CITY OF VANCOUVER

COUNCIL REPORT

Report Date:	November 29, 2024
Contact:	Matt Shillito
Contact No.:	604.707.5487
RTS No.:	16488
VanRIMS No.:	08-2000-20
Meeting Date:	December 11, 2024

Submit comments to Council

TO: Standing Committee on City Finance and Services

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: Broadway Plan Review and Implementation

Recommendations

A. THAT Council receive for information the update on Broadway Plan implementation actions, as attached in Appendix A.

B. THAT Council approve the Broadway Plan amendments, generally as presented in Appendix B, to update and align policies based on the Province's Transit-Oriented Areas legislative requirements, early learnings from Plan implementation, recent Council decisions and priorities, integration of the C-3A Guidelines for the Plan area, and other miscellaneous amendments.

C. THAT, subject to Council approval of Recommendation B for Broadway Plan amendments to integrate the C-3A Guidelines, Council repeal the Broadway-Arbutus C-3A and 2000 Block West 10th Avenue (North Side) Guidelines, Burrard Slopes C-3A Guidelines, Cambie Street (East Side) C-3A Guidelines, Central Broadway C-3A Urban Design Guidelines, Main Street C-3A Guidelines and North Burrard C-3A Guidelines.

D. THAT Council approve the Broadway Plan amendments, generally as presented in Appendix C, to include Civic District policies to guide future rezonings and redevelopment of the Civic District (City Hall Campus).

E. THAT Council approve the Broadway Public Realm Plan, generally as attached in Appendix D, to guide the delivery of public open space and street improvements in the Broadway Plan area, including the transformation of Broadway into a "Great Street".

Purpose and Executive Summary

The Broadway Plan came into effect on September 1, 2022. This report provides a general update on Plan implementation including rezoning and development activity, as well as recommendations for policy amendments and additions.

Policy recommendations seeking Council decisions in this report include:

- Broadway Plan policy amendments to align land use policies with the Province's Transit Oriented Areas (TOA) legislative requirements, to improve and clarify select policies based on a review and early learnings from Plan implementation, and to align with recent Council decisions and priorities (e.g. view cone amendments and incentives for hotel development).
- Repealing the six C-3A Guidelines documents that cover various portions of the C-3A zoning district within the Broadway Plan area and replacing them with additional built form policies in the Built Form and Site Design chapter of the Plan.
- Civic District policies, to be appended to the Broadway Plan, which will guide future rezonings and redevelopment of the Civic District (City Hall Campus) over the long term.
- Broadway Public Realm Plan to guide the delivery of public open space and street improvements to support growth and livability in the Plan area. This includes a Broadway Streetscape Plan to transform Broadway into a "Great Street".
- Miscellaneous amendments to the Built Form and Site Design, Transportation and Public Realm Framework chapters of the Broadway Plan to align with the Public Realm Plan.

Council Authority/Previous Decisions

- Broadway Plan (2022)
- Broadway Plan Priority Implementation Strategy (2022)
- Vancouver Plan (2022)
- Broadway Plan Implementation (2023)
- Implementation of Transit-Oriented Areas (Provincial Legislation: Bill 47) (2024)
- Citywide Development Guidelines Early Actions – Public Views, Solar Access, and Residential Tower Floorplates (2024)

City Manager's Comments

The City Manager concurs with the foregoing recommendations.

Context and Background

The Broadway Plan was approved by Council on June 22, 2022 and came into effect on September 1, 2022. It is a comprehensive land use policy plan to guide growth and positive change in the Broadway neighbourhoods over 30 years. Following adoption of the Broadway Plan, further implementation work is required to help realize the Plan's objectives and policy directions. Generally, implementation work follows two streams:

- Processing of rezoning and development enquiries and applications (see update below).
- City-initiated policy work to implement the Broadway Plan, which is the primary focus of this report. The report provides a general update on the status of Broadway Plan implementation, as well as policy recommendations seeking Council decisions to advance Plan implementation under three headings: Broadway Plan Review, Civic District Master Plan, and Broadway Public Realm Plan.

Rezoning and Development Activity

Since the Plan came into effect in September 2022 the City has received significant and sustained development interest in the form of rezoning and development enquiries and applications. As of October 1, 2024, there are 139 projects in the development pipeline, including:

- 44 Rezoning enquiries,
- 66* Rezoning applications, and;
- 29* Rezonings approved (Development Permit, Building Permit, or Occupancy Permit).

**Updated as of November 27, 2024*

Of the projects in the development pipeline (including rezoning enquiries and rezoning applications subject to Council approval at public hearing):

- 109 are residential or mixed-use residential projects, comprising a total of 20,324 residential units, including:
  - 15,372 market-rental housing units,
  - 3,549 affordable units (below-market rental and social housing); and,
  - 1,403 homeownership units (strata).
- 30 are non-residential projects and 66 are mixed-use residential projects with a non-residential component, comprising a total of approximately 7.4 million sq. ft. of non-residential space (job space).
- 30 projects include new local-serving commercial uses (e.g. cafe, restaurant) in residential areas.
- 8 projects include a hotel component and would deliver approximately 1,300 hotel rooms.
- Notable non-housing amenities and public benefits in the development pipeline include:
  - Approximately 518 childcare spaces (169 spaces proposed as an in-kind amenity and 349 spaces to be owned / operated via the private, or non-profit sector).
  - Replacement and expansion of La Maison de la Francophonie (Francophone Community and Cultural Centre) at 1551-1581 West 7th Ave.
  - Arts and cultural space at 2111 Main St.
  - A publicly accessible open space integrated with the future Emily Carr SkyTrain station at 455-565 Great Northern Way and 1850 Thornton St.
  - A large privately-owned public space (POPS) at 130 West Broadway (former Mountain Equipment Co-op store).
  - Secondary SkyTrain station entrances at Arbutus Station (2096 West Broadway) and South Granville Station (1470-1476 West Broadway).

Staff consider that this development pipeline has great potential to deliver on the central priorities of the Plan by integrating additional diverse housing options, job space, shops and services, as well as public amenities close to the Broadway Subway. Staff will continue to monitor take-up of Plan policies and work with applicants to enable new secured market and below-market rental projects. This includes using the flexibility enabled in the Plan to consider adjustments to projects to support viability on a case-by-case basis through the rezoning process.

Discussion

The Broadway Plan Priority Implementation Strategy endorsed by Council outlines priority actions to be undertaken over approximately two years following Council's approval of the Plan in 2022. At the time of Plan approval, Council also directed staff to undertake several additional

implementation actions. Most of these actions are already complete or will be complete subject to Council approval of the policy recommendations that are the focus of this report: Broadway Plan Review, Civic District Master Plan, and Broadway Public Realm Plan. Appendix A contains updates on other substantive implementation initiatives that are pending or ongoing.

Broadway Plan Review

The Broadway Plan is intended to be a flexible framework that will respond to evolving opportunities and challenges in the area and the city over the 30-year life of the Plan. As part of ongoing monitoring and following a first review of the Plan, staff recommend policy amendments included in Appendix B of this report. While the Plan was only adopted two years ago, new Provincial legislation has been enacted that impacts land use planning in Transit-Oriented Areas (TOAs). In response, staff recommend amendments to the Broadway Plan land use policies in several areas to align with the new legislative requirements. Additionally, staff recommend policy amendments based on early learnings from Plan implementation, to align with recent Council decisions and priorities (e.g. view cone amendments and incentives for hotel development), integration of the C-3A Guidelines, and other miscellaneous amendments.

Transit-Oriented Areas Legislation

In December 2023 the Province enacted new legislation and regulations that set requirements for land use planning in Transit-Oriented Areas (TOAs). TOAs are areas within a prescribed distance from a transit station. The Provincial regulatory requirements only apply to parcels zoned principally for residential uses, and do not apply to lands zoned for industrial or non-residential uses where residential uses may be secondary or ancillary. Much of the Broadway Plan area is within one or more TOAs as there are eight existing and future rapid transit stations in the Plan area. Figure 1 shows the minimum heights and densities prescribed by the Province by tier for SkyTrain stations.

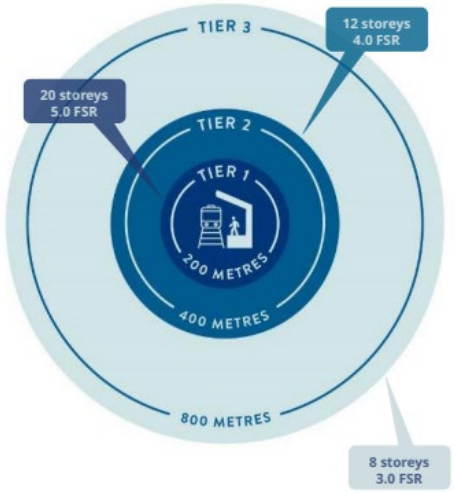


Figure 1: TOA tiers with minimum height and density within 800 metres of a rapid transit station (SkyTrain).

Land Use Policy Changes

The Broadway Plan provides direction for allowable building uses, heights, and densities across the Plan area. In most cases, the Plan policies already allow for heights and densities that meet or exceed the TOA legislative requirements. However, there are some areas where the current

Plan policies do not meet the minimum requirements. To align with the new TOA legislation, staff recommend amendments to the Broadway Plan's land use policies in the areas shown in blue on Figure 2 below. Additionally, there are several other areas, also shown in blue, where staff recommend policy amendments based on recent changes to the *Public View Guidelines* (2024) or early learnings from Plan implementation.

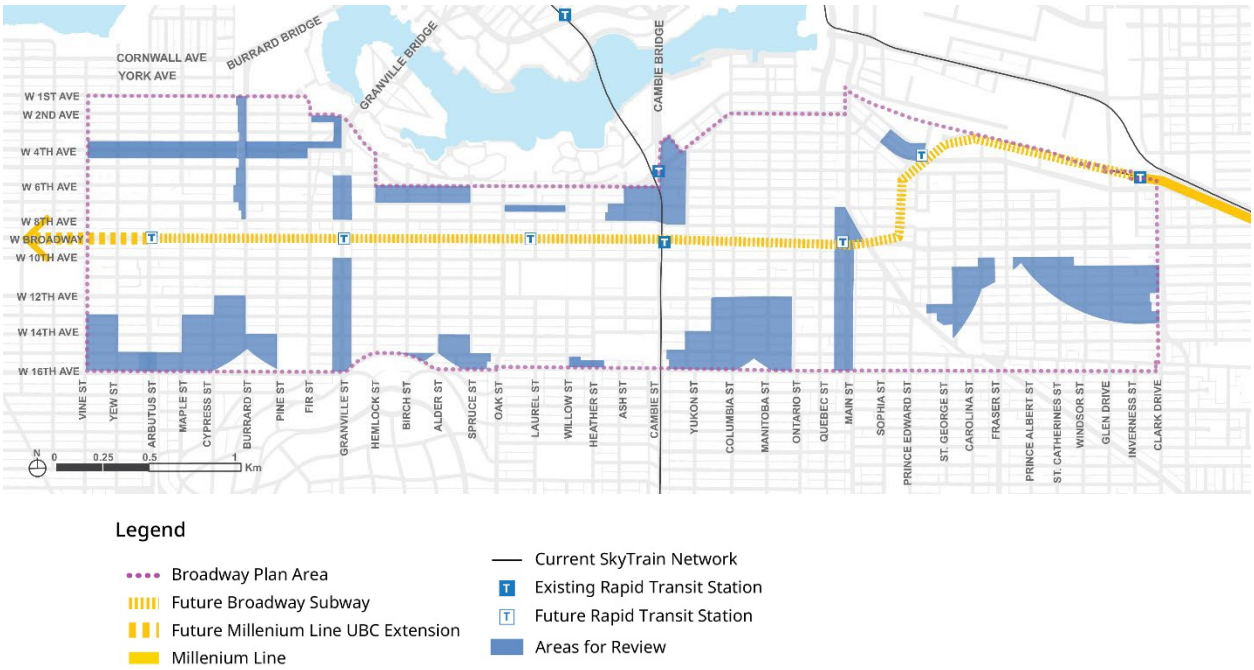


Figure 2: Broadway Plan areas for review.

The amendments to areas within defined TOAs propose to increase the permitted building heights and densities to align with and, in some cases, exceed the minimum heights and densities prescribed by the Province. Is it important to note that the achievable building heights and densities on any given site will be contingent on other policy requirements, including minimum site frontage, tower separation, protected public views, and allowable uses.

Additionally, amendments based on early learnings from Plan implementation include changes to select policy areas to better align with the policies for adjacent areas, enable a greater mix of building uses, or provide more clarity for policy interpretation.

Tower Limit Policy Changes

In the commercial/mixed-use and residential areas the Broadway Plan currently limits the number of towers allowed on a block or block face. The policies limiting the number of towers per block are intended to create more variation in building heights and types, support livability, and help maintain solar access on streets. Considering the new TOA legislation and early learnings from Plan implementation, staff recommend the removal of tower limit policies in areas that are closest to transit, shops, services and amenities, generally within 400 metres of SkyTrain stations. See Figure 3 for the locations where tower limit policies are recommended to be retained (purple) and removed (hatched).



Figure 3: Recommended locations where tower limit policies are retained and removed.

Other Miscellaneous Changes

Hotel Incentives:

Responding to Council direction to seek opportunities to increase hotel supply city-wide, staff recommend policy changes that would enable hotel development in more areas of the Plan, as well as to incentivize hotel development with additional height and density, including in combination with residential uses, where appropriate. Locations where hotel uses are permitted or incentivized are within commercial/mixed-use areas, employment areas, and select industrial and residential areas. Given these proposed changes and the hotel projects in the development pipeline, staff recommend increasing the Broadway Plan 30-year hotel room target from 1,200 to 3,000 rooms (15-18 hotels).

Response to Recent Amendments to Public Views Guidelines:

On July 10, 2024, City Council approved the replacement of the *View Protection Guidelines* with the new *Public Views Guidelines* (2024), including amendments to some of the public views. The amendments included removing the Queen Elizabeth Park view sections 3.1 and 3.2.4a that impacted the Broadway Plan area. Based on these changes, staff recommend removing the "Areas for Higher Buildings" section from the Plan. This will align the Broadway Plan policies with the Public Views Guidelines.

Building Height Flexibility:

Based on early learnings from Plan implementation, staff recommend amendments to the Broadway Plan policies to provide more flexibility in maximum building heights for tower developments. The intent of allowing flexibility in building height is to:

- Accommodate a greater range of building forms;
- Enable delivery of on-site public open space from new developments; and
- Provide design flexibility to enable maximum densities to be achieved on larger sites and/or for developments proposing heritage conservation.

Maximum building heights would vary depending on the existing allowable building height for the area. Generally, existing allowable heights are 20 storeys or greater in areas where height flexibility would apply, and additional building height would not exceed six storeys. Policies that protect solar access on key public spaces or maintain protected public views would be maintained. Most tower projects are on standard lot sizes and will not require additional height; however, staff expect there to be occasional projects on larger lots where flexibility in building height would help to achieve better urban design outcomes.

C-3A Guidelines:

The C-3A zoning district covers large portions of the Broadway Plan area, including much of Broadway itself, as well as portions of Kingsway, Main Street, Cambie Street, Granville Street, and Burrard Street. Currently, there are six different sets of urban design guidelines that apply to C-3A areas within the Plan area. Many of these guidelines are significantly outdated and none of them are current to the new policy context of the Broadway Plan. Staff recommend repealing the six C-3A design guidelines by incorporating relevant policies from these guidelines into the Broadway Plan (see Appendix B for details).

Other Plan Implementation Updates

Updated Development Capacity Estimates

The Broadway Plan enables significant capacity for the development of new housing and job space. With consideration of the recommended policy amendments and increased development interest than initially anticipated, staff have updated estimates of the new housing, population, and job space that could be accommodated in the Broadway Plan area within 30 years:

Development Capacity Estimates (30 Years)*			
Broadway Plan Policy	Net-New Population	Net-New Homes	Net-New Jobs
Broadway Plan Policy (2022)	50,000	30,000	42,000
Broadway Plan with Policy Amendments (2024)	64,000 (+14,000)	41,500 (+11,500)	45,000 (+3,000)

**30-year development capacity estimates are from 2022 when Council approved the Broadway Plan.*

These development capacity estimates are not growth projections, forecasts, or targets. The actual realized growth rates will depend on several factors outside the scope of the Broadway Plan. These include development industry capacity/interest, population and migration trends in the region, the desirability of living and working in Broadway, the regional economy, and allowances for growth (or lack thereof) in other areas of the city or neighbouring municipalities that impact demand in the Broadway Plan area.

Tenant Relocation and Protection Policy (TRPP) Implementation Bulletin Updates

The Broadway Plan introduced new enhanced tenant protections focused on supporting and providing choice for existing renters to stay in their neighbourhoods with affordable rents while making room for future renters. Staff have been monitoring implementation of these new tenant policies as rezoning applications are submitted. Through this process several implementation challenges emerged that required clarification. As a result, the TRPP Bulletin which provides additional detailed implementation direction, was updated in June 2024 to reduce complexity, provide further choice for renters, and improve processing time for applicants. These updates were summarized in a Memo to Council and included:

1. Timing for when the temporary rent top-up period may begin – clarifying that tenants may begin to receive the top-up once the application has reached the Building Permit Stage 1.
2. Lump sum option in lieu of ongoing rent top-up payments – tenants may choose to receive a one-time lump sum payment in lieu of ongoing payments.
3. Minor updates to clarify application of the policies to roommate households and to provide more details about how the length of tenancy is determined for compensation purposes.

Changes were developed following consultation with the City of Burnaby staff who have similar TRPP policies, tenant relocation coordinators active in the Broadway Plan area, and the Tenant Resource and Advisory Centre (TRAC), as well as applicant feedback. Since making these changes further feedback was received from several applicants identifying additional changes that would assist in implementation of this policy. Based on this feedback staff will make further changes to the Bulletin as follows:

1. Providing the opportunity for applicants to phase lump sum payments to reduce the financial burden on projects at Building Permit issuance while continuing to ensure tenants receive the amounts needed to maintain interim housing.
2. Adjusting the length of time the lump sum calculation is based on to align with current average construction timing for residential projects of similar size as in the Broadway Plan area.
3. Further updates to the TRPP Bulletin may be required from time to time and are facilitated through the Director of Planning. Following this period of initial Plan implementation, staff will continue to monitor TRPP implementation and will conduct regular reviews of the TRPP Bulletin bi-annually to address emerging issues, with the next review targeted for 2026.

Civic District Master Plan

Civic District is a 3.5 hectare (8.6 acre) site comprised of City lands bounded by Broadway to the North, West 12th Avenue to the South, Cambie Street to the West, and Yukon Street to the East. The site includes Vancouver City Hall, Helena Gutteridge Plaza and other open spaces, surface parking, and Broadway-City Hall Station. In addition to its use of City Hall, the City leases space in a variety of buildings in the area and across Vancouver.

Located at the intersection of the Canada Line and future Broadway Subway, Civic District is within the Uptown/Cambie North area of the Broadway Plan. The Plan seeks to affirm Uptown as a key office location in the region and the heart of Central Broadway, Vancouver's "second downtown", by providing opportunities for additional job space to leverage the rapid transit investment that serves the area.

Civic District is one of several 'large and unique sites' in the Broadway Plan that require site specific policy directions. Appendix C includes the recommended policy directions to guide future rezoning and redevelopment of Civic District over the next 30 years. The policies are intended to be clear and robust in articulating the key development parameters, but flexible enough to accommodate different opportunities and design solutions that may emerge through rezoning and implementation.

Recommended Master Plan

Civic District is an opportunity to reimagine the civic heart of Vancouver. The site represents a significant opportunity to meet the evolving municipal government needs to support Vancouver's residents and businesses and optimize the use of these public lands at the intersection of the Canada Line and new Broadway Subway. See Figure 4 for the recommended site plan.

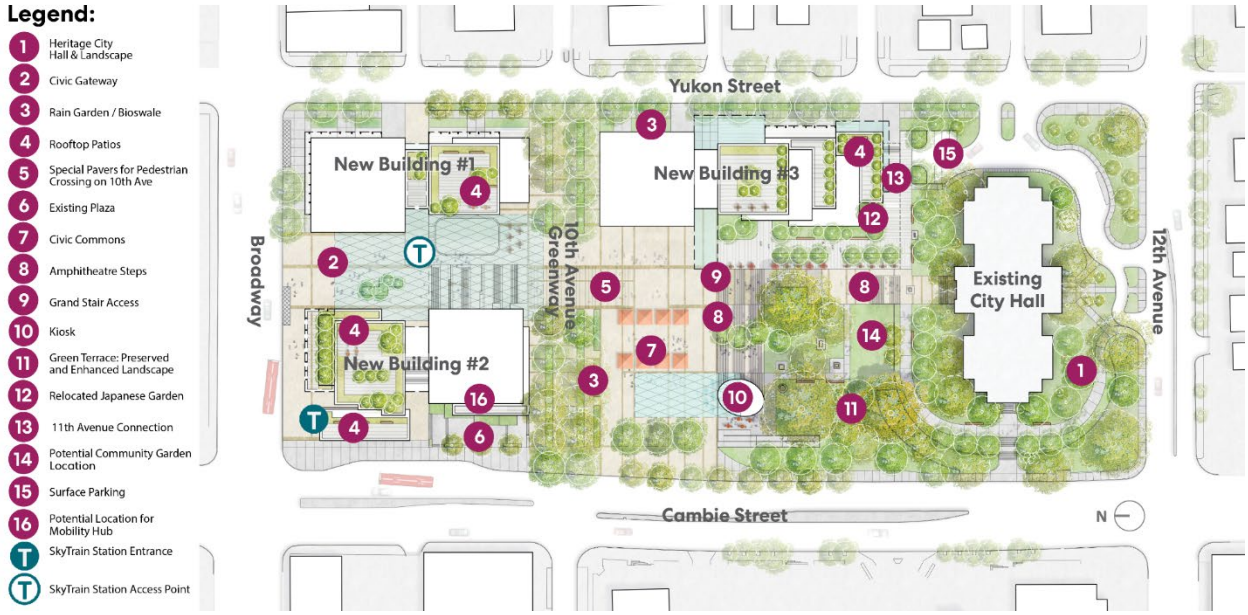


Figure 4: Civic District site plan.

The redevelopment of the North Block (bounded by Broadway, West 10th Avenue, Cambie Street and Yukon Street) would intensify Broadway and Cambie's primarily retail/service and office functions with new mixed-use buildings well connected to Broadway City-Hall Station. Development will include new public spaces and amenities, restaurants, shops, services and offices at lower levels, with tower forms above that would include a mix of hotel, office and potentially residential uses. It will also include a new Civic Gateway, providing a central public open space for lingering, gathering and events on the North Block, drawing the civic character and uses north towards Broadway.

The redevelopment of the South Block (bounded by West 12th Avenue, West 10th Avenue, Cambie Street and Yukon Street) would create an enhanced civic heart for Vancouver. The

South Block will be anchored by a new city-serving plaza ("Civic Commons") and revitalized green spaces with significant tree provision. The Civic Commons will serve as the central and largest open space for civic gathering and public life for residents, visitors and employees. The redevelopment of the Helena Gutteridge Plaza (site of the former East Wing building) will accommodate a new mixed-use building with primarily civic office and institutional uses, as well as retail/service uses. The Heritage Area will retain the existing Heritage City Hall building and grounds.

Subject to Council's decisions as landowner and the City's mid to long-term financial and capital planning processes, it is anticipated the North Block will be the first area to be rezoned and redeveloped. The South Block is anticipated to be rezoned and redeveloped over a longer period (10+ years). The phased redevelopment of Civic District will enable the City to seismically upgrade the Heritage City Hall building.

Broadway Public Realm Plan

When the Broadway Plan was approved, developing a public realm plan for the whole Plan area and a streetscape plan for Broadway itself were identified as priority implementation deliverables. These are also commitments under the Broadway Subway Supportive Policies Agreement between the City and TransLink.

There is already high demand on public space in the Broadway Plan area. The demand will only increase as the population and jobs in the area grow over time, which means that more public spaces to serve increasing demand are required for residents, businesses, workers and visitors.

Plan Summary

The Broadway Public Realm Plan (PRP) complements the Broadway Plan, guiding public realm improvements in the area over the next 30 years, within the City's financial capacity, to ensure that the Broadway neighbourhoods are livable, accessible, sustainable, and complete. The PRP also includes a detailed streetscape plan specifically for Broadway itself. See Appendix D for the recommended PRP.

The Broadway Plan area is a dense, urban environment where a robust, high-quality and diverse public realm is essential to liveability. Today, there is a relatively low supply of parks and public spaces with about 83 acres of public spaces, or 4.5% of the overall land area.

Noting that the area has very little underutilized land and high land costs, the PRP proposes various approaches to adding public spaces and improving the public realm. To create great neighbourhoods for people and to keep the transportation network functioning well, the future of the Broadway Plan area will have many more people, with few private vehicle trips. To achieve this, the Plan envisions a future where 80% of trips in the area are by walking, rolling, cycling and transit by 2050, and a major shift of road space from motor vehicles to space for sustainable modes and opportunities to add new public spaces.

The PRP emphasizes delivering quality, flexibly-designed public spaces to serve a larger number of users and a diversity of needs and, as much as possible, leverage existing assets by improving connections between signature public spaces, such as the False Creek South waterfront and the Arbutus Greenway, and the Broadway Plan area.

Targets

Over the next 30 years, there will be a significant need to increase both the quantity and quality of public spaces to serve current and future residents and workers. The PRP sets a target of adding 25 acres of new public spaces (parks, plazas, public school grounds, privately-owned public spaces, etc.), representing a 30% increase from 83 acres of existing public space, to support growing population and employment in the area. It is anticipated that 13 of the 25 acres will be parks and park-like spaces, recognizing the unique and important role parks play in the public realm. A portion of additional public space will be delivered as part of the reallocation of 11%+ of existing road space to non-vehicle uses per Council direction.

Delivery of these public spaces will be subject to the financial capacity and priorities identified in the 10-year Broadway Plan Public Benefits Strategy, as well as contributions from development over the 30-year horizon of the Plan.

Key Moves

The PRP is structured around five key moves that identify how streets and public spaces can be improved towards achieving the overall vision and principles for the public realm.

1. *Elevate Musqueam, Squamish and Tsleil-Waututh Cultural Visibility in the Public Realm*

   As part of the UNDRIP Strategy and UNDRIP Action Plan, the City is committed to several actions to ensure Musqueam, Squamish, and Tsleil-Waututh cultural visibility in the public realm. This will be carried forward through the PRP. The City will continue to work with the Nations through implementation of the Plan to clarify priority locations, project types, and how cultural visibility is defined and incorporated in the Broadway Plan area.

2. *Transform Broadway into a Great Street*

   A guiding principle of the Broadway Plan is to transform Broadway into a ‘Great Street’ – a street of special significance, with a series of unique and vibrant places to live, work, visit and play. The PRP includes a streetscape plan for Broadway that reallocates the curb lanes, providing wider sidewalks, more and larger trees, wider boulevards with space for seating and other amenities and space for commercial uses (e.g. patios) at building frontages.

3. *Add More Public Spaces*

   As the area grows, ensuring equitable access to a diverse supply of quality public spaces is essential to creating livable neighbourhoods. The PRP focuses on adding public spaces to address existing deficiencies and support growth, maximizing the size of public spaces, and designing flexible public spaces to accommodate a broad range of uses.

4. *Complete Neighbourhood Routes*

   The Broadway Plan recognizes that the future success of the area requires a more efficient mobility network by shifting toward more sustainable modes. To achieve this, the PRP commits to building a largely car-free greenway network, reallocating road space to non-vehicle uses, closing gaps in the transportation network and creating a safe and

comfortable public realm on commercial high streets. Creating excellent networks for active transportation and transit will enable the reimagining of large amounts of road space for public spaces, green rainwater infrastructure and other uses.

5. *Nurture Nature*

   Streets and public spaces play an important role in mitigating and adapting to the impacts of climate change and facilitating ecological connectivity in the public realm. The PRP endeavours to improve the urban forest and tree canopy, particularly in areas with the least tree canopy and deliver blue green system improvements to provide biodiversity and ecological connectivity benefits.

Implementation

The Broadway Plan includes a Public Benefits Strategy (PBS), which is a 10-year capital investment plan for delivering public amenities and infrastructure to address the renewal and growth needs of the area, based upon projected funding capacity. Delivery of the PRP will align with the PBS and the City's mid to long term financial and capital planning processes. The public space targets for the first 10 years in the PRP will be implemented within the funding envelopes projected for parks, transportation, and street use as outlined in the PBS and may require reprioritization and trade-off among capital projects.

Public realm improvements will be delivered using a variety of approaches such as through development, City-led projects, and partnership projects. Implementation of the PRP will be phased over time, and will be adaptable and flexible to the changing needs of the neighbourhood over the 30-year horizon of the Plan. Delivery may begin with modest investments in temporary treatments that can be implemented more quickly and cost-effectively, yet still provide significant benefits. Over time, further improvements can be made where necessary. The City will engage with the Nations, community, stakeholders, and partners as the PRP is implemented.

The City is committed to regular monitoring and reporting on outcomes of the Broadway Plan and will track key metrics related to the PRP, including new parks and public spaces (total area and provision per capita), improvements to existing public spaces, proximity to public spaces for residents, Broadway as a Great Street, road space reallocation, tree canopy, greenways, and blue green systems. Monitoring will help inform future decisions and assess whether the objectives of the Plan are being achieved.

Public and Stakeholder Engagement

Staff undertook an extensive community and stakeholder engagement process through June and July 2024 to inform the preparation of the Broadway Plan Review, Civic District policies and Broadway PRP. A range of in-person and virtual tools and activities were used to reach a diversity of people who live, work, play and learn within the Plan area and beyond. This included 2,650+ survey responses, 700+ open house attendees, 100+ pop-up visitors, eight stakeholder meetings, and 80+ youth engaged through experiential learning activities.

Below are brief summaries of the key qualitative feedback themes for the three implementation projects. More detailed summaries of engagement activities and feedback are in Appendix E.

Broadway Plan Review:

- Support for increased density and taller buildings to deliver new housing, especially near transit hubs.
- Concerns about negative impacts of taller buildings and densification, including the disruption of residential neighbourhoods, impacts on skyline and green spaces, adequate infrastructure, and increased congestion and overcrowding.
- Support is contingent on the inclusion of green spaces, appropriate infrastructure and high-quality, innovative architectural design.
- Concerns about impacts on small business displacement as well as 'Village' and residential area character.

Civic District:

- Strong support for the preservation of green spaces, existing trees, community garden, and enhancing the green infrastructure of the City Hall Campus.
- Support for enhanced walkability and vehicle-light streets, particularly West 10th Avenue.
- Emphasis on the importance of spaces that serve as social hubs or gathering spaces to foster community interaction.
- Design excellence that is visually appealing and creative, green and accessible, integrating seamlessly with existing surroundings.

Broadway Public Realm Plan:

- Strong interest in expanding and maintaining green spaces, parks and trees in public spaces and on streets.
- Concerns about traffic flow, noise, emergency vehicle access, and parking, with mixed views about reducing car lanes.
- Support for enhanced amenities including benches, public washrooms, shaded areas and water fountains.
- Desire for green spaces for leisure and recreational activities as well as spaces for urban greening projects.

Financial Implications

Implementation of the PRP is subject to the funding envelopes outlined in the PBS for parks, transportation, and street use, and the City's mid to long-term financial and capital planning processes. For the first 10 years, the PBS contemplates ~$58 million for park land acquisition and development. Based on current cost estimates, park space may need to be delivered through a combination of land acquisition and conversion of road space. Funding and delivery of public space beyond the first 10 years will be subject to the City's future funding capacity and prioritization.

Legal Implications

The recommendations in this report are intended to update and align the Broadway Plan with Provincial legislative requirements set out in the Province's recently passed Transit-Oriented Areas legislation (Bill 47) and other recent legislation respecting the delivery of housing.

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APPENDIX A
General Status Update on Key Broadway Plan Implementation Actions

This appendix provides an overview and update of key implementation actions for the Broadway Plan. These actions include items in the Broadway Plan Priority Implementation Strategy, which was endorsed by Council with approval of the Plan, as well as additional approved Council directions.

The table below provides an overview of key actions, along with their status and estimated completion date. In addition to the table, a more comprehensive update on each of these items is provided in the following section of the appendix.

Table 1: Status update on key Broadway Plan implementation actions.

	Action	Status	Estimated Completion	Notes
1	Process rezoning and development permit applications	Underway	Ongoing	Applicant initiated.
2	Undertake policy work and rezonings of large and unique sites	Underway	Ongoing	Applicant initiated.
3	Initiate zoning amendments in 'Village' areas (C-2 zones)	Complete	2023	Zoning amended in June 2023.
4	Initiate zoning amendments in industrial/employment areas	Complete	2023	Zoning amended in June 2023.
5	Undertake more detailed public realm planning work, including parks and open space targets	Complete	Q4 2024	Recommendations in this report. See the report body and Appendix D.
6	Pursue partnerships with the Host Nations to shape Broadway's cultural landscape	Underway	Ongoing	This work is tied to the public realm planning work (item #5).
7	Review options to build an AAA active transportation lane on Broadway	Complete	2023	A report was considered by Council in March 2023.
8	Review and repeal the C-3A design guidelines	Complete	Q4 2024	Recommendations in this report. See the report body and Appendix B.
9	Initiate zoning amendments for non-market affordable housing	Underway	2025	
10	Incorporate other community plans and policies into the Broadway Plan	Complete	2023	A report was considered by Council in March 2023.
11	Establish a fixed-rate CAC framework	Underway	2025-2026	Wrapped into citywide work to create ACC framework.

12	Establish a pace of change policy	Complete	2023	A report was considered by Council in March 2023.
13	Undertake additional transportation policy work	Underway	Ongoing	
14	Produce heritage historic context statements	Underway	Q4 2024	
15	Investigate feasibility of establishing community implementation committees	Complete	2023	
16	Initiate amendments to the Parking By-law	Complete	2023	Parking By-law amended in November 2023.
17	Investigate opportunities for affordable home ownership models	Ongoing	TBD	
18	Report back on reallocating a minimum of 11% of road space within the plan area to non-car uses	Complete	Q4 2024	Recommendations in this report as part of the Broadway Public Realm Plan. See the report body and Appendix D.
19	Develop a community centre provision target for the Broadway Plan	Ongoing	TBD	Pending city-wide Public Investment Framework.
20	Explore incentives to advance mass timber construction and zero emission standards	Complete	2024	Council approved the Mass Timber Policy for Rezonings in April 2024.
21	Work with VSB and the Province on school expansions and delivery of new schools	Underway	Ongoing	
22	Conduct an education and awareness campaign for renter rights and protections	Complete	2023	
23	Conduct an updated Third Party Operational Review of Vancouver Fire and Rescue Services	Pending	TBD	
24	Investigate potential built form policy amendments	Complete	Q4 2024	Recommendations in this report. See the report body and Appendix B.
25	Investigate ways to set aside land for affordable housing development by the community housing sector	Pending	TBD	
26	Investigate new financing tools for affordable housing	Ongoing	TBD	
27	Investigate options for achieving more deeply affordable housing in the area	Underway	Ongoing	

28	Develop new policies to monitor and protect affordability found in existing purpose-built rental buildings	Complete	N/A	
29	Deliver the public benefits strategy	Underway	Ongoing	
30	Monitor and report out on key indicators	Underway	Ongoing	

Overview of Key Implementation Actions

1. Process rezoning and development permit applications

Status: Underway *Estimated completion: Ongoing*

Summary:

The Broadway Plan came into effect on September 1, 2022. Since then, staff have been accepting and processing privately-initiated rezoning enquiries and applications. To date, there has been a significant volume of rezoning enquiries and applications. Staff will also continue processing development permit applications as they are received.

Privately-initiated development projects will contribute significantly toward implementation of the Broadway Plan and will help achieve the objectives of the Plan.

---

2. Undertake policy work and rezonings of large and unique sites

Status: Ongoing *Estimated completion: Ongoing*

Summary:

There are several large and unique sites in the Broadway Plan area that require more detailed, site-specific policy directions. These sites include institutional campuses (e.g. Vancouver Community College, Vancouver General Hospital, etc.) and other significant sites in the area (e.g. Kingsgate Mall, CentrePoint Mall, etc.).

This report recommends new policies for the Civic District that will guide future rezonings and redevelopment of the site (see Appendix C for more details). This is the first large and unique site to undergo a site-specific master plan and policy creation process. Further planning work will take place for other sites as landowners/applicants express interest in redevelopment. The process will vary depending on the site size, existing conditions, landowner objectives, development phasing, etc.

---

3. Initiate zoning amendments in Village areas (C-2 zones)

Status: Complete

Summary:

Amendments to the C-2 zoning districts in the Broadway Plan area were approved by Council in June 2023. These changes enable mixed-use development up to six-storeys for secured rental housing.

---

4. Initiate zoning amendments in Industrial/Employment Areas (I-1 and IC-1/IC-2 zones)

Status: Complete

Summary:

Amendments to these industrial and mixed-employment zones were approved by Council in June 2023. These changes enable more flexible and modernized industrial uses, as well as additional height and density.

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5. Undertake more detailed public realm planning work

Status: Complete

Summary:

Staff recommend that Council approve the Broadway Public Realm Plan as part of this report. See Appendix D for more details.

---

6. Pursue partnerships with the Host Nations to shape Broadway's cultural landscape

Status: Underway *Estimated completion: Ongoing*

Summary:

Staff have worked with Tsleil-Waututh and Musqueam as part of the Broadway Public Realm Plan process. Continued collaboration is expected with Musqueam, Squamish, and Tsleil-Waututh on various Broadway Plan topics as work progresses. Work with the Nations will be in alignment with the UNDRIP Action Plan.

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7. Review options to build an AAA active transportation lane on Broadway

Status: Complete

Summary:

A report to Council was considered in March 2023 with options for build an AAA active transportation lane on Broadway. Council's decision is reflected in the streetscape design for Broadway that is included in the Broadway Public Realm Plan. See Appendix D for more details.

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8. Review and repeal the C-3A design guidelines

Status: Complete

Summary:

The C-3A zoning district covers large portions of the Broadway Plan area, including much of Broadway itself, as well as portions of Kingsway, Cambie St., Granville St., Burrard St., and Main St. Staff reviewed the six sets of C-3A design guidelines applicable to the Broadway Plan area and recommend repealing them by incorporating relevant policies from the guidelines into the Broadway Plan.

This review of urban design guidelines is also a City commitment in the Broadway Subway Supportive Policies Agreement with TransLink. See the report body and Appendix B for more information.

---

9. Initiate zoning amendments for non-market affordable housing

Status: In progress *Estimated completion: 2025*

Summary:

The Broadway Plan enables consideration of rezoning applications on existing and newly acquired social, supportive and co-operative housing sites to renew and expand the number of units through additional height and density, generally up to the maximum permitted by the policy area's respective land use policies.

Staff are working on comprehensive zoning amendments for the residential areas of the Broadway Plan to enable development consistent with the Broadway Plan. This work includes allowances for non-market housing and below-market rental housing. These zoning amendments would enable non-market and below-market rental housing projects without site-specific rezoning.

---

10. Incorporate other community plans and policies into the Broadway Plan

Status: Complete

Summary:

In March 2023, Council approved amendments to the False Creek Flats Plan to align with the Broadway Plan.

Further integration of other repealed community plans and policies (e.g. the Mount Pleasant Plan, Kitsilano Neighbourhood Plan, etc.) is not recommended. During the creation of the Broadway Plan, staff considered overlapping plans and policies, and in many cases, proactively integrated elements of them into the Broadway Plan. In other cases, the repealed policies were either outdated, built out, or in contradiction with the Broadway Plan's objectives.

---

11. Establish a fixed-rate CAC framework

Status: Underway *Estimated completion: 2025-2026*

Summary:

Staff will undertake a comprehensive review and update of the City's financing growth tools, incorporating the Province's Bill 46 changes around expanded spending categories for Development Cost Levies and the introduction of a new Amenity Cost Charge. The review will also include updates to the City's density bonus by-laws and introduction of an inclusionary zoning by-law in response to Bill 16, which will be brought forward to Council for consideration in 2025 and 2026.

---

12. Establish a pace of change policy

Status: Complete

Summary:

In March 2023, staff recommended a pace of change policy to Council for consideration. The pace of change policy was not adopted by Council. No further staff work on a pace of change policy is anticipated at this time.

---

13. Undertake additional transportation policy work

Status: Underway *Estimated completion: Ongoing*

Summary:

Several of the transportation studies and sub-area work identified in the Broadway Plan have been completed or are in progress. Most of the work conducted has been incorporated in the Broadway Public Realm Plan and as part of other policy work such as the Civic District. Additional corridor studies will be undertaken following this report and will be reported on separately as the work continues.

---

14. Produce heritage historic context statements

Status: Underway *Estimated completion: Q4 2024*

Summary:

Staff have engaged a heritage consultant to produce historic context statements for key heritage areas of the Broadway Plan. Staff are reviewing the consultant's historic context statements and preparing to publish these resources for the public.

---

15. Investigate feasibility of establishing community implementation committees

Status: Complete

Summary:

In response to Council's Recommendation G at the time of approval of the Broadway Plan, staff have explored the potential for establishing community implementation committees in the Broadway Plan area.

As implementation of the Broadway Plan occurs, there will be continued opportunities for public input and engagement associated with individual implementation actions. This is staff's preferred approach to ensuring community involvement in implementation of the Broadway Plan.

In the past, the City has set up community implementation committees for community plans; however, this is no longer the City's practice and there are not currently any active community implementation committees for other community plan areas. Establishing and maintaining community implementation committees is resource-intensive for staff and there are challenges associated with such committees which limit their effectiveness. The primary challenges include maintenance of consistent membership, as well as ensuring continued diversity on the committee that is representative of the community as a whole.

For these reasons, and to maintain consistency of approach with other community plan areas, staff do not recommend establishing community implementation committees in the Broadway Plan area.

---

16. Initiate amendments to the Parking By-law

Status: Complete

Summary:

In November 2023, Council approved amendments to the Parking By-law to remove minimum off-street parking requirements in the Broadway Plan area. This amendment aligns with direction in the Broadway Plan (policy 14.7.7).

---

17. Investigate opportunities for affordable home ownership models

Status: Ongoing *Estimated completion: TBD*

Summary:

Staff worked with BC Housing on a partnership to have a “below-market ownership” (BMHO) option administered through BC Housing’s Affordable Homeownership Program (AHOP) within the work to enable multiplex projects. Council has approved in principle a Master Partnering Agreement (MPA) that, if approved by BC Housing and formally executed, would allow this BMHO option to be operationalized. As of the time of this report, BC Housing has not yet approved the MPA. Staff continue to engage with BC Housing on this program and will report back to Council with relevant updates and how such a program may apply to the Broadway Plan area.

---

18. Report back on reallocating a minimum of 11% of road space within the plan area to non-car uses

Status: Complete

Summary:

Staff recommend that Council approve the Broadway Public Realm Plan as part of this report. The Public Realm Plan includes a detailed strategy for reallocating road space. See Appendix D for more details.

---

19. Develop a community centre provision target for the Broadway Plan

Status: Ongoing *Estimated completion: TBD*

Summary:

The Broadway Plan's 10-year Public Benefits Strategy committed $10M to conduct planning and design work towards the future renewal and expansion of an existing recreation facility in and around the Broadway Plan area, subject to direction from the Vancouver Community Centre Strategy.

The Vancouver Community Centre Strategy (2022) re-affirmed that, in general, the VanPlay Asset Target of 1.2 sq. ft per capita of community centre space remains appropriate. However, the intent of this target is to identify and address geographic service level discrepancies across the whole city, and not to influence specific community centre projects nor determine specific space needs at a neighbourhood level. The Community Centre Strategy identified Douglas Park and Kitsilano Community Centres, located in and around the Broadway area, in the top 10 candidates for facility renewal.

The City is developing a city-wide Public Investment Framework which is expected to inform the creation of new targets for community centre provision at neighbourhood or district level.

---

20. Explore incentives to advance mass timber construction and zero emission standards

Status: Complete

Summary:

In April 2024, Council approved the Mass Timber Policy for Rezonings. This policy includes the Broadway Plan area and provides rezoning incentives for mass timber projects.

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21. Work with VSB and the Province on school expansions and delivery of new schools

Status: Underway *Estimated completion: Ongoing*

Summary:

City of Vancouver staff worked collaboratively with VSB throughout the Broadway Plan process and will continue engagement with VSB through Plan implementation. Collaboration to date has helped proactively identify school capacity needs for the area and improved information sharing about rezoning and development activity. The City will continue to work with VSB to investigate and action opportunities for a new school site in or near the Broadway Plan area, to be funded through Provincial funding mechanisms.

---

22. Conduct an education and awareness campaign for renter rights and protections

Status: Complete *Estimated completion: 2023*

Summary:

The Broadway Plan introduced new tenant protections to help existing renters in the Plan area by mitigating the impacts of redevelopment and providing the option to remain in their neighbourhood at an affordable rate. These protections build on the existing citywide renter protections contained in the Tenant Relocation and Protection Policy (TRPP).

Staff launched a renter education and awareness campaign in March 2023 which ran through the summer with the goal of increasing awareness of the new tenant protections and associated requirements, and providing renters with timely information about how to advocate for themselves and guard against bad actors. The campaign included the following activities:

- Direct informational mail out to all residential address in the Broadway Plan area (approximately 54,000 households);
- Posters in local community centres and gathering spaces;
- Social media posts;
- In-person "Renter Connect" events at neighbourhood houses and educational institutions within the Broadway Plan area (approximately 125 participants); and,
- Responding to renter questions via phone and email (approximately 60 received).

Positive feedback was received from renters and renter-serving organizations engaged through the campaign and valuable lessons were learned which can be applied to future campaigns. Staff will continue to monitor implementation of the TRPP and feedback from renters to assess if additional education and awareness activities are warranted to assist with implementation of the policy in the Broadway Plan area.

---

23. Conduct an updated Third Party Operational Review of Vancouver Fire and Rescue Services

Status: Pending *Estimated completion: TBD*

Summary:

This direction will be integrated into the VFRS work plan. VFRS staff will seek potential opportunities to integrate work for the Broadway Plan area with other citywide work.

---

24. Investigate potential built form policy amendments

Status: Complete

Summary:

In response to Council's Recommendations W and Y at the time of approval of the Broadway Plan, staff are recommending amendments to the Plan's built form policies to support "tower-in-the-park" typologies (see Appendix B), as well public realm policies to support the urban village vernacular on potential and emerging high streets (see the Public Realm Plan in Appendix D).

The proposed amendments to the Plan's built form policies will enable flexibility in building height, providing options for "tower-in-open space" typologies in residential areas.

The Broadway Public Realm Plan provides guidance for the design of various street typologies, including commercial high streets. Emerging commercial high streets such as Fraser Street

south of Broadway and Arbutus Street south of 10th Avenue will receive similar treatments as other commercial high streets as they evolve over time.

---

25. Investigate ways to set aside land for affordable housing development by the community housing sector

Status: Pending *Estimated completion: TBD*

Summary:

The Vancouver Affordable Housing Endowment Fund (VAHEF) is a consolidated portfolio of all city-owned non-market housing assets and has a mandate to preserve and grow the City's affordable housing stock in a sustainable way. As part of that mandate, the City's Non-Market Housing Development and Operations team (NMHDO) is undertaking city-wide portfolio planning to determine appropriate redevelopment and land acquisition opportunities to renew and grow the stock of non-market housing. NMHDO further works in partnership with the community housing sector providing capital grants to non-profits developing affordable housing on their own land, on development and operating partnership opportunities for City land, and plans for land acquisition through the City's capital planning process. Opportunities for both land acquisitions and leases of city-owned land are brought to Council on a case-by-case basis.

---

26. Investigate new financing tools for affordable housing

Status: Ongoing *Estimated completion: TBD*

Summary:

Opportunities to maximize the impact of funding and financing programs provided through senior levels of government for affordable housing in the city is an ongoing priority. Current practice is for the city to use existing tools to increase the number of new affordable units and depth of affordability. This includes contributing land and per door capital grants to projects and providing regulatory incentives such as DCL and CAC waivers.

Staff are currently working more broadly on reviewing potential impacts and implementation of Bill 46 which gives local governments the ability to set up Amenity Cost Charges (ACCs) and update Development Cost Levies (DCL) to help raise money for new or improved infrastructure needed for growth. The newly created Vancouver Housing Development Office is currently working to deliver non-market and middle-income housing on City-owned land, including on sites within the Broadway Plan area.

---

27. Investigate options for achieving more deeply affordable housing in the area

Status: Underway *Estimated completion: Ongoing*

Summary:

The Broadway Plan sets the minimum affordability level required for non-market housing projects recognizing that these projects face significant challenges in the project development, financing and construction phases given their focus on affordability. However, over time as initial capital and mortgage costs are paid down, there is the opportunity to deepen affordability and this process may be sped up with the addition of senior government funding and financing support.

The Broadway Plan enables significant new density to enable non-market housing projects achieve their renewal and affordability goals, and as some non-profit housing providers own their own land in the area, it is anticipated that those projects will be able to exceed the minimum affordability requirements. Staff will continue to work in partnership with the community housing sector and senior governments to assist affordable housing projects to achieve deepest affordability while remaining financially viable and will be monitoring outcomes under the Broadway Plan.

Additionally, throughout the life of the Plan staff will continue to seek policy opportunities to deliver more deeply affordable housing. As necessary, staff would recommend policy amendments to the Plan.

---

28. Develop new policies to monitor and protect affordability found in existing purpose-built rental buildings

Status: Complete *Estimated completion:* N/A

Summary:

Regulation of rental rates in purpose-built market rental buildings is under the authority of the Provincial government through the Residential Tenancy Act (RTA). The RTA regulates allowable rent increases during a single tenancy and at unit turnover. The City is working to achieve permanent affordability in new purpose-built rental housing through the below-market rental policies included in the Broadway Plan. These policies secure a portion of new unit at below-market rates in perpetuity.

The Canada Mortgage and Housing Corporation (CMHC) conducts an annual Market Rental Report, which is the primary recognized source of information on rental rates and vacancy rates for the City of Vancouver and Metro Region. The report also provides insights into the secondary rental condominium market. Staff continue to work with CMHC staff on improving existing data practices and exploring new data points to support housing policy work as needed. Given this existing system is in place to monitor affordability in purpose-built rental buildings, staff recommend not duplicating this work. Staff will continue to monitor tenant relocation and protection outcomes under the Plan. If a new work program is desired to address this item, re-prioritization of existing work will be required.

---

29. Deliver the Public Benefits Strategy

Status: Underway *Estimated completion: Ongoing*

Summary:

The Broadway Plan Public Benefits Strategy (PBS) will be delivered incrementally over time through developer, non-profit and City-led initiatives.

As new development occurs in the area, development contributions will be collected. City-wide Development Cost Levies (DCLs) are generated by most developments and are charged on new floor area. CACs are also generated through development on rezonings to fund public amenities. Some projects yield in-kind public benefits through CAC negotiations or policy requirements. All DCLs and CACs are developer contributions that are used to fund amenities and infrastructure to support growth and livability.

In addition to development contributions which fund growth, renewal of existing City assets is also included in the PBS. Property taxes and utility fees typically fund renewal projects.

The Broadway Plan PBS long-term capital investments will be considered and prioritized as part of ongoing citywide capital planning processes.

---

30. Monitor and report out on key indicators

Status: Underway *Estimated completion: Ongoing*

Summary:

Over the course of the 30-year Broadway Plan, the City will monitor its performance on an ongoing basis. Monitoring will include review and reporting of key metrics, including but not limited to land use, housing, employment space, demographic changes, public benefits, transit, transportation demand management, and cycling and walking.

Ongoing monitoring of the Broadway Plan until at least 2045 with five year Performance Reports is also a requirement of the Broadway Subway Supportive Policies Agreement (SPA) between the City of Vancouver and TransLink.

This ongoing monitoring process will enable City staff to assess whether the Broadway Plan is achieving its Guiding Principles and objectives, and inform any future changes to the Broadway Plan that may be recommended to City Council.

APPENDIX B

Broadway Plan Amendments

Note:

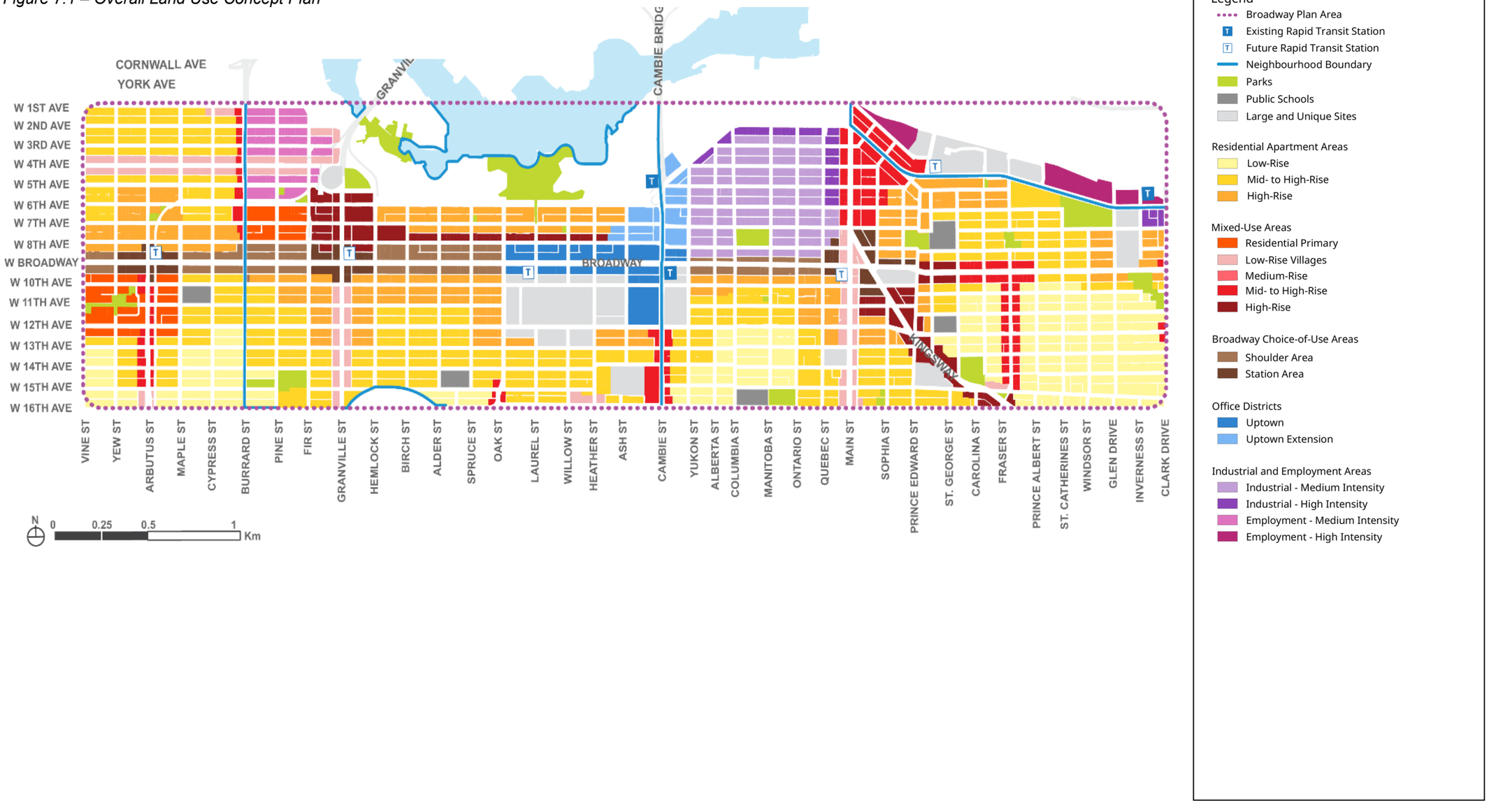
- *When new sections, policies or figures are proposed for addition or removal, subsequent sections, policies or figures will be renumbered accordingly.*
- *The page numbers referenced correspond to the existing Broadway Plan, but they may change in the future.*
- *Amendments to Council-adopted policies will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.*

Plan Section	Proposed Amendment	Rationale
1 Introduction		
Interpretation of the Plan (p.7)	Amend: The Plan's policies will guide the preparation and review of rezoning ~~applications~~ and development permit applications and inform potential updates to the Zoning and Development Bylaw but provide no legal entitlements or obligations on landowners or the City.	To provide clarity on the application of the Broadway Plan.
7 Land Use		
Fig 7.1 (p.64-65)	Delete and replace Figure 7.1, as shown in item 1 below.	To amend the Land Use Concept Plan map to reflect the proposed land use policy amendments.
Privately-Initiated Rezonings (p.70)	Amend: **Site location** Privately-initiated rezoning applications can be considered ~~in the rezoning-eligible areas shown in Figure 7.2. This map reflects the land use policies contained in Chapters 8-10.~~ according to the land use policies in Chapters 8-10, unless where noted otherwise. It is expected that redevelopment of sites where the Plan generally does not enable rezonings would proceed through a development permit process in accordance with the applicable zoning district schedule, unless where noted otherwise in the land use policies.	To align with the removal of the map in Figure 7.2 below.
Privately-Initiated Rezonings (p.70)	Amend: **Tower site frontage requirements:** The Policy Area summary tables in Chapters 8-10 typically have a minimum site frontage requirement for tower forms. For areas where the minimum site frontage is 36.6 m (120 ft.) to 45.7 m (150 ft.), development proposals with lesser frontage may be considered at the discretion of the Director of Planning, where the proposal meets the following criteria: • Sites have a minimum frontage of 30.2 metres (99 ft.); • The project satisfies the Plan's built form and site design ~~principles~~ policies, including tower separation requirements; and, • The applicant demonstrates that the development reasonably mitigates development limitations on adjacent properties. Tower development on smaller sites may be challenging and require alternative design solutions to meet tower separation requirements, especially in mid-block locations. This may result in smaller tower floor plates and a reduction in achievable density. In some cases, tower development may not be feasible.	To provide additional clarity regarding the requirements and potential challenges for tower development on smaller sites.

Plan Section	**Proposed Amendment**	**Rationale**
Figure 7.2 (p. 72)	Delete Figure 7.2, see item 2 below	Removing the map as it is no longer helpful as a reference. Rezoning is now enabled in the vast majority of the Broadway Plan area to align with the TOA legislative requirements and to incentivize hotel development.
Areas for Higher Buildings (p.76-78)	Delete the entire section	To reflect the July 2024 view cone amendments that removed the lower sections of the Queen Elizabeth View 3.
Transit-Oriented Areas	Insert new section: Transit-Oriented Areas, see item 3 below	To integrate the TOA legislative requirements into Broadway Plan land use policy.
Tower Limit Policies	Insert new section: Tower Limit Policies, see item 4 below	To align with the TOA legislative requirements and to enable development close to transit, shops, services, and amenities. To help support delivery of more deeply affordable housing.

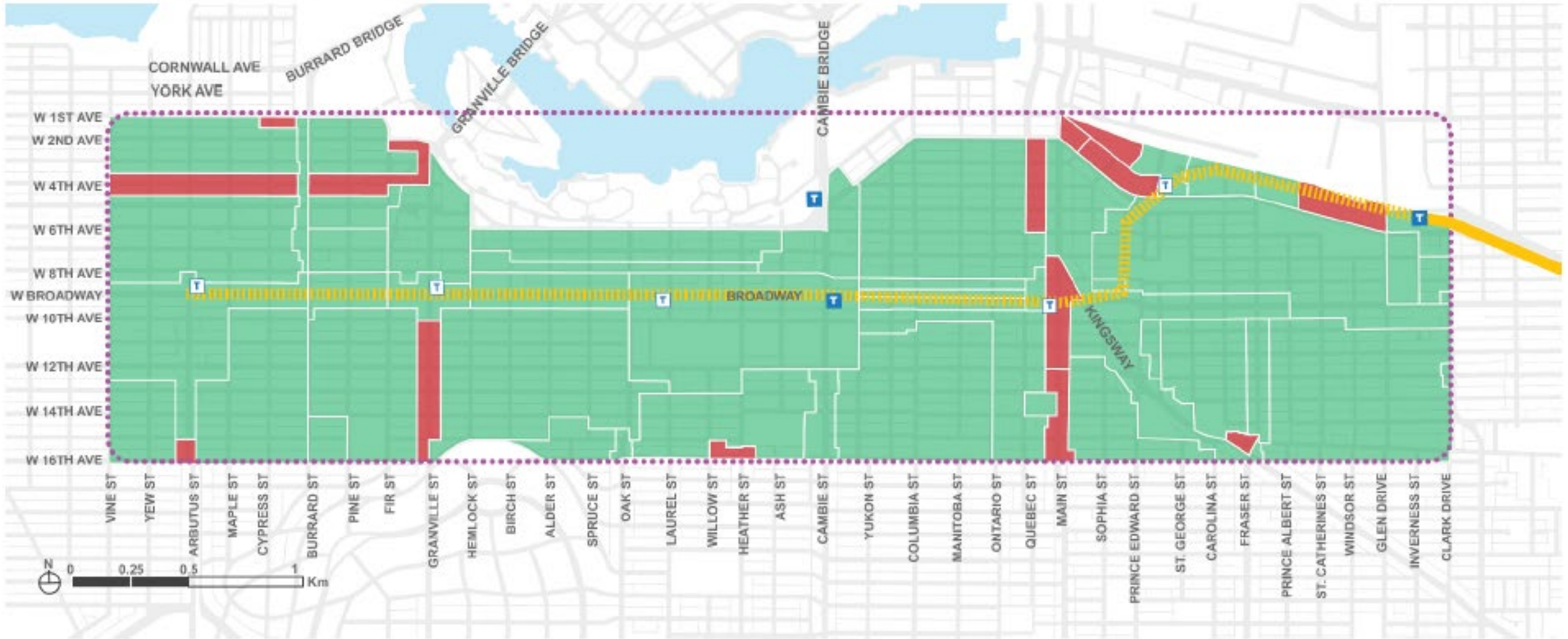
1. Delete Figure 7.1 Overall Land Use Concept Plan and replace with the map shown below:

Figure 7.1 – Overall Land Use Concept Plan



2. Delete Figure 7.2 Location of Rezoning-eligible Areas

Figure 7.2 - Location of Rezoning-eligible Areas



Legend

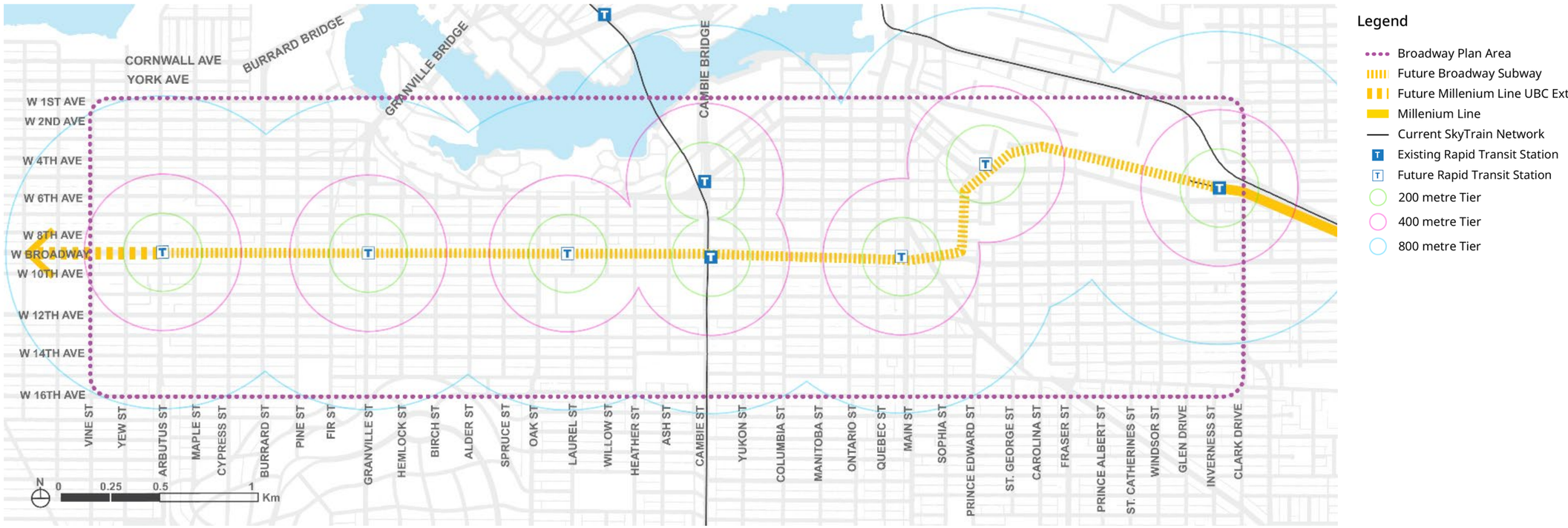
- Broadway Plan Area
- Future Broadway Subway
- Existing Rapid Transit Station
- Future Rapid Transit Station
- Rezonings Enabled
- Rezonings Generally Not Enabled

3. Insert a new section on Transit- oriented areas.

Transit-Oriented Areas

In December 2023 the Province enacted new legislation and regulations that set requirements for land use planning in Transit-Oriented Areas (TOAs). TOAs are areas within a prescribed distance from a transit station (see [new] figure XX). The Provincial regulatory requirements only apply to parcels zoned principally for residential uses, and do not apply to lands zoned for industrial or non-residential uses where residential uses may be secondary or ancillary. Much of the Broadway Plan area is within one or more TOAs as there are eight existing and future rapid transit stations in the Plan area.

(New) Figure XX TOAs in Broadway Plan area. This map is for illustrative purposes only; refer to the Transit-Oriented Areas Designation By-law to confirm the designation of a property or properties.



4. **Insert a new section on Tower Limit Policies.**

Tower Limit Policies

Limits on the number of towers permitted on a block or block face apply in several residential areas throughout the Plan area. Generally, tower limit policies do not apply for blocks in residential areas that are mostly within 400 metres of rapid transit stations, or are close to other transit, shops, services, and amenities. See [new] figure XX for locations where tower limit policies apply.

For blocks shown in purple, there will be a maximum of two towers per block (street to street, including any laneways). On blocks with two or more existing towers constructed prior to adoption of the Broadway Plan (2022), one additional tower will be considered.

For blocks shown in darker purple, there will be a maximum of one tower per block face.

For blocks where tower limits apply for a portion of the block, only towers within the portion of the block with tower limits shall be counted toward the maximum.

For blocks with tower limits, if a site is designated as within a 400 metre tier parcel in the Transit-Oriented Areas Designation By-law, tower limits will not apply to those parcels.

Applications where 100% of the residential floor area is social housing are exempt from tower limit policies.



New Figure XX- Tower limits

Plan Section	Proposed Amendment	Rationale
8 Kitsilano		
8.1.2 (p.84)	Delete: ~~There will be a maximum of two towers per block (street to street, including any laneways) in the Kitsilano North sub-area. For blocks located in both Kitsilano North and another sub-area, only towers in Kitsilano North shall be counted toward the maximum. However, for the southern block faces along 8th Avenue, only one tower will be allowed on the Kitsilano North Area A block face.~~ Replace with: For limits on the number of towers permitted on a block or block face, refer to XX Tower Limit Policies.	To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).
8.1.3 (p.84)	Amend: Minor increases in height and density will be considered for delivery of ground floor local-serving retail/service uses or childcare. In tower forms, additional density should be limited to approximately 0.3 FSR. The combined floor area for retail/service uses should be a minimum of 139 m^2 (1,500 $ft.^2$), or for childcare a minimum of 186 m^2 (2,000 $ft.^2$).	To provide clarity on additional height and density.
8.1 (p.83)	Insert new policy: Rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.	Addition of 3.0 FSR 8-storey option to align with the TOAs legislative requirements.
8.1 (p.83)	Insert new policy: For sites adjacent to the Arbutus Greenway, encourage active ground floor retail/service uses that front onto the Arbutus Greenway.	To encourage commercial uses in new development that activate and serve users of the Arbutus Greenway.
8.2.2 (p.87)	Delete: ~~There will be a maximum of two towers per block (street to street, including any laneways) in the Kitsilano North sub-area. For blocks located in both Kitsilano North and another sub-area, only towers in Kitsilano North shall be counted toward the maximum.~~ Replace with: For limits on the number of towers permitted on a block or block face, refer to XX Tower Limit Policies.	To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).
8.2.3 (p.87)	Amend: Minor increases in height and density will be considered for delivery of ground floor local-serving retail/service uses or childcare. In tower forms, additional density should be limited to approximately 0.3 FSR. The combined floor area for retail/service uses should be a minimum of 139 m^2 (1,500 $ft.^2$), or for childcare a minimum of 186 m^2 (2,000 $ft.^2$).	To provide clarity on additional height and density.
8.2 (p.86)	Insert new policy: For sites within defined TOAs (see Chapter 7), rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.	Addition of 3.0 FSR 8-storey option to align with the TOAs legislative requirements.
8.2 (p.86)	Insert new policy: For sites adjacent to the Arbutus Greenway, encourage active ground floor retail/service uses that front onto the Arbutus Greenway.	To encourage commercial uses in new development that activate and serve users of the Arbutus Greenway.

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>8.3.1
(p.90)</td><td>Amend policy table:

<table><tr><th>Policy Area</th><th>Kitsilano North – Area C</th><th>KKNC</th></tr><tr><td>Uses</td><td colspan="2">Retail/service, office, hotel, residential</td></tr><tr><td>Option/Tenure</td><td>Secured rental housing or hotel development</td><td>Strata ownership housing, retail/service, or office</td></tr><tr><td>Max Height</td><td>6 storeys</td><td>4 storeys</td></tr><tr><td>Max Density</td><td>3.5 - 3.7 FSR</td><td>2.5 FSR</td></tr><tr><td>Notes</td><td>Refer to the C-2B zoning districts and associated guidelines for details on allowable uses, height, and density.</td><td></td></tr></table></td><td>To enable rezoning for hotel developments in this mixed-use village area.</td></tr>
<tr><td>8.3.2
(p.90)</td><td>Amend:

Rezoning applications will generally not be considered in this area under the Broadway Plan, except for hotel development. All development should conform with the C-2B zoning district and any associated design guidelines.</td><td>To enable rezoning for hotel developments in this mixed-use village area.</td></tr>
<tr><td>8.4.1
(p.93)</td><td>Amend policy table:

<table><tr><th>Policy Area</th><th>West 4th Village</th><th>KW4A</th></tr><tr><td>Uses</td><td colspan="2">Retail/service, office, hotel, residential</td></tr><tr><td>Option/Tenure</td><td>Secured rental housing or hotel development</td><td>Strata ownership housing, retail/service, or office</td></tr><tr><td>Max Height</td><td>6 storeys</td><td>4 storeys</td></tr><tr><td>Max Density</td><td>3.5 - 3.7 FSR</td><td>2.5 FSR</td></tr><tr><td>Notes</td><td colspan="2">Refer to the C-2B zoning districts and associated guidelines for details on allowable uses, height, and density.</td></tr></table></td><td>To enable rezoning for hotel developments in this mixed-use village area.</td></tr>
<tr><td>8.4.2
(p.93)</td><td>Amend:

Rezoning applications will generally not be considered in this area under the Broadway Plan ~~All~~ and development should conform with the C-2B zoning district and any associated design guidelines. However, rezoning applications can be considered for:
• hotel development; or,
• mixed-use residential projects where 100% of the residential floor area is secured rental or social housing, up to 8 storeys and 3.0 FSR.</td><td>To enable rezoning for hotel developments in this mixed-use village area and to align with the TOA legislative requirements.</td></tr>
<tr><td>8.5.7
(p.97)</td><td>Delete:

~~There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.~~</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>8.5
(p.95)</td><td>Insert new policy:

Mixed-use hotel projects with a residential component will be considered, generally up to the maximum building height for the policy area. Overall density will be determined by urban design performance. Where strata residential housing is included, the strata residential component of the building should generally not exceed the maximum density for a 100% strata residential project allowed in this policy area. Hotel and supporting commercial uses will count toward non-residential (job space) requirements. Projects will be required to demonstrate a viable and substantive hotel component (a minimum of approximately 3.0 FSR or 200 rooms).</td><td>To enable rezoning for mixed-use hotel and residential developments in this Broadway station area.</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>8.6.5
(p.99)</td><td>Delete:

<s>There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.</s></td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>8.6
(p.98)</td><td>Insert new policy:

Mixed-use hotel projects with a residential component will be considered, generally up to the maximum building height for the policy area. Overall density will be determined by urban design performance. Where strata residential housing is included, the strata residential component of the building should generally not exceed the maximum density for a 100% strata residential project allowed in this policy area. Hotel and supporting commercial uses will count toward non-residential (job space) requirements. Projects will be required to demonstrate a viable and substantive hotel component (a minimum of approximately 3.0 FSR or 200 rooms).</td><td>To enable rezoning for mixed-use hotel and residential developments in this Broadway shoulder area.</td></tr>
<tr><td>8.7.1
(p.101)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="2">Broadway/Arbutus South - Area C</th><th>KBAC</th></tr>
<tr><td>Uses</td><td colspan="3">Retail/service, hotel, residential</td></tr>
<tr><td>Option/Tenure</td><td>Secured rental and below-market rental housing</td><td>Strata ownership housing</td><td>Hotel development</td></tr>
<tr><td>Max Height*</td><td colspan="3">20 storeys</td></tr>
<tr><td>Max Density*</td><td colspan="3">6.5 FSR</td></tr>
<tr><td>Min frontage**</td><td colspan="3">36.6 m (120 ft.). Sites with less frontage may be considered on the east side of Arbutus Street.</td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).
• <s>*Achievable height and density may be limited on the east side of Arbutus Street given the shallow/constrained lots.</s></td><td>• Development should contribute towards community amenities.
• <s>*Achievable height and density may be limited on the east side of Arbutus Street given the shallow/constrained lots.</s></td><td></td></tr>
<tr><td></td><td colspan="3">• *Achievable height and density may be limited on the east side of Arbutus Street given the shallow/constrained lots.
• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td></tr>
</table>
</td><td>To enable rezoning for hotel developments in this mixed-use area.

To reduce duplication of the note regarding shallow/ constrained lots.</td></tr>
<tr><td>8.7.4
(p.101)</td><td>Delete:

<s>There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.</s></td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>8.8.4
(p.103)</td><td>Delete:

<s>There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.</s></td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>8.8
(p.102)</td><td>Insert new policy:

For sites adjacent to the Arbutus Greenway, encourage active ground floor retail/service uses that front onto the Arbutus Greenway.</td><td>To encourage commercial uses in new development that activate and serve users of the Arbutus Greenway.</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>8.9.1
(p.105)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="2">Broadway/Arbutus South – Area E</th><th>KBAE</th></tr>
<tr><td>Uses</td><td colspan="3">Retail/service, hotel, residential</td></tr>
<tr><td>Option/Tenure</td><td>Secured rental and below-market rental housing</td><td>Hotel development</td><td>Secured market rental or hotel development</td></tr>
<tr><td>Max Height</td><td colspan="2">18 storeys</td><td>6 storeys</td></tr>
<tr><td>Max Density</td><td colspan="2">5.5 FSR</td><td>3.5-3.7 FSR</td></tr>
<tr><td>Min frontage</td><td colspan="3">36.6 m (120 ft.). Sites with lesser frontage may be considered on the east side of Arbutus Street.</td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</td><td></td><td></td></tr>
<tr><td></td><td colspan="3">• *Achievable height and density may be limited on the east side of Arbutus Street given the shallow/constrained lots.
• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td></tr>
</table></td><td>To enable rezoning for hotel developments in this mixed-use area.

To add a 6-storey secured market rental option.</td></tr>
<tr><td>8.10
(p.107)</td><td>Insert new policy:

For sites within defined TOAs (see Chapter 7), rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.</td><td>Addition of 3.0 FSR 8-storey option to align with the TOA legislative requirements.</td></tr>
<tr><td>8.10
(p.107)</td><td>Insert new policy:

For sites adjacent to the Arbutus Greenway, encourage active ground floor retail/service uses that front onto the Arbutus Greenway.</td><td>To encourage commercial uses in new development that activate and serve users of the Arbutus Greenway.</td></tr>
<tr><td>8.11
(p.109)</td><td>Insert new policy:

For sites within defined TOAs (see Chapter 7), rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.</td><td>Addition of 3.0 FSR 8-storey option to align with the TOA legislative requirements.</td></tr>
<tr><td>8.11.2
(p.110)</td><td>Amend:

~~There will be a maximum of two towers per block (street-to-street, including any laneways) in the Kitsilano South Area B policy area. For blocks located in both Kitsilano South Area B and another policy area, only towers in Kitsilano South Area B shall be counted toward the maximum. However, for the northern block faces along 10th Avenue and the northern block face along 13th Avenue (between Vine and Maple Streets), only one tower will be allowed on the Kitsilano South Area B block face.~~

For limits on the number of towers permitted on a block or block face, refer to XX Tower Limit Policies.</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>8.11.3
(p.110)</td><td>Amend:

Minor increases in height and density will be considered for delivery of ground floor local-serving retail/service uses or childcare. In tower forms, additional density should be limited to approximately 0.3 FSR. The combined floor area for retail/service uses should be a minimum of 139 m^2 (1,500 $ft.^2$), or for childcare a minimum of 186 m^2 (2,000 $ft.^2$).</td><td>To provide clarity on additional height and density.</td></tr>
<tr><td>8.11
(p.109)</td><td>Insert new policy:

For sites adjacent to the Arbutus Greenway, encourage active ground floor retail/service uses that front onto the Arbutus Greenway.</td><td>To encourage commercial uses in new development that activate and serve users of the Arbutus Greenway.</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>8.12.1
(p.112)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th>Kitsilano South - Area C</th><th>KKSC</th></tr>
<tr><td>Uses</td><td colspan="2">Retail/service, office, hotel, residential</td></tr>
<tr><td>Option/Tenure</td><td>Secured rental housing or hotel development</td><td>Market strata housing or office</td></tr>
<tr><td>Max Height</td><td>6 storeys</td><td>4 storeys</td></tr>
<tr><td>Max Density</td><td>3.5-3.7 FSR</td><td>2.5 FSR</td></tr>
<tr><td>Notes</td><td colspan="2">• Refer to the C-2 or C-2B zoning districts and associated guidelines for details on allowable uses, height, and density.</td></tr>
</table></td><td>To enable rezoning for hotel developments in this mixed-use village area.</td></tr>
<tr><td>8.12.2
(p.112)</td><td>Amend:

Rezoning applications will generally not be considered in this area under the Broadway Plan ~~All~~ and development should conform with the site’s zoning designation (either the C-2 or C-2B zoning district) and any associated design guidelines. However, rezoning applications can be considered for:
• hotel development; or,
• mixed-use residential projects where 100% of the residential floor area is secured rental or social housing, up to eight storeys.</td><td>To enable rezoning for hotel developments in this mixed-use village area and to align with the TOA legislative requirements.</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td colspan="3">9 Fairview</td></tr>
<tr><td>9.1.8
(p.120)</td><td>Delete:

<s>There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.</s></td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>9.1
(p.120)</td><td>Insert new policy:

Mixed-use hotel projects with a residential component will be considered, generally up to the maximum building height for the policy area. Overall density will be determined by urban design performance. Where strata residential housing is included, the strata residential component of the building should generally not exceed the maximum density for a 100% strata residential project allowed in this policy area. Hotel and supporting commercial uses will count toward non-residential (job space) requirements. Projects will be required to demonstrate a viable and substantive hotel component (a minimum of approximately 3.0 FSR or 200 rooms).</td><td>To enable rezoning for mixed-use hotel and residential developments in this Broadway station area.</td></tr>
<tr><td>9.2.1
(p.122)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="3">Granville/Burrard Slopes – Area B</th><th>FGBB</th></tr>
<tr><td>Uses:</td><td colspan="4">Retail/service, office, residential, cultural and institutional uses</td></tr>
<tr><td>Option/ Tenure</td><td>Secured market and below-market rental housing</td><td>Secured market rental housing</td><td>Office/hotel* development</td><td>Strata ownership housing</td></tr>
<tr><td>Max Height</td><td>30 storeys</td><td>30 storeys</td><td>24 storeys</td><td>20 storeys</td></tr>
<tr><td>Max Density</td><td>10.0 FSR</td><td>8.5 FSR</td><td>9.0 FSR</td><td>5.5 FSR</td></tr>
<tr><td>Min Frontage</td><td colspan="4">45.7 m (150 ft.)</td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).
• A minimum of <s>one level</s> two levels of non-residential uses (job space) <s>above the ground floor</s> is required. For sites along Broadway and Burrard Street, this is inclusive of the active ground floor retail/service uses required per 9.2.2.</td><td>• A minimum of <s>one level</s> two levels of non-residential uses (job space) <s>above the ground floor</s> is required. For sites along Broadway and Burrard Street, this is inclusive of the active ground floor retail/service uses required per 9.2.2.</td><td>• *Hotel maximum height per maximum height for secured rental. Up to 1.0 additional FSR for hotel can be considered.</td><td>• A minimum of <s>one level</s> two levels of non-residential uses (job space) <s>above the ground floor</s> is required. For sites along Broadway and Burrard Street, this is inclusive of the active ground floor retail/service uses required per 9.2.2.
• Development should contribute towards community amenities.</td></tr>
<tr><td></td><td colspan="4">• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td></tr>
</table>
</td><td>To provide clarity on the requirements for non-residential uses (job space).</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>9.2.5
(p.123)</td><td>Delete:

<s>There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.</s></td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>9.2
(p.121)</td><td>Insert new policy:

Mixed-use hotel projects with a residential component will be considered, generally up to the maximum building height for the policy area. Overall density will be determined by urban design performance. Where strata residential housing is included, the strata residential component of the building should generally not exceed the maximum density for a 100% strata residential project allowed in this policy area. Hotel and supporting commercial uses will count toward non-residential (job space) requirements. Projects will be required to demonstrate a viable and substantive hotel component (a minimum of approximately 3.0 FSR or 200 rooms).</td><td>To enable rezoning for mixed-use hotel and residential developments in this Broadway shoulder area.</td></tr>
<tr><td>9.3.1
(p.125)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="2">Granville/Burrard Slopes – Area C</th><th>FGBC</th></tr>
<tr><td>Uses</td><td colspan="3">Retail/service, office, hotel, residential, cultural</td></tr>
<tr><td>Option/Tenure</td><td>Strata ownership housing</td><td>Secured market and below-market rental housing</td><td>Hotel development</td></tr>
<tr><td>Max Height</td><td colspan="3">25 storeys</td></tr>
<tr><td>Max Density</td><td colspan="3">8.0 FSR</td></tr>
<tr><td>Notes</td><td>• Development should contribute towards community amenities, with preference for the following:
• 20% of the residential floor area delivered as turnkey social housing units to the City; or,
• Other in-kind amenities (e.g. cultural facility, childcare).
• A minimum of two levels of non-residential uses (job space) is required.</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).
• A minimum of two levels of non-residential uses (job space) is required.</td><td></td></tr>
</table>
</td><td>To enable rezoning for hotel developments in this mixed-use area.</td></tr>
<tr><td>9.3.4
(p.125)</td><td>Delete:

<s>There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.</s></td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>9.4.1
(p.127)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="2">Granville/Burrard Slopes – Area D</th><th>FGBD</th></tr>
<tr><td>Uses</td><td colspan="3">Retail/service, hotel, residential, cultural</td></tr>
<tr><td>Option/ Tenure</td><td>Secured market and below-market rental housing</td><td>Strata ownership housing</td><td>Hotel development</td></tr>
<tr><td>Max Height</td><td colspan="3">~~5-10 storeys~~ 25 storeys</td></tr>
<tr><td>Max Density</td><td colspan="3">~~3.5-4.5 FSR~~ 8.0 FSR</td></tr>
<tr><td>Min Frontage</td><td colspan="3">~~30.5 m (100 ft.)~~ 36.6 m (120 ft.)</td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</td><td>• Development should contribute towards community amenities.</td><td></td></tr>
<tr><td></td><td colspan="3">• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.
• Achievable height and density may be lower where height is restricted by view cones.</td></tr>
</table></td><td>To enable rezoning for hotel developments in this mixed-use area.

Addition of 8.0 FSR 25-storey option to align with and exceed the TOAs legislative requirements.</td></tr>
<tr><td>9.4.4
(p.127)</td><td>Delete:

~~There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.~~</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>9.5.1
(p.129)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="3">Granville/Burrard Slopes – Area E</th><th>FGBE</th></tr>
<tr><td>Uses</td><td colspan="4">Retail/service, office, hotel, residential</td></tr>
<tr><td>Option/Tenure</td><td>Secured market and below-market rental housing</td><td>Strata ownership housing with a minimum 20% of residential floor area secured as non-profit social housing.</td><td>Hotel development</td><td>Sites fronting ~~Burrard Street or~~ West 6th Avenue: strata ownership housing contributing towards community amenities.</td></tr>
<tr><td>Max Height</td><td colspan="3">20 storeys</td><td>~~5-10 storeys~~ 6-12 storeys</td></tr>
<tr><td>Max Density</td><td colspan="3">7.5 FSR</td><td>3.5-4.5 FSR</td></tr>
<tr><td>Min Frontage</td><td colspan="3">45.7 m (150 ft)</td><td>45.7 m (150 ft.) ~~or 30.5 m (100 ft.) for sites fronting Burrard Street .~~</td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</td><td></td><td></td><td>• ~~Building heights along Burrard Street are restricted by the C-3A Burrard Street View. Achievable density along Burrard will depend on height restrictions and urban design performance.~~
• Provides a development option where solar access requirements south of Burrard Slopes Park limit the achievable height and density.
• Can only be considered on sites without existing rental housing units.</td></tr>
</table></td><td>To enable a rezoning option for secured market rental and below-market rental housing.

To enable rezoning for hotel developments in this residential mixed-use area.

To align with the amendments to integrate and repeal the C-3A Guidelines.</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>9.5.2
(p.129)</td><td>Insert:
A minimum 0.25 FSR of retail/service or office uses is required for sites off Burrard Street.</td><td>Clarification for 0.25 FSR job space requirement.</td></tr>
<tr><td>9.5.5
(p.129)</td><td>Delete:

~~There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.~~</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>9.6.1
(p.131)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="2">Granville/Burrard Slopes – Area F</th><th>FGBF</th></tr>
<tr><td>Uses</td><td colspan="3">Retail/service, hotel, residential</td></tr>
<tr><td>Option/ Tenure</td><td>Secured market and below-market rental housing</td><td>Strata ownership housing</td><td>Hotel development</td></tr>
<tr><td>Max Height</td><td colspan="3">~~5-10 storeys~~ 20 storeys</td></tr>
<tr><td>Max Density</td><td colspan="3">~~3.5-4.5 FSR~~ 6.5 FSR</td></tr>
<tr><td>Min Frontage</td><td colspan="3">~~30.5 m (100 ft)~~ 36.6 m (120 ft.)</td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</td><td>• Development should contribute towards community amenities.</td><td></td></tr>
<tr><td></td><td colspan="3">• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.
• ~~*Building heights along Burrard Street are restricted by the C-3A Burrard Street View. Achievable density will depend on height restrictions and urban design performance.~~</td></tr>
</table>
</td><td>Amend to 6.5 FSR 20-storeys to align with the land use policy for adjacent areas and with the amendments to integrate and repeal the C-3A Guidelines.

To enable rezoning for hotel developments in this mixed-use area.</td></tr>
<tr><td>9.6.2
(p.131)</td><td>Insert:

Require continuous active ground floor retail/service uses along Burrard Street and West 4th Avenue.</td><td>To clarify sites on West 4th Avenue are also required to have continuous active ground floor retail/service uses along that frontage.</td></tr>
<tr><td>9.6
(p.130)</td><td>Insert new policy:

For sites adjacent to the Arbutus Greenway, encourage active ground floor retail/service uses that front onto the Arbutus Greenway.</td><td>To encourage commercial uses in new development that activate and serve users of the Arbutus Greenway.</td></tr>
<tr><td>9.7.1
(p.133)</td><td>Amend:

Uses: Industrial, office, hotel, retail/service, cultural and institutional</td><td>To enable rezoning for hotel developments in this employment area close to Granville Island.</td></tr>
<tr><td>9.7.5</td><td>Insert new policy:

Consider rezoning for 100% hotel use up to 4.5 FSR (can include complementary non-residential uses), with no minimum industrial use requirement. Flexibility in maximum building height and density can be considered to support hotel project viability.</td><td>To enable rezoning for hotel developments in this employment area close to Granville Island.</td></tr>
<tr><td>9.7.6</td><td>Insert new policy:

For sites adjacent to the Arbutus Greenway, encourage active ground floor retail/service uses that front onto the Arbutus Greenway.</td><td>To encourage commercial uses in new development that activate and serve users of the Arbutus Greenway.</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>9.8.1
(p.136)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th>West 4th Village</th><th>FW4A</th></tr>
<tr><td>Uses</td><td colspan="2">Retail/service, office, hotel, residential</td></tr>
<tr><td>Option/Tenure</td><td>Secured rental housing or hotel development</td><td>Strata ownership housing or office</td></tr>
<tr><td>Max Height</td><td>6 storeys</td><td>4 storeys</td></tr>
<tr><td>Max Density</td><td>3.5-3.7 FSR</td><td>2.5 FSR</td></tr>
<tr><td>Notes</td><td colspan="2">• Refer to the C-2B zoning districts and associated guidelines for details on allowable uses, height, and density.</td></tr>
</table></td><td>To enable rezoning for hotel developments in this mixed-use village area.</td></tr>
<tr><td>9.8.2
(p.136)</td><td>Amend:

Rezoning applications will generally not be considered in this area under the Broadway Plan ~~All~~ and development should conform with the C-2B zoning district and any associated design guidelines. However, rezoning applications may be considered for:
• hotel development; or,
• mixed-use residential projects where 100% of the residential floor area is secured rental or social housing, up to eight storeys.</td><td>To enable rezoning for hotel developments in this mixed-use village area.</td></tr>
<tr><td>9.9.2
(p.139)</td><td>Amend:

~~There will be a maximum of two towers per block (street to street, including any laneways). On blocks with two or more existing towers constructed prior to adoption of the Broadway Plan, one additional tower will be considered. However, for the northern block faces along 10th Avenue and the northern block face along 13th Avenue between Oak Street and Laurel Street, only one tower will be allowed on the Fairview South Area A block face.~~

For limits on the number of towers permitted on a block or block face refer to XX Tower Limit Policies.</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>9.9.(p.138)</td><td>Insert new policy:

For sites within defined TOAs (see Chapter 7), rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.</td><td>Addition of 3.0 FSR 8-storey option to align with TOA legislative requirements.</td></tr>
<tr><td>9.9.3
(p.139)</td><td>Amend:

Minor increases in height and density will be considered for delivery of ground floor local-serving retail/service uses or childcare. In tower forms, additional density should be limited to approximately 0.3 FSR. The combined floor area for retail/service uses should be a minimum of 139 m^2 (1,500 $ft.^2$), or for childcare a minimum of 186 m^2 (2,000 $ft.^2$).</td><td>To provide clarity on additional height and density.</td></tr>
<tr><td>9.10.2
(p.142)</td><td>Amend:

~~There will be a maximum of two towers per block (street to street, including any laneways). On blocks with two or more existing towers constructed prior to adoption of the Broadway Plan, one additional tower will be considered. There will be a maximum of one additional tower on the block face on the south side of West 14th Avenue between Oak and Spruce streets. For the areas east of Oak Street, number of towers per block shall be counted in conjunction with the remainder of the block located in Uptown South~~.

