

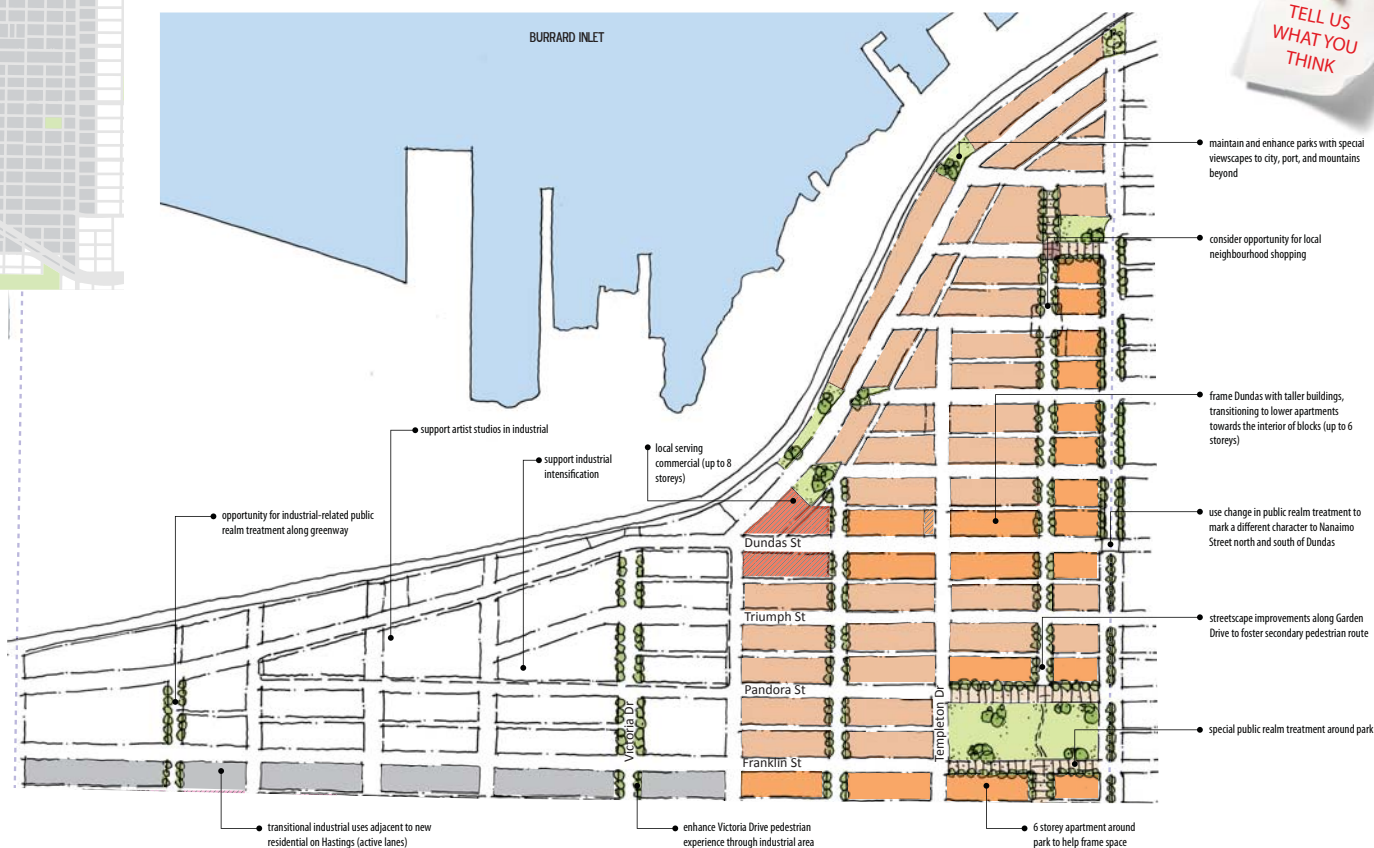
CEDAR COVE

Located in the north end of Grandview-Woodland (north of Hastings) and adjacent to the Ports, the Cedar Cove sub-area supports a mixture of multi-family residential and industrial uses. Housing in this part of the neighbourhood – rental and ownership – is among the most affordable in Grandview-Woodland. Job space in the Industrial area plays an important role in the City's economy – and contributes to a variety of sectors (food, marine, arts) dependent on manufacturing and light industry.

