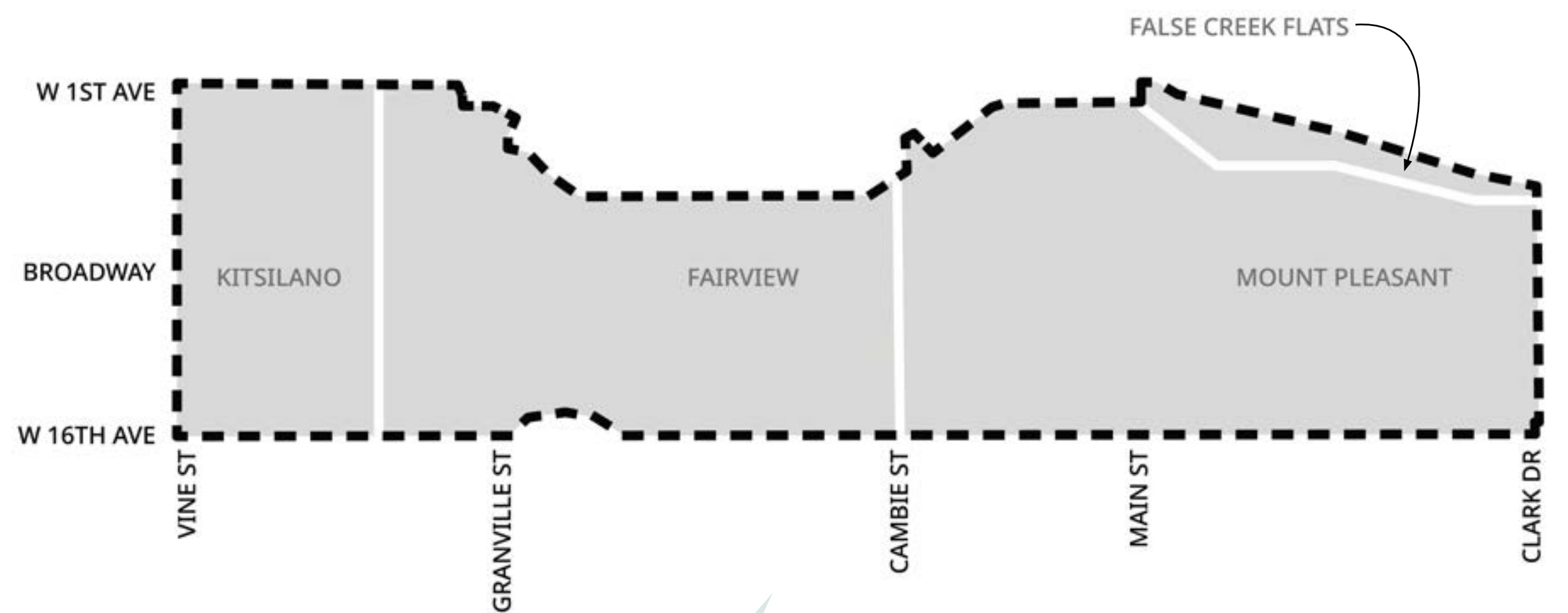


# Broadway Plan Review

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. The City will monitor its performance and 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 of the Broadway Plan. While the Plan was only adopted by Council two years ago, new Provincial legislation has been enacted 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. Additionally, City staff have identified some potential policy improvements based on early learnings from implementation of the Plan.



**What is the Broadway Plan?**  
The Broadway Plan (2022) is a comprehensive area plan to guide growth and positive change in the neighbourhoods surrounding the Broadway Subway over the next 30 years.



This plan was approved by Vancouver City Council on June 22, 2022 and effective as of September 1, 2022.



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# Land Acknowledgment

Acknowledging the unceded homelands of the x<sup>w</sup>məθk<sup>w</sup>ə́yəm (Musqueam), S<sub>k</sub>wx<sub>w</sub>ú7mesh (Squamish) and səliłwətał (Tsleil-Waututh) Nations



The City of Vancouver is located on the unceded, ancestral, and traditional homelands of the x<sup>w</sup>məθk<sup>w</sup>ə́yəm (Musqueam), S<sub>k</sub>wx<sub>w</sub>ú7mesh (Squamish) and səliłwətał (Tsleil-Waututh) Nations.



These lands have been stewarded by x<sup>w</sup>məθk<sup>w</sup>ə́yəm (Musqueam), S<sub>k</sub>wx<sub>w</sub>ú7mesh (Squamish) and səliłwətał (Tsleil-Waututh) Peoples since time immemorial, and their unique and inherent relations, history, Title and rights in these territories remain intact. The City of Vancouver endeavors to strengthen its future as a City of Reconciliation by working collaboratively with the Nations.



# Development Activity

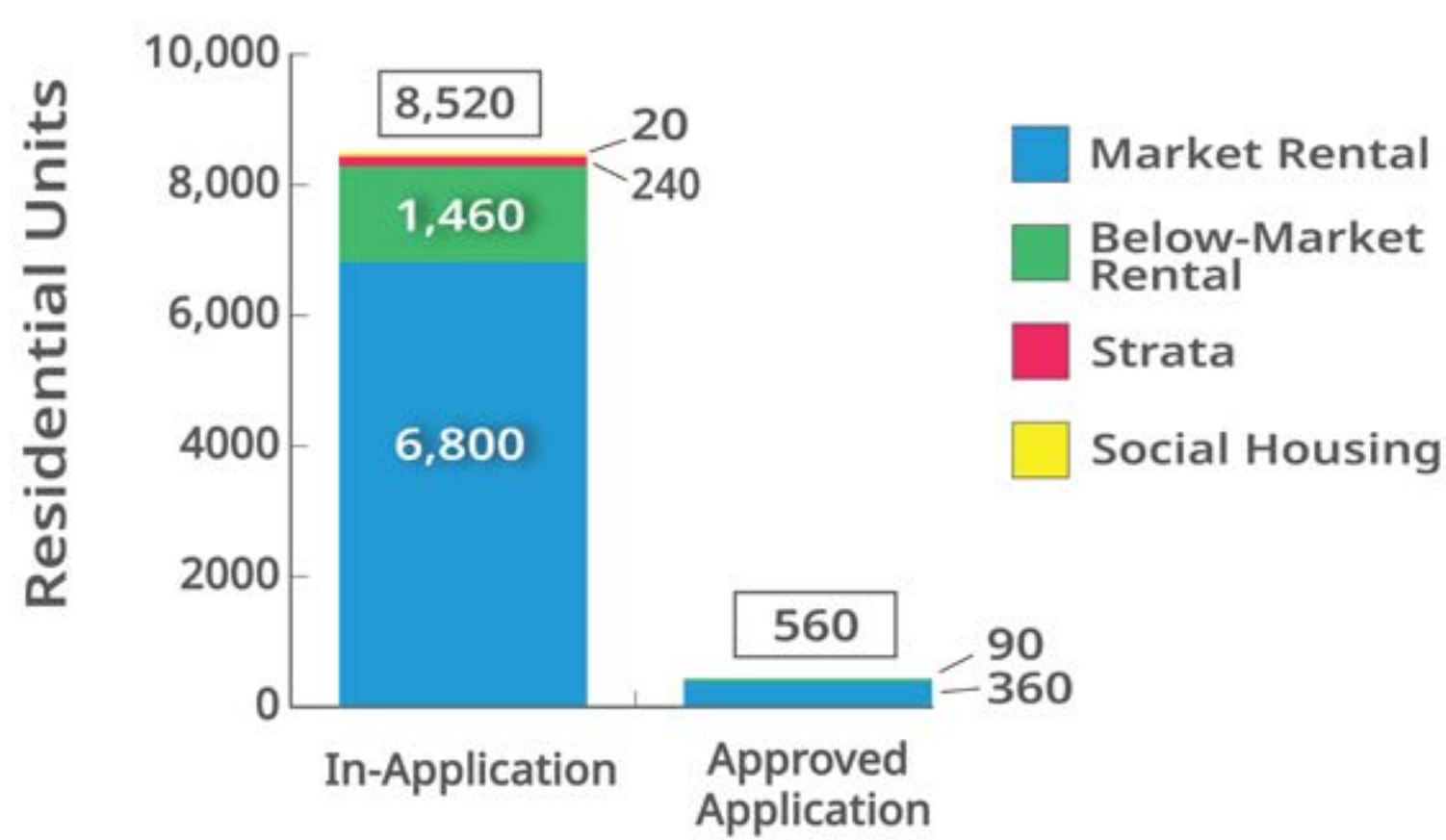
The City has received dozens of rezoning and development applications under the Broadway Plan since its adoption. These new developments will help deliver the types of housing, employment space, and community amenities that the Plan envisions.

## Key observations to date:

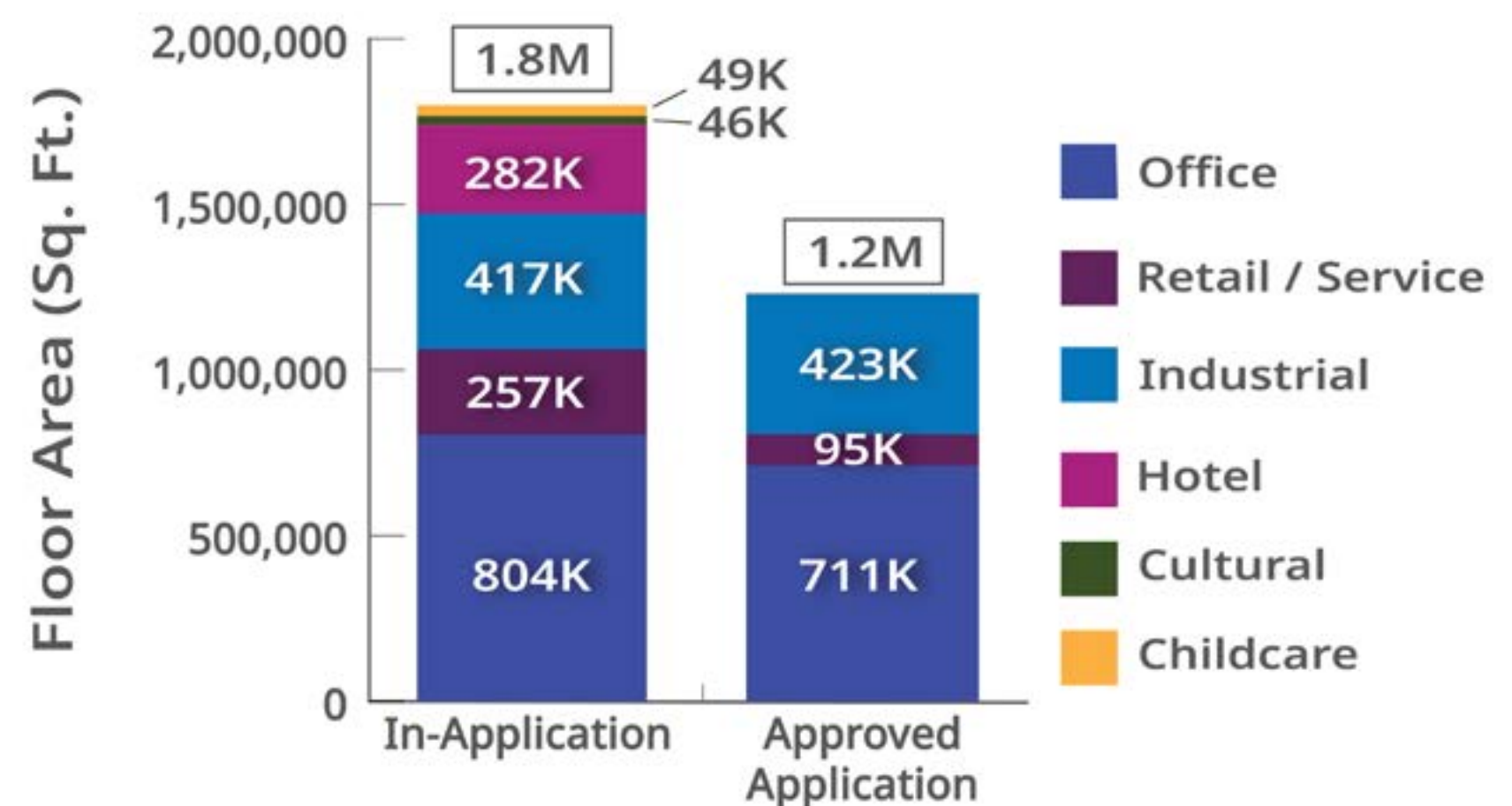
- Over 50 projects are now in-application or approved applications, totalling approximately 8,970 new residential units and 3.0 million square feet of new employment space.
- Projects are distributed throughout the Plan area in Kitsilano, Fairview and Mount Pleasant.
- The vast majority of residential or mixed-use residential projects are for secured market and below-market rental housing.
- Non-residential or mixed-use residential projects include significant new employment space, such as office, industrial, retail/service, and hotel.

The City will continue tracking development activity in the area as projects progress through the permitting and construction process.

Residential Development By Tenure

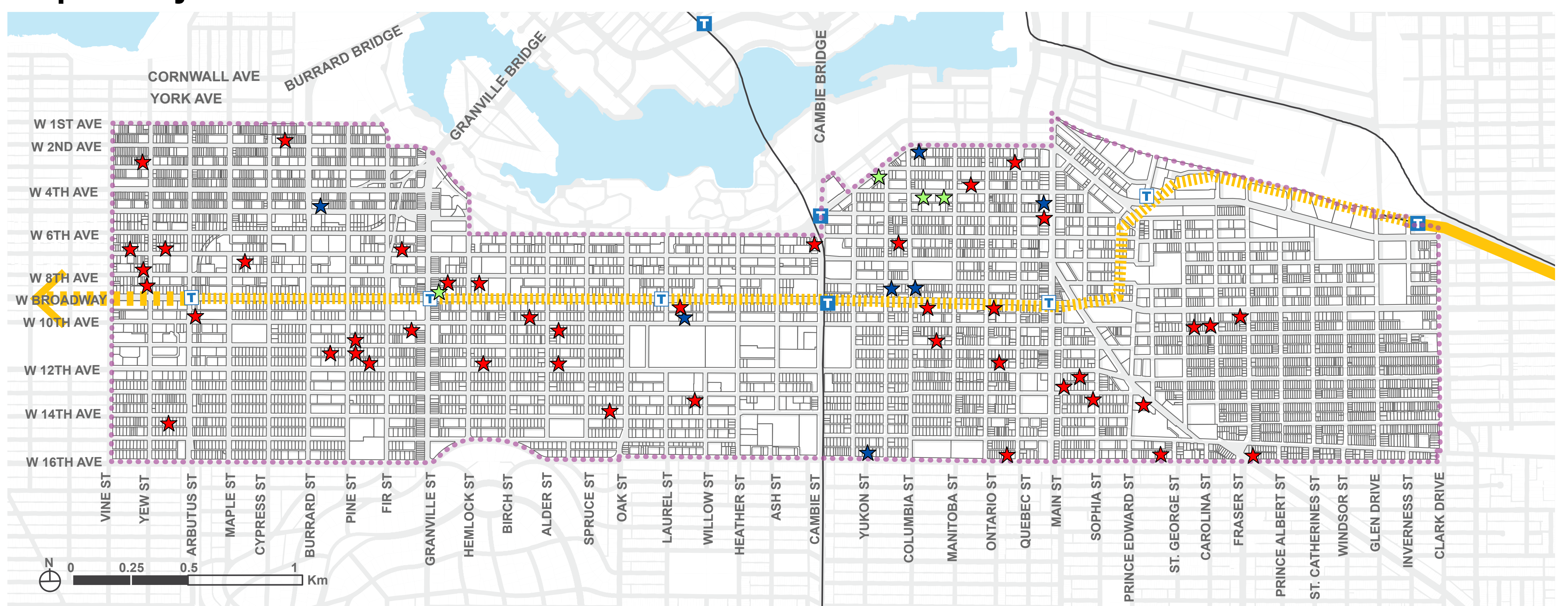


Non-Residential Development



'In-Application' represents development proposals currently under review for rezoning. 'Approved Applications' represents development proposals that have been approved for rezoning (including in principle), or a development permit, building permit or occupancy permit has been issued.

