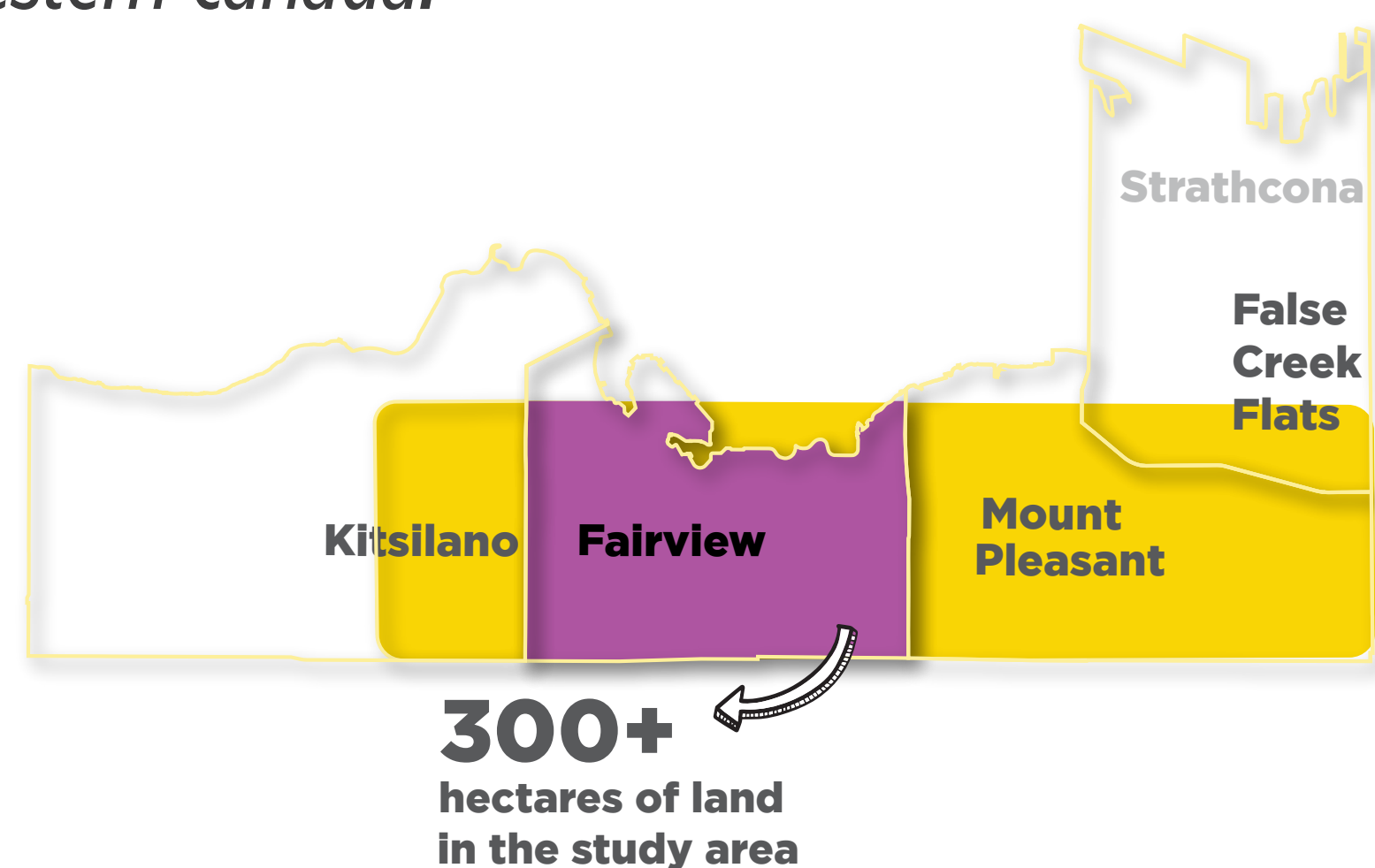


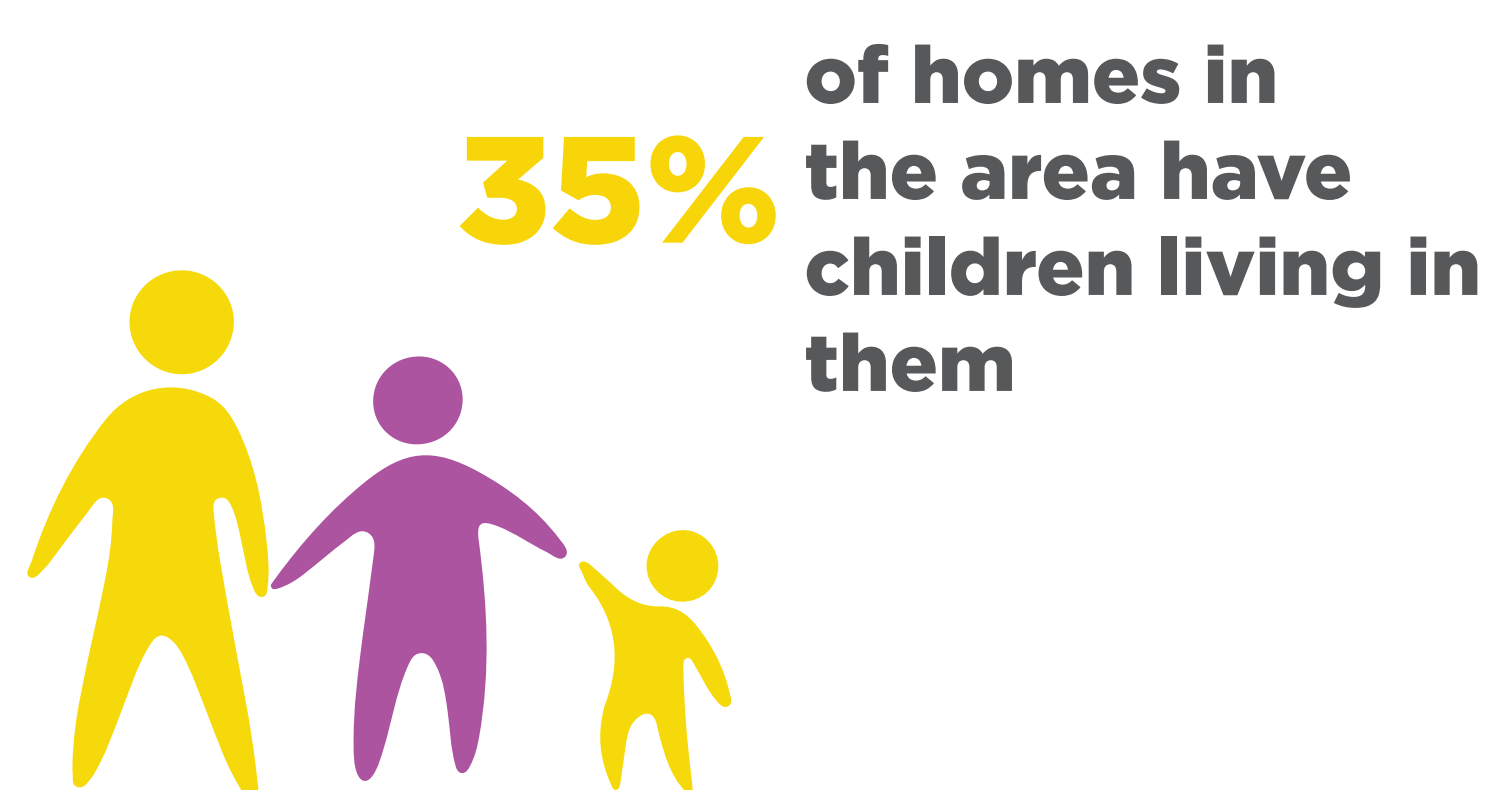
Fairview Today

Key highlights of the area

Vancouver General Hospital is located in Fairview and is the largest hospital in Western Canada.

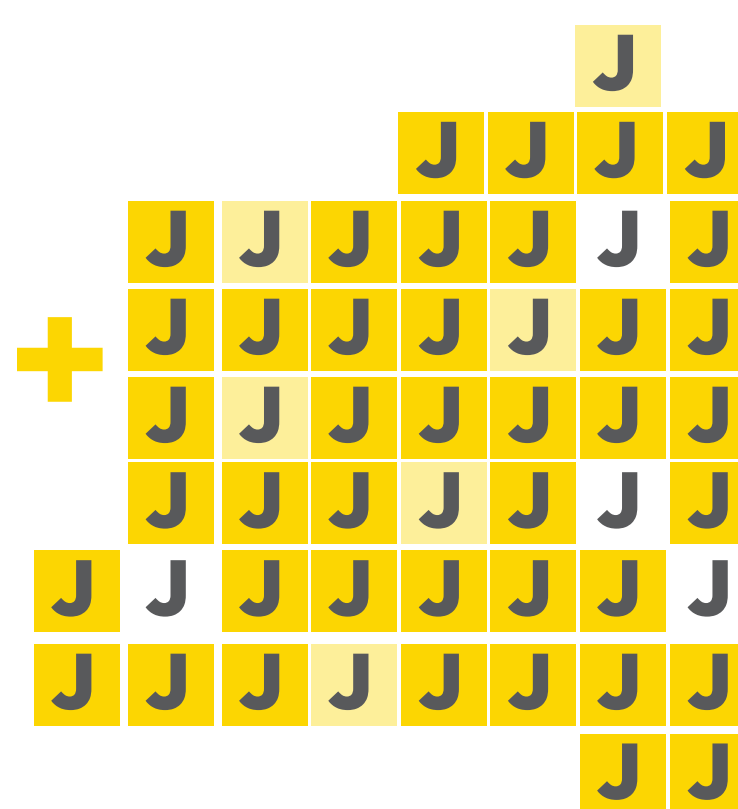


33,000+ PEOPLE LIVING IN THE NEIGHBOURHOOD

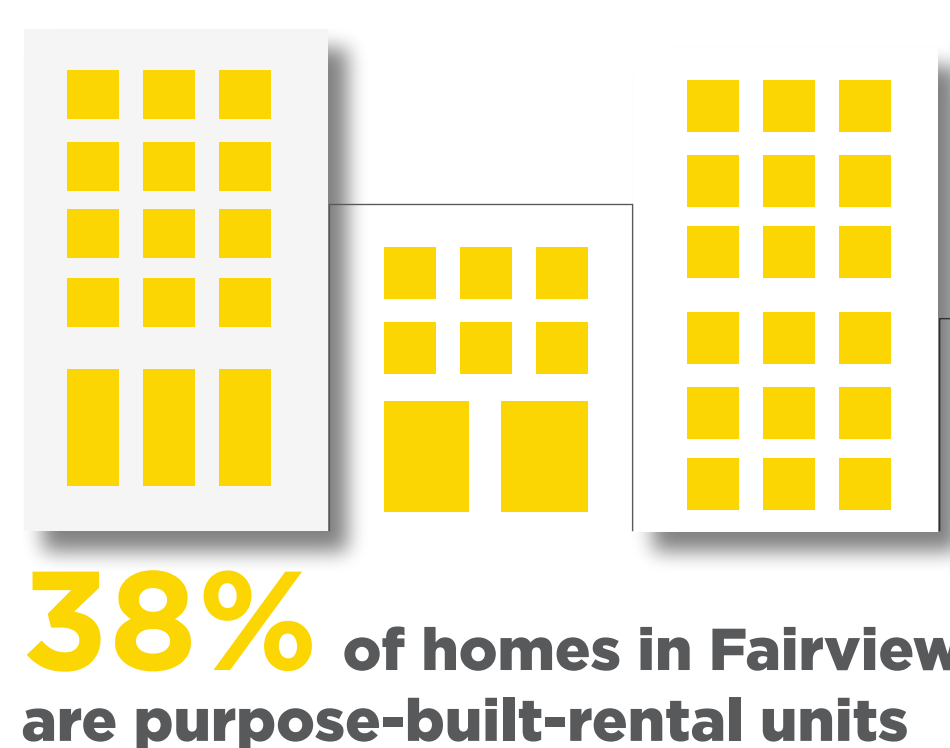


35% of homes in the area have children living in them

45,180+ JOBS In Fairview



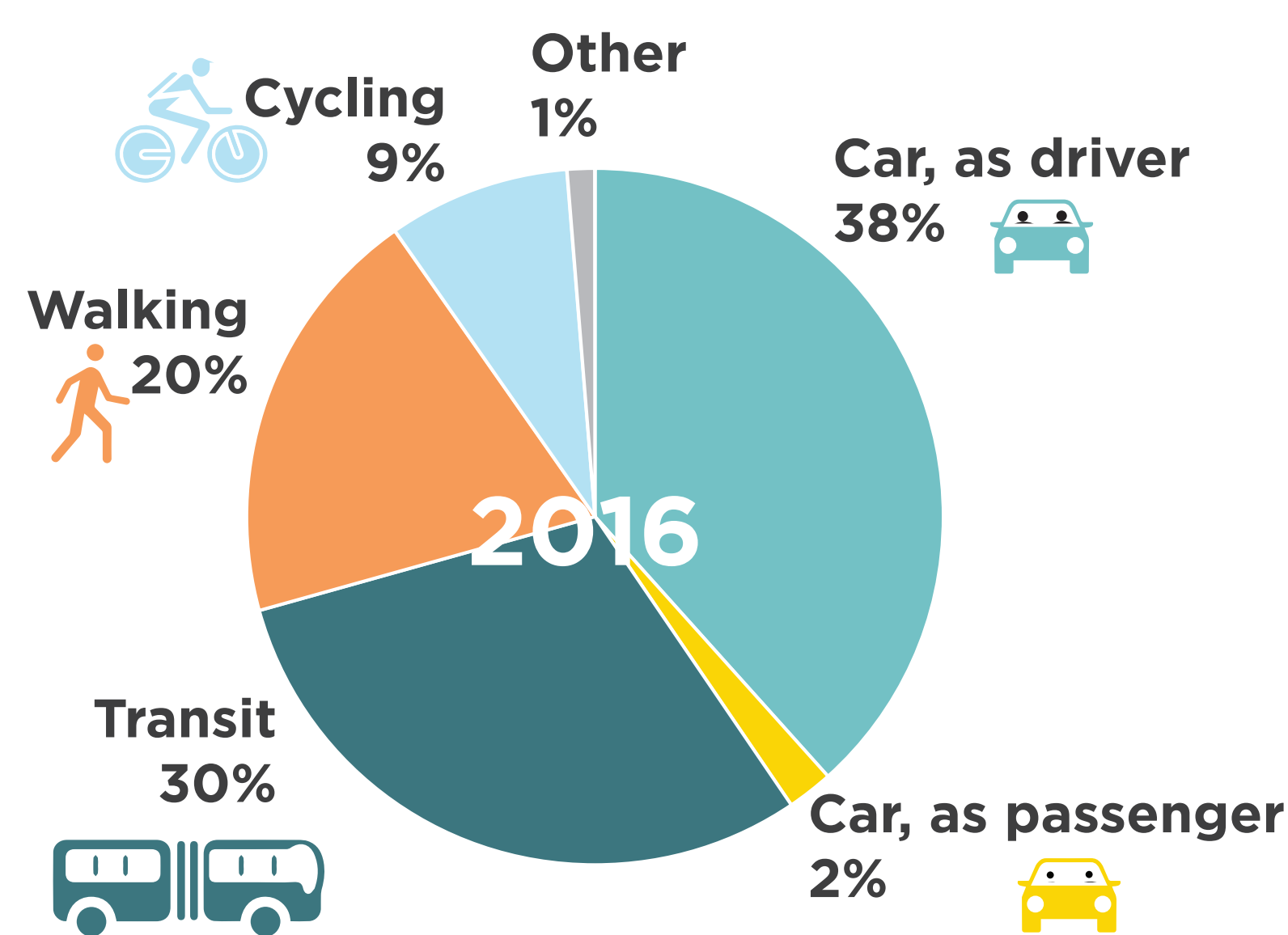
There are an estimated 45,000+ jobs in Fairview, which makes up approximately 8.9% of all jobs in Vancouver.