Emerging Directions

- CC-1 Maintain existing rental stock in RM zone and encourage protection of affordable rental stock by moderating pace of change.
- CC-2 Maintain existing rental stock in RM zone and encourage protection of affordable rental stock by moderating pace of change.
- CC-3 Encourage build-out of RM prevailing zoning; allow modest increases in height around Pandora Park (up to 6-stories) as multi-family buildings redevelop.
- CC-4 Support the creation of new rental opportunities.

- CC-5 Support long-term intensification of industrial uses in "M" and "I" zoned areas, and ensure that they retain their present function as job space. No new residential will be allowed in this portion of the sub-area.
- CC-6 Allow for additional height, modest expansion of mixed use (retail + residential) at the Dundas/Powell/Wall commercial node) (up to 8-stories).
- CC-7 Improve safety and public realm, particularly at the 'seam' between residential and industrial. Seek additional safety improvements for vulnerable populations in the Industrial area.
- CC-8 Complete proposed Powell Street Greenway and consider additional east-west cycling connections.
- CC-9 Encourage conservation of designated heritage resources.
- CC-10 Seek additional artists' production space in Industrial-zoned areas.
- CC-11 Seek long-term access to the Burrard Inlet via the development of a new waterfront park.



BUILT FORM IDEAS.



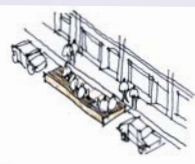
local serving, neighbourhood store



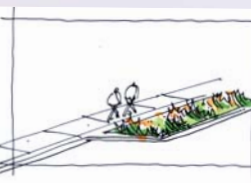
increase scale around parks - additional 'eyes on the park' and add special public realm treatment



PUBLIC REALM IDEAS.



explore opportunities for parklets, especially in areas with key pedestrian and cycling routes



pedestrian bulges at intersection



BUILDING TYPES



4 Storey Low-Rise Apartments



6 Storey Apartment



8 Storey Mixed-Use Building

Hastings Street is a key east-west street in Vancouver – and one of the more important transit corridors in the city. In Grandview-Woodland, Hastings Street acts as an informal boundary between the historic neighbourhoods of Cedar Cove and Grandview.

At its western neighbourhood end, the street remains home to important cultural, social and heritage assets – including the Aboriginal Friendship Centre, UNYA and the Waldorf. However, a number of other businesses in the area have closed (and/or changed hands). In the mid-1990s, the area between Clark and Victoria was classified as 'let go' mixed-use industrial.

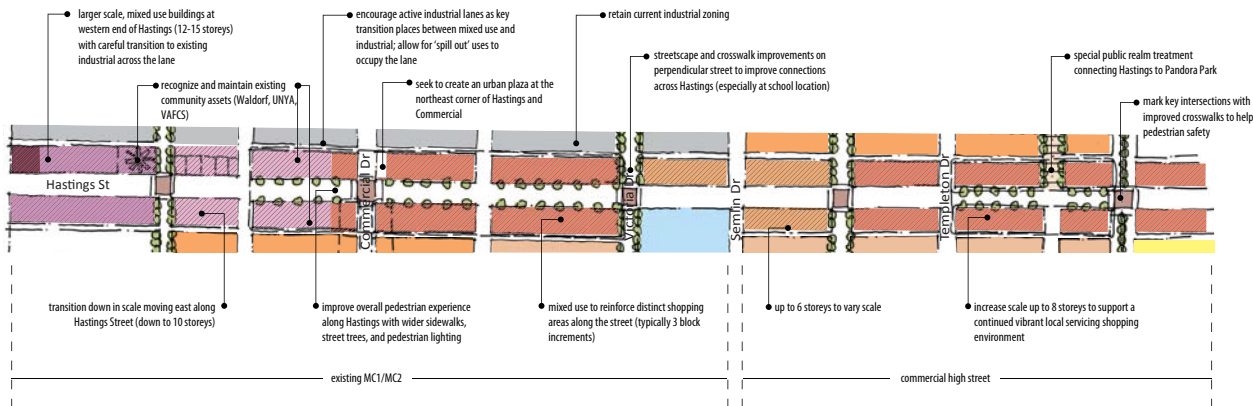
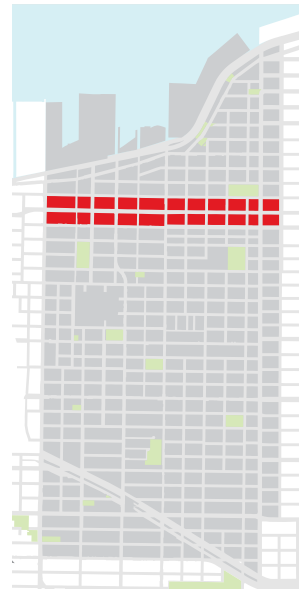
Further to the east, between Victoria and Nanaimo, Hastings acts as a key neighbourhood high street – with a variety of shops and services, and a lively independent vibe.



