

# WELCOME!

Since March 2019, we've heard from thousands of people who helped us identify key ideas, interests and opportunities that are important to the community for the Broadway Plan area and its distinctive neighbourhoods between Clark Drive and Vine Street.

In light of the ongoing COVID-19 pandemic and public health measures, the Broadway Plan Refined Directions virtual open houses are running between November 4 and November 30, 2021.

The intention of this phase of engagement is to share and receive input on the refined policy directions that will integrate new housing, job space, and amenities around the Broadway Subway over the next 30 years. Input received will help shape the draft Broadway Plan that will be shared with the community in early 2022.

This document provides background information and the refined policy directions for the Broadway neighbourhoods as well as key area-wide topics for the plan.



\* This sketch is for illustrative purposes and may differ from actual build out.



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# First Nations

The City of Vancouver recognizes that we are on the unceded, ancestral, and traditional homelands of the *xʷməθkʷəy̓əm* (Musqueam), *Skwxwú7mesh* (Squamish) and *səlilwətaɬ* (Tsleil-Waututh) Nations. The Broadway planning process aims to recognize the living culture and history of the *xʷməθkʷəy̓əm* (Musqueam), *Skwxwú7mesh* (Squamish) and *səlilwətaɬ* (Tsleil-Waututh) Nations.

*xʷməθkʷəy̓əm* (Musqueam), *Skwxwú7mesh* (Squamish) and *səlilwətaɬ* (Tsleil-Waututh) Nations have a spiritual, cultural, and economic connection to the land since time immemorial. Vancouver and 95 percent of British Columbia are located on the unceded territory of First Nations. The term unceded acknowledges the dispossession of the land and the inherent rights that the *xʷməθkʷəy̓əm* (Musqueam), *Skwxwú7mesh* (Squamish) and *səlilwətaɬ* (Tsleil-Waututh) Nations hold to the territory. The term serves as a reminder that they will always retain their jurisdiction and relationships within their territory.



Mural on the side of the Native Education College by Jerry Whitehead, Sharifah Marsden, and Corey Bulpit

## City of Vancouver

Vancouver City Council has endorsed the United Nations Declaration on the Rights of Indigenous Peoples, in 2013, and has designated the City as a City of Reconciliation. In 2014, the City committed to achieve the following goals:

- » Strengthen local First Nations and Urban Indigenous Relations,
- » Promote Indigenous peoples arts, culture, awareness and understanding, and
- » Incorporate First Nations and Urban Indigenous perspectives for effective City services.

There are a number of resources available to learn more about the historical and current relationship the Nations have with the land which is now known as the City of Vancouver.

The *xʷməθkʷəy̓əm* (Musqueam), *Skwxwú7mesh* (Squamish) and *səlilwətaɬ* (Tsleil-Waututh) Nations websites contain plentiful information about their histories, cultures, governance, and ways of affirming their continuity on these lands:

Musqueam Indian Band:  
[musqueam.bc.ca](http://musqueam.bc.ca)

Squamish Nation:  
[squamish.net](http://squamish.net)

Tsleil-Waututh Nation:  
[twnation.ca](http://twnation.ca)

Please visit our website to learn more about Vancouver's designation as a City of Reconciliation and our relationship with the *xʷməθkʷəy̓əm* (Musqueam), *Skwxwú7mesh* (Squamish) and *səlilwətaɬ* (Tsleil-Waututh) Nations:

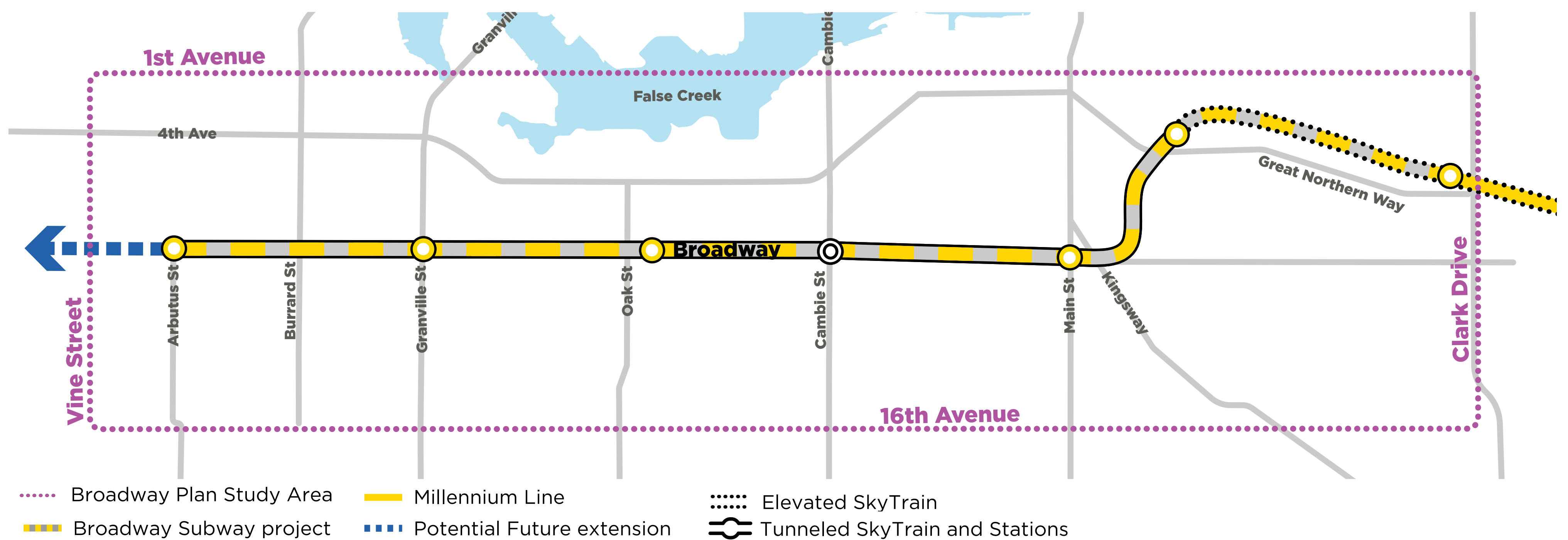
[City of Reconciliation webpage](#)

[First Peoples: A Guide for Newcomers](#)



# Broadway Plan

## Intro



## WHAT IS AN AREA PLAN?

Area plans are policy documents that provide guidance and direction on a variety of topics, including: land use, urban design, housing, transportation, parks and public spaces, cultural infrastructure, social planning, heritage features and community facilities.

## WHY IS AN AREA PLAN IMPORTANT?

The City seeks to leverage the opportunity of the Broadway Subway by coordinating comprehensive planning for the Broadway area with the delivery of the rapid transit project. The Broadway Plan will provide for a coordinated review of land use, amenities, housing, services, transportation and infrastructure throughout the study area.

## FIRST NATIONS

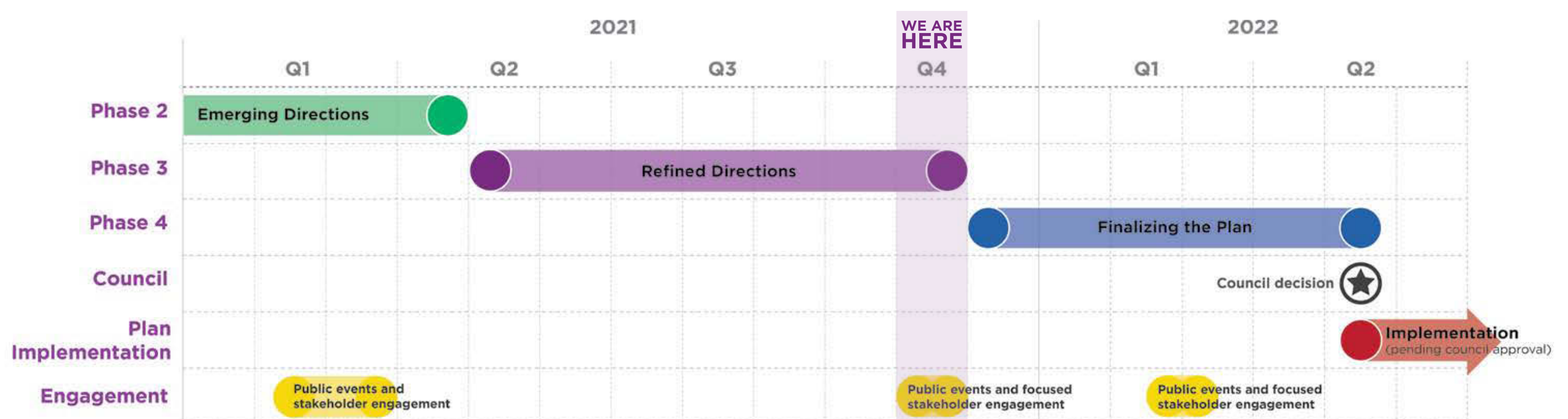
The Broadway Plan area is a significant area of land, and is central within the unceded traditional homelands of the Musqueam, Squamish and Tsleil-Waututh Nations.

## WHO CREATES AN AREA PLAN?

Throughout the planning program, staff look to engage the broadest range of people in the Broadway study area, including those of different cultural backgrounds, ages, incomes, renters and owners, and businesses.

## HOW LONG WILL IT TAKE TO DEVELOP THE PLAN?

The draft Broadway Plan is expected to be completed for Council's consideration in spring 2022.



## HOW CAN I GET INVOLVED?

Join us for our virtual open house to learn about the emerging directions for the Broadway Plan and share your thoughts on them.

Visit our website for a full list of ways you can engage and provide your feedback.



[shapeyourcity.ca/broadway-plan](https://shapeyourcity.ca/broadway-plan)



[broadwayplan@vancouver.ca](mailto:broadwayplan@vancouver.ca)



COUNCIL DIRECTION

On June 20, 2018, City Council approved the following:



TERMS OF REFERENCE FOR A TWO-YEAR PLANNING PROGRAM

To develop a comprehensive area plan for Broadway, generally between Clark Drive and Vine Street. The plan will focus on opportunities to integrate development around the Millennium Line Broadway Extension (Broadway Subway) to support the City’s goals of creating affordable housing, job space, social and cultural amenities, environmental sustainability and livability.



INTERIM REZONING POLICY WHILE THE PLANNING PROGRAM IS UNDERWAY

The Interim Rezoning Policy establishes the conditions under which new rezonings and heritage revitalization agreements will be considered. Generally rezonings will not be considered in the Broadway Plan study area unless a rezoning application has been submitted or an enquiry has received a written response stating that a rezoning application would be considered (within three years prior to June 20, 2018).



DEVELOPMENT CONTRIBUTION EXPECTATIONS POLICY TO CURB LAND SPECULATION

Development Contribution Expectations (DCE) policies are intended to limit land value speculation in areas undergoing community planning. The policies provide buyers and sellers of land in community planning areas with clarity regarding the City’s priorities for community planning areas and expectations for contributions towards amenities and affordable housing as a result of community planning.

For more information visit the [Broadway Plan webpage](#)

KEY GOALS FOR BROADWAY PLANNING INCLUDE THE FOLLOWING:

- » Expand **housing** opportunities (social housing, market and below market rental) close to transit and jobs to accommodate the growing demand for rental housing in the city’s core while **retaining and reinvesting** in existing older rental housing, where possible, and **minimizing displacement** of existing residents.
- » Increase the amount of **job space** within Central Broadway to meet long term city, regional and provincial economic development objectives.
- » Enhance **commercial shopping streets and local business** opportunities.
- » Improve the transportation network, public realm and gathering opportunities to **increase mobility and connectivity**, and establish Broadway as a unique and inspiring place to **live, work, learn and visit**.
- » Retain and enhance **key heritage** and **cultural resources**, and identify opportunities for **public art**.
- » Secure additional **public benefits and amenities** to support new growth and improve liveability.
- » Achieve ambitious **sustainable mode share** targets, and become a leading example of **zero emissions buildings and vehicles** to reduce carbon emissions and improve air quality.
- » Utilize an **integrated water management** approach to optimize utilities infrastructure investment including green infrastructure to provide best value to the community, enhance the natural environment, and provide long term resilience to the effects of climate change and major events such as earthquakes.



# Phase 2 Engagement Highlights

## Intro

Following public health and safety measures due to COVID-19, our Emerging Directions engagement in February and March 2021 was the first time we used entirely online/virtual engagement and outreach methods. Despite some barriers, we had strong community interest and participation including the following highlights:



**Emerging  
Directions  
Survey**  
**2608**  
Responses



**Emerging  
Directions  
Workshops (4)**  
**135**  
Participants



**Hard Copy  
Booklet  
Outreach**  
**660**  
Booklets distributed



**Mount Pleasant  
Neighbourhood  
House Workshops (5)**  
**61**  
Participants



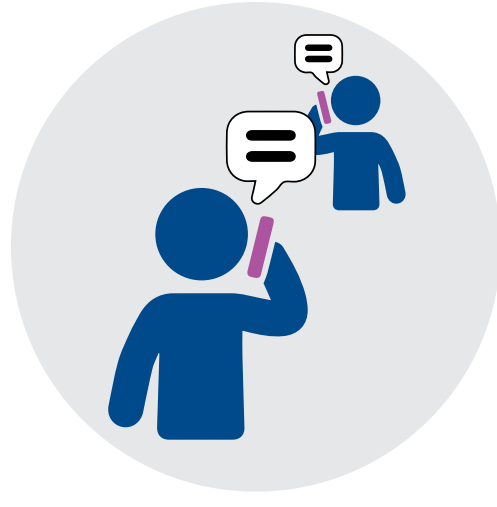
**Renter  
Roundtable (3)**  
**35**  
People



**Youth  
Engagement  
(City Studio)**  
**60**  
Youth



**Stakeholder  
Information  
Meeting**  
**22**  
Participants



**Office Hours**  
**10**  
Meetings

**3,500+** people were engaged during Phase 2 (Part 2)      **17** Phase 2 (Part 2) Engagement Events

For phase 3 Refined Directions engagement, we aim to build on these online successes and also add some in-person events depending on public health measures.

### Did you know?

We recently completed the “Social and Cultural Integrated Impact Assessment Study” (SCIIA) to better understand the potential impacts that land use change may have on the people, places, and sites in the Broadway Plan area. This study was grounded in local knowledge, particularly the knowledge and experiences of historically and systematically marginalized communities. It looked at:

- » Identifying physical and non-physical social and cultural assets
- » Better understanding the importance of these assets to quality of life
- » Examining related land use issues including gaps in our existing network, challenges to preservation of social serving spaces
- » Providing recommendations to inform land use policy, minimizing negative impacts and maximizing positive opportunities for change

Findings from the SCIIA are being used to inform the Broadway Plan.

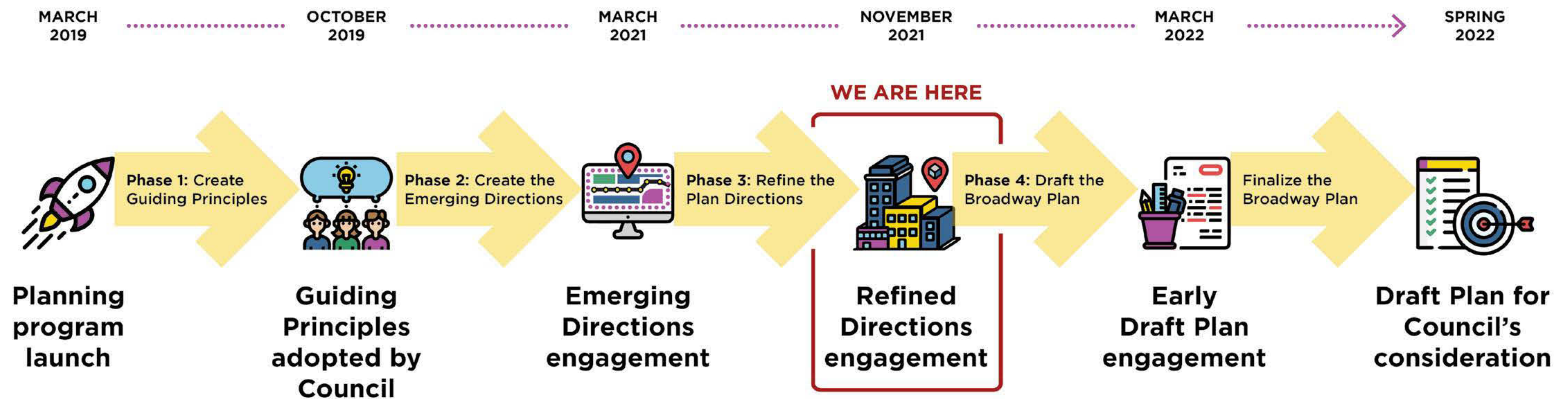


# What are the *Refined Directions*?

## Intro

In February and March 2021, the Broadway Plan Emerging Directions introduced a framework for growth and change (character areas and neighbourhood sub-areas) and area-wide policy directions for the Broadway Plan area, which were shaped by the Council-approved Guiding Principles. Through extensive community engagement we received a range of feedback to help us further develop and refine these directions.

Based on what we heard and additional technical work, the Refined Directions take a deeper dive with more detailed policy directions for land use and select topics for the plan. “3D” built form and public realm elements are introduced to show what the character areas and new development could look like in the future. Input received through this phase of engagement will help shape the draft plan that will be shared with the community in early 2022



### Broadway Plan and Vancouver Plan

The Broadway Plan is being advanced in parallel with the city-wide Vancouver Plan to ensure we have a plan in place before the Broadway Subway opens to guide streetscape and public realm design, station integration, and future development along Broadway. The Broadway Plan refined directions are aligned with the emerging Vancouver Plan directions identifying the Broadway area as a rapid transit corridor. The Broadway Plan will provide more detail on the nature and scale of change that will take place within this area, and on how the services, amenities and infrastructure needed to support growth will be provided.

For more information about the Vancouver Plan and engagement underway, click [here](#).

### REFINED DIRECTIONS: What's new in this round of engagement?



- ✓ **3D land use and built form**
- ✓ **Deeper dive into select area-wide policy areas**
- ✓ **Draft public realm framework**
- ✓ **Growth estimates**



# The Broadway Opportunity

## Broadway today

Mount Pleasant, Fairview and Kitsilano are cherished neighbourhoods with a range of housing and employment areas, and diverse shops, services and amenities that attract locals and visitors alike. Through community engagement we've heard there is a strong desire from long-time residents and newcomers to live and work in the Broadway neighbourhoods. With the Broadway Subway now under construction and strong regional growth, the Broadway Plan area will continue to be a desirable and inclusive place to live and work for decades to come.

With continued low rental vacancy rates, and a continuing housing affordability crisis, there is a significant need for rental housing including below-market and non-market options in the area. The large stock of existing older rental housing needs to be retained and renewed, while minimizing displacement impacts and ensuring renters can remain in their neighbourhood at affordable rents.

Central Broadway also plays a key role in the city's and region's growing economy as the second largest employment centre in the province. Businesses express strong demand for office space in the area, and with the lowest vacancy rate in the country in recent years there is a need for additional major office space as well as hotels to support the local economy. There is also a need to protect and ensure long term industrial capacity for critical city-serving light industrial businesses in the area.



## Future Broadway: The opportunity

The Broadway Plan is a significant opportunity to integrate additional housing and job space, new shops and services, and amenities close to high quality rapid transit to create complete and affordable transit-oriented neighbourhoods. The Broadway Subway, improved connections and an enhanced public realm will make it more convenient and enjoyable to get around by walking, rolling, cycling, or taking transit, whether accessing daily destinations or the larger city and region.

As Vancouver's second downtown, the Broadway Plan area can contribute considerably towards the City meeting its walkable neighbourhoods and sustainable transportation targets in the Climate Emergency Action Plan. The plan can also help achieve the objectives of the Employment Lands and Economy Review, Housing Vancouver Strategy, Transportation 2040, Healthy City Strategy, Culture|Shift, VanPlay, the emerging Vancouver Plan, and other city-wide plans and strategies.

## Supportive policies agreement

In June 2018, TransLink and the City of Vancouver signed a Supportive Policies Agreement (SPA) for the Broadway Subway Project. The SPA requires the City to complete a Broadway Plan, including sections on land use, housing and transportation, by 2022 (amended from 2021 due to the impacts of COVID-19 on the planning program). Key objectives of the SPA include helping to shape the future of the Broadway Plan area as a focal point for higher density housing, including affordable housing, mixed-use development, and expanded transportation options.



# Broadway Plan - Vision

## Intro

*In 2050 the Broadway Plan neighbourhoods are highly walkable, vibrant, inclusive and distinctive places to live, work, play and learn, connected to the region by the Broadway Subway.*



\* This sketch is for illustrative purposes and may differ from actual build out.

The Broadway Plan area has affordable housing choices including market, below-market, and non-market rental homes for a diversity of household types, incomes and backgrounds. A variety of new job space close to rapid transit strengthens Central Broadway as Vancouver's second downtown, supporting the city's and region's growing economy. Community amenities, arts and cultural activities, and new shops and services support inclusive, equitable and liveable complete neighbourhoods. These places in Mount Pleasant, Fairview, and Kitsilano retain their unique qualities while integrating additional homes and jobs. Enhanced streets and connections, including Broadway as a Great Street, make it easy to get around by walking, rolling or cycling in a lively and diverse public realm. New and improved parks and public spaces support recreation and gathering, cultural expression, and access to nature.

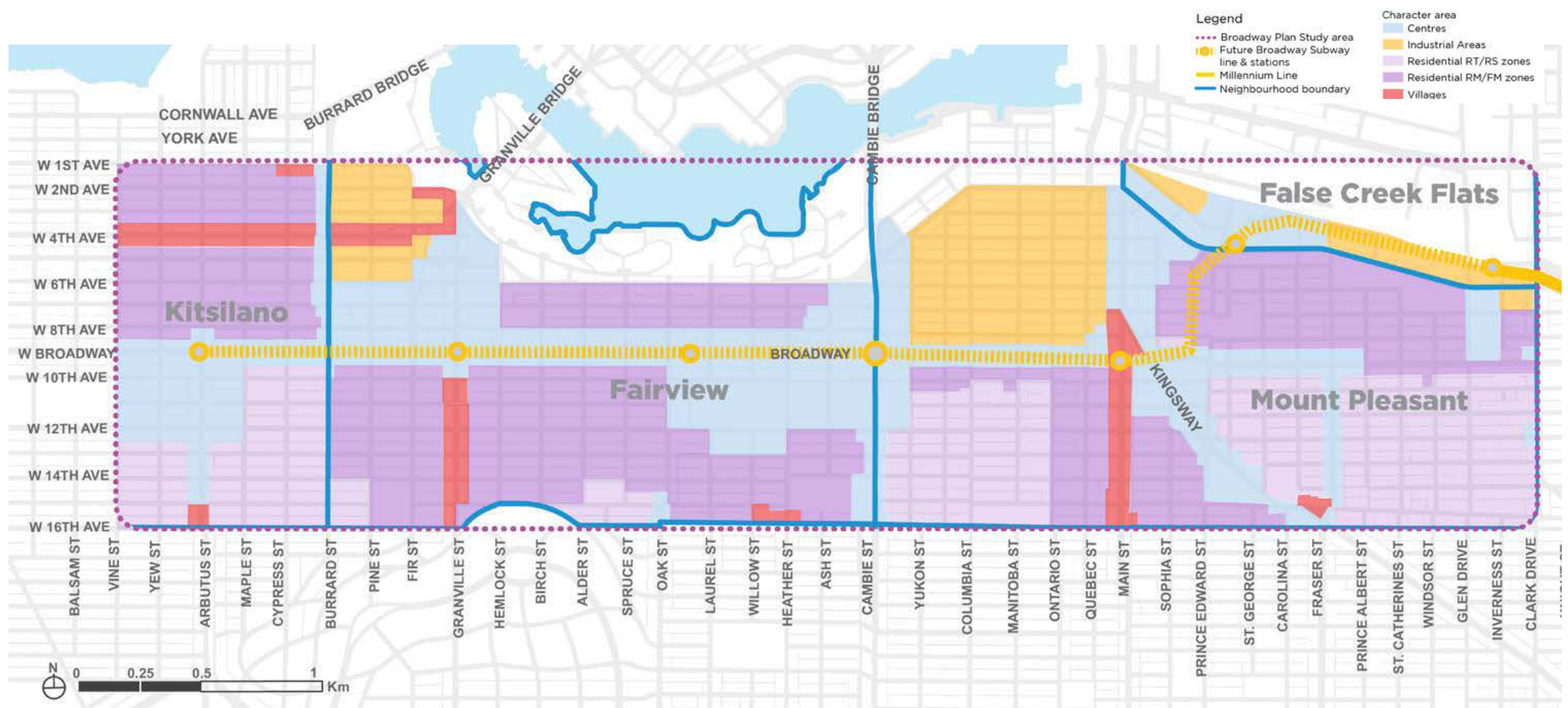


# Character Areas

## Intro

### Introduction

Four character areas - Centres, Villages, Residential Areas, and Industrial/Employment Areas - provide a general framework for how the Broadway Plan area neighbourhoods can grow and change to meet community needs over the next 30 years. These places will contribute to the community in different ways and have their own unique qualities in each neighbourhood.



Based on what we heard through engagement and further technical work we have made some refinements to the overall directions for the character areas.

The refined directions consider strategic land use changes and intensification to enable new affordable housing, job space, and amenities, and to foster more walkable and complete neighbourhoods. “3D” built form elements are introduced to show what these places could look like in the future.

See board 34 for detailed land use directions by neighbourhood sub-area.

### What we heard

#### Villages

- » Limit or maintain lower building heights.
- » Extend Village areas in select locations to retain the lower-scale shopping village character.
- » Need for plazas/gathering spaces, patios, etc. to support public life.

#### Residential Areas

- » Increase density to enable more rental/affordable housing options close to rapid transit.
- » Significant concerns about potential displacement of renter households.
- » Add small-scale neighbourhood serving commercial, e.g. grocery stores, restaurants and pubs, cafés, bakeries, and pharmacies.

#### Centres

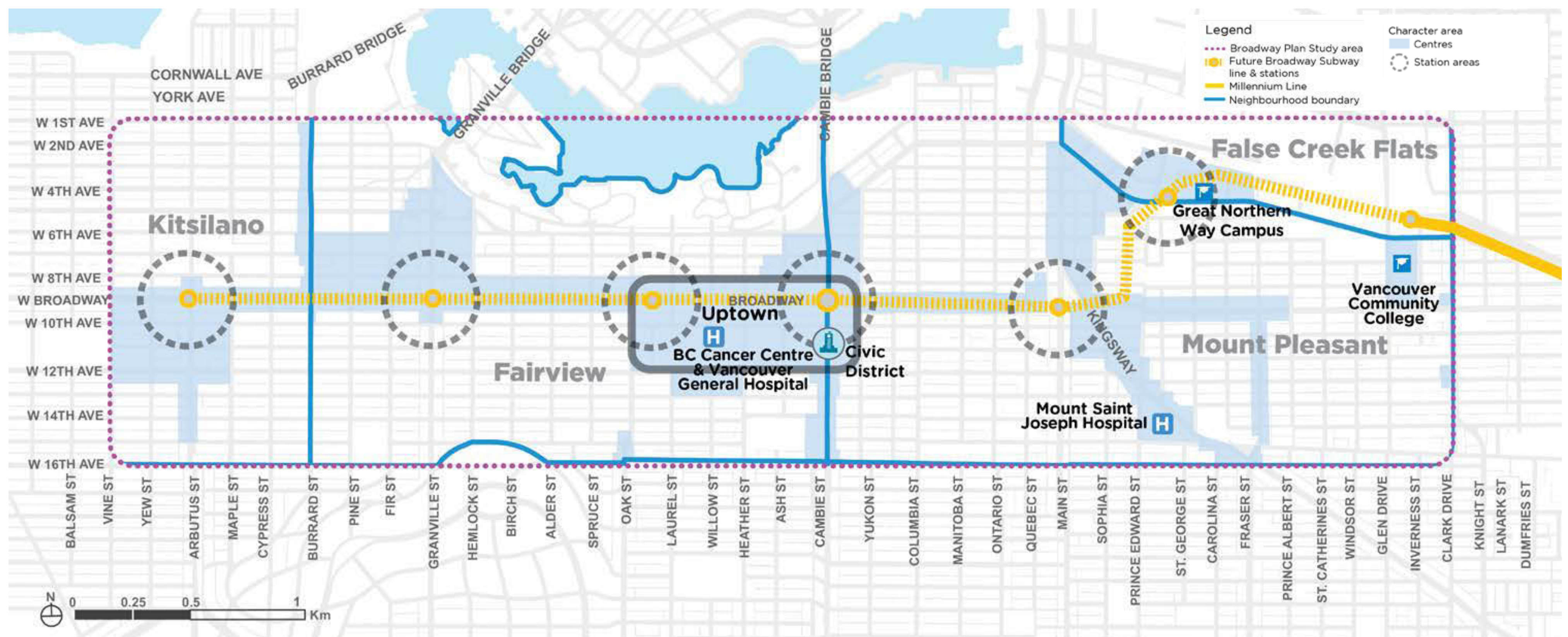
- » Mixed opinions about height and density increases for housing and job space; increased heights should be near Subway stations.
- » Need for significant capacity for commercial development in Vancouver’s second downtown.
- » Ensure strong connections to/from Subway stations and enhanced public realm along Broadway.

#### Industrial

- » Maintain industrial uses in these areas that each have a unique role/character.
- » Should have a broader range of uses to support the innovation economy.
- » Need for arts and cultural spaces, as well as nightlife opportunities.



The Centres are generally the newer mixed-use and commercial areas where the majority of housing and job space has been built in the past 40 years. They also include the larger institutional campuses. Highly accessible and with a varied character, these higher density places will integrate with the Broadway Subway and provide additional opportunities for affordable housing, job space, shops and services, and amenities to meet the needs of the community.



## REFINED DIRECTIONS

- » Strengthen Central Broadway as Vancouver's second downtown by providing new opportunities for commercial development (e.g. office or hotel) through increased heights and densities and by maintaining Uptown as job space only, integrated with shops, restaurants and other services.
- » Strategically locate new affordable housing opportunities, particularly secured rental and social housing, through increased heights and densities.
- » Building heights generally 20 to 40 storeys (highest buildings near Broadway Subway stations), with heights stepping down away from Broadway and station areas.
- » Integrate the Broadway Subway stations into the surrounding neighbourhood with active commercial uses, wider sidewalks and public realm improvements, and intensify opportunities for new housing and job space in the station areas.
- » Support opportunities for new cultural, entertainment and night life venues, particularly in Uptown and near South Granville and Mount Pleasant station areas.
- » Explore opportunities for new development with a strata residential component to contribute amenities (e.g. childcare, cultural facility, or park/open space) to help meet community needs.
- » Introduce new shops and services (e.g. grocery store, pharmacy, restaurant, cafe) to the Creative District and along Arbutus and Fraser streets to support complete neighbourhoods.
- » Support the long term expansion and site planning of institutional campuses, such as Vancouver General Hospital, BC Cancer Centre, Mount Saint Joseph Hospital, Civic District, Vancouver Community College, and the Great Northern Way Campus.



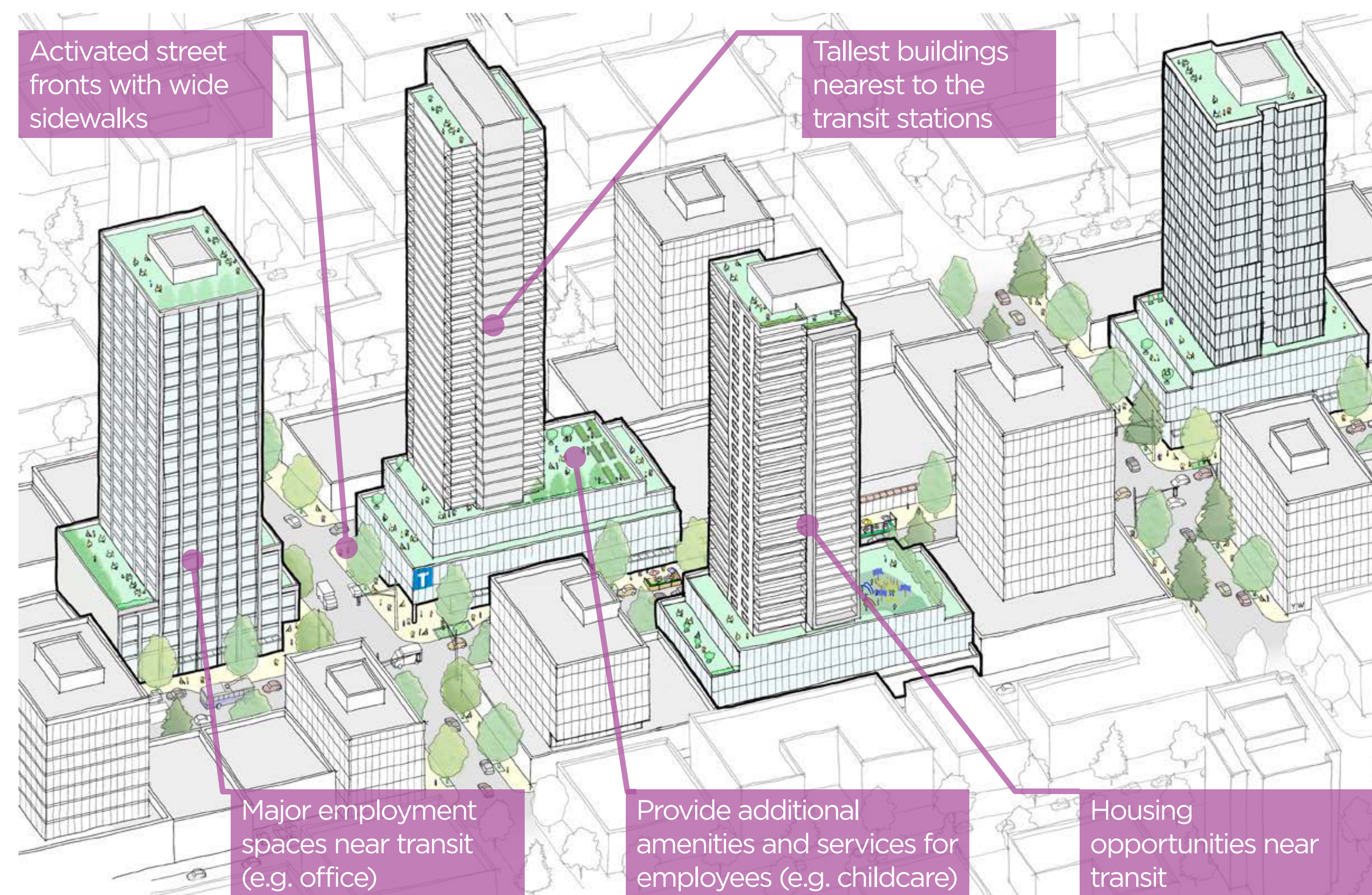


# Centres - Station Areas

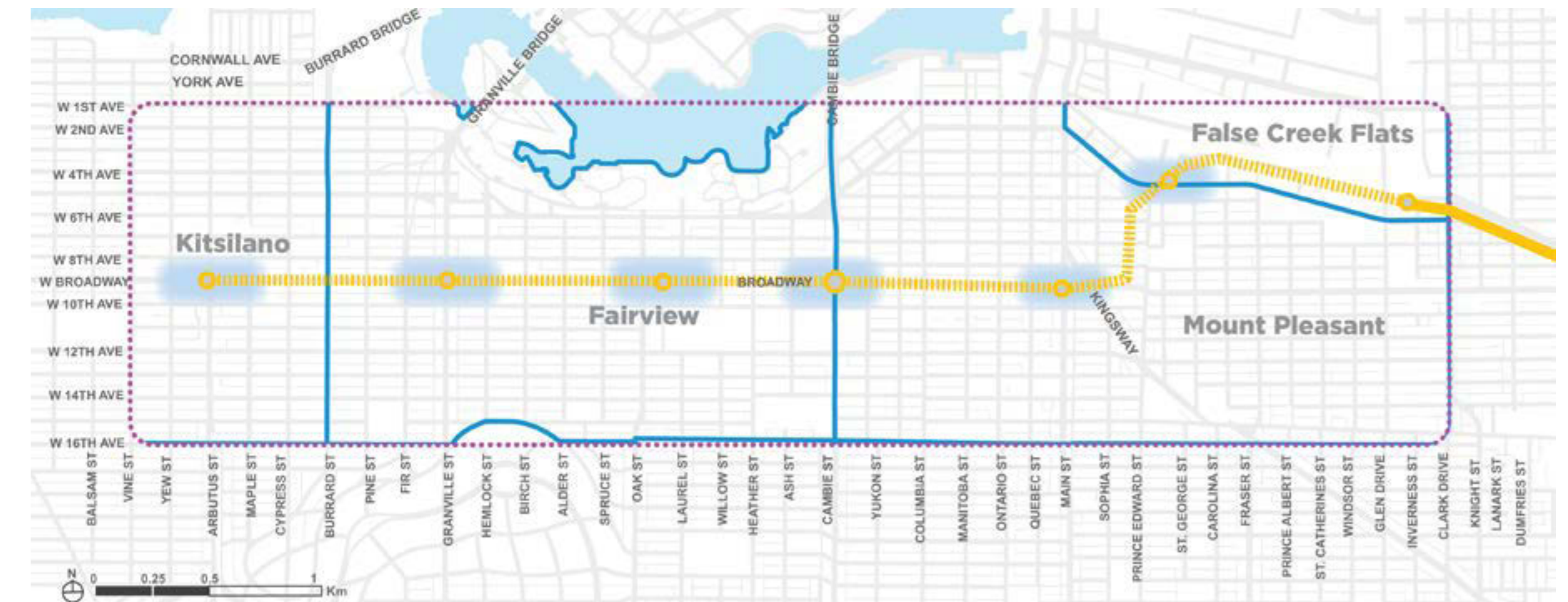
*Future*

The station areas will typically have a mix of high density housing (outside of Uptown) and job space, as well as shops, services and amenities, with building heights generally of 30 to 40 storeys. Streetscape improvements, active ground floor commercial uses and gathering places will foster a lively public realm and integrate with the new Subway stations, creating hubs of round-the-clock vitality.

## Potential future of the station areas in 30 years



Legend  
 - - - Broadway Plan Study area  
 - - - Future Broadway Subway line & stations  
 - - - Millennium Line  
 - - - Neighbourhood boundary  
 - - - Character area  
 - - - Centres - Station Areas



## What new buildings could look like



\* These sketches are for illustrative purposes and are not directly representative of any specific location. Artist renderings may differ from actual build out.

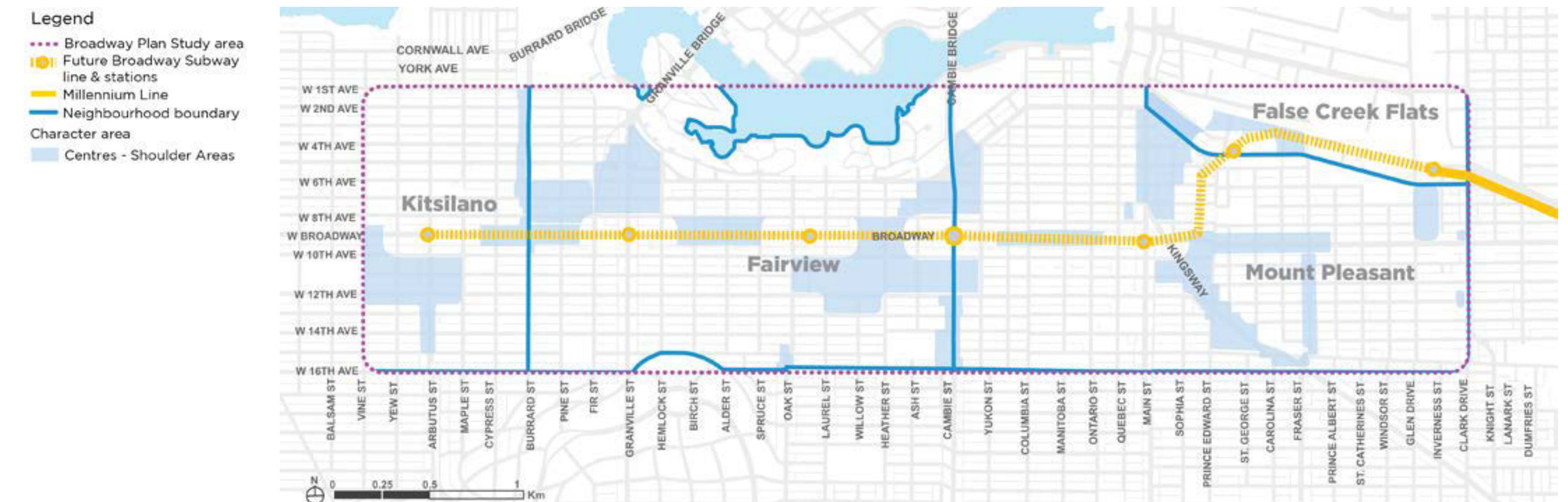
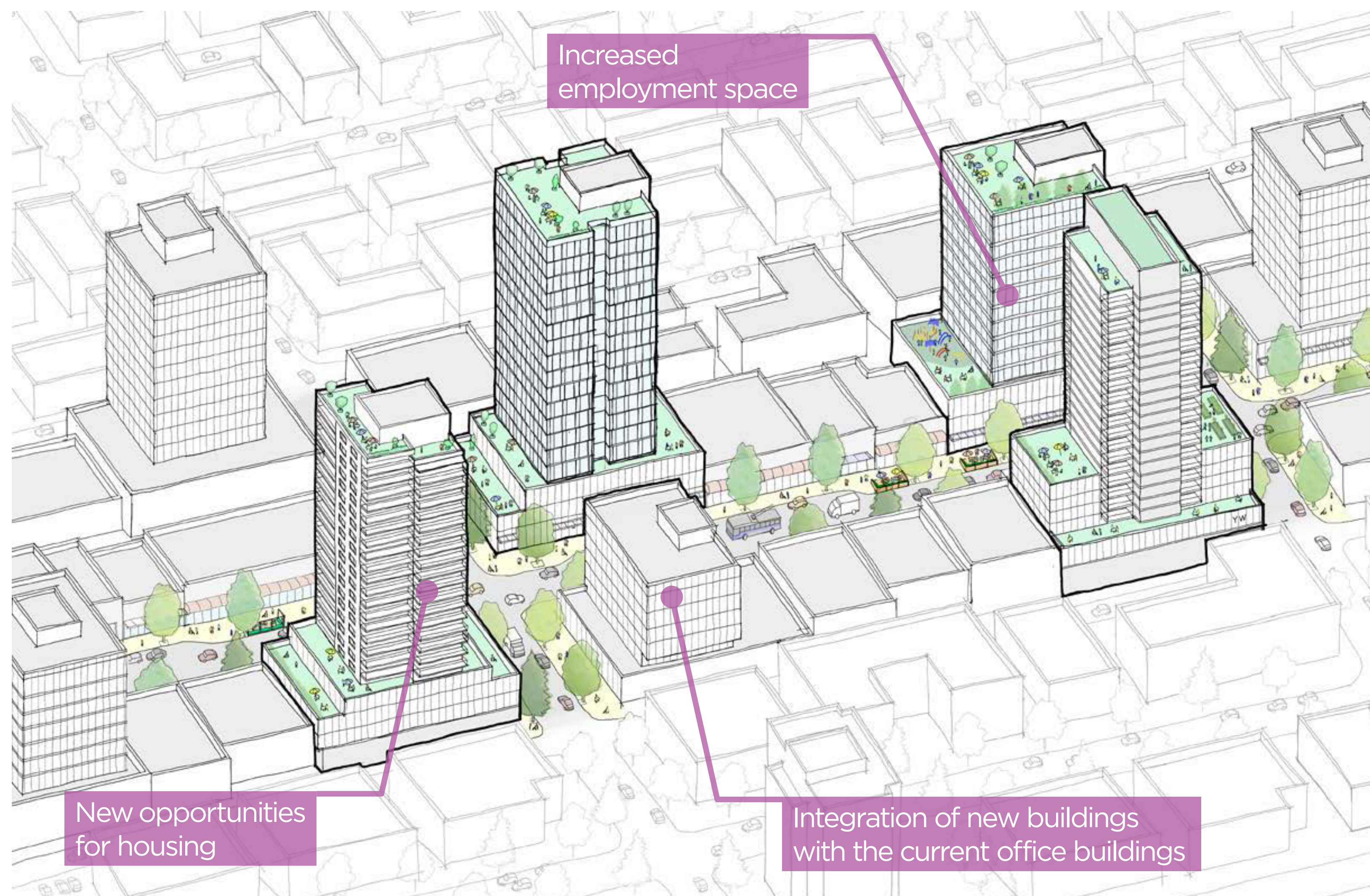


# Centres - Shoulder Areas

*Future*

Between the station areas and away from Broadway, the shoulder areas will have a mix of housing, job space, shops, services and amenities, with some places having a primarily residential character. Building heights will generally be 20 to 30 storeys. Streetscape improvements, active ground floor commercial uses and gathering places will foster a lively public realm.

## Potential future of the Broadway shoulder areas in 30 years



## What new buildings could look like



\* These sketches are for illustrative purposes and are not directly representative of any specific location. Artist renderings may differ from actual build out.



## Subway station block along Broadway



## Non-station block along Broadway



\* These sketches are for illustrative purposes and are not directly representative of any specific location. Artist renderings may differ from actual build out.



# Centres - Views and Heights

*Additional  
considerations*

The City of Vancouver maintains a number of protected public views to the mountains, ocean, downtown skyline, and other landmarks. These views are important to our civic image and are there for the enjoyment of all residents and visitors. The City's view protections limit the heights of new buildings in certain locations. Several of these protected views are within or cross the Broadway Plan area and are being reviewed as part of the planning process.



## Why these refined directions?

- » Each of the protected views is unique and requires different considerations.
- » In some places the existing view protections significantly limit building heights and development capacity for new housing and job space, including in areas well-served by rapid transit (e.g. Canada Line and future Broadway Subway) and close to shops, services and amenities.
- » Each protected view has different impacts on new buildings.

## What we heard

- » Interest in retaining scenic views to the mountains, ocean, and downtown peninsula
- » Desire to enable significant new housing opportunities and job space in close proximity to the Broadway Subway, e.g. near Broadway and Cambie.
- » Preference for increased building heights in and around the Uptown area.

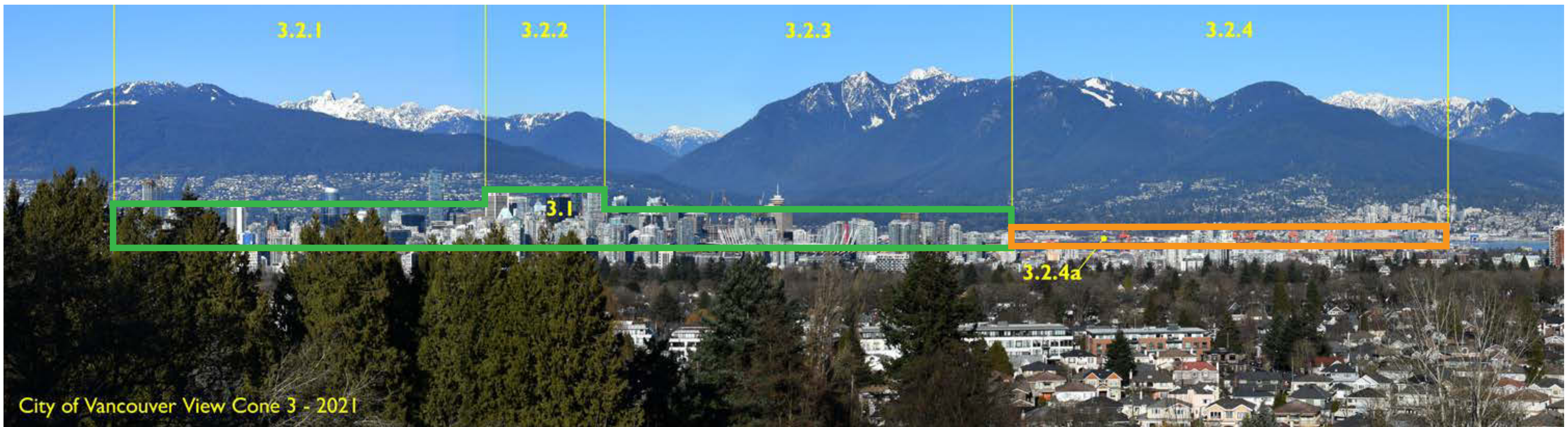


# Centres - Views and Heights

Additional considerations

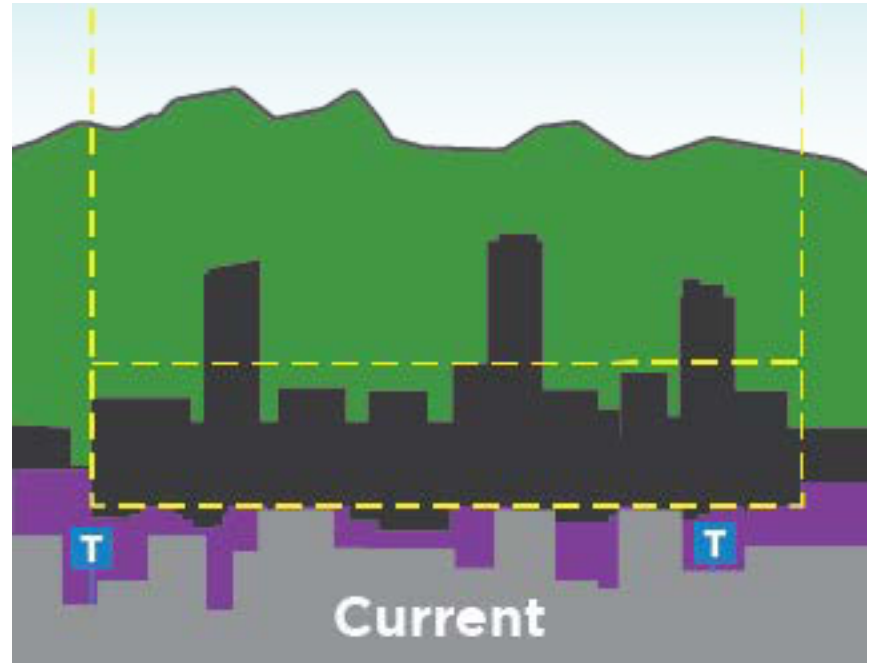
## Queen Elizabeth Park views (View 3)

Queen Elizabeth Park views are of the downtown skyline and North Shore Mountains. We are not considering changes to the views from Queen Elizabeth Park to the mountains (view sections 3.2.1, 3.2.2, 3.2.3, or 3.2.4).



**View 3.1** highlighted in green is a view to the buildings downtown, acknowledging the downtown skyline as a recognizable symbol of Vancouver. Currently, new buildings are allowed into this view, but only if they are in the downtown peninsula. This means that buildings in Broadway are not currently allowed to enter view 3.1.

