One Community, Many Places

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

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

How This Chapter Works

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

- A high-level description of the sub-area’s identity and character.
- High-level urban design principles including key place-making objectives.
- Land use, height, density, and built form policies, further categorized as necessary for different blocks within the sub-area.
- Illustrations as well as cross-section drawings of selected locations to show, in a generalized or conceptual way, the anticipated future building massing and its interface with adjacent properties. They are not intended to show how road space will be allocated. Cross sections are shown for setback and building massing purposes only. Right-of-way allocation and lane designations are subject to directions in the Transportation chapter.
- Unless otherwise noted, height and density figures outlined in this chapter represent the maximum allowed. Owing to site-specific considerations, these figures may not be achievable in all circumstances. Furthermore, figures listed supersede those found in other city policies, and may not be used in combination with those policies.
- The community plan replaces policies contained in the Grandview-Woodland Local Area Plan (1979-83), and relevant geographic locations in the Kensington-Cedar Cottage Community Vision (1998), and Hastings-Sunrise Community Vision (2004).
Figure 6.1: Grandview-Woodland Sub-Areas
6.1 Commercial Drive

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

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

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

- Still be a pre-eminent street in the city for strolling, people-watching, and enjoying the good life. Improved sidewalks and public spaces, safe cycling facilities, and more seating will strengthen the Drive’s role as a gathering place and as a more complete street that supports various modes of transportation.

- Exude a thriving, independent retail character serving a broad array of community needs as well as being a destination for visitors from across the city and beyond. A fine-grained character will be maintained with small stop frontages and an improved public realm along the street.

- Have a lower-scale, mixed-use built form within the key or “core” historic blocks at the heart of the community.

- Connect special sites along its length. At the south end, Commercial Drive will link into the transit precinct which is centred on the rapid transit interchange. At the north end, Britannia Community Centre and a renewed Kettle Friendship Society will anchor a renewed and expanded cluster of recreational, social, and cultural amenities.

- Link into unique “moments” such as Grandview Park, the York Theatre, the First Avenue node and, as one approaches the station precinct, an increasing scale of built form.

Keep the vibe of The Drive!
Policies for Land Use and Built Form

Urban Design Principles:

1. Maintain a pattern of fine-grained retail frontages with active storefronts.
2. Enhance public life by treating the street as a place, not just a corridor.
3. Celebrate the pattern of varied setbacks and heights.
4. Ensure development fits with the existing character by celebrating the lower-scale of the Drive and encouraging traditional materials, and design elements such as bay windows and cornices.
5. Create a complete street that considers the needs of all modes of travel.

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

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

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

Figure 6.3: Commercial Drive “Core” Land Use
Figure 6.4: Commercial Drive “Core” Typical Section
Policies

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

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

Figure 6.5: Commercial Drive “South” Land use

Legend
- SkyTrain station
- SkyTrain line
- Park
- School / Institutional
- Apartment (10+ storeys)
- Apartment (9-storeys)
- Apartment (6-storeys)
- Traditional / historic shopping district (4-storeys)
- At-grade choice of use
- At-grade commercial
- Local-serving retail site
Figure 6.6: Commercial Drive South Typical Section
Policies:

- Consider applications for mixed-use development. A mix of commercial uses, which may include retail, service, and community serving uses, is required on the first floor. Office uses are required on the second floor. Residential uses are permitted on upper floors.
  - Height: up to 6 storeys.
  - Density: up to 3.0 FSR.
  - Upper floor: above 13.7 m (45 ft.) set back 3 m (10 ft.) to maintain the character street wall.
  - Setbacks: front sufficient to maintain/achieve a minimum 5.5 m (18 ft.) sidewalk.
- Ensure any new buildings in the south area reflect the existing character of the Drive (see Urban Design Principles).
- Ensure storefronts have narrow frontages (maximum width 15.24 m/50 ft.), transparent windows, and weather protection. Compact signage, rather than sandwich boards, is encouraged.
- Provide public realm improvements that could include street trees, and amenities such as patios, seating, bike racks, public art.
6.1.3 Commercial Drive North

Located north of Adanac Street to East Hastings Street, this area has a more residential character, but it also some businesses and is home to the historic York Theatre. A number of non-market housing facilities – including those run by Lu’ma and Vancouver Native Housing – are found in the immediate vicinity of this area, and provide support for the local urban Aboriginal community. Modest increases in height and density to support the development of secured rental housing and with the potential for commercial space at-grade will create an improved connection along Commercial Drive to East Hastings Street.

Figure 6.7: Commercial Drive “North” Land Use

Legend
- SkyTrain station
- SkyTrain line
- Park
- School / Institutional
- Apartment (10+ storeys)
- Apartment (9 storeys)
- Apartment (6 storeys)
- Traditional / historic shopping district (4 storeys)
- At-grade choice of use
- At-grade commercial
- Local-serving retail site
● Consider applications for mixed-use development or apartment (residential) for 100% secured rental housing, as follows: (see 7. Housing)
  ○ A mix of commercial uses, which may include retail, service, and community serving uses is encouraged on the first floor. Commercial uses should be oriented towards Commercial Drive. Residential is permitted.
    ○ Height: up to 6 storeys.
    ○ Density: up to 3.0 FSR.
    ○ Upper floor: above 13.7 m (45 ft.) set back 3 m (10 ft.) to maintain the character street wall.
    ○ Setbacks: front sufficient to maintain/achieve a minimum 5.5 m (18 ft.) sidewalk.
● For existing non-market housing sites (see 7. Housing).
● Ensure any new buildings reflect the existing character of the Drive (see Urban Design Principles).
● Provide public realm improvements that could include street trees, and amenities such as feature lighting, seating, bike racks.
6.1.4 Special Sites

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

The Britannia Community Centre complex is a highly valued and well-used community hub. The centre hosts a number of programs and services via community partners on one site including co-located social services, cultural programs, open space and recreational facilities (gym, ice rink, pool), seniors centre, teen centre, library, administrative offices, multi-purpose rooms, and an elementary and secondary school. A series of operational agreements support the management of the site by School Board, Park Board, Library and City - as well as a non-profit Community Centre Association (Britannia Community Services Centre).

