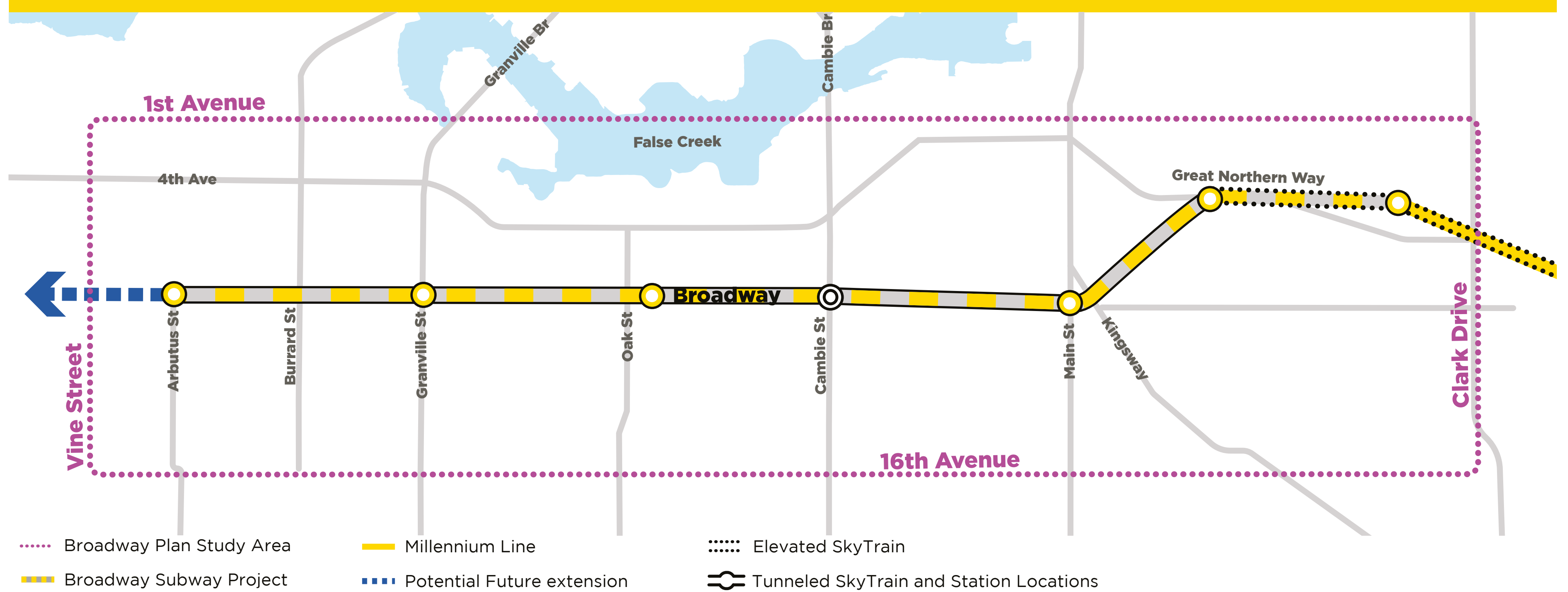


BROADWAY PLAN



WHAT IS AN AREA PLAN?

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

WHY IS AN AREA PLAN IMPORTANT?

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

FIRST NATIONS

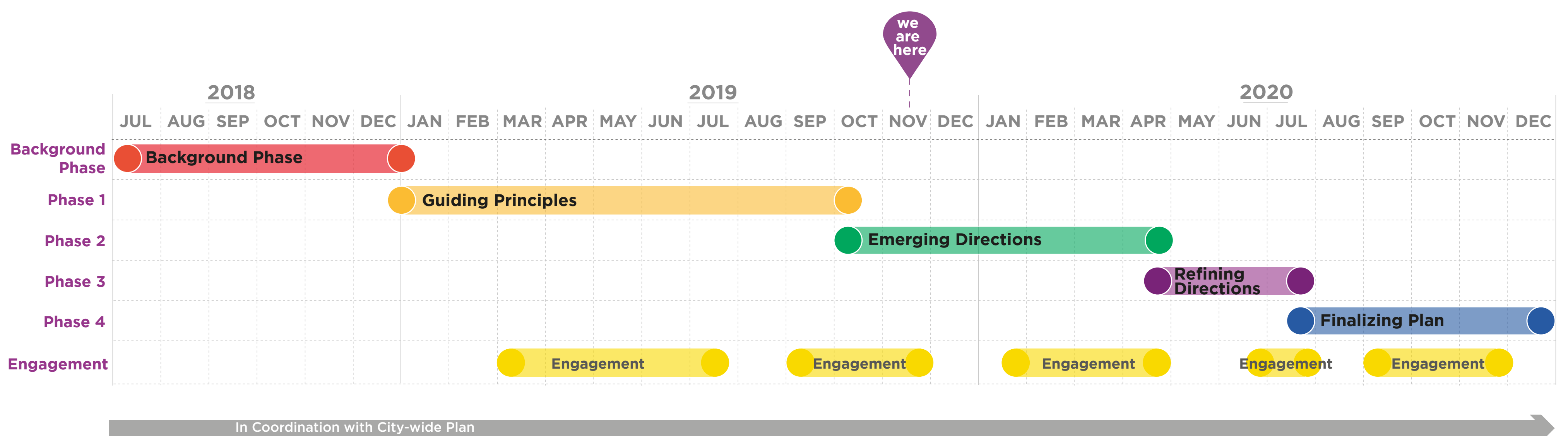
The Broadway Plan area is a significant area of land, and is central within the unceded traditional homelands of the Musqueam, Squamish and Tsleil-Waututh Nations.

WHO CREATES AN AREA PLAN?

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

HOW LONG WILL IT TAKE TO DEVELOP THE PLAN?

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



HOW CAN I GET INVOLVED?

Over the next 15 months there will be ongoing opportunities to share your thoughts.

To stay up to date with upcoming Broadway Plan updates and engagement opportunities, we encourage you to join our email listserv, which can be found on our webpage.



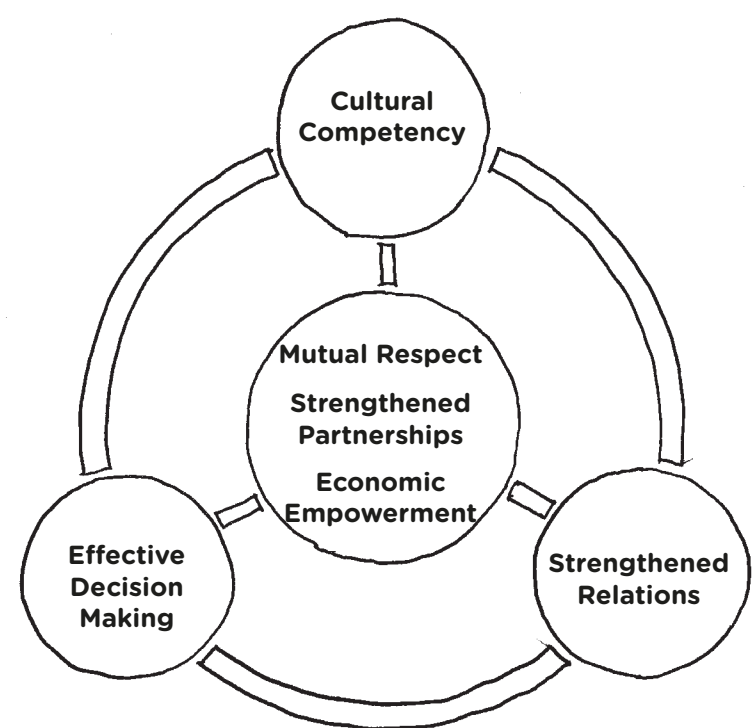
vancouver.ca/broadwayplan



broadwayplan@vancouver.ca

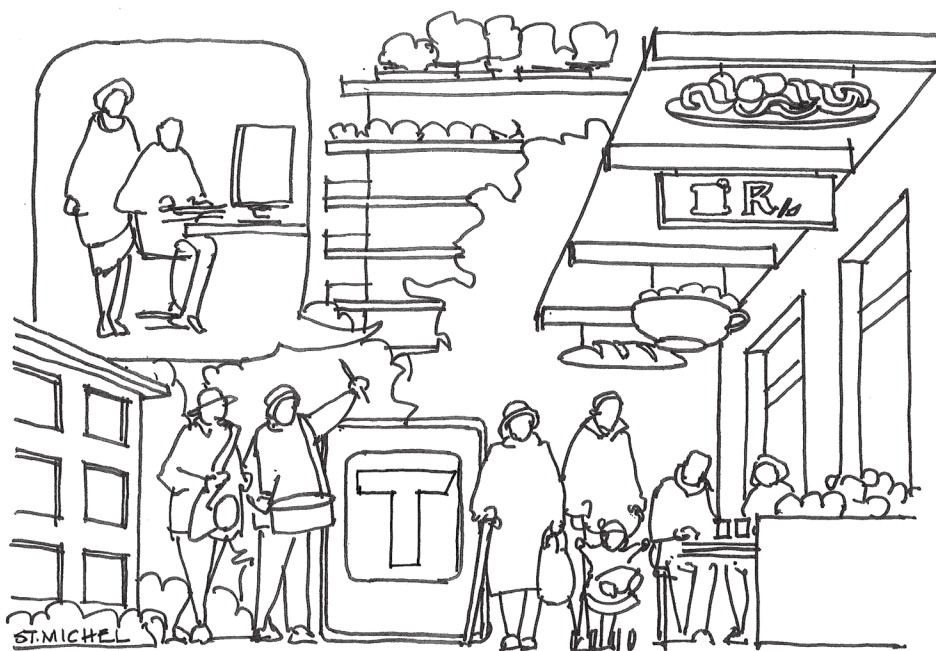
GUIDING PRINCIPLES

Guiding Principles for the Broadway Plan were endorsed by City Council on October 22, 2019, setting direction for the creation of the plan that will incorporate core community values into future planning for the area. Public input played a key role in developing the principles.



Support Reconciliation with First Nations and Urban Indigenous Peoples

The Broadway Plan area is within the unceded homelands of the Musqueam, Squamish, and Tsleil-Waututh Nations. It is also home to diverse Urban Indigenous communities. Musqueam, Squamish, and Tsleil-Waututh voices and visibility on the land should be supported, along with opportunities to support Indigenous peoples' cultures and art.



