to 2.0 FSR.
- Site frontage: 36.6 m (120 ft.) minimum.
- Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Side 2.1 m (7 ft.) / Rear setback for residential use: 9.1 m (30 ft.).



Nanaimo Shopping Nodes: Typical Section

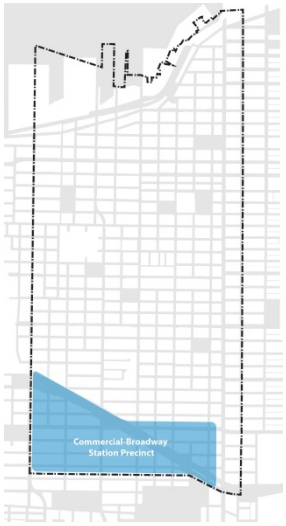
6.7 Commercial-Broadway Station Precinct

Where Broadway, Commercial Drive, the 10th Avenue greenway, and the Grandview Cut intersect, Grandview-Woodland has access to the city's and the region's most significant transit hub. A key to a sustainable future is accessibility and the area focused around a major transit station presents an exceptional opportunity for people to live within a complete neighbourhood.

This transportation interchange gives those in its vicinity ready access to the SkyTrain rapid transit system (Expo and Millennium Lines and the future Evergreen Line), as well as the city's most used bus routes, including the 99 B-Line. The City's has future plans for a rapid transit extension westward along Broadway which would replace the 99 B-Line bus service and further increase the degree of transit accessibility available at the Broadway-Commercial hub.

The Transit Station Precinct is generally bounded by Clark Drive, Nanaimo Street, East 12th Avenue, the Grandview Cut, and Broadway. The Grandview Cut is a prominent geographic feature that marks a well-defined boundary and a distinct northern edge for the station area. No part of this Precinct sub-area is more than a ten-minute walk from the transit station. The sub-area is comprised of varying places from leafy, character-rich heritage streetscape that are notably quiet despite their proximity to the station to apartment areas that provide affordable rental, co-op, social, and market housing.

This plan will respect the essential qualities of these neighbourhoods but it will also embrace this sub-area's potential to become a model of a transit-oriented precinct. Policies will guide the integration of important heritage resources within areas with potential to transform in way that replaces rental housing but does so in a way that increases housing opportunities to rent, own or live in other forms of housing. The plan will guide the future redevelopment of the Safeway site such that it introduces a new civic plaza that will become the primary gathering and social place at the southern end of Grandview-Woodland.



Commercial-Broadway Station Precinct Sub-Area Context

Over the time horizon of this plan, the Commercial-Broadway Station Precinct will:

- Become a vibrant, accessible, and walkable, transit-oriented neighbourhood with a mix of land uses and scales that gives residents, workers, and visitors the highest degree of transportation accessibility of anywhere in Vancouver.
- Be centred on and oriented around a sunny, welcoming, delightful and people-friendly civic plaza that is anchored at the transit station.
- Have improved streetscapes and an improved public realm that is comfortable for pedestrians, cyclists, shoppers, commuters, residents, and anyone visiting or passing through the area.
- Provide a broader array and an increased number of housing opportunities, including rental, non-market, and ownership options in a variety of forms. Leafy character streetscape will continue to showcase the heritage aspects of the neighbourhood.
- Support a mix of employment opportunities including new office, commercial, and retail job space at place with exceptional workforce access.

Policies for Built Form and Land Use

Urban Design Principles:

1. Provide mixed tenure higher-density building forms appropriate for a transit-oriented neighbourhood.



2. Create a central gathering place for the entire community.



3. Encourage a mix of retail, job space and housing primarily focused around the transit hub and along the arterial streets that lead to it.



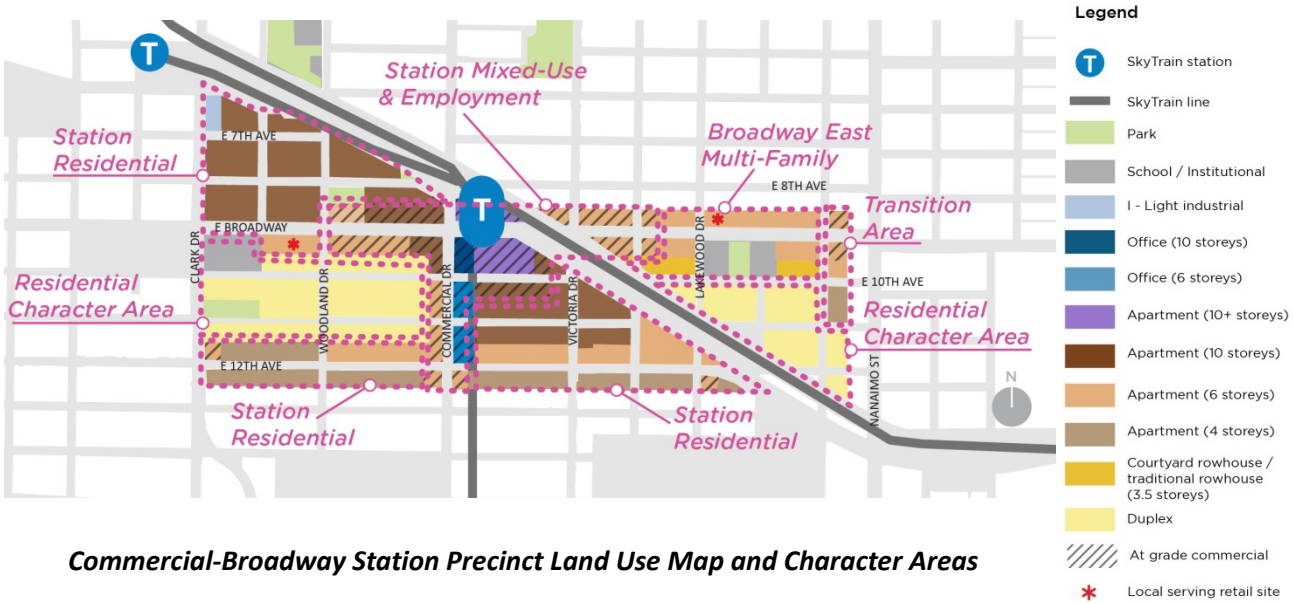
4. Within remaining duplex areas, maintain the historical residential character while allowing “gentle” forms of infill housing.



5. Enhance streetscapes through public realm improvements and innovative building typologies to improve walkability.



Directions vary depending on the part of the sub-area—there are five character areas: Station Mixed-Use and Employment, Station Residential, Broadway East Multi-Family, Transition Area, and Residential Character Area.

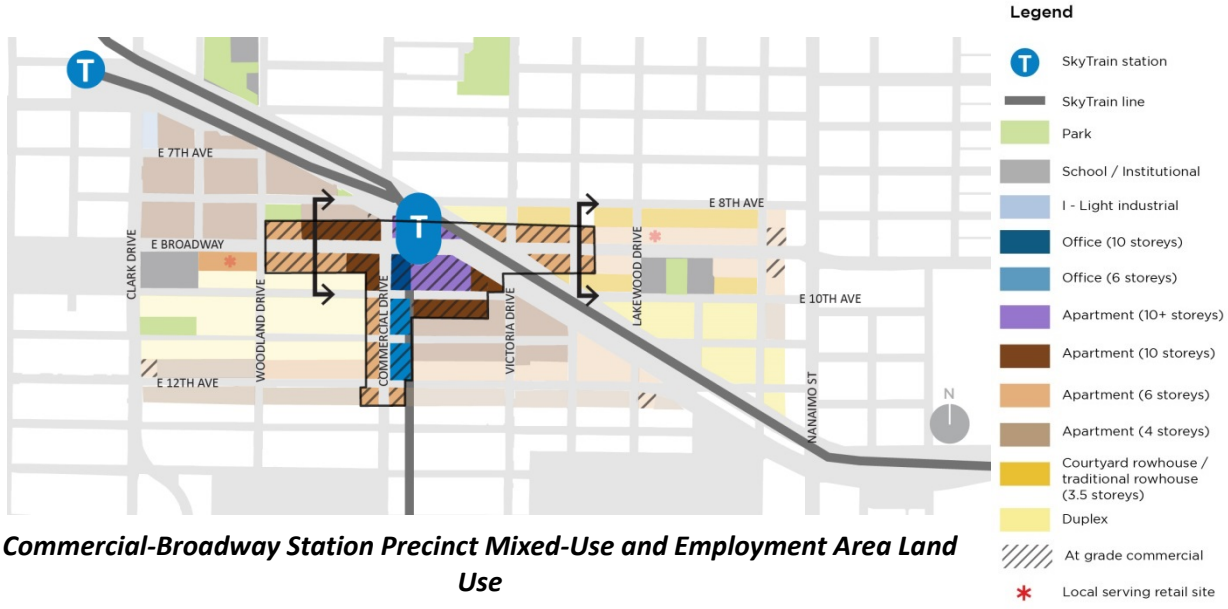


Commercial-Broadway Station Precinct Land Use Map and Character Areas

6.7.1 Station Mixed-Use and Employment

With the Broadway-Commercial Station as its focus, any part of this area is less than a five-minute walk to the transit interchange. This area is generally bounded by the Grandview Cut and Broadway on the north and East 12th Avenue on the south. West to east, the area is bounded by Woodland and Semlin Drives. This nexus of the Commercial-Broadway Station Precinct includes sites fronting Broadway, those between the SkyTrain guideway and Commercial Drive south of Broadway as well as the Safeway site.

Over time, this area will evolve into a vibrant mixed-use, transit-oriented neighbourhood that introduces renewed opportunities for various types of housing, employment, retail activity, gathering, as well as social and cultural enjoyment. A new civic plaza is envisioned as part of the future redevelopment of the Safeway site. Existing apartment rental housing will be renewed incrementally over time with replacement of units with affordable housing options and with addition of new housing to allow new residents the opportunity to live, work, shop and play in close proximity to the transit interchange.

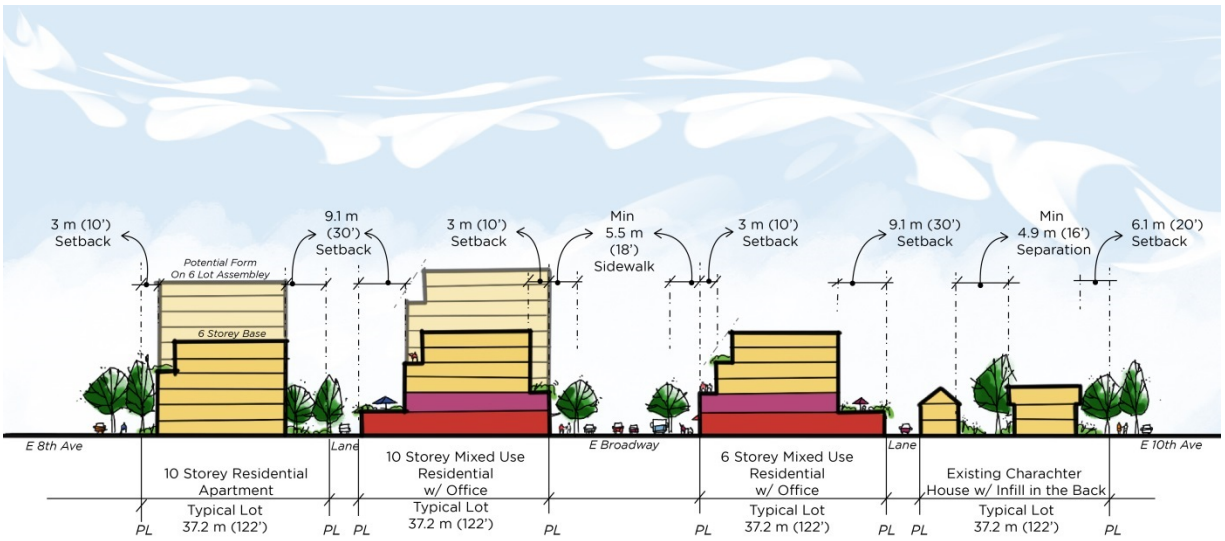


Commercial-Broadway Station Precinct Mixed-Use and Employment Area Land Use

Policies

- Consider applications for mixed-use development, except where otherwise noted. A mix of commercial uses, which may include small-scale retail, service and community-serving uses, is required on the first floor. Residential uses are permitted on upper floors, except where otherwise noted.

- The portion of any building above 18.3 m (60 ft.) in height should not exceed a typical floor plate of 603.9 m^2 (6,500 $ft.^2$), and should be spaced at least 24.3 m (80 ft.) from any other building above 18.3 m (60 ft.) in height.
- Provide public realm improvements that could include increased sidewalk width, street trees, and amenities such as bike racks, patios, feature lighting, public art and publicly accessible restrooms.



Commercial-Broadway Station Precinct Mixed-Use and Employment Area Land Use: Typical Section (from Woodland Drive to Commercial Drive)

The following additional specific policies apply:

Broadway from Woodland Drive to Commercial Drive

- For sites zoned C-3A:
    - Except in the case of cultural facilities; office uses are required on the second floor. Residential and/or commercial uses are permitted on upper floors.
    - Consider applications for additional height, density and relaxations on the Rio Theatre and sites directly adjacent to it, in order to support renewal and expansion of the cultural facility. (see 12. Arts and Culture)
    - Height: up to 10-storeys.
    - Density: up to 4.0 FSR.
    - Minimum frontage of 36.5 m (150 ft.), measured along Broadway.

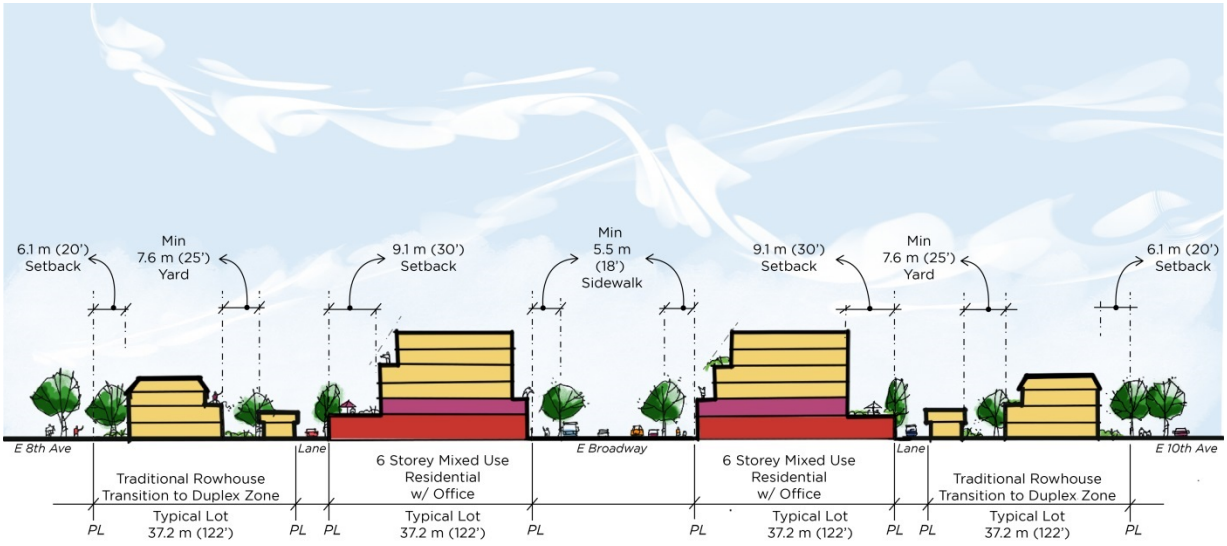
- For sites zoned RM-4N (subject to Rental Housing ODP policy) height and density options are as follows:

- For 100% secured rental: up to 6-storey; up to 3.0 FSR

For sites with a minimum frontage of 120 ft. located on the north side of Broadway either/or:

- For mixed-tenure (50% secured rental / 50% strata): up to 10-storey, up to 4.0 FSR.
- For mixed-tenure (20% non-market housing / 80% strata): up to 10-storey; up to 4.0 FSR.
- Office uses are permitted on the second floor. Residential and/or commercial uses are permitted on upper floors.

- For sites immediately south of WC Shelley Park height will be restricted to 6-storeys and density to 3.0 FSR.
- Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Rear 9.1 m (30 ft.).
- Upper floor setbacks: 3.0 m (10 ft.) from the front above the second floor.



Commercial-Broadway Station Precinct Mixed-Use and Employment Area Land Use: Typical Section (from Grandview Cut to Semlin Drive)

Broadway from Grandview Cut to Semlin Drive

- Office uses are encouraged on the second floor.
- Height: up to 6-storeys.
- Site frontage: 36.5m (120 ft.) (minimum).
- Density: up to 3.0 FSR.
- Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Rear 9.1 m (30 ft.).
- Upper floor setbacks: 3.0 m (10 ft.) from the front above the second floor.

West side of Commercial Drive (and southeast corner of Commercial Drive and East 12th Avenue)

- Office uses are required on the second floor between Broadway and north of East 12th Avenue.
- Between Broadway and 10th Avenue:
    - Height: up to 10-storeys at Broadway stepping down to 8-storeys at East 10th Avenue.
    - Density: up to 4.8 FSR for the overall site.
- Between East 10th and East 12th Avenues:
    - Height: up to 6-storeys.
    - Density: up to 3.0 FSR.
- Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Rear none (build commercial to rear property line).
- Explore the potential for additional noise mitigation requirements as part of the conditions associated with new development.
- Redevelopment of this site requires that improvements to the adjacent Rio Theatre site (as a cultural facility) are incorporated as part of the overall programming.

East side of Commercial Drive from Broadway to East 12th Avenue

- Office uses are required on upper floors. Residential uses will not be permitted.
- Continuous commercial frontages are required on streets. Encourage lane-fronting retail to help activate the laneway area under the SkyTrain guideway.
- Height: between 6- to 10- storeys.
- Density: up to 3.2 FSR.
- Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk.

- Encourage roof decks above commercial floors.
- Explore the potential for additional noise mitigation requirements as part of the conditions associated with new development.

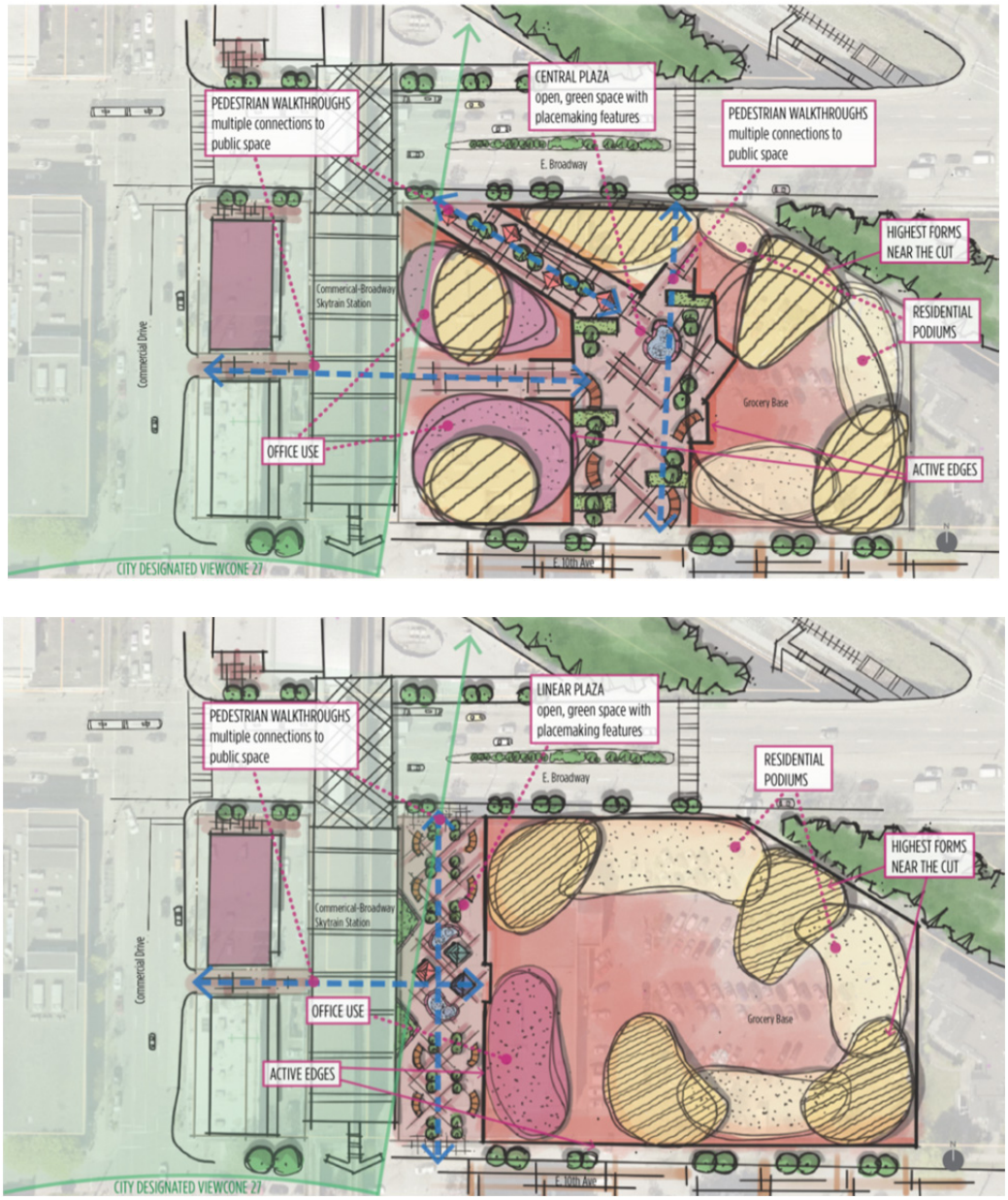
East 10th Avenue from the laneway east of Commercial Drive to Victoria Drive

- For sites currently zoned CD-1 (note: current office usage; however subject to Rental Housing ODP policy):
    - Height: up to 10-storeys
    - Density: up to 4.0 FSR
- For sites currently zoned RM-4N, (subject to Rental Housing ODP policy) height and density options are as above.
    - For 100% secured rental: up to 6-storey; up to 3.0 FSR
    - Frontage: 15.0m (49.5 ft.) minimum

    For sites with a minimum frontage of 36.5m (120 ft.) located on the north side of Broadway either/or:
    - For mixed-tenure (50% secured rental / 50% strata): up to 10-storey, up to 4.0 FSR.
    - For mixed-tenure (20% non-market housing / 80% strata): up to 10-storey; up to 4.0 FSR.
    - Office uses are permitted on the second floor. Residential and/or commercial uses are permitted on upper floors.
- Public realm enhancements that support adjacent plazas, bike routes, or shared spaces may be required.

Safeway Site

This site will have new mixed-use development at a variety of scales, including mid-rise and high-rise components. The development will include office space, a mix of retail (including small-scale retail and large format grocery) and ownership housing opportunities. The site will feature a central public plaza, with pedestrian paths connecting the plaza to adjacent streets, retail and transit facilities and other public spaces.



Conceptual Site Diagrams: Safeway Site*

* This conceptual plan is for illustrative purposes only. It is not intended to be prescriptive but to clearly illustrate one concept that could fulfill the intent of this plan. A rezoning is likely to be necessary and detailed project design could alter the elements (e.g. massing and building placement) of the concept plan.

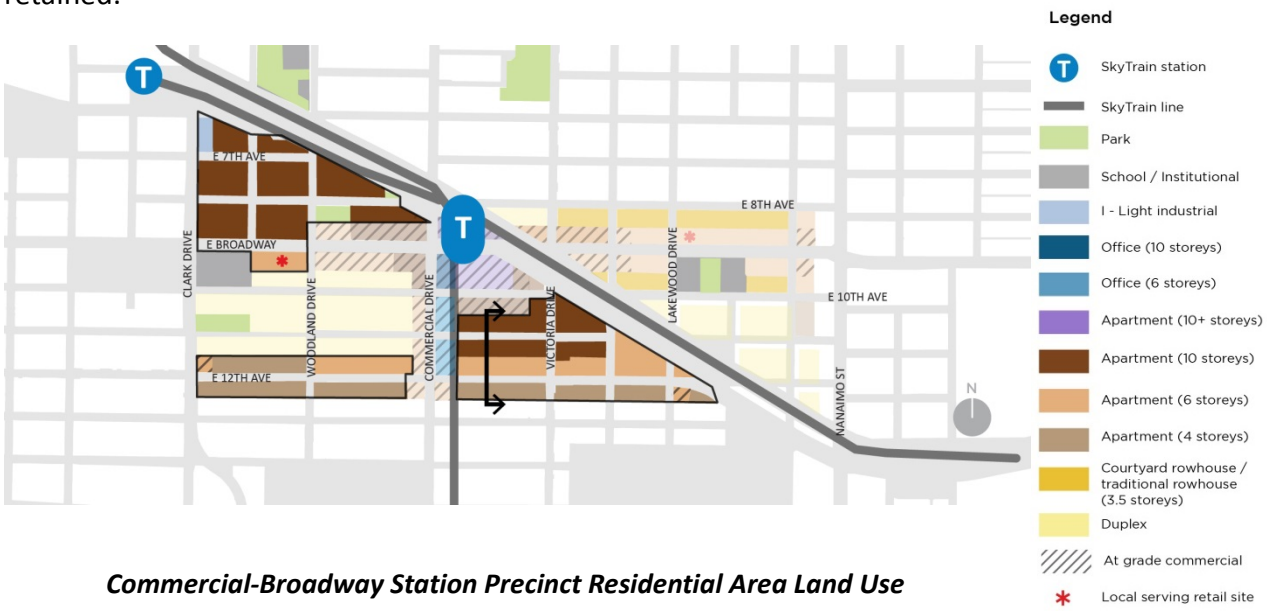
Policies:

- Consider applications for mixed-use development with mid-rise and high-rise components. A mix of commercial uses, which may include large format grocery and small-scale retail, service and community-serving uses, is required on the first floor. Residential and/or commercial uses are permitted on upper floors.
- Accommodate grocery retail of approximately 4,650 m^2 (50,000 $ft.^2$), arranged in a one- or two-storey configuration.
- Heights:
    - Perimeter heights will be generally 6-storeys above the retail plinth.
    - At key anchor points within the site, heights range from 12- to 24-storeys above the retail plinth.
    - Highest forms will be situated adjacent to the Grandview Cut to minimize shadowing of the plaza.
- Density: will be considered up to 5.7 FSR, as follows:
    - Residential uses: up to 4.5 FSR.
- Commercial uses: minimum 1.2 FSR (minimum 0.5 FSR for office). As part of future redevelopment of the site, seek a generous, centrally-located public plaza at grade, ideally located near the middle of the site. In designing this space, ensure the following considerations are taken into account:
    - Building arrangement to optimize the use of public open space.
    - Ensure the site design supports vibrancy in the plaza with varied, grocery and small-scale retail space, office and residential entrances fronting and/or overlooking the open space.
    - Shading/solar access.
    - SkyTrain noise mitigation.
    - Range of programming and uses.
    - Accessibility, sight lines and design considerations to address public safety concerns.
- Explore the potential for additional noise mitigation requirement as part of conditions associated with new development.

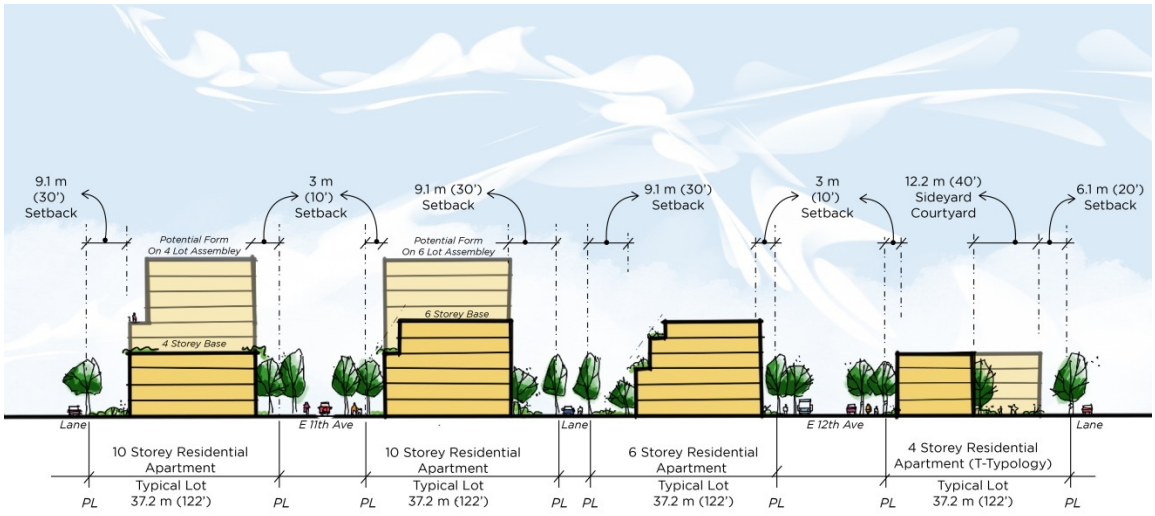
6.7.2 Station Residential

This area presents a key opportunity to continue to provide affordable housing options as well as other residential opportunities in a compact neighbourhood that is within easy walking distance of the transit interchange. The area is generally located within a triangular area south of the Grandview Cut, bounded by Broadway and Clark Drive.

Over time, this area will evolve to accommodate new low- and mid-rise residential building forms that include replacement of the existing affordable housing stock, augmented with new opportunities for ownership and rental housing. Higher buildings will be located to the north of Broadway. Existing local-serving retail space will be retained.



Commercial-Broadway Station Precinct Residential Area Land Use



Commercial-Broadway Station Precinct Residential Area: Typical Section

Policies

- Consider applications for apartments (residential) (unless otherwise noted) provided that stated affordable housing objectives are achieved.

- The portion of any building above 18.3 m (60 ft.) in height should not exceed a typical floor plate of 603.9 m^2 (6,500 $ft.^2$), and should be spaced at least 24.3 m (80 ft.) from any other building above 18.3 m (60 ft.) in height.
- Provide public realm improvements that could include increased sidewalk width, street trees, and amenities such as bike racks, feature lighting.

The following additional specific requirements apply:

- Consider applications for sites currently zoned RM (subject to Rental Housing ODP policy) with height and density options as follows:
    - For 100% secured rental housing: up to 6-storeys; up to 2.4 FSR.
    - Site frontage: 15.1 m (49.5 ft.) (minimum)
- For sites with a minimum frontage of 37 m (120 ft.) either/or:
    - For mixed-tenure (50% secured rental housing/ 50% strata): up to 10-storeys; up to 3.6 FSR.
    - For mixed-tenure (20% non-market housing / 80% strata): up to 10-storeys; up to 3.6 FSR.
- Building heights will be further determined by requirements outlined in the City's view cone policies.
- Setbacks: Front: 3 m (10 ft.) / Side: 2.1 m (7 ft.) / Rear: 9.1 m (30 ft.).
- Require ground-level access for first floor units.

South side of Broadway to the lane, from Queen Alexandra School to Woodland Drive

- For 100% secured rental housing: up to 6-storeys; up to 2.65 FSR.
- For sites with existing non-conforming retail: 6-storey mixed-use; up to 3.0 FSR.
- Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Side 2.1 m (7 ft.) / Rear 9.1 m (30 ft.).
- Site frontage: 15.1 m (49.5 ft.) (minimum)

East 12th Avenue, North side from Woodland Drive to Lakewood Drive

- For sites zoned RM-4, RM-4N, and CD-1 sites that are subject to Rental Housing ODP policy with height and density options are as follows:
    - For 100% secured rental housing: up to 6-storeys; up to 2.4 FSR.



6-Storey 'T' Typology on a 4 Lot Assembly

Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Side 2.1 m (7 ft.), increasing to 9.1 m (30 ft.) for the rear 18.3 m (60 ft.) of the site / Rear 6.1 m (20 ft.).

- Site frontage: 36.5 m (120 ft.) (minimum).

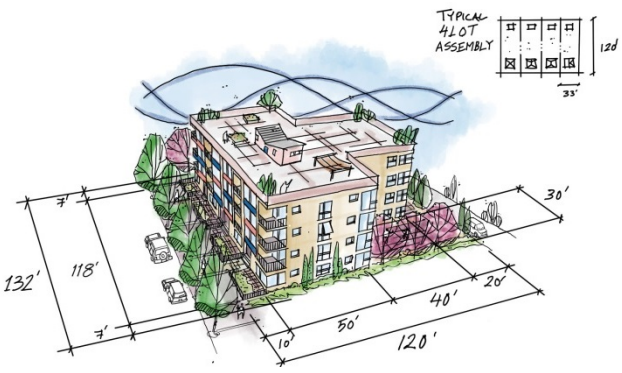
- For sites zoned RT-5 and RS-1 and other sites not subject to Rental Housing ODP the same height and density applies.

East 12th Avenue and Clark Drive / East 12th Avenue and Lakewood Drive

- Sites zoned C-1:
  - Consider applications for mixed-use development. A mix of commercial uses, which may include retail, service, and community serving uses, is required on the first floor. Residential uses permitted on upper floor.
  - Heights: up to 6-storeys.
  - Density: up to 3.0 FSR.
  - Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Rear 9.1m (30 ft.).

East 12th Avenue (North side of E 12th Avenue between Clark Drive and Woodland; South side of East 12th Avenue between Clark Drive and Lakewood Drive)

- Consider applications for apartments (residential) as follows:
  - Height: up to 4-storeys 13.7 m (45 ft.).
  - Density: up to 1.7 FSR.
  - Building forms may include "T-shaped" building forms for sites with a rear lane; "L-shaped" developments for sites directly adjacent to single-family (RS-1 zoning).



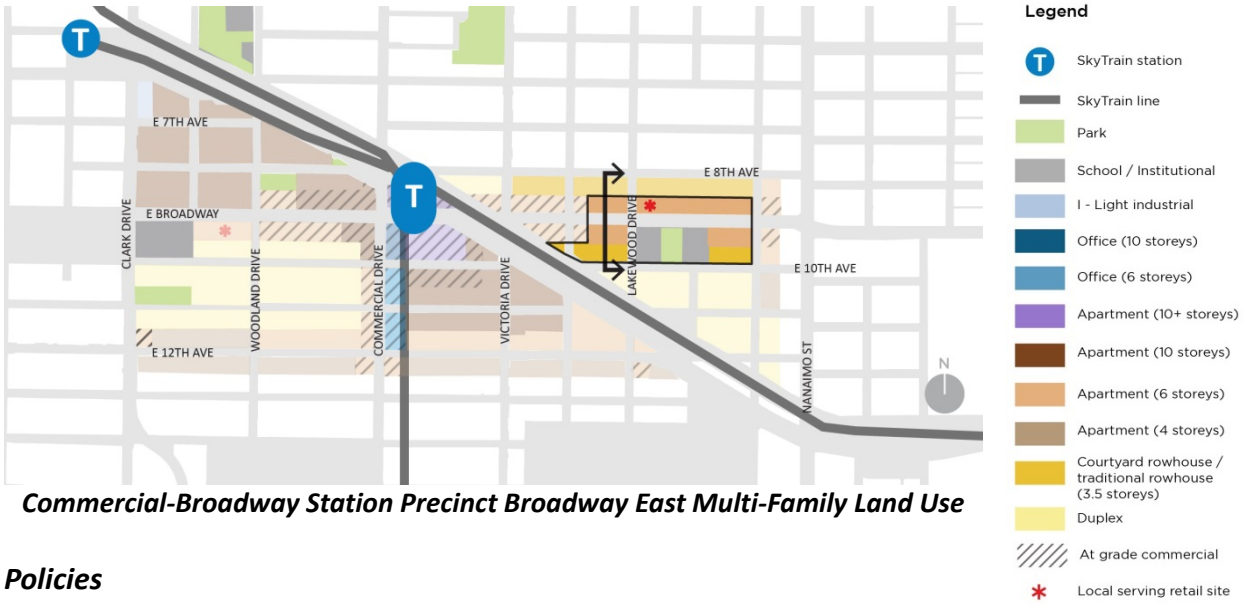
4-Storey 'T' Typology on a 4 Lot Assembly

6.7.3 Broadway East Multi-Family

Located south of Broadway and east of Victoria Drive, this area is physically separated from the transit station hub by the Grandview Cut. Laura Secord Elementary School is a focal point in this neighbourhood. This area is also in close proximity to the transit interchange and offers strategic opportunities to accommodate renewed and additional housing within the Commercial-Broadway Station Precinct.

This area will incrementally evolve with new apartment and ground-oriented housing, creating opportunities for ownership and rental housing. Traditional rowhouses will be

introduced on the north side of East 10th Avenue to transition to detached housing areas, providing ownership opportunities, as well as secondary rental in the form of lock-off suites.



Commercial-Broadway Station Precinct Broadway East Multi-Family Land Use

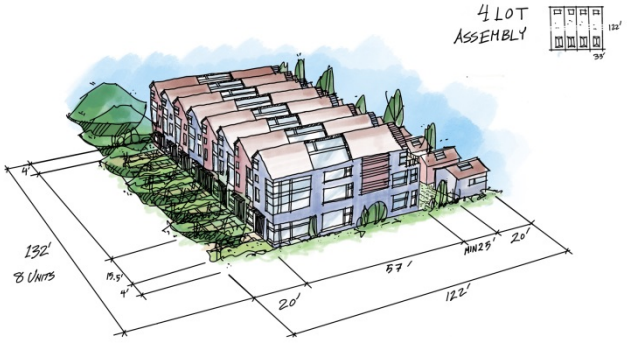
Policies

Broadway from Semlin Drive to Garden Drive

- Consider applications for apartments (residential), as follows:
    - Height: up to 6-storeys.
    - Density: up to 2.65 FSR.
    - Site frontage: 15.1 m (49.5 ft.) (minimum).
    - Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Side 2.1 m (7 ft.) / Rear 6.1 m (20 ft.).
    - Upper floor setbacks: 3 m (10 ft.) above the third floor; further upper storey setbacks are required on the north side to reduce shadowing.
    - Provide public realm improvements that could include street trees, and amenities such as bike racks, feature lighting.

