



# City of Vancouver *Land Use and Development Policies and Guidelines*

Planning, Urban Design and Sustainability Department

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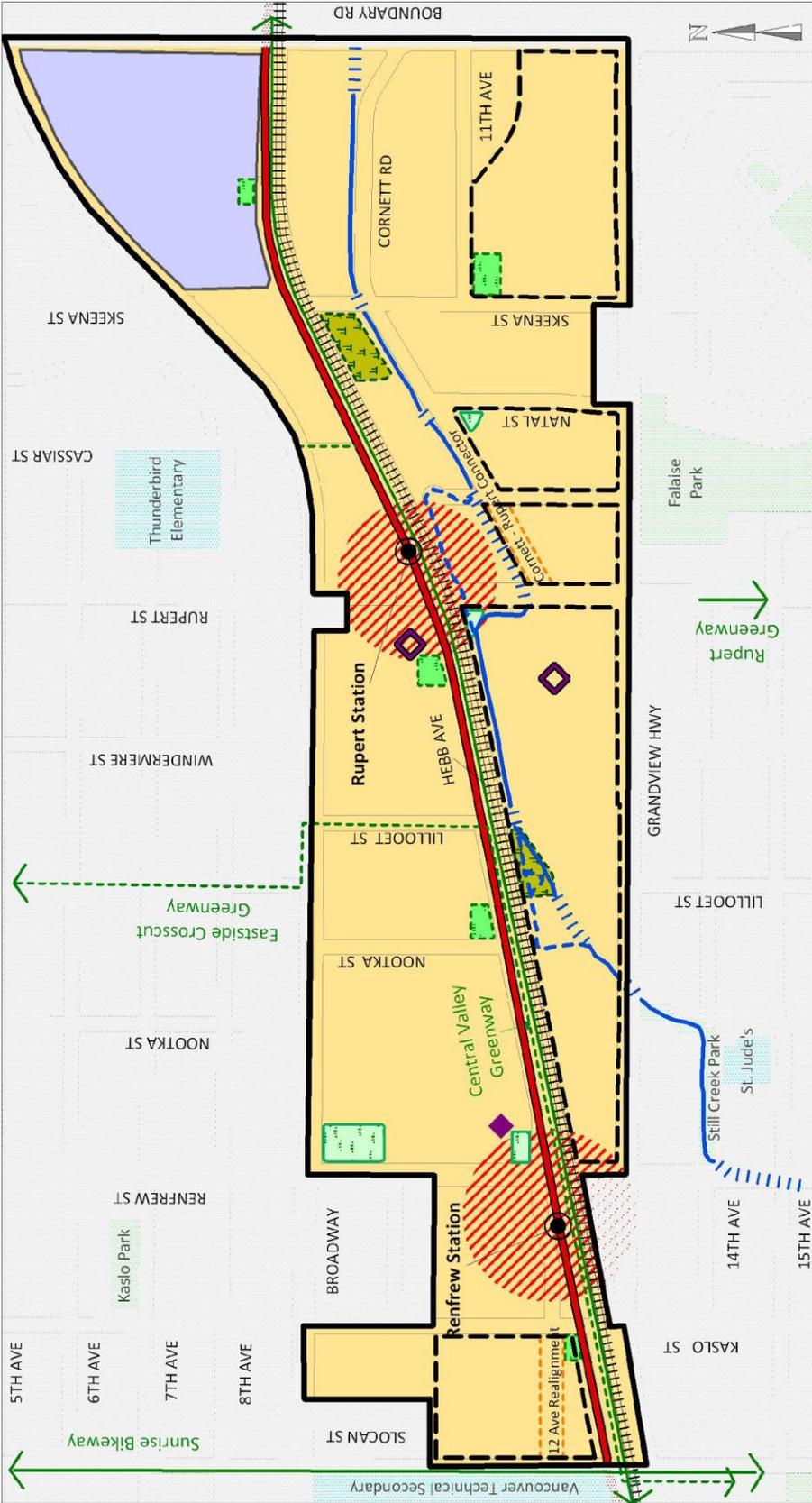
## **GRANDVIEW BOUNDARY MIXED EMPLOYMENT AREA PLAN**

*Adopted by City Council by July 25, 2002*

*Amended September 12, 2006, January 18, 2011, October 31, 2012, March 29, 2022, and March 7, 2023*



# Grandview Boundary Mixed Employment Area: GBMEA Future Vision Map



**LEGEND**

<b>Land Use</b>	Mixed Employment Area (CD-1, I-3, I-2)	Light Industrial (I-2)	Station area - retail services required/encouraged	Large format retail (Grandview Hwy frontage)
<b>Rapid Transit</b>	SkyTrain Station	Millennium SkyTrain line	<b>Greenway / Bikeway</b>	
<b>Street</b>	New/realignment	Future	Existing	
<b>Railroad</b>	BNSF Railway	Future	Existing	
<b>Public Open Space</b>	Existing	Future	Future Park Wetland	Existing open
<b>Still Creek</b>	Existing in culvert	Future relocated/daylighted	Planned/planned expansion	Under construction

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# 1 Future Vision

The Grandview Boundary Mixed Employment (GBMEA) will transition from industrial and large format retail into a mixed employment area accommodating a variety of land uses. Increasingly, general office buildings like the Broadway Tech Centre located near SkyTrain stations are anticipated. Light industrial uses such as automotive sales and repair, liquor distribution, storage, film production studios are expected to remain, as are some large format retail uses like Canadian Tire and Trail Appliances. Worker population and employment density are expected to increase substantially. The 2002 Grandview Boundary Public Benefit Strategy identified 4,000 jobs in the Area. In 2012, an estimated 6,000 jobs have been added for a total of 10,000 jobs. By 2041, the projected job total is 19,000 workers which will make it one of City's major employment areas. The Renfrew and Rupert SkyTrain stations will become centers of pedestrian activity with small shops and other services for transit users and area workers. The new area infrastructure and amenities will accommodate the increased worker demands on roads, water, sewer services, park space and childcare facilities. As the only natural amenity in the area, Still Creek will be enhanced to provide expanded natural areas and passive park space for workers. A continuous pedestrian pathway and improvements to the Creek ecology are also planned. To support these Creek improvements, new approaches to handling storm water will be introduced for new development. This transition may take 20 or more years and the change will be gradual, allowing area owners and operators time to consider and adapt their role in the area's future.

## 1.1 Area History

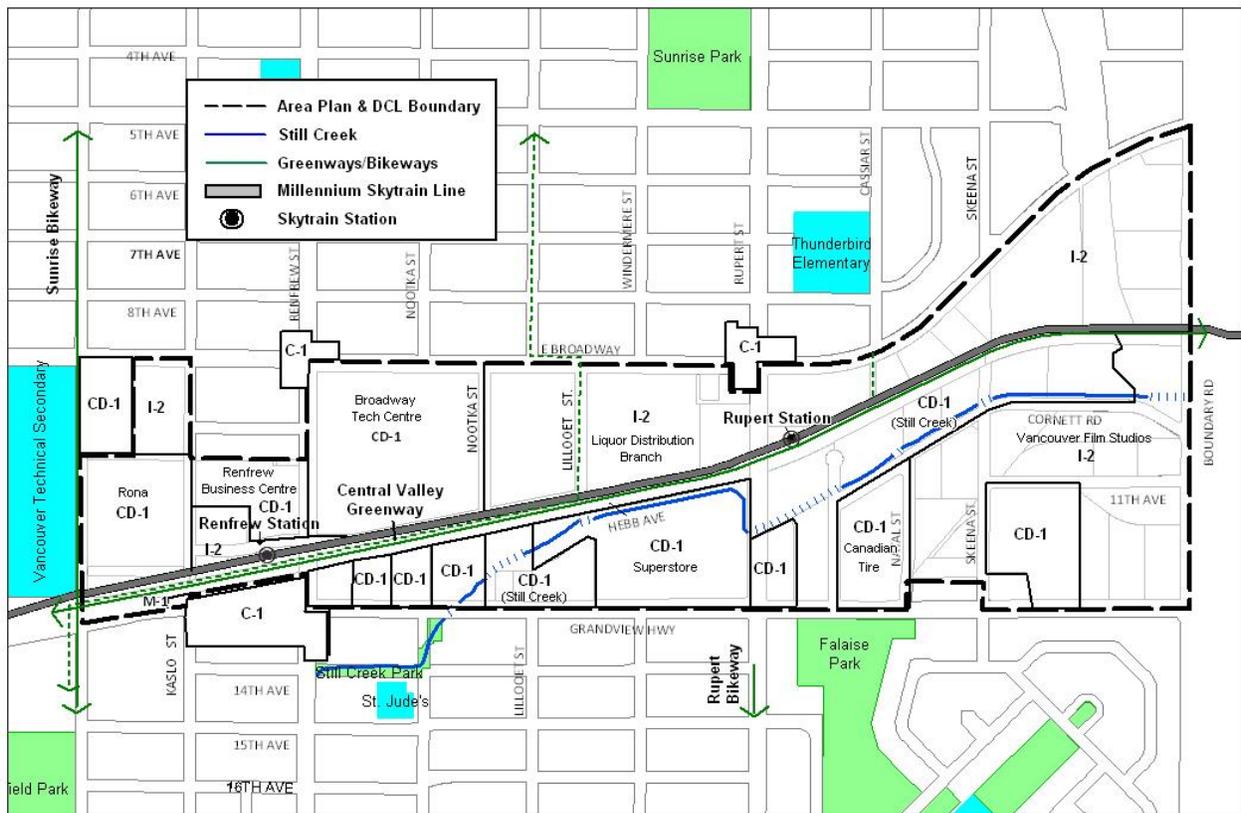
Grandview Boundary developed in the 1950s as an industrial park with rail service and convenient access to Highway 1 and surrounding arterial streets. Beginning in the 1980s, large manufacturing and warehouse uses such as Wire Rope Industries, Molson's and Simmons Mattresses vacated the area making way for new uses such as Superstore and Paramount Studios. In 1995 the Industrial Land Strategy led to new I-2 zoning in the area to encourage industrial, service and high-technology uses and identified Grandview Highway as a location for large format non-industrial uses. After the Province announced the new SkyTrain line in 1998, Grandview Boundary and the False Creek Flats were identified by the City as suitable for high-tech industry. When the demand for high-tech space declined, Council approved the consideration of general office uses on sites near the SkyTrain stations. The Grandview Boundary Rezoning & Development Policies and Guidelines provide direction for privately initiated rezonings for high-tech and office uses, and for large format uses on Grandview Highway.