For limits on the number of towers permitted on a block or block face, refer to XX Tower Limit Policies.</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>9.10.3
(p.142)</td><td>Amend:

Minor increases in height and density will be considered for delivery of ground floor local-serving retail/service uses or childcare. In tower forms, additional density should be limited to approximately 0.3 FSR. The combined floor area for retail/service uses should be a minimum of 139 m^2 (1,500 $ft.^2$), or for childcare a minimum of 186 m^2 (2,000 $ft.^2$).</td><td>To provide clarity on additional height and density.</td></tr>
</table>

Plan Section	Proposed Amendment	Rationale
9.10 (p.141)	Insert new policy: For sites within defined TOAs (see Chapter 7), rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.	Addition of 3.0 FSR 8-storey option to align with TOA legislative requirements.
9.11 (p.144)	Insert new policy: For sites within defined TOAs (see Chapter 7), rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.	Addition of 3.0 FSR 8-storey option to align with TOA legislative requirements.
9.12.2 (p.147)	Amend: ~~There will be a maximum of one tower on this block face in the Fairview South Area D portion.~~ For limits on the number of towers permitted on a block or block face, refer to XX Tower Limit Policies.	To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).
9.12.3 (p.147)	Amend: Minor increases in height and density will be considered for delivery of ground floor local-serving retail/service uses or childcare. In tower forms, additional density should be limited to approximately 0.3 FSR. The combined floor area for retail/service uses should be a minimum of 139 m^2 (1,500 $ft.^2$), or for childcare a minimum of 186 m^2 (2,000 $ft.^2$).	To provide clarity on additional height and density.
9.12 (p.146)	Insert new policy: For sites within defined TOAs (see Chapter 7), rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.	Addition of 3.0 FSR 8-storey option to align with TOA legislative requirements.
9.14.1 (p.152)	Amend: Uses Retail/service, office, hotel, residential, cultural	Hotel and cultural uses are already permitted in the existing C-3A zoning so this would clarify that in the Plan.
9.14.2 (p.152)	Amend: Rezoning applications will generally not be considered in this area under the Broadway Plan and development allowances should be in accordance with the current C-3A zoning ~~and any associated design guidelines.~~ However: • For sites within 200 metres of the SkyTrain Station defined as TOAs (see Chapter 7), rezoning will be considered up to 20 storeys and 5.0 FSR for secured market rental housing with a minimum of 20% of the residential floor area secured at below-market rents. • For sites within 400 metres of the SkyTrain Station defined as TOAs (see Chapter 7), rezoning will be considered up to 12 storeys and 4.0 FSR for secured market rental housing with a minimum of 20% of the residential floor area secured at below-market rents. • For sites within 800 metres of the SkyTrain Station defined as TOAs (see Chapter 7), rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.	Addition of 5.0 FSR 20-storey, 4.0 FSR 12-storey, and 3.0 FSR 8-storey options to align with TOA legislative requirements.
Key map for Fairview Slopes	Delete and replace key map for Fairview Slopes, as shown in item 5 below.	To reflect the Fairview Slopes - Area A and Fairview Slopes - Area B policy areas boundary changes
Key map for Fairview Slopes – Area A	Delete and replace key map for Fairview Slopes Area A, as shown in item 6 below.	To reflect the Fairview Slopes - Area A and Fairview Slopes - Area B policy areas boundary changes

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>9.15.1
(p.155)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="4">Fairview Slopes – Area A</th><th>FSLA</th></tr>
<tr><td>Uses</td><td colspan="5">Residential, retail/service, hotel</td></tr>
<tr><td>Option/ Tenure</td><td colspan="2">Secured market rental housing or social housing</td><td colspan="2">Strata ownership housing, limited to sites without existing purpose-built rental or social housing</td><td>Hotel development, limited to sites without existing purpose-built rental or social housing</td></tr>
<tr><td></td><td>Tower form</td><td>Non-tower form</td><td>Tower form</td><td>Non-tower form</td><td></td></tr>
<tr><td>Max Height</td><td>12 storeys</td><td>3-6 storeys</td><td>12 storeys</td><td>3-6 storeys</td><td>12 storeys</td></tr>
<tr><td>Max Density</td><td>4.0 FSR</td><td>1.0-2.7 FSR</td><td>4.0 FSR</td><td>1.0-2.7 FSR</td><td>4.0 FSR</td></tr>
<tr><td>Min Frontage</td><td>45.7 m (150 ft.)</td><td>Variable - refer to Built Form and Site Design (Chapter 11)</td><td>45.7 m (150 ft.)</td><td>Variable - refer to Built Form and Site Design (Chapter 11)</td><td>45.7 m (150 ft.)</td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).
• For existing social housing sites, 100% of the residential floor area must be social housing.
• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td><td>• Applies where a tower cannot be achieved due to lot conditions or policy 9.15.2. Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).
• For existing social housing sites, 100% of the residential floor area must be social housing.</td><td>• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td><td>• Applies where a tower cannot be achieved due to lot conditions or policy 9.15.2.
• Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</td><td>• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td></tr>
<tr><td></td><td colspan="5">• “Existing purpose-built rental or social housing” refers to sites where rental housing replacement requirements apply per the Rental Housing Stock Official Development Plan.</td></tr>
</table>
</td><td>To enable rezoning for hotel developments in areas near Broadway and rapid transit.</td></tr>
<tr><td>9.15
(p.154)</td><td>Insert new policy:

For sites within 200 metres of a SkyTrain station (see Chapter 7), rezoning will be considered up to 20 storeys and 6.5 FSR for:
• secured market rental housing with 20% of the residential floor area secured at below-market rents;
• strata ownership housing with 20% of the residential floor area to be delivered as turnkey social housing units to the City (limited to sites without existing purpose-built rental or social housing); or,
• 100% social housing.
Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.</td><td>To add higher density options within 200 metres of SkyTrain stations to align with and exceed the TOA legislative requirements.</td></tr>
<tr><td>9.15.2
(p.156)</td><td>Amend:

~~There will be a maximum of two towers per block (street to street, including any laneways). However, for the southern block faces along 7th Avenue, only one tower will be allowed on the Fairview Slopes Area A block face.~~

For limits on the number of towers permitted on a block or block face, refer to XX Tower Limit Policies.</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
</table>

Plan Section	Proposed Amendment	Rationale
9.15.3 (p.156)	Amend: Minor increases in height and density will be considered for delivery of ground floor local-serving retail/service uses or childcare. In tower forms, additional density should be limited to approximately 0.3 FSR. The combined floor area for retail/service uses should be a minimum of 139 m^2 (1,500 $ft.^2$), or for childcare a minimum of 186 m^2 (2,000 $ft.^2$).	To provide clarity on additional height and density.
9.16 (p.157-158)	Delete Fairview Slopes – Area B section and associated policies	Portions of Area B of Fairview Slopes are within 400 metres of the future Oak – VGH Station or South Granville Station where the TOA legislative requirements have a minimum height and density of 12 storeys and 4.0 FSR. This aligns with the FSLA policy area height and density so FSLA and FSLB policy areas are merged as one policy area.

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>9.17.1
(p.160)</td><td>Amend policy table:

~~FSLC~~ FSLB Policy Summary Table

<table>
<tr><th>Policy Area</th><th colspan="4">Fairview Slopes – ~~Area C~~ Area B</th><th>~~FSLC~~ FSLB</th></tr>
<tr><td>Uses</td><td colspan="5">Retail/service, office, hotel, residential</td></tr>
<tr><td>Option/Tenure</td><td colspan="2">Secured market rental housing or social housing ~~and below-market rental~~</td><td colspan="2">Strata ownership housing, limited to sites without existing purpose-built rental or social housing</td><td>Hotel development, limited to sites without existing purpose-built rental or social housing</td></tr>
<tr><td></td><td>Tower form</td><td>Non-tower form</td><td>Tower form</td><td>Non-tower form</td><td></td></tr>
<tr><td>Max Height</td><td>20 storeys</td><td>3-6 storeys</td><td>20 storeys</td><td>3-6 storeys</td><td>20 storeys</td></tr>
<tr><td>Max Density</td><td>7.0 FSR</td><td>1.0-2.7 FSR</td><td>7.0 FSR</td><td>1.0-2.7 FSR</td><td>7.0 FSR</td></tr>
<tr><td>Min Frontage</td><td>45.7 m (150 ft.)</td><td>Variable - refer to Built Form and Site Design (Chapter 11)</td><td>45.7 m (150 ft.)</td><td>Variable - refer to Built Form and Site Design (Chapter 11)</td><td>45.7 m (150 ft.)</td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).
• For existing social housing sites, 100% of the residential floor area must be social housing.
• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td><td>• Applies where a tower cannot be achieved due to lot conditions.
• Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).
• For existing social housing sites, 100% of the residential floor area must be social housing.</td><td>• A minimum of 20% of the residential floor area is required to be delivered as turnkey social housing units to the City.
• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td><td>• Applies where a tower cannot be achieved due to lot conditions.
• Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</td><td>• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td></tr>
<tr><td></td><td colspan="5">• “Existing purpose-built rental or social housing” refers to sites where rental housing replacement requirements apply per the Rental Housing Stock Official Development Plan.</td></tr>
</table>
</td><td>To add social housing development options in this area.

To add non-tower development options for smaller sites.

To enable rezoning for hotel developments in areas near Broadway and rapid transit.</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>9.18.1
(p.163)</td><td>Amend policy table:

<table>
<tr><td>Policy Area</td><td colspan="3">Broadway Shoulder Area West</td><td>FBSA</td></tr>
<tr><td>Uses</td><td colspan="4">Retail/service, office, residential</td></tr>
<tr><td>Option/ Tenure</td><td>Secured market and below-market rental housing</td><td>Secured market rental housing</td><td>Office/hotel* development</td><td>Strata ownership housing</td></tr>
<tr><td>Max Height</td><td>30 storeys</td><td>30 storeys</td><td>24 storeys</td><td>20 storeys</td></tr>
<tr><td>Max Density</td><td>10.0 FSR</td><td>8.5 FSR</td><td>9.0 FSR</td><td>5.5 FSR</td></tr>
<tr><td>Min Frontage</td><td>45.7 m (150 ft.)</td><td></td><td></td><td></td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).
• A minimum of ~~one level~~ two levels of non-residential uses (job space) ~~above the ground floor~~ is required. For sites along Broadway, this is inclusive of the active ground floor retail/service uses required per 9.17.2.</td><td>• A minimum of ~~one level~~ two levels of non-residential uses (job space) ~~above the ground floor~~ is required. For sites along Broadway, this is inclusive of the active ground floor retail/service uses required per 9.17.2.</td><td>• *Hotel maximum height per maximum height for secured rental. Up to 1.0 additional FSR for hotel can be considered.</td><td>• A minimum of ~~one level~~ two levels of non-residential uses (job space) ~~above the ground floor~~ is required. For sites along Broadway, this is inclusive of the active ground floor retail/service uses required per 9.17.2.
• Development should contribute towards community amenities.</td></tr>
</table>
</td><td>To provide clarity on the requirements for non-residential uses (job space).</td></tr>
<tr><td>9.18.5
(p.163)</td><td>Delete:

~~There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.~~</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>9.18
(p.162)</td><td>Insert new policy:

Mixed-use hotel projects with a residential component will be considered, generally up to the maximum building height for the policy area. Overall density will be determined by urban design performance. Where strata residential housing is included, the strata residential component of the building should generally not exceed the maximum density for a 100% strata residential project allowed in this policy area. Hotel and supporting commercial uses will count toward non-residential (job space) requirements. Projects will be required to demonstrate a viable and substantive hotel component (a minimum of approximately 3.0 FSR or 200 rooms).</td><td>To enable rezoning for mixed-use hotel and residential developments in this Broadway shoulder area.</td></tr>
<tr><td>9.19.1
(p.166)</td><td>Amend:

<table>
<tr><td>Policy Area</td><td>Uptown/Cambie North – Area A</td><td>FUCA</td></tr>
<tr><td>Uses</td><td colspan="2">Retail/service, office, hotel, cultural and institutional uses</td></tr>
<tr><td>Max Height</td><td colspan="2">Can generally be considered up to 122m (400 ft.) or up to the underside of Queen Elizabeth Park View sections 3.2.1-3.2.3 (if more/less restrictive), except where other view cones or helicopter flight paths are more restrictive.</td></tr>
<tr><td>Max Density</td><td colspan="2">Achievable density will depend on view cone and helicopter flight path height restrictions and urban design performance.</td></tr>
<tr><td>Notes</td><td colspan="2">• Primary focus on office and hotel uses.
• For sites on the east side of Cambie Street, a front yard setback of 7.6 m along Cambie Street should be established to create a generous pedestrian circulation area.</td></tr>
</table>
</td><td>To enable consideration of buildings greater than 400 ft. up to the underside of the Queen Elizabeth Park View 3.2.2.

Addition of location-specific front yard setback requirement from the Cambie Street (East Side) C-3A Guidelines, which are proposed to be repealed.</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>9.20
(p.168)</td><td>Amend:

9.20 Large and Unique Site: Vancouver General Hospital (VGH) Campus

Intent

Support the ongoing expansion and development of the campus with additional hospital and health care uses, associated agencies and offices, medical and biotech institutions, related retail/service uses, hotel and the provision of significant public open space.</td><td>To enable consideration of hotel uses within the VGH Campus.</td></tr>
<tr><td>9.20.3
(p.169)</td><td>Amend:

On the north side of West 10th Avenue (from Oak to Willow streets), consider additional density and height up to 106.7 m (350 ft.) or the underside of Queen Elizabeth Park View sections 3.2.1-3.2.3 (if more restrictive), except where helicopter flight paths are more restrictive, for office, hotel and institutional uses (recognizing rental replacement requirements per the Rental Housing Stock Official Development Plan).</td><td>To enable consideration of rezoning for hotel developments within the VGH Campus on the north side of West 10th Avenue.</td></tr>
<tr><td>9.21.1
(p.171)</td><td>Amend:

<table>
<tr><th>Policy Area</th><th>Uptown/Cambie North – Area C</th><th>FUCC</th></tr>
<tr><td>Uses</td><td colspan="2">Retail/service, office, hotel, residential, cultural and institutional uses</td></tr>
<tr><td>Option/Tenure</td><td>Secured market and below-market rental housing</td><td>Office/Hotel</td></tr>
<tr><td>Max Height</td><td colspan="2">~~Can be considered up to the underside of the most restrictive view cone.~~ Can generally be considered up to 122m (400 ft.) or up to the underside of Queen Elizabeth Park View sections 3.2.1-3.2.3 (if more restrictive), except where other view cones or helicopter flight paths are more restrictive.</td></tr>
<tr><td>Max Density</td><td colspan="2">Achievable density will depend on view cone height restrictions and urban design performance.</td></tr>
<tr><td>Min Frontage</td><td colspan="2">45.7 m (150 ft.)</td></tr>
<tr><td>Notes</td><td>• Explore opportunities to secure a portion of the residential floor area at below-market rents (see Chapter 12 for details), where feasible.
• A minimum of 3.0 FSR of non-residential uses (job space) is required.</td><td></td></tr>
<tr><td></td><td colspan="2">• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.
• For sites on the east side of Cambie Street, a front yard setback of 7.6 m along Cambie Street should be established to create a generous pedestrian circulation area.</td></tr>
</table>
</td><td>To enable a greater mix of building uses.

Addition of location-specific front yard setback requirement from the Cambie Street (East Side) C-3A Guidelines, which are proposed to be repealed.</td></tr>
<tr><td>9.22
(p.172)</td><td>Amend:

Large and Unique Site: Civic District (City Hall)

Intent

Support the expansion of the Civic District with new office, hotel, retail/service, residential, cultural and institutional uses to meet the evolving needs of the city’s residents.</td><td>To enable consideration of additional uses to align with the new Civic District policies.</td></tr>
<tr><td>9.22</td><td>Insert:

See Broadway Plan Appendix A: Civic District Site Policies for site specific policy directions for the FCHD Policy Area.</td><td>An appendix to the Broadway Plan has been prepared that provides detailed policy directions for the Civic District. A similar approach will be taken for future Large and Unique sites as planning is completed.</td></tr>
</table>

Plan Section	Proposed Amendment	Rationale
9.22.1	Delete: ~~Support master planning for the Civic District to:~~ ~~**a)** Provide additional job space (meeting the City's long-term needs for public serving and administrative spaces) and an enhanced public service hub;~~ ~~**b)** Enhance the public realm and deliver other public benefits,~~ ~~**c)** Improve connections to the Broadway Subway and Canada Line at Broadway-City Hall Station; and,~~ ~~**d)** Enhance its civic identity including that of a City of Reconciliation.~~	This policy is superseded by the new *Broadway Plan Appendix A: Civic District Site Policies*
9.22.2	Delete: ~~Full overbuild of the airspace above the Broadway-City Hall Station entrance is strongly encouraged for rezoning of properties including and connected to the Broadway-City Hall Station site. Other transit supportive urban design and mobility enhancements, including a bike mobility hub (safe, secure bike parking with end-of-trip facilities) with good active transportation connection, should also be provided.~~	This policy is superseded by the new *Broadway Plan Appendix A: Civic District Site Policies*
9.23.2 (p.176)	Amend: ~~9.23.2 There will be a maximum of two towers per block (street to street, including any laneways). However, for the block east of Ash Street, one additional tower will be considered in Uptown South Area A.~~ For limits on the number of towers permitted on a block or block face, refer to XX Tower Limit Policies.	To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).
9.23.3 (p.176)	Amend: Minor increases in height and density will be considered for delivery of ground floor local-serving retail/service uses or childcare. In tower forms, additional density should be limited to approximately 0.3 FSR. The combined floor area for retail/service uses should be a minimum of 139 m^2 (1,500 $ft.^2$), or for childcare a minimum of 186 m^2 (2,000 $ft.^2$).	To provide clarity on additional height and density.
9.23 (p.175)	Insert new policy: For sites within defined TOAs (see Chapter 7), rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.	Addition of 3.0 FSR 8-storey option to align with TOA legislative requirements.
9.24.2 (p.178)	Amend: ~~There will be a maximum of two towers per block (street to street, including any laneways) in Uptown South Area B. For blocks located in both Uptown South Area B and another policy area, only towers in Uptown South Area B shall be counted toward the maximum. However, for the areas between Oak Street, Laurel Street, 13th Avenue, and 15th Avenue, number of towers per block shall be counted in conjunction with the remainder of the block located in Fairview South.~~ For limits on the number of towers permitted on a block or block face, refer to XX Tower Limit Policies.	To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).
9.24.3 (p.178)	Amend: Minor increases in height and density will be considered for delivery of ground floor local-serving retail/service uses or childcare. In tower forms, additional density should be limited to approximately 0.3 FSR. The combined floor area for retail/service uses should be a minimum of 139 m^2 (1,500 $ft.^2$), or for childcare a minimum of 186 m^2 (2,000 $ft.^2$).	To provide clarity on additional height and density.
9.24 (p.177)	Insert new policy: For sites within defined TOAs (see Chapter 7), rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.	Addition of 3.0 FSR 8-storey option to align with TOA legislative requirements.

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>9.25.1
(p.181)</td><td>Amend policy table:

FUSC Policy Summary Table

<table>
<tr><th>Policy Area</th><th>Uptown South – Area C</th><th>FUSC</th></tr>
<tr><td>Uses</td><td colspan="2">Retail/service, residential</td></tr>
<tr><td>Option/Tenure</td><td>Strata ownership housing</td><td>Secured market and below-market rental</td></tr>
<tr><td>Max Height*</td><td colspan="2">~~12-15 storeys~~ 18 storeys</td></tr>
<tr><td>Max Density*</td><td colspan="2">~~4.0 - 5.5 FSR~~ 6.0 FSR</td></tr>
<tr><td>Min Frontage</td><td colspan="2">30.5 m (100 ft)</td></tr>
<tr><td>Notes</td><td>•Where there are existing rental housing units on site, a minimum of 20% of the residential floor area or the same number of existing rental units, whichever is greater, is required to be delivered as turnkey social housing units to the City.
•Where there is not existing rental housing on site and turnkey social housing units are not required, development should contribute towards community amenities.</td><td>•A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</td></tr>
<tr><td></td><td colspan="2">• ~~* Achievable height and density may be lower where height is restricted by view cones.~~</td></tr>
</table>
</td><td>To reflect the July 2024 view cone amendments that removed the lower sections of the Queen Elizabeth View 3.</td></tr>
<tr><td>9.25.3
(p.181)</td><td>Delete:

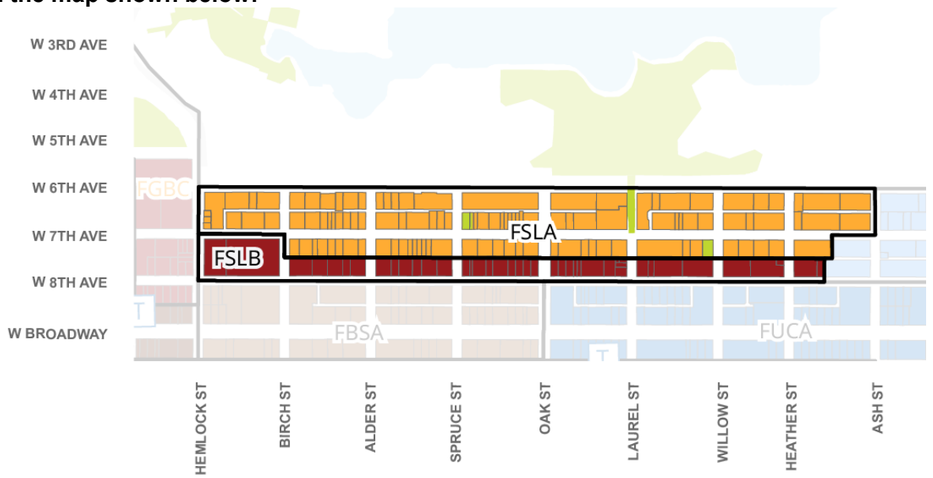
~~There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.~~</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>9.26.1
(p.183)</td><td>Amend policy table:

FUSD Policy Summary Table

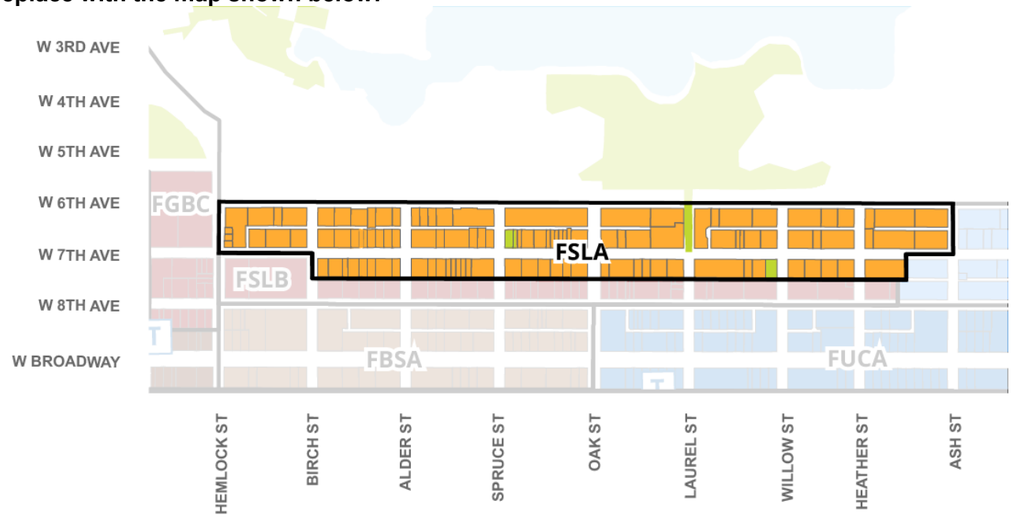
<table>
<tr><th>Policy Area</th><th>Uptown South – Area D</th><th>FUSD</th></tr>
<tr><td>Uses</td><td colspan="2">Retail/service, office, hotel, residential</td></tr>
<tr><td>Option/Tenure</td><td>Secured rental housing or hotel development</td><td>Strata ownership housing, or office</td></tr>
<tr><td>Max Height</td><td>6 storeys</td><td>4 storeys</td></tr>
<tr><td>Max Density</td><td>3.5 - 3.7 FSR</td><td>2.5 FSR</td></tr>
<tr><td>Notes</td><td>• Refer to the C-2 zoning districts and associated guidelines for details on allowable uses, height, and density.</td><td></td></tr>
</table>
</td><td>To enable rezoning for hotel developments in this mixed-use area.</td></tr>
<tr><td>9.26.2
(p.183)</td><td>Amend:

Rezoning applications will generally not be considered in this area under the Broadway Plan ~~All~~ and development should conform with the C-2 zoning district and any associated design guidelines. However, rezoning applications may be considered for:
• hotel development; or,
• mixed-use residential projects where 100% of the residential floor area is secured rental or social housing, up to eight storeys.</td><td>To enable rezoning for hotel developments in this mixed-use village area and to align with the TOA legislative requirements.</td></tr>
</table>

5. **Delete key map for Fairview Slopes and replace with the map shown below:**



6. **Delete key map for Fairview Slopes Area A and replace with the map shown below:**



<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td colspan="3">10 Mount Pleasant</td></tr>
<tr><td>10.1
(p.190)</td><td>Insert new policy:

Rezoning for mixed-use hotel and light industrial development will be considered, limited to sites with frontage on Yukon Street. Maximum building height can generally be considered up to 106.7 m (350 ft.) or up to the underside of Queen Elizabeth Park View 3 (if more restrictive), and achievable density will depend on urban design performance (a minimum of 1.5 FSR of industrial uses is required).</td><td>To enable rezoning for mixed-use hotel and light industrial developments in strategic locations of the Mt. Pleasant Industrial Area (i.e. close to rapid transit and/or commercial streets).</td></tr>
<tr><td>10.2.1
(p.193)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th>Mount Pleasant Industrial Area - Area B</th><th>MIAB</th></tr>
<tr><td>Uses</td><td>Industrial, office, hotel, service/retail, cultural, institutional</td><td></td></tr>
<tr><td>Option/ Tenure</td><td>Office, cultural, or institutional and industrial</td><td>Hotel development and industrial</td></tr>
<tr><td>Max Height</td><td colspan="2">35.1-38.1m (115-125 ft.)</td></tr>
<tr><td>Max Density</td><td colspan="2">5.0 FSR</td></tr>
<tr><td>Notes</td><td>• A minimum of 1.0 FSR of industrial uses is required.</td><td>• A minimum of 1.0 FSR of industrial uses is required.
• Flexibility in maximum building height and density can be considered to support hotel project viability.</td></tr>
</table>
</td><td>To enable rezoning for mixed-use hotel and light industrial developments in strategic locations of the Mt. Pleasant Industrial Area (i.e. close to rapid transit and/or commercial streets).</td></tr>
<tr><td>10.2.2</td><td>Amend:

<s>Maintain the permitted heights, densities and uses in the existing I-1A and I-1B District Schedules.</s> Rezoning applications will generally not be considered in this area under the Broadway Plan (except for hotel development) and development should be in accordance with the I-1A or I-1B zoning and any associated design guidelines.</td><td>To enable rezoning for mixed-use hotel and light industrial developments in strategic locations of the Mt. Pleasant Industrial Area (i.e. close to rapid transit and/or commercial streets).</td></tr>
<tr><td>10.3.1
(p.195)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th>Mount Pleasant Industrial Area - Area C</th><th>MIAC</th></tr>
<tr><td>Uses</td><td>Industrial, office, hotel, service/retail, cultural, institutional</td><td></td></tr>
<tr><td>Option/Tenure</td><td>Office, cultural, or institutional and industrial</td><td>Hotel development and industrial</td></tr>
<tr><td>Max Height</td><td colspan="2">46.5 m (152.5 ft.); 8-11 storeys</td></tr>
<tr><td>Max Density</td><td colspan="2">6.0 FSR</td></tr>
<tr><td>Notes</td><td></td><td>• A minimum of 2.0 FSR of industrial uses is required.
• Flexibility in maximum building height and density can be considered to support hotel project viability.</td></tr>
</table>
</td><td>To enable rezoning for mixed-use hotel and light industrial developments in strategic locations of the Mt. Pleasant Industrial Area (i.e. close to rapid transit and/or commercial streets).</td></tr>
<tr><td>10.3.2
(p.195)</td><td>Insert:

Maintain the permitted heights, densities and uses, as outlined in the I-1C Rezoning Policy and Guidelines and the associated I-1C District Schedule. Hotel projects may vary from the rezoning policy and guidelines.</td><td>To enable rezoning for mixed-use hotel and light industrial developments in strategic locations of the Mt. Pleasant Industrial Area (i.e. close to rapid transit and/or commercial streets).</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>10.4.1 (p.198)</td><td>Amend:

<table>
<tr><th>Policy Area</th><th colspan="2">Broadway Shoulder Area East - Area A (Consolidated C-3A/I-1 Zone Sites)</th><th>MBSA</th></tr>
<tr><td>Uses</td><td colspan="3">Retail/service, office, hotel, industrial, residential</td></tr>
<tr><td>Option/ Tenure</td><td colspan="2">Secured rental housing and industrial</td><td>Office/hotel* and industrial</td></tr>
<tr><td>Max Height**</td><td colspan="2">~~Height can generally be considered up to the underside of Queen Elizabeth Park View 3, except for the blocks from Yukon to Alberta and from Ontario to Quebec, where height up to the underside of Queen Elizabeth Park View sections 3.2.3-3.2.4 can be considered.~~ 30 storeys</td><td>24 storeys</td></tr>
<tr><td>Max Density</td><td colspan="3">Achievable density will depend on view cone height restrictions and urban design performance.</td></tr>
<tr><td>Min Frontage</td><td colspan="3">45.7 m (150 ft.).</td></tr>
<tr><td>Notes</td><td colspan="2">• Residential component must be on lands regionally designated as General Urban (C-3A zone, fronting Broadway).
• A minimum of 1.0 FSR of industrial uses is required on the I-1 zoned portion of the site.
• A minimum of 1.0 FSR of service, office or hotel uses is required across the entirety of the site. This is in addition to the ground floor retail/service uses required by policy 10.4.4.</td><td>• A minimum of 1.0 FSR of industrial uses on the I-1 zoned portion of the site is required.
• *Hotel maximum height per maximum height for secured rental.</td></tr>
<tr><td colspan="4">• **Maximum height up to the underside of Queen Elizabeth Park View sections 3.2.3-3.2.4 if more restrictive.
• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td></tr>
</table></td><td>To reflect the July 2024 view cone amendments that removed the lower sections of the Queen Elizabeth View 3.</td></tr>
<tr><td>10.4.3
(p.198)</td><td>Delete:

~~There will be a maximum of three towers with frontage on the C-3A block face.~~</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>10.4.7 (p.200)</td><td>Amend:

<table>
<tr><th>Policy Area</th><th colspan="3">Broadway Shoulder Area East - Area A (C-3A Zone Sites)</th><th>MBSA</th></tr>
<tr><td>Uses</td><td colspan="4">Retail/service, office, hotel, residential</td></tr>
<tr><td>Option/Tenure</td><td>Secured rental housing</td><td>Strata ownership housing</td><td colspan="2">Office/hotel* development</td></tr>
<tr><td>Max Height**</td><td>~~Height can generally be considered up to the underside of Queen Elizabeth Park View 3.~~ 30 storeys</td><td>20 storeys</td><td colspan="2">24 storeys</td></tr>
<tr><td>Max Density</td><td colspan="4">Achievable density will depend on view cone height restrictions and urban design performance. Developments that include strata ownership housing shall be limited to 5.5 FSR.</td></tr>
<tr><td>Min Frontage</td><td colspan="4">45.7 m (150 ft.)</td></tr>
<tr><td>Notes</td><td colspan="3">• Can only be considered between Columbia and Quebec Streets.
• A minimum of one level of non-residential uses (job space) above the ground floor is required.
• If residential tenure is strata ownership, development should contribute towards community amenities.</td><td>*Hotel maximum height per maximum height for secured rental.</td></tr>
<tr><td colspan="5">• **Maximum height up to the underside of Queen Elizabeth Park View sections 3.2.3-3.2.4 if more restrictive.
• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td></tr>
</table></td><td>To reflect the July 2024 view cone amendments that removed the lower sections of the Queen Elizabeth View 3.</td></tr>
</table>

Plan Section	Proposed Amendment	Rationale
10.4.7 (p.200)	Amend: Notes: • ~~Can only be considered between Columbia and Quebec Streets.~~ • Between Yukon and Columbia streets mixed-use residential towers can be considered on a case-by-case basis. Projects must demonstrate compliance with built form policies for Broadway mixed-use residential tower forms, including minimum tower separation requirements, and reasonably mitigate impacts on the development potential of adjacent sites. • A minimum of one level of non-residential uses (job space) above the ground floor is required. Flexibility for this requirement can be considered between Yukon and Columbia streets given the site constraints. • If residential tenure is strata ownership, development should contribute towards community amenities.	To clarify how mixed-use residential towers can be considered on the very shallow C-3A zoned lots between Yukon and Columbia streets, with flexibility for second floor job space given the site constraints.
10.4.10 (p.200)	Delete: ~~There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.~~	To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).
10.4 (p.201)	Insert new policy: Additional policies for the Mount Pleasant Industrial Area – Area A apply. Refer to section 10.1.	To clarify additional policies for projects entirely on I-1/Industrial designated sites.

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>10.5.1
(p.203)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="3">Broadway Shoulder Area East - Area B</th><th>MBSB</th></tr>
<tr><td>Uses</td><td colspan="4">Residential, office, hotel, retail/service</td></tr>
<tr><td>Option/ Tenure</td><td>Secured rental and below-market rental housing</td><td>Secured rental housing</td><td>Office/hotel* development</td><td>Strata ownership housing</td></tr>
<tr><td>Max Height**</td><td>30 storeys (secured rental/hotel) or 24 storeys (office) ~~or up to the underside of Queen Elizabeth Park View sections 3.2.3-3.2.4 if more restrictive. For strata ownership housing, 20 storeys or up to the underside of Queen Elizabeth Park View 3 if more restrictive.~~</td><td>30 storeys</td><td>24 storeys</td><td>20 storeys</td></tr>
<tr><td>Max Density**</td><td>10.0 FSR</td><td>8.5 FSR</td><td>9.0 FSR</td><td>5.5 FSR</td></tr>
<tr><td>Min frontage</td><td colspan="4">45.7 m (150 ft.)</td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).
• A minimum of one level of non-residential uses (job space) above the ground floor is required.</td><td>• A minimum of one level of non-residential uses (job space) above the ground floor is required.</td><td>• Up to 1.0 additional FSR for hotel can be considered.
• *Hotel maximum height per maximum height for secured rental.</td><td>• A minimum of one level of non-residential uses (job space) above the ground floor is required.
• Development should contribute towards community amenities.</td></tr>
<tr><td></td><td colspan="4">• **Maximum height up to the underside of Queen Elizabeth Park View sections 3.2.3-3.2.4 if more restrictive. Achievable density may be lower where height is restricted by view cones.
• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td></tr>
</table>
</td><td>To reflect the July 2024 view cone amendments that removed the lower sections of the Queen Elizabeth View 3.</td></tr>
<tr><td>10.5.5
(p.204)</td><td>Delete:

~~There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.~~</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>10.5
(p.202)</td><td>Insert new policy:

Mixed-use hotel projects with a residential component will be considered, generally up to the maximum building height for the policy area. Overall density will be determined by urban design performance. Where strata residential housing is included, the strata residential component of the building should generally not exceed the maximum density for a 100% strata residential project allowed in this policy area. Hotel and supporting commercial uses will count toward non-residential (job space) requirements. Projects will be required to demonstrate a viable and substantive hotel component (a minimum of approximately 3.0 FSR or 200 rooms).</td><td>To enable rezoning for mixed-use hotel and residential developments in this Broadway shoulder area.</td></tr>
<tr><td>Key Map
Main Street Village
(p.205)</td><td>Delete and replace key map for Main Street Village, as shown in item 7 below.</td><td>To align the policy area boundaries with the 400 m TOA tier of the SkyTrain station.</td></tr>
<tr><td>10.6 Key Map
Main Street Village Area A
(p.206)</td><td>Delete and replace key map for Main Street Village Area A, as shown in item 8 below.</td><td>To align the policy area boundary with the 400 m TOA tier of the SkyTrain station.</td></tr>
<tr><td>10.6.1
(p.207)</td><td>Amend:

<table><tr><th colspan="2">Policy Area Main Street Village - Area A</th><th>MMSA</th></tr><tr><td>Uses</td><td colspan="2">Retail/service, office, hotel, residential, cultural</td></tr><tr><td>Max Height</td><td colspan="2">6 storeys</td></tr><tr><td>Max Density</td><td colspan="2">3.0 FSR</td></tr><tr><td>Notes</td><td colspan="2">For development allowances on the block between East 12th and East 13th avenues, see the 10.7.1 MMSB Policy Summary Table and the current C-2C zoning and any associated design guidelines.</td></tr></table></td><td>Hotel is already a permitted use in the existing C-3A zoning so this would clarify that in the Plan.</td></tr>
<tr><td>10.6.2
(p.207)</td><td>Amend:

Rezoning applications will generally not be considered in this area under the Broadway Plan and development allowances should be in accordance with the current C-3A or C-2C zoning and any associated design guidelines. However:
• For sites within 200 metres of the SkyTrain Station defined as TOAs (see Chapter 7), rezoning will be considered up to 20 storeys and 5.0 FSR for secured market rental housing with a minimum of 20% of the residential floor area secured at below-market rents.
• For sites within 400 metres of the SkyTrain Station defined as TOAs (see Chapter 7), rezoning will be considered up to 12 storeys and 4.0 FSR for secured market rental housing with a minimum of 20% of the residential floor area secured at below-market rents.

Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.</td><td>Addition of 5.0 FSR 20-storey and 4.0 FSR 12-storey options to align with TOA legislative requirements.

To reflect southern boundary adjustment from East 12th Avenue to East 13th Avenue (12th to 13th is C-2C zoning).</td></tr>
<tr><td>10.6.5
(p.207)</td><td>Amend:

Consider ~~a modest increase in density and height (8-9 storeys) through~~ rezoning for increased height and density, generally up to 20 storeys, for secured rental housing and/or job space with cultural uses and heritage building retention and conservation. ~~with new secured rental housing and/or job space~~</td><td>To align with and exceed the TOA legislative requirements to incentivize heritage retention and cultural uses.</td></tr>
<tr><td>10.7 Key map Main Street Village Area B
(p.209)</td><td>Delete and replace key map for Main Street Village Area B, as shown in item 9 below.</td><td>To align the policy area boundary with the 400 m TOA tier of the SkyTrain station.</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>10.7.1
(p.210)</td><td>Amend policy table to add hotel option:

<table>
<tr><th>Policy Area</th><th>Main Street Village - Area B</th><th>MMSB</th></tr>
<tr><td>Uses</td><td>Retail/service, office, hotel, residential, cultural</td><td></td></tr>
<tr><td>Option/Tenure</td><td>Secured rental housing or hotel development</td><td>Strata ownership housing, retail/service, or office</td></tr>
<tr><td>Max Height</td><td colspan="2">6 storeys</td></tr>
<tr><td>Max Density</td><td colspan="2">3.5-3.7 FSR</td></tr>
<tr><td>Notes</td><td>• Refer to the C-2C zoning districts and associated guidelines for details on allowable uses, height, and density.</td><td></td></tr>
</table></td><td>To enable rezoning for hotel developments in this mixed-use village area.</td></tr>
<tr><td>10.7.2
(p.210)</td><td>Amend:

Rezoning applications will generally not be considered in this area under the Broadway Plan and development allowances should be in accordance with the current C-2C zoning and any associated design guidelines. However, rezoning applications may be considered for:
• hotel development; or,
• mixed-use residential projects where 100% of the residential floor area is secured rental or social housing, up to eight storeys.</td><td>To enable rezoning for hotel developments in this mixed-use village area and to align with the TOA legislative requirements.</td></tr>
<tr><td>10.8.1 (p.212)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th>CentrePoint Mall</th><th>MCPM</th></tr>
<tr><td>Uses</td><td colspan="2">Retail/service, office, hotel, residential, cultural, institutional</td></tr>
<tr><td>Max Height</td><td colspan="2">Generally up to 20-25 storeys</td></tr>
</table></td><td>To enable consideration of rezoning for hotel developments on this large and unique site.</td></tr>
<tr><td>10.9.9 (p.217)</td><td>Delete:

<s>There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.</s></td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>10.9
(p.215)</td><td>Insert new policy:

Mixed-use hotel projects with a residential component will be considered, generally up to the maximum building height for the policy area. Overall density will be determined by urban design performance. Where strata residential housing is included, the strata residential component of the building should generally not exceed the maximum density for a 100% strata residential project allowed in this policy area. Hotel and supporting commercial uses will count toward non-residential (job space) requirements. Projects will be required to demonstrate a viable and substantive hotel component (a minimum of approximately 3.0 FSR or 200 rooms).</td><td>To enable rezoning for mixed-use hotel and residential developments in this station area.</td></tr>
<tr><td>10.10.1 (p.219)</td><td>Insert:

Uses: Retail/service, office, hotel, cultural, institutional, residential</td><td>To enable consideration of rezoning for hotel developments on this large and unique site.</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>10.11.1 (p.221)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="2">Mount Pleasant Centre - Area B</th><th>MCEB</th></tr>
<tr><td>Uses</td><td colspan="3">Residential, office, hotel, retail/service</td></tr>
<tr><td>Option/Tenure</td><td>Secured market and below-market rental housing</td><td>Strata ownership housing</td><td>Hotel development</td></tr>
<tr><td>Max Height</td><td colspan="3">25 storeys</td></tr>
<tr><td>Min Frontage</td><td colspan="3">45.7 m (150 ft.)</td></tr>
<tr><td>Max Density</td><td colspan="3">8.0 FSR</td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).
• A minimum of two levels of non-residential uses (job space) is required.</td><td>• A minimum of 20% of the residential floor area is required to be delivered as turnkey social housing units to the City.
• A minimum of two levels of non-residential uses (job space) is required.</td><td></td></tr>
<tr><td></td><td colspan="3">• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td></tr>
</table>
</td><td>To enable rezoning for hotel developments in this mixed-use area.</td></tr>
<tr><td>10.11.4 (p.221)</td><td>Delete:

~~There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.~~</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>10.12.3 (p.223)</td><td>Delete:

~~There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.~~</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>10.12
(p.222)</td><td>Insert new policy:

Mixed-use hotel projects with a residential component will be considered, generally up to the maximum building height for the policy area. Overall density will be determined by urban design performance. Where strata residential housing is included, the strata residential component of the building should generally not exceed the maximum density for a 100% strata residential project allowed in this policy area. Hotel and supporting commercial uses will count toward non-residential (job space) requirements. Projects will be required to demonstrate a viable and substantive hotel component (a minimum of approximately 3.0 FSR or 200 rooms).</td><td>To enable rezoning for mixed-use hotel and residential developments in this mixed-use area.</td></tr>
<tr><td>10.13.1 (p.225)</td><td>Amend:

Support the expansion of the Mount Saint Joseph Hospital to meet long term institutional space needs including consideration of additional height and density as well as a broader range of uses such as hotel.</td><td>To enable consideration of hotel use on the Mount Saint Joseph Hospital site.</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>10.14.1 (p.227)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th>Mount Pleasant Centre - Area D</th><th>MCED</th></tr>
<tr><td>Uses</td><td>Retail/service, office, hotel, residential</td><td></td></tr>
<tr><td>Option/Tenure</td><td>Secured rental housing or hotel development</td><td>Strata ownership housing or office</td></tr>
<tr><td>Max Height</td><td colspan="2">6 storeys</td></tr>
<tr><td>Max Density</td><td colspan="2">3.5-3.7 FSR</td></tr>
<tr><td>Notes</td><td>• Refer to the C-2C zoning districts and associated guidelines for details on allowable uses, height, and density.</td><td></td></tr>
</table></td><td>To enable rezoning for hotel developments in this mixed-use village area.</td></tr>
<tr><td>10.14.3(p.227)</td><td>Amend:

Rezoning applications will generally not be considered in this area under the Broadway Plan, except for hotel development. ~~All~~ Development allowances ~~will~~ ~~should~~ be in accordance with the current C-2C zoning and any associated design guidelines.</td><td>To enable rezoning for hotel developments in this mixed-use village area.</td></tr>
<tr><td>10.15.1 (p.229)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="2">Mount Pleasant Centre - Area E</th><th>MCEE</th></tr>
<tr><td>Uses</td><td colspan="3">Retail/service, office, hotel, residential</td></tr>
<tr><td>Option/Tenure</td><td>Secured market and below-market rental housing</td><td>Strata ownership housing</td><td>Hotel development</td></tr>
<tr><td>Max Height</td><td colspan="3">22 storeys</td></tr>
<tr><td>Max Density</td><td colspan="3">7.0 FSR</td></tr>
<tr><td>Min Frontage</td><td colspan="3">45.7 m (150 ft.)</td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).
• A minimum of one level of non-residential uses (job space) above the ground floor is required.</td><td>• A minimum of one level of non-residential uses (job space) above the ground floor is required.
• Development should contribute towards community amenities.</td><td></td></tr>
<tr><td></td><td colspan="3">• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td></tr>
</table></td><td>To enable rezoning for hotel developments in this mixed-use area.</td></tr>
<tr><td>10.15.4 (p.229)</td><td>Delete:

~~There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.~~</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>10.16.1 (p231)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="2">Mount Pleasant Centre - Area F</th><th>MCEF</th></tr>
<tr><td>Uses</td><td colspan="3">Retail/service, residential, hotel</td></tr>
<tr><td>Option/ Tenure</td><td>Strata ownership housing</td><td>Secured market and below-market rental housing</td><td>Hotel development, limited to sites without existing purpose-built rental housing</td></tr>
<tr><td>Max Height</td><td colspan="3">18 storeys</td></tr>
<tr><td>Max Density</td><td colspan="3">6.0 FSR</td></tr>
<tr><td>Min Frontage</td><td colspan="3">45.7 m (150 ft.).</td></tr>
<tr><td>Notes</td><td>• Where there are existing rental housing units on site, a minimum of 20% of the residential floor area or the same number of existing rental units, whichever is greater, is required to be delivered as turnkey social housing units to the City.
• Where there is not existing rental housing on site and turnkey social housing units are not required, development should contribute towards community amenities.</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</td><td></td></tr>
<tr><td></td><td colspan="3">• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td></tr>
</table></td><td>To enable rezoning for hotel developments in this mixed-use area.</td></tr>
<tr><td>10.16.4 (p.231)</td><td>Delete:

~~There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.~~</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>10.17.4 (p.233)</td><td>Amend:

Options for mixed-use strata ownership or secured rental housing:

a) 2nd to 3rd Avenue, east side: building heights up to the Main Street view cone height restriction ~~(approximately 30.4- 35.5 m or 100-116 ft.)~~ and maximum density of 5.0 FSR.

b) 3rd to 6th Avenue: ~~building heights generally up to 20 m (66 ft.) and~~ maximum density of 3.0 FSR.

c) 6th to 7th Avenue, east side: ~~building heights on the north half of the block generally up to 20 m (66 ft.) and~~ maximum density of 3.0 FSR.</td><td>To allow height flexibility and align with the recently amended Main Street View 22.</td></tr>
<tr><td>10.17.5 (p.233)</td><td>Delete:

~~There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.~~</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>10.18.1 (p.236)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="2">Mount Pleasant Centre - Area H</th><th>MCEH</th></tr>
<tr><td>Uses</td><td colspan="3">Light industrial, retail/service, office, hotel, cultural, residential</td></tr>
<tr><td>Option/ Tenure</td><td>Secured market and below-market rental housing</td><td>Strata ownership housing</td><td>Hotel development</td></tr>
<tr><td>Max Height</td><td colspan="3">20 storeys</td></tr>
<tr><td>Max Density</td><td colspan="3">7.0 FSR</td></tr>
<tr><td>Min Frontage**</td><td colspan="3">45.7 m (150 ft.)</td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).
• A minimum of two levels of non-residential uses (e.g. cultural, light industrial or retail/service) is required.</td><td>• A minimum of 20% of the residential floor area is required to be delivered as turnkey social housing units to the City.
• A minimum of two levels of non-residential uses (e.g. cultural, light industrial or retail/service) is required.</td><td></td></tr>
<tr><td></td><td colspan="3">• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td></tr>
</table>
</td><td>To enable rezoning for hotel developments in this mixed-use area.</td></tr>
<tr><td>10.18.3 (p.236)</td><td>Delete:

~~There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.~~</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>10.19.2 (p.239)</td><td>Amend:

~~There will be a maximum of two towers per block (street to street, including any laneways) in Mount Pleasant North Apartment Area A. For blocks located in both Mount Pleasant North Apartment Area A and another policy area, only towers in Mount Pleasant North Apartment Area A shall be counted toward the maximum. However, for the southern block faces along 8th Avenue between Brunswick Street and Guelph Street, only one tower will be allowed on the Mount Pleasant North Apartment Area A block face.~~

For limits on the number of towers permitted on a block or block face, refer to XX Tower Limit Policies.</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>10.19.3 (p.239)</td><td>Amend:

Minor increases in height and density will be considered for delivery of ground floor local-serving retail/service uses or childcare. In tower forms, additional density should be limited to approximately 0.3 FSR. The combined floor area for retail/service uses should be a minimum of 139 m^2 (1,500 $ft.^2$), or for childcare a minimum of 186 m^2 (2,000 $ft.^2$).</td><td>To provide clarity on additional height and density.</td></tr>
<tr><td>10.19 (p.238)</td><td>Insert new policy:

Rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.</td><td>Addition of 3.0 FSR 8-storey option to align with TOA legislative requirements.</td></tr>
<tr><td>10.20.2 (p.242)</td><td>Amend:

~~There will be a maximum of two towers per block (street to street, including any laneways). However, for the southern block faces along 8th Avenue between Guelph Street and Prince Albert Street, only one tower will be allowed on the Mount Pleasant North Apartment Area B block face.~~

For limits on the number of towers permitted on a block or block face, refer to XX Tower Limit Policies.</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>10.20.3 (p.242)</td><td>Amend:

Minor increases in height and density will be considered for delivery of ground floor local-serving retail/service uses or childcare. In tower forms, additional density should be limited to approximately 0.3 FSR. The combined floor area for retail/service uses should be a minimum of 139 m^2 (1,500 $ft.^2$), or for childcare a minimum of 186 m^2 (2,000 $ft.^2$).</td><td>To provide clarity on additional height and density.</td></tr>
<tr><td>10.20 (p.241)</td><td>Insert new policy:

Rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.</td><td>Addition of 3.0 FSR 8-storey option to align with TOA legislative requirements.</td></tr>
<tr><td>10.22.1 (p.248)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="4">Mount Pleasant South Apartment Areas - Area A</th><th>MSAA</th></tr>
<tr><td>Uses</td><td colspan="5">Residential, retail/service Residential, retail/service</td></tr>
<tr><td>Option/ Tenure</td><td colspan="2">Secured market rental housing or ~~social housing on sites with existing purpose-built rental or~~ social housing</td><td colspan="2">Strata ownership housing, limited to sites without existing purpose-built rental or social housing</td><td></td></tr>
<tr><td></td><td>Tower form</td><td>Non-tower form</td><td>Tower form</td><td>Non-tower form</td><td></td></tr>
<tr><td>Max Height</td><td>20 storeys</td><td>3-6 storeys</td><td>20 storeys</td><td>3-6 storeys</td><td></td></tr>
<tr><td>Max Density</td><td>6.5 FSR</td><td>1.0-2.7 FSR</td><td>6.5 FSR</td><td>1.0-2.7 FSR</td><td></td></tr>
<tr><td>Min Frontage</td><td>45.7 m (150 ft.)</td><td>Variable - refer to Built Form and Site Design (Chapter 11)</td><td>45.7 m (150 ft.)</td><td>Variable - refer to Built Form and Site Design (Chapter 11)</td><td></td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).
• For existing social housing sites, 100% of the residential floor area must be social housing.
• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td><td>• Applies where a tower cannot be achieved due to lot conditions or policy 10.22.2.
• Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).
• For existing social housing sites, 100% of the residential floor area must be social housing.</td><td>• A minimum of 20% of the residential floor area is required to be delivered as turnkey social housing units to the City.
• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td><td>• Applies where a tower cannot be achieved due to lot conditions or policy 10.22.2.
• Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</td><td></td></tr>
<tr><td></td><td colspan="5">• “Existing purpose-built rental or social housing” refers to sites where rental housing replacement requirements apply per the Rental Housing Stock Official Development Plan.</td></tr>
</table>
</td><td>For consistency with the rest of the RM apartment policy areas.</td></tr>
<tr><td>10.22.2 (p.248)</td><td>Amend:

~~There will be a maximum of two towers per block (street to street, including any laneways) in Mount Pleasant South Apartment Area A. For blocks located in both Mount Pleasant South Apartment Area A and another policy area, only towers in Mount Pleasant South Apartment Area A shall be counted toward the maximum. However, for the southern block faces along 10th Avenue between Yukon Street and Columbia Street, number of towers per block shall be counted in conjunction with the remainder of the block located in Mount Pleasant RT Area B. For the northern block faces along 10th Avenue between Yukon Street and Main Street, the northern block face along 10th Avenue between Prince Edward Street and Guelph Street, as well as the northern block face along 12th Avenue between Main Street and Sophia Street, only one tower will be allowed on the Mount Pleasant South Apartment Area A block face.~~

For limits on the number of towers permitted on a block or block face, refer to XX Tower Limit Policies.</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>10.22.3 (p.248)</td><td>Amend:

Minor increases in height and density will be considered for delivery of ground floor local-serving retail/service uses or childcare. In tower forms, additional density should be limited to approximately 0.3 FSR. The combined floor area for retail/service uses should be a minimum of 139 m^2 (1,500 $ft.^2$), or for childcare a minimum of 186 m^2 (2,000 $ft.^2$).</td><td>To provide clarity on additional height and density.</td></tr>
<tr><td>10.22
(p.247)</td><td>Insert new policy:

Rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.</td><td>Addition of 3.0 FSR 8-storey option to align with TOA legislative requirements.</td></tr>
<tr><td>10.23.1 (p.251)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="2">Mount Pleasant South Apartment Areas - Area B</th><th colspan="2">MSAB</th></tr>
<tr><td>Uses</td><td colspan="4">Residential, retail/service</td></tr>
<tr><td>Option /Tenure</td><td colspan="2">Secured market rental housing or ~~social housing on sites with existing purpose-built rental or~~ social housing</td><td colspan="2">Strata ownership housing, limited to sites without existing purpose-built rental or social housing</td></tr>
<tr><td></td><td>Tower form</td><td>Non-tower form</td><td>Tower form</td><td>Non-tower form</td></tr>
<tr><td>Max Height</td><td>20 storeys</td><td>3-6 storeys</td><td>12 storeys</td><td>3-6 storeys</td></tr>
<tr><td>Max Density</td><td>6.5 FSR</td><td>1.0-2.7 FSR</td><td>4.0 FSR</td><td>1.0-2.7 FSR</td></tr>
<tr><td>Min Frontage</td><td>45.7 m (150 ft.)</td><td>Variable - refer to Built Form and Site Design (Chapter 11)</td><td>45.7 m (150 ft.)</td><td>Variable - refer to Built Form and Site Design (Chapter 11)</td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).
• For existing social housing sites, 100% of the residential floor area must be social housing.
• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td><td>• Applies where a tower cannot be achieved due to lot conditions or policy 10.23.2.
• Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).
• For existing social housing sites, 100% of the residential floor area must be social housing.</td><td>• A minimum of 20% of the residential floor area is required to be delivered as turnkey social housing units to the City.
• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td><td>• Applies where a tower cannot be achieved due to lot conditions or policy 10.23.2.
• Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</td></tr>
<tr><td colspan="5">• “Existing purpose-built rental or social housing” refers to sites where rental housing replacement requirements apply per the Rental Housing Stock Official Development Plan.</td></tr>
</table>
</td><td>For consistency with the rest of the RM apartment policy areas.</td></tr>
<tr><td>10.23.2 (p.251)</td><td>Amend:

~~There will be a maximum of two towers per block (street to street, including any laneways) in Mount Pleasant South Apartment Area B. For blocks located in both Mount Pleasant South Apartment Area B and another policy area, only towers in Mount Pleasant South Apartment Area B shall be counted toward the maximum.~~

For limits on the number of towers permitted on a block or block face, refer to XX Tower Limit Policies.</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>10.23.4 (p.251)</td><td>Amend:

Minor increases in height and density will be considered for delivery of ground floor local-serving retail/service uses or childcare. In tower forms, additional density should be limited to approximately 0.3 FSR. The combined floor area for retail/service uses should be a minimum of 139 m^2 (1,500 $ft.^2$), or for childcare a minimum of 186 m^2 (2,000 $ft.^2$).</td><td>To provide clarity on additional height and density.</td></tr>
<tr><td>10.23
(p.250)</td><td>Insert new policy:

For sites within defined TOAs (see Chapter 7), rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.</td><td>Addition of 3.0 FSR 8-storey option to align with TOA legislative requirements.</td></tr>
<tr><td>10.24
(p.253)</td><td>Insert new policy:

For sites within defined TOAs (see Chapter 7), rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.</td><td>Addition of 3.0 FSR 8-storey option to align with TOA legislative requirements.</td></tr>
<tr><td>10.25.2 (p.256)</td><td>Amend:

~~There will be a maximum of two towers per block (street to street, including any laneways). However, for the northern block faces along 11th Avenue between Yukon Street and Columbia Street, number of towers per block shall be counted in conjunction with the remainder of the block located in Mount Pleasant South Apartment Area A. For the northern block faces along 10th Avenue between Guelph Street and Carolina Street, only one tower will be allowed on the Mount Pleasant RT Area B block face. Between Cambie and Yukon streets, towers located outside of the Mount Pleasant RT Area B boundaries will not be included in counting the number of towers per block.~~

For limits on the number of towers permitted on a block or block face, refer to XX Tower Limit Policies.</td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>10.25.3 (p.256)</td><td>Amend:

Minor increases in height and density will be considered for delivery of ground floor local-serving retail/service uses or childcare. In tower forms, additional density should be limited to approximately 0.3 FSR. The combined floor area for retail/service uses should be a minimum of 139 m^2 (1,500 $ft.^2$), or for childcare a minimum of 186 m^2 (2,000 $ft.^2$).</td><td>To provide clarity on additional height and density.</td></tr>
<tr><td>10.25 (p.255)</td><td>Insert new policy:

Rezoning will be considered up to 8 storeys and 3.0 FSR for secured market rental housing or 100% social housing. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.</td><td>Addition of 3.0 FSR 8-storey option to align with TOA legislative requirements.</td></tr>
<tr><td>10.26.1 (p.258)</td><td>Amend:

<table>
<tr><th>Policy Area</th><th colspan="2">Mount Pleasant RT Areas - Area C</th><th>MRTC</th></tr>
<tr><td>Uses</td><td colspan="3">Retail/service, residential</td></tr>
<tr><td>Option/ Tenure</td><td>Secured market and below-market rental</td><td colspan="2">Secured market rental</td></tr>
<tr><td>Max Height</td><td>18 storeys</td><td colspan="2">6 storeys</td></tr>
<tr><td>Max Density</td><td>5.5 FSR</td><td colspan="2">3.5-3.7 FSR</td></tr>
<tr><td>Min Frontage</td><td>36.6 m (120 ft.)</td><td colspan="2">N/A</td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).
• See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td><td colspan="2">• For sites within defined TOAs (see Chapter 7), rezoning will be considered up to 8 storeys and 3.0 FSR. Minimum site frontage requirements apply. See Built Form and Site Design (Chapter 11) for details.</td></tr>
</table>
</td><td>Addition of 3.0 FSR 8-storey option to align with TOA legislative requirements.</td></tr>
</table>

<table>
<tr><th>Plan Section</th><th>Proposed Amendment</th><th>Rationale</th></tr>
<tr><td>10.28.
(p.263)</td><td>Amend:

For sites located within 200 metres of rapid transit stations, rezoning will be considered for increased height and density, generally up to 8.0 FSR and 25 storeys, for either job space or mixed-use development with a minimum of 3.0 FSR of non-residential uses (job space) and a maximum of 5.0 FSR of secured rental housing with 20% of the residential floor area secured at below-market rents. For either option a minimum of 1.0 FSR of industrial uses is required, and hotel use can be considered.</td><td>To enable and provide clarity on development options for secured rental housing and hotel in close proximity to rapid transit.</td></tr>
<tr><td>10.29.1 (p.266)</td><td>Amend policy table:

<table>
<tr><th>Policy Area</th><th colspan="2">Creative District - Area B</th><th>MCDB</th></tr>
<tr><td>Uses</td><td colspan="3">Industrial, retail/service, office, hotel, cultural, residential <s>(artist live-work)</s></td></tr>
<tr><td>Option/ Tenure</td><td>Secured market and below-market rental housing</td><td>Strata ownership housing</td><td>Hotel development</td></tr>
<tr><td>Max Height</td><td colspan="3">20 storeys</td></tr>
<tr><td>Max Density</td><td colspan="3">7.0 FSR</td></tr>
<tr><td>Min Frontage</td><td colspan="3">45.7 m (150 ft.)</td></tr>
<tr><td>Notes</td><td>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).
• A minimum of two levels of non-residential uses (e.g. cultural, light industrial, or service/retail) is required.</td><td>• A minimum of 20% of the residential floor area delivered as turnkey social housing units owned by the City.
• A minimum of two levels of non-residential uses (e.g. cultural, light industrial, or service/retail) is required.</td><td></td></tr>
<tr><td></td><td colspan="3">See Land Use (Chapter 7) for cases where lesser site frontage may be considered at the discretion of the Director of Planning.</td></tr>
</table>
</td><td>To enable rezoning for hotel developments in this mixed-use area.

Addition of 7.0 FSR 20-storey options within 200 metres of a SkyTrain station to align with and exceed the TOA legislative requirements.</td></tr>
<tr><td>10.29.2 (p.266)</td><td>Delete:

<s>Rezoning applications will generally not be considered in this area under the Broadway Plan and development allowances should be in accordance with the current IC-3 zoning, the False Creek Flats Plan, and any associated design guidelines.</s></td><td>To permit rezoning applications for higher density options within 200 metres of a SkyTrain station to align with the TOA legislative requirements.</td></tr>
<tr><td>10.29.4 (p.266)</td><td>Delete:

<s>There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.</s></td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>10.30.4 (p.268)</td><td>Delete:

<s>There will be a maximum of three towers per block face. Where there are two or more towers on a block face prior to adoption of the Broadway Plan, one additional tower can be considered.</s></td><td>To align with proposed policy amendments for tower limit policies (see pg. 6 of this appendix).</td></tr>
<tr><td>10.31.1 (p.271)</td><td>Amend:

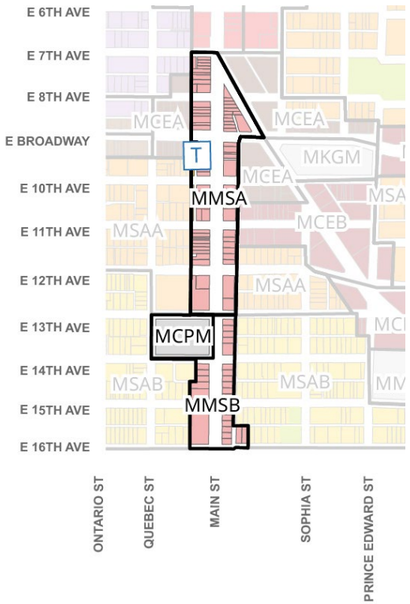
Uses: Institutional, office, hotel, industrial, cultural, residential, retail/service</td><td>To clarify allowances for hotel uses on the Great Northern Way Campus.</td></tr>
<tr><td>10.32.1 (p.274)</td><td>Amend:

Uses: Industrial, office, hotel, retail/service</td><td>To enable rezoning for hotel developments in this mixed-use area.</td></tr>
<tr><td>10.33.1 (p.276)</td><td>Amend:

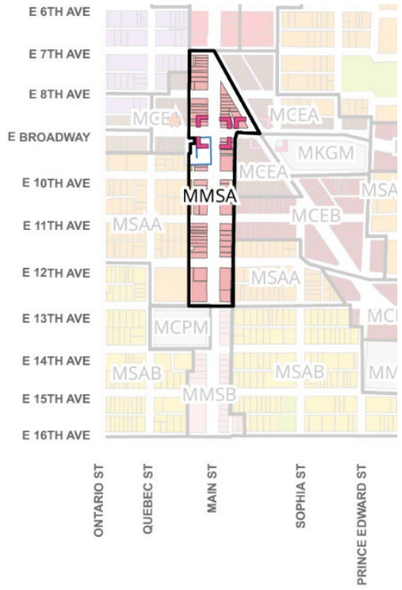
Uses: Industrial, office, hotel, retail/service</td><td>To enable rezoning for hotel developments in this mixed-use area.</td></tr>
</table>

Plan Section	Proposed Amendment	Rationale
10.34.1 (p.279)	Amend: **Uses:** Institutional, retail/service, residential, office, hotel	To clarify allowances for hotel uses on the Vancouver Community College Campus.

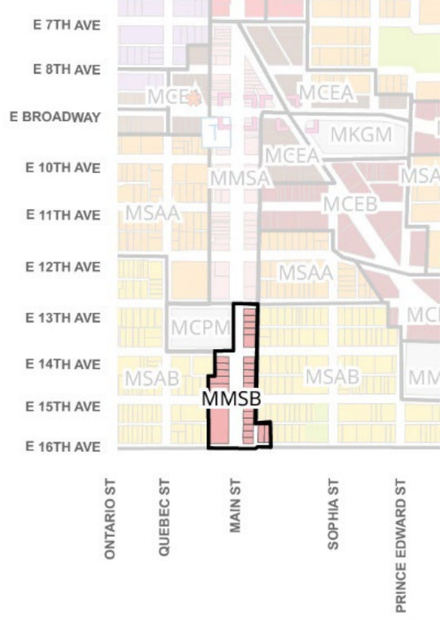
7. Delete key map for Main Street Village and replace with the map shown below:



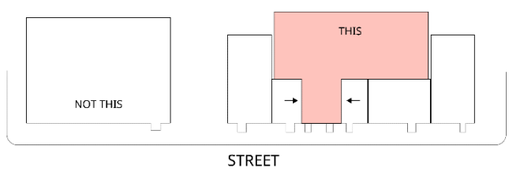
8. Delete 10.6 key map for Main Street Village Area A and replace with the map shown below:



9. Delete 10.7 key map for Main Street Village Area B and replace with the map shown below:



Plan Section	Proposed Amendment	Rationale
11 Built Form and Site Design		
Introduction (p.283)	Amend: The following Built Form and Site Design chapter is meant to provide guidance for new development in the Broadway Plan area. Together with the neighbourhood-specific land use policies (Chapters 8-10), this chapter sets out key urban design performance objectives and parameters that will be considered in the review of rezoning and development permit applications. Due to the Plan area's size and complexity, flexibility and discretion will be necessary to achieve the intent of the built form and site design principles described in this chapter.	To provide clarity on the administration of the Broadway Plan's urban design policies.
Solar Access (p.288)	Amend **Exceptions and notes:** Solar access objectives for village high streets may not apply to developments within the Mount Pleasant Centre Areas A and B (MCEA and MCEB) and Granville/Burrard Slopes – Area F (FGBF). Developments within Mount Pleasant Centre Area C (MCEC) in proximity to the village high street will be assessed on a case-by-case basis.	To enable projects in the FGBF policy area in the Centres to achieve maximum height and density in proximity to West 4th Village.
General Approach to Height (p.291)	Amend: ~~Building heights are approximate and are meant to provide high level conceptual guidance.~~ Refer to Chapters 8-10 for policies specific to building heights.	To reduce potential confusion and conflicting information, as specific information on building heights is provided in the relevant land use sections of the Plan.
Fig 11.7 (p.291)	Delete Figure 11.7 shown in item 10 below.	To reduce potential confusion and conflicting information, as specific information on building heights is provided in the relevant land use sections of the Plan.
Fig 11.8 (p.292)	Delete and replace Figure 11.8, as shown in item 11 below.	To align with TOA legislative requirements and the July 2024 view cone amendments.
Fig 11.16 (p.301)	Delete and replace Figure 11.16, as shown in item 12 below.	To add clarity
11.1 (p.293)	Insert new policy: Tower separations are measured from the outermost enclosed face of the building excluding balconies and architectural features/protrusions. If vertical circulation cores are placed offset, they should still comply with tower separation requirements and be integrated into a cohesive architectural concept. The architectural treatment of the cores should be as carefully considered and prominent as the front elevations.	To provide clarity on the interpretation of minimum tower separation policies.
11.1 (p.293)	Insert new policy: Where side yards are provided, they should ensure adequate light, air, and privacy for occupants, provide space for landscaping and open space, and help to break up long building facades. They should generally avoid building service uses and/or parkade ramps.	Incorporated from C-3A design guidelines to add guidance on design considerations for side yards.
11.1 (p.293)	Insert new policy: Rooftop outdoor amenity spaces should be designed to include appropriate tree and planting species and provide protection from the wind, sun and rain.	Incorporated from C-3A design guidelines to add guidance on outdoor amenity space design.
11.1 (p.293)	Insert new policy: New developments adjacent to buildings on the Vancouver Heritage Register should respect their scale, façade proportions, and design.	Incorporated from C-3A design guidelines to add guidance for new developments adjacent to buildings on the Vancouver Heritage Register.

Plan Section	Proposed Amendment	Rationale
11.1 (p.293)	Insert new policy: Existing site or building elements that contribute to the identity of the neighbourhood should be considered for integration into new developments where feasible.	Incorporated from C-3A design guidelines to encourage new developments to reflect the neighbourhood character through their architectural design.
11.1 (p.293)	Insert new policy: Safety and a sense of security are key components of livability. New development, both residential and mixed-use/employment space, should provide a secure environment as follows: a) Contribute to a comfortable and safe urban environment by designing buildings to ensure clear views of sidewalks, entrances, circulation routes, semi-private areas, play areas, and parking entrances. b) Building lighting should ensure good visibility of access routes and landscaped areas without excessive lighting levels, glare or overspill to neighbours.	Incorporated from C-3A design guidelines to improve livability in new developments.
11.1 (p.293)	Insert new policy: For buildings with retail/commercial spaces, mechanical ventilation should be exhausted at a location with the least impact on residential livability. For certain businesses, like restaurants, a mechanical report may be required to ensure exhaust will not affect residential livability.	Incorporated from C-3A design guidelines to improve livability in new developments.
11.1 (p.293)	Insert new policy: Where larger retail/commercial units are proposed, they should be placed behind smaller scale retail/commercial units fronting the street (see Figure 11.XX).	Incorporated from C-3A design guidelines to provide guidance on design of retail/commercial units fronting the street.
Insert new figure	Insert new figure:  *Figure 11.XX Diagram showing Small Scale Commercial in Front of Larger Scale Units*	Incorporated from C-3A design guidelines to provide guidance on design of retail/commercial units fronting the street.
11.1 (p.293)	Insert new policy: To enhance seating predictability for accessibility, consider providing an on-site bench or small seating area accessible from the sidewalk on corner sites on residential local streets. Design and position seating thoughtfully to avoid conflicts with private or shared open spaces and to maintain the privacy of ground-floor units.	To improve access to predictable seating locations in the public realm.
11.1 (p.293)	Insert new policy: Landscaping should be integrated along rear lanes where possible.	Incorporated from C-3A design guidelines to include green site design principles.
11.1 (p.293)	Insert new policy: Where lane access is not available, land dedications may be required for provision of a future lane.	To provide alternate development solutions for properties without an existing rear lane.

Plan Section	Proposed Amendment	Rationale
11.1 (p.293)	Insert new policy: Given the variety of industrial and employment uses allowed in the Mount Pleasant Industrial Area, the Director of Planning may consider relaxations to loading requirements under the Parking By-law depending on the anticipated and demonstrated loading needs of the building based on its uses as well as site constraints such as heritage retention and conservation or the provision of privately-owned public spaces (POPS).	To allow for flexibility in loading requirements in the Mount Pleasant Industrial Area.
11.2.7 (p.307)	Amend: Where underground parking structures are provided, they should be set back from the fronting property line and exterior side yard (where applicable) by 3.7 m (12 ft.) to ensure adequate soil depth for healthy trees. Where roughly equivalent site area is provided, alternative alignments for underground setbacks may be considered to better accommodate high-value tree retention, on-site tree planting (e.g. within an enhanced open space setback), or to support green rainwater infrastructure associated with blue green systems.	To ensure adequate soil volumes for healthy trees.
11.3 (p.309)	Insert new policy under “Density”: Buildings up to 8 storeys and 3.0 FSR can be considered for sites within defined TOAs (See Chapter 7).	To align with TOA legislative requirements.
11.3 (p.309)	Insert new policy under “Building Height”: Buildings up to 8 storeys and 3.0 FSR can be considered for sites within defined TOAs (See Chapter 7).	To align with TOA legislative requirements.
11.3.5 (p.309)	Amend: As per RR-2A, RR-2B, and RR-2C District Schedules, minimum frontages areas follows: a) 4-5 storey: 20.1 m (66 ft.). b) 6 storey (2.4 FSR interior site): 30.1 m (99 ft.). c) 6 storey (2.7 FSR corner site) or 8 storey (3.0 FSR): 40.2 m (132 ft.).	To align with TOA legislative requirements.
11.3.11 (p.312)	Amend: Underground parking structures set back from the fronting property line and exterior side yard (where applicable) by 3.7 m (12 ft.) to ensure adequate soil depth for healthy trees are desired. Where roughly equivalent site area is provided, alternative alignments for underground setbacks may be considered to better accommodate high-value tree retention, on-site tree planting (e.g. within an enhanced open space setback), or to support green rainwater infrastructure associated with blue green systems.	To ensure adequate soil volumes for healthy trees.
11.4 (p.314)	Insert new policy under “Building Height”: Increased building height, generally up to six additional storeys, can be considered in circumstances where additional building height helps achieve better urban design outcomes. Cases may include, but are not limited to developments: • On larger sites with a frontage greater than 45.7 m (150 ft.). • Providing an Enhanced Open Space Setback (see policy 11.4.X). • Proposing tower floor plate sizes less than 604 m^2 (6,500 $ft.^2$). • Proposing a “tower-in-open space” typology. • Proposing heritage conservation with up to 10% additional density.	To provide flexibility for overall building height in residential areas, noting the variation in site conditions.
11.4.2 (p.315)	Amend: A consistent 4-storey podium should be provided in residential areas to create a consistent street wall that is compatible with existing neighbourhood character and preserves solar access across the street. However, if a “tower-in-open space" typology is being proposed, no podium will be required.	To allow tower-in-open space development in residential areas.

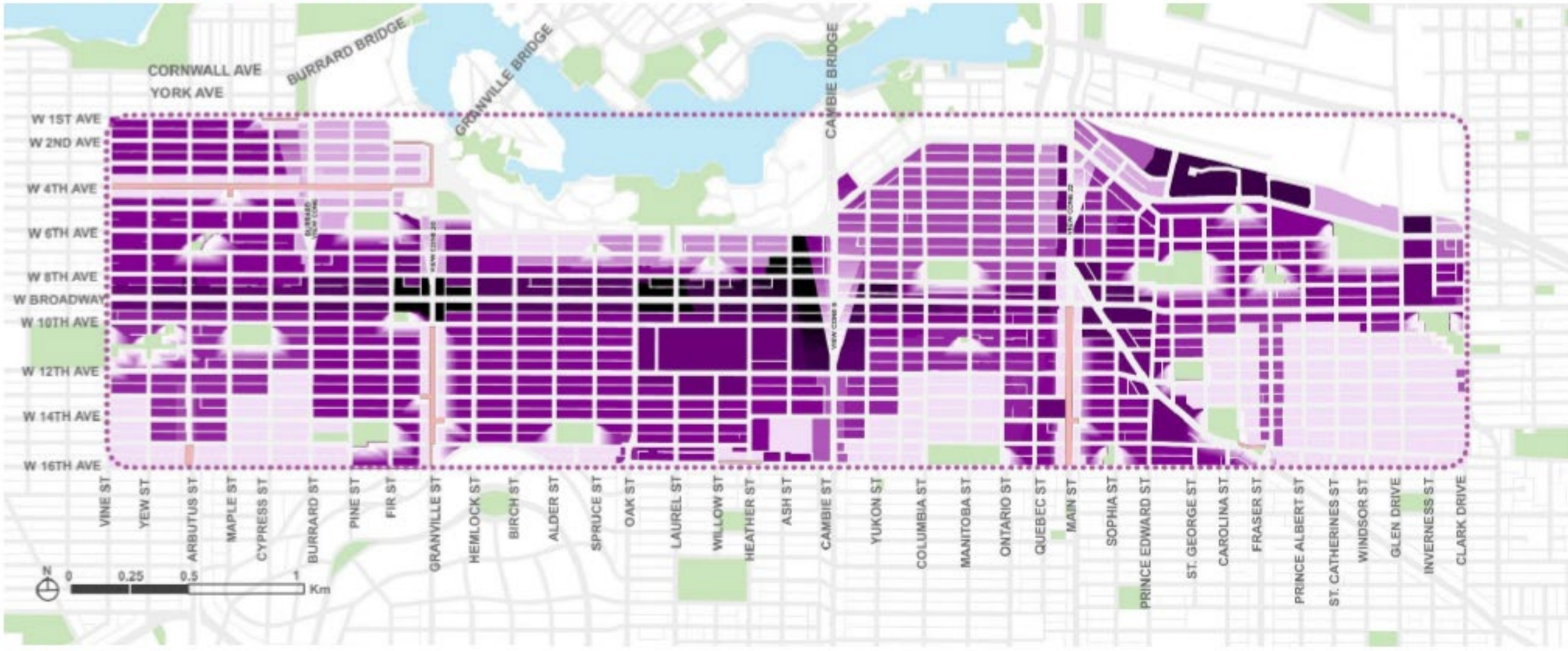
Plan Section	Proposed Amendment	Rationale
11.4.3 (p.315)	Delete: ~~Where it can be demonstrated that a relocation of density to the podium will improve solar access to nearby key public spaces (parks, public school yards, and village shopping streets/plazas) podium heights up to 6 storeys in height may be considered.~~	To provide clarity on podium heights in residential areas.
11.4.6 (p.315)	Amend: Minimum lot depth: 33.5 m (110 ft.);~~ rear laneway required.~~	To allow for alternate development solutions for sites without an existing rear lane.
11.4.8 (p.316)	Amend: Underground parking structures set back from the fronting property line and exterior side yard (where applicable) by 3.7 m (12 ft.) to ensure adequate soil depth for healthy trees are desired. Where roughly equivalent site area is provided, alternative alignments for underground setbacks may be considered to better accommodate high-value tree retention, on-site tree planting (e.g. within an enhanced open space setback), or to support green rainwater infrastructure associated with blue green systems.	To ensure adequate soil volumes for healthy trees.
11.4 (p.314)	Insert new policy: Development on larger sites with a frontage of 60.7 m (199 ft.) or greater should provide an at-grade Enhanced Open Space Setback (EOSS), utilizing additional building height (per 11.4.X) to reallocate density. The EOSS should comprise approximately 20% of the frontage length that extends the full depth of the site. This space is intended primarily for publicly accessible greenspace and park-like space. Other uses may be considered on a case-by-case basis (e.g. outdoor child day care spaces). See the Broadway Public Realm Plan for further design guidelines for EOSS.	To deliver new public spaces throughout the Broadway Plan area.
11.4.13 (p.316)	Amend: ~~A residential tower will be considered as any part of a building higher than 4 storeys with the exception of developments where a 6 storey podium is permitted as per policy 11.4.3~~. Tower elements are considered to be any portion of a building above six storeys up to a maximum of 21.3 m (70 ft.) in height. Enclosed rooftop amenities on a low-rise building or the podium of a mid-rise or high-rise building are excluded from the definition of a tower.	To provide clarity on podium heights in residential areas.
11.4 (p.314)	Insert new policy: Ensure tower setbacks provide half of the required tower separation for each site, typically as follows: • 12.2 m (40 ft.) from the side interior property line. • 9.1 m (30 ft.) from the rear property line, after accounting for lane dedication, if necessary. Side yard tower setbacks may be reduced to 6.1 m (20 ft.) if the required tower separation is maintained and the development potential of adjacent sites is not compromised. Generally, interior side yard tower setbacks should be at least 6.1 m (20 ft.).	To provide clarity on tower separation requirements.
11.4 (p.314)	Insert new policy: "Tower-in-open space" typologies should be extensively landscaped to enhance the overall green space experience within the surrounding neighborhood.	To provide guidance on landscaping treatment for tower-in-open space developments.
11.6 (p.321)	Insert new policy: Increased building height, generally up to six additional storeys, can be considered in circumstances where additional building height helps achieve better urban design outcomes. Cases may include, but are not limited to developments: • On larger sites with a frontage greater than 45.7 m (150 ft.). • Providing a larger privately-owned public space (POPS) (see policy 11.6.12). • Proposing tower floor plate sizes smaller than 604 m^2 (6,500 $ft.^2$). • Proposing heritage conservation with up to 10% additional density.	To provide flexibility for overall building height in mixed-use areas, noting the variation in site conditions.

Plan Section	Proposed Amendment	Rationale
11.6 (p.321)	Insert new policy: Development on larger sites with a frontage of 60.7 m (199 ft.) or greater should provide a larger at-grade privately-owned public space (POPS), utilizing additional building height (per 11.6.X) to reallocate density. The POPS should comprise approximately 20% of the frontage length that extends the full depth of the site. This space is intended primarily for publicly accessible space. Other uses may be considered on a case-by-case basis. See the Broadway Public Realm Plan for further design guidance for larger POPS.	To deliver new public spaces throughout the Broadway Plan area.
Fig 11.50 (p.325)	Delete and replace Figure 11.50, as shown in item 13 below.	To reflect the proposed land use policy amendments.
11.7 (p.325)	Insert new policy: Increased building height, generally up to six additional storeys, can be considered in circumstances where additional building height helps achieve better urban design outcomes. Cases may include, but are not limited to developments: • On larger sites with a frontage greater than 45.7 m (150 ft.). • Providing a larger privately-owned public space (see policy 11.7.11). • Proposing tower floor plate sizes smaller than 604 m^2 (6,500 ft^2). • Proposing heritage conservation with up to 10% additional density.	To provide flexibility for overall building height in mixed-use areas along Broadway, noting the variation in site conditions.
11.7.7 (p.327)	Amend: ~~Recommended minimum of 7.5 m (25 ft.) from back of curb to building face at station blocks and minimum of 5.5 m (18 ft.) elsewhere along Broadway to~~ Between Vine Street and Cambie Street, and Prince Edward Street and Clark Drive, front yard setbacks will not typically be required. The Broadway streetscape design as described in the Broadway Public Realm Plan will accommodate more flexible space for walking, sitting, cafes, signage, and other elements of the public realm through reallocation of existing road space. However, in some cases, front yard setbacks may be required. Refer to the Broadway Public Realm Plan for more details. Between Cambie and Prince Edward Streets, front yard setbacks are desired to deliver the Broadway streetscape design as described in the Broadway Public Realm Plan. Refer to the Broadway Public Realm Plan for more details. Reduced front yard setbacks may be considered where they would result in significant impacts on development viability, particularly for the shallow lots on the north side of Broadway between Cambie and Main Street.	Amendments to respond to the Broadway Streetscape Plan, noting that reallocation of existing road space will reduce the need for setbacks from development to create wider sidewalks and improved public realm conditions.
11.7 (p.325)	Insert new policy: Development on larger sites with a frontage of 60.7 m (199 ft.) or greater should provide a larger at-grade privately-owned public space (POPS), utilizing additional building height (per 11.7.X) to reallocate density. The POPS should comprise approximately 20% of the frontage length that extends the full depth of the site. This space is intended primarily for publicly accessible space. Other uses may be considered on a case-by-case basis. See the Broadway Public Realm Plan for further design guidance for larger POPS.	To deliver new public spaces throughout the Broadway Plan area.
11.7 (p.325)	Insert new policy: Ensure tower setbacks provide half of the required tower separation for each site, typically as follows: • 12.2 m (40 ft.) from the side interior property line. • 9.1 m (30 ft.) from the rear property line, after accounting for lane dedication, if necessary. Side yard tower setbacks may be reduced to 6.1 m (20 ft.) if the required tower separation is maintained and the development potential of adjacent sites is not compromised. Generally, interior side yard tower setbacks should be at least 6.1 m (20 ft.).	To provide clarity on tower separation requirements.

Plan Section	Proposed Amendment	Rationale
11.8 (p.331)	Insert new policy: Increased building height, generally up to six additional storeys, can be considered in circumstances where additional building height helps achieve better urban design outcomes. Cases may include, but are not limited to developments: • On larger sites with a frontage greater than 45.7 m (150 ft.). • Providing a larger privately-owned public space (see policy 11.8.10). • Proposing tower floor plate sizes smaller than 930 m^2 (10,000 $ft.^2$). • Proposing heritage conservation with up to 10% additional density.	To provide flexibility for overall building height in mixed-use and office areas, noting the variation in site conditions.
11.8.7 (p.333)	Amend: ~~Recommended minimum of 7.5 m (25 ft.) from back of curb to building face at station blocks and minimum of 5.5 m (18 ft.) elsewhere along Broadway to~~ Between Vine Street and Cambie Street, and Prince Edward Street and Clark Drive, front yard setbacks will not typically be required. The Broadway streetscape design as described in the Broadway Public Realm Plan will accommodate more flexible space for walking, sitting, cafes, signage, and other elements of the public realm through reallocation of existing road space. However, in some cases, front yard setbacks may be required. Refer to the Broadway Public Realm Plan for more details. Between Cambie and Prince Edward Streets, front yard setbacks are desired to deliver the Broadway streetscape design as described in the Broadway Public Realm Plan. Refer to the Broadway Public Realm Plan for more details. Reduced front yard setbacks may be considered where they would result in significant impacts on development viability, particularly for the shallow lots on the north side of Broadway between Cambie and Main Street.	Amendments to respond to the Broadway Streetscape Plan, noting that reallocation of existing road space will reduce the need for setbacks from development to create improved public realm conditions.
11.8 (p.331)	Insert new policy: Development on larger sites with a frontage of 60.7 m (199 ft.) or greater should provide a larger at-grade privately-owned public space (POPS), utilizing additional building height (per 11.8.X) to reallocate density. The POPS should comprise approximately 20% of the frontage length that extends the full depth of the site. This space is intended primarily for publicly accessible space. Other uses may be considered on a case-by-case basis. See the Broadway Public Realm Plan for further design guidance for larger POPS.	To deliver new public spaces throughout the Broadway Plan area.
11.8 (p.331)	Amend: ~~11.8.10~~ 11.8.12 A maximum tower floor plate of ~~743 m2 (8,000 ft.2) to~~ 930 m^2 (10,000 $ft.^2$) is recommended, however some flexibility may be considered for project viability and subject to further urban design performance analysis (e.g. avoiding shadowing of public open space and monolithic massing).	To provide flexibility for office floor plate sizes, depending on the context and urban design review.
11.9.6 (p.340)	Amend: Buildings with an average tower floor plate greater than 1,390 m^2 (15,000 $ft.^2$) may require special consideration, including review of tower separation impacts on adjacent properties and design solutions to reduce the apparent scale of the building(s).	To provide greater flexibility in tower floor plate sizes in industrial areas where larger floor plates are often desirable from a building operations standpoint. Will be subject to urban design performance analysis.
11.9.7 (p.340)	Amend: An industrial/employment tower will be considered as any part of a building higher than 3 storeys (N/A for buildings on smaller sites, generally with a frontage of 30.1 m (99 ft.) or less, without a podium element).	To clarify how “smaller sites” are defined.