38% of homes in Fairview are purpose-built rental units

Fairview is home to several historic streams that were eventually buried underground in pipes as the city was built. Pine Street continue to be a natural overland pathway for water.

For more information please refer to the Neighbourhood Profiles.



Journey to Work Transportation Mode Choice

Over 500,000 people cycle on 10th Avenue every year, making it one of the busiest east-west bikeways in the Vancouver cycling network.

Community Stories Fairview

These are sentiments and voices expressed and captured through our community engagement. They are not a singular voice or a direct quote, rather a collage of multiple voices expressing a similar problem or challenge that the Broadway Plan should address.

Broadway plan should prioritize new rental housing while preserving neighbourhood character



HOUSING DIVERSITY



What we need is a mix of housing and rents that are geared to income. Every neighbourhood needs affordable and accessible housing. It's not a neighbourhood problem it's a city problem.



JOBS AND LOCAL BUSINESS



I'm working four jobs just to live here. Childcare is expensive and it's so hard to find. It's just too hard to live here.

Fairview

We need more **local serving grocery** stores and café's scattered throughout the neighbourhood.

MEETING COMMUNITY NEEDS

I want to live within walking distance to all my needs. That means my work place, stores that I go to on a regular basis, a community centre, event venues like a movie theatre. In order to create walkability, residential needs to have local-sized shops that support it. (food markets, pharmacies, coffee shops, cafe's).

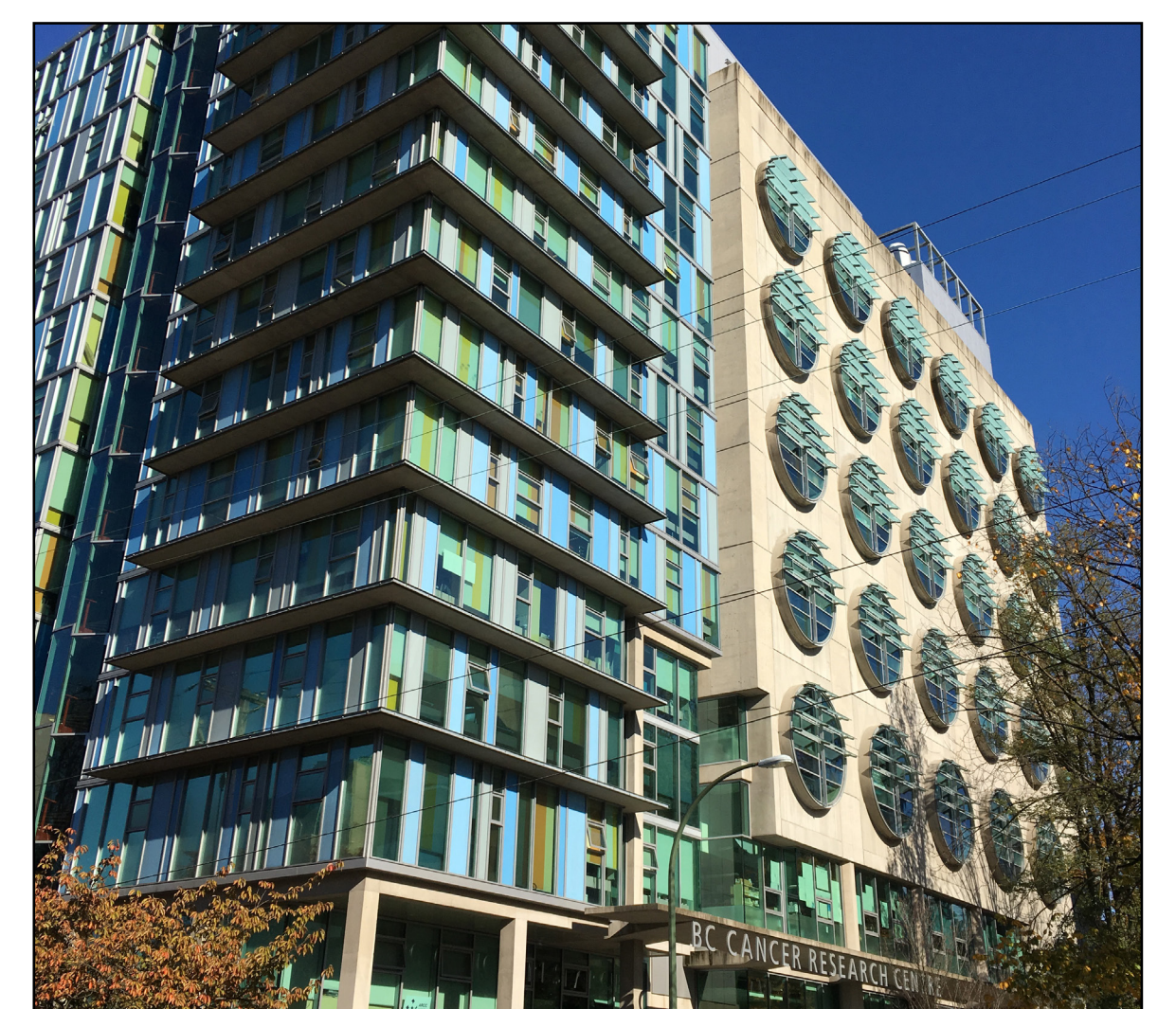


Granville Island is really hard to get to.

GETTING AROUND



Broadway street is not a pleasant walk but it is convenient to get around.



In order to create walkability, there needs to be local-sized shops (food markets, pharmacies, coffee shops, cafés) close to housing.

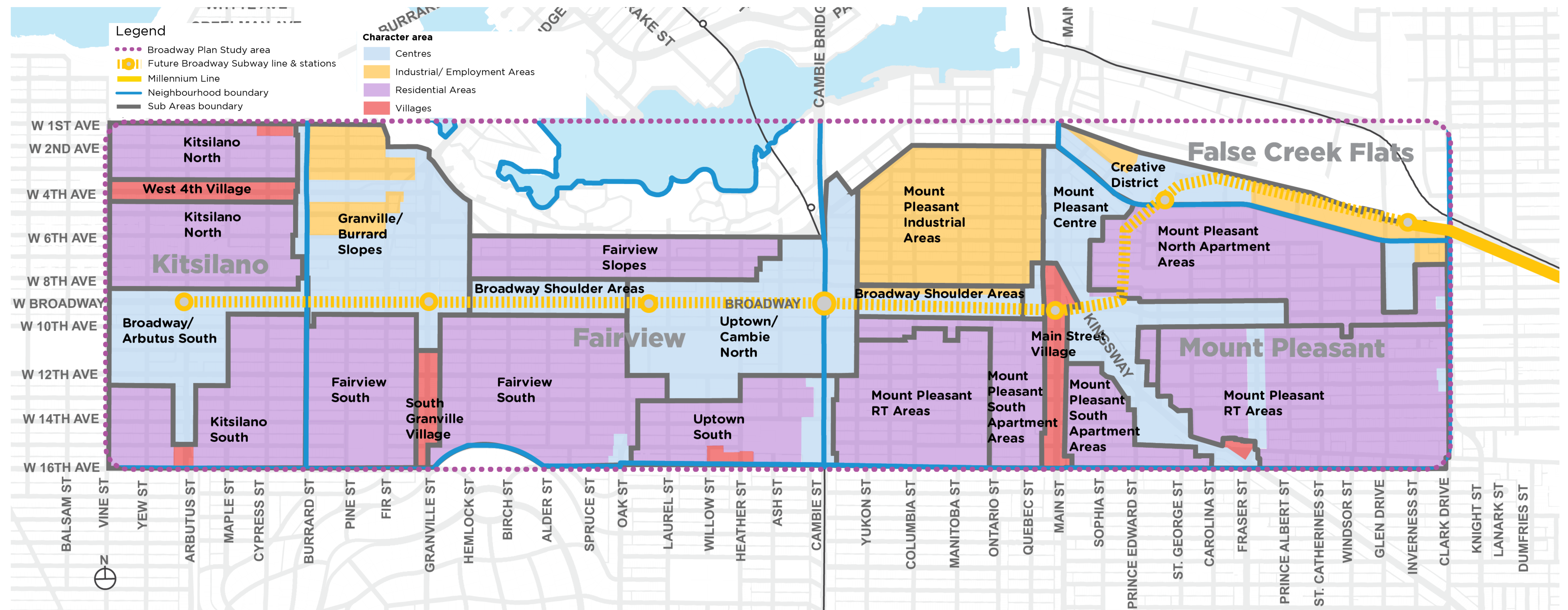
Current day Broadway street: It's loud, it's congested, it barely has trees, too narrow sidewalks and limited rain protection. I don't want to walk there. I always walk one street North or one street South. 10th avenue is really good example to model. It's nice to walk along and bike.

Illustrations by Jeff Kulak

Neighbourhood Sub-Areas

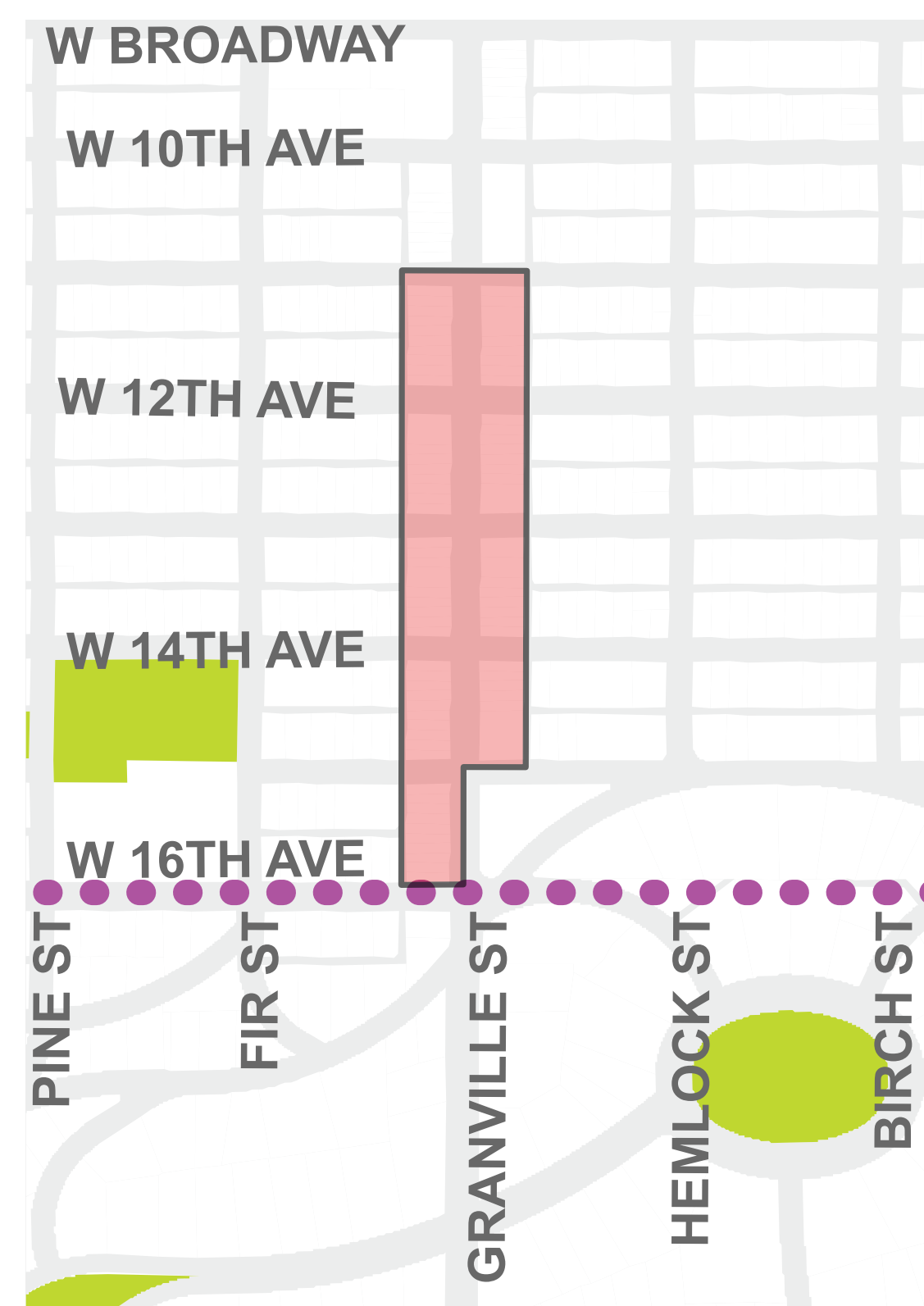
The Broadway planning program takes a neighbourhood-based approach to planning for the area, recognizing the unique qualities and community needs of Kitsilano, Fairview, and Mount Pleasant (including False Creek Flats).