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

Directions (see 13. Community Well-being)

- Support the on-going renewal and expansion of the Britannia Community Centre. Co-locate key facilities using a “hub” model.
- Seek ways to mobilize air space parcels in the Britannia site to achieve plan objectives for social housing through co-location with other public facilities, provided there is no loss of green space.
- Ensure buildings and open spaces are designed to be accessible, safe and inclusive, with improved wayfinding.
- As part of the renewal of the Britannia Community Centre, renew and expand the Britannia Library.
- Consider the design principles contained in the Britannia Strategic Master Plan:
  - Emphasize and enhance the Napier Square greenway.
  - Establish a stronger presence on Commercial Drive.
  - Consider views from the site.
  - Cluster recreational facilities and programming spaces.
  - Connect the site to the street grid with pathways and greenways.
  - Enhance views of the 1908-11 historic secondary school building.
- In consultation with Musqueam, Squamish, and Tsleil-Waututh, and urban Aboriginal service providers and artists, include elements of Aboriginal culture in the future design of the community centre.
- Expand Napier Square as a hard-surfaced plaza with enhanced programming; and explore other opportunities to improve greenspace on-site.
B. Kettle Friendship Centre Society and Adjacent Sites

Kettle Friendship Centre Society is a key community asset that has offered accessible social services, including key mental health supports, to residents living with mental illness for over 35 years. Given increasing demands for services, Kettle’s future plan is to redevelop their existing site, perhaps together with adjacent privately- and City-owned sites towards a larger facility to better meet the community needs. Where possible, the City aims to support this plan to increase access to low-barrier services.

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

Policies:

- Consider application(s) on this special site for mixed-use development that achieves community service, commercial (retail and service), and residential (non-market with or without market) uses, including a minimum of 30 units of non-market (supportive) housing.

- Commercial uses, which may include retail and/or service, and community serving uses, are required to be located on the first floor. Residential uses are permitted on upper floors.

- Across the overall site, achieve the land use program within the following parameters:
  - Height: up to 12 storeys set back from the Commercial Diversion frontage with a podium expression, with or without the lane

- Density: to deliver the required land use program, an overall average density of 3.5-4.0 FSR is will be considered. Commensurate increases beyond the specified density may also be considered should financial and urban design analysis indicate that they are necessary to achieve a high standard of social amenity. Allowable density will also depend on the extent of land consolidation achieved.

- Ensure an active, pedestrian-friendly environment that explores opportunities for a public plaza, as well as full or partial pedestrianization of Commercial Drive between Venables and Adanac.

- Provide public realm improvements that could include increased sidewalk width, street trees, and amenities such as seating, bike racks, public art.
Figure 6.8: Kettle Friendship Centre and Adjacent Sites
Conceptual Site Diagrams

* These conceptual plans are for illustrative purposes only. They are not intended to be prescriptive but to clearly illustrate concepts that could fulfill the intent of this plan. A rezoning is likely to be necessary with detailed project design determined at that stage.
6.2 Hastings

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

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

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

- Become a vibrant mixed-use area with a range of buildings, generally higher at the western end, and stepping down towards the Hastings-Sunrise shopping area near its eastern end.

- Continue to be a thriving cultural centre, with a particular focus on facilities, services, health and wellness, and housing opportunities for the urban Aboriginal community.

- Have a thriving retail environment that serves residents and regional needs.

- Provide new and diverse housing options as well as expanded social and cultural facilities (e.g. Vancouver Aboriginal Friendship Centre, Urban Native Youth Association, Waldorf).

- Retain important heritage buildings that are valued in the community.

- Have wider, improved sidewalks that make this a more comfortable environment for people. New spaces for gathering and public life will be integrated.
Policies for Land Use and Built Form

Urban Design Principles:

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

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

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

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

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

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

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

\[\text{Figure 6.10: Hastings Plateau Land Use}\]

\[\text{Legend}\]
- Park
- School / Institutional
- Apartment (10+ storeys)
- Apartment (10-storeys)
- Apartment (8-storeys)
- Apartment (6-storeys)
- Apartment (4-storeys)
- Traditional / Historic shopping district (4-storeys)
- At-grade commercial

\[\text{Policies}\]

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

- A minimum of 20% residential floor space delivered as non-market housing will be required. (see 7. Housing).

- For sites with a minimum site frontage of 61 m (200 ft.), building heights and densities can be considered up to:

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

  East Hastings Street, McLean Drive to Woodland Drive:
  - North side: 12 to 15 storeys; up to 5.6 FSR.
  - South side: one 12-storey tower on this block; up to 3.4 FSR.