Emerging Directions

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

HASTINGS STREET



BUILDING TYPES



6 Storey Mixed-Use Building



8 Storey Mixed-Use Building



8-10 Storey Mixed-Use Building



12 Storey Mixed-Use Building



12-15 Storey Mixed-Use Building

PUBLIC REALM IDEAS.



improved pedestrian environment



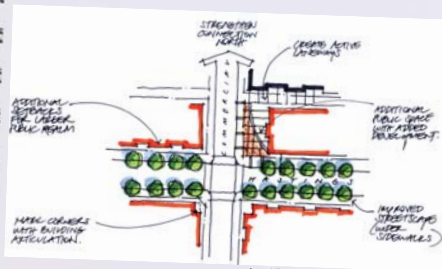
wider sidewalks; active and engaged building edges



improved pedestrian experience along Hastings including improved pedestrian oriented lighting



BUILT FORM IDEAS.



create public space hub at Commercial and Hastings with new plaza and enhanced streetscape



sketch model illustrating potential plaza at the corner of Hastings and Commercial Drive

A major street on the eastern edge of Grandview-Woodland. In the north end of the city it serves as the border between Grandview-Woodland and Hastings-Sunrise. To the south of Broadway, it provides a boundary between two other neighbourhoods: Kensington-Cedar Cottage and Renfrew-Collingwood. Most of the street in this area is Nanaimo is currently zoned single-family – with four key commercial nodes (at Broadway, East 1st, Charles and Hastings). Residents have expressed interest in looking at new housing and commercial opportunities on the street.

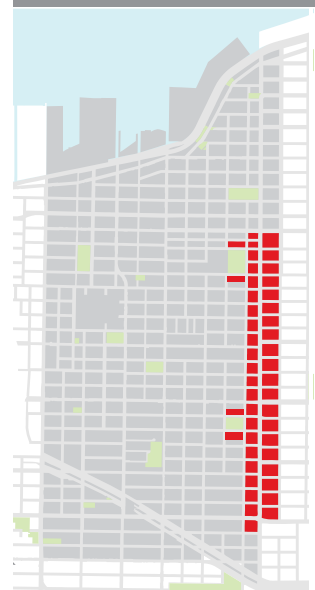
Nanaimo is also a particularly wide street (100-foot right-of-way). Participants in the planning process have also expressed interest in looking at ways to reduce the volume and intensity of traffic using the street, as well as how much of the right-of-way is allocated to street, sidewalk and boulevard.

Emerging Directions

- NS-1 Introduce new multi-family housing forms along the street (stacked townhouses, townhouses and row houses) to create additional ground-oriented family dwellings.
- NS-2 Enhance retail/commercial opportunities at existing retail nodes – to support neighbourhood-scale shopping activities.
- NS-3 Allow for increased height as part of mixed-used development at retail nodes:
 - a. Nanaimo and Hastings – up to 8-stories
 - b. Nanaimo and Charles – up to 4-stories
 - c. Nanaimo and East 1st – up to 6-stories
 - d. Nanaimo and Broadway – up to 8-stories
- NS-4 Enhance public realm opportunities to 'tame' the street – and explore the various possibilities to make this happen.
- NS-5 Introduce new pedestrian safety measures (one or more crossing lights) to moderate traffic flow and facilitate easier crossings.