10. Delete Figure 11.7 shown below:

Figure 11.7 - General Height Map

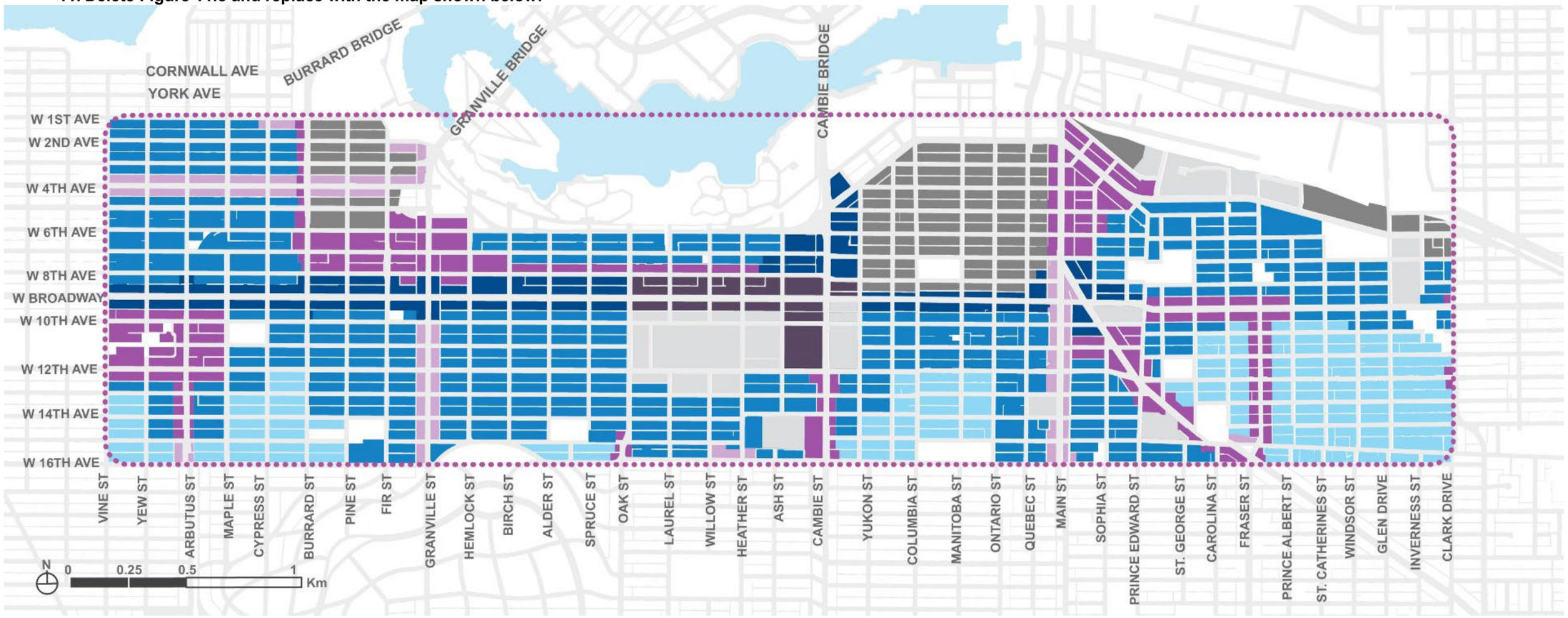


Legend

- Broadway Plan area
- Parks and Public School Yards
- Villages and Plazas
- 40 Storeys
- 20 Storeys
- 6 Storeys

Note: This map is for illustrative purposes. Refer to neighbourhood land use (Chapters 8-10) for policies specific to building heights.

11. Delete Figure 11.8 and replace with the map shown below:



Legend

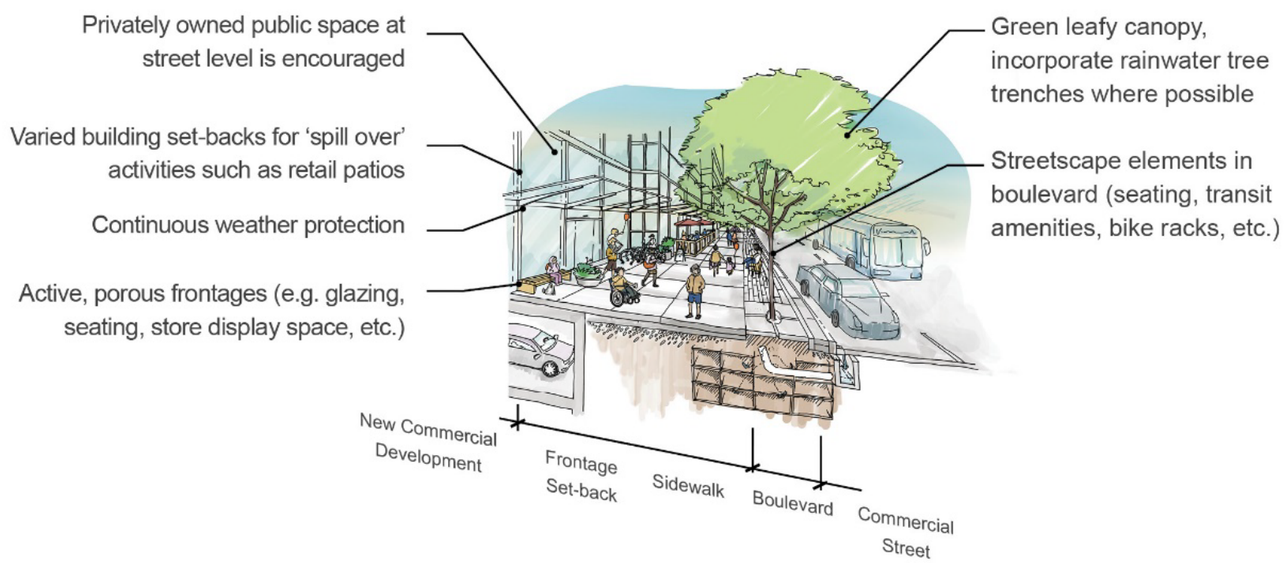
- Broadway Plan area

Typology Areas

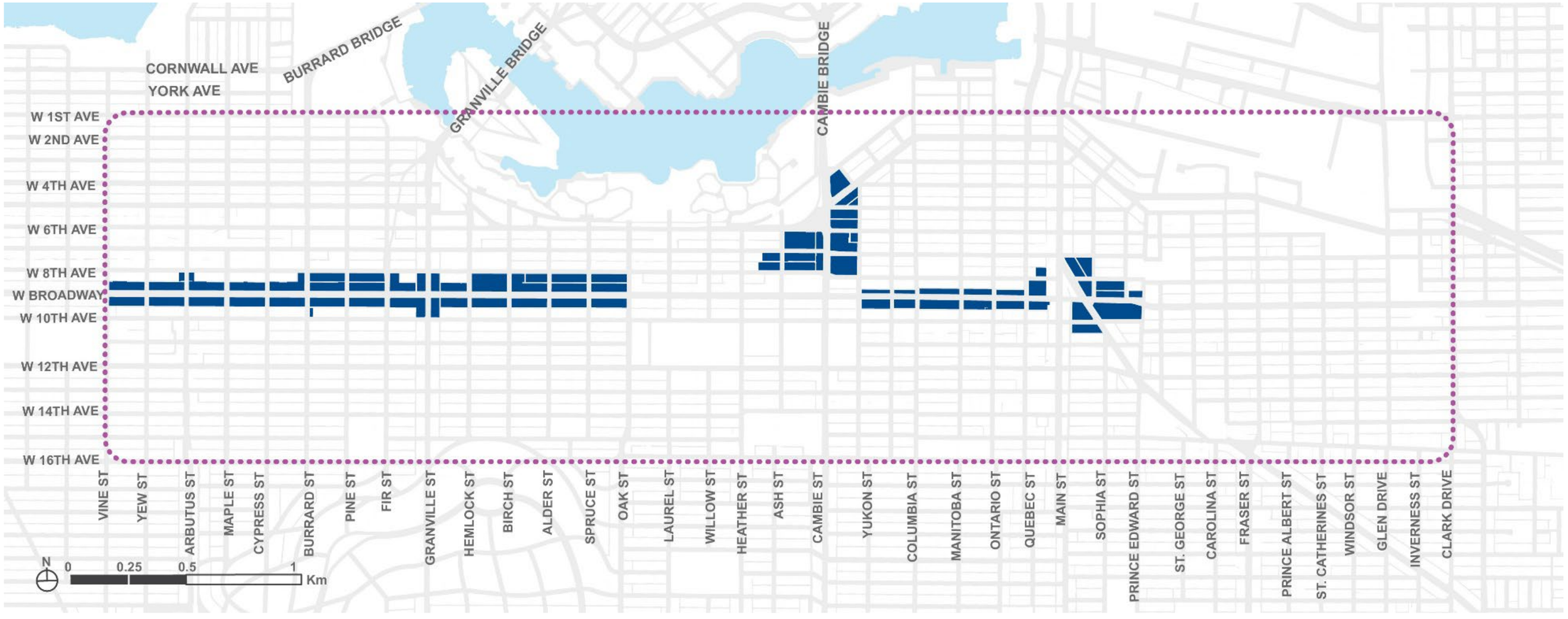
- Residential Multiplex / Low-Rise
- Residential Mid / High-Rise
- Mixed-Use Low-Rise
- Mixed-Use Mid / High-Rise
- Broadway Mixed-Use Residential / Office
- Broadway Office
- Industrial / Employment
- Large and Unique Sites

12. Delete Figure 11.16 and replace with the figure shown below:

Typical Commercial High Street Frontage (for Illustrative purposes only)



13. Delete Figure 11.50 and replace with the map shown below:

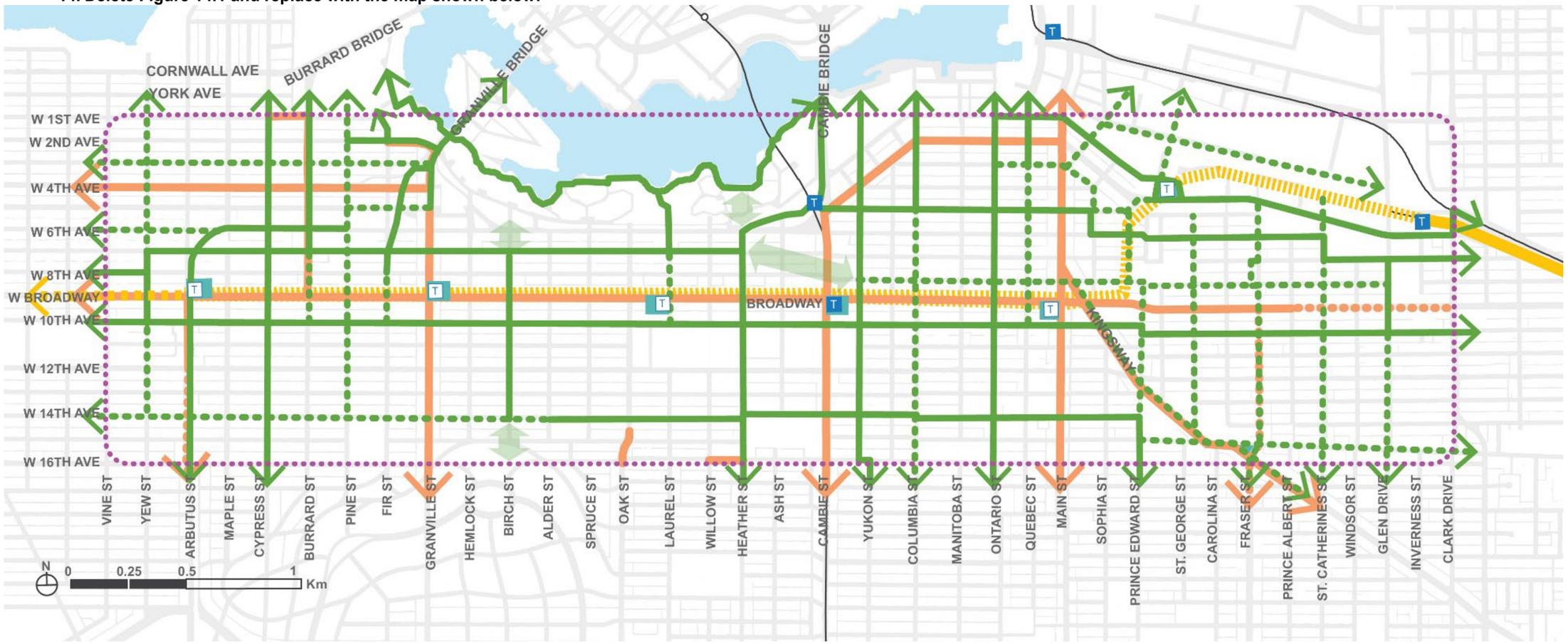


Plan Section	Proposed Amendment	Rationale
13 Jobs and Economy		
13.4.5 (p.371)	Amend: Encourage development of new hotels in the Broadway Plan area over time to meet demand, particularly in key locations such as major employment areas, rapid transit station areas and tourism destinations. Target the addition of: a) 600 hotel rooms (approximately 3-4 hotels) in the first 10 years to replace 520 hotel rooms lost in the area since 2012; and, b) ~~1,200~~ 3,000 hotel rooms (approximately ~~6-8~~ 15-18 hotels) in total over 30 years to complement the intensification of employment spaces.	To increase the 30-year Broadway Plan area hotel room target given the proposed policy amendments to incentivize hotel development and the current number of hotel projects in the development pipeline.
13.4 (p.371)	Insert new policy: Where hotels are not allowed, proposals for hotels on sites without existing purpose-built rental or social housing may be considered on a case-by-case basis. Consideration will be given to the site context, compatibility with surrounding uses, and transportation requirements (including parking and loading).	To allow consideration for hotel projects in other areas of the Broadway Plan, depending on the site context and compatibility with surrounding uses.

Plan Section	Proposed Amendment	Rationale
14 Transportation		
Vision (p.374)	Insert: In 2050, nearly all trips in the Broadway Plan area are made by walking, rolling, cycling or transit. Streets are vibrant spaces where people of all abilities can comfortably walk, roll and gather, and greenways offer enhanced active transportation environments and opportunities for green space and public space.	To align with updated definition of greenways
Fig 14.1 (p.377)	Delete and replace Figure 14.1, as shown in item 14 below.	To consolidate bike routes and greenways into a single category of greenways. Additionally, to make minor amendments to greenway alignments.
14.2 (p.379)	Amend: The Broadway Plan area includes some of the city's busiest cycling routes. These include the Ontario Greenway, 10th Avenue ~~bikeway~~ greenway, and the Seaside Greenway. However, many of the routes do not meet AAA design guidelines, which require low motor vehicle volumes and speeds on local streets and physical protection in higher-traffic areas. On some streets, many people ride on the sidewalk or avoid cycling altogether because of a lack of safe facilities. To reach the *Climate Emergency Action Plan* target of 80 per cent sustainable mode share by 2030 within the Broadway Plan area, it will be critical to provide a high-quality network of ~~cycling facilities~~ greenways that serves all types of trips and connects people to their daily destinations. These routes will also serve micromobility devices such as e-kick scooters; as volumes grow, safe ~~cycling routes~~ greenways will be essential for discouraging sidewalk riding and reaching our Vision Zero goal to eliminate traffic fatalities and severe injuries.	To align with updated definition of greenways.
14.2.1 (p.379)	Amend: Create a network of safe and comfortable ~~bike routes~~ greenways for people of all ages and abilities, such that almost all residents live within two blocks of ~~an AAA bike route~~ a greenway and key recreational, commercial and employment destinations are well connected, as shown in Figure 14.2.	To align with updated definition of greenways.
Fig 14.2 (p.380)	Delete and replace Figure 14.2, as shown in item 15 below.	To consolidate bike routes and greenways into a single category of greenways. Additionally, to make minor amendments to greenway alignments.
14.2.3 (p.379)	Amend: Connect the ~~cycling~~ greenway network with commercial areas to support local businesses and to make it easier to access daily services without a vehicle.	To align with updated definition of greenways.
14.2.7 (p.379)	Amend: Reduce opportunities for potential conflicts between motor vehicles and people using active travel on the ~~cycling~~ greenway network (e.g. by reducing driveways and intersections) and improve crossings at major intersections (e.g. with traffic signals).	To align with updated definition of greenways.
14.3.3 (p.381)	Amend: d) ~~Bike routes~~ Greenways and secure bike parking.	To align with updated definition of greenways.
14.5.4 (p.384)	Amend: Prioritize connections between schools and greenways, ~~bikeways,~~ and transit stops and stations.	To align with updated definition of greenways.
14.6.4 (p.386)	Amend: Provide safe and convenient walking, rolling and cycling facilities that connect the new South Granville station with Granville Bridge, Arbutus Greenway, future Senákw development, and ~~cycling routes~~ other greenways.	To align with updated definition of greenways.

Plan Section	Proposed Amendment	Rationale
14.6.8 (p.386)	Amend: Provide safe, convenient cycling connections between Broadway–City Hall Station, Cambie Bridge, local businesses, City Hall, VGH Campus, and ~~cycling routes~~ other greenways (such as 10th Avenue ~~Bikeway~~ Greenway).	To align with updated definition of greenways.
14.6.13 (p.387)	Amend: Provide safe, protected and connected ~~cycling routes~~ greenways to serve these corridors.	To align with updated definition of greenways.
14.7.3 (p.387)	Amend: Implement measures to eliminate serious motor vehicle collisions and promote safe operations of motor vehicles on roadways. This includes traffic-calming infrastructure on local streets to reduce vehicle speeds and shortcutting and to prioritize ~~walking and cycling greenways and other bike routes~~ greenways.	To align with updated definition of greenways.

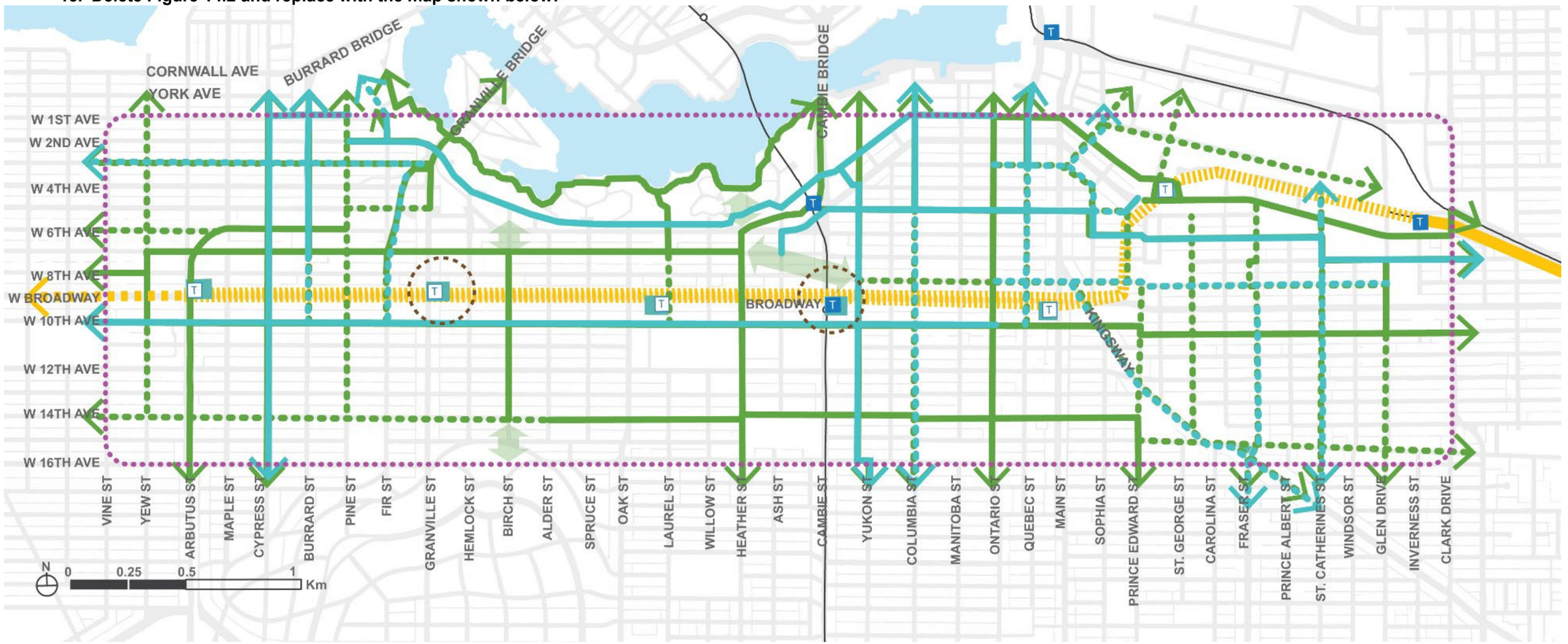
14. Delete Figure 14.1 and replace with the map shown below:



Legend

- Broadway Plan Area
- Future Broadway Subway
- Future Millennium Line UBC Extension
- Millennium Line
- Current SkyTrain Network
- Existing Rapid Transit Station
- Future Rapid Transit Station
- Existing Commercial Street
- Future Commercial Street
- Existing Greenway
- Future Greenway
- Further Work Required to Determine Greenway Alignment
- Activity Node

15. Delete Figure 14.2 and replace with the map shown below:



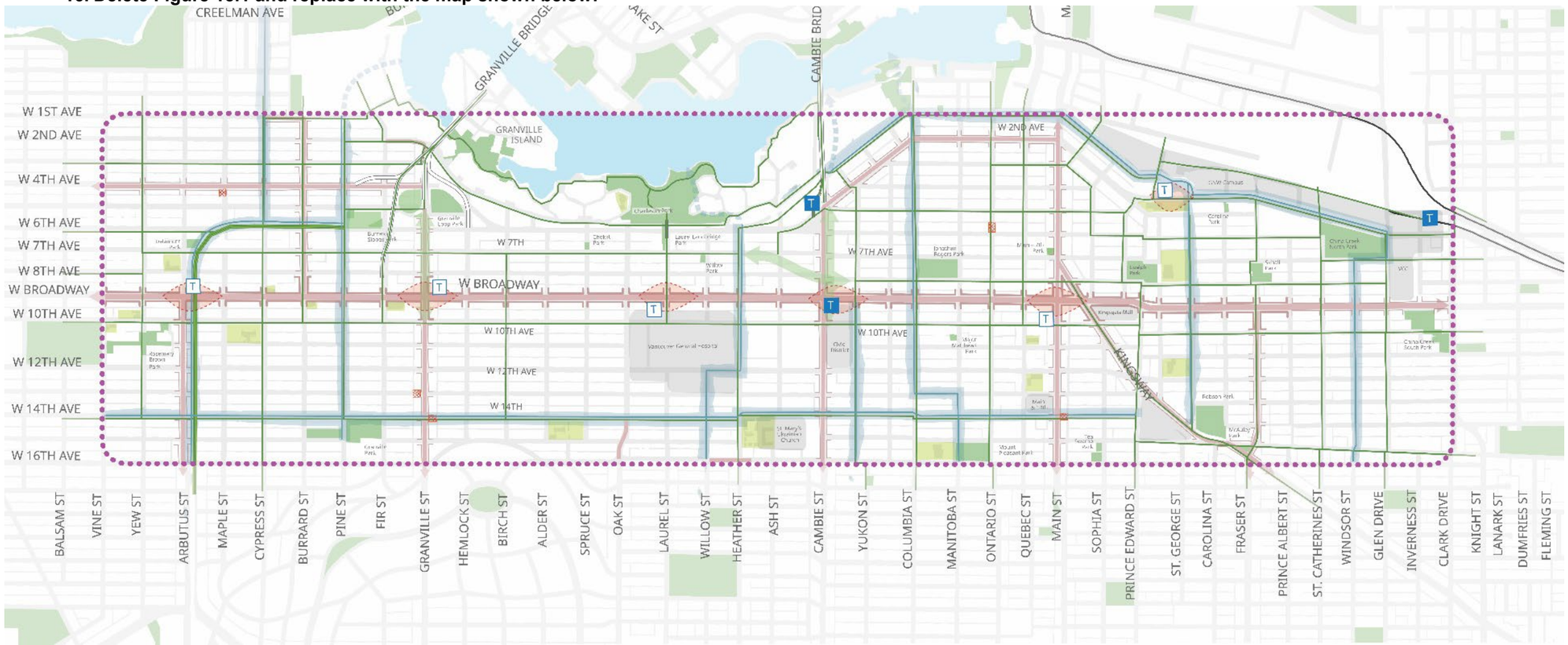
Legend

- Broadway Plan Area
- Future Broadway Subway
- Future Millennium Line UBC Extension
- Millennium Line
- Current SkyTrain Network
- Existing Rapid Transit Station
- Future Rapid Transit Station
- Existing Greenway
- Future Greenway
- Other Existing Bike Route
- Other Future Bike Route
- Further Work Required to Determine Best Connection to Station
- Further Work Required to Determine Greenway Alignment

Plan Section	Proposed Amendment	Rationale
15 Public Realm Framework		
Introduction (p.390)	Insert: *Note: More detailed information and policy directions are provided in the Broadway Public Realm Plan.	To add reference to the Broadway Public Realm Plan.
Vision (p.393)	Amend: Streets will be enhanced for walking, rolling, and cycling by including infrastructure and amenities such as wide sidewalks, street trees, street furniture, weather protection, ~~bike lanes~~ active travel lanes, and bike parking (see the Transportation Chapter 14 for more details). Local and busy commercial streets will have an attractive public realm, providing space for people to rest, gather and socialize within the streetscape, animating commercial areas and supporting businesses. Broadway will be a Great Street — a green and leafy corridor with a streetscape that supports safe walking and rolling with comfortable and delightful places to socialize and rest along the way.	To align with updated definition of greenways.
Fig 15.1 (p.395)	Delete and replace Figure 15.1, as shown in item 16 below.	To align with updated definition of greenways
15.2 (p.397)	Insert: Streets as Better Public Spaces projects are small street segments where the street is fully or partially closed to motor vehicle traffic and transformed into a people-centred space. They provide space for walking, rolling, and cycling and can include opportunities for gathering, resting, gardening and food harvesting, arts and culture, public art, nature play, and green space and plantings to capture and filter rainwater. As motor vehicle access is more limited, they also reduce traffic along local streets (Figure 15.2).	To include “rolling” in listed transportation uses.
15.2.2 (p.397)	Amend: b) Local streets on or near ~~bikeways~~ greenways, especially where these streets intersect with commercial streets.	To align with updated definition of greenways.
Figure 15.3 (p.400)	Delete and replace Figure 15.3, as shown in item 17 below.	
15.2.19 (p.402)	Amend: Seek opportunities for (see Land Use Chapters 8-10 for more details; see Figure 15.6): a) Enhanced corner setbacks for POPS at intersections along Broadway within station areas and where it intersects with greenways, blue green systems and other commercial high streets. b) ~~Enhanced corner setbacks for POPS where commercial high streets intersect with streets identified as having an “opportunity for enhanced walking route.”~~ c) Enhanced corner setbacks for POPS along Broadway between intersections of Hemlock Street and Ash Street to reinforce northern views. d) POPS on “large and unique sites” that provide key community gathering spaces as well as improved pedestrian connectivity within and surrounding the site. e) POPS on new developments along commercial high streets, greenways, and blue green systems ~~and enhanced walking routes.~~ f) Enhanced side-yard setbacks for POPS on parcels that can provide improved pedestrian connections to nearby parks, active lanes, and other key public spaces (e.g. mid-block pedestrian connection, pedestrian mews).	To align with updated definition of greenways.
Figure 15.6 (p.405)	Delete and replace Figure 15.6, as shown in item 18 below.	

Plan Section	Proposed Amendment	Rationale
15.2.24 (p.406)	Amend: Identify opportunities to expand existing park uses and connectivity through integration with road reallocation (Streets as Better Public Spaces), greenways, ~~cycling routes~~, and blue green systems, and with other providers of publicly accessible open space, such as Vancouver School Board and Vancouver Coastal Health (Vancouver General Hospital).	To align with updated definition of greenways.

16. Delete Figure 15.1 and replace with the map shown below:



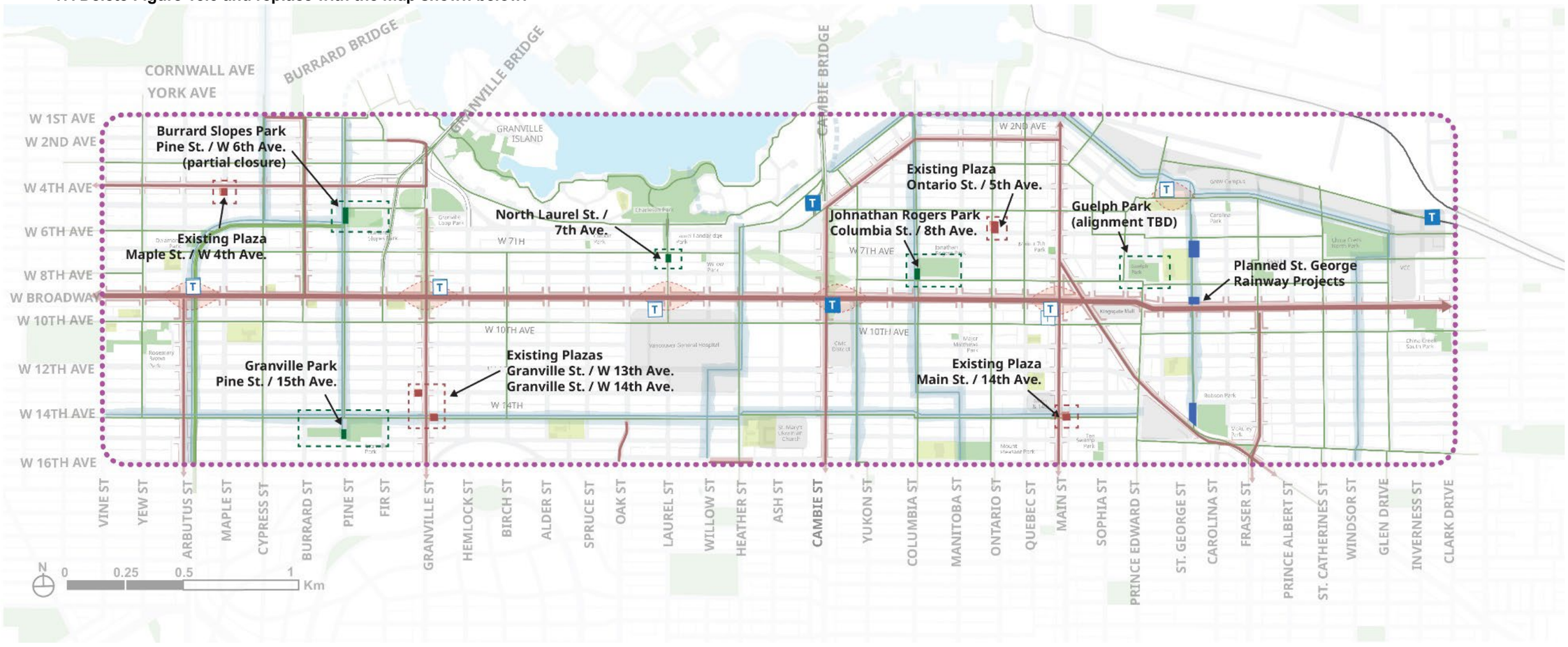
Public Realm Framework Legend

- Broadway Plan Area
- Existing Rapid Transit Station
- Future Rapid Transit Station
- Broadway 'Great Street' Streetscape
- Commercial High Street Streetscape
- Subway Station Area
- Large and Unique Site
- Greenway Alignment Requiring Further Analysis
- Greenway

Base Map

- Blue Green System
- Existing Pavement to Plaza
- School Site
- Existing Park

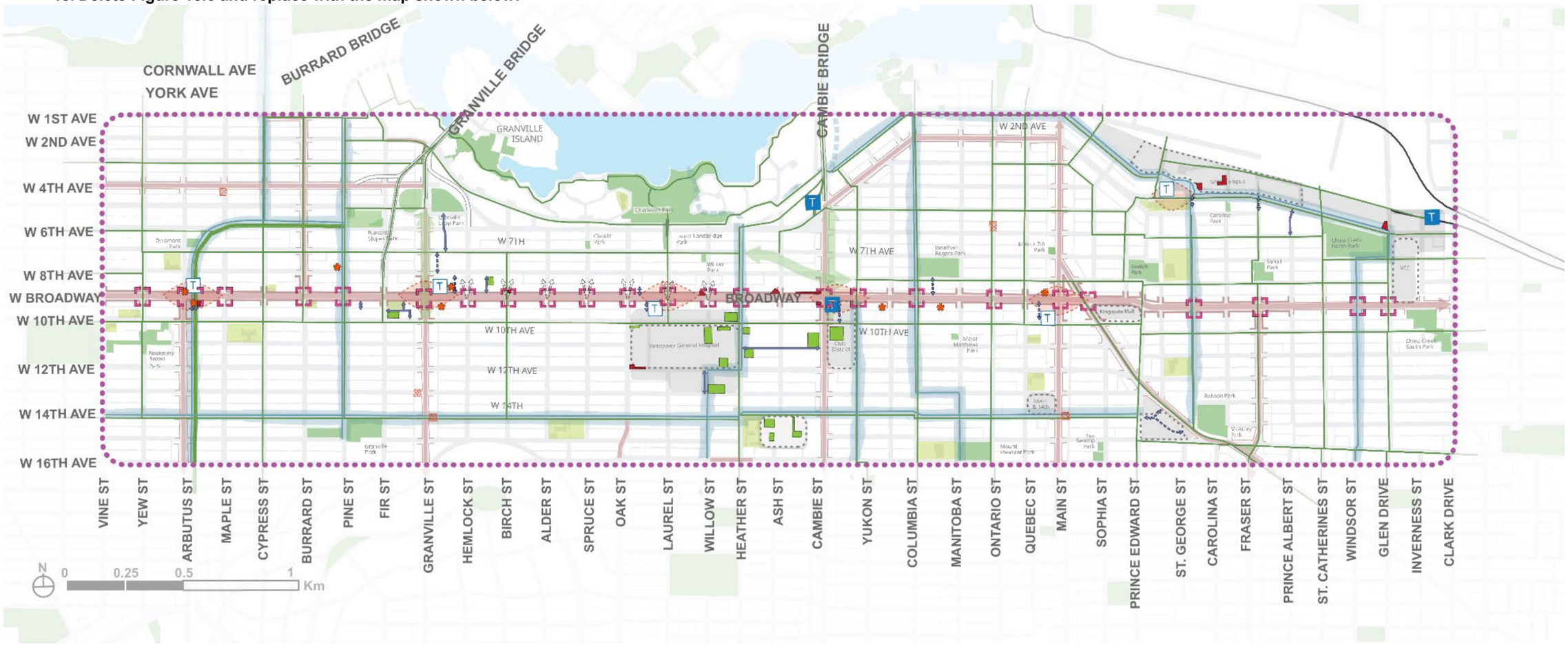
17. Delete Figure 15.3 and replace with the map shown below:



Legend

- Broadway Plan Area
- Existing Rapid Transit Station
- Future Rapid Transit Station
- Street As Better Public Space (SABPS) Proposed Pilot Project Location (New)
- Existing Side Street Plaza & Proposed SABPS Pilot Project Location (Enhancement)
- Broadway Great Street Streetscape
- Commercial High Street Streetscape
- Subway Station Area
- Large and Unique Site
- Greenway Alignment Requiring Further Analysis
- Greenway
- Blue Green System
- Existing Side Street Plaza
- School Site
- Existing Park

18. Delete Figure 15.6 and replace with the map shown below:





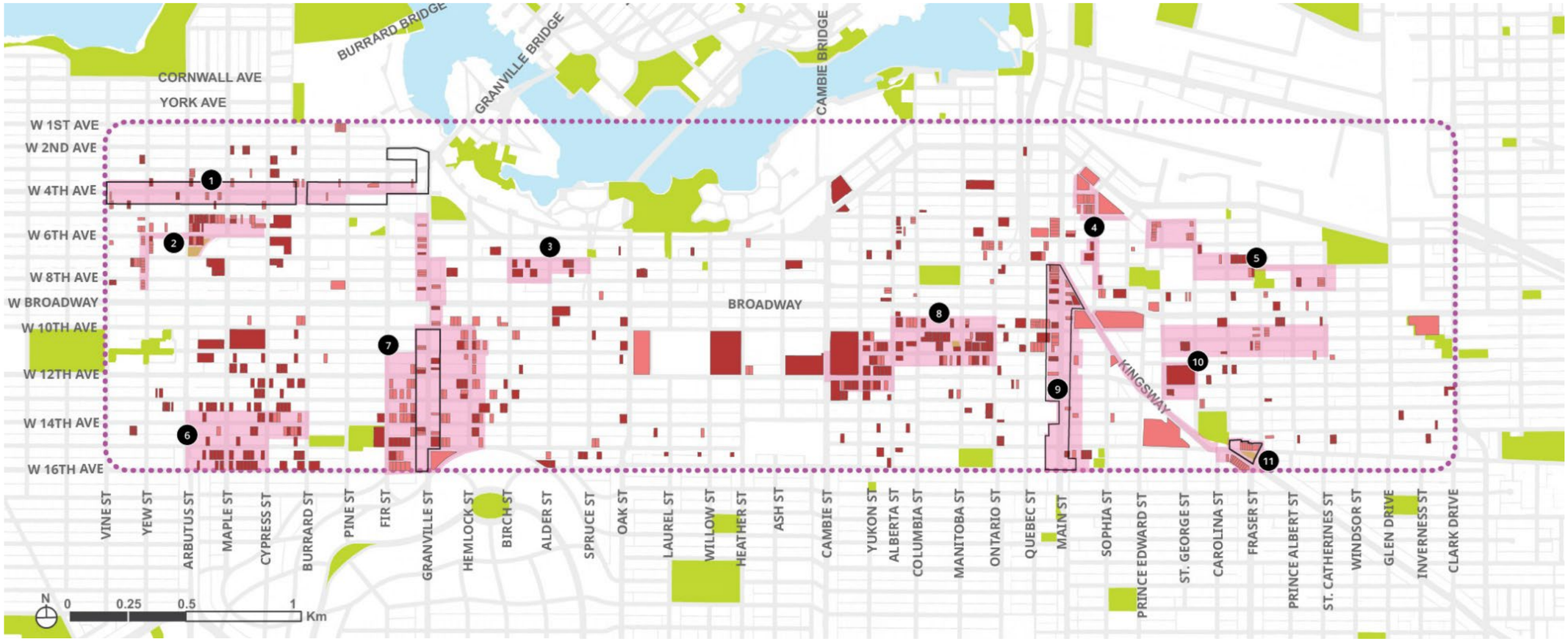
Plan Section	Proposed Amendment	Rationale
18 Heritage		
Introduction (p.441)	Delete: ~~***Heritage District*** is a cultural landscape which contains buildings, structures, and landscapes as prominent heritage features, as defined in the Standards and Guidelines for the Conservation of Historic Places in Canada.~~	Term is not used in the Heritage chapter of the Broadway Plan.
Introduction (p.441)	Insert: ***Heritage Property*** means property that has sufficient heritage value or historic character to justify its conservation, is listed on the Vancouver Heritage Register, or is protected heritage property as defined in the Vancouver Charter.	To add clarity for interpretation of Heritage policies.
Introduction (p.441)	Insert: ***Historic Place*** means a structure, building, group of buildings, district, landscape, archaeological site or other place in Canada that has been formally recognized for its heritage value by an appropriate authority within a jurisdiction, as defined in the Standards and Guidelines for the Conservation of Historic Places in Canada.	To add clarity for interpretation of Heritage policies.
Introduction (p.441)	Insert: ***Potential Heritage Site*** means property that may have sufficient heritage value or historic character, subject to further review, to justify its conservation, list it on the Vancouver Heritage Register, and protect it through heritage designation.	To add clarity for interpretation of Heritage policies.

Plan Section	Proposed Amendment	Rationale
City-wide context (p.442)	Amend and insert: » **Vancouver Heritage Register** ~~(1986)~~ **(VHR) (1986/2024)**, ~~– Identifies sites and features that have heritage value. The VHR is updated periodically, and currently is being reviewed for major upgrade.~~ The VHR identifies heritage properties (buildings and structures) that are formally recognized for their heritage value. The VHR listing is updated periodically. ~~» Vancouver Heritage Program and Heritage Policies (2020) – Encourages the retention and protection of heritage resources listed on the VHR. Sites listed on the VHR may be eligible for incentives and benefits under the VHP, including development benefits and grants in return for heritage conservation and protection.~~ » **Vancouver Heritage Program (VHP) (2020) –** Provides a vision, goals and directions for the stewardship of heritage resources across the city. » **Heritage Policies (2020)** – Provides key policies applicable to heritage planning and the development of heritage properties. » **Heritage Incentive Program (HIP) and Heritage Façade Rehabilitation Grants (HFRG)** - Sites listed on the VHR may be eligible for incentives, including development benefits and grants, in return for heritage conservation and protection.	To be consistent with the updated Heritage Policies and Vancouver Heritage Register
18.1.1 (p.443)	Amend: ~~Promote and support Truth and Reconciliation by encouraging Musqueam, Squamish and Tsleil-Waututh voices and visibility on the land, along with opportunities to support Indigenous peoples' living heritage.~~ Implement the Reconciliation Framework to promote Musqueam, Squamish and Tsleil-Waututh Peoples' voices and increase the visibility and support for Indigenous Cultural Heritage on the land.	To be consistent with the updated Heritage Policies and Vancouver Heritage Register
18.1.2 (p.443)	Amend: Work with the Musqueam, Squamish and Tsleil-Waututh Nations, ~~urban~~ Urban Indigenous ~~people~~ People, and equity-denied communities to identify ~~and potentially add new heritage resources to the VHR.~~ heritage properties and consider their addition to the VHR.	To be consistent with the updated Heritage Policies and Vancouver Heritage Register
18.1.4 (p.443)	Amend: Conduct a heritage evaluation and prepare appropriate planning documents (e.g. historic context statement~~s~~, heritage value statement, statement~~s~~ of significance, ~~heritage value statements~~ and/or ~~heritage~~/cultural heritage impact assessment~~s~~) for ~~major projects, cultural landscapes, and heritage places.~~ for development sites encompassing places with recognized heritage status (VHR listed) or with identified potential for addition to the VHR.	To be consistent with the updated Heritage Policies and Vancouver Heritage Register
18.1.5 (p.443)	Delete: ~~18.1.5 Explore and expand tools and methods to protect Musqueam, Squamish and Tsleil-Waututh Nations cultural heritage sites (archaeology) and culturally important places.~~	To be consistent with the updated Heritage Policies and Vancouver Heritage Register
18.2.1 (p.444)	Amend: ~~Use existing tools and incentives available to identify, conserve and protect heritage assets within the Broadway Plan area including but not limited to sites listed in the Vancouver Heritage Register.~~ Identify places with potential for addition to the VHR upon further heritage evaluation.	To be consistent with the updated Heritage Policies and Vancouver Heritage Register

Plan Section	Proposed Amendment	Rationale
18.2.3 (p.444)	Amend: Apply the citywide Heritage Policies ~~(2020) to ensure that development proposals through either a development permit or rezoning process should generally not result in the demolition or severe alteration of a heritage building on the VHR, noting the following:~~ when considering a Broadway Plan development proposal that includes a heritage property. a) A site occupied by a protected ~~(designated)~~ heritage property (protected by a heritage designation bylaw or a Heritage Revitalization Agreement) ~~should~~ will not be considered for rezoning ~~redevelopment (development permit or rezoning process)~~ if the proposal would result in the demolition, severe alteration, replacement of the original building structure, removal of character-defining elements or loss of heritage value, and/or with the façade-only retention of a protected heritage property. b) To be considered favourably for rezoning, the heritage property ~~found~~ on a rezoning site must be preserved, a high level of retention and conservation proposed, and it must be seismically and structurally upgraded. ~~and~~ Legal protection of the ~~heritage resource~~ historic place is required.	To be consistent with the updated Heritage Policies and Vancouver Heritage Register
18.2.4 (p.444)	Amend: ~~18.2.4 Consider Zoning and Development Bylaw relaxation provisions for heritage properties to facilitate retention and conservation of heritage buildings and associated cultural landscapes.~~	To be consistent with the updated Heritage Policies and Vancouver Heritage Register
18.2.5 (p.444)	Amend: ~~18.2.5~~ 18.2.4 Consider up to 10% additional density (FSR) beyond the maximum permitted density for rezoning and development permit proposals~~, which retain, conserve and designate a heritage building on the VHR, in a manner consistent with Standards and Guidelines for the Conservation of Historic Places in Canada and the City's Heritage Policies, subject to architectural and urban design excellence.~~ that demonstrate a high level of retention and heritage conservation, including seismic and structural upgrades, building systems upgrade, and legal protection of the property listed on the VHR.	To be consistent with the updated Heritage Policies and Vancouver Heritage Register
18.3 (p.444)	Amend: ~~Currently in the Broadway Plan area there are 277 sites and eight streetscapes listed on the VHR.~~ The Broadway Plan area includes many heritage properties that are listed on the VHR. ~~Many~~ aAdditional sites ~~and streetscapes~~ were assessed as part of the Broadway Plan process and were identified as having potential to be added to the VHR with further assessment. These potential future additions to the VHR will be addressed as part of Plan implementation or other programs such as the Vancouver Heritage Register Upgrade. While heritage sites ~~and streetscapes~~ are sprinkled throughout the area, certain precincts were identified as having special heritage value or concentrations of cultural, historic, or aesthetic sites and landscapes important to the community. Eleven key areas were identified as having concentration of heritage values. These eleven areas were broken down into groups based on their inherent values and characteristics (see Figure 18.1). In these areas, prioritization of retention of heritage sites ~~and streetscapes are key objectives.~~ is a key objective.	To be consistent with the updated Heritage Policies and Vancouver Heritage Register
18.3.6 (p.446)	Delete: ~~18.3.6 Add newly identified and evaluated cultural landscapes such as heritage streetscapes to the VHR (see Policy 18.4.1), and support efforts to encourage owners to add identified heritage buildings and sites to the VHR.~~	To be consistent with the updated Heritage Policies and Vancouver Heritage Register
18.3.10 (p.446)	Delete: ~~18.3.10~~ 18.3.9 Encourage the retention and maintenance of existing heritage rental apartment buildings. For those individually listed on the VHR, ~~Vancouver Heritage Register and/or being part of recognized heritage streetscapes (VHR)~~, develop a heritage incentive program to support enhanced heritage conservation.	To be consistent with the updated Heritage Policies and Vancouver Heritage Register

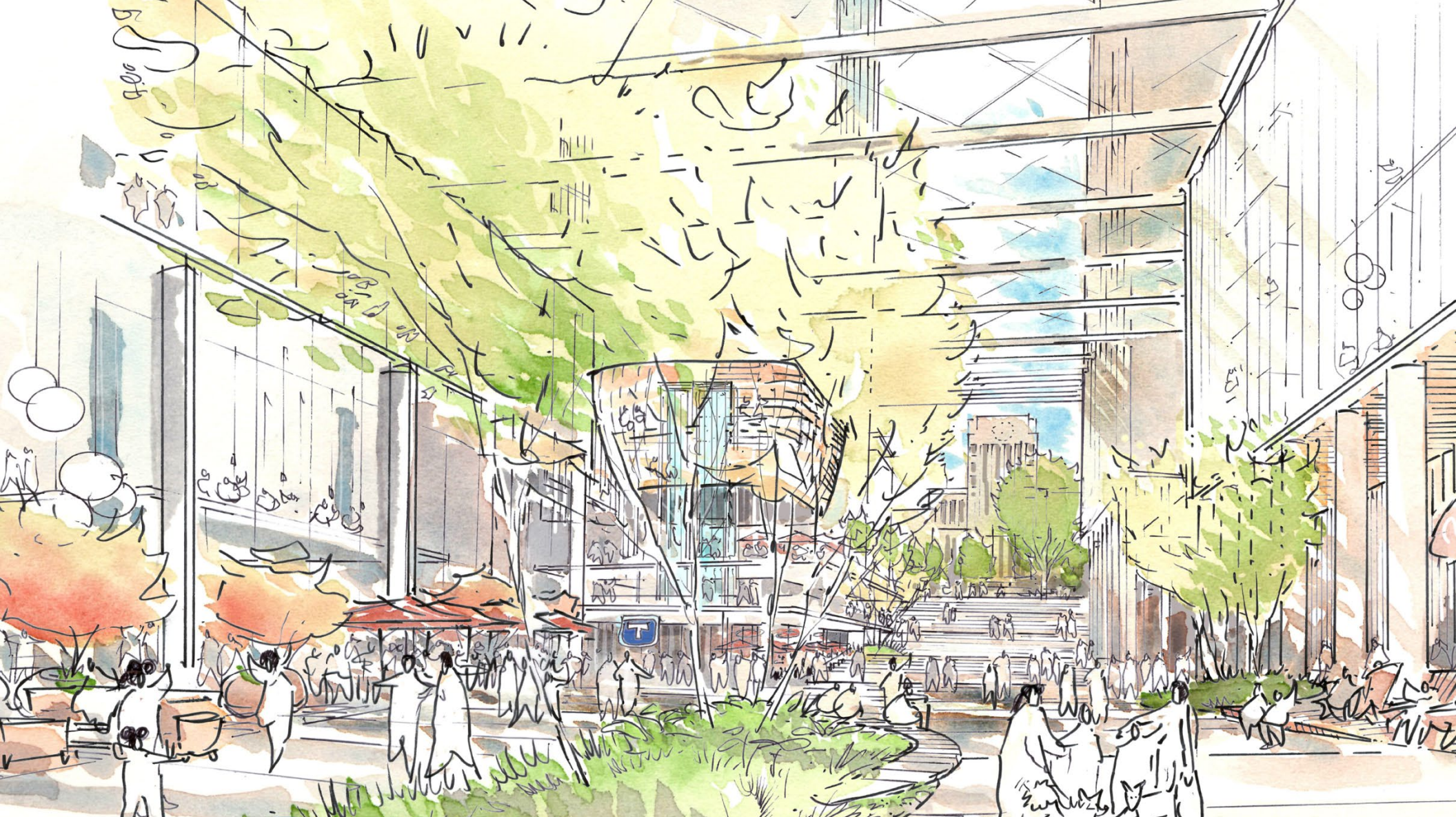
Plan Section	**Proposed Amendment**	**Rationale**
Figure 18.1 (p.447)	Delete and replace Figure 18.1, as shown in item 19 below.	To be consistent with the updated Heritage Policies and Vancouver Heritage Register
18.4 (p.450)	Delete the entire section	To be consistent with the updated Heritage Policies and Vancouver Heritage Register

19. Delete figure 18.1 and replace with the map shown below:



Legend

- Broadway Plan Area
- Parks
- Village Boundary
- Vancouver Heritage Register Listed Properties
- Potential Heritage Sites
- Cultural Landscapes



BROADWAY PLAN

APPENDIX C:
CIVIC DISTRICT SITE POLICIES

CITY OF VANCOUVER

This Appendix to the
Broadway Plan was approved by
Vancouver City Council on
_____.

Land Acknowledgement

Civic District is on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Peoples. The term unceded acknowledges the unique, ongoing, and inherent rights and Title that the Nations hold to their respective territories based on their ongoing presence and stewardship since time immemorial. The term serves as a reminder that xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) have never left their territories, nor legally ceded, or given up the Land to the Crown by any means recognized in Canadian or Indigenous law.

Each Nation has distinct histories and distinct traditional territories which fully or partially encompass the City. To learn more about their histories, cultures, and governance visit their websites:

xʷməθkʷəy̓əm (Musqueam Indian Band)
Musqueam.bc.ca/our-story/our-territory/

Sḵwx̱wú7mesh (Squamish Nation)
Squamish.net/about-our-nation/our-land/

səlilwətaɬ (Tsleil-Waututh Nation)
twnation.ca/about/

City of Vancouver

Vancouver City Council endorsed the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) in 2013 and has designated Vancouver as a City of Reconciliation. To achieve its goals, the City established the Reconciliation Framework in 2014, which was reaffirmed by the City in 2022. In October 2022, Vancouver City Council adopted the UNDRIP Strategy for Vancouver. In June 2024, the UNDRIP Action Plan was approved by the Councils of all partners. All City activities including the Civic District planning process will align with, and advance, the UNDRIP Strategy's calls-to-action.

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1. Introduction



Since time immemorial, xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Peoples have continued to occupy and steward the lands which fully or partially encompass what is now known as Vancouver. Their connections and unique inherent rights and title are ongoing. For many thousands of years, there were permanent villages and seasonal camps along the False Creek waterfront, an abundant place for fishing, harvesting, and hunting.

In 1936, when the Vancouver City Hall was built, the city had a population of approximately 250,000. It was constructed on Strathcona Park due to its central location and prominence within Vancouver. As the population has grown to over 675,000 (2024), the need for City services has also grown and evolved.

The introduction of new development and public space on the City Hall campus, known within the Broadway Plan as the “Civic District”, presents a significant opportunity to enhance the use of public lands at the intersection of two rapid transit lines and within the centre of Vancouver’s “second downtown”. The opportunity is described further in Section 3 Vision.

This appendix provides policy to guide the rezoning and redevelopment of the Civic District over the next 30 years. The policies are intended to be clear and robust in articulating the key goals and development parameters for these lands, but flexible enough to accommodate different opportunities and design solutions that may emerge through rezoning and implementation.

2. Site Description and Context



Civic District Boundary

Broadway-City Hall Station

Civic District is in Uptown at the heart of Central Broadway. The 3.5 ha (8.6 acre) site is bounded by Broadway to the north, West 12th Avenue to the south, Cambie Street to the west, and Yukon Street to the east. The site includes Vancouver City Hall, Helena Gutteridge Plaza and other open spaces, surface parking, and Broadway-City Hall Station (northwest corner of the site).

In addition to City Hall, the City leases space in a variety of buildings in the area and across Vancouver to effectively deliver public services. The opportunity to develop new civic offices (in tandem with other uses) on the Civic District will enable the City to reduce costs and relocate services to a central, rapid transit-accessible location.

Broadway Plan:

Civic District is identified as one of several 'Large and Unique sites' in the Broadway Plan area, requiring further study and site-specific policy directions to guide rezoning and redevelopment. The Civic District provides a unique opportunity to deliver on multiple Plan objectives including significant new job space, shops and services, government offices and services, community-serving facilities and amenities including public open space contributing towards more complete neighbourhoods.

3. Guiding Principles

The following ten Guiding Principles were established through stakeholder and public consultation, as well as the City's assessment of the needs and opportunities presented by the Civic District. They will be used to guide the overall implementation of policies for the area.

Reconciliation

Continue to honour our commitment to reconciliation with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) Nations:



Civic District is located on the traditional and unceded territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) Nations. The site should support cultural redress and visibility, and be a welcoming space for Indigenous community members. It is vitally important to work collaboratively with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Peoples to decolonize our places and practices, and visibly incorporate their values, history and art on the site.

Identity and governance

Recognize and enhance civic identity:



The redevelopment of the Civic District is a once-in-a-lifetime opportunity to reimagine the civic heart of Vancouver, one of the world's most vibrant, inclusive and diverse cities. The District should be intimately connected with the area's nature, history, and cultural diversity and reflect these qualities in its new and enhanced civic spaces, buildings and public spaces. Arts and culture should be supported, with consideration for potential spaces for presentation, cultural expression and celebration.

Support transparency of government:



Civic District should reflect the core values of democracy in its design and function. Improvements should focus on increasing visibility and accessibility of City facilities for all users. Civic buildings should be welcoming and user-friendly for the community while balancing the functional requirements of the municipal government and its workers. Transparency should be improved by enhancing navigation around the site and within buildings, including the Heritage City Hall Building.

Land use and built form

Optimize City lands and strengthen Uptown:



Civic District is located in Uptown at the heart of Central Broadway and Vancouver's "second downtown". The plan will seek to optimize the use of these public lands at the intersection of the Canada Line and new Broadway Subway Millennium Line extension. Development on the site should provide significant new job space such as office, retail, service, hotel, cultural and institutional uses. Active ground floor uses should be located and designed to enliven existing and new buildings, public spaces, and key walking connections. Development of the site will help the City meet its long-term civic and office space needs.

Demonstrate leadership in design excellence:



The design of Civic District should instill a sense of civic pride for residents, visitors and workers. High-quality architecture, landscape design and building forms should reflect the site's prominent location and public function, as well as the City's commitment to sustainability. A distinct and consistent design expression for the district should create a uniquely recognizable, desirable and marketable destination within the larger city. In collaboration with the local Nations, opportunities should be explored to incorporate built form and design elements representative of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh), as well as local Vancouver-based art and architecture.

Public life

Mobility for all ages and abilities:



Transportation connections within Civic District should give priority to people of all ages and abilities who walk, roll, cycle and take transit. The site should ensure strong connections to the Broadway-City Hall SkyTrain Station and the surrounding neighbourhood. Universal accessibility will be a priority in all aspects of site and building design.



Enhance public spaces and placemaking:

Civic District should be anchored by a generous and flexible public realm that supports civic uses and public gatherings and contributes to the site's strong civic identity. Public spaces should be inclusive, accessible, equitable, safe and culturally vibrant. The site should balance the need for green spaces and hardscaped plazas. Retention of existing mature trees and green space should be maximized. New hardscape plazas should support diverse functions such as connecting with nature, civic and cultural expression, and public assembly. Programming and stewardship should make the district a center of activity.

Enhance civic and community services and amenities:



Civic District should be enhanced as a community hub with a range of new and improved civic services and community amenities (e.g. public open space, childcare, and social and cultural spaces) in accessible locations close to Broadway-City Hall SkyTrain Station.

Sustainability and resilience

Demonstrate leadership in sustainability:



Civic District will demonstrate Vancouver's leadership and stewardship in sustainability and green building design. New buildings and public spaces will be designed with sustainability principles in mind, focusing on energy, water, biodiversity, and active transportation and transit. An integrated water management approach including green rainwater infrastructure should be used to capture, clean and reuse rainwater and enhance the natural environment.

Ensure safety and resilience:



A resilient Civic District is central to ensuring the overall health, safety and wellbeing of everyone who visits or works on site. All buildings and infrastructure should be safe, adaptive and resilient to a changing climate and seismic events to maintain reliable public services.

4. Vision

Civic District is an opportunity to reimagine the civic heart of Vancouver. The site represents a significant opportunity to meet the evolving municipal government needs to support Vancouver's residents and businesses and optimize the use of these public lands at the intersection of the Canada Line and new Broadway Subway.

North Block:

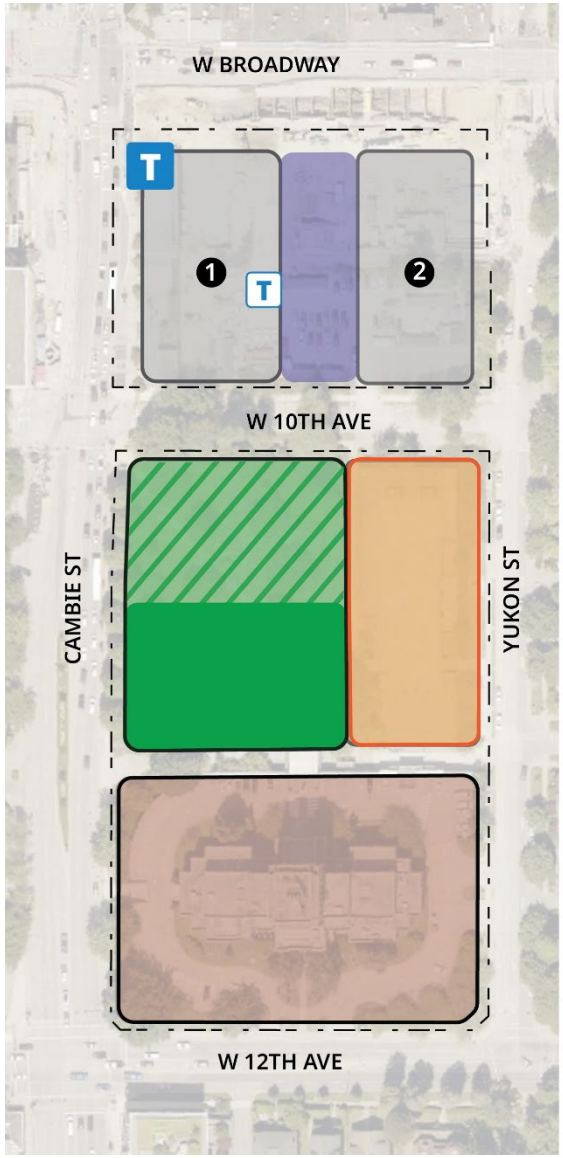
The redevelopment of the North Block (bounded by Broadway, West 10th Avenue, Cambie Street and Yukon Street) would intensify Broadway and Cambie's primarily retail/service and office functions with new mixed-use buildings well connected to Broadway City-Hall Station. Development will include new public spaces and amenities, restaurants, shops, services and offices at lower levels, with tower forms above that would include a mix of hotel, office and potentially residential uses. It will also include a new Civic Gateway, providing a central public open space for lingering, gathering and events on the North Block, drawing the civic character and uses north towards Broadway.

South Block:

The redevelopment of the South Block (bounded by West 12th Avenue, West 10th Avenue, Cambie Street and Yukon Street) would create an enhanced civic heart for Vancouver. The South Block will be anchored by a new city-serving plaza ("Civic Commons") and revitalized green spaces with significant tree provision. The Civic Commons will serve as the central and largest open space for civic gathering and public life for residents, visitors and employees. The redevelopment of the Helena Gutteridge Plaza (site of the former East Wing building) will accommodate a new mixed-use building with primarily civic office and institutional uses, as well as retail/service uses. The Heritage Area will retain the existing Heritage City Hall building and grounds.

Development Phasing and Implementation:

Subject to Council's decisions as landowner and the City's mid to long-term financial and capital planning processes, it is anticipated the North Block will be the first area to be rezoned and redeveloped. The South Block is anticipated to be rezoned and redeveloped over a longer period (10+ years). The phased redevelopment of Civic District will enable the City to seismically upgrade the Heritage City Hall building.



5. Land Use and Density

The Civic District is comprised of two blocks. The North Block will accommodate a significant mixed-use development including new office, hotel, retail, service, open space, and potentially residential uses. The South Block is anticipated to provide office, institutional, retail, service, and cultural and recreational uses, and is comprised of three sub-areas: the Heritage City Hall, East Wing area (currently Helena Gutteridge Plaza) and Civic Commons and Greenspace Area.

North Block:

Land use:

5.1 To provide flexibility for the various Civic District program requirements (to be confirmed at the time of rezoning), the following uses are supported on the North Block:

a) Cultural and Recreational Uses (e.g. Arts and Culture Event, Fitness Centre,

Museum or Archives, Neighbourhood House, Plaza, and Theatre);

b) Dwelling Uses (e.g. Mixed-use Residential Building);

c) Institutional Uses (e.g. Child Day Care Facility, Public Authority Use, and Social Service Centre);

d) Offices Uses (e.g. Financial Institution, General Office, Health Care Office, and Health Enhancement Centre);

e) Parking Uses;

f) Retail Uses (e.g. Farmers' Market, Grocery or Drug Store, Retail Store, and Small-Scale Pharmacy); and,

g) Service Uses (e.g. Hotel, Neighbourhood Public House, Production or Rehearsal Studio, and Restaurant).

5.2 Hotel uses are encouraged on the North Block to support economic and tourism goals.

5.3 Commercial uses (e.g. office, hotel, and retail/service uses) are required on the upper floors of the podiums of the North Block to strengthen Uptown's primarily office and retail/service character.

5.4 Active ground floor uses (e.g. retail and service uses) are required along Broadway and the edges of the Civic Gateway to maximize activity and pedestrian interest.

5.5 Publicly-accessible retail and service uses (e.g. restaurant/bar or café) are encouraged at the top of towers and/or podium rooftops with access to outdoor terraces and open spaces to take advantage of the spectacular views of the city, North Shore mountains, and surrounding area.

5.6 Most retail and service uses should be local-serving (e.g. cafés, fitness studios, small shops, grocery stores, pharmacies, restaurants and pubs/bars). If larger format retail is proposed on the ground floor, it should be located behind smaller scale commercial/retail units to provide active edges along key streets and public open spaces.

5.7 The size, type and amount of retail and service uses on the site should support and complement the existing retail and services in the surrounding areas. A retail capacity analysis may be required at the rezoning stage to confirm the amount of retail/service uses that can be supported.

5.8 New music and entertainment venues are supported.

5.9 Dwelling uses may be considered for rental and affordable housing (e.g. secured market and below-market rental or social housing).

5.10 For any dwelling uses, opportunities for deepened affordability should be pursued through partnerships with senior levels of government and non-profit organizations.

5.11 Encourage food-related businesses and services into retail spaces (e.g. grocery stores, restaurants, small scale food production spaces, etc.), with consideration for culturally appropriate options where possible.

Density:

5.12 The North Block should contain a maximum gross floor area of 65,000 m^2 (~700,000 $ft.^2$) for all uses combined. Additional density may be considered, subject to urban design performance, delivery of amenities on site, and alignment with the Built Form and Site Design policies in Section 6.

5.13 Provide a minimum of 47,400 m^2 (~510,000 $ft.^2$) of job space (non-Dwelling Uses).

South Block

Land use:

5.14 To provide flexibility for the various Civic District program requirements to be confirmed at the time of rezoning, the following uses are supported on the South Block:

- **a)** Cultural and Recreational Uses (e.g. Arts and Culture Event, Community Centre or Neighbourhood House, Museum or Archives, Plaza, and Theatre);
- **b)** Institutional Uses (e.g. Child Day Care Facility, Public Authority Use, and Social Service Centre);
- **c)** Offices Uses (e.g. General Office, and Health Care Office);
- **d)** Parking Uses;
- **e)** Retail Uses (e.g. Retail Store, Farmers' Market, Public Bike Share, Retail Store, and Shared E-Scooter System); and,
- **f)** Service uses (e.g. Neighbourhood Public House, Production or Rehearsal Studio, and Restaurant).

5.15 Active ground floor uses (e.g. retail and service uses) should be provided where possible to activate and provide pedestrian interest along key walking connections and the edges of the Civic Plaza.

5.16 Dwelling Uses are not supported on the South Block.

Density:

5.17 The South Block should contain a maximum gross floor area of 42,000 m^2 (~452,000 $ft.^2$) for all uses (excluding the existing Heritage City Hall). Additional density may be considered, subject to urban design performance, delivery of amenities on site, and alignment with the Built Form and Site Design policies in Section 6.

6. Built Form and Site Design

The built form and site design of Civic District should instill a sense of civic pride for residents, visitors and workers. A distinct and consistent design expression for the site should create a uniquely recognizable, desirable and marketable destination for the city. This section provides guidance on building form, massing, and height for the site to meet the needs of the Civic District while ensuring livability, exemplary design and an appropriate fit with the surrounding neighbourhood.

6.1 Maximum building heights on the site are limited by the Council-approved View Protection Guidelines, including the Queen Elizabeth Park Views (Sections 3.2.2 and 3.2.3), Drake Street (View K), and Cambie Street (View 9).

6.2 Development should be designed generally in accordance with the following Broadway Plan Built Form and Site Design sections:

11.1 Built Form and Site Design General Policies;
11.8 Broadway: Office; and,
11.10 Transit Integration and Urban Interface.

6.3 In accordance with Chapter 7 of the Broadway Plan, the built form policies listed above are not a prescriptive blueprint and may be interpreted flexibly and with discretion by City staff to support alternative approaches that better achieve the overall intent of the Plan.

6.4 Explore opportunities on the South Block to collaborate with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) Nations in alignment with the City of Vancouver's UNDRIP Action Plan to ensure xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) priorities for cultural visibility shape the use, naming, design, cultural expression, and commemorative aspects of the public realm as well as local Vancouver-based art and architecture.

6.5 As an alternative to the standard tower and podium typology generally supported by the Broadway Plan Built Form policies, a dynamic pattern of terraced forms that provides upper-level open spaces and roof gardens, and improves access to sunlight for on-site public open spaces, may be considered.

6.6 On upper floor terraces, consider connected and accessible open spaces with gardens and landscaping to expand the public realm and support sustainability goals.

6.7 A minimum floor-to-floor height of 5.2 m (17 ft.) is desired for ground level commercial uses.

6.8 Weather protection should be provided to support active pedestrian uses and be designed to reflect and enhance the character of each precinct with appropriate scale, form and materiality.

6.9 Development should demonstrate an exemplary quality of architecture and landscape design to reflect the site's prominent location and public function.

6.10 Shape the form of development on both the North and South Block to enable and frame views from Broadway to Heritage City Hall.

6.11 To the greatest possible extent, ensure that all indoor and outdoor spaces are usable by everyone, regardless of their age, ability or status in life. Particular attention will be paid to principles of universal design to ensure that all buildings and the public realm are designed to be welcoming and accessible for all.

North Block:

6.12 Overbuild of the airspace above the Broadway-City Hall Station entrance is strongly encouraged to integrate the station with new development.

6.13 Towers should be primarily oriented to Broadway and set back from Yukon Street, where possible. Building height along Yukon Street should correspond to the change in topography and urban context.

6.14 Provide a linear public open space, “Civic Gateway”, which visually connects Broadway to the Heritage City Hall and physically connects the North Block to the South Block. The Civic Gateway should be designed to provide a comfortable, airy space between the podiums and towers above, with space for restaurant and café patios and open space activations in between. Generous weather protection should be integrated to support pedestrian comfort and gathering.

6.15 A concept plan and technical analysis demonstrating how the proposed development on the North Block will support and integrate with the interim condition on the South Block will be required as part of the rezoning application for the North Block. This analysis should demonstrate that the North Block will be compatible with the interim condition on the South Block for an extended period. The City may consider interim improvements to the South Block to improve accessibility and connectivity.

South Block:

6.16 The siting, form and scale of building(s) along Yukon Street should provide an appropriate transition and interface with the primarily residential character and context of the neighbourhood to the east, and respect the height and massing of the Heritage City Hall.

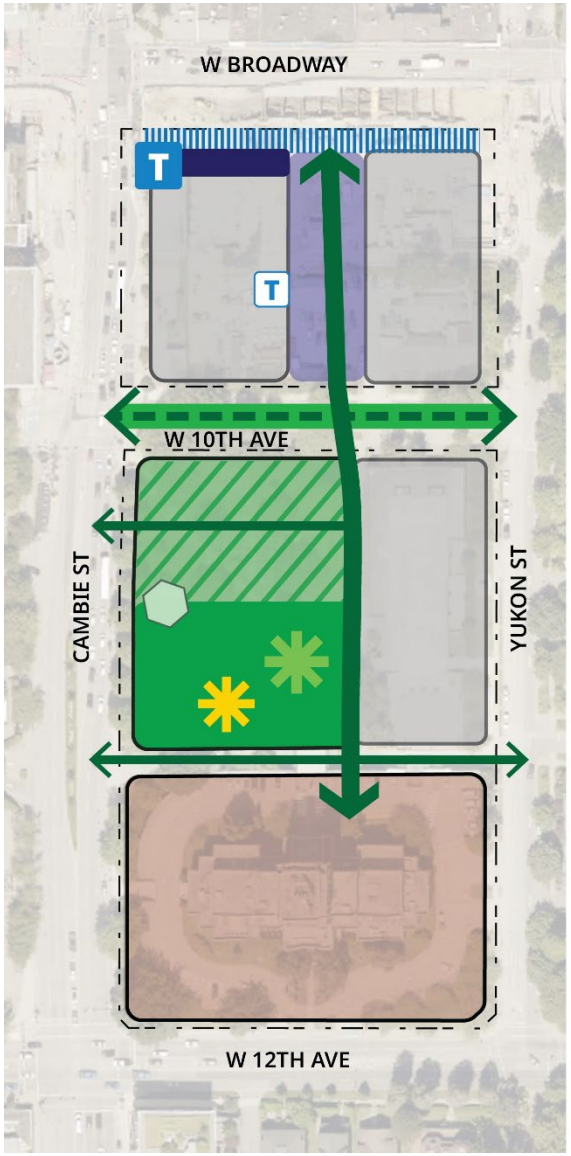
6.17 The East Wing building façade should be articulated and broken up to reduce the long streetwall and create visual and, where possible, physical connections from Yukon Street to the Civic Plaza and Green Space.

6.18 Maintaining access to sunlight for on-site public open spaces will be a key consideration for the detailed design of buildings on the South Block. See Section 7 for policies regarding public open spaces.

6.19 Orient buildings, pathways, and open spaces to provide effective and intuitive wayfinding to the main entrances and key destinations.

6.20 Preserve the existing Heritage City Hall building and components of the site’s heritage landscape.

7. Public Open Spaces



The Civic District today has a large park-like greenspace with a community garden, mature trees, and quiet places to sit and enjoy the natural surroundings. This plays an important role as green space for nearby residents and workers, including providing cooling during heat events. The campus is also an important destination city-wide and regionally for civic expression, hosting demonstrations and protests. As the Civic District evolves, both existing and new public spaces should further support its significant civic and cultural roles, as well as improve pedestrian connectivity and wayfinding on the site.

7.1 Provide a minimum of 8,500 m^2 (~90,400 $ft.^2$) of public open space on site, including:

- **a)** North Block: Civic Gateway, Transit Plaza and Enhanced Setback; and
- **b)** South Block: Civic Commons plaza (contiguous hardscape), Greenspace Terrace (not including relocated portions of the Japanese Garden).

7.2 Explore opportunities on the South Block to decolonize the site and visibly incorporate xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) values, history and culture into the public realm in alignment with the City of Vancouver's UNDRIP Action Plan.

7.3 Develop a detailed Public Art Strategy for Civic District for the North Block and the South Block, with a strong emphasis on xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) values, history and culture, at the time of rezoning.

7.4 At the rezoning and development permit stages and in collaboration with City Engineering staff, develop a Plaza Stewardship Plan for both the Civic Commons and Civic Gateway addressing activation, programming, and partnerships, aligned with the City's Plaza Stewardship Strategy.

7.5 Provide the physical and operational infrastructure to support programming and events (e.g. power, water, event receptacles, lighting, washrooms, etc.) and activate the use of the Civic Commons and the Civic Gateway.

North Block:

7.6 Provide a Civic Gateway – a generous linear public open space with a mid-block pedestrian connection through the North Block and a visual connection to the south, with framing views to Heritage City Hall. The Civic Gateway will extend the site's civic identity between the South Block and Broadway, and function as an important space for social gathering, particularly in the interim until the South Block redevelopment occurs. It should also provide clear and direct access from Broadway up to the West 10th Avenue Greenway and the Civic Commons plaza on the South Block.

- **a)** Provide a space with a minimum area of 2,000 m^2 (~21,500 $ft.^2$) (excludes Transit Plaza and Enhanced Setback area below).
- **b)** The space should have active edges and be wide enough to provide room for a range of events and programming, while also seamlessly and comfortably moving people through the space between Broadway and the West 10th Avenue Greenway.
- **c)** Provide universal accessibility, including public elevators where necessary, connecting Broadway-City Hall Station from ground level at Broadway up to West 10th Avenue.
- **d)** Explore design opportunities to incorporate trees and plantings into the Civic Gateway.

7.7 Provide a Transit Plaza and Enhanced Setback along the Broadway frontage from Broadway-City Hall Station to the Civic Gateway to draw people mid-block. It should provide sufficient space for large pedestrian volumes associated with the transit functions and tree planting.

- **a)** Provide a minimum building setback of 9 m (29.5 ft.) from the property line along the Broadway frontage from the station to the Civic Gateway. Overbuild at upper storeys may be considered east of the station entrance along Broadway.
- **b)** East of the Civic Gateway, provide a wide sidewalk with a minimum building setback of 2.2 m from the property line.

South Block:

7.8 Provide a generous Civic Commons plaza at the northern part of the South Block, adjacent to the 10th Avenue Greenway and Cambie Street. The Civic Commons will be the site's primary and central public space, a major destination, with marquee programming that attracts locals and visitors to the city, with cultural programming and expression. The Civic Commons will be a space for celebrations and events, supporting festivals, performances, demonstrations, public gatherings, parades, and a variety of cultural activities while balancing the day-to-day needs of residents and workers as a social and gathering space.

- **a)** Provide a contiguous open hardscape plaza space of a minimum of 3,000 m^2 (~32,300 $ft.^2$).
- **b)** Provide a kiosk (e.g. small retail/cafe) and weather protection structure, located to define and activate the Cambie Street edge as well as the plaza. These architectural features should support both events and day-to-day use.
- **c)** Consider design elements that support cultural celebration and food sharing such as dedicated space and power for food trucks and pop-up restaurants, outdoor dining infrastructure and food markets.
- **d)** Consider design elements that provide opportunities for rest and cooling (such as wet/dry plaza with water play, water fountains, misters) and shade from large trees.

7.9 Provide a Greenspace Terrace between the Civic Commons and the Heritage City Hall. It should retain existing mature trees, create new space for significant tree planting and provide workers and residents with access to nature and greenspace within the campus.

- **a)** Provide contiguous public greenspace of a minimum of 2,800 m^2 (~30,140 $ft.^2$);
- **b)** Retain high value mature trees or tree groupings within the soft landscaped area to the extent possible; and,
- **c)** Provide a pedestrian connection through the campus aligning with 11th Ave, connecting Yukon to Cambie Street.

7.10 Community food production and harvesting opportunities, including but not limited to community gardens, learning gardens, Indigenous food lands, and medicinal gardens, must be publicly accessible, have solar access, and a location at-grade with direct soil access is strongly preferred.

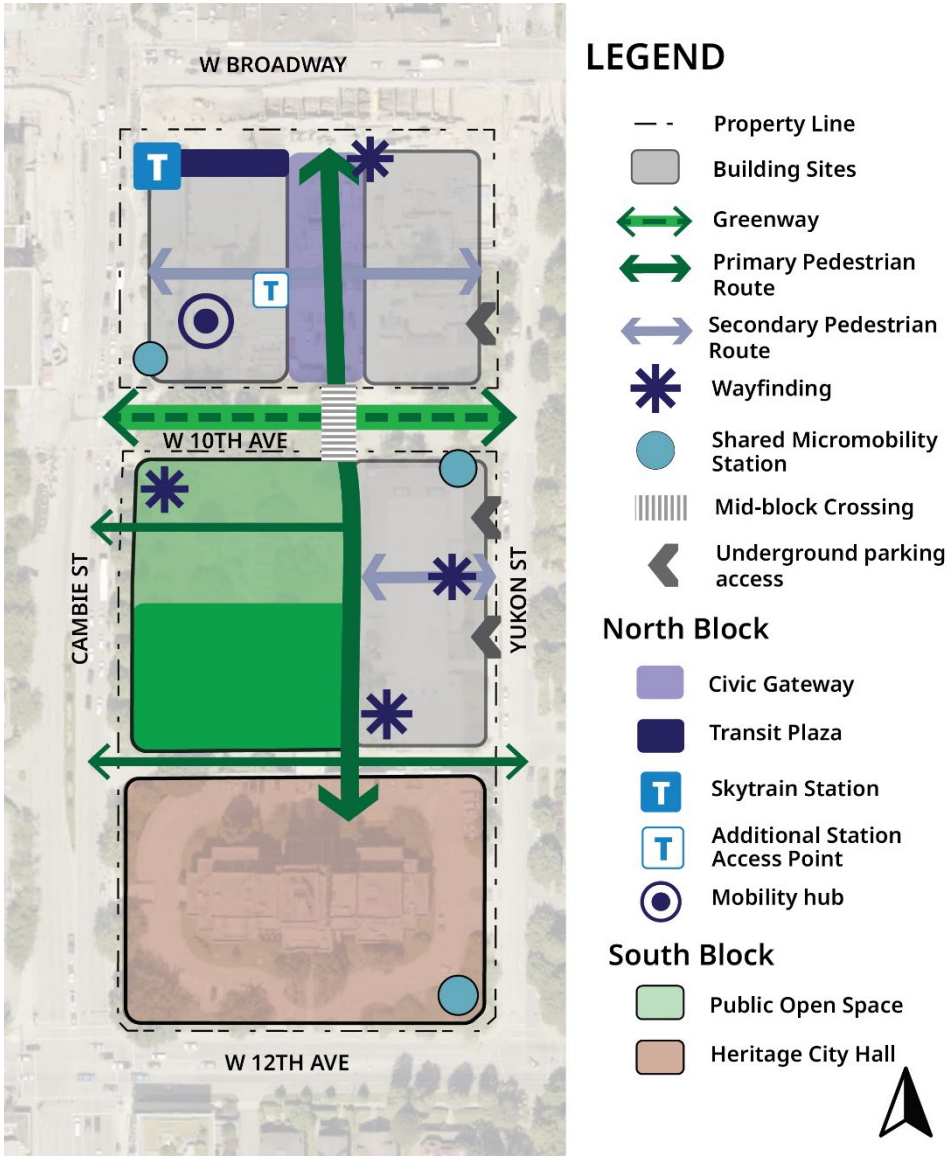
8. Transportation and Circulation

This section provides guidance on the planning and design of connections to, from and through the Civic District. Policies that support safe, comfortable, and accessible travel of people of all ages and abilities, goods, and emergency vehicles are outlined in Transportation 2040 and should align with the Climate Emergency Action Plan's targets. Proactively planning for the future is crucial as more jobs and services will move to the Civic District and the Millennium Line extension will add significantly more people destinated for the area each day.

8.1 Provide an additional station access point from Broadway-City Hall Station into an edge of the Civic Gateway. The specific location will be determined through rezoning. The additional station access point will aim to:

- **a)** Provide direct connection between modes;
- **b)** Increase foot traffic for retail/commercial businesses; and,
- **c)** Provide convenient access to commercial lobbies and City Services.

8.2 Provide eight (8) dedicated parking spots for rapid transit support vehicles in the North Block



parkade. The location will provide convenient and direct underground access to the station for the transit service personnel. The location and details will be determined at the time of rezoning and in consultation with TransLink.

8.3 Subject to a viable operating model being identified, provide a Mobility Hub with a secured parking facility for up to 250-500 bicycles, electric bicycles, cargo bicycles, scooters, and other mobility devices as well as supportive infrastructure. The exact location and size will be determined at the time of rezoning, but the Mobility Hub should:

- **a)** be a minimum of 600 m^2 (~6,500 $ft.^2$) in size;
- **b)** provide convenient access to the Broadway-City Hall SkyTrain Station;
- **c)** have a visually prominent presence at grade along West 10th Ave near Cambie Street, but a significant portion of the facility may be accommodated below grade; and,

8.4 If a viable operating model is not identified for the Mobility Hub described in Policy 8.3, then space for a smaller, public, secure bicycle storage facility should be considered.

8.5 Accessibility will be one of the key principles for the design of the Civic Gateway and other north-south connections from Broadway-City Hall Station to the South Block. Direct connections should provide barrier-free access for persons with disabilities, with gentle ramp slopes where possible, although this will be challenging given the significant slope across the site. As such the provision of publicly accessible elevators will be required.

8.6 Create a car free greenway on West 10th Avenue between Yukon Street and Cambie Street, providing a generously sized active travel lane with wide sidewalks, street trees and landscaping. Geometric and signal changes will be required at the intersections with Cambie Street and Yukon Street.

8.7 Provide a pedestrian crossing across West 10th Avenue, mid-block between Yukon Street and Cambie Street, to minimize conflicts and accommodate high volumes of people walking, biking, and rolling. This crossing should align with the Civic Gateway on the North Block and the primary access point to the Civic Commons plaza on the South Block.

8.8 Clear wayfinding should be integrated throughout the Civic District. Beyond signage, this includes line of sight and design treatments that highlight key destinations and pathways around the site and within buildings.

8.9 Locate shared micromobility stations (e.g. bicycles and e-scooters) with direct access to transit and major destinations and along the greenway network. Coordinate construction with electrification of stations. Potential locations include:

- **a)** West 10th Avenue near Cambie Street;
- **b)** West 10th Avenue near Yukon Street; and,
- **c)** near the Heritage City Hall building at 12th Avenue and Yukon Street.

8.10 Vehicle turnaround and maneuvering, including waste management, must occur fully on-site.

8.11 Locate parking access and passenger zones in locations that minimize potential conflicts with pedestrians, cyclists, and public transit. Vehicle access design should be designed to minimize conflicts and be mitigated through design treatments such as but not limited to separated facilities, marked crossings, and appropriate signage.

8.12 Locate long-term and off-street car sharing as close to the station as practical in the North Block to facilitate multi-modal journeys.

8.13 Ensure the future design of Yukon Street meets projected traffic demands and minimises the impact of site traffic on the surrounding residential streets. Align any new driveway accesses with existing streets and laneways, where possible, in order to minimise conflicts.

8.14 Widen the Yukon Street right-of-way up to 24 m to accommodate sidewalks, green rainwater infrastructure, protected bike lanes, motor vehicle travel lanes with turn bays, pick up/drop off opportunities and space to accommodate larger vehicle turning needs.

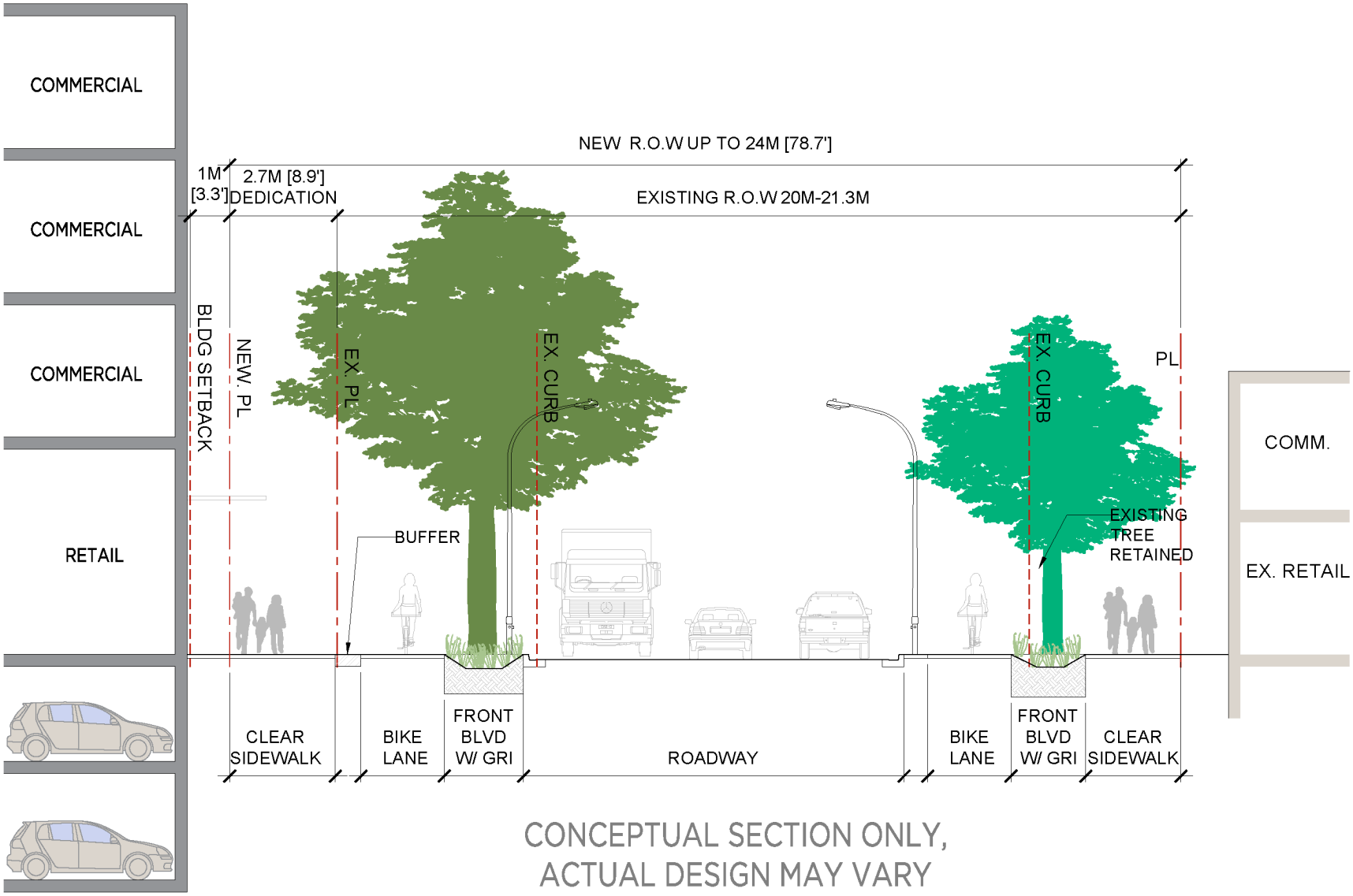
- **a)** Provide a 2.7 m (8.9 ft.) dedication along the west side of Yukon Street, plus an additional 1 m (3.3 ft.) setback below and above grade from the new property line.

b) Additional space and signal improvements may be needed at the intersections of Yukon Street/Broadway and Yukon Street/12th Avenue.

8.15 Improve the pedestrian experience on Cambie Street with wide boulevards that support green rainwater infrastructure and provide separation between people on the sidewalk and motor vehicles. Consider designs that accommodate future active travel along Cambie Street.

8.16 Provide a pedestrian connection across the South Block aligned with West 11th Avenue, connecting Yukon and Cambie Streets.

Conceptual Street Cross Sections: Yukon Street



CONCEPTUAL SECTION ONLY,
ACTUAL DESIGN MAY VARY

9. Sustainability, Resilience, and Utilities

This section provides direction on planning and designing a sustainable and resilient Civic District, including the necessary utilities for its long-term development. The policies aim to ensure the area is developed to be low-carbon, meet high standards for environmental sustainability, and is able to withstand climate change and other hazards like earthquakes. Keeping utilities and services up-to-date is crucial for the health and well-being of residents, workers, and visitors. Policies that are applicable to ensuring the area supports low-carbon outcomes can be found in other sections, particularly Section 9: Transportation that seeks to prioritize walking, cycling, and transit use.

Sustainability

9.1 Demonstrate leadership in Sustainability by meeting or exceeding the requirements of the City's *Rezoning Policy for Sustainable Large Developments* (or other applicable policy in place at the time of rezoning).

9.2 Design buildings exteriors with adaptation to extreme heat in mind, incorporating passive strategies that increase resilience (e.g. external shading), with a particular focus on ensuring comfortable temperatures are maintained for any residences.