  East Hastings Street, Woodland Drive to Commercial Drive:
  - North side: 12 to 15 storeys; up to 4.0 FSR.
  - South side: 11 to 12 storeys; up to 4.0 FSR.
- Towers should vary in height and should be staggered (across the north and south sides of the street).
- The portion of any building above 19.8 m (65 ft.) in height should not exceed a typical tower floor plate of 603.9 m² (6500 ft²), and should be spaced at least 24.3 m (80 ft.) from any other building above 19.8 m (65 ft.) in height.
- At the discretion of the Director of Planning, minimum frontage requirements may be reduced in exceptional circumstances, provided that it is demonstrated that plan goals can be effectively achieved.
- Podium Heights:
  - North side: up to 6 storeys.
  - South side: up to 4 storeys.
- Front setbacks:
  - Require a front setback to achieve/maintain a minimum 5.5 m (18 ft.) wide sidewalk.
  - North side: provide an additional 2.1 m (7 ft.) setback along the podium for “urban rooms.”
- Rear setbacks for residential uses should be as follows:
  - For industrial adjacency (across the lane): 6.1 m (20 ft.) minimum.
  - For residential adjacency (across the lane): 9.1 m (30 ft.) minimum.
- Provide public realm improvements that could include street trees and amenities such as seating, patios, bike racks, public art.
- On the northwest corner of Commercial Drive and East Hastings Street incorporate:
  - A public plaza on the eastern edge of the site totalling a minimum of 790 m² (8500 ft²), 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 urban Aboriginal community.

Figure 6.11: Hastings Plateau Typical Section
Special Sites:

- Consider applications for additional height and density – consistent with all other policies outlined in this section – on the Urban Native Youth Association site to support renewal and expansion of the existing social facility, as well as the creation of additional social purpose uses, such as non-market housing and expanded cultural and recreation facilities. (see 7. Housing)

- Consider applications for additional height and density – consistent with all other policies outlined in this section – on the Vancouver Aboriginal Friendship Centre site to support renewal and expansion of the existing social facility, as well as the creation of additional social purpose uses, such as non-market housing and cultural and recreation facilities. (see 7. Housing)

- Consider applications for additional height and density on the Waldorf site – consistent with all other policies outlined in this section – to support retention and enhancement of the cultural space, and its utilization for arts and cultural purposes, including non-market artists housing. As part of this, consider the following:
  - The site’s social and architectural heritage.
  - Recent uses of the site as a cultural facility.
  - Links to other existing (or potential) cultural facilities in the area.
6.2.2 Hastings Slopes

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

**Policies**

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

- For sites with a minimum site frontage of 61 m (200 ft.) building heights and densities can be considered up to:

  East Hastings Street, Commercial Drive to Salsbury Drive:
  - North side: up to 10 storeys; up to 4.0 FSR.
  - South side: up to 8 storeys; up to 3.0 FSR.

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

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

- The portion of any building above 19.8 m (65 ft.) in height should not exceed a typical tower floor plate of 603.9 m² (6,500 ft²) and should be spaced at least 24.3 m (80 ft.) from any other building above 19.8 m (65 ft.) in height.
- At the discretion of the Director of Planning, minimum frontage requirements may be reduced in exceptional circumstances, provided that secured market rental or social housing is included and it is demonstrated that the plan goals can be effectively achieved.

- Podium Heights:
  - North side: up to 6 storeys.
  - South side: up to 4 storeys.

- Front setbacks:
  - North and South side: require a front setback to achieve / maintain a minimum 5.5 m (18 ft.) wide sidewalk.
  - North side: provide an additional 2.1 m (7 ft.) setback along the podium for "urban rooms."

- Rear setbacks for residential uses should be as follows:
  - For industrial adjacency (across the lane): 6.1 m (20 ft.) minimum.
  - For residential adjacency (across the lane): 9.1 m (30 ft.) minimum.

- Provide public realm improvements that could include street trees and amenities such as seating, patios, bike racks, public art.

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Figure 6.13: Hastings Slopes Typical Section
6.2.3 Hastings Hilltop

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

Policies

- Consider applications for 100% secured rental housing. A mix of commercial uses, which may include retail, service, and community serving uses, is required on the first floor.
  - North side: up to 6 storeys; up to 3.2 FSR
  - South side: up to 6 storeys; up to 3.0 FSR.
  - Require a front setback to achieve / maintain a minimum 5.5 m (18 ft.) wide sidewalk.
  - Upper floor: set back from the rear 9.1 m (30 ft.) above first floor commercial.
- Provide public realm improvements that could include street trees and amenities such as seating, patios, bike racks, public art.
Figure 6.15: Hastings Hilltop Typical Section
6.2.4 Hastings Village

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

**Policies**

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

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

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

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

- Remain a neighbourhood that integrates within its setting next to the port and the harbour. The sub-area will be enhanced through improved public and park spaces and key vistas will be celebrated.

- Continue to provide affordable housing options with a particular focus on rental housing. Many existing apartments will remain but the rental stock will be supplemented by additional rental housing units introduced over time at a managed pace.

- Become a more complete neighbourhood with expanded retail, commercial, and service use opportunities so that residents can shop and access services closer to home.

- Support an enhanced array of jobs in the local industrial, manufacturing, and port-related sectors, including those in the food and cultural sectors.
Policies for Land Use and Built Form

Urban Design Principles:

1. Allow for a variety of building heights and scales within multi-family residential areas.
2. Develop a vibrant retail node for local gathering, shopping and service delivery.
3. Consider the interface between residential and industrial areas to ensure continued co-existence.
4. Maintain prominent views of the Port and the downtown within public open spaces.
5. Preserve significant clusters of character streetscapes.

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

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

The area contains relatively affordable market rental buildings, and is subject to the City’s Rental Housing ODP policy. Additional non-market housing facilities – including those run by Metro Vancouver and urban Aboriginal housing providers – are found in the area. Policies will support a gradual introduction of new secured rental housing while also supporting retention of character homes and streetscapes.

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Figure 6.18: Cedar Cove Residential Core Land Use

**Policies**

- Consider applications for 100% secured rental housing (residential) in existing RS-1 and RM zones (Rental Housing ODP) unless otherwise noted (see 7. Housing):
  - Building Height: up to 6 storeys.
  - Density: up to 2.4 FSR.
  - Site frontage: 15.1 m (49.5 ft.) (minimum) to 60.9 (200 ft.) (maximum).
  - Setbacks: Front 6.1 m (20 ft.) / Side 2.1 m (7 ft.) / Rear 6.1 m (20 ft.).
  - Require ground-level access for first floor units.
  - Provide public realm improvements that could include increased sidewalk width, street trees and amenities such as seating, feature lighting, bike racks.
For existing non-market housing sites see housing policies in 7. Housing.