## 1.2 Existing Zoning and Uses

Grandview Boundary zoning and land use policy consists of:

- (a) **I-2 light Industrial and Still Creek CD-1 zones** - permit a range of manufacturing, including software, service, transportation and storage uses as outright approvals, and other institutional and service uses as conditional approvals. Existing uses include Vancouver Film Studios, Paramount Studios as well as warehousing, wholesaling and distribution.
- (b) **LFA CD-1 zones** - these are custom zoning schedules written to fit existing buildings and uses including Rona, Superstore and the Canadian Tire Centre.
- (c) **General Office CD-1 zones** - these are custom zoning schedules which permit general office uses on sites close to a SkyTrain station.
- (d) **I-3 High-Tech Industrial zone** - permits outright uses including information technology office and software manufacturing, and conditional uses such as manufacturing and other traditional light industry.

**Figure 1: Existing Zoning and Major Uses, 2011**



### 1.3 Implementation

Implementation will occur through redevelopment or reuse of buildings under the I-2 and Still Creek CD-1 zonings (similar to I-2 with additional guidelines for Still Creek) and owner initiated site specific rezonings. While current zoning supports many future directions for the area, rezoning will be required for general office uses, high-tech industrial offices, new large format uses on Grandview Highway and retail/service uses near SkyTrain stations.

To facilitate new development, the Plan calls for improvements to the public realm, area streets and infrastructure, enhancement of Still Creek and addition of passive park space, the extension of Greenways through the Grandview Boundary, and additional childcare facilities. An area-specific DCL By-law helps pay for underground infrastructure improvements. In addition, the City-wide DCL will continue to be collected and used for services that benefit a wider area. DCLs will not be sufficient to pay for all required services. Additional funding through requirements of development, the Still Creek Greenway Enhancement Fund and other City sources will augment provision of area services and amenities as detailed later in this Plan.

### 2.0 Land Use Directions

Land use policies provide for choice of use in Grandview Boundary as described below and shown in Figure 2.

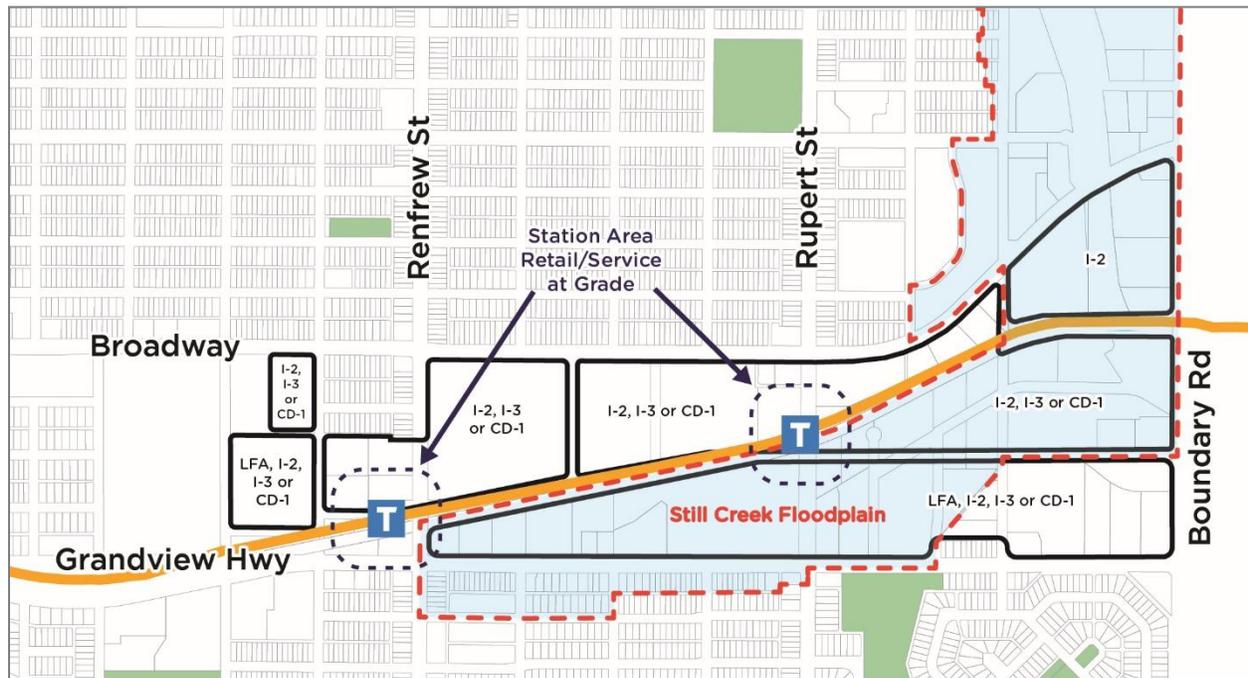
**General Office (CD-1)/High Tech (I-3) Industry** - general office uses and high tech uses (software manufacturing, information technology) are more worker intensive than traditional industry and are preferred close to the SkyTrain Stations. Rezoning applications for general office or high-tech elsewhere in Grandview Boundary will be considered where safe and convenient walking (5-10 minutes) to SkyTrain Stations is possible.

**Station Areas - Retail/Service** - station oriented uses such as convenience stores, green grocers, insurance agents and drycleaners are encouraged adjacent to the SkyTrain Stations.

**Light (I-2) Industry** - warehousing, wholesaling and storage uses can locate anywhere in the area, but are preferred in locations more distant from the station areas to reserve station areas for uses that generate more transit riders and pedestrian activity. Film studios and other more worker intensive uses are encouraged near stations.

**Large Format Area (LFA)** - rezoning applications for stand alone, large format retail, institutional, cultural and recreational uses will be considered only on sites fronting Grandview Highway as shown in Figure 2. Institutional, cultural and recreational uses such as schools (elementary, secondary, university, college, business, arts or self-improvement), churches, billiard halls, bingo halls, bowling alleys, casinos, clubs, halls, fitness centres, rinks and swimming pools could be considered. Rezoning to allow educational facilities outside the LFA may be considered when they relate directly to high-tech industrial development. Please refer to the Grandview Boundary Rezoning and Development Policies and Guidelines for more details.

Figure 2: Future Land Use and Large Format Area Boundary



Notwithstanding the Land Use Directions described above, no rezoning enquiries or applications can be considered within the Still Creek Floodplain if such rezoning enquiries or applications are not allowed under the Rupert and Renfrew Interim Rezoning Policy (2022).

### 3.0 Circulation and Parking

Grandview Boundary is bordered by three regional arterials - Grandview Highway, Boundary Road and Broadway/Lougheed. As a typical 1950s industrial area, the road pattern was developed for vehicular access and circulation. Sidewalks are generally absent on internal streets and direct pedestrian connections to key area destinations are missing.

The Rupert and Renfrew SkyTrain stations greatly enhance accessibility for workers and nearby residents. With the potential for increasing numbers of workers to rely less on vehicle travel, there is an opportunity to focus on alternatives to the single occupant vehicle. This will require creation of safe, convenient routes for pedestrians and cyclists, appropriate parking standards and promotion of alternative commuting modes by area employers.