Eighteen neighbourhood sub-areas were identified based on the character areas and the local planning priorities identified through community engagement, city-wide objectives and technical work:



South Granville Village

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Village

□ Policy area boundary

Established in the early 1900s, the South Granville shopping district stretches from the south end of the Granville Bridge to West 16th Avenue. South Granville Village is the area between West 11th and 16th Avenues, which has predominantly low-rise buildings (generally 1-3 storeys) with a variety of ground floor commercial uses and fine-grained storefronts. The business mix includes small retailers and service businesses, larger home décor stores, and restaurants and cafés. The iconic Stanley Theatre is a live stage theatre that operates in a protected heritage building, drawing visitors to the area in the evening.

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » Granville Street south of 11th Avenue is generally working well today with its cherished “village-like” atmosphere and as a place for shopping, dining and socializing. The diversity of businesses and small, active storefronts help create a distinctive character and an interesting walking experience.
- » With a significant concentration of destination retailers, there is a desire for more local-serving shops and services to better serve nearby residents.
- » The generally low-scale buildings ensure access to sunlight throughout the year.
- » Along Granville Street the sidewalks are narrow, and there is a lack of space for gathering, patios, store displays, etc.

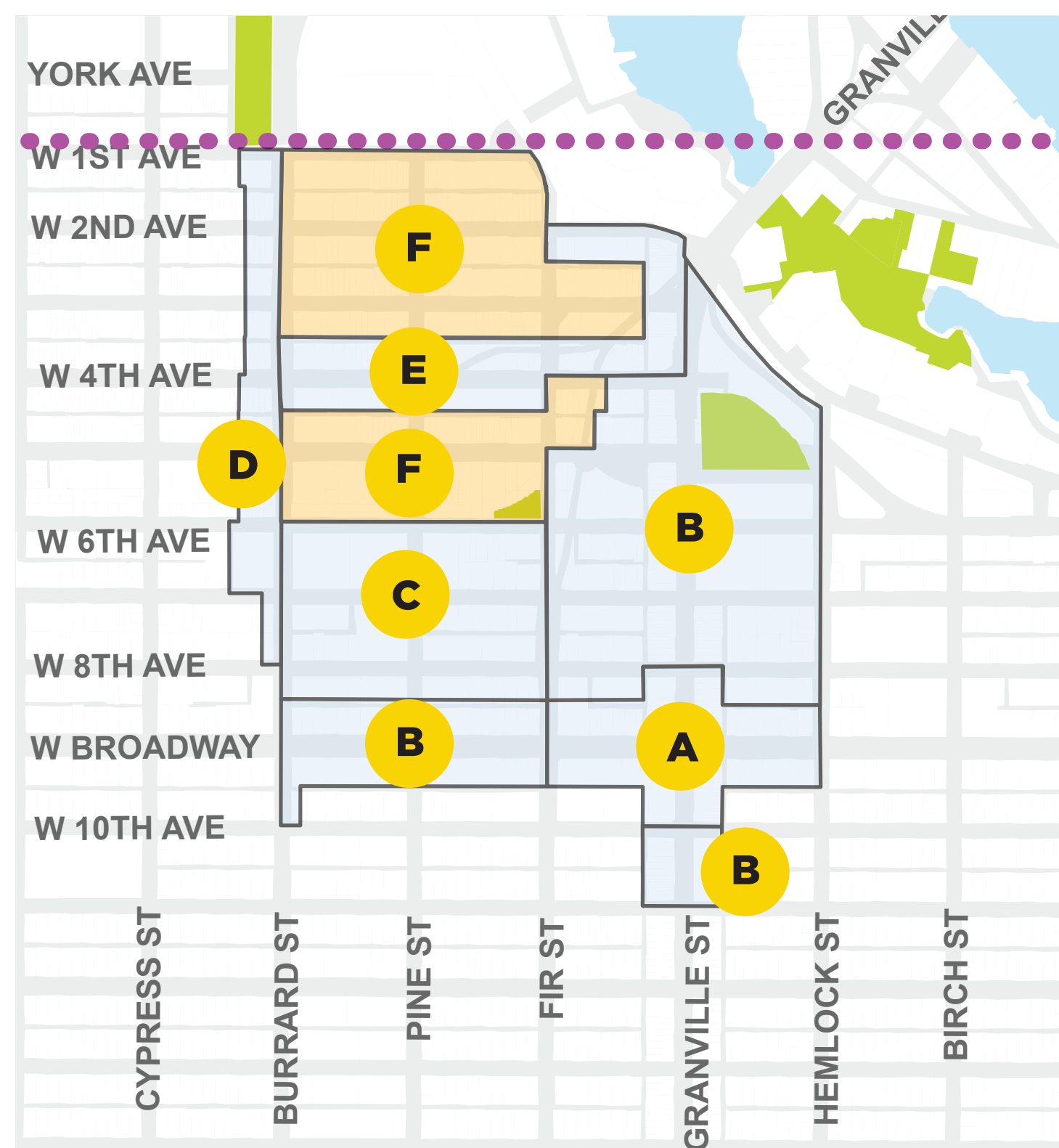
FUTURE DESIRED ROLE

Strengthen South Granville Village as a shopping street with active commercial uses, improved walkability, and a vibrant public life.

EMERGING DIRECTIONS

- » Retain the low-scale village character by generally maintaining the permitted height and density.
- » Consider limiting new residential development to support the viability of existing businesses.
- » Encourage continuous active ground floor commercial frontages, particularly for corner locations wrapping around along the east-west streets.
- » Continue to require narrow frontages for ground floor commercial uses.
- » Work with the South Granville BIA to support and encourage more local-serving shops and services.
- » Explore opportunities for public space improvements to create wider sidewalks, additional space for store displays and patios, and places for gathering (e.g. street-to-plaza).
- » Support opportunities for new cultural, entertainment and nightlife venues.

Granville/Burrard Slopes *Tomorrow*



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

■ Industrial/Employment Area

● Policy area

□ Policy area boundary

The Granville/Burrard Slopes area is a diverse, mixed-use area with a significant concentration of job space, housing, cultural spaces, shops and services. The South Granville shopping district begins at West 5th Avenue, and continues south to West 16th Avenue. Granville Street north of Broadway was historically home to a significant cluster of commercial galleries, some of which have closed or relocated in recent years. Around Broadway and Granville are a number of office buildings, of varying ages. North of Broadway off Granville Street, the slopes have transitioned into a primarily residential area, with newer strata housing in mid-rise and tower forms, typically with townhouses at grade.

North of West 6th Avenue, as the slope flattens out, is the Burrard Slopes Industrial Area. It has key production, distribution and repair businesses that support the city's economy, as well as an emerging concentration of creative economy and design-oriented businesses, branded as the "Armoury District" in recent years. Along Burrard Street are a number of luxury car dealerships. Just to the north is the proposed Señákw mixed-use primarily rental development on Squamish Nation lands.

The Granville/Burrard Slopes area is strategically located at the nexus of key current and future transportation connections, including the Arbutus Greenway, Granville Bridge Connector and South Granville Broadway Subway Station.

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

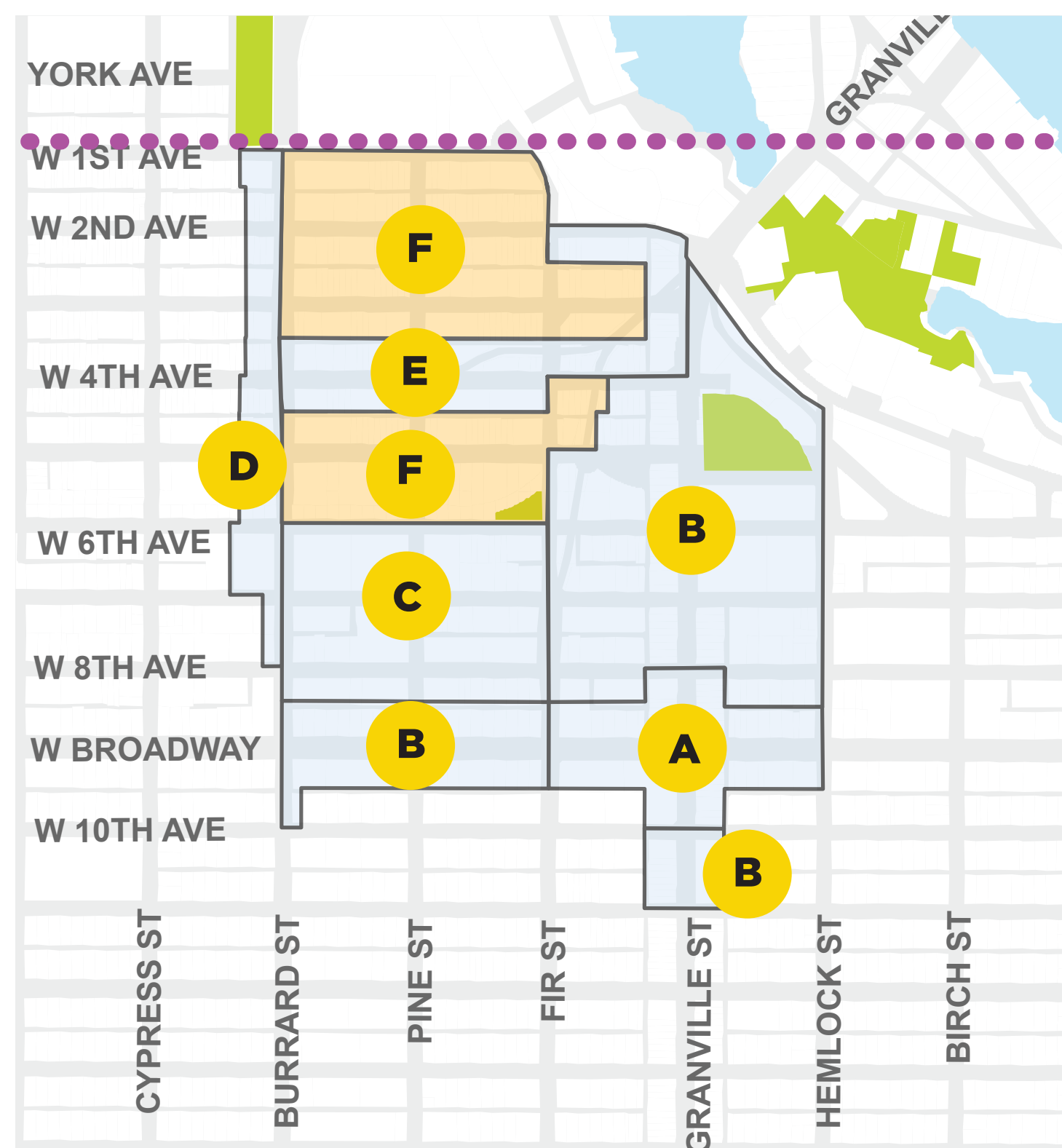
- » The existing housing stock is predominantly strata ownership housing. There is a need for additional housing choice (e.g. secured rental and social housing) and amenities, such as childcare, to allow for diverse households to live in the area.
- » There is a significant need for job space, particularly office, close to rapid transit. There are concerns about the continued loss of small businesses in the Burrard Slopes C-3A area as most new development has been residential only.
- » This area provides opportunities for new housing, job space and amenities while minimizing displacement of existing rental tenants.
- » The Burrard Slopes Industrial Area is generally seen as working well, as an eclectic area with an emerging cluster of creative economy businesses, as well as more traditional production, distribution, and repair (PDR) light industrial businesses. There is a desire for a greater range and intensity of office and service uses to support the creative economy, while not compromising its light industrial role.

- » Broadway is perceived as lacking character and activity. In places it has narrow sidewalks and/or lacks street trees, and inactive ground floor uses limit pedestrian interest and vibrancy.
- » There are concerns about the loss of galleries/cultural spaces along Granville Street, and a desire for preservation and addition of cultural spaces in the area.
- » The future Granville Bridge Connector will significantly improve walking and cycling access from downtown to the area of Granville Street and West 5th Avenue. However, at the south end of Granville Bridge, connectivity and wayfinding (including to Granville Island) is challenging due to the barriers of the remaining bridge "loop", busy West 4th/6th Avenue, and the bridge ramps.

FUTURE DESIRED ROLE

Strengthen and diversify Granville/Burrard Slopes as a vibrant, eclectic and walkable mixed-use area close to rapid transit by providing opportunities for additional housing (particularly secured rental and social housing), job space, amenities, cultural facilities, and local-serving commercial uses.

Granville/Burrard Slopes *Tomorrow*



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

■ Industrial/Employment Area

● Policy area

□ Policy area boundary

EMERGING DIRECTIONS

» In Area A:

- » Consider increased height and density for station area mixed-use affordable housing (e.g. secured rental or social housing) or commercial development (e.g. office or hotel).
- » Work with the Province of BC, TransLink and the property owner to support integration of South Granville Station with active commercial uses and public space improvements.

» In Area B:

- » Consider increased height and density for mixed-use affordable housing (e.g. secured rental or social housing) or commercial development (e.g. office or hotel).
- » Explore future uses for the Southwest Granville Loop that include and support public green space.

» In Areas A and B:

- » Require a minimum job space component (e.g. office above retail) for mixed-use development.
- » Support opportunities for new cultural, entertainment and nightlife venues.

» In Area C, consider increased height and density on limited sites for affordable housing (e.g. secured rental or social housing).