For the Broadway Plan area, view 3.1 significantly limits the heights of new buildings, particularly along Broadway in and around Uptown. For example, with view 3.1 as it is today, a building near Broadway–City Hall Station would be limited to about 14-18 storeys. Without the view 3.1 restrictions, height could be increased by 11-15 storeys while still maintaining the mountain views (3.2.1, 3.2.2, 3.2.3, and 3.2.4). The impact of view 3.1 varies depending on location, and may be more or less impactful in other areas of Broadway.



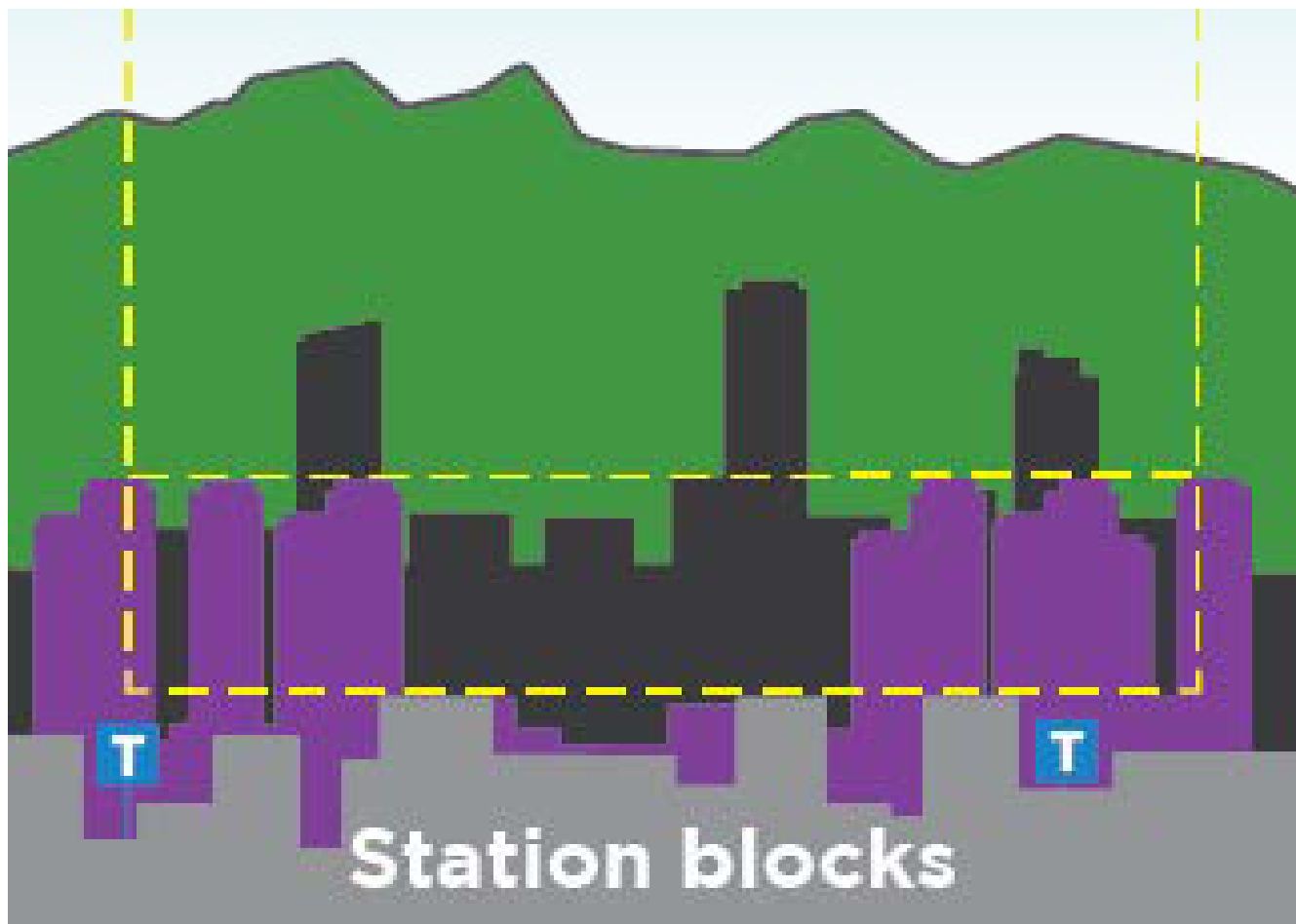
**View 3.2.4a** highlighted in orange is a view to the waters of Burrard Inlet and the port. View 3.2.4a limits building heights in the Broadway East Shoulder and Mount Pleasant Station areas. Currently buildings north of the study area (e.g. Citygate near Main and Terminal) are already visible in this view.

## Options being considered

To help enable more opportunities for affordable housing and job space in locations close to rapid transit, changes to the Higher Buildings Policy are being considered for select areas generally along Broadway between Oak and Main Street. These changes would impact sections 3.1 and 3.2.4a of the view, not any protected views of the mountains.

Options being considered for these areas with more significant proposed height increases include:

### Enabling higher buildings in close proximity to rapid transit stations



### Enabling a limited number of higher buildings to be distributed selectively throughout the area



### Enabling higher buildings anywhere throughout the area



\*For each of these options, considerations for higher buildings entering views 3.1 and 3.2.4a would be limited to buildings that deliver affordable housing (e.g. secured rental housing, below-market rental housing, or social housing) or job space (e.g. office or hotel).



# Centres - Views and Heights

*Additional considerations*

## Street-end views

There are several protected street-end views in the Broadway Plan area. These include views from Main Street, Cambie Street, and Granville Street looking north. There are also protected views along Burrard Street in the C-3A Urban Design Guidelines.

We've heard that these street-end views are cherished by many and should be retained, however, there may be opportunities for minor amendments that do not compromise the integrity of the views and would create more opportunities for housing and job space in the Broadway Plan area close to rapid transit. For example, within section 9.2.2 of the Cambie Street (view 9), mature trees and foliage obstruct part of the protected view. Minor amendments to this view could leave the existing view intact, but also allow for more job space to be built close to the nexus of the Canada Line and Broadway Subway.



Cambie Street views from 12th Avenue

## REFINED DIRECTIONS

- » Consider amendments to the Higher Buildings Policy to allow higher buildings in select areas in Central Broadway (i.e. Uptown/Cambie North, Uptown South, Broadway East Shoulder, and Mount Pleasant Centre sub-areas) to enter the Queen Elizabeth views 3.1 and 3.2.4a, allowing for additional job space and housing choice close to rapid transit, and strengthening the skyline of Vancouver's second downtown.
- » Consider minor amendments to modernize the various street-end views, particularly where there are currently obstructions.
- » Undertake further study of the C-3A views to City Hall to identify and curate the views most valued by the community, which continue to offer wayfinding benefits, and formalize these views within the updated C-3A Guidelines.

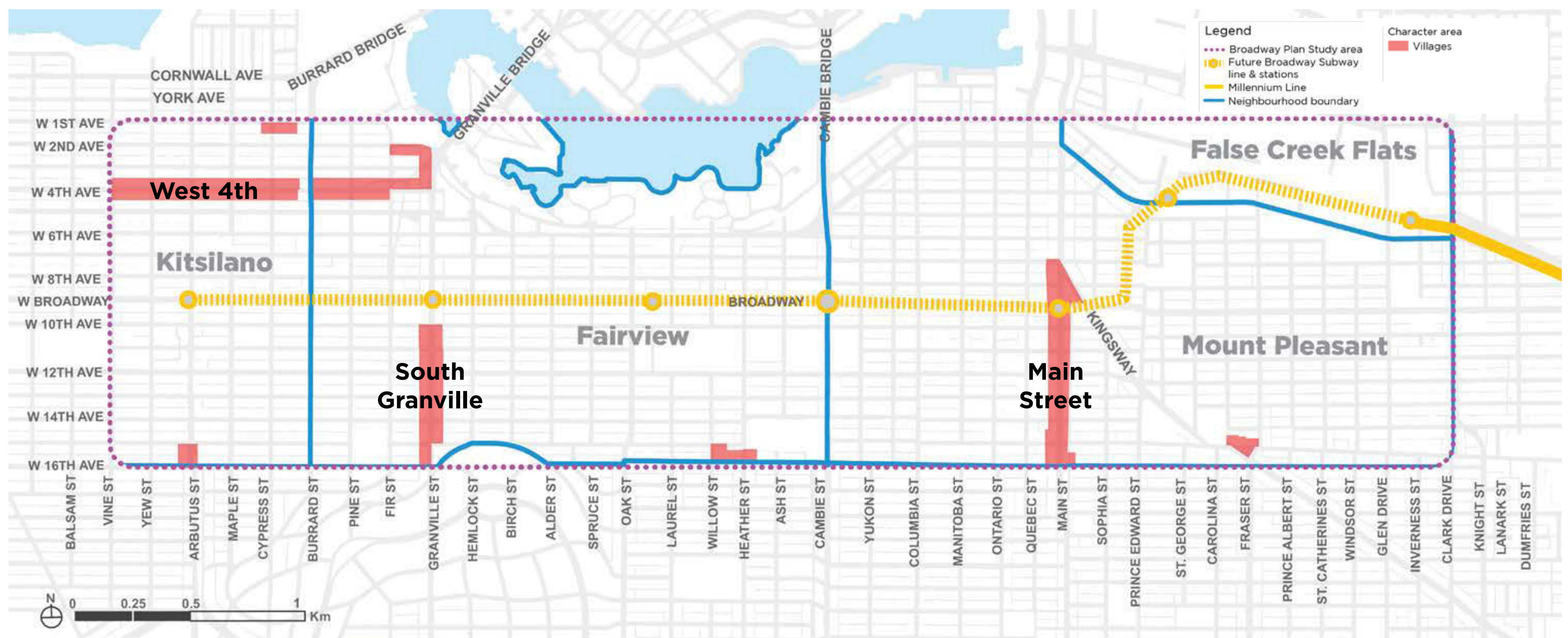




# Villages

# Future

As cherished neighbourhood shopping areas the distinctive, primarily low-rise Villages have a variety of local businesses (e.g. shops, restaurants, and small offices), interesting storefronts, and lively sidewalks. Reflecting the local scale and character, these walkable places will provide opportunities to shop, work and play during the day and at night, and will foster a vibrant public life.



## REFINED DIRECTIONS

- » Recognize and strengthen the West 4th, South Granville and Main Street villages as distinctive local business areas, neighbourhood high streets, and as places to gather and socialize.
- » Extend Village areas along West 4th Avenue and South Granville to help retain the local scale and character and to support the viability of existing businesses in these places.
- » Retain heritage buildings and maintain lower building heights (generally 4 to 6 storeys) for new development to reflect the shopping village character, minimize redevelopment pressures on existing businesses, and maximize sunlight on the sidewalks.
- » Require continuous active commercial frontages with storefronts that enhance pedestrian interest.
- » Support opportunities for new cultural, entertainment and nightlife venues.
- » In select Village areas, consider a modest increase in height and density (up to 6 storeys) to help shift future mixed-use residential development towards secured rental housing, while minimizing redevelopment pressures on existing businesses.
- » Explore opportunities to create wider sidewalks, places for gathering (e.g. street-to-plazas), and additional space for patios and store displays.
- » Retain smaller neighbourhood commercial nodes with local-serving shops and services.



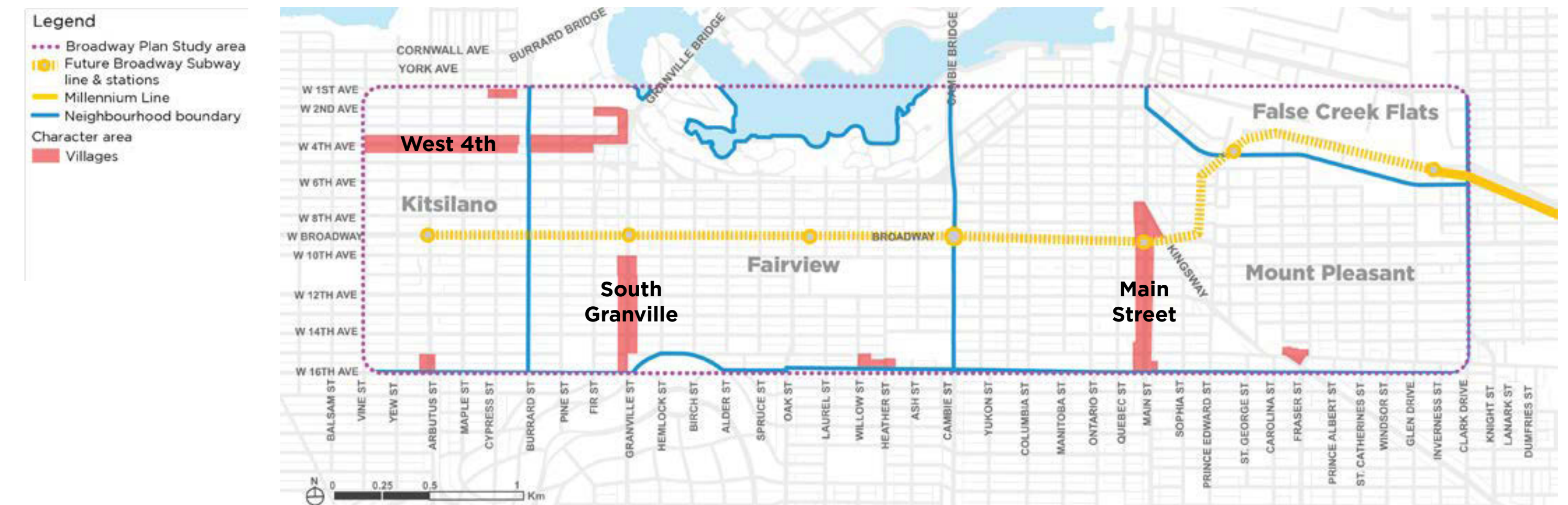
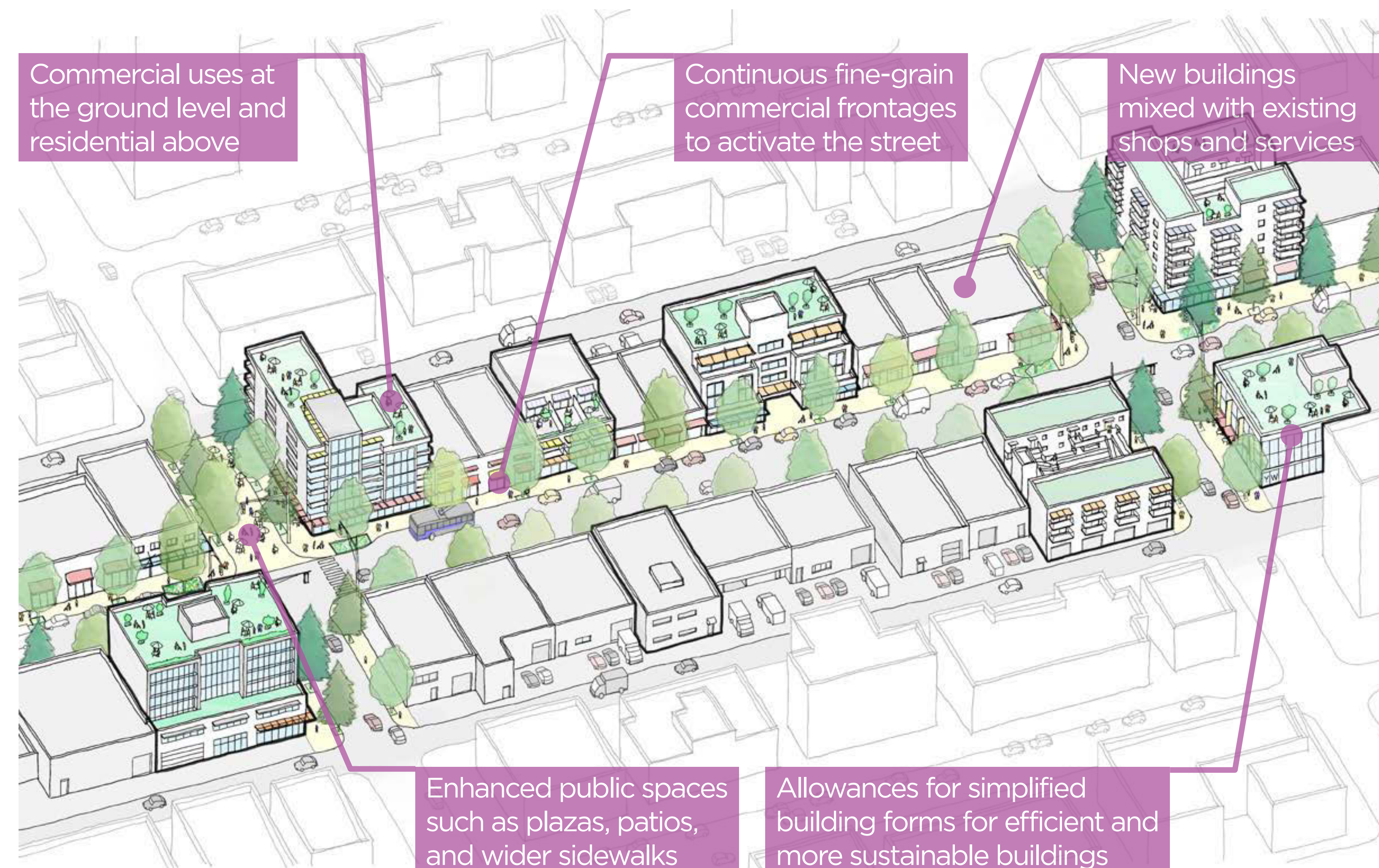


# Villages

Future

The Villages will have incremental change with building heights of generally 4 to 6 storeys to minimize redevelopment pressures on existing businesses. Active ground floor commercial uses and public realm improvements such as wider sidewalks and places for seating and gathering will enhance pedestrian interest and create a lively streetscape.

## Potential future of the Villages in 30 years



## What new buildings could look like



\* These sketches are for illustrative purposes and are not directly representative of any specific location. Artist renderings may differ from actual build out.



## Village high street with the Centres and Residential Areas in the background

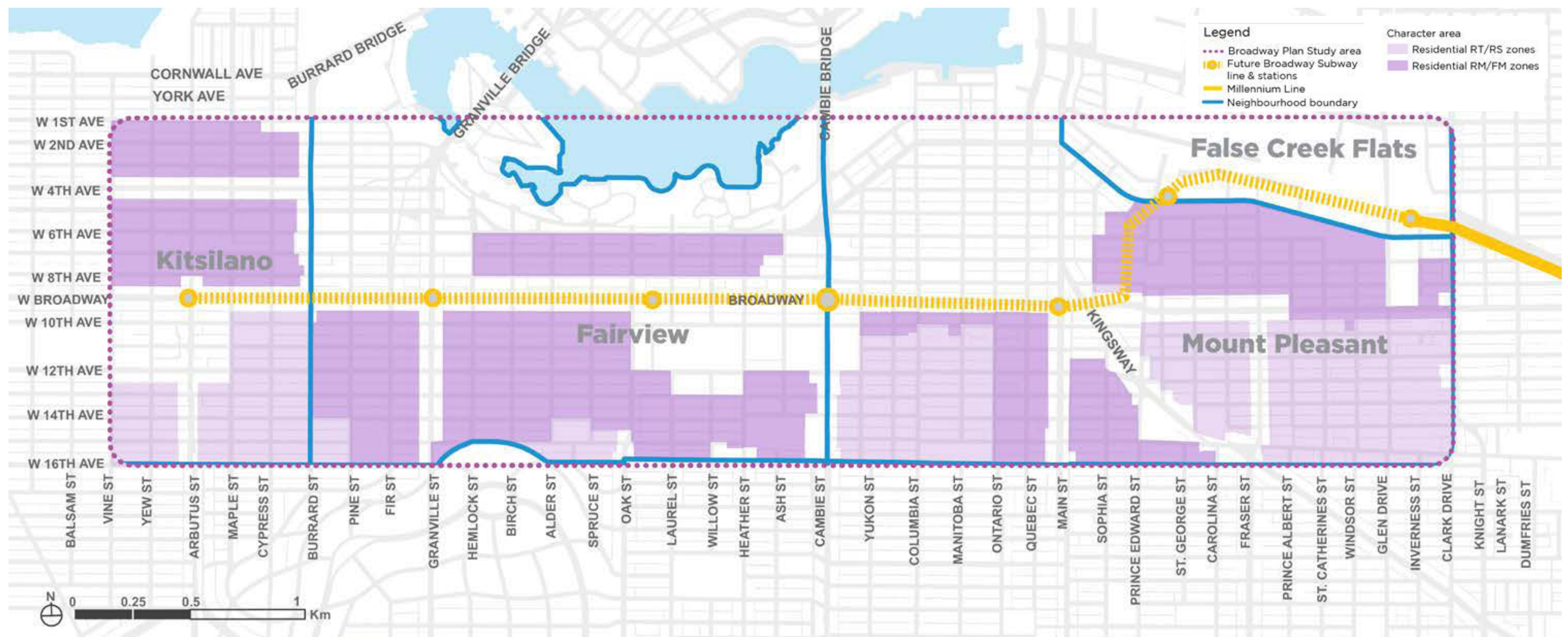


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# Residential Areas *Future*

The Residential Areas have a mix of housing with a green and leafy character and quiet, walkable streets. With a variety of buildings from different eras, these places will retain existing affordability and provide new affordable housing opportunities for a diversity of household types and incomes as well as local-serving shops and services to support complete neighbourhoods.



## REFINED DIRECTIONS

- » Provide new affordable housing opportunities, particularly secured market and below-market rental and social housing, including in off-arterial locations.
- » Retain the distinctive green and leafy character with a variety of buildings from different eras by retaining heritage buildings, introducing opportunities for diverse housing forms, and requiring landscaping and opportunities for large street trees.
- » In the existing apartment areas (RM/FM zones), allow increased height and density to secure affordability and provide options for existing renters to remain in their neighbourhood as aging buildings require renewal or redevelopment.
- » In the existing low density areas (RS/RT zones), diversify housing choices with new rental apartment options and innovative ground-oriented forms to support more inclusive neighbourhoods.
- » Encourage or require new local-serving shops and services (e.g. small grocer, café) in strategic locations with higher pedestrian activity such as key walking streets, greenways, corner lots, near parks, etc.
- » Maintain development opportunities available under existing zoning, including ownership options and character/heritage retention tools.





# Residential - Existing Apartment Areas

Additional considerations

## The current state

Today, the existing rental apartment areas (RM/FM zones) contain some of the most affordable and well-located rental housing in Vancouver. While many homes are in good shape today, 83% of the units are over 50 years old and will come to the end of their useful life within the course of the 30-year Broadway Plan.



## The challenge

Various minor and major upgrades can be done with tenants in place. However at some point, many buildings require major renovations that cannot be done with tenants in place. Under existing zoning and policy there are two likely options for buildings that reach this state:

- » Undergo major renovations, bringing the building up to current building code standards, but also significantly increasing rents and displacing tenants; or
- » Necessary renovations may be deferred or delayed, potentially leading to unsafe conditions for existing renters.

## Broadway Plan objectives for existing rental apartment areas

The key objectives that the Broadway Plan seeks to achieve in these existing apartment areas as the building age and require reinvestment are to:

- » Retain existing levels of affordability, secured in perpetuity
- » Give existing tenants the choice to stay in their neighbourhoods at rents they can afford
- » Create new secured rental homes for future residents close to rapid transit, employment opportunities, and shops, services, and amenities

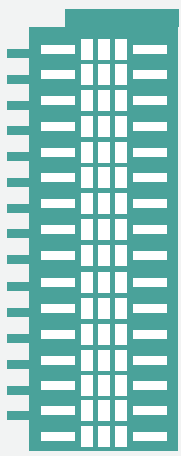
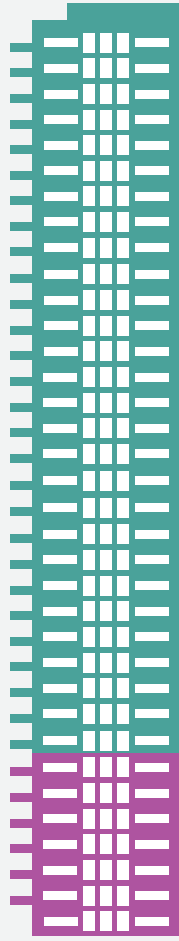
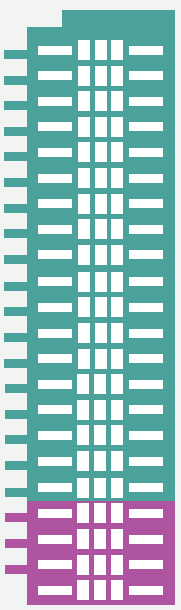
## Proposed approach in Broadway

The cost of building and redeveloping rental housing in Vancouver is high. The objectives we have for securing affordability and tenant protections add further costs for the redevelopment.

Achieving the Plan’s objectives will require additional building height and density to help offset these costs. At the same time, we also want ensure change is gradual over time.

**Some of the major costs for rental replacement**

- » High land and construction costs
- » Utilities upgrades
- » Green buildings standards
- » Tenant supports and securing affordability

EXAMPLE REDEVELOPMENT SCENARIOS			
	100% market rental housing 	Market rental housing with 20% of units secured at below-market rents 	Market rental housing with 20% of units secured at below-market rents 
Building Height	14-18 storeys	35+ storeys	20-25 storeys
Affordability	No below-market units	Replaces existing affordability with below-market units	Replaces existing affordability with below-market units
Tenant Protections	Standard tenant protections	Enhanced tenant protections	Enhanced tenant protections
Pace of Change	Redevelopment in near term	Redevelopment in near term	Gradual redevelopment as buildings age



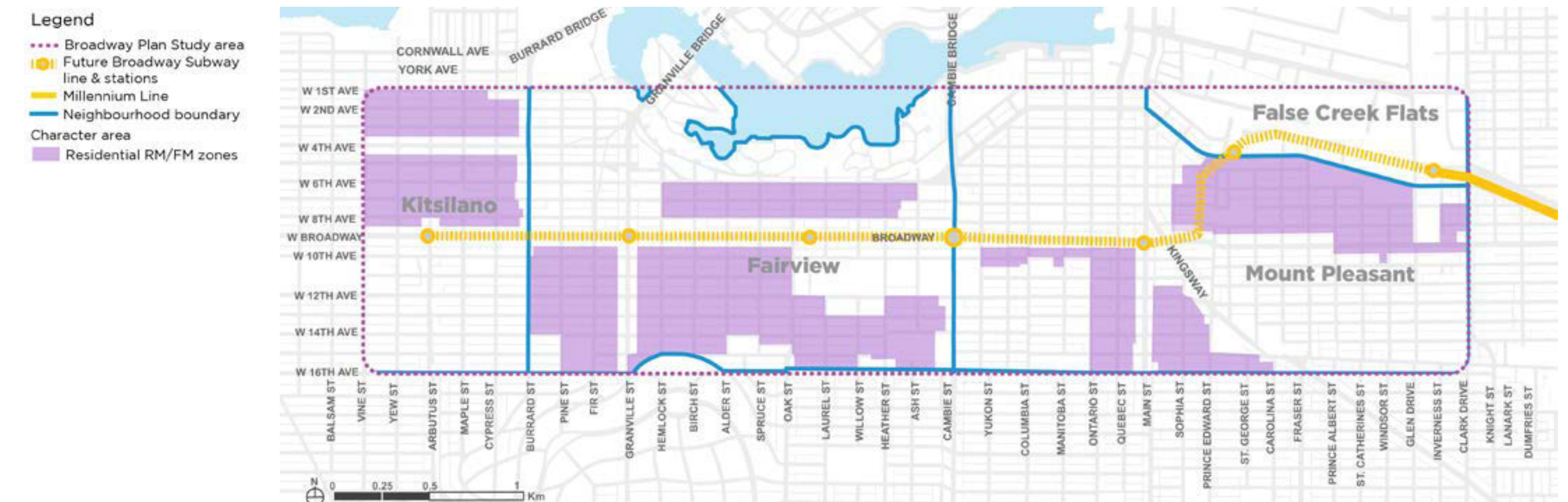
# Residential - Existing Apartment Areas *Future*

The existing apartment areas (RM/FM zones) have a range of affordable options including a significant stock of purpose-built rental housing. These places will maintain existing housing affordability and provide choice for existing renters to remain in their neighbourhoods by enabling careful renewal of the aging rental stock over the long term with requirements for below-market rents and strengthened tenant protections.

## Potential future of the existing apartment areas in 30 years



\* These sketches are for illustrative purposes and are not directly representative of any specific location. Artist renderings may differ from actual build out.



## REFINED DIRECTIONS

- » Require new enhanced tenant protections for tenants of existing rental buildings undergoing redevelopment, including the right to return to a new below-market rental unit in the new building, support with temporary alternate accommodation during the construction period, and moving expenses and assistance finding alternate accommodation.
- » Support the long-term renewal of the older rental housing while preserving existing affordability by limiting additional density to market and below-market rental uses with additional tenant protection requirements on sites with existing rental housing.
- » Sites with existing rental housing: building heights of 20 to 25 storeys for secured market rental housing with 20% of the floor area secured at below-market rates.
- » City or non-profit owned sites: building heights of 20 to 25 storeys for renewal and expansion of 100% social or co-op housing.
- » Sites without existing rental housing: building heights of 15 to 18 storeys for stratified ownership housing with 20% of the floor area secured as non-profit social housing.
- » Enable opportunities to integrate childcare into new non-market housing developments.



# Residential - Existing Apartment Areas

Future

## Residential apartment areas (RM/FM zones)



## What new buildings could look like



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# Residential - Existing Low Density Areas: Locations for Taller Apartment Buildings

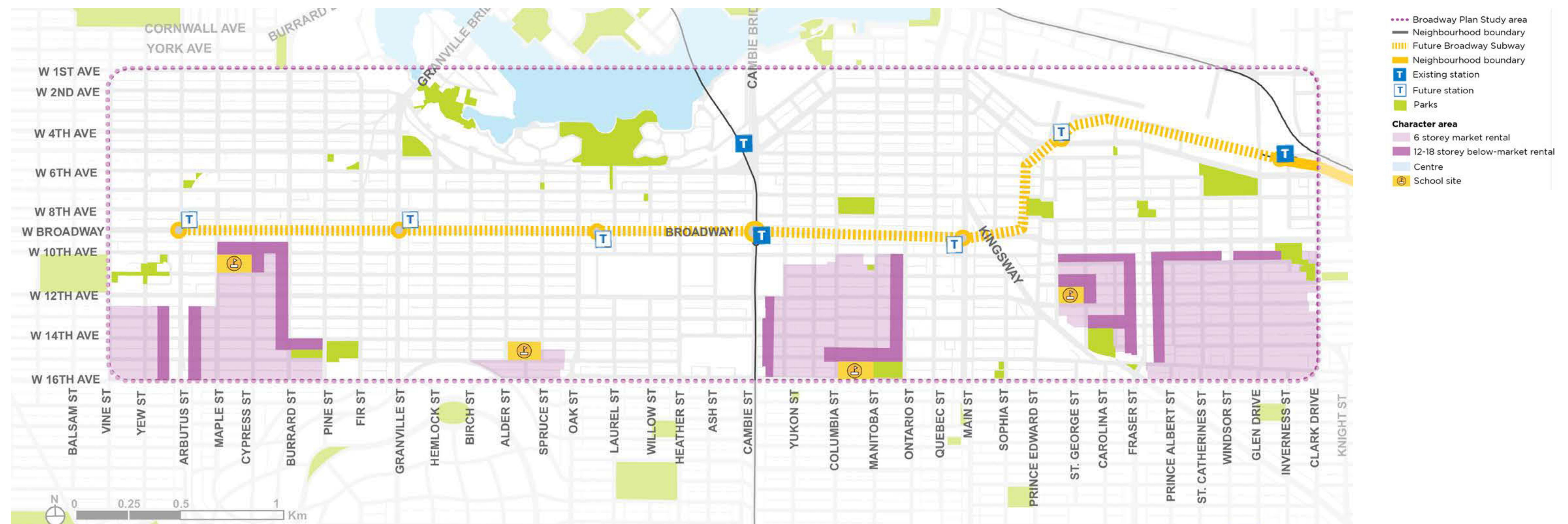
*Additional  
considerations*

Within the low density areas (RS/RT zones), there will also be strategic locations where taller apartment buildings (12 to 18 storeys) are allowed to enable change and encourage affordable housing. These buildings will be secured as rental housing, with 20% of the units secured at below-market rents. The locations where these taller buildings are being considered are shown in the darker purple.

All new buildings would be subject to built form principles and guidelines which will consider factors such as limiting shadows on parks, tower separation, heritage retention, neighbourhood “fit”, etc.

## General locational criteria:

- » In close proximity to rapid transit.
- » Areas directly adjacent to a park or schoolyard, excluding the south sides to avoid shadowing.
- » Areas adjacent to an existing or future commercial street (Broadway, Arbutus, Fraser)
- » Areas adjacent to RM apartment areas (e.g. west side of Burrard, Ontario)
- » Avoiding areas with large concentrations of heritage buildings (e.g. 10th Ave between Yukon and Ontario)

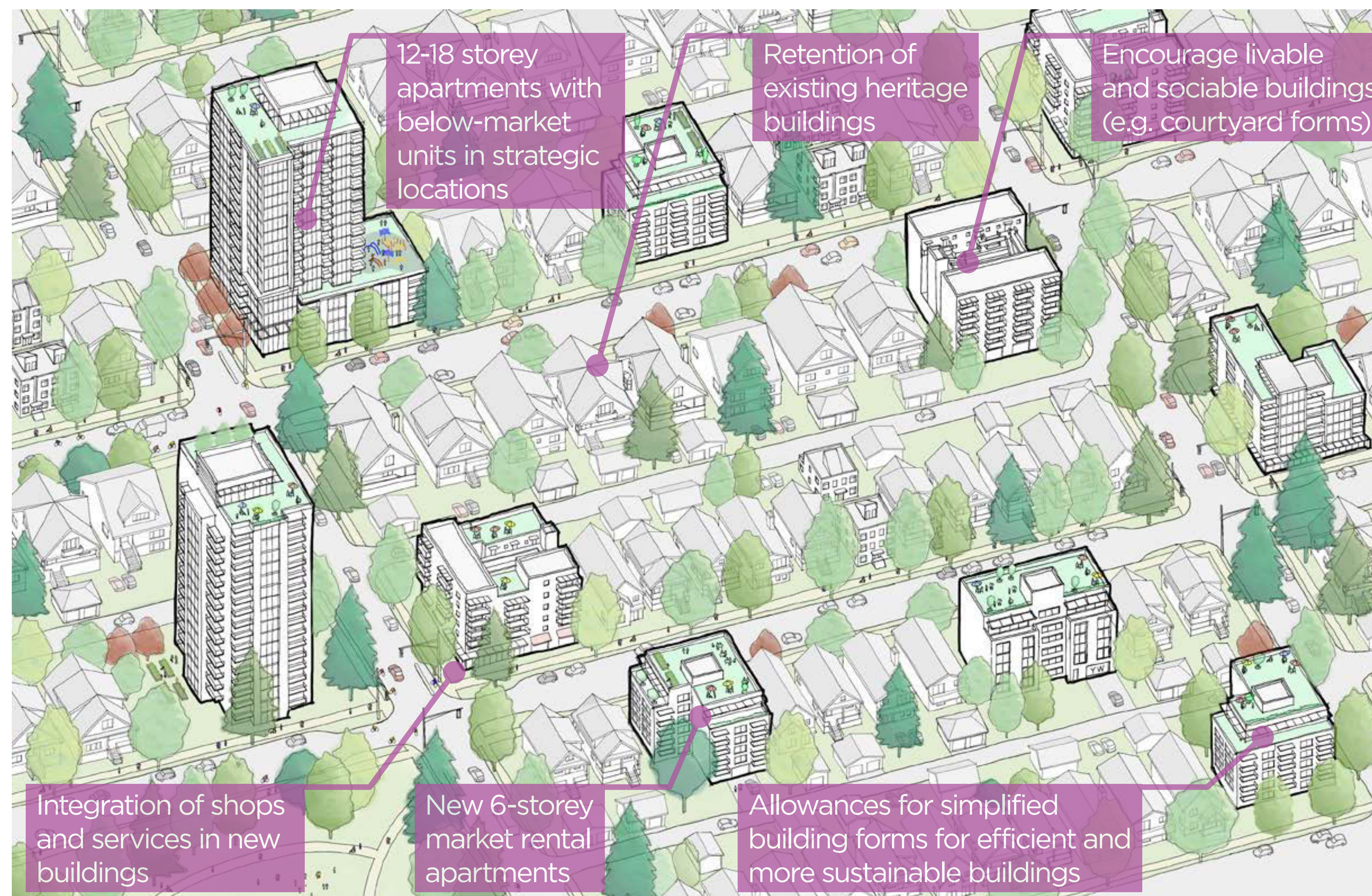




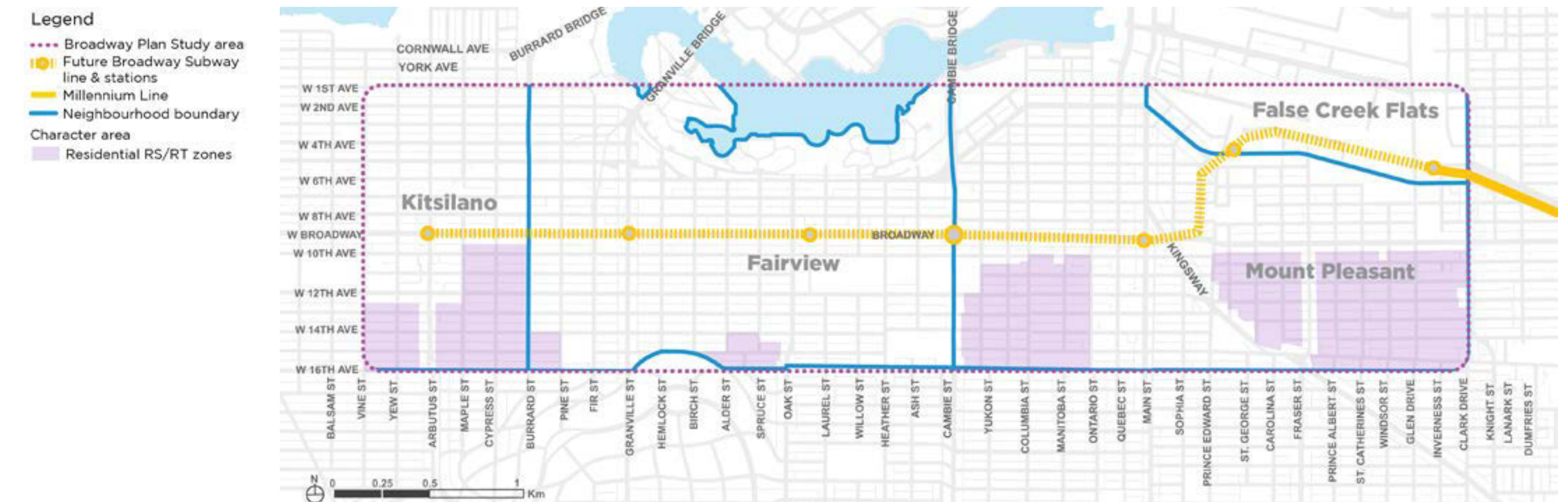
# Residential - Existing Low Density Areas *Future*

The existing low density areas (RS/RT zones) have a mix of single-family houses, duplexes, multiple conversion dwellings and small-scale strata developments. These places will accommodate new rental apartment options over time with strengthened tenant protections for existing renters to enable new affordable housing choices supporting transit-oriented neighbourhoods.

## Potential future of the existing low density areas in 30 years



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## REFINED DIRECTIONS

- » Require new enhanced tenant protections for tenants of existing rental units undergoing redevelopment, including the right to return to a new below-market rental unit in the new building, support with temporary alternate accommodation during the construction period, and moving expenses and assistance finding alternate accommodation.
- » Building heights up to 6 storeys for secured market rental housing or 100% social housing, limited to sites without existing heritage buildings.
- » Building heights of 12 to 18 storeys for secured market rental housing buildings with 20% of the floor area secured at below-market rates or buildings with 100% social housing, limited to sites without existing heritage buildings and in strategic locations such as near parks and schools or in close proximity to existing or future commercial streets (e.g. Arbutus and Fraser streets).
- » Create opportunities for new and diverse forms of ground-oriented multi-family housing (e.g. 4-8 units) that does not require property assembly to support a mix of building types.



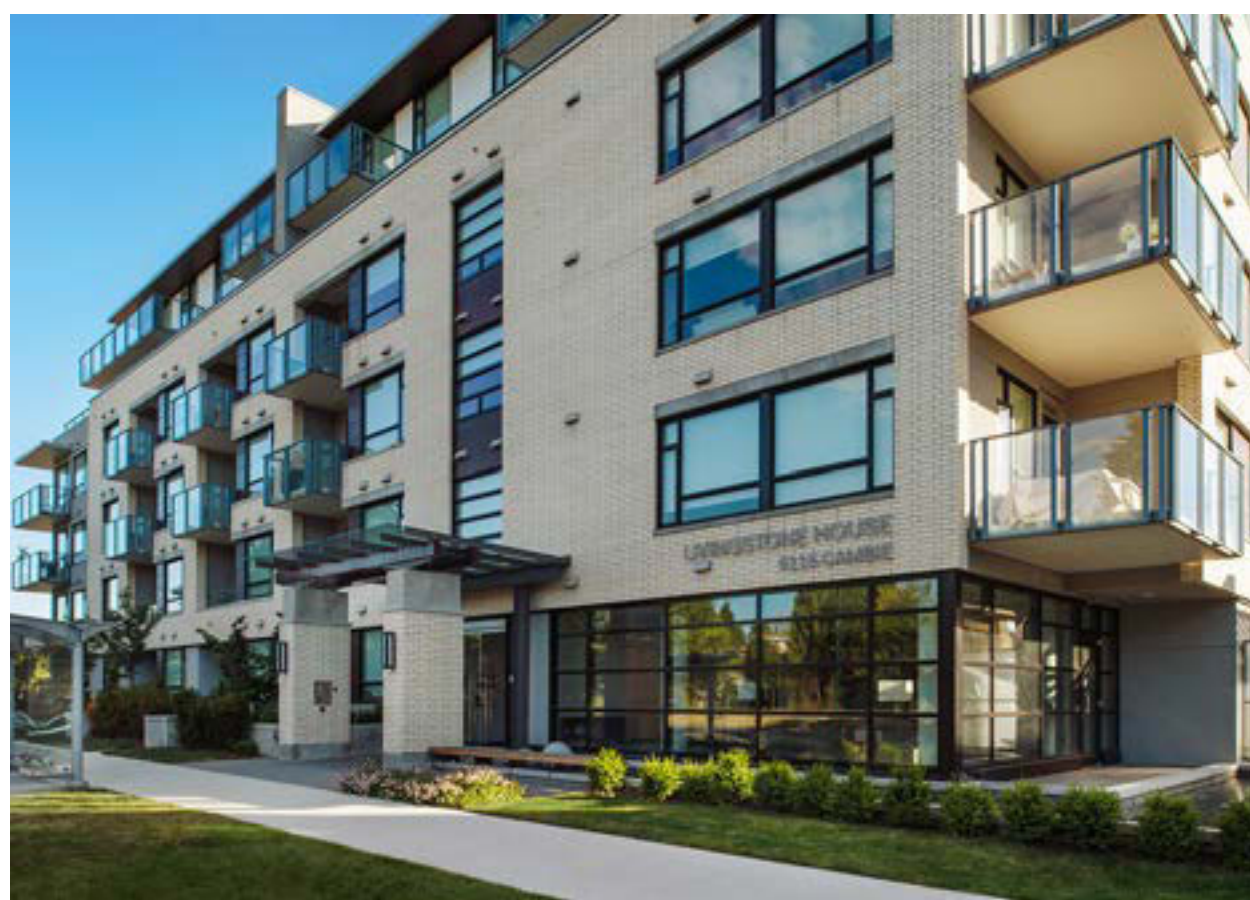
# Residential - Existing Low Density Areas

*Future*

Low density residential areas (RS/RT zones)



What new buildings could look like

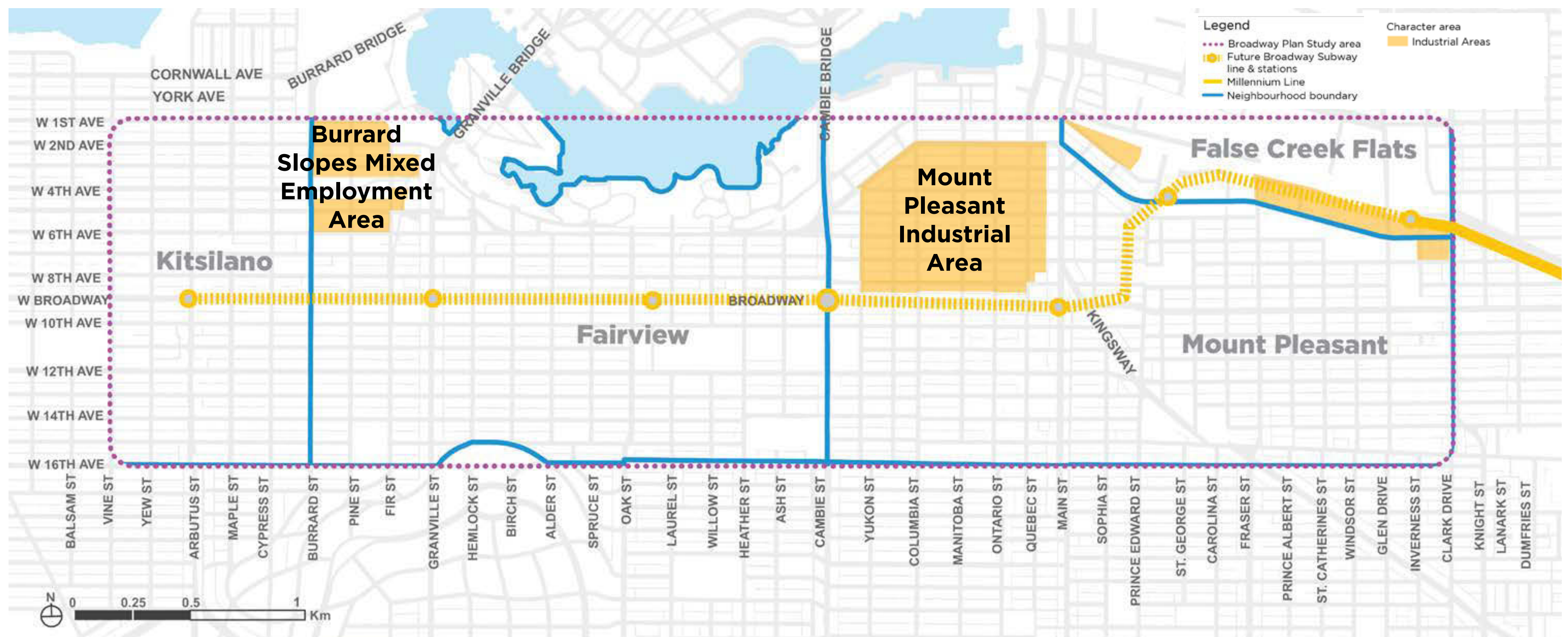


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# Industrial/ Employment Areas *Future*

The Industrial/Employment Areas are light industrial and mixed employment districts with an eclectic mix of businesses and building types. These places will provide additional opportunities for job space to support a range of city-serving light industrial businesses and to foster the growing innovation economy and creative industries.



## REFINED DIRECTIONS

- » Protect industrial and mixed employment lands for employment use and increase industrial capacity for production, distribution and repair (PDR) uses to meet future needs over the long term.
- » Recognize and strengthen the unique role and character of different districts, e.g. Armoury District near Granville Island.
- » Explore opportunities to modernize the permitted light industrial (PDR) uses.
- » Support employment intensification and consider a broader range of uses to foster the innovation economy, and to provide additional amenities and services for local employees.
- » Recognize arts and cultural spaces and support access for cultural production and presentation.
- » Explore opportunities to enhance the viability of small businesses, e.g. expanded patio space and tasting rooms for breweries.



