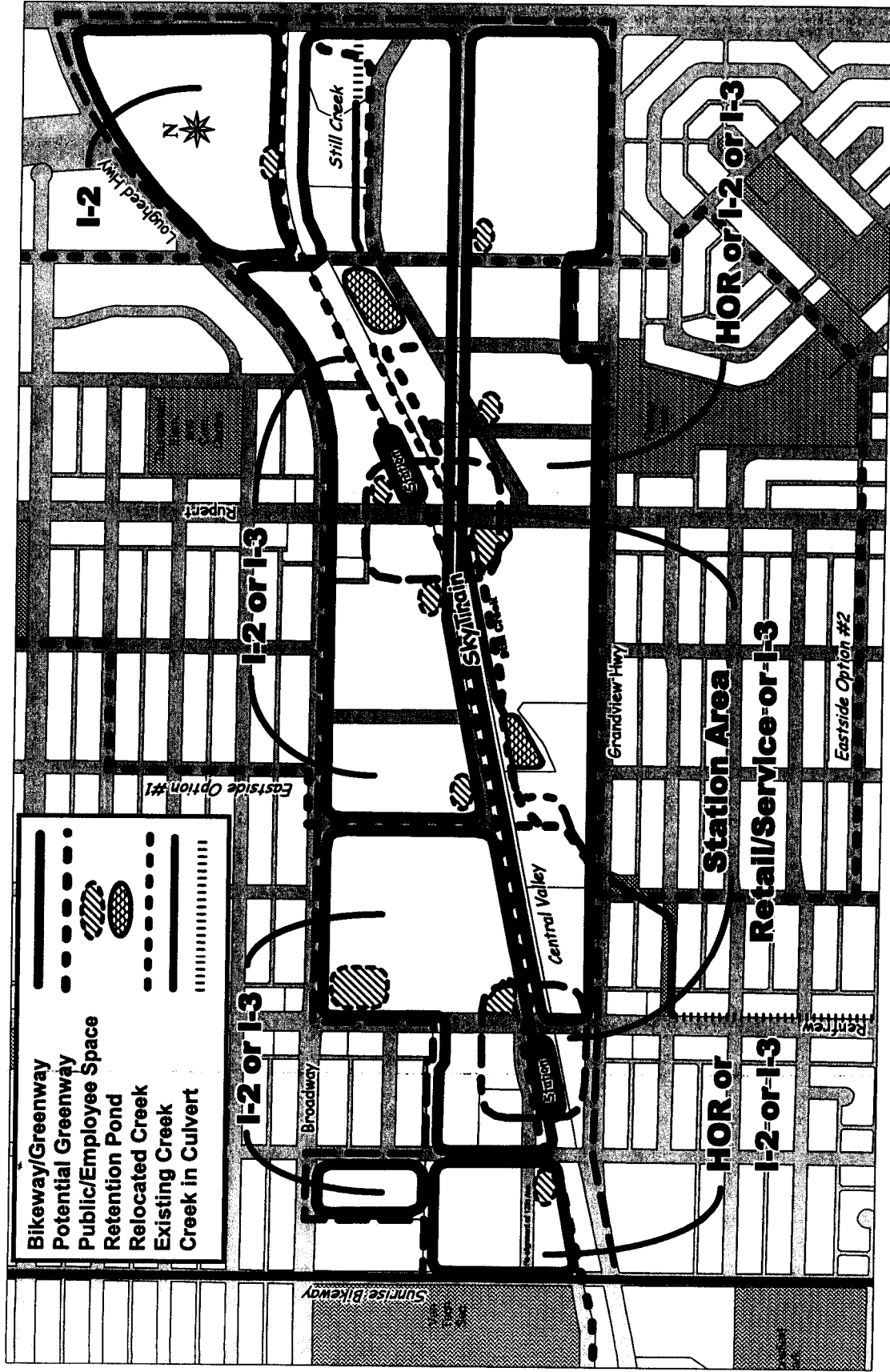


GRANDVIEW BOUNDARY INDUSTRIAL AREA - FUTURE VISION



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1.0 FUTURE VISION

The GBIA will remain primarily an industrial area but one that accommodates a variety of uses and activities. These will include Highway Oriented Retail (HOR) uses on Grandview Highway and a gradual transition to new industrial uses such as film studios and high-tech industrial office buildings like the Broadway Tech Centre, concentrated near the SkyTrain stations. These new industries are much more worker intensive than current uses, and worker population will increase from 4000 workers today, up to 14,000 depending on the extent to which new industrial uses enter the area. The new SkyTrain stations will become centres of neighbourhood pedestrian activity with small shops and other services for transit users and area workers. Area infrastructure and amenities will be improved to accommodate the increased worker demands on roads, water, sewer services and park space. As the only natural amenity in the area, Still Creek will be enhanced to provide expanded natural areas and recreational space for workers, a continuous pedestrian pathway and improvements to the Creek ecology. To support these Creek improvements, new approaches to handling stormwater will be introduced for new development. The 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

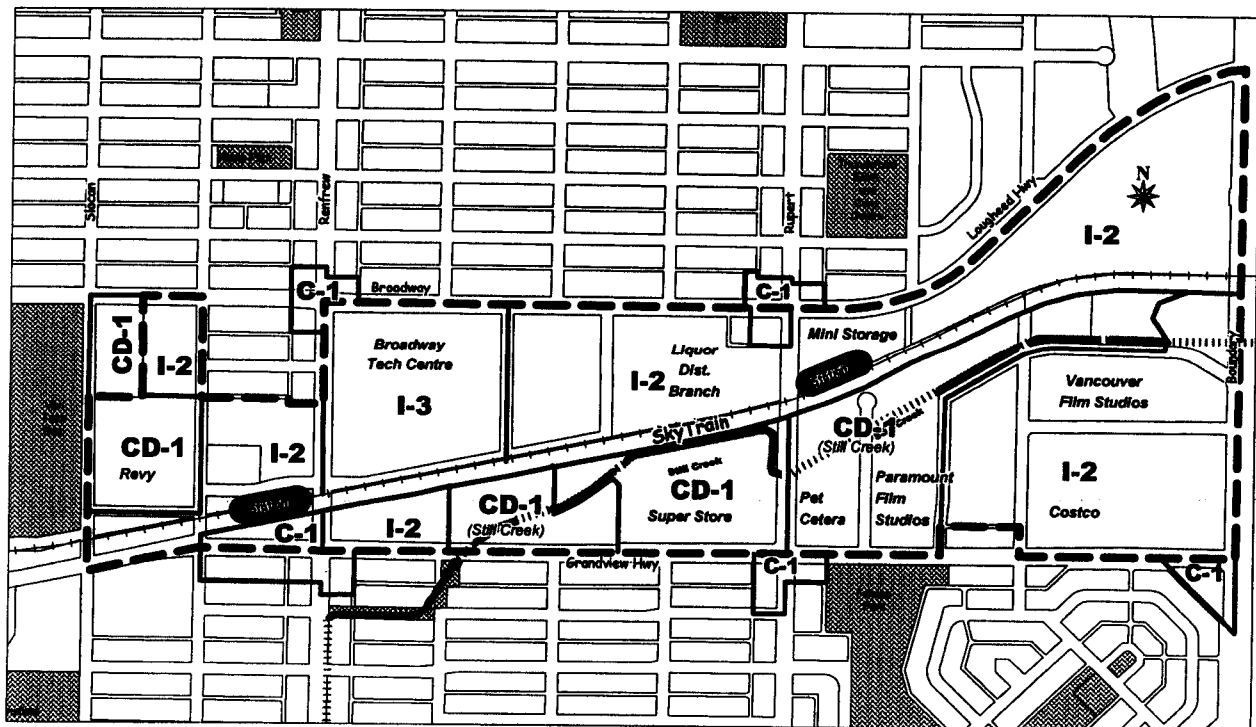
GBIA developed in the 1950s as an industrial park with rail service and convenient access to Highway 1 and surrounding arterial streets. Beginning in the 1980s, large manufacturing and warehouse uses such as Wire Rope Industries, Molson's and Simmons Mattresses vacated the area making way for new uses such as Superstore, Paramount Studios and Costco Wholesale Club. 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 or big box (HOR) retail. After the Province announced the new SkyTrain line in 1998, the GBIA and the False Creek Flats were identified by the City as suitable for high-tech industry. Council rezoned the 6.9 hectare (17 acre) former Eaton's warehouse site to I-3 High-Tech, and approved interim guidelines for privately initiated rezonings for high-tech, and for HOR on Grandview Highway.

1.2 Existing Zoning and Uses

GBIA zoning and land use consists of:

- **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 conditionally approvals. Existing uses include Vancouver Film Studios, Paramount Studios as well as warehousing, wholesaling and distribution.
- **HOR CD-1 zones** - these are custom zoning schedules written to fit existing buildings and uses including Revy, Superstore and Petcetra.
- **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. The Broadway High Tech Centre is the area's only I-3 site.
- **C-1 Commercial zone** - permits local serving retail and service uses with potential for residential above.

