8. COMMUNITY FACILITIES AND SERVICES
Community and Civic Facilities

- Vancouver City hall
- Firehall No. 4 and Firehall Branch Library
- Vancouver Police Headquarters
- Vancouver General Hospital
- False Creek Community Centre
- Mount Pleasant Community Centre, library and childcare
- Heather Civic Marina
- Community garden
COMMUNITY FACILITIES

Community facilities fulfill a range of social, cultural and recreational functions and tend to primarily serve the communities in which they are situated. In most cases, the City leverages available tools and partnerships with other agencies, levels of government, and non-profit organizations to provide a range of funding for facilities and programs. Community centres are spaces in the community that are typically managed by the Vancouver Park Board and local Community Centre Associations. Examples of activities and programs include, fitness, fine arts, dance, swimming and skating. Community centres may also incorporate childcare facilities.
PUBLIC SAFETY AND CIVIC FACILITIES

Public Safety includes Police, Fire and Rescue and Animal Control. The City’s Civic Facilities include Administrative facilities and Service Yards, vehicle and equipment storage. These facilities fulfill diverse functions in the life of the city. Addressing issues such as public safety or enabling effective management of city assets, these important facilities play a critical role in their respective communities.
SOCIAL FACILITIES

Social facilities are spaces in the community that are typically operated by non-profit organizations. They offer programs and services that support a wide range of Vancouver’s population. Diverse social facilities and amenities are located within or close to the Broadway Plan study area, serving local residents, city-wide communities and beyond. The map above shows select city-supported social service organizations in and around the Broadway Plan study area.

The Broadway Plan study area is home to many organizations focused on children and youth, including the Mount Pleasant Family Centre, two Boys and Girls Club locations, and the Broadway Youth Resource Centre.

The Mount Pleasant Neighbourhood House, located within the study area boundary, focuses on serving the surrounding neighbourhood. Meanwhile, the Kitsilano Neighbourhood House, which is located just west of the study area boundary, focuses on serving the west side of Vancouver.

Seniors-serving organizations along the study area include the South Granville Seniors Friendship Centre Society and Japanese Community Volunteer Association (Tonari Gumi).

Other key social facilities and services located in the study area serve broad populations within the region and beyond, including the Jewish Family Services Agency, the John Howard Society, and Disability Alliance BC.
Early Childhood Education and Childcare

Approximately 1,085 licensed group childcare spaces in the study area currently serve children up to age 12.

In addition to providing early childhood education and school age care to children living and attending school nearby, childcare along the study area also serves families working in the area’s many employment centres. Over 200 licensed preschool spaces located along the study area also provide part time early childhood education to children ages 3 to 4 (typically half day sessions one or more days per week, September to June).

Schools, Colleges and Universities

There are 12 elementary schools and 5 secondary schools located in the study are serving children aged 5 to 18. The study area is also home to several post-secondary institutions, including Vancouver Community College’s Broadway Campus, The Emily Carr University of Art and Design, and Native Education College.

Source: BC Open Data, City of Vancouver
HEALTH SERVICES

The Broadway Plan study area is home to a large number of diverse health services, from community-serving clinics to major health care and health research institutions. The Vancouver General Hospital, BC Cancer, and other institutions are located at the heart of a hospital, health care and research district, constituting a large health services and employment centre. Vancouver General Hospital is the largest hospital in Western Canada.
FOOD ASSETS

Food assets are part of complete communities. They serve important community needs, such as having access to healthy and/or low cost food nearby and providing community building opportunities. In the Broadway Plan study area, there is significant variability in access to selected food assets. While the eastern parts of the study area are relatively well served with food retailers, there are limited options between Burrard and Cambie. Likewise, there are limited opportunities to participate in a community garden between Granville and Cambie.