Seismic Resilience

9.3 Support seismic upgrades to the Heritage City Hall building to increase the reliability of continuous operation of critical services after a significant earthquake.

9.4 Support the design and build of new publicly accessible spaces on the South Block to meet post-disaster standards for refuge and to ensure the continuous operation of critical services after a significant earthquake.

Energy

9.5 Design all buildings to achieve zero emissions in operations as per the Zero Emissions Building Plan and Climate Emergency Action Plan. Where feasible, demonstrate leadership by building new facilities to a high-performance standard such as Passive House.

9.6 As part of the conceptual campus energy plan, explore a potential connection to the False Creek Neighbourhood Energy Utility (NEU) to support decarbonization of the campus and full utilization of identified waste heat opportunities. Seek opportunities to optimize heat recovery and energy sharing across buildings, including analysis of local waste heat recovery opportunities and integration of thermal energy storage to support zero emissions building operations.

Sewers and Utilities

9.7 Ensure that existing utilities, including adjacent and off-site water, sanitary and stormwater mains, street lighting, and third-party utilities are reviewed, upgraded, and/or relocated as necessary to the satisfaction of the City Engineer and third-party utility owners. Development applications will be responsible for their direct impact on adjacent infrastructure systems and considered such that they mitigate long term capital and operating costs to the City. Study options to avoid the service connection to the Municipal Arterial Roads and to Metro Vancouver's trunk sewers.

Groundwater Management

9.8 Provide a hydrogeological study of the site, including investigation and analysis of groundwater and soil conditions that may affect the development, with the rezoning application. Minimize the interception and diversion of groundwater into the City's sewer system.

Rainwater Management

9.9 Provide green rainwater infrastructure within the rights-of-way of Yukon Street and Cambie Street to manage overland flows and improve water quality.

9.10 Provide an integrated rainwater management strategy and ensure that all rainwater management targets are met with each phase of development. Incorporate green rainwater infrastructure and retention-based on-site strategies, such as infiltration, rain gardens, green roofs, rainwater harvesting and reuse, and increased landscaping cover. Maximize co-benefits with other

City objectives such as reducing potable water use, providing public greenspace, mitigating urban heat island effects and increasing habitat.

10. Community Services and Amenities

Civic District should be enhanced as a community hub with a range of new and improved civic services and community amenities to support growth in the surrounding neighbourhoods and citywide. This section provides direction on community services and amenities for the site. Note: the community services and amenities proposed in a future rezoning application(s) are subject to Council's decisions as landowner and future Capital and Operating funding.

10.1 Seek opportunities to provide a fully fit, furnished and equipped Child Day Care Facility that serves infants, toddlers and 3- to 5-year-olds on the South Block with direct access to on-site green space. The Child Day Care Facility will be designed in accordance with the most current Childcare Design Guidelines and Childcare Technical Guidelines. The specific size and location will be determined through the rezoning process.

10.2 An additional public or private Child Day Care Facility is encouraged on the North Block to meet the needs of local employees and residents.

10.3 Seek opportunities to integrate flexible, accessible multi-purpose spaces for social/cultural uses within the new civic building on the South Block, with proximity to the Civic Commons plaza to enable extended outdoor programming.

10.4 Subject to a viable operating model being identified, provide public washroom facilities in accessible locations that are designed in accordance with REFM Public Washroom Design and Technical Guidelines. Explore opportunities for partnerships in the provision of public washrooms. Locations should include:

- **a)** North Block – adjacent to Broadway-City Hall Station and/or the Civic Gateway (if public washrooms are not provided at Broadway-City Hall Station); and,
- **b)** South Block – adjacent to the Civic Commons.

10.5 Explore providing a self-determined cultural space for the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) Nations that supports cultural redress and visibility, ceremony, and is a welcoming space for Indigenous community members.

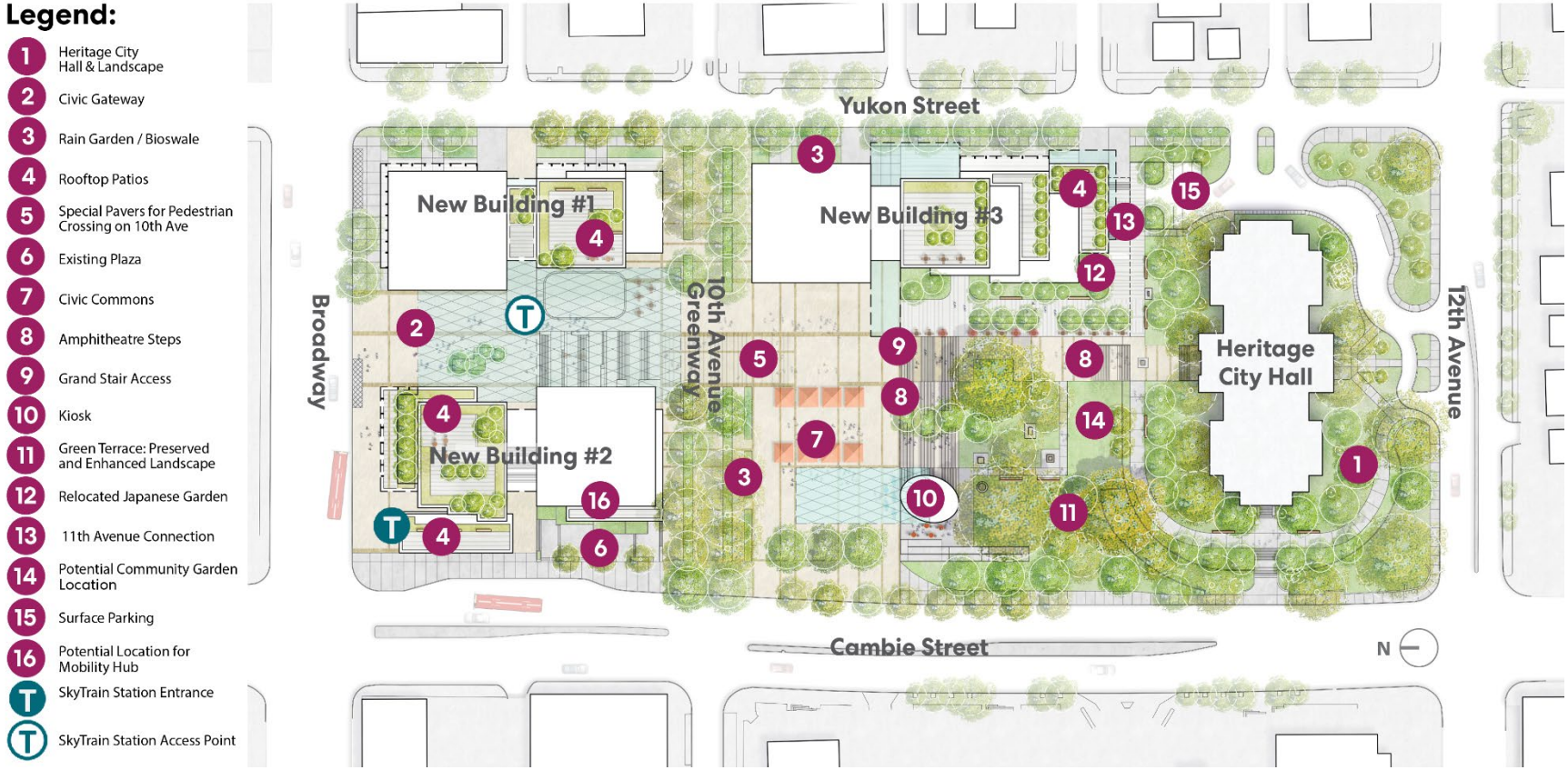
10.6 Consider opportunities to integrate food infrastructure to provide community organizations with space for food storage, preparation, distribution and programming.

11. Conceptual Site Illustrations

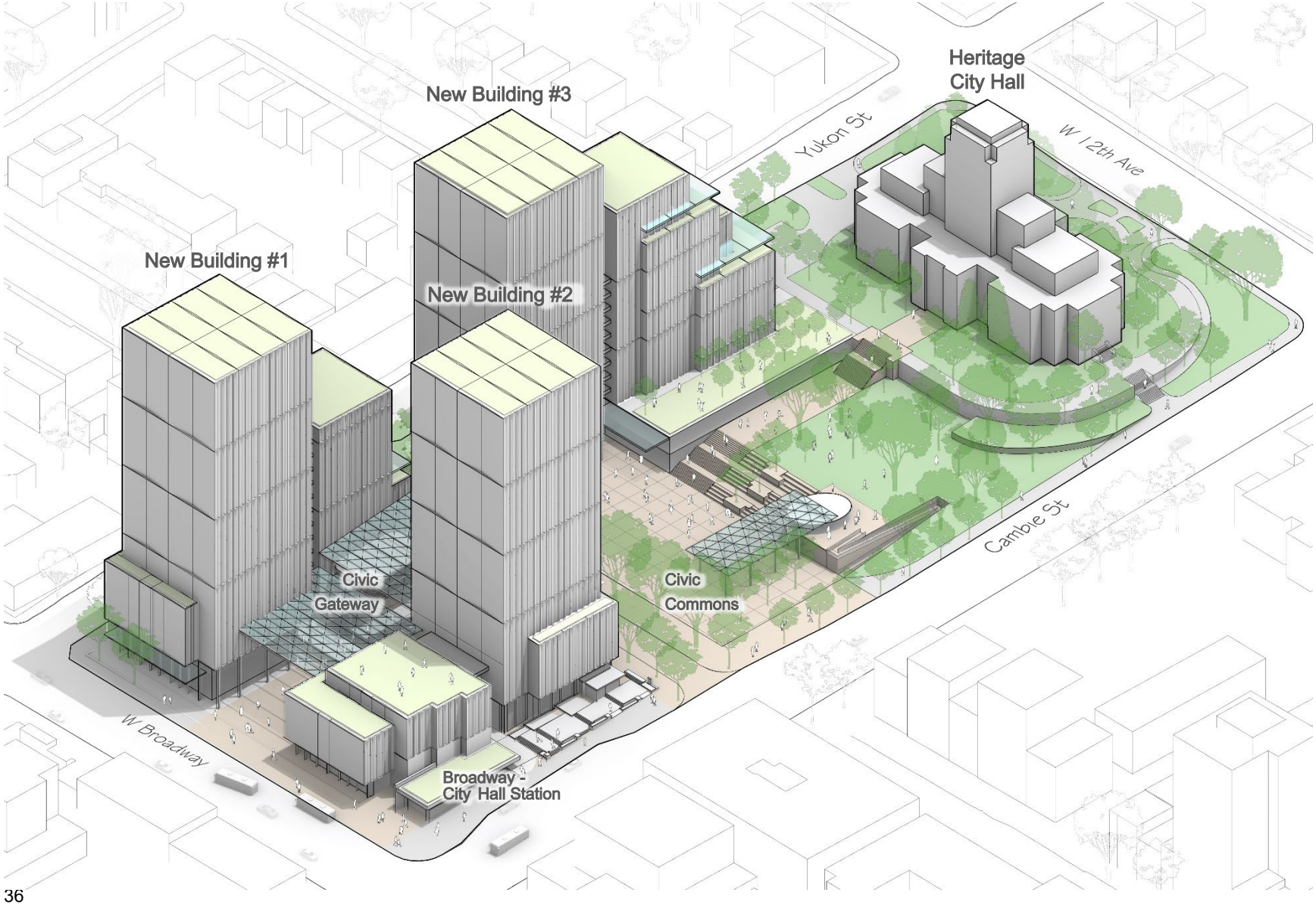
The following images present the proposed redevelopment concept for Civic District, conceptually illustrating one way in which the preceding policies could be expressed. Revisions and refinements are anticipated through the subsequent rezoning and development permit processes.

Illustrative Site Plan and 3D View

Illustrative Site Plan:

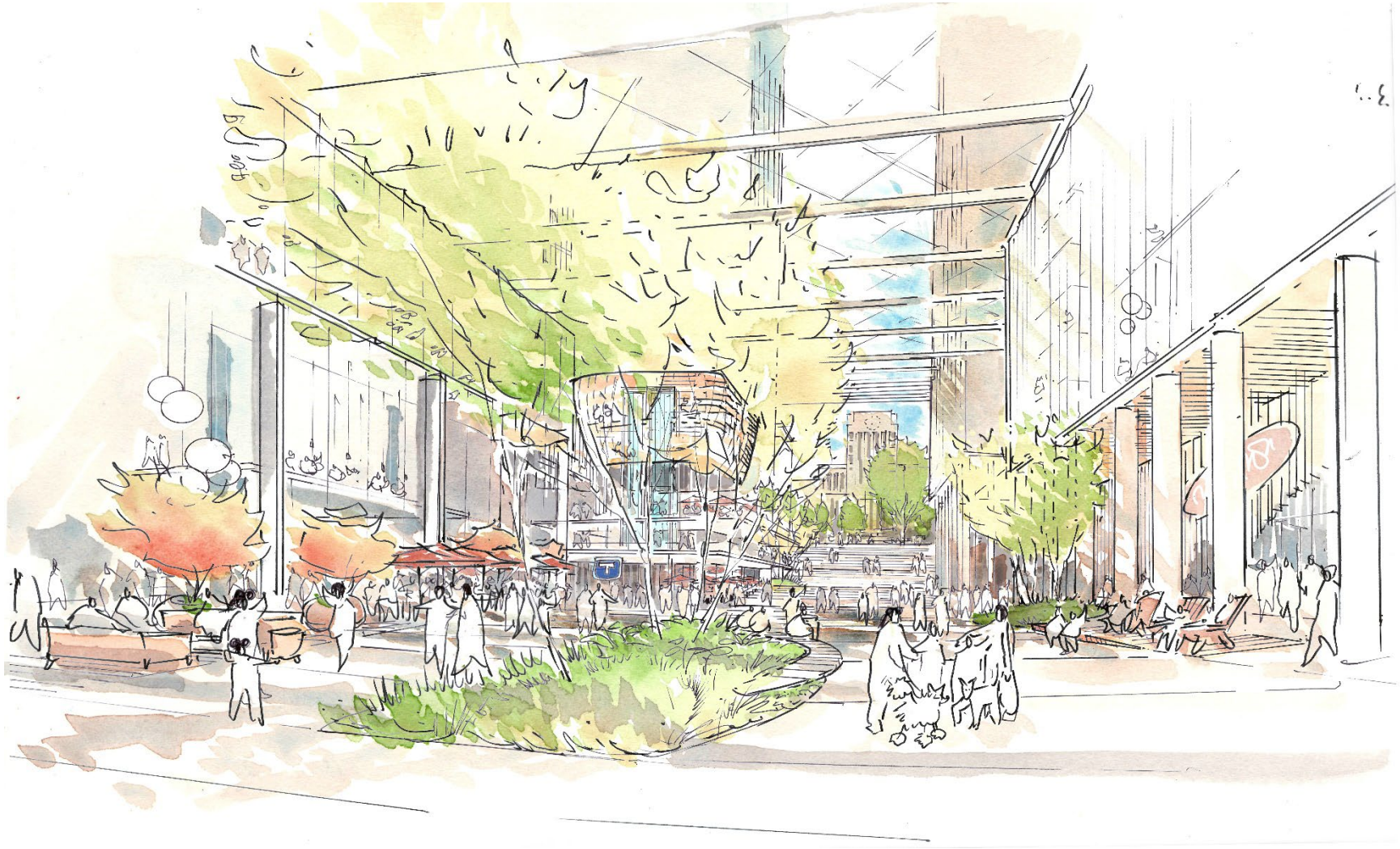


Conceptual 3D view from the northwest:


New Building #3
Heritage
City Hall
Yukon St
W 12th Ave
New Building #1
New Building #2
Civic
Gateway
Civic
Commons
Cambie St
W Broadway
Broadway -
City Hall Station

Public Realm Experience

View of the Civic Gateway on the North Block looking south to City Hall from Broadway (mid-block between Yukon St and Cambie St)



View of Civic Commons on the South Block from the corner of West 10th Ave and Cambie St


W 10th Ave
Cambie St



BROADWAY PUBLIC REALM PLAN

CITY OF VANCOUVER

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Land Acknowledgment

The Broadway Plan area is on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Peoples. Each Nation has distinct histories and distinct traditional territories which fully or partially encompass the City. Learn more about Musqueam, Squamish and Tsleil-Waututh.

City of Vancouver

Vancouver City Council endorsed the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) in 2013 and designated Vancouver as a City of Reconciliation. To achieve its goals, the City established the Reconciliation Framework in 2014 which was reaffirmed by the City in 2022.

In October 2022, Vancouver City Council adopted the UNDRIP Strategy for Vancouver. In 2024 Council and the Park Board approved the UNDRIP Action Plan, including five actions related to cultural presence, and a dedicated action area on cultural visibility in the public realm. The Broadway Public Realm Plan will align with, and advance, the UNDRIP Strategy's calls-to-action with a particular focus on this action area.

Learn More

There are a number of resources available to learn more about the historical and current relationship the Musqueam, Squamish and Tsleil-Waututh Nations have with the land now known as the City of Vancouver. Their websites contain information about their histories, cultures, governance and ways of affirming their continuity on these lands:

- Musqueam Indian Band: www.musqueam.bc.ca
- Squamish Nation: www.squamish.net
- Tsleil-Waututh Nation: www.twnation.ca

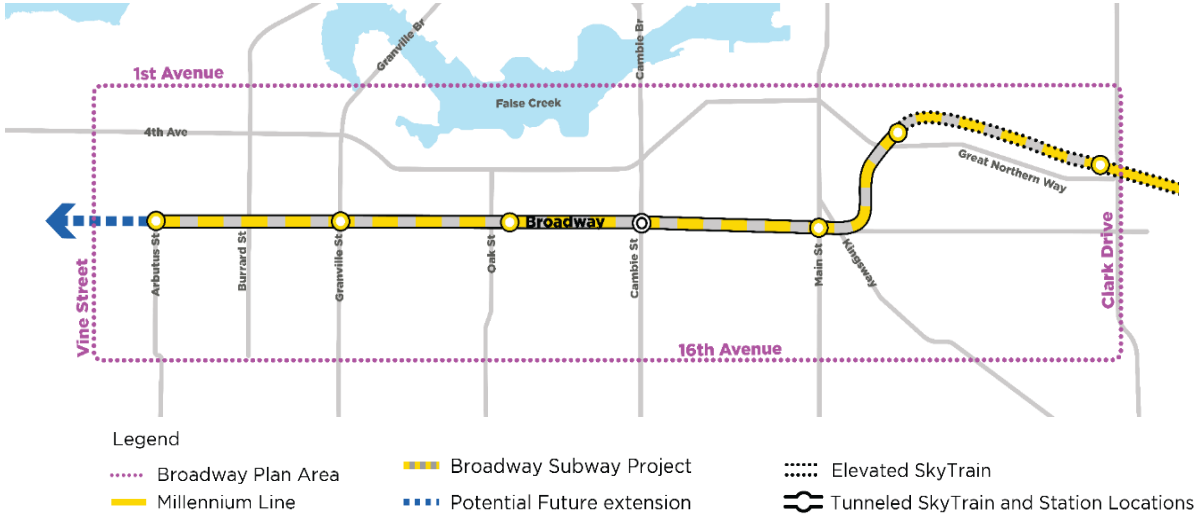
1 Background and overview

Background

The Broadway Plan (2022) is a comprehensive plan to guide growth, positive change and the delivery of public amenities in the areas around the Broadway Subway. Over a 30-year time horizon, the Broadway Plan provides significant opportunities to integrate additional housing and job space, new shops and services and amenities close to high-quality rapid transit to create complete, inclusive and affordable transit-oriented neighbourhoods. With the new Broadway Subway and strong regional growth, the area will continue to be an attractive place to live, work, play and learn for decades to come.

The Broadway Plan includes a Public Realm Framework which outlines the overall vision and guiding directions for the public realm in the Broadway Plan area. It contains principles and policies for achieving a welcoming, inclusive and resilient public space network, laying the foundation for the more detailed planning and design work.

Figure 1: The Broadway Plan Area



Intent

This Public Realm Plan (or “the Plan” for the purposes of this document) aligns with and accompanies the Broadway Plan. It is intended to guide additions and improvements to the public realm over the next 30 years, helping ensure the Broadway neighbourhoods are liveable, accessible, sustainable and complete. It sets a foundation for enabling public realm use and design to reflect the cultures, languages and histories of Musqueam, Squamish and Tsleil-Waututh. The Plan identifies what public space and street enhancements would best support the current and future needs in the Plan area and acts as a practical guide to leverage opportunities for public realm improvements.

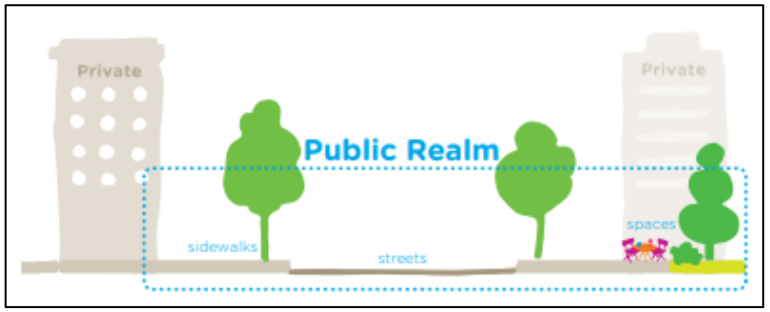
The Public Realm Plan complements the Public Realm Framework and helps deliver on the Framework’s overall principles and directions, providing more specific details on ‘what’, ‘where’ and ‘how’ public realm improvements will occur.

Given the large size and complexity of the Plan area and the long time horizon for implementation, a degree of flexibility will be required. The Plan is intended to provide a guide for the public realm across the area but should not be seen as a prescriptive blueprint. As implementation of the Broadway Public Realm Plan occurs, adjustments will be made where necessary to achieve the best possible outcomes.

What is the Public Realm?

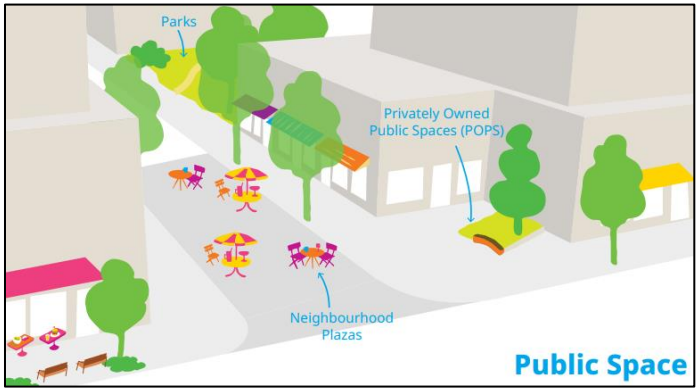
The **public realm** is generally everything outside and between buildings. It refers to all public spaces, streets and sidewalks as well as the building façades, storefronts, patios, public art, lighting and planting that shape the experience of these environments. The sum of these parts is the public realm and the overall experience and attractiveness of the streets, sidewalks and public spaces within it.

Figure 2: Public Realm



For the purpose of this plan, **public spaces** are exterior places, publicly owned or in public use, which can be enjoyed by all for free. Public spaces include parks, playgrounds, community gardens, public school yards, plazas, institutional campus open spaces and linear destination spaces like the Arbutus Greenway and the Seawall.

Figure 3: Public Space



Streets and sidewalks are critical components of the public realm in every city. They include boulevards, sidewalks, vehicle lanes and active travel lanes. They range from local streets with large trees and lower vehicular traffic to busy arterial streets to the retail streets that are often the heart of community life. Streets are not only for mobility but are also places for social interaction and commerce. Streets and sidewalks are at times used as places for community gathering, events, rallies and demonstrations. For the purposes of this Plan, streets and sidewalks are not included in the definition of ‘public space,’ but are part of the public realm.

Why the Public Realm Matters

The public realm shapes our experience of the city and is the setting for a wide range of daily activities. It is where we travel, interact with each other, gather and socialize, shop and access businesses, play and recreate and experience art, culture and nature. The public realm is critical to the success of businesses. In turn, those businesses also help animate and activate the public realm, creating visual interest and activity on the street.

The public realm also plays an important role in environmental sustainability, climate change mitigation and adaptation and health. Streets can provide safe routes for sustainable modes of transportation, while the public realm can support biodiversity and rainwater management as well as provide tree canopy to address urban heat island effect. Green spaces are places for many active and passive activities that contribute to human physical and mental health and well-being.

As we go about our daily activities, the arrangement and design of the public realm have profound impacts on our experiences, health, well-being and sense of place. As such, we must consider how streets and public spaces can be designed to meet community needs and promote positive outcomes for all.

The Broadway Approach

The Broadway Plan area is a dense, urban environment where a robust, high-quality and diverse public realm is essential to liveability. Today, the supply of parks and public spaces is lower than desired, making up about 4.5 per cent of the overall land area. There is already high demand on the public realm and public spaces in the area. The demand will only increase as the population grows over time, which means that more and better designed public spaces are needed to serve residents, workers and visitors.



In the past, the City's public space network was often increased by acquiring land; however, acquiring land has become increasingly challenging, including in the Broadway Plan area, given there are very few underutilized properties and high land costs. This is not a unique challenge to the City but does create constraints on how the City adds new public spaces in the area.

While acquisition of additional land to deliver new parks and public spaces will continue to be part of the solution, the Broadway Public Realm Plan envisions how existing land can be better used. Reimagining land the City already owns provides a cost-effective way to improve the quality and usability of the public realm. As the Broadway Plan envisions a future where 80 per cent of trips are made by walking, rolling, cycling and transit, there are significant opportunities to reallocate road space across the Plan area, which will help make way for new public spaces as well as great walking and biking experiences. Road space will be transformed from

spaces for private vehicles to spaces for people, while continuing to maintain an efficient road network for transit, emergency services and goods movement.

In addition to adding new public spaces, the City must also consider how public spaces are designed and programmed to maximize public use. The public realm should be flexible to serve different community needs and be designed with consideration for all weather, seasons and times of day. This applies to both existing public spaces that can be upgraded, as well as new public spaces.



The Plan will also draw connections to the several signature public spaces that already exist, either within or nearby the Plan area. To the north, False Creek South provides abundant green space and access to the Seawall. The Arbutus Greenway runs through the Broadway Plan area, providing access to 42 acres of treasured linear public space and a nine-kilometre walking and cycling route that connects to key destinations to the north and south. By maintaining good connections, these assets can be leveraged to help serve residents, workers and visitors of the Plan area.

The City will look to deliver public realm improvements alongside new development projects in the area, seeking opportunities for alignment between new buildings being constructed and public realm improvements, including streetscape improvements and delivery of new public spaces. The Public Realm Plan will be delivered incrementally over a 30-year time horizon. Many projects will be delivered in phases and will involve site-specific engagement processes to refine locations, inform design and plan for operational and/or programming needs. Continued engagement and work with the public, stakeholders and partners will occur throughout.



The approaches outlined in the Plan will help realize a public realm that enhances public life for existing and future residents. It is expected that many of the Broadway Public Realm Plan approaches will be applied in other areas of the city to address public realm and public space needs, transportation goals and sustainability targets.

UNDRIP Strategy and Action Plan

The Broadway Public Realm Plan also seeks to make meaningful progress toward implementation of the UNDRIP Strategy and Action Plan. During the development of the Broadway Public Realm Plan, the City began work on the UNDRIP Action Plan (2024), the first action plan to implement the long-term Vancouver UNDRIP Strategy. The Action Plan was entirely co-developed by the intergovernmental UNDRIP Task Force together with colleagues at the staff and Council level from Musqueam, Squamish, Tsleil-Waututh and the City of Vancouver.

The Action Plan outlines several actions related to public realm, including work with the Nations to co-develop coordinated, resourced approaches to the following:

- **A shared definition of cultural visibility in the public realm –** this will ensure placemaking approaches reflect the Nations' cultures, languages, histories and relationships to land through co-design of space use, artwork, həńq̓əmiṅəm̓ & Sḵwxw̱ú7mesh naming and signage, interpretive and educational installations, plantings, programming and stewardship models and design features that include furniture, seating, lighting and paving.
- **Artist commissioning standards –** this will update Indigenous artist commission practices to ensure processes reflect the protocols and priorities of the Nations.
- **Naming guidelines –** this will develop guidelines for həńq̓əmiṅəm̓ & Sḵwxw̱ú7mesh Snichim naming practices that align with cultural protocols and inform use, design, artwork and programming.
- **Updates to City processes –** this will establish coordinated, resourced approaches to engaging the Nations at the earliest and ongoing stages of public realm planning to inform use and design.
- **Priorities related to locations and types –** this will clarify areas and sites that are significant to the Nations, as well as types of projects that are priorities across sites of interest.
- **Self-determined processes –** this will develop mechanisms for the Nations to lead and initiate public realm projects in partnership with the City.
- **Public education –** this will create mechanisms for interpretative or educational installations, digital materials, curricula or educational partnerships to engage and activate public learning.

Each of these approaches will include ongoing partnerships with the Nations in ways that support self-determination and capacity building for the Nations, their members and the artists, cultural practitioners, art professionals and knowledge-keepers. This further work will also help shape the public realm in the Broadway Plan area.

Public Engagement Process

Engagement on the public realm in the Broadway Plan area occurred throughout the Broadway Plan process (2019-2022) and continued as the Public Realm Plan was completed (2023-2024). A range of in-person and virtual opportunities were offered for people to learn and provide feedback about the proposed policy directions through the course of the planning process. Additionally, engagement was done with local business improvement associations (BIAs), Council advisory committees and other stakeholder and community groups.

The feedback received at each phase of the process informed the next iteration, eventually leading to this Public Realm Plan. The image below provides a high-level overview of the key engagement activities that were undertaken over the course of the creation of the Public Realm Plan.

See pages 18-19 for a summary of what we heard through the engagement process.

Additionally, the City worked with Musqueam and Tsleil-Waututh as partners throughout the process to learn about their ideas, interest and opportunities for integrating Musqueam's, Squamish's and Tsleil-Waututh's culture, history and values into the public realm and streetscape plan. The City team will continue to work with Musqueam, Squamish and Tsleil-Waututh Nations through the Plan's implementation phases to advance these areas.



How to Use This Document

This document guides property owners, developers, design consultants and the City to help realize the vision for the Broadway Plan area.

Section 1 provides background and an overview of the Broadway Public Realm Plan. Section 2 outlines the existing public realm context for the area, analysis and objectives. Section 3 outlines the key moves as well as the concept maps for Kitsilano, Fairview and Mount Pleasant. Section 4 describes how the Plan will be delivered over time and how outcomes will be monitored. A glossary of definitions to key terms is provided following Section 4. The appendices provide further design guidance for specific street types and select public space types, as well as a plan for the Broadway streetscape.

Design consultants, developers and City staff should use this document when processing rezoning and development applications to ensure consistency and alignment with the overall vision for the Broadway Plan.



2 Area Context, Analysis, and Objectives

Existing public space network

The map below (Figure 4) shows existing public spaces within the Broadway Plan area. While parks make up most public spaces there are several other types providing a variety of uses, including civic plazas and green spaces, public school grounds and privately owned public spaces (POPS). There are also several significant public spaces outside of the Broadway Plan area, including portions of the Arbutus Greenway, parks in False Creek South and the Seawall.

Figure 4: Existing Public Spaces in the Broadway Plan Area



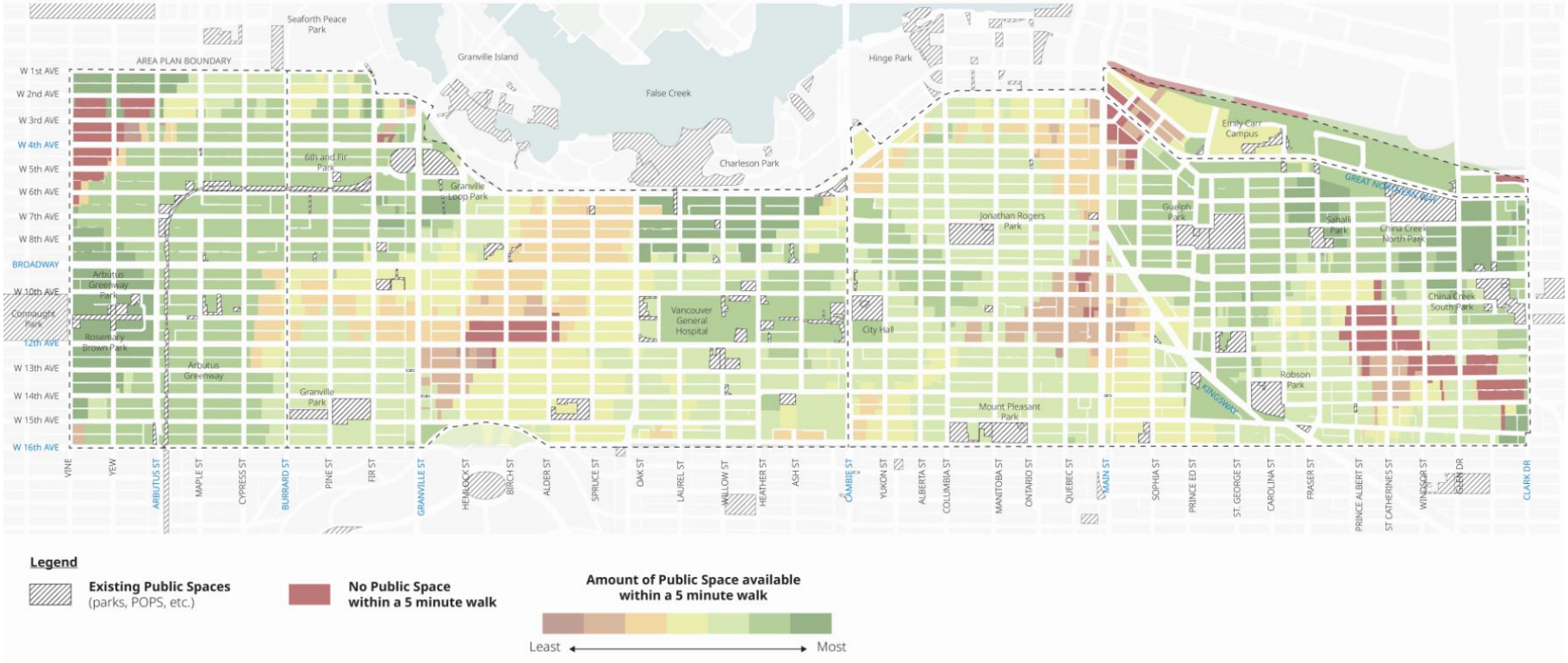
Analysis

Today there is a low provision of public space in the Broadway Plan area. There are about 83 acres of public spaces, equal to 4.5 per cent of the overall land area. More public space is needed to improve liveability for current and future residents.

Existing public spaces in the area are well-distributed in terms of location and variety. Most locations are within a five-minute walk or roll to at least one public space. However, the overall amount of public space within close proximity to where people live or work

varies widely by location (Figure 5). Some locations are close to multiple large parks or public spaces along the Seawall, whereas others are only near small plazas or POPS.

Figure 5: Amount of public space within a 5-minute walk by location

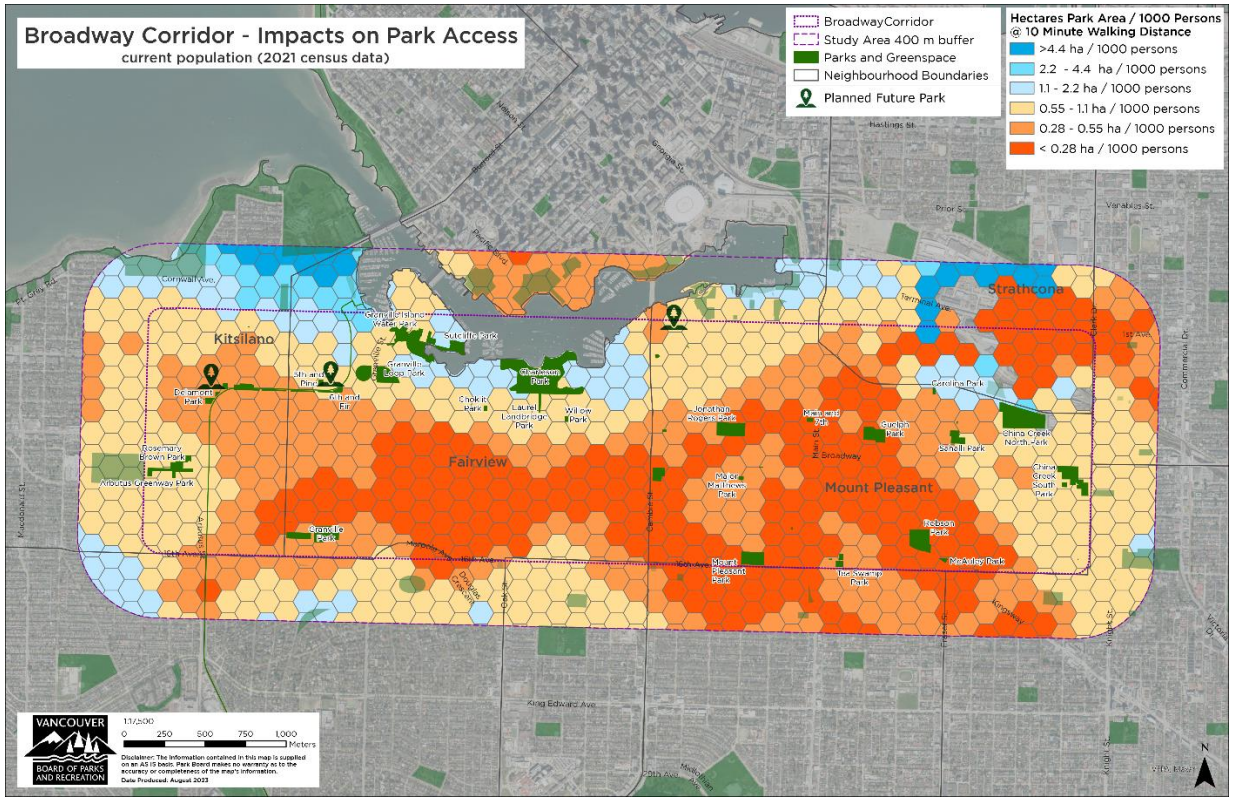


Currently, some parts of the neighbourhoods of Kitsilano, Fairview and Mount Pleasant have some of the lowest provisions of parks in the city. Figure 6 below shows the provision of park space per thousand residents within a 10-minute walking distance.

In 2021, the average neighbourhood park provision level across the Broadway area was 6 square metres per person within a 10-min walk. Park provision tracks the amount of park land per resident and is one of the ways the City measures the intensity of use of park land.

It is important to try to close these gaps by strategically adding new parks and public spaces in underserved locations.

Figure 6: Park space per thousand residents within a 10-minute walking distance



Input from the Public, Stakeholders, and Partners

During the engagement process, the City received input from Musqueam Indian Band and Tsleil-Waututh Nation, the public and other key stakeholders.

The Nations expressed interest in partnering on specific projects through implementation of the Public Realm Plan.

Below is a summary of the key feedback themes from **Musqueam Indian Band:**

- **Biodiversity:** Green spaces should support indigenous biodiversity and habitats.
- **Food production:** Create food-producing, harvestable spaces in the public realm.
- **Cultural practice and teaching:** Need for spaces for Indigenous cultural practice and teaching.
- **Education and culture:** Weave culture and education throughout the area.
- **Traffic impacts:** Need to consider traffic impacts to and from Musqueam Reserve.







Below is a summary of the key feedback themes from **Tsleil-Waututh Nation:**

- **Public spaces:** Partnering on future capital projects that involve designing and building new public spaces.
- **Nature and biodiversity:** Expansion of green spaces and integrating nature and biodiversity into the public realm.
- **Water:** Collaborating on initiatives that relate to water such as blue green systems and water quality.

Below is a summary of the key feedback themes from the public and other stakeholders throughout the engagement process:

- **Public space:** Support for reallocation of existing road space for new public spaces to improve liveability and foster a sense of community. Interest in creating adaptable and multi-use spaces in 'village' areas supporting a variety of activities, users and abilities.
- **Expansion and maintenance of green space:** Strong interest in maintaining and expanding green spaces, parks and trees in public spaces and on streets.
- **Transportation:** Support for more pedestrian-oriented spaces. Interest in expanding the cycling network. Concerns about traffic flow, noise, emergency vehicle access and parking, with mixed views about reducing car lanes.
- **Placemaking:** Barriers to activating existing streets, parks and public spaces. Support for more public art and cultural and entertainment spaces.
- **Maintenance:** Need to improve sanitation and maintenance in public spaces.
- **Public Amenity:** Support for enhanced amenities including benches, public washrooms, power access, shaded areas and water fountains.
- **Climate change:** Design should anticipate climate change impacts and extreme weather.
- **Accessibility and safety:** Consider a variety of needs to improve accessibility and safety of public spaces. Access to clean water, public washrooms and weather protection is needed to make public spaces more accessible, safe and efficient.
- **Diversifying amenities:** Desire for green spaces for leisure and recreational activities as well as spaces for urban greening projects.
- **Parking and loading:** Need for efficient and reliable parking and loading to support accessibility. Specific areas identified include Vancouver General Hospital, medical office buildings, Goh Ballet, Stanley Theatre and select locations near village shopping streets.

Targets and Objectives

The Broadway Public Realm Plan establishes targets and objectives to be achieved over the next 30 years. These targets set measurable goals to guide decision-making and provide a benchmark to evaluate the progress over the lifespan of the Plan.

The Plan's key moves, strategies and actions in Part 3 outline the approaches that will be taken to achieve the targets.

Summary of Targets

- 25 acres of additional public space, of which 13 acres will be parks or park-like spaces.
- At least 11 per cent of existing road space reallocated to non-vehicle uses.

Public Space Targets

25 acres of new public spaces

Over the next 30 years, a substantial increase in both the quantity and quality of public spaces will be needed to serve current and future residents and workers. Adding 25 acres of new public spaces will result in an approximate 30 per cent increase from current levels. These public spaces include parks, plazas, public school grounds, POPS and other similar types of spaces. New spaces that contribute to this target will be large enough to serve a local catchment area and will be designed for people to stay and spend time in, enjoying key functions of public space like socializing, gathering, experiencing nature, respite, play and recreation.

Park sub-target

13 acres of the overall public space target will be new parks and park-like spaces

As part of the overall public space target, there is also a specific sub-target for park and park-like spaces. This sub-target recognizes the distinct role that parks have in the creation of complete, liveable neighbourhoods. Delivering additional parks and park-like spaces will help address the needs for outdoor play, sport, leisure and access to nature, especially in areas with the least amount of park space. Parks also provide opportunities to recognize and preserve the culture, history and values of Musqueam, Squamish and Tsleil-Waututh.

The Public Realm Plan aims to secure 13 acres of new or expanded park and park-like spaces to sustain an appropriate level of access to open green space that can be programmed for a variety of uses that cannot be accommodated in other types of public space.

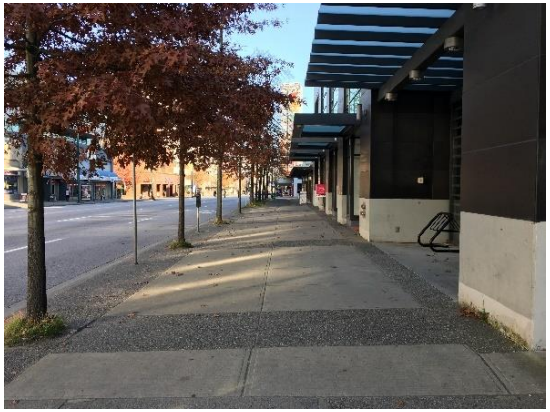
The Plan seeks to deliver new park space through targeted land acquisitions, land dedications on large development sites and the conversion of road space into green spaces for nature, play and recreation.

Reallocation of Road Space

A minimum of 11 per cent of road space in the Broadway Plan area will be reallocated to non-car uses

Streets serve many vital roles. They allow for people to travel between their homes and their jobs, schools, shops and other destinations. They facilitate goods movement and emergency vehicle access. They also provide space for many other critical city functions to support social life, the economy and nature.

Currently, most of the road space in the Broadway Plan area is used for motor vehicle traffic and parking. To keep the transportation network working well as the area densifies and more people and goods move through the area, road space will need to shift to support more sustainable and space-efficient travel. This will allow goods movement, accessible travel and emergency services to continue to be able to flow through the area.



The Broadway Plan is shaped around a future where 80 per cent of trips are made by walking, rolling, cycling or transit by 2050. This mode shift will be supported by the Broadway Subway and well-connected walking, rolling, cycling and transit networks. As capacity is added for these other modes, this also creates opportunities to incrementally reallocate road space from vehicles to other uses.

In addition to mobility, streets are also places for public life, community expression and commerce. They provide green spaces that manage rainwater, increase tree canopy, improve local ecology and support mental well-being by providing access to nature. Reallocated road space will be used to support these uses an to create new parks and other public spaces, contributing toward the public space target.

What is road space reallocation?

Road space reallocation is the repurposing of road space towards non-car uses such as walking and rolling, cycling, transit and public space. Reallocated road space may be repurposed for:

- greenways and active transportation
- widened and improved sidewalks
- plazas
- patios
- parks and park-like spaces
- blue green systems
- urban tree canopy
- shared micromobility stations
- public transit priority spaces
- traffic-calming treatments
- other non-car spaces

Implementation of the strategies and actions outlined in this Plan will reallocate at least 11 per cent of vehicular space to other uses over the life of the Plan.



3 Transforming the public realm

Key Moves Overview

The Broadway Public Realm Plan is structured around five key moves that identify strategies to achieve an improved public realm and address the needs of a growing community. Accompanying many of the key moves are strategies and actions that provide more detailed direction for how the spatial transformations can be achieved. The Public Realm Network Concept Maps at the end of this section help illustrate where these improvements might occur.



Key Move #1: Elevate Musqueam, Squamish, and Tsleil-Waututh Cultural Visibility in the Public Realm

While the Musqueam, Squamish and Tsleil-Waututh Nations maintain rich, vibrant and continuous cultural and historical connections to this land, contemporary urban public spaces fail to reflect their presence. This cultural erasure is a direct outcome of colonial planning practices that reconciliation efforts and the UNDRIP Action Plan aim to address.

Shifting these practices requires building meaningful partnerships with the Nations. This involves co-developing coordinated and well-resourced approaches that center their self-determination, priorities, values and cultural protocols.

The Broadway Public Realm Plan covers a central area of the city with many prominent places, such as City Hall, Vancouver General Hospital, SkyTrain stations and connections to the Seawall. By embedding and supporting visible representations of Musqueam, Squamish and Tsleil-Waututh in these prominent locations and throughout the public realm, we can better reflect their unique relationships to the land and water. This, in turn, deepens our collective sense of place throughout the city, strengthens the connections between neighbourhoods and public spaces and creates distinctive public spaces that reflect their ongoing cultural presence.

As part of the UNDRIP Action Plan, the City is committed to several actions to ensure Musqueam, Squamish and Tsleil-Waututh cultural visibility in the public realm. Those actions are summarized in Section 1 of this Plan. One of those actions is to clarify Musqueam's, Squamish's and Tsleil-Waututh's priorities related to locations and types of opportunities that would best express their cultural visibility and inform ongoing engagement with the Nations on City projects. As such, the City will work with the Nations during implementation of the Broadway Public Realm Plan to clarify priority locations, project types and how cultural visibility is defined and incorporated in the Broadway Plan area. Potential opportunities may include, but are not limited to, the Broadway streetscape, the public realm for station areas, plazas, large and unique development sites, connections to the Sen̓áḵw development and the streetscape and public realm along Kingsway. Processes will be co-developed with Musqueam, Squamish and Tsleil-Waututh to determine how best to collaborate on planning and implementation of projects with the Nations.

Key Move #2: Transform Broadway into a Great Street

One of the Guiding Principles of the Broadway Plan is to transform Broadway into a Great Street. Over the next 30 years, Broadway will become a street of special significance that offers a delightful pedestrian experience, lively gathering spaces and distinct character areas reflecting the local neighbourhoods. Transforming Broadway into a Great Street will improve the streetscape by providing wider sidewalks, more and larger trees, wider boulevards with space for seating and other amenities and space for commercial uses at building frontages. These design concepts will be delivered by reallocating 15-20 per cent of existing road space as development progresses over the 30-year plan timeline.

The following strategies outline ways to achieve this key move and create a streetscape that accommodates growth while improving the quality of urban life along Broadway.

Figure 8: Conceptual perspective of Broadway as a Great Street



Figure 9: Conceptual aerial view of Broadway Great Street

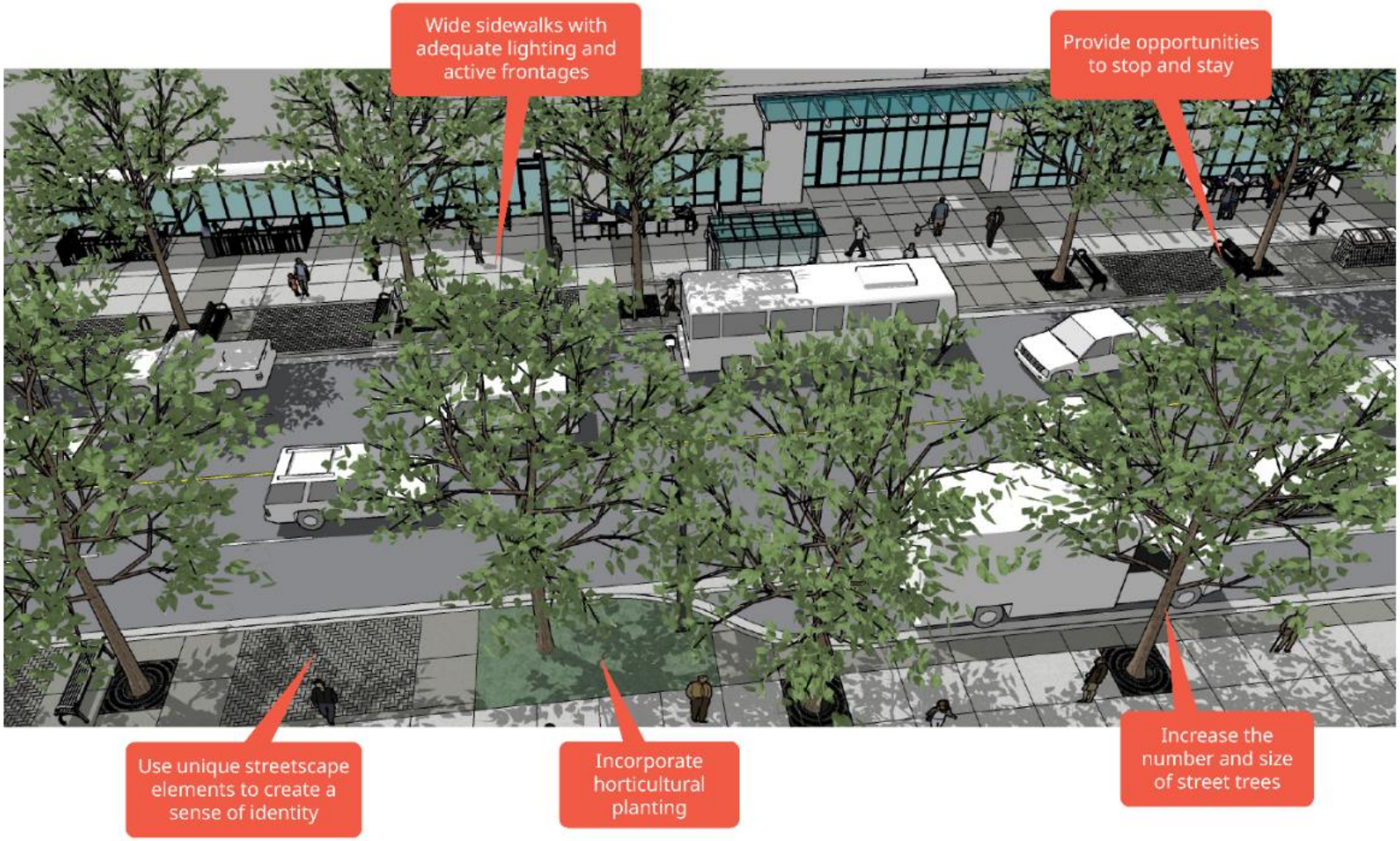


Figure 10: Conceptual aerial view of Broadway Great Street

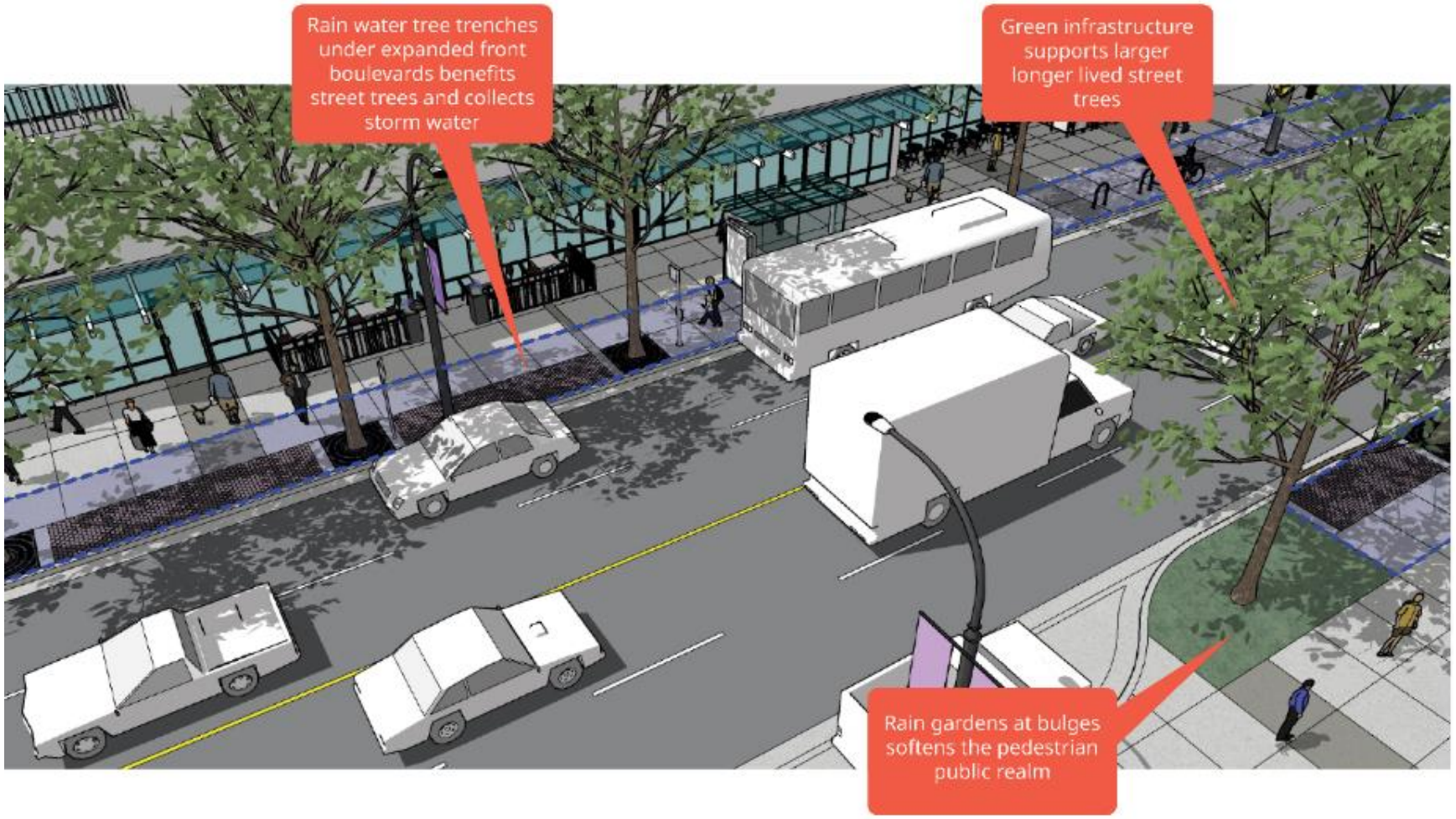
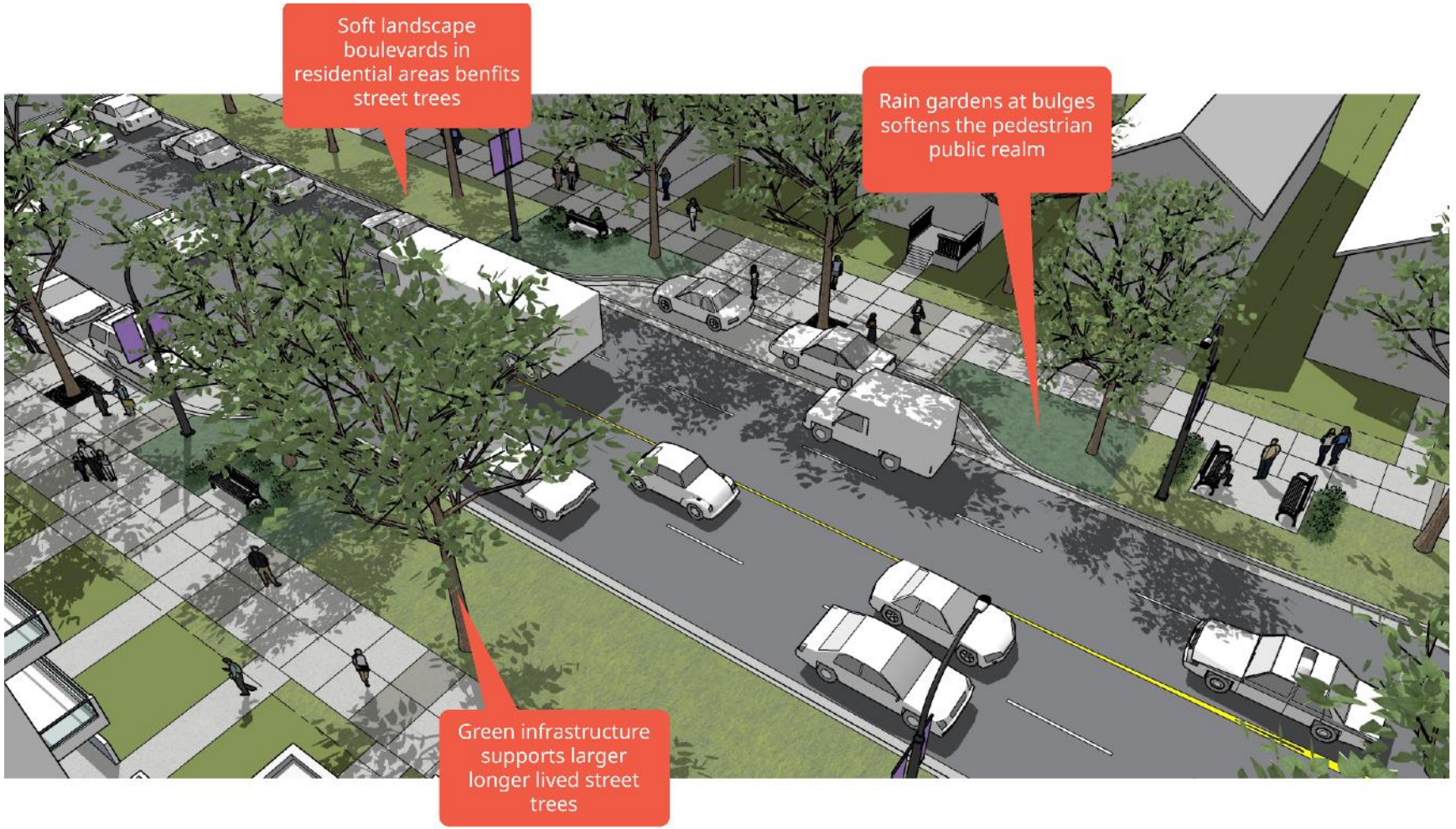


Figure 11: Conceptual aerial view of Broadway Great Street in a residential area east of Prince Albert Street



2.1 Prioritize Universal Accessibility

An accessible public realm eliminates barriers to support individuals of all abilities to move around independently. This independence is crucial for participation in daily activities such as going to work, shopping, medical appointments or visiting friends and family. Accessible design features also help the elderly and children navigate their environment more safely.

Actions:

2.1.1 Design smooth, wide pedestrian through-zones with slip-resistant paving free from barriers that could impede people with mobility issues.

2.1.2 Use treatments, such as detectable edges, to help people that are visually impaired navigate the street.

2.1.3 Provide accessible curb ramps at all intersections and accessible pedestrian signals.

2.1.4 Provide wide boulevards and space for commercial uses adjacent to buildings that keep trees, street furnishings, lighting and commercial uses (e.g. patios, merchandise displays, sandwich boards, etc.) out of the pedestrian through-zone.

2.2 Prioritize Pedestrian-Focused Design

Great streets prioritize pedestrian-focused design elements to create a vibrant and inviting environment. Streets designed for walking and rolling foster a comfortable and engaging experience, encouraging people to linger and interact with their surroundings.

Actions:

2.2.1 Increase the quantity, size and longevity of street trees by maximizing soil volumes, with structural soil or soil cells under paved surfaces and expand permeable areas that allow for increased access to moisture and air.

2.2.2 Incorporate horticultural planting areas, with preference for indigenous plants, at intersecting greenways and along the corridor that are attractive and easily maintained to ensure long-term viability.

2.2.3 Provide places for people to interact and socialize, with frequent seating opportunities and space for patios at building frontages that activate the public realm.

2.2.4 Include wayfinding signage at key decision points along Broadway and at stations blocks to support navigation.

2.2.5 Prioritize comfort and safety by providing adequate lighting, wide sidewalks with clear sightlines and by encouraging active frontages and transparent building façades that facilitate “eyes on the street”.

2.2.6 Promote opportunities for mobile vendors by providing space for newsstands, flower carts, food kiosks and other cart-based retail to enhance convenience for people walking and rolling, contributing to the vibrancy of the public realm.

2.2.7 Incorporate unique streetscape design elements, paving materials and patterns for each of the Broadway neighbourhoods that create a sense of identity, are attractive and resilient.

2.2.8 Work in partnership with Musqueam, Squamish and Tsleil-Waututh to identify opportunities for Indigenous cultural expression in each of the neighbourhoods and throughout the corridor.

2.3 Incorporate Green Rainwater Infrastructure

Green rainwater infrastructure measures play a critical role in creating a sustainable, liveable and resilient urban environment. Along Broadway they will provide essential environmental, social, health, economic and aesthetic benefits for the public realm.

Green rainwater infrastructure offers numerous benefits for the broader environment, including storing, cleaning and reducing stormwater run-off, supporting biodiversity and improving climate resilience and urban air quality. It also enhances the visual appeal of the public realm, making it more comfortable and enjoyable by supporting large and healthy street trees and softening the pedestrian realm with horticultural planting in boulevards, bulges and other locations where possible.

Actions:

2.3.1 Incorporate rainwater tree trenches under expanded front boulevards to achieve a variety of environmental benefits.

2.3.2 Incorporate rain gardens in corner bulges, where possible, at intersecting streets, street-end closures and permeable boulevard spaces.

2.3.3 Monitor and evaluate the effectiveness of green infrastructure over the 30-year timeline of the Broadway Public Realm Plan.

2.4 Future-proof the Street Design

Active travel lanes are not planned to be implemented in initial phases of the Broadway design. Broadway is a part of the region's Major Road Network (MRN) and will continue to be an important corridor for goods movement, transit and emergency services into the future. The design for Broadway provides flexibility for active travel lanes to be added in the future with further road space reallocation, minimizing reconstruction costs and ensuring long-term adaptability and resilience.

Actions:

2.4.1 Site street trees in the widened boulevards to maximize soil volumes and allow for future implementation of active travel lanes while minimizing potential future disturbance.

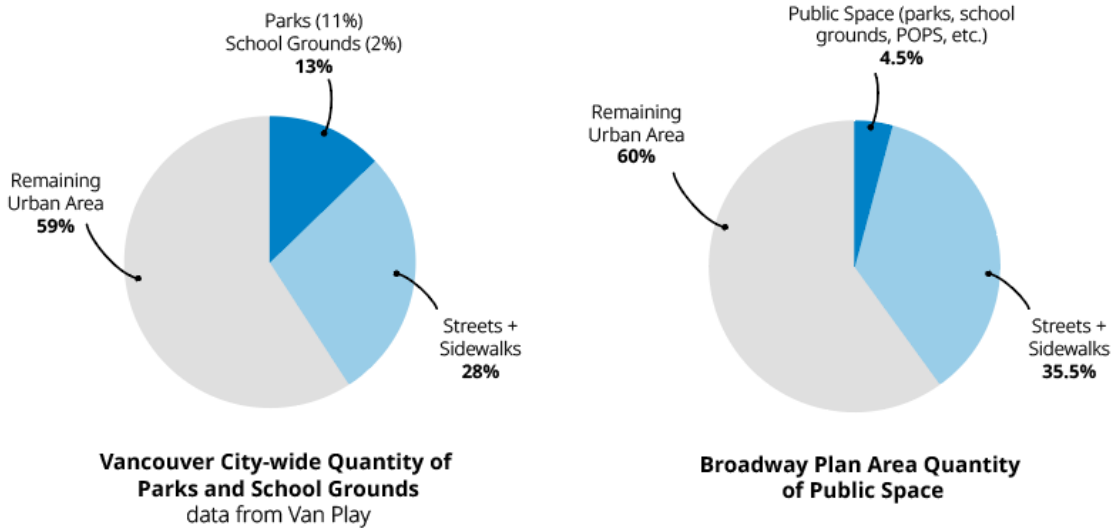
2.4.2 Select materials that reinforce long-term resilience, availability and maintenance.



Key Move #3: Add More Public Spaces

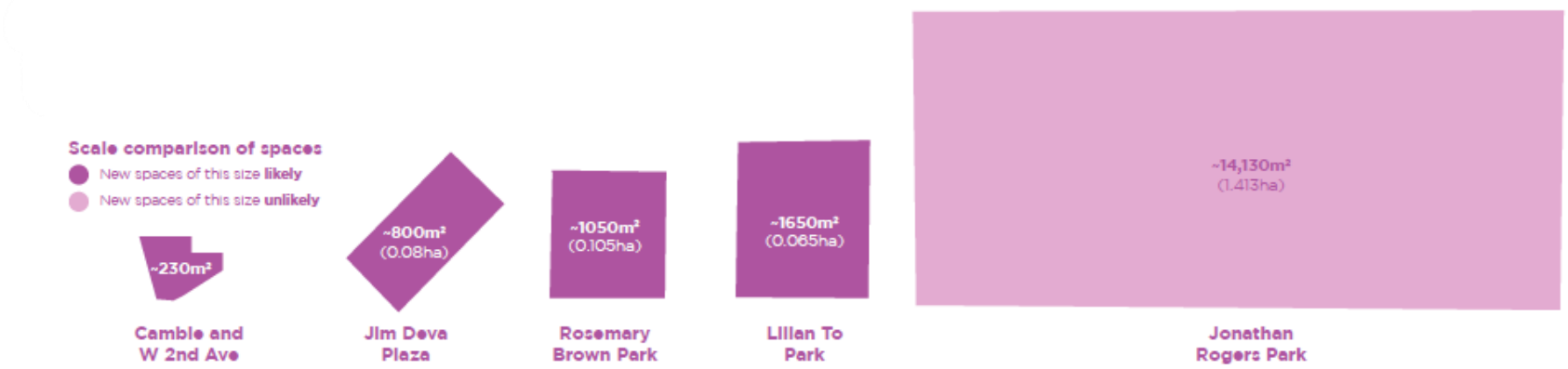
Ensuring equitable access to a diverse supply of high-quality public spaces is essential to creating liveable neighbourhoods. While access is good, the overall quantity of space is low when compared to the city-wide average (Figure 12). New housing and job space will result in more people using the already limited number of parks, plazas and other public spaces in the area.

Figure 12: Provisions of public space in the Broadway Plan area compared to the rest of the city



Acquiring large areas of land within the Broadway Plan area to create new parks that are comparable in size to Jonathan Rogers Park is not feasible given existing land uses and high land costs. Instead, a multi-faceted approach is required, adding public space by focusing on creating smaller, well-designed spaces as well as renewing and expanding existing spaces to increase their capacity and better meet neighbourhood needs.

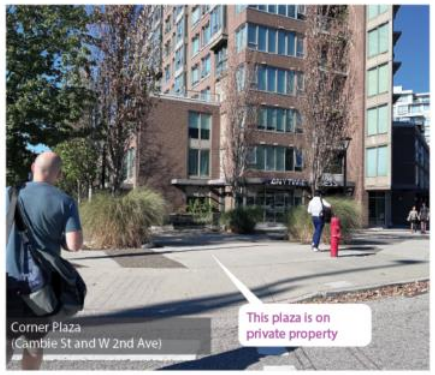
Figure 13: Sizes of existing public spaces



Delivery of new parks and other public spaces will generally be achieved in the following ways:

- Parks and public spaces on Large and Unique Sites through land dedications
- Privately owned public spaces (POPS)
- Road space reallocation
- Park land acquisition









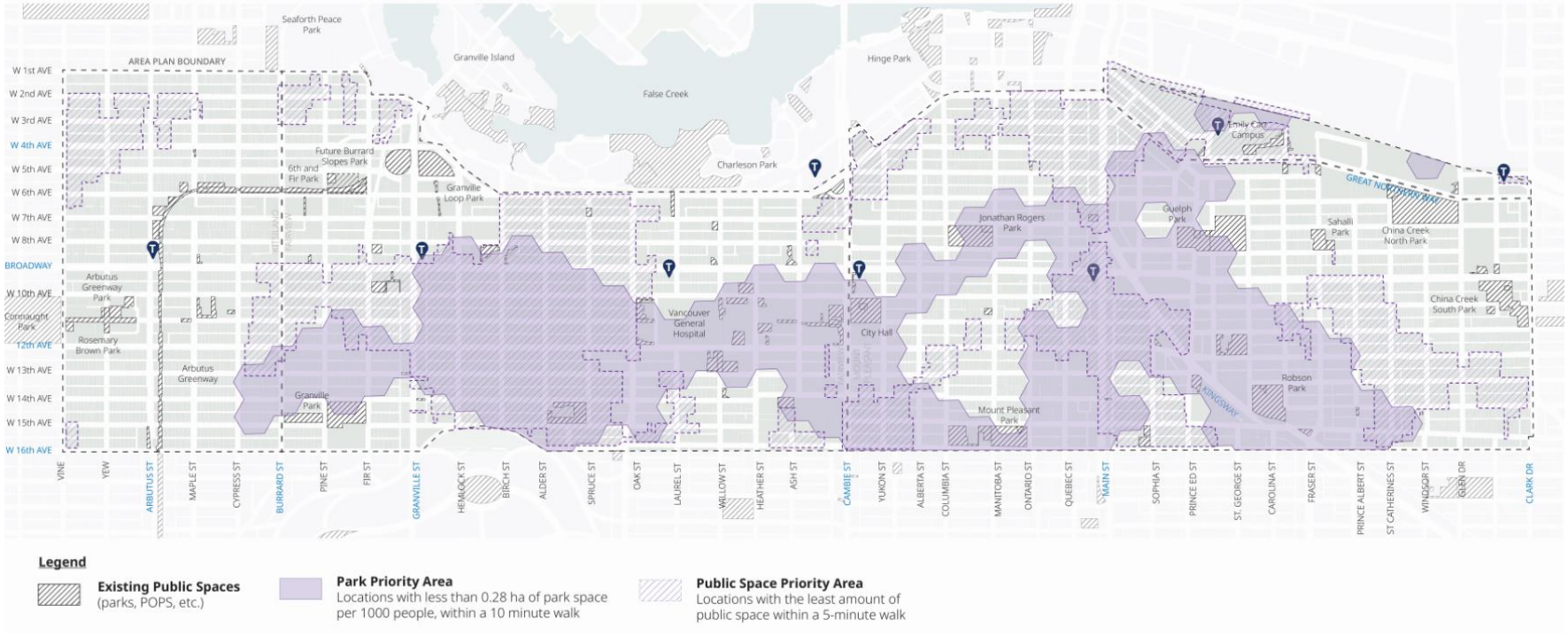
Beyond addressing the quantity of public spaces, ensuring spaces are high-quality is also critical. Maximizing the size of each space to the extent possible and thoughtfully designing them to accommodate a wider range and intensity of uses will help create a diverse network of spaces that serve more needs. This will be especially important in underserved areas.

The following strategies outline ways to increase the quantity of public space *and* enhance the quality of those spaces to better serve the diverse needs of users.

3.1 Improve Park and Public Space Provision in Priority Areas

While all parts of the Plan area would benefit from new parks and public spaces, specific priority areas are identified where improvements would have the greatest impact in terms of improving the distribution and supply. The Public Space Priority Area (Figure 14) identifies locations with the least amount of public space within a five-minute walk or roll, accounting for the full spectrum of existing public spaces including parks, plazas, POPS and public school grounds. The Park Priority Area (Figure 14) identifies locations with the least amount of park and public green space within a 10-minute walk or roll, while also considering population density in proximity to these spaces.

Figure 14: Park and Public Space Priority Areas



Of note is Fairview, a high-growth area with a large overlap in both the Public Space and Park Priority Areas. There are limited park expansion and acquisition opportunities, and the area does not have many Large and Unique Sites where new public spaces could

be delivered with development. This means that more City-led public space projects will be necessary to address deficiencies in this neighbourhood. Many new public spaces in Fairview will also rely on reallocation of road space.

The majority of Kitsilano falls outside of the Park Priority Area due to the planned future completion of the Burrard Slopes Park and expansion of Delamont Park. These two projects will also benefit from the reallocation of road space and the adjacency to the Arbutus Greenway, contemplated in this Plan.

In addition to areas with lower provision of parks and public spaces, areas with higher volumes of people can benefit from new spaces to support social activity. These include areas with higher population and job density, and places where people already tend to gather and spend time, such as commercial retail streets or community centres.

Actions:

3.4.1 Focus on creating more public spaces within the Park and Public Space Priority Areas (Figure 14), especially where they overlap or align with greenways or blue green systems. Public spaces will include parks and public spaces on Large and Unique Sites, new parks from land acquisition, completion of planned new parks and public spaces, road space reallocation and POPS. Within the Park Priority Area, park and park-like spaces should be prioritized over other types of public spaces, where possible.

3.4.2 Consider the following additional locational criteria when prioritizing park and public space improvements:

- Anticipated population and job growth
- Adjacency to retail shops, services and other destinations where people spend time (e.g. commercial high streets) to support public life and business needs.
- Adjacency to social infrastructure (e.g. neighbourhood houses, community centres, etc.) which would benefit from co-location with public spaces.
- Coordination with renewal of City assets (e.g. road repaving, City-owned properties, etc.).

3.2 Maximize the size of public spaces

Some public spaces are created from leftover space on development sites or residual road space, resulting in smaller spaces for people to use. While these small public spaces provide important relief or a quick place to sit, they often cannot accommodate uses that require larger spaces such as local events (performances, markets, etc.), play structures, sports courts or fields, community gardens and larger tree canopy. Maximizing the size of public spaces will help to support a greater variety of possible uses and features to accommodate the diverse public space needs of the communities.

UN-Habitat Public Space Sizes

The *City-Wide Public Space Strategies: A Guidebook for City Leaders* published by UN-Habitat identifies public space categories based on the catchment they serve and outlines the size and uses each provides, ranging from local to a national space. The following public space sizes are relevant to the Broadway Public Realm Plan.

- **Local Spaces** – 300 – 400 square metres in size, serving the immediate local population, located no more than a 5-minute walk or roll from most residents. These can accommodate uses like smaller events, daily uses like dining or picnicking, community gardens and providing green space and respite.
- **Neighbourhood Spaces** – 400 – 4,000 square metres in size serving the social and recreational focus of the community, ideally within a 5-minute walk or roll from most residents. In addition to the uses listed under local spaces, they often have multiple uses and can typically host larger events and accommodate playgrounds and smaller sports courts.
- **District Spaces** – spaces greater than 4,000 square metres in size. They can accommodate concurrent uses including programmed spaces, sports fields as well as host civic events.

Actions:

3.2.1 Expand existing parks through road space reallocation, completion of planned new parks and public spaces and property acquisition for park land adjacent to existing parks.

3.2.2 Create new public spaces on larger redevelopment sites with particular focus on developments within the Park and Public Space Priority Areas (See Figure 14). For further policy details and design guidance, see the Broadway Plan Built Form and Site Design Chapter and Appendix B: On-Site Public Spaces, respectively.

3.2.3 Create large public spaces on Large and Unique Sites, as defined in the Broadway Plan.

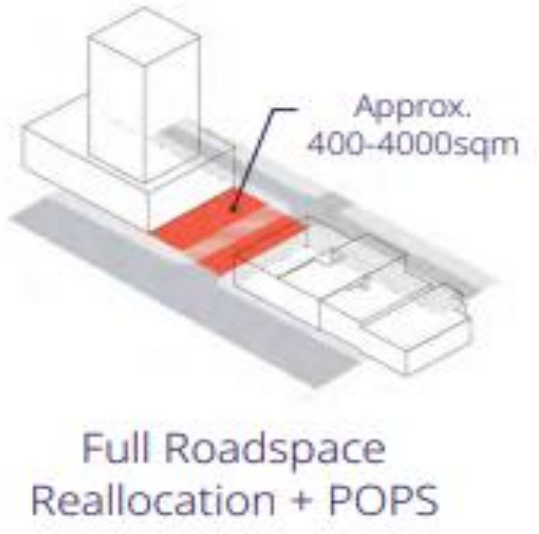
- Target 20 per cent of total site area for public space including park dedications on Large and Unique Sites, noting that the amount and type of space will depend on the site and development context.

3.2.4 Seek opportunities through road space reallocation to maximize contiguous usable public space. See Strategy 3.3 for examples of public space uses in the street right-of-way.

- Sizes of new spaces will vary based on context but should target 300 square metres or larger. For all spaces, maximize potential uses to the extent possible.
- Consolidate transportation uses (walking and cycling) where possible and appropriate.
- Create public spaces off greenways to maximize usable space, where dedicated active transportation lanes may not be required.

3.2.5 Co-locate road space reallocation projects with new public spaces like parks and POPS to create larger spaces (Figure 15).

Figure 15: Reallocated road space adjacent to a POPS



3.3 Design public spaces to serve a broader range of functions and activities

Providing the right supply of public spaces is important, but it is not enough on its own. For instance, a public space might be large, but if it is mostly empty without providing any amenities for people to use, or is above grade and not easily accessible, it is not reaching its full potential to support a community's public space needs. As neighbourhoods continue to grow, providing high quality spaces appropriate to the local context that fulfill specific needs will become increasingly important.

While each community has diverse needs, there are a variety of functions that public space should support such as socializing, events and gathering, respite and experiencing nature, play and recreation and cultural and civic expression. A public space may accommodate multiple functions; however, it is unlikely that a single park, plaza or other public space will cater to all needs. Creating a wide array of spaces to support the diverse needs of the community is critical.

Generally, some public space functions and uses might be better suited depending on the location and context. However, community engagement is necessary to understand the community’s needs for each individual project, especially with respect to equity-denied communities.

Actions:

3.3.1 When designing a new public space, consider what uses would best support the overall public space network and fulfill a need within the neighbourhood.

3.3.2 Revitalize existing parks to withstand a greater intensity of use and needs from a growing population.

3.3.3 Design all public spaces to support specific functions appropriate for the available size and the surrounding site context, including land use. While project specifics and stakeholder engagement will inform the design, below are general suitable uses by area:

- Nature, respite and play spaces are suitable throughout the Plan area in all contexts, especially in residential areas along blue green systems and ecological corridors.
- Gathering and event plazas are usually suited to commercial and industrial/employment areas.
- Recreation, such as sport courts and fields, may be suitable adjacent to a park or school or on Large and Unique Sites.

3.3.4 Provide station plazas at SkyTrain station entry points, including secondary station entrances, accommodating high volumes of pedestrian movement and gathering, as well as ample bike parking.

3.3.5 On Large and Unique Sites, prioritize functions that cannot be accommodated in smaller public spaces, such as sport and recreation, larger grass fields and wooded areas as well as civic and cultural expression and celebration and event spaces.

The following conceptual images illustrate how new public spaces created from road space reallocation may be designed to support specific uses. Refer to the concept maps at the end of this section for suitable locations for each type.

Plazas

A flexible open space intended to support day-to-day gathering, business-supportive uses and a range of events. Suitable context includes commercial and industrial/employment areas where noise is generally less of a concern.

Figure 16: Conceptual plaza from reallocated road space



Green spaces

Green spaces offer a place for people to feel more connected to nature, provide respite from busy urban environments and reprieve from heat events. They often support urban wildlife, biodiversity and stormwater management. Wild or manicured, they typically have flexibility to fit within any scale of space available.

Figure 17: Conceptual green space from reallocated road space



Parks and park-like spaces

Park-like spaces typically provide some combination of programmable spaces for play, recreation and nature. Generally, they require long-lasting materials, structures, plantings and furnishings to support a higher intensity of use and provide a diverse range of amenity to serve the neighbourhood. These spaces can be built over multiple blocks and extended through the purchase of adjacent land or location next to a POPS.

Figure 18: Conceptual park or park-like space from reallocated road space



Greenway linear parks

A series of blocks of greenway closed to motor vehicles can create a linear park with a sequence of spaces that supports many activities and acts as a neighbourhood or city destination.

Figure 19: Conceptual greenway linear park from reallocated road space



Key Move #4: Complete Neighborhood Routes

The Broadway Plan is shaped around a future where 80% of trips are made by walking, rolling, cycling or transit by 2050. By creating excellent networks for active transportation and transit, the area's streets can accommodate this mode shift and allows the reimagining of large amounts of road space for public spaces, green rainwater infrastructure and other uses.

This key move has four strategies that aim to reduce barriers for people walking, rolling, cycling and taking transit and enhance the safety, accessibility and comfort of streets.

4.1 Build out a largely car-free greenways network.

A primary barrier to people choosing walking, rolling and cycling for most of their trips is feeling unsafe sharing spaces with motor vehicles. A well-connected greenway network that removes motor vehicles from most greenway blocks will allow most people to use active transportation for most of their trips. It also creates space for people and nature, providing lively corridors to travel along.

Actions:

4.1.1 Prioritize the implementation of car-free locations on greenways as identified in Figure 20.

4.1.2 Deliver car-free greenways incrementally by leveraging and coordinating City-led capital investments with development.

4.1.3 Implement car-free and car-light greenways using temporary infrastructure where necessary in the near term.

Figure 20: Near-term and long-term car-free opportunities on greenways



4.2 Reallocate Road space to non-motor vehicle uses

As the Broadway Plan area grows with more people shifting to more sustainable and space-efficient ways of getting around, opportunities for new public space to meet increasing demand will be created through road space reallocation. The Broadway Public Realm Plan sets a target to reallocate a minimum of 11 per cent of road space to non-car, people-focused uses. Road space reallocation is a key tool to support mobility, public life, nature and rainwater management.

Actions:

4.2.1 Pursue road space reallocation opportunities, identified on Figure 20.

4.2.2 Prioritize road space reallocation opportunities that can deliver co-located public space improvements (i.e. greenways, plazas, parks) in neighbourhoods with low provision of public space.

4.2.3 Repurpose road space within the Villages (as defined in the Broadway Plan) on commercial high streets to expand the pedestrian realm and support local businesses and public life by delivering wider sidewalks and boulevards, active travel lanes and shared micromobility stations.

4.3 Close gaps in the transportation network

It is important that people are connected to daily destinations like work, shops, healthcare facilities and parks by a transportation network that minimizes gaps and barriers for people of all ages and abilities. A complete, connected active transportation network that enables and encourages sustainable trips supports this through good connections to key destinations such as commercial high streets, community centres and civic facilities, parks, plazas, bridges and rapid transit stations.

Actions:

4.3.1 Deliver safe, appealing and accessible walking, rolling and cycling connections to SkyTrain stations, civic facilities, commercial high streets, parks and amenities, including Broadway, Arbutus Greenway and the False Creek Seawall.

4.3.2 Address gaps in the active transportation network, including from Granville and Cambie Bridges, to improve connectivity to and through the corridor.

4.3.3 Reduce barriers to active transportation, including signalized crossings of arterial streets as outlined in the Broadway Plan.

4.4 Create a safe, vibrant and comfortable public realm on commercial high streets

Commercial high streets should be designed for high levels of pedestrian activity. They should encourage an active public life where people can linger, socialize and move with comfort. Wide sidewalks, space for patios, store displays, seating areas, and street trees are some of the elements to create vibrant, welcoming spaces that are universally accessible, support businesses and are comfortable and safe for everyone.

Actions:

4.4.1 Develop a great public realm along commercial high streets. This will be achieved in conjunction with new development as well as through City-led capital projects.

4.4.2 Incorporate active travel lanes along commercial streets where appropriate to provide improved safety and comfort for people cycling or using micro mobility devices.

4.4.3 Deliver increased amenities and support commercial uses on high streets, including benches, bike racks, patios and merchandise displays.

4.4.4 Where possible, reallocate road space to provide more places for public life such as wider sidewalks, patios, and plazas.

4.4.5 Pursue opportunities for low-cost or temporary infrastructure to help deliver improvements in the near term and enable more improvements across the area.

Key Move #5: Nurture Nature

Streets and public spaces play an important role in mitigating and adapting to the impacts of climate change and facilitating ecological connectivity in the public realm.

Longer, drier summers with frequent heat waves are negatively impacting urban tree canopy and naturalized areas across the city, including in the Broadway Plan area. As these neighbourhoods become denser, there will be less space for mature tree canopy and green space on private property. This makes it even more important to prioritize public realm investment in urban ecology and nature-based solutions including blue green systems, green rainwater infrastructure, urban forest and absorbent landscapes and other green space. These street and public space improvements can provide biodiverse plants and trees for birds and pollinators, contributing to climate resilience, ecological connectivity, and livability, especially during heat events. They also provide important opportunities for people to experience and connect with nature in the city.

The following strategies identify how and where the City will improve streets and public spaces to create a more climate resilient and ecologically connected public realm.

5.1 Focus on improving the Urban Forest

Existing tree canopy coverage varies across the Broadway Plan area. While some areas exceed the 30 per cent canopy cover target identified in the *Urban Forest Strategy* (2018), other areas are well below this, making them especially vulnerable to impacts of climate change, such as extreme heat events. These areas include the Burrard Slopes Employment Area, Mount Pleasant Industrial Area, as well as large portions of Broadway, Kingsway and Main Street. The Urban Forest Priority Area (Figure 21) identifies locations in the Broadway Plan area that currently have less than 15 per cent tree canopy coverage where new tree planting should be prioritized to have the greatest impact. Another important aspect of the urban forest to consider is the loss of existing canopy due to extreme weather events and redevelopment. These are also locations where new tree canopy should be prioritized.

Today, tree canopy is very good in residential areas, however, as more redevelopment occurs with higher density buildings it will be challenging to retain that canopy on private land. Both retention of existing trees as well as planting new trees that grow to large mature sizes are needed.

Actions:

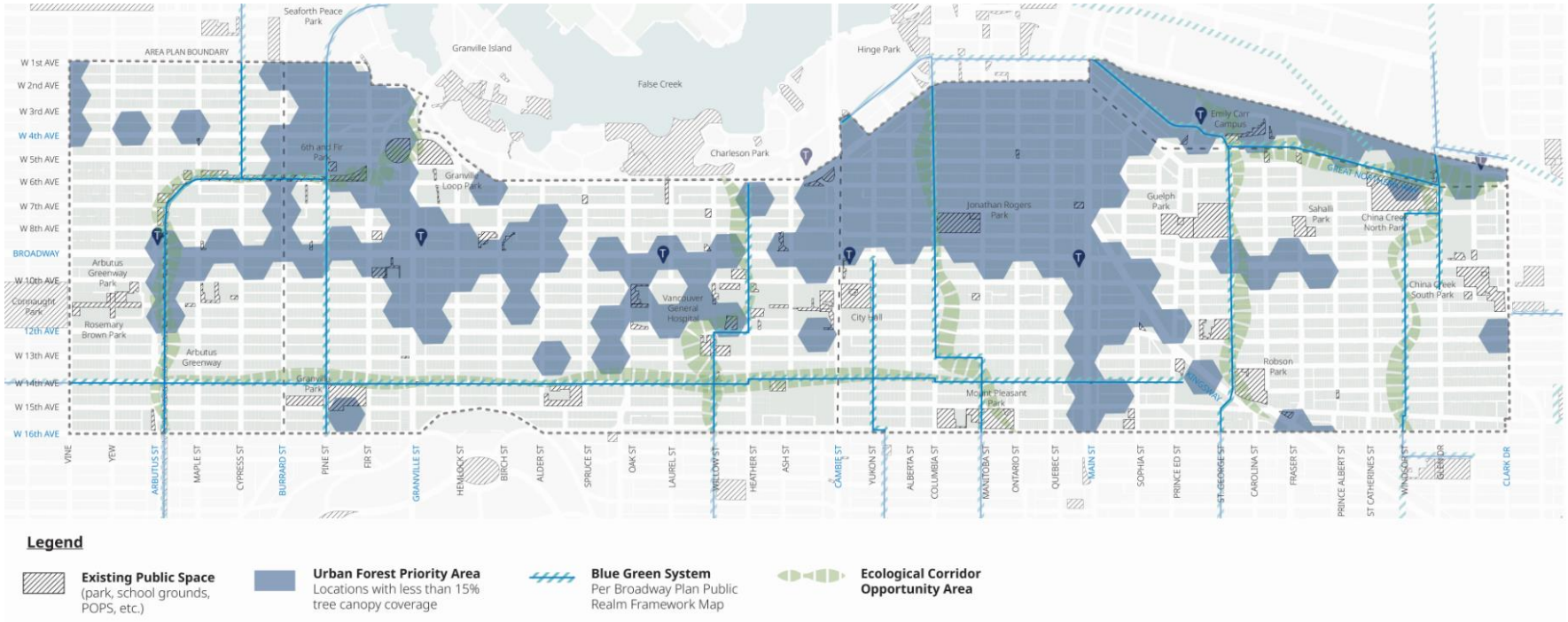
5.1.1 Use additional space from road space reallocations for widened sidewalk areas, car-free greenways, car-light greenways, and public spaces for planting new medium to large trees. This is especially important for the industrial and employment areas where the potential for on-site tree planting is constrained or not possible.

