

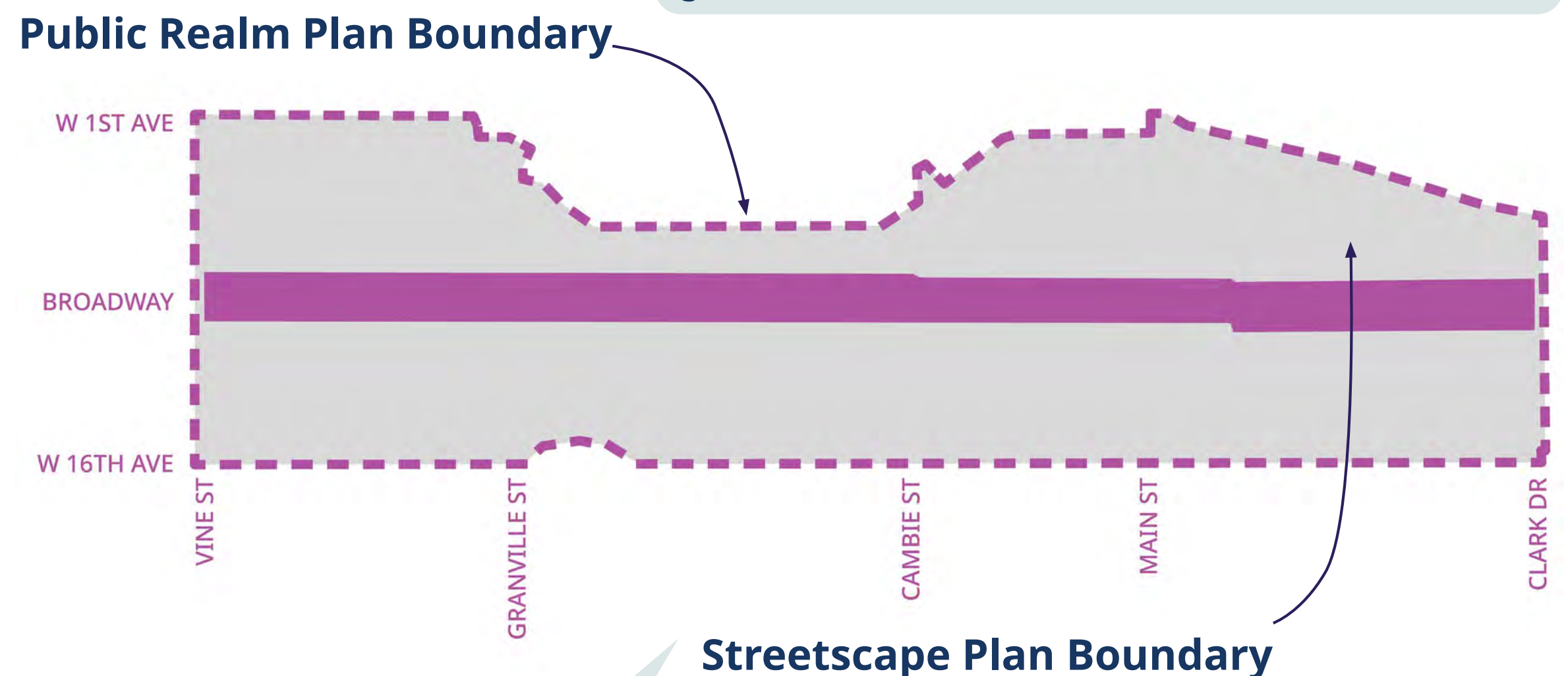
Welcome & Introduction

We're creating a Public Realm Plan for the Broadway Plan area and a Streetscape Plan for the Broadway corridor! These plans will provide guidance on what, how and where public realm improvements will be achieved in the Broadway Plan area.

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

Following adoption of the Plan, City staff have begun working on implementation. Two major implementation projects are to create supplementary plans to guide future public realm improvements in the area: the Broadway Public Realm Plan and the Broadway Streetscape Plan.

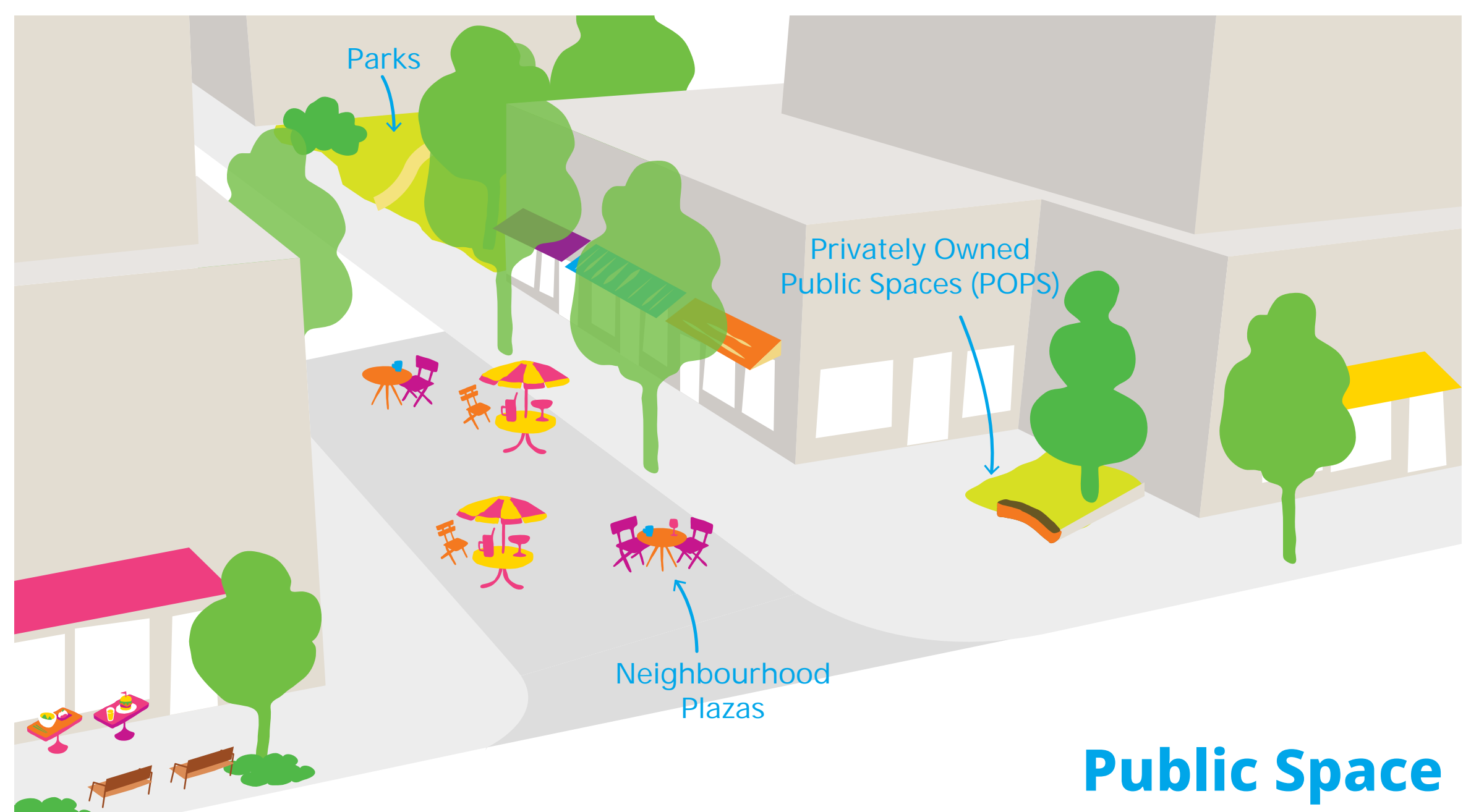
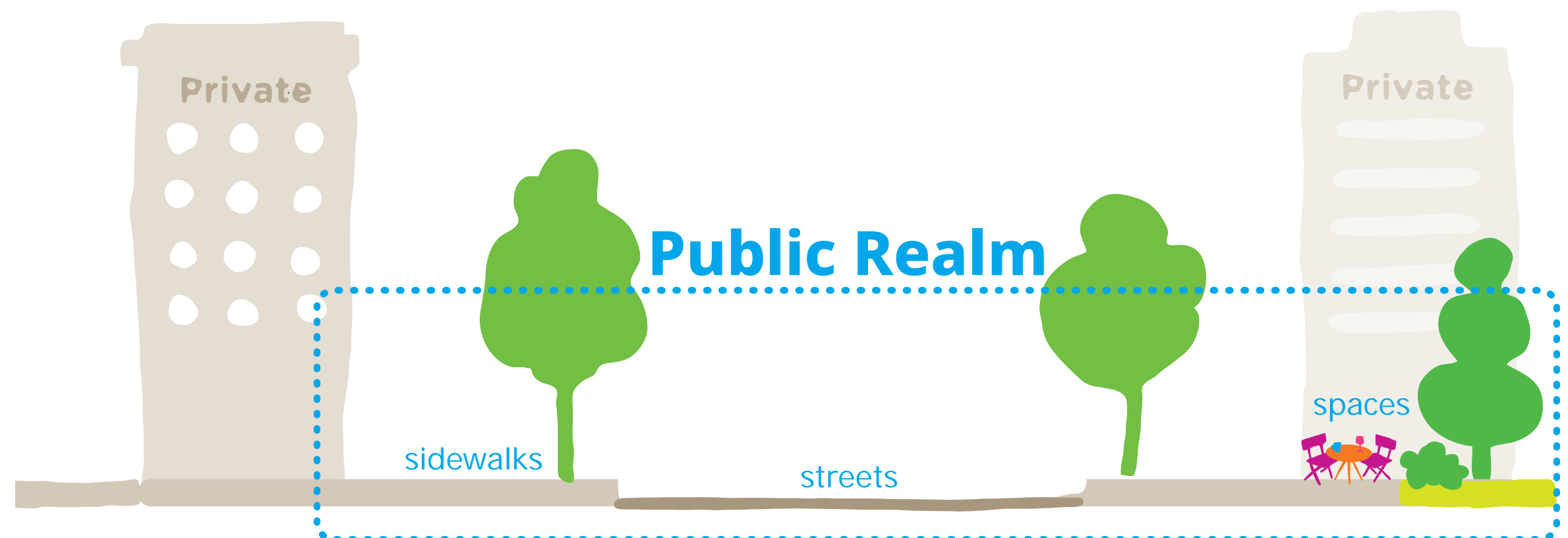
What will the Broadway Public Realm Plan do?
It will be a practical guide to leverage opportunities for public realm improvements as the area grows and identify what public space and street enhancements would best support the current need and future growth in the area.