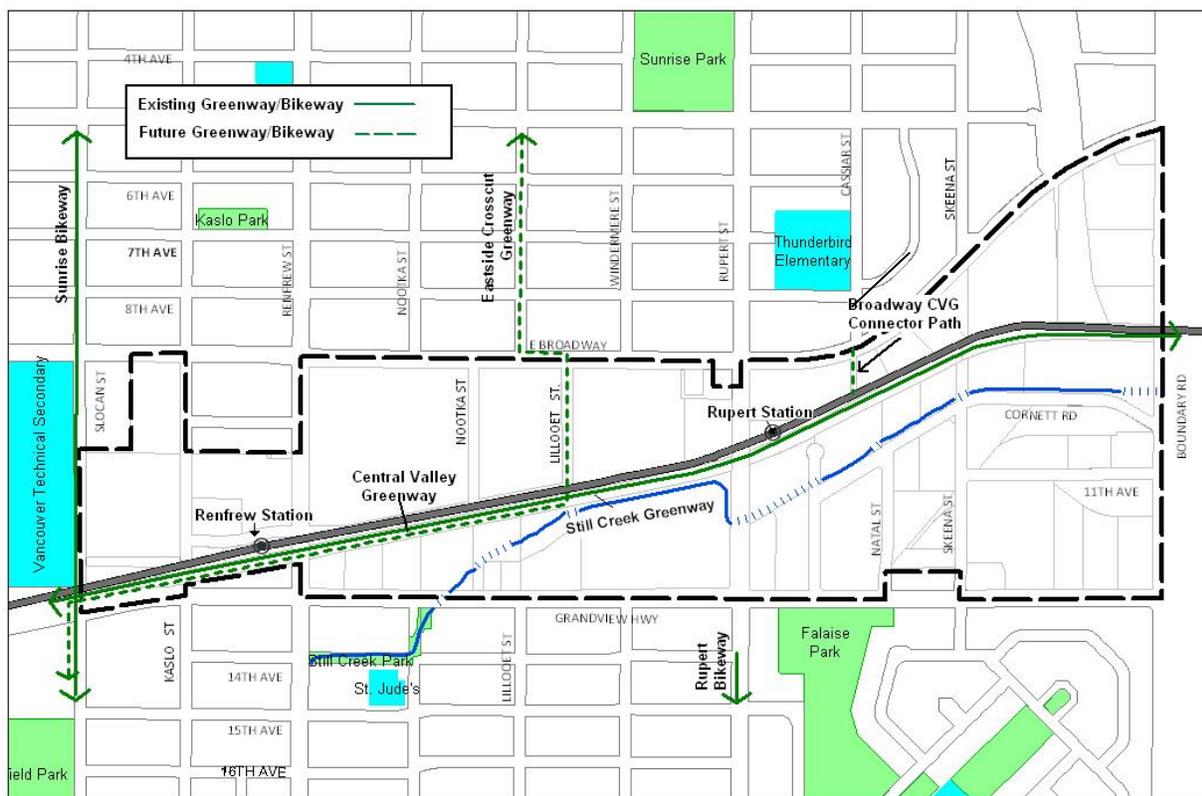
#### 3.1 Vehicular Traffic

The area traffic study concludes that improved vehicular and pedestrian routes are required to accommodate new general office and high-tech industrial development. Circulation within the south-east portion (east of Rupert and south of the Skytrain line) of the Grandview Boundary has been improved with recently constructed left turn bays and medians on Natal, Skeena and Boundary. In order to encourage alternative travel modes, recommended road changes will focus on enhancing area safety and accessibility, rather than adding road capacity.

### 3.2 Pedestrians and Bicycles

As employee population increases, there will be increasing need for pedestrian routes linking key area destinations. Several greenways (specific enhanced streets and pathways for pedestrians and recreational cyclists) and bikeways (designated routes on city streets for commuter cyclists) are planned to bisect the Grandview Boundary, improving accessibility and making non-vehicular travel more attractive.

Figure 3: Proposed Greenways and Bikeways in Grandview Boundary Mixed Employment Area



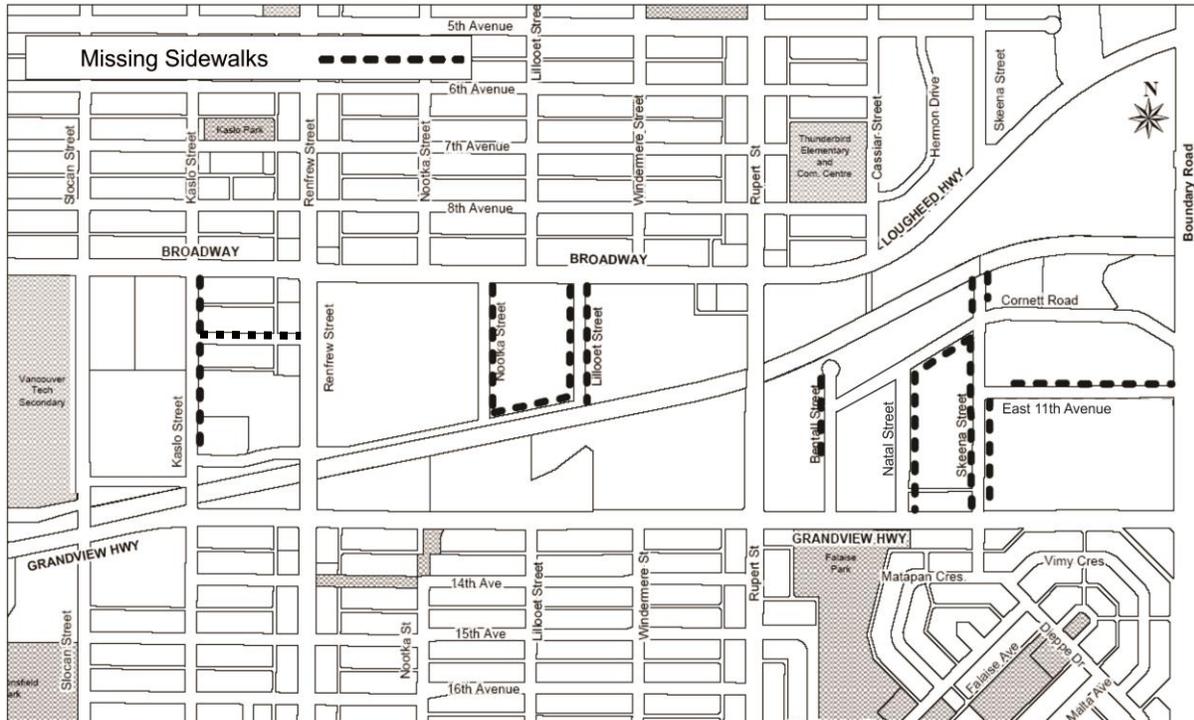
Both existing and planned routes for the area, shown in Figure 3, are:

- (a) **Central Valley Greenway** – completed in 2009, this route generally follows the Millennium Line SkyTrain alignment in the Grandview Boundary and connects False Creek to Burnaby.
- (b) **Sunrise Bikeway** - this existing route runs along Slokan Street and is the major north-south bike route in the easternmost part of Vancouver.
- (c) **Still Creek Greenway** - this planned route will parallel Still Creek and eventually link to the residential area to the south at the Nootka Street alignment.
- (d) **Eastside Crosscut Greenway** - this planned greenway is one of 14 routes endorsed by Council and will eventually link Burrard Inlet to the Fraser River. It will connect with the Central Valley Greenway and other important destinations within the area. Actual route alignment would be determined after public consultation and technical review.

Many internal roads currently have no sidewalks. To accommodate increased pedestrian traffic and enhance safety, new developments will be required to provide them as required. In order to ensure timely completion of the pedestrian network in the area, other funding sources such as

local improvement initiatives may be used where redevelopment is unlikely to occur for some time. Figure 4 illustrates areas where sidewalks are missing.

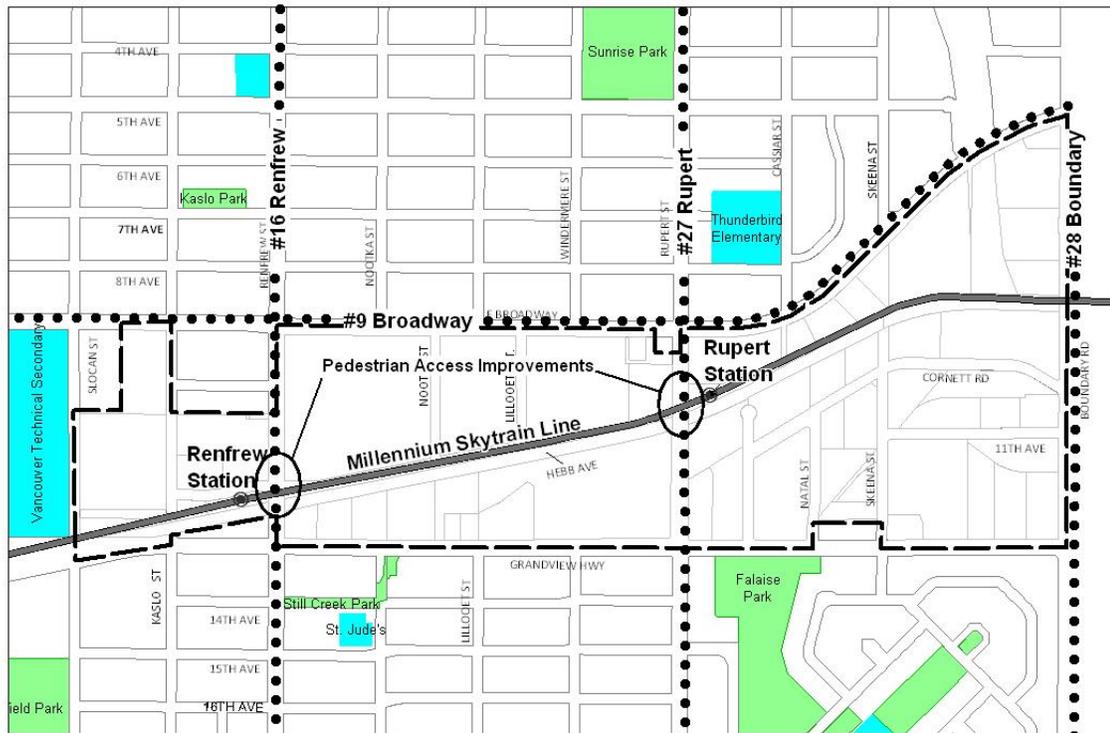
**Figure 4: Missing Sidewalks**



### 3.3 Transit

The Grandview Boundary is well served by the Millenium Line SkyTrain as well as regular bus service, as shown in Figure 5. Improvements to remove sidewalk pinch points near rail crossings in the vicinity of station entrances are proposed.

**Figure 5: Existing Transit Service and Pedestrian Access Improvements at Stations**



### 3.4 Parking

A balanced parking strategy is required that supports alternate modes but also accommodates the needs of employees and visitors. For new general office and I-3 development, the Grandview Boundary guidelines require a traffic and parking analysis and transportation demand management measures. Large Format Area sites are similar to other retail sites and will have parking requirements which reflect those demands. New developments are also responsible for providing bicycle parking.