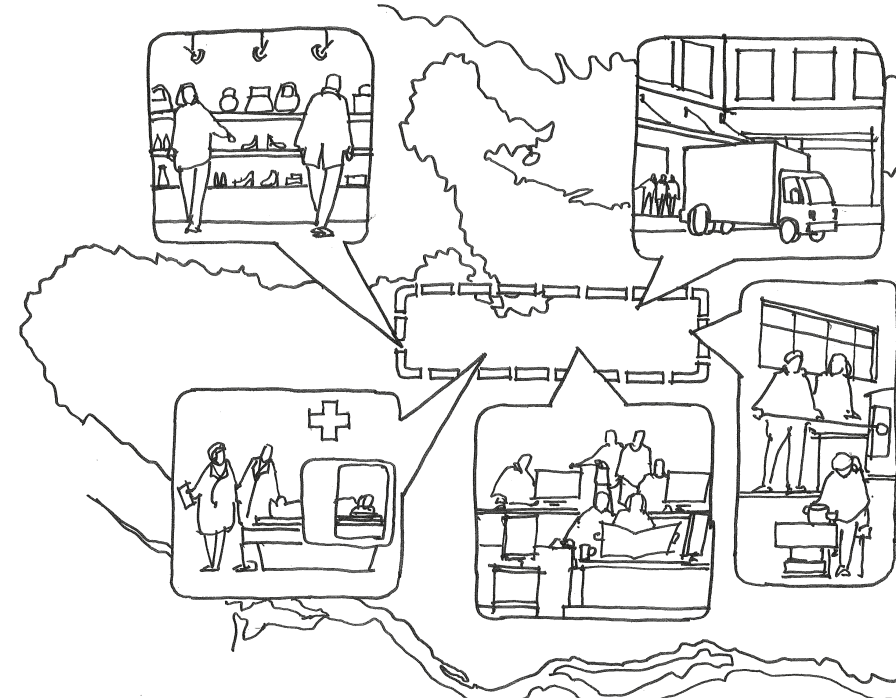
Support Affordable, Diverse and Inclusive Complete Neighbourhoods

Leveraging the investment in the Broadway Subway, new housing opportunities (particularly purpose built market and below-market rental and social and supportive housing) close to transit should be expanded for a diversity of household types, incomes, and backgrounds, while retaining and reinvesting in existing older rental housing and with the goal that renters can remain in the neighbourhood at affordable rates. Neighbourhoods should be liveable and meet the needs of all ages, incomes and abilities and include amenities, jobs, shops, services, and community facilities and services (e.g. childcare and neighbourhood houses), as well as opportunities for arts and cultural activities. Residents should live within an easy walk or roll of their daily needs.



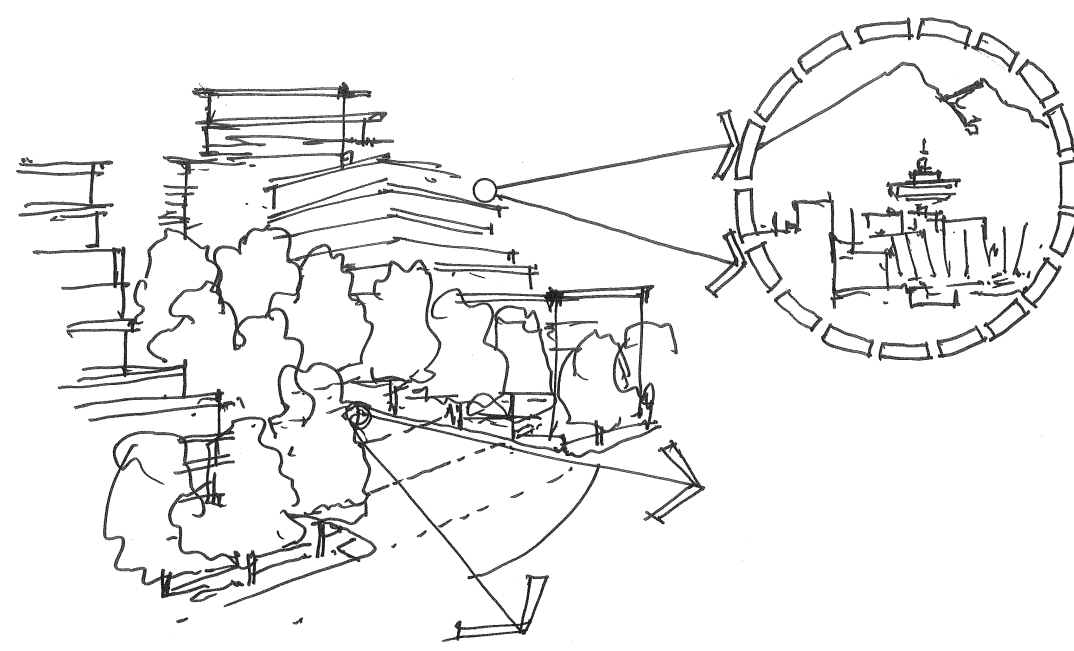
Recognize and Enhance the Area's Distinct Neighbourhoods and Places

The distinctive qualities of neighbourhoods, such as green and leafy residential streets, shopping villages, and heritage and cultural resources, should be retained and enhanced, while integrating new housing and job space.



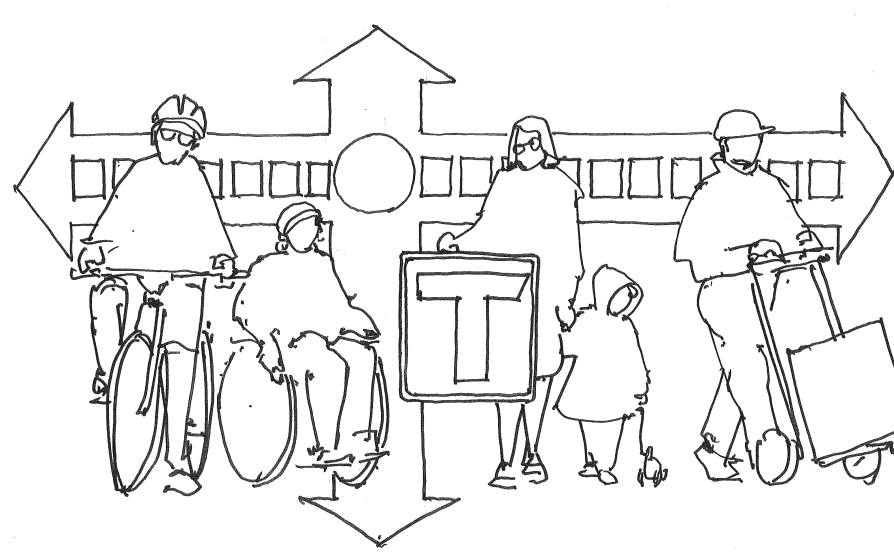
Foster a Robust and Diverse Economy

The amount and diversity of job space should be increased to strengthen Central Broadway as the Province's second largest jobs centre, particularly in the Uptown area. Industrial and mixed employment lands should be retained and foster an evolving creative economy. Key shopping villages and opportunities for small and local businesses should be enhanced, including new neighbourhood serving shops and services.



Encourage Contextual Design

New development should include architecture and building forms that respond to the evolving local context, including topography and elements of neighbourhood character (i.e. terracing, access to views and light, green and leafy streetscapes, variety of building materials, gardens, etc.), as well as the new Broadway Subway.



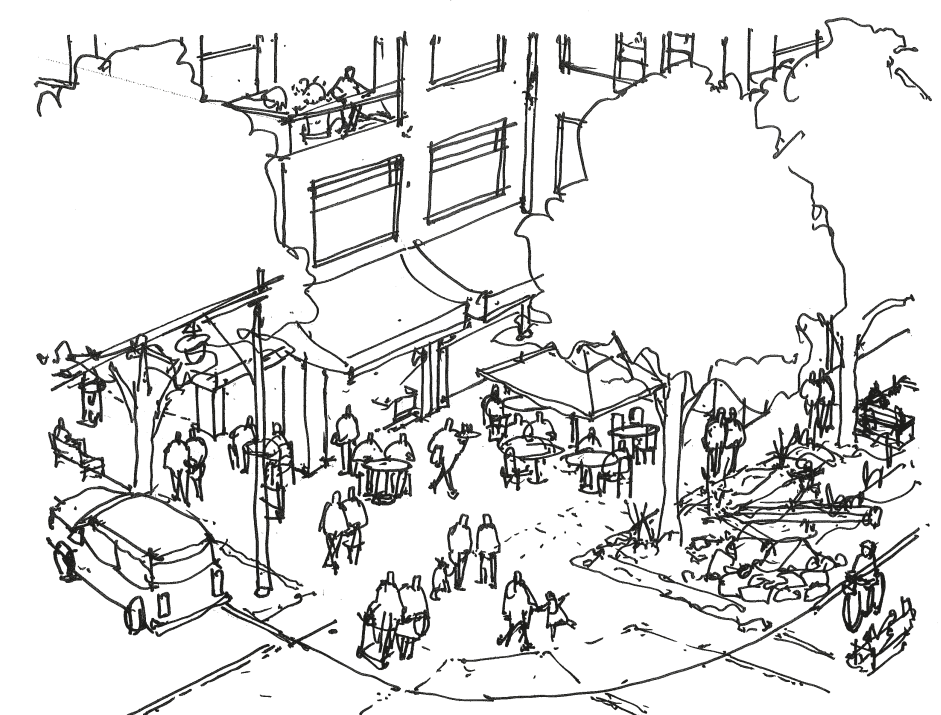
Provide and Support Healthy Transportation Options

A network of Complete Streets should be created to provide people of all ages and abilities with high quality walking, cycling, transit and other shared mobility options, including strong connections to the Broadway Subway stations. Connections within and between neighbourhoods should be enhanced to provide direct access to shops and services, amenities, jobs and transit. Goods movement, loading and servicing needs should be supported.



