

# **GRANDVIEW-WOODLAND COMMUNITY PLAN**

## **TRACE DOCUMENT – HOW THE PLAN RESPONDS TO THE CITIZENS' ASSEMBLY RECOMMENDATIONS**



**June 2016**

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## PURPOSE

Convened by City Council in 2014, the Grandview-Woodland Citizens' Assembly was one component – albeit a significant one – of the public consultation process for the Grandview-Woodland Community Plan. The 48 members of the Assembly were randomly chosen from over 500 volunteers to be reflective of the demographics of the community.

The Citizens' Assembly (CA) spent eleven full-day Saturdays tackling the issues that will face Grandview-Woodland over the next three decades. The CA participated in seven walking tours, and its emerging work was discussed with the broader community at three public meetings. In June 2015, the Citizens' Assembly presented its Final Report to City Council. The Report included 268 recommendations as well as 80 additional recommendations (endorsements of policy directions from earlier stages in the process or from workshops with the community). In total, the CA made 348 recommendations covering a multitude of topics ranging from rental housing and affordability, to transit and transportation, to energy efficiency and green space. Many of the recommendations were purposefully provocative, an approach taken deliberately by the Citizens' Assembly to motivate everyone towards a better outcome.

With the extensive consultation process complete, the next step in the process has been to synthesize all of the inputs and to draft a document that represents a new Grandview-Woodland Community Plan. Collectively, the recommendations painted a complex vision for the community and city staff were tasked with analyzing them, assessing the implications, and then building a new community plan that integrated those recommendations where feasible. The draft plan will now be the subject of review and consideration by the CA, by the community and by Council.

But how do the policies that are in the draft plan relate to the recommendations tabled by the Citizens' Assembly? This document, called the "Trace Document", tracks every one of the CA's 268 recommendations as well as the 80 additional recommendations and it describes the extent to which each has been incorporated into the draft Grandview-Woodland Community Plan. This has been no easy undertaking. In the comprehensive table herein, each CA recommendation is quoted and then the proposed plan policy response is outlined. For every CA recommendation, a simple concluding assessment is noted under one of four headings as follows: the recommendation has been incorporated into the draft plan, it has been incorporated with modifications, it has not been included, or it is beyond the scope (or jurisdiction) of a community plan.

For further clarity and explanation:

- Where a CA recommendation has been incorporated into the draft plan, references to specific policies from the draft plan are included. It is noted that some minor edits that do not alter the substance of the policy may have been made so that policies are stated in a manner that is consistent with city practice.
- Where a CA recommendation has been modified, the proposed plan policy is quoted and short explanation about why it was modified is provided. In some cases, CA recommendations were contradictory (for example, recommendation 15.4 seeks a four-storey limit on Commercial Drive

yet recommendations 15.6 and 15.7 then state five-storeys) so some judgment had to be exercised about the CA's intent for any given recommendation.

- Where a CA recommendation has not been incorporated, the reason is explained.
- Where a CA recommendation has been deemed to be outside of the scope of community plan, this is explained. Some of the more common reasons were that a recommendation spoke to matters outside of the city's jurisdiction or it was a matter that can be or is more effectively addressed through a citywide policy or program rather than a local area policy.

In developing the draft plan, the city staff team has had to take many different perspectives into account. The Citizens' Assembly was a significant component of the consultation process but thousands of others expressed viewpoints as well, through over 30 workshops and open houses in 2012 and 2013 and seven in-depth sub-area workshops in 2014 and 2015. Beyond consultation with residents and the public, the city also prepared the draft plan within the context of other citywide policies and programs, best planning practices, jurisdictional authority as well as both design and technical analyses (for example, urban design performance, economic and market feasibility).

It is acknowledged that city staff are the authors of this Trace Document and that not everyone may agree with the assessments and conclusions taken on each CA recommendation. Further, some may feel that not every one of the CA's recommendation carries the same level of importance or weight. Nevertheless, this document is meant to describe, in an open and transparent manner, city staff's evaluation so that readers can use it as a starting point to determine their own perspective. In the end, this document will facilitate a necessary community dialogue about the extent to which the Citizens' Assembly recommendations have been addressed in the final community plan.

## **SUMMARY**

This document addresses not only the 268 recommendations from the Citizens' Assembly, but also the 79 added recommendations which were endorsements of other policies developed during the planning process. Considering the 268 recommendations generated by the Citizens' Assembly, 171 were included in the plan and 58 were incorporated with some modifications. On this basis, 85% of the recommendations put forward by the Citizens' Assembly have been incorporated, either directly or with modifications, into the plan.

It is noted that 32 of the recommendations made by the Citizens' Assembly are considered to be outside the scope of a community plan. If those out-of-scope recommendations are excluded from the overall tally (i.e. 236 recommendations), the evaluation concludes that 72% of the recommendations were incorporated while 20% were incorporated with modifications. Seven of the CA's recommendations (3%) were not incorporated into the draft community plan.

In summary, the staff assessment concludes that 92% of the in-scope recommendations from the Citizens' Assembly have been incorporated directly or with some modifications into the draft Grandview-Woodland Community Plan.

**GRANDVIEW-WOODLAND COMMUNITY PLAN**  
**TRACE DOCUMENT – HOW THE PLAN RESPONDS TO THE CITIZENS' ASSEMBLY RECOMMENDATIONS**

Citizens' Assembly Recommendation	Proposed Policy Response (includes specific policy if applicable)	Incorporated in draft plan	Incorporated w/ modifications	Not incorporated	Outside scope
<b>NEIGHBOURHOOD RECOMMENDATIONS</b>					
<b>1.0 HOUSING</b>					
1.1: In collaboration with senior levels of government, provide sufficient winter response shelter space until more permanent housing options are developed.	7.1.1 Support efforts to eliminate homelessness. This includes: <ul style="list-style-type: none"> <li>Enable the creation of temporary emergency shelters in Grandview-Woodland.</li> </ul> Provision of winter response shelter space is currently subject to funding from BC Housing. The city usually receives sufficient funding to open 3-4 shelters.	<input checked="" type="checkbox"/>			
1.2: Work with neighbourhood service providers to ensure adequate provision of support services for the visible and hidden homeless.  By hidden homelessness, we mean those who are temporarily accommodated without guarantee of continued residency or prospects for permanent housing, for instance people who are couch surfers and people living in vehicles.	7.1.1 Support efforts to eliminate homelessness. This includes: <ul style="list-style-type: none"> <li>Work with neighbourhood service providers to ensure adequate provision of support services for the homeless.</li> </ul>	<input checked="" type="checkbox"/>			
1.3: Meet the demand for supported housing options in Grandview-Woodland.	7.2.1 Support efforts to eliminate homelessness. This includes: <ul style="list-style-type: none"> <li>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.</li> </ul> On its own, or together with partners, meeting the <i>demand</i> for supported housing is considered to be an unattainable objective. Demand has continued to grow well beyond the present ability to address it, and it certainly could not be achieved in one community over the lifespan of its community plan.		<input checked="" type="checkbox"/>		
1.4: We recommend that the City identify opportunities for additional supportive and non-market rental housing, and pursue creative, non-market ways to implement them. This should include the City developing supportive and non-market rental housing in partnership with non-profit organizations.	7.1.2 Maintain and increase the amount of mixed income non-market housing in the neighbourhood (e.g. co-ops, seniors housing, Aboriginal housing). This includes: <ul style="list-style-type: none"> <li>Work with partners (e.g. non-profits) to renew and expand non-market housing on existing sites.</li> <li>Create non-market housing on special sites, e.g. Britannia Community Centre, Aboriginal Mother Centre.</li> </ul>	<input checked="" type="checkbox"/>			
1.5: We urge the City to obtain land in Grandview-Woodland for the purpose of supporting the creation of non-market or supported housing.	Overall, there are sites throughout Grandview-Woodland with the opportunity for new non-market housing, which will be delivered in several ways. This includes: <ul style="list-style-type: none"> <li>Require at least 20% floor spaces as non-market housing as part of new development on Hastings Street (Clark to Commercial).</li> <li>Redevelopment of existing non-market housing sites.</li> <li>Create non-market housing on special sites, such as Britannia Community Centre.</li> <li>Work with partners to renew and expand non-market housing on existing sites.</li> </ul> In addition, opportunities for renewal of non-market and supportive housing at existing sites are incorporated.	<input checked="" type="checkbox"/>			

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1.6: We expect the City to establish at least one mechanism, within the next three years, to fund owners who want to upgrade existing rental and co-op housing stock without increasing rents, in order to protect sustainable, affordable housing. (see, for instance, the City of Winnipeg's Housing Rehabilitation Reserve and the Seattle Housing Levy for Rental Production and Preservation.)	This is outside the scope of a community plan and would be more appropriately addressed at the citywide level.				<input checked="" type="checkbox"/>
1.7: We recommend that the City require a tenant relocation plan within the community for any redevelopments involving existing apartments.	7.1.5 In all cases where tenants will be displaced as a result of demolitions or renovations, a tenant relocation plan as outlined in the City's Tenant Relocation and Protection Policy will be required.	<input checked="" type="checkbox"/>			
1.8: We urge the City to work with co-op and non-profit housing providers, their umbrella organizations, and senior levels of government to respond to the loss of subsidy for low-income members as federal and provincial operating agreements end.	7.1.2 Maintain and increase the amount of mixed income non-market housing in the neighbourhood (e.g. co-ops, seniors housing, Aboriginal housing). This includes: <ul style="list-style-type: none"> <li>• Work with partners to ensure that senior government funds are targeted towards Grandview-Woodland.</li> <li>• Provide City of Vancouver grants to assist with project viability.</li> </ul>	<input checked="" type="checkbox"/>			
1.9: We recommend the City prioritize the maintenance and expansion of cooperative housing as diverse communities in which members have security of tenure and control over decision-making, including but not limited to: <ul style="list-style-type: none"> <li>• Extension of land leases for a minimum of 30 years at a nominal cost;</li> <li>• An exploration of grants and low-interest loans for renovation, infill, and expansion of co-ops.</li> </ul>	See 7.1.2 (above). 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)	<input checked="" type="checkbox"/>			
1.10: We strongly urge the City to expand opportunities for new market rental housing development and work to retain, at a minimum, the current rental to ownership ratio.	7.1.4 Provide opportunities for expansion of secured rental stock in key locations. This includes: <ul style="list-style-type: none"> <li>• Allow for rezoning applications for new apartment and townhouse development providing 100% secured market rental housing.</li> <li>• Allow for rezoning applications for new mixed-use development providing 100% secured market rental housing (or mixed tenure, with 50% market rental).</li> <li>• Provide opportunities for secondary rental in new apartments and townhouses (e.g., lock-off suites).</li> </ul>	<input checked="" type="checkbox"/>			

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1.11: We recommend that the City require that all new developments – including rental, co-op and condominium – include a significant portion of both two- and three-bedroom units.	<p>7.2.4 Provide two and three+ bedroom family units designed in accordance with the High Density Housing for Families with Children Guidelines. This includes:</p> <ul style="list-style-type: none"> <li>Require new multi-family strata developments to have a minimum of 25% family units.</li> <li>Target a minimum of 25% family units in secured market rental developments and 50% family units in non-market developments subject to financial viability (does not apply to seniors housing or supportive housing for low-income singles).</li> </ul> <p>It is noted that a new citywide requirement for 35% family housing is under consideration; if approved, it would also apply in Grandview-Woodland.</p>	<input checked="" type="checkbox"/>			
<p>1.12: We recommend that the City encourage more affordable development by reducing, or in special circumstances eliminating, parking requirements for new development.</p> <p>We ask that the City require an adequate number of accessible parking spaces and encourage the City to incentivize new developments' provision of car share spaces.</p>	<p>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):</p> <ul style="list-style-type: none"> <li>Britannia Community Centre</li> <li>Broadway and Commercial</li> <li>Hastings Street</li> </ul> <p>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.</p>	<input checked="" type="checkbox"/>			
1.13: We support the expansion of coach-house development in RT zones.	Opportunities for infill and laneway houses will be available in the new RT zones in the Grandview, Nanaimo Street and Broadway-Commercial Transit Precinct sub-areas.	<input checked="" type="checkbox"/>			
1.14: We recommend that the City allow lock-off suites in duplex and townhouse zones in order to improve affordability.	<p>7.1.4 Provide opportunities for expansion of secured rental stock in key locations:</p> <ul style="list-style-type: none"> <li>Include opportunities for 'flex suites' or 'breakaway suites' in new apartment forms and lock-off basement suites in townhouse projects to enable secondary rental.</li> </ul> <p>Opportunities for lock-off suites in duplexes and townhouses will be available in the new RT zones in the Grandview, Nanaimo Street and Broadway-Commercial Transit Precinct sub-areas.</p>	<input checked="" type="checkbox"/>			
1.15: We urge the City to allow secondary rental units in attics and basements for all residential forms, in accordance with existing building code requirements.	<p>Secondary/basement suites are currently permitted in single-family homes within the RS, RM, and RT zones.</p> <p>The plan supports additional secondary rental opportunities, however, at this time, it cannot be extended to all residential attics and basements, due to safety, egress and building code considerations.</p>		<input checked="" type="checkbox"/>		

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1.16: We recommend that the City enable new home ownership with height and building form restrictions, as determined by the sub-area recommendations.	<p>7.1.7 Increase the stock of ownership housing.</p> <p>The plan provides opportunities for new ownership housing in a range of forms, including duplexes, townhouses, traditional rowhouses, low-rise apartments, and mid- and high-rise mixed use development.</p> <p>Details are outlined in each sub-area. While not all sub-area recommendations about height and form have been followed, it is felt that, on balance, the plan policies generally adhere to the intentions expressed.</p>		<input checked="" type="checkbox"/>		
1.17: We recommend that the City implement ways to support "alternative" ownership models such as equity co-op and co-housing, shared equity models, and accessible models such as Calgary's Attainable Homes and Ontario's Options for Homes.	This is outside the scope of a community plan and would have to be addressed at the citywide level.				<input checked="" type="checkbox"/>
1.18: We recommend that the City advocate for rent control provincially and seek to establish stringent controls to limit rent increases, especially following renovations.	This is outside the scope of a community plan and would have to be addressed at the citywide level.				<input checked="" type="checkbox"/>
<p>1.19: We recommend that the City only allow rezoning within the height limits set out in our sub-area recommendations.</p> <p>Some members of the Assembly urge the City to put a moratorium, of at least 10 years, on any rezoning that would exceed these height limits. In particular, the concern is that buildings out-of-scale with the neighbourhood will be introduced after the community plan is in place.</p> <p>Some other members of the Assembly call for flexibility, especially as circumstances change. In particular, the concern is for non-profit organizations and their ability to expand and redevelop their facilities in a timely manner.</p>	<p>Building heights and scales have a fundamental influence on a community's future development potential and, therefore, the amount of population growth that can be accommodated and a community's ability to support current and future residents with amenities and services. There is a very complex balance that must be achieved between needs, desires and realities.</p> <p>The exact height limits set by the CA were not followed in all cases. Nevertheless, wherever possible the staff team has worked to address the spirit of the directions given on heights. For example, where low-scales forms were highly valued, plan policies strive to keep the scale low. Where the CA felt that higher forms could be accommodated, those recommendations were respected. On balance, the plan policies follow the relative directions on building heights recommended by the CA but not the precise heights specified.</p> <p>The plan provides clarity and certainty about where new development can occur and what scale it can be. The reason for preparing a community plan is to provide guidance about what is an acceptable development proposal. It is the City's expectation that any future rezoning applications would adhere to the plan's policies, including height limits.</p>		<input checked="" type="checkbox"/>		
1.20: We recommend that the City increase the DCL and index it according to sale price per square foot, so as to generate more funding from higher-priced development projects in order to motivate lower-priced development and at the same time create additional revenue for more non-market rental housing.	How DCLs are determined is based on a methodology set out in the Vancouver Charter requirements. They are calculated on the floor area of a development and are payable at Building Permit issuance, not on the ultimate purchase price, so the proposed approach could not be legally done.				<input checked="" type="checkbox"/>



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1.21: We recommend that the City consider the creation of new non-market rental housing through bonus density in strategic locations, pending community consultation and consent.	The plan establishes areas where rezoning applications for additional density can be considered, to create new non-market housing (e.g. 20% non-market housing as part of new developments on Hastings Street between Clark and Commercial. Any rezoning application would go through the full public consultation process and include a Public Hearing.	<input checked="" type="checkbox"/>			
1.22: We expect the City to immediately research and implement policies to stabilize land values, such as rent control, taxation on empty residences and strict limitations on foreign ownership.	Housing affordability is a complex matter with many factors that lie well outside the scope of any particular community plan. This would have to be addressed at the citywide level.				<input checked="" type="checkbox"/>
1.23: We expect the City to immediately commission rigorous, independent research to understand the impact of short-term rentals (e.g. Airbnb, VRBO) on the supply and affordability of rental housing in Grandview Woodland. We further expect the city to research and implement regulation of short-term rental services, such as permitting and taxation, in order to preserve affordable rental housing.	This is outside the scope of a community plan and is being addressed at the citywide level.  In April 2016 Council directed staff to report back on work under way to study the issue of short-term rentals in Vancouver (e.g. AirBnB), the impact of short-term rentals on housing stock, options to mitigate negative impacts, and steps that other cities are taking to address these issues.				<input checked="" type="checkbox"/>
1.24: We encourage the City to draw on examples from Strathcona, Kitsilano, Norquay and other communities to create more flexible zoning that encourages fine-grained infill and creative gentle density in existing neighbourhoods.	The plan creates opportunities for duplex housing and infill, as well as traditional rowhouses and townhouses, in new RT and RM zones, particularly in the Grandview sub-area.	<input checked="" type="checkbox"/>			
1.25: Work with renters' organizations and other parties to gain a clear sense of trends in rents, occupancy and availability of affordable private rental housing in Grandview-Woodland, and use the information to develop policies that maintain Grandview-Woodland as a socially and economically diverse neighbourhood, particularly including mitigating ripple effects from new development.	This is outside the scope of a community plan and is more appropriately addressed through citywide initiatives such as the work of the Renters Advisory Committee, which has been tasked with monitoring issues affecting renters and responding to the impacts of provincial legislation affecting tenants.				<input checked="" type="checkbox"/>
Additional Recommendation (AR): Continue to prioritize retention of the existing purpose-built rental housing stock through 'Rate of Change' regulations.	7.1.3 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. This includes: <ul style="list-style-type: none"><li>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.</li></ul>	<input checked="" type="checkbox"/>			

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AR: Provide opportunities for gradual renewal and expansion of existing rental stock in strategic locations. In cases where existing rental stock is redeveloped, seek to increase the amount of rental housing and/or maintain the level of affordability.	<p>The plan seeks to achieve a balance between conserving the existing stock of older, affordable, market rental housing and the need to increase the supply of secured market rental in appropriate locations. This includes:</p> <ul style="list-style-type: none"> <li>• Encourage re-investment into existing buildings through partnership and incentive programs.</li> <li>• Allow for a gradual increase in the secured market rental housing supply in existing apartment and one-family and two-family areas.</li> <li>• Allow rezoning for projects that deliver 100% of the residential units as secured rental housing (e.g. in the Commercial-Broadway Transit Precinct).</li> </ul>	<input checked="" type="checkbox"/>			
AR: Support the expansion of laneway housing in all RS (single-family) zones in Grandview-Woodland.	<p>Laneway houses are permitted on any lot 32 feet or wider in any RS single family zone.</p> <p>RS areas will be rezoned to two-family (RT), however, property owners will have the choice of development rights available with either RS (including laneway houses) or RT (duplexes, infill housing, or multiple conversion dwelling).</p>	<input checked="" type="checkbox"/>			
<b>2.0 TRANSPORTATION</b>					
2.1: We recommend the City work to create a richer and safer pedestrian and sidewalk experience, balance the needs of the different users, and seek further opportunities to enhance the pedestrian experience on arterials in industrial-zoned areas.	<p>8.1 Develop a vision for Commercial Drive as a complete street and 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).</p> <p>8.2.1 Improve safety for all road users at collision hotspots.</p> <p>8.3.2 Improve the walking experience on busier streets such as commercial streets and arterials.</p> <p>6.3.5 As part of future work on I-2 design guidelines, review safety and public realm considerations in Cedar Cove's light industrial area.</p> <p>6.4.4 As part of future work on I-2 design guidelines, review safety and public realm considerations in Britannia-Woodland's light industrial area.</p>	<input checked="" type="checkbox"/>			

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<p>2.2: We recommend the enhancement of the public realm on neighbourhood shopping streets and significant intersections (East 1st Avenue and Commercial Drive, Hastings Street and Commercial Drive, Broadway and Commercial Drive, Hastings Street and Nanaimo Street, East 1st Avenue and Nanaimo Street, Venables Street and Clark Drive, and Hastings Street and Clark Drive) by widening sidewalks; improving lighting; allowing parklets; and providing amenities, like street trees, furniture and buffers between pedestrians and moving traffic.</p>	<p>9.1.1 Support the enhancement of shopping areas (Commercial Drive, Hastings Street, and proposed commercial nodes 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 lingering, people-watching and other forms of social interaction. Consider:</p> <ul style="list-style-type: none"> <li>• Providing new seating and gathering areas (including purpose-built seating, parklets).</li> <li>• Seeking additional setbacks as part of new development.</li> <li>• Improving transit waiting areas.</li> <li>• Using the 'offset grid' that exists in some areas as an opportunity to introduce new or improved public spaces.</li> <li>• Enhancing the shopping areas with additional street trees or public art.</li> <li>• Addressing pedestrian pinch-points, i.e. ensuring a clear path for pedestrian movement.</li> </ul> <p>8.1.1 Develop a vision for Commercial Drive as a complete street.</p> <p>8.3.2 Improve the walking experience on busier streets.</p> <p>8.3.3 Improve sidewalk network connectivity as opportunities arise through redevelopment or other roadwork.</p> <p>8.3.4 Support new and improved public spaces to encourage more walking and active transportation.</p>	☑			
<p>2.3: We recommend the City of Vancouver use media and education to inform and reinforce safe road use for all modes of transportation.</p>	<p>8.2.1 Improve safety for all road users at collision hotspots, While mentioned in the plan, this is generally outside the scope of a community plan, with the City having to work with VPD and external stakeholders such as ICBC towards these goals. The Transportation 2040 Plan contains policy to support education and awareness programs to improve safety and reduce conflicts.</p>				☑
<p>2.4: We recommend the City of Vancouver expand the cycling network, as proposed by the sub-area recommendations.</p>	<p>8.4.1 Upgrade and expand the cycling network to serve all ages and abilities (AAA) and 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.</p>	☑			

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<p>2.5: We recommend the City pursue improved bike access such as sufficient bike parking and signage, without affecting pedestrian safety and walkability, while ensuring cycling safety and accessibility for people of all ages and abilities.</p>	<p>8.4.2 Improve bike parking and other end-of-trip facilities where possible by:</p> <ul style="list-style-type: none"> <li>• Providing additional bike parking to serve commercial areas, including bike corrals.</li> <li>• Providing visitor bike parking in residential areas.</li> <li>• Working with TransLink to provide secure bike parking as part of rapid transit station upgrades.</li> <li>• Ensuring new developments have sufficient, convenient, and secure bike parking and other supporting infrastructure such as storage, change rooms and showers.</li> <li>• Supporting a citywide retrofit program that makes it easy to add safe, convenient, and secure bike parking in existing buildings.</li> </ul>	☑			
<p>2.6: We urge the City advocate on behalf of Grandview-Woodland to TransLink to improve local transit service and efficiently connect the neighbourhood (1) internally, with the introduction of a neighbourhood shuttle that connects Grandview-Woodland (running along Commercial Drive, Broadway, Nanaimo Street and Hastings Street); (2) to nearby neighbourhoods, such as Strathcona and Chinatown, as well as regional destinations. We expect the service to be fast, frequent, reliable, clean, safe, fully accessible, and comfortable.</p>	<p>8.5.1 Work with TransLink to expand fast, frequent, reliable, high-speed transit.  8.5.2 Support TransLink to improve local transit service.  8.5.3 Work with TransLink to ensure transit waiting areas are safe, comfortable, and accessible.  8.5.4 Improve Commercial-Broadway SkyTrain Station and the surrounding area.</p> <p>While the City does not own or operate the transit system, it can support ridership and improved service by continuing to build transit supportive streets and public spaces, and through supportive land use. Advocating for new transit infrastructure and increased service levels will continue to be a priority.</p>		☑		
<p>2.7: We request that the City advocate to Translink for the creation of additional bus information devices at high volume stops, similar to those that exist along Main Street and Granville Street.</p>	<p>8.5.3 Work with TransLink to ensure transit waiting areas are safe, comfortable, and accessible, through measures such as:</p> <ul style="list-style-type: none"> <li>• Additional seating, lighting, weather-proofing, landscaping or public art, and passenger information.</li> </ul>	☑			
<p>2.8: We instruct the City to find ways to discourage the use of Victoria and Venables as commuter routes to and from downtown (see also 13.2). For example, we encourage the City to pursue the possibility of the Venables greenway.</p>	<p>8.3.2. Improve the walking experience on busier streets (e.g. Venables Street).  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.  6.4.4 As part of future work on I-2 design guidelines, review safety and public realm considerations in Britannia-Woodland's light industrial area.</p>		☑		
<p>2.9: We recommend that the City explore ways to slow down traffic along East 1st Avenue in order to promote a safer and more neighbourly pedestrian experience and decrease vehicle noise (see also 12.3).</p>	<p>8.2.1 Improve safety for all road users at collision 'hotspots', including but not limited to East 1<sup>st</sup> Avenue.  8.3.2 Improve the walking experience on busier streets, e.g. East 1<sup>st</sup> Avenue.  8.7.1 Investigate ways to manage traffic speeds on arterials and other busy streets in the neighbourhood by, for example:</p> <ul style="list-style-type: none"> <li>• Designing streets and signal progressions to ensure safe speeds.</li> <li>• Requesting that the Vancouver Police Department increase enforcement of speed limits.</li> </ul>	☑			