Figure 1. Existing Zoning and Major Uses



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 high-tech industrial offices, new HOR on Grandview Highway and retail/service uses near SkyTrain stations.

To facilitate new development, the Plan calls for improvements to area streets and infrastructure, enhancement of Still Creek and the public realm, and the extension of Greenways through the GBIA. An area-specific DCL By-law will be adopted to help pay for these 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 from 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 GBIA as described below and shown in Figure 2.

High Tech (I-3) Industry - software manufacturing and information technology is more worker intensive than traditional industry and is preferred closer to the SkyTrain Stations. Rezoning applications for high-tech elsewhere in GBIA will be considered where safe and convenient walking (5-10 minutes) to SkyTrain Stations is possible.

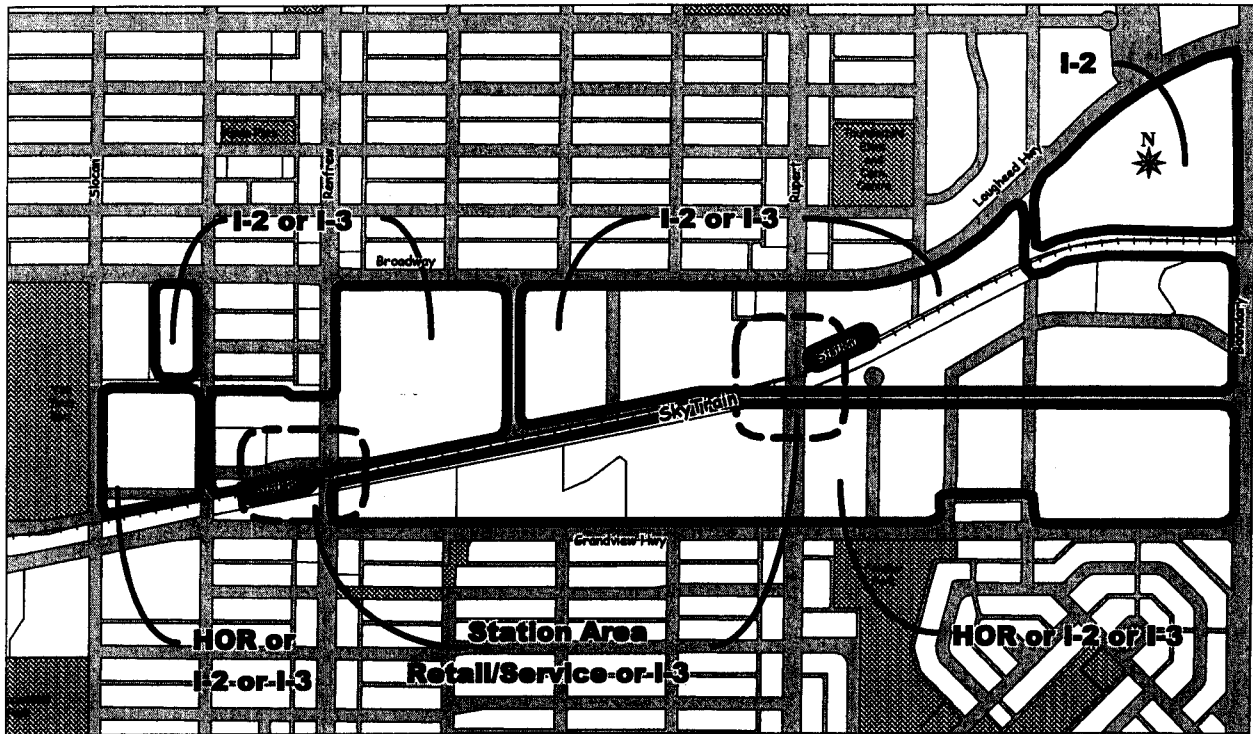
Traditional (I-2) Industry - warehousing, wholesaling and storage uses can locate anywhere in the area, but are preferred in locations more distant from the station areas to reserve station areas for uses that generate more transit riders and pedestrian activity. Film studios and other more worker intensive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

Highway Oriented Retail (HOR) - these uses will be considered only on sites fronting Grandview Highway as shown in Figure 2.

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

Institutional, Cultural and Recreational Uses - redevelopment to these uses is generally only supported in the HOR area (as illustrated in figure 2). Educational facilities can locate outside the HOR area when they directly support the high-technology sector and are part of high-tech developments. Please refer to the GBIA Policies and Guidelines for more details.

Figure 2. Future Land Use and HOR Boundary



3.0 CIRCULATION AND PARKING

GBIA 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 will greatly enhance accessibility for workers and nearby residents. With the potential for 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

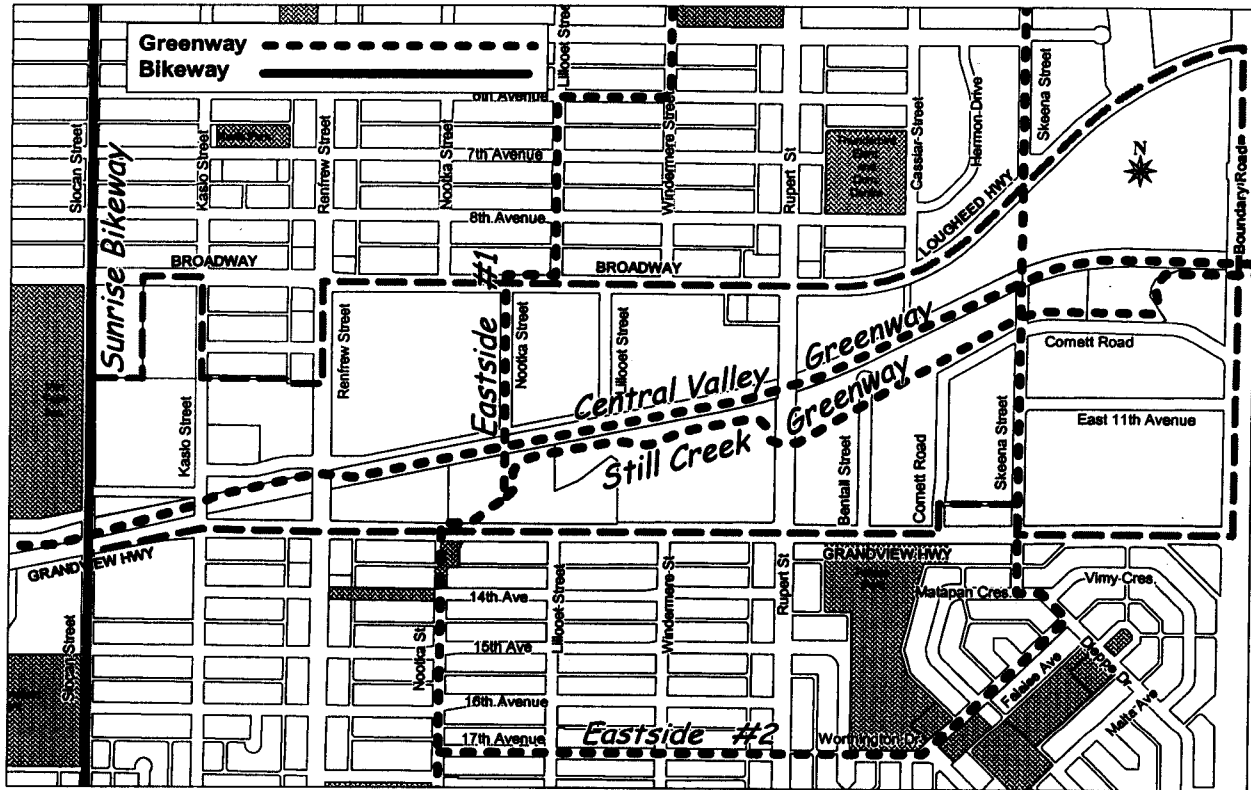
The area traffic study concludes that improved vehicular and pedestrian routes are required to accommodate new high-tech industrial development. Currently, intersections along Grandview Highway, Broadway and Boundary Road are operating at or near capacity in the afternoon rush hour. Circulation within the south-east portion (east of Rupert and south of the Skytrain line) of the GBIA is poor, where links to surrounding arterials are discontinuous.

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 GBLA, improving accessibility and making non-vehicular travel more attractive.