North side of East 10th Avenue between Semlin Drive and Garden Drive

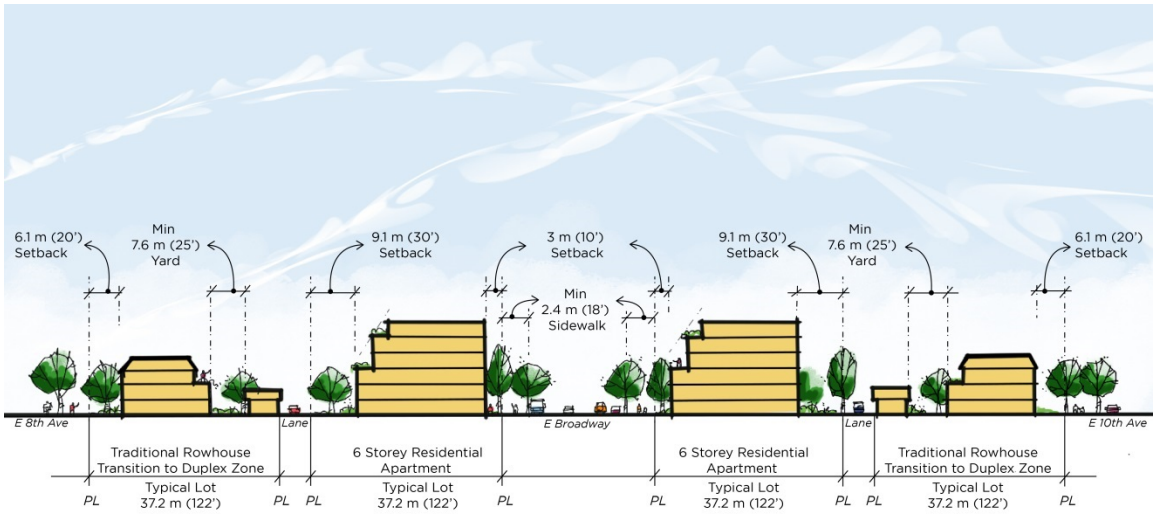
- Consider applciations for traditional rowhouses (residential). Allow optional first floor construction as a lock-off suite
    - Height: up to 3.5-storeys (12.2 m or 40 ft.).
    - Density: up to 1.2 FSR.



Traditional Rowhouse Development on a 4 Lot Assembly

- Minimum frontage requirement: 27.4 m (90 ft.) (three lots).

- Provide public realm improvements that could include increased sidewalk width, street trees, and amenities such as bike racks, feature lighting.

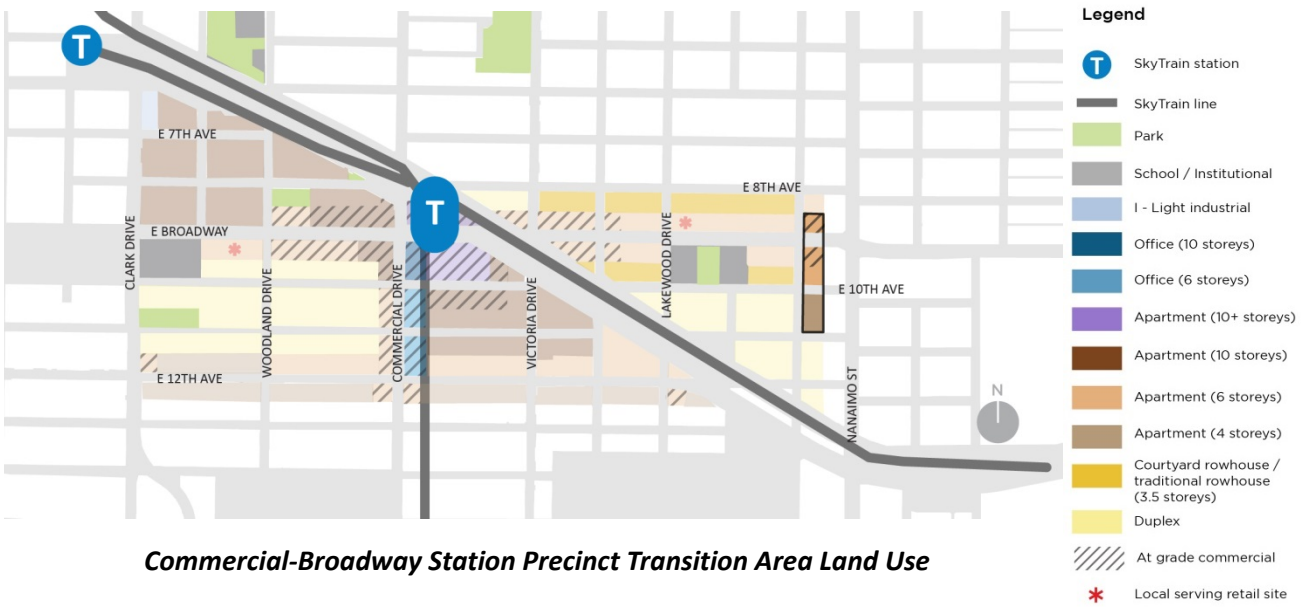


Commercial-Broadway Station Precinct Broadway East Multi-Family: Typical Section

6.7.4 Transition Area

This area along both sides of Broadway between Garden Drive and the lane west of Nanaimo Street fronts one of the city's major east-west streets. Broadway is serviced by frequent and rapid transit service and it is within easy walking distance to the transit interchange at Broadway and Commercial.

Over time, this area will see new mixed-use or residential-only development that creates opportunities for ownership housing. Buildings will be designed to appropriately transition to adjacent lower density neighbourhoods.



Commercial-Broadway Station Precinct Transition Area Land Use

Policies

Broadway from Garden Drive to the lane west of Nanaimo Street

- Consider mixed-use development and residential apartment buildings. On sites facing Broadway a mix of commercial uses, which may include retail, service and community serving uses, is required on the first floor. Residential uses are permitted on upper floors.
    - Height: up to 6-storeys.
    - Density: up to 3.0 FSR.
    - Site frontage: 15.1 m (49.5 ft.) (minimum)
    - Setbacks: Front yard sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Rear 9.1 m (30 ft.).
    - Upper floor setbacks: 3 m (10 ft.) above the second floor.
    - Provide public realm improvements that could include street trees, and amenities such as bike racks, feature lighting.

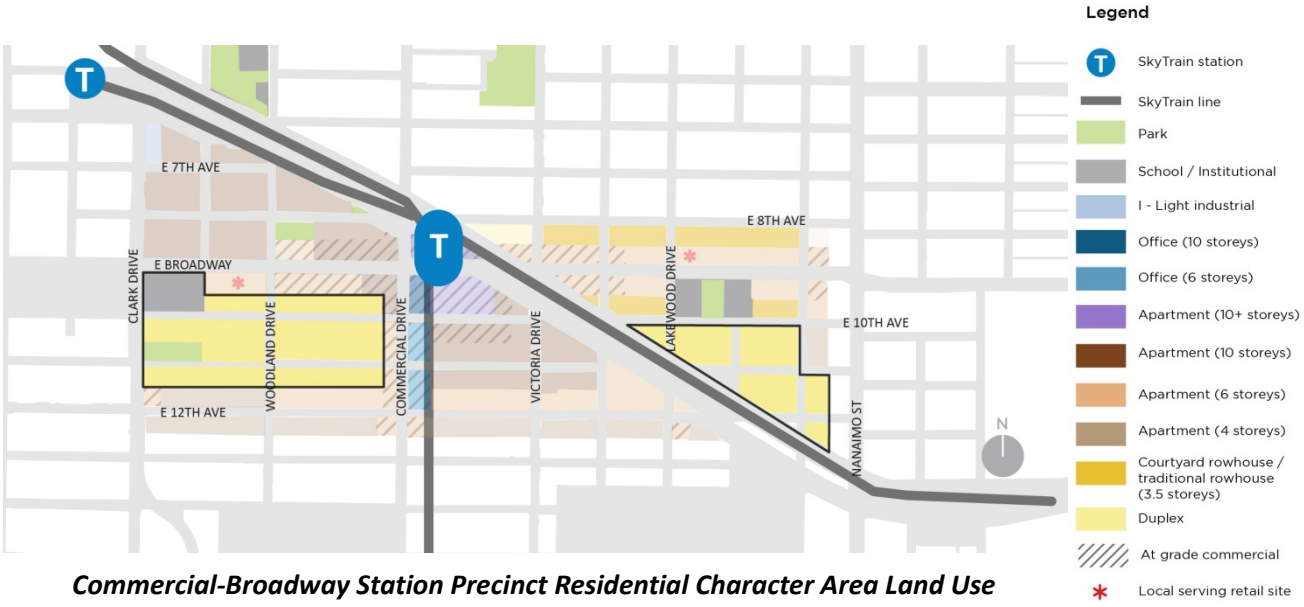
East side of Garden Drive between East 10th and 11th Avenues

- Consider applications for apartments (residential). Allow orphaned lots to be permitted to develop at a smaller rowhouse scale (as outlined in Broadway East Multi-family).
- Heights: up to 4 storeys (13.7 m/ 45 ft.).
- Density: up to 1.7 FSR.
- Provide public realm improvements that could include increased sidewalk width, street trees, and amenities such as bike racks, feature lighting.

6.7.5 Residential Character Area

Generally located away from the arterial streets, these lower-scaled, traditional residential neighbourhoods are comprised of single-family, many of which are pre-1940s buildings, and duplex housing. Although a much smaller area than the Grandview sub-area, this well-defined neighbourhood possesses many of the same characteristics.

In this character area, retention of heritage buildings will be balanced with the creation of modest infill housing opportunities (rental and ownership). Conditional allowances in the zoning will incentivize the retention of pre-1940 buildings through infill, while providing opportunities for new duplexes with lock-off suites, where appropriate.



Commercial-Broadway Station Precinct Residential Character Area Land Use

Policies

Consider applications for duplexes (residential) in areas currently zoned for single-family (RS-1) and two-family (RT-5), unless noted otherwise.

- Reduce the outright permitted density to 0.50 FSR to discourage demolition of pre-1940s houses that are deemed to have character merit.
    - Provide increased conditional density (up to 0.75 FSR) for two-family dwellings and multiple-family dwelings, as follows:
        - For sites with a minimum 10 m (33 ft.) frontage, with a building constructed pre-1940 and determined to have character merit:
        - Allow infill housing, to incentivize the retention and restoration of the character merit building.
        - Allow Multiple Conversion Dwellings (strata-titling) within the character building, with potential additions where infill is not possible.

        - For sites with a building constructed pre-1940, and without character merit, OR constructed post-1940, allow duplex buildings (two-family dwellings), with up to two lock-off suites.
    - Ensure development rights pertaining to laneway houses, and maximum densities for one-family dwellings, as allowed for in current single-family areas remain.
    - To ascertain the character merit of an existing house, the following criteria will be used:
        - The City's Vancouver Heritage Register, or
        - For all other pre-1940 buildings City staff review of character merit criteria.
- For any sites denoted as Places of Historical Interest in the *Grandview-Woodland Historic Context Statement*, City staff will undertake a more detailed review to determine potential addition to the Vancouver Heritage Register.

7. HOUSING

Vancouver faces severe challenges at all points on the housing continuum, with unprecedented gaps between incomes and housing costs. Providing housing options for households of all income levels and family sizes is critical to the social and economic health of our city and communities.

Aiming to provide a range of housing options for households in Grandview-Woodland will ensure that the community remains diverse and resilient. Housing needs can change significantly over time and a more diverse housing stock in Grandview-Woodland will improve choices for residents over the long-term. Local businesses and the economy of the city overall will also benefit from growth and diversification of the housing stock of the neighbourhood.

The housing policies for Grandview-Woodland are consistent with existing City-wide policies on affordable housing, including the *Housing and Homelessness Strategy*, and inform the Grandview-Woodland Public Benefits Strategy.

Citywide Context

The *Regional Growth Strategy* (2011) outlines key goals in advancing sustainability in Metro Vancouver through the creation of a compact urban area and the development of complete communities. The Grandview-Woodland housing policies align with these goals. The policies are also in line with the directions contained in the Metro Vancouver Regional Affordable Housing Strategy to increase the amount of affordable housing near transit.

Implementing the housing policies will increase the housing supply while at the same time provide greater diversity of housing options for people in areas close to transportation, employment, amenities, and services. The goals of the Grandview-Woodland housing policies are also reflective of the City-specific policies in the *Greenest City Action Plan* (2011) and *Transportation 2040 Plan* (2012).

The City of Vancouver Housing and Homelessness Strategy (2011) describes the City's overall direction for housing. It identifies the different kinds of housing necessary to meet the needs of citizens, as well as ways to improve and better preserve the current rental housing stock. The goals of the strategy are to end street homelessness and provide more affordable housing choices for all Vancouverites, including all income levels, seniors, families, and residents challenged by disability. Rental housing is key to the economic sustainability of the City. The *Housing and Homelessness Strategy* identifies citywide targets for housing at all points along the continuum.

The majority of purpose-built housing in Grandview-Woodland is protected by the Rental Housing Stock Official Development Plan (ODP), where one-for-one replacement of existing rental units are required.

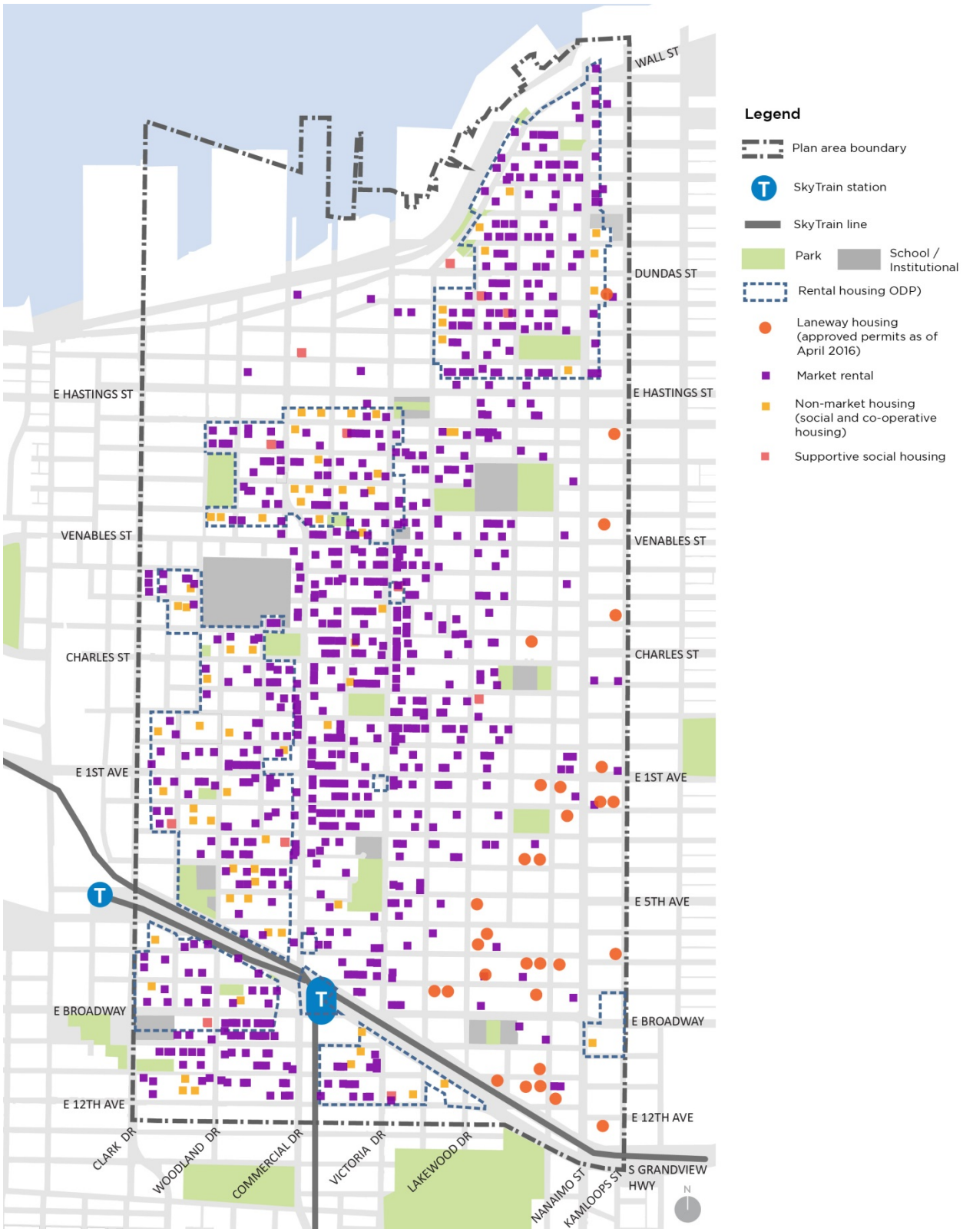


Citywide Housing Targets 2012-2021

Policies for Housing

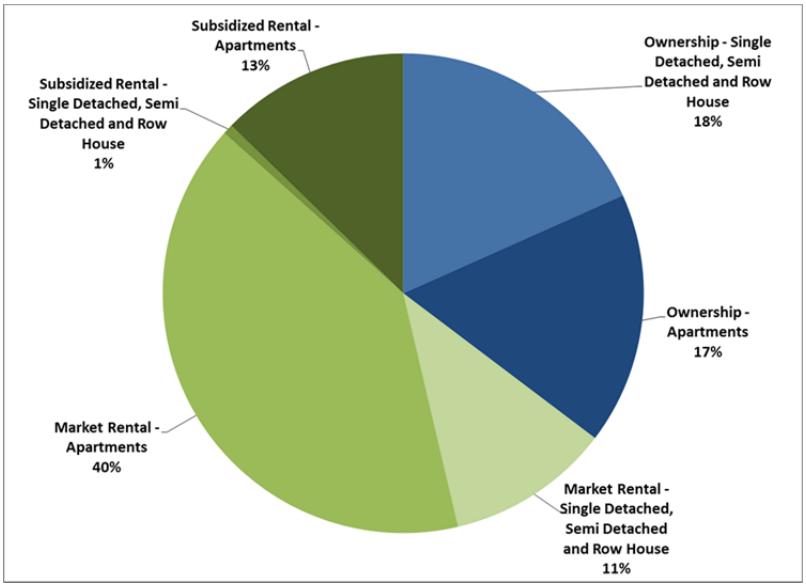
Grandview-Woodland has some affordable housing already with about 9,000 units of purpose built market rental, non-market housing, and secondary rental. The protection and provision of safe, secure, and affordable housing is seen as a top priority for community members. Affordable housing can be provided by government, non-profit, and for profit partners, and it can be found along the whole housing continuum from emergency shelters through to affordable rental housing and home ownership. The degree of housing affordability results from the relationship between the cost of housing and household income.

The housing policies for Grandview-Woodland seek to ensure that existing affordable rental housing is preserved and that additional affordable housing stock is made a priority. The policies apply to the entire continuum of housing in Grandview-Woodland. The housing policies are also intended to broaden the diversity of unit sizes and residential building forms available in the community.



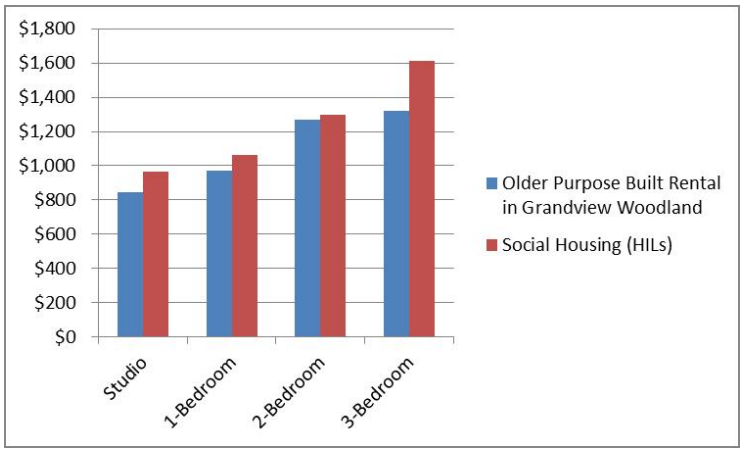
Affordable Housing in Grandview-Woodland

Renters make up two-thirds of the Grandview-Woodland community. As shown in ***Housing Type and Tenure Grandview-Woodland***, roughly 40% of all households in Grandview-Woodland rent in market rate apartment buildings, an additional 13% rent in subsidized apartments and about 11% rent in single-detached, semi-detached, and row housing homes.



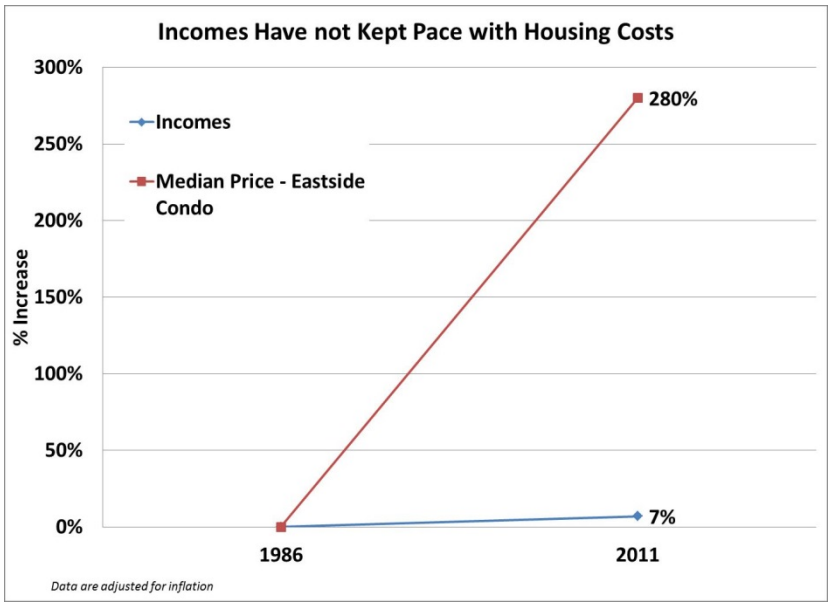
Housing Type and Tenure Grandview-Woodland
Source: 2011 National Household Survey

The RM zoned areas (apartment zones) represent a significant part of the affordable housing supply in Grandview-Woodland and the city as a whole. There are over 6,400 units of relatively affordable market rental housing in Grandview-Woodland, 93% of which were built prior to 1980. Rents are about 23% below the city average for all unit types. Average rents in Grandview-Woodland are generally lower than the Housing Income Limit rents (HILs) used by BC Housing to determine eligibility for social housing.



Average Market Rents in Grandview-Woodland Compared to Housing Income Limits (HILs)
Source: 2015 CMHC Rental Market Survey (East Hastings Area) and BC Housing

Preserving and increasing rental housing supply for future generations is becoming increasingly important as the ability for renter households to make the jump to home ownership continues to widen in Vancouver. Price increases for ownership housing are far exceeding income growth and renter incomes in the Grandview-Woodland neighbourhood are about half that of owners. Preserving existing market rental housing and providing new supply are key to ensuring the economic diversity of the neighbourhood overtime. This diversity has been identified by the community as a key aspirational goal.



Increase in Incomes vs Ownership Costs

The housing policies in this plan are designed to strike a balance between the need to preserve the existing rental housing supply and the need to increase rental supply in appropriate locations. Housing policies in the Grandview-Woodland Plan seek to maintain and increase the number of rental units being provided in the neighbourhood while also ensuring a diverse array of housing is available to meet the needs of present and future residents of the neighbourhood.

There is a continued need to increase the stock of affordable housing in Grandview-Woodland. In 2011, about 15% of renter households spent over 50% of their income on rent (over 1300 households). About 66% of these households are singles. 19% are families and 15% are single seniors. Homelessness and the risk of homelessness are concerns in the community and in the city overall. 54 homeless residents were counted in the Grandview-Woodland neighbourhood during the March 2016 homeless count (42 in shelters, 12 on the street). This plan seeks to put in place appropriate supports to address homelessness and increase the amount of affordable housing to meet community needs.

The Aboriginal population is one of the region's fastest growing populations. Approximately 12,000 urban Aboriginal residents live across the city, with 18% living in Grandview-Woodland. This plan recognizes the important role of the area as a centre for Vancouver's Aboriginal community, with many housing, community, and cultural services offered by Aboriginal agencies, including the Vancouver Native Housing Society, Vancouver Aboriginal Friendship Centre Society, Urban Native Youth Society, and the Aboriginal Mother Centre. The Housing Policies in the plan support re-investment and growth of Aboriginal housing assets within a wellness framework to address the growing housing and cultural needs in the community.

7.1 Housing Supply and Affordability

Increasing the options for affordable housing in Grandview-Woodland will help to allow residents of all income levels find accommodation in the neighbourhood. This includes providing housing for the most vulnerable residents, including persons who are homeless or at risk of homelessness through to affordable rental housing options and opportunities for home ownership.

Policies:

Increasing Housing Options for Vulnerable Community Residents and Ending Homelessness

7.1.1 Increase housing for vulnerable residents including those with mental illness and addictions, persons with disabilities, and seniors.

- Respond to the specialized housing needs of low-income, Aboriginal, artists, and other communities that are disproportionately at-risk in the neighbourhood housing market.
- Work with Aboriginal partners to respond to the diversity of housing and community needs for Aboriginal residents within a wellness framework, including opportunities to explore intergenerational housing and support models.

7.1.2 Support efforts to eliminate homelessness.

- Work with neighbourhood service providers to ensure adequate provision of support services for the homeless.
- Enable the development of additional supportive housing in Grandview-Woodland. Ensure financial viability through senior government funding and/or provision of additional density subject to fit with neighbourhood context (e.g. proposed redevelopment of the Kettle Friendship Society Centre at 1725 Venables Street).
- Enable the creation of temporary emergency shelters in Grandview-Woodland.

Opportunities for Non-Market Housing (Social and Co-operative Housing)

7.1.3 Maintain and increase the amount of mixed income non-market housing in the neighbourhood (e.g. co-ops, seniors housing, Aboriginal housing).

- Work with partners to ensure that senior government funds are targeted towards Grandview-Woodland.
- Provide City of Vancouver grants to assist with project viability.
- Recognize opportunities to achieve a diversity of housing forms and approaches to meet the range of needs for urban Aboriginal residents (e.g. Renewal of the Urban Native Youth Association Native Youth Centre at 1618 East Hastings with complementary housing, and the redevelopment of the Vancouver Aboriginal Friendship Centre Society's cultural centre at 1607 East Hastings with complementary housing).
    - Seek special cultural considerations for housing for Aboriginal singles as well as families including intergenerational housing (e.g. unit size relaxations and configurations).
- Recognize the role of Grandview-Woodland as an area that provides housing for artists in the City and seek opportunities to secure new non-market housing for low-income artists and cultural workers.
- Consider modest increases in height and density for the delivery of non-market housing to assist with project viability, subject to fit with neighbourhood context.
- Existing Non-Market Housing sites: work with partners on existing non-market housing sites (see ***Affordable Housing in Grandview-Woodland Map***) to facilitate retention of this critical source of housing supply. Encourage renovation and reinvestment into existing buildings. Where appropriate, allow development of existing non-market housing properties to provide additional height and density with the goal of preserving and increasing affordability over the long term. (Note: Rezoning of existing non-market properties will be subject to urban design analysis including shadow studies and transition to adjacent residential areas).
- In Area B: Encourage the delivery of non-market housing:
    - **Identified portions of Hastings and Pender**: Require a minimum of 20% floor space as non-market housing.
    - **Britannia Community Centre redevelopment**: include the delivery of mixed income non-market rental housing on this City-owned site as part of the redevelopment and replacement of the community centre over the long term.
    - **For Kettle Friendship redevelopment**: achieve mixed-income non-market housing across the combined sites with a priority for supportive housing.

    - Target affordable housing to meet identified community needs (e.g. low-income artists and cultural workers, Aboriginals, families, seniors, singles).
- In Area F: On sites with a minimum of 36.6 m (120 ft.) of frontage allow development between 8- and 10-storeys for buildings that provide 20% floor space of non-market housing. (see ***6. Places***).
- In all cases where new developments are receiving additional density in exchange for the provision of non-market housing, that housing will be secured through a housing agreement between the City of Vancouver and the owner. The agreement will ensure that the project meets minimum requirements for social housing as defined in the City's Zoning and Development By-Law and DCL By-law.

Opportunities for Secured Market Rental Housing

7.1.4 Achieve a balance between conserving the existing stock of older, affordable, market rental housing and the need to increase the secured rental housing supply in appropriate locations.

- Continue to protect the existing rental stock through the Rental Housing Stock Official Development Plan, recognizing the value of this stock as a critical source of housing for low to moderate income households in the neighbourhood and the city.
- Encourage re-investment into existing buildings through partnership and incentive programs. Allow for a gradual increase in the secured rental housing supply in Britannia Woodland, Grandview, and Cedar Cover sub-areas (Area A).
    - Sites without identified heritage or character value allow development up to 6-storeys for buildings that provide 100% of residential floor space as secured rental housing.
    - Sites that are identified as heritage resources or character streetscapes (see ***11. Heritage***) allow increased height and density for projects that preserve identified heritage/character structures. Allow strata residential in these projects to ensure financial viability. Continue to require 1:1 replacement of existing rental housing in all cases per the City's Rental Housing Stock Official Development Plan. (see ***6. Places*** for information on anticipated building forms on sites with identified heritage value).
- Recognizing the strategic regional importance of the Broadway Station area as a transit hub, increase housing opportunities at Broadway station with a focus on rental housing. In Area F:
    - On sites with less than 36.6 m (120 ft.) frontage allow development up to 6-storeys for buildings that provide 100% of residential floor space as secured rental housing.
    - On sites with a minimum of 36.6 m (120 ft.) of frontage allow development up to 10-storeys for buildings that provide either 50% of

floor area as secured rental housing and 50% as ownership housing; or minimum of 20% of floor space delivered as non-market housing and 80% as ownership housing.

7.1.5 In order to manage the initial take up ("pace of change") of policies involving redevelopment of existing market rental housing, limit approvals of projects that involve demolition of existing market rental housing covered by the Rental Housing Stock ODP, to no more than 5 new developments in the first 3 years of the plan, or a maximum of 150 existing market rental units (i.e. renewed/redeveloped as a component of the 5 sites). Following 3 years, report back on the rate of development and the outcomes of that activity.

7.1.6 Provide opportunities for expansion of secured rental stock in key locations:

- In areas identified for new apartment development, allow projects that deliver 100% of the residential floor area as secured rental housing in accordance with the heights and densities set out in this plan.

7.1.7 Provide opportunities to expand secondary rental options through 'flex suites' or 'breakaway suites' in new apartment forms and lock-off basement suites in rowhouse projects to enable secondary rental.

7.1.8 Where tenants will be displaced as a result of redevelopment, a tenant relocation plan as outlined in the City's *Tenant Relocation and Protection Policy* will be required.

7.1.9 In all cases where new developments are receiving additional density in exchange for the provision of secured rental housing, that security will be realized through a housing agreement between the City of Vancouver and the owner.

Opportunities for Home Ownership

7.1.10 The land use policies in this plan provide opportunities to increase the supply of ownership housing in the neighbourhood. (see ***6. Places***).

7.2 Provide a Diversity of Housing Options in the Neighbourhood

Increasing the diversity of housing in Grandview-Woodland will ensure that the community has access to a wide range of options to meet the diverse needs of the population. This includes housing that is suitable for families, singles and seniors as well as housing that is accessible for people with disabilities.

Additional ground-oriented housing has been identified as an important priority in Grandview-Woodland. There is also evidence of need for more family sized units. In Grandview-Woodland, about 14% of families with children are living in 1 bed and studio units compared to 10% in the city overall.

In addition to meeting current needs, a broader diversity of housing options in Grandview-Woodland will also serve to attract new residents and support the local and city-wide economy. As the city grows, the demand for young workers will continue. Given the transit service along Hastings Street as well as the Broadway and Commercial Expo Line station, Grandview-Woodland offers an excellent opportunity to provide new housing that is well-connected to downtown Vancouver's business core.

Policies:

7.2.1 Offer a variety of housing choices and community facilities to attract and retain a vibrant workforce, including young families.

7.2.2 Locate new housing close to services, amenities, and transit.

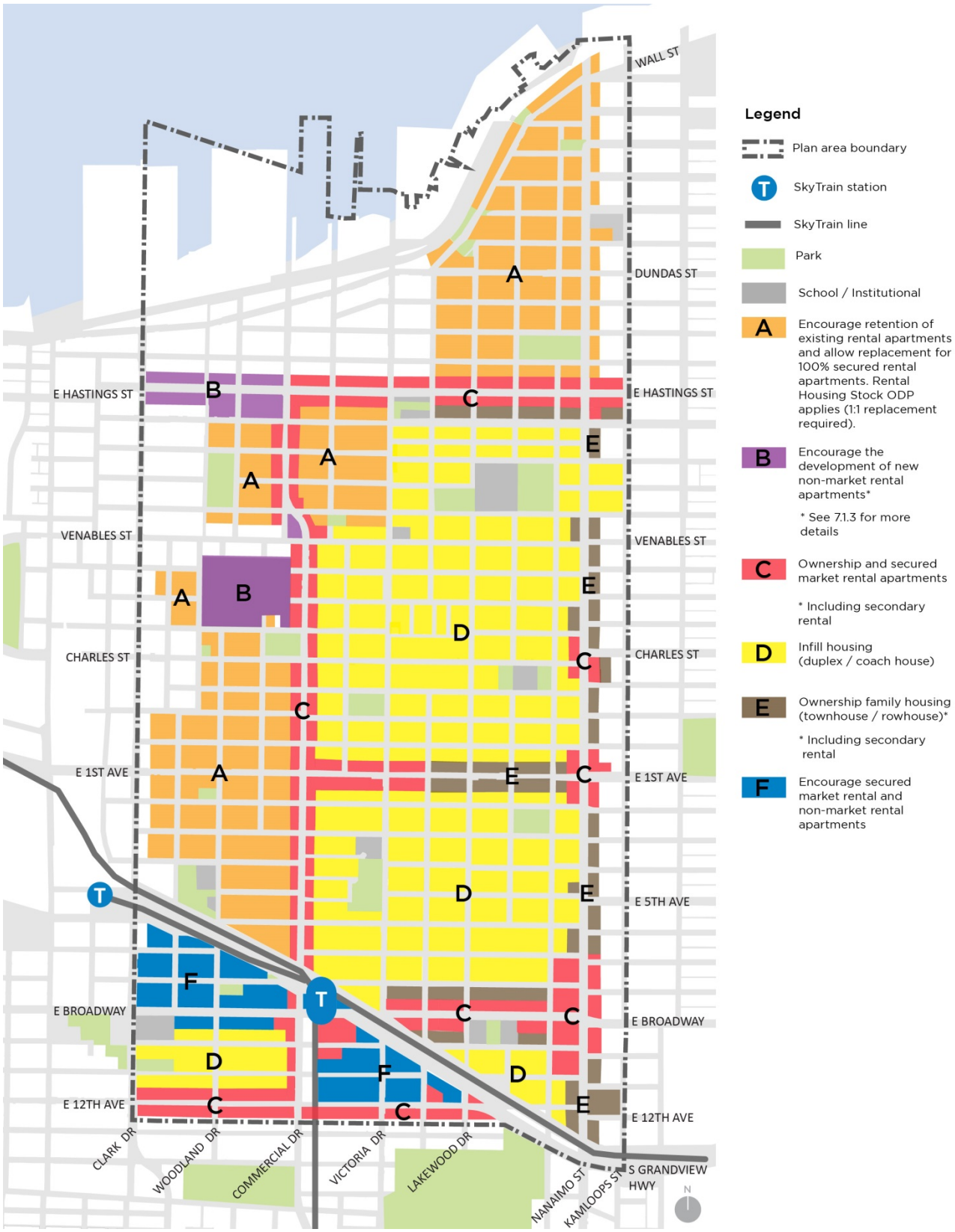
7.2.3 Increase affordable home ownership opportunities by encouraging additional ground-oriented housing (e.g. rowhouses) and new apartments to meet the needs of the diverse population.

- Introduce new rowhouse and apartment zones in designated areas.
- Allow new apartments at 6-storeys in designated areas.

7.2.4 Provide 2 and 3+ bedroom family units designed in accordance with the High Density Housing for Families with Children Guidelines and the Family Room Housing Mix Policy for Rezoning Projects.

- Require new multi-family strata developments to have 2 and 3+ bedroom units for families and a minimum 35% family units per project (25% 2 bedrooms and 10% 3-bedrooms).
- Require a minimum of 35% family units in secured market rental and 50% family housing in non-market developments subject to financial viability (This requirement will not apply to projects with an intentional alternative housing mix – e.g. seniors housing, or supportive housing for low-income singles).

7.2.5 Consider mobility and sensory limitations of individuals as well as 'aging in place' by applying the safety and accessibility provisions that are reflected in the Vancouver Building By-Law.

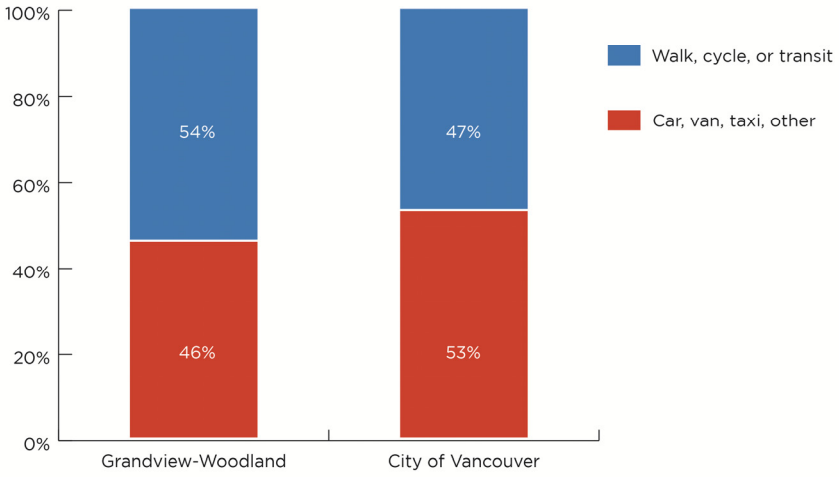


Housing Policies for Grandview-Woodland

8. TRANSPORTATION

Transportation plays a big part in shaping communities. The way the City designs and allocates road space, the services provided, and the infrastructure built strongly influences how people choose to get around. The transportation network fundamentally affects neighbourhood character—the look and feel of a place, the quality of experience, and the interactions that take place within a community. Prioritizing sustainable transportation like walking, cycling, and transit will help Vancouver address the challenge of continued growth without increased road space, create more vibrant places, and achieve our sustainability goals.