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2.10: We urge the City and the Vancouver Police Department to enforce speed limits, particularly on the major truck routes (e.g., Nanaimo Street and Clark Drive), and ensure safety through pedestrian controlled traffic crossings.	<p>8.2.1 Improve safety for all road users at collision 'hotspots', including but not limited to Clark at Hastings, Venables, East 1<sup>st</sup> Avenue, Grandview, Broadway, and East 10<sup>th</sup> Avenue.</p> <p>8.3.2 Improve the walking experience on busier streets (e.g. East 1<sup>st</sup> Avenue).</p> <p>8.7.1 Investigate ways to manage traffic speeds on arterials and other busy streets in the neighbourhood by, for example:</p> <ul style="list-style-type: none"> <li>Requesting that the Vancouver Police Department increase enforcement of speed limits.</li> </ul>	<input checked="" type="checkbox"/>			
2.11: We ask the City to work with the Grandview-Woodland community and study community impacts prior to approving any traffic route changes in the event of considerations to remove the Georgia and Dunsmuir Viaducts.	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.	<input checked="" type="checkbox"/>			
2.12: We urge the City to adopt and communicate best practices to ensure the safe transportation of materials by train through the neighbourhood.	<p>Not within the City's jurisdiction, as the City cannot control how or what goods are transported by train along the rail corridors.</p> <p>However, since Grandview-Woodland is closely linked to national and international shipping routes via the nearby Port facilities, the City works with the federal government to ensure the highest level of safety.</p>				<input checked="" type="checkbox"/>
2.13: We recommend installing electric vehicle charging stations in key locations.	<p>8.7.6 Explore 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:</p> <ul style="list-style-type: none"> <li>Providing additional charging stations, both on-street and in new developments.</li> <li>Designing new parking spaces to be sharable and adaptable to other uses.</li> </ul>	<input checked="" type="checkbox"/>			

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<p>Additional Recommendation (AR): Work to complete the larger city-wide Greenway program, including routes along Powell Street and Woodland Drive. Continue to explore the possibility of a greenway on Venables.</p>	<p>8.3.2. Improve the walking experience on busier streets (e.g. Powell Street and Venables Street)</p> <p>8.4.1 Upgrade and expand the cycling network to serve all ages and abilities (AAA) and 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.</p> <p>Key changes include:</p> <ul style="list-style-type: none"> <li>Addressing 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.</li> </ul> <p>Completing the Portside Greenway by providing a link between the Powell Street Overpass and Wall Street.</p> <p>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:</p> <ul style="list-style-type: none"> <li>East 10th Avenue from Commercial Drive to Victoria Drive</li> <li>Woodland Drive from East 10th Avenue to East 8<sup>th</sup> Avenue, W.C. Shelley Park)</li> <li>8th Avenue from W.C. Shelley to Grandview Cut</li> <li>Woodland Drive from Frances to Hastings, Woodland Park</li> <li>Garden Drive from Hastings to Franklin, Pandora Park</li> </ul> <p>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).</p>	☒			
<p>AR: Complete the sidewalk network in areas of the neighbourhood that currently lack sidewalks.</p>	<p>8.3.3 Improve sidewalk network connectivity as opportunities arise through redevelopment or other roadwork:</p> <ul style="list-style-type: none"> <li>Complete the sidewalk network over time, using established citywide criteria.</li> </ul>	☒			
<p>AR: Prioritize pedestrian improvements on residential streets with higher pedestrian volumes, close to schools, community facilities or other destinations, or a history of collisions.</p>	<p>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, and other key destinations.</p>	☒			
<p>AR: Support the renaming of Grandview Highway to Grandview Boulevard.</p>	<p>9.1.8 Explore renaming streets to enhance their identity and reinforce a sense of place, including:</p> <ul style="list-style-type: none"> <li>Grandview Highway – which has been proposed as Grandview Boulevard to reflect its current transportation purpose.</li> </ul>	☒			

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AR: Continue the spot improvement program to make existing bike routes safer and more comfortable for people of all ages and abilities.	8.4.1 Upgrade and expand the cycling network to serve all ages and abilities (AAA) and 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.	✗			
AR: Support improved integration of cycling and transit by: <ul style="list-style-type: none"> <li>• Providing bike parking and bike storage at Broadway-Commercial and VCC-Clark SkyTrain Stations;</li> <li>• Providing safe, convenient connections between Broadway-Commercial Station and the existing cycling network; and</li> <li>• Considering bike access and movement as part of station upgrades.</li> </ul>	8.4.3 Support improved integration of cycling and transit by: <ul style="list-style-type: none"> <li>• Working with TransLink to provide bike parking and bike storage at rapid transit stations.</li> <li>• Creating safe, convenient connections between rapid transit stations and the existing cycling network.</li> <li>• Considering bike access and movement as part of station upgrades.</li> </ul>	✗			
AR: Support the expansion of future public bike share into Grandview-Woodland.	8.4.4 Support the expansion of future public bike share into Grandview-Woodland by upgrading and expanding the cycling network with a focus on destination-rich streets, and by providing space for stations close to destinations.	✗			
AR: Support improved frequency and reliability of existing bus routes.	8.5.2 Support TransLink to improve local transit service. Priorities include: <ul style="list-style-type: none"> <li>• 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.</li> </ul>	✗			
AR: Support the long-term expansion of rapid transit service along Hastings Street.	8.5.1 Work with TransLink to expand fast, frequent, reliable, high-speed transit. Priorities include: <ul style="list-style-type: none"> <li>• Implementing a new B-Line service along Hastings Street in the near term, and higher-capacity rapid transit in the long term.</li> </ul>	✗			
AR: Support the long-term expansion of rapid transit or limited stop service along the Commercial/Victoria route.	8.5.1 Work with TransLink to expand fast, frequent, reliable, high-speed transit. Priorities include: <ul style="list-style-type: none"> <li>• Considering a limited-stop north-south bus service in the long term.</li> </ul>	✗			
AR: Support station upgrades at Broadway-Commercial to increase capacity and better integrate into the surrounding neighbourhood.	8.5.4 Improve Commercial-Broadway SkyTrain Station and the surrounding area by: <ul style="list-style-type: none"> <li>• Supporting TransLink-led improvements to improve transit capacity, passenger circulation, wayfinding, accessibility, and multi-modal integration.</li> <li>• Advocating for additional station facilities such as publicly-accessible restrooms.</li> <li>• Working with TransLink and adjacent owners to improve integration with the surrounding neighbourhood.</li> </ul>	✗			
AR: As part of overall improvements to key arterials, enhance bus waiting areas.	8.5.3 Work with TransLink to ensure transit waiting areas are safe, comfortable and accessible, through measures such as: <ul style="list-style-type: none"> <li>• Additional seating, lighting, weather-proofing, landscaping or public art, and passenger information.</li> </ul>	✗			

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<p>AR: Carefully consider and manage impacts to transit, services and deliveries, traffic congestion and parking when expanding or improving walking and cycling routes, or when implementing measures to give pedestrian and cycling priority at intersections.</p>	<p>8.4.1 Maintain and enhance the cycling network supporting 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.</p> <p>Detailed design work will carefully consider impacts to transit, general traffic, nearby streets, parking, services and deliveries, and local businesses.</p> <p>8.6.2 Continue to support local businesses by planning for loading and deliveries and by ensuring potential customers have exposure and convenient access.</p> <p>8.7.3 Consider 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.</p>	✗			
<p>AR: Continue to look for opportunities to enhance pedestrian safety and public realm along major arterials by extending or removing parking restrictions.</p>	<p>8.2.1 Improve safety for all road users at collision hotspots Design treatments depend on the nature of the safety issues at hand, but may include but not be limited to:</p> <ul style="list-style-type: none"> <li>Extending parking restrictions at intersections to improve sightlines.</li> </ul> <p>8.3.2 Improve the walking experience on busier streets: Design treatments to improve safety, accessibility, and comfort vary depending on location, but the toolkit includes measures such as:</p> <ul style="list-style-type: none"> <li>Extending parking restrictions at intersections to improve sightlines.</li> </ul>	✗			
<p>AR: Continue to support local businesses by planning for loading and deliveries and by ensuring potential customers have exposure and convenient access.</p>	<p>8.6.2 Continue to support local businesses by planning for loading and deliveries and by ensuring potential customers have exposure and convenient access.</p>	✗			
<p>AR: Explore opportunities to better manage residential parking permit areas through options outlined in the Transportation 2040 Plan, including expanding residential parking permit areas and/or modifying the residential parking permit program to improve efficiency.</p>	<p>8.7.3 Consider 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:</p> <ul style="list-style-type: none"> <li>Modifying or adding parking regulations in residential areas.</li> <li>Using performance-based pricing in commercial areas to ensure some spaces are always available.</li> <li>Improving parking wayfinding.</li> <li>Using off-street space behind or underneath commercial buildings to provide additional parking.</li> <li>Encouraging local employees to park off-street or use other forms of transportation.</li> <li>Reviewing peak-period parking restrictions.</li> <li>Reviewing loading regulations (location, times in effect, etc.) to identify additional parking opportunities.</li> </ul>	✗			



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<b>3.0 PUBLIC REALM</b>					
3.1: We expect the City to immediately implement a more rigorous rodent and trash abatement program, in order to improve the usability of public spaces, including plazas, public parks and community gardens.	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.	<input checked="" type="checkbox"/>			
3.2: As part of any future development in Grandview-Woodland, we urge the City to work to secure new park space. Acknowledging the difficulty in acquiring new land, we request that the City also prioritize securing alternative public and private park spaces (e.g., roof gardens and pocket parks) for new/redeveloped buildings in the neighbourhood.	9.5.4 Explore opportunities to create new parks or expand existing 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.	<input checked="" type="checkbox"/>			
3.3: Acknowledging the difficulty in acquiring new land for public use, we recommend that the City planning department immediately study the feasibility of creatively developing the Grandview Cut with the express purpose of creating additional park and public space.	<p>9.5.4 Explore opportunities to create new parks or expand existing parks prioritizing areas where there are 1) higher current or proposed population densities and 2) gaps in recreation services.</p> <p>9.6.1 Preserve significant greenspace corridors and other habitat assets in the neighbourhood. These include:</p> <ul style="list-style-type: none"> <li>Grandview Cut</li> </ul> <p>Exploring opportunities for creating additional park/public space in Grandview Cut could occur as part of park planning work over the next 30 years.</p>		<input checked="" type="checkbox"/>		
3.4: We recommend that the City improve laneway infrastructures such as lighting, paving and drainage in proportion to the development of laneway houses and commercial laneway usage to improve overall accessibility, livability, and public safety.	<p>Laneways will be enhanced in several ways:</p> <p>9.1.9. Explore opportunities as they arise to revitalize laneways by through design and/or programming opportunities.</p> <p>9.6.4 Support opportunities (including pilot projects) aimed at improving the environmental performance of neighbourhood streets, and new developments. This could include:</p> <ul style="list-style-type: none"> <li>Permeable paving treatments (e.g. for laneways, pedestrian paths, 'shared space' areas etc.)</li> </ul> <p>10.2.4 Support the use of commercial laneway environments (e.g., adjacent Commercial Drive) for retail/commercial purposes through “double-fronting” businesses, “pop-up” retail spaces, etc.</p> <p>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.</p>	<input checked="" type="checkbox"/>			

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3.5: We urge the City to create new hard-surfaced plaza spaces to support public gathering.	<p>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. Priority locations include:</p> <ul style="list-style-type: none"> <li>• Broadway and Commercial – southwest corner (as part of redevelopment of the Safeway site).</li> <li>• Hastings and Commercial – northwest corner (as part of future development along Hastings Street)</li> <li>• Britannia Community Centre – enhance and expand Napier Square</li> <li>• Nanaimo and Charles – southeast corner.</li> </ul>	<input checked="" type="checkbox"/>			
3.6: We request that the City immediately begin work to identify suitable space in the north of Grandview-Woodland to support public gathering, to be built in consultation with the neighbourhood within the next five to 10 years.	See priority locations in 9.2.1 above.	<input checked="" type="checkbox"/>			
3.7: As part of plaza development, we urge the City to include programing for culturally inclusive forms of public engagement (e.g., outdoor programming, theatre, kids' craft festivals, etc.) and to also include canopy structures to maintain year-round usability. We also request that the City prioritize the creation of adjacent/integrated indoor space for additional community programming.	<p>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.</p> <p>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.</p> <p>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.</p>	<input checked="" type="checkbox"/>			
3.8: We expect the City to increase the number of public bathrooms in the neighbourhood. In particular, we urge the City to review the potential for:  (a) New facilities in the Broadway/Commercial SkyTrain station.  (b) Self-cleaning bathroom facilities on Commercial Drive and Hastings Street high streets areas.  (c) Incorporate design considerations that discourage illicit activities (e.g., blue lights to reduce injection drug use).	<p>9.3.3 Work with local stakeholders, including TransLink and area BIAs, to introduce additional publicly accessible restrooms. In particular, consider the following opportunities:</p> <ul style="list-style-type: none"> <li>• Broadway/Commercial SkyTrain station – as part of on-going station redesign work</li> <li>• Commercial Drive and Hastings Street shopping streets areas</li> </ul>	<input checked="" type="checkbox"/>			
3.9: We request that the City immediately begin working with neighbourhood business associations and community service providers to ensure the appropriate placement of wayfinding signage that includes an appropriate array of information.	9.3.5 Work with area BIAs and community service providers/ stakeholders to ensure the appropriate placement and content for wayfinding signage.	<input checked="" type="checkbox"/>			
3.10: We request that the City consider the expansion of food cart and mobile food licenses in Grandview-Woodland, where there is support from community residents and local businesses.	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.	<input checked="" type="checkbox"/>			

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<p>3.11: We demand that the city significantly increase effective and/or real width of sidewalks on Grandview-Woodland high streets to cultivate a lively streetscape and to accommodate new street furniture and greenery.</p>	<p>8.3.2. Improve the walking experience on busier streets:</p> <ul style="list-style-type: none"> <li>Prioritize key commercial streets including Commercial Drive and East Hastings Street.</li> </ul> <p>Design treatments to improve safety, accessibility, and comfort vary depending on location, but the toolkit includes measures such as:</p> <ul style="list-style-type: none"> <li>Providing wider sidewalks and/or reducing sidewalk impediments and clutter (e.g. different signage, bike corrals, better placement of street furniture)</li> </ul> <p>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 lingering, people-watching and other forms of social interaction. Consider:</p> <ul style="list-style-type: none"> <li>Providing new seating and gathering areas (including purpose-built seating, parklets).</li> <li>Seeking additional setbacks as part of new development.</li> <li>Improving transit waiting areas.</li> <li>Using the 'offset grid' that exists in some areas as an opportunity to introduce new or improved public spaces.</li> <li>Enhancing the shopping areas with additional street trees or public art.</li> <li>Addressing pedestrian pinch-points, i.e. ensuring a clear path for pedestrian movement.</li> </ul> <p>9.3.1 Provide more and better public seating and tables in the neighbourhood with a focus on shopping streets and other destination areas (e.g. parks and plazas, future greenways and bike routes).</p> <p>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.</p> <p>9.3.6 Work with business owners to ensure that sandwich board signage on shopping streets does not adversely impede the flow of pedestrian traffic or create accessibility issues.</p>	<input checked="" type="checkbox"/>			
<p>3.12: We demand that the City complete the sidewalk network through all of Grandview-Woodland where there are missing sidewalk links, and renovate sidewalks where they are damaged. We ask the City to prioritize accessibility and safety.</p>	<p>8.3.3 Improve sidewalk network connectivity as opportunities arise through redevelopment or other roadwork:</p> <ul style="list-style-type: none"> <li>Prioritize large sites, including Britannia Community Centre and the Safeway site at Commercial and Broadway.</li> <li>Complete the sidewalk network over time, using established citywide criteria.</li> </ul> <p>Given citywide needs and demands, it is not possible to commit in any one community that all sidewalk deficiencies can be addressed over the lifespan of a community plan.</p>		<input checked="" type="checkbox"/>		

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3.13: We request that the City mark and promote the significant views in Grandview-Woodland.	9.7.1. Mark and celebrate the prominent vistas and street views by: <ul style="list-style-type: none"> <li>Supporting community art and placemaking projects in locations that frame or feature public views in the neighbourhood.</li> <li>Creating a more vibrant walking experience on key streets, improving places from which the public can experience and enjoy the views.</li> </ul>	<input checked="" type="checkbox"/>			
3.14: Recognizing Grandview Woodland's anticipated growth in population, the City planning department must create new community amenities to meet the accompanying increases in demand for recreational services.	See Chapter 16: Public Benefits for details on: <ul style="list-style-type: none"> <li>16.1: Community Facilities and Recreation Facilities</li> <li>16.4: Open Space: Parks, Public Realm, and Food Assets</li> </ul>	<input checked="" type="checkbox"/>			
3.15: We encourage the City to upgrade and expand the Britannia Community Services Centre within the next five years. We expect the city to retain as many of the existing amenities as possible during construction and we expect the full current range of amenities to be available at the end of construction. Admissions costs must be kept low to retain functionality of Britannia as a community hub.	16.1.1 Britannia Community Centre Strategy for the next 25 years: Support the renewal and expansion of the Britannia Centre facility, including enhanced recreation, social/cultural, library and childcare facilities, non-profit office space. As part of the redesign process, consider the incorporation of 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  Ten-year Policies: An initial funding allocation of \$25 million, provided through the 2014-2018 Capital Plan, was earmarked for the renewal of key recreational facilities on site. Additional funding to be provided through subsequent capital planning processes.  Five-year Priority Investments: Launch separate planning process to guide overall design development, and renewal priorities on site. Initiate phased renewal of site.  See also 6.1.4 and 13.1.	<input checked="" type="checkbox"/>			
3.16: Recognizing the different populations that the Templeton and Britannia pools currently serve, and the anticipated increase in population in Grandview-Woodland, we request that both of these facilities be retained and upgraded after direct consultation with the community (including feedback regarding programming).	This is outside the scope of a community plan and is being addressed at the citywide level.  The Park Board is developing a <i>Parks and Recreation Services Master Plan</i> 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 <i>Aquatic Services Strategy</i> to provide direction to meet indoor and outdoor pool needs.				<input checked="" type="checkbox"/>
3.17: Recognizing Grandview-Woodland's location on unceded Coast-Salish land, its large indigenous population, and the goals of the reconciliation process, we urge the City to consult with indigenous organizations to explore establishing a longhouse in Grandview-Woodland capable of hosting indigenous festivals and cultural events.	The city is working with indigenous organizations to explore this kind of proposal within the Downtown Eastside Community Plan area. It is noted that the plan includes more general policies that support partnerships to achieve various program spaces and facilities. See 13.3.2.			<input checked="" type="checkbox"/>	

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Additional Recommendation (AR): Improve the quality and usability of existing parks in Grandview-Woodland. Where appropriate, use community input gathered during the planning process to prioritize where future park upgrades take place in Grandview-Woodland.	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.	<input checked="" type="checkbox"/>			
AR: Look for opportunities to beautify underutilized ('orphaned') spaces that are located on public land.	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: <ul style="list-style-type: none"> <li>Orphaned spaces, including vacant city-owned lots, boulevards, left-over land associated with traffic infrastructure, laneways, and more.</li> </ul>	<input checked="" type="checkbox"/>			
AR: Work with the community to explore the creation of street-to-park projects.	8.3.4 Support new and improved public spaces to encourage more walking and active transportation, considering measures such as: <ul style="list-style-type: none"> <li>Low-cost street-to-plaza conversions in locations with community support, provided traffic and circulation impacts are manageable.</li> </ul> 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. 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).	<input checked="" type="checkbox"/>			
AR: Over the long term, work with Port Metro Vancouver to establish public access to the waterfront via the creation of park space on the Burrard Inlet.	9.5.4 Explore opportunities to create new parks or expand existing 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.	<input checked="" type="checkbox"/>			

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<p>AR: Complete the two neighbourhood greenways – Mosiac (Woodland) and Powell Street – identified in the City-wide Greenways Plan. Continue to review the possibility of a greenway on Venables.</p>	<p>8.3.2. Improve the walking experience on busier streets: e.g. Powell Street and Venables Street</p> <p>8.4.1 Upgrade and expand the cycling network to serve all ages and abilities (AAA) and 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:</p> <ul style="list-style-type: none"> <li>Addressing safety hotspots and upgrade existing routes to make them safer and more comfortable, including Adanac, E 10th Avenue, Woodland Drive (Mosaic Bikeway), Lakewood, Central Valley Greenway, and Off-Broadway.</li> </ul> <p>Completing the Portside Greenway by providing a link between the Powell Street Overpass and Wall Street.</p> <p>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:</p> <ul style="list-style-type: none"> <li>East 10th Avenue from Commercial Drive to Victoria</li> <li>Woodland Drive from East 10<sup>th</sup> Avenue to East 8<sup>th</sup> Avenue, W.C. Shelley Park</li> <li>8<sup>th</sup> Avenue from W.C. Shelley to Grandview Cut</li> <li>Woodland Drive from Frances to Hastings, Woodland Park</li> <li>Garden Drive from Hastings to Franklin, Pandora Park</li> </ul> <p>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).</p>	<input checked="" type="checkbox"/>			

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Citizens' Assembly Recommendation	Proposed Policy Response (includes specific policy if applicable)	Incorporated in draft plan	Incorporated w/ modifications	Not incorporated	Outside scope
<p>AR: Explore opportunities as they arise to revitalize laneways (e.g. by creating 'country lanes', or through other design and/or programming opportunities).</p>	<p>Laneways will be enhanced in several ways:</p> <p>9.1.9. Explore opportunities as they arise to revitalize laneways by through design and/or programming opportunities.</p> <p>9.6.4 Support opportunities (including pilot projects) aimed at improving the environmental performance of neighbourhood streets, and new developments. This could include:</p> <ul style="list-style-type: none"> <li>Permeable paving treatments (e.g. for laneways, pedestrian paths, 'shared space' areas etc.)</li> </ul> <p>10.2.4 Support the use of commercial laneway environments (e.g., adjacent Commercial Drive) for retail/commercial purposes through "double-fronting" businesses, "pop-up" retail spaces, etc.</p> <p>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.</p>	✗			
<p>AR: Increase the placement and distribution of street furniture on the neighbourhood – with a focus on high streets and other destination areas. As a part of this, consider opportunities for the following amenities:</p> <ul style="list-style-type: none"> <li>Public Seating (formal seats and benches, or informal opportunities to perch/lean)</li> <li>Tables</li> <li>Water fountains</li> <li>Poster cylinders and community message boards</li> </ul>	<p>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 lingering, people-watching and other forms of social interaction. Consider:</p> <ul style="list-style-type: none"> <li>Providing new seating and gathering areas including purpose-built seating, parklets.</li> </ul> <p>9.3.1 Provide more and better public seating and tables in the neighbourhood with a focus on shopping streets and other destination areas (e.g. parks and plazas, future greenways and bike routes).</p> <p>9.3.3 Work with BIAs and other local stakeholders to identify/confirm areas that require additional recycling/waste bins, and provide additional bins where appropriate.</p> <p>9.3.4 Work with BIAs and local artists to explore where opportunities exist for the creation of new neighbourhood-specific street furniture and other infrastructure.</p> <p>9.3.5 Work with area BIAs and community service providers/stakeholders to ensure the appropriate placement and content for wayfinding signage.</p> <p>9.3.7 Increase the number of drinking fountains in Grandview-Woodland, with particular focus on:</p> <ul style="list-style-type: none"> <li>Areas with high current (and anticipated) walking and/or cycling volumes (e.g. high street areas and commercial nodes), cycling routes</li> <li>Parks and gathering areas</li> </ul> <p>9.3.8 Create opportunities for community information sharing in City-owned spaces and on public infrastructure.</p>	✗			