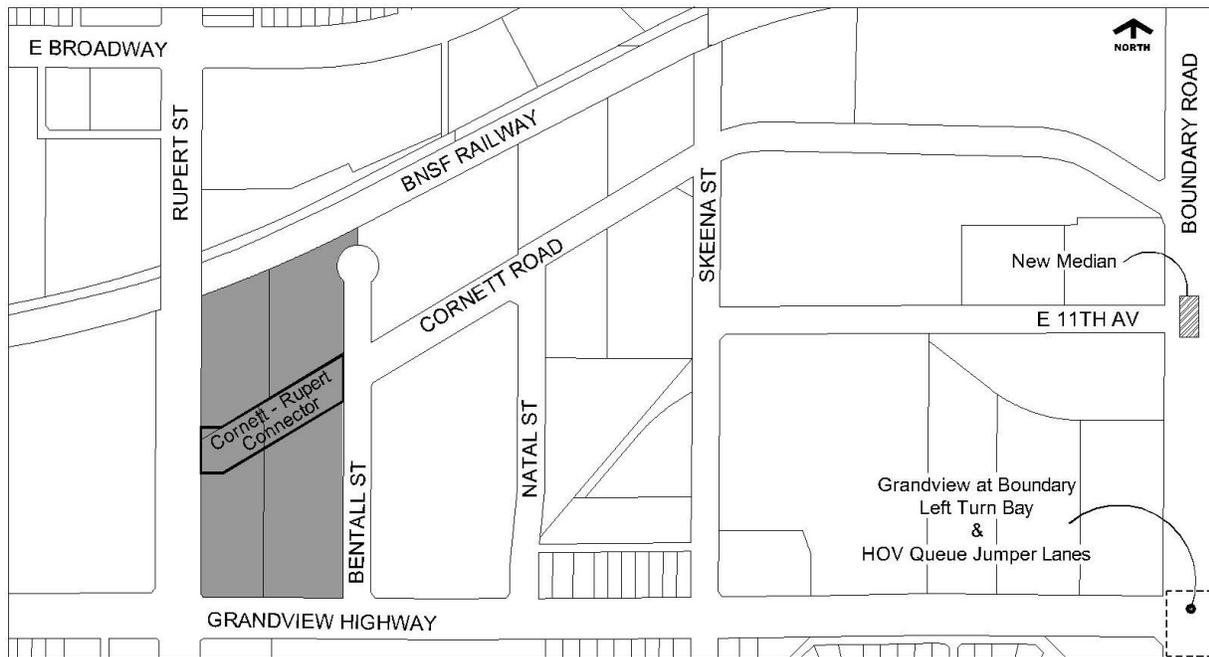
On-street parking on local streets is generally unrestricted. With increased development and a shift toward more worker-intensive uses, on-street demand will increase. Adjustments to off-street parking standards and on-street parking regulations will be required to provide sufficient short-term parking. SkyTrain Station precincts, in particular, should enjoy reduced parking standards.

### 3.5 Recommended Road Modifications

#### Rupert - Cornett Connection

The absence of direct access to Rupert Street and the SkyTrain Station from the south-east portion of the area impacts internal circulation and limits pedestrian access to an informal route through existing storefront walkways. The proposed extension of Cornett Road from Bentall Street to Rupert Street is shown in Figure 6 below. Property for the required right-of-way would be acquired from adjacent property owners as their sites redevelop or as other opportunities emerge. In 2009, Cornett Road was extended from Natal Street to Bentall Street as part of the adjacent development.

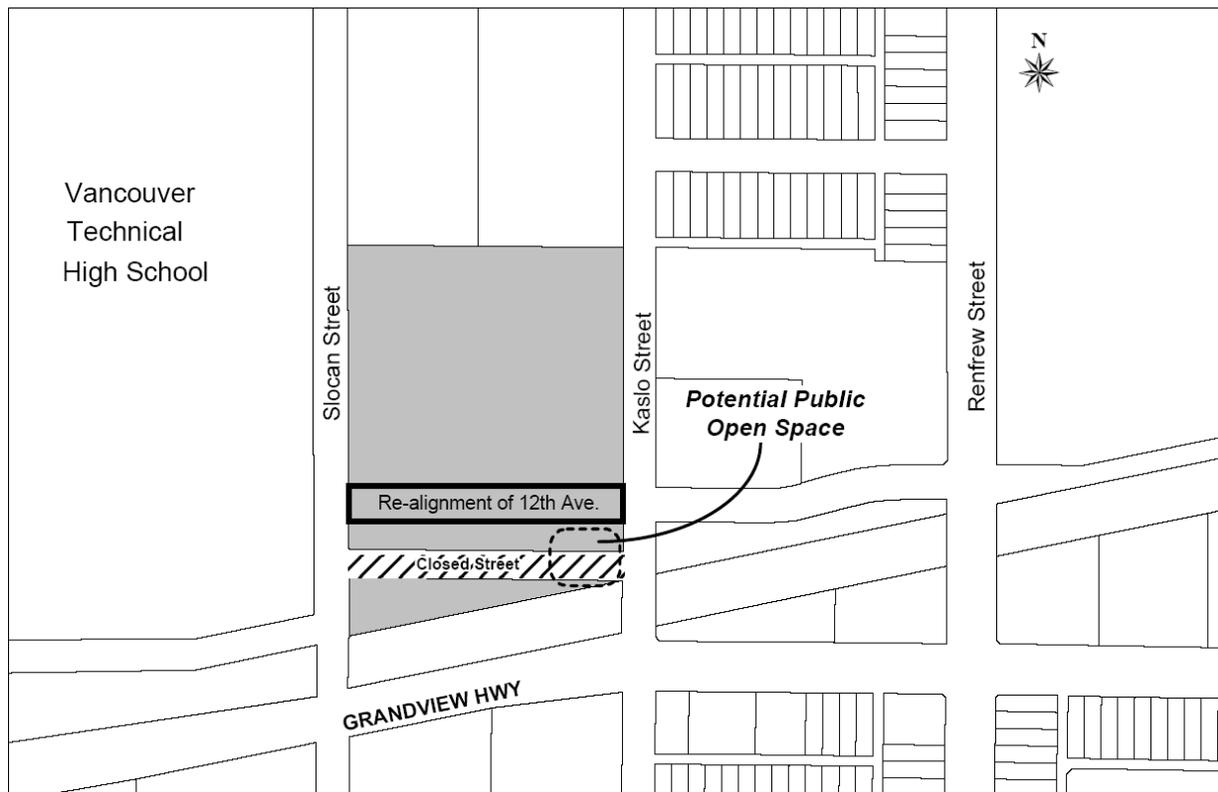
**Figure 6: Cornett Road Extension – Affected Properties and Grandview Boundary Improvements**



**12th Avenue Realignment**

When the Rona site redevelops, the revised road alignment shown in Figure 7 is recommended to assist pedestrian circulation and rationalize the road network. The existing 12th Avenue alignment could be closed and consolidated with adjacent parcels to create an amended development site and a small public space illustrated in Figure 7.

**Figure 7: Realignment of 12th Ave and Affected Properties**



### **Other Road Modifications**

Construction of various right-turn only lanes and left-turn bays were recommended where they are absent on arterials in and around the area.

In 2012, the City installed an eastbound left-turn bay on Grandview to allow vehicles to turn left from Grandview onto Boundary. The City also installed short eastbound and westbound high occupancy vehicle (HOV) queue-jumper lanes on Grandview that will connect with the HOV lanes on Highway 1, as well as a new median on Boundary at 11th Avenue right-turn only to improve safety in the vicinity of the Boundary Highway 1 off-ramp.

## 4.0 Character and Image

The streets have few street trees or other visual amenities and are not pedestrian-friendly. Unlike newer industrial/office parks, the Grandview Boundary lacks a coherent character or unifying theme to give it a sense of identity in the City. The landscaped setbacks on portions of Grandview Highway and Broadway, and the portions of Still Creek that are still uncovered provide the area's only visual relief.

To assist the area's transition to more intensive employment uses, attractive public spaces and a higher level of streetscape quality are required. A tree plan is part of the Guidelines to help meet these objectives. Public realm improvements will be focussed initially on the SkyTrain Stations and Rupert and Renfrew Streets, the primary access and entryways to the stations. As the station areas transform into safe and attractive environments, they will become catalysts for the area's transition.



Still Creek on Super Store Site



Existing Section of Still Creek Greenway



Typical Warehouse



Internal Street with No Sidewalks

#### **4.1 General Built Form and Character**

The urban design challenge in the Grandview Boundary is to create a cohesive physical identity given the different uses and building types. Public realm improvements need to be complemented through higher standards of building design, incorporating greater building articulation, transparency, and quality materials, such as glass, steel and concrete. The Grandview Boundary Mixed Employment Area Policies and Guidelines provide detailed guidance to better achieve these objectives.

#### **4.2 Development in Station Areas**

In February, 2000 Council adopted Station Area Precinct Plans to ensure that the stations were integrated into the surrounding community with safe and accessible pedestrian links. Many of the improvements including bus stops, sidewalks, lighting, crosswalks and signals are in place. The Grandview Boundary Plan calls for station areas to be intensely developed, concentrating future general office and high-tech uses and pedestrian oriented activity. Urban form should reflect this vision with heights up to a maximum 100 ft., street wall buildings, underground parking and pedestrian amenities. There are key private sites near each station where building design uses and new road and pedestrian connections will be important to achieve the Plan objectives. Generalized plans and illustrative drawings for these key sites are shown in Figures 9 through 12.