5.1.2 Use open space on larger redevelopment sites (see policy 3.2.2) to retain existing or plant new trees.

5.1.3 Create space to plant new trees on site in residential areas, where possible, to help counterbalance trees being lost through redevelopment.

5.1.4 Support street tree planting with green rainwater infrastructure practices, including bioretention gardens and rainwater tree trenches.

Figure 21: Urban Forest Canopy Gap Priority Area



5.2 Design blue green system improvements with biodiversity and ecological connectivity benefits

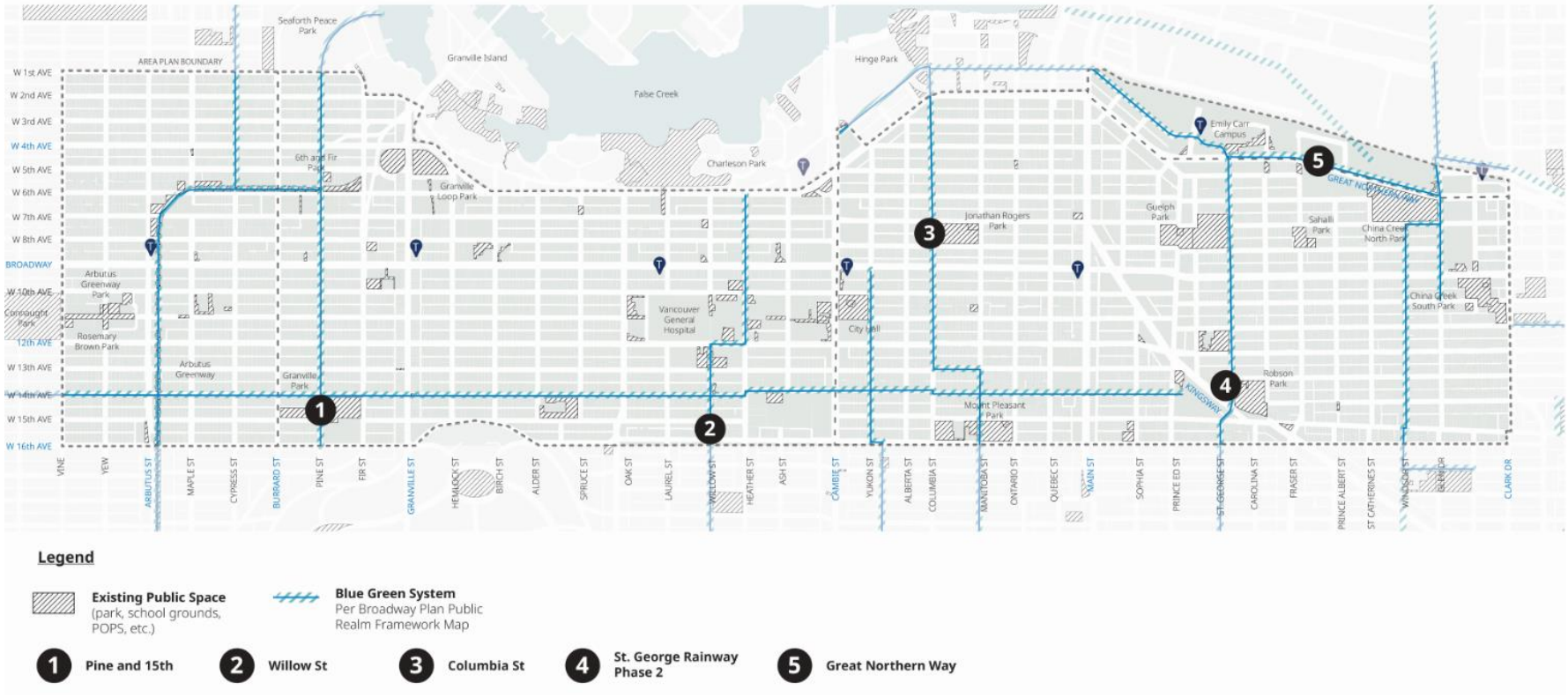
Blue green systems are networks of connected park-like streets that manage water and land in a way that is inspired by nature and designed to replicate natural functions and support ecosystems. Blue green systems will play a critical role in urban biodiversity and ecological connectivity in the Broadway Plan area. They may also be incorporated into new public spaces from reallocated road space.

Actions:

5.2.1 Prioritize near term blue green system projects in the locations shown on Figure 22.

5.2.2 Where public space opportunities align with blue green systems or ecological corridor opportunities, develop designs that best incorporate urban forests, habitat and biodiversity planting and larger green rainwater infrastructure practices.

Figure 22: Near-term blue green system projects



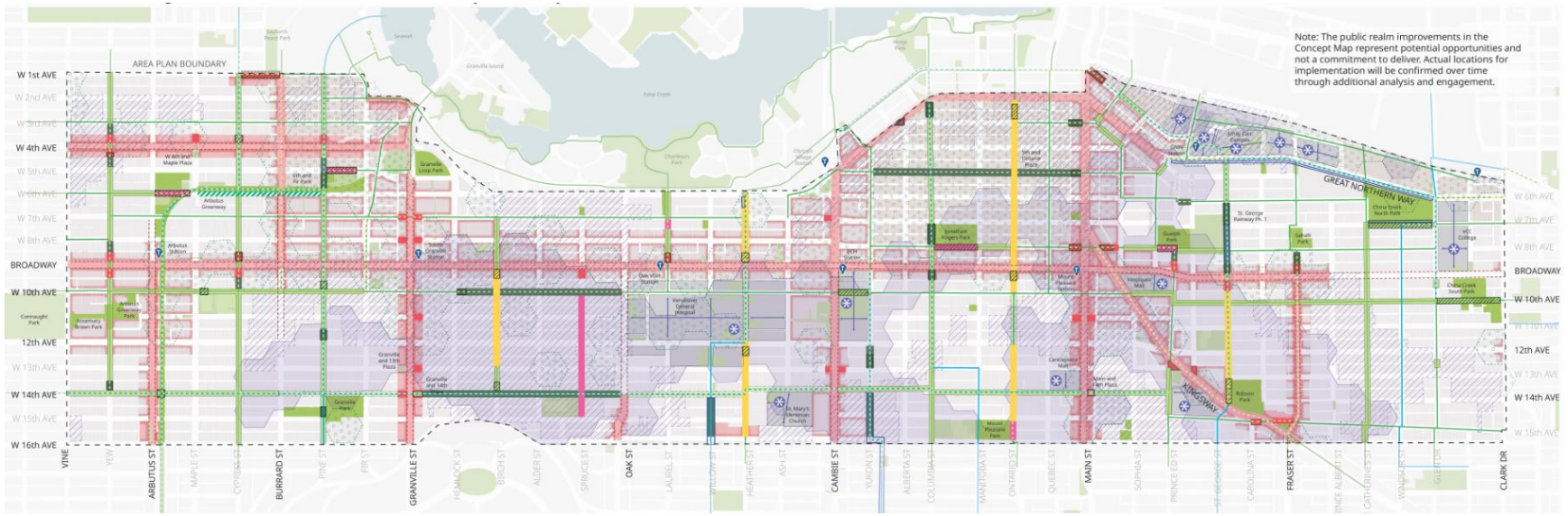






4 Public Realm Network: Concept Maps

The Public Realm Network Concept Maps illustrate public realm improvements, based on the key moves, strategies and actions. These maps are not inclusive of all potential improvements, but are a guide that should remain flexible to leverage opportunities as they arise.



General Concept Map Legend

Existing Public Spaces

- **Existing Park**
- **Other Existing Public Spaces** (School grounds, POPS, Plazas etc.)

Streets

- **Greenway**
- **Greenway Overlay** (on commercial high street, BGS, public space, etc)
- **Existing Car Free Greenway**
- **Blue Green System** and ecological connectivity opportunity
- **Mixed Use Local Street (or Arterial)**
- **Commercial High Street**
- **Commercial High Street** in a village area
- **Other Streets**

Public Spaces on Large and Unique Sites

- **Mid-block Pedestrian Connection and Public Space** public space may be a park dedication or POPS (privately owned public space)

Priority Areas

- **Park Priority Area** Locations with less than 0.28 ha of Park space per 1000 people, within a 10 minute walk
- **Public Space Priority Area** Locations with the least amount of public space within a 5-minute walk
- **Urban Forest Priority Area** Locations with less than 15% tree canopy coverage

Road Space Reallocation Opportunities

Streetscape Improvements

- **Car-free Greenway** full street closure (when possible)
- **Car-light Greenway** partial or half street closure (when possible)
- **Sidewalk Widening** through curb lane reallocation

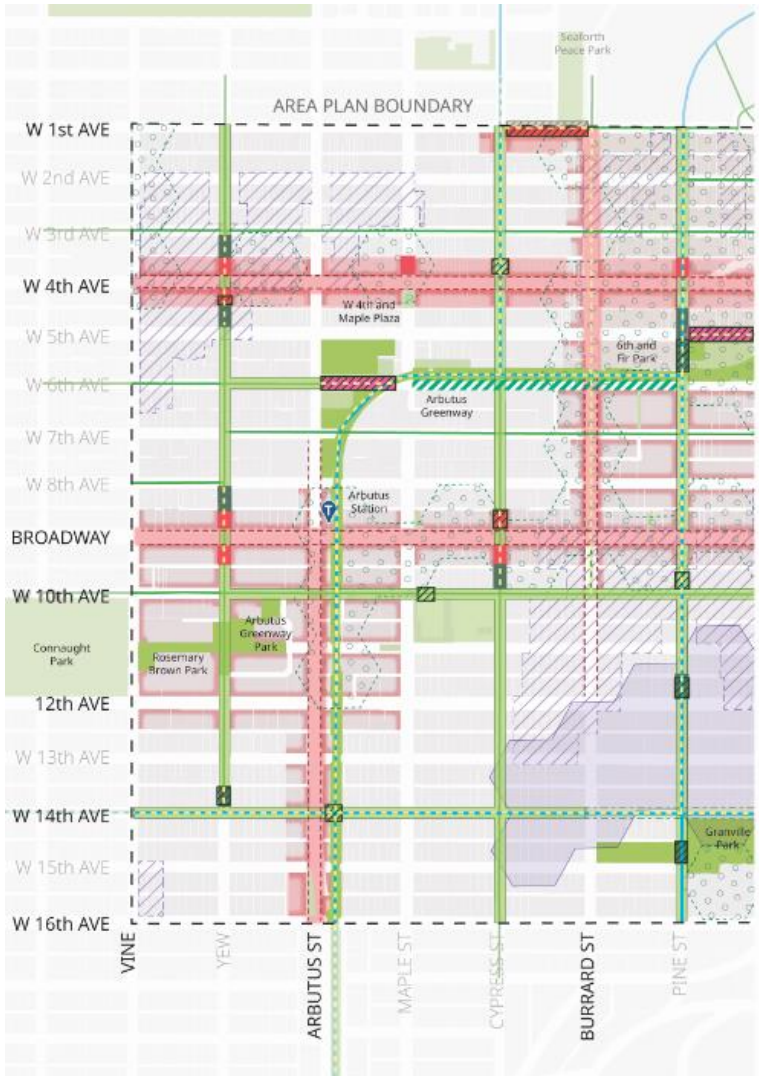
New Public Spaces (full street closure)

- **Plaza**
- **Greenspace**
- **Play and Recreation (Park)**
- **Greenway Linear Park**
- **Arbutus Greenway Expansion**

Near Term Projects

- **Plaza Upgrade** - existing plaza to be upgraded with permanent design
- **Opportunity Through Re-development**
- **Priority Green Rainwater Infrastructure Projects**
- **Greenway Closures**

Kitsilano



Note: The public realm improvements in the Concept Map represent potential opportunities and not a commitment to deliver. Actual locations for implementation will be confirmed over time through additional analysis and engagement.

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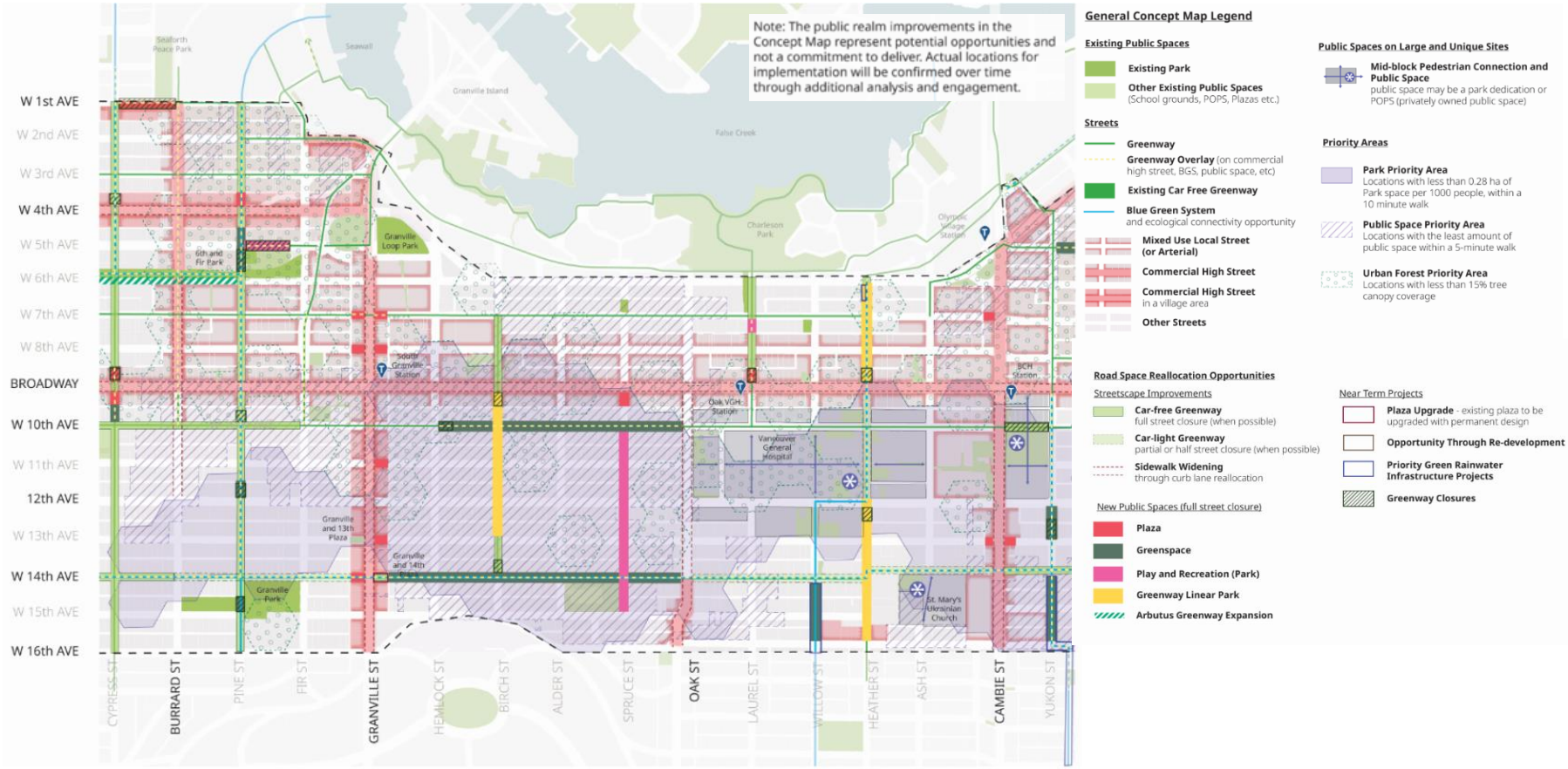
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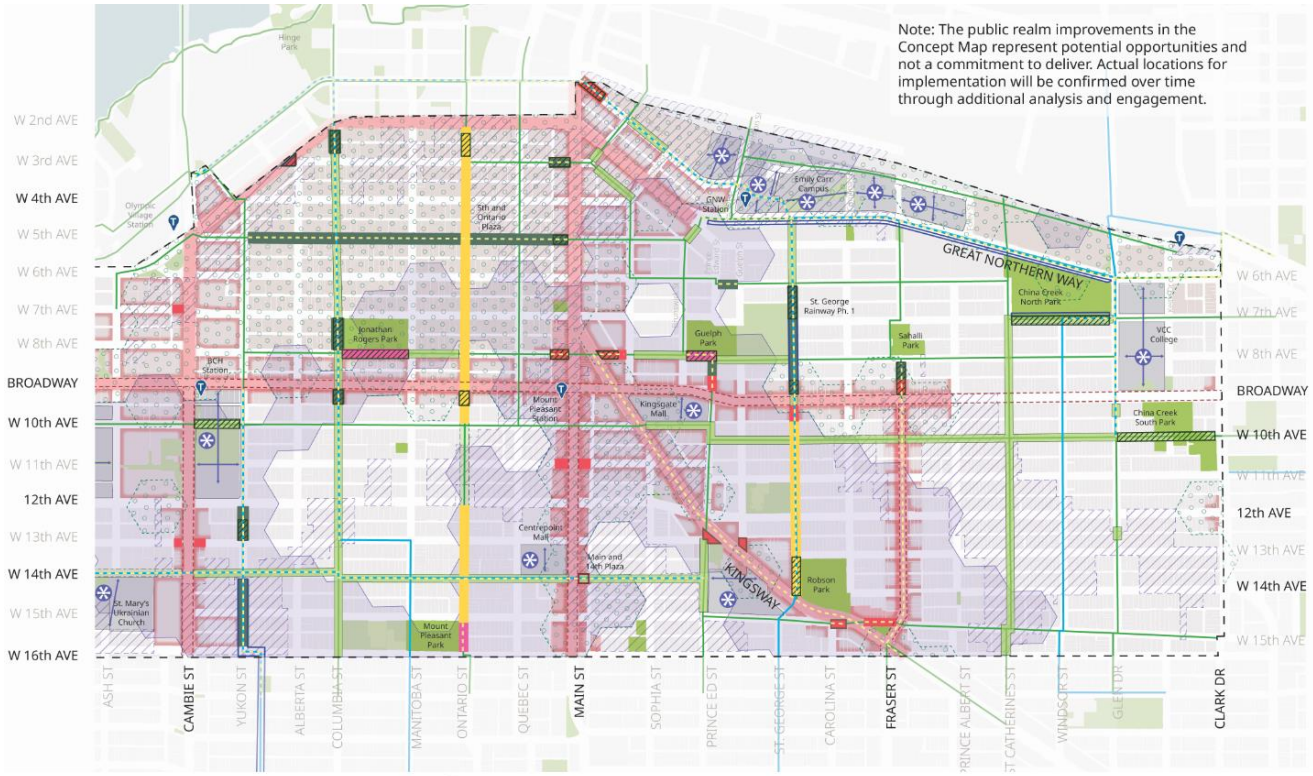
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Fairview


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W 1st AVE
W 2nd AVE
W 3rd AVE
W 4th AVE
W 5th AVE
W 6th AVE
W 7th AVE
W 8th AVE
BROADWAY
W 10th AVE
W 11th AVE
12th AVE
W 13th AVE
W 14th AVE
W 15th AVE
W 16th AVE
CYPRESS ST
BURRARD ST
PINE ST
FIR ST
GRANVILLE ST
HEMLOCK ST
BIRCH ST
ALDER ST
SPRUCE ST
OAK ST
LAUREL ST
WILLOW ST
HEATHER ST
ASH ST
CAMBIE ST
YUKON ST
Granville Loop Park
6th and Fir Park
Granville and 13th Plaza
Granville and 14th Plaza
Granville Park
St. Mary's Ukrainian Church
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Priority Green Rainwater Infrastructure Projects
Greenway Closures

Mount Pleasant



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Opportunities for road space reallocation on greenways

Many stretches of local street greenways can be made car-free over time. In addition, partial car-free blocks, sidewalk widening and park expansion opportunities will serve as additional areas of opportunity for road space reallocation.

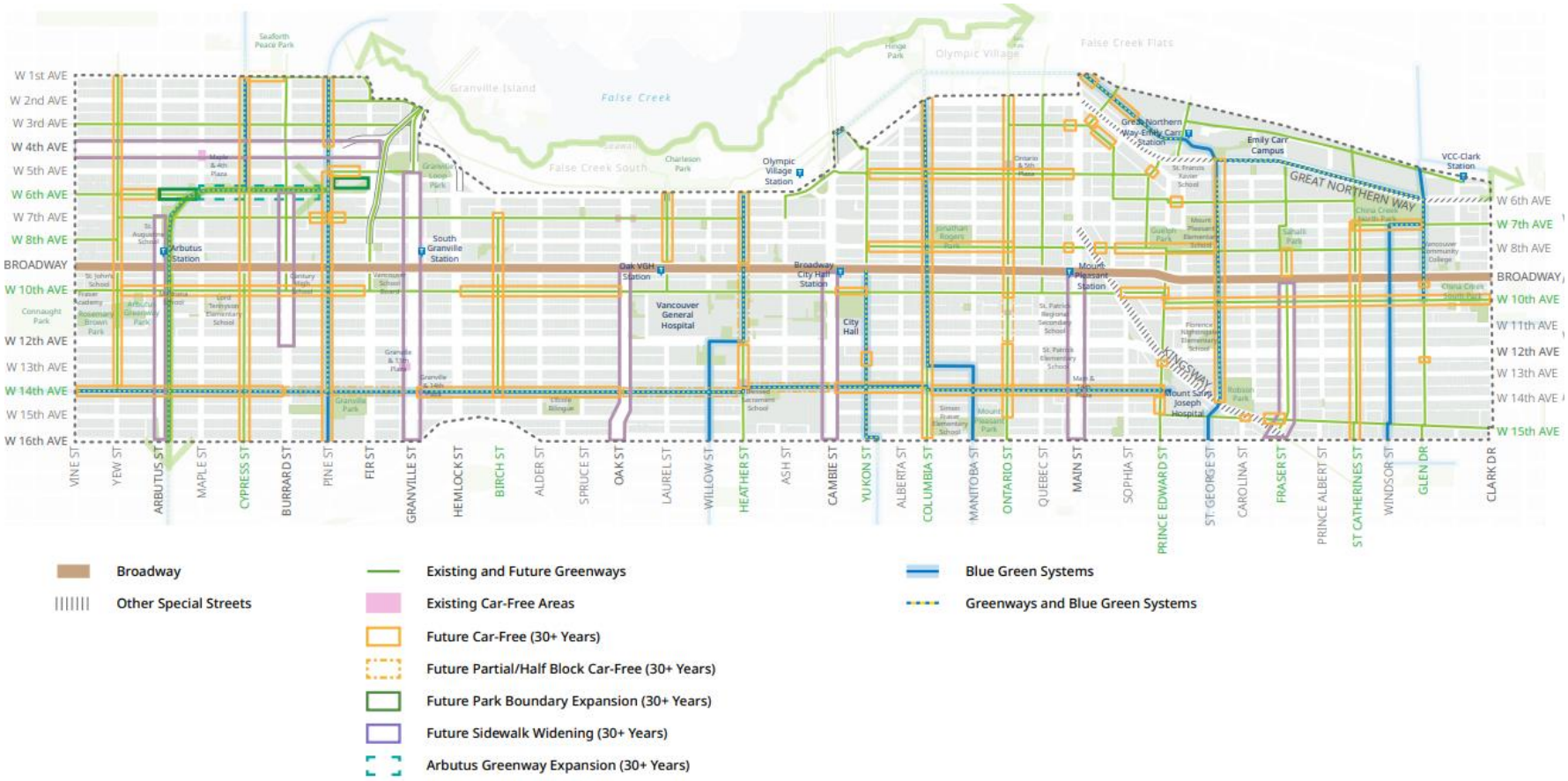
Some streets offer greater long-term opportunities to reallocate road space than others (Figure 26).

- The curb lane on certain commercial streets can be reconstructed to provide wider sidewalks, space for patios and street trees and/or protected active lanes to support safer walking, biking and rolling.
- Streets along existing and future greenway corridors provide numerous opportunities especially those that also support blue green systems and that are adjacent to parks.

These streets have the potential to help meet targets for road space reallocation, public space and park space. Many of these opportunities will be explored as development occurs and as funding becomes available.

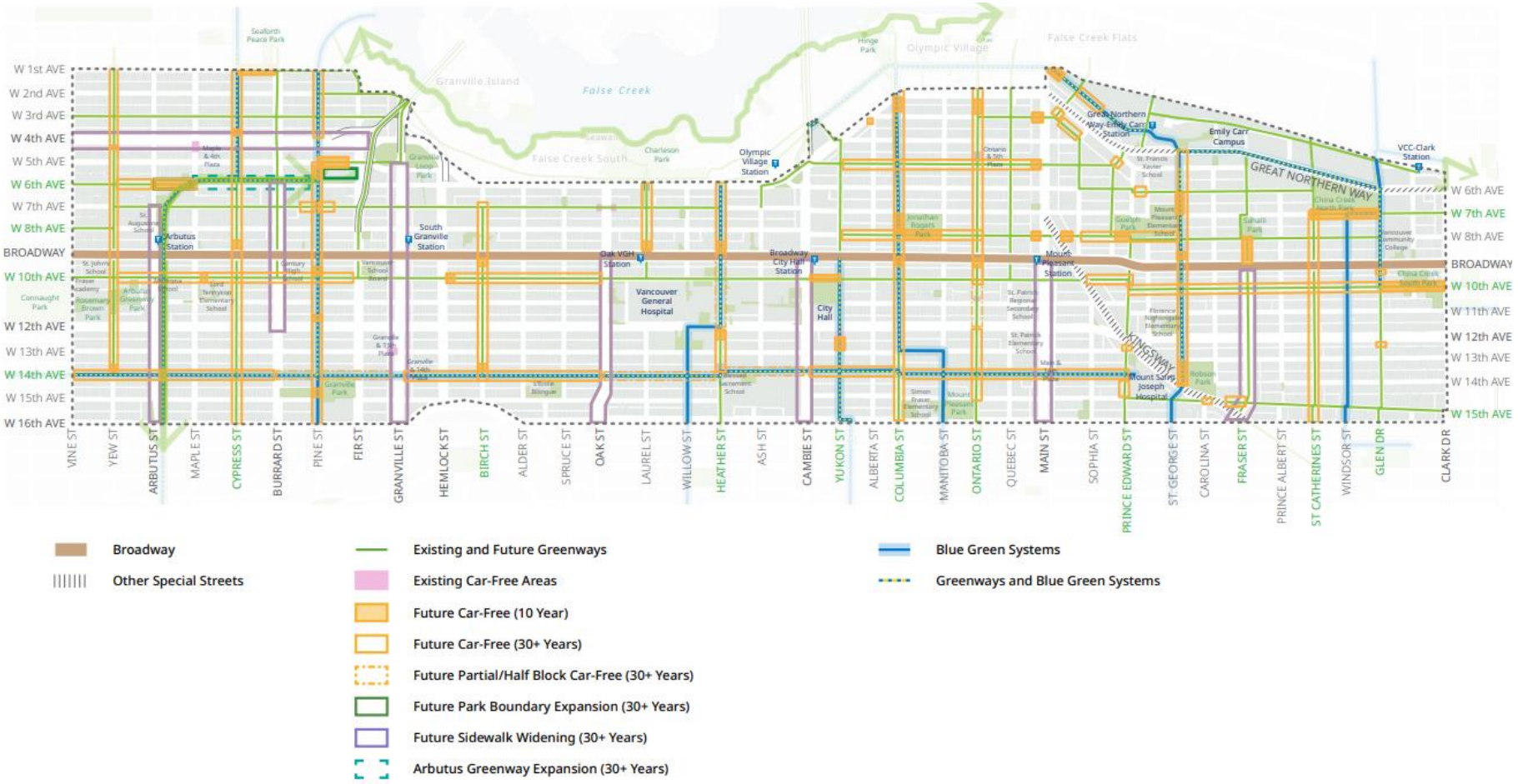
In all, a total of 45 kilometres of greenways have been identified in the Broadway Plan area.

Figure 26: Map of road space reallocation opportunities on greenways



Within the greenway network, sections of greenways (Figure 27) are identified as priority locations in the near term for exploring road space reallocation to create car-free/car-light greenways with public space or park space to meet multiple targets at the same time. Beyond the locations identified, new opportunities may be identified as redevelopment occurs.

Figure 27: Map of near-term road space reallocation opportunities on greenways



5 Implementation

Overview

The Broadway Public Realm Plan is a long-range plan aligned with the 30-year life of the Broadway Plan. Population and employment growth will occur gradually over time, as will the delivery of public realm improvements.

This section describes how public realm improvements will occur over this period, considerations that will impact delivery and how the City will monitor the Plan's performance.

Delivery

The Plan's directions will be delivered over time, using a variety of different approaches. The Broadway Plan includes a Public Benefits Strategy (PBS), which is a 10-year capital strategy for delivering public amenities and infrastructure to address the renewal and growth needs of the area, based upon projected funding available. Delivery of this public realm plan will be informed by the PBS and/or other future capital planning work.

Generally, public realm improvements will be delivered in the following ways:

1. **Developer-delivered projects**

   Privately initiated development projects will contribute significantly toward implementation of the Public Realm Plan and will help achieve the objectives of the Plan. As development occurs throughout the Plan area, the City will expect private developments to provide improvements to the public realm as part of their construction.

   Public realm enhancements may include frontage improvements such as widened or new sidewalks, boulevards, street trees, lighting, green infrastructure and shared mobility stations. More significant public realm improvements may include delivery of POPS, active travel lanes and intersections, green rainwater infrastructure (GRI) and road space reallocation

opportunities (such as plazas and other public spaces). See the appendices for further details regarding public realm enhancements and improvements.

Development on Large and Unique Sites will be expected to deliver more significant public realm enhancements, such as dedicated park space or larger POPS. Given their scale and complexity, these proposals will generally undergo a more comprehensive development review and public engagement process, in addition to meeting the standard rezoning application requirements.

2. Partnership projects

The City will also look to partnership funding opportunities to deliver public realm improvements. Partnership opportunities may be with senior governments or regional government partners, business improvement associations (BIAs), social services or others.

3. City-led capital projects

City-led capital projects are funded by a variety of revenue sources, including development fees, property taxes, utility fees, grants or a combination thereof. City-led capital projects will be determined as part of the City's capital planning process, working within the City's capital funding capacity. Delivery of public realm improvements and new public spaces will also be influenced by available operating funding to support ongoing maintenance and programming.

Design and delivery of each individual project will typically involve a public engagement process, which can take many forms. This includes consultation with Musqueam, Squamish and Tsleil-Waututh.

For larger projects requiring upfront City investment, public engagement often involves a multi-phase community process to understand vision and needs. For smaller projects, a tactical approach can be taken where the public is engaged through a pilot that tests a particular location or use before larger investment is committed. For any project involving road space reallocation, there will be assessment of local access and neighbourhood circulation needs.

Phasing of Improvements

This Public Realm Plan provides policy directions and maps opportunities for public amenities and infrastructure including parks, new public spaces from reallocated road space and private development, widened sidewalks, greenways and blue green systems. It also identifies priority areas where certain amenities are needed most so that public realm improvements can be designed to meet multiple community objectives.

Approaches to delivering public realm improvements will need to remain adaptable and flexible to the changing needs of the neighbourhood over the multi-decade Plan period. Public realm improvements may begin with modest investments in temporary spaces. These interventions can be delivered more quickly and cost-effectively, yet still provide significant benefits to people in the area. With continued population and employment growth, new residents and users of the public realm may create new demands for the public space beyond those originally envisioned, at which point, an additional investment may be required to increase the quality of the space to meet the changing need.

Example of a phased approach

- Identifying the opportunity and securing the space (e.g. repurposed streets, through redevelopment or acquisition).
- Optional testing and piloting of the space, learning what works and what additional improvements would be appropriate.
- Invest in improvements to the quality and permanency of spaces to increase the level of amenity and support the needs of the users, subject to funding availability.
- Regular monitoring and adjustment to ensure spaces best serve the needs of the community over time.

The highly urban and dense context of the future Broadway Plan area will inevitably mean that the public spaces available will need to serve a greater number of users. The designs of the spaces will balance across all public life needs and be able to accommodate different uses seasonally or at different times of the day or week.

Through monitoring the performance of the public realm, assessment of community needs and incremental investment in these spaces, the City will seek to maximize opportunities to improve liveability for those who live and work in the Broadway Plan area.

Ultimately, the public realm will be delivered incrementally over time through developer, partner and City-led initiatives. City-led capital projects will be confirmed through the City's capital planning process based on funding availability and citywide prioritization processes. Additional detail on the phasing of improvements can be found in the appendices.

Monitoring

The City is committed to regular monitoring and reporting on outcomes of the Broadway Plan. The City will track key metrics related to new parks and public spaces (total area and provision per capita), improvements to existing public spaces, proximity to public spaces for residents, Broadway as a Great Street, road space reallocation, tree canopy, greenways and blue green systems.

This ongoing monitoring process will enable the City to assess whether the objectives of the Broadway Public Realm Plan are being achieved and inform any future changes that may be necessary. Any future changes to the Plan will be considered in consultation with the public, stakeholders and Musqueam, Squamish and Tsleil-Waututh.



48-Fraser Neighbourhood Plaza – Pilot (Photo Credit: South Vancouver Neighbourhood House)
18-Cambie Neighbourhood Plaza – Upgrade
Jim Deva Plaza – Permanent

6 Glossary

Active travel lanes: Refers to protected travel lanes for cycling or other micromobility devices (e.g. scooters, skateboards, etc.). They are also sometimes referred to as *protected bike lanes*.

Blue green system: A network of local streets that manage water and increase biodiversity using green infrastructure. These streets can include more natural features and spaces for the public to enjoy. A network of blue green systems is outlined in the Broadway Plan.

Great Street: A street that has a citywide and civic importance that has wide sidewalks, seating, trees and landscaping. Great Streets support vehicle and transit trips, walking and rolling, shopping, dining and socializing. Additional investment is made along these streets to make them unique and beautiful places to be.

Green infrastructure: A system of infrastructure and landscaping that brings nature into the city, to capture and clean rainwater before returning it to our atmosphere and surrounding oceans and rivers. It mimics natural water processes and works with plants, soils, trees and built structures to capture and clean rainwater before returning it to the waterways and atmosphere. Examples of green infrastructure include bioswales, tree trenches and rain gardens. Also referred to as green rainwater infrastructure.

Greenway: Routes that are safe and enjoyable for people to walk, roll and cycle, as well as places to rest, socialize and play. These car-light or car-free corridors provide an opportunity to add more natural spaces into the city and connect key destinations like community centres, parks and retail areas.

Green space: Spaces that provide significant amounts of planting. Green space designs have a very wide range from basic lawn or manicured planting to lush urban planters in plazas to biodiverse and more natural or wild looking landscapes. Green spaces provide substantial tree canopy.

Park-like space: These spaces serve similar functions as parks (e.g. green space, play, recreation, leisure, etc.) and are similar in appearance to parks, but may not be formally designated parks.

Privately owned public spaces (POPS): Public spaces that are on private land but are open to the public, free of charge. They can include green spaces, plazas, seating areas, mews and other spaces.

Appendix A: Streets Design Guidelines

Intent of Guidelines

These guidelines provide general guidance for the street right-of-way adjacent to or abutting the site being considered for redevelopment.

They are intended to inform applicants about sidewalk zone design and potential property dedications or statutory rights-of-way that may be sought. They also inform potential property frontage improvements needed to integrate a development into the neighbourhood, which are typically delivered through development.

As redevelopment occurs, Broadway will be welcoming many new residents and workers to the area. Over time, these guidelines are expected in evolve in order to adapt to new priorities and the changing needs of the neighbourhood. The design of the street is ultimately informed by its many functions and roles.

A street's **transportation role**

- Streets have a fundamental role in moving people and goods, supporting walking, cycling, transit or goods movement needs. They're designed with consideration for the needs of people of all ages and abilities and integrate planning for all modes of transportation to create a safe, comfortable and reliable transportation system.
- Transportation designations inform the function of the street. Streets may be classified as arterial, local streets or designated routes including the major road network, truck routes, greenways, bike routes and bus routes.

A street's **social role**

- Streets are places where people gather and socialize and can be important spaces where communities develop and flourish. Designing streets to support these uses is important to creating a city where people can connect with one another and the places they share.

- Social uses are supported by designing streets that respond to buildings and land uses, and that provide space for things like restaurant patios, merchandise displays, seating and socializing, gardening, cultural expression, and other activities, depending on the local context.

A street's **ecological role**

- Streets provide opportunities to incorporate nature into cities to mitigate the impacts of climate change, increase biodiversity, provide people with access to nature and contribute to liveability.
- Expanding the tree canopy, managing rainwater, and providing habitat are important considerations for streets.

These guidelines include the following sections:

Street Types: The streets in the Broadway Plan area are grouped into types based on their functions and land use contexts. Street type guidelines apply to the 'sidewalk zone' – the area measured from the back of the curb to the property line. In some cases, land dedications or statutory rights of way may be required from redevelopment sites to provide consistency for access and public realm experience.

Special Streets: Three streets, Broadway, Kingsway, and Great Northern Way, described in this section, play a unique role in the Broadway Plan area and require additional analysis beyond these guidelines to determine the future design of these streets.

Overlays: Individual streets may also serve other functions that need to be considered when designing the street. In the Broadway Plan area, these functions have been consolidated into two overlays: greenways and blue green systems. These overlays, their variations, and locations in the network are described in this section.

Intersections: Intersections provide important points of connection between different routes. Intersection design is generally very complex. This section describes intersection circumstances that would likely impact site and building form as additional space may be needed from private property as property dedications to facilitate access to the development and/or to create safer street designs.

Street Types

In the Broadway Plan area, streets are grouped into street types based on their functions and land use contexts. Street types are meant to inform the future design of streets so they can respond to the changing needs of the transportation network and surrounding neighbourhoods.

Figure 28 below indicates the type for each street noting that a street may transition between different types along its length and over time in response to adjacent changes in land use. More information about each street type can be found in the sections below.

Street Types in the Broadway Plan Area

Commercial High Streets play a key role in the local and regional movement of people, providing essential access to transit and businesses. They should be designed for high levels of pedestrian activity, business-supportive uses, trees and street furniture.

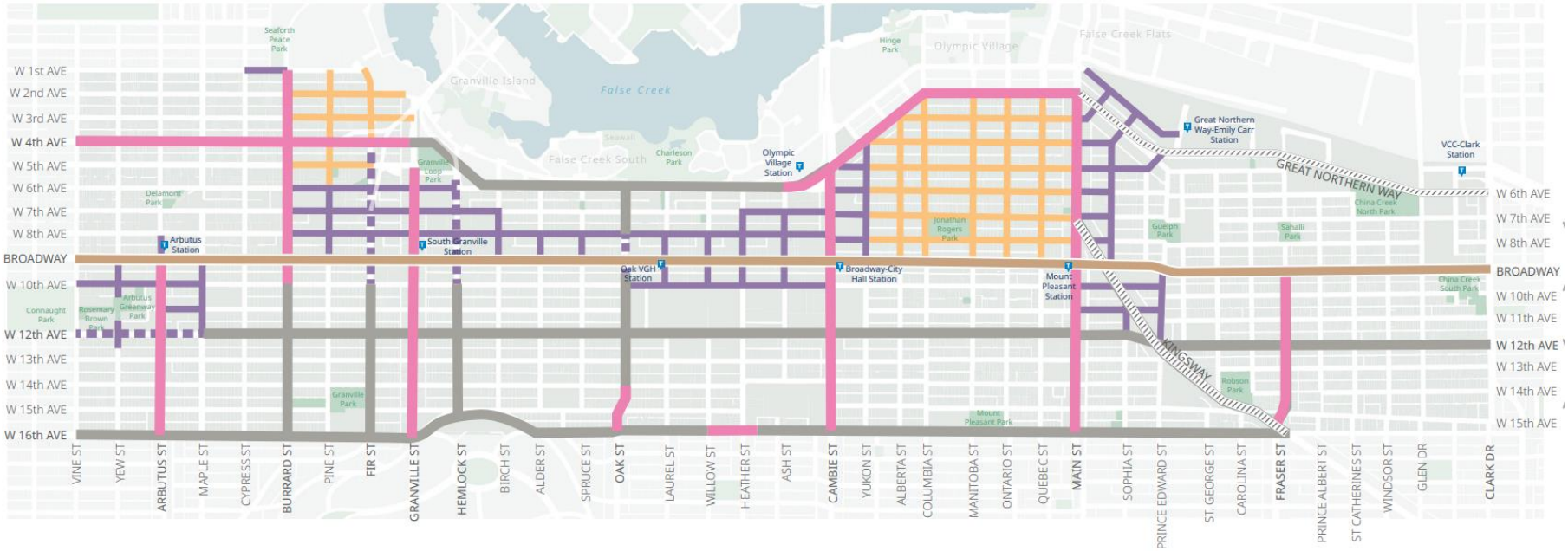
Residential Arterials support high volumes of people movement, often serving as corridors for transit. Sidewalks should be wide enough for accessibility and for social walking as well as for large trees.

Mixed-Use Arterial/Local streets support moderate to high volumes of people movement depending on the location and building type. These streets should have wide sidewalks, space for business-supportive uses, trees and street furniture.

Industrial-Employment Local streets offer access to industrial and commercial buildings. They should be designed to encourage public life for people working and visiting the area.

Residential Local streets are low-traffic streets that provide to homes and key destinations. Sidewalks and wide planted boulevards create safe and inviting places.

Figure 28. Street types



LEGEND

Base Street Types

- Commercial High Street
- Residential Arterial
- Mixed-Use Arterial
- Mixed-Use Local
- Industrial-Employment Local
- Residential Local
- Broadway

Special Streets

- *Kingsway*
- *Great Northern Way*

How to interpret each street type

Each street type is comprised of the following:

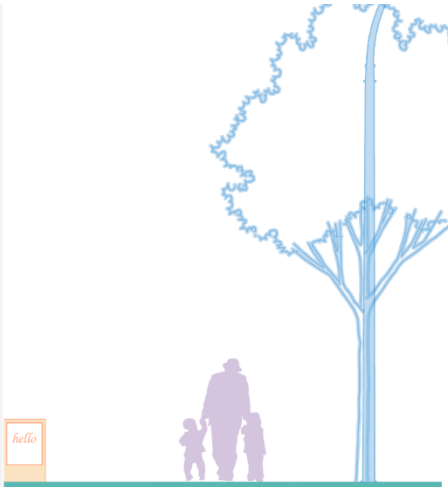
- **Description**: highlights the vision for the street type and key priorities.
- **Cross-section**: shows the minimum widths of the sidewalk zones needed to achieve the vision of the street.
- **Street additions**: additions along the street that will be considered, depending on the context.
- **3D rendering:** shows an example with more details around how a street could be designed.

Sidewalk Areas

Each street has a Sidewalk Zone that is broken down into the following areas with minimum widths for each area based on their type:

- **Back Boulevard**: Space between the sidewalk and the building. This is where people access buildings. In commercial and industrial/employment areas, this is where uses like patios, merchandise displays, and sandwich boards should typically be located.
- **Sidewalk**: This space is meant to be clear and accessible for all people walking and using mobility aids. Some or all of the sidewalk could be located on street right-of-way.
- **Front Boulevard**: This may be soft or hardscape as identified in the Engineering Design Manual. This is where street furniture, street trees, green infrastructure and utilities like street lighting, signage, and parking meters are located. This space may be impacted by overlays for which width and use vary depending on the function of the street. Overlays are other functions that may need to be considered when designing a street such as greenways or blue green systems.

Table 1: Summary table of preferred sidewalk zone widths:



Street Type	Back Boulevard	Clear Sidewalk	Front Boulevard	Preferred Minimum Sidewalk Zone (Existing Curb Retained)	Total After Road Space Reallocation
Commercial High Street	**1.0m**	**3.0m**	**1.5m**	5.5m	5.5-7.5m
Residential Arterial	**0.3-0.6m**	**2.4m**	**1.8-2.0m**	4.5-5.0m	n/a
Mixed-Use Arterial/ Local	**1.0m**	**3.0m**	**1.5m**	5.5m	5.5-7.5m*
Industrial-Employment Local	**0.3m**	**2.4m**	**1.8-2.0m**	4.5-4.7m	n/a

*There are limited opportunities for road space reallocation on mixed-use arterials.

Table 1 summarizes the desired widths of each sidewalk zone, noting that there may be some variation depending on the context. The sidewalk zones for new development sites should meet or surpass the desired widths outlined. Typically, the difference between the existing sidewalk zone dimension (curb to property line) and the widths identified in the table above would be achieved through **seeking property dedications to the City or alternately, if not feasible, statutory right-of-way agreements for the needed space as a condition of development.** When seeking property dedications of statutory rights-of-way, the City will consider impacts on development viability. Additional space to achieve ideal widths beyond the total width required from development may be achieved through road space reallocation. The space gained from road space reallocation may be used for wider boulevards, sidewalks, patio space or other uses.

In addition to these zones, it is important to consider the curbside space located in the roadway next to the curb. Uses in the curbside lane may influence the look and feel of the front boulevard and sidewalk.

Commercial High Street

Figure 29: Illustrative example of a commercial high street



These are busy arterial streets - like Main Street, West 4th Avenue, or South Granville - lined with continuous retail/service uses and other destinations. Commercial High Streets play a key role in the local and regional movement of people, providing essential transit and business access. They should be designed for high levels of pedestrian activity with a focus on encouraging an active public life, supporting commercial uses, universal accessibility and pedestrian comfort and safety.

Sidewalk Zone Priorities and Considerations

Zone A. Used for sandwich boards and merchandise displays adjacent to businesses. Setting portions of the building back at grade may be required to accommodate larger patios.

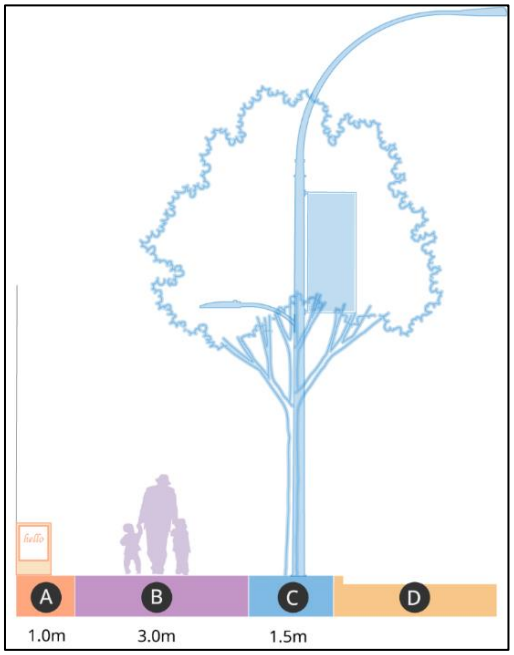
Zone B. Clear, wide sidewalk to accommodate high volumes of people walking and socializing.

Zone C. Generous front boulevard with street trees, street furniture, and green infrastructure to support a vibrant street life.

Zone D. Properly allocate curbside uses for parking/loading, transit, curb bulges, and green infrastructure.

The 5.5m typical cross-section will generally be achieved through new development. Typically, applicants should assume that the difference between the existing sidewalk zone dimension (curb to property line) and the minimums prescribed in Table 1 would be achieved by **seeking property dedications to the City or alternately, if not feasible, statutory right-of-way agreements for the needed space, as a condition of development**. A wider 7.5m typical cross-section may be achieved through a gradual progressive approach involving road space reallocation, where the additional 2.0m will come from zone “D” (curbside lane), and is achieved through City-led capital projects to accommodate higher pedestrian volumes and enhance adjacent commercial uses such as larger sidewalk patios.

Figure 30. Sidewalk zone cross section for typical commercial high street



**Letters in the cross-section correlate to the Key Priorities and Considerations identified above*

Street Additions

- Patios
- Merchandise Display
- Street Furniture
- Green Infrastructure
- Bus Shelter
- Curb Bulge
- Shared Micromobility Station

Residential Arterial

Figure 31: Illustrative example of a residential arterial street



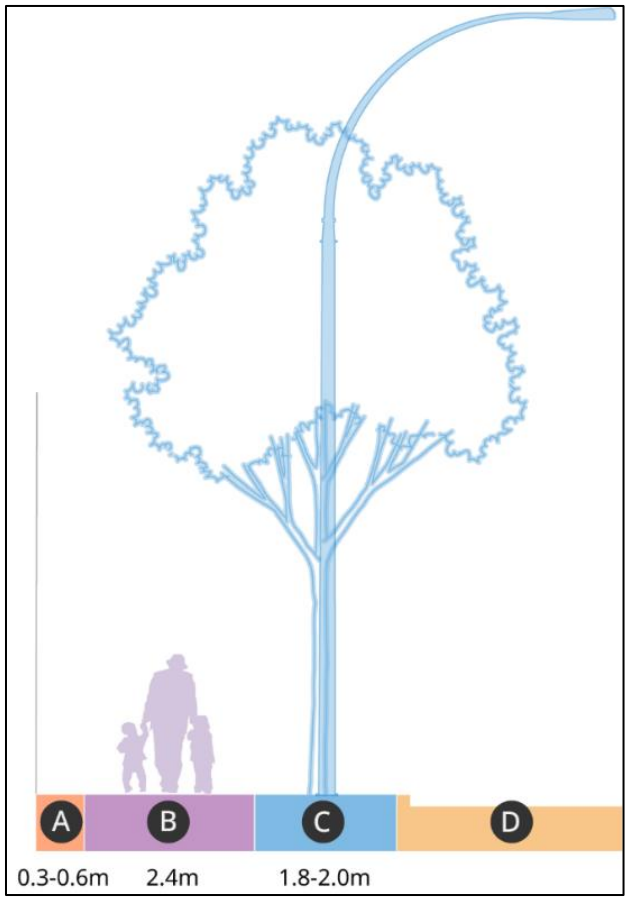
These streets support high volumes of people movement, often serving as transit corridors with high vehicle volumes. Residential arterial sidewalks should support comfortable walking, rolling, and socializing.

Sidewalk Zone Priorities and Considerations

Zone A.	A buffer space between the sidewalk and private gardens that may have a patio wall, fence, or hedge.
Zone B.	Clear, wide sidewalk to accommodate high volumes of people walking.
Zone C.	Opportunities for street trees and green infrastructure to buffer vehicle traffic and create a more pleasant walking environment.
Zone D.	Curbside uses generally for parking/loading, vehicle travel, and transit.

The 4.5-5.0m typical cross-section will generally be achieved through new development. Typically, applicants should assume that the difference between the existing sidewalk zone dimension (curb to property line) and the minimums prescribed in the section detail would be achieved by **seeking property dedications to the City or alternately, if not feasible, statutory right-of-way agreements for the needed space, as a condition of development**.

Figure 32: Sidewalk zone cross section for typical residential street



**Letters in the cross-section correlate to the Key Priorities and Considerations identified above*

Street Additions

- Street Furniture
- Shared Micromobility Station
- Green Infrastructure
- Bus Shelter
- Curb Bulge

Mixed-Use Arterial/Local

Figure 33: Illustrative example of a residential arterial street



These streets support moderate to high volumes of people movement depending on location and building type. Mixed-use buildings range from low- to high-rise and have commercial uses at grade and residential on the floors above. These arterial and local streets should be supported by wide sidewalks. Streetscapes should provide space for seating, planting, and increased pedestrian activities.

Sidewalk Zone Priorities and Considerations

Zone A. Used for sandwich boards and merchandise displays adjacent to businesses. Setting portions of the building back at grade may be required to accommodate larger patios.

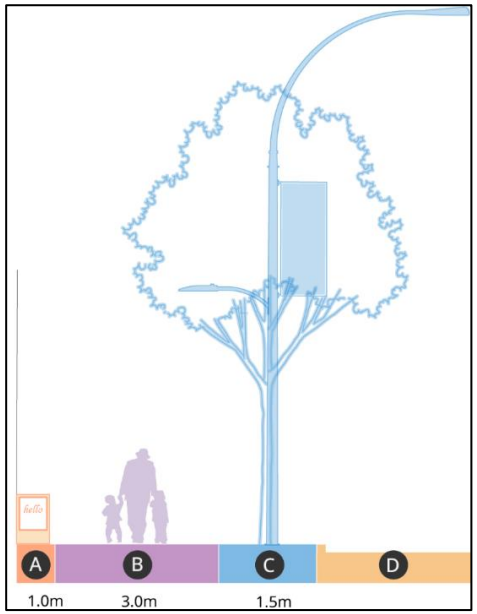
Zone B. Clear, wide sidewalk to accommodate high volumes of people walking and socializing.

Zone C. Generous front boulevard with street trees, street furniture and green infrastructure to support a vibrant public life.

Zone D. Balanced curbside uses for parking and loading, shared micromobility stations, curb bulges and green infrastructure.

The 5.5m typical cross-section will generally be achieved through new development. Typically, applicants should assume that the difference between the existing sidewalk zone dimension (curb to property line) and the minimums prescribed in the section detail would be achieved by **seeking property dedications to the City or alternately, if not feasible, statutory right-of-way agreements for the needed space, as a condition of development**. A wider 7.5m typical cross-section may be achieved through a gradual progressive approach involving road space reallocation, where the additional 2.0m is achieved through City-led capital projects or by developer-delivered frontage improvements.

Figure 34. Sidewalk zone cross section for typical mixed-use arterial or local street



**Letters in the cross-section correlate to the Key Priorities and Considerations identified above*

The 7.5m typical cross-section will generally be achieved through a gradual progressive approach involving road space reallocation.

Street Additions

- Patios
- Merchandise Display
- Street Furniture
- Green Infrastructure
- Curb Bulge
- Shared Micromobility Station

Industrial-Employment Local

Figure 35: Illustrative example of an industrial/employment local street



These streets offer access to local retail, services, and industrial and office job spaces. They should be designed to encourage public life for workers and surrounding residents. Street trees and plantings for pedestrian comfort should be considered along with parking/loading access to support local businesses.

Sidewalk Zone Priorities and Considerations

Zone A. Used for sandwich boards and merchandise displays adjacent to businesses. Setting portions of the building back at grade may be required to accommodate larger patios.

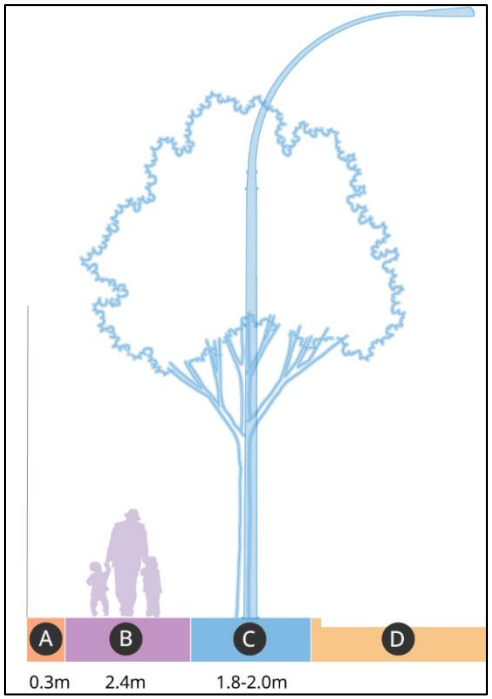
Zone B. Clear sidewalk to accommodate people walking and socializing.

Zone C. Opportunities for street trees and green infrastructure to buffer vehicle traffic and create a more comfortable walking environment.

Zone D. Curbside uses generally include parking/loading, shared micromobility stations, curb bulges and green infrastructure.

The 4.5-4.7m typical cross-section will generally be achieved through new development. Typically, applicants should assume that the difference between the existing sidewalk zone dimension (curb to property line) and the minimums prescribed in the section detail would be achieved by **seeking property dedications to the City or alternately, if not feasible, statutory right-of-way agreements for the needed space, as a condition of development**.

Figure 36. Sidewalk zone cross section for typical industrial/employment local street



**Letters in the cross-section correlate to the Key Priorities and Considerations identified above*

Street Additions

- Patios
- Merchandise Display
- Street Furniture
- Green Infrastructure
- Curb Bulge
- Shared Micromobility Station

Residential Local

Figure 37. Illustrative example of a residential local street



These are low traffic streets that provide residents access to their homes and key destinations within the community. Sidewalks and planted boulevards create safe and inviting places for people to walk and roll, whether leisurely or when accessing parks, schools, community centres, transit, or other destinations. Additionally, some small-scale commercial uses will be incrementally integrated in new developments.

Sidewalk Zone Priorities and Considerations

Zone A. A buffer space between the sidewalk and private gardens that may have a patio wall, fence or hedge.

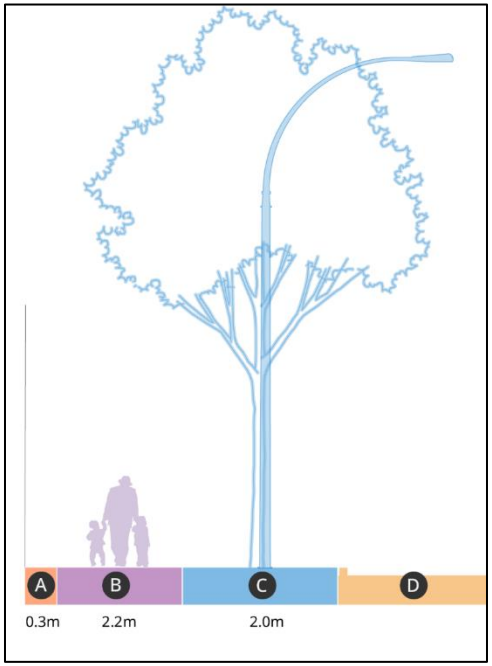
Zone B. Clear sidewalk to accommodate people walking and socializing.

Zone C. Wide front boulevard with opportunities for large street trees and green infrastructure to create an inviting walking environment.

Zone D. Curbside uses generally include parking/loading, shared micromobility stations, curb bulges and green infrastructure.

The 4.5m typical cross-section will generally be achieved through new development. Typically, applicants should assume that the difference between the existing sidewalk zone dimension (curb to property line) and the minimums prescribed in the section detail would be achieved by **seeking property dedications to the City or alternately, if not feasible, statutory right-of-way agreements for the needed space, as a condition of development**. A wider **6.0m** typical cross-section may be achieved through a gradual progressive approach involving road space reallocation, where the additional 1.5m is achieved through City-led capital projects or by developer-delivered frontage improvements.

Figure 38: Sidewalk zone cross section for typical residential local street



**Letters in the cross-section correlate to the Key Priorities and Considerations identified above*

Street Additions

- Street Furniture
- Green Infrastructure
- Curb Bulge
- Shared Micromobility Station

Special Streets

There are three special streets in the Broadway Plan that require additional analysis to determine the future vision and design of the street. The public realm design guidelines do not speak specifically to these streets:

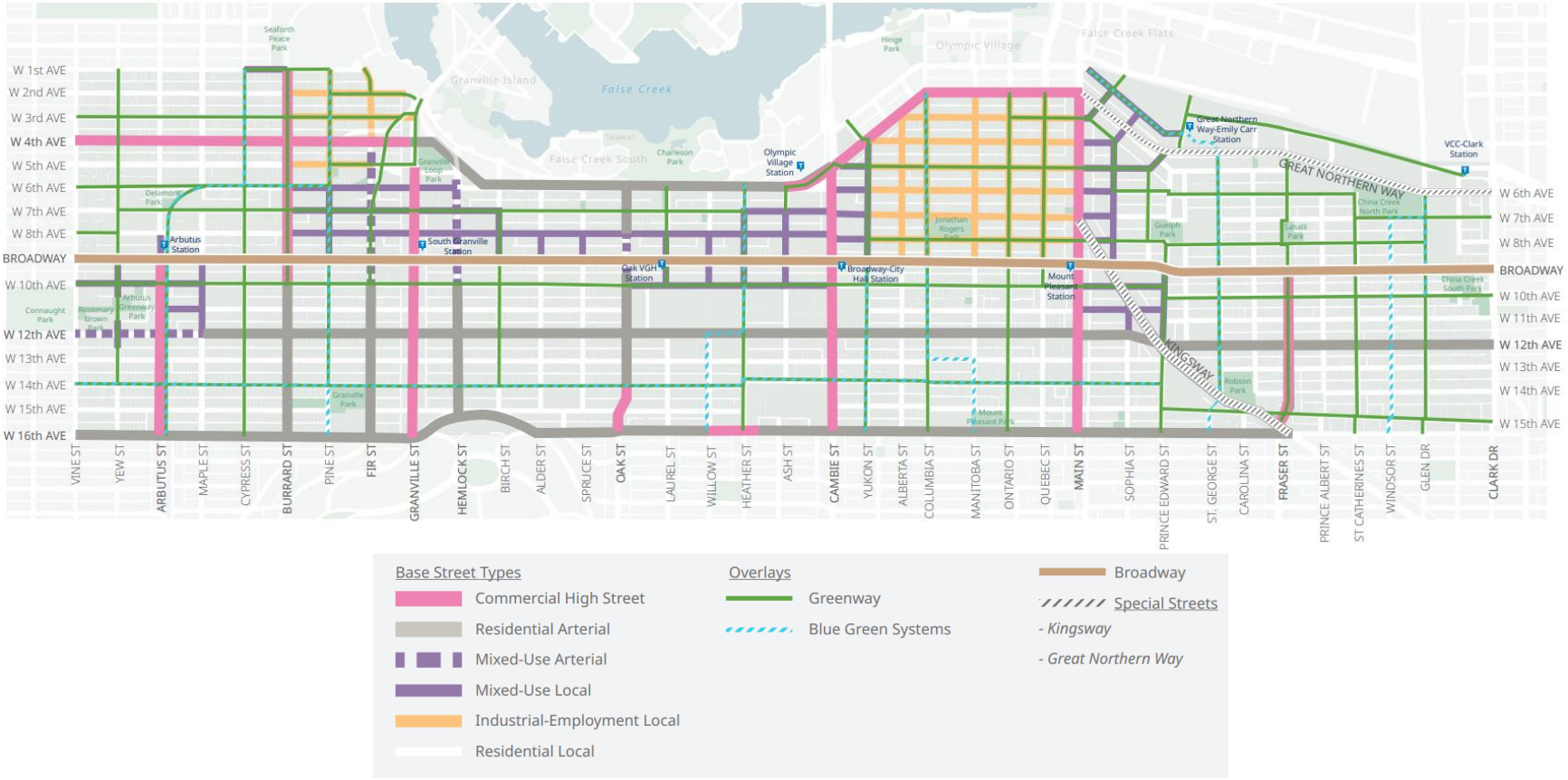
- Broadway is identified as a Great Street in the Plan. Details around the future design of the street are found in the Broadway Streetscape Plan in Appendix C.
- Kingsway requires a more holistic approach that extends beyond the Broadway Plan area and includes opportunities to review mobility improvements and significant public realm improvements. This street presents opportunities for several competing uses (public spaces, tree canopy, transit priority, cycling, etc.) and thorough analysis and planning work should take place to adequately provide a vision and design.
- Great Northern Way is unique in terms of the geometry of the street and the land uses adjacent to it. Through the redevelopment of adjacent lands, it offers opportunities to integrate active travel lanes with large green rainwater infrastructure. The City is committed to improving connections between Great Northern Way and the area to the south.

Overlays

Two types of overlays – greenways and blue green systems – provide additional layers of enhancement and functionality that add value and benefit to people's experiences. They are layered on top of street types and combined to create unique streets that serve multiple community objectives.

Map of Street Types and Overlays

Figure 39: Map of street types and overlays



Greenways

Greenways are high-quality active transportation and recreation corridors that support walking, rolling, and cycling for people of all ages, abilities, and identities. They can provide increased urban tree canopy with street trees and contribute to a more vibrant public space with opportunities for stewardship and placemaking.

Generally, greenways include core features such as:

- Enhanced walking spaces that meet or exceed the standard treatments in the Engineering Design Manual
- All ages and abilities (AAA) cycling infrastructure
- Opportunities for placemaking amenities like seating, public art, and drinking fountains
- Opportunities for ecology, planted boulevards with street trees, and stormwater management

A greenway can be designed with multiple different street typologies along its entire route depending on considerations such as the traffic network, adjacent land use, and community interest.

Decisions around the typology for each block are determined during the detailed design process which includes public and stakeholder engagement and technical analysis.

Greenways Network

Figure 40: Existing and future greenways network

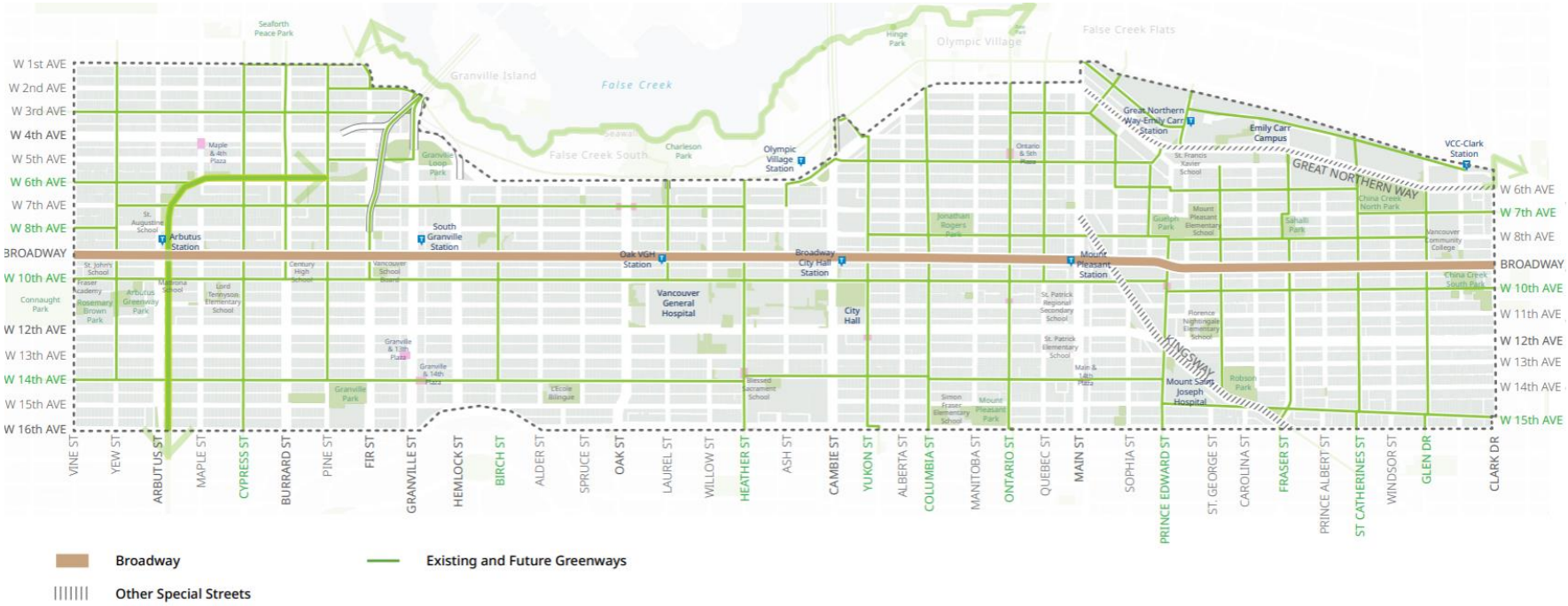


Figure 40 includes minor amendments to the greenways network with additions along:

- Sections of 7th and 8th Ave between Vine and Pine St.
- 15th Ave from Kingsway extending east.
- Prince Edward St/Brunswick St from 14th to Great Northern Way jogging at 8th Ave.
- Thornton St to Keith Dr following the SkyTrain alignment.
- Birch St from 7th Ave to 14th Ave with potential future extensions to the north and south.

Kingsway will require further analysis work.

Active Transportation to Stations and Key Destinations

Several gaps in the greenway network will be addressed with future active transportation connections to key destinations including Broadway Subway stations. In the short-term, these connections may be achieved through temporary materials and road space reallocation. In the long-term, a more comfortable connection in the form of a permanent design could be achieved using space secured through development and road space reallocation. Potential actions to address these gaps or further enhance these connections are outlined below.

Arbutus Station

Explore connecting the Arbutus Greenway to a future secondary entrance working with developers and TransLink.

South Granville Station

Explore reallocating road space on Granville Street for an active travel connection to the station connecting with the 10th Avenue greenway and Granville Bridge and destinations in between. Space from redevelopment could provide additional connections to a potential future secondary station entrance on the south side of Broadway.

Oak-VGH Station

Explore reallocating road space on Laurel Street for an active travel connection to the station connecting with the 10th Avenue greenway, the hospital and section of the Laurel Street greenway north of Broadway.

Cambie Station

Explore reallocating road space on Cambie Street, Ash Street, and/or Yukon Street for an active travel connection to the station connecting with the 10th Avenue greenway, Midtown Greenway (7^{th}/8^{th} Avenue) and the Cambie Bridge.

Mount Pleasant Station

Explore reallocating road space on Main Street for an active travel connection between the station and the 10th Avenue greenway and future greenways on 8th Avenue and Kingsway. Additional treatment in the laneways south of Broadway and west of Main Street may be explored to provide a secondary, informal connection for those wishing to access the station via those routes.

Midtown Greenway (7th and 8th Avenues)

Explore road space reallocation and converting existing two-way streets to one-way streets to improve active travel connections and complete the gaps.

Greenway Typologies

A greenway can be designed with multiple street typologies along its entire route, irrespective of its category within the hierarchy, depending on considerations such as the traffic network, adjacent land use, and community interest.

Decisions around the typology for each block are determined during the detailed design process which includes public and stakeholder engagement and technical analysis.

The three main greenways typologies are car-light, separated facilities and car-free.

Car Free Greenways

Figure 41: Example of a car-free greenway



Caption: Road space is reallocated for people walking, rolling, and cycling on Woodland Drive and 2nd Avenue featuring a dedicated path for people rolling and cycling with sidewalks on either side. This allows for a large amount of space to be used for green rainwater infrastructure. (photo credit: Reece Rehm)

Greenways on streets with no access for general purpose vehicles can significantly improve the safety and comfort of the street for people walking, rolling, and cycling while providing space for green infrastructure and street trees.

Key considerations and priorities

A. Clear, wide sidewalk.
B. Wide front boulevard providing opportunities for ecology and placemaking.
C. Designated path for people cycling.
D. No access for general purpose motor vehicle traffic.
E. Typically, curbside uses are repurposed for ecology and placemaking.
F. Greenways that intersect with public spaces will be developed in the public space section.

A section of the Arbutus Greenway falls within the Broadway Plan area. The design vision and implementation strategy for the greenway was approved in 2018 and is considered separate to these typologies.

Figure 42: Example of a car-free greenway



Caption: Active travel path meanders through a car-free block on Yukon Street between West 17th Avenue and the lane north of it next to Lilian To Park. Space from the road was reallocated to integrate it with the park, for additional green space and amenities like bike parking, a drinking fountain, and a bike repair station. (photo credit: Dylan Passmore)

Figure 43: Example of a car-free greenway



Caption: Active travel path meanders through a car-free section of the Union Street at Hawks Avenue. Road space was reallocated for trees, planting, and seating with vehicle access retained for the rest of the block. (photo credit: Paul Krueger)

Greenways with Protected Active Travel Lanes

Figure 44: Example of a greenway with protected active travel lanes



Caption: Uni-directional active travel lanes on 10th Avenue between Watson Street and Kingsway make it safer and more comfortable for people rolling and cycling on streets where there are higher traffic volumes including from transit vehicles. (photo credit: Dylan Passmore)

Greenways with active travel lanes are located on arterial or local streets with high vehicle volumes and include active travel lanes to create a safe and comfortable environment for people rolling and cycling.

Key considerations and priorities

A. Clear, wide sidewalk.
B. Wide front boulevard with potential curb bulges providing opportunities for ecology and placemaking.
C. Uni-directional or bi-directional active travel lanes for people cycling providing separation from motor vehicle traffic and pedestrians.
D. Two-way or one-way traffic with high vehicle volumes that could include consideration for transit and goods movement vehicles on the road.
E. Provide a buffer between parking/loading in the curbside and the active travel lanes.

Green infrastructure responses could include:

- Rainwater tree trench
- Bioswale
- Dry well
- Subsurface infiltration

Additional greenway infrastructure opportunities include bioretention in curb bulges.

Figure 45: Example of a greenway with protected active travel lanes



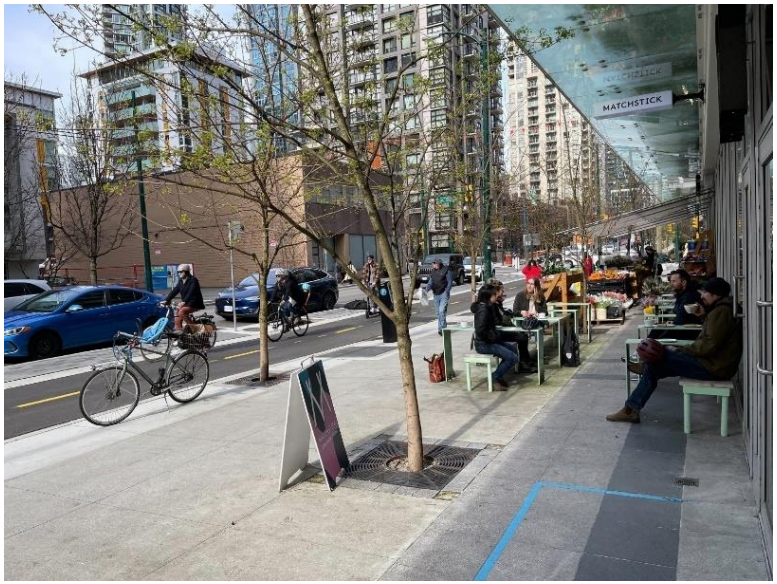
Caption: Uni-directional active travel lane on Pacific St with two-way vehicle access and no curbside uses (credit: Rod Preston)

Figure 46: Example of a greenway with protected active travel lanes



Caption: Bi-directional active travel lanes on 10th Avenue at Commercial Drive with one-way vehicle access. (credit: Dylan Passmore)

Figure 47: Example of a greenway with protected active travel lanes



Caption: Bi-directional bike lane on a one-way street on Richards Street with a parking buffer and wide sidewalks to allow for many uses on the street. (photo credit: Paul Krueger)

Car-Light Greenway

Figure 48: Example of a car-light greenway



Caption: A partial closure created through road space reallocation at 10th Avenue and Quebec Street limits westbound vehicle access to provide a safe and comfortable environment for people walking, rolling, and cycling. Curb bulges at the intersection provide additional opportunities for planting and placemaking and on-street parking has been provided on one side of the street. (photo credit: Steve Chou)

Car-light greenways are greenways on local streets with low vehicle volumes that provide a safe and comfortable space for people to walk, roll, and cycle.

There is a spectrum of car-light greenways with a range of designs that feature providing full vehicle access to ones that provide for one-way vehicle traffic only, to very limited vehicle access and can include streets with traffic calming features that keep vehicle speeds and volumes low.

Key considerations and priorities

A. Clear, wide sidewalk.
B. Wide front boulevard with potential curb bulges providing opportunities for ecology and placemaking.
C. Measures such as traffic diverters at intersections to reduce vehicle volumes and speeds to AAA guideline levels as needed.
D. Cycling and motor vehicle traffic mixing on the street with low vehicle speeds and volumes
E. Curbside uses retained on at least one side of the street to support adjacent land uses and help reduce vehicle speeds.

Figure 49: Example of a car-light greenway



Caption: Central Valley Greenway with traffic calming measures to keep vehicle volumes low and create a more pleasant street for walking, rolling, and cycling (credit: Paul Krueger)

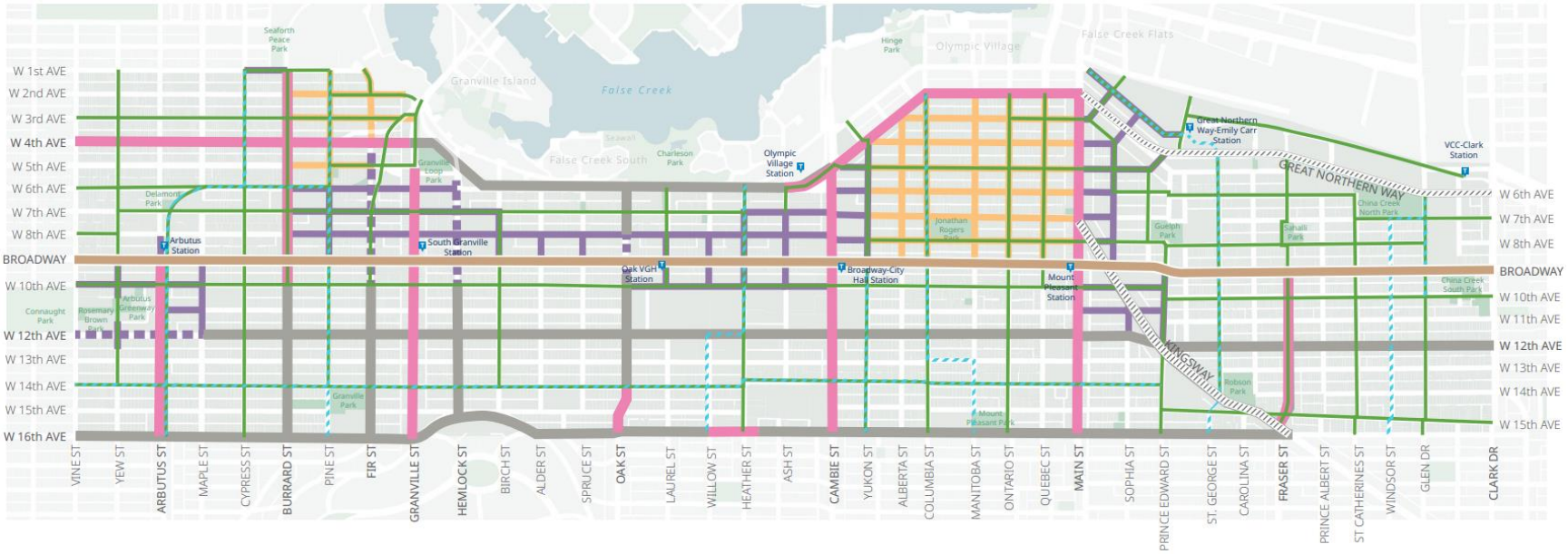
Priority Car-Free Locations on Greenways

Several places have been identified as priority locations within the first 10 years for car-free streets. This transformation is envisioned to be achieved through road space reallocation. Locations on these routes have been selected where improvements in the shorter term can meet several transportation, placemaking, ecological and park amenity goals simultaneously:

- Ontario Street
- 7th and 8th Avenue
- Heather Street
- 10th Avenue

These routes are distributed across the Plan area and include north-south and east-west routes. Many provide connections to key destinations and align with blue-green systems priorities.

Figure 50: Priority car-free greenway locations



LEGEND

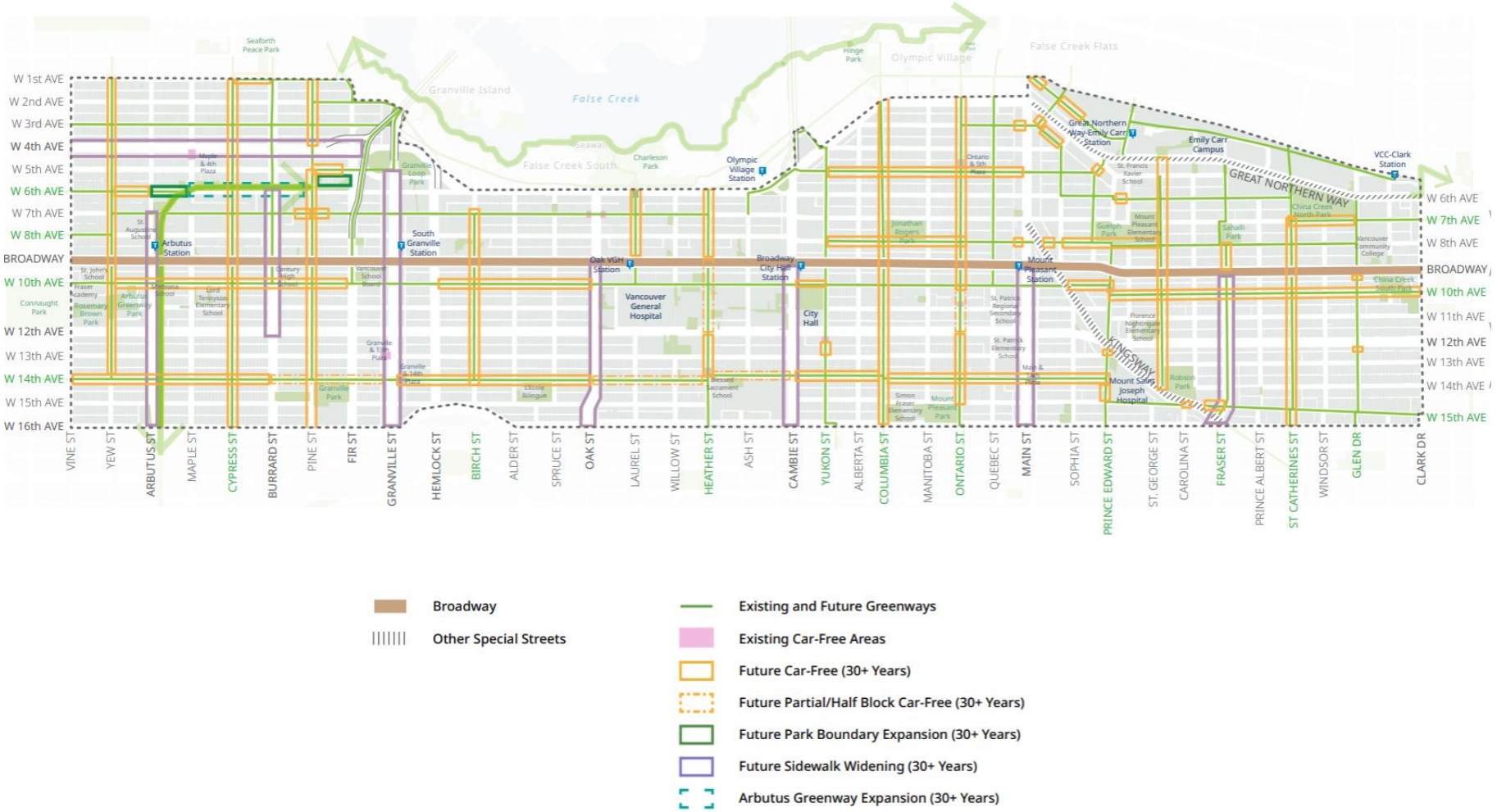
Base Street Types
- Commercial High Street
- Residential Arterial
- Mixed-Use Arterial
- Mixed-Use Local
- Industrial-Employment Local
- Residential Local

Overlays
- Greenway
- Blue Green Systems

- Broadway
- Special Streets
  - Kingsway
  - Great Northern Way

Other opportunities in the area may arise to provide more car-free blocks and could include streets in the map below:

Figure 51: Other potential near-term car-free greenway locations



Phased implementation of car-free greenways

Car-free streets on greenways will be implemented over the next 30 years using a phased approach. Temporary materials may be used in the near-term to build a car-free greenway network quickly. As development occurs over time, these streets could transition to a more permanent design as per the graphics shown below. Please note these are for illustrative purposes only and do not represent the final design which will be determined through further analysis.

Figure 52: Example of an existing or future greenway with some traffic calming features

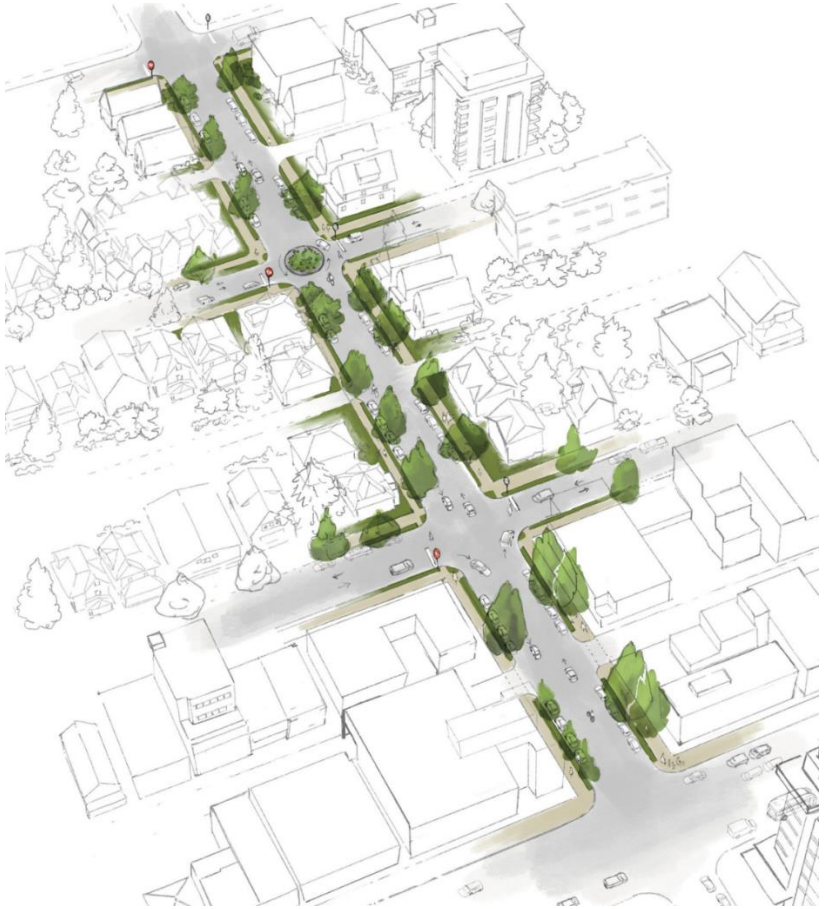


Figure 53: Example of a slow street that uses signage and barriers to encourage people driving to slow down when entering local streets

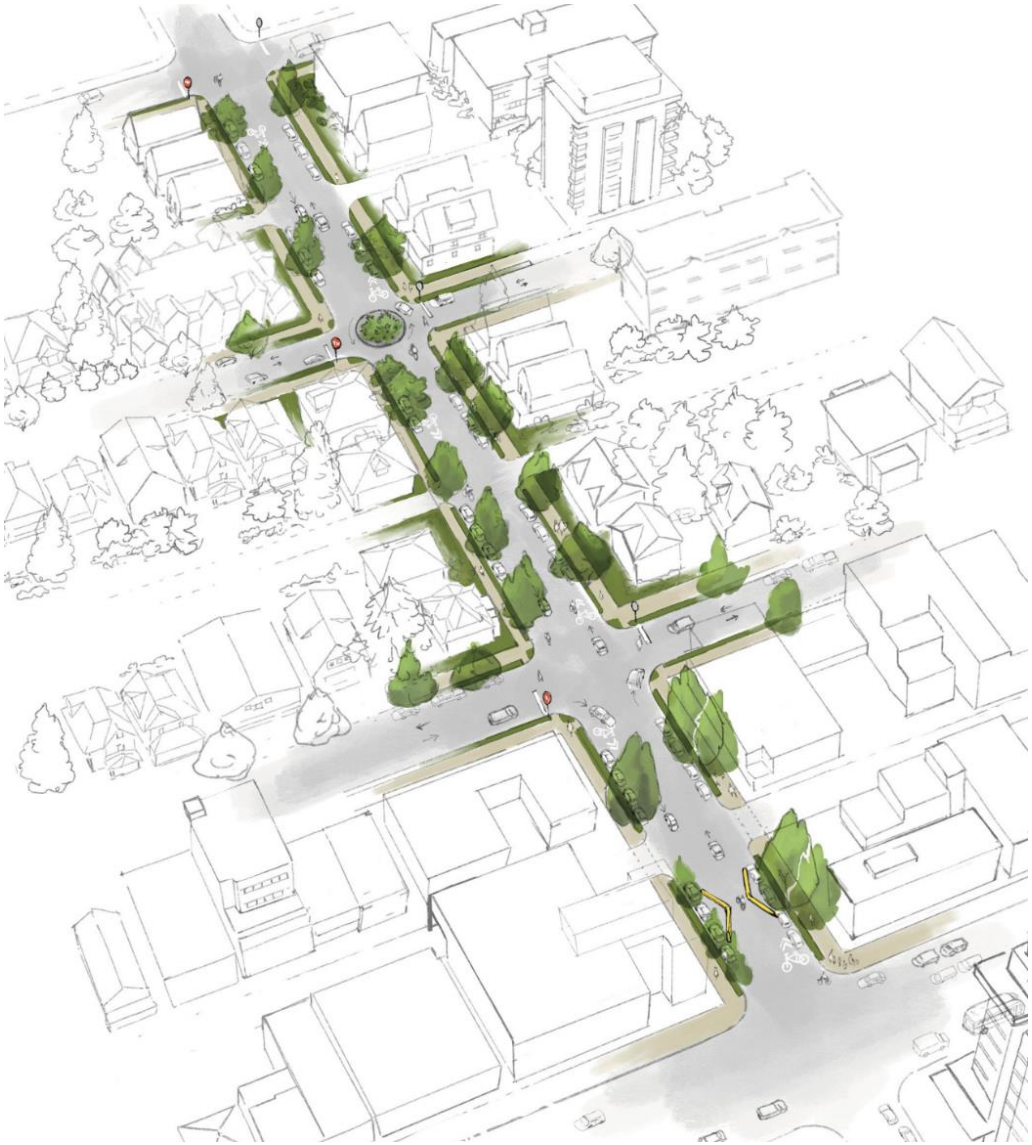


Figure 54: Example of a street with enhanced traffic calming to further reduce vehicle speeds and volumes

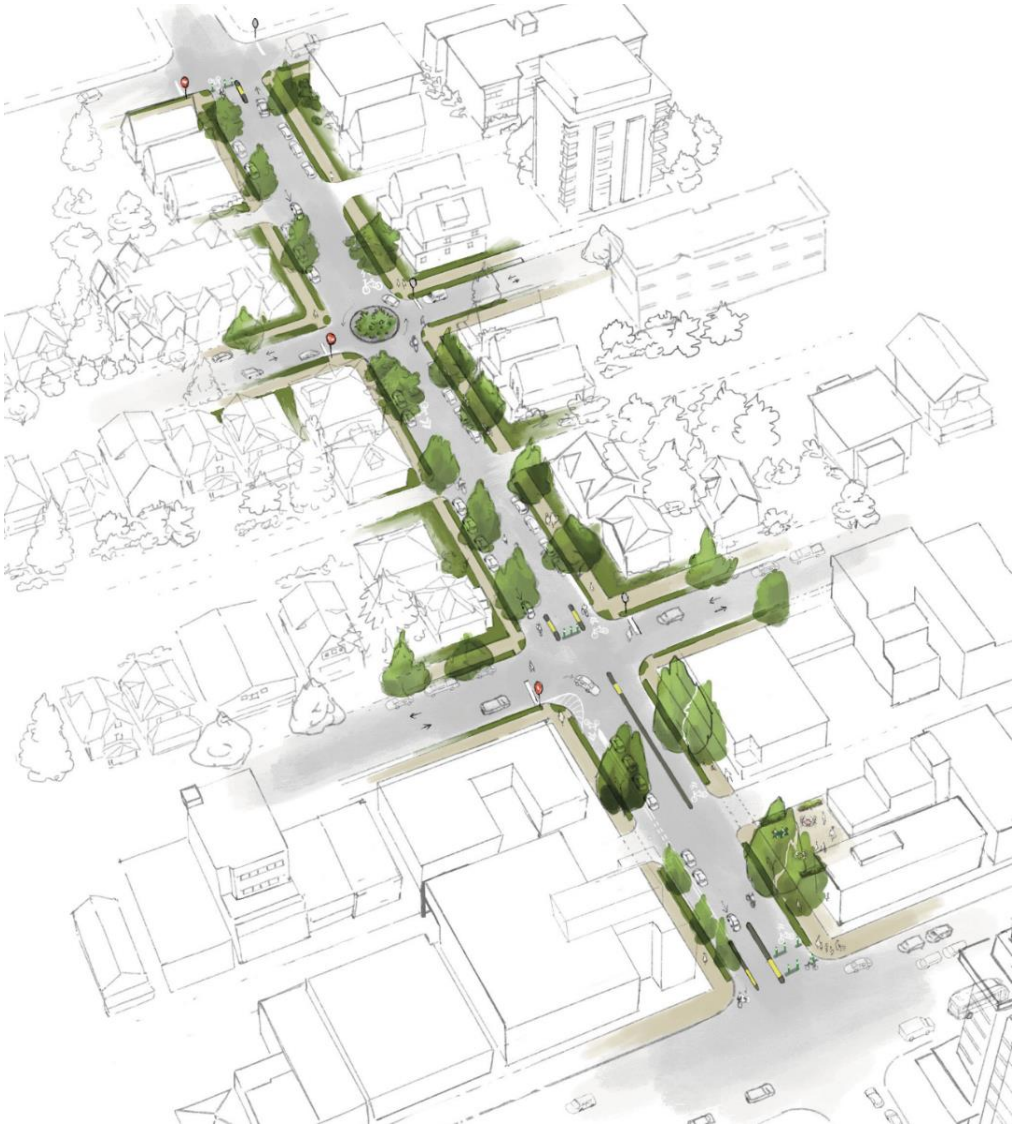


Figure 55: Example of a car-free street completed using temporary materials and without major reconstruction of the street



Figure 56: Example of a car-free street completed with permanent materials. The street has been rebuilt and is integrated with adjacent POPS and new park expansion after development has taken place.



