

# Subarea Focus

## BROADWAY COMMERCIAL & VCC CLARK TRANSIT ORIENTED COMMUNITY

23

Open House June 2013  
GRANDVIEW-WOODLAND COMMUNITY PLAN

The Broadway & Commercial station area is a regionally-important transit interchange and is the intersection of two SkyTrain lines. A third station, VCC Clark, is found just outside of the sub-area boundaries. Combined, these rapid transit facilities link the neighbourhood to the rest of the region.

Broadway and Commercial also serves as a major junction point for the busiest bus lines in the city: the 99 B-line, and the #20. In addition to transit vehicles, the two heavily used arterial streets (Broadway and Commercial) serve tens of thousands of vehicles every day. The sub-area also sees some

of the highest foot traffic and cycling volumes in Vancouver.

But the sub-area is about more than transit and transportation. It's also home to a diverse range of shops, services and residences – and sits at the crossroads of two neighbourhoods (Grandview-Woodland and Kensington Cedar-Cottage). There are key social, cultural and heritage facilities within steps of the main intersection. Many people think of the area as the gateway to Commercial Drive – a major high street and popular shopping and entertainment destination for both the neighbourhood and the city as a whole.



- A** Core Commercial/Broadway TOD area: Mixed-use, mixed scale (27-36 storeys) Core TOD area in the immediate vicinity of the station is the most significant in scale and consists of a combination of highrise and midrise buildings, with taller forms organized closer to the station. Lower forms transition away from station.
- B** Secondary Commercial/Broadway TOD area: Mixed-use, mixed scale (22-26 storeys) Secondary TOD area with a combination of highrise and midrise buildings of transit-supportive densities but lower in height than core TOD area.
- C** Transitional Commercial/Broadway TOD area: Mixed-use, mixed scale (up to 22 storeys) Transitional TOD area that reflects the character of the station area and includes a mix of highrises and midrise buildings. These are lower in height than the other TOD designated areas and act as a transition between the identity of this station precinct and the surrounding neighbourhood.



### Emerging Directions

#### Transit & Transportation

- BC-1 Support station upgrades at Broadway-Commercial to increase transit capacity, while better integrating the rapid transit stations into the surrounding neighbourhood.
- BC-2 Support high capacity rapid transit on the Broadway Corridor by completing the westward extension of the Broadway Subway.
- BC-3 Support improvements to 99 B-line stop and queuing areas.
- BC-4 Support future rapid transit or limited stop transit service on Commercial Drive.
- BC-5 As part of overall improvements to key arterial streets, enhance accessibility and design of bus waiting areas, including those in the vicinity of the station areas.
- BC-6 Improve cycling connections and access including the introduction of a new all ages and abilities bike facility to connect East 10th Ave with Commercial Drive.
- BC-7 Support future public bike share implementation as well as covered, secure bike parking, improved bike storage, and other end-of-trip facilities.
- BC-8 Through improvements to the public realm, create livelier, more convenient pedestrian connections to and through the surrounding neighbourhoods.
- BC-9 Work with Translink to investigate the inclusion of public washroom facilities in the transit stations.

#### Built Form and Public Realm

- BC-10 Create opportunities for transit-oriented development in the vicinity of the station – with transit-supportive density that is consistent with existing and proposed transit infrastructure. As part of this:
  - a. High-rise and mid-rise development in the immediate vicinity of the station (including Safeway) and at sites in existing multi-family (RM) zoned areas;
  - b. Opportunities for mid-rise development along Broadway
  - c. Opportunities for mid-rise development along Commercial (between E 12th and Grandview Cut)
  - d. “Transition zones” – of multi-family low-rise – on the north side of E 10th, and to the west of Commercial Drive
  - e. Opportunities for multi-family low-rise housing along East 12th Ave
- BC-11 Expand retail and office opportunities – along Commercial Drive and along part of Broadway (west of Commercial).
- BC-12 Protect existing affordable rental stock and non-market (social) housing by moderating the allowable pace of change.
- BC-13 In cases where existing rental stock is redeveloped, seek to increase the amount of rental housing and/or maintain the level of affordability.
- BC-14 Work to conserve existing cultural and heritage assets in the sub-area (Rio Theatre, designated heritage buildings, other heritage resources).