Grandview-Woodland's diverse land use mix and infrastructure connections to the downtown and broader community benefit the neighbourhood as a whole. Many residents are able to choose walking, biking, or transit for a majority of trips, increasing physical activity and reducing transportation costs. The neighbourhood is also filled with both local and regional destinations. It is important to serve local travel needs - ensuring people can safely travel to or from home, work or other destinations within the neighbourhood.



Mode Share – Sustainable Transportation Mode to Work, 2011 National Household Survey

Grandview-Woodland's transportation infrastructure also plays a vital role in the larger citywide and regional network. Arterial streets serve the needs of many local employers and businesses, truck routes bring goods to and from the Port and local industrial areas, and buses and SkyTrains serving the community move residents and visitors alike. Moreover, as discussed in ***9. Public Spaces and Public Life***, streets comprise a substantial

portion of the total public space, contributing to the overall character of the neighbourhood.

A number of transportation issues have been identified – from neighbourhood walkability to the provision of bike infrastructure, from the experience of key arterial streets (such as Broadway, Nanaimo, and Hastings) to the current situation with on-street parking, traffic safety, and goods movement. Like many neighbourhoods, Grandview-Woodland has to deal with busy streets and high volumes of traffic – especially at peak times.

City-wide Context

Vancouver's strategic plan *Transportation 2040* (2012) sets the vision, high-level directions, and specific transportation-related actions for the decades to come. The plan prioritizes sustainable transportation choices and recognizes that transportation is about more than just mobility – our travel choices impact the economy, public health, safety, accessibility, affordability, the environment, and public life. The plan builds upon the *Greenest City* transportation targets, sets a 2040 target that at least two thirds of all trips in the city be on foot, bike, or transit, and includes a safety goal to eliminate all traffic-related fatalities.

Transportation 2040 establishes that the City's transportation decisions will generally reflect a hierarchy of modes for moving people, as prioritized below:

1. Walking
2. Cycling
3. Transit
4. Taxi / Commercial Transit / Shared Vehicles
5. Private Automobiles

Transportation 2040 includes the following key citywide directions:

- Make walking safe, convenient, and delightful. Ensure streets and sidewalks support a vibrant public life that encourages a walking culture, healthy lifestyles, and social connectedness.
- Make cycling safe, convenient, comfortable, and fun for people of all ages and abilities.
- Support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable.
- Support a thriving economy and Vancouver's role as a major port and Asia-Pacific gateway while managing related environmental and neighbourhood impacts. Maintain effective emergency response times for police, fire, and ambulance.

- Manage the road network efficiently to improve safety, minimize congestion, and support a gradual reduction in car dependence. Make it easier to drive less. Accelerate the shift to low carbon vehicles and car-share alternatives.
- Encourage sustainable transportation choices and educate all road users to promote safe and respectful behaviour. Support legislation and enforcement practices that target dangerous conduct.
- Support shorter trips and sustainable transportation choices by creating compact, walkable, transit-oriented neighbourhoods.

The plan includes some actions specifically directed at the Grandview-Woodland area:

- Improve the walking experience along commercial shopping streets.
- Create an All Ages and Abilities (AAA) protected bike lane on parts of Commercial Drive (expanded upon in the 2015 Council update on Active Transportation).
- Extend the Millennium Line westward under Broadway to UBC.
- Provide limited-stop or rapid transit service along Commercial Drive and Hastings Street.

Policies for Transportation

8.1 Complete Streets

A ‘complete streets’ approach considers the needs for people of all ages and abilities, and for all modes of travel in its design. Safe and comfortable access for people walking, cycling, and using transit is not an afterthought but an integral planning feature, and accessible design features allow all people to meet their daily needs and participate in public life.

Most of the city’s arterials were originally designed decades ago to prioritize motorized traffic, so retrofitting streets to be more ‘complete’ often means ensuring the street is safe and comfortable for people of all ages and abilities to walk and cycle, and is accessible for persons with disabilities. In practice, not every street can be easily retrofitted. Arterials in particular often serve multiple purposes, acting as key transit and/or truck routes, providing access for emergency services, customers, and deliveries, and accommodating local and regional motorized traffic. Particular challenges exist on some of the busier mixed-use and residential thoroughfares, which include Clark, Hastings, Dundas/Powell, East 12th Avenue and portions of Venables and Broadway in Grandview-Woodland.

Given these challenges, the City’s immediate priority is not to make every street ‘complete’, but to ensure that the broader street network provides for a full array of transportation choices that are safe and convenient. Special emphasis is given to Commercial Drive, the neighbourhood’s most vibrant and destination-rich street.

Policies

Design streets to prioritize sustainable transportation choices and accessibility for people of all ages and abilities – while ensuring that core service and delivery functions can still be accommodated and the needs of multiple users and modes of transportation can be safely met. Work toward a broad goal of making 'complete streets' across Grandview-Woodland.

8.1.1 Develop a vision for Commercial Drive as a complete street, with key design principles that could include:

- Providing direct and convenient access to shops and services for all modes of transportation.
- Improving safety and comfort for all modes, with a focus on people walking and cycling.
- Carefully considering impacts to transit, general traffic, nearby streets, parking, services and deliveries, pick-ups and drop-offs, and viability of local businesses.
- Considering flexible design approaches that facilitate special events.
- Exploring opportunities to integrate sustainable rainwater management techniques.

Although a conceptual design is yet to be developed, the first step toward making Commercial Drive a complete street would focus on the area south of Graveley Street, where the street is wider. Measures in this area could include:

- Reallocating two motor vehicle travel lanes to provide space for AAA cycling.
- Improving the pedestrian realm though raised crosswalks and curb bulges to shorten crossings.
- Optimizing bus stop locations and creating new transit waiting areas.
- Preserving as much on-street parking as possible.

Design options will be brought to the community for consultation prior to any project being considered by Council. Lessons learned will guide future implementation elsewhere on Commercial Drive and on other streets throughout the city.

8.1.2 Consider 'complete street' principles and designs as opportunities arise on other streets, particularly those with relatively lower traffic volumes and wide rights-of-way (e.g. Nanaimo Street).

8.2 Transportation Safety

Vancouver is working towards eliminating all transportation-related fatalities and serious injuries. Great strides have been made in recent years, with fatalities decreasing over the past 40 years even as the number of trips grows.

The City will continue to work closely with partners (e.g. health agencies, Vancouver Police Department, ICBC, and other levels of government) to identify corridors and locations with high injury and fatality rates, understand contributing factors, and take appropriate steps in response. Required interventions could involve engineering and design, enforcement, and/or public education. While safety is an important concern for all modes, special emphasis is placed on vulnerable road users (such as people walking or cycling, or at risk groups such as seniors, children, and those with mobility challenges) since they are much more likely to be seriously injured when collisions occur.

A number of collision 'hotspots' have been identified in Grandview-Woodland through recent walking and cycling safety studies, and analysis of collision data. Many are in locations where high-traffic streets intersect with each other or on streets that have high volumes of people walking or cycling. For cycling specifically, 'dooring'—i.e., when a person in a car opens a door into the path of someone cycling, causing a crash—is also a concern, particularly on Commercial Drive.

Design treatments depend on the nature of the safety issues at hand, but may include (but not be limited to):

- Adjusting traffic signal operations;
- Modifying road design;
- Shortening crossing distances at intersections;
- Extending parking restrictions at intersections to improve sightlines;
- Providing raised crosswalks across alleys and adjoining local streets;
- Providing protected bike lanes and/or intersections; and
- Improving pedestrian-scale street lighting.

Policies

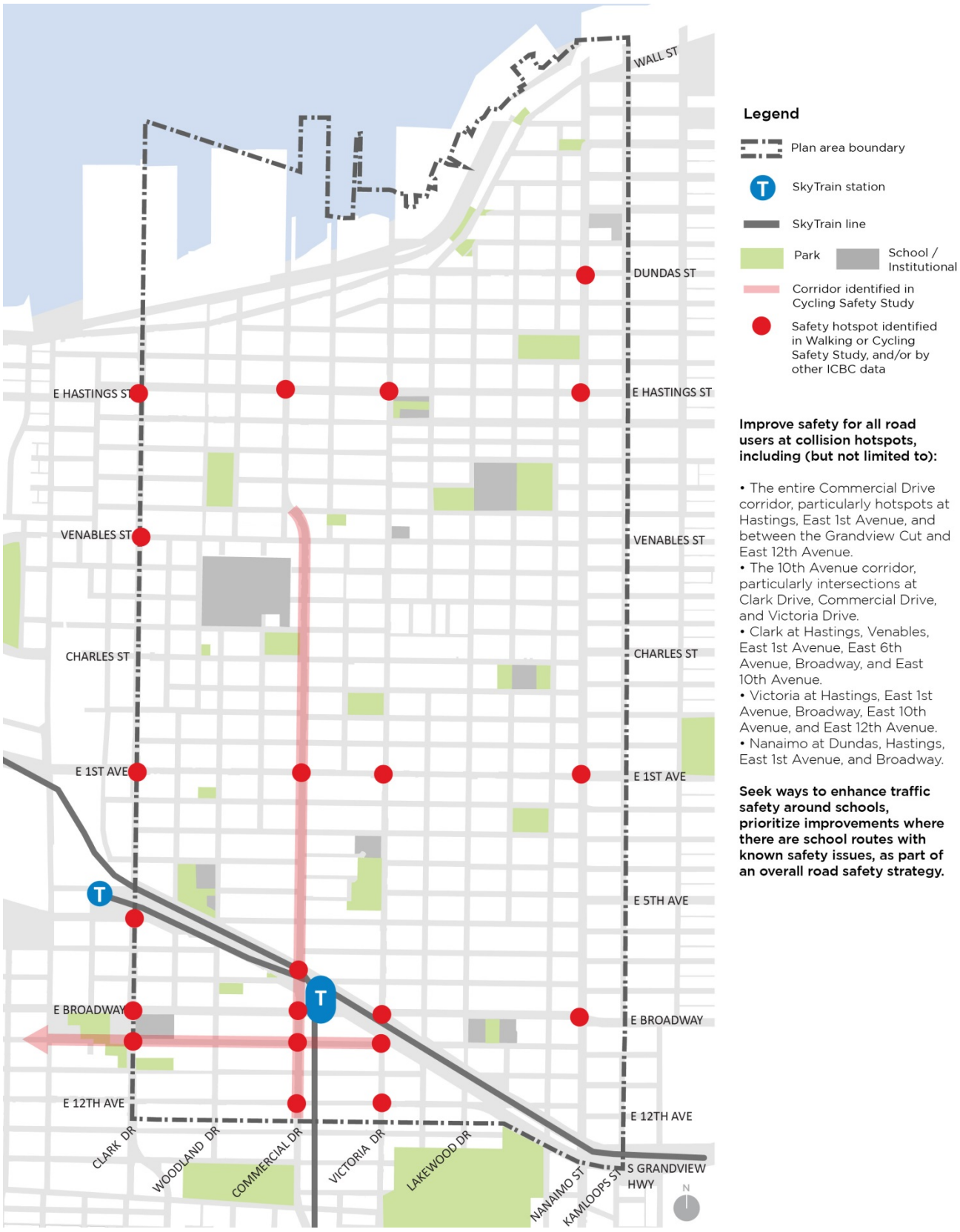
Ensure transportation projects in Grandview-Woodland move the City toward its vision to eliminate transportation-related fatalities and serious injuries.

8.2.1 Improve safety for all road users at collision 'hotspots', including (but not limited to):

- The entire Commercial Drive corridor, particularly hotspots at Hastings, East 1st Avenue, and between the Grandview Cut and East 12th Avenue.
- The 10th Avenue corridor, particularly intersections at Clark Drive, Commercial Drive, and Victoria Drive.

- Clark at Hastings, Venables, East 1st Avenue, East 6th Avenue, Broadway, and East 10th Avenue.
- Victoria at Hastings, East 1st Avenue, Broadway, East 10th Avenue, and East 12th Avenue.
- Nanaimo at Dundas, Hastings, East 1st Avenue, and Broadway.

8.2.2 Seek ways to enhance traffic safety around schools, prioritizing improvements where there are school routes with known safety issues, as part of an overall road safety strategy.



Safety 'Hotspots' Map

8.3 Walking

For the most part, Grandview-Woodland is a highly walkable neighbourhood, with many residents living close to shops, services, and community amenities. The neighbourhood is well-known for character-rich streets like portions of Commercial Drive that provide a vibrant, delightful walking experience, and quiet local streets lined with residential gardens.

There are also areas needing attention. Some streets are unpleasant to walk along because the sidewalks are crowded. The speed and volume of motor vehicles on arterials like Broadway, Clark Drive, and East 1st Avenue, combined with little to no buffer space and few public realm features, make the walking experience uncomfortable. Inadequate crosswalks and lighting, or poorly designed buildings and outdoor spaces, can make some places feel less safe, particularly at night. Certain intersections have proven to be challenging from a safety perspective, and sidewalks or curb ramps are missing in some areas. The walking environment also needs to consider movement for people in wheelchairs and other mobility aids.

Design treatments to improve safety, accessibility, and comfort vary depending on location, but the toolkit includes measures such as:

- Providing wider sidewalks and/or reducing sidewalk impediments and clutter (e.g. different signage, bike corrals, better placement of street furniture);
- Shortening crossing distances at intersections;
- Using smooth non-slip surfaces, curb ramps, audible signals, and other universal design elements to improve accessibility;
- Extending parking restrictions at intersections to improve sightlines;
- Providing raised crosswalks across alleys and adjoining local streets;
- Improving transit waiting areas;
- Discouraging the use of bikes on sidewalks by providing safe on-street routes;
- Providing buffers (e.g. full-time parking, landscaping, bike lanes) between the sidewalk and moving motor traffic;
- Providing additional seating and tables, as well as other amenities like parklets, street trees, and furniture;
- Improving pedestrian-scale street lighting; and
- Improving weather protection.

Policies

Make walking safe, convenient, comfortable, and delightful for all ages and abilities.

8.3.1 Improve safety and accessibility as streets are rebuilt and infrastructure is replaced. Priority will be given to streets with high walking volumes and known

safety hotspots, as well as around schools, community facilities, rapid transit stations, parks, and other key destinations.

8.3.2 Improve the walking experience on busier streets:

- Prioritize key commercial streets including Commercial Drive and East Hastings Street.
- Improve the pedestrian environment on other mixed-use thoroughfares and neighbourhood streets as opportunities arise (e.g. through development, infrastructure renewal, etc.), including Broadway, Powell Street, Dundas Street, Venables Street between Clark and Commercial, Victoria Drive, Nanaimo Street, East 1st Avenue, and East 12th Avenue

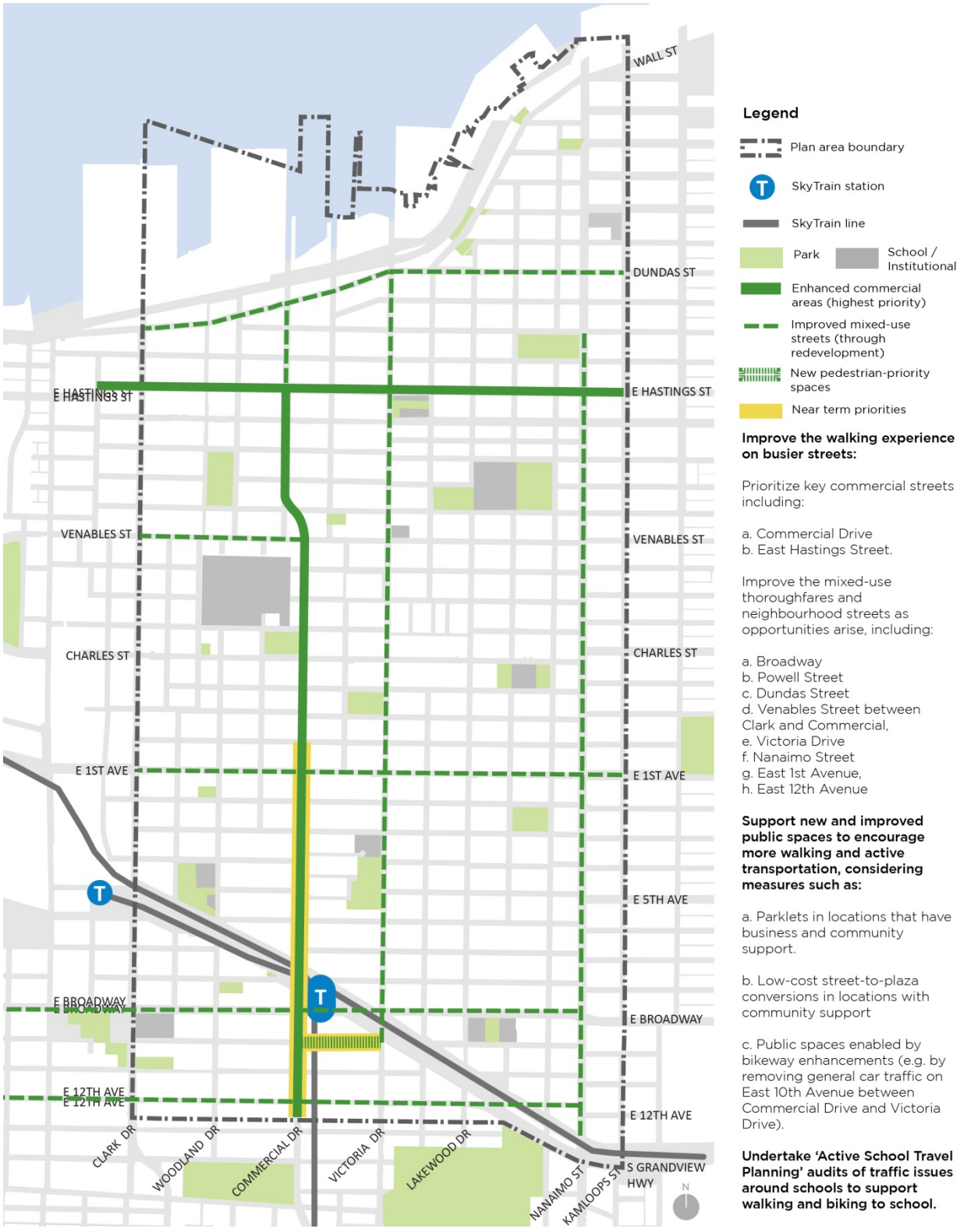
8.3.3 Improve pedestrian path network connectivity as opportunities arise through redevelopment or other roadwork:

- Prioritize long blocks and large sites, including Britannia Community Centre and the Safeway site at Commercial and Broadway.
- Complete the sidewalk network over time, using established City-wide criteria.

8.3.4 Support new and improved public spaces to encourage more walking and active transportation, considering measures such as:

- Parklets in locations that have business and community support.
- Low-cost street-to-plaza conversions in locations with community support, provided traffic and circulation impacts are manageable.
- Public spaces enabled by bikeway enhancements (e.g. by removing general car traffic on East 10th Avenue between Commercial Drive and Victoria Drive).

8.3.5 Undertake ‘Active School Travel Planning’ audits of traffic issues around schools to support walking and biking to school.



Walking Improvements

8.4 Cycling

Grandview-Woodland has a vibrant cycling culture. In many regards, it is setting the pace for cycling in the city—with a large and increasing number of residents cycling to get around the neighbourhood, do their shopping, and commute to school or work[1]. Addressing safety hotspots on existing routes, building new routes that fill gaps and better serve destinations, expanding bike sharing to the neighbourhood, and improving bike parking will support cycling as a way of getting around Grandview-Woodland.

Despite the benefits of cycling (affordability, health, and environmental benefits), retrofitting cycling infrastructure onto existing streets can be difficult particularly on busy streets where a variety of needs must be served. Employees and customers should be able to reach shops regardless of how they travel, and detailed plans must consider impacts to transit, motor traffic and parking, emergency services, local businesses, and goods movement and delivery.

Policies

Make cycling safe, convenient, and comfortable for people of all ages and abilities, for all kinds of trips

8.4.1 Maintain and enhance the cycling network supporting people of all ages and abilities and to serve all kinds of trips, including shopping and errands as well as commuting and recreation. For route upgrades, prioritize collision hotspots and high-volume routes. For new routes, prioritize gaps in the network and facilities that directly link key destinations.

Key changes include:

- Exploring AAA bike lanes on Commercial Drive to directly serve destinations, by reallocating travel lanes south of Graveley, and creating connections to the existing network.
- Addressing safety hotspots and upgrading existing routes to make them safer and more comfortable, including Adanac, East 10th Avenue, Woodland Drive (Mosaic Bikeway), Lakewood, Central Valley Greenway, and Off-Broadway.
- Completing the Portside Greenway by providing a link between the Powell Street Overpass and Wall Street.
- Providing new east-west local street bike routes along Pandora, Charles or William or Grant, and East 8th Avenue (with precise alignments to be

[1] The City of Vancouver conducts an annual transportation panel survey, collecting information citywide as well as broken down into nine smaller zones. According to the most recent 2015 survey "Vancouver Port"—the zone containing most of Grandview-Woodland and Strathcona—has the highest cycling rate in the city, with 17% of all trips by bike, 50% of residents reporting they cycle at least twice a week in fair weather, and 60% of people reporting that they would like to cycle more often.

informed by detailed review and decisions around a planned new arterial street in False Creek Flats).
- Supporting the future development of protected bike facilities on Nanaimo Street, as part of a 'complete street' redesign.
- Exploring a bike facility along Victoria Drive as a flatter alternative to the existing Lakewood local street bikeway.
- Considering other bike network improvements and additions as opportunities arise through redevelopment or other road work.

Detailed design work will carefully consider impacts to transit, general traffic, nearby streets, parking, services and deliveries, and local businesses. Design treatments that enable cycling for people of all ages and abilities — e.g. physical protection on high-traffic streets and enhanced traffic calming on local street routes to ensure low motor vehicle speeds and volumes—will be pursued wherever feasible but may be implemented incrementally.

8.4.2 Improve bike parking and other end-of-trip facilities where possible by:
- Providing additional bike parking to serve commercial areas, including bike corrals.
- Providing visitor bike parking in residential areas.
- Working with TransLink to provide secure bike parking as part of rapid transit station upgrades.
- Ensuring new developments have sufficient, convenient, and secure bike parking and other supporting infrastructure such as storage, change rooms, and showers.
- Supporting a citywide retrofit program that makes it easy to add safe, convenient, and secure bike parking in existing buildings.

8.4.3 Support improved integration of cycling and transit by:
- Working with TransLink to provide bike parking and bike storage at rapid transit stations.
- Creating safe, convenient connections between rapid transit stations and the existing cycling network.
- Considering bike access and movement as part of station upgrades.

8.4.4 Support the expansion of public bike share into Grandview-Woodland by upgrading and expanding the cycling network with a focus on destination-rich streets. Public bike share stations will be located near transit stations, designated cycling routes, and popular destinations in areas with supportive land uses. Space for stations on both private and public lands will be secured for this purpose.



Upgrade & expand the cycling network in Grandview-Woodland to serve all ages and abilities (AAA) and all kinds of trips

Key changes include:

a. Explore AAA bike lanes on Commercial Drive to directly serve destinations, by reallocating travel lanes south of Graveley, and creating connections to the existing network.

b. Address safety hotspots and upgrade existing routes to make them safer and more comfortable, including Adanac, East 10th Avenue, Woodland Drive (Mosaic Bikeway), Lakewood, Central Valley Greenway, and Off-Broadway.

c. Complete the Portside Greenway by providing a link between the Powell Street Overpass and Wall Street.

d. Fill network gaps with new east-west local street bike routes along Pandora, William or Charles or Grant, and East 8th Avenue (with precise alignments to be informed by detailed review and decisions around a planned new arterial street in False Creek Flats).

e. Consider protected bike facilities on Nanaimo Street, as part of a 'complete street' redesign.

f. Explore a bike facility along Victoria Drive as a flatter alternative to the existing Lakewood local street bikeway.

g. Consider other bike network improvements and additions as opportunities arise through redevelopment or other road work

Cycling Improvements

8.5 Transit

The Grandview-Woodland neighbourhood is well-served by transit. Commercial-Broadway station is the busiest station in the entire region with over 90,000 station trips and 60,000 bus trips each day. Five of the bus routes serving the neighbourhood—the 99, 9, 20, 16, and 22—rank among the region's top ten in terms of boardings.

Despite high levels of service, the neighbourhood has transit challenges. Commercial-Broadway Station lacks the capacity to accommodate current ridership, resulting in severe congestion, with long queues at key station "choke points" on an almost daily basis. Overcrowding is expected to increase as station ridership increases, particularly with the opening of the Evergreen Line in 2017. Some of the local routes, such as the #20, suffer from unreliable travel times despite relatively frequent service.

While the City does not own or operate the transit system, it can support high ridership and improved, cost-effective service by continuing to build transit-supportive streets and public spaces, and through supportive land use. Advocating for new infrastructure and increased service levels will also continue to be a priority.

Policies

Support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable

8.5.1 Work with TransLink to expand fast, frequent, reliable, high-speed transit. Priorities include:

- Extending the Millennium Line SkyTrain under Broadway towards UBC (replacing the existing 99 B-Line).
- Implementing a new B-Line service along Hastings Street in the near term, and higher-capacity rapid transit in the long term.
- Considering a limited-stop north-south bus service in the long term.

8.5.2 Support TransLink to improve local transit service. Priorities include:

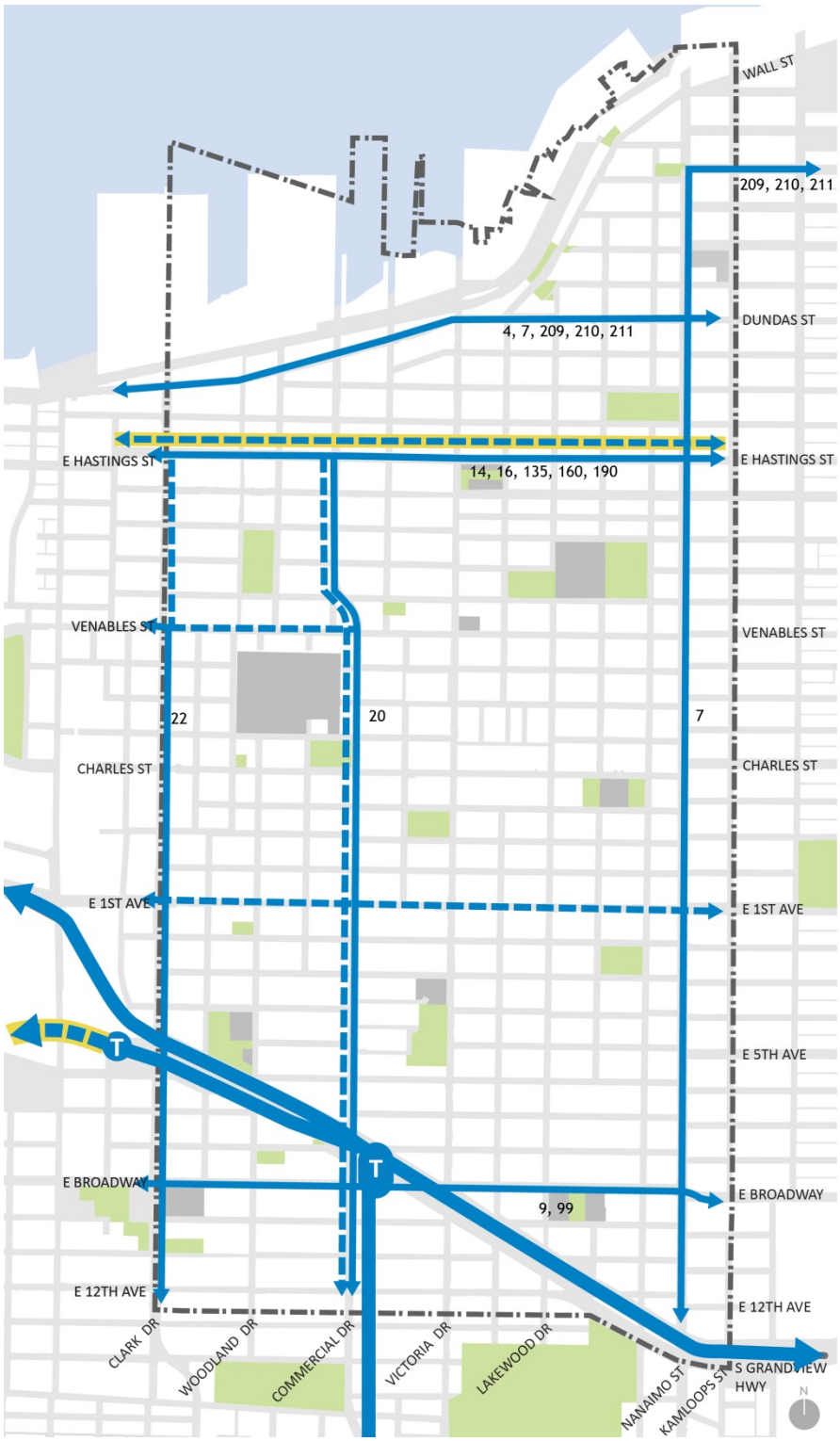
- Improving frequency and reliability of existing bus routes if possible, while recognizing the need to balance other road user needs on limited rights-of-way.
- Considering new transit service along East 1st Avenue, and extensions along Venables and Clark.
- Improving mobility options for people with special mobility needs.

8.5.3 Work with TransLink to ensure transit waiting areas are safe, comfortable, and accessible, through measures such as:

- Additional seating, lighting, weather-proofing, landscaping or public art, and passenger information.
- Pursuing opportunities to locate amenities on private property in locations where sidewalk space is too limited for a full shelter.

8.5.4 Improve Commercial-Broadway SkyTrain Station and the surrounding area by:

- Supporting TransLink-led improvements to improve transit capacity, passenger circulation, wayfinding, accessibility, and multi-modal integration.
- Advocating for additional station facilities such as publicly-accessible restrooms.
- Working with TransLink and adjacent owners to improve integration with the surrounding neighbourhood.



Work with TransLink to expand fast, frequent, reliable, high-speed transit.

Priorities include:

a. Extend the Millennium Line SkyTrain under Broadway towards UBC (replacing the existing 99 B-Line).

b. Implement a new B-Line service along Hastings Street in the near term, and higher-capacity rapid transit in the long term.

c. Consider a limited-stop north-south bus service in the long term.

Support TransLink to improve local transit service.

Priorities include:

a. Improve frequency and reliability of existing bus routes if possible, while recognizing the need to balance other road user needs on limited rights-of-way.

b. Consider new transit service along E 1st Avenue, and extensions along Venables and Clark

c. Improve mobility options for people with additional accessibility needs.

Transit Priorities

8.6 Goods Movement, Services, and Emergency Response

Goods movement and delivery is a critical aspect of the local, regional, and even national economy. Stores on neighbourhood high streets depend on local deliveries of inventory, while mixed-use and industrial streets serve the shipping and receiving needs of local industry. The neighbourhood is also closely linked to national and international shipping routes via the nearby Port facilities.

Emergency services also merit special consideration. It is critical that police, fire, and ambulance can reach their destinations in a timely fashion. At the same time, efforts to minimize response times should not come at the expense of traffic calming and other measures intended to reduce crashes and increase safety.

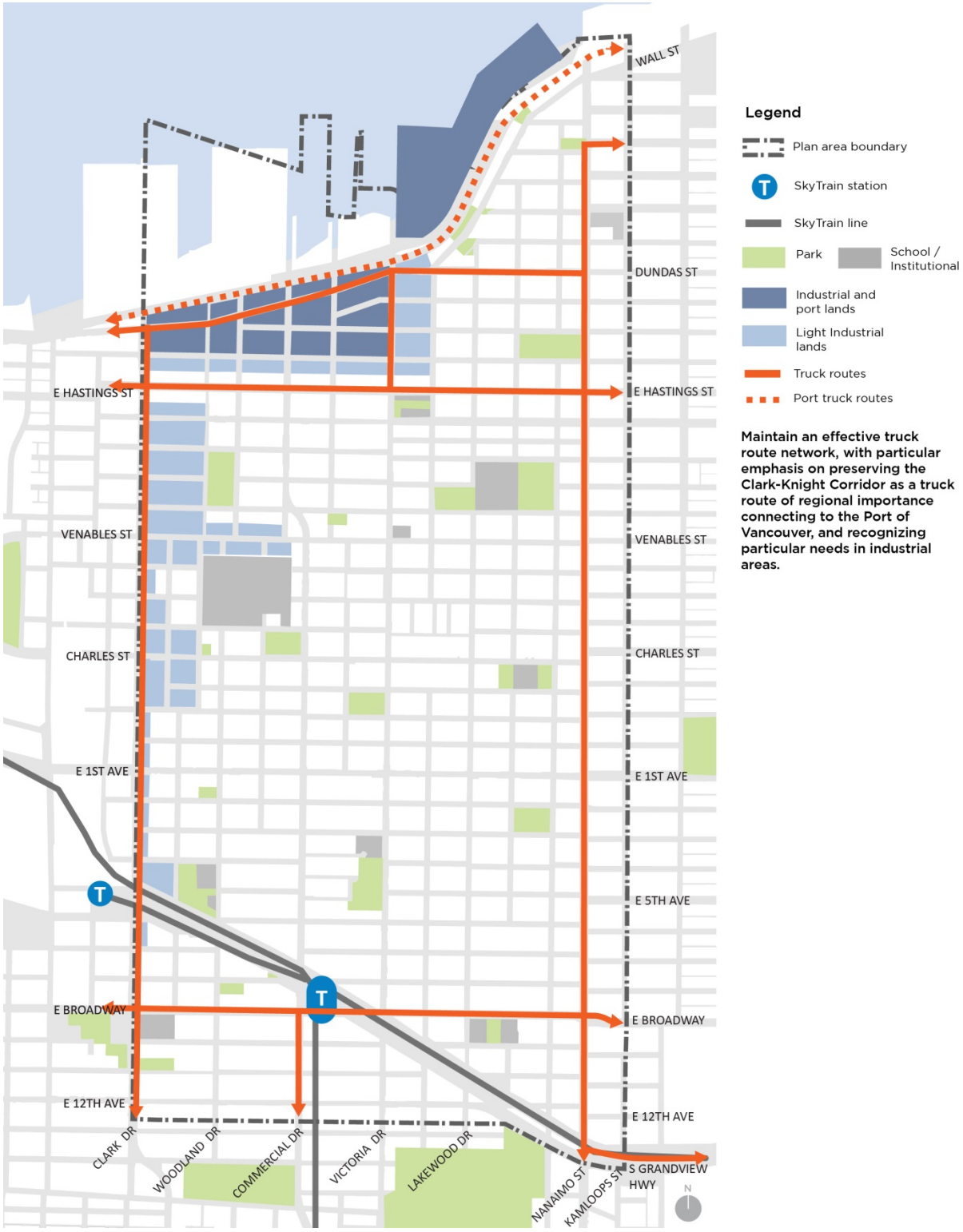
Policies

Continue to support the local economy and Vancouver's role as a major port by planning for loading and deliveries, and maintaining effective emergency response times

8.6.1 Maintain an effective truck route network, with particular emphasis on preserving the Clark-Knight Corridor as a truck route of regional importance connecting to the Port of Vancouver.

8.6.2 Continue to support local businesses by planning for loading and deliveries and by ensuring potential customers have exposure and convenient access.

8.6.3 Ensure that emergency response is considered in any changes to the street network.



Goods Movement

8.7 Road Network and Parking

Thousands of people drive on Grandview-Woodland's streets each day, some heading to or from local destinations and others just passing through. The City is committed to making roads as safe and operationally efficient as possible, while at the same time supporting a gradual transition to fewer car trips. The number of people living, working, and visiting the city is continuing to grow, meaning more trips on finite road space—trips that cannot be accommodated by driving. Continuing to accommodate the trips that need to be made by automobile while encouraging a shift towards more sustainable ways of getting around is a major challenge.

Like many parts of the city, there is significant demand for commercial, visitor, and residential parking in Grandview-Woodland. Many destinations have a significant regional draw, pulling in visitors from throughout Metro Vancouver and beyond, including more car-dependent suburban neighbourhoods.

The City will continue to consider parking needs as streets are redesigned and land uses evolve, recognizing that many of the neighbourhood's destinations are regional in nature, and explore measures that make it easier to find available parking in ways that don't encourage more driving overall. Supporting increased car-sharing—which reduces private vehicle ownership and overall driving—and preparing for emerging auto industry trends toward increased electrification, connectivity, and automation are also important considerations moving forward.

Policies

Ensure safe and efficient use of the road network in Grandview-Woodland, and support a gradual reduction in car dependence by making it easier to drive less

8.7.1 Investigate ways to manage traffic speeds on arterials and other busy streets in the neighbourhood by, for example:

- Designing streets and signal progressions to ensure safe speeds.
- Requesting that the Vancouver Police Department increase enforcement of speed limits.

8.7.2 Study potential impacts on Grandview-Woodland when planning transportation changes elsewhere in the city, and seek ways to mitigate negative impacts such as peak-period shortcutting on local streets.

8.7.3 Study changes to parking management to make it easier for people living or visiting the neighbourhood to find parking, in ways that don't encourage more driving. Measures could include (but are not limited to):

- Modifying or adding parking regulations in residential areas.

- Using performance-based pricing in commercial areas to ensure some spaces are always available.
- Making it easier to find available spaces by improving wayfinding.
- Using off-street space behind or underneath commercial buildings to provide additional parking.
- Encouraging local employees to park off-street or use other forms of transportation.
- Reviewing peak-period parking restrictions.
- Reviewing loading regulations (location, times in effect, etc.) to identify additional parking opportunities.

8.7.4 Where appropriate, reduce parking requirements for new developments that are located near transit hubs or corridors. Consider the potential to treat parking as a shared district resource as part of larger developments in key areas, including (but not limited to):

- Britannia Community Centre
- Broadway and Commercial
- Hastings Street

8.7.5 Support the growth of car-share services in the neighbourhood by increasing the number of dedicated car-share parking spaces on streets or City-owned parking lots and/or requiring car-share services as part of new developments.

8.7.6 Consider emerging trends such as increased electrification, increased automation, connected vehicles, and reduced private car ownership when designing parking and other street infrastructure. Measures include (but are not limited to):

- Providing additional charging stations, both on-street and in new developments.
- Designing new parking spaces to be sharable and adaptable to other uses.

