



# BROADWAY PLAN

May 2022

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# Unceded Lands: Musqueam, Squamish and Tsleil-Waututh Nations

The City of Vancouver recognizes that we are on the unceded, ancestral, and traditional homelands of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish) and səliłwətał (Tsleil-Waututh) Nations, who continue to live on, steward and host the City of Vancouver today. The Broadway Plan aims to recognize the living culture and history of the Musqueam, Squamish and Tsleil-Waututh Nations.

Musqueam, Squamish and Tsleil-Waututh peoples have had a spiritual, cultural, and economic connection to the land since time immemorial. Vancouver and 95 per cent of British Columbia are located on the unceded territory of Canada's First Nations. The term "unceded" acknowledges the dispossession of land and the inherent rights that the Musqueam, Squamish and Tsleil-Waututh Nations hold to the territory. The term serves as a reminder that they will always retain their jurisdiction and relationships within their territory.

The City of Vancouver looks forward to continued collaboration with the three Host Nations regarding the protection of cultural heritage, addressing cumulative impacts of development and enhancing cultural visibility on the land. We will continue to strengthen relationships of mutual respect and understanding with Musqueam, Squamish and Tsleil-Waututh Nations and urban Indigenous communities, integrating Indigenous perspectives in planning and decision-making processes.

# 1 Introduction

Vancouver is facing major global, regional and city-wide challenges, including a continued housing affordability crisis, increasing climate change pressures and the need to accommodate significant population and employment growth in a growing region.

Mount Pleasant, Fairview and Kitsilano are cherished neighbourhoods in Vancouver's city centre, holding a range of housing and employment areas and diverse shops, services and amenities that attract locals and visitors alike. Through community engagement we heard a strong desire — from long-time residents and newcomers, young people and families with children, downsizers, elders, workers, and business owners and operators — to live and work in the Broadway neighbourhoods. With the new Broadway Subway and strong regional growth, the Broadway Plan area will continue to be an attractive place to live, work, play and learn for decades to come.

With respect to housing, persistently low rental vacancy rates and rising costs mean that there is a significant need for increased tenant protections and supports alongside new rental housing in the area, including below-market and non-market options. The large stock of existing older rental housing in the Broadway Plan area provides valuable affordable housing; however, many buildings will need major repairs and, in some cases, redevelopment over the next 30 years. The Broadway Plan seeks to strike a balance between enabling new rental supply, providing options for retention and renewal, and minimizing displacement impacts by ensuring renters can remain in their neighbourhood at affordable rents.

With respect to jobs, Central Broadway plays a key role in the city's and region's growing economy as the second-largest employment centre in the province. Businesses express strong demand for office space in the area, and with the lowest vacancy rate in the country in recent years, there is a need for additional major office space as well as hotels to support the local economy. There is also a need to protect and ensure long-term industrial capacity for critical city-serving light-industrial businesses in the area.

## Study Area

The Broadway Plan area is centred on Broadway, from Clark Drive in the east to Vine Street in the west, encompassing 860 hectares (2,125 acres) of land with 485 city blocks. It measures approximately 5.8 kilometres from east to west, and 1.5 kilometres from north to south. This significant area of land is central within the unceded territories of Musqueam, Squamish and Tsleil-Waututh Nations.

Figure 1.1 - Broadway Plan Area



The Broadway Plan area has a large and complex urban fabric that has evolved over more than 150 years. The area includes the three established neighbourhoods of Kitsilano, Fairview and Mount Pleasant as well as the southern section of the False Creek Flats. It has a diverse mix of existing residential communities, industrial and employment areas, cherished shopping streets, the largest hospital in Western Canada and the Civic District (City Hall campus). In 2016, there were approximately 84,400 jobs and 78,000 people living within the Plan area.

The Plan area includes a diverse mix of places to live, work, learn and play.



**4** distinct neighbourhoods within the Plan area

The Broadway Plan area is centred on Broadway, generally from Clark Drive in the east to Vine Street in the west.



## What is an Area Plan?

Area plans are policy documents that provide long-term guidance and direction on a variety of topics, such as: land use, urban design, housing, jobs and economy, transportation, parks and public spaces, cultural infrastructure, social planning, heritage features, sustainability, and community facilities.

Through the Broadway Plan, the City seeks to leverage the opportunity of the Broadway Subway by coordinating comprehensive planning for the area with the delivery of the rapid transit project. The Plan provides a clear and flexible policy framework to guide growth and positive change in the area around the subway over 30 years.

## Interpretation of the Plan

Given the large size and complexity of the Plan area, a degree of flexibility is required in the interpretation and implementation of the Plan's policies. In particular, the land use policies (heights, densities and uses) and Built Form and Site Design (Chapter 11) are intended to provide a clear and robust framework to guide future development within each policy area, but they should not be seen as a prescriptive blueprint and may be interpreted with flexibility by City staff as needed to achieve the overall intent and goals of the Plan. Furthermore, the policies should not preclude the consideration of alternate approaches that might better deliver on the Plan's goals. Further details on the interpretation of land use policies is in Land Use (Chapter 7).

The Plan's policies will guide the preparation and review of rezoning applications and inform potential updates to the Zoning and Development Bylaw, but provide no legal entitlements or obligations on landowners or the City. Progress on meeting the Plan's overall objectives will be monitored over time, and its policies may be revisited and updated as lessons are learned through their implementation. More details on the anticipated review cycle are included in Implementation (Chapter 22).

## The Broadway Opportunity

The Broadway Plan provides a clear and flexible policy framework to guide growth, positive change, and the delivery of public benefits in the Broadway neighbourhoods over 30 years, considering both long-range and shorter-term goals.

The Plan is a significant opportunity to integrate additional housing and job space, new shops and services, and amenities close to high-quality rapid transit to create complete, inclusive and affordable transit-oriented neighbourhoods. The Broadway Subway, improved connections and an enhanced public realm will make it more convenient and enjoyable to get around by walking, rolling, cycling, or taking transit, whether accessing daily destinations or the larger city and region.

The Plan can contribute considerably towards meeting the objectives of the City's *Climate Emergency Action Plan*, *Employment Lands and Economy Review*, *Housing Vancouver Strategy*, *Transportation 2040*, *Healthy City Strategy*, *Culture|Shift*, *VanPlay*, *Vancouver Plan*, and other city-wide plans and strategies.



## The Broadway Subway



The Broadway Subway is an approximately six kilometre extension of the Millennium Line and a key new link in the Metro Vancouver region's rapid transit system that will better connect Vancouver with eastern growth centres — such as Burnaby, Coquitlam and Surrey — and, eventually, connect west to UBC. The Broadway Subway will also connect with the Canada Line, providing improved connections to Downtown, the Vancouver International Airport, and central Richmond.

The Broadway Subway will link to the Millennium Line at VCC–Clark station and provide six new stations: Great Northern Way–Emily Carr, Mount Pleasant, Broadway–City Hall, Oak–VGH, South Granville, and Arbutus. The \$2.83 billion project is funded by the provincial and federal governments, with contributions from the City.

In 2018, TransLink and the City of Vancouver signed a Supportive Policies Agreement (SPA) for the Broadway Subway. The SPA requires the City to complete a Broadway Plan, including sections on land use, housing and transportation. Key objectives of the SPA include helping to shape the future of the Plan area as a focal point for higher-density development, focusing on affordable housing, expanded employment opportunities, and improved transportation options.

## Reconciliation



On July 9, 2014, City Council adopted a framework for and designated Vancouver as a City of Reconciliation. The City of Reconciliation's vision aims to form sustained relationships of mutual respect, incorporate perspectives, and provide services that benefit Musqueam, Squamish and Tsleil-Waututh Nations and the urban Indigenous community. The three foundational components of the reconciliation framework are:

- » Cultural competency
- » Strengthening relations
- » Effective decision making

The Broadway Plan offers the chance to be deeply mindful of how we plan communities on the unceded Musqueam, Squamish and Tsleil-Waututh lands, and provides an opportunity for shared cultural understanding of these histories and movement towards a resilient future. Embedded within the Plan's chapters are policies to support Reconciliation efforts, increase Indigenous presence on the land and integrate cultural practices into public space, improve water quality, and continue to explore ways to work with Indigenous people living in Vancouver.

## Equity



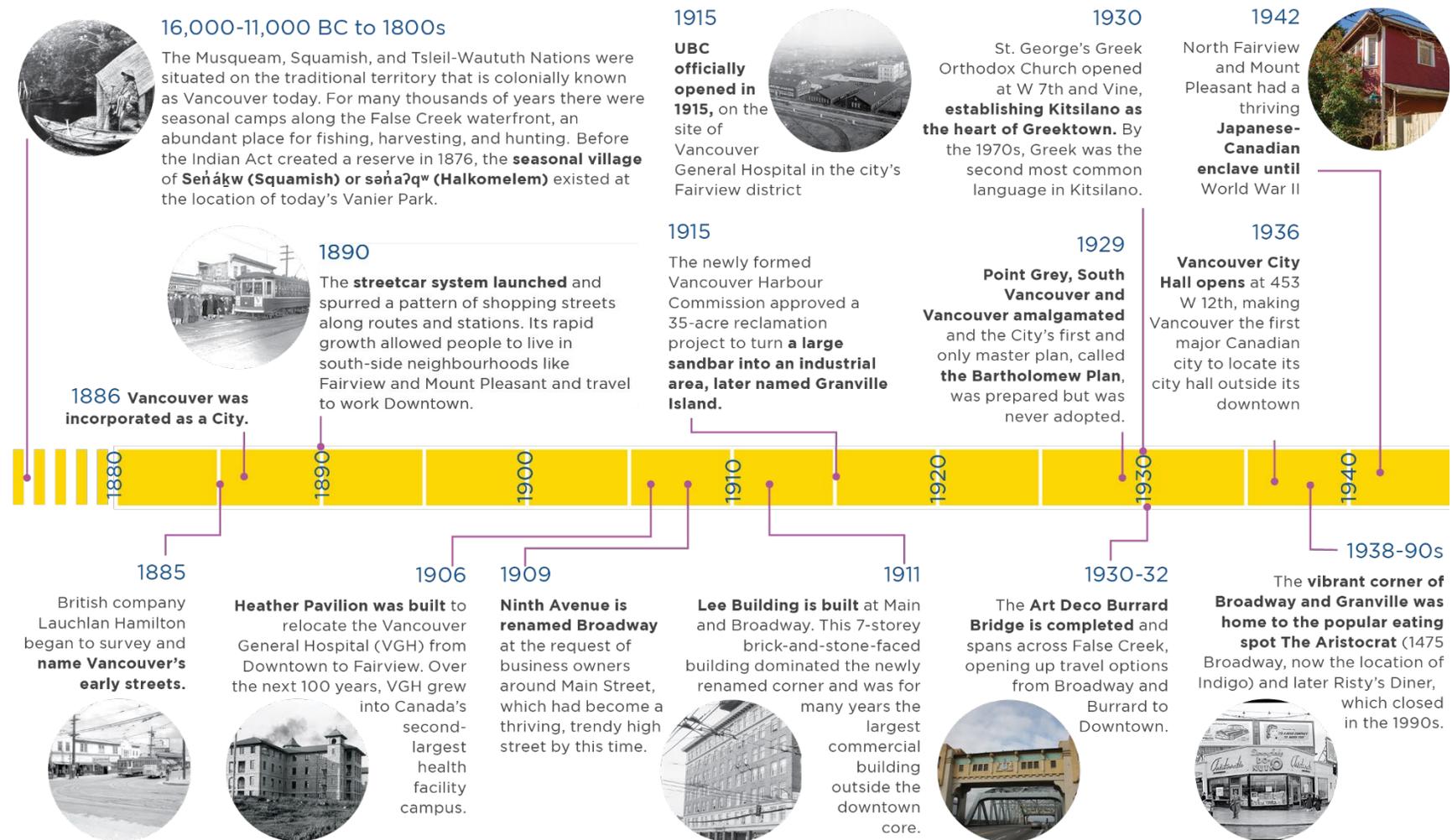
Approved in July 2021, the City of Vancouver’s Equity Framework lays the foundation for cultural change within the organization. It outlines priority areas and provides guidance for embedding equity in our work, both internally and externally. Equity is referred to as the distribution of power, access to resources, governance, and decision-making processes. It is both an outcome and a process. Equity as an outcome is the condition that would be achieved if one’s identity no longer predicted how one fares. Equity as a process is the replacement of policies, practices, attitudes and cultural messages that reinforce differential outcomes or fail to eliminate them.

Equity names and addresses systemic inequities that benefit and favour some groups and often disproportionately impact Indigenous, Black and People of Colour (IBPOC) and cultural communities. Individuals and communities with intersecting identities of Indigeneity, race, gender, gender expression, sexual orientation, ability and class can be — and often are — negatively affected by favoured social systems.

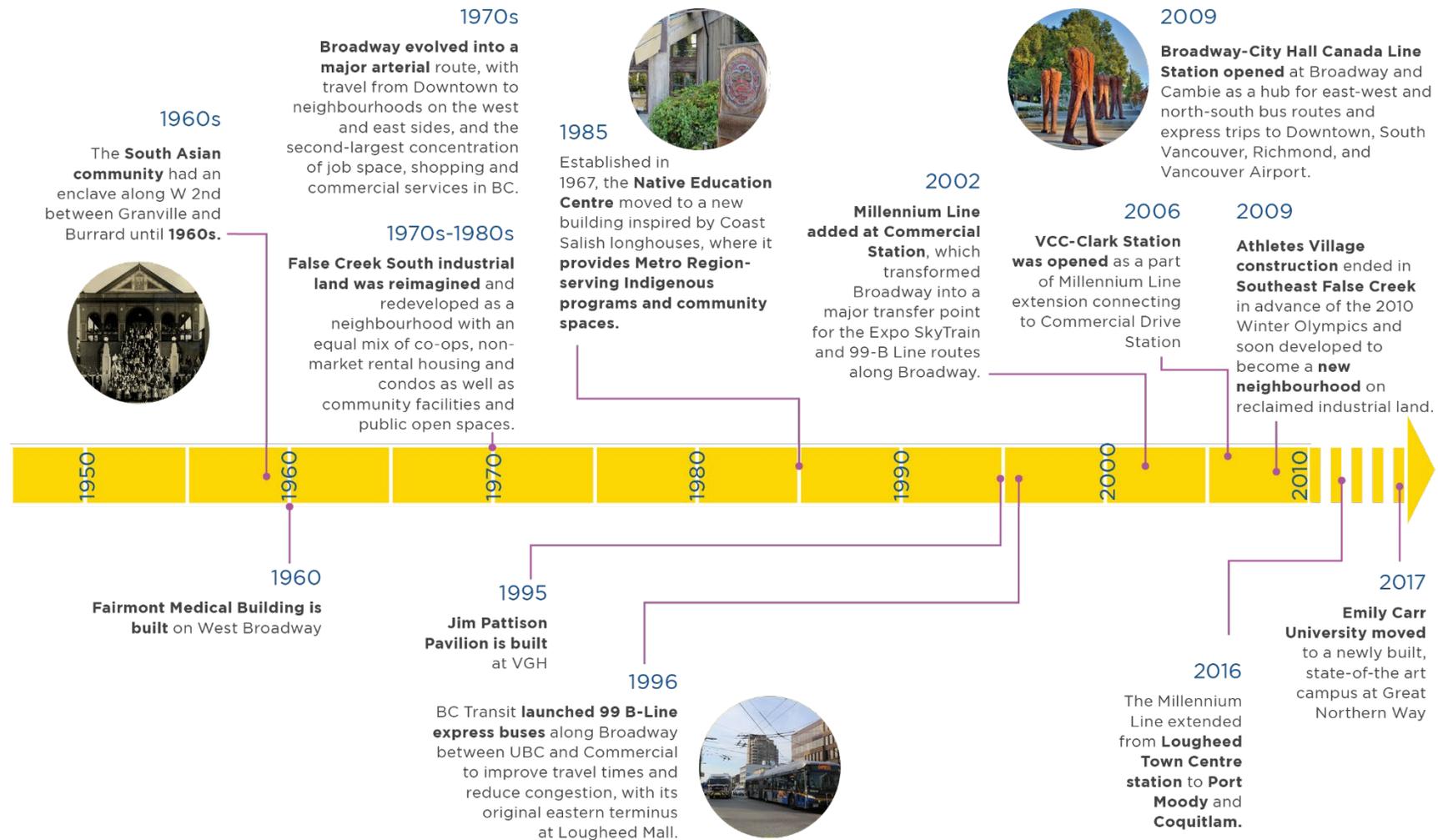
The Broadway Plan takes an equitable approach to planning for transit-oriented neighbourhoods so that the benefits of the rapid transit investment may be realized by everyone. In the planning process, staff applied an equity lens to community engagement and policy research and development. The Plan is informed by the views of those who are impacted by decisions, particularly diverse, under-represented and under-served voices. It also integrates local knowledge, particularly the barriers, challenges, and experiences of historically and systematically marginalized communities. The Plan introduces policies and processes to ensure the benefits of growth are more equitably distributed and inclusive for all.

# Broadway History

Figure 1.2 - Broadway Plan Area Illustrative Timeline



We acknowledge that this timeline is not a comprehensive list, particularly in relation to the history of the Musqueam, Squamish and Tsleil-Waututh Nations. It is intended to provide an overview of some of the key planning, development and transportation events within the Broadway Plan area and was compiled and written by City of Vancouver staff.

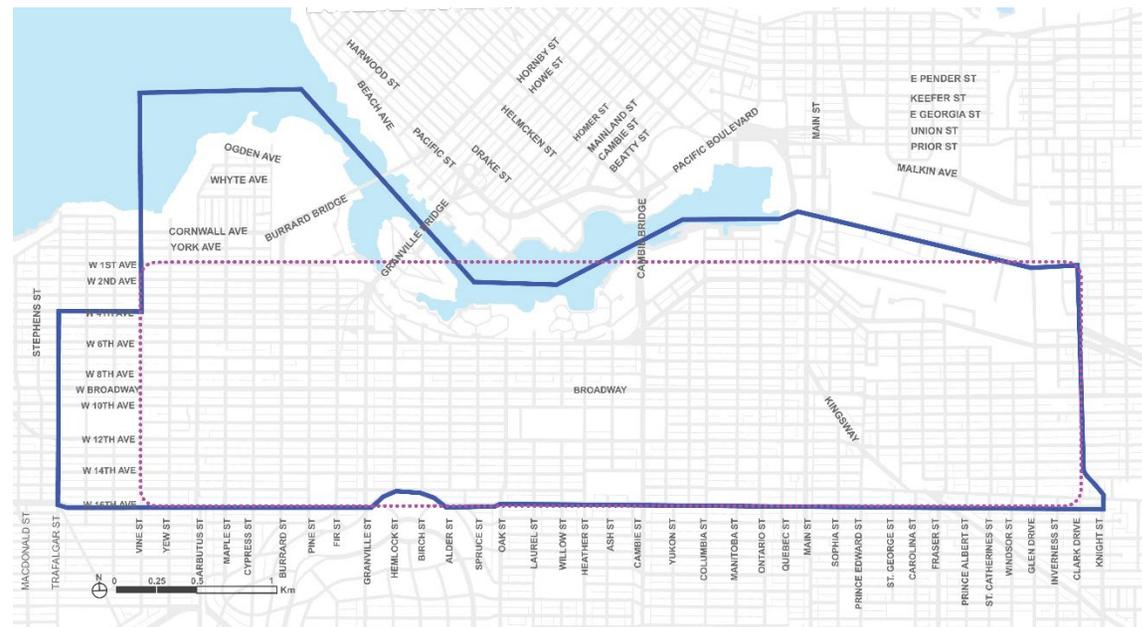


## 2 Broadway Today

This chapter highlights key facts about land use, demographics, housing, employment, transportation and community facilities for the Broadway Plan area taken as a snapshot in time. While the area is anticipated to grow and change significantly over the Plan’s 30-year timeframe, it is important to recognize the underlying characteristics upon which the Plan is founded.

For more details about the existing conditions in the Plan area refer to the *Broadway Plan Area Profile (2019)*.

*Figure 2.1 - Census Data Boundaries extracted for Broadway Plan Statistical Analyses*



### Data source, Census 2016 Tract Boundaries

The Broadway Plan Area Profile uses Statistics Canada Census (2001-2016) and BC Assessment (2018) data. The Broadway Plan area and Census data area boundaries are shown in Figure 2.1.

The Census data boundary is larger than the study area boundary and was compiled from Census tracts.

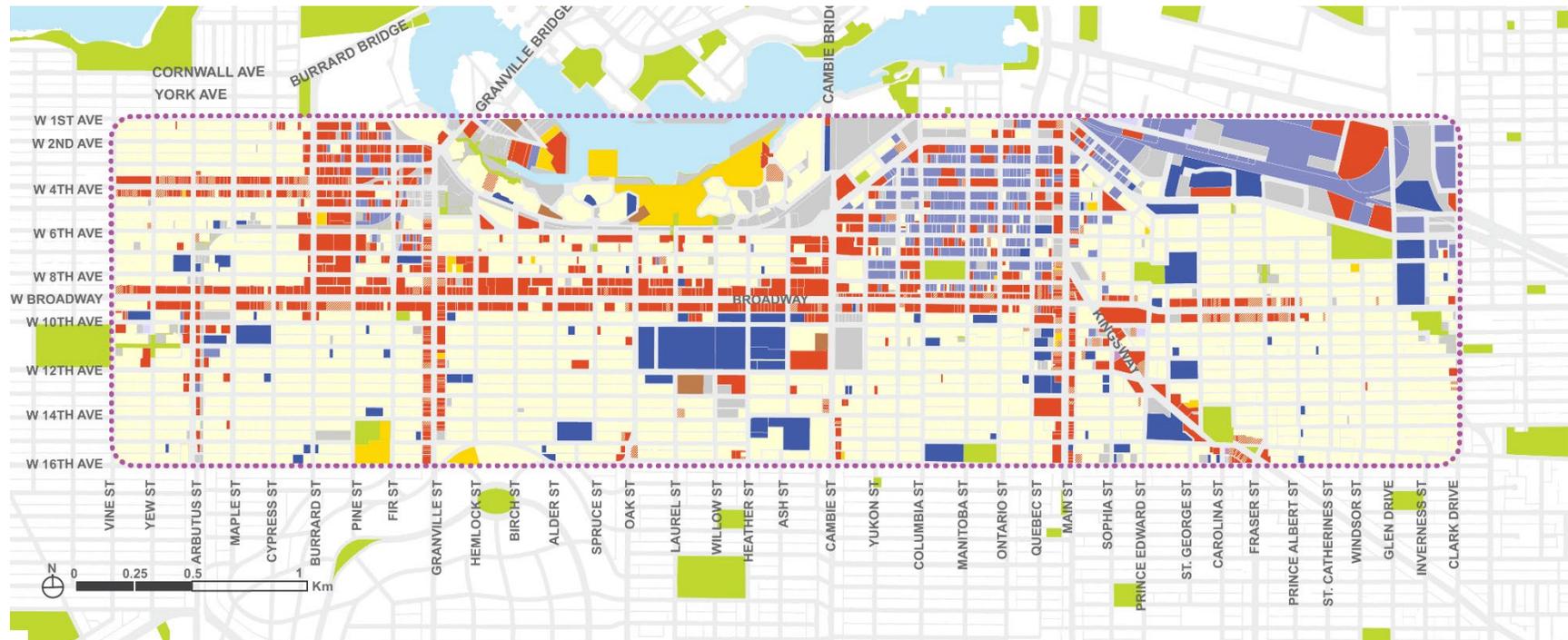
### Legend

- ..... Broadway Plan Area
- Census Data Area

## Land Use and Demographics

The Broadway Plan area has a diverse mix of existing land uses. As shown on the map below, there are six generalized land uses within the Plan area: primarily residential (single-family, two-family and multiple dwelling), primarily commercial, mixed-use, institutional, cultural and recreational, and industrial.

*Figure 2.2 - Generalized Land Use (2022)*



### Legend

- Broadway Plan Area
- Parks
- Primarily Residential
- Primarily Commercial
- Mixed Use
- Institutional
- Cultural and Recreational
- Open Spaces
- Parking
- Industrial
- Other

(Source: BCAA, 2018)

## Population

The Census population for the Broadway Plan area was 78,065 in 2016. From 2001 to 2016 the population in the Plan area increased by approximately 20%, while in the city overall it increased by 15%. In 2016, the Broadway Plan area contained 12% of the city's total population.

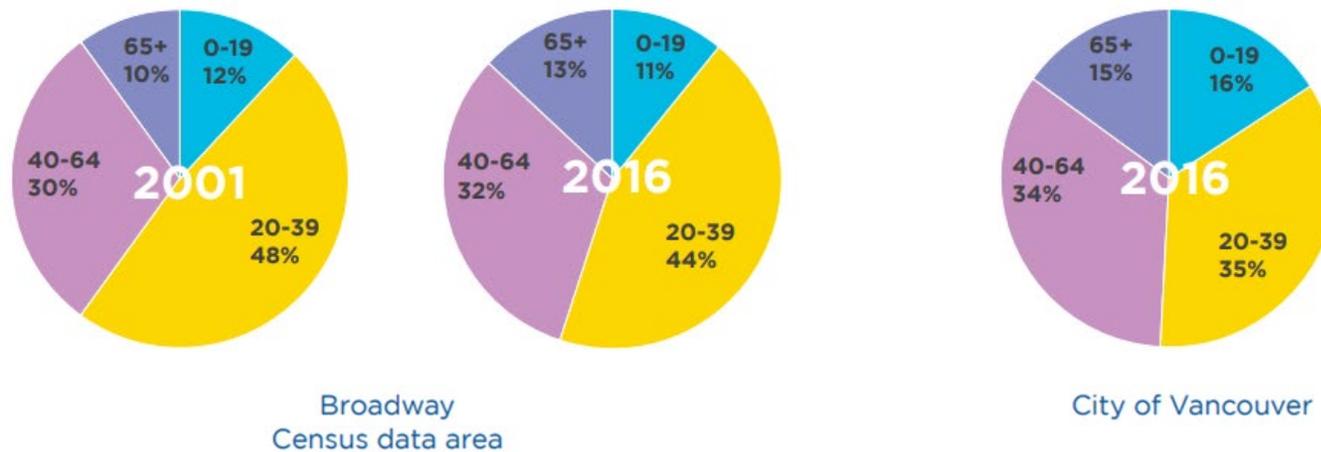


Figure 2.3 - Annual population growth

Year	Broadway Plan Area	City of Vancouver
2001 – 2006	1.3%	5.9%
2006 – 2011	7.4%	4.4%
2011 – 2016	10.9%	4.6%
<b>Average annual growth</b>	<b>1.4%</b>	<b>1%</b>

In the Broadway Census data area, the 20–39 age group was the largest cohort in 2016 at 44%, with a higher proportion compared to the city overall (35%). Within the Plan area, while there was a 3% increase in the proportion of seniors (65+) between 2001 and 2016 to 13%, it was still lower in proportion compared to the city overall (15%).

Figure 2.4 - Age breakdown of population in Broadway and City of Vancouver

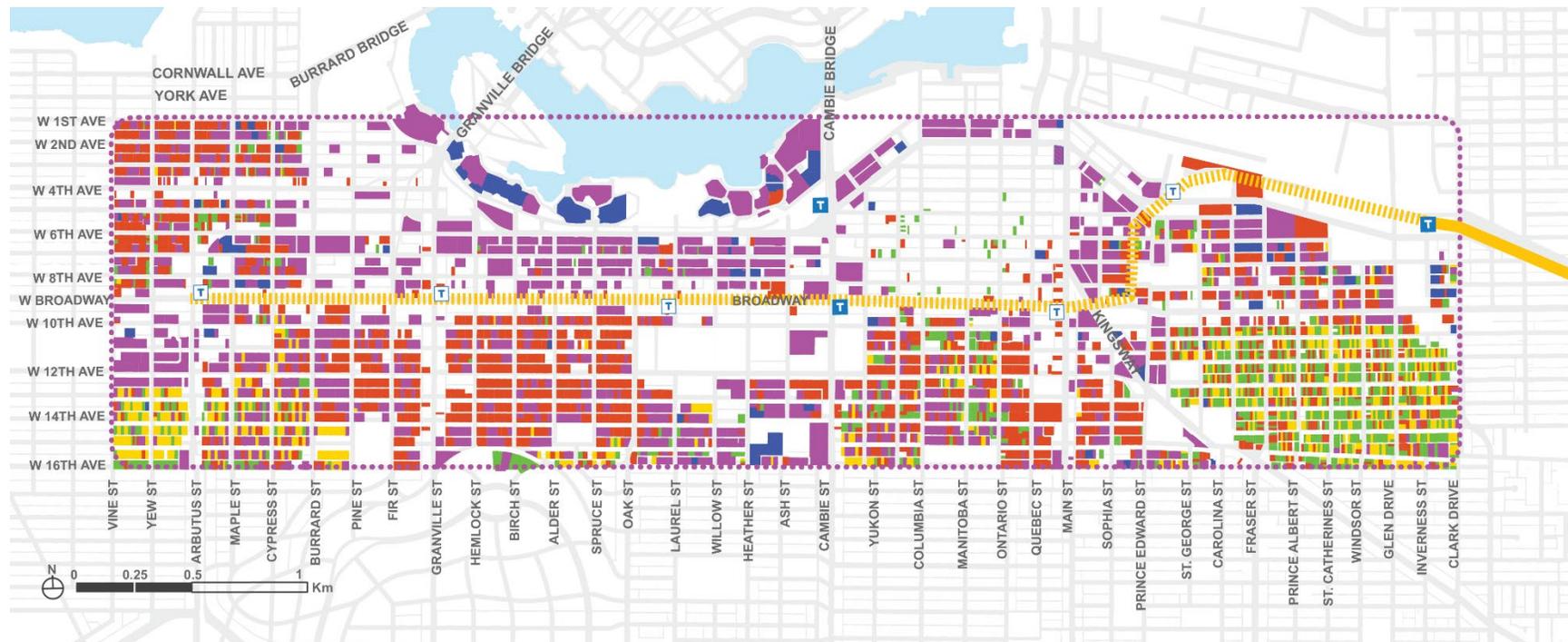


(Source: Statistics Canada, 2001 - 2016 Census)

## Housing

The neighbourhoods along the Broadway Subway are valued as distinctive places to live, containing an eclectic mix of building types and many green and leafy residential areas. The housing stock in the Broadway Plan area is obtained from City of Vancouver tracking systems as well as 2018 BC Assessment data. The map below shows only the residential building types listed on the legend.

*Figure 2.5 - Housing Types in Broadway Plan Area today*



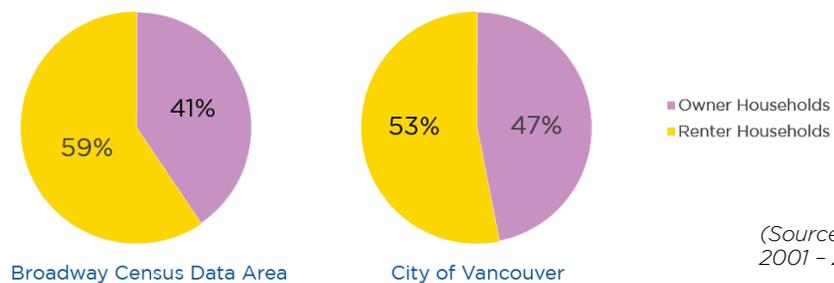
### Legend

- Broadway Plan Area
- Non-market Housing (3 or more units)
- Purpose-built Rental Housing (3 or more units)
- Strata Ownership Housing (3 or more units)
- Duplex Housing
- Single-Family Housing

*(Source: City of Vancouver and BCAA, 2018)*

The 2016, 59% of households in the Broadway Census data area were renter households, compared to 53% city-wide. In 2016, there were over 30,000 renter households in the Broadway Census data area.

*Figure 2.6 - Renter and owner household splits*



(Source: Statistics Canada, 2001 - 2016 Census)



In 2017, Broadway comprised approx. 25% of the city's purpose-built rental housing units

## Jobs

There were approximately 84,400 jobs located in the Broadway Plan area in 2016. This is approximately 20% of all jobs in the city (420,000 jobs). The number of jobs increased by 22% from 2001 to 2016. This aligns with the 21% increase in jobs in the city overall during that time period. The Plan area had an average of 86 jobs per hectare, with the Uptown Office District and VGH Campus having the highest job density at approximately 190 jobs per hectare.

Figure 2.7 - Population and job growth - Broadway Plan area

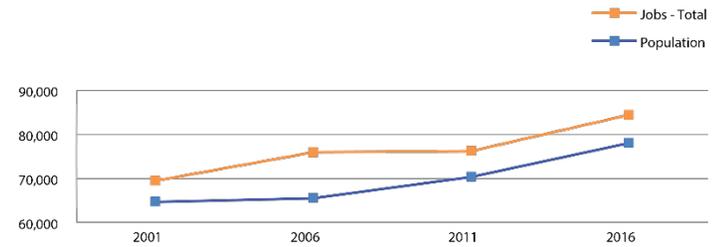
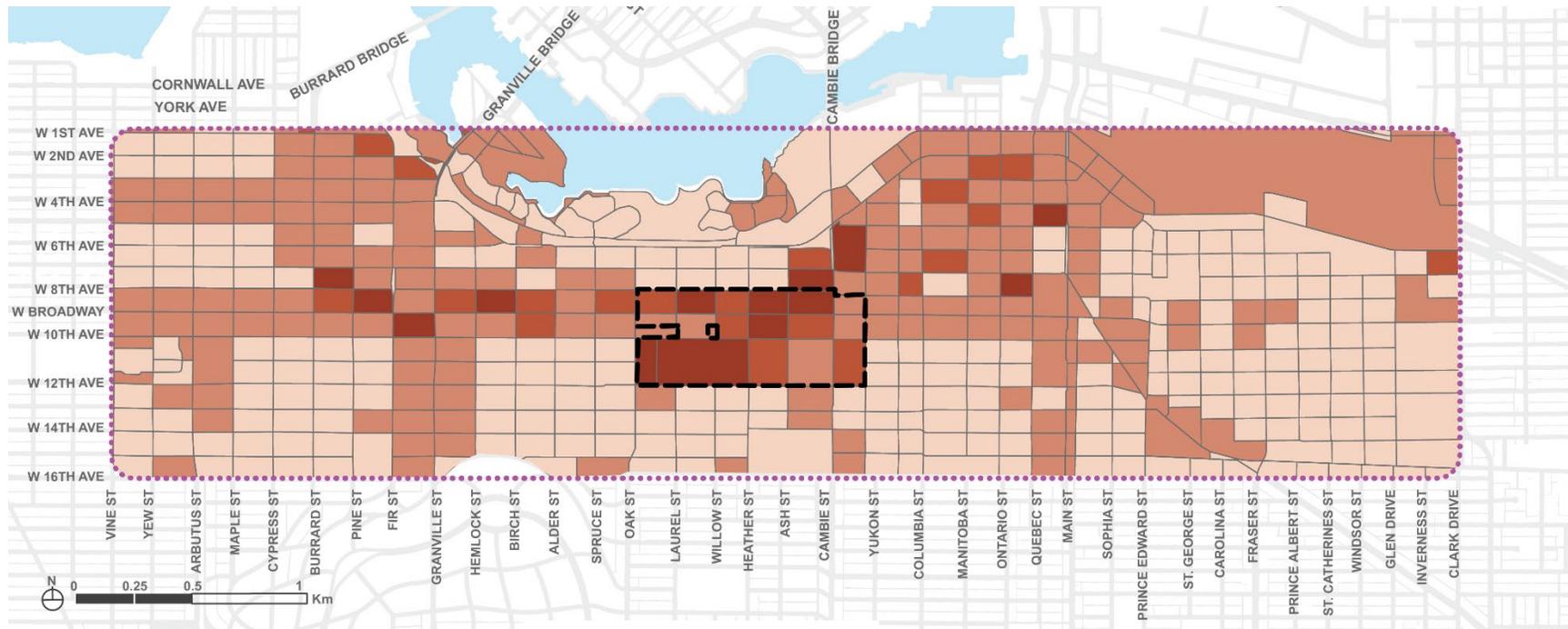


Figure 2.8 - Job Density



### Legend

•••• Broadway Plan Area

— Uptown Office District / VGH District

### Job Density

Lightest brown square: ≤50 Jobs

Medium brown square: ≤300 Jobs

Dark brown square: ≤500 Jobs

Very dark brown square: ≤1000 Jobs

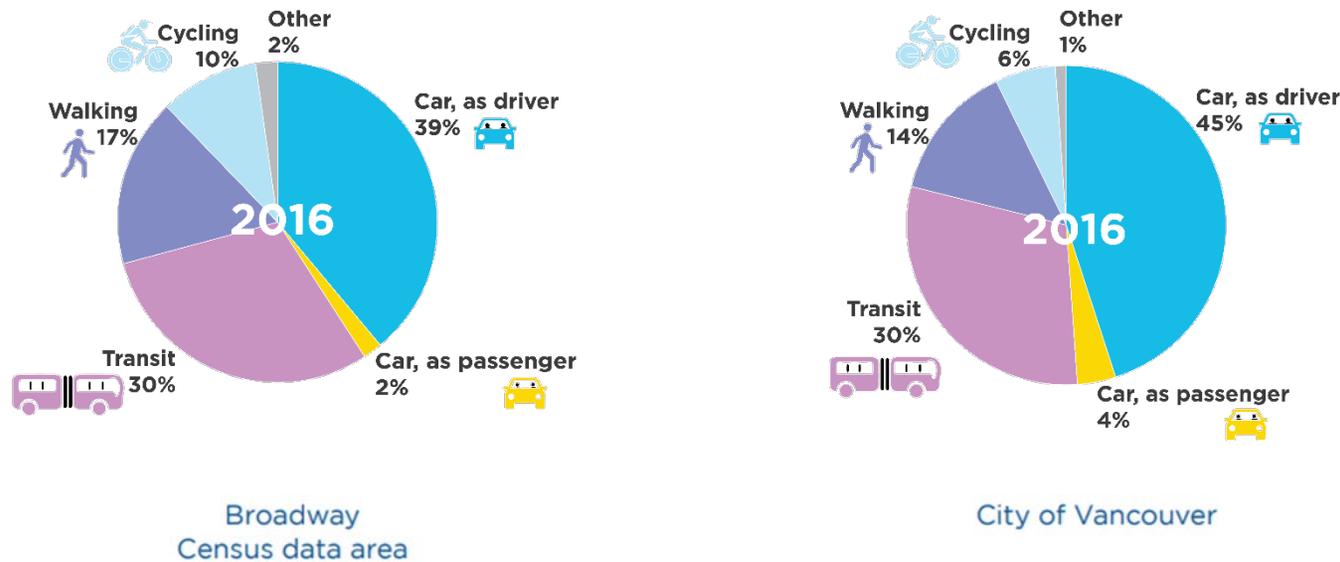
(Source: Statistics Canada 2001 - 2016 Census)

## Transportation

The Broadway Plan area is home to over 78,000 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 area drive to work, which is lower than the city average of 45%.

One-third of residents in both the Broadway Plan 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 overall (14% walk and 6% cycle).

*Figure 2.9 - Mode split for travel to work in the Broadway Plan area*



(Source: Statistics Canada  
2001 - 2016 Census)

## Community, Civic and Institutional Facilities

The Broadway Plan area has a number of community, civic and institutional facilities that serve the Broadway neighbourhoods and in some cases the larger city and region. These include neighbourhood houses (Mount Pleasant and Kitsilano), youth and seniors serving organizations, Vancouver City Hall, firehalls, libraries, the Vancouver Police Headquarters, Vancouver General Hospital, childcare facilities, and community centres. Community centres focus on recreational, social, and cultural activities for all residents and provide access to activities and programs including fitness, fine arts, dance, swimming and skating.



Vancouver City Hall



Mount Pleasant Community Centre, library and childcare



Mount Pleasant Neighbourhood House



Vancouver General Hospital



Firehall No. 4 and Firehall Branch Library

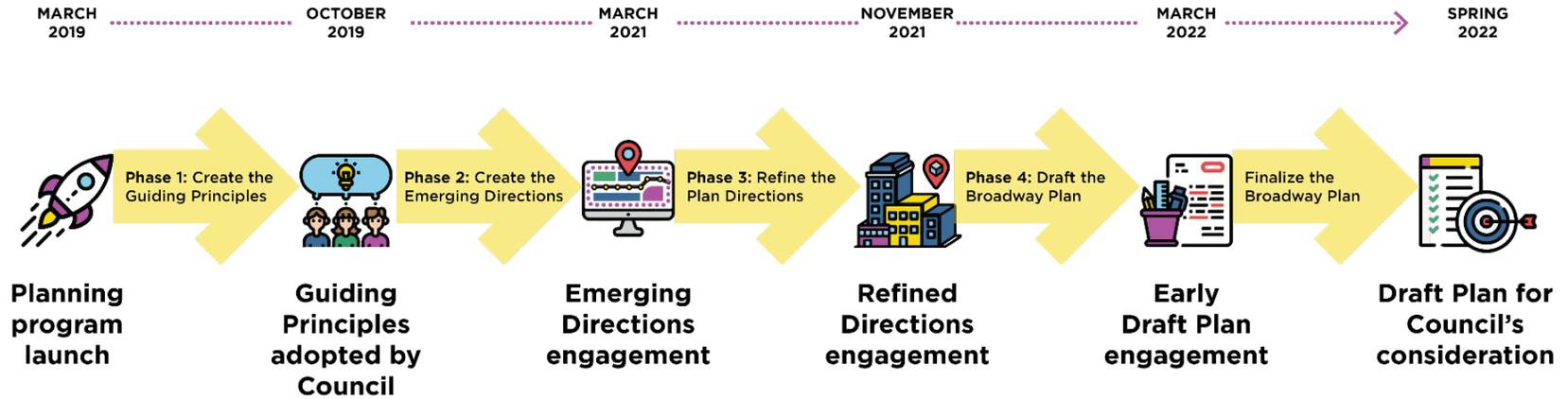
# 3 Broadway Plan Process

## Planning Phases

The Broadway Plan process was launched in March 2019 and has included over 24,000 interactions with people in over 80 different public events, open houses, workshops, online surveys and online engagement tools. The process was broken up into four phases to provide key deliverables at distinct milestones.

- » **Phase 1: Guiding Principles** began in March 2019 and concluded in October 2019 with Council's adoption of the Broadway Plan Guiding Principles.
- » **Phase 2: Emerging Directions** built upon the Guiding Principles and created the Plan's Emerging Directions, which were published in March 2021. This phase highlighted areas for growth and change and provided policy directions by topic.
- » **Phase 3: Refined Directions** concluded in November 2021 and included more detailed policy directions for land use, built form and other key Plan topics.
- » **Phase 4: Draft Plan** amalgamated the results of the previous three phases and included detailed land use, built form and density parameters, draft policies for all Plan topics, Built Form and Site Design Chapter, and the draft Public Benefits Strategy.

Figure 3.1 – Broadway Plan Process



**MILESTONES AND DELIVERABLES:**

- ✓ Terms of Reference
- ✓ Interim Rezoning Policy
- ✓ Development Cost Expectations Policy

- ✓ Guiding Principles
- ✓ Area Profile

- ✓ 2D spatial framework for growth and change
- ✓ Early area-wide policy directions by topic

- ✓ 3D land use and built form
- ✓ Deeper dive into select area-wide policy areas
- ✓ Draft Public Realm Framework
- ✓ Growth estimates

- ✓ Site specific land use: height, density, and uses
- ✓ Draft policies for all topics
- ✓ Built Form Guidelines
- ✓ Draft Public Benefits Strategy

- ✓ Draft Plan
- ✓ Public Benefits Strategy
- ✓ Implementation Strategy

## Working with the Community

The Broadway Plan provides a policy framework to integrate new housing, job space and amenities around the Broadway Subway. The Plan aims to address both local community needs and the City's over-arching goals of sustainability, liveability and affordability. To inform our understanding of the community needs and planning priorities, City staff engaged a wide range of people to help shape the Plan policies for the diverse and distinct neighbourhoods of Kitsilano, Fairview, Mount Pleasant and False Creek Flats. Residents, business owners/operators, neighbourhood groups, business improvement associations, health care and post-secondary institutions, interest groups, subject matter experts, and the development industry were participants throughout the planning process.

The Broadway Plan process used a combination of in-person and virtual engagement opportunities. Starting in early 2020, public health measures restricted large gatherings like open houses, public meetings, and other in-person engagement activities. In all, there were 5 surveys, 14 public in-person open houses, 2 videos, and 41 workshop (in-person and virtual) events that focused on neighbourhoods and policy themes.

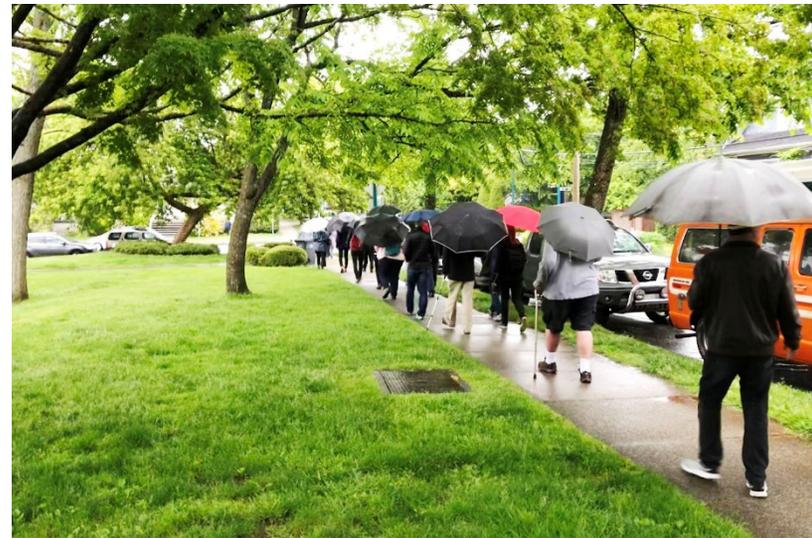
The communications goals during the planning process focused on raising awareness and encouraging people to participate in engagement opportunities. A variety of notification methods were used to reach a wide and diverse audience such as postcard mail outs to every household and business in the area, bus shelter ads



across Broadway, ads in the 99 B-Line buses, newspaper ads, social media campaigns, and emailing newsletters to over 1,700 Broadway Plan list-serv subscribers.

From the outset, the planning and engagement processes sought to integrate local knowledge, with a particular focus on equitable and inclusive engagement with Indigenous, racialized, low-income, youth, and disabled communities, as well as renter households. The project team engaged people where they were already gathering, having discussions with cultural groups at Mount Pleasant Neighbourhood House, workshops at Native Education College, discussions at Kitsilano Community Centre's Shower Program, and Planning 101 classes at local schools, for example.

The planning and engagement activities helped to ensure a process that was inclusive and neighbourhood-based and that incorporated leading-edge thinking on the most challenging issues facing Vancouver and the Broadway Plan area. This process helped to shape and refine the Plan policies to address concerns and reflect diverse viewpoints.



## Musqueam, Squamish and Tsleil-Waututh Nations Engagement

The Broadway Plan aims to recognize the living culture and history of the Musqueam, Squamish and Tsleil-Waututh Nations. The Plan process looked to meaningfully and regularly engage the Host Nations. Early and regular communications occurred through the intergovernmental table where City and Host Nation staff met to discuss and share updates on major areas of work.

As a key part of the Broadway Plan, the project team sent referral letters to the Host Nations early in the process with the intent of working together to help identify and advance their key priorities. City staff met with Tsleil-Waututh Nation staff over the course of the planning program to help shape early directions and partnership opportunities, and the Draft Plan was provided in its entirety for review and feedback. The City team hopes and expects to partner further with the Musqueam and Squamish Nations and continue to work with the Tseil-Waututh Nation through the Plan’s implementation phases.

## Engagement Overview



All Broadway Plan Surveys (5)  
**11,276**  
Responses



All Broadway Plan Open Houses (14)  
**5,371**  
Participants



Social Media Campaigns & Organic Outreach  
**1,377,279+**  
Impressions



ShapeYourCity Visitors  
**42,500**  
Visits



ShapeYourCity Question & Answer  
**232**  
Questions



Office Hours  
**68**  
Meetings



All Broadway Plan Workshops (41)  
**1,443**  
Participants



Postcard Notifications (3)  
**239,900+**  
Mail Outs

A range of in-person and virtual opportunities were offered for people to learn and provide feedback about the proposed policy directions through the course of the planning process. The feedback received at each phase of the process informed the next iteration, eventually leading up to the Draft Plan. The table below provides a high-level overview of the key engagement activities that were undertaken at each phase of the process.

<b>28,510+</b> Total Engagement Touchpoints (excluding social media and mail out)	<b>130+</b> Engagement Events & Opportunities
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## Phase 1 - Guiding Principles

- » Launch open houses across neighbourhoods
- » Neighbourhood asset mapping: identifying assets, interests, challenges and opportunities
- » Launch survey
- » Urban explorers walking tour with youth
- » Neighbourhood “walkshops”
- » Thematic workshops: housing, arts and culture, transportation, Learning District, and more
- » Neighbourhood pop-up events: street intercepts, community events and festivals
- » Community and stakeholder meetings
- » Detailed review and analysis of community input to inform Guiding Principles
- » Guiding Principles survey



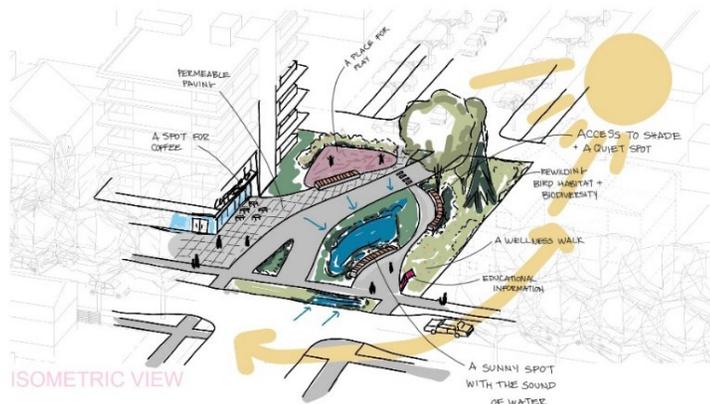
## Phase 2 - Emerging Directions

- » Small business engagement: door-to-door small business engagement, ethno-cultural business engagement, and focus interviews with small business owners and operators
- » Youth engagement: Planning 101s, youth-focused workshop, CityStudio/UBC laneway project, Native Education College youth workshop
- » Neighbourhood pop-up events: community intercepts, community events and Broadway Subway open houses
- » Series of thematic workshops: Council Advisory Committees, housing, arts and culture, streets and public life, and Learning District
- » Culturally specific activities with Mount Pleasant Neighbourhood House
- » Community and stakeholder meetings
- » Neighbourhood-based workshops: introduce and collect feedback on subareas and area-wide policies
- » Online and paper Emerging Directions survey to collect feedback on subareas and area-wide policies
- » Detailed review and analysis of community input to inform Refined Directions



### Phase 3 - Refined Directions

- » Neighbourhood-based workshops: introduce and collect feedback on subareas and area-wide policies
- » In-person open houses: presentation of Refined Directions policies
- » Series of thematic workshops: Council Advisory Committees, Urban Design Panel, housing, Creative District, Mount Pleasant Neighbourhood House community and culture outreach events
- » Online and paper Refined Directions survey to collect feedback on neighbourhood policy directions and select area-wide policies
- » Meeting with Tsleil-Waututh Nation staff to discuss Broadway Plan partnership
- » Detailed review and analysis of community input to inform Draft Plan



### Phase 4 - Draft Plan

- » Neighbourhood-based in-person open houses: presentation of Draft Plan
- » Online and paper Refined Directions survey to collect feedback on neighbourhood policy directions and select area-wide policies
- » Series of thematic community and stakeholder meetings: Council Advisory Committees, Urban Design Panel, housing, arts and culture, streets and public life, and Learning District
- » Meeting with Tsleil-Waututh Nation staff to discuss Draft Broadway Plan and partnership
- » Detailed review and analysis of community input to inform final Draft Plan



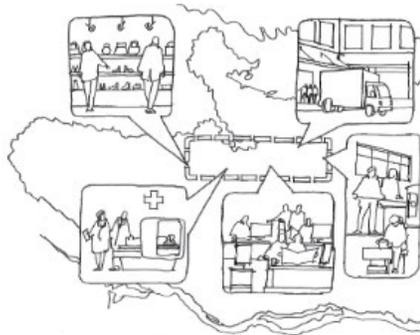


## Overall Guiding Principles



### 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.



### 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.



### Demonstrate Leadership in Sustainability and Resilience

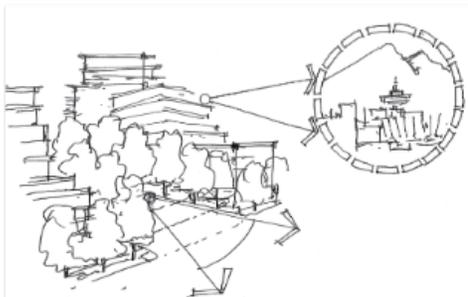
New development, streets, parks and public spaces should enhance neighbourhood environmental systems, reduce carbon emissions, and be sustainable and resilient to climate change. An integrated water management approach including green infrastructure should be used to capture, clean and reuse rainwater 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.

## Guiding Principles for Diverse and Distinctive Neighbourhoods



### Support Affordable, Diverse, Equitable 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.



### 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.



### Recognize and Enhance the Area's Distinctive Neighbourhoods and Places

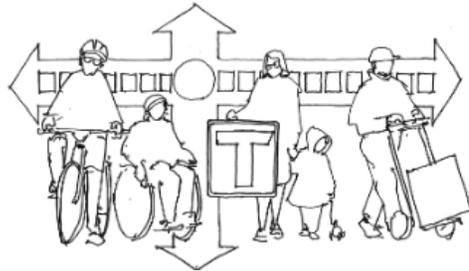
The distinctive qualities of neighbourhoods, such as green and leafy residential streets, shopping villages, and heritage and cultural resources, should be retained and enhanced, while integrating new housing and job space.

## Guiding Principles for Transportation, Streets and Public Spaces



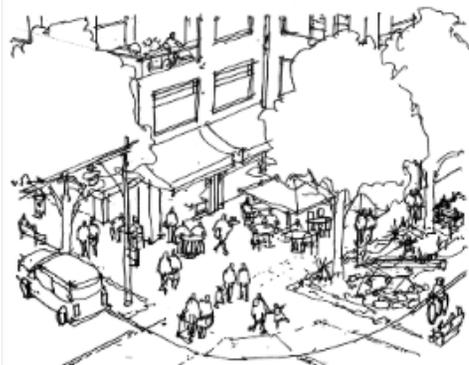
### Enhance Broadway as a Great Street

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.



### 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.



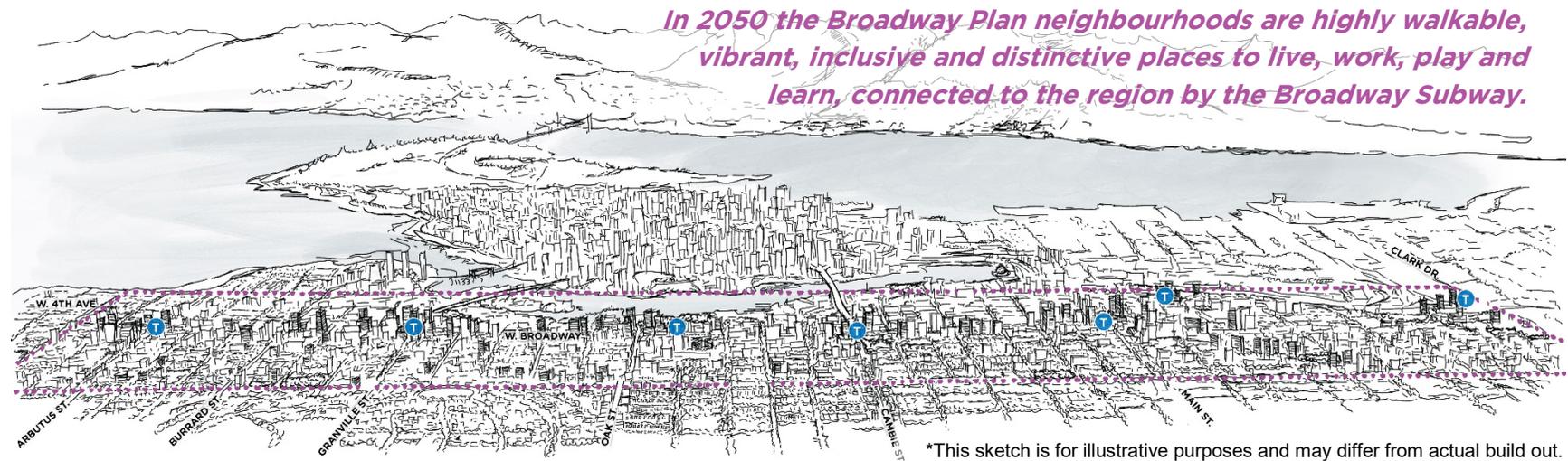
### Create and Enhance Parks and Public Spaces

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.

# 5 The Vision for Broadway

## Broadway in 2050

*Figure 5.1 - Broadway Plan Aerial Perspective*



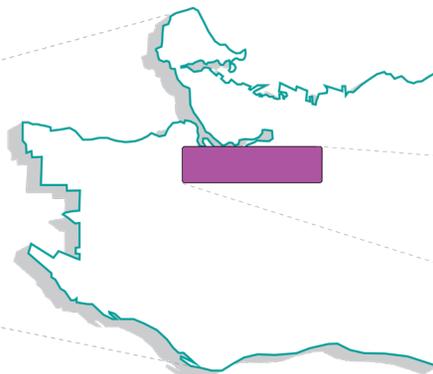
The Broadway Plan area has affordable housing choices including new market, below-market, and non-market rental homes for a diversity of household types, incomes and backgrounds, while providing options for existing renters to stay in their neighbourhoods. A variety of new job space close to rapid transit strengthens Central Broadway as Vancouver’s “second downtown”, supporting the city’s and region’s growing economy. Community amenities, arts and cultural activities, and new shops and services support inclusive, equitable and liveable complete neighbourhoods. These places in Mount Pleasant, Fairview, and Kitsilano retain their unique qualities while integrating additional homes and jobs. Enhanced streets and connections, including Broadway as a Great Street, make it easy to get around by walking, rolling or cycling in a lively and diverse public realm. New and improved parks and public spaces support recreation and gathering, cultural expression, and access to nature.

## Growth and Change

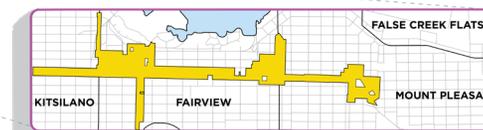
*Figure 5.2 - Broadway Plan in relation to the City and the Region*



**The Region**  
Metro Vancouver Regional  
Growth Strategy



**Vancouver Plan**  
City-Wide Thematic Strategies  
Climate Emergency Action Plan, Healthy  
City, Transportation 2040, Van Play,  
Housing Vancouver, and more



**Area Plans and Policies**  
Broadway Plan

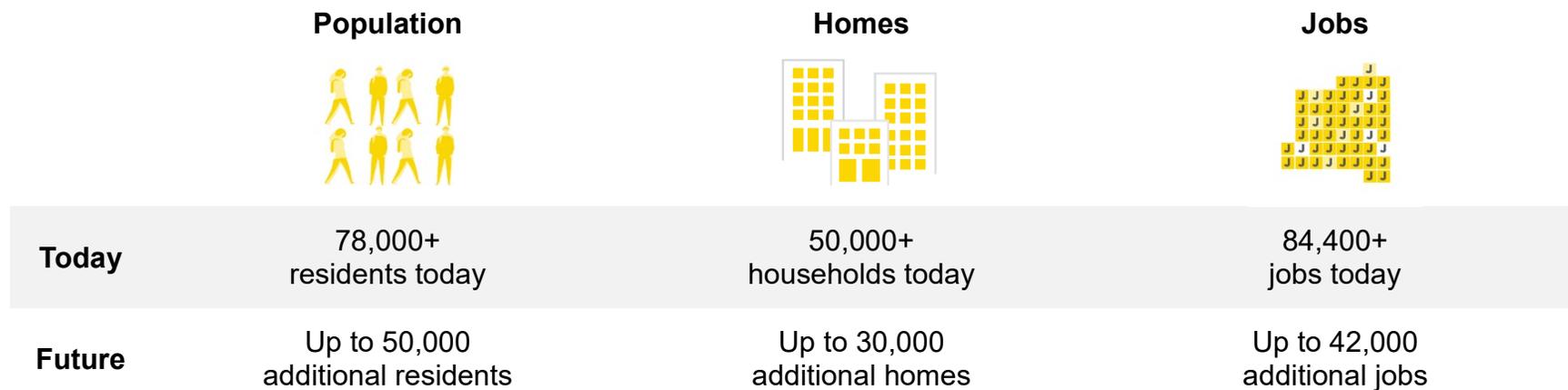
## City-Wide Context

The City of Vancouver is the largest municipality in the region by population and many newcomers wish to live and work in Vancouver. To accommodate Vancouver’s growing population, new housing opportunities and job space will be needed.

## Growth Estimates for the Broadway Plan Area

With the opportunities for new housing and job space enabled by the Broadway Plan, coupled with strong demand and locational preference for housing and job space in Central Broadway, we anticipate significant population, housing, and job growth in the Broadway Plan area over the next 30 years. The following growth estimates are intended to provide an order of magnitude of the change that could be seen in the Broadway Plan area over the next 30 years. The growth estimates assume a strong and steady desire to live and work in the area over the next three decades. Actual growth will be influenced by a number of variables, such as regional population trends, demand for homes and job space in the Broadway Plan area, and other market trends.

*Figure 5.3 - Growth in the Broadway area*



These growth estimates illustrate net change, accounting for housing and job space that is replaced through redevelopment.

# 6 Character Areas

## Introduction

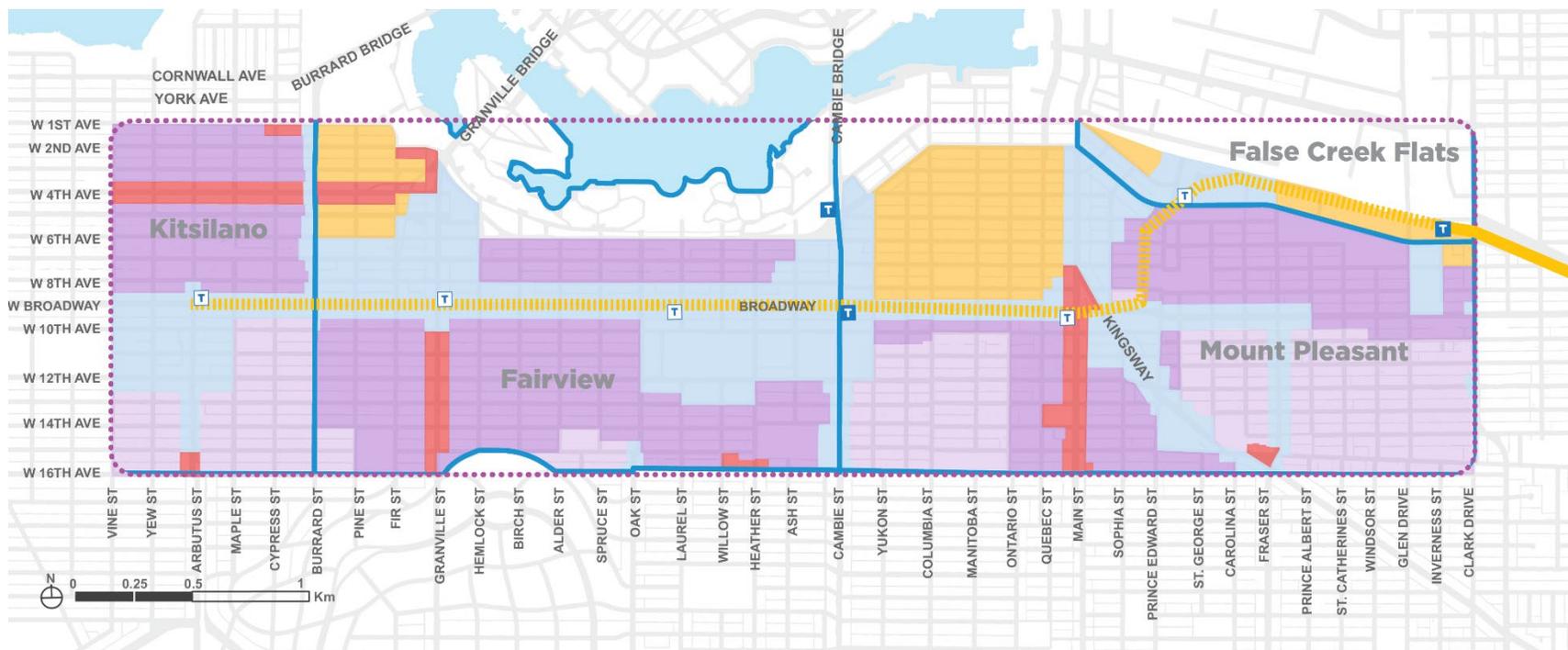
The Broadway Plan is organized around four general character areas, which provide a spatial framework for how the Broadway neighbourhoods can grow and change to meet both local and city-wide needs. Each character area has an overall role and intent, while recognizing the diversity within each of these places. They will contribute to the community in different ways and have their own unique qualities in each of the four neighbourhoods of Kitsilano, Fairview, Mount Pleasant and False Creek Flats.

The four character areas are:

- » Centres
- » Villages
- » Residential areas
- » Industrial/Employment areas

**Note:** The overall directions and descriptions for each character area provide a general synthesis of the Plan policies for these places and how they will grow and change in the future. For applicable site-specific land use policies and guidelines (i.e. building heights, densities, uses and built form), refer to Land Use (Chapters 8-10) and Built Form and Site Design (Chapter 11).

Figure 6.1 - Character Areas



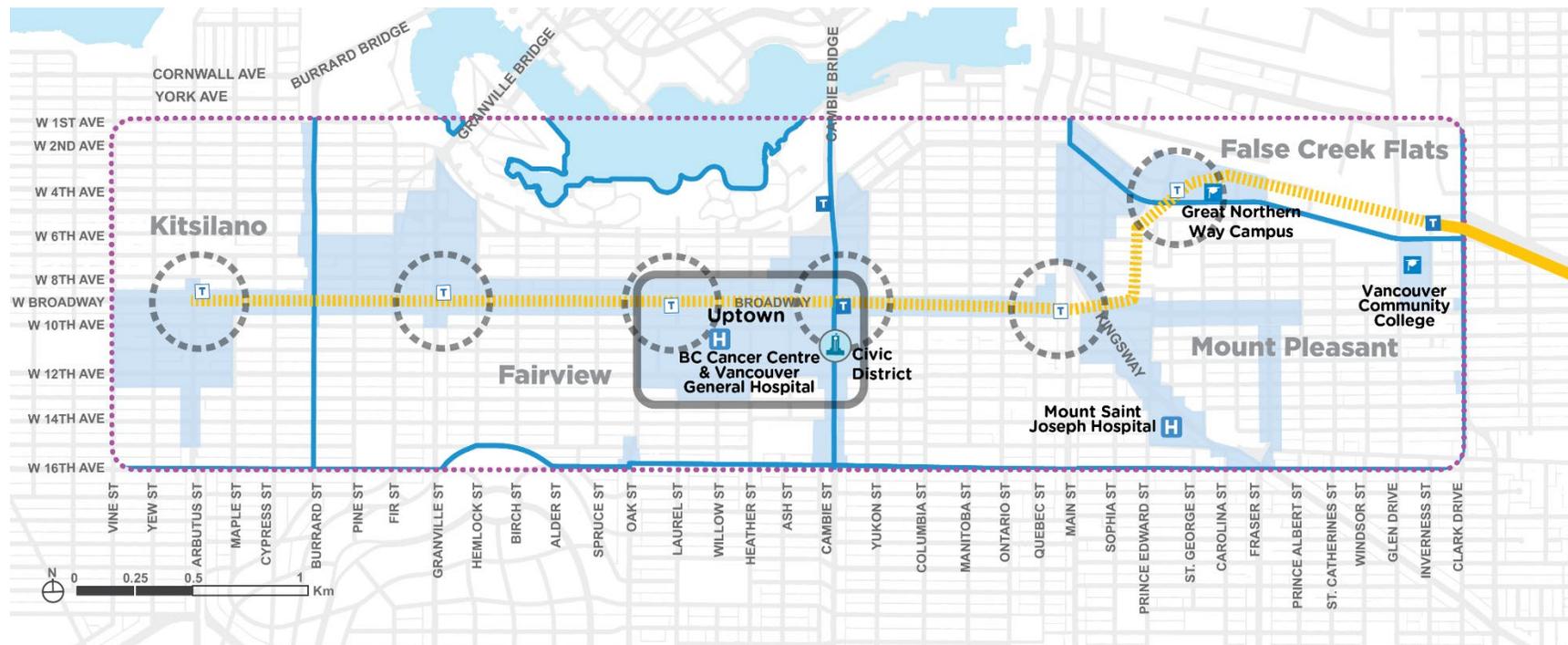
Legend

- |       |                                |   |                             |
|-------|--------------------------------|---|-----------------------------|
| ••••• | Broadway Plan Area             | ■ | Centres                     |
|       | Future Broadway Subway         | ■ | Industrial/Employment Areas |
| T     | Existing Rapid Transit Station | ■ | Existing Low Density Areas  |
| T     | Future Rapid Transit Station   | ■ | Existing Apartment Areas    |
| —     | Millennium Line                | ■ | Villages                    |
| —     | Neighbourhood boundary         |   |                             |

## Centres

The centres are generally the newer mixed-use and commercial areas where the majority of housing and job space has been built in the past 40 years. They also include the larger institutional campuses. Highly accessible and with a varied character, these higher-density places will integrate with the Broadway Subway and provide additional opportunities for housing, job space, shops and services, and amenities to meet both local community and city-wide needs.

Figure 6.2 - Centres



### Legend

- ..... Broadway Plan Area
- Future Broadway Subway
- T Existing Rapid Transit Station
- T Future Rapid Transit Station
- Millennium Line
- Neighbourhood Boundary
- Character Area
- Centres
- Station Areas

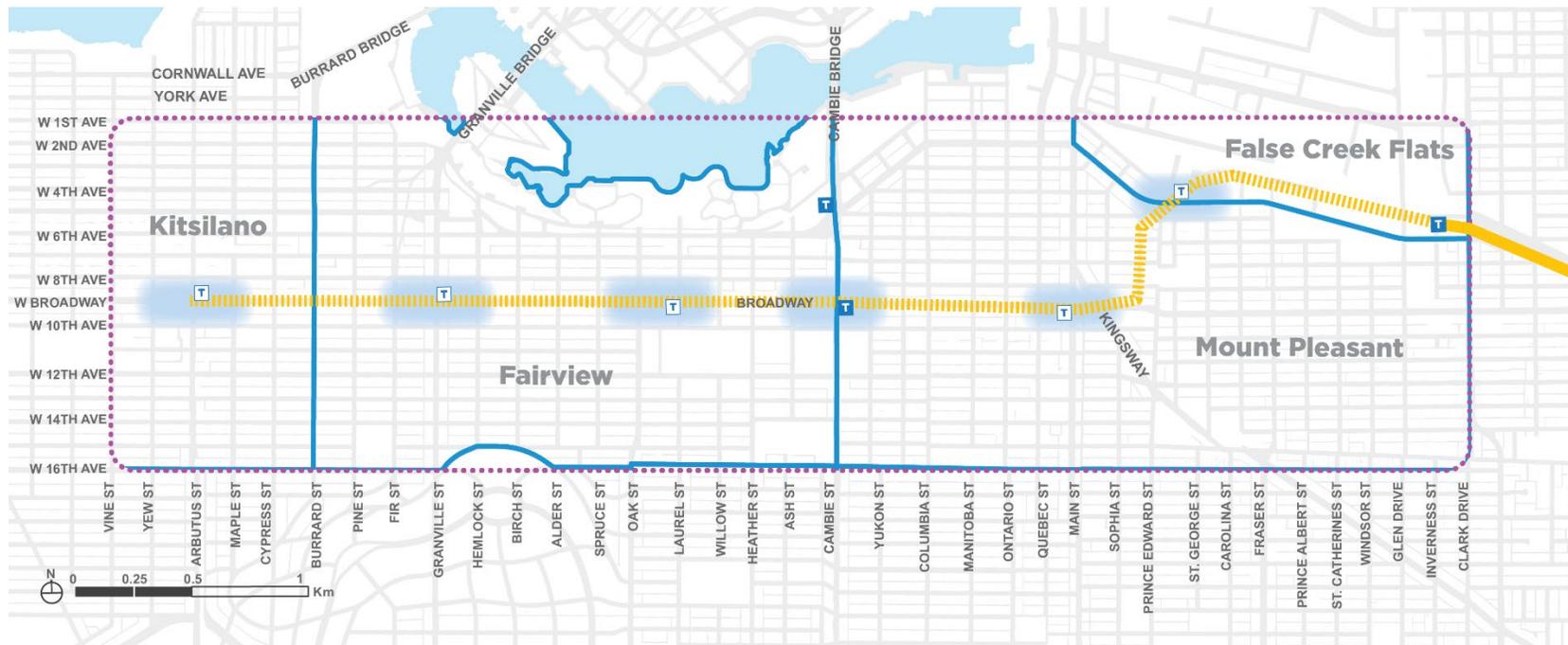
## 6.1 Plan Directions - Centres

- » Strategically locate new housing opportunities, particularly secured rental and social housing, through increased heights and densities.
- » Strengthen Central Broadway as Vancouver’s “second downtown” by providing new opportunities for commercial development (e.g. office or hotel) through increased heights and densities and by maintaining Uptown as job space only.
- » Integrate the Broadway Subway stations into the surrounding neighbourhood with active commercial uses, wider sidewalks and public realm improvements, and intensify opportunities for new housing and job space in the station areas.
- » Seek opportunities for new development to contribute amenities (e.g. childcare, cultural facility, park/open space) to help meet community needs.
- » Support the long-term renewal and expansion of institutional campuses, such as Vancouver General Hospital, BC Cancer Centre, Mount Saint Joseph Hospital, Civic District (City Hall Campus), Vancouver Community College, and Great Northern Way Campus.

## Centres - Station Areas

The station areas will typically have a mix of high-density housing (outside of Uptown) and major employment spaces as well as shops, services and amenities, with building heights of up to 30 to 40 storeys. Streetscape improvements, active ground floor commercial uses and gathering places will foster a lively public realm and integrate with the new Subway stations, creating hubs of round-the-clock vitality.

Figure 6.3 - Centres - Station Areas



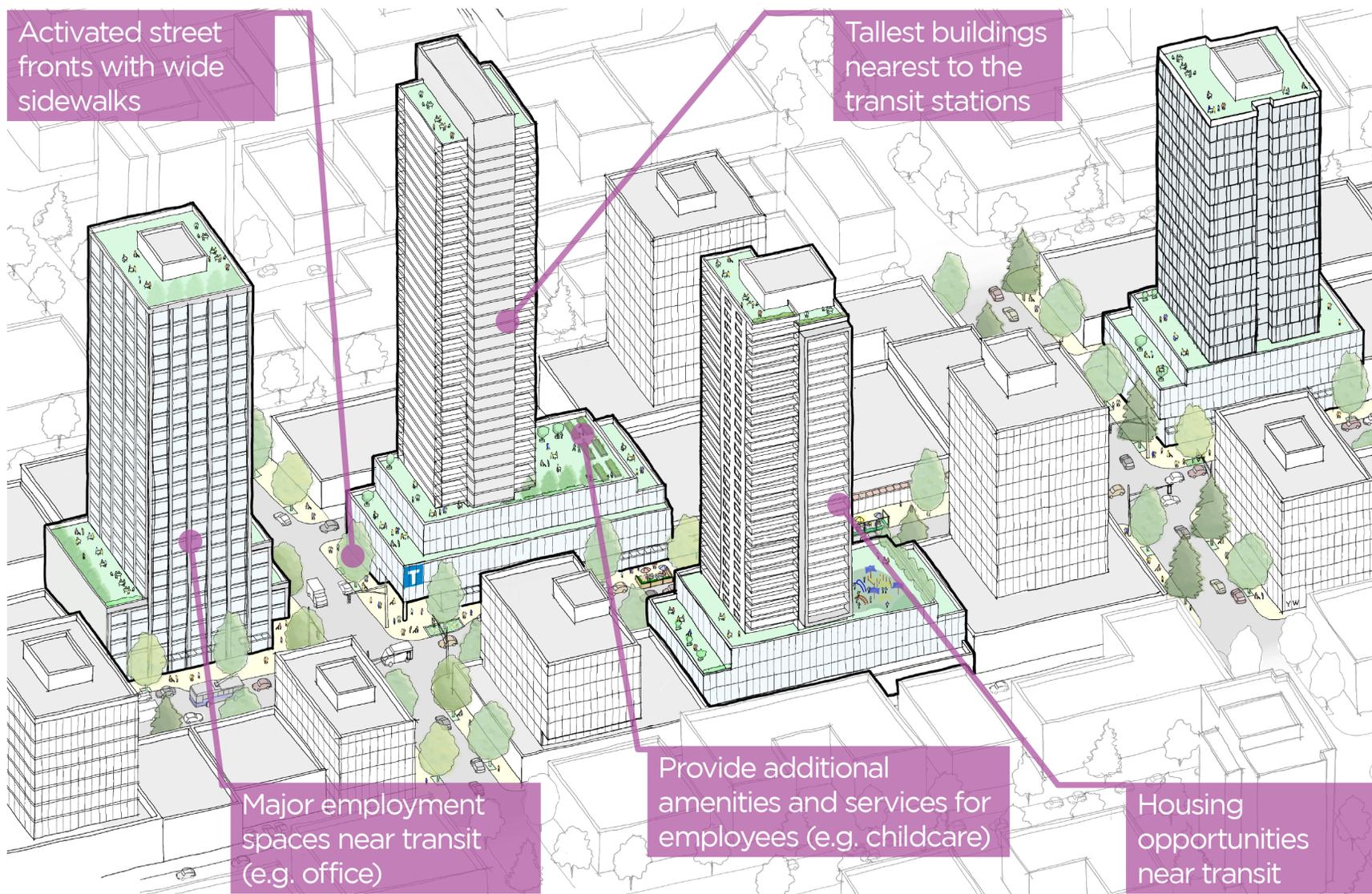
### Legend

- Broadway Plan Area
- ▬▬▬▬▬ Future Broadway Subway
- ▬ Existing Rapid Transit Station
- ▬ Future Rapid Transit Station
- ▬ Millennium Line
- ▬ Neighbourhood Boundary
- Character Area
- Centres

*Figure 6.4 - Station Area block along Broadway*



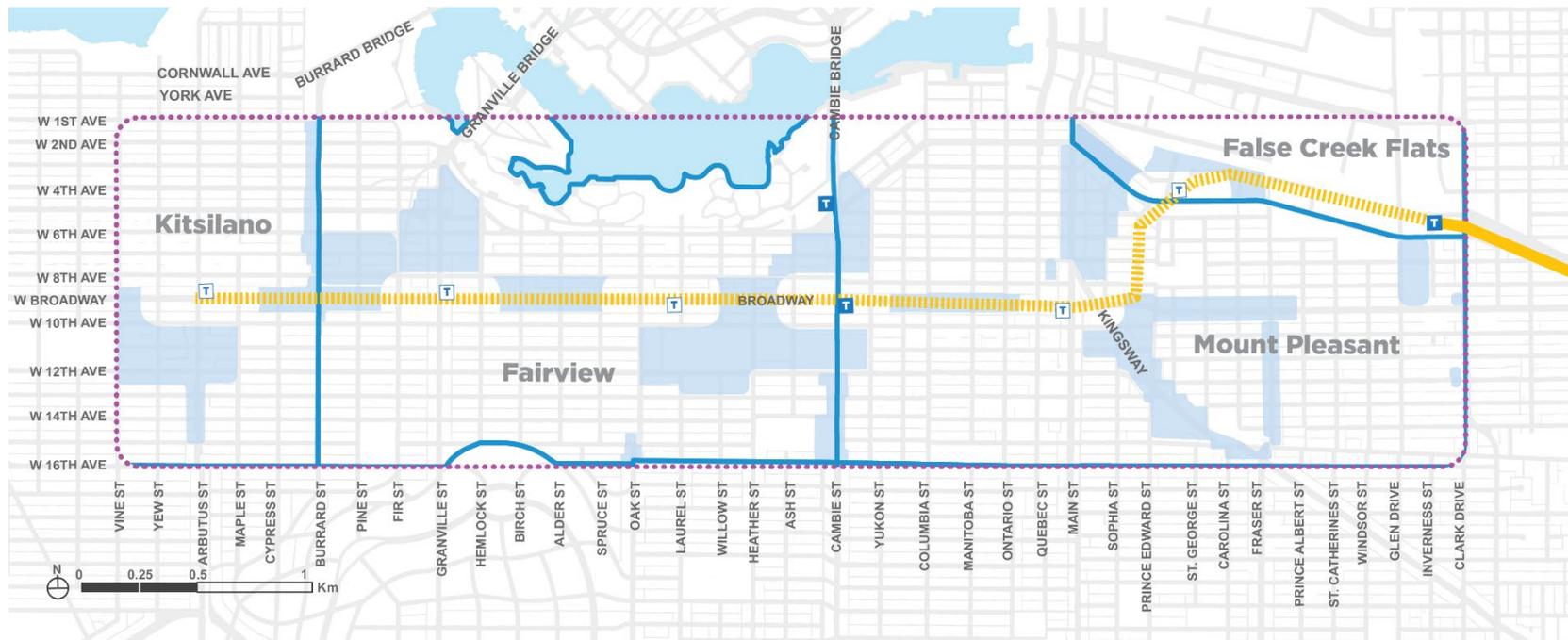
Figure 6.5 - Potential future of the Station Areas in 30 years



## Centres - Shoulder Areas

Outside the station areas but within the centres, the shoulder areas will have a mix of housing, job space, shops, services and amenities, with some places having a primarily residential character. Many of the institutional campuses are also within these areas. Building heights will generally be up to 20 to 30 storeys. Streetscape improvements, active ground floor commercial uses and gathering places will foster a lively public realm, particularly along commercial streets.

Figure 6.6 - Centres - Shoulder Areas



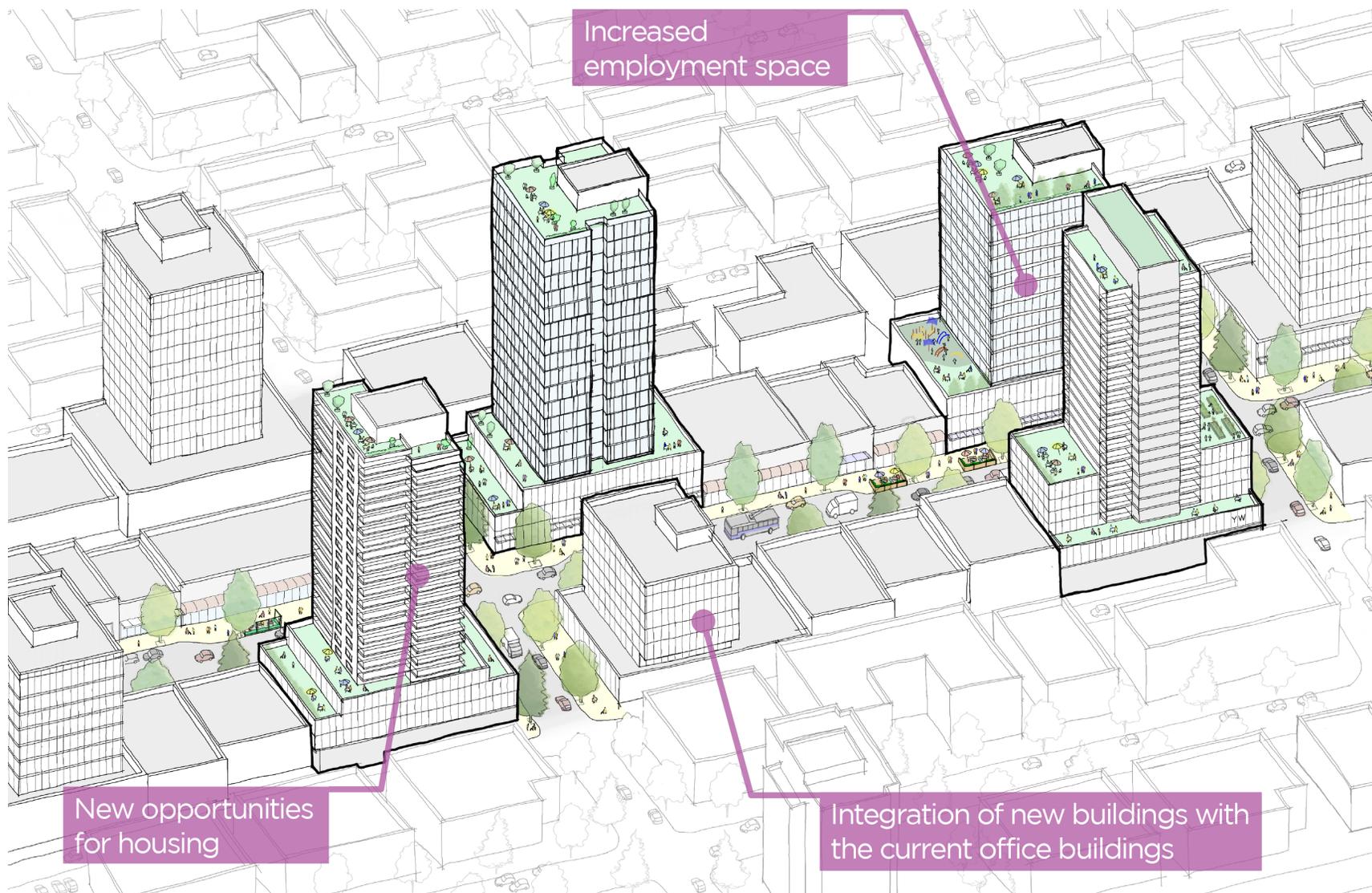
### Legend

- Broadway Plan Area
- ▬▬▬▬ Future Broadway Subway
- Ⓣ Existing Rapid Transit Station
- Ⓣ Future Rapid Transit Station
- ▬ Millennium Line
- ▬ Neighbourhood Boundary
- Character Area
- ▬ Centres

*Figure 6.7 - Shoulder Area block along Broadway*



*Figure 6.8 - Potential future of the Broadway Shoulder Areas in 30 years*



## Villages

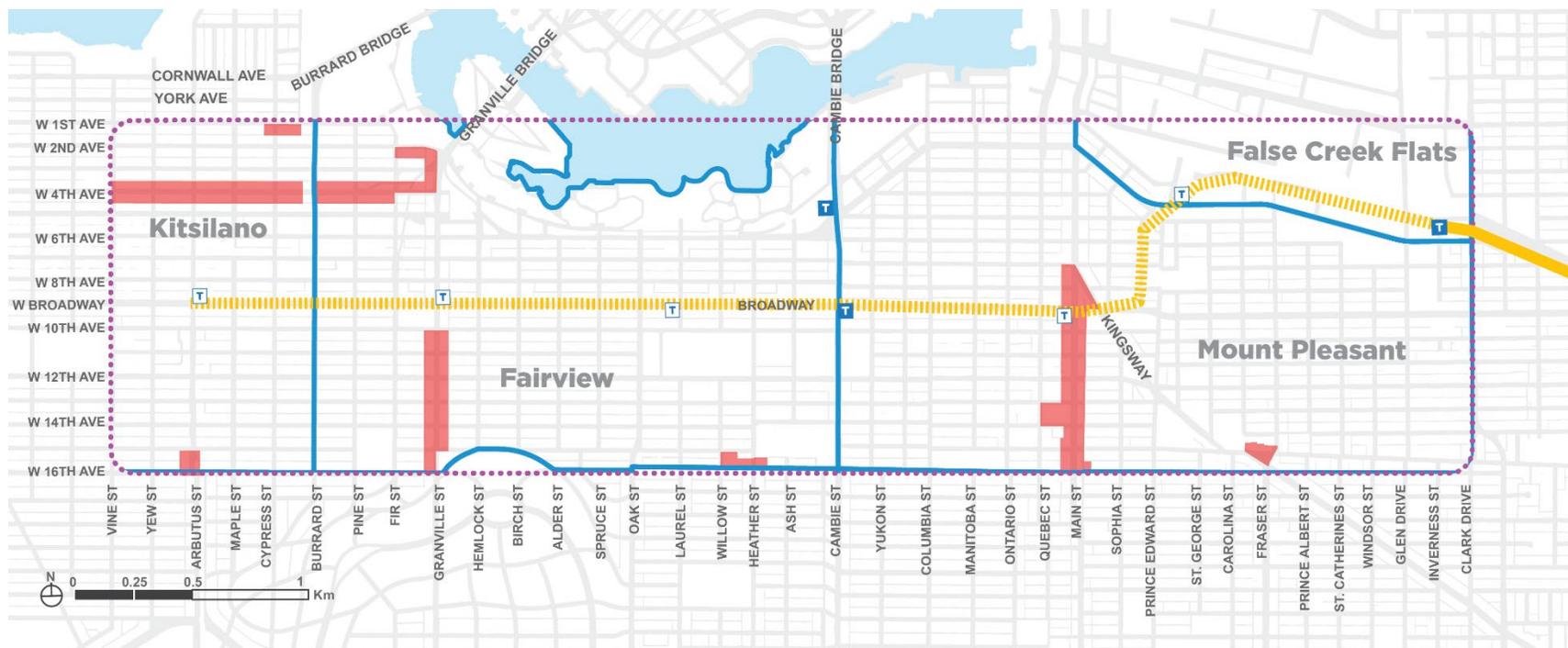
As cherished neighbourhood shopping areas, the distinctive, primarily low-rise villages have a variety of local businesses such as shops, restaurants, and small offices, interesting storefronts and lively sidewalks. Reflecting the local scale and character, these walkable places will provide opportunities to shop, work and play during the day and at night, fostering a vibrant public life.

The villages will see incremental change to minimize redevelopment pressures on existing businesses, with building heights of generally four to six storeys. Active ground floor commercial uses and public realm improvements such as wider sidewalks and places for seating and gathering will enhance pedestrian interest and create a lively streetscape.

### 6.2 Plan Directions - Villages

- » Recognize and strengthen the West 4th, South Granville and Main Street villages as distinctive local business areas, neighbourhood high streets, and places to gather and socialize.
- » Retain smaller neighbourhood commercial nodes with local-serving shops and services.
- » Retain heritage buildings and maintain lower building heights for new development to reflect the village character, minimize redevelopment pressures on existing businesses, and maximize sunlight on the sidewalks.
- » Require continuous active commercial frontages with storefronts that enhance pedestrian interest.
- » Support opportunities for new cultural, entertainment and nightlife venues.
- » Explore opportunities to create wider sidewalks, places for gathering, and additional space for patios and store displays.

Figure 6.9 - Villages



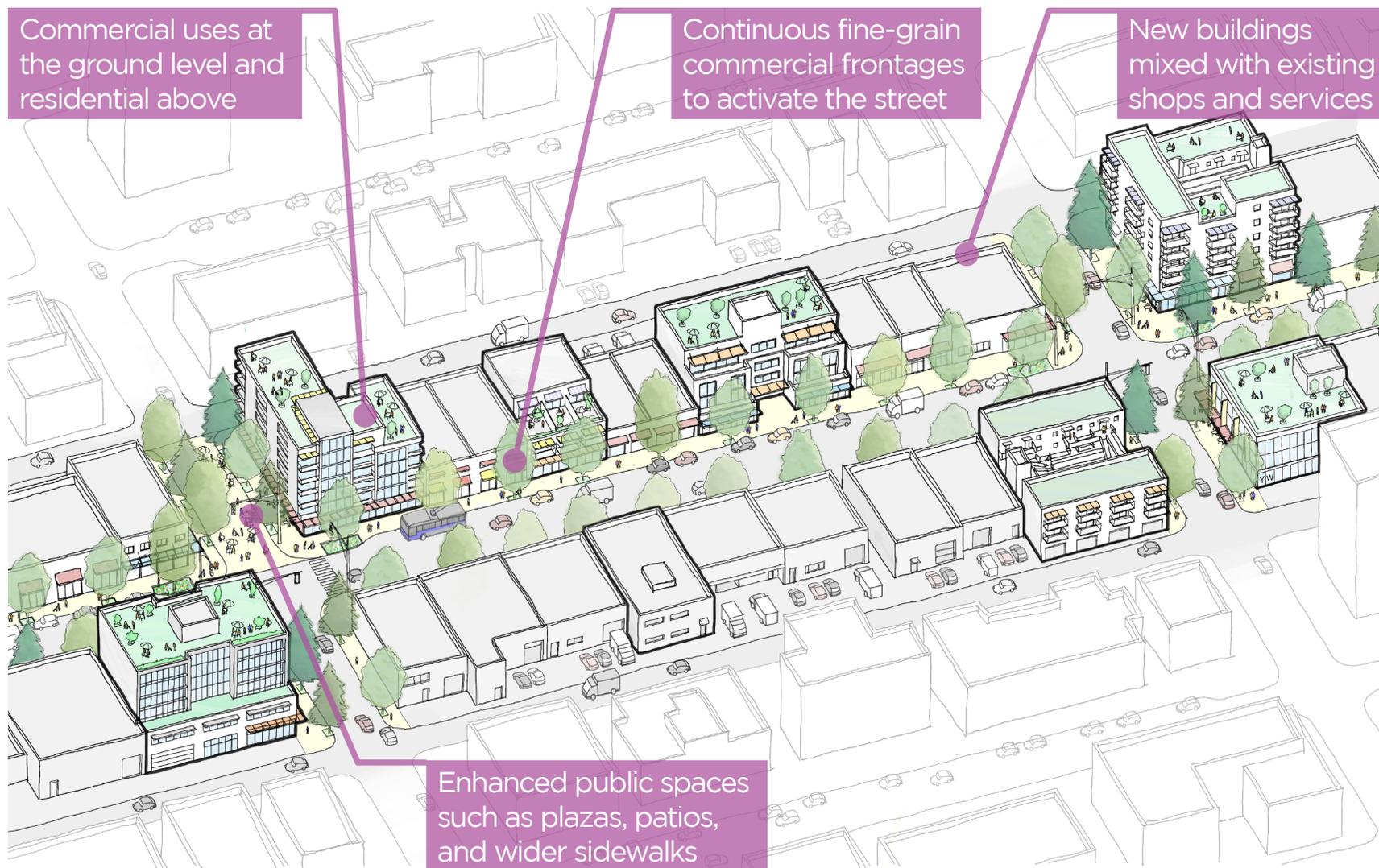
Legend

- Broadway Plan Area
- ▬▬▬▬ Future Broadway Subway
- ▬ Neighbourhood Boundary
- ▬ Millennium Line
- ▬ Villages
- ▬ Existing Rapid Transit Station
- ▬ Future Rapid Transit Station
- Character Area

*Figure 6.10 - Village with the Centres and Residential Areas in the background*



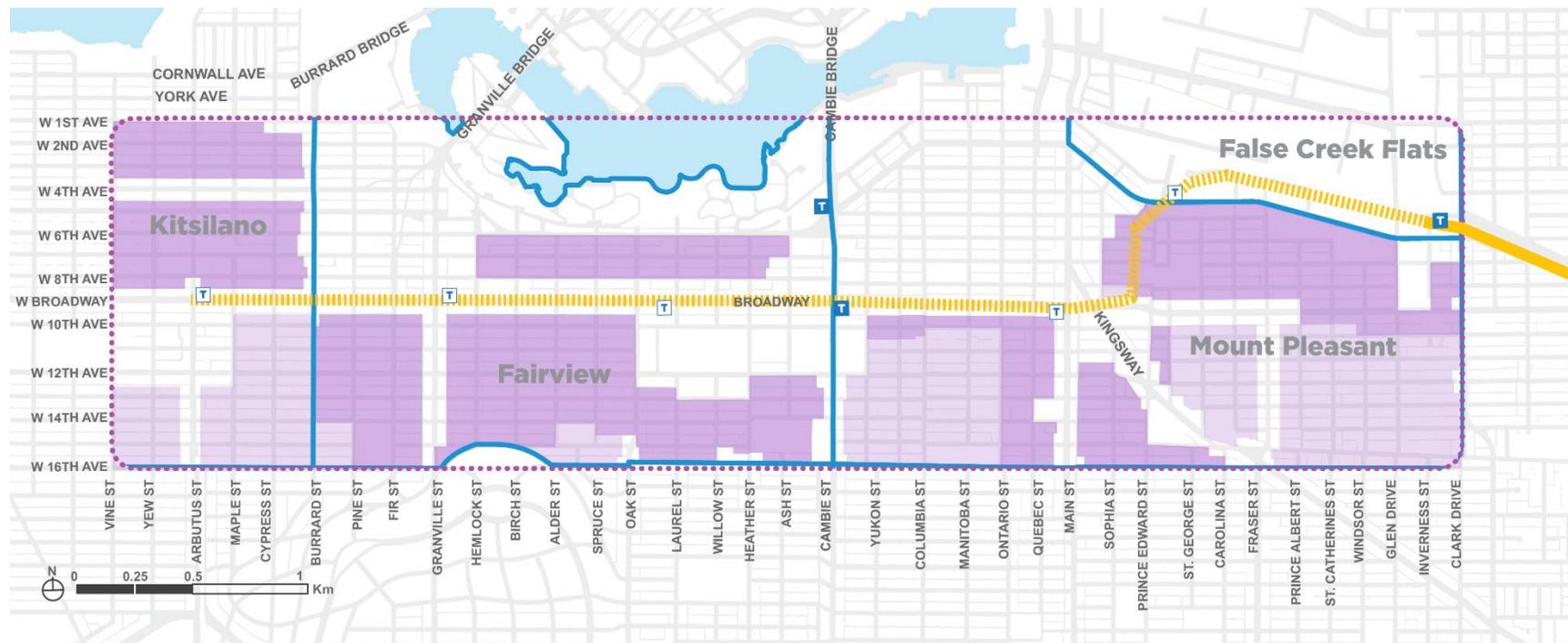
Figure 6.11 - Potential future of the Villages in 30 years



## Residential Areas

The residential areas have a mix of housing types, with a green and leafy character and quiet, walkable streets. With a variety of buildings from different eras, these places will retain existing affordability and provide new affordable housing opportunities for a diversity of household types and incomes as well as provide local-serving shops and services to support complete neighbourhoods.

Figure 6.12 - Residential Areas



### Legend

- |                          |   |                        |                            |
|--------------------------|---|------------------------|----------------------------|
| ••••• Broadway Plan Area | <b>T</b> Existing Rapid Transit Station | Millennium Line        | Character Area             |
| Future Broadway Subway   | <b>T</b> Future Rapid Transit Station   | Neighbourhood Boundary | Existing Apartment Areas   |
|                          |   |                        | Existing Low Density Areas |

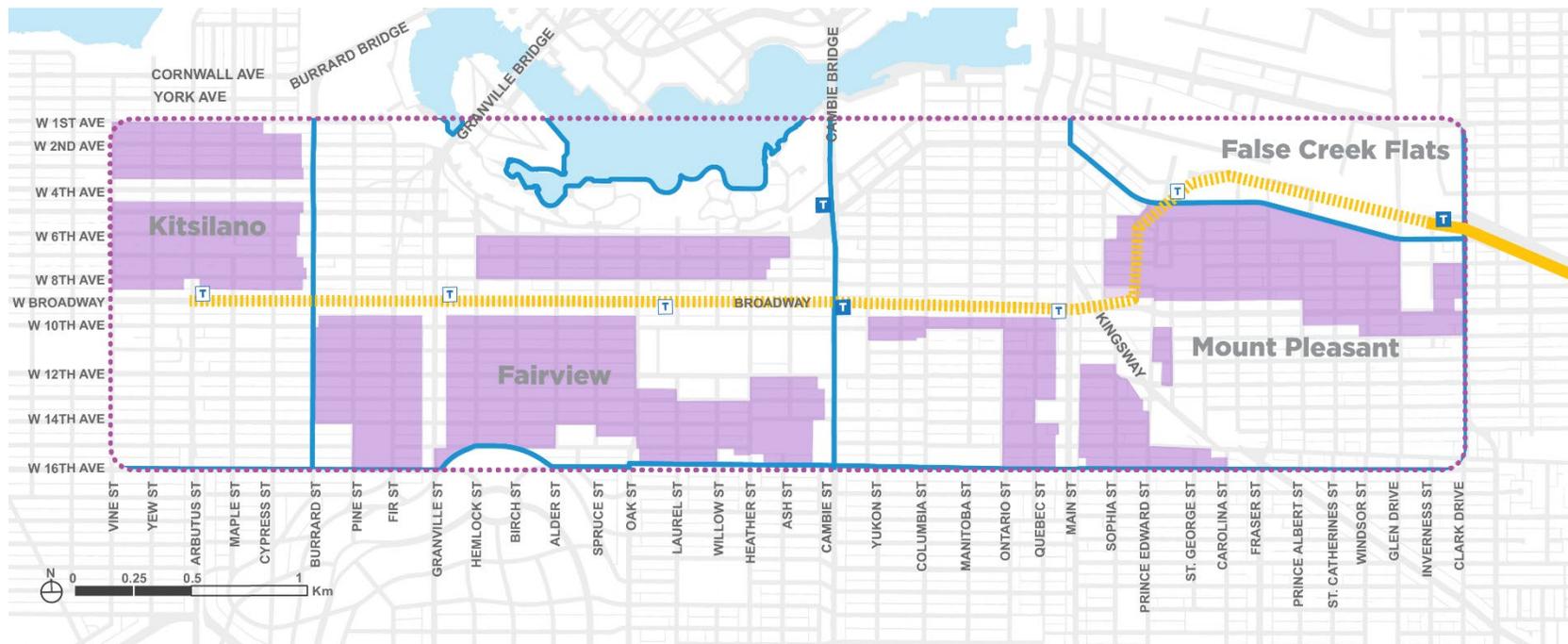
### 6.3 Plan Directions – Residential Areas

- » Provide new affordable housing opportunities, particularly secured rental and social housing, including in off-arterial locations.
- » Maintain the green and leafy character by ensuring landscaped building setbacks and opportunities for large street trees.
- » In the existing apartment areas (RM/FM zones), create options for careful renewal and expansion of the existing older rental housing with a focus on maintaining affordability and supporting existing renters to stay in their neighbourhoods.
- » In the existing low-density areas (RS/RT zones), diversify the housing choice with new rental apartment options while fostering a mix of building types from different periods.
- » Create new options for housing ownership, which in strategic locations will also provide new social housing units as part of redevelopment.
- » Enable new local-serving shops and services (e.g. small grocer, café).

## Residential - Existing Apartment Areas

The existing apartment areas (RM/FM zones) have a range of affordable housing options including a significant stock of purpose-built rental housing. These places will maintain existing housing affordability and provide choice for existing renters to remain in their neighbourhoods by enabling careful renewal of the aging rental stock over the long term, with requirements for below-market rents and strengthened tenant protections.