#### Public Realm

- BC-15 Seek public realm improvements along Broadway (Nanaimo to Clark) and Commercial (East 12th to Grandview Cut – and north) – including improved sidewalks, landscaping, street trees, public art, etc.
- BC-16 Create new open-space in the sub-area via expanded greenspace and pedestrian walk-ways and a new plaza in the immediate vicinity of Broadway Station.
- BC-17 Use of public art to announce the gateway to The Drive at SkyTrain guideway.
- BC-18 Explore expansion and enhancement of existing My Own Back Yard (MOBY) community garden by animating space under the SkyTrain guideway.
- BC-19 Address safety considerations through design features that allow for more “eyes on the street”, additional/improved lighting, and by increasing activity in public spaces.





# Subarea Focus

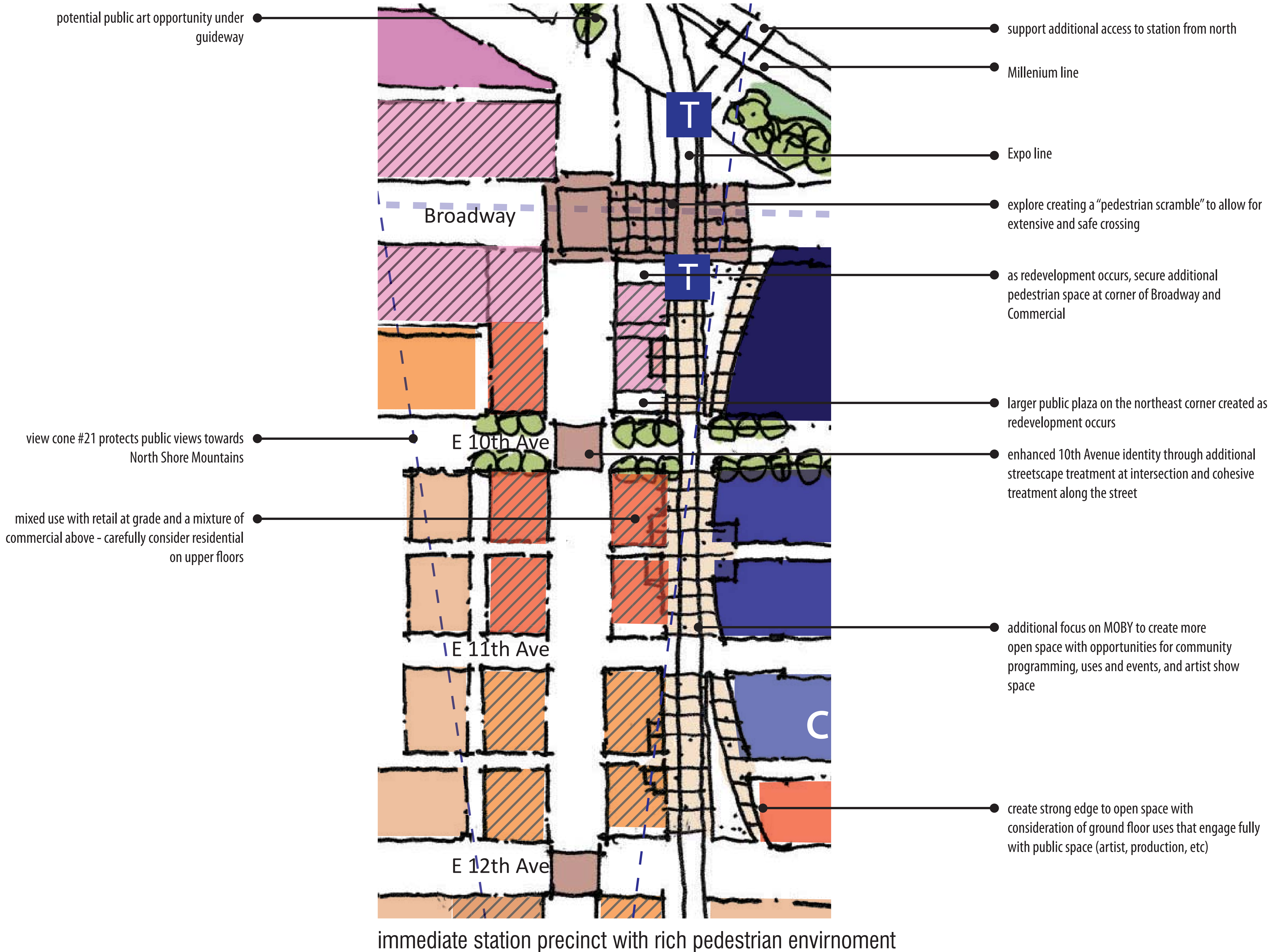
## BROADWAY COMMERCIAL & VCC CLARK TRANSIT ORIENTED COMMUNITY

Over the next few years, the Broadway and Commercial area will see some significant changes:

- Expanded station capacity with design improvements for Broadway/Commercial stations in 2016
- Increased transit demands and transfers when the Evergreen Line is completed in 2016
- Redevelopment in the vicinity, including potential redevelopment of key sites (e.g. Safeway)

What should we be striving to achieve in the Broadway/Commercial sub-area?

- A vibrant, high-density transit-oriented community comprised of a mixture of high-rise, mid-rise and low-rise buildings
- A mixture of residential and office space, as well as an improved retail and service environment
- Vibrant streetscapes (with safe, accessible, and comfortable facilities for all modes of transportation) and open-spaces
- Public realm improvements featuring expanded greenspace and pedestrian walk-ways and a new plaza in the immediate vicinity of Broadway Station
- Social, cultural and heritage amenities that reflect the needs of existing and future residents of the area