For character streetscapes and registered heritage resources (see 11. Heritage), where site conditions allow, encourage retention through infill or additions to existing buildings as follows:

- For single sites of 10 m (33 ft.) frontage or less, allow a maximum density of up to 1.0 FSR to support infill housing.
- For multiple adjacent sites (three or more sites that are part of an identified character streetscape), allow a maximum density of up to 1.45 FSR to support multifamily infill or rowhouse forms.
- For all sites, allow strata-titling within the existing building, subject to Rental Housing ODP requirements for existing rental housing.
- Note that maximum allowable density may not be achievable on all sites, owing to lot size, existing development, and other urban design considerations.

For any sites denoted as Places of Historical Interest in the Grandview-Woodland Historic Context Statement, City staff will undertake a more detailed review of applications to determine potential addition to the Vancouver Heritage Register.
6.3.2 Dundas Shopping Node

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

The commercial node will be expanded to allow new mixed-use development with additional shops and services, opportunities for market and rental housing, and improved public spaces. Urban Aboriginal service providers operating in the node – including the Aboriginal Mothers Centre - will also be supported through proposed land-use changes.

Figure 6.19: Cedar Cove Dundas Shopping Node Land Use

Legend
- Park
- School / Institutional
- M - Industrial
- I - Light industrial
- Apartment (10+ storeys)
- Apartment (8 storeys)
- Apartment (6 storeys)
- Apartment (4 storeys)
- At-grade commercial

Policies

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

Dundas Street, northeast corner at Wall Street:

- Height: up to 12 storeys.
- Podium Height: up to 6 storeys.
- Density: up to 3.2 FSR.
- Front setback: sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk.
○ Dedication: 9.7 m (32 ft.) from rear (to provide for park expansion).
○ Upper floor: setback 3 m (10 ft.) at rear, above the third floor.
○ Ground floor commercial should front both Dundas Street and Wall Street; ground floor residential units should front the park.
○ The following public realm considerations should inform future building design:
  ♦ Design development should minimize shadowing on the park.
  ♦ To support public life, a plaza space of approximately 250 m² (2690.9 ft.²) will be required adjacent to the lane.

Dundas Street, northwest corner at Lakewood Drive:
○ Height: up to 8 storeys.
○ Density: up to 3.2 FSR.
○ Front setback: sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk
○ Dedication: 11.5 m (38 ft.) from rear (to provide for a modest expansion of the adjacent park).
○ Upper floor set back 3 m (10 ft.) at rear, above the third floor.
○ Ground floor commercial should front Dundas Street; ground floor residential units should front the park.
○ Design development should minimize shadowing on the park.

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

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

Figure 6.20: Northwest Corner of Dundas Street and Lakewood Drive Conceptual Site Diagram

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

Figure 6.21: Cedar Cove Dundas Shopping Node Typical Section
6.3.3 Portside Industrial

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

Figure 6.22: Cedar Cove Portside Industrial Land Use

Legend
- Park
- School / Institutional
- M - Industrial
- I - Light industrial
- Apartment (10+ storeys)
- Apartment (8-storeys)
- Apartment (6-storeys)
- Apartment (4-storeys)
- At-grade commercial

Policies

- Change the M-2 zoning between Clark Drive and Semlin Drive (between Franklin Street and the laneway north of East Hastings Street) to I-2 zoning that will provide a light industrial transition between new mixed-use development on East Hastings Street, and the heavy manufacturing area to the north (see 10. Local Economy).

- Conditional height increases in this I-2 area will not be considered over 18.3 m (60 ft.).

- As part of future work on I-2 design guidelines, review safety and public realm considerations. Specific components of this work may include:
  - Setbacks
  - Placement of allowable retail, office and ancillary uses
  - Parking considerations
  - Glazing and placement of doors
  - Lighting and CPTED considerations
  - Curb cuts
  - Weather protection
6.3.4 Nanaimo East

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

**Figure 6.23: Cedar Cove Portside Industrial Land Use**

**Policies**

- Consider applications for 100% secured rental housing as follows: (see 7. Housing)
  - Height: up to 4 storeys (13.7 m/45 ft.).
  - Density: up to 1.7 FSR.
  - Site frontage: 40 m (132 ft.) (minimum) is required to achieve the ‘T’ typology.
  - Building forms will include “T-shaped” developments for sites with a rear lane; “L-shaped” developments for sites directly adjacent to single-family (RS-1 zoning).

**Figure 6.24:**
4-Storey 'T' Typology on a 4-Lot Assembly
6.4 Britannia-Woodland

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

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

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

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

Figure 6.25: Britannia-Woodland Land Use Map and Character Areas
Policies for Land Use and Built Form

Urban Design Principles:

1. Allow for a variety of building heights and scales within multi-family residential areas.
2. Enhance arterial streetscapes with public realm improvements and new family-oriented housing typologies.
3. Manage the interface between residential and industrial areas to ensure continued co-existence.
4. Preserve significant clusters of character streetscapes.

