

At Home

Over the next 30 years, the Broadway Plan will add significantly more social, supportive and secured rental homes close to a new \$3B transit investment, regional employment centre and amenities to provide options for existing residents to remain in their communities and new residents to move in. It will also strengthen renter protections and work to mitigate the negative impacts of displacement on disproportionately impacted communities.

Today these neighbourhoods include some of the most dense rental areas in the city and contain a significant portion of Vancouver's non-market rental housing. The Broadway Plan will build on this character by:

- » Prioritizing rental housing options affordable to a range of local incomes
- » Providing opportunities for worker housing close to employment centres
- » Strengthening renter protections, recognizing that people experiencing homelessness, low-income individuals and families, racialized communities and Indigenous people are often disproportionately impacted by redevelopment pressures and affordability challenges



WHAT WE HEARD

- » **Current renters are concerned about their ability to stay in the area.** Many fear being renovicted or demovicted from their homes due to redevelopment pressures.
- » **Actions and policies to prevent and mitigate displacement are needed.** Focus should be on maintaining affordability and relocation options that let people stay in their neighbourhoods rather than forcing moves.
- » **People are frustrated over the inability to find affordable and suitable homes.** Current options do not reflect what people can afford to pay and are often too small or inaccessible to those with mobility challenges.
- » **New housing at higher densities close to rapid transit and job space is appropriate.** However there are very different views over what specific heights and densities should be and there is a need to address impacts of speculation and the link to redevelopment pressures.
- » **Plan for the housing needs of specific populations who are underserved.** Including seniors' accessibility and care needs, workers' proximity to job opportunities, families need for flexible space, and culturally-appropriate Indigenous housing.

- » **Increase non-profit and affordable housing supply.** New social, supportive, co-operative and below-market rental housing in partnership with the community housing sector and senior governments.



Cannot think about job prospects or a future in Vancouver if housing is not affordable now.

— Student at Native Education College Workshop



Need for amenities, supports and services to go along with more affordable housing like childcare and local-serving retail.

— Non-Profit Housing Provider Workshop Participant



Want to see more rental housing that's actually affordable to the average Vancouverite; most of the new rental, even the ones a little below market is out of reach.

— Phase 1 Open House Participant

At Home

What is informing this work

Housing objectives are drawn from the Broadway Plan Guiding Principles, neighbourhood-based consultation and city-wide strategies including Housing Vancouver, the City's 10-year strategy to address housing affordability in Vancouver.

Broadway Guiding Principles

Direction to leverage the investment in the Broadway Subway to create new housing opportunities for a diversity of household types and incomes, focusing on purpose-built market and below-market rental, social and supportive housing. Retain and reinvest in existing older rental housing with the goal that renters can remain in the neighbourhood at affordable rates.



Housing Vancouver Strategy

Direction to advance transformation of low-density neighbourhoods to increase supply, affordability, and variety of housing options. Prioritize market and below-market rental and social housing near transit hubs.



Aligning with city-wide planning through the Vancouver Plan

The Vancouver Plan will be a long-term strategic plan to help guide the community recovery from COVID-19 and long-term planning of our city. The provisional goals and directions include enabling housing choices for a diversity of incomes and prioritizing those experiencing homelessness, low-income people and communities facing systemic racism.

Provisional Goals include direction to:

- » Provide Housing Choice, Affordability, and Security for the Diverse Needs of Vancouver Residents
 - » Enable housing choices for a diversity of incomes and prioritizing those experiencing homelessness, low-income people and communities facing system racism
 - » Create holistic and affordable neighbourhoods with diverse housing, childcare, community and recreational facilities, parks, cultural spaces and local employment opportunities
- » Create an Equitable, Diverse and Inclusive Community
 - » Transform our processes and practices to include and reflect marginalize people and communities
 - » Centering equity-seeking voices to build a more just city

Planning Vancouver Together

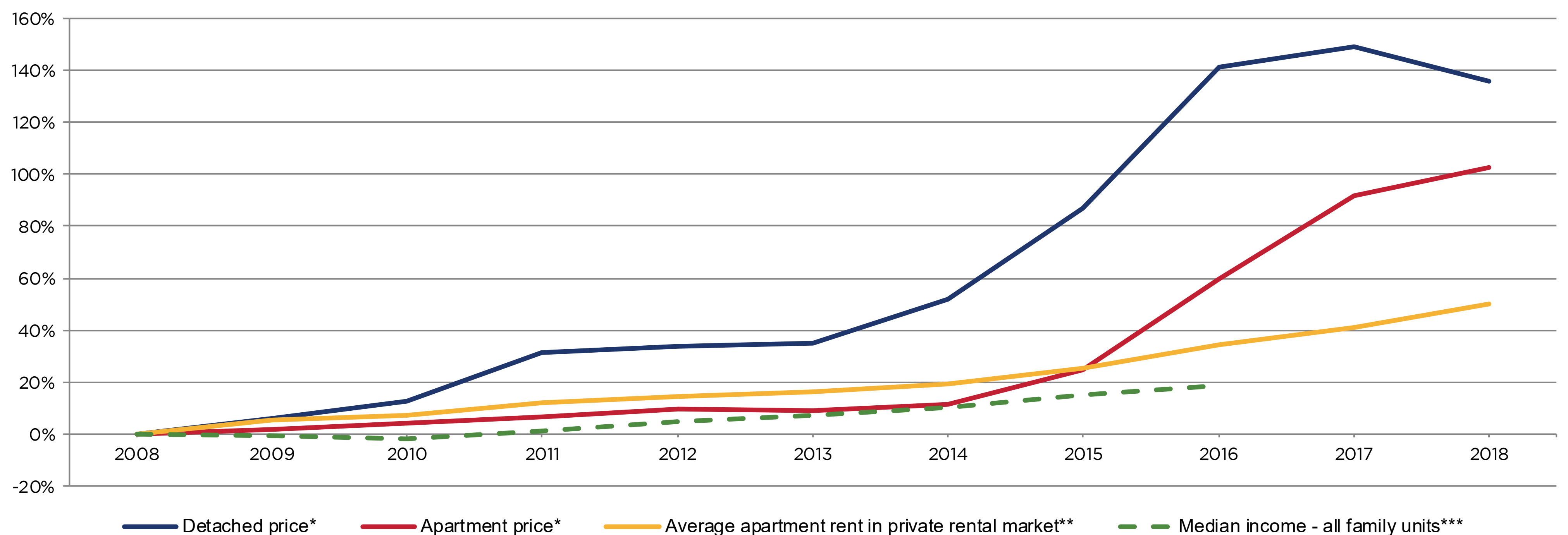


At Home

Housing Needs

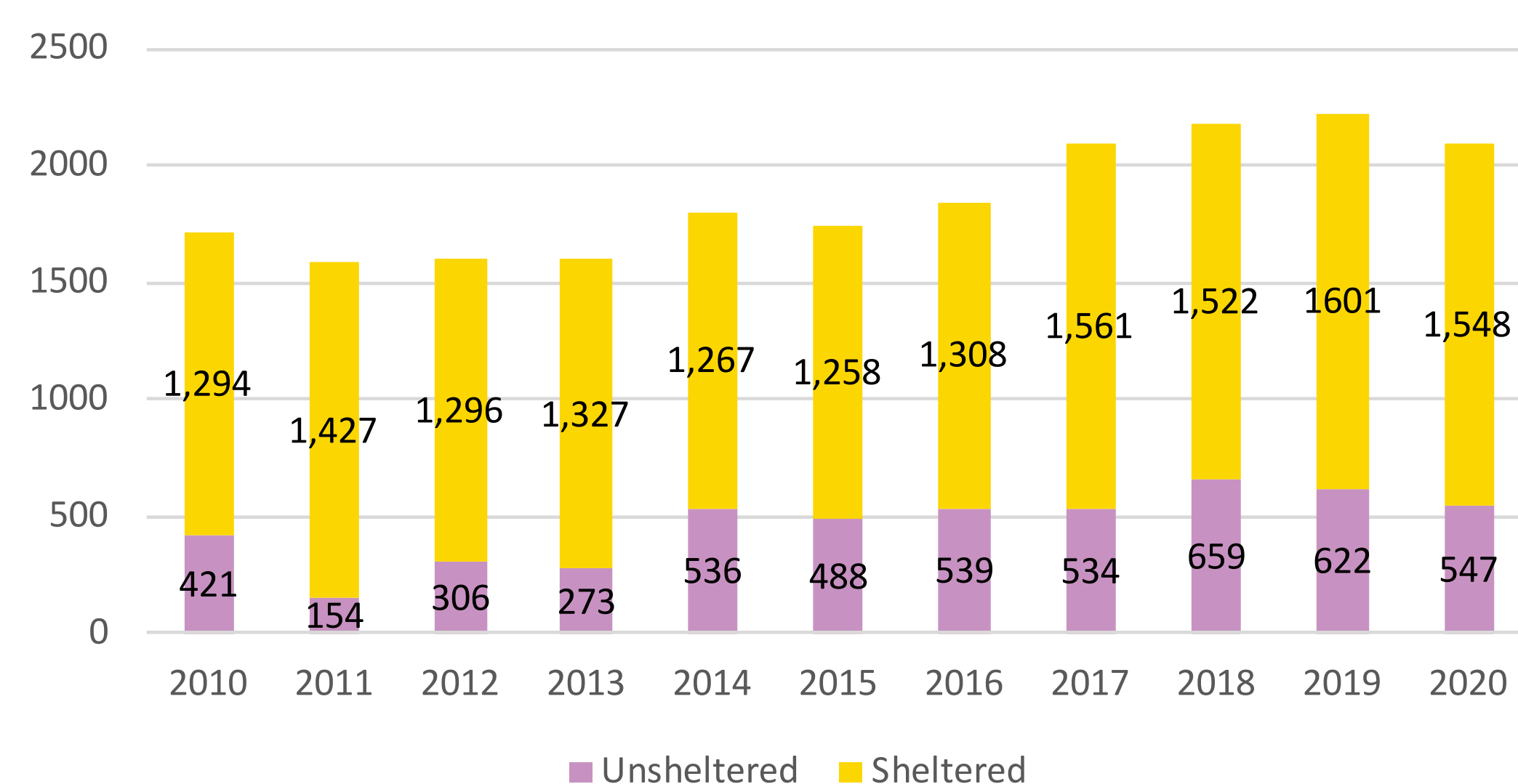
Broadway Plan will seek to meet existing housing needs and future needs of new residents, prioritizing low- and moderate-income households including people experiencing homelessness, a diversity of renters experiencing affordability challenges and current and future workers.

Percentage Change in Housing Costs and Median Household Income from 2008 levels, 2008-2018



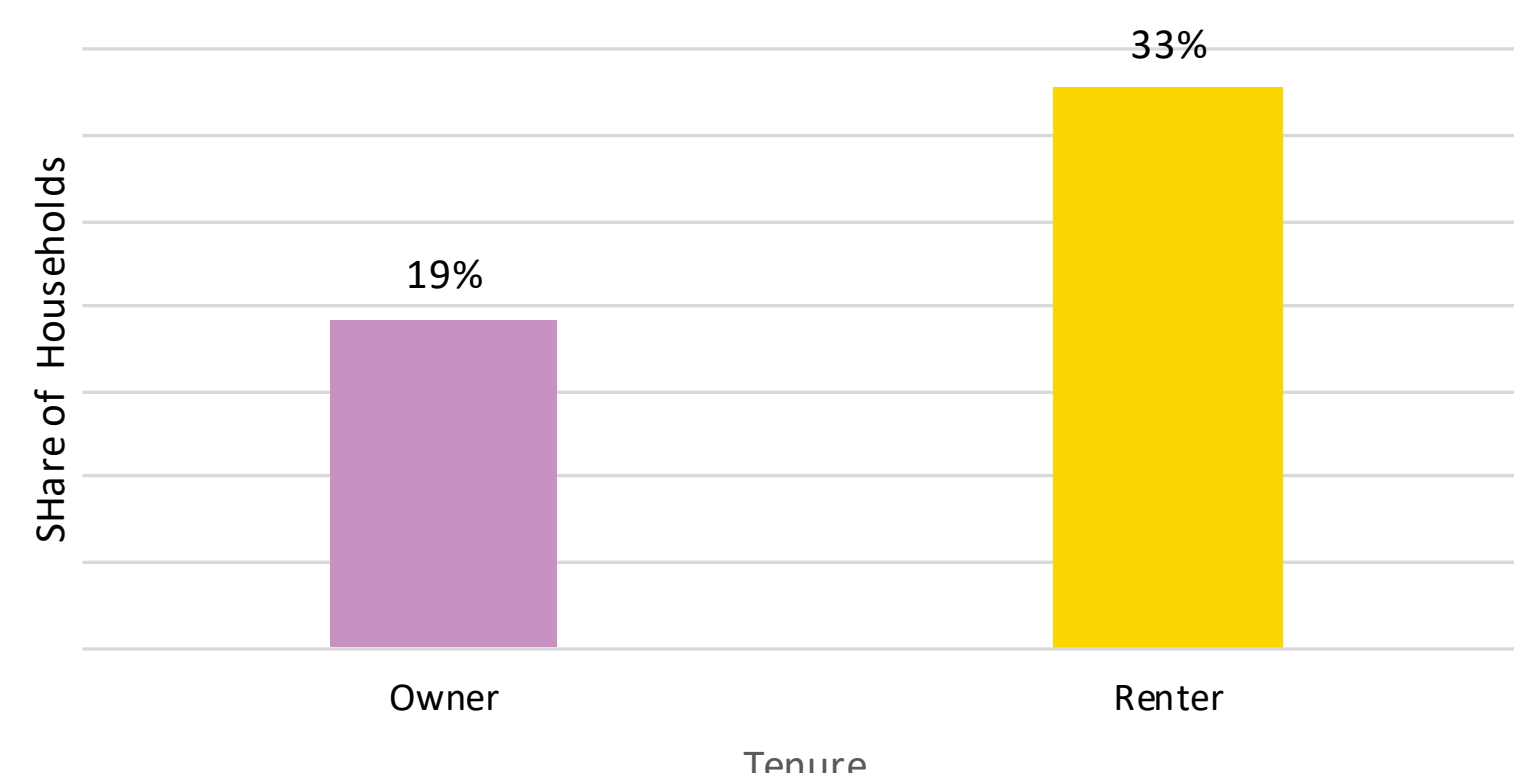
Housing price increases in Vancouver have outpaced growth in local incomes. Homeownership is becoming increasingly out of reach even for moderate-income households in the city and renters are struggling to keep pace with rent increases.

Vancouver Homeless Population

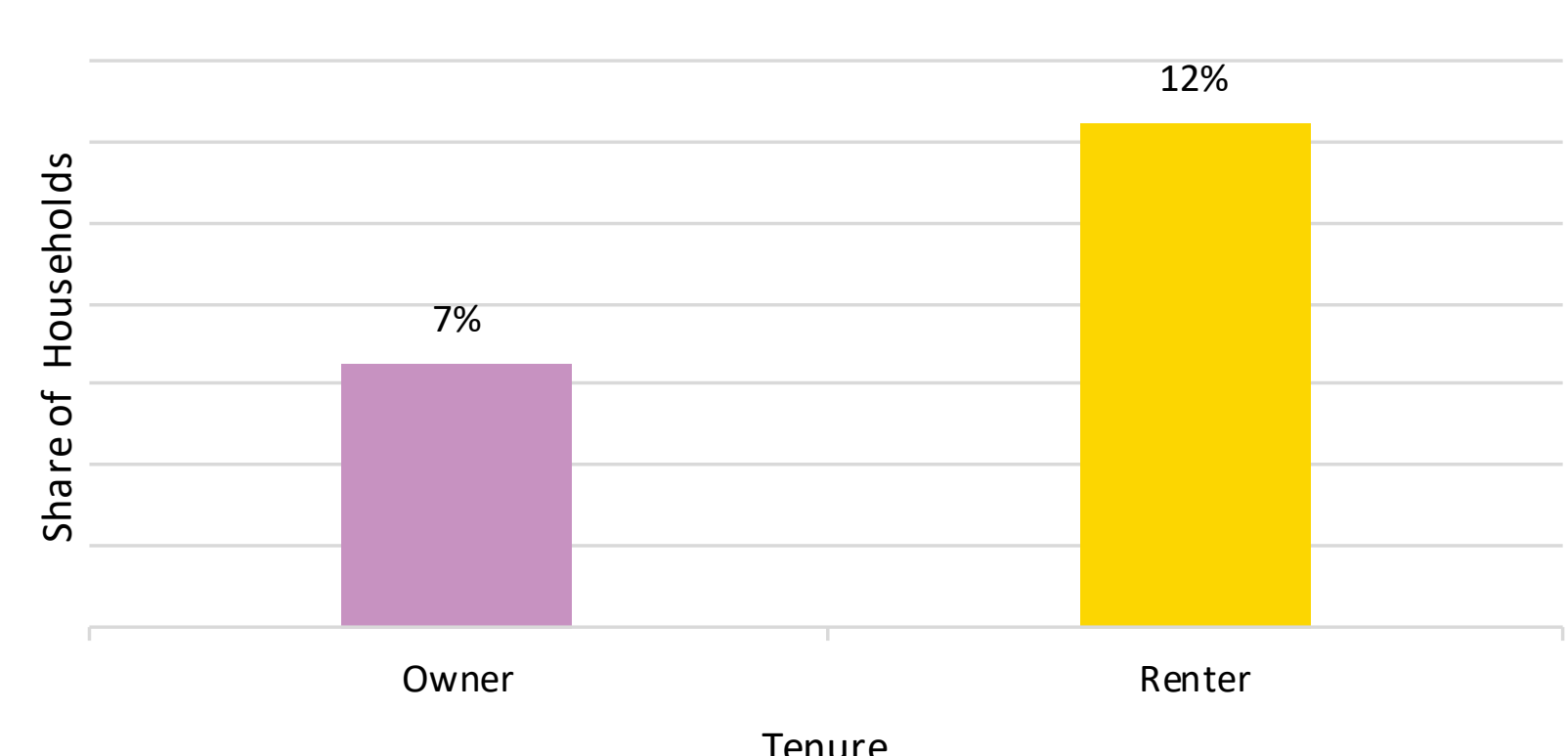


The 2020 Homeless Count found **2,095 people experiencing homelessness in Vancouver**. The results represent the minimum number of people experiencing homelessness in a single day. The 2020 results also do not reflect the impacts of COVID-19 on the state of homelessness as the Count took place before British Columbia declared a provincial state of emergency.

Share of Households Paying Over 30% of Income on Shelter Costs



Share of Households Paying Over 50% of Income on Shelter Costs

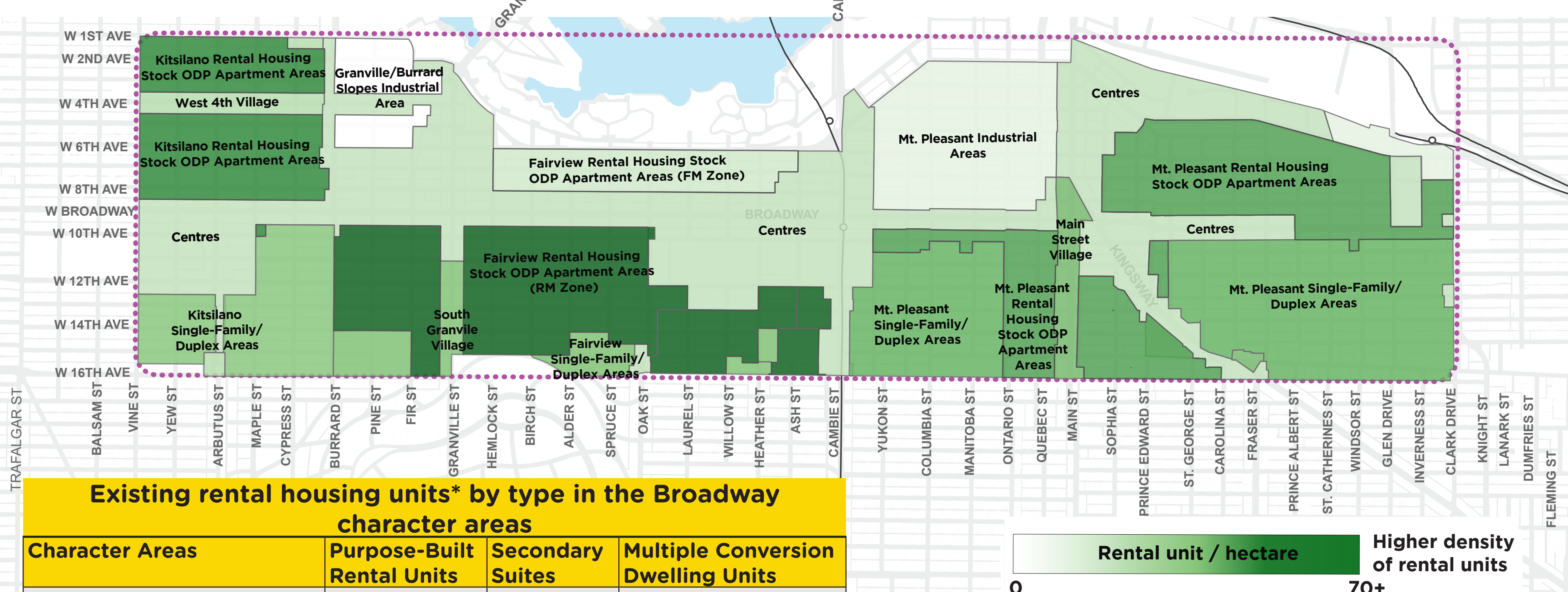


In the Broadway area there are **9,840 renter households paying over 30% of their income on housing** and **3,730 renter households are paying over 50% of their income on housing**.

At Home

Existing Purpose Built and Secondary Rental Housing in Broadway

The Broadway neighbourhoods contain a significant amount of rental housing. This map shows the density of existing rental units (including both purpose-built and secondary rental) in the Broadway neighbourhood sub-areas with the darker colours showing areas where a higher concentration of existing rental units are located.



*Existing rental units include purpose-built rental, multiple conversion dwellings and secondary suites. BC Assessment data is used to illustrate the secondary suite stock, note there is limited data on the total number of suites due to difficulties in identifying, enforcing, and legalizing unpermitted suites.

EMERGING DIRECTIONS

Prioritize the protection of existing rental housing by focusing growth in areas without significant existing populations of low-income renters and higher density rental apartments

- » Support high density housing integrated with job space around new Broadway Subway stations.
- » Enable change in low-density areas to include below-market and market rental housing rather than focusing redevelopment opportunities in existing rental areas
- » Explore opportunities for additional height/density for renewal of aging social and rental buildings over the long term; prevent speculation by restricting new density to social, below-market and market rental
- » Continue to require no net loss of rental housing and explore options to replicate existing affordability levels or, with subsidies, achieve greater levels of affordability*

*Currently the Rental Housing Stock Official Development Plan requires one-for-one replacement of existing rental housing in certain zoning districts that contain rental apartments in Broadway.