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<b>4.0 HERITAGE</b>					
<p>4.1: As part of the heritage context statement that is being prepared for Grandview-Woodland, we expect the City to ensure that the definition of heritage is inclusive of a wide array of built form considerations including, but not limited to: housing, landscape, gardens, street features, and small retail.</p>	<p>11.1.1 Use tools and incentives available through existing citywide heritage policies to protect and recognize heritage resources within Grandview-Woodland.</p> <p>11.1.2 Look to identify a broad range of heritage resources consistent with the six themes for possible addition to the Vancouver Heritage Register when opportunity arises, as follows (as identified in the Historical Context Statement):</p> <ol style="list-style-type: none"> <li>1. Ecology and Environment</li> <li>2. Keepers of the Land</li> <li>3. Immigration and Settlement: A Community of Neighbourhoods</li> <li>4. Economic and Land Development: The Spot that Grows</li> <li>5. Urban Form and Transportation: A streetcar Village</li> <li>6. Social and Cultural Development</li> </ol>	<input checked="" type="checkbox"/>			
<p>4.2: As part of the redevelopment of key community facilities (e.g., the Britannia Community Centre), we expect the City to ensure that the definition of heritage includes the preservation of social and cultural history, including indigenous history in this culturally and socioeconomically diverse neighbourhood.</p>	<p>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. These could include:</p> <ul style="list-style-type: none"> <li>• Heritage resources associated with the civic asset in question; and,</li> <li>• Other resources of local heritage ....</li> </ul>	<input checked="" type="checkbox"/>			
<p>4.3: We recognize that there are varying and competing aesthetic tastes (e.g., what constitutes good or bad design, whether "faux" heritage is appropriate, whether modernism is badly executed, and so on) that inform ongoing debates on the acceptability of development in our community. We expect the City to support and provide public venues for debate and consultation in order to advance, record, and resolve these conversations – especially those concerning developments that propose increased density or heritage designation.</p>	<p>This is outside the scope of a community plan as this matter is addressed through development application processes which require notification for public engagement. Rezoning, heritage designation, and HRA (Heritage Revitalization Agreement) processes all require a public hearing, in addition to notification. Many processes also have a City-hosted public open house. Rezoning and significant development applications go to Urban Design Panel for review, and HRAs to the Heritage Commission.</p>				<input checked="" type="checkbox"/>
<p>Additional Recommendation (AR): Support the city-wide review of heritage resources and municipal heritage review – as per Council motion of May 15, 2013.</p>	<p>Community plans work in concert with citywide policies and programs regarding review of heritage resources, including work undertaken as part of the <i>Heritage Action Plan</i>.</p>	<input checked="" type="checkbox"/>			
<p>AR: Support the updating of the City's Heritage Register – including the identification and addition of local heritage resources that are not currently on the Register.</p>	<p>11.1.2 Look to identify a broad range of heritage resources consistent with the six themes for possible addition to the Vancouver Heritage Register when opportunity arises.</p>	<input checked="" type="checkbox"/>			
<p>AR: In collaboration with property owners, prioritize the heritage assessment of key social and cultural assets – e.g. The Waldorf, Rio Theatre.</p>	<p>11.1.2 Look to identify a broad range of heritage resources consistent with the six themes for possible addition to the Vancouver Heritage Register when opportunity arises.</p> <p>Theme 6: Social and Cultural Development</p>	<input checked="" type="checkbox"/>			



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AR: Consider the development of promotional material – signage, markers, public art etc. – to help showcase and celebrate the many neighbourhood heritage assets found in Grandview-Woodland.	11.2.2 Consider the development of promotional material (e.g., signage, markers, public art) to help showcase and celebrate Grandview-Woodland's many heritage assets.	<input checked="" type="checkbox"/>			
AR: (As part of the planning process) further review Grandview-Woodland's duplex (RT) district schedules as a means to support the goals of heritage conservation.	<p>11.1.4 Provide, as part of other land use changes contemplated in Grandview-Woodland's residential areas, increased incentives for the conservation of heritage and character resources.</p> <p>11.1.5 Allow for infill and multiple conversion dwellings on sites with pre-1940 buildings in areas currently zoned RS and RT (Grandview, Nanaimo Street and Broadway/ Commercial Transit Precinct sub-areas).</p> <p>11.1.8 Prepare new RT Guidelines for the Grandview, Nanaimo Street and Broadway/ Commercial sub-areas to reflect the plan policy.</p>	<input checked="" type="checkbox"/>			
<b>5.0 ARTS AND CULTURE</b>					
5.1: We urge the City to acquire, renovate, operate and create opportunities for affordable shared cultural spaces suitable for use as a community hub.	<p>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.</p> <p>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.</p> <p>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.</p>	<input checked="" type="checkbox"/>			
5.2: We urge the City to seek opportunity to increase the number of creation, production and presentation spaces where appropriate and feasible. We recommend that the City include the creation of new studio space and public cultural space as a requirement for development.	<p>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.</p> <p>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.</p> <p>12.2.6 Support the provision of a variety of presentation/ exhibition spaces to meet the needs of the community.</p>	<input checked="" type="checkbox"/>			
5.3: We recommend the City encourage new developments to feature public art, including innovative and controversial pieces.	12.3.4 Where feasible and appropriate, encourage new developments to feature public art, including innovative and challenging pieces.	<input checked="" type="checkbox"/>			

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5.4: Any redevelopment projects that involve the disturbance or demolition of existing registered studios ("makers' spaces") must include plans to replace those studio spaces within the Grandview-Woodland neighbourhood with spaces of equivalent size and value/cost.	12.1.3 Seek opportunities to replace a cultural space either on-site or through cash-in-lieu investment, where a rezoning results in the loss of a key cultural space (identified on the basis of need/demand analysis, operational viability and community consultation).		<input checked="" type="checkbox"/>		
5.5: As part of the redevelopment of key community facilities (e.g., the Britannia Community Services Centre), we expect the City to seek enhanced affordable space for arts and culture.	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. 12.2.1 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.	<input checked="" type="checkbox"/>			
5.6: We request that the City address the need for presentation spaces that serve all age groups in Grandview-Woodland (e.g., an all-ages music venue).	12.2.6 Support the provision of a variety of presentation/exhibition spaces to meet the needs of the community.	<input checked="" type="checkbox"/>			
5.7: We urge the City to create unique subsidized living spaces for artists, such that separate kitchen/living room space and studio space are feasible.	12.2.2 Seek social housing options for low-income artists and cultural workers.	<input checked="" type="checkbox"/>			
5.8: We demand that the City engage with the community before removing any cultural facilities.	12.1.3 Seek opportunities to replace a cultural space either on-site or through cash-in-lieu investment, where a rezoning results in the loss of a key cultural space (identified on the basis of need/demand analysis, operational viability and community consultation). Renewal/redevelopment of any City-owned facility with cultural space would involve community consultation.		<input checked="" type="checkbox"/>		
5.9: We urge the City to expand events and financial support for Grandview-Woodland's rich tradition of cultural festivals and events – especially First Nations events.	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. 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. 13.2.4 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. 13.2.5 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.	<input checked="" type="checkbox"/>			

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5.10: As part of any laneway revitalization initiatives, we urge the City to work with local business and industry as soon as possible to identify blank spaces (e.g., walls, sidewalks, streets) that could be used as canvasses for street art.	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.	<input checked="" type="checkbox"/>			
5.11: Recognizing the current shortage of hotel space in Grandview-Woodland, and other accommodation barriers to cultural visitors to the neighbourhood (e.g., artists, musicians, attendees), we urge the City to provide support for developing visitor accommodation within walking distance of Grandview-Woodland's performance venues (e.g., the Cultch, York Theatre, live music venues). We hope that this will result in a wide range of accommodation options of varying affordability, suitable for hosting a diverse range of visitors.	The plan incorporates numerous opportunities where commercial zoning would support a hotel use.	<input checked="" type="checkbox"/>			
5.12: We urge the City to support the creation of permanent locations for cultural expression in Grandview-Woodland. We urge the City to work with existing cultural organizations, such as the Vancouver Latin American Cultural Centre.	<p>12.1.2 Preserve and secure key cultural spaces in the public domain through ownership by non-profits, foundations, government or other agencies.</p> <p>12.2.5 Ensure the design of new City-owned cultural facilities is flexible and able to accommodate a wide variety of cultural uses.</p> <p>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.</p> <p>Outside of a community plan, the City works to support different cultural initiatives based on their operational viability, locational considerations, and defined needs. For example, the Vancouver Latin American Cultural Centre has received City support to assist in the development of a business plan.</p>	<input checked="" type="checkbox"/>			
5.13: We recommend the City establish free or low-cost permit requirements for busking on Grandview-Woodland high streets.	9.1.12 Explore enhanced opportunities for artists to busk, especially on shopping streets.		<input checked="" type="checkbox"/>		
5.14: We recommend the City establish free or low-cost permit requirements for artists to sell their artwork on City and Park Board property.	<p>10.3.1 Explore enhanced opportunities for new markets. As part of this, consider:</p> <ul style="list-style-type: none"> <li>• Applications to use City-owned and Park Board property.</li> <li>• Potential use of commercial or industrial laneways.</li> <li>• Use of the area under the SkyTrain guideway adjacent to the Grandview Cut or parallel to Commercial Drive.</li> </ul> <p>10.3.2 Explore the creation of no/low-cost permit areas for market and vending space in selected parts of the community.</p>	<input checked="" type="checkbox"/>			
Additional Recommendation (AR): Work to establish operationally sustainable multi-use neighbourhood facilities that support creation/production and presentation.	<p>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.</p> <p>12.2.6 Support the provision of a variety of presentation/exhibition spaces to meet the needs of the community.</p>	<input checked="" type="checkbox"/>			

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AR: Enable the development of affordable and accessible community cultural spaces in both private and publicly-owned facilities.	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. 12.2.5 Ensure the design of new City-owned cultural facilities is flexible and able to accommodate a wide variety of cultural uses.	<input checked="" type="checkbox"/>			
AR: Through redevelopment, seek new Class A and Class B artist studios where feasible and appropriate (e.g. Class A and Class B in industrial and 'edge' spaces; Class A elsewhere in the neighbourhood).	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.	<input checked="" type="checkbox"/>			
AR: Continue to use available municipal tools to incentivize the protection of important presentation spaces (e.g. Waldorf, Rio Theatre).	11.1.1 Use tools and incentives available through existing citywide heritage policies to protect and recognize heritage resources within Grandview-Woodland. 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.	<input checked="" type="checkbox"/>			
AR: Continue to review regulatory barriers for live performance venues – and support the implementation of recommendations, as per the Live Performance Regulatory Review.	As mentioned in the Citizens' Assembly report, this recommendation is outside the scope of a community plan, and will be part of the Live Performance Regulatory Review.				<input checked="" type="checkbox"/>
AR: Through redevelopment, support the creation of small-medium size neighbourhood presentation spaces on Grandview-Woodland's high-streets – or in other areas where the zoning allows it.	12.2.6 Support the provision of a variety of presentation/exhibition spaces to meet the needs of the community.	<input checked="" type="checkbox"/>			
AR: Explore the potential activation of neighbourhood laneways – linking possible presentation space with the development of studio space in adjacent buildings.	9.1.9 Explore opportunities as they arise to revitalize laneways by through design and/or programming opportunities. 10.2.4 Support the use of commercial laneway environments (e.g., adjacent Commercial Drive) for retail/commercial purposes through “double-fronting” businesses, “pop-up” retail spaces, etc. 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.	<input checked="" type="checkbox"/>			
AR: Work with the Park Board to ensure a greater degree of locally produced public art is integrated into future park upgrades.	12.3.2 Where appropriate, work with the Park Board to encourage opportunities for new public art to be integrated into future park upgrades.	<input checked="" type="checkbox"/>			

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AR: Through VIVA Vancouver and the City's Graffiti Management Program, work to create opportunities for residents to create murals, street murals and other forms of artistic 'intervention' to enliven the neighbourhood.	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.	<input checked="" type="checkbox"/>			
AR: Work with the local arts community to promote busking opportunities in neighbourhood parks.	9.1.12 Explore enhanced opportunities for artists to busk, especially on shopping streets.		<input checked="" type="checkbox"/>		
AR: Where opportunities exist for the creation of new neighbourhood-specific street furniture, work with local artists on aspects of design and development.	9.3.4 Work with BIAs and local artists to explore where opportunities exist for the creation of new neighbourhood-specific street furniture (and other infrastructure).	<input checked="" type="checkbox"/>			
AR: As part of future public art programming, encourage a greater proportion of urban Aboriginal art (and art from other neighbourhood cultural traditions) into Grandview-Woodland's parks and public spaces.	12.4.4 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.	<input checked="" type="checkbox"/>			
AR: As part of future heritage conservation, work with the local community to identify, mark and celebrate 'sites of cultural memory' in Grandview-Woodland.	11.1.2 Look to identify a broad range of heritage resources consistent with the six themes for possible addition to the Vancouver Heritage Register when opportunity arises.  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.	<input checked="" type="checkbox"/>			
AR: Continue to support arts and culture uses in neighbourhood commercial and industrial zoning.	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: <ul style="list-style-type: none"><li>• The creation of a Food and Arts District.</li><li>• Support for 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.</li></ul> 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.	<input checked="" type="checkbox"/>			
AR: As part of future development, work to increase the supply of secure, affordable, office space for arts & culture non-profit organizations – including office space and associated ancillary spaces (e.g. storage).	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.	<input checked="" type="checkbox"/>			

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<b>6.0 LOCAL ECONOMY</b>					
6.1: a. We encourage the City of Vancouver to protect the commercial business identity of Grandview-Woodland by limiting store frontage outside of rapid transit zones.	See 6.1.1 for Commercial Drive: <ul style="list-style-type: none"> <li>Ensure any new buildings in the core area reflect the existing character of the Drive (see Urban Design Principles).</li> <li>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.</li> </ul>	<input checked="" type="checkbox"/>			
6.1: b. We recommend the City explore ways to ensure viability of independent businesses.	10.2.1 Support the community and business interests in efforts to encourage small-scale and/or locally-based enterprises in the community's primary shopping areas. This could include the exploration of programs in other cities that strive to regulate "formula" retail in local shopping districts. 10.2.2 Encourage the retention of existing small-scale retail uses. 10.2.3 Introduce opportunities for new small-scale neighbourhood retail/commercial in residential areas.	<input checked="" type="checkbox"/>			
6.2: We recommend that the City of Vancouver change the zoning and design guidelines to increase the amount of office space near nodes (Nanaimo Street and Broadway, Nanaimo Street and East 1st Avenue, Nanaimo Street and Hastings Street, Commercial Drive and Hastings Street, Dundas Street and Powell Street, Broadway and Commercial Drive, and Commercial Drive and East 1st Avenue), and zone for at least two storeys of non-residential use where appropriate and in line with sub-area recommendations, in order to encourage job growth within Grandview-Woodland, increase the diversity of the local economy and revitalize important intersections that are currently underused.	10.4.1 As part of new mixed-use developments, require new office space, particularly around Commercial-Broadway Station (see Chapter 6. Places for specific locations). Office uses are also permissible in other areas where commercial uses are accommodated.		<input checked="" type="checkbox"/>		
6.3: We encourage the City of Vancouver to continue pursuing the concept of split-level assessment for taxation in order to increase fairness, support small and existing businesses and to help the economic viability of existing business owners in the neighbourhood.	This is outside the scope of a community plan and would have to be addressed at the citywide level.				<input checked="" type="checkbox"/>
6.4: We are concerned about the potential of losing industrial and manufacturing land. We recommend the City maintain current manufacturing and industrial zoning and incentivize development to create jobs and support the local economy.	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. As part of this, ensure that residential uses are not permitted, as part of outright or conditional uses, except where existing I-2 or M-2 zoning indicates otherwise.	<input checked="" type="checkbox"/>			

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6.5: We ask the City to develop design guidelines regarding store frontage size, frontage design, and floor plate areas in order to create high streets that are visually interesting and economically diverse. We also encourage the City to engage the community in the design of high streets. We like the aesthetic of the street-level architecture and business layout of the Marquee and think it is a good example to be followed.	<p>10.1.1 Reinforce the historic character of the neighbourhood shopping streets and ensure new development adheres to built form policies as outlined in this plan.</p> <p>For example, see 6.1.1 for Commercial Drive "Core":</p> <ul style="list-style-type: none"> <li>• Ensure any new buildings in the core area reflect the existing character of the Drive (see Urban Design Principles).</li> <li>• 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.</li> </ul>	<input checked="" type="checkbox"/>			
6.6: We direct the City to investigate ways to encourage varied forms of ownership of retail, manufacturing, office and industrial spaces, including strata and other shared ownership models in order to support diverse forms of economic activity, including small businesses and start-ups, digital and high tech, artistic and non-profit use.	<p>This is outside the scope of a community plan and would have to be addressed at the citywide level.</p>				<input checked="" type="checkbox"/>
6.7: We encourage the City to modify current industrial zoning to allow for higher density and more mixed use including industrial, manufacturing, commercial and artistic, giving preference to businesses with employment density, while guarding against residential development and maintaining the predominantly industrial character of these areas.	<p>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. As part of this, ensure that residential uses are not permitted, as part of outright or conditional uses, except where existing I-2 or M-2 zoning indicates otherwise.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• The creation of a Food and Arts District.</li> <li>• Support for 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.</li> </ul> <p>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.</p> <p>Undeveloped capacity exists on many sites under current zoning. The policy goal is to support the viability of Grandview-Woodland's job space, including the long-term intensification of manufacturing and light industrial areas.</p>	<input checked="" type="checkbox"/>			
6.8: Where compatible with existing residential use, we encourage the development of non-invasive, small-scale retail, light manufacturing, artistic spaces and home business in residential areas, including laneways. These spaces should be leasable. This will make better use of and activate existing public spaces and create opportunities for small and fledgling businesses.	<p>6.1.3 Introduce choice of use allowing ground floor commercial uses in Commercial Drive North.</p> <p>10.2.3 Introduce opportunities for new small-scale neighbourhood retail/commercial in residential areas.</p> <p>10.2.4 Support the use of commercial laneway environments (e.g., adjacent Commercial Drive) for retail/commercial purposes through "double-fronting" businesses, "pop-up" retail spaces, etc.</p>		<input checked="" type="checkbox"/>		

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6.9: We encourage the extension of opening hours for businesses, including restaurants, in Grandview-Woodland in order to create more vibrant high streets in the evening.	This is outside the scope of a community plan. Opening hours are up to individual businesses, and are regulated by License By-Law No. 4450, which regulates the licensing of business, trade, professions and other occupations citywide.				<input checked="" type="checkbox"/>
Additional Recommendation (AR): Maintain current manufacturing (M) and light industrial (I) zoned areas as industrial.	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. As part of this, ensure that residential uses are not permitted, as part of outright or conditional uses, except where existing I-2 or M-2 zoning indicates otherwise.	<input checked="" type="checkbox"/>			
AR: Support long-term intensification of manufacturing and light-industrial areas in Grandview-Woodland.	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. As part of this, ensure that residential uses are not permitted, as part of outright or conditional uses, except where existing I-2 or M-2 zoning indicates otherwise.  Undeveloped capacity exists on many sites under current zoning. The policy goal is to support the viability of Grandview-Woodland's job space, including the long-term intensification of manufacturing and light industrial areas.	<input checked="" type="checkbox"/>			
AR: Rezone the portion of land between the lane north of Hastings and Franklin, Clark Drive to Victoria, from M to I.	10.5.2 Rezone the area between the lane north of East Hastings Street and Franklin Street, from Clark Drive to Victoria Drive, from manufacturing (M-2) to light industrial (I-2), to create a buffer between East Hastings Street mixed-use development and the heavy manufacturing area to the north.	<input checked="" type="checkbox"/>			
AR: Ensure that any new multi-family residential development adjacent to (M) zoned industrial space will contain provisions to alert prospective buyers/tenants to the presence of industry-related noise.	10.5.4 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. Amend zoning if necessary.	<input checked="" type="checkbox"/>			
<b>7.0 COMMUNITY WELL-BEING AND HEALTH</b>					
7.1: We recommend that the City's social infrastructure division support non-profit community health and social services, such as community health clinics, in their efforts to sustain, expand, and/or relocate in G-W.	13.4.1 Support the creation, renewal and expansion of facilities for harm reduction, addiction, and mental health-serving non-profit organizations. 13.4.2 Continue to provide and enhance City 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.	<input checked="" type="checkbox"/>			



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<p>7.2: We urge the City, as part of the development process, to secure new childcare spaces. We expect the City to work with the Vancouver School Board/Vancouver Board of Education, Park Board and other area service providers to align the type of space needs with the specific needs of our diverse community, with particular sensitivity to different cultures, ethnicities, abilities, and incomes.</p>	<p>13.7.1 Continue to provide city grants to support enhanced delivery of quality accessible, affordable childcare and early learning and development services.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Britannia Community Centre renewal</li> <li>• Seismic upgrades of public schools</li> <li>• Expansion of existing social facilities</li> </ul> <p>13.7.3 Continue to partner with key stakeholders to provide childcare services and secure new childcare spaces.</p>	☑			
<p>7.3: We recommend that the City work to support the provision of culturally appropriate childcare, out-of-school care, and early childhood development services for the urban Aboriginal community as part of the Aboriginal reconciliation effort.</p>	<p>13.7.5 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.</p>	☑			
<p>7.4: Through the Vancouver Police Department and community policing, we recommend that the City continue to identify problem buildings in the neighbourhood and work to resolve issues by supporting the goals of community safety programs, such as crime-free multi-housing program.</p>	<p>13.12.3 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.</p> <p>The Crime Free Multi Housing Program is administered by Metro Vancouver.</p>	☑			
<p>7.5: We ask that the City add another policy objective to this section of Emerging Directions: "Promote the health and well-being of all residents of the neighbourhood". There should be policies to support vulnerable members of the community, including harm reduction and addiction services, and mental health services.</p>	<p>13.4 Health Services: Support the expansion of key health services.</p> <p>13.4.1 Support the creation, renewal and expansion of facilities for harm reduction, addiction, and mental health-serving non-profit organizations.</p>	☑			
<p>7.6: We urge to City to extend consideration of shadowing – accessibility to sunlight – to residential dwellings and redevelopments, as well as public spaces and schools – to ensure mental and physical well-being of residents.</p>	<p>Shadowing considerations are taken into account throughout the plan. In particular, built form guidelines aim to limit shadowing on sidewalks and key public spaces and adjacent properties through building step backs, tower spacing, floor plate size, etc. (see Chapter 6: Places). Shadow studies are also a key aspect of urban design analysis for all development applications.</p>	☑			
<p>7.7: In order to maintain and improve the well-being of the community, we urge the City to make the protection and provision of safe, secure, and affordable housing a top priority when making planning decisions.</p>	<p>The plan supports a range of affordable housing options to meet the diverse needs of the community. This includes retaining much of the existing affordable rental housing stock, and providing opportunities for new non-market (social) housing and secured market rental housing in key areas (see Chapter 6: Places and Chapter 7: Housing).</p>	☑			
<p>7.8: We recommend the City implement a policy requiring developers, sellers, and landlords to disclose any recurring noise, smell or pest infestation issues that impact the potential residents in order to respect their right to choose and make informed decisions.</p>	<p>This is outside the scope of a community plan.</p>				☑

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<p>7.9: We ask the City to advocate for and consult with the community whenever there are proposed changes to business or government policy that would impact the noise, smell, light and air quality in the community such as changes to hours of operation, noise and smell levels, traffic patterns to protect residents' current quality of life standards.</p>	<p>This is outside the scope of a community plan.</p> <p>If the issue relates to a development application, it is noted that the city undertakes consultation through the application review process.</p> <p>Issues with individual businesses would be dealt with on a case-by-case basis, including whether the business meets municipal regulations regarding noise, hours of operation, etc.</p> <p>The Port operates under federal jurisdiction, however, the city continues to work with the Port on a number of key issues, such as transportation matters and noise.</p>				☑
<p>7.10: We expect the City to immediately increase the number of garbage cans, recycling bins, and compost bins throughout the neighbourhood so as to reduce litter and associated health costs. Priority areas include: parks, high streets, schools, and bus stops.</p>	<p>9.3.3 Work with BIAs and other local stakeholders to identify/confirm areas that require additional recycling/waste bins, and provide additional bins where appropriate.</p>	☑			
<p>7.11: We ask that the City add another policy objective to this section of Emerging Directions: "Consider opportunities to support Aboriginal reconciliation in every policy direction."</p>	<p>13.3 Aboriginal Recreation and Aboriginal Services: Support reconciliation and enhance social facilities, programs and cultural activities for Aboriginal peoples.</p> <p>13.3.1 Explore opportunities to support the broader goals of reconciliation as part of future growth and change in the community.</p>	☑			
<p>7.12: We recommend that the City provide healthy and nutritious food to at risk youth through the implementation of community-based youth food programs.</p>	<p>13.8.4 Support opportunities to provide healthy and nutritious food to at-risk youth through community-based youth food programs.</p>	☑			
<p>7.13: We urge the City to educate the community on the City's emergency preparedness plan in the event of a natural disaster.</p>	<p>This is outside the scope of a community plan.</p> <p>The city has a public education program to help in preparations for emergencies and disasters. Free emergency preparedness workshops are delivered weekly or on request to individuals and groups.</p>				☑
<p>7.14: We demand that the City develop, implement and communicate a comprehensive resident action plan in the event of industrial accidents and incidents.</p>	<p>This is outside the scope of a community plan.</p> <p>The city supports and trains specialized response teams for emergencies and disasters. Vancouver Fire and Rescue Services has a trained hazardous materials team that responds to threat of explosive and toxic material spills and leaks.</p>				☑
<p>7.15: We are appalled by the lack of support for individuals with mental health issues. While we recognize that mental health is not a police issue, the Vancouver Police Department has become the sole responder to citizens' concerns. We insist that the City provide more services so that they can respond to volatile situations more quickly. We also require an increase in Vancouver Police Department mental health cars (car 86) immediately. We ask the City to undertake consultation with local groups supporting mental health, and advocate on our behalf at higher levels of government in order to create a mental health action plan.</p>	<p>The Mayor's Task Force on Mental Health and Addictions helps identify priority actions to improve quality, accessibility, and choice within the system of care for people with serious mental health and addiction issues. Council created the task force to strengthen the city's response to the immediate mental health and addiction crisis and guide key principles and actions going forward.</p> <p><i>Caring for All: Priority Actions to Address Mental Health and Addictions</i> (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.</p>				☑