**Free/Low cost Grocery: Free/ lower cost grocery items for individuals and families who may not be able to get enough food, for any reason, e.g. food banks, Sprouts Bulk Buying Club, Dugout Vancouver**

**Free/Low cost Meal: Both low cost and free prepared meals/snacks that are provided by various organizations and groups in the community.**

**Growing food includes: community gardens, orchards, urban farms.**

**Food Retailers includes a wide array of businesses specializing in food retail, including Specialty Food Stores; Grocery Stores or Supermarkets; Mobile or Seasonal Markets; Public Markets (e.g. Granville Island); and small grocery stores (i.e. greengrocers or produce markets).**

(Source: Vancouver Coastal Health)
9. PUBLIC SPACES

Granville Loop Park
PARKS INVENTORY

EXISTING PARKS IN THE STUDY AREA | TOTAL PARK AREA: 24 hectares (60 acres)

1. 5th and Pine ................................... 11. Guelph Park ........................................
2. 6th and Fir ..................................... 12. Johnathan Rogers Park ........................
5. China Creek North Park ....................... 15. Mount Pleasant Park .......................
6. China Creek South Park ...................... 16. Robson Park ....................................
7. Choklit Park .................................... 17. Sahali Park ......................................
8. Delamont Park ................................ 18. Sutcliffe Park ...................................
10. Granville Park ................................ 20. Willow Park .....................................

EXISTING PARKS ADJACENT TO THE STUDY AREA:

21. Cedar Cottage Park ...........................
22. Connaught Park ................................
23. Hinge Park .....................................
24. Lilian To Park ...................................
25. Seafort Peace Park ............................

Legend
- Broadway Plan Study Area
- SkyTrain
- Parks
- Future Arbutus Greenway

Sports Facility / Amenities
- sports field
- skate park
- sports court
- off-leash dog area
- play-ground
LOCAL PARKS

2. 5th & Pine pop-up Park

10. Jonathan Rogers Park

8. Choklit Park

16. Carolina Park

NEIGHBOURHOOD PARKS

7. Charleson Park

19. China Creek North Park
The Urban Forestry strategy (2018 update) measured the tree canopy by block in Vancouver. Tree canopy refers to the area occupied by tree crowns (upper leafy surface) and provides an indicator of the ecosystem services provided by the urban forest. The highest percentages, in the 20-25+% range, are located in the west side of Vancouver, largely due to the amount of tree canopy being located on private properties (private yards). In the other end of the spectrum are neighbourhoods with low coverage (5-10%) such as Downtown and Sunset.

The urban forest in the study area is 13-14% of canopy cover for Fairview and Mount Pleasant neighbourhoods. 9% of tree canopy cover in the study area is located on public lands. For comparison, the city-wide range of public canopy is around 10%. The street tree density by block is average to below average with 2-8 trees per 100 meters. Most blocks in the city have 4 to 8 trees per 100 meters. Areas significantly lacking tree canopy and density are industrial areas, area around Vancouver General Hospital and major thoroughfares, along Broadway and South Granville.
10. Environment, Sustainability and Resiliency
NATURAL AREAS

The few natural areas and habitat types in the study area are relatively isolated. The forested areas and wetlands are concentrated near False Creek, along the railway corridor, north of 6th avenue and in the waterfront parks, Charleson and Sutcliffe parks. In addition, there are a few meadows sparsely located.

There is a gap in aquatic habitat as there is no intertidal nor subtidal habitat in False Creek. However, this area has a concentration of historical streams coming from uphill down to False Creek.
SEA LEVEL RISE

This map shows the areas vulnerable to flooding during a major storm event with 1m of sea level rise, assuming no adaptation measures are implemented. Vancouver could experience 1-2m of sea level rise before 2100.

1Freeboard is an industry standard factor of safety applied to account for variability and uncertainty (Source: City of Vancouver 2014 flood models, prepared by Northwest Hydraulic Consultants)
CITIES TEND TO BE SIGNIFICANTLY WARMER THAN SURROUNDING RURAL OR NATURALIZED AREAS, BECAUSE PAVED, IMPERVIOUS AREAS, LIKE ROOFS AND ROADWAYS, WITH LESS SHADING TREE CANOPY ABSORB AND HOLD HEAT. THIS PHENOMENON IS CALLED URBAN HEAT ISLAND EFFECT. WITHIN THE BROADWAY AREA, URBAN HEAT ISLAND EFFECT IS ESPECIALLY PRONOUNCED IN THE INDUSTRIAL AREAS NORTH OF BROADWAY BETWEEN CAMBIE STREET AND CLARK DRIVE, AND THE INDUSTRIAL AREA NORTH OF 6TH AVENUE BETWEEN BURRARD STREET AND GRANVILLE ISLAND. THE AVERAGE URBAN HEAT ISLAND OBSERVED ALONG THE CORRIDOR IS APPROXIMATELY 40°C, WHICH IS THE AVERAGE SURFACE TEMPERATURE OBSERVED OVER THE DATA COLLECTION PERIOD. AS VANCOUVER’S CLIMATE CONTINUES TO WARM, IT IS EXPECTED THAT URBAN HEAT WILL INCREASE. HIGH URBAN HEAT RESULTS IN INCREASED HEALTH ISSUES, PARTICULARLY AMONG VULNERABLE POPULATIONS SUCH AS YOUNG CHILDREN, SENIORS, AND THE HOMELESS. HIGH AND INCREASING URBAN HEAT ALSO PUTS INCREASED PRESSURE ON ENERGY DEMAND, AIR CONDITIONING COSTS, AIR POLLUTION AND WATER QUALITY.