Enable existing renters to remain in their neighbourhoods by providing renter protections and increasing affordable housing options

- » Strengthen renter protections and supports including:
 - » Protections for secondary rental homes (e.g. basement suites)
 - » Options for right of first refusal into new housing for local residents
 - » Phased developments that minimizes tenant moves

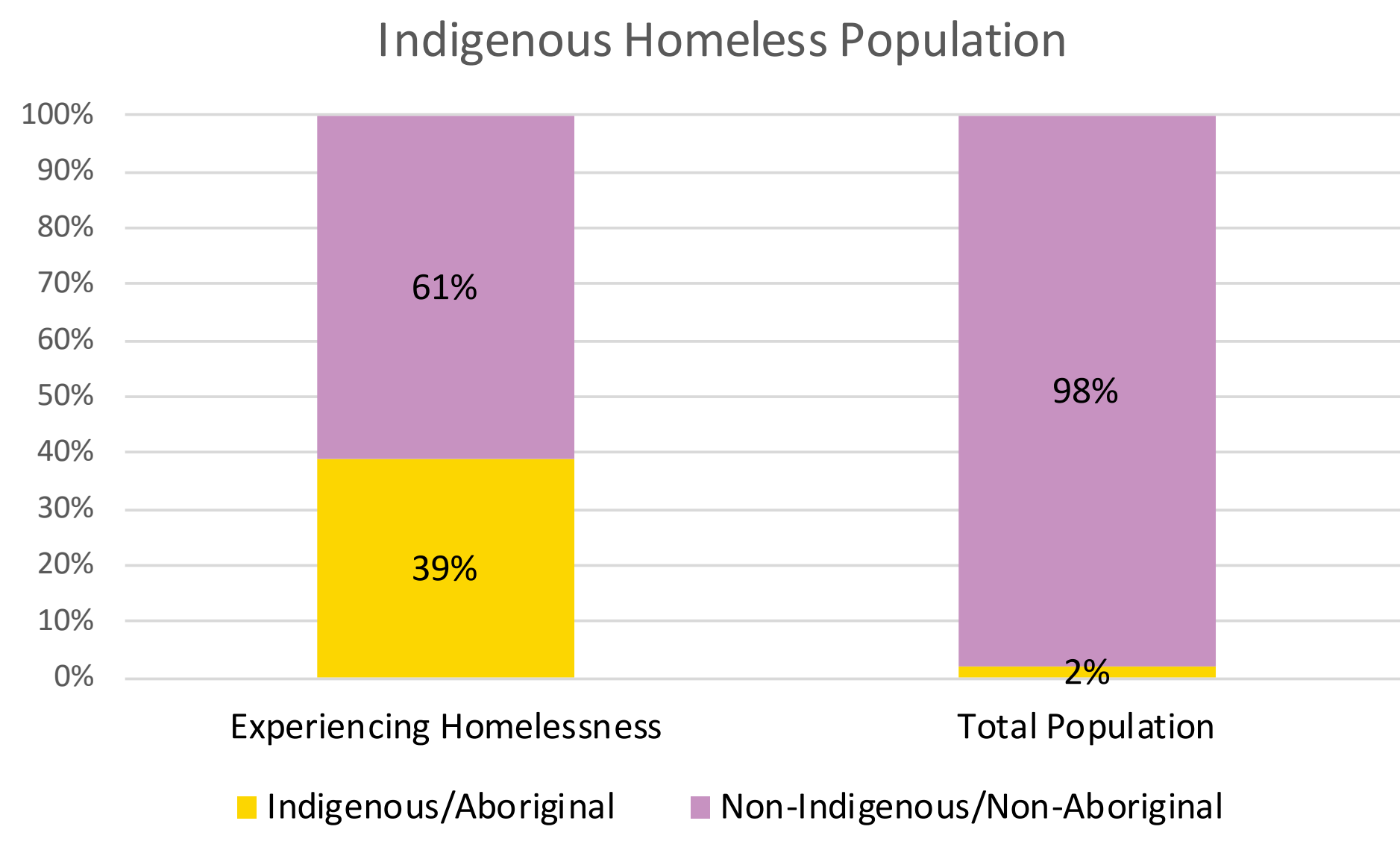
- » Work with senior governments to increase security of tenure for renters:
 - » Explore opportunities for non-profit acquisition of existing older market rental buildings to maintain existing below-market rents
 - » Renew aging social and rental housing without requiring evictions of existing tenants
- » Enable opportunities for new social, supportive, co-operative and rental housing off of arterial streets, providing affordable and livable housing options

Create opportunities for new affordable homes in complete, transit-oriented communities by increasing opportunities for new non-market and rental housing

- » Support additional density for strata ownership housing only to enable new below-market housing or other community amenities such as childcare or non-profit space.
- » Support renewal of existing and addition of new non-market housing on large sites, public lands and non-profit-owned sites, including sites owned in partnership with senior governments
- » Explore opportunities to pre-zone for social and rental housing to reduce costs and speed up housing delivery and for co-location of housing and services (e.g. childcare, local-serving retail)
- » Explore aligning creation of new job space with targets for new workforce housing so workers can find affordable housing close to their place of employment
- » Integrate Climate Emergency Action Plan objectives into new housing types while prioritizing affordability (e.g. reduced parking requirements, wood frame/mass timber construction).

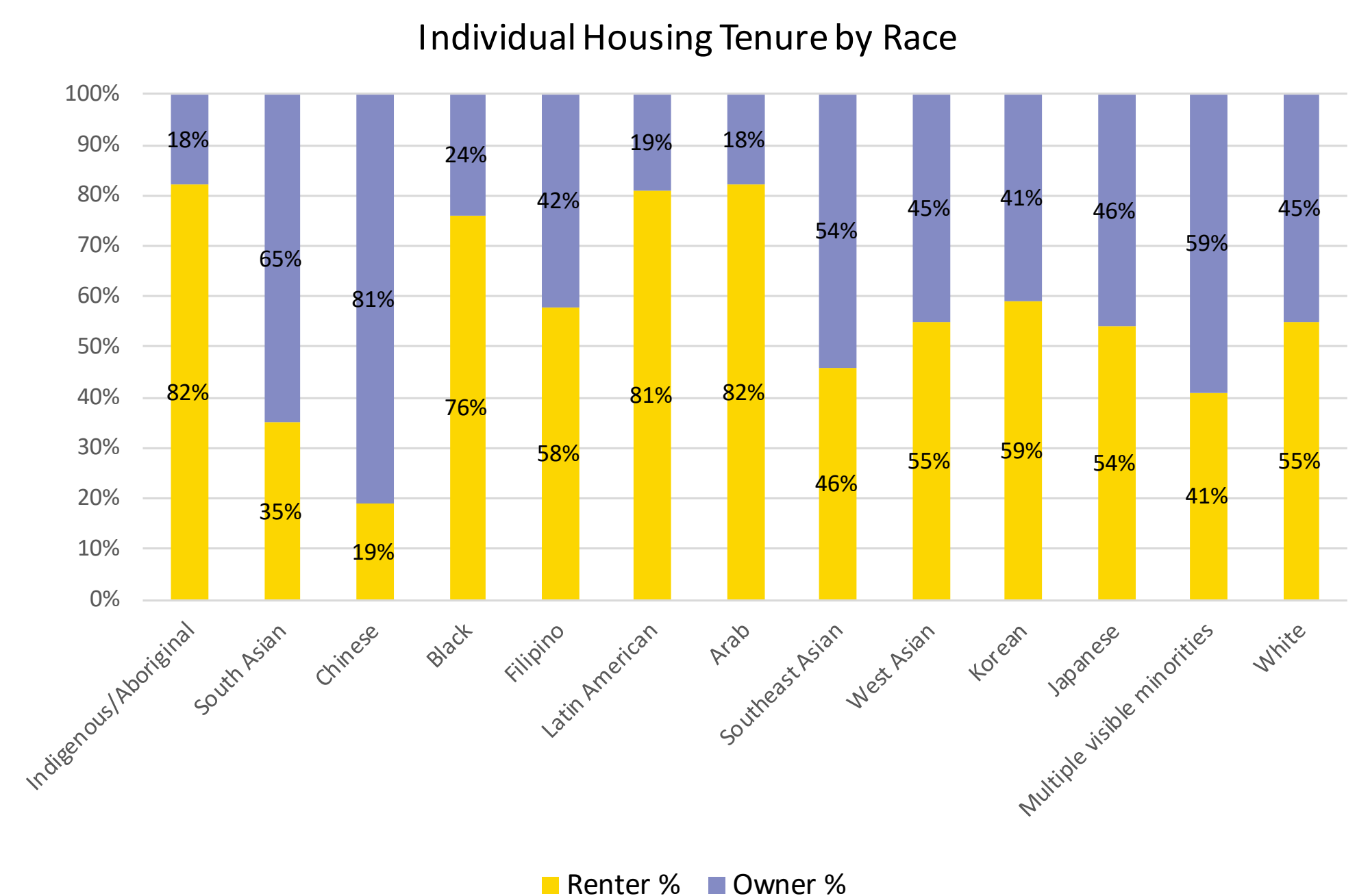
At Home

% Indigenous in population experiencing homelessness, March 2020 and % Indigenous identity in Vancouver general population, 2016



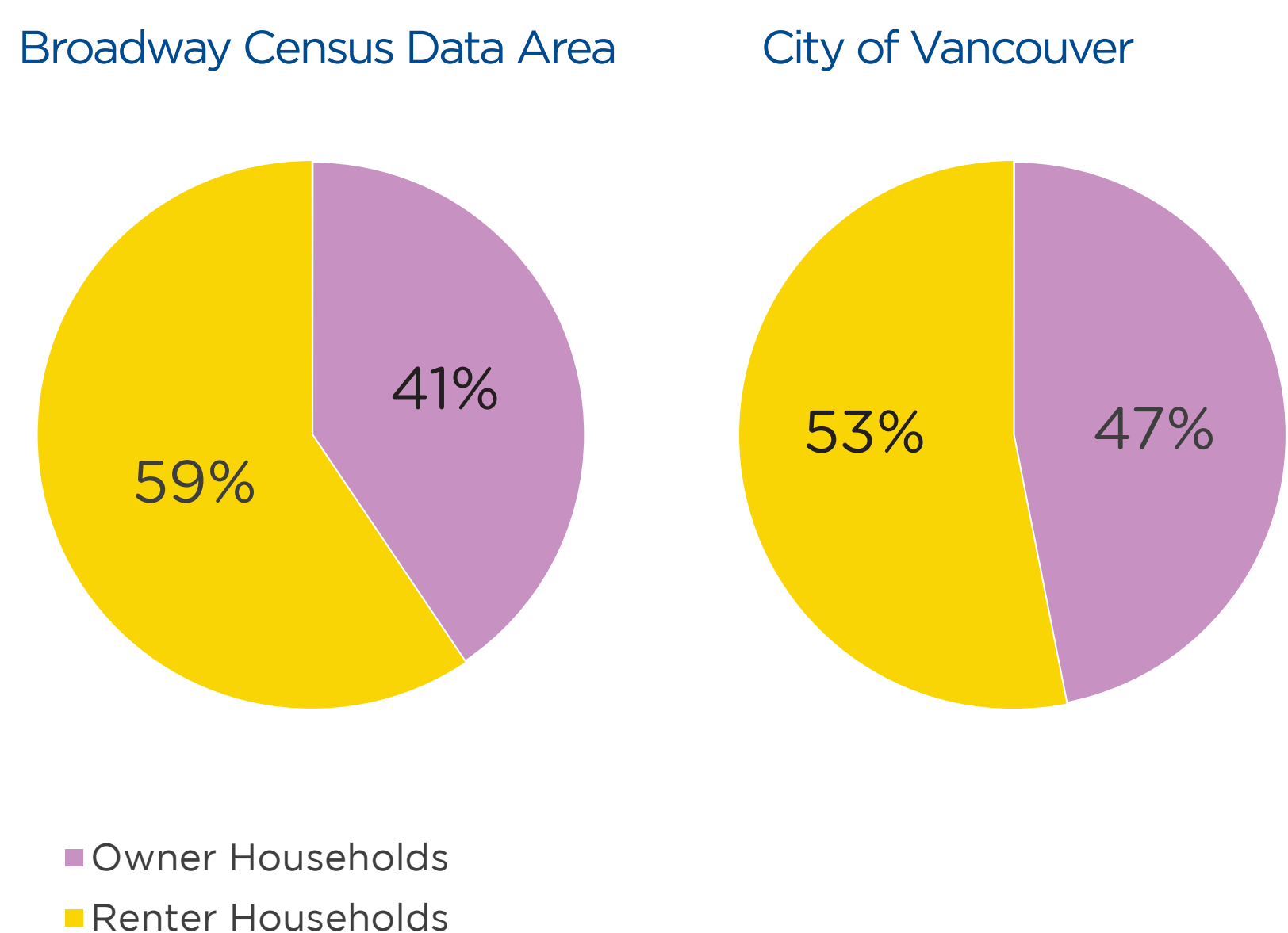
Indigenous people continue to be overrepresented in the Homeless Count. 39% of respondents in 2020 identified as Indigenous/Aboriginal, despite making up only 2% of the general population.

Individual Housing Tenure by Race in Vancouver, 2016



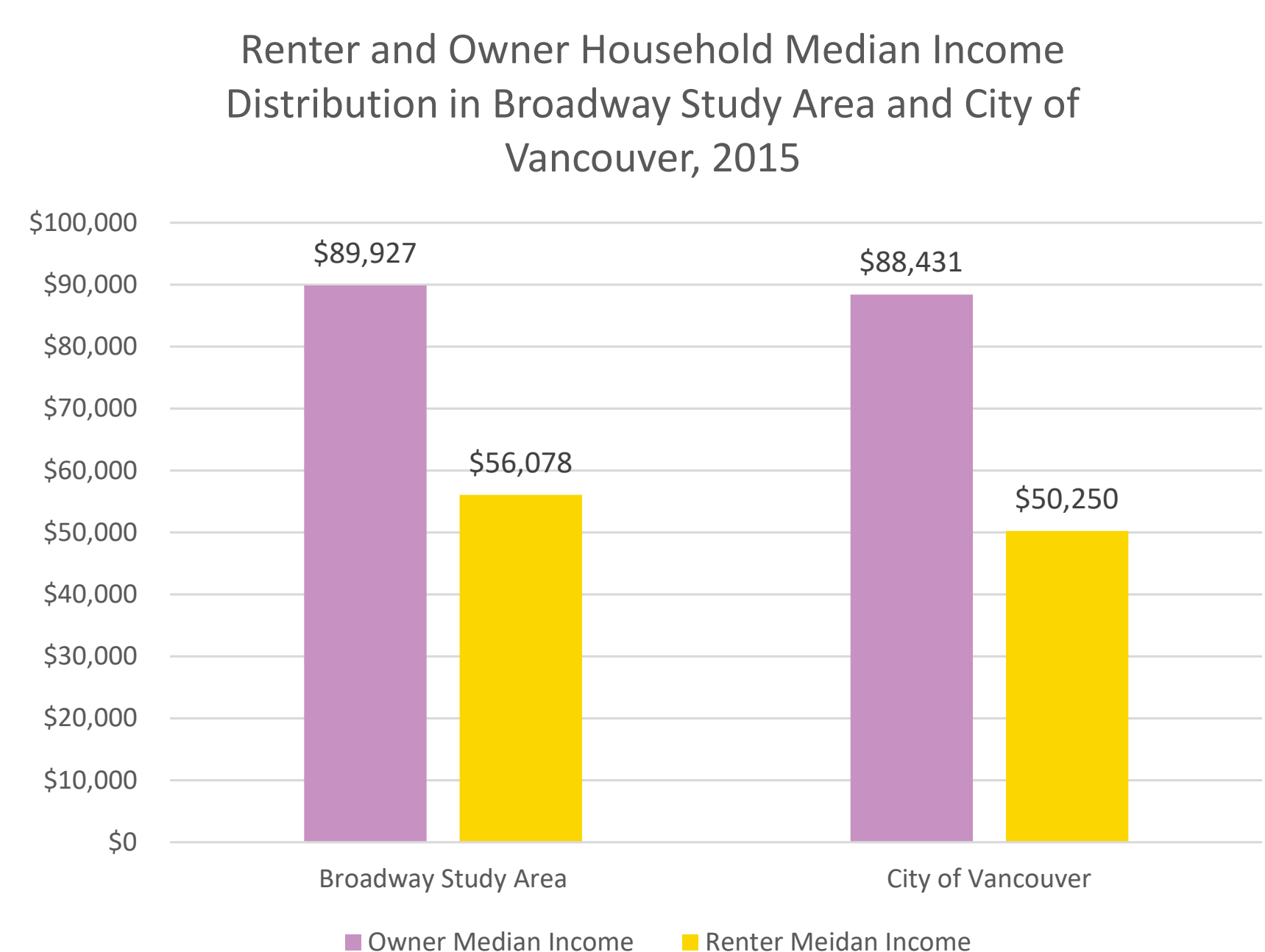
Indigenous, Black, Latin American and Arab residents are most likely to live in rented housing

Household Housing Tenure in Broadway and Vancouver, 2016



Overall slightly more than half (53%) of Vancouver residents are renters, this proportion rises to 59% in the Broadway areas

Renter and Owner Household Median Income Distribution in Broadway and Vancouver, 2015



Renters have lower median incomes than owners in Broadway.

EMERGING DIRECTIONS

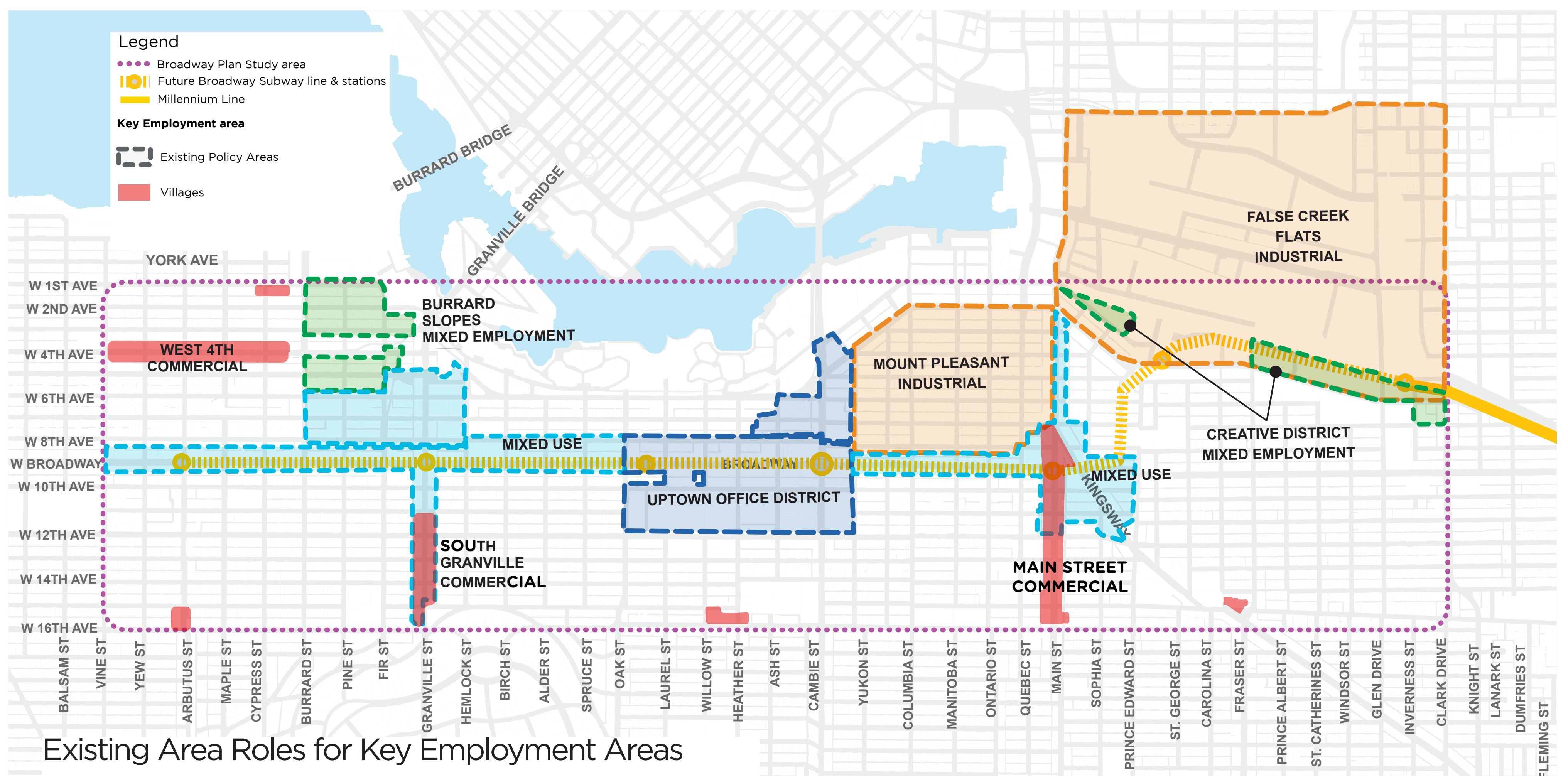
Integrate equity and focus on mitigating displacement impacts on renters and disproportionately impacted communities

Mitigating the negative impacts of displacement and addressing the inequitable impacts of growth and development is important in the Broadway Plan. People experiencing homelessness, low-income individuals and families, racialized communities and Indigenous people are often disproportionately impacted by displacement, redevelopment pressures and affordability challenges.

An equitable development approach to future growth policies takes into account past history and current conditions to reduce disparities for populations that have been marginalized, so that housing opportunities are equitably distributed for people currently living and working in the neighbourhoods as well as for new people who want to move in.

At Work

Vancouver is the central city in a growing region. Within Vancouver's economy, the Broadway Plan study area is a vital crossroads for business, education, healthcare, government and industrial activities. Its central location and accessibility has made it a preferred employment location for a number of growing sectors as well as a destination for dining and entertainment in the city. The construction of the Broadway Subway from VCC-Clark to Arbutus Street, in conjunction with the Broadway Plan, will enhance key places along the corridor, improve the viability of independent businesses, activate retail areas, expand employment diversity, increase low-barrier jobs and expand workforce supports such as childcare.



WHAT WE HEARD

Region's Second Downtown

The study area has the second highest concentration of jobs in the region, becoming the preferred location for growing sectors such as tech and healthcare.

Strengthen Independent Businesses

Viewed as the "life of neighbourhoods", independent businesses build the unique character of Broadway's village areas. In order to thrive, these businesses need a more flexible and efficient regulatory environment that fosters entrepreneurship and innovation.

Expand Access to Public Spaces

There is a need for more open, public gathering spaces. Businesses should have more flexibility to utilize the public realm for patios, pop-up vending and related uses.

Need More Workforce Amenities

Employment areas need more amenities such as restaurants, child care and services to attract and retain the local labour pool.

Maintain Supply of Retail-Commercial Spaces

As population and jobs increase over the next 30 years, it will be important to ensure that the supply of retail-commercial spaces can keep pace (e.g. restaurants, personal services, small offices and health care spaces).

Industrial

Industrial spaces are in short supply and under pressure from higher value uses, driving up rents. The long-term intensification of industrial lands requires modernization of zoning regulations while also ensuring space for a diversity of activities (including production, distribution and repair).

Address Affordability and Displacement

City should continue to advocate for taxation reform and explore commercial rent controls as well as explore ways to assist displaced businesses. Local businesses need more affordable space options such as shared storefronts or temporary use permits. Workers are also in need of affordable housing options within the city to allow them to reduce commutes and improve their quality of life.