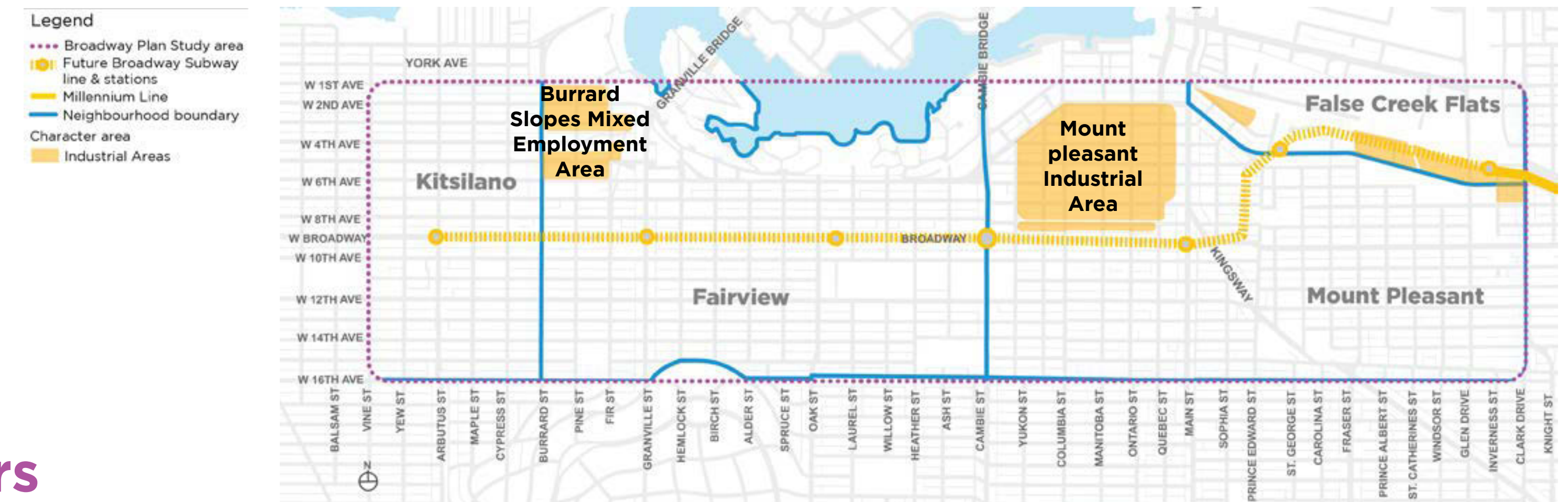
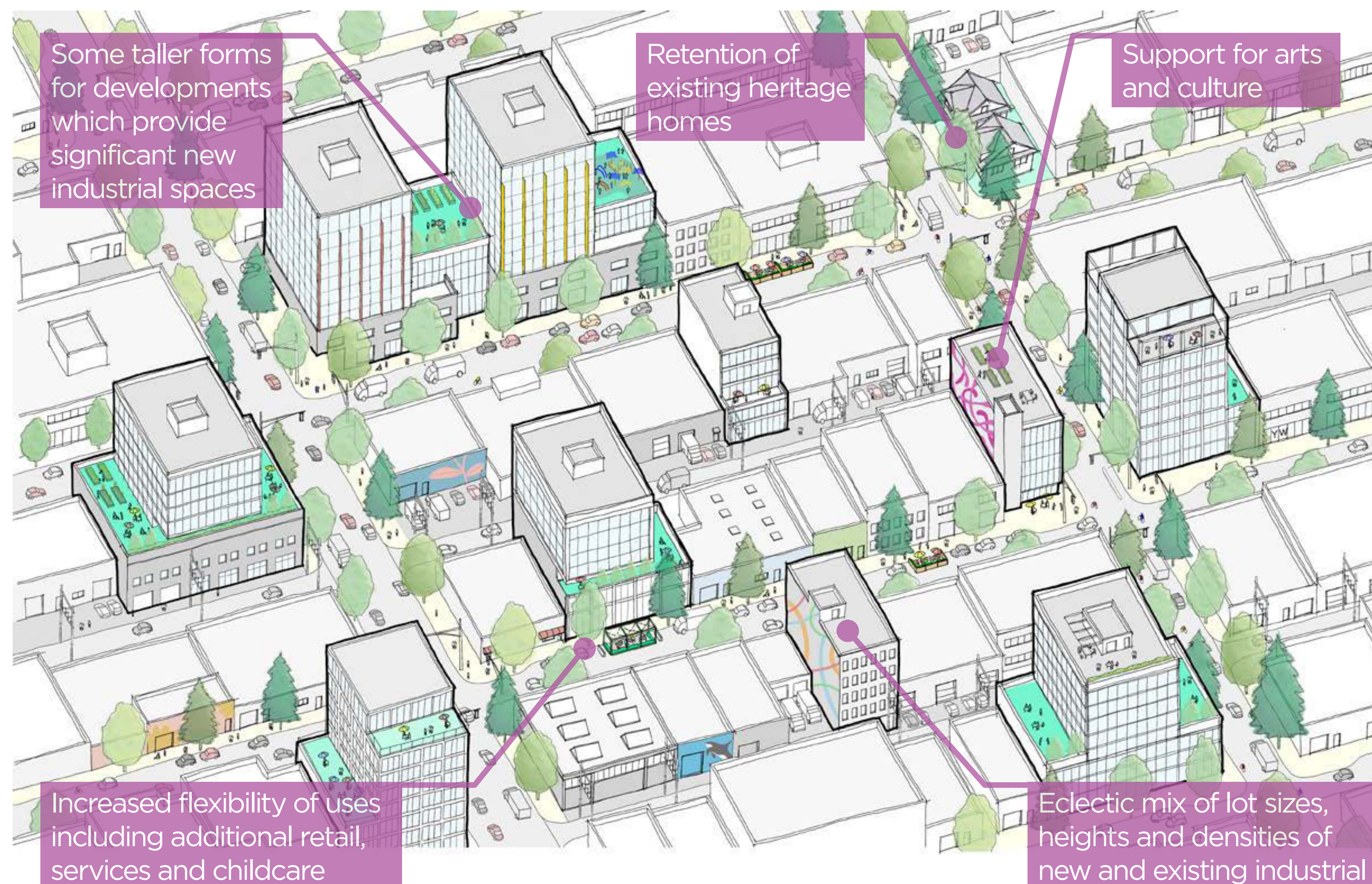


# Industrial/Employment Areas

*Future*

The Industrial/Employment Areas will grow and evolve with an eclectic mix of lot sizes, heights and forms for existing and new industrial and mixed-use industrial-commercial buildings, retained heritage buildings, and arts and cultural spaces. Small-scale retail and food and beverage options will provide services and amenities for area employees as well as foster pedestrian interest and activity.

## Potential future of the Industrial/Employment Areas in 30 years



## What new buildings could look like



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# Industrial/Employment Areas

*Future*

## Mount Pleasant Industrial Area



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# Growth and Change

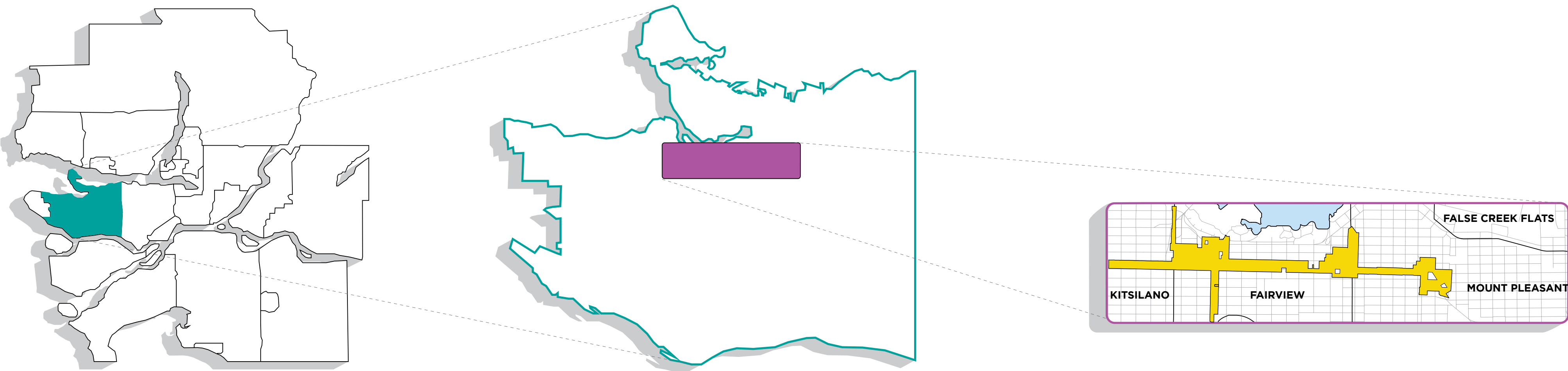
## Regional context

By 2050, Metro Vancouver is expected to have one million additional residents living in the region. To accommodate the growing population will require an additional 500,000 homes and nearly 500,000 jobs across the region.

Of regional growth, the Burrard Peninsula (consisting of Vancouver, Burnaby, New Westminster, and UBC/UEL) is anticipated to see an addition of:

- » 322,000+ residents
- » 160,000+ homes
- » 148,000+ jobs

The City of Vancouver is the largest municipality in the region by population and many newcomers wish to live and work in Vancouver. To accommodate Vancouver’s growing population, new housing opportunities and job space will be needed.


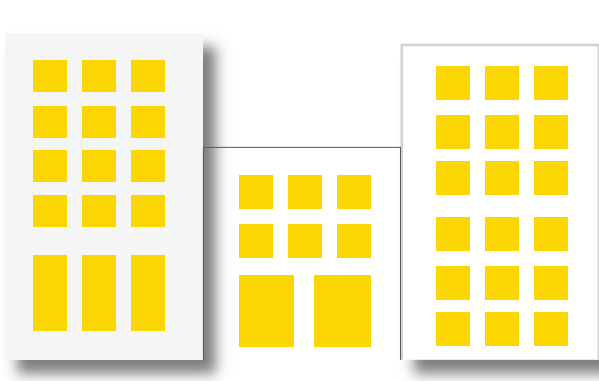
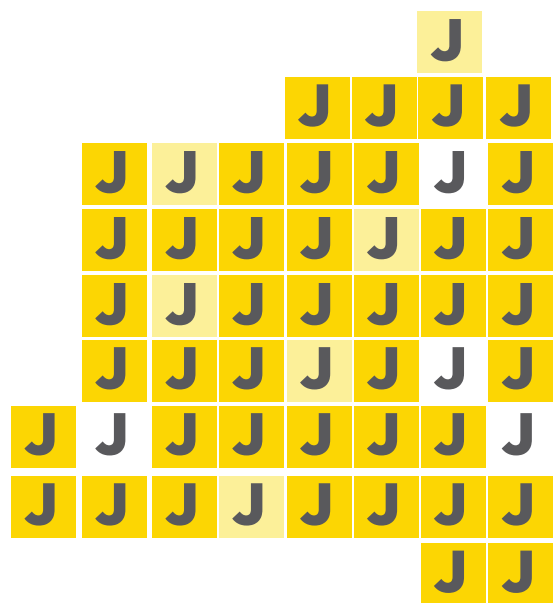


<b>The Region</b> Metro Vancouver Regional Growth Strategy	<b>Vancouver Plan (in progress)</b> City-Wide Thematic Strategies Greenest City; Healthy City; Transportation 2040; Van Play; Housing Strategy etc.	<b>Area Plans and Policies</b> Broadway Plan
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## Broadway Plan

### Preliminary Growth Estimates for the Broadway Plan Area

With the opportunities for new housing and job space proposed in the Broadway Plan Refined Directions, coupled with strong demand and locational preference for housing and job space in Central Broadway, we anticipate significant population, housing, and job growth in the Broadway Plan area over the next 30 years.

<b>Population</b> 78,000+ residents today  <b>40,000 - 50,000</b> additional residents	<b>Homes</b> 50,000+ households today**  <b>24,000 - 30,000</b> additional homes	<b>Jobs</b> 84,400+ jobs today  <b>33,000 - 42,000</b> additional jobs
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\* The preliminary growth estimates illustrate net change, accounting for housing and job space that is replaced through redevelopment.  
\*\* Previous versions erroneously indicated 60,000 existing households in the Broadway Plan area. This was corrected on November 22, 2021 to the actual value of 50,000.

## Key Notes on Growth Estimates

These are preliminary growth estimates that are intended to provide an order of magnitude of the change that could be seen in the Broadway Plan area over the next 30 years. The growth estimates assume a strong and steady desire to live and work in Broadway over the next three decades. Actual growth will be influenced by a number of variables, such as:

- » Regional population trends
- » Demand for homes and job space in Broadway
- » Other market trends

Policy directions for the Broadway Plan will continue to be refined over the course of the planning process, so growth estimates will be adjusted accordingly.

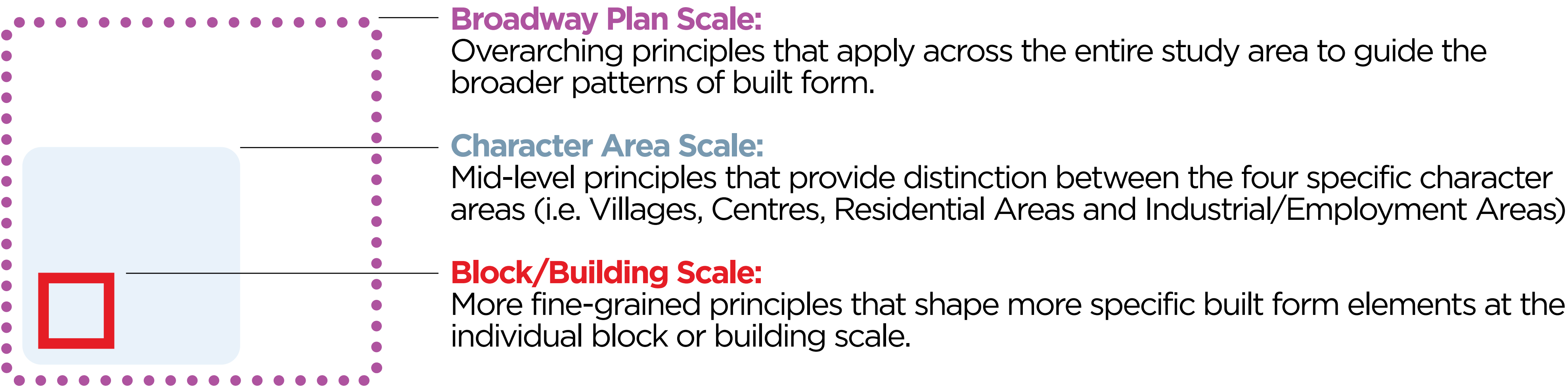


# Built Form Principles

The Broadway Plan requires an approach to urban design—how neighbourhoods, buildings, streets and open spaces are arranged and designed—that is holistic to ensure that the built environment helps to create a thriving, resilient and livable future for the area.

## BUILT FORM PRINCIPLES SCALES:

Our built form studies and typologies have been determined and sculpted through the following set of Built Form Principles, which apply to three different scales:



## BROADWAY PLAN SCALE

- 1. Transit-Oriented Neighbourhoods:** Focus significant new development activity around the Broadway Subway, locating the greatest heights and densities within a short distance of rapid transit stations.
- 2. Distributed Growth:** Distribute incremental growth throughout the area and enable more variety of housing types and forms in residential areas off of arterial streets.

- 3. Distinctive Neighbourhoods:** Tailor urban design approaches to the unique character of the distinct neighbourhoods within the Broadway Plan area.
- 4. Complete and Connected Neighbourhoods:** Create more complete neighbourhoods and improve access to daily needs, integrating local-serving shops, services, and amenities on residential streets where appropriate.





# Built Form Principles

## CHARACTER AREAS SCALE

### Centres

#### 5. Vancouver's Second Downtown:

Reinforce Central Broadway as the backbone of Vancouver's second downtown with taller buildings for job space and housing, while ensuring strong continuous retail frontages at the street level.

### Villages

#### 6. Distinctive Commercial High Streets:

Retain and strengthen the shopping village character with continuous fine-grained commercial frontages and lower building heights which prioritize access to sunlight and a comfortable pedestrian experience.

### Industrial/employment areas

#### 7. Flexibility for the City's evolving industrial economy:

Foster the continued intensification and modernization of Vancouver's unique inner-city industrial/employment areas by supporting more flexible building forms to meet the needs of the growing innovation and creative economy, while ensuring compatibility with more traditional production, distribution and repair industrial uses.

### Residential areas

#### 8. Green and Leafy Neighbourhoods:

Maintain the green and leafy character and connection to nature within the established neighbourhoods through landscaping and large street trees.

#### 9. Greater Housing Diversity:

In existing apartment areas, gradually integrate taller buildings amongst the existing residential towers, walk-up apartments, and heritage/character homes to increase housing affordability and choice. In the low density residential areas, expand housing choice by introducing a wider variety of housing types, including apartment buildings.

## BLOCK AND BUILDING SCALE

#### 10. Complementary Development:

Use building siting, orientation, external design, internal layout and landscaping to ensure new taller, denser buildings complement the existing neighbourhood fabric.

#### 11. Liveability and Functionality:

Ensure buildings to live, work and play in are all designed with liveability and functionality in mind, including access to daylight, natural ventilation, views to nature, flexibility for evolving needs, and useable outdoor spaces with comfortable and accessible design.

#### 12. Sociability:

Shape and embrace outdoor and shared spaces (e.g. balconies, patios, gardens, amenity rooms and other shared common spaces) within and between buildings to visually connect residents or employees with one another through casual encounters.

#### 13. Sustainability and Resilience:

Support the development of sustainable and resilient new buildings by encouraging simple forms with efficient building envelopes that reduce solar heat gain, encouraging wood-frame and mass timber options, reducing underground parking requirements, and encouraging site design that includes significant trees, green infrastructure and improved rainwater infiltration.

#### 14. Reduced Complexity:

Support affordability in the design and delivery of new development by embracing simple forms, cost-effective materials and reducing requirements for land assembly where feasible.

#### 15. Integration with Public Spaces

Foster building design that helps enhance surrounding public spaces, such as parks, schools, plazas, and commercial high streets. New buildings should be designed with consideration for existing and future public spaces, including factors like access to sunlight, impacts on usage of public space, and the interface between the public and private realm.





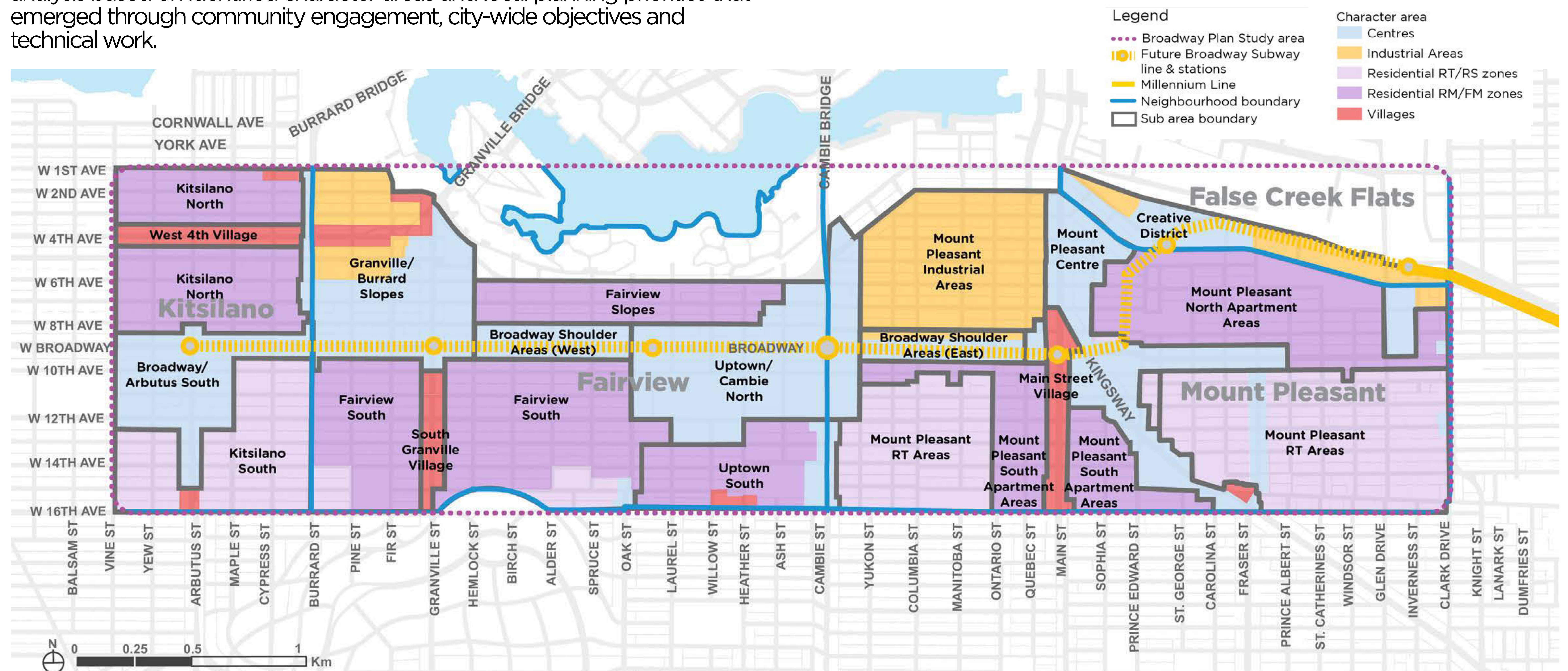
# Neighbourhood Sub-Areas

## Intro

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).

Each neighbourhood is then broken down into sub-areas for finer policy analysis based on identified character areas and local planning priorities that emerged through community engagement, city-wide objectives and technical work.

The following section is organized by neighbourhood, providing background on “What we heard” during the Emerging Directions phase and a brief summary of the “Big Moves” for each neighbourhood, before exploring the land use policy directions for the 18 sub-areas in more detail.





# Kitsilano - What We Heard

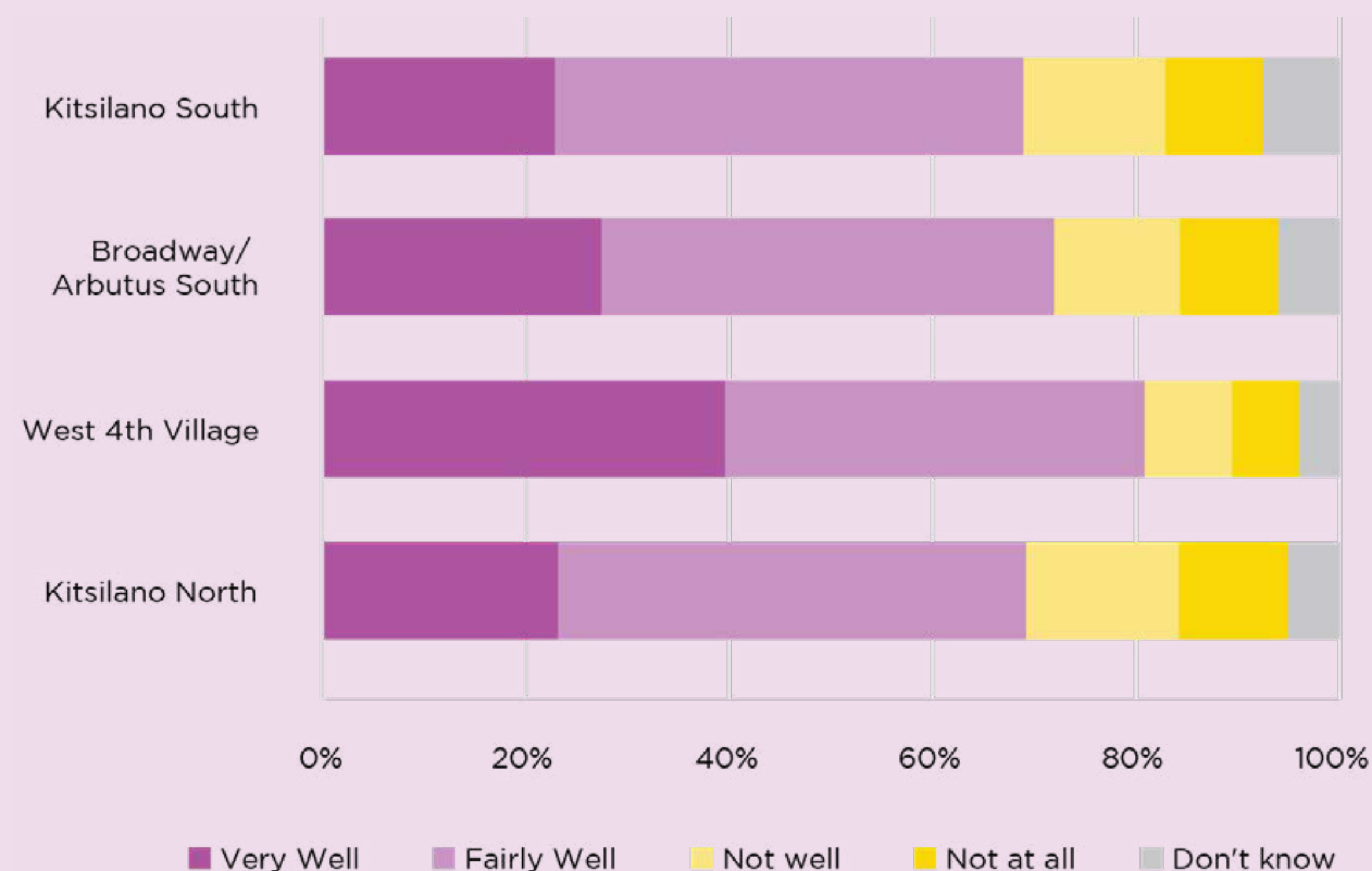
## Intro

Community input from the Emerging Directions engagement identified key themes for each neighbourhood that informed the Refined Directions.

### What we heard

We asked, “How well do these directions reflect what you’d like to see...” in each sub-area in Kitsilano?

On average, **72%** of survey respondents said that the Emerging Directions reflected what they would like to see “very well” or “fairly well”.



The Refined Directions are intended to help retain what makes Kitsilano special, while also enabling a greater diversity of housing options, job space, shops and services, and amenities throughout the neighbourhood. Some of the key directions for Kitsilano include:

- » Retaining what is most cherished by the community, such as the West 4th Village, green and leafy residential streets, and heritage buildings.
- » Creating opportunities for job space, housing, and amenities near Arbutus Station
- » Adding more diverse housing options such as rental apartment buildings, particularly in lower density residential areas south of Broadway
- » Support the long-term renewal of aging rental apartments, ensuring affordability is preserved and existing tenants are protected
- » Encouraging new local-serving retail and services in residential areas, such as corner grocery stores, cafes, bakeries, and pharmacies

### Here are some themes that emerged from our previous engagement:

#### Diverse housing options, housing affordability, and minimizing displacement

» “I’d like to see more focus on more secure rental and moderate-income rental housing here. It’s a great neighbourhood that shouldn’t be out of reach to so many people.”

#### Protecting and encouraging additional small businesses

» “It’s very important that the distinct character and flavour of West 4th is maintained.”

» “I’d like to see an integration of small business amenities amongst the existing neighbourhood plan, such as cafes, corner stores, and arts spaces.”

#### Mixed opinions for increasing height while increasing density

» “There’s no reason we can’t maintain the ‘leafy’ quiet nature of these neighbourhoods while increasing the number of homes for people.”

» “I do not want to see buildings higher than 4 stories; I think that would significantly change Kitsilano in a negative way.”



# Kitsilano - Big Moves

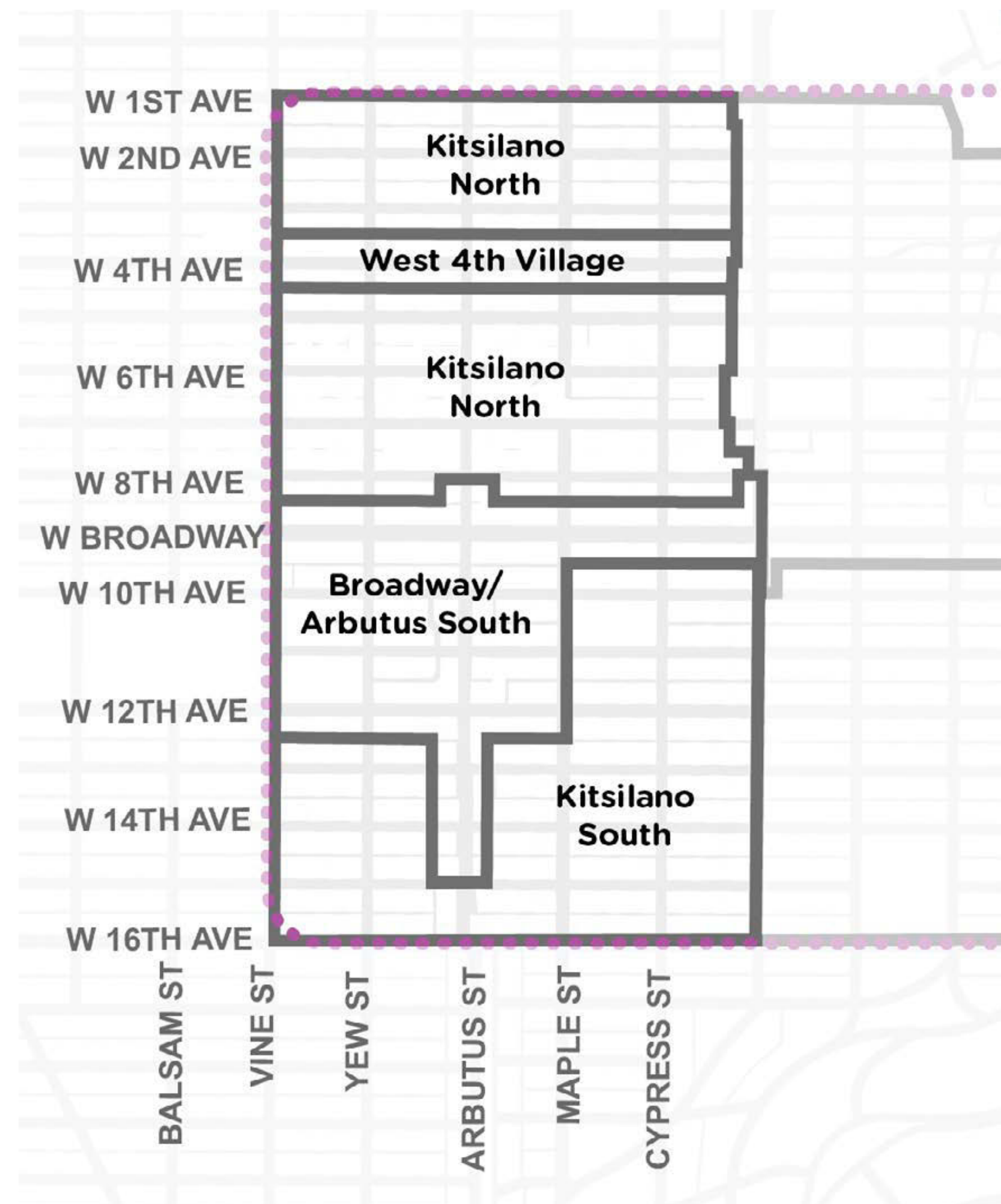
*Future*

## Kitsilano North

- » Walkable, primarily residential apartment area with diverse housing options.
- » Building heights of 15-25 storeys for renewal and expansion of older rental, social and co-op housing, as well as projects including 20% social housing.
- » New shops and services in select locations (e.g. key walking streets, greenways).

## Broadway/Arbutus South

- » Vibrant, walkable mixed-use area close to rapid transit.
- » Along Broadway: building heights of 20-30 storeys for rental and strata ownership housing, job space (e.g. office) and amenities; tallest buildings near Arbutus Station.
- » Away from Broadway: building heights stepping down to 12-20 storeys for affordable housing on limited sites.
- » Arbutus south of 12th: building heights of 12-18 storeys for mixed-use market and below-market rental housing.



## West 4th Village

- » Eclectic shopping street with a diversity of local businesses.
- » Low-scale village character with building heights up to 4-6 storeys.
- » Continuous active ground floor commercial (e.g. shops, cafés/restaurants) and public realm improvements.

## Kitsilano South

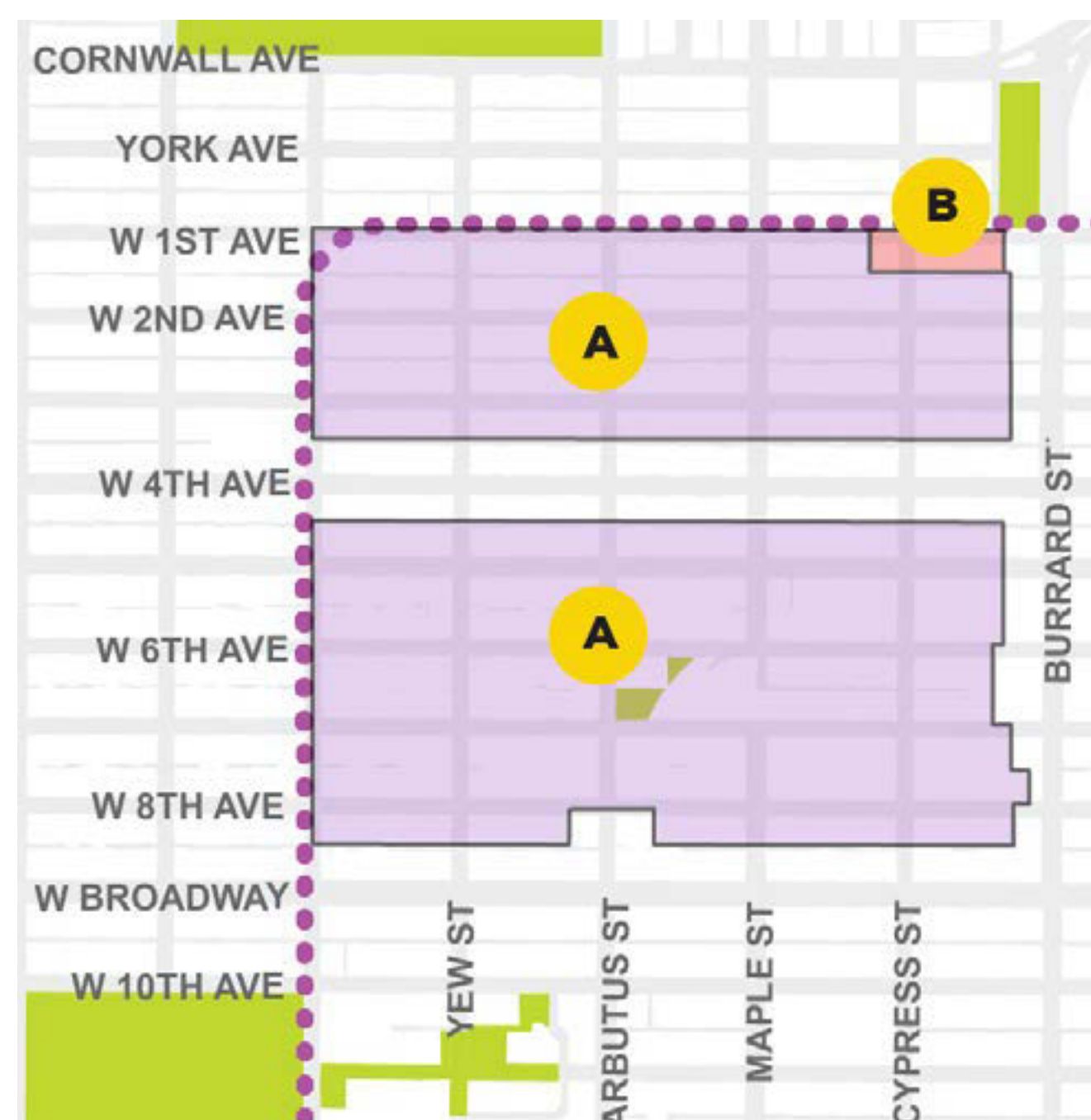
- » Primarily residential areas with more diverse housing options, including rental apartments in off-arterial locations.
- » Building heights of 6 storeys for market rental housing and 12-18 storeys in strategic locations (e.g. adjacent Arbutus) for market and below-market rental housing.
- » New shops and services in select locations (e.g. key walking streets, greenways).





# Kitsilano North

*Future*



## Legend

..... Broadway Plan Study area

■ Park

Character area

■ Residential Area

■ Village

● Policy area

□ Policy area boundary

## FUTURE ROLE

Strengthen Kitsilano North as a walkable primarily residential area with diverse housing options by providing strategic opportunities for new affordable housing, while encouraging retention and renewal of existing older rental housing.

## REFINED DIRECTIONS

### » Area A:

- » Retain the distinctive green and leafy character with a variety of buildings from different eras by retaining heritage buildings, introducing opportunities for diverse housing forms, and requiring landscaping and opportunities for large street trees.
- » Support the long-term renewal of the older rental housing while preserving existing affordability by limiting additional density to below-market and market rental uses with additional tenant protection requirements for existing rental buildings
- » Require new enhanced tenant protections for tenants of existing rental buildings undergoing redevelopment, including right to return to a new below-market rental unit in the new building, support with temporary alternate accommodation during the construction period, and moving expenses and assistance finding alternate accommodation. See board 70 for details about proposed strengthened tenant protections in Broadway.
- » To preserve existing affordability and create below-market housing options for existing tenants, introduce new building heights of 20-25 storeys for secured market rental housing with 20% of the floor area secured at below-market rates for the life of the building, or, for existing non-market housing sites, secured as 100% non-profit social or co-op housing.

See board 22 for details about the relationship between strengthened tenant protections, affordability and height/density.

- » For sites without existing rental housing, introduce new building heights of 15-18 storeys for stratified ownership housing with 20% of the floor area secured as non-profit social housing
- » Enable opportunities to integrate childcare into new non-market housing developments
- » Encourage or require new local-serving shops and services to be integrated with new apartment buildings throughout the area in locations with higher pedestrian activity (e.g. key walking streets, greenways, corner lots, near parks, etc.)
- » Over the past five decades the City has acquired properties on 5th and 6th avenues between Arbutus and Maple streets for the future expansion of Delamont Park, which was established in 1981. These properties include 15 sites on the Heritage Register (one Heritage A, two Heritage B, and 12 Heritage C).
- » Develop a future master planning process including robust community engagement to explore ideas for the expansion of Delamont Park, in consideration of the complexity of the area, including heritage aspects.
- » Area B, maintain the permitted height and density for the small mixed-use node on West 1st Avenue near Cypress Street.



# West 4th Village

*Future*

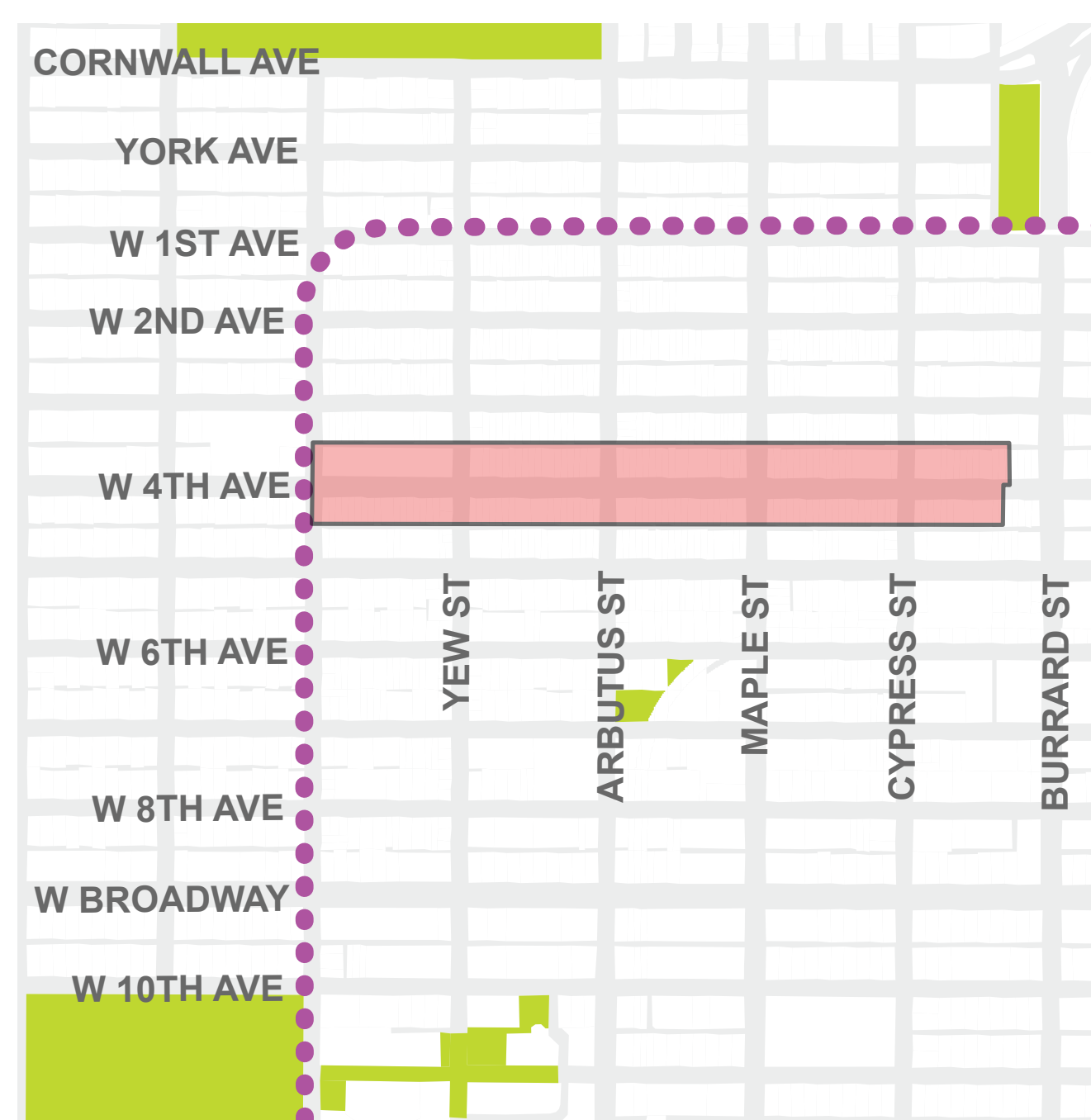


## FUTURE ROLE

Strengthen West 4th Village as an eclectic shopping street with a diversity of local businesses where locals and visitors alike can shop, work and play.

## REFINED DIRECTIONS

- » Retain the low-scale village character by generally maintaining the permitted height and density.
  - » Building heights of 4 storeys for mixed-use buildings with commercial space and strata ownership housing (enabled under current zoning)
  - » Building heights of 6 storeys for mixed-use buildings with commercial space and secured market rental housing (aligned with the City's Secured Rental Policy)
- » Require continuous active ground floor commercial frontages.
- » Continue to require narrow frontages for ground floor commercial uses, except where pedestrian amenity or interest can be enhanced.
- » 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).



### Legend

..... Broadway Plan Study area

■ Park

Character area

■ Village

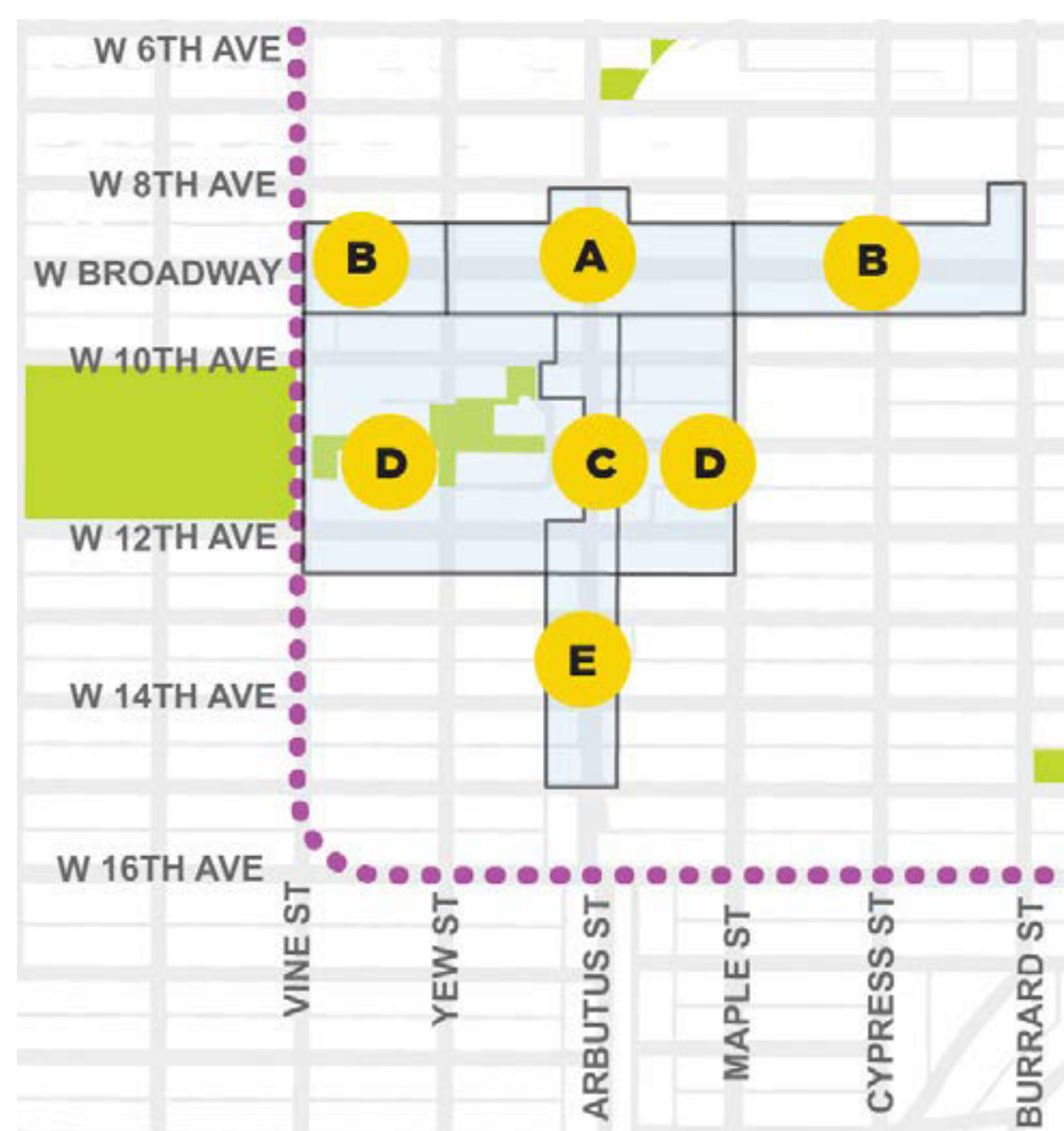
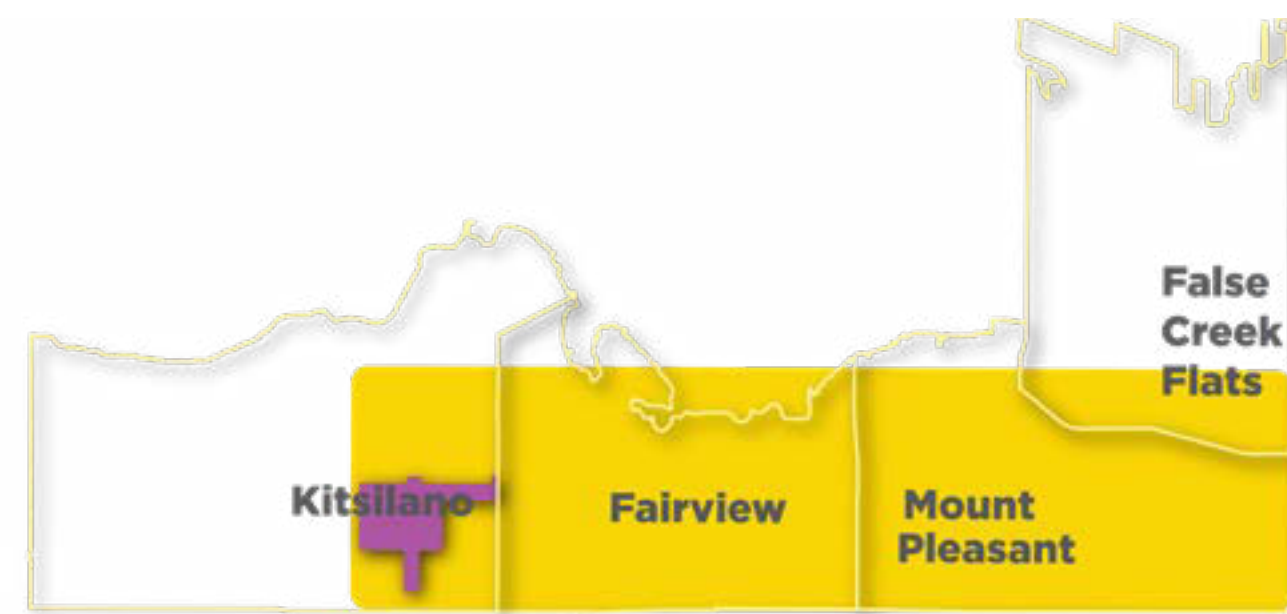
□ Policy area boundary





# Broadway/Arbutus South

*Future*



## Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

● Policy area

□ Policy area boundary

## FUTURE ROLE

Strengthen Broadway/Arbutus South as a vibrant, walkable mixed-use area close to rapid transit by providing opportunities for additional housing (particularly secured rental and social housing), job space, amenities and local-serving commercial uses.

## REFINED DIRECTIONS

### » Area A:

- » Building heights of 20 to 30 storeys for station area mixed-use secured rental housing or commercial development (e.g. office or hotel), and/or a component of stratified ownership housing contributing towards community amenities.
- » Require a significant minimum job space (non-residential) component for mixed-use development (e.g. 3 to 4 storeys of office above retail).
- » Work with TransLink to integrate the Arbutus Station and interim bus loop with the Arbutus Greenway, nearby active commercial uses, and public realm improvements.

### » Area B:

- » Building heights of 20 to 25 storeys for mixed-use secured rental housing or commercial development (e.g. office or hotel).
- » Require a minimum job space (non-residential) component for mixed-use development (e.g. office above retail).

### » Area C:

- » Building heights of 12 to 20 storeys for mixed-use affordable housing (e.g. secured rental or social housing).
- » Require continuous active ground floor commercial frontages along Arbutus Street.

### » Area D:

- » Building heights of 12 to 20 storeys for affordable housing (e.g. secured rental or social housing) on limited sites in the C-7 zone along W 10th and 12th avenues.
  - » For new development on sites with existing job space, require a minimum job space (non-residential) component (e.g. retail/service or small office).
- » Support the renewal and expansion of independent schools.

### » Area E:

- » Strengthen both sides of Arbutus Street as a more walkable, mixed-use street with new housing opportunities and continuous active ground floor commercial frontages to provide more shops and services for residents in the area.
- » Building heights of 12 to 18 storeys for secured market rental housing with 20% of the residential floor area secured as below-market rental for the life of the building. Commercial space will be required on the ground floor.
- » On the east side of Arbutus Street, encourage active ground floor commercial frontages that animate and serve the Arbutus Greenway.
- » Foster Broadway as a Great Street with improved sidewalks, street trees, continuous active ground floor commercial frontages, and places for gathering.



# Kitsilano South

*Future*



## Legend

..... Broadway Plan Study area

■ Park

🏫 School site

Character area

■ Residential area

■ Areas for taller buildings

■ Village

● Policy area

□ Policy area boundary

## FUTURE ROLE

Enhance Kitsilano South as a primarily residential area with more diverse housing options by providing opportunities for new rental housing, including off-arterial locations, while fostering a mix of building types as the area grows and evolves.

## REFINED DIRECTIONS

### » Area A:

- » Retain the distinctive green and leafy character with a variety of buildings from different eras by retaining heritage buildings, introducing opportunities for diverse housing forms, and requiring landscaping and opportunities for large street trees.
- » Introduce new building heights of up to 6 storeys for secured market rental housing, limited to sites without existing heritage buildings.
- » Building heights of 12-18 storeys for rental apartment buildings with 20% of the floor area secured at below-market rates for the life of the building, limited to properties without existing heritage buildings. These buildings are proposed for strategic locations, as shown in darker purple on the map (see board 25 for details).
- » Building allowances in specific locations will be limited to ensure protection of heritage buildings and mitigate shadowing impacts on parks and schools

- » Require new enhanced tenant protections for tenants of existing rental units undergoing redevelopment, including right to return to a new below-market rental unit in the new building, support with temporary alternate accommodation during the construction period, and moving expenses and assistance finding alternate accommodation. See board 70 for details about proposed strengthened tenant protections in Broadway.
- » Create opportunities for new and diverse forms of ground-oriented multi-family` housing that does not require property assembly to support a mix of building types.
- » Encourage or require new local-serving shops and services to be integrated with new apartment buildings throughout the area in locations with higher pedestrian activity (e.g. key walking streets, greenways, corner lots, near parks, etc.), particularly in the area east of Kingsway where there is currently a lack of shops and services.

- » Area B, maintain the permitted height and density for the small mixed-use node on Arbutus Street south of West 15th Avenue.