- » Require a minimum amount of ground floor commercial space.

» In Area D, consider increased height and density for affordable housing (e.g. secured rental or social housing).

» In Area E, consider increased height and density for affordable housing (e.g. secured rental or social housing).

» In Area F, strengthen the Burrard Slopes Industrial Area as a creative production area:

- » Maintain the production, distribution and repair (light industrial) function of the area.

- » Strategically increase opportunities to support the innovation economy.

- » Consider a broader range of uses including additional amenities and services (e.g. food and beverage options).

» Foster Broadway as a Great Street with improved sidewalks, street trees, continuous active ground floor commercial frontages, and places for gathering.

» Along Granville and Burrard streets and West 4th Avenue:

- » Encourage continuous active ground floor commercial frontages.

- » Consider public space improvements to create wider sidewalks and opportunities for store displays, patios, and places for gathering.

» Improve connectivity and wayfinding throughout Burrard Slopes and to Granville Island, particularly to/from the Broadway Subway, Granville Bridge Connector, and Arbutus Greenway.

Fairview South

Tomorrow



Fairview South is a primarily residential apartment area with green and leafy streets and a significant stock of older rental housing, ranging from multiple conversion dwellings and three storey walk-up apartments to towers. Newer low-rise and tower strata ownership housing is scattered throughout the area. The large landscaped setbacks and gardens, including the “tower in the park” form, contribute to the character of the area. Just west of Granville Street, between West 14th and 16th avenues, is a collection of pre-1940 apartments that comprises some of the oldest purpose-built rental in the city. There are two small areas of low density housing near West 16th Avenue. On Oak Street around West 15th Avenue is a small node of commercial and mixed-use development.

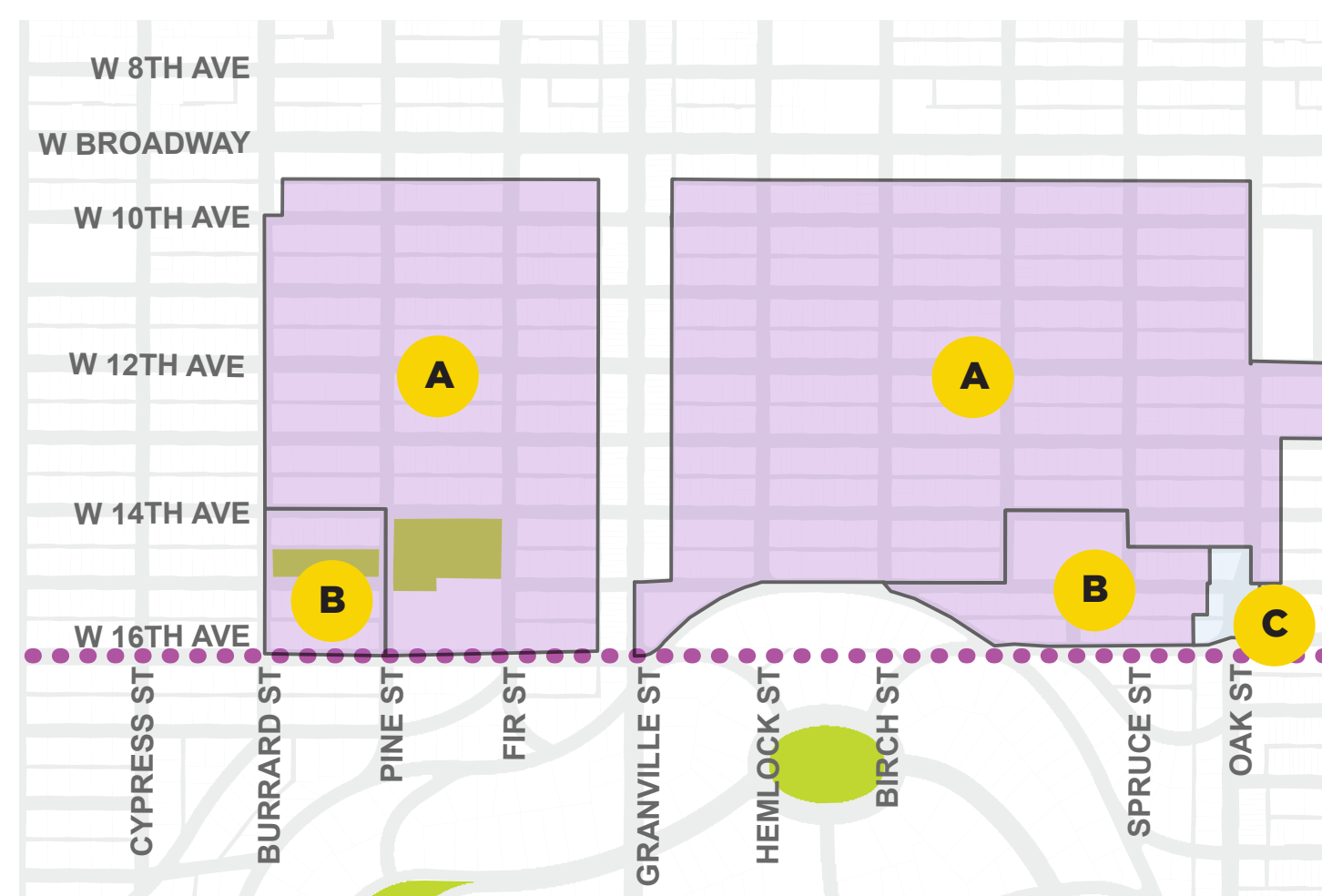
PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » The green and leafy streets and mix of building types from different eras contribute to a cherished neighbourhood character.
- » The area has a significant stock of aging rental housing, close to jobs, which is aging and in need of renewal. Rental rates continue to rise, and there is a very low vacancy rate (<1.5% in recent years).
- » There are significant concerns around potential displacement of existing rental tenants, through renovations and/or redevelopment.
- » A need for secured rental and social housing, including for seniors and families with children.
- » In places there is a lack of amenities and services within an easy walk or roll.
- » Arterial streets, such as Fir Street, Hemlock Street, Oak Street and West 12th Avenue, are perceived as barriers and as unpleasant for walking due to narrow sidewalks, a lack of buffers from vehicular traffic, and high traffic volumes.

FUTURE DESIRED ROLE

Strengthen Fairview South as a walkable primarily residential area with a diversity of housing options by providing strategic opportunities for new affordable housing, encouraging retention and renewal of existing older rental housing, and introducing new small-scale commercial uses.



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Residential Area

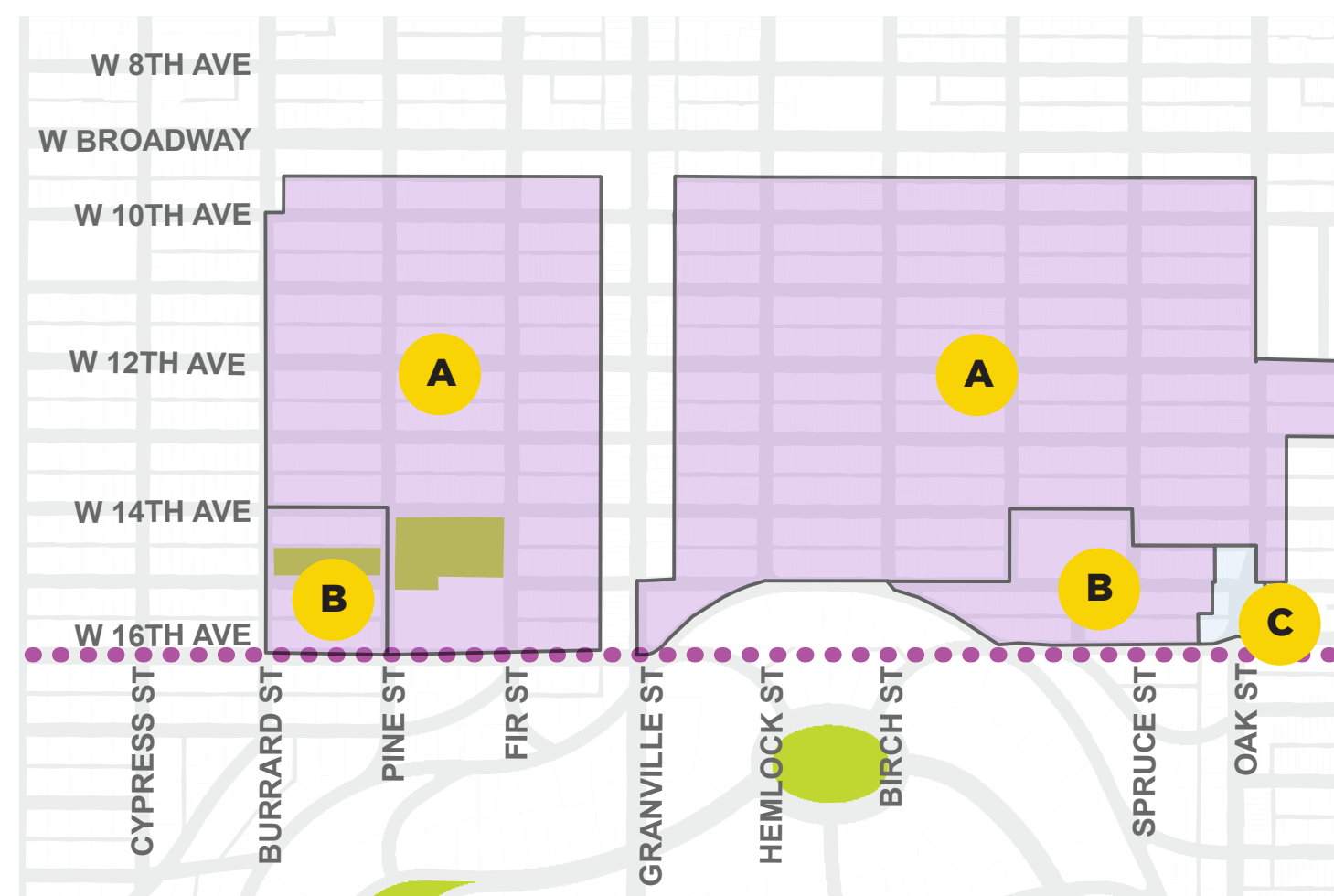
■ Centre

● Policy area

□ Policy area boundary

Fairview South

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Residential Area

■ Centre

● Policy area

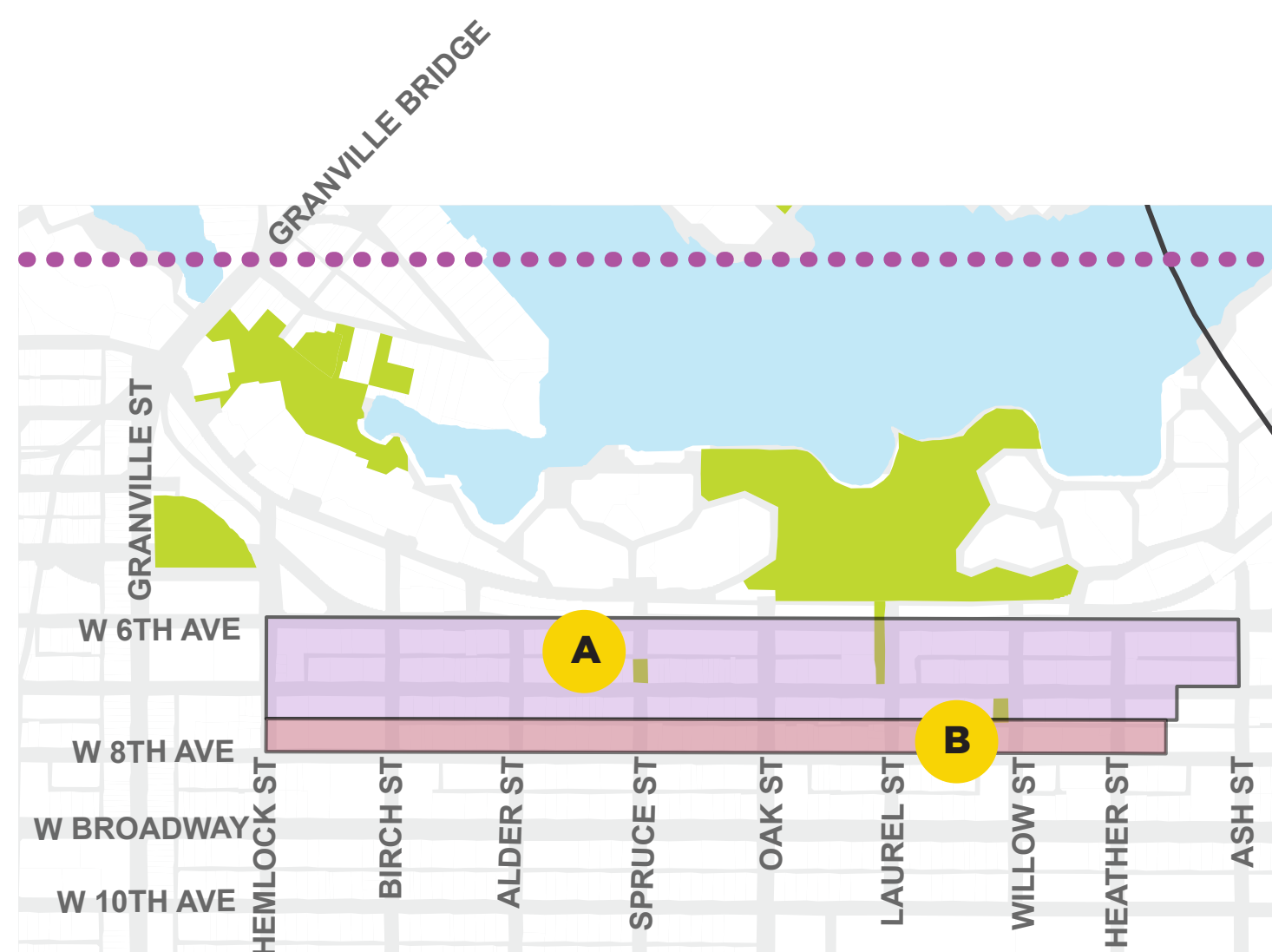
□ Policy area boundary

EMERGING DIRECTIONS

- » Retain the distinctive green and leafy character with a variety of buildings from different eras.
- » In Area A:
 - » Support the retention and careful long-term incremental renewal of the older rental housing by considering a modest increase in height and/or density for secured market and below-market rental on sites with existing rental units. In all cases, affordability will be maintained and renters will be supported so they are not displaced from the area.
 - » Consider increased height and density for affordable housing (e.g. secured rental or social housing) on sites without existing rental units.
 - » Support increased height and density to renew and expand social and co-op housing, and enhance affordability where possible, on City- or non-profit owned sites.
 - » Explore opportunities for secured rental infill housing on larger sites and along laneways.
- » In Area B:
 - » Consider increased height and density for affordable housing (e.g. secured market and below-market rental apartments).
 - » Retain heritage buildings and ensure incremental change with new growth.
- » In Areas A and B, explore opportunities for new local-serving shops and services in select locations (e.g. key walking streets, greenways, arterial intersections, etc.).
- » In Area C, consider increased height and density for affordable housing (e.g. secured rental or social housing) in the mixed-use node on Oak Street north of West 16th Avenue.