What will the Broadway Streetscape Plan do?
It will establish a design concept for the transformation of Broadway into a 'great street'. It will be built over time through redevelopment of properties along Broadway and City-led capital projects.



We Are Here
Provide Input Today!
Today we are sharing what streets and spaces could look like in the Broadway area as they evolve over time as well as more detail on our Key Moves



Definitions

"Public realm" is generally everything that can be seen and/or experienced at pedestrian eye level that impacts the overall experience and attractiveness of a public space. It includes the building face, storefronts, public art, restaurant patios and streetscape furnishings like lighting and benches.

"Public spaces" are all the places publicly owned or in public use that are for spending time in, accessible and enjoyable by people. They include parks, school grounds, plazas, privately owned public spaces (POPS) and the Arbutus Greenway.



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About this Document

Key Moves *High-level themes and ideas to guide public realm improvements*

Strategies *“How” and “where” the Key Moves may be achieved*

Land Acknowledgment

Acknowledging the unceded homelands of the x^wməθk^wə́yəm (Musqueam), S_kwx_wú7mesh (Squamish) and səlilwətał (Tsleil-Waututh) Nations



The City of Vancouver is located on the unceded, ancestral, and traditional homelands of the x^wməθk^wə́yəm (Musqueam), S_kwx_wú7mesh (Squamish) and səlilwətał (Tsleil-Waututh) Nations.



These lands have been stewarded by x^wməθk^wə́yəm (Musqueam), S_kwx_wú7mesh (Squamish) and səlilwətał (Tsleil-Waututh) Peoples since time immemorial, and their unique and inherent relations, history, Title and rights in these territories remain intact. The City of Vancouver endeavors to strengthen its future as a City of Reconciliation by working collaboratively with the Nations.

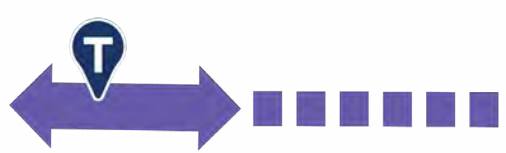


Where We Left Off

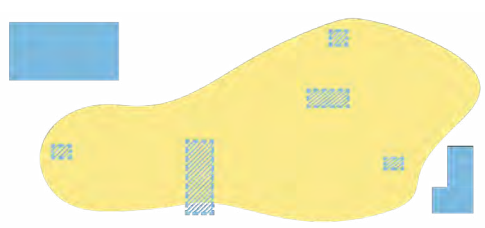
From September to November 2023, City staff launched Phase 1 of a community and stakeholder engagement process to inform the preparation of the Broadway Public Realm Plan and Broadway Streetscape Plan.

Key Moves

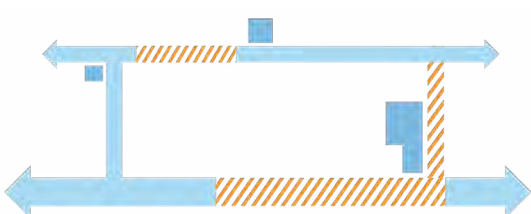
In Phase 1, we presented four “Key Moves” to guide public realm improvements in the area:



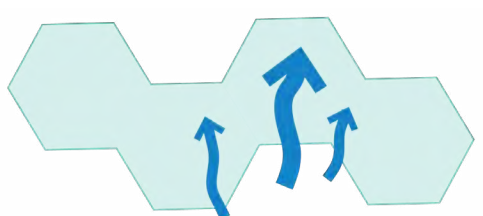
KEY MOVE 1:
Transform Broadway into a Great Street



KEY MOVE 2:
Add More Local and Neighbourhood Spaces



KEY MOVE 3:
Complete Neighbourhood Routes



KEY MOVE 4:
Nurture Nature

72% of respondents felt that the Draft Key Moves capture the overall changes they'd like to see in the public space network either “very well” or “fairly well”

In order to advance reconciliation, we are continuing conversations with the local Nations to better reflect their visibility and voice within each key move.

Public Space Gaps

Early analysis of existing public spaces in the Broadway Plan area showed two key findings:

1. The distribution and variety of public spaces is relatively good in the area.
2. We are short on the overall supply of public space.

Priority Public Space Activities

In Phase 1, we asked what public space activities are missing in the Broadway Plan neighbourhoods.

These **3** activities were consistently chosen as the top 5 activities respondents would like to see more of in the Broadway Plan area



Quiet places to sit and rest



Outdoor dining (patios, picnicking, BBQing, etc.)



Gathering with friends, coworkers, etc.

Other common responses across the area included:

- public art
- outdoor markets
- experiencing nature
- local event and performance space

Delivering Public Realm Improvements

Roadspace re-allocation is the primary way of delivering new public space and other public realm improvements in the Broadway Plan area. This involves re-purposing parts of streets to create a diverse range of people-centred spaces. These projects will help achieve City Council's motion to reallocate a minimum of 11% of road space to non-car uses.

60% of respondents **liked most things** about the conceptual design and function of existing roadspace reallocation projects



To read the full Phase 1 Engagement summary, visit the link below.

Transform Broadway into a Great Street

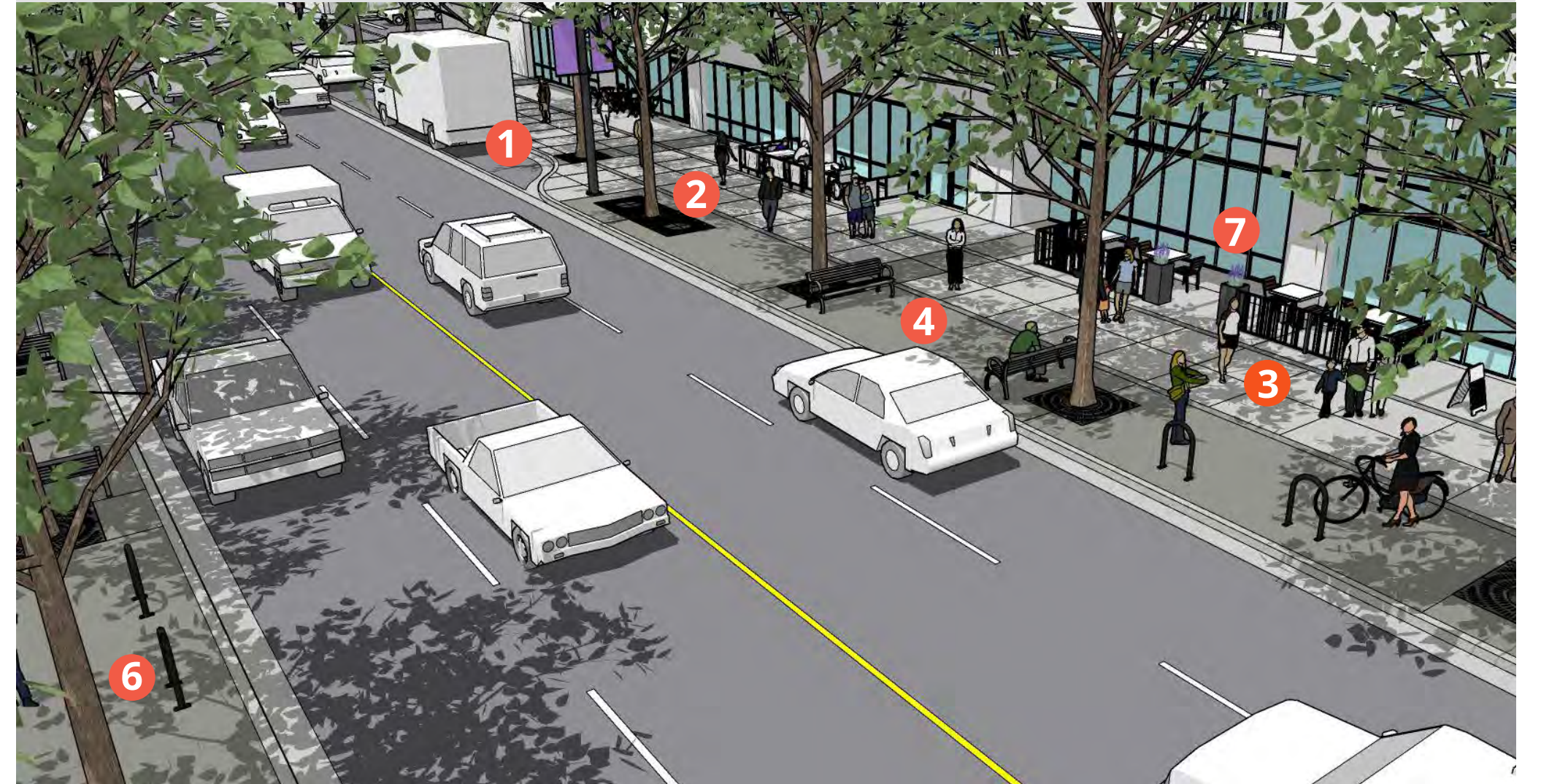
Key Move 1: “Create a Streetscape Plan that will guide the transformation of the Broadway corridor into a ‘Great Street’ - a street of special significance, with a series of unique and vibrant places to live, work, visit and play. The Broadway Subway is a major catalyst for growth and change in the area, especially at the stations. Establish the station areas as bustling anchors within each neighbourhood.”

Here is a draft vision that will guide the transformation of Broadway into a Great Street. The draft design concepts enhance the public realm by re-purposing road space for wider sidewalks, more street trees and planting, public seating, plazas and more!

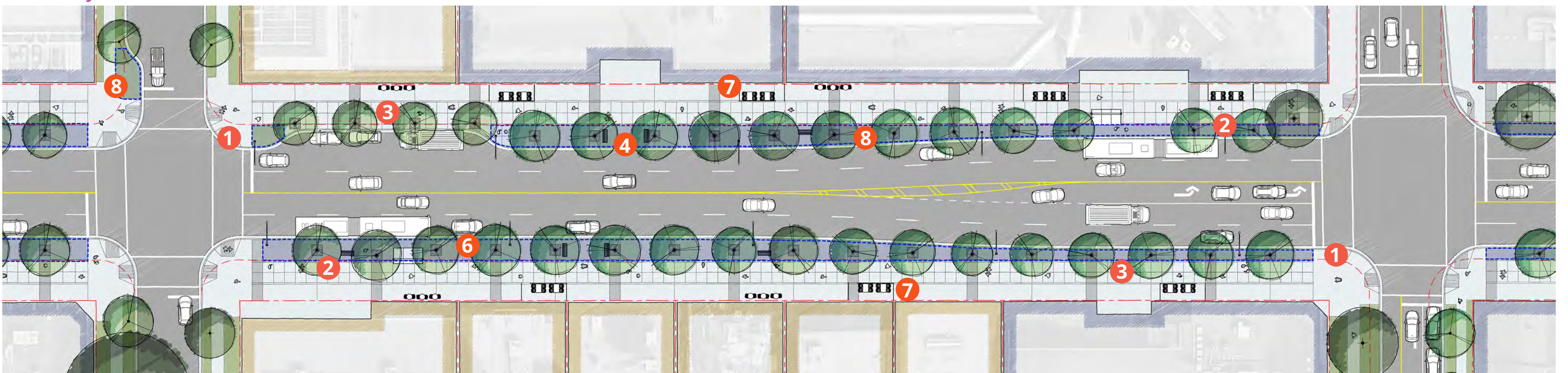
Broadway Public Realm - Illustrative Example



Broadway Public Realm - Illustrative Example



Broadway Public Realm - Plan



- 1 New public realm improvements achieved by reallocating 15%-20% of existing road space, while maintaining short term spaces for pick up, drop off, loading, and some on street parking in residential areas.
- 2 New street trees with access to increased soil volumes, and storm water runoff, for larger, healthier, longer-lived trees along the corridor.
- 3 Wide, consistent, obstruction free, pedestrian through-zones.
- 4 Conversational seating in boulevard and at building frontages.