Blue Green Systems

Blue green systems are networks of connected streets that manage water and land in a way that is inspired by nature and designed to replicate natural functions and support ecosystems.

Blue green systems are multifaceted. They address three core objectives: the restoration of hydrological (blue) and ecological (green) systems along urban networks that connect all residents. They act as spaces for people, water, and wildlife at a district, watershed, and citywide scale. The blue green system typologies can be used as reference material to conceptualize green rainwater infrastructure (GRI) practices across urban typologies.

The blue green systems overlays conceptualize what closures identified for the Broadway Plan can look like along a greenway and non-greenway streets. These concepts integrate active travel lanes, ecological spaces, and public spaces to deliver more integrated services on streets.

Figure 57: Blue green system overlay plan on a greenway.

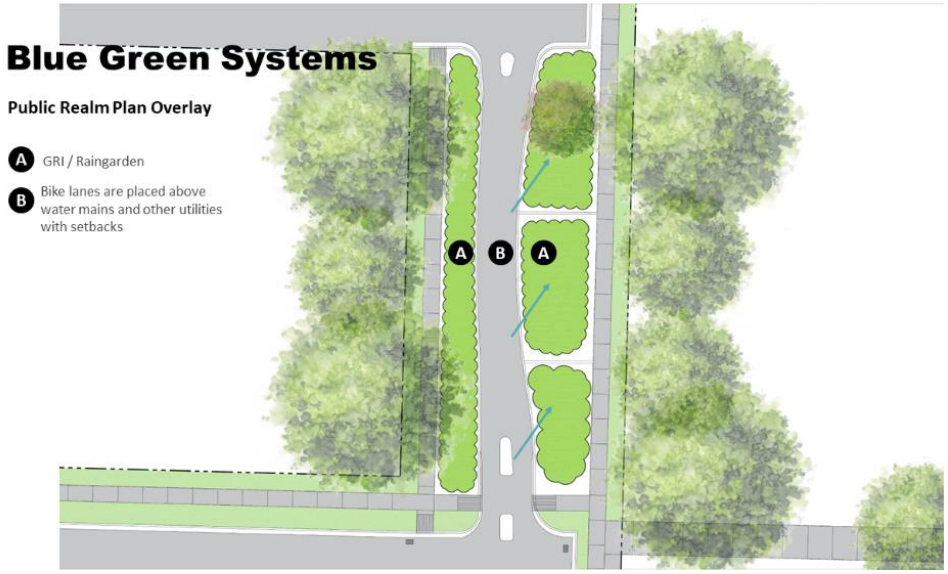


Figure 58: Blue green system overlay plan on a street.

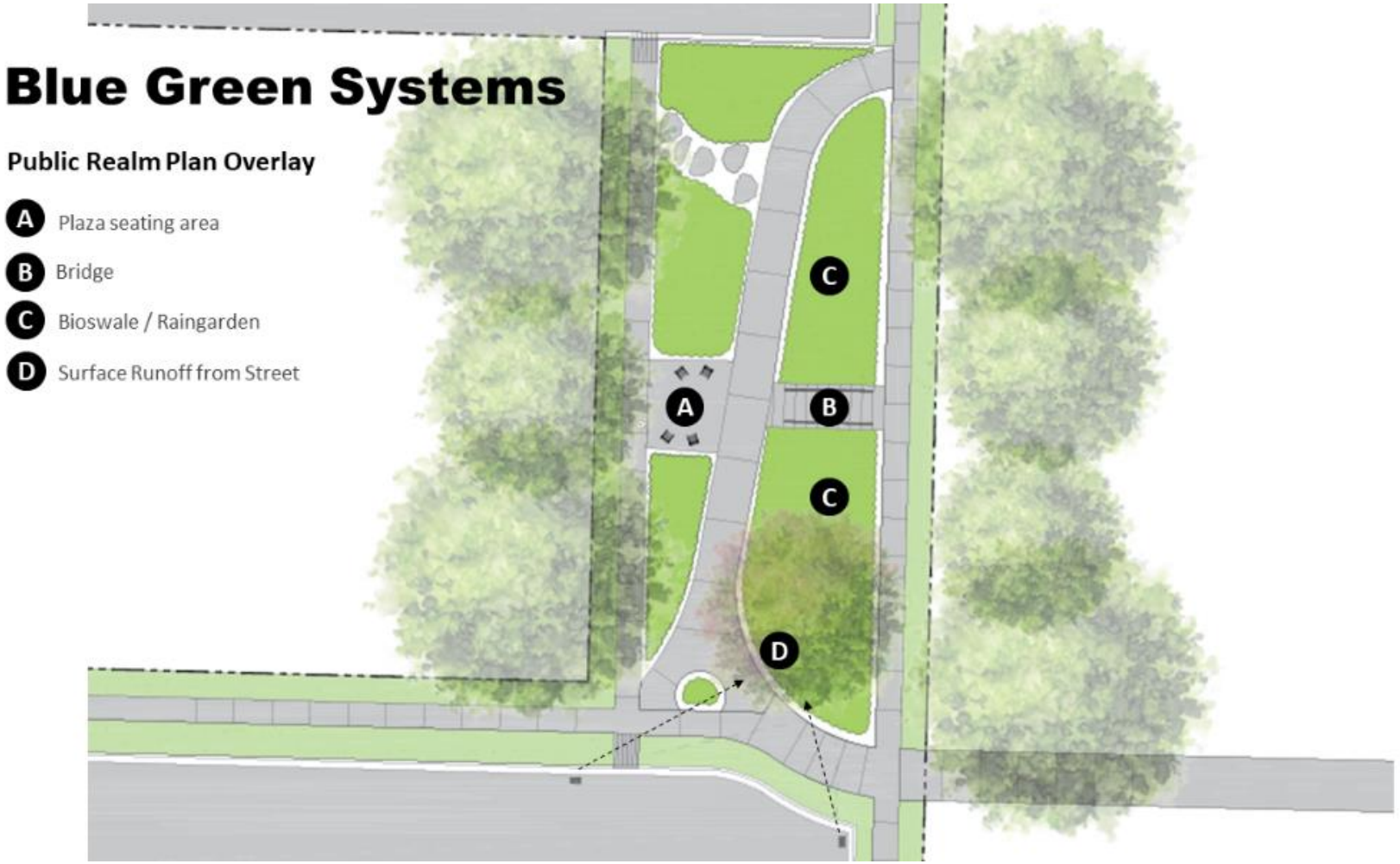


Figure 59: Blue green system overlay section on a greenway

Public Realm Plan Overlay

Nodal closures allow for a larger footprint of Green Rainwater Infrastructure (GRI) to be incorporated into park or plaza-like spaces that make room for urban rainwater management, urban forests and nature in the city.

A Minimum front yard setback of 3.7m required below and above grade in Broadway Residential Zones only

B GRI in Boulevard and Plaza to create separation between mobility modes

C Bike lanes are placed above water mains

D Rainwater Tree Trench

E Potential sub-surface stormwater storage

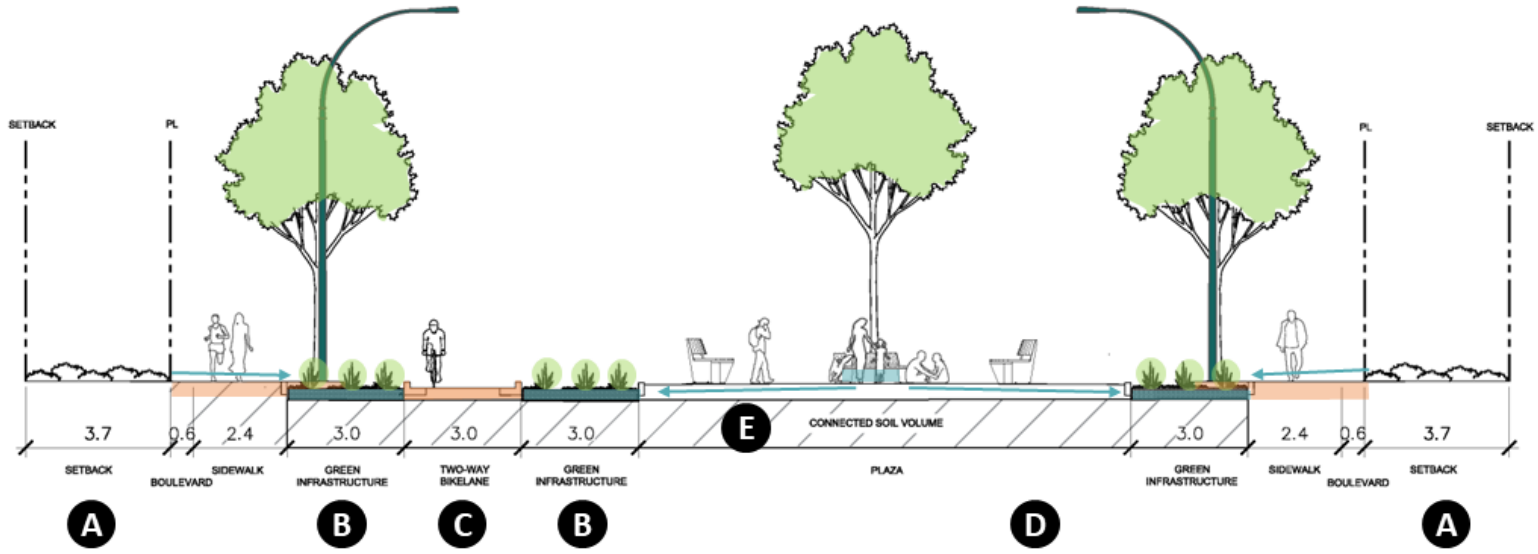
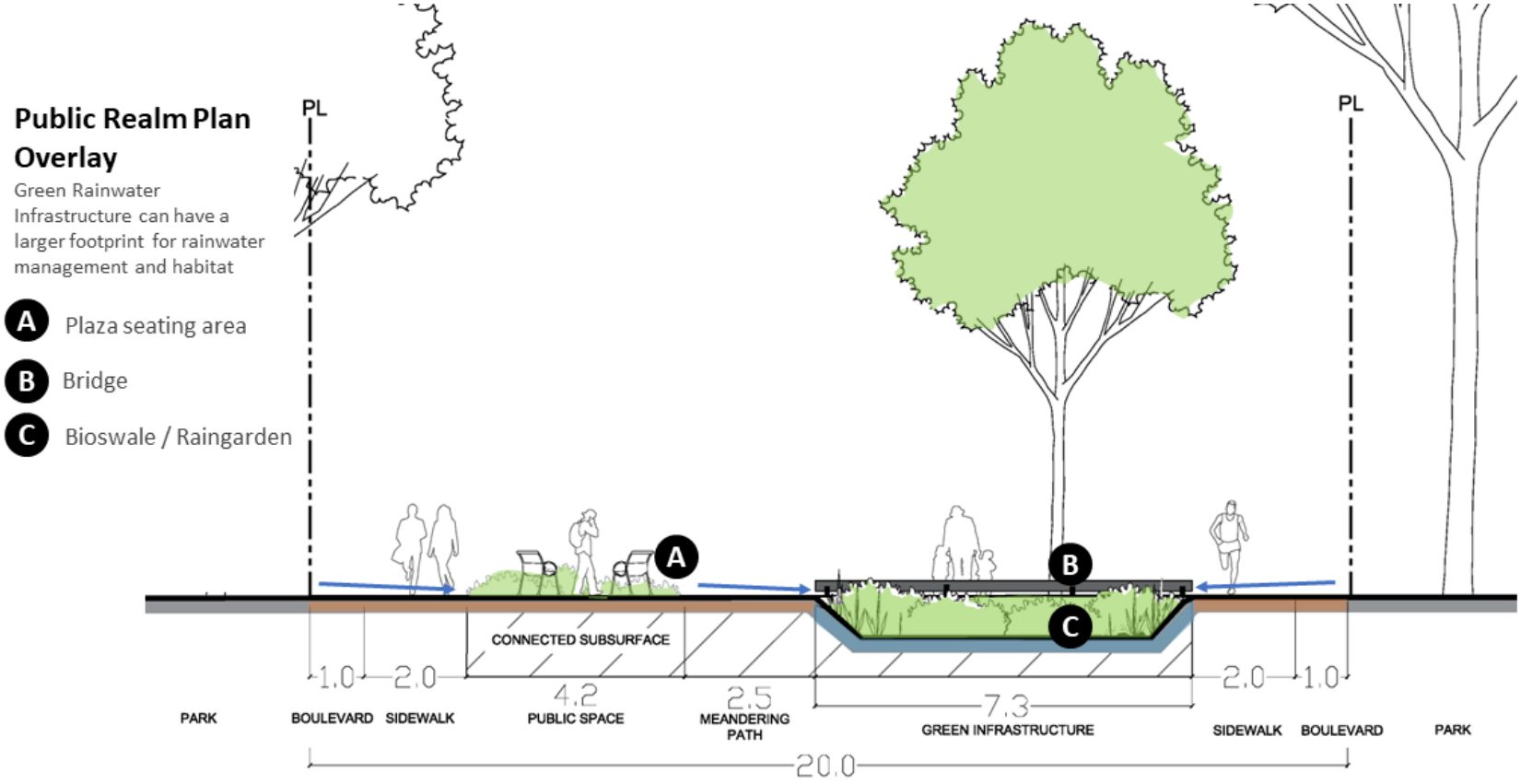


Figure 60. Blue green system overlay section on a street



Existing examples of integrating green infrastructure projects

Woodland Drive and East 2nd Avenue

The bioswale at Woodland Drive and East 2nd Avenue adds capacity to an already strained sewer system in an area anticipating increased density. It captures close to 3,000 square meters of rainwater runoff, keeping 3.8 million liters of rainwater runoff out of the sewer annually.

Figure 61: Woodland Drive and East 2nd Avenue bioswale



St. George Rainway

The first phase of St. George Rainway features a multi-block series of GRI designed to acknowledge a historic stream. The project implements strategies and goals related to the Rain City Strategy, Climate Emergency Action Plan and Transportation 2040.

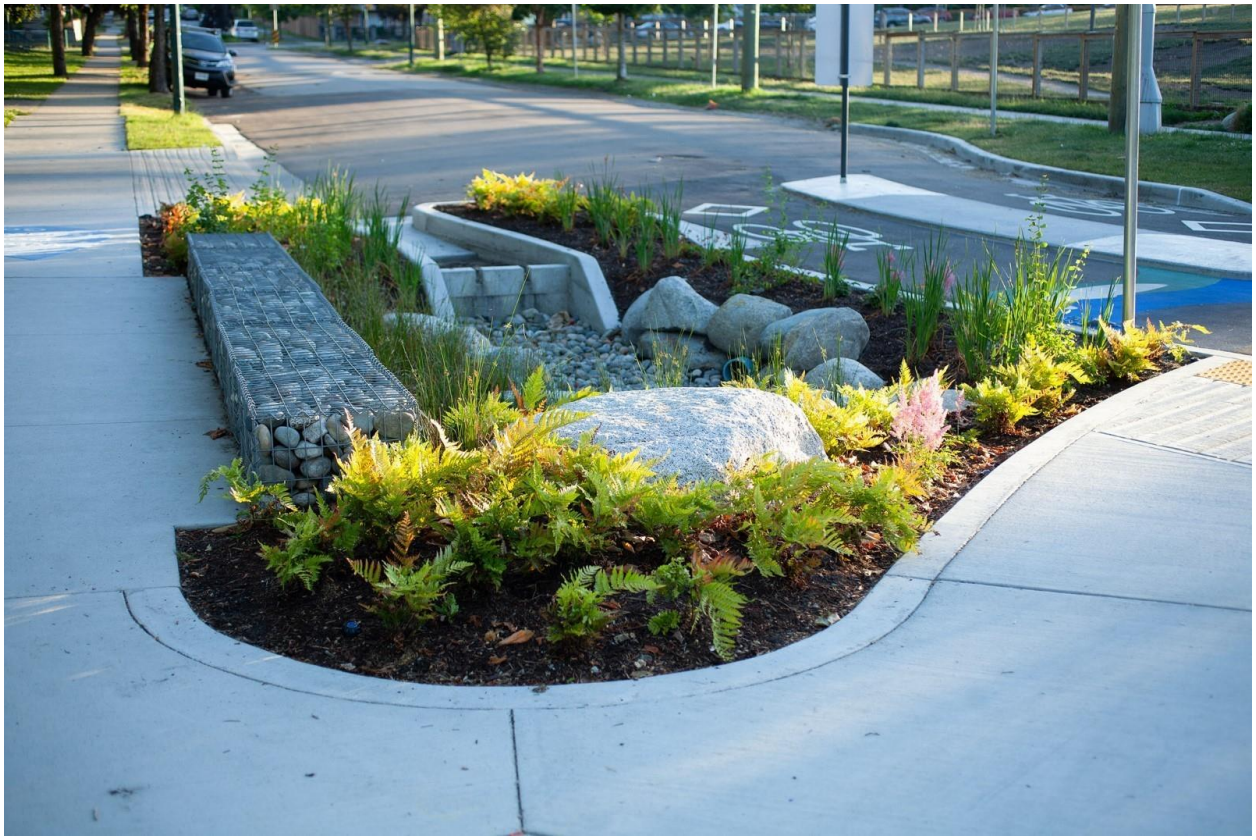
Figure 62: St. George Rainway



Sunset Park

The area around Sunset Park was experiencing localized flooding due to drainage issues. With the implementation of GRI, rainwater is now redirected into bioswales that capture, clean, and infiltrate urban rainwater runoff that eventually reaches the Fraser River.

Figure 63: Sunset Park green infrastructure



Intersections

Intersections provide important points of connection between different routes. Additional space from private property at some intersections may be needed to facilitate this access.

Greenways Crossing Greenways: Corner Cuts and Protected Intersections

Additional space from private property in the form of corner cuts at intersections may be sought for protected intersections on intersecting greenways where vehicle access is retained. Protected intersections improve visibility of road users and reduce conflicts between people using different modes of transportation.

Figure 64: Example of an intersection crossing a greenway



Left Turn Bays

Left turn bays facilitate safer turns for motor vehicles off arterial streets to access neighbourhoods and other arterial streets.

Additional space from private property may be sought where possible to provide room for existing and future left turn bays to ensure the public realm is of high quality. These locations have been identified through an initial assessment and final locations and designs for left turn bays will be determined through further technical analysis.

Figure 65: Existing and proposed left bay turns.



Appendix B: On Site Public Spaces

These guidelines are intended to encourage public spaces on development sites in the Broadway Plan area that are welcoming, well-located, accessible and serve a variety of uses. They provide guidance for applicants on how to site and design public space into their projects to serve people who will use the spaces.

These guidelines are applicable to developments in the Broadway Plan area that include a public space on site. They are to be used in conjunction with the Broadway Plan and Broadway Public Realm Plan and other applicable policies and guidelines, including but not limited to the Accessibility Strategy and Rezoning Policy for Sustainable Large Developments. These guidelines do not apply to areas within the public street right-of-way.

1.1 General POPS Design Guidelines

Intent

Ensure that privately owned public spaces (POPS) are welcoming and clearly meant for public use, easily accessed and designed to support specific uses. This section applies to all POPS.

Rationale

While each POPS will vary in size and design, there are foundational design principles that will maximize the usability of these spaces in ways that fulfill basic needs such as providing direct access sky views, microclimate comfort with access to sunlight, shade from trees or rain protection and places for social interaction. It should be clear that a POPS is intended for public use. POPS should also be sized and proportioned to accommodate specific uses that would be suitable to the context.

Guidelines

1.1.1. A POPS should provide outdoor amenities for public use such as seating areas, lawn or play areas, gardens, plazas and paths at midblock connections

1.1.2. POPS should be designated for public use and provide clarity about public access, including signage integrated into the space and located in a highly visible area so that it is clear the space is intended for public use

1.1.3. Design for universal accessibility. Refer to the City of Vancouver's Accessibility Strategy

1.1.4. A POPS should have clearly visible, direct entries off the sidewalk

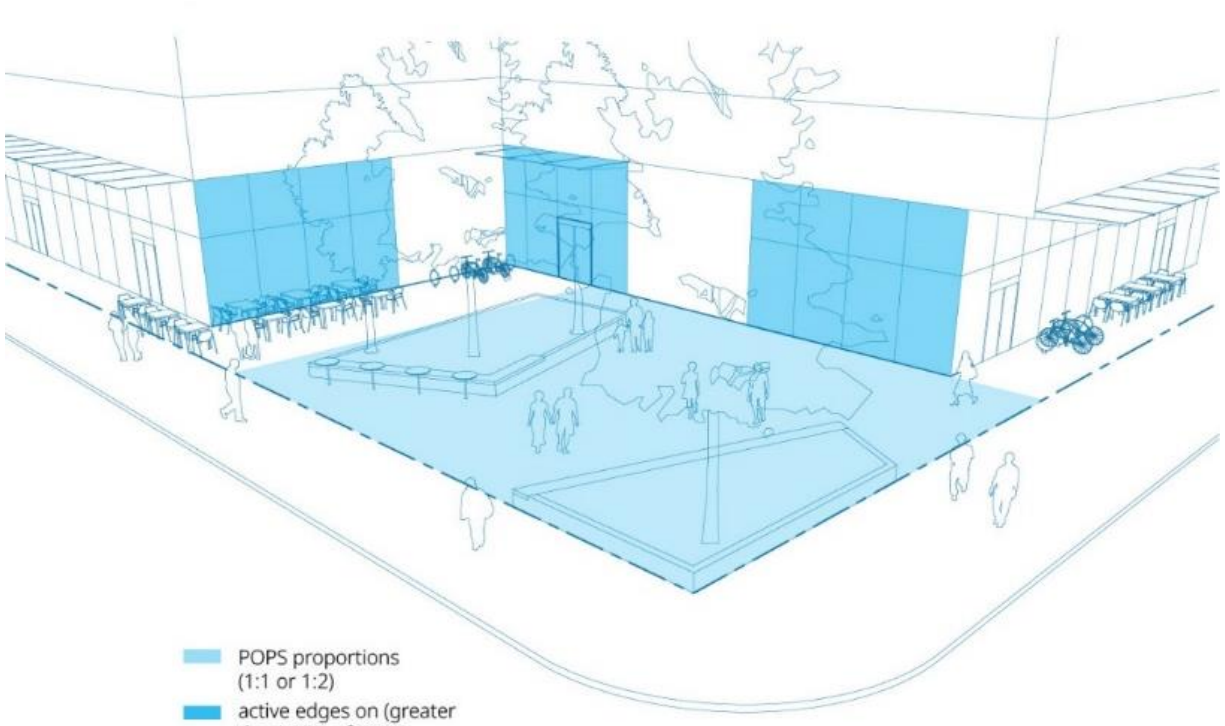
1.1.5. Locate a POPS where it can receive the most amount of direct sunlight and sky views. Consider the use and function of the space to determine the time of day and year when sunlight is most important

1.1.6. Avoid locating a POPS above ground level where it is not easily visible or accessible by the public

1.1.7. Minimize grade changes from sidewalk entry points as well as within the POPS to improve accessibility and visibility

1.1.8. POPS size should be measured as a continuous area of space and generally does not include spaces with overhead building structure (except weather protection), space for large private commercial patios, building access, shared micromobility stations and smaller spaces bisected with on-site circulation to building entries. As such, building entries should be located to not interfere with the POPS and to help maximize the area and continuity of POPS

Figure 66: Preferred POPS Siting



This POPS is well sited with direct access from the sidewalk, active edges on at least 25% of the perimeter edges and POPS design allows for a place to sit, provides trees and shade and a flexible open space. Provides sky views. Building entries are consolidated to one edge and don't interfere with the functionality of the POPS. Retail patios are present but not the primary use for the space.

1.1.9. Placement of at grade utilities, vents, freestanding public washrooms and shared micromobility stations should not interfere with activities within a POPS. Avoid placing them in a way that blocks access to or reduce functionality of a POPS

1.1.10. Where a SkyTrain station entrance is on site, a POPS should be located at the entry, preferably so that the entry is within the POPS. Design the POPS to accommodate large pedestrian volumes and provide people with shade and seating while waiting for transit

1.1.11. POPS should generally be of a 1:1 or 1:2 proportion of length to width

1.1.12. POPS should be lined by an active frontage (e.g. entries, glazing with visible activity within the building) on at least 25 per cent of the building frontages forming its perimeter

1.1.13. POPS should be designed with clear functions in mind and provide amenities to support those functions. Functions may include social gathering, green space, play areas or a combination of the above

1.1.14. Prioritize accommodating tree planting in the design of a POPS, particularly where increased soil volume can be accommodated with planter walls, parkade setbacks or slab drops

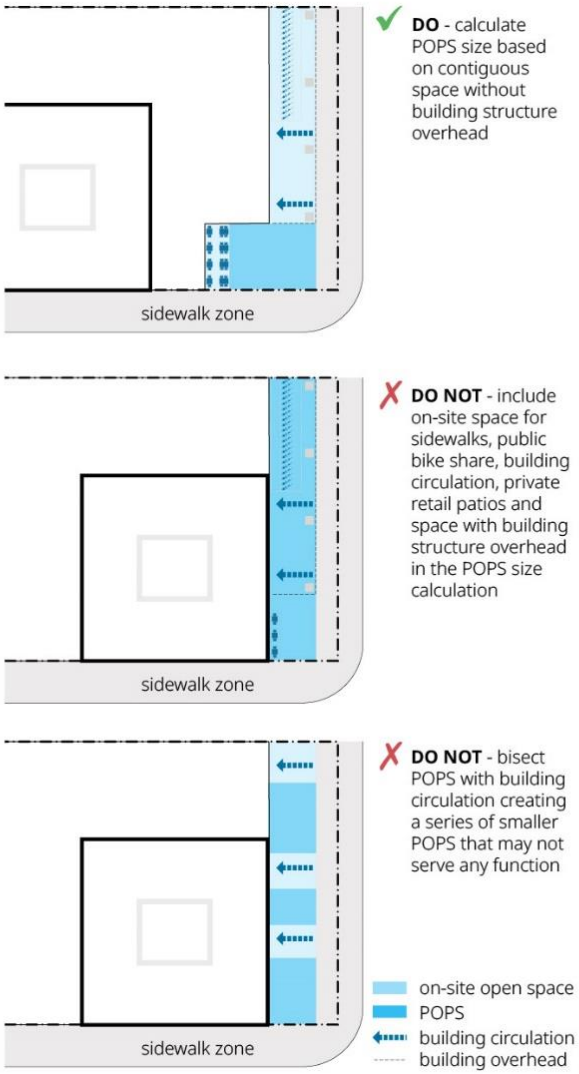
1.1.15. Prioritize using trees for shade and heat mitigation within a POPS

1.1.16. Use design elements like planting and seat walls to define subareas within a POPS to enable multiple uses of the space

1.1.17. A midblock pedestrian connection may be suitable if it provides a finer grain connection through a block to a destination such as a park or public space, commercial high street, SkyTrain station entry, existing pedestrian network or directly connects two streets

1.1.18. Mid-block connections should be of comfortable proportions

Figure 67. Determining the size of a POPS



Larger POPS on Tower Sites in the Centres

Intent

Improve the functionality of POPS through proper siting and sizing to accommodate a range of uses and support an increasing population. This section specifically applies to tower developments in the Centres (Figure 68) with a site frontage of 60.7 m (199 ft.) or greater. See the Broadway Plan Built Form and Site Design policies for more details.

Figure 68. Map of the Centres



Rationale

Larger tower sites can accommodate a greater range of POPS sizes and siting options which will directly benefit the occupants of the building, but also residents in the neighbouring areas. Delivering larger POPS is especially important in areas that are more deficient in parks and public space.

Guidelines

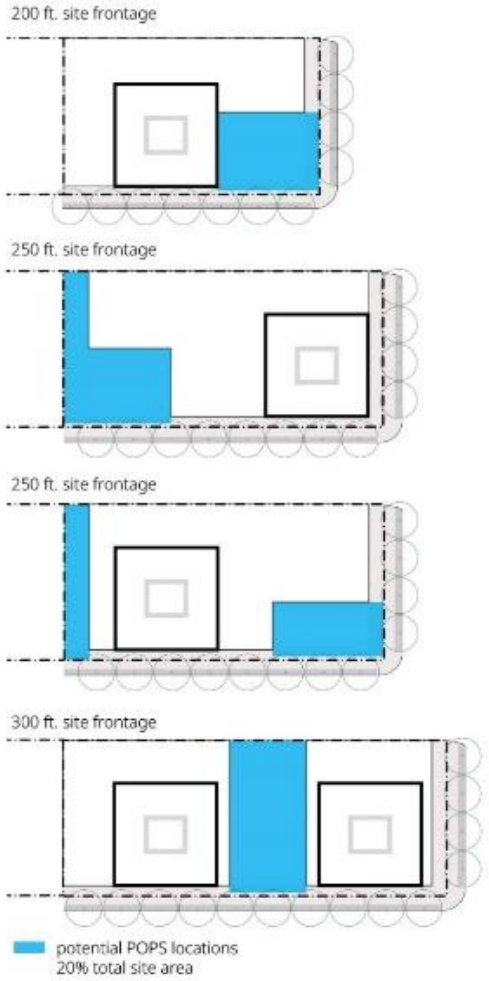
1.2.1. Mid-block POPS may provide a pedestrian connection to the lane, especially when grading allows for universal accessibility or clear sightlines to the lane

1.2.2. On corner sites, POPS are preferred to be sited at the corner when it is adjacent to a greenway, blue green system, park or planned public space in the street. Other locations may also be suitable. See Figure 69

1.2.3. More than one POPS on site may be appropriate where at least one space of a minimum size of 300 square meters and a midblock connection is desired. See Figure 69

1.2.4. Refer to Broadway Public Realm Plan Strategy 3.3 for guidance on appropriate uses for public spaces in the Centres. POPS should be designed to support these uses

Figure 69. Example scenarios for larger POPS



Smaller Corner POPS on Tower Sites in the Centres

Intent

Where less space is available, make room for comfortable pedestrian circulation, places to sit and general relief from building massing with sky views. This section specifically applies to tower developments in the Centres (Figure 68) with a site frontage less than 60.7 m (199 ft.). See the Broadway Plan land use policies and Public Realm Framework for locations where corner POPS are encouraged.

Rationale

Where space may be more challenging to provide, smaller POPS should be designed for pedestrian comfort—this typically means providing space for circulation, queuing and seating to improve accessibility. All locations should provide a visual connection with the sky above.

Guidelines

1.3.1. Development should maximize the size of a corner POPS and have it open to the sky.

1.3.2. Seating or benches should be provided at corners to provide more consistent places to rest.

1.3.3. Where a POPS is under 100 square meters, consider integrating public seating along the building edge.

1.3.4. Where a POPS is over 100 square meters, providing at least one tree and public seating is strongly encouraged.

1.3.5. Where a site falls along a blue green system or greenway, prioritize providing green space including tree and shrub planting within the POPS where space allows.

Enhanced Open Space Setback on Tower Sites in Residential Areas

Intent

Ensure trees, green space and park-like spaces are being delivered in areas with new residential development. This section specifically applies to tower developments in the Residential Areas with a site frontage of 60.7 m (199 ft.) or greater. See the Broadway Plan Built Form and Site Design policies for more details.

Rationale

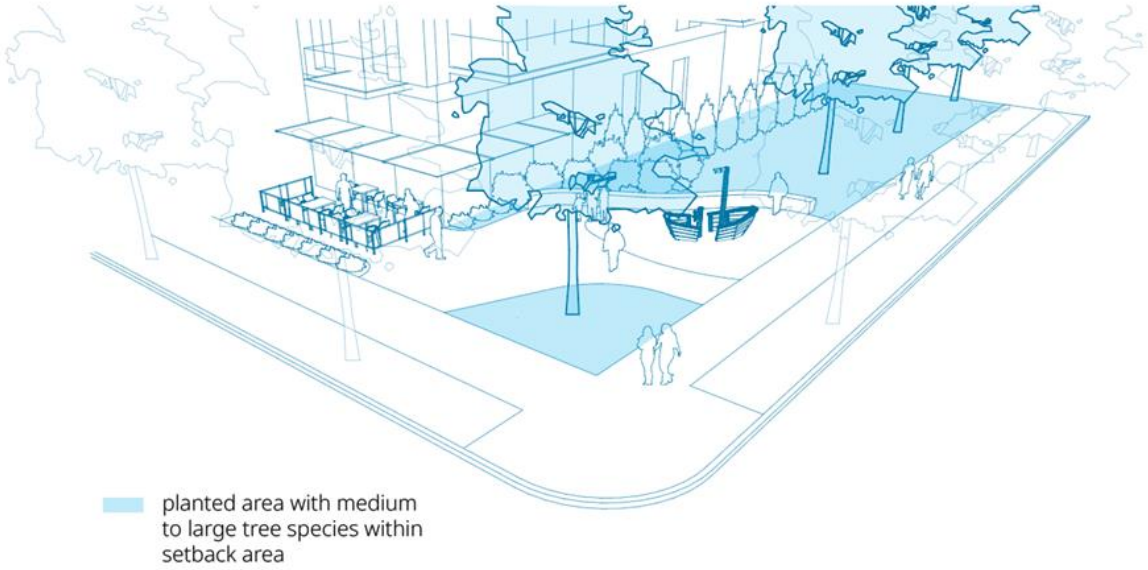
As residential sites redevelop and intensify, there is a tendency to lose large existing trees and tree canopy. Large sites have the flexibility to create at-grade open space that smaller sites cannot. On-site space can be secured for tree planting as well as existing tree retention through the Enhanced Open Space Setback (EOSS). These Enhanced Open Space Setbacks present an opportunity to create park-like play areas and green spaces for public use as well as manage stormwater through on-site infiltration.

Guidelines

1.4.1. To improve predictability in seating locations for accessibility, corner sites on residential local streets should provide an on-site bench or small seating area accessible from the sidewalk.

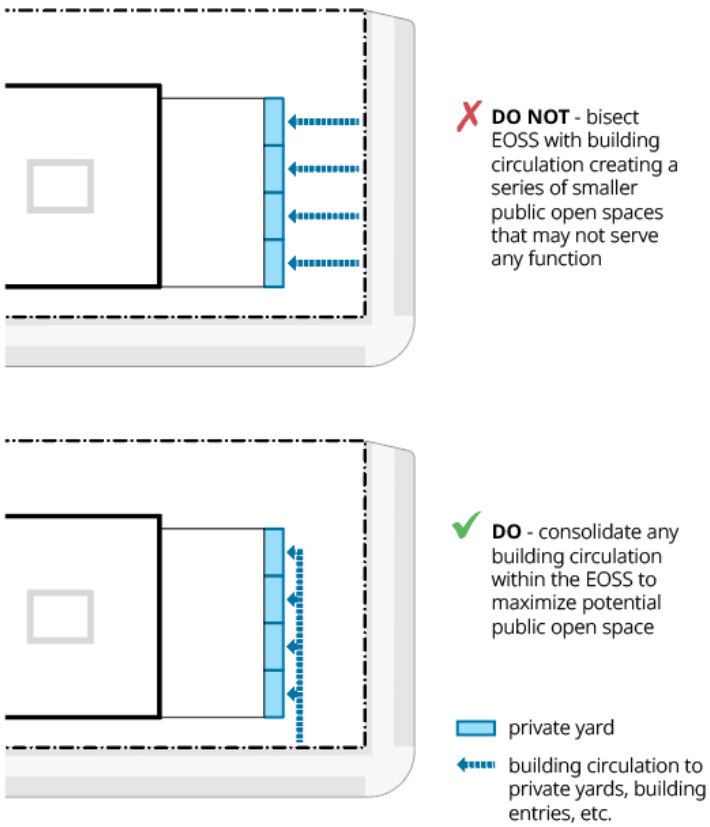
1.4.2. Green space including trees should be prioritized within the EOSS. At least 50 per cent of the area should be planted area. Prioritize planting medium to large tree species in ground where the EOSS aligns with an underground setback. See Figure 70.

Figure 70. Tree and shrub planting within EOSS



1.4.3. When the EOSS is located along the exterior side yard, avoid providing paths to private yards and minimize the number of building entries/exits through the EOSS so as to not fragment otherwise contiguous public space. See Figure 71.

Figure 71: Approaches to maximize contiguous open space



1.4.4. When the EOSS is located on the interior side yard or mid-site, a midblock connection may be desired, especially if it connects to a destination such as a park or public space, community centre, subway station, commercial high street or to another street.

Public Spaces on Large and Unique Sites

Intent

Secure large spaces for dedicated parks and provide finer grain connections through large sites. Where dedicated parks are not feasible, park-like POPS may be considered. This section specifically applies to development on Large and Unique Sites, as identified in the Broadway Plan.

Rationale

Redevelopment on Large and Unique Sites can help deliver larger public spaces, and parks in particular, that can be programmed, serve multiple functions and have concurrent uses in ways that smaller spaces do not typically allow. This may include substantial green space, recreational uses, play areas, event spaces and urban agriculture. This approach requires intentionally consolidating on-site open space to maximize its design potential. Midblock connections should be provided to improve connectivity through the site, to the on-site open space, to existing destinations and provide relief from building massing.

Guidelines

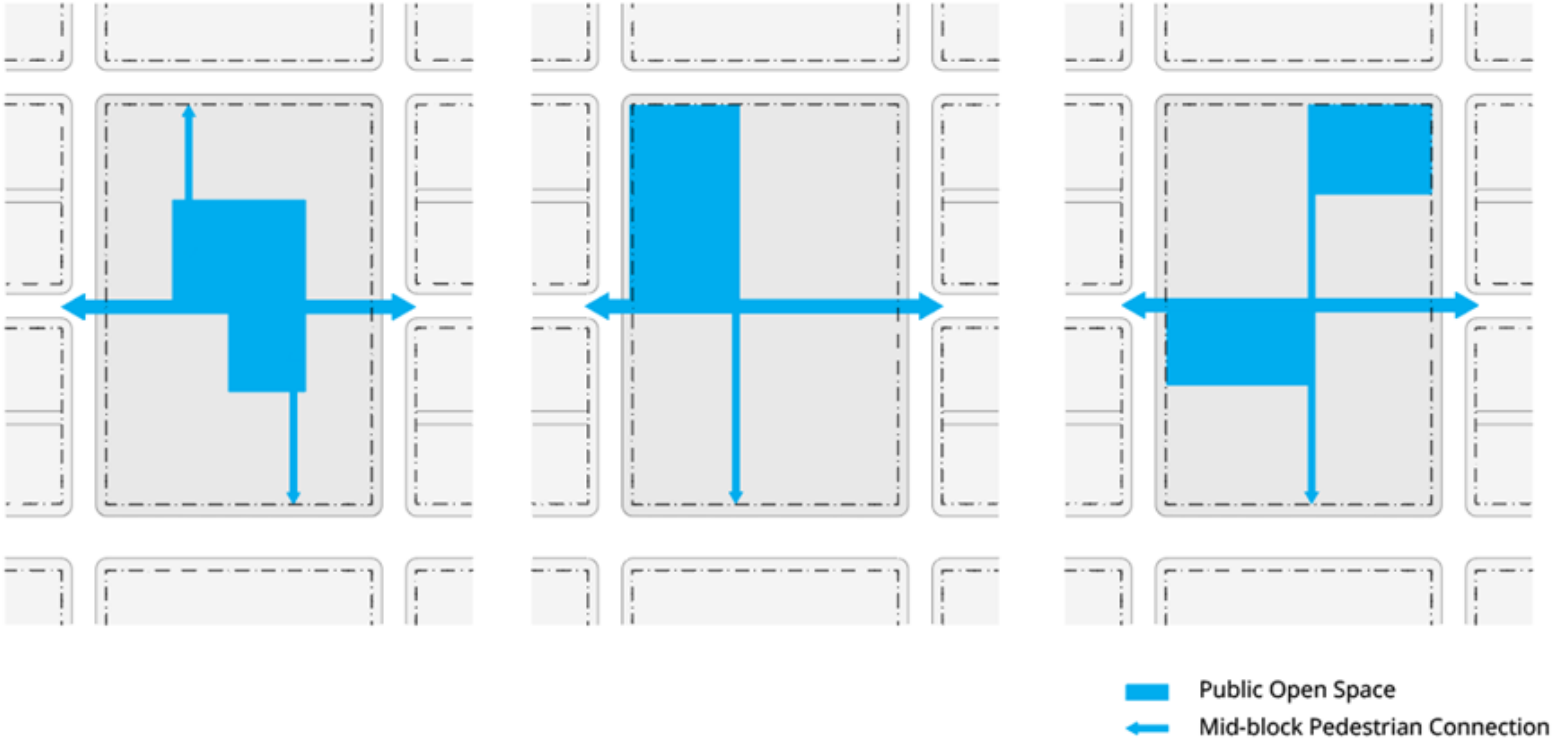
1.5.1 Where possible, development on Large and Unique Sites should target a minimum of 20 per cent of total site area for public space, including midblock connections. Maximize the amount of contiguous open space that would contribute to a dedicated park or designated POPS.

1.5.2 Public spaces should be located where they receive the most amount of direct sunlight and sky views. Consider the use and function of the space to determine the time of day and year when sunlight is most important.

1.5.3 Public spaces should be sited to retain existing trees and/or to provide space in the ground (without below-grade structures) for new trees. Other suitable locations may include:

- On the interior of a site, in a courtyard like space. This should have high visibility from the street, universal accessibility from at least one sidewalk and a publicly accessibly pathway through the site to the space.
- Along the street or at the corner for high visibility, where the grading is shallow enough to provide good accessibility, to simplify delivering park dedications or where they align with greenways, blue green systems or other car-free streets. Local streets are preferred over arterial streets.
- Multiple locations tied together with a strong pedestrian connection may be appropriate depending on site context but should not be prioritized over a single large space.

Figure 72. Example scenarios for locating public spaces on Large and Unique Sites



1.5.4. Pedestrian connections through sites should be provided to connect to existing streets, pedestrian connections and to key destinations such as parks, commercial high streets and SkyTrain station entries. Consider how these connections can improve universal accessibility.

1.5.5. Avoid locating pathways for building entries and circulation through the public spaces in a way that bisects or interferes with design of that space.

1.5.6. Avoid creating long, narrow public open spaces that cannot accommodate a wide range of uses.

1.5.7. Consider providing standalone weather protection, especially where a plaza is provided.

1.5.8. Events infrastructure (e.g. lighting, electrical receptacles, water supply, storage, etc.) may be desired on a case-by-case basis.

1.5.9. Design spaces for uses typically found in parks such as playgrounds, sports courts, recreational facilities, community gardens and biodiversity planting that are more difficult to provide in smaller spaces. Consider which of these uses may be most suited to the building program and what might meet the needs of the neighbourhood.

Guidelines for Dedicated Parks

1.5.10. Locate parks to be highly visible and, where adjacent to ground floor residential uses, bordered by public streets and/or public pathways to enhance their public use, increase accessibility and provide vehicle access for maintenance and operations. The following spaces will not be counted as park space:

- Spaces serving primarily public transit access.
- Spaces for rainwater capture or mobility functions without opportunities for public gathering, access to nature and/or recreation use.
- Areas adjacent to the school facilities for exclusive daytime use of Vancouver School Board.
- Spaces associated with residential or retail/commercial uses or that could reasonably be perceived as semi-public.

1.5.11. Configure parks to have regularized parcels that work with the topography and are not fragmented or organized around ground-floor uses serving primarily a private function. Where buildings are adjacent to parks, provide pathways on private property for access to ground floor residential units.

1.5.12. Recognize separation between parks and private residential outdoor space through changes in elevation, material changes at setbacks and rainwater features that define transitions.

1.5.13. Locate parks on ‘terra firma’ where the parcels are not encumbered by non-park related surface and underground structures (e.g. parkades, utilities) or other encumbrances such as easements and statutory rights-of-way.

1.5.14. Identify opportunities for a limited amount of rainwater management within park areas provided it does not impact park service levels and programming. Ensure that seasonal rainwater management areas are designed and managed to provide other park programming and purposes outside of major storm events.

1.5.15. Determine the final program and design of the park through a collaborative process with the City.

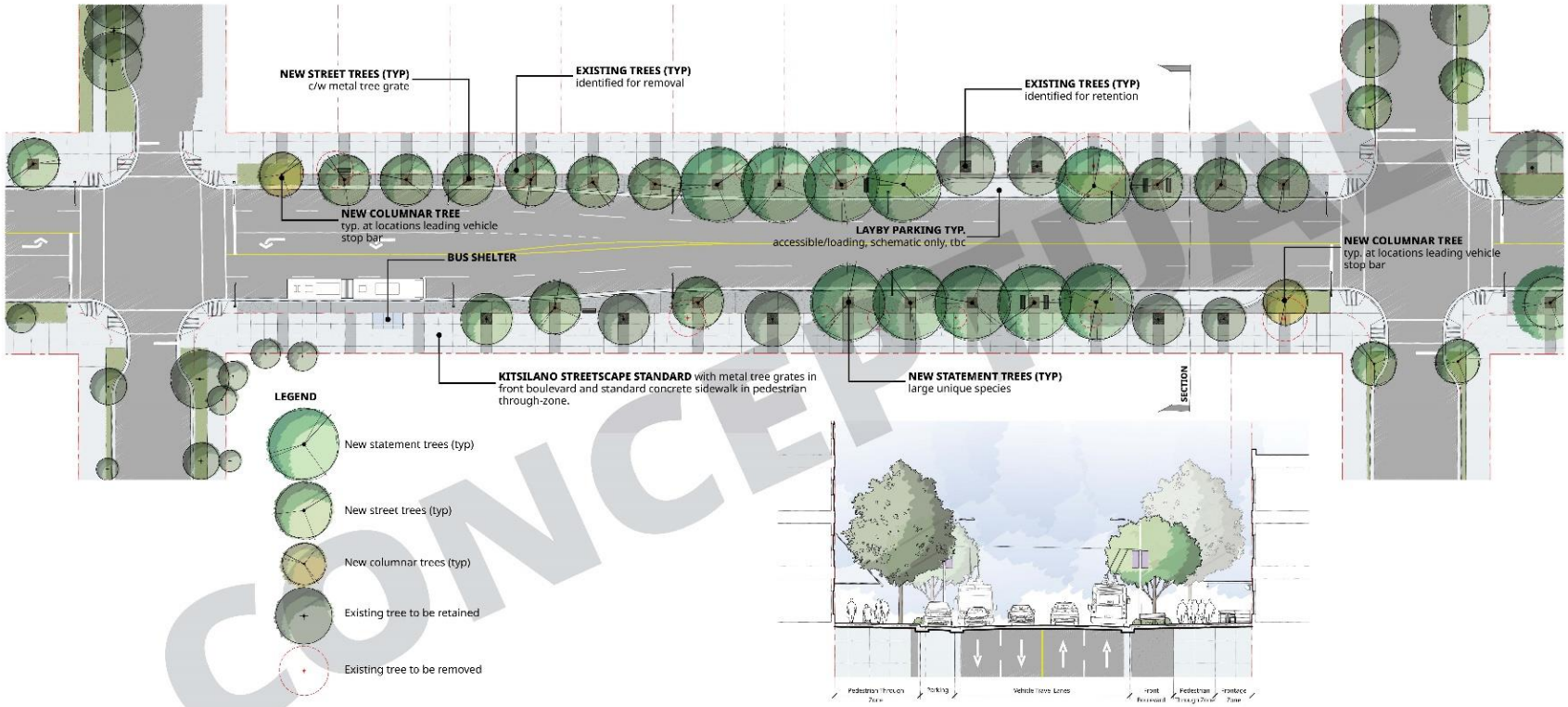
Appendix C: Broadway Streetscape Plan

The following figures and drawings are typical levels of detail of supportive drawings for designers, architects and staff and are for reference only. Actual streetscape designs and street geometry will be dependent on the specific location and timing of the development application.

Kitsilano Streetscape 25% Sample Block

Kitsilano Neighbourhood

Streetscape Design - 25% Concept



CONCEPTUAL

SUMMARY OF APPROACH

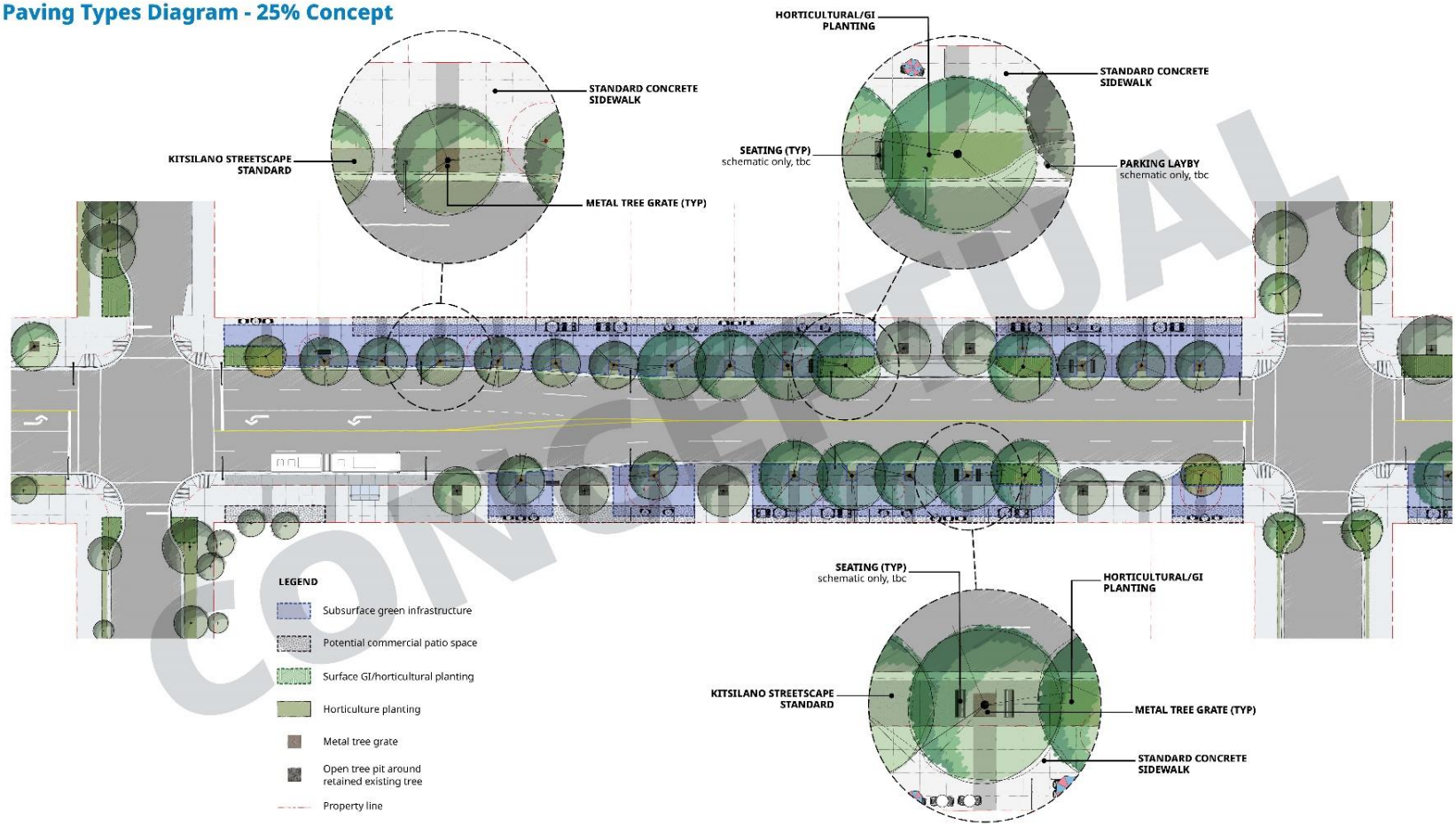
- Roadspace reallocation, installation of proposed curb.
- Widened sidewalks (1.5 - 4.5m).
- Maximize tree planting (quantity).
- Installation of subsurface GI infrastructure as indicated.
- Installation of **Kitsilano Streetscape Standard** with metal tree grates in front boulevard and standard concrete sidewalk in pedestrian through-zone is typical of all new paving installations except where otherwise noted.

NOTES

1. Street tree counts and locations are schematic and require coordination with underground utilities, pole locations, site furnishings and CMBC bus stop locations. The intent is to maximize tree numbers installed in the boulevard within the guidelines. Tree planting is subject to reivew by CoV Engineering and Urban Forestry. Refer to Engineering Design Manual for species and additional guidlines.
2. All existing trees to be assessed prior to development in consultation with CoV Engineering and Urban Forestry, to determine suitability for retention.
3. Locations of surface GI, subsurface GI, soil cells and/or structural soil is schematic. Final extent and locations to be coordinated with CoVEngineering, Green Infrastructure Implimentation and Urban Forestry and must meet or exceed minimum soil volumes as per the Engineering Design Manual.
4. Extents of construction to be coordinated with the CoV Engineering through the development review process. Indicated approach to paving to be applied to include all areas affected by construction.
5. Horticultural planting to be coordinated with Public Space & Street Use, and or Green Infrastructure Implimentation and is subject to confirming an approved maintenance program.
6. Bus stops and parking laybys locations and extent are schematic and require coordination with CMBC, CoV Engineering, Parking Management and Urban Forestry.

Kitsilano Neighbourhood

Paving Types Diagram - 25% Concept

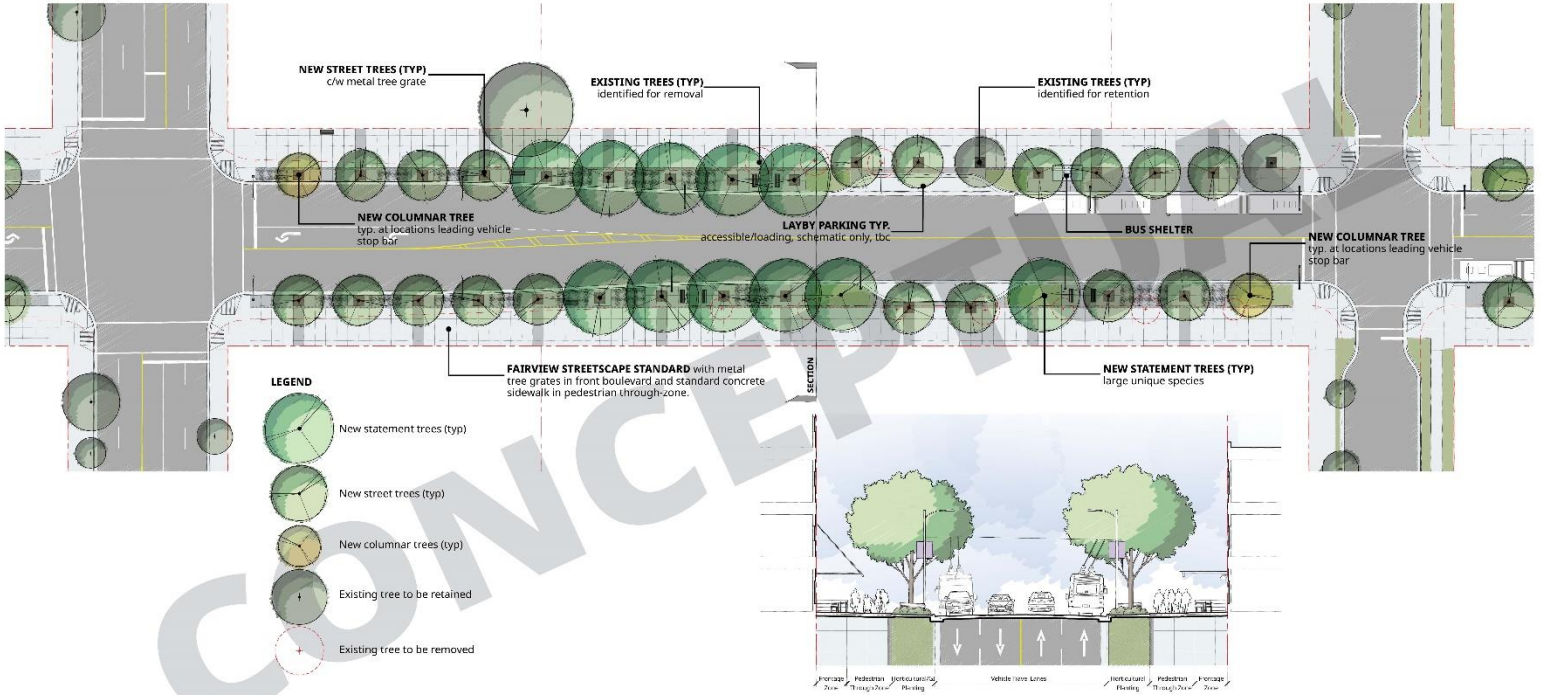


CONCEPTUAL

Fairview Streetscape 25% Sample Block

Fairview Neighbourhood

Streetscape Design - 25% Concept



CONCEPTUAL

SUMMARY OF APPROACH

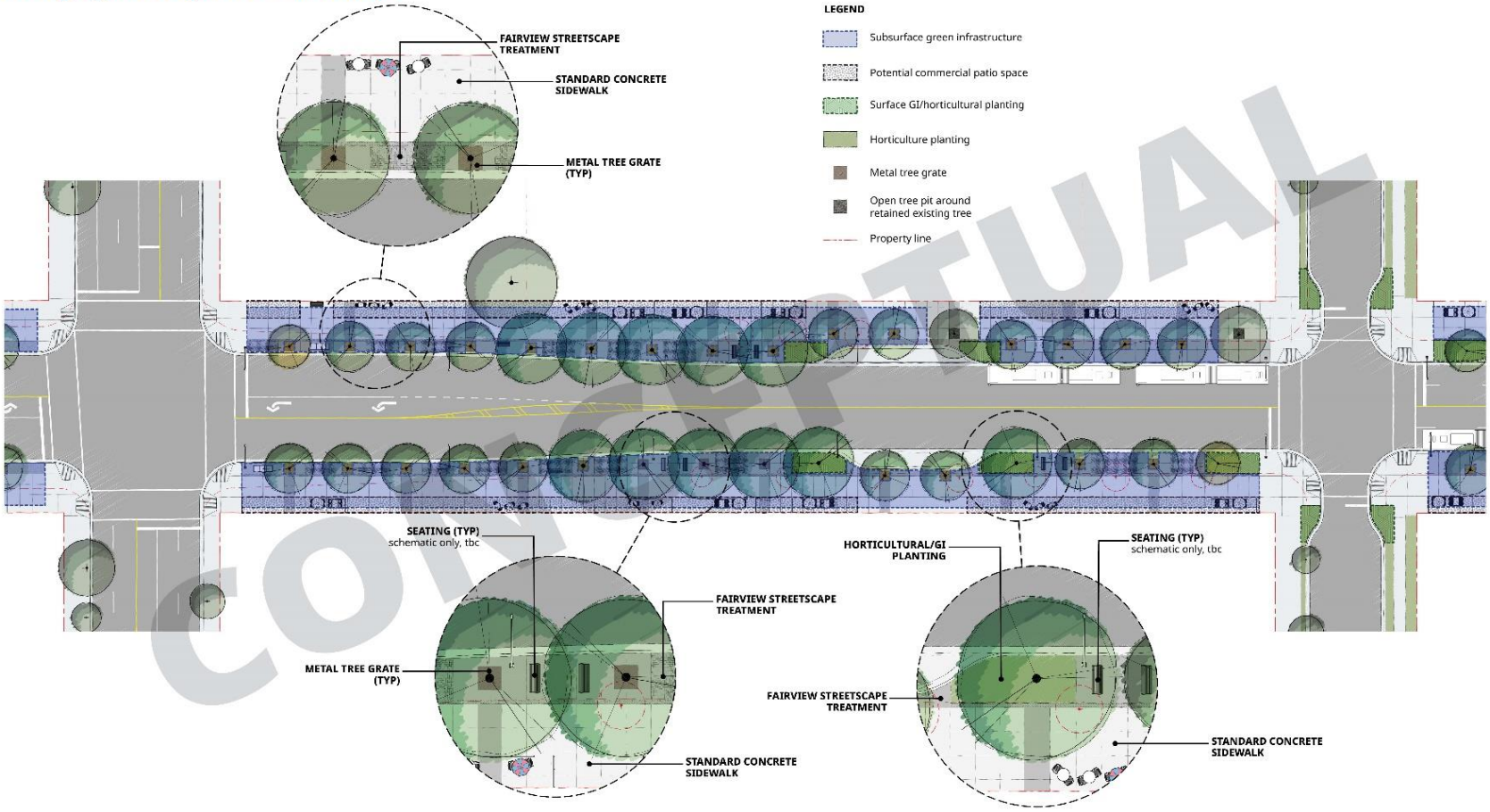
- Roadspace reallocation, installation of proposed curb
- Widened sidewalks (1.5 - 4.5m)
- Maximize tree planting (quantity)
- Installation of surface and subsurface GI infrastructure as indicated
- Installation of surface GI permeable pavers as indicated
- Installation of **Fairview Streetscape Standard** with metal tree grates in front boulevard and standard concrete sidewalk in pedestrian through-zone is typical of all new paving installations except where otherwise noted.

NOTES

1. Street tree counts and locations are schematic and require coordination with underground utilities, pole locations, site furnishings and CMBC bus stop locations. The intent is to maximize tree numbers installed in the boulevard within the guidelines. Tree planting is subject to reivew by CoV Engineering and Urban Forestry. Refer to Engineering Design Manual for species and additional guidlines.
2. All existing trees to be assessed prior to development in consultation with CoV Engineering and Urban Forestry, to determine suitability for retention.
3. Locations of surface GI, subsurface GI, soil cells and/or structural soil is schematic. Final extent and locations to be coordinated with CoVEngineering, Green Infrastructure Implimentation and Urban Forestry and must meet or exceed minimum soil volumes as per the Engineering Design Manual.
4. Extents of construction to be coordinated with the CoV Engineering through the development review process. Indicated approach to paving to be applied to include all areas affected by construction.
5. Horticultural planting to be coordinated with Public Space & Street Use, and or Green Infrastructure Implimentation and is subject to confirming an approved maintenance program.
6. Bus stops and parking laybys locations and extent are schematic and require coordination with CMBC, CoV Engineering, Parking Management and Urban Forestry.

Fairview Neighbourhood

Paving Types Diagram - 25% Concept

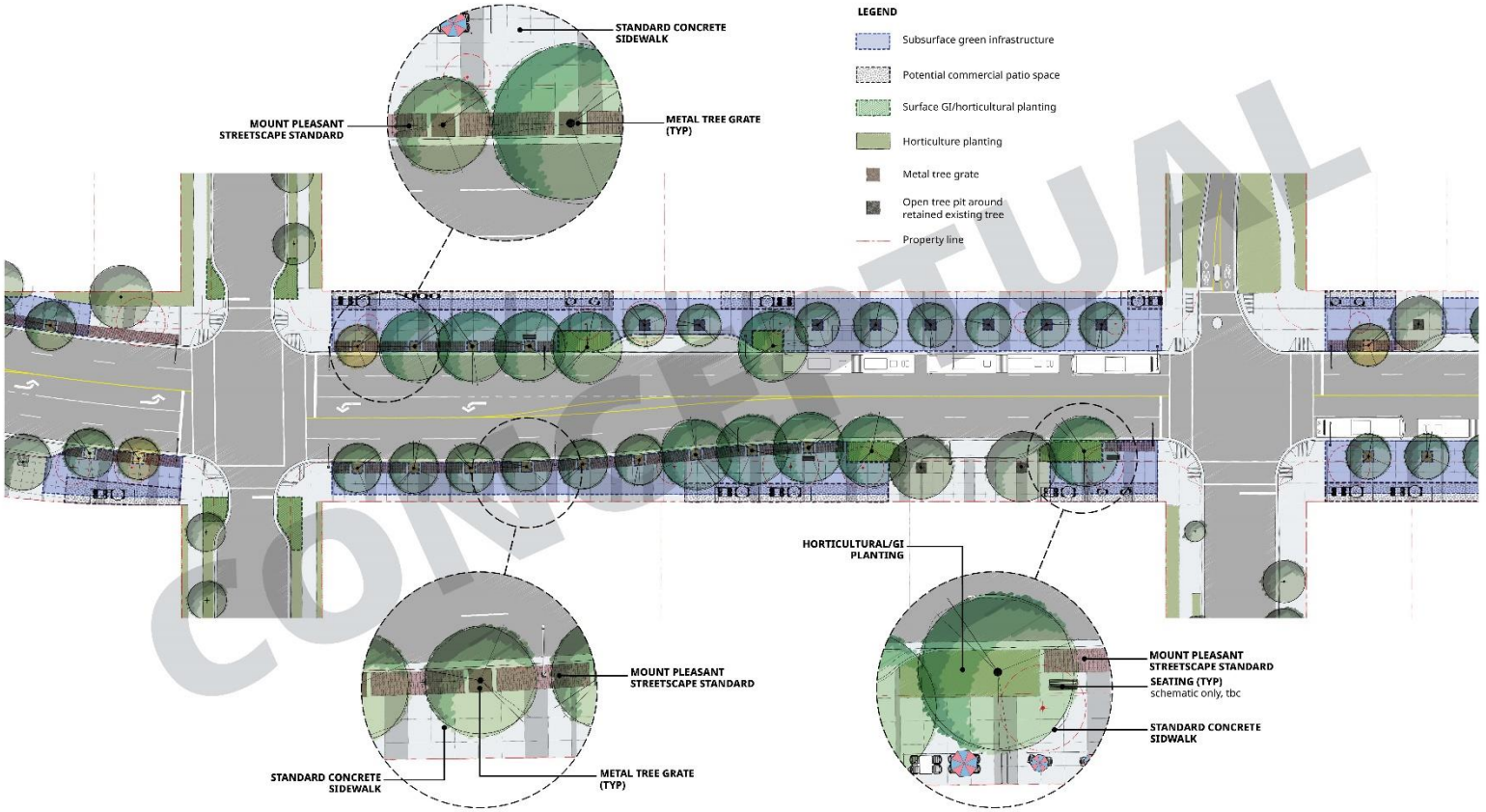


CONCEPTUAL

Mt Pleasant 25% Sample Blocks

Mount Pleasant Neighbourhood - Commercial

Paving Types Diagram - 25% Concept

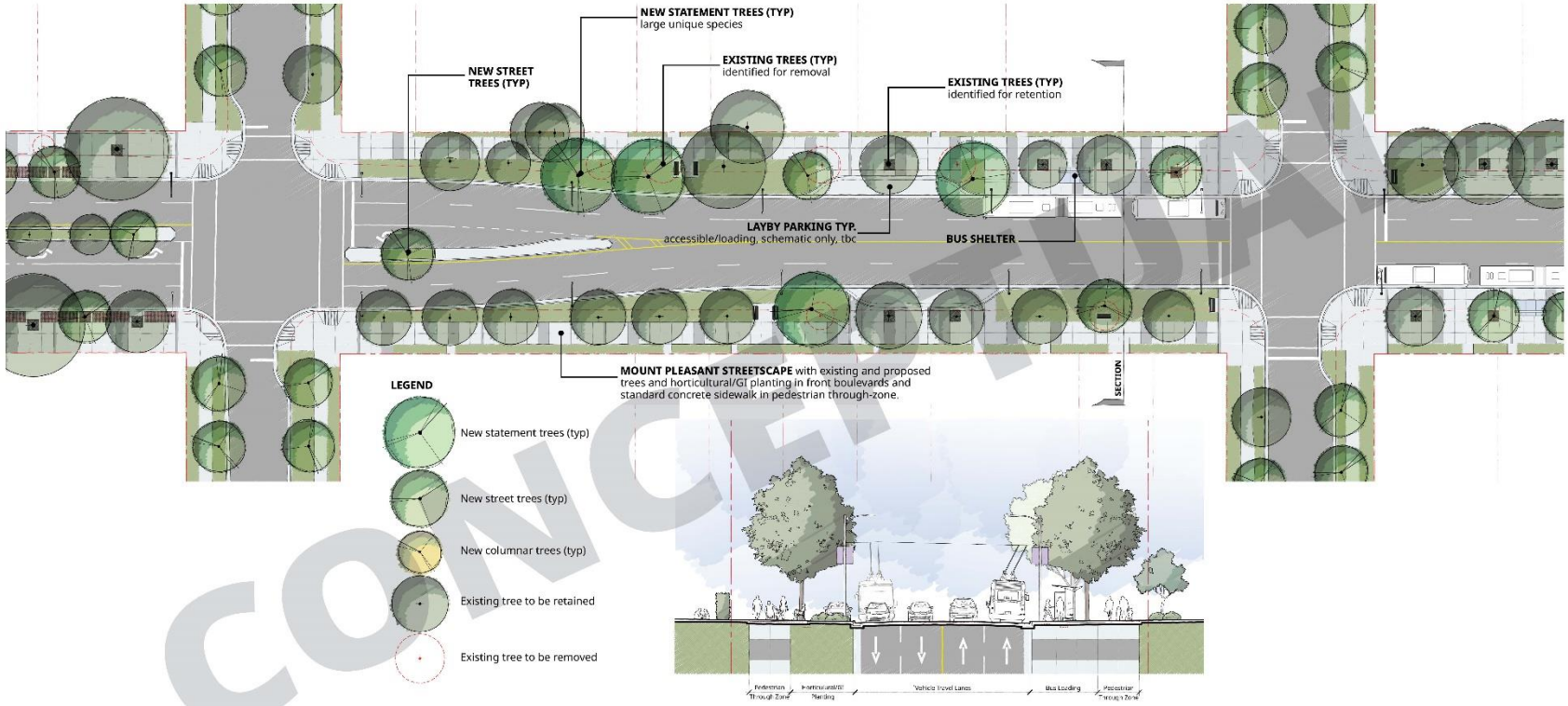


CONCEPTUAL

Mount Pleasant 25% Sample Blocks - Residential

Mount Pleasant Neighbourhood - Residential

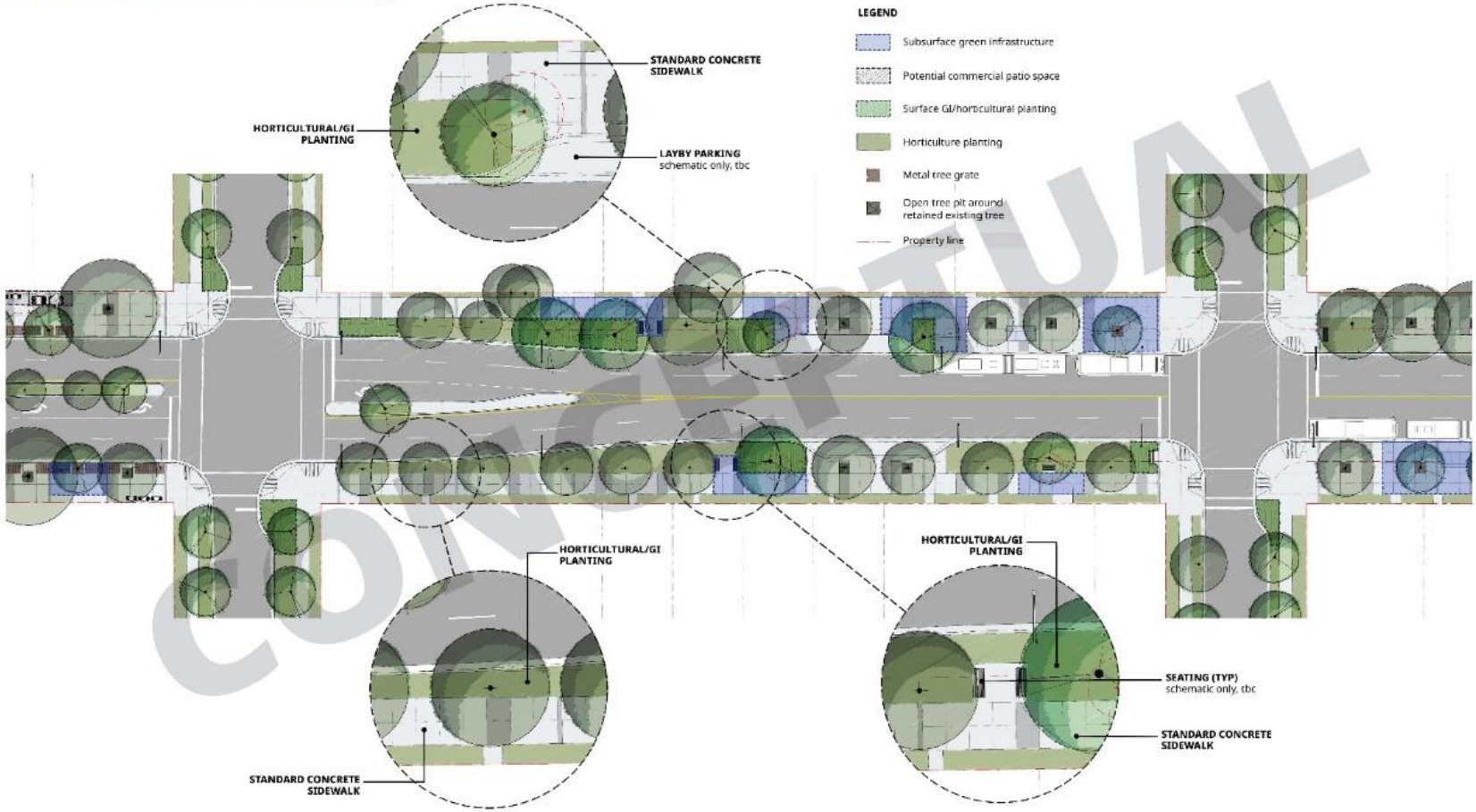
Streetscape Design - 25% Concept



CONCEPT PLAN

Mount Pleasant Neighbourhood - Residential

Paving Types Diagram - 25% Concept



CONCEPTUAL

Implementation

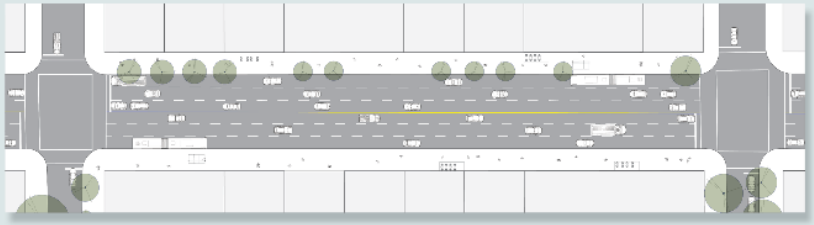
The Broadway streetscape public realm will be developed gradually over the 30-year period outlined in the Broadway public realm plan. Improvements to the streetscape, such as wider sidewalks, new street trees, green infrastructure, and the public realm enhancements specific to each of the three neighbourhoods, will primarily be implemented through new development. However, some upgrades may require additional capital funding if they cannot be completed through development alone, such as finishing sections of blocks on parcels that remain undeveloped during the plan's timeline.

The image below shows how development on individual parcels or groups of parcels along Broadway will prompt the reallocation of road space and the implementation of the proposed Broadway streetscape improvements. As parcels are redeveloped, the adjacent curb lanes will be repurposed to support the new streetscape features. For parcels that have not yet been redeveloped, the curb lanes will be used for purposes such as loading, parking, or other temporary functions until future development triggers the streetscape upgrades at those locations.

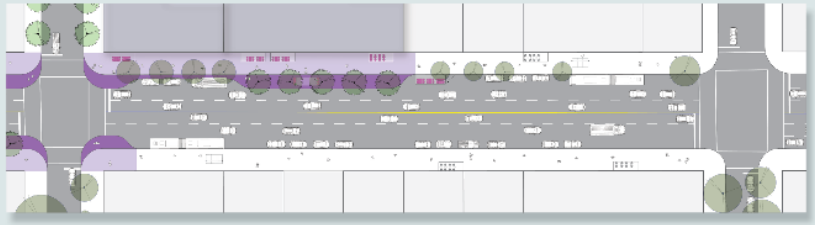
Since these improvements will be implemented gradually, it will take several years for the Broadway Streetscape to be fully realized. The speed of its evolution will depend on the rate of development and the availability of capital funding.

How Broadway Will Evolve Over Time

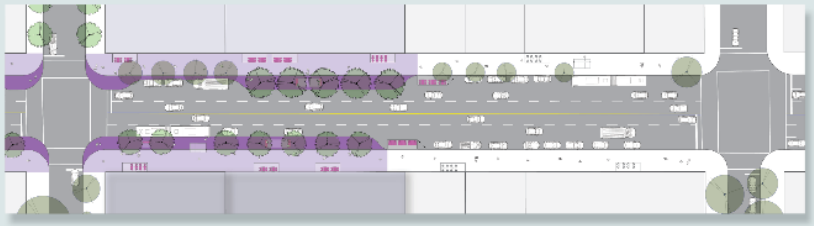
An Implementation Strategy will guide how the streetscape improvements will be coordinated over time. This will be completed through a combination of development opportunities and City-led construction over many years.



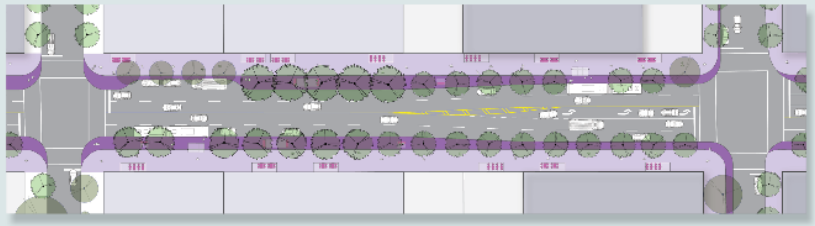
1. Existing Condition



2. Initial Development Phases



3. Subsequent Development Phases



4. Full Build Out of Streetscape

BROADWAY PLAN

Broadway Plan Implementation Engagement Summaries

Broadway Plan Review, City Hall Campus, and Broadway Public Realm Plan and Streetscape

June to July 2024

CITY OF VANCOUVER

BROADWAY PLAN

Broadway Plan Review

Engagement Summary | September 2024

CITY OF VANCOUVER

Acknowledgement

The Broadway Plan aims to recognize the living culture and history of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) peoples.

The City of Vancouver is on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations. The Nations have a spiritual, cultural, and economic connection to the land since time immemorial. The term unceded acknowledges the dispossession of the land and the inherent rights that the Nations hold to the territory. The term serves as a reminder that xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) have never left their territories and will always retain their jurisdiction and relationships with the territory.

City of Vancouver

Vancouver City Council endorsed the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) in 2013 and has designated Vancouver as a City of Reconciliation. To achieve its goals, the City established the Reconciliation Framework in 2014, which was reaffirmed by the City in 2022.

In October 2022, Vancouver City Council adopted the UNDRIP Strategy for Vancouver. In June 2024, the UNDRIP Action Plan was approved by the Councils of all partners. All City activities including implementation of the Broadway Plan will align with, and advance, the UNDRIP Strategy's calls-to-action.

Learn More

There are a number of resources available to learn more about the historical and current relationship the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations have with the land now known as the City of Vancouver. Their websites contain information about their histories, cultures, governance, and ways of affirming their continuity on these lands:

Musqueam Indian Band: www.musqueam.bc.ca

Squamish Nation: www.squamish.net

Tsleil-Waututh Nation: www.twnation.ca

Please visit the City of Vancouver website to learn more about the designation as a City of Reconciliation, the City of Vancouver's United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) Strategy, the City's UNDRIP Action Plan, and the City of Vancouver's First Peoples: A Guide for Newcomers.

Read the City of Reconciliation webpage here

Read the City of Vancouver's UNDRIP Strategy here

Read the City of Vancouver's UNDRIP Action Plan here

Read First Peoples: A Guide for Newcomers here



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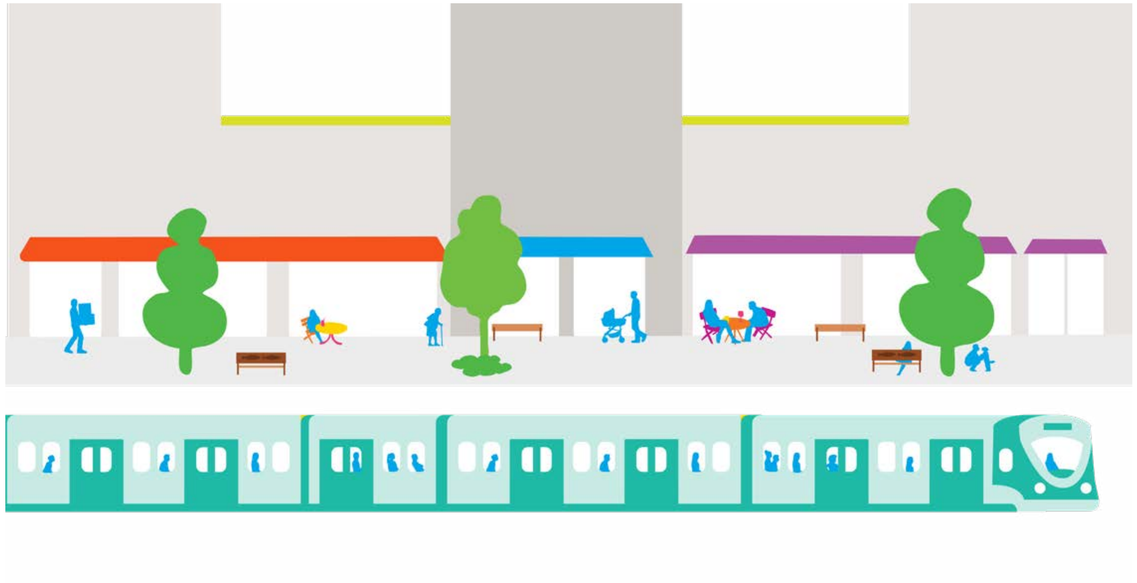
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Executive Summary

From June 13 to July 14, 2024, City staff launched a community and stakeholder engagement process to share and seek feedback on proposed amendments to the Broadway Plan's land use, built form and tower limit policies. These proposed changes are based on early learnings from Broadway Plan implementation as well as new legislation enacted by the Province in December 2023 that sets requirements for land use planning in Transit-Oriented Areas (TOAs).

This engagement summary provides an overview of the engagement opportunities and what we heard. Over the course of the engagement period, 2,600+ people who live, work, visit and play in the Broadway Plan area were engaged in the process. Feedback will be used to refine our proposed directions that will be considered by Council in November 2024.

Key Themes from Engagement

The key themes from the responses to the three Broadway Plan Review (2024) survey questions focused on balancing the need for housing and densification with the preservation of neighbourhood character and livability.

- **Need for increased density and taller buildings** especially near transit hubs.
- **Concerns about negative impacts of taller buildings and densification** including the disruption of residential neighbourhoods, impacts on skyline and green spaces, adequate infrastructure, and increased congestion and overcrowding due to taller buildings and densification.
- **Support is contingent** on the inclusion of green spaces, appropriate infrastructure and high-quality, innovative architectural design.
- **Support for more density and housing**; however, concerns about impacts on small business displacement as well as village and residential area character.



Key topics about tall buildings in no particular order nor weighting
Qualitative analysis by Qualitas Research, 2024; word cloud by the Broadway Plan team

1 Introduction

About the Review

In June 2022, City Council approved the *Broadway Plan*, a 30-year plan to guide growth and change for the area along Broadway, generally located east to west from Clark Drive to Vine Street, and north to south from 1st Avenue to 16th Avenue. Work is now underway to add new housing, job space and amenities that integrate with the Broadway Subway and meet our city's needs.

The City has received dozens of rezoning and development applications under the Broadway Plan since its adoption. These new developments will help deliver the types of housing, employment space, and community amenities that the Plan envisions. As the Broadway Plan is intended to be a flexible framework that will respond to evolving opportunities and challenges in the area and the city of its 30-year life, the City tracks development activity as projects progress and monitors the Plan's performance. The City is committed to reviewing the Plan periodically, proposing adjustments where necessary to achieve the Plan's Guiding Principles and objectives.

We are now conducting our first review. New Provincial legislation has been introduced that impacts land use planning in Transit-Oriented Areas (TOAs). Changes to the Broadway Plan in some areas are necessary to align with the new legislative requirements. City staff have also identified some potential policy improvements based on early learnings from implementation of the Plan.

The review of the Broadway Plan focuses on a few key topics:

Land use policy in select areas

Most of the land use policy in the Broadway Plan complies with or exceeds the legislative requirements. However, there are some areas where the current Broadway Plan policies do not align with the TOA requirements.

Due to the new TOA legislation, as well as early learnings from Plan implementation, the City is considering amendments to the Broadway Plan's land use policies in some areas.

Tower limit policies

In several locations, the Broadway Plan limits the number of towers allowed on a block or block face. The policies limiting the number of towers per block are intended to help maintain solar access and livability and to create more variation in building heights and types.

Considering the new Provincial legislation and early learnings from Broadway Plan implementation, the City is proposing to remove tower limit policies in areas that are closest to transit, shops, services and amenities.

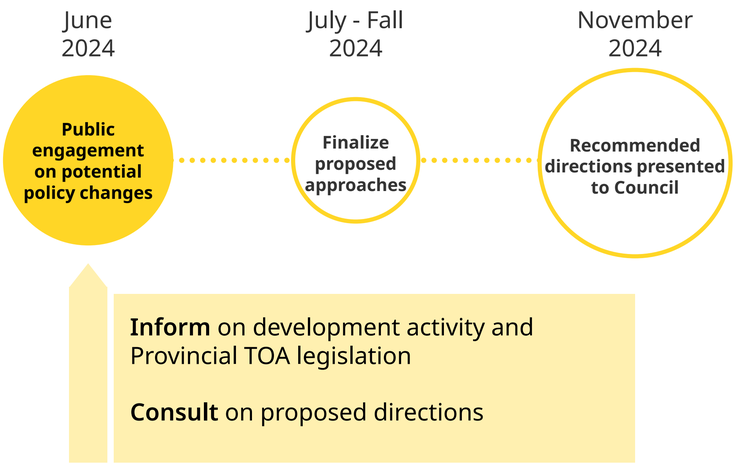
Flexibility for building heights

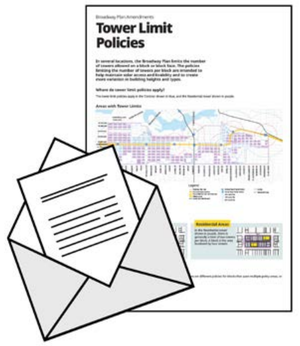
Based on early learnings from Plan implementation, the City is considering amendments to the Broadway Plan policies to provide more specific direction on when modest increases in building height would be considered.