Figure 6.13 - Existing Apartment Areas



### Legend

- Broadway Plan Area
- ▬▬▬▬ Future Broadway Subway
- ▬ Existing Rapid Transit Station
- ▬▬▬▬ Millennium Line
- ▬▬▬▬ Neighbourhood Boundary
- ▬▬▬▬ Existing Apartment Areas
- ▬▬▬▬ Character Area

*Figure 6.14 - Apartment Area streetscape with a mix of buildings and green and leafy character*



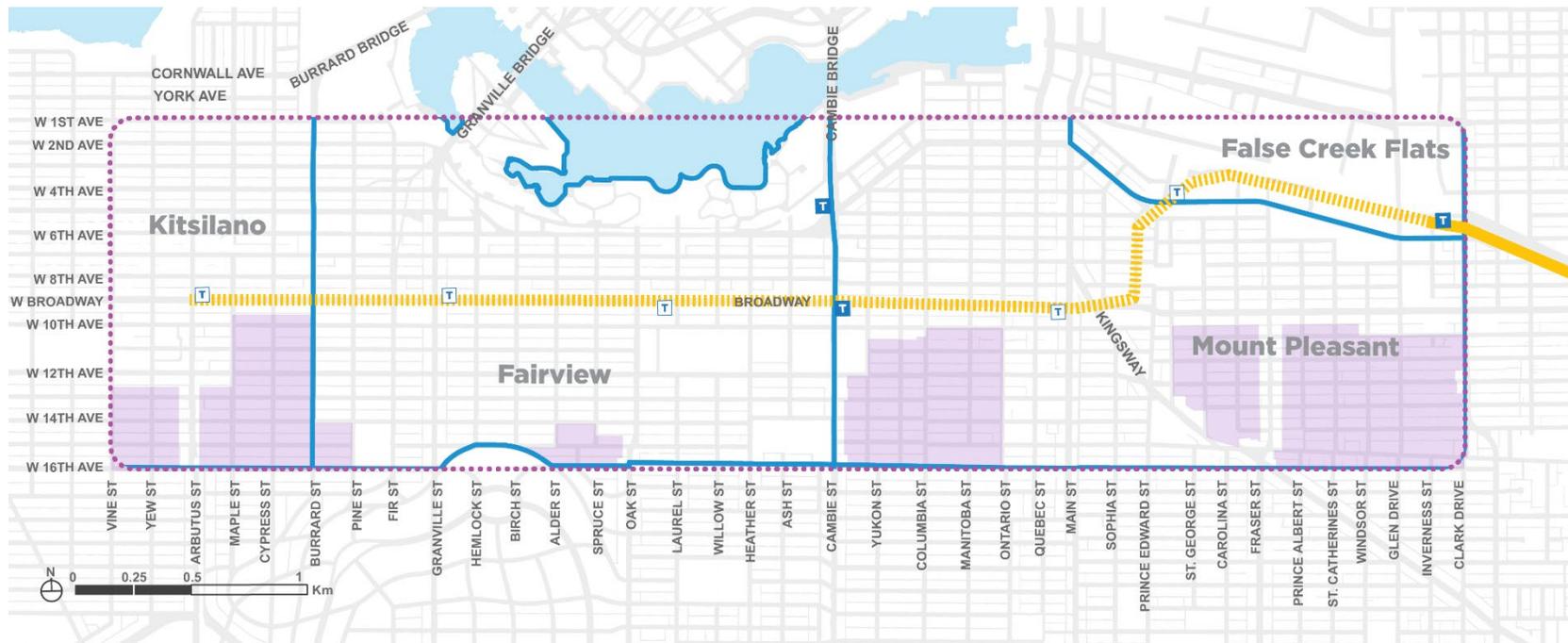
*Figure 6.15 - Potential future of the Existing Apartment Areas in 30 years*



## Residential - Existing Low-Density Areas

The existing low-density areas (RS/RT zones) currently comprise a mix of single-family houses, duplexes, multiple conversion dwellings and small-scale strata developments. To provide a greater diversity of housing options, these places will accommodate new rental apartments over time, with strengthened tenant protections for existing renters, to enable new affordable housing choices supporting transit-oriented neighbourhoods.

Figure 6.16 - Existing Low-Density Areas



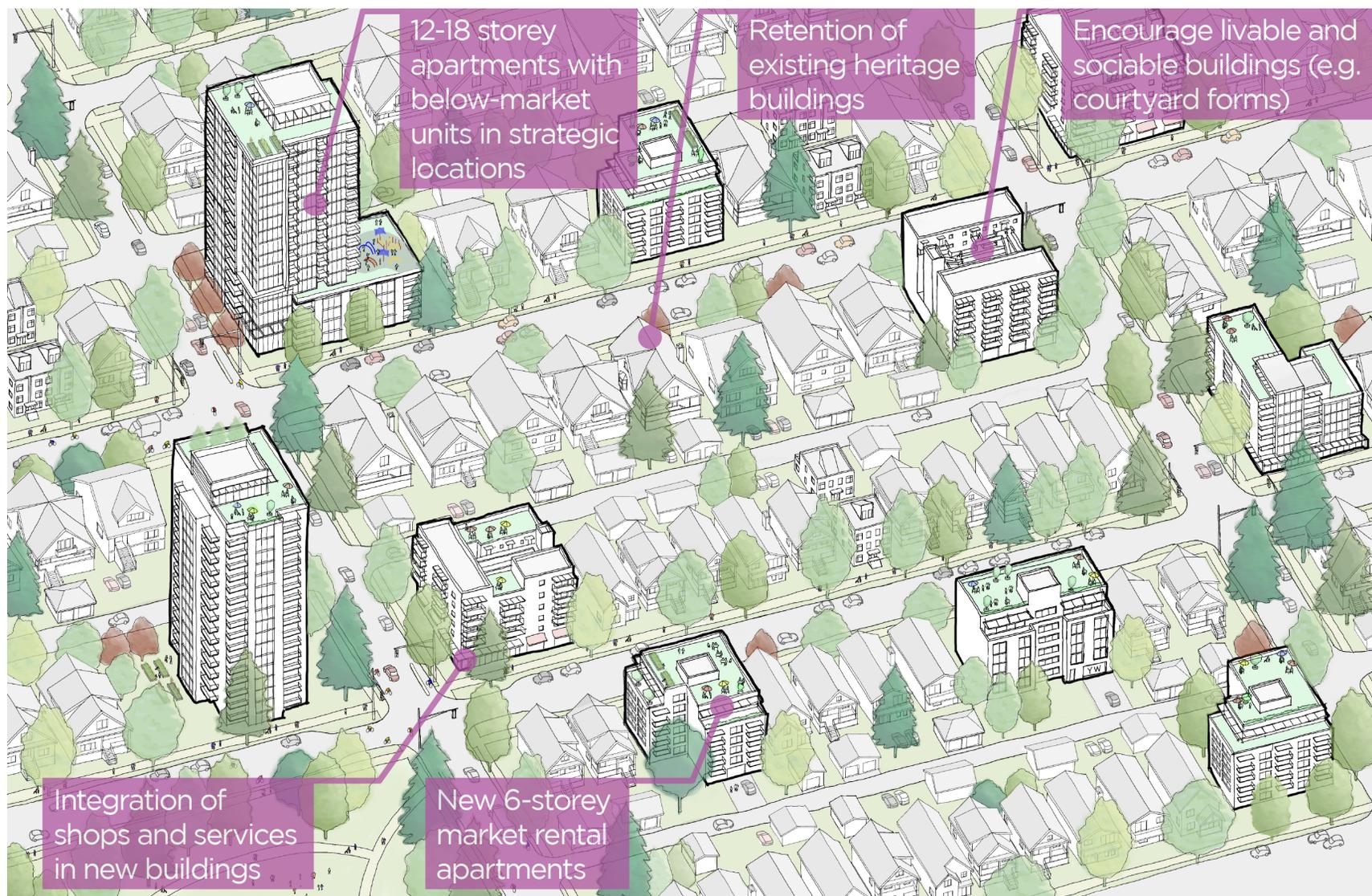
### Legend

- ..... Broadway Plan Area
- Future Broadway Subway
- Existing Rapid Transit Station
- Future Rapid Transit Station
- Millennium Line
- Neighbourhood Boundary
- Character Area
- Existing Low Density Areas

*Figure 6.17 - Low Density area streetscape with new rental apartments and corner grocer/café*



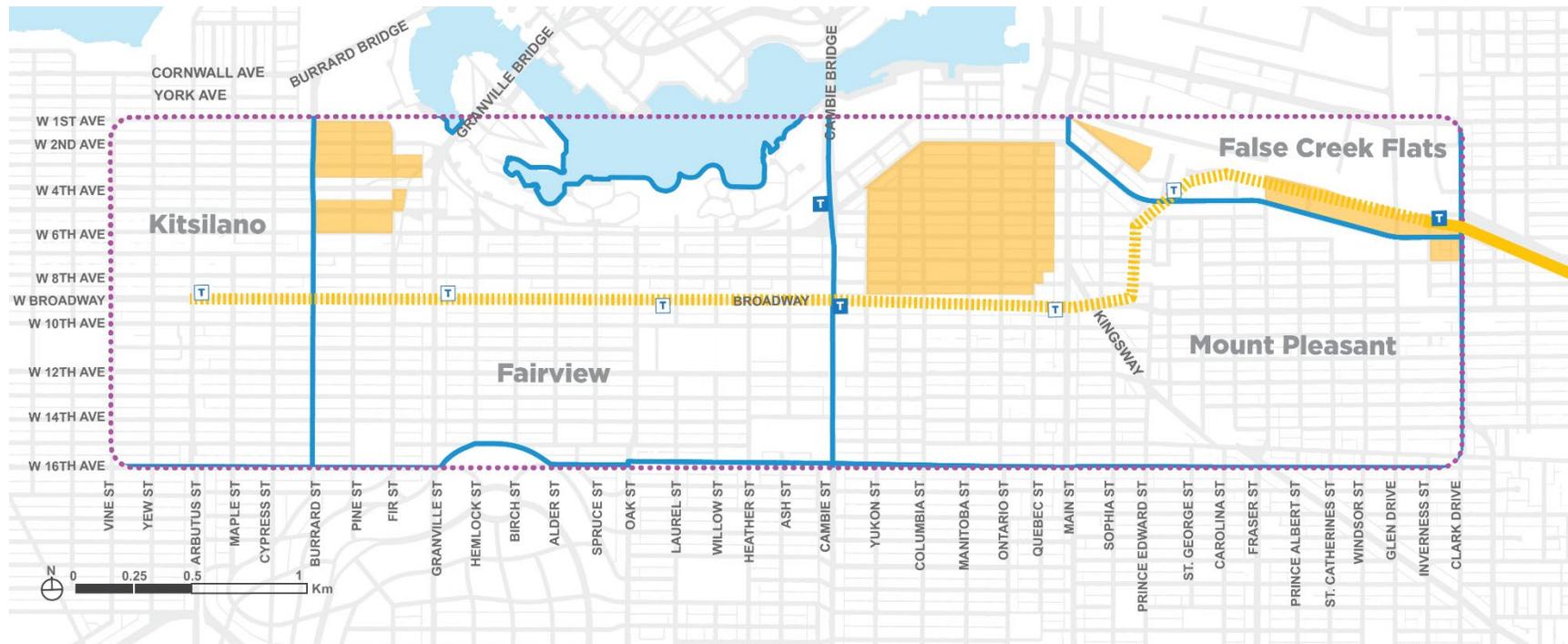
Figure 6.18 - Potential future of the Existing Low Density Areas in 30 years



## Industrial/Employment Areas

The industrial/employment areas are light-industrial and mixed employment districts with an eclectic mix of businesses and building types. These places will provide additional opportunities for job space to support a range of city-serving light-industrial businesses and to foster the growing innovation economy. The industrial/employment areas will continue to have a diversity of building types, including different lot sizes, heights and forms for existing and new industrial and mixed-use industrial-commercial buildings, retained heritage buildings, and arts and cultural spaces. Small-scale retail and food and beverage options will provide services and amenities for area employees as well as foster pedestrian interest and activity.

Figure 6.19 - Industrial/Employment Areas



### Legend

- Broadway Plan Area
- Existing Rapid Transit Station
- Millennium Line
- Character Area
- Future Broadway Subway
- Future Rapid Transit Station
- Neighbourhood Boundary
- Industrial/Employment Areas

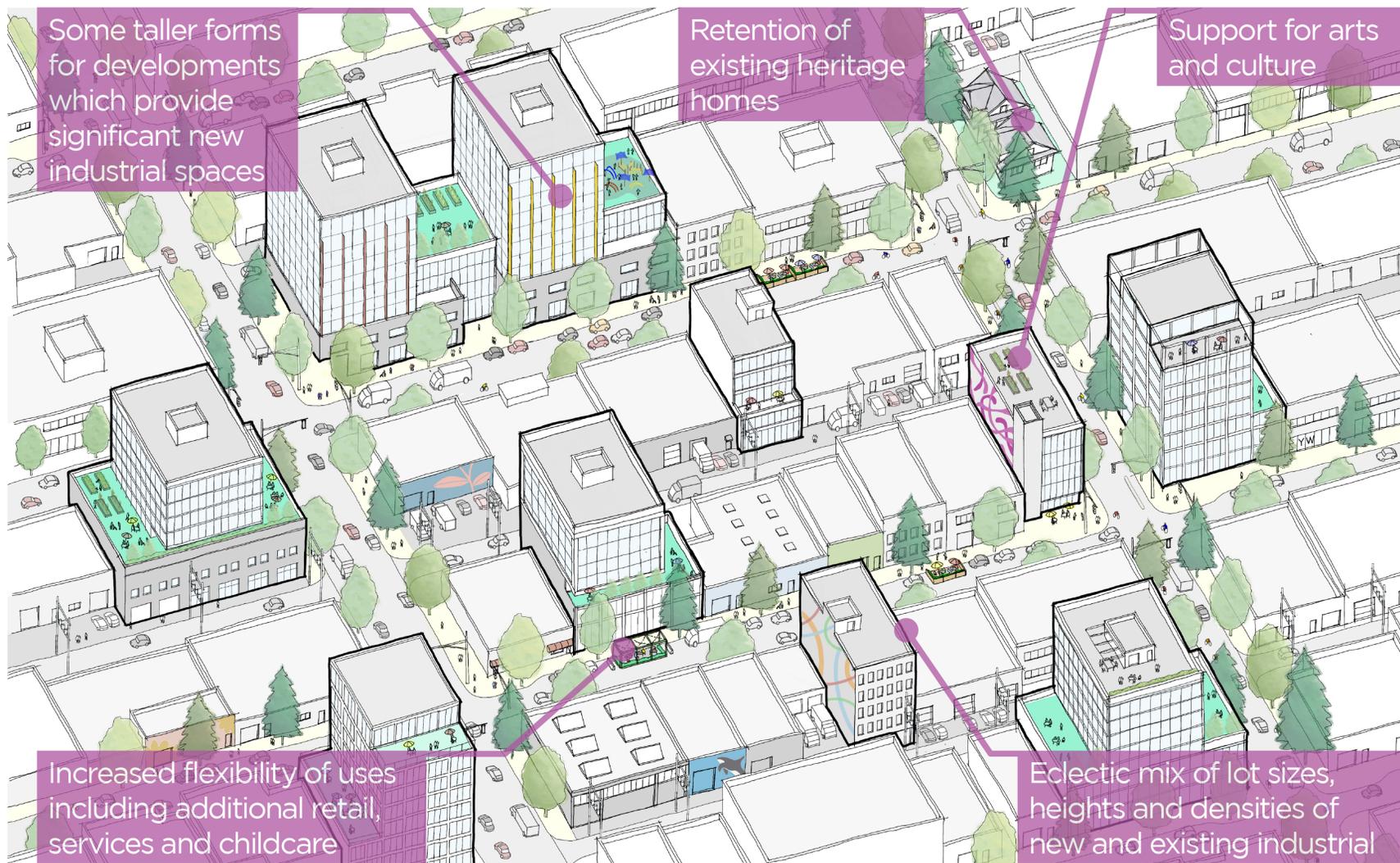
## 6.4 Plan Directions - Industrial/Employment Areas

- » Protect industrial and mixed employment lands for employment use and increase industrial capacity for production, distribution and repair (PDR) uses to meet future needs over the long term.
- » Recognize and strengthen the unique role and character of different districts, e.g. Armoury District near Granville Island, and arts and cultural districts with a high density of arts and cultural spaces.
- » Explore opportunities to modernize the permitted light-industrial (PDR) uses.
- » Support employment intensification and consider a broader range of uses to foster the growing innovation economy and to provide additional amenities and services for local employees.
- » Recognize, protect, and support new and retention of arts and cultural spaces and support access for cultural production and presentation.
- » Explore opportunities to enhance the viability of small businesses (e.g. expanded patio space and tasting rooms for breweries).

*Figure 6.20 - Mount Pleasant Industrial Area*



*Figure 6.21 – Potential future of the Industrial/Employment Areas in 30 years*



# 7 Land Use

## Introduction

This chapter describes how to interpret and use the following land use chapters specific to each neighbourhood: Kitsilano, Fairview and Mount Pleasant (includes the southern portion of the False Creek Flats).

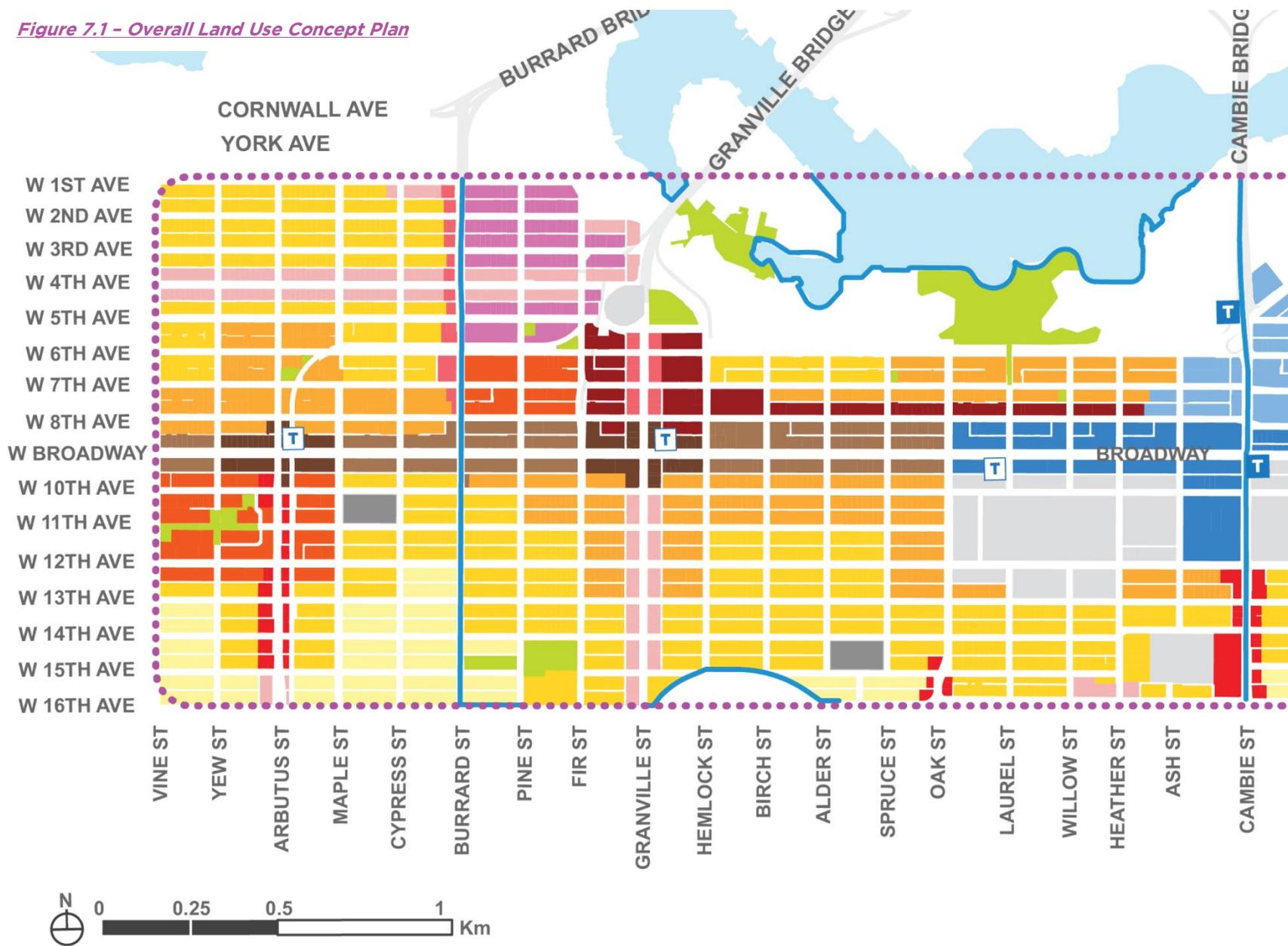
The detailed land use policy for the Plan is divided into a series of policy areas that build on the four general character areas described in Chapter 6 (centres, villages, residential areas and industrial/employment areas), and are further structured by previous policy plans, existing zoning and built form. These policy areas are specific down to the parcel level across the Broadway Plan area, and range in size from a half-dozen parcels over a couple of blocks to hundreds of parcels over dozens of blocks. The specific land use policies within each policy area (e.g. uses, height and density) are intended to be as concise and consistent as possible, while recognizing there are inherent variations in site characteristics between parcels within a given area.

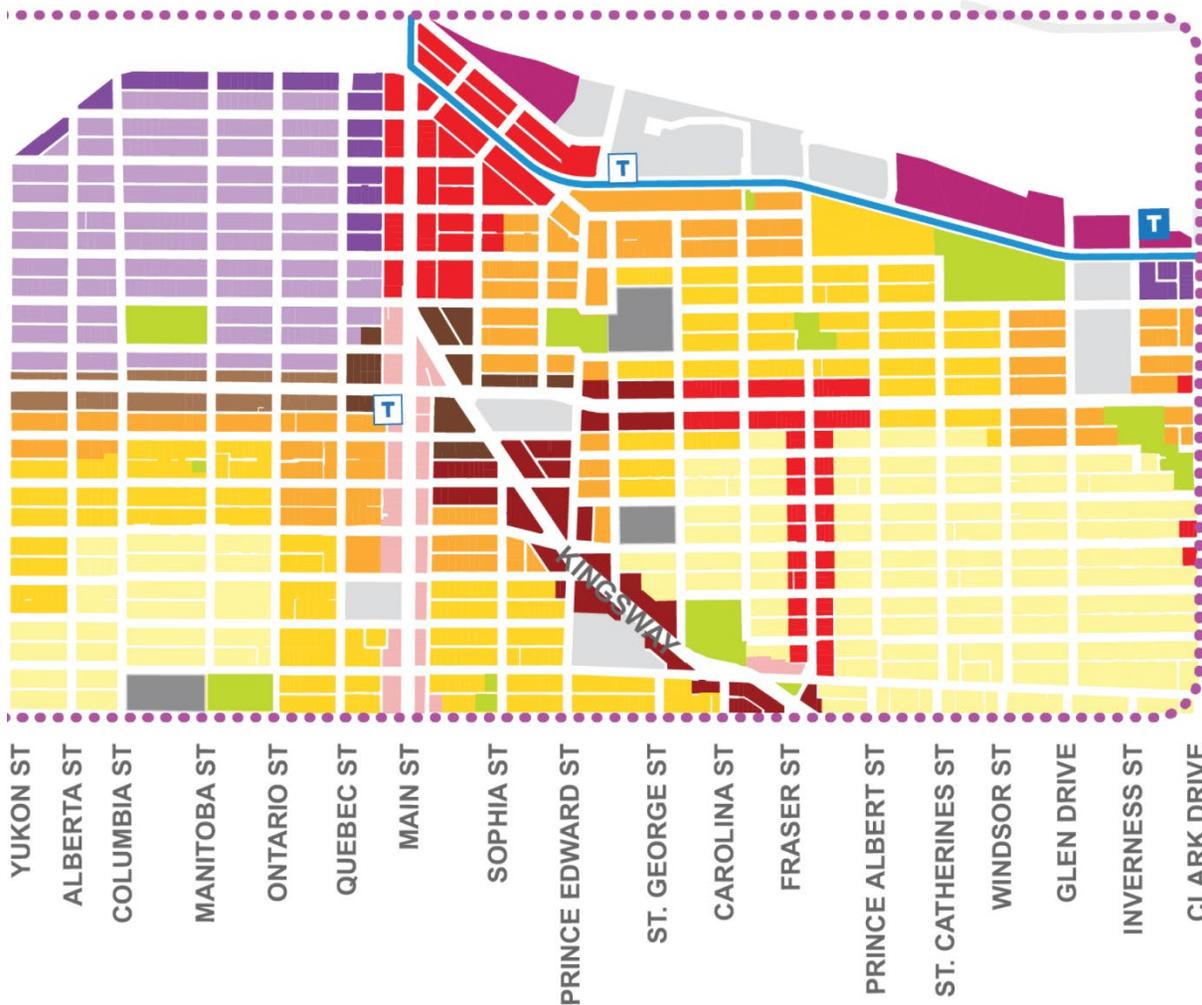
## Overall Land Use Concept Plan

Figure 7.1 illustrates the overall land use structure for the Broadway Plan area based on five generalized land use categories:

- » **Residential Apartment Areas** (ranging from low- to high-rise forms) where residential is the primary land use with opportunities for small-scale retail/service uses throughout;
- » **Mixed-Use Areas** (ranging from low-rise villages to the high-rise areas) provide opportunities for new housing with a mix of retail/service and office uses;
- » **Broadway Choice-of-Use Areas** (including station and shoulder areas along much of Broadway itself) provide opportunities for significant office/hotel or residential development, or a mix of both, with accompanying retail/service uses;
- » **Office Districts** (Uptown and its extension) are the employment heart of the Plan area with opportunities for major office, hotel and retail/service uses; and,
- » **Industrial and Employment Areas** (medium- to high-intensity) are additional employment-focused areas, with opportunities for light-industrial and complementary creative and high-tech uses.

Figure 7.1 - Overall Land Use Concept Plan





**Legend**

- ..... Broadway Plan Area
- T Existing Rapid Transit Station
- T Future Rapid Transit Station
- Neighbourhood Boundary
- Parks
- Public Schools
- Large and Unique Sites
  
- Residential Apartment Areas**
- Low-Rise
- Mid- to High-Rise
- High-Rise
  
- Mixed-Use Areas**
- Residential Primary
- Low-Rise Villages
- Medium-Rise
- Mid- to High-Rise
- High-Rise
  
- Broadway Choice-of-Use Areas**
- Shoulder Area
- Station Area
  
- Office Districts**
- Uptown
- Uptown Extension
  
- Industrial and Employment Areas**
- Industrial - Medium Intensity
- Industrial - High Intensity
- Mixed Employment - Medium Intensity
- Mixed Employment - High Intensity

## Land Use Chapter Structure

Overall the land use chapters for the Plan are structured at three scales:

Scale	Divisions	Level of detail	Description	Example
<b>Neighbourhood</b>	3	Low: Overall character	The Broadway Plan takes a neighbourhood-based approach to planning, recognizing the unique qualities and community needs, with a chapter for each of the three neighbourhoods.	Kitsilano, Fairview, Mount Pleasant
<b>Sub-Area</b>	20	Medium: Local role	Each neighbourhood is broken down into sub-areas for policy directions based on identified character areas and local planning priorities that emerged through community engagement, technical work, and application of city-wide objectives.	Kitsilano North, Fairview Slopes, Mount Pleasant Centre
<b>Policy Area</b>	74	High: Specific Land Use Policies	Each sub-area contains individual Policy Areas ranging in size from a few parcels on a couple blocks to hundreds of parcels on dozens of blocks. Each Policy Area contains specific details on land uses, heights and densities down to the block or parcel scale.	KKNA, FSLA, MCEA

Following the structure of the table above, each of the three neighbourhood chapters has four to eight sub-areas, containing a series of policy areas. The chapters begin with a general introduction and overview of the key Plan directions, followed by a general land use concept map for the neighbourhood.

Each chapter is then broken into sections for each sub-area, which provide:

- » An introductory summary of the sub-area today;
- » The “Overall Intent” of land use policies for the sub-area; and,
- » The “Big Moves” that the Plan proposes for each.

Finally, within each sub-area, the specific land use policies for the policy areas are outlined, including:

- » An “Intent” statement summarizing the policy area’s specific goals;

- » A “Policy Summary Table” (including permitted uses, options for development, tenure for residential uses (if applicable), permitted heights and densities, minimum site frontages, etc.); and,
- » “Additional Policies” applicable for each specific policy area.

The policies within Kitsilano, Fairview and Mount Pleasant (Chapters 8-10) should be considered in conjunction with Built Form and Site Design (Chapter 11) and the subsequent chapters with policies dedicated to specific topics (e.g. housing, jobs and economy, transportation, public realm, arts and culture, heritage, etc.).

## Limitations and Interpretation

The detailed land use policies (e.g. uses, heights, densities, etc.) for each policy area were prepared through an extensive planning process, including the assessment of existing conditions and constraints, input from public and stakeholder engagement, urban design analysis, built form testing, and analysis of development economics. The policies seek to enable new development that contributes positively to the Broadway Plan neighbourhoods, integrating new housing, job space and amenities around the Broadway Subway. However, there are some key limitations to consider that will require some flexibility and discretion in the implementation of the Plan policies:

**Plan area size and complexity**

The land use policies strike a balance between being specific and detailed enough to provide clarity and certainty for individual development projects while aggregating common blocks to limit the Plan’s overall length and complexity. Considering the large geographical extent and complex urban fabric of the Broadway Plan area, the 20 sub-areas and 74 policy areas provide the overall structure for the land use policies. As a result, there may be some sites with unique conditions or complexities not anticipated or addressed by this scale of planning, requiring some flexible interpretation and discretion on a case-by-case basis.

**Time-specific**

While anticipating future needs and objectives as far as possible, the land use policies inevitably represent planning priorities and assumptions from a relative snapshot in time. As Vancouver and the Broadway Plan area continue to grow and evolve over the next 30 years, new environmental, social or economic challenges and opportunities may arise which necessitate reconsideration of these policies over time.

**Alternate solutions** Over the life of the Plan, new best practices or alternative approaches may be identified for sites which could better deliver on sub-area, neighbourhood or overall Plan goals.

Accordingly, the land use policies are intended to provide a clear and robust framework to guide future development within each policy area, but they should not be seen as a prescriptive blueprint. They may be interpreted flexibly and with discretion by City staff as needed to achieve the overall intent of the Plan, and should not preclude the consideration of alternate approaches that might better deliver on the Plan's objectives.

## Land Use Policy Definitions

The following definitions for key terms in the land use Policy Summary Tables in Chapters 8-10 are provided to guide the interpretation of these policies and identify specific instances where flexibility may be considered.

**Uses** These are the general land uses permitted in each Policy Area. The categories include retail/service, office, hotel, residential, industrial, cultural and institutional uses. These are broad land use terms which typically encompass many specific use definitions within Section 2 of the *Zoning and Development Bylaw*. For example "Industrial uses" are a combination of Cultural and Recreational Uses, Institutional Uses, Manufacturing Uses, Transportation and Storage Uses, Utility and Communication Uses and Wholesale Uses. The list provided for each Policy Area is not exhaustive and there will be instances where additional uses may be permitted on a case-by-case basis as long as a clear rationale for their inclusion and an appropriate fit in their local context can be demonstrated.

**Options/  
Tenure** Where possible, the Plan's policies provide *options* and/or *tenures* for applicants to choose between when preparing development proposals.

*Options:* Many of the choice-of-use areas along Broadway within the Centres have a mixed-use residential option(s) and a commercial/office option – leaving the applicant to determine the type of project they choose to pursue. For larger sites, both options may be accommodated on one site.

*Tenure:* Within the Residential Areas, there are often different tenures available for the applicant to choose between (e.g. “secured rental housing” or “strata ownership housing”). Each tenure typically has different permitted heights and densities; and additional applicable policies can be found in the “Option Notes” area of the table. In some policy areas, the tenure permitted is associated with the existing use/tenure on the site before redevelopment (e.g. RM/FM zoned sites with existing purpose-built rental housing are required to deliver replacement rental housing).

Lastly, some of the options or tenures have two different forms (i.e. tower or non-tower form) which will be dependent on unique site characteristics such as frontage, lot depth and surrounding built context.

**Maximum Height** Building heights are generally provided in storeys (with heights in metres and feet in select areas) and are intended to represent the general height permitted for each policy area (typical floor to floor heights by use are included in Built Form and Site Design Chapter 11). Depending on the site context and project circumstances, there will be cases where lesser heights will be more appropriate. In other cases (e.g. larger sites and/or sites providing on-site open space), modest increases to the permitted height may be considered.

**Maximum Density** The overall density for each policy area (and any options/tenures within it), measured in Floor Space Ratio (FSR), should be considered a maximum. The City's standard FSR exclusions (e.g. balconies, amenity spaces, and in-suite storage) would apply. The FSR(s) in each policy area is based on intended urban design performance. The development potential for a given site may fall at or below the FSR or FSR range identified.

## Privately-Initiated Rezoning

The Broadway Plan enables the consideration of rezoning applications, which meet the following conditions:

**Site location** Privately-initiated rezoning applications can be considered in the rezoning-eligible areas shown in Figure 7.2. This map reflects the land use policies contained in Chapters 8-10. It is expected that redevelopment of sites

where the Plan generally does not enable rezonings would proceed through a development permit process in accordance with the applicable zoning district schedule, unless where noted otherwise in the land use policies. There may be some exceptions where sites outside of the rezoning-eligible areas may still be considered for rezoning or a Heritage Revitalization Agreement on a site-by-site basis. These will be considered in the context of all policies and goals of the Plan, including:

- » Heritage resources, as determined by the Director of Planning, in order to achieve heritage conservation objectives;
- » Institutional sites (e.g. places of worship, care facilities); and,
- » Social housing sites.

In all instances, the overall height, density, and form of development should be sensitive to the surrounding context. This would include consideration of street character, views, shadowing, topography, access and circulation, and privacy.

**Site size**

For a site to be considered for rezoning under the Broadway Plan, it should be of a size and configuration such that it can reasonably accommodate a form of development as outlined in the Plan, including minimum frontage requirements. Alternative forms of development may be considered on a case-by-case basis, so long as they can be shown to meet the intent and objectives of the policies.

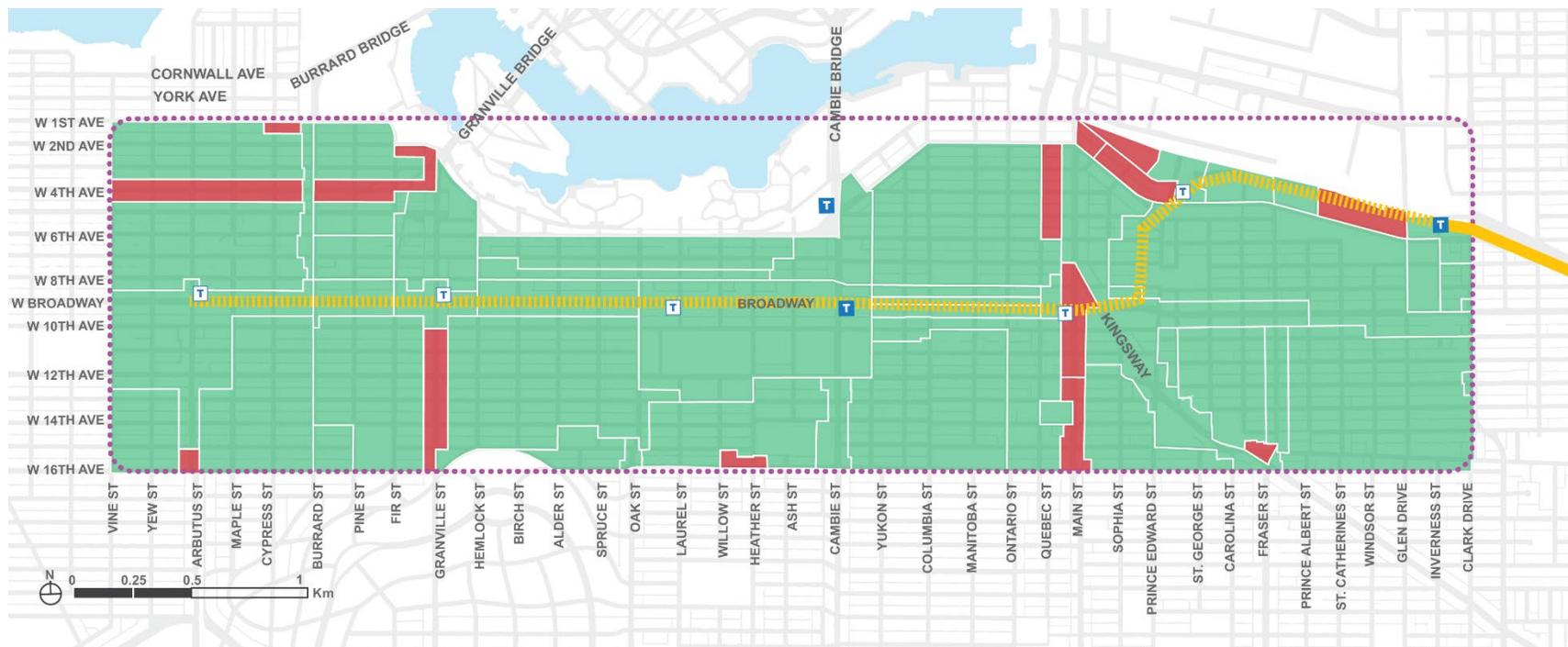
**Avoid precluding future opportunities**

In some cases, sites may not be considered for rezoning where adjacent developments may be unreasonably precluded as a result of the proposed development (i.e. the proposed development should not result in “leaving behind” isolated small lots that cannot reasonably be developed on their own). To ensure that sites are not “orphaned”, rezoning applicants will be expected to demonstrate that sites that are “left behind” can be reasonably developed with consideration for building massing, separations, site-specific conditions (such as existing trees), and project economics.

**Compliance with the Plan**

Applications should demonstrate overall compliance with the Broadway Plan and all other relevant City policies and regulations.

Figure 7.2 - Location of Rezoning-eligible Areas



Legend

- Broadway Plan Area
- ▤▤▤▤▤ Future Broadway Subway
- Ⓣ Existing Rapid Transit Station
- Ⓣ Future Rapid Transit Station
- Rezonings Enabled
- Rezonings Generally Not Enabled

## Subway Station Integration

Rezoning applications for development in station areas in close proximity to the Broadway Subway stations may have additional station integration requirements and design considerations. These could include but are not limited to: providing secondary station entrances, undergrounding surface service parking for the station, providing knockout panel connections to the parkade, relocating interim emergency exit locations to permanent locations, additional station coiling doors and plaza enhancements, and providing enhanced setbacks and/or on-site public open space (see Land Use Chapters 8-10 and Built Form and Site Design Chapter 11 for more details).

For rezonings at Oak-VGH, Mount Pleasant, Broadway-City Hall and Great Northern Way-Emily Carr stations, full overbuild is strongly preferred to optimize the air space over the station for housing and/or job space.

It is strongly recommended that rezoning applicants in these areas engage with City staff early in the enquiry process to discuss the potential station integration requirements and design considerations that may apply to development on their site.

## Social and Seniors Housing

To enable renewal and expansion of social housing, additional height and density can be considered generally up to the maximum permitted by the policy area's respective land use policies, in all areas where new residential development is enabled by the Plan. To enable renewal and expansion of affordable seniors housing, additional height and density can be considered generally up to the maximum permitted by the policy area's respective land use policies. (See also Housing Chapter 12.)

## Large and Unique Sites

The Broadway Plan area includes eight large and unique sites (shown in Figure 7.3) requiring site-specific policy directions. These sites provide significant opportunities to deliver on multiple Plan objectives including diverse and affordable housing, job space, community-serving facilities and institutions, public amenities, and new shops and services – contributing towards more complete neighbourhoods.

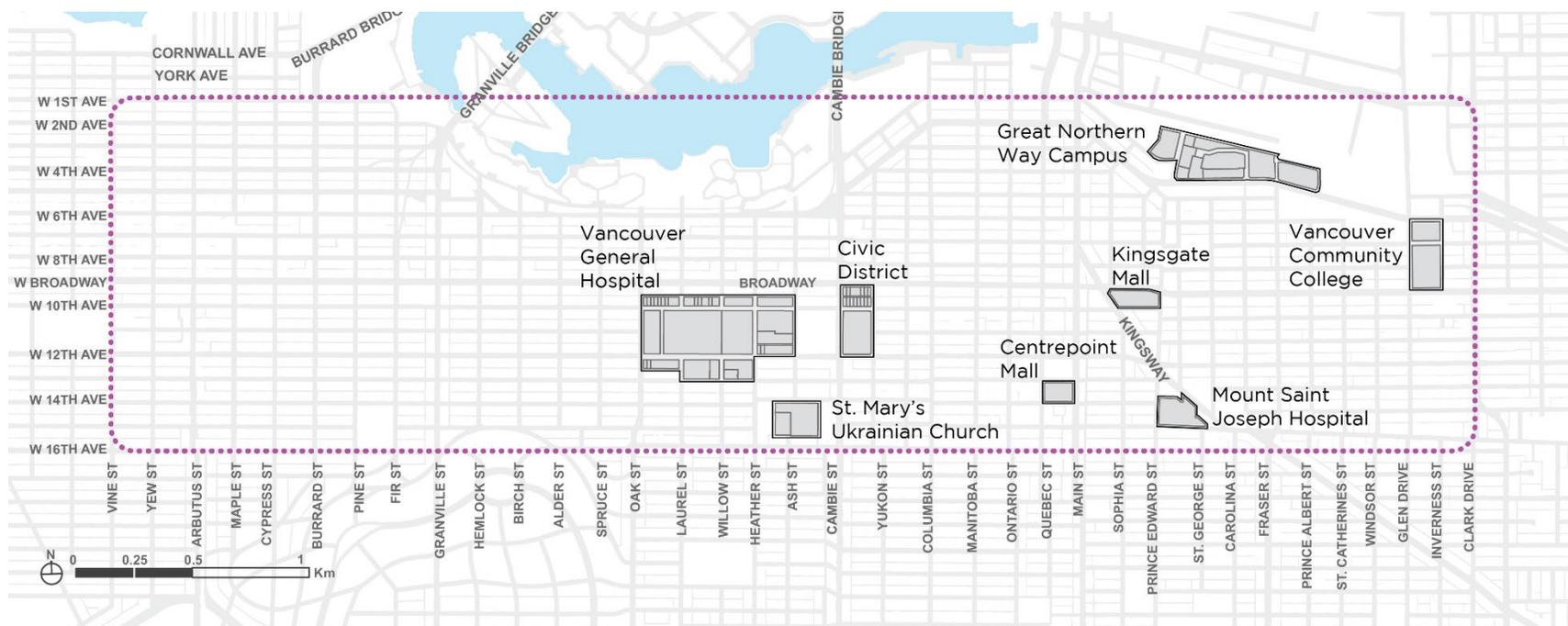
These large and unique sites are within each of the following neighbourhood chapters:

- Fairview:** Vancouver General Hospital (VGH) Campus and BC Cancer Centre, Civic District (City Hall) and St. Mary's Ukrainian Church.
- Mount Pleasant:** CentrePoint Mall (within Main Street Village), Kingsgate Mall, Mount Saint Joseph Hospital, Great Northern Way (GNW) Campus and Vancouver Community College (VCC) Campus.

Each large and unique site includes the following:

- » General description, including site size, location, local context and a key map.
- » Vision statement for the site.
- » Specific land use, built form and other policies (where applicable).
- » In select cases, some of these details will be determined through further site planning and analysis as part of Plan implementation.

Figure 7.3 - Large and Unique Sites in the Plan Area



Legend

- ..... Broadway Plan Area
- ▭ Large and Unique Sites

## Areas for Higher Buildings

The City of Vancouver maintains a number of protected public views to the mountains, ocean, downtown skyline, and other landmarks. These views are important to Vancouver’s civic image and are there for the enjoyment of all residents and visitors. The City’s view protections limit the heights of new buildings in certain locations.

Higher buildings that enter the lower Queen Elizabeth Park view sections 3.1 and 3.2.4a (see Figure 7.4) can be considered in select areas within the Broadway Plan area. The intent is to enable opportunities for additional job space and affordable housing close to rapid transit and to strengthen the skyline of Central Broadway as Vancouver’s “second downtown”, while maintaining the protected public views of the North Shore Mountains.

Generally these areas for higher buildings are along Broadway and in Uptown (including the Civic District and VGH Campus), other commercial streets near rapid transit stations, and in the Apartment Areas south of Broadway (see Figure 7.5). In all areas, consideration of higher buildings entering view sections 3.1 and 3.2.4a is limited to buildings that deliver affordable housing (e.g. secured market and below-market rental or social housing) or significant job space (e.g. office, hotel or institutional space).

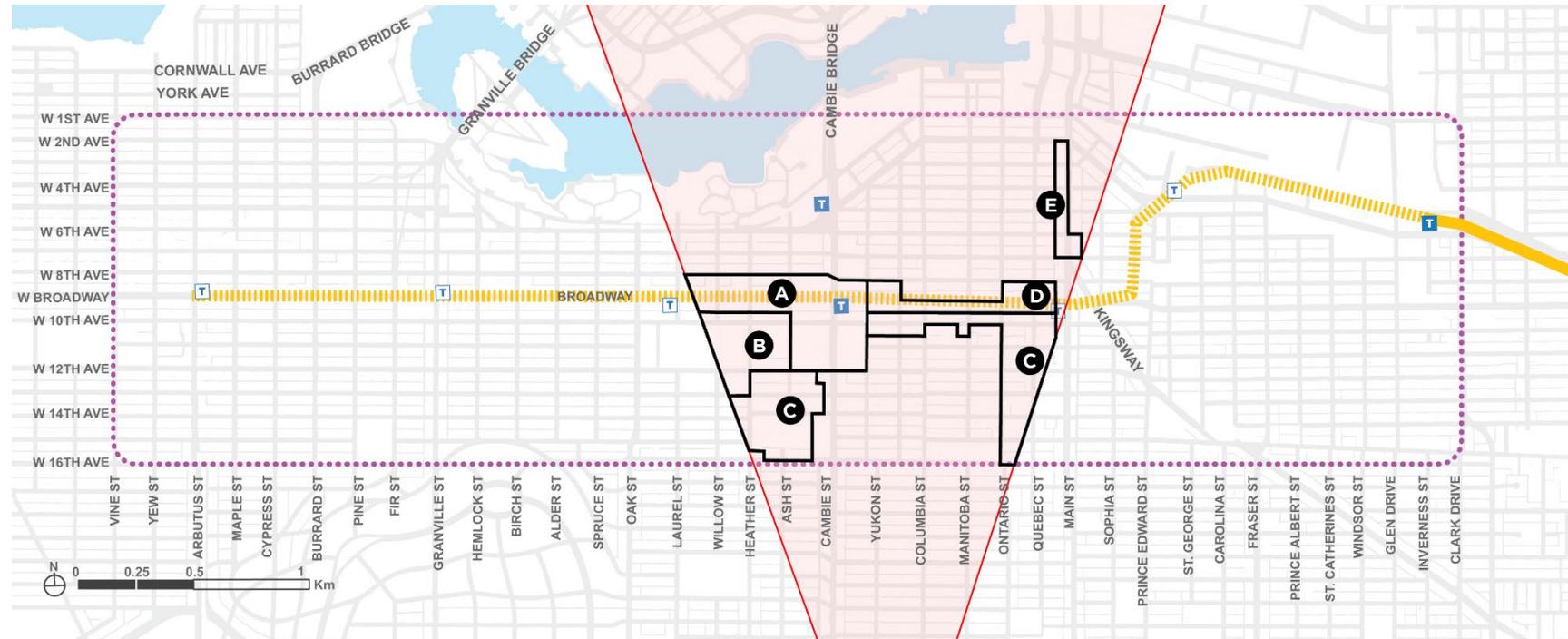
*Figure 7.4 - Queen Elizabeth Park Views (View 3)*



## 7.1 Area-Specific Considerations for Higher Buildings

**Note:** For site-specific land use policies and guidelines, refer to Fairview and Mount Pleasant (Chapters 9-10) and Built Form and Site Design (Chapter 11).

*Figure 7.5 - Areas Where Higher Buildings can be Considered*



### Legend

- ..... Broadway Plan Area
- Future Broadway Subway
- Existing Rapid Transit Station
- Future Rapid Transit Station
- Millennium Line
- Queen Elizabeth Park View
- Areas for Higher Buildings

<b>Area A</b> Uptown Office District (FUCA)	For job space only. Building heights can generally be considered up to 122 m (400 ft.) or up to the underside of Queen Elizabeth Park View sections 3.2.1-3.2.4 if more restrictive, except where restricted by other protected public views (e.g. Cambie Street View 9) or helicopter flight paths from Vancouver General Hospital or BC Women's and Children's Hospital.
<b>Area B</b> VGH Campus and BC Cancer Centre (FUCB)	For job space only. Building heights can generally be considered up to 106.7 m (350 ft.) or up to the underside of Queen Elizabeth Park View sections 3.2.1-3.2.4 if more restrictive, except where helicopter flight paths are more restrictive.
<b>Area C</b> RM Apartment Areas (FUSA, FUSB, MSA, MSAB)	For 100% social housing. Building heights can generally be considered up to 20 storeys or up to the underside of Queen Elizabeth Park View sections 3.2.1-3.2.4 if more restrictive.
<b>Area D</b> Broadway Shoulder Area (East) / Mount Pleasant Station Area (MBSA, MBSB, MCEA)	On the north side of Broadway, for job space only on consolidated C-3A/I-1 zoned sites or for choice-of-use (job space or secured market and below-market rental housing) in the Mount Pleasant Station Area. On the south side of Broadway, for choice-of-use (job space or secured market and below-market rental housing). In both areas, building heights can generally be considered up to the underside of Queen Elizabeth Park View sections 3.2.1-3.2.4.
<b>Area E</b> Main Street North (MCEG)	For choice-of-use (job space or secured market and below-market rental housing). Building heights can generally be considered up to 25 storeys (22 storeys for office), or up to the underside of Queen Elizabeth Park View sections 3.2.1-3.2.4 if more restrictive.

# 8 Kitsilano

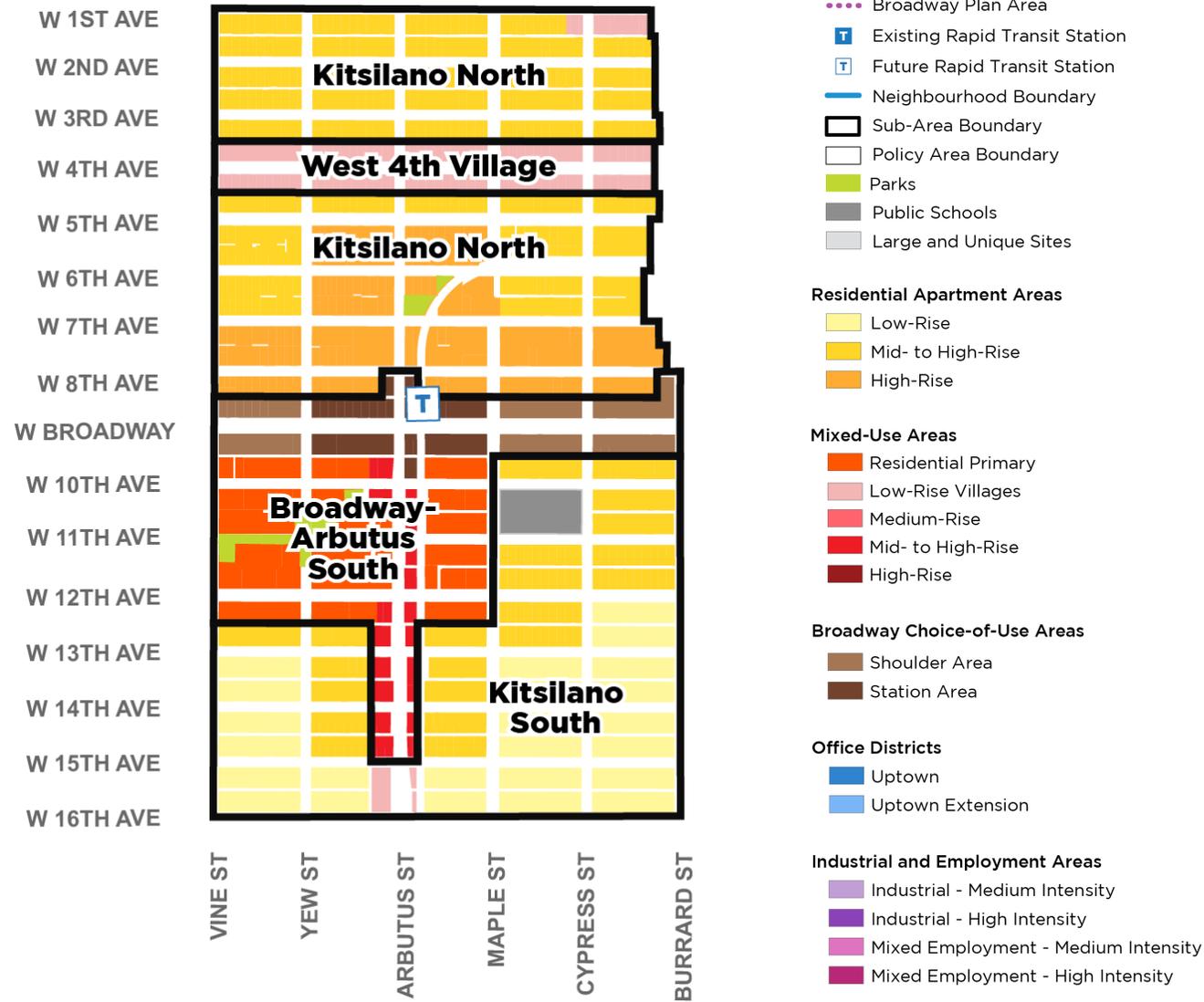


## Introduction

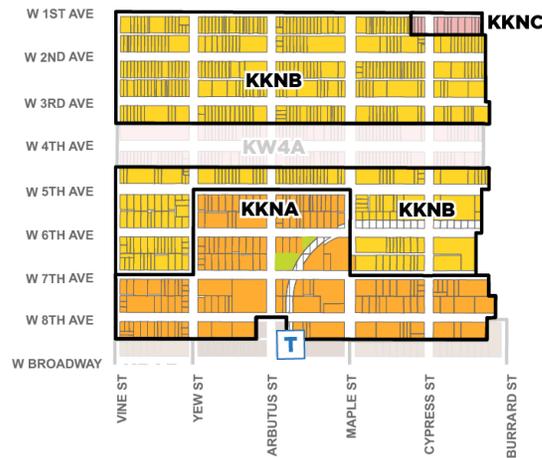
Kitsilano is a cherished neighbourhood set near the beach, destination waterfront parks, and the iconic Kitsilano Pool. It has a significant stock of purpose-built rental housing, diverse shops and restaurants along West 4th, and a concentration of office space and newer mixed-use development along Broadway. The Broadway Plan policies seek to retain what makes Kitsilano special, while also enabling a greater diversity of housing options, job space, shops and services, and amenities throughout the neighbourhood. Some of the key Plan directions for Kitsilano include:

- » Retaining what is most cherished by the community, such as the West 4th Village, green and leafy residential streets, and heritage buildings.
- » Creating opportunities for new job space, housing, and amenities near Arbutus Station.
- » Adding more diverse housing options such as rental apartment buildings, particularly in lower density residential areas south of Broadway.
- » Supporting the long-term renewal of aging rental apartments, ensuring affordability is preserved and existing tenants are protected.
- » Encouraging new local-serving retail and services in residential areas, such as corner grocery stores, cafés, bakeries, and small pharmacies.

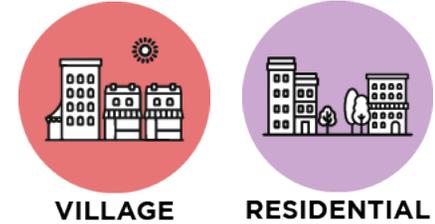
Figure 8.1 - Kitsilano Neighbourhood Land Use



## Kitsilano North



Kitsilano North is a primarily residential apartment area with a significant stock of older rental housing. It has a variety of building types and styles that contribute to architectural diversity. Residential streets have landscaped setbacks and gardens, and large mature street trees. Housing in the area includes a mix of character and heritage houses, many older 3-4 storey rental apartments, social housing, and strata ownership townhouses and apartments. There are a handful of small-scale cafés and grocers sprinkled throughout the residential areas, and a mixed-use retail/service node on West 1<sup>st</sup> Avenue near Burrard Street. The Arbutus Greenway passes through the area, curving from a north-south alignment to east-west at Delamont Park



### Overall Intent

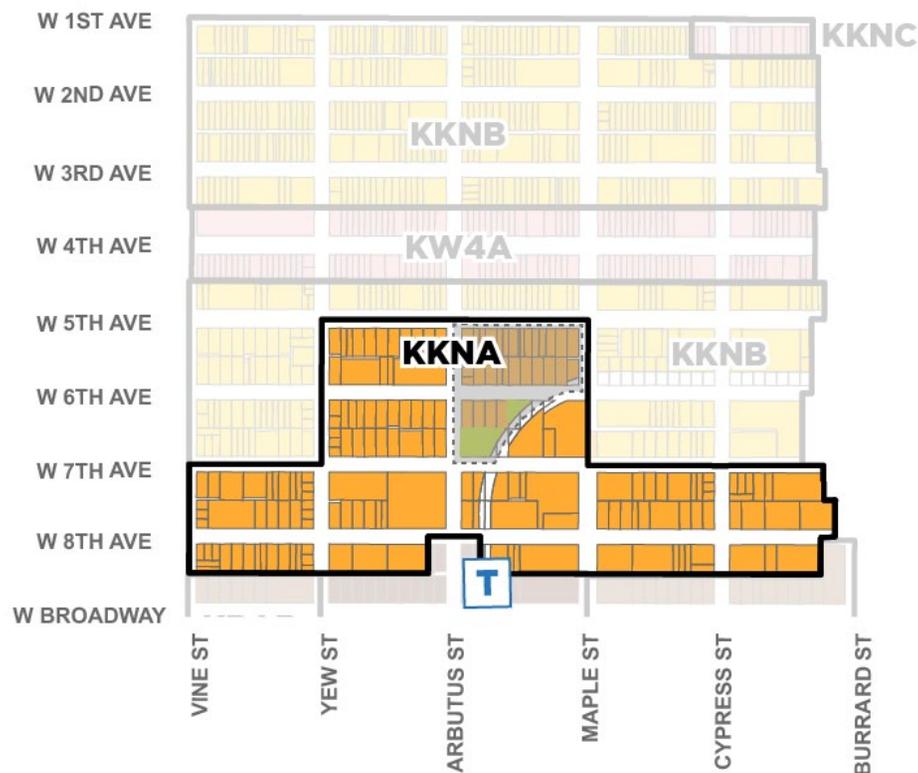
Strengthen Kitsilano North as a walkable, primarily residential area with a diversity of housing options by providing strategic opportunities for new housing, encouraging the retention and renewal of the existing older rental housing, and introducing new small scale retail/service uses.

### The Big Moves

- » Walkable, primarily residential apartment area with diverse housing options.
- » Support the long-term renewal of the older rental housing while preserving existing affordability by limiting additional density to below-market and market rental uses with enhanced tenant protection requirements for existing rental buildings.
- » Encourage additional local-serving shops and services to be integrated with new apartment buildings throughout the area.

8.1 Kitsilano North - Area A

**KKNA**



**Intent**

Support the long-term renewal of the older residential buildings, while preserving existing rental housing affordability levels and providing strengthened tenant protections.



**RESIDENTIAL**

**Legend**

 Delamont area

8.1.1 **KKNA Policy Summary Table**

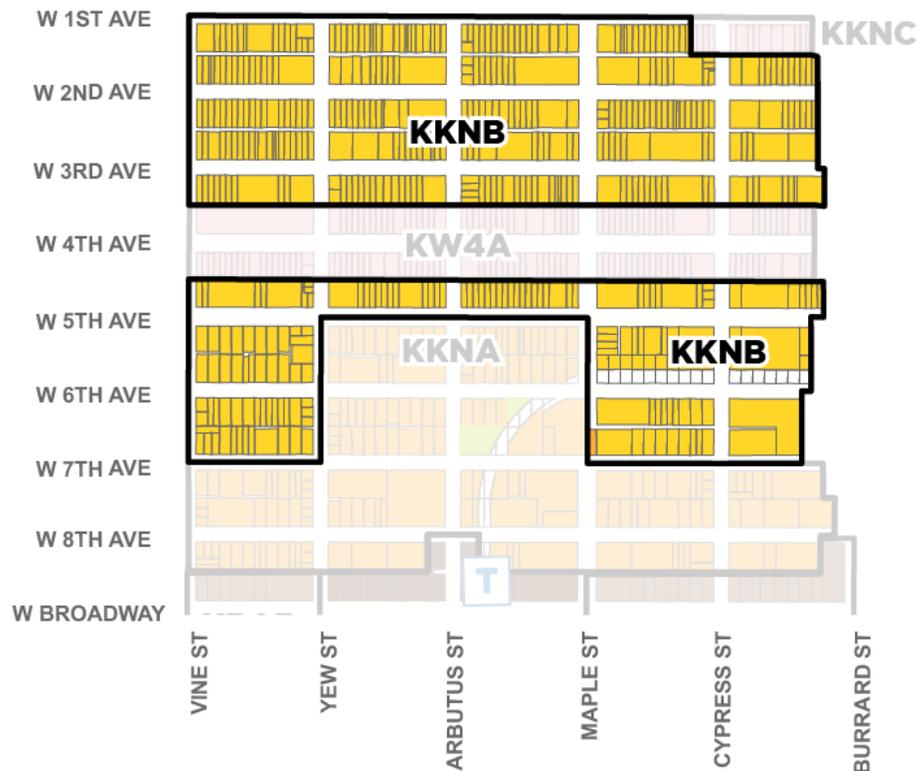
Policy Area	Kitsilano North - Area A		KKNA	
<b>Uses</b>	Residential, retail/service			
<b>Option/Tenure</b>	Secured market rental housing or social housing		Strata ownership housing, limited to sites without existing purpose-built rental or social housing	
	Tower form	Non-tower form	Tower form	Non-tower form
<b>Max Height</b>	20 storeys	3-6 storeys	20 storeys	3-6 storeys
<b>Max Density</b>	6.5 FSR	1.0-2.7 FSR	6.0 FSR	1.0-2.7 FSR
<b>Min Frontage</b>	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 8.1.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be delivered as turnkey social housing units to the City.</li> </ul>	<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 8.1.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> </ul>
	<ul style="list-style-type: none"> <li>"Existing purpose-built rental or social housing" refers to sites where rental housing replacement requirements apply per the Rental Housing Stock Official Development Plan.</li> </ul>			

**Additional Policies**

- 8.1.2 There will be a maximum of two towers per block (street to street, including any laneways) in the Kitsilano North sub-area. For blocks located in both Kitsilano North and another sub-area, only towers in Kitsilano North shall be counted toward the maximum. However, for the southern block faces along 8th Avenue, only one tower will be allowed on the Kitsilano North Area A block face.
- 8.1.3 Minor increases in height and density will be considered for delivery of local-serving retail/service uses or childcare.
- 8.1.4 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.
- 8.1.5 For the City-owned properties on 5th and 6th avenues between Arbutus and Maple Street (general area identified on the map), undertake a future master planning process including robust community engagement to explore ideas for the expansion of Delamont Park, in consideration of the complexity of the area, including heritage aspects.

8.2 Kitsilano North - Area B

KKNB



Intent

Support the long-term replacement of the older residential buildings, while preserving existing rental housing affordability levels and providing strengthened tenant protections.



RESIDENTIAL

8.2.1 **KKNB Policy Summary Table**

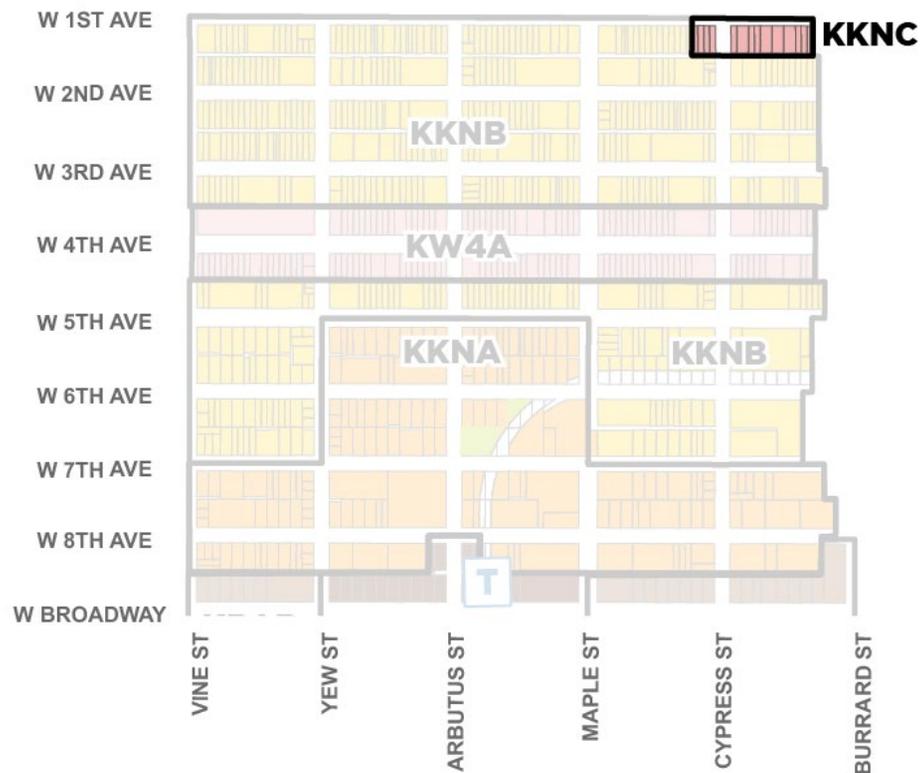
Policy Area	Kitsilano North - Area B		KKNB	
Uses	Residential, retail/service			
Option/Tenure	Secured market rental housing or social housing		Strata ownership housing, limited to sites without existing purpose-built rental or social housing	
	Tower form	Non-tower form	Tower form	Non-tower form
Max Height	20 storeys	3-6 storeys	12 storeys	3-6 storeys
Max Density	6.5 FSR	1.0-2.7 FSR	4.0 FSR	1.0-2.7 FSR
Min Frontage	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> <li>Applies where a tower cannot be achieved due to lot conditions or policy 8.2.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> </ul>		<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 8.2.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> </ul>
	<ul style="list-style-type: none"> <li>"Existing purpose-built rental or social housing" refers to sites where rental housing replacement requirements apply per the Rental Housing Stock Official Development Plan.</li> </ul>			

**Additional Policies**

- 8.2.2 There will be a maximum of two towers per block (street to street, including any laneways) in the Kitsilano North sub-area. For blocks located in both Kitsilano North and another sub-area, only towers in Kitsilano North shall be counted toward the maximum.
- 8.2.3 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.
- 8.2.4 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.

8.3 Kitsilano North - Area C

KKNC



Intent

Retain the current low-scale village character with continuous retail/service uses at the street level.



VILLAGE

8.3.1 **KKNC Policy Summary Table**

Policy Area	Kitsilano North - Area C	KKNC
Uses	Retail/service, office, residential	
Option/Tenure	Secured rental housing	Strata ownership housing, retail/service, or office
Max Height	6 storeys	4 storeys
Max Density	3.5-3.7 FSR	2.5 FSR
Notes	<ul style="list-style-type: none"> <li>Refer to the C-2B zoning districts and associated guidelines for details on allowable uses, height, and density.</li> </ul>	

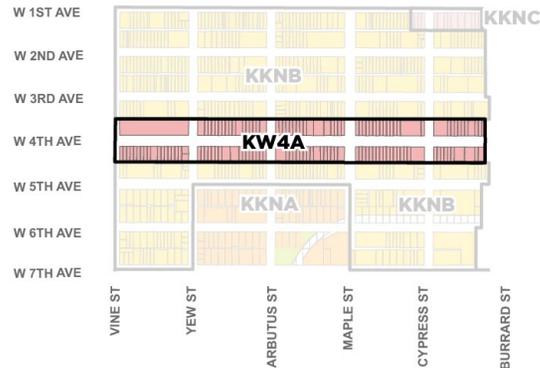
**Additional Policies**

8.3.2 Rezoning applications will generally not be considered in this area under the Broadway Plan. All development should conform with the C-2B zoning district and any associated design guidelines.

8.3.3 Require continuous active ground floor retail/service uses.

8.3.4 One-for-one replacement of existing rental housing units is required per the Rental Housing Stock Official Development Plan.

## West 4<sup>th</sup> Village



Serving as the neighbourhood high street, West 4th Village is a popular Kitsilano shopping area for locals and visitors due to its diverse range of small and local businesses, including retail, services, restaurants and cafés, and a lively public life. The buildings are generally low in scale, 1-3 storeys, and have engaging street frontages with large transparent windows, patios and store displays. Newer developments are limited, and have been both retail/service and mixed-use (residential with retail/service at grade).



### Overall Intent

Strengthen West 4th Village as an eclectic, walkable shopping street with a diversity of local businesses where locals and visitors alike can shop, work and play.

### The Big Moves

- » Eclectic shopping street with a diversity of local businesses.
- » Low-scale village character with building heights up to 4-6 storeys.
- » Continuous active ground floor retail/service uses (e.g. shops, cafés/restaurants) and public realm improvements.



8.4.1 **KW4A Policy Summary Table**

Policy Area	West 4 <sup>th</sup> Village	KW4A
Uses	Retail/service, office, residential	
Option/Tenure	Secured rental housing	Strata ownership housing, retail/service, or office
Max Height	6 storeys	4 storeys
Max Density	3.5-3.7 FSR	2.5 FSR
Notes	<ul style="list-style-type: none"> <li>Refer to the C-2B zoning districts and associated guidelines for details on allowable uses, height, and density.</li> </ul>	

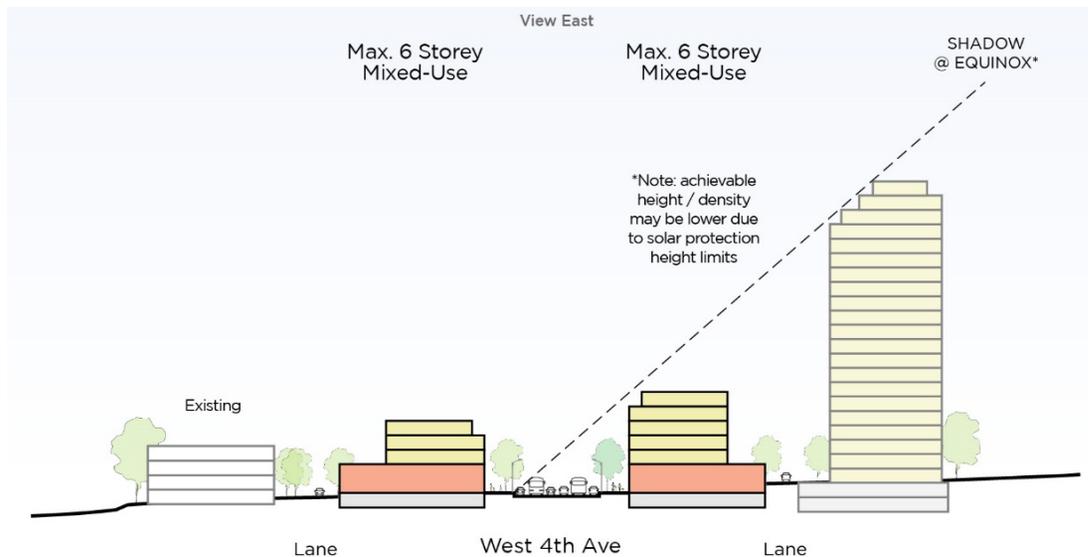
**Additional Policies**

8.4.2 Rezoning applications will generally not be considered in this area under the Broadway Plan. All development should conform with the C-2B zoning district and any associated design guidelines.

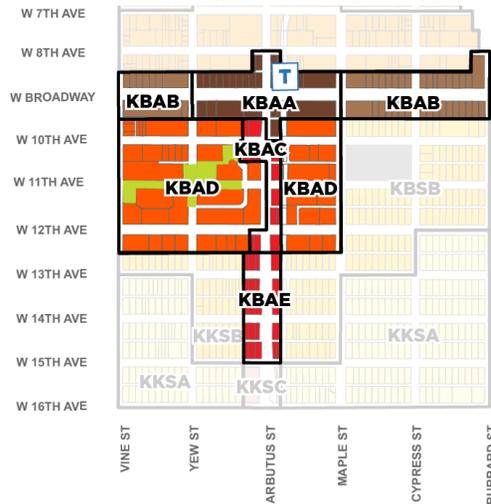
8.4.3 Require continuous active ground floor retail/service uses.

8.4.4 One-for-one replacement of existing rental housing units is required per the Rental Housing Stock Official Development Plan.

*Figure 8.2 - Illustrative Street Section of West 4th Village between Yew and Arbutus Streets*



## Broadway/Arbutus South



Broadway/Arbutus South is a mixed-use area with a significant concentration of job space, as well as housing, shops and services. Along Broadway are several older office buildings and newer mixed-use strata developments, up to seven storeys. Arbutus Street has newer low-rise mixed-use development with shops, services and restaurants at grade. Off Arbutus is a mix of housing, office buildings, independent schools, and a handful of heritage sites, as well as the Arbutus Greenway running north-south. Developed in the late 1990s on former industrial land, Arbutus Walk comprises four blocks of mid-rise apartments and townhouses, surrounded by green space, tree-lined streets and walking paths.



### Overall Intent

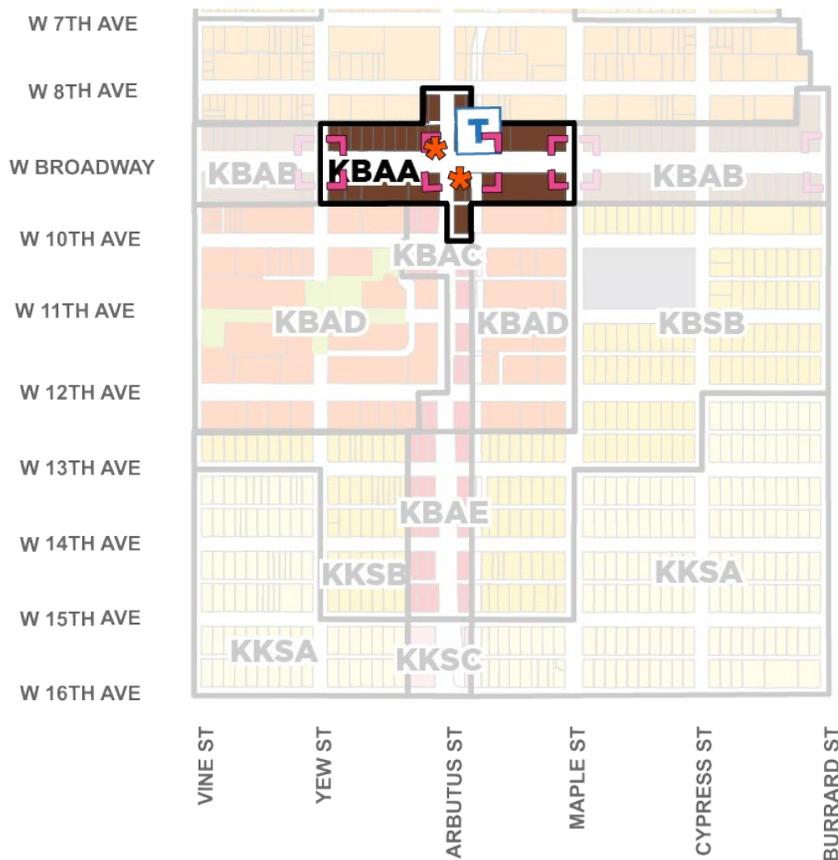
Strengthen Broadway/Arbutus South as a vibrant, walkable mixed-use area close to rapid transit by providing opportunities for additional housing (particularly secured rental and social housing), job space, amenities and local-serving retail/service uses.

### The Big Moves

- » Vibrant, walkable mixed-use area close to rapid transit, with active retail/service uses along Broadway and Arbutus Street.
- » Along Broadway: new rental and strata ownership housing, job space (e.g. office) and amenities; tallest buildings near Arbutus Station.
- » Away from Broadway: new rental and strata ownership housing and inclusionary social housing on limited sites.
- » Arbutus south of 12th: new mixed-use market and below-market rental housing.

8.5 Broadway/Arbutus South - Area A

KBAA



Intent

Strengthen as a mixed-use station area with new housing, job space and amenities.



CENTRE

Legend

-  Opportunity Area for Enhanced Corner Setbacks for POPs
-  Potential Key Site for Larger POPs

8.5.1 **KBAA Policy Summary Table**

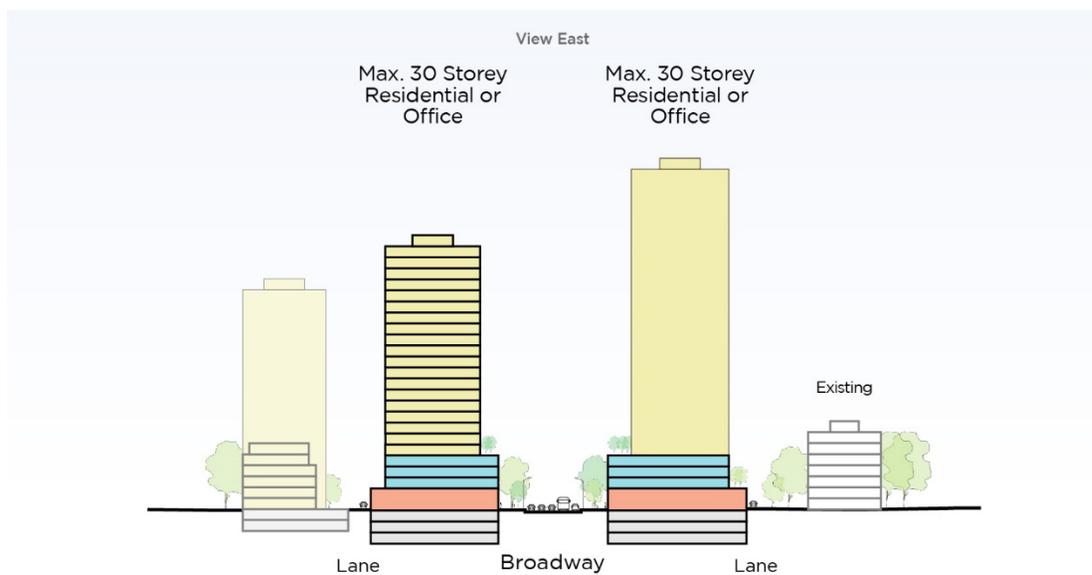
Policy Area	Broadway/Arbutus South - Area A			KBAA
<b>Uses</b>	Retail/service, office, residential			
<b>Option/Tenure</b>	Secured market and below-market rental housing	Office/hotel* development	Strata ownership housing	
<b>Max Height</b>	30 storeys	24 storeys	25 storeys	
<b>Max Density</b>	10.5 FSR	10.5 FSR	7.5 FSR	
<b>Min Frontage</b>	45.7 m (150 ft.)			
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>A minimum of three levels of non-residential uses (job space) above the ground floor is required.</li> <li>A component of strata ownership housing (up to 3.0 FSR) may be considered within the overall maximum density where there are contributions towards on-site open space and/or other community amenities.</li> </ul>	<ul style="list-style-type: none"> <li>*Hotel maximum height per maximum height for secured rental.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of three levels of non-residential uses (job space) above the ground floor is required.</li> <li>Development should contribute towards community amenities.</li> </ul>	

**Additional Policies**

- 8.5.2 Require continuous active ground floor retail/service uses along Broadway and Arbutus Street. On the east side of Arbutus Street, encourage active ground floor retail/service uses that front onto the Arbutus Greenway.
- 8.5.3 For mixed-use developments with residential uses, a minimum of three levels of non-residential uses (job space) above the ground floor is required.
- 8.5.4 Development on larger sites where two or more towers can be accommodated may include a mix of non-residential and residential uses and/or housing tenures (minimum job space component required). The height and density for each tower component would be equivalent to that indicated for a given option/tenure.
- 8.5.5 For development at 2096 West Broadway, provision of a secondary station entrance is strongly encouraged. At a minimum, the secondary station entrance must provide an up escalator as well as an elevator as part of the overall circulation provision. Secondary station entrances should be overbuilt and integrated within development. Flexibility for the minimum job space requirement can be considered given the shallow/constrained site and station integration priorities.

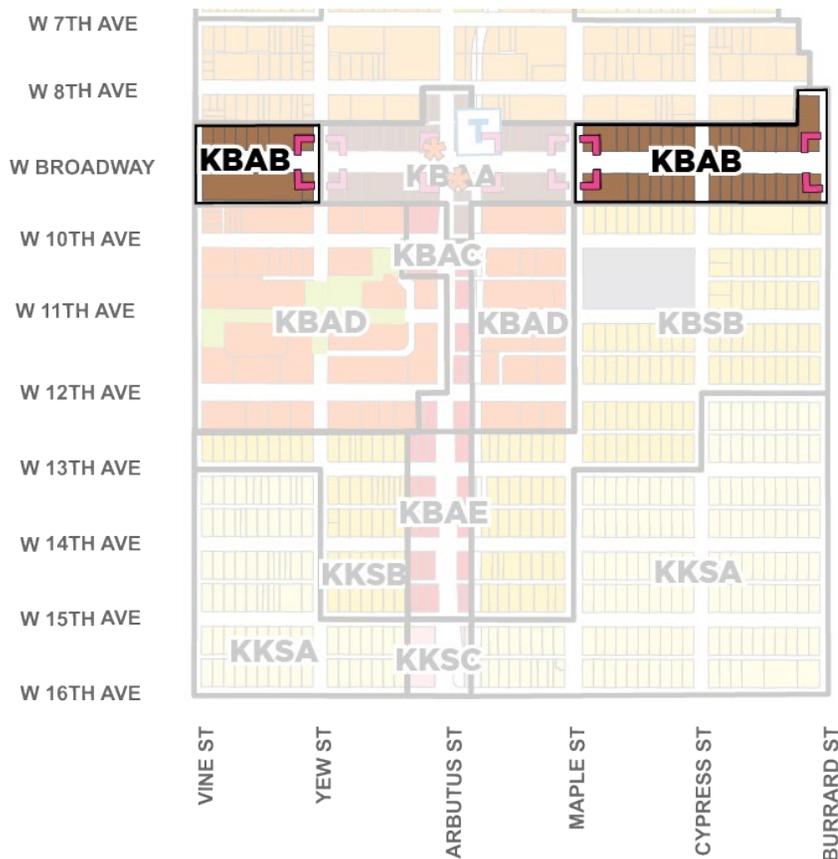
- 8.5.6 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the KBAA key map (see Public Realm Framework Chapter 15 for more details).

*Figure 8.3 - Illustrative Street Section of Broadway between Arbutus and Maple Streets*



8.6 Broadway/Arbutus South - Area B

KBAB



Intent

Introduce new opportunities for housing (particularly market and below-market rental) and job space, with active retail/service uses along Broadway.



CENTRE

Legend

 Opportunity Area for Enhanced Corner Setbacks for POPs

8.6.1 **KBAB Policy Summary Table**

Policy Area	Broadway/Arbutus South - Area B			KBAB
<b>Uses</b>	Retail/service, office, residential			
<b>Option/Tenure</b>	Secured rental and below-market rental housing	Secured rental housing	Office/hotel* development	Strata ownership housing
<b>Max Height</b>	25 storeys	25 storeys	22 storeys	20 storeys
<b>Max Density</b>	9.5 FSR	8.0 FSR	8.5 FSR	5.0 FSR
<b>Min Frontage</b>	45.7 m (150 ft.)			
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>A minimum of one level of non-residential uses (job space) above the ground floor is required.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of one level of non-residential uses (job space) above the ground floor is required.</li> </ul>	<ul style="list-style-type: none"> <li>*Hotel maximum height per maximum height for secured rental. Up to 1.0 additional FSR for hotel can be considered.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of one level of non-residential uses (job space) above the ground floor is required.</li> <li>Development should contribute towards community amenities.</li> </ul>

**Additional Policies**

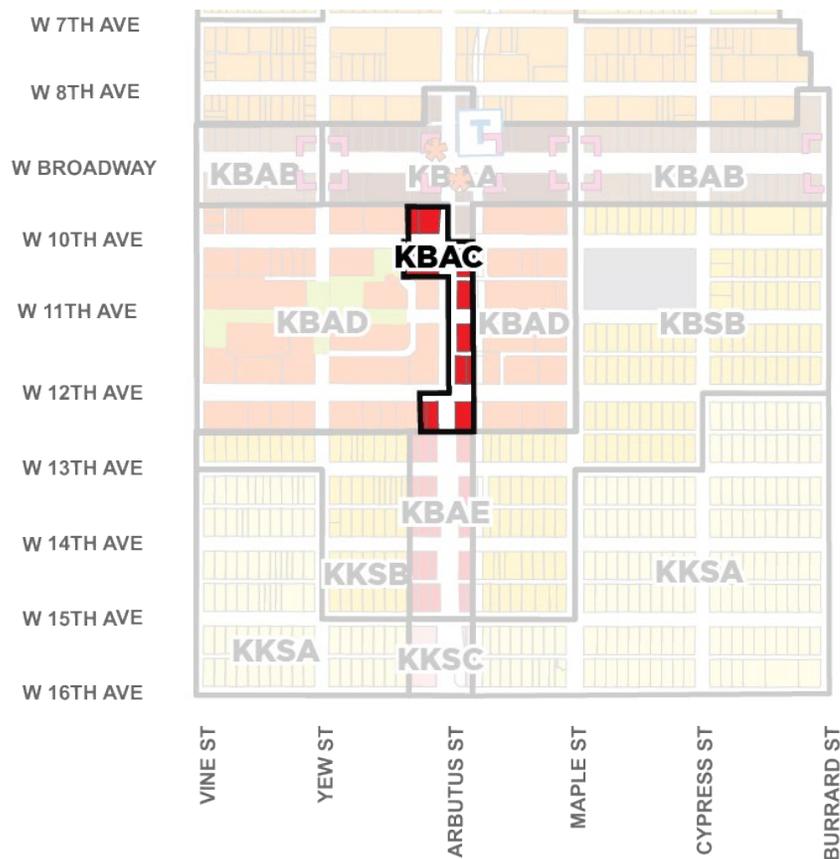
8.6.2 Require continuous active ground floor retail/service uses along Broadway and Burrard Street.

8.6.3 Development on larger sites where two or more towers can be accommodated may include a mix of non-residential and residential uses and/or housing tenures (minimum job space component required). The height and density for each tower component would be equivalent to that indicated for a given option/tenure.

8.6.4 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the KBAB key map (see Public Realm Framework Chapter 15 for more details).

## 8.7 Broadway/Arbutus South - Area C

KBAC



### Intent

Introduce new rental and strata ownership housing opportunities along Arbutus Street close to rapid transit.



CENTRE

8.7.1 **KBAC Policy Summary Table**

Policy Area	Broadway/Arbutus South - Area C	KBAC
<b>Uses</b>	Retail/service, residential	
<b>Option/Tenure</b>	Secured rental and below-market rental housing	Strata ownership housing
<b>Max Height*</b>	20 storeys	
<b>Max Density*</b>	6.5 FSR	
<b>Min frontage</b>	36.6 m (120 ft.). Sites with less frontage may be considered on the east side of Arbutus Street.	
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>*Achievable height and density may be limited on the east side of Arbutus Street given the shallow/constrained lots.</li> </ul>	<ul style="list-style-type: none"> <li>Development should contribute towards community amenities.</li> <li>*Achievable height and density may be limited on the east side of Arbutus Street given the shallow/constrained lots.</li> </ul>

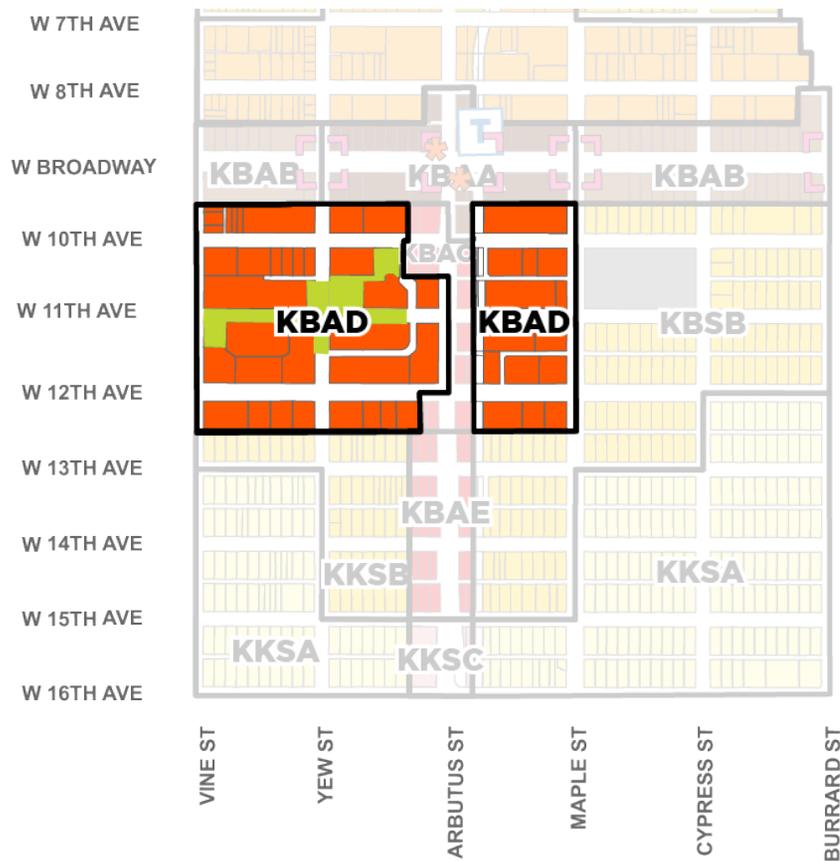
**Additional Policies**

8.7.2 Require continuous active ground floor retail/service uses along Arbutus Street.

8.7.3 On the east side of Arbutus Street, encourage active ground floor retail/service uses that front onto the Arbutus Greenway.

8.8 Broadway/Arbutus South - Area D

KBAD



Intent

Introduce new affordable housing opportunities on limited sites and maintain job space in this primarily residential area.



CENTRE

8.8.1 **KBAD Policy Summary Table**

Policy Area	Broadway/Arbutus South - Area D (C-7 Zone Sites)	KBAD
<b>Uses</b>	Retail/service, office, residential	
<b>Option/Tenure</b>	Secured rental and below-market rental housing	Strata ownership housing
<b>Max Height</b>	20 storeys	
<b>Max Density</b>	6.5 FSR	
<b>Min frontage</b>	36.6 m (120 ft.)	
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of 20% of residential floor area is required to be delivered as turnkey social housing units to the City.</li> </ul>

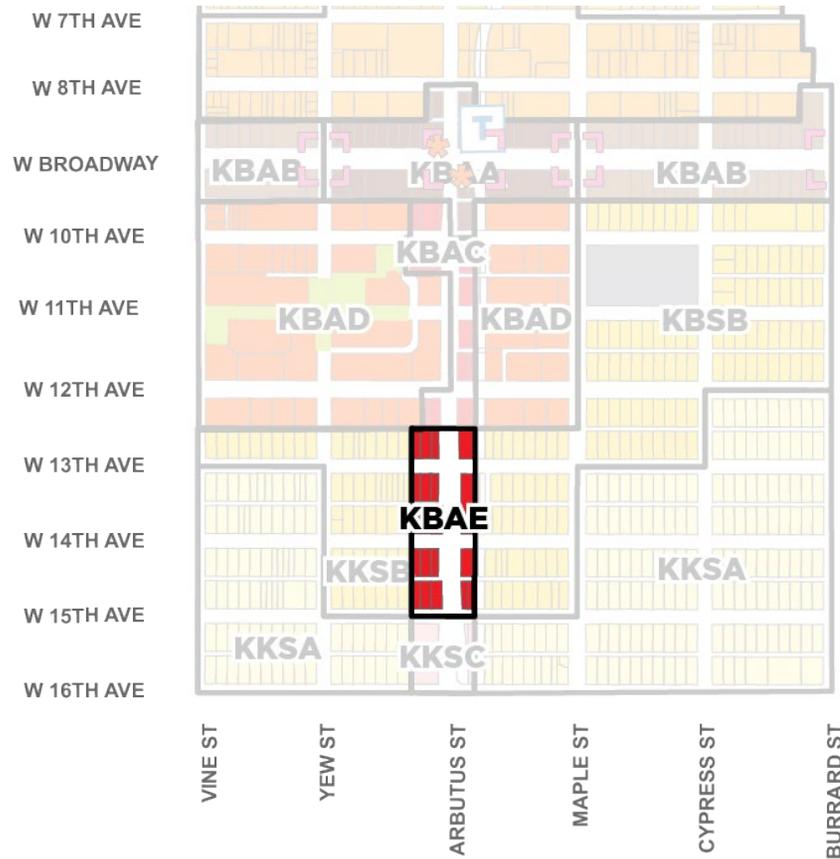
**Additional Policies**

8.8.2 For sites with existing job space, a minimum of 0.25 FSR of retail/service or office uses is required.

8.8.3 Support the renewal and expansion of independent schools with additional height and density. For the Fraser Academy School site (2294 West 10th Avenue), additional height and density generally up to 12 storeys and 8.0 FSR can be considered for institutional uses.

8.9 Broadway/Arbutus South - Area E

KBAE



Intent

Strengthen both sides of Arbutus Street as a more walkable, mixed-use street with new rental housing opportunities.



CENTRE

8.9.1 **KBAE Policy Summary Table**

Policy Area	Broadway/Arbutus South - Area E	KBAE
Uses	Retail/service, residential	
Option/Tenure	Secured rental and below-market rental housing	
Max Height*	18 storeys	
Max Density*	5.5 FSR	
Min frontage	36.6 m (120 ft.). Sites with less frontage may be considered on the east side of Arbutus Street.	
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>*Achievable height and density may be limited on the east side of Arbutus Street given the shallow/constrained lots.</li> </ul>	

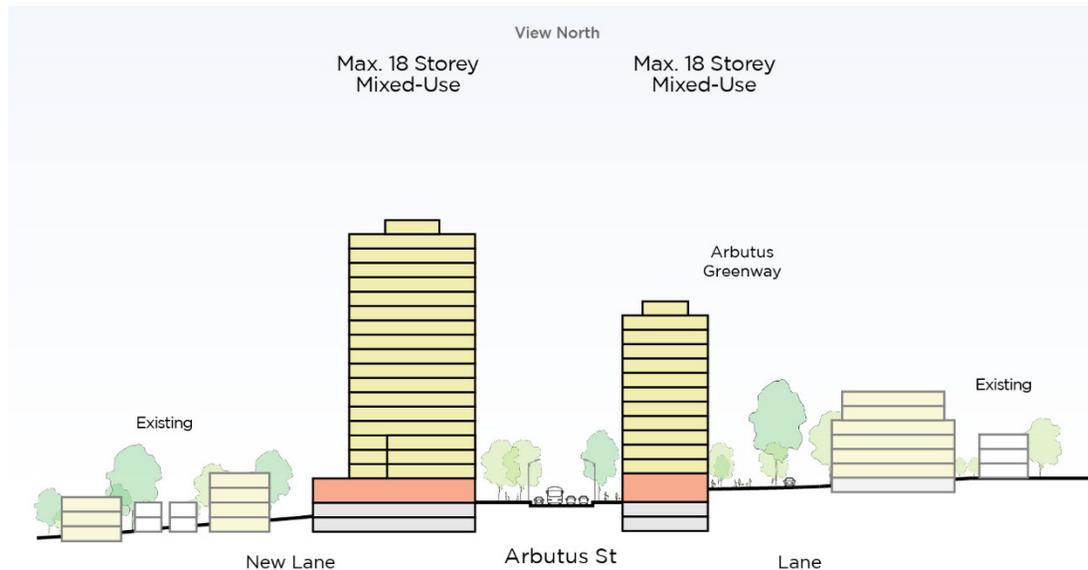
**Additional Policies**

8.9.2 Require continuous active ground floor retail/service uses along Arbutus Street.

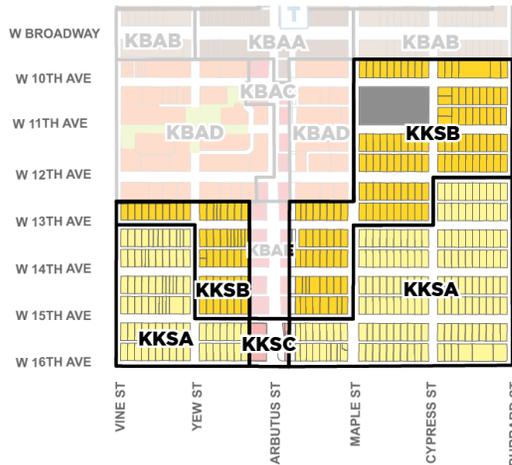
8.9.3 On the east side of Arbutus Street, encourage active ground floor retail/service uses that front onto the Arbutus Greenway.

8.9.4 On the west side of Arbutus Street, a dedicated lane parallel to Arbutus Street will be required to facilitate development.

*Figure 8.4 - Illustrative Street Section of Arbutus Street Between 13th and 14th Streets*



## Kitsilano South



Kitsilano South is a residential area with green and leafy streets and low-density primarily ownership housing, including single-family houses, duplexes, multiple conversion dwellings and small-scale strata developments. Secondary rental units, such as basement suites and suites in older houses, are sprinkled throughout the area. The area has a concentration of heritage buildings, particularly east of Arbutus Street, which contribute to the neighbourhood character. Between Broadway and West 12th Avenue is Lord Tennyson Elementary School. Burrard Street is a busy arterial that separates Kitsilano South from the Fairview apartment area to the east.



**VILLAGE**



**RESIDENTIAL**

### Overall Intent

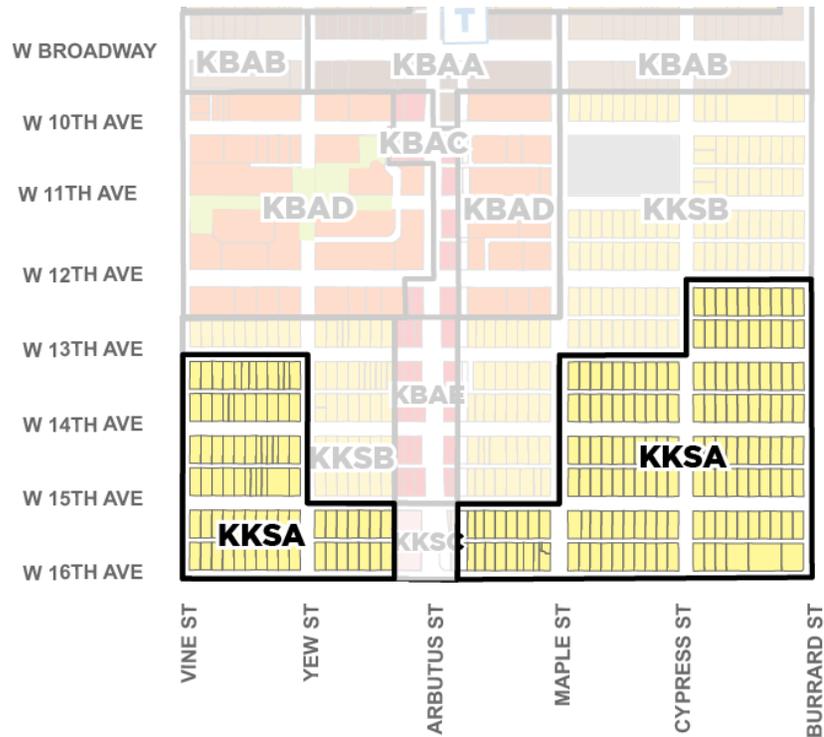
Enhance Kitsilano South as a walkable, primarily residential area with more diverse housing options by providing opportunities for new rental housing, including in off-arterial locations, while fostering a mix of building types as the area grows and evolves.

### The Big Moves

- » Primarily residential area with more diverse housing options, including rental apartments in off-arterial locations.
- » Encourage additional local-serving shops and services to be integrated with new apartment buildings throughout the area.

8.10 Kitsilano South - Area A

KKSA



Intent

Enable new low-rise rental apartment buildings to increase the diversity of housing opportunities in the area.



RESIDENTIAL

8.10.1 **KKSA Policy Summary Table**

Policy Area	Kitsilano South - Area A	KKSA
Uses	Residential, retail/service	
Option/Tenure	Secured market rental housing	
Max Height	6 storeys	3-5 storeys
Max Density	2.4-2.7 FSR	1.0-2.2 FSR
Min Frontage	30.1 m (99 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)
Notes	<ul style="list-style-type: none"> <li>Density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and section 11.3 for details)</li> </ul>	<ul style="list-style-type: none"> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details)</li> </ul>

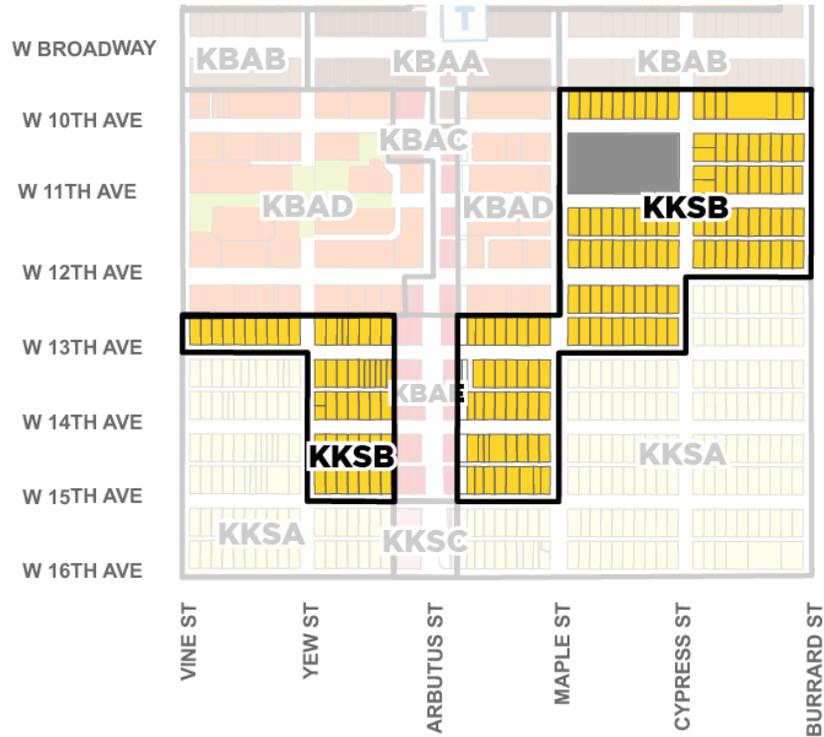
**Additional Policies**

8.10.2 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.

8.10.3 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.

8.11 Kitsilano South - Area B

KKSB



Intent

Enable opportunities for diverse rental housing forms with below-market units in areas closer to rapid transit.



RESIDENTIAL

8.11.1 **KKSB Policy Summary Table**

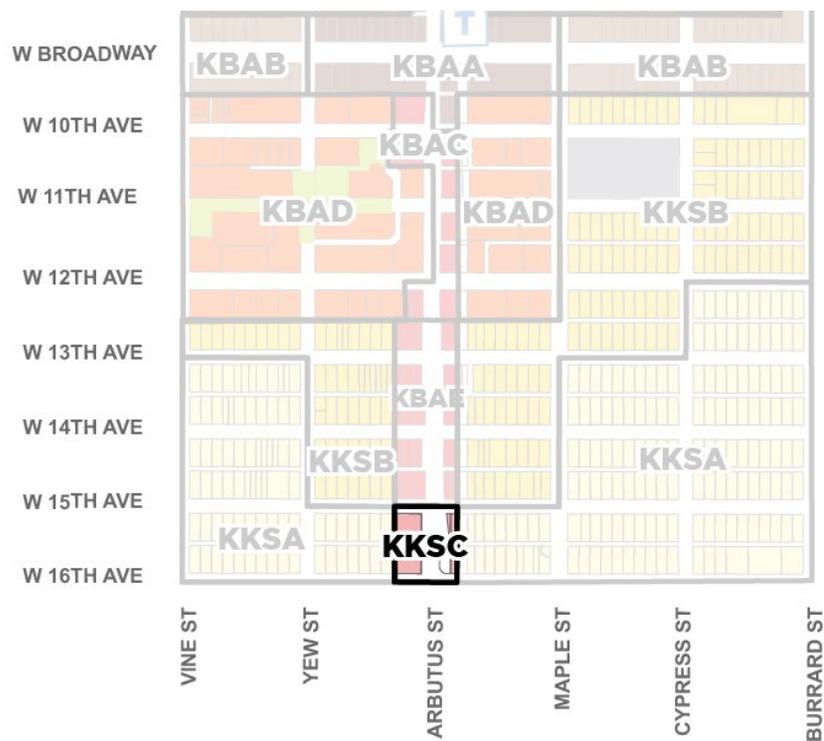
Policy Area	Kitsilano South - Area B	KKSB
<b>Uses</b>	Residential, retail/service	
<b>Option/Tenure</b>	Secured market and below-market rental housing	Secured rental housing
<b>Max Height</b>	18 storeys	3-6 storeys
<b>Max Density</b>	5.5 FSR	1.0-2.7 FSR
<b>Min frontage</b>	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> </ul>	<ul style="list-style-type: none"> <li>Applies to site frontages that are less than 45.7 m (150 ft.) or where a tower cannot be achieved due to lot conditions or policy 8.11.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> </ul>

**Additional Policies**

- 8.11.2 There will be a maximum of two towers per block (street-to-street, including any laneways) in the Kitsilano South Area B policy area. For blocks located in both Kitsilano South Area B and another policy area, only towers in Kitsilano South Area B shall be counted toward the maximum. However, for the northern block faces along 10th Avenue and the northern block face along 13th Avenue (between Vine and Maple Streets), only one tower will be allowed on the Kitsilano South Area B block face.
- 8.11.3 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.
- 8.11.4 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.