##### **Renfrew Station Precinct - Key Sites**

The Renfrew Station area concept shows potential redevelopment of the current Rona site. The realigned 12th Avenue and small public space created through the road relocation are good opportunities for creating an active pedestrian environment. Transit-serving uses such as fast food outlets, small grocers, insurance agents and other local retail and service uses are encouraged at grade along 12th Avenue near the station. The south-facing orientation of these site adds to their appeal for outdoor restaurant seating and display of goods.

In 2010, a rezoning was approved (immediately east of the Rona site) for a future multi-phased general office development at 2665 Renfrew (“Renfrew Business Centre”). The approval include a range of open spaces intended for public and semi-private use, consistent with the intent of this area plan.

Figure 9: Redevelopment Concept Plan for Renfrew Station Precinct

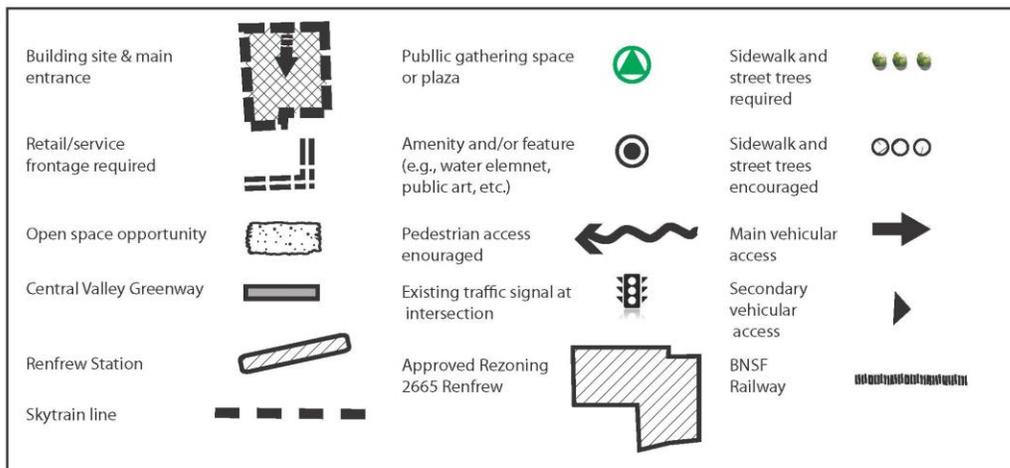
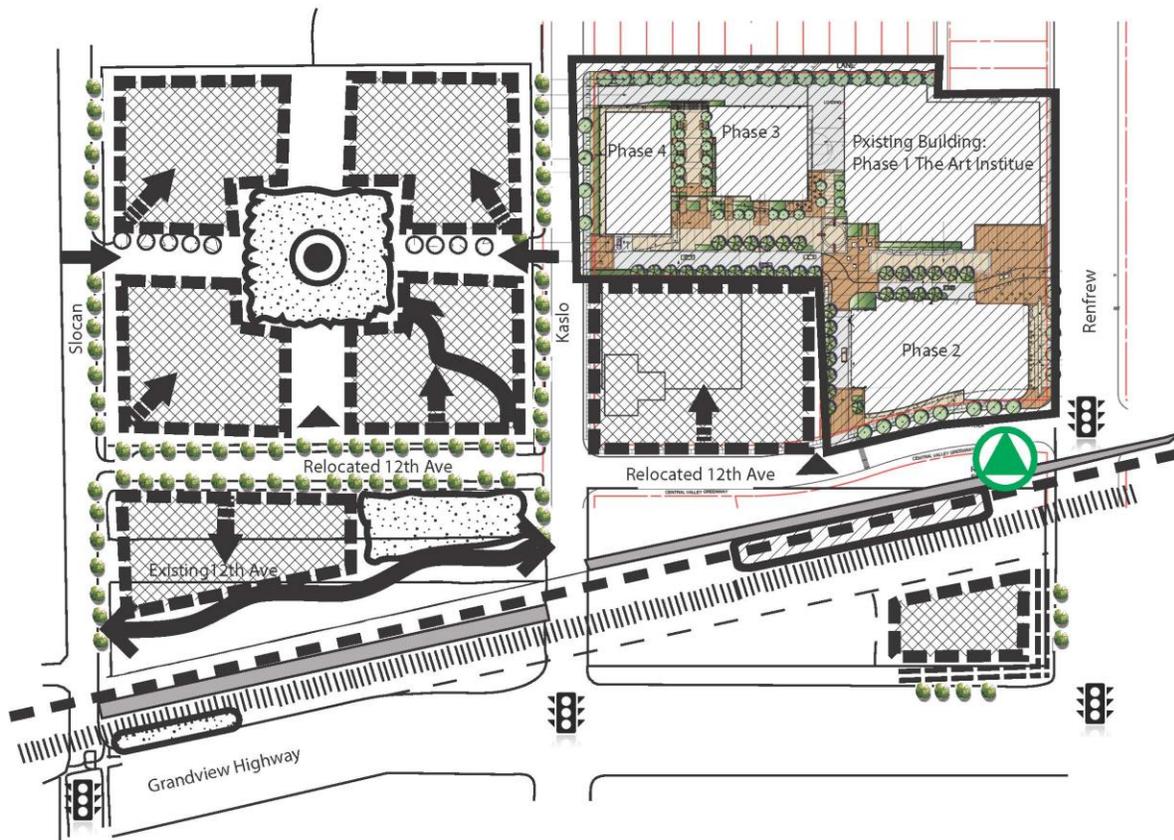
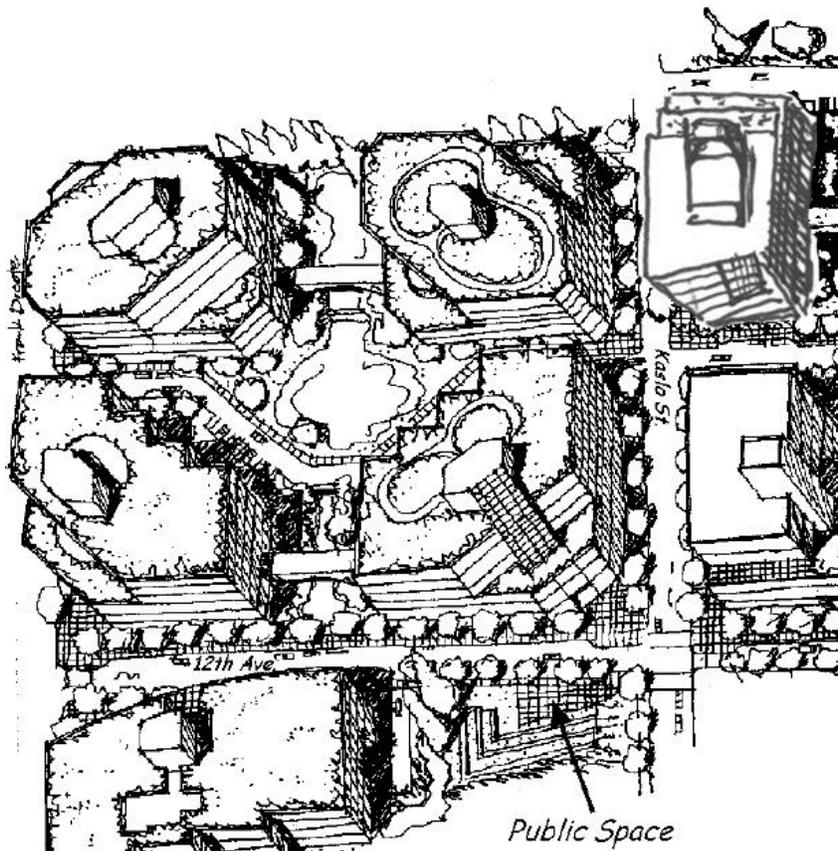


Figure 10: Illustrative Sketch of the Renfrew Station Precinct - looking north



#### **Rupert Station Precinct - Key Sites**

Creating a pedestrian focus is also the objective for redevelopment in the Rupert Station area. The concept shows redevelopment of the mini storage site facing Broadway, and Rupert Square just south of the station. The Central Valley Greenway and the proposed extension of Cornett along the Still Creek alignment will provide pedestrian and vehicular connections between Rupert Station and the film studio precinct to the east. A future relocation and day lighting of Still Creek along the southern boundary of the rail line is also contemplated.

#### **Superstore Site**

Additional commercial activity, set back from Still Creek in an underused portion of Great Canadian Superstore site, could further enhance the pedestrian environment and increase pedestrian activity.

#### **Liquor Distribution Board Site**

A redeveloped Liquor Distribution Site could substantially increase job density, particularly under a general office redevelopment similar in scale to Broadway Tech Centre. Retail fronting uses along Rupert Street would be situated immediately across the street from Rupert SkyTrain Station.

