BROADWAY PUBLIC REALM PLAN

CITY OF VANCOUVER

The Broadway Public Realm Plan was approved by Vancouver City Council on December 12, 2024.

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Land Acknowledgment

The Broadway Plan area is on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Peoples. Each Nation has distinct histories and distinct traditional territories which fully or partially encompass the City. Learn more about Musqueam, Squamish and Tsleil-Waututh.

City of Vancouver

Vancouver City Council endorsed the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) in 2013 and designated Vancouver as a City of Reconciliation. To achieve its goals, the City established the Reconciliation Framework in 2014 which was reaffirmed by the City in 2022.

In October 2022, Vancouver City Council adopted the UNDRIP Strategy for Vancouver. In 2024 Council and the Park Board approved the UNDRIP Action Plan, including five actions related to cultural presence, and a dedicated action area on cultural visibility in the public realm. The Broadway Public Realm Plan will align with, and advance, the UNDRIP Strategy's calls-to-action with a particular focus on this action area.

Learn More

There are a number of resources available to learn more about the historical and current relationship the Musqueam, Squamish and Tsleil-Waututh Nations have with the land now known as the City of Vancouver. Their websites contain information about their histories, cultures, governance and ways of affirming their continuity on these lands:

- Musqueam Indian Band: www.musqueam.bc.ca
- Squamish Nation: www.squamish.net
- Tsleil-Waututh Nation: www.twnation.ca

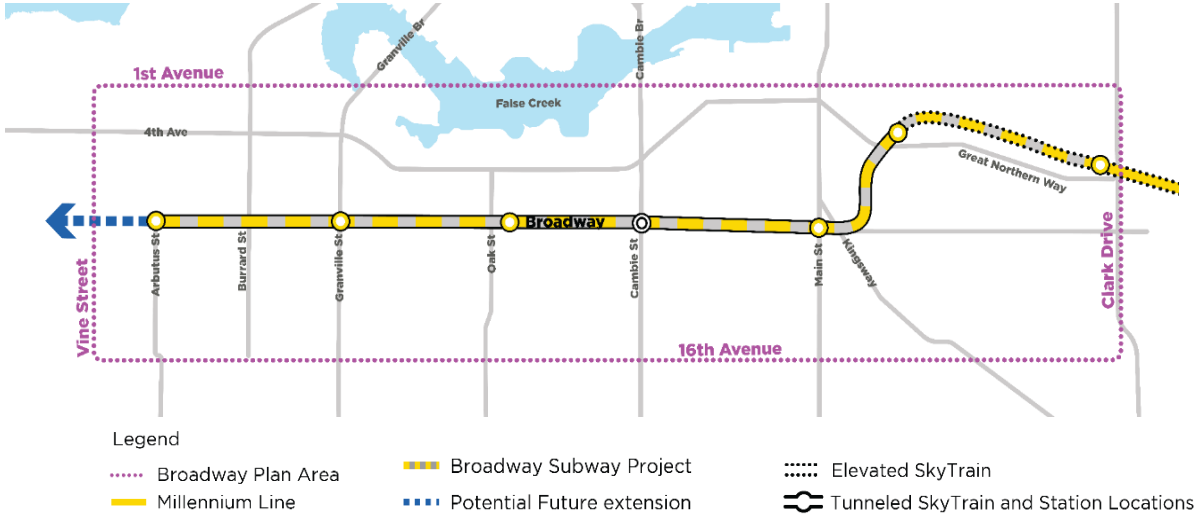
1 Background and overview

Background

The Broadway Plan (2022) is a comprehensive plan to guide growth, positive change and the delivery of public amenities in the areas around the Broadway Subway. Over a 30-year time horizon, the Broadway Plan provides significant opportunities 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. With the new Broadway Subway and strong regional growth, the area will continue to be an attractive place to live, work, play and learn for decades to come.

The Broadway Plan includes a Public Realm Framework which outlines the overall vision and guiding directions for the public realm in the Broadway Plan area. It contains principles and policies for achieving a welcoming, inclusive and resilient public space network, laying the foundation for the more detailed planning and design work.

Figure 1: The Broadway Plan Area



Intent

This Public Realm Plan (or “the Plan” for the purposes of this document) aligns with and accompanies the Broadway Plan. It is intended to guide additions and improvements to the public realm over the next 30 years, helping ensure the Broadway neighbourhoods are liveable, accessible, sustainable and complete. It sets a foundation for enabling public realm use and design to reflect the cultures, languages and histories of Musqueam, Squamish and Tsleil-Waututh. The Plan identifies what public space and street enhancements would best support the current and future needs in the Plan area and acts as a practical guide to leverage opportunities for public realm improvements.

The Public Realm Plan complements the Public Realm Framework and helps deliver on the Framework’s overall principles and directions, providing more specific details on ‘what’, ‘where’ and ‘how’ public realm improvements will occur.

Given the large size and complexity of the Plan area and the long time horizon for implementation, a degree of flexibility will be required. The Plan is intended to provide a guide for the public realm across the area but should not be seen as a prescriptive blueprint. As implementation of the Broadway Public Realm Plan occurs, adjustments will be made where necessary to achieve the best possible outcomes.

What is the Public Realm?

The **public realm** is generally everything outside and between buildings. It refers to all public spaces, streets and sidewalks as well as the building façades, storefronts, patios, public art, lighting and planting that shape the experience of these environments. The sum of these parts is the public realm and the overall experience and attractiveness of the streets, sidewalks and public spaces within it.

For the purpose of this plan, **public spaces** are exterior places, publicly owned or in public use, which can be enjoyed by all for free. Public spaces include parks, playgrounds, community gardens, public school yards, plazas, institutional campus open spaces and linear destination spaces like the Arbutus Greenway and the Seawall.

Streets and sidewalks are critical components of the public realm in every city. They include boulevards, sidewalks, vehicle lanes and active travel lanes. They range from local streets with large trees and lower vehicular traffic to busy arterial streets to the retail streets that are often the heart of community life. Streets are not only for mobility but are also places for social interaction and commerce. Streets and sidewalks are at times used as places for community gathering, events, rallies and demonstrations. For the purposes of this Plan, streets and sidewalks are not included in the definition of 'public space,' but are part of the public realm.

Figure 2: Public Realm

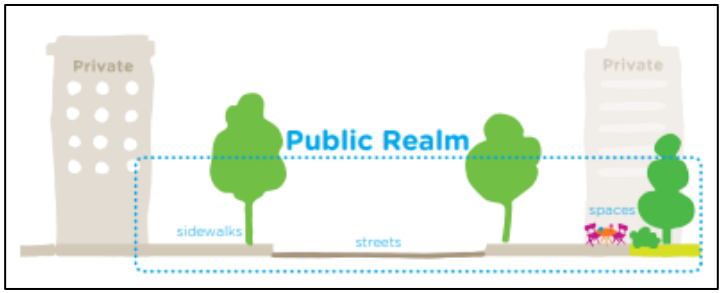
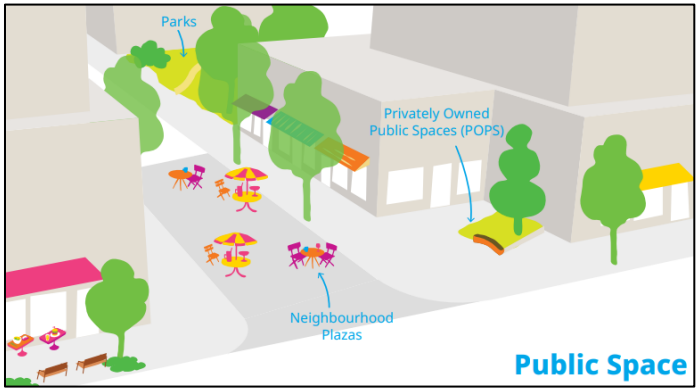


Figure 3: Public Space



Why the Public Realm Matters

The public realm shapes our experience of the city and is the setting for a wide range of daily activities. It is where we travel, interact with each other, gather and socialize, shop and access businesses, play and recreate and experience art, culture and nature. The public realm is critical to the success of businesses. In turn, those businesses also help animate and activate the public realm, creating visual interest and activity on the street.