8.12 Kitsilano South - Area C

KKSC



Intent

Retain the current low-scale village character with a continuous retail/service uses at the street level.



VILLAGE

8.12.1 **KKSC Policy Summary Table**

Policy Area	Kitsilano South - Area C	KKSC
Uses	Retail/service, office, residential	
Option/Tenure	Secured rental housing	Market strata housing or office
Max Height	6 storeys	4 storeys
Max Density	3.5-3.7 FSR	2.5 FSR
Notes	<ul style="list-style-type: none"> <li>Refer to the C-2 or C-2B zoning districts and associated guidelines for details on allowable uses, height, and density.</li> </ul>	

**Additional Policies**

- 8.12.2 Rezoning applications will generally not be considered in this area under the Broadway Plan. All development should conform with the site's zoning designation (either the C-2 or C-2B zoning district) and any associated design guidelines.
- 8.12.3 Require continuous active ground floor retail/service uses.
- 8.12.4 One-for-one replacement of existing rental housing units is required per the Rental Housing Stock Official Development Plan.

# 9 Fairview

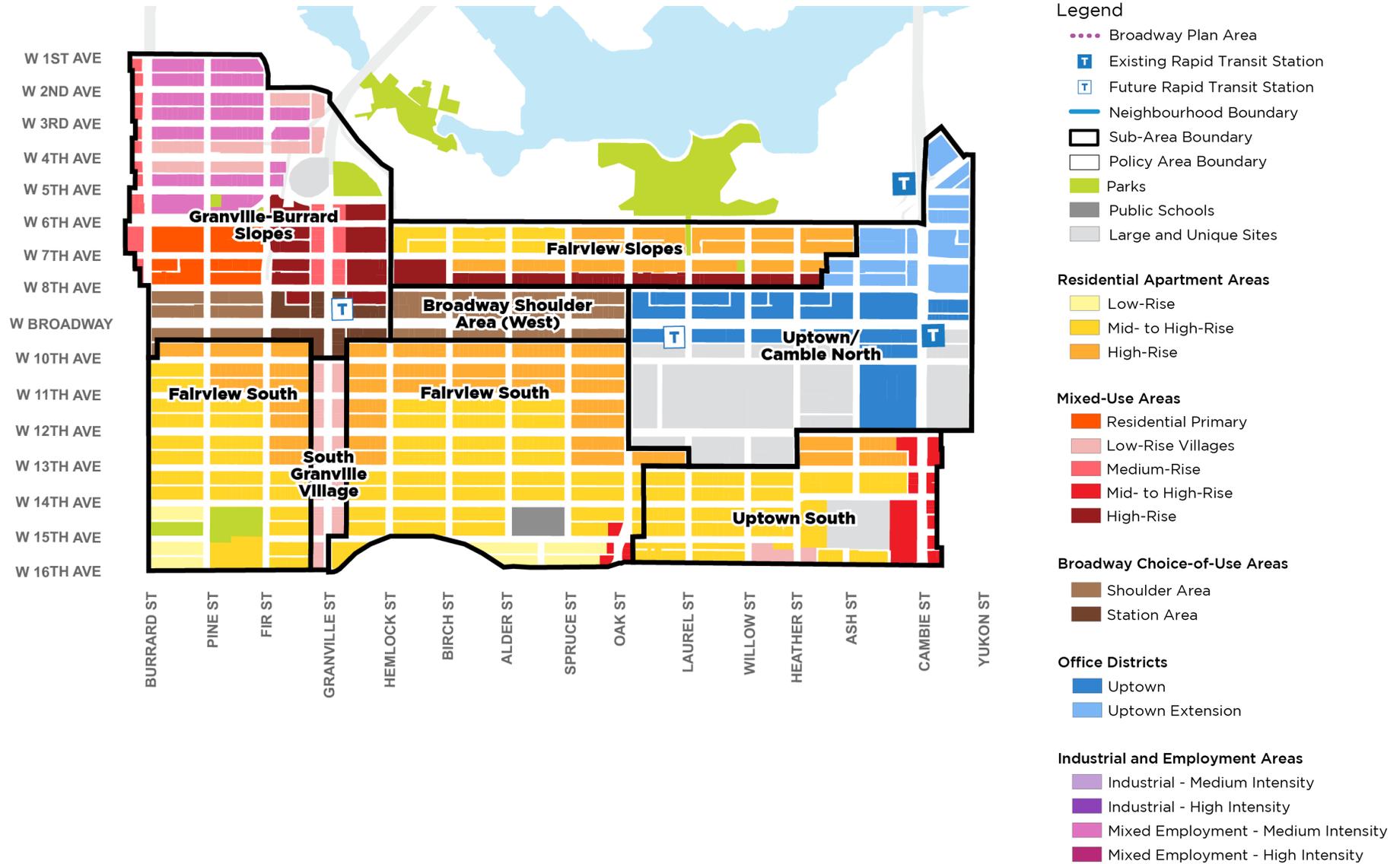


## Introduction

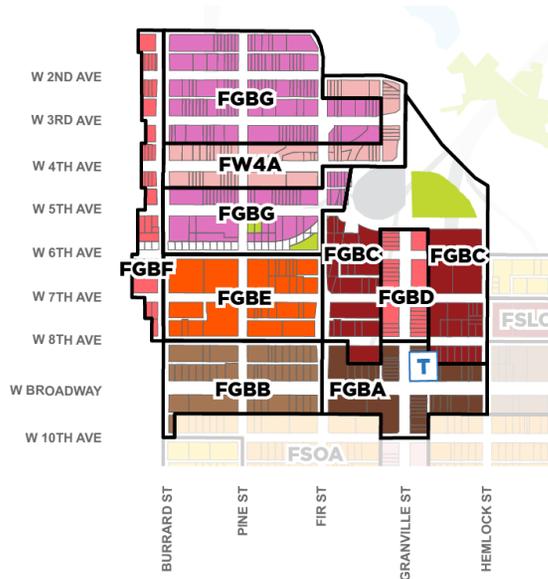
Fairview is a diverse neighbourhood serving many important roles. It has a significant stock of purpose-built rental housing, local and destination retail in South Granville, a large concentration of office space along Central Broadway, and the Vancouver General Hospital/BC Cancer Centre and Civic District campuses in Uptown. The Broadway Plan policies seek to strengthen these distinct functions and create a more walkable, complete neighbourhood with additional housing options. Some of the key Plan directions for Fairview include:

- » Retaining what is most cherished by the community, such as the South Granville Village, green and leafy residential streets, and heritage buildings.
- » Strengthening Central Broadway as a major employment centre, particularly in the Uptown/Uptown Extension area near both the Oak-VGH and Broadway-City Hall stations.
- » Supporting the long-term renewal of aging rental apartments, ensuring affordability is preserved and existing tenants are protected.
- » Creating a more complete and connected neighbourhood with a greater diversity of shops and services along Broadway, as well as new local-serving retail and services in residential areas, such as corner grocery stores, cafes, bakeries, and small pharmacies.

Figure 9.1 - Fairview Neighbourhood Land Use



## Granville/Burrard Slopes



The Granville/Burrard Slopes area is a diverse, mixed-use area with a significant concentration of job space, housing, cultural spaces, shops and services. The South Granville shopping district begins at West 5th Avenue, and continues south to West 16th Avenue. Granville Street north of Broadway was historically home to a significant cluster of commercial galleries, some of which have closed or relocated in recent years. Around Broadway and Granville are a number of office buildings, of varying ages. North of Broadway off Granville Street, the slopes have transitioned into a primarily residential area, with newer strata housing in mid-rise and tower forms, typically with townhouses at grade.



CENTRE



VILLAGE



INDUSTRIAL/  
EMPLOYMENT

North of West 6th Avenue, as the slope flattens out, is the Burrard Slopes Mixed Employment Area. It has key production, distribution and repair businesses that support the city's economy, as well as an emerging concentration of creative economy and design-oriented businesses, branded as the "Armoury District" in recent years. Along Burrard Street are a number of luxury car dealerships. Just to the north is the proposed Señákw mixed-use primarily rental development on Squamish Nation Reserve lands.

The Granville/Burrard Slopes area is strategically located at the nexus of key current and future transportation connections, including the Arbutus Greenway, Granville Bridge Connector and South Granville Broadway Subway Station.

### Overall Intent

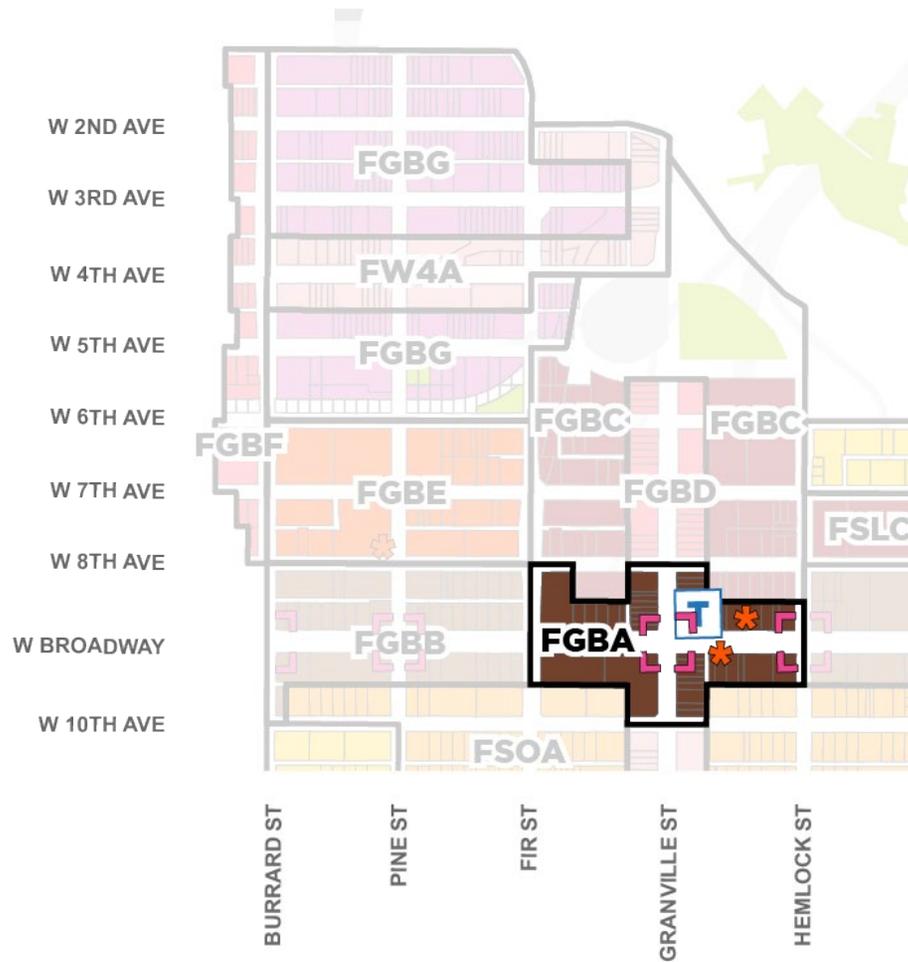
Strengthen and diversify Granville/Burrard Slopes as a vibrant, eclectic and walkable mixed-use area close to rapid transit by providing opportunities for additional housing (particularly secured rental and social housing), job space, amenities, cultural facilities, and local-serving retail/service uses.

## The Big Moves

- » Vibrant, eclectic and walkable mixed-use area close to rapid transit.
- » Along Broadway: new rental and strata ownership housing, job space (e.g. office) and amenities; tallest buildings near South Granville Station.
- » North of Broadway: new strata ownership housing, inclusionary social housing and/or community amenities, and continuous fine-grained retail/service frontages along Granville Street.
- » Burrard Slopes Mixed Employment Area: modest increase in height and density to support innovation and creative economy uses, while maintaining the light industrial function.

9.1 Granville/Burrard Slopes - Area A

FGBA



Intent

Strengthen as a mixed-use station area with new housing, job space and amenities.



CENTRE

Legend

-  Opportunity Area for Enhanced Corner Setbacks for POPs
-  Potential Key Site for Larger POPs

9.1.1 **FGBA Policy Summary Table**

Policy Area	Granville/Burrard Slopes – Area A			FGBA
<b>Uses</b>	Retail/service, office, residential, cultural			
<b>Option/Tenure</b>	Secured market and below-market rental housing	Office/hotel* development	Strata ownership housing	
<b>Max Height</b>	40 storeys	32 storeys	30 storeys	
<b>Max Density</b>	12.25 FSR	12.25 FSR	8.5 FSR	
<b>Min Frontage</b>	45.7 m (150 ft.)			
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>A minimum of three levels of non-residential uses (job space) above the ground floor is required.</li> <li>A component of strata ownership housing (up to 3.0 FSR) may be considered within the overall maximum density where there are contributions towards on-site open space and/or other community amenities.</li> </ul>	<ul style="list-style-type: none"> <li>*Hotel maximum height per maximum height for secured rental.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of three levels of non-residential uses (job space) above the ground floor is required.</li> <li>Development should contribute towards community amenities.</li> </ul>	

**Additional Policies**

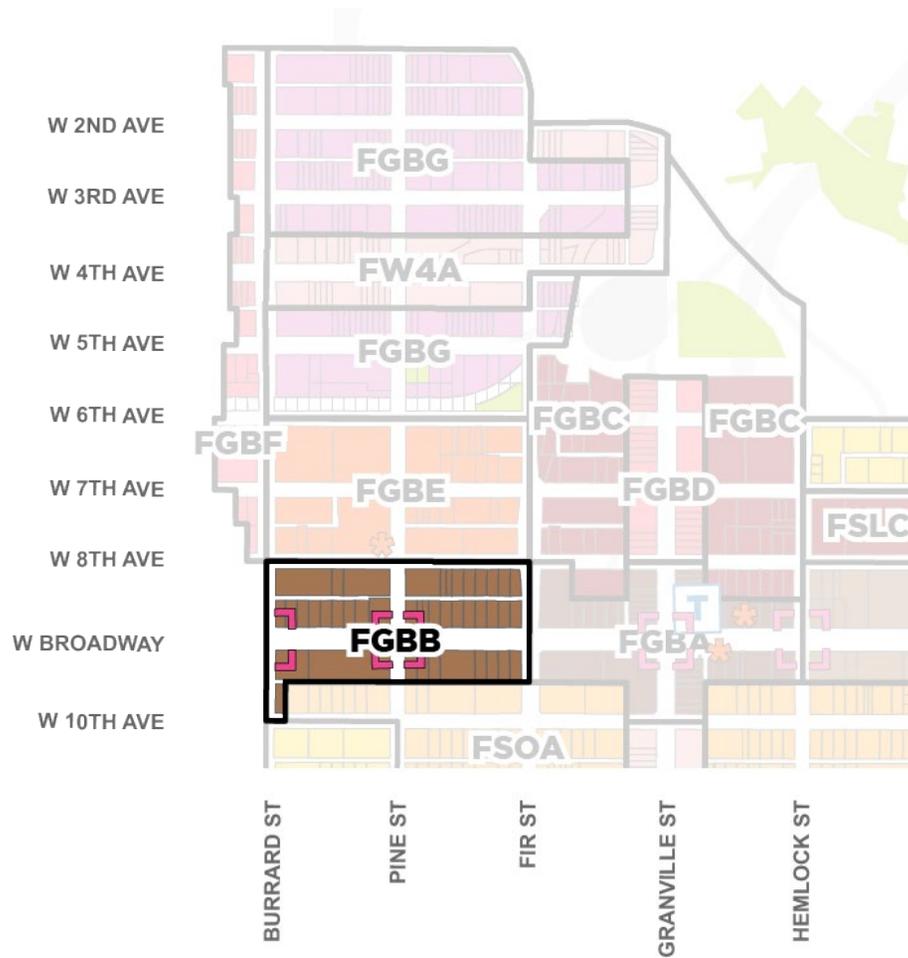
- 9.1.2 Require continuous active ground floor retail/service uses along Broadway and Granville Street.
- 9.1.3 Support retention of and opportunities for new cultural, entertainment and nightlife venues.
- 9.1.4 Development on larger sites where two or more towers can be accommodated can include a mix of non-residential and residential uses and/or housing tenures (minimum job space component required). The height and density for each tower component would be equivalent to that indicated for a given option/tenure.
- 9.1.5 Full overbuild of the airspace above the station entrance is required for rezoning of properties including and connected to the South Granville Station site. Other transit supportive urban design and mobility enhancements will also be required.
- 9.1.6 For development at 1470 West Broadway, provision of a secondary station entrance is strongly encouraged. At a minimum, the secondary station entrance should provide an up escalator, as well as an elevator as a part of the overall

vertical circulation provision. A bike mobility hub (safe, secure bike parking with end-of-trip facilities) should be incorporated within the secondary station overbuild development footprint.

- 9.1.7 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the FGBA key map (see Public Realm Framework Chapter 15 for more details).

9.2 Granville/Burrard Slopes - Area B

FGBB



Intent

Introduce new opportunities for housing (particularly market and below-market rental) and job space, with active retail/service uses along Broadway.



CENTRE

Legend

 Opportunity Area for Enhanced Corner Setbacks for POPs

9.2.1 FGBB Policy Summary Table

Policy Area	Granville/Burrard Slopes – Area B				FGBB
Uses:	Retail/service, office, residential, cultural and institutional uses				
Option/Tenure	Secured market and below-market rental housing	Secured market rental housing	Office/hotel* development	Strata ownership housing	
Max Height	30 storeys	30 storeys	24 storeys	20 storeys	
Max Density	10.0 FSR	8.5 FSR	9.0 FSR	5.5 FSR	
Min Frontage	45.7 m (150 ft.)				
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>A minimum of one level of non-residential uses (job space) above the ground floor is required.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of one level of non-residential uses (job space) above the ground floor is required.</li> </ul>	<ul style="list-style-type: none"> <li>*Hotel maximum height per maximum height for secured rental. Up to 1.0 additional FSR for hotel can be considered.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of one level of non-residential uses (job space) above the ground floor is required.</li> <li>Development should contribute towards community amenities.</li> </ul>	

Additional Policies

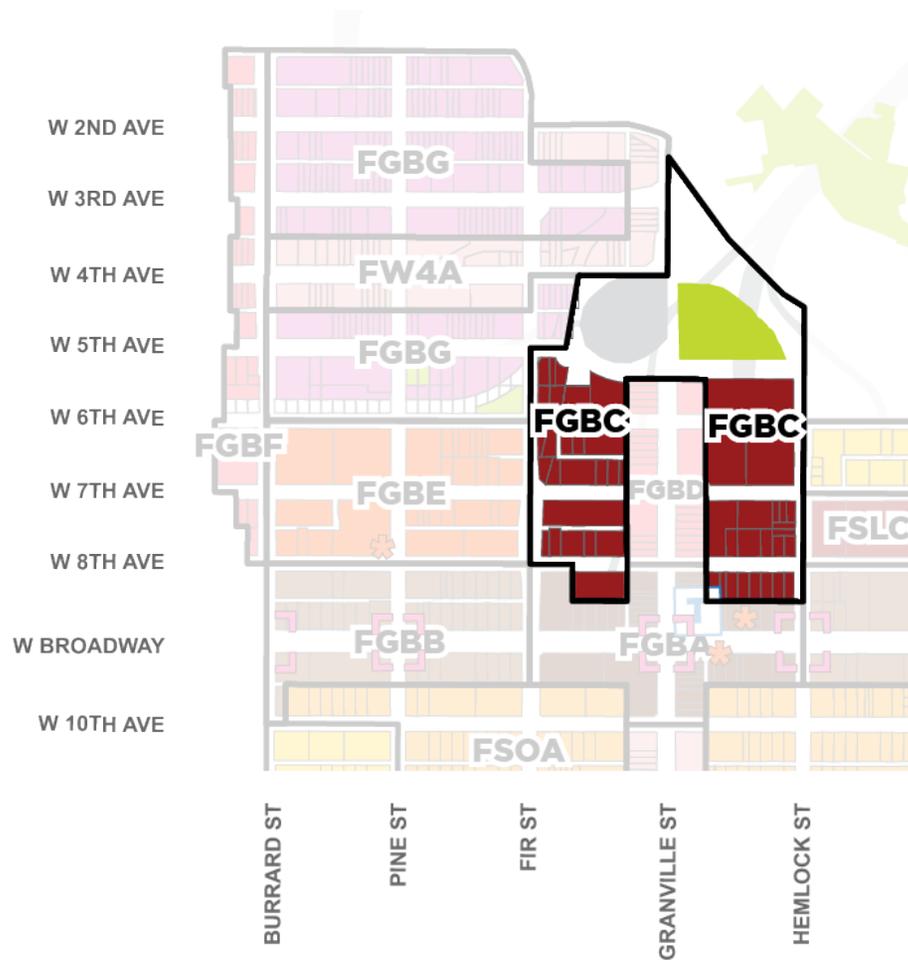
- 9.2.2 Continuous active ground floor retail/service uses are required along Broadway and Burrard Street.
- 9.2.3 Development on larger sites where two or more towers can be accommodated can include a mix of non-residential and residential uses and/or housing tenures (minimum job space component required). The height and density for each tower component would be equivalent to that indicated for a given option/tenure.
- 9.2.4 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the FGBB key map (see Public Realm Framework Chapter 15 for more details).

Figure 9.2 - Illustrative Street Section of Broadway between Pine and Fir Streets



9.3 Granville/Burrard Slopes - Area C

FGBC



Intent

Introduce new opportunities for affordable housing and community amenities close to rapid transit.



CENTRE

9.3.1 **FGBC Policy Summary Table**

Policy Area	Granville/Burrard Slopes – Area C	FGBC
<b>Uses</b>	Retail/service, office, residential, cultural	
<b>Option/Tenure</b>	Strata ownership housing	Secured market and below-market rental housing
<b>Max Height</b>	25 storeys	
<b>Max Density</b>	8.0 FSR	
<b>Min Frontage</b>	45.7 m (150 ft.)	
<b>Notes</b>	<ul style="list-style-type: none"> <li>• Development should contribute towards community amenities, with preference for the following:               <ul style="list-style-type: none"> <li>○ 20% of the residential floor area delivered as turnkey social housing units to the City; or,</li> <li>○ Other in-kind amenities (e.g. cultural facility, childcare).</li> </ul> </li> <li>• A minimum of two levels of non-residential uses (job space) is required.</li> </ul>	<ul style="list-style-type: none"> <li>• A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>• A minimum of two levels of non-residential uses (job space) is required.</li> </ul>

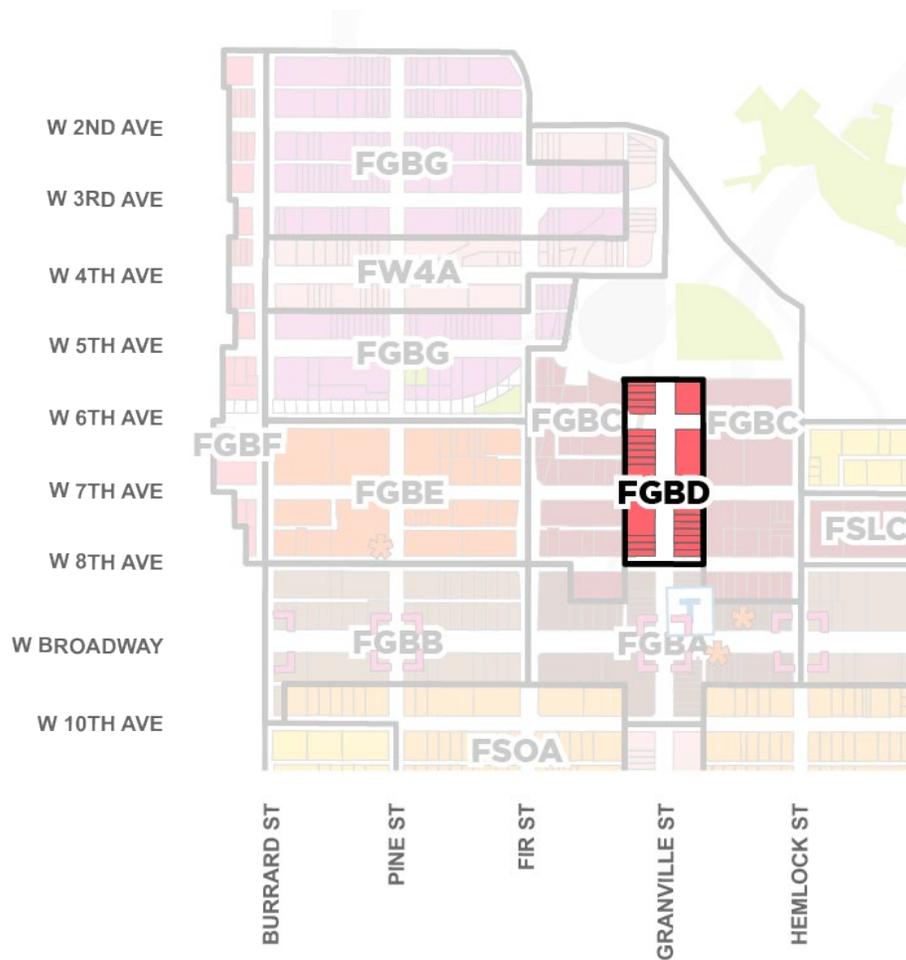
**Additional Policies**

9.3.2 Support retention of and opportunities for new cultural, entertainment and nightlife venues.

9.3.3 Maintain and enhance the Southwest Granville Loop as public open/green space, including a potential “gateway” feature near Granville Street and West 5th Avenue (see Public Realm Framework Chapter 15).

9.4 Granville/Burrard Slopes - Area D

FGBD



Intent

Introduce new housing opportunities along Granville Street close to rapid transit.



CENTRE

9.4.1 **FGBD Policy Summary Table**

<b>Policy Area</b>	<b>Granville/Burrard Slopes – Area D</b>	<b>FGBD</b>
<b>Uses</b>	Retail/service, residential, cultural	
<b>Option/Tenure</b>	Secured market and below-market rental housing	Strata ownership housing
<b>Max Height*</b>	5-10 storeys	
<b>Max Density*</b>	3.5-4.5 FSR	
<b>Min Frontage</b>	30.5 m (100 ft.)	
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>* Achievable height and density may be lower where height is restricted by view cones.</li> </ul>	<ul style="list-style-type: none"> <li>Development should contribute towards community amenities.</li> </ul>

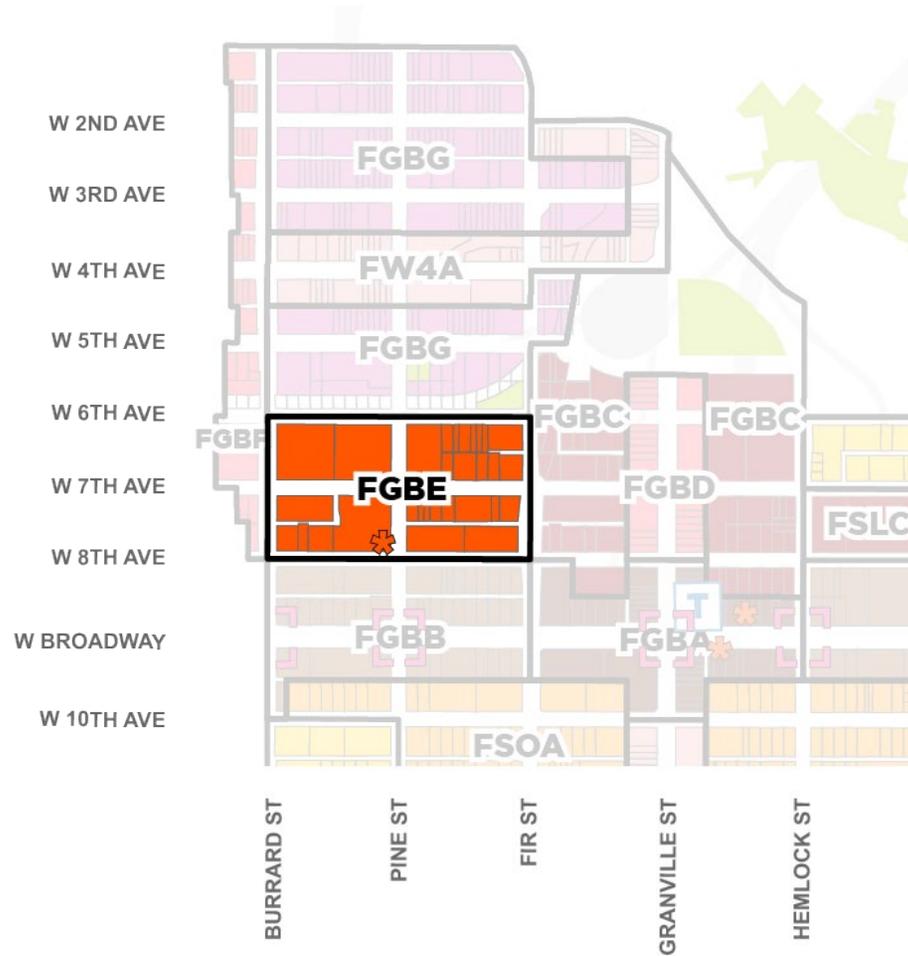
**Additional Policies**

9.4.2 Require continuous active ground floor retail/service uses with narrow frontage widths along Granville Street.

9.4.3 Support retention of and opportunities for new cultural, entertainment and nightlife venues.

9.5 Granville/Burrard Slopes - Area E

FGBE



Intent

Introduce new opportunities for affordable housing and small-scale local serving retail/service uses.



CENTRE

Legend

★ Potential Key Site for Larger POPs

9.5.1 **FGBE Policy Summary Table**

<b>Policy Area</b>	<b>Granville/Burrard Slopes – Area E</b>	<b>FGBE</b>
<b>Uses</b>	Retail/service, office, residential	
<b>Option/Tenure</b>	Strata ownership housing with a minimum 20% of residential floor area secured as non-profit social housing.	Sites fronting Burrard Street or West 6th Avenue: strata ownership housing contributing towards community amenities.
<b>Max Height</b>	20 storeys	5-10 storeys
<b>Max Density</b>	7.5 FSR	3.5-4.5 FSR
<b>Min Frontage</b>	45.7 m (150 ft.)	45.7 m (150 ft.) or 30.5 m (100 ft.) for sites fronting Burrard Street.
<b>Notes</b>		<ul style="list-style-type: none"> <li>Building heights along Burrard Street are restricted by the C-3A Burrard Street View. Achievable density along Burrard will depend on height restrictions and urban design performance.</li> </ul>

**Additional Policies**

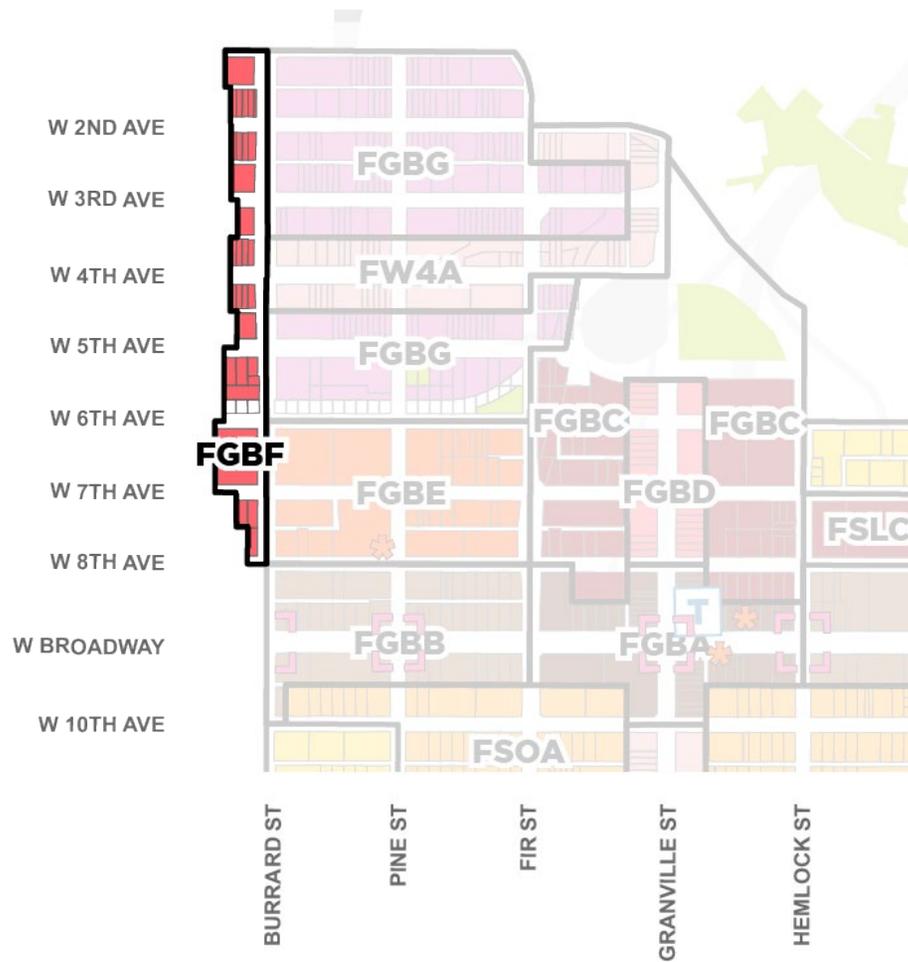
9.5.2 A minimum 0.25 FSR of retail/service or office uses is required.

9.5.3 Require continuous active ground floor retail/service uses along Burrard Street.

9.5.4 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the FGBE key map (see Public Realm Framework Chapter 15 for more details).

9.6 Granville/Burrard Slopes - Area F

FGBF



Intent

Strengthen Burrard Street as a more walkable, mixed-use street with new housing opportunities.



CENTRE

9.6.1 FGBF Policy Summary Table

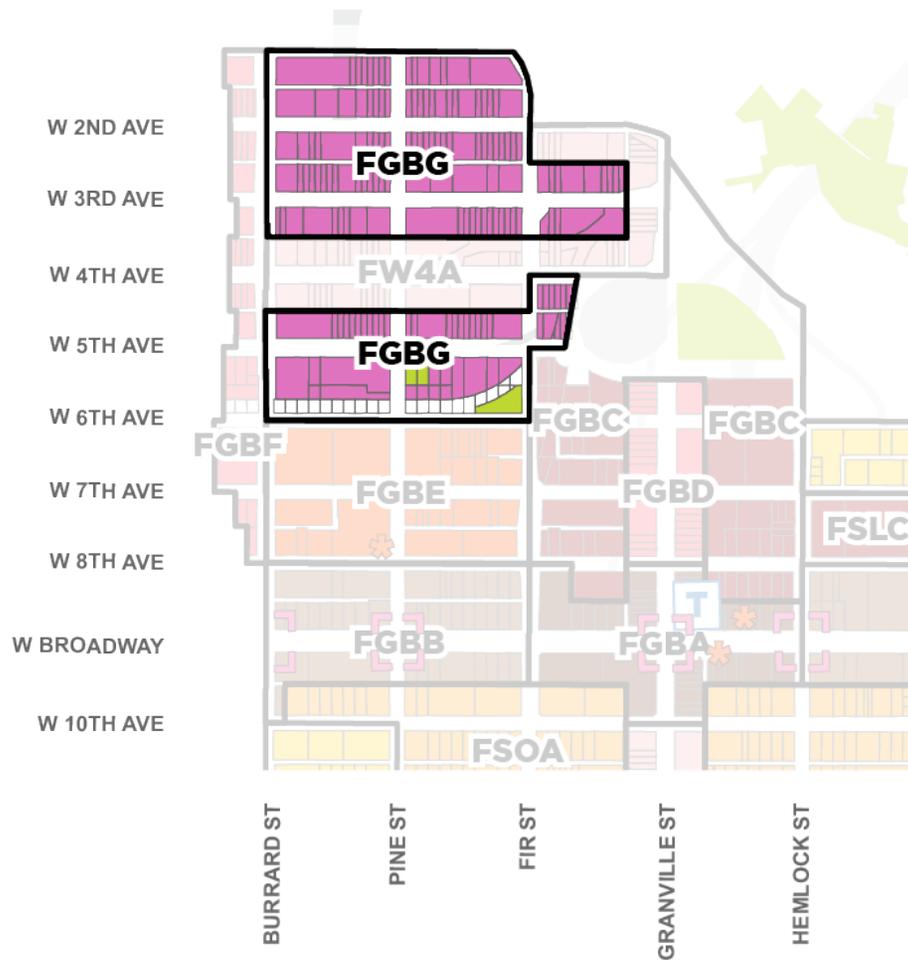
Policy Area:	Granville/Burrard Slopes – Area F		FGBF
Uses	Retail/service, residential		
Option/Tenure	Secured market and below-market rental housing	Strata ownership housing	
Max Height*	5-10 storeys		
Max Density*	3.5-4.5 FSR		
Min Frontage	30.5 m (100 ft.)		
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> </ul>	<ul style="list-style-type: none"> <li>Development should contribute towards community amenities.</li> </ul>	
	<ul style="list-style-type: none"> <li>*Building heights along Burrard Street are restricted by the C-3A Burrard Street View. Achievable density will depend on height restrictions and urban design performance.</li> </ul>		

**Additional Policies**

9.6.2 Require continuous active ground floor retail/service uses along Burrard Street.

9.7 Granville/Burrard Slopes - Area G

FGBG



Intent

Enable increased height and density to support innovation and creative economy uses and incentivize the delivery of traditional light industrial functions (production, distribution and repair) in the Burrard Slopes Mixed Employment Area.



INDUSTRIAL/  
EMPLOYMENT

9.7.1 **FGBG Policy Summary Table**

<b>Policy Area</b>	<b>Granville/Burrard Slopes – Area G</b>	<b>FGBG</b>
<b>Uses</b>	Industrial, office, retail/service, cultural and institutional	
<b>Max Height</b>	10 storeys	
<b>Max Density</b>	4.5 FSR	

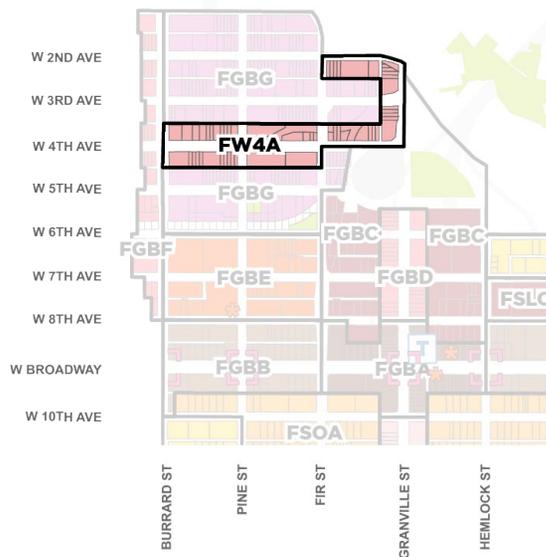
**Additional Policies**

9.7.2 Choice of use for up to 2.5 FSR.

9.7.3 For every m<sup>2</sup> of industrial use provided, an additional m<sup>2</sup> of office, service, retail, recreational or institutional use is permitted to a maximum of 4.5 FSR overall.

9.7.4 Restrict any new residential uses, in accordance with the Metro Vancouver land use designation for Mixed Employment lands.

## West 4th Village



Serving as the neighbourhood high street, West 4th Village is a popular shopping area for locals and visitors due to its diverse range of small and local businesses, including retail, services, restaurants and cafés, and a lively public life. The buildings are generally low in scale, 1-3 storeys, and have engaging street frontages with large transparent windows, patios and store displays. Newer developments are limited, and have been both retail/service and mixed-use (residential with retail/service at grade).



### Overall Intent

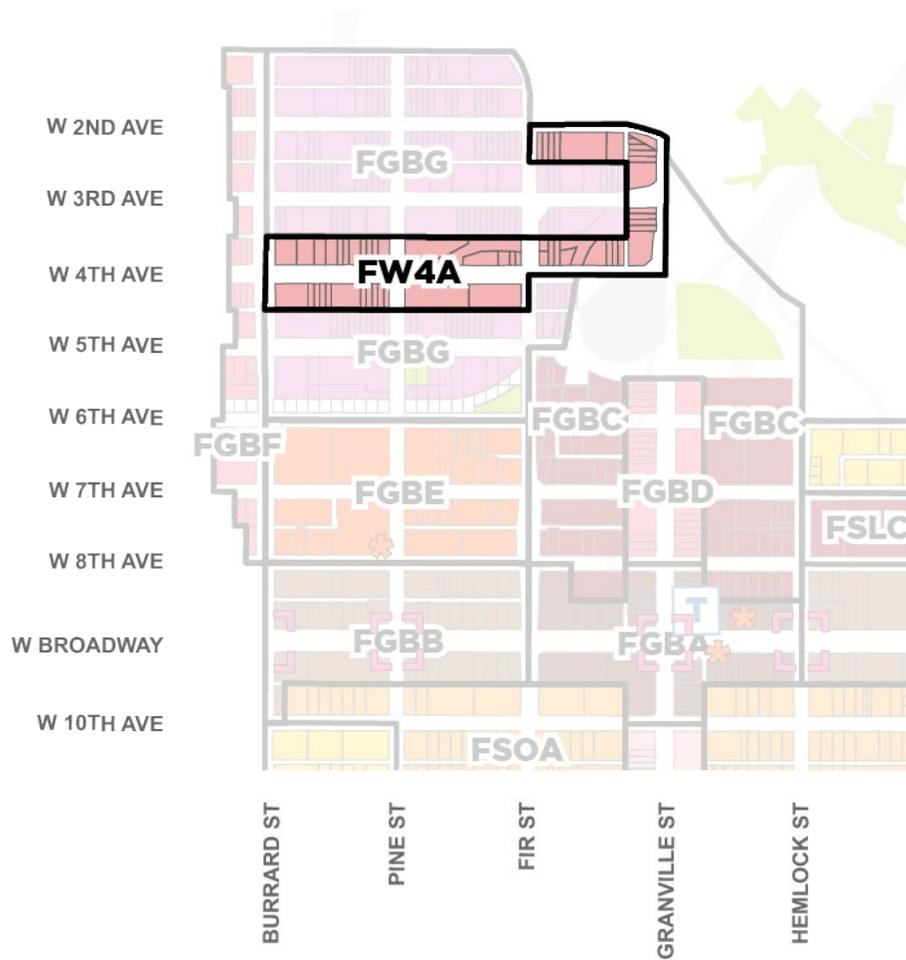
Strengthen West 4th Village as an eclectic, walkable shopping street with a diversity of local businesses where locals and visitors alike can shop, work and play.

### The Big Moves

- » Eclectic shopping street with a diversity of local businesses.
- » Low-scale village character with building heights up to 4-6 storeys.
- » Continuous active ground floor retail/service (e.g. shops, cafés/restaurants) and public realm improvements.

9.8 West 4th Village

FW4A



Intent

Retain the current low-scale village character with a continuous retail/service uses at the street level.



VILLAGE

9.8.1 **FW4A Policy Summary Table**

<b>Policy Area</b>	<b>West 4th Village</b>	<b>FW4A</b>
<b>Uses</b>	Retail/service, office, residential	
<b>Option/Tenure</b>	Secured rental housing	Strata ownership housing or office
<b>Max Height</b>	6 storeys	4 storeys
<b>Max Density</b>	3.5-3.7 FSR	2.5 FSR
<b>Notes</b>	<ul style="list-style-type: none"> <li>Refer to the C-2B zoning districts and associated guidelines for details on allowable uses, height, and density.</li> </ul>	

**Additional Policies**

9.8.2 Rezoning applications will generally not be considered in this area under the Broadway Plan. All development should conform with the C-2B zoning district and any associated design guidelines.

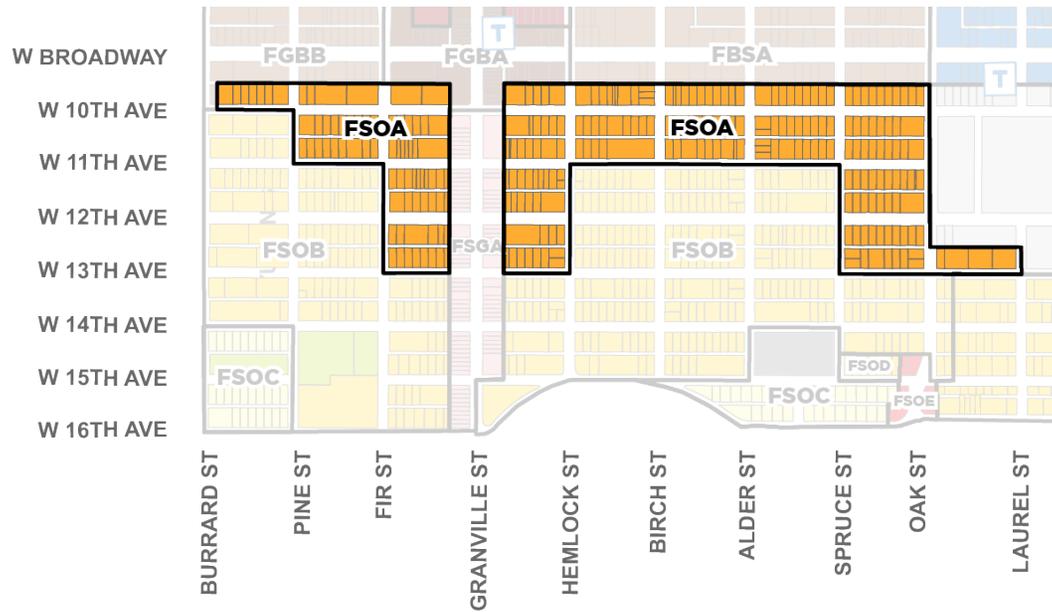
9.8.3 Require continuous active ground floor retail/service uses.

9.8.4 One-for-one replacement of existing rental housing units is required per the Rental Housing Stock Official Development Plan.



9.9 Fairview South - Area A

FSOA



Intent

Support the long-term renewal of the older residential buildings, while preserving existing rental housing affordability levels and providing strengthened tenant protections.



RESIDENTIAL

9.9.1 FSOA Policy Summary Table

Policy Area	Fairview South - Area A		FSOA	
<b>Uses</b>	Residential, retail/service			
<b>Option/Tenure</b>	Secured market rental housing or social housing		Strata ownership housing, limited to sites without existing purpose-built rental or social housing	
	Tower form	Non-tower form	Tower form	Non-tower form
<b>Max Height</b>	20 storeys	3-6 storeys	20 storeys	3-6 storeys
<b>Max Density</b>	6.5 FSR	1.0-2.7 FSR	6.0 FSR	1.0-2.7 FSR
<b>Min Frontage</b>	45.7 m (150 ft.)	Variable – refer to Built Form and Site Design (Chapter 11)	45.7 m (150 ft.)	Variable – refer to Built Form and Site Design (Chapter 11)
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 9.9.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be delivered as turnkey social housing units to the City.</li> </ul>	<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 9.9.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> </ul>
	<ul style="list-style-type: none"> <li>“Existing purpose-built rental or social housing” refers to sites where rental housing replacement requirements apply per the Rental Housing Stock Official Development Plan.</li> </ul>			

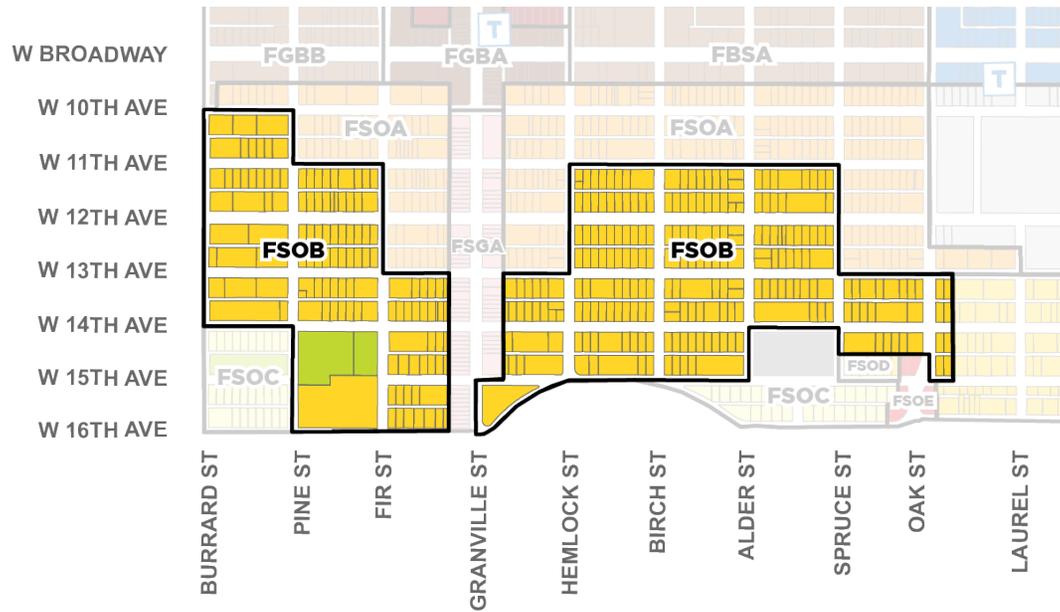
**Additional Policies**

- 9.9.2 There will be a maximum of two towers per block (street to street, including any laneways). On blocks with two or more existing towers constructed prior to adoption of the Broadway Plan, one additional tower will be considered. However, for the northern block faces along 10th Avenue and the northern block face along 13<sup>th</sup> Avenue between Oak Street and Laurel Street, only one tower will be allowed on the Fairview South Area A block face.
- 9.9.3 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.
- 9.9.4 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.

- 9.9.5 For the Holy Trinity Church and Pacific Theatre site (1440 West 12th Avenue), consider exceptions to the land use policy above (including considerations for additional height and density) to support heritage building retention, church and theatre renewal, and provision of social housing.
- 9.9.6 Consider increased density and height (generally up to 20 storeys) for hotel or hotel with secured market rental on arterial/commercial streets in close proximity to VGH/Uptown and rapid transit stations (recognizing existing rental replacement requirements per the Rental Housing Stock Official Development Plan).

9.10 Fairview South - Area B

FSOB



Intent

Support the long-term renewal of the older residential buildings, while preserving existing rental housing affordability levels and providing strengthened tenant protections.



RESIDENTIAL

9.10.1 FSOB Policy Summary Table

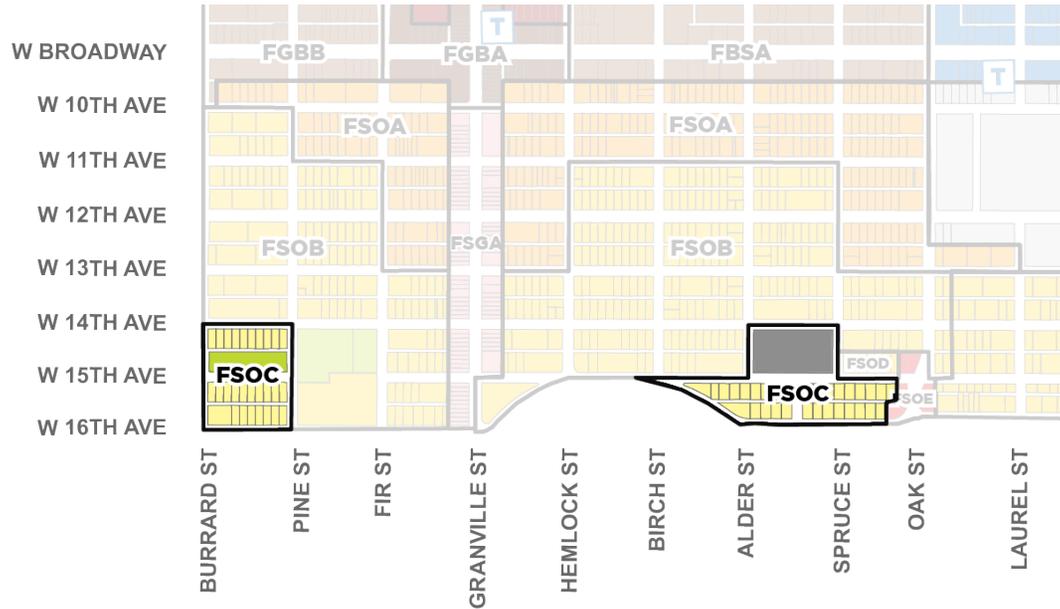
Policy Area:	Fairview South - Area B			FSOB
Uses	Residential, retail/service			
Option/Tenure	Secured market rental housing or social housing		Strata ownership housing, limited to sites without existing purpose-built rental or social housing	
	Tower form	Non-tower form	Tower form	Non-tower form
Max Height	20 storeys	3-6 storeys	12 storeys	3-6 storeys
Max Density	6.5 FSR	1.0-2.7 FSR	4.0 FSR	1.0-2.7 FSR
Min Frontage	45.7 m (150 ft.)	Variable – refer to Built Form and Site Design (Chapter 11)	45.7 m (150 ft.)	Variable – refer to Built Form and Site Design (Chapter 11)
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details)</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> <li>Applies where a tower cannot be achieved due to lot conditions or policy 9.10.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> </ul>		<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 9.10.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details)</li> </ul>
	<ul style="list-style-type: none"> <li>“Existing purpose-built rental or social housing” refers to sites where rental housing replacement requirements apply per the Rental Housing Stock Official Development Plan.</li> </ul>			

**Additional Policies**

- 9.10.2 There will be a maximum of two towers per block (street to street, including any laneways). On blocks with two or more existing towers constructed prior to adoption of the Broadway Plan, one additional tower will be considered. There will be a maximum of one tower on the block face on the south side of West 14th Avenue between Oak and Spruce streets. For the areas east of Oak Street, number of towers per block shall be counted in conjunction with the remainder of the block located in Uptown South.
- 9.10.3 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.
- 9.10.4 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.

9.11 Fairview South - Area C

FSOC



Intent

Introduce allowances for new low-rise rental apartment buildings to increase the diversity of housing opportunities in the area.



RESIDENTIAL

9.11.1 **FSOC Policy Summary Table**

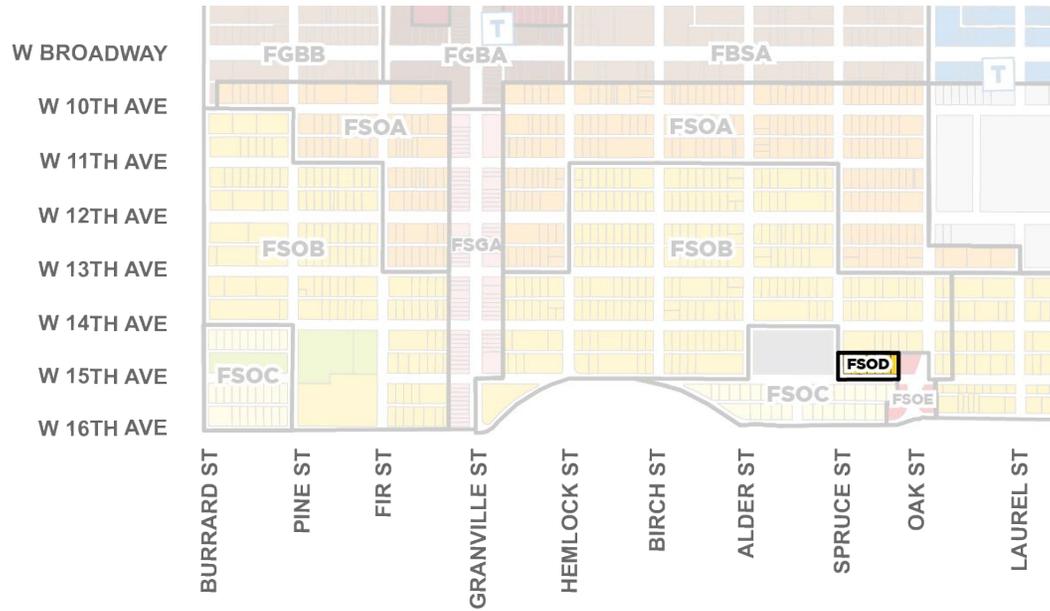
<b>Policy Area</b>	<b>Fairview South - Area C</b>	<b>FSOC</b>
<b>Uses</b>	Residential, retail/service	
<b>Option/Tenure</b>	Secured market rental housing	
<b>Max Height</b>	6 storeys	3-5 storeys
<b>Max Density</b>	2.4-2.7 FSR	1.0-2.2 FSR
<b>Min Frontage</b>	30.1 m (99 ft.)	Variable – refer to Built Form and Site Design (Chapter 11)
<b>Notes</b>	<ul style="list-style-type: none"> <li>Density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.3 for details)</li> </ul>	<ul style="list-style-type: none"> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details)</li> </ul>

**Additional Policies**

- 9.11.2 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.
- 9.11.3 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.

9.12 Fairview South - Area D

FSOD



Intent

Introduce opportunities for diverse rental housing forms with below-market units in areas closer to rapid transit.



RESIDENTIAL

9.12.1 **FSOD Policy Summary Table**

Policy Area	Fairview South - Area D	FSOD
<b>Uses</b>	Residential, retail/service	
<b>Option/Tenure</b>	Secured market and below-market rental housing	Secured rental housing
<b>Max Height</b>	18 storeys	3-6 storeys
<b>Max Density</b>	5.5 FSR	1.0-2.7 FSR
<b>Min Frontage</b>	45.7 m (150 ft.)	Variable – refer to Built Form and Site Design (Chapter 11)
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> </ul>	<ul style="list-style-type: none"> <li>Applies to site frontages that are less than 45.7 m (150 ft.) or where a tower cannot be achieved due to lot conditions or policy 9.12.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 12) and sections 11.2 and 11.3 for details)</li> </ul>

**Additional Policies**

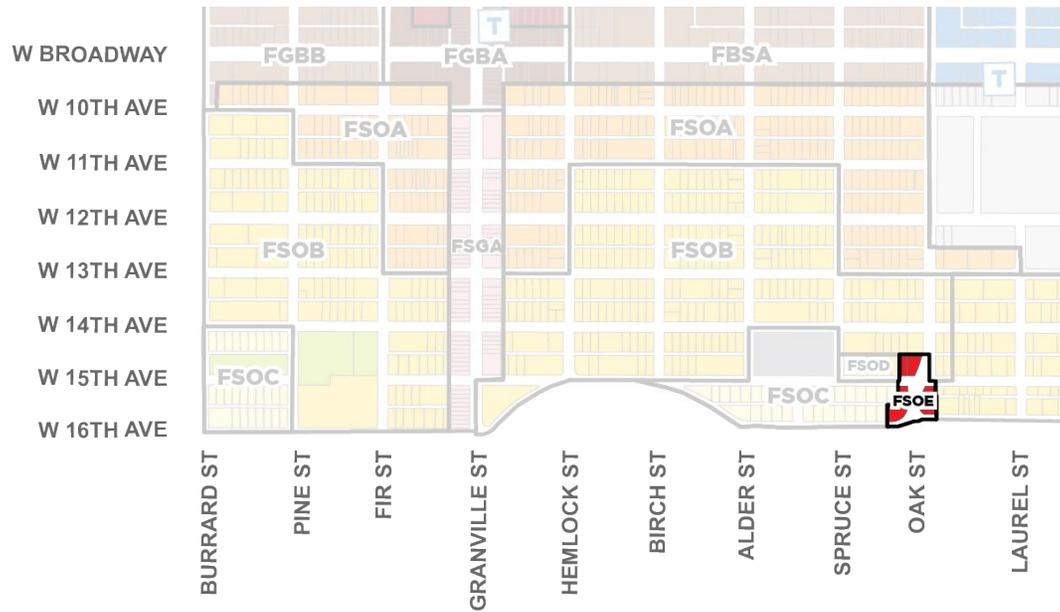
9.12.2 There will be a maximum of one tower on this block face in the Fairview South Area D portion.

9.12.3 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.

9.12.4 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.

9.13 Fairview South - Area E

FSOE



Intent

Strengthen this small retail/service node with new housing opportunities in mixed-use development.



VILLAGE

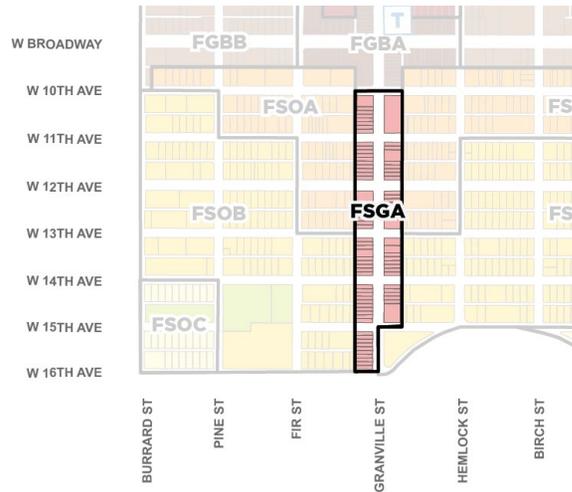
9.13.1 FSOE Policy Summary Table

Policy Area	Fairview South – Area E	FSOE
Uses	Retail/service, residential	
Option/Tenure	Strata ownership housing	Secured market and below-market rental housing
Max Height	18 storeys	
Max Density	6.0 FSR	
Min Frontage	30.5 m (100 ft.).	
Notes	<ul style="list-style-type: none"> <li>Where there are existing rental housing units on site, a minimum of 20% of the residential floor area or the same number of existing rental units, whichever is greater, is required to be delivered as turnkey social housing units to the City.</li> <li>Where there is not existing rental housing on site and turnkey social housing units are not required, development should contribute towards community amenities.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> </ul>

**Additional Policies**

9.13.2 Require continuous active ground floor retail/service uses along Oak Street.

## South Granville Village



Established in the early 1900s, the South Granville shopping district stretches from the south end of the Granville Bridge to West 16th Avenue. South Granville Village is the area between West 10th and 16th Avenues, which has predominantly low-rise buildings (generally 1-3 storeys) with a variety of ground floor retail/service uses and fine-grained storefronts. The business mix includes small retailers and service businesses, larger home décor stores, and restaurants and cafés. The iconic Stanley Theatre is a live stage theatre that operates in a protected heritage building, drawing visitors to the area in the evening.



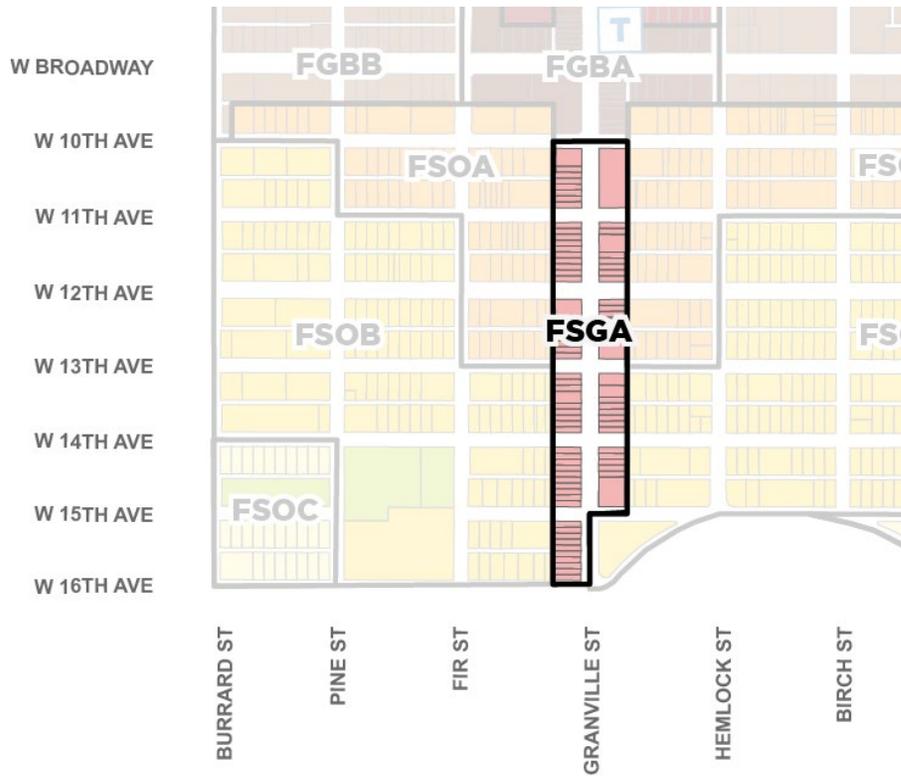
### Overall Intent

Strengthen South Granville Village as a walkable shopping street with active retail/service uses, improved walkability, and a vibrant public life.

### The Big Moves

- » More walkable shopping street with a vibrant public life.
- » Low-scale village character with building heights up to 6 storeys.
- » Continuous active ground floor retail/service (e.g. shops, cafés/restaurants) and public realm improvements.
- » Culture, entertainment and nightlife venues.

**9.14 South Granville Village** **FSGA**



**Intent**

Retain the current low-scale village character with a continuous retail/service uses at the street level.



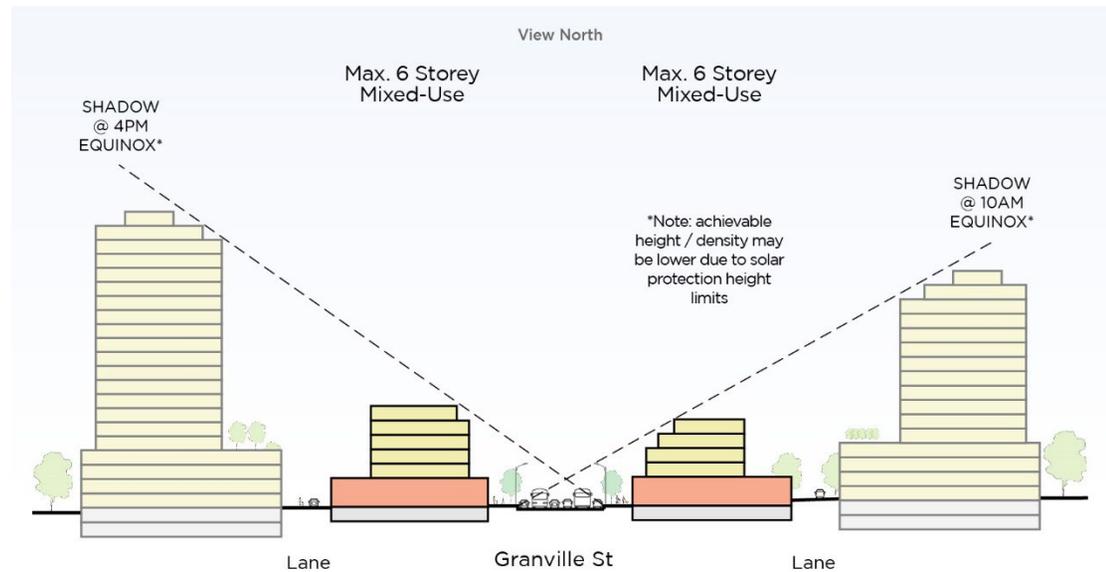
9.14.1 FSGA Policy Summary Table

Policy Area	South Granville Village	FSGA
Uses	Retail/service, office, residential	
Max Height		6 storeys
Max Density		3.0 FSR

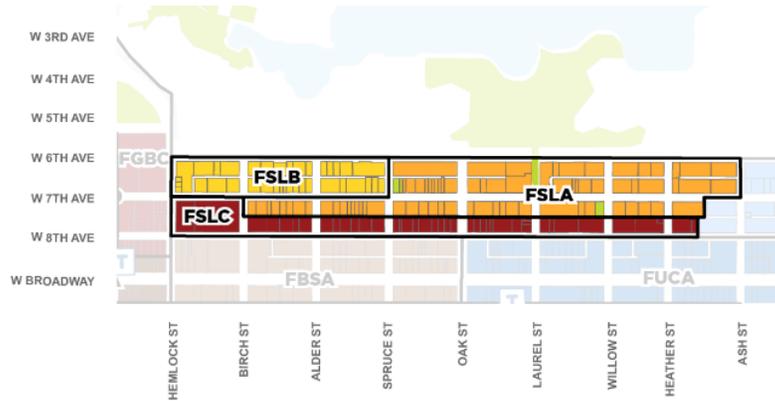
**Additional Policies**

- 9.14.2 Rezoning applications will generally not be considered in this area under the Broadway Plan and development allowances should be in accordance with the current C-3A zoning and any associated design guidelines.
- 9.14.3 Require continuous active ground floor retail/service uses with narrow frontage widths.
- 9.14.4 Support retention of and opportunities for new cultural, entertainment and nightlife venues.

*Figure 9.3 - Illustrative Street Section of Granville Street between 11th and 12th Avenues*



## Fairview Slopes



Generally between West 6th and 8th avenues from Hemlock to Ash Street, Fairview Slopes consists primarily of low-rise strata ownership housing built in the 1970s and 1980s, which have a distinctive terracing form to maximize views to the downtown and North Shore Mountains. There are several market and non-market rental buildings in the area.

Residential streets generally have a green and leafy character, and there are a few small parks scattered throughout the area. A variety of small businesses, including offices, shops and services, give the area a mixed-use flavour. The Laurel Land Bridge, connecting Laurel Street over busy West 6th Avenue to Charleson Park, is a valued asset that links Fairview Slopes with the amenities of False Creek to the north.



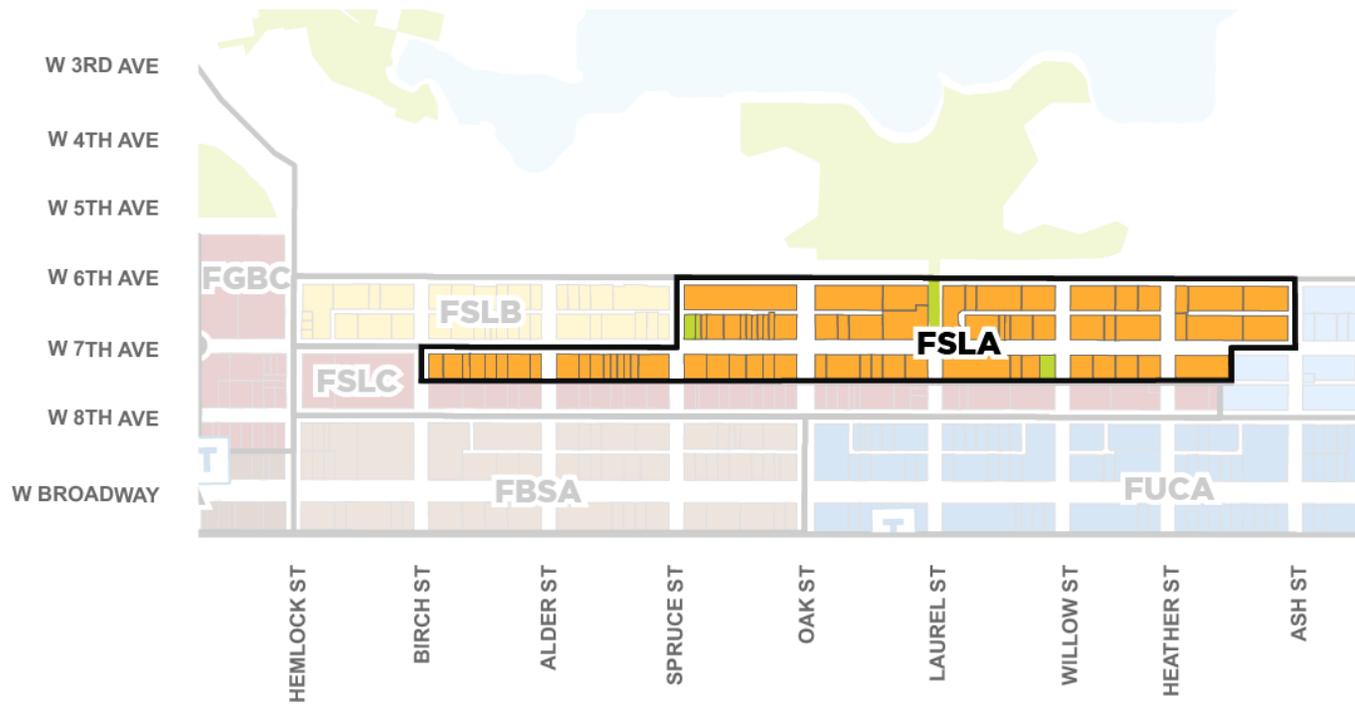
### Overall Intent

Enhance Fairview Slopes as a walkable, more diverse primarily residential area by providing strategic opportunities for new housing, as well as local-serving shops and services, while it continues to embrace its distinctive sloped character.

### The Big Moves

- » Walkable, primarily residential apartment area with diverse housing options.
- » Support the long-term renewal of the older strata ownership buildings to provide more housing opportunities near Broadway.
- » Create a transition from Broadway along 8th Avenue leading down the hill into the Fairview Slopes.

9.15 Fairview Slopes - Area A FSLA



**Intent**

Support the long-term renewal of the older primarily strata ownership apartment buildings, while preserving existing rental housing affordability levels and providing strengthened tenant protections in the few rental buildings in the area.

9.15.1 FSLA Policy Summary Table

Policy Area	Fairview Slopes - Area A		FSLA	
<b>Uses</b>	Residential, retail/service			
<b>Option/Tenure</b>	Secured market rental housing or social housing		Strata ownership housing, limited to sites without existing purpose-built rental or social housing	
	Tower form	Non-tower form	Tower form	Non-tower form
<b>Max Height</b>	12 storeys		3-6 storeys	
<b>Max Density</b>	4.0 FSR		1.0-2.7 FSR	
<b>Min Frontage</b>	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 9.15.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>		<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 9.15.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> </ul>
	<ul style="list-style-type: none"> <li>“Existing purpose-built rental or social housing” refers to sites where rental housing replacement requirements apply per the Rental Housing Stock Official Development Plan.</li> </ul>			

### Additional Policies

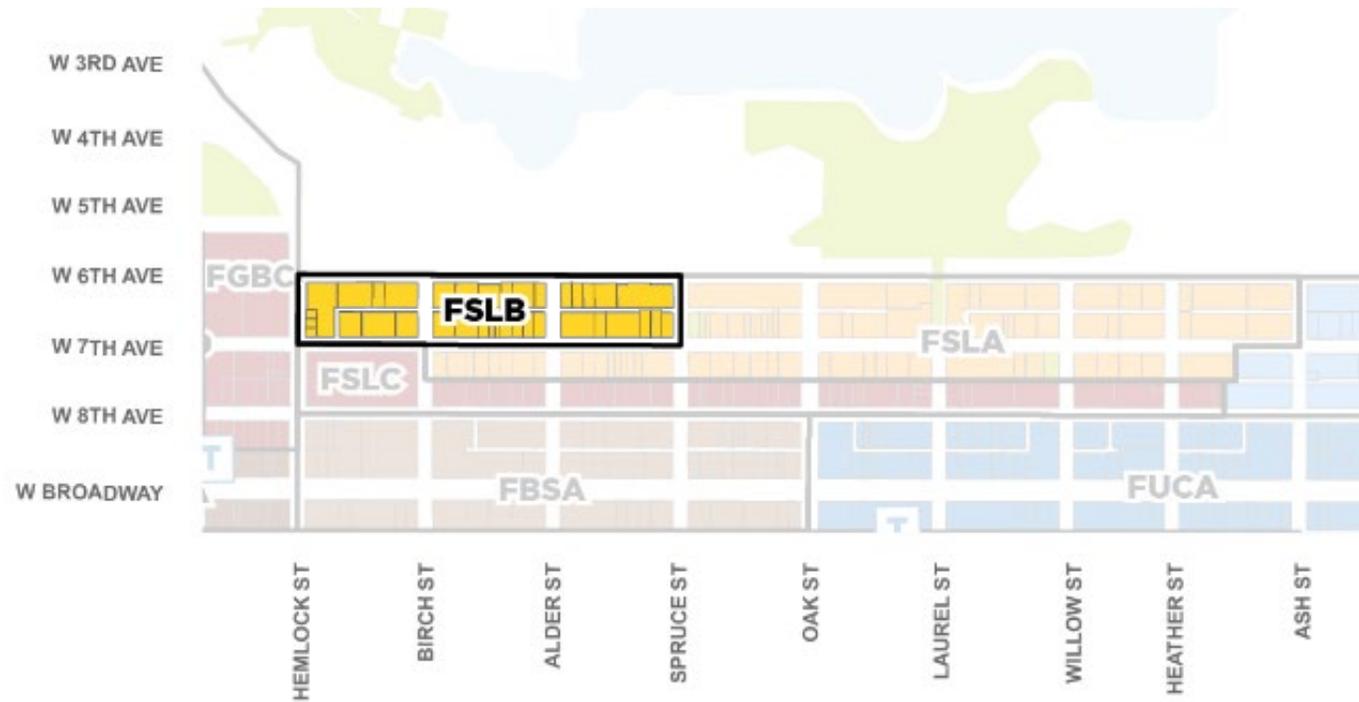
- 9.15.2 There will be a maximum of two towers per block (street to street, including any laneways). However, for the southern block faces along 7th Avenue, only one tower will be allowed on the Fairview Slopes Area A block face.
- 9.15.3 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.
- 9.15.4 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.
- 9.15.5 Support opportunities for ground floor non-residential uses (job space), with retail/service uses strongly encouraged at corner locations (additional job space above the ground floor may be considered for sites fronting 6th Avenue).

*Figure 9.4 - Illustrative Street Section of West 7th Avenue between Alder and Spruce Streets*



9.16 Fairview Slopes - Area B

FSLB



RESIDENTIAL

**Intent**

Support the long-term renewal of the older, primarily strata ownership apartment buildings, while preserving existing rental housing affordability levels and providing strengthened tenant protections in the few rental buildings in the area.

9.16.1 FSLB Policy Summary Table

Policy Area	Fairview Slopes - Area B	FSLB
Uses	Residential, retail/service	
Option/Tenure	Secured market rental housing or social housing	Strata ownership housing, limited to sites without existing purpose-built rental or social housing
Max Height	3-6 storeys	3-6 storeys
Max Density	1.0-2.7 FSR	1.0-2.7 FSR
Min Frontage	Variable - refer to Built Form and Site Design (Chapter 11)	Variable - refer to Built Form and Site Design (Chapter 11)
Notes	<ul style="list-style-type: none"> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details)</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> <li>“Existing purpose-built rental or social housing” refers to sites where rental housing replacement requirements apply per the Rental Housing Stock Official Development Plan.</li> </ul>	<ul style="list-style-type: none"> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details)</li> </ul>

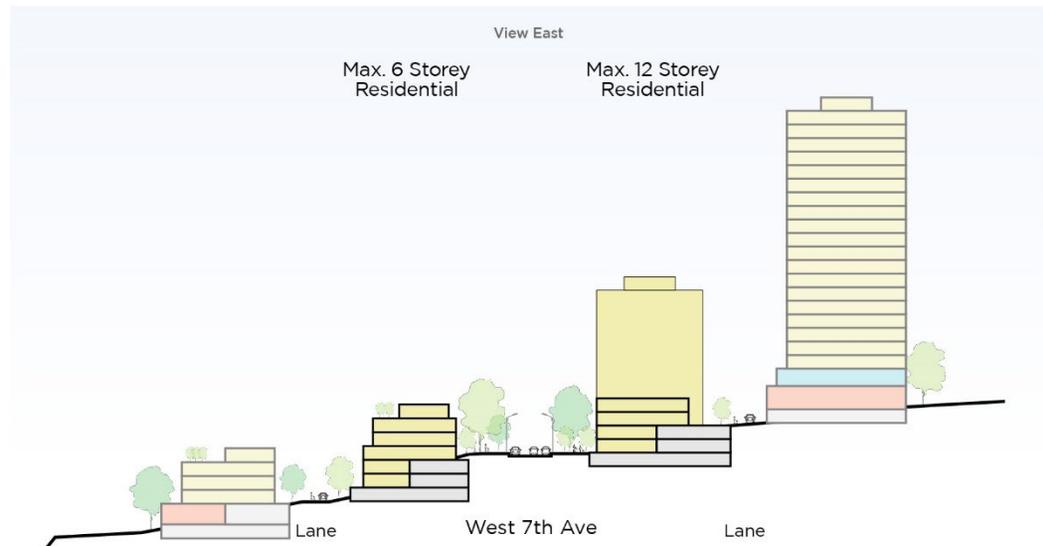
Additional Policies

9.16.2 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.

9.16.3 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.

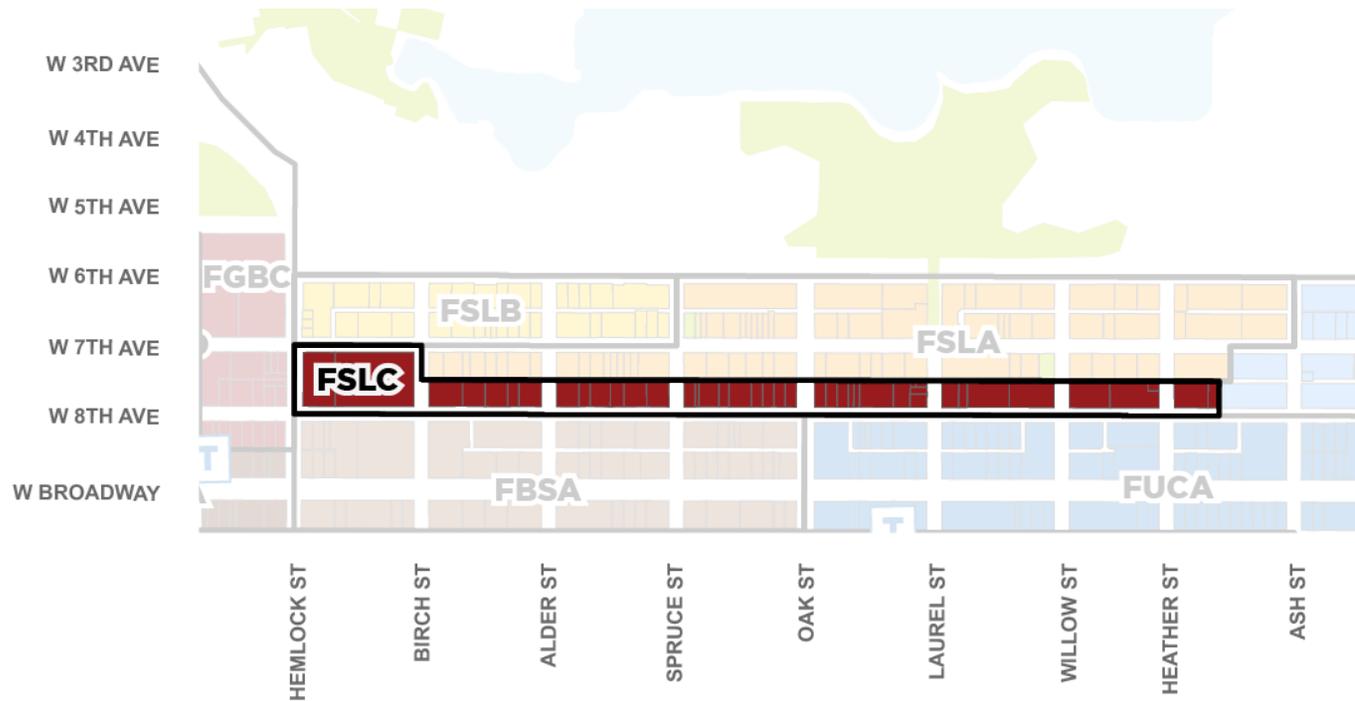
9.16.4 Support opportunities for ground floor non-residential uses (job space), with retail/service uses strongly encouraged at corner locations (additional job space above the ground floor may be considered for sites fronting 6th Avenue).

*Figure 9.5 - Illustrative Street Section of West 7th Avenue between Alder and Spruce Streets*



9.17 Fairview Slopes - Area C

FSLC



RESIDENTIAL

**Intent**

Transition between the higher density commercial and residential uses south of West 8th Avenue with new mixed-use development including affordable housing and job space.

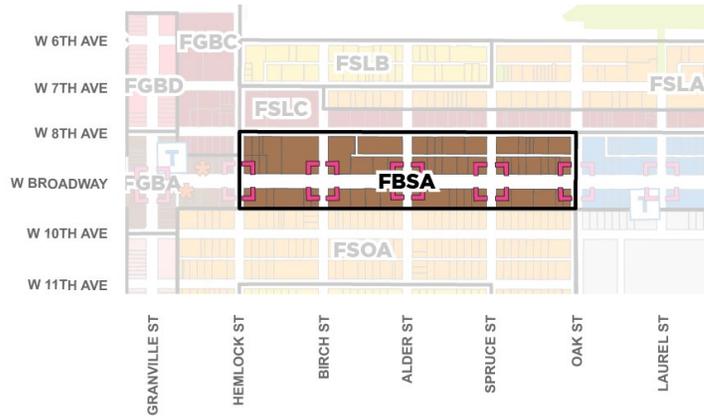
9.17.1 FSLC Policy Summary Table

Policy Area	Fairview Slopes – Area C	FSLC
Uses	Retail/service, office, residential	
Option/Tenure	Secured market and below-market rental	Strata ownership housing
Max Height	20 storeys	
Max Density	7.0 FSR	
Min Frontage	45.7 m (150 ft.)	
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be delivered as turnkey social housing units to the City.</li> </ul>

**Additional Policies**

9.17.2 A minimum 0.25 FSR of retail/service or office uses is required.

## Broadway Shoulder Area West



The Broadway Shoulder Area West provides a transition along Broadway between Uptown and the mixed-use hub at Granville Street. This area has a variety of older office buildings that contribute to the diversity of office space in Central Broadway. There are also many older low-rise buildings with retail (including large format retailers) and service businesses. New developments in these areas are primarily mixed-use (strata residential with retail/service at grade), which has an impact on the diversity and amount of office space in Central Broadway.



### Overall Intent

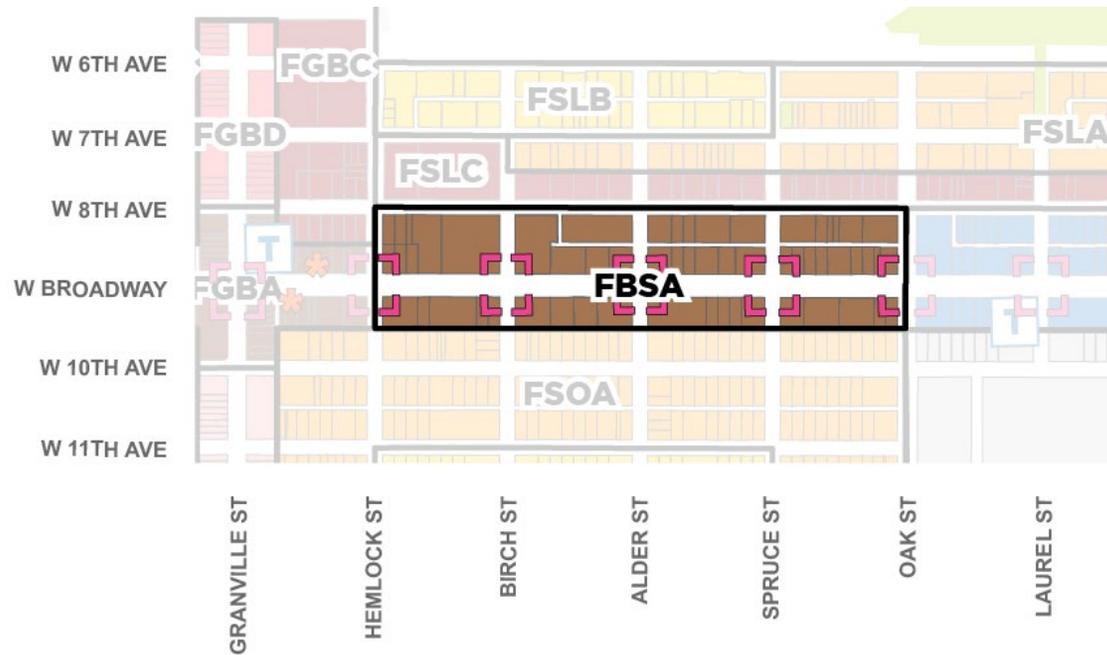
Strengthen the Broadway Shoulder Area West as a vibrant place to live, work and play by providing additional opportunities for housing (particularly secured rental housing), job space and amenities, as well as an enhanced Broadway streetscape.

### The Big Moves

- » Vibrant place to live, work and play with a mix of new housing, job space and amenities.
- » Maintain street-end views of the downtown and North Shore Mountains.
- » Continuous active ground floor retail/service uses (e.g. shops, cafés/restaurants) along Broadway with places to gather, particularly at key intersections.

9.18 Broadway Shoulder Area West

FBSA



Intent

Introduce new opportunities for housing (particularly market and below-market rental) and job space, with active retail/service uses along Broadway.



CENTRE

Legend

 Opportunity Area for Enhanced Corner Setbacks for POPs

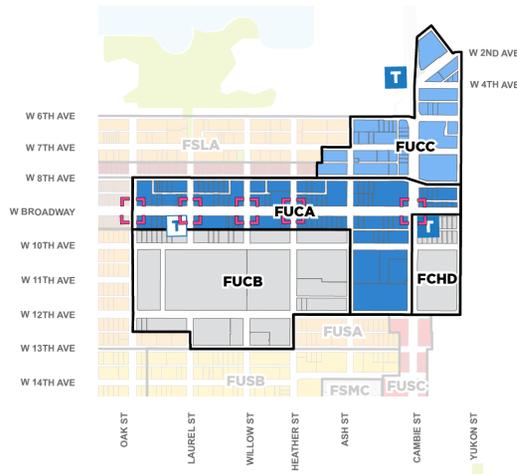
9.18.1 **FBSA Policy Summary Table**

Policy Area	Broadway Shoulder Area West			FBSA
<b>Uses</b>	Retail/service, office, residential			
<b>Option/Tenure</b>	Secured market and below-market rental housing	Secured market rental housing	Office/hotel* development	Strata ownership housing
<b>Max Height</b>	30 storeys	30 storeys	24 storeys	20 storeys
<b>Max Density</b>	10.0 FSR	8.5 FSR	9.0 FSR	5.5 FSR
<b>Min Frontage</b>	45.7 m (150 ft.)			
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>A minimum of one level of non-residential uses (job space) above the ground floor is required.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of one level of non-residential uses (job space) above the ground floor is required.</li> </ul>	<ul style="list-style-type: none"> <li>*Hotel maximum height per maximum height for secured rental. Up to 1.0 additional FSR for hotel can be considered.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of one level of non-residential uses (job space) above the ground floor is required.</li> <li>Development should contribute towards community amenities.</li> </ul>

**Additional Policies**

- 9.18.2 Require continuous active ground floor retail/service uses along Broadway.
- 9.18.3 Development on larger sites where two or more towers can be accommodated can include a mix of non-residential and residential uses and/or housing tenures (minimum job space component required). The height and density for each tower component would be equivalent to that indicated for a given option/tenure.
- 9.18.4 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the FBSA key map (see Public Realm Framework Chapter 15 for more details).

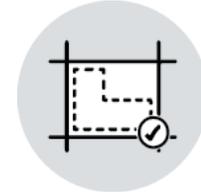
## Uptown/Cambie North



Uptown comprises the second largest concentration of job space in the province, and is the heart of Central Broadway, Vancouver's "second downtown". It contains major employers such as City Hall, Vancouver General Hospital (VGH), and an abundance of health-related offices and research facilities such as the BC Cancer Centre. North of West 8th Avenue is a mix of office, mixed-use and residential developments. Uptown also includes a variety of retail, hotels and restaurants at the future nexus of two rapid transit lines – the Canada Line and the new Broadway Subway opening in 2025.



**CENTRE**



**LARGE AND  
UNIQUE SITE**

### Future Role

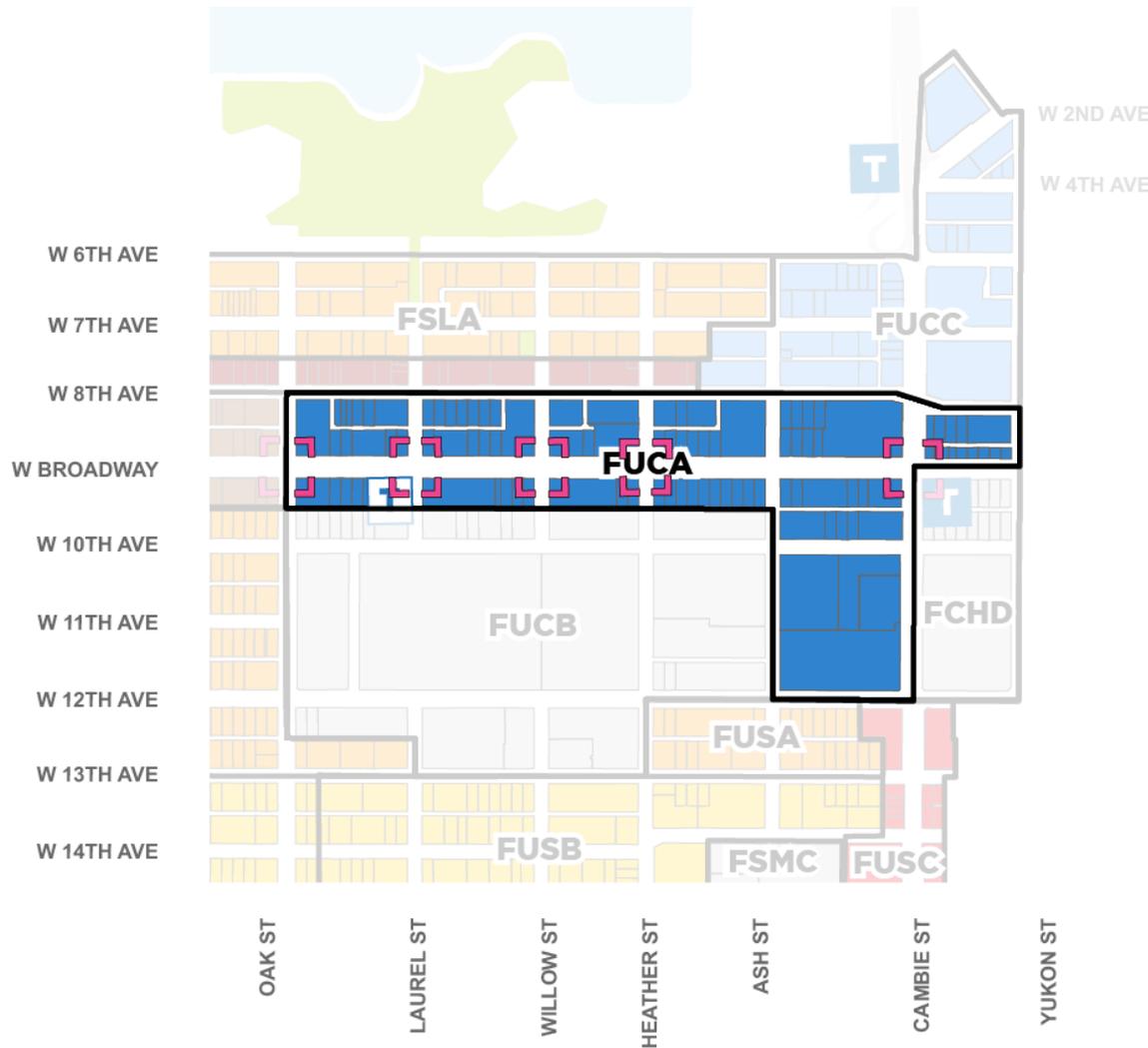
Affirm Uptown as a key office location in the region and the heart of Central Broadway, Vancouver's "second downtown", and strengthen this role by providing opportunities for additional job space to leverage the rapid transit investment that serves the area.

### The Big Moves

- » Key office location and health district in the heart of Central Broadway, Vancouver's "second downtown"
- » Uptown Office District: increase capacity for office and hotel development.
- » Support master planning for the Civic District.
- » Support the long-term expansion of VGH Campus and the BC Cancer Centre.
- » North of 8th Avenue: increase capacity for office development or rental housing.

9.19 Uptown/Cambie North - Area A

FUCA



Intent

Strengthen the Uptown Office District by intensifying the area's primarily retail/service and office character.



CENTRE

Legend

 Opportunity Area for Enhanced Corner Setbacks for POPs

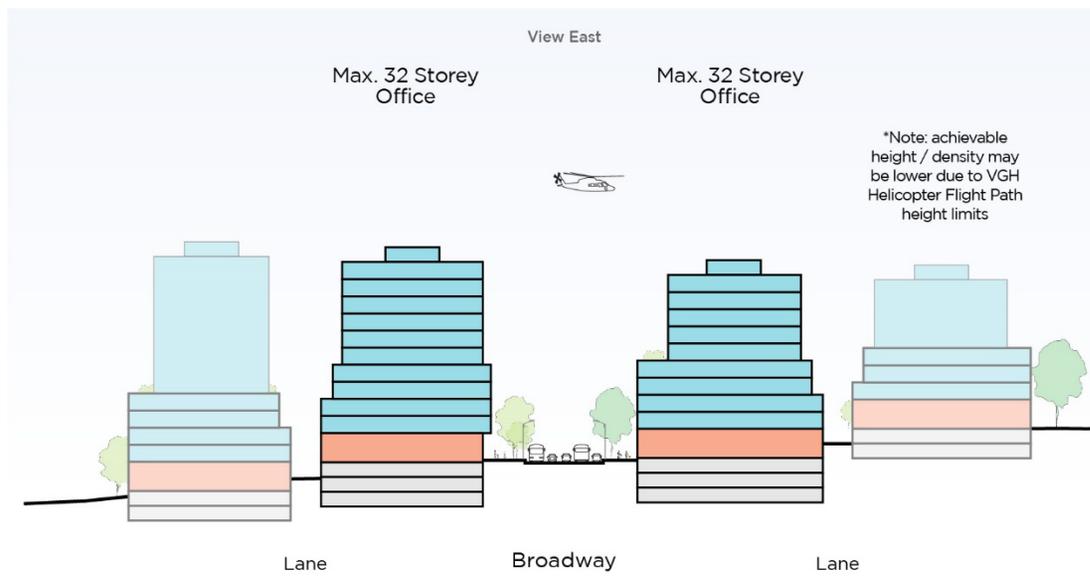
9.19.1 **FUCA Policy Summary Table**

Policy Area	Uptown/Cambie North – Area A	FUCA
<b>Uses</b>	Retail/service, office, hotel, cultural and institutional uses	
<b>Max Height</b>	Can generally be considered up to 122m (400 ft.) or up to the underside of Queen Elizabeth Park View sections 3.2.1-3.2.3 (if more restrictive), except where other view cones or helicopter flight paths are more restrictive.	
<b>Max Density</b>	Achievable density will depend on view cone and helicopter flight path height restrictions and urban design performance.	
<b>Notes</b>	Primary focus on office and hotel uses.	

**Additional Policies**

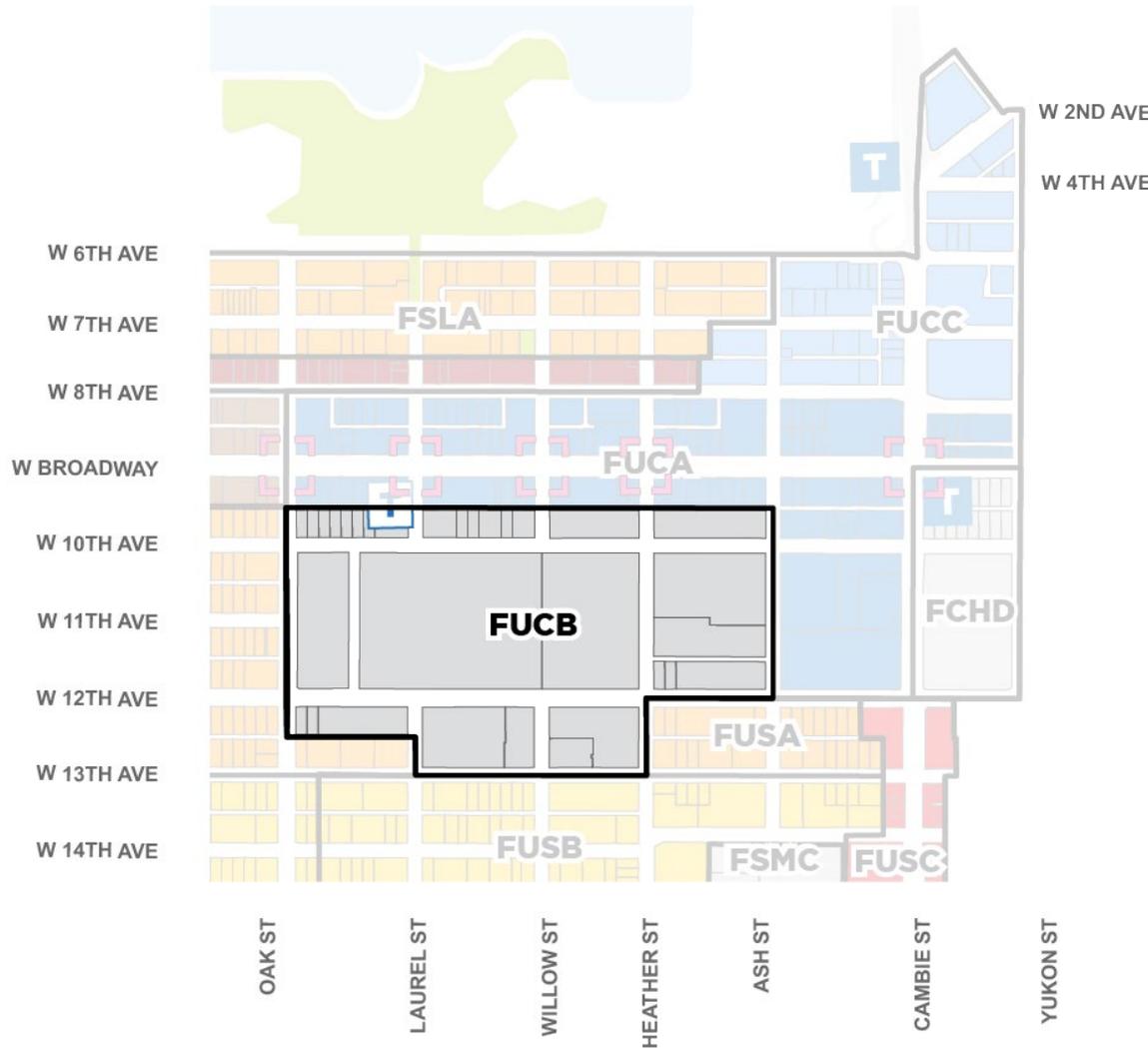
- 9.19.2 Require continuous active ground floor retail/service uses along Broadway and Cambie Street (consider a range of uses that provide pedestrian interest along the Cambie edge of the Civic District).
- 9.19.3 Support increased opportunities for new music, entertainment and nightlife venues, including on rooftop areas.
- 9.19.4 Full overbuild of the airspace above the Oak-VGH Station entrance is strongly encouraged for rezoning of properties including and connected to the Oak-VGH Station site. Other transit supportive urban design and mobility enhancements, including a bike mobility hub (safe, secure bike parking with end-of-trip facilities) should also be provided for development at 922 West Broadway.
- 9.19.5 At Oak-VGH Station, utilising the knock-out panel provided along the south wall of the station entrance, provide an underground connection from the station to Laurel Street, under which the future tunnel to VGH will be routed.
- 9.19.6 For development at 943 West Broadway, provision of a secondary station entrance to Oak-VGH Station is strongly encouraged. At a minimum, the secondary station entrance should provide an up escalator as well as an elevator as a part of the overall vertical circulation provision. The secondary station entrance should be overbuilt and integrated within the development.
- 9.19.7 For development at 433 West Broadway, provision of a secondary station entrance to Broadway-City Hall Station is strongly encouraged. At a minimum, the secondary station entrance should provide an up escalator as well as an elevator as a part of the overall vertical circulation provision. The secondary station entrance should be overbuilt and integrated within the development.
- 9.19.8 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the FUCA key map (see Public Realm Framework Chapter 15 for more details).

*Figure 9.6 - Illustrative Street Section of Broadway between Laurel and Willow Streets*



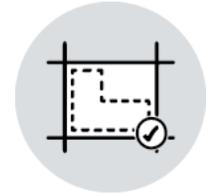
9.20 Large and Unique Site: Vancouver General Hospital (VGH) Campus

FUCB



**Site Description**

The site of Vancouver General Hospital, BC Cancer Centre, and associated health and medi-tech institutions.