9. PUBLIC SPACES AND PUBLIC LIFE

The livability of, connection to and enjoyment of any community is strongly tied to the quality of its public spaces. Whether it is the parks, community gardens, waterfront walkways, vibrant shopping streets, plazas, or that favourite bench, these spaces contribute to a sense of community. These are the places for recreation and play, for gathering and socializing, for going about one's daily business, and for connecting with one another.

Grandview-Woodland is home to some of the most dynamic and welcoming public spaces in Vancouver. These include well-loved parks like Grandview, Pandora, and Victoria Parks as well as smaller plaza areas like Napier Square. The community also has an array of accessible, school playfields, as well as smaller but equally important places to gather and recreate. But the heart of Grandview-Woodland and the focal point that draws people from across the city and beyond is Commercial Drive. It is a wonderfully dynamic and eclectic publically welcoming urban corridor that also connects into so many of the other valued public spaces in the community.

As Grandview-Woodland grows over the coming years, its public space will become even more important for its role in sustaining community life. These public spaces will need to be supported, enhanced, and expanded in creative ways to ensure their continued success.

Citywide Context

Any community's public spaces are part of a broader system that extends beyond its borders. Further, various citywide policies, goals, and objectives can factor into decisions about public spaces. It is important to outline some of these key citywide policies.

- *Transportation 2040* highlights the importance of public plazas and gathering spaces in supporting a vibrant public life that benefits both commerce and community. The plan provides direction on creating both temporary and permanent public spaces by reallocating road space, or by using streets differently. Potential locations for public space improvements, such as "pavement-to-plaza conversions", are identified for Grandview-Woodland.

- The City's *VIVA Vancouver* program, managed by Engineering Services, encourages the creative transformation of streets into vibrant public spaces for walking and gathering. This is often achieved through temporary road space reallocation and programming. VIVA Vancouver enhances sense of community, encourages active forms of transportation, and benefits local businesses.

- The City is committed to ensuring that everyone has equal opportunity to enjoy parks, open spaces, and greenways. One of the City's key policies in this regard is in the *Greenest City 2020 Action Plan* (2011). It sets targets related to parks and open spaces such as ensuring everyone is within a five-minute walk of a park, greenway, or other natural space; and that the City plant 150,000 new trees by 2020.

- The Vancouver Park Board's *Biodiversity Strategy* (2016) presents goals, targets, objectives, and actions for supporting biodiversity on public and private lands across the City of Vancouver. Together with the Urban Forest Strategy, the Rewilding Action Plan, and the Vancouver Bird Strategy, it provides a foundation for protecting and restoring natural areas, species, and ecological processes, and for improving access to nature in all of Vancouver's neighbourhoods.

  One of the goals is to restore forests, wetlands, shorelines, and smaller urban habitats to build a city-wide ecological network, an inter-connected system of natural areas. Urban neighbourhoods, greenways, and parks contribute to the functioning of the ecological network, as well as provide access to nature for many residents.

- *Urban Forest Strategy* (2014): Policy and operational guidelines to enhance the urban forest on private lands, streets, and parks. The strategy is meant to protect, plant, and manage tree canopy cover throughout the city. The benefits include air cleaning and cooling, food production, access to nature, wildlife habitat, carbon dioxide absorption, rainwater management, and adding to the beauty of Vancouver.

- Beginning in 2016, the Park Board will develop a *Parks and Recreation Services Master Plan*, which will guide the development of parks and recreation services through to 2026. The plan will be based on analysis of existing assets and understanding of growth and future demographics of the city. The Park Board is also leading an Aquatic Services Strategy to provide direction to meet indoor and outdoor pool needs.

Policies for Public Spaces and Public Life

9.1 Streets as Places

Streets can be more than just corridors for movement. They can be special or unique places in their own right. Many streets and laneways have the potential to be great places. Grandview-Woodland is endowed with a number of charismatic streets. Commercial Drive is a prime example but the eastern portion of Hastings Street is also a much-valued place. Other important places that exist within streets are the designated 'greenways', green street areas (where community members can garden within the street right-of-way), and peaceful tree-lined residential streets that are enjoyed for the comfort they afford to people on foot or bicycle.

Challenges include locations where sidewalks are too narrow to comfortably accommodate high pedestrian volumes, commercial activity, and public life. Connections between key community assets such as shopping areas, parks, community centres, and neighbourhoods could also be improved. Opportunities also exist where street trees could be added or diseased trees replaced to contribute to the overall street tree canopy across the community.

The Grandview-Woodland Community Plan sets out policies to pursue the development of a new type of public space called a "shared space." These are redesigned segments of the street right-of-way – typically a half block or full block in length – that feature enhanced pedestrian features, landscaping, and other public realm improvements. Shared spaces can link key arterial streets with a nearby park, gathering area, or community facilities. They are pedestrian-priority and bike-permeable spaces, and may also be car free depending on circulation needs and community support.

The focus of the following policies is on improving streets as places and the ways they mark and connect community assets (see ***8. Transportation*** for more about mobility and movement).

Policies

Enhance streets to function both as public places as well as pathways for movement

9.1.1 Support the enhancement of shopping areas (Commercial Drive, Hastings Street, and proposed commercial areas on Nanaimo Street) and the public life that infuses them. In partnership with local businesses and the community, enable public realm improvements that allow for resting, people-watching, and other forms of social interaction. Consider:

- Providing new seating and gathering areas including purpose-built seating, parklets.

- Seeking additional setbacks as part of new development.
- Improving transit waiting areas.
- Using the 'offset grid" that exists in some areas as an opportunity to introduce new or improved public spaces.
- Enhancing the shopping areas with additional street trees or public art.
- Addressing pedestrian pinch-points, i.e. ensuring a clear path for pedestrian movement.

9.1.2 Support the creation of additional patio areas, where appropriate, on shopping streets and in commercial areas.

9.1.3 Enable the long-term creation of "shared spaces" connecting commercial area to other community assets, in key areas of the neighbourhood that are (a) supported by the community, and (b) enabled through adjacent development opportunities, and/or cycling route additions or upgrades. Potential locations include (but are not limited to):

- East 10th Avenue - Commercial Drive to Victoria
- Woodland Drive – East 10th Avenue to East 8th Avenue (W.C. Shelley Park)
- East 8th Avenue – W.C. Shelley to Grandview Cut
- Woodland Drive – Frances to Hastings (Woodland Park)
- Garden Drive: Hastings to Franklin (Pandora Park)

Design spaces to prioritize active transportation, and consider a broader array of pedestrian-priority treatments as part of future park upgrades. Where new development takes place adjacent to parks, consider opportunities to create more integrated landscaping and street treatments (e.g. to introduce shared-space elements and soften street edges).

9.1.4 Support the expansion of the food trucks program via the provision of additional food truck and mobile food vending licenses for use in the neighbourhood.

9.1.5 Encourage and support the creation of "gateway features" (e.g. elements to reinforce a sense of arrival or overall 'sense of place') in key areas of the neighbourhood. Such features could include architectural or landscaping elements, public art, or other placemaking features. Key areas include:

- Clark and East 1st Avenue
- Clark and Venables
- Commercial Drive (between Broadway and the Grandview Cut)
- Hastings Street (at Clark and/or Commercial Drive)

9.1.6 Support the continuation of the City's Green Streets program, encouraging residents to garden in traffic circles, boulevards, and other areas of street rights-of-way.

9.1.7 Add street trees to Grandview-Woodland focusing on the following priority areas:

- Residential streets with lower tree densities.
- Public park and greenspace perimeters.
- Industrial streets with lower tree canopy (noting requirements for truck turning, loading and unloading, larger building footprints and limited set-backs).
- Arterial streets with lower tree densities (noting spatial requirements for transit and truck traffic, as well as safe walking and cycling).

Existing treeless hardscape areas often require site modifications to accommodate the street trees, which the Park Board will pursue in partnership with Engineering Services. Hastings Street is an example of this and will be a priority for street tree planting.

9.1.8 Explore renaming streets to enhance their identity and reinforce a sense of place, including:

- Grandview Highway – which has been proposed as Grandview Boulevard to reflect its current transportation purpose.
- Segments of East 3rd, East 4th, and East 5th Avenues, between Commercial Drive and McSpadden Park – which were originally named Tram, Electric and Rail Street -- to denote the community's role in the early transportation history of the city.

9.1.9 Explore opportunities as they arise to revitalize laneways by through design and/or programming opportunities.

9.1.10 Support the creation of low cost community-initiated public spaces, for example through the City's parklet program, or through a pavement-to-plazas program.

9.1.11 Continue support for festivals and events as delivered through the variety of City departments from Cultural Services and the Park Board to the Film and Special Event office.

9.1.12 Explore enhanced opportunities for artists to busk, especially on shopping streets.

9.2 Plazas

Plazas and squares are an important type of public space. Because they are hard-surfaced, they tend to be well used on a year-round basis. In addition, they can support community events, such as markets, performances, and festival activities.

Grandview-Woodland has a limited number of plaza-style areas. Napier Greenway includes a square at the entrance of Britannia Community Centre and there are additional hard-surface gathering areas found in some neighbourhood parks. Throughout the process, participants suggested a need to create new plaza spaces, as well as enhance those that already exist.

Policies

Create new plazas to support public gathering and enhance existing gathering spaces

9.2.1 Pursue new and improved hard-surfaced plaza areas as part of key new developments. Programming should consider cultural programming, markets, outdoor theatre, kid's festivals, and weather-proofing measures. The following are priority locations:

- Broadway and Commercial – southwest corner (as part of redevelopment of the Safeway site).
- Commercial and Venables – as part of redevelopment of the Kettle Friendship Society site.
- Hastings and Commercial – northwest corner (as part of future development along Hastings Street).
- Britannia Community Centre – enhance and expand Napier Greenway Square
- Nanaimo and Charles – southeast corner as part of redevelopment.

9.3 Public Realm Features

As public spaces, Grandview-Woodland's parks, plazas, and streets are all strengthened with an array of supporting infrastructure – elements that improve the design and environmental performance, or provide opportunities for social interaction and community-building.

Public realm features refer primarily to street furniture such as seating, tables, bike racks, drinking fountains, public bathrooms and information kiosks, signage (way-finding, commercial signage), and public realm programming (including food carts, street vending, buskers and public art).

Policies

Enhance public realm infrastructure

9.3.1 Provide more and better public seating and tables in the neighbourhood with a focus on shopping streets and other destination areas such as parks and plazas, future greenways and bike routes.

9.3.2 As part of new development fronting shopping street areas and commercial nodes, work with land-owners to incorporate publicly accessible seating at street level.

9.3.3 Work with local stakeholders, including TransLink and area Business Improvement Associations (BIA's) to introduce additional publicly accessible restrooms. In particular, consider the following opportunities

- Broadway/Commercial Skytrain station – as part of on-going station redesign work.
- Commercial Drive and Hastings Street shopping streets areas.

9.3.4 Work with BIAs and other local stakeholders to identify/confirm areas that require additional recycling/waste bins, and provide additional bins where appropriate.

9.3.5 Work with BIAs and local artists to explore where opportunities exist for the creation of new neighbourhood-specific street furniture (and other infrastructure).

9.3.6 Work with area BIAs and community service providers/stakeholders to ensure the appropriate placement and content for wayfinding signage.

9.3.7 Work with business owners to ensure that A-frame signage on shopping streets does not adversely impede the flow of pedestrian traffic or create accessibility issues. As an alternative, support the use of perpendicular signage

9.3.8 Increase the number of drinking fountains in Grandview-Woodland, with particular focus on areas with high current and anticipated walking and/or cycling volumes (e.g. high street areas and commercial nodes), cycling routes, and parks and gathering areas.

9.3.9 Create opportunities for community information sharing in City-owned spaces and on public infrastructure.

9.3.10 As new development takes place in the neighbourhood, remove non-compliant billboards.

9.4 Other Place-making Opportunities

Place-making empowers local community members to engage in improving public space. In so doing, it "capitalizes on a local community's assets, inspiration, and potential, and it results in the creation of quality public spaces that contribute to people's health,

happiness, and well-being." Grandview-Woodland has a number of orphaned spaces – which present opportunities for place-making and beautification.

Policies

Enable residents, students, and employees to work with the City and other stakeholders to enhance spaces through small-scale place-making projects for the benefit of the broader community

9.4.1 Encourage partnership initiatives that improve local public spaces, for example by providing facilitation and support for projects in areas where community members have identified a desire for improvements. Focus areas include:

- Industrial areas – and in particular the 'seams' to better integrate these places, celebrate the 'grit', and attend to safety considerations.
- Orphaned spaces, including vacant City-owned lots, boulevards, left-over land associated with traffic infrastructure and laneways.
- Areas under the SkyTrain guideway.

9.5 Parks

The Grandview-Woodland plan area has a number of key park assets. These include 16 City-owned parks totaling 29 acres (11.7 hectares) of land. There are also 6 school playfields that are accessible to the community. John Hendry Park (Trout Lake) and Strathcona Park are outside Grandview-Woodland's boundary, but serve large portions of the neighbourhood due to their close proximity. Of Grandview-Woodland residents, 94% live within a five-minute walk of a park, greenspace or school playfield.

Green space is highly valued by residents but the ability to create new parks is limited by high land costs, and the availability of suitable sites. Grandview and Victoria Parks are in good condition from recent renewals. Many of Grandview-Woodland's parks are in fair condition but will require upgrades over the next 30 years. Throughout the planning process, community members emphasized the need to focus on upgrades to existing parks as a priority means to strengthen the neighbourhood. Future park planning processes will consider opportunities for some of these spaces to be enhanced with additional amenities to better meet the needs of residents.

Policies

Enhance existing parks to improve their quality, diversity, and usability. Explore opportunities to expand park space

9.5.1 Introduce improvements to key parks prioritizing projects where there are 1) higher current or proposed population densities, 2) recreational service gaps, 3)

concerns about park condition, safety, and usability. Woodland, WC Shelley, Alice Townley, Garden, Oxford, Cambridge, Cedar Cottage, and Mosaic Creek have been identified for improvements in the short to medium term.

9.5.2 Consider a greater variety of activities and programming for parks that could include:

- Recreational and sporting use (sports fields)
- Cultural uses (stages, performance area, art & sculpture parks)
- Playgrounds
- Exercise and adult playground
- Urban forest
- Habitat
- Food gardens and food tree plantings
- Dog off-leash areas
- Community programming
- Features to support wet-weather uses

9.5.3 Continue to work with the Vancouver School Board to enable public access to school playfields.

9.5.4 Explore opportunities to expand existing parks or create new parks prioritizing areas where there are 1) higher current or proposed population densities and 2) gaps in recreation services. Consider a long-term aspiration to create public access to the Burrard Inlet waterfront.

9.5.5 Explore opportunities to improve walking connections between arterial streets and nearby parks through shared spaces and/or streetscape improvements.

9.6 Habitat and Biodiversity

Grandview-Woodland's streets, parks, and open spaces provide a key opportunity to enhance habitat and biodiversity. This, in turn, can have a positive impact on the neighbourhood's environmental and social sustainability.

Policies

Seek to preserve and enhance habitat and biodiversity

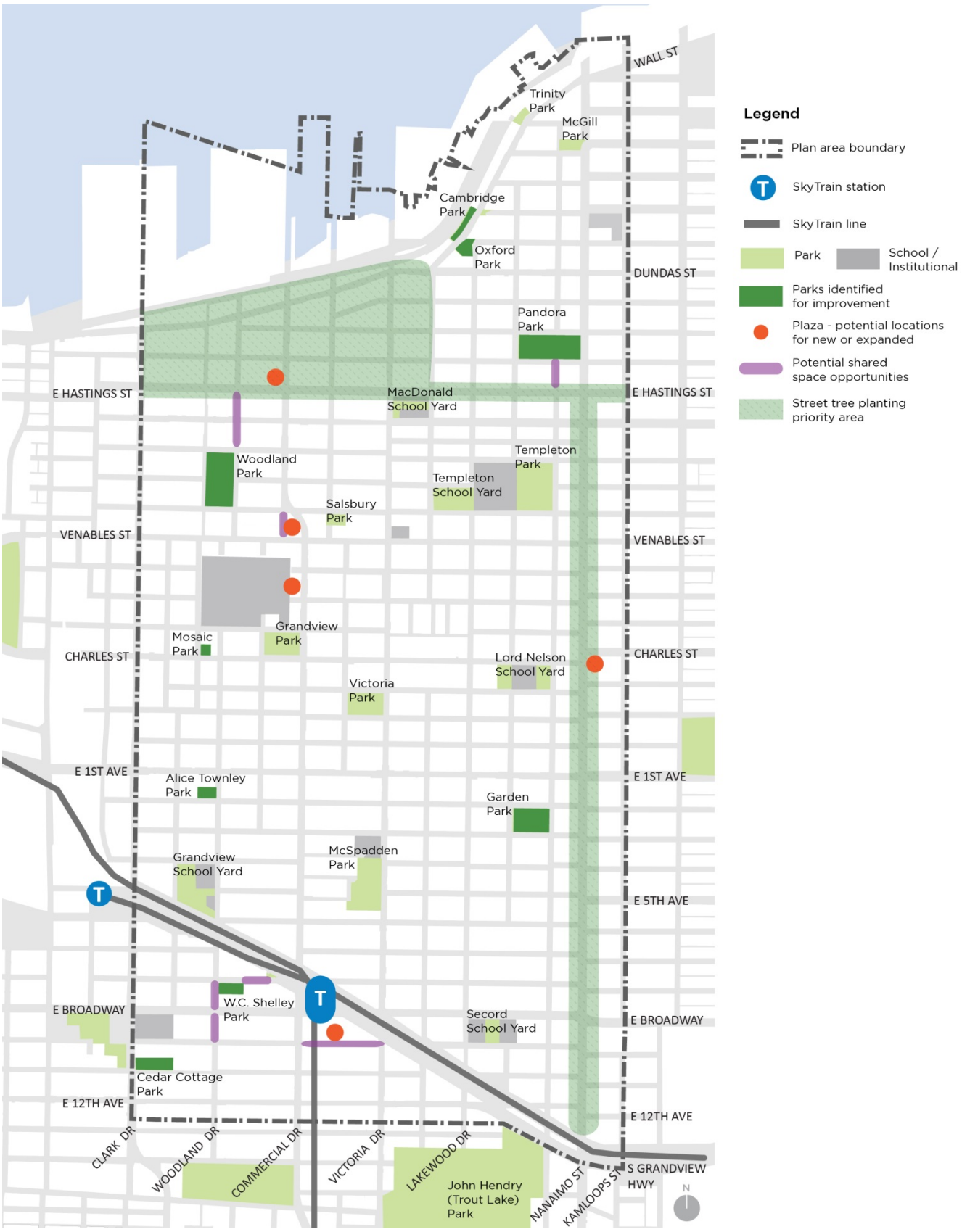
9.6.1 Preserve significant greenspace corridors and other habitat assets in the neighbourhood including Grandview Cut, neighbourhood parks, and urban forest assets (e.g. street trees).

9.6.2 Seek opportunities to enhance or restore natural habitat and biodiversity, as part of future open space acquisition, expansion, or upgrade activities. Look to:

- Explore opportunities to create pollinator gardens.
- Balance port uses with a desire to conserve and enhance natural shorelines and riparian areas.
- Enhance the urban forest canopy.

9.6.3 Explore opportunities to celebrate and/or daylight historic waterways and buried streams in Grandview-Woodland.

9.6.4 Support opportunities (including pilot projects) aimed at improving the environmental performance of neighbourhood streets and new developments. This could include bioswales and raingardens, permeable paving treatments (for laneways, pedestrian paths, 'shared space' areas, etc.), small-scale energy generation, and habitat-friendly lighting systems.



Grandview-Woodland Parks and Public Spaces

9.7 Prominent Vistas and Street Views

Grandview was named as a result of some of the prominent views that can be found throughout the neighbourhood. Currently, City policies protect two view cones, namely #21 and #27, with points of origin located immediately south of the Grandview-Woodland study area. Both view cones are oriented north and secure views of the North Shore Mountains.

Based on community input, a number of exemplary vistas and street views have been identified.

Grandview Cut - Looking in both directions from the bridges that traverse the Cut towards the downtown skyline and of the Cut itself.

Lakewood Drive - From the summits of this north-south bike route, views of the downtown skyline and north towards Burrard Inlet and the North Shore Mountains.

Wall Street – Along the bluff, views of the port and Burrard Inlet and towards the downtown skyline beyond.

Hastings Street - On the slope near Victoria Drive, looking westward to the downtown skyline.

Pender, Frances, Georgia and Adanac Streets (between Commercial Drive and Victoria Drive) – From the high points of these east-west streets, views of the downtown skyline.

Britannia School Grounds – "Peek-a-boo" views northward and westward towards the downtown skyline, the port, and the North Shore Mountains.

Nanaimo Street - At crest of hill around East 2nd Avenue, views of the North Shore Mountains.

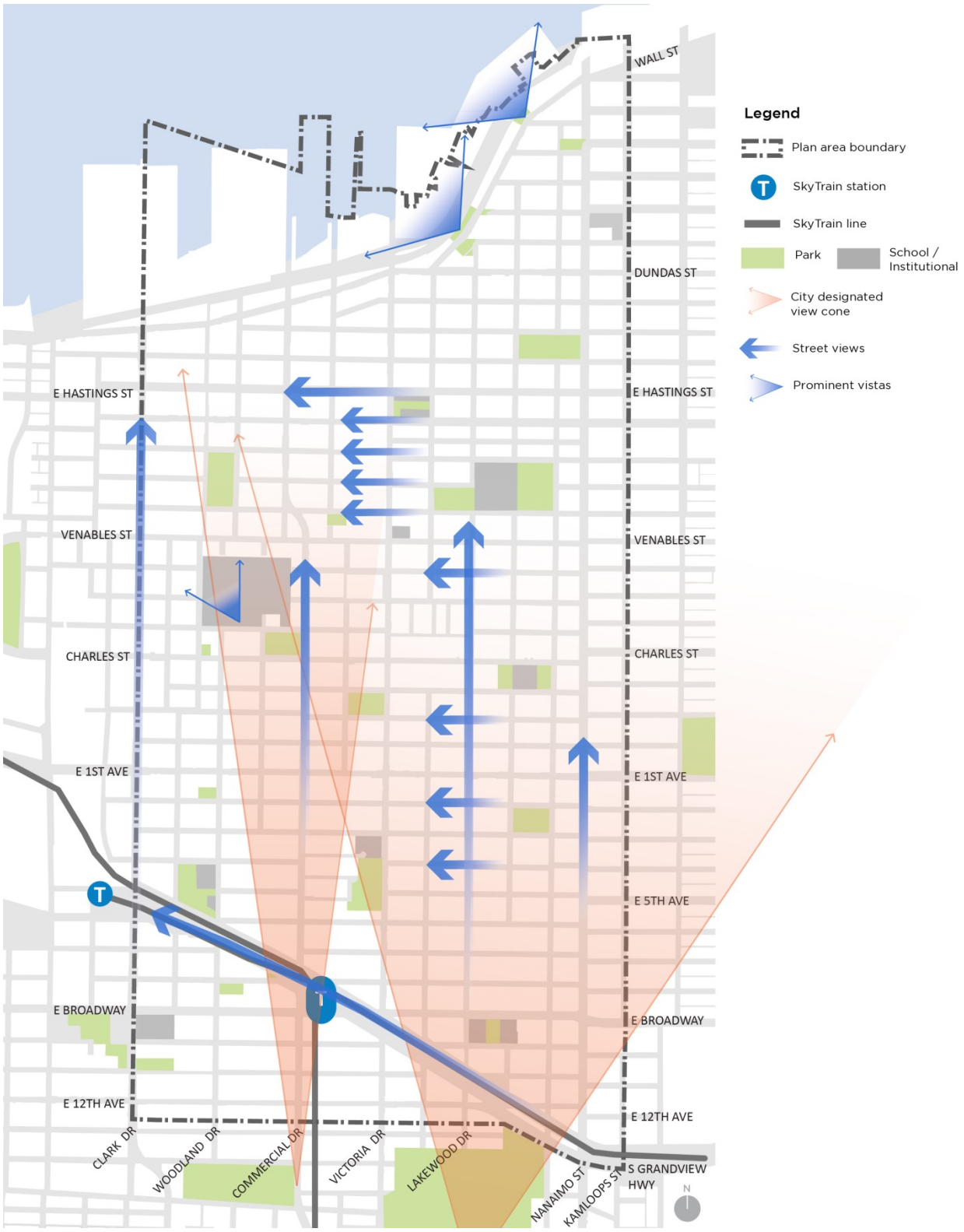
Commercial Drive - Along "The Drive", views of the North Shore Mountains.

Policies

Celebrate the 'grand views' of the neighbourhood

9.7.1 Consider marking and celebrating the prominent vistas and street views by:

- Supporting community art and place-making projects in locations that frame or feature public views in the neighbourhood.
- Creating a more vibrant walking experience on key streets, improving places from which the public can experience and enjoy the views.



Grandview-Woodland Prominent Vistas and Street Views

10. LOCAL ECONOMY

Successful local commercial areas are a vital component of complete and sustainable communities, and they are often the most visible evidence of a robust economy. Grandview-Woodland has a diverse local economy driven by commercial and retail activity, most notably on its popular shopping streets such as Commercial Drive and Hastings Street. But other important drivers of economic activity are also present in this community. Much of the north end of Grandview-Woodland, adjacent to Vancouver's port, is an industrial area that supports a significant number of jobs to the city and the community. Other light industrial areas extend along Clark Drive and Venables Street and these often provide specialized goods and services that are enjoyed by local residents.

Overall, Grandview-Woodland supports approximately 15,500 jobs in industrial, manufacturing, service, artistic and other pursuits. As the community grows and changes over time, these areas require support and strengthening in a way that they can continue to co-exist in close proximity to residences. By ensuring the integrity of these key economic drivers and by investing to respond to key areas of need, this plan will support a robust and resilient local economy well into the future.

Citywide Context

A community's local economy is important on its own but it is also a component of a broader system that is affects and is influenced by larger external forces. A variety of citywide policies, goals, and objectives can factor into decisions about the local economy. It is important, therefore, to outline some of these influencing citywide policies.

- The *Healthy City Strategy* (2014) sets a goal for Vancouver's residents to have adequate income to cover the costs of basic necessities, and to have access to a broad range of healthy employment opportunities.
- Vancouver's *Greenest City Action Plan* (2012), one key area of focus is the "Green Economy", which includes local food. The *Food Strategy* (2013) builds on this and includes policies that support Vancouver's local food economy – such as the production, processing, and distribution of local food products.
- The *Vancouver Economic Action Strategy* (2012) focuses on efforts that will continually improve Vancouver's business climate, support existing local businesses, facilitate new investment and attract the human capital that is essential for the future. The strategy has three major areas of focus, each containing a series of actions and targeted outcomes:

1. Create a healthy climate for growth and prosperity.
2. Provide support for local business, new investment and global trade.
3. Focus on people – attract and retain human capital.

- The *Regional Growth Strategy* (2011) and the *Regional Context Statement* (2013) identify job centres and the regional "inventory" of light industrial and manufacturing space. These policies support the protection of the limited supply of industrial lands in the Vancouver region and they preclude residential uses from existing industrial areas.
- The *East Vancouver Port Lands Area Plan* (2007) provides guidance on land use and operational considerations related to port activities, particularly as they affect adjacent residential areas.
- The *Industrial Lands Policy* (1995) seeks to retain most of the city's existing industrial land base for industry and service businesses to meet the needs of port and river-related industry as well as city-serving industries.

Policies for the Local Economy

The number of local-serving, independent shops is one of the appealing characteristics of Grandview-Woodland. Few chain retailers or multi-national franchises are found in the community. There is a strong desire to maintain the independent retail nature of Grandview-Woodland.

Generally, this plan provides guidance for future decisions that could affect the community's economy. It is the intent of these policies to protect the "core" shopping areas on Commercial Drive and East Hastings Street, to support small-scale retail, to protect and enhance industrial and employment-generating areas, and to introduce new commercial opportunities in strategic locations. The plan also seeks to support specialty sectors such as food and culture.

10.1 Neighbourhood Shopping Streets

Grandview-Woodland's neighbourhood shopping streets—Commercial Drive and Hastings Street (part of the Hastings-Sunrise Neighbourhood Centre) — provide a variety of goods, services and restaurants for local residents, and are also regional destinations that attract people from elsewhere in the city and region. The diversity of businesses contributes to the community's distinct character.

Policies

Promote the long-term vitality of the community's shopping areas.

10.1.1 Reinforce the historic character of the neighbourhood shopping streets and

ensure that any new development adheres built form policies as outlined in this plan (see ***6. Places***).

10.1.2 Encourage small-scale and neighbourhood-serving retail to locate along primary shopping streets to help maintain the economic success of these key areas.

10.1.3 Support new retail, commercial and service opportunities within buildings at locations as outlined in this plan.

10.2 Local-Serving Retail/Commercial Spaces

Located off the major streets and often set within quieter neighbourhoods, Grandview-Woodland has many small-scale neighbourhood businesses—independent grocery stores, small galleries and other services – set on their own away from major shopping streets or areas. These shops are the legacy of time when communities were less oriented to the automobile and people walked to the corner store. Most of the existing neighbourhood retail sites that are scattered throughout Grandview-Woodland are non-conforming with respect to existing zoning, meaning they could be at risk of being lost as retail sites should businesses cease operations. Through the planning process, a considerable degree of interest was expressed in ensuring that these unique sites remain.

Commercial laneways and the rear-yard areas of businesses could present an opportunity for small-scale economic activity. Their primary purpose is to support the servicing needs of businesses (e.g. parking, loading, waste disposal, etc.); however, they have the potential for other community-serving and entrepreneurial activities. For example, these spaces are used, in limited instances, for patios or informal seating areas. They could also be used for small markets, "pop-up" retail, temporary events, additional restaurant space, or even improved secondary entrances to existing businesses.

Policies

Support small-scaled businesses and provide a range of retail and commercial activities throughout the community.

10.2.1 Support the community and business interests in efforts to encourage small-scaled and/or locally-based enterprises in the community's primary shopping areas. This could include exploration of programs in other cities such as those that strive to regulate "formula" retail, retain legacy businesses, or limit large format retail tenancies in local shopping districts.

10.2.2 Encourage the retention of existing small-scale retail uses, as follows: (see ***17. Implementation***)

- For existing conforming sites (small-scale retail operating within sites zoned for retail uses)—retain existing zoning and/or related commercial zoning. Rezoning to residential-only uses will not be supported.
- For existing small-scale "C" zoned sites that are vacant —retain existing zoning and/or related commercial zoning. Rezoning to residential-only uses will not be supported.
- For existing non-conforming sites (small-scale retail operating within sites zoned RT or RS)—ensure continued retail/commercial by rezoning to commercial (C-1).
- For existing non-conforming sites (small-scale retail operating within sites zoned RM)—ensure continued retail/commercial ground floor use by requiring the inclusion of ground floor commercial (retail and service uses) as part of any future rezoning.

10.2.3 Introduce opportunities for new small-scale neighbourhood retail/commercial in residential areas, as follows: (see ***17. Implementation***)

- For sites currently zoned RS or RT, with a former small-scale retail/commercial component, but which have subsequently been converted to residential-only uses ("deactivated retail sites") —require the inclusion of ground floor commercial (retail and service uses) by rezoning to commercial.
- For the following sites current zoned RS or RM, with a former small-scale retail/commercial component, but which have subsequently been converted to residential-only uses ("deactivated retail sites") — require the inclusion of ground floor commercial (retail and service uses) as part of any future rezoning.

10.2.4 Explore the use of commercial laneway environments behind primary shopping streets for retail/commercial purposes, taking into consideration the functional uses of lanes, licensing matters and neighbourhood feedback. Ideas include "pop-up" retailers and special events.

10.3 Markets

There is strong support for temporary or even permanent market space within Grandview-Woodland. Neighbouring farmers markets at Trout Lake and in Strathcona are popular, and there is interest in similar events to support local artists and makers, book retailers, holiday-themed activities and more. The community also has a number of sites where informal vending is common, including segments of Commercial Drive, the bridge over Grandview Cut, areas under the SkyTrain guideway, and Grandview Park.

Policies

Support a diversity of new markets in the community.

10.3.1 Explore additional locations for new markets such as on city-owned land, parks, or in commercial or industrial laneways.

10.3.2 Explore the creation of no- or low-cost permit areas for market and vending space in selected parts of the community.

10.4 Office Space

Grandview-Woodland currently accommodates an estimated 220,000 square feet of office space located within its various commercial and industrial zones. The majority of existing office space is located within walking distance of the Commercial-Broadway transit hub. Transit accessibility is a strong locational factor for office uses.

Policies

Create additional office space close to transit.

10.4.1 Support the inclusion of office space in developments at key locations in accordance with the built form policies as outlined in this plan (see ***6. Places***).

10.5 Industrial and Manufacturing

Grandview-Woodland currently has an estimated 3.4 million square feet of industrial space located within its industrial zones. As part of the long-term health and viability of industrial space in Vancouver, there is a continued need to ensure the availability of a range of spaces to support manufacturing and processing. To support the viability of Grandview-Woodland's job space, limited changes will create better transitions between mixed-use or residential areas and the industrial areas.

Policies

Protect and enhance industrial and manufacturing, and improve transitions and adjacencies with mixed-use/residential areas.

10.5.1 Maintain current manufacturing (M) and light industrial (I) zoned areas as industrial to ensure the long-term availability of manufacturing and light industrial job space.

10.5.2 Consider updating the I-2 design guidelines to support public realm and safety-related improvements in Grandview-Woodland. As part of this, review built form considerations for Venables Street, residential and industrial "seams" and streetscapes along major streets.

10.5.3 Study areas where additional noise-mitigation requirements may be required, including residential areas adjacent to industrial areas, the Port, SkyTrain and high-volume arterial streets.

10.6 Specialty Sectors: Food and Culture

Grandview-Woodland plays a key role in two of East Vancouver's better known specialty sectors: food production, processing and transportation, and arts and cultural activities. These sectors help support the City's objectives to create green jobs and support the cultural economy. In particular, industrial spaces fulfil an important cultural function.

Policies

Strengthen the community's food and cultural sectors.

10.6.1 Support the continued role that Grandview-Woodland's industrial lands play in the city's food and cultural economy. As part of this, consider the creation of a Food and Arts District and support ancillary uses that showcase food and arts products produced in the industrial areas (e.g. retail, restaurant, and tasting rooms), as permitted in existing zoning.

10.7 Port of Vancouver

Vancouver's port is located along the northern end of the Grandview-Woodland Community Plan area. The Port is a major employer in the area and it plays a significant role in the local, provincial and national economy. Although the Port operates under federal jurisdiction, the city liaises with the Port authority to advance matters of municipal interest. This has included facilitating discussion around transportation, noise and long-term access to the waterfront.

Policies

Support the work of Port of Vancouver.

10.7.1 Continue to liaise with the Port where issues of local concern are identified and continue to work collaboratively with the Port to identify and implement solutions.

10.8 Employment Opportunities and Social Enterprise

The ability to access stable, meaningful work is a key driver in income security, health and social well-being. Employment and training services, as well as actual employment

opportunities, are not within the direct purview of the plan; however the City can play an advocacy role in these areas.

Policies

Support access to employment and training services and local employment opportunities.

10.8.1 Continue to support, in principle, the provision and availability of employment and training services that can be accessed by local residents looking for work.

10.8.2 Where appropriate, support social enterprise initiatives that help to incubate local entrepreneurs and/or hire local residents with barriers to employment.

11. HERITAGE

Heritage value is any feature or place that has aesthetic, historic, cultural, scientific, social, or spiritual importance within a community. Grandview-Woodland has a rich heritage that contributes to its distinct community character. Key elements include the older heritage homes and newer architectural traditions, streetscape and landscape features, the community's diverse social practices, and the different layers of industry, culture, Aboriginal, and commercial activity.

Identifying heritage resources helps inform the community and the City about opportunities to conserve resources that have heritage value and are important to the community. Celebrating and conserving Grandview-Woodland's heritage features will contribute to the cohesion and continued sense of place of the community.

Citywide Context

The *Heritage Action Plan* (2013) is a review of the policies and tools used to conserve and celebrate heritage resources, to improve how the City supports heritage conservation. Actions implemented through the plan will be considered in updates to the Vancouver Heritage Register.

In 1986, Council created the Vancouver Heritage Register to identify sites and features that have heritage value. Council's *Heritage Policies and Guidelines* state that, where possible, resources on the Register are to be protected. Sites listed on the Register on private lands are eligible for consideration under the City's Heritage Incentive Program, which can include development benefits in return for heritage conservation and protection.

Grandview-Woodland Historic Background
Heritage Value of Historic Place

The presence of the hən'q'əmin'əm'-speaking Coast Salish people in Grandview-Woodland dates back at least 9,000 years, when the glaciers in the area receded, leaving behind a rich ecosystem and later, heavily forested, area along the shoreline of Burrard Inlet and False Creek. The early Indigenous presence was historically tied to resource gathering and fishing along the Inlet. Streams connecting to Burrard Inlet, False Creek made the area accessible for resource collection and trails that were blazed through the neighbourhood were later adapted to logging roads and finally, city streets.

The Indigenous presence in Grandview-Woodland continues today through the growing community of Urban Aboriginals, which now constitute almost ten percent of the neighbourhood's total population. The Vancouver Aboriginal Friendship Centre and the home of the Urban Native Youth Association are both located in the neighbourhood, further reflecting the strong and continuing Indigenous presence in the area.

The first European settlers in Grandview-Woodland were primarily British and were attracted to the area for its valuable cedar trees, which would be used in nearby sawmills to foster the young city's resource trade. Real estate pre-emptions began occurring in the area at the time of British Columbia's establishment in the mid-nineteenth century. Three land speculators originally held the title to the entire northern part of the neighbourhood before it was parceled into smaller and smaller pieces for people to start building homes; the Hastings Sawmill owned much of the land south of Hastings Street. Grandview-Woodland's first permanent European settlers built houses in the area by the end of the nineteenth century, soon after the incorporation of Vancouver. The northern reaches of the neighbourhood, known as "Cedar Cove", were first to develop economically, due to the adjacent access to Burrard Inlet and the Canadian Pacific Railway tracks.

Named for its grand view of the city to the west and the mountains to the north, "Grandview" developed its economy along Park Drive (renamed Commercial Drive in 1911) due to the streetcar running along the street, which connected Vancouver to New Westminster, beginning in 1891. The streetcar, along with the ensuing development boom, which swept across Vancouver during the Edwardian era, helped establish Grandview-Woodland as Vancouver's first suburb, replete with a large variety of shops and services along Commercial Drive, which continue to serve the local community today and represent the independent "Edwardian village" character of the neighbourhood. The Edwardian village character of Grandview-Woodland is further reinforced by the large number of extant Edwardian era homes in the neighbourhood, including a notable concentration of homes with turret-roofed bays, built to take advantage of the grand view.