The public realm also plays an important role in environmental sustainability, climate change mitigation and adaptation and health. Streets can provide safe routes for sustainable modes of transportation, while the public realm can support biodiversity and rainwater management as well as provide tree canopy to address urban heat island effect. Green spaces are places for many active and passive activities that contribute to human physical and mental health and well-being.

As we go about our daily activities, the arrangement and design of the public realm have profound impacts on our experiences, health, well-being and sense of place. As such, we must consider how streets and public spaces can be designed to meet community needs and promote positive outcomes for all.

The Broadway Approach

The Broadway Plan area is a dense, urban environment where a robust, high-quality and diverse public realm is essential to liveability. Today, the supply of parks and public spaces is lower than desired, making up about 4.5 per cent of the overall land area. There is already high demand on the public realm and public spaces in the area. The demand will only increase as the population grows over time, which means that more and better designed public spaces are needed to serve residents, workers and visitors.

In the past, the City's public space network was often increased by acquiring land; however, acquiring land has become increasingly challenging, including in the Broadway Plan area, given there are very few underutilized properties and high land costs. This is not a unique challenge to the City but does create constraints on how the City adds new public spaces in the area.

While acquisition of additional land to deliver new parks and public spaces will continue to be part of the solution, the Broadway Public Realm Plan envisions how existing land can be better used. Reimagining land the City already owns provides a cost-effective way to improve the quality and usability of the public realm. As the Broadway Plan envisions a future where 80 per cent of trips are made by walking, rolling, cycling and transit, there are significant opportunities to reallocate road space across the Plan area, which will help make way for new public spaces as well as great walking and biking experiences. Road space will be transformed from

spaces for private vehicles to spaces for people, while continuing to maintain an efficient road network for transit, emergency services and goods movement.

In addition to adding new public spaces, the City must also consider how public spaces are designed and programmed to maximize public use. The public realm should be flexible to serve different community needs and be designed with consideration for all weather, seasons and times of day. This applies to both existing public spaces that can be upgraded, as well as new public spaces.

The Plan will also draw connections to the several signature public spaces that already exist, either within or nearby the Plan area. To the north, False Creek South provides abundant green space and access to the Seawall. The Arbutus Greenway runs through the Broadway Plan area, providing access to 42 acres of treasured linear public space and a nine-kilometre walking and cycling route that connects to key destinations to the north and south. By maintaining good connections, these assets can be leveraged to help serve residents, workers and visitors of the Plan area.

The City will look to deliver public realm improvements alongside new development projects in the area, seeking opportunities for alignment between new buildings being constructed and public realm improvements, including streetscape improvements and delivery of new public spaces. The Public Realm Plan will be delivered incrementally over a 30-year time horizon. Many projects will be delivered in phases and will involve site-specific engagement processes to refine locations, inform design and plan for operational and/or programming needs. Continued engagement and work with the public, stakeholders and partners will occur throughout.

The approaches outlined in the Plan will help realize a public realm that enhances public life for existing and future residents. It is expected that many of the Broadway Public Realm Plan approaches will be applied in other areas of the city to address public realm and public space needs, transportation goals and sustainability targets.

UNDRIP Strategy and Action Plan

The Broadway Public Realm Plan also seeks to make meaningful progress toward implementation of the UNDRIP Strategy and Action Plan. During the development of the Broadway Public Realm Plan, the City began work on the UNDRIP Action Plan (2024), the first action plan to implement the long-term Vancouver UNDRIP Strategy. The Action Plan was entirely co-developed by the intergovernmental UNDRIP Task Force together with colleagues at the staff and Council level from Musqueam, Squamish, Tsleil-Waututh and the City of Vancouver.

The Action Plan outlines several actions related to public realm, including work with the Nations to co-develop coordinated, resourced approaches to the following:

- **A shared definition of cultural visibility in the public realm –** this will ensure placemaking approaches reflect the Nations' cultures, languages, histories and relationships to land through co-design of space use, artwork, həńq̓əmiṅəm̓ & Sḵwxw̱ú7mesh naming and signage, interpretive and educational installations, plantings, programming and stewardship models and design features that include furniture, seating, lighting and paving.
- **Artist commissioning standards –** this will update Indigenous artist commission practices to ensure processes reflect the protocols and priorities of the Nations.
- **Naming guidelines –** this will develop guidelines for həńq̓əmiṅəm̓ & Sḵwxw̱ú7mesh Snichim naming practices that align with cultural protocols and inform use, design, artwork and programming.
- **Updates to City processes –** this will establish coordinated, resourced approaches to engaging the Nations at the earliest and ongoing stages of public realm planning to inform use and design.
- **Priorities related to locations and types –** this will clarify areas and sites that are significant to the Nations, as well as types of projects that are priorities across sites of interest.
- **Self-determined processes –** this will develop mechanisms for the Nations to lead and initiate public realm projects in partnership with the City.
- **Public education –** this will create mechanisms for interpretative or educational installations, digital materials, curricula or educational partnerships to engage and activate public learning.

Each of these approaches will include ongoing partnerships with the Nations in ways that support self-determination and capacity building for the Nations, their members and the artists, cultural practitioners, art professionals and knowledge-keepers. This further work will also help shape the public realm in the Broadway Plan area.

Public Engagement Process

Engagement on the public realm in the Broadway Plan area occurred throughout the Broadway Plan process (2019-2022) and continued as the Public Realm Plan was completed (2023-2024). 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. Additionally, engagement was done with local business improvement associations (BIAs), Council advisory committees and other stakeholder and community groups.

The feedback received at each phase of the process informed the next iteration, eventually leading to this Public Realm Plan. The image below provides a high-level overview of the key engagement activities that were undertaken over the course of the creation of the Public Realm Plan.

See pages 18-19 for a summary of what we heard through the engagement process.

Additionally, the City worked with Musqueam and Tsleil-Waututh as partners throughout the process to learn about their ideas, interest and opportunities for integrating Musqueam's, Squamish's and Tsleil-Waututh's culture, history and values into the public realm and streetscape plan. The City team will continue to work with Musqueam, Squamish and Tsleil-Waututh Nations through the Plan's implementation phases to advance these areas.

How to Use This Document

This document guides property owners, developers, design consultants and the City to help realize the vision for the Broadway Plan area.

Section 1 provides background and an overview of the Broadway Public Realm Plan. Section 2 outlines the existing public realm context for the area, analysis and objectives. Section 3 outlines the key moves as well as the concept maps for Kitsilano, Fairview and Mount Pleasant. Section 4 describes how the Plan will be delivered over time and how outcomes will be monitored. A glossary of definitions to key terms is provided following Section 4. The appendices provide further design guidance for specific street types and select public space types, as well as a plan for the Broadway streetscape.

Design consultants, developers and City staff should use this document when processing rezoning and development applications to ensure consistency and alignment with the overall vision for the Broadway Plan.

2 Area Context, Analysis and Objectives

Existing public space network

The map below (Figure 4) shows existing public spaces within the Broadway Plan area. While parks make up most public spaces there are several other types providing a variety of uses, including civic plazas and green spaces, public school grounds and privately owned public spaces (POPS). There are also several significant public spaces outside of the Broadway Plan area, including portions of the Arbutus Greenway, parks in False Creek South and the Seawall.