Fairview Slopes

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Residential Area

● Policy area

□ Policy area boundary

Generally between West 6th and 8th avenues from Hemlock to Ash Street, Fairview Slopes consists primarily of low-rise strata ownership housing built in the 1970s and 1980s, which have a distinctive terracing form to maximize views to the downtown and North Shore Mountains. There are several market and non-market rental buildings in the area. Residential streets generally have a green and leafy character, and there are a few small parks scattered throughout the area. A variety of small businesses, including offices, shops and services, give the area a mixed-use flavour. The Laurel Land Bridge, connecting Laurel Street over busy West 6th Avenue to Charleson Park, is a valued asset that links Fairview Slopes with the amenities of False Creek to the north.

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » The distinctive sloped character of the area, including the stepped building forms, small-scale commercial uses, and access to views of the downtown and North Shore Mountains.
- » West 7th Avenue is a pleasant green and leafy walking and cycling street. West 6th Avenue is challenging due to the high traffic volumes, narrow sidewalks and lack of north-south connectivity. West 8th Avenue is also perceived as less walkable due to the adjacency of larger commercial buildings and parkade entrances on the south side.
- » The housing stock is primarily aging low-rise strata ownership housing. There is a lack of rental and affordable housing options in the area.

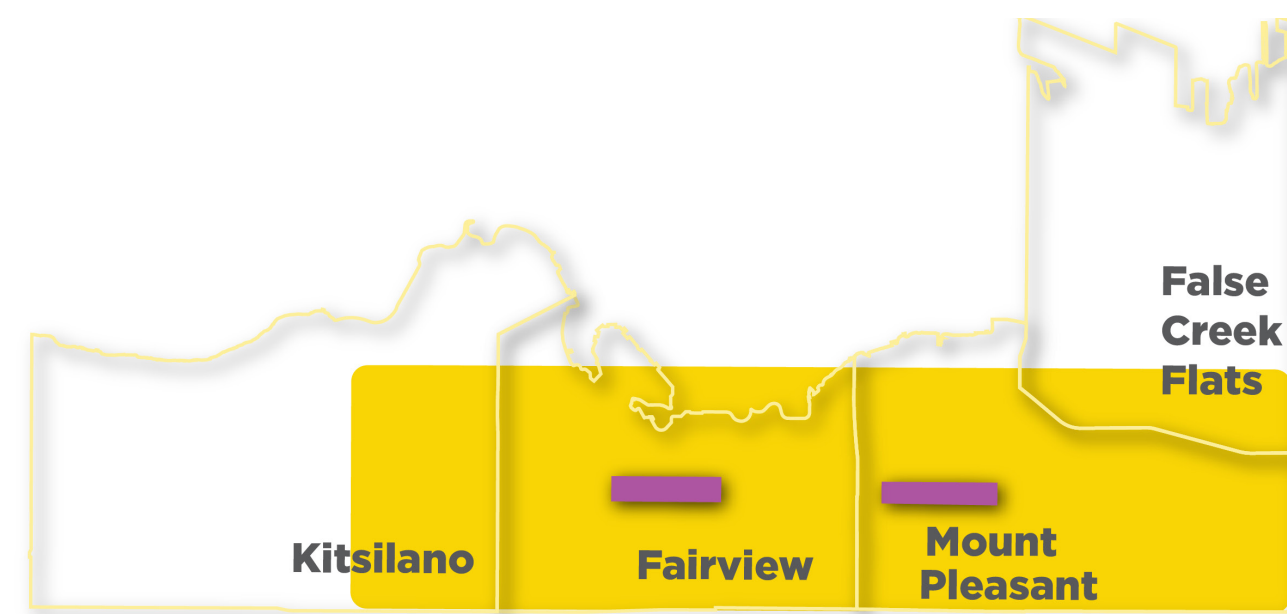
FUTURE DESIRED ROLE

Enhance Fairview Slopes as a more diverse primarily residential area by providing strategic opportunities for new affordable housing, as well as local-serving shops and services, while it continues to embrace its distinctive sloped character.

EMERGING DIRECTIONS

- » Retain the green and leafy character with landscaped setbacks and gardens, particularly along West 7th Avenue.
- » In Area A:
 - » Support the retention and careful long-term incremental renewal of the older rental housing by considering a modest increase in height and density for secured market and below-market rental on sites with existing rental units. In all cases, affordability will be maintained and renters will be supported so they are not displaced from the area.
 - » Consider increased height and density for affordable housing (e.g. secured rental or social housing) on sites without existing rental units.
 - » Support increased height and density to renew and expand social and co-op housing, and enhance affordability where possible, on City- or non-profit owned sites.
- » In Area B, strategically locate new mixed-use development to transition between the greater scale and intensity of commercial uses in the C-3A zone along Broadway and the lower-scale primarily residential area to the north:
 - » Consider increased height and density for affordable housing (e.g. secured rental or social housing).
 - » Require a minimum amount of commercial space.
- » Continue to support opportunities for ground floor commercial uses, particularly at corner locations.

Broadway Shoulder Areas *Tomorrow*



The Broadway Shoulder Areas provide a transition along Broadway between Uptown and the mixed-use hubs at Granville Street and Main Street. These areas have a variety of older office buildings that contribute to the diversity of office space in Central Broadway. There are also many older low-rise buildings with retail (including large format retailers) and service businesses. New developments in these areas are primarily mixed-use (strata residential with commercial at grade), which has an impact on the diversity and amount of commercial space in Central Broadway. On the north side of Broadway between Yukon and Quebec streets is a unique condition of shallow lots, which have limited development potential on their own.

PRIORITIES

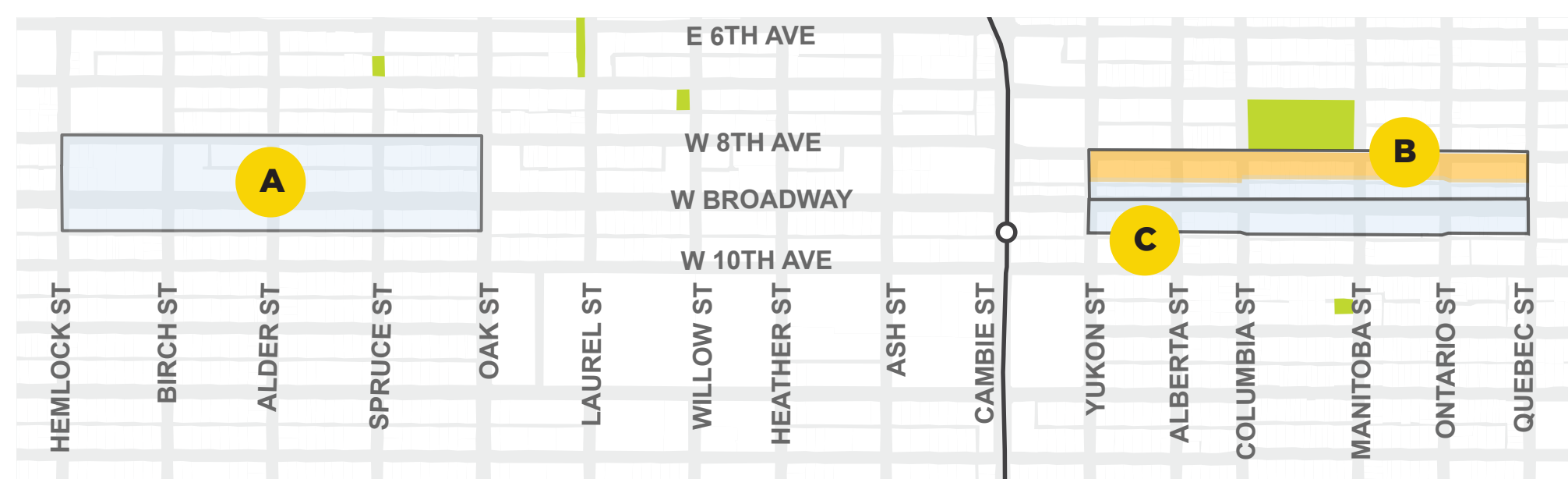
Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » There is a significant need for additional housing choice (e.g. secured rental and social housing) and job space (e.g. office), close to rapid transit.
- » There is a need for additional shops, services and amenities to support liveability, walkability and more complete neighbourhoods. There is also a need for hotels to support the concentration of jobs and other destinations in and around these areas.
- » These areas provide opportunities for new housing, job space and amenities while minimizing displacement of existing rental tenants.
- » Broadway is perceived as lacking character and activity. In places it has narrow sidewalks and/or lacks street trees, and inactive ground floor uses limit pedestrian interest and vibrancy.
- » Both of these areas will be between two Broadway Subway stations, making them highly accessible by rapid transit.

- » For the East Shoulder, the Mount Pleasant Plan (2010) maintains the existing scale on the south side of Broadway. On the north side, the plan considers increased height and density for mixed-use development with lot consolidation across the lane (not implemented). Overall, the plan does not include policy to enable new affordable housing, office space, or amenities in this area.

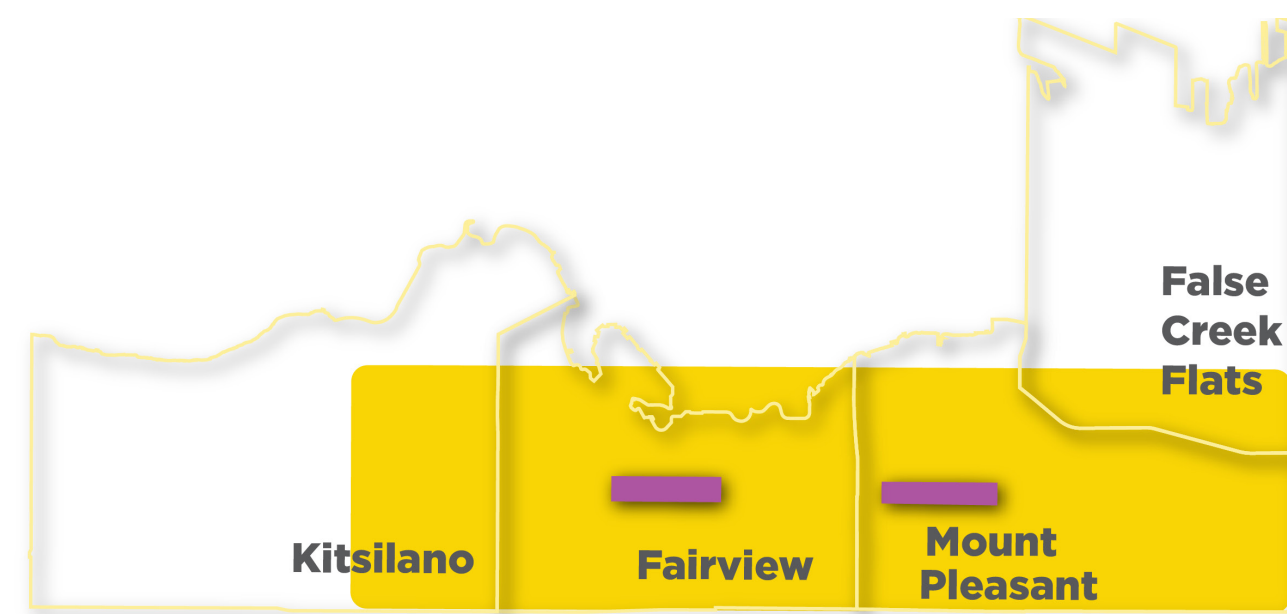
FUTURE DESIRED ROLE

Strengthen the Broadway Shoulder Areas as vibrant places to live, work and play by providing additional opportunities for affordable housing (particularly secured rental and social housing), job space and amenities, as well as an enhanced Broadway streetscape.