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

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

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

The area contains relatively affordable market rental buildings and is subject to the City’s Rental Housing ODP policy. Various non-market housing facilities are also found in Britannia-Woodland, supporting local seniors, co-op residents, and the urban Aboriginal community. Policies will support the gradual introduction of new secured rental housing while also supporting retention of character homes and streetscapes. (also see 7. Housing)

Figure 6.26: Britannia-Woodland Residential Core Land Use
Policies

- Consider applications for 100% secured rental housing (unless otherwise noted), as follows:
  - Height: up to 6 storeys.
  - Density: up to 2.4 FSR.
  - Site frontage: 15.1 m (49.5 ft.) (minimum) to 61 m (200 ft.) (maximum).
  - Setbacks: Front 6 m (20 ft.) / Side 2.1 m (7 ft.) / Rear 6 m (20 ft.).
  - Require ground-level access for first floor units.
  - Provide public realm improvements that could include increased sidewalk width, street trees and amenities such as seating, feature lighting, bike racks.

- For existing non-market housing sites see housing policies in 7. Housing.

- For character streetscapes and registered heritage resources (see 11. Heritage), where site conditions allow, encourage retention through infill or additions to existing buildings as follows:
  - For single sites of 10 m (33 ft.) frontage or less, allow a maximum density of up to 1.0 FSR to support infill housing.
  - For multiple adjacent sites (three or more sites that are part of an identified character streetscape), allow a maximum density of up to 1.45 FSR to support multifamily infill or rowhouse forms.
  - For all sites, allow strata-titling within the existing building, subject to Rental Housing ODP requirements for existing rental housing.
  - Note that maximum allowable density may not be achievable on all sites, owing to lot size, existing development, and other urban design considerations
  - For any sites denoted as Places of Historical Interest in the Grandview-Woodland Historic Context Statement, City staff will undertake a more detailed review of development applications to determine potential addition to the Vancouver Heritage Register.
6.4.2 East 1st Avenue

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

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

Figure 6.27: Britannia-Woodland East 1st Avenue Land Use
Policies

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

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

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

Figure 6.30: Britannia-Woodland Pender Street Transition Land Use
Policies

- Consider applications for apartments (residential). A minimum of 20% floor area of non-market housing will be required. (see 7. Housing):
  - Height: up to 10 storeys.
  - Podium Height: 4 storeys.
  - Density: up to 3.2 FSR.
  - Setbacks: Front 3 m (10 ft.) / Rear 9.1 m (30 ft.).
  - Minimum site frontage 36.6 m (120 ft.).
  - Towers should be staggered from higher buildings on the south side of Hastings Street.
  - The portion of any building above 19.8 m (65 ft.) in height should not exceed a typical tower floor plate of 603.9m² (6,500 ft.²), and should be spaced at least 24.3 m (80 ft.) from any other building above 19.8 m (65 ft.) in height.
6.4.4 Clark Industrial

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

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

Figure 6.31: Britannia-Woodland Clark Industrial Land Use
Looking East on Venables Street

Clark Industrial
6.5 Grandview

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

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

Over the coming years, Grandview will:

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

Urban Design Principles:

1. Maintain the historical character while allowing "gentle" forms of densification.
2. Allow for a variety of building heights, scales and uses within residential apartment areas.
3. Enhance the arterial streetscapes with public realm improvements and innovative forms of family-oriented housing.
4. Preserve small-scale, local-serving commercial spaces within the neighbourhood.
5. Create a gradual transition to higher forms.

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

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

Figure 6.32: Grandview Land Use Map and Character Areas
6.5.1 Residential Core

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

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

Figure 6.33: Grandview Residential Core
Land Use
Policies

- Consider applications for duplexes (two-family residential) in areas currently zoned for single-family (RS-1, RS-4, RS-5 and RS-7) and two-family (RT-4 and RT-5), unless noted otherwise. As part of this:
  - Reduce the outright permitted density to 0.50 FSR to discourage demolition of pre-1940s houses that are deemed to have character merit.
  - Provide increased conditional density (up to 0.75 FSR) for two-family dwellings and multiple-family dwellings, as follows:
    - For sites with a minimum 10 m (33 ft.) frontage, with a building constructed pre-1940 and determined to have character merit:
      - Allow infill housing, to incentivize the retention and restoration of the character merit building.
      - Allow Multiple Conversion Dwellings (strata-titling) within the character building, with potential additions where infill is not possible.
    - For sites with a building constructed pre-1940, and without character merit, OR constructed post-1940, allow duplex buildings (two-family dwellings), with up to two lock-off suites.
  - Ensure development rights pertaining to laneway houses, and maximum densities for one-family dwellings, as allowed for in current single-family areas remain.
  - To ascertain the character merit of an existing house, the following criteria will be used:
    - The City’s Vancouver Heritage Register, or
    - For all other pre-1940 buildings City staff review of character merit criteria.
  - For any sites denoted as Places of Historical Interest in the Grandview-Woodland Historic Context Statement, City staff will undertake a more detailed review to determine potential addition to the Vancouver Heritage Register.
6.5.2 East 1st Avenue

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

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

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Figure 6.34: Grandview East 1st Avenue

Land Use
**Policies**

East 1st Avenue, between Commercial Drive and Semlin Drive

- Consider applications for apartments (residential) as follows:
  - Height: up to 13.7 m (45 ft.) (4 storeys).
  - Density: up to 1.7 FSR.
  - Site frontage: 40 m (132 ft.) (minimum) is required to achieve the ‘T’ typology.