Figure 4: Existing Public Spaces in the Broadway Plan Area

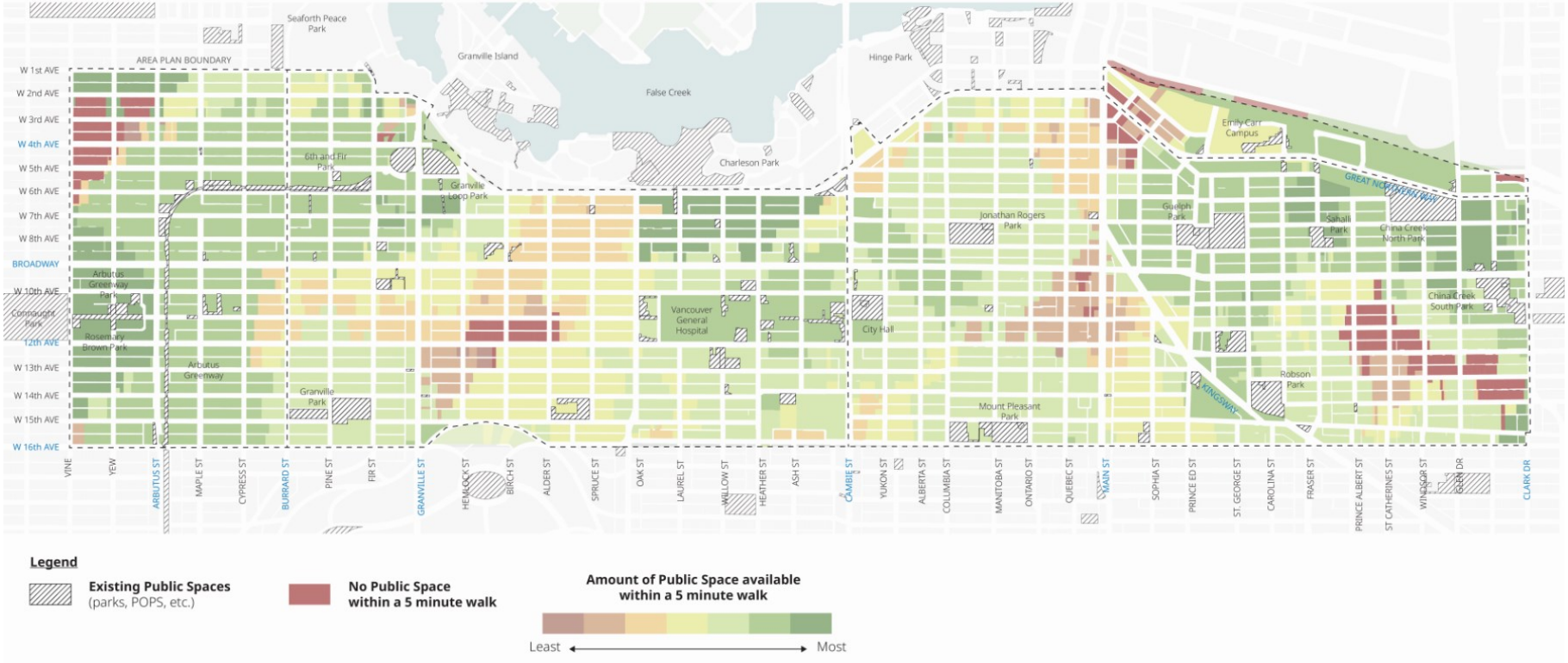
Analysis

Today there is a low provision of public space in the Broadway Plan area. There are about 83 acres of public spaces, equal to 4.5 per cent of the overall land area. More public space is needed to improve liveability for current and future residents.

Existing public spaces in the area are well-distributed in terms of location and variety. Most locations are within a five-minute walk or roll to at least one public space. However, the overall amount of public space within close proximity to where people live or work

varies widely by location (Figure 5). Some locations are close to multiple large parks or public spaces along the Seawall, whereas others are only near small plazas or POPS.

Figure 5: Amount of public space within a 5-minute walk by location

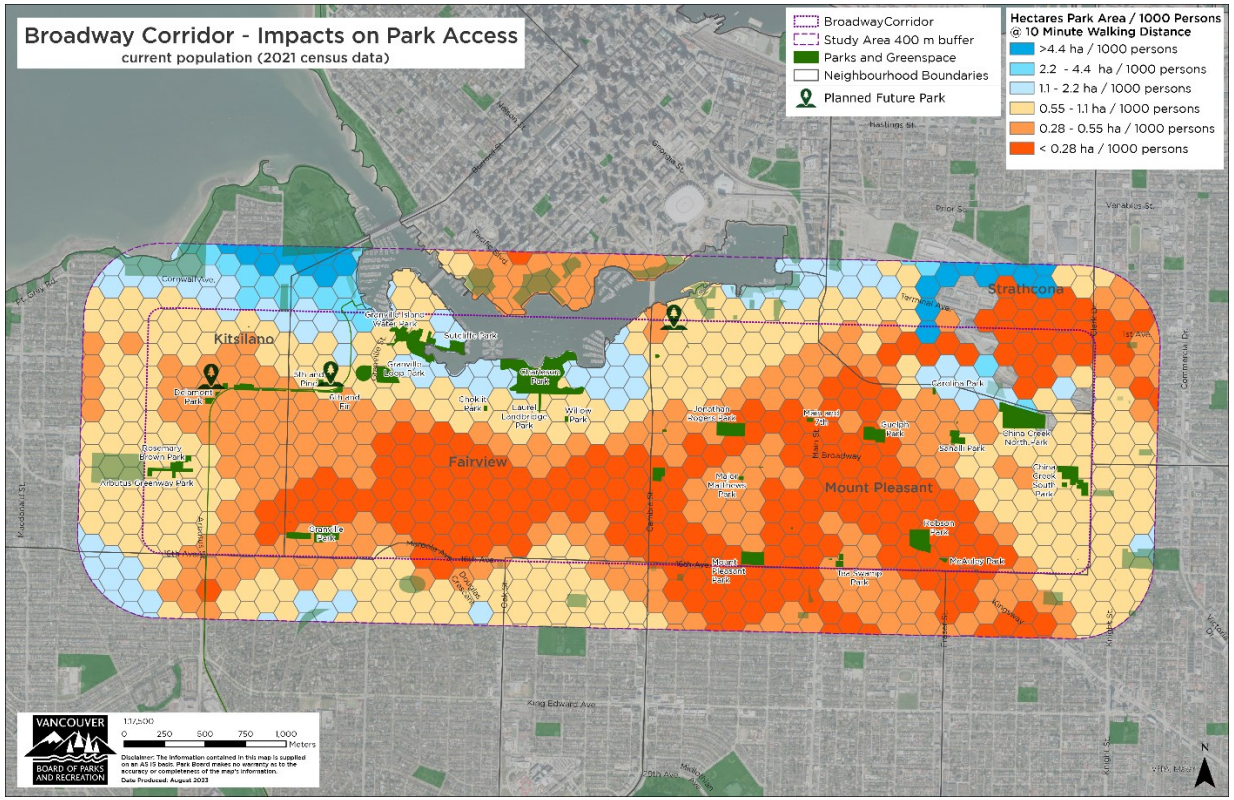


Currently, some parts of the neighbourhoods of Kitsilano, Fairview and Mount Pleasant have some of the lowest provisions of parks in the city. Figure 6 below shows the provision of park space per thousand residents within a 10-minute walking distance.

In 2021, the average neighbourhood park provision level across the Broadway area was 6 square metres per person within a 10-min walk. Park provision tracks the amount of park land per resident and is one of the ways the City measures the intensity of use of park land.

It is important to try to close these gaps by strategically adding new parks and public spaces in underserved locations.

Figure 6: Park space per thousand residents within a 10-minute walking distance



Input from the Public, Stakeholders, and Partners

During the engagement process, the City received input from Musqueam Indian Band and Tsleil-Waututh Nation, the public and other key stakeholders.

The Nations expressed interest in partnering on specific projects through implementation of the Public Realm Plan.

Below is a summary of the key feedback themes from **Musqueam Indian Band:**

- **Biodiversity:** Green spaces should support indigenous biodiversity and habitats.
- **Food production:** Create food-producing, harvestable spaces in the public realm.
- **Cultural practice and teaching:** Need for spaces for Indigenous cultural practice and teaching.
- **Education and culture:** Weave culture and education throughout the area.
- **Traffic impacts:** Need to consider traffic impacts to and from Musqueam Reserve.