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Additional Recommendation (AR): Support, in principle, the future redevelopment and expansion of Britannia Community Centre. Work to ensure that facility continues to function as a key 'heart' of the neighbourhood, and as a 'hub' for a variety of co-located services.	6.1.4 Special Sites – Britannia Community Centre: <ul style="list-style-type: none"> <li>Support the on-going renewal and expansion of the Britannia Community Centre. Co-locate key facilities using a "hub" model.</li> </ul> See also Chapter 16: Public Benefits Strategy.	✗			
AR: Work with the Vancouver School Board/Vancouver Board of Education to allow the utilization of neighbourhood schools and green spaces as community facilities, as well as places of learning and education.	13.11.2 Work with school boards (Vancouver School Board/private schools), to allow community use of neighbourhood schools and greenspaces during non-school times.	✗			
AR: As part of future development, work to increase the supply of secure, affordable, office and ancillary space for non-profit social service organizations.	The plan anticipates the renewal of the Britannia Community Centre which will continue to provide spaces for non-profit social service organizations (see 13.8.1). The plan also allows for office uses in numerous locations and policies indicating City support to achieve enhanced social services are included.	✗			
AR: As part of the long-term expansion of existing community services (e.g. Britannia) work to support the expansion facility-related childcare 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: <ul style="list-style-type: none"> <li>Britannia Community Centre renewal</li> </ul>	✗			
AR: As part of the expansion of key community facilities (e.g. Britannia, Urban Native Youth Association), seek additional flexible and/or purpose-built space for youth programming.	13.8.2 As part of the expansion of key community facilities (e.g. Britannia Community Centre, Urban Native Youth Association), seek additional flexible and/or purpose-built space for youth programming.	✗			
AR: Continue to provide space for youth programming through the City's community centre, library and School Board facilities. Where appropriate, support non-profit organizations that provide space and programming opportunities for youth.	13.8.1 Continue to provide space for non-profits that offer youth programming through the community centre, library and school facilities.	✗			
AR: Through the City's Social Policy Division, continue to support and participate in neighbourhood focused "youth tables" as a means of identifying and responding to emerging issues faced by area youth.	13.1 Britannia Community Centre and Library: <ul style="list-style-type: none"> <li>Ensure a diversity of resources and programs are available for residents, including ... youth."</li> </ul>		✗		
AR: As part of the development process, seek new affordable social and supported housing for low-income seniors.	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). <ul style="list-style-type: none"> <li>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. <ul style="list-style-type: none"> <li>Target affordable housing to meet identified community needs (e.g. low-income artists, Aboriginals, families, seniors, singles)</li> </ul> </li> </ul>	✗			
AR: Continue to encourage the development of laneway housing in single-family zoned areas. As part of the design review process, encourage accessible design that supports aging in place.	Single-family (RS) areas are being rezoned to two-family (RT), however development rights pertaining to laneway houses in current single-family areas will remain (see Chapter 6: Places). 7.2.6 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.	✗			

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AR: Continue to encourage the development of secondary suites throughout the neighbourhood. As part of the design review process, encourage accessible design that supports aging in place.	Single-family (RS) areas are being rezoned to two-family (RT), however development rights pertaining to secondary suites in current single-family areas will remain (see Chapter 6: Places). In addition, the plan creates opportunities for lock-off suites in duplexes and rowhouses, in new RT and RM areas. 7.2.6 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.	☒			
AR: As part of the future redevelopment of community facilities, work to expand the availability of flexible and/or purpose-built space for seniors recreation, programs and services.	13.9.1 Support a range of seniors facilities that are sufficiently-sized, well-designed, accessible and well-located, to ensure seniors recreation, programs and services are available. 13.9.2 Continue to provide City grants for organizations that deliver seniors programs and services.	☒			
AR: Work with the Park Board, School Board, Engineering Department and local non-profits to create new community gardens/garden plots and community food tree plantings.	13.12.1 Continue to increase food growing opportunities on city, Vancouver Park Board, Vancouver School Board, and private lands, whether through community gardens, urban farms, fruit trees, or edible landscaping.	☒			
AR: As part of the future redevelopment of community facilities, work to expand the availability of space for community kitchens and food-related programming.	13.12.2 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. 13.12.5 As Britannia Community 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.	☒			
AR: Support the development and expansion of farmers markets and community food (pocket) markets in the north end of Grandview-Woodland.	10.3.1 Explore enhanced opportunities for new markets. 10.3.2 Explore the creation of no/low-cost permit areas for market and vending space in selected parts of the community. 13.12.2 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.	☒			
AR: Through the City's Food Policy Program, work with the local Aboriginal community to identify bylaw restrictions that limit the opportunity to undertake traditional food-preparation, medicine and health practices (e.g. smokehouses).	13.12.3 Explore opportunities to better support culturally-based food-related programs (e.g., programs provided by local Aboriginal organizations and settlement services).	☒			
AR: Continue to support the provision of community space for a variety of social, arts-related and recreational programming – to encourage participation in positive community ventures.	Overall, the plan supports the renewal and expansion of key community and cultural facilities, and the creation of new spaces, which will provide an array of spaces for social, arts and recreational programming (see Chapter 12: Arts and Culture, Chapter 13: Community Well-Being and Chapter 16: Public Benefits Strategy).	☒			
AR: Through the VPD and Transit Police, increase the sense of personal safety in Grandview-Woodland by continuing to increasing patrols around safety "hotspots."	13.13.1 Through the Vancouver Police Department and Transit Police, increase the sense of personal safety by continuing to increase patrols around safety "hotspots".	☒			

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<b>Citizens' Assembly Recommendation</b>	<b>Proposed Policy Response (includes specific policy if applicable)</b>	<b>Incorporated in draft plan</b>	<b>Incorporated w/ modifications</b>	<b>Not incorporated</b>	<b>Outside scope</b>
AR: Investigate means to improve night-time safety in key "hotspots" through the addition of pedestrian-scale lighting.	13.13.2 Investigate means to improve night-time safety in key "hotspots" through the addition of pedestrian-scale lighting.	<input checked="" type="checkbox"/>			
AR: As part of the long-term redesign of Britannia, seek design and architectural solutions to current safety and wayfinding challenges.	6.1.4 Special Sites – Britannia Community Centre: <ul style="list-style-type: none"> <li>Ensure buildings and open spaces are designed to be accessible, safe and inclusive, with improved wayfinding.</li> </ul>	<input checked="" type="checkbox"/>			
AR: Ensure that Crime Prevention Through Environmental Design (CPTED) design principles are incorporated with all new buildings and encourage safety audits and retrofits with existing structures and grounds.	13.13.4 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.	<input checked="" type="checkbox"/>			
AR: Encourage a greater mix of retail and commercial uses on neighbourhood high streets – to facilitate 'eyes on the street' for more hours of the day.	13.12.5 Encourage a greater mix of retail and commercial uses on neighbourhood high streets—to facilitate "eyes on the street" for more hours of the day.	<input checked="" type="checkbox"/>			
AR: Through the VPD, continue to support the Community Policing programs currently operating in Grandview-Woodland and study area.	13.13.6 Through the Vancouver Police Department, continue to support the Community Policing programs currently operating in Grandview-Woodland. The plan's public benefits strategy seeks to secure lease renewal for community policing centre in the first five years.	<input checked="" type="checkbox"/>			
AR: Work to improve nighttime safety in Grandview-Woodland's industrial areas, through CPTED, additional lighting and other measures.	13.13.7 Work to improve night-time safety in industrial areas, through CPTED, additional lighting, and other measures.	<input checked="" type="checkbox"/>			
AR: Implement recommendations from the City's Task Force on Sex Work and Sexual Exploitation and the Murdered and Missing Women's Inquiry.	13.13.8 Implement recommendations from the City's Task Force on Sex Work and Sexual Exploitation and the Murdered and Missing Women's Inquiry.	<input checked="" type="checkbox"/>			
AR: Support conditional uses (e.g. Ancillary retail, Restaurant Class 1, tasting rooms) in manufacturing and light-industrial areas ("I" and "M" zoned) where they enable more "eyes on the street" (particularly in evening time).	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: <ul style="list-style-type: none"> <li>Support for 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.</li> </ul>	<input checked="" type="checkbox"/>			
AR: Support the long-term renewal of Fire Hall #9.	13.13.10 Support the long-term renewal of Fire Hall #9. The plan's public benefits strategy seeks to secure renewal of Fire Hall #9 within the timeframe of the plan.	<input checked="" type="checkbox"/>			
AR: As part of major redevelopments in Grandview-Woodland, aim to create employment opportunities (e.g. construction jobs) for local low-income workers).	10.7.3 As part of large developments, encourage developers to create employment opportunities (e.g., construction jobs) for low-income and under-employed local residents.	<input checked="" type="checkbox"/>			
AR: Where appropriate, support social enterprise initiatives that reduce barriers to new business establishments, benefit to the community and for local businesses that hire workers with barriers to employment.	10.7.4 Where appropriate, support social enterprise initiatives that help to incubate local entrepreneurs and/or hire local residents with barriers to employment.	<input checked="" type="checkbox"/>			

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<b>8.0 ENERGY AND CLIMATE CHANGE</b>					
<p>8.1: We urge the City to work with energy providers (e.g., BC Hydro and Fortis) to encourage more efficient use of existing energy supply, before building additional energy infrastructure, through programs that prioritize reduction of energy demand, such as peak time energy consumption and energy conservation programs.</p>	<p>BC Hydro and Fortis BC already offer a range of incentives and programs to improve the energy efficiency of existing buildings and to support energy conservation.</p> <p>14.1.1 Encourage existing and new developments to utilize renewable energy as a replacement for fossil fuel based energy.</p> <p>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</p> <p>14.2.1 Encourage participation in retrofit programs to reduce energy consumption.</p> <p>14.2.2 Encourage the implementation of renewable energy initiatives and/or energy conservation measures as part of the renovation of existing buildings.</p>	☑			
<p>8.2: We recommend that the City work with other levels of government and energy companies (e.g., BC Hydro and Fortis) to provide incentives and subsidies to retrofit and repurpose existing private building to increase energy conservation and efficiency.</p>	<p>BC Hydro and Fortis BC already offer a range of incentives and programs to improve the energy efficiency of existing buildings and to support energy conservation.</p> <p>14.2.1 Offset building energy use from new construction through retrofit programs for existing buildings.</p> <p>14.2.2 Encourage the implementation of renewable energy initiatives and/or energy conservation measures as part of the renovation of existing buildings.</p>	☑			
<p>8.3: We urge the City to promote retrofits and repurposing of existing service infrastructure, such as schools, libraries, recreation centers and childcare facilities. Construction of new facilities should only be considered if a new building results in a smaller ecological footprint than retrofitting.</p>	<p>Grandview-Woodland has many existing public facilities, however, some are aging and in need of renewal and additional facilities and services are needed to serve a growing population (see Chapter 16: Public Benefits Strategy).</p> <p>The city works to make existing facilities as sustainable as possible by upgrading them to make them more energy efficient. In some cases it may not be possible to retrofit an aging facility to meet modern service standards and the needs of a growing community. Nevertheless, the plan does identify facilities for renewal.</p> <p>The city requires that all new municipal facilities be built to LEED Gold.</p>		☑		
<p>8.4: We urge the City to encourage new developments to replace non-renewable energy with renewable energy sources wherever possible, with the following caveat: the incorporation of renewable energy sources and technologies should demonstrate environmental advantages over conventional/status-quo sources over all stages of their life-cycle—from production through operation and maintenance and eventual decommissioning. Such analysis might reveal, for example, that integration of hydro-electricity and/or passive solar principles are preferable to use of costly, resource-intensive, or potentially toxic solar cells.</p>	<p>14.1.1 Encourage existing and new developments to utilize renewable energy.</p> <p>14.1.2 Work with developers to identify opportunities to implement renewable energy generation in new developments (e.g., heat-exchange technologies).</p> <p>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.</p>		☑		

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<p>8.5: We urge the City to require developers to meet or exceed best practices of comparable urban environments for energy conservation and renewable energy.</p>	<p>Developers will be encouraged/required to achieve energy conservation and renewable energy objectives in a number of ways:</p> <p>14.1.1 Encourage existing and new developments to utilize renewable energy.</p> <p>14.1.2 Work with developers to identify opportunities to implement renewable energy generation in new developments (e.g., heat-exchange technologies).</p> <p>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.</p> <p>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 <i>Green Building Policy for Rezoning</i>s. As new and updated sustainability policies develop citywide, these requirements will apply to Grandview-Woodland as well.</p> <p>14.3.2 Encourage new construction to use passive design approaches to meet performance requirements (e.g., minimizing/eliminating thermal bridging, and ensuring a suitable glazing ratio and shading strategy, especially for the south and west facing façades.)</p>		☑		
<p>8.6: We recommend that the City implement measurable and area-specific tree planting goals.</p>	<p>The <i>Greenest City 2020 Action Plan</i> (2011) has targets related to parks and open spaces, including:</p> <ul style="list-style-type: none"> <li>Planting 150,000 new trees by 2020.</li> </ul> <p>Accordingly, the City's Urban Forest Strategy for Vancouver provides tools for growing and maintaining a healthy, resilient urban forest for future generations. Tree planting in Grandview-Woodland will be implemented and monitored in the context of this citywide strategy.</p> <p>Policy from the plan:</p> <p>9.1.7. Add street trees to Grandview-Woodland focusing on the following priority areas:</p> <ul style="list-style-type: none"> <li>Residential streets with lower tree densities</li> <li>Public park and greenspace perimeters</li> <li>Industrial streets with lower tree canopy (noting requirements for truck turning, loading and unloading, larger building footprints and limited set-backs)</li> <li>Arterial streets with lower tree densities (noting spatial requirements for transit and truck traffic, as well as safe walking and cycling)</li> </ul> <p>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:</p> <ul style="list-style-type: none"> <li>Enhance the urban forest canopy</li> </ul> <p>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.</p>		☑		

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8.7: We urge the City to continuously monitor and address the deficient tree canopy, in order to promote lower emissions, pure air, biodiversity, beauty and general community well-being.	See above. In addition, the Park Board currently includes canopy cover as an annual performance metric. As the tree inventory system is updated, protocols around monitoring will also be developed.		<input checked="" type="checkbox"/>		
8.8: We ask that the City add another policy objective to this section of Emerging Directions: "Continue to promote a policy of zero waste."	In the <i>Greenest City 2020 Action Plan</i> , the target for waste is to reduce solid waste going to the landfill or incinerator by 50% from 2008 levels. Continued action is necessary to meet this target, including increasing overall diversion of organics and construction and demolition waste. 15.2: Zero Waste Policy Direction: Reduce waste from organics, construction, and demolition.	<input checked="" type="checkbox"/>			
8.9: We support the exploration of opportunities to land best practices related to storm water management and grey water reuse in Grandview-Woodland.	15.1.6 Seek to use integrated stormwater management techniques such as infiltration bulges and other measures through redevelopment and other improvements where feasible. 15.1.7 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). 15.1.8 As new stormwater-related technology develops, consider Grandview-Woodland as a potential community for key demonstration projects.	<input checked="" type="checkbox"/>			
8.10: We urge the City to promote through public education reduced use of resources as an even higher priority than recycling to meet the goals of zero waste.	This is outside the scope of a community plan and would have to be addressed at the citywide level.				<input checked="" type="checkbox"/>
Additional Recommendation (AR): Ensure any new large developments in Grandview-Woodland investigate renewable energy and are designed to be easily connectable to a neighbourhood energy system.	It has been determined that, based on the scope, densities and locations of future development anticipated in the plan, a neighbourhood energy system is not presently viable in Grandview-Woodland.			<input checked="" type="checkbox"/>	
AR: Implement green building policies and codes to achieve energy efficiency in new construction.	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 <i>Green Building Policy for Rezoning</i> s. As new and updated sustainability policies develop citywide, these requirements will apply to Grandview-Woodland as well. 14.3.2 Encourage new construction to use passive design approaches to meet performance requirements (e.g., minimizing/eliminating thermal bridging, and ensuring a suitable glazing ratio and shading strategy, especially for the south and west facing façades.)	<input checked="" type="checkbox"/>			
AR: Support building deconstruction through the permitting and approvals process to ensure material re-use and re-cycling.	15.2.2 Support building deconstruction through the permitting and approvals process to ensure material re-use and re-cycling.	<input checked="" type="checkbox"/>			



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<b>9.0 MISCELLANEOUS</b>					
9.1: We expect the City and planning department to implement the recommendations of the Assembly within the context of the City bylaws and policies. This will ensure that the voices of our Grandview-Woodland community are heard and respected.	The Grandview-Woodland Community Plan is a policy plan that will guide future change in the community over the next three decades. The plan takes into account citywide policies, strategies, programs, and by-laws, and it incorporates the recommendations from the Citizens' Assembly where feasible.  Plan implementation will involve the preparation of new and amended zoning district schedules, and potentially other by-laws.	<input checked="" type="checkbox"/>			
9.2: We expect the City planning department to design an action plan within six months of the submission of this report to implement the recommendations of the Citizens' Assembly.	The draft Community Plan strives to implement the recommendations of the Citizens' Assembly. The work has taken longer than six months. A recommendation to direct staff under a specified timeline is out of the scope of the CA's Terms of Reference.				<input checked="" type="checkbox"/>
9.3: We require that the city designate a member of city staff for five years to develop metrics for progress on the implementation of the Community plan. This person would act as a liaison to answer questions and concerns of the community regarding the city process and issue regular public reports.	Existing city staff will work over the coming years to implement the Grandview-Woodland Community Plan and to monitor progress. Given resource needs, the city cannot assign a dedicated staff member for one community.			<input checked="" type="checkbox"/>	
9.4: We urge the City to engage in communication with vested parties (e.g., the Provincial Government, parents, students, teachers, Vancouver School Board/Vancouver Board of Education and Parks Board) to brainstorm ways that the parties can jointly address the numerous public and private schools' issues and varied opportunities including other models of education. This will allow our community to have sound educational choices and more fully utilize current facilities.	This is outside the scope of a community plan and would have to be addressed at the citywide level.				<input checked="" type="checkbox"/>
9.5: We urge the City to develop a City Plan that includes all neighbourhoods with the objective of fairly distributing density, resources and amenities.	This is outside the scope of a community plan and would have to be addressed at the citywide level.				<input checked="" type="checkbox"/>
9.6: We support the recognition of the traditional unceded territories of First Nations. As one step towards reconciliation, we suggest renaming Britannia Community Services Centre to an Aboriginal name through consultation with the community.	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.  11.2.4 Support the naming of local civic assets in recognition of Grandview-Woodland's diverse history.	<input checked="" type="checkbox"/>			

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<b>SUB-AREA RECOMMENDATIONS</b>					
<b>10.0 CEDAR COVE</b>					
<b>PUBLIC REALM AND TRANSPORTATION</b>					
10.1: We are concerned that Cedar Cove is disconnected from the rest of Grandview-Woodland. We urge the City to work with Translink to extend or establish bus routes linking the sub-area to the rest of the neighbourhood. One example of this might be bus service along Commercial Drive between Hasting Street and Powell Street. Another possibility to explore is a community shuttle that runs along Wall Street (from Nanaimo Street) all the way to Commercial Drive and Hastings Street, and potentially to continue along Hastings Street to downtown.	8.5.1 Work with TransLink to expand fast, frequent, reliable, high-speed transit. 8.5.2 Support TransLink to improve local transit service.	<input checked="" type="checkbox"/>			
10.2: We request that the City study traffic patterns west of Nanaimo Street and north of Powell Street to ensure safety in this residential zone.	8.2.1 Improve safety for all road users at collision 'hotspots'. 8.3.1 Improve safety and accessibility as streets are rebuilt and infrastructure is replaced. 8.3.2 Improve the walking experience on busier streets.		<input checked="" type="checkbox"/>		
10.3: We encourage the City to address safety concerns in industrial areas by improving pedestrian infrastructure including lighting, sidewalks, benches, greenery and parklets.	6.3.3: Portside Industrial • As part of future work on I-2 design guidelines, review safety and public realm considerations. 13.12.7 Work to improve night-time safety in industrial areas, through CPTED, additional lighting, and other measures.	<input checked="" type="checkbox"/>			
10.4: We support the City's efforts, as outlined in emerging directions (2.3, CC-9), to negotiate with the Port of Vancouver for the creation of public access to the waterfront within Cedar Cove.	9.5.4 Explore opportunities to create new parks or expand existing parks prioritizing areas where there are 1) higher current or proposed population densities and 2) recreational service gaps. Consider a long-term aspiration to create public access to the Burrard Inlet waterfront.	<input checked="" type="checkbox"/>			
10.5: We appreciate the improvements that have been achieved in regards to industrial odours. We expect the City to continue to promote these improvements on an ongoing and permanent basis.	This is outside the scope of a community plan as air quality is under the jurisdiction of Metro Vancouver. Metro Vancouver develops and implements plans, policies, regulations and projects that improve air quality and reduce greenhouse gas emissions. These plans and policies are supported by comprehensive monitoring of outdoor air quality, and tracking of emissions in the Lower Fraser Valley airshed.				<input checked="" type="checkbox"/>
10.6: We encourage the City to find opportunities for street art and historical and cultural improvements in the sub-area (for example, wayfinding indicators and historical placards) and particularly in industrial areas. Noting the appeal of the mural at the Granville Island Concrete Factory, we encourage the City to consider similar projects in the sub-area (e.g. on grain silos).	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. 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 placemaking.	<input checked="" type="checkbox"/>			

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<p>10.7: We trust the City's plan to increase bike lane expansion and safety east-west along Dundas Street and request that any bike infrastructure improvements also include pedestrian safety and increased green space.</p>	<p>East-west cycling improvements in the Cedar Cove sub-area will be focused on Pandora Street, as well as by providing a link between the Powell Street Overpass and Wall Street. Dundas Street will have walking and public realm improvements.</p> <p>8.4.1 Maintain and enhance the cycling network supporting 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.</p> <p>Key changes include:</p> <ul style="list-style-type: none"> <li>Completing the Portside Greenway by providing a link between the Powell Street Overpass and Wall Street.</li> <li>Providing new east-west local street bike routes along Pandora, Charles or Grant, and E 8<sup>th</sup> Avenue (with precise alignments to be informed by detailed review and decisions around a planned new arterial street in False Creek Flats).</li> </ul> <p>8.3.2. Improve the walking experience on busier streets:</p> <ul style="list-style-type: none"> <li>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 1<sup>st</sup> Avenue, and East 12<sup>th</sup> Avenue.</li> </ul>	<input checked="" type="checkbox"/>			
<p>10.8: We support the neighbourhood-wide recommendation regarding car-share spaces and we encourage the City to locate more dedicated spaces in Cedar Cove, especially in high-density areas.</p>	<p>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.</p>	<input checked="" type="checkbox"/>			
<p>10.9: We are committed to improving accessibility in the neighbourhood and we are worried about the condition of the sidewalks in Cedar Cove. We ask that the City finish and repair sidewalks more quickly and add curb letdowns to improved wheelchair accessibility.</p>	<p>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.</p> <p>8.3.2 Improve the walking experience on busier streets.</p> <p>8.3.3 Improve sidewalk network connectivity as opportunities arise through redevelopment or other roadwork:</p> <ul style="list-style-type: none"> <li>Complete the sidewalk network over time, using established City-wide criteria.</li> </ul>	<input checked="" type="checkbox"/>			
<p>10.10: We support the idea of a greenway that connects Hastings Street with Pandora Park along Garden Drive. Please see recommendation 11.7.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>Garden Drive: Hastings to Franklin (Pandora Park)</li> </ul>	<input checked="" type="checkbox"/>			

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<b>HOUSING AND BUILT FORM</b>					
10.12: In order to increase the number of shops and services in the northeastern section of Cedar Cove, we propose rezoning Nanaimo Street from McGill Street to Cambridge Street to mixed-use commercial residential zoning (C-2C) and to allow up to four storeys in height.	The Dundas Shopping Node is an already existing cluster of local-serving shops. Under the plan, it will be expanded to allow new mixed-use development with additional shops and services, opportunities for market and rental housing and improved public spaces (see 6.3.2).			<input checked="" type="checkbox"/>	
10.13: We value protecting the views along Wall Street. Therefore we expect the City to respect the existing character of the area and maintain green spaces and sightlines when considering zoning changes.	<p>The existing RM-3A zoning for the area will be maintained, and existing parks will be maintained and improved.</p> <p>9.7.1. Consider marking and celebrating the prominent vistas and street views by:</p> <ul style="list-style-type: none"> <li>Supporting community art and place-making projects in locations that frame or feature public views in the neighbourhood.</li> <li>Creating a more vibrant walking experience on key streets, improving places from which the public can experience and enjoy the views.</li> </ul> <p>Based on community input, a number of exemplary vistas and street views have been identified in the plan including:  <b>Wall Street</b> – Along the bluff, views of the port and Burrard Inlet and towards the downtown skyline beyond.</p>	<input checked="" type="checkbox"/>			
10.14: We recommend that the City rezone the north and south sides of Pandora Park to allow for residential buildings of up to six storeys. However, we require that the existing Kiwassa social housing and co-ops in this area be preserved.	The plan allows consideration of rezoning applications for developments up to six storeys with 100% secured market rental housing in the residential core area, including north and south of Pandora Park. Existing non-market (social) housing will be retained and renewed.	<input checked="" type="checkbox"/>			
10.15: Cedar Cove can be distinguished from the other sub-areas of Grandview-Woodland because of its large industrial zone and because most of its residential housing units are rental apartments. We request that the City preserve rental stock in the area and support the development of social housing.	<p>The plan will maintain the supply of existing rental housing stock but allow for additional rental housing to be developed over time at an incremental pace.</p> <p>The plan will increase the amount of non-market housing over time through a variety of approaches, including allowing consideration of rezoning of existing non-market housing sites to provide additional height and density with the goal of preserving and increasing supply.</p>	<input checked="" type="checkbox"/>			
10.16: We recommend that the City allow mixed-use commercial and residential buildings up to six storeys in height along Dundas Street between Semlin Drive and Templeton Drive. We expect the City to encourage rental tenure in these buildings.	As part of the Dundas Shopping Node (6.3.2), the plan allows consideration of rezonings for mixed-use development up to six storeys on along Dundas Street between Semlin Drive and Lakewood Drive (south side, market residential) and between Lakewood Drive and Templeton Drive (both sides, 100% secured market rental). However, the plan also allows one small area to have additional height up to 12 storeys.		<input checked="" type="checkbox"/>		