TELL US
WHAT YOU
THINK

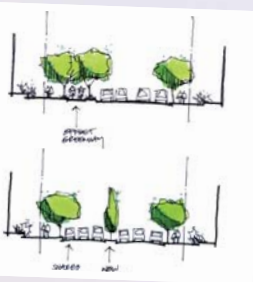
NANAIMO STREET



PUBLIC REALM IDEAS.



pedestrian bulges at intersection

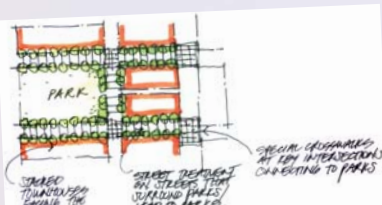


reapportion existing right-of-way to additional public space to better use the width of street

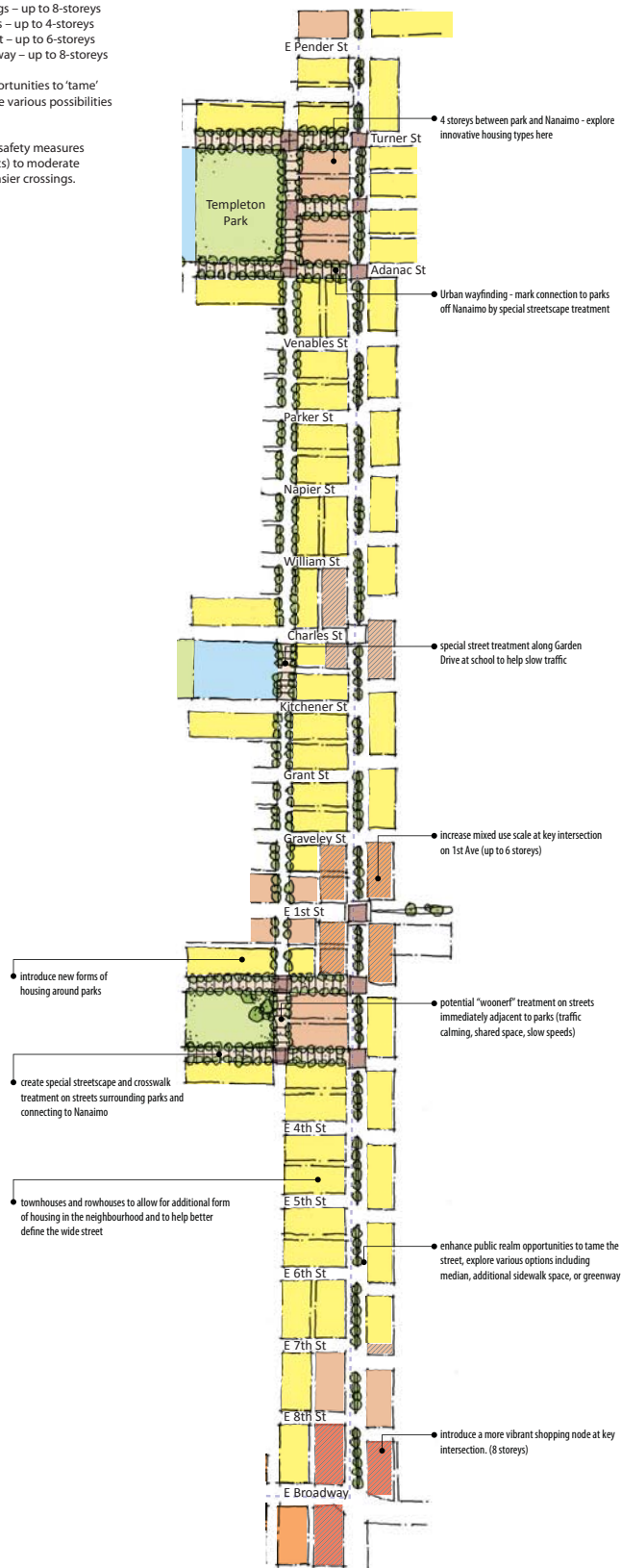
BUILT FORM IDEAS.



sketch model illustrating potential new buildings along Nanaimo with green median option



urban design concept for parks near Nanaimo



BUILDING TYPES



3 - 4 Storey Townhouse or Rowhouse



4 Storey Low-Rise Apartments



4 Storey Mixed-Use Building



6-8 Storey Mixed-Use Building (residential above retail)

Commercial Drive is one of Grandview-Woodland's two high streets, and identified by many as the heart of the neighbourhood. 'The Drive' is known for its vibrant public life and rich variety of independent shops and services – aspects that play a huge part in the appeal of the street. It's also the site of Britannia and Grandview Park – two key community assets.