### BUILDING TYPES



4 Storey Low-Rise Apartments



4 Storey Mixed-Use Building



6 Storey Low-Rise Apartments



8 Storey Residential Building



10 Storey Residential Building



10 Storey Mixed-Use Building



12 Storey Mixed-Use Building



12 Storey Residential Building



Mixed-Use Towers up to 22 storeys

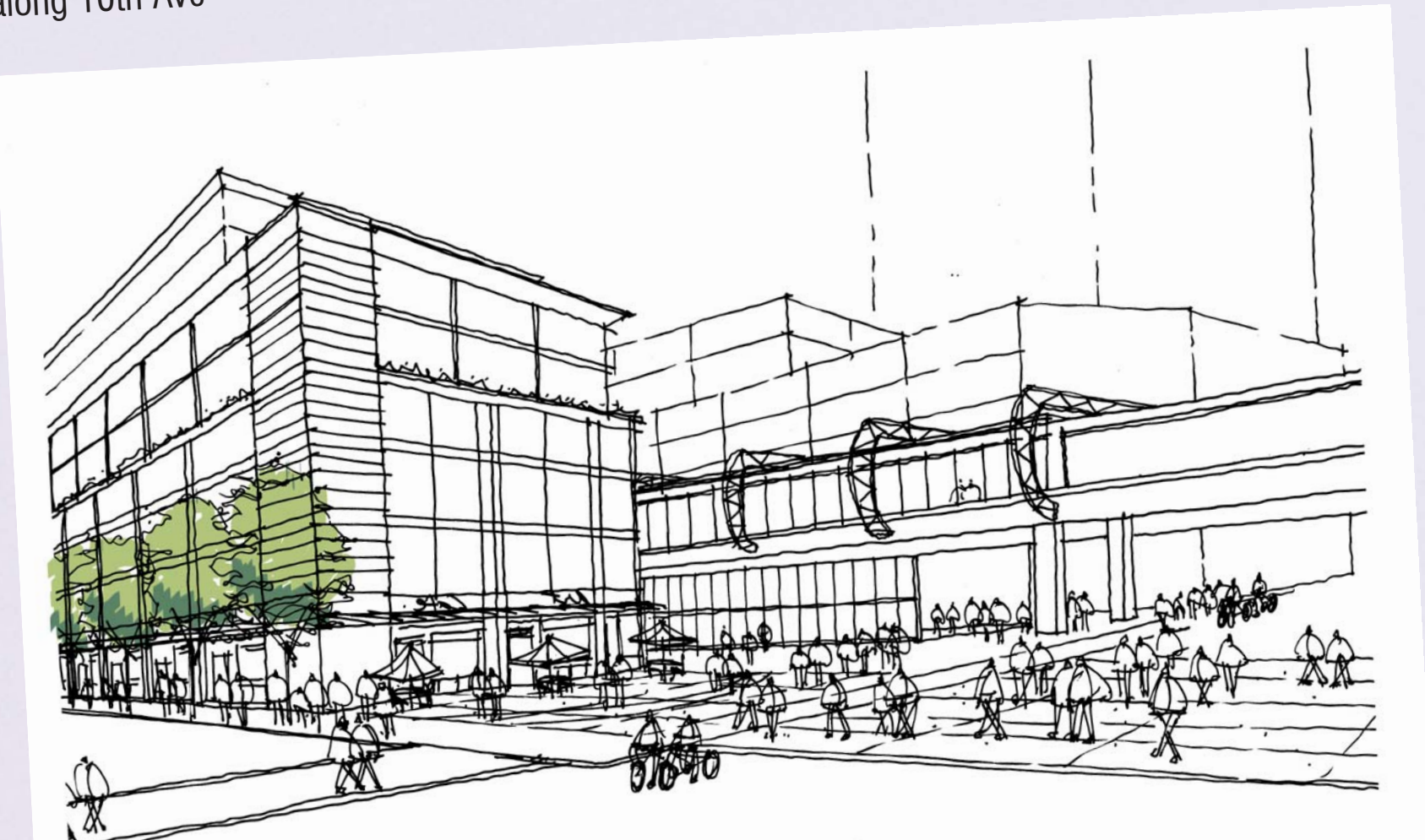


Mixed-Use Towers up to 36 storeys

### BUILT FORM IDEAS.

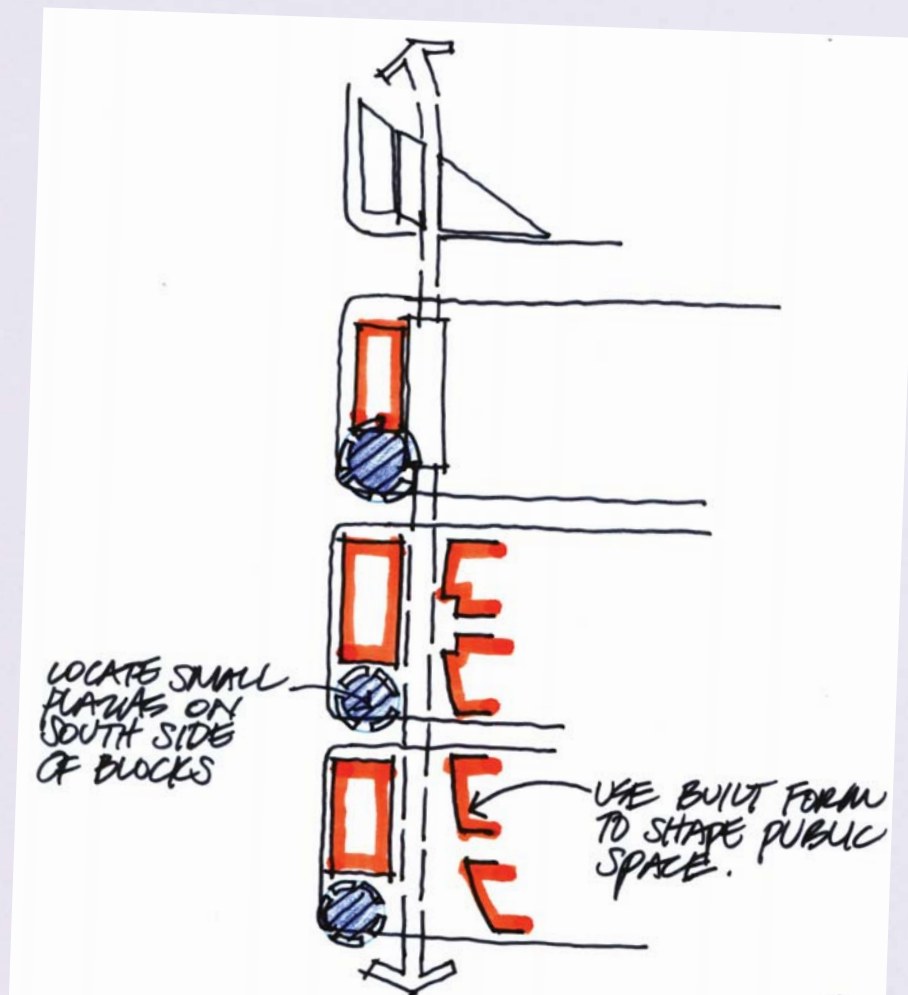


