

WELCOME!

We're launching a two-year process to create a comprehensive Broadway area plan!

The 30-year plan will focus on opportunities to integrate new housing, jobs, connections, and amenities around the new Broadway Subway.

Share your vision for the future of the area. The plan will be informed by input from community members, local businesses, and stakeholders.

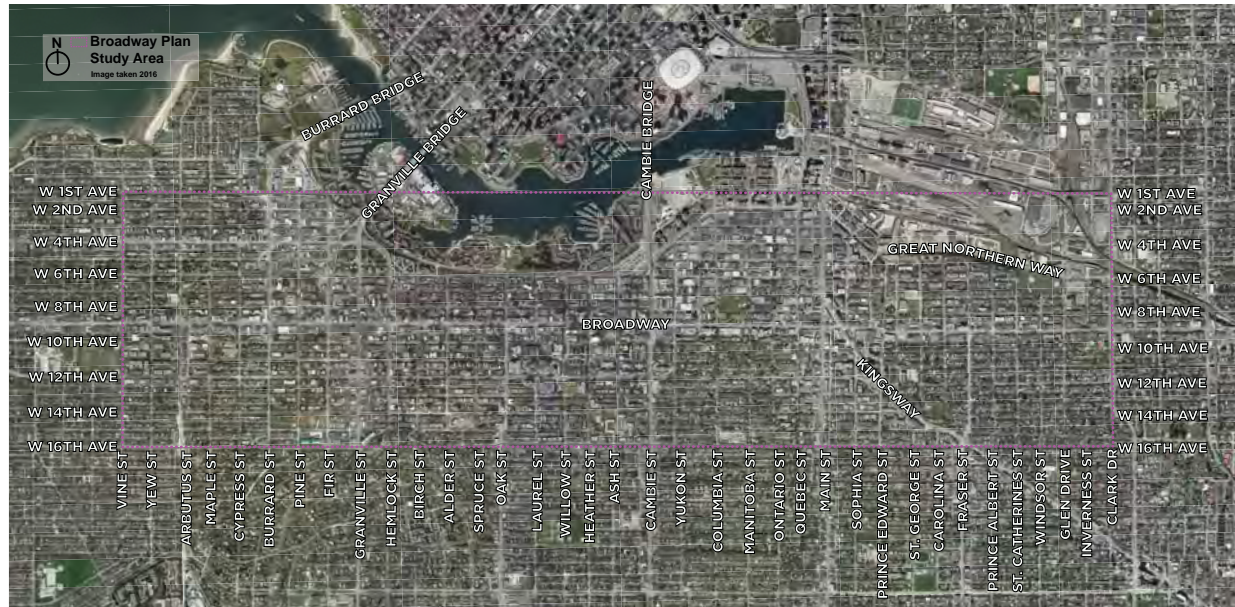


Cambie Street at W Broadway

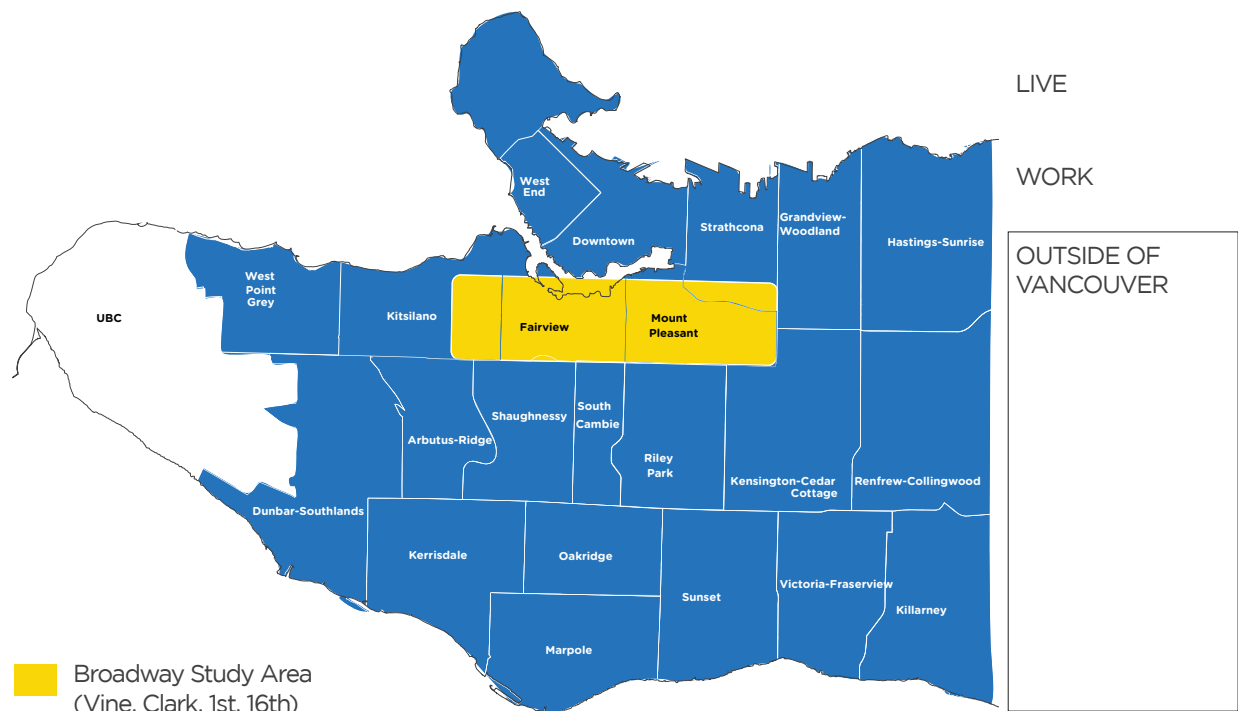
We would like to acknowledge that we are on the unceded territory of the Musqueam Indian Band, Squamish and Tsleil-Waututh Nations.

WHERE DO YOU LIVE/WORK?

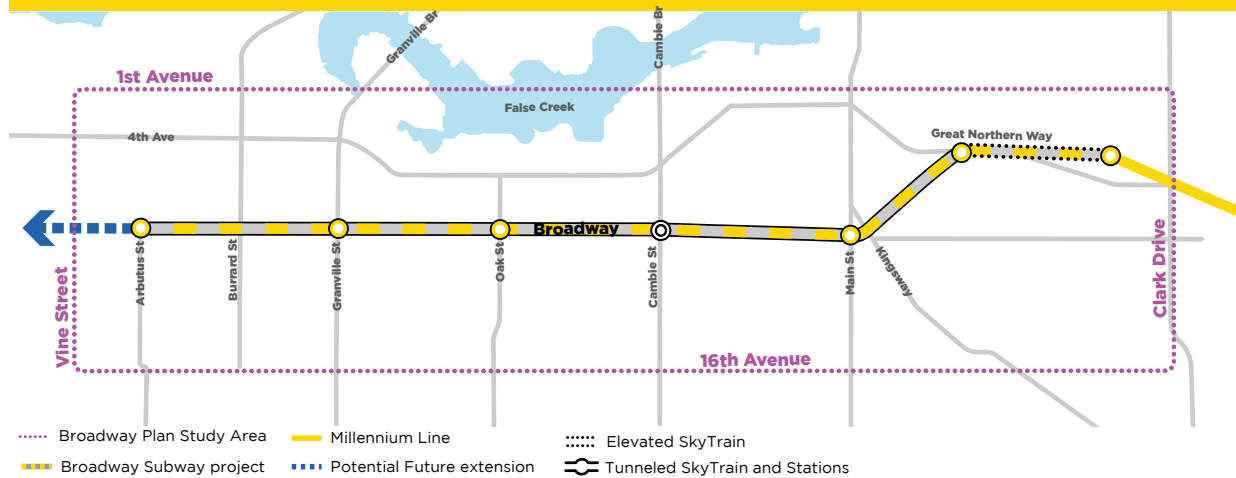
PLACE A DOT WHERE YOU LIVE AND/OR WORK ON THE MAP



IF YOU LIVE AND/OR WORK OUTSIDE THE STUDY AREA, USE THIS MAP TO INDICATE WHERE:



OVERVIEW



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.

WHO CREATES AN AREA PLAN?