Urban heat data was derived from a 4-day average (August 13th, 2002; July 17th, 2004; July 23rd, 2006; and July 12th, 2008) of Landsat TM/ETM + satellite during typical hot summer days from the SFU Remote Sensing Lab.
**IMPERVIOUS AREAS**

Impervious surfaces are paved areas, roofs, and other hard surfaces that do not allow for rainwater to soak into the ground. Vancouver, like other urban areas, is characterized by a high degree of imperviousness, and the Broadway Area is no exception. The Broadway Plan study area is approximately 63% impervious, with a great deal of variability throughout. The data shown in the map includes streets and they are approximately 50-75% impervious. The industrial area north of Broadway between Cambie Street and Main Street is roughly 80% impervious, due in large part to the lack of planted boulevards and limited green space, with the exception of Jonathan Rogers Park. Pervious areas help to prevent localized flooding, cool local environments, clean rainwater runoff, and reduce the volume of water entering the sewer system.

(Source: SFU Remote Sensing Lab, 2013)
11. ARTS AND CULTURE

Stanley Industrial Alliance Stage at 12th Avenue and Granville Street.
The Broadway Plan study area includes a significant number of working artists and arts organizations. Public art has been delivered through the Civic Program (Sonny Assu’s “Kingsway Trail) and through developer contributions (Cedric Bomford’s “Substation Pavilion”, Cameron Kerr’s “Pattern Reflection” and Antonia Hirsch’s “Double Blind”). Most of the works have been commissioned from artists working in Vancouver, supporting the local economy and relying on skilled local trades, some of which are situated in the False Creek Flats area, to assist in the realization of public artworks. There are currently concentrations of artworks along Main Street and Cambie Street. Approved works such as the art screen at the Independent on Kingsway will display works connected to local arts organizations and be managed by the Grunt Gallery, bringing new eyes to important work generated in the region.
Artwork: Kingsway Trail, 2012
Artist: Sonny Assu
Location: Installed along Kingsway from Main Street to Boundary Road
Photo Credit: Lila Bujold

Artwork: Substation Pavilion, 2014
Artist: Cedric Bomford
Location: 108 East 1st Avenue
Photo Credit: Michael Love

Artwork: Pattern Reflection, 2017
Artist: Cameron Kerr
Location: Cambie and West 12th Avenue
Photo Credit: Cameron Kerr

Artwork: Double Blind, 2008
Artist: Antonia Hirsch
Location: Vancouver Community College, Broadway Campus
Photo Credit: Photo Technic
CULTURAL SPACES

Arts and cultural spaces serve residents, attract tourists, enable business development and enhance the quality of life. Cultural and creative industries are some of the world’s fastest growing industries. Arts and cultural workers contribute to 7.4% of Canada’s GDP\(^1\), and Vancouver has the nation’s highest concentration of artists per capita\(^2\). As essential contributors to our local economy, artists and cultural workers require secure, affordable, and sustainable spaces. Cultural spaces provide opportunities for community connectedness, cultural expression, and social cohesion. They contribute to complete communities and neighbourhood identity, while also serving city-wide populations.