## Map of Projects



NOTE: Some rezoning applications are not shown on this map as they are in early application stages and have not yet been shared publicly.

| In-Application | Approved Applications | Under Construction |
|----------------|-----------------------|--------------------|
| 49             | 7                     | 4                  |

### 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
- ★ In-Application
- ★ Approved Applications
- ★ Under Construction



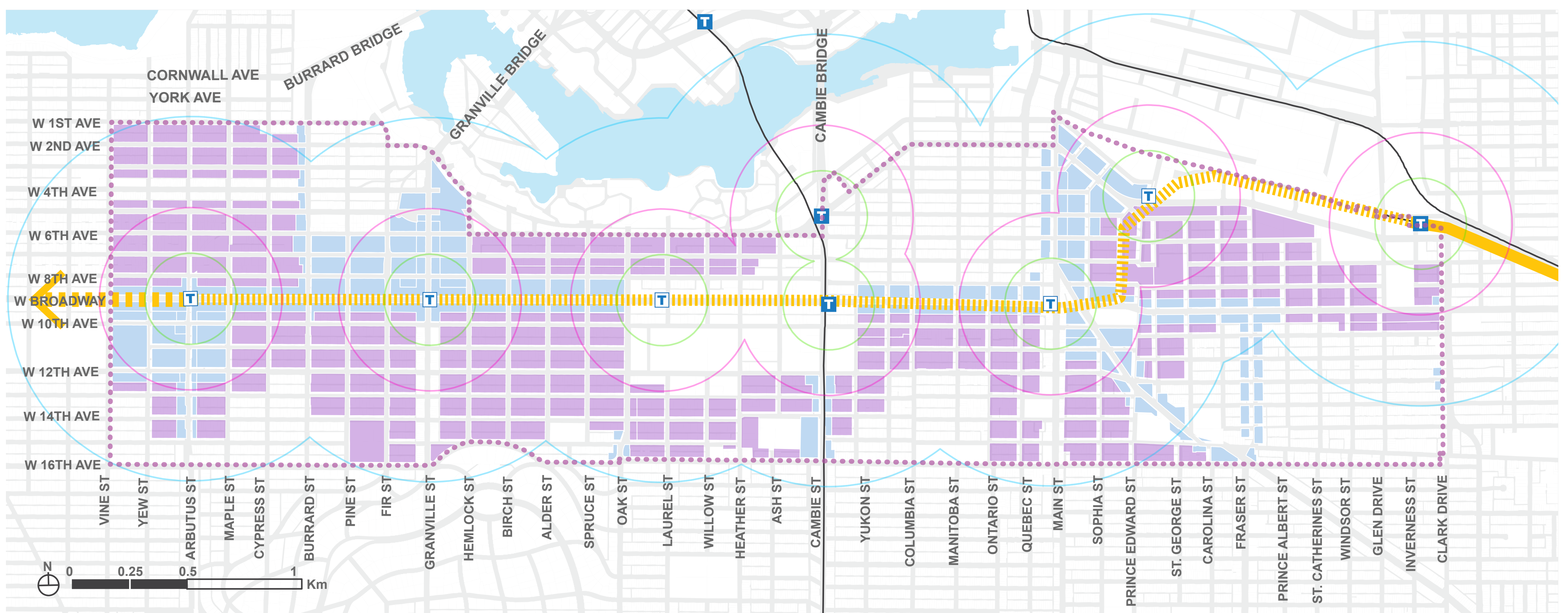
# Tower Limit Policies

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.

## Where do tower limit policies apply?

The tower limit policies apply in the 'Centres' shown in blue, and the 'Residential Areas' shown in purple.

## Areas with Tower Limits



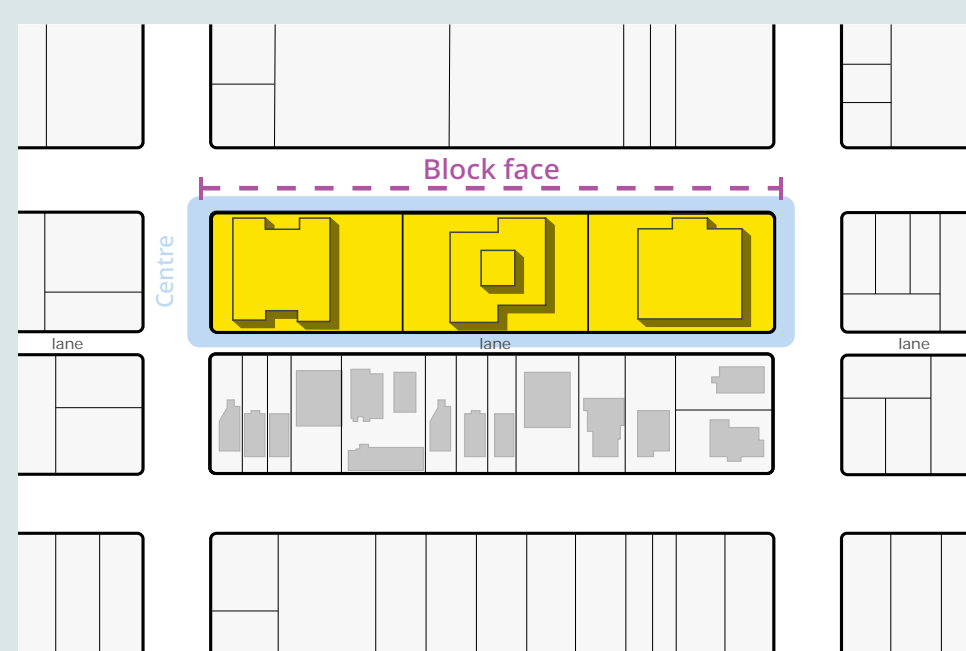
### Legend

- Broadway Plan Area
- Future Broadway Subway
- Future Millennium Line UBC Extension
- Millennium Line
- Current SkyTrain Network
- Existing Rapid Transit Station
- Future Rapid Transit Station
- 200 metre Tier
- 400 metre Tier
- 800 metre Tier
- Centres
- Residential Areas

## What are the tower limit policies?

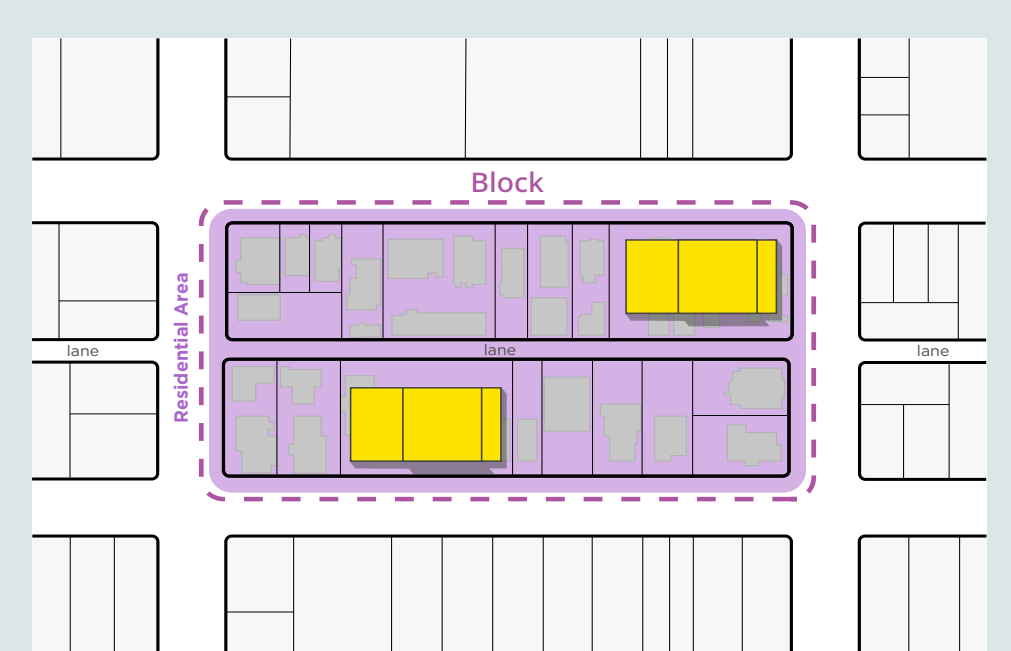
### Centres

In the 'Centres' shown in blue, there is generally a limit of three towers per block face. A block face is the area bordered by three streets and a laneway.



### Residential Areas

In the 'Residential Areas' shown in purple, there is generally a limit of two towers per block. A block is the area bordered by four streets.



## Exceptions

There are exceptions to the policy descriptions above. For example, there are different policies for blocks that span multiple policy areas, or blocks with older towers that were built prior to the Broadway Plan.

For specific policy directions, please refer to the Broadway Plan.

# Tower Limit Policies

Considering the new Provincial legislation and early learnings from Broadway Plan implementation, the City is proposing amendments to the Plan's tower limit policies in some areas.

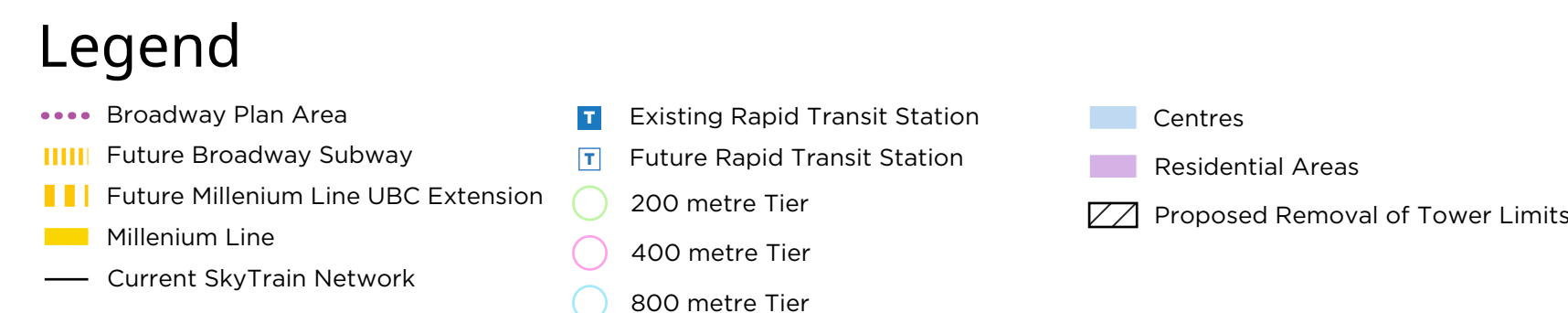
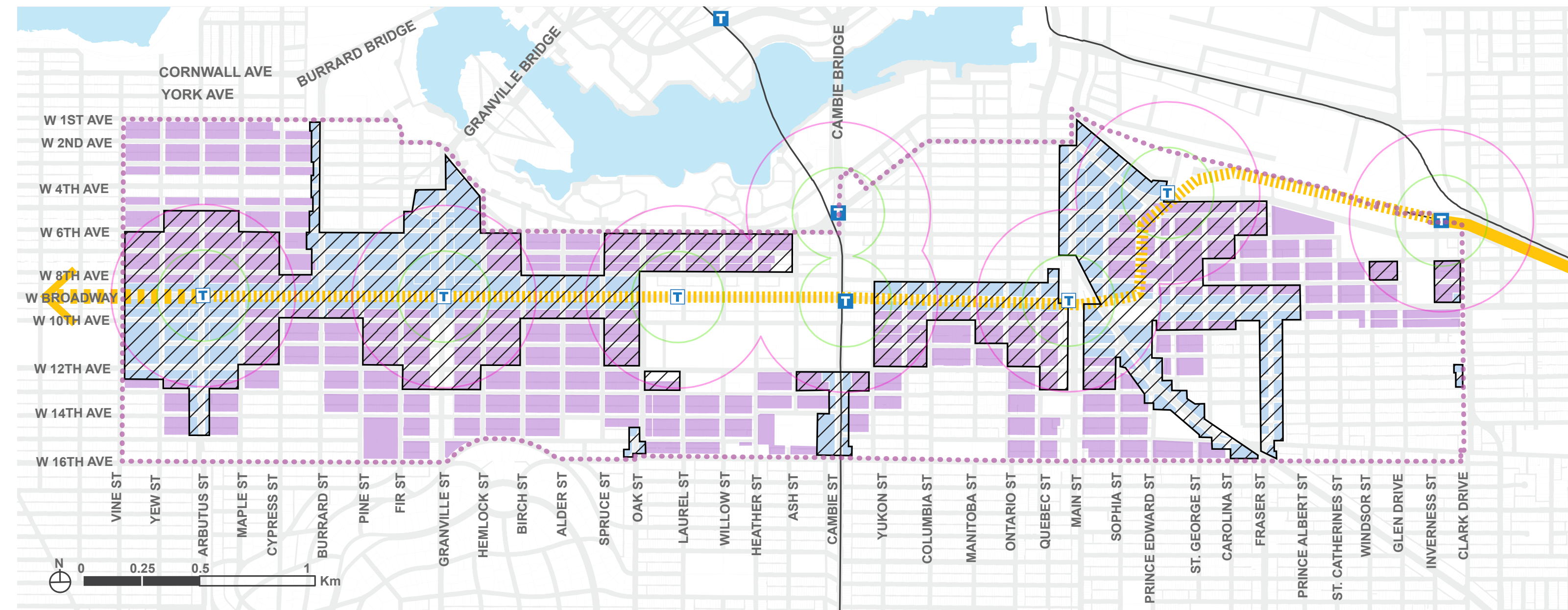
Based on the new legislation, the City cannot impose a limit on the number of towers per block in some portions of the TOAs:

- Within 200 metres of SkyTrain stations, the City cannot prohibit or restrict buildings up to 20 storeys
- Within 400 metres of SkyTrain stations, the City cannot prohibit or restrict buildings up to 12 storeys.

There will continue to be built form and site design considerations to guide new development, such as minimum site size and tower separation requirements.

The City is proposing to remove tower limit policies in areas that are closest to transit, shops, services, and amenities, generally within 400 metres (approximately a five minute walk) of SkyTrain stations.

## Areas with Tower Limits



## Centres

We are proposing to remove the tower limit policies in the 'Centres' shown in blue, as these areas have easy access to transit, shops, services, and amenities.

In these areas, the policy changes are not expected to have a significant impact on the number of towers per block or block face. Due to the size of a typical block and tower separation requirements, most block faces will not be able to accommodate more than three towers, even without policy limiting the number of towers.

## Residential areas

In the 'Residential Areas' shown in purple, we are proposing to remove tower limits for blocks within 400 metres of SkyTrain stations, as well as the block faces just off Broadway adjacent to the 'Centres.' These areas have easy access to transit, shops, services, and amenities.

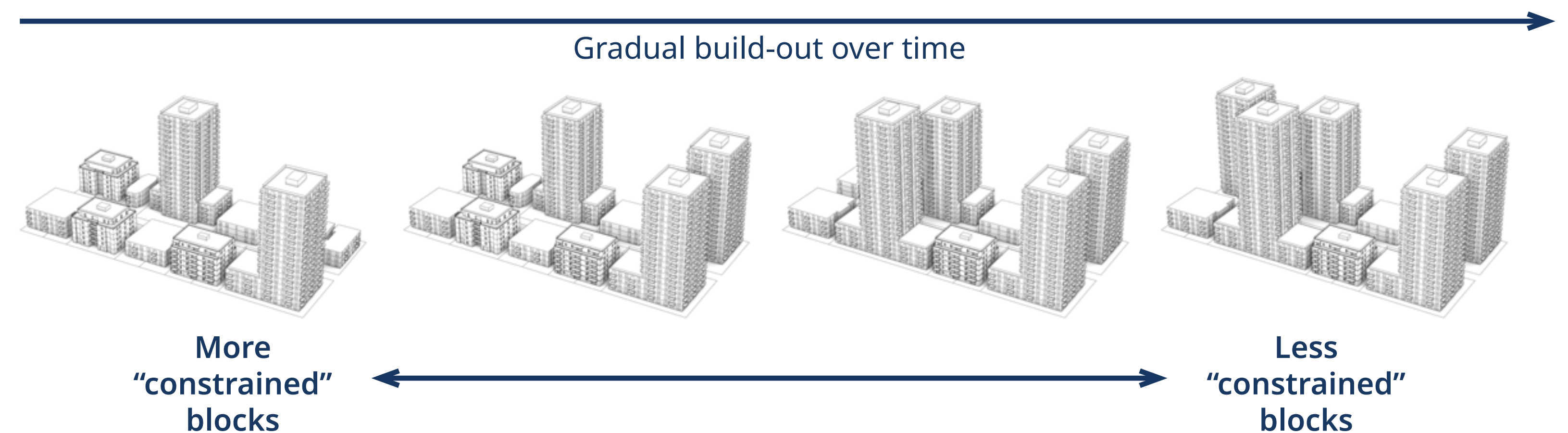
If tower limit policies are removed, there would likely be more towers built on a block in these areas. Below are some diagrams of what we expect this policy change could mean for these residential blocks.

Additionally, tower limits would be removed in all areas for 100% social housing developments to help support delivery of more deeply affordable housing.