**LARGE AND UNIQUE SITE**

**Location**

Generally bounded by the lane between Broadway and 10th Avenue (N), 13th Avenue (S), Oak Street (W) and Ash Street (E).

**Site size**

19.8 ha (49 acres)

**Intent**

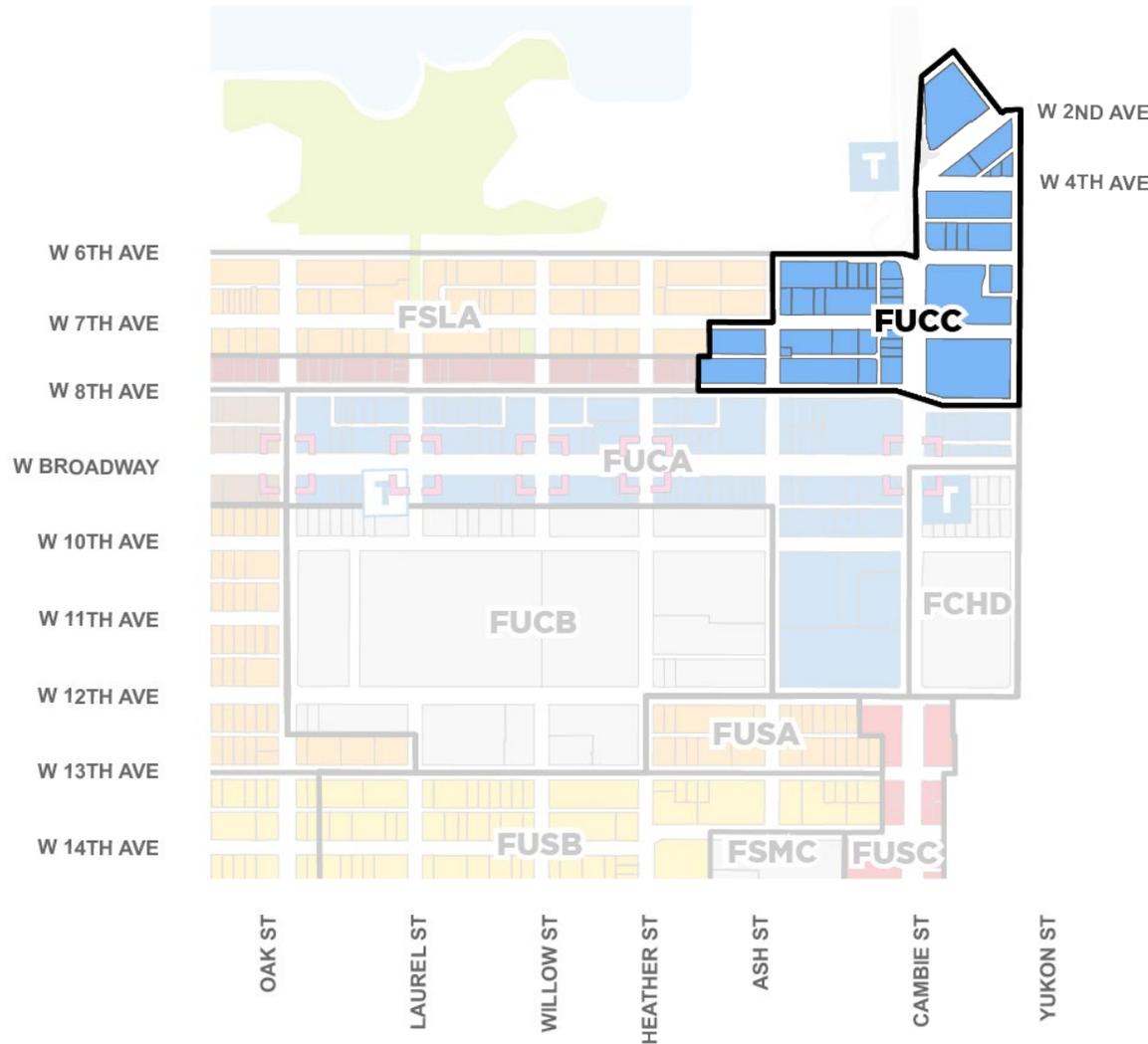
Support the ongoing expansion and development of the campus with additional hospital and health care uses, associated agencies and offices, medical and biotech institutions, related retail/service uses, and the provision of significant public open space.

## **FUCB Policies**

- 9.20.1 Support the expansion of the VGH Campus and the BC Cancer Centre to meet long-term institutional space needs. Consider building heights up to 106.7 m (350 ft.) or up to the underside of Queen Elizabeth Park View sections 3.2.1-3.2.3 (if more restrictive).
- 9.20.2 Provide improved walking, rolling and cycling connections and wayfinding, significant public open space, and services and amenities for the hospital precinct and larger Uptown area.
- 9.20.3 On the north side of West 10th Avenue (from Oak to Willow streets), consider additional density and height up to 106.7 m (350 ft.) or the underside of Queen Elizabeth Park View sections 3.2.1-3.2.3 (if more restrictive), except where helicopter flight paths are more restrictive, for office and institutional uses (recognizing rental replacement requirements per the Rental Housing Stock Official Development Plan).
- 9.20.4 Active ground floor retail/service uses are strongly encouraged to activate key pedestrian routes and public spaces.

9.21 Uptown/Cambie North - Area C

FUCC



Intent

Strengthen as an extension of Uptown by intensifying the area's retail/service and office character.



CENTRE

9.21.1 **FUCC Policy Summary Table**

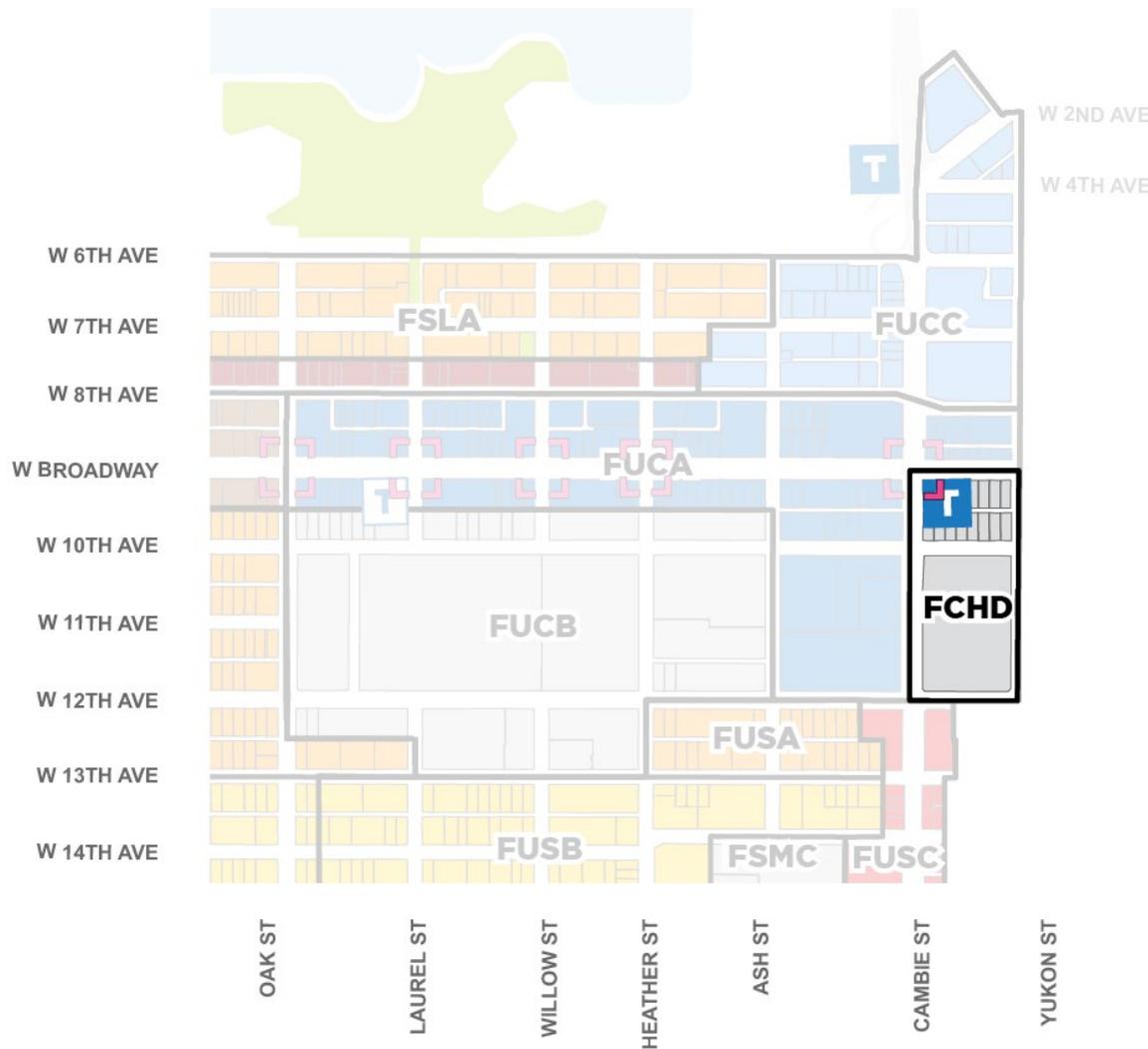
<b>Policy Area</b>	<b>Uptown/Cambie North – Area C</b>	<b>FUCC</b>
<b>Uses</b>	Retail/service, office, hotel, cultural and institutional uses	
<b>Max Height</b>	Can be considered up to the underside of the most restrictive view cone.	
<b>Max Density</b>	Achievable density will depend on view cone height restrictions and urban design performance.	
<b>Notes</b>	Primary focus on office and hotel uses.	

**Additional Policies**

9.21.2 Require continuous active ground floor retail/service uses with narrow frontage widths along Cambie Street; active ground floor retail/service uses are strongly encouraged off Cambie Street.

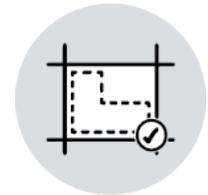
9.22 Large and Unique Site: Civic District (City Hall)

FCHD



**Site Description**

The site of Vancouver City Hall including Council Chambers, various civic government departments and offices, Helena Gutteridge Plaza and other open spaces, surface parking, and Broadway-City Hall Station (northwest corner of the site).



**LARGE AND UNIQUE SITE**

**Location**

Bounded by Broadway (N), West 12th Avenue (S), Cambie Street (W) and Yukon Street (E).

**Site size**

4.75 ha (11.7 acres)

**Intent**

Support the expansion of the Civic District with new office, retail, cultural and institutional uses to meet the evolving needs of the city's residents.

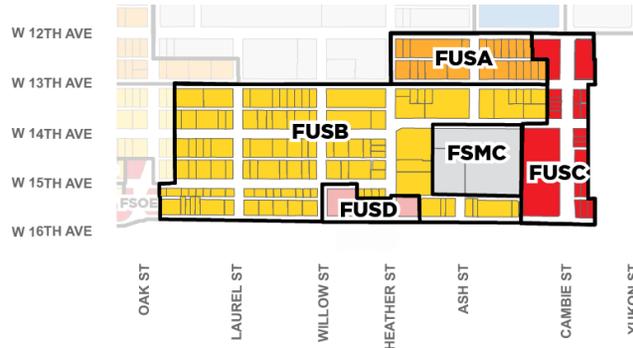
## FCHD Policies

9.22.1 Support master planning for the Civic District to:

- a) Provide additional job space (meeting the City's long-term needs for public serving and administrative spaces) and an enhanced public service hub;
- b) Enhance the public realm and deliver other public benefits,
- c) Improve connections to the Broadway Subway and Canada Line at Broadway-City Hall Station; and,
- d) Enhance its civic identity including that of a City of Reconciliation.

9.22.2 Full overbuild of the airspace above the Broadway-City Hall Station entrance is strongly encouraged for rezoning of properties including and connected to the Broadway-City Hall Station site. Other transit supportive urban design and mobility enhancements, including a bike mobility hub (safe, secure bike parking with end-of-trip facilities) with good active transportation connection, should also be provided.

## Uptown South



Immediately south of the VGH Campus, Uptown South is a primarily residential apartment area with green and leafy streets and mostly low-rise strata ownership housing. The area also has some non-market housing, including co-ops, as well as a small cluster of rental towers near Cambie Street and West 12th Avenue. The St. Mary's Ukrainian Catholic Centre, including the church, hall and residential buildings and

significant open space, comprises about two city blocks. Cambie Street, between West 12th and 16th Avenues, has a mix of low-scale office buildings, newer large mixed-use developments and rental apartments. There is a small mixed-use node on West 16th Avenue near Heather Street.



### Overall Intent

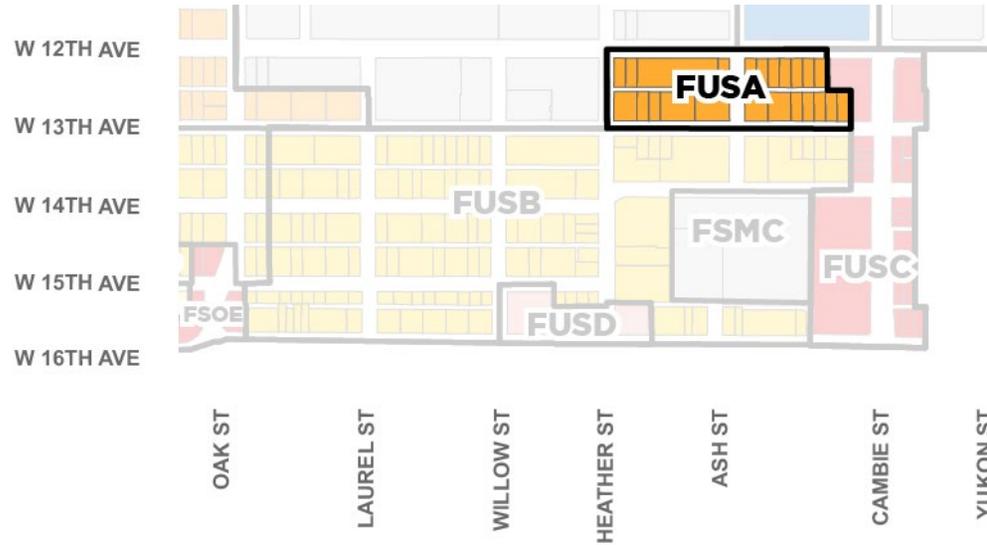
Strengthen Uptown South as a walkable, more diverse primarily residential area close to jobs and rapid transit by providing opportunities for new affordable housing, and additional small-scale retail/service uses.

### The Big Moves

- » Primarily residential area close to jobs and rapid transit with a diversity of new housing opportunities.
- » Support the long-term renewal of the older rental housing while preserving existing affordability by limiting additional density to below-market and market rental uses with additional tenant protection requirements for existing rental buildings.
- » Support the long-term renewal of the older strata ownership buildings to provide more housing opportunities, as well as delivery of new social housing.
- » Encourage additional local-serving shops and services to be integrated with new apartment buildings throughout the area.

9.23 Uptown South - Area A

FUSA



Intent

Support the long-term renewal of the older residential buildings, while preserving existing rental housing affordability levels and providing strengthened tenant protections.



RESIDENTIAL

9.23.1 FUSA Policy Summary Table

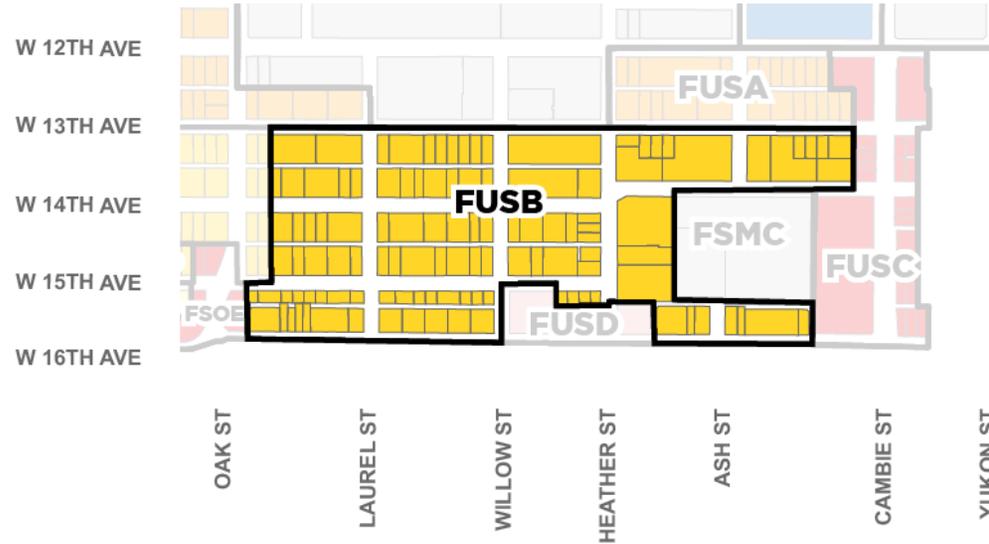
Policy Area	Uptown South - Area A		FUSA	
<b>Uses</b>	Residential, retail/service			
<b>Option/Tenure</b>	Secured market rental housing or social housing		Strata ownership housing, limited to sites without existing purpose-built rental or social housing	
	Tower form	Non-tower form	Tower form	Non-tower form
<b>Max Height*</b>	20 storeys	3-6 storeys	20 storeys	3-6 storeys
<b>Max Density*</b>	6.5 FSR	1.0-2.7 FSR	6.0 FSR	1.0-2.7 FSR
<b>Min Frontage</b>	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 9.23.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be delivered as turnkey social housing units to the City.</li> </ul>	<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 9.23.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> </ul>
	<ul style="list-style-type: none"> <li>* Achievable height and density may be lower where height is restricted by view cones (excluding social housing).</li> </ul>			

**Additional Policies**

- 9.23.2 There will be a maximum of two towers per block (street to street, including any laneways). However, for the block east of Ash Street, one additional tower will be considered in Uptown South Area A.
- 9.23.3 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.
- 9.23.4 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.

9.24 Uptown South - Area B

FUSB



Intent

Support the long-term renewal of the older residential buildings, while preserving existing rental housing affordability levels and providing strengthened tenant protections.



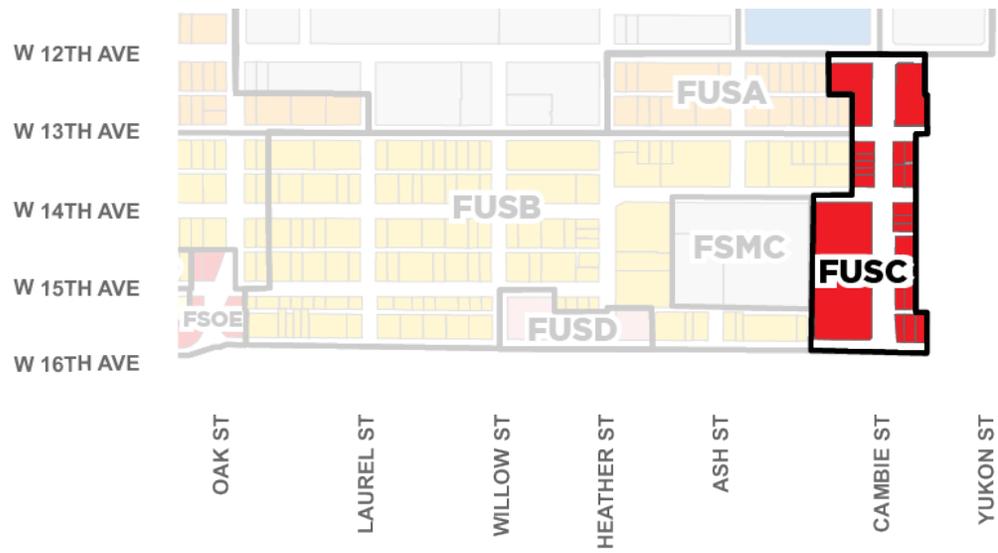
9.24.1 FUSB Policy Summary Table

Policy Area	Uptown South - Area B		FUSB	
<b>Uses</b>	Residential, retail/service			
<b>Option/Tenure</b>	Secured market rental housing or social housing		Strata ownership housing, limited to sites without existing purpose-built rental or social housing	
	Tower form	Non-tower form	Tower form	Non-tower form
<b>Max Height*</b>	20 storeys	3-6 storeys	12 storeys	3-6 storeys
<b>Max Density*</b>	6.5 FSR	1.0-2.7 FSR	4.0 FSR	1.0-2.7 FSR
<b>Min Frontage</b>	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> <li>Applies where a tower cannot be achieved due to lot conditions or policy 9.24.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> </ul>		<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 9.24.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details)</li> </ul>
	<ul style="list-style-type: none"> <li>* Achievable height and density may be lower where height is restricted by view cones (excluding social housing).</li> <li>"Existing purpose-built rental or social housing" refers to sites where rental housing replacement requirements apply per the Rental Housing Stock Official Development Plan.</li> </ul>			

**Additional Policies**

- 9.24.2 There will be a maximum of two towers per block (street to street, including any laneways) in Uptown South Area B. For blocks located in both Uptown South Area B and another policy area, only towers in Uptown South Area B shall be counted toward the maximum. However, for the areas between Oak Street, Laurel Street, 13<sup>th</sup> Avenue, and 15<sup>th</sup> Avenue, number of towers per block shall be counted in conjunction with the remainder of the block located in Fairview South.
- 9.24.3 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.
- 9.24.4 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.

9.25 Uptown South - Area C FUSC



**Intent**

Strengthen this section of Cambie Street with new housing opportunities in mixed-use development.



9.25.1 FUSC Policy Summary Table

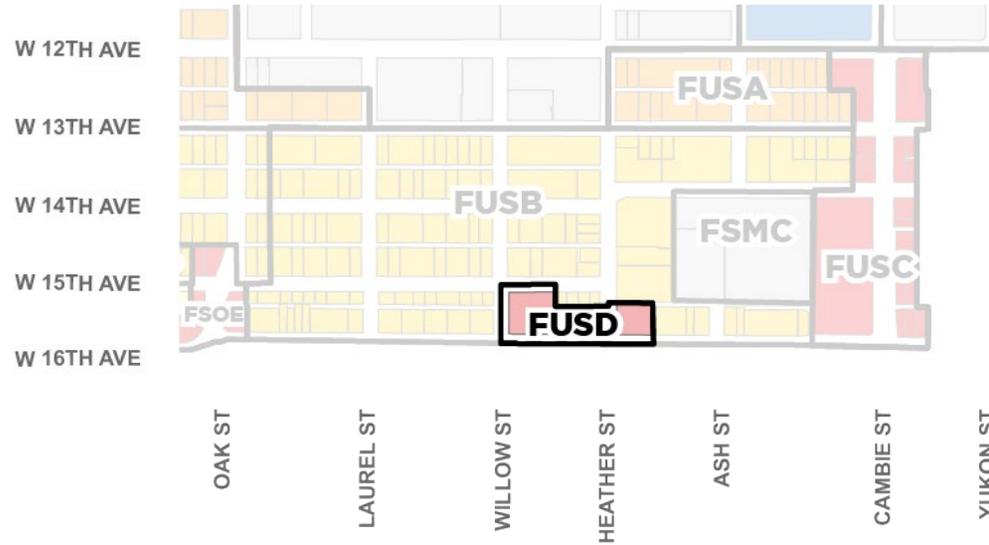
Policy Area	Uptown South – Area C		FUSC
Uses	Retail/service, residential		
Option/Tenure	Strata ownership housing	Secured market and below-market rental	
Max Height*	12-15 storeys		
Max Density*	4.0-5.5 FSR		
Min Frontage	30.5 m (100 ft.).		
Notes	<ul style="list-style-type: none"> <li>Where there are existing rental housing units on site, a minimum of 20% of the residential floor area or the same number of existing rental units, whichever is greater, is required to be delivered as turnkey social housing units to the City.</li> <li>Where there is not existing rental housing on site and turnkey social housing units are not required, development should contribute towards community amenities.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> </ul>	
	<ul style="list-style-type: none"> <li>* Achievable height and density may be lower where height is restricted by view cones.</li> </ul>		

**Additional Policies**

9.25.2 Require continuous active ground floor retail/service uses with narrow frontage widths along Cambie Street.

9.26 Uptown South - Area D

FUSD



Intent

Retain the current low-scale village character with a continuous retail/service uses at the street level.



VILLAGE

9.26.1 FUSD Policy Summary Table

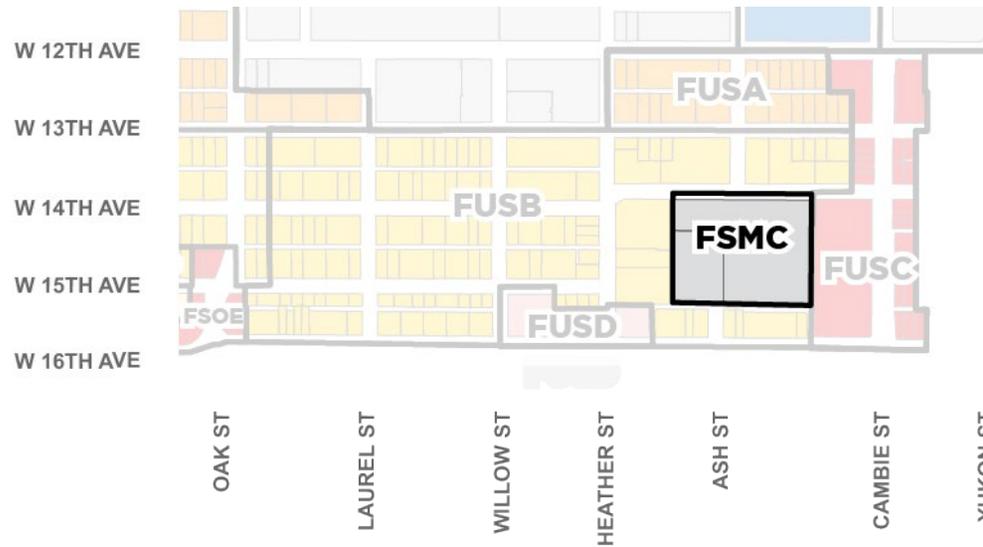
Policy Area	Uptown South - Area D	FUSD
Uses	Retail/service, office, residential	
Option/Tenure	Secured rental housing	Strata ownership housing or office
Max Height	6 storeys	4 storeys
Max Density	3.5-3.7 FSR	2.5 FSR
Notes	<ul style="list-style-type: none"> <li>Refer to the C-2 zoning districts and associated guidelines for details on allowable uses, height, and density.</li> </ul>	

**Additional Policies**

- 9.26.2 Rezoning applications will generally not be considered in this area under the Broadway Plan. All development should conform with the C-2 zoning district and any associated design guidelines.
- 9.26.3 Continuous active ground floor retail/service uses are required.
- 9.26.4 One-for-one replacement of existing rental housing units is required per the Rental Housing Stock Official Development Plan.

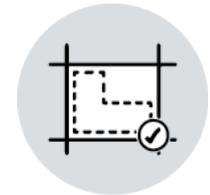
9.27 Large and Unique Site – St. Mary’s Ukrainian Church

FSMC



Site Description

The home of St. Mary’s Ukrainian Catholic Church (1982), parish hall, recreation centre, child care centre, seniors housing and outdoor open spaces.



LARGE AND UNIQUE SITE

Location

550 West 14th Avenue

Site size

2.5 ha (6.3 acres)

Intent

Support the on-going implementation of the vision outlined in CD-1 (368), and consider amendments in the future to meet the evolving needs of the church and local community if necessary.

Vision

The vision established in CD-1 (368) for the site is to permit:

- » Replacement, over a 25-35 year redevelopment program, of four existing buildings with larger ones, including the rectory, parish hall (increased from 400 seats to 600), recreation centre and seniors housing (increased from 89 dwellings to 168);
- » Addition of over 50 rental housing units, and a 100-bed seniors multi-level care facility; and,
- » Retention of the existing 600-seat church.

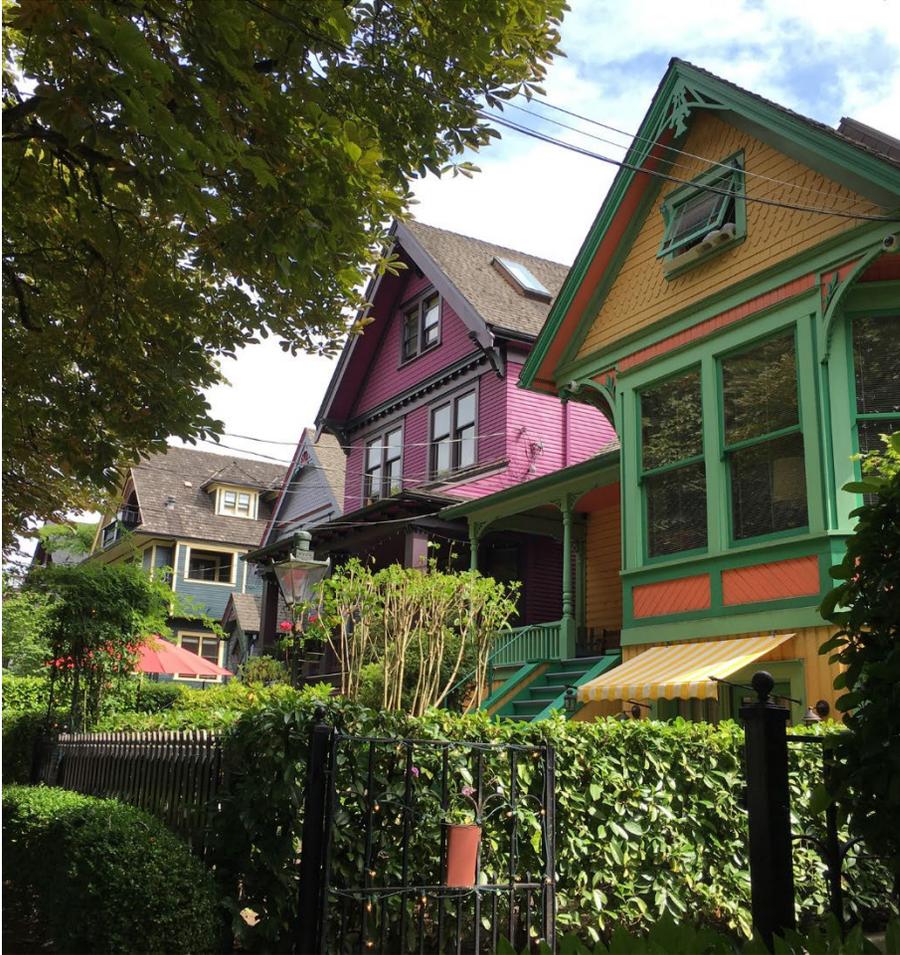
9.27.1 **FSMC Policy Summary Table**

Policy Area	Uptown South - Area D	FSMC
<b>Uses</b>	Institutional (church), child day care centre, recreation centre, residential, seniors housing, other ancillary uses.	
<b>Max Height</b>	West part of the site: 10.7 m (35 ft.); four storeys	East part of the site: 16.1 m (53 ft.); six storeys
<b>Max Density</b>	1.3 FSR maximum overall	

**Additional Policies**

9.27.2 The regulations outlined in CD-1 (368) may be reviewed and amended in the future, including consideration of additional height and density, to meet the evolving needs of the church and local community.

# 10 Mount Pleasant

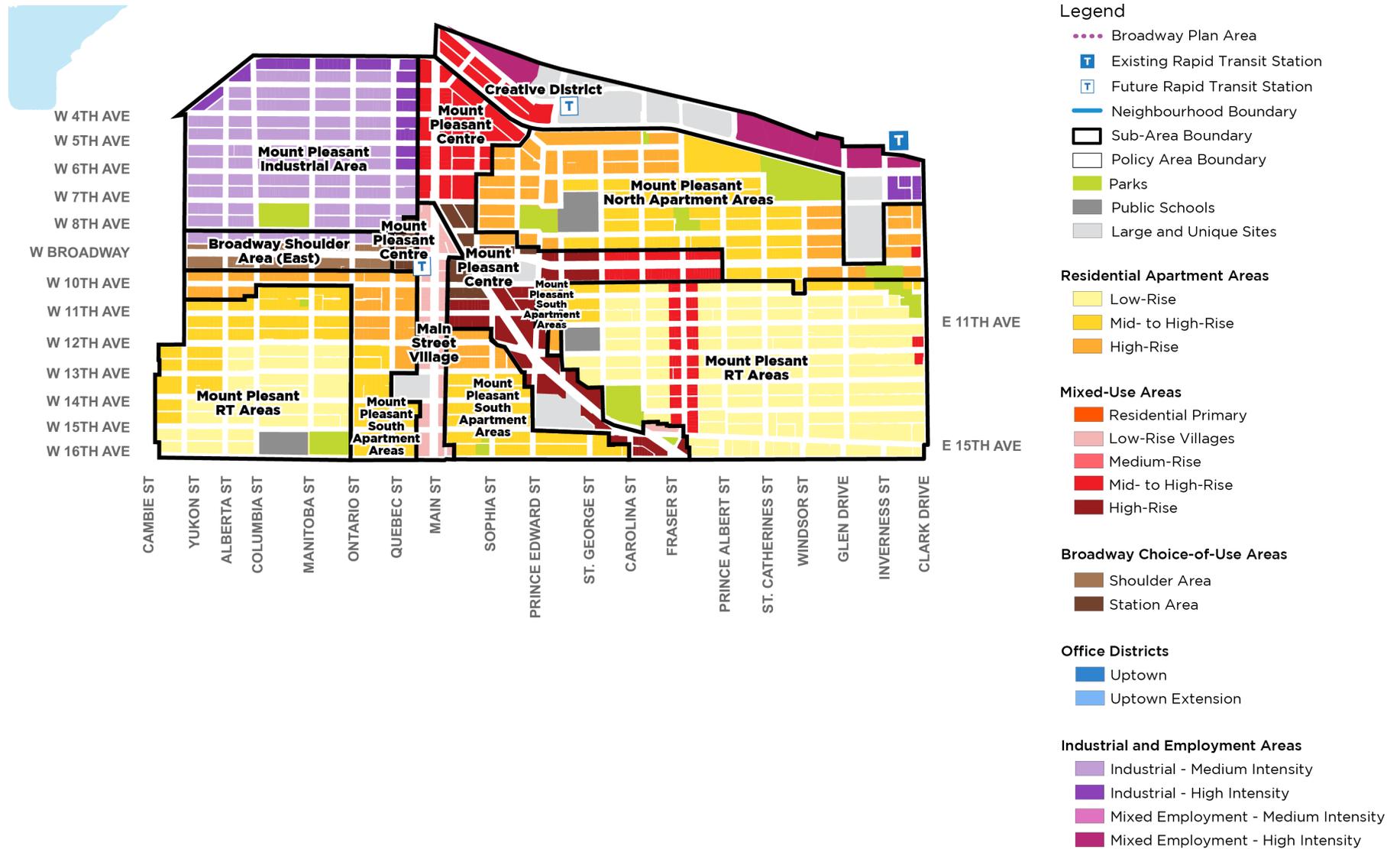


## Introduction

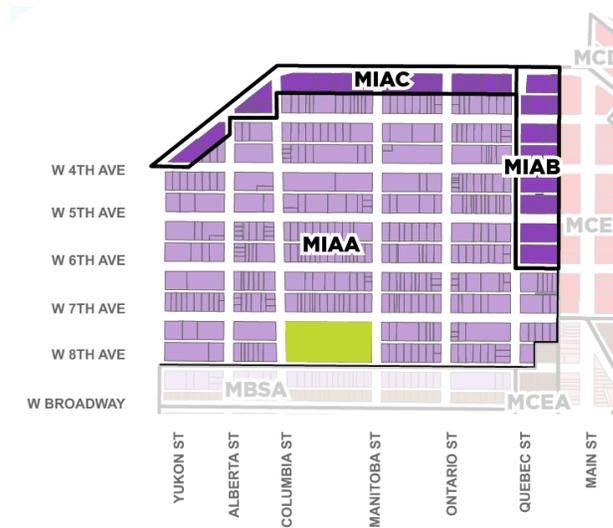
Mount Pleasant is an eclectic and diverse neighbourhood that has a mix of industrial lands, cherished local shops and services, a strong arts and culture presence, and some of the city's most affordable rental housing stock. The Broadway Plan policies for Mount Pleasant seek to retain and strengthen these unique places while integrating new housing and job space. Some of the key directions for Mount Pleasant include:

- » Retaining what is most cherished by the community, such as the Main Street Village, the green and leafy residential streets, and heritage buildings.
- » Creating opportunities for new housing, job space and amenities near Mount Pleasant Station.
- » Strengthening the Mount Pleasant Industrial Area as a vibrant creative and cultural production hub by enhancing its light industrial function and supporting the innovation economy.
- » Supporting the retention of existing live music venues and cultural facilities (e.g. Anza Club, Biltmore Cabaret, Fox Theatre, and Western Front).
- » Supporting the long-term renewal of aging rental apartments, ensuring affordability is preserved and existing tenants are protected, particularly in the eastern portion of the neighbourhood.
- » Creating a more complete and connected neighbourhood, transforming Fraser Street into a retail high street and adding new local-serving shops and services in residential areas.
- » In the False Creek Flats, enhancing the Creative District as a 24-hour community with a strong focus on education, innovation, arts and culture.

Figure 10.1 - Mount Pleasant Neighbourhood Land Use



## Mount Pleasant Industrial Area



The Mount Pleasant Industrial Area is a centrally located light industrial area with a dynamic range of businesses and significant recent development. It was initially developed as a single-family neighbourhood in the 1890s and then transformed slowly to industrial use beginning in the 1940s. For several decades the area has provided affordable production, distribution and repair (PDR) space serving the city. Recent zoning and policy changes (2013, 2017, 2021) have 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. Today, the area continues to transform with interesting new developments with light industrial at grade and office above, sprinkled with a mix of other supporting uses like restaurants and brewery lounges.



### Overall Intent

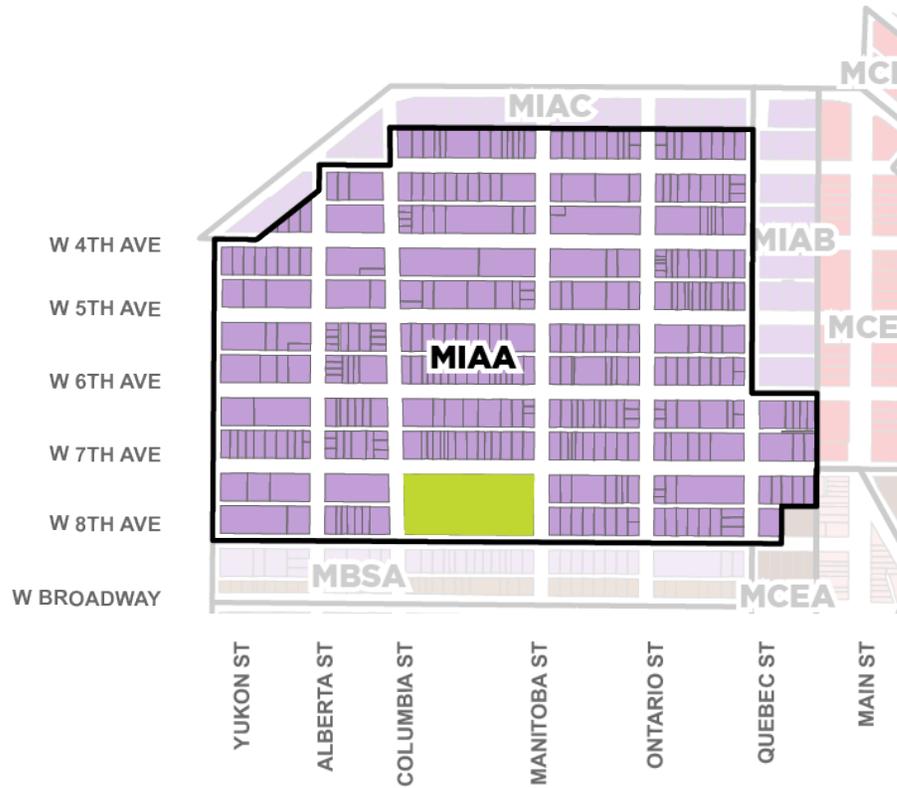
Strengthen the Mount Pleasant Industrial Area as a vibrant creative production area by enhancing its light industrial function while strategically increasing opportunities to support the innovation economy.

### The Big Moves

- » Continue to foster the Mount Pleasant Industrial Area as a vibrant creative and cultural production area supporting the innovation economy and with an enhanced light industrial function.
- » Modest increase in height and density to support innovation and creative economy uses, with additional height and density for developments with at least 50% of floor space as industrial uses.

10.1 Mount Pleasant Industrial Area - Area A

MIAA



**Intent**

Strengthen the heart of the Mount Pleasant Industrial Area as a vibrant creative production area by enhancing its light industrial function while strategically increasing opportunities to support the innovation economy.



**INDUSTRIAL/  
EMPLOYMENT**

10.1.1 MIAA Policy Summary Table

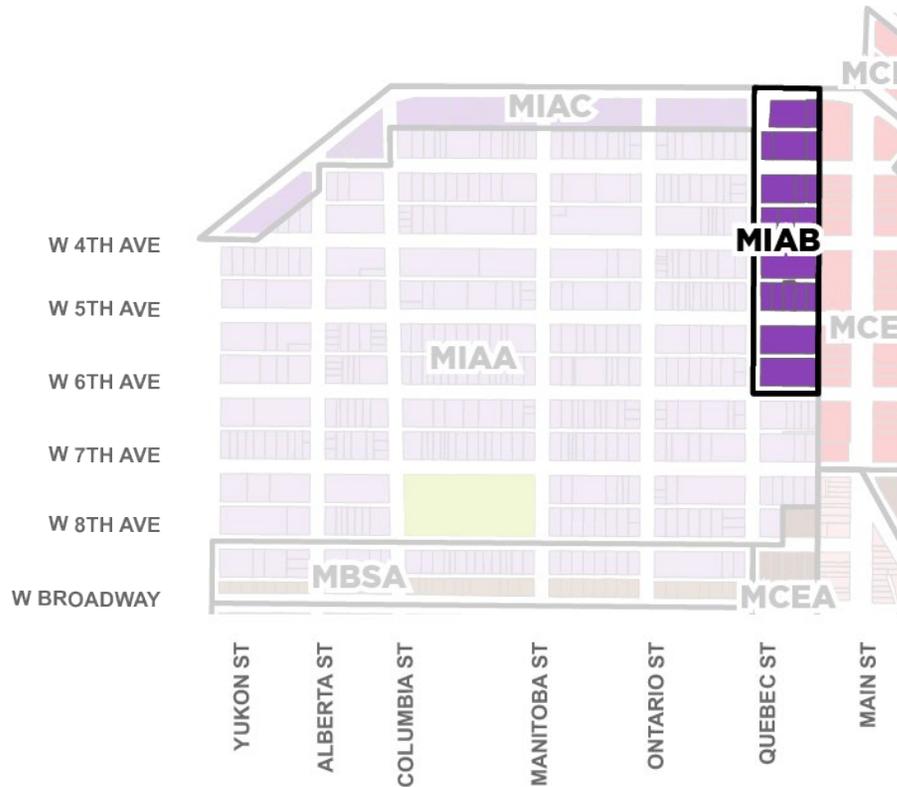
Policy Area	Mount Pleasant Industrial Area - Area A	MIAA
Uses	Industrial, office, service/retail, cultural, institutional	
Option/Tenure	1/3 Industrial option	1/2 Industrial option
Max Height	30.5 m (100 ft.); 4-7 storeys	46.5 m (152.5 ft.); 8-11 storeys
Max Density	4.5 FSR	6.0 FSR
Min Frontage	N/A	45.7 m (150 ft.)
Notes	<ul style="list-style-type: none"> <li>A minimum of 1/3 of the floor area must be industrial uses.</li> <li>The first floor industrial uses must be dedicated to traditional production, distribution and repair (PDR) uses.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of 50% (3.0 FSR) of floor area must be industrial uses, e.g. bio-tech laboratories or other stacked industrial forms.</li> </ul>

**Additional Policies**

- 10.1.2 Intensify the traditional light industrial functions (production, distribution and repair) of the area.
- 10.1.3 Recognize the important role that established industrial spaces play as a home for arts and cultural spaces, and secure retention of existing spaces and/or development of new spaces where feasible.
- 10.1.4 For the site at 138 East 7th Avenue, consider a modest increase in height and density for office, service, institutional and/or cultural uses to support the long-term retention of the existing music school.
- 10.1.5 Restrict any new residential uses, in accordance with the Metro Vancouver land use designation for Industrial lands.
- 10.1.6 Introduce additional flexibility in permitted uses that are complementary to industrial and office uses, including additional amenities and services (e.g. food and beverage options) to support an increase in employees in the area.
- 10.1.7 Explore opportunities to enhance the viability of small businesses, such as expanded lounge and patio space for breweries.

10.2 Mount Pleasant Industrial Area - Area B

MIAB



Intent

Through continued development under existing I-1A and I-1B zoning, support the growth of light industrial, office and retail uses in the area, with a particular focus on digital entertainment and information communication technology uses.



**INDUSTRIAL/  
EMPLOYMENT**

10.2.1 **MIAB Policy Summary Table**

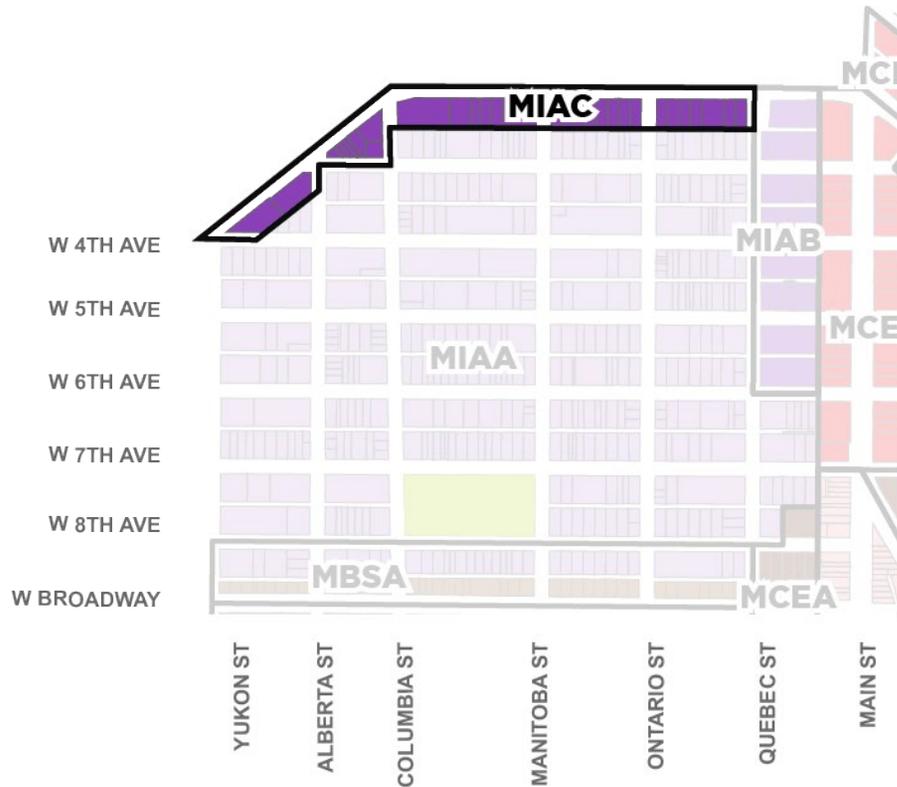
<b>Policy Area</b>	<b>Mount Pleasant Industrial Area - Area B</b>	<b>MIAB</b>
<b>Uses</b>	Industrial, office, service/retail, cultural, institutional	
<b>Max Height</b>	35.1-38.1m (115-125 ft.)	
<b>Max Density</b>	5.0 FSR	

**Additional Policies**

- 10.2.2 Maintain the permitted heights, densities and uses in the existing I-1A and I-1B District Schedules.
- 10.2.3 Restrict any new residential uses, in accordance with the Metro Vancouver land use designation for Industrial lands.

10.3 Mount Pleasant Industrial Area - Area C

MIAC



Intent

In accordance with the existing *I-1C Rezoning Policy and Guidelines*, support the continued development of intensive, stacked industrial forms with office above to a maximum of 6.0 FSR.



INDUSTRIAL/  
EMPLOYMENT

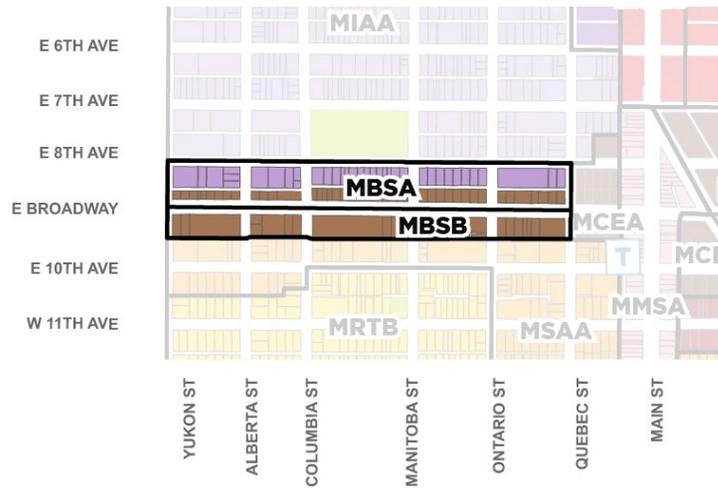
10.3.1 **MIAC Policy Summary Table**

<b>Policy Area</b>	<b>Mount Pleasant Industrial Area - Area C</b>	<b>MIAC</b>
<b>Uses</b>	Industrial, office, service/retail, cultural, institutional	
<b>Max Height</b>	46.5 m (152.5 ft.); 8-11 storeys	
<b>Max Density</b>	6.0 FSR	
<b>Notes</b>	<ul style="list-style-type: none"> <li>• Redevelopment may also occur as per the regulations of the base I-1 zoning.</li> </ul>	

**Additional Policies**

- 10.3.2 Maintain the permitted heights, densities and uses, as outlined in the I-1C Rezoning Policy and Guidelines and the associated I-1C District Schedule.
- 10.3.3 Restrict any new residential uses, in accordance with the Metro Vancouver land use designation for Industrial lands.

## Broadway Shoulder Area East



The Broadway Shoulder Area East provides a transition along Broadway between Uptown and the mixed-use hub around Main Street. This area has a variety of older office buildings that contribute to the diversity of office space in Central Broadway. There are also many older low-rise buildings with retail (including large format retailers) and service businesses. New developments in these areas are primarily mixed-use (strata residential with retail/service at grade), which has an impact on the diversity and amount of office space in Central Broadway.



**CENTRE**



**INDUSTRIAL/  
EMPLOYMENT**

### Overall Intent

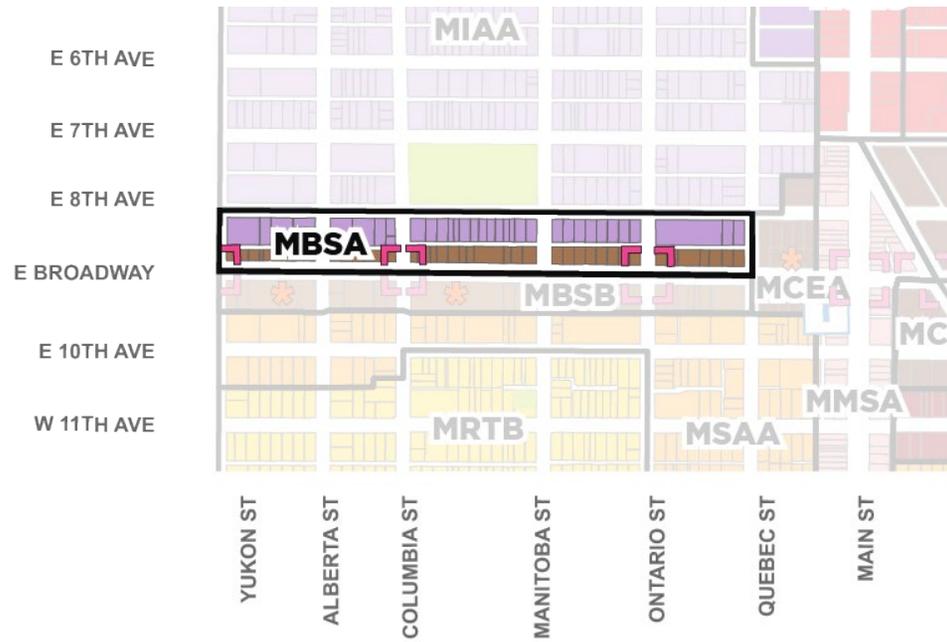
Strengthen the Broadway Shoulder Area East as a vibrant place to live, work and play by providing additional opportunities for housing (particularly secured rental housing), job space and amenities, as well as an enhanced Broadway streetscape.

### The Big Moves

- » Vibrant place to live, work and play with a mix of new housing, job space and amenities.
- » Innovative mixed-use industrial developments on the north side of Broadway.
- » Continuous active ground floor retail/service uses (e.g. shops, cafés/restaurants) along Broadway with places to gather, particularly at key intersections and on larger sites.

10.4 Broadway Shoulder Area East - Area A

MBSA



**Intent**

Introduce opportunities for new housing and job space, including innovative mixed-use development with industrial uses.



**CENTRE**



**INDUSTRIAL/  
EMPLOYMENT**

10.4.1 **MBSA Policy Summary Table - for Consolidated C-3A/I-1 Zone Sites**

Policy Area	Broadway Shoulder Area East - Area A (Consolidated C-3A/I-1 Zone Sites)	MBSA
Uses	Retail/service, office, hotel, industrial, residential	
Option/Tenure	Secured rental housing and industrial	Office/hotel and industrial
Max Height	Height can generally be considered up to the underside of Queen Elizabeth Park View 3, except for the blocks from Yukon to Alberta and from Ontario to Quebec, where height up to the underside of Queen Elizabeth Park View sections 3.2.3-3.2.4 can be considered.	
Max Density	Achievable density will depend on view cone height restrictions and urban design performance.	
Min Frontage	45.7 m (150 ft.).	
Notes	<ul style="list-style-type: none"> <li>Residential component must be on lands regionally designated as General Urban (C-3A zone, fronting Broadway).</li> <li>A minimum of 1.0 FSR of industrial uses is required on the I-1 zoned portion of the site.</li> <li>A minimum of 1.0 FSR of service, office or hotel uses is required across the entirety of the site. This is in addition to the ground floor retail/service uses required by policy 10.4.4.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of 1.0 FSR of industrial uses on the I-1 zoned portion of the site is required.</li> </ul>

**Additional Policies**

10.4.2 Consider supporting opportunities for lot consolidation across the lane for new development.

10.4.3 Maintain or expand the existing industrial space requirements on lands regionally designated as Industrial (I-1 zone, fronting 8th Avenue).

10.4.4 Require continuous active ground floor retail/service uses along Broadway.

10.4.5 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the MBSA key map (see Public Realm Framework Chapter 15 for more details).

*Figure 10.2 - Illustrative Street Section of Broadway Between Columbia and Manitoba Streets*



10.4.6 **MBSA Policy Summary Table - for stand-alone development of C-3A sites**

<b>Policy Area</b>	<b>Broadway Shoulder Area East - Area A (C-3A Zone Sites)</b>	<b>MBSA</b>
<b>Uses</b>	Retail/service, office, hotel, residential	
<b>Option/Tenure</b>	Secured rental housing or strata ownership housing	Office/hotel development
<b>Max Height</b>	Height can generally be considered up to the underside of Queen Elizabeth Park View 3.	
<b>Max Density</b>	Achievable density will depend on view cone height restrictions and urban design performance. Developments that include strata ownership housing shall be limited to 5.5 FSR.	
<b>Min Frontage</b>	45.7 m (150 ft.)	
<b>Notes</b>	<ul style="list-style-type: none"> <li>• Can only be considered between Columbia and Quebec Streets.</li> <li>• A minimum of one level of non-residential uses (job space) above the ground floor is required.</li> <li>• If residential tenure is strata ownership, development should contribute towards community amenities.</li> </ul>	

**Additional Policies**

10.4.7 Require continuous active ground floor retail/service uses along Broadway.

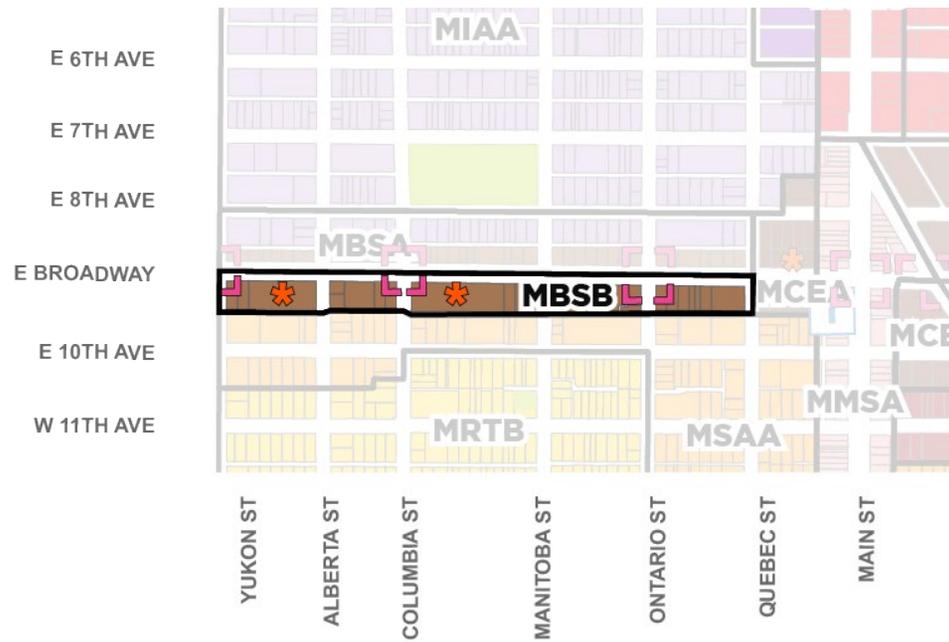
10.4.8 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the MBSA key map (see Public Realm Framework Chapter 15 for more details).

10.4.9 MBSA Policy Summary Table - for stand-alone development of I-1/Industrial designated sites

Policy Area	Broadway Shoulder Area East - Area A (I-1 Zone Sites)	MBSA
<b>Uses</b>	Industrial, office, service/retail, cultural, institutional	
<b>Option/Tenure</b>	1/3 Industrial option	1/2 Industrial option
<b>Max Height</b>	30.5 m (100 ft.); 4-7 storeys	46.5 m (152.5 ft.); 8-11 storeys
<b>Max Density</b>	4.5 FSR	6.0 FSR
<b>Min Frontage</b>	N/A	45.7 m (150 ft.)
<b>Notes</b>	<ul style="list-style-type: none"> <li>• A minimum of 1/3 of the floor area must be industrial uses.</li> <li>• The first floor industrial uses must be dedicated to traditional production, distribution and repair (PDR) uses.</li> </ul>	<ul style="list-style-type: none"> <li>• A minimum of 50% (3.0 FSR) of floor area must be industrial uses, e.g. bio-tech laboratories or other stacked industrial forms.</li> </ul>

10.5 Broadway Shoulder Area East - Area B

MBSB



Intent

Introduce new opportunities for housing (particularly market and below-market rental) and job space, with active retail/service uses along Broadway.



CENTRE

10.5.1 MBSB Policy Summary Table

Policy Area	Broadway Shoulder Area East - Area B			MBSB
Uses	Residential, office, hotel, retail/service			
Option/Tenure	Secured rental and below-market rental housing	Secured rental housing	Office/hotel development	Strata ownership housing
Max Height*	30 storeys (secured rental/hotel) or 24 storeys (office) or up to the underside of Queen Elizabeth Park View sections 3.2.3-3.2.4 if more restrictive. For strata ownership housing, 20 storeys or up to the underside of Queen Elizabeth Park View 3 if more restrictive.			
Max Density*	10.0 FSR	8.5 FSR	9.0 FSR	5.5 FSR
Min frontage	45.7 m (150 ft.)			
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>A minimum of one level of non-residential uses (job space) above the ground floor is required.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of one level of non-residential uses (job space) above the ground floor is required.</li> </ul>	<ul style="list-style-type: none"> <li>Up to 1.0 additional FSR for hotel can be considered.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of one level of non-residential uses (job space) above the ground floor is required.</li> <li>Development should contribute towards community amenities.</li> </ul>
	<ul style="list-style-type: none"> <li>* Achievable height and density may be lower where height is restricted by view cones.</li> </ul>			

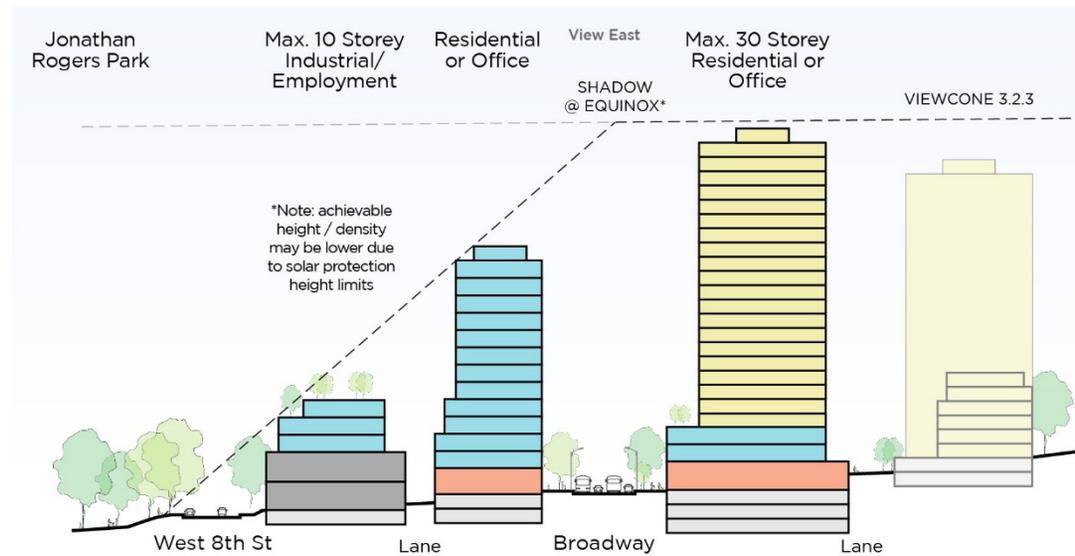
**Additional Policies**

10.5.2 Require continuous active ground floor retail/service uses along Broadway.

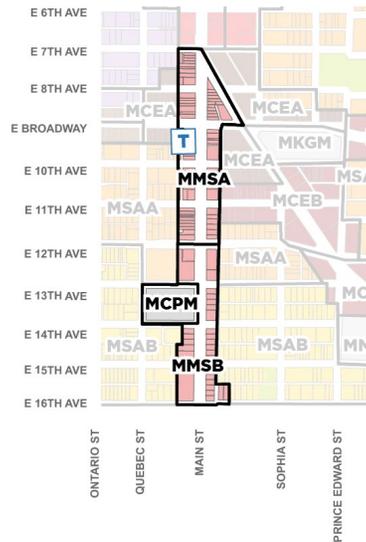
10.5.3 Development on larger sites where two or more towers can be accommodated can include a mix of non-residential and residential uses and/or housing tenures (minimum job space component required). The height and density for each tower component would be equivalent to that indicated for a given option/tenure.

- 10.5.4 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the MBSA key map (see Public Realm Framework Chapter 15 for more details).

**Figure 10.3 - Illustrative Street Section of Broadway Between Columbia and Manitoba Streets**



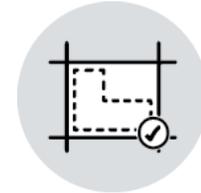
## Main Street Village



Main Street Village has a cherished and distinctive character, and is regarded by many as the heart of Mount Pleasant. Contributing elements include the heritage buildings, a “human-scale”, small and interesting storefronts, strong presence of arts and culture, and the unique triangle block formed by Main/Kingsway/Broadway at the summit of “hilltown”. The iconic seven storey Lee Building is a prominent heritage building at the northwest corner of Main and Broadway. The area’s many local and independent businesses, including cafés and restaurants, contribute to a vibrant public life and interesting walking experience during the day and at night. Main Street and West 14th Avenue, with a pavement-to-plaza and numerous nearby patios, has emerged as a hub for socializing and gathering in recent years.



**VILLAGE**



**LARGE AND  
UNIQUE SITE**

### Overall Intent

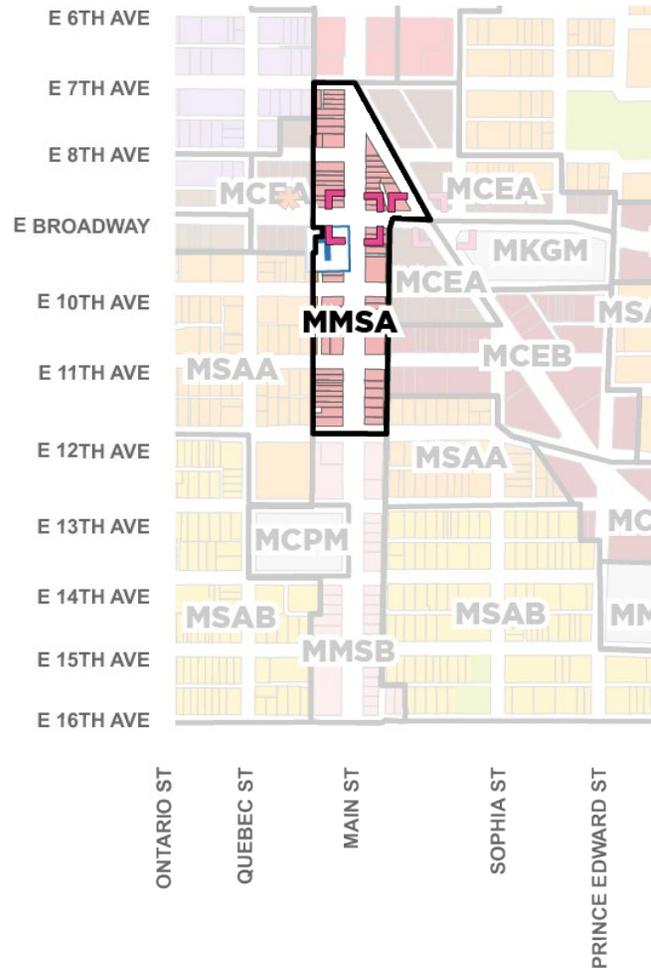
Strengthen Main Street Village as a walkable shopping, dining and entertainment street with a distinctive character, variety of small and local businesses, strong arts and culture presence, and improved walkability and places for gathering.

### The Big Moves

- » More walkable shopping and dining street with a variety of small/ local businesses.
- » Low-scale village character with heritage buildings.
- » Continuous active ground floor retail/service (e.g. shops, cafés/ restaurants) and public realm improvements.
- » Culture, entertainment and nightlife venues.

10.6 Main Street Village Area A

MMSA



Intent

Retain the current low-scale village character with a continuous retail/service uses at the street level.



VILLAGE

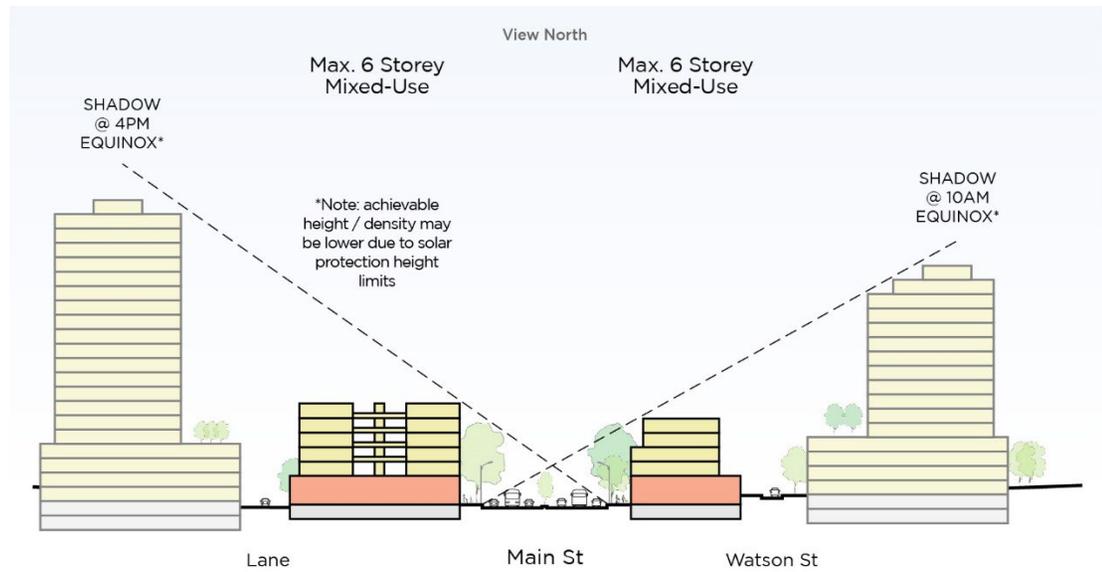
10.6.1 **MMSA Policy Summary Table**

Policy Area	Main Street Village - Area A	MMSA
Uses	Retail/service, office, residential, cultural	
Max Height	6 storeys	
Max Density	3.0 FSR	

**Additional Policies**

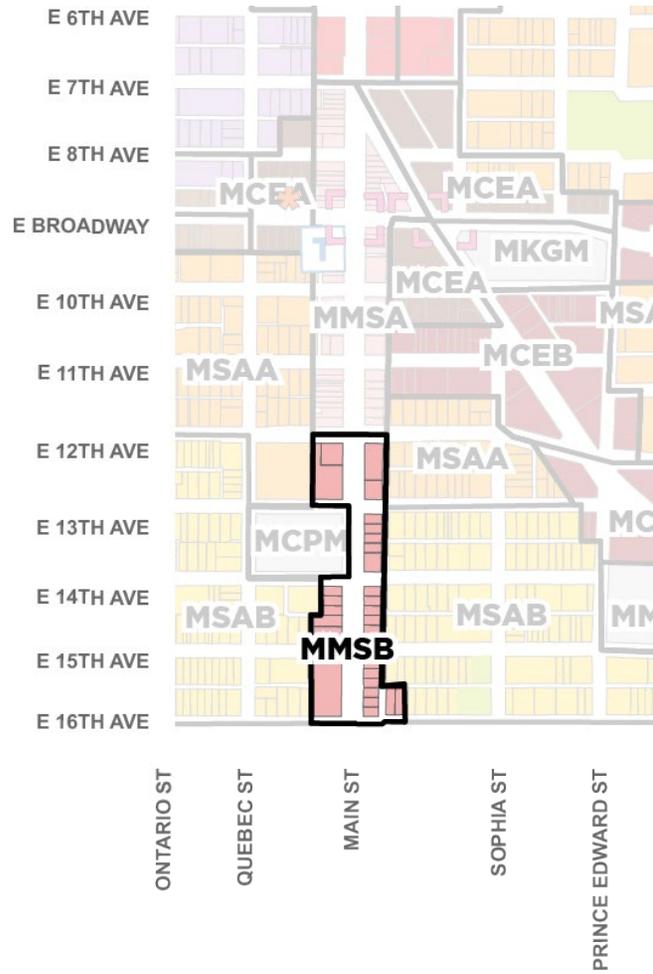
- 10.6.2 Rezoning applications will generally not be considered in this area under the Broadway Plan and development allowances should be in accordance with the current C-3A zoning and any associated design guidelines.
- 10.6.3 Require continuous active ground floor retail/service uses.
- 10.6.4 Support retention of and opportunities for new cultural, entertainment and nightlife venues.
- 10.6.5 Consider a modest increase in density and height (8-9 storeys) through rezoning for cultural uses and heritage building retention and conservation with new secured rental housing and/or job space.
- 10.6.6 Recognize the unique history and character of Watson Street, and support opportunities for walking and public realm improvements and small-scale active retail/service uses, especially through new development.
- 10.6.7 Full overbuild of the airspace above the Mount Pleasant Station entrance is strongly encouraged for rezoning of properties including and connected to the Mount Pleasant Station site. Other transit supportive urban design and mobility enhancements should also be provided (see also MCEA policy area).
- 10.6.8 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the MMSA key map (see Public Realm Framework Chapter 15 for more details).

*Figure 10.4 - Illustrative Street Section of Main Street between 11th and 12th Avenues*



10.7 Main Street Village - Area B

MMSB



Intent

Retain the current low-scale village character with a continuous retail/service uses at the street level.



VILLAGE

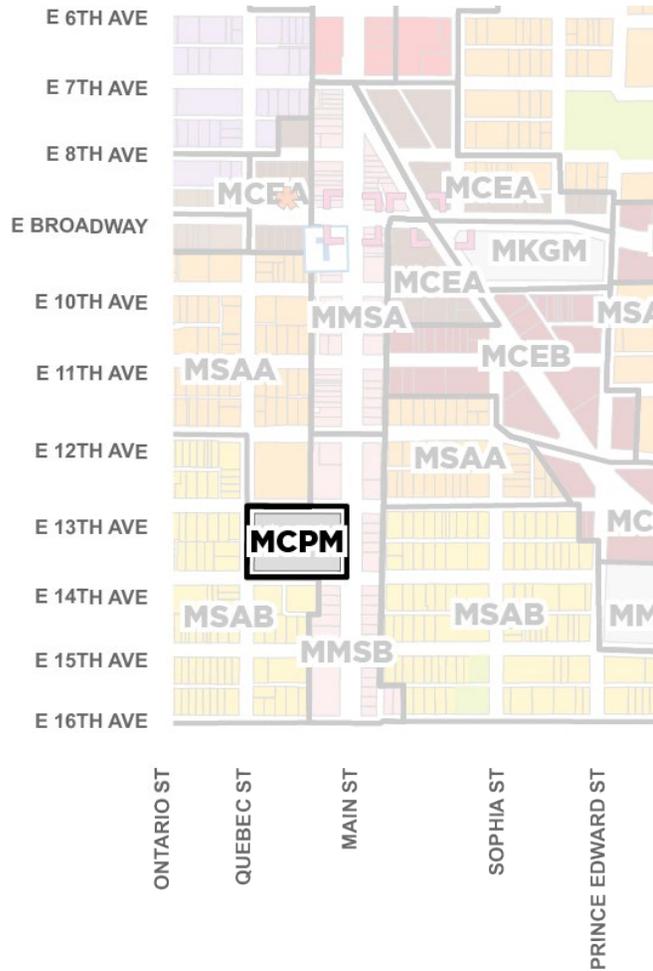
10.7.1 **MMSB Policy Summary Table**

Policy Area	Main Street Village - Area B	MMSB
Uses	Retail/service, office, residential, cultural	
Option/Tenure	Secured rental housing	Strata ownership housing, retail/service, or office
Max Height	6 storeys	4 storeys
Max Density	3.5-3.7 FSR	3.0 FSR
Notes	<ul style="list-style-type: none"> <li>Refer to the C-2C zoning districts and associated guidelines for details on allowable uses, height, and density.</li> </ul>	

**Additional Policies**

- 10.7.2 Rezoning applications will generally not be considered in this area under the Broadway Plan and development allowances should be in accordance with the current C-2C zoning and any associated design guidelines.
- 10.7.3 Require continuous active ground floor retail/service uses.
- 10.7.4 Support retention of and opportunities for new cultural, entertainment and nightlife venues
- 10.7.5 One-for-one replacement of existing rental housing units is required per the Rental Housing Stock Official Development Plan.
- 10.7.6 Recognize the unique history and character of Watson Street, and support opportunities for walking and public realm improvements and small-scale active retail/service uses, especially through new development.

**10.8 Large and Unique Site: CentrePoint Mall** **MCPM**



**Site Description**

CentrePoint Mall is currently a neighbourhood serving shopping centre with a grocery store, pharmacy, post office and a variety of retail and service uses, as well as rental housing on the western portion of the site.

**Location**

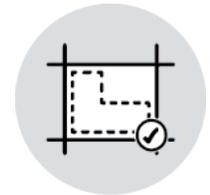
2929 Main Street

**Site size**

1 ha (2.4 acres)

**Intent**

Retain the village character with continuous retail/service uses along Main Street, with opportunities for taller buildings on the remainder of the site to deliver affordable housing, arts and cultural spaces, public open space, or other amenities.



**LARGE AND  
UNIQUE SITE**

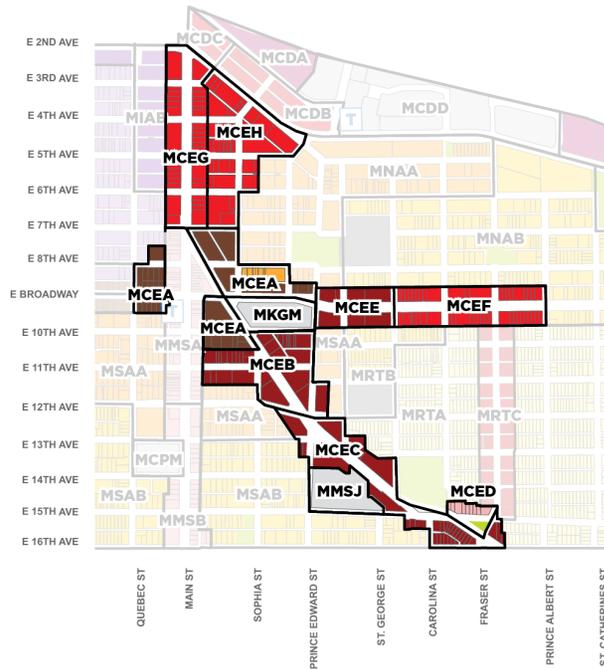
10.8.1 **MCPM Policy Summary Table**

<b>Policy Area</b>	<b>CentrePoint Mall</b>	<b>MCPM</b>
<b>Uses</b>	Retail/service, office, residential, cultural, institutional	
<b>Max Height</b>	Generally up to 20-25 storeys	

**Additional Policies**

- 10.8.2 The existing amount of retail/service space on site should be maintained, achieving no net loss of retail/service space through redevelopment.
- 10.8.3 Locate the tallest buildings closer to Quebec Street to minimize shadowing on Main Street Village sidewalks.
- 10.8.4 Residential uses should include either secured market and below-market rental housing or social housing (one-for-one replacement of existing rental housing units is required per the Rental Housing Stock Official Development Plan).
- 10.8.5 Public open space should be provided on-site (e.g. plazas), particularly near Main Street.
- 10.8.6 Development should contribute towards other public benefits on-site (e.g. arts and cultural spaces or childcare).

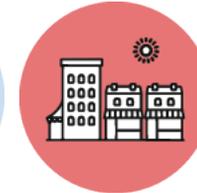
## Mount Pleasant Centre



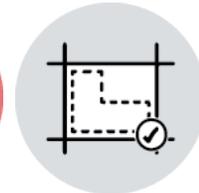
Extending along sections of Main Street, Kingsway and Broadway, Mount Pleasant Centre is an eclectic, mixed-use area containing a variety of older retail and office buildings, local-serving and destination businesses, cultural spaces, and newer strata residential development.



**CENTRE**



**VILLAGE**



**LARGE AND UNIQUE SITE**

East Broadway has a range of low-rise retail and office buildings, with several mixed-use strata developments recently completed or under construction. The aging Kingsgate Mall occupies a large city block on the south side of Broadway between Kingsway and Prince Edward Street. The IC-2 zone on Main Street between 2nd and 7th avenues has recently evolved with newer mixed-use strata development replacing the older light industrial and office buildings. To the east, the IC-3 zone contains light industrial and service businesses, newer developments with artist studios, and the Native Education College.

Kingsway is a busy six-lane arterial street, which has developed with mid-rise mixed-use development between Broadway and East 12th Avenue. South of 12th it is lined with several car dealerships, as well as Mount Saint Joseph Hospital. East 15th Avenue between Kingsway and Fraser Street is a cherished block of low-scale buildings containing a variety of small, independent businesses such as restaurants, cafés, shops and galleries, fronted by McAuley Park.

### Overall Intent

Strengthen and diversify Mount Pleasant Centre as a vibrant mixed-use area close to rapid transit by providing opportunities for additional housing (particularly secured rental and social housing), job space, and amenities (e.g. cultural facilities and childcare).

## The Big Moves

- » Diverse and vibrant mixed-use area close to rapid transit.
- » Around Broadway and Kingsway: new rental, social and strata ownership housing, job space (e.g. office) and amenities; tallest buildings near Mount Pleasant Station.
- » Away from Broadway and Kingsway: new developments with rental, social or strata ownership housing and/or community amenities.
- » Improved the walking, rolling, and cycling environment on Kingsway.
- » Continuous active ground floor retail/service uses (e.g. shops, cafés/restaurants) along Broadway, Kingsway and Main Street with places to gather, particularly at key intersections and on larger sites.



10.9.1 MCEA Policy Summary Table

Policy Area	Mount Pleasant Centre - Area A (MCEA)			MCEA
Uses	Residential, office, retail/service, cultural			
Option/Tenure	Secured rental and below-market rental housing	Office/hotel* development	Strata ownership housing	
Max Height*	30 storeys	24 storeys	25 storeys	
Max Density*	10.5 FSR	10.5 FSR	7.5 FSR	
Min frontage	45.7 m (150 ft.)			
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>A minimum of three levels of non-residential uses (job space) above the ground floor is required.</li> <li>A component of strata ownership housing (up to 3.0 FSR) may be considered within the overall maximum density where there are contributions towards on-site open space and/or other community amenities.</li> </ul>	<ul style="list-style-type: none"> <li>*Hotel maximum height per maximum height for secured rental.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of three levels of non-residential uses (job space) above the ground floor is required.</li> <li>Development should contribute towards community amenities.</li> </ul>	
	<ul style="list-style-type: none"> <li>* Achievable height and density may be lower where height is restricted by view cones; however, height can be considered up to the underside of Queen Elizabeth Park View section 3.2.4 for secured rental housing or office/hotel development only.</li> </ul>			

**Additional Policies**

- 10.9.2 Require continuous active ground floor retail/service uses along Broadway and Kingsway.
- 10.9.3 Support retention of and opportunities for new cultural, entertainment and nightlife venues.
- 10.9.4 Development on larger sites where two or more towers can be accommodated can include a mix of non-residential and residential uses and/or housing tenures (minimum job space component required). The height and density for each tower component would be equivalent to that indicated for a given option/tenure.
- 10.9.5 On the north side of Broadway between Scotia and Brunswick streets, consider supporting opportunities for lot consolidation across the lane for new development that prioritizes renewal and expansion of social housing (the Rental Housing Stock Official Development Plan applies to existing rental units north of the lane). For stand-alone development of RM-4/CD-1 sites north of the lane, see the MNAA Policy Summary Table.

- 10.9.6 Full overbuild of the airspace above the Mount Pleasant Station entrance is strongly encouraged for rezoning of properties including and connected to the Mount Pleasant Station site. Other transit supportive urban design and mobility enhancements, including a bike mobility hub (safe, secure bike parking with end-of-trip facilities) for development at 142 East Broadway, should also be provided (see also MMSA policy area).
- 10.9.7 For development at 145 East Broadway, provision of a secondary station entrance to Mount Pleasant Station is strongly encouraged. At a minimum, the secondary station entrance should provide an up escalator as well as an elevator as a part of the overall vertical circulation provision. The secondary station entrance should be overbuilt and integrated within the development.
- 10.9.8 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the MCEA key map (see Public Realm Framework Chapter 15 for more details).



10.10.1 **MKGM Policy Summary Table**

<b>Policy Area</b>	<b>Kingsgate Mall</b>	<b>MKGM</b>
<b>Uses</b>	Retail/service, office, cultural, institutional, residential	
<b>Max Height</b>	Generally up to 25-30 storeys	

**Additional Policies**

- 10.10.2 The existing amount of retail/service space on site should be maintained, achieving no net loss of retail/service space through redevelopment.
- 10.10.3 Locate the tallest buildings closer to Kingsway and seek to minimize shadowing on Main Street Village sidewalks.
- 10.10.4 Residential uses should include either secured market and below-market rental housing or social housing.
- 10.10.5 Public open space should be provided on-site (e.g. plazas or mini parks/green space).
- 10.10.6 Development should contribute towards other public benefits on-site (e.g. arts and cultural spaces or childcare).



10.11.1 MCEB Policy Summary Table

Policy Area	Mount Pleasant Centre - Area B	MCEB
Uses	Residential, office, retail/service	
Option/Tenure	Secured market and below-market rental housing	Strata ownership housing
Max Height	25 storeys	
Min frontage	45.7 m (150 ft.)	
Max Density	8.0 FSR	
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>A minimum of two levels of non-residential uses (job space) is required.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be delivered as turnkey social housing units to the City.</li> <li>A minimum of two levels of non-residential uses (job space) is required.</li> </ul>

**Additional Policies**

10.11.2 Require continuous active ground floor retail/service uses along Kingsway.

10.11.3 Support retention of and opportunities for new cultural, entertainment and nightlife venues.



10.12.1 MCEC Policy Summary Table

Policy Area	Mount Pleasant Centre - Area C	MCEC
Uses	Retail/service, residential	
Option/Tenure	Secured market and below-market rental housing.	Strata ownership housing
Max Height	25 storeys	12 storeys
Max Density	8.5 FSR	4.5 FSR
Min Frontage	45.7 m (150 ft.).	
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> </ul>	<ul style="list-style-type: none"> <li>Can only be considered on sites without existing rental housing units.</li> <li>Development should contribute towards community amenities.</li> </ul>

**Additional Policies**

10.12.2 Require continuous active ground floor retail/service uses along Kingsway and Fraser Street.

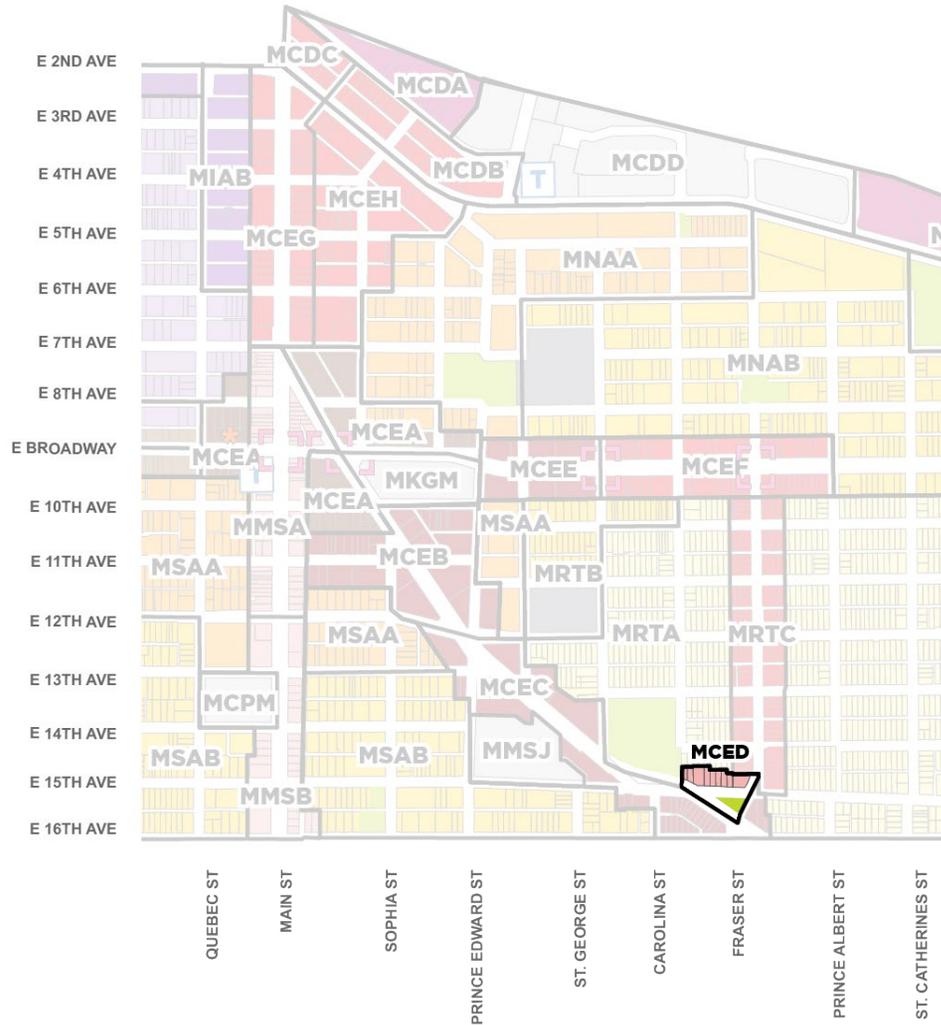


**MMSJ Policies**

- 10.13.1 Support the expansion of the Mount Saint Joseph Hospital to meet long term institutional space needs including consideration of additional height and density.

10.14 Mount Pleasant Centre - Area D

MCED



Intent

Retain the current low-scale village character with continuous retail/services at the street level.



VILLAGE

10.14.1 **MCED Policy Summary Table**

<b>Policy Area</b>	<b>Mount Pleasant Centre - Area D</b>		<b>MCED</b>
<b>Uses</b>	Retail/service, office, residential		
<b>Option/Tenure</b>	Secured rental housing	Strata ownership housing or office	
<b>Max Height</b>	6 storeys	4 storeys	
<b>Max Density</b>	3.5-3.7 FSR	3.0 FSR	
<b>Notes</b>	<ul style="list-style-type: none"> <li>Refer to the C-2C zoning districts and associated guidelines for details on allowable uses, height, and density.</li> </ul>		

**Additional Policies**

10.14.2 Require continuous active ground floor retail/service uses.

10.14.3 All development allowances will be in accordance with the current C-2C zoning and any associated design guidelines

10.14.4 One-for-one replacement of existing rental units required as per the Rental Housing Stock Official Development Plan.



10.15.1 MCEE Policy Summary Table

Policy Area	Mount Pleasant Centre - Area E	MCEE
Uses	Retail/service, office, residential	
Option/Tenure	Secured market and below-market rental housing	Strata ownership housing
Max Height	22 storeys	
Max Density	7.0 FSR	
Min Frontage	45.7 m (150 ft.)	
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>A minimum of one level of non-residential uses (job space) above the ground floor is required.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of one level of non-residential uses (job space) above the ground floor is required.</li> <li>Development should contribute towards community amenities.</li> </ul>

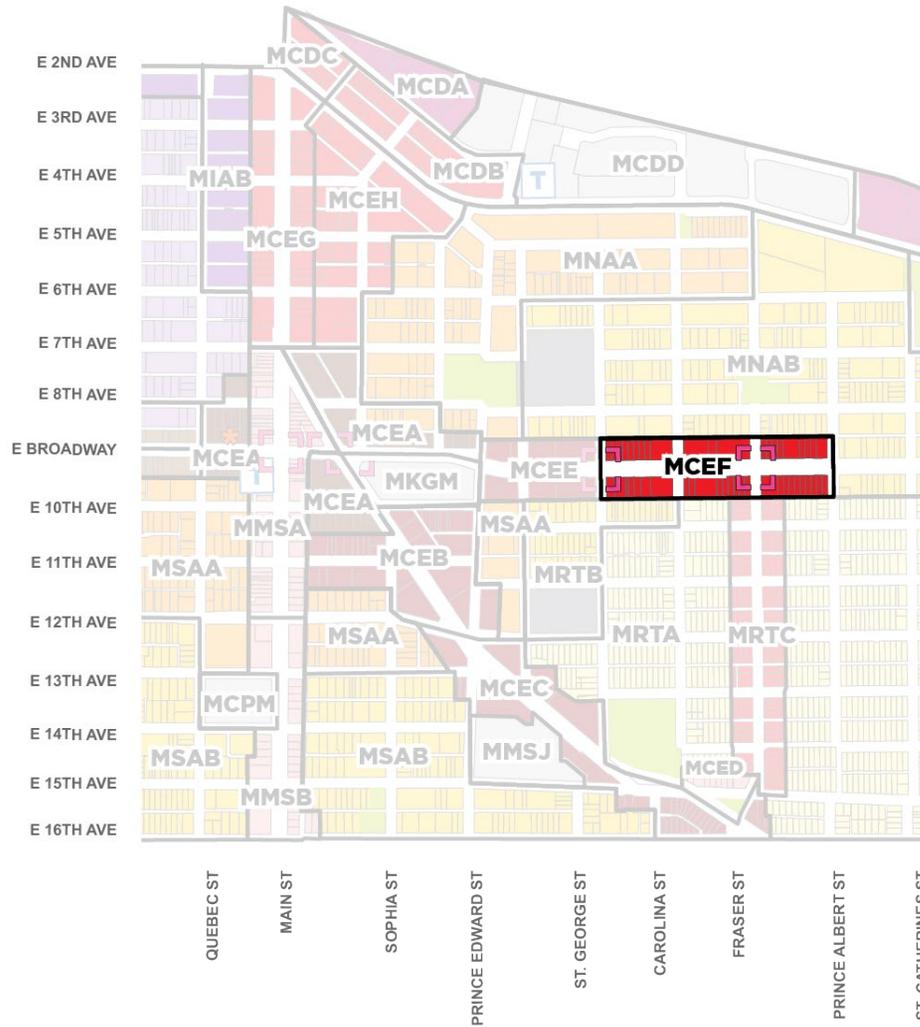
**Additional Policies**

10.15.2 Require continuous active ground floor retail/service uses along Broadway.

10.15.3 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the MCEE key map (see Public Realm Framework Chapter 15 for more details).

10.16 Mount Pleasant Centre - Area F

MCEF



Intent

Strengthen the Broadway/Fraser area with new housing opportunities in mixed-use development.



CENTRE

10.16.1 MCEF Policy Summary Table

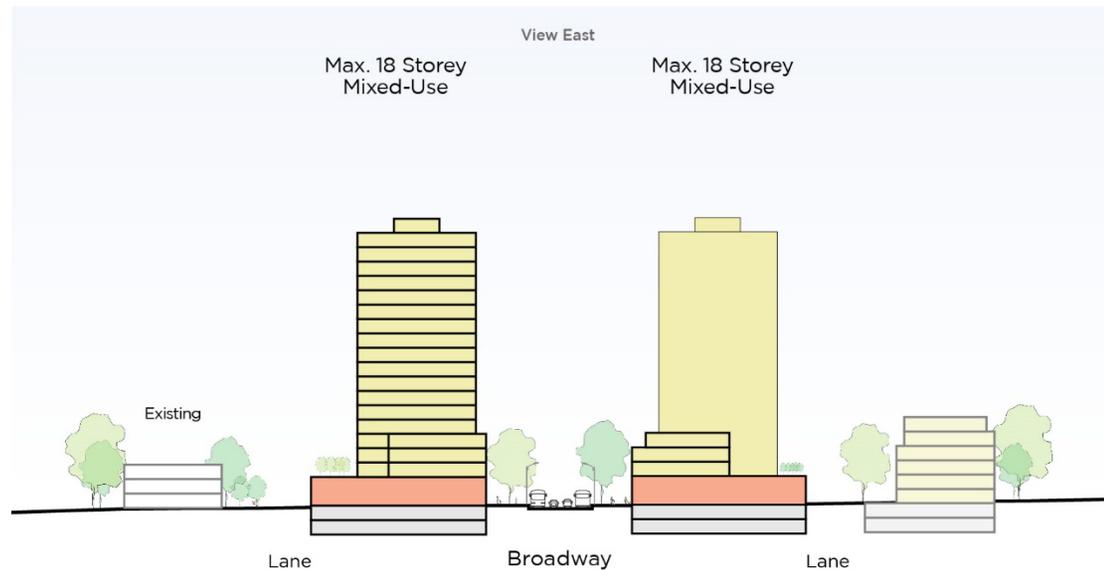
Policy Area	Mount Pleasant Centre - Area F	MCEF
Uses	Retail/service, residential.	
Option/Tenure	Strata ownership housing	Secured market and below-market rental housing
Max Height	18 storeys	
Max Density	6.0 FSR	
Min Frontage	45.7 m (150 ft.).	
Notes	<ul style="list-style-type: none"> <li>Where there are existing rental housing units on site, a minimum of 20% of the residential floor area or the same number of existing rental units, whichever is greater, is required to be delivered as turnkey social housing units to the City.</li> <li>Where there is not existing rental housing on site and turnkey social housing units are not required, development should contribute towards community amenities.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> </ul>

Additional Policies

10.16.2 Require continuous active ground floor retail/service uses along Broadway and Fraser Street.

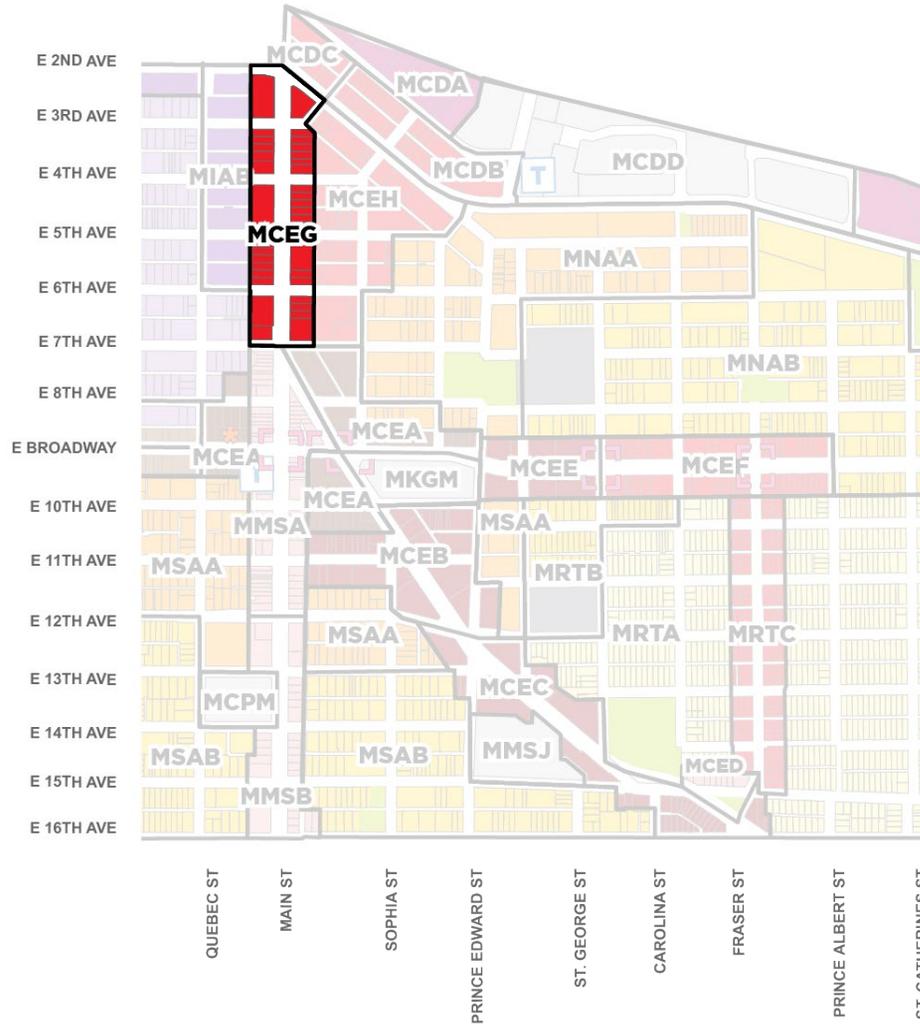
*Figure 10.5 - Illustrative Street Section of Broadway between St George and Carolina Streets*

10.16.3 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the MCEF key map (see Public Realm Framework Chapter 15 for more details).



10.17 Mount Pleasant Centre - Area G

MCEG



Intent

Introduce opportunities for new rental housing and office/hotel development.



CENTRE

10.17.1 MCEG Policy Summary Table

Policy Area	Mount Pleasant Centre - Area G	MCEG
Uses	Retail/service, office, hotel, residential, cultural	
Option/Tenure	Secured market and below-market rental housing.	Office/hotel* development.
Max Height*	25 storeys	22 storeys
Max Density*	8.5 FSR	8.5 FSR
Min Frontage	45.7 m (120 ft.)	
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> </ul>	<ul style="list-style-type: none"> <li>*Hotel maximum height per maximum height for secured rental.</li> </ul>
	<ul style="list-style-type: none"> <li>* Achievable height and density may be lower where height is restricted by view cones. Achievable height and density will be significantly lower on the east side of Main Street north of East 6th Avenue due to height restrictions from the Main Street View (View Cone 22). Outside of the Main Street View, height can generally be considered up to the underside of Queen Elizabeth Park View section 3.2.4 or up to 79.3 m (260 ft.), whichever is more restrictive.</li> </ul>	

**Additional Policies**

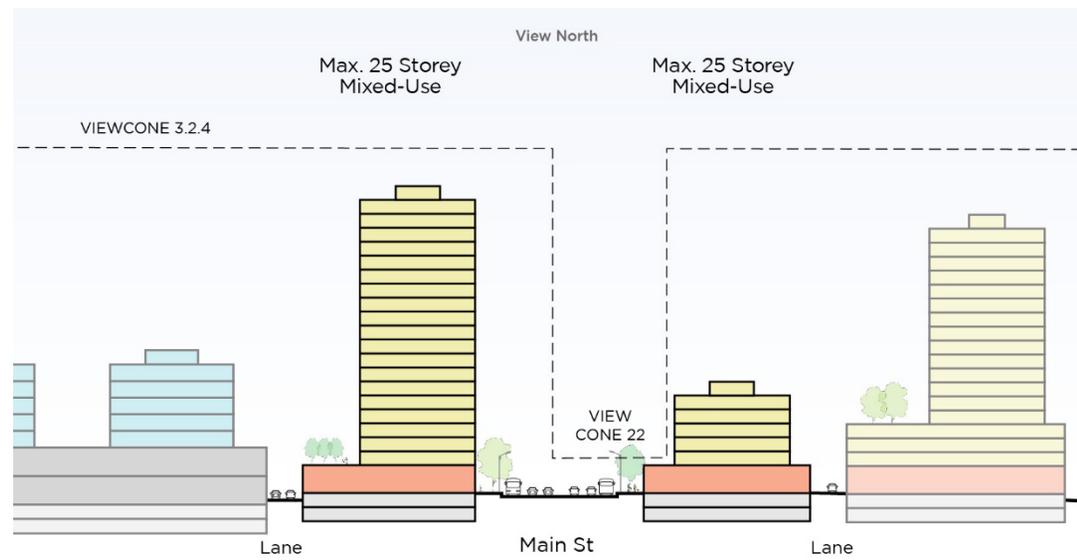
10.17.2 Require continuous active ground floor retail/service uses along Main Street.