- 5 Accessible design features, including detectable edge treatments, seating opportunities at accessible intervals, smooth slip resistant paving, and wayfinding.
- 6 Wide boulevard that improves accessibility by keeping furniture, benches, bus shelters, bike racks, and lighting etc. out of the pedestrian through-zone.
- 7 Space for patios adjacent to buildings.
- 8 Green Rainwater Infrastructure, including continuous rain water tree trenches and rain gardens.
- 9 Material choices that prioritize long term resilience and maintenance considerations.

Legend

- Existing Retained Tree
- New Tree
- Property Line
- Existing Curb Location
- Existing Building
- Potential Future Development
- Green Rainwater Infrastructure

Draft Design Strategies

Prioritize Universal Accessibility

Prioritize universal accessibility in the design of Broadway. Incorporate design elements like detectable edge treatments, seating opportunities at accessible intervals, smooth slip resistant paving, and wayfinding, which ensure all users have safe and convenient access to amenities and destinations.

Highlight Indigenous Cultural Expression

Incorporate Indigenous cultural elements into the streetscape design, integrating historic streams, ethnobotany, and public art, as a means of developing distinct character areas along Broadway, which honour the area’s heritage and diversity.

Create a Sequence of Public Spaces

Design Broadway with a sequence of public spaces along the corridor, with new public spaces on future tower sites, on reallocated road space by closing side streets, and at transit plazas, all designed as people and nature-centered spaces.

Transit Plazas as Neighbourhood Hubs

Design each station area as a vibrant transit plaza that functions as an anchor and gateway, which improves wayfinding and transit connectivity in the public realm along the corridor and for the surrounding neighbourhoods.

Incorporate Green Rainwater Infrastructure

Include rainwater infrastructure measures that support sustainable stormwater management, climate resilience and a comfortable pedestrian realm, including continuous rainwater tree trenches for larger, healthier street trees, and rain gardens.

Future-proof the Street Design

Design Broadway with the flexibility to reserve space for future active transportation lanes, minimizing the need for costly reconstruction and ensuring adaptability to changing demands, while still providing a vibrant public realm.

Transform Broadway into a Great Street

Broadway Great Street Commercial (future condition)

Along commercial sections of Broadway, create wider sidewalks and increase space for large trees by reducing the road to four vehicle lanes with additional left-turn lanes at key intersections.

Broadway Great Street Residential (future condition)

Along residential sections of Broadway, mainly east of Prince Albert Street, create larger front boulevards with added planting and opportunities to retain additional on-street parking for residents.

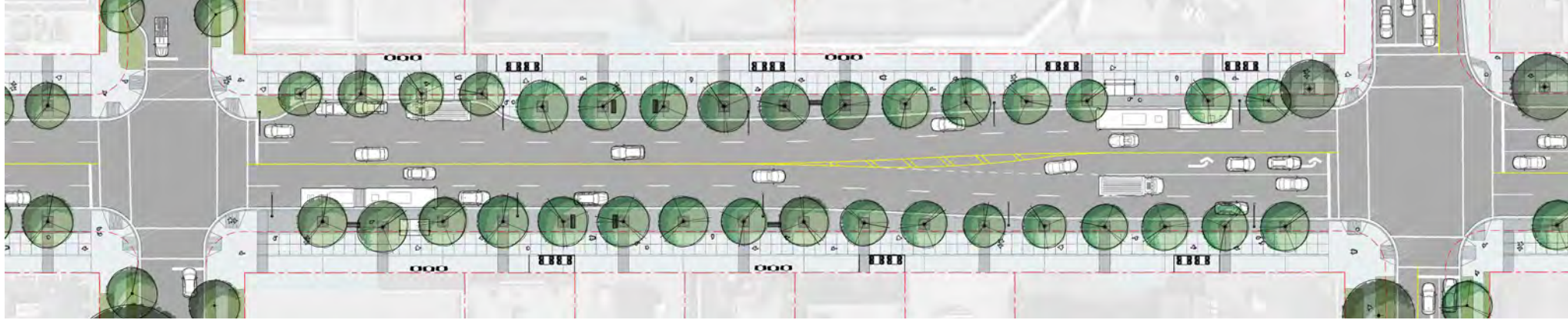
Commercial - Illustrative Cross Section



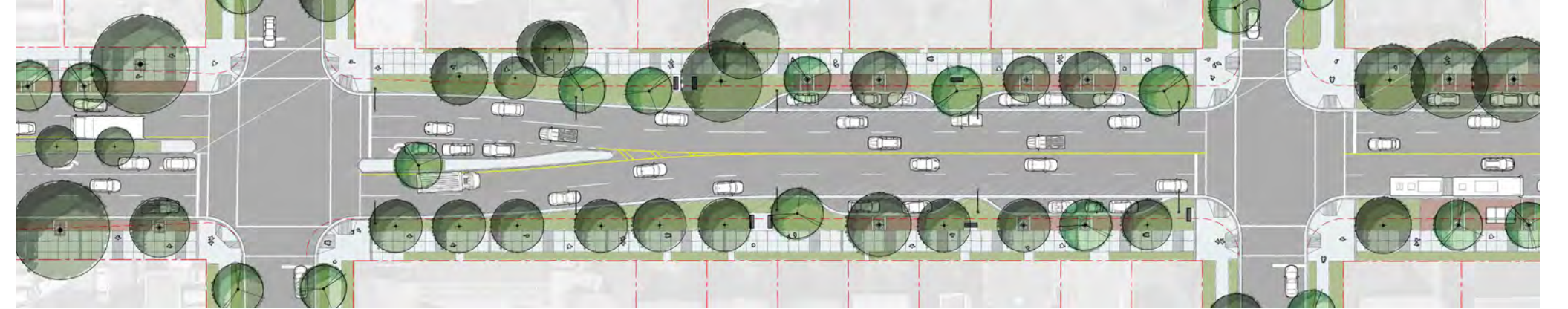
Residential - Illustrative Cross Section