## Conceptual illustration of full build-out of a block under existing policy



## Conceptual illustrations of potential build-out of blocks with tower limits removed



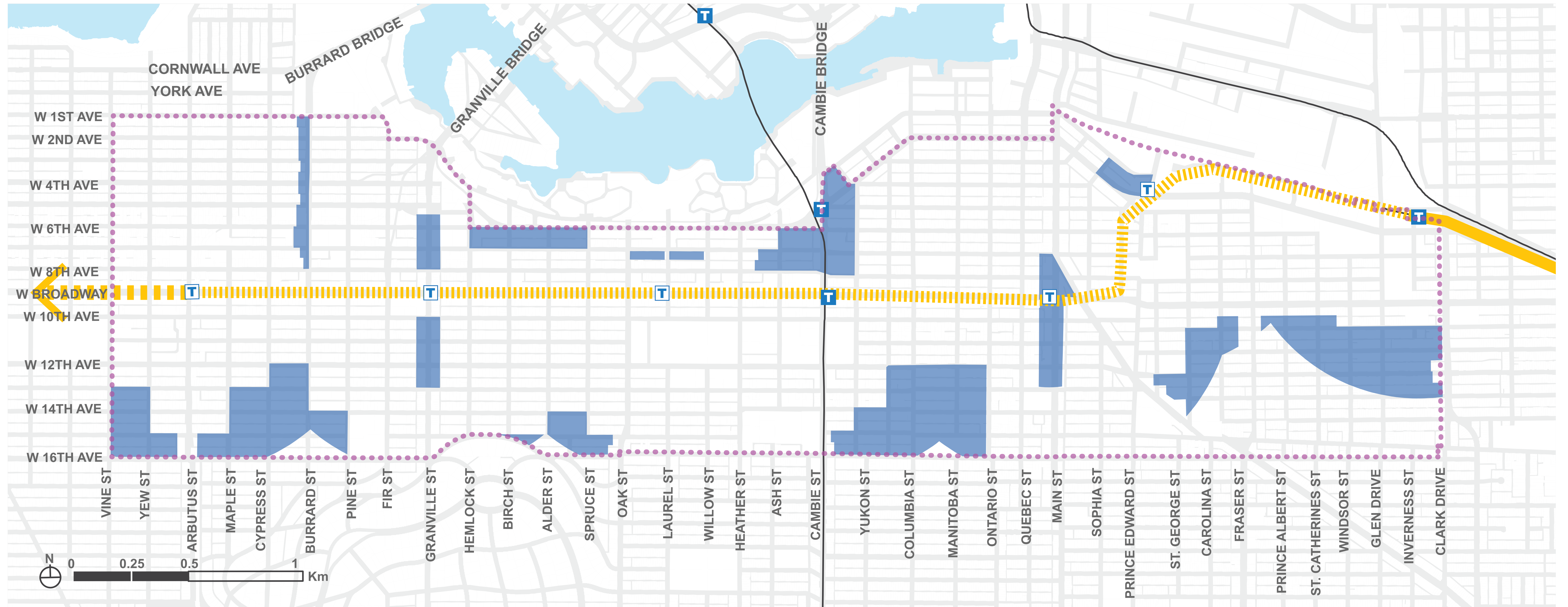
## What are constrained blocks?

"Constrained" blocks are those with heritage designated properties, recent development, high value existing uses, etc.

# Land Use Policies

The Broadway Plan provides direction for allowable building uses, heights, and densities across the Plan area. 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 select areas shown in blue on the map.

## Areas for Review



## Legend

- ⋯ Broadway Plan Area
- ▨ Future Broadway Subway
- ▨ Future Millennium Line UBC Extension
- ▬ Millennium Line
- Current SkyTrain Network
- T Existing Rapid Transit Station
- T Future Rapid Transit Station
- Areas for Review

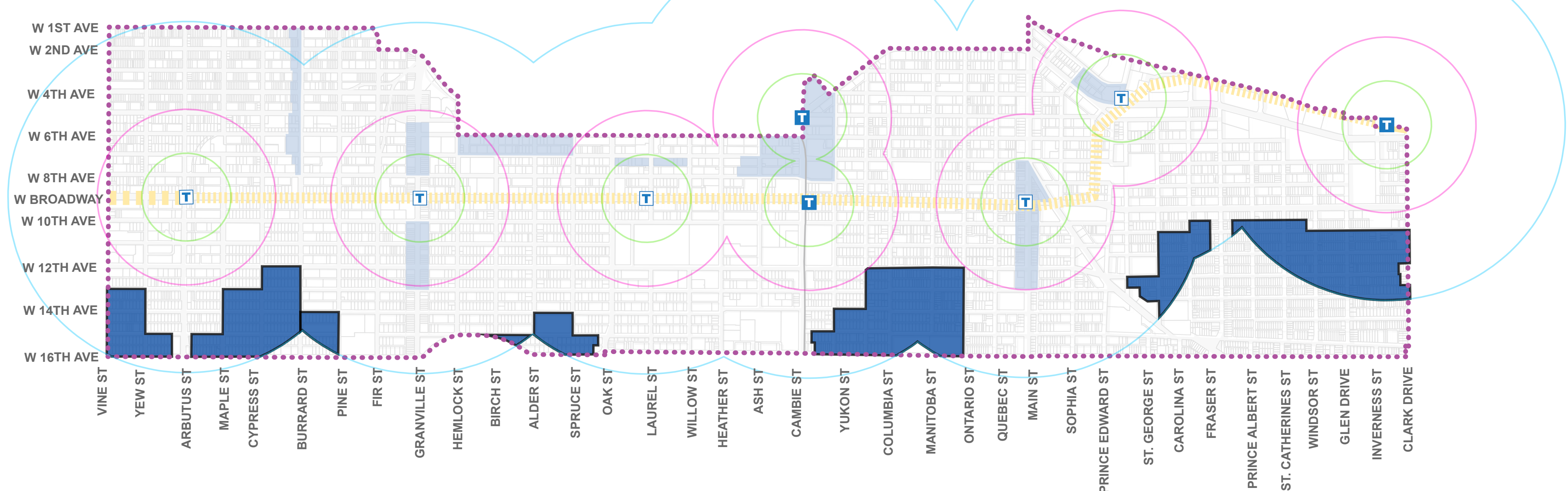
The following pages describe the proposed land use policy changes in each of these areas.



# Land Use Policies

## Existing Low-Density Residential Areas

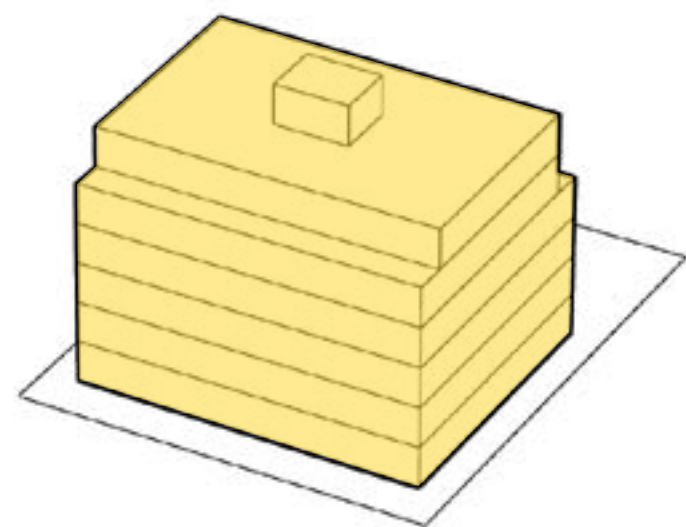
The existing low-density residential areas are comprised of green and leafy streets, with primarily low-density housing, including single-family homes, duplexes, multiple conversion dwellings, and secondary rental units. The Broadway Plan seeks to enable more diverse housing options in these areas, particularly secured rental apartments on local streets.



As several of the existing low-density areas within the Broadway Plan are within 800 metres from a SkyTrain station and are subject to the new TOA legislation, the City is proposing amendments to the Broadway Plan to align with the legislative requirements.

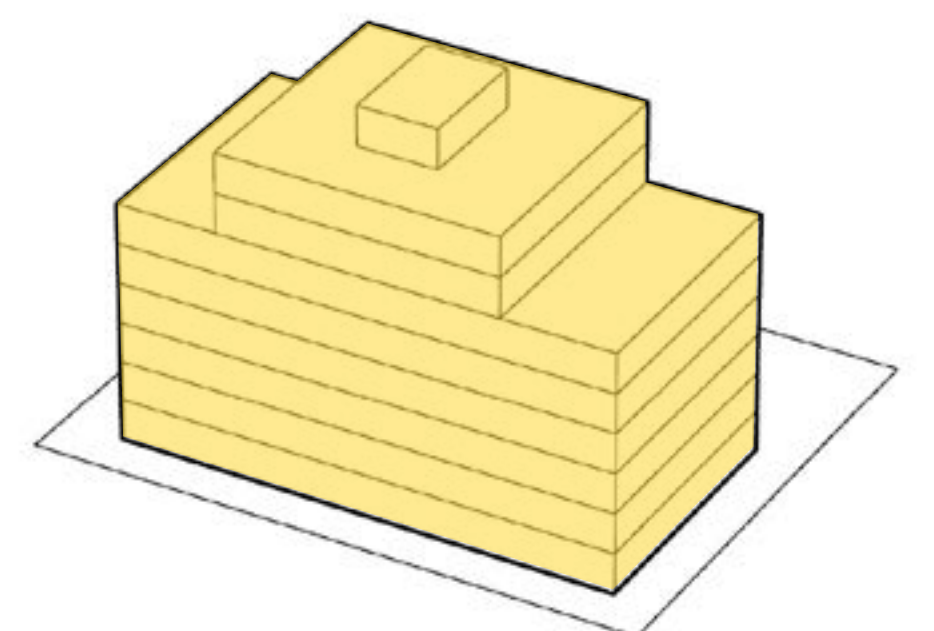
### Current policy

- Up to six storeys and 2.7 FSR, dependent on site size and conditions
- Required to be secured rental housing or social housing



### Proposed Policy

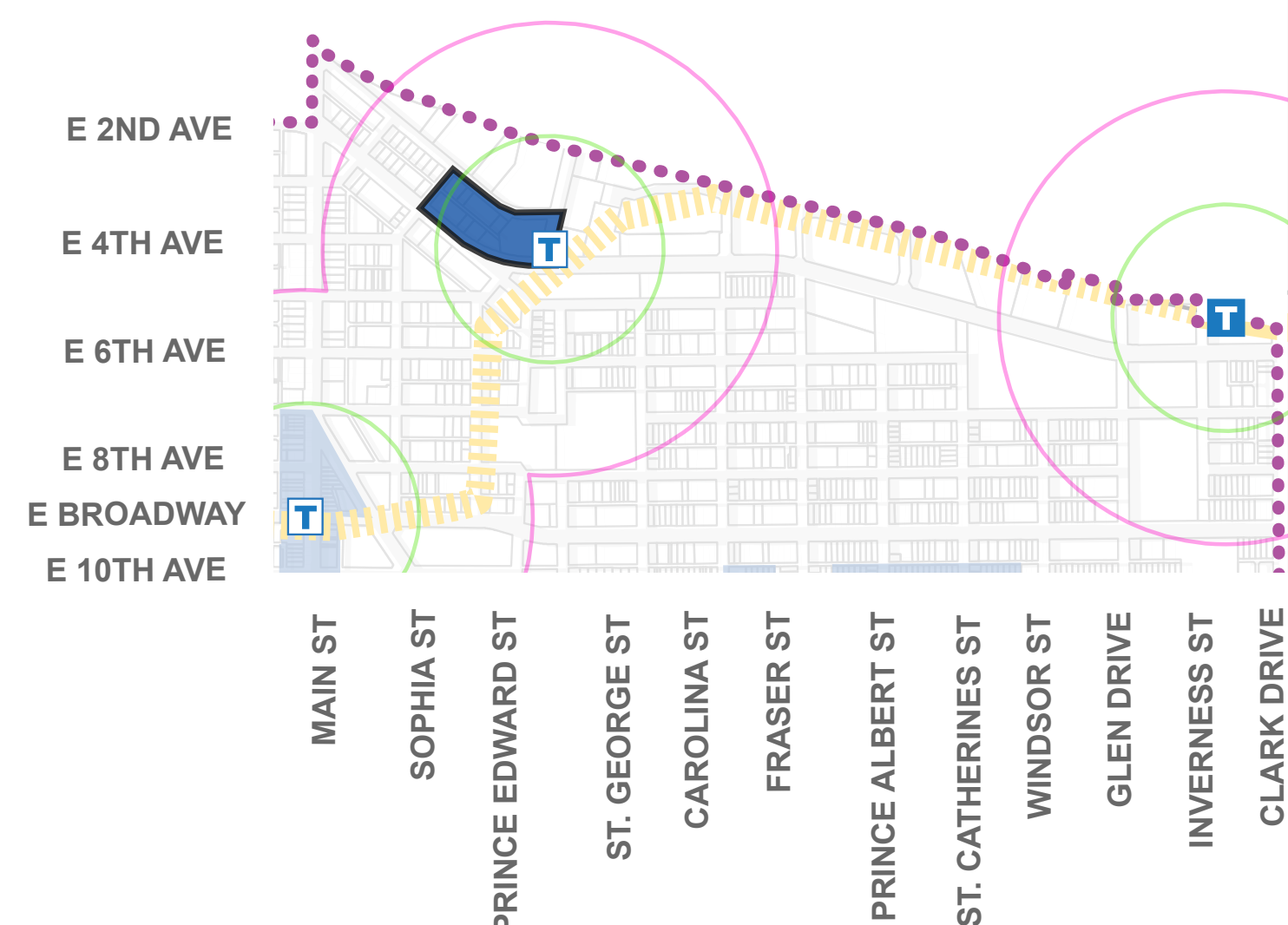
- Up to eight storeys and 3.0 FSR, dependent on site size and conditions
- Required to be secured rental housing or social housing



## Creative District - Area B

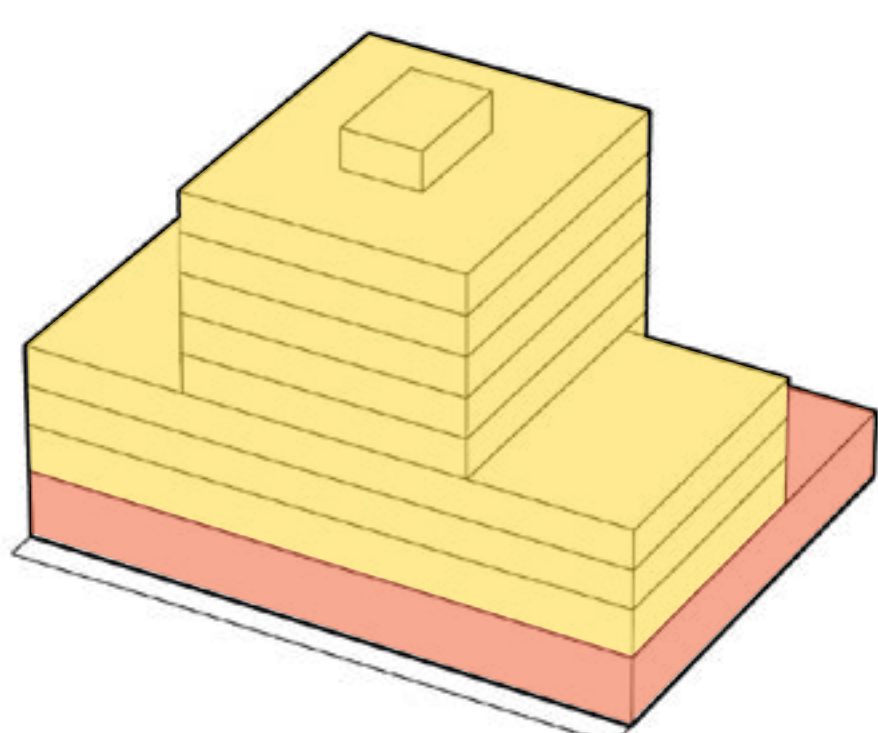
The Creative District is a mixed-use hub of primarily institutional, light industrial and office developments, with a small amount of housing such as live-work. The Broadway Plan seeks to strengthen the Creative District as a vibrant mixed-use area with a diverse range of job space, post-secondary institutions, housing, retail, services, and amenities.

As Area B of the Creative District is largely within 200 metres of the future Emily Carr – Great Northern Way Station and is subject to the new TOA legislation, the City is proposing amendments to the Broadway Plan that will align with and exceed the legislative requirements.