Below is a summary of the key feedback themes from **Tsleil-Waututh Nation:**

- **Public spaces:** Partnering on future capital projects that involve designing and building new public spaces.
- **Nature and biodiversity:** Expansion of green spaces and integrating nature and biodiversity into the public realm.
- **Water:** Collaborating on initiatives that relate to water such as blue green systems and water quality.

Below is a summary of the key feedback themes from the public and other stakeholders throughout the engagement process:

- **Public space:** Support for reallocation of existing road space for new public spaces to improve liveability and foster a sense of community. Interest in creating adaptable and multi-use spaces in 'village' areas supporting a variety of activities, users and abilities.
- **Expansion and maintenance of green space:** Strong interest in maintaining and expanding green spaces, parks and trees in public spaces and on streets.
- **Transportation:** Support for more pedestrian-oriented spaces. Interest in expanding the cycling network. Concerns about traffic flow, noise, emergency vehicle access and parking, with mixed views about reducing car lanes.
- **Placemaking:** Barriers to activating existing streets, parks and public spaces. Support for more public art and cultural and entertainment spaces.
- **Maintenance:** Need to improve sanitation and maintenance in public spaces.
- **Public Amenity:** Support for enhanced amenities including benches, public washrooms, power access, shaded areas and water fountains.
- **Climate change:** Design should anticipate climate change impacts and extreme weather.
- **Accessibility and safety:** Consider a variety of needs to improve accessibility and safety of public spaces. Access to clean water, public washrooms and weather protection is needed to make public spaces more accessible, safe and efficient.
- **Diversifying amenities:** Desire for green spaces for leisure and recreational activities as well as spaces for urban greening projects.
- **Parking and loading:** Need for efficient and reliable parking and loading to support accessibility. Specific areas identified include Vancouver General Hospital, medical office buildings, Goh Ballet, Stanley Theatre and select locations near village shopping streets.

Targets and Objectives

The Broadway Public Realm Plan establishes targets and objectives to be achieved over the next 30 years. These targets set measurable goals to guide decision-making and provide a benchmark to evaluate the progress over the lifespan of the Plan.

The Plan's key moves, strategies and actions in Part 3 outline the approaches that will be taken to achieve the targets.

Summary of Targets

- 25 acres of additional public space, of which 13 acres will be parks or park-like spaces.
- At least 11 per cent of existing road space reallocated to non-vehicle uses.

Public Space Targets

25 acres of new public spaces

Over the next 30 years, a substantial increase in both the quantity and quality of public spaces will be needed to serve current and future residents and workers. Adding 25 acres of new public spaces will result in an approximate 30 per cent increase from current levels. These public spaces include parks, plazas, public school grounds, POPS and other similar types of spaces. New spaces that contribute to this target will be large enough to serve a local catchment area and will be designed for people to stay and spend time in, enjoying key functions of public space like socializing, gathering, experiencing nature, respite, play and recreation.

Park sub-target

13 acres of the overall public space target will be new parks and park-like spaces

As part of the overall public space target, there is also a specific sub-target for park and park-like spaces. This sub-target recognizes the distinct role that parks have in the creation of complete, liveable neighbourhoods. Delivering additional parks and park-like spaces will help address the needs for outdoor play, sport, leisure and access to nature, especially in areas with the least amount of park space. Parks also provide opportunities to recognize and preserve the culture, history and values of Musqueam, Squamish and Tsleil-Waututh.

The Public Realm Plan aims to secure 13 acres of new or expanded park and park-like spaces to sustain an appropriate level of access to open green space that can be programmed for a variety of uses that cannot be accommodated in other types of public space.

The Plan seeks to deliver new park space through targeted land acquisitions, land dedications on large development sites and the conversion of road space into green spaces for nature, play and recreation.

Reallocation of Road Space

A minimum of 11 per cent of road space in the Broadway Plan area will be reallocated to non-car uses

Streets serve many vital roles. They allow for people to travel between their homes and their jobs, schools, shops and other destinations. They facilitate goods movement and emergency vehicle access. They also provide space for many other critical city functions to support social life, the economy and nature.

Currently, most of the road space in the Broadway Plan area is used for motor vehicle traffic and parking. To keep the transportation network working well as the area densifies and more people and goods move through the area, road space will need to shift to support more sustainable and space-efficient travel. This will allow goods movement, accessible travel and emergency services to continue to be able to flow through the area.

The Broadway Plan is shaped around a future where 80 per cent of trips are made by walking, rolling, cycling or transit by 2050. This mode shift will be supported by the Broadway Subway and well-connected walking, rolling, cycling and transit networks. As capacity is added for these other modes, this also creates opportunities to incrementally reallocate road space from vehicles to other uses.

In addition to mobility, streets are also places for public life, community expression and commerce. They provide green spaces that manage rainwater, increase tree canopy, improve local ecology and support mental well-being by providing access to nature. Reallocated road space will be used to support these uses an to create new parks and other public spaces, contributing toward the public space target.

What is road space reallocation?

Road space reallocation is the repurposing of road space towards non-car uses such as walking and rolling, cycling, transit and public space. Reallocated road space may be repurposed for:

- greenways and active transportation
- widened and improved sidewalks
- plazas
- patios
- parks and park-like spaces
- blue green systems
- urban tree canopy
- shared micromobility stations
- public transit priority spaces
- traffic-calming treatments
- other non-car spaces

Implementation of the strategies and actions outlined in this Plan will reallocate at least 11 per cent of vehicular space to other uses over the life of the Plan.

3 Transforming the public realm

Key Moves Overview

The Broadway Public Realm Plan is structured around five key moves that identify strategies to achieve an improved public realm and address the needs of a growing community. Accompanying many of the key moves are strategies and actions that provide more detailed direction for how the spatial transformations can be achieved. The Public Realm Network Concept Maps at the end of this section help illustrate where these improvements might occur.

Key Move #1: Elevate Musqueam, Squamish and Tsleil-Waututh Cultural Visibility in the Public Realm

While the Musqueam, Squamish and Tsleil-Waututh Nations maintain rich, vibrant and continuous cultural and historical connections to this land, contemporary urban public spaces fail to reflect their presence. This cultural erasure is a direct outcome of colonial planning practices that reconciliation efforts and the UNDRIP Action Plan aim to address.

Shifting these practices requires building meaningful partnerships with the Nations. This involves co-developing coordinated and well-resourced approaches that center their self-determination, priorities, values and cultural protocols.

The Broadway Public Realm Plan covers a central area of the city with many prominent places, such as City Hall, Vancouver General Hospital, SkyTrain stations and connections to the Seawall. By embedding and supporting visible representations of Musqueam, Squamish and Tsleil-Waututh in these prominent locations and throughout the public realm, we can better reflect their unique relationships to the land and water. This, in turn, deepens our collective sense of place throughout the city, strengthens the connections between neighbourhoods and public spaces and creates distinctive public spaces that reflect their ongoing cultural presence.

As part of the UNDRIP Action Plan, the City is committed to several actions to ensure Musqueam, Squamish and Tsleil-Waututh cultural visibility in the public realm. Those actions are summarized in Section 1 of this Plan. One of those actions is to clarify Musqueam's, Squamish's and Tsleil-Waututh's priorities related to locations and types of opportunities that would best express their cultural visibility and inform ongoing engagement with the Nations on City projects. As such, the City will work with the Nations during implementation of the Broadway Public Realm Plan to clarify priority locations, project types and how cultural visibility is defined and incorporated in the Broadway Plan area. Potential opportunities may include, but are not limited to, the Broadway streetscape, the public realm for station areas, plazas, large and unique development sites, connections to the Sen̓áḵw development and the streetscape and public realm along Kingsway. Processes will be co-developed with Musqueam, Squamish and Tsleil-Waututh to determine how best to collaborate on planning and implementation of projects with the Nations.