The contemporary urban form of Grandview-Woodland indeed owes much of its formation to the neighbourhood's inception as Vancouver's original "streetcar suburb". Following the Second World War, the automobile became the preferred method of transportation, resulting in the auto-oriented development of the East Hastings Street corridor (connected Highway 1 and downtown Vancouver) and the removal of the Commercial Drive streetcar tracks in 1954. SkyTrain service, beginning in the 1980s, has since reconnected the neighbourhood to the rapid transit network of the Lower Mainland.

While the population of Grandview-Woodland remained predominately British through the early part of the twentieth century, the area soon became more diverse. Following the Second World War, Italians immigrated to the area in large numbers, eventually

establishing Commercial Drive as “Little Italy”, which included restaurants and cafés that continue to operate today. Later waves of immigration have come from an increasingly varied mix of nations, notably Latin America.

The diversity of Grandview-Woodland is supported by many social organizations designed to offer assistance to both newcomers and established residents of the neighbourhood. Britannia Community Services Centre, known for its vast offering of social and recreational programs, exemplifies the robust community support system of Grandview-Woodland. The burgeoning cultural scene of Grandview-Woodland is known for its venues, such as The Cultch, Rio Theatre and York Theatre, as well as its community-based events, including numerous festivals and concerts, which take place in parks, homes and along Commercial Drive.

The heritage features of Grandview-Woodland are its:

- Location directly to the east of Vancouver’s core, bounded by Clark Drive, 12th Avenue, Nanaimo Street and Burrard Inlet
- Lasting Indigenous presence, illustrated by the neighbourhood’s growing Urban Aboriginal population
- Legacy of waterfront industries, with industrial properties extending to the south in the area’s historic “Cedar Cove” community
- Fine-grain urban street network, as defined by the neighbourhood’s development as a streetcar suburb
- Extant “streetcar village” character areas, especially in the vicinity of Commercial Drive and featuring a large number of commercial and residential buildings constructed during the Edwardian era
- Transportation corridors, including the Grandview Cut, which provides space for railway tracks used by passenger and freight services, as well as SkyTrain; as well as brick pavements and remnant streetcar tracks along sections of Frances Street and Victoria Drive
- Network of social and community-based institutions, such as Britannia Community Services Centre, the Vancouver Aboriginal Friendship Centre, Urban Native Youth Association and REACH community health centre
- Cultural facilities and events, including festivals, parades and concerts held in a variety of venues, ranging from The Cultch and Rio Theatre to private homes

Policies for Heritage

The framework of heritage themes is informed by the cultural history of Grandview-Woodland. These six themes are intended to reflect the heritage of the community with insights into its formation and evolution. They serve to guide an understanding of Grandview-Woodland’s heritage values and the identification of key heritage resources.

1. **Environment and Ecology**

This theme describes the evolution of the local ecology and environment, and the key changes resulting from human activity in the area.

2. **Keepers of the Land**

This theme focuses on the history of the Coast Salish people and how they used the land and its resources, as well as the contemporary presence of urban Aboriginals.

3. **Immigration and Settlement: A Community of Neighbourhoods**

This theme describes the history of immigration and settlement in the community, including the emergence of the Commercial Drive area as "Little Italy".

4. **Economic and Land Development: The Spot that Grows**

This theme describes the evolution and growth of the local economy, including initial commercial development in Cedar Cove and the growth of Commercial Drive and East Hastings Street as key shopping streets.

5. **Urban Form and Transportation: A Streetcar Village**

This theme addresses the historic basis for the distinct character and built form of Grandview-Woodland, including the influence of the early streetcar line along Commercial Drive.

6. **Social and Cultural Development**

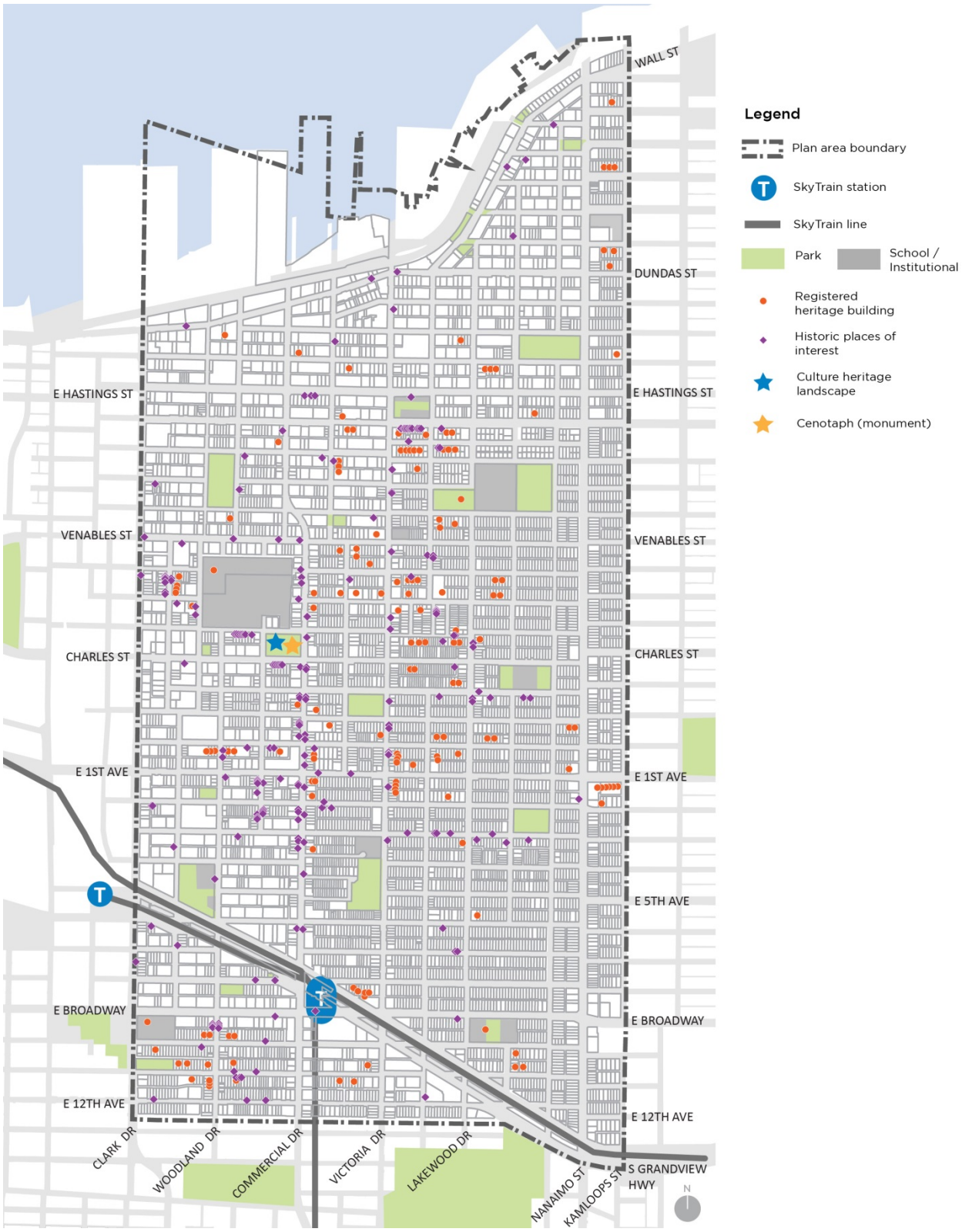
This theme describes the influence and contributions of the community's diverse population on its vibrant social and cultural scenes.

Each of these themes is further explored in the *Grandview-Woodland Historic Context Statement* (2016).

11.1 Heritage and Character Resources

There are many significant heritage resources in Grandview-Woodland that reflect the evolution and character of the community, some of which are on the Vancouver Heritage Register. Currently, there are 173 heritage sites on the Register.

Through the planning process, concerns were expressed regarding the potential loss of older buildings, as well as a desire to see the definition of heritage broadened to include more than just specific buildings—such as streetscapes, landscape features, and elements of social, cultural, Aboriginal and economic history.



Heritage sites and historic places of interest

Source: Grandview-Woodland Historic Context Statement and Vancouver Heritage Register

Policies

Conserve heritage and character resources.

11.1.1 Use tools and incentives available through existing citywide heritage policies to protect and recognize heritage resources within Grandview-Woodland.

11.1.2 Look to identify a broad range of heritage resources consistent with the six themes, in particular Historic Places of Interest as noted in ***Heritage Sites and Historic Places of Interest*** for possible addition to the Vancouver Heritage Register when opportunity arises.

11.1.3 Provide, as part of other land use changes contemplated in Grandview-Woodland's residential areas, increased incentives for the conservation of heritage and character merit resources. (see ***6. Places*****)**

11.1.4 In areas currently zoned RS and RT, introduce a new zone to allow for infill and multiple conversion dwellings on sites with pre-1940 character merit buildings (Grandview, Nanaimo Street, and Commercial-Broadway Station Precinct sub-areas). (see ***6. Places***)

Consider applications for duplexes (two-family residential) in areas currently zoned for single-family (RS-1, RS-4, RS-5, RS-7) and two-family RT-4 and RT-5), unless noted otherwise. As part of this:

- Reduce the outright permitted density to 0.50 FSR to discourage demolition of pre-1940s houses that are deemed to have character merit.
    - Provide increased conditional density (up to 0.75 FSR) for two-family dwellings and multiple-family dwelings, as follows:
        - For sites with a minimum 10 m (33 ft.) frontage, with a building constructed pre-1940 and determined to have character merit:
        - Allow infill housing, to incentivize the retention and restoration of the character merit building.
        - Allow Multiple Conversion Dwellings (strata-titling) within the character building, with potential additions where infill is not possible.
        - For sites with a building constructed pre-1940, and without character merit, OR constructed post-1940, allow duplex buildings (two-family dwellings), with up to two lock-off suites.
    - Ensure development rights pertaining to laneway houses, and maximum densities for one-family dwellings, as allowed for in current single-family areas remain.

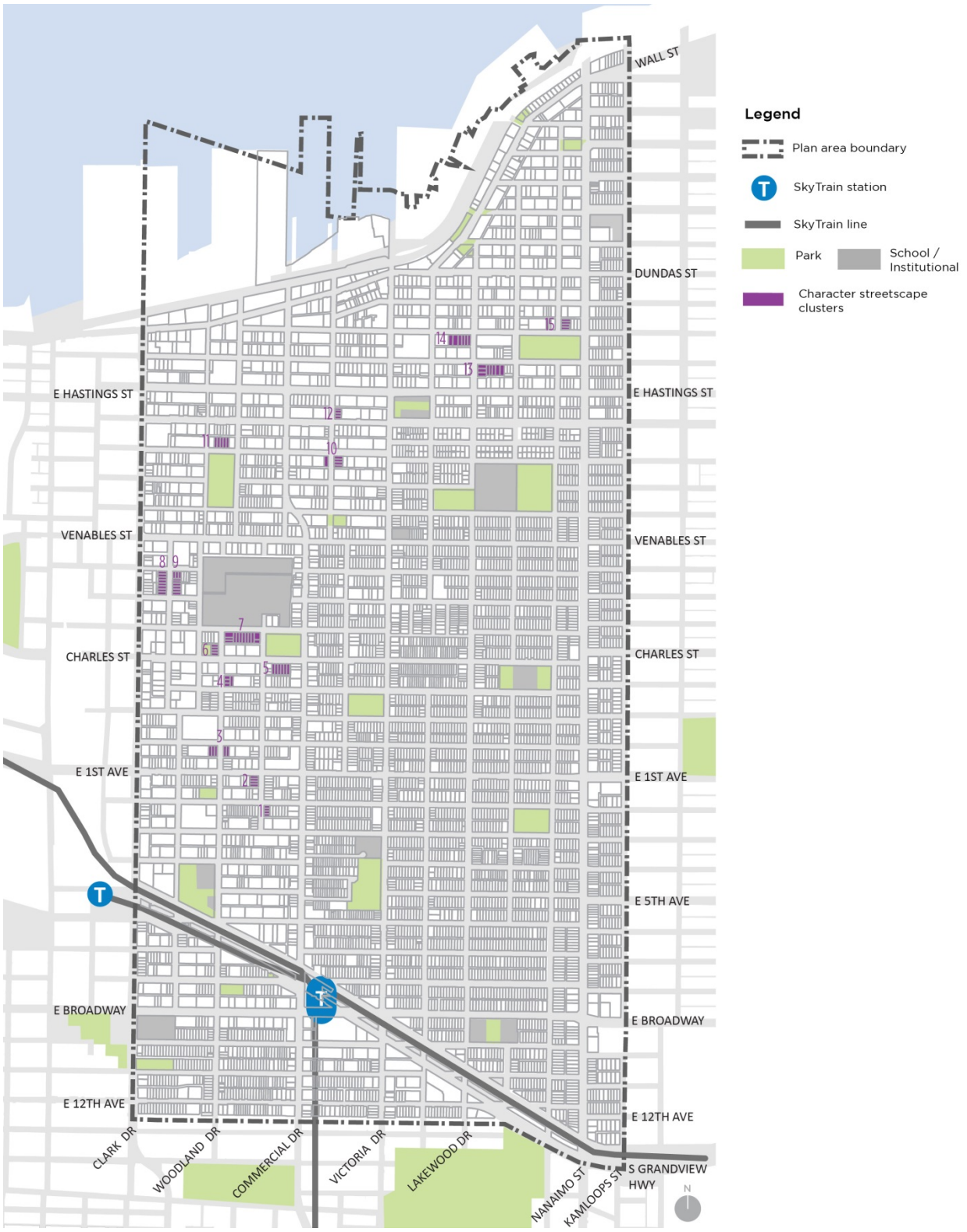
- To ascertain the character merit of an existing house, the following criteria will be used:
  - The City's Vancouver Heritage Register, or
  - For all other pre-1940 buildings City staff review of character merit criteria.
- For any sites denoted as Places of Historical Interest in the *Grandview-Woodland Historic Context Statement*, City staff will undertake a more detailed review to determine potential addition to the Vancouver Heritage Register.

11.1.5 Conserve key character streetscapes in the RM zoned areas (Cedar Cove, Britannia-Woodland and Grandview subareas). As part of this:

- For applications involving identified, or proposed, streetscapes (see map overleaf) – undertake review to determine character merit of buildings
- Where buildings have identified character merit, consider applications and/or rezonings that support the retention of these buildings. In keeping with the existing zoning, allow increased height and density for projects that preserve identified heritage/character structures (see map overleaf, as well as ***7.1.4 Housing*** and ***6. Places*** for information on anticipated building forms)
- Consider the potential addition of these sites to the Vancouver Heritage Register. For buildings listed on the Register, consider further incentives to support retention of heritage through a heritage revitalization agreement (HRA).
- Exclude ***Character Streetscape Clusters*** from the RM rezoning policy allowing up to 6-storeys for secured market rental.

11.1.6 Continue to explore supporting the conservation of heritage resources located in industrial zones by considering a wider range of uses and variances to other regulations.

11.1.7 Continue to support programs that enable retrofitting of existing heritage structures to support energy conservation, etc.



Character streetscape clusters

11.2 Heritage Expression

In addition to protecting heritage buildings, structures and streetscapes, there are meaningful ways of celebrating Grandview-Woodland's heritage through expression in art, architecture, signage, and interpretation.

Policies

Recognize and celebrate local heritage and culture.

11.2.1 When renewing civic assets, ensure that heritage resources (architectural, social, and cultural) are considered as part of the planning and design process. This could mean retaining heritage resources, or incorporating features or elements of heritage resources as part of the redevelopment.

11.2.2 Consider the development of promotional material (e.g. signage, markers, public art etc.) to help showcase and celebrate Grandview-Woodland's many heritage resources.

11.2.3 Celebrate local heritage and culture by encouraging the inclusion of art, cultural and heritage elements as part of future development and public realm improvements.

11.2.4 Support, as a part of future street design improvements, the retention of heritage brickwork on Frances Street (Commercial to Victoria) and Victoria Street (Hastings Street to Powell Street).

11.2.5 Support the naming of local civic assets in recognition of Grandview-Woodland's diverse history.

12. ARTS AND CULTURE

Arts and culture play an important role in contributing to the quality of life as well as the social and economic vitality of cities. Participation in the arts has been linked to a number of positive outcomes, including better health and life satisfaction, social cohesion, increased civic engagement and volunteerism, and a more robust local economy. In addition, a stronger cultural foundation provides a basis on which to celebrate community values, identity and aspirations.

Grandview-Woodland plays a significant role in the city's cultural landscape. It is home to a high proportion of artists and cultural workers -- 18% of residents compared to 10% citywide. The neighbourhood contains many studios, performance venues and other cultural facilities such as bars and cafes with cultural programming. The City's Cultural Spaces inventory includes 28 cultural facilities owned by the City, private companies and non-profit organizations. The community also hosts several popular cultural celebrations including Car Free Day, Italian Day on the Drive, the Eastside Culture Crawl and the Parade of Lost Souls.

Local artists and cultural organizations face a number of challenges. Most significant are those related to space in which to live, work, produce and deliver programs and services. From affordability to suitability of spaces to security of tenure for those spaces, these issues are significant given the number of artists residing and working in Grandview-Woodland.

Citywide Context

A number of key citywide policies inform arts and culture matters in Grandview-Woodland.

- The central vision of the *Culture Plan* (2008) and its associated *Strategic Directions – The Next Five Years* (2013) is to promote and enhance culture and creative diversity in Vancouver to the benefit of citizens, the creative community and visitors. Key objectives include increasing participation and engagement in arts and culture, integrating arts and culture in community plans and entering into partnerships to retain, enhance and develop affordable, sustainable spaces.

- The goal of the *Cultural Facilities Plan* (2008) is to enable the sustainable creation and operation of cultural spaces through partnerships, resources (including the Cultural Infrastructure Grant Program) and capacity building. The plan advocates for a stronger partnership model to advance Vancouver's cultural facility ecology by empowering the private sector and arts and cultural community in the

development and operation of cultural spaces; using City investment to leverage additional resources; securing key cultural assets in the public domain through ownership by non-profits, foundations, government or other agencies; and optimizing existing civic assets.

- The Public Art Program engages residents and visitors by incorporating contemporary art into city planning and development through civic and community art initiatives, required private-development artist commissions, temporary projects and donations. The program offers a range of opportunities and it mentors less experienced artists, supporting excellence in public art of many kinds, in new and traditional media, and through award-winning commissions and artist collaborations.

Policies for Arts and Culture

The plan directions recognize and respond to community interests, needs and aspirations. They are built around three broad goals:

- Ensuring a diverse and thriving arts and culture scene that enriches the lives of residents and visitors.
- Enabling an ecology of supportive cultural facilities such as low-income housing, creation/production, presentation and exhibition space, and office space.
- Supporting a wide range of cultural traditions and programming in Grandview-Woodland, including Aboriginal art and culture.

12.1 Existing Spaces

Arts and cultural spaces are vital to every community. They are host to an array of activities that serve residents, attract tourists, enable business development and enhance the quality of life. Artists, cultural workers and creative commercial businesses contribute to the local economy. Spaces in which creative work is undertaken also promote connections and opportunities for people to learn, share, and participate in their community and city.

Cultural spaces tend to be unique spaces that result from the synchronicity of a clearly identified need, a development opportunity, and an organization capable of addressing the need. Renewal of key cultural spaces is an important priority in Grandview-Woodland. City investments are limited to city-owned facilities and non-profit societies. Significant capital investments have been made in recent years to the city-owned Vancouver East Cultural Centre and York Theatre, as well as contributions to renovations of the Wise Hall, which is owned and operated by a non-profit society.

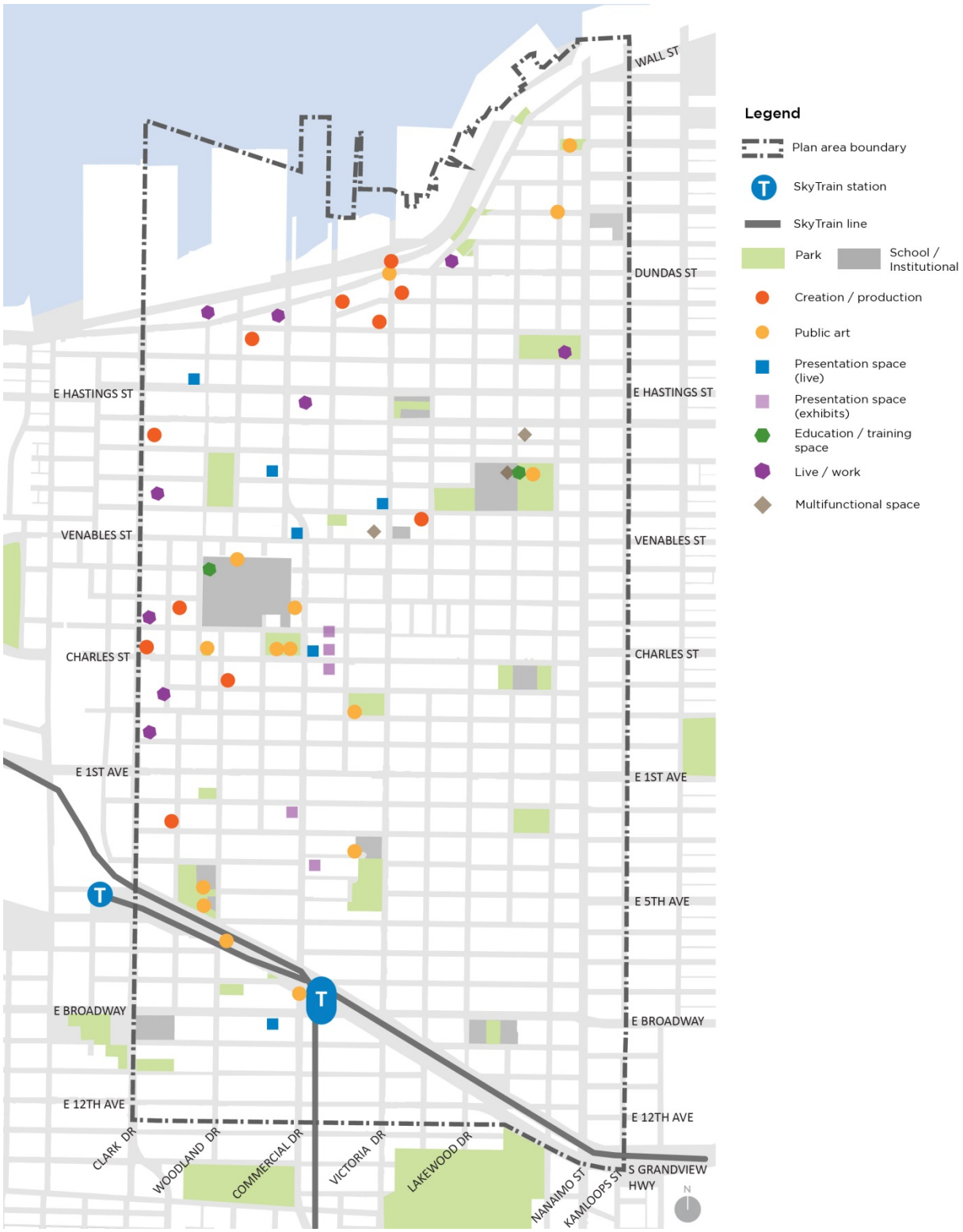
Grandview-Woodland has several sub-areas and creative clusters (e.g. Vancouver East Cultural Centre campus of presentation venues, Britannia Community Centre, and Progress Lab 1422) that play key roles in fostering arts and culture. They benefit from a critical mass of arts and culture activities and audiences, leading to exchanges and innovations amongst artists and cultural groups and providing a hub for events and audience participation, ultimately adding economic value to the area.

The community is home to a number of key cultural facilities, including several City-owned amenities. These include:

- Vancouver East Cultural Centre campus, consisting of the 285-seat Historic Theatre, 102-seat Vancity Culture Lab, and the recently opened 370-seat York Theatre.
- Britannia Community Centre with many arts/culture offerings including the VPL Library Branch visual arts exhibition gallery, studio, craft and dance programs, and the recently completed Aboriginal Carving Pavilion.
- One Park Board Field House Artist Studio (Pandora Park).

In addition, there are a number of non-profit and privately-owned and operated arts and cultural facilities. The area also celebrates its public parks and street spaces with temporary closures for festivals and celebrations.

There is an interest in the strategic co-location of cultural organizations where appropriate, and in maximizing the effectiveness of existing facilities through investment in the physical structure and in the security of the asset where it may be in a vulnerable ownership or lease situation. Growth in absolute numbers of cultural facilities is less important than strategic and effective investment in existing spaces that improves their long term affordability, suitability and viability.



Existing arts and cultural spaces

Policies

Preserve and renew existing arts and cultural spaces

12.1.1 Stabilize existing key cultural spaces (City-owned or non-City owned) through appropriate (re)investment and (re)capitalization in the physical asset.

12.1.2 Preserve and secure key cultural spaces in the public domain through ownership by non-profits, foundations, government or other agencies.

12.1.3 Seek opportunities to replace a cultural space, either on-site or through cash-in-lieu investment, where a redevelopment may result in the loss of a key cultural space (identified on the basis of need/demand analysis, operational viability and community consultation).

12.2 New Spaces

As a general statement of planning principles with regards to developing arts and cultural facilities, it is critical to ensure that the cultural space being upgraded or created addresses a real gap in cultural infrastructure through an analysis of demand, existing supply and evolving priorities and practices. Any investment in cultural space must also address issues of sustainability including affordability, suitability and tenure (i.e. securing the asset for the longest period possible), and the long-term operational viability of the cultural space.

Industrial lands are essential to arts and culture creation and production activities, especially the manufacturers and suppliers that support them. These areas contribute to the creative sector and the citywide economy. Future projects within industrial zones should incorporate “best practices” for preservation and creation of industrial space for arts and culture.

Policies

Create new arts and cultural spaces to address community needs.

12.2.1 Pursue opportunities for new cultural spaces for creation, production, presentation, support and ancillary activities, especially neighbourhood-serving and accessible multi-use spaces, through (re)development or civic projects.

12.2.2 Seek social housing options for low-income artists and cultural workers. (see ***7.1 Housing Supply and Affordability***).

12.2.3 Support an overall increase in the supply of creation/production spaces (for all disciplines), and industrial arts and culture spaces within the industrial zones;

encourage the growth of creative clusters around existing industrial creation/production zones, creative commercial zones, community hubs and performance venues.

12.2.4 Allow for flexibility in the regulation of cultural spaces so they can accommodate multiple cultural uses and evolving aspects of artistic practice (e.g. retail in artist studios, cultural events in artist studios).

12.2.5 Ensure the design of new City-owned cultural facilities is flexible and able to accommodate a wide variety of cultural uses.

12.2.6 Support the provision of a variety of presentation and exhibition spaces to meet the needs of the community.

12.2.7 Maximize opportunities for cultural use of parks, green spaces and plazas, through the provision of festival/event infrastructure such as power, water, grey water disposal, and loading, and secure storage and back of house space in adjacent or nearby spaces.

12.2.8 Consider opportunities for secure office space for non-profit arts and cultural organizations to be co-located in shared spaces, where appropriate, as well as in spaces suitable for use as a shared non-profit community hub. (see ***13.10 Non-profit Organizations***).

12.3 Public Art and Public Realm Improvements

Art in public spaces encompasses a wide range of work and applications. This could include artworks commissioned by the City or private development, community expressions of culture and tradition, or street art and murals. These works in the public realm are for residents and visitors to enjoy, react to, and experience.

Grandview-Woodland is home to several key public art installations, including over 30 pieces of public art listed on the Vancouver's public art and Park Board registries, and an additional 24 community murals. Approximately 16 Aboriginal totem poles or house-posts are found throughout the community, mostly on the sites of housing providers and Aboriginal-serving non-profit organizations.

There is strong support for the creation and installation of new public art including experimental and thought-provoking pieces. There is a similar desire to see art that engages with and reflects the community in all its diversity.

Policies

Increase the amount and diversity of art in public places.

12.3.1 Support the enrichment of key public spaces—including neighbourhood shopping streets, commercial nodes, gathering areas, parks, greenways and bikeways—with public realm enhancements including public art and community-based art projects.

12.3.2 Where appropriate, work with the Park Board to encourage opportunities for new public art to be integrated into parks at the time of future upgrades.

12.3.3 As part of future public art programming, encourage urban Aboriginal art and art from other local cultural traditions into parks and public spaces.

12.3.4 Where feasible and appropriate, encourage new developments to feature public art, including innovative and challenging pieces.

12.3.5 As part of new and existing commercial and industrial development, as well as laneway revitalization, work with local businesses to identify opportunities for street art, murals and other artistic forms of place-making.

12.3.6 Support local groups in developing community public art opportunities by facilitating connections between the City and community stakeholders that enable residents to create murals and other forms of artistic "intervention" to enliven the area.

12.4 Aboriginal Art and Culture

In Grandview-Woodland, strong support exists for Aboriginal-focused public realm features, as well as for cultural expression and activities.

Policies

Support Aboriginal public art and cultural expression and activities.

12.4.1 Support Grandview-Woodland's urban Aboriginal communities by investing in culturally appropriate public art, the Indigenization of place names and areas, enhancing green spaces, and cultivating a strong sense of Aboriginal community.

12.4.2 Support investments in First Nations and urban Aboriginal cultural activities that cultivate a strong sense of reconciliation and promote artistic, spiritual and intergenerational learning and outcomes.

13. COMMUNITY WELL-BEING

The City's *Healthy City Strategy (2014)* rests on a vision of a healthy city for all – working together with a wide range of people and organizations to create and continually improve conditions that enable us to enjoy the highest level of health and well-being possible. Achieving this vision for social sustainability depends on how we plan our communities today. This approach to neighbourhood planning can support healthier people, places, and planet, giving us all the opportunity to thrive in balance with those around us.

As Grandview-Woodland continues to grow, access to community facilities and programs is strongly linked to social connectedness and community well-being. The availability, accessibility, and affordability of age-friendly, culturally-appropriate facilities and programs are essential to fostering capacity and resilience, particularly for disadvantaged groups.

Citywide Context

While social programs and health programs are the mandate of provincial and federal governments, the City of Vancouver leverages municipal tools and key partnerships with Vancouver Park Board, Vancouver Public Library (VPL), Vancouver School Board (VSB), Vancouver Coastal Health (VCH), other levels of government, and non-profit organizations to provide a range of facilities, services and programs.

A number of key citywide policies inform community well-being in Grandview-Woodland:

- The *Healthy City Strategy* (2014) is Vancouver's social sustainability plan toward a healthy city for all by supporting healthy people, healthy communities, and healthy environments. This cross-agency plan aims to increase access to community facilities, high-quality programs, and early development opportunities for children—all of which aim to foster a socially sustainable city.

- The City has a number of guidelines, policies, and strategies to guide childcare facility development and support for families with children. While the City does not directly deliver childcare services, it advocates, forms partnerships, and invests in accessible childcare spaces. Modest funding is prioritized through

direct operating grants, capital grants, maintenance, and organizational capacity-building.

- *Caring for All: Priority Actions to Address Mental Health and Addictions* (2014) is a partnership between the City and the Province to identify actions to address gaps in policies and service delivery for people living with mental health and addictions, with a focus on vulnerable groups including youth and wellness for First Nations and Aboriginal peoples.

- As a *City of Reconciliation*, a long term commitment is in place with a framework built on raising awareness, creating partnerships, and addressing capacity for the betterment of the City of Vancouver and focussing on the significant relations with the Musqueam, Squamish, and Tsleil-Waututh First Nations, and with the urban Aboriginal community. It also recognizes these efforts towards reconciliation are a work in progress towards the ultimate goal of broader inclusion of all cultural communities.

- The City aims to ensure that local services and programs are available and accessible to support ethno-culturally diverse communities. It works closely with non-profit service providers and other levels of government by providing social grants, developing partnerships, and providing capital contributions for facilities through financing growth tools. The City recently adopted *Access to City Services without Fear (ACSWF) for Residents with Uncertain or No Immigration Status* to ensure the most vulnerable residents can access City services regardless of their immigration status.

- The City is committed to working with the community and senior levels of government to facilitate the development and operating support of comprehensive youth service hubs. These include the Broadway Youth Resource Centre, Directions, Urban Native Youth Association, and South Vancouver Youth Centre.

- To become a global leader in urban food systems, the City's *Greenest City 2020 Action Plan* (2011) and *Vancouver Food Strategy* (2013) have set citywide goals towards more just and sustainable food production, distribution, access, and waste management. Community food assets are supported through policy, supportive land use, infrastructure, and grants aimed at increasing capacity-building and local food jobs.

Policies for Community Well-Being

The Grandview-Woodland community has identified diversity, accessibility, and inclusivity for people of all ages, incomes, cultures, ethnicities, gender identities, and sexual orientations as important core values. There are also a number of groups that face vulnerabilities, including:

Children and Families

Compared to other communities in Vancouver, families in Grandview-Woodland are more likely to face challenges associated with single parenting and low incomes:

- Twenty six per cent of all families in Grandview-Woodland are single parent families (compared to 16% city-wide).
- Based on 2012 income data (Statistics Canada Taxfiler data), 22% of households in Grandview-Woodland are considered low-income compared to 20.4% city-wide.
- One in four children under 6 years of age in Grandview-Woodland is living in a low income household, compared to one in five city-wide.

A higher proportion of children in this community are also considered vulnerable compared to Vancouver as a whole. Although steadily improving in recent years, Early Development Instrument (EDI) indicators for school readiness (UBC HELP Early Development Instrument 2011-2012) show that about 39% of kindergarten children in Grandview-Woodland are considered vulnerable (vs. 35% city-wide). While Grandview-Woodland is doing better than other East Vancouver neighbourhoods, this continues be an area of focus for the City.

At-Risk Youth

While the percentage of youth in Grandview-Woodland is below the citywide average, many face potential vulnerabilities given the significant numbers of children who don't get off to the best start in life (e.g. are not developmentally ready for kindergarten), high percentage of lower-income households and lower income median income. As such, a number of youth programs and services provide prevention and early development opportunities.

Seniors

Seniors require specific resources that are close to home and affordable, especially for seniors that are on a fixed income, face language barriers, and/or mobility barriers.

First Nations and Aboriginal Communities

Grandview-Woodland has Vancouver's second largest number of residents who identify as Aboriginal. This makes for a unique community identity and vibrant social diversity.

The neighbourhood includes a number of First Nations and Aboriginal-focussed non-profits, while many broad-based organizations throughout the neighbourhood also provide social services and programs for First Nations and Aboriginal community members.

Low-Income Groups

Compared to citywide, Grandview-Woodland residents have a substantially lower median household income as well as a larger percentage of low-income households. Ensuring these are opportunities for participation for low-income groups, such as lone-parent families, seniors, and artists, will contribute to a more inclusive community.

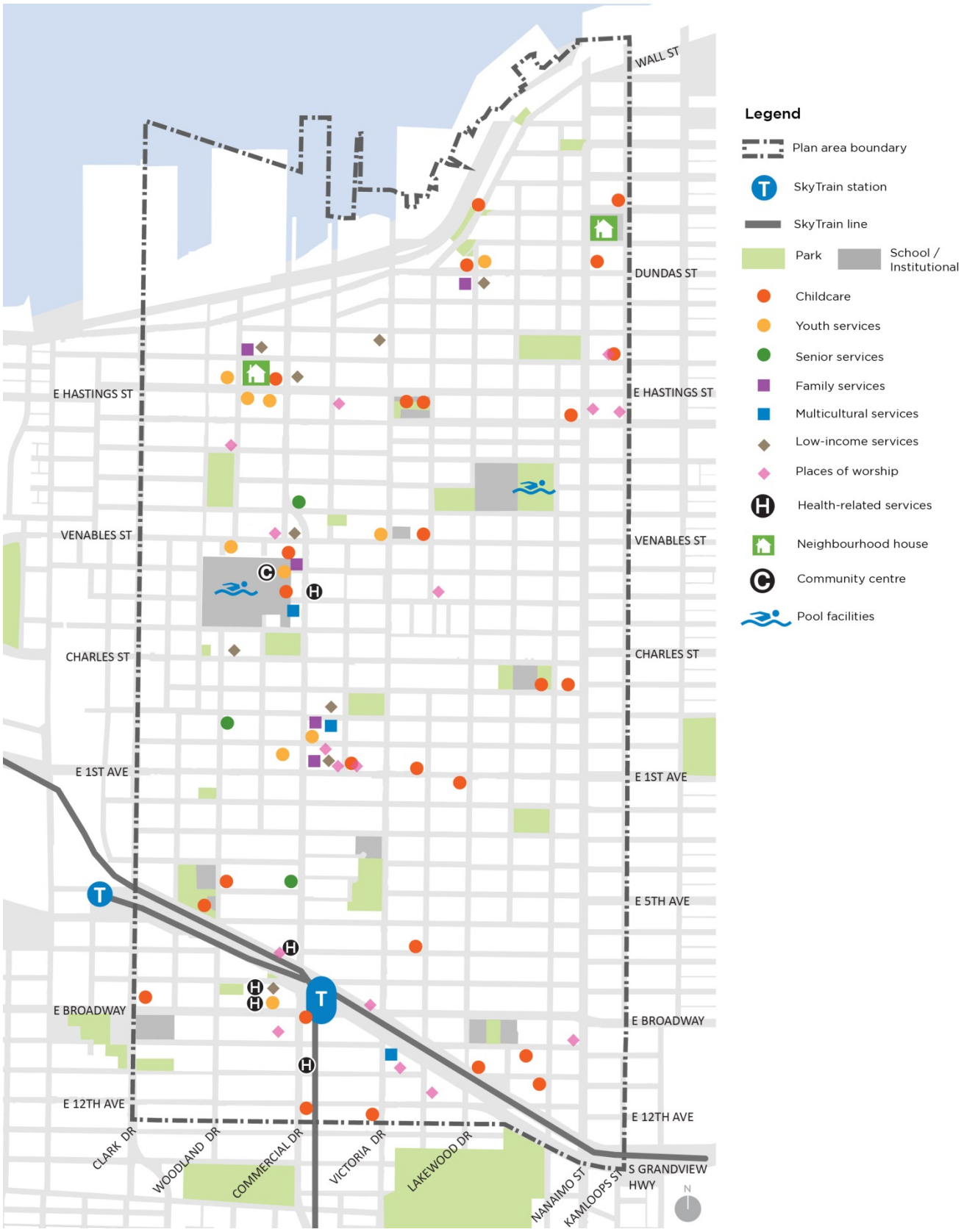
Lesbian Gay Bisexual Transgender Queer Two-Spirited Plus (LGBTQ2S+)

The Grandview-Woodland community has been welcoming for LGBTQ2S+ groups. The LGBTQ2S+ presence is an important component of the community's identity; future policy and planning for programs and facilities needs to consider inclusion of these groups in the community's social fabric.