At Work

City-wide Study on Job Growth

The City has recently completed a comprehensive study on the likely demand for employment space over the next 30 years. The Employment Lands and Economy Review found that by 2051, city-wide, there will be demand for:

- » 35,700 to 66,000 office jobs
- » 1,600 to 4,000 hotel jobs
- » 26,800 to 49,100 retail/ commercial jobs (e.g. restaurants, personal services)
- » 5,300 to 8,900 industrial jobs

NOTE: The job space demand forecasts above were prepared by a specialized consultant team in Sept. 2020. The forecasts seek to incorporate a range of potential COVID-19 impacts. For more information please go to: www.vancouver.ca/employmentlands



The opportunity for Broadway

Broadway is one of the top destinations for the development of new employment spaces in the entire region, second only to the Central Business District in Downtown Vancouver. Despite the COVID-19 pandemic, many of the fundamentals that drive a positive long-term outlook for employment space demand are present in the Broadway area; such as a central location, high-calibre educational institutions, proximity to a large and diverse rental housing stock and the upcoming Broadway Subway extension.

Planning work completed to date is indicating that:

- » The city should consider ways to ensure that the supply of new employment spaces can meet demand in desirable areas such as Broadway over the long-term. Failing to do so may result in upward pressure on rents and impact the diversity of employers who can afford to operate in Vancouver. A long-term reduction in employer diversity negatively impacts the resilience and long-term economic health of the city.
- » Retail-commercial spaces will continue to play an important role in areas such as Broadway and, over the long-term, the city should consider ways to ensure that the supply of retail commercial-space can meet demand associated with increased population and growing employment.
- » There will be continuing demand for industrial space to accommodate city-serving production, distribution and repair activities, along with other activities related to Vancouver's growing high-tech sector. At the same time, the accelerated shift towards online retailing is driving demand for last mile customer fulfillment and distribution centres. Mount Pleasant and Burrard Slopes are key areas for these types of activities.

EMERGING DIRECTIONS

- » Recognize the critically important economic role of the area having the second largest concentration of jobs in the province and as the city's second downtown.
- » Foster diverse job opportunities for a diversity of workers and long-term economic resilience.
- » Ensure adequate, secure and affordable spaces for critical economic contributors such as city-serving non-profits and social enterprises, arts and culture organizations and childcare facilities.
- » Provide an environment that supports existing and new business growth through enhanced transportation access, public realm improvements and capacity for job space to meet demand.
- » Enable opportunities for additional commercial development including major office along Broadway, particularly in Subway station areas.
- » Explore opportunities to support small, independent commercial businesses.
- » Strengthen the Villages as distinctive local business areas and neighbourhood high streets and explore as potential places for job growth.
- » Encourage new neighbourhood-serving ground floor shops and service uses in strategic locations (including within primarily residential areas).
- » Improve the form, quality and adaptability of retail-commercial spaces to accommodate those uses.
- » Ensure that growth of retail-commercial space keeps pace with the area's population and job growth.
- » Seek no net loss of retail-commercial space in redevelopment of large sites, e.g. malls/shopping centres.
- » Retain industrial and mixed employment lands and explore balanced intensification of industrial uses to support evolving technology, business operations and workforce trends.
- » Seek opportunities to build on advantages associated with the new Broadway Subway and proximity to YVR to build business-to-business opportunities, including new hotel space.

Getting Around

A smart and efficient transportation system is an important part of a community. It supports the economy while increasing affordability, enables citizens to be healthy, improves equity and helps protect the natural environment. This is reinforced by the Broadway Plan Guiding Principles, which highlight the importance of providing and supporting healthy transportation options and enhancing Broadway as a Great Street.

Today, the interconnected transportation system in the Broadway Area is well established and over 55% of local residents already walk, bike, or take transit to work. The Broadway Plan will look to achieve the Climate Emergency Action Plan goal to further increase the use of the sustainable modes of travel in the Broadway area. It is essential to ensure easy access to key destinations in the Broadway Area and to keep people and goods moving through the corridor, and parking will be managed to support the needs of people with mobility challenges and local businesses.

The new Broadway Subway and Broadway Plan provide an opportunity to ensure transportation and land use policies are integrated to encourage sustainable modes of travel and to rethink how space could be used on Broadway to create a more welcoming walking and gathering environment. These changes also provide an opportunity to create a vibrant network of walking, rolling, cycling and transit-friendly streets in the entire Broadway area.



WHAT WE HEARD

Desire for Better Walking / Rolling Experience on Broadway and Other Streets

While large volumes of people walk or roll along Broadway, many find the experience unpleasant because of high traffic volumes, large amounts of trucks and buses, traffic noise, overcrowded and narrow sidewalks, and a lack of street trees. In addition, there are not enough spaces for people to gather and socialize. The same is true for some of the other busy streets in the area.

Incomplete Cycling Network

While there are a number of bike routes in the area, most do not meet the City's design criteria for all people ages and abilities and there are gaps in the network, particularly to retail areas and other key destinations. As a result, many people are not comfortable cycling for their daily needs.

High Demand for Transit

Buses are often crowded and full, or stuck in traffic. Some areas have a gap in transit service, and some bus routes also have infrequent service in the evenings and weekends. Many bus stops do not have shelters or seats.

Heavy Traffic and Speeding Cars

High vehicle volumes and speeds, particularly on arterial streets, make it less comfortable and less safe for people walking, rolling, cycling, and driving. Speeding and short-cutting through neighbourhoods is also an issue on some local streets.

Walking and Rolling Network

The Broadway Area will be a place where every street is enjoyable for walking, and where people can easily access their daily needs and the new Broadway Subway by walking or rolling. Every street will have comfortable and clear sidewalks separated from moving vehicles and will be accessible for people using mobility aids or who are pushing strollers. Safe crossings at all streets will be provided, along with an attractive public realm on local and busy commercial streets for people to rest and to gather and socialize.

Existing Conditions

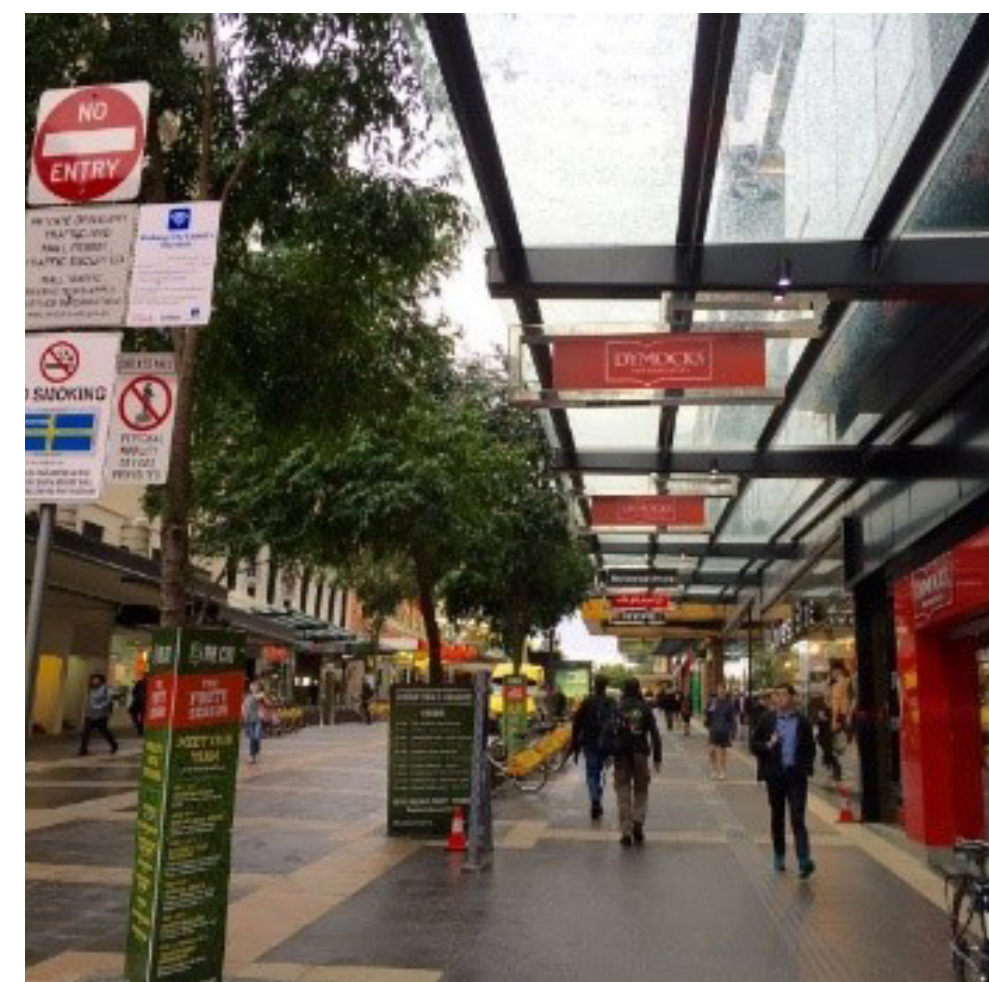
- » Almost one-fifth of people who live in the Broadway area walk to work (2016 Census), which is high compared to the rest of the city.
- » Many streets have sidewalks with substandard widths, making it difficult for people to comfortably move around.
- » People using mobility aids or pushing a stroller face challenges such as:
 - » Missing or old style curb ramps (primarily on local streets)
 - » Long crossing distances at busy streets
 - » Some busy unsignalized intersections
 - » Steep streets running north-south
 - » Few places to sit and rest
- » Many major streets make walking feel uncomfortable because of large amounts of quickly moving traffic. Vehicle collisions with people walking/rolling occur most often at busy arterial intersections.
- » Neighbourhood traffic calming, such as diverters and traffic circles, is only installed in some locations and the current devices may not be enough to deter traffic and reduce vehicle speeds.



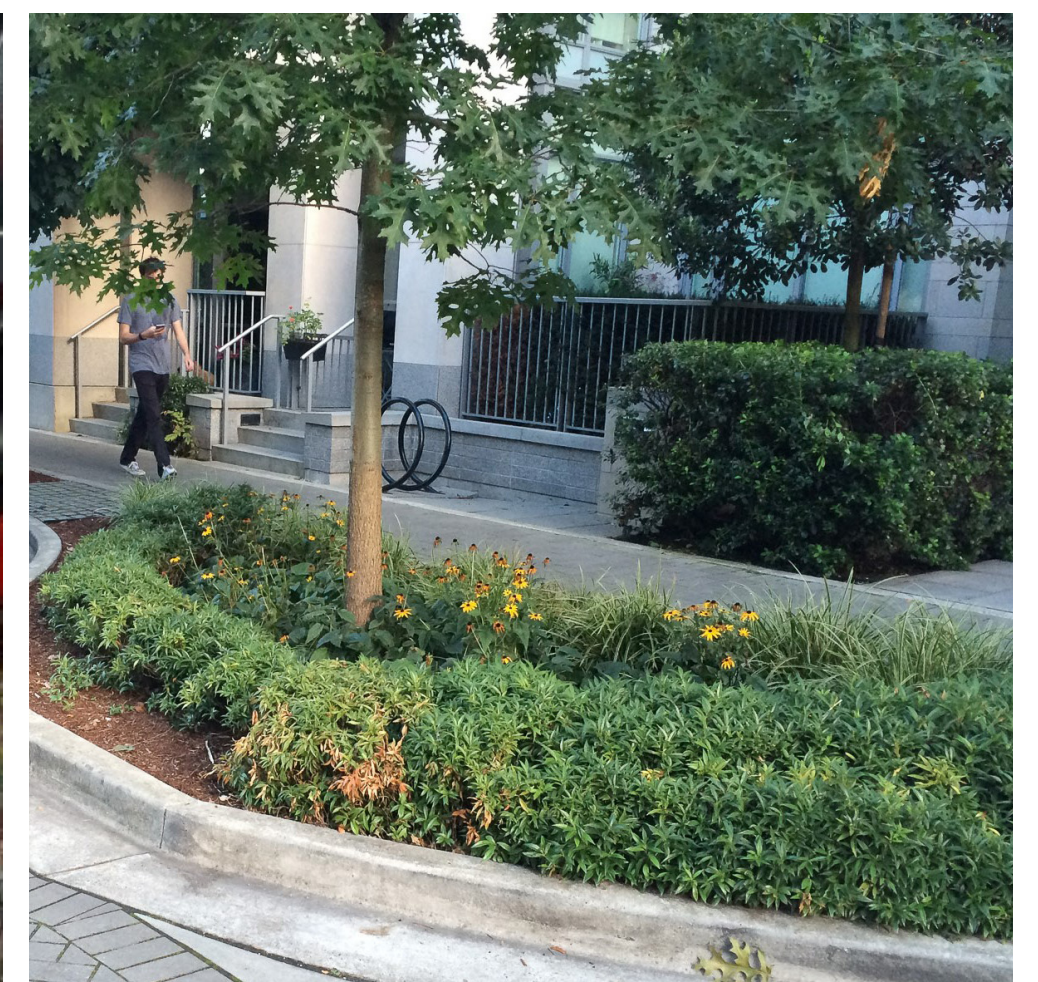
Seating



Signalized crossing at major intersection



Weather protection

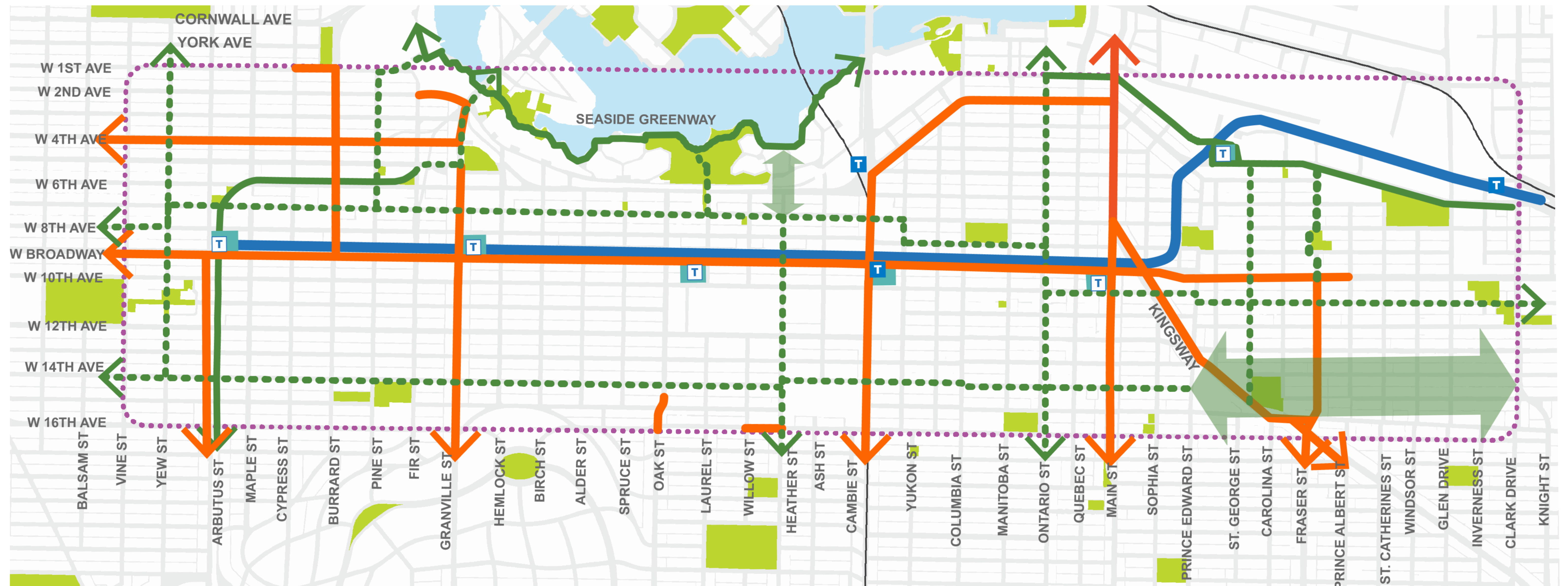


Street trees and plantings

EMERGING DIRECTIONS

- » Provide a safe, accessible, and enjoyable walking environment for people of all ages and abilities on all streets.
- » Provide convenient, safe, and short crossings across busy streets.
- » Ensure people are able to easily walk to their daily needs by having a mix of services, shops, housing and jobs close to one another.
- » Ensure commercial high streets have:
 - » An attractive public realm with wide continuous sidewalks with few driveway crossings
 - » Regular signalized crossings at all or most local streets
 - » Continuous weather protection
 - » Convenient connections to transportation services such as transit, bike share, and car share
 - » Pedestrian lighting
 - » Seating and gathering spaces to support a vibrant public life
- » Develop a network of greenways that, where possible, become car-lite (significant reduction in car traffic) or car-free over time as redevelopment occurs, and have:
 - » A park-like feel, and connect residents to key destinations, commercial streets and parks
 - » Wide continuous sidewalks with few driveway or intersection crossings
 - » Enhanced crossings at major streets
 - » Public art, seating, gathering spaces and pedestrian lighting
 - » Street trees and rainwater management features.
- » Ensure activity nodes (e.g. rapid transit station areas) have infrastructure and amenities to support higher volumes of people walking/rolling.

Emerging Walking and Rolling Network



Legend

- Broadway Plan Study Area
- Commercial High Street
- Existing City/Neighbourhood Greenway
- Future City/Neighbourhood Greenway
- Further work required to determine Greenway alignment
- Future Broadway Subway
- T Existing Station
- T Future Station
- Activity Nodes

NOTES: While this map only highlights the priority walking/rolling routes, the City recognizes that every street should be enjoyable for walking and will improve the walking and rolling conditions in the area overall.

Some “future” greenways are already designated but require upgrades to satisfy the definition in the Emerging Directions section.

The Cycling Network

The Broadway Area will have a dense network of bike routes such that everyone lives within a block or two of a bike route that is safe and comfortable for people of all ages and abilities. People cycling will also have safe cycling routes to connect them to key recreational, commercial and employment destinations, and to the new subway stations, and there will be an adequate amount of bike storage facilities at their destinations.

Existing Conditions

- » According to the 2016 Census, 10% of area residents commute to work by bike, which is high compared to the rest of the city.
- » While the Broadway area includes some of the city's busiest bike routes, such as Ontario Street and 10th Avenue, almost 90% of the area's bike routes do not meet the City's design criteria for people of all ages and abilities.
- » Existing routes are generally a block or two from commercial areas and other key destinations, making it difficult for people to cycle for everyday activities like shopping.
- » The number of vehicle collisions with people cycling tend to be higher on well-used bike routes - e.g. at busy intersections (ICBC data).



AAA bike way with protected bike lanes



AAA bikeway with traffic calming



Car-free greenway with public art



Car-free street block with bike path, sidewalk, trees, plantings, and park



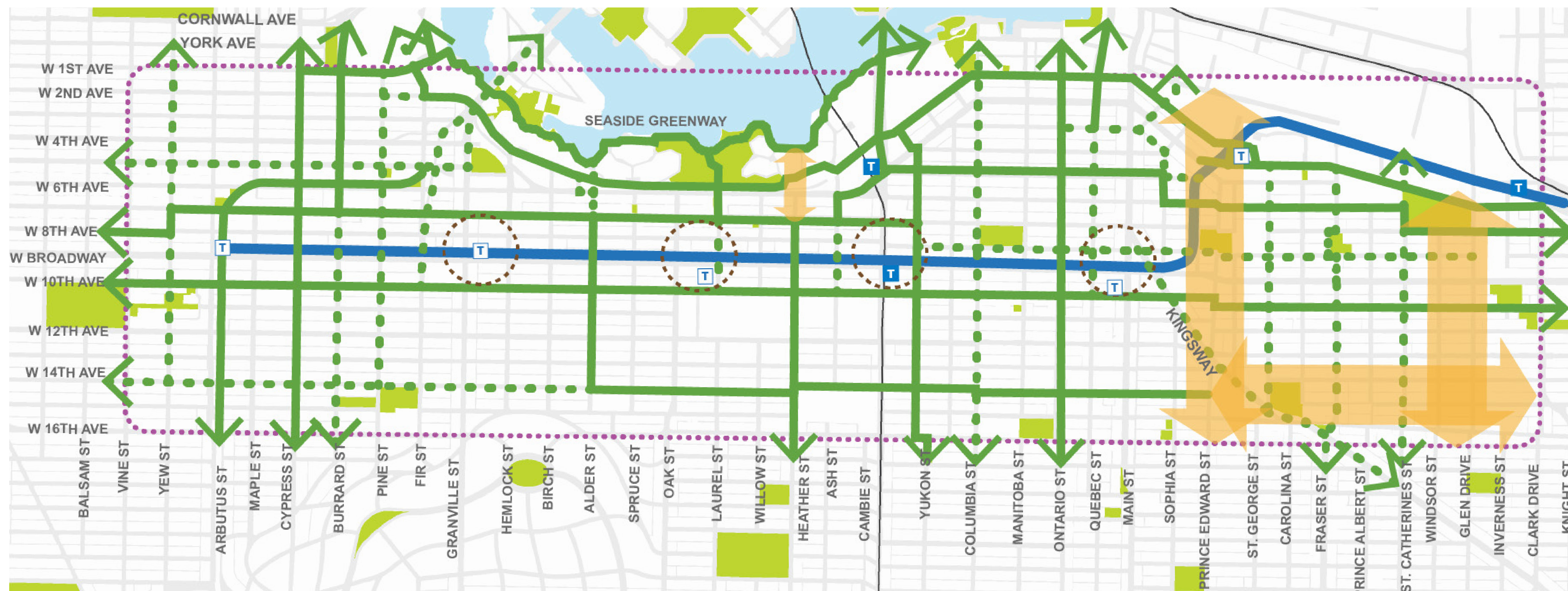
Bike signal at busy intersection

EMERGING DIRECTIONS

- » Develop a dense network of bike routes that are safe and comfortable for people of all ages and abilities (AAA), so that all residents live within a block or two of a AAA bike route and can use these bike routes to easily access key recreational, commercial and employment destinations.
- » Connect the cycling and transit systems by providing direct bike connections as close as possible to subway stations, and provide bike storage at and near subway stations.
- » Reduce vehicle traffic on AAA bike routes, or provide protected bike lanes if vehicle traffic cannot be reduced enough.
- » Reduce vehicle interactions (e.g. fewer driveways and intersections) on cycling network and improve crossings at major intersections (e.g. traffic signals).
- » Improve access to bike parking and public bike share stations.
- » Consider the needs of people who use small electric mobility devices such as electric standing scooters, electric assist bicycles (including cargo bicycles) and electric skateboards in the bike network.



Emerging Cycling Network



Legend

- • • Broadway Plan Study Area
- Existing Bike Route
- - - Future Bike Route
- Future Broadway Subway
- T Existing Station
- T Future Station
- Further work required to determine best connection to Station
- Further work required to determine Bike Route alignment

NOTE: All bike routes will be upgraded to meet the City's AAA standards over the course of the plan

What is a AAA cycling route?

All-Ages and Abilities (AAA) cycling routes are continuous sections of protected bike lanes or traffic calmed local streets with safe crossings at busy intersections. These routes provide a safe and low stress cycling experience for most people.

The Transit Network

The Broadway area will be served by a reliable and convenient transit network and all people who live, work, or visit in the area will be able to easily get around by transit. The bus network, Broadway Subway, and proposed future streetcar will be well integrated, and people walking, cycling, and rolling will be able to easily and conveniently access bus/streetcar stops and subway stations.