Key Move #2: Transform Broadway into a Great Street

One of the Guiding Principles of the Broadway Plan is to transform Broadway into a Great Street. Over the next 30 years, Broadway will become a street of special significance that offers a delightful pedestrian experience, lively gathering spaces and distinct character areas reflecting the local neighbourhoods. Transforming Broadway into a Great Street will improve the streetscape by providing wider sidewalks, more and larger trees, wider boulevards with space for seating and other amenities and space for commercial uses at building frontages. These design concepts will be delivered by reallocating 15-20 per cent of existing road space as development progresses over the 30-year plan timeline.

The following strategies outline ways to achieve this key move and create a streetscape that accommodates growth while improving the quality of urban life along Broadway.

Figure 8: Conceptual perspective of Broadway as a Great Street

Figure 9: Conceptual aerial view of Broadway Great Street

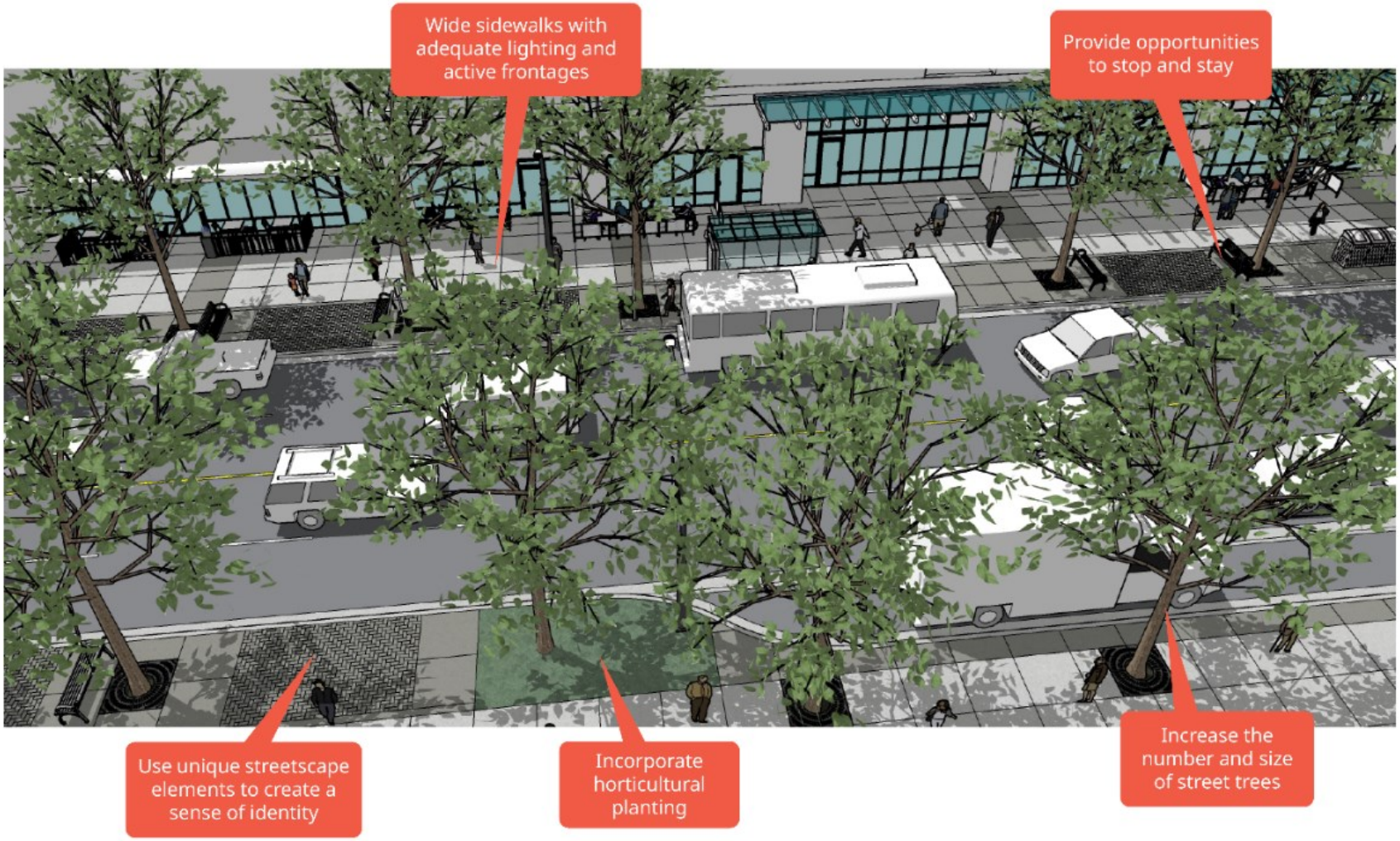


Figure 10: Conceptual aerial view of Broadway Great Street

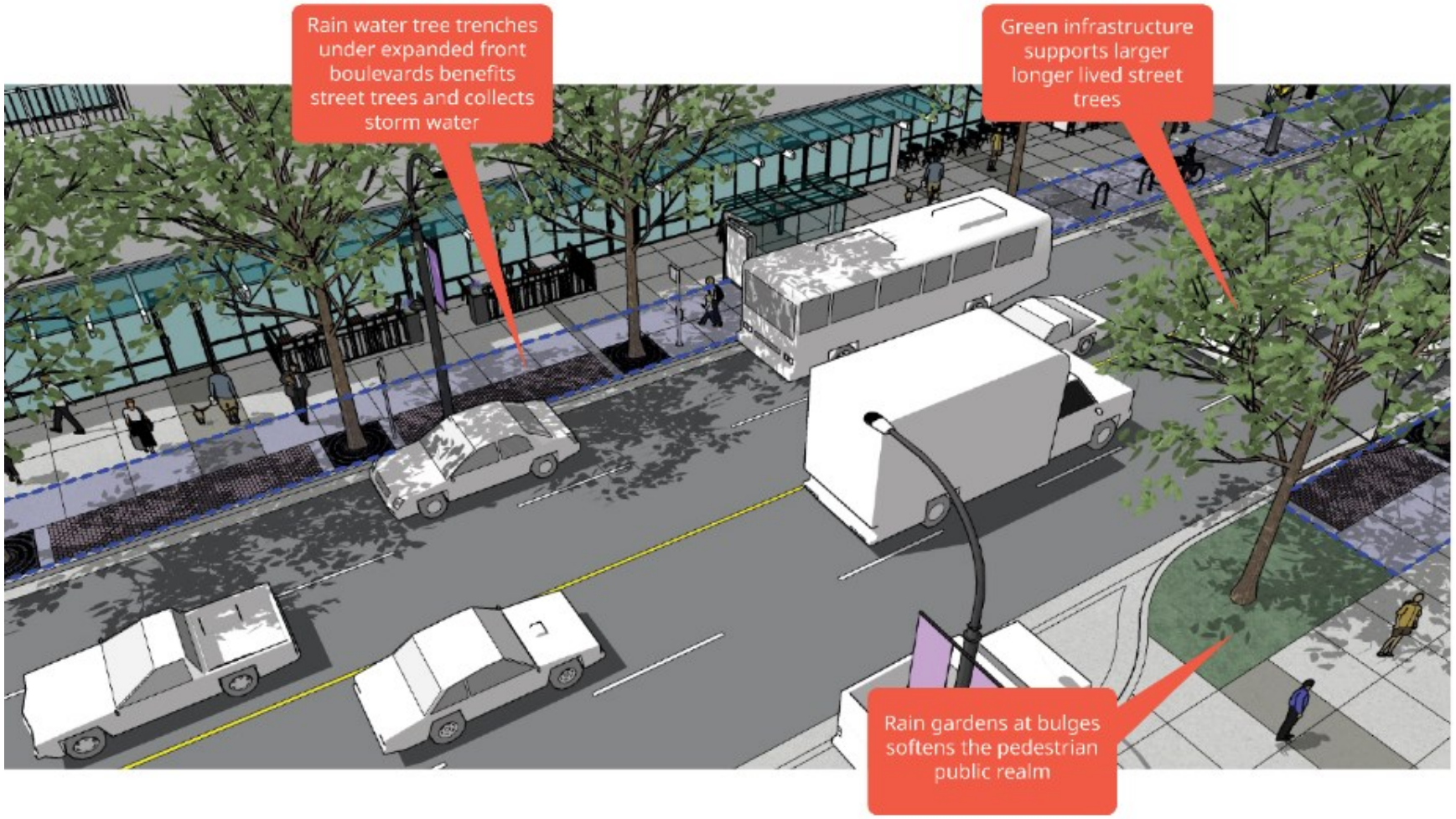
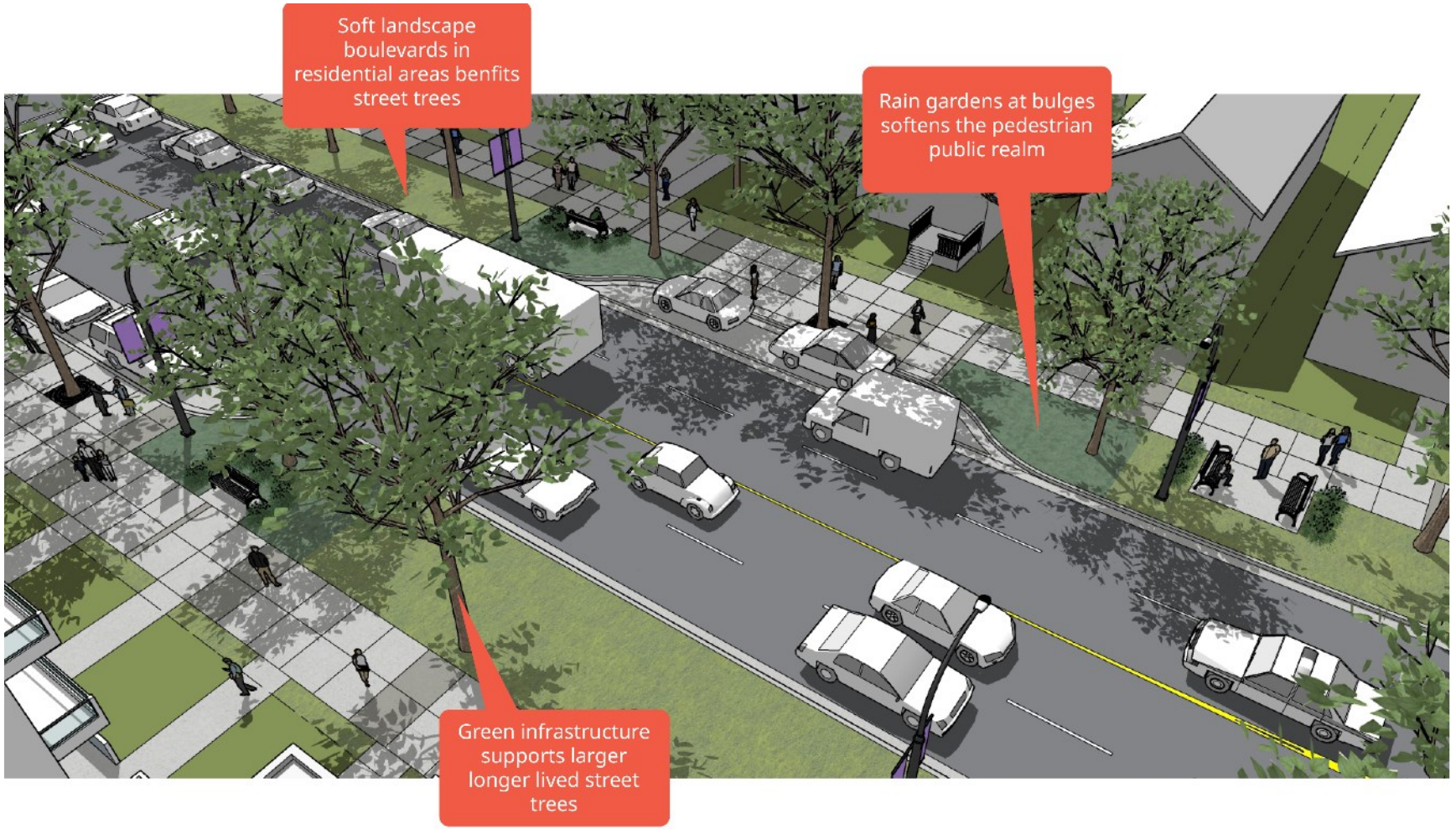


Figure 11: Conceptual aerial view of Broadway Great Street in a residential area east of Prince Albert Street



2.1 Prioritize Universal Accessibility

An accessible public realm eliminates barriers to support individuals of all abilities to move around independently. This independence is crucial for participation in daily activities such as going to work, shopping, medical appointments or visiting friends and family. Accessible design features also help the elderly and children navigate their environment more safely.

Actions:

2.1.1 Design smooth, wide pedestrian through-zones with slip-resistant paving free from barriers that could impede people with mobility issues.

2.1.2 Use treatments, such as detectable edges, to help people that are visually impaired navigate the street.

2.1.3 Provide accessible curb ramps at all intersections and accessible pedestrian signals.

2.1.4 Provide wide boulevards and space for commercial uses adjacent to buildings that keep trees, street furnishings, lighting and commercial uses (e.g. patios, merchandise displays, sandwich boards, etc.) out of the pedestrian through-zone.

2.2 Prioritize Pedestrian-Focused Design

Great streets prioritize pedestrian-focused design elements to create a vibrant and inviting environment. Streets designed for walking and rolling foster a comfortable and engaging experience, encouraging people to linger and interact with their surroundings.