Figure 3. Proposed Greenways and Bikeways in Grandview/Boundary Industrial Area



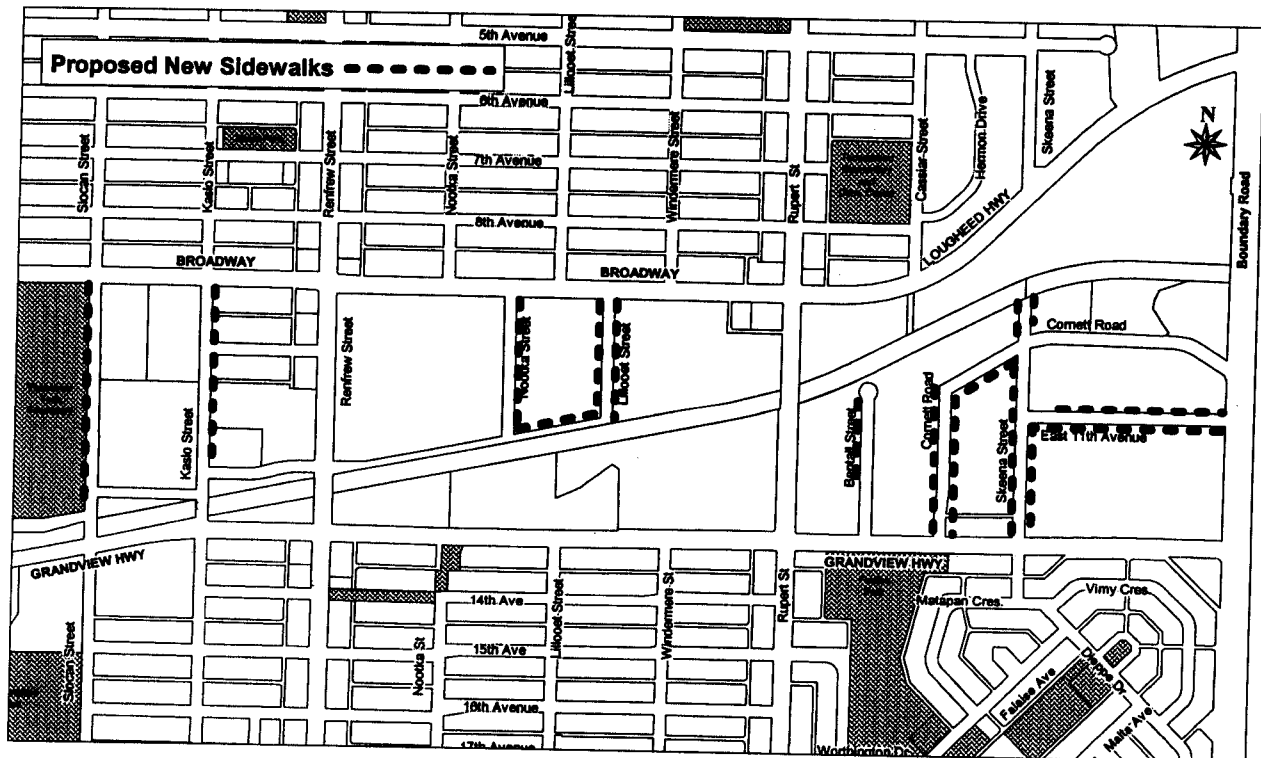
The routes planned for the area, shown in Figure 3, are:

- **Central Valley Greenway** - this planned route generally follows the Millennium Line SkyTrain alignment in the GBLA and will eventually connect False Creek to Burnaby.
- **Sunrise Bikeway** - this route runs along Slokan Street and is the major north-south bike route in the easternmost part of Vancouver.

- **Still Creek Greenway** - this route will parallel Still Creek and eventually link to the residential area to the south at the Nootka Street alignment.
- **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. There are currently 4 potential routes-two routes through the GBIA on Nootka or Skeena Streets are shown in Figure 3. Both would require a new crossing of the BNSF tracks, either at grade or via an underpass. In the short-term, existing crossings of the BNSF at one of two alternate route locations along Slocan or Kaslo Streets may be required. Additionally, the Skeena route may be required for a vehicular connection in the long term to improve north/south access for 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. The map below illustrates areas where sidewalks are missing.

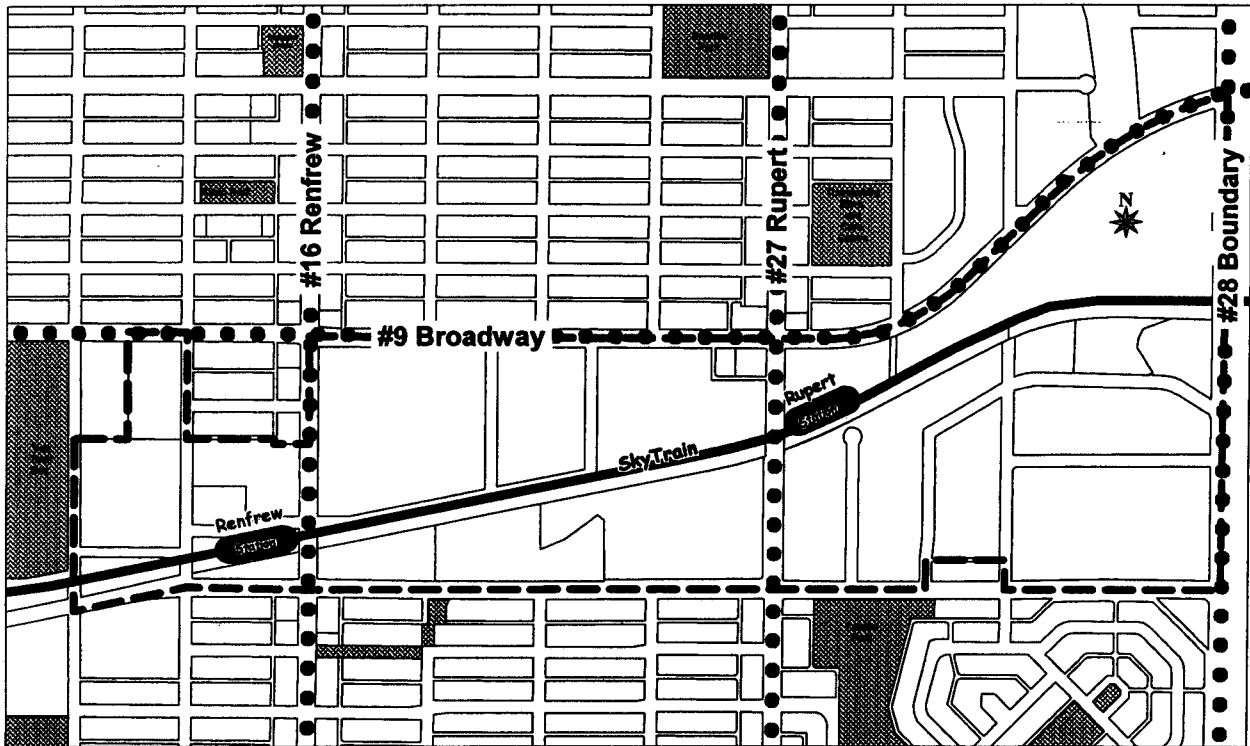
Figure 4. Proposed New Sidewalks



3.3 Transit

The GBIA is well served by transit and service will improve with the introduction of the Millennium Line SkyTrain service in 2002. The 99B bus currently operating on Broadway, will be discontinued in this area when SkyTrain begins with regular and frequent service. Existing bus service is shown in Figure 5.

Figure 5. Existing Transit Service



3.4 Parking

A balanced parking strategy is required that supports alternate modes but also accommodates the needs of employees and visitors. For new I-3 development, the GBIA guidelines require a traffic and parking analysis and transportation demand management measures. HOR sites are similar to other retail uses 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. There is currently good availability of on-street parking in most of the area. 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

