

3.1 REZONING RATIONALE

The enclosed rezoning application outlines a proposal to rezone the property identified as 1780 East Broadway located near the intersection of Commercial Drive and East Broadway under the Grandview-Woodland Community Plan. The site is currently zoned as C3-A with a Safeway store and at-grade parking

The property is directly adjacent to Metro Vancouver’s busiest transit hub. The following section outline the goals and policies of the Grandview-Woodland Community Plan (GWCP) that shape the proposed CD-1 zoning within.

The Grandview-Woodland Community Plan Station Precinct enables the consideration of privately initiated rezoning applications based on following:

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 m² (50,000 sf), 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

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.

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 public plaza, with pedestrian paths connecting the plaza to adjacent streets, retail, transit facilities and other public spaces.

The redevelopment presents the opportunity to create a sustainable, transit-oriented, mixed-use project in a compact and accessible urban form that respects and enhances the personality of the neighborhood that surrounds it.

Three residential buildings of varying height rise above a landscaped shared residential podium level. The three buildings are arranged around the periphery of the site framing a landscaped courtyard that is accessible to all residents and tenants. A range of residential options both rental and market will provide housing options for people across the spectrum with a focus on families. The provision of purpose-built rental housing will be a significant part of the overall residential component, addressing the need for more rental housing options close to transit.

A new 50,000 sf Safeway store, will occupy the ground level of the project with at-grade access from East Broadway, East 10th Avenue and the Skytrain station via the public plaza.

Adjacent to and combined with the Safeway store at grade level will be a new, vibrant 20,000 sf public plaza. The at-grade plaza will link Broadway and 10th Avenue, will be animated with small, unique retail and child friendly activities and be fully accessible to the public.

Additional amenities proposed for the development include a daycare centre complete with secured dedicated outdoor play area, fitness centre, on site at grade bike share facility located and orientated to the 10th Avenue bike path.

The Granview-Woodland Community Plan allows for the condieration of modest increases in height and density to provide non-market housing per GWCP 7.1.3. This project proposes an additional 0.31 FSR toward this aim.

3.2 GRANDVIEW-WOODLAND PLAN PRINCIPLES



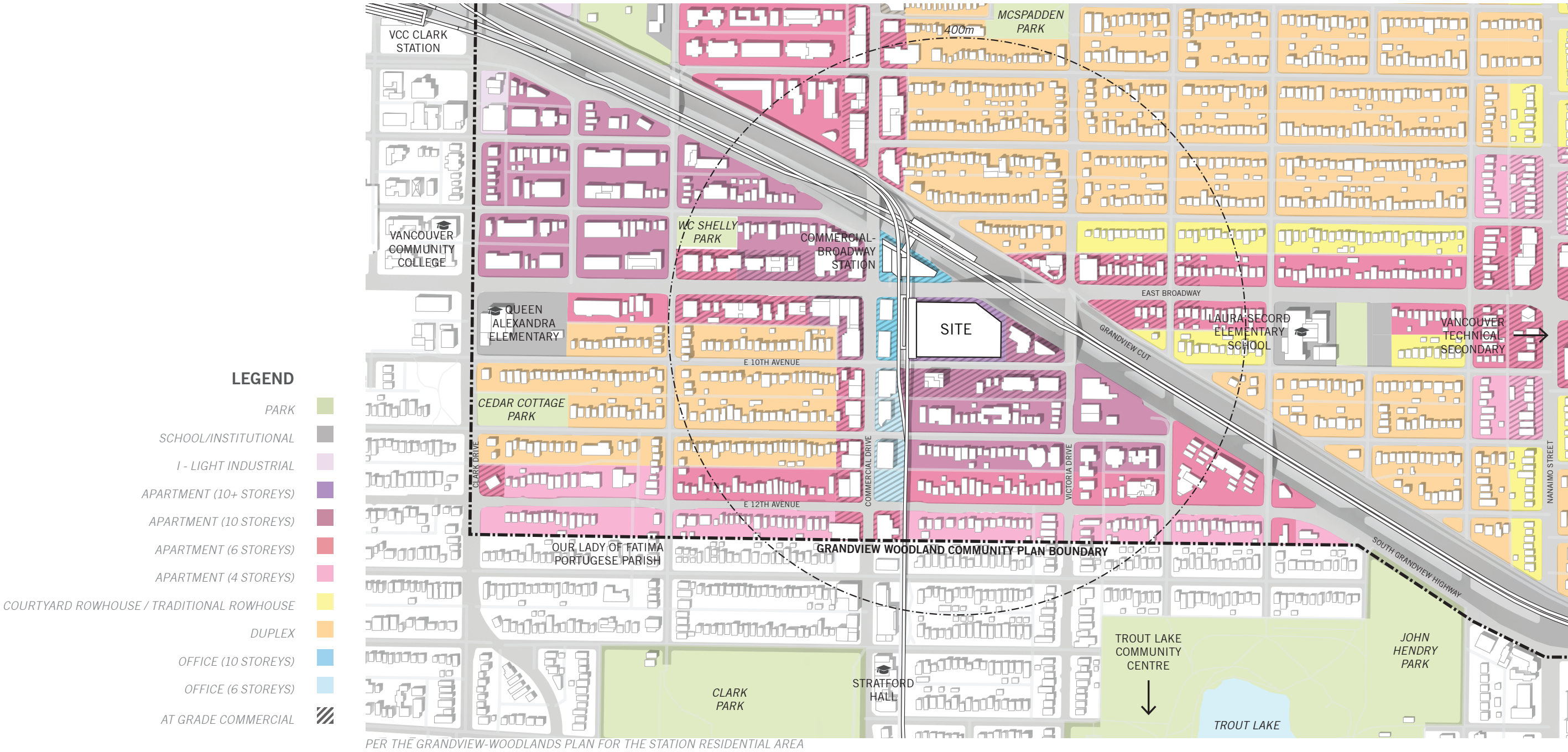
PLAN PRINCIPLES

- Achieve a green, environmentally sustainable, urban pattern
- Support a range of affordable housing options to meet the diverse needs of the community
- Foster a robust, resilient economy
- Enhance culture, heritage and creativity
- Support a range of sustainable transportation options, including those that already exist
- Protect and enhance civic places, public parks and green linkages
- Foster a resilient, sustainable, safe and healthy community