Broadway Plan study area is home to a wealth of vibrant arts and cultural spaces, such as the Stanley Theatre, Native Education College, Le Centre Culturel Francophone de Vancouver, Biltmore Cabaret, Grunt Gallery, and Beaumont Studios. The study area’s range of spaces include artist studios to artist-run centres, cinemas, galleries, live music venues, rehearsal spaces, arts education spaces, performing arts venues, cultural centres, production spaces, outdoor event areas, multi-functional spaces, community centres, and more.

(Source: \(^1\) Conference Board of Canada, 2007, \(^2\) Statistics Canada, 2011)
The Broadway Plan study area is home to over 78,065 residents, with 57% of people choosing to travel to work by sustainable modes — walking, rolling, cycling or taking transit. 39% of people who live in the Broadway Plan study area drive to work, which is lower than the city average of 45%.

One-third of residents in both the Broadway Plan study area and across the City of Vancouver use transit for their journey to work. A significant proportion of people also walk (17%) or cycle (10%) to work, which is higher than the City as a whole (14% walk and 6% cycle).

(Source: Statistics Canada, Census 2016)
Many sidewalks in the study area carry high volumes of people walking. Pedestrian counts at 16 locations varied widely during this one day snapshot. The two busiest locations counted were at or near the intersection of Broadway and Cambie Street.
Sidewalk widths vary throughout the study area, depending on the adjacent land use, such as residential or commercial buildings. Local streets with primarily residential properties typically have a standard sidewalk width, whereas commercial ‘collector’ or arterial streets have wider sidewalks to accommodate more people and uses. Sidewalks serve as important public spaces, as places for people walking but also as places for social interaction, resting and lingering. Sidewalks along Broadway include street amenities like bus stops, street furniture, signage, garbage bins and bicycle racks.
Pedestrian counts at 16 locations varied widely during this one day snapshot. The two busiest locations counted were at or near the intersection of Broadway and Cambie Street.
Accessible sidewalks and public spaces are important in enabling all residents and visitors to participate fully in the community. Curb ramps at intersections create access for people using wheelchairs, walkers, and strollers. Most street corners throughout the Broadway Plan study area have curb ramps, but there are some missing in various locations, especially on older sidewalks.

Many of the north-south streets in the study area have steep slopes, particularly north of Broadway. This map identifies sidewalks with more than 5% grade, which may impact accessibility.
The Broadway Plan study area has a number of existing bicycle routes and greenways which connect to the rest of the city. Existing greenways in the Plan study area include Ontario Street, Central Valley, Arbutus and Seaside. The Ontario Greenway, which runs from False Creek to the Fraser River, is used by 1,900 people cycling daily, with up to 2,500 per day during the summer.

Local street bikeways in the study area include Windsor Street, Yukon Street, Heather Street, Cypress Street, as well as West 7th Avenue and the 10th Avenue bikeway. The 10th Avenue bikeway is the second busiest bike route in the city carrying between 2,500 and 3,500 people cycling daily during the summer.

There are currently 70 Mobi bike share stations in the Broadway Plan area. Overall, Mobi activity within the Broadway area makes up 22% of the total City-wide Mobi activity. The Anderson and West 2nd Avenue station (near Granville Island) is the sixth busiest Mobi station in Vancouver.

**Top 3 busiest Mobi stations in the Broadway area**
(data collected in July 2018)

<table>
<thead>
<tr>
<th>Station Name</th>
<th>Departures</th>
<th>Returns</th>
<th>Total</th>
<th>Rank in City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anderson &amp; West 2nd</td>
<td>2,509</td>
<td>2,903</td>
<td>5,412</td>
<td>6</td>
</tr>
<tr>
<td>East 1st &amp; Ontario</td>
<td>1,476</td>
<td>1,717</td>
<td>3,193</td>
<td>11</td>
</tr>
<tr>
<td>West 10th &amp; Cambie</td>
<td>1,184</td>
<td>1,189</td>
<td>2,373</td>
<td>23</td>
</tr>
</tbody>
</table>
TRANSIT

Broadway has the highest frequency transit in the city, with four local bus routes and the 99 B-Line which carries an estimated 61,000 average daily passengers\(^1\). An estimated 30 percent of people use local bus service, frequent and rapid transit service to get to work in the Broadway Plan study area. TransLink and UBC estimate that there are over 500,000 pass-ups each year along the area on the 99 B-Line\(^2\).