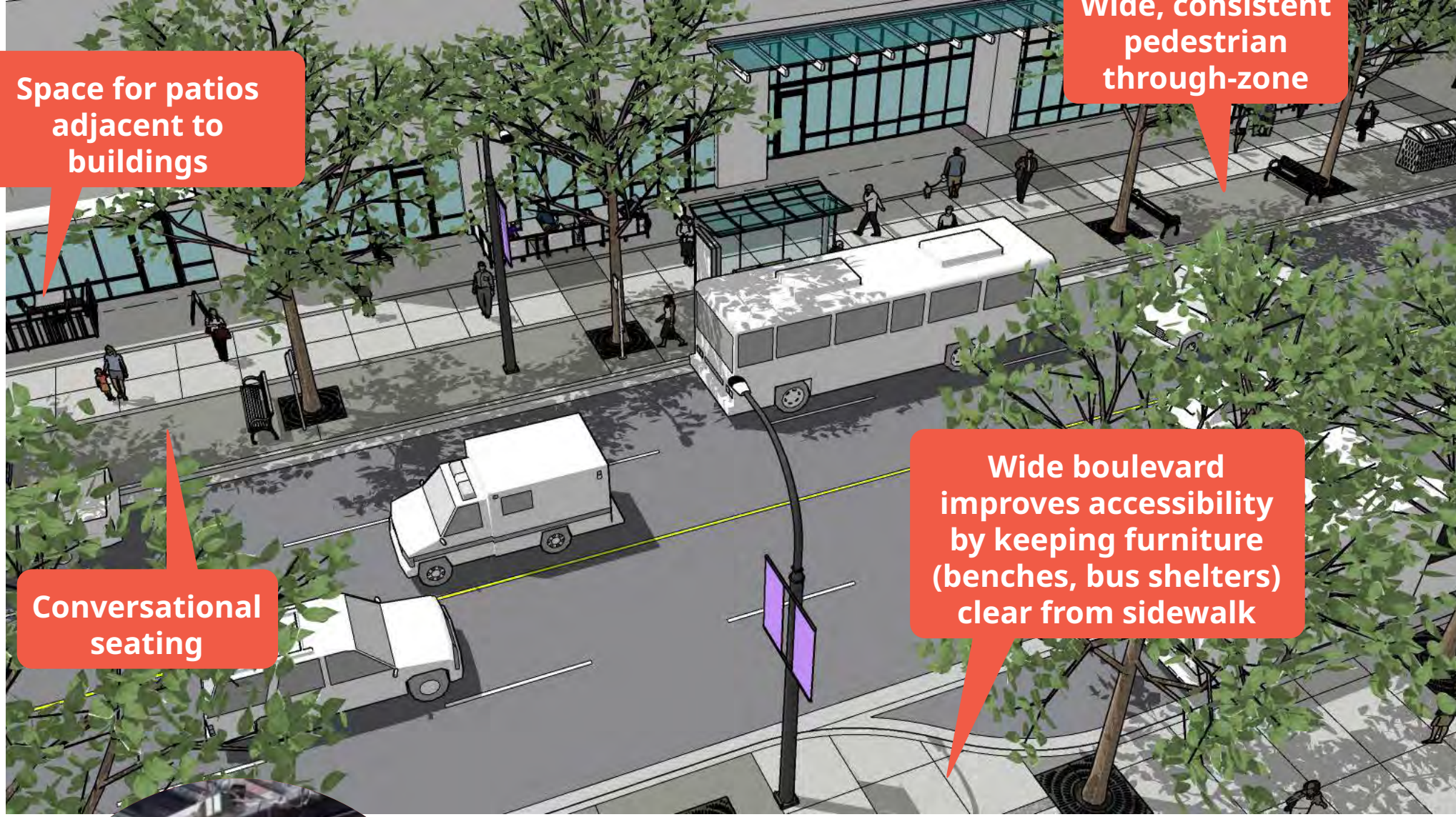
Commercial - Illustrative Plan



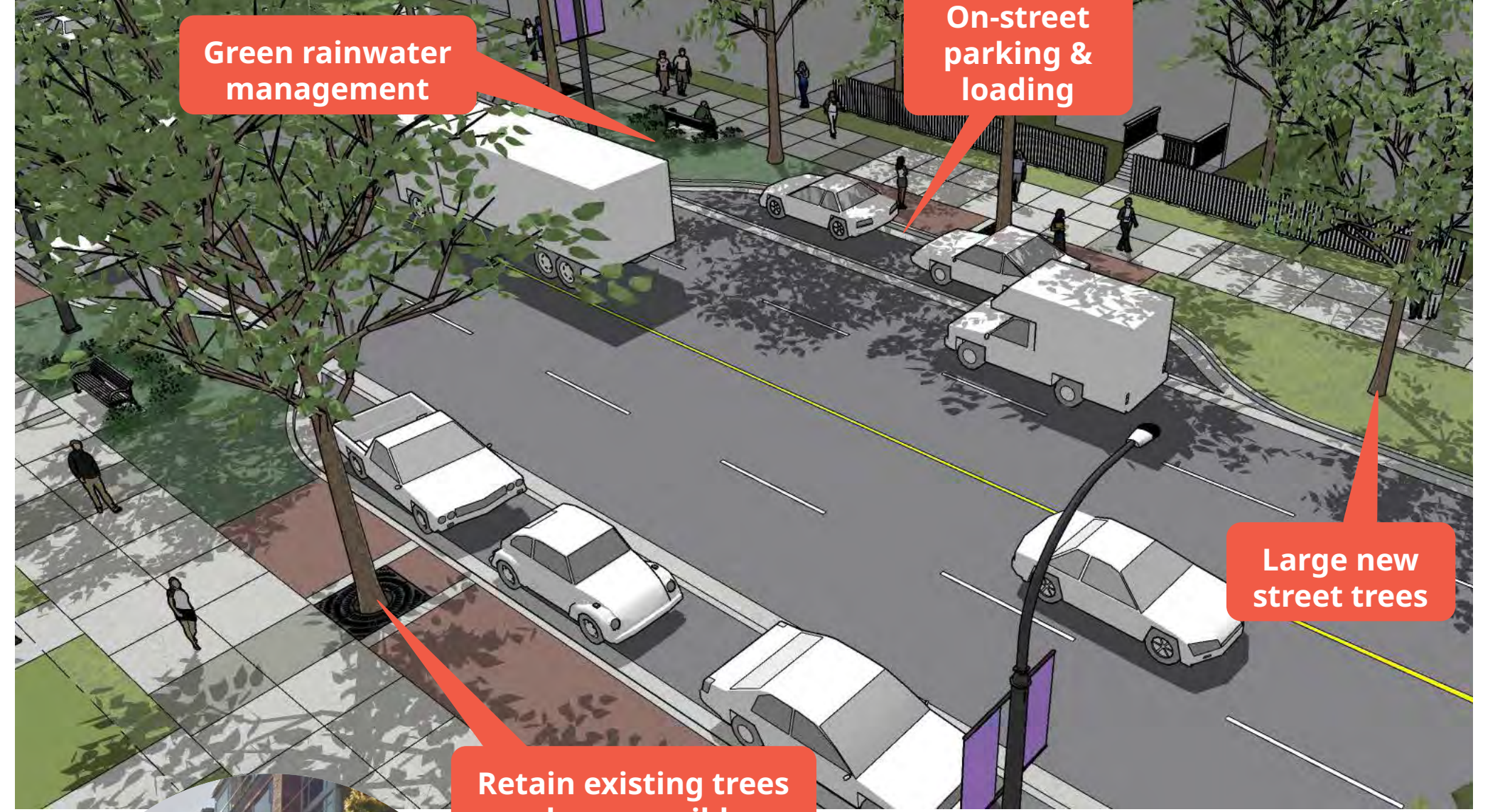
Residential - Illustrative Plan



Commercial Public Realm - Illustrative Example



Residential Public Realm - Illustrative Example



Public Life

Additional space for patios in front of businesses with continuous weather protection provides new opportunities for an active street life.

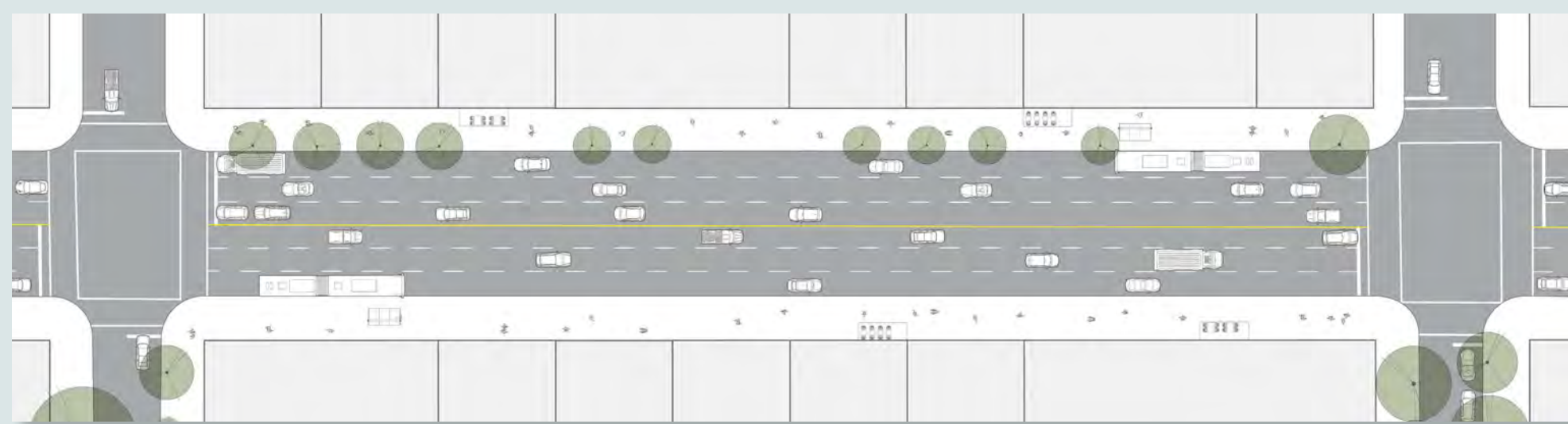


Keep the Trees

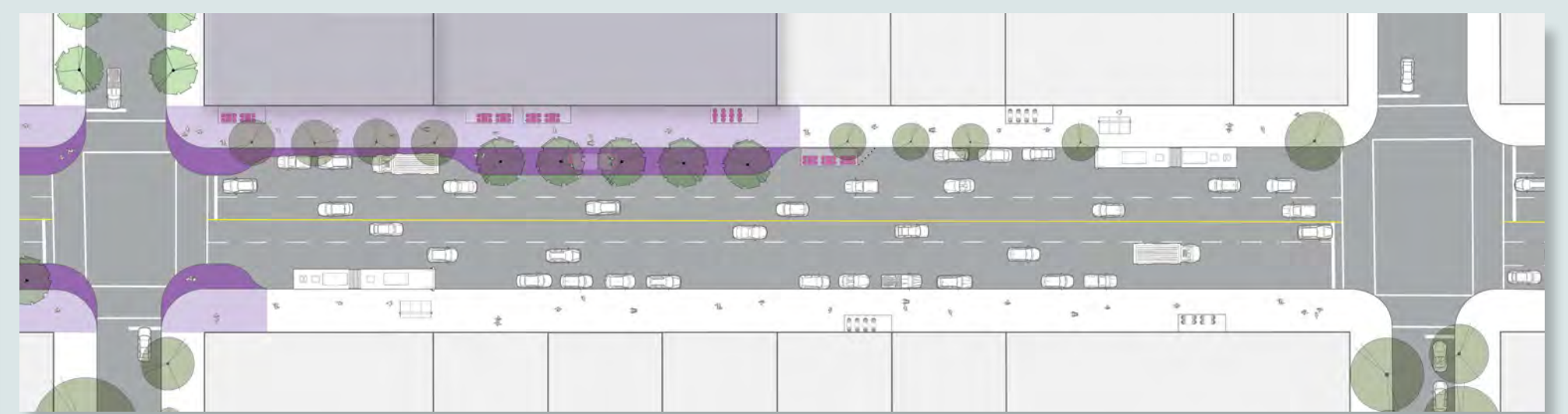
The health and growing conditions of existing trees will be assessed prior to construction to determine how they can be incorporated into the street design.

How Broadway Will Evolve Over Time

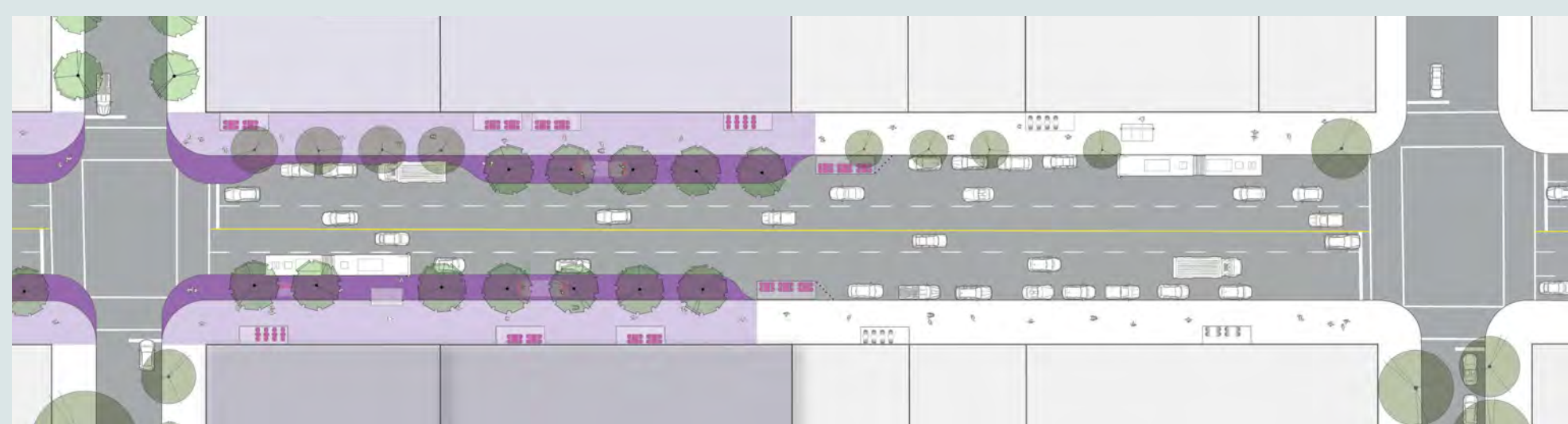
An Implementation Strategy will guide how the streetscape improvements will be coordinated over time. This will be completed through a combination of development opportunities and City-led construction over many years.