3.3 LAND-USE AND HOUSING ZONING & POLICY

	CURRENT ZONING (C3-A)	GRANDVIEW-WOODLAND COMMUNITY PLAN	CONDITIONAL APPROVALS	PROPOSED CD-1
PERMITTED USES	Cultural and Recreational Institutional Office Retail Service Accessory Buildings customarily ancillary to any of the uses listed in this Schedule.	Office Retail Large format grocery Residential (GWCP 6.7.1)		Office Retail Large format grocery Residential Service
HOUSING MIX				Strata residential: 3.55 FSR Rental residential: 0.97 FSR Non-market residential: 0.29 FSR
FAMILY HOUSING		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 (GWCP 7.2.4)		Strata residential: 2-BR: 40% 3-BR: 10% Family Units Total: 50% Rental residential: 2-BR: 27.5% 3-BR: 7.5% Family Units Total: 35%

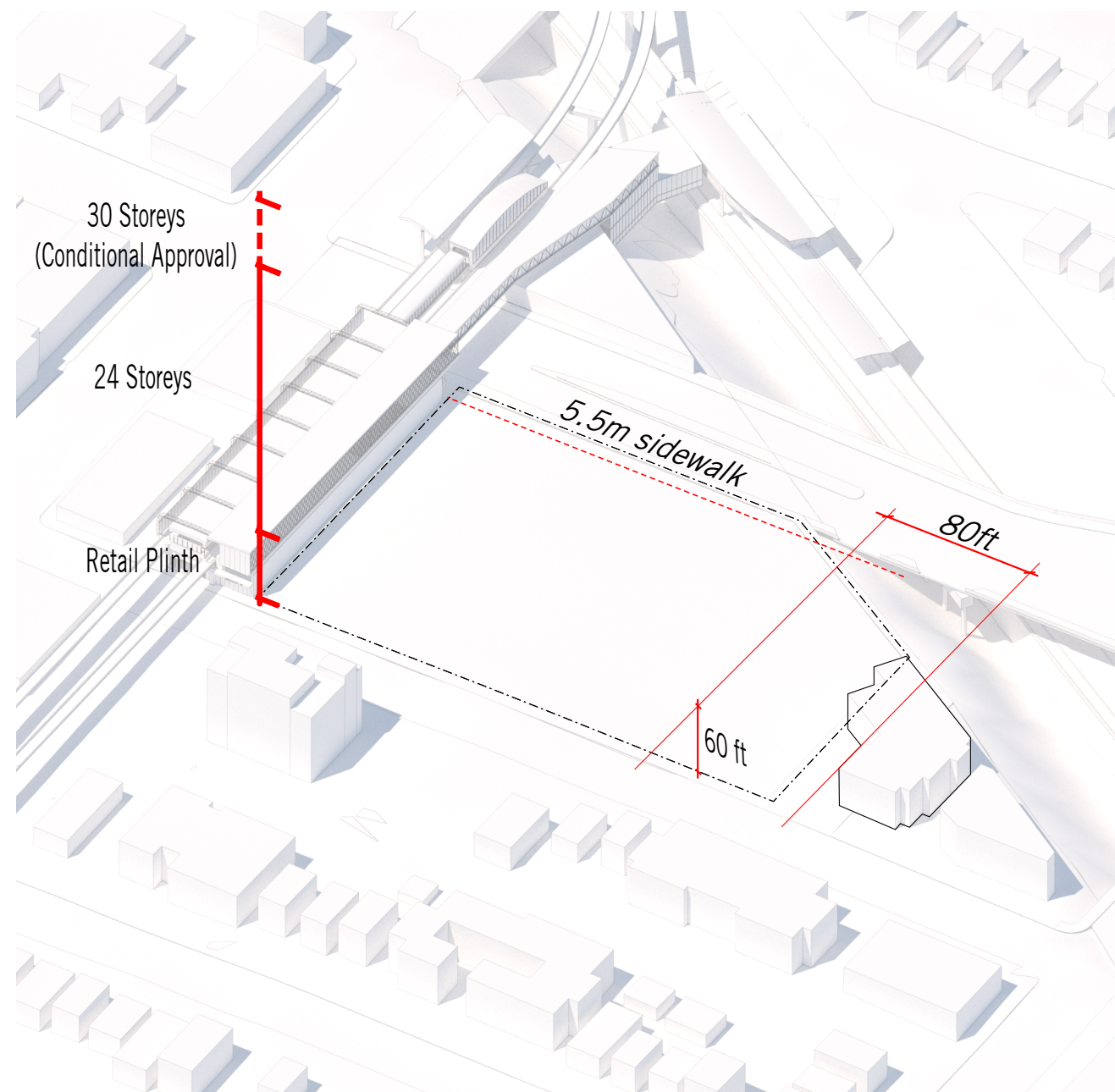
3.4 LAND USE



3.5 FORM OF DEVELOPMENT ZONING & POLICY

	CURRENT ZONING (C3-A)	GRANDVIEW-WOODLAND COMMUNITY PLAN	CONDITIONAL APPROVALS	PROPOSED CD-1
BUILDING HEIGHT	9.2 m (30')	Perimeter heights will be generally 6 storeys above the retail plinth. Key anchor points within the site with heights ranging from 12 to 24 storeys above the retail plinth. (GWCP 6.7.1)	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. (GWCP 7.1.3)	Tower heights between 24–30 storeys above the retail plinth.
SETBACKS AND YARDS	Front: 1.2 m from property line for parking area. Side: none Rear: none	Front: 5.5 m (18 ft.) from curb Side: none Rear: none		Front: 5.5 m (18 ft.) from curb at western building edge Side: none Rear: none
DENSITY	Up to 1.00 FSR At the discretion of the Development Permit Board or the Director of Planning	Up to 5.7 FSR Residential uses: 4.5 FSR Commercial uses: minimum 1.2 FSR (minimum 0.5 FSR for office). (GWCP 6.7.1)	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. (GWCP 7.1.3)	Strata residential: 3.55 FSR Rental residential: 0.97 FSR Non-market residential: 0.29 FSR Commercial: 1.06 FSR Total: 5.87 FSR
MAX PLATE		The portion of any building above 18.3 m (60 ft.) in height should not exceed a typical floor plate of 603.9 m² (6,500 sf). (GWCP 6.7.1)	Tower floorplates can average 7,000 sf.	Tower floorplates average 7,000 sf.
BUILDING SEPARATION		The portion of any building above 18.3 m (60 ft.) in height should be spaced at least 24.3 m (80 ft.) from any other building above 18.3 m (60 ft.) in height. (GWCP 6.7.1)		Face to face tower separation of 24.3 m (80ft) from any other buildings above 18.3 m (60 ft.) in height.

3.6 SITE CONSTRAINTS



MAXIMUM ZONING ENVELOPE

GWCP SAFEWAY SITE 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 m² (50,000 ft²), arranged in a one or two-storey configuration.

DENSITY

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.

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.

STATION MIXED-USE & EMPLOYMENT POLICIES (SECTION 6.7.1 OF THE GWP)

Consider applications for mixed-use development, except where otherwise noted. A mix of commercial uses, which may include small-scale retail, service and community rental or social housing, are permitted on upper floors, except where otherwise noted.