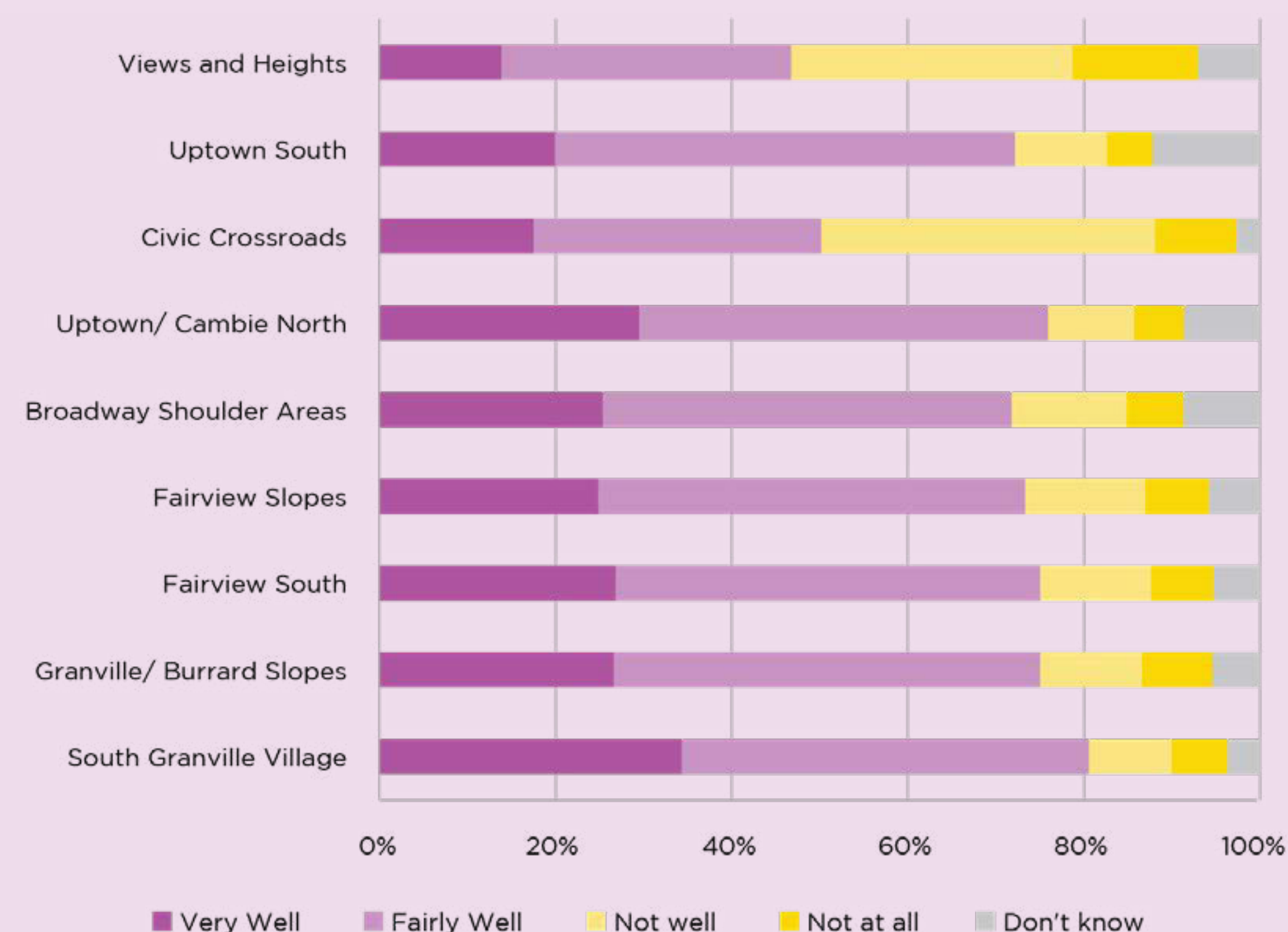
# Fairview - What We Heard

## Intro

Community input from the Emerging Directions engagement identified key themes for each neighbourhood that informed the Refined Directions.

### What we heard

We asked, “How well do these directions reflect what you’d like to see...” in each sub-area in Fairview? On average, **69%** of survey respondents said that the Emerging Directions reflected what they would like to see “very well” or “fairly well”.



Today, Fairview is a diverse neighbourhood serving many important roles. It has a significant stock of purpose-built rental housing, local and destination retail in South Granville Village, a large concentration of office space along Central Broadway, and the VGH/BC Cancer Centre and Civic District campuses in Uptown. The Refined Directions for Fairview seek to strengthen these distinct functions and create a more walkable, complete neighbourhood with additional housing options. Some of the key directions for Fairview include:

- » Retaining what is most cherished by the community, such as the South Granville Village, green and leafy residential streets, and heritage buildings.
- » Strengthening Central Broadway as a major employment centre, particularly in the Uptown/Cambie North area near both the Oak-VGH and Broadway-City Hall Stations
- » Supporting the long-term renewal of aging rental apartments, ensuring affordability is preserved and existing tenants are protected
- » Creating a more complete and connected neighbourhood with a greater diversity of shops and services along Broadway, as well as new local-serving retail and services in residential areas, such as corner grocery stores, cafes, bakeries, and pharmacies

### Here are some themes that emerged from our previous engagement:

#### Diverse housing options, housing affordability, and minimizing displacement

- » “To encourage more renewal and new development of rental units, incentives needs to be provided or else we risk having these buildings continue to age and go into disrepair, which could lead to more displacement of renters.”
- » “It is vital to the city’s affordability that these older rental buildings are protected. This is one of the only areas that actually provides affordable rental apartments.”

#### More affordable and diverse retail opportunities

- » “Small scale commercial uses integrated into a few key residential streets”
- » “More diversity in the types of merchants/ stores would bring in a more diverse clientele that is more in line with the people who live in the area.”

#### Mixed opinions for increasing height and density

- » “Increased height and density are necessary to facilitate successful, mixed use area at rapid transit station with integrated retail, office, secured rental housing and desirable public realm.”
- » “Limit the height of buildings on Broadway so that views can be retained by existing buildings.”



# Fairview - Big Moves

*Future*

## Granville/Burrard Slopes

- »Vibrant, eclectic and walkable mixed-use area close to rapid transit.
- »Along Broadway: building heights of 20-40 storeys for rental and strata ownership housing, job space (e.g. office) and amenities; tallest buildings near South Granville Station.
- »North of Broadway: building heights stepping down to 12 to 25 storeys for projects with at least 20% social housing and/or community amenities.
- »Burrard Slopes Mixed Employment Area: modest increase in height and density to support innovation and creative economy uses, while maintaining the light industrial function.
- »West 4th Village extended east of Burrard, wrapping into Armoury District.

## Southwest Granville Loop

- »Explore uses for mixed-use development that include public green space

## Fairview South

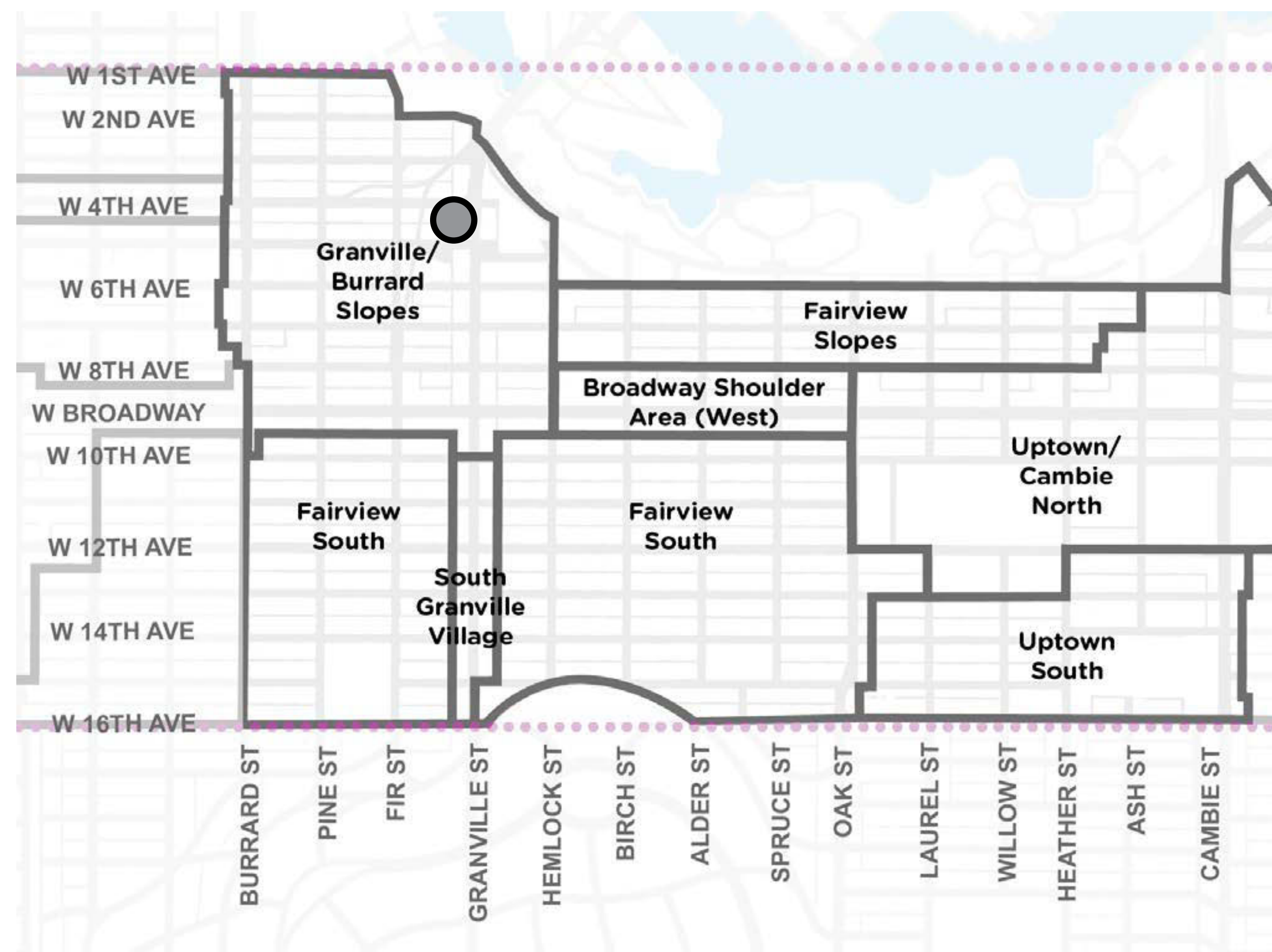
- »Walkable, primarily residential apartment area with diverse housing options.
- »Existing apartment areas: building heights of 15-25 storeys for renewal and expansion of older rental, social and co-op housing, as well as projects including 20% social housing.
- »Existing low-density residential areas: building heights of 6 storeys for market rental housing and 12-18 storeys in strategic locations for new market and below-market rental housing.
- »New shops and services in select locations (e.g. key walking streets, greenways).
- »Oak from 15th to 16th: building heights of 12-18 storeys for affordable housing.

## Broadway Shoulder Area (West)

- »Vibrant places to live, work and play with affordable housing, job space and amenities.
- »Building heights of 20-30 storeys for rental housing or commercial development (e.g. office).
- »Continuous active ground floor commercial (e.g. shops, cafés/ restaurants) along Broadway.

## Fairview Slopes

- »More diverse primarily residential area with new affordable housing.
- »Building heights of 6-15 storeys for renewal and expansion of older rental, social and co-op housing, as well as projects including 20% social housing.
- »North side of 8th: building heights of 15-20 storeys for projects with at least 20% social housing in mixed-use development including commercial space.



## South Granville Village

- »More walkable shopping street with a vibrant public life.
- »Low-scale village character with building heights up to 6 storeys.
- »Continuous active ground floor commercial (e.g. shops, cafés/restaurants) and public realm improvements.
- »Culture, entertainment and nightlife venues.

## Uptown/Cambie North

- »Key office location and health district in the heart of Vancouver's "second downtown".
- »Uptown Office District: building heights of 6 to 20+ storeys for commercial development (e.g. office).
- »Support master planning for Civic District.
- »Long-term expansion of VGH Campus and BC Cancer Centre.
- »North of 8th: building heights of 6 to 15+ storeys for commercial development (e.g. office) or rental housing.

## Uptown South

- »Primarily residential area close to jobs and rapid transit with new affordable housing.
- »Existing apartment areas: building heights of 12-25 storeys for renewal and expansion of older rental, social and co-op housing, as well as projects including 20% social housing.
- »New shops and services in select locations (e.g. key walking streets, greenways).
- »Along Cambie: building heights of 12-25 storeys for affordable housing.



# South Granville Village

*Future*

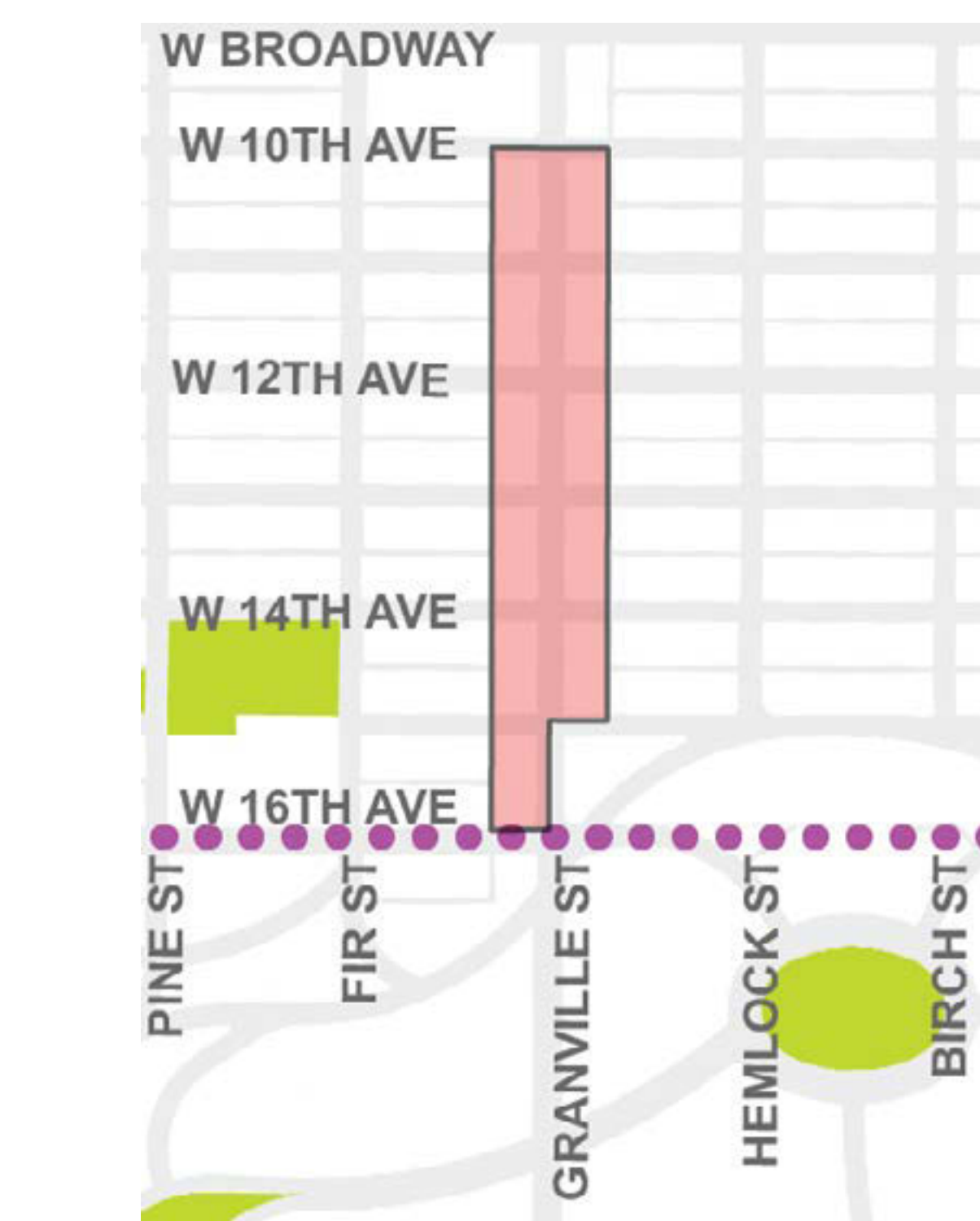


## FUTURE ROLE

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

## REFINED DIRECTIONS

- » Retain the low-scale village character with building heights up to 6 storeys for commercial buildings (e.g. office) or mixed-use buildings with strata ownership housing (enabled under current zoning).
- » Building heights up to 6 storeys for mixed-use buildings with commercial space and strata ownership housing (enabled under current zoning).
- » Require 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 existing arts and culture amenities in the area including arts and culture organizations, production spaces and retail spaces
- » Support opportunities for new cultural, entertainment and nightlife venues.



### Legend

..... Broadway Plan Study area

■ Park

Character area

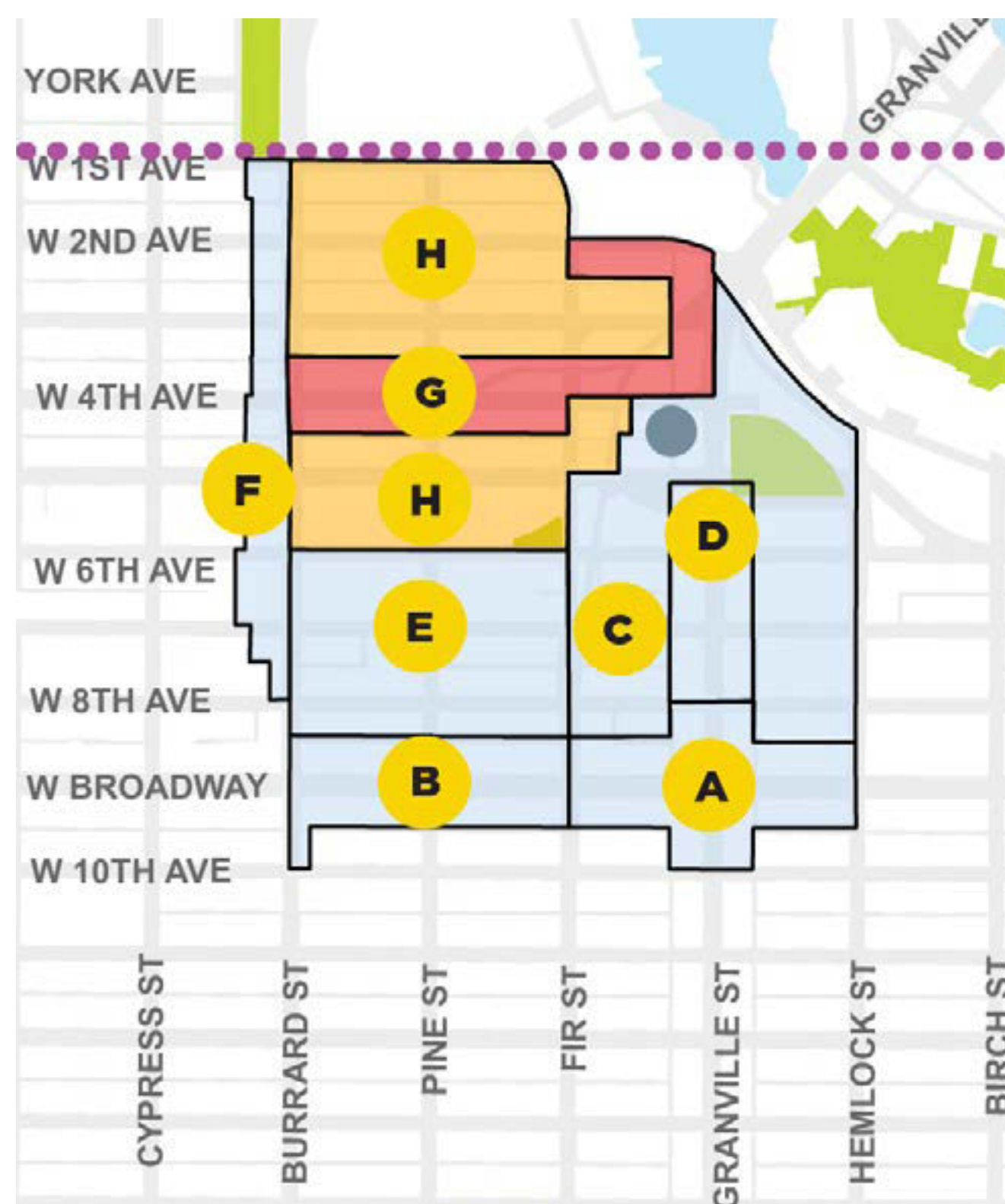
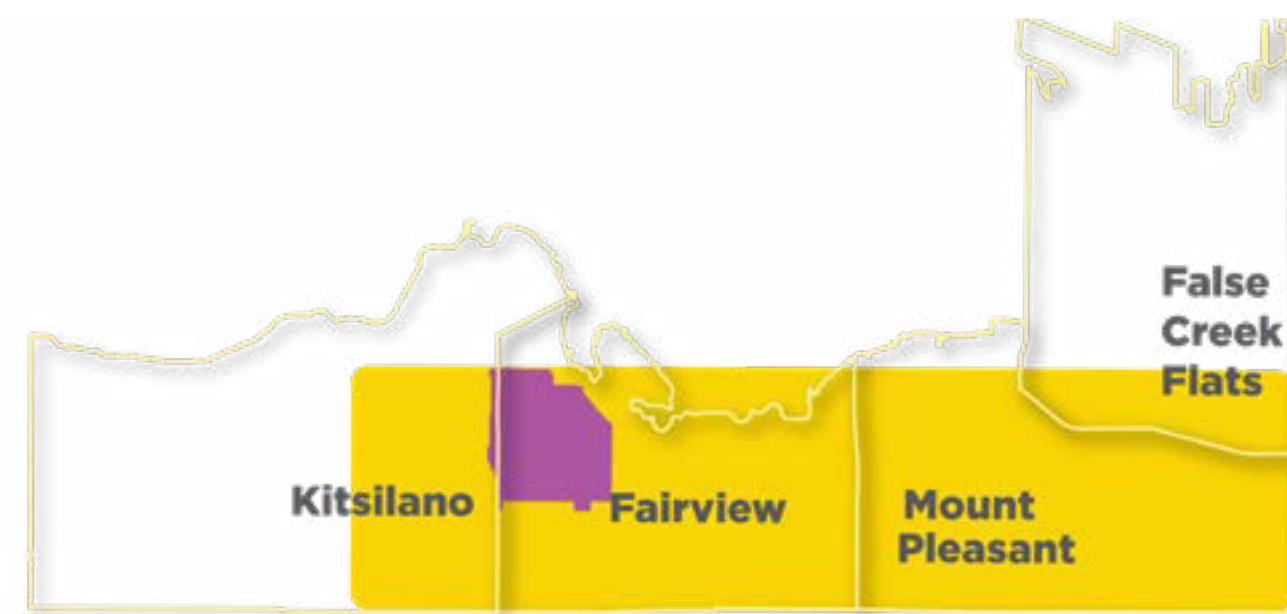
■ Village

□ Policy area boundary



# Granville/Burrard Slopes

*Future*



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

## FUTURE 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.

## REFINED DIRECTIONS

### » Area A:

- » Building heights of 30 to 40 storeys for station area mixed-use secured rental housing or commercial development (e.g. office or hotel), and/or a component of stratified ownership housing contributing towards community amenities.
- » Require a significant minimum job space (non-residential) component for mixed-use development (e.g. 3 to 4 storeys of office above retail).
- » Work with TransLink and the property owner to support the integration of South Granville Station with active commercial uses and public realm improvements.

### » Area B:

- » Building heights of 20 to 30 storeys for mixed-use secured rental housing or commercial development (e.g. office or hotel).
- » Require a minimum job space (non-residential) component for mixed-use development (e.g. office above retail).

### » Area C:

- » Building heights of 15 to 25 storeys for mixed-use stratified ownership housing with a minimum 20% of the residential floor area secured as non-profit social housing and/or contributing towards community amenities.
- » Require a minimum job space (non-residential) component (e.g. retail/service or small office).
- » Explore future uses for mixed-use development on the Southwest Granville Loop site that include and support public green space.

### » Area D:

- » Building heights of 6 to 12 storeys for mixed-use stratified ownership housing contributing towards community amenities.
- » Building heights are restricted by the Granville Street View (View Cone 20).
- » Areas A, C and D: support opportunities for new cultural, entertainment and nightlife venues.



### REFINED DIRECTIONS

#### » Area E:

- » Building heights of 12 to 20 storeys for mixed-use stratified ownership housing with a minimum 20% of the residential floor area secured as non-profit social housing.
  - » Require a minimum ground floor job space (non-residential) component (e.g. retail/service or small office).
- » Along Burrard Street, building heights of 6 to 12 storeys for mixed-use stratified ownership housing contributing towards community amenities.
  - » Building heights are restricted by the C-3A Burrard Street View.

#### » Area F:

- » Building heights of 6 to 12 storeys for mixed-use stratified ownership housing contributing towards community amenities.
  - » Building heights are restricted by the C-3A Burrard Street View.

#### » Area G:

- » Extend West 4th Village through this area and retain the low-scale village character by generally maintaining the permitted height and density:
- » Building heights of 4 storeys for mixed-use development with strata ownership housing (enabled under current zoning).
- » Building heights of 6 storeys for mixed-use development with secured market rental housing (aligned with the City's Secured Rental Policy).

#### » Area H:

- » Strengthen the Burrard Slopes Mixed Employment Area as a creative production area
- » Maintain the traditional light industrial functions (production, distribution and repair) of the area.
- » Consider a modest increase in height and density to support innovation and creative economy uses.

- » Consider a broader range of uses including additional amenities and services (e.g. food and beverage, and arts and culture uses).
- » Support the emerging Armoury District (named after the Seaforth Armoury) as a unique concentration of light industrial, creative and interior design studios, offices for architecture, planning, design and other similar services, retail and show rooms, art galleries and other cultural industries.
- » Work with local business owners/operators and property owners to explore the creation of a new Armoury District Businesses Improvement Association (BIA).
- » Consider shaping land use policy to recognize an emerging boundary between:
  - » Car dealerships, showrooms and repair shops west of Pine Street
  - » Creative and interior design studios, showrooms and retail east of Pine Street
- » Consider the general success of the Interim Rezoning Policy for the area (in effect from 2007-2018) and incorporate findings from its implementation into amended zoning for the area, except without residential allowances in compliance with the Draft Metro Vancouver Regional Growth Strategy “mixed employment” land designation.
- » Restrict any new residential uses, in accordance with the Metro Vancouver land use designation for Mixed Employment lands.
- » 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:
  - » Require 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.



# Southwest Granville Loop

*Future*

The Southwest Granville Loop is located at the south end of the Granville Bridge in the Fairview neighbourhood. A remnant of a previous era of highway oriented bridge design, the loop makes connectivity and wayfinding challenging between the west side of South Granville and the Granville Island and Armoury District areas to the north. Through the Broadway Planning Program there is opportunity to explore potential uses to shape the future of the site. A reconfigured block with new mixed-use development could help stitch the south Granville bridgehead back into the urban fabric, improve walking and cycling connections, and help meet community needs for housing, local shops and services, and amenities such as public open space.



## Background

The eight lane Granville Bridge was originally designed for high-volume freeways that were never built. At the south end of the bridge were two loops providing on and off-ramps for vehicular traffic, similar to the north end of the bridge today. In the late 1990s, the Southeast Granville Loop was removed, allowing for a reconfigured block and new park space, the Granville Loop Park. The Southwest Granville Loop, on City-owned land, remains as a green space surrounded by busy roadways.

Improving walking, rolling and cycling conditions over the Granville Bridge has long been identified as a Council priority for the City. The Granville Bridge Connector is an essential transportation project that will address this major gap in the city's pedestrian realm and cycling network. Extensive public and stakeholder engagement through 2019 and 2020 helped shape the Connector. In 2020 Council approved the long term design concepts for the project as well as funding for its first phase of construction as the Interim Granville Bridge Connector. At the time, Council also directed staff to include and support public green space as part of planning for the future loop site. For more information about the Connector, see [here](#).

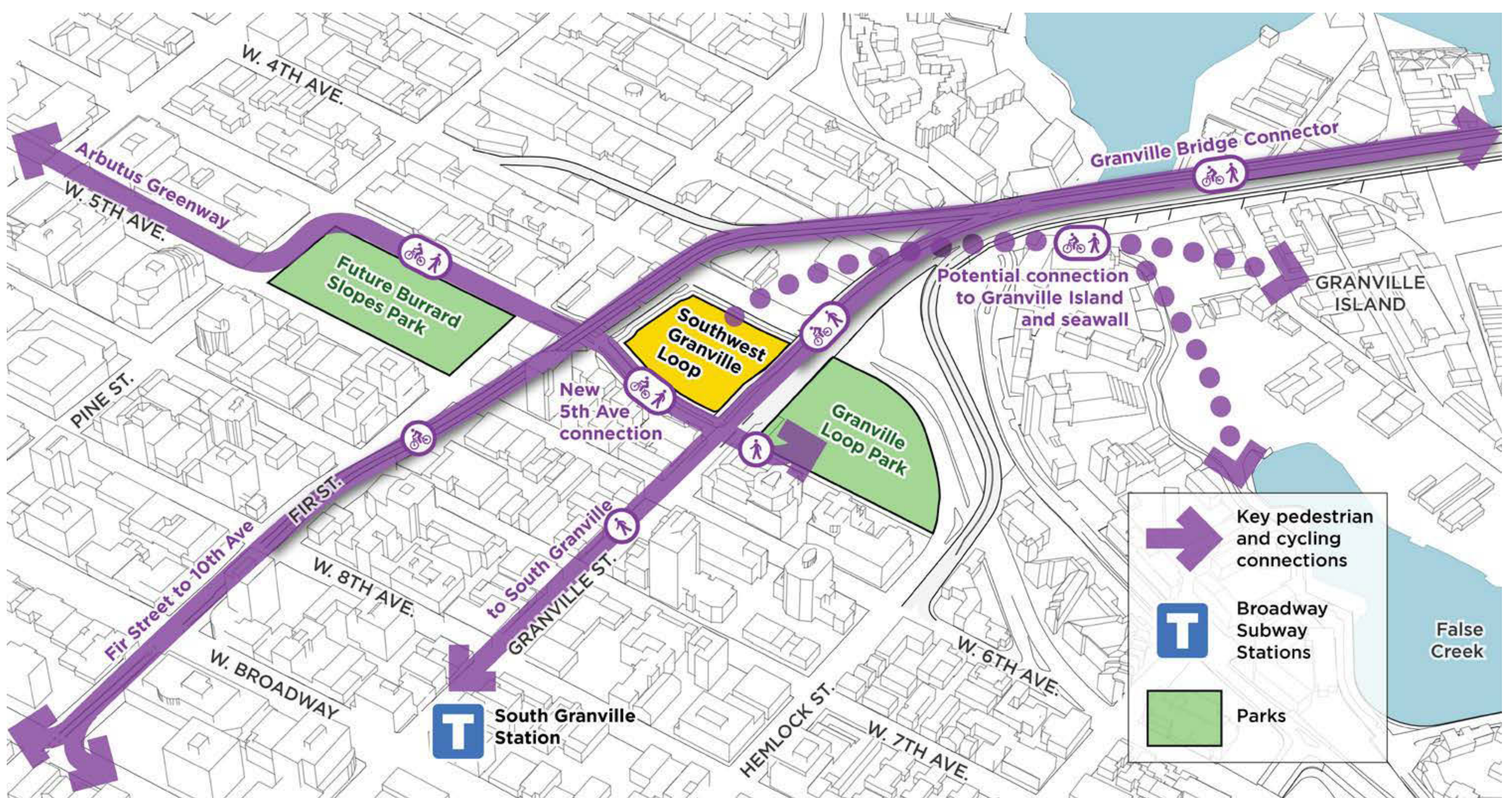


# Southwest Granville Loop

*Future*

## What we heard

- » Concerns regarding potential loss of existing green space.
- » Opportunity for a gateway feature at the north end of South Granville BIA area, including plaza space, public art, etc.
- » Need for improved connections and wayfinding, including to/from Granville Island.



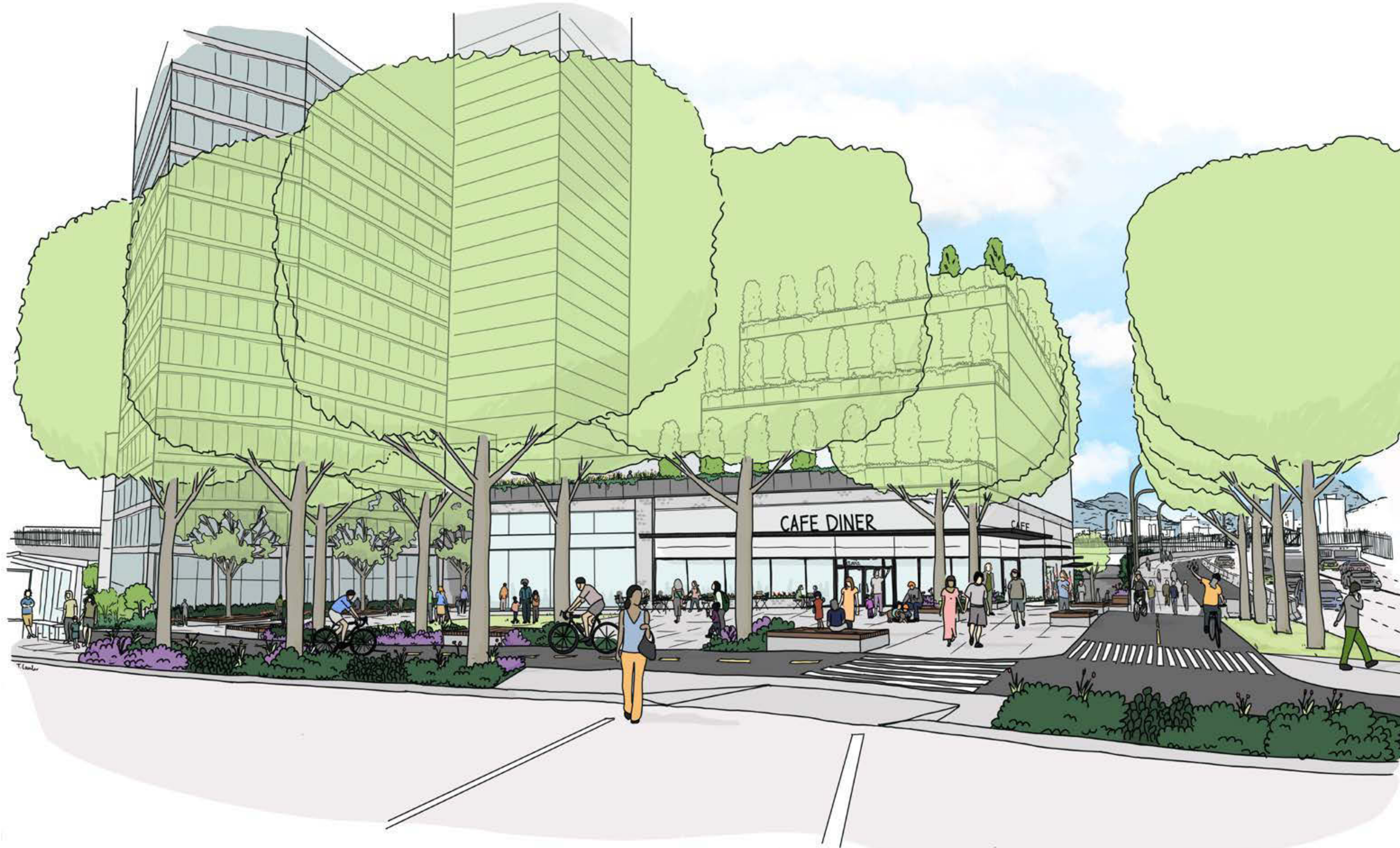
Future phases of the Connector will coordinate with a reconfigured block replacing the Southwest Loop, allowing for a new signal and protected intersection at Granville and West 5th Avenue, and improved walking and cycling connections to the Arbutus Greenway, Granville Island and the Seawall. The Broadway Plan will include policy directions for future uses and other considerations for the loop site.





# Southwest Granville Loop

*Future*



*Artist sketch showing potential future mixed-use development with new retail/commercial and residential uses, plaza and green space, street trees, and improved walking and cycling connections. View is looking northwest from the reconfigured Granville and 5th intersection.*

## REFINED DIRECTIONS

- » Improve connectivity and wayfinding for people walking, rolling and cycling, including between the Granville Connector and the Arbutus Greenway, and north-south towards Granville Island.
- » Remove the loop roadway and create a more regularized block configuration, including a new signal and protected intersection at Granville and West 5th Avenue.
- » Consider new mixed-use development with uses including:
  - » Retail/commercial, e.g. shops, cafés, restaurants and other services.
  - » Residential, including potential opportunities for affordable housing, e.g. secured rental or social housing.
- » Explore opportunities for greening and rainwater infiltration (green infrastructure) as part of public open space.
- » Explore opportunities for on-site community amenities, e.g. childcare or cultural facility.
- » Consider integration of a South Granville “gateway” feature near the future intersection at Granville and West 5th Avenue, including plaza/ open space, public art and infrastructure to support cultural programming/events.



# Fairview South

*Future*



## Legend

..... Broadway Plan Study area

■ Park

Character area

■ Residential area

■ Areas for taller buildings

■ Centre

● Policy area

□ Policy area boundary

## FUTURE 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.

## REFINED DIRECTIONS

### » Area A:

- » Support the long-term renewal of the older rental housing while preserving existing affordability by limiting additional density to below-market and market rental uses with additional tenant protection requirements for existing rental buildings
- » To preserve existing affordability and create below-market housing options for existing tenants, introduce new building heights of 20-25 storeys for secured market rental housing with 20% of the floor area secured at below-market rates for the life of the building, or, for existing non-market housing sites, secured as 100% non-profit social or co-op housing. See board 22 for details about the relationship between strengthened tenant protections, affordability and height/density.
- » For sites without existing rental housing, introduce new building heights of 15-18 storeys for stratified ownership housing with 20% of the floor area secured as non-profit social housing
- » Enable opportunities to integrate childcare into new non-market housing developments
- » Where existing building and lot patterns allow, explore opportunities for secured rental infill housing on larger sites and along laneways.

### » Area B:

- » Introduce new building heights of up to 6 storeys for secured market rental housing, limited to sites without existing heritage buildings.
- » Building heights of 12-18 storeys for rental apartment buildings with 20% of the floor area secured at below-market rates for the life of the building, limited to sites without existing heritage buildings. These buildings are proposed for strategic locations, as shown in darker purple on the map (see board 25 for more details.)
- » Building allowances in specific locations will be limited to ensure protection of heritage buildings and mitigate shadowing impacts on parks and schools
- » Create opportunities for new and diverse forms of ground-oriented multi-family housing that does not require property assembly to support a mix of building types.



### REFINED DIRECTIONS

#### » Areas A and B:

- » Retain the distinctive green and leafy character with a variety of buildings from different eras by retaining heritage buildings, introducing opportunities for diverse housing forms, and requiring landscaping and opportunities for large street trees.
- » Encourage or require new local-serving shops and services to be integrated with new apartment buildings throughout the area in locations with higher pedestrian activity (e.g. key walking streets, greenways, corner lots, near parks, etc.).
- » Require new enhanced tenant protections for tenants of existing rental buildings (in Area A) or rental units (in Area B) undergoing redevelopment, including right to return to a new below-market rental unit in the new building, support with temporary alternate accommodation during the construction period, and moving expenses and assistance finding alternate accommodation. See board 70 for details about proposed strengthened tenant protections in Broadway.

#### » Area C:

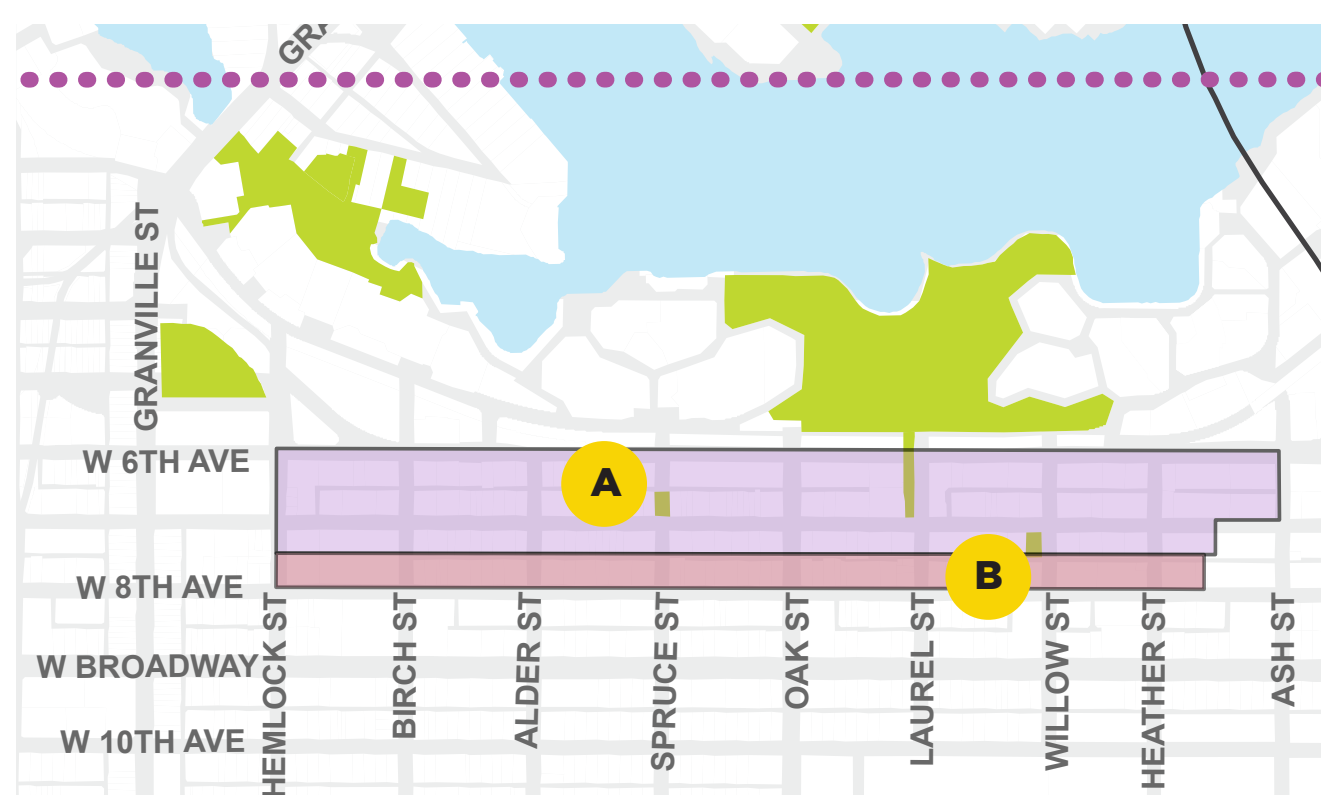
- » Building heights of 12 to 18 storeys for affordable housing (e.g. secured rental or social housing) in the mixed-use node on Oak Street north of West 16th Avenue.





# Fairview Slopes

*Future*



## Legend

..... Broadway Plan Study area

■ Park

Character area

■ Residential Area

● Policy area

□ Policy area boundary

## FUTURE 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.

## REFINED DIRECTIONS

- » Retain the green and leafy character with landscaped setbacks and gardens, particularly along West 7th Avenue.
- » Area A:
  - » Consider modest increases in height and density to enable the renewal and expansion of market and non-market housing, exploring innovative terraced building forms that embrace the area's unique context and sloped topography, and transition in scale from higher density development along West 8th Avenue.
  - » Support the long-term renewal of the older rental housing while preserving existing affordability by limiting additional density to below-market and market rental uses with additional tenant protection requirements for existing rental buildings.
  - » Require new enhanced tenant protections for tenants of existing rental buildings undergoing redevelopment, including right to return to a new below-market rental unit in the new building, support with temporary alternate accommodation during the construction period, and moving expenses and assistance finding alternate accommodation. See board 70 for details about proposed strengthened tenant protections in Broadway.
- » To preserve existing affordability and create below-market housing options for existing tenants, introduce new building heights of 6-15 storeys for secured market rental housing with 20% of the floor area secured at below-market rates for the life of the building, or, for existing non-market housing sites, secured as 100% non-profit social or co-op housing. See board 22 for details about the relationship between strengthened tenant protections, affordability and height/density.
- » For sites without existing rental housing, introduce new building heights of 6-15 storeys for stratified ownership housing with 20% of the floor area secured as non-profit social housing.
- » Enable opportunities to integrate childcare into new non-market housing developments.
- » 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.
  - » Building heights of 15-20 storeys for mixed-use stratified ownership housing with a minimum 20% of the residential floor area secured as non-profit social housing, and commercial uses (e.g. small office) in the lower floors.
- » Continue to support opportunities for ground floor commercial uses, particularly at corner locations.



# Broadway Shoulder Area (West)

*Future*



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

## FUTURE 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.

## REFINED DIRECTIONS

- » Building heights of 20 to 30 storeys for mixed-use affordable housing (secured market and below-market rental) or commercial development (e.g. office or hotel).
- » Require a minimum job space (non-residential) component for mixed-use development (e.g. office above retail).
- » Foster Broadway as a Great Street with improved sidewalks, street trees, continuous active ground floor commercial frontages, and places for gathering.





# Uptown/Cambie North

*Future*



## Legend

..... Broadway Plan Study area

■ Park

● Large/Unique Site

Character area

■ Centre

● Policy area

□ Policy area boundary

## FUTURE ROLE

Affirm Uptown as a key office location in the region and as the heart of 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.

## REFINED DIRECTIONS

### » Area A (Uptown Office District):

- » Strengthen the area's primarily commercial character and maintain the policy to restrict new residential uses.
- » Building heights of 6 to 20+ storeys for commercial development (e.g. office or hotel).
- » Consider changing residential zoning along West 10th Avenue to commercial, recognizing existing rental replacement requirements under the Rental Housing Stock Official Development Plan.

### » Civic District:

- » Support master planning for the Civic District to provide additional job space (meeting the City's long-term needs for public-serving and administrative spaces) and an enhanced public service hub, public realm and other public benefits, and improved connections to the Broadway Subway and Canada Line at Broadway-City Hall Station.
- » Support master planning to enhance the Civic District's civic identity including that of a City of Reconciliation.
- » Work with TransLink to support and integrate the Oak-VGH Station with active commercial uses and public realm 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.

- » Area B (Health District): support the expansion of the 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.

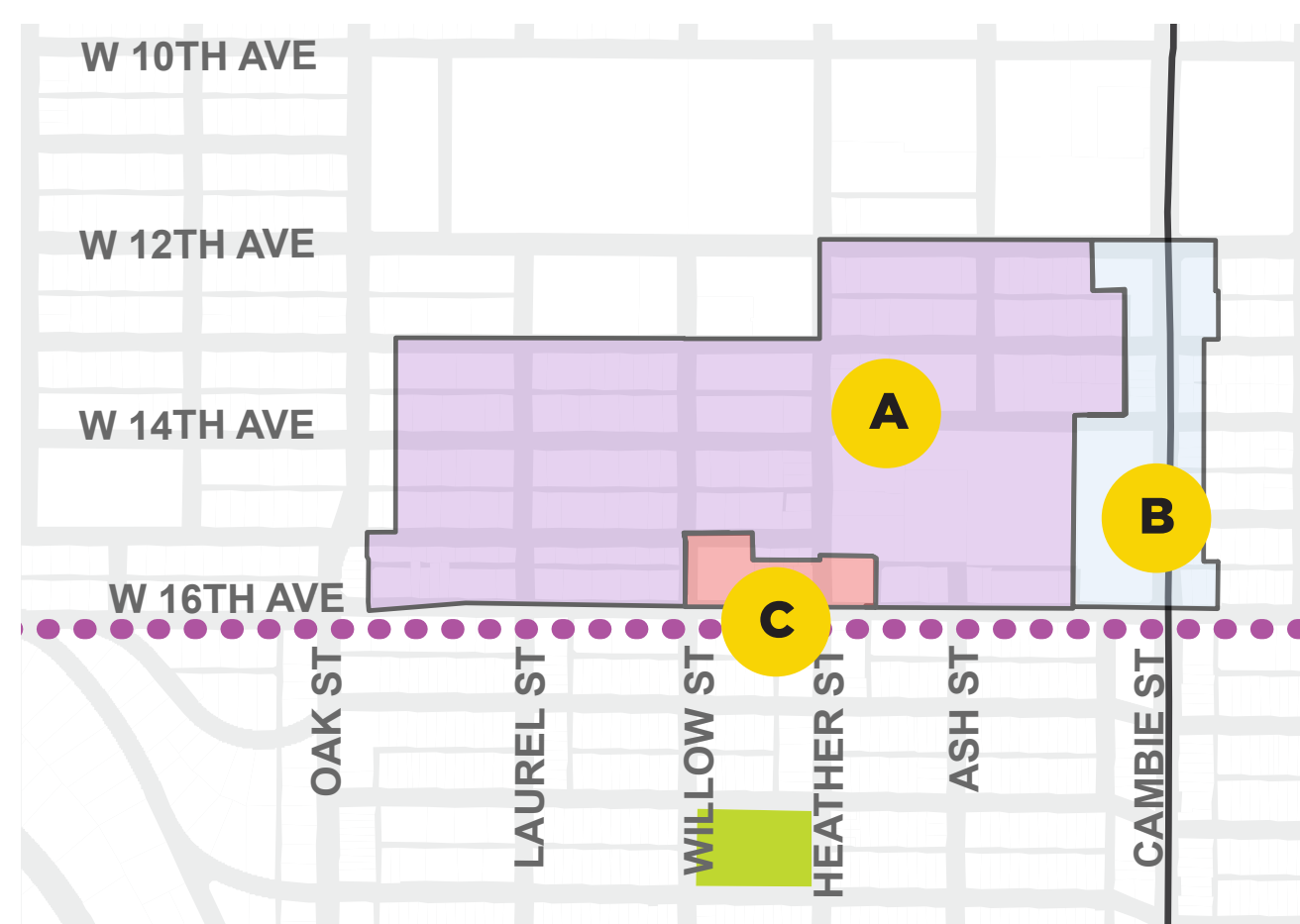
### » Area C:

- » Building heights of 6 to 15+ storeys for commercial development (e.g. office or hotel) or mixed-use secured rental housing.
- » Require a significant minimum job space (non-residential) component for mixed-use development (e.g. 3 to 4 storeys of office above retail).
- » Review view cones, if necessary, where increased heights are being considered (see board 15).
- » Along Cambie Street:
  - » Require continuous active ground floor commercial frontages (explore a range of active uses along the Cambie edge of the Civic District).
  - » Consider public realm improvements to create wider sidewalks and opportunities for store displays, patios, and places for gathering.



# Uptown South

*Future*



## Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

■ Residential Area

■ Village

● Policy area

□ Policy area boundary

## FUTURE 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.

## REFINED DIRECTIONS

- » Retain the distinctive green and leafy character with a variety of buildings from different eras by retaining heritage buildings, introducing opportunities for diverse housing forms, and requiring landscaping and opportunities for large street trees.
- » Area A:
  - » Support the long-term renewal of the older rental housing while preserving existing affordability by limiting additional density to below-market and market rental uses with additional tenant protection requirements for existing rental buildings
  - » Require new enhanced tenant protections for tenants of existing rental buildings undergoing redevelopment, including right to return to a new below-market rental unit in the new building, support with temporary alternate accommodation during the construction period, and moving expenses and assistance finding alternate accommodation. See board 70 for details about proposed strengthened tenant protections in Broadway.
  - » To preserve existing affordability and create below-market housing options for existing tenants, introduce new building heights of 12-25 storeys for secured market rental housing with 20% of the floor area secured at below-market rates for the life of the building, or, for existing non-market housing sites, secured as 100% non-profit social or co-op housing. See board 22 for details about the relationship between strengthened tenant protections, affordability and height/density.
- » Area B:
  - » For sites without existing rental housing, introduce new building heights of 12-18 storeys for stratified ownership housing with 20% of the floor area secured as non-profit social housing
  - » Enable opportunities to integrate childcare into new non-market housing developments
  - » Encourage or require new local-serving shops and services to be integrated with new apartment buildings throughout the area in locations with higher pedestrian activity (e.g. key walking streets, greenways, corner lots, near parks, etc.)
- » Strengthen Cambie Street as a walkable, mixed-use street with new housing opportunities and continuous active ground floor commercial frontages.
- » Building heights of 12 to 25 storeys for mixed-use 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.