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10.17: At the corner of Semlin Drive and Dundas Street, we support the development of a reasonably sized commercial node. This node should contain mixed-use buildings of no more than eight storeys.	<p>The Dundas Shopping Node will be expanded to allow new mixed-use development with additional shops and services. (see 6.3.2). Additional height is permitted as follows:</p> <p>Dundas Street, northeast corner at Wall Street:</p> <ul style="list-style-type: none"> <li>Building height: <ul style="list-style-type: none"> <li>Podium: up to 6 storeys</li> <li>Tower: up to 12 storeys</li> </ul> </li> </ul> <p>Dundas Street, northwest corner at Lakewood Drive:</p> <ul style="list-style-type: none"> <li>Building height: up to 8 storeys</li> </ul>		☑		
<p>10.18: We are concerned about the financial viability of upgrading and repairing apartments in the RM3 zone of Cedar Cove. We also want to encourage maintaining and increasing rental stock and to permit medium density residential development, including a variety of multiple dwelling types, and encourage the retention of existing buildings.</p> <p>Accordingly, we recommend that the city investigate the potential of RM4 zoning or other mechanisms for addressing these concerns (such as amending the RM3 zoning to allow for the expansion of existing buildings and infill dwellings). We are willing to accept increases in height up to four storeys provided they help to achieve these goals.</p>	<p>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.</p> <ul style="list-style-type: none"> <li>Encourage re-investment into existing buildings through partnership and incentive programs.</li> </ul> <p>The plan will maintain the existing rental housing stock but allow for new rental housing to be introduced at an incremental pace in Cedar Cove. The plan allows consideration of rezoning applications for developments up to six storeys with 100% secured market rental housing in the residential core area.</p>	☑			
10.19: Some buildings in Cedar Cove do not meet safety, security and health standards. In order to promote livability, we ask that the City actively and consistently enforce bylaws regarding building maintenance and building inspection.	<p>This is outside the scope of a community plan and is addressed through other city regulations.</p> <p>The Standards of Maintenance By-law 5462 prescribes standards for the maintenance and occupancy of buildings within the city to ensure that buildings are free from hazard and are maintained continuously in conformity with accepted health, fire, and building requirements. This is enforced by licencing and building inspectors on a citywide basis.</p>				☑
10.20: We recommend that new developments in Cedar Cove be encouraged to have green roofs and water recycling systems, like those in Olympic Village.	<p>14.3 Green Building Design</p> <p>Policy direction: Maximize energy performance of all new buildings.</p> <p>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 <i>Green Building Policy for Rezoning</i>s. As new and updated sustainability policies develop citywide, these requirements will continue to apply in Grandview-Woodland.</p> <p>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).</p>		☑		

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<b>11.0 HASTINGS</b>					
<b>PUBLIC REALM &amp; TRANSPORTATION</b>					
<p>11.1: We are strongly committed to strengthening the public realm along Hastings Street. We would like the City to work to improve connectivity and accessibility along and across the street. In particular, we recommend wider sidewalks to improve the pedestrian and retail experience. We expect that these public realm improvements will be made as the area gets developed.</p>	<p>8.3.2 Improve the walking experience on busier streets:</p> <ul style="list-style-type: none"> <li>Prioritize key commercial streets including Commercial Drive and East Hastings Street.</li> </ul> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>Hastings and Commercial – northwest corner (as part of future development along Hastings Street).</li> </ul> <p>Developments along Hastings will also result in additional shared public spaces and courtyards.</p>	☑			
<p>11.2: We ask the City to add pedestrian-controlled crossings along Hastings Street in order to improve access to both sides of the street, as well as general livability.</p>	<p>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.</p> <p>8.3.2 Improve the walking experience on busier streets:</p> <ul style="list-style-type: none"> <li>Prioritize key commercial streets including Commercial Drive and East Hastings Street.</li> </ul>	☑			
<p>11.3: We recognize the role of Hastings Street as a key public transit corridor. We strongly encourage the increase of transit, including future rapid transit service.</p>	<p>8.5.1 Work with TransLink to expand fast, frequent, reliable, high-speed transit. Priorities include:</p> <ul style="list-style-type: none"> <li>Implementing a new B-Line service along Hastings Street in the near term, and higher-capacity rapid transit in the long term.</li> </ul>	☑			

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<p>11.4: We expect the City to increase our green space and recreational space alongside new development, because it is currently deficient in Grandview-Woodland. Given the ongoing issues that many children and youth face in Grandview-Woodland, we insist that the City take every opportunity to provide activity space for youth. For example, a turf field, rock-climbing wall, a skateboard area, or paintball field.</p>	<p>9.1.1 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.</p> <p>9.1.4 Explore opportunities to create new parks or expand existing 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.</p> <p>13.8.1 Continue to provide space for non-profits that offer youth programming through the community centre, library and school facilities.</p> <p>13.8.2 As part of the expansion of key community facilities (e.g. Britannia Community Centre, Urban Native Youth Association), seek additional flexible and/or purpose-built space for youth programming.</p>	☑			
<p>11.5: We want to see the City provide secure and covered bicycle lockups at transit hubs within a year.</p>	<p>8.4.2 Improve bike parking and other end-of-trip facilities where possible by:</p> <ul style="list-style-type: none"> <li>Working with TransLink to provide secure bike parking as part of rapid transit station upgrades.</li> </ul> <p>8.4.3 Support improved integration of cycling and transit by:</p> <ul style="list-style-type: none"> <li>Working with TransLink to provide bike parking and bike storage at rapid transit stations.</li> <li>Creating safe, convenient connections between rapid transit stations and the existing cycling network.</li> <li>Considering bike access and movement as part of station upgrades.</li> </ul>	☑			
<p>11.6: We recommend a new plaza at the corner of Hastings Street and Commercial Drive. We direct the City to work with the Aboriginal community in designing this public space with the aim of honouring the history of Aboriginal presence in this area, as well strengthening present-day multiculturalism.</p>	<p>6.2.1: Hastings Plateau</p> <ul style="list-style-type: none"> <li>On the northwest corner of Commercial Drive and East Hastings Street incorporate: <ul style="list-style-type: none"> <li>A public plaza on the eastern edge of the site totalling a minimum of 790 m<sup>2</sup> (8,500 ft<sup>2</sup>), 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.</li> </ul> </li> </ul> <p>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:</p> <ul style="list-style-type: none"> <li>Hastings and Commercial – northwest corner (as part of future development along Hastings Street)</li> </ul>	☑			

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<p>11.7: We encourage the City to develop a plaza at Hastings Street and Garden Drive and incorporate Garden Drive into Pandora Park. We believe that this would increase livability of Hastings Street and create a gathering place for the community. We also recommend a similar greenway corridor from Hastings Street to Woodland Park on McLean Drive.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• Woodland Drive – Frances to Hastings (Woodland Park)</li> <li>• Garden Drive: Hastings to Franklin (Pandora Park)</li> </ul> <p>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).</p>	<input checked="" type="checkbox"/>			
<p>11.8: In order to encourage public interaction and a sense of community and prevent the canyon effect of side-by-side tall buildings, we would like to see generous setbacks to create wider sidewalks. The creation of street arcades, street trees, street furniture (benches and tables) and public art would create a more welcoming pedestrian experience, create more active store fronts, and attract more customers for businesses.</p>	<p>Hastings Plateau and Hastings Slopes (6.2.1 and 6.2.2):</p> <ul style="list-style-type: none"> <li>• Front setbacks: <ul style="list-style-type: none"> <li>○ Require a front setback to achieve/maintain a minimum 4.5 m (18 ft.) wide sidewalk.</li> <li>○ North side: provide an additional 2.1 m (7 ft.) setback along the podium for “urban rooms.”</li> </ul> </li> <li>• Provide public realm improvements that include street trees and amenities such as seating, bike racks, public art etc.</li> </ul> <p>8.3.2 Improve the walking experience on busier streets:</p> <ul style="list-style-type: none"> <li>• Prioritize key commercial streets including Commercial Drive and E Hastings Street.</li> </ul> <p>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.</p>	<input checked="" type="checkbox"/>			



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<p>11.9: We urge the City to soften Hastings Street by planting trees. We would like to suggest the same style of trees as done in the Netherlands (two-dimensional style that allows for light as well as green space).</p>	<p>6.2 Hastings:</p> <ul style="list-style-type: none"> <li>Provide public realm improvements that include street trees and amenities such as seating, bike racks, public art etc.</li> </ul> <p>9.1.7. Add street trees to Grandview-Woodland focusing on the following priority areas:</p> <ul style="list-style-type: none"> <li>Arterial streets with lower tree densities (noting spatial requirements for transit and truck traffic, as well as safe walking and cycling)</li> </ul> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>Enhance the urban forest canopy.</li> </ul>	☑			
<b>HOUSING &amp; BUILT FORM</b>					
<p>11.10: We recommend that the City consider creating opportunities for medium- and high-density development in the current MC-1 and MC-2 zones along Hastings Street. We recommend the following uses: retail, office, industrial and studio spaces. (see 11.12)</p>	<p>In Hastings Plateau and Hastings Slopes (6.2.1 and 6.2.2), the plan allows consideration of rezoning applications for additional height and density, for mixed-use development, in areas currently zoned MC-1 and MC-2. 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.</p>	☑			
<p>11.11: We encourage the City to allow additional mixed-use opportunities (retail, office, and residential) in areas currently zoned for commercial (Hastings Street between Victoria Drive/Semlin Drive and Kamloops Street) (see 11.12).</p>	<p>6.2.3: In Hastings Hilltop (Semlin Drive to Templeton Drive), the plan allows consideration of rezoning applications for additional height and density, for mixed-use development with 100% secured market rental.</p> <p>6.2.4: In Hastings Village (Templeton Drive to Kamloops Street), with the exception of buildings located right at the intersection at Nanaimo Street, the plan maintains the four-storey height limit, and encourages mixed-use development under existing zoning.</p>	☑			

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<p>11.12: We recommend that the City maintain the current height along Hastings Street, except when important public benefits (outlined in this section) can be secured as part of new development. If such public benefits are secured, we recommend allowing increased heights as follows:</p> <ul style="list-style-type: none"> <li>• Hastings Street, between Clark Drive and McLean Drive – 15 storeys with opportunities for 20 storeys on the north side.</li> <li>• Hastings Street, between McLean Drive and west of Commercial Drive – up to 15 storeys on the north side, and up to 12 storeys on the south side.</li> <li>• Hastings Street, Commercial Drive to Templeton Drive – up to eight storeys.</li> <li>• Hastings Street, Templeton Drive to Kamloops Street – up to six storeys.</li> </ul> <p>We hope this will help meet the need for non-market social housing and much needed community services. The public realm improvements that should accompany new development are outlined in the following recommendations: 11.1, 11.2, 11.4, 11.6, 11.7, 11.8, and 11.9.</p>	<p>6.2.1: Consider rezoning 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.</p> <ul style="list-style-type: none"> <li>• A minimum of 20% non-market housing units will be required.</li> <li>• Building heights can be considered up to: <ul style="list-style-type: none"> <li>East Hastings Street, Clark Drive to McLean Drive: <ul style="list-style-type: none"> <li>○ North side: 12 to 18 storeys (18 storeys at Clark, northwest corner)</li> <li>○ South side: 10 to 15 storeys (15 storeys at Clark, southwest corner)</li> </ul> </li> <li>East Hastings Street, McLean Drive to Woodland Drive <ul style="list-style-type: none"> <li>○ North side: 12 to 15 storeys</li> <li>○ South side: one 12-storey tower on this block</li> </ul> </li> <li>East Hastings Street, Woodland Drive to Commercial Drive <ul style="list-style-type: none"> <li>○ North side: 12 to 15 storeys</li> <li>○ South side: 11 to 12 storeys</li> </ul> </li> </ul> <p>6.2.2: Consider rezoning 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.</p> <ul style="list-style-type: none"> <li>• Building heights can be considered up to: <ul style="list-style-type: none"> <li>East Hastings Street, Commercial Drive to Salsbury Drive: <ul style="list-style-type: none"> <li>○ North side: up to 10 storeys</li> <li>○ South side: up to 8 storeys</li> </ul> </li> <li>East Hastings Street, Salsbury Drive to Victoria Drive: <ul style="list-style-type: none"> <li>○ North side: up to 10 storeys</li> <li>○ South side: up to 8 storeys</li> </ul> </li> <li>East Hastings Street, Victoria Drive to Semlin Drive: <ul style="list-style-type: none"> <li>○ North side: up to 8 storeys</li> </ul> </li> </ul> <p>6.2.3: In Hastings Hilltop (Semlin Drive to Templeton Drive), the plan allows consideration of rezoning applications for additional height (up to six storeys) and density, for mixed-use development with 100% secured market rental housing.</p> <p>6.2.4: In Hastings Village (Templeton Drive to Kamloops Street), with the exception of buildings located right at the intersection at Nanaimo Street, the plan maintains the four-storey height limit, and encourages mixed-use development under the existing zoning.</p> </li></ul></li></ul>		☑		

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<p>11.13: We expect new developments to be designed in such a way as to mitigate the impact of scale. We recommend:</p> <ul style="list-style-type: none"> <li>• Visual differentiation of both the height and style of buildings along Hastings Street. In particular, we expect the City to ensure that all new developments are not built to the maximum building height specified in 11.12.</li> <li>• Building design that ensures a human-scale street wall. For example, we recommend no building extend beyond a building envelope that is defined in part by a plane that extends upwards 15 degree from the vertical, back towards the building, from the curb adjacent to the building. This should apply to Hastings Street as well as cross streets.</li> <li>• Building design that ensures access to sunlight. For example, we recommend implementing a guideline that states that no shadow cast by a building be permitted to reach beyond the opposite curb on the date of the equinox.</li> <li>• Building design that steps back on the sides that face away from Hastings Street, in consideration of the impacts on adjacent areas.</li> <li>• Buildings design that is respectful of view corridors.</li> </ul>	<p>To maintain a consistent street wall, podium heights in Hastings Plateau and Hastings Slopes are set at six storeys (north side) and four storeys (south side).</p> <p>The plan provides guidance regarding tower floor plate size, tower separation, staggering of towers, saw-tooth pattern of building heights, setbacks/sidewalk width, and upper floor stepbacks, to ensure access to sunlight and differentiation of building heights. Rear setbacks will improve the relationship with adjacent residential areas.</p> <p>(see 6.2: Hastings)</p>	☑			
<p>11.14: We strongly recommend the City secure a variety of affordable housing options within new developments, such as seniors housing, subsidized housing, rental housing, family housing, alternative tenure housing and housing for artists.</p>	<p>For Hastings Street, the plan provides opportunity for a range of new social housing, secured market rental housing, and ownership housing. There will also be opportunities to secure non-market housing for low-income artists, such as at the Waldorf site.</p> <p>(see 6.2: Hastings and Chapter 7: Housing)</p>	☑			
<p>11.15: We recommend the creation of transitional areas on the north and south sides of Hastings Street. On the north side, we want to preserve the current industrial space from the adverse impacts of residential construction. Therefore, we recommend rezoning the area from the laneway to Franklin Street light industrial. On the south side, we recommend rezoning the area between the laneway and Pender Street so that it creates a transition down from the higher heights along Hastings Street. (See also 12.18).</p>	<p>These transition areas are included in several sub-areas:</p> <p>6.6.3: Portside Industrial</p> <p>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.</p> <p>6.4.3: Pender Street Transition</p> <p>This area will create a transition to the Hastings Street sub-area with new mid-rise residential development, including non-market housing.</p> <p>6.5.3: Transition Areas</p> <p>The north side of East Pender Street (Semlin Drive to Nanaimo Street) is a transition area between higher density mixed-use development on East Hastings Street and the lower scaled residential area in behind. Policies support traditional rowhouses in this limited area as a transition where new ground-oriented family housing forms, as well as secondary rental in the form of lock-off suites, will be accommodated.</p>	☑			

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11.16: We recommend that the City issue parking permits for the industrial area if necessary to offset increased demand due to new residential construction. We further encourage the City to ensure that adequate parking is provided within new residential development.	<p>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 and consider impacts to overall affordability.</p> <p>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):</p> <ul style="list-style-type: none"> <li>Hastings Street</li> </ul>	<input checked="" type="checkbox"/>			
<b>LOCAL ECONOMY</b>					
11.17: In order to maintain and enhance the character of the high street component between Victoria Drive and Kamloops Street, we request that the City limit the size of storefronts to 50ft to ensure the viability of small, independent businesses. This would not apply to the south side of Hastings Street from Commercial Drive to Clark Drive (see also 11.10, 11.11, and 11.16).	The plan supports fine-grained retail frontages on Hastings Street between Victoria Drive and Kamloops Street by retaining the existing C-2C/C-2C1 zoning, which has a maximum retail frontage of 50 ft. Rezoning would be expected to maintain the fine-grained rhythm of ground floor retail.	<input checked="" type="checkbox"/>			
<b>SERVICES, AMENITIES AND OTHER PLANNING THEMES</b>					
11.18: We support the expansion of key Aboriginal services, such as the Aboriginal Friendship Centre, and Urban Native Youth Association. This is important due to the large Aboriginal population in Grandview-Woodland.	<p>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:</p> <ul style="list-style-type: none"> <li>Urban Native Youth Association</li> <li>Vancouver Aboriginal Friendship Centre</li> </ul>	<input checked="" type="checkbox"/>			
11.19: We expect the City to retain the space for arts and culture that the Waldorf provides. We encourage the City to work with the Waldorf to study the possibility of visiting artist temporary living space. This would create a cultural corridor that would connect the Cultch, the Wise Hall, the York Theatre, and the Waldorf.	<p>6.2.1: Hastings Plateau</p> <p>Special Sites:</p> <ul style="list-style-type: none"> <li>Rezoning application for additional height and density on the Waldorf site can be considered 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: <ul style="list-style-type: none"> <li>The site's social and architectural heritage;</li> <li>Recent uses of the site as a cultural facility; and,</li> <li>Links to other existing (or potential) cultural facilities in the area.</li> </ul> </li> </ul>	<input checked="" type="checkbox"/>			
11.20: We recommend that the City consider supporting the traditional brand of Hastings-Sunrise and remove the imposed 'East Village' brand that does not reflect the identities of the long-standing residents and has encountered resistance from the community.	<p>This is outside the scope of a community plan.</p> <p>BIAs are non-profit "societies", and are managed by a volunteer board elected by property owners and tenants within its boundary. The City has a role with the annual funding process, monitoring BIA budgets, and acting as a liaison between the BIA and city departments; however the city does not intervene in particular BIA initiatives, such as marketing/branding.</p> <p>The "East Village" brand was created by the Hastings North BIA, which extends into the Grandview-Woodland plan area but is primarily a part of the Hastings-Sunrise community.</p>				<input checked="" type="checkbox"/>

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<b>12.0 BRITANNIA-WOODLAND</b>					
<b>PUBLIC REALM &amp; TRANSPORTATION</b>					
<p>12.1: We recommend that the City improve the Mosaic bikeway by ensuring a smooth, continuous surface; installing stop signs on all streets coming into the bikeway (except where traffic circles are present); and continuing streetscape improvements for year-round greenery.</p>	<p>8.4.1 Maintain and enhance the cycling network supporting 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.</p> <p>Key changes include:</p> <ul style="list-style-type: none"> <li>Addressing safety hotspots and upgrade existing routes to make them safer and more comfortable, including Adanac, East 10<sup>th</sup> Avenue, Woodland Drive (Mosaic Bikeway), Lakewood, Central Valley Greenway, and Off-Broadway.</li> </ul> <p>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.</p>	☑			
<p>12.2: We expect the City to complete the sidewalk network in Britannia-Woodland by ensuring there are sidewalks on every block, on both sides of the street.</p>	<p>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.</p> <p>8.3.2 Improve the walking experience on busier streets.</p> <p>8.3.3 Improve sidewalk network connectivity as opportunities arise through redevelopment or other roadwork:</p> <p>Complete the sidewalk network over time, using established City-wide criteria.</p>	☑			

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<p>12.3: We recommend that the City seek methods to return East 1st Avenue to the neighbourhood by reducing traffic and prioritizing alternative modes of transportation (e.g. transit), and explore in long-term planning the possibility of installing a tunnel under East 1st Avenue for commuter traffic between Clark Drive and Victoria Drive (or further east).</p>	<p>A tunnel for commuter traffic is deemed to be prohibitively costly, particularly when considered relative to the many transportation needs and priorities across the city. This aspect of the recommendation has not been included in the plan.</p> <p>Other aspects of this recommendation are addressed. The plan prioritizes walking, cycling and transit over motor vehicles, as per <i>Transportation 2040</i>. Across the city, 50% of all trips are now made by walking, cycling and transit, up from 40% in 2008. As this trend continues, and with future investments in transit, traffic volumes on major arterials such as East 1<sup>st</sup> Avenue are expected to gradually decline further. The plan seeks to improve walking and transit along East 1<sup>st</sup> Avenue, as follows:</p> <p>8.3.2 Improve the walking experience on busier streets:</p> <ul style="list-style-type: none"> <li>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, E 1<sup>st</sup> Avenue, and E 12<sup>th</sup> Avenue.</li> </ul> <p>8.5.2 Support TransLink to improve local transit service. Priorities include:</p> <ul style="list-style-type: none"> <li>Considering new transit service along E 1<sup>st</sup> Avenue, and extensions along Venables and Clark.</li> </ul>		☑		
<p>12.4: We expect the City to study the safety at Woodland Drive and Grandview Highway, and implement measures to improve safety within one year.</p>	<p>8.2.1 Improve safety for all road users at collision 'hotspots'.</p> <p>8.4.1 Maintain and enhance the cycling network supporting 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.</p> <p>Key changes include:</p> <ul style="list-style-type: none"> <li>Addressing safety hotspots and upgrade existing routes to make them safer and more comfortable, including Adanac, East 10<sup>th</sup> Avenue, Woodland Drive (Mosaic Bikeway), Lakewood, Central Valley Greenway, and Off-Broadway.</li> </ul>	☑			
<p>12.5: We recommend that the City add an East-West bike route between East 1st Avenue and the Britannia Centre that connects the Mosaic and Lakewood bikeways (e.g. along Charles Street or William Street).</p>	<p>8.4.1 Maintain and enhance the cycling network supporting 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.</p> <p>Key changes include:</p> <ul style="list-style-type: none"> <li>Providing new east-west local street bike routes along Pandora, Charles or Grant, and East 8<sup>th</sup> Avenue (with precise alignments to be informed by detailed review and decisions around a planned new arterial street in False Creek Flats).</li> </ul>	☑			

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12.6: We recommend that the City negotiate with TransLink to add bus transit on East 1 <sup>st</sup> Avenue.	8.5.2 Support TransLink to improve local transit service. Priorities include: <ul style="list-style-type: none"> <li>Considering new transit service along East 1<sup>st</sup> Avenue, and extensions along Venables and Clark.</li> </ul>	<input checked="" type="checkbox"/>			
12.7: We expect to be included in the consultation over the possible removal of the Georgia and Dunsmuir Viaducts.	The removal of the Georgia and Dunsmuir Viaducts is outside the scope of the Grandview-Woodland Community Plan. However, from 2013 to 2015 there were extensive opportunities for public and stakeholder consultation regarding the viaducts removal which enabled all citizens of Vancouver to have input. In fall 2015 Council resolved to replace the viaducts with a new street network built on the ground and for staff to continue planning of the area. Continuing opportunities to be involved in that planning process will be provided.				<input checked="" type="checkbox"/>
12.8: We ask the City to create a bike route on Vernon Drive with connection to the Mosaic bikeway.	Vernon Drive is outside of the geographic scope of the Grandview-Woodland planning area. This could be explored through the False Creek Flats planning process.				<input checked="" type="checkbox"/>
12.9: We encourage the City to improve bike friendliness westward onto the Grandview Viaduct.	This is outside the scope of the Grandview-Woodland planning area (west of Clark Drive). The plan includes policies to improve cycling throughout the community, including through complete streets and new or enhanced cycling routes, to make cycling safe, convenient, and comfortable for people of all ages and abilities, for all kinds of trips.				<input checked="" type="checkbox"/>
12.10: In order to improve bicycle and pedestrian crossing at Clark Drive as part of the Central Valley Greenway, we urge the City to develop a bike underpass along Grandview Highway under Clark Drive, or undertake other measures to achieve that objective.	A less prescriptive approach is taken in the plan. The policy does not preclude an underpass but seeks to address safety matters without preconceived solutions. 8.2.1 Improve safety for all road users at collision 'hotspots', including (but not limited to): <ul style="list-style-type: none"> <li>Clark at Hastings, Venables, East 1<sup>st</sup> Avenue, Grandview, Broadway, and East 10<sup>th</sup> Avenue.</li> </ul>		<input checked="" type="checkbox"/>		
<b>HOUSING &amp; BUILT FORM</b>					
12.11: Recognizing that the Britannia-Woodland sub-area contains a significant portion of Grandview-Woodland's affordable rental and co-op housing, we expect the City to prioritize retention of existing and new housing of these types in the sub-area.	The plan will maintain the existing rental housing stock but allow for new secured market rental housing to be introduced at an incremental pace.	<input checked="" type="checkbox"/>			
12.12: We expect the City to retain existing ratios of rental, co-op, and ownership units in the sub-area, as well as maintain the stock of low-cost rental units.	Recognizing the residential core is currently an apartment area with relatively affordable rents, the focus is on allowing new opportunities for secured market rental housing. New opportunities for ownership housing will be introduced in select transition areas and on key character streets to support retention of character buildings. Non-market housing will be retained through a variety of approaches, including allowing consideration of rezoning of existing non-market housing properties to provide additional height and density with the goal of preserving and increasing affordability over the long term.	<input checked="" type="checkbox"/>			