The portion of any building above 18.3 m (60ft) in height should not exceed a typical floor plate of 603/9 m² (6,500 ft²), and should be spaced at least 24.3m (80ft) from any other building above 18.3 m (60ft) 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.

The following additional specific policies apply:

For sites zoned C-3A (including sites on East 8th Avenue):

- 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.

3.7 PARKING ZONING & POLICY

	LAND USE	QUANTITY	COV BASE PARKING RATE	BASE REQS	TRANSIT ACCESSIBILITY REDUCTION - 20% FOR RESIDENTIAL RENTAL AND 10% FOR OTHER LAND USES	TDM PLAN REDUCTION - 40% FOR RESIDENTIAL RENTAL AND 20% FOR OTHER LAND USES	MINIMUM REQS AFTER TRANSIT ACCESSIBILITY AND TDM REDUCTION	EQUIVALENT SUPPLY RATIO
RESIDENTIAL	Rental (160 Units)	12,636 m²	A minimum of 1 space for each 125m² of gross floor area	110	-22	-44	44	0.24 per unit
	Strata: Units less than 50sqm	85 units	A minimum of 0.5 space for every dwelling unit that has less than 50m² of gross floor area	43	-4	-9	30	0.35 per unit
	Strata: Units 50sqm - 180sqm (Total 31,700sqm)	420 units	For every dwelling unit that has 50m² or more of gross floor area, at least 0.6 space for every dwelling unit plus one space for each 200m² of gross floor area, except that, for every dwelling unit which has a gross floor area of 180m² or greater, there need be no more than 1.5 spaces for every dwelling unit	410	-43	-87	302	0.72 per unit
	Visitor	665 units	A minimum of an additional 0.05 parking spaces for every dwelling unit and a maximum of an additional 0.1 spaces for every dwelling unit	34	0	0	34	0.05 per unit
NON-RESIDENTIAL	Safeway	4,645 m²	1 per 100m² up to 300m² GFA, and 1 additional space for each additional 70m² GFA, and a maximum of 1 space for each additional 46.5m² GFA	146	-15	-29	102	0.92 per 1000 sqft
	CRU	413 m²						
	Restaurant	685 m²						
	Office	4,564 m²						
	Daycare	1,190 m²	Minimum 2 spaces for staff	2	-0.2	-0.4	1	N/A
	Fitness	896 m²	Minimum 1 space for each 25m² gross	36	-4	-7	25	2.59 per 1000 sqft
TOTAL	RESIDENTIAL SUBTOTAL			597	-67	-134	410	
	NON-RESIDENTIAL SUBTOTAL			184	-18	-37	128	
	ALL USES TOTAL			781	-85	-170	538	

3.8 PASSENGER SPACE ZONING & POLICY

	LAND USE	QUANTITY	CLASS A	CLASS B	CLASS C	CLASS A	CLASS B	CLASS C
RESIDENTIAL	Residential	665 units	A minimum of 1 space for any development with 50 to 125 dwelling units, plus one space for every additional 150 dwelling units.	No requirement	No requirement	5	0	0
NON-RESIDENTIAL	Safeway	5,058 sqm	A minimum of one space for each 4000 m² of gross floor area	No requirement	No requirement	2	0	0
	CRU							
	Restaurant	685 sqm						
	Office	4,564 sqm	A minimum of one space for each 10,000 m² of gross floor area	No requirement	0	0	0	0
	Daycare	1,190 sqm	A minimum of one space for every 8 children	No requirement	0	12	0	0
	Fitness	310 sqm	No requirement	No requirement	No requirement	0	0	0
TOTAL	RESIDENTIAL SUBTOTAL					5	0	0
	COMMERCIAL SUBTOTAL					14	0	0
	ALL USES TOTAL					19	0	0