East 1st Avenue, between Semlin Drive and Nanaimo Street

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

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Figure 6.35: 4-Storey ‘T’ Typology on a 4-Lot Assembly
Figure 6.36: Grandview East 1st Avenue Typical Section (4-Storey Apartment Segment)

Figure 6.37: Grandview East 1st Avenue Typical Section (Courtyard Rowhouse Segment)
6.5.3 Transition Areas

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

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

Figure 6.38: Grandview Transition Areas
Land Use
Policies

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

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

Garden Drive, East 7th to East 8th Avenues

- Consider applications for apartment buildings (residential) between East 7th and East 8th Avenues, as follows:
  - Height: up to 13.7 m (45 ft.) (4 storeys).
  - Density: up to 1.7 FSR.
  - Site frontage: 40 m (132 ft.) (minimum) is required to achieve the ‘T’ typology.
  - Building forms will include “T-shaped” developments for sites with a rear lane.
  - Provide public realm improvements that could include increased sidewalk width, street trees and amenities such as seating, bike racks feature lighting.
- Allow low rise residential apartment building on the southeast corner of East 8th Avenue and Garden Drive, as follows:
  - Height: up to 6 storeys.
  - Density: up to 2.65 FSR.
  - Site frontage: 15.1 m (49.5 ft.) (minimum).
  - Provide public realm improvements that could include increased sidewalk width, street trees and amenities such as seating, feature lighting, bike racks.

Figure 6.39: Traditional Rowhouse Development on a 4-Lot Assembly
6.5.4 Northwest Apartment Area

In the northwestern corner of the Grandview sub-area (generally bounded by Commercial Drive, East Hastings Street, Victoria Drive, and Adanac Street), a small area of low-rise apartment buildings interspersed with some detached houses and townhouses exists. The area also contains additional non-market housing for seniors and members of the urban Aboriginal community.

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

Figure 6.40: Grandview Northwest Apartment Area Land Use
**Policies**

- Consider applications for 100% secured rental housing (unless otherwise noted), as follows:
  - Height: up to 6 storeys.
  - Density: up to 2.4 FSR (*may not be achievable on all sites).
  - Site frontage: 15.1 m (49.5 ft.) (minimum) to 60.9 (200 ft.) (maximum).
  - Setbacks: Front 3 m (10 ft.) / Rear 6 m (20 ft.) / Side yards 2.1 m (7 ft.).

- Require ground-level access for first floor units.

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

- For sites currently zoned RM-4 or C-2 on the east side of Victoria Drive, between East Pender and Adanac Streets, do not consider additional height or density. Ensure new development provides a respectful transition to the adjacent RT area to the east.

- For character streetscapes and registered heritage resources (see 11. Heritage), where site conditions allow, encourage retention through infill or additions to existing buildings as follows:
  - For single sites of 10 m (33 ft.) frontage or less, allow a maximum density of up to 1.0 FSR to support infill housing.
  - For multiple adjacent sites (three or more sites that are part of an identified character streetscape), allow a maximum density of up to 1.45 FSR to support multifamily infill or rowhouse forms.
  - Note that maximum allowable density may not be achievable on all sites, owing to lot size, existing development, and other urban design considerations
  - For all sites, allow strata-titling within the existing building, subject to Rental Housing ODP requirements for existing rental housing.

- For any site denoted as Places of Historical Interest in the Grandview-Woodland Historic Context Statement, City staff will undertake a more detailed review of development applications to determine potential addition to the Vancouver Heritage Register.

### 6.5.5 Non-Conforming Apartment Buildings

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

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

**Policies**

- Consider applications for secured rental housing on existing non-conforming rental sites in the current single- and two-family zoned areas, as follows:
  - There is not an existing heritage resource on the site.
  - Design review supports additional development on the site.
  - Height: up to 4 storeys for secured rental housing.
  - Maximum densities will recognize urban design considerations on a site by site basis.
6.6 Nanaimo

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

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

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

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

Figure 6.41: Nanaimo Land Use Map and Character Areas
Policies for Land Use and Built Form

Urban Design Principles:

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

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

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

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

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

Figure 6.42: Nanaimo Ground-Oriented Residential Areas Land Use
Figure 6.43: Nanaimo Ground-Oriented Residential Areas Typical Section
Policies

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

- Consider applications for duplexes (two-family residential) unless noted otherwise. As part of this:
  - Reduce the outright permitted density to 0.50 FSR to discourage demolition of pre-1940s houses that are deemed to have character merit.
  - Provide increased conditional density (up to 0.75 FSR) for two-family dwellings and multiple-family dwellings, as follows:
    - For sites with a minimum 10 m (33 ft.) frontage, with a building constructed pre-1940 and determined to have character merit:
      - Allow infill housing, to incentivize the retention and restoration of the character merit building.
      - Allow Multiple Conversion Dwellings (strata-titling) within the character building, with potential additions where infill is not possible.
    - For sites with a building constructed pre-1940, and without character merit, OR constructed post-1940, allow duplex buildings (two-family dwellings), with up to two lock-off suites.
  - Ensure development rights pertaining to laneway houses, and maximum densities for one-family dwellings, as allowed for in current single-family areas remain.
  - To ascertain the character merit of an existing house, the following criteria will be used:
    - The City’s Vancouver Heritage Register, or
    - For all other pre-1940 buildings City staff review of character merit criteria.

- For any sites denoted as Places of Historical Interest in the Grandview-Woodland Historic Context Statement, City staff will undertake a more detailed review to determine potential addition to the Vancouver Heritage Register.
6.6.2 Shopping Nodes

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

For all the shopping nodes along Nanaimo Street

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

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

- Height: up to 6 storeys.
- Density: up to 3.2 FSR.
- Fifth- and sixth-storey floor plates should not exceed 594.6 m² (6,400 ft.²).
- Site frontage: 36.6 m (120 ft.) minimum.
- Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Rear 9.1 m (30 ft.) (for residential uses) / Side: requirements may vary.
- A small public plaza should be created at the southeast corner of Nanaimo and Charles Street. Design development should seek to minimize shadowing on the plaza space during afternoon periods.