Figure 11: Redevelopment Concept Plan for Rupert Station Precinct

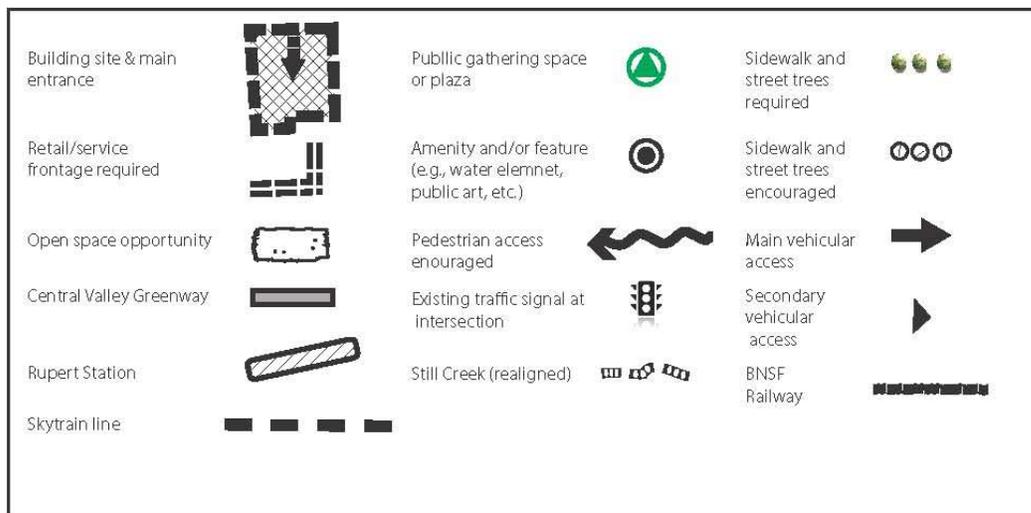
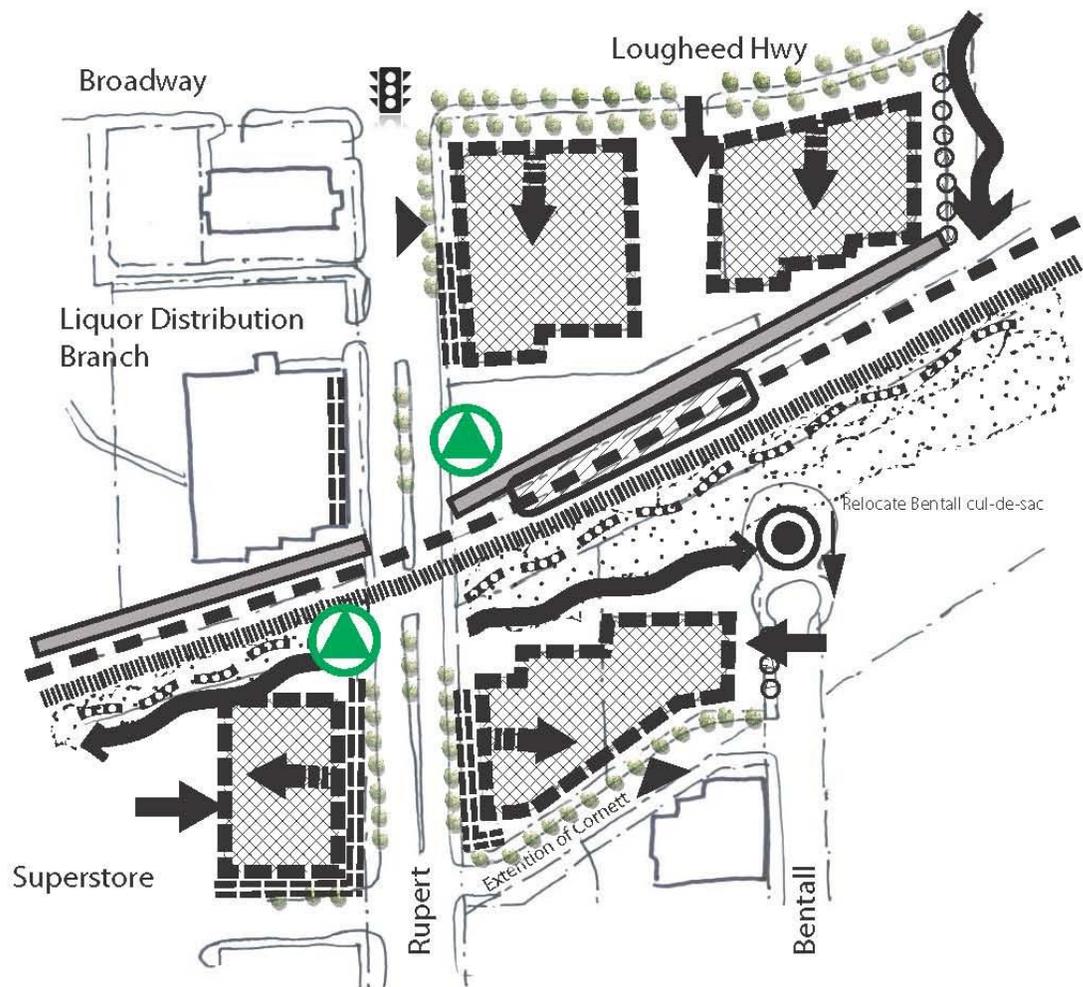
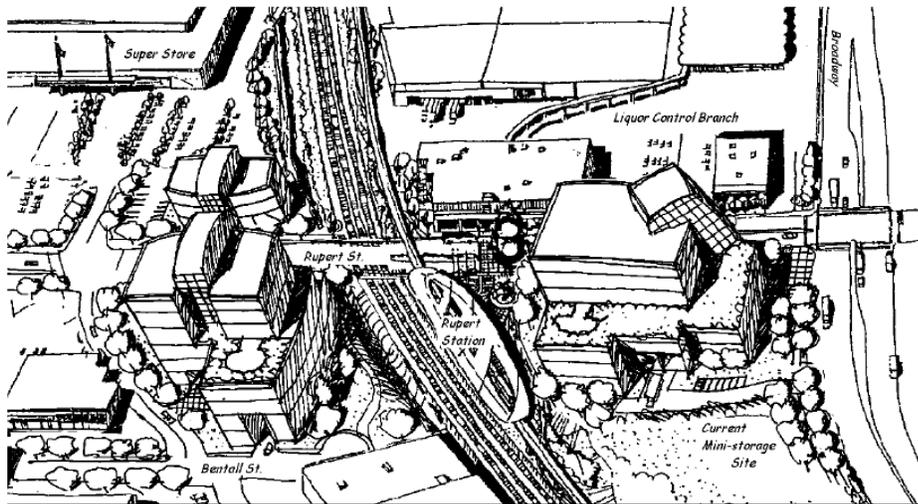


Figure 12: Illustrative Sketch of the Rupert Station Precinct - looking west

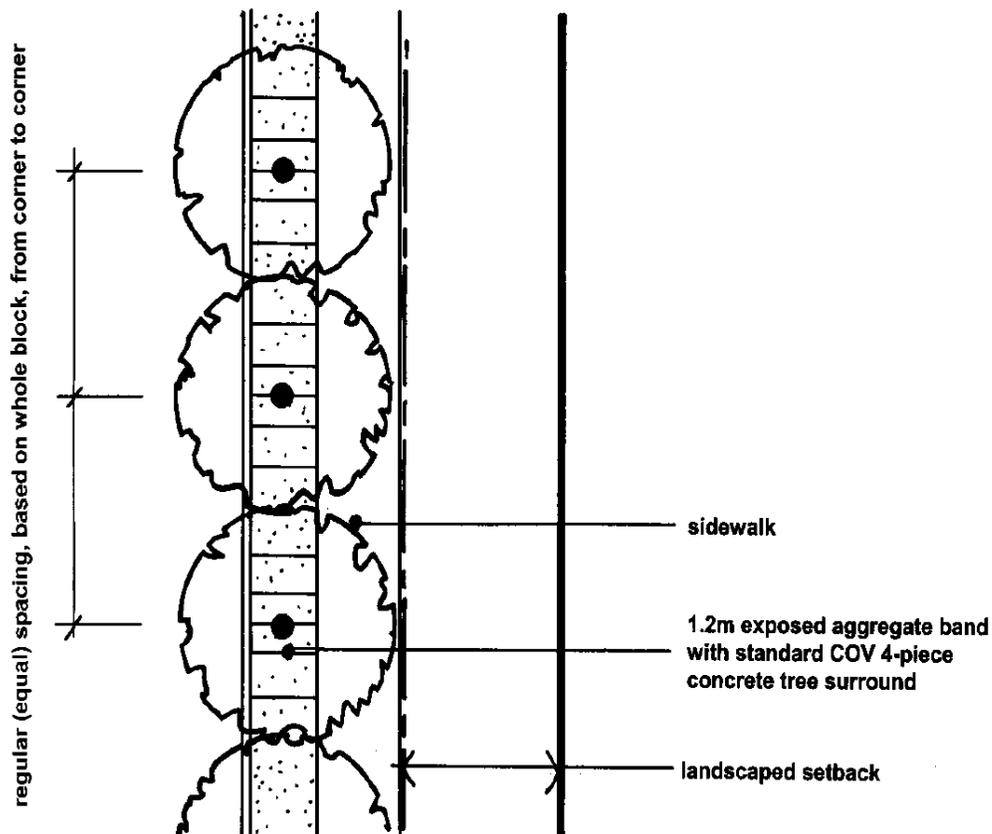


### 4.3 Public Realm Improvements

#### Streetscape

There is an opportunity to increase green space and provide a more unified appearance to the public realm through an area specific streetscape design and tree plan. In particular, Rupert and Renfrew Streets are key entry points to the SkyTrain stations and their treatment will be important in defining a new character for the area (see Figure 13). A street tree plan is part of the Grandview Boundary Guidelines to improve the physical environment and to introduce a unifying theme. The Guidelines should be referenced for building setbacks and overall design of the public realm throughout the area.