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12.13: We strongly recommend that the City maintain the existing RM4 height restrictions throughout the Britannia-Woodland sub-area. (Exceptions: 12.18 and 12.19).	The existing RM-4 zoning will be maintained, however, the plan allows consideration of rezonings for additional height up to six storeys provided existing units are replaced and all new units are secured as rental.		<input checked="" type="checkbox"/>		
12.14: We urge the City to amend the RM4 zoning to allow the infill or additions to existing buildings to a floor space ratio from 1.45 up to 2.00, so as to allow for greater density in existing housing stock.	The plan allows additional density for new secured market rental housing. The allowable densities, however, are higher than the recommendation prescribes.  The plan allows consideration of rezoning of existing non-market housing properties to provide additional height and density with the goal of preserving and increasing affordability over the long term.		<input checked="" type="checkbox"/>		
12.15: We urge the City to amend the RM4 zoning to allow for single-family dwellings with two long-term rental suites, so as to allow for greater density.	The plan allows new opportunities for infill housing on sites with single-family character houses, or character streetscapes. The infill could be rental units.  6.4.1: Residential Core <ul style="list-style-type: none"> <li>For individual heritage resources character houses and character streetscapes identified in <b>11. Heritage</b>, encourage retention through infill as follows: <ul style="list-style-type: none"> <li>For single sites of 33 ft. frontage or less, allow a maximum density of 0.75 FSR to support infill housing.</li> <li>For multiple adjacent sites (character streetscape), allow a maximum density of 1.2 FSR to support infill in a rowhouse form.</li> </ul> </li> </ul>	<input checked="" type="checkbox"/>			
12.16: We urge the City to institute design guidelines to allow for a variety of styles of buildings with various shapes and materials. We urge the City to limit lot assembly to ensure there is not a continuous corridor of buildings, with a preference for two-lot assemblage and a maximum of three lots, except in cases of new co-op or non-market rental housing.	6.4.1: Residential Core <ul style="list-style-type: none"> <li>Allow apartment buildings for 100% secured market rental housing (unless otherwise noted), as follows: <ul style="list-style-type: none"> <li>Site frontage: 66 ft. (minimum) to 200 ft. (maximum)</li> </ul> </li> </ul> 11.1.9 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.  Given these policies and the pace of change limitations, change will occur at an incremental rate thereby ensuring that a variety of forms will exist well into the future.		<input checked="" type="checkbox"/>		
12.17: We recommend that the City review the housing design guidelines within the RM4 zone (e.g. roof types, setbacks, and street scape) to allow for greater diversity of design styles.	11.1.9 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.	<input checked="" type="checkbox"/>			
12.18: We expect the City will create opportunities for up to eight storeys of residential in current MC-1 ("let go" industrial) zoned areas on the north side of Pender Street between Commercial Drive and McLean Drive. This is to assist with the transition of the recommended height just north on Hastings Street.	6.4.3: Pender Street Transition <ul style="list-style-type: none"> <li>Consider residential apartment buildings that provide at least 20% of floor area as non-market housing, as follows (see <b>7. Housing</b>): <ul style="list-style-type: none"> <li>Building height: <ul style="list-style-type: none"> <li>Tower: up to 10 storeys</li> <li>Podium: 4 storeys</li> </ul> </li> </ul> </li> </ul> Towers on the south side of Hastings Street will be up to 12 storeys.		<input checked="" type="checkbox"/>		



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12.19: We encourage the City to allow mixed-use opportunities (retail, office, residential, industrial, and/or studio space) in the area currently zoned industrial on Venables Street between Commercial Drive and McLean Drive. These three blocks already have a mix of non-industrial uses. We believe the current zoning is outdated and this 'finger' of industrial is incongruent with the surrounding area.	These sites are designated as Mixed Employment in the <i>Regional Growth Strategy</i> , which prohibits residential and preserves these sites for employment uses. 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 6.4.4: Clark Industrial).			<input checked="" type="checkbox"/>	
<b>SERVICES, AMENITIES AND OTHER PLANNING THEMES</b>					
12.20: We recommend that the City retain the position of the live-in custodian in Woodland Park.	This is outside the scope of a community plan. Employment matters in parks falls under Park Board jurisdiction.				<input checked="" type="checkbox"/>
12.21: We support the revitalization of the Britannia Community Services Centre, which is widely regarded as the 'heart' of both the sub-area and Grandview-Woodland. We are pleased that the Centre has been identified to receive renewal funds in the next Capital Plan, and encourage the City to upgrade the complex by improving wayfinding, building newer/modern facilities, 'greening' the facility, and better integrating it into the surrounding neighbourhood. We recommend that the City extensively consult with the community in the renewal of the Britannia Community Services Centre.	<p>6.1.4 Special Sites: Britannia Community Centre and Library</p> <ul style="list-style-type: none"> <li>• Support the on-going renewal and expansion of the Britannia Community Centre. Co-locate key facilities using a "hub" model.</li> <li>• Achieve mixed income non-market rental housing as part of its redevelopment and replacement over the long term.</li> <li>• Ensure buildings and open spaces are designed to be accessible, safe and inclusive, with improved wayfinding.</li> <li>• Consider the design principles contained in the Britannia Strategic Master Plan.</li> <li>• Expand Napier Square as a hard-surfaced plaza with enhanced programming.</li> <li>• As part of the renewal of the Britannia Community Centre, renew and expand the Britannia Library.</li> </ul> <p>There will be opportunities for community consultation as the renewal process moves forward.</p>	<input checked="" type="checkbox"/>			
12.22: We recognize that greater awareness of First Nations' culture and history is needed in the sub-area, and we support improved relations between First Nations and non-Aboriginal/settler communities. We strongly support enhancing local First Nations' services and programs in consultation with First Nations communities.	<p>13.3.1 Explore opportunities to support the broader goals of reconciliation as part of future growth and change in the community.</p> <p>13.3.2 Support the renewal of Aboriginal-serving non-profit facilities. Partner with Aboriginal organizations in the process of expansion</p> <p>13.3.3 Continue to provide grants to support First Nations and Aboriginal non-profit and service organizations to meet current and future needs.</p>	<input checked="" type="checkbox"/>			
12.23: Considering that Woodland, Alice Townley and Mosaic Parks are all valued community assets, we recommend that the City renew and improve these parks on a continuing basis (including new equipment, seating, and a greater variety of uses/activities).	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.	<input checked="" type="checkbox"/>			

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<p>Additional Recommendation (AR): There is support for improvements to Clark Drive and Venables Street public realm – trees/greenery, lighting, safer pedestrian and cycling crossings. Related to this, there is also support for improving the seam/transition where industrial and residential areas meet (e.g. along Odium Drive, McLean Drive, and Adanac Street).</p>	<p>6.4: Britannia-Woodland Urban Design Principles:</p> <ul style="list-style-type: none"> <li>Improve the interface between residential and industrial areas to ensure continued co-existence.</li> </ul> <p>6.4.4: Clark Industrial</p> <ul style="list-style-type: none"> <li>As part of future work on I-2 design guidelines, review safety and public realm considerations.</li> </ul> <p>8.3.2. Improve the walking experience on busier streets:</p> <ul style="list-style-type: none"> <li>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, E 1<sup>st</sup> Avenue, and E 12<sup>th</sup> Avenue.</li> </ul> <p>9.1.7 Add street trees to Grandview-Woodland focusing on the following priority areas:</p> <ul style="list-style-type: none"> <li>Industrial streets with lower tree canopy (noting requirements for truck turning, loading and unloading, larger building footprints and limited set-backs)</li> </ul>	✗			
<p>AR: Grandview Elementary (and aspects of the Grandview Cut) were identified by a number of participants as a possible 'hub' for the community – with some discussion regarding public realm improvements in this area, and with priority given to food security and greenspace.</p>	<p>13.10.2 Work with school boards (Vancouver School Board/private schools), to allow the use of neighbourhood schools and greenspaces as community facilities, as well as places of learning and education.</p> <p>13.11.1 Continue to increase food growing opportunities on City, Vancouver Park Board, Vancouver School Board, and private lands, whether through community gardens, urban farms, fruit trees, or edible landscaping.</p>	✗			
<p>AR: There was general interest in additional community gardens and fruit trees.</p>	<p>13.11.1 Continue to increase food growing opportunities on City, Vancouver Park Board, Vancouver School Board, and private lands, whether through community gardens, urban farms, fruit trees, or edible landscaping.</p>	✗			
<p>AR: Mountain views are highly valued – preserve these wherever possible. Use sub-area's slopes to maximize views and minimize 'wall' effect.</p>	<p>In most of the sub-area, new development is subject to maximum site frontage/building width criteria to maximize views and limit long, continuous buildings (see 6.4: Britannia-Woodland).</p> <p>9.7.1. Consider marking and celebrating the prominent vistas and street views by:</p> <ul style="list-style-type: none"> <li>Supporting community art and place-making projects in locations that frame or feature public views in the neighbourhood.</li> <li>Creating a more vibrant walking experience on key streets, improving places from which the public can experience and enjoy the views.</li> </ul>	✗			

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AR: There is strong support for preserving the brick surface of Frances Street as an aspect of local heritage.	<p>11.1.2 Look to identify a broad range of heritage resources consistent with the six themes for possible addition to the Vancouver Heritage Register when opportunity arises.</p> <p>11.1.3 Conserve key character streetscapes in the RM zoned areas (Cedar Cove, Britannia-Woodland sub-areas).</p> <p>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).</p>	<input checked="" type="checkbox"/>			
AR: There is general agreement that additional density should be targeted to new rental units and co-ops, as opposed to strata/condos (ownership). In addition, participants noted agreement that more seniors-oriented and family-oriented housing is needed in the sub-area.	<p>Recognizing the residential core is currently an apartment area with relatively affordable rents, the focus is on allowing new opportunities for secured market rental housing. New opportunities for ownership housing will be introduced in select transition areas.</p> <p>7.1.6 Provide two and three+ bedroom family units designed in accordance with the High Density Housing for Families with Children Guidelines.</p> <ul style="list-style-type: none"> <li>Target a minimum of 35% family units in secured market rental.</li> </ul>	<input checked="" type="checkbox"/>			
AR: There is broad and general support for the sub-area's role in the cultural economy – with particular focus on the presence of arts studios in industrial areas. There is support for additional cultural production space in these areas.	<p>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:</p> <ul style="list-style-type: none"> <li>Support for 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.</li> </ul> <p>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.</p>	<input checked="" type="checkbox"/>			
AR: There is interest in the creation of smaller laneway market space near Commercial Drive (e.g. for artisans or other micro-businesses).	<p>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, special events.</p> <p>10.3.1 Explore additional locations for new markets such as on city-owned land, parks, or in commercial or industrial laneways.</p>	<input checked="" type="checkbox"/>			

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<b>13.0 GRANDVIEW</b>					
<b>PUBLIC REALM &amp; TRANSPORTATION</b>					
<p>13.1: Victoria Drive lacks sufficient safe crosswalks. We expect the City to improve the safety of intersections along Victoria Drive by ensuring that all crossings are well-designed for visibility, lighting and movement of pedestrians, cyclists and vehicles, specifically at the intersections of:</p> <p>East 7th Avenue: implement a pedestrian-activated crossing, additional lighting and an improvement of sightlines.</p> <p>William Street: implement pedestrian crossing at William and Victoria due to the foot traffic because of the local businesses.</p> <p>Venables Street: study measures to improve safety.</p> <p>Adanac Street: cyclist and pedestrian-activated crosswalk.</p>	<p>8.2.1 Improve safety for all road users at collision 'hotspots', including (but not limited to):</p> <ul style="list-style-type: none"> <li>Victoria at Hastings, East 1<sup>st</sup> Avenue, Broadway, East 10<sup>th</sup> Avenue, and East 12<sup>th</sup> Avenue</li> </ul> <p>8.3.2 Improve the walking experience on busier streets:</p> <ul style="list-style-type: none"> <li>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 1<sup>st</sup> Avenue, and East 12<sup>th</sup> Avenue</li> </ul> <p>8.4.1 Maintain and enhance the cycling network supporting 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.</p> <p>Key changes include:</p> <ul style="list-style-type: none"> <li>Exploring a bike facility along Victoria Drive as a flatter alternative to the existing Lakewood local street bikeway.</li> </ul>		☑		
<p>13.2: We recommend the City explore ways to discourage the use of Victoria Drive as an access route to and from the City.</p>	<p>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.</p>		☑		
<p>13.3: The City should consider traffic calming on Lakewood Drive between East 1st Avenue and Broadway.</p>	<p>8.4.1 Maintain and enhance the cycling network supporting 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.</p> <p>Key changes include:</p> <ul style="list-style-type: none"> <li>Addressing safety hotspots and upgrade existing routes to make them safer and more comfortable, including Adanac, East 10<sup>th</sup> Avenue, Woodland Drive (Mosaic Bikeway), Lakewood, Central Valley Greenway, and Off-Broadway.</li> </ul>		☑		

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13.4: We encourage the City to explore an additional east-west bike route in the south end of Grandview to fill in the gap in the cycling network.	<p>8.4.1 Maintain and enhance the cycling network supporting 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.</p> <p>Key changes include:</p> <ul style="list-style-type: none"> <li>Providing new east-west local street bike routes along Pandora, Charles or Grant, and E 8<sup>th</sup> Avenue (with precise alignments to be informed by detailed review and decisions around a planned new arterial street in False Creek Flats).</li> </ul>	☑			
13.5: We recommend that the City create new parks and micro-parks which could include areas adjacent to bike lanes and greenways because Grandview-Woodland has 60-percent less parks and open spaces than the city-wide average (0.4 ha per 1000 residents compared to 1.1 ha per 1000 residents city-wide). For example, the City should consider acquiring properties (such as the Telus building, Victoria Drive and Georgia Street) to convert them to parks or green space.	<p>9.5.4 Explore opportunities to create new parks or expand existing 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.</p> <p>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.</p>	☑			
13.6: The City needs to address the lack of biodiversity in parks—McSpadden, Templeton, and Salisbury—by incorporating habitat spaces to encourage a wide range of flora that reflects our local environment and attract local fauna such as birds, bees, butterflies etc.	<p>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).</p> <p>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:</p> <ul style="list-style-type: none"> <li>Explore opportunities to create pollinator gardens</li> <li>Balance port uses with a desire to conserve and enhance natural shorelines and riparian areas</li> <li>Enhance the urban forest canopy.</li> </ul>	☑			
13.7: We request that the City plant more trees where appropriate to provide shade, specifically for the playground at Templeton Park.	<p>9.1.7 Add street trees to Grandview-Woodland focusing on the following priority areas:</p> <ul style="list-style-type: none"> <li>Public park and greenspace perimeters</li> </ul> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>Enhance the urban forest canopy.</li> </ul>	☑			

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<p>13.8: We request that the City increase recreational infrastructure to expand opportunities for play for all ages. For instance, we recommend a pump track at Templeton Park and outdoor fitness circuit in McSpadden Park. Existing amenities, such as Templeton Pool, should be maintained.</p>	<p>9.5.2 Consider a greater variety of activities and programming for parks that could include:</p> <ul style="list-style-type: none"> <li>• Recreational and sporting use (sports fields)</li> <li>• Cultural uses (stages, performance area, art &amp; sculpture parks)</li> <li>• Playgrounds</li> <li>• Exercise and adult playground</li> <li>• Urban forest</li> <li>• Habitat</li> <li>• Food gardens and food tree plantings</li> <li>• Dog off-leash areas</li> <li>• Community programming</li> <li>• Features to support wet-weather uses</li> </ul> <p>Beginning in 2016, the Park Board will be leading an <i>Aquatic Services Strategy</i> to provide direction to meet indoor and outdoor pool needs.</p>	☑			
<p>13.9: We request that the City add lighting, garbage and recycling bins, and signage at all parks. We also request that public toilet facilities be installed at McSpadden Park.</p>	<p>9.3.3 Work with BIAs and other local stakeholders to identify/confirm areas that require additional recycling/waste bins, and provide additional bins where appropriate.</p> <p>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.</p>		☑		
<p>13.10: We request the City address drainage issues at McSpadden Park and Salisbury Park to ensure they can be used all year round.</p>	<p>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.</p> <p>9.5.2 Consider a greater variety of activities and programming for parks that could include:</p> <ul style="list-style-type: none"> <li>• Features to support wet-weather uses</li> </ul>		☑		
<p>13.11: We urge the City to explore opportunities for the placement of local art in public spaces like parks and plazas to express the character of the neighbourhood and promote local artists.</p>	<p>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.</p> <p>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.</p>	☑			

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<b>HOUSING &amp; BUILT FORM</b>					
13.12: To maintain the neighbourhood character and preserve heritage assets, we recommend that the City keep the current zoning.	The plan will preserve the low-scale, traditional character of the sub-area yet allow for sensitive infill to add housing and to retain heritage resources (see 6.5: Grandview).  In the Residential Core, new RT zoning will allow duplexes in areas currently zoned for single-family (RS-1, RS-4 and RS-7) and two-family (RT-4 and RT-5). The zoning will incentivize the retention of character/heritage resources.		<input checked="" type="checkbox"/>		
13.13: We suggest that the City study the opportunity to have additional density with the following conditions: no more than three storeys and no land assembly to avoid too drastic a change to the neighbourhood character.	The plan provides 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. In the residential core—the majority of the sub-area—building heights will be limited to three storeys (see 6.5: Grandview).	<input checked="" type="checkbox"/>			
13.14: We recommend that the City look at potential modifications to single-family and duplex zoning in Grandview with a view to: <ul style="list-style-type: none"> <li>• Retaining heritage assets</li> <li>• Enabling laneway, coach house or infill housing</li> <li>• Expanding ownership opportunities to create an array of housing opportunities that respects the character of the neighbourhood.</li> </ul>	In the Residential Core, new RT zoning will allow duplexes in areas currently zoned for single-family (RS-1, RS-4 and RS-7) and two-family (RT-4 and RT-5). The zoning will incent the retention of character/heritage resources and create new ownership opportunities.  Development rights pertaining to laneway houses as allowed in current single-family areas will remain (see 6.5: Grandview).	<input checked="" type="checkbox"/>			

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<p>13.15: We recommend additional density along East 1st Avenue, east of Commercial Drive given the following criteria:</p> <ul style="list-style-type: none"> <li>• Between Commercial Drive and Semlin Drive, a maximum height of four storeys with consideration of shadowing adjacent properties on the north side of 1st to ensure height consistency with the rest of the neighbourhood. Building form should be mostly townhouses and, if appropriate, apartments to ensure a building form that fits with the neighbourhood character;</li> <li>• Between Semlin Drive and Nanaimo Street, a maximum height of three storeys with consideration of shadowing adjacent properties on the north side of East 1st Avenue to ensure height-consistency with the rest of the neighbourhood. Building form should be ground-oriented three-storey townhouses;</li> <li>• The development in both areas should include a minimum of 30-percent rental units to ensure the cultural and economic diversity of the community;</li> <li>• Development permits should be restricted to maintain existing heritage buildings, in order to ensure the preservation of the character of the community;</li> <li>• To ensure visual diversity in housing types along East 1<sup>st</sup> Avenue, the City should use tools such as limits on land assembly and design guidelines that reflect the neighbourhood character.</li> </ul>	<p>Policies provide for new housing opportunities as recommended for this area. Although the plan keeps the scale low which was the intention in the recommendation, the heights are not the precise heights specified. This area does not have a rental housing requirement as other areas do.</p> <p>Policies (6.5.2):</p> <ul style="list-style-type: none"> <li>• Allow low-rise apartment buildings between Commercial Drive and Semlin Drive as follows: <ul style="list-style-type: none"> <li>○ Height: up to 13.7 m (45 ft.) (4 storeys)</li> <li>○ Density: up to 1.7 FSR</li> </ul> </li> <li>• Allow courtyard row houses between Semlin Drive and Nanaimo Street, as follows: <ul style="list-style-type: none"> <li>○ Building height: up to 12.2 m (40 ft.) (3.5 storeys)</li> <li>○ Density: up to 1.3 FSR</li> </ul> </li> <li>• Allow the ground floor rowhouses to have rental lock-off suites.</li> <li>• Require a minimum three-lot consolidation (90 ft. minimum frontage).</li> </ul> <p>11.1.8 Prepare new RT Guidelines for the Grandview, Nanaimo Street and Commercial-Broadway Station Precinct sub-areas to reflect the plan policy.</p>		☑		
<p>13.16: Assuming a maximum height of six storeys along Hastings Street between Templeton Drive and Kamloops Street, we want to ensure a proper transition in scale. We thus recommend transitional density:</p> <ul style="list-style-type: none"> <li>• Along the north block of Pender Street between Victoria Drive and Nanaimo Street in the form of stacked rowhouse townhouses, up to four storeys</li> <li>• Along the south block of Pender Street between Victoria Drive and Nanaimo Street in the form of three storey townhouses.</li> </ul> <p>To ensure visual diversity in housing types on Pender Street between Victoria Drive and Nanaimo Street, the City should use tools such as limits on land assembly and design guidelines that reflect the neighbourhood character.</p>	<p>The north side of East Pender Street (Semlin Drive to Nanaimo Street) is a transition area between higher density mixed-use development on East Hastings Street and the lower scaled residential area in behind. Policies support traditional rowhouses in this limited area as a transition where new ground-oriented family housing forms, as well as secondary rental in the form of lock-off suites, will be accommodated.</p> <p>Policies (6.5.3):</p> <ul style="list-style-type: none"> <li>• Allow traditional rowhouses (residential) in areas currently zoned for single-family (RS-7 and RS-1) and two-family (RT-4), as follows: <ul style="list-style-type: none"> <li>○ Height: up to 12.2 m (40 ft.) (3.5 storeys)</li> <li>○ Density: up to 1.2 FSR</li> </ul> </li> <li>• Allow the ground floor rowhouses to have rental lock-off suites.</li> <li>• Require a minimum three-lot consolidation (90' minimum frontage).</li> </ul> <p>11.1.8 Prepare new RT Guidelines for the Grandview, Nanaimo Street and Commercial-Broadway Station Precinct sub-areas to reflect the plan policy.</p>	☑			



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<p>13.17: In order to allow additional rental and ownership opportunities close to a major traffic hub and in consideration of a maximum height of four storeys along Broadway between Victoria Drive and Garden Drive, we recommend a transitional density along the south side of East 8th Avenue:</p> <ul style="list-style-type: none"> <li>• For a maximum height of four storeys rowhouses or townhouses between Commercial and half a block East of Victoria.</li> <li>• For a maximum of three storeys ground-oriented rowhouses or townhouses between half a block west of Semlin Drive and Garden Drive.</li> </ul>	<p>Policies support traditional rowhouses with secondary rental in the form of lock-off suites in this limited area.</p>	☑			
<b>LOCAL ECONOMY</b>					
<p>13.18: We recommend that the City maintain and extend small-scale retail along Victoria Drive by allowing non-residential space on new developments. Frontage should be limited to 33 feet to encourage small-scale local businesses.</p>	<p>10.2.2 Encourage the retention of existing small-scale retail uses.</p> <p>10.2.3 Introduce opportunities for new small-scale neighbourhood retail/commercial in residential areas.</p>	☑			
<b>14.0 NANAIMO</b>					
<b>PUBLIC REALM &amp; TRANSPORTATION</b>					
<p>14.1: We recommend that traffic calming speed limits and enhanced intersections should be aligned with school walking routes, for example, between Kitchener Street and William Street, and Venables Street and Georgia Street. The goal is to ensure children are safe as they walk to school and cross Nanaimo Street.</p>	<p>8.2.1 Improve safety for all road users at collision 'hotspots', including (but not limited to):</p> <ul style="list-style-type: none"> <li>• Nanaimo at Dundas, Hastings, Charles, East 1<sup>st</sup> Avenue, and Broadway</li> </ul> <p>8.2.2 Seek ways to enhance traffic safety around schools, prioritize improvements where there are school routes with known safety issues, as part of an overall road safety strategy.</p>	☑			
<p>14.2: We strongly recommend that the City of Vancouver through the Vancouver Police Department increase speed limit monitoring and enforcement along Nanaimo Street.</p>	<p>8.7.1 Investigate ways to manage traffic speeds on arterials and other busy streets in the neighbourhood by, for example:</p> <ul style="list-style-type: none"> <li>• Requesting that the Vancouver Police Department increase enforcement of speed limits.</li> </ul>	☑			
<p>14.3: We urge the City of Vancouver to reassess traffic flow and traffic lights with the aim of increasing the number of sequenced and pedestrian controlled traffic lights, especially the corridor between Hastings Street and Grandview Highway. The purpose of this is to slow traffic.</p>	<p>8.7.1 Investigate ways to manage traffic speeds on arterials and other busy streets in the neighbourhood by, for example:</p> <ul style="list-style-type: none"> <li>• Designing streets and signal progressions to ensure safe speeds.</li> </ul>	☑			
<p>14.4: We encourage the City to work with Translink to locate bus stops adjacent to intersections with traffic lights and to improve existing intersections near bus stops to promote pedestrian safety and prevent transit users from running across Nanaimo Street.</p>	<p>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.</p> <p>8.3.2 Improve the walking experience on busier streets.</p> <p>8.5.2 Support TransLink to improve local transit service.</p> <p>8.5.3 Work with TransLink to ensure transit waiting areas are safe, comfortable, and accessible.</p>	☑			