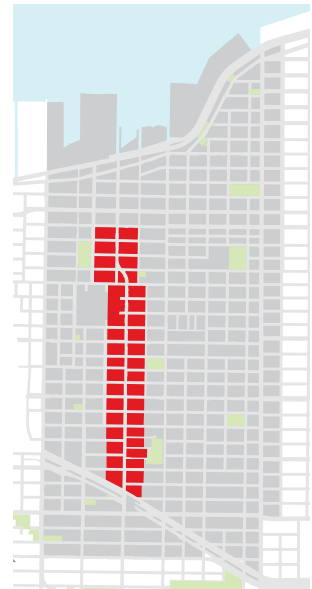
Emerging Directions

- CD-1 Maintain existing zoning for most of Commercial Drive and encourage gradual build-out over time.
- CD-2 Limit additional height and mixed-use development (as noted on the drawings) at selected locations along the street:
 - a. Astorino's/Kettle – NW corner of Commercial and Venables (Up to 14-storeys)
 - b. SW corner of Commercial and Venables (up to 6-storeys)
 - c. NW corner of Commercial & E 1st (up to 6-storeys)
 - d. SW corner of Commercial & E 1st (up to 6-storeys)
 - e. Key sites south of E 5th (key sites) (up to 6-storeys)
- CD-3 Ensure that new development respects the existing built-form character of the 'Drive' (including heritage features, fine-grained retail environment, eclectic mix of architectural styles).

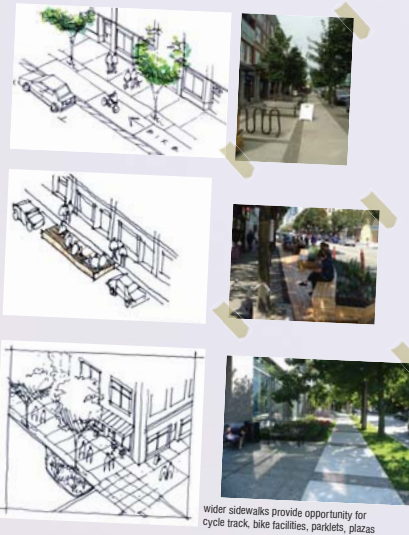
- CD-4 Encourage conservation of designated heritage resources along the 'Drive'.
- CD-5 Where possible, expand sidewalks and improve existing public realm features (street furniture, street trees, public art).
- CD-6 Introduce a separated bike lane between E 10th and Gravelly. Minimize impacts to parking, and explore using parking as a buffer between motor vehicle and moving traffic.
- CD-7 Support expansion of key social, health and community services (Britannia, Kettle, REACH).



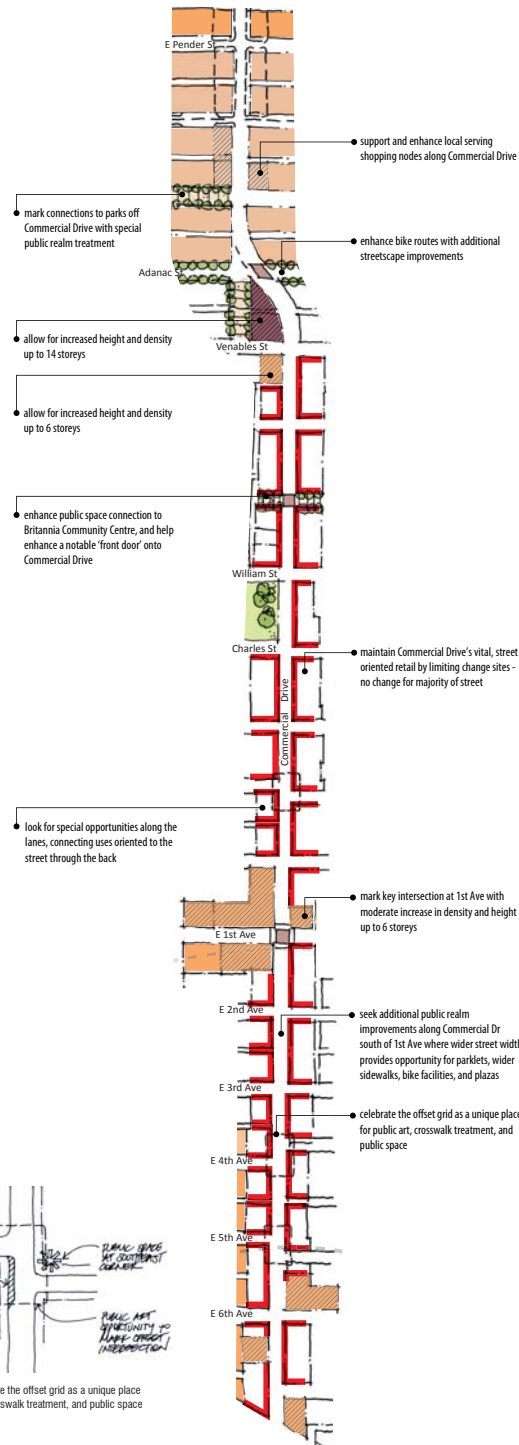
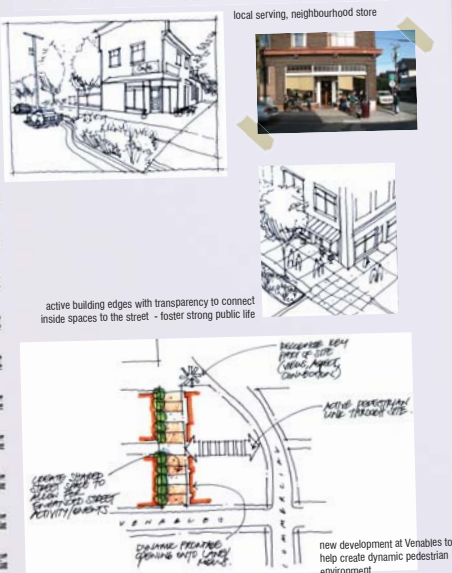
COMMERCIAL DRIVE