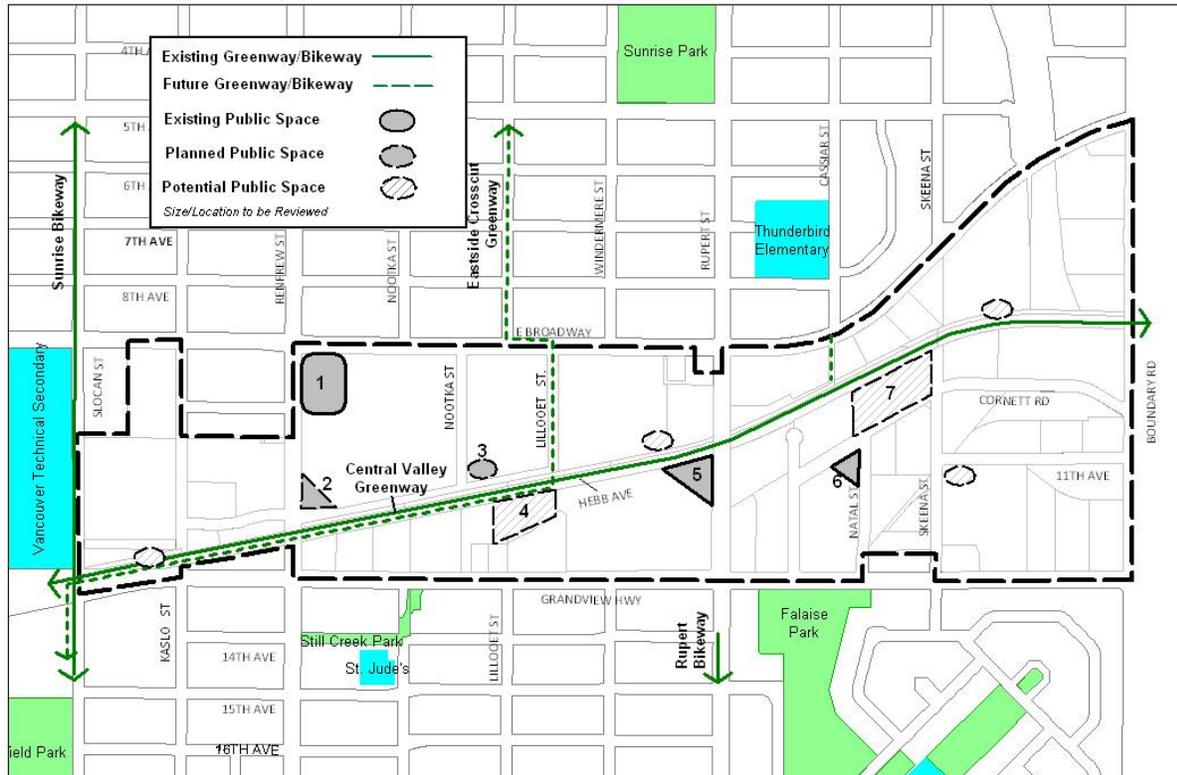
Figure 13: Schematics of Rupert and Renfrew Streetscapes



## Public Open Space

Grandview Boundary has few opportunities for acquiring large park space as part of subdivision or major redevelopment. Given this, new development on large sites will be requested to provide plazas and green space linked to pedestrian routes that would serve as amenity space for employees and the public. In addition, landscaping along local streets and Greenways will enhance the area's visual amenity. Figure 14 shows existing planned and potential public spaces. These spaces will serve to provide passive recreational space for employees and Greenway users and visually augment the limited space available for the Greenway in this location.

Figure 14: Existing and Proposed Public Space and Greenways/Bikeways



1. **Broadway Tech Centre Northwest Plaza** - public green space in the Broadway Tech Centre. *Completed 2004.*
2. **Broadway Tech Centre Southwest Plaza** - plaza at the corner of the Broadway Tech Centre facing the SkyTrain station. *To be completed 2013.*
3. **3030 E Broadway Site Southwest Plaza** – planned plaza at the southwest corner of Hebb Ave and Nootka St.
4. **Passive Park/Stormwater Retention Pond** - part of the Still Creek Enhancement Study, this site is identified as a potential passive recreational area and stormwater retention pond.
5. **Superstore Public Open Space** - as part of a future redevelopment of Superstore the existing green area would be expanded and redeveloped to be a more significant and usable public space.
6. **Canadian Tire Site Southeast Plaza** - plaza at the southeast corner of Natal St and Cornett Road. *Completed 2009.*
7. **Passive Park/Stormwater Retention Pond** - This site is recommended in the Still Creek Enhancement Study, as a potential passive recreational area and stormwater retention pond.

## **Still Creek Improvements**

Still Creek is part of the Brunette Basin which stretches across portions of 5 municipalities, emptying into Burnaby Lake and ultimately into the Fraser River. While the Creek is part of the region's stormwater system, it is also one of Vancouver's last remaining urban streams and a key opportunity to gain public amenity and recreation space and enhance the only natural feature in the Grandview Boundary.

A consultant study has identified actions that could be carried out incrementally over the short term (10 years) and longer term (10 to 50 years) to help enhance Still Creek. The actions would provide public amenities and recreation space, help address stormwater issues, and improve the Creek ecology. The shorter term actions focus on improvements to the riparian area (the green areas bordering the creek), the creek bed, and on using interpretive signage and public art to raise awareness and educate the public on the importance of preserving and enhancing the Creek. Most of this work could occur using money from the Still Creek Enhancement Fund.

Since 2002, the following short-term enhancements have been completed using the Still Creek Enhancement Fund: the creation of a small wetland and public art installation; riparian zone enhancements; in-stream enhancements; and interpretive signage.

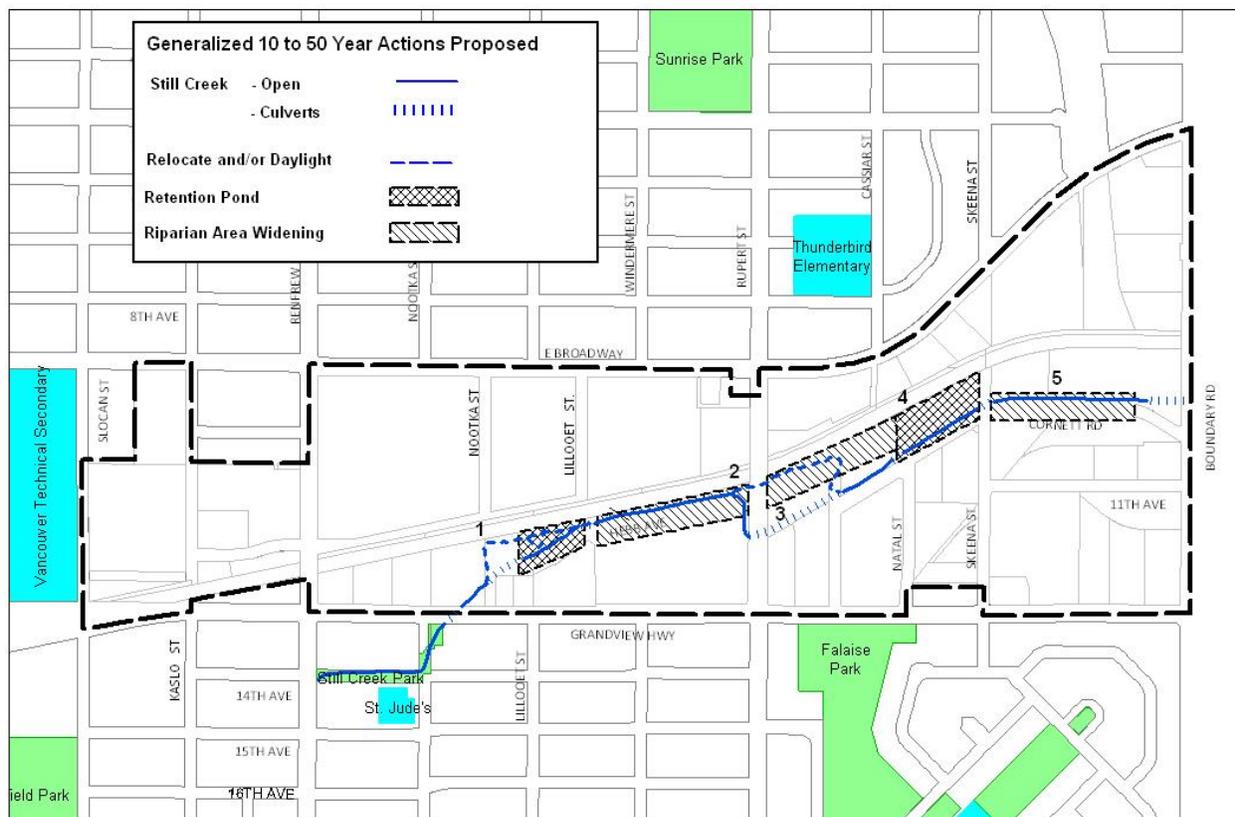
The longer term actions build on the shorter term plan and recommend specific sites where redevelopment would provide opportunities for creek widening, stream relocation and day lighting, completion of the Greenway and construction of stormwater retention ponds/wetlands and passive park and recreational areas. These projects would require land acquisition and significant capital investment. Figures 15 and 16 summarize actions proposed for Still Creek by sub-area.

Figure 15: Still Creek - 10 Year Action Plan



- Area 1 -** Using the open creek at the 3000 block of Grandview Highway, widen the creek, enhance riparian area and install public art. *Completed 2005.*
- Area 2 -** Enhance the streamside vegetation and add riffle weirs, boulders etc. to increase stream complexity.
  - Install public art and educational kiosk in the existing park space at the northeast corner of the Superstore parking lot. *Partial Completion 2009 – Interpretive Signage Installed.*
- Area 3 -** Represent the underground portion of Still Creek through painting the Creek alignment, mosaics and various forms of public art.
- Area 4 -** Remove on-street parking from the north side of Cornett Road and expand the streamside area to add meanders and riffle weirs. *Completed 2007.*
- Area 5 -** Replant the streamside areas with native plants.