sketch model of possible station plaza along 10th Ave



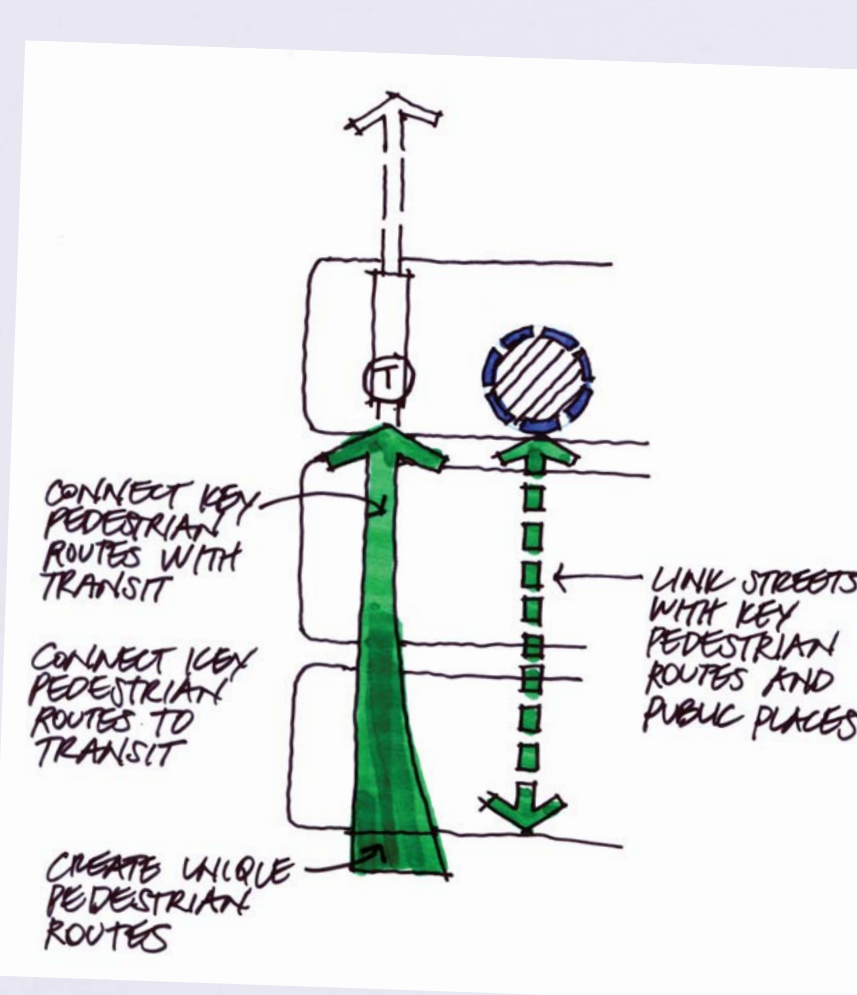
sketch idea of potential plaza at 10th and Commercial Drive

### PUBLIC REALM IDEAS.



LOCATE SMALL PLAZAS ON SOUTH SIDE OF BLOCKS

USE BUILT FORM TO STAKE PUBLIC SPACE.