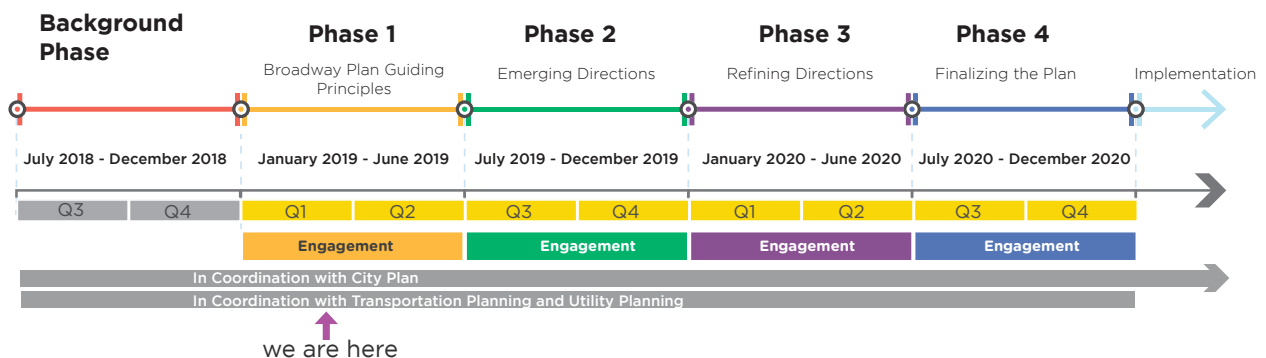
Throughout the planning program, staff look to engage the broadest range of people in the Broadway study area, including those of different cultural backgrounds, ages, incomes, renters and owners.

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, services, transportation and infrastructure throughout the study area.

HOW LONG WILL IT TAKE TO DEVELOP THE PLAN?

The Broadway Plan is expected to be completed for Council's consideration in late 2020.



HOW CAN I GET INVOLVED?

Over the next 22 months there will be ongoing opportunities to share your thoughts.

At this point in the process please take the opportunity to review the Area Profile and take the survey to provide your input on what you would like to see the plan deliver.



vancouver.ca/broadwayplan



broadwayplan@vancouver.ca



Take the survey



Provide input on our asset map

OVERVIEW

FIRST NATIONS

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

COUNCIL DIRECTION

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

A

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.

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

B

INTERIM REZONING POLICY WHILE THE PLANNING PROGRAM IS UNDERWAY

Generally rezonings will not be considered in the Broadway Plan study area. The Interim Rezoning Policy establishes the conditions under which new rezonings and heritage revitalization agreements will be considered.

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

C

DEVELOPMENT CONTRIBUTION EXPECTATION 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 **affordable 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 **preserving and reinvesting** in the existing older affordable market rental housing 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 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 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.

CITY-WIDE PLANNING PROGRAMS

City-wide initiatives that are happening concurrently and will influence the plan.



City-wide Plan

In November 2018, Council directed staff to work on a city-wide planning process. This process is expected to launch this year. The Broadway Plan provides important input into this exciting initiative.

Employment Lands and Economy Review

The City is developing a long-range land use policy plan to ensure we have an appropriate supply of land for businesses and jobs to support the future growth of our economy.

For more information: vancouver.ca/employmentlands

Social Infrastructure Plan

Social infrastructure refers to the places and spaces where residents gather to connect, learn, and support each other. The Social Infrastructure Plan will develop recommendations for how we can meet the needs of a dynamic city in a more strategic and sustainable way.

For more information: vancouver.ca/people-programs/social-infrastructure-plan

Rain City Strategy

The strategy will implement sustainable rainwater management across the city with a goal of using rainwater as a resource rather than a waste product.

For more information: vancouver.ca/raincitystrategy

Low-density Neighbourhood Planning

Intended to provide more housing choice within neighbourhoods for families, downsizing seniors and other households seeking housing that sits in the “missing middle” between single-family homes and higher density housing.

For more information: vancouver.ca/makingroom

Jericho Lands

The Jericho Lands will go through a comprehensive planning program that will help guide its future redevelopment to create a new community that is sustainable, socially and culturally inclusive, and highly livable.

For more information: vancouver.ca/jericholands

VanPlay

The Vancouver Park Board is developing Vancouver's Playbook, a new plan to guide how we create vibrant parks and recreation over the next 25 years.

For more information: vancouver.ca/vanplay

Creative City Strategy

The strategy aims to develop a comprehensive plan and vision for culture and creativity in Vancouver.

For more information: vancouver.ca/creativecitystrategy

WHAT'S GOING ON IN THE AREA TODAY

City of Vancouver plans and projects underway in the study area.

ARBUTUS GREENWAY

The Arbutus Greenway is a north-south transportation corridor that will connect people, parks, and places from False Creek to the Fraser River.

For more information:

vancouver.ca/arbutusgreenway

GRANVILLE BRIDGE GREENWAY

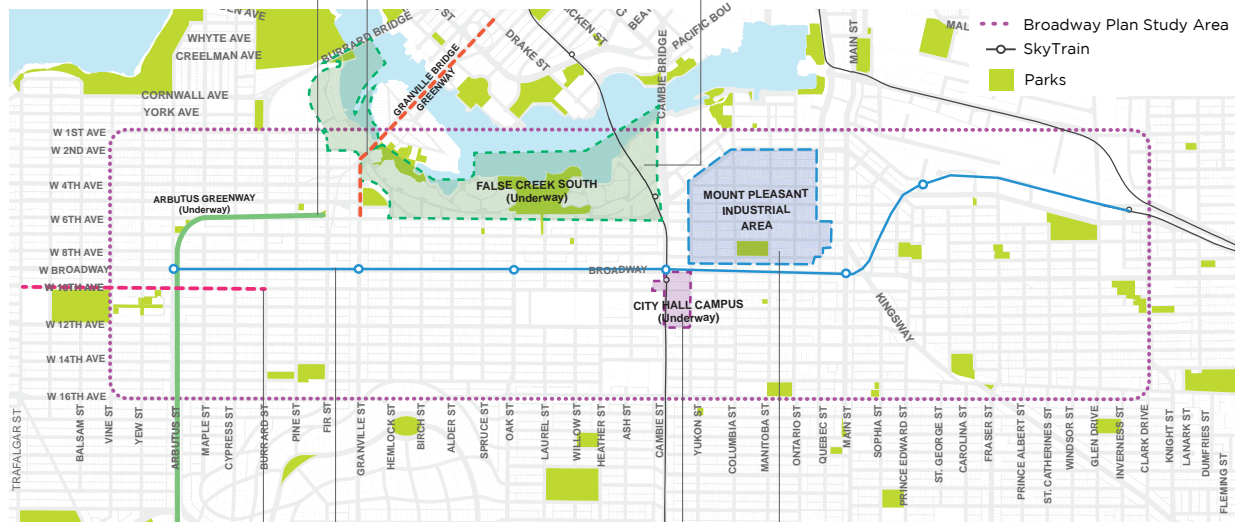
The goal of this project is to create a safe, comfortable, accessible and enjoyable walking, rolling and cycling experience across the bridge, which would seamlessly connect major destinations and link to the city's broader network.

FALSE CREEK SOUTH

On May 16, 2018 Council approved the False Creek South Provisional Vision Statement and Guiding Planning Principles. Council also approved a pause in the neighbourhood planning process so that strata, co-op, and non-market lease negotiations can take place with residents before further detailed planning work for the area takes place.

For more information:

vancouver.ca/falsecreeksouth



10TH AVENUE CORRIDOR PROJECT (SEGMENT 1)

The City is working to improve the 10th Avenue corridor to make it safer and more comfortable for people of all ages and abilities. The segment of the project area from Trafalgar St to Burrard St has been prioritized to be upgraded prior to the construction of the Broadway Subway Project.

For more information:

vancouver.ca/10th-avenue-segment-1

BROADWAY SUBWAY

The Broadway Subway Project is an extension of the Millennium Line and a key link in Metro Vancouver's transportation system. The 5.7-kilometre line will extend the existing SkyTrain system seamlessly from VCC-Clark Station to a new terminus station at Arbutus Street.

For more information:

vancouver.ca/broadwaysubway

MOUNT PLEASANT INDUSTRIAL AREA PLAN

In 2013, land use changes were approved to enhance the area as a job center and support the local economy. In 2019, The City will finalize a Transportation Strategy for this area to support these land use changes and improve access and mobility for all users.

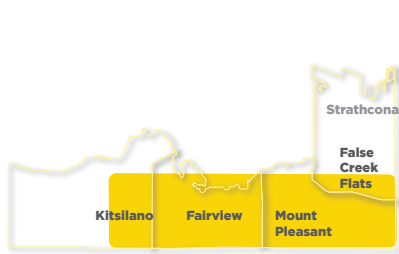
CITY HALL CAMPUS MASTER PLAN

A master planning process for the City Hall campus is anticipated to start in 2019 and it will include considerations for improvements to seismic resilience, public realm and services to the public.

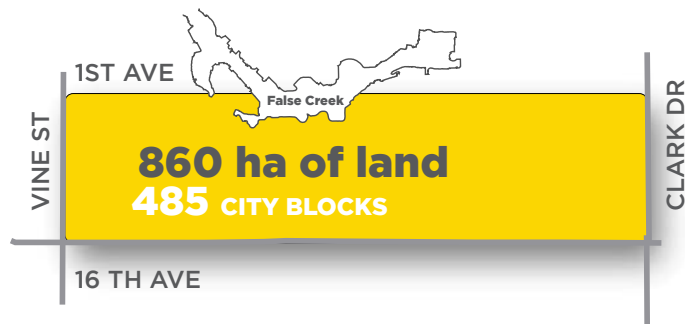
WHO LIVES HERE?