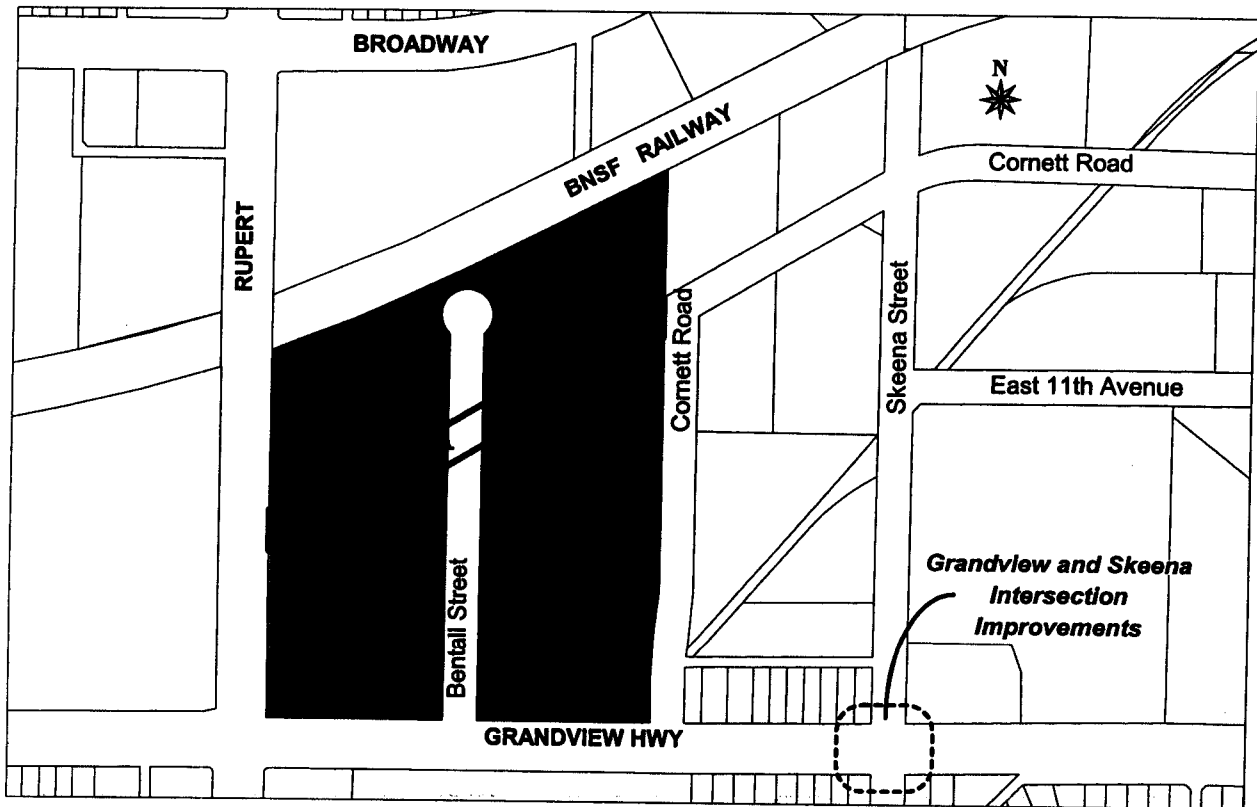
sufficient short-term parking. SkyTrain Station precincts, in particular, should enjoy reduced parking standards

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 focuses additional traffic at various Grandview Highway intersections. The proposed extension of Cornett 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.

Figure 6. Cornett Road Extension - Affected Properties and Grandview/Skeena Improvements



Grandview Highway and Skeena Intersection

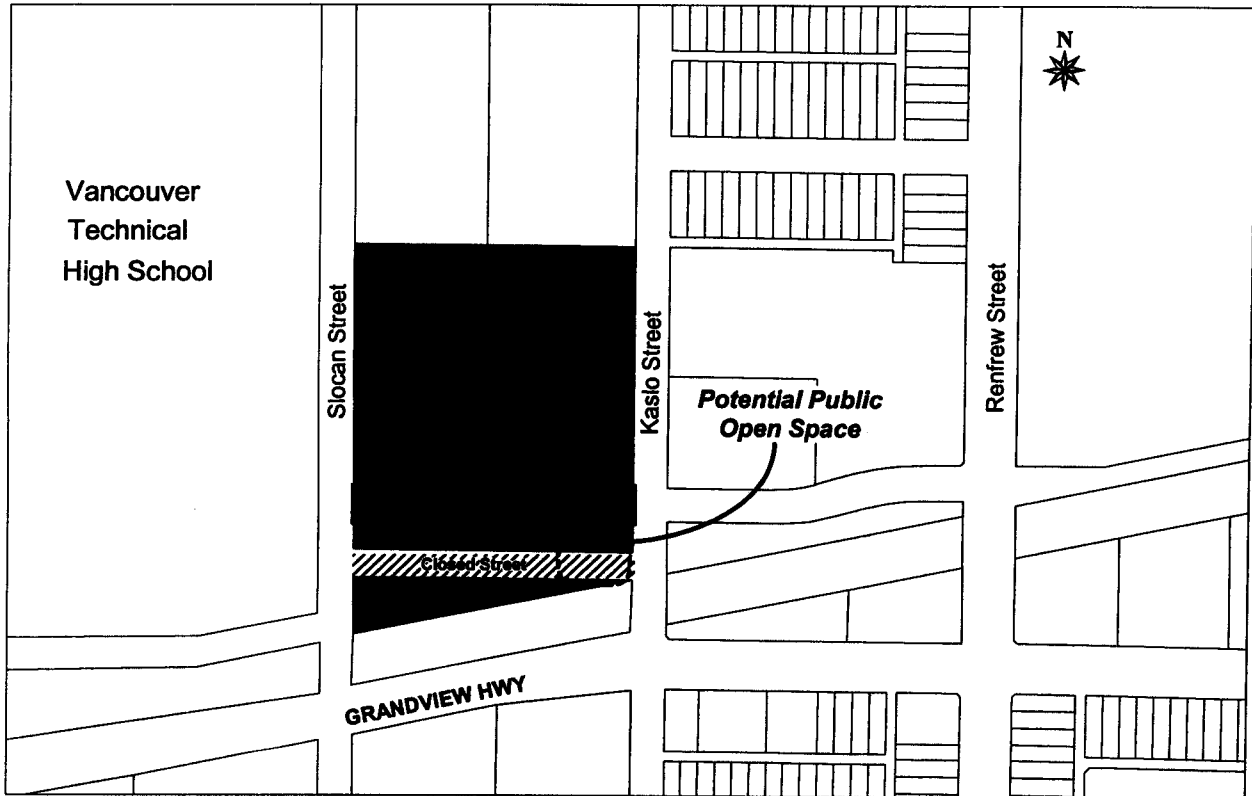
The opening of Costco and the Vancouver Film Studio in the past ten years has increased traffic significantly and a potential safety issue has emerged at the Grandview Highway and Skeena intersection, particularly for eastbound and southbound traffic turning left (see Figure 6). Intersection improvements have been initiated which will see left turn bays, signals,

enhanced lighting and improved crosswalks provided and the road lowered to correct a sight-line problem. Construction is anticipated in 2002.

12th Avenue Realignment

When the Revy site redevelops, the revised road alignment shown in Figure 7 is recommended to assist traffic 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.

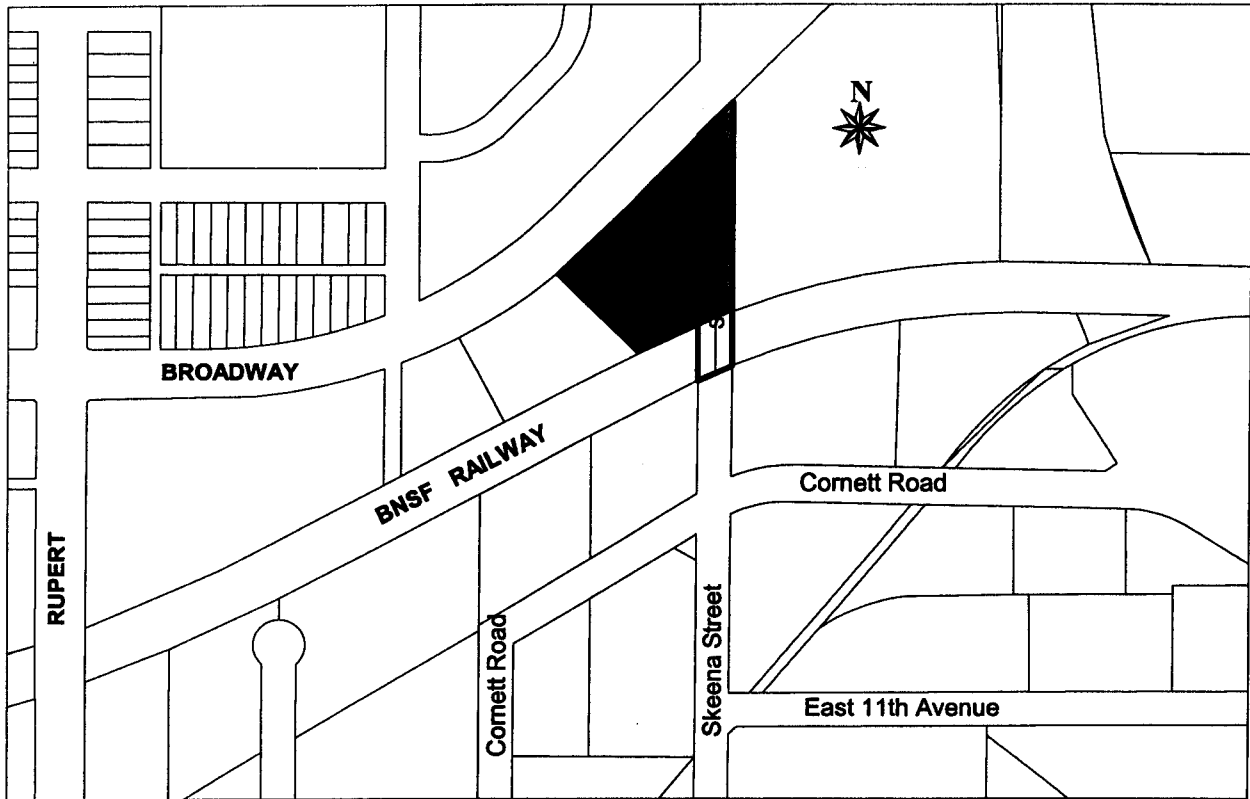
Figure 7. Realignment of 12th Ave and Affected Properties



Skeena - Lougheed Highway Connection

In the longer term, connecting Skeena north to the Lougheed Highway would allow traffic to access Broadway and Lougheed Highway directly. This would improve internal circulation further and reduce pressure at the Skeena-Grandview Highway intersection.