1 About this Report

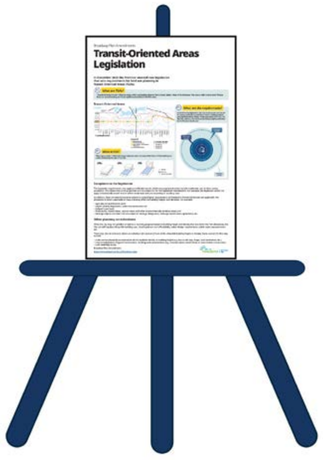
This report presents summarized information and key findings related to all engagement initiatives undertaken, including a detailed breakdown of engagement events and activities, as well as responses to the Broadway Plan Review section of the survey. Accessible engagement approaches included translating a project summary and the survey into Traditional and Simplified Chinese, and coordinating with the City's call-in service (3-1-1) as an alternative method for the public to complete the online survey.

This report also includes information on the process to date, engagement numbers, and who we heard from. The feedback will be used to refine our proposed policy amendments. The recommended directions will be included in our report to Council for consideration in November 2024.

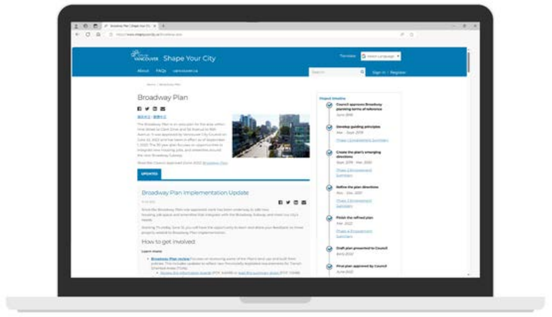




1,934
survey responses



100+
pop-up visitors



3,500+
website visitors

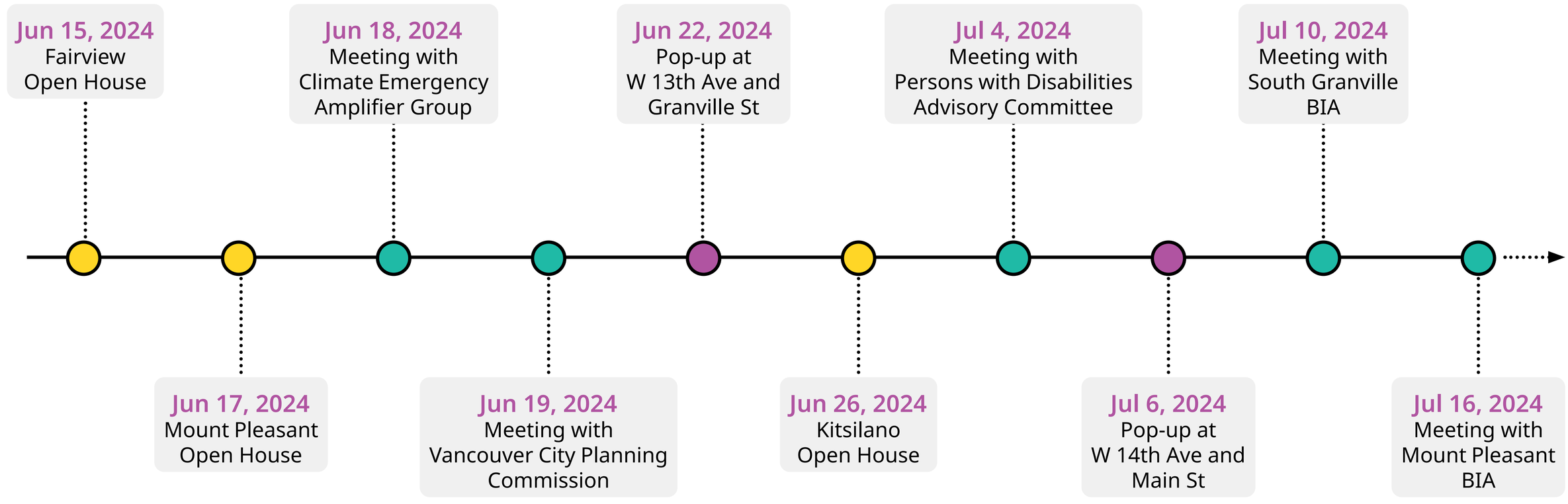


5
stakeholder meetings

2 Engagement Process

This report is the result of a process that involved a variety of in-person and virtual engagement opportunities. The engagement touchpoints involved people who live, work, play, shop and learn in the neighbourhoods in the Broadway Plan area and throughout the rest of Vancouver.

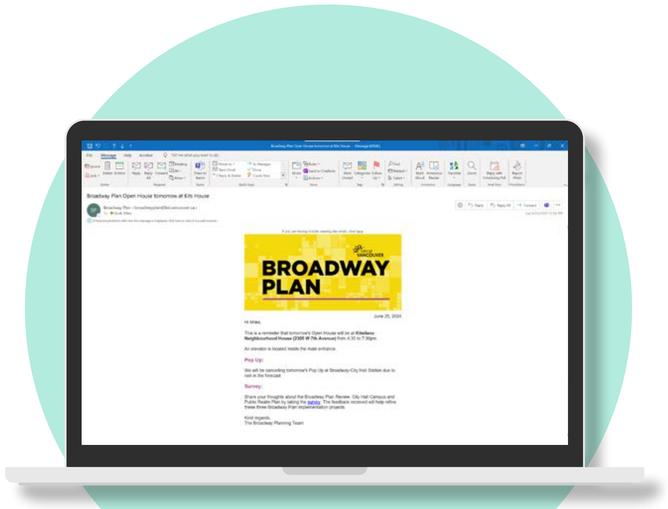
Engagement Activities



Open House Stakeholder Meeting Public Pop-up Event ***BIA** Business Improvement Association

2 Notification Process

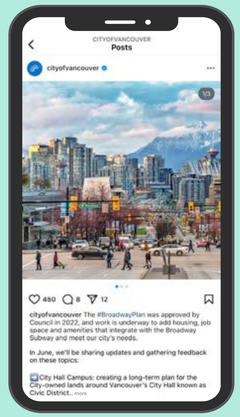
Given the diverse lifestyles and access needs of Vancouver residents, workers and visitors, staff chose a variety of mediums for notifying the public of the engagement process.



Email Newsletter

10
broadcast
emails

1,776
email subscribers
at time of launch



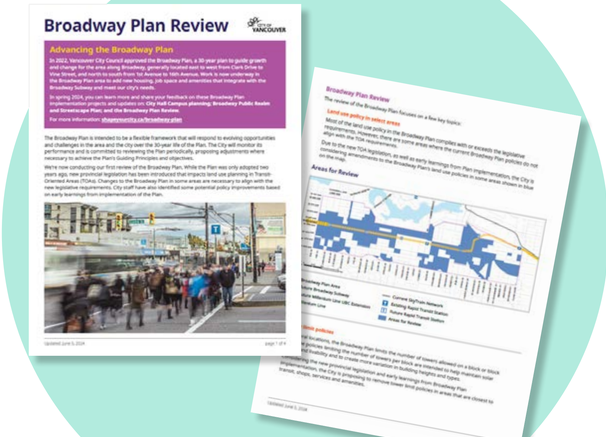
Social Media

Organic

47,830
impressions

Paid

144,000
impressions



Printed Materials

4
community
centres

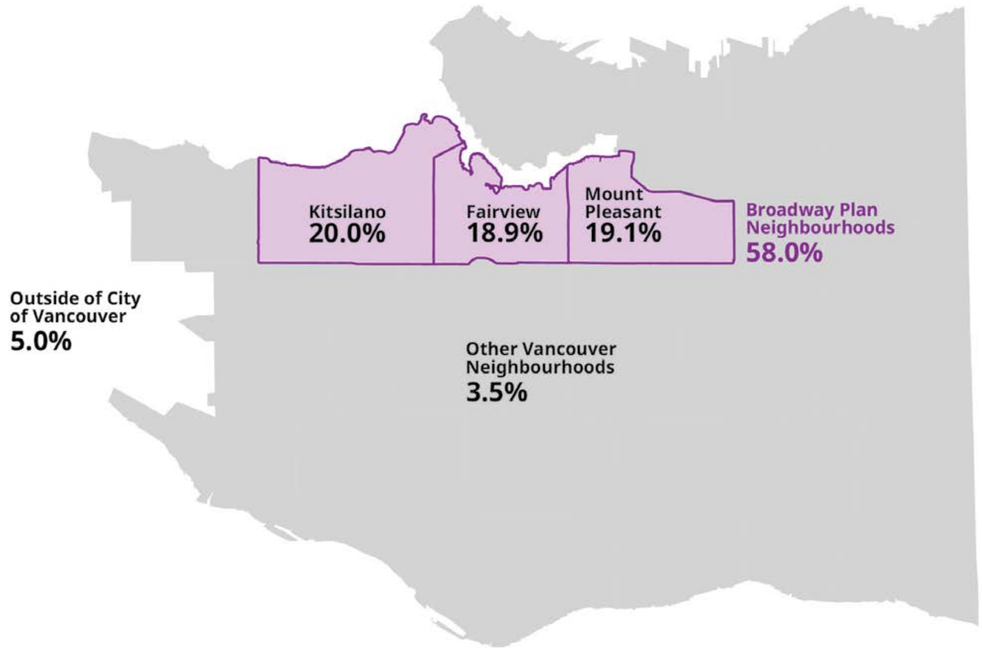
15
public library
branches

3 What We Heard

The survey was open between June 13 and July 14, 2024.

The survey provided the opportunity to learn about development activity and key observations to date, proposed policy amendments and the new Provincial TOA legislation and how the City is responding to its requirements.

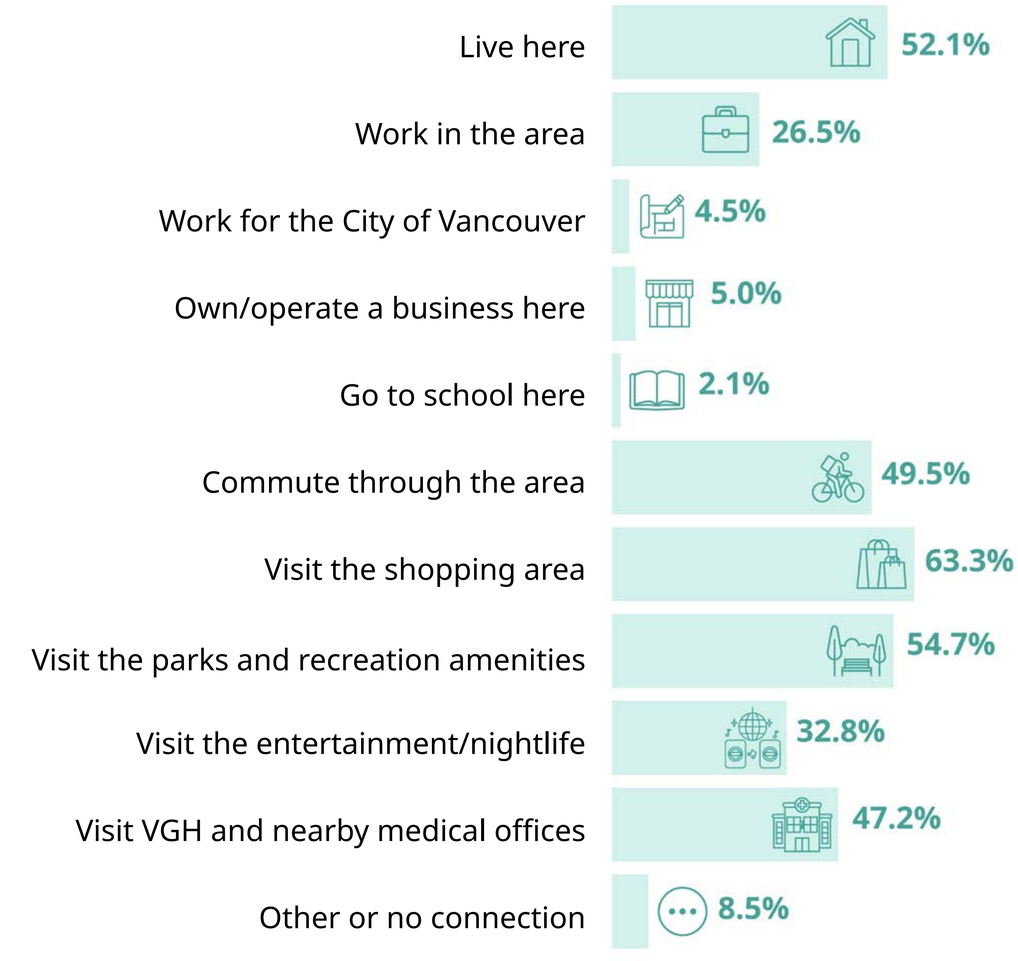
The goal of the survey was for the public to provide comments on the proposed changes to land use policies and building heights. This feedback will help refine our proposed amendments that will be considered by Council in November 2024.



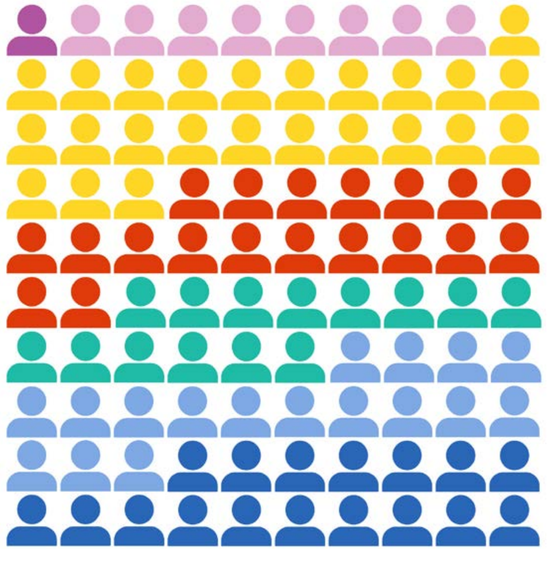
Who We Heard From

Vancouver residents, workers and visitors come from many different backgrounds. We asked all respondents to complete demographic questions at the end of the survey to better understand who we heard from.

Q. What is your connection to the Broadway Plan area? Select all that apply. (*n = 1,664)*

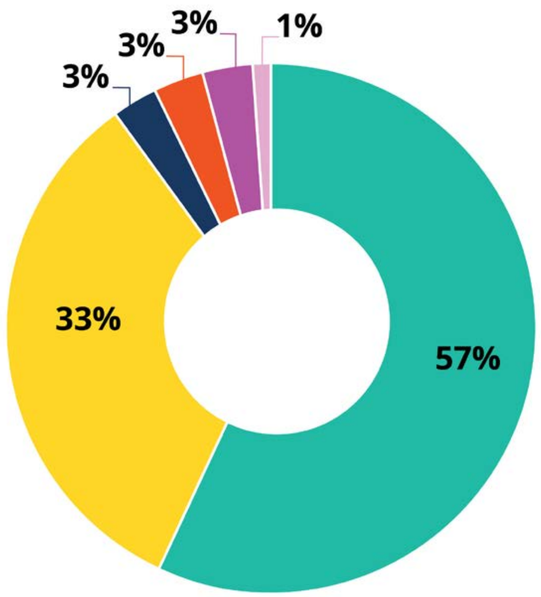


3 Q. Which age group do you belong to? Select one. (*n = 1,883)*



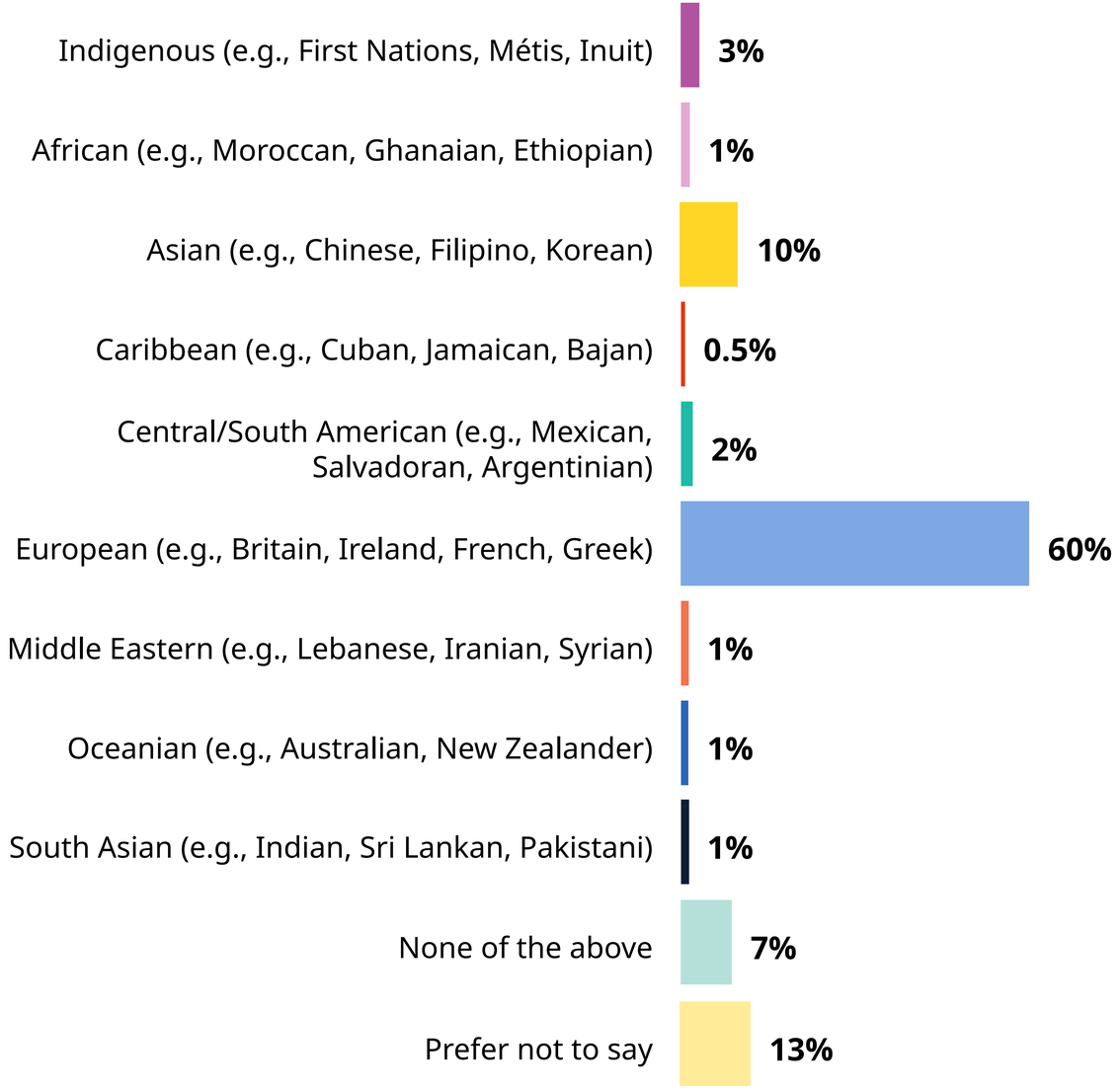
- <19 years (0.1%)
- 20-29 years (7%)
- 30-39 years (40%)
- 40-49 years (16%)
- 50-59 years (14%)
- 60-69 years (14%)
- 70-79 years (13%)

Q. How would you describe your housing situation? (*n = 1,664)*



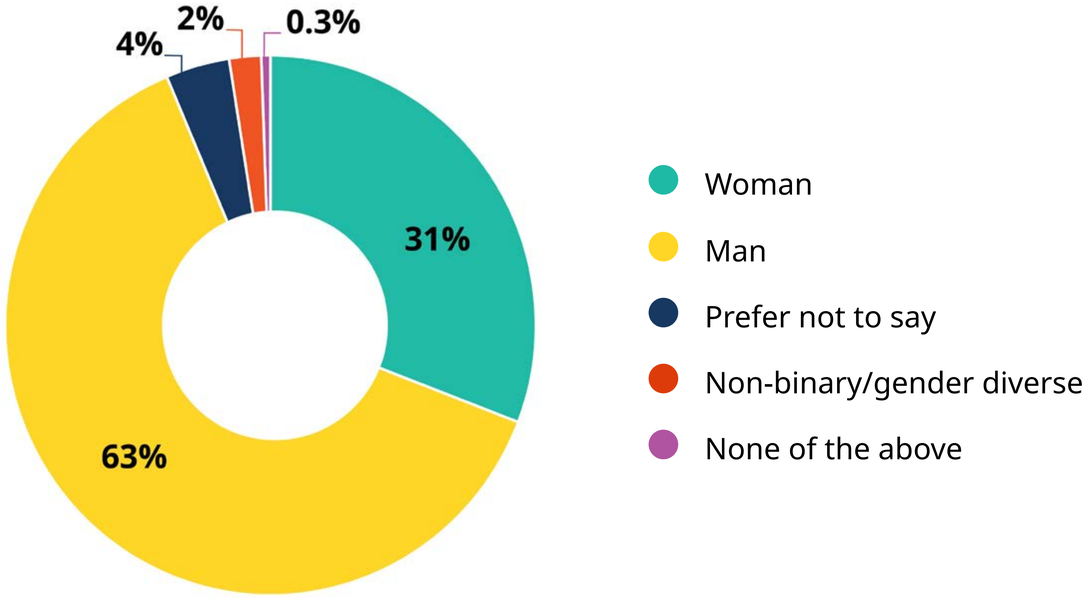
- Own
- Rent
- Live in a co-op
- Live with family
- Prefer not to say
- Other

Q. City of Vancouver residents and visitors come from many different backgrounds. This question helps us understand if we are hearing from the diversity of people that make up Vancouver. (*n = 1,664)*

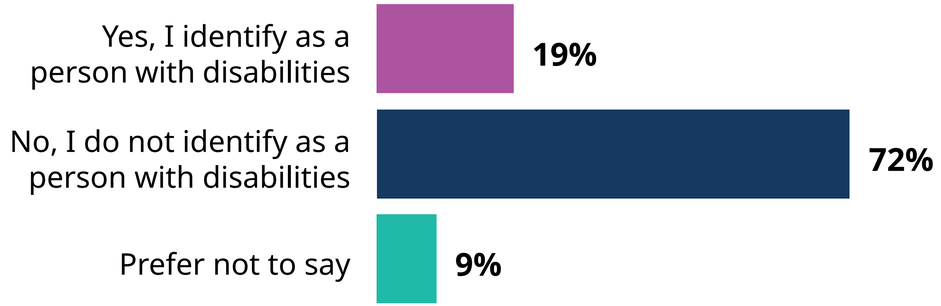


Note: As respondents could select one or all that apply, the figures above include respondents with multi-racial/multi-ethnic backgrounds.

3 Q. How do you describe your gender identity? Select one. (*n = 1,934)*



Q. Do you have a mobility, sensory, learning, physical and/or mental health challenge, condition or disability? (*n = 1,664)*



Note: *A disability is a condition that limits a person's senses or activities. It may be physical and/or mental, visible or invisible.*

3 Survey: Broadway Plan Review

For more information on proposed directions, please refer to the Broadway Plan Review (2024) information boards.

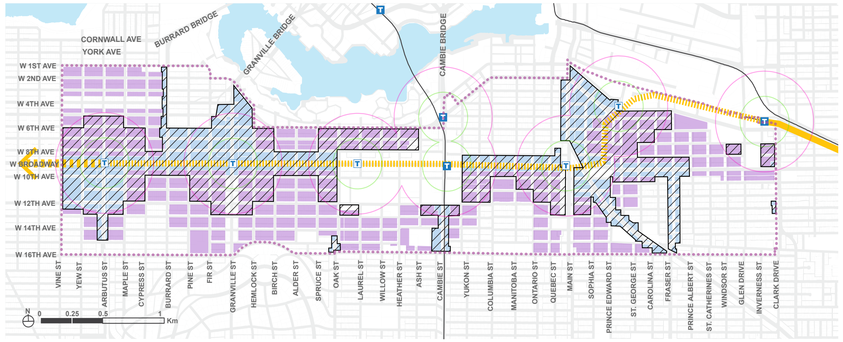
Broadway Plan Implementation

Proposed changes to the Broadway Plan are necessary to align with the Province's TOA legislative requirements. City staff have also identified potential policy improvements based on early learnings from implementation of the Plan.

Tower Limit Policies

In several areas, the Broadway Plan limits the number of towers that can be built on a block or block face. Policies limiting the number of towers per block or block face are intended to help maintain solar access and livability, and to create variation in building heights and types.

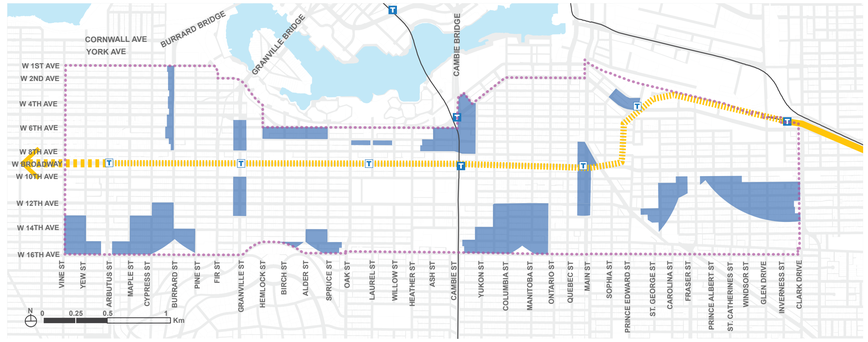
The City is proposing to remove tower limit policies in areas that are closest to transit, shopes, services and amentieis.



Land Use Policies

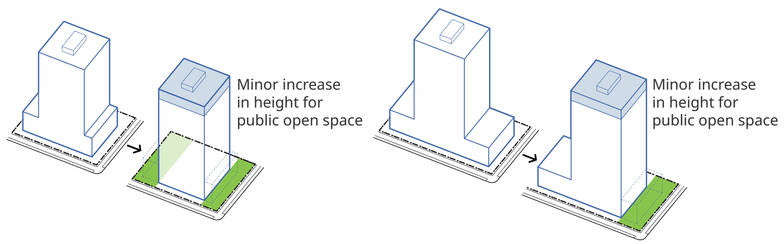
The Broadway Plan provides direction for allowable building uses, heights and densities across the Plan area. Most of the land use policy in the Broadway Plan complies with or exceeds the TOA requirements. However, there are some areas where current policies do not align.

The City is considering amendments to the Broadway Plan's land use policies in some areas.



Building Heights

The Broadway Plan contains policies that specify the maximum building heights for different areas. The Plan provides some flexibility for small increases in building heights for sites that are larger or provide open space.



The City is considering changes to the Broadway Plan policies to specify when modest increases in building height would be considered. The intent of allowing flexibility in building height is to:

- Accommodate a greater range of building forms,
- Enable delivery of public open space on new development sites, and
- Provide design flexibility to allow maximum densities to be achieved on larger sites.

3

Tower Limit Policies

Q. Do you have any comments you would like to provide on the proposed changes?

This section of the survey provided respondents the opportunity to share their thoughts and concerns about and/or support for the proposed changes to tower limit policies, land use policies and building heights. Below is a summary of key themes from this feedback.



Key Feedback Themes

Densification

Concerns About Higher Density

- Concerns about negative impacts of increased density on infrastructure and loss of green space.
- Concerns about the potential for increased congestion and overpopulation if tower limits are removed.
- General opposition to policies aimed at increasing urban density and fear of worsening living conditions.

Support for Higher Density

- Recognition of the need for more housing to meet population growth and future demand.
- General support for increasing urban density to accommodate growth and enhance urban living.

> *Our opposition is based on concern that increased tower heights will destroy the character of individual neighborhoods & the parkades will increase traffic in residential lanes.*

> *There is too much density, and too little consideration for public amenities, especially green spaces and free light cones.*

> *The livability of the well established neighborhoods will be greately impacted.*

Key Feedback Themes Continued

Concerns about Proposed Changes

- Concerns about the financial implications of the new policies including property values and neighborhood appeal.
- Concerns about inadequate infrastructure including roads, public transport and utilities for proposed increase in density.
- Concerns about the potential displacement of current residents due to new developments.
- Doubts about the benefits of the proposed changes to tower limits and density policies.

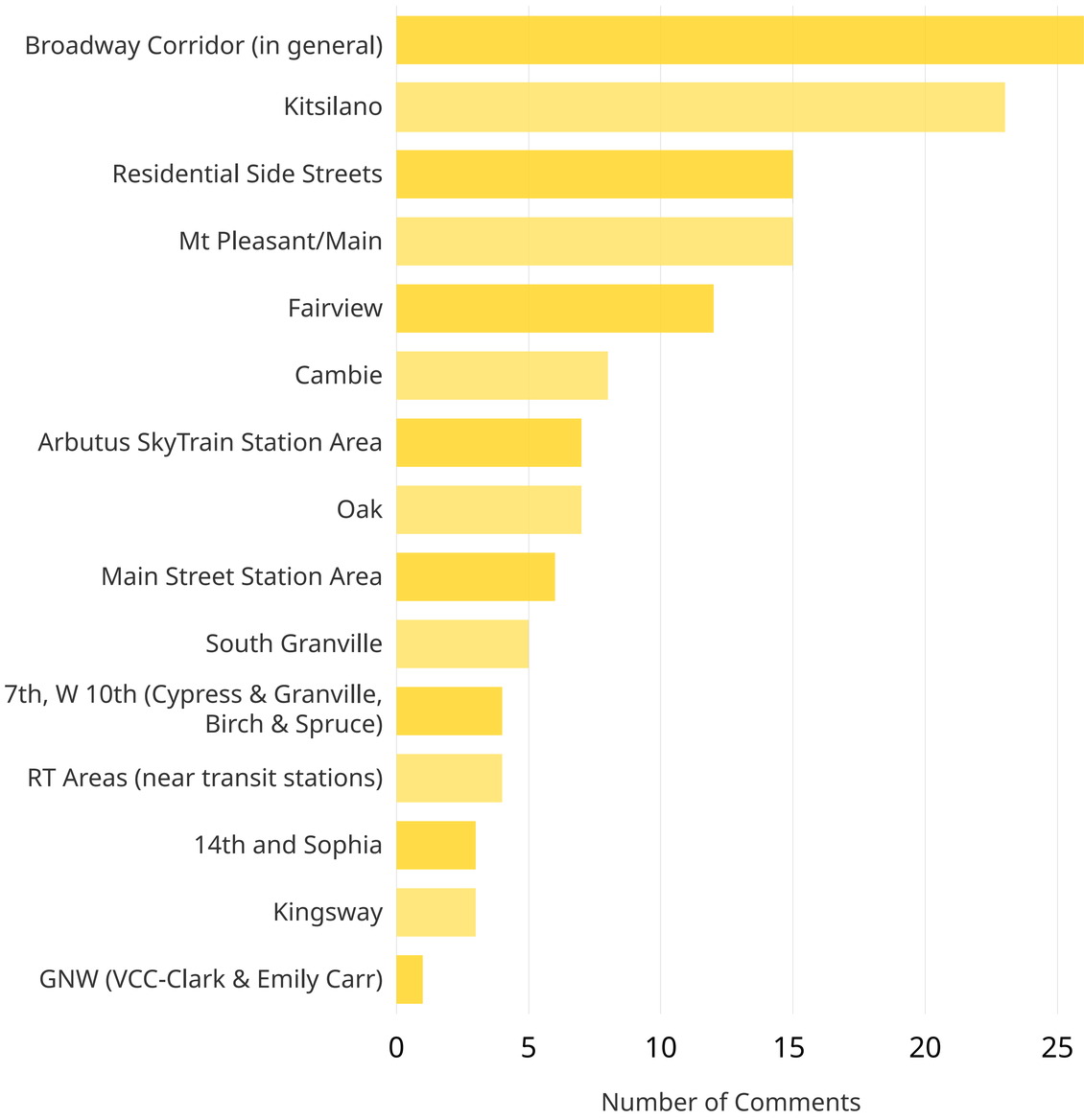
Building Design

- Support for building designs that respect height preferences and include adjacent green spaces to enhance urban living quality.
- Emphasis on making new or renovated towers energy-efficient to reduce environmental impact and promote sustainability.

Infrastructure

- Calls for improved infrastructure such as community centres and public services to accompany new tower developments.
- Support for enhanced bike infrastructure.

Areas of Concern from Comments in Opposition to Removing Tower Limits



3

Land Use Policies

Q. Do you have any comments you would like to provide on the proposed changes?

> *Towers will not improve affordability and too many of them will ruin the character of neighborhoods like Kitsilano.*

> *Vancouver is in a housing crisis. We need more density and housing to solve this problem. This is an excellent step in the right direction and I strongly support.*

> *In the current and forecast need for residential units, it should consider further density increases for land use.*

Key Feedback Themes

Development, Density and Heights

Support for High Density

- For increasing urban density due to its potential to increase housing availability and address housing shortages.
- As a way to optimize land use and improve urban planning efficiency.
- High-density areas create vibrant, diverse communities with ample amenities.
- High-density development drives economic growth and attracts businesses.
- Environmental benefits of high-density living, such as reduced sprawl and better public transportation.

Conditional Support for High Density

- Support if high-density areas provide family-friendly amenities and living conditions.

Opposition to High Density

- Concerns about the negative effects of overcrowding, such as congestion and noise.
- Belief that densification alone will not solve affordability issues and may exacerbate them.

Key Feedback Themes Continued

Housing and Building Heights

- Concerns about the impact of tall buildings on community character, aesthetics, and quality of life.
- Tall buildings enhance the skyline, attract businesses, and maximize limited land resources.
- Support for changes in housing policy, such as zoning reforms, affordable housing initiatives, and regulations to promote housing diversity.
- Location-focused opposition to heights and/or increased density (greatest oppositions to change in Kitsilano and Granville).
- Conditional support for high-rise buildings, contingent on community benefits, design standards, and environmental best practices.
- Support for mixed-use developments that integrate residential, commercial, and recreational spaces. Advocates highlight the convenience and sustainability of mixed-use areas, which encourage social interaction and reduce the need for long commutes.

Community, Economic and Social Impacts

- Family-friendly and diverse housing.
- Preserve and promote community identity and cultural heritage.
- Ensure development encourages social equity, community cohesion, and access to public services.
- Importance of creating jobs, attracting businesses, and ensuring economic benefits are accessible to all community members.
- Support for economic policies that drive growth, investment, and job creation.

> *There is a worrying lack of supporting infrastructure to accommodate an increased number of residents such as schools, community centers and public use spaces.*

> *Support building more high-rise buildings to create a more vibrant city center.*

Key Feedback Themes Continued

Community, Economic and Social Impacts Continued

- Support for policies that preserve and enhance community identity, cultural heritage, and social cohesion.
- Distrust and skepticism towards development processes and decision-makers.
- Protect Creative Districts.

Environmental and Aesthetic Concerns

- Importance of incorporating green spaces.
- Importance of cultural and historic preservation, visual harmony, and the integration of natural beauty into urban design.
- Support for policies that promote sustainability, environmental conservation, and eco-friendly development practices.
- Importance of sustainable and environmentally friendly urban development.
- Concerns about the environmental impacts of urban development, including pollution, habitat loss, and climate change.

Infrastructure and Transportation

- Concerns that existing infrastructure cannot support increased density (including utilities, public services, recreation facilities, parks, schools).
- Like initiatives to prioritize walkability, accessibility, and pedestrian-friendly environments.
- Concerns about traffic congestion.
- Support for transportation-related policy changes that enhance connectivity, reduce congestion, and promote public transit.
- Support for policies that enhance infrastructure development and maintenance.
- Importance of transportation systems and connectivity.
- Support for developments that are centred around public transportation hubs.

> *I'm all for densification at transit points, but I'm concerned that this might be far above the scale I thought it would be.*

3

Building Heights

Q. Do you have any comments you would like to provide on the proposed changes?

Key Feedback Themes

Building Heights

Opposed to Taller Buildings

- Opposition to increases in building heights, with concerns about neighborhood character, shadowing, and environmental impact.
- Concerns that tall buildings will block scenic mountain views.

In Support of Taller Buildings

- Support for taller buildings, to maximize housing capacity and accommodate population growth.
- Support for taller buildings if they include green spaces, setbacks, and other features that mitigate the impact of increased height.
- Support for taller buildings if they are of high quality, and incorporate innovative architectural features that improve aesthetics and functionality.
- Height limits if there is corresponding infrastructure to support increased density, such as transportation and public services.

> *Towers must be allowed by right in all areas of the city, with no limitations, to help alleviate the housing catastrophe.*

> *Land is so valuable and the higher we can go helps to maximize the space we have access to.*

> *Going much higher is acceptable to me if more public space, especially green space, is provided.*

> *My concern about building heights are mostly related to the increase of people and lack of infrastructure that accompanies them.*

Key Feedback Themes Continued

Location-Specific Comments

- Support for taller buildings near transit hubs to maximize the benefits of public transportation and reduce car dependency.
- Support for mid-rise buildings on Broadway instead of tall towers, to maintain a balance between development and neighborhood feel.
- Support for high buildings along major arterial roads while keeping side streets to low and mid-rise buildings.

Uniformity in Height

- Preference for varied building heights depending on the specific location and context within the city.
- Preference for maintaining building heights that are consistent with the existing neighborhood character.
- Preference for a uniform approach to building heights to maintain a consistent skyline and urban aesthetic.

Density and Distribution

- Support for increased density to accommodate more residents and improve urban vibrancy.
- Opposition to increasing density, with concerns about impact on infrastructure, livability, and neighbourhood character.

Zoning and Policy

- Responses advocating for flexible zoning policies that do not impose strict limits on height or density, to allow for more dynamic and adaptable urban development.

> *Encourage stepped facades for taller buildings to maintain friendly neighborhood character.*

> *Building heights in residential areas should generally be in the four story range and not exceed 8 stories.*

> *View cones are important and need to be maintained.*

Key Feedback Themes Continued

Zoning and Policy Continued

- Requests for clearer guidelines on height policies, including exceptions and what constitutes a “small increase” in height.

Housing

- Ensure new developments include rental units and affordable housing to address the needs of lower-income residents.
- Desire for developments to prioritize family units to ensure suitable housing for families in the city.

> *I support increases in building height to accommodate public open space.*

> *While towers may have their place I fell their height should be limited so as not to negatively impact the character of the area.*



3 What We Heard

Stakeholder Meetings

City staff met with local groups and organizations including business improvement associations (BIAs) in the Broadway Plan area that represent specific interests such as small business and under-represented and equity-seeking communities.



Organizations City staff met with:

Jun 18, 2024
Meeting with Climate Emergency Amplifier Group

Jun 19, 2024
Meeting with Vancouver City Planning Commission

Jul 4, 2024
Meeting with Persons with Disabilities Advisory Committee

Jul 10, 2024
Meeting with South Granville BIA

Jul 16, 2024
Meeting with Mount Pleasant BIA

Attendees had the opportunity to ask staff questions about the Broadway Plan Review (2024) and proposed policy amendments, and discuss opportunities and concerns. A summary of what we heard during these meetings is summarized below:

Protection of Village Areas

- Support for more density and housing, but concerns around the impacts on character and the existing “smaller-scale artsy feeling.”
- Desire for policies that encourage more space for privately-owned public spaces (POPS), placemaking collaborations and art installations.



- Emphasis on the importance of the City ensuring development is considerate of local contexts.
- Discussion about strategies that will continue to incentivize development off commercial high streets.

Displacement of Small Businesses

- Concerns about TOA legislation deferring small businesses from being able to move to village areas.
- Support for continued implementation of built form, and heritage retention policies and regulations to avoid negative impacts of large-scale development (i.e., small storefronts to prevent replacement of small businesses with chains).

Land Use Regulation

- Support for the City's continued regulation of uses and sizes of storefronts.
- Discussion about jurisdiction for legislative decisions and the City's zoning authorities and limitations.

Impact of View Cone Policy Changes

- Emphasis on the importance of maintaining the Plan's intent while the City implements Provincial legislative requirements and changes to protected public views.
- Concerns about the impacts of increased height and density in some areas as a result of these requirements and view cone policy amendments.







4 What's Next?

Stay involved and up to date with the project by visiting the Broadway website: https://www.shapeyourcity.ca/broadway-plan or email broadwayplan@vancouver.ca





5 Appendix

Engagement Events and Activities

Engagement Events and Activities	Date(s)	Number of Participants
Survey	June 13 - July 14, 2024	1,934
Broadway Plan Open House - Fairview	June 15, 2024	55
Broadway Plan Open House – Mt. Pleasant	June 17, 2024	200
Climate Emergency Amplifier Group	June 18, 2024	10
Vancouver Planning Commission (VCPC)	June 19, 2024	9
Pop up: South Granville Neighbourhood Plaza (W 13th Ave. and Granville St.)	June 22, 2024	70
Broadway Plan Open House - Kitsilano	June 26, 2024	351
Persons with Disabilities Advisory Subcommittee (PDAC)	July 4, 2024	9
Pop up: Mt. Pleasant Neighbourhood Plaza (W 14th Ave. and Main St.)	July 6, 2024	35
South Granville BIA	July 10, 2024	1
Mount Pleasant BIA	July 16, 2024	1
		2,675



BROADWAY PLAN

APPENDIX E

City Hall Campus

Engagement Summary | September 2024

CITY OF VANCOUVER

Acknowledgement

The City Hall Campus planning process (also known as ‘Civic District’) aims to recognize the living culture and history of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) peoples.

The City of Vancouver is on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) Nations. The Nations have a spiritual, cultural, and economic connection to the land since time immemorial. The term unceded acknowledges the dispossession of the land and the inherent rights that the Nations hold to the territory. The term serves as a reminder that xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) peoples have never left their territories and will always retain their jurisdiction and relationships with the territory.

City of Vancouver

Vancouver City Council endorsed the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) in 2013 and has designated Vancouver as a City of Reconciliation. To achieve its goals, the City established the Reconciliation Framework in 2014, which was reaffirmed by the City in 2022. In October 2022, Vancouver City Council adopted the UNDRIP Strategy for Vancouver. In June 2024, the UNDRIP Action Plan was approved by the Councils of all partners. All City activities including the City Hall Campus planning process will align with, and advance, the UNDRIP Strategy’s calls-to-action.

Learn More

There are a number of resources available to learn more about the historical and current relationship the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations have with the land now known as the City of Vancouver. Their websites contain information about their histories, cultures, governance, and ways of affirming their continuity on these lands:

xʷməθkʷəy̓əm (Musqueam Indian Band):
www.musqueam.bc.ca

Sḵwx̱wú7mesh (Squamish Nation):
www.squamish.net

səlilwətaɬ (Tsleil-Waututh Nation):
www.twnation.ca

Please visit the City of Vancouver website to learn more about the designation as a City of Reconciliation, the City of Vancouver’s United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) Strategy, and the City of Vancouver’s First Peoples: A Guide for Newcomers.

Read the City of Reconciliation webpage here

Read the City of Vancouver’s UNDRIP Strategy here

Read First Peoples: A Guide for Newcomers here



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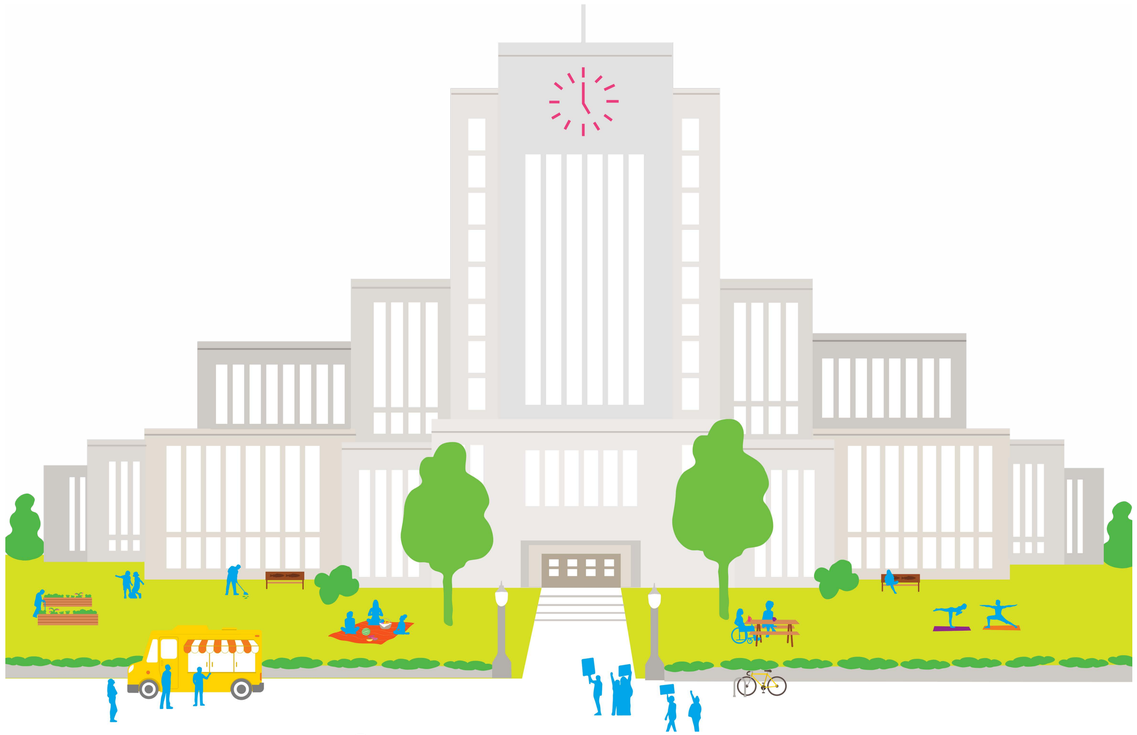
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Executive Summary

From June to July 2024, City staff launched a community and stakeholder engagement process to seek input on proposed draft Guiding Principles and the preferred concept for City Hall Campus (also known as 'Civic District'). Over the course of the engagement period, 2500+ people who live, work, visit or play in the Broadway Plan area were engaged in the process. This includes 1600+ survey responses, 700+ open house attendees, 100+ pop-up visitors, eight stakeholder meetings, and 80+ youth engaged through experiential learning activities.

This engagement summary provides an overview of the engagement opportunities and what we heard. Feedback collected during this phase of engagement will be used to inform additional policies for City Hall Campus that will be included as part of the Broadway Plan amendments to be considered by Council in November 2024. Policies will include: land use, density, building types and heights, transportation, open space, amenities, phasing of development and other site specific considerations.

Key Themes from Engagement

1) Enhancing Accessibility and Active Transportation:

- Support for enhanced walkability and vehicle-light streets, particularly West 10th Avenue.
- Concerns about potential restrictions on vehicle access, parking spaces, public transit capacity, and traffic flow.
- Support for dedicated bike lanes to enhance the safety of both cyclists and pedestrians.

2) Environmental Sustainability and Resilience:

- Strong support for the preservation of green spaces, existing trees, community garden, and enhancing the green infrastructure of the City Hall Campus.
- Emphasis on the need for sustainable practices that incorporate environmental considerations and encourage biodiversity and natural integration in urban spaces, as well as protection from weather elements.

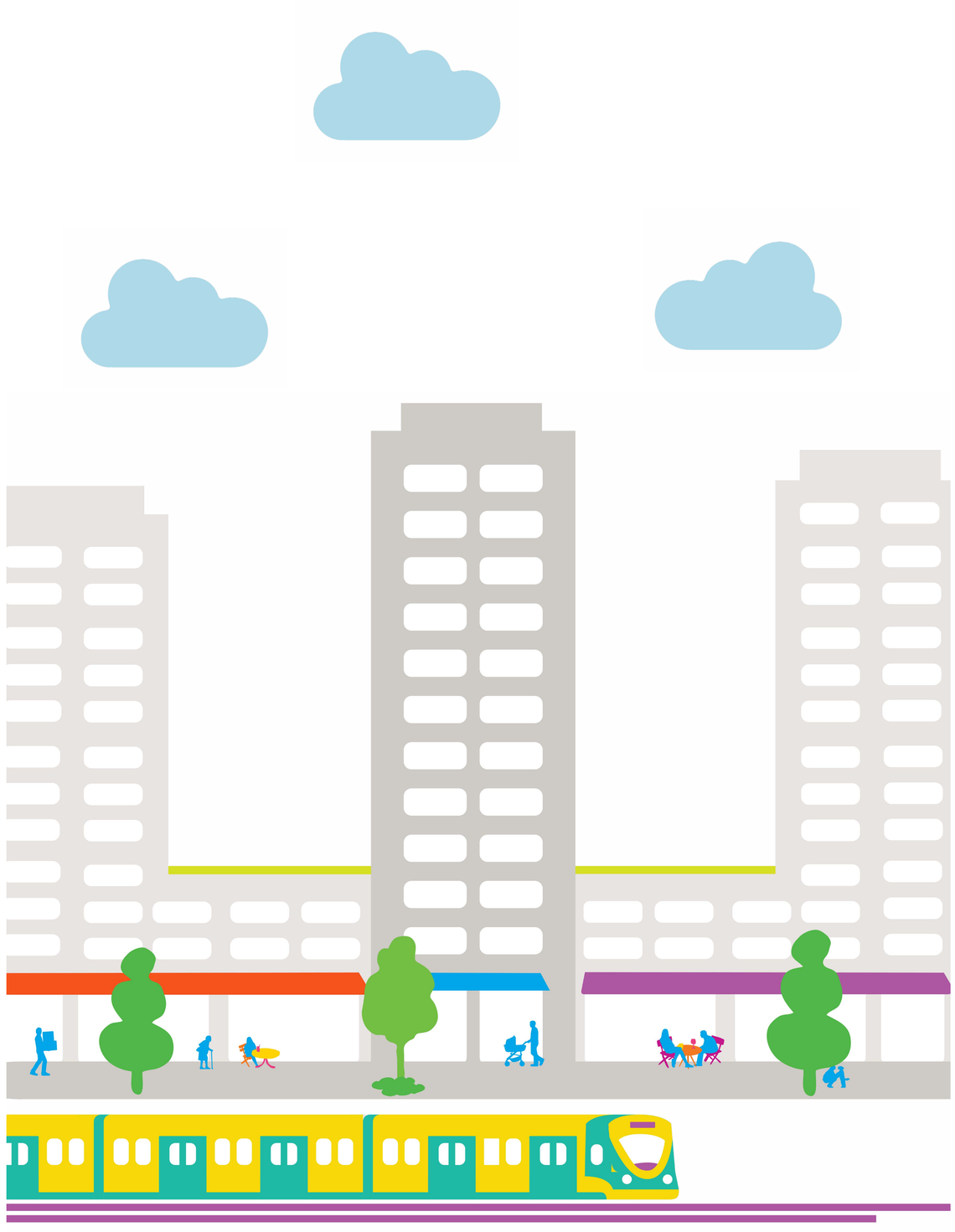
Key Themes from Engagement (Continued)

3) Creating Versatile, Accessible and Social Public Spaces:

- Emphasis on the importance of spaces that serve as social hubs or gathering spaces to foster community interaction.
- Support for flexible, multi-use spaces that can accommodate a variety of activities and events, combining retail, services, and transit access.
- Support for attractive public areas with public amenities and infrastructure that integrates with existing transport and pedestrian pathways.

4) Enhancing Natural and Cultural Integration:

- Design excellence that is visually appealing and creative, green and accessible, integrating seamlessly with existing surroundings.
- Support for integrating and showcasing elements of BC's and Vancouver's natural beauty and diverse cultural history.
- Integrate sustainability and environmental considerations into policy and governance practice.
- Support for maintaining Heritage City Hall building and the various heritage features on campus.
- Support for respecting protected views.



1 Introduction

About the Broadway Plan

In June 2022, Vancouver City Council approved the Broadway Plan, a 30-year plan to guide growth and change for the area along Broadway, generally located east to west from Clark Drive to Vine Street, and north to south from 1st Avenue to 16th Avenue. Work is now underway in the Broadway Plan area to add new housing, job space and amenities that integrate with the Broadway Subway and meet our city's needs.

What is 'Civic District'?

'Civic District' (also known as City Hall Campus) is a 3.5 hectare (8.6 acre) site located within the Broadway Plan area near Cambie Street and Broadway, at the intersection of the Canada Line and the new Broadway Subway. The site is bounded by Broadway to the north, West 12th Avenue to the south, Cambie Street to the west and Yukon Street to the east. The site today has Vancouver City Hall, including Council Chambers, various civic government departments and offices, Helena Gutteridge Plaza and other open spaces, surface parking, and Broadway-City Hall Station (northwest corner of the site).



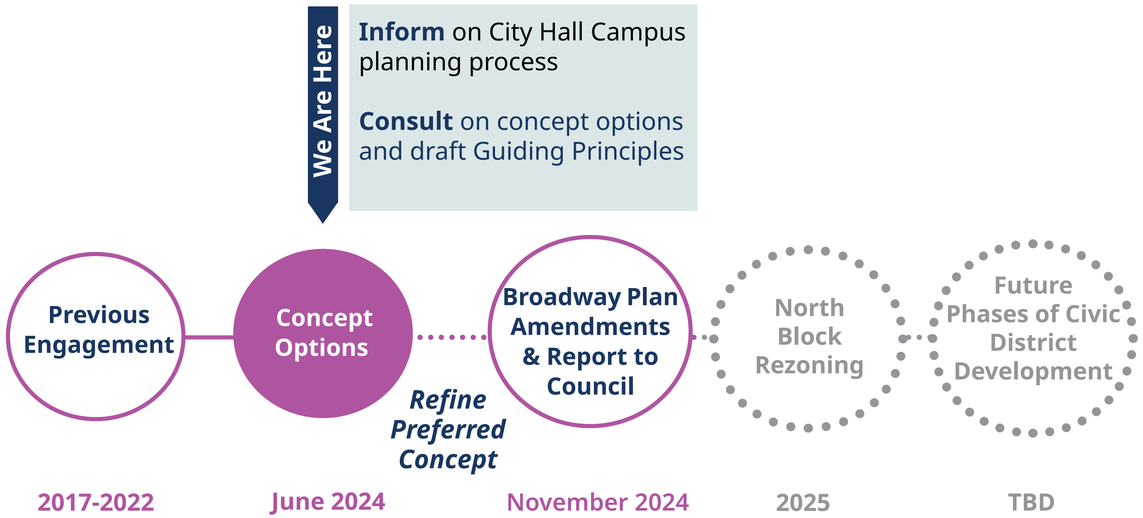
1 Introduction

About this Report

Why is the City doing a planning process for its properties around City Hall?

City Hall Campus provides a significant opportunity to deliver on multiple Broadway Plan objectives including job space, community-serving facilities and institutions, public amenities, and new shops and services – contributing towards more complete neighbourhoods. Furthermore, a long-term plan for City Hall Campus is important for achieving the following objectives:

- **Optimizing City assets** by reducing leased space and consolidating City staff offices from various locations into a central campus.
- **Having a plan for City properties located at the future intersection of two SkyTrain lines**, which will include City Hall facilities, community uses, commercial spaces, and opportunities to co-locate other public and government services.
- **Improving safety for the public and City staff** through addressing seismic safety of the heritage City Hall building.
- **Providing enhanced civic services and improved community amenities** which are welcoming and inclusive, as well as create spaces for public leisure and activities.



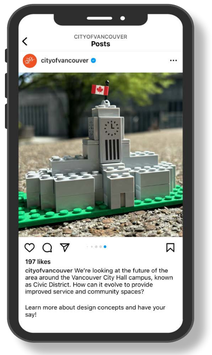
This report presents summarized information and key findings related to all City Hall Campus engagement initiatives undertaken, including a detailed breakdown of engagement events and activities, as well as responses to the survey. This report also includes information on the process to date, engagement numbers, and who we heard from. Accessible engagement approaches included translating a project summary and the survey into Traditional and Simplified Chinese, and coordinating with the City's call-in service (3-1-1) as an alternative method for the public to complete the online survey.

Feedback will be used to refine the Guiding Principles, a preferred site concept, and draft policy guiding future development on the site. This work will be included with the Broadway Plan amendments presented to Council for consideration in November (2024).

2 Engagement Process

Notification and Results

Notification



Social Media

Organic	*Paid*
66,000+ impressions	**144,000+** views

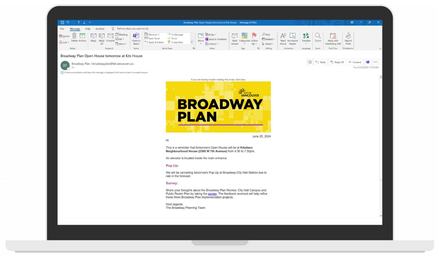


2
site signs around City Hall



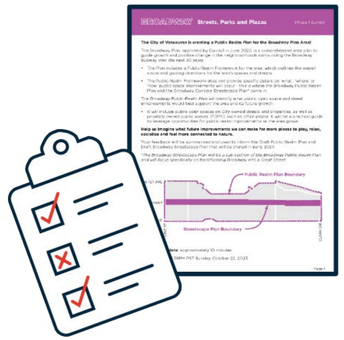
Printed Project Summaries

4 community centres	**15** public library branches

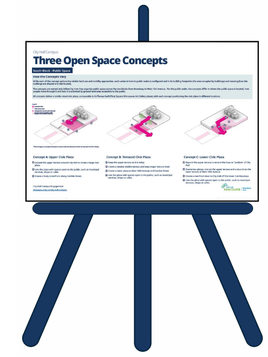


10 broadcast emails	**1700+** email subscribers at time of launch

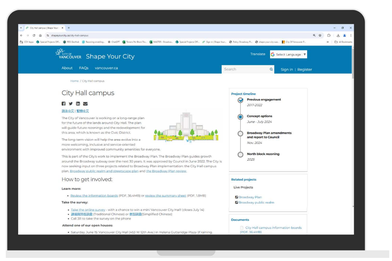
Engagement Results



1600+
survey responses



100+
pop-up visitors



3,500+
website visitors

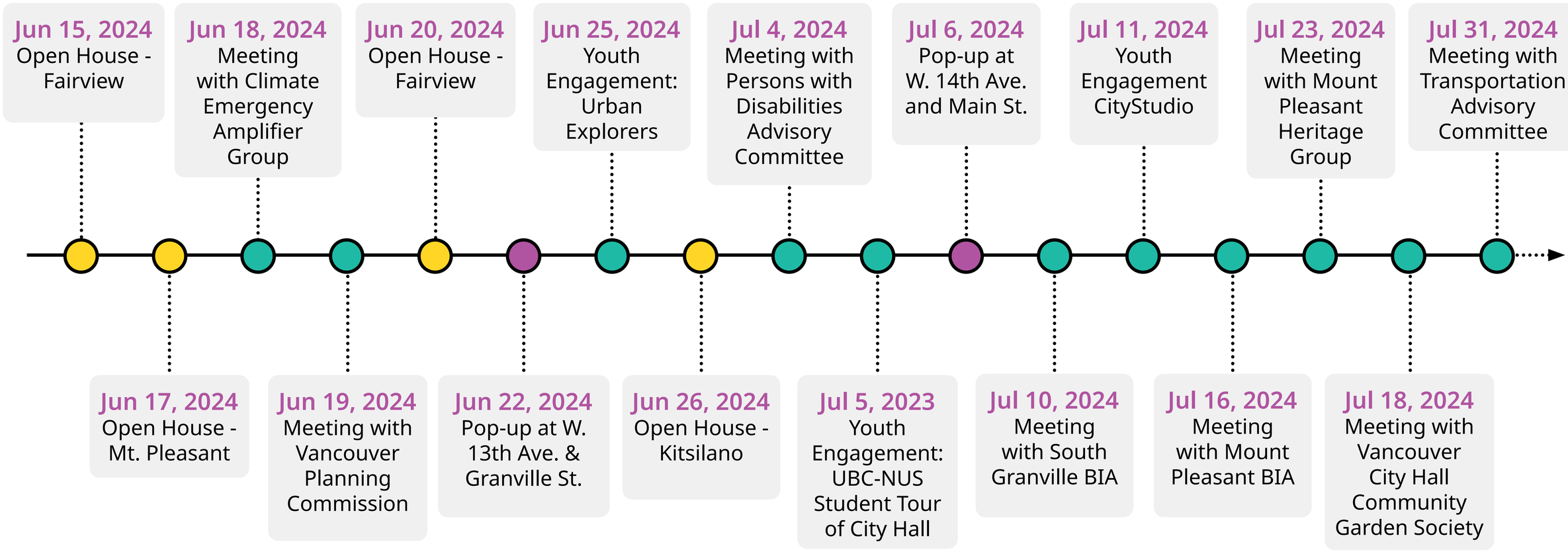


8
stakeholder meetings

2 Engagement Process

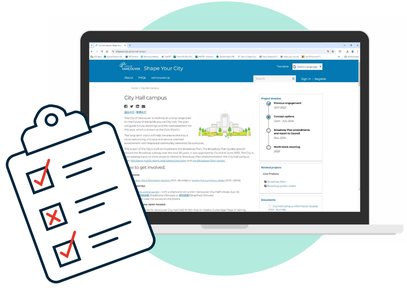
Timeline

This report is the result of an engagement plan that involved both in-person and virtual opportunities to learn and provide feedback about concept options and draft Guiding Principles for City Hall Campus. The engagement touchpoints involved people who live, work, play, shop, visit and learn in the neighbourhoods in the Broadway Plan area and throughout the rest of Vancouver.



3 What We Heard

Survey



The survey was open between June 13 and July 14, 2024.

The survey provided the opportunity to learn and provide feedback on the draft Guiding Principles and the three concept options for the site. Feedback from this survey will help inform City staff recommendations to Council in November 2024 regarding draft Guiding Principles, draft policy to guide future re-development of the site, and a preferred site concept option.

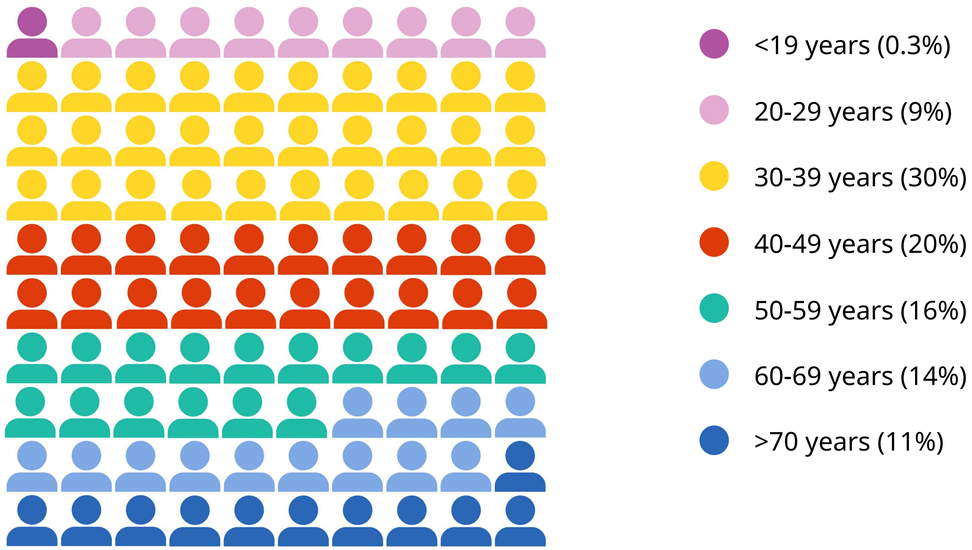
Who We Heard From

Vancouver residents and visitors come from many different backgrounds. We asked all respondents to complete demographic questions at the end of the survey. This demographic data was collected to better understand who we heard from.

Q. What is your connection to the Broadway Plan area? Select all that apply. *n = 1415*

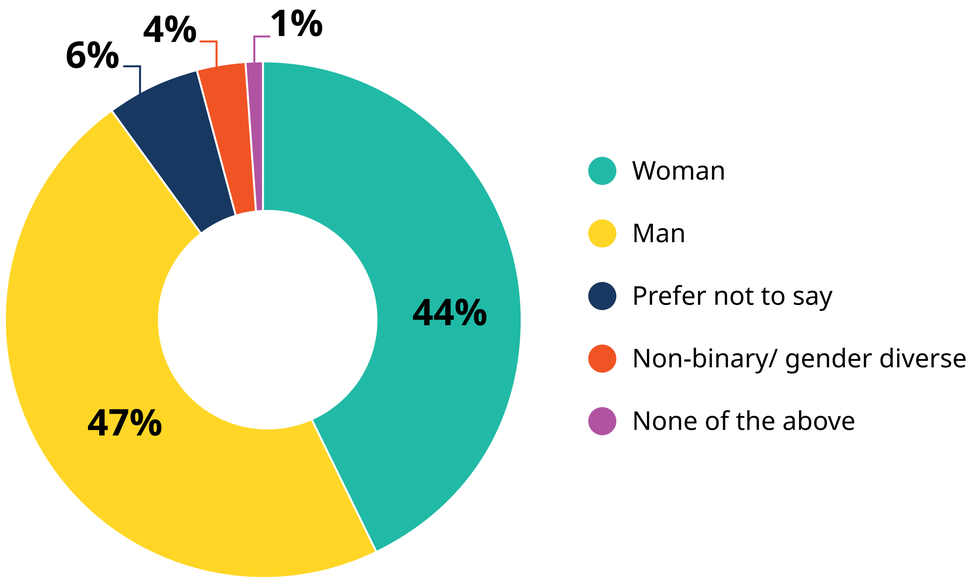


3 Q. Which age group do you belong to? Select one. *n = 1547*

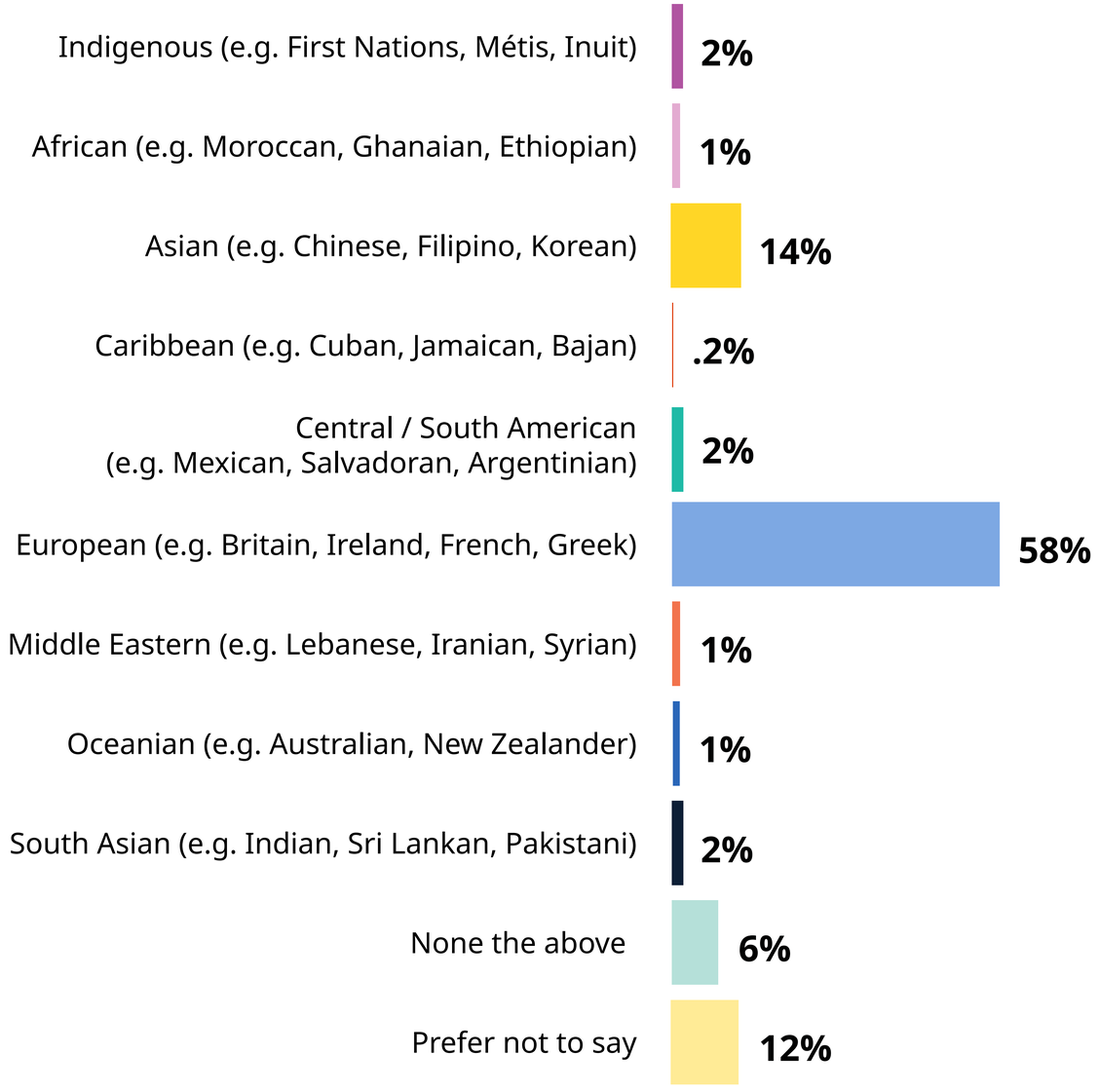


Q. How do you describe your gender identity? Select one.

n = 1,604

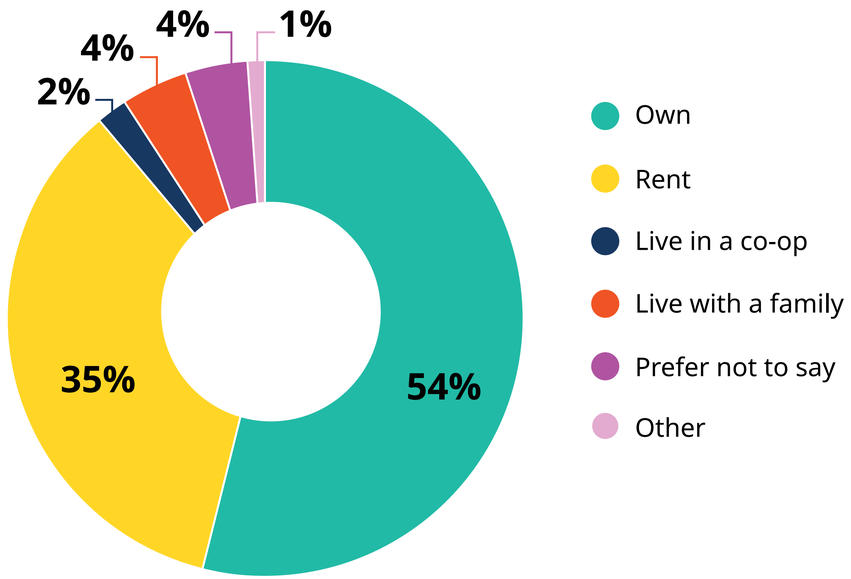


Q. What do you consider your main ethnic origin or that of your ancestors? Select all that apply. *n = 1415*

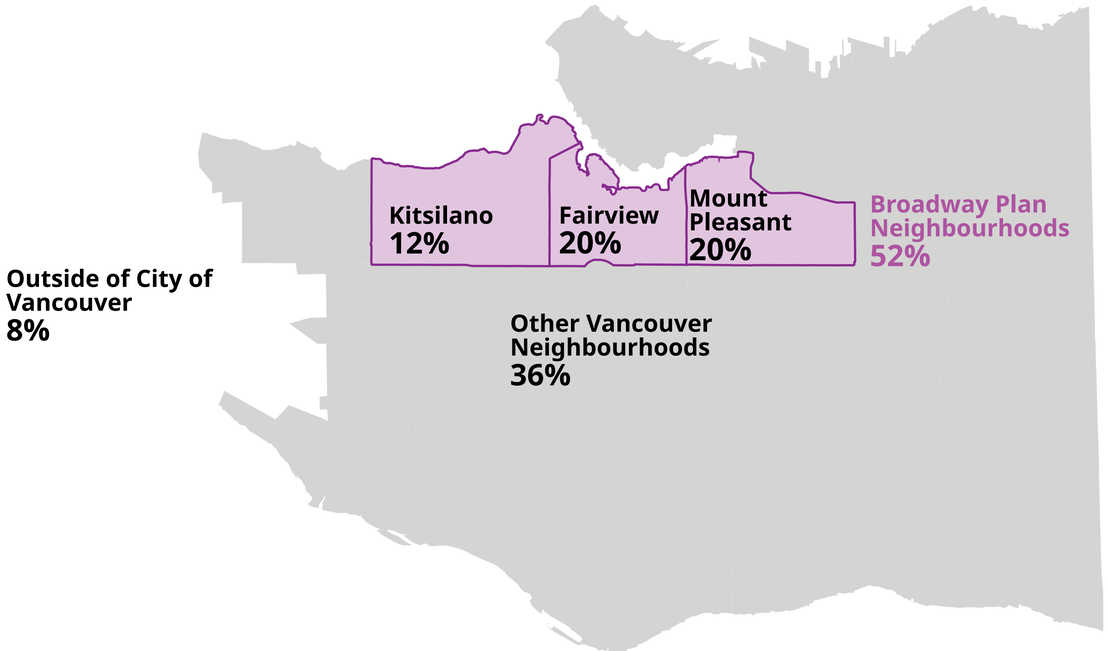


Note: *As respondents could select one or all that apply, the figures above include respondents with multi-racial/multi-ethnic backgrounds.*

3 Q. How would you describe your housing situation? Select one. *n = 1,415*

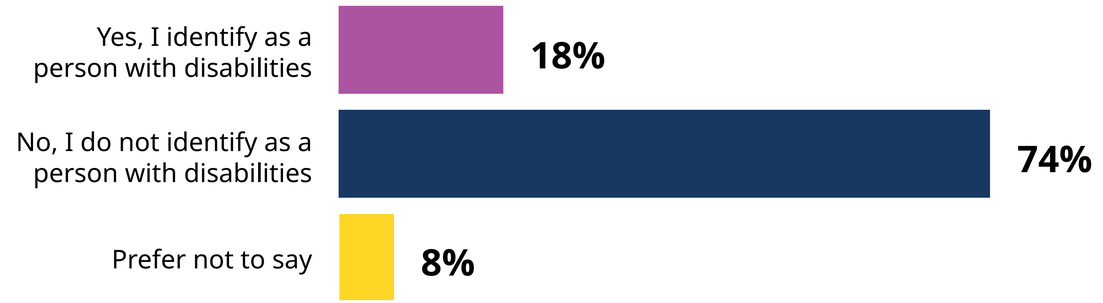


Q. Where do you live? Select one. *n = 1,404*



*Note: **4% of survey respondents preferred not to say where they live.*

Q. Do you have a mobility, sensory, learning, physical and/or mental health challenge, condition or disability? *n = 1415*



Note: A disability is a condition that limits a person's senses or activities. It may be physical and/or mental, visible or invisible.

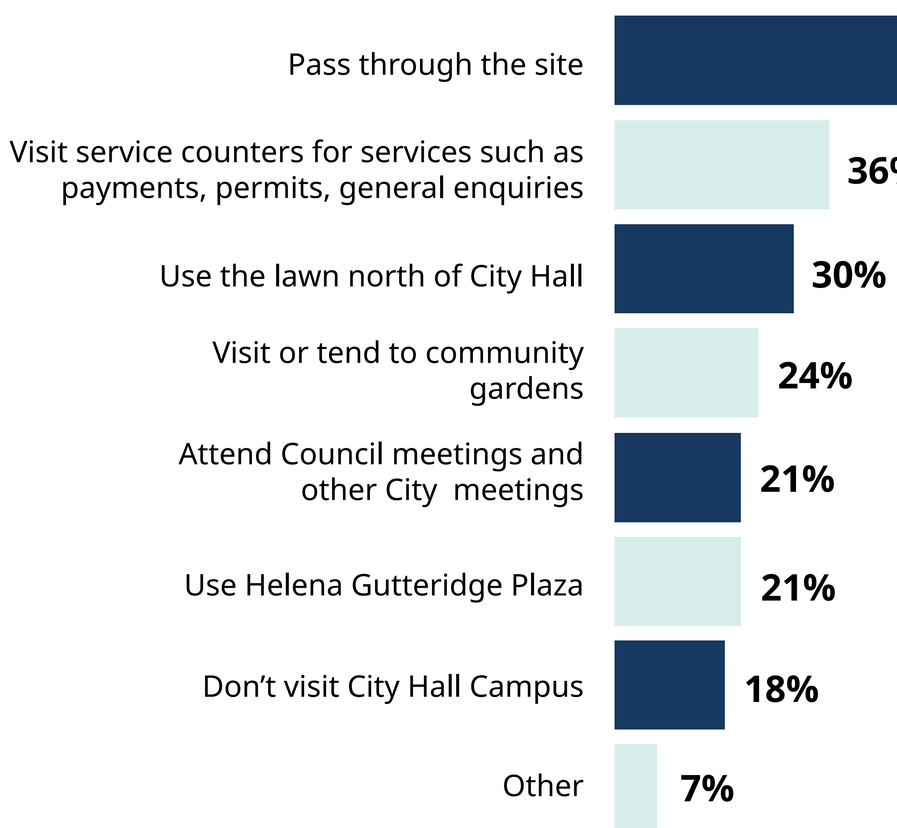
Q. Thinking about your experience, what would help make the Broadway Plan area more accessible for you? *n = 199*



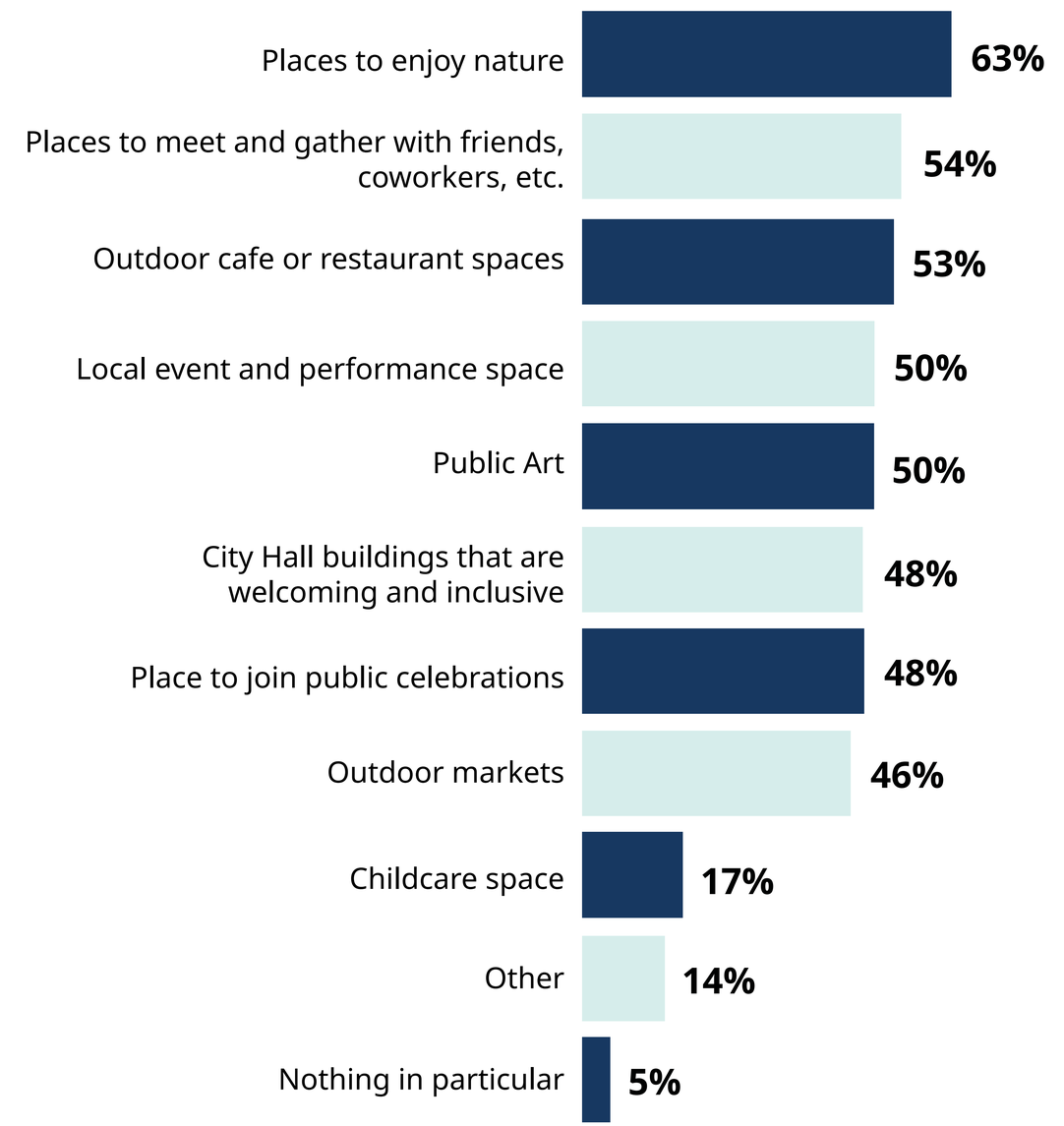
3 Survey

Current and Future Use of City Hall Campus

Q. Today, when you come to City Hall (i.e. main City Hall building and any other City buildings in the area), what are the types of services and amenities that you use? Select all that apply. *n = 1593*



Q. When you come to City Hall in the future, what are the types of service and spaces you would like to have available? Select all that apply. *n = 1,591*



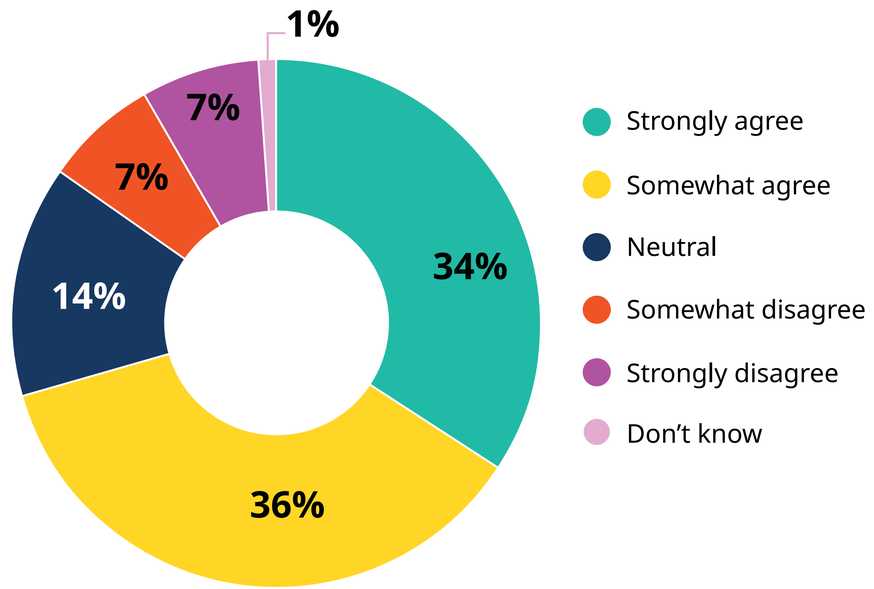
3 Survey

Draft Guiding Principles

The Guiding Principles will help shape the long-term plan for Civic District, ensuring key policy, operational and community needs are incorporated throughout the process as well as in the final plan. As part of this phase of public engagement, the City sought input on 10 Draft Guiding Principles for City Hall Campus which are based on citywide objectives and previous community engagement on Broadway Plan. The draft Guiding Principles shared for public review and feedback are below. For the full description of each Guiding Principle, please review the information boards:

1. Continue to honour our commitment to reconciliation with xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) Nations.
2. Recognize and enhance civic identity.
3. Support transparency of government.
4. Optimize City Lands and strengthen Uptown.
5. Demonstrate leadership in design excellence.
6. Mobility for all ages and abilities.
7. Enhance public spaces and placemaking.
8. Enhance civic and community services and amenities.
9. Demonstrate leadership in sustainability.
10. Ensure resilience.

Q. Do you agree or disagree with the draft Guiding Principles? Select one. *n = 1,590*



Key Takeaway

Overall, 70% of survey respondents indicated that they “strongly agree” or “somewhat agree” with the draft Guiding Principles, while 14% of respondents “somewhat disagree” or “strongly disagree” with the Guiding Principles.

3 Q. Are there any principles you would change? Are there any principles that are missing? *n = 615*

Key Feedback Themes

Nature and Green Space

- Top priority is the preservation of green spaces and trees for public health, leisure and environmental sustainability, and to enhance the green infrastructure of the City Hall Campus.
- Desire to integrate and showcase elements of BC's and Vancouver's natural beauty, identity, and diverse cultural history.
- Ensure that development within the City Hall Campus respects and maintains protected public views.

Transparency

- Importance of public participation, accessibility and inclusivity in governance processes, ensuring the views of diverse cultural and socioeconomic groups are considered.
- Support for transparency, accountability, and clearer communication in governance practices, with a focus on providing accessible information to the public.
- Ensure City Hall retains its essential administrative and formal functions.

Built Form and Land Use

- Concerns about the impact of proposed building heights and development on aesthetics, character, and shadowing, as well as loss of green space.
- Importance of maintaining historical buildings, structures, and features.
- Priority is the need for affordable housing.

Sample Quotes

> *Preserving the existing green space should be a higher priority.*

> *Encouraging political participation in municipal and regional governance.*

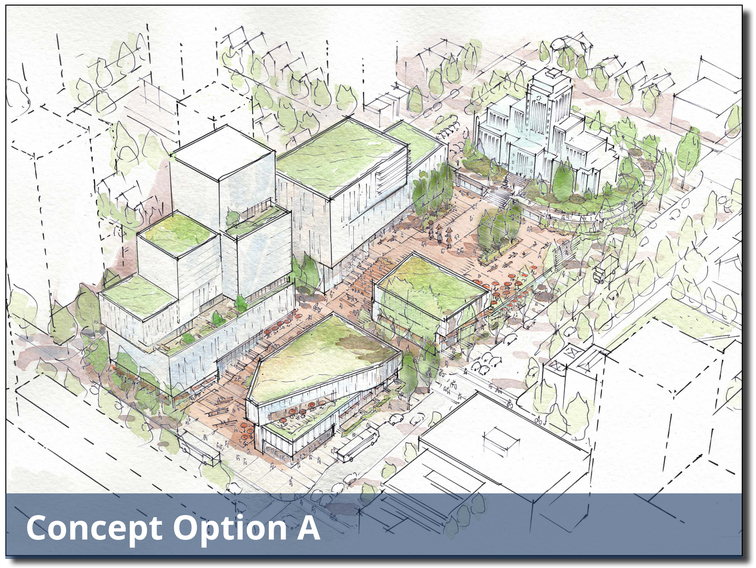
> *Maintaining view corridors (including from downtown to City Hall) and having attractive architecture that will endure.*

> *Mobility and accessibility for people of all income levels is missing. This is an important aspect of equity as per the city's equity framework.*

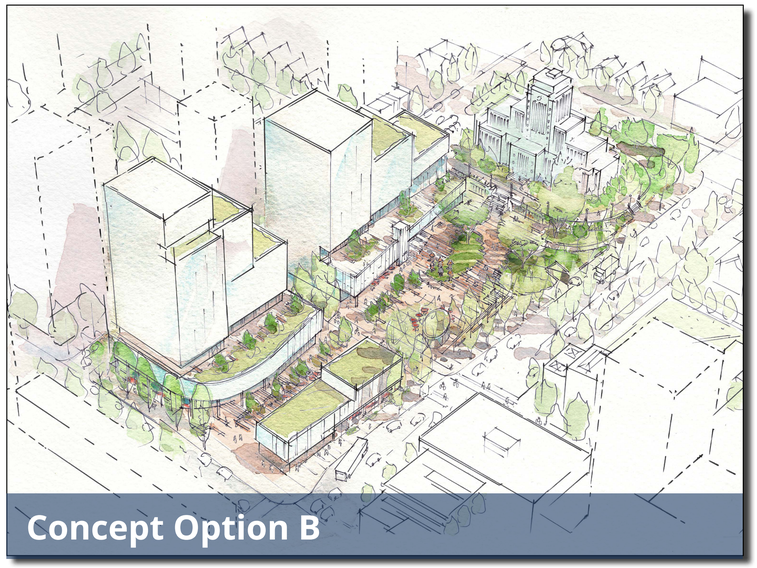
3 Survey

Site Organization Concepts

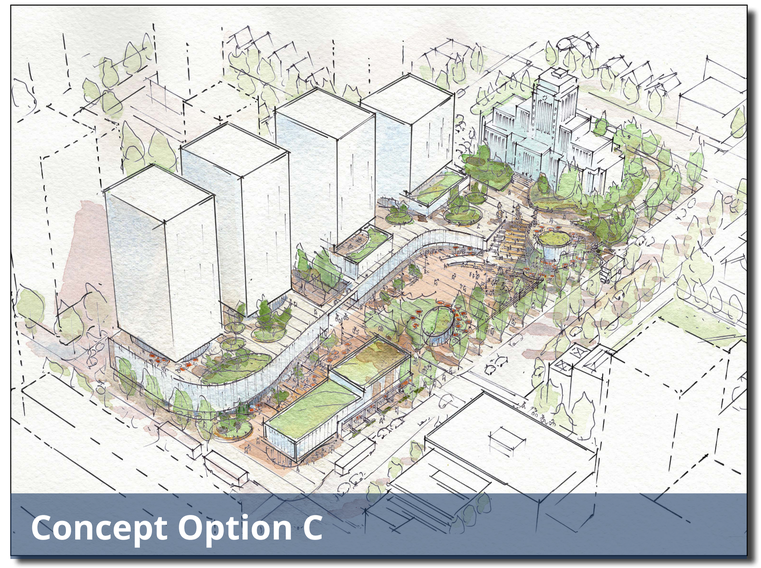
A site organization concept serves the purpose of creating a unified vision for an entire site, including the placement of buildings, open space, infrastructure and amenities. In early 2024, three site organization concepts were created that were shaped by the draft Guiding Principles, ongoing technical work and Broadway Plan policy. While each of the 'concept options' have similar approaches to land use and mobility, they differ in their approaches to open space and built form.