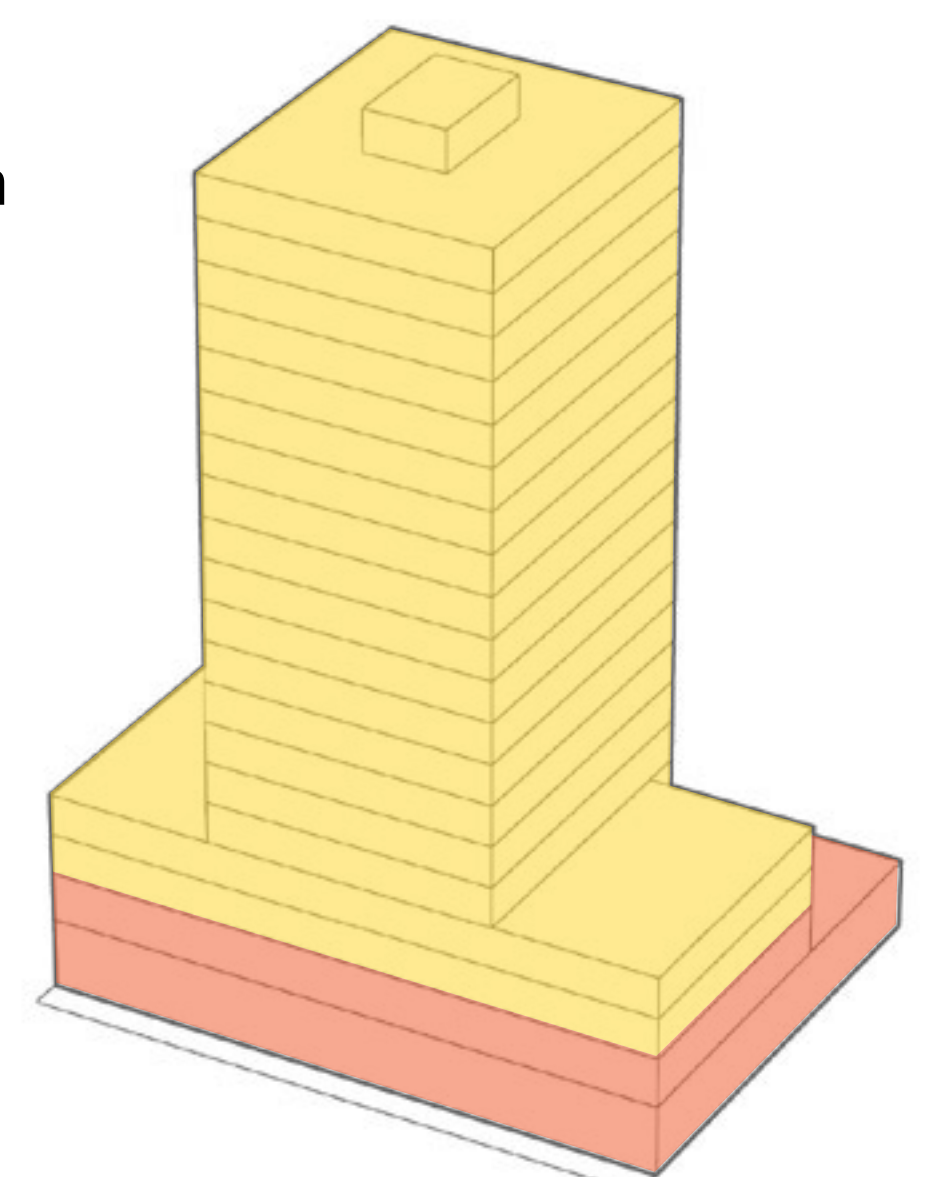
### Current policy

- Up to 10 storeys and 4.0 FSR, dependent on site size and conditions
- A minimum of 0.5 FSR must be for non-residential uses
- Any residential floor area is required to be artist housing
- Various tenure options for strata ownership housing, secured rental housing, and social housing



### Proposed Policy

- Up to 20 storeys and 7.0 FSR, dependent on site size and conditions
- A minimum of two levels of non-residential uses (e.g. cultural, light industrial, or service/retail) is required
- Residential uses limited to either:
  - » Secured rental housing with a minimum of 20% of the residential floor area secured at below-market rents
  - » Strata ownership housing with a minimum of 20% of the residential floor area delivered as turnkey social housing units owned by the City

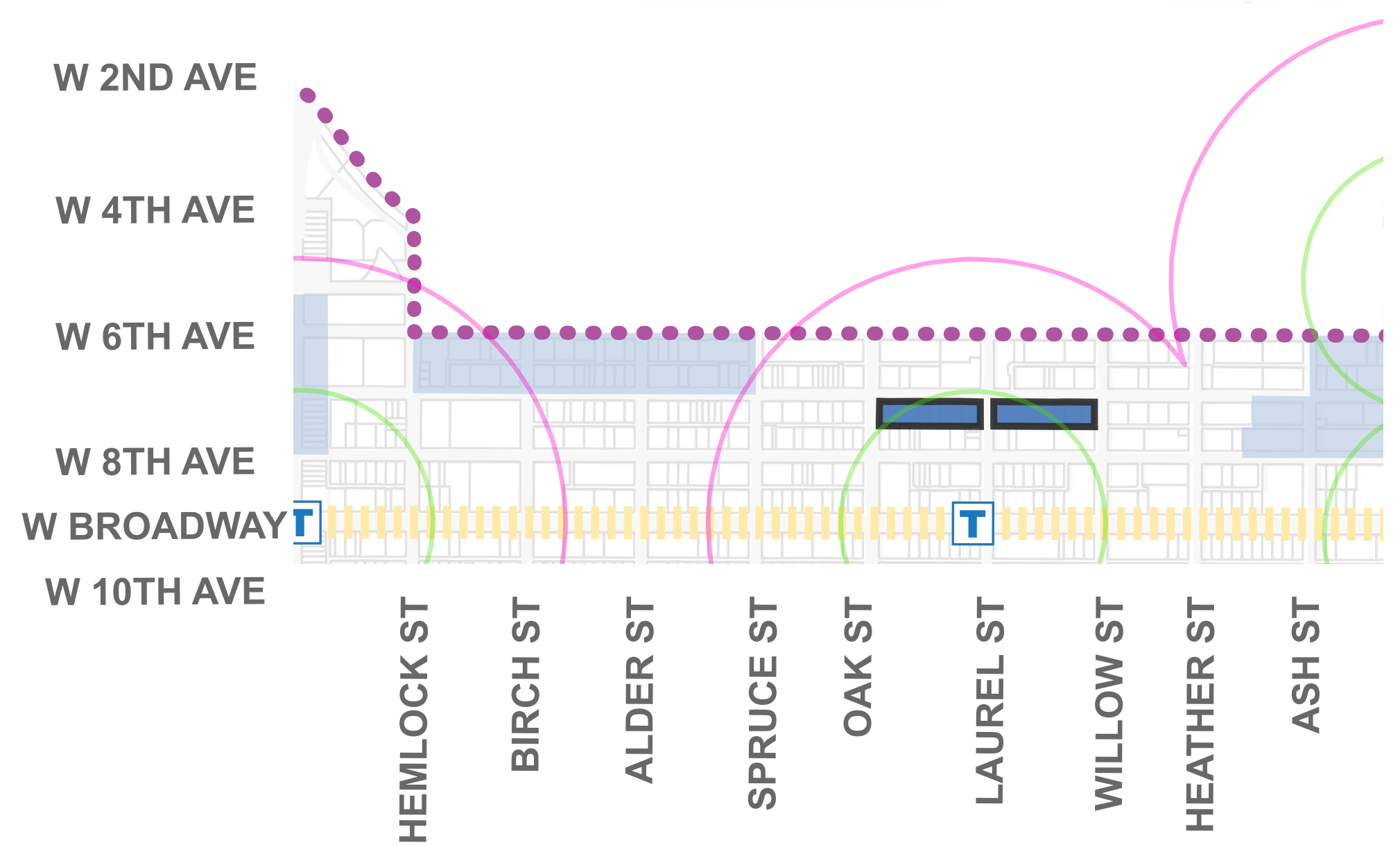


# Land Use Policies

## Fairview Slopes - Area A

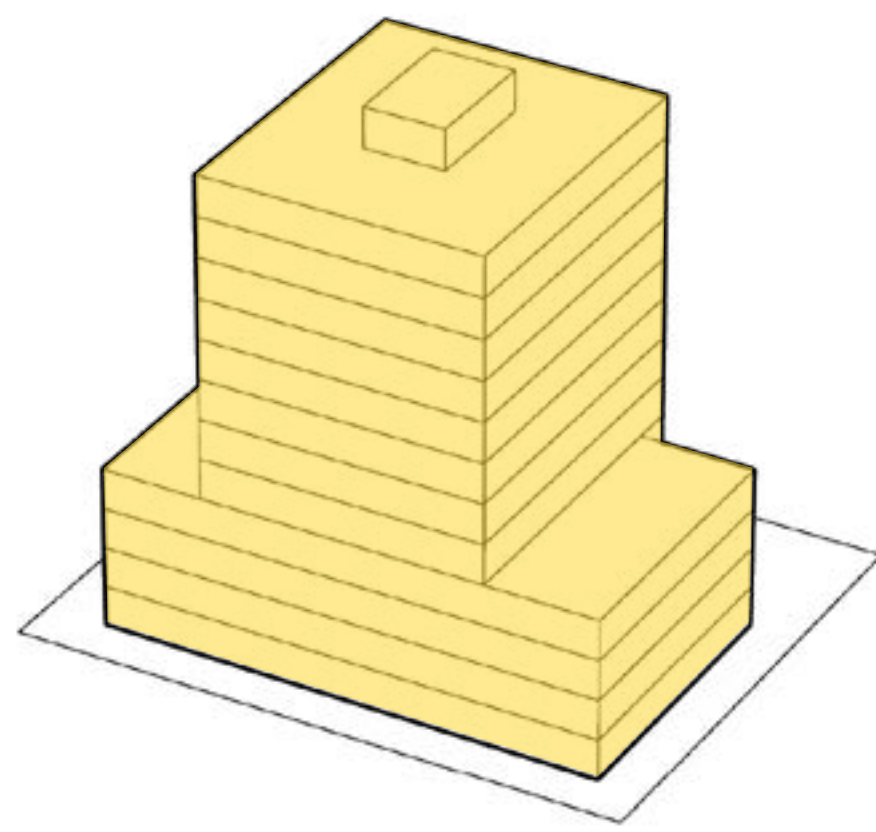
Fairview Slopes consists primarily of low-rise strata ownership housing built in the 1970s and 1980s. The Broadway Plan seeks to enhance the Fairview Slopes as a walkable, more diverse primarily residential area by providing strategic opportunities for new housing, as well as local-serving shops and services.

As Area A of Fairview Slopes is largely within 200 metres of the future Oak – VGH Station and is subject to the new TOA legislation, the City is proposing amendments to the Broadway Plan that will align with and exceed the legislative requirements.



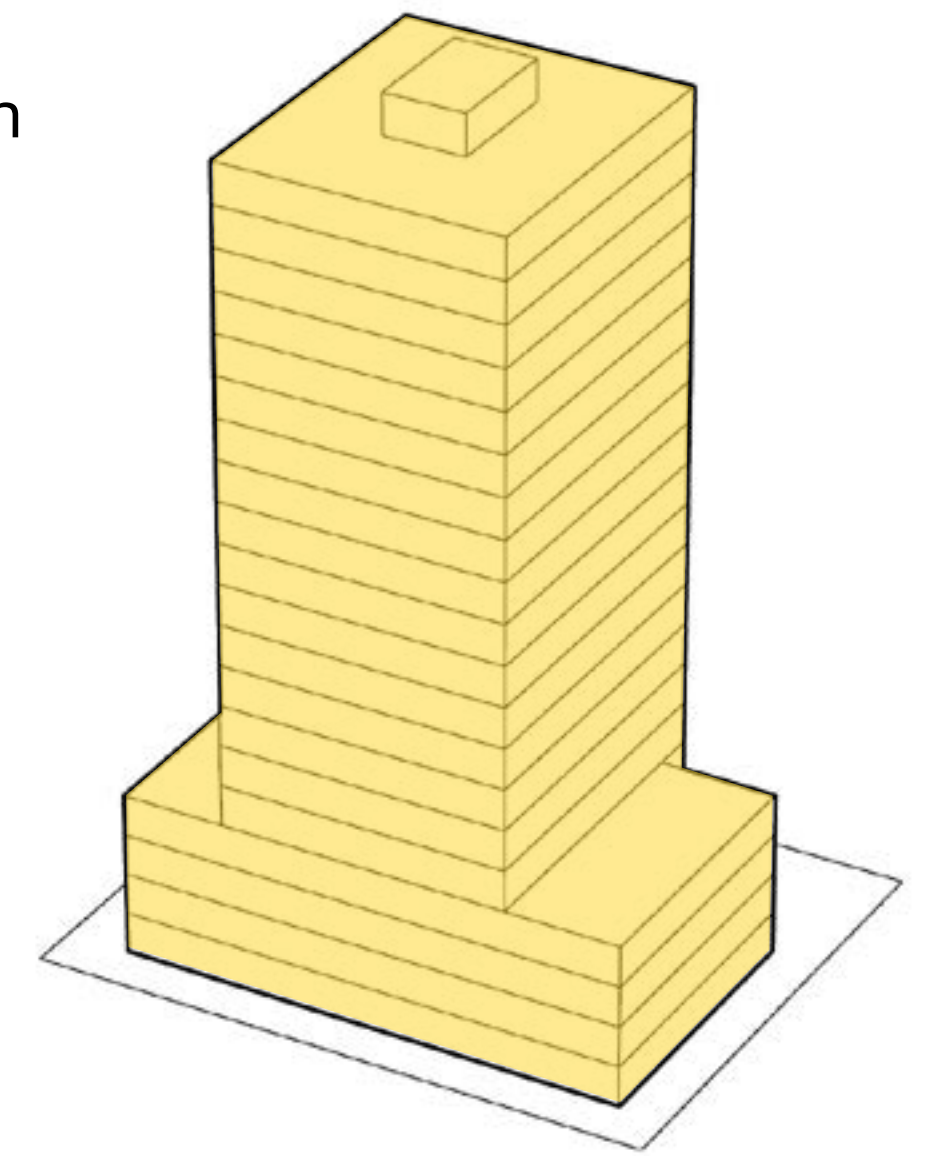
### Current policy

- Up to 12 storeys and 4.0 FSR, dependent on site size and conditions
- Options for secured rental housing with below-market units, strata ownership housing, or social housing, depending on the existing site context



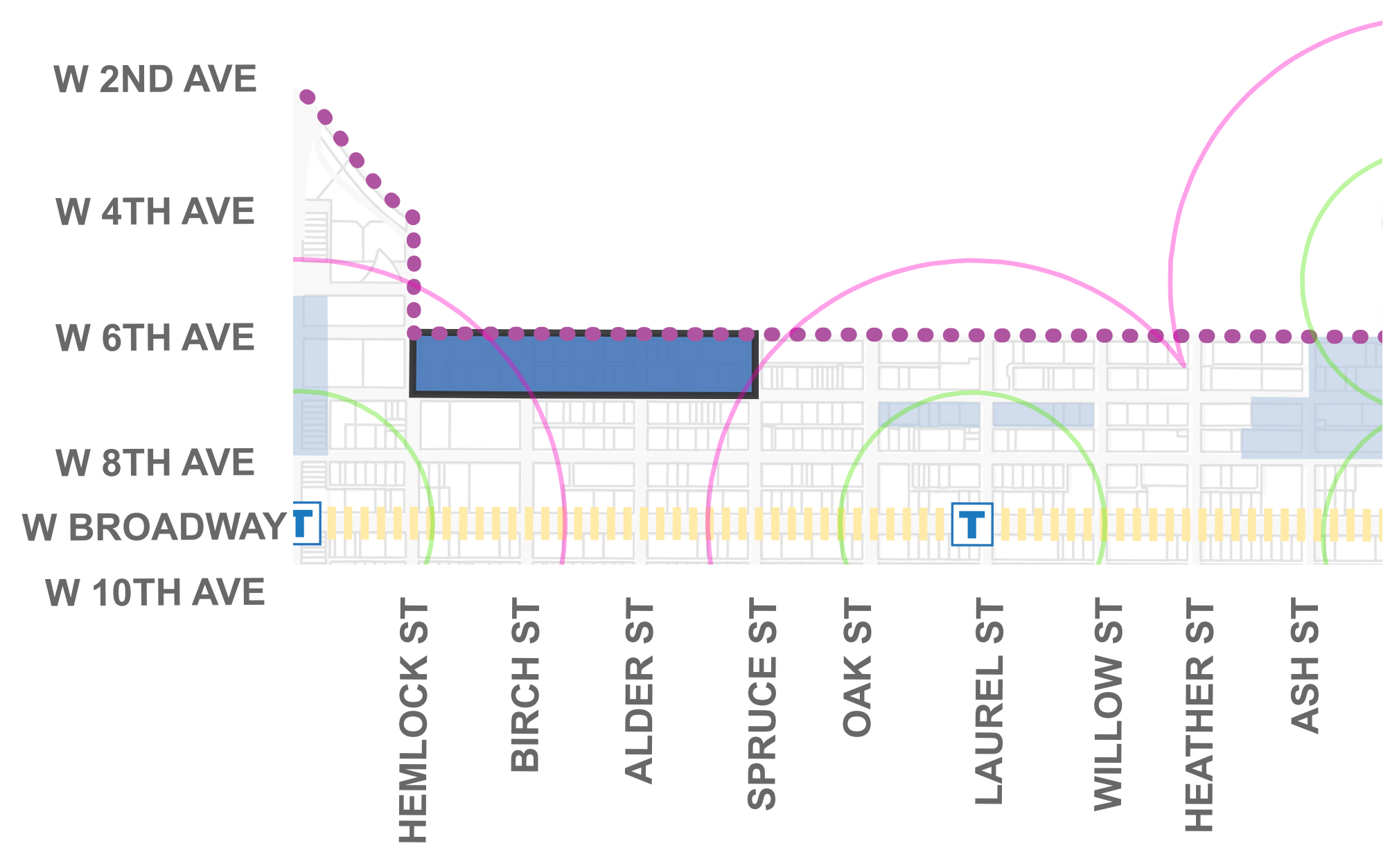
### Proposed Policy

- Up to 20 storeys and 6.5 FSR, dependent on site size and conditions
- Options for secured rental housing with below-market units, strata ownership housing, or social housing, depending on the existing site context