Figure 8. Skeena - Lougheed Highway Connection and Affected Properties



Other Road Modifications

The traffic study recommended other smaller changes to area roads. The construction of a landscaped centre median along Grandview Highway was recommended to limit access from properties on Grandview Highway to right-in and right-out movements only. This would be a longer-term project that would occur as part of a major reconstruction of Grandview Highway at some future date. Construction of various right-turn only lanes and left-turn bays were recommended where they are absent on arterials in and around the area. These improvements will be considered with other similar traffic needs on a city-wide basis.

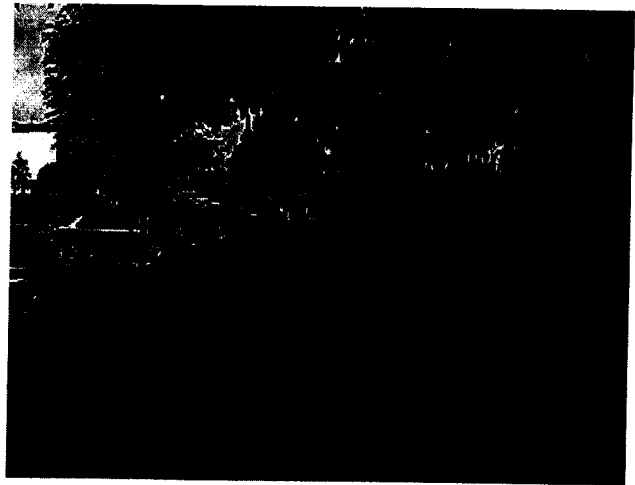
4.0 CHARACTER AND IMAGE

The streets have few street trees or other visual amenities and are not pedestrian-friendly. Unlike newer industrial parks, the GBIA 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 industrial 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.



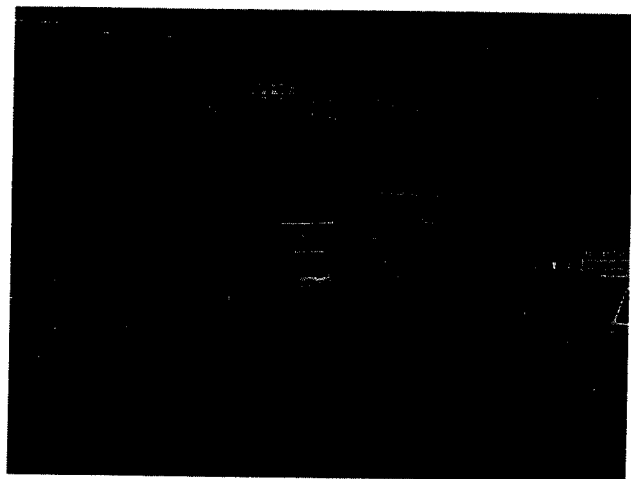
Still Creek on Super Store site



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 GBIA 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 Industrial Area Policies and Guidelines provide detailed guidance to better achieve these objectives.

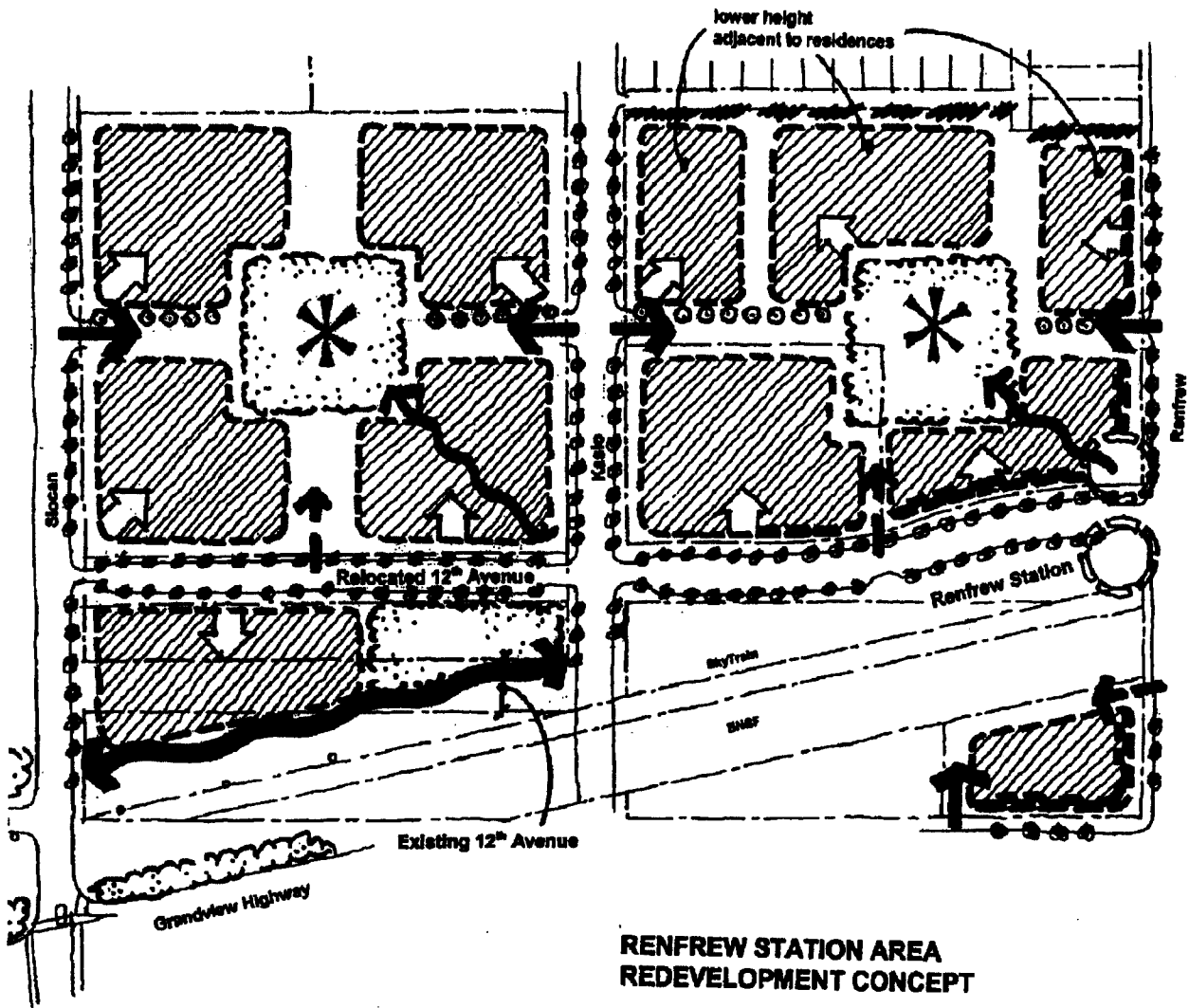
4.2 Development in Station Areas

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 will soon be in place. The GBIA Plan calls for station areas to be intensely developed, concentrating future 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 Revy site and the Real Canadian Wholesale Club and adjacent site to the west. 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.