(Source: \(^1\)TransLink, 2018, \(^7\)TransLink, Trip diary, 2011)
Local Bus

The Broadway Plan study area is well served by local transit on major city streets. Bus routes No.9, and No.10 provide regular and frequent service on major streets throughout the study area.

Frequent Transit Network

Vancouver’s Frequent Transit Network (FTN) is a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week.

Frequent Transit Network routes include the 99 B-Line, the busiest bus route in Canada and the United States, and transit service on W 4th / W 6th Avenues, Arbutus, Granville, Oak, Cambie, Main, Fraser, Clark Streets and Kingsway

Rapid Transit

The Broadway Plan study area includes the Canada and Millennium rapid transit lines. The Broadway Plan study area currently has two Canada Line stations - Olympic Village and Broadway-City Hall, and one Millennium Line station – VCC-Clark.

NightBuses

The Broadway Plan area is also served by six NightBus routes. NightBuses provide late-night service from Downtown starting at 2am, and operate every half hour or better, seven days a week. The NightBuses that operate in the study area include N8, N9, N10, N15, N17, and N19.
PARKING AND LOADING

The Broadway Plan study area has a variety of parking types including time-limited and metered parking, residential parking permit areas, off-street parking lots, and some unregulated parking. Commercial parking and loading is organized by managing curbside space and designating space for parking and goods movement.

Commercial Loading

The City of Vancouver regulates and manages curbside (on-street) activity in order to support economic activity and access to goods and services. The city designates curbside zones for the purpose of goods movement (i.e., loading and delivery), and for public access (i.e., taxis and passengers), as well as for parking.

Three different types of loading zones are regulated under the Street and Traffic By-law to support goods and people movement, including:

- Commercial Loading Zones
- Loading Zones
- Passenger Zones

Combined on-street and off-street commercial, loading and passenger zones support goods and people movement in the Broadway study area.
GOODS MOVEMENT

The Broadway Plan study area is a key part of the central city and the region’s Major Road Network (MRN) which includes local residential streets, collector roads and major arterial roads. Each type of street in the road network has different characteristics and serves different functions. The Major Road Network (MRN) is planned and funded by TransLink in partnership with the municipalities and supports local and regional movement of people and goods.

Broadway is a major arterial with high traffic and transit volumes, carrying an estimated 30,000 vehicles per day. Arbutus Street, Granville Street, Oak Street, Cambie Street, Main Street, Kingsway, and W 4th Avenue are classified as arterials. Burrard Street and Fraser Street, W 6th, 12th and 16th Avenues are classified as secondary arterials. W 7th Avenue is a primary collector street between Cambie and Main, while the rest of the roads in the Broadway Plan study area are considered local residential streets.

TRUCK ROUTES

Truck routes are designated routes to support large vehicle movement and the transportation of goods and services throughout the city and region. The City provides a robust grid of truck routes that supports reliability, efficiency, and the distribution of truck traffic across multiple streets. Many of the City of Vancouver truck routes are part of the Major Road Network. The Major Road Network (MRN) supports the safe and efficient movement of people and goods across the region.

Broadway is a regionally significant truck route that supports the movement of goods and people through the city. The industrial truck areas in the Plan study area include Mount Pleasant Industrial District and the western section of False Creek Flats.
Safety

To achieve our goal of eliminating traffic-related fatalities, the Moving Towards Zero Safety Action Plan outlines steps to collect and monitor injury and collision data, and recommends engineering, education and enforcement measures to make our streets safer for everyone.

The Broadway Plan study area has a high concentration of pedestrian and bicycle collisions. As a major arterial corridor with high frequency traffic and major arterial intersection crossings, Broadway Plan study area is an area with many high risk locations. Improving the safety and comfort of the study area is a key priority for the city.

Locations that include some of the highest collision rates between people walking, cycling and driving in the Broadway Plan study area.