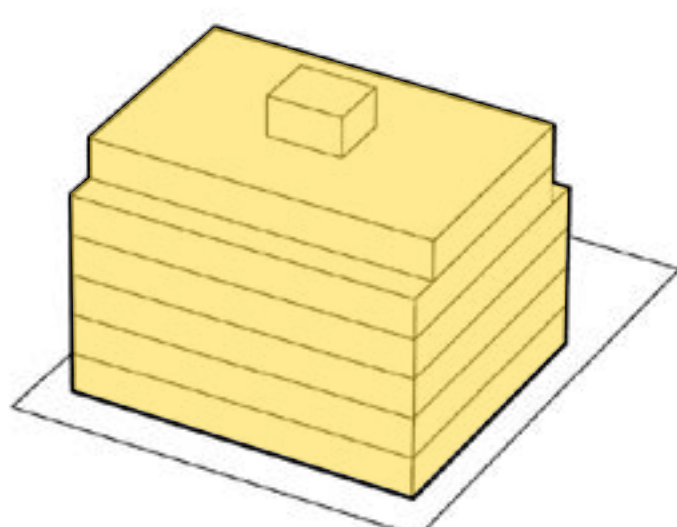
## Fairview Slopes - Area B

As portions of Area B of Fairview Slopes are within 400 metres of the future Oak – VGH Station or South Granville Station and subject to the new TOA legislation, the City is proposing amendments to the Broadway Plan to align with the legislative requirements. The proposed amendments would apply to the entire Fairview Slopes Area B, as the area is only comprised of three blocks.



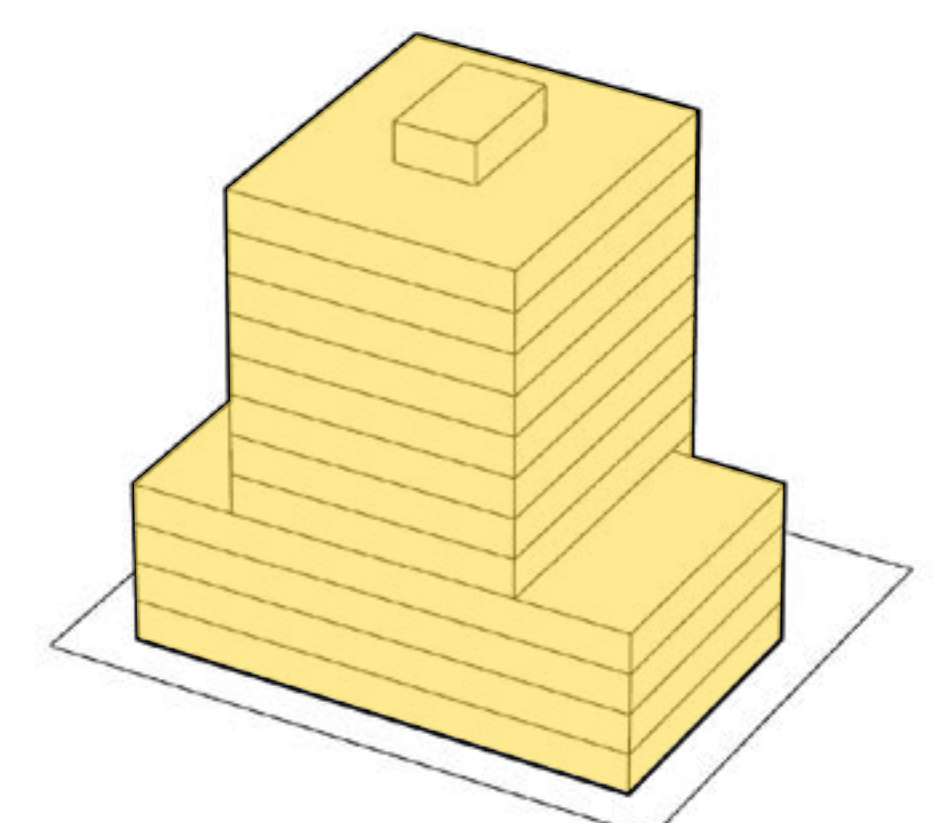
### Current policy

- Up to six storeys and 2.7 FSR, dependent on site size and conditions
- Options for secured rental housing with below-market units, strata ownership housing, or social housing, depending on the existing site context



### Proposed Policy

- Up to 12 storeys and 4.0 FSR, dependent on site size and conditions
- Options for secured rental housing with below-market units, strata ownership housing, or social housing, depending on the existing site context

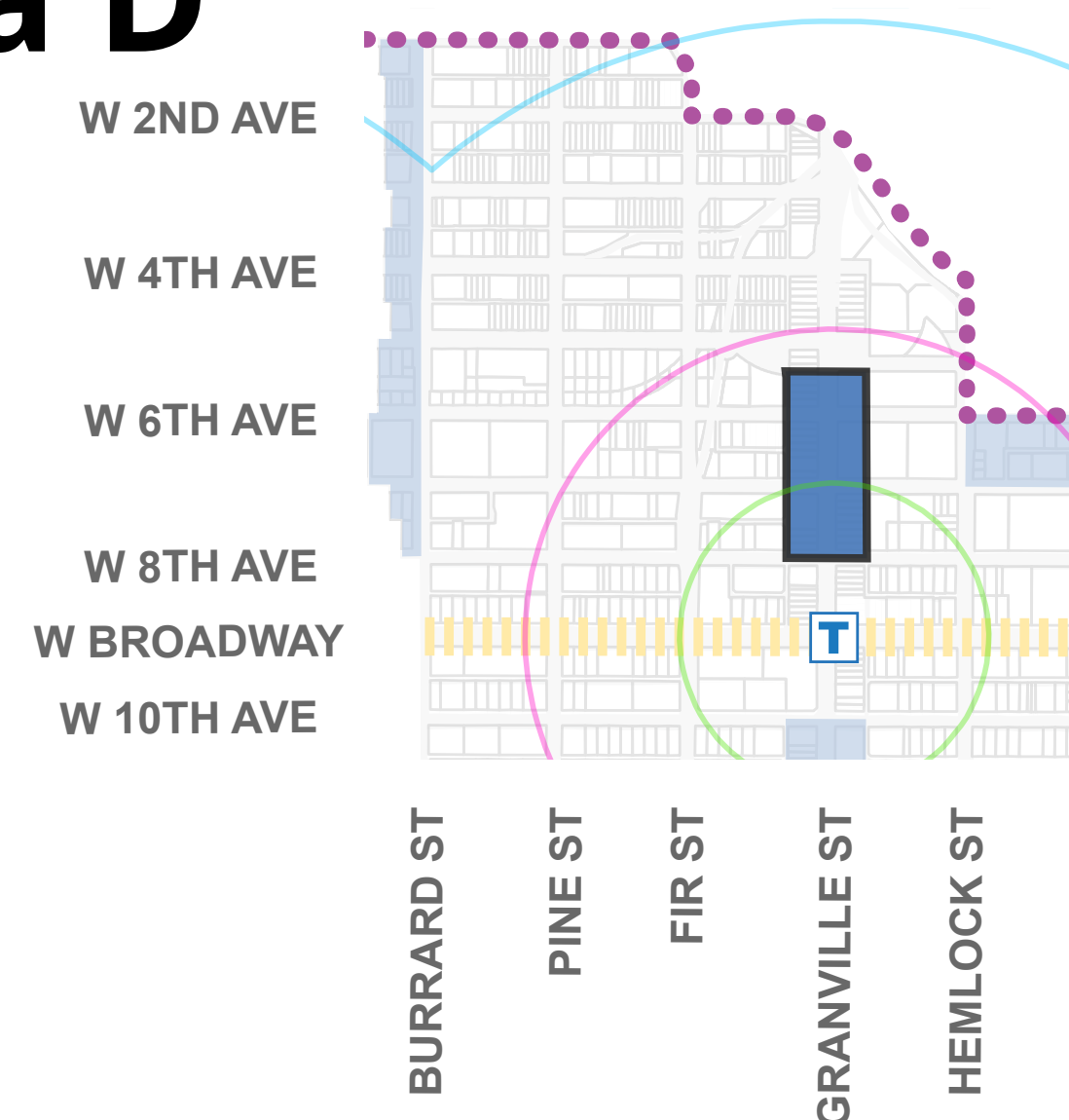


# Land Use Policies

## Granville/Burrard Slopes - Area D

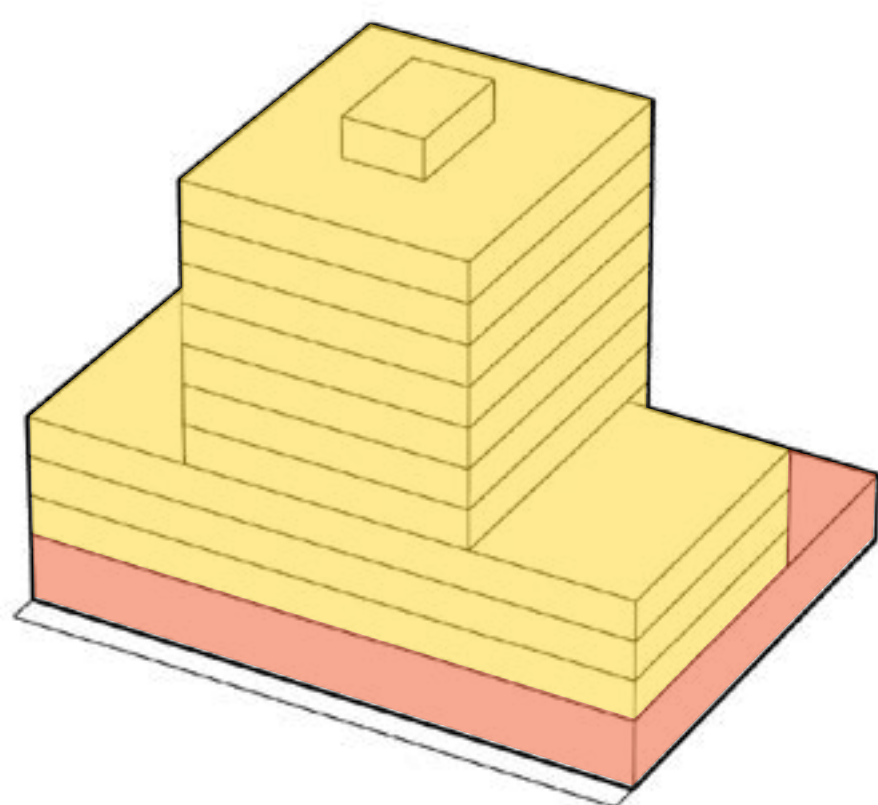
The Granville/Burrard Slopes area is a diverse, mixed-use area. The Broadway Plan seeks to strengthen and diversify Granville/Burrard Slopes by providing opportunities for additional housing, job space, amenities, cultural facilities, and local-serving retail/service uses.

As Area D of the Granville/Burrard Slopes is within 200 and 400 metres of the future South Granville Station and is subject to the new TOA legislation, the City is proposing amendments to the Broadway Plan that will align with, but also exceed, the legislative requirements.



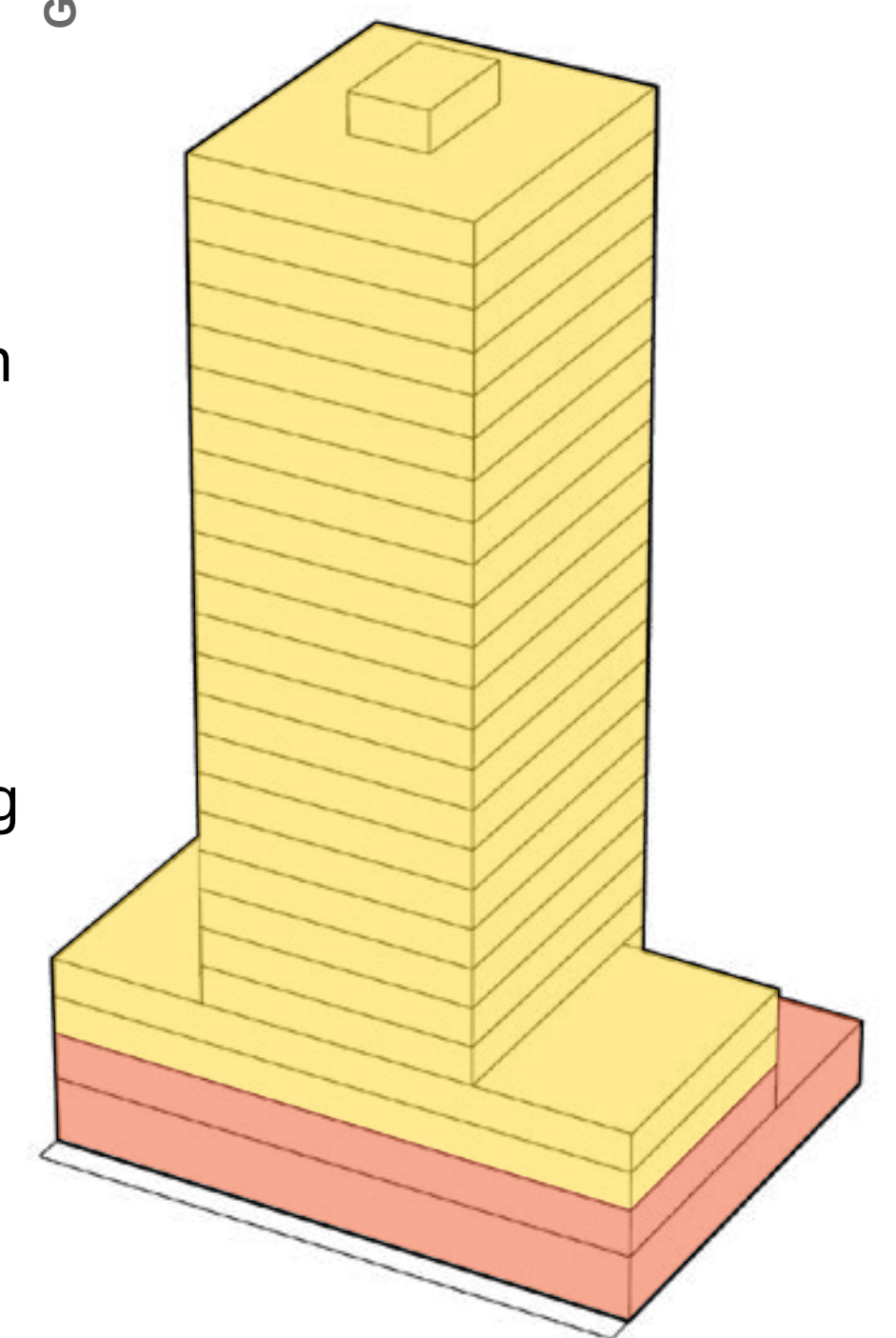
### Current policy

- Up to 10 storeys and 4.5 FSR, dependent on site size and conditions
- Building heights and densities contingent on protected public views
- Active ground floor retail/service uses required along Granville Street
- Options for secured rental housing with below-market units, strata ownership housing, or social housing