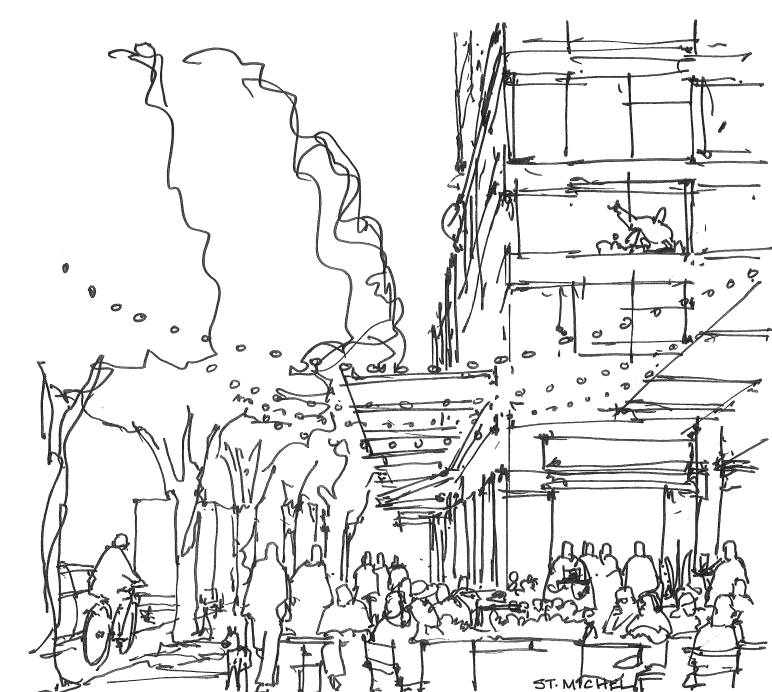
Demonstrate Leadership in Sustainability and Resilience

New development, streets, parks and public spaces should enhance neighbourhood environmental systems, reduce carbon emissions, and be sustainable and resilient to climate change. An integrated water management approach including green infrastructure should be used to capture, clean and reuse rainwater within watersheds, enhance the natural environment, and provide long term resilience as well as co-benefits such as public space or active transportation improvements. Innovative approaches to reduce carbon emissions in building operation and construction should be introduced, and zero emissions vehicles should be supported.



Create and Enhance Parks and Public Spaces

Diverse places for public life should be integrated along key shopping streets and throughout neighbourhoods to foster walkability and human health, and create opportunities for social connection, cultural expression (e.g. public art), recreation and play, and access to nature. Parks and public spaces should respond to local context, such as unique views or adjacent businesses.



Enhance Broadway as a Great Street

Broadway should be enhanced as a street of special significance—a Great Street—with a series of unique and vibrant places to live, work, visit and play. Street design, new development, public spaces, and businesses should contribute to a delightful experience for everyone and lively gathering places, and help create distinct character areas along Broadway that also serve the local neighbourhoods.

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

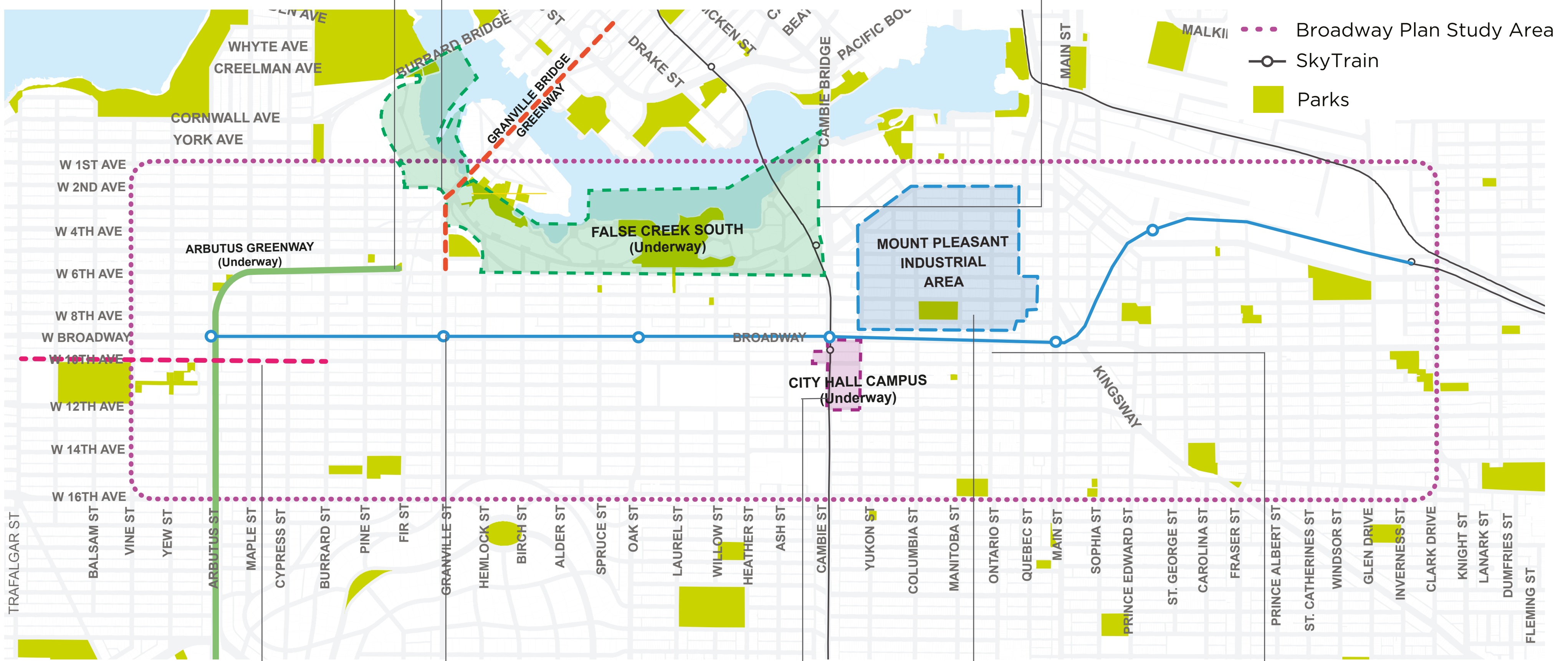
The goal of this project is to create a safe, comfortable, accessible and enjoyable walking, rolling and cycling experience across the bridge and seamlessly connect to major destinations and the city's broader network. The third phase of the project, which is beginning in late 2019, will present an evaluation of the design options.

For more information:
vancouver.ca/granvilleconnector

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 from Trafalgar St to Burrard St was prioritized to be upgraded prior to the construction of the Broadway Subway Project. Interim improvements have recently been completed. Permanent facilities will be constructed at a later date after further monitoring and consultation.

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

In 2013, land use changes were approved to enhance the area as a job center and support the local economy. In October 2019, the City finalized a Transportation Strategy for this area to support these land

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.

ONTARIO GREENWAY PROJECT

Prior to the construction of the Broadway Subway, the City is exploring upgrades for the Ontario Greenway, from the False Creek Seawall to 16th Avenue, to reduce conflicts for all modes along this corridor. This includes options to minimize traffic volumes on local streets and upgrade key intersections to provide more protection from motor vehicles. The Ontario Greenway is part of the City's 2018-2022 five-year plan for cycling additions and upgrades.

STREETS AND PUBLIC REALM: EMERGING TRENDS AND PRIORITIES

As we develop a vision for the streets and public realm of the Broadway Plan Area, these are some of the community priorities and emerging trends in transportation, sustainability, and public space design to consider.

Mount Pleasant Public Realm

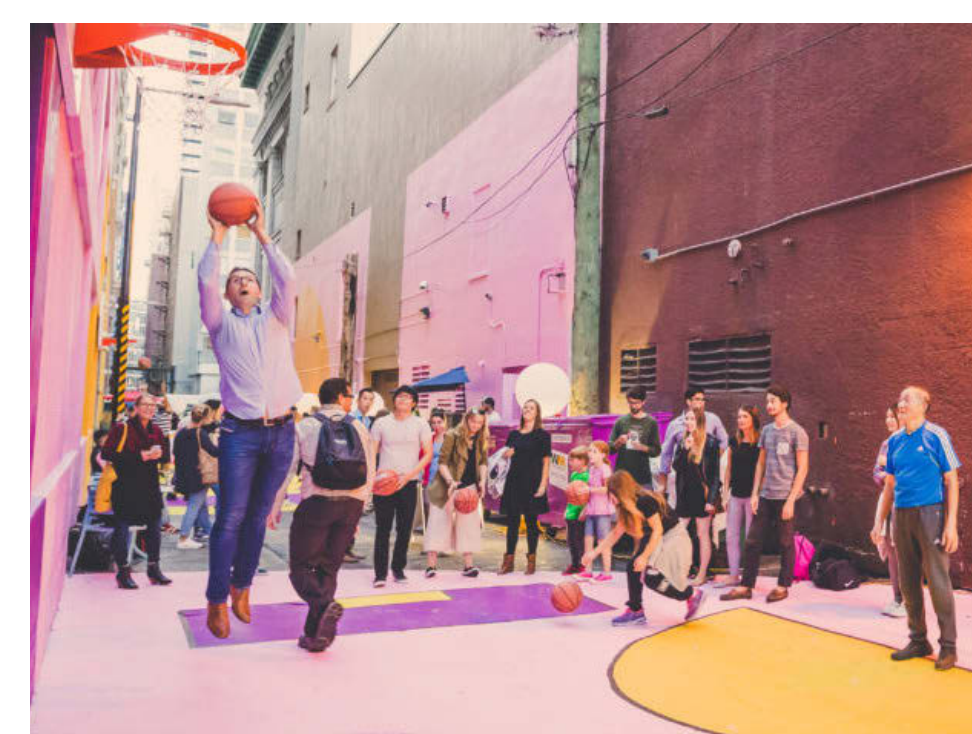
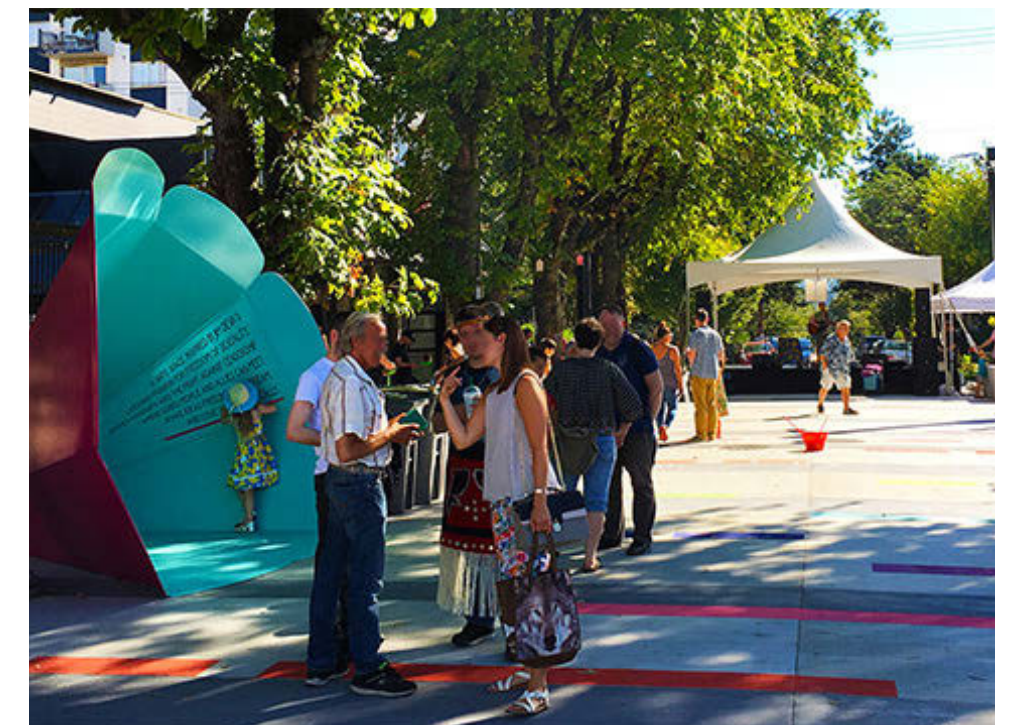
In 2010, after an extensive public planning process, City Council adopted the Mount Pleasant Community Plan. A Public Realm Plan followed in 2013. Broadway Plan recognizes the need to respect and build off of this work in this neighbourhood.