* * * * *

Grandview-Woodland is served by a network of City facilities, non-profit organizations, and public spaces that provide programs and opportunities to minimize social, cultural, and economic barriers, with attention to the unique needs of disadvantaged groups. These include:

- Britannia Community Services Centre
- Kiwassa Neighbourhood House
- 32 childcare facilities, with 688 spaces, including 291 full-time spaces for children 0-4, 290 school-age care spaces for children 5-12, and 107 part-time preschool spaces
- Over 40 non-profit social services including community health facilities, urban Aboriginal services, settlement services, and lesbian, gay, bisexual, transgender, queer, two-spirited plus (LGBTQ2S+) services
- Approximately 16 places of worship that provide space for spiritual well-being. Many of these facilities also administer other social programs
- 11 schools located in Grandview-Woodland boundaries (8 public and 1 private elementary, 2 secondary)
- 10 community gardens



Existing Social Assets in Grandview-Woodland

A number of facilities require renewal and expansion given their age and condition and there is growing demand for services to address existing needs and anticipated gaps given the community's expected growth.

The plan directions are a proactive response to the significant social issues currently facing Grandview-Woodland, as well as the anticipated demand for social services and infrastructure over the next few decades. The directions support key improvements to the community's social infrastructure. The goal is a resilient, safe and healthy community for all residents.

13.1 Britannia Community Centre and Library

The Britannia Community Services Centre (Britannia Centre) complex is a highly valued and well-used community hub and is often identified as being the heart of the community. Ownership is split between VSB (70%) and the City (30%), and the centre hosts a number of programs and services via community partners. This includes several co-located social services, cultural programs, recreational facilities (gym, ice rink, pool), seniors centre, teen centre, library, administrative offices, multi-purpose rooms, and an elementary and secondary school.

The majority of the centre was built in the early 1970s. The aging infrastructure and awkward layout requires redevelopment to improve access for residents to enjoy safe and accessible spaces. Renewal will improve service delivery for Grandview-Woodland, and residents as far as the Downtown Eastside, Strathcona, and Hastings-Sunrise.

The VPL's Britannia Branch is a 9,000 square foot facility that has about 295,000 visits annually. The Britannia Branch operates jointly with the Vancouver School Board to serve, in addition to the general public, the Britannia Elementary and Secondary Schools. In the long-term, the library will need to expand to meet the needs of the community. This will provide an additional opportunity for programming space for children, teens, and adults.

The 2011 community-led Britannia Community Centre Master Plan developed a vision to guide future renewal. This renewal project has been earmarked in the City's capital planning process to be phased between 2015 and 2027. This includes opportunities to renew and expand key social facilities within Britannia Community Services Centre such as the childcare facility, seniors centre, Eastside Family Place, youth-serving facilities, swimming pool, and ice rink, while enhancing the public realm opportunities within the centre.



Social services and facilities in and around Britannia Community Services Centre

Renew and expand Britannia Community Services Centre and Library co-locating key facilities using a "hub" model to support a diverse, growing community

In addition to the Directions noted in ***6. Places, 6.1.4 Britannia Community Services Centre:***

- Ensure a diversity of resources, programs, and spaces are available for residents, including lower-income groups, families, youth, seniors, and culturally diverse groups.

- As part of future growth and change, support the provision of library services in other parts of Grandview-Woodland—as determined by Vancouver Public Library.

13.2 Kiwassa Neighbourhood House

There are 10 neighbourhood houses in the city—each providing valuable broad-based and low-barrier community services to residents. All neighbourhood houses are community assets and there is a need to retain and support these facilities.

Kiwassa Neighbourhood House provides core programs and services across communities. Their catchment area also spans northeast Vancouver to Kiwassa, Strathcona, and Hastings-Sunrise—intersecting a number of varied demographic and community needs. This well-used facility provides population-specific programming,

including family services, childcare, early development, newcomer settlement supports, seniors, and First Nations and urban Aboriginal programs.

At 15,000 square feet, the facility was built in 1995 and will likely require renovations and expansion over the life of this 30-year plan. Beginning the process of long-term strategic planning early is essential for renewal to meet programming needs. Given that its catchment area spans a number of communities, planning early for the neighbourhood house's renewal supports community needs while advancing City priorities that call for prioritizing the renewal of City-owned assets (see *Capital Strategic Outlook 2011-2021*).

Policies

Renew and expand Kiwassa Neighbourhood House to meet long-term community needs.

13.2.1 Support Kiwassa Neighbourhood House in identifying future strategies to guide the renovation and expansion of the facility and satellite oeprations. As part of any future expansion, ensure the facility meets the needs of a diverse population, including children, youth, families, seniors and newcomers.

13.2.2 Support grant funding to ensure continued access to high quality social, community and health services at Kiwassa Neighbourhood House.

13.3 Aboriginal Programs and Services

One of the unique characteristics of Grandview-Woodland is the rich cultural makeup and traditions of community members. The community has the second highest percentage of Aboriginal residents in Vancouver (8.1% compared to 2.0% city-wide). One of the cornerstones of the plan is to support the notion of reconciliation by working with Aboriginal organizations that provide services to this community, as well as increasing City engagement with these groups and residents for improved awareness of their needs and aspirations.

Many organizations in Grandview-Woodland provide services for the unique needs and values of Aboriginal people who identify as First Nations (status and non-status), Métis, and Inuit. Several First Nations and Aboriginal-focussed non-profits are purposely located in Grandview-Woodland, with many other broad-based non-profits that provide First Nations and Aboriginal programming as part of their service delivery. These non-profits are essential to keeping community based and individualized programs and services within the community.

Future directions for social facilities aim to support, where possible, the retention and sustainability of Aboriginal-focused non-profits within Grandview-Woodland. Each fill an

important need in the community and require appropriate facilities to continue their services. (see ***6. Places***)

Community engagement and Citizens' Assembly work identified key community assets: Urban Native Youth Association (UNYA), Vancouver Aboriginal Friendship Centre Society, the Aboriginal Mother Centre Society, and the Britannia Carving Pavillion.

Urban Native Youth Association is located in the Hastings Street sub-area, and has been an essential part of the community since 1988. While UNYA has previously focussed on Urban Aboriginal youth, this organization's vision includes an expanded and redeveloped community hub with social services, including a healing and wellness centre, affordable housing, and programming space for a range of needs. UNYA owns their existing facility, but at 11,000 square feet, it is undersized to meet the increasing programming demands.

UNYA, the City, and the private sector are exploring opportunities for an expanded and redeveloped Native Youth Centre as a hub for programs and services. This means working more closely with the Aboriginal Friendship Centre Society, located near UNYA, regarding complementary programming and facility needs.

In September 2015 UNYA expanded their supports to include a health and wellness centre at their Hasting Street location, where it will function as a "place-based" storefront for increased and improved access to health and mental health services for Aboriginal youth who already access a number of UNYA programs.

The Vancouver Aboriginal Friendship Centre Society (VAFCS) has been providing programs and services to the community for over 50 years. The mandate of the centre is to meet the needs of the urban Aboriginal people making a transition to the urban community. The centre provides programs in health and welfare, social services, human rights, culture, education, recreation, and equality for all genders of Aboriginal People of all age groups. VAFCS has a clientele base of over 40,000 urban Aboriginal People in its Metro Vancouver catchment area.

The Aboriginal Mother Centre Society provides transformational housing and other supports for Aboriginal mothers and their children in Vancouver, as well as other support programs to the community. AMCS is dedicated to moving at risk mothers and children off the streets, providing under one roof all the support, tools and resources a mother needs to rebuild her health, self-esteem and skills to regain and retain her child. The centre creates a healing community to nurture children and families to become vital members of their communities.

Policies

Support reconciliation and enhance social facilities, programs and cultural activities for Aboriginal peoples.

13.3.1 Explore opportunities to support the broader goals of reconciliation as part of future growth and change in the community.

13.3.2 Support the renewal of Aboriginal-serving non-profit facilities. Partner with Aboriginal organizations in the process of expansion. In particular, consider opportunities at:

- Urban Native Youth Association
- Vancouver Aboriginal Friendship Centre
- Aboriginal Mother Centre Society

As part of renewal, consider:

- Additional flexible and/or purpose-built space for youth programming
- Other age-specific space, as appropriate (e.g. for children, families and elders)
- Healing and wellness centre space.
- Additional non-market/supportive housing.

13.3.3 Continue to provide grants to support First Nations and Aboriginal non-profit and service organizations to meet current and future needs.

13.4 Health and Social Services

The plan seeks to promote the well-being of residents to support a healthy and inclusive city. There are several health-related non-profit organizations that provide services to residents of the community and surrounding areas. Kettle Society and REACH Community Health Centre are key community assets. Both provide low-barrier services to support more vulnerable, lower income, and harder-to-reach populations.

Kettle Society has offered accessible social services, including key mental health supports, to residents living with mental illness for over 35 years. Their harm reduction programs are diverse, with a social mandate of providing employment services, skill-building opportunities, mental health services, housing supports, and supportive housing units in downtown Vancouver. This organization has been supported by various levels of government and remains a key community asset.

Given increasing demands for services, Kettle's future plan is for the redevelopment of their existing site and the adjacent site towards a larger facility to better meet the

community needs. Where possible, the City aims to support this plan to increase access to low-barrier services. (see ***6. Places***)

REACH Community Health Centre is a community health centre that has been operating for 45 years to advance health and social services. More recent programming has expanded to include community food programs that focus on nutrition as well as providing additional supports for newcomer families.

REACH owns its site and is fundraising to renew their undersized and aging facility. In partnership with funders and the private sector, the organization is redeveloping their 3-storey building to better accommodate expanded programming needs.

Grandview-Woodland also has a number of other health services available, including the VCH East Van Youth Clinic at Broadway and Commercial Drive. Policy is intended to support future expansion of other services, to support the needs of the community. Additional services may also be required. During the planning process, the community noted a need for additional harm reduction and addiction services, and mental health services. Specific parts of the community—notably Cedar Cove—were also identified as places where health-related facilities are needed.

Policies

Support the expansion of key health services

13.4.1 Support health partners in the creation, renewal and expansion of facilities for harm reduction, addiction, and mental health.

13.4.2 Continue to provide and enhance City social grants for organizations that advance a healthy and inclusive city.

13.4.3 Advocate for population-specific health and healing services with particular focus on First Nations and Aboriginal community members.

13.5 Newcomer and Settlement Services

Approximately one-third of Grandview-Woodland's population self-identify as a new immigrant—a number that, while declining over the past few years, continues to comprise a sizeable proportion of the population. Of those identifying as an immigrant, roughly one quarter indicated they arrived in Canada within the 10 years prior to the 2011 census.

Newer immigrants face a number of challenges and can benefit from the support provided by newcomer, settlement and other intercultural services. Grandview-

Woodland residents have two main facilities in this regard: MOSAIC and the Immigrant Services Society of BC (ISS BC). Both MOSAIC and ISS BC will be moving into new facilities designed for their use; MOSAIC will relocate to a new facility in the Joyce-Collingwood area while ISS BC will move into a new facility with other non-profits at the new "Welcome House BC", located at Victoria Drive and East 10th Avenue. While their facilities are new and expanded, there is a need to continue support the needs of newcomers, refugees, and immigrants in Grandview-Woodland.

Policies

Support newcomer and settlement services.

13.5.1 Continue to support the provision of, and access to, newcomer/settlement services.

13.6 LGBTQ2S+ Programs

A number of social non-profits provide a variety of programming for the LGBTQ2S+ communities. Despite this, there is a deficit of programming space for the LGBTQ2S+ community in Grandview-Woodland. As such, ensuring sufficiently-sized and multipurpose space for a range of programming opportunities is essential.

Health Initiative for Men is the only queer-focussed organization located in Grandview-Woodland, running a sexual health clinic mainly for gay men in Vancouver. Catherine White Holman Wellness Centre provides transgender individuals with free, low-barrier, and respectful healthcare out of REACH's facility. Meanwhile, Britannia Community Centre has partnered with both Qmunity, BC's queer resource centre, to run a group for queer women, and Vancouver Coastal Health to provide trans youth drop-in programs.

There is a need to ensure that LGBTQ2S+ individuals outside of the West End have access to resources closer to home.

Policies

Enhance program space for LGBTQ2S+ communities.

13.6.1 Ensure that renewal of community facilities in Grandview-Woodland can accommodate programming, particularly for the LGBTQ2S+ community.

13.6.2 Continue to provide social grants for programs for LGBTQ2S+ communities.

13.7 Childcare Facilities

Affordable and accessible early care and learning, including childcare, is important for healthy early development, particularly for newcomers, First Nations and urban Aboriginal peoples, single parents and lower income families. Family places are also a valuable resource for families with young children.

Anticipated population growth will increase demands for childcare, education, and family services. As of 2011, approximately 2,600 children under the age of 12 were living in Grandview-Woodland representing 9.6% of the population, and 4.2% of Vancouver's population under 12 years of age. While the number of children in the community has fallen by 32% since 1996, future growth is anticipated to attract more young families with children into the community.

Age group	Current Supply
Licensed full time care[2]	
0-4	184
5-12	290
0-12	474
Preschool	
3-4	107
Total:	581

Licensed childcare spaces in Grandview-Woodland (March 2016)

The current childcare supply in Grandview-Woodland meets only 34% of the estimated need in the area. There are 474 licensed full time childcare spaces serving children up to 12 years old, and 107 licensed preschool spaces (part-day / part-week sessions for children ages 3 and 4). Additional spaces are required to meet existing and future demand, particularly for infants and toddlers (up to 2 years of age) where only 4% of estimated current need is met through licensed care.

Shortages in childcare present many challenges for families with children; consideration for these challenges is particularly important given Grandview-Woodland's higher proportion of vulnerable children, low-income groups, and First Nations and urban Aboriginal people.

Planning for healthy early development in Grandview-Woodland requires accessible and affordable childcare near community services and facilities, schools, workplaces, and transportation hubs to better support families, facilitate labour force participation and

[2]Includes licensed group care and licensed family child care (all facilities within the Grandview-Woodland expanded community plan area).

improve child development opportunities for children less than 5 years of age. The City also continues to partner with the Vancouver School Board, neighbourhood schools, and community partners to provide school-aged care on or near school grounds, to further improve quality of life for families with children, and for working parents.

Policies

Improve and increase childcare facilities and services to support families with children.

13.7.1 Continue to provide City grants to support enhanced delivery of quality accessible, affordable childcare and early learning and development services.

13.7.2 Increase the provision of childcare spaces for children ages 0 to 12. As part of this, consider opportunities that *may* emerge through:

- Britannia Community Services Centre renewal
- Seismic upgrades of public schools
- Expansion of existing social facilities such as:
    - Urban Native Youth Association
    - Vancouver Aboriginal Friendship Centre Society
    - Aboriginal Mother Centre

13.7.3 Encourage the location of new childcare facilities in accessible pick-up and drop-off locations, particularly along major commercial corridors, areas of employment, areas of growth, and sites co-located with other child and family services.

13.7.4 Continue to partner with key stakeholders to provide childcare services and secure new childcare spaces, in collaboration with:

- Vancouver School Board—to provide school-age (age 5 and up) care in schools.
- Vancouver Park Board—for opportunities to provide childcare in City and Park facilities.
- Province – to provide support for new childcare capital projects.
- Local childcare operators and service providers to co-locate childcare with other family support services.

13.7.5 Work with local service providers to address the needs of a diverse community, with a view to the creation of more accessible and culturally relevant childcare and early-learning and care services.

13.7.6 Partner with senior governments, First Nations and Aboriginal organizations and stakeholders to develop culturally-appropriate childcare, school-age care,

and early childhood development and family support services for First Nations and Aboriginal communities.

13.7.7 Promote childcare affordability through partnerships with senior governments and by prioritizing programs serving the most vulnerable populations where possible within the City's social grants allocations.

13.8 Youth Facilities and Programs

At present, a considerable amount of youth programming is undertaken by key community organizations such as Britannia Community Services Centre, Kiwassa Neighbourhood House, Urban Native Youth Association, and school facilities. Other organizations, such as Leave out Violence British Columbia (LOVE BC) and the Vancouver Public Library (VPL), provide additional activities and services aimed at youth. Programs offered in Grandview-Woodland also serve youth from other communities.

Various organizations (e.g. Britannia Community Centre Association), have aimed to increase support of at-risk-youth in the neighbourhood given the vulnerabilities of youth in the area, with programs and services customized to youth with particular cultural needs (e.g. urban Aboriginal youth). In this example, the Association supports a partnership between different levels of government and non-profits, called the "Youth Matters Committee," to better address gaps and challenges for youth in crisis.

Through the community planning process, the community identified needed youth programs, including recreation, arts, and culturally-specific programs (e.g. for Latin American and Aboriginal youth). There is also a need for no-cost or low-cost spaces for youth to hang out (particularly when the weather is poor, or in the evening, when many spaces are closed). Other youth programs that should be added or expanded: drop-in space, nutrition and food-related programs

Policies

Support and expand facilities and services for youth

13.8.1 Continue to provide space for non-profits that offer youth programming through the community centre, library and school facilities.

13.8.2 As part of the expansion of key community facilities (e.g. City-owned facilities such as Britannia Community Services Centre, and non-profit organizations such as Urban Native Youth Association), seek additional flexible and/or purpose-built space for youth programming.

13.8.3 Support opportunities to provide healthy and nutritious food to at-risk youth through community-based youth food programs.

13.8.4 Continue to provide City social grants for organizations that deliver youth programs.

13.9 Seniors Supports

Approximately 3,000 Grandview-Woodland residents (roughly 11% of the population) are over the age of 65. In building strong, safe, and inclusive community, there is a need to better retain, expand, and/or create new supports for seniors to age close-to-home. This includes programs and facilities that can support less independent seniors to those that support more independent seniors, such as seniors programs, to adult day centres, to community care facilities.

Policies

Ensure a range of services and a spectrum of care for seniors

13.9.1 Support a range of seniors services and facilities for an aging population.

13.9.2 Ensure that seniors facilities are sufficiently-sized, well-designed, accessible and well-located, to ensure seniors recreation, programs and services are available.

13.9.3 Continue to provide City grants for organizations that deliver seniors programs and services.

13.10 Non-profit Organizations

Non-profit organizations provide much-needed direct social and cultural services, programs, and resources that serve the community, but many organizations do not have the capacity to secure this on their own. Retaining non-profits close-to-home is essential for the local economy and complete communities. Shared space and services within one hub improves efficiencies and collaboration of non-profit organizations, which better enhances services for the community. There is a need for affordable, co-located non-profits within the community to strengthen the social and cultural community within Grandview-Woodland.

Policies

Support multi-tenant facilities and non-profit organizations

13.10.1 Support the creation of an affordable, multi-tenant non-profit organization centre with a mix of office and related programming space for social and cultural non-profit organizations.

13.11 Places of Worship

Grandview-Woodland has approximately 16 places of worship that offer space to support the spiritual well-being of residents and visitors. Equally importantly, many of these facilities allow their buildings (and grounds) to be used for community gathering, meetings, and a range of activities – including the provision of food security programs, childcare, and other programming. As these spaces age, it is important to enable their long-term renewal, where appropriate.

Policies

Support renewal of existing places of worship, and their continued use for community purposes

13.11.1 Encourage renovation and reinvestment into existing places of worship. Where appropriate, allow development of these facilities to provide additional height and density with the goal of preserving community spaces over the long term. (Note: Rezoning of existing non-market properties will be subject to urban design analysis including shadow studies and transition to adjacent residential areas. Overall heights and densities should be consistent with those in the surrounding sub-areas).

13.11.2 Consider incentives to support the retention of social spaces, including: partnerships with the City; heritage revitalization agreements; parking relaxations; capital grants (for registered non-profit facilities); other incentives as appropriate.

13.12 School and Community Cooperation

Grandview-Woodland has 10 public schools (8 elementary and 2 secondary schools). One school, Macdonald Elementary, has a district Aboriginal program focus for both Aboriginal and non-Aboriginal students, with an enriched cultural immersion curriculum that focuses on Aboriginal history, culture, knowledge and experience. Other private schools, like St. Francis of Assisi, have had a long-standing presence in the community.

Vancouver School Board (VSB) schools in Grandview-Woodland offer a range of local and district programs including: Early and Late French immersion, Mini schools, Cooks Training, ACEIT Auto service technician, Hockey Academy, STEM, International Baccalaureate, and alternate programs such as Streetfront and Outreach. VSB

Community school teams also provide a range of out of school time academic, recreation and social program in all Grandview-Woodland schools, many in partnership with local organizations.

City assessment of census data indicates that the number of children and youth in the community has declined significantly over that last two decades. This is partly because the number of children and youth in the community declined significantly over the last two decades (-33% for children 0 to 9; -27% for children/youth aged 10-19).

In May 2016, VSB adopted a Long-Range Facilities Plan that outlines goals for district school facilities. Enrolment numbers across the community vary, though according to the VSB roughly one third of Grandview-Woodland schools are 75% or less capacity utilization. At the time of plan writing the VSB is undergoing a process to consider school closures.

Policies

Support school facility planning and development.

13.12.1 Continue to dialogue with the Vancouver School Board on long-range facility planning and development. Ensure a wide variety of stakeholder voices are considered as part of this process.

13.12.2 Work with school boards (Vancouver School Board/private schools), to allow community use of neighbourhood schools and greenspaces during non-school times.

13.13 Access to Healthy and Affordable Food

Access to sufficient, nutritious and affordable food is critical for communities. A strong local food system can strengthen community connections, boost local food production, and bolster community resilience.

Neighbourhood high streets, notably Commercial Drive and East Hastings Street, have many local, independent and long-standing businesses, including diverse restaurants, coffee shops and produce/grocery stores. These businesses attract customers from within the community and beyond and build a vibrant street scene. The community also has a thriving food production, processing and distribution sector (see ***10. Local Economy***).

Community-based food-based infrastructure and programming, such as gardens and kitchens, facilitate capacity building and skill development, as well as community connectedness through social interaction. They promote inclusion and participation in communities and support positive mental and physical well-being.

Food Assets are resources, facilities, services, or spaces that are available to Vancouver residents to support local food systems. These include:

- Community gardens
- Community fruit orchards
- Urban farms
- Community kitchens
- Community food markets
- Neighbourhood Food Networks
- Street food vendors
- Farmers markets
- Community composting facilities

As with the rest of the city, community gardens are the most numerous food assets, although there are gaps in the northern portion of Grandview-Woodland, notably the Hastings Street and Cedar Cove sub-areas. There are 10 community gardens and four community kitchens in Grandview-Woodland, but no orchards, farmers markets, community food markets, or urban farms—though residents do make use of these in neighbouring Kensington-Cedar Cottage.

Grandview-Woodland is supported by a strong local Neighbourhood Food Network that builds the capacity of the community through education, information sharing, and the creation of grassroots initiatives to address food security and justice issues. Based in Britannia Community Services Centre, this network reaches diverse and vulnerable populations including youth, seniors, First Nations, urban Aboriginal, and ethno-cultural groups. There are also various Aboriginal-focused food initiatives in the community.

The interest and demand for local food by consumers, distributors, and restaurants for local food and food products is high, however challenges remain in meeting this demand in a more accessible, flexible, and efficient way. In particular, there are limited food warehousing or processing spaces.

Policies

Enhance local, community-based food assets and programs in Grandview-Woodland.

13.13.1 Continue to increase food growing opportunities on City, Vancouver Park Board, Vancouver School Board, and private lands, where appropriate, whether through community gardens, urban farms, fruit trees, or edible landscaping.

13.13.2 Explore including food assets as part of renewal and new developments, particularly in the northern and eastern neighbourhoods (to address gaps in these areas), at key sites, and through public realm improvements.

13.13.3 Explore opportunities to better support culturally-based food-related programs (e.g. programs provided by local Aboriginal organizations and settlement services).

13.13.4 Preserve and intensify land use that supports food-related businesses such as urban farming, processing, and distribution of local and sustainable foods.

13.13.5 As Britannia Community Services Centre is renewed and expanded, ensure the Grandview-Woodland Food Connection Neighbourhood Food Network is well supported and has necessary space (e.g. office, kitchen, other) during the renewal process and in the new building.

13.14 Community Safety

Community safety—particularly at night—was identified as a matter of concern through the planning process. The plan seeks to address key safety issues through policy responses, improved design requirements for new buildings, and investment in key neighbourhood infrastructure.

Policies

Strengthen community safety for all residents of Grandview-Woodland.

13.14.1 Through the Vancouver Police Department and Transit Police, increase the sense of personal safety by continuing to increase patrols around safety "hotspots".

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

13.14.3 Through the Vancouver Police Department, continue to identify problem buildings in the community and work to resolve issues. Support the goals of the Crime-free Multi-housing Program.

13.14.4 Ensure that Crime Prevention Through Environmental Design (CPTED) principles are incorporated in all new buildings and encourage safety audits and retrofits with existing structures and grounds.

13.14.5 Encourage a greater mix of retail and commercial uses on neighbourhood shopping streets—to facilitate "eyes on the street" for more hours of the day.

13.14.6 Through the Vancouver Police Department, continue to support the Community Policing programs currently operating in Grandview-Woodland.

13.14.7 Work to improve night-time safety in industrial areas, through CPTED, additional lighting, and other measures.

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

13.14.9 Ensure the long-term viability of emergency services in the community.

13.14.10 Support the long-term renewal of Fire Hall #9.

14. ENERGY AND CLIMATE CHANGE

In Vancouver, the beauty of our natural setting is highly valued. And the city's prosperity has, in large part, come about from the abundance of the area's natural resources. Vancouverites want an environment that is healthy, homes that are safe and jobs that are rewarding and secure.

Vancouver has a goal of becoming the greenest city in the world by 2020. This includes aspirations to reduce dependence on fossil fuels and lead the world in green building design and construction. To achieve this, actions must be taken in all communities to reduce energy consumption and greenhouse gas emissions. Grandview-Woodland will help contribute to a reduced ecological footprint, not only through the land use policies set out in this plan but also through strategies related to renewable and neighbourhood energy, building retrofits and green building design.

At the same time, Vancouver is preparing for the impacts of climate change that the city is likely to experience. Scientists are anticipating an increased frequency and intensity of rain and wind storms; hotter, drier summers, a longer growing season and flooding as a result of sea level rise. Building resilience into city-building means looking at the ways infrastructure is designed and maintained. It also means enhancing connections among people and groups in communities to improve society's ability to respond to, and recover from, events.

Citywide Context

- The *Greenest City 2020 Action Plan* (2011) addresses Vancouver's environmental challenges, focusing on three overarching areas: reducing carbon, reducing waste, and supporting healthy ecosystems. The plan has ten distinct goal areas, and through a set of measurable and attainable targets, puts the city on a path to sustainability. As of 2015, eighty per cent of the 2011 actions were complete. Continued effort is required continue towards the set goals. Action at the community and household levels is more important than ever.

- With the *Renewable City Strategy* (2015), the City also added the goal of 100% reliance on renewable energy by 2050 and for new construction to be zero emissions by 2030. Actions to reduce dependence on fossil fuels and to reduce energy use of new and existing buildings are priorities. To achieve this, all

communities must start to take a more aggressive approach to reducing energy consumption and the production of greenhouse gases (GHGs).

- The *Climate Change Adaptation Strategy* (2012) details actions that will increase the resilience of citywide programs, services and infrastructure to existing and anticipated climate extremes. Primary adaptation actions focus on incorporating adaptation as a consideration or key driver into existing and planned projects.

Policies for Energy and Climate Change

The plan policies will help Grandview-Woodland become a more sustainable, and energy and carbon efficient community, with the goal of reducing total energy use as the community evolves over the lifespan of the plan.

14.1 Renewable Energy

In Vancouver, 56% of all GHG emissions come from buildings. Thirty-six per cent of building-related emissions are from the residential sector (2011 Energy and Emissions Inventory). Due to poor energy efficiency performance, older buildings consume more energy and have greater GHG emissions than newer buildings.

Renewable energy technology—which includes geo-exchange systems, solar hot water and wind energy—provides a means to supplement or replace conventional energy sources and thereby reduce greenhouse gas emissions. Renewable energy technologies can be implemented for individual homes and buildings, for clusters of buildings, or at the larger district or neighbourhood scale.

As a general principle, the City aspires to meet or exceed best practices for energy conservation and renewable energy.

Policies

Support the use of renewable energy in Grandview-Woodland.

14.1.1 Encourage existing and new developments to utilize renewable energy as a replacement for fossil fuel based energy.

14.1.2 Work with development applicants to identify opportunities to implement renewable energy generation in new developments (e.g. heat-exchange technologies), with a focus on reducing carbon emissions.

14.1.3 Work with development applicants and BC Hydro, to implement “smart-grid”-ready technologies to ensure that buildings are ready to be integrated into the emergent system.

14.1.4 As new renewable energy technology develops, consider Grandview-Woodland as a potential community for key demonstration projects to help encourage the uptake of new technology.

14.2 Building Retrofits

Most of the existing housing stock in Grandview-Woodland was built before 1980, representing a significant opportunity for energy savings and emissions reductions within the community. The City will explore opportunities to partner with utility companies to assist landlords and homeowners to improve the energy efficiency of the building stock—most notably in the large number of multiple-family buildings in the community. Ideally, with new buildings emitting much less carbon pollution, the energy upgrades to homes and businesses can enable the community to reduce its total carbon footprint over time as it grows and evolves.

Policies

Support energy conservation through building retrofits.

14.2.1 Encourage participation in retrofit programs to reduce energy consumption.

14.2.2 Encourage the implementation of renewable energy initiatives and/or energy conservation measures as part of the renovation of existing buildings.

14.3 Green Building Design

Design solutions for energy, water, materials, waste and indoor environmental quality can help to maximize energy efficiency and health performance of buildings. The City has a wide range of green building programs and policies that influence new developments in Grandview-Woodland, including a LEED Gold™ requirement for all rezonings, passive design solutions, green home building policies for all new one- and two-family homes, and green demolition practices. The Vancouver Building By-law is regularly updated to require more efficient and sustainable construction. As sustainability policies develop citywide, more stringent requirements will apply as buildings transition such that they are no longer dependent on fossils fuels.

Policies

Maximize the environmental performance of all new buildings.

14.3.1 All new buildings are subject to the green requirements in the Vancouver Building By-law and all rezoning projects are subject to the City's *Green Building Policy for Rezonings*. As new and updated sustainability policies develop citywide, these requirements will continue to apply in Grandview-Woodland.

14.3.2 Encourage new construction to use passive design approaches to meet performance requirements (e.g. minimizing or eliminating thermal bridging, and ensuring a suitable glazing ratio and shading strategy, especially for the south and west facing façades).

14.4 Climate Change Adaptation

Increased flooding from heavy rainfall, health impacts from hotter and drier summers and coastal flooding from sea level rise are some of the anticipated impacts of a changing climate. Building resilience means looking at the ways to design and maintain infrastructure and ways to enhance connections among people in the community to improve the ability to respond and recover from events. In Grandview-Woodland, sea level rise would most directly impact the Port of Vancouver.

Neighbourhood tree cover, green space and other pervious surfaces can do double duty by both decreasing greenhouse gases through absorbing and storing carbon, and decreasing the impacts felt from a changing climate. The existence of green space, vegetation and permeable surfaces in a community has been associated with a decreased risk of heat-related illness and increased resilience of the stormwater system. Parks, green space and streets can be used for detention and infiltration of stormwater during heavy rainfall, thereby decreasing the stress on our stormwater system. These areas can also help to keep the city cooler in the summer providing shade refuge, a healthier environment and lowering the need for air conditioning. Models have shown that areas with a high proportion of pavement can be almost 9°C warmer than areas with heavy vegetation.

Policies

Support climate change adaptation.

14.4.1 Work with community groups to identify actions to decrease the risk of heat-related illness (e.g. identification of community or building cool refuges, volunteer heat registries and patrols, etc.), which also improve social connectedness.

14.4.2 Encourage stewardship of trees, green spaces and green stormwater infrastructure (e.g. rain gardens and bioswales). Plant shade trees where appropriate, using species that are hardy to changing climate conditions.

14.4.3 As part of citywide efforts to tackle climate change adaptation, continue to work with Port of Vancouver to address issues related to sea level rise.

15. UTILITIES AND SERVICES

Although utilities and services are often hidden, they are vitally important for a city to function. The water, sanitary, stormwater and solid waste systems are key to the city's sustainability, as well as to our health and well-being. The regional government – Metro Vancouver – has a vital role in the management of utilities and services within member municipalities.

Vancouver has safe and accessible drinking water that originates from collection at the Capilano, Seymour and Coquitlam reservoirs. On an average day, the water system delivers 360-million litres of high-quality water throughout the city. Using water efficiently, being aware of what goes into the sewer and how local waterways can be affected, are important parts of working towards the goal of becoming the greenest city in the world by 2020.

Replacing combined sewer systems with separated sewer systems ensures sufficient capacity in the systems and it prevents sewage from entering Vancouver's waterways. The city's sewer separation program is an important initiative to protect the urban environment.

With respect to emergency preparedness, it is recognized that a major disaster, such as an earthquake, could make the city's conventional fire protection system unusable. Vancouver's dedicated fire protection system (DFPS) is designed to pump potable water, plus salt water when needed, to supply adequate flows in the event of a disaster. Plans for a hardened grid of water mains citywide will provide further system resiliency.

Maintaining and upgrading Grandview-Woodland's utilities and services is an essential component for meeting Vancouver's sustainability goals, supporting a growing population, and helping to ensure our future health and well-being.

Citywide Context

A city's infrastructure plays an important role in its overall sustainability and resiliency. A number of Vancouver's policies specifically relate to matters of utilities and services.

> The *Greenest City 2020 Action Plan (2011)* sets broad goals for Vancouver including an objective of protecting the city's waterways. The plan strives for the city to have the best drinking water quality in the world by 2020. Further, targets

have been set to reduce potable water use by 33% and to reduce the amount of solid waste going to landfill or incinerator by 50% from 2008 levels.'

The City's *Climate Change Adaptation Strategy (2012)* requires the completion and implementation of a city-wide Integrated Stormwater Management Plan (ISMP). The strategy also mandates the separation of combined Metro Vancouver sewers.

- The City has developed an *Integrated Rainwater Management Plan (2016)* that aims to treat Vancouver's abundant rainwater as a resource. Policies are set that seek to reduce the demand for potable water by encouraging beneficial reuse. Restoring the role of urban watersheds to support urban and natural ecosystems and provide clean water is also a goal.

Policies for Utilities and Services

15.1 Waterworks, Sewers and Stormwater Systems

Waterworks

There are 85 kilometres of water pipes in Grandview-Woodland, with over half of them built prior to 1950. Replacement candidates are prioritized based on various physical factors that affect their service lives. As such, over the next 30 years, it is expected that a portion of the community's water main inventory will be replaced. During the replacement process, the adequacy of pipe sizing will be assessed.

Public access to water in Grandview-Woodland is available from 10 drinking fountains at various parks, along greenways, and in community facilities. However, there are further opportunities for additional drinking fountains or bottle filling stations in the community that can be leveraged from adjacent redevelopment. Ideal locations for drinking fountains include parks, public spaces/plazas and along greenways or bikeways.

It is expected that new development across the city will consider water efficiency as an overarching design imperative. This includes the consideration of high efficiency water fixtures, permeable surfaces to reduce the loads on our storm sewer system, and alternate sources of water to reduce the overall demand for drinking water for non-potable uses such as irrigation.

Aligning building and health regulations at all levels of government to support greywater use and responsible rainwater harvesting will significantly reduce demand on the drinking water supply.

Sewers

There are approximately 135 kilometres of sewer mains in Grandview-Woodland, which are divided into three drainage districts. The sewer program for Grandview-Woodland has been focused on replacing aging sewer pipes and separating them into sanitary and storm pipes as part of the City's ongoing, long-term Sewer Separation Program. At present, about 85% of the sewers in the community have been separated. At the level of completion, sewer separation in the community can now be considered to be functionally complete; the remaining network that needs to be separated is expected to be largely completed as part of future development.

Some sanitary sewer upgrades will be necessary over the life of the plan, particularly to address increased needs in the focused areas of growth. A total of 1200 metres of sanitary sewer upgrades will have to be undertaken along Hastings Street and within the Commercial-Broadway Station Precinct.

Integrated Stormwater Management

Stormwater is primarily drained via storm sewers, however, where possible green infrastructure can be used to handle drainage needs and improve the quality of runoff. Street and laneway designs can minimize impermeable surfaces and optimize absorbent materials to divert stormwater runoff from the sewer system. The absorbed water is filtered by the ground and released slowly into local water bodies, similar to nature's own processes. These designs protect the water bodies that separated storm sewers drain into and help create more attractive and sustainable neighbourhoods. It is noted that the city currently requires stormwater detention and treatment on development sites through the Sustainable Large Sites Rezoning Policy.

Grandview-Woodland has a number of buried streams. While there is strong interest across Vancouver in daylighting historic waterways, the ability to do so can be a challenge. Through the planning process, there was interest in celebrating Grandview-Woodland's streams by artistic means.

Policies

Maintain and expand water and sewer systems, and improve stormwater management.

15.1.1 Continue to expand water distribution services to meet future needs.

15.1.2 Continue to advance on the sewer separation program.

15.1.3 Support external agency utility upgrades as required to accommodate future growth.

15.1.4 Seek to improve livability through undergrounding of utilities where feasible.

15.1.5 Seek to use integrated rainwater management techniques such as infiltration bulges and other measures through redevelopment and other improvements where feasible.

15.1.6 Work with community groups to identify opportunities for implementation of best practices in stormwater management. Encourage stewardship of catch basins and green infrastructure (e.g. rain gardens and bioswales).

15.1.7 Consider Grandview-Woodland as a community for demonstration projects that showcase new or emerging stormwater management technologies.