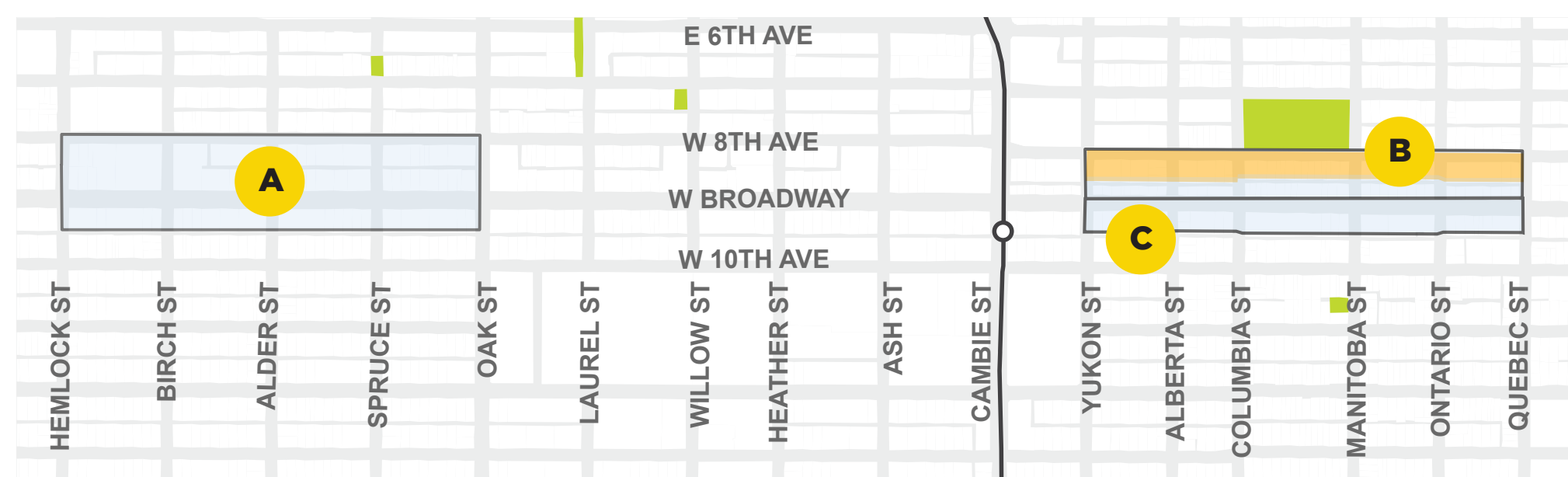
- Legend**
- Broadway Plan Study area
 - Park
 - Character area**
 - Centre
 - Industrial/ Employment Area
 - Policy area
 - Policy area boundary

Broadway Shoulder Areas *Tomorrow*



EMERGING DIRECTIONS

- » In the West Shoulder (Area A), consider increased height and density for mixed-use affordable housing (e.g. secured rental or social housing) or commercial development (e.g. office or hotel).
- » In the East Shoulder (Areas B and C), consider increased height and density for mixed-use affordable housing (e.g. secured rental or social housing) or commercial development (e.g. office or hotel).
- » In Area B, explore opportunities for lot consolidation across the lane for new development:
 - » Maintain or expand existing I-1 zone industrial space requirements (fronting 8th Avenue).
 - » Achieve a minimum amount of on-site public open space equivalent to the area of lane removed.
- » Require a minimum job space component (e.g. office above retail) for mixed-use development.
- » Review view cones, if necessary, where increased heights are being considered.
- » Explore opportunities for new view cones, e.g. street-end views of the downtown and North Shore Mountains.
- » Foster Broadway as a Great Street with improved sidewalks, street trees, continuous active ground floor commercial frontages, and places for gathering.

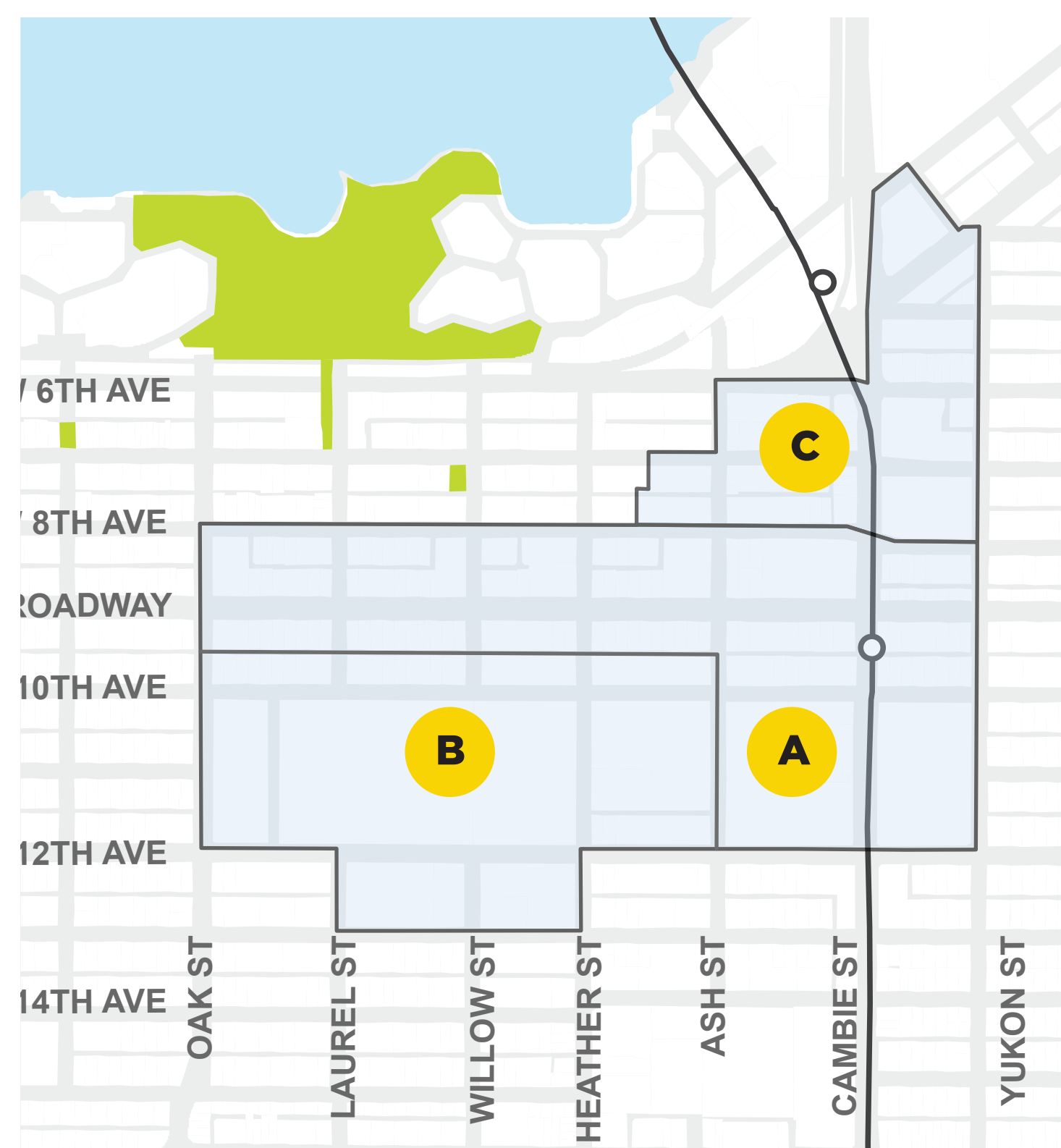
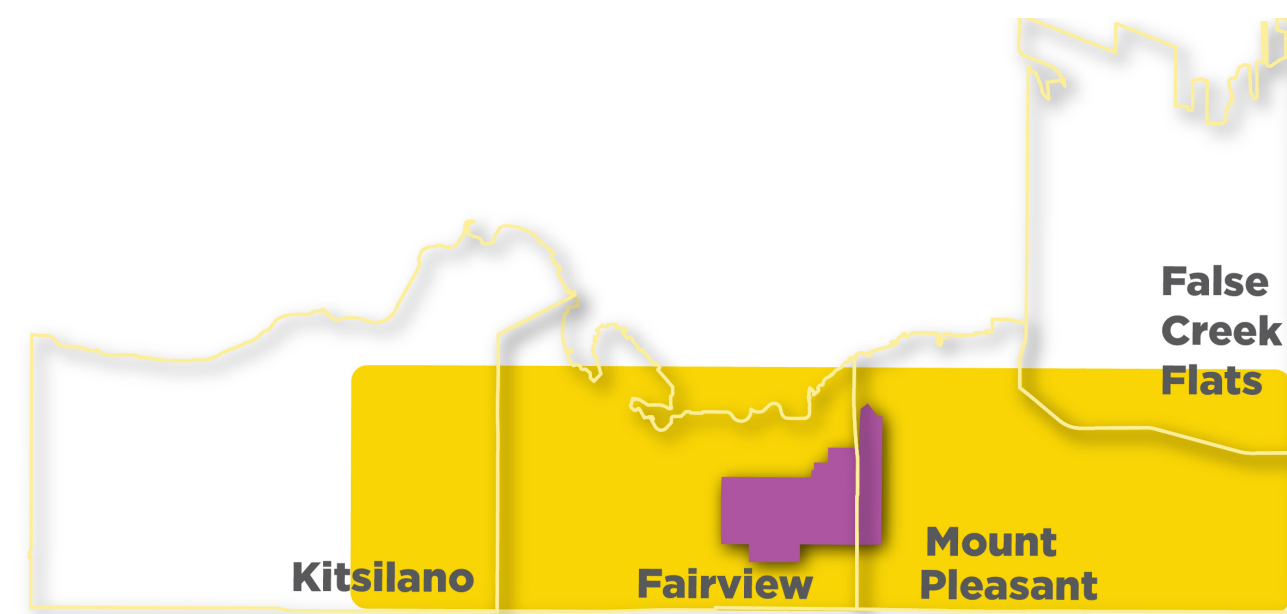


Legend

- Broadway Plan Study area
- Park
- Character area
- Centre
- Industrial/ Employment Area
- Policy area
- Policy area boundary

Uptown/Cambie North

Tomorrow



Legend

- Broadway Plan Study area
- Park
- Character area
- Centre
- Policy area
- Policy area boundary

Uptown comprises the second largest concentration of job space in the province, and is the heart of Vancouver’s “second downtown” in Central Broadway. It contains major employers such as City Hall, Vancouver General Hospital (VGH), and an abundance of health-related offices and research facilities such as the BC Cancer Centre. North of West 8th Avenue is a mix of commercial, mixed-use and residential developments. Uptown also includes a variety of retail, hotels and restaurants and is highly connected by walking, cycling and transit, with the intersection of Broadway and Cambie Street at the future nexus of two rapid transit lines – the Canada Line and the new Broadway Subway opening in 2025.

PRIORITIES

Key planning priorities to consider for these sub-areas, identified through community engagement, city-wide objectives, and technical work, include:

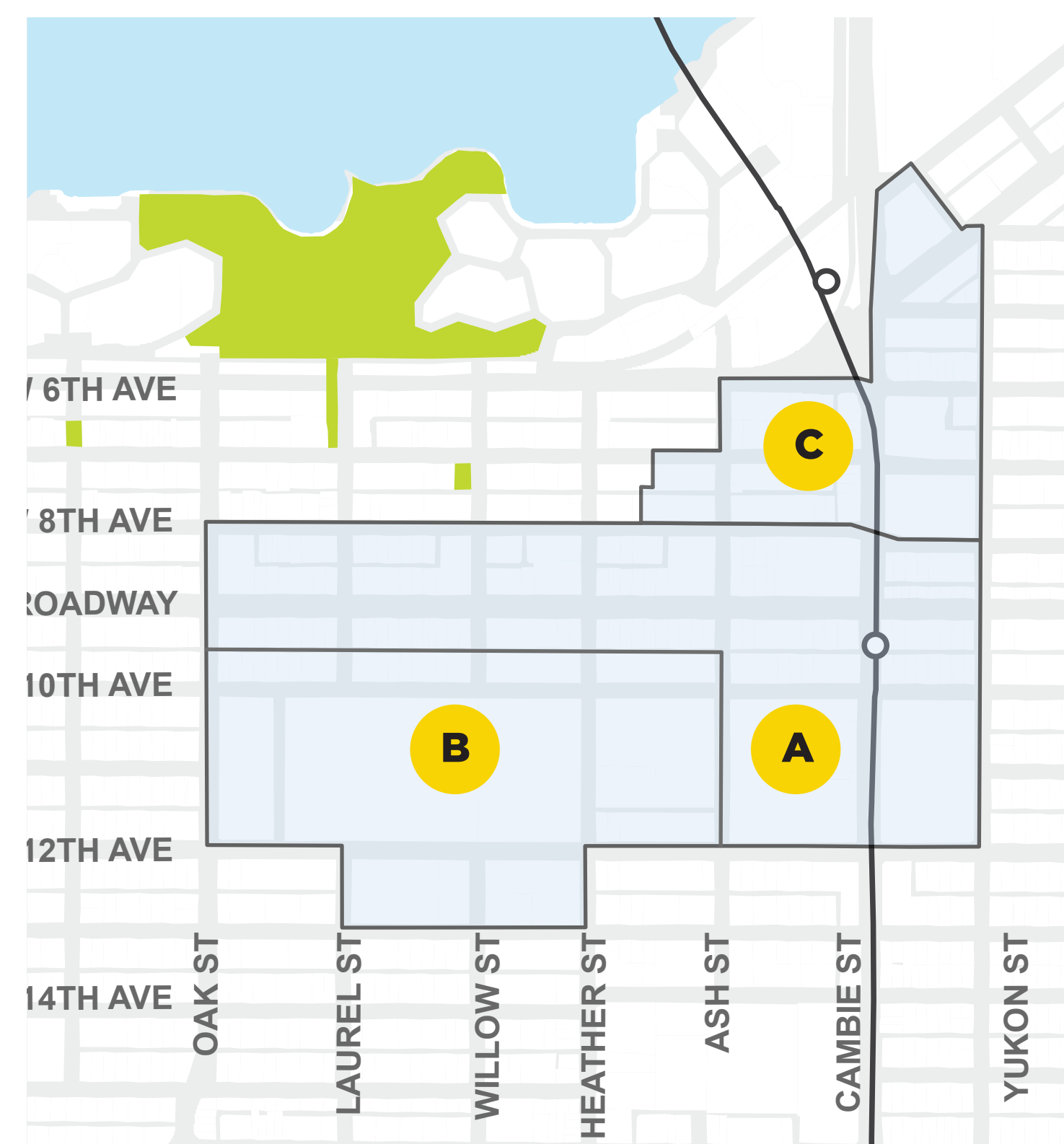
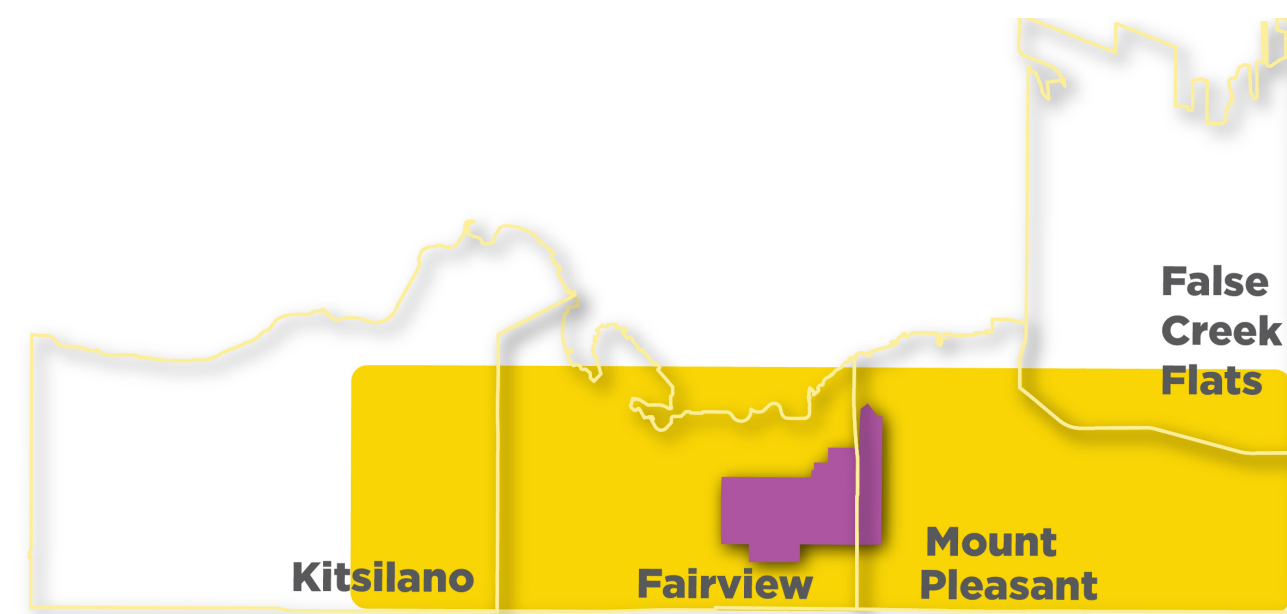
- » The area is strategically located at the future crossroads of two rapid transit lines.
- » There is significant demand and locational preference for job space in the area, particularly office, which has had a very low vacancy rate in recent years. This demand is expected to continue with the city’s strong tech and healthcare sectors, the future expansion of the VGH and Civic Crossroads campuses, and the Broadway Subway opening in 2025.
- » There is also a need for additional population-serving commercial, such as hotels, retail and services, to support the concentration of jobs in the area.
- » Medical office capacity is significantly constrained by the view cones and helicopter flight paths that cross the area.
- » Broadway is perceived as lacking character and vibrancy, and there is a desire for a more active and interesting street-level experience.