**GRANDVIEW-WOODLAND COMMUNITY PLAN**  
**TRACE DOCUMENT – HOW THE PLAN RESPONDS TO THE CITIZENS' ASSEMBLY RECOMMENDATIONS**

Citizens' Assembly Recommendation	Proposed Policy Response (includes specific policy if applicable)	Incorporated in draft plan	Incorporated w/ modifications	Not incorporated	Outside scope
<p>14.5: We request that the City provide increased support for pedestrian traffic on Nanaimo Street to improve health and safety in the neighbourhood. This would include improved sidewalks and maintenance, small green spaces and benches and well-lit pathways.</p>	<p>6.6: Nanaimo Street Policies:</p> <ul style="list-style-type: none"> <li>Provide public realm improvements that include increased sidewalk width, street trees and amenities such as seating, bike racks, etc.</li> </ul> <p>8.3.2 Improve the walking experience on busier streets.</p> <p>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.</p>	☑			
<p>14.6: We request specific intersection improvements to the key intersections of Hastings Street and Nanaimo Street, Adanac Street and Nanaimo Street, Charles Street and Nanaimo Street, and Nanaimo Street and Broadway. We further request new pedestrian controlled crossings at East 3rd Avenue and Nanaimo, and Napier Street and Nanaimo Street. This will enhance pedestrian safety and work to slow traffic.</p>	<p>8.2.1 Improve safety for all road users at collision 'hotspots', including (but not limited to):</p> <ul style="list-style-type: none"> <li>Nanaimo at Dundas, Hastings, Charles, East 1<sup>st</sup> Avenue, and Broadway</li> </ul> <p>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.</p> <p>8.3.2 Improve the walking experience on busier streets.</p>	☑			
<p>14.7: We ask the City to encourage use and development of trees, small parks and green spaces along Nanaimo Street in order to help limit noise and pollution and increase walkability. Specifically we recommend enhanced use of trees along both sides of Nanaimo.</p>	<p>6.6: Nanaimo Street Policies:</p> <ul style="list-style-type: none"> <li>Provide public realm improvements that include increased sidewalk width, street trees and amenities such as seating, bike racks, etc.</li> </ul> <p>8.3.2 Improve the walking experience on busier streets.</p> <p>9.1.7 Add street trees to Grandview-Woodland focusing on the following priority areas:</p> <ul style="list-style-type: none"> <li>Arterial streets with lower tree densities (noting spatial requirements for transit and truck traffic, as well as safe walking and cycling)</li> </ul>	☑			
<p>14.8: We encourage the City to use traffic-calming techniques, such as roundabouts and speed bumps, rather than traffic barricades/diverters in streets adjacent to Nanaimo.</p>	<p>This degree of specificity is beyond the scope of a community plan and is more appropriately addressed in other pertinent city policies. It is noted that <i>Transportation 2040</i> includes the following policies:</p> <p>M 1.3.1. Continue to implement strategic traffic calming on local streets to improve safety and neighbourhood livability.</p> <p>M 1.3.2. Refine the traffic calming evaluation process to encourage broad resident discussion and support prior to request submission.</p>		☑		

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14.9: We support the neighbourhood-wide recommendation for intra-neighbourhood shuttle services running along Nanaimo Street, Hastings Street, Commercial Drive and Broadway.	<p>8.5.2 Support TransLink to improve local transit service. Priorities include:</p> <ul style="list-style-type: none"> <li>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.</li> <li>Considering new transit service along East 1<sup>st</sup> Avenue, and extensions along Venables and Clark.</li> <li>Improving mobility options for people with special mobility needs.</li> </ul>		☑		
14.10: We urge the City of Vancouver to improve the existing park amenities with improved washroom facilities at Garden Park.	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.	☑			
<b>HOUSING &amp; BUILT FORM</b>					
14.11: We recommend mixed-use development at key commercial intersections (Hastings Street, Charles Street, East 1st Avenue, and Broadway). This will allow for enhanced retail and services that support families and help create a senior-friendly, accessible neighbourhood. The key commercial intersections (see above) should be developed first, with additional development gradually expanding outward where there is an east-west orientation on both sides of Nanaimo Street and where there is an existing lane to support business deliveries.	Small commercial nodes are located at the intersections of Charles Street, East 1 <sup>st</sup> Avenue, and Broadway. These areas will be enhanced with new mixed-use development that include space for new shops and services. The highest buildings will be located closest to the intersection. Public realm improvements will further enhance the commercial nodes (see 6.6.2: Shopping Nodes).	☑			
14.12: We urge the City to limit lot assembly to two lots so as to ensure there is not a continuous corridor of buildings along Nanaimo Street.	Monotony of building design seems to be the concern. This may be addressed through the zoning regulations that will be developed and will be considered then. Limits on lot assembly sizes have not been included in the plan.			☑	
14.13: We encourage the City to support a building typology that addresses livability for residents and surrounding neighbours, e.g. each unit has a quiet side facing away from Nanaimo Street. New built form should be respectful of current residential occupants and be mindful of surrounding single-family stock, particularly with respect to shadowing and views, and allow for sensitive transitions to lower density neighbourhoods. Change should be inclusive, gradual and resident-friendly.	<p>6.6.1: Ground-Oriented Residential Areas</p> <p>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.</p>	☑			
14.14: We recommend the City increase setbacks along Nanaimo Street to ensure safety, walkability, multi-use access, community engagement and allow for potential future development of greenways.	<p>6.6: Nanaimo Street</p> <p>Policies:</p> <ul style="list-style-type: none"> <li>Provide public realm improvements that include increased sidewalk width, street trees and amenities such as seating, bike racks, etc.</li> </ul> <p>Setbacks will be used to achieve a minimum 18 ft. sidewalk along Nanaimo Street.</p>		☑		

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14.15: We urge the City of Vancouver to develop design guidelines for Nanaimo Street to carefully look at multi-modal transportation and mixed use along Nanaimo Street. The design guidelines should address set-backs, traffic calming, pollution and noise mitigation, effects of height and shadowing and built form that fits in to the existing neighbourhoods that Nanaimo Street borders, both in Grandview-Woodland and Hastings Sunrise.	11.1.8 Prepare new RT Guidelines for the Grandview, Nanaimo Street and Commercial-Broadway Station Precinct sub-areas to reflect the plan policy.  The new zoning regulations for townhouses will address height, setbacks, shadowing, etc.	<input checked="" type="checkbox"/>			
14.16: Before the City considers any variances or new development the community must be consulted within the walkability radius (e.g., 10 blocks) on either side of Nanaimo Street.	This is outside the scope of a community plan. For legal reasons, notification standards and procedures are consistent across the city and are more appropriately addressed in other pertinent city policies.				<input checked="" type="checkbox"/>
<b>LOCAL ECONOMY</b>					
14.17: We expect that retail/commercial development reflect the needs of the community, providing a variety of services and amenities in a sustainable manner (e.g., smaller storefronts, local jobs and independent shops and services) to increase walkability, accessibility and support aging-in-place. The focus of local economy should be on the needs of residents.	6.6.2: Shopping Nodes Policies: For all the shopping nodes along Nanaimo Street: <ul style="list-style-type: none"> <li>Allow 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.</li> </ul> 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 that strive to regulate "formula" retail in local shopping districts.	<input checked="" type="checkbox"/>			
14.18: We support development of the neighbourhood-wide recommendation of charging stations for electric vehicles along Nanaimo Street.	8.7.6 Explore 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): <ul style="list-style-type: none"> <li>Providing additional charging stations, both on-street and in new developments.</li> <li>Designing new parking spaces to be sharable and adaptable to other uses.</li> </ul>	<input checked="" type="checkbox"/>			
<b>SERVICES, AMENITIES AND OTHER PLANNING THEMES</b>					
14.19: We recommend the city undertake an "Active and Safe Routes to School Plan" for Lord Nelson and Templeton schools.	8.2.2 Seek ways to enhance traffic safety around schools, prioritize improvements where there are school routes with known safety issues, as part of an overall road safety strategy.	<input checked="" type="checkbox"/>			

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<b>15.0: COMMERCIAL DRIVE</b>					
<b>PUBLIC REALM &amp; TRANSPORTATION</b>					
<p>15.1: We believe the City should introduce safe bike lanes (like Union Street's parking-protected bike lane) on Commercial Drive from East 14th Avenue to Graveley Street.</p>	<p>8.1.1 Develop a vision for Commercial Drive as a complete street. 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 or East 1<sup>st</sup> Avenue, where the street is wider. Measures in this area could include:</p> <ul style="list-style-type: none"> <li>• Reallocating two motor vehicle travel lanes to provide space for AAA cycling.</li> </ul> <p>8.4.1 Maintain and enhance the cycling network supporting 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:</p> <ul style="list-style-type: none"> <li>• Exploring AAA bike lanes on Commercial Drive to directly serve destinations, by reallocating travel lanes south of Graveley or East 1<sup>st</sup> Avenue, and creating connections to the existing network.</li> </ul> <p>Both of these policies will involve future consultation with the public and interested parties.</p>	☑			
<p>15.2: We recommend pedestrian experience improvements, such as wider sidewalks, more parklets, good access to bus stops, better signals, street furniture, trees and safe bike parking on side streets.</p>	<p>6.6.1: Commercial Drive Policies:</p> <ul style="list-style-type: none"> <li>• Provide public realm improvements that include increased sidewalk width, street trees, and amenities such as patios, seating, bike racks, public art etc.</li> </ul> <p>8.1.1 Develop a vision for Commercial Drive as a complete street. 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 or East 1<sup>st</sup> Avenue, where the street is wider. Measures in this area could include:</p> <ul style="list-style-type: none"> <li>• Providing direct and convenient access to shops and services for all modes of transportation.</li> <li>• Improving safety and comfort for all modes, with a focus on people walking and cycling.</li> </ul> <p>8.3.2. Improve the walking experience on busier streets:</p> <ul style="list-style-type: none"> <li>• Prioritize key commercial streets including Commercial Drive and E Hastings Street.</li> </ul> <p>8.3.4. Support new and improved public spaces to encourage more walking and active transportation, considering measures such as:</p> <ul style="list-style-type: none"> <li>• Parklets in locations that have business and community support.</li> </ul>	☑			

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15.3: We urge the City to improve safety conditions for all users (pedestrians, cyclists, vehicles, and people with mobility challenges), through means such as lowering the speed limit, intersection improvements, lighting, and parking controls.	<p>8.1.1 Develop a vision for Commercial Drive as a complete street, with key design principles that could include:</p> <ul style="list-style-type: none"> <li>Improving safety and comfort for all modes, with a focus on people walking and cycling.</li> </ul> <p>8.2.1 Improve safety for all road users at collision 'hotspots', including (but not limited to):</p> <ul style="list-style-type: none"> <li>The entire Commercial Drive corridor, particularly hotspots at Hastings, E 1<sup>st</sup> Avenue, and between the Grandview Cut and E 12th Avenue.</li> </ul>	<input checked="" type="checkbox"/>			
<b>HOUSING &amp; BUILT FORM</b>					
15.4: Unless otherwise identified we instruct the City to retain current zoning of four storeys throughout Commercial Drive, from Grandview Cut to Pender Street, with the goal of maintaining affordability and character.	For Commercial Drive, between East 5 <sup>th</sup> Avenue and Adanac Street, the plan maintains the current zoning which allows up to four storeys (Commercial Drive "Core" area), with the exception of the key sites at East 1 <sup>st</sup> Avenue. This is the majority of the length of Commercial Drive. Beyond this core area, policies for allow for height above four storeys either because of proximity to the Transit Precinct (south end) or to allow for social and rental housing opportunities (north end).		<input checked="" type="checkbox"/>		
15.5: We instruct the City to retain current zoning of four storeys on Commercial Drive and East 1st Avenue, while changing the zoning of the northwest, northeast and southwest corners to retail use on the first floor, commercial use on the second floor, and mixed-use on the third and fourth floors.	<p>6.1.1: Commercial Drive "Core"</p> <ul style="list-style-type: none"> <li>Only at East 1st Avenue and Commercial Drive northwest, northeast and southwest corners allow consideration of additional height and density with the following specific policies: <ul style="list-style-type: none"> <li>Mixed-use: first floor retail/services (required), second floor office (encouraged) and residential on upper floors.</li> <li>Height: up to 6 storeys.</li> <li>Density: up to 3.0 FSR.</li> </ul> </li> </ul>		<input checked="" type="checkbox"/>		
15.6: We recommend the City to develop zoning to allow for five storeys in the East block of Commercial Drive between East 7th Avenue and the Grandview Cut, specifically for retail and commercial use.	<p>6.1.2: Commercial Drive South (both sides)</p> <ul style="list-style-type: none"> <li>Allow mixed-use development with continuous active commercial frontages and office: <ul style="list-style-type: none"> <li>Mixed-use: first floor retail/services (required), second floor office (required) and residential on upper floors.</li> <li>Height: up to 6 storeys.</li> <li>Density: up to 3.0 FSR.</li> </ul> </li> </ul>		<input checked="" type="checkbox"/>		
15.7: We recommend the City develop zoning to allow for five storeys for the lots in the West side of Commercial Drive between Grandview Cut and the corner of East 6th Avenue, with retail on the first floor, office space on the second floor, and mixed-use on the third to fifth floors.	<p>6.1.2: Commercial Drive South (both sides)</p> <ul style="list-style-type: none"> <li>Allow mixed-use development with continuous active commercial frontages and office: <ul style="list-style-type: none"> <li>Mixed-use: first floor retail/services (required), second floor office (required) and residential on upper floors.</li> <li>Height: up to 6 storeys.</li> <li>Density: up to 3.0 FSR.</li> </ul> </li> </ul>		<input checked="" type="checkbox"/>		
15.8: Where height extends above three storeys, we recommend design guidelines requiring setback of the upper storeys, to provide human-scale street-level experience, privacy, and light and air circulation considerations of surrounding properties.	<p>6.1: Commercial Drive Policies:</p> <ul style="list-style-type: none"> <li>Upper floors above 13.7m (45 ft.) set back 3 m/10 ft. to maintain the character street wall.</li> </ul>	<input checked="" type="checkbox"/>			

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15.9: We recommend design guidelines for the length of the Drive, requiring variation of façade, height, depth and materials, to maintain visual interest and preserve the unique and eclectic character of the Drive.	6.1: Commercial Drive Urban Design Principles: 1. Maintain a pattern of fine-grained retail frontages with active storefronts. 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.	<input checked="" type="checkbox"/>			
15.10: a) To encourage variety of storefronts along Commercial Drive, we recommend lot assemblies be limited to 25 metres total frontage. b) We recommend restricting the width of single-use retail frontages, requiring smaller, narrower commercial retail unit uses.	Commercial Drive "Core" and South Policies: <ul style="list-style-type: none"> <li>Ensure storefronts have narrow frontages (maximum width 15.24 m/50 ft.)</li> </ul> The plan does not limit site assemblies because a guideline approach is considered to be more effective to achieve the intent.		<input checked="" type="checkbox"/>		
<b>LOCAL ECONOMY</b>					
15.11: We encourage the City to create zoning and guidelines to enable commercial activities in the laneways adjacent to Commercial Drive.	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. 10.3.1 Explore additional locations for new markets such as on city-owned land, parks, or in commercial or industrial laneways.	<input checked="" type="checkbox"/>			

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<b>SERVICES, AMENITIES AND OTHER PLANNING THEMES</b>					
<p>15.12: Regarding the Venables Street/Commercial Drive site, there is agreement on the following points:</p> <ul style="list-style-type: none"> <li>• People with mental health conditions are part of our community.</li> <li>• The Kettle should expand its services within Grandview-Woodland.</li> <li>• The expansion of Kettle's services should ideally include funding from the federal, provincial and municipal governments.</li> <li>• Any project on this site should conform to design guidelines and incorporate green space.</li> <li>• This site should be used as a connector to extend the 'vibe' of Commercial Drive North after Venables.</li> <li>• The site should foster an active, pedestrian-friendly environment with retail and restaurants.</li> <li>• The site should include public space.</li> <li>• Additional height, if any, should be located at lower point of the site (north).</li> <li>• Any additional height after a given point should be tied to expansion of social services and support for the Kettle.</li> <li>• This site should not serve as a precedent for other projects.</li> </ul> <p>We recommend that, going forward, further community consultation regarding the development of this site take place, using proactive and innovative methods in order to seek feedback not only from those who are traditionally vocal, but also the demographic that is consistently underrepresented in planning processes and that would most benefit from it.</p>	<p>Given increasing demands for its services, Kettle seeks leverage their existing site and to partner with others that could include adjacent private parties and/or the City to achieve a larger facility to better address community needs. The City is highly supportive of the Kettle and its objectives to increase access to low-barrier services.</p> <p>6.1.4: Special Sites Policies:</p> <ul style="list-style-type: none"> <li>• Support a mixed use development that achieves the best possible level of urban design performance given adjacent land uses and existing neighbourhood character.</li> <li>• Ensure a combination of market and non-market housing across the combined sites.</li> <li>• Allow consideration of additional height and density at Commercial Drive and Venables Street (northwest corner).</li> <li>• Ensure an active, pedestrian-friendly environment with retail and services, and also considers a public plaza.</li> <li>• Provide public realm improvements that include increased sidewalk width, street trees, and amenities such as seating, bike racks, public art etc.</li> </ul> <p>If and when a rezoning application is submitted, it would go through the full application review process, including public consultation and consideration by Council at a Public Hearing.</p>	☑			



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<b>16.0: BROADWAY AND COMMERCIAL</b>					
<b>PUBLIC REALM &amp; TRANSPORTATION</b>					
<p>16.1: We expect the City to create a welcoming viable public plaza at the Safeway site. This south-oriented plaza should be visible to pedestrians at the main intersection and have multiple pedestrian access points from Broadway and Commercial Drive, preferring 'desire paths'. The plaza should have an open feel and must connect to the SkyTrain greenway.</p> <p>We want to restrict the height at the Broadway-Commercial station intersection (SE corner) and south along Commercial Drive to eight storeys. We want to allow a maximum of 12 storeys on the east side of the site; however, the developments must have varied heights. The south side should not cast shadows over the plaza therefore we want to restrict buildings immediately to the south of the plaza to four storeys.</p> <p>We recommend the inclusion of an iconic signature building on the north east side of the site. Development must be mixed-use, integrating small-scale ground floor retail, second storey commercial/office space and residential above. We would like to retain grocery retail.</p> <p>The plaza is not an acceptable place for a bus loop or lines of waiting passengers. The plaza is intended as a pedestrian area, and must be developed with a unified consideration of the human scale.</p> <p>The plaza must be vibrant and safe for everyone, and must be designed to avoid becoming a magnet for criminal activity.</p> <p>Developments must be sustainable to help meet the City of Vancouver's Greenest City goals, and green roofs are preferred. The plaza must also have a high quality landscape design with green spaces, natural shade, native species, and a mix of hard and soft surfaces.</p> <p>We direct the City to ensure that any new development on the Safeway site does not displace nearby co-op housing.</p>	<p>Analysis of these recommendations suggests that the form of development proposed would be at a lower density that is currently permitted under this site under existing zoning. Those zoning permissions have not resulted in redevelopment of the site over the past several decades. The plan policies will facilitate a redevelopment that can achieve the stated goals of a significant public plaza at this key location, however, to so building heights and the resultant density are higher than recommended by the Citizens' Assembly.</p> <p>6.7.1: Station Mixed-Use and Employment</p> <p>This Safeway 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.</p> <p>Policies:</p> <ul style="list-style-type: none"> <li>• Allow consideration of 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.</li> <li>• Heights: <ul style="list-style-type: none"> <li>○ perimeter heights will be generally 6 storeys above the retail plinth</li> <li>○ at key anchor points within the site, heights range from 12 to 24 storeys above the retail plinth</li> <li>○ highest forms will be situated adjacent to the Grandview Cut to minimize shadowing of the plaza</li> </ul> </li> <li>• As part of future redevelopment of the site, seek a generous, centrally-located public plaza at grade.</li> </ul> <p>Any rezoning application would have to comply with the <i>Rezoning Policy for Sustainable Large Developments</i>, which seeks to achieve higher sustainability standards as an essential component in the rezoning of large development sites.</p> <p>The Safeway Site does not encompass the nearby co-op housing, so it would not be displaced.</p>			☑	

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<p>16.2: We are concerned about pedestrian congestion at Commercial-Broadway. If funding for the Broadway subway is not secured within the next five years, we expect the City to work with TransLink and other stakeholders to implement effective options to alleviate congestion.</p>	<p>8.5.4 Improve Commercial-Broadway SkyTrain Station and the surrounding area by:</p> <ul style="list-style-type: none"> <li>Supporting TransLink-led improvements to improve transit capacity, passenger circulation, wayfinding, accessibility, and multi-modal integration.</li> <li>Advocating for additional station facilities such as publicly-accessible restrooms.</li> <li>Working with TransLink and adjacent owners to improve integration with the surrounding neighbourhood.</li> </ul>	<input checked="" type="checkbox"/>			
<p>16.3: We urge the City to build one or two speed bumps for each block in the area west of Commercial Drive, south of Grandview Highway, east of Clark Drive and north of East 11th Avenue—except major arterial roads such as Clark Drive, Broadway and East 12th Avenue.</p>	<p>This degree of specificity is beyond the scope of a community plan and is more appropriately addressed in other pertinent city policies and programs. It is noted that <i>Transportation 2040</i> includes the following policies:</p> <p>M 1.3.1. Continue to implement strategic traffic calming on local streets to improve safety and neighbourhood livability.</p> <p>M 1.3.2. Refine the traffic calming evaluation process to encourage broad resident discussion and support prior to request submission.</p> <p>Although the specifics are out of scope, the plan includes a more generalized policy to support traffic calming:</p> <p>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.</p>		<input checked="" type="checkbox"/>		
<p>16.4: In order to facilitate the funding for building a public plaza and encouraging a transit-oriented community, we recommend the City relax parking requirements for new residential and commercial developments that are within a 10-minute walk from Broadway and Commercial Drive. We direct the City to require space for car co-ops and increased bike parking, including end-of-ride facilities.</p>	<p>8.4.2 Improve bike parking and other end-of-trip facilities.</p> <p>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):</p> <ul style="list-style-type: none"> <li>Broadway and Commercial</li> </ul> <p>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.</p>	<input checked="" type="checkbox"/>			

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<p>16.5: We direct the City to improve bike and pedestrian safety at the following intersections:</p> <ol style="list-style-type: none"> <li>1. Commercial Drive and East 10th Avenue</li> <li>2. Woodland Drive and Grandview Highway (including a cyclist / pedestrian controlled light)</li> <li>3. Clark Drive and Grandview Highway</li> <li>4. Broadway and Victoria Drive</li> <li>5. East 10th Avenue and Victoria Drive</li> <li>6. Grandview Highway and Nanaimo Street</li> </ol>	<p>The plan includes policies to improve pedestrian and cyclist safety at key intersections, and more generally:</p> <p>8.2.1 Improve safety for all road users at collision 'hotspots', including (but not limited to):</p> <ul style="list-style-type: none"> <li>• The entire Commercial Drive corridor, particularly hotspots at Hastings, East 1<sup>st</sup> Avenue, and between the Grandview Cut and East 12th Avenue</li> <li>• The East 10<sup>th</sup> Avenue corridor, particularly intersections at Commercial Drive and Victoria</li> <li>• Clark at Hastings, Venables, East 1<sup>st</sup> Avenue, Grandview, Broadway, and East 10<sup>th</sup> Avenue</li> <li>• Victoria at Hastings, East 1<sup>st</sup> Avenue, Broadway, East 10<sup>th</sup> Avenue, and East 12<sup>th</sup> Avenue</li> <li>• Nanaimo at Dundas, Hastings, Charles, East 1<sup>st</sup> Avenue, and Broadway</li> </ul> <p>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.</p> <p>8.4.1 Maintain and enhance the cycling network supporting 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.</p>	☑			
<p>16.6: We direct the City to ensure that sidewalks be widened and trees planted as part of any new development on East 12th Avenue, and on Victoria Drive between Broadway and East 12th Avenue, to improve walkability and traffic safety. (see also: 16.34)</p>	<p>6.7.2: Station Residential Policies:</p> <ul style="list-style-type: none"> <li>• Setbacks: Front: sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk.</li> </ul> <p>8.3.2. Improve the walking experience on busier streets:</p> <ul style="list-style-type: none"> <li>• 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 1<sup>st</sup> Avenue, and East 12<sup>th</sup> Avenue.</li> </ul> <p>9.1.7. Add street trees to Grandview-Woodland focusing on the following priority areas:</p> <ul style="list-style-type: none"> <li>• Arterial streets with lower tree densities (noting spatial requirements for transit and truck traffic, as well as safe walking and cycling)</li> </ul>	☑			
<p>16.7: We direct the City to install self-cleaning public washrooms in the vicinity of the Broadway and Commercial SkyTrain station.</p>	<p>8.5.4 Improve Commercial-Broadway SkyTrain Station and the surrounding area by:</p> <ul style="list-style-type: none"> <li>• Advocating for additional station facilities such as publicly-accessible restrooms.</li> </ul>	☑			