Actions:

2.2.1 Increase the quantity, size and longevity of street trees by maximizing soil volumes, with structural soil or soil cells under paved surfaces and expand permeable areas that allow for increased access to moisture and air.

2.2.2 Incorporate horticultural planting areas, with preference for indigenous plants, at intersecting greenways and along the corridor that are attractive and easily maintained to ensure long-term viability.

2.2.3 Provide places for people to interact and socialize, with frequent seating opportunities and space for patios at building frontages that activate the public realm.

2.2.4 Include wayfinding signage at key decision points along Broadway and at stations blocks to support navigation.

2.2.5 Prioritize comfort and safety by providing adequate lighting, wide sidewalks with clear sightlines and by encouraging active frontages and transparent building façades that facilitate “eyes on the street”.

2.2.6 Promote opportunities for mobile vendors by providing space for newsstands, flower carts, food kiosks and other cart-based retail to enhance convenience for people walking and rolling, contributing to the vibrancy of the public realm.

2.2.7 Incorporate unique streetscape design elements, paving materials and patterns for each of the Broadway neighbourhoods that create a sense of identity, are attractive and resilient.

2.2.8 Work in partnership with Musqueam, Squamish and Tsleil-Waututh to identify opportunities for Indigenous cultural expression in each of the neighbourhoods and throughout the corridor.

2.3 Incorporate Green Rainwater Infrastructure

Green rainwater infrastructure measures play a critical role in creating a sustainable, liveable and resilient urban environment. Along Broadway they will provide essential environmental, social, health, economic and aesthetic benefits for the public realm.

Green rainwater infrastructure offers numerous benefits for the broader environment, including storing, cleaning and reducing stormwater run-off, supporting biodiversity and improving climate resilience and urban air quality. It also enhances the visual appeal of the public realm, making it more comfortable and enjoyable by supporting large and healthy street trees and softening the pedestrian realm with horticultural planting in boulevards, bulges and other locations where possible.

Actions:

2.3.1 Incorporate rainwater tree trenches under expanded front boulevards to achieve a variety of environmental benefits.

2.3.2 Incorporate rain gardens in corner bulges, where possible, at intersecting streets, street-end closures and permeable boulevard spaces.