The scope of the Broadway Plan is centered on Broadway, generally from Clark Drive in the east to Vine Street in the west.

The study area includes a diverse mix of existing communities, the largest hospital in Western Canada and City Hall campus.



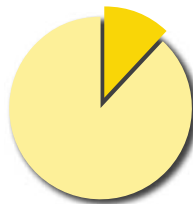
4 distinct neighbourhoods within the study area



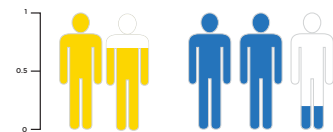
78,000+ PEOPLE



12% of the city's population



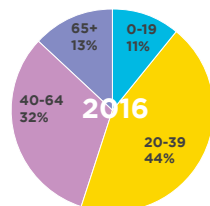
AVERAGE HOUSEHOLD SIZE



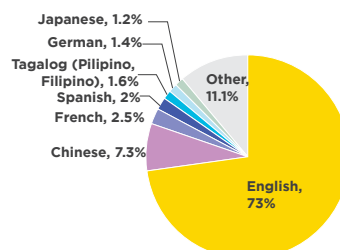
1.7
Broadway

2.2
City of Vancouver

AGE PROFILE



LANGUAGE SPOKEN AT HOME



Do you live within or visit the area for play or work?

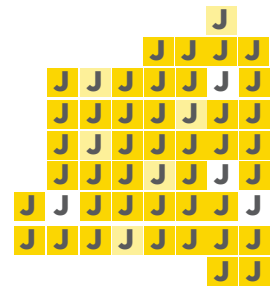
Take our survey to provide your input!

For more information please refer to the Broadway Plan Area Profile.

JOBS IN THE AREA

The Broadway Plan study area is the second largest job centre in the province and a key source of employment for residents throughout Metro Vancouver.

84,400+
JOBS



NATIONAL OCCUPATIONAL CLASSIFICATION OF WORKERS

TOP 3 OCCUPATIONS

- 1 **Sales and service**
- 2 **Business, finance and administration**
- 3 **Health occupation**

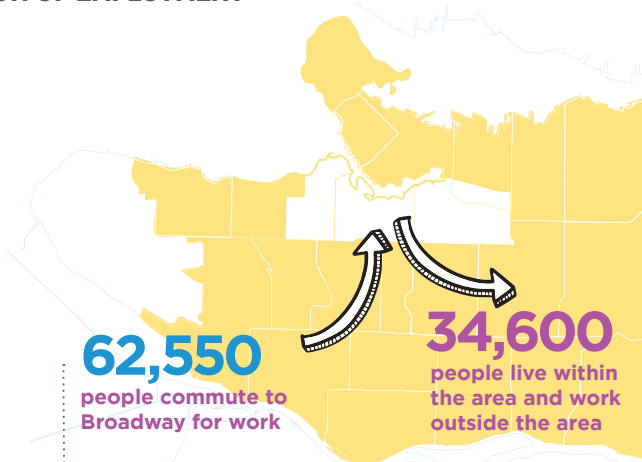


22% of workers in the study area identify themselves as part of sales and service classification

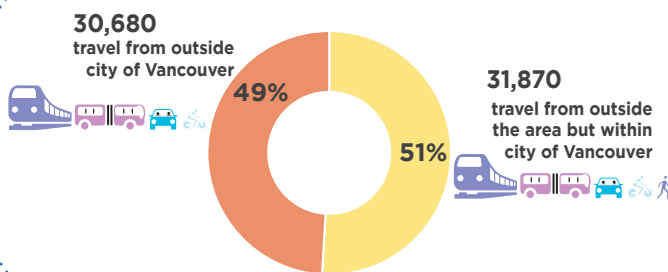


44% of Vancouver's health related jobs are located in the study area

LOCATION OF EMPLOYMENT



Where do people commute to Broadway from?



12,835 people (14% of residents) work and live in the Broadway Census data area



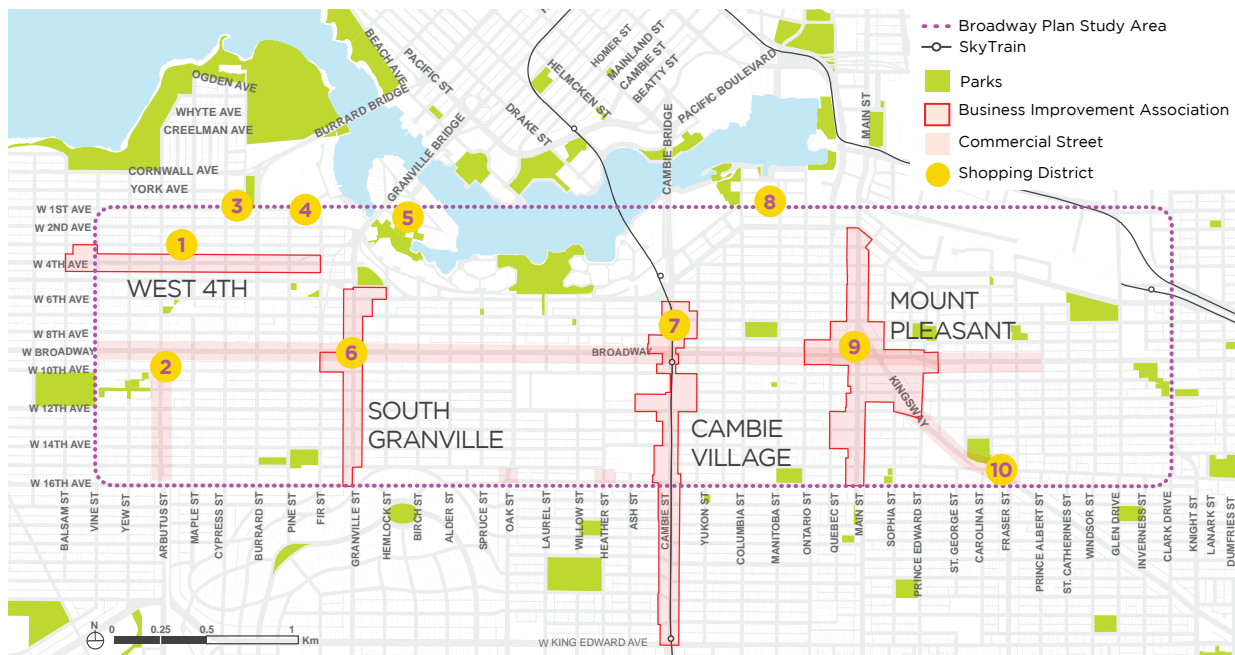
How can the Broadway Plan make the area a better place to work?

Take our survey to provide your input!

For more information please refer to the Broadway Plan Area Profile.

SHOPPING STREETS

The Broadway Plan study area has diverse and unique shopping districts that contribute greatly to the sense of place and distinct character of their neighbourhoods.



1. 4TH AVE

6. SOUTH GRANVILLE

2. ARBUTUS WALK

7. CAMBIE VILLAGE

3. W 1ST AVE

8. OLYMPIC VILLAGE

4. 'THE ARMORY'

9. MAIN STREET

5. GRANVILLE ISLAND

10. FRASER TRIANGLE

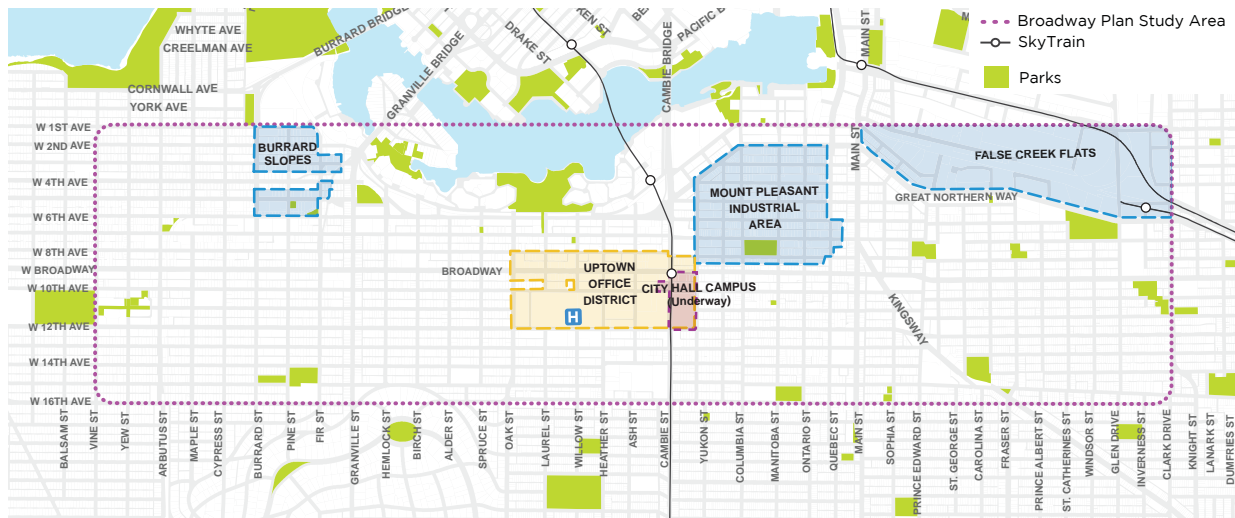
What is your favourite shopping street in the study area?