What the Mount Pleasant Community Plan says:

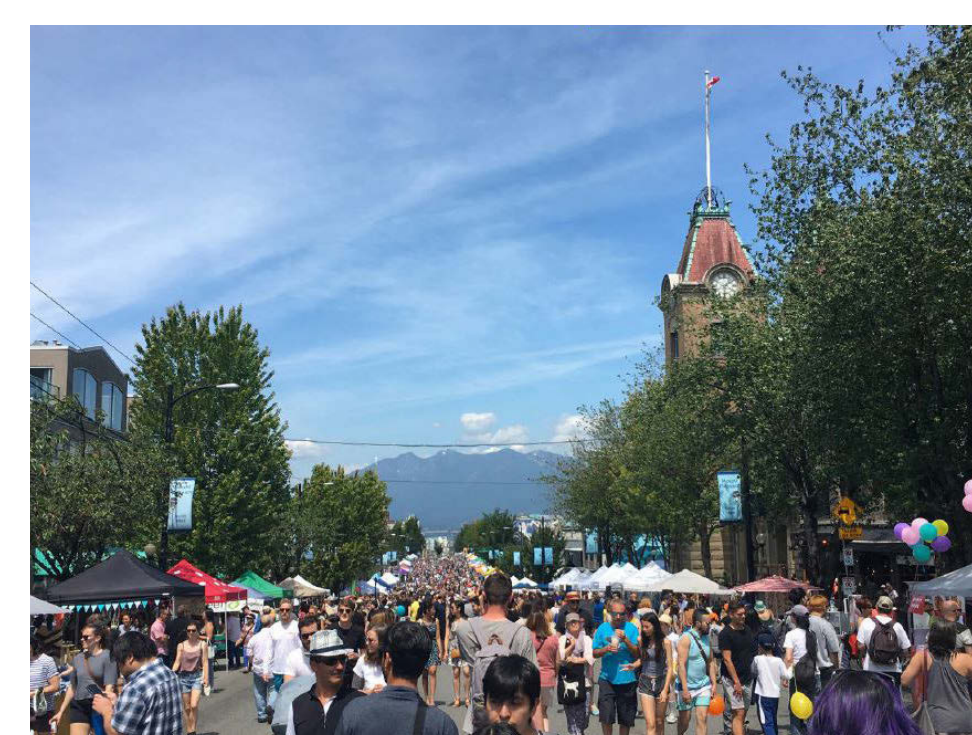
- Pursue creative ways to add park/open space; seek more green space through large site redevelopment.
- Create one new central neighbourhood square (with covered area) for events.
- Provide improvements to encourage walking and cycling in Mount Pleasant
- Develop a laneway strategy as part of the Public Realm Plan; activate laneways to make them places to walk, live and work, while still serving commercial loading/unloading and waste management routes.
- Find a variety of ways of acknowledging historic waterways, heritage trees and other aspects of natural history
- Recognize and celebrate the “triangle block” as the historic heart of the community.



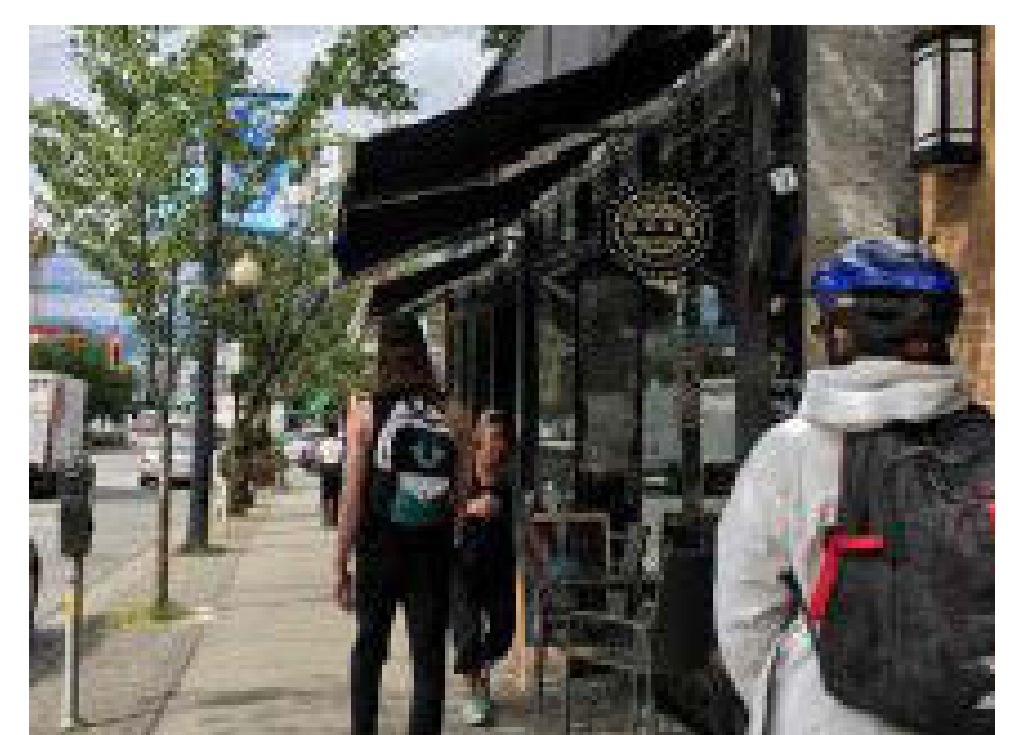
Pavement-to-Plazas



Laneway Activations



Streetscape and Public Realm



Dude Chilling and Mount Pleasant Parks



Urban Forest and Street Trees



Park Program and Amenities

vancouver.ca/broadwayplan

Parks

Vancouver is home to a vibrant network of parks offering a variety of experiences, and has a long history of prioritizing access to parks. In 2019, the Vancouver Park Board approved VanPlay, a plan for the future of parks and recreation. VanPlay identifies targets for things like park provision, urban forest canopy and equity initiative zones. Areas of Mount Pleasant were identified for having less than .55 park ha / 1000 people or no park access within a 10-minute walk, less than 5% canopy coverage, and as being historically underserved by investment in park amenities.

Community members cherish access to green spaces such as Dude Chilling Park, Jonathan Rogers Park and Mount Pleasant Park. Streets with large, leafy tree canopies are appreciated throughout the area, although it is recognized that there are gaps and opportunities, especially on Broadway. Access to amenities including washrooms, accessible playgrounds, dog parks, skate parks, and other features could be improved in the network of parks.

STREETS AND PUBLIC REALM: EMERGING TRENDS AND PRIORITIES

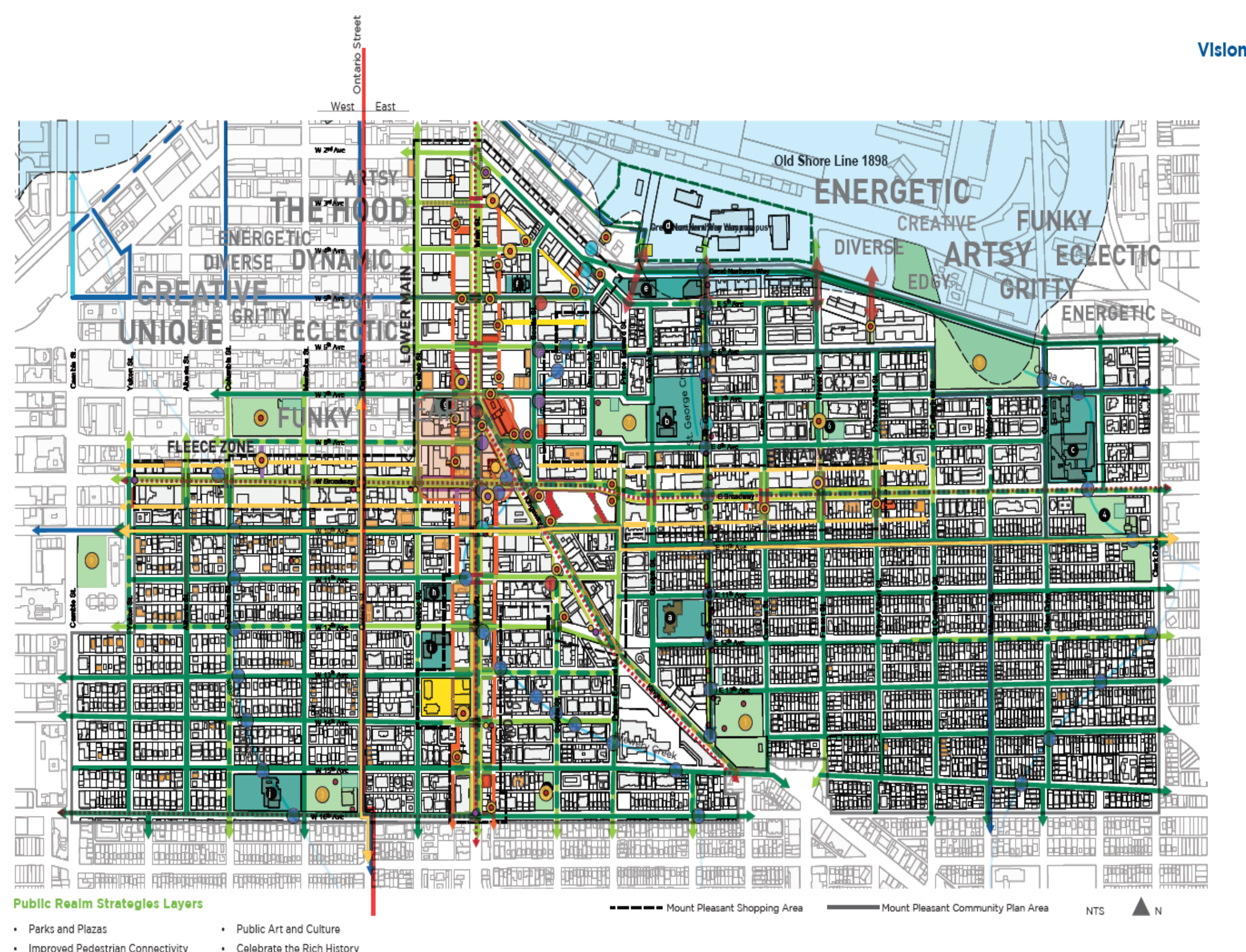
Mount Pleasant Community Plan (2010)