### REFINED DIRECTIONS

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





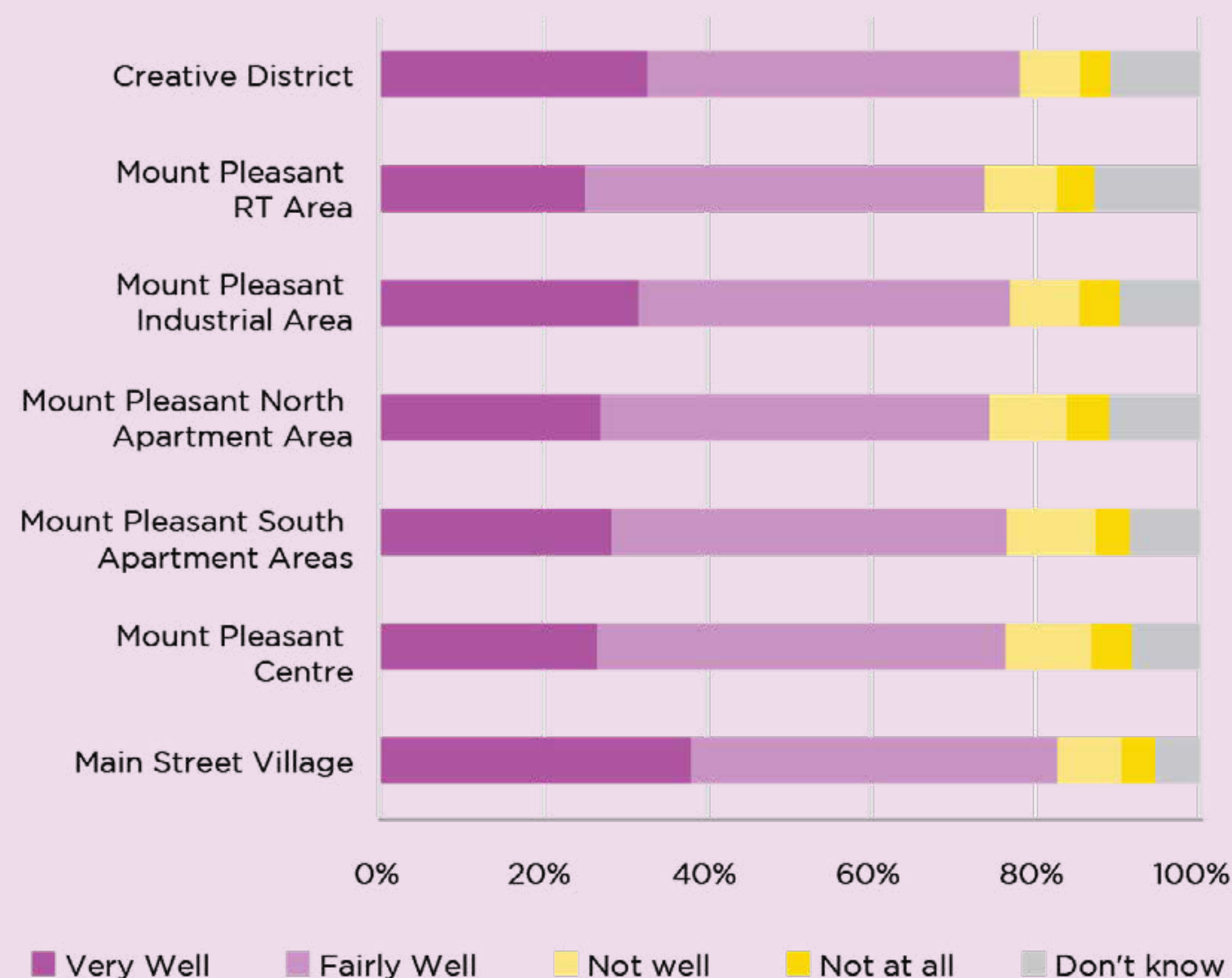
# Mount Pleasant - What We Heard

## Intro

Community input from the Emerging Directions engagement identified key themes for each neighbourhood that informed the Refined Directions.

### What we heard

We asked, “How well do these directions reflect what you’d like to see...” in each sub-area in Mount Pleasant? On average, **77%** of survey respondents said that the Emerging Directions reflected what they would like to see “very well” or “fairly well”.



Mount Pleasant is an eclectic and diverse neighbourhood that has a mix of industrial lands, cherished local shops and services, a strong arts and culture presence, and some of the city’s most affordable rental housing stock. The Refined Directions for Mount Pleasant seek to retain and strengthen these unique places while integrating new housing and job space. Some of the key directions for Mount Pleasant include:

- » Retaining what is most cherished by the community, such as the Main Street Village, the green and leafy residential streets, and heritage buildings.
- » Creating opportunities for housing, job space and amenities near Mount Pleasant Station.
- » Strengthening the Mount Pleasant Industrial Area as a vibrant creative and cultural production hub by enhancing its light industrial function and supporting the innovation economy.
- » Supporting the long-term renewal of aging rental apartments, ensuring affordability is preserved and existing tenants are protected, particularly in the eastern portion of the neighbourhood
- » Creating a more complete and connected neighbourhood, transforming Fraser Street into a commercial high street and adding new local-serving shops and services in residential areas.
- » In the False Creek Flats, enhancing the Creative District as a 24-hour community with a strong focus on education, innovation, arts and culture.

### Here are some themes that emerged from our previous engagement:

#### Affordable housing and diverse housing options: co-ops, assisted living, townhouses, low income and social housing

- » “Allow for the old low-density rental buildings to be redeveloped as long as an equivalent amount of suites are provided at the same rate.”

#### Modernize and intensify industrial job space and protect local small businesses

- » “The Mount Pleasant Industrial area is important to the life of the city. The city needs to keep some light industrial.”
- » “Main Street has managed to maintain a good mix of local businesses. I would like to see this continue.”

#### Mixed opinions for increasing height while increasing density

- » “I would support some increased in height in areas, but would also like to see different types of housing for those who might be able to afford it”
- » “There are no vacancies in this neighbourhood. We need to create more homes. Increased height and density for affordable housing are a must.”



# Mount Pleasant - Big Moves

*Future*

## Mount Pleasant Centre

- »Diverse and vibrant mixed-use area close to rapid transit.
- »Around Broadway and Kingsway: building heights of 20-30 storeys for rental, social, and strata ownership housing, job space (e.g. office) and amenities; tallest buildings near Mount Pleasant Station.
- »Away from Broadway and Kingsway: building heights stepping down to 12-25 storeys for affordable housing (view cone restricts heights on east side of Main).

## Main Street Village

- »More walkable shopping and dining street with a variety of small/ local businesses.
- »Low-scale village character with building heights up to 4-6 storeys.
- »Continuous active ground floor commercial (e.g. shops, cafés/ restaurants) and public realm improvements.
- »Culture, entertainment and nightlife venues.

## Creative District

- »Vibrant and walkable mixed-use area close to rapid transit with diverse job space, post-secondary institutions, new affordable housing, local-serving shops and services and arts and culture uses.
- »Long-term expansion of Great Northern Way Campus.
- »Building heights of 25-35 storeys for commercial development (e.g. office) or rental housing in station areas on General Urban lands.
- »Explore opportunities for mixed-use development potentially including affordable rental housing with significant industrial/job space intensification, on Mixed Employment lands close to rapid transit stations, if consistent with emerging City and Regional policy.
- »Long-term expansion of Vancouver Community College.

## Mount Pleasant Industrial Area

- »Vibrant creative and cultural production area supporting the innovation economy and with an enhanced light industrial function.
- »Modest increase in height and density to support innovation and creative economy uses, with additional height and density for development with at least 50% of floor space as industrial uses.

## Broadway Shoulder Area (East)

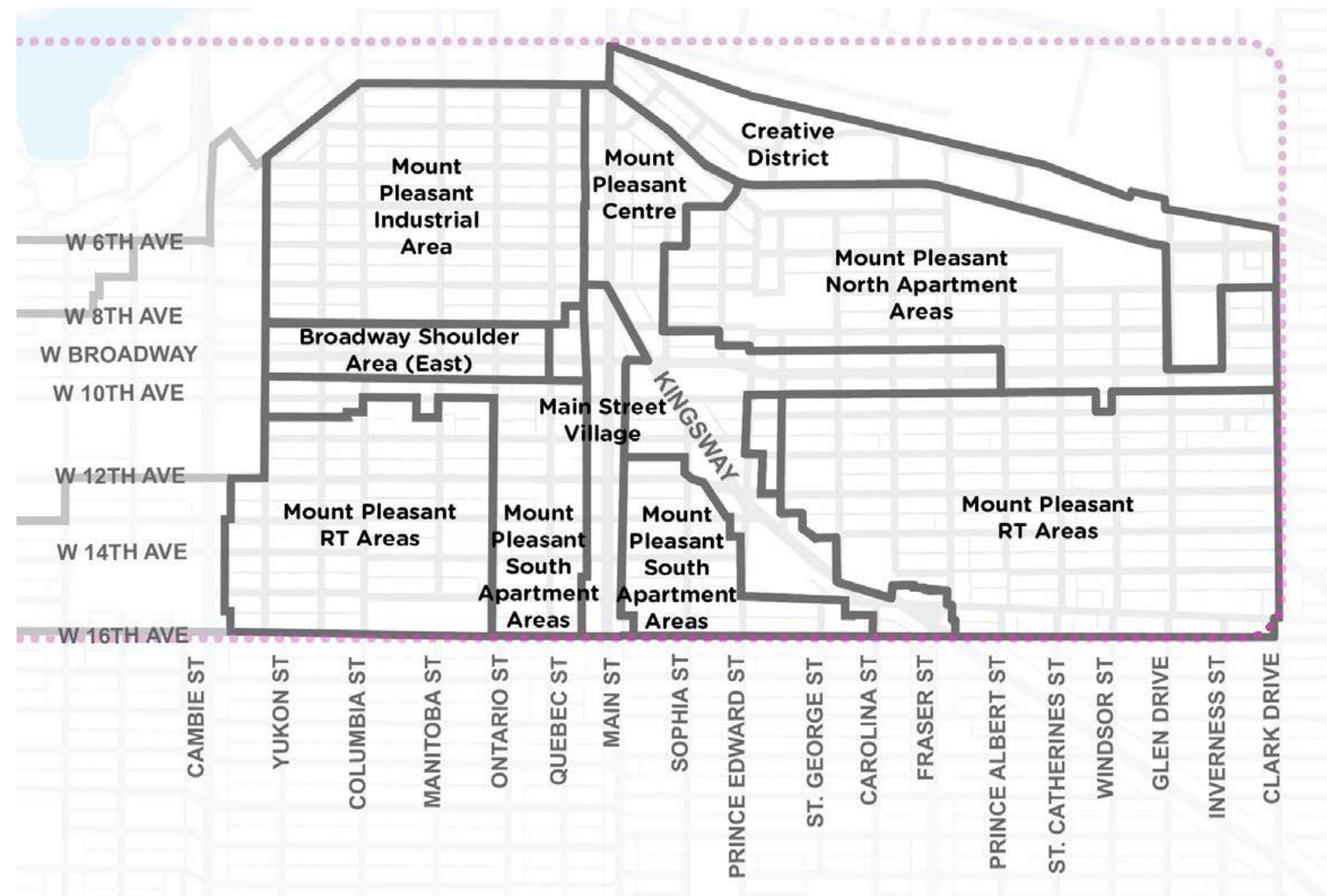
- »Vibrant places to live, work and play with affordable housing, job space and amenities.
- »East Shoulder: building heights of 15-20+ storeys for rental housing or commercial development (e.g. office)
- »North side: potential new mixed-use development across C-3A and I-1 zones including an industrial component.
- »Continuous active ground floor commercial (e.g. shops, cafés/restaurants) along Broadway.

## Mount Pleasant RT Areas

- »Primarily residential areas with more diverse housing options, including rental apartments in off-arterial locations.
- »Building heights of 6 storeys for market rental housing and 12-18 storeys in strategic locations (e.g. along Fraser) for below-market rental housing.
- »New shops and services in select locations (e.g. key walking streets, greenways).

## Mount Pleasant South Apartment Areas

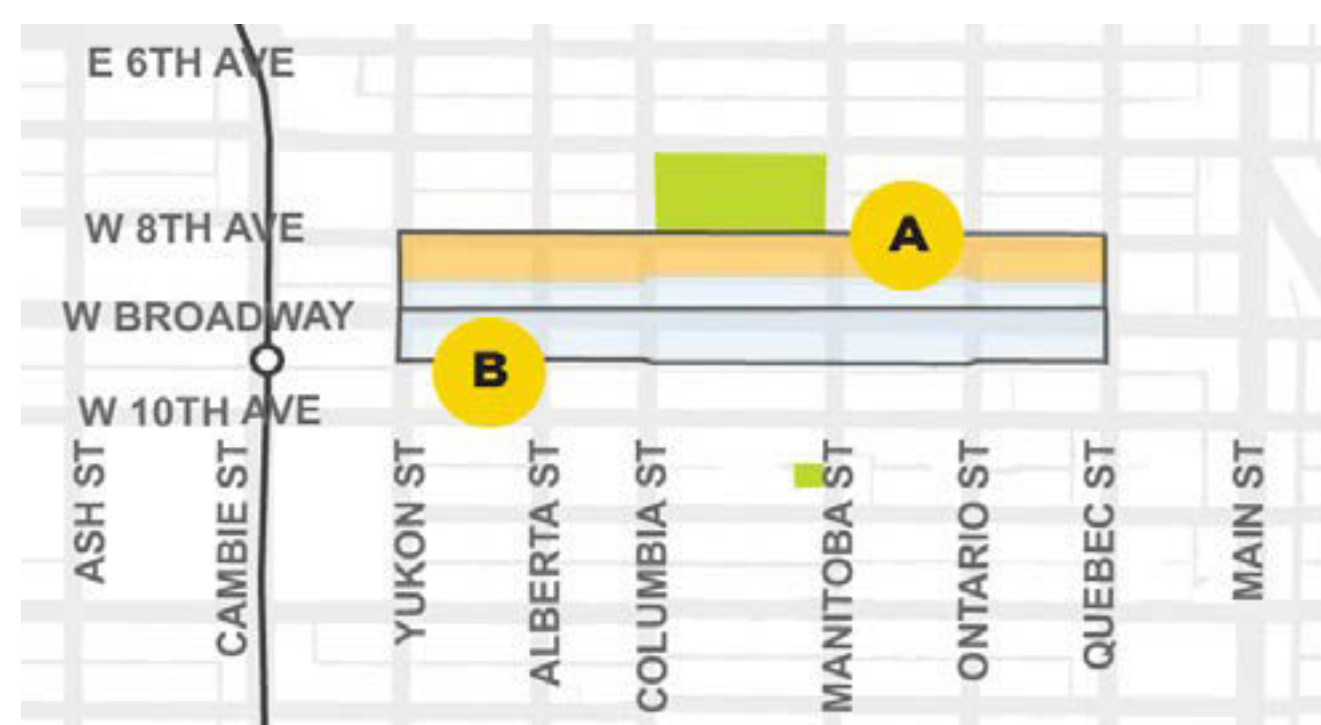
- »Primarily residential apartment areas with diverse housing options.
- »Building heights of 15-25 storeys for renewal and expansion of older rental, social and co-op housing, as well as projects including 20% social housing.
- »New shops and services in select locations (e.g. key walking streets, greenways).





# Broadway Shoulder Area (East)

*Future*



## Legend

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

## FUTURE 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.

## REFINED DIRECTIONS

### » Area A:

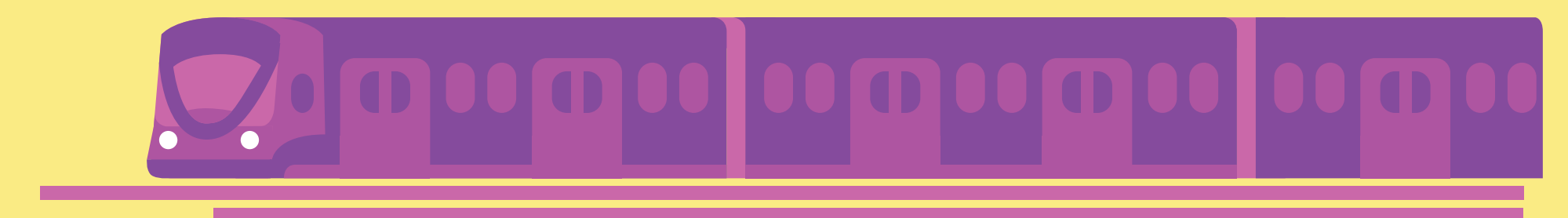
- » Support opportunities for lot consolidation and/or spanning across the lane for new development:
  - » Building heights of 15 to 20+ storeys for mixed-use development with commercial space (e.g. office or hotel) or secured rental housing, and/or a component of stratified ownership housing contributing towards community amenities.
  - » Any residential component must be on lands regionally designated as General Urban (C-3A zone, fronting Broadway).
  - » Maintain or expand the existing industrial space requirements on lands regionally designated as Industrial (I-1 zone, fronting 8th Avenue).
  - » In potential lot consolidation scenarios, achieve a minimum amount of on-site public open space equivalent to the area of lane removed.

### » Area B:

- » Building heights of 15 to 20+ storeys for mixed-use secured rental housing or commercial development (e.g. office or hotel).

### » Areas A and B:

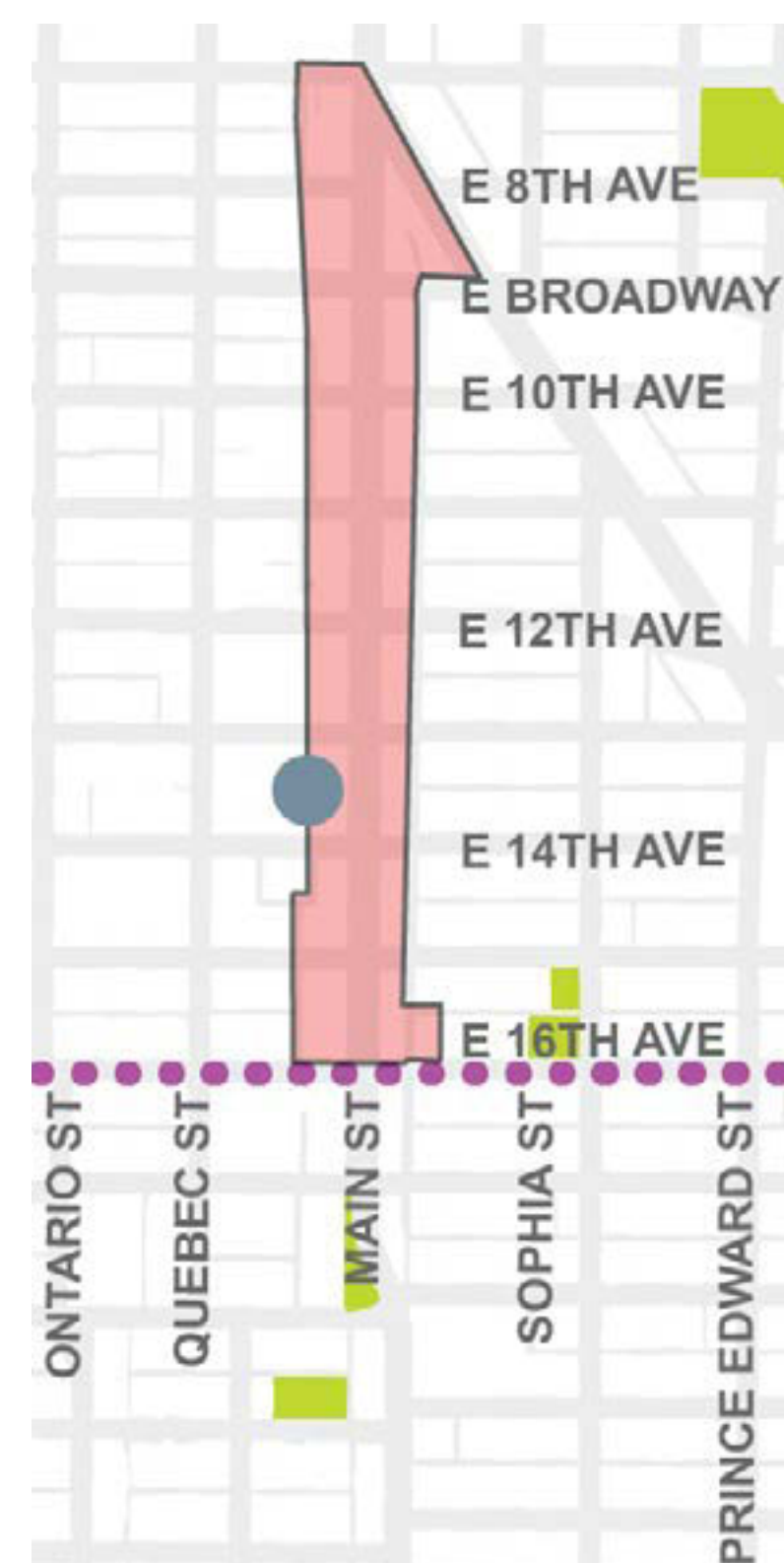
- » Review view cones, if necessary, where increased heights are being considered (see board 15).
- » Require a minimum job space (non-residential) component for mixed-use development (e.g. office above retail).
- » Foster Broadway as a Great Street with improved sidewalks, street trees, continuous active ground floor commercial frontages, and places for gathering.





# Main Street Village

*Future*



- Legend
- ..... Broadway Plan Study area
  - Park
  - Large/Unique Site
  - Character area
  - Village
  - Policy area boundary

## FUTURE ROLE

Strengthen Main Street Village as a shopping, dining and entertainment street with a distinctive character, variety of small and local businesses, strong arts and culture presence, and improved walkability and places for gathering.

## REFINED DIRECTIONS

- » Retain the “human-scale” village character by generally maintaining the permitted height and density.
  - » In the area south of East 12th Avenue (C-2C zone):
    - » Building heights of 4 storeys for mixed-use buildings with commercial space and strata ownership housing (enabled under current zoning)
    - » Building heights of 6 storeys for mixed-use buildings with commercial space and secured market rental housing (aligned with the City’s Secured Rental Policy)
  - » In the area north of East 12th Avenue (C-3A zone), building heights up to 6 storeys for commercial buildings (e.g. office) or mixed-use buildings with strata ownership housing (enabled under current zoning).
    - » Explore a modest increase in height and density for heritage retention with new secured rental housing and/or job space.
- » Require continuous active ground floor commercial frontages.
- » Continue to require narrow frontages for ground floor commercial uses.
- » For the Centrepont Mall/Save-On-Foods site, affirm support for increased height (with lower height along Main Street) and density for mixed-use development where contributing public benefits such as affordable housing, cultural facilities, public open space, and other amenities.
- » Work with TransLink to support and integrate the Mount Pleasant Station with active commercial uses and public realm improvements.
- » 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).
- » Strengthen the area of Main Street and 14th Avenue as a place for gathering and a hub for public life.
- » Explore opportunities for small scale businesses and patios on side streets and in adjacent laneways.
- » Support opportunities for new cultural spaces, and entertainment and nightlife venues.
- » Foster Broadway as a Great Street with improved sidewalks, street trees, continuous active ground floor commercial frontages, and places for gathering



# Mount Pleasant Centre

*Future*



## Legend

..... Broadway Plan Study area

■ Park

● Large/Unique Site

Character area

■ Centre

■ Village

■ Residential Area

● Policy area

□ Policy area boundary

## FUTURE ROLE

Strengthen and diversify Mount Pleasant Centre as a vibrant mixed-use area close to rapid transit by providing opportunities for additional housing (particularly secured rental and social housing), job space, and amenities (e.g. cultural facilities and childcare).

## REFINED DIRECTIONS

### » Area A:

- » Building heights of 20 to 30 storeys for station area mixed-use secured rental housing or commercial development (e.g. office or hotel), and/or a strata residential component contributing towards community amenities.
- » Require a significant minimum job space (non-residential) component for mixed-use development (e.g. 3 to 4 storeys of office above retail).
- » For the Kingsgate Mall site, affirm support for increased height and density for mixed-use development where contributing public benefits such as affordable housing, public open space, and other amenities.
- » On the north side of Broadway between Scotia and Brunswick streets, explore lot consolidation across the lane for new development.
  - » Prioritize renewal and expansion of social housing (Rental Housing Stock Official Development Plan applies to existing rental units).
  - » Achieve a minimum amount of on-site public open space equivalent to the area of lane removed.
- » Review view cones, if necessary, where increased heights are being considered (see board 15).

### » Area B:

- » Building heights of 20 to 25 storeys for mixed-use stratified ownership housing with a minimum 20% of the residential floor area secured as non-profit social housing.
- » Require a minimum job space (non-residential) component (e.g. retail/service or small office).

### » Area C:

- » Building heights of 15 to 25 storeys for mixed-use secured rental housing.
- » Work with Providence Health Care on their long term aspirations for the Mount Saint Joseph Hospital site.

### » Area D:

- » Maintain the permitted height and density for the small mixed-use node on East 15th Avenue at Kingsway.

### » Area E:

- » Building heights of 15 to 20 storeys for mixed-use affordable housing (e.g. secured rental or social housing).
- » Require a minimum job space (non-residential) component (e.g. office above retail).

### » Area F:

- » Building heights of 12 to 18 storeys for mixed-use affordable housing (e.g. secured rental or social housing).



# Mount Pleasant Centre

*Future*

## REFINED DIRECTIONS

### » Area G:

- » Building heights of 15 to 20+ storeys for mixed-use secured rental housing.
- » Review view cones, if necessary, where increased heights are being considered (see board 15).
  - » East side of Main Street: reaffirm that building heights are restricted by the Main Street View (View Cone 22) north of East 6th Avenue.
- » Encourage active ground floor commercial frontages that animate the lanes.

### » Areas A, B and G:

- » Support opportunities for new cultural spaces, and entertainment and nightlife venues.

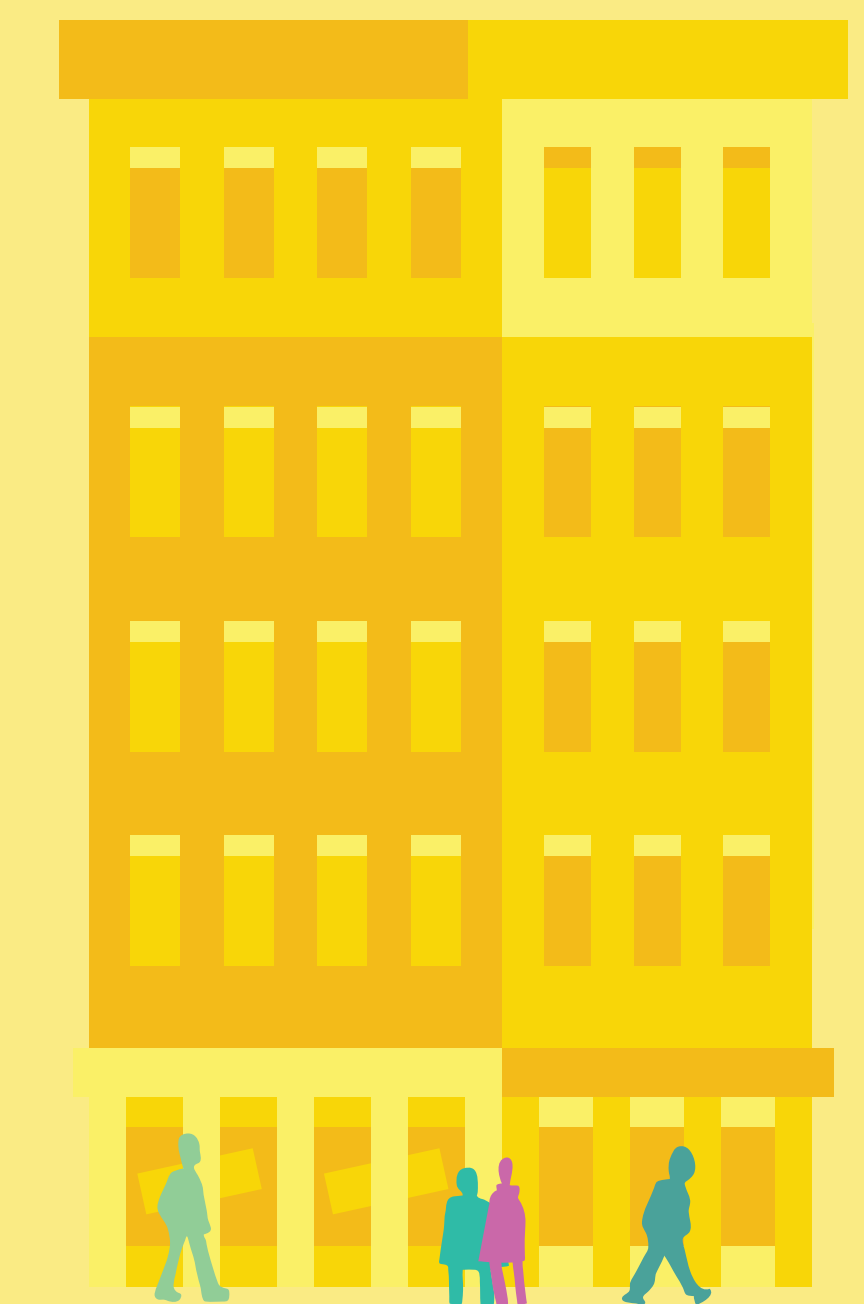
### » Area H:

- » Building heights of 12 to 18 storeys for mixed-use stratified ownership housing with a minimum 20% of the residential floor area secured as non-profit social housing.
- » Continue to support light industrial and arts and cultural uses, and explore an increased requirement for job space in new development.

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

### » Along Kingsway and Main streets:

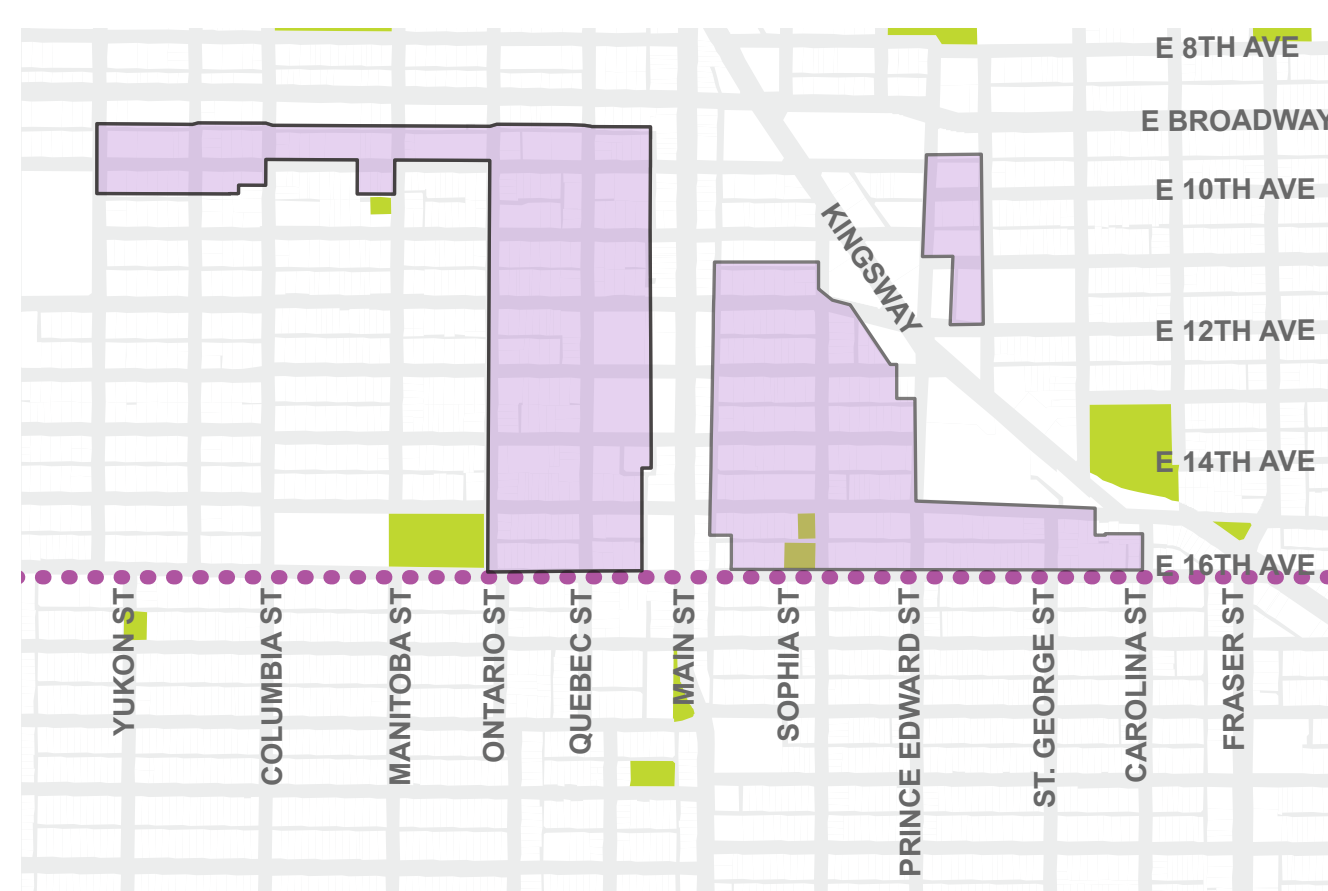
- » Require continuous active ground floor commercial frontages.
- » Explore opportunities for public space improvements to create wider sidewalks, additional space for store displays and patios, and places for gathering.





# Mount Pleasant South Apartment Areas

*Future*



## Legend

..... Broadway Plan Study area

■ Park

Character area

■ Residential Area

□ Policy area boundary

## FUTURE ROLE

Strengthen the Mount Pleasant South Apartment Areas as primarily residential areas with diverse housing options by providing strategic opportunities for new affordable housing, while encouraging retention and renewal of existing older rental housing.

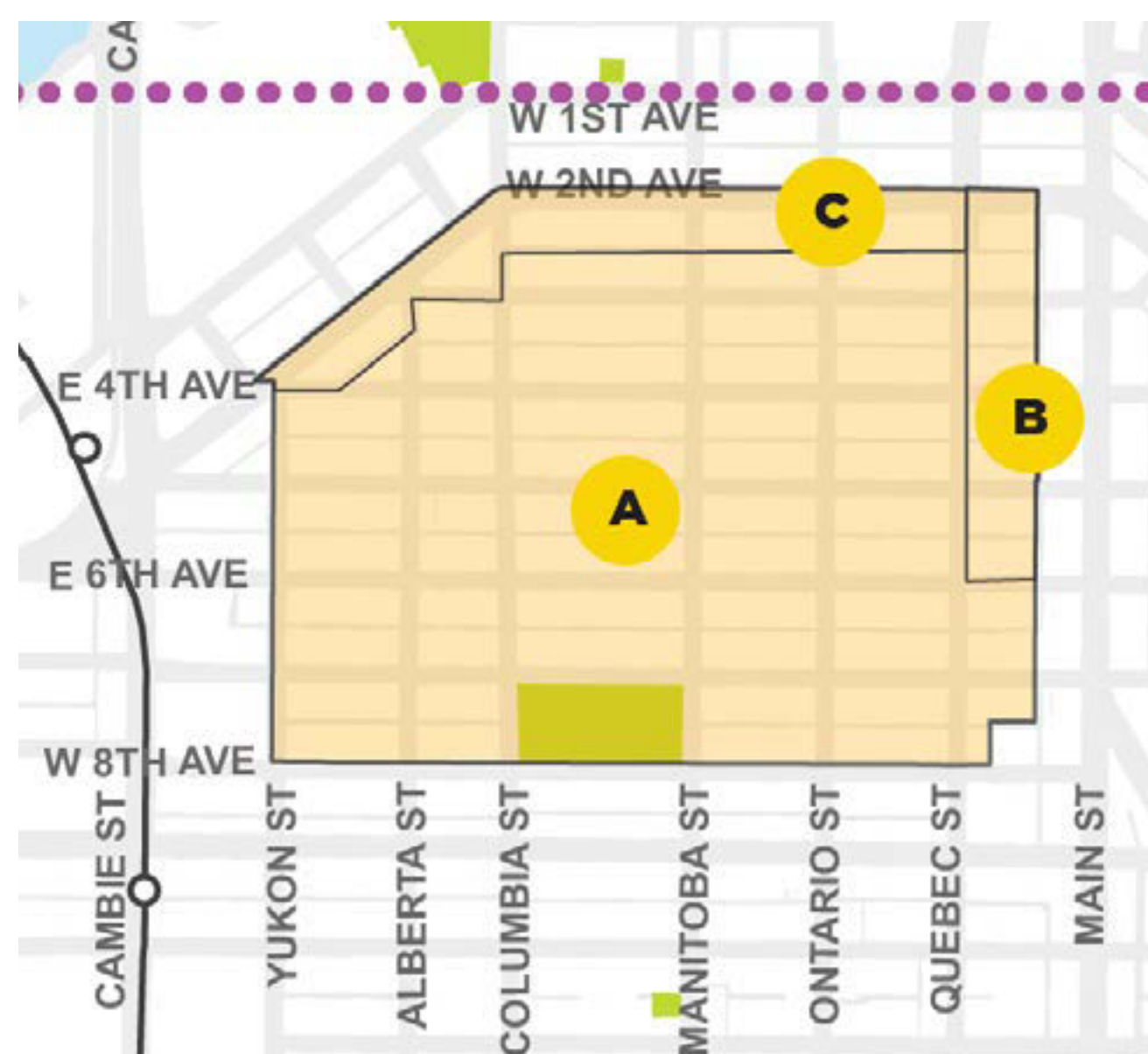
## REFINED DIRECTIONS

- » Retain the distinctive green and leafy character with a variety of buildings from different eras by retaining heritage buildings, introducing opportunities for diverse housing forms, and requiring landscaping and opportunities for large street trees.
- » Support the long-term renewal of the older rental housing while preserving existing affordability by limiting additional density to below-market and market rental uses with additional tenant protection requirements for existing rental buildings
- » Require new enhanced tenant protections for tenants of existing rental buildings undergoing redevelopment, including right to return to a new below-market rental unit in the new building, support with temporary alternate accommodation during the construction period, and moving expenses and assistance finding alternate accommodation. See board 70 for details about proposed strengthened tenant protections in Broadway.
- » To preserve existing affordability and create below-market housing options for existing tenants, introduce new building heights of 20-25 storeys for secured market rental housing with 20% of the floor area secured at below-market rates for the life of the building, or, for existing non-market housing sites, secured as 100% non-profit social or co-op housing. See board 22 for details about the relationship between strengthened tenant protections, affordability and height/density.
- » For sites without existing rental housing, introduce new building heights of 15-18 storeys for stratified ownership housing with 20% of the floor area secured as non-profit social housing
- » Enable opportunities to integrate childcare into new non-market housing developments
- » Encourage or require new local-serving shops and services to be integrated with new apartment buildings throughout the area in locations with higher pedestrian activity (e.g. key walking streets, greenways, corner lots, near parks, etc.)
- » Support choice-of-use for residential or non-residential (e.g. commercial) uses at grade on
- » East 12th Avenue between Watson Street and Sophia Street.



# Mount Pleasant Industrial Area

*Future*



## Legend

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

## FUTURE ROLE

Strengthen the Mount Pleasant Industrial Area as a vibrant creative production area by enhancing its light industrial function while strategically increasing opportunities to support the innovation economy.

## REFINED DIRECTIONS

### » Area A:

- » Intensify the traditional light industrial functions (production, distribution and repair) of the area.
- » Consider a modest increase in height and density to support innovation and creative economy uses.
- » For exceptional industrial projects that deliver a minimum of 50% of the floor space as industrial uses, consider additional height and density generally in alignment with the I-1C zone.
- » Recognize the important role that established industrial spaces play as a home for arts and cultural spaces, and seek new spaces through development where feasible.
- » Restrict any new residential uses, in accordance with the Metro Vancouver land use designation for Industrial lands.
- » Introduce additional flexibility in permitted uses that are complementary to industrial and office uses, including additional amenities and services (e.g. food and beverage options).
- » Explore opportunities to enhance the viability of small businesses, such as expanded lounge and patio space for breweries.

### » Areas B and C:

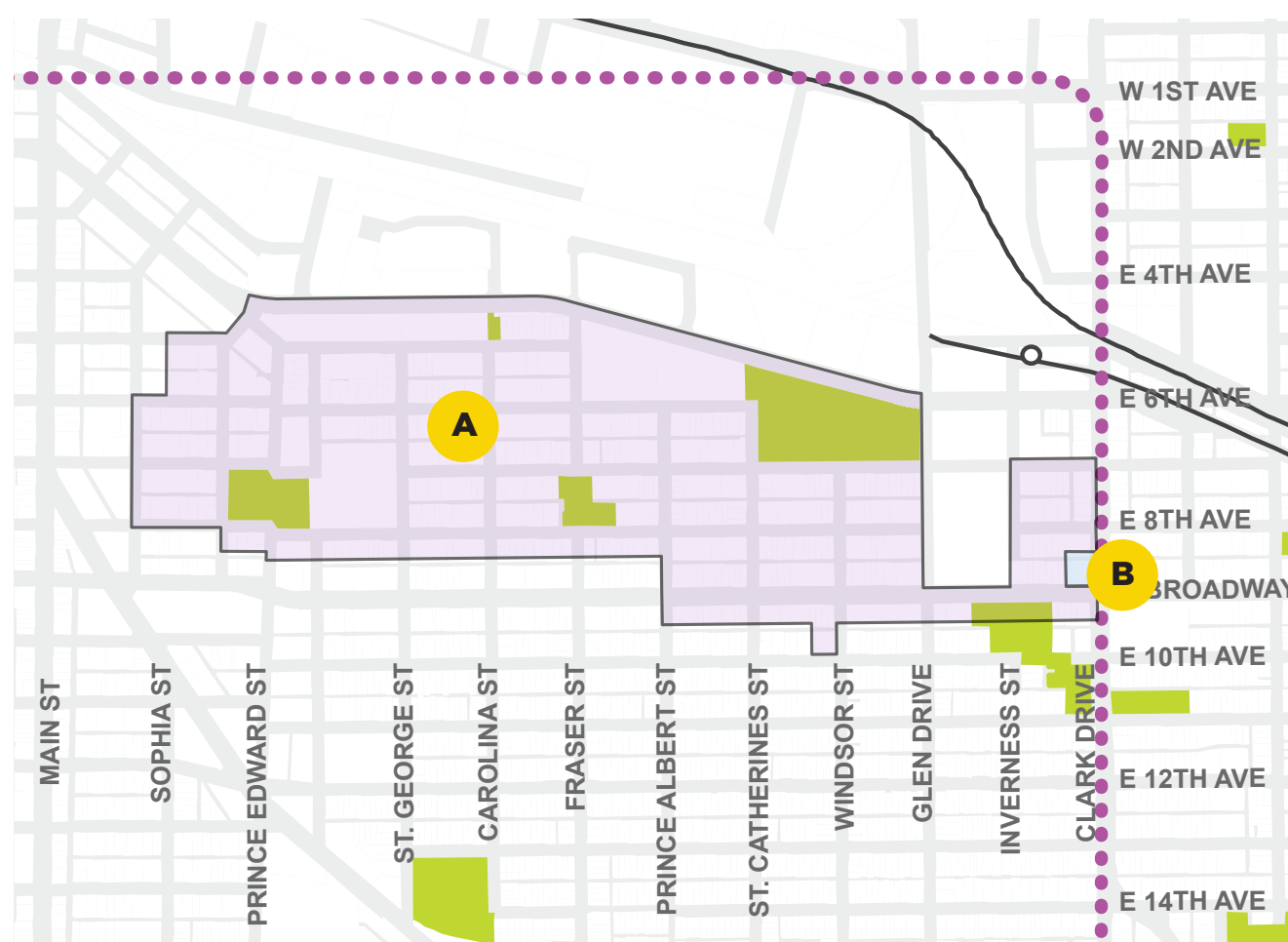
- » Maintain the permitted heights, densities and uses (continue to restrict residential uses).





# Mount Pleasant North Apartment Area

*Future*



## Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

■ Residential Area

● Policy area

□ Policy area boundary

## FUTURE ROLE

Strengthen the Mount Pleasant North Apartment Area as an affordable, primarily residential area by providing strategic opportunities for new affordable housing, while retaining the existing older rental housing.

## REFINED DIRECTIONS

### » Area A:

- » Retain the distinctive green and leafy character with a variety of buildings from different eras by retaining heritage buildings, introducing opportunities for diverse housing forms, and requiring landscaping and opportunities for large street trees.
- » Support the long-term renewal of the older rental housing while preserving existing affordability by limiting additional density to below-market and market rental uses with additional tenant protection requirements for existing rental buildings.
- » Require new enhanced tenant protections for tenants of existing rental buildings undergoing redevelopment, including right to return to a new below-market rental unit in the new building, support with temporary alternate accommodation during the construction period, and moving expenses and assistance finding alternate accommodation. See board 70 for details about proposed strengthened tenant protections in Broadway.
- » To preserve existing affordability and create below-market housing options for existing tenants, introduce new building heights of 20-25 storeys for secured market rental housing with 20% of the floor area secured at below-market rates for the life of the building, or, for existing non-market housing sites, secured as 100% non-profit social or co-op housing. See board 22 for details about the relationship between strengthened tenant protections, affordability and height/density.

- » For sites without existing rental housing, introduce new building heights of 15-18 storeys for stratified ownership housing with 20% of the floor area secured as non-profit social housing
- » Enable opportunities to integrate childcare into new non-market housing developments
- » Encourage or require new local-serving shops and services to be integrated with new apartment buildings throughout the area in locations with higher pedestrian activity (e.g. key walking streets, greenways, corner lots, near parks, etc.)
  - » Require continuous active ground floor commercial frontages for new development on East Broadway between Prince Albert Street and Clark Drive.

### » Area B:

- » Building heights of 12 to 18 storeys for secured rental housing in new mixed-use development on the northwest corner of Clark Drive and Broadway.



# Mount Pleasant RT Areas

*Future*



## Legend

..... Broadway Plan Study area

■ Park

🏫 School site

Character area

■ Residential area

■ Areas for taller buildings

■ Centre

● Policy area

□ Policy area boundary

## FUTURE ROLE

Enhance the Mount Pleasant RT Areas as primarily residential areas with more diverse housing options by providing opportunities for new rental housing, including off-arterial locations, while fostering a mix of building types as the areas grow and evolve.

## REFINED DIRECTIONS

### » Area A:

- » Retain the distinctive green and leafy character with a variety of buildings from different eras by retaining heritage buildings, introducing opportunities for diverse housing forms, and requiring landscaping and opportunities for large street trees.
- » Introduce new building heights of up to 6 storeys for secured market rental housing, limited to sites without existing heritage buildings.
- » Building heights of 12-18 storeys for rental apartment buildings with 20% of the floor area secured at below-market rates for the life of the building, limited to sites without existing heritage buildings. These buildings are proposed for strategic locations, as shown in darker purple on the map (see board 25 for more details)
- » Building allowances in specific locations will be limited to ensure protection of heritage buildings and mitigate shadowing impacts on parks and schools
- » Require new enhanced tenant protections for tenants of existing rental units undergoing redevelopment, including right to return to a new below-market rental unit in the new building, support with temporary alternate accommodation during the construction period, and moving expenses and assistance finding alternate accommodation. See board 70 for details about proposed strengthened tenant protections in Broadway.

- » Create opportunities for new and diverse forms of ground-oriented multi-family housing that does not require property assembly to support a mix of building types.
- » Encourage or require new local-serving shops and services to be integrated with new apartment buildings throughout the area in locations with higher pedestrian activity (e.g. key walking streets, greenways, corner lots, near parks, etc.), particularly in the area east of Kingsway where there is currently a lack of shops and services.

### » Area B:

- » Strengthen Fraser Street as a more walkable, mixed-use street with new housing opportunities and continuous active ground floor commercial frontages to provide more shops and services for residents in the area.
- » Building heights of 12-18 storeys for secured market rental housing with 20% of the residential floor area secured as below-market rental for the life of the building. Commercial space will be required on the ground floor.

### » Area C:

- » Building heights of 12-18 storeys for secured market rental housing with 20% of residential floor area secured at below-market rates for the life of the building. Commercial space will be required at the ground floor.



# Creative District

*Future*



## Legend

- ..... Broadway Plan Study area
- Park
- Large/Unique Site
- Character area
- Centre
- Industrial/Employment Area
- Policy area
- Policy area boundary

## FUTURE ROLE

Strengthen the Creative District as a vibrant and walkable mixed-use area close to existing and future rapid transit with a diverse range of job space, post-secondary institutions, and new affordable housing, as well as additional retail, services, and amenities to support a more complete district.

## REFINED DIRECTIONS

- » Foster a mixed-use district, vibrant during the day and evening hours, which helps attract and retain employees to the area.
  - » Support a broader range of uses, including retail and food and beverage options, to help meet the daily needs of area employees, students and residents and to support a more complete district.
  - » Explore opportunities for additional community amenities, such as childcare, to support a growing centre for employment and post-secondary education.
  - » Support strategic opportunities for new secured rental and student housing in proximity to jobs, post-secondary institutions and rapid transit.
  - » Create diverse places for public life in a walkable and connected district, and seek to reduce conflicts between people walking, cycling and driving.
  - » Amend the Great Northern Way Campus Structure Plan to support land use changes and an improved public realm and connections (e.g. extending East 1st Avenue through to Thornton Street).
  - » Explore opportunities to improve connections to the Mount Pleasant North Apartment Area and other adjacent areas.
  - » Support opportunities for new arts and culture spaces.
- » Area A:
    - » Support the long term expansion of the Great Northern Way Campus and a broader range of uses.
    - » Review permitted building heights and explore more contextual, sculpted building forms that provide visual interest and enhance the walking experience.
    - » Work with TransLink to support and integrate the Great Northern Way-Emily Carr Station with active commercial uses and public realm improvements.
    - » Building heights of 25 to 35 storeys for station area commercial development (e.g. office or hotel) or affordable housing (e.g. secured market and below-market rental) in close proximity to the Great Northern Way-Emily Carr Station on lands designated as General Urban in the Regional Growth Strategy, as long as existing job space requirements are maintained or expanded.
    - » Explore opportunities for additional institutional rental (student) housing.