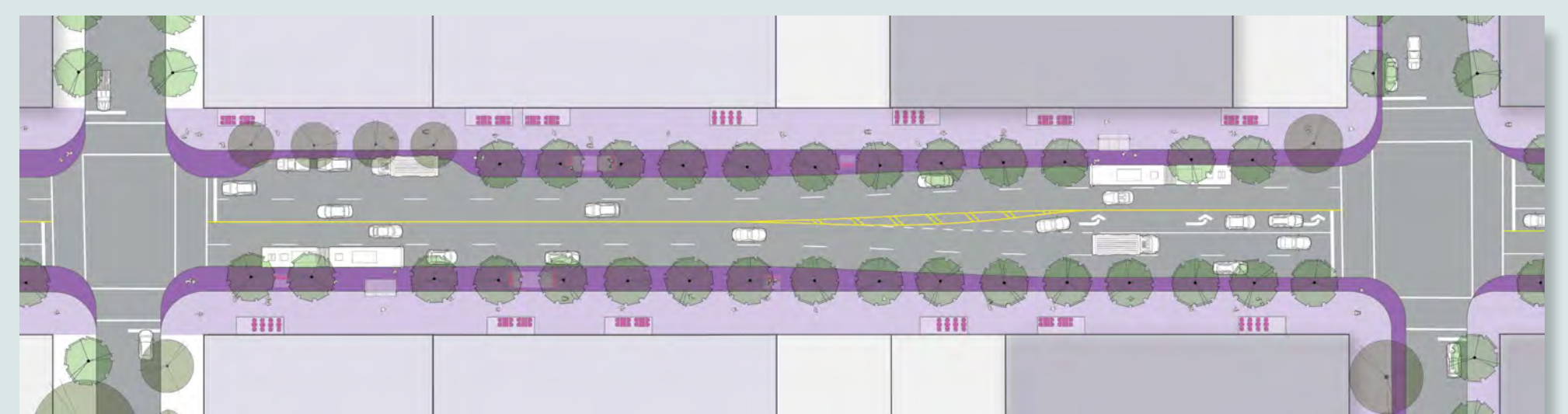
1. Existing Condition



2. Initial Development Phases



3. Subsequent Development Phases



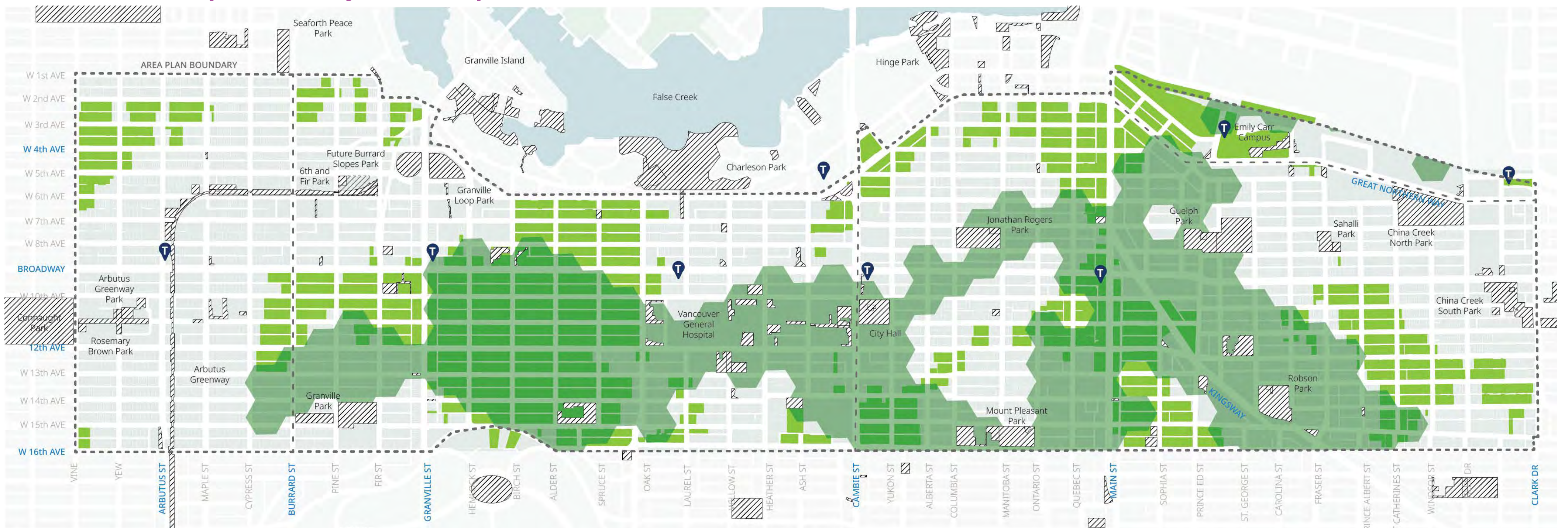
4. Full Build Out of Streetscape

Add More Public Spaces

Key Move 2: "People should be within a 5 minute walk of local and neighbourhood serving public spaces. Provide more equitable access and ensure that all residents and workers are able to enjoy key functions of public space (play, social, respite + nature, cultural). These spaces should reflect the unique character of the community. Additionally, renew/expand existing spaces to better meet neighbourhood needs."

The following are draft strategies and priority areas identifying how and where we will be able to create more public spaces and what they might look like in the neighbourhoods where you live, work and play.

Park and Public Space Priority Areas Map



Determining the Park and Public Space Priority Areas

The Park and Public Space Priority Areas identify where new parks and public spaces are needed the most based on existing gaps (see Park and Public Space Priority Areas Map). While all areas in Broadway will benefit from new spaces, improvements within the priority areas would have the greatest reach and impact because they target locations where people currently have the least amount of parks and public spaces within a 5 and 10 minute walk. New spaces will also happen opportunistically outside of the priority areas.

Legend

-  **Key Public Spaces**
(existing parks, school grounds, POPS, etc.)
-  **Public Space Priority Area**
Locations with the least amount of public space within a 5-minute walk
-  **Park Priority Area**
Locations with less than 0.28 ha of Park space per 1000 people, within a 10 minute walk

Draft Strategies: Focus on Improving the Park and Public Space Priority Areas. Create larger, more intentionally designed public spaces.

Expand existing parks or create new district serving park spaces in the 'Park Priority Area' (see map above)

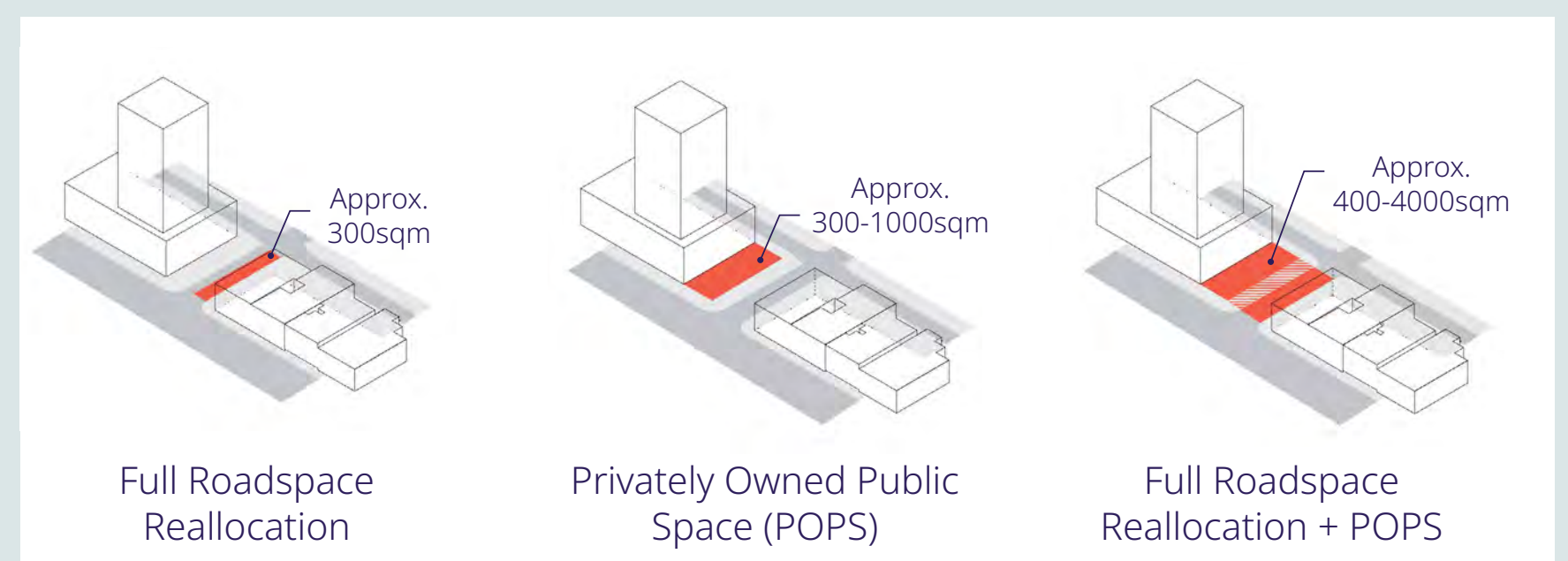
Target providing new spaces through:

- Redevelopment on large and unique sites
- Parkland acquisition
- Roadspace reallocations (may occur adjacent to an existing park, within the priority area as a new linear park and in combination with parkland acquisition)

Create new local and neighbourhood serving public spaces in the 'Public Space Priority Area' (see map above)

Target providing new spaces between 300-4000sqm through:

- Redevelopment on tower sites (larger POPS)
- Roadspace reallocation (may be adjacent a larger POPS or other public spaces)



Add More Public Spaces

Here are some ideas for public spaces that could be primarily within commercial and mixed-use areas, off commercial high streets and within industrial and employment areas.