The 2010 Mount Pleasant Community Plan includes recommendations on how to improve the streets and public realm in the neighbourhood. We will use these recommendations as a starting point and consider how they could be updated to better reflect current City policies and what we heard during Phase I of the Broadway Planning process.



Streets and Public Realm in the Mount Pleasant Community Plan:

- Pursue creative ways to add park/open space; seek more green space through large site redevelopment.
- Create one new central neighbourhood square (with covered area) for events.
- Provide improvements to encourage walking and cycling in Mount Pleasant.
- Recognize and celebrate the “triangle block” as the historic heart of the community.
- Develop a laneway strategy; activate laneways to make them places to walk, live and work, while still serving commercial loading/unloading and waste management routes.
- Find a variety of ways of acknowledging historic waterways, heritage trees and other aspects of the natural history.



Welcoming Public Spaces and Parks

Public spaces and parks are important gathering spaces for a community. In the Mount Pleasant area, community members cherish the green spaces that are currently in the neighbourhood, such as Dude Chilling Park, Jonathan Rogers Park, and Mount Pleasant Park. The plaza at Main and 14th Avenue is also enjoyed by many. However, more public spaces that are inclusive, safe, and comfortable for people of all ages and abilities are welcome.

STREETS AND PUBLIC REALM: EMERGING TRENDS AND PRIORITIES

Make it an Enjoyable Place to Walk

People value Mount Pleasant’s vibrant streets, many of which are tree-lined. Pedestrian safety, however, is still a concern and many streets such as Broadway and 12th Avenue would benefit from pedestrian improvements.

Pedestrian improvements that community members suggested for the Mount Pleasant area include improved crosswalks, traffic calming, reduced speed limits on major roads, more greenery, installation of missing sidewalks and curb ramps, wider sidewalks, lighting, weather protection, and washrooms.



Make it Easy, Safe and Enjoyable to Cycle

A bike-friendly neighbourhood includes safe, comfortable, and convenient cycling facilities like bike racks near stores and services, storage near transit stations, protected bike routes and clear cues to guide people to their destinations.

In Mount Pleasant, while there is access to bike routes, we heard that cycling would be more enjoyable and easier with protected bike lanes, safer crossings at intersections, traffic calming, additional bike storage and parking, and washrooms.



STREETS AND PUBLIC REALM: EMERGING TRENDS AND PRIORITIES

Complete Street Networks

A 'Complete Streets' network is a hierarchy of larger and smaller streets that connect to one another, designed to accommodate people of all ages, abilities and provide options for different ways to move around. One of the guiding principles of the Broadway Plan is to create a Complete Streets network to provide all people of all ages and abilities with high quality walking, cycling, transit and other shared mobility options.

Principles of a Complete Streets Network

- Improve **safety, comfort, and accessibility** for all modes and all people, with a focus on walking, cycling and transit
- Provide **direct and convenient** access to shops, services, and other destinations for all modes of transportation
- Carefully **address impacts** to transit, emergency services, nearby streets, other curb uses, and access to local businesses when reallocating road space
- Enhance overall **travel time reliability** for all modes, with emphasis on transit and goods movements
- Incorporate **flexible and adaptable design** approaches to accommodate multiple uses and make future space reallocation easier and less costly
- Enable **smart infrastructure** opportunities to support emerging green transportation technologies
- Support a **lively city** that encourages a culture of walking and cycling, and increased social interaction within vibrant public spaces
- Explore opportunities to improve **local ecology**, such as improving stormwater management and increasing the number, size, and health of street trees



Great Streets

'Great Streets' are streets that people enjoy spending time on. They are memorable and recognizable, and are safe and comfortable, and easy to get around. These streets may dedicate as much space to pedestrians and slower movement on side boulevards as to the faster vehicular through-movement in the centre of the street. These slow movement side boulevards are defined by unique pavement designs, lighting, and landscaping and trees, which contribute to the unique character and beauty of these streets.

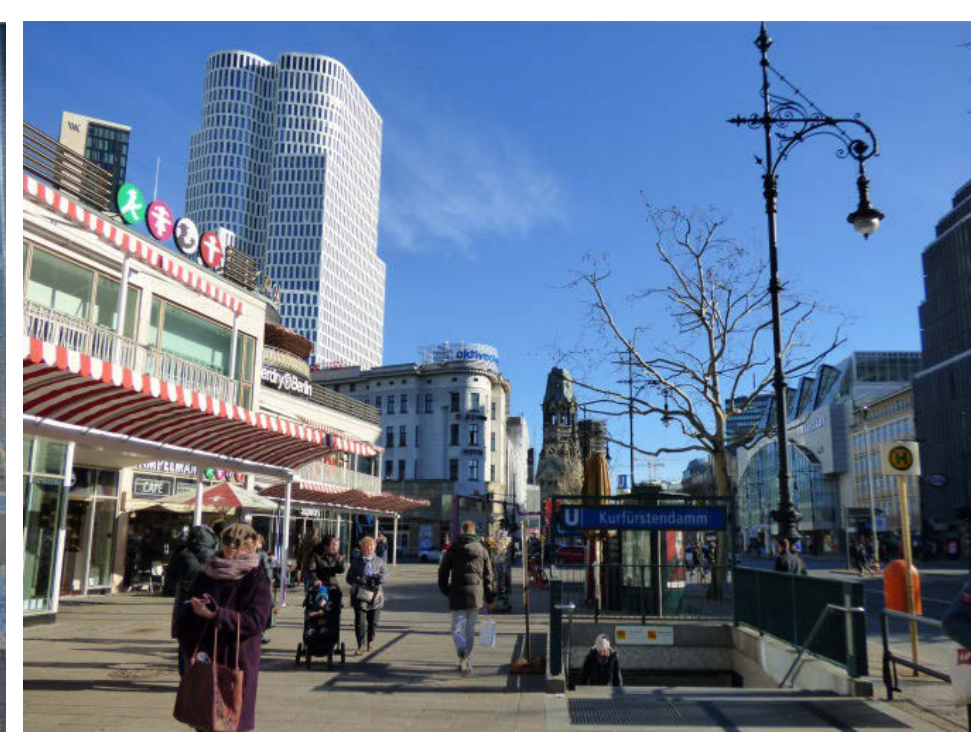
One of the guiding principles for the Broadway Plan is to enhance Broadway as a Great Street because of its prominence within the Vancouver street network and the number of neighbourhoods it connects. It has the unique potential to activate and stitch together public life and form the spine of the Complete Street Network in this area of the city.

Key Elements of a Great Street

- **Protection** - safety for all users
- **Comfort** - physical experience and ease
- **Legibility** - easy navigation
- **Enjoyment** - delightful experience



Kurfurstendamm, Berlin



Ceintuurbaan and Ferdinand Bolstraat, Amsterdam



Laurier Avenue, Montreal



vancouver.ca/broadwayplan

STREETS AND PUBLIC REALM: EMERGING TRENDS AND PRIORITIES

Re-Think ‘Curbside’ Uses

With the growing demand for our curbside space, many cities are permitting a mix of uses and moving away from only parking. These uses can include pick-up/drop-off spaces (especially for people with accessibility needs), loading spaces, transit stops, bicycle parking, accessible parking, rainwater management facilities, etc.

Recently, Council has recently approved the implementation of new congestion and curbside stopping regulations for ride-hailing vehicles picking and up and/or dropping off passengers in the Metro Core, which includes the Broadway Area. These regulations ensure that the introduction of ride-hailing services is consistent with the City’s goal to reduce congestion and emissions.