## REFINED DIRECTIONS

### » Areas B:

- » Generally maintain the permitted heights and densities, except:
  - » Explore mixed-use buildings, potentially including rental/affordable housing, if consistent with emerging City and Regional policy:
    - » Metro Vancouver is creating Metro 2050, an update to the Regional Growth Strategy. The draft version of Metro 2050 includes a new provision that would allow municipalities to consider affordable/rental housing as part of mixed-use residential-light industrial buildings within 200 metres of rapid transit stations on Mixed Employment lands. If these provisions are included in the final version of Metro 2050, the City will need to develop criteria for determining when mixed-use buildings could be supported.
    - » It is expected that City criteria would include objectives to ensure the continued viability of industrial uses, support higher intensity industrial and other job intensive uses, and ensure liveability for any residential component. Residential use is likely to be considered only in exceptional circumstances.
    - » If mixed-use residential-light industrial buildings are deemed to be supportable within 200 metres of rapid transit stations on Mixed Employment lands, building heights of 25 to 35 storeys with significant job space in the lower floors may be possible.
  - » Consider increased height and density for additional job space and intensification of light industrial in the I-1 zone.

### » Area C:

- » Support the long term expansion of Vancouver Community College.
- » Consider a broader range of uses, such as retail/service uses and affordable housing (e.g. secured rental or social housing).



# At Home

The Broadway Plan neighbourhoods play an important role in Vancouver, providing 25% of the city's purpose-built rental housing and 8% of the city's social, supportive and co-operative housing in unique and vibrant neighbourhoods.

These refined directions seek to preserve existing diversity and affordability while enabling new homes close to the Broadway Subway and ensuring strong protections for existing renters to stay in their community at affordable rents.



## Why these refined directions?

The directions work toward affordable, inclusive and complete neighbourhoods by:

- » Adding more rental housing affordable to local incomes;
- » Providing supports and protections for existing renters impacted by redevelopment to stay in their neighbourhood;
- » Supporting a growing economy with housing options close to rapid transit and a regionally important employment centre; and,
- » Supporting renewal of non-market housing to preserve and expand affordability.

## What we heard

- » **Current renters want to stay in their neighbourhoods.** Many fear being displaced from their homes through reno or demo-victions.
- » **Existing rental housing is aging.** Some buildings are in need of repairs; others may need to be replaced.
- » **Increased density is generally supported close to rapid transit, with affordability a top priority.** New housing needs to provide affordable options for local incomes.
- » **There are mixed feelings toward new social housing and increased heights.** Some see it as an urgent need and others are strongly opposed.
- » **Additional amenities and services should accompany new housing:** need for neighbourhood retail, childcare, green spaces, grocery stores etc.

## REFINED DIRECTIONS

**Create more housing through an equitable development approach to growth that mitigates displacement impacts for existing renters and provides housing choices for a diversity of incomes**

- » Increase supply of rental housing by shifting new development to a greater proportion of rental, including non-market options and a new below-market rental housing option (20% below city-wide average rents), alongside existing ownership opportunities
- » Allow more significant change in the near-term in areas with a relatively low number of existing renters, including densification of station areas, employment centres and existing duplex areas
- » Allow a moderate pace of change over time in existing rental apartment areas to renew the aging rental stock, while ensuring replacement of existing affordability and tenant protections in new developments
- » Provide opportunities for new inclusionary social housing in all neighbourhoods
- » Support existing non-profit housing sites to reinvest and renew their buildings as needed to improve livability and expand affordability
- » Enable new rental housing on quiet, leafy streets, opportunity for low-carbon mass timber construction, integration of small-scale neighbourhood retail and family housing requirements in new buildings



# Diverse Housing Choices: Focus on Rental

The Broadway Plan Refined Directions propose shifting new development toward a greater proportion of rental housing alongside existing ownership options.

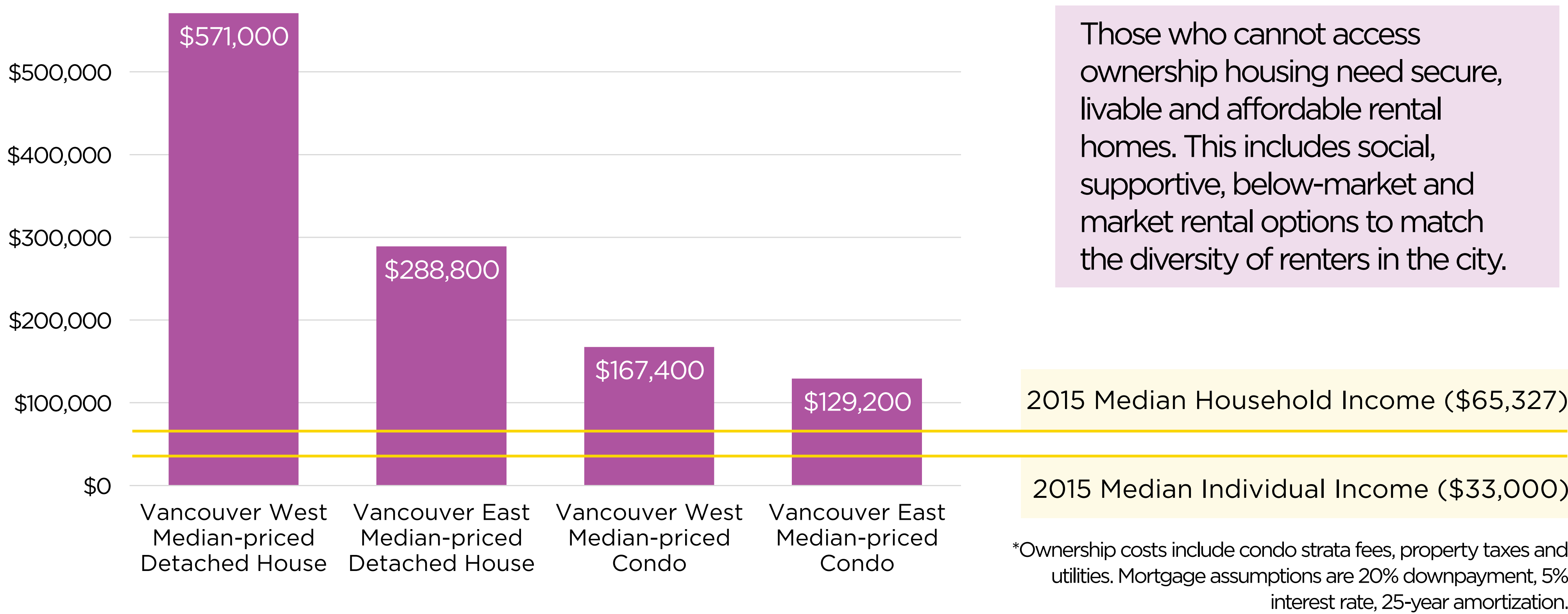
## Why do we need more diverse rental housing choices?

**60%** of households in Broadway are renters. Both owners and renters in Vancouver face affordability challenges. However, renters typically earn less and have fewer assets or savings than owners: the median income for renter households is **43%** lower than for owner households, making them less able to absorb high housing costs.

*9,840 renter households in Broadway are paying over 30% of their income on housing and would benefit from a non-market or below-market rental option.*

## Homeownership is increasingly out of reach for many households

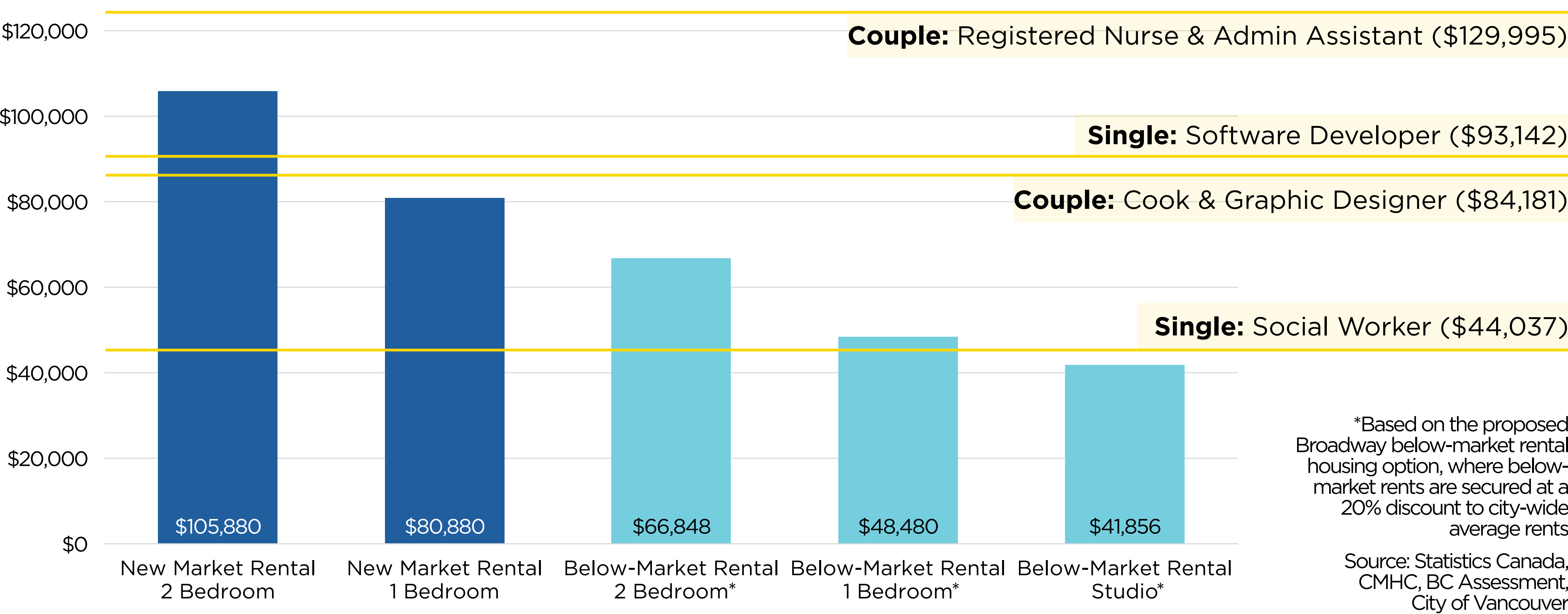
**Incomes needed to afford ownership\* in Vancouver compared to median incomes, 2020** (paying no more than 30% of before-tax income)



## A diversity of rental options is needed for a growing workforce

Providing new rental homes at a variety of price points works toward reducing pressure on the existing rental stock and mitigating against higher-earning workers out-competing lower-income workers in a tight rental market.

**Incomes needed to afford rent compared to select salaries in Vancouver, 2020** (paying no more than 30% of before-tax income)





# Tenant Protection Strategy

The Broadway Tenant Protection Strategy will protect tenants by preventing displacement from their neighbourhoods as a result of increased demand and redevelopment pressure around the new Broadway Subway and providing financial and other assistance to mitigate the impacts of redevelopment.

## Existing Purpose-Built Rental Housing in Broadway and the Rental Housing Stock Official Development Plan Areas



The Rental Housing Stock ODP (RHS ODP) requires one-for-one replacement of existing rental units in developments of 3 or more units in select areas (grey areas on map above). The regulation prevents the loss of rental units and covers 79% of the 17,400 rental units in Broadway. A key objective of Broadway Plan is to maintain these areas as affordable rental areas for existing and future renters.

## Why these refined directions?

The refined directions seek to balance tenant protections with encouraging reinvestment in aging stock and new rental supply, responding to the need to:

- » Provide a redevelopment option for aging rental buildings nearing the end of their useful lives that will retain existing affordability and protect tenants - 83% of purpose-built rental in Broadway is 50+ years old and will need major repairs and retrofits over the life of the plan;

- » Provide existing tenants a choice to stay in their neighbourhood at comparable or lower rents than what they are currently paying – the proposed below-market rental option for Broadway targets rents at 20% below city-wide average rents.



To learn more about the City's existing **Tenant Relocation and Protection Policy**, [click here](#).

## REFINED DIRECTIONS

**Create a Tenant Protection Strategy that builds on the City's existing policy and provides additional protections specific to Broadway**

**Proposed new protections for Broadway renters:**

- » Right for tenants impacted by redevelopment to return to new building at rates comparable or lower than their previous rent, with additional supports for low-income tenants
- » Temporary rent top-up for tenants impacted by redevelopment during the period when they are in an alternate accommodation while the new building is constructed to bridge the gap between their existing rent and any rent increases
- » Enable affordable relocation options in the Broadway Plan area through new land use and additional height/density to support viability of requiring below-market rents in new development

- » Coordinate with the community housing sector to support tenants impacted by redevelopment of existing non-market sites to access permanent homes at their existing rents
- » Secure rental tenure and, where enabled, below-market rents tied to the unit in new purpose-built rental stock for the life of the building to embed affordability over the long term

**What's carrying over from existing policy:**

- » Protections and supports for tenants living in primary rental (e.g. rental apartments) and secondary rental that are part of a land assembly (e.g. basement suites, rented houses)
- » Financial compensation, moving expenses and assistance finding alternate accommodation taking into account tenant preferences



# Tenant Protection Strategy

The Broadway Plan Refined Directions propose a number of strengthened protections to prevent displacement as a result of increased housing demand and development pressures around the new subway investment.



**The lack of rental security is the biggest housing affordability threat to the city. I don't need to be able to afford a single family home in Dunbar. But I need to know my daughter won't lose her best friend across the street because my landlord is tired of managing a rental property and wants to cash out. Build significantly more secured rental.**

- Residential Displacement Survey Response, 2021



**Many renters in the area wouldn't qualify for affordable housing but don't have access to the capital required to enter the housing market themselves. Older stock has allowed me and many of my neighbours to stay in the city.**

- Residential Displacement Survey Response, 2021

## Why do we need to focus on strengthening protections for tenants?

Fears of displacement and the inability to feel secure in the city due to lack of affordable, secure housing options is a top concern voiced by residents. Strengthening tenant protections so that existing renters can stay in their neighbourhood works toward:

- » Maintaining community connections and support networks;
- » Contributing to strong local economies and cultural vibrancy; and,
- » Creating opportunities for people of all incomes and backgrounds to participate in civic life with equitable access to amenities.

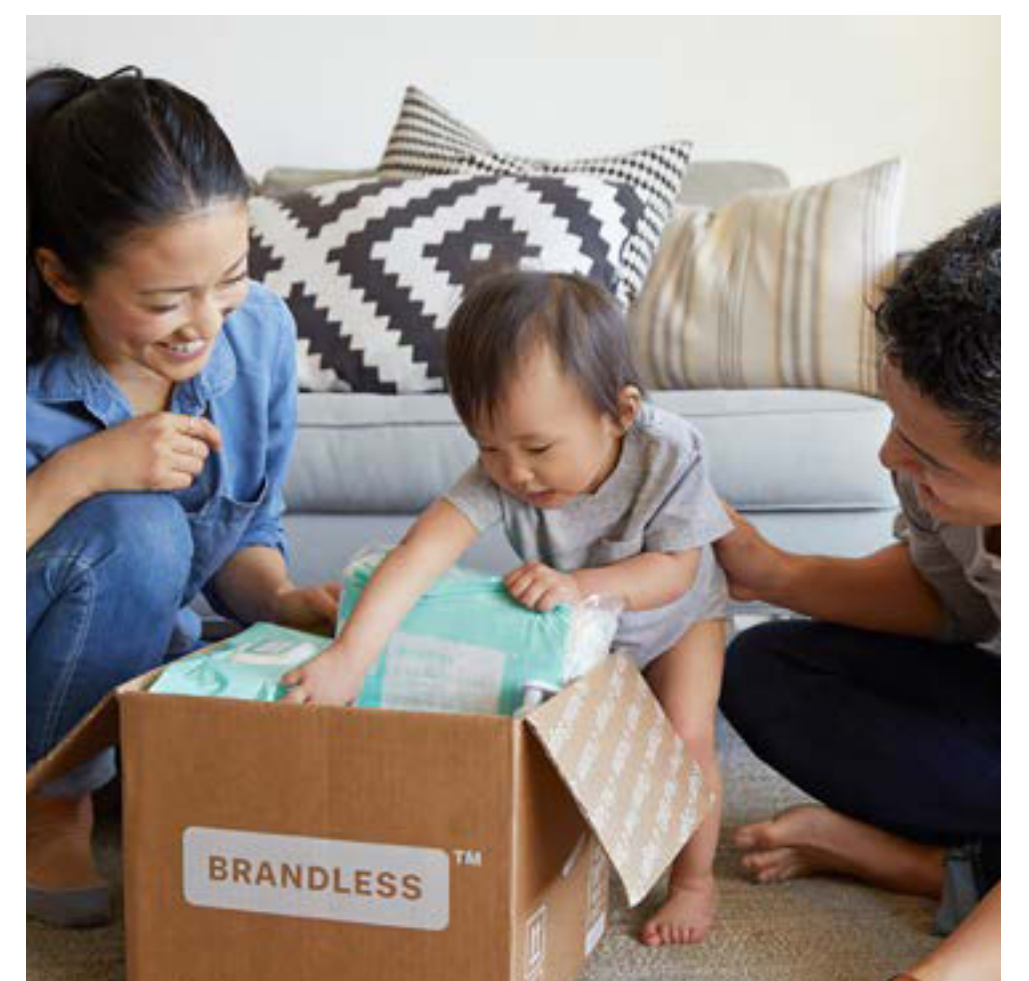
## How to define “displacement”?

There are many ways to define displacement. Through the Broadway and Vancouver Plan processes, the following working definition of residential displacement was developed:

**Residential displacement is the involuntary movement of residents from their current homes (this does not include those who choose to sell their homes or leave their rental units). There are different causes of residential displacement, including:**

- » **Physical (direct) displacement** – i.e. having to leave your home because it is being renovated or redeveloped, is in an unlivable condition, or you have been evicted
- » **Economic (indirect) displacement** – i.e. having to leave your home because you can no longer afford rent or afford to access your daily needs such as a grocery store, or cultural needs like culturally appropriate spaces, stores or services

**Displacement and exclusion are related.** When people are displaced, they may not find replacement housing that meets their physical, economic or cultural needs due to high rent and/or unavailability of appropriate housing options. This may result in being excluded and permanently displaced from their city or neighbourhood.



## Related work on preventing renovations and encouraging reinvestment in aging rental stock

In addition to development of the Broadway Tenant Protection Strategy, the City is working with partners on actions to promote renter rights and encourage reinvestment in existing stock that is not at the end of its useful life to preserve affordability. These actions include:

- » Provincial amendments to the Residential Tenancy Act (RTA) to better protect against renovations by placing the burden of proof that a renovation must take place on the landlord rather than the tenant
- » Pilot program to fund major building systems and energy retrofits in existing rental buildings without displacing tenants in partnership with LandlordBC and Provincial Government
- » Supporting calls from the BC Non-Profit Housing Association for a Federal acquisition fund for non-profit purchase of older rental buildings to keep rents below-market



**To read the full *Residential Displacement and Exclusion survey results*, [click here](#).**



# Affordability and Housing Types

**Housing affordability is a relative measure of a household's ability to pay for housing** – it relates the price or cost of housing to household income. A widely used measure of affordability is to pay 30% or less of a household's total income on housing. This can vary depending on incomes, as housing expenses can take a higher overall share of the monthly budget for low and moderate-income households compared to higher-income households.

## What are the different types of housing and how do they relate to incomes and affordability?

### NON-MARKET RENTAL HOUSING



- » Social, supportive & co-operative housing
- » Rents and eligibility based on incomes
- » Delivered by the community housing sector & governments

#### Average Income Ranges Served

**Singles (studio or 1-bedroom)**  
\$0 - \$80,000

**Families (2, 3, 4+ bedrooms)**  
\$15,000 - \$100,000

### BELOW-MARKET RENTAL HOUSING



- » Typically mixed-income rental projects with units at below-market rates secured in perpetuity and others at market rates
- » Delivered by the community housing sector, governments & private sector

**Singles (studio or 1-bedroom)**  
\$30,000 - \$50,000

**Families (2, 3, 4+ bedrooms)**  
\$50,000 - \$80,000

#### Proposed approach in Broadway

Below-market rental housing would have below-market units at rents 20% below the city-wide averages. These units would be secured permanently, including between tenancies. Below-market rental buildings would have 20% of the floor area reserved for below-market units, with the rest of the building as market rental housing.

### MARKET RENTAL HOUSING



- » Rental rates determined by the market at project opening with annual rent increases capped by Provincial legislation
- » Delivered by private sector

**Singles (studio or 1-bedroom)**  
\$50,000 - \$150,000

**Families (2, 3, 4+ bedrooms)**  
\$80,000 - \$150,000+

### STRATA CONDOMINIUM OWNERSHIP HOUSING



- » Sale prices determined by the market
- » Approximately 30% of condos in Vancouver are rented
- » Delivered by private sector

**Singles (studio or 1-bedroom)**  
\$80,000 - \$150,000+

**Families (2, 3, 4+ bedrooms)**  
\$150,000+

### GROUND-ORIENTED OWNERSHIP HOUSING



- » Includes single-family houses, duplex/triplex/fourplex houses and townhouses
- » Delivered by private sector and individual land owners

**Singles (1-bedroom)**  
\$150,000+

**Families (2, 3, 4+ bedrooms)**  
\$150,000+

This is a high-level description of the main types of housing in Vancouver and the incomes they are affordable to, depending on their specific context. Other organizations may define them differently.



To read more about **housing types**, [click here](#).



# At Work

Regionally, the Broadway Plan study area is a key employment centre, serving as a vital crossroads for business, education, healthcare, government, industrial activities, non-profits, community-serving spaces and arts and culture. Today, there are more than 84,000 jobs in the Broadway Plan area. There is strong demand for more employment space in Vancouver. With the construction of the new Broadway Subway, Broadway will become an even more attractive place for employers, entrepreneurs and workers.

Currently, Broadway has a diversity of employment spaces, providing opportunities for a wide range of types of businesses and non-profits to coexist. As new job spaces are built, retaining and expanding this variety of economic opportunities will be critical.



## What we heard

- » There is general support for additional job space in the Broadway Plan area
- » Need for greater diversity of job spaces, including sectors like industrial, technology, non-profit, healthcare and small businesses
- » Concerns around potential impacts of redevelopment on local businesses and desire to provide supports to protect small businesses, non-profits, artists and community-serving spaces
- » Desire for more small-scale commercial spaces (e.g. coffee shops, grocers, services, etc.) integrated within existing residential areas

## Why these refined directions?

- » There is a clear desire and need for additional job space in Broadway. The refined directions for land use policy propose significant opportunities for new job spaces throughout Broadway. For more details on areas for employment spaces, uses, and building heights, please see the Land Use Directions for each neighbourhood.
- » Beyond land use policy, some of the employment topics that were raised during previous public engagement require further discussion and consideration. These topics include:
  - » Protecting local businesses.
  - » Proximity to shops and services
  - » Industrial and employment lands
  - » Office and hotel





# Protecting Local Businesses

Today, the Broadway Plan area is home to a wide range of shops, restaurants, and services. In many cases, the existing commercial tenants are fixtures in their neighbourhood and provide services that are essential to community well-being. Many of these commercial tenants are small independent businesses, including heritage/legacy businesses, family-run businesses, non-English speaking businesses, ethnic, newcomer and IBPOC businesses as well as a range of social enterprises and non-profit tenants engaged in arts and culture and the provision of social services and food assets.

As change and development occurs in the Broadway area, support for existing local businesses in the area will be critical to ensure that they are able to remain in the city.



## Why these refined directions?

- » Through the Emerging Directions engagement, we heard significant interest from the public in supporting small and local businesses
- » The City is able to help minimize redevelopment pressures on small businesses through its land use regulations and policies.
- » Through the City's Employment Lands and Economy Review (ELER), the City has started work on a city-wide Commercial Tenant Assistance Program (CTAP) to mitigate impacts to commercial tenants through redevelopment
- » The Broadway Plan provides a unique opportunity for the City to test new approaches to commercial tenant assistance to inform future city-wide policy

## What we heard

- » Small and local businesses are important for the livability of the city
- » Strong support for protecting existing local businesses
- » Desire for the City to advocate for lower rents and tax reform to support small businesses
- » Preference for small and local businesses rather than chain stores
- » Desire for a wide diversity of shops, restaurants, and services

## REFINED DIRECTIONS

- » Focus new growth away from the Villages to help minimize redevelopment pressures on local businesses.
- » In close proximity to commercial high streets, add opportunities for residential growth to ensure a population density that can support local business in the area.
- » In alignment with the City's work on a new Commercial Tenant Assistance Program (CTAP), pilot strategies within the Broadway Plan area to inform longer term program. Over the long term, incorporate CTAP into the Broadway Plan area. Examples of what might be considered include:
  - » Developing standardized and translated materials that landlords, BIAs and developers can provide to existing tenants on key topics such as redevelopment timeline and resources for finding and negotiating a lease in a new space.
  - » Collaborating with developers, other industry stakeholders and existing commercial tenants to ensure existing businesses have access to relocation planning supports.
  - » Opportunities for commercial tenants to return to the new building after redevelopment.
- » Continue to advocate to senior government for legislative or policy reforms to reduce the tax burden on underdeveloped commercial spaces (i.e. a new split assessment model for property taxation) to allow municipalities to lower the tax rate on those properties.



# Proximity to Shops and Services

Big Move #1 of the City's Climate Emergency Action Plan is that by 2030, 90% of people will live within an easy walk or roll of their daily needs. The Broadway Plan Guiding Principles also mirror this goal, and Council direction is for the Broadway Plan area to exceed the 90% target as transit-oriented neighbourhoods close to rapid transit. Big Move #1 is critical to fighting climate change and reducing reliance on private automobiles, as well as making life easier for residents.

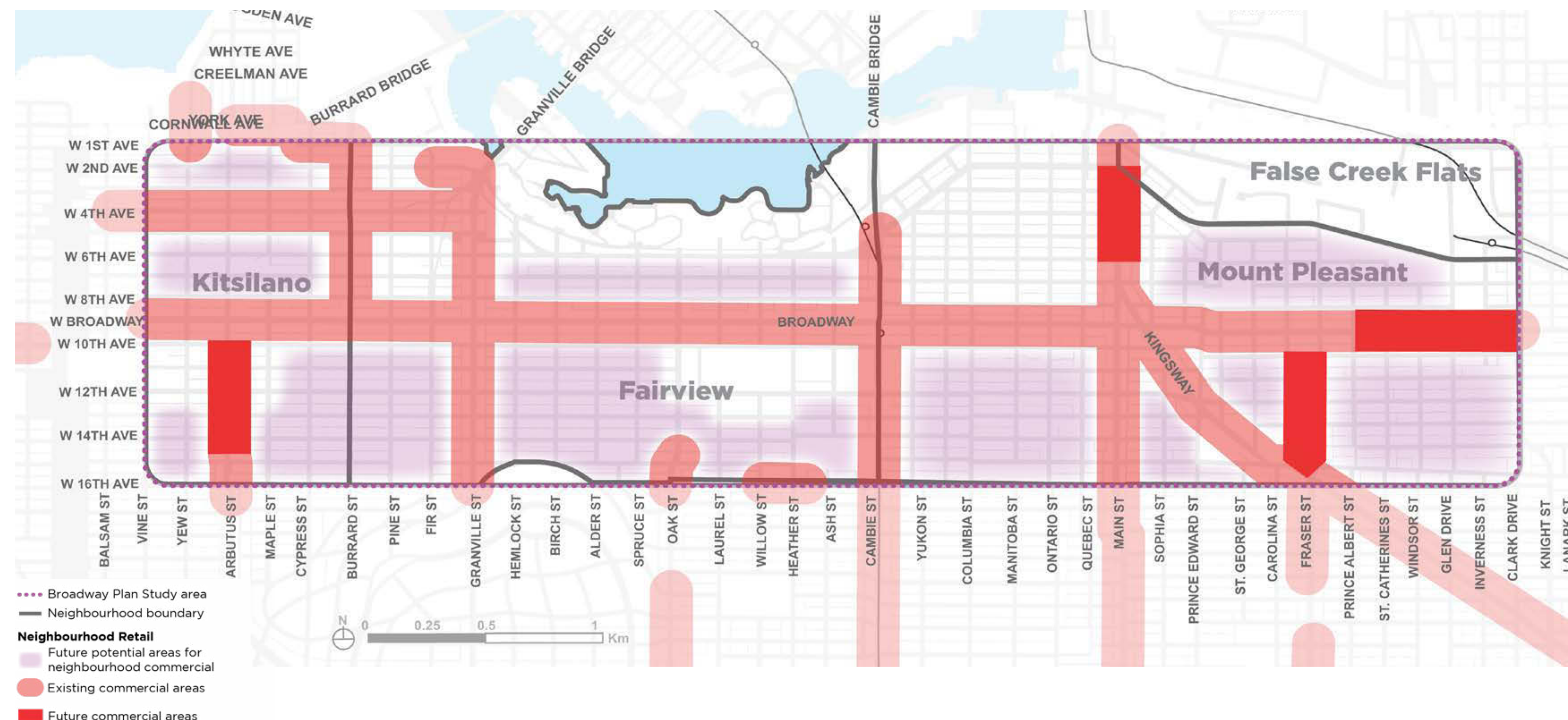
The city's land use is a major determinant of proximity to daily needs. Locating more shops and services within primarily residential areas that currently lack these amenities will help reduce the need for longer trips and create more walkable, complete neighbourhoods.

## What we heard

- » Support for adding neighbourhood serving businesses to the Residential Areas (grocery stores, cafes, bakeries, pharmacies)

## Why these refined directions:

- » Currently, some areas within Broadway are well-served by shops and services, whereas other areas have significant gaps.
- » Generally, people want to have more amenities that they can walk or roll to in their neighbourhood.



## REFINED DIRECTIONS

- » Enable new local-serving commercial space widely throughout the Residential Areas.
- » Consider areas where providing local-serving commercial space may be a requirement for new development.
- » Retain and strengthen the existing commercial areas within the Broadway Plan area.
- » Add new commercial areas by expanding coverage of existing mixed-use commercial high streets, such as Fraser Street and Arbutus Street.



# Industrial and Employment Lands

The City’s industrial and employment lands are critically important to the productivity and resilience of Vancouver’s overall economy. Demand for industrial space continues to grow steadily with a vacancy rate below 1%, while only 7% of the City’s land area (846 hectares) is dedicated to these uses. Recognizing the limited supply of land and growing demand for space, the City is reviewing its policies for these areas through the Employment Lands and Economy Review (ELER) to find ways to intensify and modernize land use and built form.

Part of this review is recognizing that different industrial and mixed employment areas in the city serve different functions within the broader economy:

- » Smaller, inner city employment areas such as the Mount Pleasant Industrial Area (MPIA) and Burrard Slopes Mixed Employment Area (BSMEA) are better suited to deliver higher density, more intensive employment uses close to rapid transit, e.g. the innovation economy, creative products manufacturing or laboratories and arts and culture uses.
- » Larger, less centrally located industrial areas like the South Vancouver Industrial Area (SVIA), False Creek Flats (Creative District) and Grandview/Boundary (GBIA) are better suited to deliver larger format warehousing and manufacturing spaces, with some intensification through stacked forms (multi-level industrial) where possible.

## Broadway’s industrial/employment areas:

### Burrard Slopes

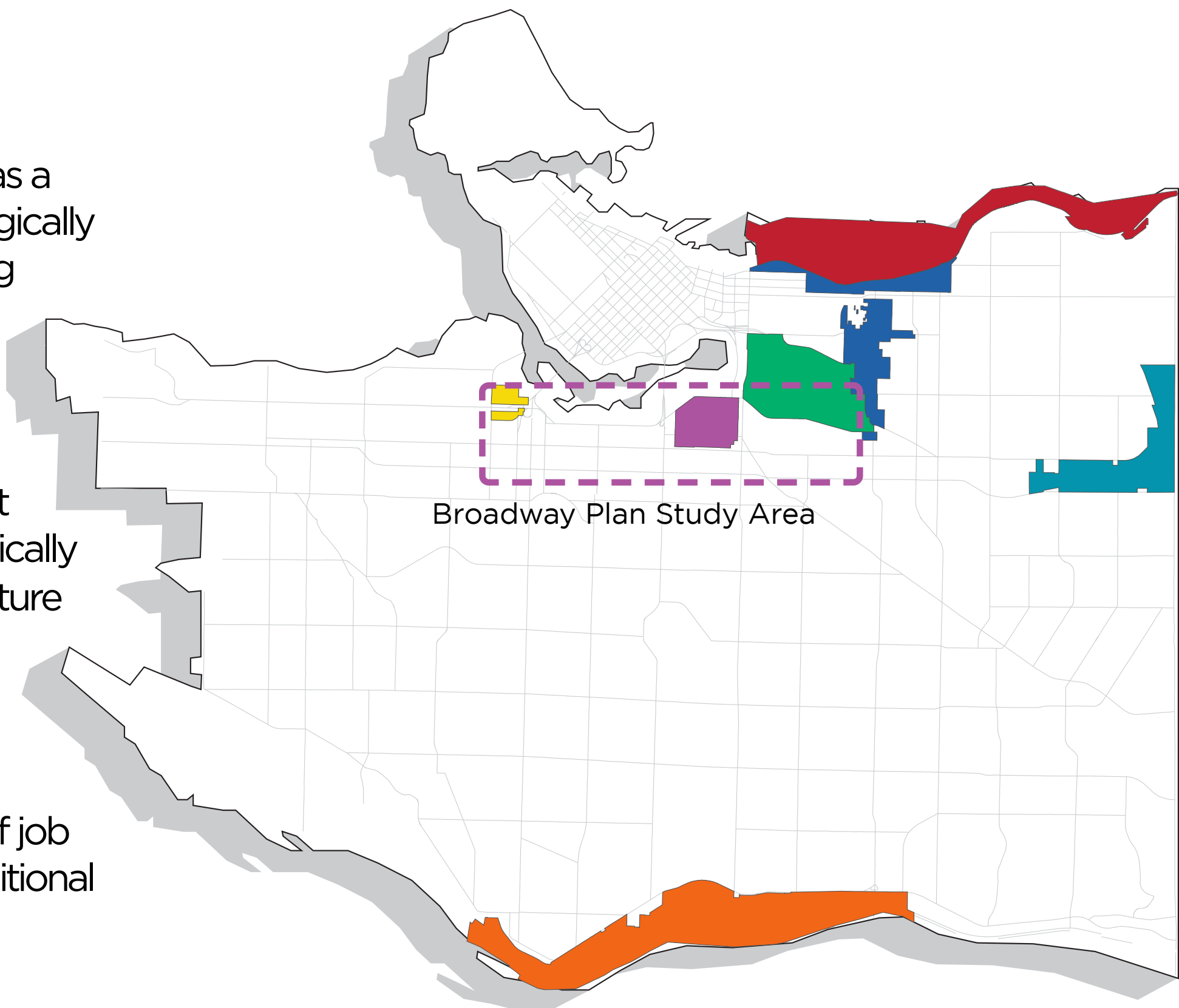
Future desired role: Strengthen the Burrard Slopes Mixed Employment Area as a creative production area by maintaining its light industrial function while strategically increasing opportunities to support the innovation economy and the emerging Armoury District

### Mount Pleasant

Future desired role: Strengthen the Mount Pleasant Industrial Area as a vibrant creative production area by enhancing its light industrial function while strategically increasing opportunities to support the innovation economy and arts and culture

### False Creek Flats (Creative District)

Future desired role: Strengthen the Creative District as a vibrant and walkable mixed-use area close to existing and future rapid transit with a diverse range of job space, post-secondary institutions, and new affordable housing, as well as additional retail, services, and amenities to support a more complete district.



## Vancouver’s other industrial/employment areas:

**Burrard Waterfront (Port lands)**

**Powell/Clark**

**South Vancouver**

**Grandview Boundary**

## REFINED DIRECTIONS

- » Recognize and foster Mount Pleasant, Burrard Slopes, and the Creative District of the False Creek Flats as higher density, more intensive industrial and employment areas within Vancouver’s economy
- » Build upon the cherished eclectic nature of these areas which are home to a unique but highly functional variety of uses and businesses:
  - » Continue to support traditional production, distribution and repair (PDR) industrial uses to locate on the ground level in order to preserve the viability of these key city-serving activities
  - » Support existing cultural and arts spaces which require access to industrial lands for production, and incentivize development of new spaces.
  - » Increase permitted heights and densities in these areas through the Broadway Plan to help modernize and intensify the innovation, creative, bio-tech and city-serving industrial functions of the area
  - » Increase flexibility in uses to allow small-scale service and retail functions for local employees.
  - » Continue to restrict residential uses in regionally designated industrial and employment areas.



# Office and Hotel

The Broadway Plan area, and in particular the Uptown Office District, are home to the second highest concentration of jobs in the region, and are the preferred location for many growing sectors such as technology and healthcare. The area has also been identified through the Employment Lands and Economy Review (ELER) as a key location for intensification of both office and hotel space to address capacity gaps in this high demand, transit-accessible area.

As part of the ELER work, office and hotel space demand forecasts were prepared by a specialized consultant team in Sept. 2020, taking into account a range of potential COVID-19 impacts. The forecasts indicated that 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 accessibility through the upcoming Broadway Subway extension.



**Uptown is probably one of the most important places along Broadway. This is a natural expansion of that. More height and density must be granted.**



**As we have seen with COVID, the residents of Vancouver appreciate their outdoor space, a lot! Emphasis should be given to create more outdoor working space.**



**Support jobs in the tech industry and health care sector**

## What we heard

- » Strong support for enabling increased height and density for job space, including in areas restricted by protected public views.
- » Increase types of businesses in the area such as industrial, tech, non-profit, healthcare
- » Incentivize large scale companies to open offices in the area
- » Strong support for improved public spaces to enhance quality of life for local workers
- » Consider how health and public safety concerns may continue to change employment patterns and how office spaces are used

## REFINED DIRECTIONS

- » Intensify the Uptown Office District for commercial uses only (office, hotel, service and retail) in recognition of the area's critical economic role as the heart of the city's second downtown.
- » Focus the highest intensity (height and density) of new office buildings in the Uptown Office District and in close proximity to Broadway Subway stations.
- » Continue to support office development along the entirety of the Broadway Corridor
- » Create targets for new hotel rooms in the Broadway Plan area to ensure a net gain of rooms over time to meet demand, including in key locations/destinations, e.g. major employment areas, near Subway stations, etc.
- » Explore land use tools for incentivizing hotels across a range of service and affordability levels.
- » Foster diverse job opportunities for a diversity of workers and long-term economic resilience.
- » 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.
- » Review view cones in key employment areas, if necessary, to enable additional height and density for commercial uses.



# Getting Around

The draft transportation vision for Broadway and the surrounding area is:

## Broadway Plan area

- » People of all ages and abilities easily and comfortably meet their daily needs by walking and rolling.
- » More trips are by sustainable travel.
- » There are enjoyable places for people to gather and connect with one another.
- » The road network functions well to accommodate goods movement, emergency and medical services, trips not easily served by transit, trips by or for people with mobility challenges.



## Broadway as a Great Street

- » There are wide sidewalks, large street trees, planted areas to capture rainwater, weather protection (such as awnings) and other universally accessible amenities and street design features for people walking and rolling such as seating, curb ramps, etc.
- » People of all ages and abilities easily access shops and services and gather in public spaces.
- » People easily transfer from one mode of travel to another (e.g. from walking to transit, from cycling to transit).

## What we heard

There is support for this vision and the emerging directions, in particular:

- » Walking (highest priority)
- » Greenways
- » Traffic calming on local streets
- » Cycling facilities on arterial streets

People have also identified some gaps, including:

- » Missing cycling connection to South Granville and City Hall stations
- » Lack of bike lanes on Broadway and other commercial streets
- » How parking, including accessible parking, will be managed, and the need for adequate passenger pick-up/drop-off spaces
- » How the Broadway transportation network will support the future Señákw development
- » More walking connections from schools to parks, childcare, and community centres
- » Making space for people to safely use e-bikes and other micromobility

## REFINED DIRECTIONS

Based on this feedback, in the Refined Directions phase, we are taking a deeper dive into these areas of interest and proposing more detailed policy directions on how to approach each area:

- » Greenway priorities and Street-to-Public Spaces

- » Focus subareas and corridors
- » Multi-modal access to current and future SkyTrain stations
- » School areas
- » Parking



# Greenways

Greenways are greener routes focused on walking, cycling or rolling and have few to no cars on them. They connect destinations such as cultural centres, parks and employment areas, while creating more green space and places for people to gather outside. They are accessible to all ages and abilities, and safe for people of all identities.

The Broadway Plan provides an opportunity to deliver City Greenways, which join important destinations and create a network that will connect the entire city, and Neighbourhood Greenways, which are smaller in scale and more local in focus than City Greenways. The map below shows greenways in the Broadway area, including seven priority projects.

## How it will be done

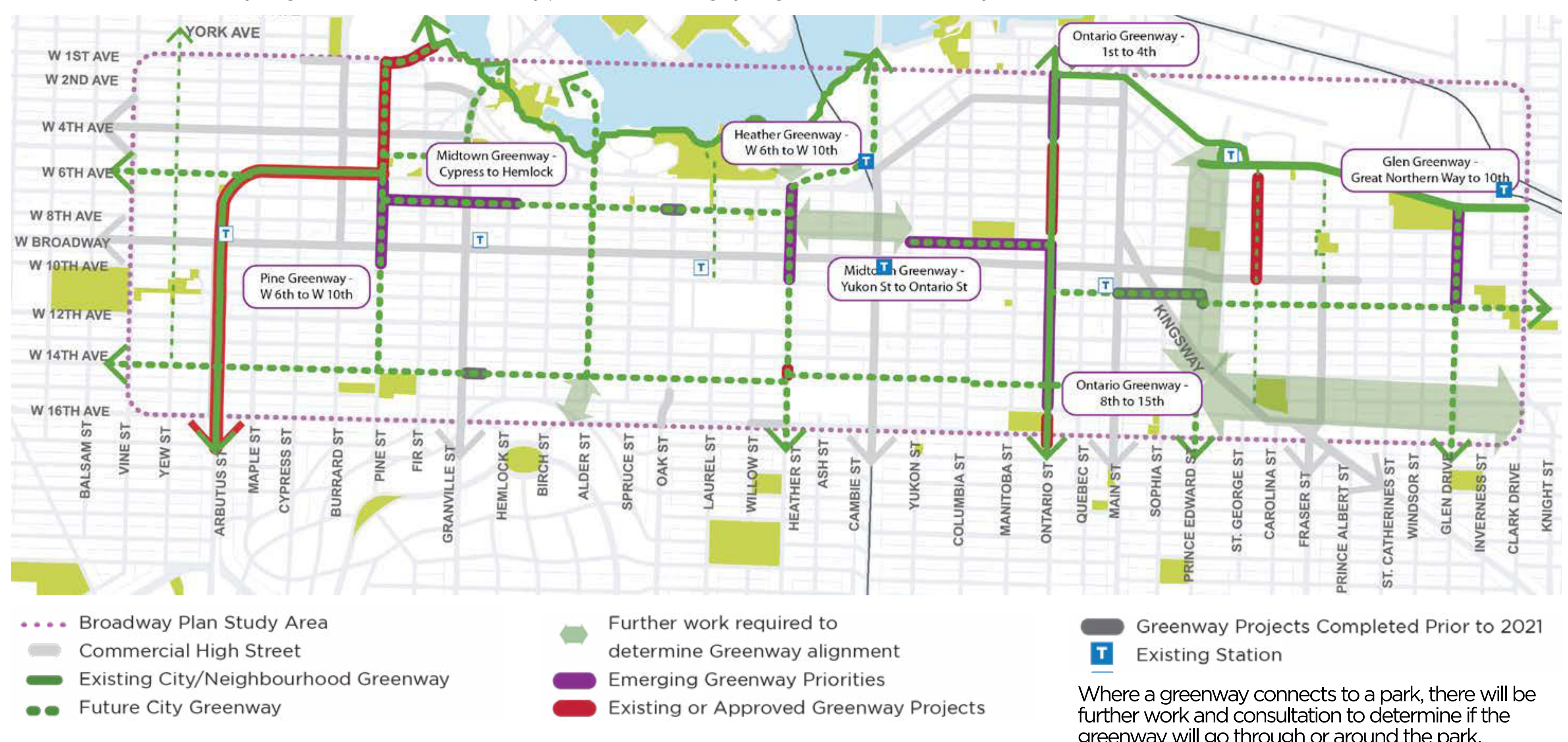
Greenways take time to plan and create. We plan to implement greenways in the Broadway area over the next 30 years, adding space as funding and development allow. We will prioritize the greenways using the following criteria:

- » Overall network role and expected use by people walking, rolling, and cycling
- » Co-benefits with [blue green systems](#) and public space needs
- » Areas with redevelopment potential, which would provide an opportunity to reimagine how the road space is used, while being sensitive to displacement issues
- » Connections to high-density areas or a high number of destinations (such as transit hubs, retail, schools, community centres, parks, institutions, waterfronts)
- » Connections to other greenways or bikeways
- » Places where there are few vehicle access points for adjacent properties
- » How well served an area is with greenways and other safe bike and walking routes
- » Areas with higher concentration of racialized and/or low-income people who have historically had limited transportation options



## Greenways priorities

*\* Using the criteria above, we have identified the top seven greenway projects in the plan area. These potential projects would happen in phases, as travel lanes and/or parking is reallocated from cars to active transportation and public space. The remaining segments of the greenways network would be implemented over the course of the plan timeframe. Where a greenway interfaces with a park, there will be opportunities to co-design the greenway and adjacent park. Note: In addition to greenways the City is also looking to provide other safe and comfortable cycling routes within the Broadway plan area, including cycling connections to the SkyTrain stations.*



Where a greenway connects to a park, there will be further work and consultation to determine if the greenway will go through or around the park.

## REFINED DIRECTIONS

- » Look for opportunities to deliver the emerging greenway priorities shown in the map above earlier on within the 30-year period. Implementing these early priorities will help achieve co-benefits with blue green systems, and offer more public space and active transportation facilities where they are most needed.



# Streets as Better Public Spaces

Streets as Better Public Spaces projects are small street segments where the street is closed to vehicle traffic. They provide public spaces for walking, cycling, gathering, green space, and plantings to capture and filter rainwater. As vehicle access is more limited, they also reduce traffic along local streets.

They are being considered in a number of locations along local streets:

- » On greenway segments that intersect other greenways, commercial high streets, and other arterial streets, and/or pass schools or parks.
- » On local street bikeways, especially where these streets intersect with commercial streets.

Locations that are already part of a priority greenway project would not be considered. The City will consult with neighbouring residents and businesses to guide the creation of individual projects.

## How it will be done

These spaces will be delivered in one of the following ways:

- » As an active transportation spot improvement
- » As part of the Public Realm Plan, which includes the greenways network, in coordination with development opportunities

Priority will be given to:

- » Locations where public space is needed most, including SkyTrain stations, retail areas and areas that have a greater need for additional park space.
- » Where opportunities align with development or street reconstruction
- » Where opportunities align with blue green systems
- » Along well used cycling and walking routes
- » Areas with a concentration of racialized communities and/or low-income communities that have historically had limited transportation options



## REFINED DIRECTIONS

- » Identify opportunities to deliver Streets to Better Public Spaces within the Broadway Plan area, following the principles and prioritization process outlined above.



# Focus Subareas and Corridors

The City has identified several subareas and corridors where there is a need for greater clarity on how the transportation network will function and what the long-term roles and priorities are for specific streets. These locations were chosen based on the public and stakeholder feedback received during the Emerging Directions phase, as well as further staff analysis.

These subareas and corridors include the following:

- » Connections to Seṇákw along 1st Avenue and Fir Street
- » Granville / Fir / Hemlock Streets
- » Cambie / Ash / Yukon Streets
- » Kingsway and Fraser Streets

Note: these are not the only subareas within the Broadway Plan area the City will be examining further. In the coming months, the City will also be doing further work on other subareas, such as the Great Northern Way area and the City Hall area.



## Seṇákw connections



- Legend**
- ..... Broadway Plan Study Area
  - Seṇákw Site
  - Key Pedestrian Access
  - Key Cycling Access
  - Primary Vehicle Access
  - ..... Secondary Vehicle Access
  - BT Bus Stop/Future Bus Stop
  - Future Complete Street
  - Existing Greenway
  - Future Greenway
  - Existing Bikeway
  - Future Bikeway
  - Existing Arterial Street
  - Proposed Streetcar

The Senákw development proposed by the Squamish Nation is anticipated to be a sustainable, mixed-use project of primarily purpose-built rental housing. While it is just outside the Broadway Plan area, much of the access to and from the site will be dependent on the transportation network within the Broadway Plan area. City staff have worked with the Squamish Nation to identify the main access routes from the site to the local street network for all modes of travel (walking/rolling, cycling, transit, driving and goods movement) as shown in the map to the left.

We will continue to refine the access strategy, and designs for improvements within the City will include a separate neighbourhood engagement process.

The Transportation network in the Broadway Plan Area includes the improvements required to serve Senákw, which will also support improved mobility within the City.



# Focus Subareas and Corridors

The Emerging Directions public consultation and staff analysis identified several subareas and corridors where a range of transportation and public realm interests are competing for physical space within a limited road right-of-way. To assess how we can meet these various needs, the City will undertake a detailed examination of the long-term roles and people moving capacity of the streets within these subareas and corridors.

## REFINED DIRECTIONS

Develop long-term transportation plans for the following subareas and corridors to assess how we can achieve the needs and objectives described below and create a complete street network.

### Granville/Fir/Hemlock subarea

- » Make Granville Street a place that supports businesses, residents and visitors, by making it easy for people to walk, roll, cycle and gather.
- » Provide safe and convenient cycling facilities that connect the new South Granville station with Granville Bridge, Arbutus Greenway, future Senákw development, and other cycling routes.
- » Recognize that Granville Street is a key vehicular connection between Downtown and the airport.
- » Make transit service more reliable along Granville Street and work with TransLink to ensure transfers between buses and SkyTrain are safe and convenient.



### Cambie/Ash/Yukon subarea

- » Make it easier for people with mobility challenges to cross Cambie, particularly at Broadway
- » Provide safe, convenient cycling connections between Broadway-City Hall station, Cambie Bridge, businesses, City Hall, Vancouver General Hospital, the medical district, and cycling routes.
- » Provide a safe and comfortable way for the Midtown Greenway to cross Cambie, north of Broadway
- » Support Cambie Street as an important connection for vehicles to downtown and local businesses.



### Kingsway and Fraser corridors

- » Make walking more safe and comfortable on Kingsway and Fraser, and have more crossing opportunities for people walking, rolling, and cycling.
- » Improve transit reliability and enhance transit service on Kingsway and Fraser.
- » Provide safe and protected cycling routes on both corridors.