Event and Gathering Spaces

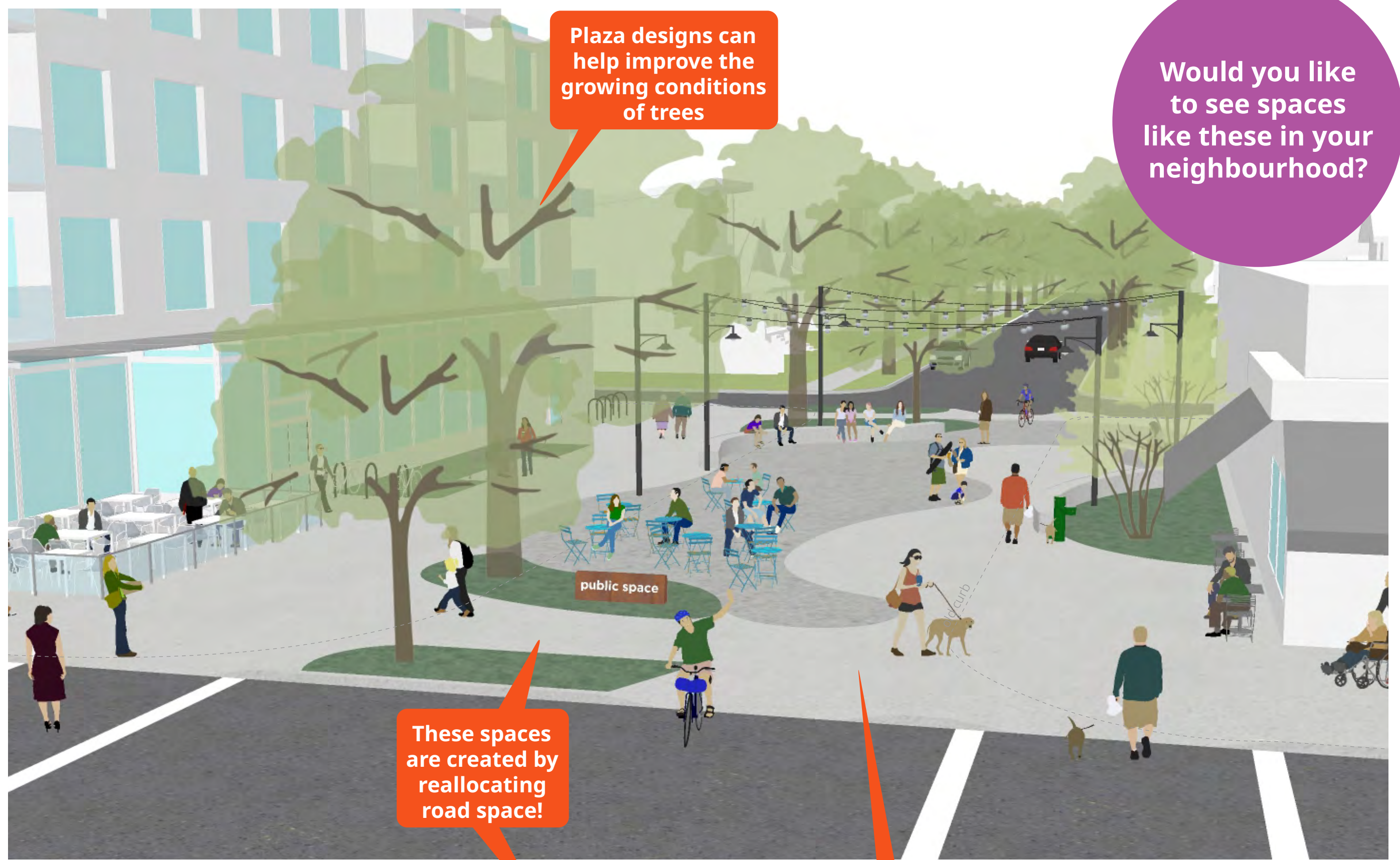
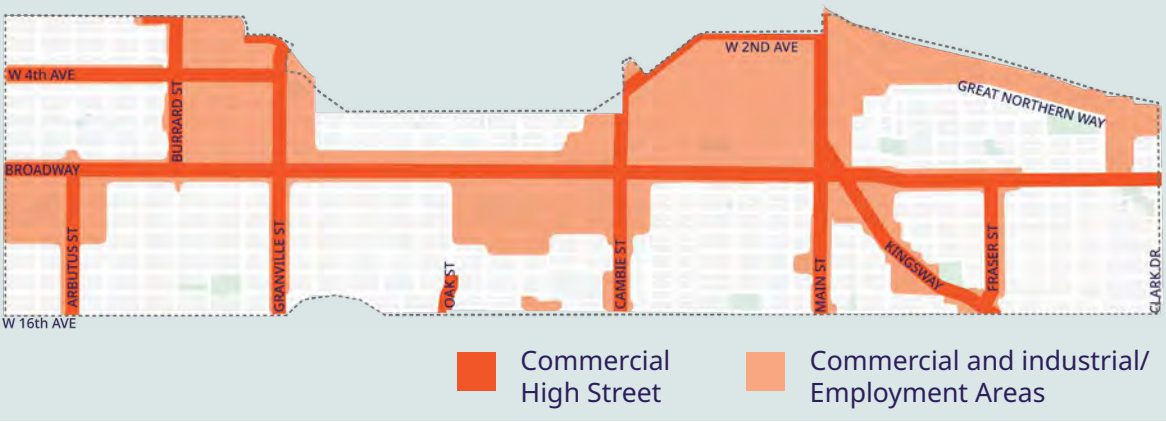
We heard that you want more space for “outdoor dining,” “gathering with friends, co-workers, etc.” and “outdoor markets” across the Plan area!

Here are examples of plazas within re-purposed road space and on private property, intended to support day-to-day gathering and a range of community events. Some are designed to support space for intimate gathering while others prioritize space for special events!

Draft Strategy: Design public spaces with a broader range of functions and activities in mind

Locate new event and gathering spaces within commercial areas and industrial/employment areas. Deliver these spaces through:

- Roadspace reallocation
- Privately-owned public spaces



Plaza designs can help improve the growing conditions of trees

Would you like to see spaces like these in your neighbourhood?

These spaces are created by reallocating road space!



These spaces are along Greenways! The active travel lane separates high volumes of people cycling and rolling to create a safe and comfortable public space



Large flat paved areas create space to host special events, like an outdoor market!

Restaurant patios can wrap around to face the plaza



Plazas can incorporate green rainwater infrastructure, such as rainwater tree trenches and rain gardens!

Creating Larger Public Spaces

Here is an example of a public space designed for socializing and gathering that is created by reallocating road space along a greenway adjacent to a larger Privately Owned Public Space (POPS) on a tower site.

Note: All renderings are conceptual, and for illustrative purposes only.

Add More Public Spaces

Here are some ideas for public spaces that could be primarily in residential areas and adjacent to parks.

Nature and Greenspaces

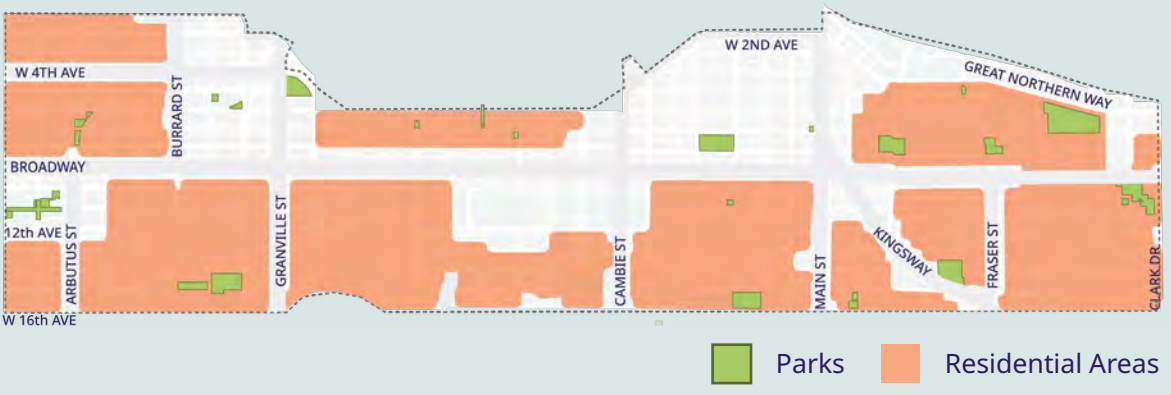
We heard that you want “quiet places to sit and rest” and opportunities to “experience nature” across the Plan area!

Here are some examples of spaces within re-purposed road space that make room for rainwater management, urban forests and nature in the city. They are designed with biodiversity and climate in mind, have more greenspace, trees and allow for larger footprint Green Rainwater Infrastructure solutions.

Draft Strategy: Design public spaces with a broader range of functions and activities in mind

Locate new spaces for experiencing nature, play and recreation in residential areas and adjacent to Parks. Deliver these spaces through:

- Roadspace reallocation
- Privately-owned public spaces
- Parkland acquisition



Play and Recreation Spaces

Here is an example of a roadway that has been re-purposed into a higher quality play area with seat walls. This could work well adjacent to existing parks or residential buildings. More recreation focused spaces (activities with sports courts) could be more appropriate adjacent to parks.

Note: All renderings are conceptual, and for illustrative purposes only.

Complete Neighbourhood Routes

Key Move 3: "At the neighbourhood scale, ensure public spaces and destinations are well-connected by streets that encourage an active public life. This includes greenways and blue green systems as well as commercial high streets and village streets - which are important community hubs. Create a continuous and comfortable pedestrian experience by filling in the gaps in the street network."

The following are draft strategies identifying how we will improve streets within Broadway in the future and what different streets might look like in the neighbourhoods where you live, work and play.

Greenways

Greenways are high quality walking, rolling and cycling corridors designed for people of all ages and abilities. They should contribute to a more vibrant and sustainable public realm by enhancing the street for active transportation, place-making and ecology. Greenways are predominantly on local streets and include routes that were formerly referred to as 'local street bikeways'. Greenways will take a range of different forms depending on contextual considerations but over time the intent is that they increasingly become car free where possible.

Car-lite Greenway



Traffic calming helps keep vehicle speeds and volumes low - so cyclists can safely share the road!

Greenway with Active Travel Lanes



Active travel lanes are appropriate for local or arterial streets with higher vehicle volumes!