15.1.8 Support, in principle, initiatives that seek to celebrate the rain.

15.1.9 As part of future development and/or cultural activities, support and encourage the celebration of the community's historic waterways, with particular consideration in the Cedar Cove sub-area and the Commercial-Broadway Station Precinct and surrounding neighbourhoods in proximity to Trout Lake.

15.2 Zero Waste

Green Bin Program

Food scraps and food-soiled paper represent about 40% by weight of garbage disposed to the landfill or incinerator in the region. The Green Bin Program is part of the Vancouver's strategy to maximize diversion of compostable organic waste. Currently, food scraps are collected from single-family and duplex homes, multiple-family residential buildings (e.g. rental apartments and condominium complexes) and businesses.

Construction and Demolition Waste

As part of achieving Vancouver's "zero waste" target, the City is focused on significantly reducing the volume of construction, renovation and demolition wastes disposed in the landfill. In 2012, the City implemented a program to encourage building deconstruction for renovation and demolition projects. Deconstruction is the practice of systematically disassembling a building in order to maximize the reuse, recycling or recovery of building materials, thereby avoiding disposal to landfill or incinerator. By using deconstruction practices, it is possible to keep over 90% of a building's materials out of the waste stream. Deconstruction is a strategy that can achieve multiple benefits including waste diversion, green job creation, improved site cleanliness and safety, and can actually aid in the preservation of heritage structures by making appropriate period materials more available.

Policies

Reduce waste from organics, construction and demolition.

15.2.1 Increase overall diversion of organics by continuing to support the expansion of food scraps recycling.

15.2.2 Support the City's efforts to divert waste from demolition, land clearing and construction.

15.2.3 Support building deconstruction through the permitting and approvals process to ensure material re-use and re-cycling.

15.2.4 Support Metro Vancouver's Zero Waste Challenge (and other related initiatives) through the development of education and enforcement strategies for all sectors with a focus on waste prevention and material reuse initiatives.

15.2.5 Work with development applicants to ensure that new buildings are better able to accommodate waste as a resource.

16. PUBLIC BENEFITS STRATEGY

A Public Benefits Strategy (PBS) provides strategic direction for future capital investments in a community over the long-term. It covers key areas that support livable, healthy, and sustainable communities: affordable housing, childcare, parks and open spaces, community facilities, civic facilities, transportation, utilities, and heritage. The PBS takes into account the existing network of amenities and infrastructure within the community, as well as district-serving and city-serving amenities located beyond the community's boundary.

There are four key steps in preparing a PBS:

1. Assessing local needs within a citywide context.
2. Developing a strategy (including outcomes and/or targets) for addressing the identified needs.
3. Providing a rough order-of-magnitude cost to fulfill the strategy.
4. Outlining a financial strategy to support the outcome-based strategy.

The needs assessment considers the following:

- An optimal network of amenities and infrastructure that supports service and program delivery at citywide, district, and local levels.
- Existing amenities and infrastructure to be renewed over the life of the plan.
- Current gaps, deficiencies or shortfalls in service and program delivery, if any.
- New demands anticipated from population and job growth.

The outcome-based strategy for the local community is developed within an overall citywide framework that includes the following guiding principles:

- Provide core services across communities; determine best model for delivering each service.
- Partner strategically across all sectors (government, non-profit, and private).
- Adapt to demographic changes; build flexible, adaptable, and scale-able amenities.
- Ensure infrastructure supports long-term City targets related to sustainability, transportation, and resiliency
- Prioritize renewal of existing amenities and infrastructure.
- Prioritize multi-use facilities.

- Phase large-scale projects; enhance cross-project coordination to optimize efficiency.
- Ensure long-term operational/financial sustainability.

When the City makes decisions on how to fund the maintenance of existing City-owned facilities/ infrastructure and the development of new facilities, the following financial principles are used:

- Deliver services that are relevant and result in desired public outcomes.
- Keep facilities and infrastructure in good condition.
- Consider long-term implications in all decisions.
- Keep property tax and fees affordable.
- Keep municipal debt at a manageable level.
- Optimize capital investments to meet public and economic needs while achieving value for the investment.

The PBS is an aspirational plan that reflects the needs and desires of the community, and is intended to provide strategic direction to guide the City (including City Council, Park Board, and Library Board) in making investment decisions on public amenities and infrastructure in Grandview-Woodland over the next 25 years. The City's fiscal capacity, emerging opportunities and evolving needs in this community and across the city will determine the actual amenity package that will be delivered incrementally over the long-term horizon. As such, the PBS will be reviewed and refined periodically and integrated into the City's 10-year Capital Strategic Outlook, 4-year Capital Plan, and annual Capital Budget for prioritization and funding consideration on a citywide level.

Who Funds Amenities and How?

Amenities are delivered from a variety of sources using different tools:

The City provides funds for childcare facilities, parks, community centres, libraries, cultural facilities, affordable housing, utility upgrades (water and sewer), and street improvements. Funding for public amenities comes through the coordinated allocation of funds from the following:

- Property taxes, utility fees, and user fees.
- Revenue associated with new development.
    - Development Cost Levies (DCLs) - DCLs are charged on all new development in the City.
    - Community Amenity Contributions (CACs) - CACs are voluntary contributions provided through rezonings and are typically secured through a negotiation with developers.
- Contributions from other levels of government and non-profit partners.

The region and Province are responsible for delivering schools, health care, and transit. Senior governments also hold mandates to deliver childcare and social housing. The City continues to encourage senior governments to uphold their responsibilities for childcare and housing; in the meantime, the City has used its own partnerships and financial tools to help facilitate the creation of these facilities, in recognition of their role as essential public amenities that support residents and workers in Vancouver.

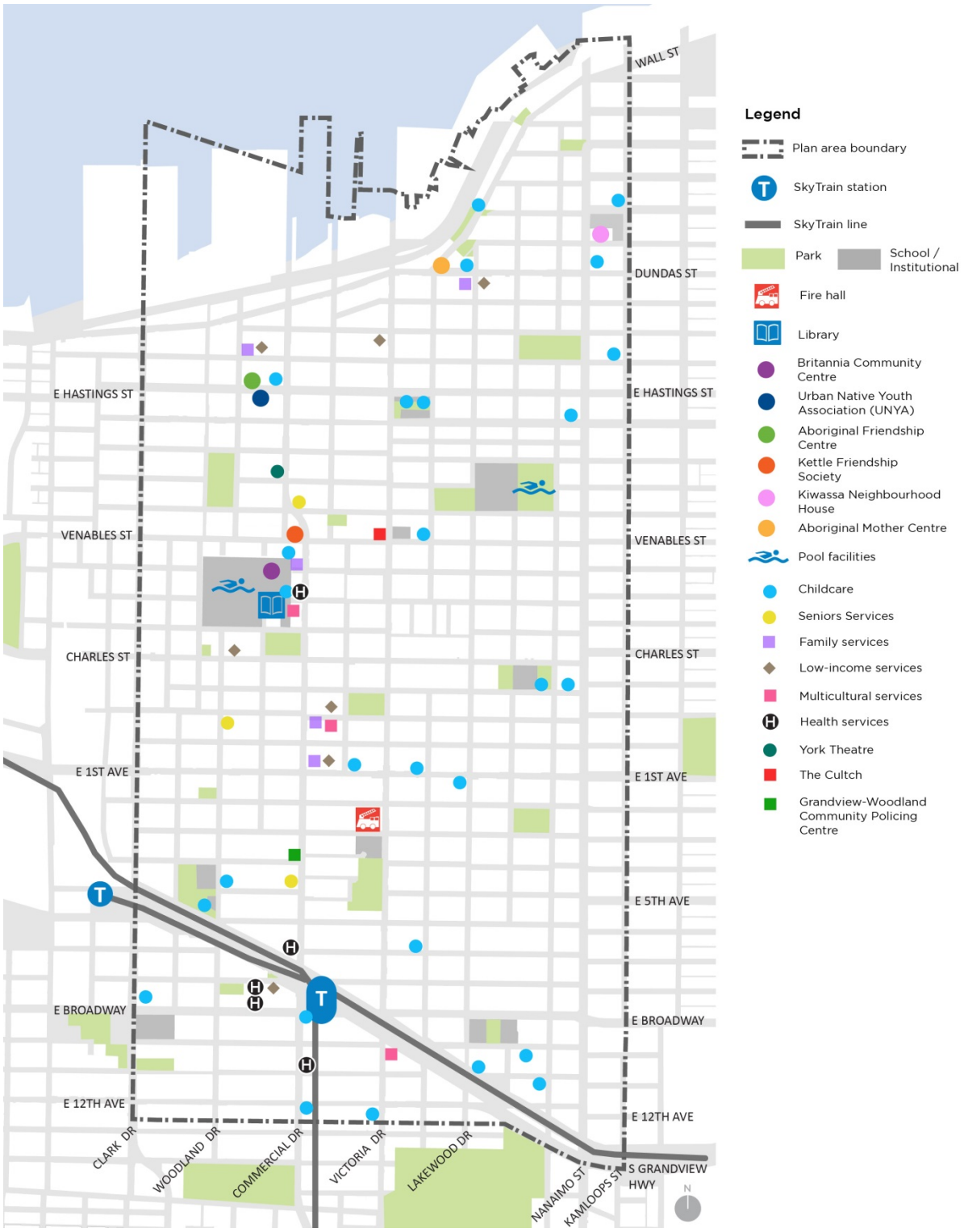
Community groups often deliver things like community gardens and neighbourhood greenways.

What is considered when making public benefit decisions?

Decisions around public benefits involve the responsible allocation of limited dollars to deliver on our priorities. The City has recently put in place a multiyear financial planning horizon, which provides a structure to help contain expenses within the available revenue.

In an effort to optimize our spending to most effectively deliver amenities and services throughout the City and in each neighbourhood, several things are considered:

- Population, demographics and trends (e.g. growth)
- Community input
- City standards (quantitative and qualitative)
- Council and Park Board approved policies and strategies (e.g. *Housing and Homelessness Strategy*, *Transportation 2040*, *Healthy City Strategy*, *Greenest City Action Plan*)
- Existing public benefits



Existing Public Facilities, Non-Profit Facilities, & Amenities

Grandview-Woodland currently has many of the facilities, amenities, and infrastructure available in communities across Vancouver, including a community centre, two indoor swimming pools, an ice rink, a branch library, facilities serving Indigenous people, cultural facilities, parks, social housing, a fire hall, and walking and cycling networks. In developing a PBS, the current conditions and service levels at facilities serving Grandview-Woodland were assessed and compared to city-wide service levels. In addition, input from residents and service providers was considered in identifying the community needs and establishing priorities for renewal and new facilities to ensure current gaps are addressed and the needs of a growing population are accommodated.

Similar to other neighbourhoods, a number of the facilities and amenities have been renewed or upgraded in recent years including: Grandview Park, Victoria Park, Pandora Park, and the Cultch (Vancouver East Cultural Centre and Green House). As well, in 2013 the historic York Theatre underwent full restoration.

Growth Estimates

The Grandview-Woodland planning area is estimated to grow by about 9,500 people in the next 25 years, a 28% increase in population that will see the area reach a population of about 43,500. Planning policy aims to distribute this growth in residential areas throughout the neighbourhood, though a significant portion of this growth will take place in both the Broadway/Commercial and Hastings sub-areas.

Public Benefits Directions

16.1 Housing

In 2011, City Council approved the *Housing and Homelessness Strategy 2012–2021* and committed to improving choice and affordability for all residents and in all communities across the city. The *Housing and Homelessness Strategy* considers the entire housing continuum—the range of housing options available to households of all income levels, extending from emergency shelter and housing for the homeless through to affordable rental housing and homeownership. To meet the demand for affordable housing, the strategy includes provisions for all types of housing along the continuum. (see ***7. Housing***)

Affordable housing can be provided by government, non-profit, and for-profit partners and it can be found along the whole housing continuum. The degree of housing affordability results from the relationship between the cost of housing and household income.

The City achieves affordable housing through a range of tools, including partnerships to develop social housing on City-owned land, capital grants to support non-profit housing projects, and inclusionary housing policies that require and incentivize the inclusion of affordable housing in private developments. The City has a number of funding sources for delivering affordable housing including development cost levies (DCLs), Capital Plan resources, and through new development (e.g. density bonusing, CACs and inclusionary policies). The City uses these funding sources to leverage significant contributions from partners, including senior governments, non-profits, and the private sector. The tools applied in each neighbourhood will reflect the opportunities and unique characteristics of each area. As well, the City will work with senior governments and community partners on a mid to long-term strategy to rehabilitate and renew existing nonmarket housing stock city-wide.

Ultimately, the amount and type of housing that is delivered in each community will reflect both citywide needs and the unique needs and opportunities within each community. The housing strategies for Grandview-Woodland respond to the unique conditions in the community and are balanced with the overall PBS for the area.

Grandview-Woodland

The protection and provision of safe, secure and affordable housing is seen as a top priority for community members. Housing policies in the Grandview-Woodland Plan seek to maintain and increase the number of rental units being provided in the neighbourhood while also ensuring a diverse array of housing is available to meet the needs of present and future residents of the neighbourhood.

There are approximately 2,140 units of non-profit, social housing, or co-operative housing in Grandview-Woodland, (9% of City-stock). Current non-market need in the neighbourhood is approximately 1,750 units, including specific needs for Aboriginal, seniors, and low-income artists.

Summary of Identified Housing Need

	Units (Rounded)
Homeless Population in Grandview-Woodland	50
Renter Households Paying >50% of Income Towards Housing	1300
Need Generated through Population Growth	400
Total Need in Grandview-Woodland	1750

Breakdown of Anticipated Social Housing Units

	Net Additional Units
Hastings St. and Broadway Station inclusionary zoning	150
Redevelopment of 10 existing non-market housing sites over the long term	500
Identified special opportunity sites (e.g. Britannia Community Centre, Kettle Friendship Centre, Urban Native Youth Association)	750
	1400

Strategy for the next 25 years:

- Increase the diversity of housing in Grandview-Woodland to meet the diverse needs of the population. Ensure housing that is suitable for families, singles and seniors as well as housing that is accessible for people with disabilities. Ensure new housing also responds to the needs of new residents and young workers.
- Support the creation of shelter space, where feasible, and with the support of upper levels of government
- Support the creation of 1,400 additional non market units (80%) of the estimated need in the area as follows:
    - Creation of new housing via 20% non-market housing inclusionary requirements in identified areas (estimated 150 units).
    - City of Vancouver Grants, additional density and senior government financial support for renewal of approximately 10 existing non-market housing sites (est. 500 units).
    - Creation of non-market housing on identified special opportunity sites (e.g. City-owned sites; or in partnership with non-profit service providers) (est. 750 units).
- Support the protection of existing affordable rental stock; and allow gradual renewal of older/under built stock in RM areas.
- Increase the stock of secured market rental housing by 1400 units.
- Create new secondary rental opportunities in RT areas and via new townhouse/rowhouse and multifamily development.

Ten-year Priorities:

- Seek new non-market housing opportunities as part of Britannia Community Centre renewal and redevelopment of other large sites
- Seek new secured market rental housing as part of changes in Grandview-Woodland's apartment areas

Five-year Priority Investments:

- Seek new non-market housing as part of the redevelopment of large sites
  Seek new secured market rental housing as part of changes in Grandview-Woodland's apartment areas

16.2 Childcare

Citywide - ***Childcare for Children under Five Years Old***
Quality, accessible and affordable early childhood education has demonstrated long-lasting effects on child development, including a reduction in vulnerability, and an increase in school readiness, educational attainment, and healthy lifestyles. In turn, these benefits support a strong economy and a healthier city for all.

Services for children under 5 years old include all-day childcare to support working parents (five days a week or part-time, operating year-round) and preschool programs (typically half-day sessions one or more days a week, operating September to June). While most facilities offer either childcare or preschool, some facilities offer both.

There are approximately 25,000 children under 5 years old living in Vancouver, and approximately 4,500 licensed childcare spaces available. Approximately 1,600 childcare spaces are delivered in City and Park Board facilities, and operated by non-profit childcare organizations. About 40% of these childcare spaces were created in the last 10 years; renewal of existing childcare facilities will become increasingly important as older buildings constructed 30 to 40 years ago reach the end of their service lives.

There is a clear shortage and affordability of childcare spaces to support working parents, particularly full time care for children under 3 years of age. It is estimated that about 8,700 additional childcare spaces serving 0 to 4 year olds are needed to meet current need, and this figure is anticipated to increase as Vancouver's population grows in the future.

Citywide -Childcare for School-age Children
Childcare services for school-age children (5 to 12 years old) include licensed programs offered before and after school hours (five days a week, operating September to June). While some school-age care programs are offered off-site due to insufficient space in

schools, programs are ideally located at elementary schools, to ensure a seamless and safe transition for young children between school and childcare programs, with minimal impact to caregivers.

There are approximately 37,000 children between the ages of 5 and 12 years old living in Vancouver, and approximately 5,000 licensed school-age care spaces currently available. Approximately 3,000 spaces are currently delivered on-site at Vancouver School Board elementary schools and 750 spaces at City and Park Board facilities delivered through non-profit childcare operators. 576 school age spaces have been created in the last 10 years. Because most programs are offered at elementary schools, renewal of existing childcare facilities can be addressed by the City when the school is renewed.

There is a clear shortage of school age care spaces, second only to the needs of children under 3 years old. It is estimated that about 9,000 additional spaces serving ages 5 to 12 are required to meet current need, and this figure is anticipated to increase as Vancouver's population grows in the future.

Jurisdictional Considerations

The provision of childcare is primarily a senior government responsibility. While the City of Vancouver does not directly deliver childcare services, it forms partnerships, advocates, and invests in creating accessible childcare spaces which are operated by non-profit partners. The City, Park Board and School Board are committed to increasing the number of childcare spaces in Vancouver and have forged a strong partnership with non-profit childcare operators. The City continues to advocate for the participation of the Federal and/or Provincial Governments in the delivery of childcare services.

Grandview-Woodland

Compared to other neighbourhoods in the City of Vancouver, families in Grandview-Woodland are more likely to face challenges associated with single parenting and low incomes. A higher proportion of children in this neighbourhood are also considered vulnerable compared to Vancouver as a whole. Thirty-nine percent of children from Grandview-Woodland entering kindergarten in 2011-2013 were considered vulnerable on one or more of the EDI scales, as compared to 35% of all children living in the City of Vancouver. While there has been a significant shift over 2009-2011, when 46% of kindergarten children from Grandview-Woodland were considered vulnerable, child vulnerability in this neighbourhood remains higher than average.

There are 467 licensed childcare spaces in Grandview-Woodland, including 39 licensed childcare spaces in family homes. These spaces have the potential to serve up to 17% of the child population in the neighbourhood. Including family childcare, there are:

- Infant/toddler: 13 childcare spaces
- 3 years to School Age: 138 group and family childcare spaces
- Preschool (part-time, part-day for 3+4 year olds): 67 spaces

- School age (5 - 12 years): 218 spaces
- Other licences: 31 child-minding spaces for parents attending settlement services.

There are no licenses for Special Needs or Emergency childcare spaces in Grandview-Woodland.

Shortages in childcare present a myriad of challenges for families with children; consideration for these challenges is particularly important given Grandview-Woodland's higher proportion of vulnerable children. Affordable and accessible early care and learning, including childcare, is important for healthy early development, particularly for newcomer, First Nations and urban Aboriginal peoples, single parent and lower income families. Family places are also a valuable resource for families with young children.

Anticipated population growth in Grandview-Woodland will increase demands for childcare, education, and family services. As of 2011, approximately 2,600 children under the age of 12 were living in Grandview-Woodland representing 9.6% of the neighbourhood population, and 4.2% of Vancouver's population under 12 years of age. While the number of children in the neighbourhood has fallen by 32% since 1996, future growth in the neighbourhood is anticipated to attract more young families with children into the community.

Current short-fall for 0-4 year-olds is estimated to be 484 spaces; and new growth is expected to generate a need for an additional 189 spaces. School age short-fall (5-12 year olds) is estimated at 314 spaces, with new growth generating an estimated need for 134 spaces additional spaces.

Strategy for the next 25 years:

- Seek renewal and expansion of existing childcare in Grandview-Woodland, targeting 40% of area shortfall/need.

Ten-year Priorities:

- Create approximately 110 new spaces for 0-4 year olds; Renew 45 spaces for 0-4 spaces.
- Create approximately 60 new spaces for school age (5-12) year olds; Renew 120 existing spaces.
- As part of the redevelopment of the Britannia Community Centre:
  - Renew 20 childcare spaces for 0-4 year olds and 70 school age care spaces for 5-12 year olds.
  - Create 49 new 0-4 spaces and 30 new 6-12 spaces.

16.3 Community and Recreation Facilities

Citywide - Recreation
Vancouver's network of recreation facilities was built up during the 1945 to 1980 period. The process to renew the oldest facilities started in the late 1990s and, to date, five community centres (Hillcrest, Killarney, Mount Pleasant, Sunset, and Trout Lake), three pools (Hillcrest, Killarney, and Renfrew) and three ice rinks (Hillcrest, Killarney, and Trout Lake) have been renewed. It is anticipated that the renewal process will continue for the next 20-plus years. The location and size of recreation facilities is reviewed as part of the renewal process.

On occasion, the City will add a recreation facility where there will be sufficient concentrated population growth that is not well served by existing facilities, as was the case with the Roundhouse, Coal Harbour and Creekside community centres. Two additional facilities are in the planning stages: community centres in Oakridge and East Fraserlands.

The City also has the ability to expand existing facilities to address needs generated by population growth. A citywide recreation services plan will be developed to guide future investments in this area. As well, opportunities for functional integration across various community services and programs will be explored to enhance customer service and operational efficiencies.

Citywide - Libraries
Vancouver's network of libraries includes a Central Library and 20 branch libraries. The Central Library was originally located in the Carnegie Centre at Main Street and East Hastings Street in 1903, relocated to Robson Street and Burrard Street in 1957, and moved to its current location at Robson and Homer Streets in 1995.

A network of branch libraries to serve more neighbourhoods was created in 1927, grew modestly until 1945, and then saw rapid expansion during the 1945 to 1980 period, in which 16 branch libraries were established. Since 1980, two libraries have been added to the system and 10 existing libraries have been renewed. The renewal process will continue for the next 20-plus years. The location, size and service area of libraries are reviewed by the Library Board and the City as part of the renewal process.

On occasion, the Library Board will recommend adding or relocating library services where there will be sufficient concentrated population growth that is not well served by existing facilities, as was the case with the Terry Salman Branch (relocation and expansion) and the new full-service Downtown Eastside/Strathcona Branch (planned for 2015). As well, the service delivery model will continue to be modernized and streamlined, and opportunities for functional integration across various community

services and programs will be explored to enhance customer service and operational efficiencies.

Grandview-Woodland

Britannia Community Services Centre, built in 1976, contains approximately 7,430 m^2 (80,000 $ft.^2$) of programmable space. The site includes 5,015 m^2 (54,000 $ft.^2$) of **recreational facilities** (including a pool, ice rink, fitness centre and gymnasiums), 1345 m^2 (14,500 $ft.^2$) of flexible **community space** (used for social and cultural programming and meeting space and an Aboriginal carving Pavilion), a 835 m^2 (9,000 $ft.^2$) **library**, and additional **childcare** facilities. Two schools, parking and open space are also included on site, and some of the school spaces are being utilized by the community (gym's) after school hours. A series of operational agreements support the management of the site by School Board, Park Board, Library and City - as well as a non-profit Community Centre Association (Britannia Community Services Centre).

In general, Britannia facilities are aging and many are at capacity. Additional concerns have also been noted about site legibility, wayfinding and perceptions of lack of safety.

A second swimming pool is located at Templeton Park close by. Grandview Woodland is the only neighbourhood in Vancouver with two pools, an anomaly given that there are only nine pools in the city in total.

There are three community centres located near Grandview-Woodland: Trout Lake (built in 1963; renewed in 2012, including ice rink), RayCam (1979) and Hastings (1956).

Strategy for the next 25 years:

- Support the renewal and expansion of the Britannia Community Services Centre facility, including enhanced recreation, social and cultural facilities, library, and childcare facilities.
- As part of the redesign process, aim to incorporate non-market housing into a renewed community center "hub" and seek further seek improvements to open space and overall site legibility.
- In general, support the design principles outlined by the 2012 Britannia Masterplan and continue to work toward advancing a healthy city through ensuring access to healthy human services during the redevelopment process.

Ten-year Priorities:

- Aim to complete renewal.

Five-year Priority Investments:

- An initial funding allocation of $25 million, provided through the 2015-2018 Capital Plan, was earmarked for the renewal of key recreational facilities on site. Additional funding to be provided through subsequent capital planning processes.
- Initiate planning and engagement process to guide overall design, development, and renewal priorities on site. Initiate first phase of renewal of site.

16.4 Social Facilities

Citywide

The City of Vancouver has been involved in the provision of social facilities since the 1970s. Social facilities are spaces in the community that are operated by non-profit organizations. These organizations aim to provide accessible programs and services to increase social inclusion and connections. Vancouver's social infrastructure can be grouped into three broad categories:

- Facilities that provide space and services for populations faced with barriers or vulnerabilities (e.g. Kettle Society that provides resources for those who need mental health supports, or the Immigrant Services Society of British Columbia, which provides settlement services for refugees and newcomers).
- Those supporting a particular demographic (e.g. Aboriginal community-serving facilities, family places, youth services, and seniors centres that offer age-specific programming).
- Those that welcome the full range of a neighbourhood demographic (e.g. neighbourhood houses that prioritize free and/or low-cost social programs aimed to integrate more marginalized groups).

The process of renewing social facilities began in the 1980s and will continue over the coming decades, requiring dedicated resources for renewal and possible expansion. The location and size of social facilities are reviewed as part of the renewal process. As well, opportunities to integrate multiple functions across various community services and programs will be explored to enhance program delivery and operational efficiencies.

Grandview-Woodland

In general, neighbourhood services in Grandview-Woodland report being "at capacity," along with aging and insufficient infrastructure, means supporting facilities becomes even more important. The recent renewal of REACH Community Health on Commercial Drive (which provides an array of social and health programming), and the introduction of the new Immigrant Services Society of BC's Welcome House (at Victoria Drive and

East 11th Avenue) will better support key areas of need. Still, other key investments are needed to support other key social facilities and the clientele they serve.

The renewal and expansion of key social facilities are also important components of the Britannia Community Services Centre redevelopment process. These facilities include space for children and families, at-risk youth, seniors, First Nations and Aboriginal communities, low-income groups, and the lesbian, gay, bisexual, transgender, queer, two-spirited plus (LGBTQS2+) community.

Urban Aboriginal Facilities and Services

Grandview-Woodland is home to three Aboriginal-serving facilities – the 3,700 sq. m (40,000 ft.^{2}) Vancouver Aboriginal Friendship Centre (VAFC), the 1,800 m^2 (20,000 ft.^{2}) Urban Native Youth Association (UNYA), and the Aboriginal Mothers Centre Society (AMCS). An additional array of Aboriginal-serving non-profit housing is also found within the neighbourhood.

Two community facilities in particular – UNYA and VAFC – are aging and their current facilities do not meet the growing community need. Both are looking to expand in the near term. UNYA is located in the Hastings Street sub-area, and has been an essential part of the community since 1988. To enhance UNYA's focus on Urban Aboriginal youth, UNYA's vision for an expanded and dedicated community youth hub with social services, including a healing and wellness centre, and affordable housing, can provide programming space for a range of needs. UNYA owns their existing facility, but at 1,020 m^2 (11,000 ft.^{2}), it is undersized to meet the increasing programming demands.

The Vancouver Aboriginal Friendship Centre Society has been providing programs and services to the community for over 50 years to meet the needs of the urban Aboriginal people who are making a transition to the urban community. The centre provides programs in health, social services, human rights, culture, education, recreation, and equality for all genders of Aboriginal People of all age groups. Over 40,000 urban Aboriginal People are identified and targeted as the clientele base of the VAFCS in its catchment area of Metro Vancouver. Given their large clientele base and wide catchment area, this further emphasizes the need for appropriate facilities to serve the community.

A third facility, the Aboriginal Mother's Centre Society (AMCS) provides transformational housing and other supports for Aboriginal mothers and their children in east Vancouver, as well as other support programs to the community. The Aboriginal Mothers Centre Society is dedicated to moving mothers and children at risk off the streets, providing all the support, tools and resources a mother needs to rebuild her health, self-esteem and skills to regain and retain her child, operating as an important community hub under one roof. The centre recently expanded in 2011. Additional expansion may be required over the lifespan of this community plan.

Kettle Friendship Centre

At Venables Street and Commercial Drive, the Kettle Society delivers important drop-in programs for low-income individuals and mental-health consumers. The organization utilizes a harm-reduction method to provide a range of services, including accessible social services, food-security programs, skill-building opportunities, and housing supports. As part of a 2011 agreement with adjacent property owner Boffo Developments, the Kettle Society is seeking to expand their 560 m^2 (6,000 $ft.^2$) drop-in facility. Opportunities for non-market supported housing are also being explored.

Kiwassa Neighbourhood House

Built in the mid-1990s, Kiwassa Neighbourhood House, located at Nanaimo Street and Oxford Street. A second Kiwassa housing facility is also located in the neighbourhood. Given Kiwassa Neighbourhood House provides services across multiple east Vancouver neighbourhoods, additional future support for this City-owned facility will be needed to accommodate growth. While still in the very early stages of consideration, it is anticipated that Kiwassa Neighbourhood House will likely require renewal/expansion over the duration of this community plan.

Strategy for the next 25 years:

- Support the long-term renewal and expansion of the Aboriginal Mother Centre Society.
- Given increasing demands for low-income and mental health services, the City will support Kettle's efforts for the future redevelopment of their existing facility, including provision of non-market and supportive housing to better meet the community needs
- Support the long-term renewal and expansion of Kiwassa Neighbourhood House.

Ten-year Priorities:

- Support the renewal and expansion of the Vancouver Aboriginal Friendship Centre Society, including community facility and potential non-market housing. (Note: Support from senior levels of government will be critical to ensuring project viability and affordability in the rental units).

Five-year Priority Investments:

- Support the development of the Urban Native Youth Association – Native Youth Centre project. (Note: Support from senior levels of government will be critical to ensuring project viability and affordability in the rental units).

- Support the renewal and expansion of the Kettle facility (estimated new facility 1,100 m^2 (12,200 $ft.^2$)).

16.5 Cultural Facilites

Citywide

Arts and cultural spaces are vital to every community. They serve residents, attract tourists, enable business development and enhance the quality of life. Artists, cultural workers and creative commercial businesses contribute to our local economy. Spaces in which creative work is undertaken also enable connections and opportunities for people to learn, share, and participate in their community and city.

Vancouver's *Culture Plan* (2008) and *2013 Strategic Directions* aim to enhance, promote and support the culture and creative diversity of the city to the benefit of its citizens, creative community and visitors. The Cultural Facilities Priorities Plan (also 2008) provides a detailed strategy specific to cultural spaces/facilities that focuses on the sustainable creation and operation of cultural spaces. The City provides support for cultural facilities through the provision of space, technical advice and regulatory assistance, and through the capital plan via the Cultural Infrastructure Grant Program, development related investment (e.g. CACs) and occasional land contributions.

Cultural spaces tend to be unique spaces that result from a synchronicity of a clearly identified need, a development opportunity, and an organization capable of addressing the need.

Responding to the 2013 Strategic Directions, the Cultural Facilities Plan is evolving towards a stronger partnership model for advancing Vancouver's cultural facility ecology. Long-term goals include: empowering the private sector and arts and cultural community in the development and operation of cultural spaces; using City investment to leverage additional resources for the purpose of developing and operating cultural facilities; securing key cultural assets in the public domain through ownership by non-profits, foundations and other agencies; and optimizing and stabilizing existing civic assets for operational and financial sustainability.

There are approximately 400 cultural spaces across Vancouver, of which over 75 are City-owned or controlled. Renewal of key cultural spaces is an important priority in the implementation of all community plans. There is an interest in the strategic co-location of cultural organizations where appropriate, and in maximizing the effectiveness of existing facilities through investment in the physical structure and in the security of the asset where it may be in a vulnerable ownership or lease situation. Growth in absolute numbers of cultural facilities is less important than strategic and effective investment in existing spaces that improves their long term affordability, suitability and viability as cultural spaces.

Grandview-Woodland

Grandview-Woodland is one of several key neighbourhoods that play a significant role in the city's cultural landscape. This vibrant, creative neighbourhood is home to a high proportion of artists and cultural workers – almost twice the citywide average – and contains, within its boundaries, a sizeable number of studios, creative venues, and other cultural facilities. Grandview-Woodland also hosts several of the city's more popular cultural celebrations, including Car Free Day, Italian Heritage Month and Italian Day on the Drive, the Eastside Culture Crawl, and Parade of Lost Souls.

There are (+/-) 24 performance spaces and (+/-) seven galleries and one cinema in Grandview-Woodland (including publicly-owned, non-profit and for-profit spaces). There are currently (+/-) nine multi-unit work-only artist studio spaces in the neighbourhood. And five live/work studios in the neighbourhood. There are (+/-) 33 pieces of public art on the City of Vancouver's public art and Park Board registries.

Despite this, local artists and cultural organizations face a number of challenges – most significantly are those to do with space in which to live (*see **7.1.3 Housing***), work, produce and deliver programs and services. From affordability, to suitability of spaces or security/tenure of those spaces, these issues are not unique to the neighbourhood, but by virtue of the proportion of artists residing and working in Grandview-Woodland, are very significant.

Strategy for the next 25 years:

- Take strategic actions to support Grandview-Woodland as a cultural hub by supporting the creation of non-profit creation/production studios and artist workspaces integrated with new development.
    - Seek up to 1,672 m^2 (18,000 $ft.^2$) of non-profit creation/production studios (assume ground level amenity space spread across several market residential buildings).
    - Creation of 2,137 m^2 (23,000 $ft.^2$) of artist work space that will be integrated within mixed-use sites containing low-income housing for artists and cultural workers. Approximately 80% of this floor area will be located within artist housing (not included in housing costs) and the remaining portion will be in the form of shared multifunction creation/production space in ground level amenity space.

Ten-year Priorities:

- Seek cultural spaces as part of Britannia Community Centre renewal and redevelopment of other large sites

16.6 Schools

Grandview-Woodland
Grandview-Woodland has 10 public schools (eight elementary and two secondary schools). One school, Macdonald Elementary, has a district Aboriginal program focus for both Aboriginal and non-Aboriginal students, with an enriched cultural immersion curriculum that focuses on Aboriginal history, culture, knowledge and experience. Other private schools, like St. Francis of Assisi, have had a long-standing presence in the community.

Vancouver School Board (VSB) schools in Grandview-Woodland offer a range of local and district programs including: Early and Late French immersion, Mini schools, Cooks Training, ACEIT Auto service technician, Hockey Academy, STEM, International Baccalaureate, and alternate programs such as Streetfront and Outreach. VSB Community school teams also provide a range of out of school time academic, recreation and social program in all Grandview-Woodland schools, many in partnership with local organizations.

City assessment of census data indicates that the number of children and youth in the community has declined significantly over that last two decades. This is partly because the number of children and youth in the community declined significantly over the last two decades (-33% for children 0 to 9; -27% for children/youth aged 10-19).

In 2016, VSB adopted a Long-Range Facilities Plan that outlines goals for district school facilities. Enrolment numbers across the community vary, though according to the VSB roughly one third of Grandview-Woodland schools are 75% or less capacity utilization. At the time of plan writing the VSB is undergoing a process to consider school closures.

Strategy for the next 25 years:

- Support school facility planning and development.

Ten-year Policies:

- Continue to dialogue with the Vancouver School Board on long-range facility planning and development. Ensure a wide variety of stakeholder voices are considered as part of this process.

- Work with school boards (Vancouver School Board/private schools), to allow community use of neighbourhood schools and greenspaces during non-school times.

16.7 Parks, Plazas, and Public Open Spaces

Vancouver has approximately 230 parks. While parks are relatively well-distributed across the city, the ratio of neighbourhood parks to residents is higher in some areas than in others. Grandview-Woodland and Fairview have the lowest neighbourhood park ratios. The Greenest City 2020 Action Plan target is for all Vancouver residents to live within a 5 minute walk of a park, greenway or other green space. This will be achieved through a variety of approaches including converting underutilized portions of city roads to small green spaces and plazas, incorporating park space into large site redevelopment projects, and strategically acquiring land to enhance existing parks or create new parkland. Increasing access to green space will be prioritized in communities with park deficiencies and gaps in access. Open spaces will be designed to maximize functionality and to create active and highly useable public spaces that are unique to their location and reflect neighbourhood character.

Many of Vancouver's parks have been renewed over the past 20 years, while others have never been updated and are not as useable as they could be. Given the high land cost of acquiring new park space, a major objective to address the growing need for useable green spaces is to optimize the use of existing parks. Vancouver has an ongoing program of park renewal to upgrade and improve the variety of amenities in existing parks to make them more attractive and functional for a wider range of the population. This program generally targets upgrading one or two major parks in the city annually. Parks across the city are regularly ranked based on overall condition, current need, recent and projected area population growth and costs to upgrade. Estimated upgrading costs for the top ranked parks are then included in the City's 4-year Capital Plan and are reviewed as part of the annual Capital Budget. The objective is to allocate limited resources equitably and to address areas with the greatest needs first.

Grandview-Woodland

There are 16 parks in Grandview-Woodland, ranging in size from 0.11 to 1.93 hectares. The average park size is 0.74 hectares (city-average for neighbourhood parks is 2.88ha). The neighbourhood has 0.4 hectare of park and open space per 1,000 residents (compared to 1.1 hectares/1,000 residents city-wide). In addition, 6 school playfields are used as public open-space.

Grandview-Woodland has a limited number of hard-surfaced plaza-style areas. The key space is Napier Square (part of the Britannia Centre), and there are additional hard-surface gathering areas found in some neighbourhood parks (e.g. Grandview Park). Throughout the process, participants have suggested a need to create new plaza spaces, as well as enhancing the ones that already exist.

87% of Grandview-Woodland's land-base is within a five minute (400m) walk to a park, greenway or natural space (compared to the city-wide average of 92%). The Park Board

is currently developing new metrics that consider population density and on-the-ground accessibility to green space. Pedestrian network analysis has shown that 94% of Grandview-Woodland lies within a 5-minute walk to green space. The industrial area in the north-eastern corner of the neighbourhood has been found to be particularly deficient in green space within a five-minute walk.