<table>
<thead>
<tr>
<th>Location</th>
<th>Total Collisions (2012-2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Granville St and Marpole Ave</td>
<td>598</td>
</tr>
<tr>
<td>Cambie St and W Broadway</td>
<td>513</td>
</tr>
<tr>
<td>Main St and E 2nd Ave</td>
<td>465</td>
</tr>
<tr>
<td>Granville St and W Broadway</td>
<td>450</td>
</tr>
<tr>
<td>Cambie St and W 12th Ave</td>
<td>429</td>
</tr>
<tr>
<td>Clark Dr and E Broadway</td>
<td>415</td>
</tr>
<tr>
<td>Burrard St and W 4th Ave</td>
<td>348</td>
</tr>
<tr>
<td>Fraser St and Kingsway</td>
<td>338</td>
</tr>
<tr>
<td>E 12th Ave and Kingsway</td>
<td>334</td>
</tr>
<tr>
<td>Cambie St and W 8th Ave</td>
<td>312</td>
</tr>
</tbody>
</table>

Top ten collision locations in the study area
Generally, the street width ranges from 99 ft (30.2 m) to 78 ft (23.8 m) along Broadway from Vine Street to Clark Drive. Most parts of the street is 99 ft (30.2 m) wide. The street width is measured from building face to building face across the street. Curb to curb varies from 6-7 lanes while the street right-of-way varies by several meters. Sidewalk widths vary throughout the study area. There are some portions along the street where additional sidewalk space was generated through building setbacks.
As shown in the cross-sections, there are a number of segments along the corridor where sidewalk widths are below the City’s current standards (5.5m). In general, approximately 60-80% of the street space is allocated to motor vehicles, and the remaining to active modes / public realm.

1. Broadway between Granville and Fir

2. Broadway between Laurel and Willow
Broadway between Cambie and Yukon
4 Broadway between Scotia and Brunswick

5 Broadway between Prince Albert and St. Catherines St.
Sketch showing Integrated Rainwater Management
Managing the city’s water (drinking water, rain water and wastewater) for health and sanitation is a fundamental City-provided service. The overarching objective of the City’s water, sewer and drainage systems is to preserve public health and the environment.

The Broadway Plan study area is serviced by a network of utilities, including water pipes that deliver treated potable water for domestic use and firefighting and a sewer system of sanitary and stormwater mains to carry wastewater away. Firefighting capacity in this area is also served by the Dedicated Fire Protection System, a specialized parallel network which can use salt water from False Creek during major emergencies, like following an earthquake.

The sewer system is a mix of combined mains, which carry both sanitary and stormwater in the same pipe, and separated sanitary and stormwater mains.

The study area intersects five watersheds, or areas where the natural topography of the city dictates the flow directions towards a single point of discharge or outfall. Under normal conditions the system transports sanitary and storm wastewater for treatment at the Iona wastewater treatment plant. During times of heavy rains, however, the volume of wastewater can exceed the capacity of the sewer system and overflow into the five outfalls that discharge into False Creek and Burrard Inlet.

Vancouver sewers were traditionally designed as combined systems, but in the early 1970s, the City began to separate them into two systems to protect water bodies from overflows and meet the provincially-mandated Liquid Waste Management Plan to eliminate combined system overflows by the year 2050.
NEIGHBOURHOOD ENERGY

The City-owned low carbon Neighbourhood Energy Utility (NEU) supplies thermal energy for heating and hot water to over 5 million square feet of development in the False Creek area. The current target for the NEU is to derive 70% of energy from renewable sources.
Photo credits for images used in Chronological History (pg, 14 - 15)

16,000-11,000 BC to 1800s- Summer Camp, c. 1900, Historical Atlas of Vancouver, Photo by Edward S. Curtis
1885 - Broadway Streetscape or Streetcar, City of Vancouver Archives
1906 - Heather Pavilion, 1903-4, VGH School of Nursing Alumnae Association
1911 - 175 East Broadway, City of Vancouver Archives
1915 - Fairview Campus looking east from the roof of King Edward High School, 1917, UBC Archives, Canadian Photo Co.
1930-32 - Art Deco Burrard Bridge, Flickr by cmh2315fl
1942 - Takehara Yada Apartments, Heritage Vancouver
1938-90s - The Aristocrat corner frontage with neon signage, Vancouver Public Library; Photo by Artray, September 28, 1951
1958 - BowMac Neon, Flickr by Heritage Vancouver Society
1960s - 2nd-Avenue-Gurdwara, Vancouver Heritage Foundation
1985 - 285-E-5th, Native Education Centre
2009 - Walking Figures by Magdalena Abakanowicz, Vancouver Biennale