Existing Conditions

- » The Broadway area is one of the most well-served in the region for transit service, and 30% of local residents commute using transit (2016 Census). The new Broadway Subway will greatly increase capacity and reliability, decrease travel times, and create more activity around the station areas. It will also significantly improve the area's connections to the rest of the region.
- » In some areas, people have to walk a number of blocks uphill to access transit, which can be challenging for seniors, people with mobility challenges, and people carrying groceries.
- » There are several routes (e.g. #84) where bus service decreases on evenings and weekends, making it difficult to travel along these routes during off-peak hours.
- » Buses in the area are often delayed, making transit services unreliable. Furthermore, buses are often overcrowded, making it uncomfortable for passengers and skipping new riders waiting for the bus at stops. In addition, many bus stops lack shelters or seating.



Peak Period Bus lane



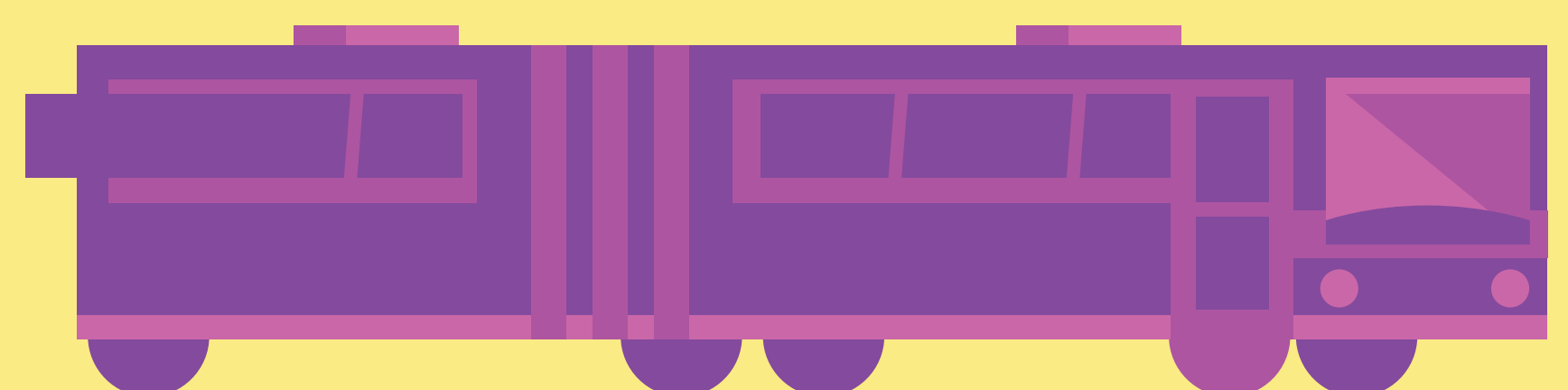
Bus shelter with seating



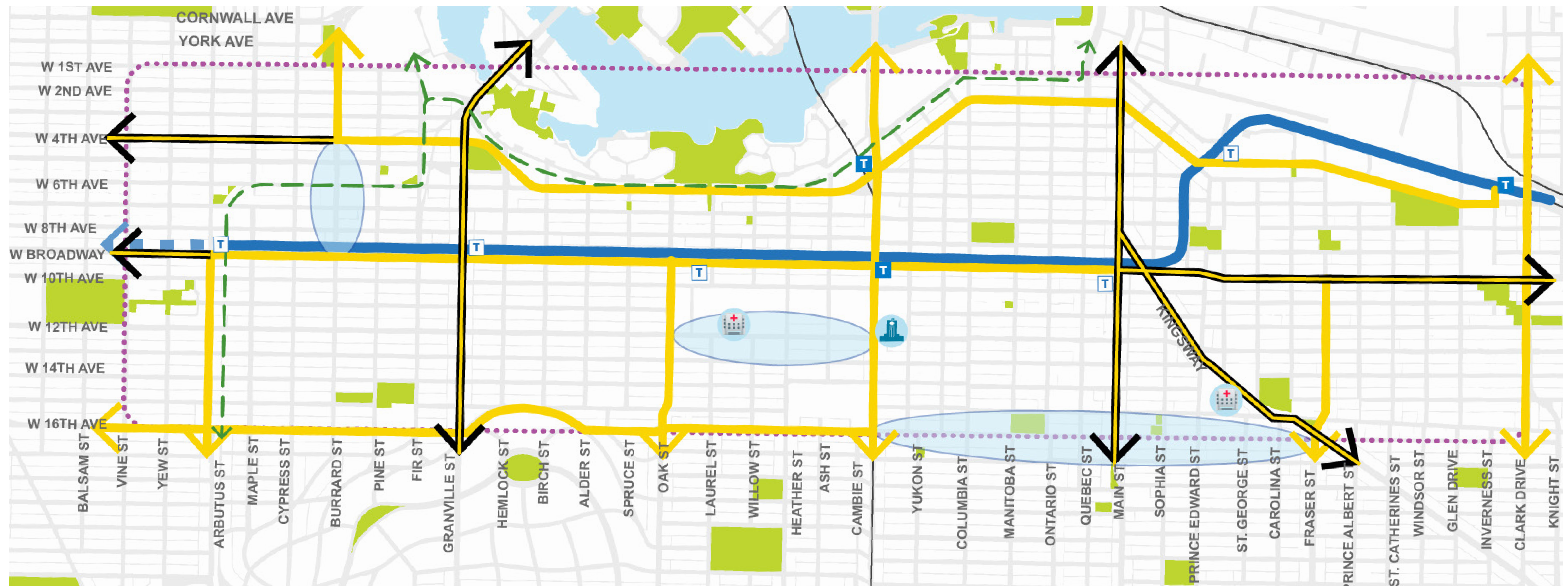
Artist's rendering of South Granville Station

EMERGING DIRECTIONS

- » Work with TransLink on its Vancouver Area Transport Plan and the Bus Integration Plan to enhance citywide transit service and infrastructure, address network gaps and improve access to the hospitals, and ensure convenient and efficient integration between buses and the future Broadway Subway service. This work will include examining the network gaps identified through earlier Broadway Plan public engagement work and staff analysis.
- » Work with TransLink through the Bus Speed and Reliability Program to enhance the reliability of bus service, particularly the Bus Speed and Reliability Focus Corridors. These corridors include those that are already under study or implementation as part of the COVID-19 recovery efforts, as well as those identified in the Climate Emergency Action Plan as key routes for transit priority improvements over the next 10 years. Additional corridors and locations will be identified over time.
- » Provide good bus stop and subway station access and passenger amenities, such as enhanced street crossings and sidewalk access to bus stops and stations, and more universally accessible bus shelters and benches.
- » Continue to plan for the Council-approved long-term streetcar network and potential spur line to the future Seákw development, and for other future transit technologies such as electric buses.
- » Continue to work with our partners on the construction of the Broadway Subway Project and to plan and design for the completion of the Millennium Line UBC Extension.



Emerging Transit Network



Legend

- Broadway Plan Study Area
- Current Bus Network
- Current SkyTrain Network
- Existing Station
- Future Station
- City Hall
- Hospital
- Future Broadway Subway
- Bus Speed and Reliability Focus Corridors
- Proposed Streetcar
- Hospital Access Improvements & Network Gaps for Further Consideration
- Millennium Line UBC Extension

NOTE: The bus routes do not include the temporary detours of some trolley routes due to the construction of the Broadway Subway.

For more information about the construction of the Broadway Subway, please visit the Province's Broadway Subway Project website at broadwaysubway.ca

Goods Movement and General Vehicle Network

The vehicle network is important to the movement of goods and services to and through the Broadway area. Vehicles play an important role in serving businesses and industrial land uses in the Broadway area and in bringing patients to the hospital area, and trips that need to be made by motor vehicles will continue to be accommodated. An equal priority is the safe and efficient use of the road network and increasing the people-moving capacity of our transportation system. Off-street parking will be managed to improve housing affordability and curb space will be managed to prioritize loading, short-term delivery, and pick-up & drop off to support residents and local businesses.

Existing Conditions

- » Vehicle collisions primarily occur at intersections, particularly those with heavy volumes (ICBC data).
- » In some areas, vehicles are delayed by turning vehicles ahead, which can lead to traffic shortcutting through neighbourhood streets.
- » On average, only about 60% of off-street parking spaces are used. Along commercial streets and in the hospital area, there is a high demand for on-street commercial loading and on-street parking, while off-street parking is underutilized.
- » Our major streets are currently designed for large vehicles, making them less friendly for people walking or rolling.



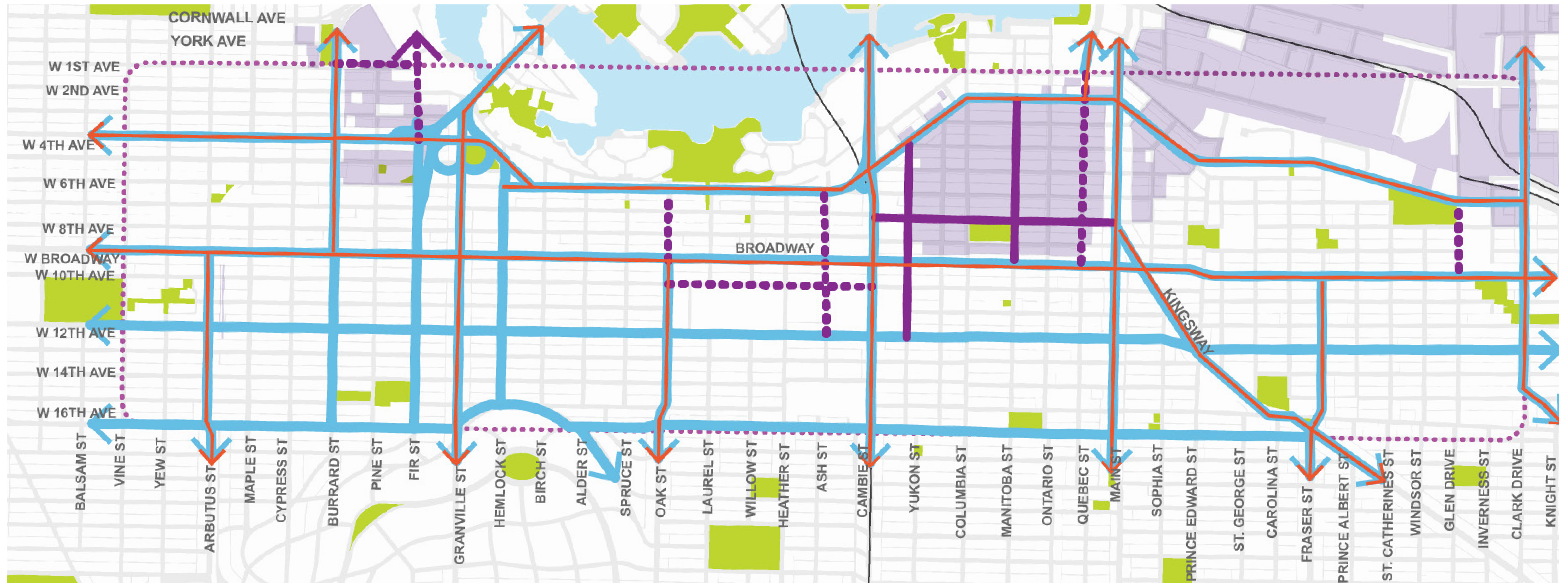
Low-carbon goods delivery

Short-Term Loading for Passengers and Goods

EMERGING DIRECTIONS

- » Explore ways to reduce vehicle collisions and promote safe operations of vehicles on our roadways, helping businesses to deliver goods and services safely and efficiently, and emergency services to respond effectively.
- » Manage the supply of off-street parking by eliminating minimum parking requirements, considering lower parking maximums, and expanding the area where parking maximums are applied. This will help achieve a number of objectives including improving housing affordability, increasing the use of sustainable modes of travel, reducing greenhouse gas emissions from embodied carbon and transportation, and increasing rainwater infiltration.
- » Manage on-street curb space to prioritize loading, short-term delivery, and pick-up & drop off to support residents and local businesses.
- » Introduce turning bays at strategic locations such as arterial streets and vehicle access streets, to improve localized traffic congestion and access to areas with new development.
- » Introduce traffic calming on local streets to improve safety, reduce shortcutting, and support greenways and other bike routes.
- » Improve the efficiency and resiliency of our transportation system, and increase its people-moving capacity.
- » Strengthen requirements for transportation demand management strategies to encourage more people to walk, bike or use transit.
- » Explore and support ways to provide more electric vehicle charging stations, and to have low-impact goods and service delivery (e.g. smaller delivery vehicles and cycle-based, low-carbon and electric delivery vehicles).

Emerging Goods Movement and General Vehicle Network



Legend

- Broadway Plan Study Area
- Truck Route
- Arterial
- Previously Identified Vehicle Access Street
- Future Vehicle Access Street
- Industrial Areas

Broadway as a Great Street

Vision for Broadway

With the completion of the Broadway Subway, Broadway will be reinforced as the key transportation and economic corridor connecting the city and region to its distinctive neighbourhoods of Kitsilano, Fairview and Mount Pleasant. In October 2019, Council endorsed the following guiding principle to “Enhance Broadway as a Great Street”.

‘Broadway should be enhanced as a street of special significance—a Great Street—with a series of unique and vibrant places to live, work, visit and play. Street design, new development, public spaces, and businesses should contribute to a delightful experience for everyone and lively gathering places, and help create distinct character areas along Broadway that also serve the local neighbourhoods.’



Enhance Broadway as a Great Street

What is a “Great Street”

‘Great Streets’ are streets that people enjoy spending time on. They are memorable and recognizable, safe and comfortable, and easy to get around by walking, rolling, cycling, and using transit. These streets dedicate as much space to people walking/rolling and slower movement as to the faster vehicular through-movement. Slower movement spaces are defined by unique and accessible streetscape designs, lighting, landscaping and trees, and people gathering which contribute to the unique character and beauty of these streets.

Great Streets also have a citywide and civic importance. They play a critical role in supporting economic activity, house landmark buildings, tell stories about local history, and are public living rooms for people to live, work, play, and connect.

Key Elements of a Great Street

- » Protection - safety for all users
- » Comfort - physical experience and ease
- » Legibility - easy navigation
- » Enjoyment - delightful experience



Broadway Street Design

The Broadway We Want

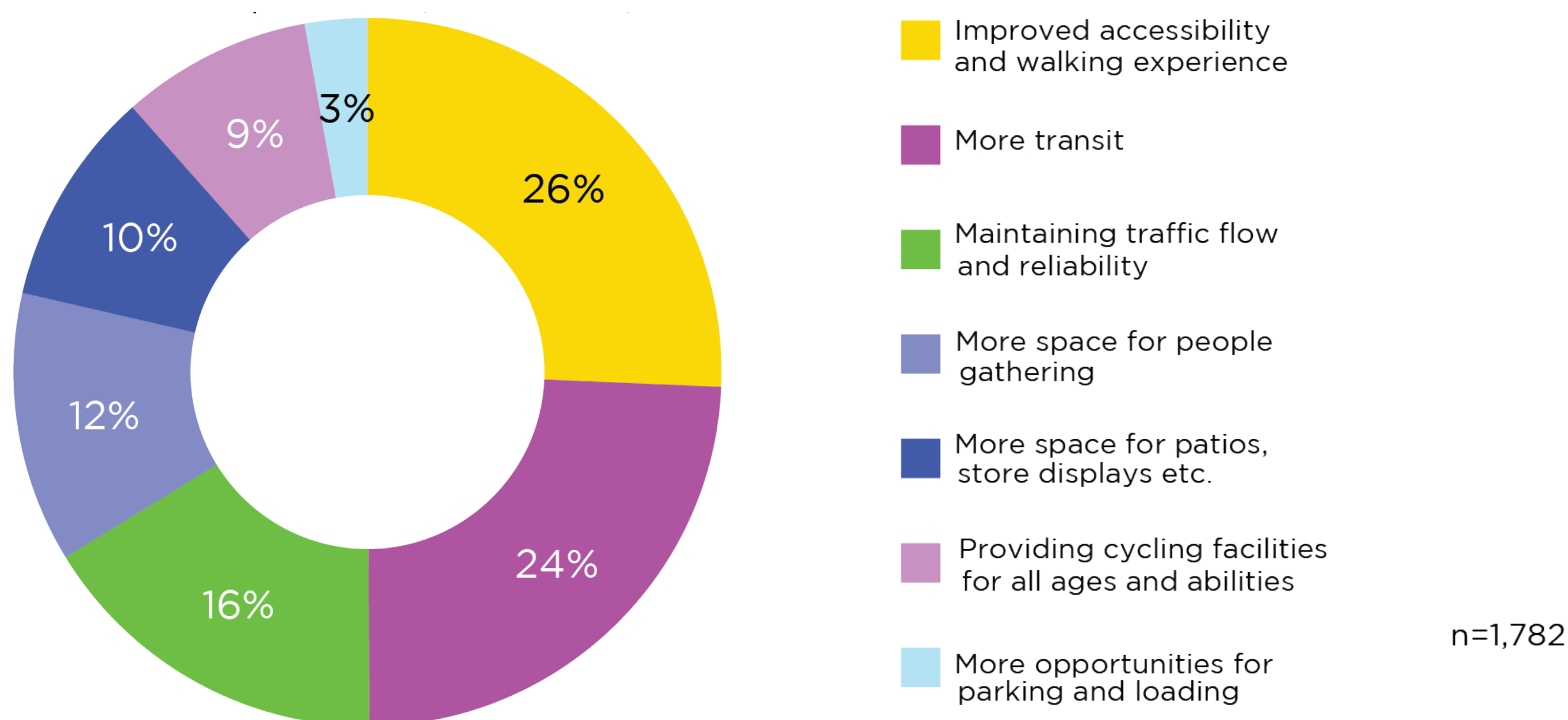
Context

The Broadway Subway Project will significantly increase the people moving capacity of the corridor by extending the Millennium Line SkyTrain to Arbutus Street. The Broadway Subway will have 2-3 times the capacity of the existing 99 B-Line buses on opening day (with the potential to increase to 10 times the capacity of the B-Line in the future), which currently operate in peak period bus lanes. With the increase in people moving capacity and potential for the subway to reduce motor vehicle trips, we have an opportunity to reallocate travel lanes to public space and achieve a Great Street on Broadway. In addition, this reallocation of road space to space for walking/rolling provides the best opportunity to accommodate the subway station vents and the large number of people expected to use the subway stations.

Converting Broadway to a Great Street will be achieved over the long term, in coordination with utility, development and other construction works. However, the city blocks where the subway stations are located will be reconstructed within the next few years. This provides an earlier opportunity to realize the Great Street concept along these blocks.

What We Heard

The community provided its top priorities for the future of Broadway earlier in the planning process, as shown below.



Walkable

A Great Street needs to be walkable, but people noted that Broadway is not a friendly and welcoming walking/rolling environment. There is a desire for wider, more accessible sidewalks, a clean and well-maintained public realm, and more public seating, patios and plazas, and green space.

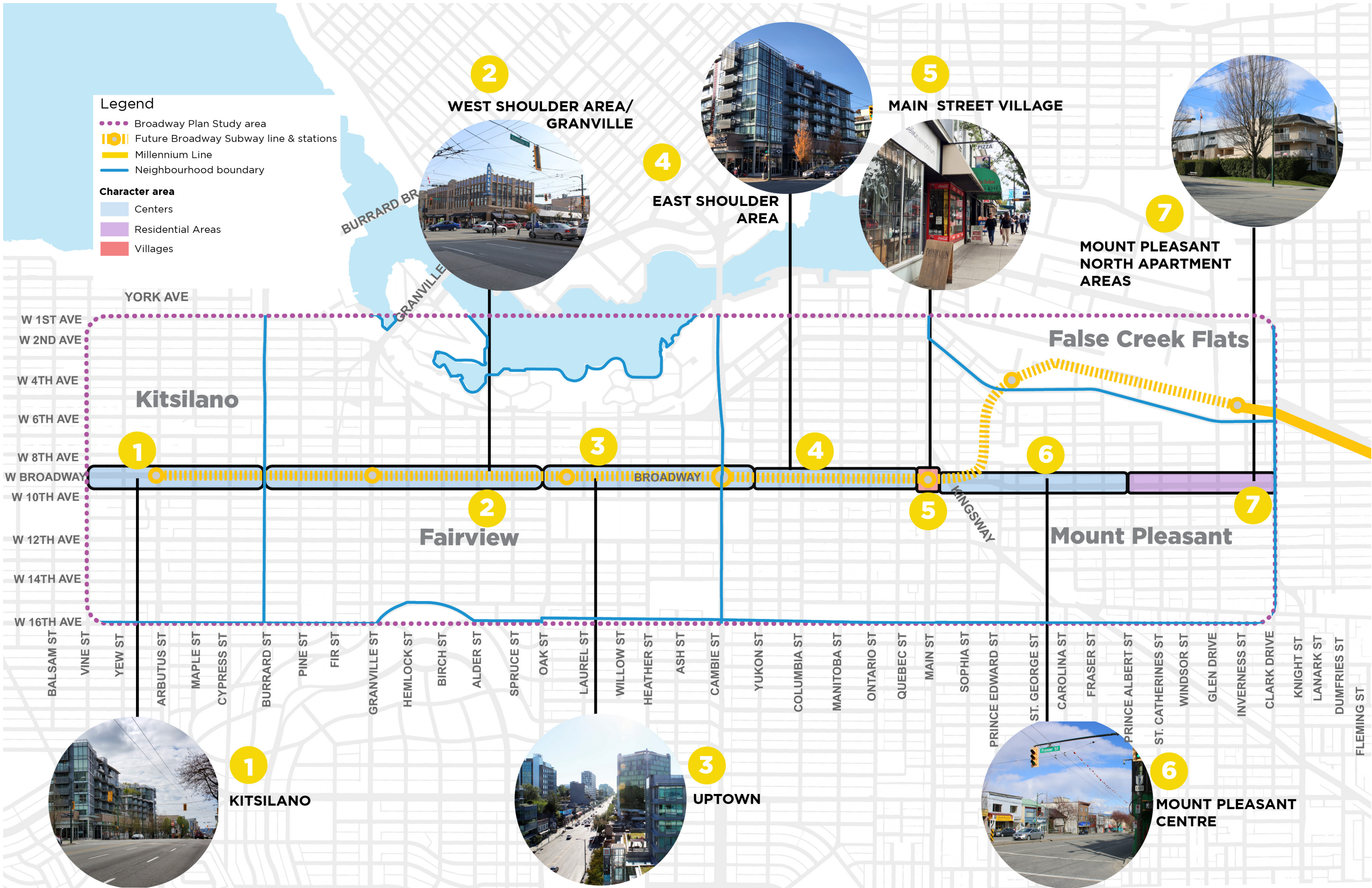
Excellent Transportation Options

In addition to a desire for a more walkable Broadway, people suggested a need for better transportation options. It was noted that it is difficult to bike to/from Broadway. Buses on Broadway are often overcrowded and delayed by congestion. These issues will in part be resolved with the Broadway subway, which will greatly increase corridor capacity and offer decreased transit travel times, particularly for longer trips. It was also noted that maintaining traffic flow and reliable travel time is important.

Distinctive Character Areas

Broadway's Character Areas

The Broadway corridor passes through multiple neighbourhoods and each one has its own distinctive character. The future of Broadway should reflect these character areas and requires us to take a neighbourhood-based planning approach. One size will not fit all.