Additional community facilities include 7 public located in parks and community centres), 10 drinking fountains and 7 community gardens.

Strategy for the next 25 years:

- Undertake renewal and improvement for 8 neighbourhood parks – to improve and expand the quality of greenspace available for residents. Timing of park improvements is dependent on timing of build-out of the community plan.
- Install new synthetic turf field to replace existing field (location to be determined).
- Upgrade one track facility (location to be determined).
- Create new and enhanced plaza areas as part of the redevelopment of key sites (e.g. Britannia, Hastings and Commercial).
- Introduce new shared space areas in key locations.

Five-year Priority Investments:

- Increase the number of trees planted in the neighbourhood – with a focus on areas with low planting/canopy coverage.
- Create a new large plaza as part of the redevelopment of the Safeway site.
- Introduce a small plaza as part of the redevelopment of the Kettle Friendship Centre.

16.8 Civic Facilities / Public Safety

Citywide

Vancouver's network of fire halls was built up as the city increased in size and population between the 1880s and the mid-1970s, growing to 19 fire halls overall. Since then, the focus has been on renewing fire halls as they age. Since 1975, 11 fire halls have been rebuilt or renovated. There are four fire halls that are currently more than 50 years old and these are priorities for renewal. The location and size of fire halls is reviewed as part of the renewal process. A citywide Fire Hall and Fire Service Deployment Strategy will be developed to guide future investments in this area. As well, opportunities for co-location with other civic facilities will be explored to enhance operational efficiencies

Vancouver also has a total of 10 community policing facilities located in neighbourhoods across the city. Operated, staffed and governed by members of the community working in in partnership with the police. Together they create crime prevention programs and community engagement initiatives to address local crime and safety concerns in their own neighbourhoods.

Grandview-Woodland
The neighbourhood is home to one firehall (Firehall #9 at Victoria and East 2nd).

Grandview-Woodland is served by three Community Policing Centres (Commercial Drive CPC and Hastings North CPC are the two Centres most directly involved; a third, the Renfrew-Collingwood CPC, has a small portion of its catchment in Grandview-Woodland).

Strategy for the next 25 years:

- Renew firehall #9.

Five-year Priority Investments:

- Secure lease renewal for community policing centre.

16.9 Transportation

City-wide
Transportation 2040, the City's transportation plan (approved by Council in 2012), sets a target that two thirds of all trips will be by sustainable modes (walking, cycling, or transit) by 2040 and that we will work toward a vision of zero fatalities in our transportation system. The more recent *Healthy City Strategy* and *Renewable City Strategy* both support the ongoing shift in transportation mode share to more active and low-carbon modes, recognizing the need to develop 'complete streets' that safely and comfortably accommodate people of all ages and abilities.

Walking is the City's top transportation priority. *Transportation 2040* includes policies that aim to make streets safer and more convenient for walking and to close gaps in the walking network. Key initiatives to implement these policies include widening sidewalks where possible in commercial areas and near transit and improving walking conditions on the three False Creek bridges.

With over 275 km of cycling routes, the cycling network is a vital part of the city's transportation system. Policies in *Transportation 2040* include building cycling routes that are safe, comfortable, and convenient for people of all ages and abilities (AAA

routes), especially in areas with high cycling potential, and improving and expanding the cycling network generally.

The City's transit system includes 24.5 km of rapid transit (the portion of the region's SkyTrain including the Canada Line that are within municipal boundaries) and numerous bus services across the city. The main transit-related policies in *Transportation 2040* are to advance new and improve existing rapid and local transit. The top transit priority is the extension of SkyTrain along the Broadway Corridor.

Improving walking, cycling and transit requires reinvestment to maintain and repair existing sidewalks, bikeways, roads and bridges. The City's Asset Management Strategy provides direction for minimizing life cycle costs while providing appropriate service levels by ensuring infrastructure is renewed on a regular basis. Given that only a small portion of potential rehabilitation projects can be funded within current budget allocations, renewal is focused on the following key areas:

- Priority transportation routes where restoring the condition of the street pavement is critical for maintaining effective transit service and goods movement, and ensuring safe and comfortable transportation for all road users.
- Local streets where rehabilitation is coordinated with other utility renewals or addresses priority routes such as local bikeways.
- Sidewalks in areas with high pedestrian volumes or where there is significant need to improve conditions to enhance walking safety.

Grandview-Woodland
Grandview-Woodland has 8 km of roadway without sidewalk and 57 traffic signals.

The neighbourhood contains segments of three City-wide greenways - one complete (the Central Valley Greenway, which runs generally along Grandview Highway N) and two proposed (Midtown Way Greenway, located near Woodland Drive, and Portside Greenway, which is anticipated to run along Powell Street). Grandview-Woodland is also home to Napier Greenway (at Britannia Community Centre), a small neighbourhood greenway that functions as a popular gathering area.

Grandview-Woodland has approximately 8 km of designated bike routes (including Adanac, Mosaic (Woodland/McLean), Lakewood, Central Valley Greenway, and Off Broadway. There is approximately 1 km of roadway with a designated bike lane (roughly 100 m separated on Clark Drive and 900 m painted on Grandview Highway N).
In addition to these routes, there are other opportunities to enhance the walking and cycling environment, particularly as a way to strengthen network connections between key arterials and local parks and gathering areas, and to better serve local destinations.

TransLink is responsible for the development and operation of rapid transit and bus routes. The City supports transit use through road and public realm improvements that facilitate bus and pedestrian access.

Grandview-Woodland has two SkyTrain stations located in (or very near to) the neighbourhood –Commercial-Broadway and VCC-Clark. A total of 15 bus routes serve the neighbourhood.

Clark Drive, Broadway, East 1st Ave, Hastings Street, and parts of Nanaimo Street are part of the region's Major Road Network, which is maintained by municipalities and TransLink to serve goods movement, transit, and significant traffic demands. In addition to these streets, the neighbourhood is home to several other primary and secondary arterial streets that play a part in the City's transportation network.

Strategy for the next 25 years:

- Continue to improve safety for all modes, with a focus on vulnerable road users and complete street designs.
- Continue to upgrade the walking environment, with a focus on streets with high pedestrian volumes. Undertake ongoing improvements to the sidewalk network, including renewal of deficient sidewalks and filling in missing segments.
- Complete upgrades and additions to the cycling network.
- Continue ongoing street network and signal upgrades, considering trends toward vehicle automation, electrification, and sharing.

Ten-year Policies:

- Complete safety improvements at remaining collision hotspots.
- Improve the walking and transit public realm experience on Hastings St.
- Finalize upgrades to Adanac and Central Valley Greenway cycling routes.
- Seek complete street improvements on other key neighbourhood streets.

Five-year Priority Investments:

- Improve safety at highest-priority collision hotspots.
- Redesign Commercial Drive as a complete street.
- Upgrade 10th Avenue, including walking, cycling, and public realm enhancements near Commercial-Broadway Station.
- Address major cycling gaps, including completing the Portside Greenway.

16.10 Utilities (Water & Sewer Pipes)

Citywide

The City has generally maintained a program to replace deteriorating water mains at a rate of 11 km annually (equivalent to 0.8% of the city's water system each year). Replacement candidates are prioritized based on various physical factors that affect their service lives. It is expected that new development across the city consider water efficiency as an overarching design imperative. This includes the consideration of high efficiency water fixtures, permeable surfaces to reduce the loads on the storm sewer system, and alternate sources of water to reduce the overall demand for drinking water for non-potable uses such as irrigation.

Since the early 1970s, the City has been transitioning its sewer system from a combined system (sanitary sewage and stormwater conveyed in the same pipe) to a separated system (sanitary and storm in separate pipes). Combined systems were designed to overflow mixed sanitary and stormwater to the nearest water-body during intense rain storms. Under the Provincially-mandated Liquid Waste Management Plan, the City must eliminate these combined sewer overflows by 2050 by separating its remaining combined sewer system at an average rate of 1% per year. Other important criteria that factor into the combined sewer replacement program include replacing seriously deteriorated pipes as well as pipes at risk of causing flooding during rain events.

The City's sanitary system, of which some sections date back to the 1930s, is at or near capacity in some areas. This limits the City's ability to accommodate additional density without sanitary sewer upgrades. The storm sewer system can occasionally have similar issues; however, the City's various policies limiting maximum site runoff to predevelopment levels can usually limit the necessity for off-site storm sewer upgrades.

Grandview-Woodland

Grandview-Woodland has a combined total of 85 km of water transmission distribution pipes, the majority of which were constructed before 1950. The City renews existing water main infrastructure at a rate of approximately 0.8% per year and re-assesses capacity at the time of renewal.

A total of 1.3 km of transmission mains and 11 km of distribution mains will be replaced over the 25 year lifecycle of this plan while an additional 1.5 km of water main will be upgraded as a direct correlation to growth in the Plan area. The total costs for water infrastructure are $23 million. Grandview-Woodland has 135 km of sewer mains consisting of 23 km of combined mains, 54 km of sanitary mains, and 57 km of storm mains.

Sewer separation has been performed strategically since the mid 1980's and as a result some areas of Grandview-Woodland are partially separated. By area, Grandview-

Woodland is approximately 85% separated, with 10% of the area partially separated, and 5% combined. Partial separation occurs where significant upstream separation has occurred, but eventually leads to one combined sewer. Separated areas in Grandview-Woodland were designed for current sewer loading and have a remaining life span of upwards of 80 years; as a result all required upgrades on the sanitary system are 100% growth driven.

In the combined area, the estimated cost to separate the combined and partially separated network to fully separated sanitary and storm sewers is $34 million in 2016 dollars. The area east of Victoria Drive, bounded by the Grandview Cut to the south and East 8th Avenue to the north, is currently combined. The plan is to functionally separate the remaining combined sewers by about 2030, with sanitary overflows eliminated by 2050.

A total of 1200 m of growth-driven sanitary sewer upgrades will be required, spatially concentrated around the high growth areas along Hastings Street and Broadway/Commercial. The estimated cost for these growth driven-upgrades in 2016 is $4.5 million.

Strategy for the next 25 years:

- Water: Renewal of 11 km of distribution mains, replacement of 1.3 km of transmission mains, 1.5 km of upgrades related to growth
- Sewer: Renewal of 9 km of sewer mains; upgrade of 1.5 km of sewers related to growth

16.11 Heritage

Citywide

The conservation of heritage resources is a city-wide amenity that is enjoyed by all Vancouver citizens and visitors. Many sites with heritage value are identified on the Vancouver Heritage Register and can include citywide and neighbourhood landmarks, and vernacular buildings or sites which tell the story of the city's social, cultural, and physical development over time. These can be individual sites, clusters and precincts, and streetscapes located in neighbourhoods. Often, other public benefits such as cultural facilities or housing can be accommodated in heritage buildings, or public art can incorporate elements of a neighbourhood's history resulting in multiple public benefits being achieved.

The City has an array of tools available to facilitate heritage conservation. Council policy encourages the conservation of resources identified on the Heritage Register, which is often done by providing incentives. One of the primary ways to do this is through the use of relaxations and variances to regulations. In some areas, capital grants and

property tax exemption is also available. Another key tool is the creation and transfer of heritage amenity density, which involves the allocation of CACs, through a rezoning, towards the purchase of heritage amenity density.

Grandview-Woodland
In Grandview-Woodland there are approximately 160 heritage buildings on the Vancouver Heritage Register. Of those: 13 are "Class A" (Primary Significance); 81 are "Class B" (Significant); 66 are "Class C" (Contextual or Character). Four buildings in Grandview-Woodland also have a Heritage Revitalization Agreement and 12 buildings are protected under municipal heritage designation. In addition, there are a large number of un-registered, pre-1940s buildings that contribute to the character of the neighbourhood.

There is one designated 'heritage landscape' – Grandview Park – listed as part of the City's Heritage Register. Grandview-Woodland also has one heritage monument – the Grandview-Cenotaph

Strategy for the next 25 years:

- The Community Plan will allocate 5% of cash CAC revenues generated to offset the City-wide heritage amenity density bank.

Five year Priority investments:

- Initial allocations of CAC revenue based on redevelopment

16.12 Value of Public Benefits Strategy and Proposed Funding Strategy

The PBS for Grandview-Woodland includes projects that renew existing facilities and infrastructure as well as projects that address current gaps or demands anticipated from population and jobs growth. As currently developed, the value of the PBS is estimated to be in the range of $0.8 billion for the next 25 years.

Renewal of existing facilities and infrastructure are typically funded from property taxes and utility fees ("City contribution"). Provision of new or upgraded facilities and infrastructure are typically funded from a combination of Community Amenity Contributions (CACs), Development Cost Levies (DCLs) and direct contributions from developers toward infrastructure upgrades ("Developer contribution"), augmented by funding from other governments and non-profit agencies ("Partnership contribution").

The PBS is an aspirational plan that reflects the needs and desires of the community, and is intended to provide strategic direction to guide the City (including City Council, Park

Board, and Library Board) in making investment decisions on public amenities and infrastructure in Grandview-Woodland over the coming decades. The City's fiscal capacity, emerging opportunities and evolving needs in this community and across the city will be determinates of the actual amenity package that will be delivered incrementally over the long-term horizon. As such, the PBS will be reviewed and refined periodically and integrated into the City's 10-year Capital Strategic Outlook, 4-year Capital Plan and annual Capital Budget for prioritization and funding consideration on a citywide level.

Certain areas like housing, childcare, social and recreational programs that build on innovative partnerships with senior levels of government, charities, and non-profit organizations will require strategic alignment and coordination with partner entities. Capital investments, especially for new/upgraded amenities and infrastructure, often result in ongoing financial implications associated with programming and facility operation, maintenance and rehabilitation. The budget impact will likely be added incrementally over the 25-year period as projects get completed and will be considered as part of the long-term financial plan.

Development contributions (DCLs and CACs) generated within Grandview-Woodland are estimated to be $125 M over the next 25 years. The amount of locally-generated development contributions is not sufficient to fulfil all of the aspirations contained in the PBS. The City would have to invest approximately $60 M of development contributions (cash CACs and Citywide DCLs) collected in other communities in order to deliver the Grandview-Woodland Public Benefits Strategy as drafted.

Category	Renewal of existing amenities and infrastructure	New or upgraded amenities and infrastructure	TOTAL	City contribution (property taxes & utility fees)	Develop contribution (incl. CAC/DCL)		Partnership contribution (incl. other gov't & non-profit)
					From G-W	Outside G-W	
Social and supportive housing	$50M	$315M	$365M	--	$42M	$19M	$304M
Secured market rental	TBD	TBD	TBD	--	TBD	TBD	--
HOUSING	$50M	$315M	$365 M	--	$42M	$19M	$304 M
Childcare: 0-4 years	$5M	$27M	$32M	$5M	$18M	--	$9M
Childcare: 5-12 years	$4M	$5M	$8M	$4M	$3M	--	$2M
CHILDCARE	$8M	$32M	$40M	$8M	$21M	--	$11M
Parks and Open Space	$8M	$43M	$52M	$11M	425M	$16M	--
PARKS & OPEN SPACE	$8M	$43M	$52M	$11M	425M	$16M	--
Community and Recreation Facilities at Britannia CC	$66M	$39M	$105M	$7M	$7.5M	$7M	$83M
Library at Britannia CC	$10M	$3M	$13M	$1M	$0.5M	--	$12M
Social Facilities	$43M	$33M	$76M	$8M	$4M	--	$64M
Cultural Facilities	--	$24M	$24M	--	$4M	$8M	$12M
COMMUNITY FACILITIES	$119M	$99M	$218M	$16M	$16M	$15M	$171M

Category	Renewal of existing amenities and infrastructure	New or upgraded amenities and infrastructure	TOTAL	City contribution (property taxes & utility fees)	Develop contribution (incl. CAC/DCL)		Partnership contribution (incl. other gov't & non-profit)
					From G-W	Outside G-W	
Public Safety	$10M	$19M	$29M	$29M	--	--	--
CIVIC FACILITIES	$10M	$19M	$29M	$29M	--	--	--
Walking and cycling	$2M	$23M	$25M	$2M	$12M	$8M	$3M
Transit and major roads	$16M	$4M	$20M	$16M	$2M	$2M	--
TRANSPORTATION	$18M	$27M	$45M	$18M	$14M	$10M	$3M
Waterworks	$16M	$2M	$18M	$16M	$2M	--	--
Sewers	$26M	$3M	$30M	$26M	$3	--	--
UTILITIES	$42M	$5M	$47M	$42M	$5M	--	--
Heritage density transfers	$2M	--	$2M	--	$2M	--	--
HERITAGE	$2M	--	$2M	--	$2M	--	--
TOTAL	**$257M**	**$540M**	**$797M**	**$123M**	**$125M**	**$60M**	**$488M**
Percentage of Total	32%	68%	100%	15%	23%	23%	61%

Totals may vary due to rounding.

Value of Public Benefits Strategy and Proposed Funding Strategies (all figures in 2016 dollars)

17. IMPLEMENTATION

The policy framework in the plan provides clarity on the appropriate character, scale and land uses in Grandview-Woodland, identifies areas for growth, revitalization, and change, and includes a strategy for providing new amenities and renewing or expanding existing public facilities.

The policy directions in the plan will be realized through a variety of approaches, initiatives, tools, and partnerships with community and business groups. This will include reinvestment in the public spaces and sidewalks (e.g. the public realm), revised zoning and design guidelines, the regulation and management of privately-initiated proposals, public benefit funding allocation and delivery strategy, further planning for key community needs such as the community centre and library, and minor policy amendments.

There will be continuing opportunities for those living and working in Grandview-Woodland to be involved in further work associated with implementing the plan.

How the Plan will be Implemented

Managing and Regulating Future Development

The intent of this chapter is to provide guidance for the intensification of Grandview-Woodland to address long-term demand for new housing opportunities, job space, and provision of public amenities.

This chapter stipulates the conditions by which new development may be considered to achieve public objectives.

New development will be managed and regulated primarily in two ways:

- Privately-initiated rezonings
- City-initiated rezonings

17.1 Privately-initiated Rezonings

The Grandview-Woodland Community Plan enables the consideration of rezoning applications when all of the following are met:

1. Site Location

Rezoning applications will be considered in the context of this plan and other relevant City policies and regulations for the sites shaded on the map showing ***Privately-initiated Rezoning Areas*** (other areas noted for change in the Grandview-Woodland Community Plan will be rezoned through a City-initiated rezoning process).

To manage the initial take up of policies involving redevelopment of existing market rental housing, this Plan recommends limiting approvals of projects that involve demolition of existing market rental housing covered by the Rental Housing Stock ODP to no more than 5 new developments in the first 3 years of the plan, or a maximum of up to 150 existing market rental units. Following a report back on the rate of redevelopment and outcomes, the City may consider creating district schedules to replace rezoning policy.

Also note, that modest increases in height and density for the delivery of non-market housing to assist with project viability may be considered, subject to fit with neighbourhood context.

Applicants are required to demonstrate how proposed projects will meet the requirements of the Plan. The City has tools that support projects that contribute to the delivery of non-market and social housing. These tools could include DCL exemptions, grants to non-profit operators, etc., and could be considered on a project by project basis.

Other sites, outside of the areas shaded in the map showing ***Privately-initiated Rezoning Areas***, may also be considered for rezoning and/or a Heritage Revitalization Agreement (where applicable) on a site-by-site basis and with consideration of all policies and goals of the plan, in order to achieve plan goals. These include:

- Heritage resources, as determined by the Director of Planning, in order to achieve heritage conservation objectives.
- Non-conforming purpose-built rental housing sites, in order to retain and expand rental housing.
- Existing non-conforming small-scale retail spaces or deactivated retail spaces currently zoned for residential uses will be required to include at grade commercial space. See tables below for related sites.

Non-conforming purpose-built apartments
925 Victoria Dr
942 Victoria Dr
1010 Salsbury Dr
1320 Salsbury Dr
2080 E Pender -
1470 Victoria Drive (Victoria & Grant) – Apartments (RT-5)
1728 E 2nd Ave (near commercial) – Apartments (RT-5)
1908 5th Ave – (5th and Victoria) – Apartments (RT-5)
1916 5th Ave - (5th and Victoria) – Apartments (RT-5)
1720 Graveley St (near Commercial) – Non-conforming 2-storey commercial/institution (RT-5).
1320 Salsbury Drive (at Charles), RT-5

Existing Non-conforming Small-scale Retail (RM zone)	
Gorilla Surplus	1456 East Broadway
Pizza King / Himme Grocery	1462 East Broadway
Far Out Coffee Post	2173 Dundas Street (at Templeton)
Dundas Market	2173 Dundas Street (at Templeton)
Templeton Market	2194 Cambridge Street/127 N Templeton
Scott's Market	706 Victoria Drive (at E Georgia)
Nick's Spaghetti	633 Commercial Drive
Commercial Convenience	633 Commercial Drive
Hardwood Stone	640 Commercial Drive

Existing Non-conforming Small-scale Deactivated Retail (RS and RM)
1007 Odlum Drive
1107 McLean Drive (at Napier)
1200 (including 1202 + 1204) Woodland (at William)
2121 East Broadway (East of Lakewood)

2. Site Size

For a site to be considered for a rezoning under the Grandview-Woodland Community Plan, it must be of a size and configuration such that it can reasonably accommodate a form of development as outlined in the relevant section of this plan.

3. Avoid Precluding Future Opportunities

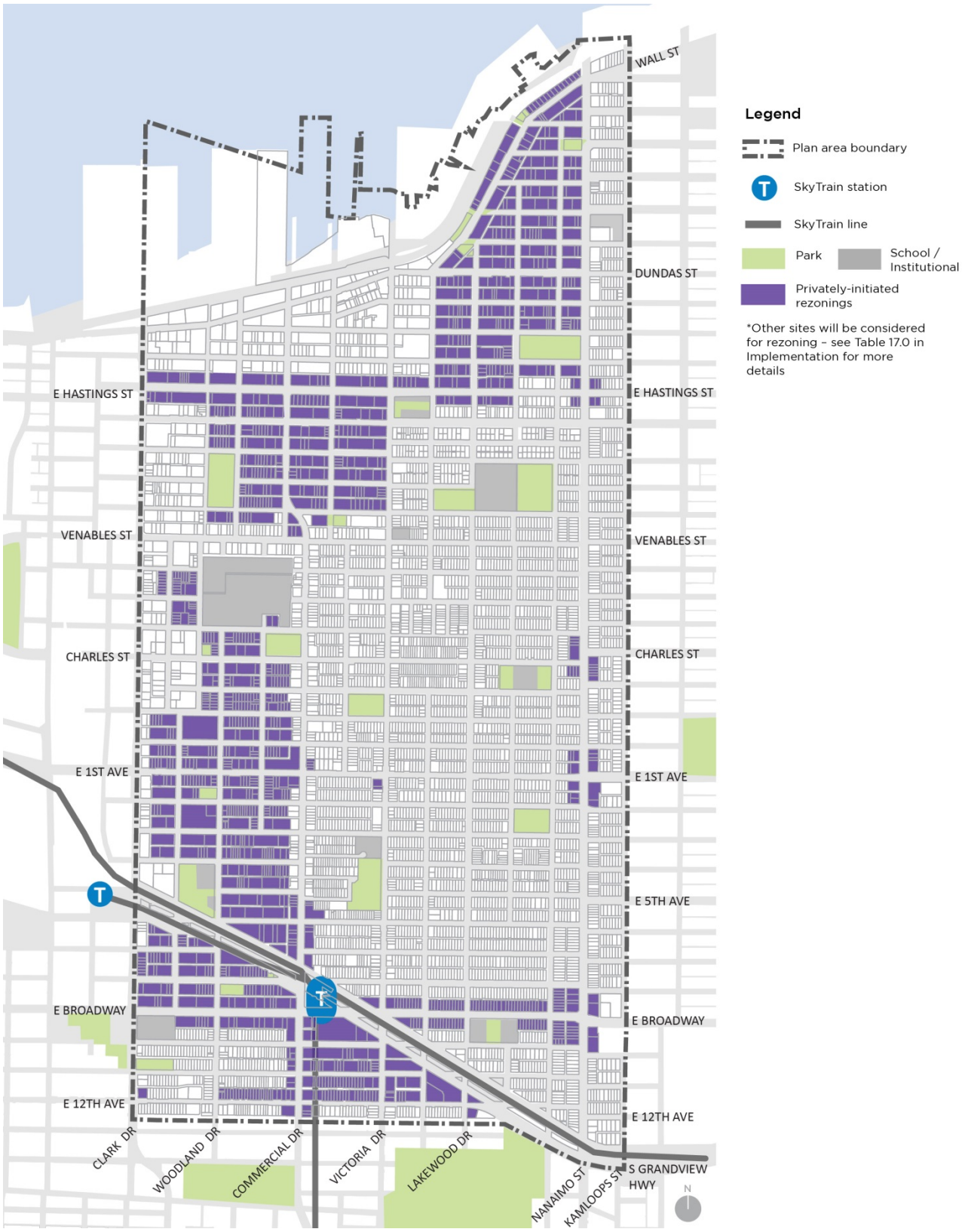
Sites might not be considered for rezoning where future planning and design opportunities are unreasonably precluded as a result of the application (i.e., the application should not, in staff's opinion, result in "leaving behind" isolated, small lots that cannot reasonably be developed). To ensure that sites are not "orphaned", rezoning applicants must demonstrate that sites that are "left behind" can be reasonably

developed with consideration for building massing, underground parking, and project economics.

4. Compliance with the Plan

Applications must demonstrate compliance with the Grandview-Woodland Community Plan and all other relevant City policies and regulations.

Prior to submitting a formal enquiry on any site, applicants are strongly encouraged to meet with City staff to discuss submission requirements as well as expectations related to land use mix, density, form and scale of development, and building character.



Privately-initiated Rezoning Areas

5. Community Amenity Contributions (CACs)

The CACs provided by rezonings help address growth costs, neighbourhood deficiencies, and other community needs and impacts. The value of CAC offerings are determined by the amount of "lift" in land value resulting from the creation of additional development rights (i.e., the difference between the value of the property prior to rezoning based on the existing zoning and the projected value of the property after rezoning). This "lift" provides a basis for identifying the value of potential community amenities that may be associated with the rezoning. It is critical that land value assumptions within the plan area reflect pre-rezoned values.

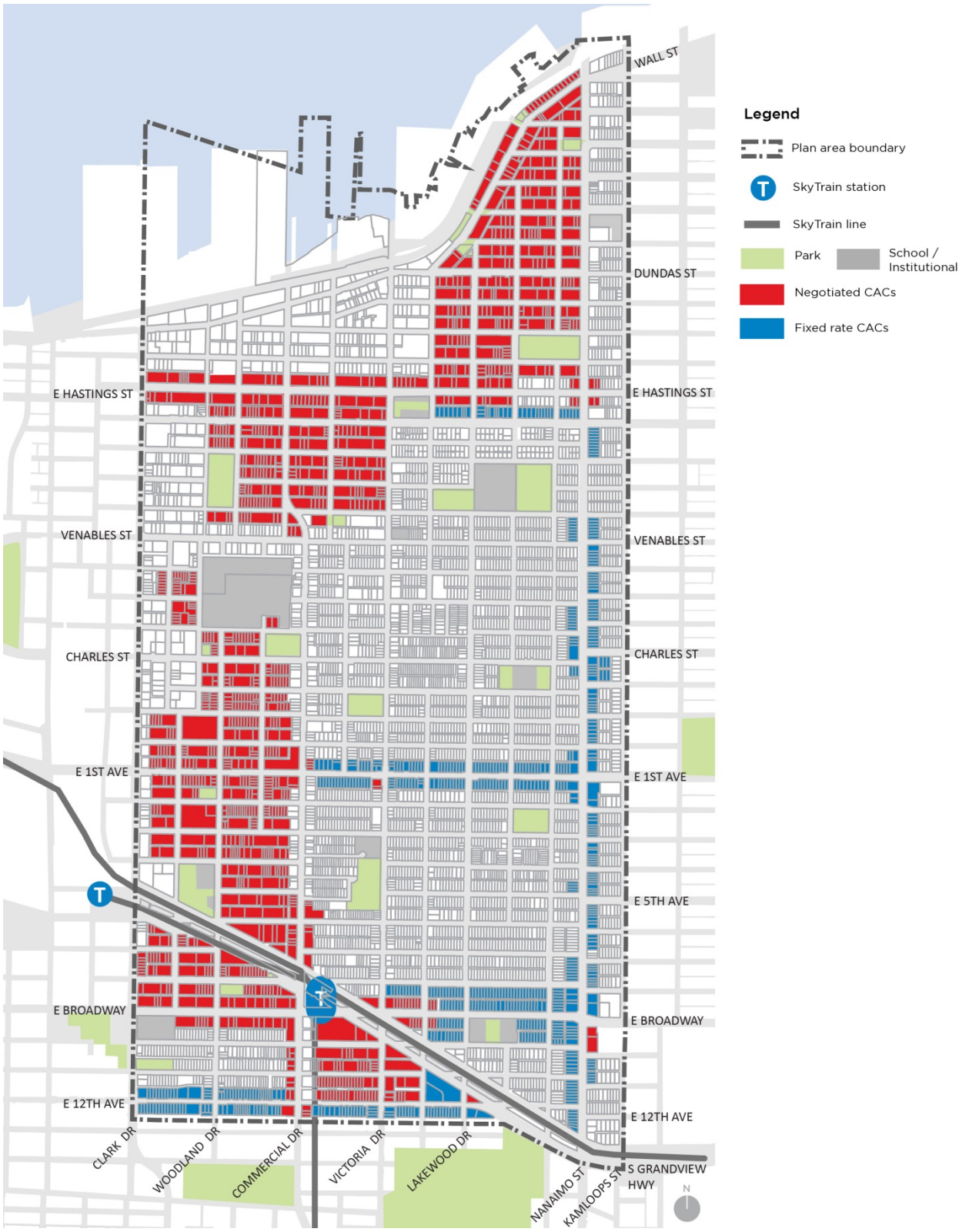
Rezoning projects in Grandview-Woodland will be asked to contribute CACs using the following approaches (see map of ***Negotiated CACs and Fixed Rate CACs)***:

- Negotiated
- Fixed rate CAC target

Negotiated – Some rezonings will contribute CACs based on a negotiated approach, determined on a site-by-site basis as part of a rezoning application. These are generally projects that include commercial space, rental housing, and/or social housing opportunities.

Fixed rate CAC target – Some rezonings will be asked to contribute a fixed rate CAC target per square foot on the approved net increase in density beyond existing zoning. These are generally sites where up to 4- and 6-storey mixed-use projects are permitted along Nanaimo Street, Broadway, and East 12th Avenue. The target CAC rate will be reviewed periodically to keep pace with market and inflationary changes.

On rezoning projects in the fixed rate CAC target area that include community servicing uses, rental and/or social housing, a negotiated CAC approach will apply instead of the fixed rate.



Negotiated CACs and Fixed Rate CACs

6. Minor Amendments

Rezoning applications will be considered in all areas for minor amendments to the uses permitted in existing zoning by-laws, provided that the amendments do not relate to height or density increases (for example: to permit a local cafe as part of a neighbourhood house, community centre, library, etc.).

17.2 City-initiated Rezonings

1. By-laws and Guidelines

As shown in the map of ***City-initiated rezoning areas***, and consistent with plan policies, zoning by-laws and design guidelines are proposed for:

- 4-storey residential apartment areas
- rowhouse areas
- duplex areas

Other areas where new zoning is proposed include:

- Existing non-conforming small-scale retail spaces or deactivated retail spaces currently zoned for residential uses will be rezoned to C-1 to allow for mixed-use residential and commercial development. See tables below for eligible sites.

Existing Non-conforming Small-scale Retail (RS or RT zone)	
Grandview Printing; Grace Mennonite	1720 Graveley
Monarchy (Clothing)	1902 Charles Street (1302, 1306 Victoria)
South Seas Trading	1502 Victoria Drive (at Grant)
Figaro's Garden	1894 Victoria Drive (at East 3rd)
U & P Market	1020 Nanaimo Street
Lucky Market	2262 Nanaimo Street

Existing Non-conforming Small-scale Deactivated Retail (RS and RT)
2095 East 1st Ave (at Lakewood)
1502 Victoria Drive/1906 Grant
1400 Victoria Drive (at Kitchener)
1602 Victoria Drive (at Gravely)
1910 East 2nd (1806 Victoria Drive)
1902 Victoria Drive (at East 3rd)

- The area between the lane north of East Hastings Street and Franklin Street, from Clark Drive to Victoria Drive will be rezoned from manufacturing (M-2) to light industrial (I-2). Revised design guidelines to support public realm and safety-related improvements will accompany the new I-2 zoning for this area.
- Prepare new RT Guidelines for the Grandview, Nanaimo Street and Commercial-Broadway Station Precinct sub-areas to reflect the plan policy.
- Amend the existing RM-4 and RM-4N Guidelines for the Britannia-Woodland and Commercial-Broadway Station Precinct sub-areas to reflect the plan policy.

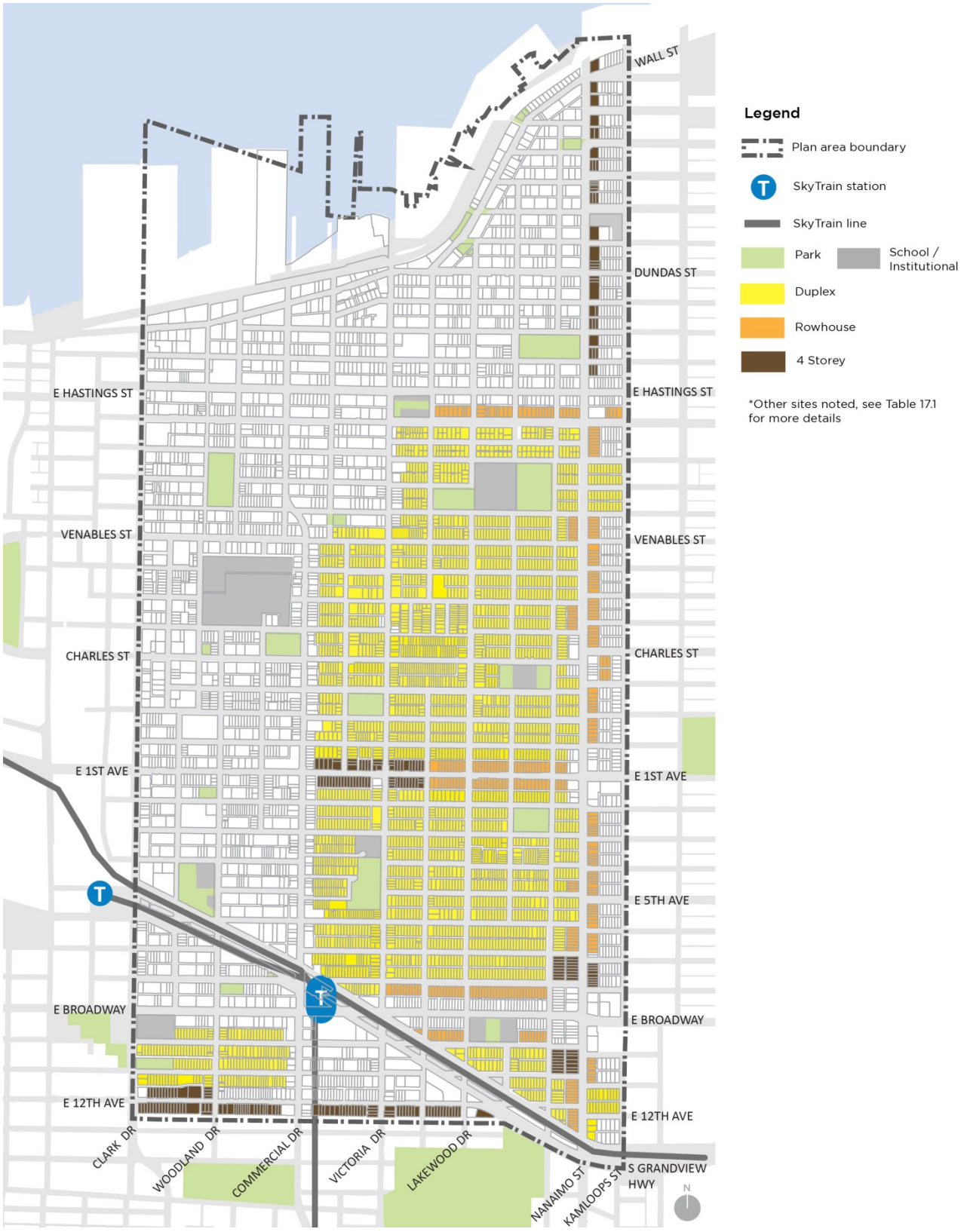
The by-laws and guidelines are modelled on existing City by-laws for similar areas, with refinements to meet the directions and intent of this plan.

2. Amenity Contributions

The by-laws for the 4-storey apartment areas and rowhouse areas include a density bonus provision where projects will contribute a per square foot value on the approved net increase in density towards community amenities. These rates will be reviewed periodically to keep pace with market and inflationary changes.

3. Interim Procedures

In the interim period between this plan being adopted and the adoption of the by-laws and guidelines, projects may proceed with a rezoning application on a case-by-case basis consistent with the plan.



City-initiated Rezoning Areas

17.3 Public Spaces

Renewed and new public spaces, plazas, and shared spaces, including parks, lighting, landscaping, tree and sidewalk improvements, bikeways and greenways will be achieved through new development and City-initiated programs, all in accordance with the directions outlined in this plan.

17.4 Parking (On-Street)

By-law amendments will be introduced to implement on-street parking policy directions as well as Council approval of any rate or permit price changes.

17.5 Partnerships

Implementation of this plan will include ongoing partnerships with community based groups, service agencies, residents, businesses, and senior levels of government. The participation and capacity of these groups is essential in realizing the goals of this plan.

17.6 Alignment with City Initiatives

The overall policy context, including other City initiatives, will continue to evolve as the Grandview-Woodland Community Plan is implemented. As such, new policies and priorities may come to inform and guide the plan's implementation.

17.7 Community Facilities

The City of Vancouver (including the Board of Parks and Recreation and the Vancouver Library Board) have identified the need to renew and expand several community facilities in Grandview-Woodland, including the Britannia Community Centre and library. Following approval of the plan, City staff will continue to work in partnership with the Vancouver Public Library, Park Board and community stakeholders to identify future options for the community centre, library and other community facilities, considering opportunities for their integration and optimal utilization.