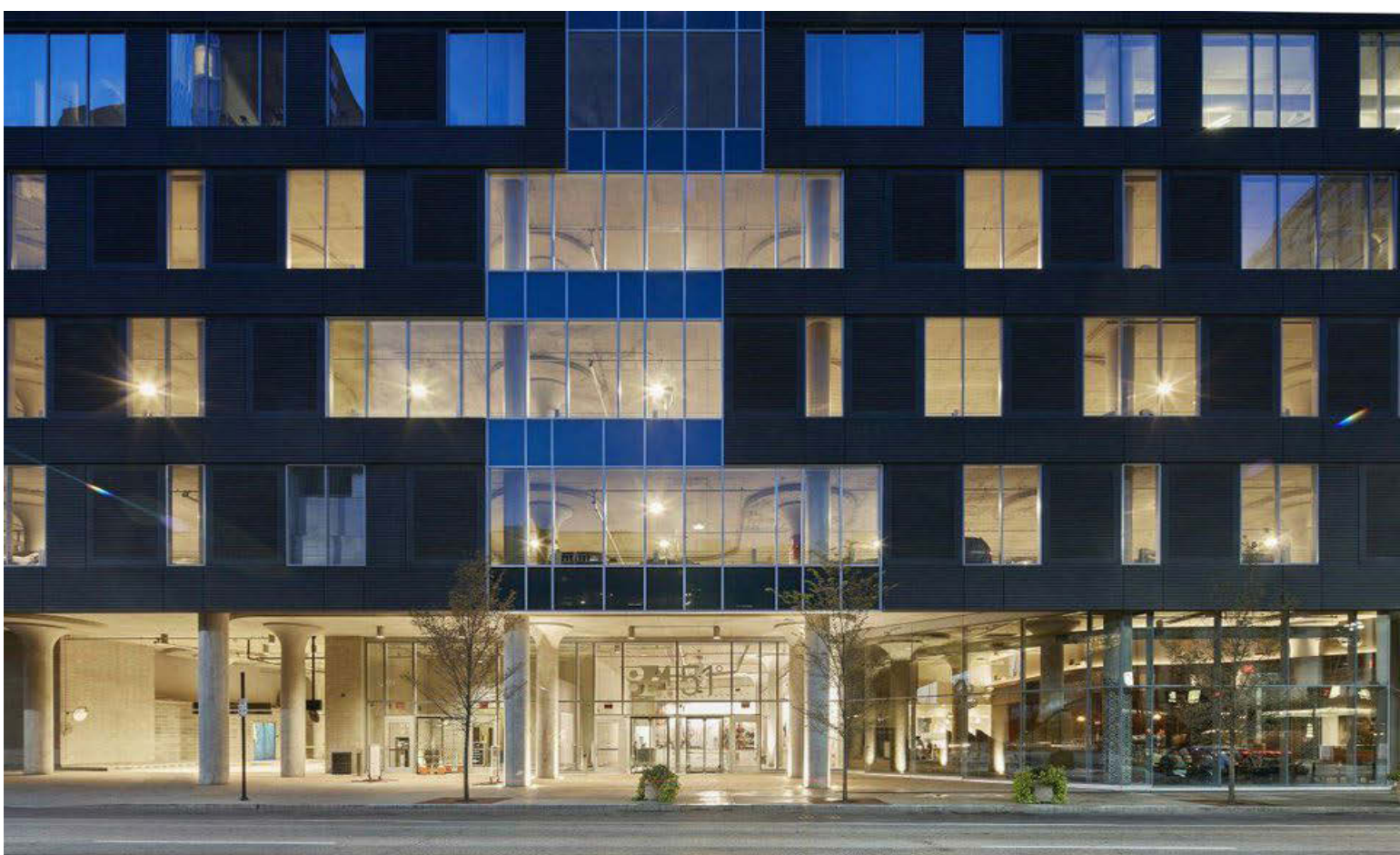
As we develop a vision for the Broadway Area, these new trends will be important to consider to ensure the curbside space within the Broadway Area is used as efficiently as possible.



Re-Think Parking Space

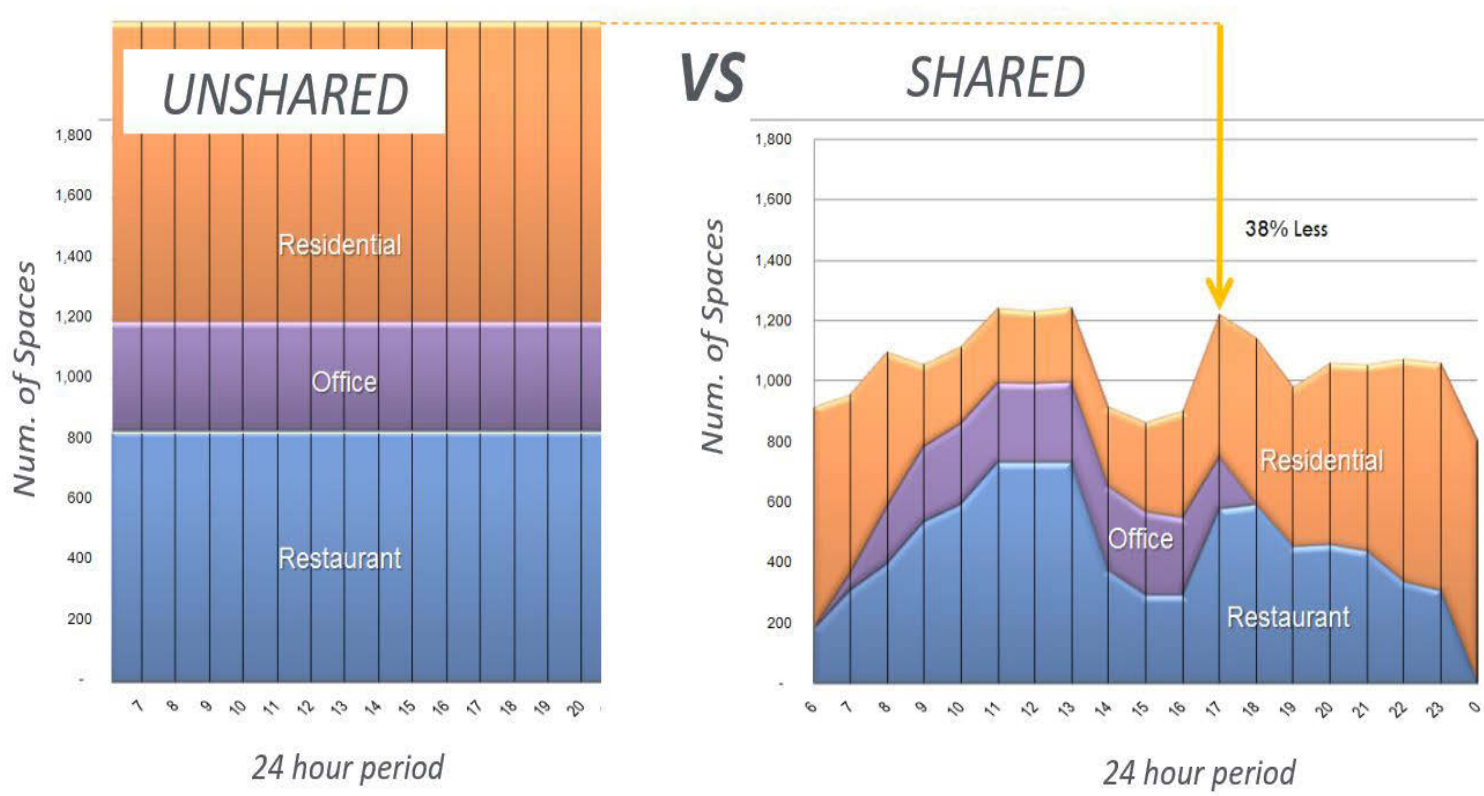
There is limited road space and land in the Broadway area, and many different ways to use it. This includes parking, parklets, patios, greenery, and walking and cycling facilities. At the same time, with new mobility options, the demand for parking is expected to decrease.

Some cities such as San Francisco, California and Portland, Oregon, are using demand-based parking meter rates and/or allow parking facilities to be shared by residents, office employees, and customers of local businesses to maximize the use of their limited space. In Cincinnati, Ohio, a building was built with a floor of parking that can be converted into office space in the future when that parking space is no longer needed.