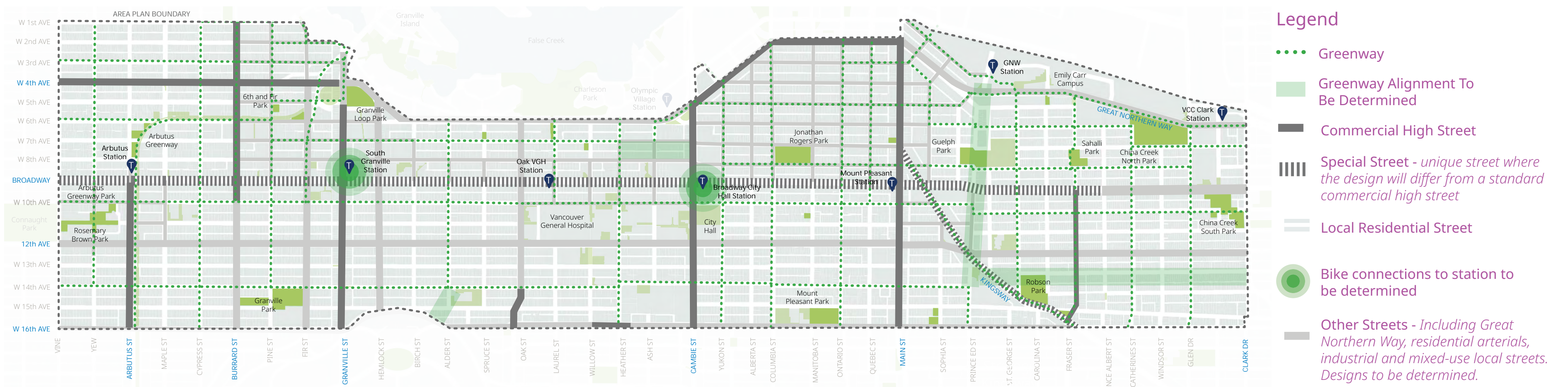
Car-free Greenway



When located along blue green systems, green rainwater infrastructure can manage localized flooding, benefit the sewer and drainage systems and urban ecology

This is a road reallocation project - it can include features like green rainwater infrastructure, seating and public art!

Greenways, Local Residential and Commercial High Streets Map



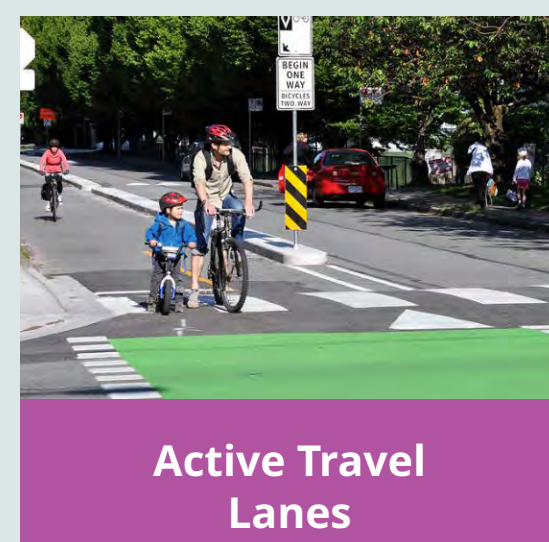
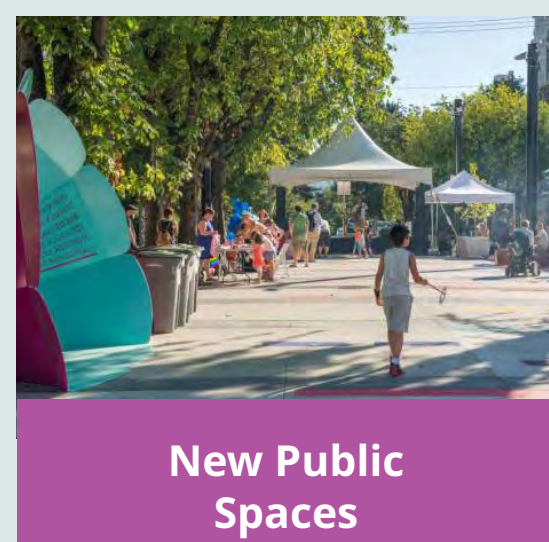
Draft Strategy: Focus on improving connectivity barriers

Focus on improving connectivity barriers along Greenways, Commercial High Streets and other important pedestrian routes that connect with key destinations. This includes completing active transportation connections to stations.

Draft Strategy: Reallocate road space to uses that support sustainable travel, an active public life and ecology

Here is what we might use this space for instead of cars - they range from full to partial closures:

- New Public Spaces (See Key Move 2 for more ideas of what these spaces could look like!)
- Active travel lanes (see 'Greenway with Active Travel Lanes' image above)
- Shared micromobility stations (For example public bike share and e-scooters)
- Curb bulges - for bus waiting areas, tree and biodiversity planting, green rainwater infrastructure, improved crossings, seating areas and patios
- Expanded sidewalks and front boulevards (See Key Move 1 for how we're doing this along the Broadway Corridor!)

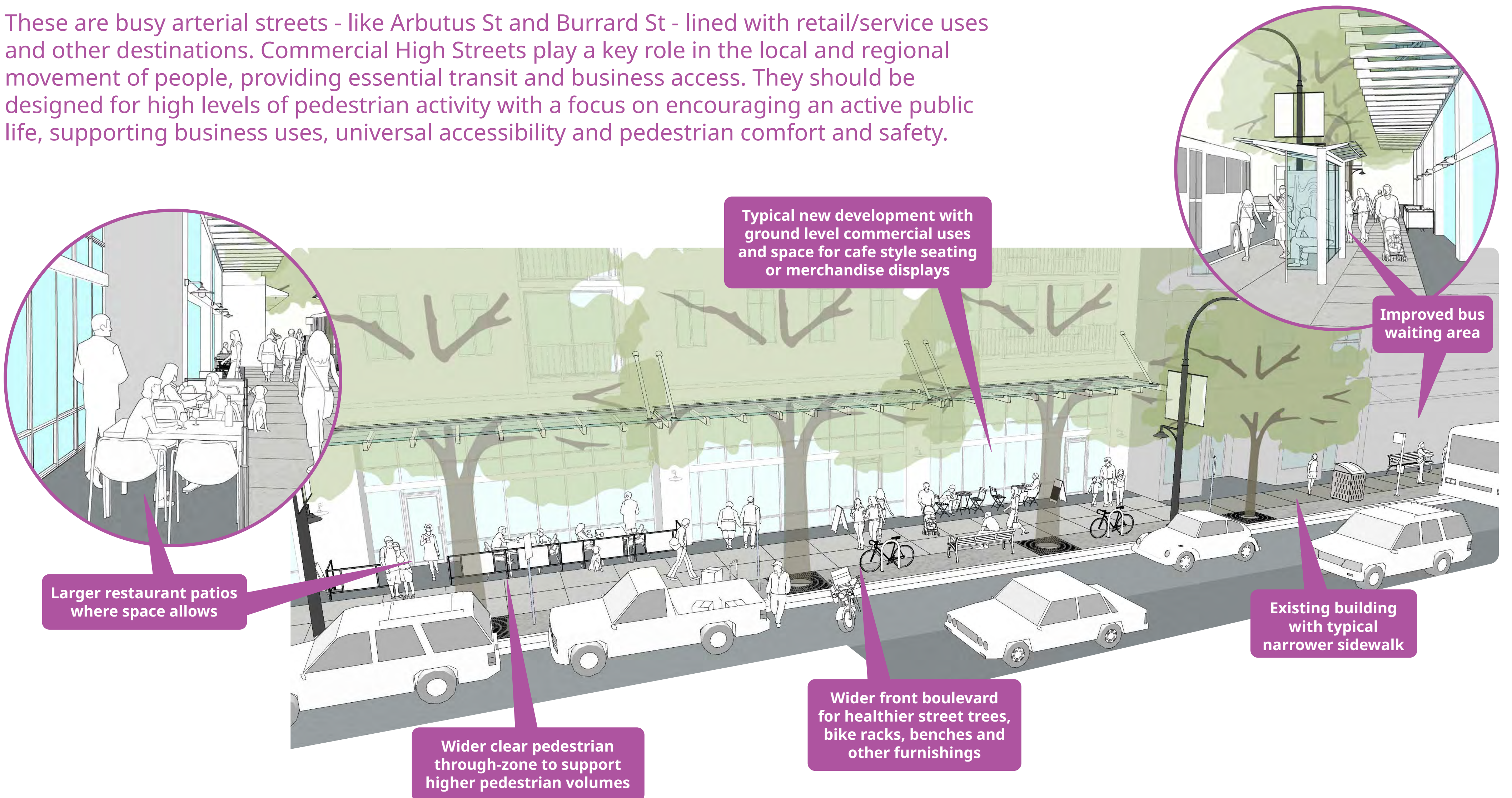


Complete Neighbourhood Routes

Here are some illustrations of how different types of streets will evolve over time, mainly through redevelopment.

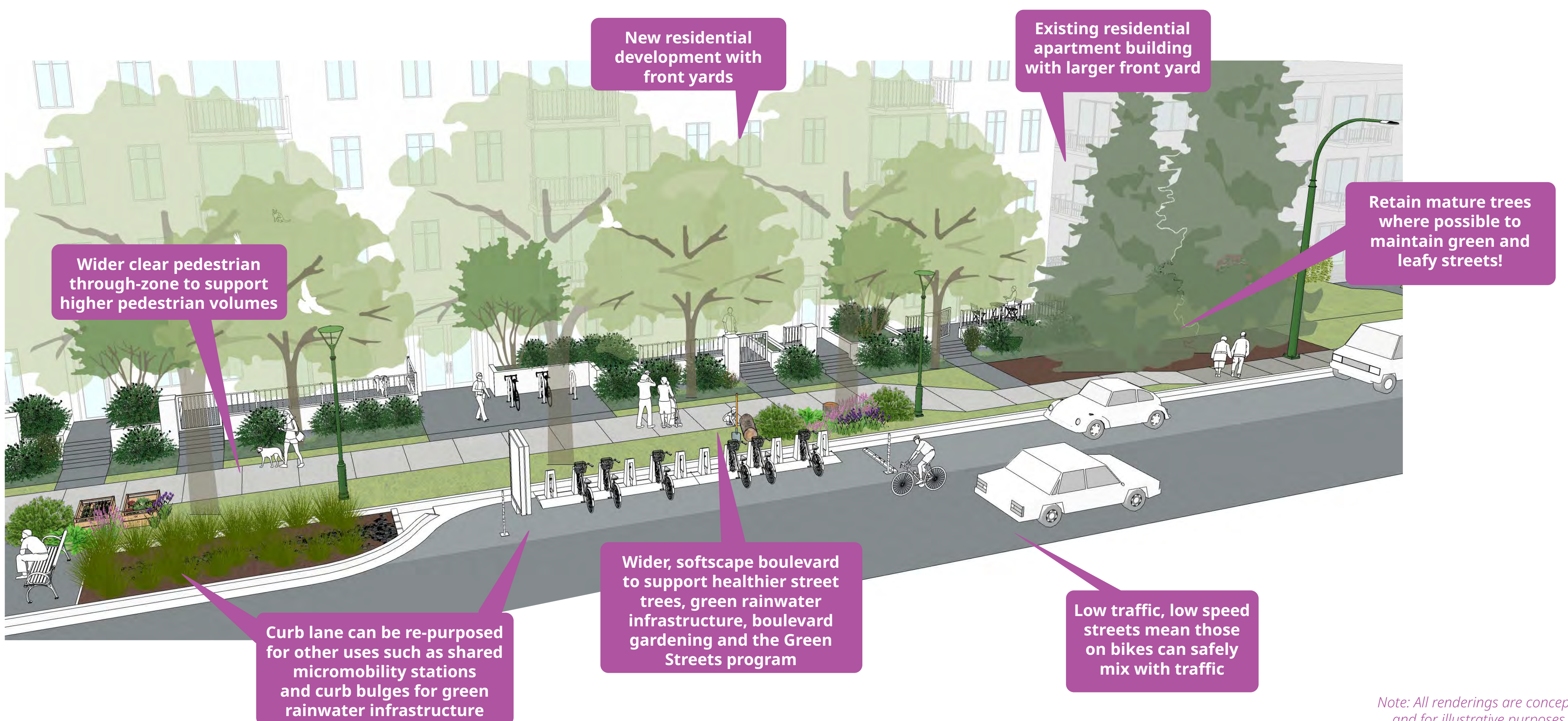
Commercial High Streets

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



Residential Local Streets

These are low traffic, low speed streets that provide local residents access to their homes and key destinations within the community. They should be designed for safety and comfort, with a focus on creating inviting places for people to walk and roll, whether for leisure or when accessing parks, schools, community centres, or transit.