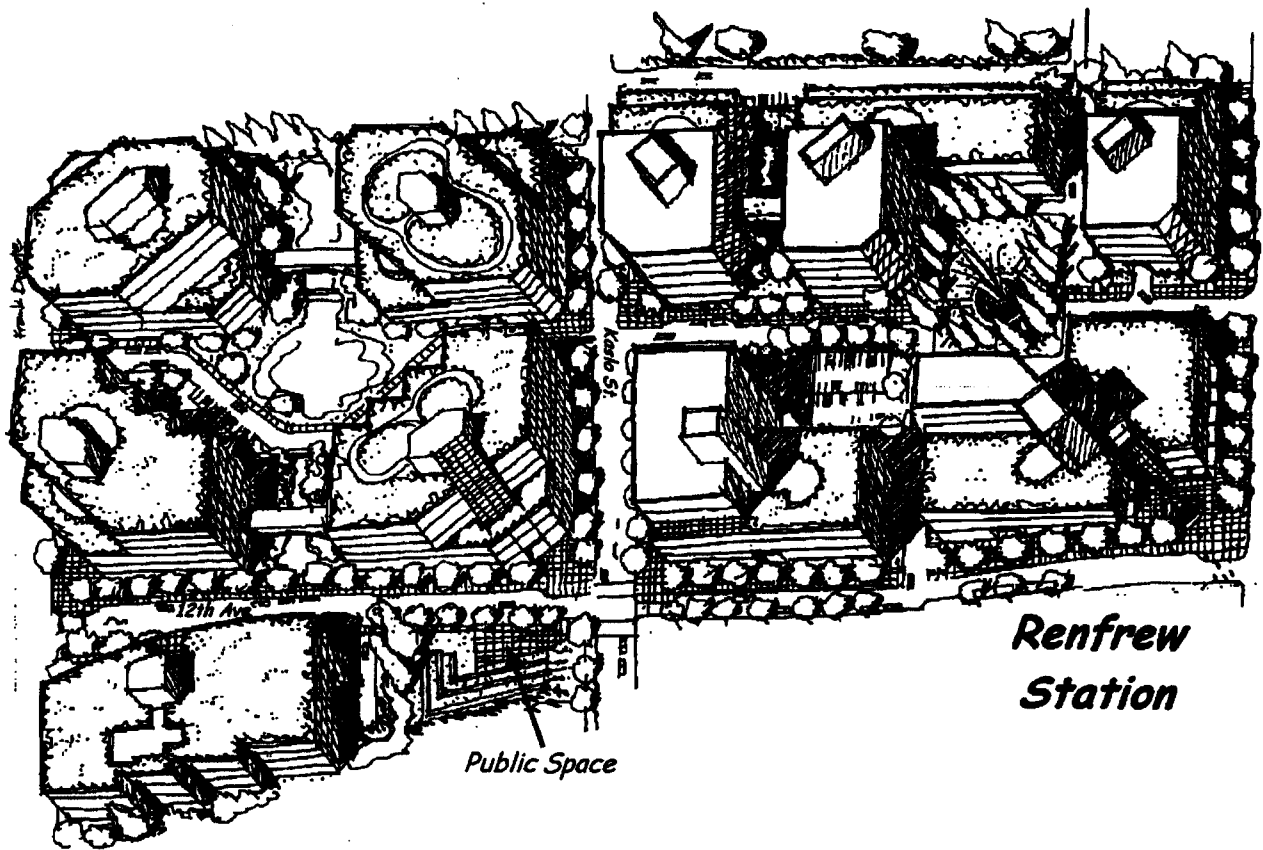
Figure 9. Redevelopment Concept Plan for Renfrew Station Precinct



**RENFREW STATION AREA
REDEVELOPMENT CONCEPT**

Building site & main entrance		Public gathering space or plaza		Sidewalk and street trees required	
Retail/service frontage required		Amenity and/or feature (e.g., water element, public art, etc.)		Sidewalk and street trees encouraged	
Retail/service frontage encouraged		Main vehicular access		Pedestrian access encouraged	
Open space opportunity		Secondary vehicular access		Landscaped buffer	

Figure 10. Illustrative sketch of the Renfrew Station Precinct - looking north



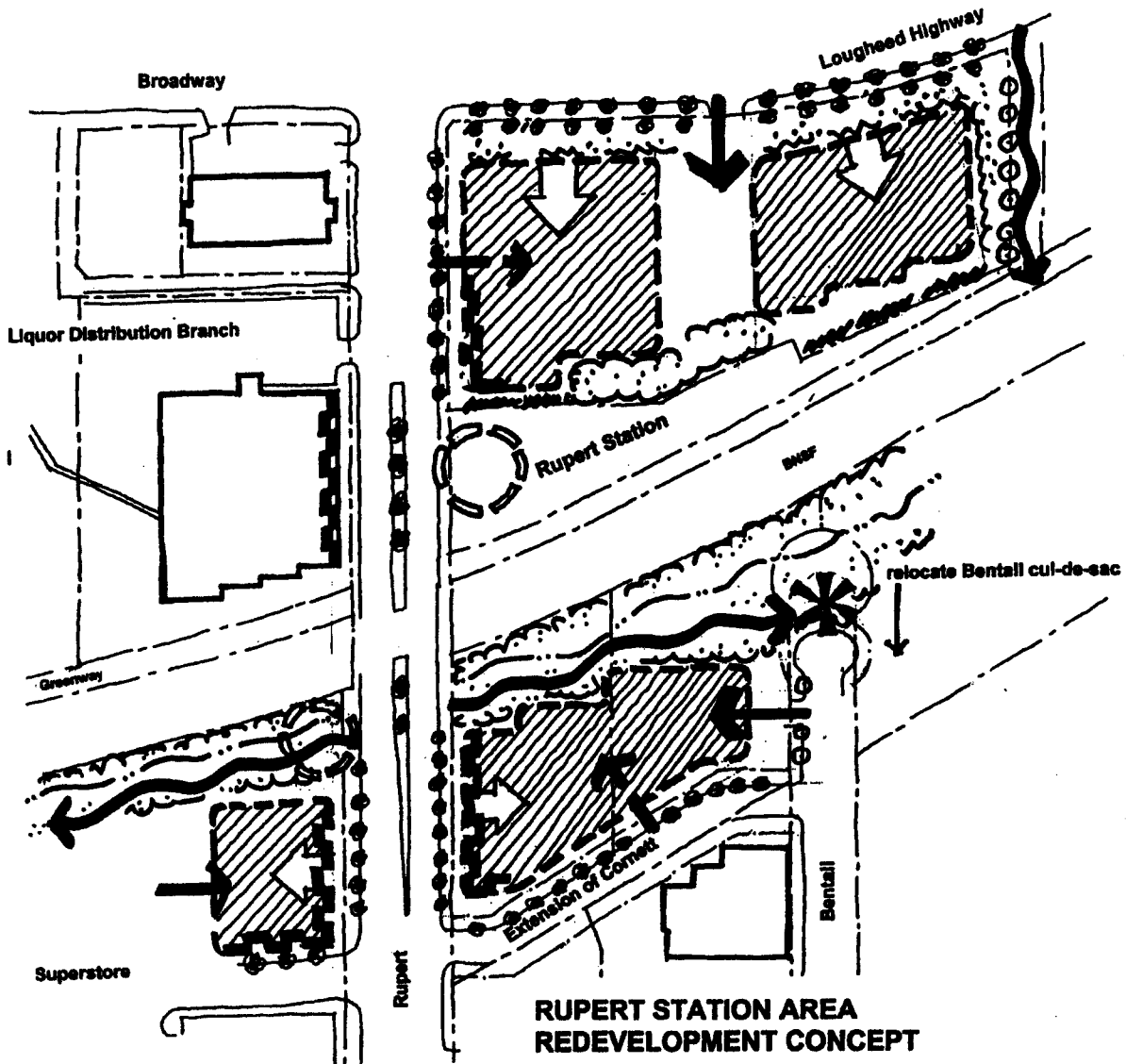
Rupert Station Precinct - Key Sites

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 daylighting 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.

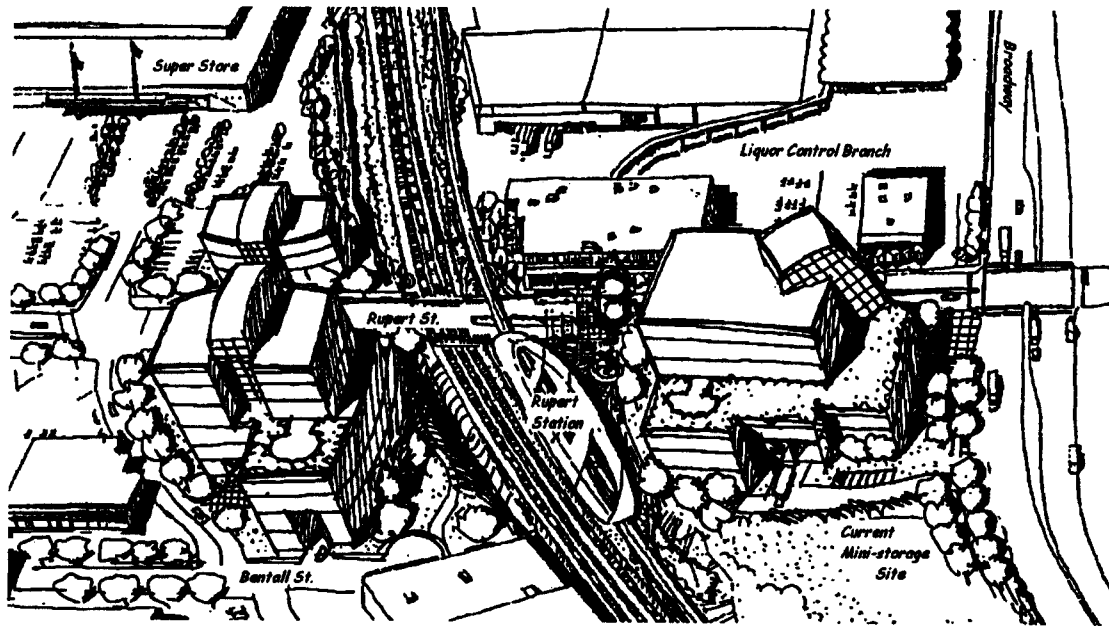
Figure 11. Redevelopment Concept Plan for Rupert Station Precinct