Cincinnati, Ohio

SHARED PARKING

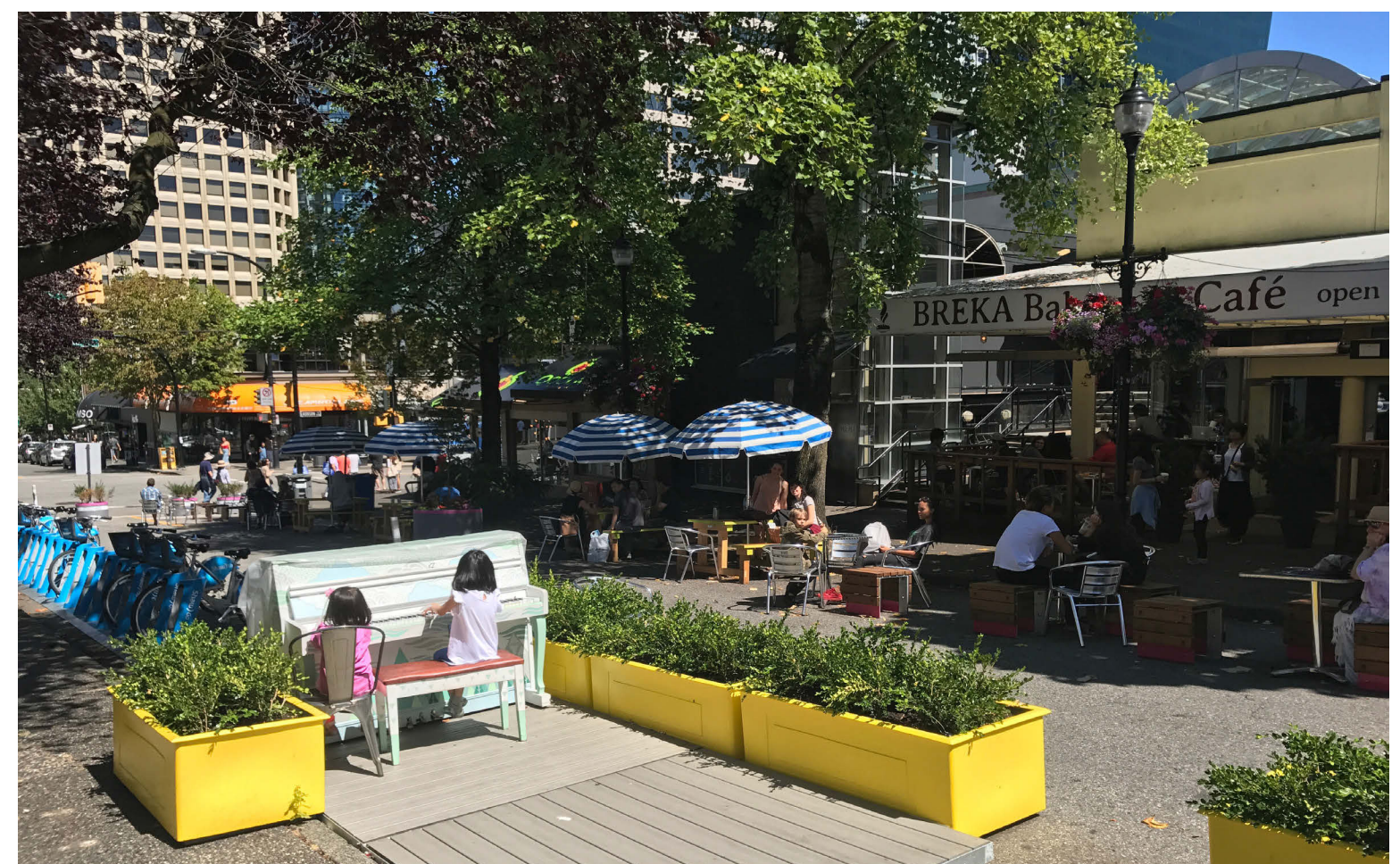


Cincinnati, Ohio

STREETS AND PUBLIC REALM: EMERGING TRENDS AND PRIORITIES

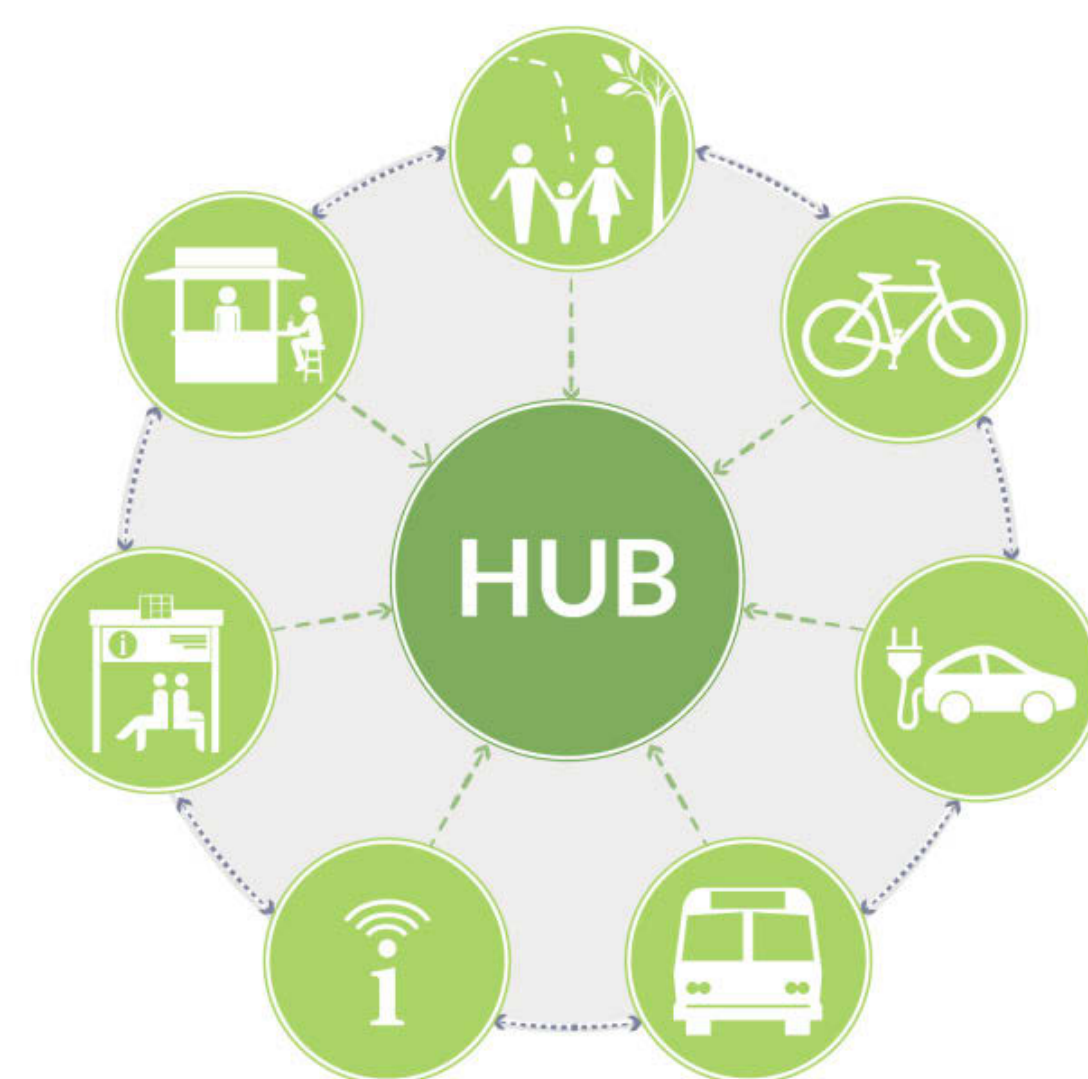
Car-light Streets

Car-light streets, are streets that are either partially or completely closed to vehicles. These are being implemented in cities across the world. They have been introduced on busy shopping streets as well as quiet, residential streets. By making streets car-light, they become places for walking, cycling, parks, plazas, parklets, greenery, and rainwater management opportunities.



Integrated Transportation Hubs

Transportation hubs are places where multiple ways of travel are accommodated – walking, cycling, transit, and driving – and where users can easily switch from one mode to another. Examples include SkyTrain stations, and smaller hubs served by buses.



STREETS AND PUBLIC REALM: EMERGING TRENDS AND PRIORITIES

Plan for New Mobility

There are new transportation trends and technologies emerging that could transform the ways we move around.

These include shared, electric and automated cars, scooters and bikes. Adopting these new mobility options may require reduced vehicle parking, more pick-up/drop-off zones, more bike stations, and more charging infrastructure.

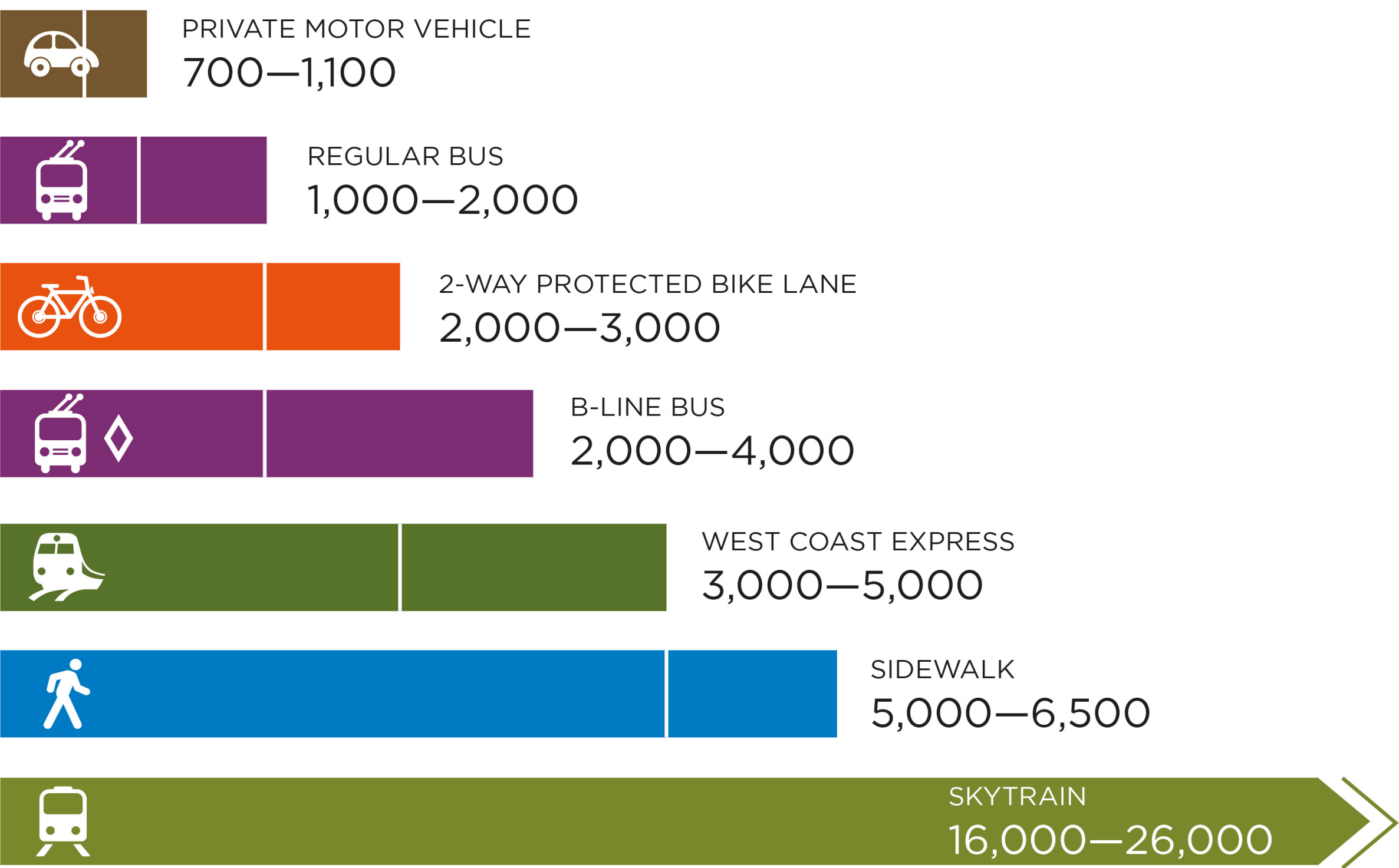
Note: electric scooters and electric skateboards are currently prohibited by the BC Motor Vehicle Act.