Take our survey to provide your input!

For more information please refer to the Broadway Plan Area Profile.

JOBS AND ECONOMY

The Broadway Plan study area has a series of intensive job districts that contribute greatly to the economy. It is the second largest job centre in the province and a key source of employment for residents throughout Metro Vancouver.



HEALTH PRECINCT

The Oak-Cambie precinct, anchored by Vancouver General Hospital (VGH) and the BC Cancer Agency, provides an extensive range of hospital and clinical services, and a home base for many leading life science firms and other research institutes.

BURRARD SLOPES INDUSTRIAL AREA

Generally between Burrard Street to Granville Street, north of 6th Avenue, it attracts key production, service and repair businesses.

MT. PLEASANT INDUSTRIAL AREA

A centrally located dynamic area, for several decades, Mount Pleasant has provided affordable production, distribution and repair space serving all of Vancouver. Zoning changes in 2013 expanded the range and intensity of innovation economy users including digital, interactive and entertainment uses, creative uses and breweries, all adding to the interest and energy of the area.

FALSE CREEK FLATS

An emerging cluster of the innovation economy with the sub-area anchored by the emerging institutional campus at Great Northern Way. This campus includes a new home for the Emily Carr University of Art + Design as well as the Centre for Digital Media.

For more information please refer to the [Broadway Plan Area Profile](#).

CITY HALL CAMPUS

The City Hall campus forms the centre of local government, with about 1,700 employees working in the Broadway vicinity. Together with the nearby VGH health precinct, this area forms a focus of public-sector employment and public activity.

UPTOWN OFFICE DISTRICT

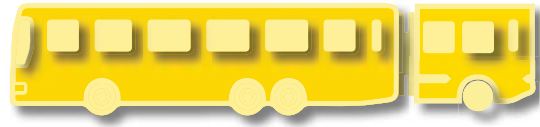
Uptown is the second largest concentration of job space in the region and contains major employers such as City Hall, the VGH, and an abundance of health-related offices and research facilities.

**What would
make the area
a better place
to do business?**

**Take our survey to
provide your input!**

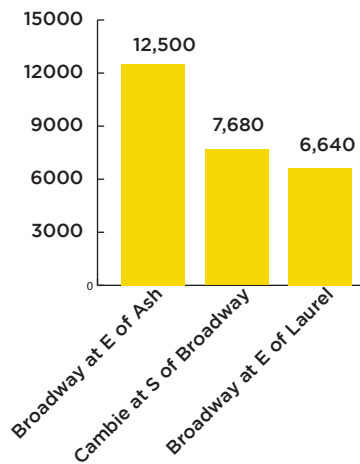
GETTING AROUND

The busiest bus line in Canada and the United States, the **99 B-Line**, runs through the study area with 61,000 passengers daily and over 500,000 pass-ups per year.



PEDESTRIAN COUNTS

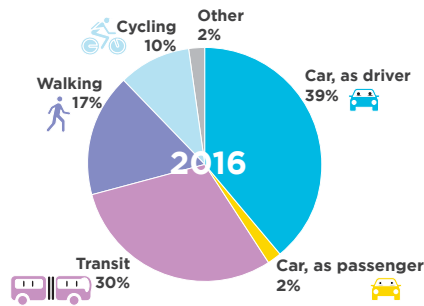
Top 3 busiest locations



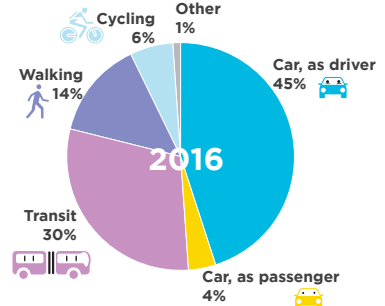
Daily pedestrian counts from approx. 10:30 am to 6:30 pm

JOURNEY TO WORK

Transportation Mode Choice



Broadway Plan study area

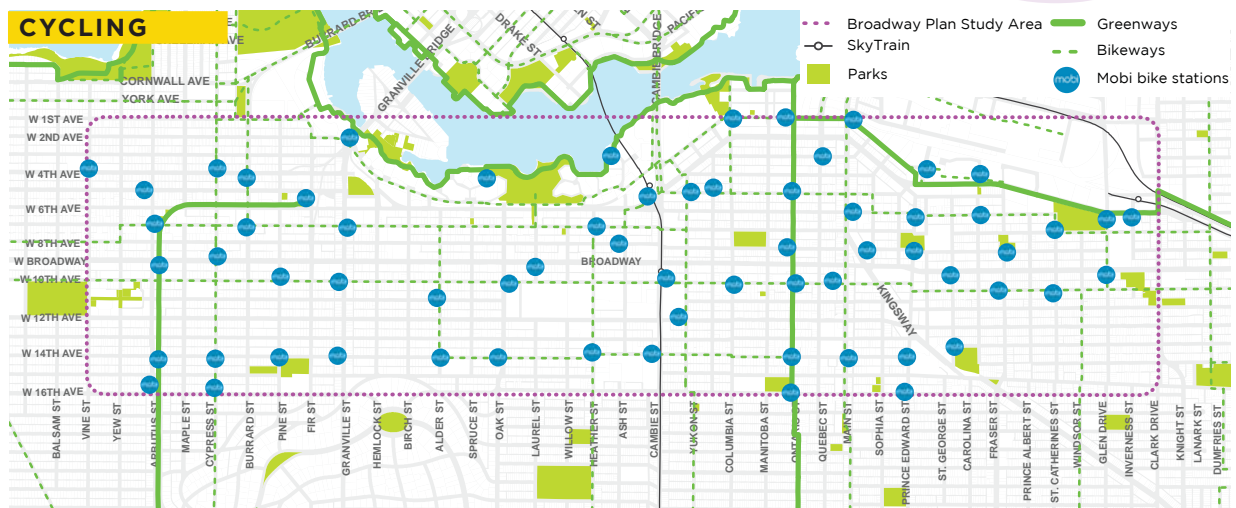


City of Vancouver

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).

What are your transportation priorities for the Broadway Plan study area?

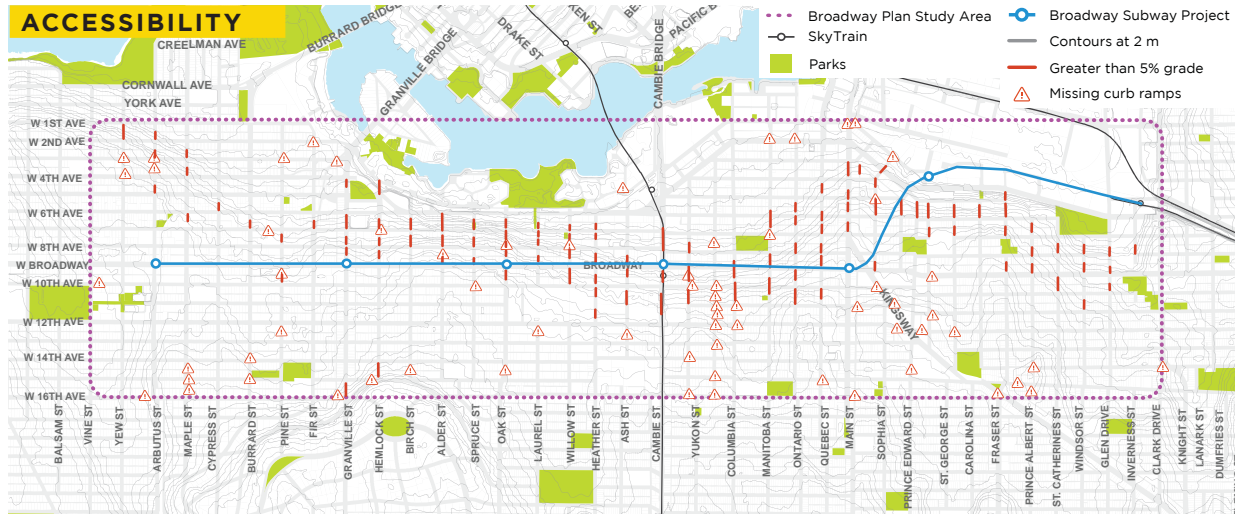
Take our survey to provide your input!