10.17.3 Support retention of and opportunities for new cultural, entertainment and nightlife venues.

10.17.4 Options for mixed-use strata ownership or secured rental housing:

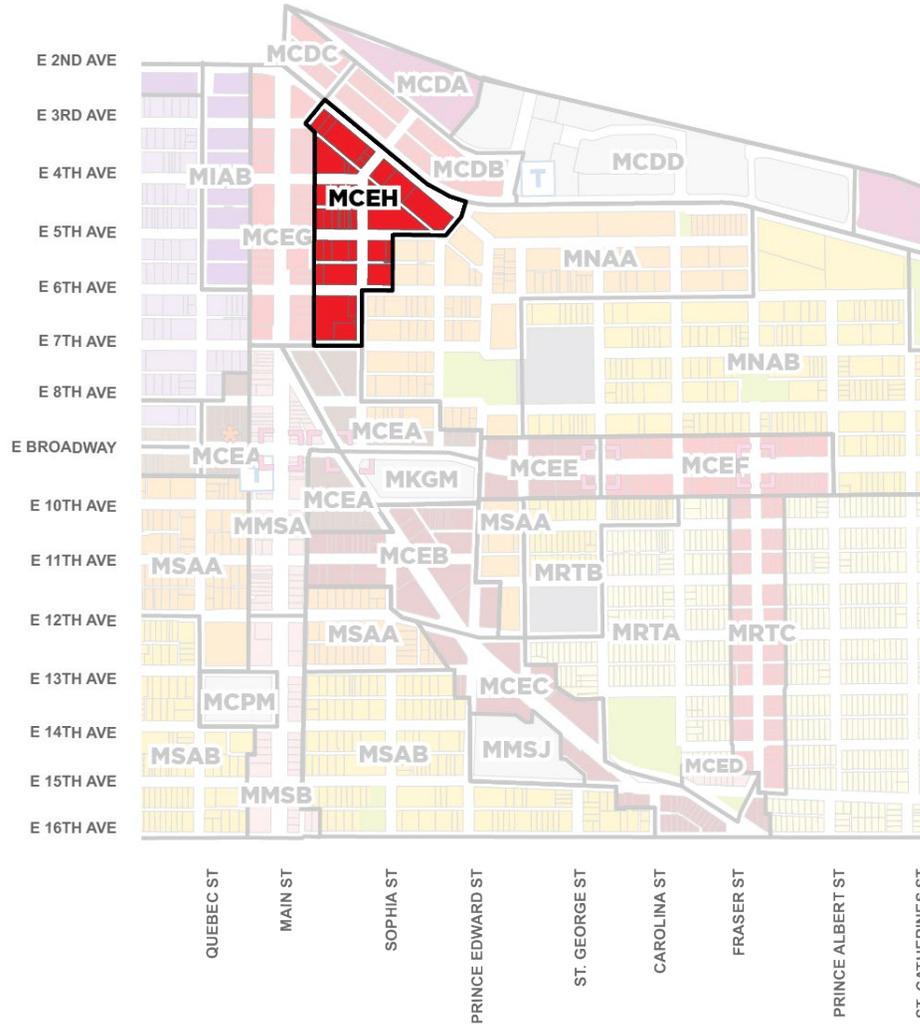
- a) 2nd to 3rd Avenue, east side: building heights up to the Main Street view cone height restriction (approximately 30.4-35.5 m or 100-116 ft.) and maximum density of 5.0 FSR.
- b) 3rd to 6th Avenue: building heights generally up to 20 m (66 ft.) and maximum density of 3.0 FSR.
- c) 6th to 7th Avenue, east side: building heights on the north half of the block generally up to 20 m (66 ft.) and maximum density of 3.0 FSR.

*Figure 10.6 - Illustrative Street Section of Main Street between 5th and 6th Avenues*



10.18 Mount Pleasant Centre - Area H

MCEH



Intent

Introduce opportunities for new affordable housing while enhancing the light industrial and arts and cultural character of the area.



CENTRE

10.18.1 MCEH Policy Summary Table

Policy Area	Mount Pleasant Centre - Area H	MCEH
Uses	Light industrial, retail/service, office, cultural, residential	
Option/Tenure	Secured market and below-market rental housing	Strata ownership housing
Max Height	20 storeys	
Max Density	7.0 FSR	
Min Frontage	45.7 m (150 ft.)	
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>A minimum of two levels of non-residential uses (e.g. cultural, light industrial or retail/service) is required.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be delivered as turnkey social housing units to the City.</li> <li>A minimum of two levels of non-residential uses (e.g. cultural, light industrial or retail/service) is required.</li> </ul>

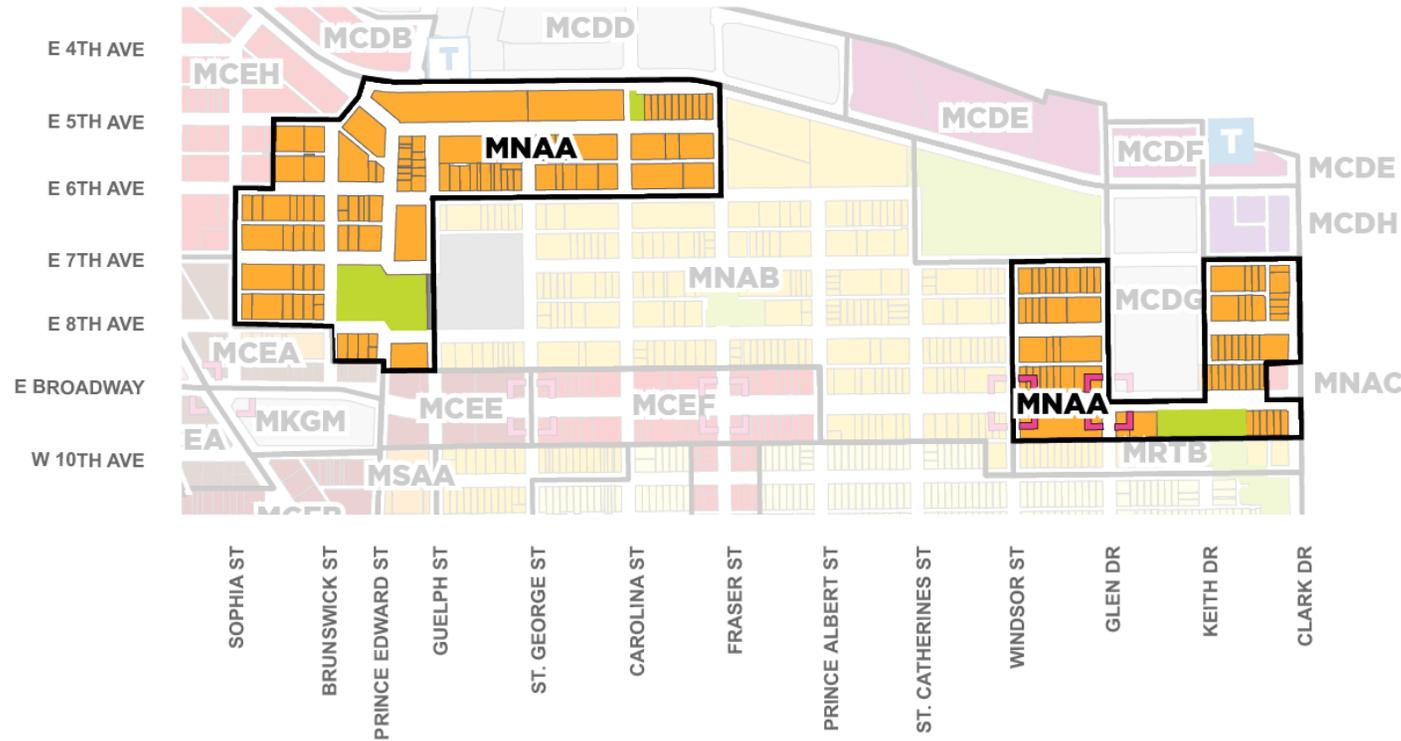
**Additional Policies**

10.18.2 Support the renewal and expansion of the Native Education College with increased height and density, and a broader range of uses (e.g. retail/service uses and social housing).



10.19 Mount Pleasant North Apartment Area - Area A

MNAA



**Intent**

Support the long-term renewal of the older residential buildings, while preserving existing rental housing affordability levels and providing strengthened tenant protections.

10.19.1 **MNAA Policy Summary Table**

Policy Area	Mount Pleasant North Apartment Area - Area A			MNAA
<b>Uses</b>	Residential, retail, service			
<b>Option/Tenure</b>	Secured market rental housing or social housing		Strata ownership housing, limited to sites without existing purpose-built rental or social housing	
	Tower form	Non-tower form	Tower form	Non-tower form
<b>Max Height</b>	20 storeys		20 storeys	
<b>Max Density</b>	6.5 FSR		6.0 FSR	
<b>Min Frontage</b>	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 10.19.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be delivered as turnkey social housing units to the City.</li> </ul>	<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 10.19.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> </ul>
	<ul style="list-style-type: none"> <li>“Existing purpose-built rental or social housing” refers to sites where rental housing replacement requirements apply per the Rental Housing Stock Official Development Plan.</li> </ul>			

**Additional Policies**

- 10.19.2 There will be a maximum of two towers per block (street to street, including any laneways) in Mount Pleasant North Apartment Area A. For blocks located in both Mount Pleasant North Apartment Area A and another policy area, only towers in Mount Pleasant North Apartment Area A shall be counted toward the maximum. However, for the southern block faces along 8th Avenue between Brunswick Street and Guelph Street, only one tower will be allowed on the Mount Pleasant North Apartment Area A block face.
- 10.19.3 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.
- 10.19.4 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.

- 10.19.5 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the MNAA key map (see Public Realm Framework Chapter 15 for more details).



10.20.1 MNAB Policy Summary Table

Policy Area	Mount Pleasant North Apartment Area - Area B		MNAB	
<b>Uses</b>	Residential, retail, service			
<b>Option/Tenure</b>	Secured market rental housing or social housing		Strata ownership housing, limited to sites without existing purpose-built rental or social housing	
	Tower form	Non-tower form	Tower form	Non-tower form
<b>Max Height</b>	20 storeys		3-6 storeys	
<b>Max Density</b>	6.5 FSR		1.0-2.7 FSR	
<b>Min Frontage</b>	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)
<b>Notes</b>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> <li>Applies where a tower cannot be achieved due to lot conditions or policy 10.20.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> </ul>		<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 10.20.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> </ul>
	<ul style="list-style-type: none"> <li>“Existing purpose-built rental or social housing” refers to sites where rental housing replacement requirements apply per the Rental Housing Stock Official Development Plan.</li> </ul>			

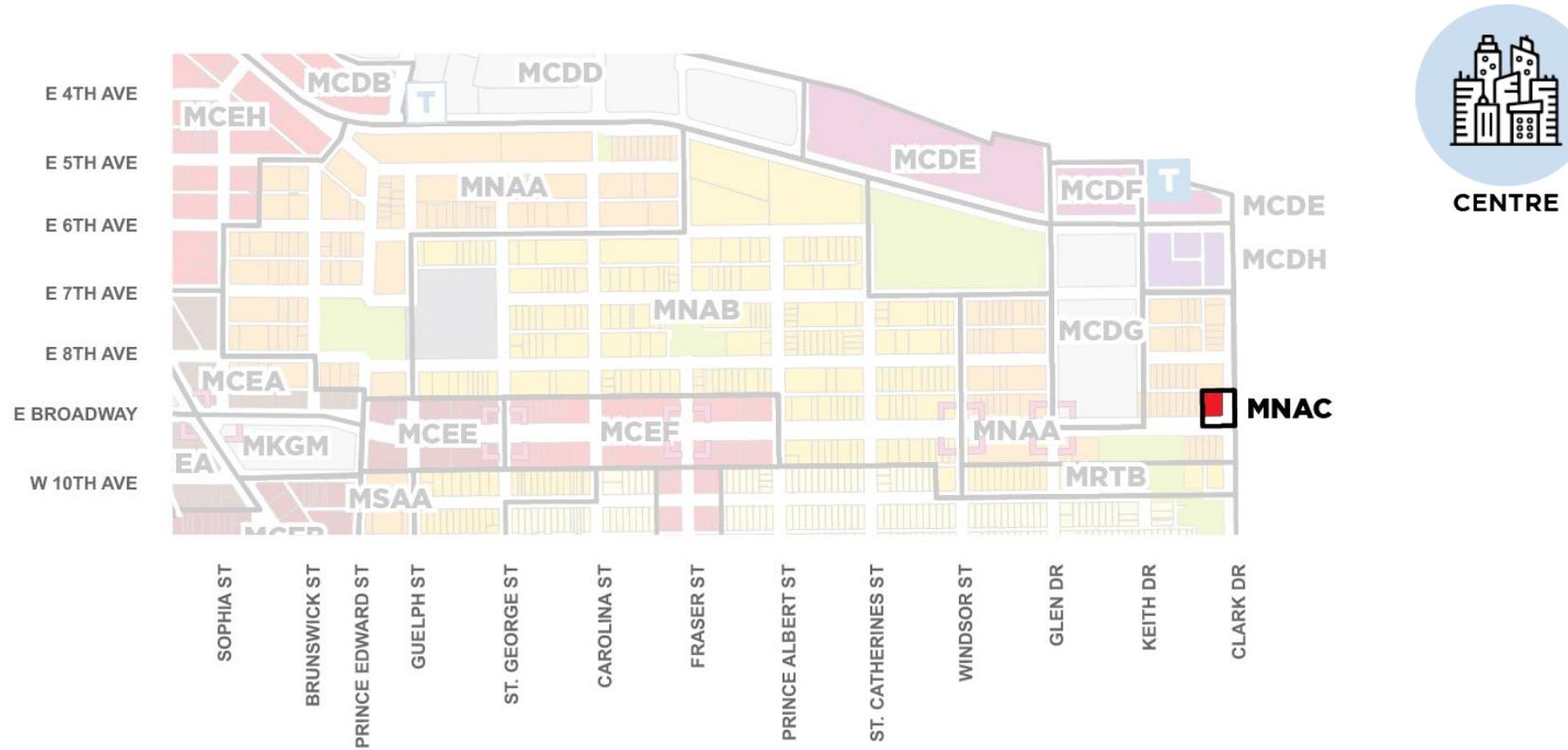
**Additional Policies**

- 10.20.2 There will be a maximum of two towers per block (street to street, including any laneways). However, for the southern block faces along 8th Avenue between Guelph Street and Prince Albert Street, only one tower will be allowed on the Mount Pleasant North Apartment Area B block face.
- 10.20.3 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.
- 10.20.4 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.
- 10.20.5 Require continuous active ground floor retail/service uses for new development on East Broadway between Prince Albert Street and Clark Drive.

- 10.20.6 Encourage provision of on-site public open space (i.e. larger POPS or enhanced corner setbacks) at locations indicated on the MNAB key map (see Public Realm Framework Chapter 15 for more details).

10.21 Mount Pleasant North Apartment Area - Area C

MNAC



**Intent**

Introduce new rental housing opportunities in mixed-use development.

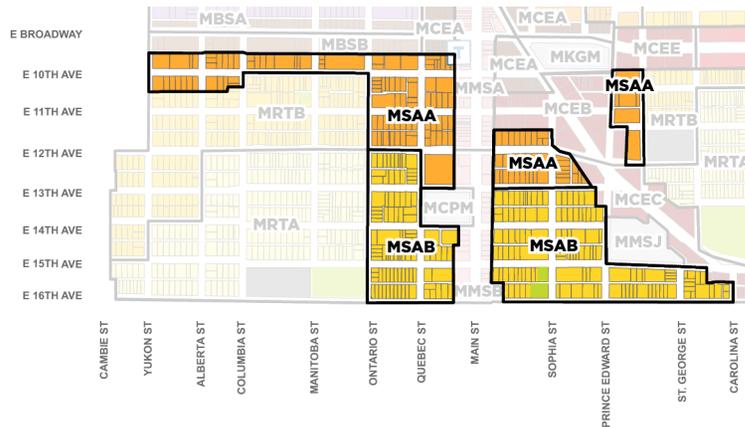
10.21.1 MNAC Summary Table

Policy Area	Mount Pleasant Apartment Area - Area C	MNAC
Uses	Retail/service, residential	
Option/Tenure	Secured market and below-market rental housing	
Max Height	18 storeys	
Max Density	5.5 FSR	
Min Frontage	30.5 m (100 ft.)	
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> </ul>	

**Additional Policies**

10.21.2 Require continuous active ground floor retail/service uses along Clark Drive and East 12th Avenue.

## Mount Pleasant South Apartment Areas



Close to Main Street, Kingsway and Broadway, these are primarily residential apartment areas with green and leafy streets and a significant stock of older rental housing including many 3-4 storey walk-up apartments, as well as multiple conversion dwellings. They also contain some single-family houses and newer low-rise strata ownership housing. Along West 10th Avenue are two rental towers, several churches, and a cherished small grocer and café at Quebec Street. Between Quebec and Main streets are several buildings associated with an independent elementary and secondary school.



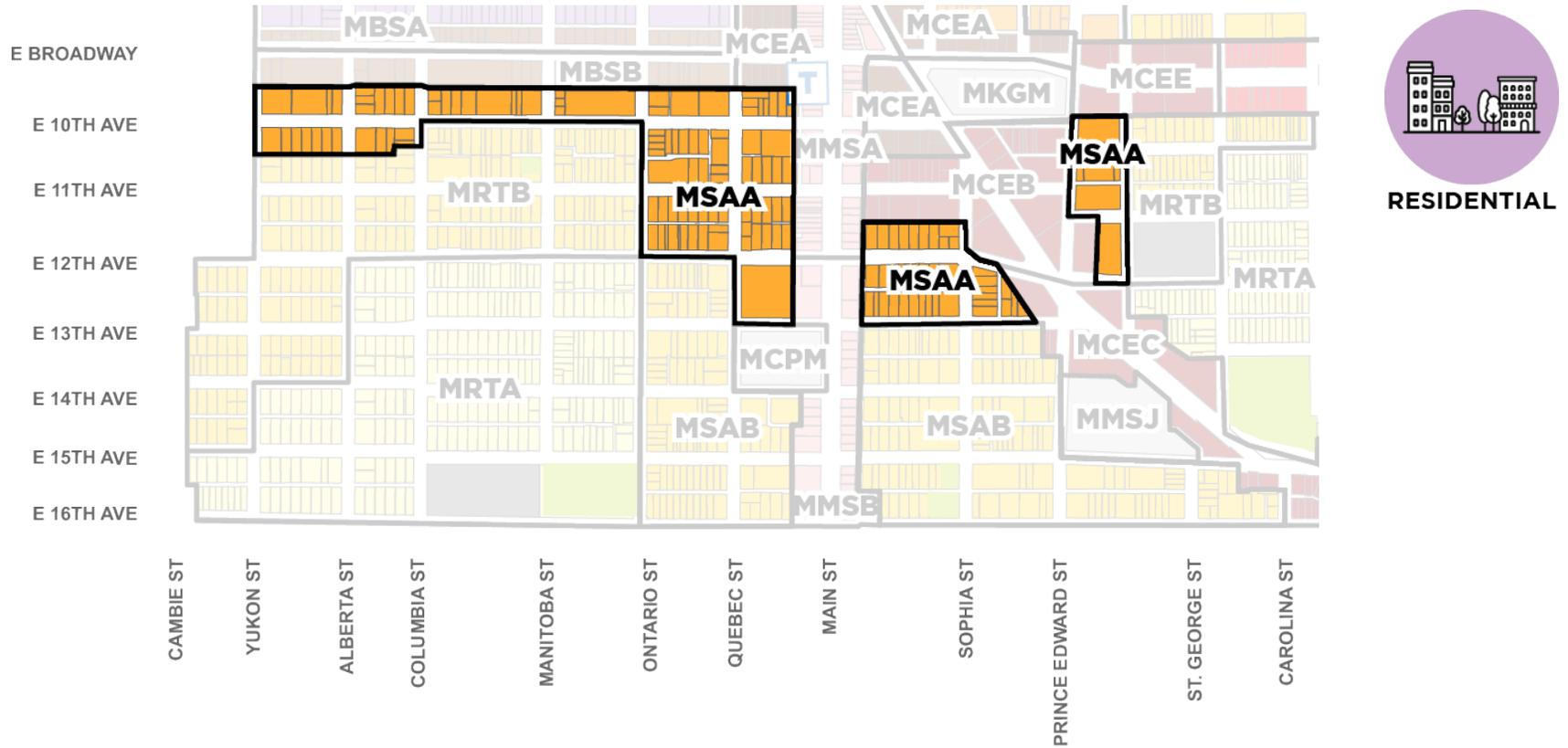
### Overall Intent

Strengthen the Mount Pleasant South Apartment Areas as a walkable, primarily residential areas with diverse housing options by providing strategic opportunities for new housing, encouraging retention and renewal of existing older rental housing, and introducing more small-scale retail/service uses.

### The Big Moves

- » Walkable, primarily residential apartment areas with diverse housing options.
- » Support the long-term renewal of the older rental housing while preserving existing affordability by limiting additional density to below-market and market rental uses with enhanced tenant protection requirements for existing rental buildings.
- » Encourage additional local-serving shops and services to be integrated with new apartment buildings throughout the area.

10.22 Mount Pleasant South Apartment Areas - Area A MSAA



**Intent**

Support the long-term renewal of the older residential buildings, while preserving existing rental housing affordability levels and providing strengthened tenant protections.

10.22.1 MSAA Policy Summary Table

Policy Area	Mount Pleasant South Apartment Areas - Area A		MSAA	
Uses	Residential, retail/service			
Option/Tenure	Secured market rental housing or social housing on sites with existing purpose-built rental or social housing		Strata ownership housing on sites without existing purpose-built rental or social housing	
	Tower form	Non-tower form	Tower form	Non-tower form
Max Height	20 storeys	3-6 storeys	20 storeys	3-6 storeys
Max Density	6.5 FSR	1.0-2.7 FSR	6.0 FSR	1.0-2.7 FSR
Min Frontage	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 10.22.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be delivered as turnkey social housing units to the City.</li> </ul>	<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 10.22.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> </ul>

**Additional Policies**

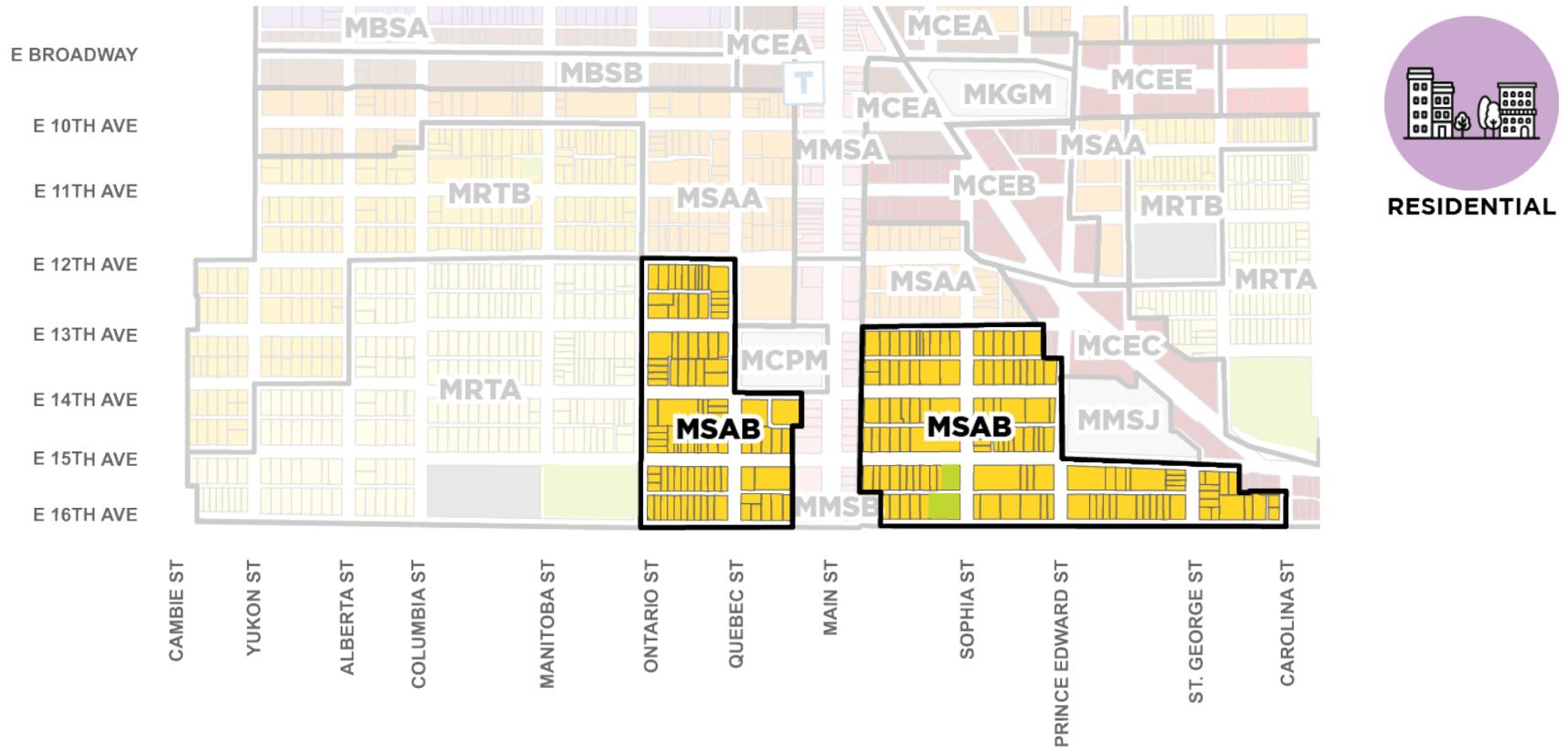
10.22.2 There will be a maximum of two towers per block (street to street, including any laneways) in Mount Pleasant South Apartment Area A. For blocks located in both Mount Pleasant South Apartment Area A and another policy area, only towers in Mount Pleasant South Apartment Area A shall be counted toward the maximum. However, for the southern block faces along 10<sup>th</sup> Avenue between Yukon Street and Columbia Street, number of towers per block shall be counted in conjunction with the remainder of the block located in Mount Pleasant RT Area B. For the northern block faces along 10th Avenue between Yukon Street and Main Street, the northern block face along 10th Avenue between Prince Edward Street and Guelph Street, as well as the northern block face along 12th Avenue between Main Street and Sophia Street, only one tower will be allowed on the Mount Pleasant South Apartment Area A block face.

10.22.3 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.

- 10.22.4 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.
- 10.22.5 Support choice-of-use for residential or non-residential uses at grade on East 12th Avenue between Watson Street and Sophia Street.

10.23 Mount Pleasant South Apartment Areas - Area B

MSAB



**Intent**

Support the long-term renewal of the older residential buildings, while preserving existing rental housing affordability levels and providing strengthened tenant protections.

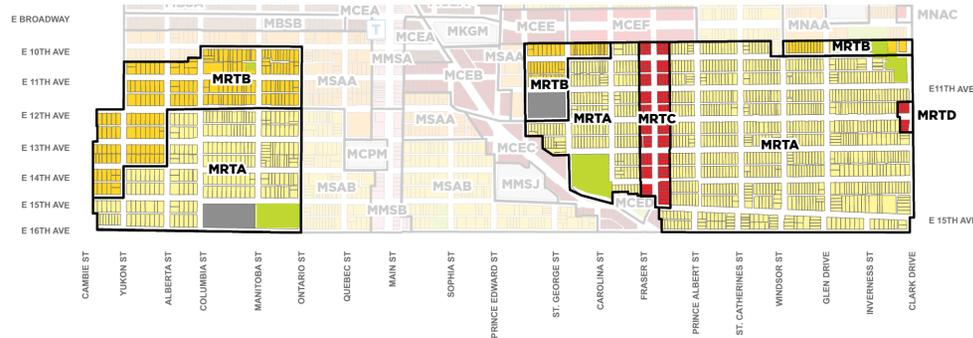
10.23.1 MSAB Policy Summary Table

Policy Area	Mount Pleasant South Apartment Areas - Area B		MSAB	
Uses	Residential, retail/service			
Option/Tenure	Secured market rental housing or social housing on sites with existing purpose-built rental or social housing		Strata ownership housing on sites without existing purpose-built rental or social housing	
	Tower form	Non-tower form	Tower form	Non-tower form
Max Height	20 storeys	3-6 storeys	12 storeys	3-6 storeys
Max Density	6.5 FSR	1.0-2.7 FSR	4.0 FSR	1.0-2.7 FSR
Min Frontage	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> </ul>	<ul style="list-style-type: none"> <li>For existing social housing sites, 100% of the residential floor area must be social housing.</li> <li>Applies where a tower cannot be achieved due to lot conditions or policy 10.23.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details).</li> </ul>		<ul style="list-style-type: none"> <li>Applies where a tower cannot be achieved due to lot conditions or policy 10.23.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details)</li> </ul>

**Additional Policies**

- 10.23.2 There will be a maximum of two towers per block (street to street, including any laneways) in Mount Pleasant South Apartment Area B. For blocks located in both Mount Pleasant South Apartment Area B and another policy area, only towers in Mount Pleasant South Apartment Area B shall be counted toward the maximum.
- 10.23.3 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.
- 10.23.4 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.

## Mount Pleasant RT Areas



The Mount Pleasant RT Areas are residential areas with green and leafy streets and low-density housing, including single-family houses, duplexes, multiple conversion dwellings and small-scale strata developments. Secondary rental



units, such as basement suites and suites in older houses, are sprinkled throughout these areas. The area west of Main Street has a concentration of heritage buildings, particularly north of 12th Avenue, which contribute to the distinctive neighbourhood character. These areas are served by several neighbourhood parks and elementary schools. 12th Avenue is a busy four-lane arterial that runs east-west through these areas, with a small retail/service node at Clark Drive.

### Overall Intent

Enhance the Mount Pleasant RT Areas as walkable, primarily residential areas with more diverse housing options by providing opportunities for new rental housing, including off-arterial locations, while fostering a mix of building types as the areas grow and evolve.

### The Big Moves

- » Primarily residential areas with more diverse housing options, including rental apartments in off-arterial locations.
- » Encourage additional local-serving shops and services to be integrated with new apartment buildings throughout the area.
- » Improve the walking, rolling, and cycling environment on Fraser Street.



10.24.1 MRTA Policy Summary Table

Policy Area	Mount Pleasant RT Areas - Area A	MRTA
Uses	Residential, retail/service	
Option/Tenure	Secured rental housing	
Max Height	6 storeys	3-5 storeys
Max Density	2.4-2.7 FSR	1.0-2.2 FSR
Min Frontage	30.1 m (99 ft.).	Variable – refer to Built Form and Site Design (Chapter 11)
Notes	<ul style="list-style-type: none"> <li>Density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and section 11.3 for details)</li> </ul>	<ul style="list-style-type: none"> <li>Applies to sites with less than 30.1 m (99 ft.) frontage.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details)</li> </ul>

**Additional Policies**

10.24.2 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.

10.24.3 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.



10.25.1 MRTB Policy Summary Table

Policy Area	Mount Pleasant RT Areas - Area B	MRTB
Uses	Residential, retail/service	
Option/Tenure	Secured rental housing	
Max Height	18 storeys	3-6 storeys
Max Density	5.5 FSR	1.0-2.7 FSR
Min Frontage	45.7 m (150 ft.)	Variable - refer to Built Form and Site Design (Chapter 11)
Notes	<ul style="list-style-type: none"> <li>Minimum 20% of the net residential floor area must be secured at below-market rents (see Housing (Chapter 12) for details).</li> </ul>	<ul style="list-style-type: none"> <li>Applies to site frontages that are less than 45.7 m (150 ft.) or where a tower cannot be achieved due to lot conditions or policy 10.25.2.</li> <li>Height and density allowances to vary based on lot conditions (see Built Form and Site Design (Chapter 11) and sections 11.2 and 11.3 for details)</li> </ul>

**Additional Policies**

- 10.25.2 There will be a maximum of two towers per block (street to street, including any laneways). However, for the northern block faces along 11<sup>th</sup> Avenue between Yukon Street and Columbia Street, number of towers per block shall be counted in conjunction with the remainder of the block located in Mount Pleasant South Apartment Area A. For the northern block faces along 10th Avenue between Guelph Street and Carolina Street, only one tower will be allowed on the Mount Pleasant RT Area B block face. Between Cambie and Yukon streets, towers located outside of the Mount Pleasant RT Area B boundaries will not be included in counting the number of towers per block.
- 10.25.3 Minor increases in height and density will be considered for delivery of ground-level local-serving retail/service uses or childcare.
- 10.25.4 For 6-storey apartment buildings, minor increases in density may be considered where 100% of the residential floor area is social housing, generally following the provisions for social housing in the RR-2C district schedule and associated requirements.



10.26.1 MRTC Policy Summary Table

Policy Area	Mount Pleasant RT Areas - Area C	MRTC
Uses	Retail/service, residential	
Option/Tenure	Secured market and below-market rental	Secured market rental
Max Height	18 storeys	6 storeys
Max Density	5.5 FSR	3.5-3.7 FSR
Min Frontage	36.6 m (120 ft.)	N/A
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> </ul>	

**Additional Policies**

10.26.2 Require continuous active ground floor retail/service uses along Fraser Street.

10.26.3 Where a lane does not currently exist parallel to Fraser Street, a dedicated lane will be required to facilitate development.

*Figure 10.7 - Illustrative Street Section of Fraser Street between 11th and 12th Avenues*





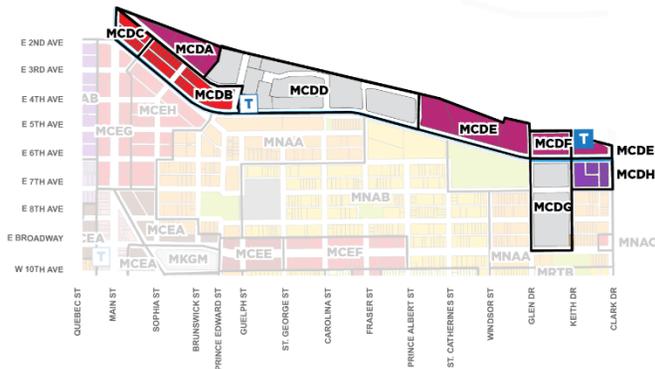
10.27.1 MRTD Policy Summary Table

Policy Area	Mount Pleasant RT Areas - Area D	MRTD
Uses	Retail/service, residential.	
Option/Tenure	Secured market and below-market rental	
Max Height	12 storeys	
Max Density	4.5 FSR	
Min Frontage	30.5 m (100 ft.).	
Notes	<ul style="list-style-type: none"> <li>A minimum of 20% of the residential floor area is required to be secured at below-market rents (see Housing (Chapter 12) for details).</li> </ul>	

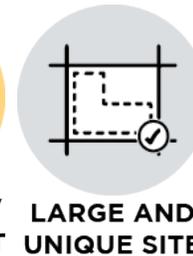
**Additional Policies**

10.27.2 Require continuous active ground floor retail/service uses along Clark Drive and East 12th Avenue.

## Creative District



The Creative District is a mixed hub of primarily institutional, light industrial and office developments, with a small amount of housing such as live-work. Located between Main Street and



Clark Drive, the area is anchored by post-secondary institutions: Emily Carr University of Art and Design (ECUAD), the Centre for Digital Media (CDM), and Vancouver Community College (VCC). The area is situated on the historic False Creek shoreline that connected to upland streams and watersheds.

*The False Creek Flats Plan (2017)* envisions this area being a key part of Vancouver's future economic growth in Vancouver. The area is poised to leverage existing and future rapid transit improvements, particularly with the new Broadway Subway providing a direct connection to the Canada Line and to Central Broadway.

Recent developments in the area have attracted high-tech and creative sector tenants seeking large office floor plates and proximity to other creative organizations and employees. However with new companies moving to the area, challenges have emerged with workers being unable to access their daily needs within an easy walk.

### Overall Intent

Strengthen the Creative District as a vibrant, pedestrian- and bike-friendly mixed-use area close to existing and future rapid transit with a diverse range of job space, post-secondary institutions, and new affordable housing, as well as additional retail, services, and amenities to support a more complete district.

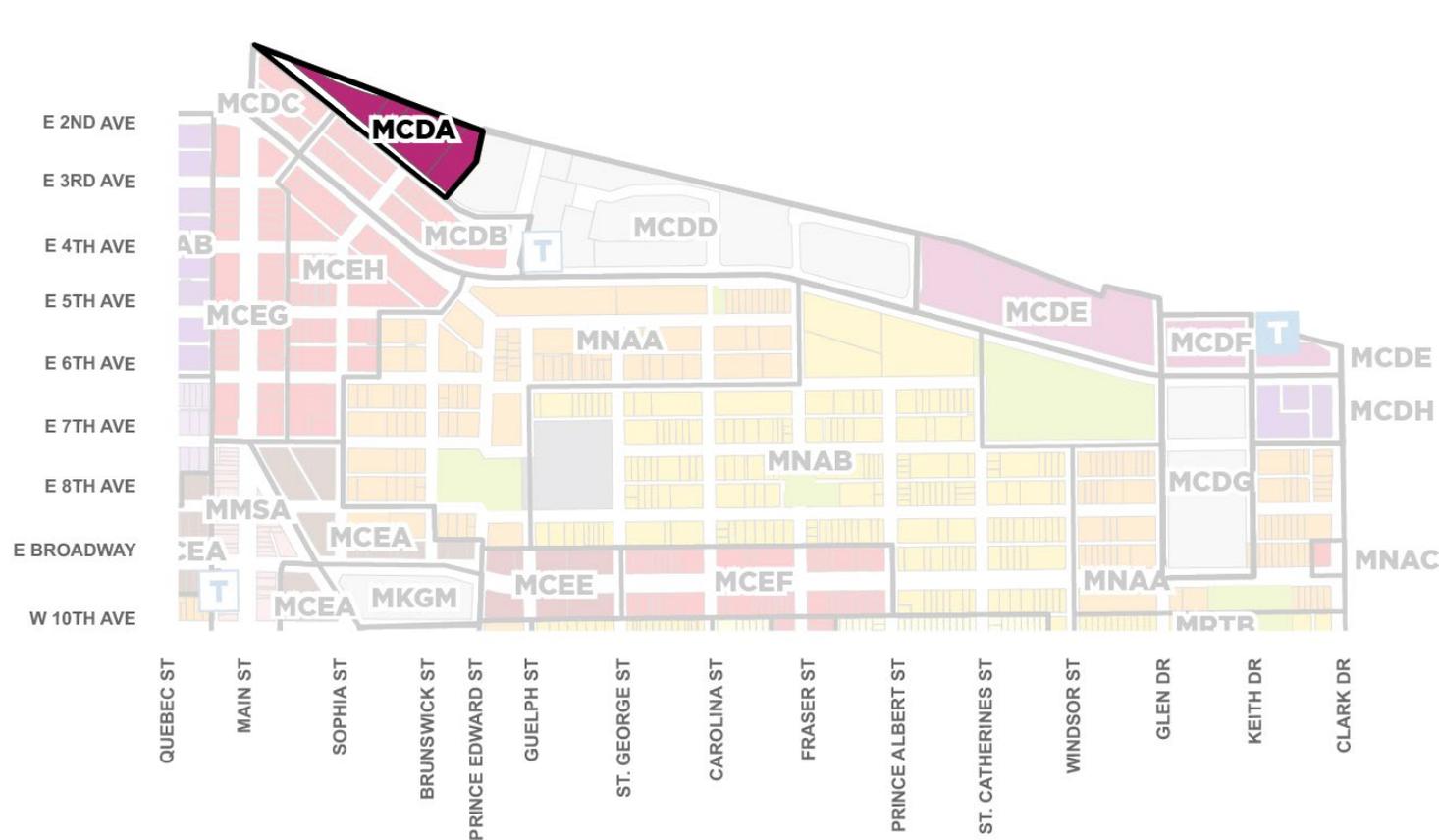
**Note:** In areas where there is geographical overlap between the Broadway Plan and False Creek Flats Plan, the Broadway Plan policies will take precedence.

## The Big Moves

- » Vibrant and walkable mixed-use area close to rapid transit with diverse job space, post-secondary institutions, new rental housing, local-serving shops and services and arts and cultural uses.
- » Opportunities for mixed-use development potentially including affordable rental housing with significant industrial/job space intensification.
- » Long-term expansion of Great Northern Way Campus and Vancouver Community College.
- » Establish a “Cultural Ribbon” that spans the Creative District and forms a link from East Vancouver towards False Creek. The Cultural Ribbon will be a walkway that acts as a draw to the area, highlighting Coast Salish knowledge and culture through elements such as art, signage, public realm/landscape design and architecture.
  - » Prior to colonization, the Creative District was a critical estuary that was home to sturgeon, oolichan, flounder, salmon, crab, mussels, and clams. The area was known as Skwáchá’ys to the Squamish Nation, the site of a water spring that held deep spiritual connection and Indigenous knowledge. The process of reclaiming Musqueam, Squamish and Tsleil-Waututh knowledge and sharing it throughout the Creative District including the Cultural Ribbon is key.
  - » Vancouver is a City of Reconciliation, and the Cultural Ribbon will provide an opportunity to actualize the many reconciliation goals. The Cultural Ribbon will make Musqueam, Squamish and Tsleil-Waututh Nations’ history, culture, and spiritual connections visible, and its development should reflect intergenerational learnings.
  - » New developments in the Creative District should meaningfully integrate, reflect, and advance the Cultural Ribbon in consultation with the Host Nations and led by Musqueam, Squamish and Tsleil-Waututh peoples.

10.28 Creative District - Area A

MCDA



INDUSTRIAL/  
EMPLOYMENT

**Intent**

Encourage employment intensification, establishing higher-density buildings to accommodate a variety of functions including uses in the innovation economy, health science and medical services.

10.28.1 **MCDA Policy Summary Table**

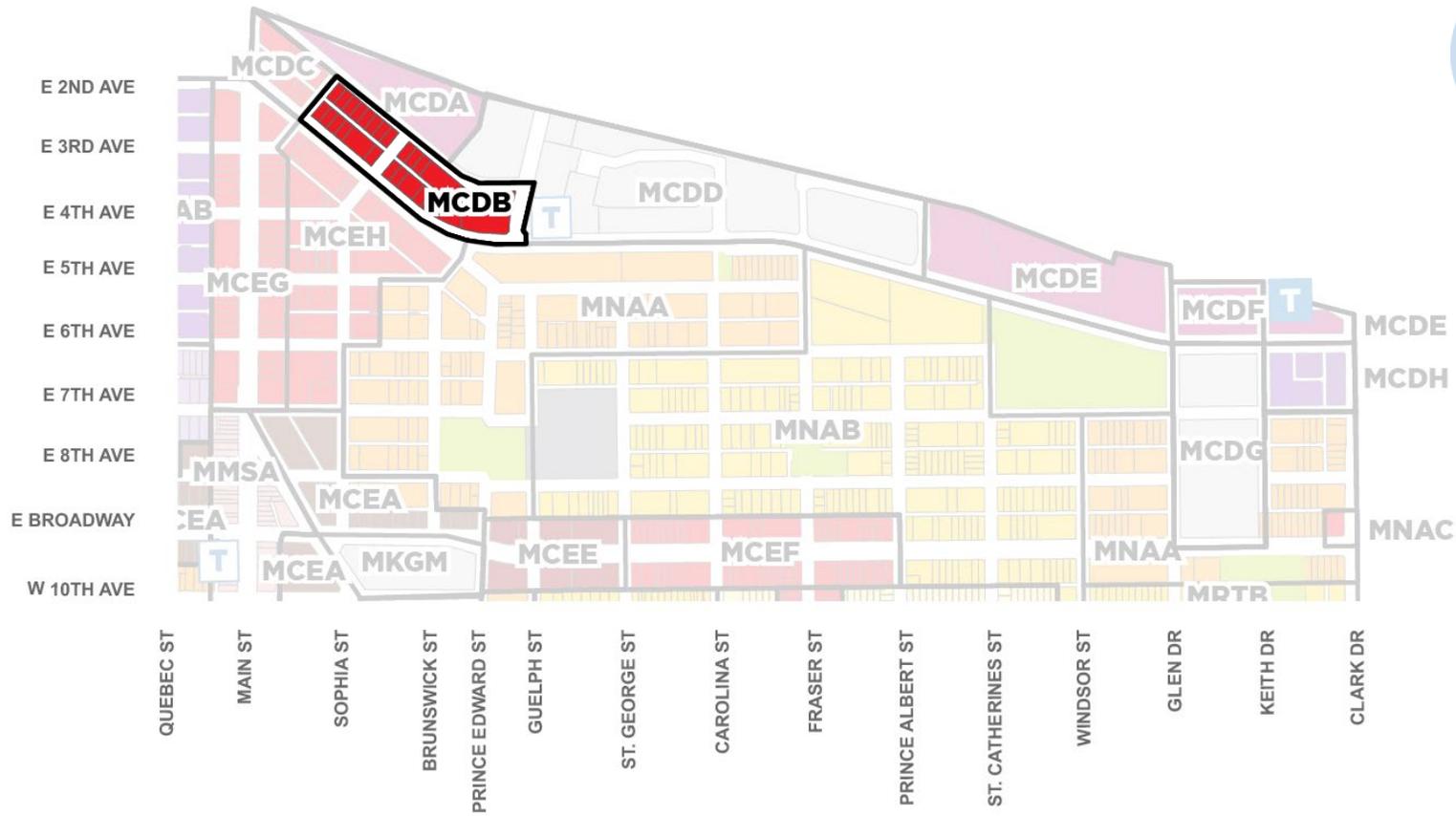
Policy Area	Creative District - Area A	MCDA
Uses	Industrial, institutional, office, retail/service	
Max Height	18.3-45.7 m (60-150 ft.)	
Max Density	3.0-5.0 FSR	

**Additional Policies**

- 10.28.2 Rezoning applications will generally not be considered in this area under the Broadway Plan and development allowances should be in accordance with the current I-3 zoning (sub-area A), the False Creek Flats Plan, and any associated design guidelines. Rezoning applications will be considered for unique circumstances noted in Policy 10.28.3.
- 10.28.3 For sites located within 200 metres of rapid transit stations, rezoning will be considered for increased height and density, generally up to 8.0 FSR and 20-25 storeys, for job space with a light industrial component.
- 10.28.4 Development should meaningfully contribute toward the “Cultural Ribbon” concept, described in the “Big Moves” for the Creative District.

10.29 Creative District - Area B

MCDB



**Intent**

Provide a transitional zone with artist live-work studios and secured rental housing near transit to support the businesses in the area.

10.29.1 **MCDB Policy Summary Table**

Policy Area	Creative District - Area B	MCDB
Uses	Industrial, cultural, residential (artist live-work)	
Max Height	18.3-30.5 m (60-100 ft.)	
Max Density	3.0-4.0 FSR	

**Additional Policies**

- 10.29.2 Rezoning applications will generally not be considered in this area under the Broadway Plan and development allowances should be in accordance with the current IC-3 zoning, the *False Creek Flats Plan*, and any associated design guidelines.
- 10.29.3 Development should meaningfully contribute toward the “Cultural Ribbon” concept, described in the “Big Moves” for the Creative District.



10.30.1 **MCDC Policy Summary Table**

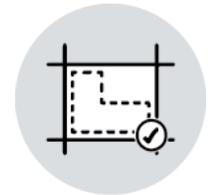
Policy Area	Creative District - Area C	MCDC
Uses	Industrial, cultural, office, residential	
Max Height	18.3-42.7 m (60-140 ft.)	
Max Density	3.0-6.5 FSR	

**Additional Policies**

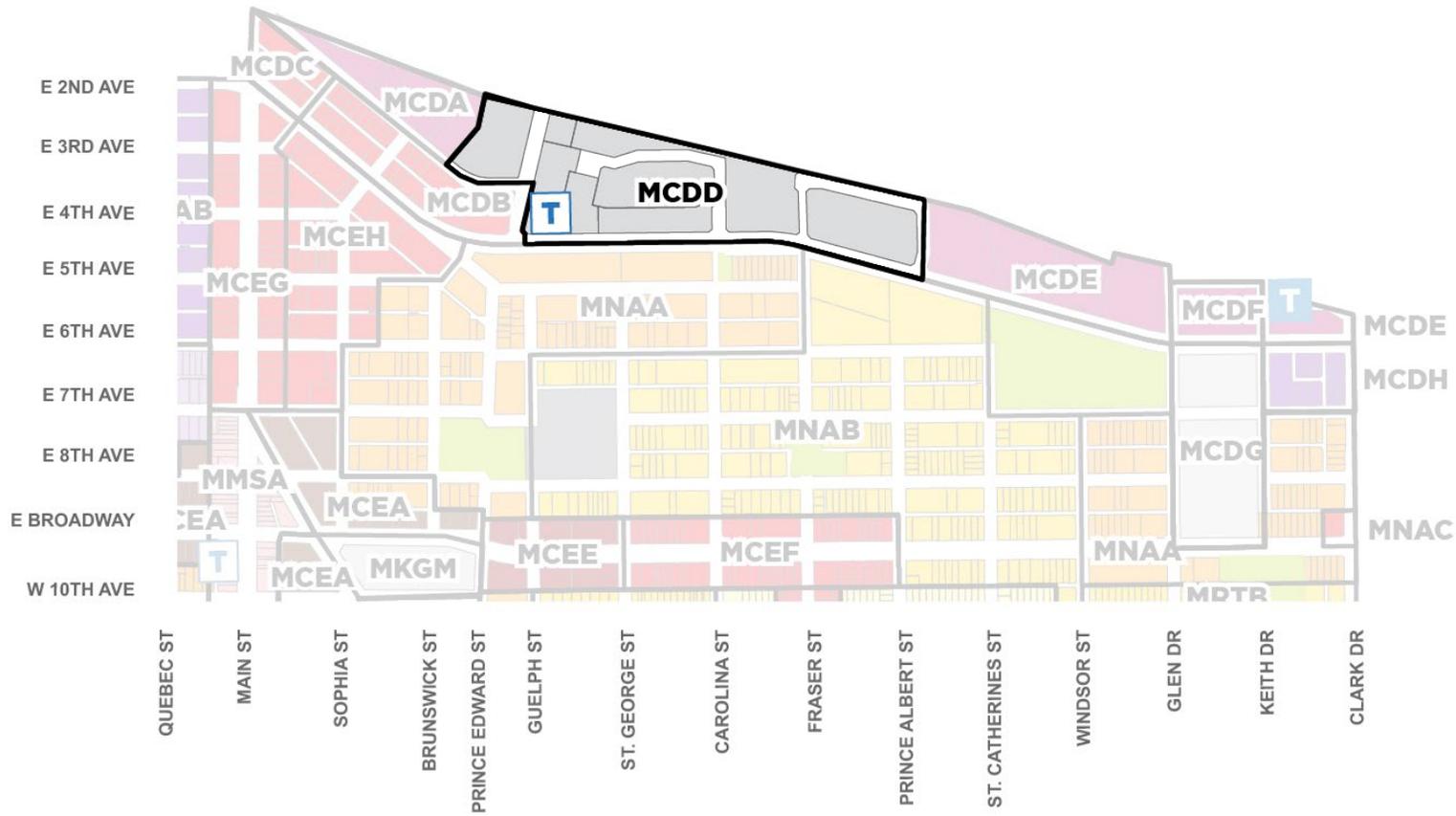
- 10.30.2 Rezoning applications will generally not be considered in this area under the Broadway Plan and development allowances should be in accordance with the current FC-2 zoning, the *False Creek Flats Plan*, and any associated design guidelines.
- 10.30.3 Development should meaningfully contribute toward the “Cultural Ribbon” concept, described in the “Big Moves” for the Creative District.

10.31 Large and Unique Site - GNW Campus (Creative District - Area D)

MCDD



LARGE AND  
UNIQUE SITE  
Site



### **Description**

The Great Northern Way Campus is home to the Emily Carr University of Art + Design (ECUAD) as well as the Centre for Digital Media (CDM), a Master degree program jointly offered by the four institutions at Great Northern Way: ECUAD, the University of British Columbia (UBC), Simon Fraser University (SFU) and the British Columbia Institute of Technology (BCIT).

### **Location**

In the False Creek Flats between Great Northern Way and the Mount Pleasant neighbourhood to the south and the Burlington Northern Sante Fe Railway to the north.

### **Site size**

10.7 ha (26.5 acres)

### **Intent**

Support the long term expansion of the Great Northern Way Campus with a broader range of uses.

10.31.1 **MCDD Policy Summary Table**

Policy Area	Creative District - Area D	MCDD
Uses	Institutional, office, industrial, cultural, residential, retail/service	
Max Height	Varied building heights, generally up to 35 storeys	

**Additional Policies**

10.31.2 Consider rezoning for increased height and density for additional:

- a) Institutional uses.
- b) Employment spaces (e.g. office or hotel).
- c) Residential uses (e.g. market rental, below-market rental, or student housing) focused in the areas in closest proximity to the new Emily Carr–Great Northern Way Station. Residential uses will only be considered in areas designated as “General Urban” by Metro Vancouver, in accordance with Metro Vancouver land use designations.
- d) Amenities and services such as shops, cafés, and restaurants to serve students, workers, and residents.

10.31.3 Existing job space requirements as per the current CD-1 zoning should be maintained or expanded.

10.31.4 Consider building heights generally up to 35 storeys nearest to Emily Carr–Great Northern Way Station, with lower building heights throughout the remainder of the area to provide variation in building heights.

10.31.5 Require amenities to be provided on site, such as new public open/green space near Emily Carr–Great Northern Way Station, childcare, and public art.

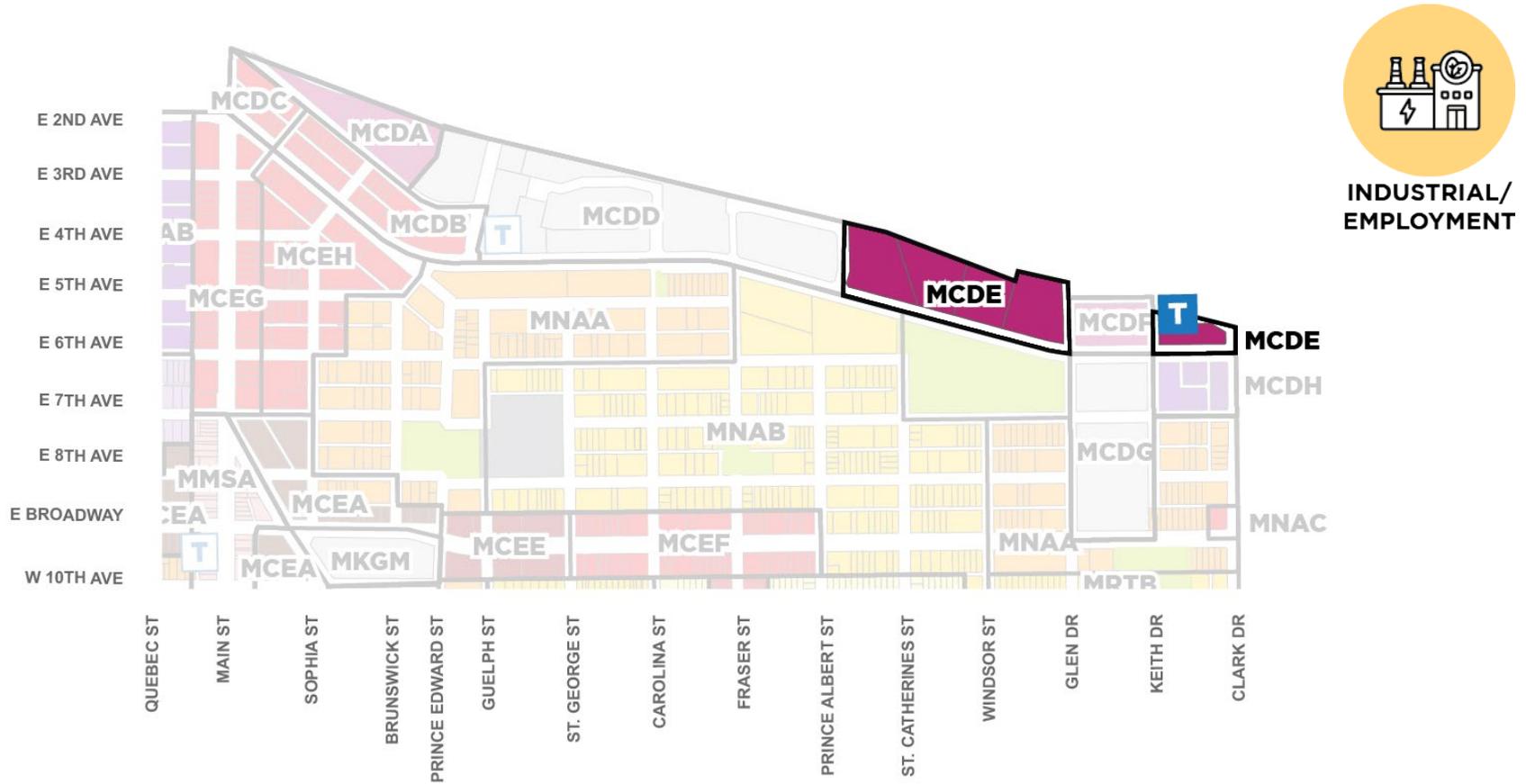
10.31.6 Support and facilitate the location of future NEU energy generation infrastructure, including the preservation of adequate space in a location that has appropriate proximity to NEU infrastructure.

10.31.7 Development should meaningfully contribute toward the “Cultural Ribbon” concept, described in the “Big Moves” for the Creative District.

- 10.31.8 Full overbuild of the airspace above the Emily Carr-GNW Station entrance is strongly encouraged for rezoning of properties including and connected to the Emily Carr-GNW Station site. Other transit supportive urban design and mobility enhancements, including a bike mobility hub (safe, secure bike parking with end-of-trip facilities), should also be provided.

10.32 Creative District - Area E

MCDE



**Intent**

Intensify employment uses of the area and support innovation and creative economy uses.

10.32.1 **MCDE Policy Summary Table**

Policy Area	Creative District - Area E	MCDE
Uses	Industrial, office, retail/service	
Max Height	Varied building heights, generally up to 25 storeys	

**Additional Policies**

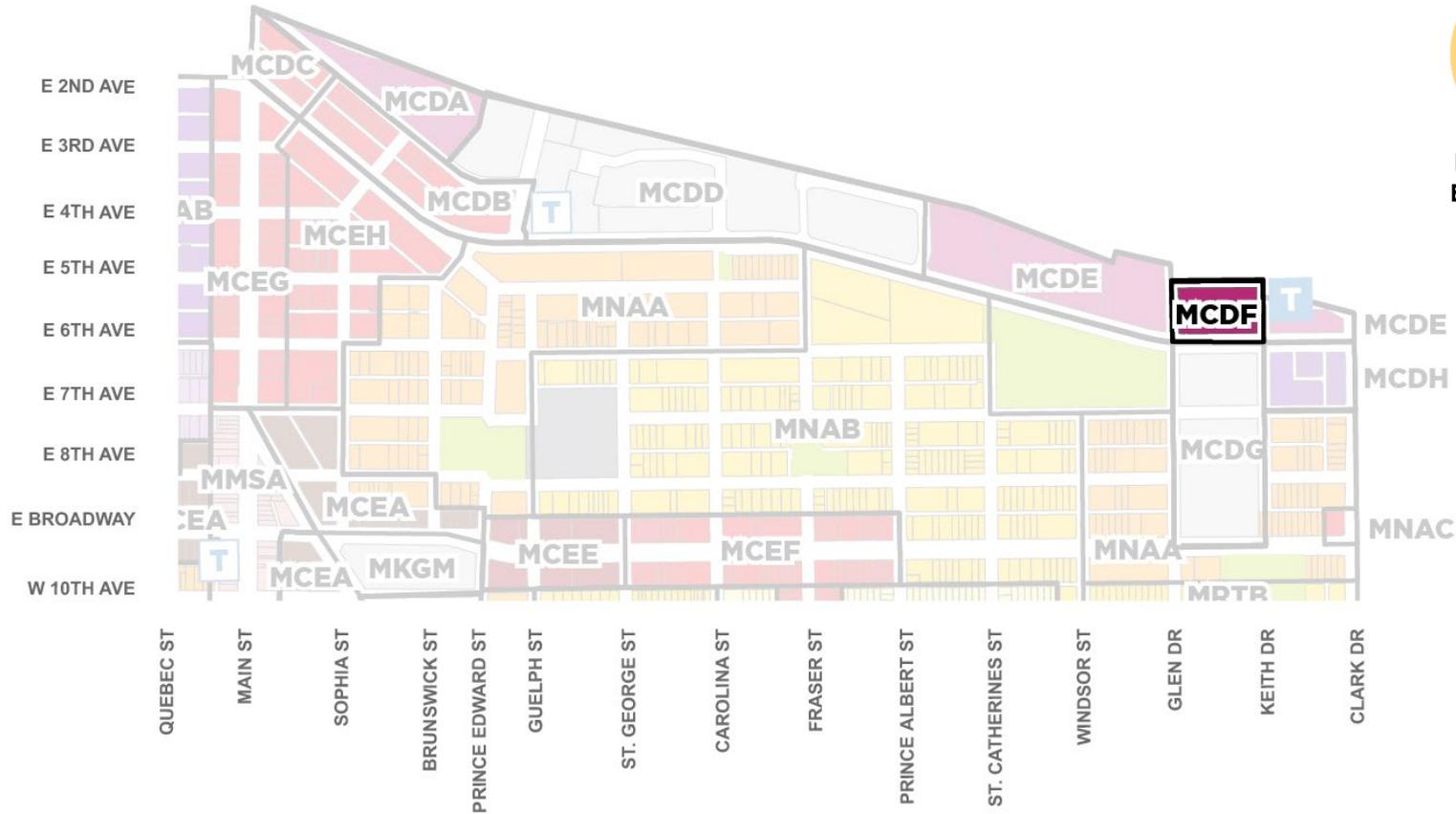
- 10.32.2 Rezoning applications will generally not be considered in this area under the Broadway Plan and development allowances should be in accordance with the current relevant zoning district, the False Creek Flats Plan, and any associated design guidelines. Rezoning applications will be considered for unique circumstances noted in Policy 10.32.3.
- 10.32.3 For the site at 1077 Great Northern Way (CD-1 544), consider rezoning for increased height and density for job space, in addition to the current building on the site, generally up to 25 storeys.
- 10.32.4 Development should meaningfully contribute toward the “Cultural Ribbon” concept, described in the “Big Moves” for the Creative District.

10.33 Creative District - Area F

MCDF



INDUSTRIAL/  
EMPLOYMENT



**Intent**

Create a strong employment hub with a diverse mix of uses at VCC-Clark Station.

10.33.1 **MCDF Policy Summary Table**

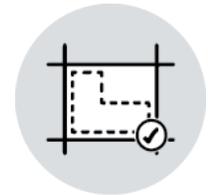
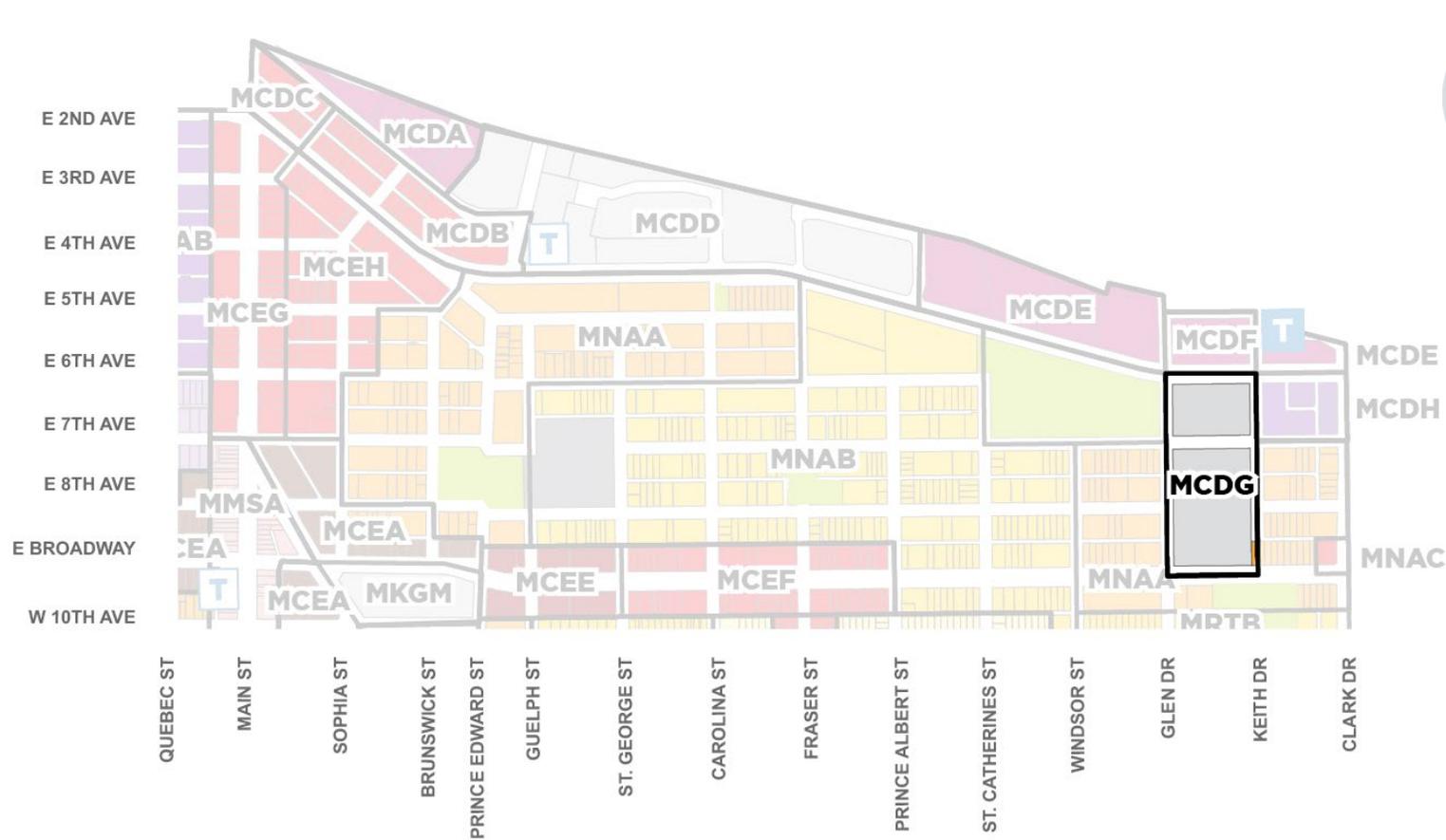
<b>Policy Area</b>	<b>Creative District - Area F</b>	<b>MCDF</b>
<b>Uses</b>	Industrial, office, retail/service	
<b>Max Height</b>	Varied building heights, generally up to 35 storeys	
<b>Max Density</b>	10.0 FSR	

**Additional Policies**

- 10.33.2 Existing job space requirements as per the current I-2/I-3 zoning should be maintained or expanded.
- 10.33.3 Consider addition of retail/service uses to provide services and amenities to students, workers and residents in the area.
- 10.33.4 Subject to the directions of the Metro Vancouver Regional Growth Strategy for consideration of affordable/rental housing as part of mixed-use residential-light industrial buildings within 200 metres of rapid transit stations on Mixed Employment lands, as well as any other City policy or criteria, consider rezoning for secured rental housing with a portion of the units secured at below-market rents.
- 10.33.5 Development should meaningfully contribute toward the “Cultural Ribbon” concept, described in the “Big Moves” for the Creative District.

10.34 Large and Unique Site - VCC Campus (Creative District - Area G)

MCDG



LARGE AND  
UNIQUE SITE  
Site

**Description**

Vancouver Community College (VCC) Broadway Campus is a vital post-secondary institution in the Broadway Plan area, offering a wide variety of academic and vocational programs. With over 15,000 students and 1,100 employees, VCC is a key contributor to Vancouver's current and future workforce.

**Location**

1155 East Broadway

**Site size**

3.2 ha (7.8 acres)

**Intent**

Support the long term expansion of Vancouver Community College as a hub for learning and innovation with a broader range of uses to serve the student population and larger community.

10.34.1 **MCDG Policy Summary Table**

Policy Area	Creative District - Area G	MCDG
Uses	Institutional, retail/service, residential, office	
Max Height	Varied building heights, generally up to 25 storeys	

**Additional Policies**

- 10.34.2 Consider rezoning for increased height and density, as well as amendments to the *Vancouver Community College King Edward Campus Policy Statement (2004)*, to help meet the College’s long term institutional space needs. Where possible and aligned with the City’s and College’s objectives, key directions of the policy statement should be retained.
- 10.34.3 Consider a broader range of uses on the campus site, such as retail/service uses and affordable housing (e.g. secured rental, social, or student housing).
- 10.34.4 Building heights should be varied throughout the site to provide diversity in forms.
- 10.34.5 The tallest buildings should be focused toward the south side of the campus near Broadway.
- 10.34.6 Academic buildings should be concentrated toward the north side of the campus toward or along Great Northern Way/East 6th Ave.
- 10.34.7 Residential buildings should be concentrated toward the south side of the campus toward or along Broadway.
- 10.34.8 Encourage continuous active ground floor uses along Broadway at the south end of the campus.
- 10.34.9 Open spaces for socializing, gathering, and a mix of activity should be provided throughout the campus, varying in size and use.
- 10.34.10 Create a north-south spine through the campus that links the various buildings on the campus and also helps connect to Great Northern Way/E 6th Ave and Broadway.
- 10.34.11 Enhance 7th Avenue as an active transportation corridor with associated public realm improvements.
- 10.34.12 Development on the campus should create strong connections to the rest of the Creative District to the north, as well as VCC-Clark Station.

- 10.34.13 Support and facilitate the location of future NEU energy generation infrastructure, including the preservation of adequate space to accommodate a low carbon energy centre, in a location that has appropriate proximity to Metro Vancouver's 8th Avenue Interceptor and/or NEU infrastructure.
- 10.34.14 Development should meaningfully contribute toward the "Cultural Ribbon" concept, described in the "Big Moves" for the Creative District.



10.35.1 **MCDH Policy Summary Table**

Policy Area	Creative District - Area H	MCDH
Uses	Industrial, office, retail/service, cultural, institutional	
Max Height	36.6-45.7 m (120-150 ft.)	
Max Density	5.0-6.0 FSR	
Min Frontage	45.7 m (150 ft.)	
Notes	<ul style="list-style-type: none"> <li>• A min. of 1/3 of the floor area must be industrial uses</li> <li>• The first floor industrial uses must be dedicated to traditional production, distribution and repair (PDR) uses</li> </ul>	

**Additional Policies**

- 10.35.2 Restrict any new residential uses, in accordance with the Metro Vancouver land use designation for Industrial lands.
- 10.35.3 Support additional amenities and services (e.g. restaurant and retail options) to support an increase in employees in the area while ensuring that the primary function of the area is for industrial and employment uses.
- 10.35.4 Support the redevelopment of the BC SPCA site at 1205 E 7th Ave. Recognizing the noisy nature of the use and the need for larger floorplates and access to loading, additional flexibility will be considered for Animal Clinic uses to be sited within the required industrial floor space.
- 10.35.5 Development should meaningfully contribute toward the “Cultural Ribbon” concept, described in the “Big Moves” for the Creative District.

# 11 Built Form and Site Design

## Introduction

The following Built Form and Site Design chapter is meant to provide guidance for new development in the Broadway Plan area. Together with the neighbourhood-specific land use policies (Chapters 8-10), this chapter sets out key urban design performance objectives and parameters that will be considered in the review of rezoning applications. Due to the Plan area's size and complexity, flexibility and discretion will be necessary to achieve the intent of the built form and site design principles described in this chapter.

## Built Form and Site Design Principles

The intent for the Broadway Plan is to provide a comprehensive approach to urban design that creates a built environment supportive to thriving, resilient, and liveable communities. To achieve this, a set of Built Form and Site Design Principles has been developed to provide a solid framework to address the complex policy objectives of a densely populated, diverse urban environment.

## Liveable Neighbourhoods

Ensure neighbourhoods in the Broadway Plan area continue to be enjoyable, healthy, and liveable places for people of all stages of life to thrive, even as they undergo growth and change. This means:

- » Limiting the number of towers per block in residential neighbourhoods to allow adequate sunlight to adjacent homes, gardens and outdoor spaces.
- » Tower separation requirements that ensure liveability of units and access to adequate sunlight and fresh air.
- » Protecting solar access for parks, public school yards, and village high streets.
- » Building setbacks which consider angle of daylight, landscaping, and building transitions.
- » Enlivening the public realm and providing opportunities for social connection with human-scaled design that activates the public realm and creates interest.
- » Ensuring safe and comfortable street spaces for walking, rolling, cycling, and gathering.

*Figure 11.1 - Generous liveable balconies*



## Distinctive Neighbourhoods

Develop urban design approaches sensitive to the unique character and heritage of the distinct neighbourhoods within the Plan area. This means:

- » Acknowledging and responding to built, landscape, and cultural heritage (see Heritage Chapter 18).
- » Keeping heights and densities lower in the villages and requiring a finer grain pedestrian oriented ground floor with narrow store frontages.

*Figure 11.2 - Shared outdoor space*



## Connection to Nature

Increased heights and density of new development means access to nature must be thoughtfully considered and prioritized in building and site design. This means:

- » Parkades may require setbacks or slab drops to maintain adequate soil volume for healthy trees. Tree planting in the ground is preferred over planting on slab.
- » Planting for biodiversity, using native or adaptive species that reflect local microclimates and heritage.
- » Shaping building height and form to respect important urban and natural views and landmarks.
- » Incorporating green rainwater infrastructure strategies suitable for the site, where possible.

## Health and Well-being

Design sites for health and well-being by encouraging walking, rolling and cycling, and providing access to outdoor spaces, adequate daylighting, ventilation, air filtration, accessibility, and consideration for intergenerational living. This means:

- » Where possible, providing usable outdoor spaces on the ground floor that supports outdoor uses for all ages including children.
- » Generous balconies and shared rooftop amenity spaces.
- » Easy access to secure bike parking and reduced motor vehicle parking requirements.

## Social Connection

Design buildings and sites for sociability by providing enjoyable indoor and outdoor communal spaces. This means:

- » Providing shared indoor and outdoor spaces that are designed for social interaction such as eating, gathering, outdoor play, and gardening.
- » Designing interior spaces and circulation so it is easier to get to know your neighbours.
- » Designing building edges and landscaped areas to support casual encounters and interaction that seamlessly integrate with the public realm.

*Figure 11.3 - Patio space*



## Green and Resilient Building Design

Ensure innovative green and resilient building design is embedded in the design process. This means:

- » Accommodating efficient building envelope designs and solar shading to reduce energy use and overheating.
- » Encouraging sustainable building construction including mass timber and zero emission building standards.
- » Fostering sustainable site design including significant trees and utilization of green infrastructure strategies.

*Figure 11.4 - Green building and site design. Photo credit: Connect Landscape Architecture*



## Solar Access

### Applicability

Solar access requirements in the Broadway Plan area apply to parks, public school yards, and village shopping streets/plazas existing or in development at the time of adoption of the Broadway Plan.

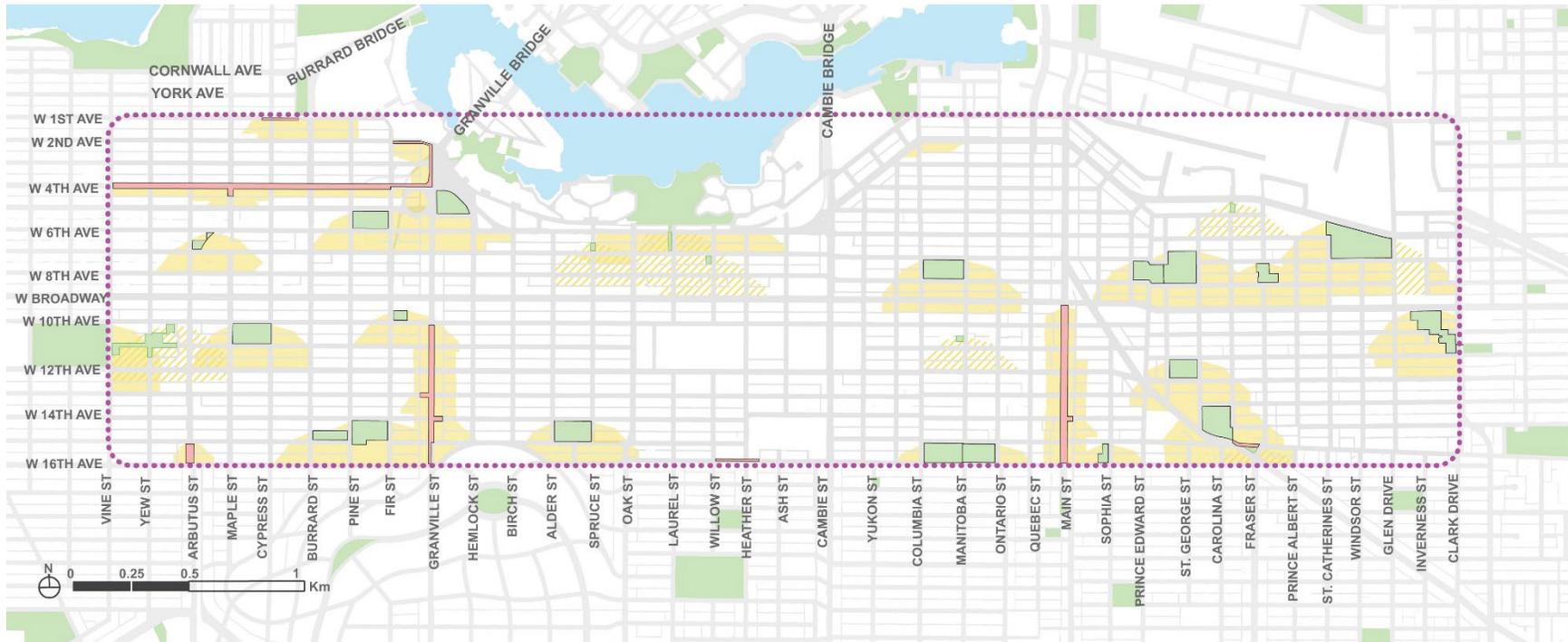
### Shadow limits

Proposed new development should not create new shadow impact on parks and public school yards from the spring to fall equinoxes between 10AM and 4PM.

Proposed new development should avoid creating new shadow impacts on the opposite sidewalk in village high streets (see Character Areas Chapter 6 for locations of villages) from the spring to fall equinoxes between 10AM and 4PM.

- » For new buildings east of a village high street, protections apply to the western sidewalk.
- » For new buildings west of a village high street, protections apply to the eastern sidewalk.
- » For new buildings south of a village high street, protections apply to the northern sidewalk.

Figure 11.5 - Solar Access



Legend

- Broadway Plan area
- Solar Priority Areas
- ▨ Solar Priority Areas (Exceptions Considered)
- Parks and Public School Yards
- Village High Street/Plaza

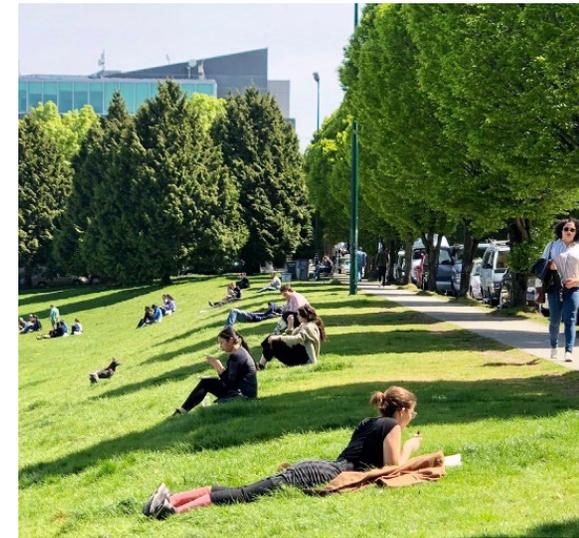
**Note:** This map is for illustrative purposes. Site specific shadow studies will be required of rezoning/development applications.

## Exceptions and notes

In the following circumstances, exceptions to the policy objectives will be considered:

- » For secured rental housing developments in the existing residential apartment areas (currently zoned RM and FM) to enable buildings up to 6-storeys.
- » For 100% social housing developments and Vancouver Community College, each development will be assessed on a case-by-case basis.
- » For some parks, maintaining solar access is particularly challenging due to size and location. Solar access objectives may not be feasible when considering smaller parks including Choklit, Willow, Laurel Landbridge, Major Matthews, Carolina, McAuley, and Arbutus Greenway Parks.
- » Solar access objectives for village high streets may not apply to developments within the Mount Pleasant Centre Areas A and B (MCEA and MCEB). Developments within Mount Pleasant Centre Area C (MCEC) in proximity to the village high street will be assessed on a case-by-case basis.

*Figure 11.6 - People enjoying the sun at Jonathan Rogers Park. Photo credit: Thomas Daley*



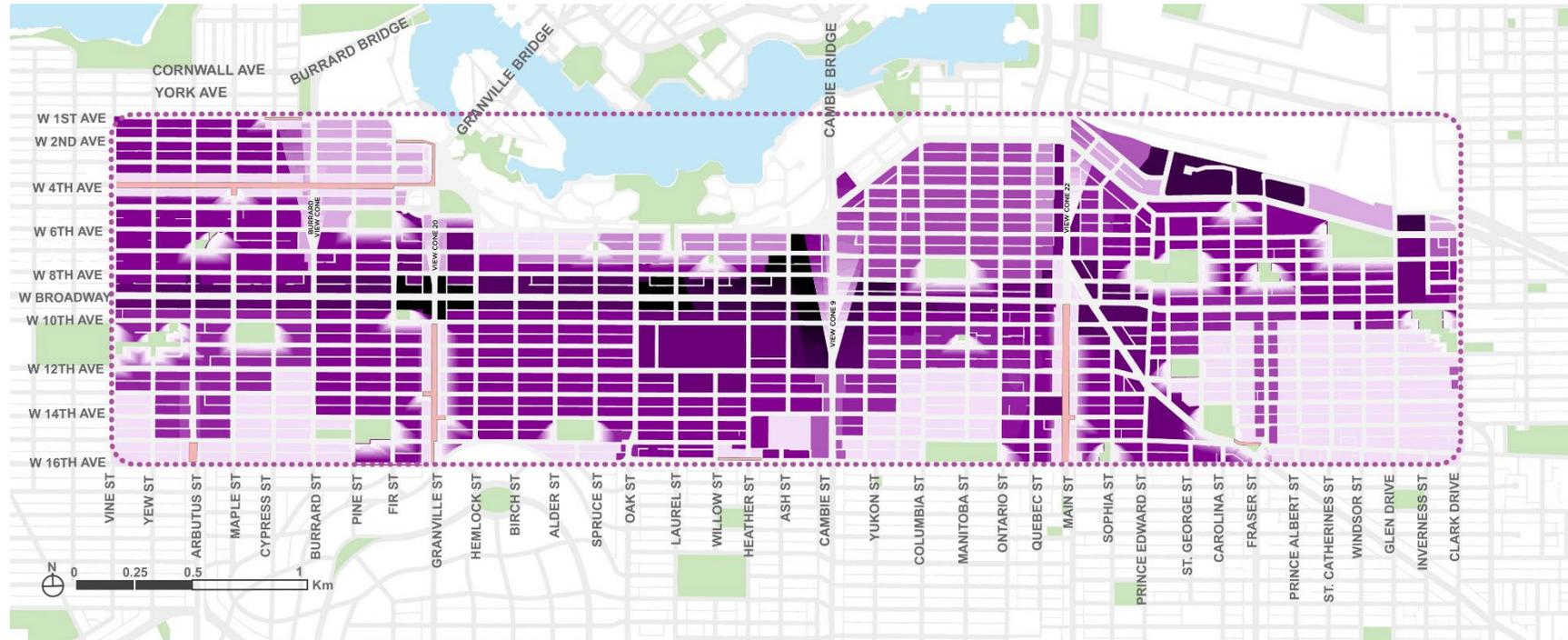
## General Approach to Height

In addition to objectives related to affordable housing, tenant protections, and the economy, distribution of building height and density is generally driven by the following urban design considerations:

- » Locating the tallest buildings within a short distance of rapid transit stations.
- » Balancing the need for housing and job space with the importance of sunlight in parks and open spaces, including village high streets.
- » Protecting important views to the mountains, ocean, downtown skyline, and other landmarks.

Building heights are approximate and are meant to provide high level conceptual guidance. Refer to Chapters 8-10 for policies specific to building heights.

Figure 11.7 - General Height Map



Legend

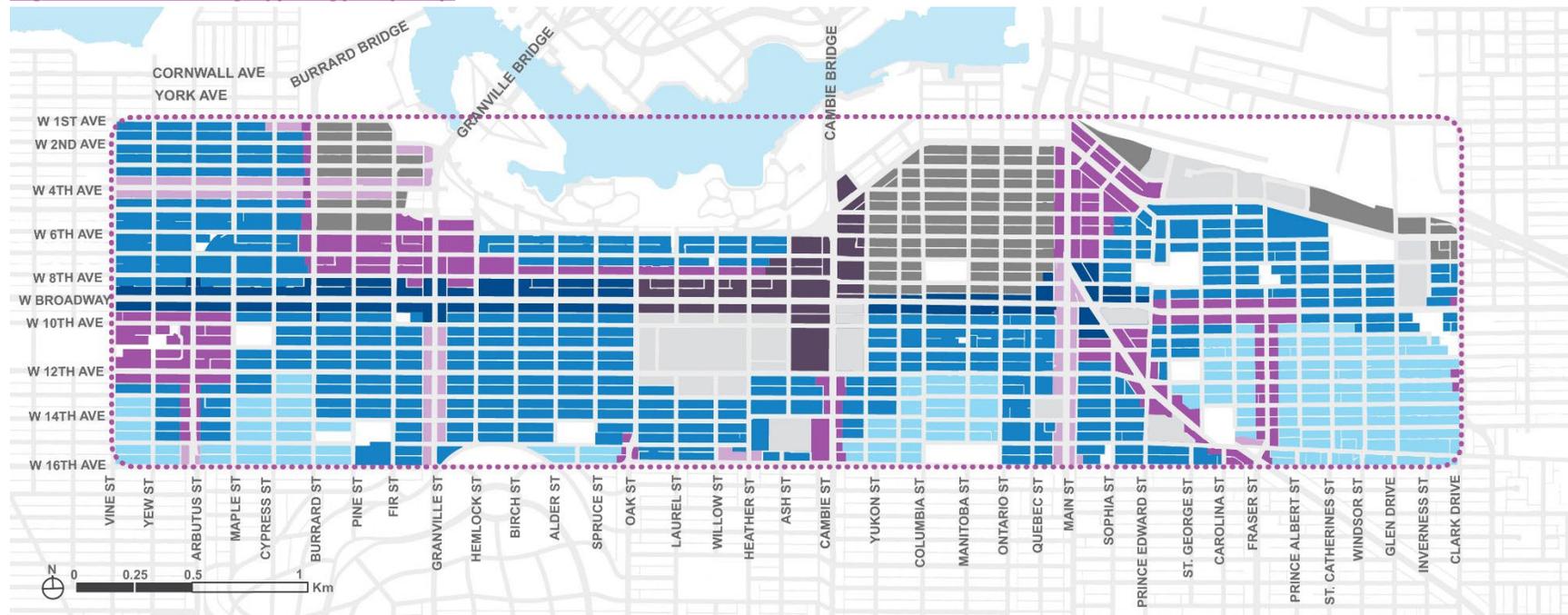
- Broadway Plan area
- Parks and Public School Yards
- Villages and Plazas
- 40 Storeys
- 20 Storeys
- 6 Storeys

**Note:** This map is for illustrative purposes. Refer to neighbourhood land use (Chapters 8-10) for policies specific to building heights.

## Built Form Typologies

Built form typologies provide design guidance for new developments. Specific design guidelines are established for each typology, while general design guidelines apply to all typologies within each land use category. The built form typologies represent typical conditions, however, site conditions vary significantly across the Plan area and additional consideration will need to be given on a site by site basis to ensure new development meets the intent of the built form principles and design objectives.

Figure 11.8 - Building Typology Key Map



### Legend

..... Broadway Plan area

#### Typology Areas

Light Blue: Residential Multiplex / Low-Rise

Dark Blue: Residential Mid / High-Rise

Light Purple: Mixed-Use Low-Rise

Dark Purple: Mixed-Use Mid / High-Rise

Dark Brown: Broadway Mixed-Use Residential / Office

Dark Grey: Broadway Office

Medium Grey: Industrial / Employment

Light Grey: Large and Unique Sites

**Note:** This map is for illustrative purposes only.

## Built Form and Site Design Policies

### 11.1 Built Form and Site Design General Policies

Goals to increase housing and employment space will result in greater densities and building heights. Built form and site design principles in this section should be carefully considered to ensure desired urban design performance. The following general policies further articulate the principles and should be considered for all building typologies. More detailed policies, specific to each building typology, can be found in sections 11.2-11.10.

#### Views

New development should be considerate of the impact on both near and distant views. Details related to the Queen Elizabeth Park View and key street end views can be found in Chapters 7-10 and section 11.7-11.8 respectively.

- 11.1.1 Attractive near view can be achieved by employing finer grained urban fabric and building modules, high-quality materials and detailing, visually permeable facades, programming for active outdoor uses, and well developed landscape elements.
- 11.1.2 Visually link new open space to existing open space to expand the depth of views.
- 11.1.3 The form and shape of tower elements should be informed by view studies.
- 11.1.4 Site buildings to frame views of historic or iconic buildings, established landmarks and monuments, and other places of interest.

*Figure 11.9 - View of North Shore Mountains*



## Site Frontage and Towers

Site frontage and tower objectives are included to mitigate the impact of taller forms and ensure liveability of new units.

- 11.1.5 The minimum frontage for a site with a tower is generally 45.7 m (150 ft.) unless specifically identified in Chapters 8-10.
- 11.1.6 Generally, a maximum of two towers per block will be considered in residential character areas. Refer to Chapters 8-10 for specific policies.
- 11.1.7 Tower placement should demonstrate a minimum separation between existing towers and potential future towers within the block and adjacent blocks as follows:
  - a) Residential-residential: 24.4 m (80 ft.).
  - b) Residential-hotel: 24.4 m (80 ft.).
  - c) Residential-commercial (except hotel): 18.3 m (60 ft.).
  - d) Commercial-commercial: 15.2 m (50 ft.).
- 11.1.8 Tower units should be designed so as to minimize direct line of sight between adjacent uses where possible.

## Setbacks

Building setbacks are intended to generally reinforce the existing or anticipated streetwall, support liveability, and mitigate transitions between taller forms and adjacent properties. Setbacks included in these guidelines are intended as a general guide. Flexibility to respond to specific site conditions and contexts will be considered.

- 11.1.9 Front yard setbacks should consider the nature and character of the fronting street (local versus arterial/commercial), the uses within the building (residential versus mixed-use), the typical setback of adjacent buildings, the space available between the curb and the property line, and the intended use and function of the space.
- 11.1.10 Rear yard setbacks should support a pedestrian-friendly lane interface and/ or usable outdoor space, allow for appropriate tower separation, support the liveability of residential units, consider solar access to the surrounding public realm, and mitigate overlook.
- 11.1.11 Building setbacks should apply to the whole building, rather than multiple upper storeys, in order to allow for a simplified building form where solar access objectives for public spaces can also be achieved.

*Figure 11.10 - Commercial interface*



## Building Height

Building height varies across the Broadway Plan area. Specific building heights by policy area can be found in Chapters 8-10. Building height will also be subject to policies for building form described below.

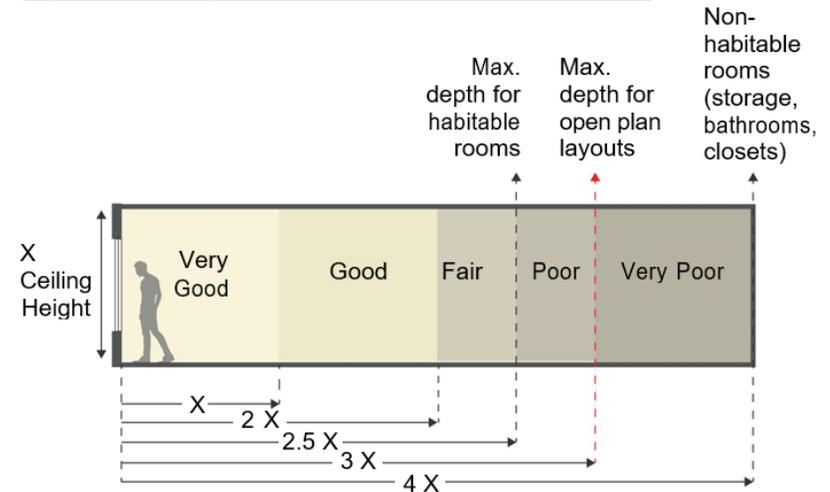
- 11.1.12 Generally, residential floor-to-floor heights of 3.0 m (10 ft.) are supported, office floor-to-floor heights of 3.65 m (12 ft.) are supported, and industrial floor-to-floor heights of 6.1 m (20 ft.) are supported.
- 11.1.13 A partial storey for common rooftop amenity spaces is encouraged to support common outdoor amenity space. Additional height should be stepped back from building edges to minimize shadow impacts and the appearance from ground level.
- 11.1.14 Specific guidance on podium heights and street wall lengths vary by building typology and can be found in sections 11.2 - 11.9.

## Building Width and Depth

Building width and depth should consider the experience of the public realm and liveability of units.

- 11.1.15 Long facades should incorporate significant articulation and recessed setbacks to break up expanses of wall planes.
- 11.1.16 For residential units with a single exterior façade, overall unit depth should generally be limited to 10.6 m (35 ft.). Unit depths greater than 12.2 m (40 ft.), without a second solar and ventilation access (e.g. courtyard scheme) should be avoided.

*Figure 11.11 - Light penetration. Credit: Perkins+Will*



## Shadow Impacts

Maintaining sunlight on key public spaces (parks, public school yards, and village shopping streets/plazas) will help ensure they remain enjoyable places to be and spend time in throughout the year. In addition to solar access requirements, the following guidance should apply to all buildings.

- 11.1.17 Building form and massing should be designed with consideration for sunlight access to plazas, adjacent streets (particularly corners), courtyards, pedestrian mews, rooftop amenities, gardens, and common areas, wherever possible. Detailed shadow analysis should demonstrate minimized shadow impacts.
- 11.1.18 Taller buildings should be designed and placed to create north/south openings and breaks in massing that allow sunlight to penetrate to the street, sidewalks, open spaces and adjacent homes and businesses.
- 11.1.19 Podium form and massing should limit shadowing on the opposite sidewalk while balancing the desire for simple and energy efficient building forms.

## Outdoor Space

Outdoor space should offer people quick and direct access to the fresh air and nature and provide important opportunities for social connection. Outdoor spaces should be designed for functionality as a private/semi-private spaces.

- 11.1.20 All residential units should have access to private outdoor space, i.e. patio and/or balconies.
- 11.1.21 If site conditions prevent all residential units from having private outdoor space, alternatives that demonstrate exemplary and commensurate common outdoor amenities may be considered.
- 11.1.22 For outdoor amenity spaces and facilities that support communal meals, gathering and socializing, agriculture planters should be provided.
- 11.1.23 Consider locating outdoor amenity spaces adjacent to or visible from indoor shared space for passive supervision.
- 11.1.24 The *Childcare Design Guidelines* should be referred to for any site identified for the delivery of childcare.
- 11.1.25 Buildings should be designed to maximize sunlight on outdoor play spaces.
- 11.1.26 Privately Owned Public Spaces (POPS) are encouraged, particularly at large and unique sites, along Broadway and commercial streets. See Public Realm Framework Chapter 15 and Land Use Chapters 8-10 for more information on POPS.

*Figure 11.12 - Usable outdoor space including privacy screening*



## Architecture

Architectural components should recognize the importance of Central Broadway as Vancouver’s “second downtown” and contribute to the human experience and liveability of the Plan areas highly urban neighbourhoods.

- 11.1.27 Express a finer grain urban fabric by articulating smaller increments and modules, particularly at ground level.
- 11.1.28 Acknowledge the liveability of adjacent residential units by avoiding primarily aesthetic architectural or lighting designs that create light pollution or otherwise impact the health and well-being of residents.
- 11.1.29 Building architecture should be of its time while considering the architectural history of the neighbourhood, the surrounding neighbourhood context, and the emerging character of the neighbourhood.
- 11.1.30 Within a single, strong architectural concept, variety is encouraged between buildings to avoid repetition and to create an interesting streetscape environment.
- 11.1.31 Typically, residential buildings will have a secondary expression at the higher level with a clear expression of the base and entry.
- 11.1.32 Building entrances should be clearly recognizable and appropriately scaled to the street and the neighbourhood context. They should be clearly expressed with distinct signage, canopies, landscaping elements, and/or other architectural features.
- 11.1.33 Where located near or adjacent to rapid transit stations, development must address specific architectural and urban design considerations to meet station overbuild and integration objectives. See section 11.10 Transit Integration and Urban Interface.

*Figure 11.13 - Shared roof top amenity space*



## Interface with the Public Realm/Commercial Street

The interface between commercial uses at grade and the public realm should be designed to create a safe, welcoming and attractive pedestrian experience.

- 11.1.34 Commercial frontages should include generous, continuous, and architecturally integrated weather protection. See *Central Area Weather Protection Guidelines* and the *Engineering Design Manual* for more details.
- 11.1.35 Ground floors should be lively, people-focused and urban in character, and provide a sense of security at all hours.
- 11.1.36 Retail/commercial spaces should be designed with significant glazing to maximize visual permeability and entrances facing the adjacent street or public open space.
- 11.1.37 A variety of storefront widths is recommended to enable a mix of business types and to improve the experience for pedestrians. Consistent narrow storefront widths are appropriate in the villages and other specific policy areas identified in Chapters 8-10
- 11.1.38 Opportunities for outdoor restaurant/café patios accommodated in building setback areas and integrated into the overall architectural expression are encouraged, with preference for southern exposure.
- 11.1.39 Utilize display windows, individualized tenancy design, and integrated signage strategies to support local businesses and enhance the shopping experience.
- 11.1.40 Unify the ground plane between the public and private realm with a complementary treatment from building edge to boulevard.
- 11.1.41 Commercial entries should be separate, easily identifiable and architecturally distinct from residential entries or lobbies.
- 11.1.42 Where commercial uses are located on a busy arterial street, corner sites should wrap active frontages around corners onto quieter side streets.

*Figure 11.14 - Architectural variation within a concept*



## Interface with the Public Realm/Residential Street

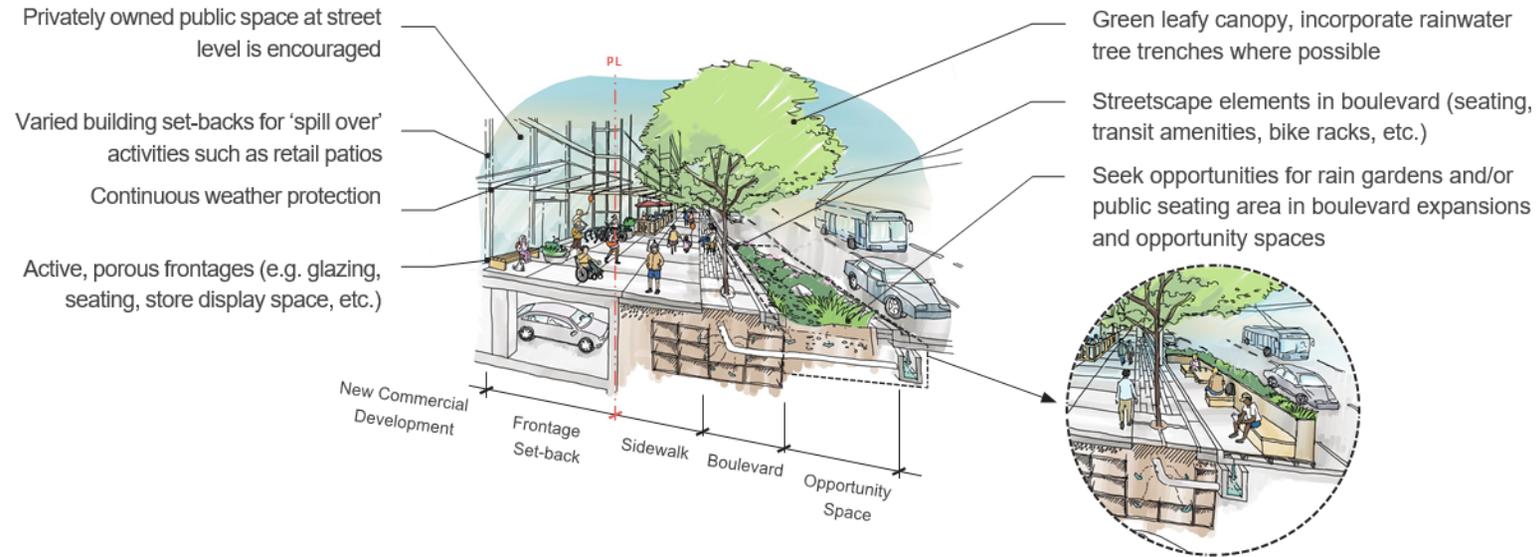
The role of front and back yard spaces evolves as neighbourhoods change. These outdoor spaces need to meet both the privacy and socialization needs of residents while maintaining a welcoming and attractive urban environment.

- 11.1.43 Front building facades should be animated with entrances, windows, balconies and/or patio spaces, creating active and engaging edges that promote social interaction and the use and enjoyment of outdoor space.
- 11.1.44 Weather protection should be provided for common entrances, and for exterior residential entrances.
- 11.1.45 Building and landscape design should create clearly delineated transitions from the public realm to the private. At each transition, consider how layers of planting and/or grade change can be utilized to provide the appropriate balance of privacy and sociability.
- 11.1.46 The use of hedges and planted barriers or screens are encouraged, however, full height, solid fencing and other continuous visual barriers should be minimized allowing filtered views between spaces.
- 11.1.47 Lane buildings should activate and animate the lane with entrances and windows that directly face the lane. Blank or opaque facades should be avoided.

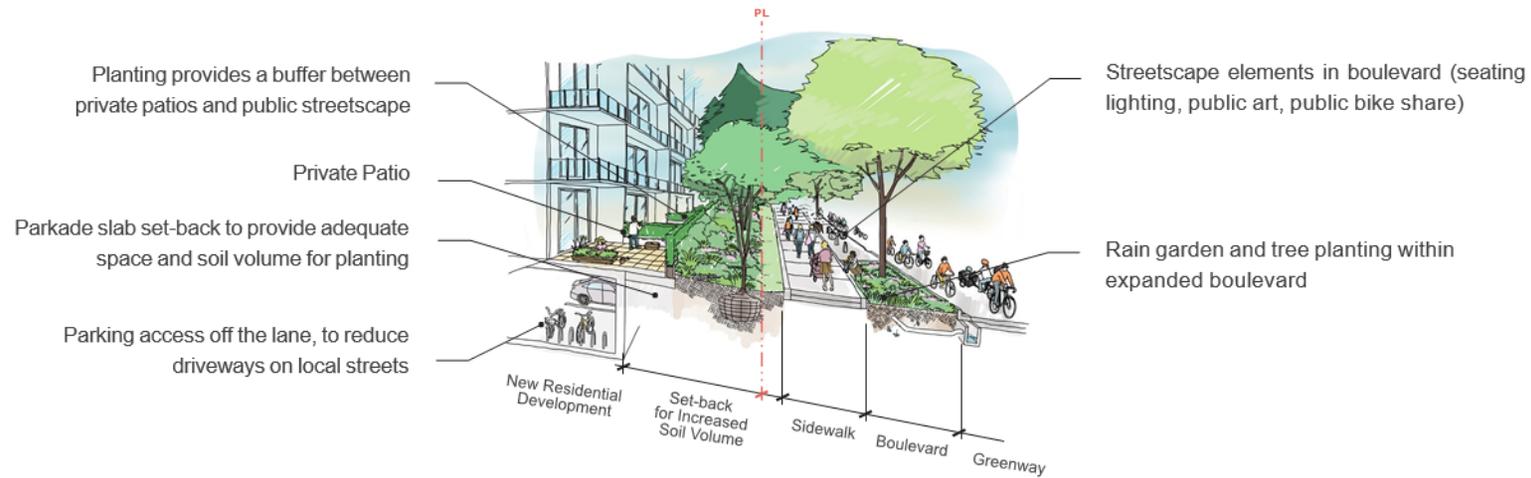
*Figure 11.15 - Clearly delineated transitions from public to private*



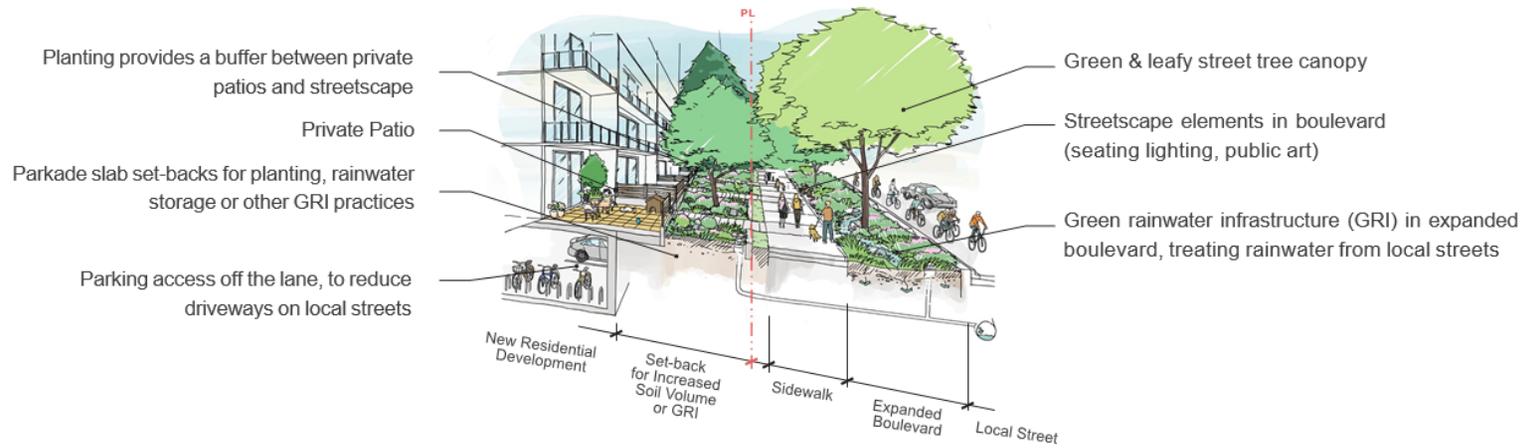
**Figure 11.16 - Typical Commercial High Street Frontage (for illustrative purposes only)**



**Figure 11.17 - Typical Residential Street Frontage with Boulevard (for illustrative purposes only)**



*Figure 11.18 - Typical Residential Street Frontage with Blue Green System (for illustrative purposes only)*



## Sustainability

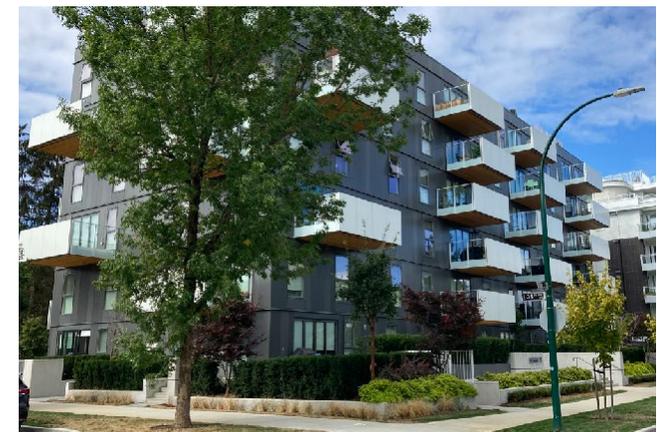
New developments should incorporate green building and site design principles that reduce carbon pollution and support a healthy environment.