Move More People Safely, Comfortably, Efficiently

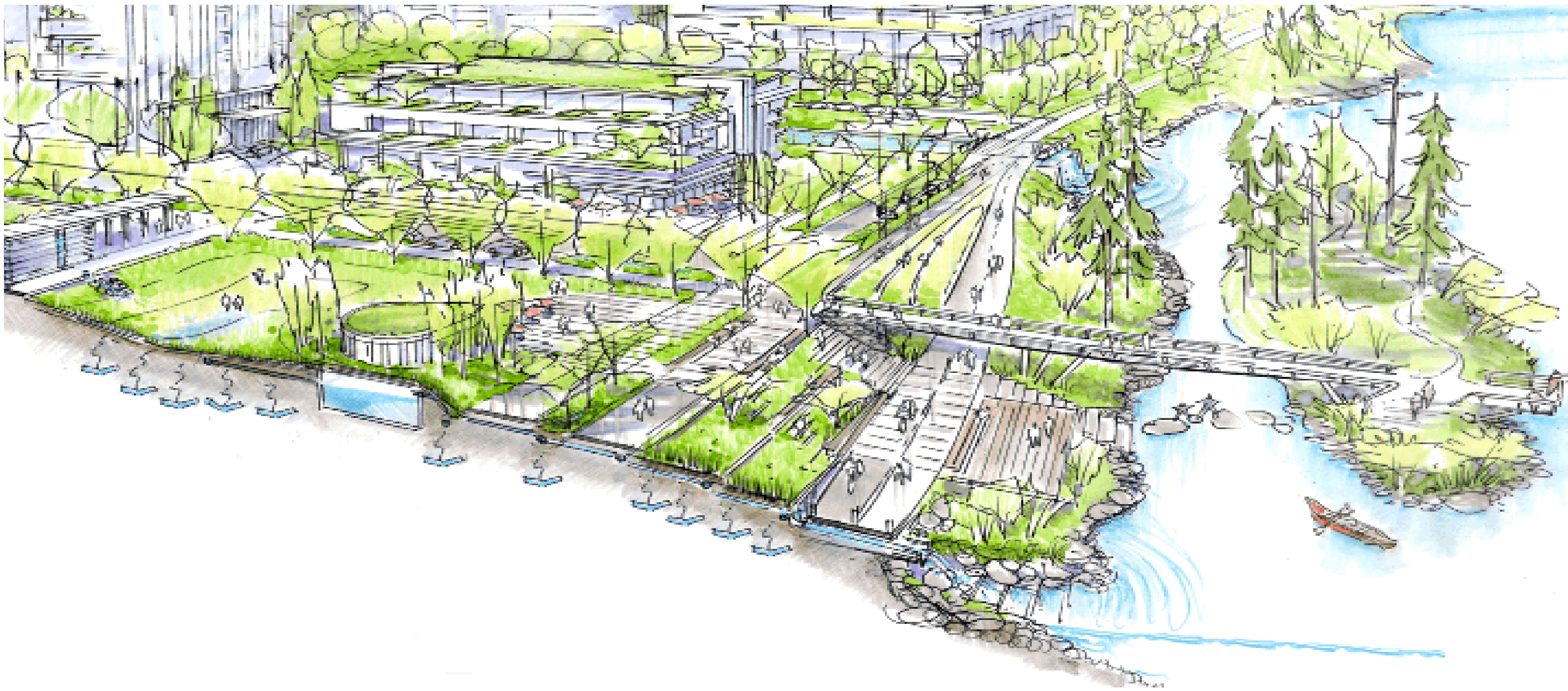
With a growing population and limited amount of road space we need to design our streets in ways that move more people. This requires making decisions about which types of transportation to prioritize. Understanding the people capacity of different types of transportation, for a similar amount of space, is a starting point for these decisions.

PEOPLE-MOVING CAPACITY: Vancouver Urban Transportation Modes
(in persons per hour per direction - 3 metre lane width)



January 2018

STREETS AND PUBLIC REALM: ONE WATER APPROACH



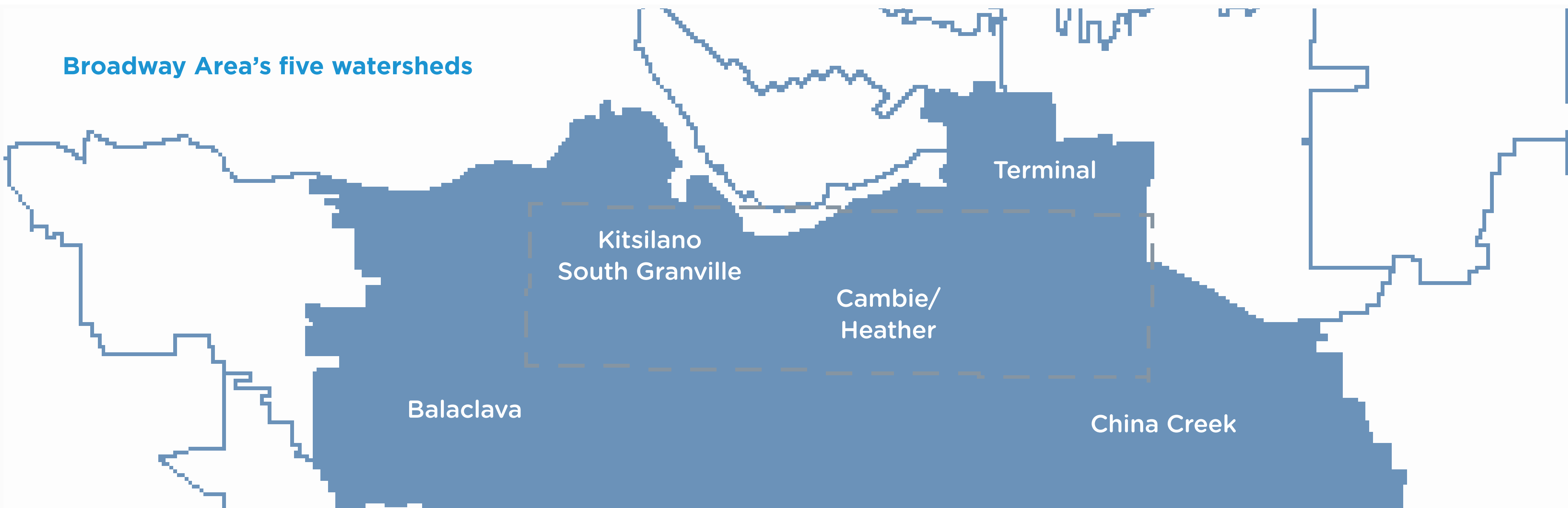
ONE WATER APPROACH

In alignment with the Guiding Principles and what we heard through Phase 1 engagement, an integrated water management, or “One Water”, approach will be integrated into the planning process for the Broadway area.

Integrating a One Water approach means applying a water lens throughout the planning process that: considers the entire urban water cycle and all sources of

water (drinking water, rainwater, wastewater, groundwater); plans at the watershed-scale; and seeks holistic solutions that provide both community and environmental benefits.

This approach aligns with the **Rain City Strategy**—a high-level plan recently adopted by Council that reimagines and transforms how we manage rainwater with the goal of improving water quality, resilience, and livability through creating healthy urban ecosystems.



Watershed (noun) — wa-ter-shed

A watershed, also called a drainage basin or a catchment area, is a distinct hydrologically-defined geographic unit, within which all land and waterways such as creeks, streams and rivers drain to a common outlet point.

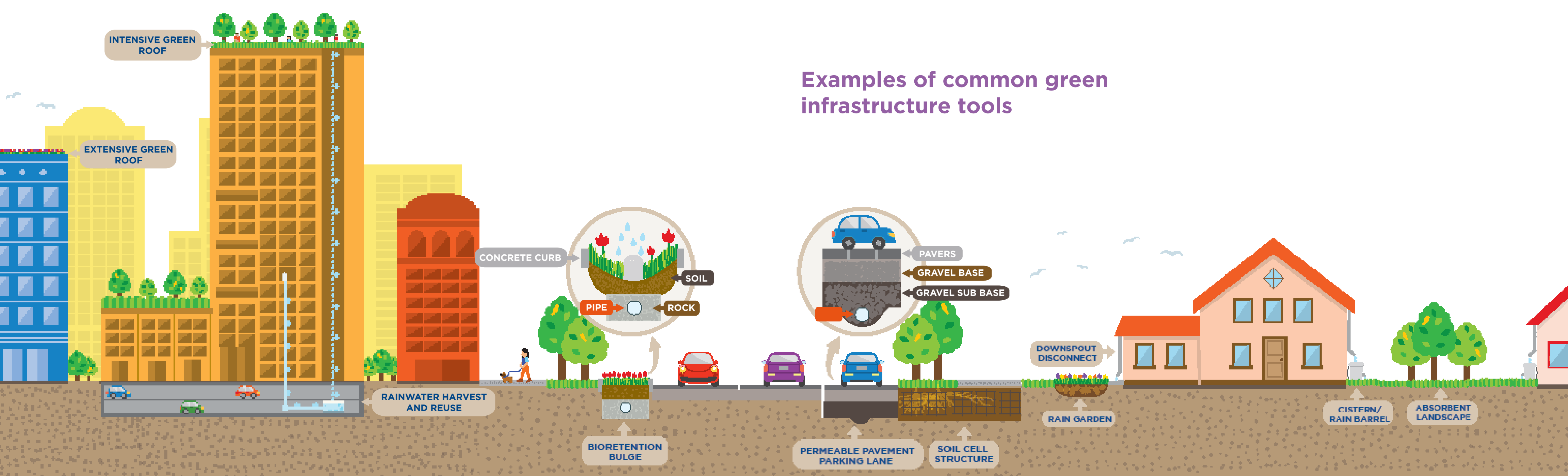
STREETS AND PUBLIC REALM: ONE WATER APPROACH

The One Water approach will consider a combination of tools that will help maximize the value of water as a resource, reduce the level of pollutants entering waterways, provide community and environmental benefits, and increase resiliency to climate change.

One of the key tools is green infrastructure, which attempts to mimic the natural

water cycle by using soils, plants, trees, and built structures to capture, store, and clean rainwater before returning it to our waterways and atmosphere. Green infrastructure can also include the harvest and reuse of rainwater.

In addition to providing community and environmental benefits, the use of green infrastructure can help reduce the need for traditional grey (pipe-based) infrastructure.



Extensive Green Roofs are layers of plants and absorbent soils on tops of buildings that keep rainwater from flowing down into our storm drains.

Intensive Green Roofs have thicker soil layers that allow larger plants, like trees, and are better suited for use as rooftop park space for people to enjoy.

Rainwater Harvest and Reuse systems collect rainwater and store it to be filtered and reused for things like flushing toilets.

Bioretentention Gardens are designed to collect rainwater from the street and catch basins and slowly infiltrate into the soil. Some provide a traffic calming when they are placed in an intersection bulge.

Permeable Pavement describes forms of pavement, like porous asphalt and permeable pavers (similar to cobblestones), that allow rainwater to pass through, and infiltrate into the soil below.

Soil Cells are carefully designed soil below sidewalks where trees are planted. The structures within the soil allow the roots to grow wide and large enough to support a full grown tree, while also retaining water.

Absorbent Landscapes are vegetated areas designed to absorb and store rainwater, often in their topsoil. This practice is often used in larger areas, like parks or entire yards.

Rain Gardens are gardens designed to collect and filter rainwater before releasing it slowly into the pipe system or letting it infiltrate into the soil.

Downspout Disconnect programs redirect the water flowing off of roofs from the pipe system to raingardens or other landscaping designed to absorb and use the water.

Cisterns/ Rain barrels are one of many ways to capture and store rainwater for later use, for watering your garden, or washing your car.

Green infrastructure: applied examples



Park and constructed wetland Hunter's Point South, New York



Bioswale Venema Creek, Seattle
Reconstructed 5 city blocks to collect and manage stormwater from more than 80 acres.



Bioswale Yale Street, Seattle
Treats 190 million gallons of stormwater annually