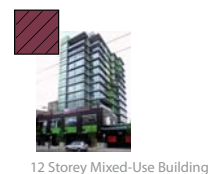
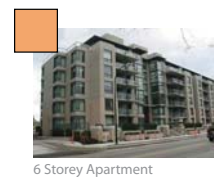
PUBLIC REALM IDEAS.



BUILT FORM IDEAS.



BUILDING TYPES



Subarea Focus

BRITANNIA/WOODLAND

21

Open House June 2013
GRANDVIEW-WOODLAND COMMUNITY PLAN

Located to the west of the 'Drive (south of Hastings, north of Grandview Cut), the Britannia/Woodland sub-area currently provides a mix of 2-3 storey walk-ups, along with older single-family and duplex housing. The western edge of the sub-area is lined in light-industrial buildings.

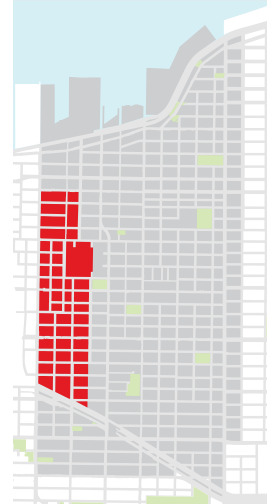
Emerging Directions

- BW-1 Protect existing affordable rental stock and non-market housing by moderating the allowable pace of change in cases where existing rental stock is redeveloped, seek to increase the amount of rental housing and/or maintain the level of affordability.
- BW-2 Allow for modest increases in height for buildings south of E 3rd. Retain current multi-family zoning for remainder of sub-area.
- BW-3 Encourage conservation of designated heritage resources.

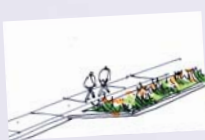
- BW-4 Allow additional height for multi-family residential housing along E 1st Ave.
- BW-5 Retain Industrial land-use in current "I"-zoned areas.
- BW-6 Complete proposed Mosaic (Woodland) Greenway.
- BW-7 Seek additional artists' production space in Industrial-zoned areas.

TELL US
WHAT YOU
THINK

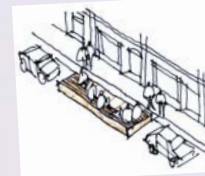
BRITANNIA/WOODLAND



PUBLIC REALM IDEAS.