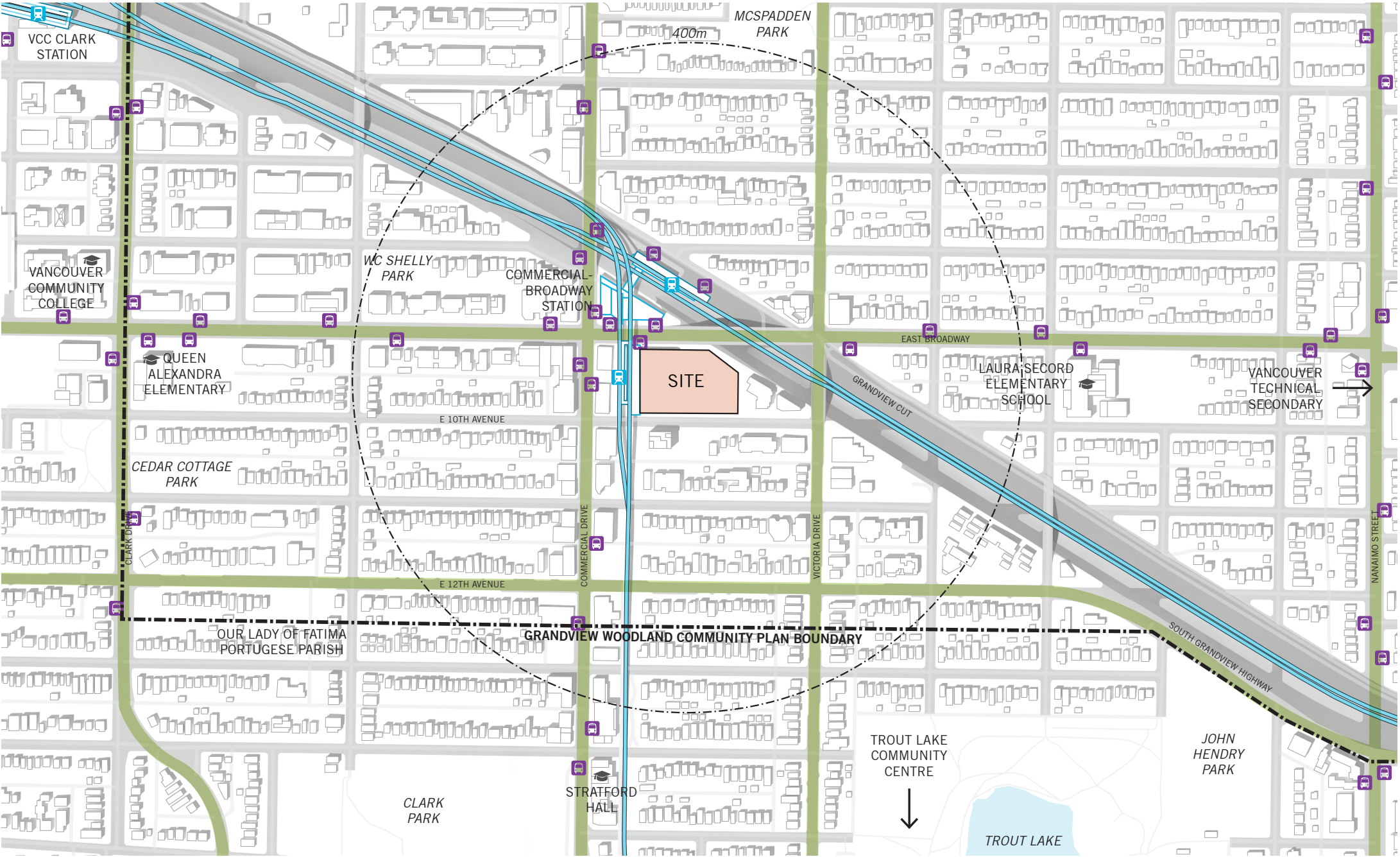
3.9 LOADING ZONING & POLICY

	LAND USE	QUANTITY	CLASS A	CLASS B	CLASS C	CLASS A	CLASS B	CLASS C
RESIDENTIAL	Residential	665 units	No requirement	At least one space for 100 to 299 dwelling units; a minimum of one additional space for 300 to 499 dwelling units; and at least one additional space for any portion of each additional 200 dwelling units	No requirement	0	3	2
NON-RESIDENTIAL	Safeway	5,058 sqm	No requirement	A minimum of one space for the first 465sqm of gross floor area plus one space for any portion of the next 1860sqm and one additional space for each additional 2,325sqm	At least one space for 2,000sqm to 5,000sqm of gross floor area for a manufacturing use, retail use; and at least two spaces for more than 5,000sqm of gross floor area for any such use or combination of uses	0	3	2
	CRU							
	Restaurant	685 sqm	No requirement	A minimum of one space for the first 465sqm of gross floor area plus one space for any portion of the next 1860sqm and one additional space for each additional 2325sqm	No requirement for less than 2,000sqm of gross floor area	0	2	0
	Office	5,017 sqm	At least one space for 1000 to 7500sqm	At least one space for 500 to 5,000sqm; at least two spaces for more than 5,000 to 10,000sqm of gross floor area	0	0	2	0
	Daycare	1,190 sqm	N/A	N/A	N/A	0	0	0
	Fitness	896 sqm	No requirement	No requirement for less than 100sqm of gross floor area. A minimum of one space for each 2,800sqm of gross floor area	No requirement for less than 2,000sqm of gross floor area	0	1	0
TOTAL	RESIDENTIAL SUBTOTAL					0	3	0
	COMMERCIAL SUBTOTAL					0	8	2
	ALL USES TOTAL					0	11	2