- 11.1.48 New construction should explore innovative low carbon building technologies, such as mass timber construction, and the form of development should permit energy efficient design and the use of standardized modules.
- 11.1.49 Maximize tree retention, new trees and large specimen replacement trees to support a healthy urban forest canopy and reduce urban heat island effects.
- 11.1.50 Below grade parkades should be set back from the front property line to provide adequate space and soil volume for trees and green rainwater infrastructure. Parkades should be notched at the site perimeter to support tree retention and growth. Where tree planting on slab, soil depths should meet the Canadian Society of Landscape Architects (CSLA) Canadian Landscape Standard.
- 11.1.51 Enhance habitat for birds, pollinators, and other flora and fauna where possible.
- 11.1.52 Incorporate strategies for integrated rainwater management in frontage improvements, landscaped areas, public plazas and outdoor amenity spaces.
- 11.1.53 Green roof technologies should be considered to enhance open space, reduce stormwater volume, and mitigate heat island effect.
- 11.1.54 Solar shading devices integrated into the overall building expression should be incorporated where appropriate.

*Figure 11.19 - Ecological landscaping*



*Figure 11.20 - Simple, energy efficient building forms: Shift by the Office of McFarlane Biggar Architects + Designers Inc private*



## Parking and Loading

The location and design of parking and loading components should limit negative impacts on the public realm and balance the functionality of these spaces with a high quality urban experience.

- 11.1.55 Parking entries, loading and service facilities should be located at the lane. Where lane access is not available, these elements should be located to minimize impact on key pedestrian and cycling connections and frontages.
- 11.1.56 Screening in the form of feature landscaping or architectural treatment should be provided where required to visually divide service areas from the public realm.
- 11.1.57 Loading spaces may be located at grade open to the lane, but should be solidly roofed to avoid noise and visual impacts. Negative impacts are to be avoided through appropriate height, lighting, painting, and screening (including doors).
- 11.1.58 Loading spaces should be securable at night for safety reasons.
- 11.1.59 Building entrances and layouts should be designed to facilitate easy access to secured bike parking and storage.

*Figure 11.21 - Underground parkade entrance integrated into building architecture*



## 11.2 Residential: Multiplex and Townhouse

### Intent

These ground-oriented building typologies provide for family-friendly housing within the residential areas. They allow for lower density missing middle housing options that provide smaller lot redevelopment options. Form of development should generally follow RR-1 District Schedule and associated design guidelines.

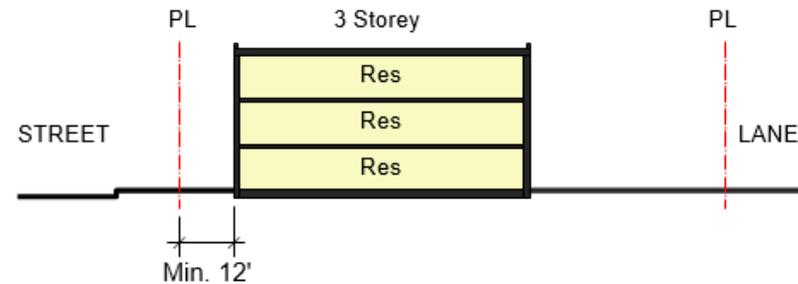
*Figure 11.22 - Key map identifying areas where this typology is enabled*



*Figure 11.23 - Multiplex (axo)*



*Figure 11.23 - Multiplex (section)*



## Density

- 11.2.1 As per RR-1 District Schedule, the maximum floor space ratio is:
- a) Triplex / fourplex: 1.0 FSR.
  - b) Townhouse containing 5 to 8 units: 1.0 FSR.
  - c) 3 storey townhouse containing more than 8 units: 1.2 FSR.
  - d) 4 storey townhouse containing more than 8 units: 1.45 FSR.

## Building Height

- 11.2.2 Building height varies. See RR-1 District Schedule for details.

## Site Requirements

- 11.2.3 Minimum frontage: Varies - See RR-1 District Schedule for details.
- 11.2.4 Minimum lot depth: Varies - See RR-1 District Schedule for details.

## Setbacks

Building setbacks should allow for usable outdoor space for residents, ensure angle of daylight for bedrooms, minimize overlook on the private outdoor space of adjacent homes, and ensure new buildings fit within the overall neighbourhood pattern.

- 11.2.5 Front yard setbacks should be a minimum of 3.7 m (12 ft.). Where possible, larger front yard setbacks that better align with adjacent buildings and provide for usable front yard space without compromising the functionality of rear yard or courtyard spaces are desirable.
- 11.2.6 Side yard setbacks should allow for angle of daylight and access requirements.
- 11.2.7 Where underground parking structures are provided, they should be set back from the fronting property line by 3.7 m (12 ft.) to ensure adequate soil depth for healthy trees.

## Architecture

- 11.2.8 Whether reflecting contemporary approaches to architectural style and form, or drawing on the more traditional characteristics of the existing context, the design should contribute to a streetscape that is both eclectic and cohesive.

*Figure 11.24 - Multiplex heritage restoration.  
Photo credit: MA+HG Architects*



*Figure 11.25 - Photo Credit: Shape Architecture*



## Outdoor Space

Multiplexes and townhouses provide family-friendly homes with direct access to ground level outdoor space. Front and rear yards and courtyards should be designed to provide usable space for activities such as eating, socializing, outdoor play, gardening, and biodiverse planting.

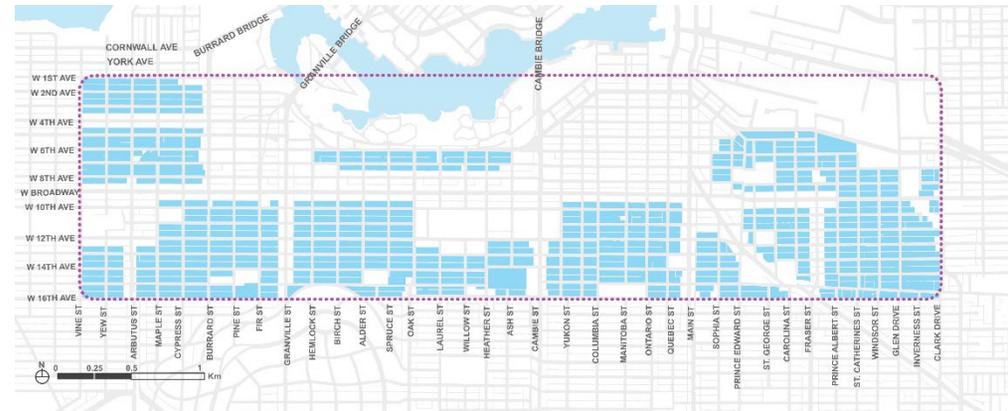
- 11.2.9 Where possible, ground floor units should open onto usable outdoor space.
- 11.2.10 Consider child-friendly design including provision of play areas. Low fencing and/or landscaping can help to delineate private outdoor space while also providing safe spaces for independent play.
- 11.2.11 Courtyards should be designed with durable materials and provide a mix of hardscape and softscape spaces.
- 11.2.12 Where possible provide communal outdoor space suitable for families in addition to private patios/balconies.

## 11.3 Residential: Low-Rise Apartment

### Intent

Low-rise apartments provide missing middle housing opportunities for people at all stages of life and are well suited to provide fully accessible family sized units with access to private outdoor space. Form of development should generally follow RR-2A, RR-2B, and RR-2C District Schedules and associated design guidelines. In addition, the following design guidance should apply. An option to include small scale, local serving retail/commercial space is also included.

*Figure 11.26 - Key map identifying areas where this typology is enabled*



*Figure 11.27 - Typical 4 storey apartment (axo)*



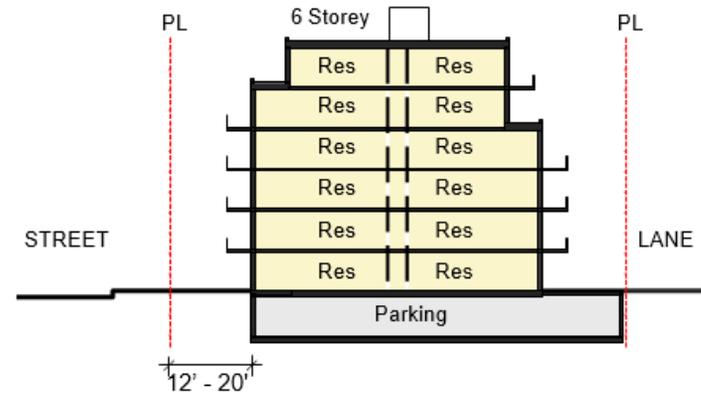
*Figure 11.28 - Typical 4 storey apartment (section)*



*Figure 11.29 - Typical 6 storey apartment (axo)*



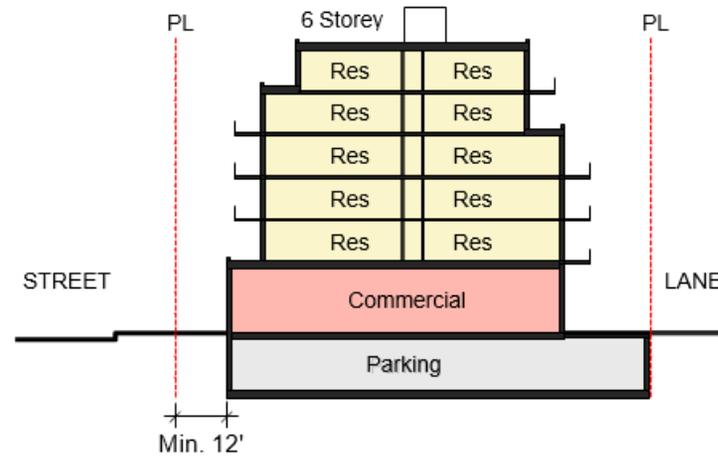
*Figure 11.30 - Typical 6 storey apartment (section)*



*Figure 11.31 - Local serving retail/commercial at grade*



*Figure 11.32 - Local serving retail/commercial at grade (section)*



## Density

- 11.3.1 As per RR-2A, RR-2B, and RR-2C District Schedules, the maximum floor space ratio is:
- a) 4 storeys: 1.75 FSR.
  - b) 4 storeys (corner site with lane): 2.0 FSR.
  - c) 5 storeys: 2.2 FSR.
  - d) 5 storeys (corner site with lane): 2.4 FSR.
  - e) 6 storeys: 2.4 FSR.
  - f) 6 storeys (corner site with lane): 2.7 FSR.
- 11.3.2 A modest increase in density may be considered with the inclusion of local serving commercial uses.

## Building Height

- 11.3.3 Varies - refer to RR-2A, RR-2B, and RR-2C District Schedules for details.
- 11.3.4 Additional height permitted for floor to floor height increase with ground level commercial uses.

## Site Requirements

- 11.3.5 As per RR-2A, RR-2B, and RR-2C District Schedules, minimum frontages areas follows:
- a) 4-5 storey: 20.1 m (66 ft.).
  - b) 6 storey (2.4 FSR interior site): 30.1 m (99 ft.).
  - c) 6 storey (2.7 FSR corner site): 40.2 m (132 ft.).

- 11.3.6 In addition to the requirements set out in RR-2A, RR-2B, and RR-2C, the following limits on lot assembly are desired:
- a) Interior site: limit assembly to a maximum site frontage of 40.2 m (132 ft.).
  - b) Corner site: limit assembly to a maximum site frontage of 60.1 m (200 ft.).

## Setbacks

Building setbacks should allow for usable outdoor space for residents, ensure angle of daylight for bedrooms, minimize overlook on the private outdoor space of adjacent homes, and ensure new buildings fit within the overall neighbourhood pattern.

- 11.3.7 Front yard setbacks should be a minimum of 3.7 m (12 ft.). Where possible, larger front yard setbacks that better align with adjacent buildings and provide more usable outdoor space for ground floor units are desirable.
- 11.3.8 Setback reductions may be permitted for at grade local serving commercial use with appropriate allowances for seating areas, pedestrian movement, and compatibility with adjacent uses.
- 11.3.9 Side yard setback should be a minimum of 1.8 m (6 ft.) for 4 storey, and 2.4 m (8 ft.) for 5 and 6 storey buildings.
- 11.3.10 Step backs are required at the uppermost floor, additional rear step backs are encouraged to improve the transition to the surrounding neighbourhood.
- 11.3.11 Underground parking structures set back from the fronting property line by 3.7 m (12 ft.) to ensure adequate soil depth for healthy trees are desired.

## Outdoor Space

To enhance the liveability of low-rise apartment buildings, access to outdoor space should be prioritized and allow for a range of activities including eating, socializing, outdoor play, gardening, and enjoyment of nature. Outdoor spaces should be designed for functionality of these private/semi-private spaces.

- 11.3.12 Where possible, ground floor units should open onto usable outdoor space.
- 11.3.13 Where ground floor units are accessed primarily from an interior corridor, their outdoor spaces should be designed as 'backyards' with improved privacy screening and more generous dimensions.

- 11.3.14 Rooftop amenity spaces should be designed for microclimate and comfort-appropriate tree/planting species, and protection from wind, sun and rain.

## Architecture

Low-rise apartments should respond to the residential character of their surroundings through appropriate scale, proportions and the use of high quality materials and details.

- 11.3.15 Whether reflecting contemporary approaches to architectural style and form, or drawing on the more traditional characteristics of the existing context, the design of low-rise apartments should contribute to a streetscape that is both eclectic and cohesive.
- 11.3.16 Where local serving commercial uses are included, a minimum 4.5 m (15 ft.) floor-to-floor height for ground floor commercial use is desired.
- 11.3.17 Where local serving commercial uses are provided, care and attention should be taken in the design to limit potential noise impacts on adjacent homes.

## Interface with the Public Realm - Local Serving Commercial

Where local serving commercial uses are provided within residential neighbourhoods, buildings should complement the character and qualities of their surroundings and reinforce a fine-grain fabric, with active storefronts, transparent windows, and a focus on visual interest and storefront placemaking.

- 11.3.18 Provide small storefronts with a maximum frontage of 9.1 m (30 ft.) to 15.3 m (50 ft.), except for grocery retail, to support small businesses and active storefronts.
- 11.3.19 Local serving commercial uses should be clearly delineated with architectural features that emphasize a scale appropriate for the neighbourhood.
- 11.3.20 Restaurant/café patio space at the street level is encouraged.
- 11.3.21 Privately owned public space at the street level is encouraged.

## 11.4 Residential: Mid to High-Rise Apartment

### Intent

Mid to high-rise buildings will provide increased housing opportunities within quiet residential neighbourhoods. Building and site design should ensure new development is sensitive to context, responds to the pattern and character of the existing neighbourhood, and minimizes shadowing and overlook impacts on adjacent homes and open space.

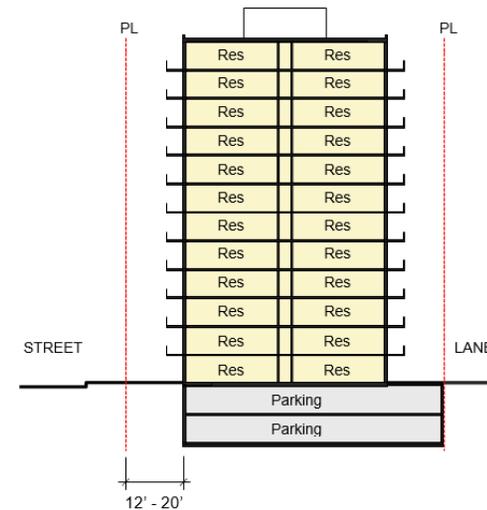
*Figure 11.33 - Key map identifying areas where this typology is enabled*



*Figure 11.34 - Typical 20 storey apartment (axo)*



*Figure 11.35 - Typical 12 storey apartment (section)*



## Building Height

- 11.4.1 Mid- to high-rise residential apartment typologies will be considered between 12 - 20 storeys. Specific allowable building heights by policy area can be found in Chapters 8-10.
- 11.4.2 A consistent 4-storey podium should be provided in residential areas to create a consistent street wall that is compatible with existing neighbourhood character and preserves solar access across the street.
- 11.4.3 Where it can be demonstrated that a relocation of density to the podium will improve solar access to nearby key public spaces (parks, public school yards, and village shopping streets/plazas) podium heights up to 6 storeys in height may be considered.
- 11.4.4 Additional height will be considered for floor-to-floor height increase with ground level commercial uses.

*Figure 11.36 - Typical 20 storey apartment (axo)*



## Site Requirements

- 11.4.5 Minimum frontage: 45.7 m (150 ft.).
- 11.4.6 Minimum lot depth: 33.5 m (110 ft.); rear laneway required.

## Setbacks

Setbacks for mid- to high-rise residential buildings should balance the liveability of new homes (usable outdoor space, daylight and ventilation) with those of the broader community (minimizing overlook and shadowing).

### Podium

- 11.4.7 Front yard setbacks should be a minimum of 3.7 m (12 ft.). Where possible, larger front yard setbacks that better align with adjacent buildings and provide more usable outdoor space for ground floor units are desirable.
- 11.4.8 Underground parking structures should be set back from the front property line to ensure adequate soil depth for healthy trees.
- 11.4.9 Side yard setbacks for the podium should be a minimum of 2.4 m (8 ft.).
- 11.4.10 Rear yard setbacks should allow for usable ground floor outdoor space, support the liveability of residential units, and consider solar access and overlook for adjacent properties.

### Tower Floor Plates

- 11.4.11 For lot depths of 36.6 m (120 ft.) or greater, maximum tower floor plates of 604 m<sup>2</sup> (6,500 ft.<sup>2</sup>) are recommended.
- 11.4.12 For lot depths less than 36.6 m (120 ft.), tower floor plates less than 604 m<sup>2</sup> (6,500 ft.<sup>2</sup>) will be recommended to ensure adequate setbacks and solar access.

### Tower Separation

- 11.4.13 A residential tower will be considered as any part of a building higher than 4 storeys with the exception of developments where a 6 storey podium is permitted as per policy 11.4.3.

## Outdoor Space

To enhance the liveability of mid- and high-rise apartment buildings, outdoor space should be prioritized and allow for a range of activities for all ages including eating, socializing, outdoor play, gardening, and enjoyment of nature. Providing housing for families in mid- to high-rise buildings is enhanced by the inclusion of private outdoor space and thoughtful communal play spaces.

- 11.4.14 Where possible, ground floor units should open onto usable outdoor space.
- 11.4.15 Where ground floor units are accessed primarily from an interior corridor, outdoor spaces should be designed as 'backyards' with improved privacy screening and more generous dimensions.
- 11.4.16 Shared outdoor amenity space should be provided at the ground floor, podium and/or rooftop.
- 11.4.17 A portion of the shared outdoor amenity space should be designed to support children's play with a focus on flexible features, innovative play spaces, and exploratory structures.

*Figure 11.37 - Children's play space*



*Figure 11.38 - Outdoor amenity space*



*Figure 11.39 - Communal gardening space*



## Architecture

The architecture of mid- to high-rise residential buildings should provide attractive near views and reflect the primarily residential character of their surroundings.

- 11.4.18 Building form, massing, and design should reduce the apparent scale of the building, provide human-scaled design at ground level, and mitigate both overlook and shadowing.
- 11.4.19 Buildings should promote socialization among residents and include sufficient co-located indoor and outdoor amenity spaces.
- 11.4.20 Where local serving commercial uses are included, a minimum 4.5 m (15 ft.) floor-to-floor height for ground floor commercial use is desired.
- 11.4.21 Where local serving commercial uses are provided, care and attention should be taken in the design to limit potential noise impacts on adjacent homes.

## Interface with the Public Realm - Local Serving Commercial

Where local serving commercial uses are provided within residential neighbourhoods, buildings should complement the character and qualities of the surrounding neighbourhood and reinforce a fine-grain fabric, with active storefronts, transparent windows, and a focus on visual interest and storefront placemaking.

- 11.4.22 Provide small storefronts with a maximum frontage of 9.1 m (30 ft.) - 15.3 m (50 ft.), except for grocery retail, to support small businesses and active storefronts.
- 11.4.23 Local serving commercial uses should be clearly delineated with architectural features that emphasize a scale appropriate for the neighbourhood.
- 11.4.24 Restaurant/café patio space at street level is encouraged.
- 11.4.25 Privately owned public space at street level is encouraged.

*Figure 11.40 - Commercial interface*

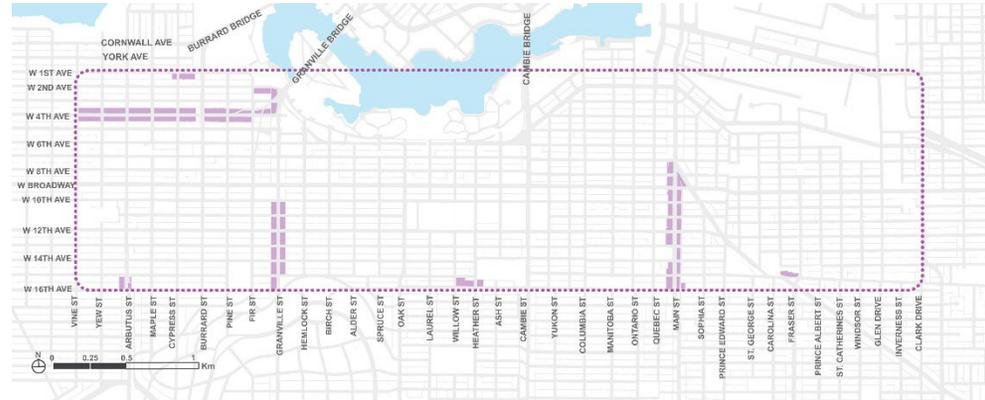


## 11.5 Mixed-Use: Low-Rise (Villages)

### Intent

Villages are cherished and distinctive neighbourhood shopping areas. These places will change gradually over time, retaining their eclectic and fine-grained character through low-rise forms, small storefronts and a welcoming and engaging public realm. Form of development should generally follow the applicable District Schedule (C-2, C-2B, C-2C, or C-3A) and associated design guidelines. In addition, the following design guidance should apply.

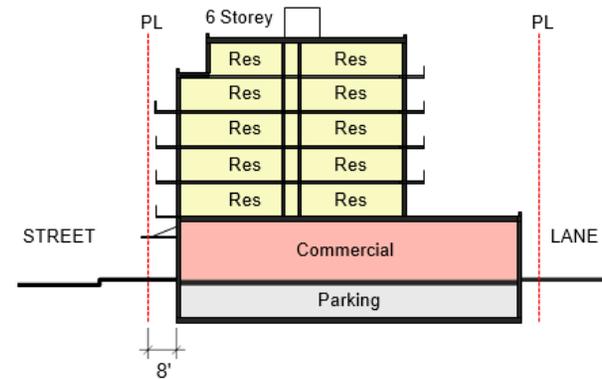
*Figure 11.41 - Key map identifying areas where this typology is enabled*



*Figure 11.42 - Low-rise mixed-use (axo)*



*Figure 11.43 - Low-rise mixed-use (section)*



## Building Height and Setbacks

11.5.1 Varies - see applicable District Schedule for details.

## Outdoor Space

11.5.2 Privately owned public space at street level is encouraged.

11.5.3 Outdoor spaces associated with ground floor commercial should be flexible and feature high-quality, durable finishes. Consider integration of planting areas into patio spaces.

11.5.4 Private amenity space on rooftop or podium is encouraged to support outdoor activities - eating, gathering, gardening, and children's play.

## Architecture

11.5.5 Mixed-use buildings should have a clear hierarchy of base and upper elements. Ground floor levels should be pedestrian scaled with particular attention paid to high quality materials and detailing.

11.5.6 Courtyards are encouraged to be incorporated into new mixed-use developments where lot depth allows. Courtyards must have a minimum clear width of 6.1 m (20 ft.).

11.5.7 As new development will occur incrementally, there will be cases where blank side walls will temporarily exist. The interim treatment of these walls is important to the quality of the streetscape environment.

11.5.8 Blank walls, created in the interim, should consider architectural detailing that helps to soften their visual impact on the street and on adjacent properties.

*Figure 11.44 - Clear hierarchy of base and upper elements*



## 11.6 Mixed-Use: Mid to High-Rise

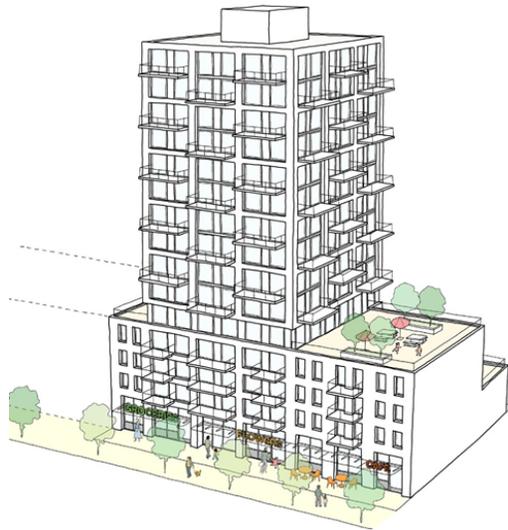
### Intent

Mid to high-rise mixed-use buildings will support commercial streets and/or districts that are welcoming and enjoyable places for people to experience. They will provide an appropriate street scale and pedestrian interest/comfort.

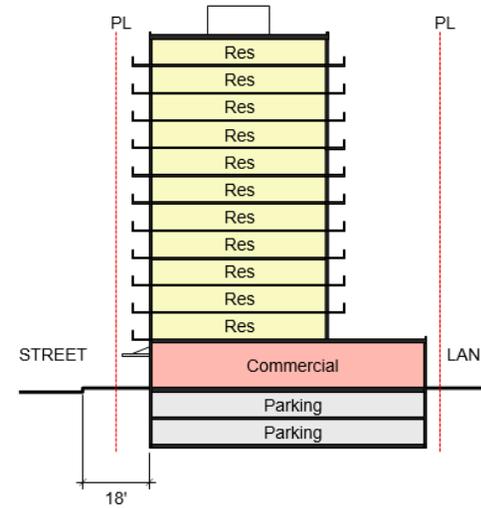
*Figure 11.45 - Key map identifying areas where this typology is enabled*



*Figure 11.46 - High-rise mixed use (axo)*



*Figure 11.47 - High-rise mixed use (section)*



## Building Height

- 11.6.1 Varies between 12 to 25 storeys. Specific allowable building heights by policy area can be found in Chapters 8-10.
- 11.6.2 A consistent 4-storey podium should be provided in mixed-use areas to create a consistent street wall and minimize shadowing on the opposite sidewalk.
- 11.6.3 Where it can be demonstrated that a relocation of density to the podium will improve solar access to nearby key public spaces (parks, public school yards, and village shopping streets/plazas) and/or for buildings with inclusionary social housing, podium heights up to 6 storeys in height may be considered.
- 11.6.4 A minimum 5.2 m (17 ft.) floor-to-floor height for ground floor commercial use is desired.

## Site Requirements

- 11.6.5 Minimum frontage is generally 45.7 m (150 ft.) although may be reduced in select locations as identified in Chapters 8-10.
- 11.6.6 Minimum lot depth: 36.6 m (120 ft.) is desired.
- 11.6.7 Laneway at the rear property line will generally be required in most locations.

## Setbacks

Setbacks for mixed-use buildings should provide enough space for active uses, patios, and increased pedestrian presence at grade while also ensuring the liveability of residential units, appropriate tower separation, and mitigation of overlook and shadowing.

### Podium

- 11.6.8 Front yard setbacks should generally be a minimum of 5.5 m (18 ft.) from back of curb to building face on commercial streets to accommodate flexible space for walking, sitting, cafes, signage and other elements of the public realm.
- 11.6.9 Rear yard setbacks should ensure a more pedestrian-friendly lane interface; allow for appropriate tower separation; support the liveability of residential units; consider solar access to the surrounding public realm; and mitigate overlook.

- 11.6.10 Side yard setbacks may not generally be necessary except on corner sites where a minimum setback of 3.6 m (12 ft.) may apply.
- 11.6.11 Underground parking structures should be set back from the front property line where feasible to ensure adequate soil depth for healthy trees.

#### **Tower**

- 11.6.12 Towers should generally have more generous side yard setbacks to allow appropriate transitions to adjacent properties and the public realm.
- 11.6.13 Front and rear yard tower setbacks should allow for appropriate tower separation, consider the liveability of residential units, and solar access to the surrounding public realm.

#### **Tower Floor Plates**

- 11.6.14 For lot depths 36.6 m (120 ft.) or greater, a maximum tower floor plate of 604 m<sup>2</sup> (6,500 ft.<sup>2</sup>) is recommended.
- 11.6.15 For lot depths less than 36.6 m (120 ft.), tower floor plates less than 604 m<sup>2</sup> (6,500 ft.<sup>2</sup>) will be recommended to ensure adequate setbacks and solar access.

#### **Tower Separation**

- 11.6.16 For the purposes of these guidelines, a mixed-use tower will be considered as any part of a building higher than 4 storeys with the exception of developments where a 6-storey podium is permitted as per policy 11.6.3.

*Figure 11.48 - Commercial interface*



*Figure 11.49 - Commercial interface*



## Outdoor Space

To enhance the liveability of mixed-use buildings, outdoor space on the rooftop and podium should be prioritized and allow for a range of activities for all ages including eating, socializing, outdoor play, gardening, and enjoyment of nature. Providing housing for families in mid- to high-rise buildings should include private outdoor space and thoughtful communal play spaces that wouldn't be possible in other housing types.

- 11.6.17 Privately owned public space at podium and street level is encouraged.
- 11.6.18 Landscape design should seek to improve legibility of uses at ground level. This may include delineation of residential entries from retail through use of paving, planting and furnishings.
- 11.6.19 Outdoor spaces associated with ground floor commercial should be flexible and feature high-quality, durable finishes.
- 11.6.20 Shared outdoor amenity space should be provided (on the rooftop or podium) to support outdoor activities.
- 11.6.21 Design a portion of the outdoor amenity to support children's play with a focus on flexible features, innovative play spaces, and exploratory structures.

## 11.7 Broadway: Mixed-Use Residential

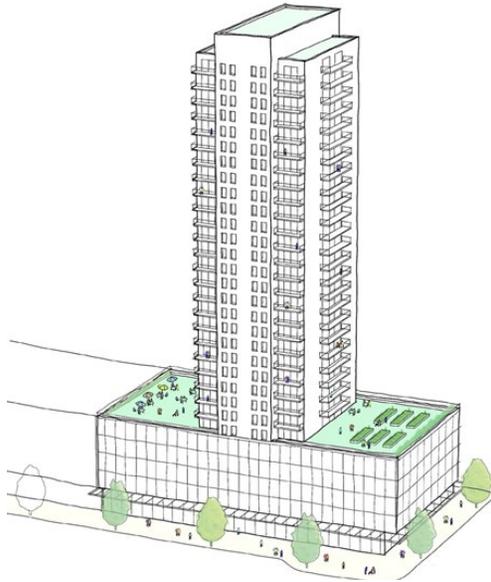
### Intent

These areas are vibrant, high density places with a mix of housing and job space, as well as shops, services and amenities. Building architecture should express and reinforce the prominence of Broadway as a Great Street and the role of these areas within Vancouver’s “second downtown”. Developments are expected to deliver high quality design and amenities for their residents and contribute positively to the overall public realm and city skyline. Streetscape improvements, active ground floor commercial uses and gathering places should foster a lively public realm and integrate with the new transit stations, creating hubs of round-the-clock vitality.

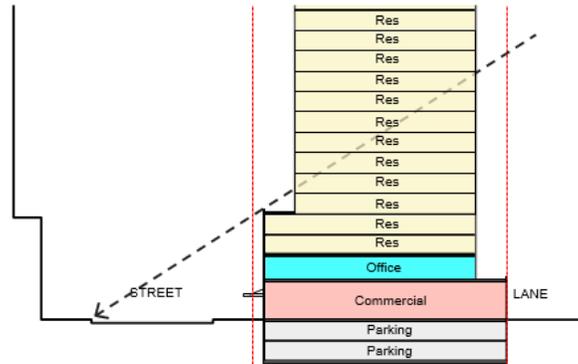
*Figure 11.50 - Key map identifying areas where this typology is enabled*



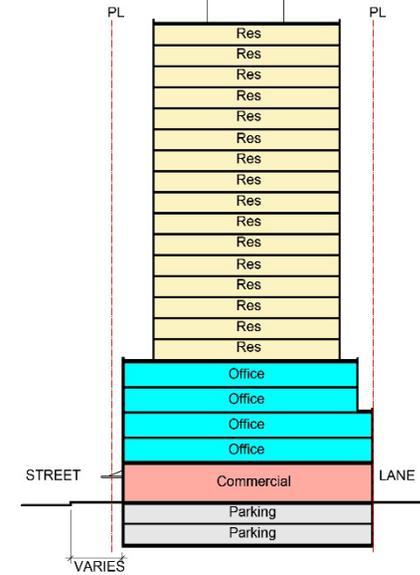
*Figure 11.51 - Broadway - Residential (commercial podium)*



*Figure 11.52 - Podium heights to maintain solar access (residential podium)*



*Figure 11.53 - Broadway - Residential (commercial podium)*

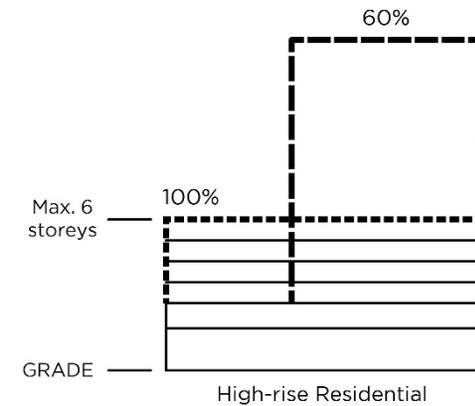


## Building Height

Tower heights should respond directly to the significant rapid transit investment along Broadway with the tallest buildings generally located at or near station sites that provide transit supportive integration considerations, and a general pattern of descending heights away from the stations.

- 11.7.1 Tower heights range between 30 to 40 storeys in station areas and 20 to 30 storeys in shoulder areas. Specific allowable building heights by policy area can be found in Chapters 8-10.
- 11.7.2 Floor-to-floor height of 5.2 m (17 ft.) is desired for ground level commercial use.

*Figure 11.54 - High-rise residential frontage guidelines*



- 11.7.3 A mix of 4- to 6-storey podiums is desired along Broadway to create a consistent streetwall while also minimizing shadows on the north sidewalk. A maximum height of 6-storeys should be provided for residential mixed-use podiums. A maximum height of 5-storeys should be provided for commercial mixed-use podiums.
- 11.7.4 Relocation of density to the podium will be considered where it can be demonstrated to meet key City objectives and subject to urban design performance including solar access considerations.
- 11.7.5 Where portions of the building exceed the above podium heights it is recommended that they occupy no more than 60% of the site frontage.

## Site Requirements

- 11.7.6 Minimum frontage is 45.7 m (150 ft.).

## Setbacks

Broadway will be transformed into a Great Street with active uses, patios, and increased pedestrian presence at the ground level. The following setbacks aim to accommodate the volume of pedestrian traffic anticipated as well as public amenities such as boulevard patios, planting, seating and large street trees.

- 11.7.7 Recommended minimum of 7.5 m (25 ft.) from back of curb to building face at station blocks and minimum of 5.5 m (18 ft.) elsewhere along Broadway to accommodate flexible space for walking, sitting, cafes, signage and other elements of the public realm.
- 11.7.8 Rear yard setbacks should ensure a more pedestrian-friendly lane interface, allow for appropriate tower separation, support liveability of residential units, consider solar access to the surrounding public realm, and mitigate overlook.
- 11.7.9 Side yard setbacks are generally not necessary except on corner sites where a minimum setback of 3.6 m (12 ft.) is recommended.
- 11.7.10 Enhanced setbacks on north-south streets are strongly encouraged to support patios and open space, views to the North Shore Mountains, and solar access to the public realm.

## Tower Floor Plates

11.7.11 A maximum tower floor plate of 604 m<sup>2</sup> (6,500 ft.<sup>2</sup>) is recommended.

## Tower Separation

11.7.12 A mixed-use residential tower will be considered as any part of a building above 6 storeys for residential podium and 5 storeys for commercial podium with the exception of developments where a higher podium is permitted as per policy 11.7.4.

## Outdoor Space

To enhance the liveability of high-rise mixed-use buildings, outdoor space on the rooftop and podium should be prioritized and allow for a range of activities for all ages including eating, socializing, outdoor play, gardening, and enjoyment of nature. Providing housing for families in high-rise buildings should be supported by the inclusion of private outdoor space and thoughtful communal play spaces that wouldn't be possible in other housing types.

- 11.7.13 Shared outdoor amenity space should be provided (on the rooftop or podium) to support outdoor activities.
- 11.7.14 Integration of outdoor kitchen space and an adjacent washroom is encouraged to support communal meals and gathering.
- 11.7.15 Design a portion of the outdoor amenity to support children's play with a focus on flexible features, innovative play spaces, and exploratory structures.

*Figure 11.55 - Outdoor space on podium*



## Architecture

- 11.7.16 Tall buildings should be located on Broadway and set back from side streets. Building height along the side streets should correspond to the change in topography (i.e. step down the hill).
- 11.7.17 Thoughtful articulation of grade changes along Broadway and around corners is necessary. Utilize grade change devices such as patios, planting, ramps and stairs in ways that ensure universal accessibility and support functionality.

*Figure 11.56 - Residential mixed-use with commercial podium*



*Figure 11.57 - Interface with public realm*



## Views

Views to key natural features and landmarks help people orient themselves in the city and connect them to their natural surroundings. This is particularly important for wayfinding at transit stations and along key routes for people walking or cycling.

- 11.7.18 Figure 11.58 identifies street end views that should be treated with particular attention. In these areas, enhanced side yard setbacks are encouraged and buildings should step back above one storey in height to increase view angles to the north.
- 11.7.19 Other protected public views identified in City policies and guidelines will also be applicable.
- 11.7.20 Buildings between corner sites on the north side of Broadway should encourage views through the development. Designs could include: views through grade level glazing, covered open space (arcades) under buildings, and through open space.

*Figure 11.58 - Views to the north at key intersections*



*Figure 11.59 - View protection*

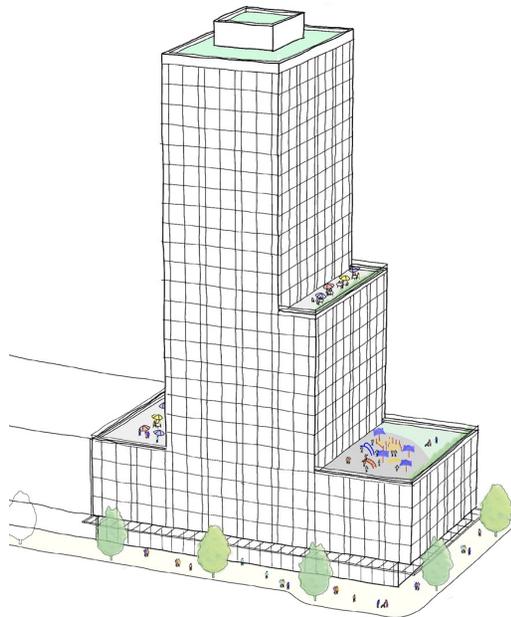


## 11.8 Broadway: Office

### Intent

Office buildings along Broadway express and reinforce the prominence of Broadway as a Great Street and the role of these areas within Vancouver’s “second downtown”. Developments are expected to deliver high quality design and amenities for their tenants and contribute positively to the overall public realm and city skyline. Streetscape improvements, active ground floor commercial uses and gathering places will foster a lively public realm and integrate with the new transit stations, creating hubs of round-the-clock vitality.

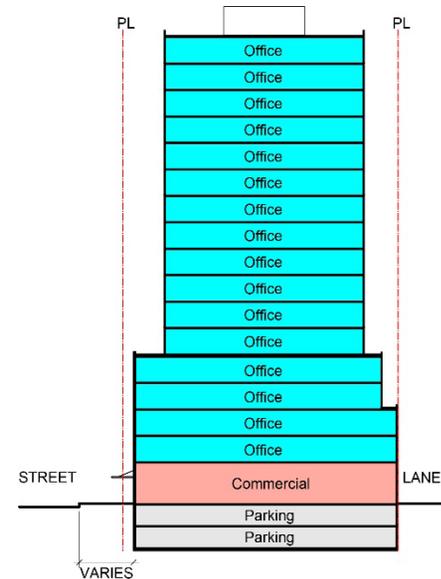
*Figure 11.61 - High-rise office (axo)*



*Figure 11.60 - Key map identifying areas where this typology is enabled*



*Figure 11.62 - Broadway Office Tower (section)*

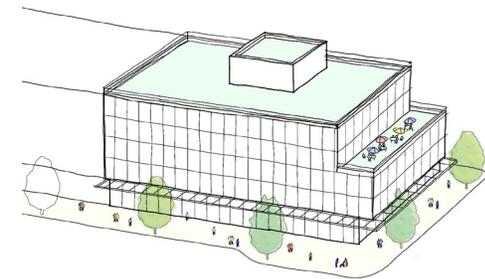


## Building Height

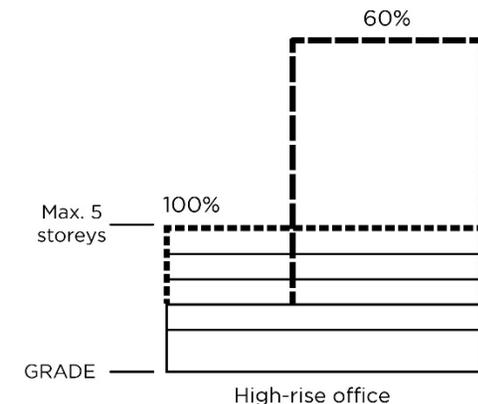
Tower heights should respond directly to the significant rapid transit investment along Broadway with the tallest buildings generally located at or near station sites that provide transit supportive integration considerations, and a general pattern of descending heights away from the stations.

- 11.8.1 Tower heights range between 24 to 32 storeys in station areas and Uptown, and 16 to 24 storeys in shoulder areas. Specific allowable building heights by policy area can be found in Chapters 8-10.
- 11.8.2 Minimum floor-to-floor height of 5.2 m (17 ft.) is desired for ground level commercial use.
- 11.8.3 Maximum podium height and low-rise office height of 5-storeys to allow for sunlight on the north side of the street.
- 11.8.4 Relocation of density to the podium will be considered where it can be demonstrated to meet key City objectives and subject to urban design performance including solar access considerations
- 11.8.5 Where portions of the building exceed the above podium heights it is recommended that they occupy no more than 60% of the site frontage.

*Figure 11.63 - Low-rise office (axo)*



*Figure 11.64 - High-rise office frontage guidelines*



## Site Requirements

- 11.8.6 Minimum frontage is generally 45.7 m (150 ft.) for high-rise office development, although may be reduced in select locations as identified in Chapters 8-10.

## Setbacks

Setbacks aim to accommodate Broadway as a Great Street. This includes active uses, patios, and lots of people moving on the ground level as well as public amenities such as boulevard patios, planting, seating and large street trees.

- 11.8.7 Recommended minimum of 7.5 m (25 ft.) from back of curb to building face at station blocks and minimum of 5.5 m (18 ft.) elsewhere along Broadway to accommodate flexible space for walking, sitting, cafes, signage and other elements of the public realm.
- 11.8.8 Rear yard setbacks should ensure a more pedestrian-friendly lane interface; allow for appropriate tower separation; support the liveability of residential units; consider solar access to the surrounding public realm; and mitigate overlook.
- 11.8.9 Enhanced setbacks on north-south streets would be strongly encouraged to support patios and open space, views to the North Shore Mountains, and solar access to the public realm.

## Tower Floor Plates

- 11.8.10 A maximum tower floor plate of 743 m<sup>2</sup> (8,000 ft.<sup>2</sup>) to 930 m<sup>2</sup> (10,000 ft.<sup>2</sup>) is recommended.

## Tower Separation

- 11.8.11 An office tower will be considered as any part of a building higher than 5 storeys with the exception of developments where a higher podium is permitted as per 11.8.5.

## Outdoor Space

Outdoor space provided in office towers has been shown to improve employee satisfaction and productivity. With more people working and living in the Broadway Plan area there is also a need for new and enhanced outdoor open spaces. Through the provision of discrete or small scale on-site open spaces, development proposals will in part be evaluated by their contribution to the community's network of open and green spaces.

- 11.8.12 Outdoor space on rooftops and podiums should be provided for office buildings. The space should be designed to allow for a range of activities that support healthy workplaces. This includes amenities for lunch breaks, exercise, reprieve and socializing with colleagues.
- 11.8.13 Privately owned public space (POPS) is strongly encouraged alongside an active ground floor amenity space or retail edge.
- 11.8.14 Where the provision of childcare is anticipated, these facilities should be located at the podium level contiguous with required outdoor space. Innovative building design and massing strategies are encouraged to accommodate outdoor play space in a way that maximizes access to sunlight. See *Childcare Design Guidelines*.

*Figure 11.65 - Outdoor play space on podium*



## Architecture

Architecture should be of its time and place and reflect Vancouver's aspirations as an internationally recognized city, known for its liveability and commitment to sustainability and high quality urban design. These significant building forms will be evaluated based on their contribution to the skyline and architectural excellence.

- 11.8.15 Reinforce the near view and emphasize proportions at the scale of the pedestrian with intrinsically high-quality materials, detailing, and clear visual access from exterior to interior spaces.
- 11.8.16 Building form and massing should also be designed with consideration for sunlight access to adjacent streets (particular at the corners), plazas, courtyards, pedestrian mews, rooftop amenities, gardens, and common areas, wherever possible.
- 11.8.17 Tall buildings should be located on Broadway and set back from side streets. Building height along the side streets should correspond to the change in topography (i.e. step down the hill).
- 11.8.18 Interior atrium spaces with generous landscaping and amenity are encouraged.

*Figure 11.66 - Outdoor play space on podium*



## Interface with the Public Realm

- 11.8.19 Ground floor commercial use should be clearly delineated with architectural features that emphasize a scale appropriate for Broadway as a Great Street.
- 11.8.20 Office entrances should be prominent and distinctive. Larger office lobbies should be designed to be visible from the public realm, and include features such as art installations, attractive lighting installations, and high-quality finishes.
- 11.8.21 Commercial uses on active lanes should provide facades with visual interest and seek opportunities to incorporate planting. This will create enjoyable pedestrian spaces while maintaining servicing and utility functions.
- 11.8.22 Thoughtful articulation of grade changes along Broadway and around corners is necessary. Deploy grade change devices such as patios, planting, ramps and stairs in ways that ensure universal accessibility and support functionality.
- 11.8.23 Landscape design should seek to improve legibility of uses at ground level. This may include delineation of office entries from retail through use of paving, planting and furnishings.

*Figure 11.67 - Interface with public realm*



## Views

Views to key natural features and landmarks can help people to orient themselves in the city and connect them to their natural surroundings. This is particularly important for wayfinding at transit stations and along key routes for people walking or cycling.

- 11.8.24 Figure 11.68 identifies select views that should be treated with particular attention. In these areas, buildings should have enhanced setbacks on the north-south street and step back above one storey in height to increase view angles to the north.
- 11.8.25 Other protected public views identified in City policies and guidelines will also be applicable.
- 11.8.26 Buildings between corner sites on the north side of Broadway should encourage views through the development. Designs could include: views through grade level glazing, covered open space (arcades) under buildings, and through open space.

*Figure 11.68 - Views to the north*



## 11.9 Industrial/Employment

### Intent

New industrial/employment buildings will contribute to the unique industrial character of these areas, complementing the eclectic mix of new and existing industrial and mixed-use industrial-commercial buildings, retained heritage buildings, and arts and cultural spaces. Small-scale retail and food and beverage options will provide services and amenities for area employees as well as foster pedestrian interest and activity.

*Figure 11.69 - Key map identifying areas where this typology is enabled*



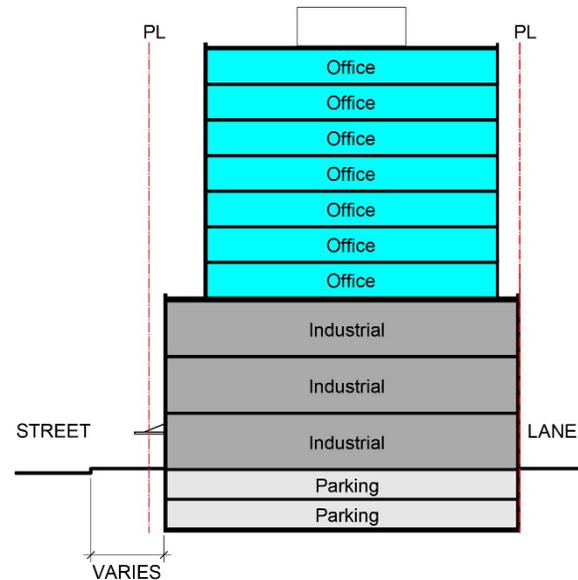
*Figure 11.70 - Mid-rise industrial/employment (min 50% industrial component)*



*Figure 11.71 - Low-rise industrial/employment (min 33% industrial component)*



*Figure 11.72 - Industrial (section)*



## Building Height

- 11.9.1 Varies between 4-7 storeys (medium intensity projects which deliver the minimum 33% of floor area as industrial uses.). Specific allowable building heights by policy area can be found in Chapters 8-10.
- 11.9.2 Varies between 8-11 storeys (exceptional higher intensity industrial projects which deliver a minimum of 50% of floor area as industrial uses). Specific allowable building heights by policy area can be found in Chapters 8-10.
- 11.9.3 Podium elements are permissible up to 3 storeys.

## Site Requirements

- 11.9.4 Minimum frontage is 45.7 m (150 ft.) for 8-11 storeys (a minimum of 50% of floor area as industrial uses).

## Setbacks

- 11.9.5 Ground floor setbacks may be required to accommodate the desired streetscape condition including space for maker space, café seating, signage and clear unobstructed space for walking.

## Floor Plates

- 11.9.6 A maximum tower floor plate of 930 m<sup>2</sup> (10,000 ft.<sup>2</sup>) is recommended.

## Tower Separation

- 11.9.7 An industrial/employment tower will be considered as any part of a building higher than 3 storeys (N/A for buildings on smaller sites without a podium element).

## Outdoor Space

Outdoor space provided in office towers has been shown to improve employee satisfaction and productivity.

- 11.9.8 Outdoor space on rooftops and podiums in this typology should allow for a range of activities that support healthy workplaces. This includes amenities for lunch breaks, exercise, reprieve and socializing with colleagues.
- 11.9.9 Privately owned public space (POPS) is strongly encouraged alongside active ground floor retail/commercial edges.
- 11.9.10 Interior atrium spaces with generous landscaping and amenity are encouraged.
- 11.9.11 Where the provision of childcare is anticipated, these facilities should be located at the podium level contiguous with required outdoor space. Innovative building design and massing strategies are encouraged to accommodate outdoor play space in a way that maximizes access to sunlight. See *Childcare Design Guidelines*.

## Architecture

- 11.9.12 Architecture should reflect the character of the existing industrial context, while considering the historical and the emerging character of the area.
- 11.9.13 Buildings should reinforce the near view and emphasize proportions at the scale of the pedestrian with intrinsically high-quality materials, detailing, showcasing outdoor work spaces, and clear visual access from exterior to interior spaces.
- 11.9.14 Industrial spaces must be considered in terms of functionality. Recommended minimum 6.1 m (20 ft.) floor-to-floor height for each level of industrial use is desired. Additional height may be necessary where an industrial level incorporates a mezzanine.

*Figure 11.73 - Building design reflecting industrial character*



## Interface with the Public Realm

- 11.9.15 Ground floor frontages should contribute to the eclectic nature of industrial areas. This will range from being clearly identifiable, continuous and transparent to opaque for industrial functionality. In the case of opaque facades, treatments can provide visual interest in the form of murals, vertical planting, seating and textured finishes.
- 11.9.16 Where applicable, active commercial uses should wrap the corner, providing patios (for restaurant/café or brewery) with a softer landscape transition to the lane.
- 11.9.17 Industrial lanes should provide visual interest by creating engaging facades and murals.
- 11.9.18 Thoughtful consideration of ground level outdoor industrial uses (loading, storage, etc.) with public realm is required, particularly at lanes.

## 11.10 Transit Integration and Urban Interface

Maximising development opportunities in close proximity to rapid transit stations provides well-located housing, job space and community benefits where it is most accessible. Secondary station entrances enhance passenger capacity, accessibility, connectivity and pedestrian safety, allowing infrastructure investments to meet future needs. Right-sized public space and multi-modal routes located adjacent to station entry points encourage a vibrant public realm while improving connectivity and access to transit. Design consideration of development overbuild that complements station architecture presents a unified approach to integration so that the station and overbuild appear as one seamless, cohesive development. The Broadway Subway Station designs have been future-proofed to respond to development that follows the completion of the transit project, in order to provide enhanced urban design and mobility considerations along with streamlined integration of rapid transit infrastructure.

*Figure 11.74 - Transit station integration*



## Development Overbuild of Station Sites

Development overbuild of station sites should present a sympathetic response to the station entrance design. The following guidelines should be applied to development overbuild that is connected to or includes a station entrance site.

- 11.10.1 Where possible, development should overbuild the full footprint of the station entrance.
- 11.10.2 Form and massing of the station overbuild should ensure a continuous street wall along the Broadway frontage, as well as cross streets.
- 11.10.3 The design response should ensure there are no perceptible gaps between the station entrance and overbuild so that the development overall presents as a singular, cohesive building.
- 11.10.4 All glazing and cladding systems should be consistent and complementary to the station design expression including colour and finish as well as spacing and module size.
- 11.10.5 The paving treatment outside the station overbuild development should complement the flooring selection within the enclosed station entrance and/ or transit plaza.
- 11.10.6 High quality transit supportive site amenities (e.g. seating, cycling facilities, extended weather protection and other site furnishings) should be provided.
- 11.10.7 Where required, transit system infrastructure (e.g. fire and life safety equipment, ventilation grates, signage, lighting and bollards) should be integrated into the building and site design in a way that enhances the public realm.
- 11.10.8 Where possible, an additional station entrance door should be installed to enhance the permeability of the station.
- 11.10.9 Where applicable, rooftop condensers above the station should be relocated to optimize overbuild potential, architecturally screened and provided with any required noise and vibration mitigation.
- 11.10.10 Underground parking stalls should be provided to replace any current surface transit service parking stalls.
- 11.10.11 A direct access point for transit staff should be provided between station concourse and service parking stalls.

## Development Integrated with Secondary Station Entrances

Where development provides a secondary station entrance, the following guidelines should be followed:

- 11.10.12 Ensure full development overbuild of secondary station entrances to meet the form and massing guidelines established for station overbuild and plaza fit-out, as outlined in Development Overbuild of Station Sites.
- 11.10.13 Provision of vertical circulation elements at a minimum should include an elevator and up escalator.
- 11.10.14 Complementary active uses (e.g. retail or service) should be provided adjacent to secondary stations both at the station entrance level as well as below grade at the station concourse level.
- 11.10.15 A strong visual connection to the station concourse level to any below grade retail/service uses is encouraged.
- 11.10.16 Consideration of washrooms located adjacent to retail/service uses for use by building occupants and those accessing transit connections is encouraged.
- 11.10.17 Fit out of the secondary station plaza or privately owned public space (POPS) per the Public Realm Framework Chapter 15.

# 12 Housing

## Introduction

Ensuring a varied and affordable housing stock located alongside accessible transit, services, job opportunities and amenities is key to creating an inclusive and vibrant city. The neighbourhoods along the Broadway Subway are well loved and valued as distinctive places to live, containing an eclectic mix of building types and many green and leafy residential areas. A renter-dense area with nearly 60 per cent of households renting their homes,<sup>1</sup> these neighbourhoods provide much of Vancouver's "naturally occurring" affordable rental apartments by virtue of their age; 83 per cent of existing purpose-built rental buildings are over fifty years old.<sup>2</sup> Approximately 15 per cent of the city's non-market (supportive, social and co-operative) housing is found here. Older and new strata condominiums provide entry-level homeownership options for the many residents who are priced out of other areas of the city.

These neighbourhoods face housing challenges similar to those experienced throughout Vancouver and the region, including rising housing costs and cost of living, limited new rental housing options, and persistent shortage of social, supportive and shelter-rate homes for very-low-income households and people experiencing homelessness. Vancouver's extremely tight rental market disproportionately impacts low-income households and renters who face discrimination in the housing market, including youth, families with young children, Indigenous people who face unique housing challenges rooted in the legacy of colonialism, and other equity-denied communities. A challenge specific to the Broadway Plan area is the large number of aging rental buildings, many of which will need major repairs and retrofits over the next 30 years to maintain safety and liveability for tenants. Existing non-market (social, supportive and co-operative) housing buildings are in a similar condition, also facing rising operating costs alongside the end of senior government subsidies and in a context of escalating need. Funding for affordable housing is a responsibility of senior

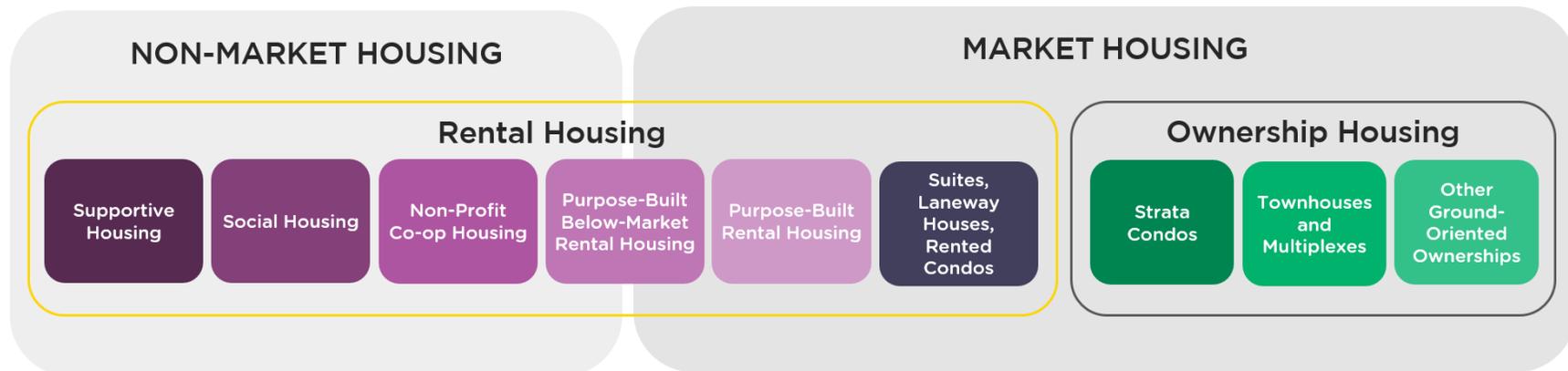
<sup>1</sup> Statistics Canada, 2016 Census (note this information is based on the Broadway Census data area which is slightly larger than the Broadway Plan study area.

<sup>2</sup> City of Vancouver Purpose-Built Rental Inventory, 2017.

governments and their support will be necessary to achieve the vision outlined in the Plan, which seeks to leverage City land use planning tools, investments and partnerships to meet housing objectives.

The Broadway Subway provides a significant opportunity to address both housing and climate goals by enabling substantially more homes to be built through increased density in mixed-use transit-oriented neighbourhoods. Focusing on providing additional rental housing choices close to transit provides access to housing for lower-income renters who are more likely to use transit, and it works toward lowering the overall transportation cost burden for these households. Achieving this without displacement of existing residents requires an equitable development approach to future growth. This approach focuses growth in areas with fewer existing renters and prioritizes new housing types and tenures that are affordable and accessible to low- and moderate-income households and those that face discrimination in the housing market, alongside enhanced tenant protections to allow renters to stay in their neighbourhoods while making room for future renters. As the Broadway neighbourhoods grow and change over time, this focus on affordability and incremental change in existing apartment areas to minimize displacement will work toward creating inclusive communities.

*Figure 12.1 - Non-Market and Market Housing Types by Tenure*



## City-Wide Context

Vancouver continues to face many housing challenges that require focused efforts, new approaches and tools, and strengthened partnerships to ensure the city remains home for a diversity of people and communities. Directions to address these challenges are contained in a number of policies and strategies:

- » **Climate Emergency Action Plan (2021)** – Provides key directions to reduce Vancouver’s carbon pollution by 50 per cent by 2030. The Plan prioritizes cutting carbon pollution from buildings and reducing embodied emissions from new buildings and construction projects, while integrating equity measures to prevent displacement and support non-market and rental housing sectors. The Plan also targets 90 per cent of people living within an easy walk or roll of their daily needs.
- » **Housing Vancouver (2017)** – Ensure that Vancouver can be a home for people of all incomes and backgrounds by prioritizing affordable housing and making housing markets work for all people who live and work in the city. The 10-year strategy includes targets and directions to:
  - » Prioritize market and below-market rental housing and social housing near transit hubs and corridors to improve access to jobs, schools, and community amenities for renters earning low and moderate incomes.
  - » Advance transformation of low-density neighborhoods to increase supply, affordability, and variety of housing options.
  - » Shift supply to the right supply of housing better matched to local incomes; work with partners to deliver supports and housing for people experiencing homelessness and work towards a more equitable housing system.
- » **Healthy City Strategy (2014)** – Seeks a healthy city for all, increased health and well-being for vulnerable populations, and shaping liveable environments now and in the future. This social sustainability plan targets building a wide range of affordable homes for everyone, including supportive, social, and secured rental housing, and creating complete, compact and connected communities by increasing neighbourhood Walk Scores.

## Vision

Responding to increased pressure on the limited rental housing stock and expected increases in workers and amenities in the area, new residential development in Broadway Plan neighbourhoods contributes to secured rental and non-market housing options affordable to a range of local incomes. This includes housing for people experiencing homelessness, low- and moderate-income singles and families, seniors, students, workers, Indigenous people and equity-denied communities. The community housing sector will continue to play an important and expanded role in enhancing affordability and creating new social, supportive and co-operative homes.

The residential areas will have an eclectic mix of housing types from different eras, including heritage homes, multiplexes, low- and mid-rise apartments, and towers, all complemented by green and leafy streetscapes. New local-serving shops and services on quiet residential streets will support complete neighbourhoods and allow residents to socialize while meeting their daily needs. Existing low-density areas experience more growth and change while existing apartment areas experience more incremental change. All of these areas will be home to a diverse range of people, including low- and moderate-income households.

New higher-density mixed-use developments around rapid transit stations and near job centres provide a mix of non-market, rental and ownership options. These busy and exciting areas provide homes to workers of all stripes and people seeking the vibrancy of Vancouver's "second downtown" and easy access to transit hubs, services, and a diversity of entertainment and shopping opportunities.



## Key Directions

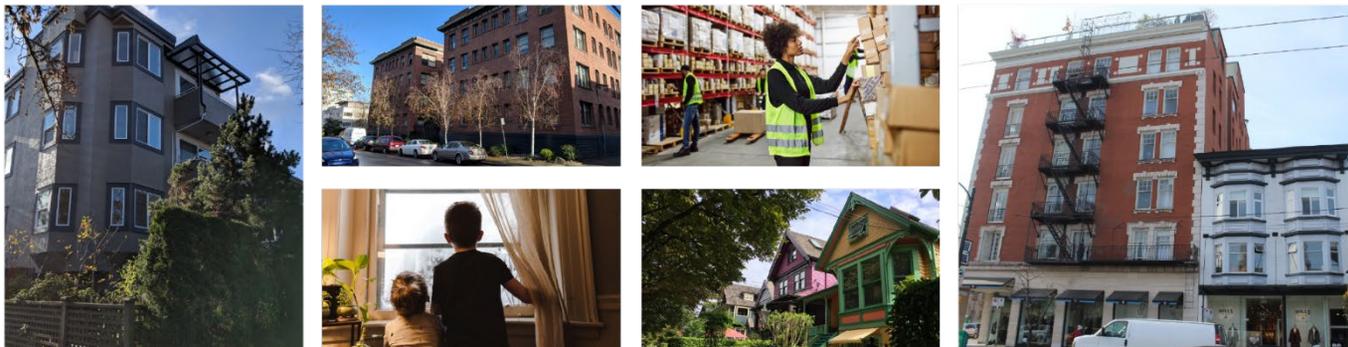
- » Increase supply of secured rental housing, including non-market options and a new below-market rental housing option, by shifting new development to a greater proportion of rental through increased density and development incentives, alongside diversified ownership opportunities.
- » Introduce new tenant protections and supports focused on choice for existing renters impacted by redevelopment to stay in their neighbourhoods at affordable rents.
- » In the short term, target more significant change and increased housing supply in areas with a relatively low number of existing renters, including station areas, mixed-use areas, and existing low-density areas.
- » Enable incremental change in existing rental apartment areas to renew the aging rental stock, while acknowledging significant increases in height and density will be needed to ensure replacement of existing affordability and tenant protections in new developments so that existing renters have the choice to stay in their neighbourhoods.
- » Support renewal of existing, aging non-market (supportive, social and co-operative) housing to improve liveability, expand affordability, increase stock, and create opportunities for new non-market housing in all neighbourhoods in the Plan area.
- » In the existing low-density areas, enable new multi-family housing options (rental and ownership) on quiet, leafy streets, integrating small-scale neighbourhood retail and family housing requirements to contribute to complete, walkable neighbourhoods.

## Housing Policies

### 12.1 Tenant Stability and Protections

Protecting tenants and minimizing the negative impacts of redevelopment is a priority for the Broadway Plan area given the pressures Vancouver renters face, including rising rents, limited increases in income, and poor availability of suitable rental homes for low- and moderate-income households. While any move is disruptive, these tenant protection policies seek to minimize disruption and provide existing renters the choice to remain in their neighbourhoods at affordable rents with additional assistance for equity-denied and low-income tenants. Our approach seeks to provide strong protections and supports to both existing and future renters.

- 12.1.1 Where tenants will be displaced because of redevelopment, a tenant relocation plan as outlined in the City's *Tenant Relocation and Protection Policy (2019)* will be required at rezoning or development permit. This policy provides financial compensation based on length of tenancy, assistance finding alternate accommodations and additional support for low-income tenants and tenants facing other housing barriers, in addition to requirements specific to relocation in non-market housing.
- 12.1.2 The main principle to address tenants impacted by redevelopment of existing affordable rental housing is to ensure replacement of existing affordability so renters have a choice to remain in their neighbourhood. Recognizing the large number of existing renters and affordable rental housing stock, significant rapid transit investment and the increased densities enabled in the Broadway Plan area that supports additional tenant compensation and assistance options, the following additional requirements will apply to tenant relocation plans in the Broadway Plan area where the proposed redevelopment includes secured rental housing.



## Right of first refusal

- 12.1.3 Offer the right of first refusal to existing tenants to return to a new rental unit at a 20% discount to city-wide average market rents by unit type for the City of Vancouver as published annually by the Canada Mortgage and Housing Corporation (CMHC) in the *Rental Market Report*.<sup>3</sup>
- 12.1.4 Where Plan policies require a certain percentage of new residential floor area to be below-market rental units secured at 20 per cent below city-wide average rents, units allocated to returning tenants exercising their right of first refusal will be counted toward the below-market rental housing requirements.
- 12.1.5 The right of first refusal option at a 20 per cent discount to city-wide average market rents may be satisfied in another rental building within or outside the Broadway Plan area in order to enable the option for a single move by the impacted tenant, should the tenant agree to the option.

## Temporary financial support while in interim housing

- 12.1.6 In lieu of financial compensation based on length of tenancy, a tenant may instead choose to receive a temporary rent top-up when they are in interim housing to mitigate any rent increases they may experience while waiting to exercise their right of first refusal.
- 12.1.7 Tenants may choose one of two rent top-up options, paid for by the development applicant:
  - c) Applicant or their representative finds three interim housing options that best meet the tenant's identified priorities as detailed in the Mandatory Needs Assessment. All options should be in Vancouver, unless otherwise specified by the tenant.

<sup>3</sup> For current city-wide average market rents, refer to the most recent [CMHC Rental Market Report for City of Vancouver](#).

- d) Tenant finds their own interim housing and the top-up paid by the applicant will be capped at the difference between the tenant's rent for their original unit and the average rent for new market rental units by unit type for the City of Vancouver as published annually by the Canada Mortgage and Housing Corporation (CMHC) in the *Rental Market Report*.<sup>4</sup>

- 12.1.8 On large and unique sites where there are existing tenants, create a development phasing plan, where feasible, that minimizes disruption to existing tenants.
- 12.1.9 Continue tenant and landlord education in an effort to increase awareness of tenant and landlord rights and responsibilities, with specific focus on the needs of equity-denied groups (e.g. youth, 2SLGBTQQA+ people, racialized people, Indigenous people, and sex workers), who face stigma and discrimination when accessing and maintaining housing.
- 12.1.10 Continue to work with the Residential Tenancy Branch to improve tenant-landlord relations and increase and uphold tenant rights.
- 12.1.11 For Non-Market Tenant Relocation Plans, continue to uphold the principle of ensuring permanent rehousing options that maintains affordability for tenants and provides flexibility for non-profits and, through Plan implementation, review the existing requirements for tenant relocation and protection in non-market housing to make improvements where applicable.

For additional tenant stability and protection policies involving senior government and cross-sector partnerships, refer to Partnerships and Monitoring (below).

<sup>4</sup> For current average rents for private apartments built in 2005 or later in the City of Vancouver, refer to the most recent [CMHC Market Rental Report](#).

## 12.2 Affordability and Supply

New housing supply and affordability requirements in the Broadway Plan area focus on increasing housing choices for the diverse household types and incomes in Vancouver, with a focus on shifting a greater proportion of new development to rental tenure, including non-market housing options, alongside ownership options. These housing options include secured rental homes away from busy arterial streets, enabled through increased density. The Broadway Subway creates the opportunity to integrate higher-density housing options in mixed-use developments resulting in a significant number of new homes whose residents will benefit from easy access to rapid transit, jobs, services and amenities.

### Centres: station areas and shoulder areas

- 12.2.1 Enable higher-density housing options in station areas and shoulder areas through additional height and density for new developments that do one of the following:
- a) Provide 20 per cent of the residential floor area as social housing to be owned by the City and delivered as completed units on terms that are satisfactory to the City.
  - b) Provide 20 per cent of the residential floor area as below-market rental housing with the remainder of the residential floor area as secured market rental housing.
  - c) Provide 100 per cent of the residential floor area as secured rental housing.
  - d) Provide 100 per cent of the residential floor area as strata ownership housing with a community amenity contribution (cash contribution or in-kind contribution).
- 12.2.2 In Granville/Burrard Slopes and Mount Pleasant Centre where social housing units are secured through provision of additional density, prioritize these units as artist social housing live-work units or artist social housing units with shared production spaces.
- 12.2.3 In Mount Pleasant Centre where social housing units or below-market rental units are secured through provision of additional density, explore how to prioritize access to these units for sex workers and peer workers providing supports in the Kingsway area.

## Villages

- 12.2.4 Support inclusion of mixed-used rental housing and commercial developments in villages through additional density for new developments that provide 100 per cent of the residential floor area as secured market rental housing.

## Existing apartment residential areas

- 12.2.5 Provide a mix of new housing that prioritizes below-market rental housing, and support renewal of existing, aging market rental and strata condominium buildings in apartment residential areas:
- a) On rental housing sites,<sup>5</sup> additional height and density will be considered for new developments that provide 20 per cent of the residential floor area as below-market rental housing with the remainder of the residential floor area as secured market rental housing, or, for sites unable to achieve a tower form, developments that provide 100 per cent of residential floor space as secured rental housing (a Tenant Relocation Plan including additional requirements as outlined in the Tenant Stability and Protections section of this chapter is required).
  - b) On strata condominium sites, additional height and density will be considered for new developments that provide 20 per cent of the residential floor area as social housing to be owned by the City and delivered as completed units on terms that are satisfactory to the City, or, in specific locations, that provide 100 per cent of the residential floor area as strata ownership housing with a community amenity contribution (cash contribution or in-kind contribution).
  - c) On strata condominium sites, additional height and density will be considered for new developments that provide 20 per cent of the residential floor areas as below-market rental housing with the remainder of the residential floor area as secured market rental housing.
- 12.2.6 Enable new local-serving commercial uses in new rental and strata ownership multi-family developments.

<sup>5</sup> Rental housing defined by the [Rental Housing Stock Official Development Plan](#) which requires one-for-one replacement of rental units in certain zoning districts.

## Existing low density residential areas

- 12.2.7 Provide new multi-family rental and ownership housing in existing low density residential areas, through additional height and density, with highest density enabled for projects including below-market rental housing, for new developments that:
- a) Provide 100 per cent of the residential floor area as secured market rental housing.
  - b) Provide 20 per cent of the residential floor area as below-market rental housing with the remainder of the residential floor area as secured market rental housing in specific locations.
- 12.2.8 Enable new local-serving commercial uses in new rental and strata ownership multi-family developments.
- 12.2.9 Explore zoning amendments to enable new single lot multiple dwelling housing options (both strata ownership and rental tenure) through additional density.

## Social housing sites

- 12.2.10 Enable existing and newly acquired social housing sites, including non-profit co-operatives and supportive housing, to renew and expand the number of social housing units through consideration of additional height and density generally up to the maximum permitted by the policy area's respective land use policies in new developments that provide 100 per cent of residential floor area as social housing, recognizing that projects may need to include a market housing component to assist with project viability.

## Seniors housing sites

- 12.2.11 Enable existing seniors housing sites to renew and expand the stock of affordable seniors housing through consideration of additional height and density generally up to the maximum permitted by the policy area's respective land use policies in new developments that provide 100 per cent of residential floor area as seniors housing with an affordability component.

## Large and unique sites

- 12.2.12 Where appropriate, support large and unique sites to redevelop as denser, mixed-use developments with additional height and density to support new housing choices, including social, below-market and market rental housing.

## Securing affordability requirements in new housing

- 12.2.13 Continue to require one-for-one replacement of existing rental housing units through new developments, as required in certain zoning districts through the *Rental Housing Stock Official Development Plan*, to ensure no net loss of rental housing.<sup>6</sup>
- 12.2.14 In all cases where social housing units are secured as part of a for-profit development through provision of additional density, units will be owned by the City and delivered as completed units on terms that are satisfactory to the City.

<sup>6</sup> For further details refer to the [Rental Housing Stock Official Development Plan](#).

- 12.2.15 All new below-market and market rental housing units will be secured as rental tenure for 60 years or the life of the building, whichever is greater, through legal agreements including a non-stratification requirement.
- 12.2.16 All new below-market rental housing units are required to meet the following affordability requirements:
- a) Starting rents by unit type will not exceed a rate that is 20 per cent less than the city-wide average rents for the City of Vancouver as published by CMHC.<sup>7</sup>
  - b) After initial occupancy, rent escalation during a tenancy will be limited to the increases authorized by the *Residential Tenancy Act*.
  - c) Between tenancies, the rent may be re-indexed to the current CMHC average rent by unit type, applying the 20 per cent discount to city-wide average rents for the City of Vancouver as published by CMHC.
- 12.2.17 Below-market rental units will be subject to tenant income testing and monitoring requirements that apply under the Secured Rental Policy, as described in the Rental Incentive Programs Bulletin.<sup>8</sup>
- 12.2.18 Below-market and market rental housing projects enabled through the Broadway Plan are eligible for the Development Cost Levy (DCL) waiver as described in the Rental Incentive Programs Bulletin, with heights and densities set as per the applicable Broadway Plan land use policy.
- 12.2.19 Through Plan implementation, explore ways to reduce costs and speed up delivery of social and rental housing and to co-locate housing and services (e.g. childcare, local-serving commercial, social-serving programs).

<sup>7</sup> For current city-wide average market rents, refer to the most recent CMHC [Rental Market Report for City of Vancouver](#).

<sup>8</sup> For details on the Secured Rental Policy, refer to the [Rental Incentive Programs Bulletin](#).

Figure 12.2 - Opportunities for new housing choices in Broadway Plan area



**Legend**

- Broadway Plan Area
- ||||| Future Broadway Subway
- T Existing Rapid Transit Station
- T Future Rapid Transit Station
- Parks
- Public Schools

**Residential Areas**

- Existing Low Density Residential Areas  
*Opportunities for social, below-market rental, and secured market rental*
- Existing Apartment Residential Areas\*  
*Opportunities for social, below-market rental secured market rental, and strata ownership*  
\*One-for-one rental replacement as per the Rental Housing Official Development Plan Requirements.

**Mixed-Use Areas**

- Villages  
*Opportunities for mixed-use secured rental*
- Mixed-Use Areas  
*Opportunities for mixed-use social, below-market rental, secured rental, and strata ownership*

**Station and Shoulder Areas**

- Station and Shoulder Areas  
*Opportunities for mixed-use strata ownership, mixed-use secured rental and below-market rental*

**Industrial and Employment Areas and Large and Unique Sites**

- *Opportunities for commercial, institutional, industrial, service, and cultural uses*

## 12.3 Diversity and Suitability

Housing options must reflect the diversity of needs in Vancouver and focus on those most in need of housing or the city risks losing people who are unable to find housing affordable and suitable to their needs. Location, building and unit types, tenure and affordability all impact housing suitability. The policies contained here seek to protect and promote diversity across the Broadway Plan area by enabling housing choices for a diversity of incomes, backgrounds, and household types.

- 12.3.1 Work with community partners to address homelessness in the Broadway Plan area by improving provision of support services and access to shelter in the Broadway neighbourhoods or adjacent areas.
- 12.3.2 Contribute to city-wide single-room occupancy (SRO) hotel replacement and opportunities for deeply affordable housing options outside of Downtown in amenity-rich transit-oriented neighbourhoods, such as those in the Broadway Plan area.
- 12.3.3 In social housing projects, target 50 per cent of units to be two- and three-bedroom units for families (except for seniors' housing and supportive housing).
- 12.3.4 Require that new multi-family strata housing, secured market rental and below-market rental housing developments include a minimum of 35 per cent family units, including a minimum of 10 per cent of units with three or more bedrooms and a minimum of 25 per cent of units with two bedrooms.
- 12.3.5 Consider mobility and sensory limitations of individuals as well as their needs for "aging in place" by applying the safety and accessibility provisions that are reflected in the Vancouver Building ByLaw.
- 12.3.6 Contribute to reducing carbon emissions and increasing environmental resilience of new housing while prioritizing affordability through supportive policies and guidelines for how we design and construct new buildings.
- 12.3.7 Ensure new multi-family developments, including apartments, provide ground-oriented units at grade where appropriate.
- 12.3.8 Consider opportunities to purposefully co-locate childcare facilities, community-based non-profit office and program space, and other social facilities with social housing projects, where viable through funding partnerships with senior levels of government and community sector partners.

## 12.4 Partnerships and Monitoring

The housing challenges faced by Vancouver residents are considerable and require strengthening of existing and cultivation of new partnerships to make progress. Cities like Vancouver see first-hand how housing-related issues impact residents, yet do not have all of the tools, authority or financial capacity to address them at the local government level. Even with policy alignment with partners across all sectors, significant funding from senior levels of government will be required to realize the vision outlined in this Plan.

A clear monitoring framework is necessary to provide transparency and accountability on progress toward housing goals and objectives. Measuring progress feeds into ongoing policy evaluation and priority setting and helps to refine and shift focus where necessary to meet goals and objectives.

- 12.4.1 Continue to seek strategic partnerships and senior government funding supports necessary to achieve the housing goals and objectives outlined in Plan policy:
- a) Expand the delivery of and deepen affordability in supportive, social, co-operative and below-market rental housing in the Broadway Plan area beyond the units and affordability requirements outlined through Plan policy to further address city-wide need.
  - b) Explore and enable opportunities for non-profit acquisition of existing older market rental buildings to maintain existing “naturally occurring” below-market rents and maintain security of tenure for existing tenants.
  - c) Pursue opportunities to reinvest in aging social housing and market rental buildings to bring them up to current building codes and enable energy-efficient retrofits without requiring evictions or permanent displacement of existing tenants.
  - d) Explore options for co-ordinated tenant relocation in rental buildings that maintain affordability, minimize the number of moves and provide for tenant choice supported by funding and assistance from senior governments and the private sector (e.g. swing sites, rental units in existing or new buildings set aside for tenants affected by redevelopment, provincial government assistance in relocation for low-income renters).
  - e) Explore options for creating a central waitlist for existing tenants in the Broadway Plan area impacted by redevelopment, allowing such tenants to pre-qualify for new social housing or below-market rental housing units, subject to logistical feasibility and resourcing.

- f) Build capacity in coordinating and implementing tenant relocation plans associated with redevelopment in partnership with BC Housing, the Residential Tenancy Branch, community housing sector, and the private sector, with particular support for tenants who are members of equity-denied groups (e.g. youth, 2SLGBTQQIA+ people, racialized people, Indigenous people, and sex workers).
- g) Continue to advocate for legislative changes where necessary to support renter rights and enhance the use of rent supplement programs for low-income tenants.

12.4.2 Work with Indigenous housing providers, the community housing sector, and all levels of governments to prioritize renewal of existing and creation of additional trauma-informed and culturally appropriate housing, services and supports for Indigenous peoples in the Broadway Plan area.

12.4.3 Monitor and report on affordable housing targets and identified performance measures agreed upon through the Broadway Subway Supportive Policies Agreement (between the City of Vancouver and TransLink).

# 13 Jobs and Economy

## Introduction

The Broadway Plan area is a key employment centre, serving as a vital crossroads for economic activity at the intersection of business, education, healthcare, government, industrial operations, arts, culture, non-profit work, and recreation. There are more than 84,000 jobs based in the Broadway Plan area today, making it the second-largest employment centre in the province. Projections show that there is strong demand for more employment space in the area over the long term, with the construction of the new Broadway Subway further strengthening the key features in the area that are important to employers, entrepreneurs and workers. Figure 13.1 shows the key employment areas in the Broadway Plan area.

## City-Wide Context

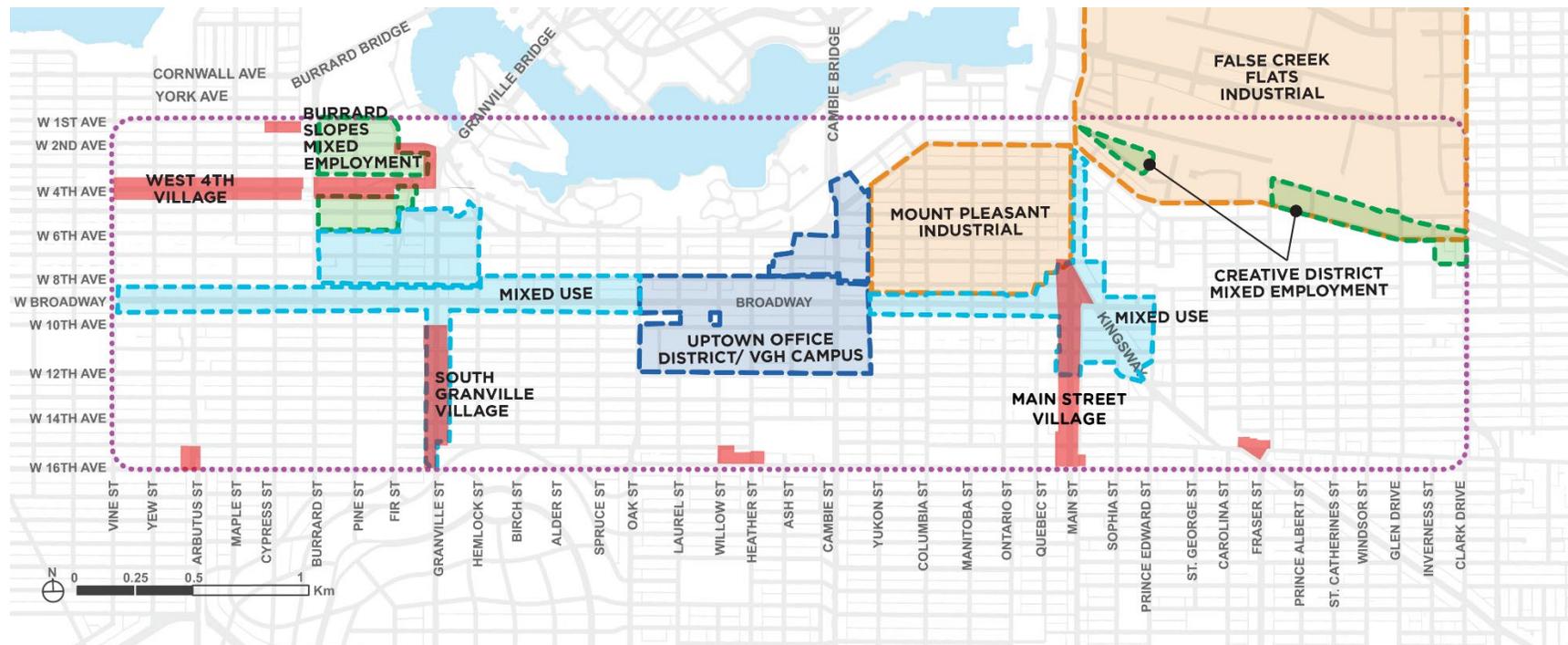
The City of Vancouver and the Metro Vancouver Regional District are committed to ensuring a strong and sustainable economy. As a regional centre for employment and economic activity, the Broadway Plan area has an important role to play in achieving this objective. Two key policy documents articulate the goals related to jobs and the economy at the municipal and regional levels. These documents are important in setting the context for the future of the Broadway Plan area:

- » **Metro Vancouver Regional Growth Strategy (2010)** – Metro Vancouver (Metro) is a federation of 21 municipalities, one Electoral Area and one Treaty First Nation that collaboratively plans for and delivers regional-scale services. Metro's RGS is the vision for accommodating anticipated future growth to the region with considerations for resilient employment, diverse and affordable housing, transit and mobility and the impacts of a changing climate. An update is currently being undertaken to extend the RGS to the year 2050.

- » **Regional Industrial Lands Strategy (2020)** – Outlines the challenges being faced by the region’s industrial lands and puts forward 34 recommendations, organized into 10 priority actions and grouped into four Big Moves. The recommended actions in the strategy seek to balance regional objectives with local contexts.

In addition to reviewing the policies above, City staff undertook the **Employment Lands and Economy Review (2020)** which set the economic foundations of the Vancouver Plan and the Broadway Plan. Informed by extensive consultation with the city’s business and industrial stakeholders, the review summarized the city’s key economic issues and challenges and forecasted employment space demands up to 2051.

*Figure 13.1 – Key Employment Areas in the Broadway Plan Area*



**Legend**

- ..... Broadway Plan Area
- Villages

## Vision

In 2050, the Broadway Plan area is home to a large and diverse mix of employment opportunities, shops and services. Office developments provide space for a variety of commercial activities: professional, health, educational, research, technological, non-profit and other services. This is complemented by the expanded availability of hotel accommodation, at various service levels, along the Plan area, facilitating the interaction of people and exchange of ideas at a national and international level.

Broadway's light industrial areas offer space for a wide range of activities centred on production, distribution and repair but also extending into arts and culture, health sciences, media, and high-technology businesses. The supply of employment spaces in the area is extensive, allowing for a variety of businesses — from start-ups to more mature operations — to find the appropriate type for their activities and preferred tenure.

The area's high streets serve as the vibrant hearts of the neighbourhoods they serve, supporting a thriving small-business sector, while adjoining residential areas are home to a variety of local-serving retail/service uses that add to the area's highly walkable nature.

## Key Directions

- » Support existing retail/service areas and small businesses.
- » Add local-serving shops, services and employment into existing residential areas.
- » Protect and intensify industrial and employment areas.
- » Enable the supply of major office and hotel space to meet demand over the long term.

## Jobs and Economy Policies

### 13.1 Existing Retail/Service Areas and Small Businesses

The Broadway Plan area is home to a wide range of shops, restaurants, and services. In many cases, the existing businesses are fixtures in their neighbourhood and provide services that are essential to community well-being. Many of these are small independent businesses, including heritage/legacy, family-run, non-English-speaking, ethnic, newcomer and IBPOC businesses. Also included are social enterprises and non-profit tenants engaged in arts, culture, and the provision of social services and food assets.

As change and development occurs in the Broadway Plan area, support for existing local businesses will be critical to ensure that they are able to remain in the city.

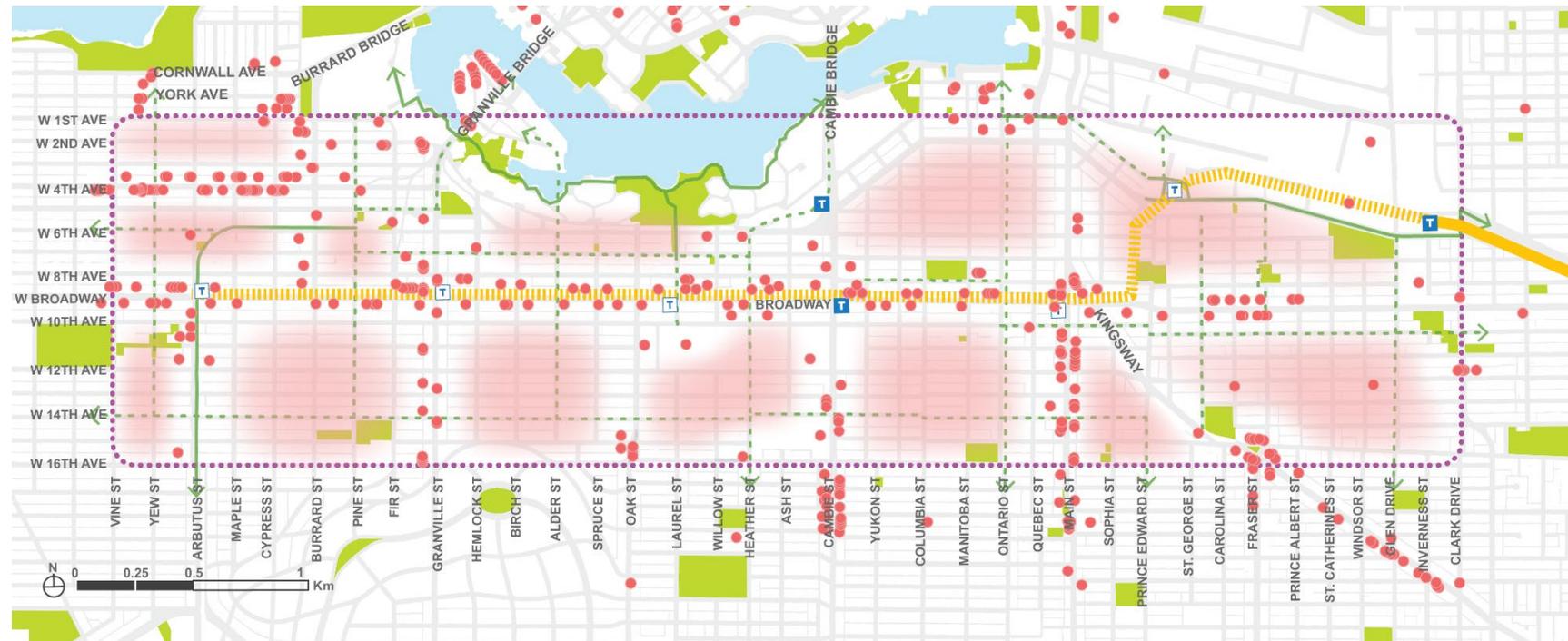
- 13.1.1 Focus new growth away from the villages to help minimize redevelopment pressures on local businesses.
- 13.1.2 In proximity to commercial high streets, enable opportunities for residential growth to ensure a population density that can support local business in the area.
- 13.1.3 Work with Business Improvement Associations (BIAs) and other community partners to assist businesses and landlords to fill vacancies quickly.
- 13.1.4 Ensure storefront widths, unit sizes, and ground-level unit configurations enhance pedestrian interest and provide opportunities for affordable storefronts, while maintaining opportunities for retail and non-retail anchors.
- 13.1.5 Continue to advocate to the provincial government for adoption of a split assessment model for commercial property taxation (i.e. the “commercial sub-class” proposal recommended in 2019 by the Intergovernmental Working Group, or other similar solution), which would allow municipalities to set a lower tax rate on the unused development potential of underbuilt commercial properties.
- 13.1.6 Monitor retail/service area health and partner with BIAs on initiatives to address business mix and vacancy, including measures to augment BIA in-house capacity for data collection and tracking.

- 13.1.7 Continue to develop tools and programs to facilitate BIA- and community-led all-season programming in plazas to enliven public space and support local arts and culture.
- 13.1.8 Continue to support artists and arts organizations to create temporary public art in commercial districts.
- 13.1.9 Continue to explore and implement car-free and car-light retail areas while considering the needs for cycling, transit, loading, deliveries, servicing, parking and vehicle access.
- 13.1.10 Continue to manage on-street curb space in retail areas to balance the needs for loading, passenger zones, bus stops, bike access, sidewalks, public spaces, patios and parking.
- 13.1.11 Advocate to senior governments for additional supports and services for people experiencing challenges with housing, mental health and addiction, and other issues that can impact the safety (and/or the perception of safety) of customers, employees and residents.
- 13.1.12 Continue and enhance public realm maintenance and improvement work that is critical to commercial area success, including sanitation, sidewalk and street repair, removal of litter and graffiti, and maintenance of street lighting and signage.
- 13.1.13 Where business relocations are necessary, due to redevelopment or other factors, ensure that businesses are supported with reliable resource materials for relocation planning.
- 13.1.14 Seek no net loss of commercial space in redevelopment of large and unique sites such as malls and shopping centres.

## 13.2 Local-Serving Shops, Services and Employment in New Areas

The city's land use is a major determinant of proximity to daily needs for workers and residents. Locating more shops and services within primarily residential areas that currently lack these amenities will help reduce the need for longer trips and create more walkable, complete neighbourhoods.

Figure 13.2 - Locations of Current and Potential Future Retail/Service for Daily Needs



### Legend

- ..... Broadway Plan Area
- Future Broadway Subway
- Millennium Line
- Existing Rapid Transit Station
- Future Rapid Transit Station
- Priority Locations For New Neighbourhood Retail and Services for Daily Needs
- Existing Retail and Services for Daily Needs
- Existing/Neighbourhood Greenway
- Future/Neighbourhood Greenway
- Parks

- 13.2.1 Enable new local-serving retail/service uses broadly throughout the residential areas for businesses like cafés, small restaurants, local grocery stores, pharmacies and bakeries.
- 13.2.2 Prioritize delivery of new local-serving retail/service uses in locations identified in Figure 13.2, particularly in close proximity to existing and future greenways.
- 13.2.3 Add new retail/service areas by expanding coverage of existing mixed-use high streets, such as along Fraser Street, Arbutus Street, and Broadway east of Prince Albert Street.



### 13.3 Industrial and Employment Areas

The city's industrial and employment lands are critically important to the productivity and resilience of Vancouver's overall economy. Demand for industrial space continues to grow steadily, with vacancy rates persistently below one per cent, while only seven per cent of the city's land area (846 hectares) is dedicated to these uses.

The Broadway Plan seeks to protect and intensify its industrial and employment lands, recognizing the unique role they play in the broader economy as a home for a variety of activities that cannot be accommodated elsewhere.

- 13.3.1 Recognize and foster Mount Pleasant, Burrard Slopes, and the Creative District of the False Creek Flats as higher-density, more intensive industrial and employment areas within Vancouver's economy.
- 13.3.2 Increase capacity for light industrial and compatible employment spaces in regionally designated Industrial and Employment areas.
- 13.3.3 Continue to restrict residential uses in regionally designated Industrial and Employment areas.
- 13.3.4 Continue to support traditional production, distribution and repair (PDR) industrial uses on the ground level in order to preserve the viability of these key city-serving activities.
- 13.3.5 Support existing cultural and arts spaces that require access to industrial lands for production, and incentivize development of new industrial arts and culture spaces, including Artist Studio – Class B, subject to compliance with the Vancouver Building Bylaw (VBBL).
- 13.3.6 Increase permitted heights and densities in regionally designated Industrial areas to help modernize and intensify the innovation, creative, biotech and city-serving industrial functions of the area while maintaining the ratio of required industrial density to other lighter uses.
- 13.3.7 Explore flexibility in industrial spaces by permitting lighter-impact, hybrid uses on upper-level industrial floors. Such intermediate uses need the taller ceiling clearances and open floor plans of functional industrial spaces to operate due to equipment or activity demands. These uses cannot functionally take place in spaces built for office activities, yet do not require the regular movement of large quantities of materials and therefore do not need direct access to loading, unlike most production, distribution and repair uses for which the ground level spaces are reserved.
- 13.3.8 Increase flexibility in uses to allow small-scale service and retail functions for local employees.

- 13.3.9 Ensure that educational institutions in these areas are able to expand over the long term to meet demand and support economic growth and diversification in the city and region.
- 13.3.10 Explore the establishment of BIAs in industrial/employment areas, such as the Armoury District in Burrard Slopes.
- 13.3.11 Consider childcare and other uses that have a functional or economic link to industrial uses or area employees in light-industrial zones.
- 13.3.12 Review regulations for lounges accessory to brewing or distilling manufacturers.

## 13.4 Office and Hotel Space

The Broadway Plan area, and in particular the Uptown Office District, is home to the second largest concentration of jobs in B.C. and is the preferred location for many growing sectors such as technology and healthcare. The area is a key location for intensifying both office and hotel space to address capacity gaps in this high-demand, transit-accessible area.

- 13.4.1 Intensify the Uptown Office District and Extension area for non-residential uses only (office, hotel, service and retail) in recognition of the area's critical economic role as the heart of the city's "second downtown".
- 13.4.2 Focus the highest intensity (height and density) of new office buildings in the Uptown Office District and in proximity to Broadway Subway stations.
- 13.4.3 Continue to support office development along the entirety of the Broadway corridor.
- 13.4.4 In Broadway station areas and Broadway shoulder areas, require a minimum amount of job space (non-residential uses) on the lower floors of mixed-use buildings in addition to ground floor retail/service uses.



- 13.4.5 Encourage development of new hotels in the Broadway Plan area over time to meet demand, particularly in key locations such as major employment areas, rapid transit station areas and tourism destinations. Target the addition of:
- a) 600 hotel rooms (approximately 3-4 hotels) in the first 10 years to replace 520 hotel rooms lost in the area since 2012; and,
  - b) 1,200 hotel rooms (approximately 6-8 hotels) in total over 30 years to complement the intensification of employment spaces.
- 13.4.6 Explore land use tools for incentivizing hotels across a range of service and affordability levels.

# 14 Transportation

## Introduction

A smart, efficient and sustainable transportation system, supported by a walkable pattern of land uses, is one of the foundational elements of a complete, liveable community. It provides residents with easy access to their daily needs, promotes physical and mental health, supports the economy while increasing affordability, advances equity for the most marginalized residents of Vancouver, and helps protect the natural environment.

Today, the interconnected transportation system in the Broadway Plan area is well established, and well over half of local residents already walk, bike, or take transit to work. Yet to achieve the targets set out in the *Climate Emergency Action Plan*, the Broadway Plan needs to achieve a significantly higher sustainable transportation mode share. It is important to have easy access to key destinations, which keeps people and goods moving through the corridor, and efficiently managed parking and loading to support the needs of people with mobility challenges and those of local businesses.

The Broadway Subway Project and Broadway Plan provide an opportunity to integrate transportation and land use policies to encourage sustainable modes of travel and rethink Broadway itself as a more welcoming walking, rolling and gathering environment. These changes also present an opportunity to create a vibrant network of walking, rolling, cycling and transit-friendly streets and more gathering and green spaces in the Broadway Plan area.



## City-Wide Context

The Broadway Plan area is regionally important — it is the second-largest employment centre in B.C. and home to the largest hospital in Western Canada. The Broadway Plan area transportation network must support residents in reaching their daily needs and connect residents, employees and visitors to the rest of the city and region. The Broadway Plan area also includes several roads designated by the region as part of the Major Road Network (MRN), including Broadway, Granville Street, Kingsway, Main Street, Cambie Street, and Clark Drive, which serves to move people and goods throughout the region.

Existing City policies informing transportation planning in the Broadway Plan area include:

- » **Climate Emergency Action Plan (2020)** – Aims to reduce city-wide greenhouse gas emissions by 50 per cent by 2030. To achieve our city-wide goals, well-situated areas like Broadway need to do the heavy lifting. For the Broadway Plan area, by 2030 at least 90 per cent of residents need to live within an easy walk or roll of their daily needs, and 80 per cent of trips in the area should be made by walking, rolling, cycling and taking transit. Actions to help achieve these targets include expanding the walking, rolling, and cycling networks and managing curb space and off-street parking more effectively.
- » **Millennium Line Broadway Extension Principles and Strategies (2018)** – Identifies the goals of the Broadway Subway Project and related City activities. The goals were developed based on experiences from earlier rapid transit projects within the city and refined through engagement with stakeholders and members of the public.
- » **Congestion Management Strategy (2018)** – Provides direction on identifying and monitoring congestion, developing strategies to address impacted areas, and tracking progress and results. The goals include improving road safety, ensuring a smart and efficient transportation system, coordinating street uses to avoid conflicts, and prioritizing people and goods movement.
- » **Complete Streets Framework (2017)** – Recognizes that our street network should meet the needs of everyone. A Complete Street network integrates transportation with the neighbourhood context, vibrant public space, green infrastructure and sustainability to offer safe and comfortable transportation options for people of all ages, abilities and modes of travel.

- » **Mount Pleasant Public Realm Plan (2013), False Creek Flats Plan (2017), Mount Pleasant Industrial Area Transportation Strategy (2019), Arbutus Greenway Design Vision (2017), Great Northern Way Structure Plan (2014)** – Serve as the foundations on which the transportation directions for the Broadway Plan area were built.
- » **Transportation 2040 (2012)** – Helps guide transportation and land use decisions and public investments as the city grows. It envisions a city with an efficient transportation system that supports a thriving economy, healthy residents and healthy natural environment. It includes a target to have at least two-thirds of all trips made by foot, bike or transit, and it has a goal to eliminate traffic-related fatalities and serious injuries.

## Vision

In 2050, nearly all trips in the Broadway Plan area are made by walking, rolling, cycling or transit. Streets are vibrant spaces where people of all abilities can comfortably walk, roll and gather, and greenways offer enhanced active transportation environments and opportunities for green space. A safe, direct network connects people of all ages and abilities to SkyTrain stations and other key destinations, making cycling and using e-scooters easy and convenient. Destinations have abundant and secure bike parking. The transit network is fast, frequent and reliable, and every station and stop is fully accessible. The extended Millennium Line, which conveniently connects to the Canada Line, serves as the backbone of the transit network, and it is easy to transfer between different transit routes and from transit to other sustainable networks.