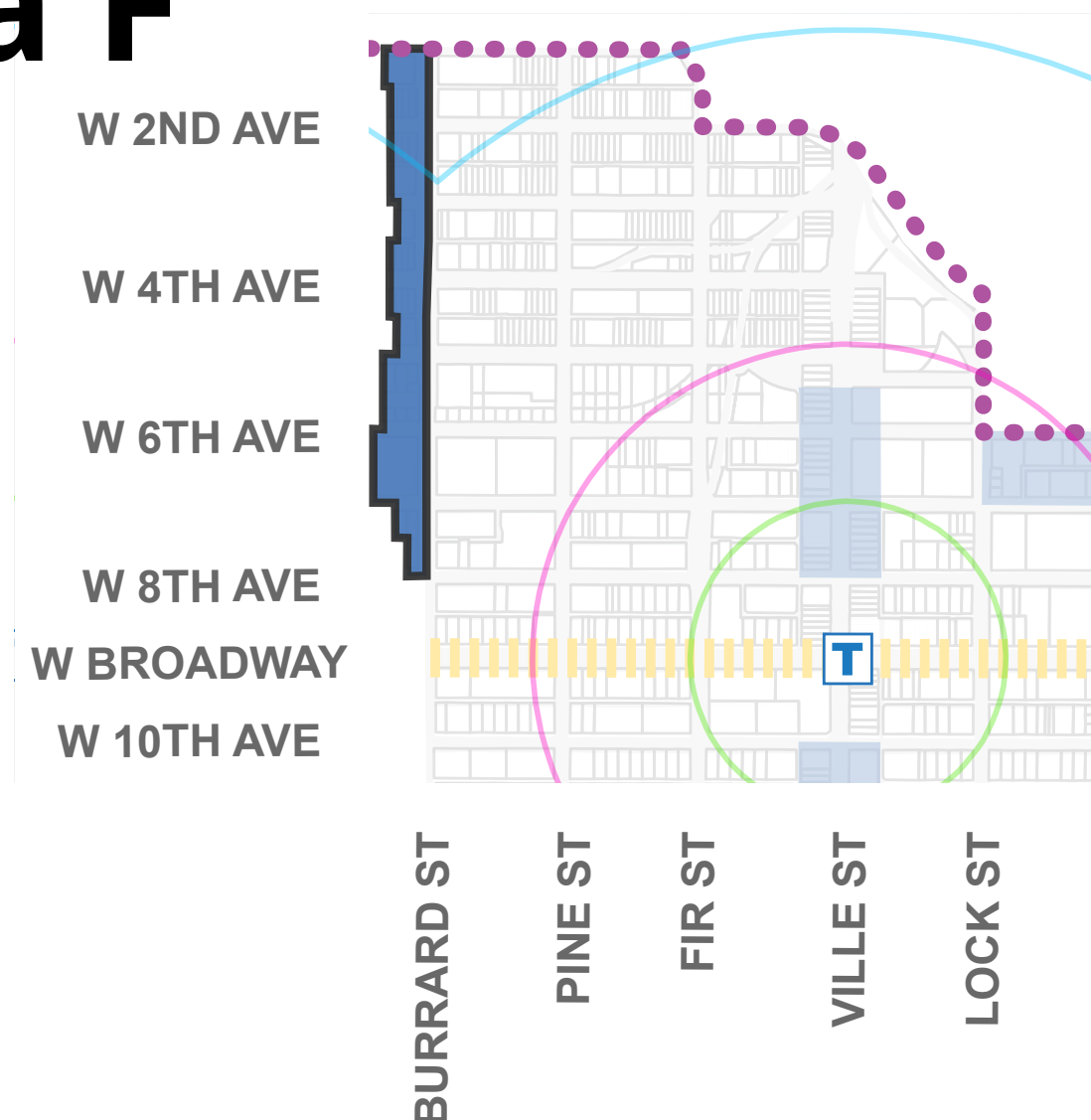
### Proposed Policy

- Up to 25 storeys and 8.0 FSR, dependent on site size and conditions
- Building heights and densities contingent on protected public views
- A minimum of two levels of non-residential uses (e.g. job space) is required, including active ground floor retail/service uses along Granville Street
- Options for secured rental housing with below-market units, strata ownership housing, or social housing



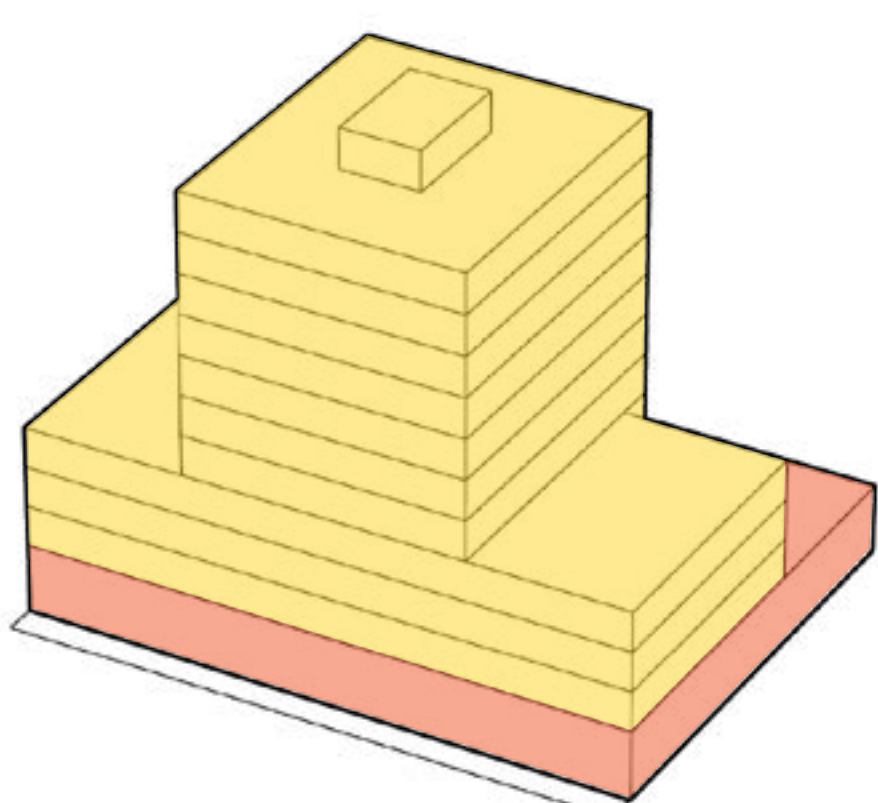
## Granville/Burrard Slopes - Area F

Area F of the Granville/Burrard Slopes is generally within 800 metres of the future South Granville Station and Arbutus Station and is subject to the new TOA legislation. The existing policy allowances meet the requirements of the TOA legislation. However, the City is proposing amendments to the Broadway Plan in this area to better align with the policies for adjacent areas.



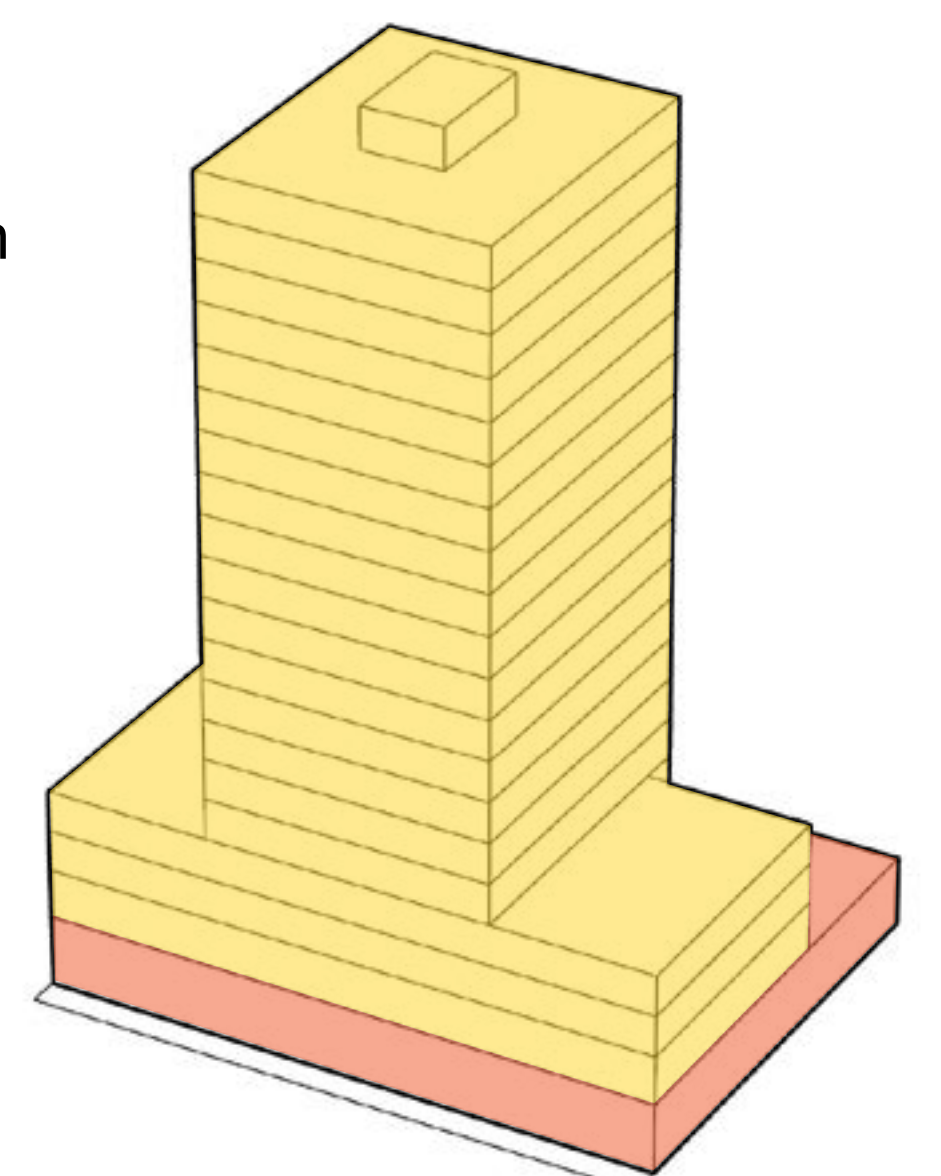
### Current policy

- Up to 10 storeys and 4.5 FSR, dependent on site size and conditions
- Building heights and densities contingent on protected public views
- Active ground floor retail/service uses required along Burrard Street
- Options for secured rental housing with below-market units, strata ownership housing, or social housing



### Proposed Policy

- Up to 20 storeys and 6.5 FSR, dependent on site size and conditions
- Building heights and densities contingent on protected public views
- Active ground floor retail/service uses required along Burrard Street
- Options for secured rental housing with below-market units, strata ownership housing, or social housing



# Land Use Policies

## South Granville Village

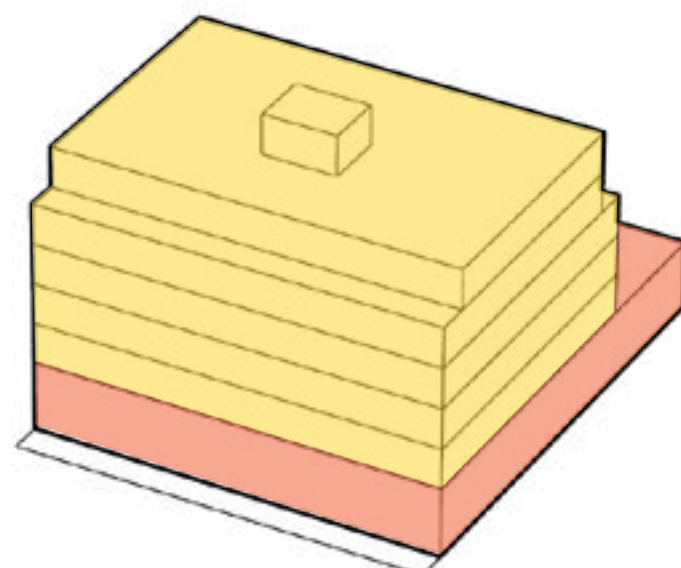
Established in the early 1900s, South Granville Village is a predominantly low-rise shopping area with a variety of ground floor retail/service uses and fine-grained storefronts. The Broadway Plan seeks to maintain and strengthen South Granville Village as a walkable shopping street with active retail/service uses, improved walkability, and a vibrant public life.

As much of South Granville Village is within 200 and 400 metres of the future South Granville Station and is subject to the new TOA legislation, the City is proposing amendments to the Broadway Plan to align with the legislative requirements.



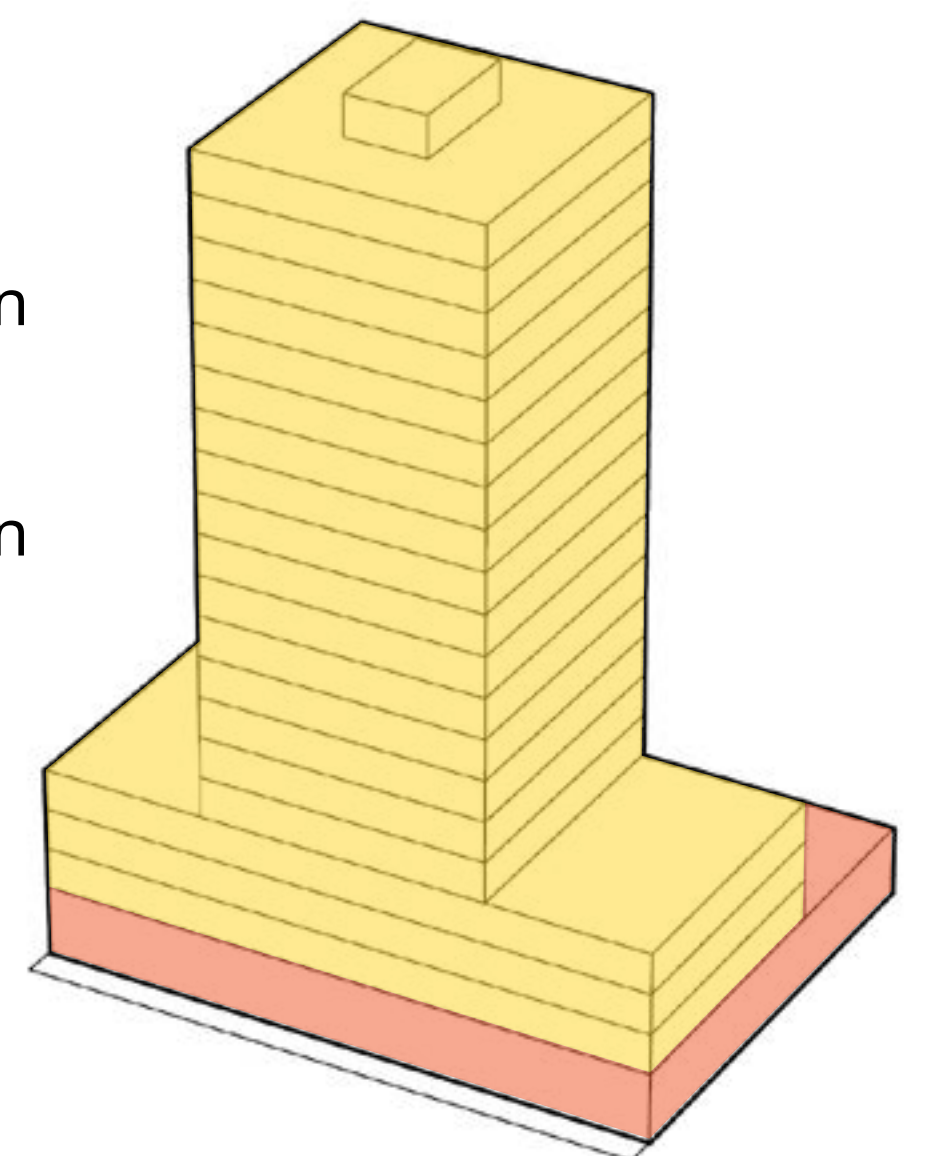
### Current policy

- Up to six storeys and 3.0 FSR, dependent on site size and conditions
- Active ground floor retail/service uses required along Granville Street
- Residential, office, and commercial uses allowed on upper levels