*Granville, Cambie, Kingsway, and Fraser are currently truck routes and all except Fraser are part of the Major Road Network, which supports the safe and efficient movement of people and goods across the region.*



# Subway Stations Can Support All Ways of Travelling

We heard from the public there is a need to support all kinds of travel near existing and future SkyTrain stations, and that the station and surrounding areas should include:

- » Wide, accessible sidewalks
- » Protected and connected cycling and micromobility routes
- » Bike mobility hubs (with bike repair and changing facilities in addition to secure bike parking)
- » Bike share stations
- » Pick-up, drop-off spaces
- » Accessible bus stops



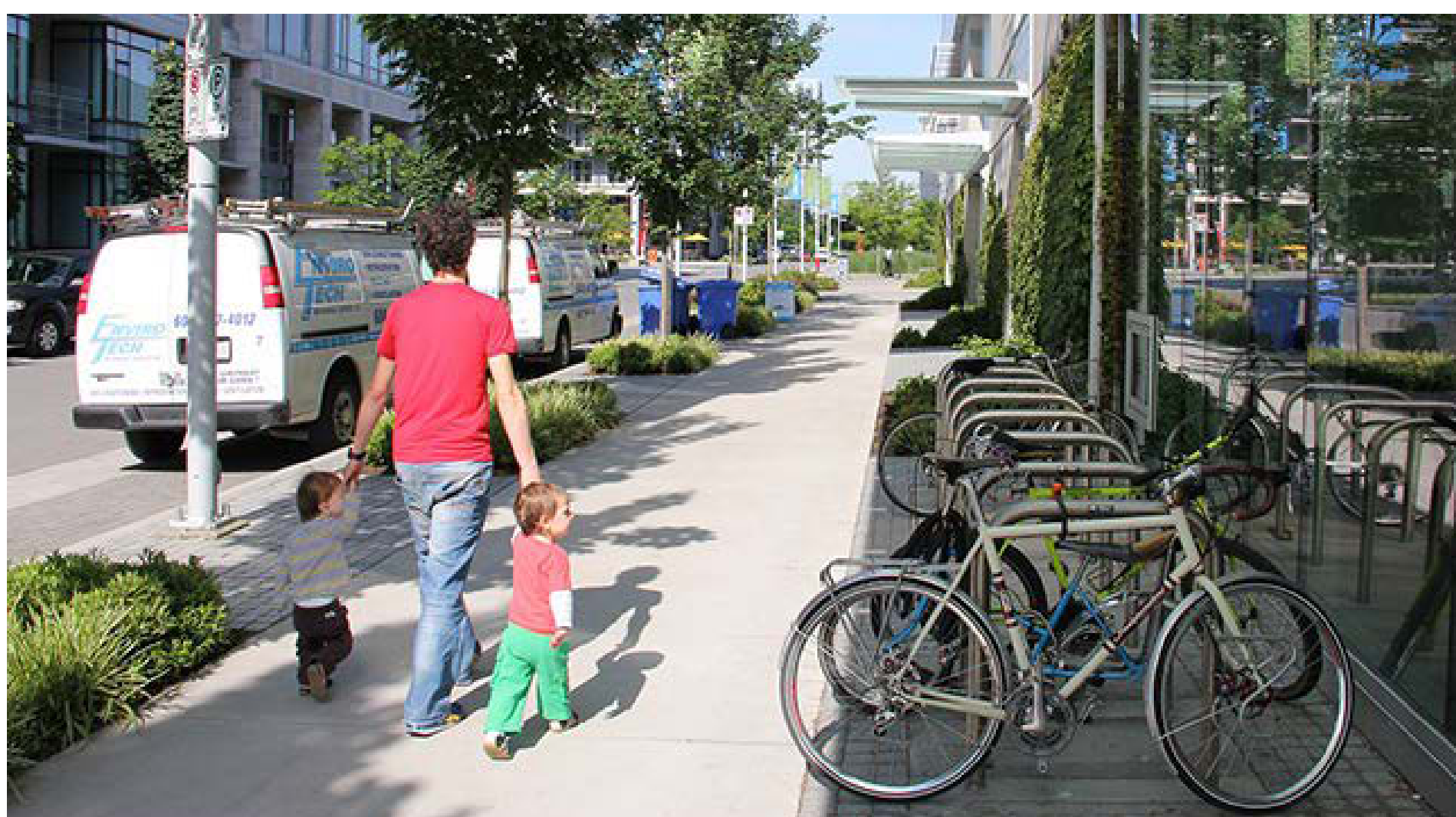
**Bike mobility hub**



**Pick-up/drop-off spaces**



**Bus stops**



**Wide, accessible sidewalks**



**Bike share stations**

## REFINED DIRECTIONS

- » Provide wide, accessible sidewalks near the stations
- » Make it easy to cycle to transit by bringing bike routes as close as possible to the existing and future SkyTrain stations and having bike share stations near the stations
- » Provide pick-up and drop-off spaces at all stations for taxis and other vehicles
- » Locate bus stops as close to SkyTrain stations as possible to minimize street crossings required to access the stations.
- » Through redevelopment, provide:
  - » A bike mobility hub adjacent to or as close as possible to the City Hall Station, Mount Pleasant Station and South Granville Stations
  - » Secure bike parking adjacent to or as close as possible to the Oak-VGH Station. Note: Oak-VGH, Broadway-City Hall, and Mount Pleasant stations will have bike racks outside. The Arbutus and Great Northern Way stations will provide indoor bike parkades.



# School Areas

The Broadway Area will be a place where children will be able to walk, roll, cycle, and use transit to commute to school safely. Supportive infrastructure will connect schools to major destinations and amenities such as parks, retail areas, and transit stations and stops. The City will continue to work with the Vancouver School Board to support active transportation education programs in schools.

## Existing school travel programs

The City works with school communities to encourage and promote walking, rolling, cycling, and taking transit to school through the School Active Travel Program. In this program, an action plan is developed for each school, including infrastructure upgrades and initiatives. To date, four out of twenty schools in the Broadway area have completed the program.

The City is also currently running two pilot projects as part of its Climate Emergency Action Plan:

### School streets

School Streets creates a car-free block beside a school for walking, biking, and rolling during pick-up and dropoff. Results show that families drive less and walk more, and there is community support to continue this program.

### Walking school bus

A Walking School Bus is a group of children walking with one or more adults. The walking school bus reduces safety concerns for families who live within walking or bicycling distance to school but are hesitant to allow their children to travel to school unsupervised.



## REFINED DIRECTIONS

- » Work with the Vancouver School Board to introduce the School Active Travel program at the 16 remaining schools that are not yet part of the program, with the goal to reach at least one school every two years, provided consistent participation from school administration and community.
- » Promote walking school buses and other walking, rolling, cycling, transit education programs to all schools in the Broadway area, with the goal to reach all schools biennially.
- » Reduce traffic and speed around schools, such as through the pilot School Streets program.
- » Prioritize connections between schools and greenways, bikeways and transit stops and stations.



# Parking and Curbside Management

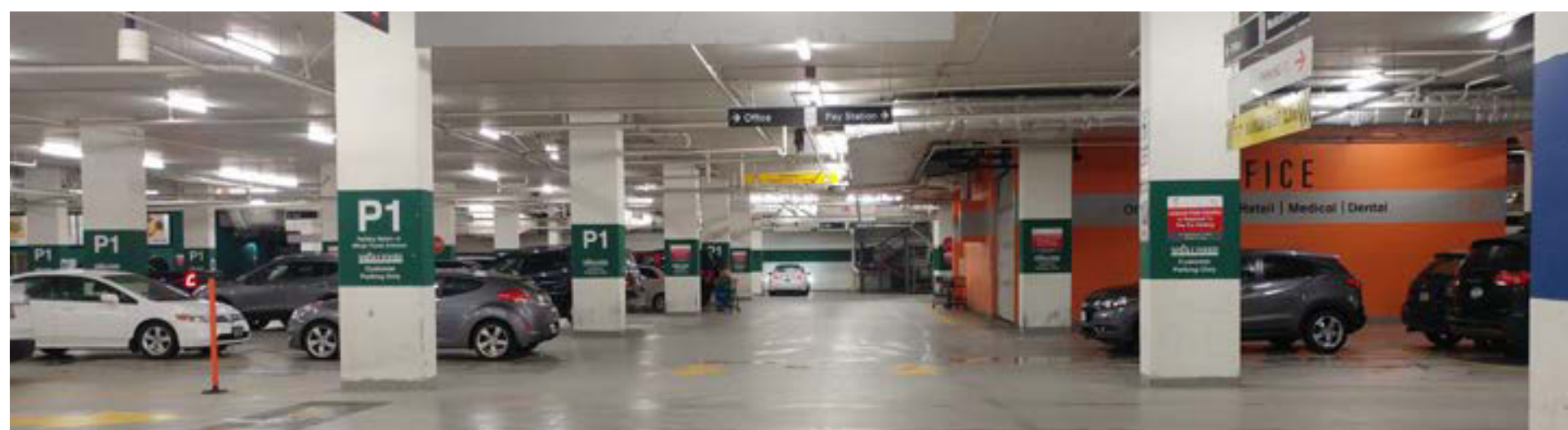
The central Broadway area is the second biggest employment centre in the province after the downtown. The demand for parking is high in some areas, such as around Vancouver General Hospital, but overall the supply of parking spaces in the Broadway area is higher than demand.

## We have more parking spaces than needed

On average, only 60% of off-street parking spaces (e.g. underground parking, garages) are used. The new subway will reduce the need for parking even more. This gives us an opportunity to rethink how we use these parking spaces.

City plans like Transportation 2040 and the Climate Emergency Action Plan have actions to provide less parking:

- » Have no minimum parking requirements for new developments (currently, new developments need to include a minimum number of parking spaces depending on the type and size of development).
- » Have maximum parking limits in more areas of the city
- » Use Transportation Demand Management in new developments to support people to walk, cycle and take transit.



## Benefits of less off-street parking

These changes will bring many financial, health and environmental benefits, including:

- » Lower building construction costs
- » Reduced greenhouse gas emissions resulting from concrete production.
- » Improved groundwater management and rainwater infiltration

## Share parking spaces: District parking pilot in Broadway area

Parking spaces are often empty. In an office building, it may be when employees leave for the evening. At a restaurant, it may be because some diners are choosing to bike to meet their friends on the patio that day. At a grocery store, it may be because some people are shopping during their walk from the transit station to their apartment. If spaces are shared between these uses, people can park their cars when they need to, but less space is used for parking overall.

District Parking is when the parking spaces are used by others in the area, rather than limited to users of that building. These arrangements already happen informally. This is an opportunity to encourage and support the practice more.

## Changes to parking on the street

Changes to off-street parking management policies also impact the way we handle our on-street parking, which will be reduced over time. New on-street policies within the City and Broadway area will prioritize curb space for quick stops like delivery, pick-up and drop-off, and other public uses, rather than long-term parking.

## REFINED DIRECTIONS

- » Remove minimum vehicle parking requirements (except for accessible and visitor parking) for new developments within the Broadway Plan area.
- » Introduce maximum vehicle parking limits for new developments within the Broadway Plan area that are comparable to the downtown.
- » As the area grows, consider applying a parking maximum to targeted station areas.
- » Prioritize curb space for quick stops like delivery, pick-up and drop-off, and other public uses so the space can serve as many people as possible.
- » Pilot District Parking in buildings close to transit stations and greenways.

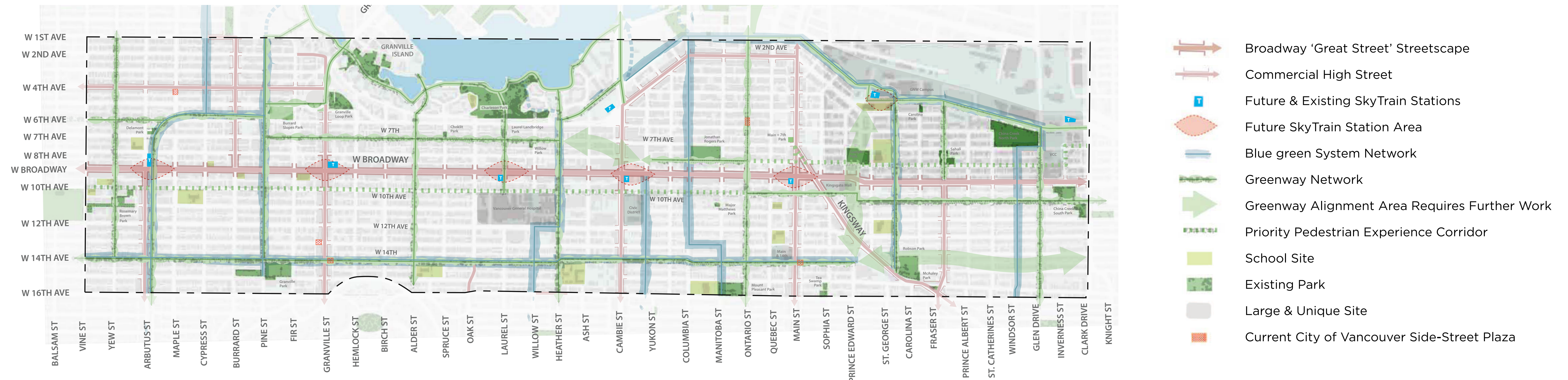


# Public Realm Framework

The Public Realm Framework for the Broadway Plan will highlight the interconnected network of public realm opportunities within the Broadway Plan area. Within this network, public spaces should be accessible and open to all, provide moments of reprieve, and create places to socialize and gather. A diversity of approaches will be taken to respond to the unique contexts. Together, these different measures will help contribute toward more sociable, sustainable, and resilient neighbourhoods.

The Public Realm Framework will be realized over the course of the 30-year plan. It will help provide structure, vision and principles for public spaces in Broadway. This framework will be used to guide future implementation of the Broadway Plan, such as location, design, and delivery of public spaces. In addition to the framework, other opportunities for public space in Broadway will be pursued, such as new parks, open spaces, and plazas that are not currently identified on the map.

## Public Realm Framework



## Helpful definitions:

### Greenway network

Greenways provide beautiful urban connections to important destinations throughout Vancouver for pedestrians and cyclists. Greenways enhance the experience of walking and cycling by including improvements like expanded parks, increased landscaping, public art, and drinking fountains.

### Blue green system network

Network of connected park-like streets that manage water and land in a way that is inspired by nature and designed to replicate natural functions and provide ecosystem services. These corridors will help manage overland flooding and increase water quality by using soil and plants to filter out pollutants from stormwater.

### Priority pedestrian experience corridor

Priority pedestrian experience corridors are intended to be key walking routes with elements such as tree canopy, wider sidewalks, and traffic calming measures. These corridors will provide a quieter walking and rolling experience parallel to Broadway. While some streets are marked as priority pedestrian experience corridors, every street should be enjoyable for walking and rolling.

### Large & unique site

Large + unique sites are locations of future development which are expected to make meaningful contributions toward the public realm. Examples of public realm improvements that may be delivered on these sites include parks, plazas, or public art.



# Public Realm Framework

In previous phases of the Broadway Plan, the community and key stakeholders provided important input on the public realm. This input shaped the Refined Directions for the Public Realm Framework.

The Refined Directions are complementary to the Public Realm Framework map, providing more detail on what will be considered in the public realm and how the Public Realm Framework will be achieved.

## REFINED DIRECTIONS

### General public realm approach

- » Work with Musqueam, Squamish, and Tsleil-Waututh Nations and Urban Indigenous communities to identify and advance public space initiatives that reflect their cultural identities and living histories;
- » Provide a complete, connected network of public spaces by delivering a range of space types and uses across all neighbourhoods, prioritizing underserved communities;
- » Foster public spaces that are inclusive, safe, and welcoming for people of all ages, genders, backgrounds, and abilities;
- » Provide universally accessible and inclusive public spaces, with core infrastructure to support public life throughout the day and seasons (i.e. seating, washrooms, water, power and weather protection);
- » Collaborate with equity-seeking communities to renew and redesign, steward, and program public spaces that reflect the living histories and contributions of these communities;
- » Tailor public realm approaches to the unique context of different areas within the Broadway Plan;
- » Explore opportunities to develop partnerships and to engage residents, businesses, and community organizations in active stewardship of public spaces.
- » Create a complementary interface between public spaces and surrounding buildings.

### Streetscapes and spaces for socializing

- » Along Broadway, enhance the public realm with wider and accessible sidewalks, significant street trees, greenery and rainwater management features, places to gather, and other universally accessible amenities for people walking and rolling. In areas with more retail and pedestrian activity, including along side streets, provide patio spaces, parklets, and plazas to offer comfortable places for people to gather;
- » Along and near commercial streets, explore opportunities for widened sidewalks, parklets, plazas, active laneways, other public open spaces, improved laneway crossings, and elimination of driveways;
- » In strategic locations along local streets, greenways, and blue green systems, explore opportunities for seating, plazas, and other public open spaces.





# Public Realm Framework

## REFINED DIRECTIONS

### Transportation

- » Along greenways and areas where Streets as Better Public Spaces are being considered (see Transportation section), seek opportunities to convert them to be car-lite or car-free to have a high quality walking and cycling environment, and to integrate public realm enhancements, such as seating and gathering spaces, biodiversity, recreation, and social and cultural assets.
- » Explore opportunities to ensure all sidewalks are buffered from the roadway (i.e. there is a front boulevard where there may be utility poles, street trees, landscaping, etc.).
- » Provide a public realm that encourages multi-modal connections – e.g. walking to transit, cycling to transit.
- » Improve street lighting and pedestrian-scale lighting.



### Parks

- » Improve existing neighbourhood parks for higher use through renewal plans that consider park programming responsive to a variety of users across all ages, abilities and cultural backgrounds (e.g. through universal design principles such as for paths and playgrounds, informal seating and table options, programming, weather protected and multi-use gathering spaces, etc.).
- » Acquire and develop new local and neighbourhood parks in high need areas. Locations for new parks will also be explored through large and unique development sites as determined through site-specific planning programs.
- » Complete the delivery of planned parks with long-term strategies to meet community needs through public engagement, such as Burrard Slopes Park.
- » Create spaces that welcome groups not represented by dominant culture, where they may recognize themselves and their communities, through collaboration with non-profit groups and stakeholders that can share an intersection of lived experiences.
- » Identify opportunities to expand existing park space and programs through integration with greenways, cycling routes, and blue green systems.
- » Enhance the visibility of Musqueam, Squamish and Tsleil-Waututh Nations on their own lands through co-design, public art and programming and stewardship initiatives and look for ways to support urban Indigenous use of park spaces through culturally safe and specific park amenities.
- » Explore ways to minimize shadows from new buildings on parks and provide naturally shaded areas for respite in summer months.

### Water and green rainwater infrastructure

- » Use plants, trees and soil (GRI) in public spaces to clean and absorb rainwater and increase resiliency against flooding
- » Provide space for water and people in the built environment that reintroduces nature in the city and supports the natural water cycle.
- » Incorporate public realm improvements into nature-based designs including blue-green systems and green rainwater infrastructure. Improvements such as seating, art, and expression of water (i.e. referencing historic streams and creeks and drawing from the millennia of indigenous land and water stewardship.)





# Public Realm Framework

## REFINED DIRECTIONS

### Food systems

- » Support Indigenous food systems throughout the public realm;
- » Support targets for food production/harvest spaces (including community and Indigenous gardens, urban farms, and other models) and meet these through opportunities in the public realm and publicly accessible spaces, including parks, greenways, blue green systems, and open spaces;
- » Enable sharing of food by integrating infrastructure such as covered picnic tables, outdoor cooking facilities, water, and washrooms into outdoor public space.



### Urban forest and biodiversity

- » Explore ways to sensitively connect people and habitat by creating corridors within in greenways and blue green systems.
- » Address urban street tree canopy gaps and prioritize the equitable delivery of resources to reduce disproportionate impacts of urban heat island effect and climate change on communities marginalized in past planning decisions and city-building processes.
- » Enhance the urban forest and biodiversity within parks, streets, and other public lands for increased tree health and resiliency to climate change impacts including disease and drought by providing optimum conditions for longevity and accessibility, such as appropriate soil volumes, wide plantings or grates and setbacks from awnings.
- » Assess the health and form of existing street trees on a case-by-case basis to evaluate potential impacts from any changes proposed.

- » Increase access to nature for people in highly urbanized neighbourhoods by re-introducing naturalized areas through parks and green space connections that are balanced with human uses such as open gathering and programmed space.

### Arts and culture

- » Incorporate xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish) and səliwətaʔ (Tsleil-Waututh) naming, public art, signage, and visibility within the public realm;
- » Enhance presence and visibility of Cultural Districts through public space design that distinguishes and reflects their unique character and identity (e.g. naming, signage, wayfinding, public art);
- » Develop and support music in various public realm spaces, including outdoor/festival infrastructure and opportunities for music events, and festivals;
- » Foster culturally specific spaces that reflect the living and historical communities of the city and those that have been/are being erased (i.e. through gentrification);

- » Incorporate artists and cultural voices in creating and improving public realm through artist commissions, residencies, and integrated design.
- » Maximize opportunities for cultural use of parks, green space, and plazas through the provision of festival performance/event infrastructure.





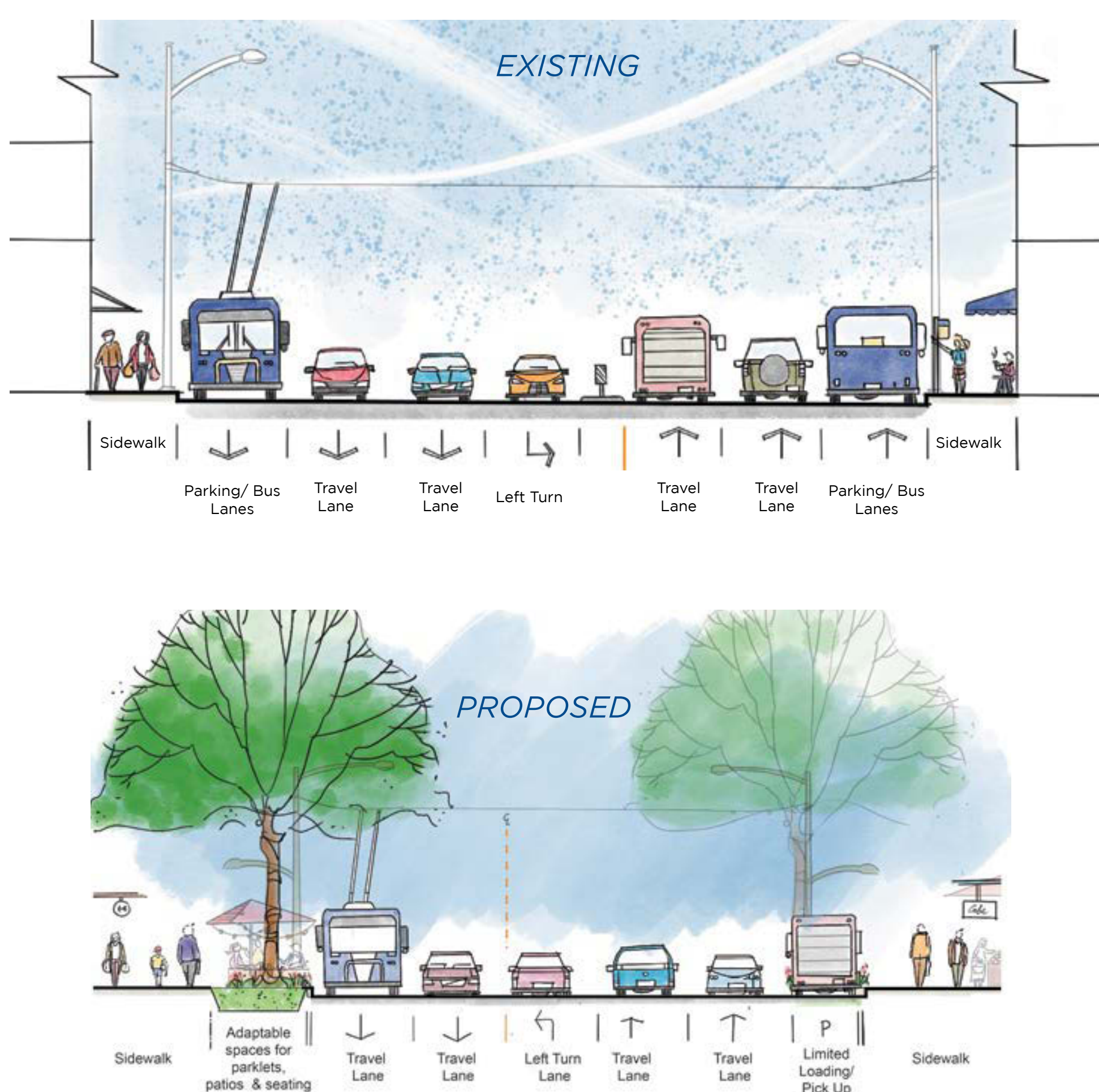
# Broadway as a Great Street

One of the Guiding Principles for the Broadway Plan adopted by Council is to “Enhance Broadway as a Great Street”. With the new Broadway Subway and enhanced people moving capacity of the corridor, there is an opportunity to turn existing road space for vehicles into public space to help achieve a “Great Street” on Broadway. This would include elements such as wider and accessible sidewalks, street trees, greenery and rainwater management features, weather protection, pedestrian lighting, seating, busking, and opportunities for small businesses to animate the adjacent space.

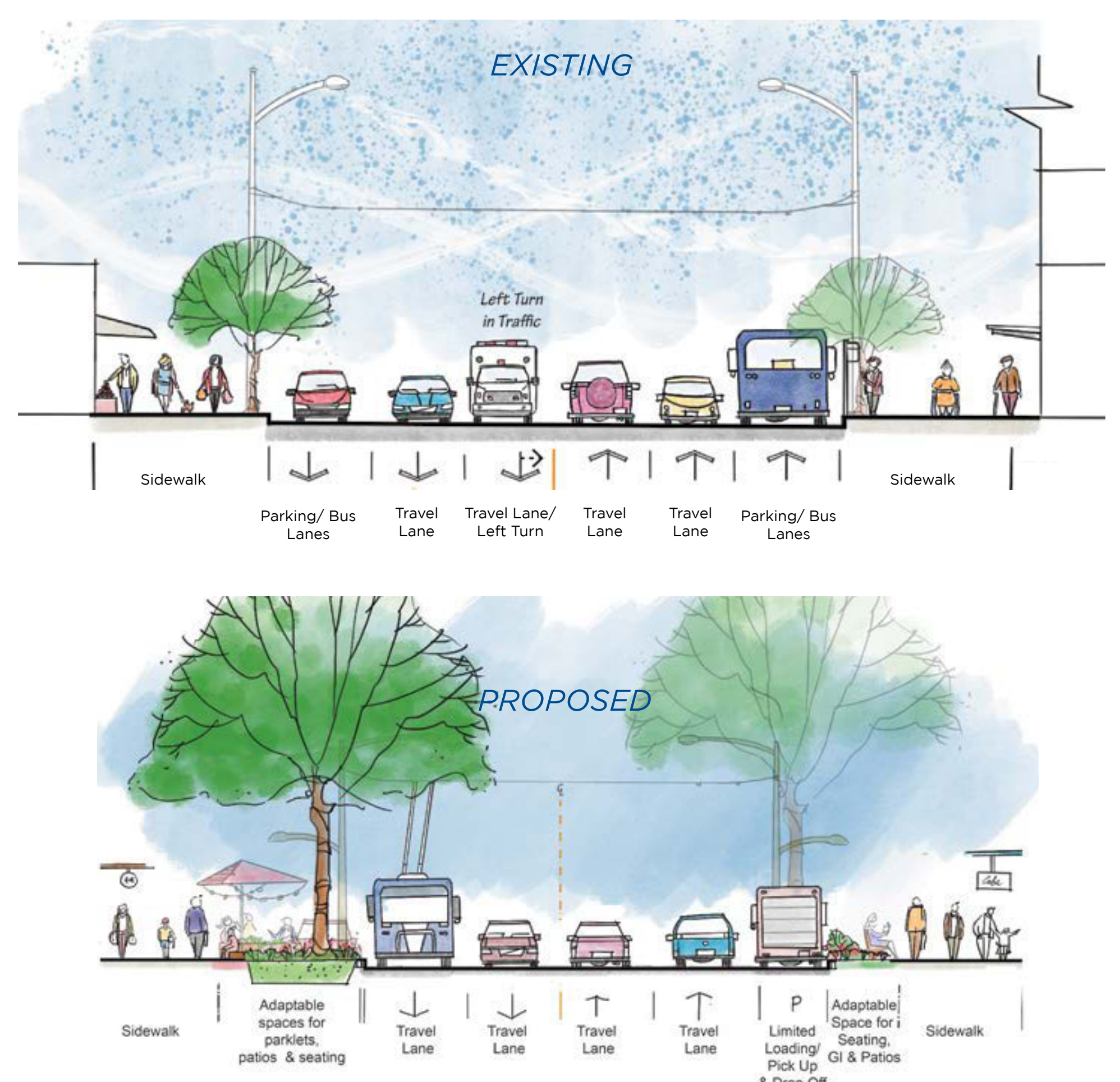
These features would make Broadway a more comfortable place to walk, roll, and gather, which we have heard from the public is the highest priority for Broadway.

Broadway, being a part of the Major Road Network (MRN), will also continue to play an important regional role in the safe and efficient movement of people (including on buses) and goods. To accommodate all of these mobility and public realm needs and interests, the limited roadscape does not allow for cycling facilities to be included on Broadway. The City, however, plans to enhance the other east-west streets such as 10th Ave, and provide north-south bike connections as close as possible to destinations on Broadway and to the SkyTrain stations.

## Typical station block



## Typical non-station block



\*Some intersections may also have left-turn bays.

*Note: TransLink approval is required for changes to the MRN and the City is currently working with TransLink to review the transportation analysis work around the proposed street design changes.*

## Broadway Subway station areas

The Broadway Subway station areas will be important public spaces, as the subway will generate more activity. The city blocks where the stations are located will be reconstructed within the next few years, creating an early opportunity to realize the Great Street concept along these blocks.

The community identified the following priorities for public space on the station blocks earlier in the planning process:

- » Large street trees and green infrastructure;
- » Adaptable spaces for parklets and seating areas;
- » Patios; and
- » Space for loading, pick-up, and drop-off.

These priorities will be considered as work on the design of the station blocks continues.

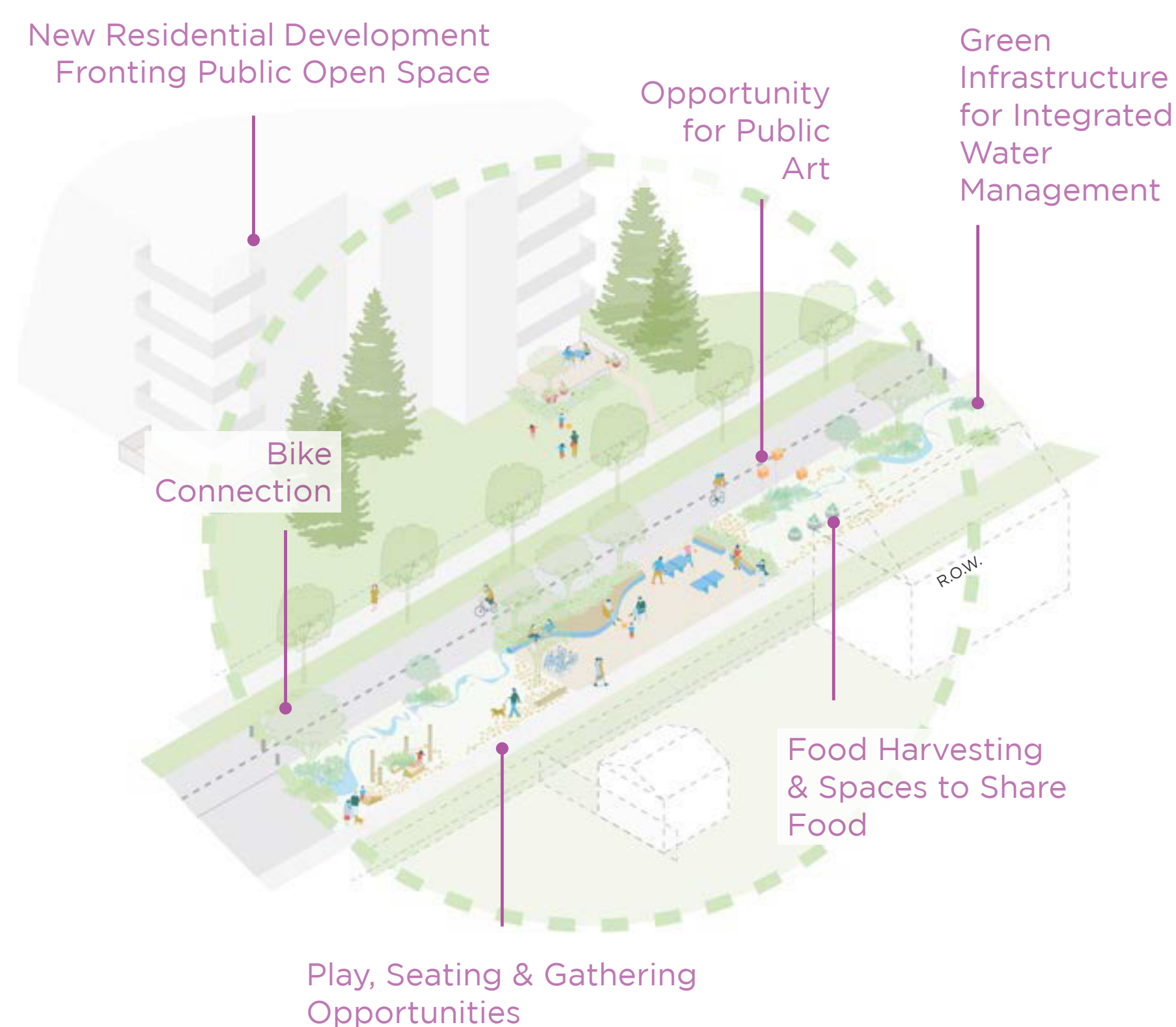


# Streets as Better Public Spaces - Examples

Streets as Better Public Spaces are small street segments where the street is closed to vehicle traffic to make space for more comfortable and safer walking and cycling infrastructure. While Streets as Better Public Spaces help improve active transportation connections (see Transportation section), it is also a tool for delivering new public space in a city where land is constrained. It can deliver public spaces with active transportation and integrated water management while also achieving moments for public life that can support sociable, sustainable and resilient neighborhoods. Below are some examples of these types of public spaces.

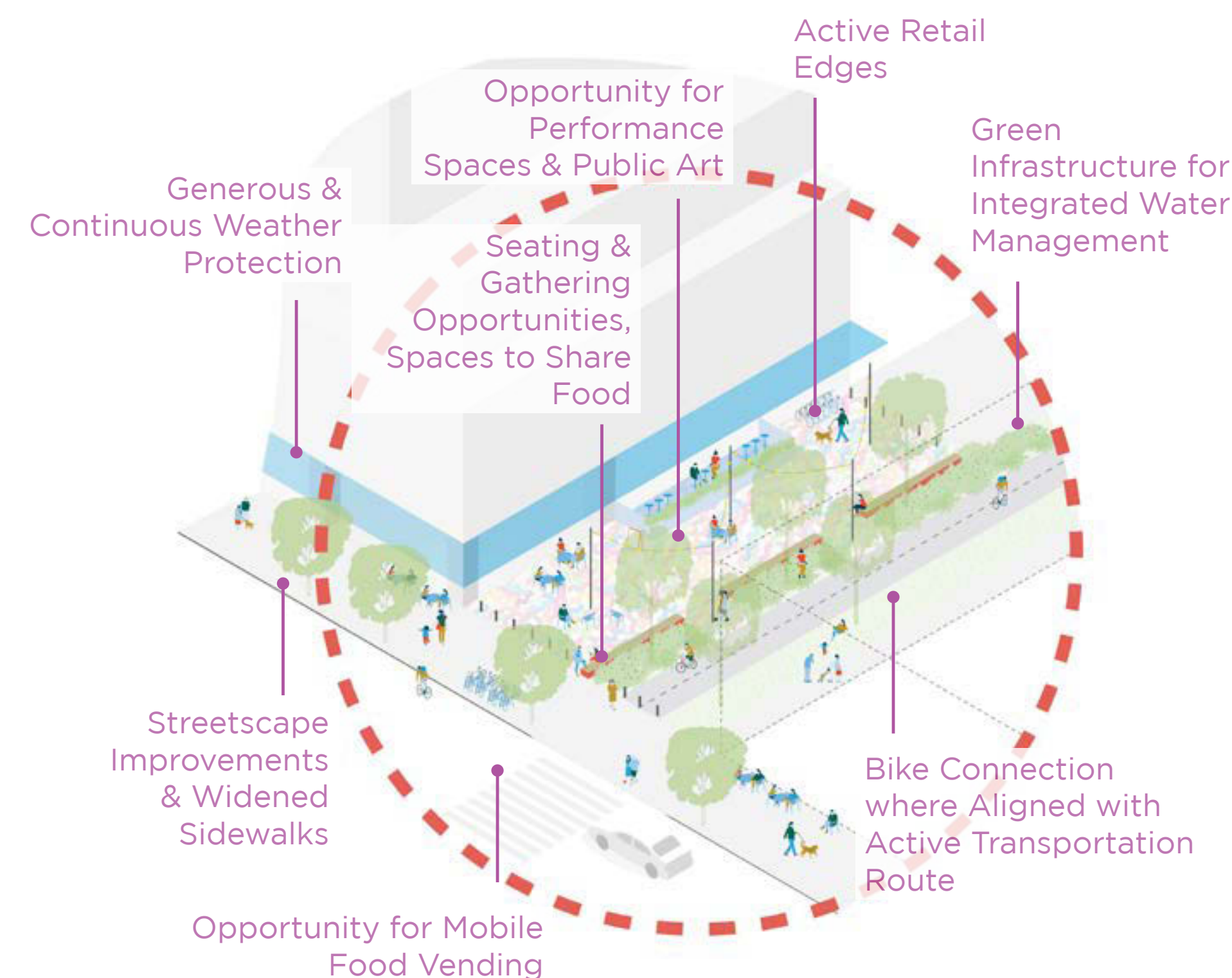
## Recreation & play

Linear public space for safe and comfortable walking, rolling, cycling, day-to-day gathering and play. Opportunity for co-location with greenway, blue green systems or existing or new park/open space.



## High street hub

Public space adjacent to commercial high streets to create new spaces for public life that are complementary to neighborhood retail areas. Opportunity for co-location with retail uses, greenway, blue green systems.



## Water, biodiversity & habitat

Public space that prioritizes biodiversity and green rainwater infrastructure. Opportunity for co-location with greenways, blue green systems or existing or new park/open space.



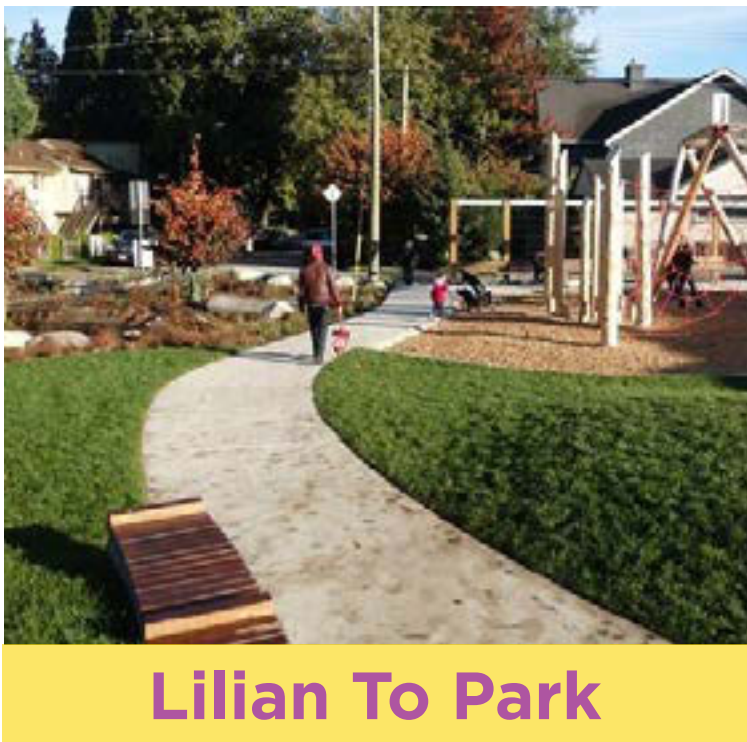


# Parks - Examples

We know that the neighbourhoods in the Broadway Plan study area are already deficient in parks. How can we find new park space to match population growth and meet the needs of diverse communities? Staff are looking for collaborative opportunities to create new parks through the typologies of local park, park expansions and enhancements and parks at large sites.

## Local park

Local park is a typology for adding parks to neighbourhoods through acquisition opportunities and partnerships. Lilian To Park, just outside the Broadway Study Area, is one example of new park space created through a combination of acquired lot and public right of way converted into greenway. This approach for local (or pocket) parks allows for uses such as playgrounds, small gathering spaces and areas of respite and nature to be included within neighbourhoods with accessibility and equity in mind.



Lilian To Park



Community



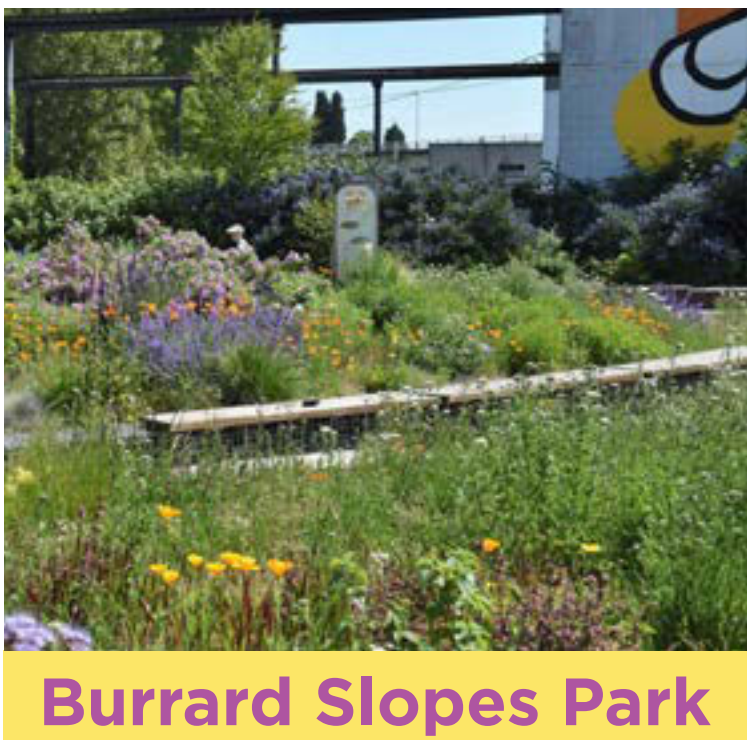
Respite



Park space is sensitively added to neighbourhoods to provide features like playgrounds, seating and natural features for local communities

## Park expansion and enhancement

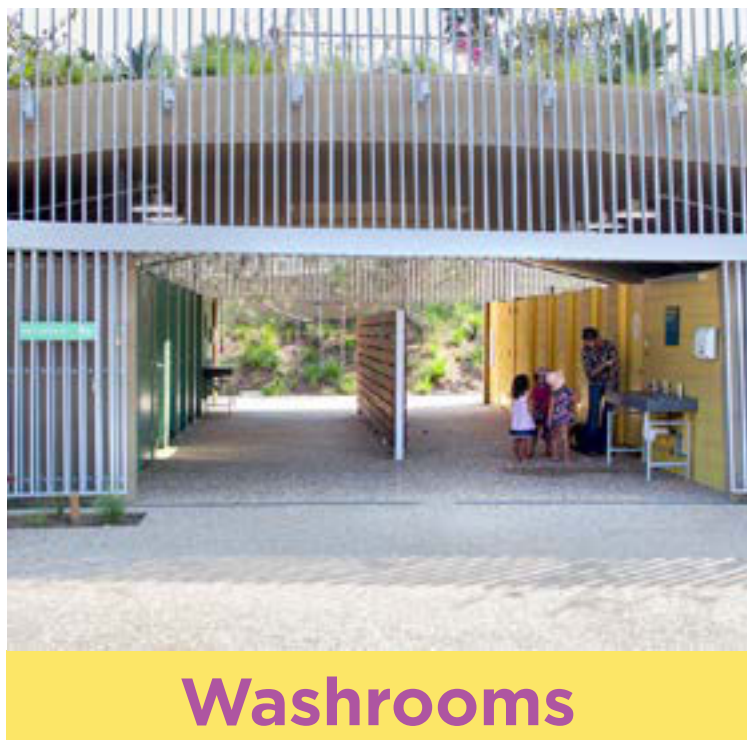
Through land acquisition, often happening over many years, existing parks can be expanded to increase green space and add new features to meet community needs. One example of this is the small park at 5th and Pine Street expanding to almost an entire city block by replacing existing buildings. Larger green spaces will support a greater variety of recreation activities for a wider range of people. For example, a larger playground can be fun for children and youth, while others can sit further away if they need quiet leisure time or access a public washroom. Street-to-Public Spaces can also be located adjacent to an existing park as a way to further expand.



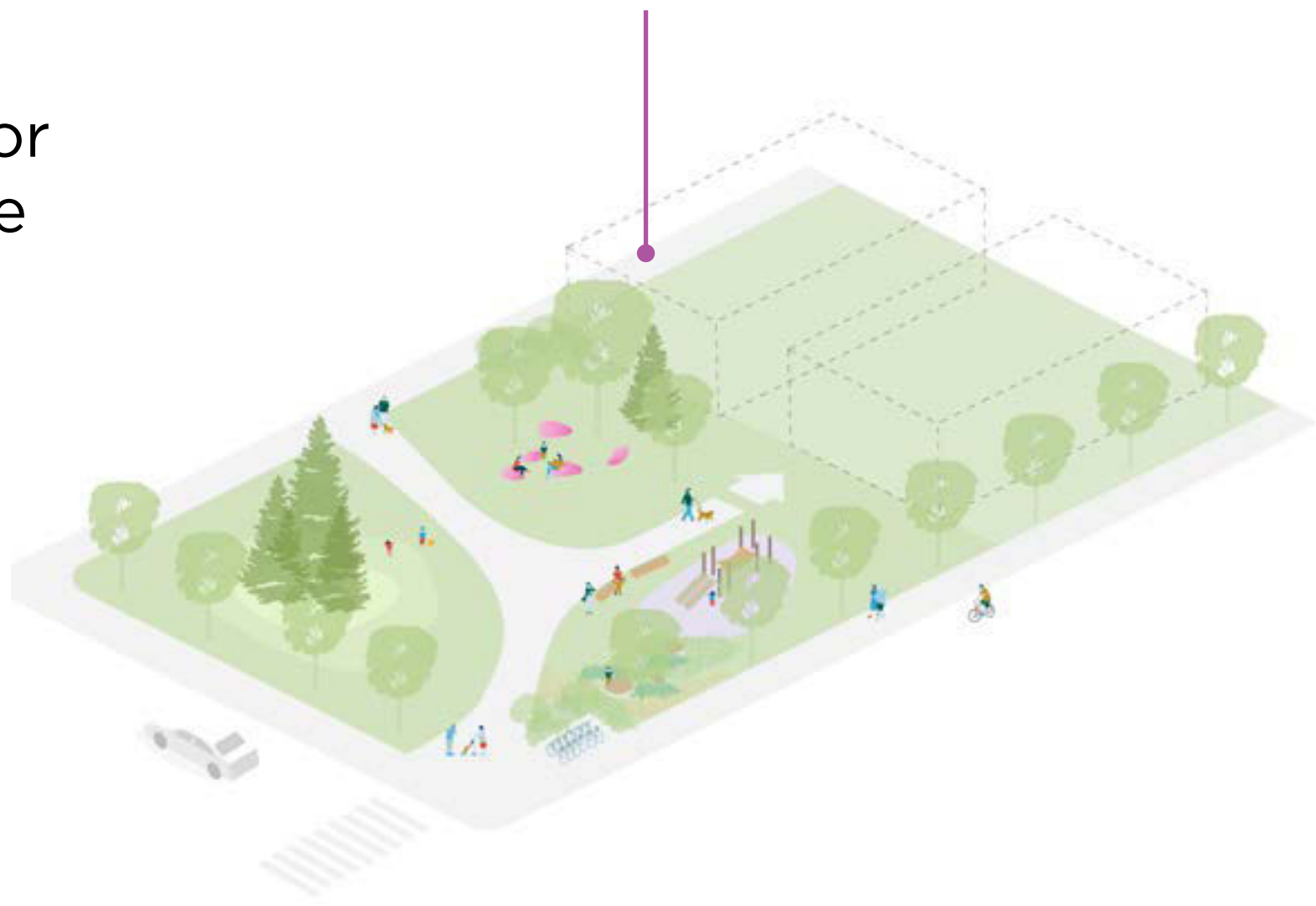
Burrard Slopes Park



Play



Washrooms



Expanded park space can accommodate features that support public use like washrooms, off leash dog area or recreation

## Parks on large sites

With available space at a premium, another approach to securing new park space is leveraging new development to deliver a park for public benefit as part of a large site. These spaces are created with public input to meet community needs. This could take the form of green space built on structure that is accessible from the street. It could also be a public space adjacent to affordable housing in an urban area, such as the new park currently being planned at Main + 7th.