Concept Option A



Concept Option B



Concept Option C

Differing approaches to open space across concepts

Concepts differ in where the public space is located, how people move through it and how it is activated by ground level uses accessible to the public.

Differing approaches to built form across concepts

Concepts differ in approach to building massing on both the north and south block, as well as influenced by different considerations, such as: the slope of the site, view cones (protected public views in planning policy), desire for a large-scale civic space, open space network, neighborhood connections to the Broadway-City Hall SkyTrain station, and required program areas for the future City Hall.

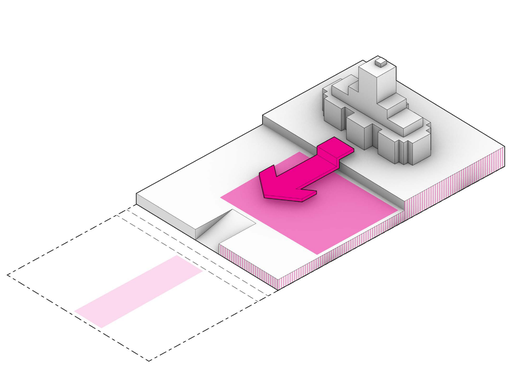
3 Survey

What we heard regarding approach to open space

Survey respondents were presented with three concept options for open space and asked to select their preferred concept. All concepts propose a similar-sized civic plaza, comparable to šxʷƛ̓ənəq Xwtl'e7énk̲ Square (Vancouver Art Gallery plaza), lined with spaces open to the public (e.g. municipal services, shops or cafes).

Q. Which of the three approaches to public open space do you prefer? Select one. *n = 1572*

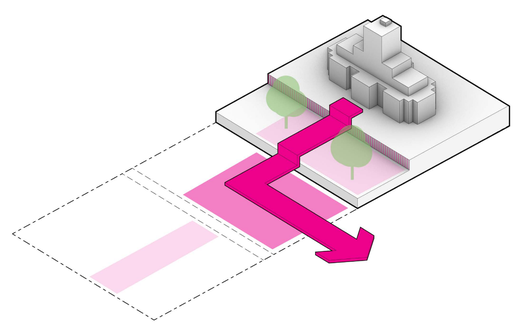
17% preferred Option A: Upper civic Plaza



Key features:

- Expand the upper terrace around City Hall to create a large civic plaza
- Create a lively streetfront along Cambie Street

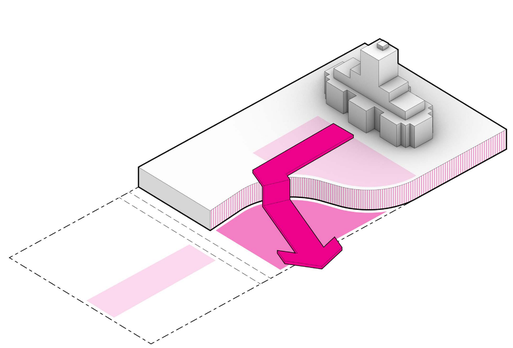
45% preferred Option B: Terraced civic plaza



Key features:

- Keep the upper terrace as it is today
- Create a smaller middle terrace and keep major mature trees
- Create a lower plaza at West 10th Avenue and Cambie Street

14% preferred Option C: Lower civic plaza



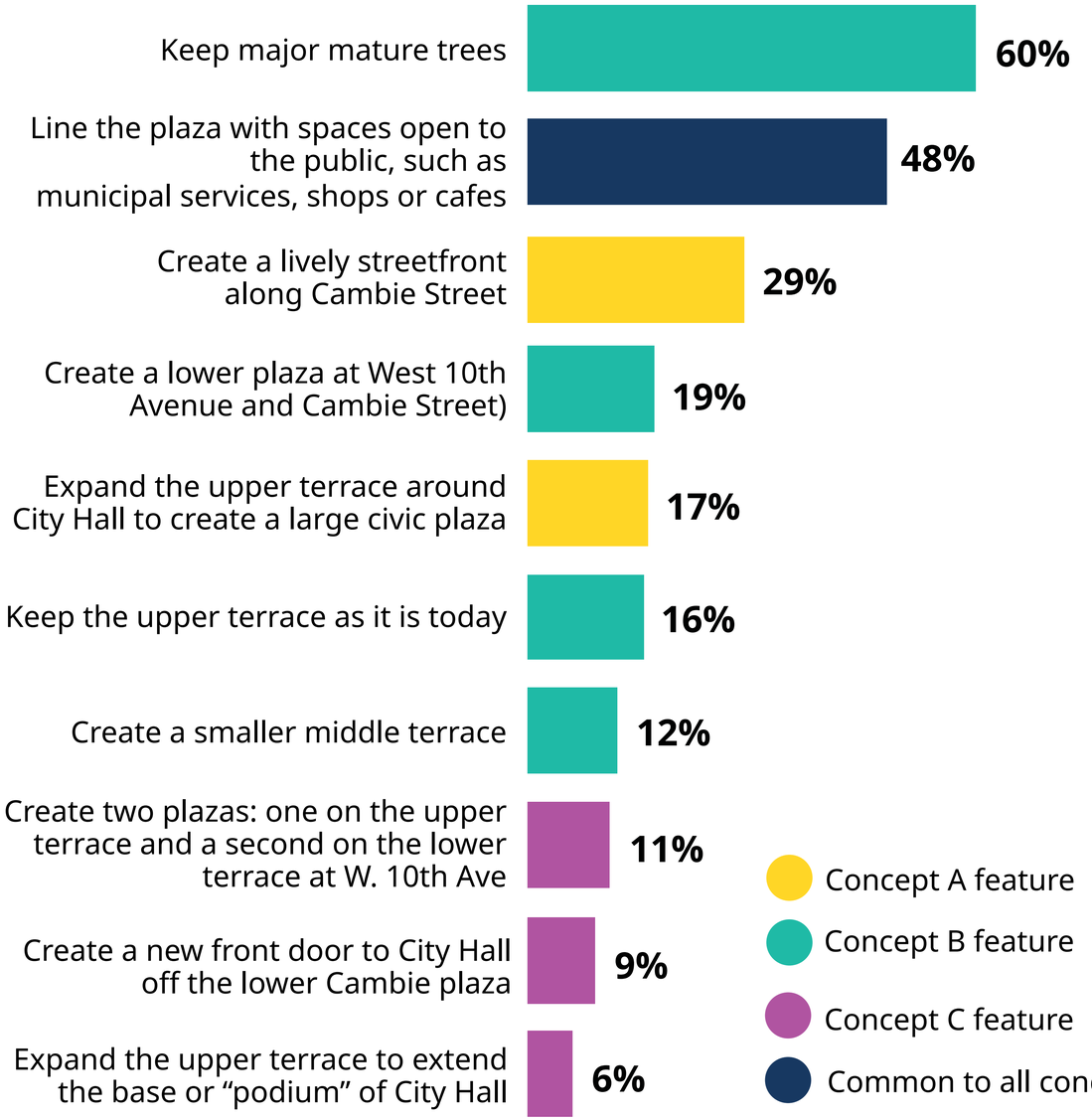
Key features:

- Expand the upper terrace to extend the base or "podium" of City Hall
- Create two plazas: one on the upper terrace and a second on the lower terrace at West 10th Avenue
- Create a new front door to City Hall off the lower Cambie plaza

*Note: *****7%*** *of survey respondents had no preference and liked them all equally,* ***13%*** *didn't like any options, and* ***4%*** *didn't know.*

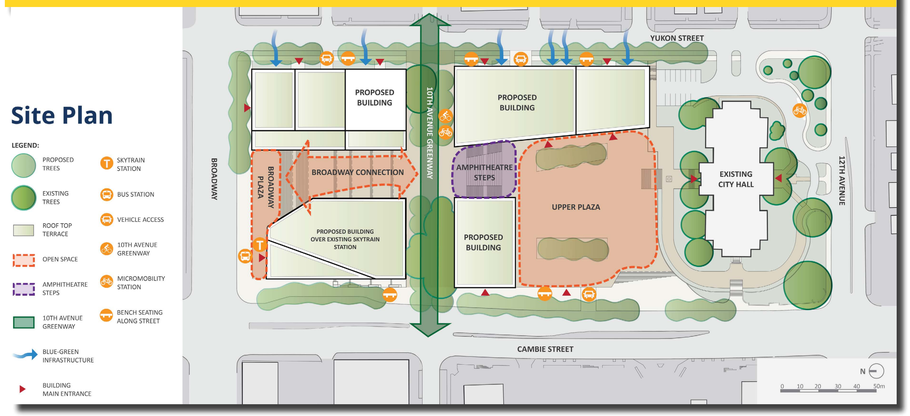
3

Q. Which of the features do you like the most? Please select your top three. *n = 1540*

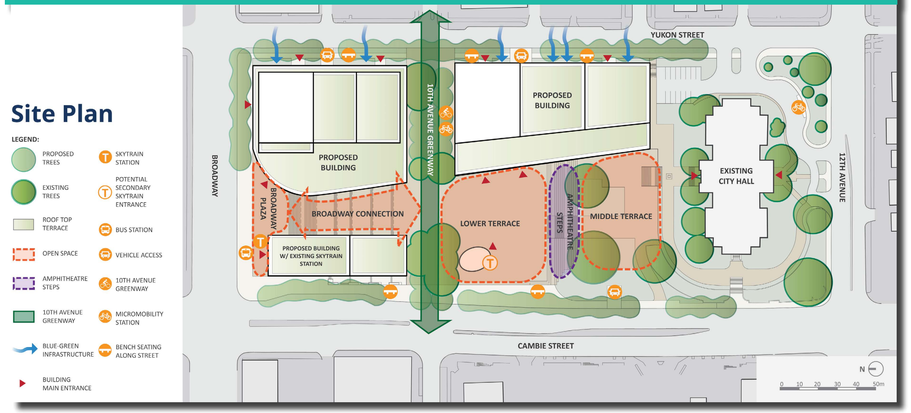


Note: ***7%** of respondents had no preference*

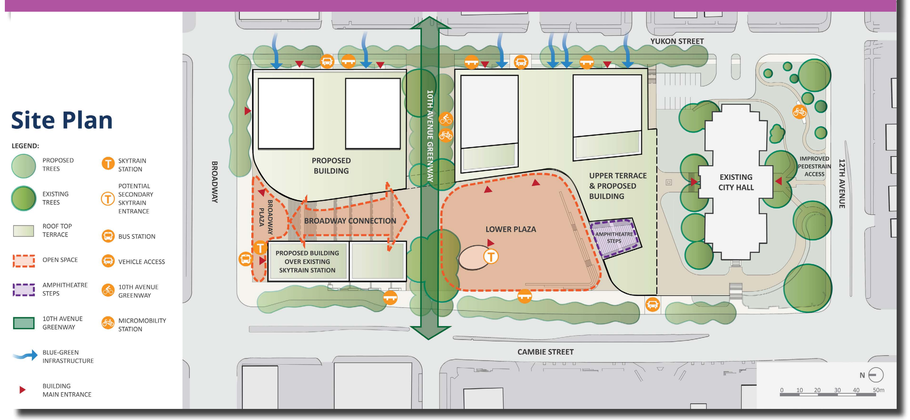
Concept Option A



Concept Option B



Concept Option C



3 Q. Please provide any additional comments on the proposed open space concepts. *n = 599*

Key Feedback Themes

Green Space and Environmental Resilience

- Strong desire for the preservation of green space, park, community garden, and mature trees. Desire for new trees to be planted given their environmental and health benefits, such as improving air quality and enhancing mental health.
- Need for natural protection from weather elements which address heat and sun exposure.
- Support for promoting sustainable and environmentally resilient practices, and encouraging biodiversity in urban spaces.

Design Excellence

- Desire for visually appealing and well-organized spaces that integrate seamlessly with existing surroundings.
- Support for artistic, creative and distinctive design elements, as well as Indigenous inspired and designed public art.

Public Space and Amenities

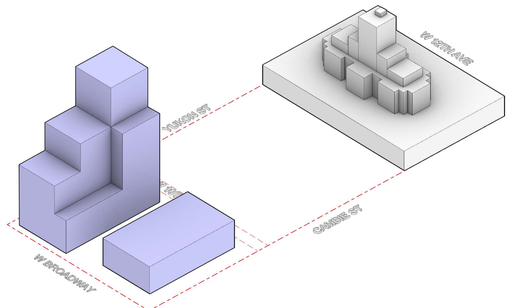
- Importance of spaces that serve as social hubs or gathering spaces, with a desire for shaded, safe, and inviting spaces away from vehicular traffic.
- Support for large, flexible, multi-use plaza that can accommodate various activities, including public gatherings, events, performances, and daily social interactions.
- Mixed opinions about the inclusion of commercial spaces in the plaza, with some in support while others prefer green space.

3 Survey

What we heard regarding built form on the north block

Q. Which of the three approaches to buildings do you prefer for the North Block (between Broadway and W 10 Ave)? Select one. *n = 1580*

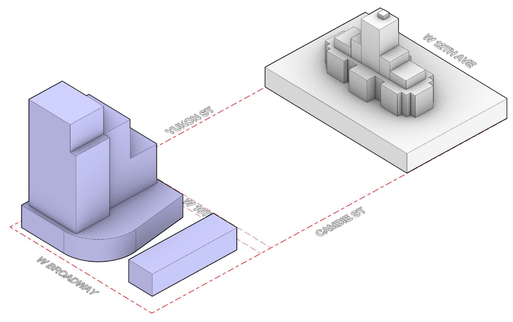
25% preferred Option A: Stepped tower on Broadway



Key features:

- A central passage between buildings
- A larger building is located over the Broadway-City Hall station
- A stepped tower minimizes the mass (bulkiness) along Yukon Street
- A design with several terraces steps down towards Broadway
- Outdoor spaces with views of the North Shore mountains

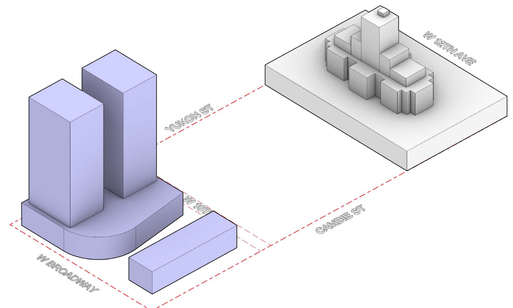
33% preferred Option B: Stepped tower and podium



Key features:

- A podium roof provides extra public outdoor space and commercial spaces
- A stepped tower minimizes the mass (bulkiness) along Yukon Street
- Several terraces with sunny, south-facing outdoor spaces and views of City Hall
- A larger public space at the Broadway-City Hall station entrance

13% preferred Option C: Two towers and podium



Key features:

- A podium roof provides extra public outdoor space and commercial spaces
- Two towers provide more daylight into commercial floor space
- A gap between towers to provide daylight through buildings along Yukon Street
- A larger public space at the Broadway-City Hall station entrance outdoor spaces and views of City Hall

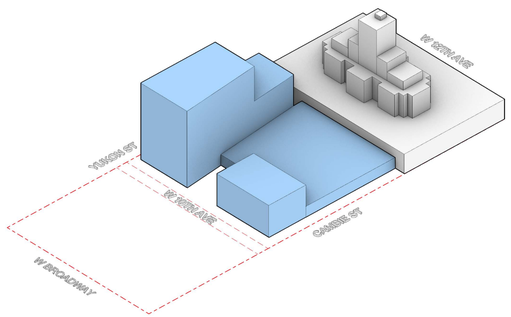
Note: ***9%** of survey respondents had no preference and liked them all equally, **16%** didn't like any options, and **5%** didn't know.*

3 Survey

What we heard regarding approach to built form on south block

Q. Which of the three approaches to buildings do you prefer for the South Block (between City Hall and W 10 Ave)? Select one. ***n = 1449***

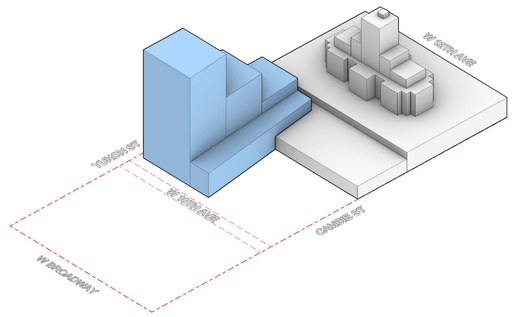
12% preferred Option A: Slab



Key features:

- City offices and service areas have a direct connection to the nearby streets
- More options for different building designs creating a lively street front along Cambie Street
- Moderate building massing (bulkiness) along Yukon Street
- Usable spaces under the plaza
- Buildings line 10th Avenue

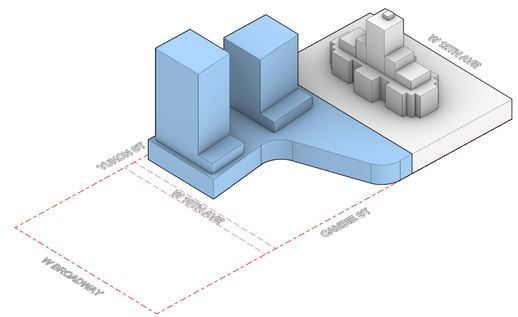
38% preferred Option B: Stepping form



Key features:

- Keep the upper terrace as it is today
- Create a smaller middle terrace and keep major mature trees
- Create a lower plaza at West 10th Avenue and Cambie Street
- Line the plaza with spaces open to the public, such as municipal services, shops or cafes

22% preferred Option C: Two towers and podium



Key features:

- Expand the upper terrace to extend the base or “podium” of City Hall.
- Create two plazas: one on the upper terrace and a second on the lower terrace at West 10th Avenue.
- Create a new front door to City Hall off the lower Cambie plaza.
- Line the plaza with spaces open to the public, such as municipal services, shops or cafes.

*Note: ***5%** of survey respondents had no preference and liked them all equally, **20%** didn’t like any options, and **3%** didn’t know.*

3 Q. Please provide any additional comments on the proposed built form: *n= 505*

Key Feedback Themes

Building Massing and Form

- Support for more even distribution of building massing across site, and not creating a street wall along Yukon Street.
- Broad support for stepped building forms to increase sunlight access, and creating outdoor spaces with views of City Hall Campus and surroundings.
- Mixed opinions on building height, with some favouring low-rise development, while others supporting increased height and densities.

Views and Sightlines

- Desire to retain views of City Hall building from future plaza and West Broadway.
- Desire to preserve views from City Hall Campus to North Shore Mountains.

Sustainability

- Preference for sustainable building designs that prioritize energy efficiency, incorporate green roof technology, natural lighting, and use earthquake and fire-resistant materials.

Public Concerns

- Some residents don't feel City Hall Campus is a high priority project, therefore would prefer tax payer dollars are allocated elsewhere.
- Some concerns regarding privatization and monetization of public lands.
- Some support for social housing on site.

Sample Quotes

> *The buildings should be smaller and the gardens larger. Option B is on the right track with preserving mature trees but it doesn't go far enough.*

> *I would rather a larger building over the station rather than the huge towers along Yukon.*

> *I'd like to underscore the need for limiting height (and shadowing), maintaining view corridors and having attractive architecture that will endure.*

3 Survey

Approach to Mobility

One of the project's Guiding Principles is "mobility for all ages and abilities." This means new and existing transportation connections should be accessible to everyone. People should be able to walk, bike, roll and take transit to the City Hall area.

All three draft concept options take a similar approach to mobility, with each of the following design elements being consistent across all options:

- Vehicles can access the site by Yukon Street.
- Yukon Street will be redesigned for improved cycling and stormwater management.
- West 10th Avenue will continue to be a pedestrian and cyclist route and will become vehicle-free.
- There will be a wide pedestrian connection between the Broadway-City Hall station, the new central plaza and a new front door to City Hall. Steps, terraces and elevators will address the changes in elevation.
- There will be more space for pedestrians around the Broadway-City Hall station.

What we heard regarding approach to mobility

Q. Do you have comments about the mobility design elements for the site? Is there anything missing or anything else we should consider? (Maximum 200 words *n = 521*

Key Feedback Themes



Active Transportation

- Mixed opinions about vehicle-free streets, with some in support and others opposed, emphasizing the need for vehicle access (e.g., for seniors, people with disabilities, and emergency vehicles).
- Support for pedestrian-friendly infrastructure, such as wide sidewalks, crosswalks, and pedestrian zones, to encourage walking and active transportation.
- Support for dedicated bike lanes, enhanced cycling infrastructure, and secure, well-maintained bike parking facilities.



Public Transit

- Support for public transit improvement, secondary SkyTrain station entrance on site, and integration of bus stops with other transit options for better connectivity.

3 What We Heard

Stakeholder Meetings



City staff met with local groups and organizations in the Broadway Plan area that represent specific interests such as accessibility, culture, sustainability, heritage, mobility, local businesses, and under-represented and equity-seeking communities.

Organizations City staff met with during Engagement

- Climate Emergency Amplifier Group - Jun 18, 2024
- Vancouver Planning Commission - Jun 19, 2024
- Persons with Disabilities Advisory Committee - Jul 4, 2024
- South Granville BIA - Jul 10, 2024
- Mount Pleasant BIA - Jul 16, 2024
- Vancouver City Hall Community Garden Society - Jul 18, 2024
- Mount Pleasant Heritage Group - Jul 23, 2024
- Transportation Advisory Committee - Jul 31, 2024

Attendees had the opportunity to ask staff questions about the City Hall Campus plan and discuss opportunities and concerns. A summary of what we heard during these meetings is summarized below.

Key Feedback Themes

Accessibility

- Emphasis on the importance of vehicle access to civic services and destinations along the Broadway corridor.
- Desire for future buildings and open space on City Hall Campus to meet to 'Accessibility Standards Canada' benchmarks.

Mobility

- Desire for elevator redundancy at all new SkyTrain stations to ensure an elevator is operational all the time.
- Interest in improved wayfinding technology (city-wide) for individuals with visual impairment.
- Concern about making places less accessible to vehicle traffic (e.g. proposed car-free West 10th Avenue. between Yukon Street and Cambie Street).
- Desire for multi-modal integration at future Broadway-City Hall SkyTrain station.
- Desire to separate cyclist and pedestrian uses on multi-purpose pathways.

3 Stakeholder Meetings

Public Space

- Desire for public washrooms in public spaces.
- Desire to retain community garden in future development plans.
- Interest in implementing display boards in future civic plaza to enable residents to share information.
- Explore opportunities for the future City Hall campus to support tourism within draft Guiding Principles.
- Desire for spaces which allow for public gathering and connection which isn't commercial (e.g. library, community centre).
- Desire to retain heritage City Hall building and heritage features through redevelopment of the site.





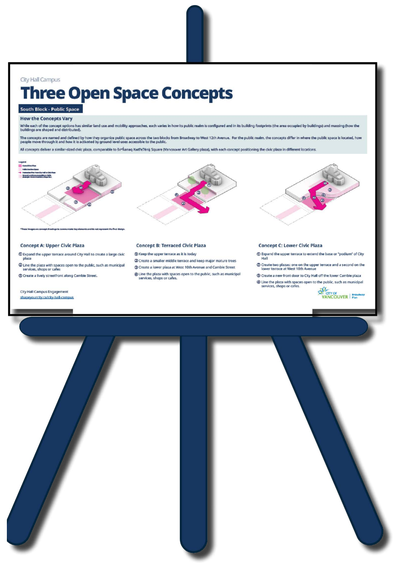


3 What We Heard

Pop-up Events

City staff hosted two pop-up events in the Fairview and Mount Pleasant neighborhoods. To intercept a broad range of residents, pop-ups were scheduled during the daytime on weekends, and were located at neighbourhood plazas.

At pop-up events, the public was invited to ask questions about the project and share feedback regarding preferred site design elements across all three concept options. The public was also invited to provide more detailed feedback through the survey, available online, in print or by phone at 3-1-1.





Neighbourhood Plaza
Main & W 14th



Neighbourhood Plaza
Granville & W 13th



3 What We Heard

Youth Engagement

To encourage greater youth participation in the City Hall Campus planning process, we collaborated with youth programs that promote civic engagement and develop problem-solving skills. By involving youth in the planning process, we can ensure that future civic spaces are more dynamic, inclusive, and reflective of the needs of the entire community.

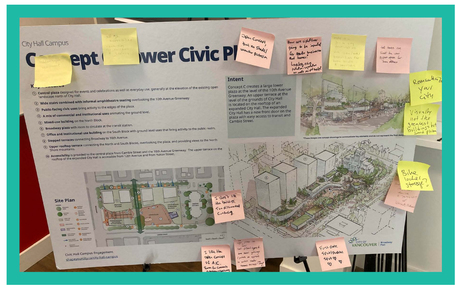
Urban Explorers Program | Engagement Workshop



On June 25, City staff met with elementary school students participating in the Urban Explorers program at Lord Roberts Elementary School. The Urban Explores program engages children and youth in their local government's community planning projects, ensuring that their voices are part of local decision-making processes. The program is developed under the Society for Children and Youth of BC's Child and Youth Friendly Communities projects

To learn more about engagement with the Urban Explorers program, go to appendix B

CityStudio | Engagement Workshop



On July 11, City staff met with youth attending a co-hosted public event with CityStudio at their studio space located on Spyglass Place. The event welcomed youth in the community to learn more about the City Hall Campus planning process and proposed concept options for the site, as the importance of youth involvement in civic processes.

To learn more about engagement with youth attending a co-hosted workshop with CityStudio, go to appendix C.

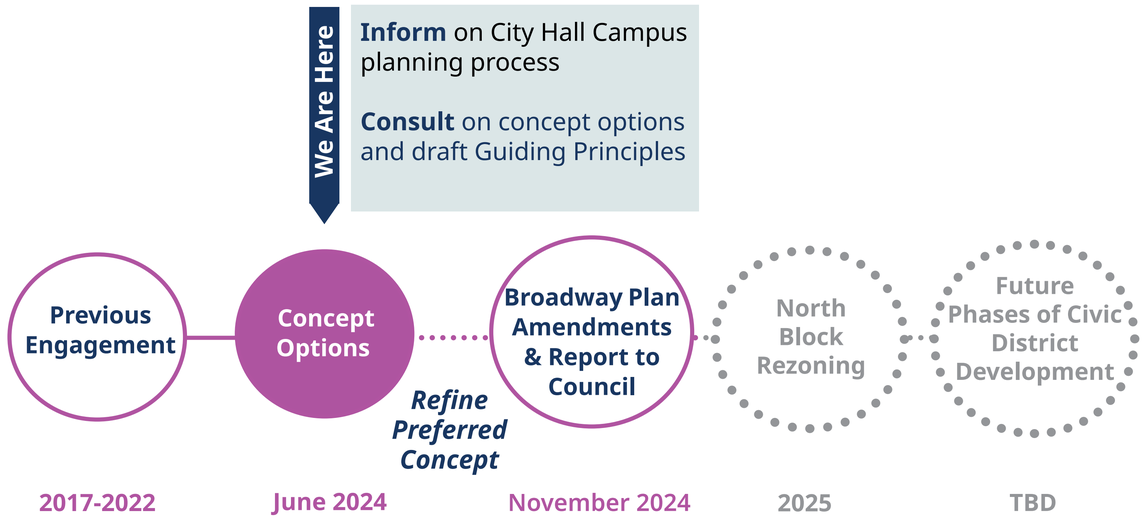
UBC-NUS Summer Field Studio | Walking Tour



On July 5, City staff provided a walking tour of City Hall Campus to undergraduate students from the University of British Columbia (UBC) and the National University of Singapore (NUS) through the UBC-NUS Field Studio program. The urban studies learning abroad exchange program provides opportunities for undergraduate students to foster cross-cultural connections within the built environment sector, as well as conduct urban analysis between Vancouver and Singapore.

4 What's Next?

The feedback summarized in this report will help inform City staff recommendations to Council on Guiding Principles, a preferred concept, and draft policy for City Hall Campus (also known as 'Civic District'). Stay involved and up to date with the project by visiting the City Hall Campus website: www.shapeyourcity.ca/city-hall-campus or email broadwayplan@vancouver.ca





5 Appendix A

Engagement Events and Activities

Engagement Events and Activities	Date(s)	Number of Participants
Survey	June 13 - July 14, 2024	1604
Broadway Plan Open House - Fairview	June 15, 2024	55
Broadway Plan Open House – Mt. Pleasant	June 17, 2024	200
Climate Emergency Amplifier Group	June 18, 2024	10
Vancouver Planning Commission (VCPC)	June 19, 2024	9
Civic District Open House - Fairview	June 20, 2024	100
Pop up: South Granville Neighbourhood Plaza (W 13th Ave. and Granville St.)	June 22, 2024	70
Urban Explorers Workshop	June 25, 2024	30
Broadway Plan Open House - Kitsilano	June 26, 2024	351
Persons with Disabilities Advisory Subcommittee (PDAC)	July 4, 2024	9
UBC-NUS Student Tour of City Hall	July 5, 2024	40
Pop up: Mt. Pleasant Neighbourhood Plaza (W 14th Ave. and Main St.)	July 6, 2024	35
South Granville BIA	July 10, 2024	1
CityStudio Youth Event	July 11, 2024	12
Mount Pleasant BIA	July 16, 2024	1
Vancouver City Hall Community Garden Society	July 18, 2024	2
Mount Pleasant Heritage Group	July 23, 2024	1
Transportation Advisory Committee	July 31, 2024	12

5 Appendix B

Youth Engagement: Urban Explorers (Lord Roberts)

In the summer of 2024 the Society for Children and Youth of BC (SCY) partnered with Lord Roberts Elementary School to deliver Urban Explorers - a sustainability, social studies, and civics education program and curriculum based on Participatory Planning Pedagogy.

Over the course of 3 weeks, a cohort of 27 children from grades 5 and 6 (ages 10 to 12) engaged in Vancouver' s City Hall Campus plan. The students learned about environmental and social issues prevalent in Vancouver and researched solutions to address these issues. Student ideas were then developed into design-models and a bulletin collage and these final projects were presented back to city planners.











5 Appendix B

Youth Engagement: Urban Explorers (Lord Roberts)

The following summarizes the children's learnings and ideas based on their observations of their community environment and the current city plans.

Key Feedback Themes

Nature Connections

- Students strongly believe that biodiverse green spaces should be a major part of their outdoor environment as these increase the quality of their play and social experiences.
- Major requests included habitat enhancements through addition of diverse plants (shrubs and flowers), and especially trees, retaining existing larger trees and adding in new ones.
- Water-elements (including a pond) were common in student models.

Social Connections

- A dominant theme presented in student models was for the City Hall space to encourage social connections. A vast majority of students recommended encouraging this with diversified food-sharing opportunities, including local farm produce sales (as a farmers market or at an on-site grocery and flower store), cafes, ice-cream shops, and food-growing in community gardens.
- Enhanced public space amenities included diverse seating options, picnic tables, play structures (see more on play below), public art, washrooms, water fountains and selective waste disposal bins. Some students added arts, entertainment and physical activity spaces, such as a theatre, a library, a pool and a gym.
- Plaza-style public spaces were present through-out the site, at ground level as well as on raised and rooftop patios, and always included green spaces.

Play Affordances

- The Broadway Corridor area, with City Hall campus included, is a major 'play deficit' zone in Vancouver. With current redevelopment the city has the opportunity to reshape this area.

5 Appendix C

Youth Engagement: CityStudio

On July 11, 2024, City staff met with youth attending a co-hosted public event with CityStudio at their studio space located on Spyglass Place. During the event City staff presented on the importance of youth engagement in civic processes and the City Hall Campus planning program.

Following the presentation, youth were welcome to provide written feedback on each of the concept options, as well as future opportunities for the site. The following is a summary of written feedback received:

Supported Concept Option Features

Concept Option A

- The open space concept in the middle of the site.
- How the buildings are shaped upwards vs. towers shown in concept C (more green roofs for example).

Concept Option B

- The retention of older growth trees. Thinks the tiered plaza would be a good way to retain the trees.

Concept Option C

- How a larger plaza may support different types of social gathering / protests in comparison with multiple smaller terraces (Concept B).

Opposed Concept Option Features

Concept Option A

- The buildings shown.

Concept Option B

- The narrowness of public space on the north block.

Concept Option C

- Lack of shade and weather protection incorporated into open space concept.
- How built form will impact sightlines of by nearby businesses and homes.
- Dislike for positioning and massing of buildings as it feels disconnected and confusing.

Future Opportunities

Inclusivity and Accessibility

- Desire for the site to be accessible for all ages and abilities.
- Desire elevators / escalators for accessibility throughout the site.

5 Appendix C

Youth Engagement: CityStudio

- Desire for future amenities to serve both children and seniors.
- Consider opportunities to de-colonize City Hall, and the area around it.
- Create opportunities to engage with City Council / City Hall.
- Desire for City to not monetize / privatize public assets.

Amenities

- Desire for bike storage lockers on site.
- Desire for future City Hall campus to have a student space / youth lounge, study space, and free meeting rooms to use.
- Desire to have universal washrooms included in all concept options.
- Desire for outdoor gym equipment to be included in future public open space.
- Desire for rotating free self-guided museum of Vancouver history / culture.
- Desire to make City Hall feel more like a community centre, and create varied uses for the building.
- Desire for an outdoor patio like the Bill Reid Gallery.
- Desire for inclusion of residential uses on site (especially social housing).

Public Space Activation

- Desire to create first date / proposal location on site.
- Desire for public art to be included in future civic plaza design.
- Desire for summer movie nights at City Hall at the back of the building.
- Desire for for community engagement opportunities to be integrated in public space.
- Support for City Hall after hours. Keep City Hall activated throughout the day and evening.
- Desire to make City Hall a destination for both locals and tourists.
- Implement educational signage of urban ecology (e.g. old growth trees).



BROADWAY PLAN

Public Realm and Streetscape Plan

Phase 2 Engagement Summary | September 2024

CITY OF VANCOUVER

Acknowledgement

The Broadway Public Realm and Streetscape planning process aims to recognize the living culture and history of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) peoples.

The City of Vancouver is on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations. The Nations have a spiritual, cultural, and economic connection to the land since time immemorial. The term unceded acknowledges the dispossession of the land and the inherent rights that the Nations hold to the territory. The term serves as a reminder that xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) have never left their territories and will always retain their jurisdiction and relationships with the territory.

City of Vancouver

Vancouver City Council endorsed the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) in 2013 and has designated Vancouver as a City of Reconciliation. To achieve its goals, the City established the Reconciliation Framework in 2014, which was reaffirmed by the City in 2022.

In October 2022, Vancouver City Council adopted the UNDRIP Strategy for Vancouver. All City activities including the Broadway Public Realm and Streetscape planning process will align with, and advance, the UNDRIP Strategy's calls-to-action.

Learn More

There are a number of resources available to learn more about the historical and current relationship the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations have with the land now known as the City of Vancouver. Their websites contain information about their histories, cultures, governance, and ways of affirming their continuity on these lands:

Musqueam Indian Band (xʷməθkʷəy̓əm):
www.musqueam.bc.ca

Squamish Nation (Sḵwx̱wú7mesh):
www.squamish.net

Tsleil-Waututh Nation (səlilwətaɬ):
www.twnation.ca

Please visit the City of Vancouver website to learn more about the designation as a City of Reconciliation, the City of Vancouver's United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) Strategy, and the City of Vancouver's First Peoples: A Guide for Newcomers.

Read the City of Reconciliation webpage here

Read the City of Vancouver's UNDRIP Strategy here

Read First Peoples: A Guide for Newcomers here



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Executive Summary

From June 13 to July 14, 2024, City staff launched a community and stakeholder engagement process to share and seek feedback on the Draft Key Moves for the Broadway Public Realm and Streetscape Plan. Over the course of the engagement period, 2700+ people who live, work, visit or play in the Broadway Plan area were engaged in the process. This includes 1800+ survey responses, 700+ open house attendees, 100+ pop-up visitors, and seven stakeholder meetings.

This engagement summary provides an overview of the engagement opportunities and what we heard. Feedback collected during this engagement period will be used to refine the draft Public Realm and Streetscape Plan that will be considered by Council in November 2024.

Key Themes from Phase 2 Engagement

- **78%, 66%** and **61%** of respondents indicated the design ideas reflect “very well” or “fairly well” for nature and green spaces, play and recreation spaces, and event and gathering spaces rspectively.
- **Expansion and Maintenance of Green Space:** Strong interest in expanding and maintaining green spaces, parks and trees in public spaces and on streets.
- **Transportation:** Concerns about traffic flow, noise, emergency vehicle access, and parking, with mixed views about reducing car lanes.
- **Public Amenity:** Support for enhanced amenities including benches, public washrooms, shaded areas and water fountains.
- **Climate Change:** Design should anticipate climate change impacts and extreme weather.
- **Accessibility:** Emphasis on improving accessibility and safety of public spaces including improving multi-shared pathways and addressing barriers in existing public spaces.
- **Diversifying Amenities:** Desire for green spaces for leisure and recreational activities as well as spaces for urban greening projects.

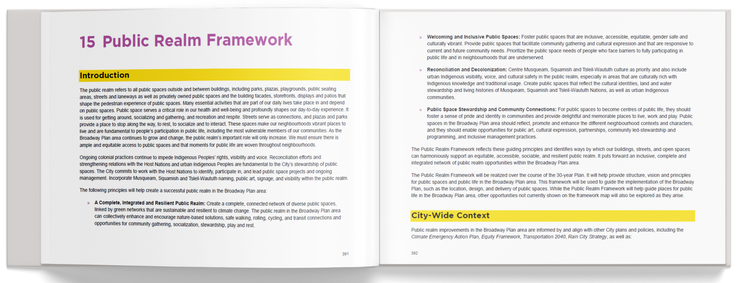
1 Introduction

Plan Implementation

Following adoption of the Broadway Plan in June 2022, City staff have begun work on implementation of the Plan. Two of the major implementation projects are to create a Public Realm Plan for the Broadway Plan area and a Streetscape Plan for Broadway itself. These supplementary plans are meant to build on the Public Realm Framework chapter of the *Broadway Plan*, providing more guidance on what, how and where the public realm policy directions will be achieved.

This report presents summarized information and key findings related to all engagement initiatives undertaken in the Implementation Update period, including a detailed breakdown of engagement events and activities, as well as responses to the Broadway Plan Public Realm section of the survey.

Accessible engagement approaches included translating a project summary and the survey into Traditional and Simplified Chinese, and coordinating with the City's call-in service (3-1-1) as an alternative method for the public to complete the online survey.



15 Public Realm Framework

Introduction

The public realm refers to all public spaces outside and between buildings, including parks, plazas, playgrounds, public seating areas, streets and laneways as well as privately owned public spaces and the building facades, storefronts, displays and patios that shape the pedestrian experience of public spaces. Many essential activities that are part of our daily lives take place in and depend on public spaces. Public space serves a critical role in our health and well-being and profoundly shapes our day-to-day experience. It is used for getting around, socializing and gathering, and recreation and leisure. Streets serve as connections, and plazas and parks provide a place to stop along the way, to rest, to socialize and to interact. These spaces make our neighbourhoods vibrant places to live and are fundamental to people's participation in public life, including the most vulnerable members of our communities. As the Broadway Plan area continues to grow and change, the public realm's important role will only increase. We must ensure there is ample and equitable access to public spaces and that moments for public life are woven throughout neighbourhoods.

Ongoing colonial practices continue to impede Indigenous Peoples' rights, visibility and voice. Reconciliation efforts and strengthening relations with the Host Nations and urban Indigenous Peoples are fundamental to the City's stewardship of public spaces. The City commits to work with the Host Nations to identify, participate in, and lead public space projects and ongoing management. Incorporate Musqueam, Squamish and Tsleil-Waututh naming, public art, signage, and visibility within the public realm.

The following principles will help create a successful public realm in the Broadway Plan area:

- **A Complete, Integrated and Resilient Public Realm:** Create a complete, connected network of diverse public spaces, linked by green networks that are sustainable and resilient to climate change. The public realm in the Broadway Plan area can collectively enhance and encourage nature-based solutions, safe walking, rolling, cycling, and transit connections and opportunities for community gathering, socialization, stewardship, play and rest.

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- **Welcoming and Inclusive Public Spaces:** Foster public spaces that are inclusive, accessible, equitable, gender safe and culturally vibrant. Provide public spaces that facilitate community gathering and cultural expression and that are responsive to current and future community needs. Prioritize the public space needs of people who face barriers to fully participating in public life and in neighbourhoods that are underserved.
- **Reconciliation and Decolonization:** Centre Musqueam, Squamish and Tsleil-Waututh culture as priority and also include urban Indigenous visibility, voice, and cultural safety in the public realm, especially in areas that are culturally rich with Indigenous knowledge and traditional usage. Create public spaces that reflect the cultural identities, land and water stewardship and living histories of Musqueam, Squamish and Tsleil-Waututh Nations, as well as urban Indigenous communities.
- **Public Space Stewardship and Community Connections:** For public spaces to become centres of public life, they should foster a sense of pride and identity in communities and provide delightful and memorable places to live, work and play. Public spaces in the Broadway Plan area should reflect, promote and enhance the different neighbourhood contexts and characters, and they should enable opportunities for public art, cultural expression, partnerships, community led-stewardship and programming, and inclusive management practices.

The Public Realm Framework reflects these guiding principles and identifies ways by which our buildings, streets, and open spaces can harmoniously support an equitable, accessible, sociable, and resilient public realm. It puts forward an inclusive, complete and integrated network of public realm opportunities within the Broadway Plan area.

The Public Realm Framework will be realized over the course of the 30-year Plan. It will help provide structure, vision and principles for public spaces and public life in the Broadway Plan area. This framework will be used to guide the implementation of the Broadway Plan, such as the location, design, and delivery of public spaces. While the Public Realm Framework will help guide places for public life in the Broadway Plan area, other opportunities not currently shown on the framework map will also be explored as they arise.

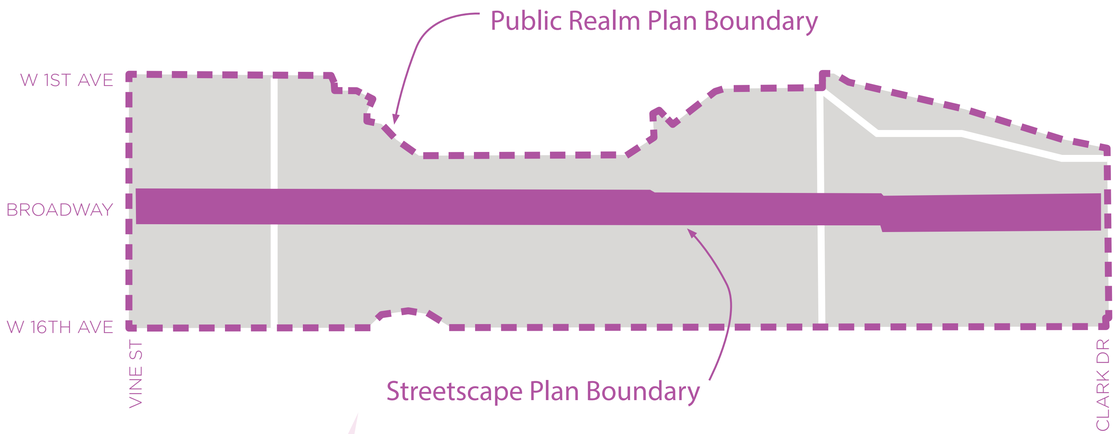
City-Wide Context

Public realm improvements in the Broadway Plan area are informed by and align with other City plans and policies, including the *Climate Emergency Action Plan*, *Equity Framework*, *Transportation 2040*, *Rain City Strategy*, as well as:

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What will the Broadway Public Realm Plan do?

The Broadway Public Realm Plan will identify what public open space and street enhancements would best support the current need and future growth in the Plan area. It will consider public open spaces on City-owned streets and properties, as well as privately-owned public spaces (POPS). It will be a practical guide to leverage opportunities for public realm improvements as the area grows.

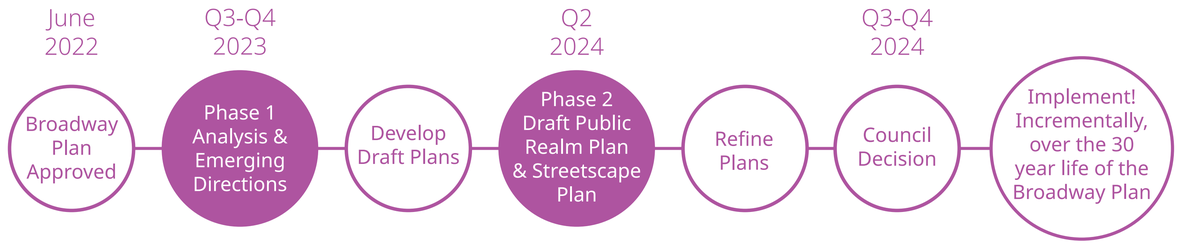


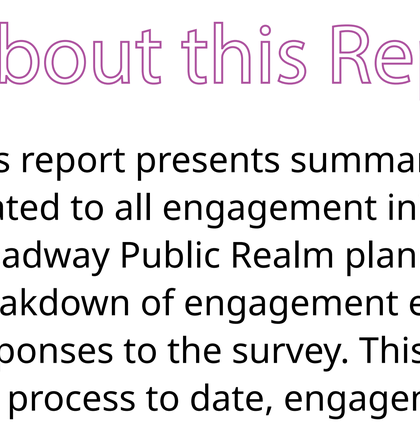
What will the Broadway Streetscape Plan do?

The Broadway Streetscape Plan will establish a design concept for the transformation of Broadway into a "Great Street". It will be built over time through redevelopment of properties along Broadway and City-led capital projects.

1 About this Report

This report presents summarized information and key findings related to all engagement initiatives undertaken in Phase 2 of the Broadway Public Realm planning program, including a detailed breakdown of engagement events and activities, as well as responses to the survey. This report also includes information on the process to date, engagement numbers, and who we heard from. The feedback will be used to refine the Draft Broadway Public Realm and Streetscape Plan.

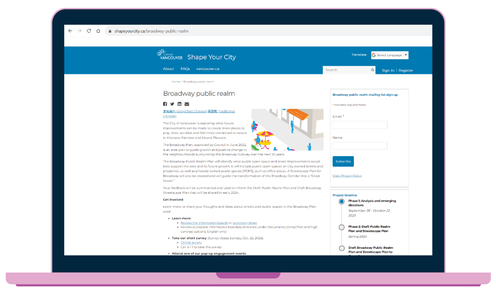




1,934
survey responses



100+
pop-up visitors



3,500+
website visitors



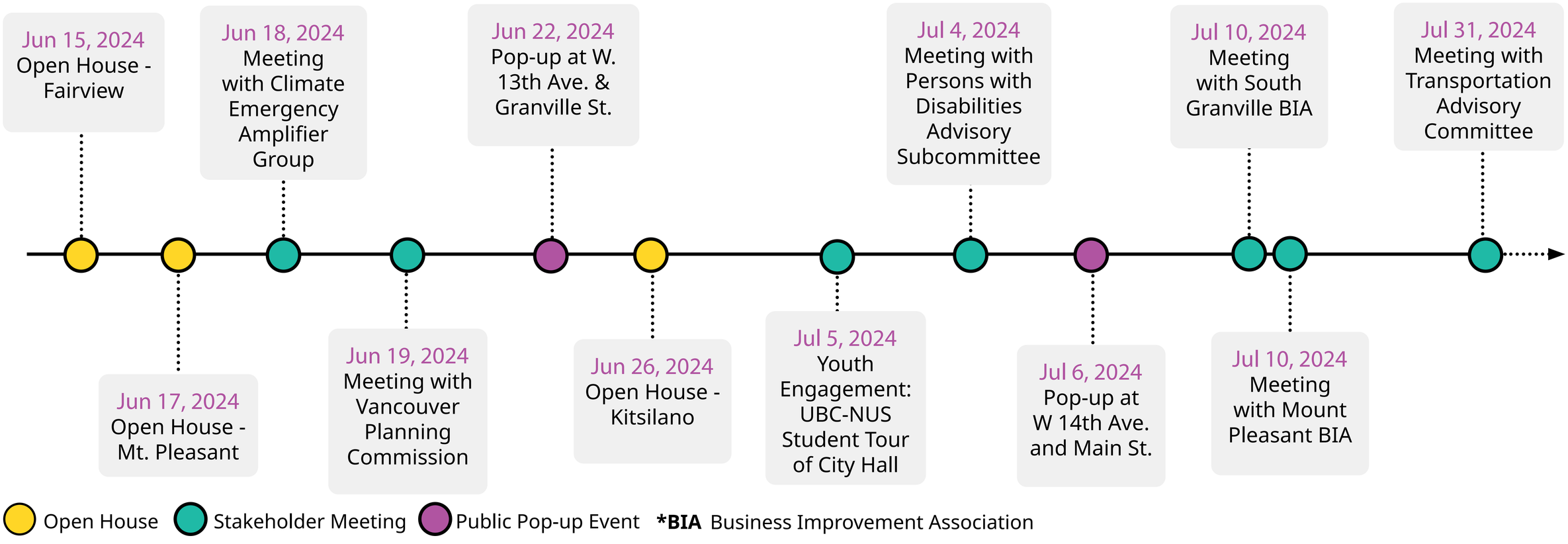
8
stakeholder meetings

2 Engagement Process

This report is the result of an engagement plan that involved both in-person and virtual opportunities to learn and provide feedback about the early directions for the Broadway Public Realm Plan and Broadway Streetscape Plan. The engagement touchpoints involved people who live, work, play, shop, visit and learn in the neighbourhoods in the Broadway Plan area and throughout the rest of Vancouver.

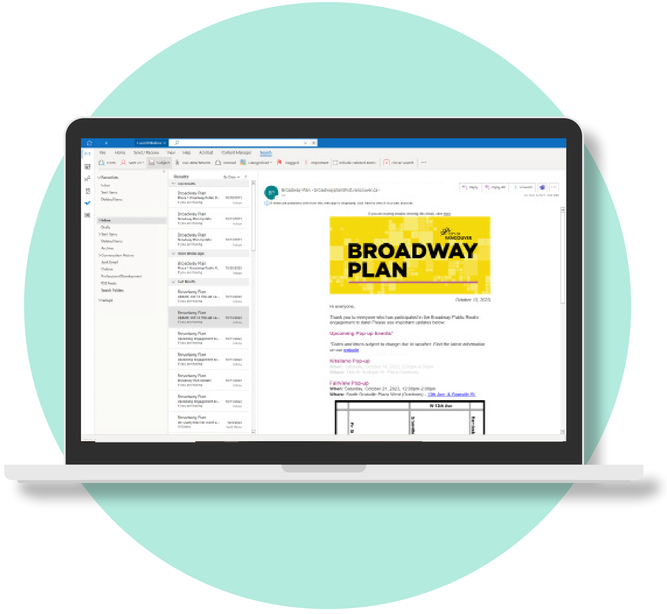
We are seeking to work with Musqueam, Squamish and Tsleil-Waututh to understand their interest in visibly incorporating their values, history and art into the public realm of the Broadway Plan area, including on Broadway Great Street.

Engagement Activities



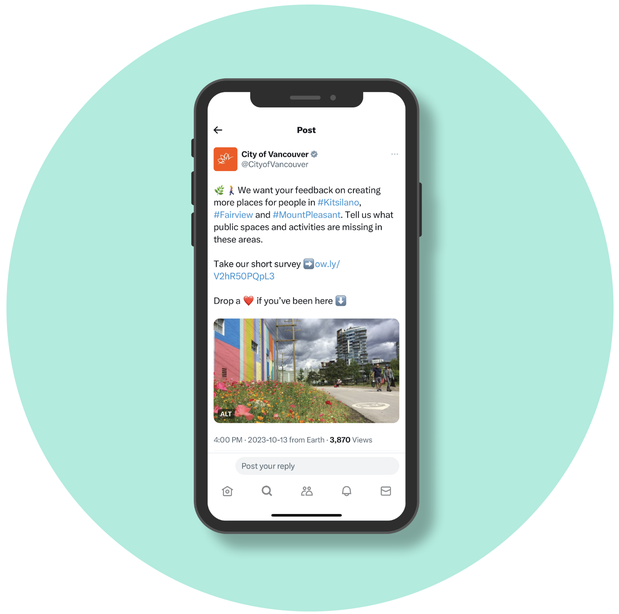
2 Notification Process

Given the diverse lifestyles and access needs of Vancouver residents, workers and visitors, staff chose a variety of mediums for notifying the public of the engagement process.



10
broadcast emails

1,776
email subscribers



47,830
impressions

144,000
views



4
community centres

15
public library branches

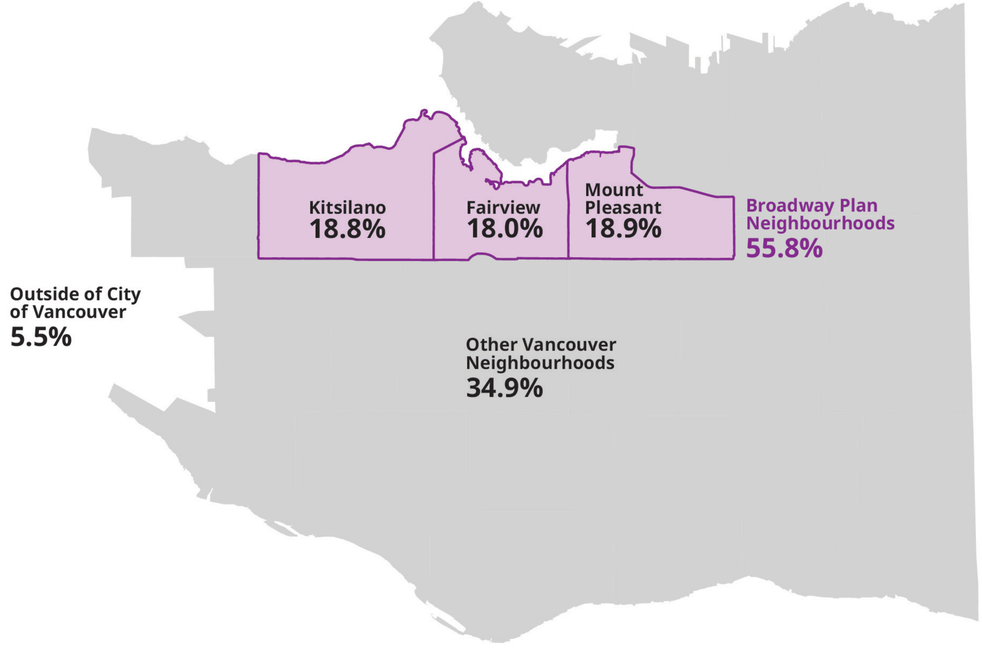
3 What We Heard

Phase 2 Survey

The Phase 2 survey was open between June 13 and July 14, 2024.



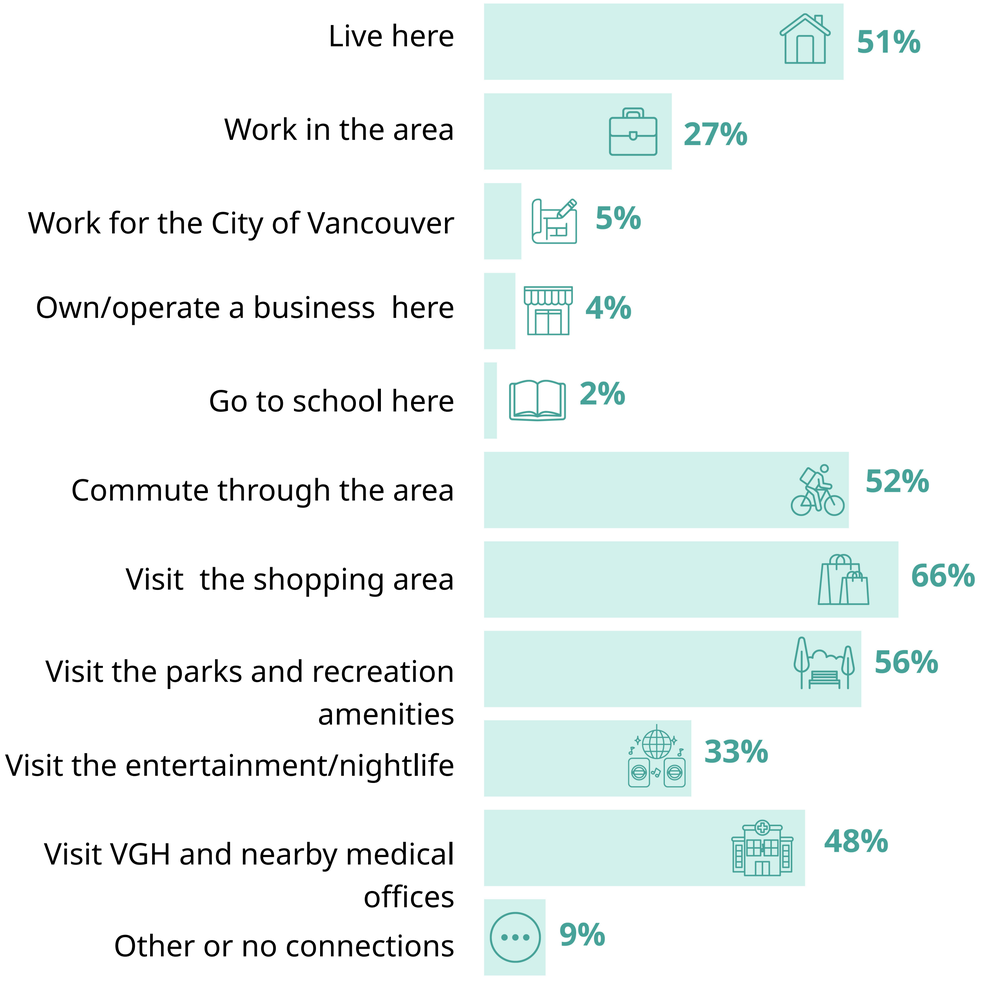
The survey provided the opportunity to learn about the Draft Key Moves for the Draft Public Realm and Streetscape Plan. Feedback from this survey will help refine the Plan that will be considered by Council in November 2024.



Who We Heard From

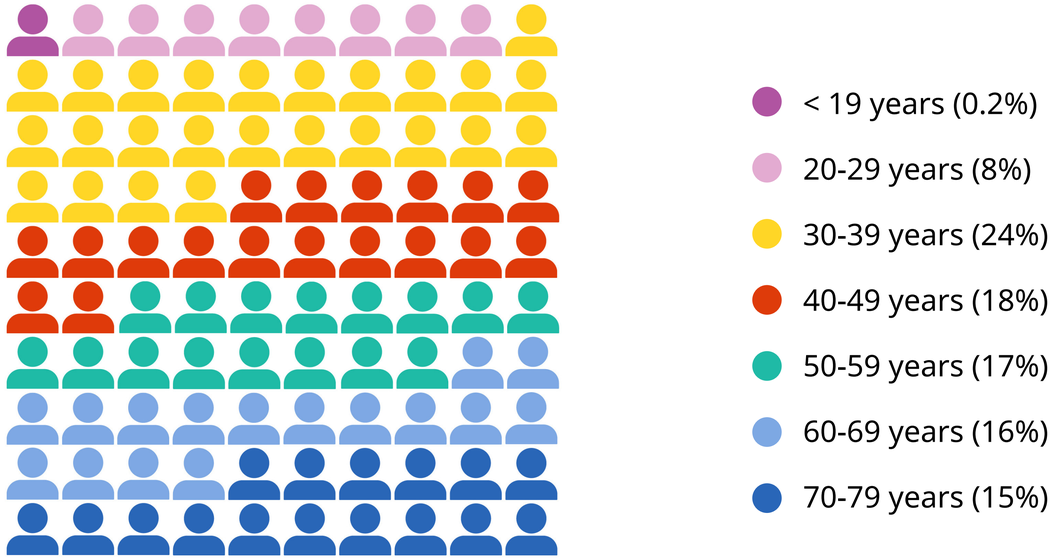
City of Vancouver residents, workers and visitors come from many different backgrounds. We asked all respondents to complete demographic questions at the end of the survey to better understand who we heard from.

Q. What is your connection to the Broadway Plan area? Select all that apply. (n = 1569)

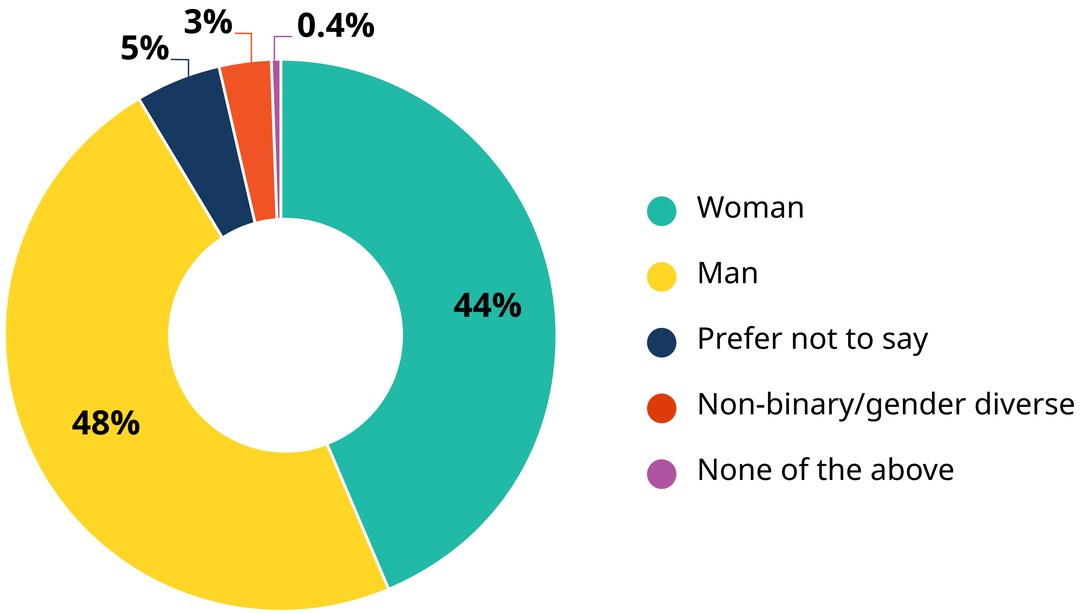


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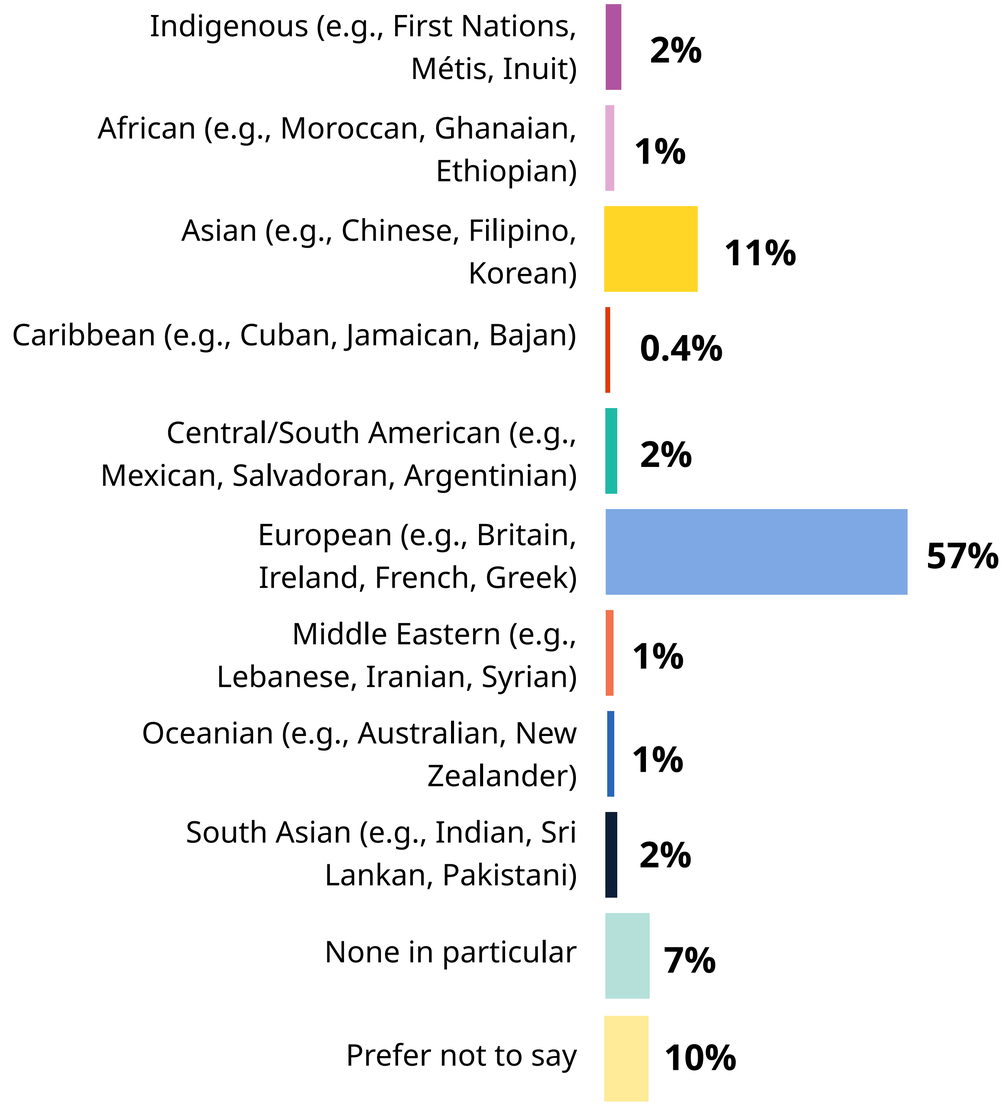
Q. Which age group do you belong to? Select one. (n = 1787)



Q. How do you describe your gender identity? Select one. (n = 1824)

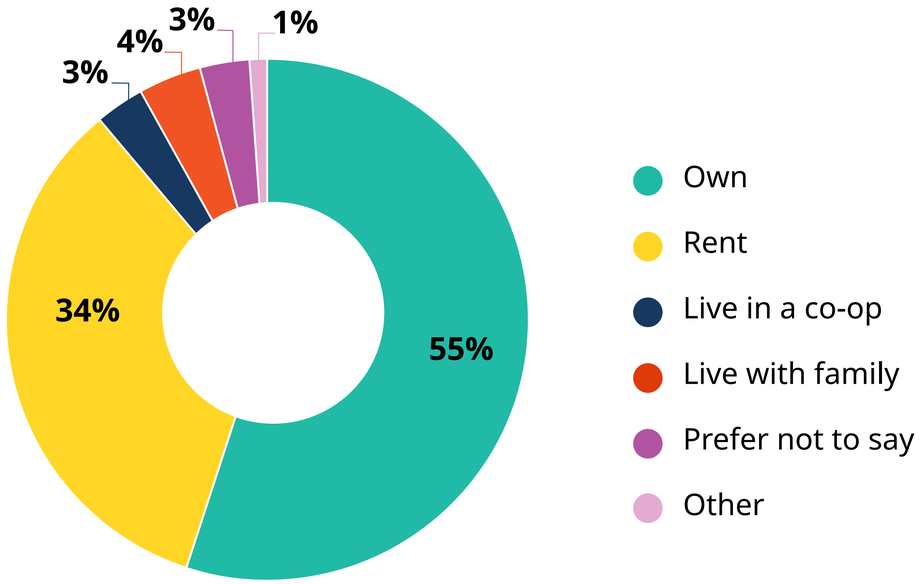


Q. What do you consider yoyr main ethnic origin or that of your ancestors? Select all that apply. (n = 1569)

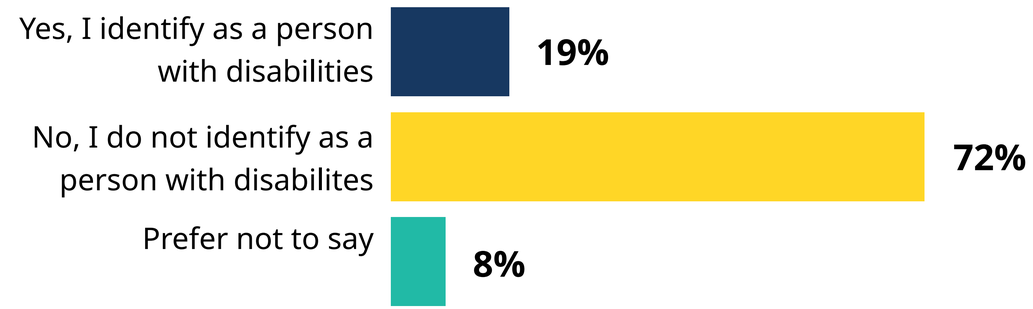


Note: As respondents could select one or all that apply, the figures above include respondents with multi-racial/multi-ethnic backgrounds.

3 Q. How would you describe your housing situation? Select one. (n = 1569)



Q. Do you have a mobility, sensory, learning, physical and/or mental health challenge, condition or disability? Select all that apply. (n = 1569)



Note: *The term "persons with disabilities" includes people who experience physical, mental health, cognitive, communication, intellectual, sensory or age-related challenges, inclusive of seniors and people with lived experience of mental health challenges or substance-use related disabilities.*

3 Phase 2 Survey

Draft Public Realm Key Moves

The four Draft Key Moves will guide how public spaces in the Broadway Plan area and the connections between them can be improved.

To advance Reconciliation, the City of Vancouver is seeking to work with Musqueam, Squamish and Tsleil-Waututh Nations to understand their interest in visibly incorporating their values, history and art into the public realm of the Broadway Plan area, including on Broadway Great Street. This direction will be integrated throughout all of the Key Moves.

Transform Broadway into a Great Street

Create a Streetscape Plan that will guide the transformation of the Broadway corridor into a "Great Street" - a street of special significance, with a series of unique and vibrant places to live, work, visit and play. The Broadway Subway is a major catalyst for growth and change in the area, especially at the stations. Establish the station areas as bustling anchors within each neighbourhood.

Complete Neighbourhood Routes

At the neighbourhood scale, ensure public open spaces and destinations are well-connected by streets that encourage an active public life. This includes greenways and blue green systems as well as commercial high streets and village streets - which are important community hubs. Create a continuous and comfortable pedestrian experience by filling in the gaps in the street network.

Add More Local and Neighbourhood Spaces

People should be within a five-minute walk of local and neighbourhood-serving public open spaces. Provide more equitable access and ensure that all residents and workers are able to enjoy key functions of public open space (play, social, respite, nature, cultural). These spaces should reflect the unique character of the community. Additionally, renew/expand existing spaces to better meet neighbourhood needs.

Nurture Nature

Longer, dryer summers with frequent heat waves are negatively impacting urban tree canopy and naturalized areas in the Broadway Plan area. Blue green systems and green rainwater infrastructure will provide an urban ecology of plants and trees for birds and pollinators and help contribute to climate resilience and livability of the Broadway Plan area. Improve urban tree canopy and create more opportunities for people to have access to, and a connection with, nature in their neighbourhoods.

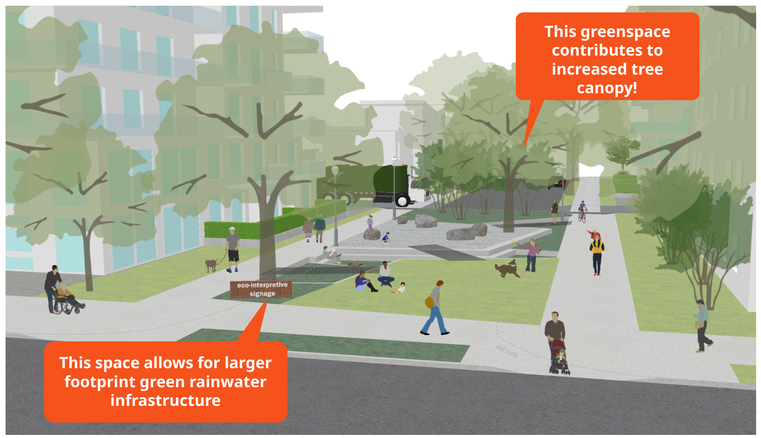
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Q1. New nature areas and greenspaces would be located in residential neighbourhoods and/or adjacent to parks. For nature areas and greenspaces, our illustrative concepts include space with:

- More natural areas with planting
- Habitat for birds
- Planting for bees and butterflies
- Native plant species
- Trees to provide shade
- Ornamental flowering plants
- Green rainwater infrastructure (to capture and cleanrainwater)
- Seating areas

Nature and Greenspaces

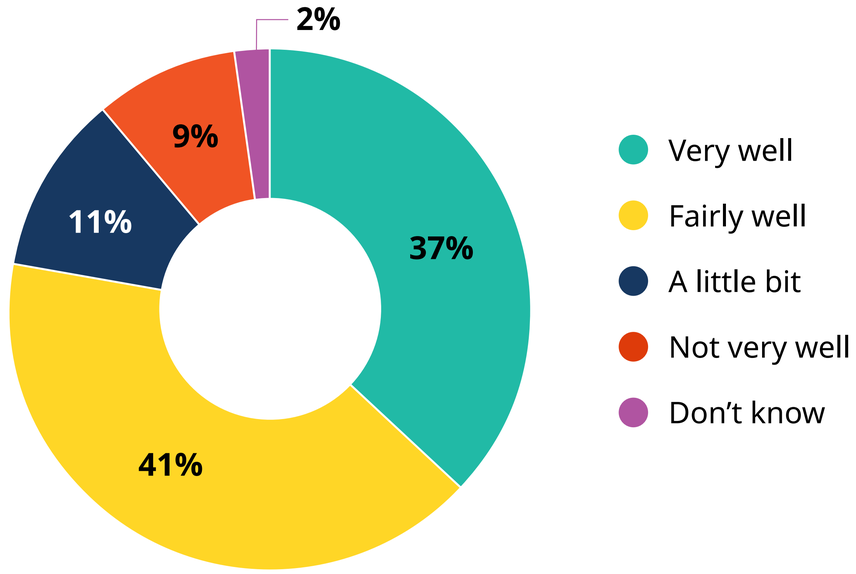
Here is an example of spaces within re-purposed road space that make room for rainwater management, urban forests and nature in the city. They are designed with biodiversity and climate in mind, have more greenspace, trees and allow for larger footprint Green Rainwater Infrastructure solutions.



What We Heard

We asked respondents, “How well do these design ideas reflect what you would like for nature and green spaces? “

Overall, **78%** of survey respondents indicated that the design ideas reflect “very well” and “fairly well” for nature and green spaces, while **9%** of respondents indicated the design ideas reflect nature and green spaces “not very well”.



3

Q2. New play and recreation spaces would be located in residential neighborhoods and/or adjacent to parks. For play and recreation spaces, our illustrative concepts include:

- Seating walls
- Exercise equipment
- Drinking fountains
- Tables for board games

Play and Recreation Spaces

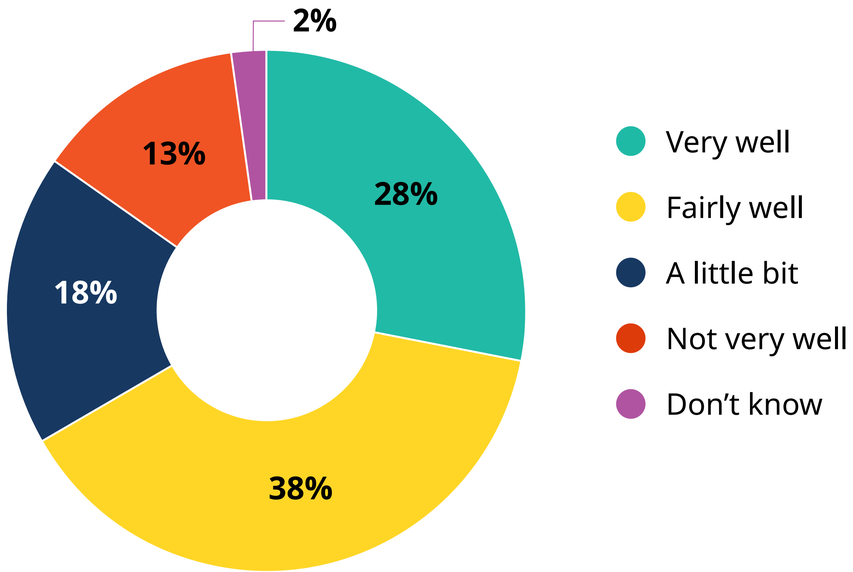
Here is an example of a roadway that has been re-purposed into a higher quality play area with seat walls. This could work well adjacent to existing parks or residential buildings. More recreation focused spaces (activities with sports courts) could be more appropriate adjacent to parks.



What We Heard

We asked respondents, “How well do these design ideas reflect what you would like for play and recreation spaces? “

Overall, **66%** of survey respondents indicated that the design ideas reflect “very well” and “fairly well” for play and recreation spaces, while **13%** of respondents indicated the design ideas reflect play and recreation spaces “not very well”.



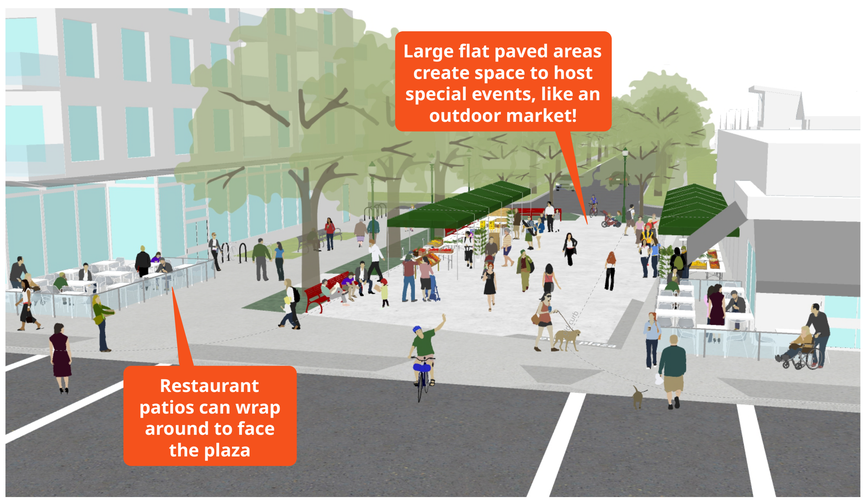
3

Q3. New event and gathering spaces would be located in industrial and employment areas and/or along commercial high streets. For event and gathering spaces, our illustrative concepts include:

- Paved areas that can be used in different ways (e.g. for events such as markets or live music
- Seating
- Public bike share
- Trees
- Green rainwater infrastructure (to capture and clean rainwater)

Event and Gathering Spaces

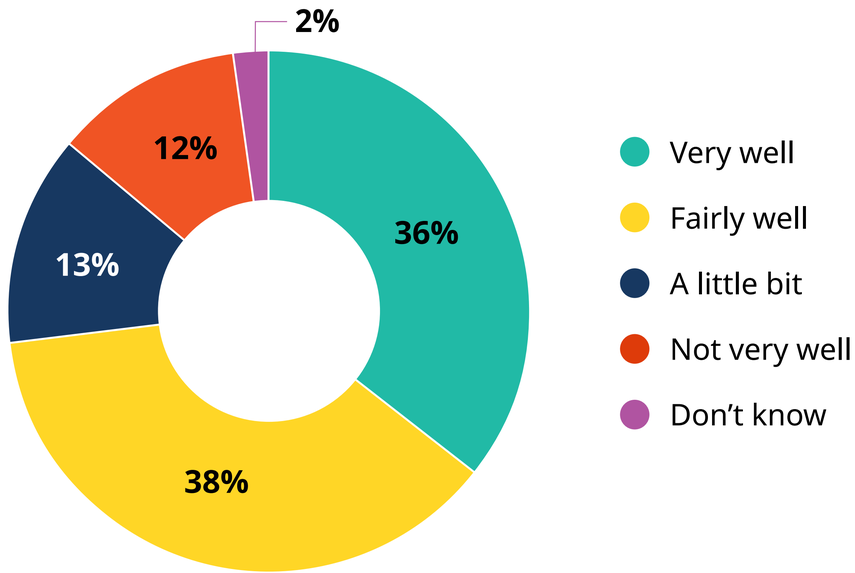
Here is an example of a roadway that has been re-purposed into a higher quality play area with seat walls. This could work well adjacent to existing parks or residential buildings. More recreation focused spaces (activities with sports courts) could be more appropriate adjacent to parks.



What we Heard

We asked respondents, “How well do these design ideas reflect what you would like for event and gathering spaces? “

Overall, **74%** of survey respondents indicated that the design ideas reflect “very well” and “fairly well” for event and gathering spaces, while **12%** of respondents indicated the design ideas reflect event and gathering spaces “not very well”.



3

Q4. In the survey, there was one open ended question asking about the Broadway Public Realm Review Plan. This is a summary of the key themes from the 845 written responses:



Green Space

Strong interest in expanding and maintaining green spaces for leisure, public health, and community well-being.



Transportation

Support for dedicated bike lanes, enhanced connectivity, improved pedestrian amenities, with mixed opinions about reducing car lanes.



Climate Change

Importance of prioritizing weather protrction in project design, for both heat and rain, while also planning for climate change impacts and extreme weather conditions.

Survey response quotes

"I would like more 'green' and less pavement.

"The use of parks across Vancouver has already skyrocketed and people need it for health and wellbeing - particularly those living in small dense apartments.

"Lots and lots of trees, gardens and open plazas with seating for relaxing and leisure.

"All weather conditions should be considered, spaces should be useful both after snowstorms and during heat waves.

"Covered open-air seating (for board games, eating, etc.) are important to make this usable year-round.

3 Key Feedback Themes

Expansion and Maintenance of Green Space

- Strong interest in expanding and maintaining green spaces, parks and trees in public spaces and on streets.
- Desire for green spaces for leisure and recreational activities.
- Support for urban greening projects and community gardens.
- Importance of green spaces for public health and community well-being.
- Need for regular maintenance and upkeep of green spaces, and the inclusion of native plants and promotion of biodiversity.

Transportation

- Support for separate dedicated bike lanes, and a desire for secure bike parking, repair stations, and enhanced connectivity.
- Concerns about traffic flow, noise, emergency vehicle access, and parking, with mixed views about reducing car lanes.
- Need for better pedestrian amenities such as seating in shaded areas.

Adapting to Climate Change and Extreme Weather

- Weather protection should be prioritised in project design, including the addition of features like shelters and shade.
- Design should anticipate climate change impacts and extreme weather, incorporating plans for maintenance and management.

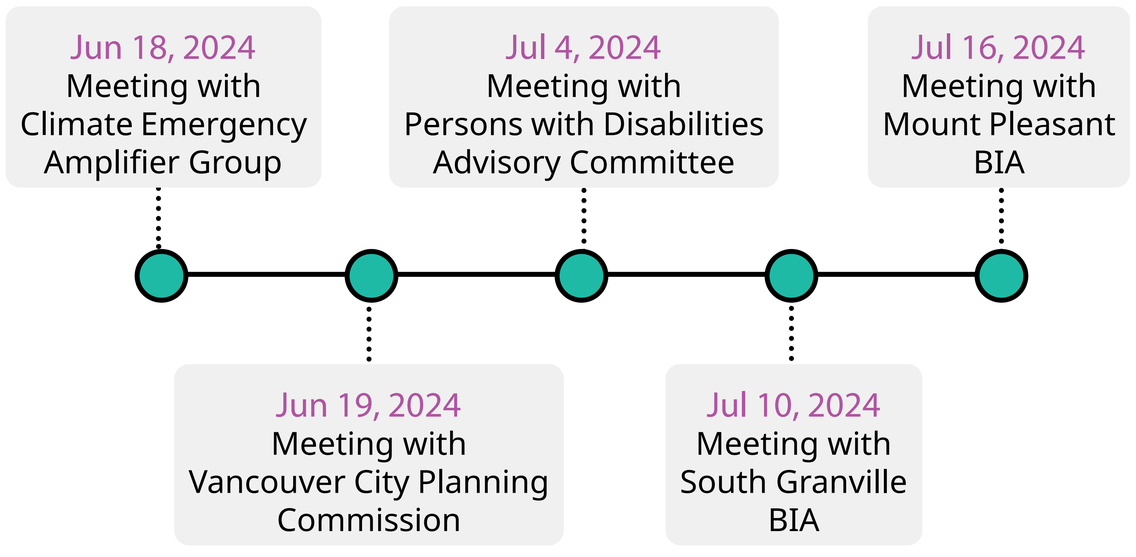
3 What We Heard

Stakeholder Meetings



City staff met with local groups and organizations including business improvement associations (BIAs) in the Broadway Plan area that represent specific interests such as small business, culture, community character, entertainment, access to the outdoors, maintenance, and under-represented and equity-seeking communities.

Organizations City staff met with to discuss development activity, early learnings and proposed directions in response to TOA legislation requirements:



Attendees had the opportunity to ask staff questions about the Broadway Public Realm Plan and Broadway Streetscape Plan and discuss opportunities and concerns. A summary of what we heard during these meetings is summarized below.

Public Space and Amenities

- Desire for public washrooms in public spaces.
- Concern around the concept of widening sidewalks along commercial high streets based on future redevelopment in the Broadway Plan area and how that would be phased.
- Strategies to provide more shelter and shade throughout the corridor, especially in public spaces.
- Concerns about predictable seating areas in public spaces and the impact of public dining on accessibility.

Transportation and Accessibility

- Desire for multi-modal integration at future Broadway-City Hall SkyTrain Station.
- Emphasis on the importance of cycling access to civic services and destinations along the Broadway corridor.
- Desire to separate cyclist and pedestrian uses on multi-purpose pathways.
- Discussions on the capacity of off-Broadway and North-South routes to handle increased active transportation due to future new development

3 Stakeholder Meetings Cont'd

- Ensuring that first responders have access to new towers, hospitals, and streets, with active transportation routes doubling as fire routes.
- Emphasis on maintaining and increasing accessible parking, ensuring public spaces are accessible, and addressing concerns about multi-shared pathways.
- There is opportunity to deliver active transportation lanes on Broadway, which would provide more space for pedestrians.

Safety and Security

- Encouraging planning for the public realm around the Broadwau Subway stations to ensure safety and security.

Community and Stakeholder Engagement

- Encouraging feedback from committees and stakeholders, and providing updates as the project progresses.





3 What We Heard

Pop-up Events

Over the four-week engagement period, City staff hosted two pop-up events across the Broadway Plan area. To intercept a broad range of residents and visitors, pop-ups were scheduled during the daytime on weekends, and were located at neighbourhood plazas.

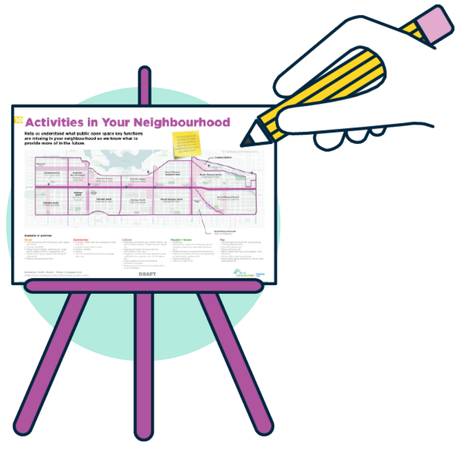
During the pop-up events, the public was invited to ask questions about the project and share ideas of activities they would like to see more of in the Broadway Plan neighbourhoods. The public was also invited to provide more detailed feedback through the survey, available online, in print or by phone at 3-1-1.



Mt Pleasant
Sat, Jun 22, 2024





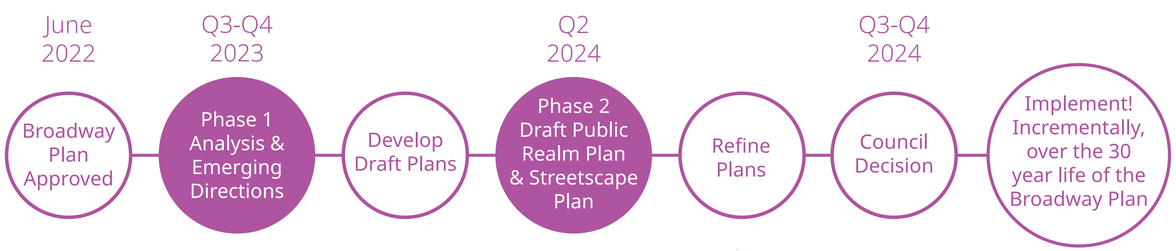




14th & Main Plaza
Sat, Jul 6, 2024

4 What's Next?

The feedback summarized in this report will help refine the Draft Public Realm and Draft Streetscape Plan for Broadway. Stay involved and up to date with the project by visiting the Broadway Public Realm website: www.shapeyourcity.ca/broadway-public-realm or email broadwayplan@vancouver.ca



We Are Here

Informed by public feedback, staff refine the Draft Broadway Public Realm and Streetscape Plan and prepare the Council report.



5 Appendix A

Engagement Events and Activities

Engagement Events and Activities	Date(s)	Number of Participants
Shape Your City survey	June 13 - July 14, 2024	1934
Broadway Plan Open House - Fairview	June 15, 2024	55
Broadway Plan Open House – Mt. Pleasant	June 17, 2024	200
Climate Emergency Amplifier Group	June 18, 2024	10
Vancouver Planning Commission (VCPC)	June 19, 2024	9
Pop up: South Granville Neighbourhood Plaza (W 13th Ave. and Granville St.)	June 22, 2024	70
Urban Explorers Workshop	June 25, 2024	30
Broadway Plan Open House - Kitsilano	June 26, 2024	351
Persons with Disabilities Advisory Subcommittee (PDAC)	July 4, 2024	9
Youth Enagement: UBC-NUS Student Tour of City Hall	July 5, 2024	40
Pop up: Mt. Pleasant Neighbourhood Plaza (W 14th Ave. and Main St.)	July 6, 2024	35
South Granville BIA	July 10, 2024	1
Mount Pleasant BIA	July 16, 2024	1
Transportation Advisory Committee	July 31, 2024	12
		Total: 2757