To ensure that streets are great public places that prioritize people and sustainable transportation, local streets are designed for slow speeds and limited motor vehicle volumes. Through traffic for motor vehicles is generally limited to arterials. The vehicle network accommodates goods movement, emergency and medical services, trips not easily served by transit, and trips by or for people with mobility challenges. Curb space and off-street parking are effectively managed across the area to meet the needs of residents and businesses while also bringing financial, health and environmental benefits, such as reduced building construction costs, increased walking and cycling, and reduced carbon emissions. Roadway and pedestrian-scale lighting includes LED fixtures and smart lighting controls.

## Key Directions

- » Improve the walking environment on all streets, particularly on commercial high streets (including Broadway) and greenways.
- » Provide a dense and greenway-integrated network of All Ages and Abilities (AAA) cycling/micromobility routes that are connected to key destinations and SkyTrain stations.
- » Improve the efficiency, capacity, reliability and convenience of the transit system.
- » Improve traffic safety by designing local streets that strongly encourage slow movement (e.g. through traffic calming) and implementing other safety improvements, such as improving pedestrian and roadway lighting and introducing new (and upgrading existing) signalized intersections, especially around schools.
- » Effectively manage curb space and off-street parking, focusing on users and uses that need the space, such as people with mobility challenges and goods delivery. Expand the requirements for new developments to include Transportation Demand Management plans and on-site loading space.

## Transportation Policies

### 14.1 Walking

A walkable pattern of land uses, as well as an extensive, high-quality network of walking connections, is key to making walking pleasant and enjoyable. The sidewalk network in the Broadway Plan area is mostly complete; however, there are still a number of barriers that can make walking unattractive. Narrow sidewalks, sidewalks damaged by street tree roots, missing or substandard curb ramps, busy intersections that are difficult to cross, and busy streets with high volumes of heavy vehicles all create barriers that detract from the experience of walking in the area. A key priority of the Broadway Plan is to reduce these barriers and make walking a more enjoyable and convenient way to get around.

14.1.1 Cultivate a safe, accessible and welcoming walking environment for people of all ages and abilities on all streets by:

- a) Enabling people to easily walk to their daily needs by having a mix of services, shops, schools, housing and jobs close to one another.

- b) Providing convenient, accessible, safe and comfortable crossings across busy streets and near transit stations.

14.1.2 When opportunities arise, construct the priority walking and rolling routes identified in Figure 14.1 to accommodate high volumes of users. These priority routes include:

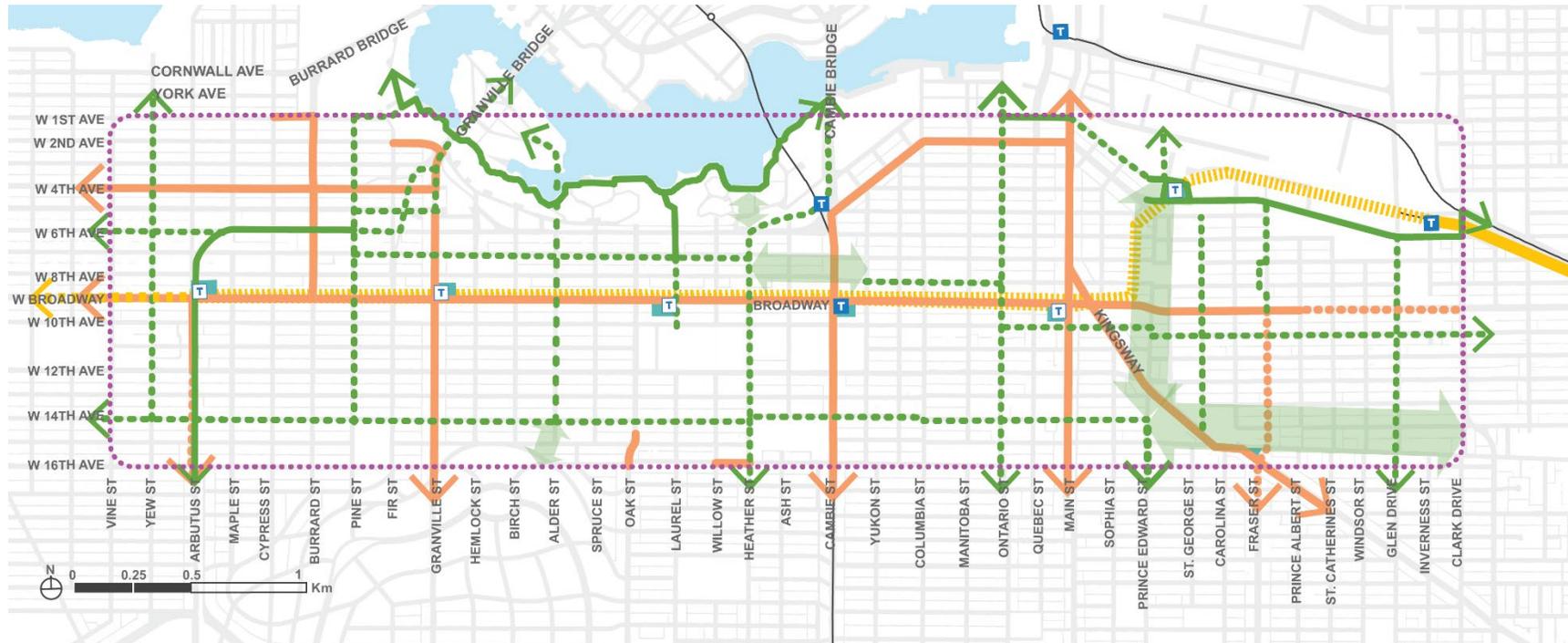
- a) **Commercial high streets**, which are major streets with retail/service uses and other destinations, including Broadway, Granville Street, Main Street, Cambie Street and West 4th Avenue.
- b) **Greenways**, which provide active transportation and recreation opportunities for people of all ages and abilities. These car-lite to car-free corridors connect to key destinations, provide more open green space, and enhance natural systems and public life.

14.1.3 Design commercial high streets and activity nodes to have:

- a) An attractive public realm with wide, continuous sidewalks.
- b) Highly accessible paths and surfaces.
- c) Minimal driveway crossings.
- d) Regular signalized crossings at all intersections with key walking or cycling routes (e.g. greenways, walking and rolling routes to school).
- e) Continuous weather protection.
- f) Pedestrian and roadway lighting through LEDs and smart controls.
- g) Wayfinding and digital advertising.
- h) Convenient access to shared transportation services such as transit, bike share and car share.
- i) Safe and convenient locations to drop off and pick up passengers, which would be primarily located on private property.

- j) Seating and gathering spaces designed to support a safe and vibrant public life and to accommodate all types of users, including women, children, seniors and people with mobility challenges.

Figure 14.1 - Priority Walking and Rolling Routes within the Broadway Plan Area



Legend

- Broadway Plan Area
- ||||| Future Broadway Subway
- Future Millennium Line UBC Extension
- Millennium Line
- Current SkyTrain Network
- T Existing Rapid Transit Station
- T Future Rapid Transit Station
- Existing Commercial Street
- - - Future Commercial Street
- Existing Greenway
- - - Future Greenway
- Further Work Required to Determine Greenway Alignment
- Activity Node

**Notes:** While the map only highlights the priority pedestrian routes, the City will improve the conditions for pedestrians in the area overall.

Where a greenway connects to a park, there will be further work and consultation to determine if the greenway will go through or around the park.

14.1.4 Create greenways that have:

- a) A park-like feel and connect residents to key destinations, commercial streets and parks.
- b) Wide continuous pathways (ideally, separated for walking and cycling).
- c) Minimal driveway crossings or vehicular intersection crossings.
- d) Street designs that cause vehicle drivers to naturally yield to people walking, rolling and cycling (where vehicle access needs to be retained).
- e) Enhanced crossings at major streets.
- f) Public art, seating, gathering spaces, play areas, and pedestrian and roadway lighting.
- g) Street trees and rainwater management features.
- h) Activity nodes (e.g. rapid transit station areas) with the infrastructure and amenities to support higher volumes of people walking and rolling.

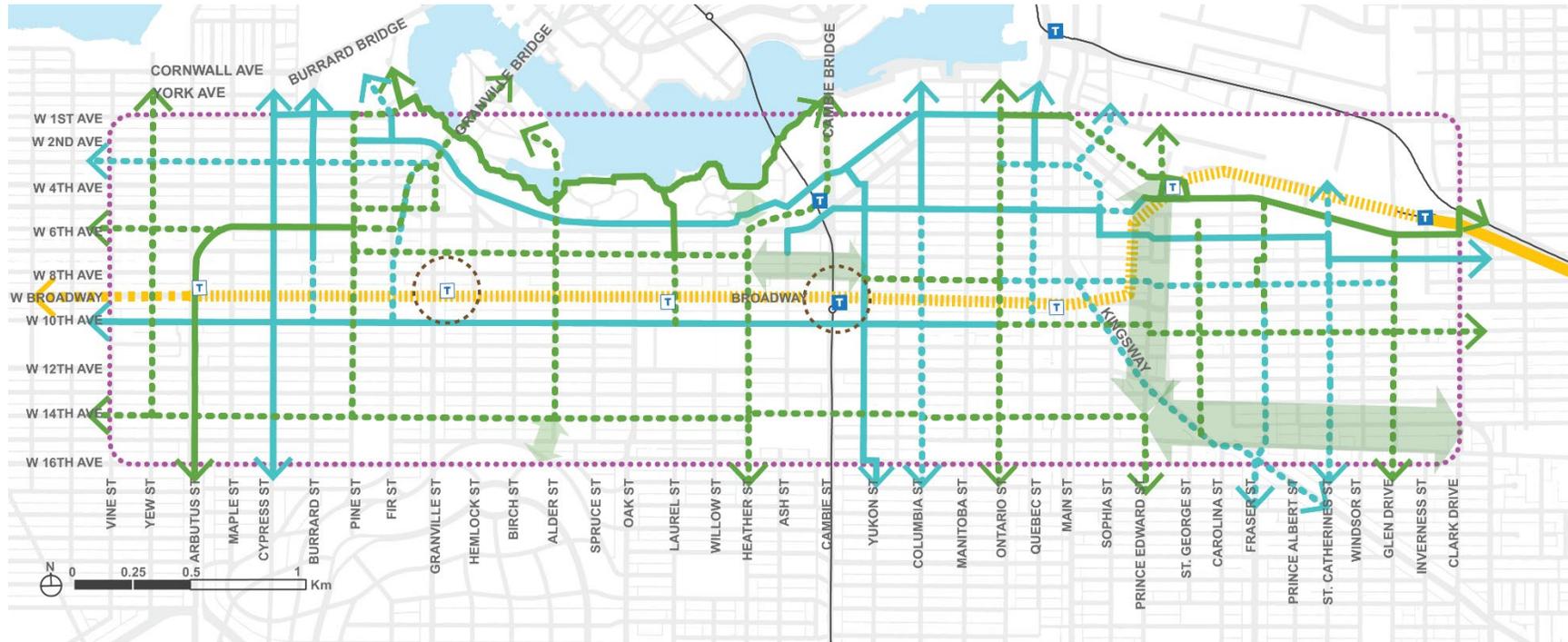
14.1.5 Enhance public wayfinding opportunities through signage and markings.

## 14.2 Cycling and Micromobility

The Broadway Plan area includes some of the city's busiest cycling routes. These include the Ontario Greenway, 10th Avenue bikeway, and the Seaside Greenway. However, many of the routes do not meet AAA design guidelines, which require low motor vehicle volumes and speeds on local streets and physical protection in higher-traffic areas. On some streets, many people ride on the sidewalk or avoid cycling altogether because of a lack of safe facilities. To reach the *Climate Emergency Action Plan* target of 80 per cent sustainable mode share by 2030 within the Broadway Plan area, it will be critical to provide a high-quality network of cycling facilities that serves all types of trips and connects people to their daily destinations. These routes will also serve micromobility devices such as e-kick scooters; as volumes grow, safe cycling routes will be essential for discouraging sidewalk riding and reaching our Vision Zero goal to eliminate traffic fatalities and severe injuries.

- 14.2.1 Create a network of safe and comfortable bike routes for people of all ages and abilities, such that almost all residents live within two blocks of an AAA bike route and key recreational, commercial and employment destinations are well connected, as shown in Figure 14.2.
- 14.2.2 Provide direct AAA cycling connections to SkyTrain stations where possible.
- 14.2.3 Connect the cycling network with commercial areas to support local businesses and to make it easier to access daily services without a vehicle.
- 14.2.4 Enhance public wayfinding opportunities through signage and markings.
- 14.2.5 Improve access to bike parking and public bike share stations throughout the Broadway Plan area, which would be located on private property while being publicly accessible whenever possible.
- 14.2.6 Work with the provincial government and TransLink and leverage redevelopment opportunities near SkyTrain stations to provide additional secure bike parking beyond what is typically required, such as by providing bike mobility hubs (safe, secure bike parking with end-of-trip facilities), with a priority to having these facilities near the Broadway–City Hall, Mount Pleasant, and South Granville SkyTrain stations.
- 14.2.7 Reduce opportunities for potential conflicts between motor vehicles and people using active travel on the cycling network (e.g. by reducing driveways and intersections) and improve crossings at major intersections (e.g. with traffic signals).

Figure 14.2 - Future Cycling Network of the Broadway Plan Area



Legend

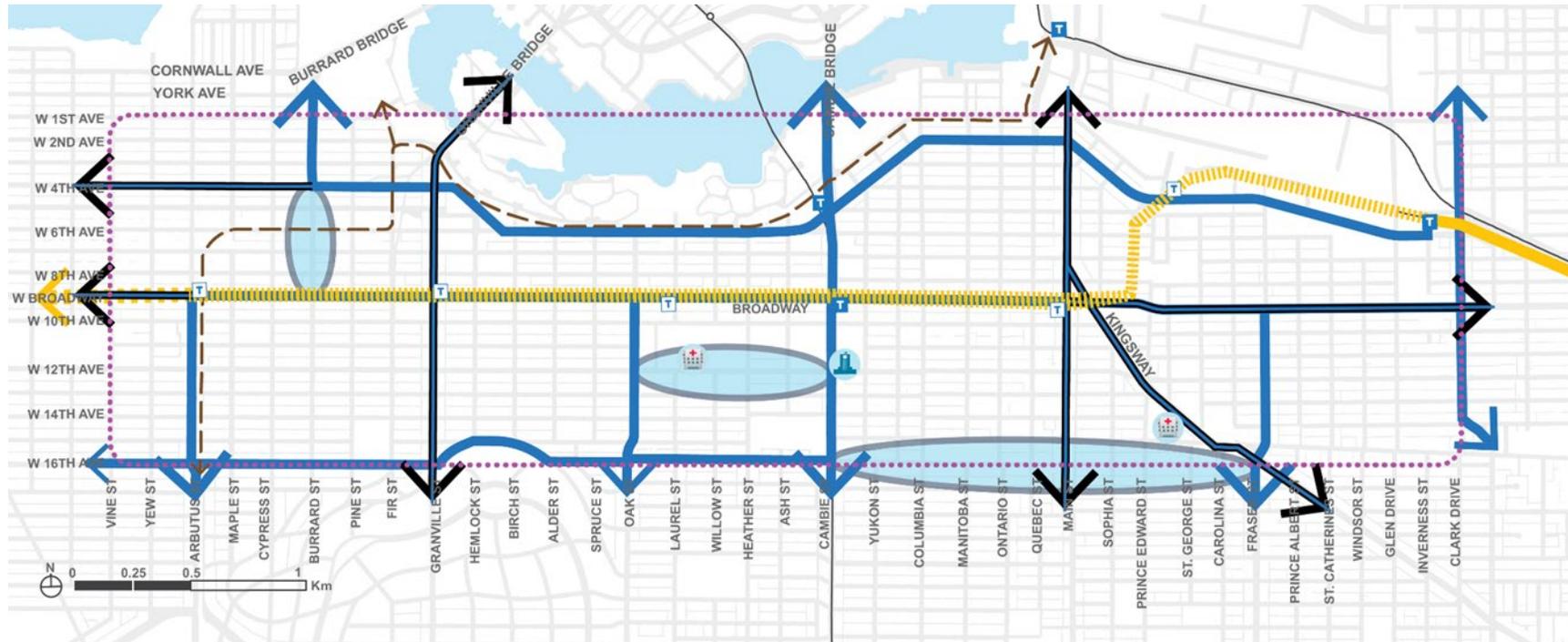
- Broadway Plan Area
- ||||| Future Broadway Subway
- ■ ■ ■ Future Millennium Line UBC Extension
- Millennium Line
- Current SkyTrain Network
- Ⓣ Existing Rapid Transit Station
- Ⓣ Future Rapid Transit Station
- Existing Greenway
- Future Greenway
- Other Existing Bike Route
- Other Future Bike Route
- Ⓣ Further Work Required to Determine Best Connection to Station
- Further Work Required to Determine Greenway Alignment

## 14.3 Transit

Public transit is a critical aspect of transportation in Vancouver — for people to access jobs, food, parks, community services, schools, social opportunities, childcare and other important needs. It is particularly important for people who have fewer transportation options, such as people with low incomes, women, youth, seniors, and people with disabilities. Although the Broadway Subway will significantly increase transit capacity, improve transit reliability, and decrease travel times, the bus network is critical for many trips and carries most of the transit trips in the region. The policies below will help ensure the bus network is safe, reliable, convenient, and integrated with the SkyTrain system, and there is continued prioritization of bus service on key transit corridors. The policies will also make it easier for people to access SkyTrain stations and bus stops by different modes and will ensure that transit service levels continue to grow in order to serve more people.

- 14.3.1 Work with TransLink on its Vancouver Area Transport Plan and the Broadway Subway Bus Network Integration Plan to enhance city-wide transit service and infrastructure, address network gaps, improve access to destinations, and ensure convenient and efficient integration between buses and the future SkyTrain extension. This work will include examining the network gaps identified in Figure 14.3.
- 14.3.2 Enhance the reliability and efficiency of bus service, particularly on key transit corridors and the Bus Speed and Reliability Focus Corridors, by working with TransLink.
- 14.3.3 Provide easy, multi-modal access to bus stops and SkyTrain stations by including the following elements at or near the stops and stations:
  - a) Wide, accessible sidewalks and bus landing areas.
  - b) Enhanced street crossings and sidewalk access.
  - c) Universally accessible bus shelters and benches.
  - d) Bike routes and secure bike parking.
  - e) Bike share stations.
  - f) Pick-up and drop-off spaces for commercial passenger vehicles and private vehicles.
  - g) Bus stops that are located as close as possible to stations.

Figure 14.3 - Future Transit Network and Identified Network Gaps in the Broadway Plan Area



Legend

- Broadway Plan Area
- ||||| Future Broadway Subway
- Millennium Line
- Future Millennium Line UBC Extension
- T Existing Rapid Transit Station
- T Future Rapid Transit Station
- Current Bus Network
- Current SkyTrain Network
- Bus Speed and Reliability Focus Corridors
- Future Streetcar
- Network Gaps for Further Consideration
- City Hall
- Hospital

**Note:** The bus routes do not include the temporary detours of some trolley routes due to the construction of the Broadway Subway.

- 14.3.4 Continue to plan for the Council-approved streetcar network, including potential connections to Señákw, Vanier Park and Granville Island, and for other future transit technologies such as electric and automated buses.
- 14.3.5 Work with our partners to plan and design for the completion of the Millennium Line to UBC (UBCx).

## 14.4 Broadway as a Great Street

Today Broadway is part of the regional Major Road Network, supporting the safe and efficient movement of people and goods across the region. The extension of SkyTrain to Arbutus will reinforce Broadway as the key transportation and economic corridor connecting the city and region to its distinctive neighbourhoods of Kitsilano, Fairview and Mount Pleasant. To become a Great Street that is memorable and recognizable, and where people enjoy spending time, Broadway needs to be an attractive and comfortable place for people to walk, roll and gather. It is also important for people to easily access shops and services and to transfer from one mode of travel to another.

- 14.4.1 Provide a high level of connectivity on Broadway for all users by:
  - a) Providing end-of-trip and passenger facilities, such as bike parking, accessible bus shelters (on streets that are bus routes) and public washrooms, on Broadway and nearby streets, primarily through redevelopment.
  - b) Ensuring Broadway continues to play an important regional role in moving people and goods, particularly through low-carbon and sustainable modes of travel.
- 14.4.2 Enhance the reliability and attractiveness of buses on Broadway by:
  - a) Considering transit priority measures where buses experience excessive delays.
  - b) Improving visual and physical connections to the existing and future rapid transit stations, including elements that support public life, such as seating, plazas, wayfinding, lighting, and more.

## 14.5 School Areas

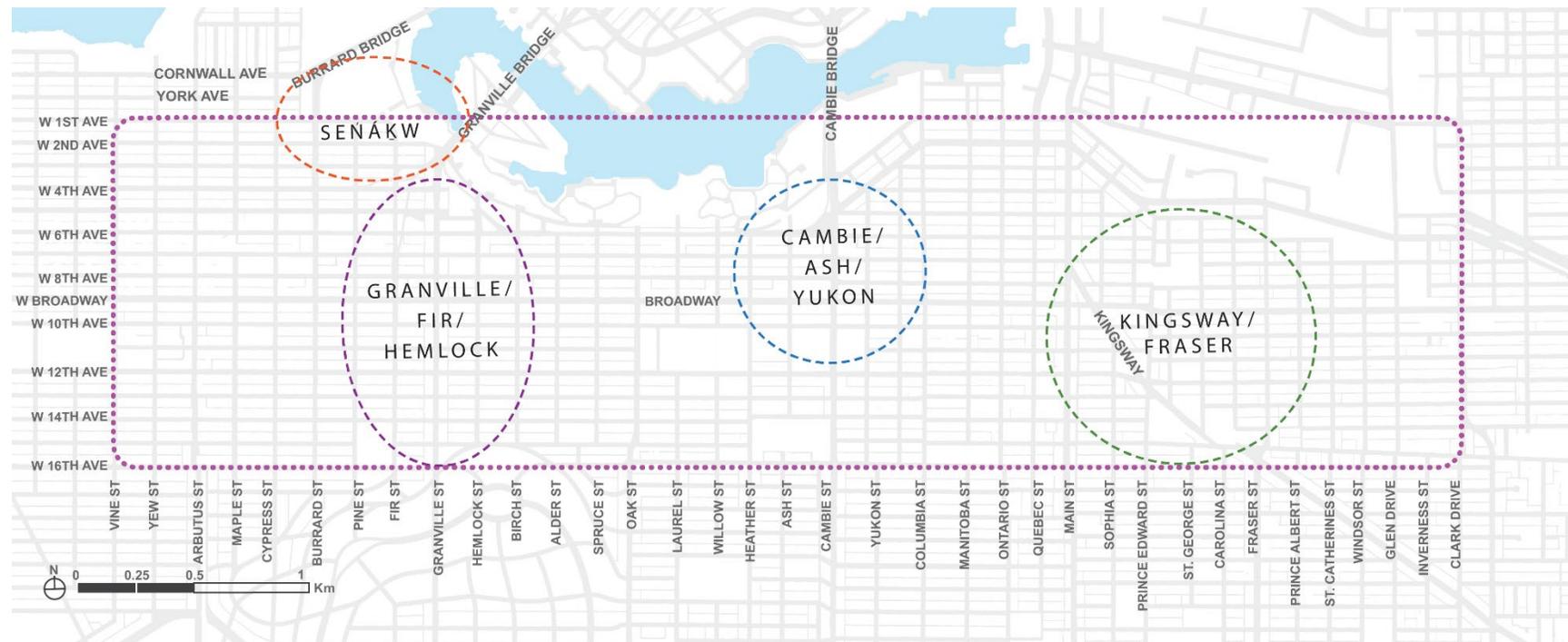
Kids and families are much more likely to walk, roll, or bike to school if there is safe and comfortable active transportation infrastructure that connect schools to where children live and to major destinations and amenities such as parks, retail areas, and transit stations and stops. Setting up healthy, safe commuting patterns early in life can strongly influence how people get around later.

- 14.5.1 Work with the Vancouver School Board to introduce the School Active Travel program to all schools in the Broadway Plan area.
- 14.5.2 Promote walking school buses and other sustainable transportation education programs to all schools in the Broadway Plan area.
- 14.5.3 Make streets around schools slower and safer through traffic calming, car-free streets, and improved lighting.
- 14.5.4 Prioritize connections between schools and greenways, bikeways, and transit stops and stations.

## 14.6 Focus Transportation Subareas and Corridors

Several subareas and corridors within the Broadway Plan area have unique functions within the transportation network and need further study to determine how to advance the Plan’s goals. In these locations (Figure 14.4), a range of transportation and public realm interests compete for physical space within a limited road right-of-way. To assess how we can balance these various needs, the City will undertake a detailed examination of the long-term roles and people-moving capacity of the streets within these subareas and corridors.

*Figure 14.4 - Focus Transportation Subareas and Corridors in the Broadway Plan Area*



- 14.6.1 Work to integrate the transportation needs of Seńákw, a development proposed by the Squamish Nation just outside the Broadway Plan area, into the local transportation network. The City will continue to refine the access strategy in collaboration with the Squamish Nation, considering the transportation, land use, and other policies identified in this Plan.
- 14.6.2 Through the creation of long-term transportation strategies, identify the roles and functions for the streets in the following subareas and corridors to create a complete transportation network. The needs and objectives for each area are outlined below.

### **Granville / Fir / Hemlock subarea:**

- 14.6.3 Make Granville Street a place that supports businesses, residents and visitors by making it easy for people to walk, roll, cycle and gather.
- 14.6.4 Provide safe and convenient walking, rolling and cycling facilities that connect the new South Granville station with Granville Bridge, Arbutus Greenway, future Seńákw development, and cycling routes.
- 14.6.5 Improve transit reliability and efficiency along Granville Street and work with TransLink to ensure transfers between buses and SkyTrain are safe and convenient.
- 14.6.6 Recognize Granville Street as a key vehicular connection between Downtown and the airport.

### **Cambie / Ash / Yukon subarea:**

- 14.6.7 Support the area's businesses, residents and visitors by making it easy for people to walk, roll, cycle and gather.
- 14.6.8 Provide safe, convenient cycling connections between Broadway–City Hall Station, Cambie Bridge, local businesses, City Hall, VGH Campus, and cycling routes (such as 10th Avenue Bikeway).
- 14.6.9 Provide a safe and comfortable way for the Midtown Greenway to cross Cambie Street north of Broadway, as it transitions from 7th Avenue in Fairview Slopes to 8th Avenue in Mount Pleasant (options include transitioning from 7th Avenue to 8th Avenue via Heather Street Greenway or Cambie Street).
- 14.6.10 Support Cambie Street as an important connection for vehicles to local businesses and Downtown.

### **Kingsway / Fraser corridors:**

- 14.6.11 Support local businesses and create safe and comfortable places for residents and visitors to walk, roll and gather on Kingsway and Fraser Street.
- 14.6.12 Provide more crossing opportunities for people using active transportation.
- 14.6.13 Provide safe, protected and connected cycling routes to serve these corridors.
- 14.6.14 Improve transit reliability and efficiency, and enhance transit service.

Granville, Cambie, Kingsway, and Fraser are currently truck routes and all except Fraser are part of the Major Road Network, which supports the safe and efficient movement of people and goods across the region. As per Provincial legislation TransLink approval is required for any road alterations that impact the people-moving capacity of MRN roads.

## **14.7 Motor Vehicle Network, Goods Movement, Parking and Curbside Management**

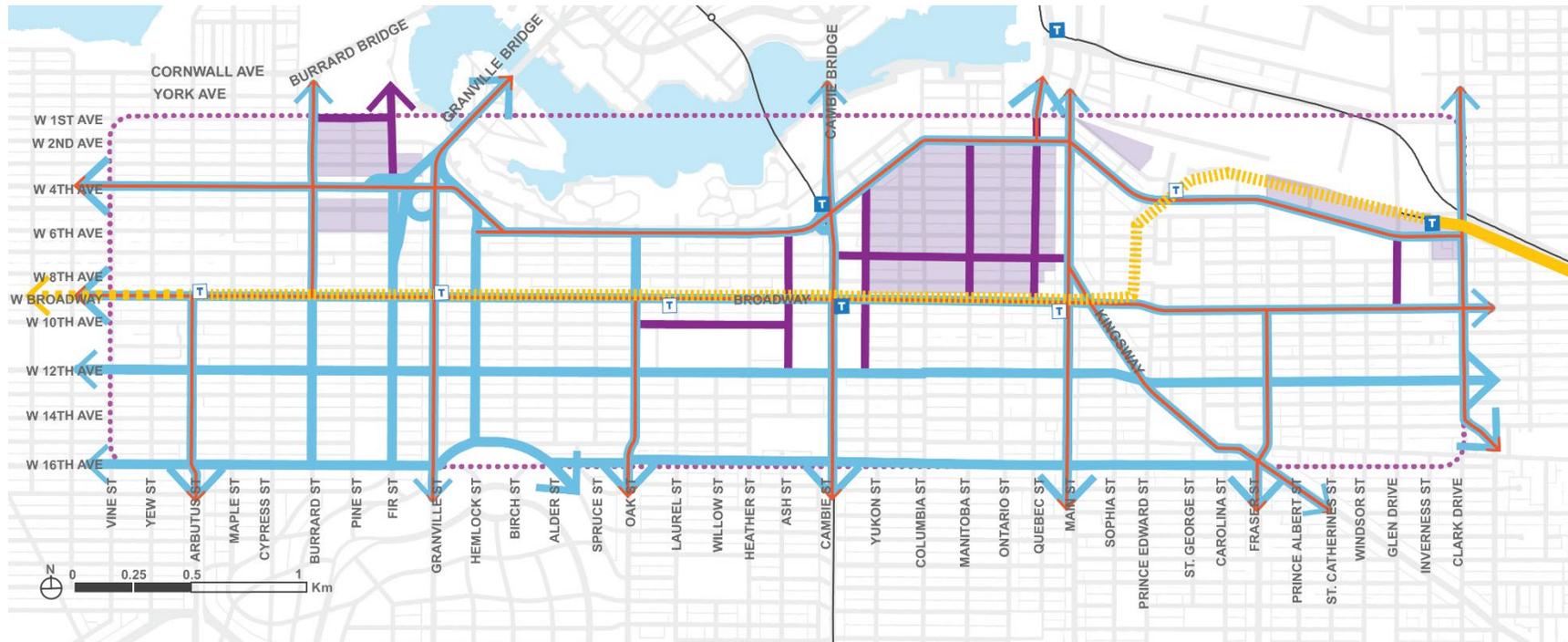
The motor vehicle network is important for the movement of goods and services to and through the Broadway Plan area. It plays an important role in serving businesses and industrial land uses and in providing patient access to the hospital area. The Broadway Plan area includes several important city and regional motor vehicle routes, including Broadway, Granville Street, Cambie Street, Main Street, Kingsway and Clark Drive. They are part of the regional truck network and several are key motor vehicle connections to Downtown. The motor vehicle network needs to be managed efficiently into the future, especially as the area grows, to increase the people-moving capacity of our transportation system.

- 14.7.1 Improve the efficiency and resilience of our transportation system and increase its people-moving capacity by providing more transportation options and dedicating more space to walking, rolling, cycling and transit, which move more people than private vehicles in a constrained space.
- 14.7.2 Ensure emergency response and truck route functions are maintained as all street designs and networks are developed.
- 14.7.3 Implement measures to eliminate serious motor vehicle collisions and promote safe operations of motor vehicles on roadways. This includes traffic-calming infrastructure on local streets to reduce vehicle speeds and shortcutting and to prioritize walking and cycling greenways and other bike routes.

- 14.7.4 Support the safe and efficient delivery of goods and services by businesses.
- 14.7.5 Introduce turning bays at strategic locations, such as arterial streets (which typically handle the highest flows of motor vehicle traffic) and vehicle access streets (which provide local motor vehicle access to key destinations), to direct motor vehicles to streets designed to safely handle higher volumes of traffic (Figure 14.5).
- 14.7.6 Through redevelopment, provide new laneways or realign laneways to address network needs and widen existing laneways where required to achieve standard widths. Areas where laneways are missing or require upgrades include but are not limited to the following:
- a) Kitsilano neighbourhood, between 4th Avenue and Broadway.
  - b) Mount Pleasant RT (Two-Family Dwelling) areas.
  - c) Fraser area, south of Broadway.
  - d) Arbutus area, south of 12th Avenue.
- 14.7.7 Pursue amendments to off-street parking requirements in the Broadway Plan area for individual rezoning applications, with the intent to eventually embed these amendments into the Parking Bylaw pending review of their first implementation. Amendments may include:
- a) Removing minimum motor vehicle parking requirements (except for spaces required for accessibility and visitor parking) for new developments.
  - b) Requiring Transportation Demand Management Plans for most developments to encourage trips by walking, biking and transit.
  - c) Introducing maximum motor vehicle parking allowances for new developments.
- 14.7.8 Pilot District Parking (parking available to serve the area, not just the site) in buildings close to transit stations and greenways and look for other opportunities to provide parking options off-street.
- 14.7.9 Support expansion of car-share parking on- and off-street, reducing the need for privately owned motor vehicles and parking pressures.

- 14.7.10 Ensure people with mobility challenges are provided with good access to destinations.
- 14.7.11 Prioritize curb space for those who need it most, such as people with mobility challenges, people making deliveries, and people being picked up or dropped off.
- 14.7.12 Provide more electric vehicle charging stations and support low-impact goods and service delivery (e.g. smaller delivery vehicles that are micromobility-based and low-carbon or electric vehicles).
- 14.7.13 Look for opportunities to electrify the curb to support the public charging network for different types of electric vehicles and uses, including micromobility devices, transit vehicles, shared fleets, passenger fleets, filming and events.
- 14.7.14 Provide space for quick stops by micromobility delivery devices, including e-kick scooters and a variety of cargo bikes.
- 14.7.15 Introduce roadway and pedestrian-scale LED fixtures with lighting controls.

Figure 14.5 - Future Motor Vehicle Network in the Broadway Plan Area



Legend

- ..... Broadway Plan Area
  - ||||| Future Broadway Subway
  - Future Millennium Line UBC Extension
  - Current SkyTrain Network
  - Millennium Line
  - T Existing Rapid Transit Station
  - T Future Rapid Transit Station
  - Arterial Street
  - Vehicle Access Street
  - Industrial/Employment Areas
  - Truck Route\*
- \* Granville Bridge has a weight restriction maximum licensed gross vehicle weight of 27,000 kg

**Note:** The blue lines are the streets designed to accommodate motor vehicle through-traffic. Most other streets, except the car-free greenways, would be designed to accommodate local motor vehicle circulation and access.

# 15 Public Realm Framework

## Introduction

The public realm refers to all public spaces outside and between buildings, including parks, plazas, playgrounds, public seating areas, streets and laneways as well as privately owned public spaces and the building facades, storefronts, displays and patios that shape the pedestrian experience of public spaces. Many essential activities that are part of our daily lives take place in and depend on public spaces. Public space serves a critical role in our health and well-being and profoundly shapes our day-to-day experience. It is used for getting around, socializing and gathering, and recreation and respite. Streets serve as connections, and plazas and parks provide a place to stop along the way, to rest, to socialize and to interact. These spaces make our neighbourhoods vibrant places to live and are fundamental to people's participation in public life, including the most vulnerable members of our communities. As the Broadway Plan area continues to grow and change, the public realm's important role will only increase. We must ensure there is ample and equitable access to public spaces and that moments for public life are woven throughout neighbourhoods.

Ongoing colonial practices continue to impede Indigenous Peoples' rights, visibility and voice. Reconciliation efforts and strengthening relations with the Host Nations and urban Indigenous Peoples are fundamental to the City's stewardship of public spaces. The City commits to work with the Host Nations to identify, participate in, and lead public space projects and ongoing management. Incorporate Musqueam, Squamish and Tsleil-Waututh naming, public art, signage, and visibility within the public realm.

The following principles will help create a successful public realm in the Broadway Plan area:

- » **A Complete, Integrated and Resilient Public Realm:** Create a complete, connected network of diverse public spaces, linked by green networks that are sustainable and resilient to climate change. The public realm in the Broadway Plan area can collectively enhance and encourage nature-based solutions, safe walking, rolling, cycling, and transit connections and opportunities for community gathering, socialization, stewardship, play and rest.

- » **Welcoming and Inclusive Public Spaces:** Foster public spaces that are inclusive, accessible, equitable, gender safe and culturally vibrant. Provide public spaces that facilitate community gathering and cultural expression and that are responsive to current and future community needs. Prioritize the public space needs of people who face barriers to fully participating in public life and in neighbourhoods that are underserved.
- » **Reconciliation and Decolonization:** Centre Musqueam, Squamish and Tsleil-Waututh culture as priority and also include urban Indigenous visibility, voice, and cultural safety in the public realm, especially in areas that are culturally rich with Indigenous knowledge and traditional usage. Create public spaces that reflect the cultural identities, land and water stewardship and living histories of Musqueam, Squamish and Tsleil-Waututh Nations, as well as urban Indigenous communities.
- » **Public Space Stewardship and Community Connections:** For public spaces to become centres of public life, they should foster a sense of pride and identity in communities and provide delightful and memorable places to live, work and play. Public spaces in the Broadway Plan area should reflect, promote and enhance the different neighbourhood contexts and characters, and they should enable opportunities for public art, cultural expression, partnerships, community led-stewardship and programming, and inclusive management practices.

The Public Realm Framework reflects these guiding principles and identifies ways by which our buildings, streets, and open spaces can harmoniously support an equitable, accessible, sociable, and resilient public realm. It puts forward an inclusive, complete and integrated network of public realm opportunities within the Broadway Plan area.

The Public Realm Framework will be realized over the course of the 30-year Plan. It will help provide structure, vision and principles for public spaces and public life in the Broadway Plan area. This framework will be used to guide the implementation of the Broadway Plan, such as the location, design, and delivery of public spaces. While the Public Realm Framework will help guide places for public life in the Broadway Plan area, other opportunities not currently shown on the framework map will also be explored as they arise.

## City-Wide Context

Public realm improvements in the Broadway Plan area are informed by and align with other City plans and policies, including the *Climate Emergency Action Plan*, *Equity Framework*, *Transportation 2040*, *Rain City Strategy*, as well as:

- » **Spaces to Thrive: Vancouver Social Infrastructure Strategy (2021)** – Supports social spaces, facilities and services of non-profits and community organizations through its various roles. Food assets are a part of social infrastructure, as they are social-serving spaces and opportunities to program, learn and connect with community. The strategy also responds to improving gender safety for women and gender diverse people.
- » **VanPlay (2019)** – Guides the work of the Vancouver Park Board as the parks and recreation services master plan. It represents a strong commitment to equitable delivery of excellent parks and recreation opportunities in a connected, efficient manner which celebrates the history of the land, place, and culture.
- » **Culture|Shift: Blanketing the City in Arts and Culture (2019)** – Vancouver’s Culture Plan for 2020–2029, which provides a framework of strategic directions and actions to align and increase support for art and culture, champion creators, and build on commitments to Reconciliation and equity.
- » **Making Space for Arts and Culture (2019)** – Introduces bold moves to advance community-led cultural infrastructure and optimize policies and tools to secure, enhance, and develop vibrant, affordable, and accessible arts and cultural spaces.
- » **Vancouver Music Strategy (2019)** – Addresses the current gaps in the music ecosystem by supporting musicians and music industry professionals, with objectives to engage audiences, promote music tourism and education, and remove municipal barriers, all to support and position Vancouver as a thriving hub for music.
- » **Vancouver Food Strategy (2013, 2017)** – Articulates the City’s vision of a just, sustainable food system and commits the City to supporting important food assets such as food gardens, vending, and celebration spaces in the public realm.

## Vision

The Broadway Plan area has distinctive neighbourhoods and places that invite all to participate in public life. All people who live in, work in, or visit the area will have access to public spaces, offering opportunities for enjoyment, social interaction, recreation, art and culture, urban agriculture, and a connection with nature in an urban environment. Public spaces of various types, sizes, and scales will establish a socially and culturally vibrant public realm network, facilitating gathering, community events, and active public life throughout the Broadway Plan area.

Streets will be enhanced for walking and cycling by including infrastructure and amenities such as wide sidewalks, street trees, street furniture, weather protection, bike lanes, and bike parking (see the Transportation Chapter 14 for more details). Local and busy commercial streets will have an attractive public realm, providing space for people to rest, gather and socialize within the

streetscape, animating commercial areas and supporting businesses. Broadway will be a Great Street — a green and leafy corridor with a streetscape that supports safe walking and rolling with comfortable and delightful places to socialize and rest along the way.

Where advantageous and appropriate, lanes will be activated, creating a safe and unique public life experience. They will improve circulation and better connect the streets and neighbourhoods adjacent to Broadway and other arterials, while maintaining important back-of-house functions.

The Broadway Plan area will have a well-connected network of parks and green spaces, linked by greenways and blue green systems (see One Water Chapter 20 for more details) that manage water and land in a way that is inspired by nature and provides opportunities for stewardship by residents and organizations. The City will also ensure these spaces are well designed, managed, and resilient throughout their life cycle.

The Public Realm Framework Map (Figure 15.1) outlines opportunities for linear, connective public space networks such as greenways, blue green systems and commercial high streets, which improve walking, rolling and cycling connections throughout the Plan area, enhancing liveability, resilience, and passive socializing opportunities. It will also guide the creation of new public spaces such as parks and plazas to support public life in the Broadway Plan area.

## Key Directions

As the Broadway Plan area continues to grow, demands on the public realm network will also increase. Potential public realm improvements should respond to the shortage of public spaces and opportunities for public life in the Broadway Plan area and work to efficiently and effectively support equitable, sociable, sustainable and resilient neighbourhoods. We have an opportunity to improve and reimagine public spaces as multi-functional and adaptable, capable of supporting diverse functions and community needs. Several “big moves” will help us achieve our public realm vision and improve public life in Broadway:

- » Improve and enhance streetscapes.
- » Transform Broadway into a Great Street.
- » Repurpose road space into new public spaces that support parks, public life, and more.
- » Grow, enhance and protect parks.
- » Provide meaningful public spaces on private property.

Figure 15.1 - Public Realm Framework Map



Legend

- Broadway Plan Area
- Existing Rapid Transit Station
- Future Rapid Transit Station
- Broadway Great Street Streetscape
- Commercial High Street Streetscape
- Subway Station Area
- Large and Unique Site
- Opportunity for Enhanced Walking Route
- Greenway Alignment Requiring Further Analysis
- Greenway
- Blue Green System
- Existing Side Street Plaza
- School Site
- Existing Park

**Note:** Where a greenway connects to a park, there will be further work and consultation to determine if the greenway will go through or around the park.

## Public Realm Framework Policies

These policies identify opportunities and key characteristics for the placement, design and creation of new public spaces, such as parks, gardens, and plazas in the Broadway Plan area. They provide more detail on how the Plan will advance the key directions and achieve the Guiding Principles.

### 15.1 Area-Wide Public Realm Policies

These policies seek to improve the liveability of the public realm throughout the Broadway Plan area for all, including equity-denied communities such as women, people with disabilities, people with lower incomes, people of colour, 2SLGBTQQIA+ communities, and others who face barriers to participating fully in public life. The policies aim to improve connectivity and access to a range of diverse and welcoming public spaces — including plazas, parks and enhanced streetscapes — and optimize their potential for community use in light of anticipated population increases and demographic changes.

- 15.1.1 Provide a complete, connected network of public spaces by delivering a full spectrum of space types and uses across all neighbourhoods in Broadway, to support: gathering and social connection; cultural expression and celebration; civic action and democratic expression; respite and connection to nature; physical activity, health and well-being; food security and local economic vibrancy.
- 15.1.2 Tailor public realm approaches to the unique context and character of the different neighbourhood areas within the Broadway Plan (Kitsilano, Fairview, Mount Pleasant, and False Creek Flats).
- 15.1.3 Support Musqueam, Squamish and Tsleil-Waututh Nations to take a lead role in identifying and advancing public space initiatives that reflect their cultural identities and living histories, increase gender and cultural safety and address future needs. Centring the leadership of the Host Nations, incorporate Musqueam, Squamish and Tsleil-Waututh naming, public art, signage, and visibility within the public realm.
- 15.1.4 Work with urban Indigenous communities and organizations to support their public space needs, and work with the Host Nations to ensure that local protocols and procedures are followed, where they deem appropriate.
- 15.1.5 Promote a rich and inclusive public life by providing public spaces that are accessible, safe and welcoming for people of all ages, genders, backgrounds, and abilities. Prioritize the public space needs of equity-denied communities.
- 15.1.6 Create a complementary interface between public spaces and surrounding buildings.

## 15.2 Spaces

### Streets as Better Public Spaces

Streets as Better Public Spaces projects are small street segments where the street is fully or partially closed to motor vehicle traffic and transformed into a people-centred space. They provide space for walking and cycling and can include opportunities for gathering, resting, gardening and food harvesting, arts and culture, public art, nature play, and green space and plantings to capture and filter rainwater. As motor vehicle access is more limited, they also reduce traffic along local streets (Figure 15.2).

Identify opportunities to deliver Streets as Better Public Spaces projects on local streets within the Broadway Plan area, following the principles and prioritization process outlined below.

15.2.1 Deliver Streets as Better Public Spaces projects in one of the following ways:

- a) As an active transportation spot improvement.
- b) Through community partner-identified opportunities for gathering and public life.
- c) Through development opportunities.

15.2.2 Consider them along these types of local streets:

- a) Greenway segments that intersect other greenways, commercial high streets, and other arterial streets, and/or pass schools or parks.
- b) Local streets on or near bikeways, especially where these streets intersect with commercial streets.

15.2.3 Prioritize locations where:

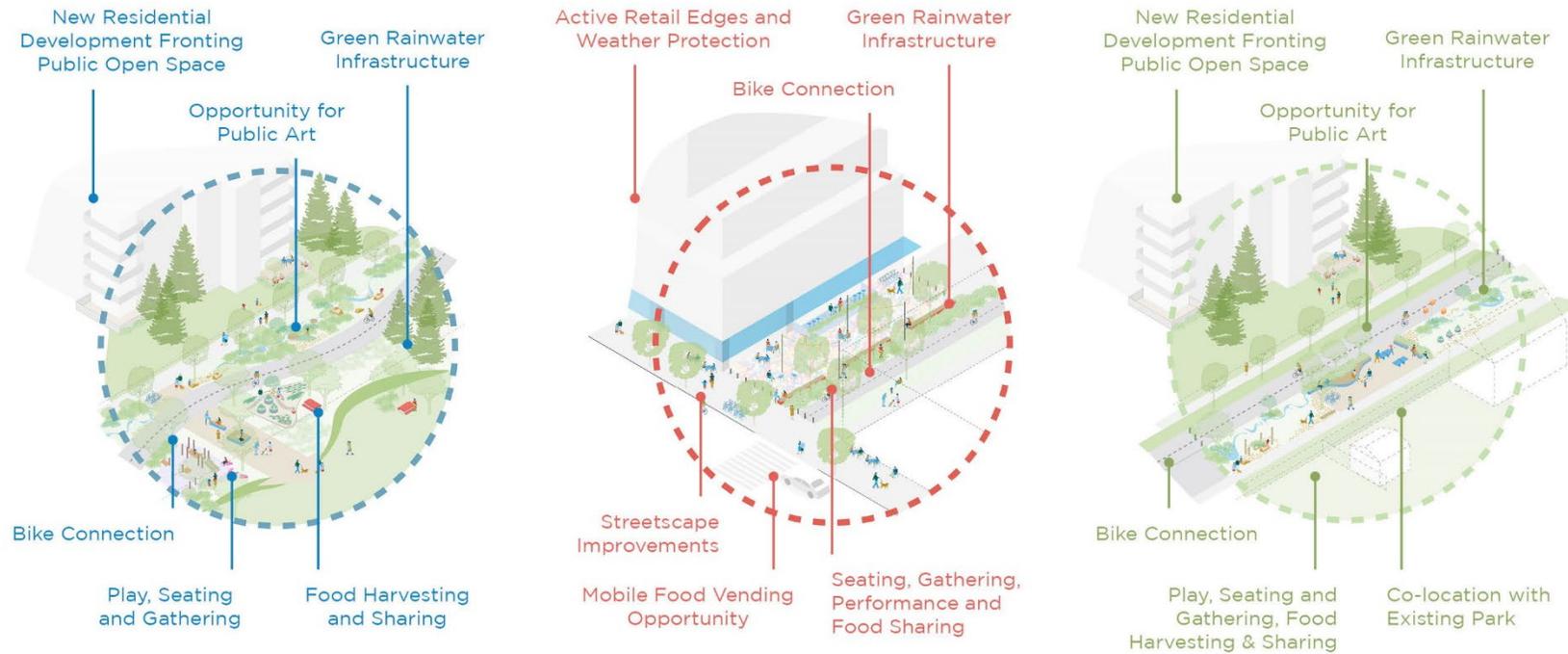
- a) Public space is needed most, including near SkyTrain stations, in commercial areas, and in areas that have a greater need for additional park and gathering space.
- b) Opportunities align with development or street reconstruction.

- c) Opportunities align with blue green systems.
- d) Opportunities align with well-used walking, rolling and cycling routes.
- e) There is a concentration of racialized communities or low-income communities that have historically had limited transportation and public space options.

15.2.4 Consult with neighbouring residents and businesses to guide the creation of individual projects.

15.2.5 Conduct further analysis including public engagement of early Streets as Better Public Spaces opportunities shown in Figure 15.3 to enhance existing parks and side-street plazas. For sites where analysis results are positive, seek to implement them at the earliest opportunity. Additional locations for Streets as Better Public Spaces will also be explored through Plan implementation.

**Figure 15.2 - Streets as Better Public Spaces - Typologies**



**Water, Biodiversity and Habitat**

Public space that prioritizes biodiversity and green rainwater infrastructure. Opportunity for co-location with greenways, blue green systems or existing or new park/open space.

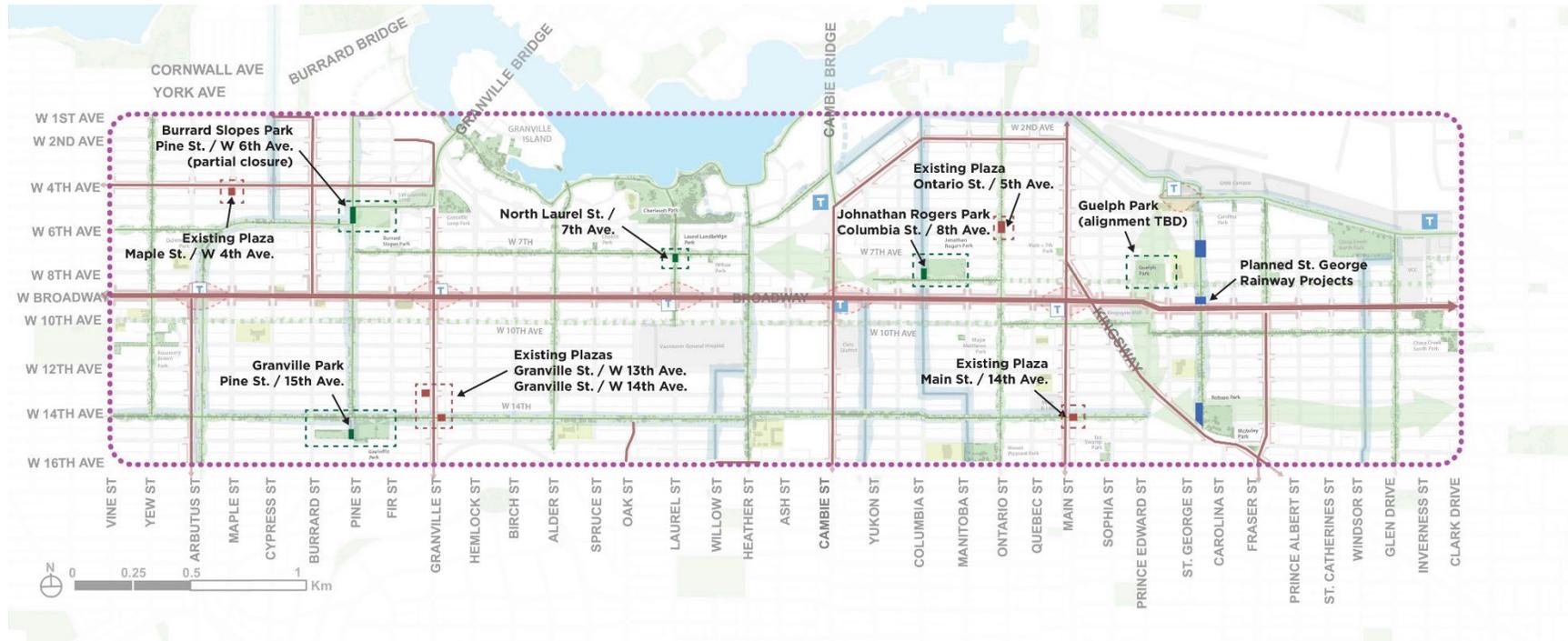
**High Street Hub**

Public space adjacent to commercial high streets that prioritizes public life and community gathering space. Opportunities to co-locate with or complement retail uses, greenways, or blue green systems.

**Recreation and Play**

Linear public space for safe and comfortable walking, rolling, cycling, day-to-day gathering, small performances, and play. Opportunity for co-location with greenway, blue green systems or existing or new park/open space.

Figure 15.3 - Examples of Potential Streets as Better Public Spaces Projects



Legend

- ..... Broadway Plan Area
- Existing Rapid Transit Station
- Future Rapid Transit Station
- Streets as Better Public Spaces (SABPS) Proposed Pilot Project Location (New)
- Existing Side Street Plaza and Proposed SABPS Pilot Project Location (Enhancement)
- Broadway Great Street Streetscape
- Commercial High Street Streetscape
- Subway Station Area
- Large and Unique Site
- Opportunity for Enhanced Walking Route
- Greenway Alignment Requiring Further Analysis
- Greenway
- Blue Green System
- School Site
- Existing Park

**Note:** Where a greenway connects to a park, there will be further work and consultation to determine if the greenway will go through or around the park.

*Figure 15.4 - Examples of Streets as Better Public Spaces Projects*



**Lilian To Park at Yukon and 17th Avenue**

Example of how local road space can be reallocated to help expand and enhance park spaces and provide bike lanes.



**Jim Deva Plaza**

Example of how side streets off commercial streets can be reallocated to expand and enhance access to urban gathering spaces.



**Sunset Park**

Example of connecting spaces, this street between a school and a park has been enhanced to provide a safer place to play, a bike lane, and rain gardens to clean stormwater and increase biodiversity.

## Plazas

Through the Public Realm Framework, there are opportunities to support public life along and near commercial high streets by developing new plaza spaces and enhancing those that already exist. These policies provide guidance on how we work with communities to design, deliver and manage these urban community gathering spaces.

- 15.2.6 Prioritize public space creation and enhancements in neighbourhoods that are currently underserved.
- 15.2.7 Locate different types and scales of plazas to reinforce the neighbourhood characters throughout the Broadway Plan area (e.g. public seating areas in building setbacks, boulevards and curb lanes, corner plazas, on-street plazas, etc.).
- 15.2.8 Create dignified public spaces that comfortably accommodate public life for all people, throughout the day and across the seasons. Provide essential facilities, such as seating, weather protection, access to water, power, lighting, and washrooms.

- 15.2.9 Design public spaces with built-in flexibility and infrastructure to accommodate a wide range of uses, and allow communities to evolve the spaces over time.
- 15.2.10 Meaningfully engage equity-denied communities to better understand their experiences of the public realm, and accommodate their preferred uses, comfort and perceptions of safety, in particular gender safety, in public space planning and design.
- 15.2.11 Collaborate with equity-denied communities to renew and redesign, steward, and program public spaces that reflect the living histories, contributions, and future needs of these communities.
- 15.2.12 Using the framework established in the *Plaza Stewardship Strategy*, explore opportunities to develop partnerships and engage Musqueam, Squamish and Tsleil-Waututh Nations, residents, businesses and community organizations, fostering broader participation and social connection, and promoting resilient, community-led active stewardship of public spaces.

### Privately Owned Public Spaces (POPS)

POPS are spaces that the public is invited to use but remain privately owned and maintained. They help secure new public space through leveraging new development to deliver a range of types and sizes of publicly accessible spaces, such as plazas, expanded streetscapes (e.g. smaller passive areas for seating and gathering, bike parking, planting), green spaces, and mid-block pedestrian connections. POPS can significantly contribute to overall public space access within the Broadway Plan area.

- 15.2.13 Secure, retain and enhance POPS.
  - a) Explore opportunities to secure new POPS as part of the development process, where appropriate, with a focus on areas that are currently most underserved. This may include a range of space types, including plazas and mid-block pedestrian connections (Figure 15.5).
  - b) Encourage the retention of existing POPS sites (or replacement with redevelopment), particularly in the underserved parts of the Broadway Plan area (Figure 15.6).
  - c) Encourage the improvement and renewal of existing POPS, to serve a wider range of users and uses and better connect to the public space network.

- d) Ensure a transparent and consistent process for securing, retaining and operating POPS, to support their access and enjoyment for the public.

15.2.14 Ensure that new and renewed POPS achieve the same high-quality design standard as publicly owned spaces, are inclusive and accessible, encourage a diversity of uses, and are well integrated into the wider public space network.

15.2.15 Learning from the model of the *Plaza Stewardship Strategy* for publicly owned plazas, encourage property owners and businesses to establish individual stewardship plans for new and existing POPS spaces, to support their operations, maintenance and programming.

15.2.16 Ensure that POPS are designed and programmed to be publicly accessible, gender safe and welcoming to all users, and are not monitored to exclude groups or individuals.

15.2.17 Encourage a greater diversity in types of activity and users in these spaces.

15.2.18 Ensure that POPS have consistent, clear, visible and welcoming signage that identifies these spaces as publicly accessible and identifies the types of activities and uses that are welcome.

15.2.19 Seek opportunities for (see Land Use Chapters 8-10 for more details; see Figure 15.6):

- a) Enhanced corner setbacks for POPS at intersections along Broadway within station areas and where it intersects with greenways, blue green systems and other commercial high streets.
- b) Enhanced corner setbacks for POPS where commercial high streets intersect with streets identified as having an “opportunity for enhanced walking route.”
- c) Enhanced corner setbacks for POPS along Broadway between intersections of Hemlock Street and Ash Street to reinforce northern views.
- d) POPS on “large and unique sites” that provide key community gathering spaces as well as improved pedestrian connectivity within and surrounding the site.
- e) POPS on new developments along commercial high streets, greenways, blue green systems and enhanced walking routes.

- f) Enhanced side-yard setbacks for POPS on parcels that can provide improved pedestrian connections to nearby parks, active lanes, and other key public spaces (e.g. mid-block pedestrian connection, pedestrian mews).

*Figure 15.5 - Examples of Privately Owned Public Spaces (POPS)*



**Plaza**



**Mid-Block Pedestrian Connection**

Figure 15.6 - Privately Owned Public Spaces (POPS)



Legend

- ..... Broadway Plan Study Area
- Existing Rapid Transit Station
- Future Rapid Transit Station
- Existing Mid-block Connection
- Existing Plaza POPS
- Existing Greenspace
- Broadway Great Street Streetscape
- Commercial High Street Streetscape
- Subway Station Area
- Large and Unique Site
- Opportunity for Enhanced Walking Route
- Greenway Alignment Requiring Further Analysis
- Greenway
- Blue Green System
- School Site
- Existing Park
- Potential Opportunity New Mid-block Connection
- Large and Unique Sites with Opportunities for POPS
- Opportunity Area for Enhanced Corner Setbacks for POPS
- Potential Key Site for Larger POPS
- Broadway Enhanced Northern View Setback

**Note:** Existing POPS, existing greenspace and POPS opportunity locations shown are not exhaustive.

## Parks

Within the Broadway Plan area, there are 20 well-used and well-loved parks, such as Jonathan Rogers, Guelph, Charleson and Mount Pleasant Park. However, they make up a small percentage of the overall space and few are connected to historic streams and other green spaces. Through the Public Realm Framework there is an opportunity to weave the city together by integrating parks, nature, recreation and culture into everyday life. This network is enhanced through new corridors, such as blue green systems and greenways, which provide opportunities for gathering, habitat, and improved street tree canopy. The Broadway Plan policies seek to protect and improve provision and access to parks while optimizing their potential for existing and future residents and workers in the area.

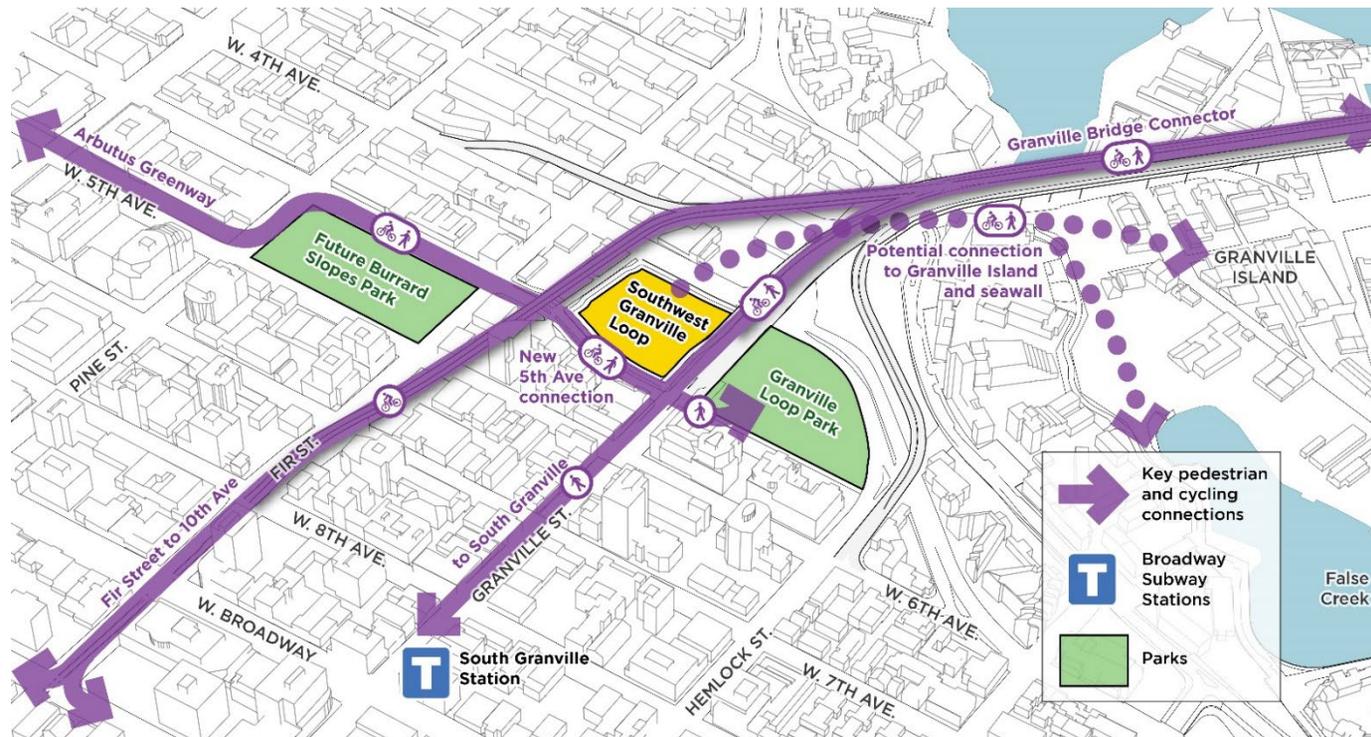
- 15.2.20 Protect existing parks and recreation spaces from loss and encroachment by new utilities, structures and buildings. Protect solar access in existing parks and maximize solar access in new parks and publicly accessible green spaces.
- 15.2.21 Keep pace with growth by renewing existing parks for higher-intensity use by people of all ages, abilities and cultural backgrounds. Apply principles of universal access and climate resilience in the design of parks.
- 15.2.22 Complete the phased delivery of parks to meet residents' needs for access to nature, health, wellness and social connectedness, through community-engaged design (e.g. Burrard Slopes Park).
- 15.2.23 Acquire and develop new local and neighbourhood parks with a focus on areas of low park provision or access. Locate new parks in large and unique development sites, and pursue opportunities to locate new parks and publicly accessible green spaces through redevelopment.
- 15.2.24 Identify opportunities to expand existing park uses and connectivity through integration with road reallocation (Streets as Better Public Spaces), greenways, cycling routes, and blue green systems, and with other providers of publicly accessible open space, such as Vancouver School Board and Vancouver Coastal Health (Vancouver General Hospital).
- 15.2.25 Enhance the visibility of Musqueam, Squamish and Tsleil-Waututh Nations on their own lands through planning, design, and cultural and stewardship initiatives, integrating hə́ŋqəmiḥə́m and Skwxwú7mesh languages in the public realm and look for ways to support urban Indigenous use of park spaces through culturally reflective and specific park amenities.
- 15.2.26 Create spaces that welcome groups not represented by dominant culture, where they may recognize themselves and their communities, through collaboration with non-profit groups and stakeholders that share an intersection of lived experiences. Musqueam, Squamish and Tsleil-Waututh Nations and urban Indigenous Peoples, as well as people from around the world, have instilled Vancouver with qualities, stories, heritage and character that make the city unlike any

other. Apply these learnings to the design of play spaces, individual and social areas, weather-protected and multi-use gathering spaces.

## Southwest Granville Loop

- 15.2.27 Maintain and enhance the Southwest Granville Loop as public open/green space, including with a potential “gateway” feature near Granville Street and West 5th Avenue.
- 15.2.28 Create an urban grid configuration that better supports safe and comfortable walking, rolling, and cycling connections between the site and the surrounding pedestrian and cycling network, including the Granville Connector, Arbutus Greenway, Granville Island, and the South False Creek Seawall, while ensuring transit and vehicular access needs are accommodated (Figure 15.7).

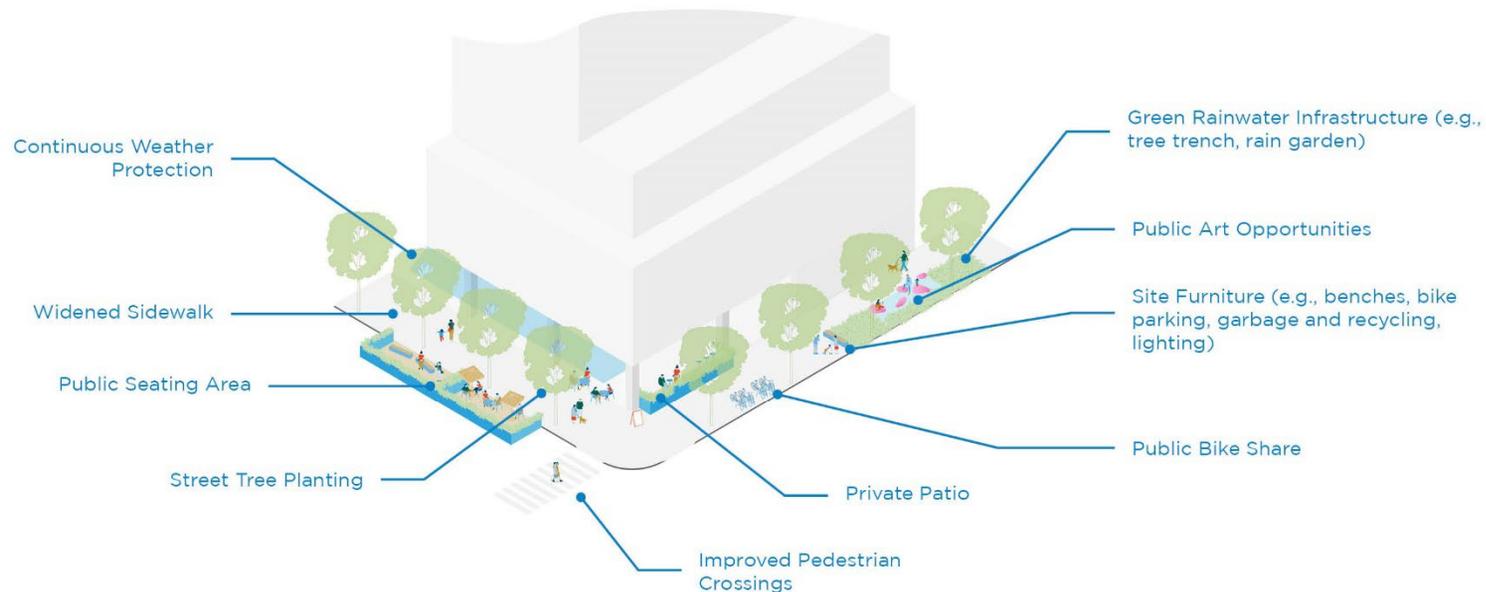
*Figure 15.7 - Conceptual Southwest Granville Loop Connection Diagram*



## 15.3 Streetscapes

Improved and enhanced streetscapes are an important element of the public realm, providing useful opportunities for integrating new public spaces into the existing fabric of the Broadway Plan area. Improved and enhanced streetscapes might include measures such as widened sidewalks, dedicated cycling facilities, street furniture, lighting, private restaurant patios, public seating areas, continuous weather protection, green infrastructure, and design elements to optimize street tree growth and health (Figure 15.8).

*Figure 15.8 - Enhanced Streetscape*



These policies seek to guide the improvement of streetscapes, enhancing the overall public realm experience and supporting public life in the Broadway Plan area. Opportunities to achieve these policies will be sought through development as it progresses.

## Enhanced streetscapes

- 15.3.1 Along and near commercial high streets, explore opportunities for widened sidewalks, protected cycling facilities, public seating areas, plazas, active laneways, other public open spaces, improved laneway crossings, and elimination of driveways.
- 15.3.2 Along local streets, maintain green and leafy corridors and seek opportunities for improved and enhanced pedestrian experience.
- 15.3.3 In strategic locations along local streets, greenways, blue green systems, and Streets as Better Public Spaces projects, explore opportunities to integrate public realm enhancements, such as seating and gathering spaces, biodiversity, recreation, and social, cultural, and food assets.
- 15.3.4 Through development and sidewalk reconstruction work, enhance safety by providing a buffer between all sidewalks and the roadway (e.g. a front boulevard where there may be utility poles, street trees, landscaping).
- 15.3.5 Provide a public realm that encourages multi-modal connections through the area and as access to development (e.g. wider sidewalks in areas close to major transit bus stops and stations, all ages and abilities (AAA) cycling facilities to transit).
- 15.3.6 Improve visual and physical connections to the existing and future rapid transit stations, including elements that support public life, such as seating, plazas, wayfinding, and lighting.
- 15.3.7 Seek opportunities to deliver mid-block pedestrian connections along commercial high streets to help facilitate increased pedestrian connectivity.
- 15.3.8 Create an 'arts walk' in the lane between First Avenue and Second Avenue in False Creek Flats, that links from the Innovation Hub to the Great Northern Way and Emily Carr Campuses. This lane provides an opportunity to animate a walking link to tie the creative activity of the Innovation Hub to the Emily Carr Campus, while maintaining its primary function for servicing. See the *False Creek Flats Plan*.

## Broadway as a Great Street

Great Streets have a city-wide and civic importance and are streets that people enjoy spending time on. They play a critical role in supporting economic activity, house landmark buildings, tell stories about the local history, and are public living rooms for people to live, work, play and connect. They are memorable and recognizable, safe and comfortable, and easy to get around by foot, bike, and transit. These streets dedicate as much space to pedestrians and slower movement as to the faster vehicular through-movement and the needs of goods movement. Slower-movement spaces are defined by lighting, landscaping and trees, and people gathering, 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.” With the Broadway Subway and enhanced people-moving capacity of the corridor, there is an opportunity to turn existing road space for motor vehicles into people-first public space to help achieve a Great Street on Broadway — reflecting its importance as one of our busiest transit corridors and commercial areas and a component of the regional Major Road Network.

The four primary elements of a Great Street are:

- » Safety – physical protection and cultural safety for all users.
- » Comfort – physical experience and ease.
- » Legibility – easy navigation.
- » Enjoyment – delightful experience.

*Figure 15.9 - Great Street Streetscape Elements*



Wide sidewalks with continuous weather protection.



Public seating areas and private patios.



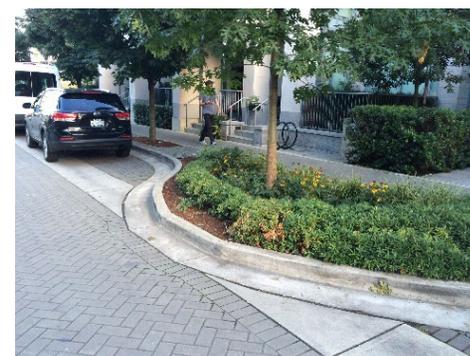
Seating and site furnishings, such as benches and planters.



Planted boulevards with diverse planting, large street trees and green rainwater management strategies.



Streetscape components such as bike racks, waste and recycling receptacles.



Opportunities for parking, pick-up, drop-off and loading.

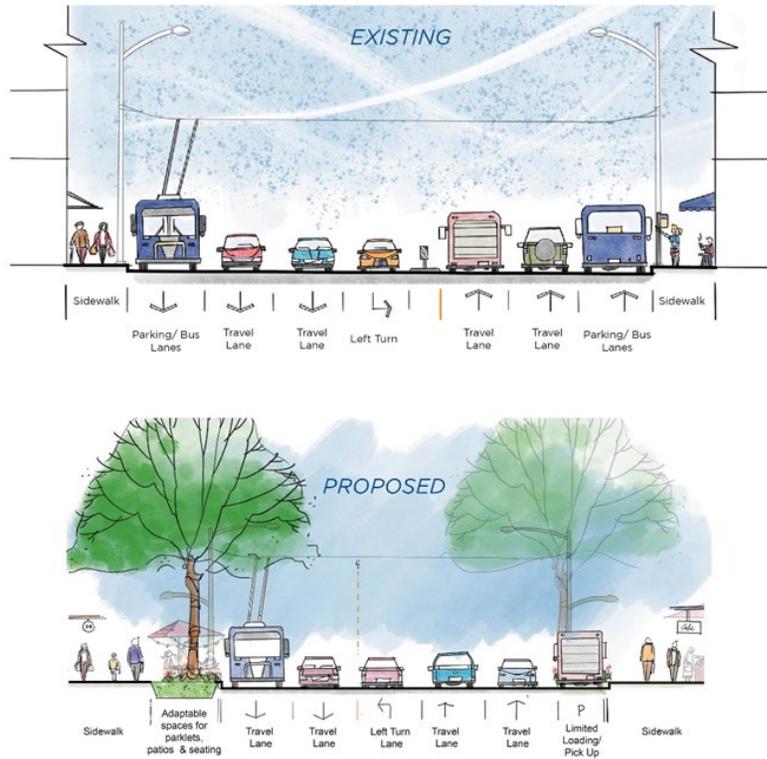
These elements would make Broadway a more comfortable place to walk, roll, gather, and connect to transit services. The following policies provide guidance on how to transform Broadway into a welcoming and vibrant Great Street.

- 15.3.9 Seek community-inspired opportunities to create distinctive character areas along Broadway.
- 15.3.10 Enhance the public realm by reducing the number of vehicle lanes where possible and through development:
  - a) With wider sidewalks and other universally accessible amenities for people and walking.
  - b) With significant street trees, greenery and rainwater management features.
  - c) In areas with more commercial and pedestrian activity, including along side streets, provide continuous weather protection, public seating areas and plazas and enable patio spaces to offer comfortable places for people to gather.
  - d) With opportunities for organizations and small businesses to animate the adjacent spaces (e.g. patios, merchandise displays, street vending, small performances, public art).
- 15.3.11 Maintain and seek new public space partnerships between local community organizations and the City, to ensure spaces are lively, well programmed, well managed, and responsive to unique neighbourhood needs.
- 15.3.12 Minimize the impacts of the subway infrastructure, such as vents, and utility infrastructure on people walking or rolling.

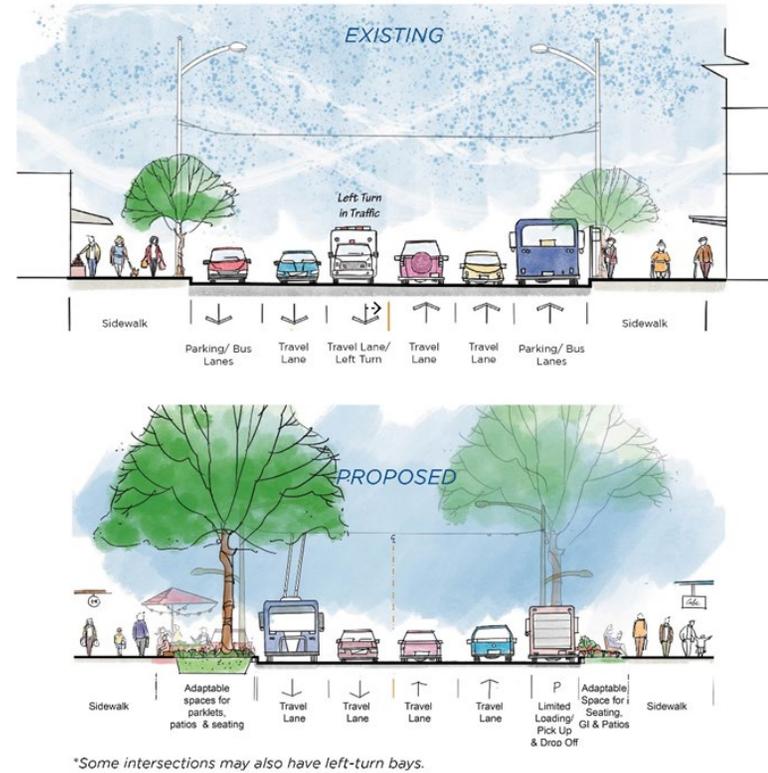
Figure 15.10 is an illustration of how the typical subway station and non-subway station blocks look today and how they could look like in the future, depending on the local context.

Figure 15.10 - Cross-Section Drawings of Current and Future Typical Station and Non-Station Blocks

**Typical station block**



**Typical non-station block**



**Note:** These graphics are for illustrative purposes only. The final design will depend on the local context.

## 15.4 An Integrated Public Realm

The public realm both supports and is supported by many different interconnected systems and activities. These policies provide guidance on how to integrate transportation, water and green rainwater infrastructure, food systems, urban forest and biodiversity, and arts and culture into public spaces and streetscapes. Though not every space will include every one of these elements, these policies support opportunities to weave them in where suitable throughout the public realm.

### Transportation

The transportation network is an integral part of the public realm. In addition to providing connections to destinations in and through the Broadway Plan area, when the transportation network is designed to cultivate public life, it also offers opportunities for people to meet and socialize with others, get physical exercise, and connect with nature. At the same time, it is important to ensure the transportation network provides people of all ages and abilities safe and accessible means to get around. This includes accessible pathway and surfaces, pedestrian and roadway lighting, AAA cycling facilities, accessible bus stops, and other important design features and amenities. To the extent possible, development permit and rezoning applicants are expected to work with City staff to accommodate these needs along their building frontages, which will be delivered through development requirements and/or City programs. (See Transportation Chapter 14 for more information on the types of facilities the City is envisioning and the alignments for priority walking/rolling routes, cycling routes, and transit routes).

### Green rainwater infrastructure

In addition to providing essential space for socializing, recreation, respite and cultural expression, public space that leads with nature-based solutions can help facilitate a more ecologically resilient public realm. Green rainwater infrastructure will be a key component of street design to manage urban rainwater runoff and enhance the public realm through increased biodiversity, greening of city streets, and reducing the urban heat island effect. The work will include a combination of interconnected and district-scale solutions (blue green system) as well as discrete and distributed green rainwater infrastructure solutions (such as rain gardens and infiltrating tree trenches) to help the watershed advance towards meeting the *Rain City Strategy* targets of capturing and treating 90% of average daily rainfall before release into receiving waters.

15.4.1 Use plants and soil in public spaces to clean and absorb rainwater and increase resilience against flooding.

- 15.4.2 Use street trees to reduce the urban heat island effect and, where possible, direct rainwater to these trees.
- 15.4.3 Provide space for water and people in the built environment that reintroduces nature in the city, and supports the natural water cycle.
- 15.4.4 Incorporate nature-based designs, including blue green systems and green rainwater infrastructure, with improvements such as seating, art, and expression of water (e.g. referencing historic streams and creeks and drawing from the millennia of Indigenous land and water stewardship).

## Food systems

The food system includes people, infrastructure, processes, and practices that are required for food production, manufacturing, distribution, access, and waste management in community and business contexts. While many of these functions take place within institutions, homes, and businesses, the public realm provides key opportunities to support food system components critical for food growing, food access, and food culture. Within the Broadway Plan area currently, there are several well-loved community gardens and other food assets, but also demand for greater access to these types of spaces.

- 15.4.5 Support targets for food production and harvest spaces (including community gardens, Indigenous foodlands, urban farms, and other models), and meet targets through opportunities in the public realm and publicly accessible spaces, including in parks, greenways, blue green systems, and open spaces.
- 15.4.6 Enable the sharing of food by integrating infrastructure such as covered picnic tables, outdoor cooking facilities, sinks, potable water, and washrooms into outdoor public space.

## Urban forest and biodiversity

Although Vancouver is predominantly urban, there are opportunities to support biodiversity within developed neighbourhoods. Ecologically rich landscapes in urban areas have been shown to provide important ecosystem services, while connecting residents to nature. Urban forests and natural areas provide stress relief, improve health and well-being, purify air and water, and sequester carbon while creating much-needed habitat for local wildlife, including birds and pollinators. *VanPlay* includes direction to “Weave the City Together” by connecting and enriching ecosystems throughout the city. This key direction recognizes the need to increase tree canopy cover within the city, especially in canopy-deficient neighbourhoods like Fairview and Mount Pleasant.

- 15.4.7 Explore ways to sensitively connect people and habitat by creating corridors within the greenways and blue green systems, such as Arbutus Greenway and St. George Railway.
- 15.4.8 Enhance climate resilience by reducing gaps in street tree canopy through streetscape improvements, with emphasis on reducing disproportionate impacts of urban heat island effect and climate change on equity-denied communities.
- 15.4.9 Enhance the urban forest and biodiversity within parks, streets, and other public lands and increase tree health and resilience to climate change impacts (including disease and drought). Provide optimum conditions for tree longevity, such as appropriate soil volumes and setbacks from building frontages and overhangs.
- 15.4.10 Increase access to nature for people in highly urbanized neighbourhoods by reintroducing naturalized areas through parks and green space connections, balanced with human uses such as open gathering and programmed space.

## Arts and culture

Arts, culture, music, and public art are all integral parts of the public realm. Outdoor spaces provide opportunities for artistic creation, experiencing arts and culture, and social connection. Outdoor spaces require support and protection to ensure that artists, cultural workers, and residents can continue to equitably access these spaces. Artists' approaches to the public realm, through commissioned artworks, temporary projects, integrated design, and events, create opportunities for public engagement with cultural histories and distinguish the particularities of a place.

- 15.4.11 Foster culturally specific spaces that reflect the living and historical communities of the city and those that have been or are being erased (e.g. through gentrification).
- 15.4.12 Incorporate artists and cultural voices in creating and improving the public realm through artist commissions, residencies, and integrated design.
- 15.4.13 Maximize opportunities for cultural use of parks, green space, and plazas through provision of festival performance and event infrastructure.
- 15.4.14 Develop and support music in various public spaces, including outdoor and festival infrastructure and opportunities for music events and festivals.
- 15.4.15 Enhance the presence and visibility of Arts and Cultural Districts through public space design that distinguishes and reflects their unique character and identity (e.g. naming, signage, wayfinding, public art).

# 16 Community Well-Being

## Introduction

Achieving community well-being and resilience is guided by how we plan our communities today. Community and social facilities are places where people find connection, meaning, reprieve and safety in the city. These are spaces where programs, services and resources are offered. Individuals, families, groups, communities, and, particularly, equity-denied groups meet their social needs and maximize their potential for social development in a diversity of facilities. Essential infrastructure, including childcare and schools, meet educational and workforce needs of children and families. Examples of community and social facilities include: childcare spaces, neighbourhood houses, seniors' centres, community centres, Indigenous healing and wellness spaces, community kitchens, spaces for food growing and harvesting, and more.

Ensuring access to community and social infrastructure and increasing the diversity of accessible and affordable facilities are essential components of the Broadway Plan. These measures will help provide residents and communities, and equity-denied groups in particular, with places to go within their neighbourhoods to access the variety of services they need.

## City-Wide Context

While social and health programs are the mandate of provincial and federal governments, the City of Vancouver leverages municipal tools and key partnerships with Vancouver Park Board, Vancouver Public Library, Vancouver School Board, Vancouver Coastal Health, other levels of government, and non-profit organizations to provide a range of facilities, services and programs across the city. A number of city-wide strategies and policies guide community well-being in the Broadway area:

- » As a **City of Reconciliation**, a long-term commitment is in place with a framework built on raising awareness, creating partnerships, and addressing capacity for the betterment of Vancouver. The focus is on significant relations with the

Musqueam, Squamish and Tsleil-Waututh Nations and with urban Indigenous communities. These efforts towards Reconciliation are a work in progress for the ultimate goal of broader inclusion of all cultural communities.

- » **Equity Framework (2021)** – Fills a base knowledge and coordination gap in the City’s equity work so that we can be a better leader as a public service provider. This approach applied four distinct and related lenses: Indigenous Rights, racial justice, intersectionality, and systems orientation. The framework envisions a city where those who are most marginalized are not excluded from care and opportunity for flourishing; rather, they are systemically prioritized based on these lenses.
- » **Healthy City Strategy (2014)** – Focuses on a healthy city for all by supporting healthy people, healthy communities and healthy environments. As Vancouver’s social sustainability plan, this cross-agency plan aims to increase access to community facilities, high-quality programs, and early development opportunities for children — all of which aim to foster a socially sustainable city.
- » The City has a number of **childcare guidelines, policies, and strategies** to guide childcare facility development and support families with children. While the City does not directly deliver childcare services, we play key roles in facilitating childcare creation, supporting the non-profit childcare sector, and convening key partnerships.
- » The **Spaces to Thrive: Vancouver Social Infrastructure Strategy (2021)** is a framework for the City to support social spaces, facilities and services of non-profits and community organizations through our various roles as a regulator, partner, investor and advocate. The strategy applies a human and Indigenous Rights–based approach, recognizing the right to access social services and meet basic needs of health and well-being.
- » The **Vancouver Food Strategy (2013, 2017)** is the City’s overarching strategy guiding action towards the development of a just and sustainable food system. It includes goals to: support food-friendly neighbourhoods; improve access to healthy, affordable, and culturally diverse food for all residents; make food a centrepiece of a green economy; and advocate with partners and at all levels of government.
- » The City aims to ensure that local services and programs are available and accessible to support diverse communities. We work closely with non-profit service providers, providing social grants and working with other levels of government through partnerships. The **Access to City Services without Fear (ACSWF) for Residents with Uncertain or No Immigration Status (2016)** policy ensures the most vulnerable residents can access City services regardless of their immigration status.

- » The City's response to "Calls to Justice" recommendations from the National Inquiry of Missing and Murdered Indigenous Women and Girls (MMIWG), UN Safe Cities for Women and Girls Scoping Study, and Sex Work Response Guidelines (2015) proactively address the realities of gendered and sexualized violence and prioritize the health, safety and dignity of all residents and neighbourhoods.
- » **Community Benefit Agreement Policy (2018)** seeks to achieve community benefits, including local and inclusive employment, and local and social procurement, from development projects. This policy has been collaboratively designed and implemented between communities, developers and government. It is required for all projects with over 45,000 square metres of floor space.
- » **VanPlay (2019)** – Guides the work of the Vancouver Park Board as the parks and recreation services master plan. It represents a strong commitment to equitable delivery of excellent parks and recreation opportunities in a connected, efficient manner which celebrates history of the land, place and culture.

## Vision

In the future, residents, workers, and communities will have access to the wide range of community and social services, programs and opportunities they need in the Broadway Plan area. The right types of services and facilities will be available, affordable and diverse to meet the existing and growing needs of the population. Together, the network of existing and new community and social services, facilities, and spaces will complement the increase of residents and workers in the area, acting as community nodes and the backbone of social resilience in complete communities.

## Key Directions

- » Support creation of non-profit-operated licensed group childcare facilities for children aged 0–4, including large neighbourhood hubs, co-located with schools, other community lands and facilities, and housing, with priority focus on locations in high-growth and employment areas.

- » Support the diversity and availability of social facilities by working strategically with social organizations through partnerships and funding. Where applicable, explore regulatory policy and alignment to support the creation or retention of key social facilities or spaces.
- » Retain and expand community food assets such as food growing, harvest space and community kitchens, by seeking opportunities in City-owned, -secured or -supported sites and projects. Where possible, encourage and enable private food infrastructure to reduce the service demand on publicly accessible and community-programmed food infrastructure. Expand opportunities for food supply chain businesses to improve food access and resilience.
- » Support and uphold equitable and safe practices in City-related work, ranging from processes and partnerships to programs and operations, in alignment with City-wide guidelines, policies and frameworks. This will help increase equitable service delivery and foster a city for all.

## Community Well-Being Policies

### 16.1 Childcare

Childcare is an essential service that supports children, parents and families. It is critical to supporting children's healthy early development and a strong economy as well as women and gender equity. In particular, affordable, accessible, and high-quality childcare has long-lasting positive impacts on child development and is important to the success of many working families, particularly for newcomer, single-parent and lower-income families. Anticipated population growth in the Broadway Plan area will add to existing demands for childcare.

While childcare is primarily a responsibility of the provincial government, the City is well positioned to support alignment with universal childcare goals by leveraging City tools and new development to help create childcare facilities. This is alongside the City's ongoing priority to work with public and non-profit partners to increase equitable access to childcare, particularly for children younger than school age.

16.1.1 Increase the number of accessible childcare spaces for children aged 0–4 by supporting or requiring facilities through new development. Focus areas include:

- a) High-growth and employment areas.
- b) Large and unique development sites.
- c) Schools undergoing seismic upgrade or replacement.
- d) Community centre expansions or renewals.



16.1.2 Explore regulatory tools and incentives to encourage and support the delivery of secured non-profit licensed group childcare serving ages 0–4, co-located with mixed-use, affordable housing, and large employment-focused developments.

16.1.3 Pursue opportunities to enable:

- a) Integration of group childcare facilities (including multi-age childcare clusters) in apartment buildings.
- b) Integration of large childcare facilities (minimum 56 spaces) in suitable larger mixed-use developments.
- c) Integration of secured family childcare units in suitable residential developments.

16.1.4 Pursue opportunities to renew and expand existing City-owned childcares where appropriate and support and incentivize the retention or renewal of non-City-owned facilities.

16.1.5 Ensure that facilities are designed, located and built to support healthy child development and that children attending licensed programs have access to nature, healthy physical activity and culturally safe programming.

16.1.6 Pursue opportunities to support Indigenous-led and culturally safe childcare and family programs in the Broadway Plan area, including outdoor Indigenous land-based education approaches.

16.1.7 Explore ways to support increased access to childcare services outside standard weekday hours for families that need it.

Figure 16.1 - Childcare and Community Centres



Legend

- ⋯ Broadway Plan Area
- Future Broadway Subway
- Millennium Line
- T Existing Rapid Transit Station
- Future Rapid Transit Station
- Park
- Group Childcare (Under 5)
- Group Childcare (School Age)
- City-Committed Childcares
- Group Childcare (Under 5 and School Age)
- Schools
- Post-Secondary Schools
- Community Centres
- Neighbourhood Houses

## 16.2 Social Facilities

Social facilities are gathering spaces that provide social services, programs and resources to a community. These facilities offer free or low-cost programs, providing socially and culturally relevant and appropriate services to the intended community they serve. Many of these services are critical as they help to alleviate experiences of poverty and social isolation among residents, and they are essential for meeting basic needs, particularly for equity-denied groups. Social-serving programs are delivered by public, non-profit and community operators in a variety of facilities, ranging from City-owned spaces, senior government facilities (such as health and educational facilities), or commercially owned spaces leased to non-profits and other community users. Additionally, service and programming needs are met through community-serving spaces, such as places of worship, community halls, legions, and cultural centres.

Supporting diverse existing and new facilities is critical to a healthy, resilient and equitable community. There are two types of social facilities to consider related to planning and service delivery. The first are local-serving, broad-reach facilities and services that include stage-of-life-based services (seniors, youths, families). The need for these facilities will increase alongside population growth and change. The second are specialized services and equity programs that offer specific resources and supports to a particular community. For example, this includes Indigenous wellness, cultural redress, gender safety, low-income-serving spaces and more. These facility needs are not as closely tied to population shifts, instead tied to systemic or ongoing inequities that disproportionately impact a community.

- 16.2.1 Provide diverse types of social services and facilities to meet the needs of a diverse and growing population, in particular equity-denied communities, and to meet the increase in social service demand associated with growth in the Broadway Plan area.
- 16.2.2 Locate new social facilities in strategic and relevant locations, with accessibility, gender and cultural safety in mind: close to transit corridors, in high-growth areas, and within or close to existing community or non-profit networks.
- 16.2.3 Explore approaches and programs to retain, replace, or expand existing social non-profit clusters and community-serving spaces in the Broadway Plan area for a resilient and safe social infrastructure ecosystem.
- 16.2.4 Pursue opportunities to renew and expand existing City-owned social facilities, where appropriate, and support and incentivize the retention or renewal of non-City-owned facilities and community-serving spaces.
- 16.2.5 Through the Commercial Tenant Assistance Program (CTAP), support social non-profits that may be at risk of being negatively impacted or displaced by redevelopment.

### Broad-reach services and local-serving programs:

- 16.2.6 Support broad-reach or multi-service organizations and facilities in each neighbourhood in alignment with changing demographics. This includes but is not limited to organizations like neighbourhood houses or others that serve seniors, youth or families.
- a) Support South Granville Seniors Centre on their facility needs to serve seniors on the west side of the city.
  - b) Support opportunities to partner and co-locate social and community services in the Fairview neighbourhood.
- 16.2.7 Support more social and cultural co-located opportunities with non-profits and community organizations. Explore ways to create or support multi-tenant hubs with a mix of shared programming and office space.
- a) Develop a Mount Pleasant co-located facility made up of multiple social-serving non-profit agencies that provide youth, family or multi-services as part of the redevelopment opportunity for the Mount Pleasant Neighbourhood House.
- 16.2.8 Seek opportunities to co-locate social facilities with food infrastructure, City-facilitated childcare centres and other civic infrastructure and assets (e.g. community centres or libraries) to improve access for service users and space efficiency.

### Specialized services and equity-serving programs:

- 16.2.9 Prioritize access to social infrastructure as a response to human rights and Indigenous Rights. Develop social infrastructure informed by non-profit partners and communities to increase Indigenous-led and -serving spaces and cultural spaces responding to cultural redress.
- a) Support opportunities to secure sociocultural gathering and programming spaces for urban Indigenous-led and -serving organizations, based on Indigenous design principles, to bolster a diversity of Indigenous communities' cultural practices and nurture, reclaim, and revitalize Indigenous ways of knowing.
  - b) Support the renewal and expansion of Native Education College, specifically of partnerships for any sociocultural-serving spaces and uses.

- c) Prioritize culturally safe and relevant spaces, led by Indigenous women and gender diverse people, that are specific to Indigenous women, girls and 2SLGBTQQIA+ (two-spirit, lesbian, gay, transgender, queer, questioning, intersex and asexual) people, through capital grants or facility opportunities.
- d) Support opportunities for social and cultural non-profit hubs with a mix of programming and office use related to cultural redress, such as cultural community centres.

16.2.10 Increase opportunities to ensure social facilities that provide specialized services or equity-serving spaces are located in the Broadway Plan area.

- a) Support social non-profits and community partners with facility and space needs related to gender and cultural safety.
- b) Support and refine alignment in project partnership with the provincial government, BC Housing and Vancouver Coastal Health on co-location opportunities related to harm reduction, addiction, mental health services, social enterprise and more.
- c) Collaborate with the Vancouver Affordable Housing Agency (VAHA) and other non-profit housing organizations related to facility co-location, securing use for satellite social programming and prioritizing projects.

16.2.11 Plan for social facilities for dedicated or occasional use to address social needs that may emerge over the next 30 years, including services for residents of new supportive housing developments and gender safety–related service needs.

16.2.12 Increase human rights–based washroom services and infrastructure to align with demand for people experiencing homelessness, women and gender diverse people, people who use drugs, and others who experience discrimination and lack of access to safe washrooms.

16.2.13 Improve public washroom access, including gender and life safety, hours of service, and peer programming, located in City-owned community infrastructure.

Figure 16.2 - Social Facilities and Non-profits



Legend

- ..... Broadway Plan Area
- Future Broadway Subway
- Millennium Line
- T Existing Rapid Transit Station
- T Future Rapid Transit Station
- Parks
- Nonprofit Office
- Nonprofit Office (Health)
- Social Services Centre
- Social Services Centre (Health)
- Social Enterprise

## 16.3 Community Centres

Community centres offer the opportunity to learn new skills, build a social network, be physically active, exercise creativity and engage the brain. They are crucial to the well-being of Vancouver residents. The City's facilities vary greatly in terms of age, size, and condition, but most are well used and popular with residents.

The Broadway Plan area is served by a number of existing community centres, including Mount Pleasant Community Centre, Kitsilano Community Centre, False Creek Community Centre, Creekside Community Recreation Centre, and Douglas Park Community Centre.

These policies identify ways to improve access to, and the capacity of, these important community spaces as the area sees future growth.

- 16.3.1 Upgrade existing recreation assets to keep pace with growth and changing demographics.
- 16.3.2 Explore opportunities to expand community centre capacity in or within proximity to the Broadway Plan area. These spaces could be co-located with social and cultural amenities such as childcare, community kitchens, and performance spaces to create a community hub.
- 16.3.3 Find ways to enhance the relationship of indoor community centre programs with adjacent outdoor spaces such as parks and urban plazas.
- 16.3.4 Build on Reconciliation and decolonization priorities in the planning and development of new facilities, such as spaces for ceremony, cultural sharing and food sovereignty, ensuring collaboration with Musqueam, Squamish and Tsleil-Waututh Nations and urban Indigenous communities. Work with Nations to ensure that local protocols and procedures are followed where they deem appropriate.
- 16.3.5 Work with urban Indigenous communities and organizations to support the planning and development of new facilities, such as ceremony, cultural sharing and food sovereignty needs and work with the Host Nations to ensure that local protocols and procedures are followed where they deem appropriate.
- 16.3.6 Adjust the delivery of recreation, arts and culture programs to allow for increased inclusivity and accessibility, in collaboration with community centre associations, Vancouver School Board and other partners.

- 16.3.7 Continue supporting work that reduces systemic barriers and welcomes participation in recreation, health and wellness activities for marginalized groups, such as newcomers, urban Indigenous youth, and persons with disabilities.

## 16.4 Food Systems

Access to food is a basic human right and, for many of us, a defining element of our day-to-day lives. But food is also so much more — it is part of a system that includes people, infrastructure and processes that are required for production, manufacturing, distribution, sales, and waste management in community and business contexts. This system plays a powerful role in connecting people to each other, to the land and water, and to their cultures, and it can be leveraged by cities to build resilience, support human and economic health outcomes, and reduce environmental impacts.

Community-based food infrastructure, such as food production and harvest spaces, community kitchens, and food programming, support food security, connection to land, cultural learning and celebration, skill development, and social interaction. Appropriate, available and accessible spaces for community food storage, preparation and distribution is also critical for organizations providing low-cost healthy food programs to residents experiencing food insecurity.

Currently, the Broadway Plan area is home to many important food assets such as food growing and harvest spaces, an urban farm, community kitchens, food programs, and food businesses such as food manufacturing, restaurants, cafés and grocery stores. Food assets in this area face similar challenges as those in other parts of the city, as they may face displacement pressure from development and competing land uses, struggle with business viability or non-profit funding gaps, or be stretched to follow complex municipal and federal government regulations. Policies under this section have been developed to mitigate some of these challenges and help to foster a thriving food system.

- 16.4.1 Improve decentralized access to food infrastructure of different types and scales (e.g. food retail, markets, street food vending, food and medicine growing space, free or low-cost food options, food processing).
- 16.4.2 Enable a broad array of food retail, vending, manufacturing, and free or low-cost food options to address geographic gaps. On City-owned sites, prioritize commercial tenants that support food system goals.
- 16.4.3 Build and outfit new food production and harvest spaces (including community gardens, Indigenous food lands, urban farms, greenhouses, and other models) on City-owned and private land and buildings. Through development in strategic locations such as large and unique sites, seek opportunities to deliver or sustain urban farms (indoor or outdoor models) and publicly accessible food production and harvest spaces.

- 16.4.4 Find opportunities to secure sites for small (under 500 square meter), medium (500-1,500 square meter) and large (over 1,500 square meter) outdoor and indoor food production typologies, including on:
- a) City-owned land,
  - b) Vacant sites awaiting redevelopment, and
  - c) Large sites where the Rezoning Policy for Sustainable Large Developments applies.
- 16.4.5 Explore ways to better enable and encourage developments to provide food and medicine growing spaces such as rooftop or courtyard gardens, indoor urban farms, and other food assets, in alignment with City bylaws and design guidelines.
- 16.4.6 Explore how food production and harvest spaces may be leveraged to support the implementation of the *Integrated Rainwater Management Plan* and *Rain City Strategy*.
- 16.4.7 Pursue development of neighbourhood food infrastructure, potentially co-located with other community facilities, to provide community organizations with space for food storage, preparation, distribution and celebration in day-to-day programming and during emergency response.
- 16.4.8 Pursue opportunities to renew existing City-owned food assets where appropriate and support and incentivize the retention or renewal of non-City-owned food infrastructure.
- 16.4.9 Through the Commercial Tenant Assistance Program (CTAP) or other tools, explore support for food sector businesses that may be at risk of being negatively impacted or displaced by redevelopment.



## 16.5 Gender and Sex Worker Safety

All Vancouver residents have a right to feel safe and to experience a sense of inclusion in their communities. Gender-based and sexualized violence and harassment in public and private spaces occur in Vancouver and impact people's abilities to navigate their daily lives safely. Systemic causes like colonization, patriarchy, and poverty can perpetuate inequitable outcomes of gender violence, particularly for Indigenous women, girls, and 2SLGBTQQIA+ people. Non-profits providing gender- and culturally-informed services support safety in their facilities and the public spaces and communities between them. Improving gender safety in other indoor facilities and across outdoor locations is key to complementing existing community anchors.

Sex worker safety remains a priority for gender equity in the immediate and long terms. Sex workers face significant stigma, discrimination and violence, partly due to the criminalization of their work, which can lead to socioeconomic inequities and barriers to accessing fundamental resources and securing a stable and safe livelihood. These barriers translate to challenges in accessing non-judgmental, community-based services and affordable and supportive housing.

- 16.5.1 Strengthen gender safety for women and gender diverse people in areas that are between safe places, facilities and services.
- 16.5.2 Support social-serving non-profits with mandates and priorities to provide gender-safe and culturally safe services and spaces.
- 16.5.3 Work with the Commercial Tenant Assistance Program (CTAP) to ensure adult-industry business operators faced with relocation due to redevelopment are included and receive commercial tenant information and further options, support, and resources related to commercial relocation.
- 16.5.4 Provide or integrate information to commercial landlords on safety-informed practices for women and sex workers to support positive relationships with municipal government, businesses, tenants and neighbours.
- 16.5.5 Explore prioritization of women, gender diverse people, and sex workers as tenants in affordable housing developments. Integrate cultural, gender and sex worker safety supports, policy, and accountability as part of operator selection and partnership criteria in City-owned and -supported housing projects.
- 16.5.6 Integrate cultural, gender and sex worker safety into planning and delivery of City-run and -supported services, facilities, and housing.
- 16.5.7 Continue ongoing work to reduce stigma and barriers within development processes for adult-industry businesses and social facilities that have a gender-safety focus.

## 16.6 Community Economic Development

Community economic development (CED) ensures the local economy provides meaningful opportunities for local residents and equity-denied groups. This includes working with local businesses, industries, community organizers and other groups on how to create an economy that is just, equitable and sustainable. As our city grows, infrastructure will need to meet the demands of the community. Jobs and opportunities from these developments should go to those who can benefit from them the most. One of the main ways the City plays a role in supporting CED is through the city-wide Community Benefit Agreement (CBA) policy.

- 16.6.1 In addition to *Community Benefit Agreement* (CBA) policies which apply to development projects with over 45,000 square metres of floor space, encourage opportunities to integrate voluntary CBAs on small-scale development sites to provide employment, skills and training to local, equity-denied groups and to add social value into the purchasing supply chain.