### Proposed Policy

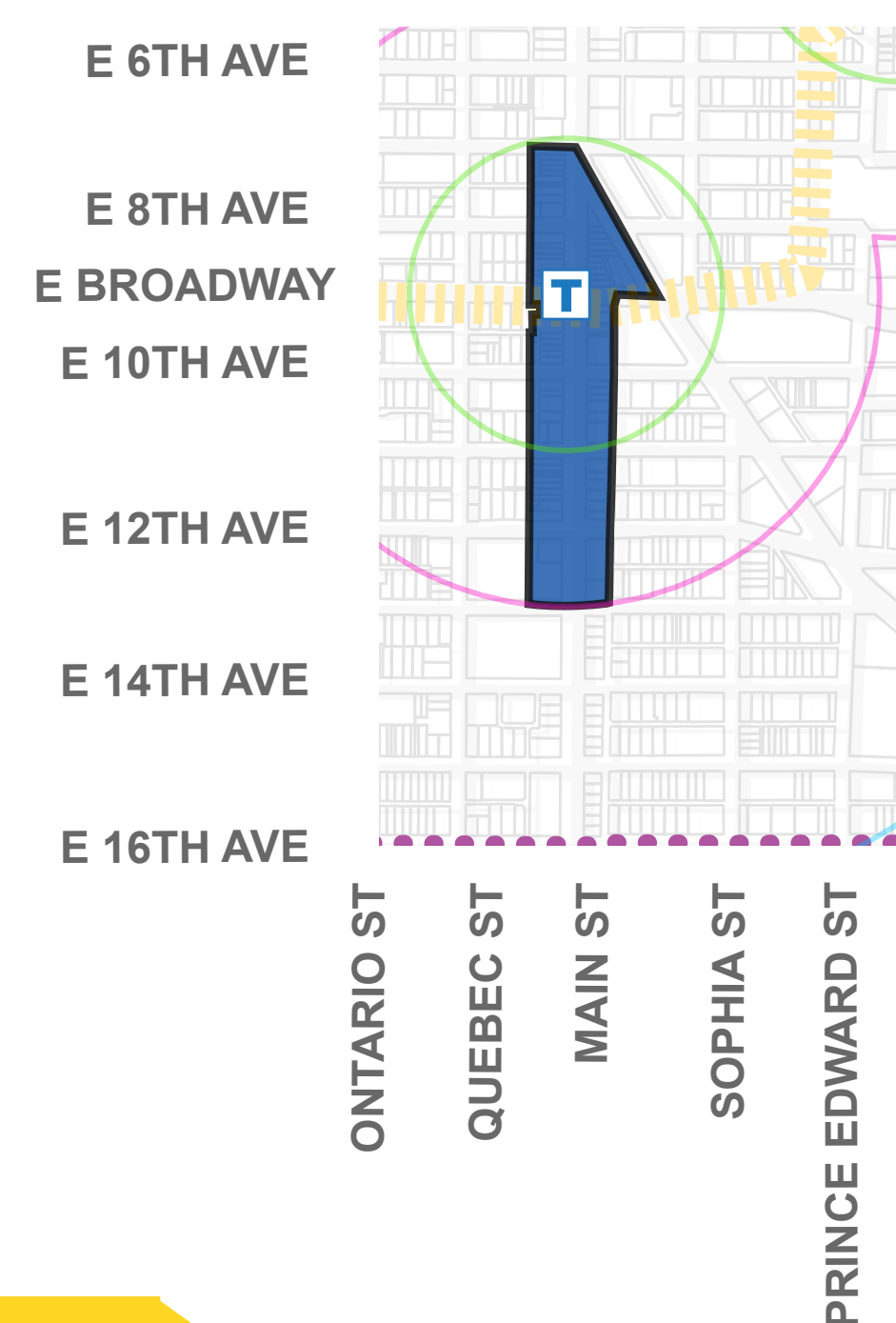
- Within 200 metres of the SkyTrain station, up to 20 storeys and 5.0 FSR, dependent on site size and conditions
- Within 400 metres of the SkyTrain station, up to 12 storeys and 4.0 FSR, dependent on site size and conditions
- Active ground floor retail/service uses required along Granville Street
- Residential uses are limited to secured rental housing with a minimum of 20% of the residential floor area secured at below-market rents



## Main Street Village

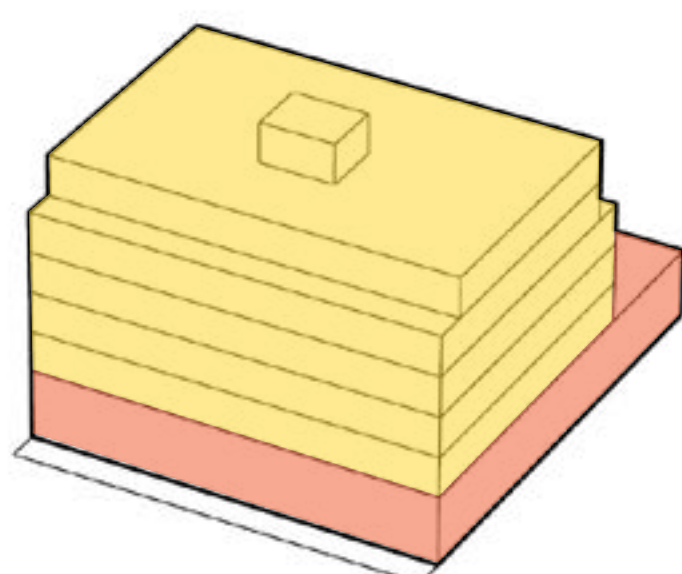
Main Street Village is a cherished and distinctive local shopping area, regarded by many as the heart of Mount Pleasant. The Broadway Plan seeks to maintain and strengthen Main Street Village as a walkable shopping, dining and entertainment street with a distinctive character, variety of small and local businesses, strong arts and culture presence, and improved walkability and places for gathering.

As much of Main Street Village is within 200 and 400 metres of the future Mount Pleasant Station and is subject to the new TOA legislation, the City is proposing amendments to the Broadway Plan to align with the legislative requirements.



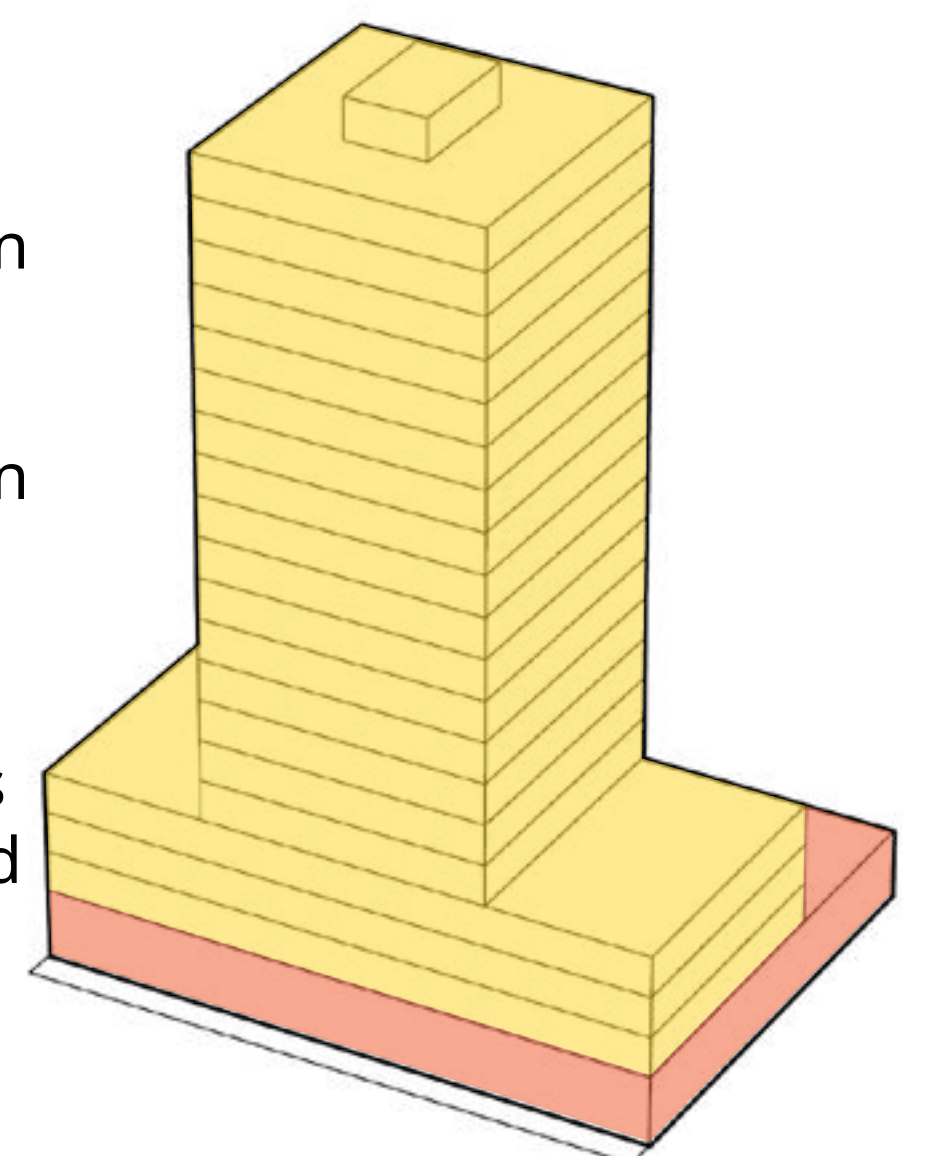
### Current policy

- Up to six storeys and 3.0 – 3.7 FSR, dependent on site size and conditions
- Active ground floor retail/service uses required along Main Street
- Residential, office, and commercial uses allowed on upper levels



### Proposed Policy

- Within 200 metres of the SkyTrain station, up to 20 storeys and 5.0 FSR, dependent on site size and conditions
- Within 400 metres of the SkyTrain station, up to 12 storeys and 4.0 FSR, dependent on site size and conditions
- Active ground floor retail/service uses required along Main Street
- On the station blocks, non-residential uses (job space) are also required on the second level
- Residential uses are limited to secured rental housing with a minimum of 20% of the residential floor area secured at below-market rents

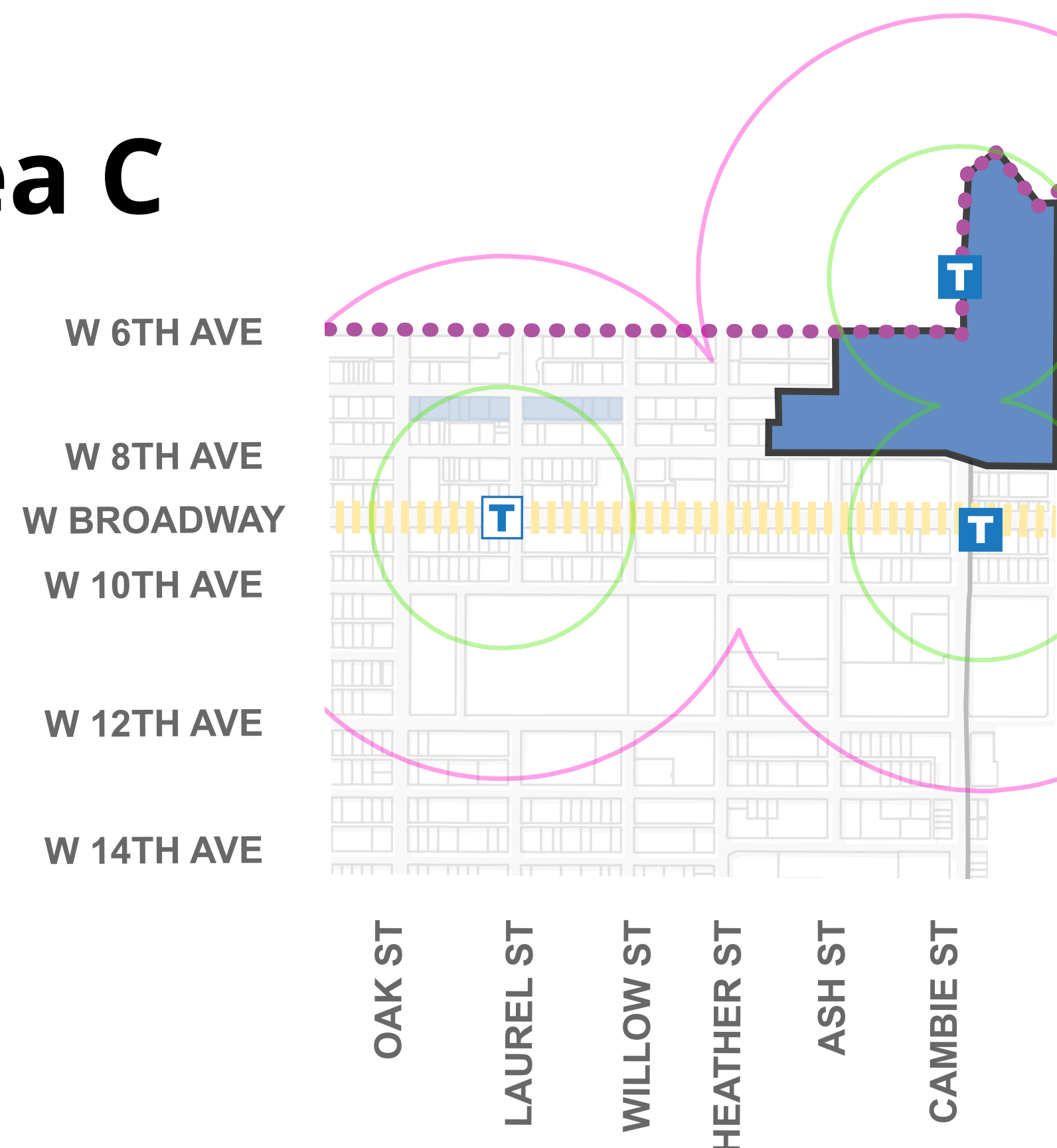


# Land Use Policies

## Uptown/Cambie North - Area C

Uptown is a key office location in the region and the heart of Central Broadway, Vancouver's "second downtown". The Broadway Plan intends to strengthen Uptown/Cambie North Area C as an extension of Uptown, intensifying the area's primarily retail/service and office character.

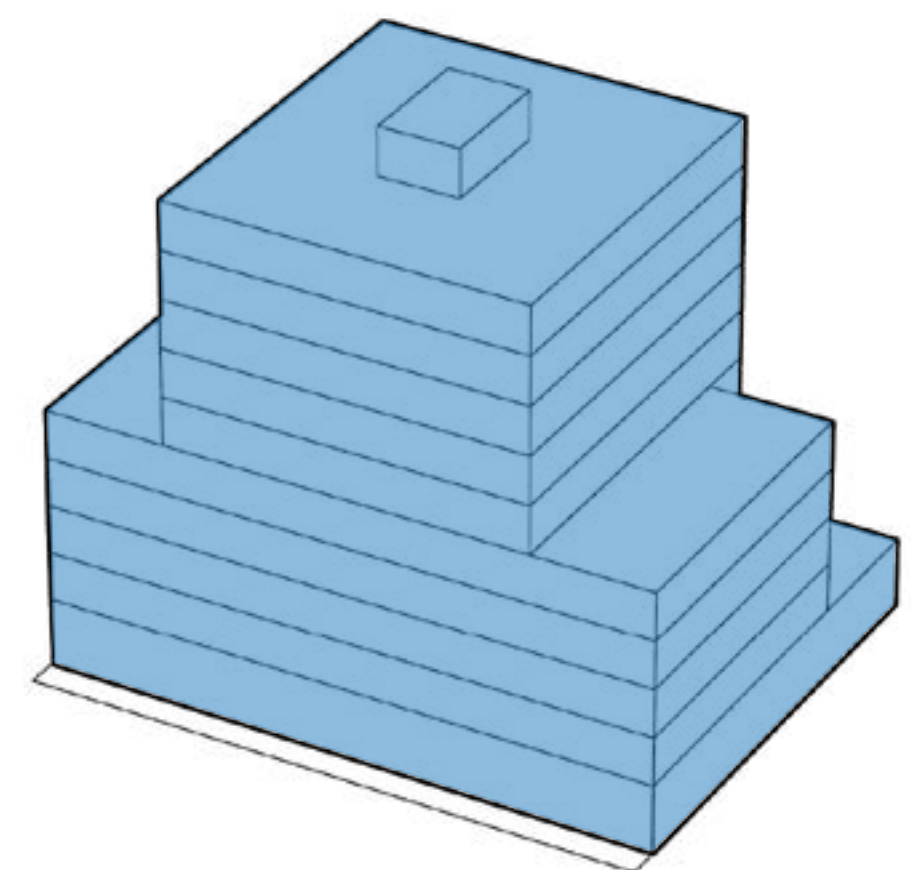
This area of Uptown/Cambie North is within 200 and 400 metres of Broadway – City Hall Station and Olympic Village Station. The Broadway Plan allows for building heights and densities that exceed the TOA legislative requirements.