FUTURE DESIRED ROLE

Affirm Uptown as a key office location in the region and as Vancouver’s second downtown, and strengthen this role by providing opportunities for additional job space to leverage the rapid transit investment that serves the area.

Uptown/Cambie North

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

● Policy area

□ Policy area boundary

EMERGING DIRECTIONS

» In the Uptown Office District (Area A):

- » Strengthen the primarily commercial character by considering increased height and density for commercial development (e.g. office or hotel).
- » Maintain the policy to restrict new residential uses.
- » Consider changing residential zoning along West 10th Avenue to commercial, recognizing existing rental replacement requirements under the Rental Housing Stock Official Development Plan.

» Civic Crossroads:

- Explore the potential for an enhanced public service hub and include a variety of community uses.
- Express Vancouver's pride as one of the world's most vibrant, inclusive and diverse cities. Create a public plaza that is accessible and vibrant community place.
- Explore a balanced and diverse approach to heritage: continue to celebrate the heritage "A" designated City Hall landmark, while exploring the expression as the first City of Reconciliation.
- Enhance the service life of civic assets through interventions that reduce the likelihood of obsolescence and redundancy, and adhere to City's sustainability policies.
- Reflect values of open governance and accessibility of the public to a transparent and democratic process.
- Improve connections to the rapid transit at the Broadway-City Hall Station (Broadway Subway and Canada Line).

(See also Board 38 for more information and the emerging directions for Civic Crossroads.)

- » Work with the Province of BC and TransLink to support and integrate the Oak-VGH Station with active commercial uses and public space improvements.
- » Foster Broadway as a Great Street with improved sidewalks, street trees, continuous active ground floor commercial frontages, and places for gathering.
- » Consider increased opportunities for new entertainment and nightlife venues, including on rooftop areas.

» In Area B, support the expansion of VGH Campus and the BC Cancer Centre to meet long term institutional space needs and to provide improved walking connections and wayfinding, public open space, and services and amenities for the hospital precinct and larger Uptown area.

» In Area C:

- » Consider increased height and density for mixed-use affordable housing (e.g. secured rental or social housing) or commercial development (e.g. office or hotel).
- » Require a minimum job space component (e.g. office above retail) for mixed-use development.

» Review view cones, if necessary, where increased heights are being considered.

» Explore opportunities for new view cones, e.g. street-end views of the downtown and North Shore Mountains.

» Along Cambie Street:

- » Encourage continuous active ground floor commercial frontages.
- » Consider public space improvements to create wider sidewalks and opportunities for store displays, patios, and places for gathering.

Civic Crossroads

The City of Vancouver is located on the unceded, ancestral, and traditional homelands of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish) and səliłwətał (Tsleil-Waututh) Nations. The City of Vancouver endeavours to strengthen its future as a City of Reconciliation by recognizing the inherent rights, culture, and history of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish) and səliłwətał (Tsleil-Waututh) Nations in the upcoming planning process for the Civic Crossroads.

In 1936, when Vancouver's historic City Hall was built, the city's population was approximately 250,000. Since then, the population grew to over 630,000 and the needs for city services continued to evolve and grow. Today, the campus extends beyond the heritage site and includes a collection of public spaces and buildings in order to keep up with delivering needed public service and providing spaces for community gatherings, cultural celebrations and public assemblies. Civic buildings also require improvements and upgrades to ensure they are safe to use, visit and occupy.

The City is planning to undertake a master planning process in 2021, to inform an update to development guidelines for the Civic Crossroads lands as part of the Broadway Plan. This will look to reimagine how the Civic Crossroads can be more inclusive, accessible and provide adequate potential for expanding and improving the delivery of public services. It will examine its role at the intersection of two major transit lines and this place's role in defining the city of tomorrow. Key to this work will be an extensive engagement process with the public; with the focus on the government-to-government relationships.

Civic Crossroads History

- » 1935-1936 construction of the heritage City Hall site supported the local economy through the great depression. The heritage City Hall grounds have served since 1936 as a location of civic events, and contain a number of memorials.
- » City Hall site was chosen as central to amalgamating municipalities at the time. Today, it sits at the prominent crossroads of corridors and networks with city-wide significance.
- » City Hall's East Wing, built in 1969, was recently decommissioned and deconstructed due to seismic safety. The remaining podium was open in 2018 and named Helena Gutteridge Plaza, after Vancouver's first woman Councillor. It is intended for temporary use, until the master plan provides a long-term vision for the civic campus future.
- » City Hall's West Annex has been seismically upgraded in 2018, improving the safety of public and staff.



EMERGING DIRECTIONS

Civic and Community Service

- » Explore the potential for an efficient inter-governmental service hub and include a variety of community uses.

Unique Identity

- » Express Vancouver's pride as one of the world's most vibrant, inclusive and diverse cities. Create a public plaza that is accessible and vibrant community place.

Beyond Heritage / City of Reconciliation

- » Explore a balanced and diverse approach to heritage: continue to celebrate the heritage "A" designated City Hall landmark, while exploring the expression as the first City of Reconciliation.

Adaptability and Resilience

- » Enhance the service life of City assets on campus through interventions that reduce the likelihood of obsolescence and redundancy, and adhere to City's sustainability policies.

Transparency

- » Reflect values of open governance and accessibility of the public to a transparent and democratic process.

Views and Heights

The attractiveness of Broadway as a diverse, centrally located jobs and residential area will strengthen with the new Broadway Subway. However, the area's existing height and density restrictions will limit employment and affordable housing capacity over the long term.

Within this context, the Broadway planning program is reviewing the policies that restrict heights through Central Broadway, with a focus on the following:

- » Queen Elizabeth View Cone (View #3)
- » Central Broadway C-3A Urban Design Guidelines

It has been confirmed that the Vancouver General Hospital (VGH) emergency transport helicopter pad will remain in place for the long term, so the associated VGH flight path will continue to restrict heights near Broadway between Oak and Heather streets.

WHAT WE HEARD

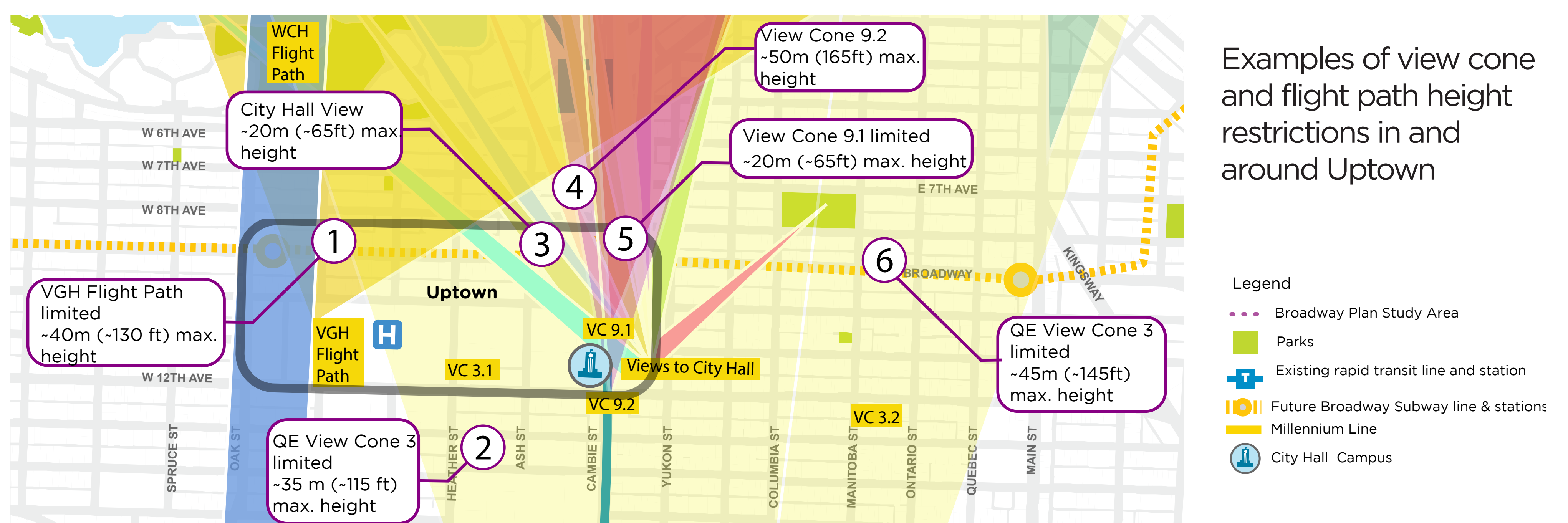
- » Desire for increased opportunities for job space and affordable housing in and around the Uptown area, close to the future nexus of two rapid transit lines at Broadway and Cambie Street, as well as shops, services and amenities.
- » Concerns about the significant height restrictions in the area given the strong locational preference for job space and affordable housing, and the new Subway.
- » Ideas for potential new protected views, such as street-end views of the downtown and North Shore Mountains from select intersections along Broadway.

Queen Elizabeth View Cone (View #3)

The Queen Elizabeth View's elevation and distance from the city's taller buildings sets up an expansive view of the city within its natural setting. The Higher Buildings Policy creates opportunity for certain buildings in the downtown to enter the Queen Elizabeth View Cone in exchange for a higher level of public amenity contribution and an elevated level of sustainability and architectural excellence. By breaking the otherwise monotonous flat line at the Queen Elizabeth viewing location, these new developments add to the interest of the view of the city in nature. While a number of downtown sites are identified in the Higher Buildings Policy, sites south of False Creek including in the Broadway Plan area are excluded.

C-3A Guidelines (Views to City Hall)

The Cambie Street (east side) C-3A Guidelines and Central Broadway C-3A Urban Design Guidelines restrict heights along Broadway between Laurel Street and Yukon Street to preserve views to City Hall from points along the north side of the False Creek seawall.