Figure 16: Proposed 10 to 50 Year Actions

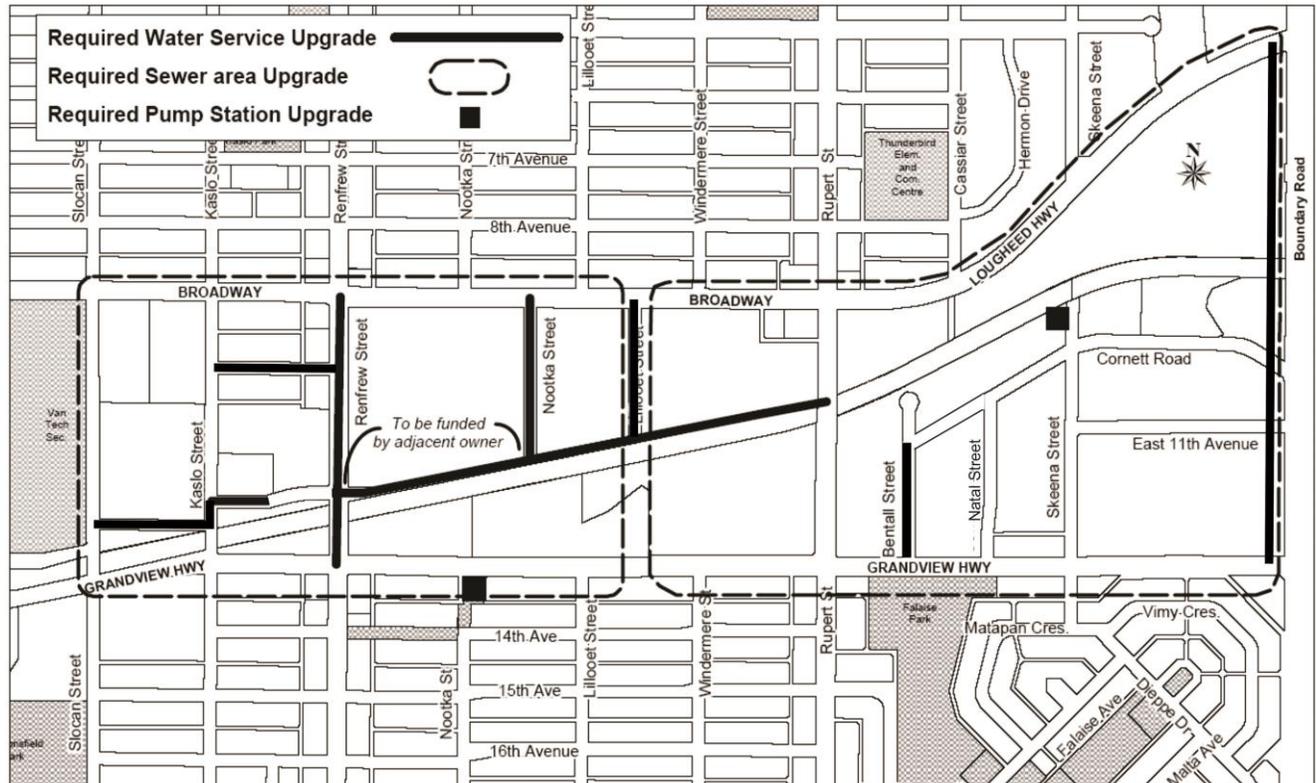


- Area 1**
  - When the site at 3057 Grandview Highway redevelops, relocate and daylight the Creek on the south side of the BNSF tracks and extend the Greenway.
  - Acquire the vacant area in the northwest corner of the Superstore site (3185 Grandview Hwy) and construct a passive recreation area, stormwater retention pond and wetland.
- Area 2**
  - Acquire additional land to expand the stream side area, add stream meanders, pedestrian view points.
- Area 3**
  - Relocate and daylight the Creek on the south side of the BNSF rail corridor and extend the Greenway. *Partial Completion 2009 - 75M of Creek Daylighting through Canadian Tire Rezoning.*
- Area 4**
  - Acquire property in 3400 block of Cornett Road and construct a passive recreational area, stormwater retention pond and wetland.
- Area 5**
  - Widen stream side areas to add meanders, seating areas and other pedestrian amenities either in current location or after relocation to the south side of the BNSF line and extend the Greenway.

## 5.0 Underground Utilities – Sewer and Water

Underground services in the area are currently at capacity for existing worker populations and land uses. Improvements to water service will be needed to maintain firefighting capability for any new significant developments. These upgrades are shown below in Figure 17. As noted previously, storm sewer retention ponds and wetlands are proposed along Still Creek as part of the Still Creek enhancement to help provide storage capacity and provide passive recreational space for workers.

Figure 17: Underground Utilities - Sewer and Water



## 6.0 Childcare Requirements

Increasing area employment creates the need for childcare spaces. Over the next 30 years, an estimated 90 childcare spaces will be required to meet new demands for development and job growth in the GBMEA. These 90 childcare spaces consist of: a new 37-space childcare facility; an expansion of an existing childcare centre by 32-spaces; and 41 school age spaces.

One site has been identified with a potential to expand to a 69-space childcare, likely to be in a mixed-use, concrete frame building close to a SkyTrain station. Additional sites with potential to house a group childcare facility (37 spaces) are limited due to the size of remaining underdeveloped parcels in this area, but should be considered in the event that a site is identified.

## 7.0 Public Benefits and Services

It is estimated that the Grandview Boundary will add approximately 2.7 million square feet of development and 9,200 additional employees over the next 30 years. This Plan identifies public amenities and service improvements that will be required to accommodate the increased worker population.

### 7.1 Total Public Benefit Demands

The list of area improvements is summarized below with cost estimates in 2012 dollars.

Type of Capital Project	Cost (\$)
<b>Sewer Upgrades</b>	
E12th Ave (2665 Renfrew to Renfrew), Renfrew St (E12th Ave to Grandview Hwy), Grandview Hwy (Renfrew St to Nootka St)	\$ 1,380,000
Hebb Ave (Nootka St to Nootka easement), Nootka Easement (Hebb Ave to Grandview Hwy)	\$ 770,000
Rupert St (Hebb Ave Extension to Cornett Road)	\$ 800,000
Hebb Ave Extension (Easement west of 2625 Rupert to Rupert St)	\$ 240,000
Cornett Road (Rupert St to Skeena St)	\$ 775,000
<b>Total Sewer Upgrades</b>	<b>\$ 3,965,000</b>
<b>Water Infrastructure Upgrades</b>	
Hebb Avenue (from Nootka St to Renfrew St)	\$ 325,000
Hebb Avenue (from Lilloet St to Nootka St), Lilloet Street extension (From Hebb to 50m to the north)	\$ 275,000
Hebb Ave Alignment (from Rupert St to Lilloet St)	\$ 350,000
E 12th Ave (from West of Renfrew St to Kaslo St)	\$ 100,000
E 12th Ave (from Kaslo St to Slocan St)	\$ 250,000
Bentall St (Grandview Hwy to Cornett Rd)	\$ 215,000
<b>Total Water Infrastructure Upgrades</b>	<b>\$ 1,515,000</b>
<b>Transportation</b>	
Greenways	
Eastside Crosscut Greeway	\$ 400,000
Central Valley Greeway (CVG) Upgrades	\$ 850,000
Broadway - Central Valley Greenway Pedestrian/Bike Path at Cassiar	\$ 1,000,000
New Pedestrian/Bike Signal at Cassiar/Broadway	\$ 200,000
Pedestrian Improvements at Station Approaches	
Renfrew Station approach	\$ 800,000
Rupert Station approach	\$ 700,000
Road Improvements	
Sidewalk Spot Improvements (600m)	\$ 250,000
Lighting Spot Improvements	\$ 150,000
Cornett Road extension (150 meters from Bentall St to Rupert St)	\$ 660,000
12th Ave Realignment (185 meters)	\$ 820,000
<b>Total Transportation</b>	<b>\$ 5,830,000</b>
<b>Childcare</b>	
90 new childcare spaces	\$ 5,230,000
<b>Total Childcare</b>	<b>\$ 5,230,000</b>
<b>Still Creek Enhancement/Parks</b>	
Wetland/Park (3000 & 3100 blocks of Grandview Hwy), Channel/Greenway Development	\$ 9,650,000
Wetland/Park 2 (3400 block of Cornett Rd), Channel/Greenway Development	\$ 9,650,000
Pocket Park - 12th Ave Realignment	\$
<b>Total Still Creek Enhancement/Parks</b>	<b>\$ 19,300,000</b>
<b>Grand Total</b>	<b>\$ 35,840,000</b>

## **7.2 Public Benefits and Service Funding**

Service upgrades and public benefit improvements will occur incrementally over time as demand warrants and as funding becomes available through Development Cost Levies (DCLs) and other sources. A significant portion of the Grandview Boundary funding comes from DCLs charged to new development on a per square foot basis. Council approved an area specific DCL to provide funds for engineering infrastructure within the Grandview Boundary. In addition to the area specific DCL, funding from the City-wide DCL, can also be used to pay for a portion of the service improvements judged to have a city-wide benefit.

Since DCLs cannot fund the entire portion of any of the improvements, other funding sources will be required. Enhancements to Still Creek will be paid for in part from the Still Creek Enhancement Fund. This Fund was established by Council in 2000 as part of the lease of a portion of Cornett Road to the Vancouver Film Studios.

Other infrastructure improvements that are required to service a specific development will be paid entirely or partly by the developer of the project, as has been City policy. Funding from future Capital Plans will also be required to pay for a portion of the costs of growth that cannot be paid for through DCLs and do not relate specifically to a single development. This funding will be requested as required through the normal City capital planning process to accommodate the major projects associated with growth.