3.9 LOADING ZONING & POLICY- ANTICIPATED DEMAND

	LAND USE	QUANTITY	CLASS A	CLASS B	CLASS C	CLASS A	CLASS B	CLASS C
RESIDENTIAL	Residential	665 units	For more than 250 units, three spaces for the first 250 units, plus 1 space for any portion of each additional 200 units.	For more than 300 units, one space for the first 300 units, plus 1 space for any portion of each additional 200 units.	No requirement	3	3	0
NON-RESIDENTIAL	Safeway	4,645 sqm	No requirement	A minimum of one space for the first 465sqm of gross floor area plus one space for any portion of the next 1,860sqm and one additional space for each additional 2,325 sqm	At least one space for 2,000sqm to 5,000sqm of gross floor area for a manufacturing use, retail use; and at least two spaces for more than 5,000sqm of gross floor area for any such use or combination of uses	0	3	1
	CRU	413 sqm	1 per 4,300sqm GFA	1 per 5,250sqm GFA	No requirement	0.1	0.1	0
	Restaurant	685 sqm	1 per 4,300sqm GFA	1 per 5,250sqm GFA	No requirement	0.2	0.1	0
	Office	4,564 sqm	1 per 5,517sqm GFA	1 per 18,129sqm GFA	0	0	0.3	0
	Daycare	1,190 sqm	N/A	N/A	N/A	0	0	0
	Fitness	310 sqm	No requirement	No requirement for less than 100sqm of gross floor area. A minimum of one space for each 2,800sqm of gross floor area.	No requirement for less than 2,000 of gross floor area	0	0.1	0
TOTAL	RESIDENTIAL SUBTOTAL	680 units				3	3	0
	COMMERCIAL SUBTOTAL	6,645 sqm				0	2	2
	OTHER NON-RESIDENTIAL SUBTOTAL	7,162 sqm				1	2	0
	ALL USES TOTAL					4	7	2

3.10 TRANSIT AND VEHICULAR CIRCULATION



Currently, Commercial/Broadway Station is the busiest transit hub in the City of Vancouver. The station serves as an interchange supporting the following transit options:

- 99 B-Line Bus to UBC
- 9 Bus Eastbound to Boundary
- 9 Bus Westbound to UBC
- 20 Bus Northbound to Downtown
- 20 Bus Southbound to Victoria and 54th
- Expo Line Skytrain Station to Waterfront and King George (Surrey) or Lougheed (Burnaby)
- Millennium Line to VCC Clark and Coquitlam