For more information please refer to the Broadway Plan Area Profile.

TRANSPORTATION

Improving the transportation network, public realm, and gathering opportunities are important considerations of the planning process.



Strengths of the transportation network in the study area:

- » Connected streets with strong transit and cycling networks make it easier to get around without a car
- » Diverse character, functions, and destinations
- » Two of the most well-used bike routes in Vancouver along 10th Avenue and Ontario Street
- » Well-served by Mobi bike share stations

Challenges of the transportation network in the study area:

- » Poor sidewalk conditions on some streets make it difficult for people using mobility devices or strollers
- » Steep slopes on north-south streets can be challenging for people walking and cycling
- » Distances to and from transit routes are not easy to travel for some residents, including seniors, people using mobility devices, and families with young children
- » Large arterial intersections that are difficult for people walking or biking to cross (i.e. Main/Kingsway, Broadway/Main, etc.)

DID YOU KNOW?

A large part of the Broadway Plan study area is within a **5-10 min walk** of the new Broadway Subway stations.



Opportunities to improve transportation and public space in the Broadway Plan study area:

- » Improvements to accessibility along sidewalks and at intersections, which will make it easier for people getting around using mobility devices and strollers.
- » Strengthened active transportation connections to Arbutus Greenway and proposed Granville Bridge Greenway, which will contribute to a more complete active transportation network
- » Enhancements to gathering, resting, and green spaces along quieter streets, which will make the Broadway area a more attractive place to live, work, and visit
- » Improved pedestrian crossings at major intersections (i.e. safety)

Station connections

Creating strong transportation connections to the new Broadway Subway stations will be an important part of supporting access to the Subway and enhancing the vibrancy of Broadway. These connections could include:

- » Improved sidewalks and curb ramps
- » Secure bike parking
- » Bike-share stations
- » Nearby bus stops
- » Pick-up/drop-off space for HandyDarts, taxis, and ride-hailing vehicles
- » Active transportation links

BROADWAY



Broadway is a busy street with many functions and connections to other parts of the city. It is part of the region's Major Road Network, Frequent Transit Network, and is a truck route as well as a destination with many retail shops and services.

The Broadway Subway will provide more people-moving capacity, while also creating an opportunity for Broadway to be reimagined.

Broadway has the potential to be a Complete Street that is more comfortable and welcoming for people of all ages, abilities, and modes of travel, whether they are passing through or visiting a destination.

Transportation strengths:

- » Long and continuous street within a well defined grid network that connects key local and regional employment and education and medical centers
- » Diverse retail shops, services, and other destinations that attract many different types of users
- » Highest bus ridership in the region, which shows a strong support for transit
- » Transit connections to Canada Line and several north-south bus routes, which makes it fairly easy to travel by transit to locations north and south of Broadway

Transportation challenges:

- » Uncomfortable walking and cycling environment due to noise, air pollution, and high traffic volumes
- » Lack of trees, shade, and spaces for sitting and resting
- » Variable traffic flow and parking demand, making efficient allocation of road space challenging
- » Poor accommodation of commercial loading and passenger pick-up and drop-off, creating challenges for businesses and people with mobility impairments
- » Conflicts at busy intersections between vehicles turning and people crossing on foot, creating uncomfortable driving and walking conditions

What are Complete Streets?

Complete Streets are streets designed for everyone. They are designed thoughtfully to integrate neighbourhood context, transportation, vibrant public space, green infrastructure, and sustainability. Developing a network of complete streets ensures that all streets are safe and comfortable for people of all ages, abilities, and modes of travel.

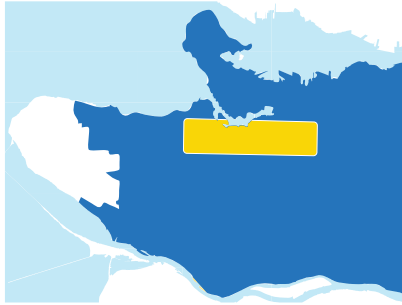
What do you imagine for the future of Broadway?

Take our survey to provide your input!

Opportunities to improve transportation and public space:

- » Enhancements to Broadway as a destination with improved character, vibrancy, and sense of place
- » Reallocation of street space to other uses like wider sidewalks, public spaces, street trees, or space for cycling
- » Improvements to accessibility for seniors and people using mobility devices
- » Better management of curb space to meet a broader set of loading and passenger needs
- » Creation of walking, cycling, and transit connections to new Broadway Subway stations to make it accessible by active modes of travel and by transit

HOUSING



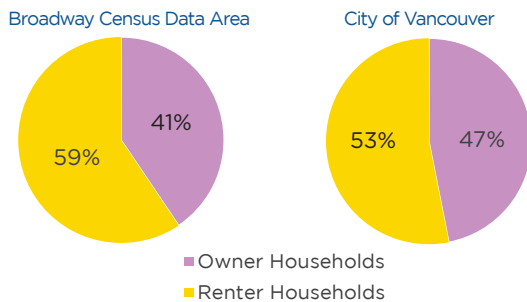
The Broadway Plan Area contains approximately

- » 25% of the city's purpose-built rental housing units
- » 10% of the city's social and supportive housing units
- » 21% of the city's co-op units



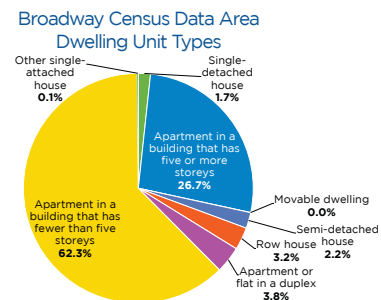
HOUSEHOLD TENURE

The majority of households in the Broadway Census Data Area are renter households



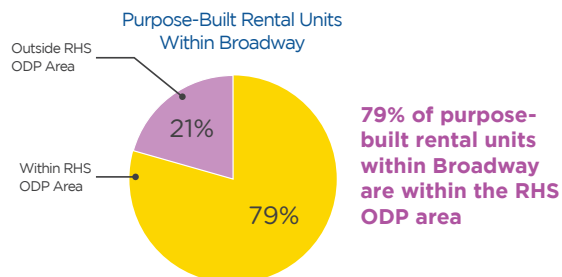
HOUSING FORM

Approximately 89% of dwelling units in the Broadway Census Data area are apartment forms

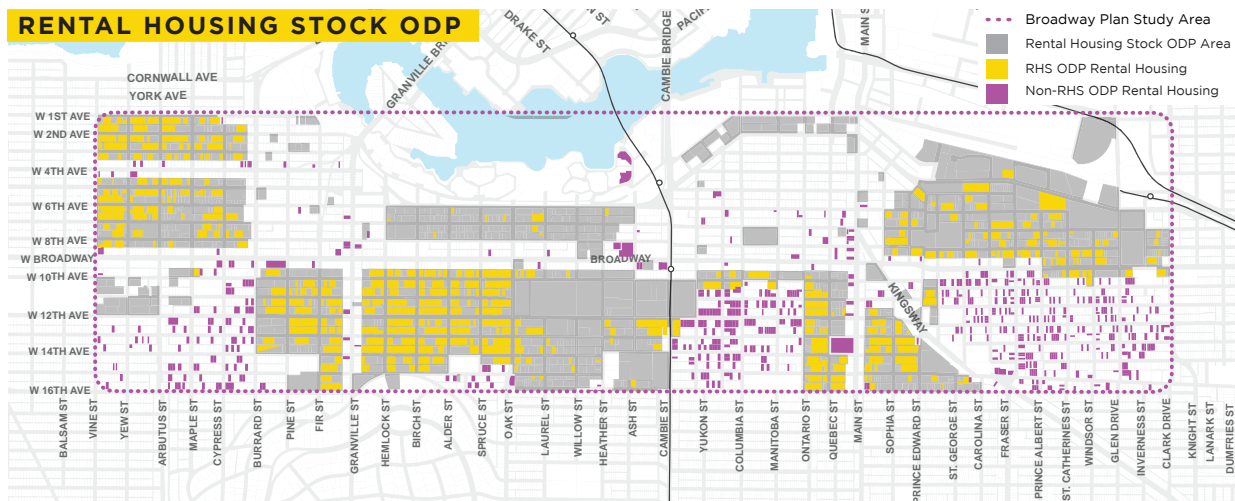


PURPOSE-BUILT RENTAL HOUSING WITHIN RENTAL HOUSING STOCK OFFICIAL DEVELOPMENT PLAN (RHS ODP)

The Rental Housing Stock Official Development Plan (RHS ODP) is a by-law that contains requirements for rental unit replacement. The by-law requires that redevelopment projects with three or more dwelling units replace every demolished rental unit.