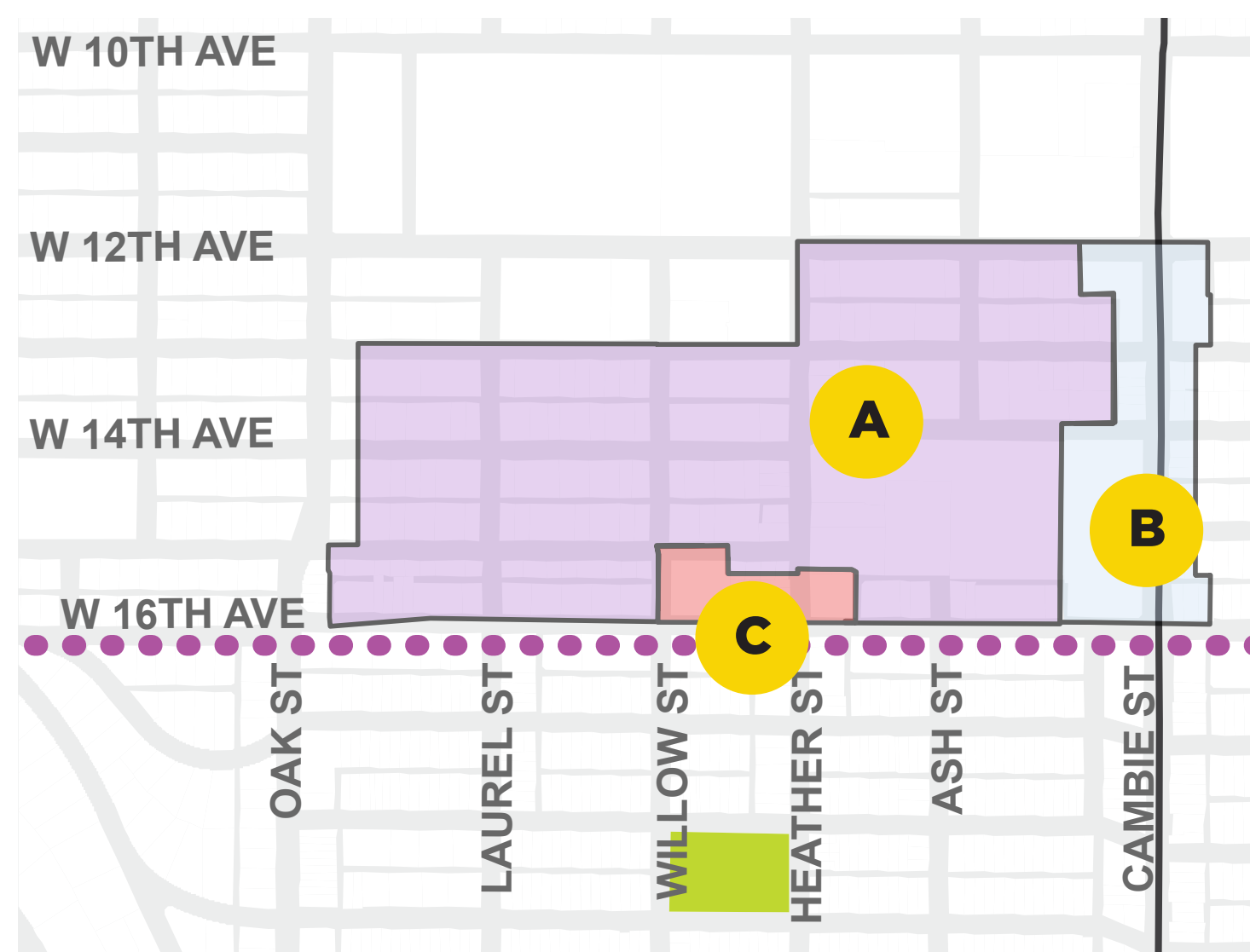
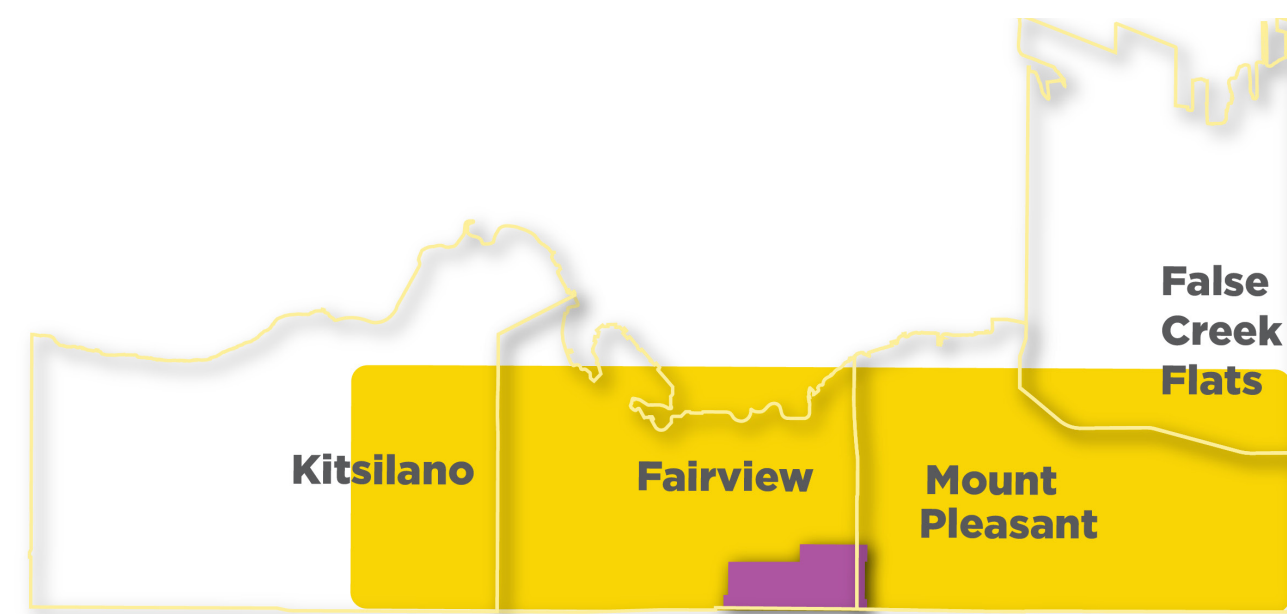
Examples of view cone and flight path height restrictions in and around Uptown

EMERGING DIRECTIONS

- » Explore opportunities for increased heights in and around Uptown, such as Higher Buildings that provide additional capacity for job space and/or affordable housing, and strengthen the overall view, while contributing a heightened level of public amenity, green building advancements (e.g. on-site rainwater management) and architectural excellence.
- » Consider potential new protected views, e.g. street-end views of the downtown and North Shore Mountains.

Uptown South

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

■ Residential Area

■ Village

● Policy area

Immediately south of VGH Campus, Uptown South is a primarily residential apartment area with green and leafy streets and mostly low-rise strata ownership housing. The area also has some non-market housing, including co-ops, as well as a small cluster of rental towers near Cambie Street and West 12th. The St. Mary's Ukrainian Catholic Centre, including the church, hall and residential buildings and significant open space, comprises about two city blocks. Cambie Street, between West 12th and 16th avenues, has a mix of low-scale commercial buildings, newer large mixed-use developments and rental apartments. There is a small mixed-use node on West 16th Avenue near Heather Street.

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

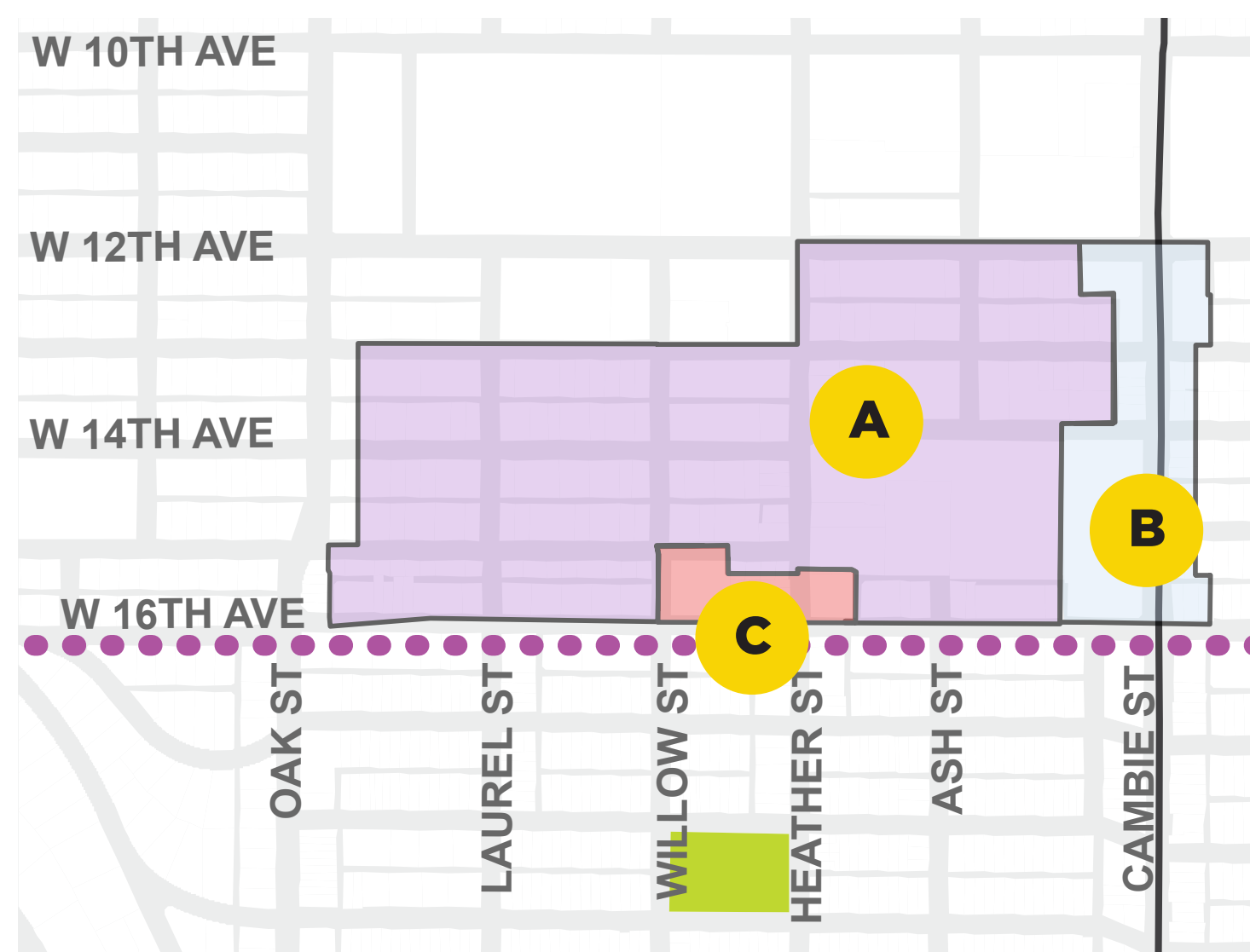
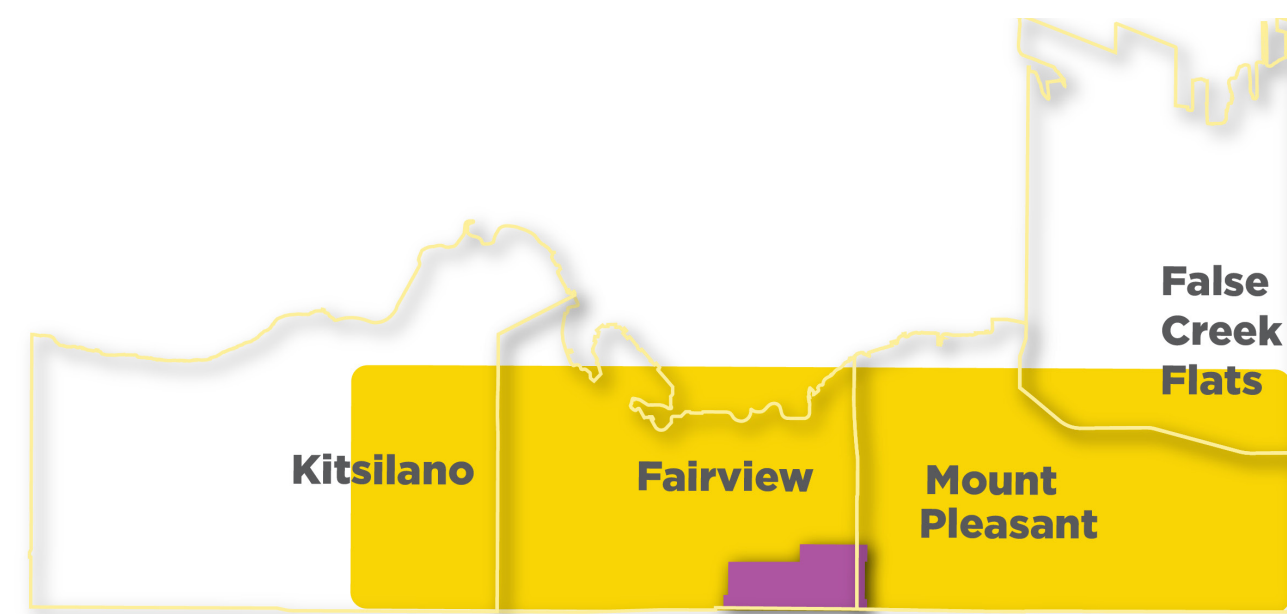
- » The area is strategically located near a significant concentration of jobs and major employers such as Vancouver General Hospital, and the future crossroads of two rapid transit lines.
- » Given the location, there is a desire for increased opportunities to live close to work and rapid transit, including more diverse and affordable housing options.
- » The housing stock is primarily aging low-rise strata ownership housing. There is a lack of market rental housing in the area, and additional affordable housing capacity is constrained by the view cone that crosses a portion of the area.
- » There is a need for more shops, services and amenities to serve local residents and employees in the area.
- » The green and leafy residential streets have a cherished character.

FUTURE DESIRED ROLE

Strengthen Uptown South as a more diverse, primarily residential area close to jobs and rapid transit by providing opportunities for new affordable housing, and additional small-scale commercial uses.

Uptown South

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

■ Residential Area

■ Village

● Policy area

EMERGING DIRECTIONS

» Retain the green and leafy character in the residential areas.

» In Area A:

» Support the retention and careful long-term incremental renewal of the older rental housing by considering a modest increase in height and/or density for secured market and below-market rental on sites with existing rental units. In all cases, affordability will be maintained and renters will be supported so they are not displaced from the area.

» Consider increased height and density for affordable housing (e.g. secured rental or social housing) on sites without existing rental units.

» Support increased height and density to renew and expand social and co-op housing, and enhance affordability where possible, on City- or non-profit owned sites.

» Explore opportunities for secured rental infill housing on larger sites and along laneways.

» Explore opportunities for new local-serving shops and services in select locations (e.g. key walking streets, greenways, etc.).

» In Area B:

» Strengthen Cambie Street as a walkable, mixed-use street with new housing opportunities and continuous active ground floor commercial frontages.

» Consider increased height and density for affordable housing (e.g. secured rental or social housing).

» Support retention of the existing rental apartments on the east side of Cambie Street between West 13th and 14th avenues.

» In Areas A and B, consider increased height and density on large sites where contributing public benefits such as affordable housing, public open space, and other amenities.

» Review view cones, if necessary, where increased heights are being considered.

» In Area C, maintain the permitted height and density for the small mixed-use node on West 16th Avenue near Heather Street.