# 17 Arts and Culture

## Introduction

Recognizing, celebrating and supporting arts, culture and cultural heritage is a means of bringing communities together and fostering connection and resilience. The Broadway Plan area includes rich and diverse cultural histories and plays an important role in the city's cultural economy. The varied arts and cultural assets in the area include:

- » **Creation and Production:** Broadway is home to a number of artist studios and production spaces, including The Beaumont Studios, the 221A-operated 187 East 3rd Ave, Red Gate Studios, Western Front, and music recording and rehearsal spaces.
- » **Presentation:** Mount Pleasant is home to a number of music venues, including Fox Cabaret, The Biltmore, and Anza Club. The Granville/Burrard Slopes and South Granville Village areas host a concentration of commercial contemporary art galleries, theatres (including Pacific Theatre, Arts Club Theatre, and Studio 16), and City-owned artist studios.
- » **Public Art:** The Mount Pleasant Community Art Screen brings to the public realm the long and ongoing history of media art production in the neighbourhood. Murals line the streets and laneways of Mount Pleasant and include significant work by artists from the Host Nations.

Industrial lands within the Broadway Plan area are critical to the retention and growth of arts and culture in Vancouver. Local arts production and jobs rely on access to light-industrial cultural production spaces, which are particularly vulnerable to displacement, rising industrial and commercial land values, and development pressures. Vancouver's future as a cultural city depends on the continued existence and growth of arts and culture in the Broadway Plan area, necessary and appropriate spaces in which artists can get messy and be loud, and affordable spaces in which artists can live and work. The Broadway Plan provides an opportunity to create a sustainable and resilient cultural sector for future generations by focusing on Reconciliation, equity, and access and by positioning arts and culture at the centre of city building.

## City-Wide Context

The Broadway Plan's arts and culture policies aim to build on commitments to Reconciliation, equity, and access and to better support a more diverse cultural sector, cultural infrastructure, and music ecosystem.

- » **Culture|Shift: Blanketing the City in Arts and Culture (2019)** – Vancouver's Culture Plan for 2020–2029 provides a framework of strategic directions and actions to align and increase support for arts and culture, champion creators, and build on commitments to Reconciliation and equity.
- » **Making Space for Arts and Culture (2019)** – Introduces bold moves to advance community-led cultural infrastructure and optimize policies and tools to secure, enhance and develop vibrant, affordable and accessible arts and cultural spaces.
- » **Vancouver Music Strategy (2019)** – Addresses the current gaps in the music ecosystem by supporting musicians and music industry professionals, with objectives to engage audiences, promote music tourism and education, and remove municipal barriers, all to support and position Vancouver as a thriving hub for music.
- » The Broadway Plan's arts and culture directions are also informed by and align with other community- and city-wide plans, including:
  - » **Spaces to Thrive: Vancouver Social Infrastructure Strategy (2021)** – Uses a human rights–based approach to support social spaces, facilities, and services of non-profits and community organizations; includes equity-denied communities and support for self-determined Indigenous spaces and programs.
  - » **Employment Lands and Economy Review (2020)** – Identifies affordable non-profit arts and cultural spaces in industrial zones as key policy priorities and contributors to the local economy and job growth.
  - » **False Creek Flats Plan (2017)** – Includes policy goals for the retention, creation, and expansion of affordable industrial arts production and cultural spaces for the longer term and recognizes the Flats as one of the last industrial areas in the city to serve the broader Vancouver cultural community.
  - » **Mount Pleasant Community Plan (2010)** – Puts a strong focus on retention and development of existing and new cultural, production, and presentation spaces for cultural, social, and economic activities.

## Vision

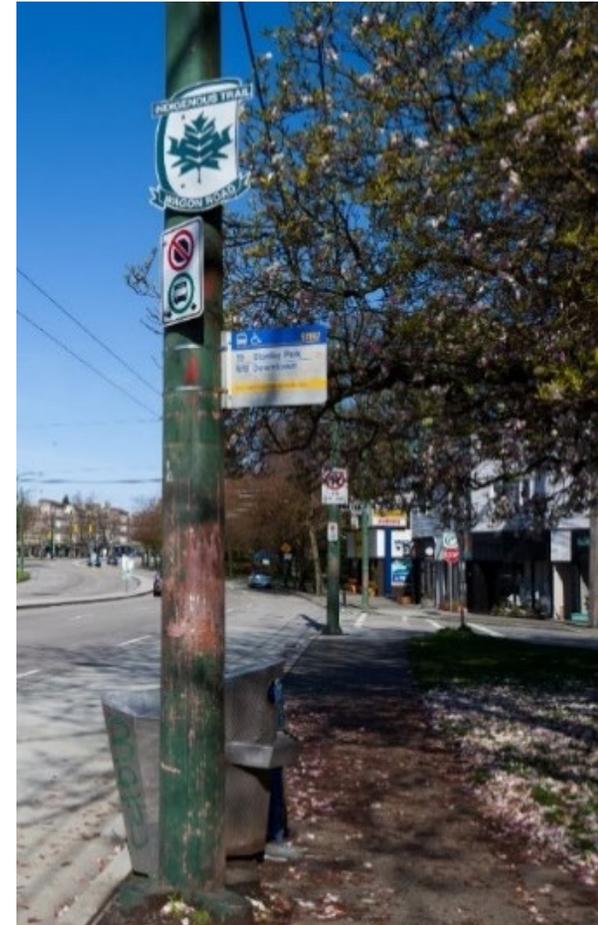
In 2050, the Broadway Plan area will continue to support a thriving arts community and be home to artists, diverse cultural traditions, growing cultural industries, signature public artworks, and a flourishing music scene. There will be increased visibility of the Musqueam, Squamish and Tsleil-Waututh Nations and urban Indigenous communities. The Broadway Plan will contribute to this success by supporting equitable distribution and access to arts, culture and heritage spaces to match growth and need.

The Broadway Plan area will support a vibrant cultural sector that contributes to the city's economy and drives tourism and job creation. Industrial lands will continue to be at the centre of arts and cultural activities, with concentrations of artist studios, music studios, and rehearsal spaces. The area will host presentation spaces, public art, galleries, theatres, and venues for music, events and nightlife. It will have affordable rental housing options close to cultural production and presentation spaces to allow artists and cultural workers to live, create, and share their work in the area and the city.

**Image** - *Kingsway Trail*, Sonny Assu, 2012 - Assu's work takes the form of a typical highway sign, but points to the long use of this corridor for travel well before the founding of Vancouver and the naming of Kingsway.

**Photo** - Lila Bujold

**Location** - Installed along Kingsway from Main Street to Boundary Road



## Key Directions

Key directions for arts and culture in the Broadway Plan area include:

- » Increase visibility of Musqueam, Squamish and Tsleil-Waututh Nations to ensure self-determination, Reconciliation, decolonization, equity, and accessibility are prioritized and inherent in all aspects of the Plan and implementation.
- » Retain, expand existing and support new arts, cultural, and music spaces, improve incentives and lower barriers to develop new affordable spaces, and ensure access to industrial areas for cultural production.
- » Remove regulatory barriers to enable more cultural spaces, activities and events.
- » Support affordable housing for artists that includes shared studio and art production spaces.
- » Focus public art investment in public spaces, including plazas, parks, and as a component of complete streets, to centre art in daily life.

## Arts and Culture Policies

### 17.1 Prioritize Reconciliation, Equity and Access

This Plan recognizes that what is now known as Vancouver is located on the traditional, unceded territories of the Musqueam, Squamish and Tsleil-Waututh Nations. Increasing the visibility and voice of the Musqueam, Squamish and Tsleil-Waututh Peoples includes prioritizing their — and those of Urban Indigenous communities — self-determination, cultural practices, art, spaces, and heritage.

Arts and culture priorities must amplify cultural and equity-denied communities, including Black, Indigenous, and racialized people, and ensure that their voices and visibility are also at the centre of Vancouver's arts, culture, and heritage. As well, arts and culture

priorities must address higher standards for accessible, inclusive, and universal design in building standards and guidelines for artists, audiences and cultural workers.

The Broadway Plan imagines a city where values of self-determination, Reconciliation, decolonization, equity, and accessibility are essential and inherent in the way we co-create and support Vancouver's arts and cultural sector.

- 17.1.1 Prioritize cultural spaces and public art for Musqueam, Squamish, Tsleil-Waututh, and urban Indigenous self-determination, equity, and cultural redress.
- 17.1.2 Work with urban Indigenous communities and organizations to support their public art and cultural space needs for self-determination, equity and cultural redress.
- 17.1.3 Prioritize inclusive universal design and accessibility in places and cultural spaces that supports differently abled artists, cultural workers, and audiences.
- 17.1.4 Align planning, heritage preservation, and cultural policies, tools, and funding mechanisms to support retention and development of arts, cultural and heritage assets and spaces, services, and businesses serving equity-denied communities.

## **17.2 Support Retention, Expansion and New Affordable Arts, Culture and Music Spaces**

The arts and cultural sector is particularly vulnerable to displacement by real estate speculation and development, and Broadway's industrial lands are critical for cultural production and presentation. A key goal of the Broadway Plan is to incentivize retention, enhancement, and growth of affordable arts, cultural, and music production and presentation spaces such as those in the Mount Pleasant Industrial Area and Granville/Burrard Slopes neighbourhoods - some of the most affordable production spaces in the city.

- 17.2.1 Preserve and support no net loss of cultural spaces across the Broadway Plan area.
- 17.2.2 Incentivize retention, replacement, enhancement and development of arts, cultural, and music spaces through supportive land use policy and financing growth tools (e.g. density bonusing, amenity share contributions, and Target CACs from commercial rezonings) to support local, community-led cultural space projects.
- 17.2.3 Create opportunities for new arts, cultural and music spaces appropriate with growth and need, including production and presentation spaces.

- 17.2.4 Explore ways to support and secure affordable rental space in privately owned commercial and industrial developments for all uses, including arts and cultural uses.
- 17.2.5 Support arts production and creation in industrial districts by including Artist Studio – Class B as an industrial use, subject to compliance with the Vancouver Building Bylaw (VBBL).
- 17.2.6 Establish arts and cultural districts to preserve and enhance existing clusters of arts, cultural, and music production and presentation spaces (e.g. Mount Pleasant Industrial Area and the Granville/Burrard Slopes neighbourhoods).

### **17.3 Support Artist Social Housing and Shared Cultural Production Spaces**

Like many critical sectors artists and cultural workers are facing an affordability crisis pushing them out of the Broadway Plan area and Vancouver in general. Vancouver has the highest concentration of artists per capita of major cities in Canada and the majority of local artists live well below the poverty line. Key challenges include: limited access to affordable housing, unaffordable rental costs, and the overall lack of available production and presentation spaces. To ensure the retention and growth of arts and culture, retaining and expanding the Broadway Plan area's concentration of affordable rental housing stock is critical for artists living and working in the city.

- 17.3.1 Implement Culture|Shift's three per cent target of affordable housing for low-income artists at social housing rates throughout the Plan area, integrating artist social housing and shared cultural production spaces within other social housing projects.
- 17.3.2 Explore ways to support the integration of cultural space into residential development proposals and housing policy, particularly when existing cultural spaces are at risk of displacement.
- 17.3.3 Consider inclusion of affordable artist live-work studios in social housing and secured rental housing.
- 17.3.4 Where appropriate and feasible, integrate cultural spaces into residential and mixed-use buildings; consider work-only, larger shared art production spaces or live-work artist studios and artist social housing.

## 17.4 Remove Regulatory Barriers to Enable More Cultural Spaces and Activities

The Broadway Plan's focus on employment spaces and jobs includes measures to protect arts and cultural spaces from displacement, particularly in commercial and industrial areas facing high demand and real estate speculation. These measures will help improve the regulatory environment to better support arts, cultural, and music spaces.

- 17.4.1 Explore zoning amendments to enable greater flexibility for artist studio use.
- 17.4.2 Explore enabling more Artist Studio – Class A low-impact uses in commercial areas.
- 17.4.3 Expand the Arts Event Licence program to allow more frequent arts and cultural events in non-traditional venues, outdoor events, and safe temporary arts and cultural use of older under-utilised buildings.
- 17.4.4 Explore development of an “Arts Facility” use in the Zoning and Development Bylaw that is specific to non-profit arts and cultural facilities, in order to simplify and improve alignment with City policies, licences, permits, bylaws, zoning, and other regulatory requirements.

## 17.5 Support Public Art and Integrated Infrastructure for Outdoor Performances

Arts, culture, music, and public art are all integral parts of the public realm. Outdoor spaces can provide opportunities for artistic creation where people experience arts and culture and find social connection. Similar to indoor cultural spaces, outdoor spaces require support and protection to ensure that artists, cultural workers, and the public can continue to equitably access these spaces. Artists' approaches to the public realm, through commissioned artworks, temporary projects, integrated design, and events, create opportunities for public engagement with cultural histories and distinguish the particularities of a place.

- 17.5.1 Incorporate Musqueam, Squamish and Tsleil-Waututh naming, public art, signage, and visibility within the public realm.
- 17.5.2 Foster culturally specific spaces that reflect the living and historical communities of the city and those that have been or are being erased (e.g. through gentrification).
- 17.5.3 Incorporate artists and cultural voices in creating and improving the public realm through artist commissions, residencies, and integrated design.

- 17.5.4 Maximize opportunities for cultural use of parks, green space, and plazas through provision of festival performance and event infrastructure.
- 17.5.5 Develop and support music in various public spaces, including outdoor and festival infrastructure and opportunities for music events and festivals.
- 17.5.6 Enhance the presence and visibility of arts and cultural districts through public space design that distinguishes and reflects their unique character and identity (e.g. naming, signage, wayfinding, public art).

## 17.6 Centre Art and Artists in Daily Life

Art in the public realm offers opportunities to reflect on the complexities of place and culture. Public art in the Broadway Plan area should prioritize artist-centred approaches and respectful relations in service of a city where art is integrated into daily life.

- 17.6.1 Increase visibility and amplify the voices of Musqueam, Squamish and Tsleil-Waututh Nations through significant public art opportunities to support Reconciliation and decolonization initiatives, in alignment with emerging Indigenous design principles and in support for Indigenous language revitalization.
- 17.6.2 Align public art delivered or funded as a condition of rezoning with artist-initiated approaches to allow for more meaningful engagement of artists with the public realm.
- 17.6.3 Expand funding for public art in the public realm by encouraging developer contributions for public art as cash rather than delivered in-kind as part of developments. Pool contributions to support civic commissions for public art in the public realm, including plazas, parks, and greenways.
- 17.6.4 Ensure that the City's capital projects include funding for public art as a core aspect of all major projects.



**Image** - Myfanwy MacLeod, The Birds, 2010  
**Photo** - Robert Keziere  
**Location** - Milton Wong Plaza



**Image** - Justin Langlois, Should I Be Worried?, 2017  
**Photo** - Courtesy of the artist  
**Location** - Southeast False Creek seawall, east of the Cambie

# 18 Heritage

## Introduction

The Broadway Plan area has a rich history that contributes to the distinctive character of its neighbourhoods: Kitsilano, Fairview, and Mount Pleasant. There are many places and features within the area that embody heritage values including aesthetic, historic, cultural, scientific, social, or spiritual values of importance for past, present and future generations. Identifying these places or features, both tangible and intangible, helps inform the community and the City about opportunities for stewardship of its cultural landscapes, associated heritage assets, as well as for a living cultural heritage. Celebrating and protecting the Broadway Plan area's heritage assets will contribute to the cohesion and continued sense of place of the community.

For the purposes of this chapter, the following definitions are provided:

**Cultural Landscape** is a geographical area that has been modified, influenced or given special cultural meaning by the community and has been formally recognized as having heritage value, as defined in the Standards and Guidelines for the Conservation of Historic Places in Canada. A cultural landscape can include streetscapes, historic areas, parks, plazas, and centres.

**Heritage District** is a cultural landscape which contains buildings, structures, and landscapes as prominent heritage features, as defined in the Standards and Guidelines for the Conservation of Historic Places in Canada.

**Heritage Value** means the historical, cultural, aesthetic, scientific or educational worth or usefulness of property or an area, as defined in the Vancouver Charter.

## City-wide Context

The City has a number of tools and programs to assist in heritage recognition and conservation:

- » **Vancouver Heritage Register (1986)** – Identifies sites and features that have heritage value. The VHR is updated periodically, and currently is being reviewed for major upgrade.
- » **Vancouver Heritage Program and Heritage Policies (2020)** – Encourages the retention and protection of heritage resources listed on the VHR. Sites listed on the VHR may be eligible for incentives and benefits under the VHP, including development benefits and grants in return for heritage conservation and protection.

## Vision

Recognizing that the Broadway Plan area is located on the traditional, unceded territories of the Musqueam, Squamish and Tsleil-Waututh Nations, it embraces the heritage of the Indigenous Nations and Vancouver's diverse communities, and enables stewardship of heritage resources while supporting sustainable development.

## Key Directions

As part of the development of Broadway Plan, the following key directions were identified:

- » Identify, acknowledge, and protect a broad range of historic places illustrating the rich diversity of communities, including input received from the Musqueam, Squamish and Tsleil-Waututh Nations.
- » Maintain an effective heritage conservation policy framework and incentives for heritage sites and identified cultural landscapes, as well as appropriate planning tools to support both tangible and intangible heritage.
- » Evaluate areas and heritage sites, and establish policy frameworks for the recognition of key heritage districts.

- » Develop a policy framework for heritage conservation and park expansion through a future planning and public engagement process for the Delamont community.
- » Enable growth, while seeking to maximize the retention and meaningful stewardship of identified cultural landscapes and heritage sites throughout the Broadway Plan area.

## Heritage Policies

### 18.1 Diverse Heritage Values

The Broadway Plan has adopted the VHP directions to work with communities in identifying heritage values and places that embody their culture and values, and to develop strategies and tools for their meaningful and respectful heritage conservation and stewardship. These directions support a broader concept of heritage to include both tangible (buildings, monuments, natural and cultural landscapes) and intangible or living heritage (oral traditions, celebrations, social manners, performing arts).

- 18.1.1 Promote and support Truth and Reconciliation by encouraging Musqueam, Squamish and Tsleil-Waututh voices and visibility on the land, along with opportunities to support Indigenous peoples' living heritage.
- 18.1.2 Work with the Musqueam, Squamish and Tsleil-Waututh Nations, urban Indigenous people, and equity-denied communities to identify and potentially add new heritage resources to the VHR.
- 18.1.3 Promote and support cultural redress and equity-denied groups, and celebrate their cultural histories.
- 18.1.4 Conduct a heritage evaluation and prepare historic context statements, statements of significance, heritage value statements and/or heritage/cultural impact assessments for major projects, cultural landscapes, and heritage places.
- 18.1.5 Explore and expand tools and methods to protect Musqueam, Squamish and Tsleil-Waututh Nations cultural heritage sites (archaeology) and culturally important places.

## 18.2 Heritage Conservation Tools and Incentives

The City's Heritage Program provides a number of heritage planning and conservation tools to enable heritage conservation in the Broadway Plan area, as well as citywide. The Zoning and Development Bylaw, community and land use plans and policies, the Heritage Property Standards of Maintenance Bylaw, the Heritage Procedure Bylaw, Heritage Revitalization Agreements (HRAs), Heritage Designation (protection) and the City's Heritage Polices are all components of the City's Heritage Program that encourage or provide for heritage conservation. For the Broadway Plan area the following approaches will be taken:

- 18.2.1 Use existing tools and incentives available to identify, conserve and protect heritage assets within the Broadway Plan area including but not limited to sites listed in the Vancouver Heritage Register.
- 18.2.2 Utilize mechanisms of support for citywide heritage, which may be available to qualified new developments such as Heritage Amenity Shares or, in case of rezonings, Community Amenity Contribution (CAC) allocations to the citywide Heritage Conservation Reserve.
- 18.2.3 Apply the Heritage Policies (2020) to ensure that development proposals through either a development permit or rezoning process should generally not result in the demolition or severe alteration of a heritage building on the VHR, noting the following:
  - a) A site occupied by a protected (designated) heritage property should not be considered for redevelopment (development permit or rezoning process) if the proposal would result in the demolition, severe alteration, replacement of the original building structure, removal of character-defining elements or loss of heritage value, and/or with the façade-only retention of a protected heritage property.
  - b) To be considered favourably for rezoning, the heritage property found on site must be preserved, a high level of retention and conservation proposed, and it must be seismically upgraded, and legal protection of the heritage resource is required.
- 18.2.4 Consider Zoning and Development Bylaw relaxation provisions for heritage properties to facilitate retention and conservation of heritage buildings and associated cultural landscapes.
- 18.2.5 Consider up to 10% additional density (FSR) for rezoning and development permit proposals, which retain, conserve and designate a heritage building on the VHR, in a manner consistent with Standards and Guidelines for the Conservation of Historic Places in Canada and the City's Heritage Policies, subject to architectural and urban design excellence.

- 18.2.6 In areas where rezonings may be considered under the Broadway Plan, additional density and other variances beyond zoning provisions are subject to conservation and designation of a heritage building on the VHR. Heritage conservation should be done in a manner consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada and the City's Heritage Policies, including a high level of structural retention and conservation.

### 18.3 Area-Specific Heritage Policies

Through the Broadway Plan process, a number of sites and cultural landscapes of heritage value for the community have been identified. These areas exhibit higher concentrations of heritage value and/or have been known to provide a variety of uses and community services to many generations over time.

Currently in the Broadway Plan area there are 277 sites and eight streetscapes listed on the VHR. Many additional sites and streetscapes were assessed as part of the Broadway Plan process and were identified as having potential to be added to the VHR with further assessment. These potential future additions to the VHR will be addressed as part of Plan implementation or other programs such as the Vancouver Heritage Register Upgrade.

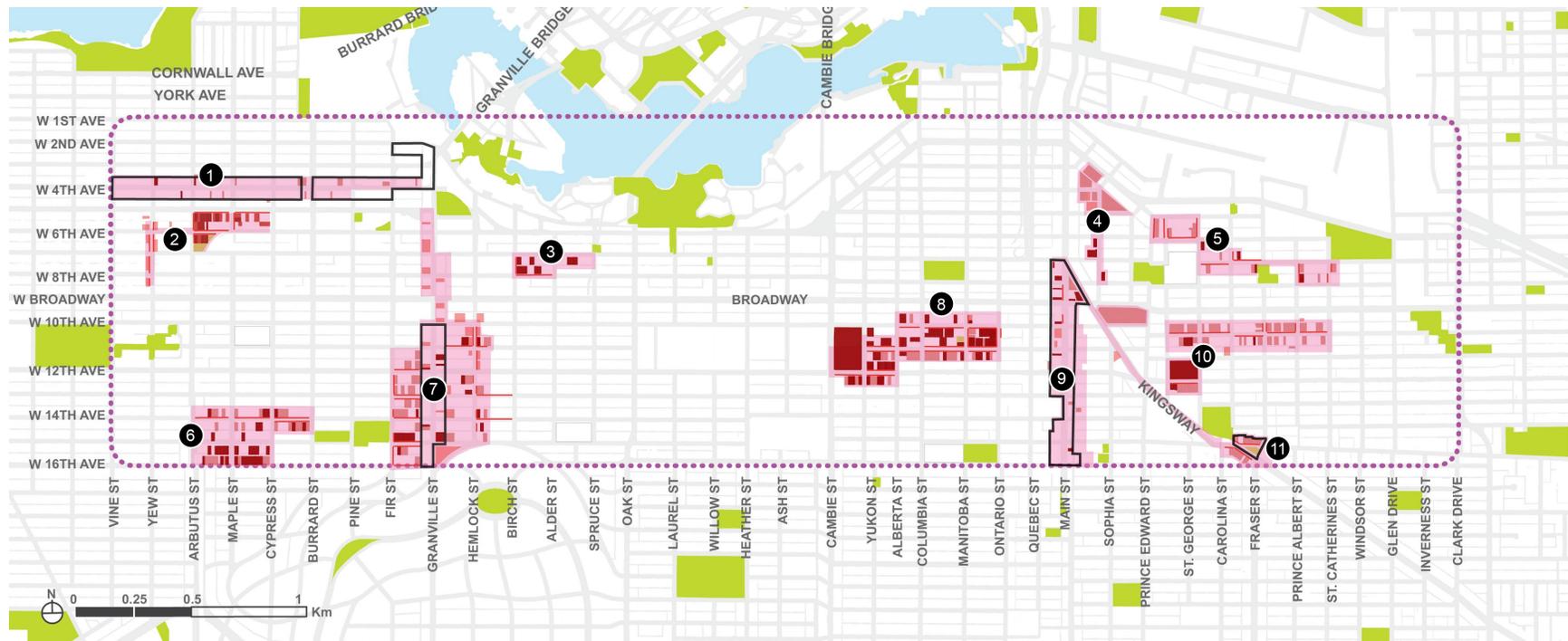
While heritage sites and streetscapes are sprinkled throughout the area, certain precincts were identified as having special heritage value or concentrations of cultural, historic, or aesthetic sites and landscapes important to the community.

Eleven key areas were identified as having concentration of heritage values. These eleven areas were broken down into groups based on their inherent values and characteristics (see Figure 18.1). In these areas, prioritization of retention of heritage sites and streetscapes are key objectives.

- 18.3.1 In the areas outlined in black in Figure 18.1, generally maintain existing zoning and prevailing scale.
- 18.3.2 Prepare Historic Context Statements or Area Statements of Significance for the Main Street Village, South Granville Village, 4th Avenue Village, and Pioneer Junction area, including area boundaries and the list of heritage sites and resources within.
- 18.3.3 Undertake a park master planning process including robust community engagement to explore ideas for the expansion of Delamont Park, with consideration of the complexity of the Delamont community, including its heritage.
- 18.3.4 Examine changes to other bylaws and programs in the Broadway Plan area which might impact retention of heritage sites in these areas (e.g. reductions in parking requirements for new development).

- 18.3.5 Continue and improve heritage incentive programs, and consider developing new strategies to support cultural heritage and legacy businesses in heritage districts (villages).
- 18.3.6 Add newly identified and evaluated cultural landscapes such as heritage streetscapes to the VHR (see Policy 18.4.1), and support efforts to encourage owners to add identified heritage buildings and sites to the VHR.
- 18.3.7 Identify areas with a concentration of heritage sites and consider these clusters for possible enhanced retention and protection measures, including potential addition to the VHR.
- 18.3.8 Emphasize the conservation of both tangible and intangible (cultural) aspects of heritage sites when considering increased density for new development.
- 18.3.9 Encourage retention of existing small-scale neighbourhood commercial uses and community serving uses in the villages and in key locations in the residential areas.
- 18.3.10 Encourage the retention and maintenance of existing heritage rental apartment buildings. For those individually listed on the Vancouver Heritage Register and/or being part of recognized heritage streetscapes (VHR), develop a heritage incentive program to support enhanced heritage conservation.
- 18.3.11 Explore enhanced infill opportunities for heritage sites or apartment areas with high concentrations of heritage or character apartment buildings such as in the Fairview South RM-3 zone.
- 18.3.12 Where appropriate acknowledge Brewery Creek in development and the public realm for its importance as a water course for the City's earliest industrial development.

Figure 18.1 - Heritage Sites and Cultural Landscapes.



Legend

- Broadway Plan Area
- Village Boundary
- Parks
- Cultural Landscapes
- Vancouver Heritage Register Listed Properties
- Potential Heritage Sites
- Vancouver Heritage Register Listed Streetscapes
- Other Early Streetscapes

**1 4th Avenue Village**

- » Vibrant social and cultural centre for neighbourhood and city.
- » Local businesses offering key services for Kitsilano.

**2 Delamont Park and Yew Street**

- » Green support for Arbutus Greenway.
- » Diverse modes of community gathering.
- » Strong cluster of early houses.

**3 Fairview Slopes**

- » Green support for 7th Avenue Greenway.
- » Rare cluster of early houses in unique quiet streetscape.

**4 Brewery Creek**

- » Coincides with Brewery Creek Route.
- » Represents very early development of the city.
- » Artist live/work cultural renaissance of the area in the last decades.
- » Early industrial buildings on Sophia streetscape.

**5 Mount Pleasant North**

- » Green support for 6th/7th Avenue Greenway.
- » Represents early working class houses and apartment buildings in the city.

**6 South Kitsilano**

- » Intact streetscapes with many properties on the Vancouver Heritage Registry.
- » Important contributor to greenways in the area.

**7 South Granville Village**

- » Valued social and cultural centre for the neighbourhood and city.
- » Strong collection of affordable heritage apartments surrounding the village.
- » Contains historical connection of South Granville north to the bridge.
- » Historical church and current cultural venue.
- » Contains significant number of cultural venues (art galleries).

### 8 Mount Pleasant West

- » Important whole blocks of early houses.
- » Supports the pedestrian-oriented 10th Avenue corridor of the Broadway Plan.
- » Contributes to original context for City Hall.

### 9 Main Street Village

- » Vibrant social and cultural centre for neighbourhood and city.
- » Local businesses offering key services for Mount Pleasant.
- » Expanded east to include historical Watson streetscape.

### 10 Mount Pleasant East

- » Strong collection of heritage houses to the east of the village, and community institutions (school, family support).
- » Important contributor to greenways in the area.

### 11 Kingsway/Pioneer Junction

- » Kingsway follows indigenous footpath.
- » Pioneer Junction: historical importance as first intersection in the city.
- » Strong collection of early commercial buildings at 600 Block Kingsway/600 Block E 15th Ave.
- » Local businesses offering key services for east Mount Pleasant; including Kingsgate Mall.

## 18.4 Cultural Landscapes: Heritage Districts and Streetscapes

Through the Broadway Plan process, three heritage districts (Main Street, South Granville and 4th Avenue villages) and several heritage streetscapes were identified. The villages have historically been major community focal areas offering vibrant commercial and cultural uses and services for residents, both locally and city-wide, and for that reason are representative of the community heritage identity. Heritage streetscapes exemplify relatively intact historic assemblies of buildings and landscapes rich with historic character and heritage integrity. These are conceptually outlined for the Broadway Plan area in Figure 18.2.

- 18.4.1 Through Broadway Plan implementation, conduct further heritage evaluation of the streetscapes, including the preparation of heritage value statements. Where the heritage value is confirmed, streetscapes will be considered for addition to the VHR.

Figure 18.2 - Streetscapes for potential addition to the Vancouver Heritage Register



Legend

- ..... Broadway Plan Area
- Potential Streetscape Additions to the Vancouver Heritage Register
- Parks

# 19 Sustainability and Resilience

## Introduction

The City of Vancouver has ambitious goals to cut carbon pollution to avoid catastrophic climate change and to become more resilient to the impacts that climate change and other disasters may have on our city. To deliver on the City's sustainability, climate and resilience goals, major improvements must be achieved through the Broadway Plan.

Rising sea levels and more extreme rain events are to be expected, increasing the risk of coastal and overland flooding and triggering combined sewer overflow events. Milder winters mean less snowpack in our watershed and less recharge of our drinking water reservoirs in the spring and summer. More consecutive dry days during summer and the urban heat island effect have implications for human health, water consumption and the health of our natural systems. Heat is a stressor for many trees, plants, and wildlife, including fish and other species in our aquatic ecosystems.

Conventional buildings contribute a significant proportion of the city's greenhouse gas (GHG) emissions, both from building operations and the embodied carbon in typical materials, and may not be designed to protect residents from extreme weather events like summer heat waves and air pollution related to wildfire smoke and traffic.

Vancouver is also at risk of earthquakes. Older building stock is prone to damage or even loss, which impacts the safety and lives of residents, the economy, and social services. Similarly, infrastructure must be able to withstand and adapt to the impacts of both climate change and earthquakes. The Broadway Plan has an opportunity to improve the resilience of our built environment, local communities, and our economy by investing thoughtfully in resilient design.

## City-Wide Context

Broadway Plan's Sustainability and Resilience policies are supported by city-wide strategies and policies, including:

- » **Climate Emergency Action Plan (2020)** – Establishes six new targets to guide the City's efforts in response to Council's declaration of a climate emergency, including the following targets for 2030:
  - » Two-thirds of all trips in Vancouver will be made on foot, bike or transit.
  - » 50 per cent of the kilometres driven on Vancouver's roads will be by zero-emission vehicles.
  - » Carbon pollution from buildings will be cut in half from 2007 levels.
  - » Embodied emissions from new buildings will be reduced by 40 per cent compared to a 2018 baseline.
  
- » **Rain City Strategy (2019)** – Provides a roadmap and sets rainwater management targets to reduce pollution from urban runoff, adapt to climate change impacts, reduce the volumes of combined sewer outflows and ease the burden on infrastructure associated with increased rainwater volumes and urbanization.
  
- » **Resilient Vancouver (2019)** – Provides a framework to transform Vancouver into a city that can survive, adapt, recover and thrive in the face of challenges and changes. This strategy calls for many policies, including seismic risk reduction and hazard mitigation actions, a focus on building community resilience, and the inclusion of equity into our work to advance Vancouver's resilience. The strategy is made up of 12 objectives and over 40 actions, gathered under three priority areas:
  - » Thriving and prepared neighbourhoods.
  - » Proactive and collaborative city government.
  - » Safe and adaptive buildings and infrastructure.
  
- » **Climate Change Adaptation Strategy (2018)** – Outlines priority actions for the City to prepare for the shocks and stresses of climate change. The strategy comprises five Core Action areas and 17 Enabling Actions. Core Action areas are as follows:
  - » Climate-robust infrastructure.
  - » Climate-resilient buildings.
  - » Healthy and vigorous natural areas and green space.
  - » Connected and prepared communities.
  - » Coastal preparedness.

- » **Zero Emissions Building Plan (2016)** – Targets reduced emissions from new buildings by 90 per cent by 2025 (as compared to 2007) and zero emissions for all new buildings by 2030. Council also directed staff to incorporate zero-emission building rules into policies and guidelines to remove barriers and facilitate the development of zero-emission buildings. Strategies for achieving zero-emission new buildings were developed to ensure comfortable and healthy indoor environments, ensure long-term building resilience, and facilitate the *Renewable City Strategy* target to have all buildings in Vancouver (including those already built) use only renewable energy by the year 2050.
- » **Neighbourhood Energy Strategy (2012)** and **Neighbourhood Energy Centre Guidelines (2012)** – Aims to reduce building GHG emissions through expansion of the Neighbourhood Energy Utility (NEU) in high-density areas as well as support the conversion of existing high-carbon district energy systems to low-carbon energy sources.

## Vision

The Broadway Plan area will help Vancouver move toward a more resilient, zero-carbon future that is more adapted and resilient to a changing climate and other hazard risks such as seismic risk.

By 2030, the City-owned NEU aims to provide cost-effective 100 per cent renewable energy to portions of the Broadway Plan area, supported by resilient renewable energy infrastructure that includes a potential new low-carbon energy centre drawing waste heat from sewage or other innovative local renewable energy sources.

In 2050, the highly walkable and complete Broadway neighbourhoods are shaped by resilient water, sewer and drainage services that restore natural watershed functions, adapt to climate change, withstand earthquakes, and serve communities equitably.

New development in the Broadway Plan area will provide residents with more resilient buildings that can recover quickly from an earthquake, are better adapted to a changing climate, and reduce the carbon emissions that contribute to climate change.

## Key Directions

- » Enable and support green and resilient infrastructure and access to local renewable energy recovery opportunities.
- » Increase resilience to climate change:
  - » By using a combination of green and grey rainwater infrastructure to manage stormwater and by constructing new stormwater outfalls that adapt to sea level rise and divert water that would otherwise cause flooding and overflows (refer to the One Water Chapter 20 for additional details).
  - » By ensuring the public realm and built form contribute to reduction of the urban heat island effect through inclusion of space for trees and vegetation and consideration of hotter, drier summers in design. The urban forest and green infrastructure also help mitigate climate change by sequestering carbon (refer to Built Form and Site Design Chapter 11 and Public Realm Framework Chapter 15 for additional details).
- » Increase seismic resilience through building upgrade and replacement planning and improve seismic performance of linear infrastructure.
- » Reduce carbon emissions and increase the climate resilience of buildings through supportive policies and guidelines in the Broadway Plan area.
- » Explore opportunities to work with the Musqueam, Squamish and Tsleil-Waututh Nations to incorporate Indigenous science in sustainability actions and efforts.

## Sustainability and Resilience Policies

### 19.1 Neighbourhood Energy Utility

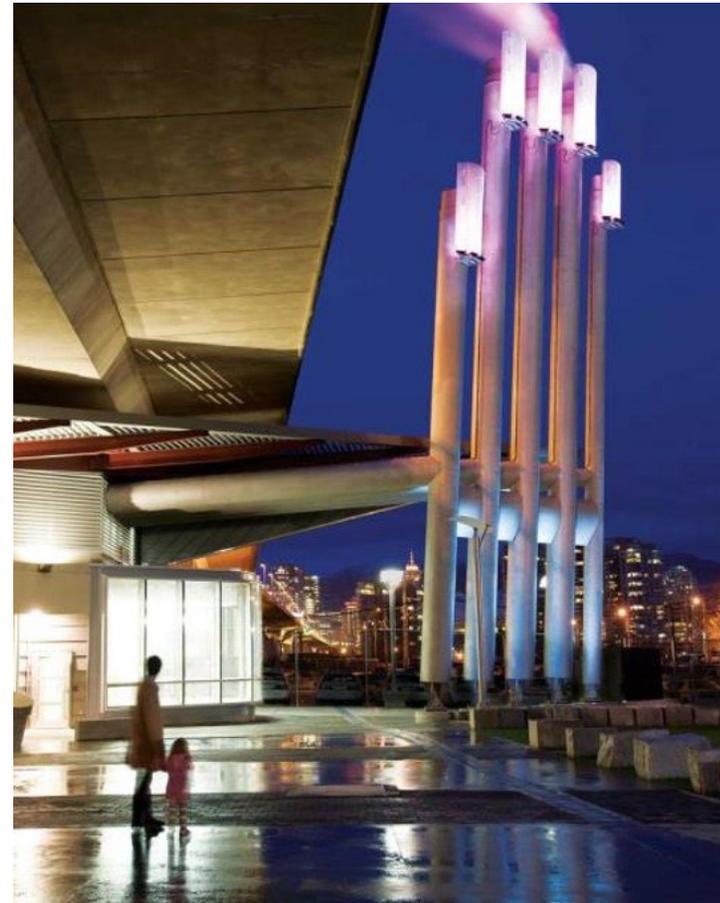
The Broadway Plan area encompasses a portion of the Neighbourhood Energy Utility (NEU) service area, including parts of Mount Pleasant and along Great Northern Way. Commissioned in 2010, the NEU delivers low-carbon space heating and hot water to its customers and currently targets producing 70 per cent of its energy from renewable sources. The NEU's sewage waste heat recovery system is a leading example of an efficient and resilient low-carbon neighbourhood energy system.

High-density mixed-use areas provide an ideal setting for neighbourhood energy systems. The NEU will evaluate the feasibility for expansion into areas of opportunity adjacent to the existing service area, in support of the development of sustainable and resilient neighbourhoods in the Broadway Plan area.

The NEU will explore and enable local waste heat opportunities for energy generation unique to the Broadway Plan area to facilitate the NEU's transition to 100 per cent-renewable energy, specifically the potential to recover and utilize a significant amount of existing waste heat from sewage in the Metro Vancouver 8th Avenue Interceptor.

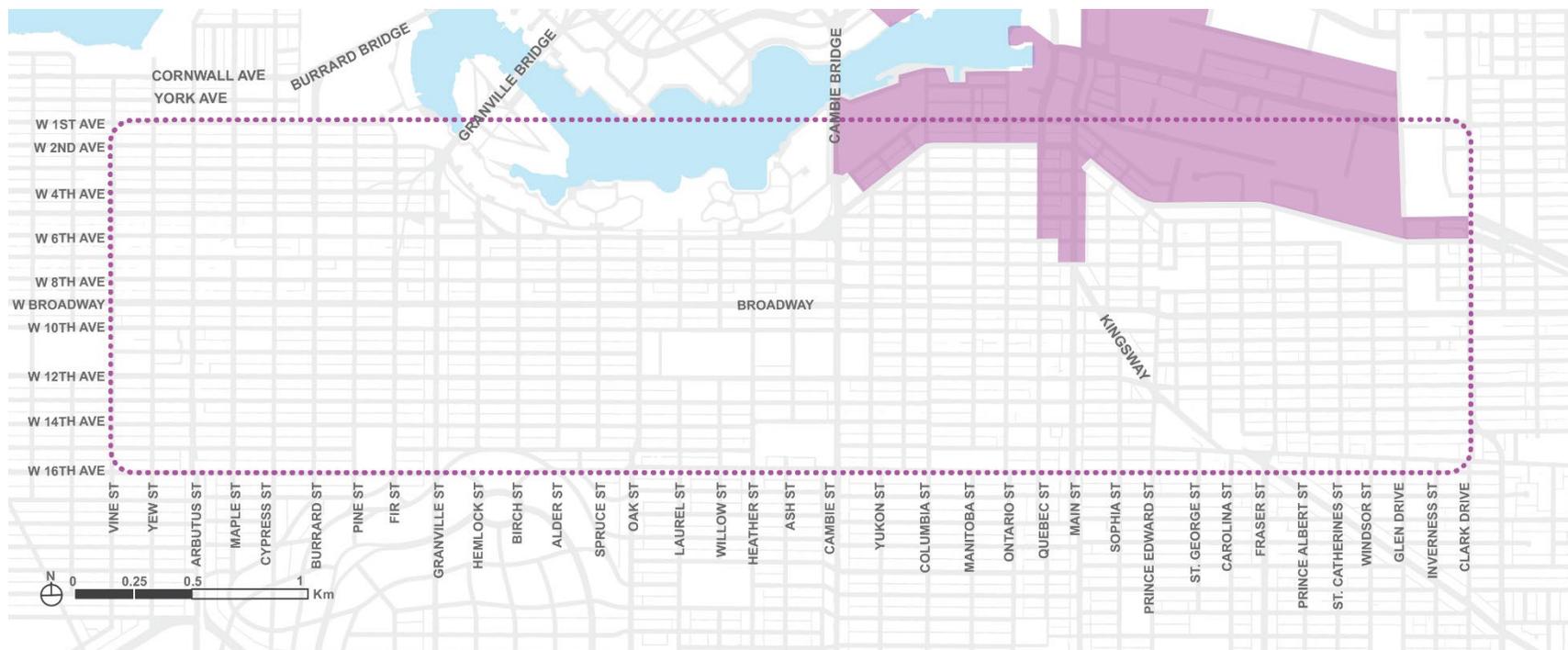
- 19.1.1 Support the attainment of low-carbon objectives as set out in the *Zero Emissions Building Plan* and *Climate Emergency Action Plan* through expansion of the NEU, where appropriate.
- 19.1.2 Ensure all new developments within the NEU service area are designed to connect to the low-carbon neighbourhood energy system, where available.

*Figure 19.1 - Southeast False Creek NEU under the Cambie Bridge*



- 19.1.3 Support and facilitate the location of future NEU energy generation infrastructure, where appropriate.
- 19.1.4 Enable waste heat recovery from buildings or other potential local resource recovery opportunities for supply to NEU (e.g. sewage waste heat from Metro Vancouver's 8th Avenue Interceptor).
- 19.1.5 Ensure that neighbourhood energy system infrastructure is sufficiently accommodated in all relevant land exchange transfers, lot consolidations, and alignments.
- 19.1.6 Explore opportunities for NEU retrofit connections to support the low-carbon transition of existing buildings.

Figure 19.2 - Existing Neighbourhood Energy Utility Service Area Boundary



Legend

- Broadway Plan Area
- Neighbourhood Energy Utility Service Area Boundary

## 19.2 Green Buildings

Energy use in buildings is one of the largest sources of carbon pollution in Vancouver. How new buildings in the Broadway Plan area are designed and constructed can help to reduce carbon emissions from building operations and from embodied emissions.

- 19.2.1 Where possible, enable simplified building forms to make it easier to build energy-efficient envelopes. Accommodate exterior shading and electric source equipment wherever possible, including air source heat pumps on rooftops and in parkades.
- 19.2.2 Where possible, allow simplified building forms to facilitate the use of mass timber and other low-carbon building materials. Reduce the need for underground structures wherever possible to provide space for more planting at grade, and use less material with high levels of embodied carbon.
- 19.2.3 Explore changes to the Vancouver Building Bylaw to improve indoor air filtration and reduce summertime overheating in new multi-family buildings.

*Figure 19.3 - Brixton Flats: One of Vancouver's first multi-unit buildings to meet the Passive House standard*



### 19.3 Natural Climate Solutions

Natural assets and green infrastructure provide opportunities to sequester carbon and mitigate risks associated with climate change, such as increased flooding and extreme heat events. Vancouver has targets for both sequestering carbon and infiltrating stormwater. Heat dome events highlight the importance of natural areas and assets, and living close to “greenness” is a significant protective factor from heat illness and death. Natural climate solutions have an important role to play in supporting human health and urban biodiversity that is further at risk due to climate change.

- 19.3.1 Support conditions for large healthy trees that can provide canopy cover. Supportive factors include putting the right tree in the right place, sufficient space and soil volume to support the tree, and long-term stewardship. Trees are needed in the public realm and on private property to cool the city and reduce the need for costly grey infrastructure.
- 19.3.2 Incorporate permeable surfaces and natural areas in parks, public spaces, and on private properties to help address flood risk by infiltrating rainwater. (See One Water Chapter 20 for more details).
- 19.3.3 Incorporate greenery throughout the Broadway Plan area, including in: parks; public spaces such as greenways, blue green systems, sidewalks, and Streets as Better Public Spaces projects; and on private properties. (See Public Realm Framework Chapter 15 for more details).

### 19.4 Building and Infrastructure Seismic Resilience

Vancouver is situated within a region that is vulnerable to damaging earthquakes. Today, the Broadway Plan area is at higher risk than other parts of the city due to the concentration of older buildings constructed prior to modern seismic building codes. Heavy damage to buildings and infrastructure can cause injury or death, disruptions to services and the economy, displacement of residents, workers, and visitors for extended periods of time, and potentially result in contamination due to infrastructure damage.

While there are significant seismic risks in the area, the Broadway Plan will help mitigate them. Improvements in seismic resilience could largely be achieved by the Plan, where older buildings and infrastructure are replaced with newer structures designed to meet seismic standards, potential retrofits for older buildings improve seismic resilience, and infrastructure upgrades ensure resilient service delivery.

- 19.4.1 Enable careful and equitable redevelopment — with comprehensive tenant protections (see Housing Chapter 12) — of the area’s aging building stock to reduce seismic risk from building damage.

- 19.4.2 Through Plan implementation, undertake further seismic risk reduction work for existing buildings and new buildings in the area.
- 19.4.3 Map, prioritize, and design resilient critical infrastructure networks to reduce impacts and disruptions of service delivery from key hazards and risks.

# 20 One Water

## Introduction

Management of water — drinking water, rainwater and wastewater — is a core City-provided service for health, sanitation and the environment. In the Broadway Plan area, the City is advancing its One Water approach to providing this essential service in a cost-effective, resilient and ecosystem-enhancing manner.

The City recognizes that the Host Nations have responsibly stewarded the region's lands and waterways to ensure prosperity for future generations since time out of mind. Since the arrival of settlers, our approach to water management has relied on tools that disrupted the water cycle, degraded natural systems, and caused the loss of important natural assets. Dams were built that flooded natural areas to create drinking water reservoirs, old growth forests that absorb excess water were cleared, creeks that slow and store water flow were buried, wetlands that treat water and enhance our ecosystems were drained, and a combined sanitary and stormwater pipe system with limited capacity was built.

While our current water and sewer system generally meets the practical needs of the city today, it is limited in its ability to adapt to meet the challenges ahead. Mounting pressures from climate change, population growth, and aging infrastructure are stressing our existing drinking water sources and water and sewer infrastructure, leading to costly investments in upgrading, replacement, and preventing pollution from combined-sewer overflows and flooding.

In response, the City of Vancouver has adopted a One Water planning approach to managing water resources. The approach considers the entire urban water cycle as well as the natural and built environments as an integrated system. It values all forms of water, including drinking water, wastewater, rainwater, surface water and groundwater. A One Water system considers all the ways we interact with our water to prioritize safe access to drinking water where we need it, control and reduce flooding, and collect and treat polluted rainwater and wastewater to protect our health and our creeks, streams, and marine environment.

The Broadway One Water Plan identifies infrastructure upgrades and adaptation measures, including strategic use of green rainwater infrastructure (nature-based solutions) to treat polluted rainwater and control flooding, as well as tidal protection measures to provide resilience from the impacts of climate change. It also reaffirms the role of private-side water measures to manage and reuse rainwater to offset potable water, reduce runoff from development sites and public lands, and protect groundwater. These measures will enable continued provision of essential services — drinking water, rainwater and wastewater management — to a growing population while providing community and ecosystem benefits.

## City-Wide Context

One Water policies are supported by city-wide strategies and policies, including:

- » **Healthy Waters Plan (2020)** – Addresses aquatic pollution from combined sewer overflows (CSOs) and urban rainwater runoff and secures adequate sewage and drainage capacity for a growing population and climate change. This multi-phase city-wide sewer and rainwater investment plan is estimated for completion in 2024.
- » **Rain City Strategy (2019)** – Provides a roadmap and sets rainwater management targets to reduce pollution from urban runoff, adapt to climate change impacts, reduce the volumes of CSOs, and ease the burden on infrastructure associated with increased rainwater volumes and urbanization. The Park Board also endorsed this strategy in February 2020.
- » **Greenest City Action Plan – Water Conservation Update (2017)** – Meets the Greenest City Action goal to reduce per capita water consumption by 33 per cent from 2006 levels; identifies accelerated residential metering, a rate review to address price of water, and the use of potable water offsets through integrated water management to address population growth, climate change, and the need for equity across potable water users; provides a roadmap leading to updates to the Vancouver Building Bylaw, increased water efficiency measure for fixtures and appliances (2018), and rainwater harvest and reuse (2018).

## Vision

In 2050, the Broadway neighbourhoods are supported by resilient water, sewer, and drainage services that restore natural watershed functions, adapt to climate change, and serve communities equitably.

To achieve this vision, neighbourhoods will contribute to healthy watersheds with essential infrastructure upgrades to support population growth and by having climate-adaptive and nature-based solutions in place to protect the health of receiving waterbodies, reduce flood risk, and create space for water in neighbourhoods. The City will also take action to advance water harvest and reuse to reduce pressures on drinking water systems and drainage systems.

## Key Directions

The One Water Plan includes a combination of pipe upgrades and green rainwater infrastructure (nature-based) solutions, including public realm enhancement and a reaffirmation of private realm requirements for water management in the Broadway Plan area.

Pipe upgrades will include neighbourhood-serving upgrades to be delivered by the City as well as local system upgrades triggered by development and consequently to be delivered as a condition of the development.

- » Enable growth and mitigate combined sewer overflows by undertaking strategic water and sewer upgrades.
- » Increase resilience to climate change by constructing new stormwater outfalls that adapt to sea level rise and divert water that would otherwise cause flooding and overflows.
- » Improve the quality of stormwater and achieve community and ecosystem benefits by expanding the use of green rainwater infrastructure and creating a blue green system network (a network of park-like connector streets that manage water and increase biodiversity).
- » Reduce the risk of flooding and protect valuable water resources by expanding on-site groundwater and rainwater management requirements.

## Plan Policies

### 20.1 Private Realm Water Management

Rainwater and groundwater on-site water management are important measures in the Broadway Plan. Rainwater management policies that maximize retention, infiltration, and reuse, and that leverage nature-based solutions where possible, help mitigate the overloading of an already constrained pipe system and keep harmful pollutants from entering our receiving waters while achieving community benefits. The harvest and reuse of rainwater also provides the benefit of offsetting drinking water demands. Groundwater management policies prevent discharge into the pipe system and protect against depleting our aquifers.

The *Rainwater Management Bulletin* and *Groundwater Management Bulletin* align with and stem from the Zoning and Development Bylaw and, while the water management requirements remain the same, the bulletins will be updated to explicitly include the Broadway Plan area.

- 20.1.1 The *Rainwater Management Bulletin* requirements will now extend to sites undergoing development permit processes in the Broadway Plan area, as well as all rezonings (including Passive House and any other rezonings previously exempt under other policies). The rainwater volume capture, treatment, and release rate requirements will remain unchanged.
- 20.1.2 The *Groundwater Management Bulletin* will include the Broadway Plan area as an area of concern, thereby requiring a hydrogeological study from development applicants in certain situations (with lower-density residential buildings typically being exempted). Other areas of concern for groundwater currently defined in the bulletin include the designated floodplain, areas with potential soil sensitivity to water table changes, and areas with potential flowing artesian conditions. This bulletin helps the City to preserve sewer system capacity and mitigate CSOs, protect ecosystems and aquifer resources, and minimize other risks (e.g. from flooding or subsidence).

## 20.2 Public Realm Water Management

In the public realm, green rainwater infrastructure will be a component of street design to manage urban rainwater runoff and enhance the public realm through increased biodiversity, greening of streets, and reducing the urban heat island effect. The work will include a combination of interconnected and district-scale solutions (blue green system) as well as discrete and distributed green rainwater infrastructure solutions, such as rain gardens and infiltrating tree trenches. This will help advance towards meeting the *Rain City Strategy* targets of capturing and treating 90 per cent of average daily rainfall before release into receiving waters in the watershed.

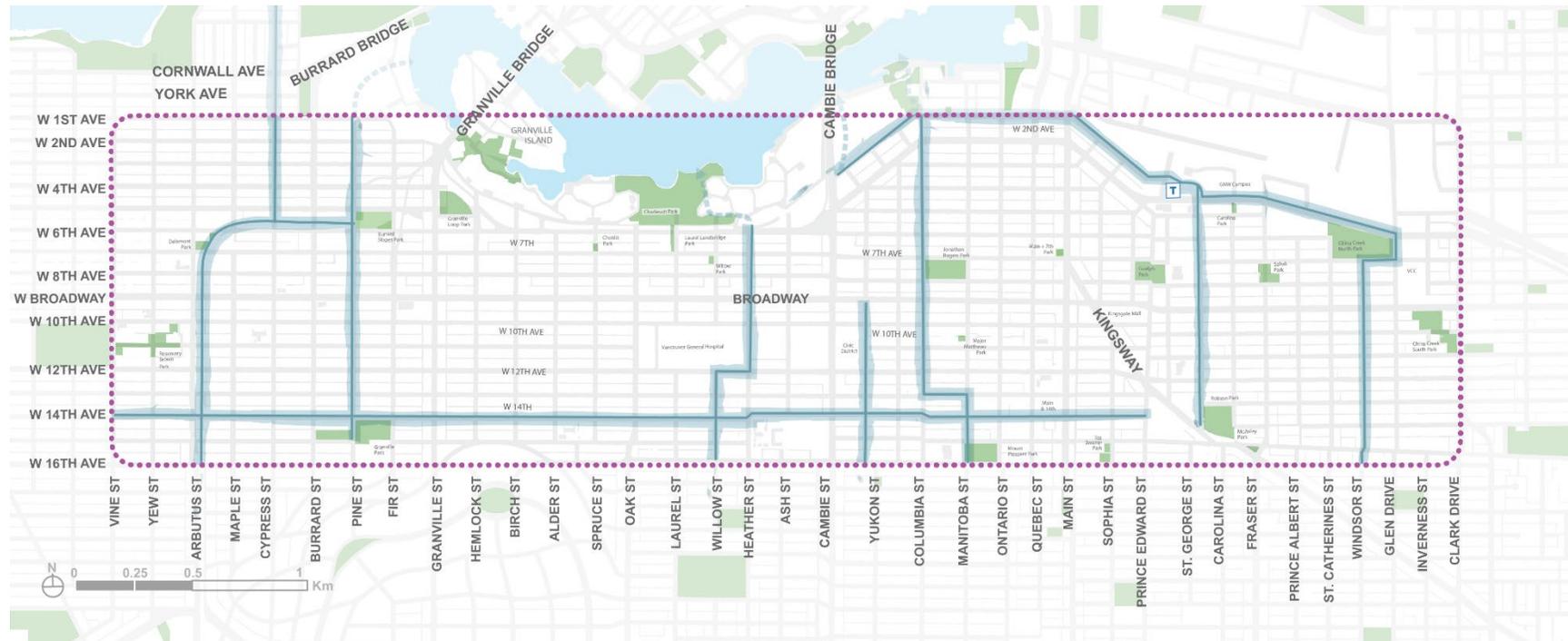
The blue green system is a city-wide interconnected network of larger- and district-scale park-like corridors that manage water, contribute to biodiversity, and support active transportation. In addition to connecting parks and other destinations, some blue green system routes align with overland stormwater flow paths and may reduce impacts of overland flow in low-lying areas.



- 20.2.1 Deliver distributed green rainwater projects that complement sewer separation, improve water quality objectives, and look to take advantage of development and capital construction opportunities for increased value for money.
- 20.2.2 Develop blue green system corridors utilizing streets within the Broadway Plan area.
- 20.2.3 The blue green system is anticipated to be aligned with or will intercept major flow paths (Figure 20.1). Development permit and rezoning applicants are expected to work with staff to accommodate and enhance these alignments in the design of buildings, underground structures, and open space.

- 20.2.4 Development with frontages along designated alignments should be designed to support the implementation of significant tree plantings (incorporating stormwater tree trenches or equivalent solutions) and green rainwater infrastructure through setbacks to underground parking structures and above-grade massing, and be designed to activate and acknowledge the network through ground-level design and active uses.
- 20.2.5 The blue green system will be designed, at a minimum, to meet the Rain City Strategy water quality target (48 mm rainfall managed locally in 24 hours). Context-specific designs may be required to improve pipe system performance and, in some locations, offset local pipe upgrades. Where delivery of the blue green system is not possible adjacent to new development, payment-in-lieu options may be explored.
- 20.2.6 Upgrade the water and sewer pipe networks as required to ensure they are adequately sized to support growth. Consistent with the *Financing Growth* policy that requires new developments to contribute to upgrades that result from growth, upgrades that are neighbourhood-serving will be delivered by the City and funded through Utilities Development Cost Levies, whereas localized upgrades will be a requirement of the development.

Figure 20.1 - Blue Green Network Infrastructure Upgrades



Legend

- ..... Broadway Plan Area
-  Blue Green System

# 21 Public Benefits Strategy

## Introduction

As a community or area of the city develops and grows, there is increasing need for the renewal, replacement and expansion of public amenities and infrastructure to help meet daily service needs and support a liveable, healthy, and sustainable community. Examples of these public benefits include affordable housing, childcare, parks and open spaces, transportation infrastructure, libraries, and fire halls as well as recreational, cultural and social facilities.

A Public Benefits Strategy (PBS) is a 10-year capital strategy for delivering public amenities and infrastructure to address the renewal and growth needs of a geographic area. In addition to the 10-year strategy, the Broadway Plan provides a higher-level vision and outlook for public benefits in the area over the 30-year life of the Plan.

There are four main steps in preparing a PBS:

1. Assess existing and future local needs within a city-wide context.
2. Identify public amenities needed to address needs.
3. Estimate cost of amenities and infrastructure and potential funding sources.
4. Prioritize public benefits based on timing and funding capacity.

In planning for an optimal network of amenities and infrastructure that supports service and program delivery at the local, district and city-wide levels, the needs assessment considers the following:

- » Existing amenities and infrastructure to be renewed over the life of the Plan.
- » Current gaps, deficiencies or shortfalls in service and program delivery, if any.

- » New demands anticipated from population and job growth over the life of the Plan.

The outcome-based strategy for the local community is developed within an overall city-wide framework that includes the following guiding principles:

- » Rationalize the network of public amenities and services across agencies (City, Vancouver School Board, charitable and non-profit organizations, etc.) to enhance collaboration and synergies.
- » Consider repurposing, right-sizing, relocation, colocation, and decommissioning of existing amenities and infrastructure as part of a renewal strategy.
- » Build flexible, adaptable and expandable spaces to accommodate changing demographics and future growth.
- » Phase in large-scale, high impact capital programs/projects to mitigate financial impact.
- » Synchronize multi-project timing to maximize efficiencies and economy of scale.
- » Partner strategically with senior levels of government, charitable and non-profit organizations, and the private sector, where possible.

When the City formulates its mid to long-term capital investment plan that encompasses the maintenance and renewal of existing City-owned amenities and infrastructure as well as the development of new amenities and infrastructure, the following financial principles are used:

- » Deliver services that are relevant and result in desired public outcomes.
- » Maintain amenities and infrastructure assets in appropriate state of repair.
- » Consider long-term implications in all decisions.
- » Keep property tax and fees affordable.
- » Keep municipal debt at a manageable level.

- » Optimize capital investments to meet public and economic needs while achieving value for the investment.

The PBS provides direction to guide City investment in public amenities and infrastructure in the Broadway Plan area and address the service needs of the community. The City's funding capacity, emerging opportunities, and the evolving needs of the Broadway Plan area in the context of the city as a whole, will determine the amenities and infrastructure that can be funded and delivered. As such, the PBS will be reviewed and evaluated periodically and integrated into the City's 10-year Capital Strategic Outlook, four year Capital Plan, and annual Capital Budget for prioritization and funding consideration on a city-wide level.

## Who Funds Amenities and How?

Amenities and infrastructure—such as childcare facilities, parks, community centres, libraries, cultural facilities, affordable housing, utility upgrades (water and sewer), and street improvements—are funded from a variety of sources using different tools:

- » City contributions (e.g. property taxes, utility fees, and user fees).
- » Development contributions (e.g. Development Cost Levies (DCLs), Community Amenity Contributions (CACs), density bonus zoning, conditions of development).
- » Partner contributions (e.g. funding from senior governments, non-profit partners, etc.).

Most funding sources and tools have restrictions on how they can be deployed. City contributions are the most flexible in terms of where, and on what service areas, they can be used. Property taxes and utility fees are generally used to renew existing amenities and infrastructure. Developer contributions can only be used to fund growth projects, such as new facilities or the expansion component of renewed facilities. DCLs are only available to fund specifically designated service areas, including parks, childcare, social housing and engineering infrastructure. CACs are generally restricted to capital investments within the community areas where they were generated with the intention that they will serve the related population growth. Because development contributions are restricted to funding growth projects, property taxes are heavily relied on to address the renewal and replacement of facilities and infrastructure. Partner contributions are used to fund projects or programs specific to the mandate of the fund.

Regional and provincial governments are responsible for delivering schools, health care, and transit, so the funding of these services is not included in the City's PBS. However, the City plays an important role in liaising with senior governments on the provision of

these services, ensuring that they are aware of, and planning for, the additional needs that will be generated as a result of population and job growth.

The federal and provincial governments hold mandates to deliver childcare and social housing. For these services, the City works in partnership with senior governments to ensure that spending is coordinated and opportunities for delivery are maximized. These partnerships will be necessary to achieve the objectives of the Broadway Plan PBS.

In addition to the investments identified in the Broadway Plan PBS, increased funding from senior government partners will be critical to help provide services to meet needs. This includes key investments that are the responsibility of senior governments, like schools, healthcare, transit, affordable housing, and childcare, as well as expanded partnerships with the City to help improve services for residents.

## What is Considered When Making Public Benefit Decisions?

Decisions around public benefits and infrastructure involve the responsible allocation of limited funding to deliver on City, Park Board, and community priorities. The City has in place a long-term planning horizon, which provides a framework to support the planning, funding, and prioritization of amenities and infrastructure. In an effort to optimize our spending to most effectively deliver amenities and services throughout the City and in each neighbourhood, several aspects are considered:

- » Population, demographics and trends (e.g. growth).
- » Community input.
- » City standards (quantitative and qualitative).
- » Council and Park Board approved policies and strategies (e.g. Housing Vancouver, Transportation 2040, Healthy City Strategy).
- » Existing public benefits.
- » Amenities in neighbouring areas.

## Scope of the Broadway Plan Public Benefits Strategy

The Broadway Plan Public Benefits Strategy (Broadway Plan PBS) is intended to reflect the needs of the community and provide strategic directions for public amenities and infrastructure throughout the entire Plan area. However, the area of the Broadway Plan's Creative District north of Great Northern Way falls within the scope of the False Creek Flats Public Benefits Strategy, which is part of the *False Creek Flats Plan*, adopted by Council in 2017. Similarly, while partially within the Broadway Plan area, both False Creek South and Southeast False Creek are part of separate planning and public benefits programs. Public benefits for False Creek South, Southeast False Creek, and the False Creek Flats are not included in the Broadway Plan PBS to avoid duplication; however, many of the larger, district-serving amenities will serve multiple areas.

The Broadway Plan PBS includes Mount Pleasant, which was previously covered by the Mount Pleasant Plan Public Benefits Strategy.

## Public Benefits Strategy Directions

### 21.1 Affordable Housing Directions

#### **City-wide directions**

In 2017 Council approved Housing Vancouver, the City's 10-year strategy to address housing affordability and maintain the diversity of Vancouver's communities. The strategy provides direction to focus new housing delivery on the "right supply" of homes, which involves driving a significant shift toward secure rental housing and social housing to reflect the tenure and affordability of those most in need of this housing.

The Housing Needs Report 2022 includes data and analysis on the housing situation of Vancouver residents and an accounting of current housing need and future demand citywide. The report identifies approximately 86,000 existing households in need. This number includes approximately 2,000 individuals experiencing homelessness and 7,000 people living in Single-Room Occupancy (SRO) hotels who require social housing, along with

approximately 77,000 households living in unaffordable, unsuitable, or inadequate housing.<sup>9</sup> Of these 77,000 households, 62% (40,200 renter singles, couples without children or roommate households, and 7,700 renter families) have incomes that would qualify them for social housing in Vancouver, earning below the Housing Income Limits set by BC Housing in 2021.<sup>10</sup> This suggests an upper ceiling of approximately 56,000 existing households in need of social housing in Vancouver, noting that some of these households might be supported via other actions such as rent supports or a unit being freed up in the existing stock.

The Housing Needs report also identifies a future housing demand from approximately 50,000 anticipated households in need over the next ten years city-wide from a growing and changing population. Concurrent work on refreshing the existing Housing Vancouver targets will consider housing needs identified in the report along with other key factors including City and partner capacity and available funding to determine the amount and type of new supply the City will target over ten years.

**Broadway  
Plan area**

Today, the Broadway Plan area contains nearly 4,000 units of non-market (social, supportive and co-operative) housing units in over 60 buildings. These units represent seven per cent of the area's existing housing units and fifteen per cent of city's non-market housing units. The area also has approximately 19,600 purpose-built rental units representing 37 per cent of the area's existing housing units and 25 per cent of the city's purpose-built rental units.

<sup>9</sup> Statistics Canada, 2016 Census.

<sup>10</sup> BC Housing 2021 Housing Income Limits for Vancouver are \$57,500 for studio/1-bedroom, \$69,000 for 2-bedroom, \$80,000 for 3-bedroom, and \$88,000 for 4+ bedroom units. Due to data limitations, these unit types and income limits were approximated to match with corresponding households types and income brackets studied in the Housing Needs Report 2022. Assumptions include: studio/one bedroom units are filled by single-person households, couples without children and households with two or more adults living together but not part of a family, earning less than \$60,000 (roommates would likely each qualify for a social housing unit which means this number is likely underestimated); 2, 3, and 4+ bedroom units would be filled by couples with children, lone-parent families or multi-family households, earning less than \$90,000; households composed of adults living together not part of a family by census definition were disregarded for simplicity of analysis; owner households were excluded as they would not require social housing.

There is a significant need for affordable housing in the area. There are approximately 12,900 existing households living in unaffordable, unsuitable or inadequate housing in the Broadway Plan area.<sup>11</sup> Included in this number are approximately 9,800 renter households paying over 30 per cent of their income on rent.<sup>12</sup> Of these 9,800 households, an estimated 9,300 households have incomes that would qualify them for social housing in Vancouver, earning below the BC Housing Housing Income Limits (HILs).

**Vision for the next 30 years**

The Broadway Plan will create new opportunities for social housing and below-market rental housing throughout the area. New affordable housing will be achieved by securing rental and social housing with new developments, strategic land acquisitions for social housing, and redevelopment and expansion of existing non-market housing sites.

The Plan provides significant opportunity for additional homes in Broadway over the next 30 years. Of the new homes in the area, about 5,000 are anticipated to be social housing and 3,000 below-market rental housing, which will help meet a portion of existing need as well as provide housing opportunity for new residents moving to the area.

**Strategy for the next 10 years**

Total projects: ~\$455M

- » Create approximately 600 social housing units through in-kind inclusionary requirements for private development (~\$293 M).
- » Create approximately 330 social housing units through renewal and expansion of existing city-owned non-market housing sites (~\$162M).

<sup>11</sup> Statistics Canada, 2016 Census. This information is based on the Broadway Census data area which is slightly larger than the Broadway Plan area.

<sup>12</sup> Statistics Canada, 2016 Census. This figure counts renter households paying between 30-99% of their income on housing costs. Reporting on this metric excludes households paying 100% or more of their income on rent, since these households tend to be students, retirees or other households receiving supplementary income beyond earnings.

- » Create 1,500 secured below-market rental units throughout Plan area through affordability requirements for private development.

## 21.2 Childcare

### City-wide directions

The City of Vancouver forms partnerships, advocates, and invests in creating quality and accessible childcare spaces, which are operated by non-profit partners. The City leverages new development to help create childcare facilities. The City has childcare policies, strategies, and priorities in place that guide City planning and design for childcare infrastructure. The City, Park Board, and School Board have made commitments to increase the number and availability of quality childcare spaces in Vancouver, and have forged a strong partnership with non-profit childcare operators. The City also continues to advocate for greater participation of the federal and provincial governments in the delivery of childcare services.

### Broadway Plan area

Today, there are currently about 1,250 full-time licensed childcare spaces for infants and toddlers aged 0-4 in the Broadway Plan area. In addition, there are about 275 part-time licensed preschool spaces in the area and 875 spaces for school-age care children aged 5 to 12. With the expected increase in population, housing, and employment near the Broadway Subway, it is expected that an additional 2,500 - 2,900 spaces for ages 0 to 4 will be needed over the next 30 years in the Broadway Plan area.

### Vision for the next 30 years

Provide new childcare to serve the growing number of residents and employees in the Broadway area. Over the 30 year period, the overall target is to deliver around 890 additional spaces for ages 0-4, which would meet around 36% of the anticipated childcare need resulting from growth in the Broadway Plan area. It is anticipated that the other space needs will be provided by senior governments and the non-profit and private childcare sectors.

For school age care, the City will focus on strategic support for school-age care in non-school affiliated sites for up to four projects (approximately 96 spaces), such as co-location opportunities in Indigenous-led and nonprofit housing developments.

**Strategy for the next 10 years**

Total projects: ~\$85 M

- » Secure development of 4–7 new childcare facilities for 0-4 year olds (approximately 250 spaces) on development sites (~\$52 M). Seek delivery of large facilities (minimum 56-spaces) where possible.
- » Seek renewal and expansion of three City-owned childcare facilities for 0-4 year olds (approximately 160 spaces) (~\$34 M).

## 21.3 Parks and Open Spaces

**City-wide directions**

As a key building block of complete and liveable neighbourhoods, parks and open spaces play a crucial role in supporting public health and social connections, restoring and maintaining urban ecological systems, providing access to nature, opportunities for cultural expression and fostering a sense of community. In 2019, the Park Board approved VanPlay, a new master plan to guide park and recreation service delivery. VanPlay will guide the acquisition, development and programming of Vancouver’s parks. All upgrades and renewals to help keep pace with growth will be determined through Park Board prioritization and city-wide capital planning in order to dedicate limited resources equitably and to address areas with greatest needs first.

**Broadway Plan area**

Today, the Broadway Plan area has 20 parks totalling 26 hectares (64 acres). Even with existing park space, gaps have been identified within the Broadway Plan area. Needs include low-barrier recreation, tree canopy cover, and additional park space. Park provision is lower in Fairview and Mount Pleasant.

**Vision for the next 30 years**

Improve access to parks and open space in the Broadway Plan area to respond to anticipated increases in population and demographic changes. Improvements will be delivered through a variety of approaches, including enhancement and expansion of existing parks, acquiring land for new parks, enhancing street space to be better public spaces, securing parks and open spaces through major developments and on the large and unique sites.

**Strategy for  
the next 10  
years**

Total projects: ~\$96 M

- » Acquire and develop new park land (0.75 hectares / ~2 acres) in low park provision neighbourhoods such as Fairview and Mount Pleasant (~\$58 M).
- » Secure provision of dedicated additional park space through major developments and on large and unique sites.
- » Develop and deliver planned new park space, such as Burrard Slopes Park and Delamont Park (~\$29 M).
- » Improve existing neighbourhood parks through renewal and expansion to better serve the growing population, such as Jonathan Rogers Park and Guelph (Dude Chilling) Park (~\$10 M).

## 21.4 Arts, Culture and Heritage

### Arts and Culture

**City-wide  
directions**

Arts and culture spaces are vital in every community. *Making Space for Arts and Culture* (2019) and the *Vancouver Music Strategy* (2019) provide detailed strategies specific to the development, retention, and expansion of affordable cultural infrastructure, supporting community-owned spaces, and optimizing policies and tools to secure and enhance cultural spaces. The City provides support for cultural facilities through the provision of space, development of supportive policy and reducing regulatory barriers, and through the capital plan via the Cultural Spaces Grants and development related investment (e.g. CACs).

**Broadway  
Plan area**

The Broadway Plan area has a large concentration of Vancouver's artists, cultural workers, and arts and cultural organizations that contribute to the city's economy. Public art is a presence throughout the area.

As the area grows, there will be additional need for replacement and renewal of existing cultural spaces, new affordable spaces for arts, culture, and music, affordable housing for artists, and outdoor spaces for social and cultural programming. Particular needs exist for equity-denied groups, as well as visibility for the Host Nations in public spaces.

**Vision for  
the next 30  
years**

Ensure that the Broadway Plan area, and in particular industrial lands, continue to support a thriving cultural sector that contributes to the city's economy and drives tourism and job creation. This will require an increase in the amount of artist production, rehearsal, and presentation spaces through replacement and renewal of existing spaces, as well as creation of new spaces. In addition to traditional spaces, artist work-only production spaces will be integrated into affordable housing developments. In partnership with Social Policy, delivery of social-cultural non-profit hubs will be explored.

**Strategy for  
the next 10  
years**

Total Projects: ~\$45 M

- » Secure about 24,500 square feet of new and expanded arts production and music spaces to retain work space for artists and cultural workers (~\$15 M).
- » Secure about 10,000 square feet of work space and storage space for about 50 artist social housing live/work units and about 11,500 square feet of shared production space, including shared storage, to support about 60 artist social housing units (~\$13 M).
- » Deliver about 10,000 square feet of expanded presentation spaces, including spaces such as Pacific Theatre and the Anza Club (~\$6 M).
- » Secure about 5,000 square feet of [City of Vancouver Artist Studio Award Program](#) work only artist studios, to support artists with affordable space to create their work (~\$3 M).
- » Deliver public art from development contributions through the Public Art Program (~\$8 M). Work with private sector development to focus public art investment in new, renewed, and existing public realm, including parks, plazas, green infrastructure, and streetscapes.

Per Council direction, Target CACs from commercial rezonings in the Broadway Plan area will be eligible to be allocated towards arts and culture amenities focused in Industrial/Employment Areas.

## Heritage

### City-wide directions

The Vancouver Heritage Program (VHP) has established citywide directions embracing diversity, equitable and inclusionary practices in heritage conservation and planning. It supports a broader concept of heritage to include both tangible (buildings, monuments, natural and cultural landscapes), and intangible or living heritage (oral traditions, celebrations, social manners, performing arts) aspects. VHP advances the Reconciliation framework by building relationships with Musqueam, Squamish and Tsleil-Waututh Nations and embracing cultural heritage, including Indigenous Cultural Heritage. Working with communities in identifying heritage values and places that embody them, and developing strategies and tools for their meaningful and respectful stewardship, remain primary strategic directions.

### Broadway Plan area

The Broadway Plan area is home to many of Vancouver's heritage assets. In addition to those listed on the Vancouver Heritage Register (VHR), there are many other tangible and intangible heritage assets throughout the area.

### Vision for the next 30 years

Continue to support and implement the Vancouver Heritage Program based on principles of diversity, equity and inclusivity. Continuous funding for conservation of heritage resources will be required.

### Strategy for the next 10 years

Total projects: ~\$9 M

- » Allocate 5% of cash CAC revenues to support funding for the conservation of heritage resources city-wide (~\$9 M). This would include on-site conservation of heritage resources in the Broadway Plan area.

## 21.5 Community Facilities

### Vancouver Public Library (VPL)

#### City-wide directions

VPL's vision is for an Informed, Engaged and Connected City. The need for library space is growing as library usage changes. Per VPL's Facilities Master Plan, total library space will need to keep pace with population growth, with expansion focused on existing facilities in communities that experience increased population density or are underserved. While the shift from physical to digital collection use continues, patrons are using their local public library for social interaction, learning through library programming, access to technology, individual study/work, reading and relaxation, as well as borrowing physical collections. New assets will focus on non-traditional approaches designed to serve specific community needs, such as limited service outlets or space sharing.

#### Broadway Plan area

The Broadway Plan area is served by three community library branches: the Kitsilano Branch, Firehall Branch, and Mount Pleasant Branch. The Kitsilano and Mount Pleasant branches are high foot traffic locations. There is current need for meeting rooms and programming space, as well as technology services. As the Broadway Plan area grows, new library capacity will be required to serve an increased population.

#### Vision for the next 30 years

The VPL Facilities Master Plan provides a strategic framework to guide long-term planning:

- » Library space will expand proportionally to population growth.
- » Neighbourhood branch redevelopments will increase size of branches to address shifts in use.
- » Facility investment will focus on expansion/renewal of existing branches, with investment in new non-traditional service approaches to address areas of greatest need.

The vision is for expansion of library space to serve the growing number of residents and employees in the Broadway Plan area. At least two library branches in the area will need significant renewal and expansion over the next 30 years.

- Strategy for next 10 years** Total projects: ~\$22 M
- » Explore the relocation, renewal and expansion of Firehall Library Branch to address future growth in the Broadway area– 12,500 square feet (~\$22 M), subject to adjacent redevelopment projects in the area. Should redevelopment not occur in the area, other opportunities would be explored to help meet Plan objectives.

## Recreation Facilities

**City-wide directions** Community facilities include various recreational, social and cultural facilities, as well as libraries across the city. Vancouver has 24 community centres, 9 indoor swimming pools, 5 outdoor swimming pools, and 8 arenas. The majority of community centres were constructed between 1945 and 1980. Five community centres (Hillcrest, Killarney, Mount Pleasant, Sunset, and Trout Lake), three pools (Hillcrest, Killarney, and Renfrew), and three arenas (Hillcrest, Killarney, and Trout Lake) have been renewed since the late 1990s. It is anticipated that the renewal process will continue for the next 20 plus years. The locations and sizes of recreation facilities are reviewed as part of the each facility’s renewal process as well as through broader Park Board strategies and initiatives. Where there is sufficient concentrated population growth that is not well-served by existing facilities, the Park Board considers the development of new facilities, or the expansion of existing facilities. The Park Board is currently developing a Vancouver Community Centre Strategy, to be complete in 2022, which will guide future investments.

**Broadway Plan area** The Broadway Plan area is served by a number of existing community centres, including Mount Pleasant Community Centre, Kitsilano Community Centre, False Creek Community Centre, Creekside Community Recreation Centre, and Douglas Park Community Centre. As the Broadway Plan area grows, additional community centre capacity will be required to serve an increased population.

**Vision for the next 30 years** There is a need to expand and renew existing community facilities to serve the Plan area’s growing population. Facility development, expansion, and programming should be directed by the Vancouver Community Centre

Strategy and supported by VanPlay, Vancouver Sport for Life: Vancouver Sport Strategy, and VanSplash: Vancouver Aquatic Strategy.

**Strategy for the next 10 years**

Total projects: ~ \$10M

- » Conduct planning and design work towards the future renewal and expansion of an existing recreation facility, to be confirmed through the Vancouver Community Centre Strategy (~\$10 M).

## Social Facilities

**City-wide directions**

The City of Vancouver has been involved in the provision of social facilities since the 1970s. These valuable community and social assets are run by non-profit organizations that provide much-needed free or low cost social programs and services to the community. These organizations aim to provide accessible and relevant social programs, services, and resources to diverse residents and communities in the city. The *Spaces to Thrive: Vancouver Social Infrastructure Strategy (2021)* is a framework on how the City may support social serving organizations and their facility needs, challenges and development. The strategy applies a human and Indigenous rights-based approach, recognizing the right to access social services and meet basic needs of health and well-being.

**Broadway Plan area**

For social facilities, the availability and diversity of amenities and services are needed to support growth and liveability. Existing social-serving facilities and organizations are at capacity, in addition to the social-service gaps for services that are needed but are not available in the Broadway Plan area.

**Vision for the next 30 years**

New and existing broad-serving and specialized social programs and facilities will be available and accessible to address the growing and changing service needs for all residents, ranging from community programs, gatherings, drop-in classes, information and referrals to accessing resources. Overall, services and facilities will address basic needs as well as services beyond 'crisis' mode, such as healing and wellness, cultural redress, and gender safety. Long-term priorities to support social facilities in the Broadway area include delivery of social-cultural non-profit hubs for programs and offices (with focus on hubs for Indigenous-led organizations and cultural community

centre), a seniors-serving facility on the west side, and dedicated satellite space for programming from various non-profits in Fairview with key services for broad-serving populations. Additionally, creation and expansion of flexible multi-purpose spaces for occasional use or satellite programming will be explored, particularly in non-profit housing buildings, community-serving spaces, or public facilities.

**Strategy for the next 10 years**

Total projects: ~\$16 M

- » Contribution towards renewal and expansion of co-location of multiple social-serving agencies (i.e. Family Centre, childcare, and others) with the facility expansion for the Mount Pleasant Neighbourhood House (~\$16 M).

## 21.6 Public Safety

**City-wide directions**

Vancouver has 20 fire halls (including one in the University of British Columbia (UBC) Endowment Lands) that are strategically located around the city. There are 11 Community Policing Centres (CPCs) across Vancouver. CPCs operate based on local partnerships with the police and are staffed and governed by members of the community. CPCs are typically located in storefronts or on the ground floor of residential or mixed-use buildings. The City owns a number of public safety facilities (Fire and Police) in the Broadway Plan area. The City needs to gradually renew these facilities over time and ensure that there is room to expand the facilities to serve the area in the future.

**Broadway Plan area**

The Broadway Plan area is currently directly served by three existing fire halls: Fire Hall 4 (1475 W 10th Ave), Fire Hall 3 (2801 Quebec Street) and Fire Hall 9 (1805 Victoria). The nearest Community Policing Centres to the Broadway Plan area are Grandview Woodland CPC at 1977 Victoria Drive and the Kitsilano Fairview CPC at #78-1687 W. Broadway. Considering the expected growth of residents and jobs in the area, as well as daily visitors due to the increased transit connectivity, an additional CPC is required in the Broadway Plan area.

**Vision for the next 30 years**

Redevelopment and expansion of Fire Hall 9, serving Grandview-Woodland, is currently underway. The expansion of Fire Hall 4 will serve the growing population in Fairview, including acquiring the land necessary to allow expansion.

There is a need to address seismic standards and increased capacity for the leased Police Headquarters on West 5th Avenue and Cambie. Funding for a new larger headquarters will be managed through the City-wide capital planning process rather than under the Broadway Plan PBS. A new Community Policing Centre will serve the eastern section of the Broadway Plan area.

**Strategy for the next 10 years**

Total projects: ~\$29 M

- » Secure land for, and support the expansion of, Fire Hall 4 to allow enough space to expand from a 2-bay fire hall to a 4-bay fire hall to address future growth in the surrounding area (~\$28 M).
- » Secure a Community Policing Centre in the eastern section of the Broadway Plan area (~\$2 M).

## 21.7 Civic Facilities

**City-wide directions**

Vancouver's population has grown from approximately 250,000 to over 660,000 since the historic City Hall was built in 1936, and the needs for the City's services have continued to evolve and grow. Since then, the Civic District campus has extended beyond the heritage site and it presently includes a collection of public spaces and buildings in order to keep up with the needs for public services, public assemblies and community gatherings.

**Broadway Plan area**

The Civic District's prominence at the intersection of Cambie and Broadway will continue to increase with the anticipated growth of population and jobs in the Broadway Plan area and significant improvements in its transit accessibility. As a city-wide service and employment centre, the Civic District will continue to provide job spaces (meeting the City's long-term needs for public-serving and administrative spaces) a public service hub, public assembly spaces and an enhanced public realm.

**Vision for the next 30 years**

The vision for the Civic District is to be optimized, enhanced, accessible, resilient and safe to visit and occupy, and express Vancouver as a City of Reconciliation. Funding for renewal and expansion of the Civic District will be managed through the city-wide capital planning process rather than under the Broadway Plan PBS. The City will

explore the opportunities to strengthen partnerships with other levels of government and consider multi-governmental services colocation. Potential for inclusion of a variety of community uses will be explored, as well as feasible revenue opportunities to offset costs.

**Strategy for the next 10 years**

Total projects: \$0 M

- » Planning and design work for the renewal and expansion of the Civic District in the next 10 years will be funded through the City's capital planning process.

## 21.8 Transportation and Street Use

**City-wide directions**

The *Climate Emergency Action Plan (2020)* aims to reduce city-wide greenhouse gas emissions by 50% by 2030. To achieve this, within well-situated areas like the Broadway Plan area, at least 90% residents need to live within an easy walk or roll of their daily needs, and 80% of trips in the area need to be made by walking, rolling, cycling, and taking transit. Actions to help achieve these City targets include expanding the walking, rolling, and cycling networks, improving the speed and reliability of transit, and managing curb space and off-street parking more effectively.

Vancouver's existing transportation plan, *Transportation 2040* helps guide transportation and land use decisions, and public investments as the City grows. It envisions a city with an efficient transportation system that supports a thriving economy, and healthy residents and natural environment. It includes a target to have at least two-thirds of all trips made by foot, bike or transit, and has a goal to eliminate traffic-related fatalities and serious injuries.

In addition to enhancing and expanding the network of active transportation routes and implementing more transit priority measures, improving transportation service also includes maintaining and repairing existing infrastructure (sidewalks, bikeways, roads, and bridges) to minimize life cycle costs and ensure safe, comfortable, and effective service for all road users.

**Broadway  
Plan area**

While the transportation network in the Broadway Plan area is well-established, there is a need to improve the walking, rolling, gathering, and cycling experience in the Plan area, as well as to increase transit service to meet the growing demand. Broadway, in particular, is a locally and regionally significant transportation corridor where large volumes of people walk or roll. The walking environment, however, is not welcoming or comfortable due to high traffic volumes and large amounts of trucks and buses on the street. This is also the case for some of the other busy streets in the area.

Although there are a number of cycling routes in the area, most do not meet the City's design criteria for all ages and abilities (AAA) cycling routes. There are also gaps in the cycling network, particularly to access commercial areas and other key destinations.

The SkyTrain extension to Arbutus will significantly improve capacity, speed, and reliability for many transit trips. Yet many people will continue to rely on buses to get around, and buses are often over capacity and/or delayed due to traffic congestion.

There are also opportunities to more efficiently manage on and off-street parking spaces to achieve multiple objectives, including providing more space for public use, reducing carbon emissions from the construction of parking facilities, and lowering construction costs.

Development applications will be required to make improvements to their property frontage (upgraded sidewalks, curb ramps, lane crossings, etc.) through conditions of development. In addition, development applications may be required to provide transportation (cycling facilities, traffic signals, left turn bays, etc.), public realm and public safety improvements as conditions of development. These improvements will be determined on a case-by-case basis according to the needs generated by the development, with consideration given to project viability.

**Vision for  
the next 30  
years**

The key transportation priority for the Broadway area is to improve the walking environment on all streets, particularly on commercial high streets (including Broadway) and greenways. The City also plans to upgrade existing cycling routes to be safe and comfortable for all ages and abilities and expand the network to connect people to key destinations and the SkyTrain stations. Transit priorities are to improve the capacity, reliability and

convenience of the transit system, and to make it easier for people to access SkyTrain stations and bus stops by different modes. Other key directions, which will require funding through other resources, include improving traffic safety by designing local streets that strongly encourage slow movement (e.g. through traffic calming) and implementing other safety improvements, and effectively managing curb space and off-street parking, with a focus on users and uses that need the space, such as people with mobility challenges and goods delivery. Public realm improvements, such as street furniture and gathering spaces along Broadway and other commercial high streets will contribute to a vibrant public life.

**Strategy for the next 10 years**

Total projects: ~\$109 M

- » Convert major sections (approximately 3-4 kilometres) of Broadway to a 'Great Street' with more space for pedestrians and enhanced public realm features (~\$48 M).
- » Upgrade and construct new local bikeways, protected bike routes and greenways for walking and cycling (approximately 6 kilometres) (~\$39 M).
- » Implement public realm improvements such as new Streets as Better Public Spaces over 3 blocks and deliver 3 new permanent-design plazas (~\$15 M).
- » Deliver other pedestrian and safety improvements (~\$7 M).

## 21.9 One Water and Utilities

**City-wide directions**

Across Vancouver, water planning needs to address traditional core water services required to unlock development opportunities, while also respond in a meaningful way to challenges of liveability within our neighbourhoods, and protecting the natural environment while adapting to climate change.

This requires a watershed scale approach that links water utility and drainage infrastructure improvements to a broader range of incremental community and environmental outcomes. This means water, sewer and drainage solutions include a mix of traditional grey infrastructure paired with complementary green nature-based solutions.

To do this, a One Water approach is necessary. This considers the entire urban water cycle as well as the natural and built environments as an integrated system and values all forms of water including drinking water, wastewater, rainwater, surface water, and groundwater.

A number of city-wide directions support the various aspects of water management. The *Rain City Strategy (2019)* sets rainwater management targets to reduce pollution from urban runoff, adapt to climate change impacts, reduce the volumes of combined sewer overflows (CSOs) and ease the burden on infrastructure associated with increased rainwater volumes and urbanization. The *Greenest City Action Plan (2017 update)* sets out water conservation measures to ensure adequate supply of drinking water. The *Climate Emergency Action Plan (2020)* sets out five core actions including preparedness to coastal flooding from sea level rise.

**Broadway  
Plan area**

The Broadway Plan area's water, sewer and drainage systems are planned and designed to meet service levels of reliable quality, supply, capacity that meet existing needs and future needs of a growing population while considering the impacts of climate change. More extreme rain events and rising sea levels are to be expected, increasing risk of coastal and overland flooding and triggering combined sewer overflow (CSO) events. Milder winters mean less snowpack in our drinking watershed and less recharge of our reservoirs in the spring and summer.

While the City's potable water system is generally adequate to service the Broadway Plan area as it exists today, some upgrades will be required to ensure adequate flow for fire protection, and enhanced water conservation measures are encouraged to protect supply.

The sewer and drainage system will require upgraded capacity as the area grows, and also as result of climate change, causing an increased risk of flooding of basements and streets, and potential for more frequent CSO events. Much of the Broadway Plan area drains to False Creek where the City has been working to improve water quality to allow for safe recreation and to enhance aquatic life. To mitigate flooding risk and to improve water quality in False Creek and the associated beaches, pipe upgrades, strategic sewer separation and green rainwater infrastructure (nature-based solutions) are required. In addition to providing a water management

function, green rainwater infrastructure will also contribute to an enhanced public realm through increased green space.

Coastal protection measures including new stormwater outfalls that adapt to sea level rise are also needed in certain locations to provide resilience to climate change. Low-lying lands adjacent to False Creek and English Bay are subject to both inland and coastal flooding. Inland flooding is the result of significant rainfall and high sea levels preventing stormwater from discharging to the ocean, whereas coastal flooding is the result of ocean water flooding the surrounding land.

Development applications will be required to make improvements to address utility capacity needs through conditions of development.

**Vision for  
the next 30  
years**

The Broadway Plan will achieve healthy watersheds by having essential infrastructure upgrades to support population growth, as well as climate adaptive and nature-based solutions in place to protect the health of receiving waterbodies, reduce flood risk, and create space for water in neighbourhoods. The City will also take action to advance water harvest and reuse to reduce pressures on drinking water systems and drainage systems.

**Strategy for  
the next 10  
years**

Total projects: ~\$220 M

- » Upgrade of potable water distribution system (~\$2 M).
- » Plan, design and begin construction of new stormwater trunks and outfalls, as part of continued sewer separation and sea level rise adaptation (~\$81M, 4 km).
- » Upgrade and separation of existing sanitary, stormwater and combined sewer trunks (~\$32M, 2 km).
- » Upgrade and separation of local sanitary, stormwater and combined sewer mains (~\$44M, 7 km).
- » Public realm green rainwater infrastructure, including linear blue green systems, distributed assets and larger district scale projects (~\$61M).

## Public Benefits Strategy Summary

### 21.10 10-year Capital Investment Strategy

#### Investment for Growth and Renewal

- » The Broadway Plan PBS 10-Year Capital Investment Strategy is estimated to be approximately \$1.1 B and is comprised of around \$0.9 B (~85%) for new investments and upgrades and about \$0.2 B (~15%) for renewal. These investments are broken down by service category, are shown in the table below:

*Figure 21.1 - Public Benefits Strategy approach to Growth and Renewal*

Category	Renewal	Growth	Total
Affordable housing	\$37 M	\$418 M	\$455 M
Childcare	\$33 M	\$52 M	\$85 M
Parks and open spaces	\$10 M	\$87 M	\$96 M
Arts, culture and heritage	-	\$55 M	\$55 M
Community facilities	\$19 M	\$28 M	\$48 M
Public safety	-	\$29 M	\$29 M
Transportation	\$14 M	\$95 M	\$109 M
One Water and utilities	\$60 M	\$161 M	\$221 M
<b>Total</b>	<b>\$173 M</b>	<b>\$925 M</b>	<b>\$1,099 M</b>

## 21.11 Funding Strategy

- » City contributions are primarily funded from property taxes and utility fees that are generally used to renew existing amenities and infrastructure. The City contributions in the Plan are intended to cover items such as neighbourhood park renewals, renewal of roads and walking and cycling routes.
- » In addition to City contributions, the Broadway Plan PBS contemplates significant development contributions (such as DCLs, CACs, density bonus zoning, and conditions of development) to deliver the necessary public amenities and infrastructure to support growth, as well as contributions from senior levels of government and community partners. Delivering the PBS will require continued support from these external funding sources.

*Figure 21.2 - Public Benefits Strategy by Funding Source*

Category	City contribution	Developer contribution	Partnership contribution	Total
<b>Affordable housing</b>	-	\$326 M	\$129 M	\$455 M
<b>Childcare</b>	\$29 M	\$40 M	\$16 M	\$85 M
<b>Parks and open spaces</b>	\$10 M	\$87 M	-	\$96 M
<b>Arts, culture and heritage</b>	-	\$55 M	-	\$55 M
<b>Community facilities</b>	\$19 M	\$28 M	-	\$48 M
<b>Public safety</b>	\$24 M	\$6 M	-	\$29 M
<b>Transportation</b>	-	\$72 M	\$37 M	\$109 M
<b>One water and utilities</b>	\$45 M	\$175 M	-	\$221 M
<b>Total</b>	\$127 M	\$790 M	\$182 M	\$1,099 M

## 21.12 Schools

The provincial government is responsible for delivering schools, so school funding is not included in this PBS. However, the City plays an important role in liaising with the Vancouver School Board (VSB) on the provision of schools, ensuring that they are aware of, and planning for, the additional needs that will be generated as a result of population and job growth. Accordingly, the preparation of the Broadway Plan has included engagement with the VSB to understand future school aged population and school capacity requirements over the 30 year horizon of the Plan.

It is anticipated that growth in the area would result in new elementary and secondary school students. Some of that growth will be able to be accommodated through expansions to existing schools, and VSB has already made funding requests to expand Cavell, Hudson, and False Creek elementary schools in the Plan area, as well as a new school in Olympic Village. Eventually, it is anticipated that an additional elementary school will be required for 300 to 550 students on a site area of 1.5 to 2.5 hectares. The City will continue to work with VSB to investigate and action opportunities for a new school site in or near the Broadway Plan area, but it will be funded through provincial funding mechanisms separate from the Plan's Public Benefits Strategy.

# 22 Implementation and Monitoring

## Introduction

The Plan provides clear direction on the appropriate use, form and character of new development, together with a framework of supporting policies that aim to ensure that the anticipated growth and change leads to more complete, equitable and sustainable neighbourhoods in the Broadway Plan area.

The policy directions in the Plan will be realized through a variety of approaches, initiatives, and tools. These include:

- » The regulation and management of privately-initiated development proposals.
- » City-initiated amendments to zoning schedules and design guidelines.
- » Public amenity and infrastructure funding allocation and delivery, within the framework established by the Public Benefits Strategy.
- » Further planning and implementation work of various kinds that is needed to achieve the Plan's directions and address community needs.

Implementation of the Plan cannot be accomplished by the City alone and will require ongoing partnerships with the Host Nations, community-based groups, service agencies, residents, businesses, and senior levels of government. The participation and capacity of these groups is essential in realizing the goals of the Plan. There will continue to be opportunities for those living and working in the area to be involved in further work to implement the Plan.

The overall policy context, including city-wide initiatives, will continue to evolve as the Broadway Plan is implemented. As such, new policies and priorities may inform and guide the Plan's implementation.

## New Development

Many of the Plan directions will be achieved through development or redevelopment of properties in the area. New development will primarily be managed and regulated in two ways:

- » Privately-initiated rezonings and development permits.
- » City-initiated rezonings.

### 22.1 Privately-Initiated Rezonings and Development Permits

#### Application Requirements

Prior to submitting a formal enquiry on any site, applicants are strongly encouraged to obtain submission requirements from City staff. It is incumbent on applicants to ensure that they are apprised of expectations related to land use mix, density, form and scale of development, land dedications, and public amenity and infrastructure contributions by consulting relevant details of the Plan and seeking site-specific advice from City staff.

In most cases, rezonings will follow the City's typical rezoning processes and policies, and applicants are strongly advised to submit a formal rezoning enquiry prior to their application. City staff will advise where there are additional submission requirements based on relevant policies specific to the Broadway Plan.

## Large and Unique Sites

**Figure 22.1 - Enhanced rezoning process**



In addition to the standard rezoning application requirements, proposals for the large and unique sites will be expected to undertake a more comprehensive development review and consultation process given their larger scale and complexity. Policy guidance for large and unique sites is provided in the Land Use Chapters 8-10. An overview of the enhanced rezoning process is generally outlined in Figure 22.1.

Given the complex nature of large and unique site rezonings and additional City resources required to process these applications, an additional fee at the enquiry or rezoning stage will be applicable.

Enhanced rezoning applications will be expected to include a public consultation plan as part of their application, outlining proposed methods/steps to consider the input of the local neighbourhood, key stakeholders, and other parties (identified through discussion with the City).

In some cases, large and unique sites may be required to go through a Policy Statement process, (or an update to a pre-existing Policy Statement) to establish general planning principles and policies to guide future development. The need for a Policy Statement process will be assessed on a case-by-case basis, and result in additional policy guidance to complement the Broadway Plan.

## Community Amenity Contributions

Within the context of the City's *Financing Growth Policy* and the Broadway Plan, in many cases an offer of a Community Amenity Contribution (CAC) to address the impacts of new development can be anticipated from the owner of a rezoning site. CAC offers take into consideration community needs, area deficiencies, and the impact of the proposed development on City services. They typically include the provision of on-site amenities or a cash contribution towards other public benefits, or a combination of both approaches.

The CAC process will follow any Broadway Plan policy directions for public benefits for the site and the City's *Community Amenity Contributions Policy for Rezoning*s.

## 22.2 City-Initiated Rezoning

It is anticipated that in some parts of the Broadway Plan area, the City will over time initiate amendments to the zoning district schedules and accompanying guidelines as part of Plan implementation. In identifying areas for future City-initiated zoning amendments, factors such as project complexity, rate of development, public benefits and infrastructure, and any area-specific issues or opportunities will be considered.

Any amendments to the zoning districts would reflect the land use and policy directions of the Broadway Plan. As amendments to the zoning districts are made, the Broadway Plan and any associated documents would be updated as necessary for consistency.

## Monitoring

Over the course of the 30-year Broadway Plan, the City will monitor its performance in accordance with the Broadway Subway Supportive Policies Agreement (SPA) between the City of Vancouver and TransLink, which commits to ongoing monitoring until 2045. Monitoring will include review and reporting of key metrics related to land use, housing, transit, transportation demand management, and cycling and walking at least every five years.

This ongoing monitoring process will enable City staff to assess whether the Broadway Plan is achieving its Guiding Principles and objectives, and inform any future changes to the Broadway Plan recommended to City Council.

# 23 Acknowledgements

The Broadway Plan is the product of the dedication, hard work, and input from nearly all City departments, as well as an immense number of stakeholders, community organizations, elected officials, experts, and private sector leaders who contributed their time and energy to help shape this Plan.

This Plan would not have been possible without the help of thousands of residents who provided valuable input, insights and ideas about the Broadway neighbourhoods and contributed feedback to shape the emerging plan at open houses, workshops, walking tours, meetings and other engagement events.

A specific thank you to the following:

- » 2SLGBTQ+ Advisory Committee
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- » A & VFX Society
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- » Affordable Housing Societies
- » Al Diamond Architecture
- » Al Jamia Masjid Vancouver
- » Aloe Design
- » Armoury District Business Association
- » Banter Grace and Lollipop
- » BC Cancer Society
- » BC Non Profit Housing Association
- » Better Environmentally Sound Transportation
- » Billy Bishop Legion (Royal Canadian Legion Branch 176)
- » BR Law
- » Bradford Hardware
- » Brightside
- » British Columbia SPCA
- » Broadway Subway Business and Community Advisory Group
- » Broadway Subway Project
- » Broadway Youth Resource Centre
- » Brougham
- » Cambie Village BIA
- » Canadian Memorial United Church
- » Catalyst
- » Children, Youth and Families Committee
- » Church of the Good Shepherd
- » CityHive
- » CityStudio
- » CMHC
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- » Congregation Beth Israel
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- » Federal Store
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- » King's Gate Community Church
- » Kitsilano Neighbourhood House
- » Kitsilano Shower Program
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- » Lu'ma
- » Lutheran Manor Society of Vancouver BC
- » Main Street Car Free Day
- » M'akola Development
- » Met Home
- » Metro Vancouver
- » Metro Vancouver Aboriginal Executive Council
- » Ministry of Health
- » Ministry of Municipal Affairs
- » Ministry of Transportation and Infrastructure
- » Mosaic
- » Mount Pleasant area breweries (Faculty, 33 Acres, Electric Bicycle, R and B, Main Street Brewery, Brassneck, Red Truck)
- » Mount Pleasant BIA
- » Mount Pleasant Indigenous Dinner Group
- » Mount Pleasant Neighbourhood House
- » Musqueam Indian Band
- » Native Education College
- » New Commons Development
- » Ohel Ya'akov Community Kollel
- » Open Tech
- » Parish of Holy Trinity Anglican Church
- » Patagonia
- » Persons with Disability Advisory Committee
- » PHS Community Services Society
- » Prado Cafe
- » Progressive Housing
- » Provide Home
- » Public Art Committee
- » Racial and Ethno-Cultural Equity Advisory Committee
- » Renters Advisory Committee
- » Scott Posno Architecture
- » Seniors' Advisory Committee
- » Shop West 4th BIA
- » Society for Children and Youth of BC
- » Society for Promoting Environmental Conservation (SPEC)
- » South Granville BIA
- » South Granville Seniors Centre
- » Squamish Nation
- » Sri Ganesha Temple Society of BC
- » St. Augustine's
- » St. Patrick Secondary School
- » Stratford Hall
- » SwitzerCult
- » Tenth Church
- » Terra Housing
- » Tikva Housing Society
- » Tonari Gumi
- » TransLink
- » Transportation Advisory Committee
- » Trinity-Grace United Church
- » Tsleil-Waututh Nation
- » University of British Columbia
- » Vancouver Board of Trade
- » Vancouver City Planning Commission
- » Vancouver Coastal Health
- » Vancouver Community College
- » Vancouver Community Land trust
- » Vancouver Design Nerds
- » Vancouver District Labour Council
- » Vancouver Economic Commission
- » Vancouver Fire Rescue Services
- » Vancouver Food Policy Council
- » Vancouver General Hospital
- » Vancouver Heritage Commission
- » Vancouver Mural Fest
- » Vancouver Native Housing Society
- » Vancouver Odd Fellows
- » Vancouver Police Department
- » Vancouver Public Library
- » Vancouver School Board
- » Vancouver Tenants Union
- » Vancouver Welsh Society
- » Western Front
- » Westside Childcare Hub
- » Wilderness Committee