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

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

Figure 6.45: Nanaimo Shopping Nodes Typical Section
6.7 Commercial-Broadway Station Precinct

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

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

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

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

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

Figure 6.46: Commercial-Broadway Station Precinct (CBSP) Land Use Map and Character Areas
*Policies for Built Form and Land Use*

Urban Design Principles:

1. Provide mixed tenure higher-density building forms appropriate for a transit-oriented neighbourhood.
2. Create a central gathering place for the entire community.
3. Encourage a mix of retail, job space and housing primarily focused around the transit hub and along the arterial streets that lead to it.
4. Within remaining duplex areas, maintain the historical residential character while allowing “gentle” forms of infill housing.
5. Enhance streetscapes through public realm improvements and innovative building typologies to improve walkability.

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

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

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

Policies

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

- The portion of any building above 18.3 m (60 ft.) in height should not exceed a typical floor plate of 603.9 m² (6,500 ft²), and should be spaced at least 24.3 m (80 ft.) from any other building above 18.3 m (60 ft.) in height.

- Provide public realm improvements that could include increased sidewalk width, street trees, and amenities such as bike racks, patios, feature lighting, public art and publicly accessible restrooms.
The following additional specific policies apply:

**Broadway from Woodland Drive to Commercial Drive**

- For sites zoned C-3A (including sites on East 8th Avenue):
  - Except in the case of cultural facilities; office uses are required on the second floor. Residential and/or commercial uses are permitted on upper floors.
  - Consider applications for additional height, density and relaxations on the Rio Theatre and sites directly adjacent to it, in order to support renewal and expansion of the cultural facility. (see [12. Arts and Culture](#))
  - Height: up to 10 storeys.
  - Density: up to 4.0 FSR.
  - Minimum frontage of 36.5 m (150 ft.), measured along Broadway.
- For sites zoned RM-4N (subject to Rental Housing ODP policy) height and density options are as follows:
  - For 100% secured rental: up to 6 storey; up to 3.0 FSR
- For sites with a minimum frontage of 120 ft. located on the north side of Broadway either/or:
  - For mixed-tenure (50% secured rental / 50% strata): up to 10 storeys, up to 4.0 FSR.
  - For mixed-tenure (20% non-market housing / 80% strata): up to 10 storeys; up to 4.0 FSR.
  - Office uses are permitted on the second floor. Residential and/or commercial uses are permitted on upper floors.
- For sites immediately south of WC Shelley Park height will be restricted to 6 storeys and density to 3.0 FSR.
- Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Rear 9.1 m (30 ft.).
- Upper floor setbacks: 3.0 m (10 ft.) from the front above the second floor.

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**Figure 6.48: CBSP Woodland Drive to Commercial Drive Typical Section**
Broadway from Grandview Cut to Semlin Drive

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

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

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

Figure 6.49: CBSP Grandview Cut to Semlin Drive Typical Section
East side of Commercial Drive from Broadway to East 12th Avenue, and north side of Broadway to the Grandview Cut

- Office uses are required on upper floors. Residential uses will not be permitted.
- Continuous commercial frontages are required on streets. Encourage lane-fronting retail to help activate the laneway area under the SkyTrain guideway.
- Height: between 6 to 10 storeys.
- Density: up to 3.2 FSR.
- Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk.
- Encourage roof decks above commercial floors.
- Explore the potential for additional noise mitigation requirements as part of the conditions associated with new development.

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

- For sites currently zoned CD-1 (note: current office usage; however subject to Rental Housing ODP policy):
  - Height: up to 10 storeys
  - Density: up to 4.0 FSR
- For sites currently zoned RM-4, (subject to Rental Housing ODP policy) height and density options are as follows:
  - For 100% secured rental: up to 6 storeys; up to 3.0 FSR
  - Frontage: 15.0m (49.5 ft.) minimum
- For sites with a minimum frontage of 36.5 m (120 ft.) either/or:
  - For mixed tenure (50% secured rental / 50% strata): up to 10 storeys, up to 4.0 FSR.
  - For mixed tenure (20% non-market housing / 80% strata): up to 10 storeys; up to 4.0 FSR.
  - Office uses are permitted on the second floor. Residential and/or commercial uses are permitted on upper floors.
- Public realm enhancements that support adjacent plazas, bike routes, or shared spaces may be required.
Safeway Site

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

Policies:

- Consider applications for mixed-use development with mid-rise and high-rise components. A mix of commercial uses, which may include large format grocery and small-scale retail, service and community-serving uses, is required on the first floor. Residential and/or commercial uses are permitted on upper floors.

- Accommodate grocery retail of approximately 4,650 m² (50,000 ft²), arranged in a one- or two-storey configuration.

- Heights:
  - Perimeter heights will be generally 6 storeys above the retail plinth.
  - At key anchor points within the site, heights range from 12 to 24 storeys above the retail plinth.
  - Highest forms will be situated adjacent to the Grandview Cut to minimize shadowing of the plaza.

- Density: will be considered up to 5.7 FSR, as follows:
  - Residential uses: up to 4.5 FSR.

- Commercial uses: minimum 1.2 FSR (minimum 0.5 FSR for office). As part of future redevelopment of the site, seek a generous, centrally-located public plaza at grade, ideally located near the middle of the site. In designing this space, ensure the following considerations are taken into account:
  - Building arrangement to optimize the use of public open space.
  - Ensure the site design supports vibrancy in the plaza with varied, grocery and small-scale retail space, office and residential entrances fronting and/or overlooking the open space.
  - Shading/solar access.
  - SkyTrain noise mitigation.
  - Range of programming and uses.
  - Accessibility, sight lines and design considerations to address public safety concerns.