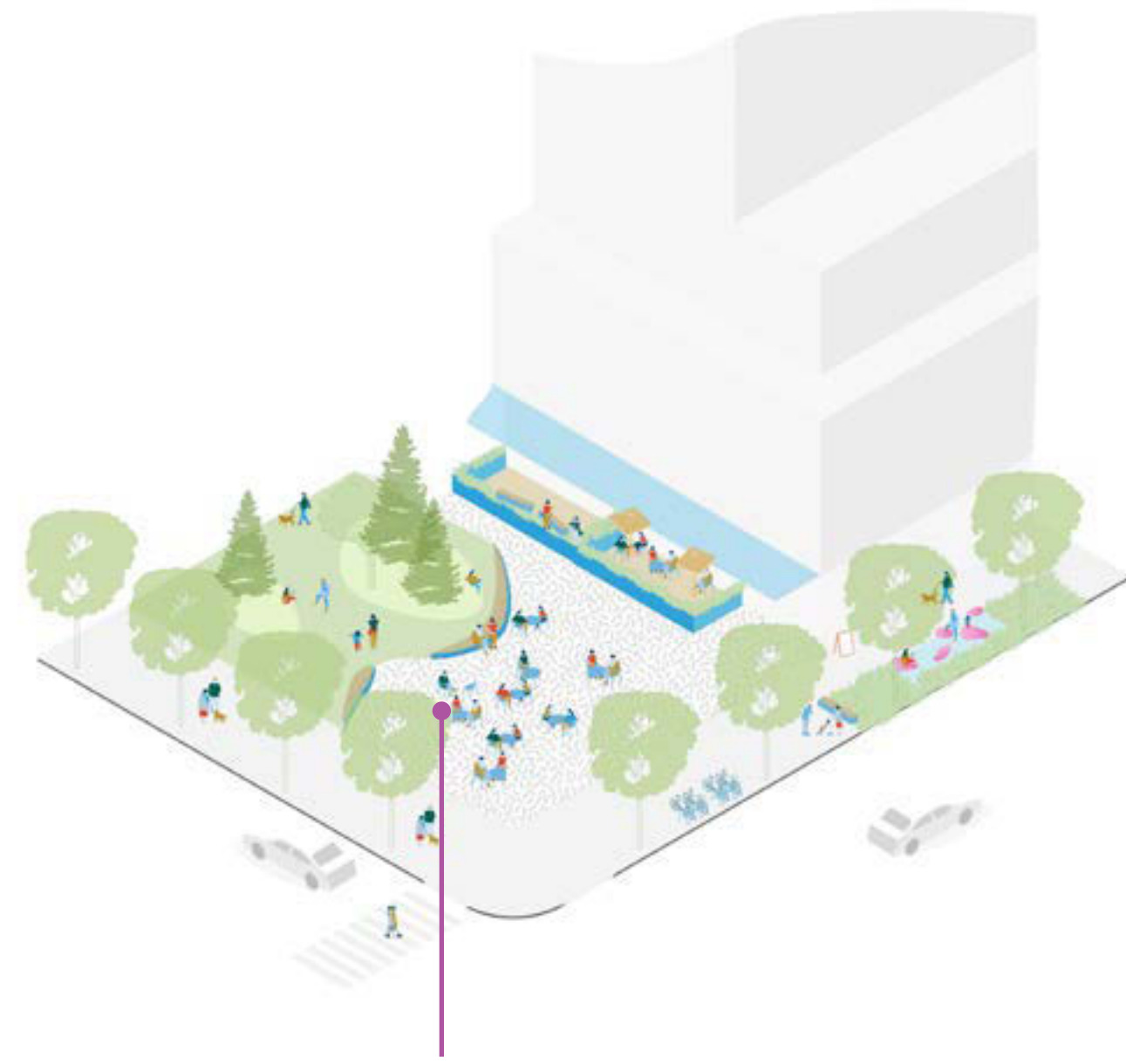
Sun Hop Park



Gathering



Nature



Park space delivered at a large site can connect to housing and small businesses while serving community green space, arts and cultural needs



# Streetscape Public Spaces - Examples

A variety of other types of public space will be incorporated in the Broadway Plan area. These spaces will create opportunities for moments of public life and support rich and diverse uses in the public realm. Below are examples of public space types and some of the activities and uses they could support.

## Public plazas

Public plazas provide space for a wide range of activities including gathering, socializing, accessing local businesses, active programming, events and celebrations, arts and culture, people-watching, and quiet respite. They are typically located in areas with high pedestrian traffic, vibrant retail, and a need for more public space. Many plazas are created using portions of streets and are co-stewarded by community partners and cultural activities.



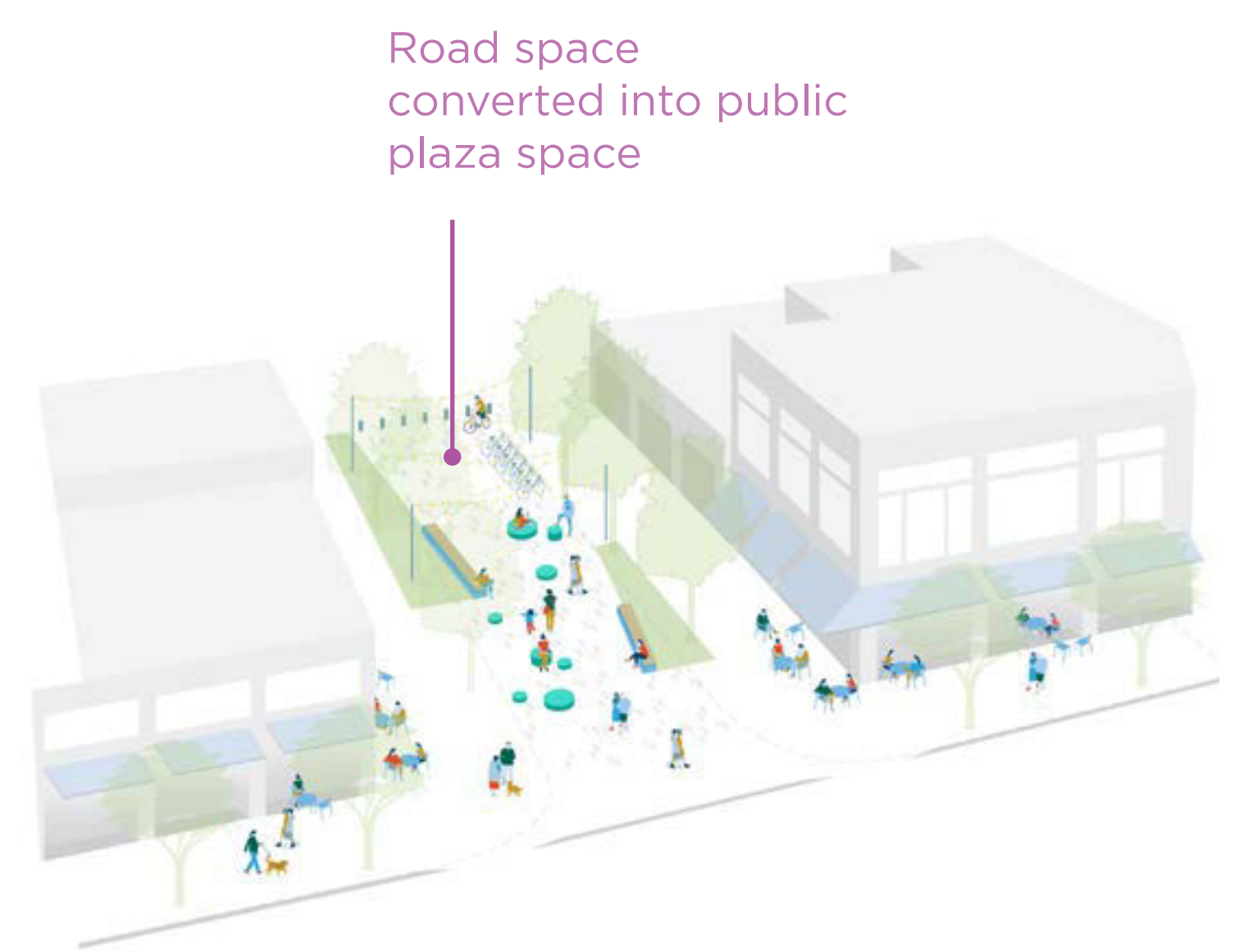
Seating & gathering



Civic & celebration



Food growing & harvest



## Active laneways

Re-imagining underutilized laneways as 'people-places' provides unique public life experiences - while ensuring that essential functions such as loading, parking and emergency access are maintained.



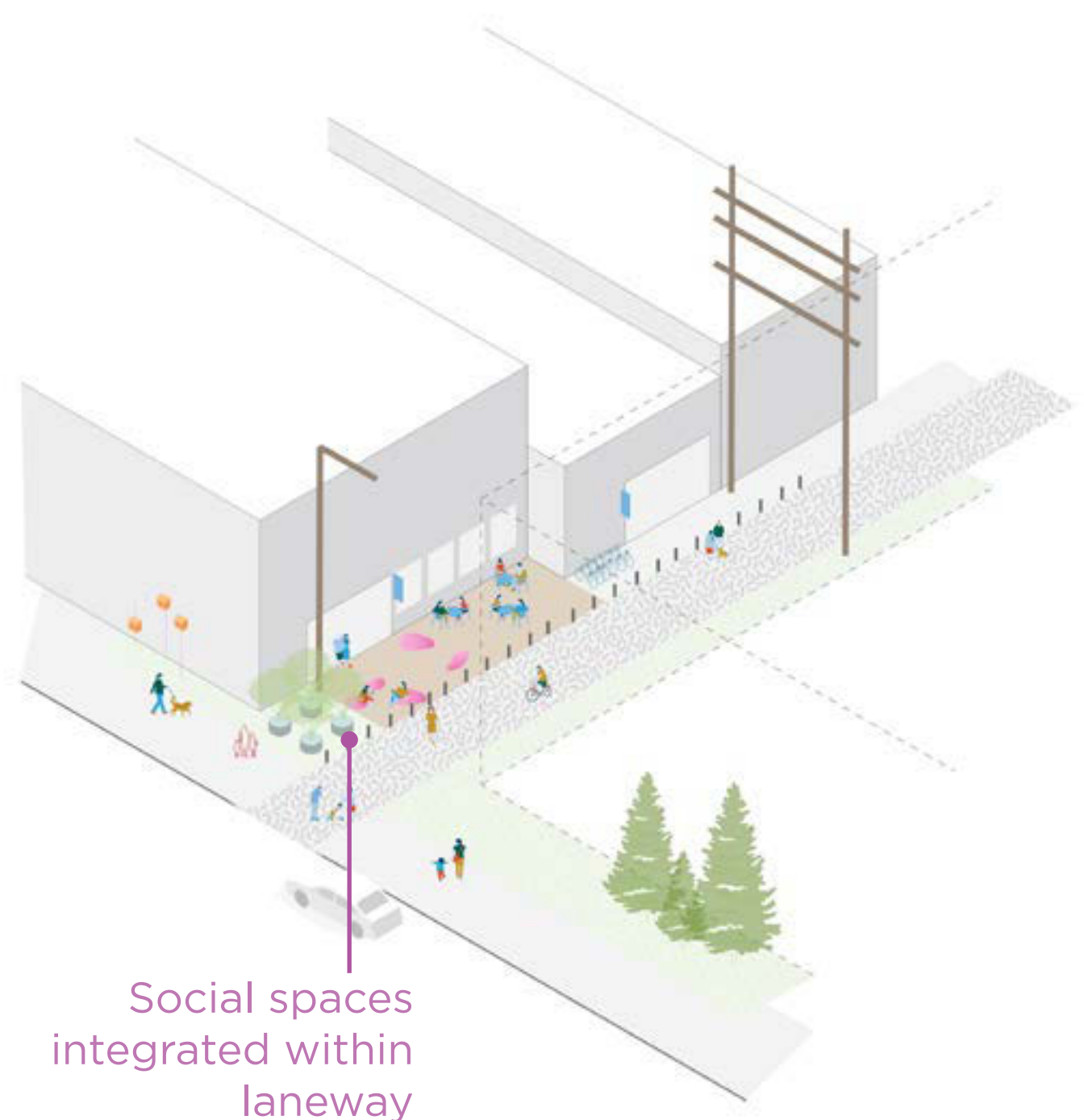
Public art



Programmable space



Retail & performance



## Privately Owned Public Spaces (POPS)

Privately Owned Public Spaces, or POPS, provide meaningful public space on private developments to enhance livability. These might include a range of open space types, such as corner plazas, expanded streetscapes, mid-block pedestrian connections, rooftop or courtyard spaces and parks.



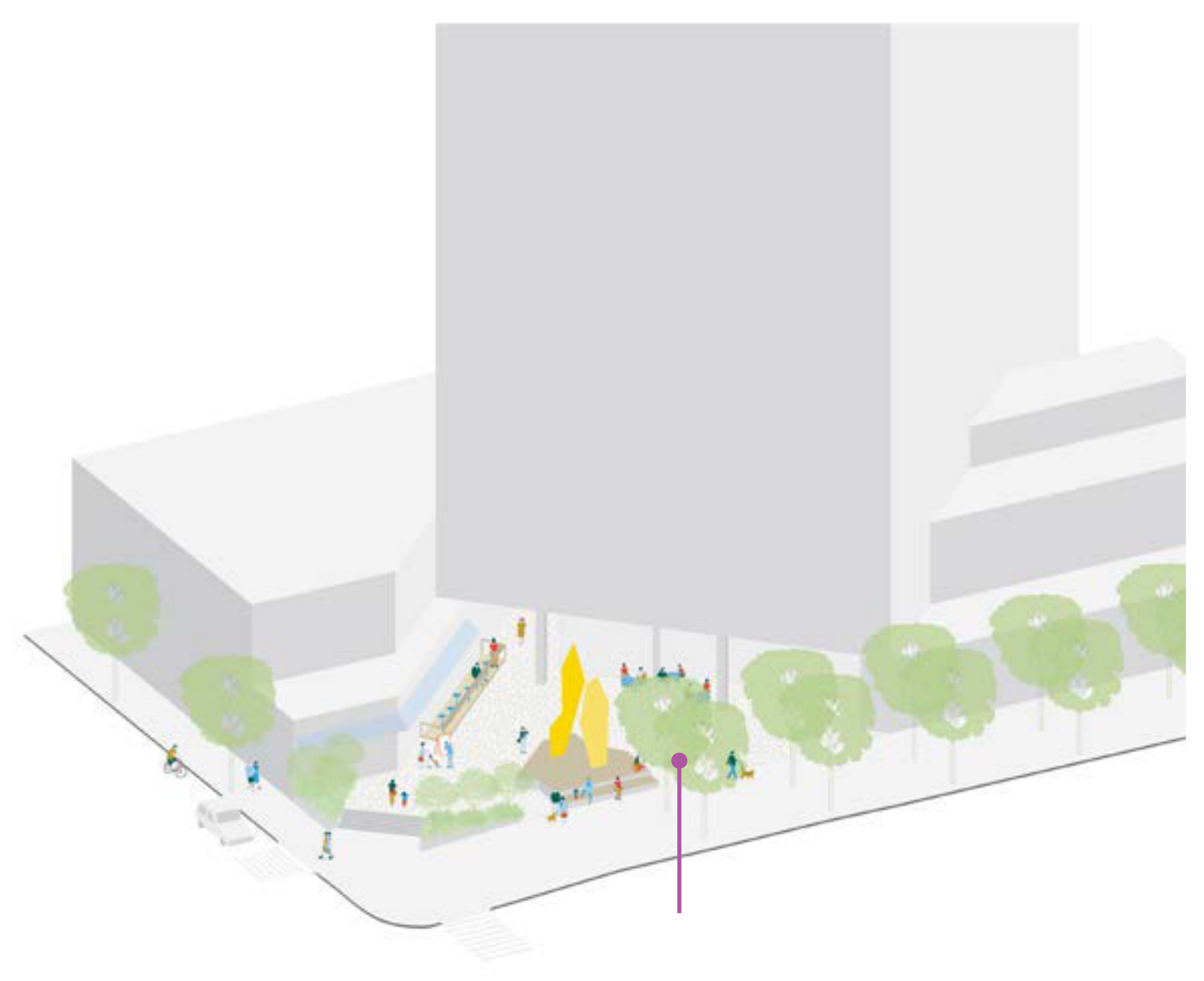
Expanded streetscape



Play areas



Urban agriculture





# Streetscape Public Spaces - Examples

## Streetscape improvements, parklets & patios

Enhanced streetscapes integrate moments of reprieve and places to socialize into their design - they might include street furniture such as benches, lighting, bike racks, garbage and recycling receptacles, infrastructure for buskers and small performances, as well as continuous weather protection, green infrastructure and design elements to optimize street tree growth and health.

Public parklets provide spaces for people to sit, rest and socialize by converting street parking stalls into amenities such as seating, greenery, art and bike parking. Parklets are typically stewarded by local partners (i.e. Non-profits, neighbourhood houses, business associations), but are free and open for all members of the public to use. Private patios for restaurants and businesses, while limited to customers and patrons, also contribute to a vibrant public realm.



Seating & bike parking



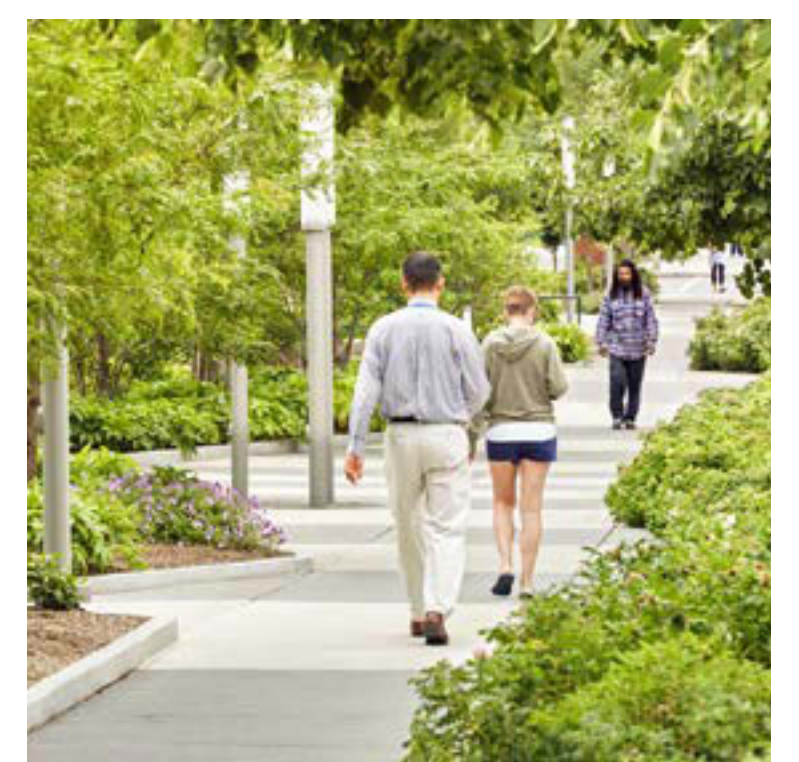
Respite



Boulevard garden



Tree planting



Green infrastructure



# Community Well-being

Community and social facilities help individuals, families, groups, and communities meet their social needs, maximize their potential for development, and enhance community well-being and resilience. These are spaces where programs and services are offered, or where communities gather.

These facilities serve population groups like children, youth, families, seniors, Indigenous peoples, new immigrants and refugees, 2SLGBTQ+, low income and others. Examples of facilities include neighbourhood houses, seniors' centres, community centres, family places, community gardens and more.

Additionally, community need is also met through community-serving spaces (CSS). These spaces are affordable and accessible for community to hosts or deliver social, cultural, and recreational programs, occurring primarily within places of worship and non-profit owned sites, such as community halls, legions, and cultural centres.

For the Broadway area, the need to support existing and new facilities is critical to ensure diverse residents, families and communities may go to their local neighbourhoods and access the services they need.



## What we heard

- » Social and community facilities act as community and cultural hubs for community connections and gathering.
- » Cultural safety and relevance is important to consider when planning for social facilities and programs.
- » Support the retention of existing social spaces as they are community assets that provide programs, services and gathering spaces for residents.
- » There are community and social-serving space needs unmet.
- » Explore ways to support accessible and low-barrier spaces for community use.
- » More affordable and accessible childcare is needed as it is an essential service to support children, families, women and the economy.
- » Food access and infrastructure is a critical component to building, gathering and supporting community.

## Why these refined directions

- » Supports complete communities during growth and change by ensuring existing and future social-serving space and infrastructure needs are considered or met.
- » Supports opportunities to develop accessible, low-cost or low-barrier social spaces and amenities for community use, including food infrastructure.
- » Encourages co-location with or locating services close to complementary uses. For example, childcare and high employment areas, or non-profit programming hubs with social and cultural organizations.
- » Explores creative options like using shared spaces for occasional or satellite programming.



# Community Well-being

## REFINED DIRECTIONS

### Land use policy and built form

- » Seek opportunities to co-locate social amenities, food infrastructure and City-facilitated childcare centres with other civic infrastructure and assets (e.g., community centres or libraries) to improve access to services and space efficiency.
- » Explore regulatory approaches and programs to retain, replace, or expand existing Social Non-profit clusters and community-serving spaces in the Broadway area for a resilient social infrastructure ecosystem.
- » Through the emerging Commercial Tenant Assistance Program (CTAP), support social non-profits and food sector businesses that may be at risk of being negatively impacted or displaced by redevelopment.

### Childcare

- » For children under school-age, explore regulatory tools and incentives to support the delivery of non-profit licensed group childcares developed concurrently with mixed use, affordable housing, and large employment projects.
- » Explore urban design opportunities and alignment to enable:
  - » Integration of childcare facilities (min. 37-space) and small-scale childcare in apartment buildings in the Residential Areas.
  - » Integration of large childcare facilities (min. 56-space) in mixed-use opportunities in the Centres.
- » Support creation of school-age care opportunities through partnership with non-profits with a focus on under-served areas and populations, including Indigenous-serving programs and Community Centre Associations.
- » Explore opportunities to support Indigenous-led, centered and culturally safe childcare and family programs in the Broadway area, including land-based approaches.

### Social facilities

- » Ensure local, multi-service facilities and specialized programs are accessible and available for existing and future residents and workers.
- » Plan for social facilities for dedicated or occasional use to address social needs that may emerge over the next 30 years including services for residents of new supportive housing developments.
- » Co-locate multiple nonprofit tenants in mixed-use projects, and in civic facilities with social and cultural spaces where feasible.
- » Explore opportunities to secure socio-cultural gathering and programming spaces for Indigenous-led organizations and communities.

### Food systems

- » Improve decentralized access to food infrastructure of different types and scales (e.g. food retail, markets, street food vending, food and medicine growing space, free or low cost food options, food processing).
- » Enable a broad array of food retail, vending, manufacturing and free or low cost food options to address geographic gaps, with a priority on healthy food access near transit hubs.
- » Build and outfit new food and medicine growing spaces such as urban farms and gardens on City-owned land and buildings.
- » Explore regulatory tools to enable private developments to include private or publicly accessible food and medicine growing spaces, such as rooftop or courtyard gardens, in alignment with City bylaws and design guidelines.

### Community centres

- » Upgrade recreation assets to meet needs of a growing population and changing demographics for more inclusive and accessible spaces, in collaboration with Community Centre Associations, Vancouver Park Board and other partners.
- » Find ways to enhance the relationship of indoor community centre programs with adjacent outdoor spaces such as parks and urban plazas.
- » Build on reconciliation and decolonization priorities in the development and planning of new amenities such as spaces for ceremony, cultural sharing and food sovereignty – ensuring collaboration with Musqueam, Squamish, Tsleil-Waututh Nations and urban Indigenous peoples.
- » Continue supporting work that reduces systemic barriers and welcomes participation in recreation, health and wellness activities for marginalized groups, such as newcomers, urban Indigenous youth and persons with disabilities as per VanPlay's Bold Move #1: Equity.

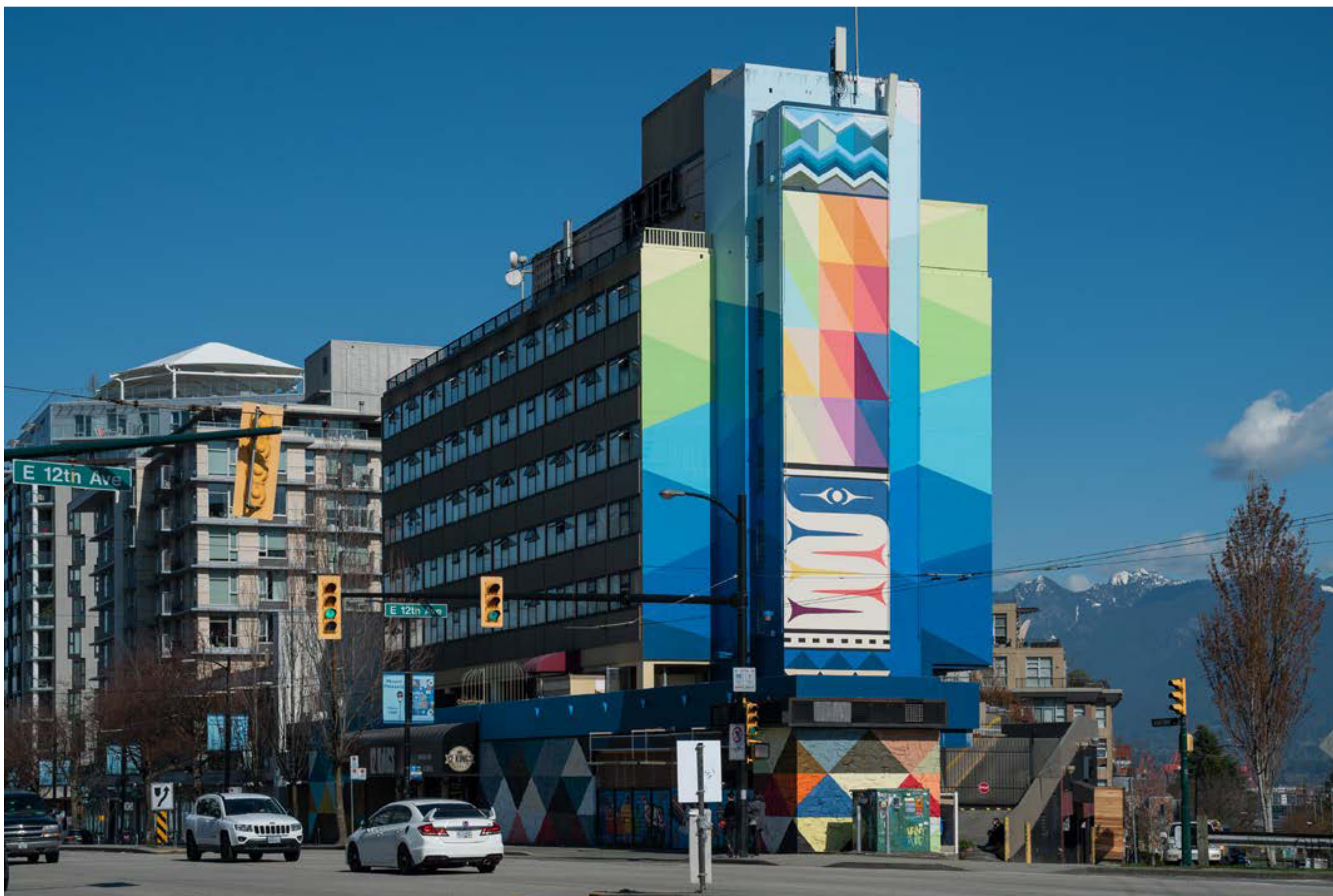




# Arts, Culture and Music

Vancouver's future as a cultural city depends on the continued existence of arts and culture in the Broadway Plan area, including production and presentation spaces, music spaces, and public art. Spaces range from large industrial spaces to smaller art studios, music and rehearsal spaces, presentation spaces (including bars and restaurants), and independent retail focused arts and culture (such as record stores, art galleries).

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. Vancouver's 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, and ensuring that arts and culture is at the centre of city building.



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

## What we heard

- » Each neighbourhood in the Broadway Plan area includes vibrant arts and culture, including music, public art, and outdoor spaces.
- » Increased density to accommodate population and work space growth needs to include affordable spaces for arts, culture, and music.
- » Outdoor spaces are equally important as publicly accessible spaces for social and cultural programming, especially for equity-denied groups.
- » There is a need to protect a diversity of arts, culture, and music spaces from displacement.
- » Industrial and commercial areas in the Mount Pleasant and the Granville Slopes neighbourhoods have experienced significant pressure and displacement of arts and culture spaces in its industrial and commercial areas.
- » Preserving and retaining industrial land for arts, culture, and music production and presentation is vital to keeping artists and cultural workers in Vancouver.
- » Artists and cultural workers are facing an affordability crisis driving them out of the Broadway Plan area and Vancouver overall. Key factors include limited access to affordable housing, unaffordable rental costs, and the overall lack of available production and presentation spaces.

## Why these refined directions?

Arts, culture, and music are integral to each neighbourhood in the Broadway Plan Area, and contribute to the area's identity and economy. It will be critical to ensure future land use changes support affordable spaces for arts and culture.

Refined Directions must address displacement, the importance of industrial lands for cultural production and presentation, affordability, and concrete ways to incentivize the creation of more arts, culture, and music spaces.

Policies, zoning incentives, and funding mechanisms are needed to encourage the development and retention of arts, culture, and music spaces in Broadway, especially in the Mount Pleasant Industrial Area.



# Arts, Culture and Music

## REFINED DIRECTIONS

### Overarching directions

- » Prioritize public art and cultural spaces which advance Reconciliation, decolonization, cultural redress, and accessibility.
- » Support development of self-determined Musqueam, Squamish, Tsleil-Waututh, and Urban Indigenous spaces and public art.

### Cultural spaces

- » Explore mechanisms to prioritize development and retention of new and affordable arts, culture, and music spaces (production, rehearsal, and presentation spaces).
- » No Net Loss throughout the plan area – to ensure retention, replacement, enhancement and/or development of arts, culture, and music spaces through rezoning and redevelopment of large/unique sites. Retain integrity of and access to industrial zones with applicable industrial uses, which are home to many arts, culture, and music spaces.
- » Establish Cultural Districts to enhance existing clusters of arts, culture, and music production and presentation spaces (i.e.: Mount Pleasant Industrial Area and the Burrard/Granville Slopes neighbourhoods).
- » Align heritage preservation and cultural policies, tools, and funding mechanisms to support retention and development of cultural assets and cultural heritage spaces.
- » Integrate artist social housing and shared production space within other social housing projects.
- » Explore amendments to City zoning to improve alignment with building bylaws, prevent displacement allow co-location, lower costs when reusing older buildings, and allow for more frequent arts events.
- » Pursue co-location of social and cultural non-profit hubs to support collaboration, shared costs, and service delivery.

### Public art

- » Align public art delivered or funded as a condition of rezoning with artist-initiated approaches to allow for more meaningful engagement of artists with the public realm.
- » Encourage collection and pooling of developer contributions for Public Art to deliver more significant art opportunities in key locations.
- » Encourage developer contributions for public art to be provided as cash to pool contributions for public art in public realm, including plazas, parks, and greenways.

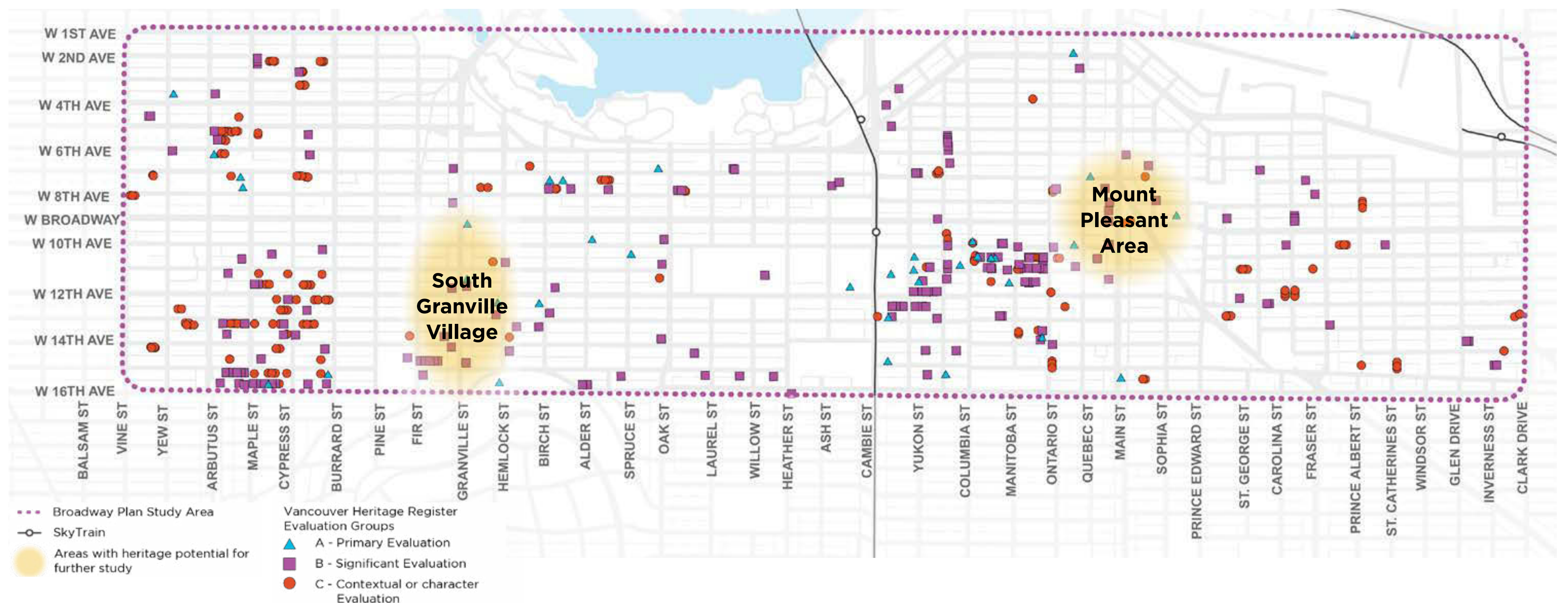


David MacWilliam  
Kingsway Luminaires 2009  
Image courtesy of the artist and City of Vancouver



# 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

- » Strong support for protecting heritage sites
- » Generally supportive of including Musqueam, Squamish, and Tsleil-Waututh in all aspects of the plan and process
- » Need more details on Indigenous communities and opportunities for reconciliation within the plan
- » Place making that reflects ancient history of living on these lands, while increasing visible presence of Indigenous culture and people.
- » Interest in incentives for the protection of heritage buildings and sites
- » Explore creative solutions to retain more heritage buildings and cultural heritage sites

## Why these refined directions?

- » The City is looking to promote and support Reconciliation, cultural redress and to celebrate diverse cultural histories
- » Refined Directions should seek to identify heritage resources that embody histories of the Musqueam, Squamish, and Tsleil-Waututh Nations, Urban Indigenous people, and equity-denied communities for possible addition to the Vancouver Heritage Register when opportunity arises.
- » Effective heritage incentives should be used through the Heritage Program to recognize and protect heritage resources within the Broadway Plan area.

## REFINED DIRECTIONS

- » Build upon the findings of the Social Cultural Integrated Impact Assessment to retain and support cultural and intangible heritage.
- » Work with the Musqueam, Squamish, and Tsleil-Waututh Nations, Urban Indigenous people, and equity-denied communities to identify and potentially add new heritage resources to the Vancouver Heritage Register.
- » Undertake a gap analysis and assessment of heritage resources and associated framework for plan implementation to provide guidance for new development.
- » Identify tangible mechanisms and incentives to recognize and protect heritage resources within the Broadway Plan area, such as amenity shares to the citywide Heritage Conservation Fund or other heritage conservation incentives specific to the Plan area.
- » Conduct a heritage evaluation and prepare Statements of Significance (SOSs) for identified heritage sites of particular community significance (including cultural heritage sites and places of intangible heritage value).
- » Prepare Area SOSs for Mt. Pleasant and South Granville (both having potential for historic area status), including rationale for establishing historic areas, physical boundaries and the list of heritage sites and resources within them.



# Public Benefits

As a community or area of the city develops and grows, there is a need for the renewal and replacement, as well as expansion of public amenities and infrastructure to help meet daily needs and support a livable, healthy, and sustainable community. Examples of public amenities include affordable housing, childcare, parks and open spaces, transportation infrastructure, libraries, and fire halls as well as recreational, cultural and social facilities.

## What is a Public Benefits Strategy?

» A Public Benefits Strategy (PBS) is a long-term plan for the delivery of public amenities and infrastructure to address renewal and growth needs for a geographic area. It includes a 10-year capital strategy that aligns current and future service needs with funding sources.

### 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.

### Delivery and review

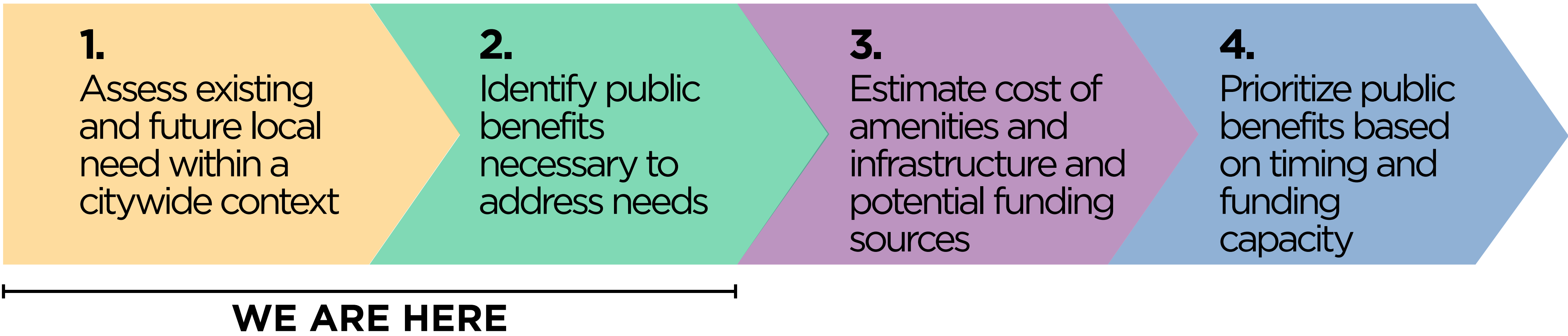
The PBS is a 10-year strategy within the broader 30-year area plan. Once the area plan is approved, the public benefits identified in the PBS must go through the City’s capital planning process and be prioritized amongst city-wide needs. Over time, and as needs change, the PBS may be reviewed and refined periodically.

### Funding sources

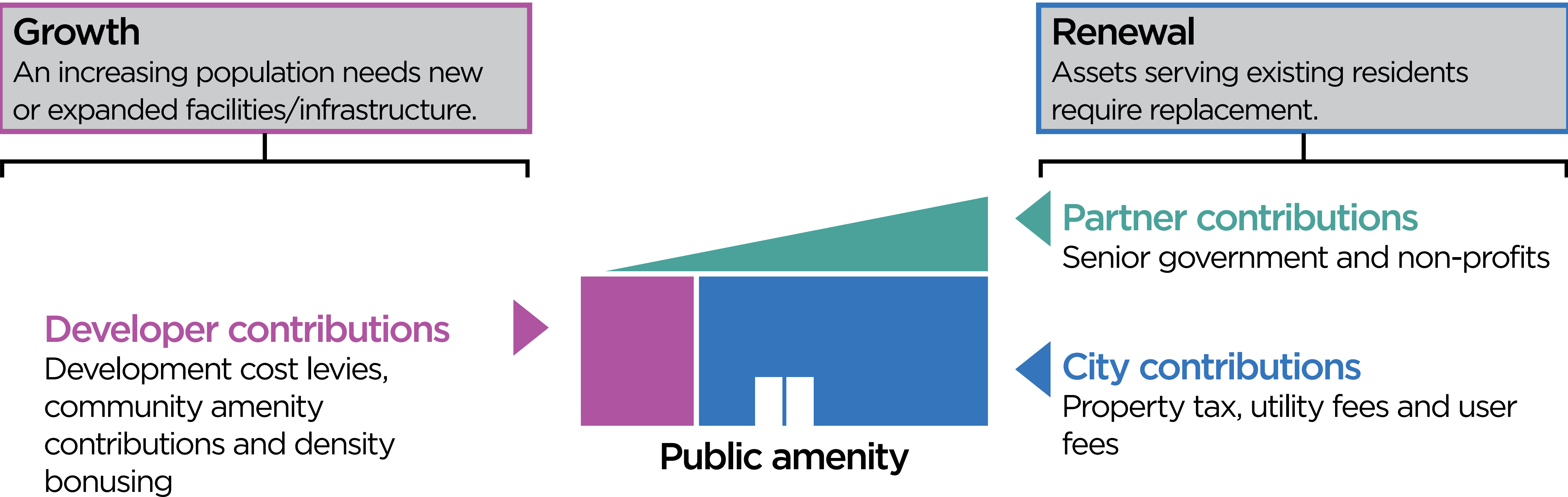
Three funding sources are used to pay for public amenities:

- » 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 may fund both renewal and growth needs.

## Steps in a public benefits strategy



## How public benefits get funded



Many facilities and infrastructure projects have both renewal and expansion components. Although growth funding (developer contributions) may be available and can be allocated for specific projects, renewal funding may take longer to secure, as renewal projects are prioritized on a city-wide basis as part of the Capital Plan process.



# Public Benefits

## What we heard

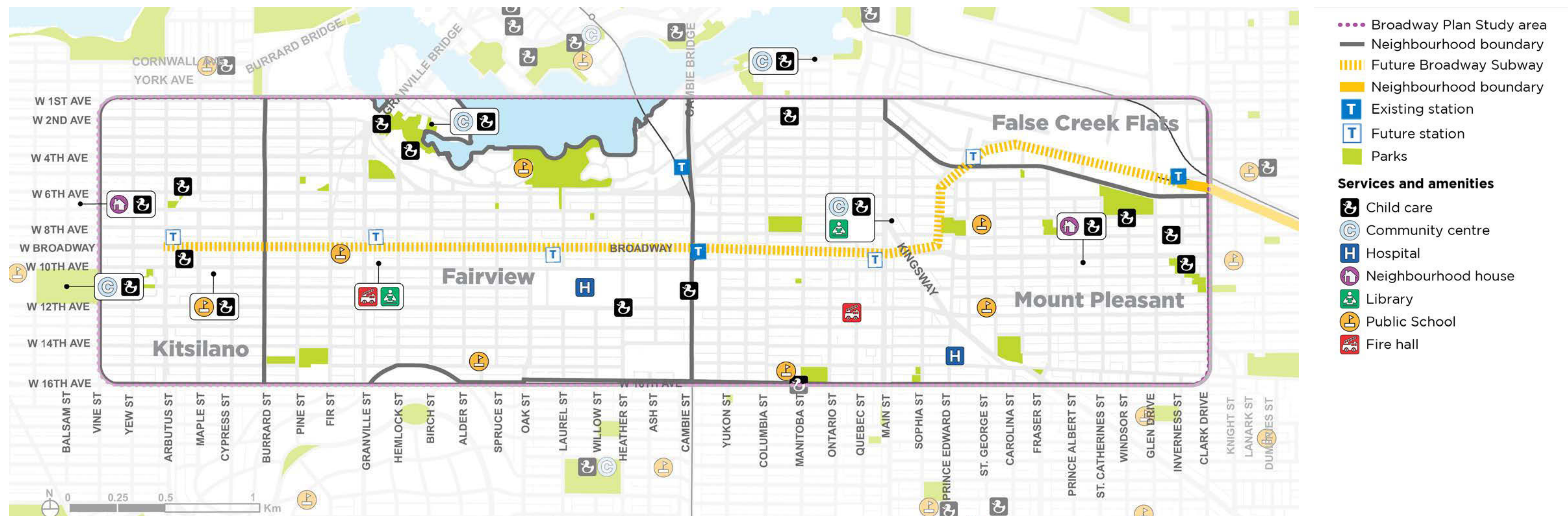
- » Need for more affordable housing, schools, community centres, washrooms, childcare, parks/greenspace, art, and other public amenities
- » Public amenities should be distributed throughout the area

## Why these refined directions?

The Refined Directions being proposed are intended to help address current needs, as well as anticipated future needs as more people live and work in the area.

With the Broadway Plan's focus on shifting toward more affordable housing and job space, lower levels of development contributions (DCLs and CACs) are expected. This will require prioritization of public benefit investments.

## Existing public services and amenities





# Public Benefits

## REFINED DIRECTIONS

The Refined Directions provide an overview of the types of investments that will be considered as part of the Broadway Plan Public Benefits Strategy. With many different community needs in Broadway today and future service needs that will arise as the area grows, challenging public investment decisions and trade-offs will need to be made. Priorities for public investment will continue to be refined as the planning process continues.

### Affordable housing

- » Explore opportunities for renewal and expansion of aging City-owned non-market housing sites with supports and protections for existing tenants.
- » Integrate requirements of the recently approved Methodology for Co-operative Housing Lease Renewals in redevelopment planning for co-operatives (on City land).
- » Explore opportunities for partnerships with senior governments to achieve greater affordability in city- and non-profit-owned affordable housing projects.
- » Explore opportunities to advance the City's commitment to reconciliation through support for Indigenous-led non-market housing projects.

### Childcare

- » Explore strategic renewal and expansion of existing City-owned childcare facilities.
- » Establish childcare targets for City-owned and facilitated centres for ages 0-5.
- » Deliver City-owned or facilitated licensed group childcare with public and non-profit operators in the Centres and near major employment areas. Seek delivery of large (min. 56-space) facilities where possible.
- » Explore funding to support the expansion of multi-purpose spaces in non-City owned spaces, such as nonprofit housing, community-serving spaces, or public facilities in order to secure the use for childcare (school-age and small-scale), or satellite programming for social non-profits, where licensing requirements allow.

### Parks and open spaces

- » Improve existing neighbourhood parks for higher use through renewal plans that respond to the needs of people of all ages, abilities and cultural backgrounds.
- » Explore acquisition and development of new local and neighbourhood parks in park deficient areas.
- » Explore provision of new parks through large and unique development sites as determined through site-specific planning programs.



### Arts and culture

- » Prioritize opportunities for preservation, expansion, and/or replacement of production and presentation spaces (such as artist studios, theatres, rehearsal and music spaces).
- » Explore opportunities to deliver artist social housing and shared production spaces.
- » Explore opportunities to secure cash for the Cultural Spaces Fund, to support local projects, replacement, and preservation of cultural spaces.

### Community centres

- » Upgrade community centre space in or near the Broadway Plan area, subject to guidance from the emerging Vancouver Community Centre Strategy, to ensure adequate recreation service needs are met and increase participation of a growing population.
- » Explore opportunities to expand community centre capacity in the Broadway Area. These spaces could be co-located with social and cultural amenities such as child care, community kitchens and performance spaces to create a community hub.

### Community facilities

- » Co-locate multiple social-serving agencies with planned facility expansion of the Mt. Pleasant Neighbourhood House, as a continued objective from the Mt. Pleasant Community Plan.
- » Explore non-profit hubs for social and cultural programs and offices, with particular focus for an Indigenous-serving centre and a centre for cultural communities.
- » Explore options to support a seniors-serving facility in the Broadway area, in particular on the west side of the city.
- » Explore development of local, multi-service social facilities in under-served areas like Fairview.

### Food systems

- » Through development in strategic locations, such as large sites, seek opportunities to deliver or sustain urban farms (indoor or outdoor models) and publicly accessible food and medicine growing spaces.



# Public Benefits

## REFINED DIRECTIONS

### Street activities

- » Explore opportunities to deliver a range of public space types and uses (including plazas, parklets, active laneways, seating areas and others), across all neighbourhoods, prioritizing underserved communities.
- » Deliver targeted public realm improvements along Broadway, such as wider and more accessible sidewalks, street trees and greenery, rainwater management features, public art and play features, public bike share, and universally accessible amenities.
- » Explore opportunities to add core infrastructure to better support public life, such as accessible and varied seating, access to washrooms, water, power, and weather protection.

### Transportation

- » Deliver on the key transportation infrastructure improvements for Broadway, such as Broadway as a Great Street, multi-modal connections to the Broadway Subway, Streets as Better Public Spaces, and additions/improvements to the walking and rolling, cycling, and transit networks.
- » Prioritize investments that have a larger impact on walkability and increasing sustainable mode share, achieve co-benefits with blue green systems and public space needs, connects to multiple destinations and high-density areas, and serve areas with a higher concentration of racialized and/or low-income people who have historically had limited transportation options.
- » Where feasible, explore opportunities to coordinate transportation projects with building redevelopments.



### Water and sewers

- » Explore strategic water and sewer utility upgrades to service growth and mitigate combined sewers overflows.
- » Strategically use green rainwater infrastructure to manage and clean water and reduce reliance on grey infrastructure upgrades.
- » Implement a network of connected park-like streets that manage water and increase biodiversity.

### Heritage

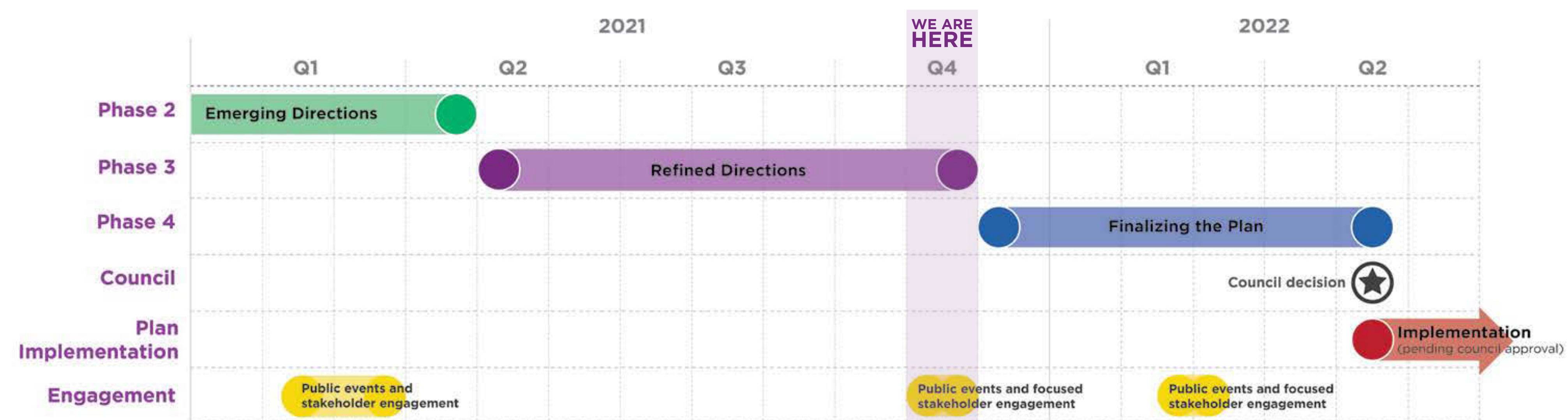
- » Explore funding opportunities for conservation of heritage buildings in the Broadway Plan area.

## Schools

*Ensuring sufficient school capacity for a growing population is another key public amenity consideration for the Broadway Plan. The provision of schools is a provincial responsibility, and the prioritization and timing of funding approval for school expansion and upgrades is therefore at the discretion of the Ministry of Education. Through the Broadway Plan process and subsequent plan implementation, the City will continue to work with the Vancouver School Board to help inform capital requests to the Ministry of Education.*



# Next steps / How to Get Involved



## HOW CAN I GET INVOLVED?

Join us for our virtual open house to learn more about the Refined Directions for the Broadway Plan and share your thoughts on them.

Visit our website for a full list of ways you can engage and provide your feedback.

## FOR MORE INFORMATION OR TO ASK US A QUESTION:



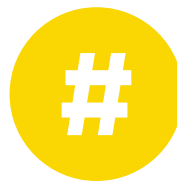
[shapeyourcity.ca/  
broadway-plan](https://shapeyourcity.ca/broadway-plan)



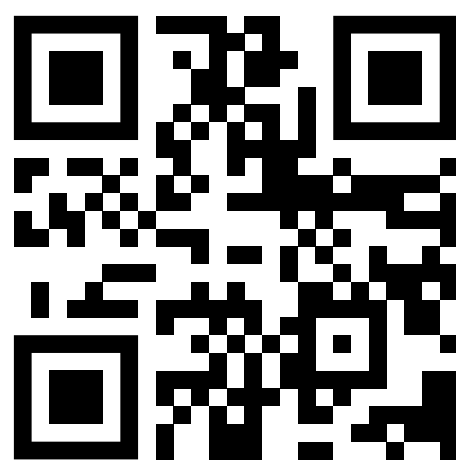
[broadwayplan@  
vancouver.ca](mailto:broadwayplan@vancouver.ca)



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#BroadwayPlan



## HOW TO PARTICIPATE IN THE VIRTUAL OPEN HOUSE (NOV 4 - NOV 30):



VISIT OUR  
WEB PAGE



REVIEW THE  
MATERIALS



COMPLETE  
THE SURVEY



ASK A  
QUESTION