RENTAL HOUSING STOCK ODP

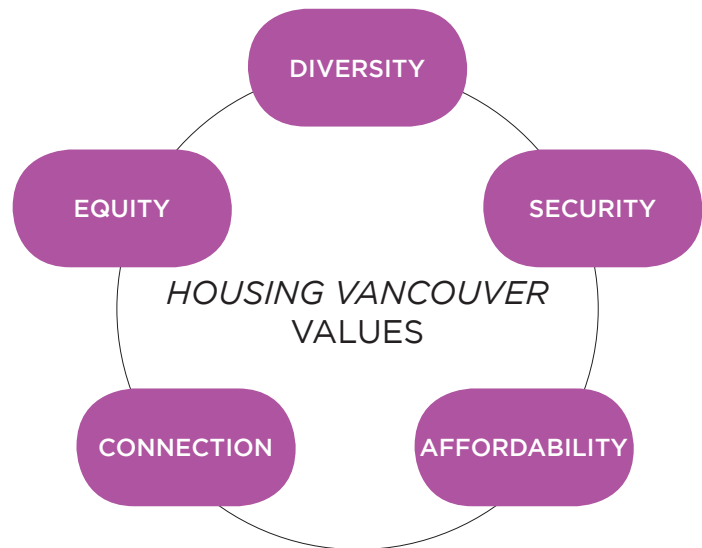


For more information please refer to the Broadway Plan Area Profile.

HOUSING | Considerations

Housing Vancouver Strategy (2018-2027)

Housing Vancouver is the City's 10 year strategy for addressing Vancouver's housing affordability crisis. The strategy, adopted by Council in November 2017, is a result of a 14 month process involving intensive partner engagement and public consultation, hearing from over 10,000 members of the public.



Housing Vancouver Targets

The Strategy sets a target to enable **72,000 new housing units** over the Strategy's 10 year period (2018-2027).

The targets were set to help achieve the **'Right Supply'** and to retain a diversity of incomes in the city.

These new housing targets include:

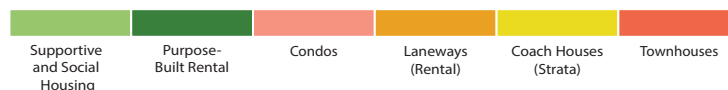
- » **20,000** new purpose-built rental homes
- » **12,000** new social, co-operative, and supportive homes
- » **10,000** new ground-oriented homes

Another key target is the preservation of existing affordable housing, including 25,000 supportive and social housing units and 59,000 purpose-built rental units.



Housing Vancouver 10-Year Housing Targets

Building Type	Renters				Renters & Owners		Owners	Total	% of Total
	<\$15k/yr.	<\$15-30k/yr.	\$30-50k/yr.	\$50-80k/yr.	\$80-150k/yr.	>\$150k/yr.			
Apartment	5,200	1,600	2,000	3,000	200			12,000	17%
			2,500	12,000	5,500			20,000	28%
Infill				6,500	16,500	7,000		30,000	42%
				2,000	2,000			4,000	5%
Townhouse					300	700		1,000	1%
					1,700	3,300		5,000	7%
Total	5,200	1,600	4,500	23,500	26,200	11,000		72,000	100%
% of Total	7%	2%	6%	33%	37%	15%		100%	



HOUSING | Considerations



Protections and supports for existing renters

Ensuring strong tenant protections and supports in order to minimize the impacts of displacement on existing residents is a key consideration for the Broadway Plan.

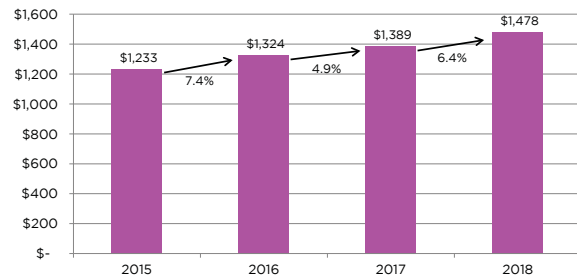


Aging affordable rental stock

Existing affordable housing stock in the Broadway Plan area is an important source of housing for low- and moderate-income households, but the majority of the stock is over 40 years old and in need of reinvestment.



Average Private Apartment Monthly Rent and Percentage Increase from Previous Year, 2015-2018



Note: Private apartment units consist of all bedroom types

Source: CMHC Rental Market

Continued pressure on rental market

Rising rental rates, very low vacancy, and continued strong demand is putting pressure on existing, affordable purpose-built rental housing, which impacts both existing and future renters.



New homes for local incomes

There is an opportunity to achieve the new *Housing Vancouver* unit targets for rental and ownership housing options in the plan, prioritizing social housing and purpose-built below-market and market rental housing close to high-quality transit and jobs.

Housing options for low-income and homeless residents

New purpose-built rental housing supply is often not affordable to low-income residents and those experiencing homelessness, thus new housing options are needed to address this challenge.

HOUSING | Considerations

Integrating with Other City Housing Initiatives

There are a number of housing policy initiatives underway to implement the *Housing Vancouver Strategy*. A number of these initiatives will overlap with the Broadway Plan. As this work proceeds, there will be engagement opportunities for Broadway Plan area residents and the wider public.

Enhanced Tenant Relocation and Protection Policy (TRPP)

The TRPP protects tenants by mitigating the impacts of displacement results from redevelopment activity. The policy applies to rezoning or development permit projects which impact existing renters in the primary rental market.

The policy requires applicants to provide existing renters with assistance, such as:

- » Financial compensation
- » Assistance finding new accommodations
- » Moving expenses
- » Right of first refusal to move back into the building at discounted rents.

The City is currently working to strengthen existing tenant protection measures to provide better support and notification to tenants facing renovations/demovictions.

Anticipated Completion: **2019**

For more information on the current TRPP, visit vancouver.ca/protecting-tenants



Review of Rental Housing Incentive Programs

The City has a number of rental incentive programs to encourage the development of new market rental housing, created in response to the severe shortage of rental housing and extremely low vacancy rates in Vancouver. These programs include Rental 100, the Affordable Housing Choices Interim Rezoning Policy (AHC IRP), and the Moderate Income Rental Housing Pilot Program (MIRHPP). In the case of MIRHPP, 20% of units must be below-market rental housing geared toward moderate incomes. Some incentives under these programs include:

- » Increased density
- » Parking reductions
- » Waived development levies

City Council has directed staff to review these programs to ensure they are meeting the needs of current and future renters in Vancouver.

Anticipated Completion: **2019**

Affordable Housing and Community Spaces Incentive Program (AHCSIP)

The purpose of this new program currently under development is to support non-profit societies including housing operators, societies, and places of worship to develop affordable housing. Some topics that will be explored in developing this program include:

- » Development incentives
- » Resources to assist non-profits
- » Retention of community cultural spaces

As part of this program Council has directed staff to explore amendments to the residential multi-family zoning districts (RM) to contain density bonus provisions to encourage social and co-operative housing renewal and expansion.

Anticipated Completion: **2020**



For more information about these initiatives, please contact us by emailing housingpolicy@vancouver.ca or phoning 3-1-1.

PARKS, COMMUNITY AND CULTURAL FACILITIES



Community and Social Facilities

Community facilities fulfill a range of social, cultural and recreational functions and tend to primarily serve the communities in which they are situated. Social facilities, while similar, are typically operated by non-profit organizations to provide a broad range of

low barrier social services for children, youth, families, seniors, newcomers and the community more generally. Examples include youth centres, neighbourhood houses, senior centres, and family places.



Cultural Spaces

The 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 range of spaces includes 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.

Parks

Total park area in the Broadway Plan study area: 24 hectares (60 acres)

- | | |
|---------------------------|---------------------------|
| 1. 5th and Pine | 11. Guelph Park |
| 2. 6th and Fir | 12. Johnathan Rogers Park |
| 3. Carolina Park | 13. Major Matthews Park |
| 4. Charleson Park | 14. McAuley Park |
| 5. China Creek North Park | 15. Mount Pleasant Park |
| 6. China Creek South Park | 16. Robson Park |
| 7. Choklit Park | 17. Sahalli Park |
| 8. Delamont Park | 18. Sutcliffe Park |
| 9. Granville Loop Park | 19. Tea Swamp Park |
| 10. Granville Park | 20. Willow Park |

For more information please refer to the Broadway Plan Area Profile.