**RUPERT STATION AREA
REDEVELOPMENT CONCEPT**

Building site & main entrance		Main vehicular access	
Retail/service frontage required		Secondary vehicular access	
Retail/service frontage encouraged		Sidewalk and street trees required	
Open space opportunity		Sidewalk and street trees encouraged	
Public gathering space or plaza		Pedestrian access encouraged	
Amenity and/or feature (e.g., water element, public art, etc.)		Landscaped buffer	
		Still Creek (realligned)	

Figure 12. Illustrative sketch of the Rupert Station Precinct - looking west



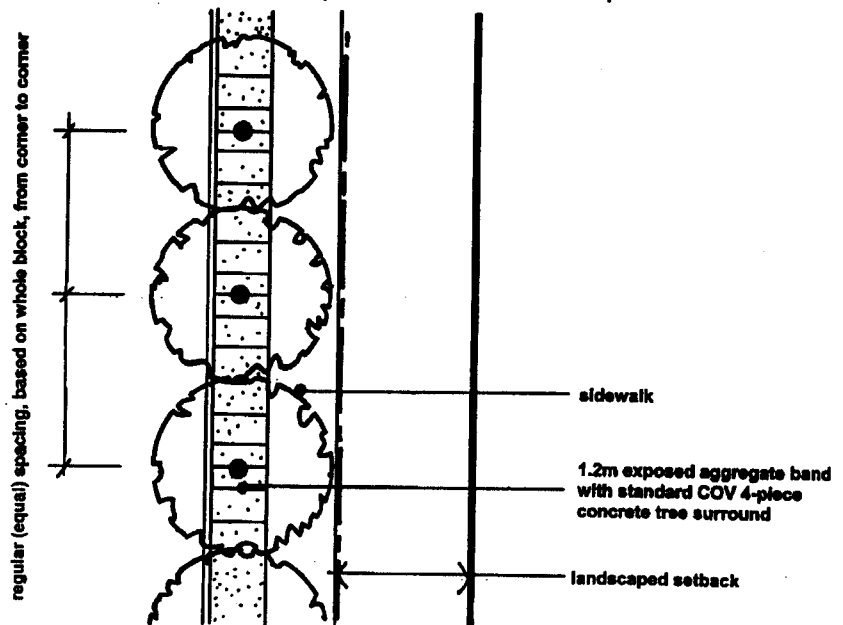
4.3 Public Realm Improvements

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 GBIA 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.

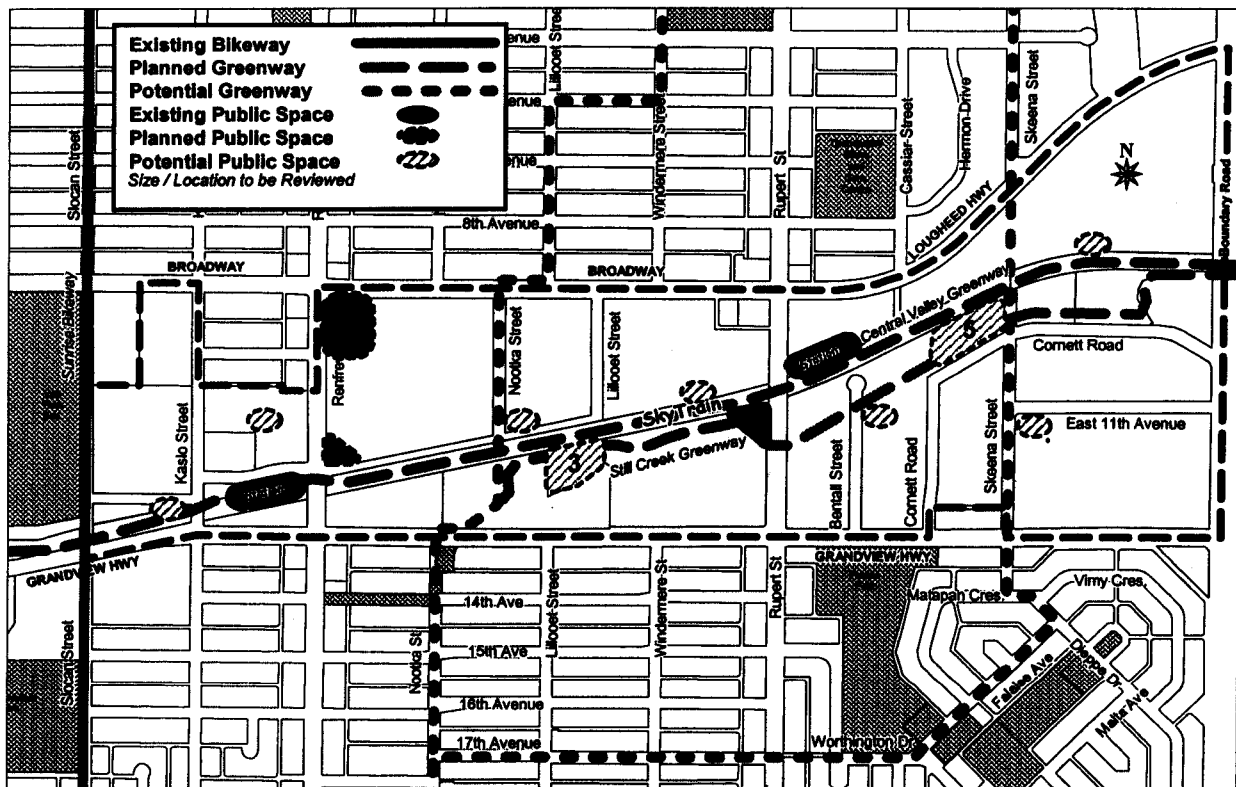
Figure 13. Schematics of Rupert and Renfrew Street scapes



Public Open Space

Grandview Boundary is fully built out with little opportunity to acquire 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. The spaces that are not numbered are potential places on major sites where small public spaces should be created when sites redevelop. 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** - planned public green space in the Broadway Tech Centre.
2. **Broadway Tech Centre Southwest Plaza** - planned plaza at the corner of the in the Broadway Tech Centre facing the SkyTrain station.
3. **Stormwater Retention Pond** - part of the Still Creek Enhancement Study, this site is identified as a potential passive recreational area and stormwater retention pond.

4. **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.
5. **Stormwater Retention Pond** - This site is recommended in the Still Creek Enhancement Study, as a potential passive recreational area and stormwater retention pond.