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16.8: To accommodate neighbourhood growth over the next 30 years, we recognize more green space is needed. The City should immediately revitalize Shelley Park and in the long term seek to acquire adjacent properties to expand the available green 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.	<input checked="" type="checkbox"/>			
16.9: We encourage the City to employ Crime Prevention through Environmental Design (CPTED) techniques in the sub-area.	13.12.4 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.	<input checked="" type="checkbox"/>			
16.10: We support the City's existing commitment (see Emerging Directions, BC-16) to expand the amount of green space in the sub-area, including off-leash parks.	9.5.4 Explore opportunities to create new parks or expand existing 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.	<input checked="" type="checkbox"/>			
<b>HOUSING &amp; BUILT FORM</b>					
16.11: We direct the City to permit limited lot assembly to allow creative and gentle forms of densification. Lot assembly should be limited to a maximum of 17,000 ft <sup>2</sup> . This limit is to avoid very large monotonous developments that may result in increased housing prices. However, this limit is also large enough to enable underground parking, in order to improve parking availability in the neighbourhood. The City should establish and enforce design guidelines that prohibit monotonous frontages, and promote good urban design.	The plan does not limit site assemblies because a guideline and zoning regulation approach is considered to be more effective to achieve the intent.  Building setbacks, upper level step backs, and tower floor plate and separation requirements, as detailed in the plan, will help ensure neighbourly development. Streetscapes will be enhanced with public realm improvements that may include increased sidewalk width, street trees, and amenities such as bike racks and pedestrian lighting, and continuous ground floor retail/commercial			<input checked="" type="checkbox"/>	

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<p>16.12: We recommend increasing density of the Broadway-Commercial subarea through careful and appropriate zoning changes. We believe the key to successful increases of density relies on the following principles:</p> <ul style="list-style-type: none"> <li>• Require setbacks to reduce impacts on neighbouring residences, including but not limited to: <ul style="list-style-type: none"> <li>– Setbacks at the side of a building so that the building cannot go right up to a property line.</li> <li>– Setbacks on buildings on the north side of Broadway to minimize shadows on East 8th Avenue residences</li> </ul> </li> <li>• In general, building heights should descend as the distance from rapid transit increases.</li> <li>• Where row homes or stacked town homes are built, ensure the front entrances are ground-oriented. Also ensure that when the back of a building is facing existing homes it should have a friendly presentation to the laneway.</li> <li>• Gradual transitions between building heights to create a more pleasant urban landscape.</li> <li>• Shadowing should be minimized on residences, parks and the plaza.</li> <li>• Reduce parking requirements for new buildings within 10-minute walk from rapid transit.</li> <li>• To address concerns about residents' parking needs, the City should consider establishing parking permitting or other appropriate tools.</li> </ul>	<p>Building heights are highest at the Safeway Site adjacent to Commercial-Broadway Station, and generally step down in height moving away from the station.</p> <p>In general, buildings will be set back from the street, and upper level step backs of residential floors will reduce shadowing and overlook of adjacent residential buildings.</p> <p>Buildings will be sited and shaped to minimize shadowing on key public spaces, such as parks and plazas.</p> <p>Traditional rowhouses will transition from higher density areas to duplex areas. These will be ground-oriented housing, with the opportunity for first floor lock-off suites (for more details, see 6.7: Commercial-Broadway Station Precinct.)</p> <p>Policies re:parking:</p> <p>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 and consider impacts to overall affordability.</p> <p>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):</p> <ul style="list-style-type: none"> <li>• Broadway and Commercial</li> </ul>	☑			
<p>16.13: In order to create viable mixed-use nodes that create new job opportunities and activate underused intersections, we direct the City to permit mixed-use buildings up to eight stories at:</p> <ul style="list-style-type: none"> <li>• Commercial Drive and East 12th Avenue</li> <li>• Broadway and Clark Drive</li> </ul> <p>All such nodes would have setbacks and leave the street feeling open. The height of 8 storeys represents a careful increase in density relative to the six-storey height limit along arterials.</p>	<p>In the Commercial-Broadway Station Precinct, new job space is focused within a five minute walk of the station (see 6.7.1). The plan allows additional height at Commercial/East 12<sup>th</sup> and Broadway/Clark.</p> <p>Commercial Drive and East 12<sup>th</sup> Avenue:</p> <p>Northeast corner (existing C-1 zoning): the plan allows mixed-use development up to 6 storeys, with ownership opportunities.</p> <p>Southeast corner (existing RT-5N zoning): the plan allows development up to 4 storeys, for 100% secured market rental housing.</p> <p>Broadway and Clark Drive:</p> <p>In this area the intent is to achieve affordable housing objectives. Additional height of 6 to 10 storeys is permitted, depending on the mix of tenures (see 6.7.2: Station Residential).</p>		☑		

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<p>16.14: We recommend the City allow modest rezoning of the sub-area's peripheral arterial streets— East 12th Avenue, Clark Drive and Nanaimo Street—for denser residential buildings. Allowable heights should primarily not exceed four storeys, except for where our recommendations and map indicate otherwise. Rental stock should be maintained and expanded.</p>	<p>In all areas, Rate of Change requirements apply to RM sites with existing rental housing. The plan allows consideration of rezonings along East 12<sup>th</sup> Avenue for 100% secured market rental housing, between four and six storeys.</p> <p>Along Clark Drive, additional height is permitted at East 12<sup>th</sup> (four to six storeys) and north of Broadway on the east side (up to ten storeys), to achieve affordable housing objectives.</p> <p>Along Nanaimo Street, additional height is permitted up to 3.5 storeys in ground-oriented residential areas, and up to six storeys at the Broadway shopping node (see 6.6: Nanaimo).</p>		☑		
<p>16.15: We recommend heights up to six storeys on the north side of East 12th Avenue between Lakewood Drive and Commercial Drive.</p>	<p>6.7.2: Station Residential Policies:</p> <p>East 12<sup>th</sup> Avenue, North side from Woodland Drive and Lakewood Drive</p> <ul style="list-style-type: none"> <li>For sites zoned RM-4 and RM-4N (subject to Rate of Change policy) height and density options are as follows: <ul style="list-style-type: none"> <li>For 100% secured market rental: up to 6-storeys</li> </ul> </li> </ul>	☑			
<p>16.16: We recommend that East 12th Avenue and Commercial Drive be a site of increased density, with significant commercial and amenity components in order to draw people to the south end of the area and revitalize Commercial Drive between Broadway and East 12th Avenue, subject to view cones.</p> <p>We recommend fine-grained commercial spaces along this section of Commercial Drive in order to create a feeling of continuity with the Commercial Drive north of the Grandview Cut. This development should have variable building setbacks in order to echo the street aesthetic of Commercial Drive further north.</p> <p>We recommend the establishment of locations for one or two anchor businesses at the intersection of Commercial Drive and East 12th Avenue in order to activate this area and balance our call for fine-grained commercial spaces.</p>	<p>6.7.1: Station Mixed-Use and Employment (includes Commercial Drive and East 12<sup>th</sup> Avenue) Policies:</p> <ul style="list-style-type: none"> <li>A mix of commercial uses, which may include small-scale retail, service and community-serving uses, is required on the first floor with residential uses on upper floors, except where otherwise noted.</li> </ul> <p>West side of Commercial Drive (and southeast corner of Commercial Drive and East 12<sup>th</sup>):</p> <ul style="list-style-type: none"> <li>Office uses are required on the second floor between Broadway and north of East 12th Ave.</li> <li>Between East 10th Ave and East 12th Ave: <ul style="list-style-type: none"> <li>Height: up to 6 storeys</li> <li>Density: up to 3.0 FSR</li> </ul> </li> </ul> <p>East side of Commercial Drive:</p> <ul style="list-style-type: none"> <li>Office uses are required on upper floors. Residential uses will not be permitted.</li> <li>Continuous commercial frontages are required on streets. Encourage lane-fronting retail to help activate the laneway area under the SkyTrain guideway</li> <li>Height: between 6-10 storeys</li> <li>Density: up to 3.2 FSR</li> </ul> <p>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.</p> <p>10.1.3 Support new retail, commercial and service opportunities within buildings at locations as outlined in this plan.</p>	☑			

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<p>16.17: We recommend that along Commercial Drive between Broadway and East 12th Avenue there primarily be a maximum of six storeys (maximum four storeys with two set back). Limited width above four storeys should create a varied street wall. A maximum of eight storeys is recommended at the intersections of Commercial Drive and East 12th Avenue, as well as the north-east, south-east, and south-west corners of Commercial Drive and Broadway. These buildings should be mixed-use.</p>	<p>6.7.1: Station Mixed-Use and Employment (includes Commercial Drive and East 12<sup>th</sup> Avenue)</p> <p>Policies:</p> <p>West side of Commercial Drive (and southeast corner of Commercial Drive and East 12<sup>th</sup>):</p> <ul style="list-style-type: none"> <li>Office uses are required on the second floor between Broadway and north of East 12th Ave.</li> <li>Between East Broadway and 10th Avenue <ul style="list-style-type: none"> <li>Height: up to ten storeys at Broadway stepping down to eight storeys at East 10th Ave</li> <li>Density: up to 4.8 FSR for the overall site</li> </ul> </li> <li>Between East 10th Ave and East 12th Ave: <ul style="list-style-type: none"> <li>Height: up to six storeys</li> <li>Density: up to 3.0 FSR</li> </ul> </li> </ul> <p>East side of Commercial Drive:</p> <ul style="list-style-type: none"> <li>Office uses are required on upper floors. Residential uses will not be permitted.</li> <li>Continuous commercial frontages are required on streets. Encourage lane-fronting retail to help activate the laneway area under the SkyTrain guideway</li> <li>Height: between 6-10 storeys</li> <li>Density: up to 3.2 FSR</li> </ul>		☑		
<p>16.18: We recommend a maximum of six storeys residential on Woodland Drive between Broadway and Grandview Highway. See 16.12 for important recommendations about limiting impact of new developments on existing residents.</p>	<p>6.7.2: Station Residential</p> <p>Policies:</p> <ul style="list-style-type: none"> <li>Consider mid-rise residential development (unless otherwise noted) provided that stated affordable housing objectives are achieved.</li> <li>For sites currently zoned RM (subject to Rate of Change policy) height and density options are as follows: <ul style="list-style-type: none"> <li>For 100% secured market rental: up to six-storeys</li> </ul> </li> <li>For sites with a minimum frontage of 120 ft. either/or: <ul style="list-style-type: none"> <li>For mixed-tenure (50% secured market rental / 50% strata): up to ten storeys</li> <li>For mixed-tenure (20% non-market housing / 80% strata): up to ten storeys</li> </ul> </li> <li>Building heights will be further determined by requirements outlined in the city's view cone policies.</li> </ul>		☑		

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<p>16.19: We recommend four storeys on McLean Drive between East 7th Avenue and East 8th Avenue See 16.12 for important recommendations about limiting impact of new developments on existing residents.</p>	<p>6.7.2: Station Residential Policies:</p> <ul style="list-style-type: none"> <li>Consider mid-rise residential development (unless otherwise noted) provided that stated affordable housing objectives are achieved.</li> <li>For sites currently zoned RM (subject to Rate of Change policy) height and density options are as follows: <ul style="list-style-type: none"> <li>For 100% secured market rental: up to 6-storeys</li> </ul> </li> <li>For sites with a minimum frontage of 120 ft. either/or: <ul style="list-style-type: none"> <li>For mixed-tenure (50% secured market rental / 50% strata): up to 10 storeys</li> <li>For mixed-tenure (20% non-market housing / 80% strata): up to 10 storeys</li> </ul> </li> </ul> <p>Building heights will be further determined by requirements outlined in the city's view cone policies.</p>		☑		
<p>16.20: We direct the City to permit an eight-storey commercial building at the northeast corner of Broadway and Commercial above the SkyTrain in order to create more job opportunities at this highly accessible location.</p>	<p>The plan allows for development above the SkyTrain station on the northeast corner of Broadway and Commercial Drive up to ten storeys.</p>		☑		
<p>16.21: We direct the City to ensure that some of the new office space to be created in the sub-area be accessible to non-profit organizations.</p>	<p>The plan does not ensure space for non-profit organizations but it permits and encourages this use.</p>		☑		
<p>16.22: To utilize the Grandview Cut as an opportunity for height with fewer residents affected by shadow, we recommend a maximum of six storeys along the south side of the cut, from Semlin Drive to Clark Drive. We recommend a maximum of eight storeys within the radius of a 10-minute walk from both the Broadway-Commercial station and VCC-Clark stations.</p>	<p>6.7.2: Station Residential Policies:</p> <ul style="list-style-type: none"> <li>Consider mid-rise residential development (unless otherwise noted) provided that stated affordable housing objectives are achieved.</li> <li>For sites currently zoned RM (subject to Rate of Change policy) height and density options are as follows: <ul style="list-style-type: none"> <li>For 100% secured market rental: up to 6-storeys</li> </ul> </li> <li>For sites with a minimum frontage of 120 ft. either/or: <ul style="list-style-type: none"> <li>For mixed-tenure (50% secured market rental / 50% strata): up to 10-storeys</li> <li>For mixed-tenure (20% non-market housing / 80% strata): up to 10-storeys</li> </ul> </li> </ul> <p>Building heights will be further determined by requirements outlined in the city's view cone policies. Shadowing will be taken into account as part of typical review process.</p>		☑		



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<p>16.23: We recommend a limit of four storeys residential along Broadway from Semlin Drive to Garden Drive. We recommend a limit of three storeys residential along the north side of East 10th Avenue from Semlin Drive to Garden Drive. See 16.12 for important recommendations about limiting impact of new developments on existing residents.</p>	<p>6.7.3: Broadway East Multi-Family Policies: Broadway from Semlin Drive to Garden Drive</p> <ul style="list-style-type: none"> <li>Allow residential apartments, as follows: <ul style="list-style-type: none"> <li>Building height: up to 6 storeys</li> </ul> </li> </ul> <p>North side of East 10<sup>th</sup> Avenue between Semlin Drive and Garden Drive</p> <ul style="list-style-type: none"> <li>Allow traditional rowhouses (residential). Allow optional first floor construction as a lock-off suite <ul style="list-style-type: none"> <li>Height: up to 3.5 storeys (12.2m, or 40 ft.)</li> </ul> </li> </ul>		☑		
<p>16.24: We recommend a limit of six storeys mixed-use at the north side of the intersections at Broadway and Victoria Drive in order to develop a mixed-use node. See 16.12 for important recommendations about limiting impact of new developments on existing residents.</p>	<p>6.7.1: Station Mixed-Use and Employment Policies:</p> <ul style="list-style-type: none"> <li>A mix of commercial uses, which may include small-scale retail, service and community-serving uses, is required on the first floor with residential uses on upper floors, except where otherwise noted.</li> </ul> <p>Broadway from Grandview Cut to Semlin Drive (includes Broadway and Victoria)</p> <ul style="list-style-type: none"> <li>Office uses are required on the second floor.</li> <li>Height: up to 6-storeys</li> </ul>	☑			
<p>16.25: We recommend increased residential density on East 11th Avenue between Lakewood Drive and Commercial Drive. An eight-storey building is recommended on the north side of East 11th Avenue between Semlin Drive and Victoria Drive to align with the zoning to its immediate north. A six-storey building is recommended on the south side of East 11th Avenue between Semlin Drive and Victoria Drive. Between Victoria Drive and Commercial Drive, we recommend a four-storey building on the north side of the street and a six-storey building on the south. See 16.12 for important recommendations about limiting impact of new developments on existing residents.</p>	<p>6.7.2: Station Residential Policies:</p> <ul style="list-style-type: none"> <li>Consider mid-rise residential development (unless otherwise noted) provided that stated affordable housing objectives are achieved.</li> <li>For sites currently zoned RM (subject to Rate of Change policy) height and density options are as follows: <ul style="list-style-type: none"> <li>For 100% secured market rental: up to 6-storeys</li> </ul> </li> <li>For sites with a minimum frontage of 120 ft. either/or: <ul style="list-style-type: none"> <li>For mixed-tenure (50% secured market rental / 50% strata): up to 10-storeys</li> <li>For mixed-tenure (20% non-market housing / 80% strata): up to 10-storeys</li> </ul> </li> </ul> <p>Building heights will be further determined by requirements outlined in the city's view cone policies.</p>		☑		

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<p>16.26: We expect that the City revitalize laneways in the Broadway-Commercial sub-area, including the pathway below the SkyTrain between East 10th Avenue and East 12th Avenue. Likewise, revitalization of the pathway below the SkyTrain (East 10th Avenue to East 12th Avenue) should require building forms that open onto it to create greenway retail that serves as a shopping destination, drawing people to the area. This revitalization should result in lively, safe and pleasant public greenways that facilitate active transport and pocket park space throughout the sub-area. Refer to Fan Tan Alley in Victoria as an example.</p>	<p>6.7.1: Station Mixed-Use and Employment Policies: East side of Commercial Drive:</p> <ul style="list-style-type: none"> <li>Continuous commercial frontages are required on streets. Encourage lane-fronting retail to help activate the laneway area under the SkyTrain guideway</li> </ul> <p>9.1.9. Explore opportunities as they arise to revitalize laneways by through design and/or programming opportunities.</p> <p>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:</p> <ul style="list-style-type: none"> <li>Areas under the SkyTrain guideway.</li> </ul> <p>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.</p> <p>10.3.1 Explore additional locations for new markets such as on city-owned land, parks, or in commercial or industrial laneways.</p>	☑			
<p>16.27: We instruct that commercial properties with laneways adjacent to Commercial Drive be zoned to permit small-frontage laneway retail.</p>	<p>6.7.1: Station Mixed-Use and Employment Policies: East side of Commercial Drive:</p> <ul style="list-style-type: none"> <li>Continuous commercial frontages are required on streets. Encourage lane-fronting retail to help activate the laneway area under the SkyTrain guideway</li> </ul>	☑			
<p>16.28: We direct the City to ensure that rental buildings are replaced retaining the same percentage (rather than number) of affordable and market-rate rental in any new developments as those they replace.</p>	<p>In all areas, Rate of Change requirements apply to RM sites with existing rental housing and are consistently applied across the city. This requires one-for-one replacement of existing rental units in any new development.</p> <p>7.1.6 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.</p>		☑		

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**TRACE DOCUMENT – HOW THE PLAN RESPONDS TO THE CITIZENS' ASSEMBLY RECOMMENDATIONS**

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<p>16.29: We direct the City to ensure that new developments along Broadway and along East 12th Avenue are at least 33 percent market rental.</p>	<p>Plan policies for this area far exceed the standard set in this recommendation.</p> <p>Along Broadway (Clark to Semlin), the plan allows opportunities for new secured market rental and social housing (see 6.7: Commercial-Broadway Station Precinct and Chapter 7: Housing), as follows:</p> <ul style="list-style-type: none"> <li>On sites with less than 36.6m (120 ft.) frontage: allow rezoning for up to 3.0 FSR (up to 6 storeys) for buildings that provide 100% of residential floor space as secured rental housing.</li> <li>On sites with a minimum of 36.6m (120 ft.) of frontage: allow rezoning for up to 4.0 FSR (up to 10 storeys) for buildings that provide either 50% of residential floor space as secured rental housing and 50% as ownership housing; or 20% of units as non-market housing and 80% of units as strata.</li> </ul> <p>Along Broadway (Semlin to Nanaimo), the plan allows opportunities for new ownership housing.</p>	☑			
<p>16.30: We direct the City to ensure that new rental stock contains a significant amount of family units with two bedrooms and three bedrooms.</p>	<p>7.1.6 Provide two and three+ bedroom family units designed in accordance with the High Density Housing for Families with Children Guidelines.</p> <ul style="list-style-type: none"> <li>Target 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 seniors housing projects or supportive housing for low-income singles).</li> </ul>	☑			
<p>16.31: We direct the City to encourage hidden density in RT zones, requiring new duplexes to include lock-off units that can be optionally rented, or permitting laneway and infill development, with the intent of increasing housing and rental stock.</p>	<p>6.7.5: Residential Character Area</p> <p>Policies:</p> <p>Allow duplexes (residential) in areas currently zoned for single-family (RS-1) and two-family (RT-5), unless noted otherwise.</p> <ul style="list-style-type: none"> <li>Reduce the outright permitted density to 0.50 FSR to discourage demolition of pre-1940s houses.</li> <li>Provide increased conditional density (up to 0.75 FSR), as follows: <ul style="list-style-type: none"> <li>For sites with a minimum 10 m (33 ft.) frontage, with a building constructed pre-1940 and determined to have historical character: <ul style="list-style-type: none"> <li>Allow infill housing, to incentivize the retention and restoration of the character building.</li> <li>Allow Multiple Conversion Dwellings (strata-titling) within the character building.</li> </ul> </li> <li>For sites with a building constructed post-1940, allow front/back duplex buildings, with up to two lock-off suites.</li> <li>Ensure development rights pertaining to laneway houses in current single family areas remain.</li> </ul> </li> </ul>	☑			

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16.32: We recommend all new multifamily and commercial buildings incorporate green design principles. In addition, we urge the City to economically support these initiatives.	<p>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 <i>Green Building Policy for Rezoning</i>s. As new and updated sustainability policies develop citywide, these requirements will continue to apply in Grandview-Woodland.</p> <p>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).</p>	<input checked="" type="checkbox"/>			
16.33: We direct the City to establish dedicated seniors' and disabled housing in the sub-area, and to engage with seniors in the area to discover ways to make our neighbourhood more accessible and enjoyable for this population. See also: 16.1, 16.36	<p>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).</p> <p>13.9.1 Support a range of seniors facilities that are sufficiently-sized, well-designed, accessible and well-located, to ensure seniors recreation, programs and services are available.</p> <p>13.9.2 Continue to provide City grants for organizations that deliver seniors programs and services.</p>	<input checked="" type="checkbox"/>			
<b>LOCAL ECONOMY</b>					
16.34: We encourage development of office space within a five-minute walk of Broadway-Commercial and VCC SkyTrain stations.	<p>In the Commercial-Broadway Station Precinct, new job space is focused within a five minute walk of the station (see 6.7.1). VCC SkyTrain station is outside the geographic scope of the Grandview-Woodland Community Plan.</p>	<input checked="" type="checkbox"/>			
16.35: We direct the City to do what is in its power to ensure that existing small independent businesses in the sub-area remain viable and are not unduly disrupted by new developments in the sub-area.	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 that strive to regulate "formula" retail in local shopping districts.	<input checked="" type="checkbox"/>			

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<b>SERVICES, AMENITIES AND OTHER PLANNING THEMES</b>					
<p>16.36: We expect that all new multi-use development in Broadway and Commercial sub-area to be commensurate to the scale of development and contribute to four classes of public amenities:</p> <ol style="list-style-type: none"> <li>1. Greenway creation and sidewalk revitalization, particularly to stitch the currently divided sub-area together with the rest of Grandview-Woodland.</li> <li>2. A keystone arts and cultural space.</li> <li>3. Meeting/programming spaces for people and groups not currently supported by existing amenities in Grandview-Woodland.</li> </ol> <p>These amenities must be planned through consultation with community organizations including but not limited to:</p> <ol style="list-style-type: none"> <li>a. Aboriginal/First Nations (e.g. location of a longhouse)</li> <li>b. Cultural minorities</li> <li>c. Youth &amp; elder organizations</li> <li>d. Young families</li> </ol> <ol style="list-style-type: none"> <li>4. Subsidies and financial support for the creation and retention of co-op, below-market rental, supported and market rental housing in our sub-area.</li> </ol>	<p>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.</p> <p>8.3.2. Improve the walking experience on busier streets:</p> <ul style="list-style-type: none"> <li>• Prioritize key commercial streets including Commercial Drive and E Hastings Street.</li> </ul> <p>8.3.3 Improve sidewalk network connectivity as opportunities arise through redevelopment or other roadwork:</p> <ul style="list-style-type: none"> <li>• Prioritize long blocks and large sites, including Britannia Community Centre and the Safeway site at Commercial and Broadway.</li> </ul> <p>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:</p> <ul style="list-style-type: none"> <li>• East 10<sup>th</sup> Avenue - Commercial Drive to Victoria</li> <li>• Woodland Drive – East 10th Avenue to East 8th Avenue (W.C. Shelley Park)</li> <li>• East 8th Avenue – W.C. Shelley Park to Grandview Cut</li> </ul> <p>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.</p> <p>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)</p> <ul style="list-style-type: none"> <li>• Work with partners to ensure that senior government funds are targeted towards Grandview-Woodland.</li> <li>• Provide City of Vancouver grants to assist with project viability.</li> </ul> <p>Policies throughout the plan will result in new secured market rental and social housing in various locations.</p>		☑		

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<p>16.37: We direct the City to protect the historic Rio Theatre, and explore ways to create a hub of cultural amenities in the vicinity of the Rio, including art exhibition space and performance space.</p>	<p>The plan takes a broader policy approach to address matters such as this. These policies are intended to provide guidance on such matters as they arise.</p> <p>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.</p> <p>12.1.2 Preserve and secure key cultural spaces in the public domain through ownership by non-profits, foundations, government or other agencies.</p> <p>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).</p> <p>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.</p>	<input checked="" type="checkbox"/>			