- Explore the potential for additional noise mitigation requirement as part of conditions associated with new development.
Figure 6.50: Safeway Site* Conceptual Site Diagrams

* These conceptual plans are for illustrative purposes only. They are not intended to be prescriptive but to clearly illustrate concepts that could fulfill the intent of this plan. A rezoning is likely to be necessary and detailed project design determined at that stage.
6.7.2 Station Residential

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

Over time, this area will evolve to accommodate new low- and mid-rise residential building forms that include replacement of the existing affordable housing stock, augmented with new opportunities for ownership, rental, and non-market housing (including the renewal of existing non-market urban Aboriginal housing and co-ops). Higher buildings will be located to the north of Broadway, and east of Commercial Drive. Existing local-serving retail space will be retained.

**Policies**

- Consider applications for apartments (residential) (unless otherwise noted) provided that stated affordable housing objectives are achieved.
- The portion of any building above 18.3 m (60 ft.) in height should not exceed a typical floor plate of 603.9 m² (6,500 ft²), and should be spaced at least 24.3 m (80 ft.) from any other building above 18.3 m (60 ft.) in height.
- Provide public realm improvements that could include increased sidewalk width, street trees, and amenities such as bike racks, feature lighting.

The following additional specific requirements apply:

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

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

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

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

● For sites zoned RM-4, RM-4N, and CD-1 sites that are subject to Rental Housing ODP policy with height and density options are as follows:
  ○ For 100% secured rental housing: up to 6 storeys; up to 2.4 FSR.
  ○ Setbacks: Front sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Side 2.1 m (7 ft.), increasing to 9.1 m (30 ft.) for the rear 18.3 m (60 ft.) of the site / Rear 6.1 m (20 ft.).
  ○ Site frontage: 36.5 m (120 ft.) (minimum).
● For sites zoned RT-5 and RS-1 and other sites not subject to Rental Housing ODP the same height and density applies.

Figure 6.52: 6-Storey ‘T’ Typology on a 4-Lot Assembly
Figure 6.53: CBSP Residential Area Typical Section
East 12th Avenue and Clark Drive / East 12th Avenue and Lakewood Drive

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

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

- Consider applications for apartments (residential) as follows:
  - Height: up to 4 storeys 13.7 m (45 ft.).
  - Density: up to 1.7 FSR.
  - Site frontage: 40 m (132 ft.) (minimum) is required to achieve the ‘T’ typology.
  - Building forms may include “T-shaped” building forms for sites with a rear lane; “L-shaped” developments for sites directly adjacent to single-family (RS-1 zoning).

Figure 6.54: 4-Storey ‘T’ Typology on a 4-Lot Assembly
6.7.3 Broadway East Multi-Family

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

This area will incrementally evolve with new apartment and ground-oriented housing, creating opportunities for ownership and rental housing. Traditional rowhouses will be introduced on the north side of East 10th Avenue to transition to detached housing areas, providing ownership opportunities, as well as secondary rental in the form of lock-off suites.
Policies

Broadway from Semlin Drive to Garden Drive

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

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

- Consider applications for traditional rowhouses (residential). Allow optional first floor construction as a lock-off suite
  - Height: up to 3.5 storeys (12.2 m or 40 ft.).
  - Density: up to 1.2 FSR.
  - Minimum frontage requirement: 27.4 m (90 ft.) (three lots).
- Provide public realm improvements that could include increased sidewalk width, street trees, and amenities such as bike racks, feature lighting.

Figure 6.57: CBSP Broadway East Multi-Family Typical Section
6.7.4 Transition Area

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

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

Broadway from Garden Drive to the lane west of Nanaimo Street

- Consider mixed-use development and residential apartment buildings. On sites facing Broadway a mix of commercial uses, which may include retail, service and community serving uses, is required on the first floor. Residential uses are permitted on upper floors.
  - Height: up to 6 storeys.
  - Density: up to 2.65 FSR for residential and up to 3.0 FSR for mixed-use.
  - Site frontage: 15.1 m (49.5 ft.) (minimum)
  - Setbacks: Front yard sufficient to achieve a minimum 5.5 m (18 ft.) sidewalk / Rear 9.1 m (30 ft.).
  - Upper floor setbacks: 3 m (10 ft.) above the second floor.
  - Provide public realm improvements that could include street trees, and amenities such as bike racks, feature lighting.

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

- Consider applications for apartments (residential). Allow orphaned lots to be permitted to develop at a smaller rowhouse scale (as outlined in Broadway East Multi-family).
- Heights: up to 4 storeys (13.7 m/45 ft.).
- Density: up to 1.7 FSR.
- Site frontage: 40 m (132 ft.) (minimum) is required to achieve the ‘T’ typology.
- Provide public realm improvements that could include increased sidewalk width, street trees, and amenities such as bike racks, feature lighting.
6.7.5 Residential Character Area

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

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

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

- Reduce the outright permitted density to 0.50 FSR to discourage demolition of pre-1940s houses that are deemed to have character merit.
  - Provide increased conditional density (up to 0.75 FSR) for two-family dwellings and multiple-family dwellings, as follows:
    - For sites with a minimum 10 m (33 ft.) frontage, with a building constructed pre-1940 and determined to have character merit:
      - Allow infill housing, to incentivize the retention and restoration of the character merit building.
      - Allow Multiple Conversion Dwellings (strata-titling) within the character building, with potential additions where infill is not possible.
    - For sites with a building constructed pre-1940, and without character merit, OR constructed post-1940, allow duplex buildings (two-family dwellings), with up to two lock-off suites.
  - Ensure development rights pertaining to laneway houses, and maximum densities for one-family dwellings, as allowed for in current single-family areas remain.
  - To ascertain the character merit of an existing house, the following criteria will be used:
    - The City’s Vancouver Heritage Register, or
    - For all other pre-1940 buildings City staff review of character merit criteria.
- For any sites denoted as Places of Historical Interest in the Grandview-Woodland Historic Context Statement, City staff will undertake a more detailed review to determine potential addition to the Vancouver Heritage Register.