Note: Based on Character Areas and Neighbourhood Sub-Areas.

The Vision for Broadway

Broadway will be enhanced to be safe, comfortable, and accessible for everyone to walk/roll and gather. Residents, workers and visitors will be able to easily access a range of shops and services, socialize in pleasant public spaces, and enjoy a vibrant public life.

Subway Station Areas

The Broadway Subway stations will be important public spaces and the subway will generate significantly more activity around the station areas. However, the subway station areas have special requirements. For example, they must:

- » Incorporate subway-related infrastructure, such as emergency exits, vents in the ground, and mechanical equipment
- » Accommodate large volumes of people walking/rolling
- » Consider access to/from the subway by bus, walking and rolling, cycling, and driving, and space for pick up and drop off and shared mobility.

The public realm enhancements to achieve a Great Street will need to be balanced with the above space requirements unique to the subway station areas.

GREAT STREET ELEMENTS

The Broadway Plan is looking at converting the curb lanes along Broadway to public space to include Great Street elements, such as:

Wide sidewalks with continuous awnings

Patios & Parklets for flexible public spaces and restaurant patios

Seating & Site Furnishings (such as benches and planters)

Opportunities for parking, pick-up/drop-off & loading

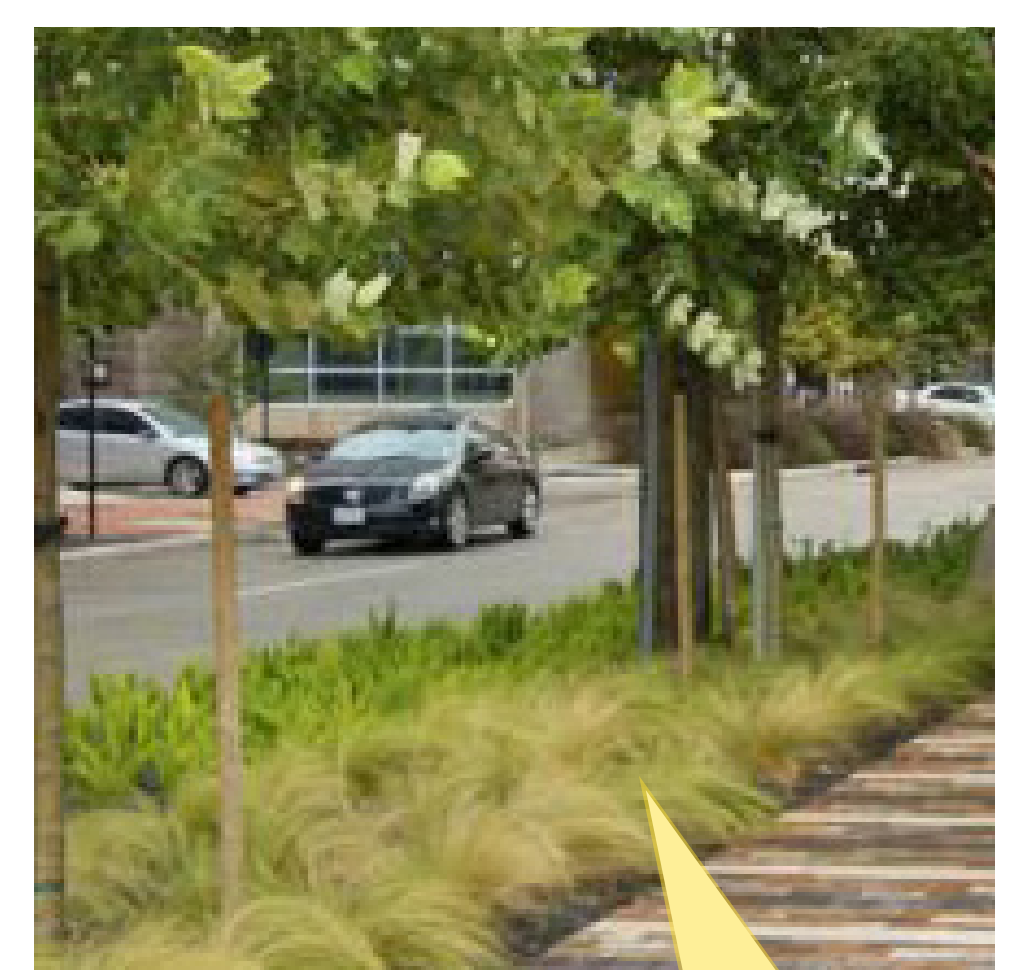
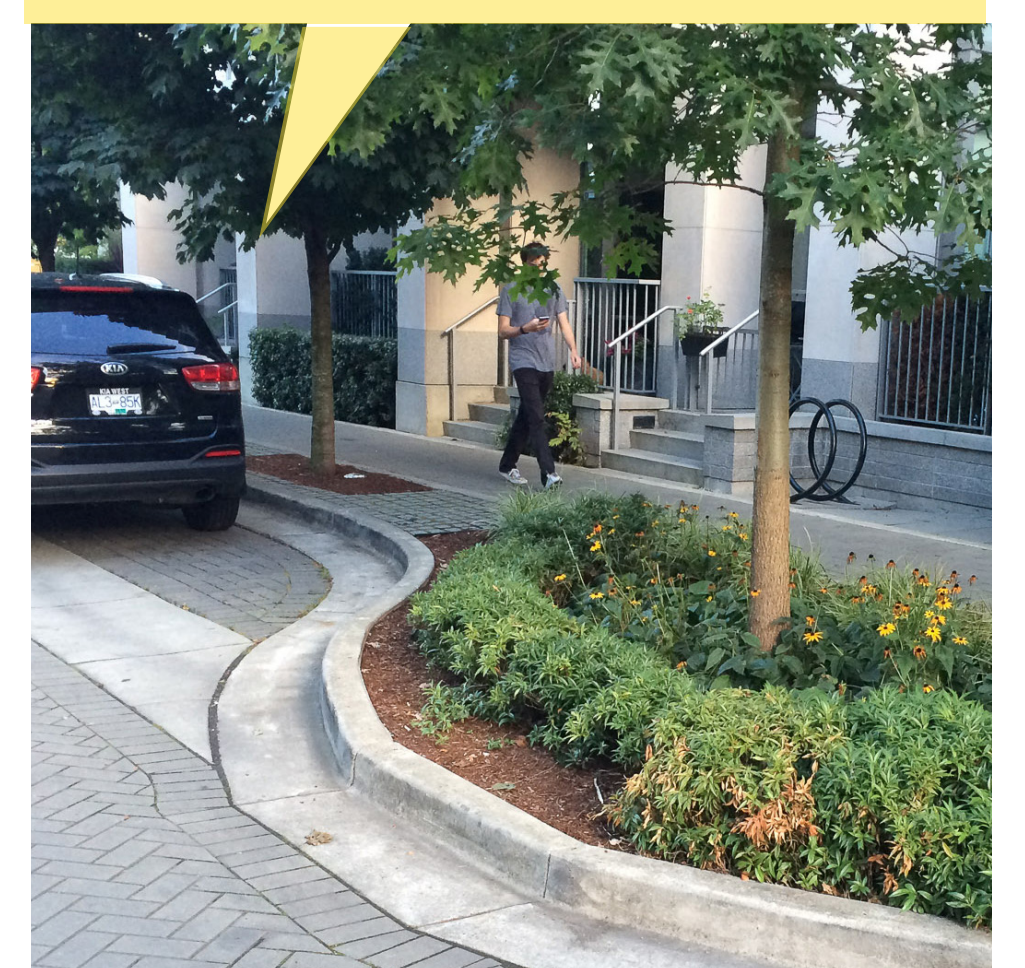
Planted Boulevards with diverse planting, large street trees & green rainwater management strategies

Streetscape Components such as bike racks and waste & recycling receptacles



For illustrative purposes only

parking, pick-up/drop-off and loading

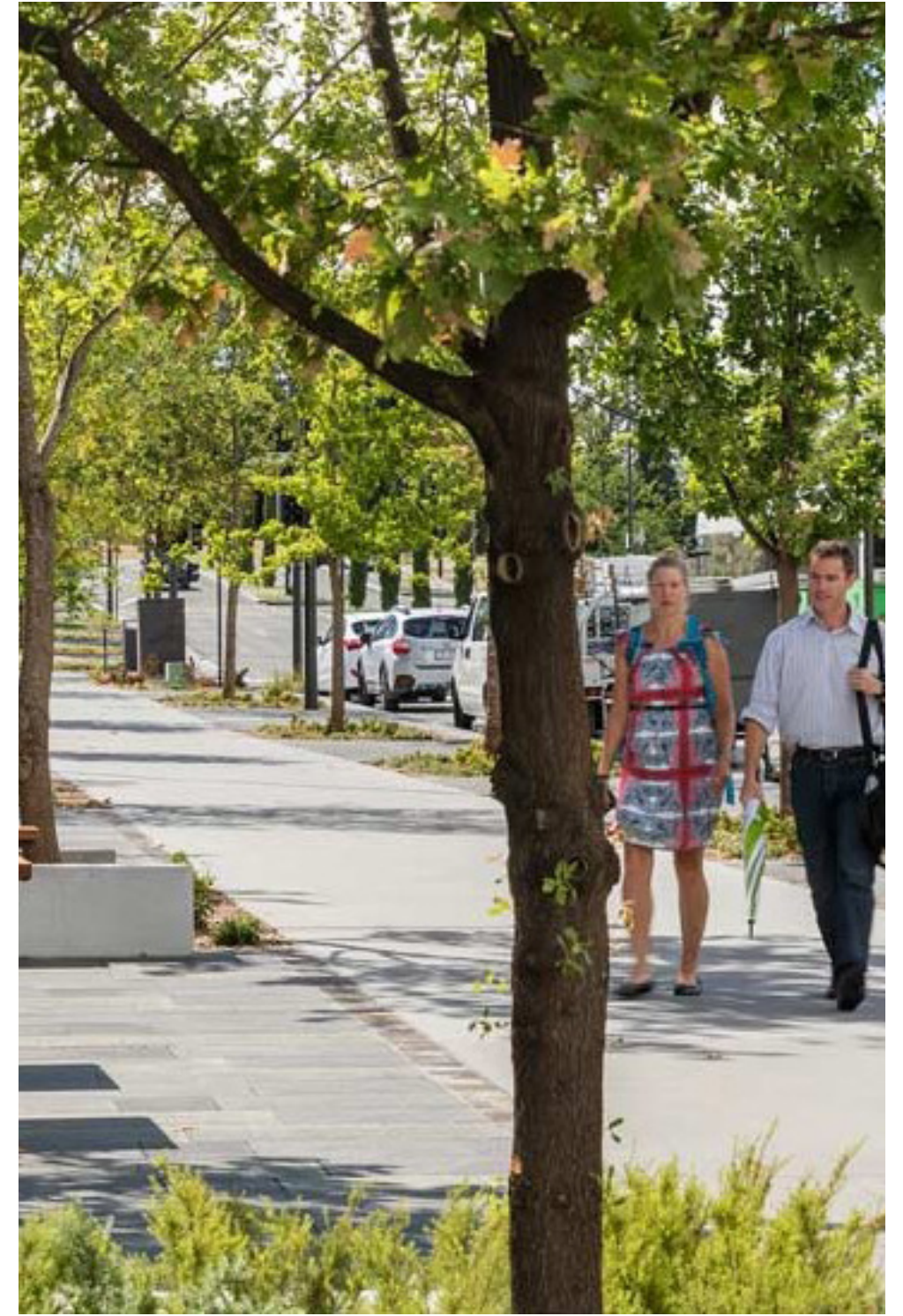


diverse planting and rainwater management in the boulevard

parklets & patios next to the sidewalk



The Vision for Broadway



EMERGING DIRECTIONS

Connectivity

- » Enhance Broadway as a Great Street to provide opportunities for improved connections to and through the area, as well as to be a welcoming, interesting and desirable street for people of all ages and abilities to enjoy (e.g. design spaces to be universally accessible).
- » Ensure Broadway continues to play an important regional role in moving goods and people, particularly through low-carbon and sustainable modes of travel.
- » Create strong walking/rolling linkages to businesses, adjacent residential areas, and new and existing rapid transit stations.
- » Ensure emergency vehicles and people seeking medical services can easily access hospitals and other medical offices.

Streetscape

- » Seek community-inspired opportunities to create distinct character areas along Broadway.
- » Enhance the public realm with wider and accessible sidewalks, significant street trees, greenery and rainwater management features to absorb stormwater, continuous weather protection, pedestrian lighting, seating, busking, and opportunities for small businesses to animate the adjacent space (i.e. patios, store displays, public art, etc.).
- » Include other amenities such as bike parking and electric vehicle charging stations.
- » Minimize the impacts of the subway infrastructure, such as vents, on people walking/rolling.

Transit

- » Explore measures to provide transit priority within the four-lane cross-section to ensure that surface transit continues to be fast and reliable.
- » Improve visual and physical connections to the existing and future rapid transit stations, including elements that support public life, such as seating, plazas, wayfinding, lighting, busking, etc.

Parking and Loading

- » Look for opportunities to re-purpose curb space to focus more on supporting active transportation and shorter term loading needs for residents and businesses in the area, and integrate these uses into a more appealing and comfortable public space.

Other

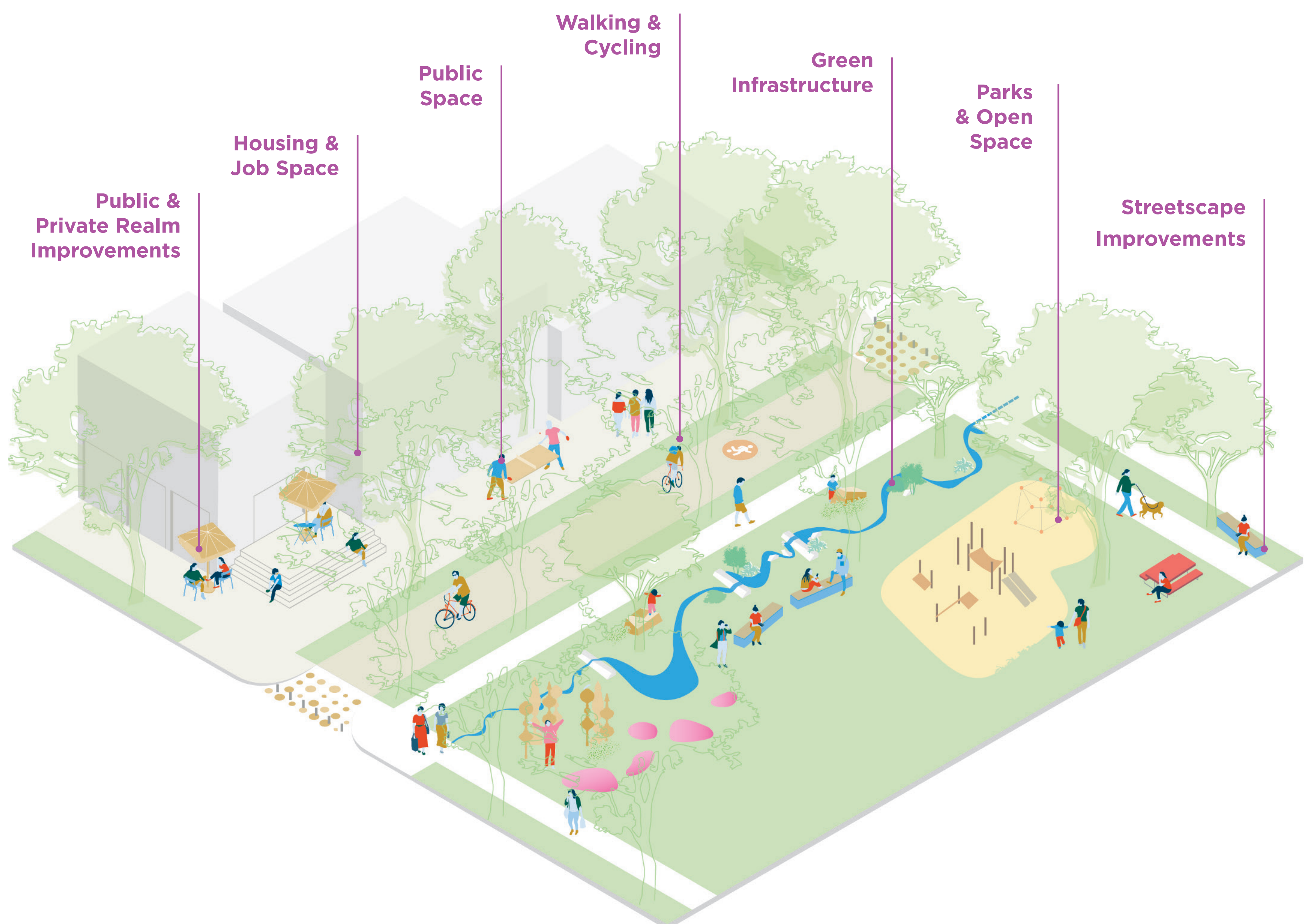
- » Ensure easy access for emergency vehicles to and from the Vancouver General and Mount St. Joseph hospitals.
- » Support the installation of public parklets, business patios, and plazas to facilitate public life.
- » Maintain and seek new public space partnerships between local community groups and City staff, to ensure spaces are lively, well-programmed and managed, and responsive to unique neighbourhood needs.
- » Ensure City assets and infrastructure are well-managed and resilient.
- » Enhance public wayfinding opportunities.

Places for Public Life

The Broadway Area has distinctive neighbourhoods and places. Public spaces in the area should enhance and support public life. This means being:

- » Reflective of local neighbourhood characters;
- » Diverse and interconnected in form, quality, and function;
- » Supportive of diverse and varied land uses; and
- » Responsive to current and future community needs.

Moments for public life should be woven throughout neighbourhoods to foster walkability and create opportunities for social connection. Streets serve as the connective fabric linking residents, parks, businesses, and destinations – whereas plazas and parklets serve as a place to stop along the way, to rest, to socialize, and to connect.



Approach

The public realm as a whole (streets and spaces) should be sustainable and resilient to climate change, which means integrating rainwater management strategies into green and leafy corridors.

Our public life strategy recognizes these important functions, and explores ways by which our buildings, streets, and open spaces can harmoniously support sociable, sustainable and resilient neighbourhoods.

Places for Public Life

COVID-19 Response We have learned that public spaces (plazas, parklets, and patios) play vital roles in supporting residents, community services, and local businesses – especially in a time of need. There is a unique opportunity to permanently capture and reinforce the social and economic benefits of these spaces along the Broadway corridor.

Pop-Up Plaza



Social Service Parklets



Temporary Patio Program



How Have Public Spaces Served Communities?

A. Pop-Up Plazas:

- Provide spaces for people to socialize, relax, eat, shop and connect in an outdoor setting, where viral transmission rates are lower, and people are more able to physically distance.
- Allow people to comfortably and safely connect with friends and family – particularly those without access to private spaces. These plazas have received overwhelming support from communities around the city.

B. Social Service Parklets:

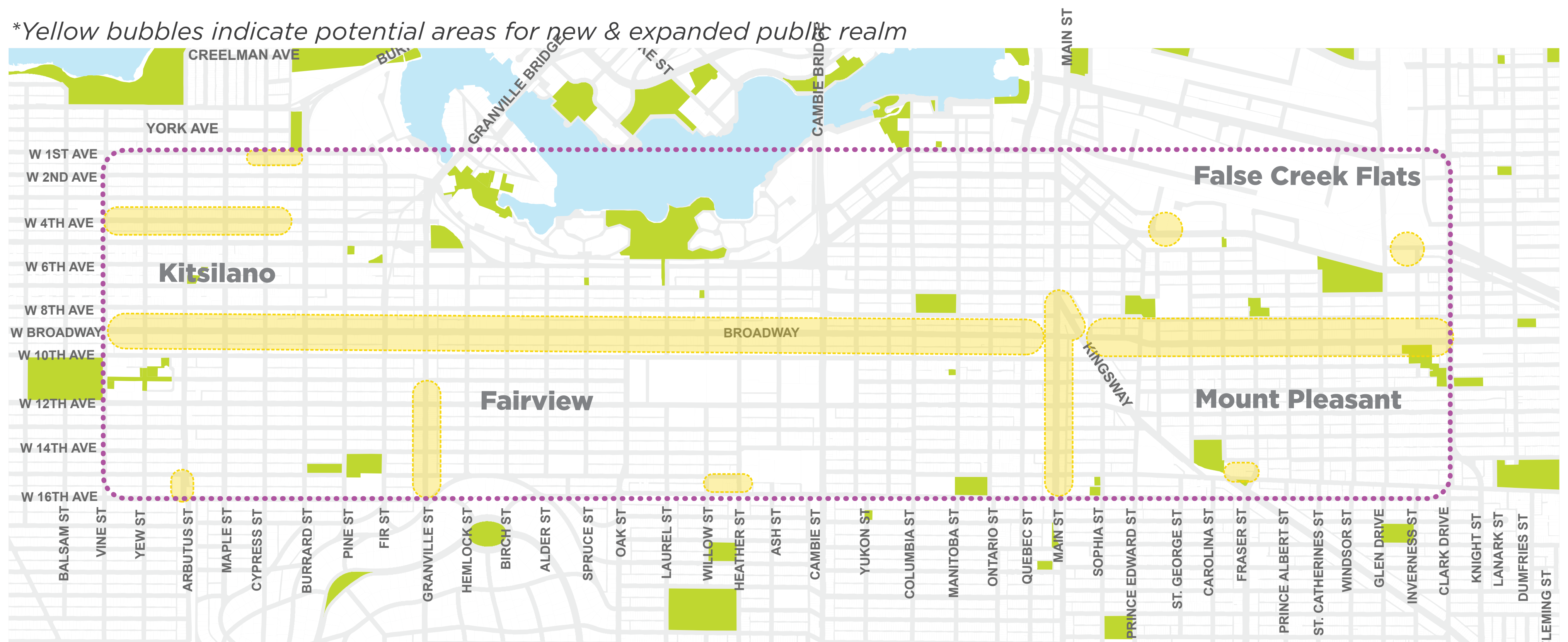
- Provide outdoor spaces for local community services/ organizations and their patrons
- Increase capacity for service providers to serve more people – many of whom are disproportionately impacted by the pandemic.

C. Temporary Expedited Patio Program:

- Provides a streamlined and low-barrier application and re-view process for restaurants and cafes wanting space to seat and serve customers outdoors.