2.3.3 Monitor and evaluate the effectiveness of green infrastructure over the 30-year timeline of the Broadway Public Realm Plan.

2.4 Future-proof the Street Design

Active travel lanes are not planned to be implemented in initial phases of the Broadway design. Broadway is a part of the region's Major Road Network (MRN) and will continue to be an important corridor for goods movement, transit and emergency services into the future. The design for Broadway provides flexibility for active travel lanes to be added in the future with further road space reallocation, minimizing reconstruction costs and ensuring long-term adaptability and resilience.

Actions:

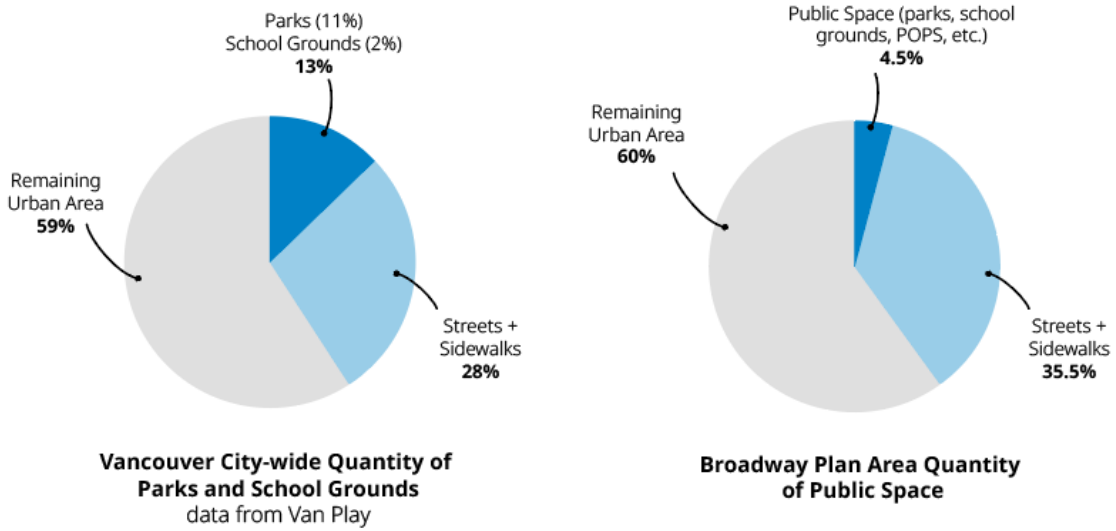
2.4.1 Site street trees in the widened boulevards to maximize soil volumes and allow for future implementation of active travel lanes while minimizing potential future disturbance.

2.4.2 Select materials that reinforce long-term resilience, availability and maintenance.

Key Move #3: Add More Public Spaces

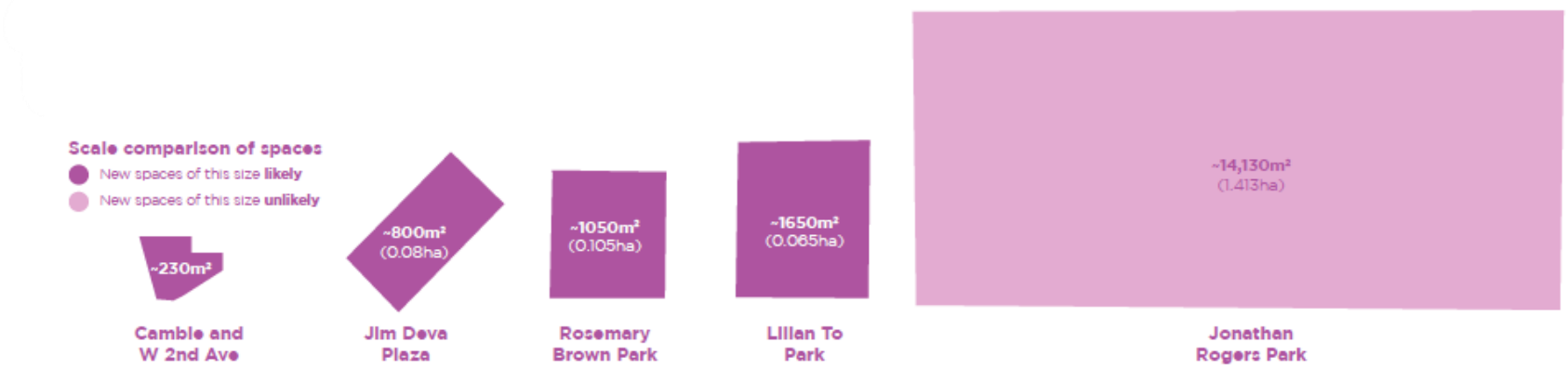
Ensuring equitable access to a diverse supply of high-quality public spaces is essential to creating liveable neighbourhoods. While access is good, the overall quantity of space is low when compared to the city-wide average (Figure 12). New housing and job space will result in more people using the already limited number of parks, plazas and other public spaces in the area.

Figure 12: Provisions of public space in the Broadway Plan area compared to the rest of the city



Acquiring large areas of land within the Broadway Plan area to create new parks that are comparable in size to Jonathan Rogers Park is not feasible given existing land uses and high land costs. Instead, a multi-faceted approach is required, adding public space by focusing on creating smaller, well-designed spaces as well as renewing and expanding existing spaces to increase their capacity and better meet neighbourhood needs.

Figure 13: Sizes of existing public spaces



Delivery of new parks and other public spaces will generally be achieved in the following ways:

- Parks and public spaces on Large and Unique Sites through land dedications
- Privately owned public spaces (POPS)
- Road space reallocation
- Park land acquisition

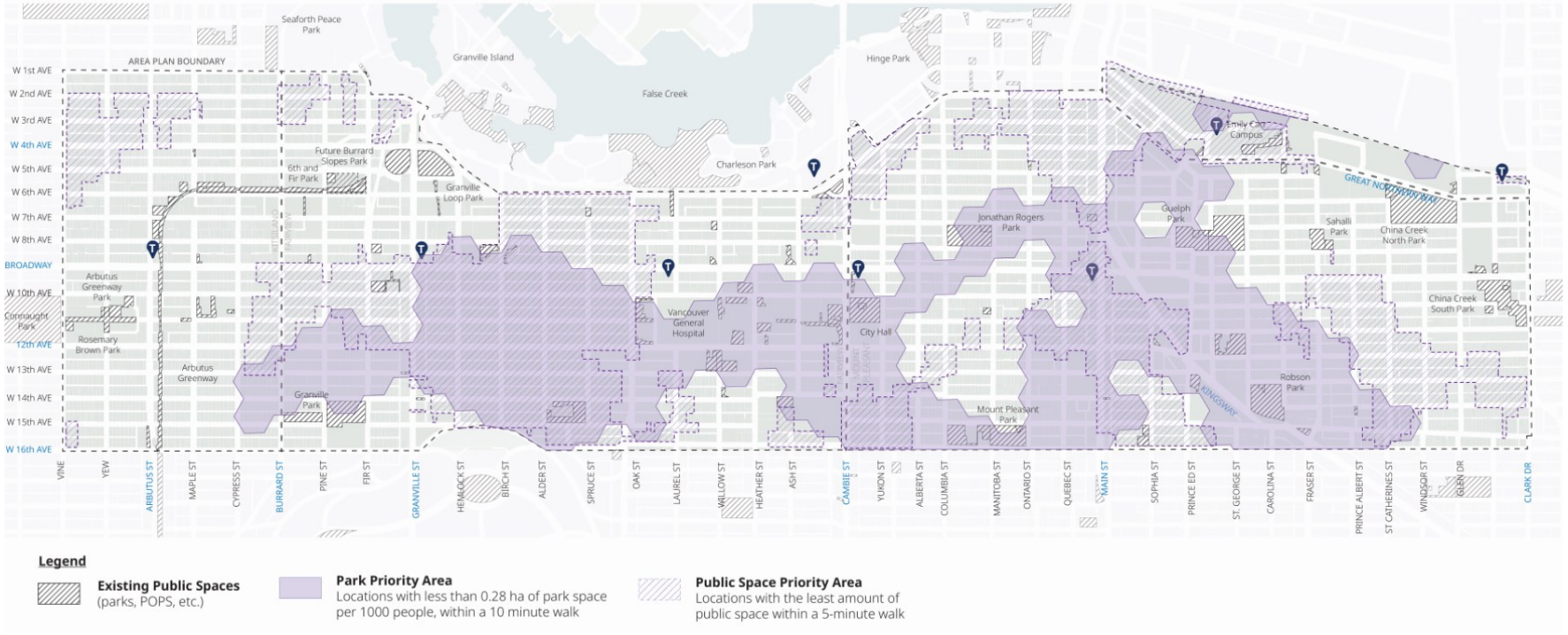
Beyond addressing the quantity of public spaces, ensuring spaces are high-quality is also critical. Maximizing the size of each space to the extent possible and thoughtfully designing them to accommodate a wider range and intensity of uses will help create a diverse network of spaces that serve more needs. This will be especially important in underserved areas.