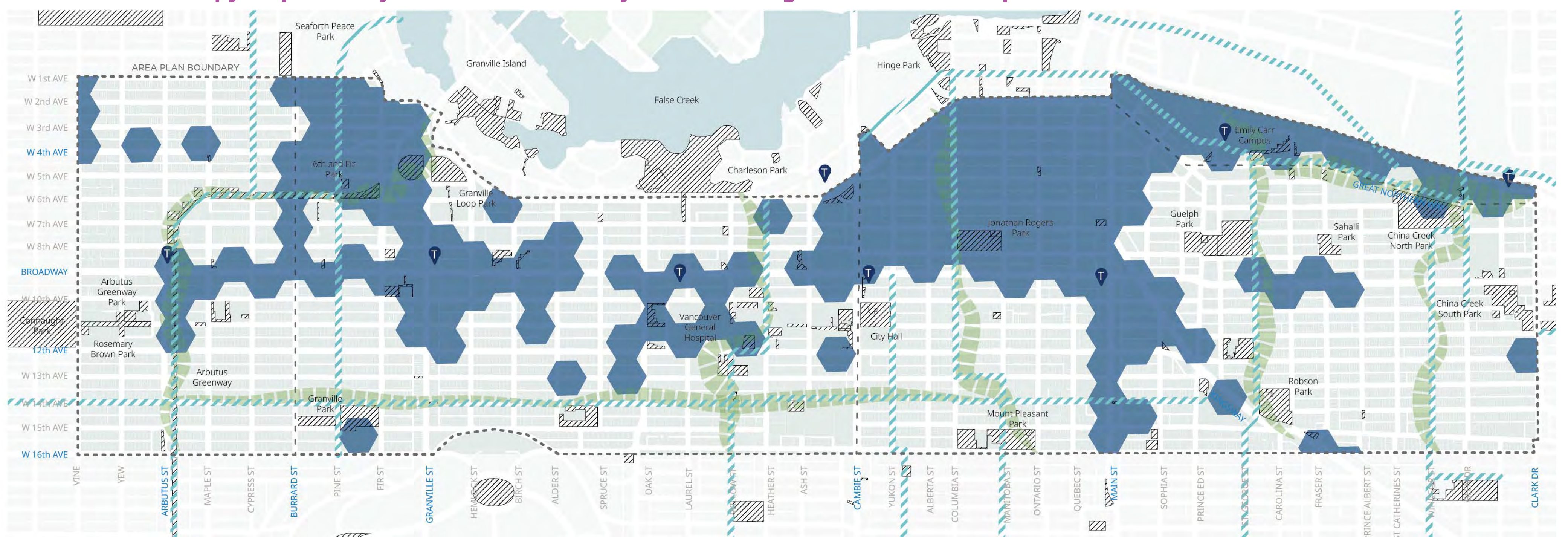
Note: All renderings are conceptual, and for illustrative purposes only.

Nurture Nature

Key Move 4: “Longer, drier summers with frequent heat waves are negatively impacting urban tree canopy and naturalized areas in the Broadway Plan area. Blue green systems and green rainwater infrastructure will provide an urban ecology of plants and trees for birds and pollinators and help contribute to climate resilience and livability of the Broadway Plan area. Improve urban tree canopy and create more opportunities for people to have access to and a connection with nature in their neighbourhoods.”

The following are draft Strategies and Priority Areas identifying how and where we will improve tree canopy coverage and use green rainwater infrastructure to create a more resilient and ecologically connected public realm.

Urban Forest Canopy Gap Priority Area, Blue Green Systems, Ecological Corridors Map

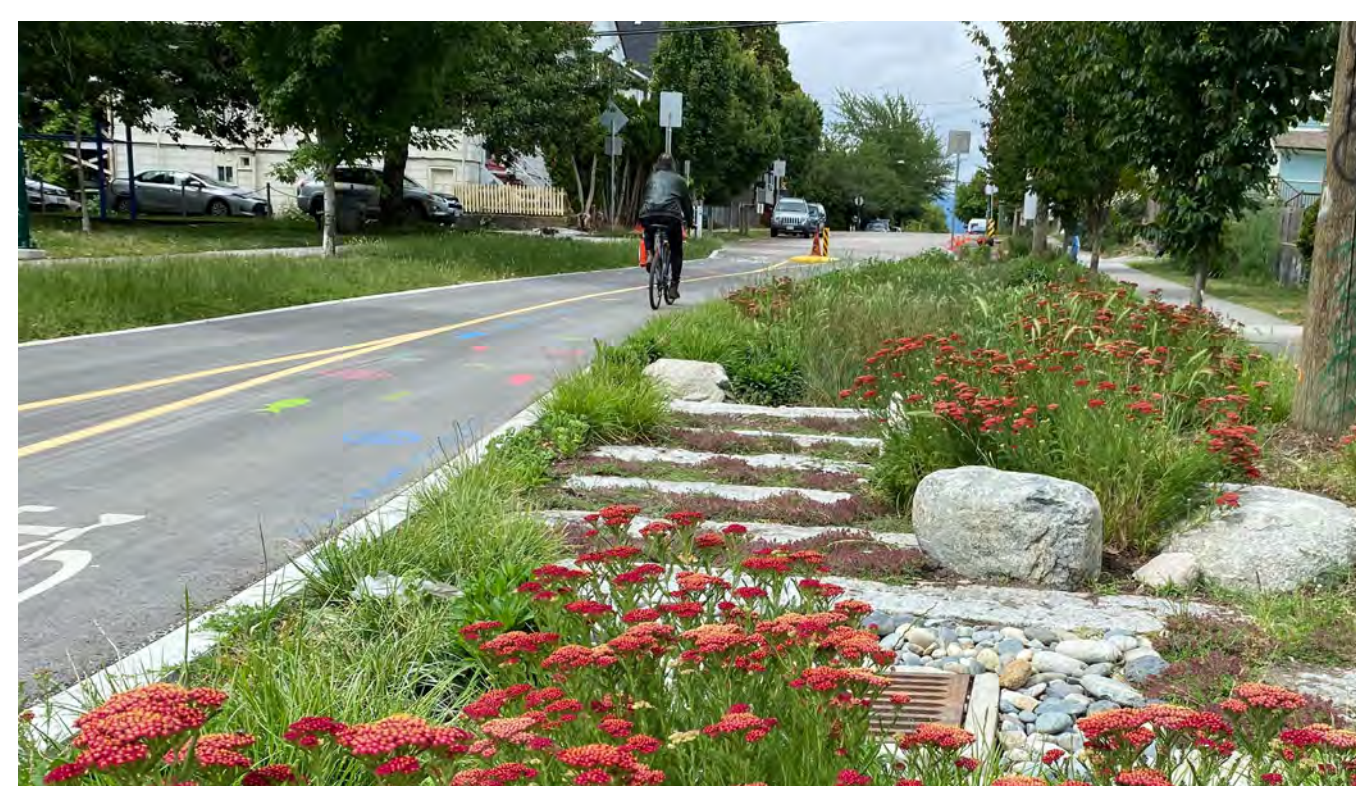


Legend

- Key Public Spaces (existing parks, school grounds, POPS, etc.)
- Urban Forest Canopy Gap Priority Area (Locations with less than 15% tree canopy coverage)
- Blue Green System (Per Broadway Plan Public Realm Framework Map)
- Ecological Corridor Opportunity Area

Blue Green Systems

Blue green systems are networks of connected park-like streets that manage water and land in a way that is inspired by nature and designed to replicate natural functions and support ecosystems.



Draft Strategy: Focus on improving the Urban Forest Canopy Gap Priority Area

Prioritize tree planting through roadspace reallocation projects within the priority area (see Urban Forest Canopy Gap Map) especially within the Industrial/Employment areas.

The Burrard Slopes Mixed Employment and Mount Pleasant Industrial Areas are severely tree canopy deficient, making them disproportionately impacted by the urban heat island effect. The potential for on-site tree planting in these areas is also constrained. Improving tree canopy in these will need to take place within the right-of-way.

Draft Strategy: Prioritize blue green system improvements that contribute to ecological connectivity, biodiversity and tree canopy

Here are 5 near term priority blue green system projects within the Broadway Plan area:

- 1 Pine Street at Granville Park Green Rainwater Infrastructure
- 2 Willow Street Rainwater Management Meadow
- 3 Columbia Street at Jonathan Rogers Park
- 4 St. George Rainway Phase 2
- 5 Great Northern Way Rain Gardens

Next Steps

Following Phase 2 engagement, City staff will work on refining drafts of the Broadway Public Realm Plan and Broadway Streetscape Plan. Feedback from Phase 2 will be used to help inform future public spaces in the Broadway Plan area. The Draft Plans will be presented to City Council for consideration later this year.

Implementation

The Broadway Public Realm Plan and Broadway Streetscape Plan are long-term outlooks for public space in the area. The plans will be implemented over the course of the 30-year Broadway Plan.

Delivery of new and improved public spaces will be contingent on development activity in the area and the City's funding capacity for capital projects, which will be guided by the Broadway Plan Public Benefits Strategy (PBS).



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broadwayplan@vancouver.ca