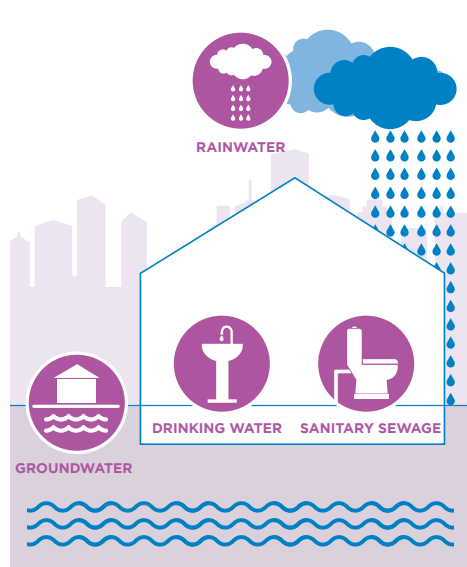
URBAN WATER CYCLE

UTILITIES IN THE BROADWAY AREA

The Broadway Area has experienced many changes as the city of Vancouver has developed around it. What was once a landscape of creeks and forests is now a highly urban environment, with a complex system of utilities servicing all water needs. The Broadway Area is poised for another period of change, from the construction of a new rapid transit line to more variable weather patterns and potential sea level rise as climate

change impacts unfold. This presents an opportunity to manage water in the Broadway Area in a new, more integrated way. By valuing water as a resource, the City of Vancouver will be examining more sustainable approaches to water management that consider all aspects of the urban water cycle and restore nature in the city.

WHAT WATER SOURCES DO WE MANAGE?



RAINWATER

- » Our current sewer system was not designed to handle current and projected rainfall
- » 1,400-1,500mm fall annually on Broadway area

DRINKING WATER

- » Comes from 3 reservoirs managed by Metro Vancouver (Capilano, Seymour, Coquitlam)
- » Used for drinking and cooking, and most often used for non-potable uses, including irrigation, toilet flushing, and firefighting

SANITARY SEWAGE

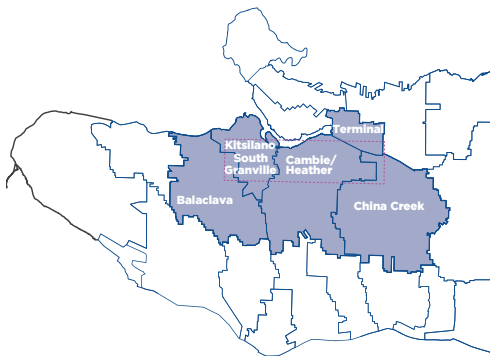
- » System is designed to convey wastewater to treatment plant at Iona Island, but to when system capacity is exceeded combined sewer overflows can occur
- » Often combined with rainwater from storm drains

GROUNDWATER

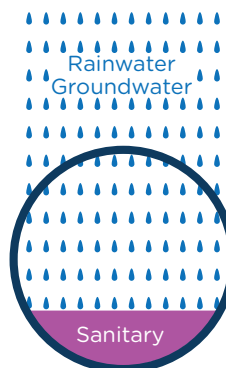
- » Found underground in the spaces and cracks within soils and rocks
- » Groundwater pumped from the buildings can overwhelm the capacity of the City's sewer system, resulting in combined sewer overflows

INTEGRATED WATER MANAGEMENT FOR SYSTEM RESILIENCE

BROADWAY AREA PLAN DRAINAGE AREAS



Taking an **integrated approach** to water management means looking at the whole water cycle, extending beyond the boundaries of the Broadway Area, and evaluating solutions that benefit the community and natural environment.



Our current combined sewer system is at capacity

- **Sanitary sewer** load will increase with population growth
- **Rainwater runoff** will increase due to less pervious area and climate change
- **Groundwater** has historically been pumped into our sewer pipes, but which will play an important role for future water supply

Solutions may include green (nature based) and grey (traditional pipes) options to maximize the value of water as a resource, eliminate combined sewer overflows, and mitigate climate change impacts such as urban heat, flooding, and sea level rise.

PUBLIC BENEFITS

The Broadway Plan will ensure that public amenities and services continue to meet the community's needs as the area grows and evolves.

WHAT IS A PUBLIC BENEFITS STRATEGY?

A Public Benefits Strategy (PBS) will provide strategic direction for future capital investments in amenities and infrastructure in the Broadway Plan area over the long-term.

It will cover key areas that support livable, healthy and sustainable communities: affordable housing, childcare, parks and open spaces, community facilities, civic facilities, transportation and utilities. The PBS takes into account the existing network of amenities and infrastructure needed to support the area, as well as district-serving and city-serving amenities which provide services beyond the planning boundary.



HOW IS A PUBLIC BENEFITS STRATEGY CREATED?

There are four key steps in preparing a PBS:

1. Assessing local needs within a citywide context
2. Developing a strategy (including outcomes and/or targets) for addressing the identified needs
3. Providing a rough order-of-magnitude cost to fulfill the strategy
4. Outlining a financial strategy to support the outcome-based strategy

The PBS is also viewed in the following context:

- » **Local-Serving:** benefits only the immediate community
- » **District-Serving:** benefits the community and neighbouring areas
- » **City-Serving:** benefits the entire city
- » **Regional-Serving:** benefits areas beyond the city including neighbouring municipalities

WHO FUNDS AMENITIES AND HOW?

Amenities are delivered from a variety of sources using different tools. The City provides funds for childcare facilities, parks, community centres, libraries, cultural facilities, affordable housing, utility upgrades (water and sewer) and street improvements.

Funding for public amenities comes through the coordinated allocation of funds from the following:

- » Property taxes, utility fees and user fees
- » Contributions related to development:
 - Development Cost Levies (DCLs)
 - Community Amenity Contributions (CACs)
- » Contributions from other levels of government and
- » Non-profit partners

The PBS is an aspirational section of the Plan that **reflects the needs and desires of the community**, and is intended to provide strategic direction to guide the City (including City Council and Park Board) in making investment decisions on public amenities and infrastructure **over the next 30 years**.

Which public benefits and amenities do you think are most needed?

Take our survey to provide your input!

For more information on the amenities in the area, please refer to the Broadway Plan Area Profile.

NEXT STEPS

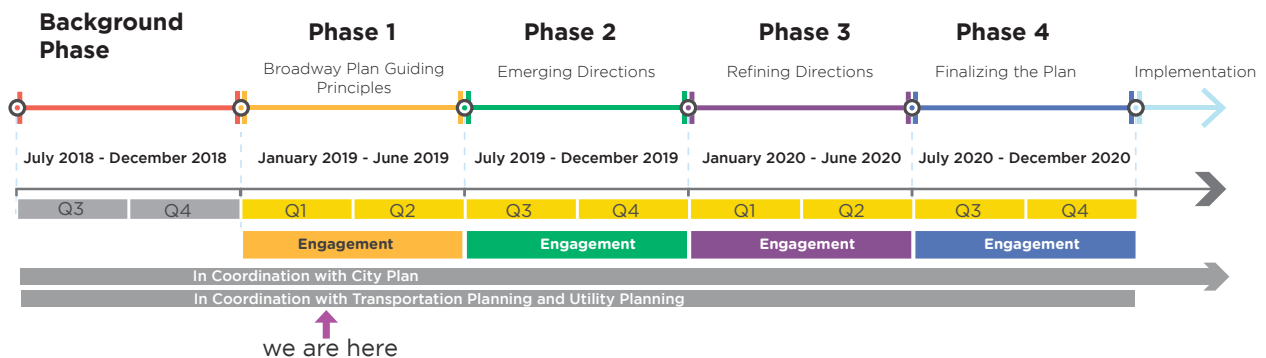
Thank you for visiting our launch event for the Broadway Plan!

We encourage you to stay involved in the process for creating the Broadway Plan. **Stay tuned for Spring 2019 engagement opportunities**, we'll be hosting neighbourhood 'walkshops', workshops and will be summarizing what we've heard in Phase 1.

In the fall of 2019 we will establish emerging directions for the plan and prepare growth scenarios for the plan area.

By early 2020, we intend to have a draft growth scenario for the Broadway Plan area that will help us start refining the directions for the plan.

There will be many more opportunities to share your ideas and have a say as we work toward presenting a draft Broadway Plan to City Council for consideration by the end of 2020.



HOW CAN I GET INVOLVED?

For further information on upcoming engagement opportunities and to stay involved in the planning process, please sign up for the mailing list on our website.

Sign up to stay involved!



vancouver.ca/broadwayplan



broadwayplan@vancouver.ca

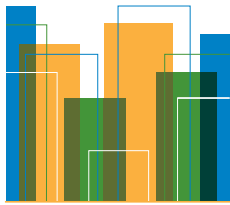


Take the survey



Provide input on our asset map

Take our survey to provide your input



Employment Lands and Economy Review

PLANNING FOR VANCOUVER'S FUTURE JOBS AND ECONOMY

PURPOSE

To develop a land use policy plan to ensure an appropriate supply of land to support the future growth of our economy

INVOLVES

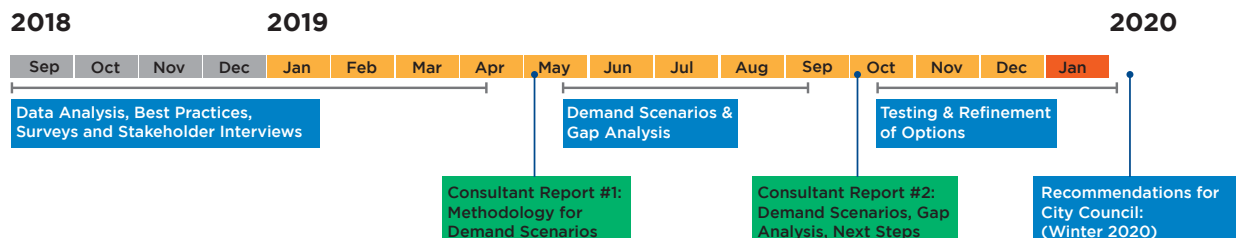
- » Providing a city-wide overview 'snapshot' of Vancouver's economy and employment lands
- » Reviewing existing policies, plans and initiatives – looking at capacity, forecasts and fit
- » Looking at all types of employment space, including retail, office, industrial and institutional
- » Establishing policy directions and actions for the future consistent with City goals



WHY NOW?