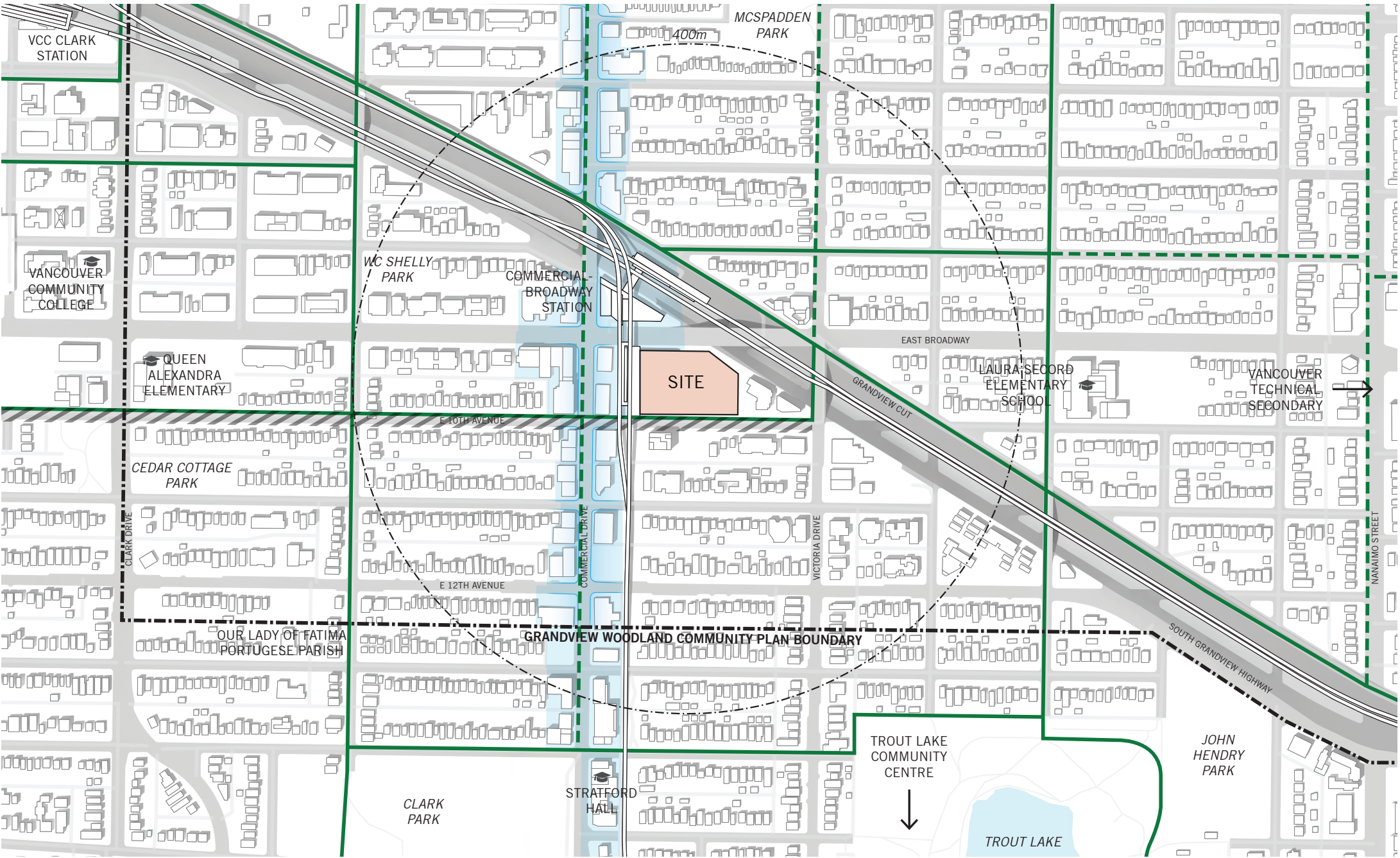
LEGEND

- ARTERIAL ROADS
- SKYTRAIN LINES
- SKYTRAIN STATION
- BUS STOP

3.11 BICYCLE ZONING AND POLICY

	LAND USE	QUANTITY	REQUIRED RATE FOR CLASS A	REQUIRED RATE FOR CLASS B	REQUIRED NUMBER OF CLASS A	REQUIRED NUMBER OF CLASS B
RESIDENTIAL	Units less than 65sqm	360	A minimum of 1.5 spaces for every dwelling unit under 65sqm	A minimum of 2 spaces for any development contain- ing at least 20 dwelling units, and one additional space for every additional 20 dwelling units.	562	35
	Units 65sqm - 105sqm	305	A minimum of 2.5 spaces for every dwelling unit over 65sqm and under 105sqm		763	
	Units over 105sqm	0	A minimum of 3 spaces for every dwelling unit over 105sqm		0	
NON-RESIDENTIAL	Safeway	4,645 sqm	A minimum of 1 space for each 340 sqm of gross floor area	A minimum of 6 spaces for any development containing a minimum of 1,000sqm of gross floor area	17	6
	CRU	413 sqm				
	Restaurant	685 sqm				
	Office	4,564 sqm	A minimum of 1 space for each 170 sqm of gross floor area	A minimum of 6 spaces for any development containing a minimum of 2,000sqm of gross floor area	27	6
	Daycare	1,190 sqm	No requirement	No requirement	0	0
	Fitness	896 sqm	A minimum of 1 space for each 250 sqm of gross floor area	A minimum of 6 spaces for any portion of each 500sqm of gross floor area	4	6
TOTAL	RESIDENTIAL SUBTOTAL				1,305	35
	NON-RESIDENTIAL SUBTOTAL				48	18
	ALL USES TOTAL				1,353	53

3.12 PEDESTRIAN + CYCLING CIRCULATION



DESIGN STRATEGY // WALKING

- Widening sidewalks
- Reducing crosswalk distances
- Implement parking restrictions for improved sight lines
- Providing buffers between traffic and cyclists with pedestrians
- Providing street furniture where appropriate
- Improving pedestrian scale street lighting
- Provide weather protection

DESIGN STRATEGY // CYCLING

- Provide bike paths that will serve all ages and a variety of uses (i.e. errands, shopping, leisure)
- Provide safe end-of-trip facilities
- Improve the integration of cycling with transit
- Support bike-sharing services

LEGEND

- EXISTING CYCLING ROUTE
- - - POTENTIAL WALKING/CYCLING ROUTE
- ENHANCED COMMERCIAL AREAS
- /// 10TH AVENUE CORRIDOR PROJECT

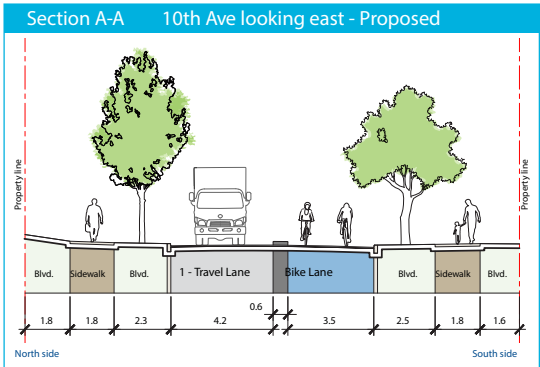
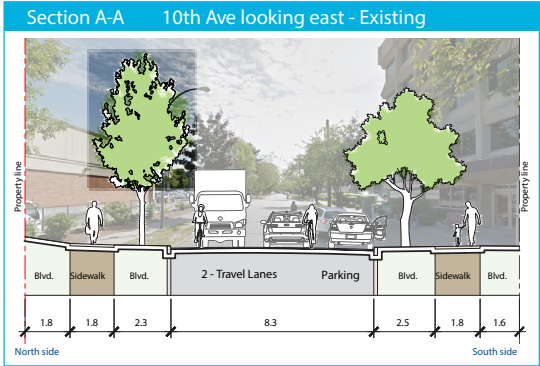
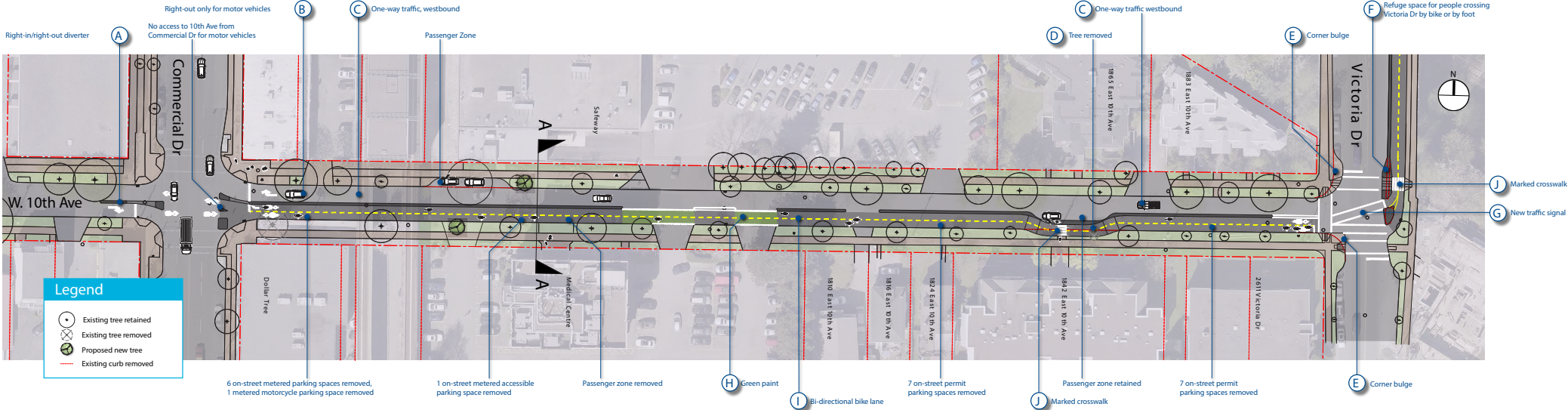
3.13 10TH AVENUE CORRIDOR PROJECT