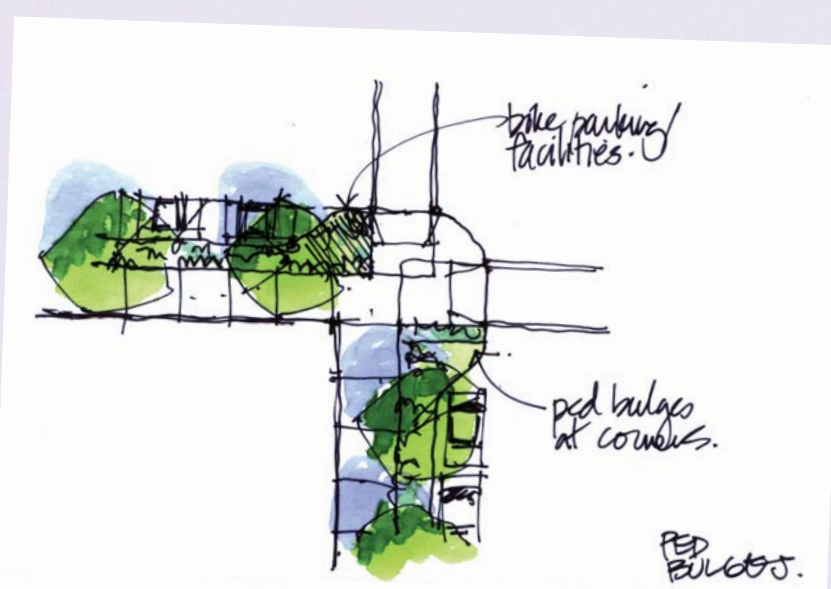


CONVERT KEY PEDESTRIAN ROUTES WITH TRANSIT

CONVERT KEY PEDESTRIAN ROUTES TO TRANSIT

CREATE UNIQUE PEDESTRIAN ROUTES

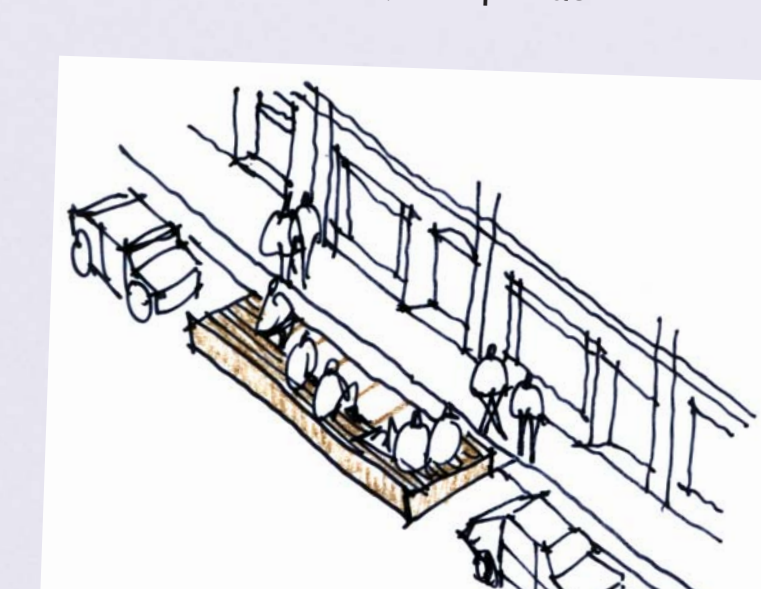
consider creating additional public space, pedestrian connections, and plazas



take parking 'bleedings'

ped. linkages bet. corridors.

PEDESTRIAN ROUTES



good sidewalk environments are key to good shopping streets