pedestrian bulges to help calm traffic



parklets to provide variety of small public spaces



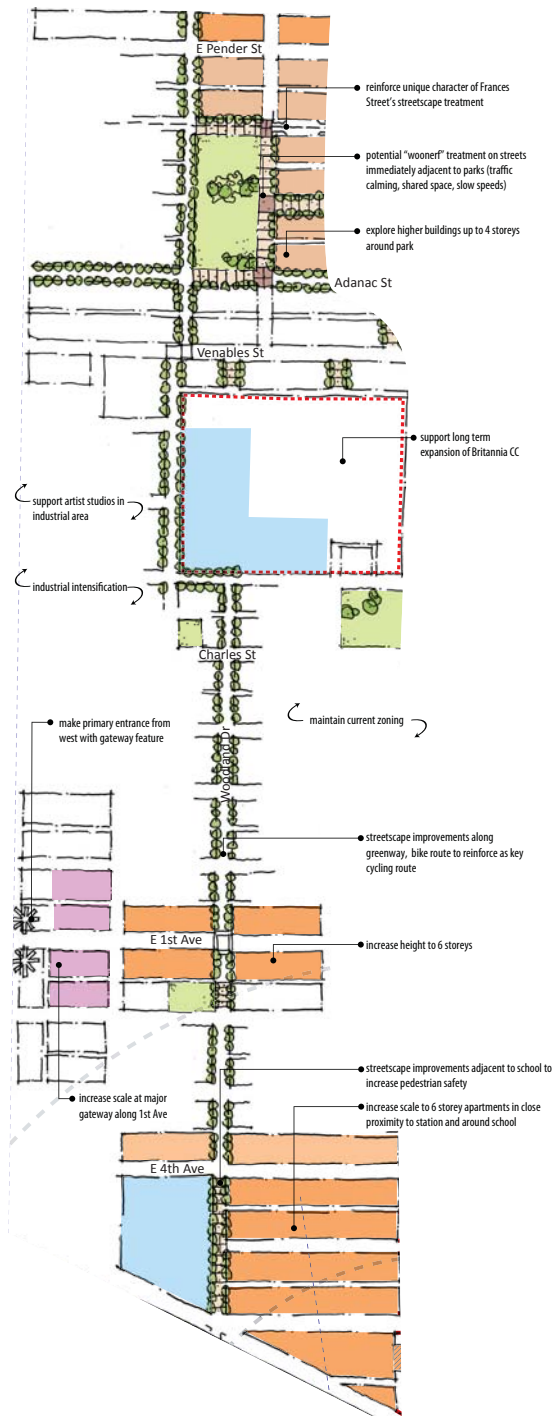
green edges to streets

BUILT FORM IDEAS.



increase scale around Parks - additional 'eyes on the park' and add special public realm treatment

variation in building massing and high quality materials and construction



BUILDING TYPES



4 Storey Low-Rise Apartments



6 Storey Low-Rise Apartments



12 Storey Apartment

Located to the east of the Drive (south of Hastings, north of East 8th Ave). The Grandview sub-area is home to a number of older heritage homes (pre-1946), heritage streetscapes and greenspaces. The area is currently zoned for duplex and single-family housing.

Grandview is bisected by both Victoria Drive and East 1st – and there is interest in seeing the traffic on these streets reduced. The Sub-Area is also home to a small number of popular neighbourhood-scale shops and services (primarily located on Victoria Drive).

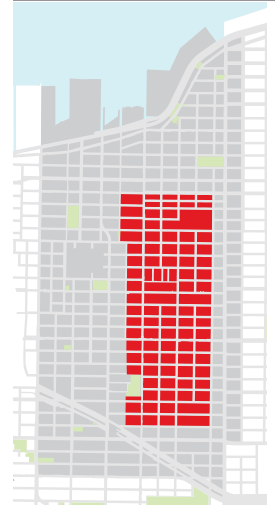
Emerging Directions

- GV-1 Retain duplex and single-family land-use (noting opportunities for change immediately south of Hastings, and along E 1st Avenue).
- GV-2 Introduce opportunities for multi-family residential housing along E 1st Ave.

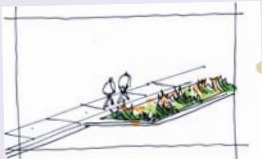
- GV-3 Consider the opportunities for the development of coach houses in duplex RT-zone.
- GV-4 Continue to allow laneway housing and lock-off secondary suites, per prevailing zoning.
- GV-5 Explore options to further conserve existing heritage resources through zoning and guidelines.
- GV-6 Work toward the development of traffic calming along Victoria Drive (including a bike lane).
- GV-7 Support existing small-scale neighbourhood retail on Victoria Drive.