As part of the Grandview-Woodland Community Plan, the 10th Avenue Corridor Project seeks to:

- Improve comfort and accessibility for people on foot
- Upgrade 10th Ave so that it is safe and comfortable for people of all ages and abilities
- Accommodate the loading and access needs of adjacent businesses, health services, and the Skytrain station
- Preserve as much of the street’s healthy and mature tree canopy as possible
- Ensure adjacent residents can continue to park within a reasonable walking distance from home

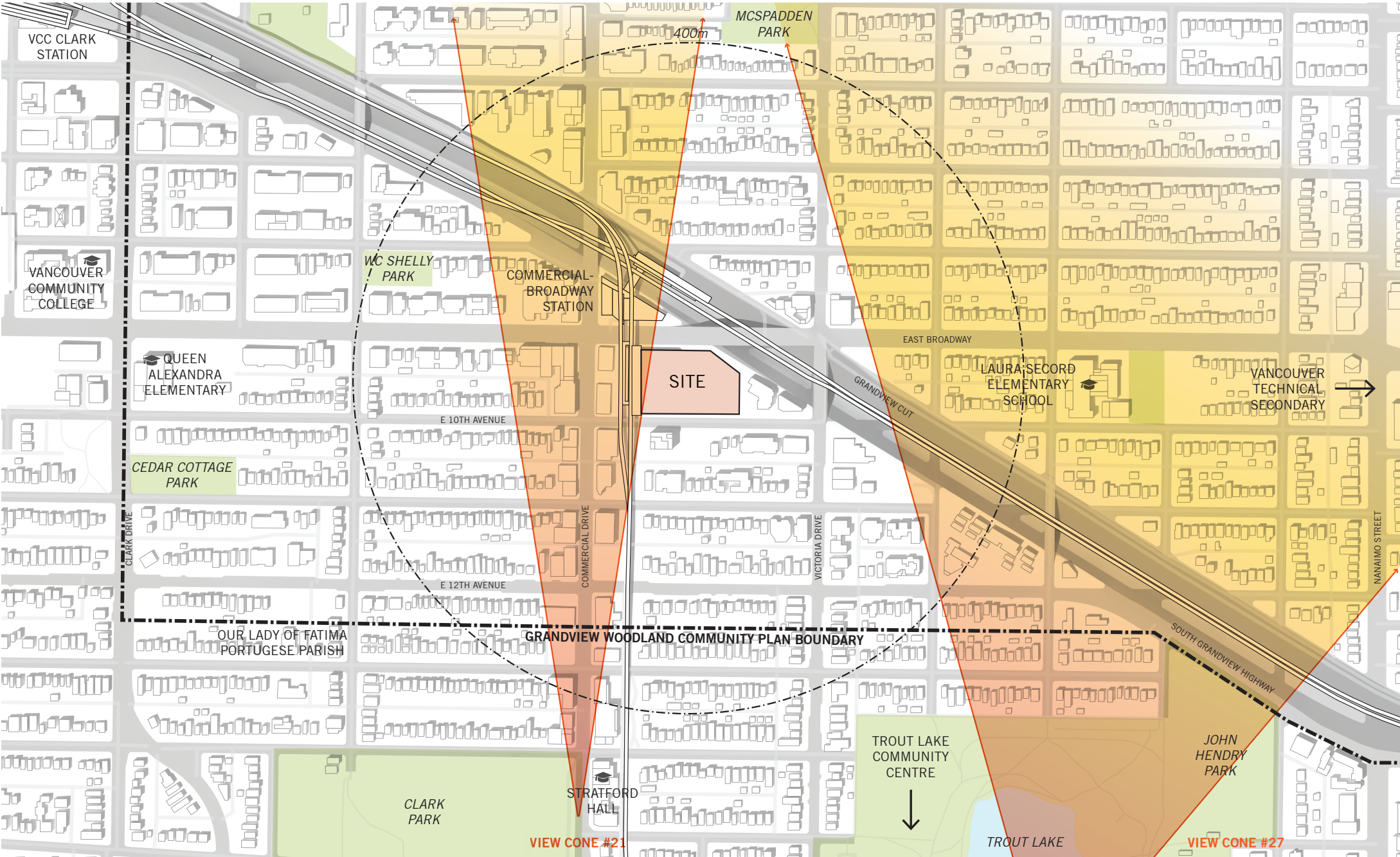
As part of the project, the proposed design includes a new traffic signal at the 10th Ave and Victoria Dr. intersection, as well as fully separate vehicle and bicycle traffic by converting the block to a one-way westbound street for motor vehicles with a bi-directional (two-way) bikeway on the south side.