- » As the population grows, the economy needs to keep pace
- » Limited supply of employment lands (10% land base preserved for jobs only – 50% of jobs on 10% of land)
- » Pressure to consider higher intensity uses on "job only" lands near rapid transit
- » Speculation, rising land costs, changing nature of work
- » Basic building block of a City-wide Plan
- » Will help inform planning for jobs and business growth in several key sub-areas of the city, including within the Broadway Plan study area

TIMELINE FOR THE EMPLOYMENT LANDS & ECONOMY REVIEW



HOW CAN I GET INVOLVED?



vancouver.ca/employment-lands



employment.lands@vancouver.ca



Take the survey

Broadway Subway Project

Over the next 30 years, Metro Vancouver will welcome 1 million new residents and 600,000 new jobs. The Broadway Corridor is home to the second largest employment centre in B.C. and the largest hospital and university in Western Canada. The corridor is home to the 99 B-Line, the busiest bus route in Canada and the United States, and Commercial-Broadway Station, the biggest transit bottleneck in the region.

Rapid transit along this busy corridor will ensure that our region stays connected, efficient, and economically strong.

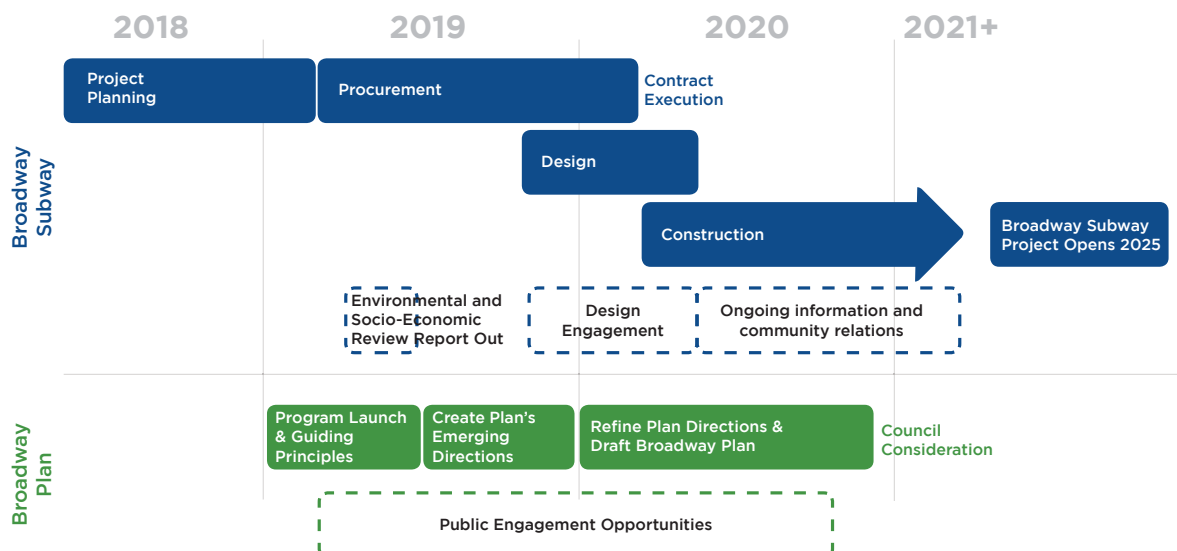
The Broadway Subway Project — from the VCC-Clark Station to a new terminus station at Arbutus Street — was prioritized in the 10-Year Vision created by the Metro Vancouver Mayors' Council on Regional Transportation. The Broadway Subway Project is the City of Vancouver's number one transportation priority, and one of the most significant infrastructure investments for the region's future.



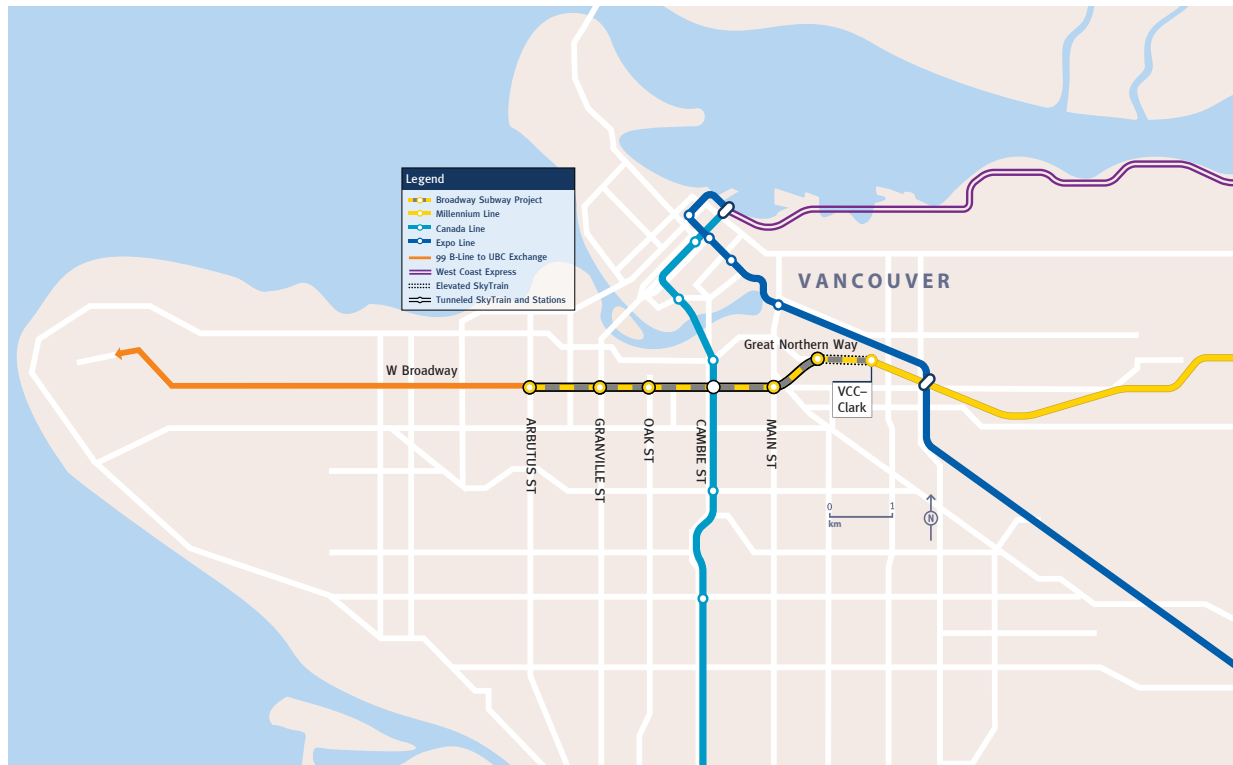
The project will cost \$2.83 billion, funded and delivered by the Government of B.C., with contributions from the Government of Canada and the City of Vancouver. The Broadway Subway Project is a key part of the rapid transit program in Metro Vancouver's Mayors' Council 10-Year Vision. The Vision is funded by the governments of B.C. and Canada, TransLink, and local municipalities.

PROCESS

On September 4, 2018, the business case and full funding for the Broadway Subway Project was approved. A competitive process is now underway to identify a design and construction contractor to build the project.



Broadway Subway Project



The Broadway Subway Project is an extension of the Millennium Line and a key link in Metro Vancouver's transportation system. The 5.7-kilometre line will extend the existing SkyTrain system seamlessly from VCC-Clark Station to a new terminus station at Arbutus Street, to serve the most congested section of the Broadway Corridor.

KEY FACTS

- » 5.7 km extension primarily tunneled under Broadway.
- » 6 underground stations near major intersections.
- » Will take about 11 minutes from Commercial-Broadway Station to Arbutus, half the time of the B-Line today.
- » Serves Central Broadway jobs.
- » Gets through most congested part of Broadway.
- » Direct underground connection between Canada Line and Millennium Line: improved connectivity between YVR Richmond with Burnaby and the Northeast Sector.
- » Expandable capacity to serve the long-term needs of the corridor.

Construction of the project will mostly involve tunneling starting in 2020, with the new extension opening in 2025.