Potential Opportunity Areas

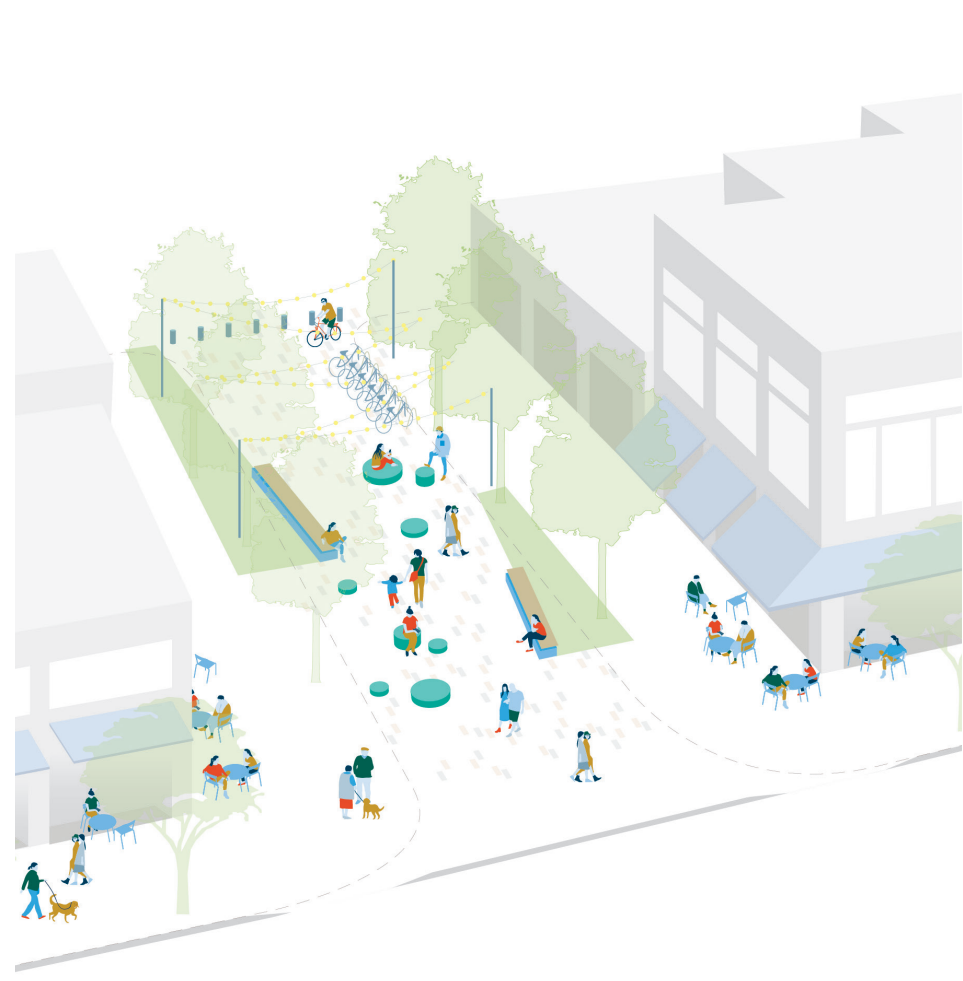
*Yellow bubbles indicate potential areas for new & expanded public realm



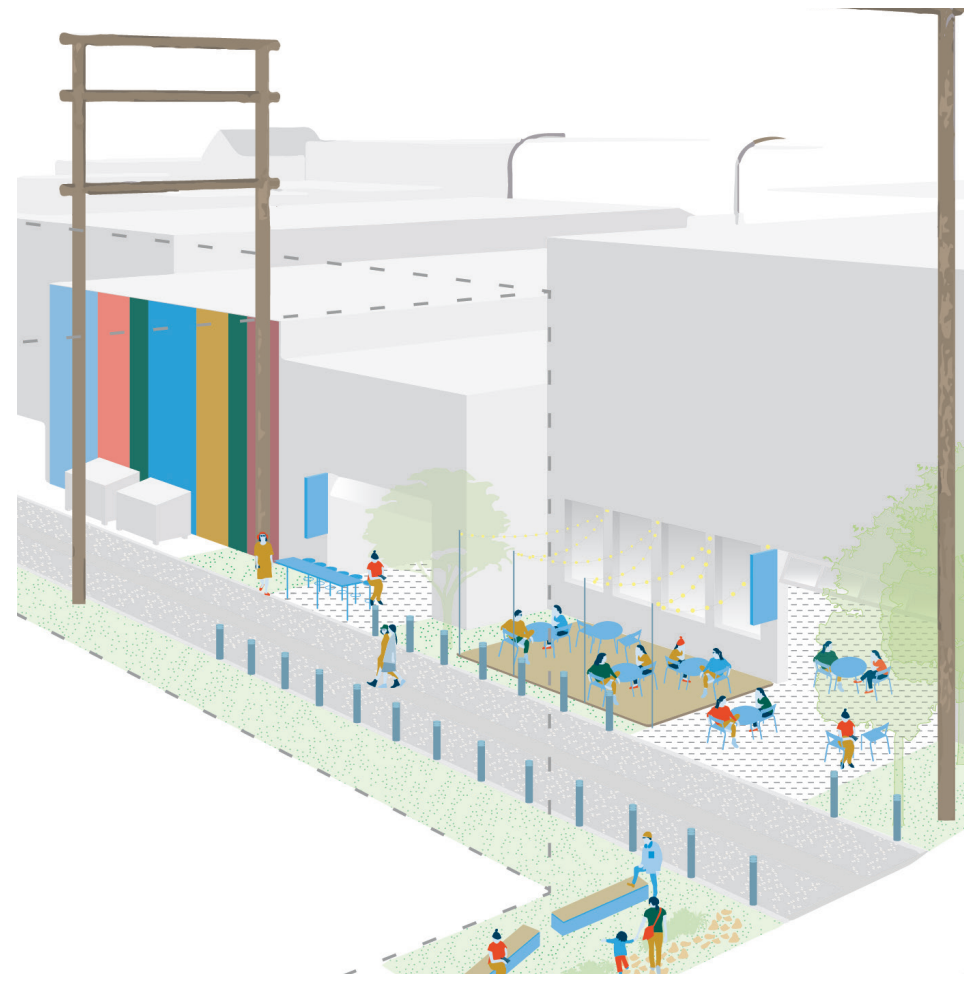
Places for Public Life

Potential public realm improvements will respond to the shortage of public spaces and public life in the Broadway Area. Creative reallocation of street space in strategic locations will explore opportunities and co-benefits with active transportation and an integrated water management approach.

Public life strategies can include a range of opportunities, such as:



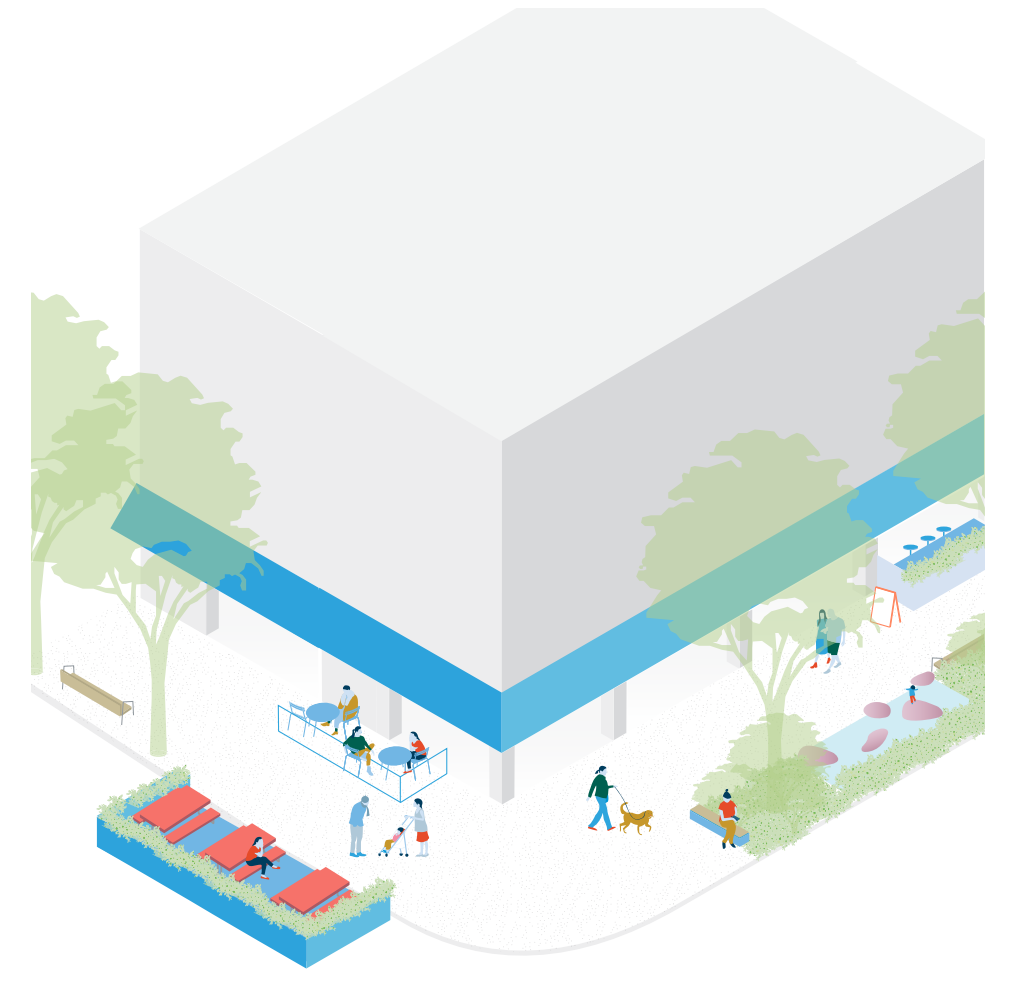
Pavement to Plaza



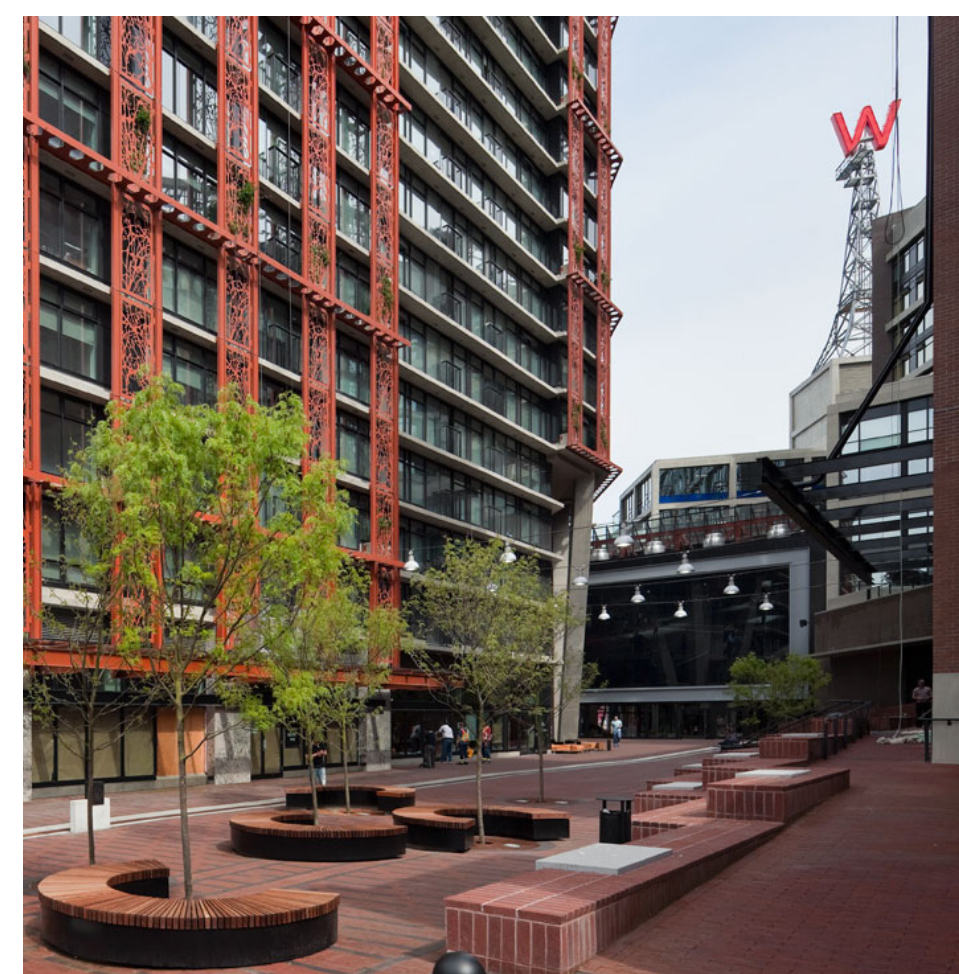
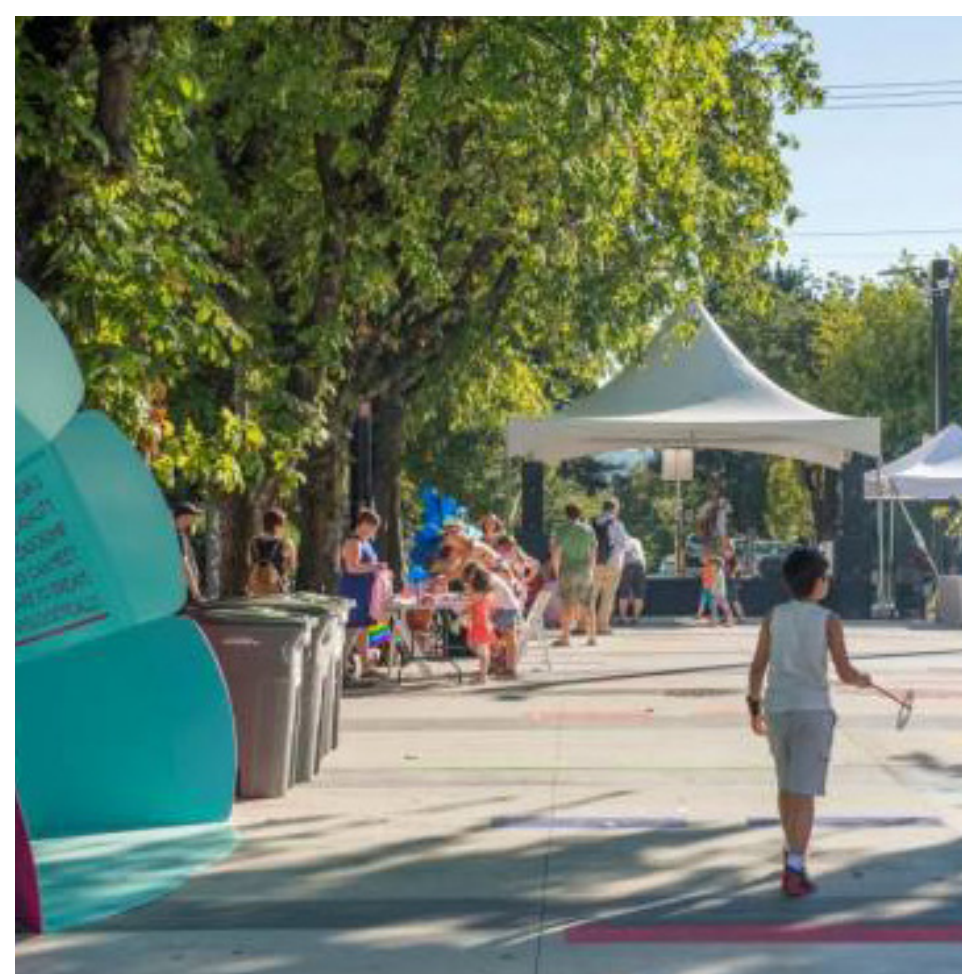
Active Laneways



Public Spaces on Private Property



Parklets & Restaurant Patios



EMERGING DIRECTIONS

- » Create an interconnected network of public spaces linked by greenways that enhance walking and cycling connections
- » Integrate moments of reprieve and places to socialize into the streetscape
- » Provide meaningful open spaces on private developments to enhance liveability
- » Provide diverse spaces for public life that reflect and respond to existing local character

Explore Considerations for Public Plazas

There are a number of factors that go into ensuring the success of public life and public spaces:

- » Identifying and working collaboratively with community partners, businesses, and the private sector to steward and manage the spaces.
- » Ensuring spaces are activated through a diverse array of programming (large-scale events like celebrations, to small and passive events like live musicians and buskers)
- » Maximizing conditions for street tree growth and health
- » Providing and managing weather protection and street furniture such as benches, lighting, garbage and recycling receptacles, etc.
- » Ensuring spaces are well-supported through creative funding mechanisms

Places for Public Life - Parks

Urbanization has drastically reduced the green cover of what we know as Vancouver and fundamentally interrupted natural systems on these lands and waters. Within the Broadway study area, parks make up a small percentage of space. Few are connected to historic streams and other green spaces. We have an opportunity to protect existing park spaces, grow and renew parks and create a green network of connected parks, waterfront and recreation.



WHAT WE HEARD

Need for More Parks

What was happening before the Broadway Plan started?

For more than 40 years, the City/Park Board have been acquiring land for parks (e.g. Delamont Park). Previous neighbourhood plans have identified these deficiencies and directed the acquisition of park land (e.g. Burrard Slopes Park).

What have you told us in previous rounds of engagement?

In phase 1 we heard there was a need to provide more parks, green spaces and amenities. We know that access to nature is very important. You also told us that you appreciate green and leafy residential streets. In phase 2 we learned more about the need for local parks and accessible places to play, places for gathering and public art in parks and the importance of sunlight on public spaces without shading from buildings.

Neighbourhood Parks

What have we heard from different neighbourhoods?

In Mount Pleasant, we know that people appreciate a green and leafy character and that parks are well-used spaces for life and play in natural settings. Accessing parks is important in Fairview, but there is also a need to preserve views and sunshine. We heard that nature and beaches are an essential part of Kitsilano life, but that there is a need for more park spaces off the waterfront. Did we miss anything important?

COVID-19 Learnings

What have we learned from the pandemic?

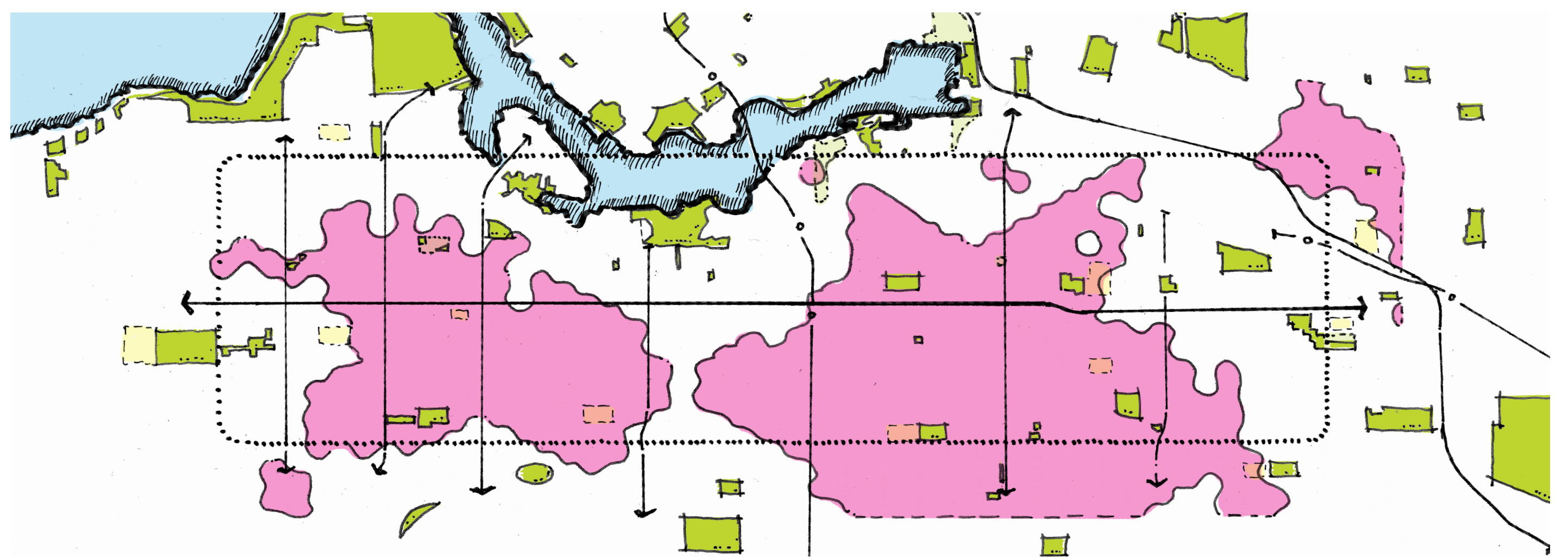
There was a significant increase in the use of parks in Vancouver between April and June 2020. This showed that local neighbourhood parks are fundamental for people to be healthy and connected to each other.

Places for Public Life - Parks

The Park Board aims to provide a minimum amount of park space for each resident. Since 1992, the goal is to offer 1.1 hectares of park space per 1000 residents. We know the amount of park space in the Broadway study area is very low at 0.33 hectares (0.82 acres) per 1000 residents, especially in Fairview and Mount Pleasant (indicated in pink below). Through finding space for more park land, we have an opportunity to advance directions developed by VanPlay, Vancouver's Parks and Recreation Services Master Plan, to deliver services equitably, welcome everyone and weave the city together.

PRIORITY AREAS

- Existing Parks
- Planned Park Expansion
- Schoolyards
- Areas with Low Park Space per Resident



EXAMPLE PARK TYPES



Linear Park
Converting street to park
(seen previously at Lilian To Park)



Expanded Park
Acquiring land to extend existing parks
(happening at Burrard Slopes Park)



Layering of Public Park and Urban Form
Public parks as part of development
(being planned at Oakridge)

EMERGING DIRECTIONS

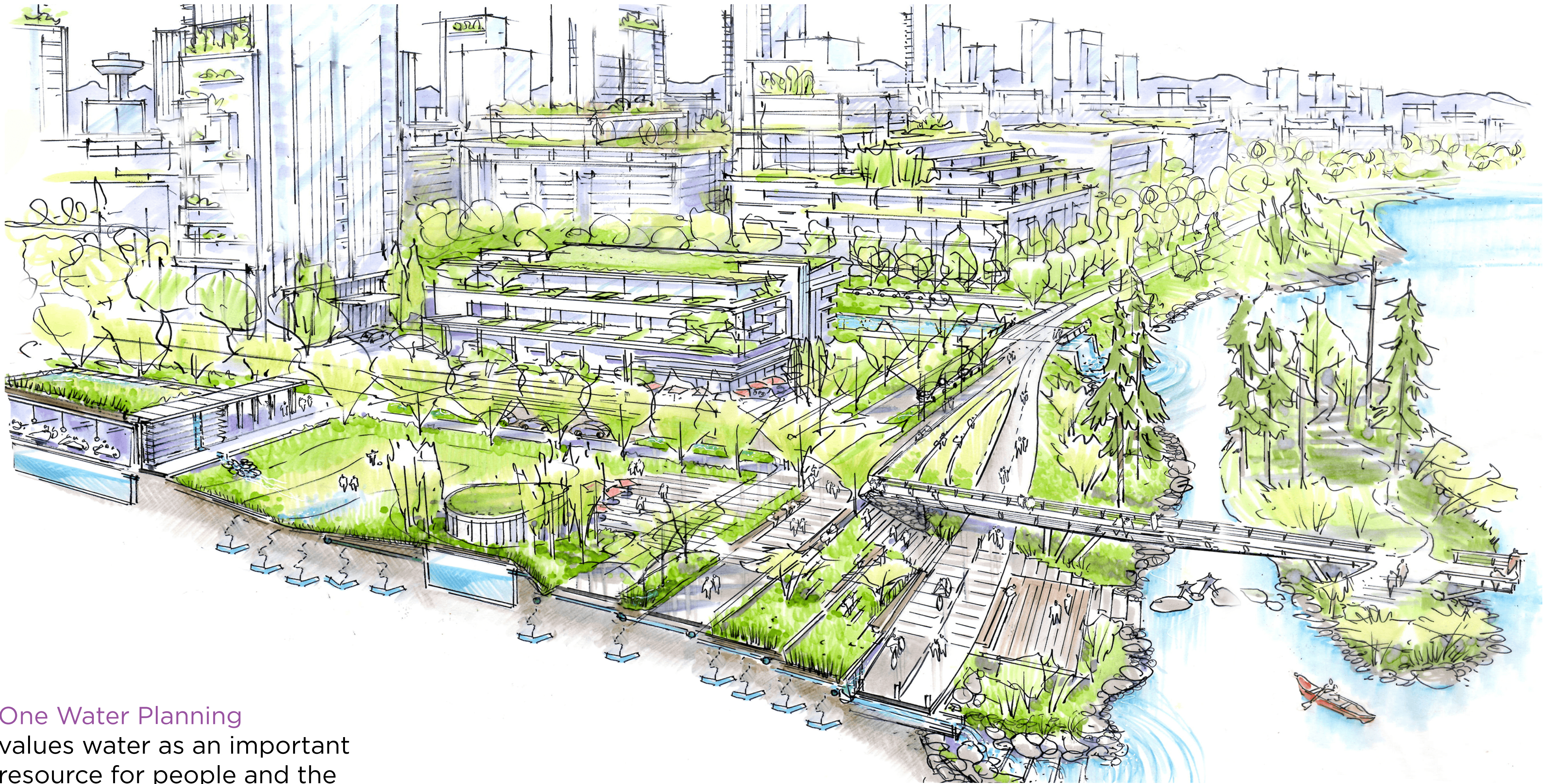
- » Protect existing parks from encroachment and densification
- » As stewards of park land, aim to grow and renew parks to make up for existing deficiencies and to keep pace with population growth
- » Create a green network that will connect parks, waterfront and recreation services

Explore a variety of approaches to find more land for parks:

- » Convert neighbourhood streets to linear parks.
- » Along certain streets, require buildings be setback to widen space for parks.
- » Expand parks by considering strategic opportunities for land acquisition and replacing paved surfaces with park space.
- » Build new public parks that are integrated within large development sites.