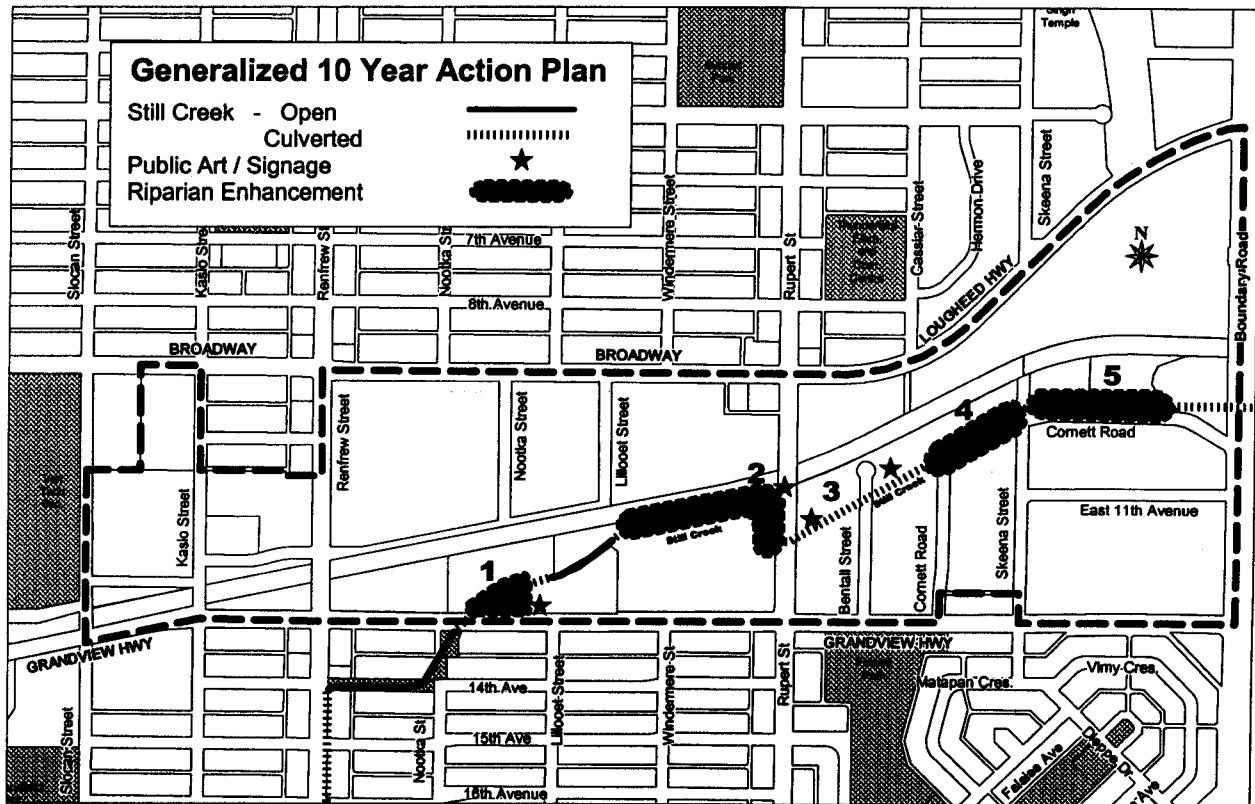
Still Creek Improvements

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 GBIA.

A consultant study has identified actions that could be carried out incrementally over the next 10 years and in the longer term to help enhance Still Creek. The actions would provide public amenities and recreation space, help address stormwater issues, and improve the Creek ecology. The ten year 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.

The longer term actions build on the ten year plan and recommend specific sites where redevelopment would provide opportunities for creek widening, stream relocation and daylighting, completion of the Greenway and construction of stormwater retention ponds/wetlands and recreational areas. These projects would require land acquisition and significant capital investment. A more detailed examination of their costs and benefits, size and location will occur as part of an Integrated Stormwater Management Plan for the Creek. Figures 15 and 16 summarize actions proposed for Still Creek by sub-area.

Figure 15. 10 Year Action Plan



- Area 1** - using the green triangle on the Danier Leather site, widen the creek, enhance riparian area and install public art
- 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
- 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
- Area 5** - replant the streamside areas with native plants

Figure 16. 10 to 50 Year Actions



- Area 1** - when the United Furniture site redevelops, relocate and daylight the Creek on the south side of the BNSF tracks and extend the Greenway.
- acquire the parking area in the northwest corner of the Superstore site 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.
- Area 4** - acquire 3445 Cornett Road and 2525 Skeena Street and construct a passive recreation area, stormwater retention pond and wetland.
- Area 5** - widen streamside 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.

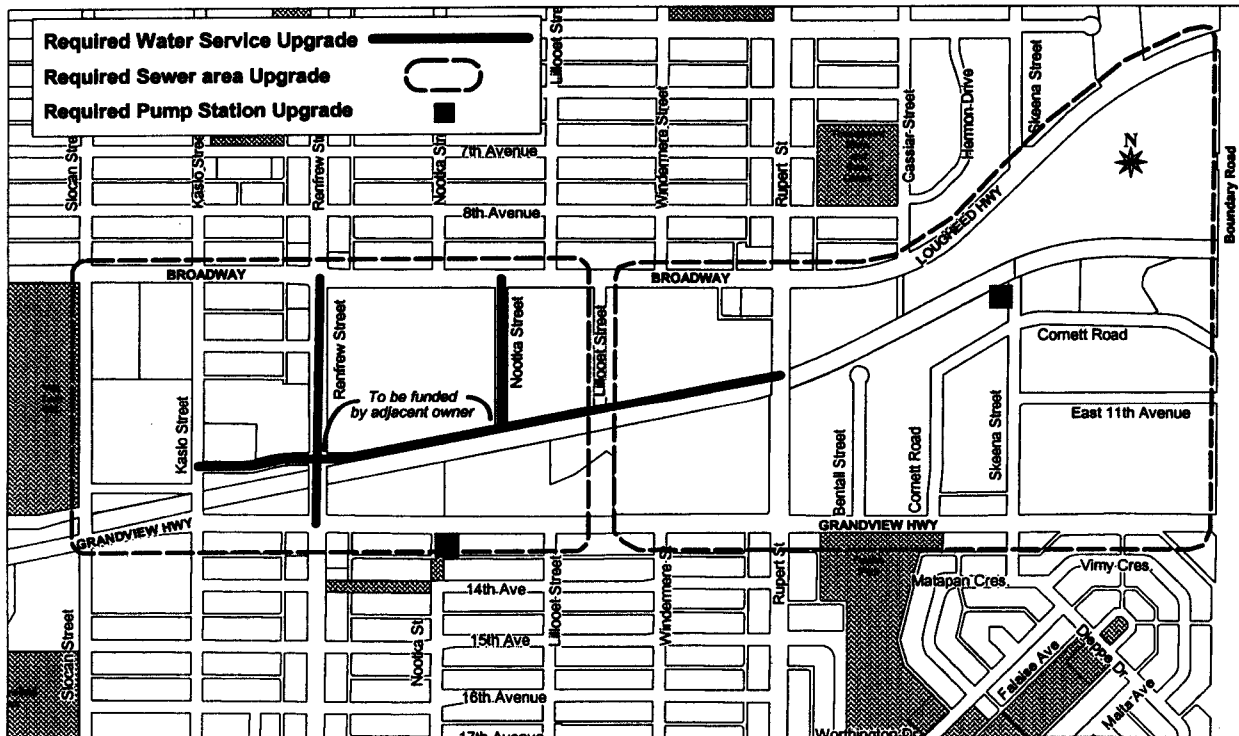
5.0 PUBLIC BENEFITS AND SERVICES

It is estimated that the GBIA will add approximately 2.0 million square feet of development and 10,000 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, traffic and new buildings. Road improvements, new pedestrian routes, Still Creek enhancements and public space have already been discussed. There will also be a need for upgrades to underground utilities and intersection lighting and crosswalks will be upgraded as shown in Figure 18.

5.1 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. Improvements to sanitary sewer service including a new pump station are also required. 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



5.2 Childcare Requirements

Increasing area employment creates the need for childcare spaces. The demand projected in the GBIA at build-out is equivalent to a 60 space childcare centre. However, given that total DCL recoveries are anticipated at only about \$2.5 million, a 10% allocation would provide in the order of \$250,000 of the nearly \$2.5 million required to construct and start-up a 60 space daycare. Given the lack of any other funding sources for a childcare centre in the area that could make up the difference, and the projected 20 year plus time-frame before internal demand would justify a centre, no childcare centre is planned at this time.

5.3 Total Public Benefit Demands

The list of area improvements is summarized below with cost estimates in 2001 dollars.

1. <u>Underground Infrastructure</u>		
Water -	\$1,200,000	
Sanitary Sewer -	\$2,275,000	
Storm Sewer ¹ -	<u>\$1,250,000</u>	
Total	\$4,725,000	\$ 4,725,000
2. <u>Roads and Pedestrian Routes</u>²		
Cornett-Rupert Connector -	\$2,125,000	
12 th Avenue Relocation -	\$300,000	
Sidewalk construction	\$150,000	
Intersection Lighting	<u>\$80,000</u>	
Total	\$2,655,000	\$ 2,655,000
3. <u>Daycare</u>		\$ 2,470,000
4. <u>Parks</u>		
Still Creek Greenway ³ -		\$ 300,000
Revy Site Pocket Park Construction -		<u>\$ 150,000</u>
	GRAND TOTAL	\$10,300,000

¹ Stormwater retention ponds benefit the GBIA and the larger Still Creek watershed. The ponds also will provide passive recreation space for area workers and environmental benefits. Two ponds are planned and the demand attributed to the GBIA is calculated at 25%.

² A Street Tree Plan is part of the GBIA Guidelines. Implementation of this Plan will require boulevard enhancement and tree planting. New development will be required to provide missing street trees. In addition, the Street Tree Infill Program managed by the Park Board will be used to provide trees where new development is not anticipated for some time.

³ A large portion of the Still Creek Greenway will be constructed as part of the stream enhancement work and construction of the stormwater retention ponds.

5.4 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 GBIA funding will come from DCLs charged to new development on a per square foot basis. A GBIA DCL By-law will be approved by Council as part of the adoption of this Plan. The By-law and accompanying Council report will recommend a DCL rate, a boundary, and an overall funding approach for public benefits to be funded. In addition to the area specific DCL, funding from the city-wide DCL, already approved by Council, could 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.

Figure 18. Special Lighting and Pedestrian Improvements