The City is proposing amendments to Broadway Plan policies to enable a greater mix of building uses. The intent for the area will continue to be for employment uses and intensifying the amount of job space but will also include allowances for complementary residential uses.

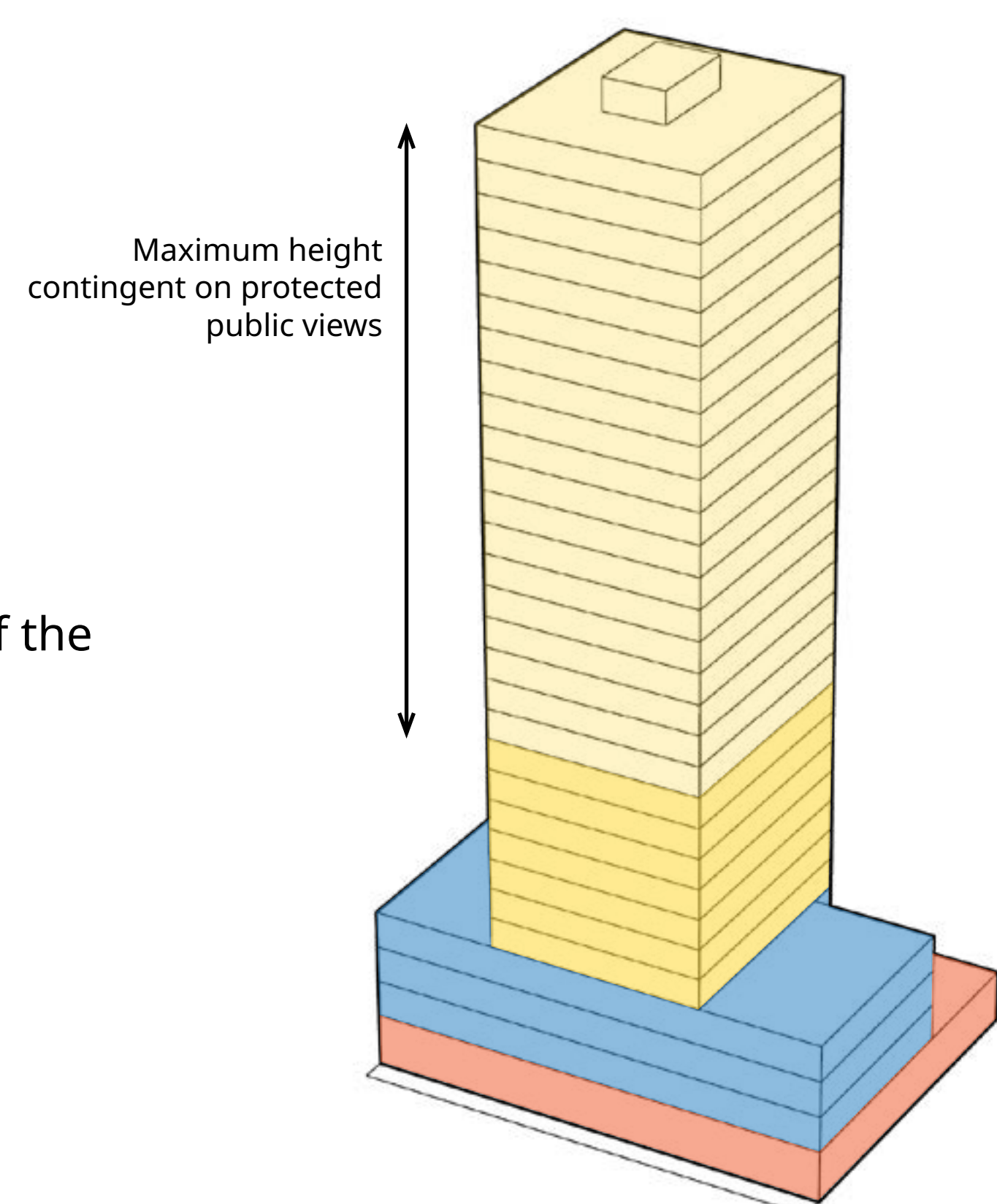
### Current policy

- New buildings restricted to 100% job space only (e.g. office, retail/service, hotel)
- Building heights and densities contingent on protected public views and urban design performance
- Active ground floor retail/service uses required along Cambie Street and strongly encouraged off Cambie



### Proposed Policy

- Retain the same allowances for 100% job space projects
- For mixed-use residential projects, up to 30 storeys
  - » Active retail/service uses required at the ground level
  - » A minimum of 3.0 FSR must be for non-residential uses
  - » Residential uses are limited to secured rental housing with a minimum of 20% of the residential floor area secured at below-market rents
- Building heights and densities contingent on protected public views



# Building Heights

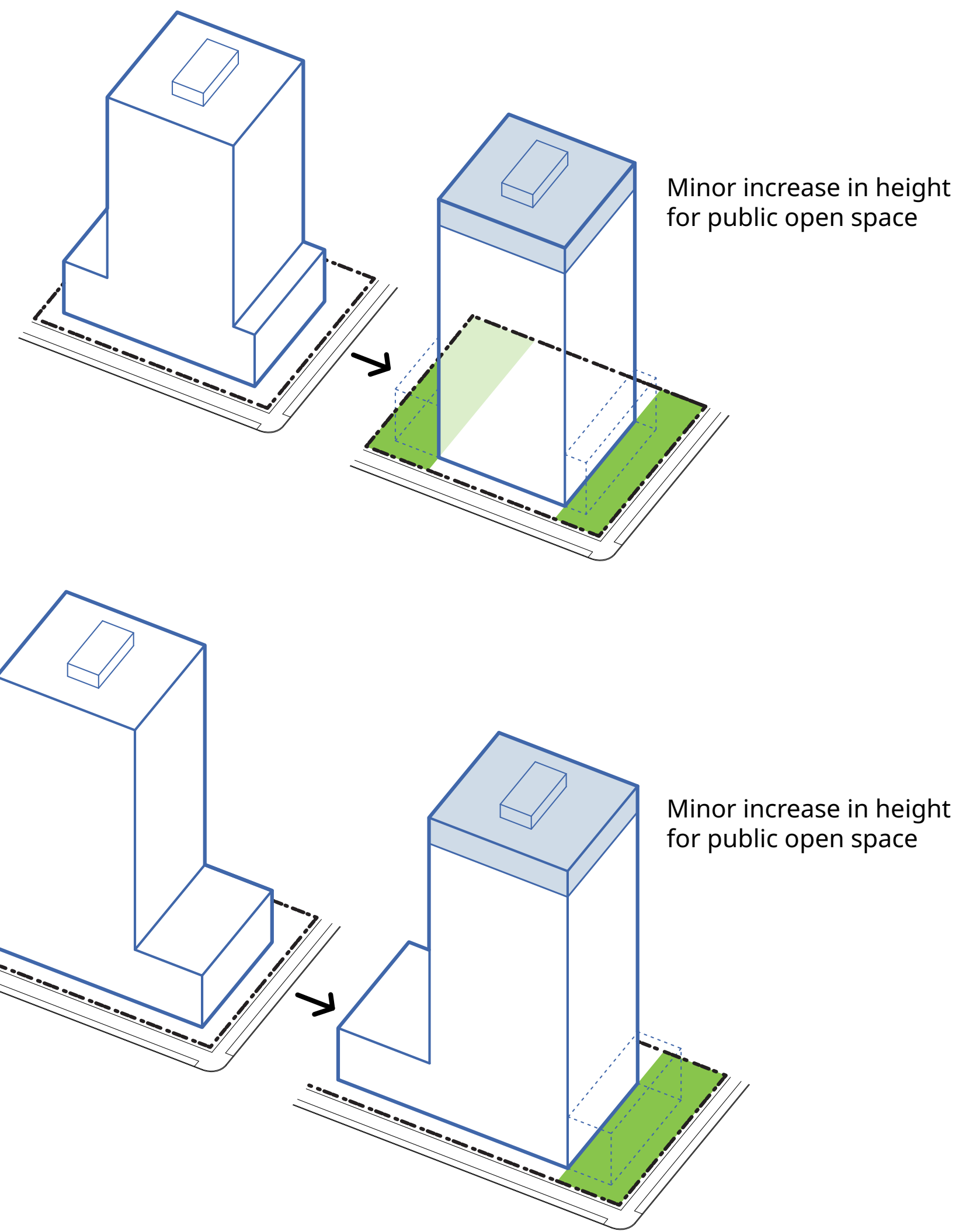
The Broadway Plan specifies maximum building heights for different locations and building types. The Plan provides some flexibility for modest increases in building heights for larger sites and/or sites providing on-site public open space.

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.

The intent of allowing flexibility for building heights is to:

- Accommodate a greater range of building forms
- Enable delivery of on-site public open space from new developments
- Provide design flexibility to allow maximum densities to be achieved on larger sites

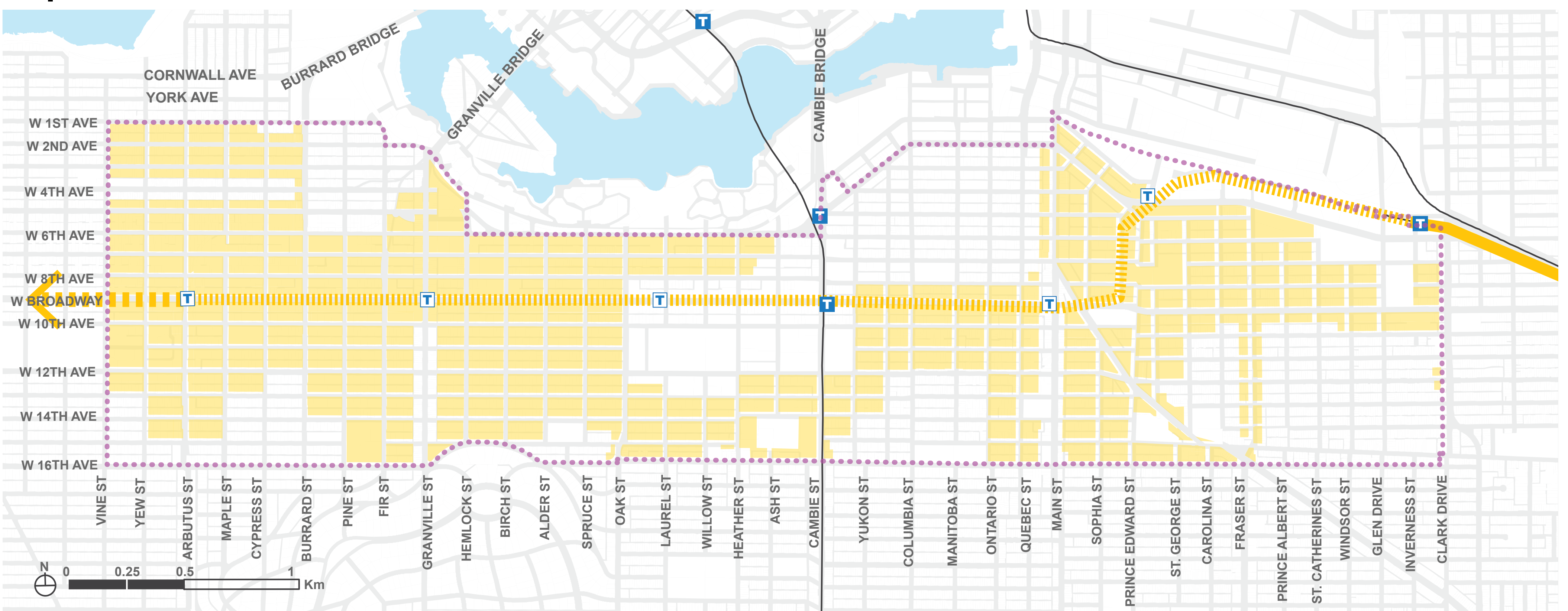
Maximum building heights would vary depending on the existing allowable building height for the area. Typically, additional building height would not exceed five additional storeys. Policies that protect solar access on key public spaces or maintain protected public views would continue to apply.



In most cases, no additional height will be required. Where additional height is required it is expected to range from 1-2 storeys up to a maximum of 5 storeys. Where building heights are increased, there would be greater public open space provided on the ground, or more space between buildings.

Flexibility for additional building height would apply in the areas shown on the map below in yellow.

## Impacted Areas



### 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
- ▨ Impacted Areas

# Next Steps

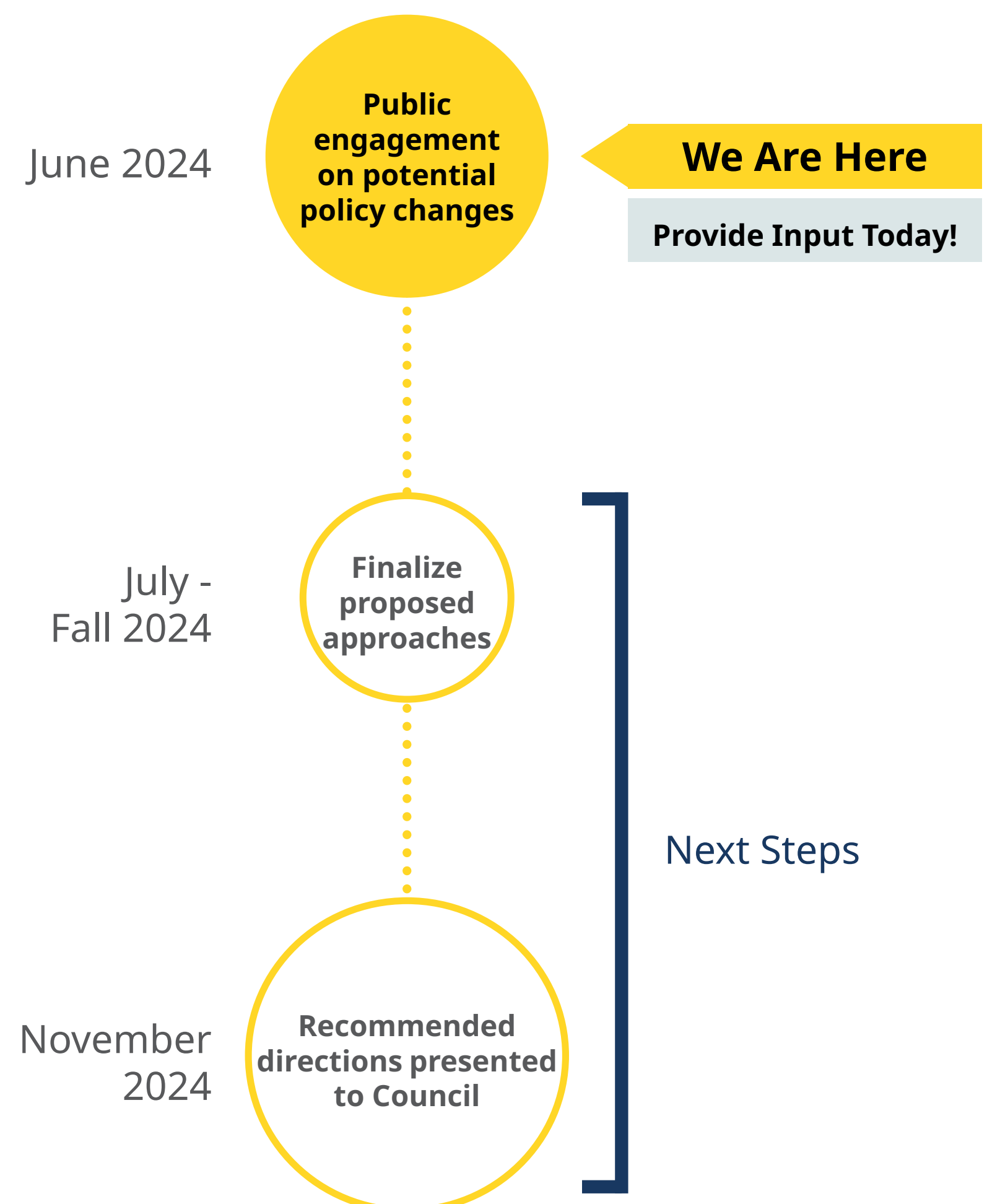
In addition to the proposed directions for the topics covered in this document, the City will also consider other minor amendments to the Broadway Plan to improve clarity and address issues and opportunities identified through early Plan implementation.

Other items that will be reviewed include, but are not limited to:

- Built form policies (e.g. floor plates) for office towers
- Policies to incentivize hotel development
- Central Broadway C-3A Urban Design Guidelines

Over the coming months, the City will be finalizing our proposed policy changes. A report back to Council with recommendations for Council consideration is anticipated for November 2024.

Visit our website for more information on opportunities to get involved and share your feedback.



## Stay in the Loop

Sign up for the Broadway Plan newsletter:  
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