One Water

A One Water approach uses watershed-scale planning to create utility servicing plans that values all types of water and strives to work with nature. Community utilities of drinking water, sewer and drainage services are the backbone to healthy community planning. A One Water centered planning approach delivers core utility services while also working to restore and enhance water quality of receiving waterbodies, such as False Creek; and to increase our resiliency and livability.



One Water Planning values water as an important resource for people and the natural environment

THE NEED

As our city has grown, the Broadway area, along with other parts of the city, are facing increasing sewer and drainage system challenges that need integrated and cost effective solutions. These solutions will aim to enhance our livability, improve the health of our aquatic ecosystems and create a more resilient city in the face of a changing climate.

- » Portions of the sewer and drainage pipes are at capacity. When it rains, stormwater may cause streets to flood as the pipes overflow and untreated wastewater to be discharged into False Creek, English Bay and Burrard Inlet.
- » With climate change, more frequent and intense rainstorms will cause increased runoff from impervious surfaces (i.e. streets and buildings). This runoff drains to our sewer and drainage pipes and can cause flooding.
- » Historic streams have been buried over time, yet water still flows following the natural topography causing flooding and ponding on our streets.
- » Stormwater typically carries pollutants such as grease, oil and metals that are harmful to our waterways.



Cloudburst events (extreme rainfall during a short period of time) that overwhelm the local drainage system have become more common with climate change.

WHAT WE HEARD

Public Space

Phase one of engagement has called for more green and leafy public spaces, a connection to nature and our waterways and increased walkability. The One Water approach looks to support these goals and emerging directions through a suite of tools including green rainwater infrastructure in the public and private realms.

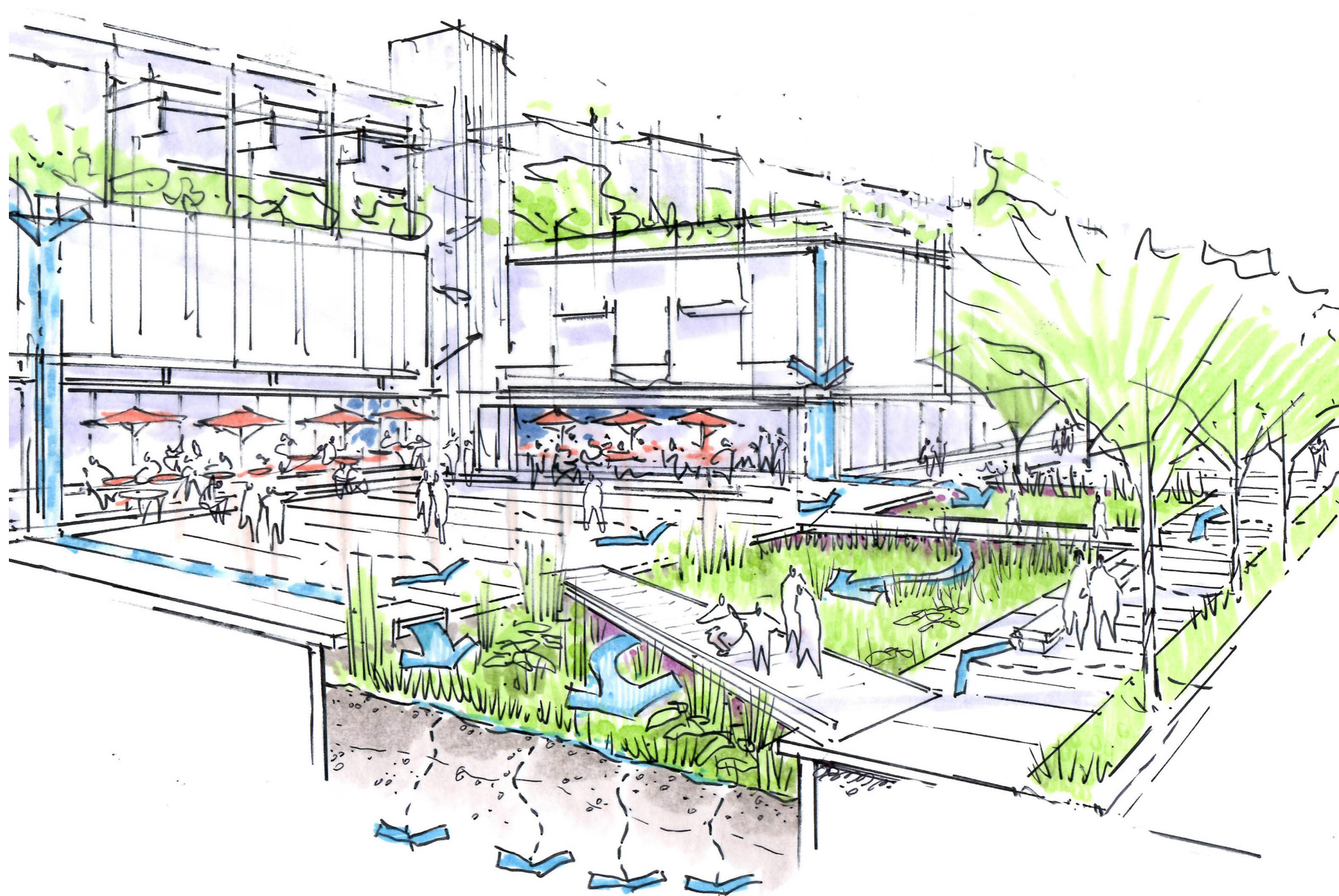
One Water

Blue Green Systems

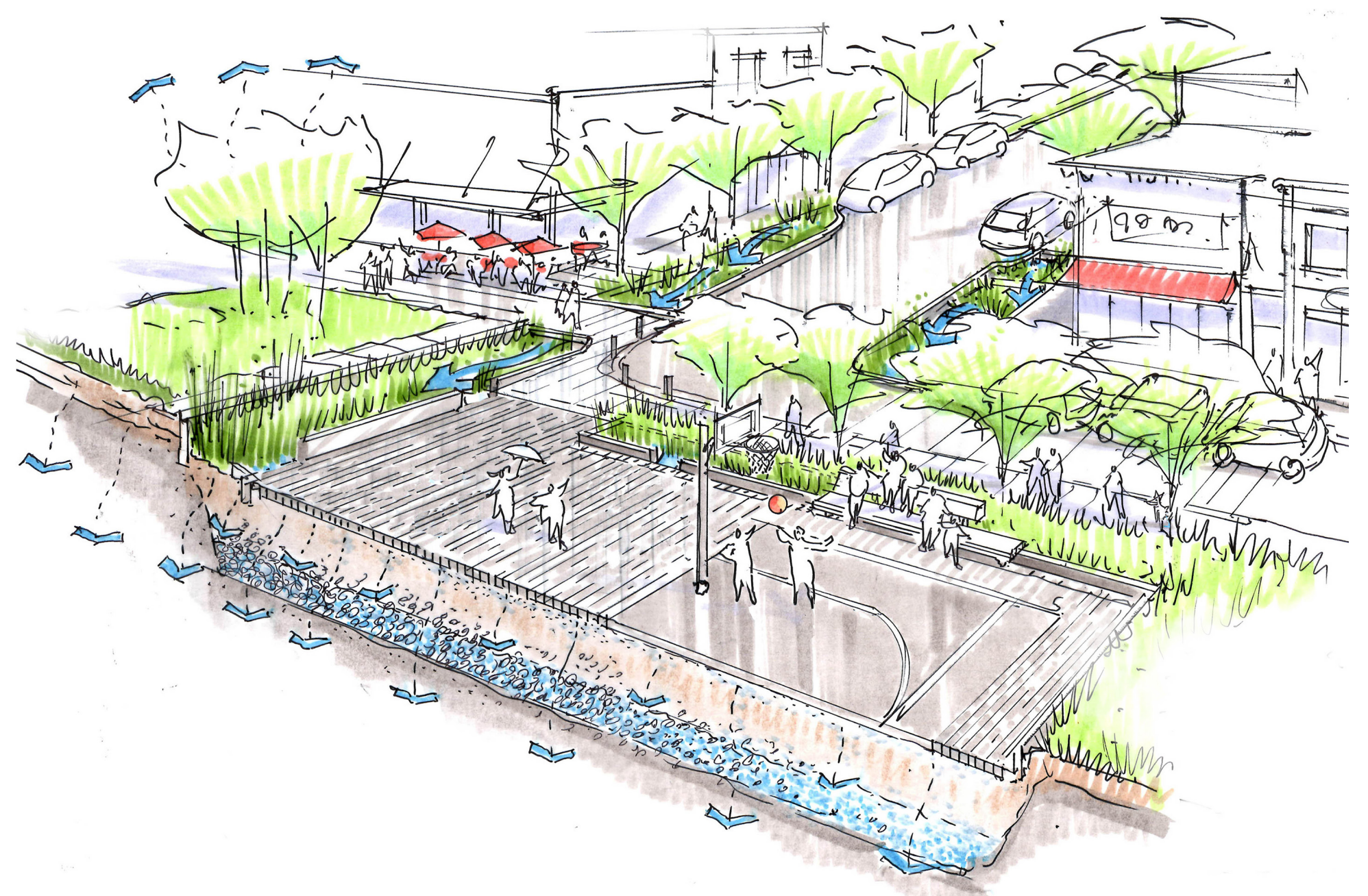
One of the key emerging directions is to establish a network of water management corridors referred to as Blue Green Systems, in the Broadway area that manage water and land in a way that is inspired by nature. Over time, these corridors will be connected to a larger city-wide network and will integrate water management and enhance the walking experience.



Blue Green Systems establish corridors that connect major parks and ecological areas that work with the natural flow of rainwater across the city.



Engineered wetland designed to treat, collect and slowly release rainwater runoff.



Stormwater plaza collects and treats rainwater runoff using plants, soil and permeable paving.



rain gardens



permeable plazas



engineered wetlands



celebrate water

EMERGING DIRECTIONS

- » Re-introduce nature into the city through strategic use of green rainwater infrastructure that manages and cleans rainwater through a suite of tools including rain gardens, street tree systems and permeable pavement.
- » Establish Blue Green Systems that work with the natural flow of rainwater across the city. These corridors aim to co-locate green rainwater infrastructure, active transportation, and habitat to provide access and connections to nature and the waterfront while managing overland flows of water.
- » Expand groundwater and rainwater management requirements for new development to reduce risk of flooding and protect valuable water resources.
- » Celebrate the area's connection to water through considerate design and improvements to streets and the public realm.
- » Explore opportunities and incentives to encourage greater conservation of potable water.
- » Consider how the built environment can be designed to facilitate water management objectives and support the Rain City Strategy goals.



Heritage

The Broadway Plan area is recognized as being on the traditional, unceded territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish) and səliłwətał (Tsleil-Waututh) Nations, embraces heritage of the Indigenous Nations and Vancouver's diverse communities, and enables stewardship of heritage resources while supporting sustainable development.

WHAT WE HEARD

- » Cherished heritage buildings and character in South Granville.
- » Human scaled, heritage and low-rise buildings with retail at grade along Main Street, and in the Main-Kingsway-7th triangle block create a unique identity for the area.
- » Heritage and history, and green and leafy streets contribute to Kitsilano neighbourhood character.
- » Arts and cultural spaces, including artist-run centres, contribute significantly to cultural heritage.
- » Heritage buildings and interesting architecture contribute to the walking experience.
- » History of Indigenous peoples and immigrants is important aspect of Mount Pleasant's heritage.
- » Changing and evolving nature of Mount Pleasant is cherished as living heritage.
- » City Hall, VGH, and modernist office buildings contribute to the character and heritage of Fairview.
- » Lack of visible First Nations representation on City Hall or VGH campuses.

The Broadway Plan area has a diversity of heritage resources, including tangible and intangible heritage. The plan will seek to build on and implement the goals and directions of the Vancouver Heritage Program for the Broadway neighbourhoods.



One of the guiding principles for the Broadway Plan is to:

Recognize and Enhance the Area's Distinct Neighbourhoods and Places

The distinctive qualities of neighbourhoods, such as green and leafy residential streets, shopping villages, and heritage and cultural resources, should be retained and enhanced, while integrating new housing and job space.

EMERGING DIRECTIONS

- » Promote and support Reconciliation by encouraging Musqueam, Squamish, and Tsleil-Waututh voices and visibility on the land, along with opportunities to support Indigenous peoples' cultures and art.
- » Work with diverse communities in identifying heritage.
- » Explore opportunities to retain and support cultural and intangible heritage, informed by the Social/Cultural Integrated Impact Assessment.
- » Promote and support cultural redress and celebrate diverse cultural histories.
- » Ensure effective heritage incentives, and encourage the use of incentives available through the Heritage Program to protect and recognize heritage resources within the Broadway Plan area.
- » In areas for change, explore opportunities for new development to contribute amenity shares to the citywide Heritage Conservation Fund.
- » Look to identify heritage resources that embody histories of the Musqueam, Squamish, and Tsleil-Waututh Nations, Urban Indigenous people, and systematically excluded communities for possible addition to the Vancouver Heritage Register when opportunity arises.

Arts and Culture

Vancouver's future as a cultural capital depends on the continued existence of cultural production and presentation space in the Broadway Plan area. With accelerated development and rapidly rising industrial and commercial land values, Vancouver is facing imminent loss of affordable places for artists to live, work, and share their work.

Broadway is home to a large number of artists, cultural workers and cultural institutions, and the area is teeming with artist studios, artist-run centres, galleries, performing arts and live music venues, cultural centres, recording studios, film and TV production and digital effects facilities, rehearsal spaces, arts education spaces, and bookstores. Public art is a significant presence throughout, and dozens of murals line the laneways. The area has rich and diverse cultural histories and has contemporary significance to a variety of cultural communities.



David MacWilliam
Kingsway Luminaires 2009
Image courtesy of the artist and City of Vancouver



Mount Pleasant Community Art Screen
Artwork: Weronika Stepien, In This House (2018)
Image courtesy of grunt gallery

WHAT WE HEARD

- » **Limited and decreasing availability of industrial space.** The area is home to affordable artist studios, production spaces, and spaces for the queer community that are vulnerable to development.
- » **Support the cultural expressions and heritage of Musqueam, Squamish, and Tsleil-Waututh Nations and Urban Indigenous communities.** Significant opportunities for cultural redress, especially at Civic Crossroads.
- » **Housing, mixed-use and affordable social and cultural hubs are key to retaining arts and cultural communities,** with proximity to transit.
- » **Diverse cultural histories are present,** and must be acknowledged and visible in planning.
- » **Clusters of small businesses, theatres, galleries, and music spaces are important,** such as those in Mount Pleasant and South Granville.
- » **Encourage more cultural districts,** presentation and production spaces, and better connections to Granville Island.

- » **Integrate arts and culture with underutilized green and public spaces** for outdoor, music, and pop-up events.



Debra Sparrow and Gabriel Hall
Blanketing the City – Part II – The Biltmore
Image courtesy of the artists and Vancouver Mural Festival

Arts and Culture

In September 2019, Council approved Culture|Shift: Blanketing the City in Arts and Culture and related Making Space for Arts and Culture and Vancouver Music Strategy. Together, Vancouver's new 10-year culture plan supports a sustainable, resilient, and vibrant arts and culture sector for generations to come with a focus on:

- » Reconciliation, equity and access
- » Arts and culture at the centre of city building
- » Ensuring access to affordable cultural spaces



EMERGING DIRECTIONS

- » Support cultural space targets and goals as outlined in Making Space for Arts and Culture (2019).
- » Work with Musqueam, Squamish, and Tsleil-Waututh Nations and Urban Indigenous communities to connect with sites of significance and increase their visibility on the land through design, wayfinding, storytelling, self-identified cultural spaces, and public art.
- » Protect existing cultural heritage spaces, and explore ways to support intangible heritage.
- » Prioritize opportunities for new and expanded rehearsal and presentation spaces including venues for live music and performance.
- » Explore policy and financing growth tools to encourage retention and expansion of spaces for arts and culture including cultural districts, density bonusing, commercial linkage fees and removal of regulatory barriers.
- » Protect existing industrial lands for employment use, including arts and cultural activities.
- » Recognize existing arts and cultural spaces in industrial zones and seek to foster their continued role in these areas.
- » Pilot new approaches to private sector public art funding and commissioning practices.
- » Support increased community ownership and funding mechanisms to support community-led cultural land trusts.
- » Retain and expand arts and cultural clusters, such as Mount Pleasant and Burrard/Granville Slope neighbourhoods.
- » Integrate cultural spaces with other City infrastructure (e.g. parks, community centres, and libraries, Civic Crossroads renewal, and social housing for artists with production spaces).
- » Preserve and enhance non-profit arts and cultural spaces within places of worship, community halls, legions, and other community serving spaces.



Community Well-Being

Community and social facilities and services that help individuals, families, groups, and communities meet their social needs, maximize their potential for development, and enhance community well-being and resilience. Social nonprofits operate many of these facilities, acting as hosts and placed-based anchors in neighbourhoods. City-owned facilities such as community centres complement this network. These places and organizations provide services to a range of population groups including children, youth, families, seniors, Indigenous people, new immigrants and refugees, 2SLGBTQ+, low income and others. Examples of facilities include neighbourhood houses, seniors' centres, family places, community gardens and more.

Affordability influences many aspects of our lives. Changes in rental rates impact spaces of childcare, social non-profits and food assets. Growth in the Broadway area will also increase the service demand for these social amenities. The Broadway Plan is an opportunity to plan and meet the social-serving needs of community by ensuring that services and programming are available and accessible across the Broadway area. We look for opportunities to deliver and support social facilities that are complementary to other services such as parks, schools, public transportation and other community amenities to enhance their social benefits and accessibility to Vancouver residents and workers.

WHAT WE HEARD

Community facilities and services:

- » Need for amenities and services to support growth and livability, e.g., childcare, neighbourhood houses, libraries community centres, and a range of social services. There is a need for more social services are need for youth, families, Indigenous communities, and the west-side of Vancouver. Create spaces that are culturally relevant and support communities gathering and healing beyond “crisis” mode/services.

Co-locating places and services:

- » Co-location of social services and creation of hubs enable service providers to partner, share space and support each other.

Maintain existing community spaces:

- » Support community-serving spaces and social nonprofits own their space through capacity building and City-processes related to retrofits and redevelopment. Support organizations to maintain their existing space or their need for affordable and suitable spaces.

Food security:

- » Food security is precarious, more support should be given to make food affordable and accessible, especially to low-income residents.

Supporting seniors:

- » Lack of accessibility and affordability for seniors (e.g., access to public washrooms and affordability of public transit).



Photo: Kitsilano Area Childcare



Photo: Left is Kivan Boys and Girls Club; Right is Tonari Gumi (Japanese Community Volunteer Association)

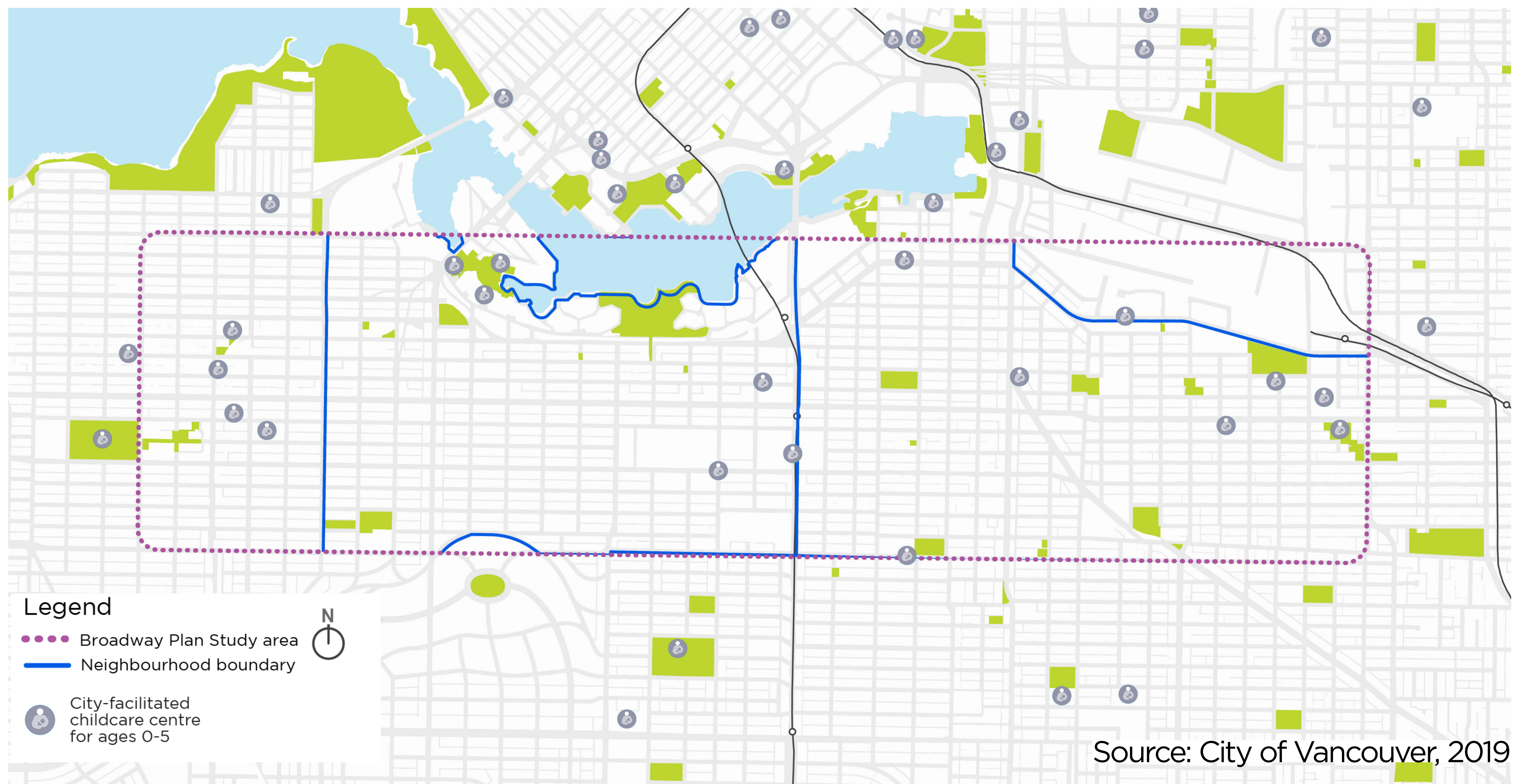


Photo: Mount Pleasant Neighbourhood House Community Kitchen

Community Well-Being

Childcare

The COVID-19 pandemic has highlighted the importance of childcare such that it is recognized as an essential service critical to economic recovery. This builds on and emphasizes the ongoing City priority to support the delivery of public and non-profit licensed group childcare as a form of social amenity.