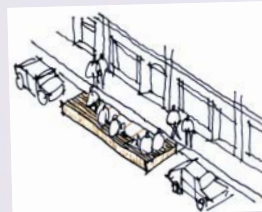
GRANDVIEW



PUBLIC REALM IDEAS.



pedestrian bulges at intersections



parklets to provide variety of small public spaces



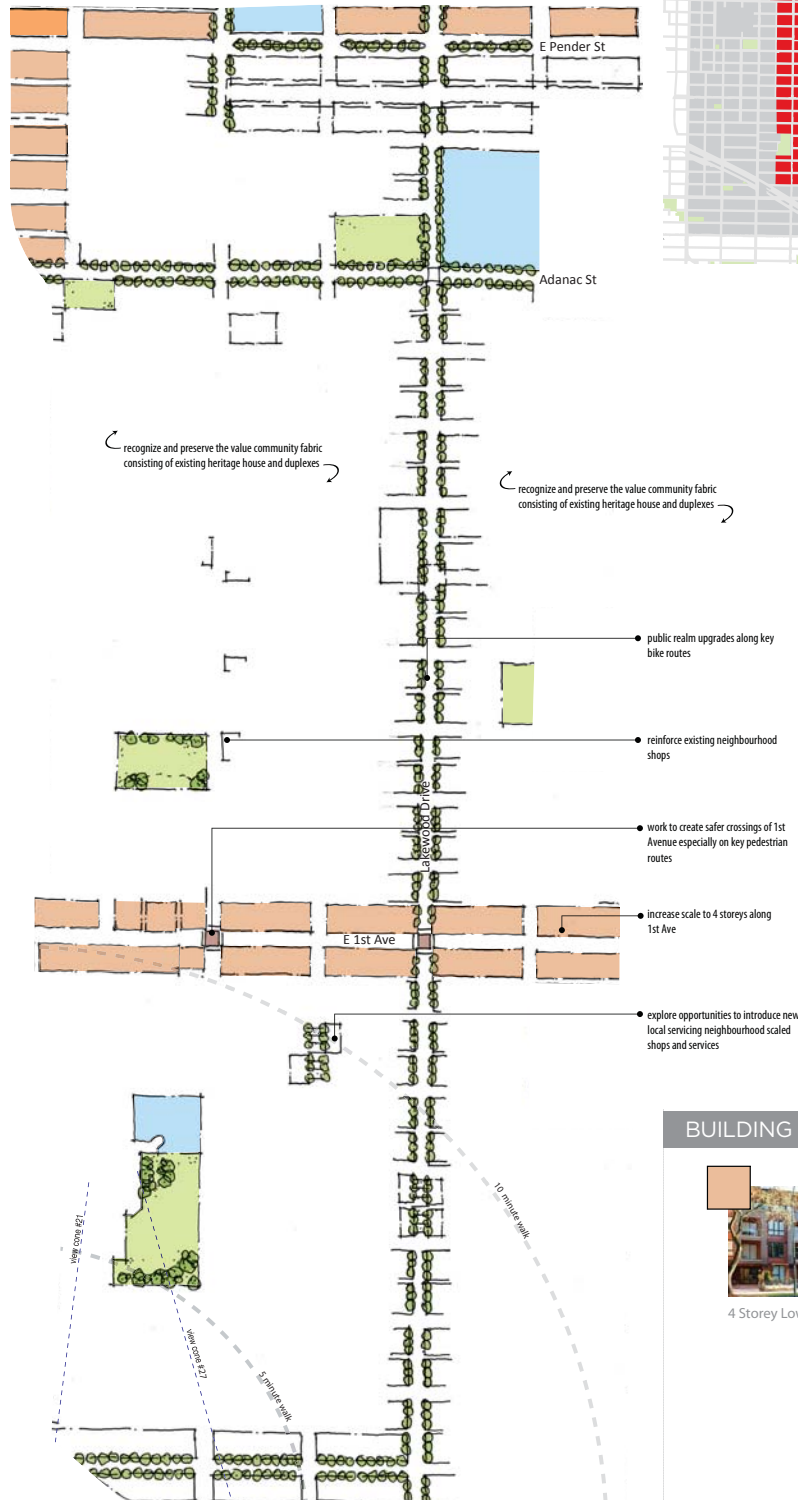
BUILT FORM IDEAS.



local serving, neighbourhood store



variation in building massing and articulation



BUILDING TYPES



4 Storey Low-Rise Apartments