A long-term design may consider closing 10th Ave for motor vehicles for some or all of the block, as proposed in the Grandview-Woodland Community Plan. If access to the Safeway site is still required off 10 Ave with a street closure in place, a protected bike lane on this block would require significant reconstruction and removal of most trees. The proposed one-way operation will achieve the project objectives until a longer-term solution is developed.



What is Different?	Why?
Removal of 14 residential permit parking spaces Permanent removal of parking already removed as part of Commercial-Broadway station upgrades: <ul style="list-style-type: none">• 6 on-street metered parking spaces• 1 metered motorcycle parking space• 1 accessible metered parking space• 2-space passenger zone	<ul style="list-style-type: none">• To accommodate adjacent street uses (i.e. protected bike lanes, one-way travel, passenger pick-up/drop-off)• To retain street trees
(A) Right-in/right-out diverter on E 10th Ave west of Commercial Dr	<ul style="list-style-type: none">• To improve comfort and safety for people of all ages and abilities to cycle by reducing vehicle volumes on E 10th Ave• To reduce conflicts between turning motorists and people crossing the intersection by bike in both directions on one side of the street
(B) Westbound right-turn only	<ul style="list-style-type: none">• To eliminate conflicts between turning motorists and people crossing the intersection by bike in both directions on one side of the street• To avoid complex traffic signal phasing that would likely confuse and delay many road users
(C) Motor vehicle traffic only permitted one-way westbound between Victoria Dr & Commercial Dr	<ul style="list-style-type: none">• To provide room for protected bike lanes• To minimise landscaping impacts on E 10th Ave in the interim
(D) Removal of one tree	<ul style="list-style-type: none">• To accommodate protected bike lanes and an existing passenger zone on the south side of the street, in front of 1842 E 10th Ave.
(E) New corner bulges on Victoria Dr	<ul style="list-style-type: none">• To improve sightlines at corners• To slow turning motorists• To shorten Victoria Dr pedestrian crossings
(F) Refuge space for people crossing Victoria Dr on foot or by bike	<ul style="list-style-type: none">• To shorten crossings over Victoria Dr• To provide safe areas for people walking or biking to wait to cross the roadway• To separate the bikeway and roadway crossings for pedestrians• To improve sightlines
(G) New traffic signal at E 10th Ave and Commercial	<ul style="list-style-type: none">• To improve comfort and safety for people of all ages and abilities crossing the street, including children getting to/from Laura Secord Elementary School
(H) Green paint at all bikeway crossings through driveways	<ul style="list-style-type: none">• To improve awareness of conflict points between turning motorists and people biking
(I) New protected bike lane on the south side of the street (bi-directional)	<ul style="list-style-type: none">• To improve comfort and safety for people of all ages and abilities to cycle• To minimise landscaping impacts on E 10th Ave• To provide space for emergency vehicles to get around obstructions in the roadway
(J) Marked crosswalks at passenger zones	<ul style="list-style-type: none">• To help message to people biking that they are to yield to people walking across the bikeway

3.14 VIEW ANALYSIS



VIEW CONE #21 - COMMERCIAL DRIVE

- Located at Commercial Drive and 15th Avenue
Looking Towards North Shore Mountains

VIEW CONE #27 - TROUT LAKE

- Located at the South Shore of Trout Lake
Looking Towards North Shore Mountains

The view cones in proximity to this project are #21 and #27. View cone #21 affects the site minimally and has been considered in the design of the current scheme. The Grandview-Woodland Community Plan also marks out several street views to be protected in the nearby vicinity. These views are not affected by the development of the Broadway and Commercial site.

POLICY 9.7.1 The Grandview-Woodland Community Plan suggests that a project can celebrate prominent vistas and street views by:

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

LEGEND

- CITY DESIGNATED VIEW CONE
- PARK

3.15 OTHER APPLICABLE POLICIES

GREEN SPACE / OPEN SPACE / GATHERING SPACES



9.1 STREETS AS PLACES

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.

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

16.7 PARKS, PLAZAS, AND PUBLIC OPEN SPACES

Strategy for next 25 years: 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

Strategy for next 5 years: Increase the number of trees planted in the neighbourhood– with a focus on areas with low planting/canopy coverage

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.



REGIONAL GROWTH STRATEGY: METRO VANCOUVER 2040 – SHAPING OUR FUTURE (2010)

GOAL 1 Create a Compact Urban Area

Compact transit-oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network

GOAL 4 Develop Complete Communities

The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles

STRATEGY 4.2

Locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit

STRATEGY 4.1

Provide Diverse and Affordable Housing Choices

Increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density

Frequent Transit Development Areas

Focus for medium and higher density housing, including affordable housing choices, and mixed uses with concentrated growth at appropriate locations along TransLink’s Frequent Transit Network

HOUSING AND HOMELESSNESS STRATEGY (2011)

This document outlines strategies that looks at housing needs, affordable housing and homelessness in Vancouver. It identifies the different types of housing necessary to ensure that the housing needs of all citizens are addressed.



GREEN BUILDING POLICY FOR REZONINGS (2010)

In order to decrease the energy demands and carbon footprint of Vancouver’s building stock, the city has implemented and updated a policy that requires all Rezoning Applications to meet either:

- A.** Near Zero Emissions Building Standard (Passive House)
- B.** Low Emissions Green Building (LEED Gold)

PUBLIC ART POLICY

The Public Art Policy applies to rezoning developments of 100,000 sf or greater. The public art budget is calculated by multiplying all areas contributing to the FSR calculation by the public art rate of \$1.81/sf.



CHILDCARE DESIGN GUIDELINES (1993)

These design guidelines provide direction on how to create safe and secure urban childcare facilities.



HIGH DENSITY HOUSING FOR FAMILIES AND CHILDREN GUIDELINES (1992)

These guidelines provide key directions on how to design residential developments that are specifically aimed towards families with children. Site, building and unit design are all addressed in this policy.