Childcare

Any growth in the Broadway area will increase the need for childcare. For children aged 0-5, the childcare needs based on existing residential make-up in the three neighbourhoods are as follows:

- » Kitsilano have 33% of needs met, with a shortfall of 605 spaces;
- » Fairview have 61% of needs met, with a shortfall of 250 spaces; and
- » Mount Pleasant have 55% of needs met, with a shortfall of 370 spaces.

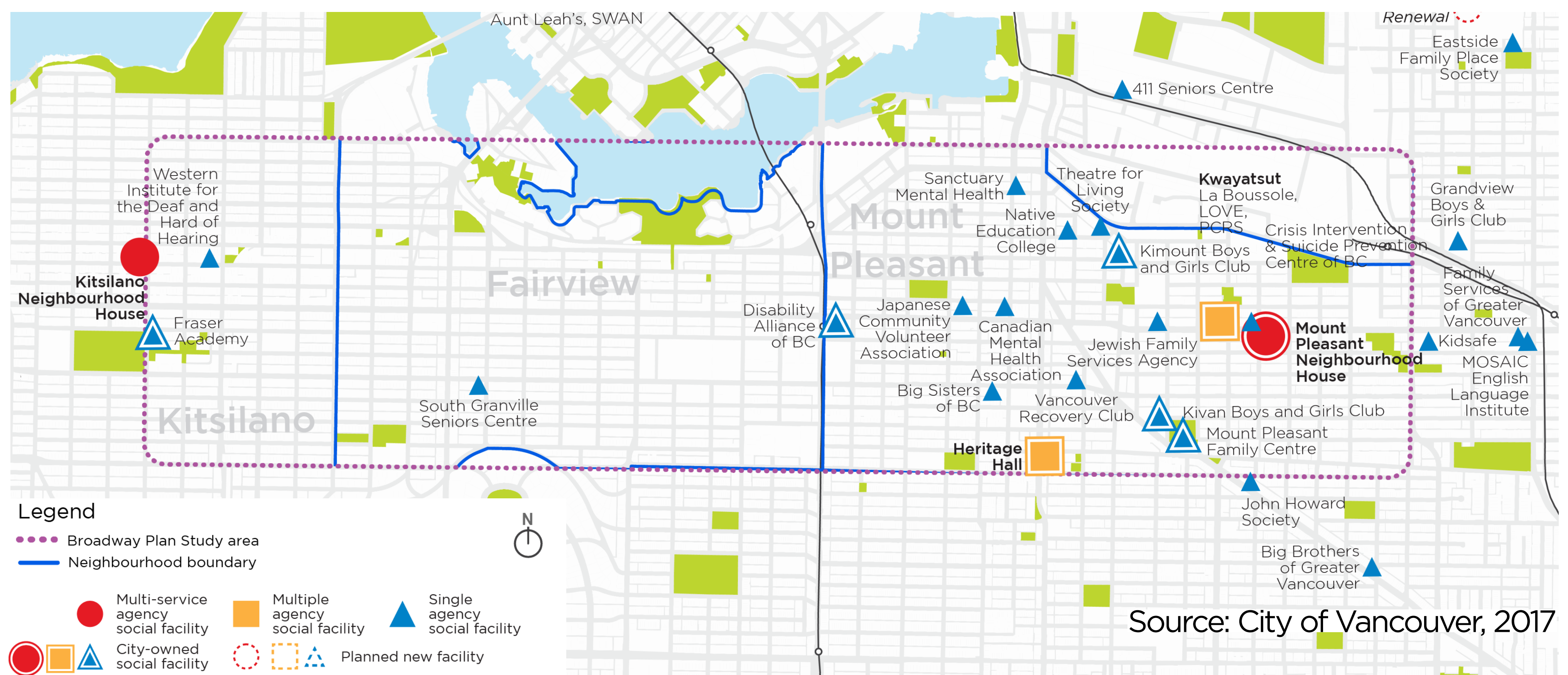
EMERGING DIRECTIONS

- » Develop new planning options that increase opportunities to deliver affordable, accessible and quality childcare.
- » Establish childcare targets to reflect the existing and future needs of a growing population and employment in the area.
- » Explore childcare options to support employment, including co-location of childcare with employment spaces.
- » Integrate childcare facilities in the development of large sites.
- » Maximize opportunities to locate childcare in sites close to schools, parks and recreation, or other family services and social amenities.
- » Create opportunities for licensed group childcare for ages 0-5 and school-age childcare near schools, including co-location with affordable housing and other social amenities.

Community Well-Being

Social Infrastructure

The map below show social facilities that are City-owned or City-supported through annual operating grants.



Social Infrastructure

- » Aging City-owned social facilities and community centres need to be replaced.
- » Diverse social services should be accessible and programming should be inclusive.
- » Increase social isolation related to COVID-19 impacts have amplified the existing need to foster community spaces so that diverse residents may gather and stay connected.
- » Social nonprofits expressed interest to co-locate with other organizations to increase collaboration and community access to services.

EMERGING DIRECTIONS

- » Provide accessible social services and amenities to meet the needs of a growing and changing population, and to meet the increase of social service demand associated with growth in the Broadway area.
- » Identify and address the social service gaps in Kitsilano, Fairview and Mount Pleasant for a range of demographics, services and programs.
- » Renew City-owned childcare, social facilities and community centres that are in need of replacement or expansion.
- » Co-locate social amenities with other civic infrastructure and assets, such as parks, community centres, or libraries etc, to increase space efficiencies and access for service users, including food system infrastructure.
- » Support more co-located opportunities within the non-profit sector. Explore ways to create or support multi-tenant non-profit hubs with a mix of shared programming and office space.
- » Support and incentivize the retention or renewal of non-City owned spaces, including childcare, social infrastructure, food assets and community-serving spaces.
- » Encourage opportunities to integrate Voluntary Community Benefit Agreements (CBAs) on small-scale development sites in order to provide employment, skills and training to local, equity-seeking groups, as well as add social value into the purchasing supply chain.
- » Integrate public washrooms in key public areas to ensure equitable access, such as transit stations, civic facilities, parks or public spaces.

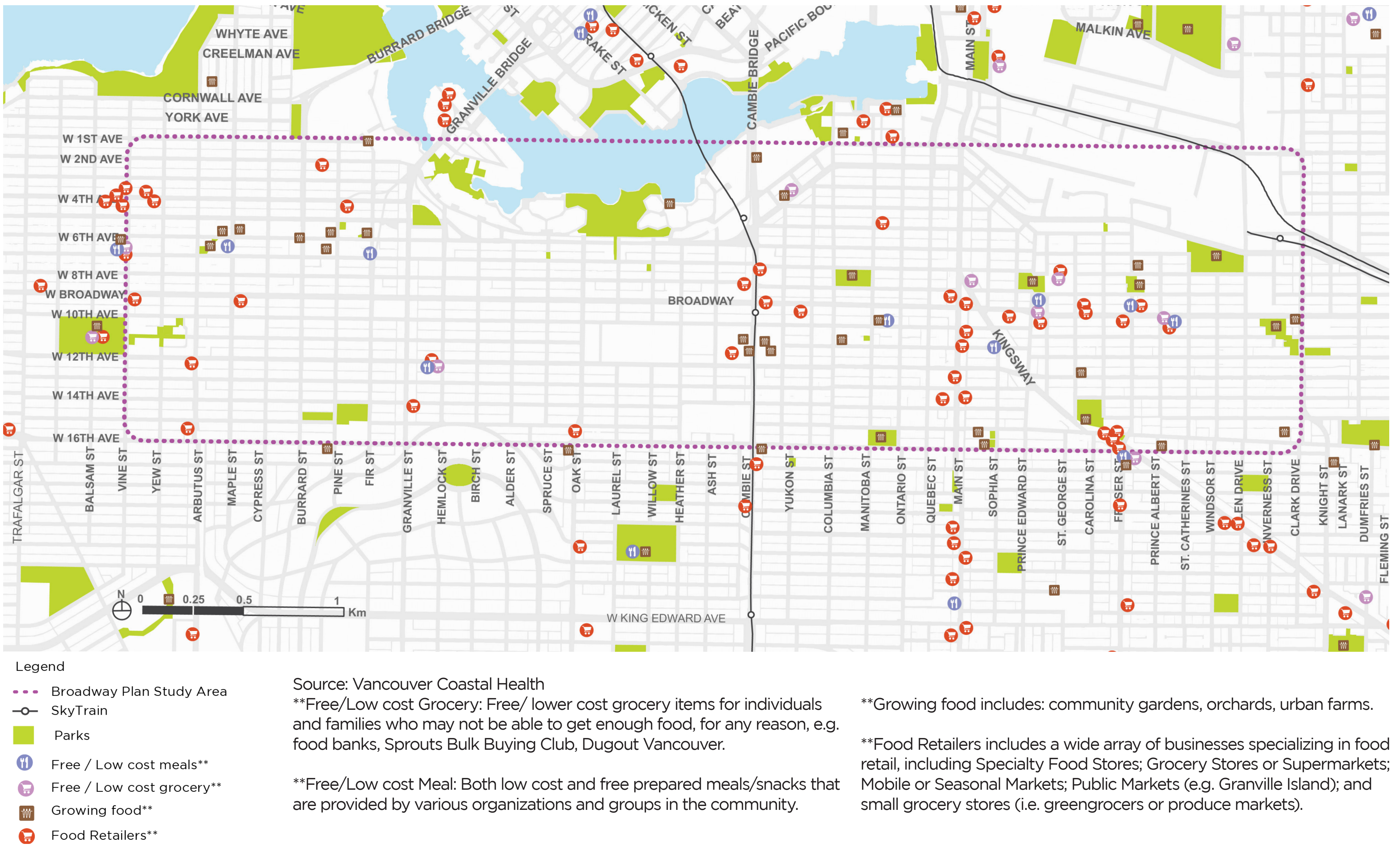
Area-specific:

- » Support opportunities for a dedicated, purpose-built Urban Indigenous Gathering Facility, based on Indigenous design principles, to bolster a diversity of Indigenous communities' cultural practices, and nurture, reclaim, and revitalize Indigenous ways of knowing.
- » Increase opportunities to ensure social facilities that provide services that address issues of equity be located in diverse locations across Vancouver, including the Broadway area.
- » Recognizing that the Broadway area as a key employment area, explore opportunities to support the development of non-profit office hubs as dedicated employment and meeting spaces to support the non-profit sector.

Community Wellbeing

Food Assets

Food assets are a critical component of a complete community. The built environment influences personal health outcomes including eating patterns. Examples of food assets include community gardens, kitchens, urban agriculture and more. These spaces are mainly run by non-profits with programming to complement the use of these spaces with members of the community.



EMERGING DIRECTIONS

- » Establish community garden and urban farm targets.
- » Apply tools to mitigate displacement and to support food businesses such as small grocers, food services and food manufacturing.
- » Integrate opportunities for food harvest into parks, open spaces, and the public realm.
- » Provide/prioritize opportunities for healthy food retail and food services at transit hubs.

Sustainability and Resilience

The Broadway Plan offers a unique opportunity to explore new directions that will respond to the Climate Emergency Action Plan, build more connected communities, adapt to climate change, and advance neighbourhood energy.

WHAT WE HEARD

In the future, the following are important considerations for sustainable buildings:

- » Energy efficiency and green space
- » Heating and cooling systems tied to renewable energy
- » Building systems and design: water systems (e.g. rainwater capture), green roofs, gardens and recycling options
- » Spaces and services shared between buildings

Most important features in new apartments and sustainable design:

- » Good indoor air quality
- » A quiet indoor environment, even on busy streets
- » Suite utility bills are stable and affordable

Other important sustainability features include:

- » Solar panels and other renewable energy systems
- » Access to electric forms of transportation and charging stations
- » Insulation and window functionality
- » Focus on renewable materials



Vancouver Climate Strike in 2019

On November 17, 2020, Council approved the Climate Emergency Action Plan to put Vancouver on track to reducing carbon pollution by 50% by 2030. This means change to the City, residents and local businesses on how we move, how we build and renovate to make it easier to live a carbon-free life.

EMERGING DIRECTIONS

Climate Emergency Response

- » Reinforce and seek to exceed the target of 90% of people living within an easy walk/roll of their daily needs by 2030.
- » Reinforce the 80% sustainable mode share target for the Broadway area by 2030.
- » Ensure all residents have access to near-home charging for electric vehicles by 2030.
- » Create new opportunities for zero operating emissions from buildings.
- » Advance low embodied carbon construction for buildings, e.g. match the requirements of the rezoning policy for site that develop under existing zoning.
- » Provide significant increases in ecosystem space, including new tree planting.
- » Advance individual actions in the Climate Emergency Action Plan, especially:
 - » Sustainable Mode Splits
 - » Advance near-zero emissions buildings in area plans, including allowances for simplified low-carbon building forms
 - » Design guidelines to integrate climate change and seismic goals
 - » Zero emissions areas
 - » Deep emission retrofits
 - » Explore feasibility of expanding City NEU service area

- » Accelerate active and equitable transportation network

Prepared, connected communities

- » With a focus on equity, minimize the negative health and safety impacts of climate change on communities and maximize their preparedness

Climate change adaptation strategies

- » Plan infrastructure to be robust across a range of future climate scenarios and minimize unintended rainfall related flooding and consequences
- » Built form should be designed for future climates, e.g. extreme rain, heat and drought, while providing cobenefits such as seismic resilience, energy efficiency, accessibility, cool streets and supporting health and well-being
- » Build healthy, vigorous natural areas and more green spaces

Other

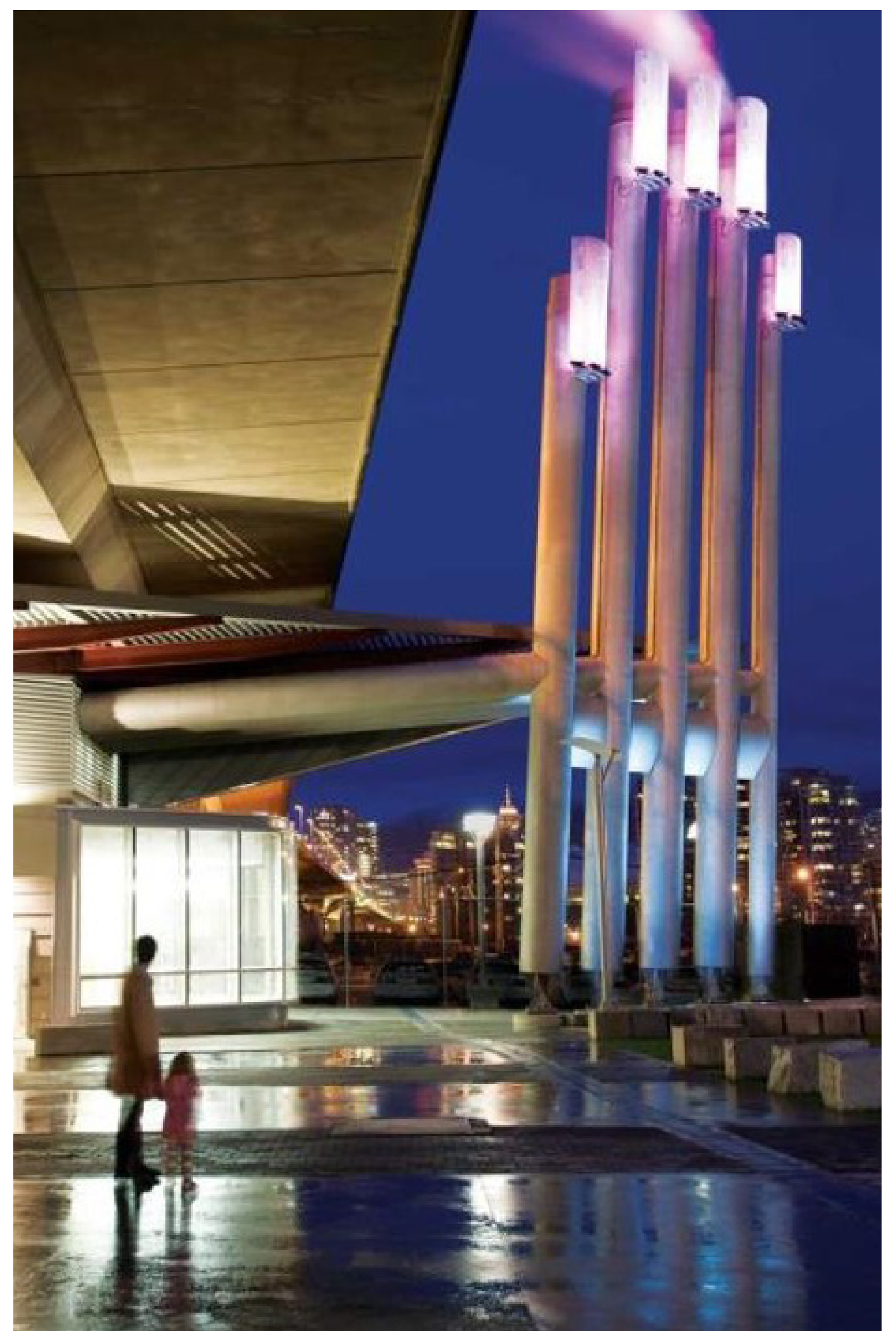
- » Ensure high air quality and thermal comfort within rental homes.
- » New buildings and infrastructure should be designed to minimize noise and air pollution risk for people on the street and in adjacent buildings

Neighbourhood Energy Utility

Dense and mixed-use neighbourhoods are ideal candidates for low carbon neighbourhood energy systems. The economies of scale associated with such systems facilitate access to local renewable heat sources that would otherwise not be available to an individual building, such as excess waste heat from cooling (e.g. data centre) or waste heat from sewage. The City-owned low carbon Neighbourhood Energy Utility (NEU) supplies thermal energy for heating and hot water to over 6 million square feet of development in the False Creek area. The current target for the NEU is to derive 70% of energy from renewable sources, with a long term goal of securing 100% renewable energy outcomes for its connected buildings.



Inside the Neighbourhood Energy Utility



Neighbourhood Energy Utility stacks at night

EMERGING DIRECTIONS

- » Evaluate feasibility for expansion of the low carbon Neighbourhood Energy Utility service into areas of opportunity
- » Explore policy tools to encourage generators of excess waste heat to locate within the Neighbourhood Energy Utility service area
- » Pursue waste heat recovery and other potential resource recovery opportunities with local businesses
- » Facilitate and preserve opportunities to access the significant amount of waste heat available in the 8th Avenue sewage main

Public Benefits Strategy

The Broadway Plan Public Benefits Strategy (PBS) provides direction on long-term capital investment including a funding strategy to support the delivery of public amenities and infrastructure needed within the Broadway Plan area.

Public Benefits

Amenities and infrastructure are important elements of an inclusive and livable community. Some examples include affordable housing, childcare, parks and open spaces, transportation infrastructure, libraries, and fire halls as well as recreational, cultural and social facilities.

Renewal and Growth

Facilities and infrastructure age over time and require maintenance and renewal in order to continue to enable service delivery and support communities. New and expanded facilities and infrastructure are needed to address population growth and changing service demands.

Funding Sources

Three categories are used to pay for public benefits:

- » City Contributions such as Property Tax and Utility Fees primarily fund Renewal needs.
- » Developer Contributions such as Development Cost Levies (DCLs) and Community Amenity Contributions (CACs) fund Growth needs.
- » Partner Contributions such as funding from Senior Governments, Non-Profit Organizations and Private Partners are project- or program-specific and can fund both Renewal and Growth needs.



As the community grows, one of our principles is to:

Support Affordable, Diverse, Equitable and Inclusive Complete Neighbourhoods

Portions of the Broadway Plan study area already have approved Public Benefits Strategies as part of the existing Mount Pleasant Plan and False Creek Flats Plan. However, most of the study area does not have a strategy in place for how to prioritize, fund and deliver the public amenities and infrastructure needed to support a livable community. The Broadway Plan presents an opportunity to consider the broader context and service delivery opportunities, to ensure future City investments meet the needs of the community. Public Benefits Strategies focus on the nearer-term first 10 years of the 30-year community plan vision.

Public Benefits Strategy



Affordable Housing



Community Facilities



Childcare



Cultural Spaces



Sidewalks and Plazas



Bikeways and Greenways



Parks



Green Infrastructure

EMERGING DIRECTIONS

- » Build upon the existing Public Benefits Strategies in Mount Pleasant from 2013 and the False Creek Flats from 2017.
- » Align with the emerging Public Investment Framework as part of the Vancouver Plan.
- » Coordinate integration with the City's Capital Planning process that is underway.
- » Strategically integrate planning for amenities with land use and transportation planning, recognizing that new affordable housing (e.g. secured rental and social housing) and job space are priorities for the Broadway Plan:
 - » The *Development Contributions Expectations Policy* for the Broadway Plan study area establishes the City's policy priorities as affordable housing and job space, depending on the area. Additional density for strata housing will only be considered in limited situations, where contributing towards community amenities. For more information: vancouver.ca/files/cov/development-contribution-expectations-policy-appendix-c.pdf
 - » Focusing new growth to achieve additional in-kind affordable housing (e.g. secured rental and social housing) rather than enabling new strata housing will require exploring innovative funding options and tools for Growth needs that do not rely on CACs typically provided with additional strata density.
- » Ensure that public amenities and infrastructure continue to meet the community's needs as the Broadway Plan area grows and evolves. Following a review of community needs and ongoing community engagement, an initial set of public benefits includes :
 - » Affordable housing (e.g. social and supportive housing)
 - » Renewal and expansion of community facilities:
 - Recreational facilities
 - Libraries
 - Social facilities (e.g. neighbourhood houses, non-profit space)
 - » New childcare facilities
 - » Renewal and expansion of cultural facilities
 - » New plazas and commercial street sidewalk improvements, including enhancing Broadway as a Great Street
 - » Renewal and expansion of park space
 - » New and upgraded bikeways and greenways
 - » Green infrastructure, Blue-Green Systems, and utilities upgrades
 - » Prioritize amenities and community facilities that support a range of programs and activities to accommodate evolving and diverse needs.
 - » Work in partnership with non-profits, senior governments and other agencies to ensure appropriate amenities are in place and funded for area residents.
 - » Explore opportunities for co-location to support the delivery of public benefits.