The following strategies outline ways to increase the quantity of public space *and* enhance the quality of those spaces to better serve the diverse needs of users.

3.1 Improve Park and Public Space Provision in Priority Areas

While all parts of the Plan area would benefit from new parks and public spaces, specific priority areas are identified where improvements would have the greatest impact in terms of improving the distribution and supply. The Public Space Priority Area (Figure 14) identifies locations with the least amount of public space within a five-minute walk or roll, accounting for the full spectrum of existing public spaces including parks, plazas, POPS and public school grounds. The Park Priority Area (Figure 14) identifies locations with the least amount of park and public green space within a 10-minute walk or roll, while also considering population density in proximity to these spaces.

Figure 14: Park and Public Space Priority Areas



Of note is Fairview, a high-growth area with a large overlap in both the Public Space and Park Priority Areas. There are limited park expansion and acquisition opportunities, and the area does not have many Large and Unique Sites where new public spaces could

be delivered with development. This means that more City-led public space projects will be necessary to address deficiencies in this neighbourhood. Many new public spaces in Fairview will also rely on reallocation of road space.

The majority of Kitsilano falls outside of the Park Priority Area due to the planned future completion of the Burrard Slopes Park and expansion of Delamont Park. These two projects will also benefit from the reallocation of road space and the adjacency to the Arbutus Greenway, contemplated in this Plan.

In addition to areas with lower provision of parks and public spaces, areas with higher volumes of people can benefit from new spaces to support social activity. These include areas with higher population and job density, and places where people already tend to gather and spend time, such as commercial retail streets or community centres.

Actions:

3.4.1 Focus on creating more public spaces within the Park and Public Space Priority Areas (Figure 14), especially where they overlap or align with greenways or blue green systems. Public spaces will include parks and public spaces on Large and Unique Sites, new parks from land acquisition, completion of planned new parks and public spaces, road space reallocation and POPS. Within the Park Priority Area, park and park-like spaces should be prioritized over other types of public spaces, where possible.

3.4.2 Consider the following additional locational criteria when prioritizing park and public space improvements:

- Anticipated population and job growth
- Adjacency to retail shops, services and other destinations where people spend time (e.g. commercial high streets) to support public life and business needs.
- Adjacency to social infrastructure (e.g. neighbourhood houses, community centres, etc.) which would benefit from co-location with public spaces.
- Coordination with renewal of City assets (e.g. road repaving, City-owned properties, etc.).

3.2 Maximize the size of public spaces

Some public spaces are created from leftover space on development sites or residual road space, resulting in smaller spaces for people to use. While these small public spaces provide important relief or a quick place to sit, they often cannot accommodate uses that require larger spaces such as local events (performances, markets, etc.), play structures, sports courts or fields, community gardens and larger tree canopy. Maximizing the size of public spaces will help to support a greater variety of possible uses and features to accommodate the diverse public space needs of the communities.

UN-Habitat Public Space Sizes

The *City-Wide Public Space Strategies: A Guidebook for City Leaders* published by UN-Habitat identifies public space categories based on the catchment they serve and outlines the size and uses each provides, ranging from local to a national space. The following public space sizes are relevant to the Broadway Public Realm Plan.

- **Local Spaces** – 300 – 400 square metres in size, serving the immediate local population, located no more than a 5-minute walk or roll from most residents. These can accommodate uses like smaller events, daily uses like dining or picnicking, community gardens and providing green space and respite.
- **Neighbourhood Spaces** – 400 – 4,000 square metres in size serving the social and recreational focus of the community, ideally within a 5-minute walk or roll from most residents. In addition to the uses listed under local spaces, they often have multiple uses and can typically host larger events and accommodate playgrounds and smaller sports courts.
- **District Spaces** – spaces greater than 4,000 square metres in size. They can accommodate concurrent uses including programmed spaces, sports fields as well as host civic events.

Actions:

3.2.1 Expand existing parks through road space reallocation, completion of planned new parks and public spaces and property acquisition for park land adjacent to existing parks.

3.2.2 Create new public spaces on larger redevelopment sites with particular focus on developments within the Park and Public Space Priority Areas (See Figure 14). For further policy details and design guidance, see the Broadway Plan Built Form and Site Design Chapter and Appendix B: On-Site Public Spaces, respectively.

3.2.3 Create large public spaces on Large and Unique Sites, as defined in the Broadway Plan.

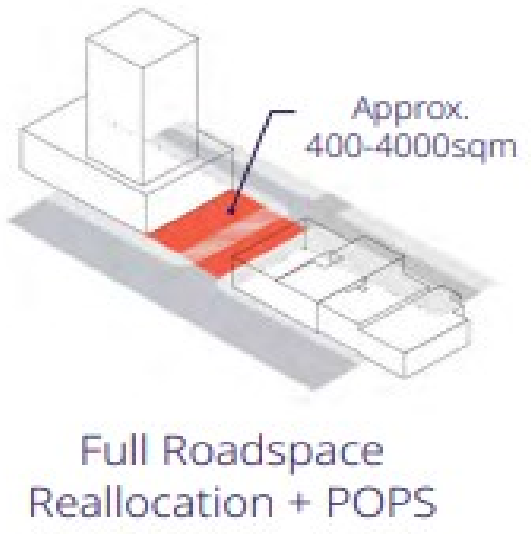
- Target 20 per cent of total site area for public space including park dedications on Large and Unique Sites, noting that the amount and type of space will depend on the site and development context.

3.2.4 Seek opportunities through road space reallocation to maximize contiguous usable public space. See Strategy 3.3 for examples of public space uses in the street right-of-way.

- Sizes of new spaces will vary based on context but should target 300 square metres or larger. For all spaces, maximize potential uses to the extent possible.
- Consolidate transportation uses (walking and cycling) where possible and appropriate.
- Create public spaces off greenways to maximize usable space, where dedicated active transportation lanes may not be required.

3.2.5 Co-locate road space reallocation projects with new public spaces like parks and POPS to create larger spaces (Figure 15).

Figure 15: Reallocated road space adjacent to a POPS



3.3 Design public spaces to serve a broader range of functions and activities

Providing the right supply of public spaces is important, but it is not enough on its own. For instance, a public space might be large, but if it is mostly empty without providing any amenities for people to use, or is above grade and not easily accessible, it is not reaching its full potential to support a community's public space needs. As neighbourhoods continue to grow, providing high quality spaces appropriate to the local context that fulfill specific needs will become increasingly important.

While each community has diverse needs, there are a variety of functions that public space should support such as socializing, events and gathering, respite and experiencing nature, play and recreation and cultural and civic expression. A public space may accommodate multiple functions; however, it is unlikely that a single park, plaza or other public space will cater to all needs. Creating a wide array of spaces to support the diverse needs of the community is critical.

Generally, some public space functions and uses might be better suited depending on the location and context. However, community engagement is necessary to understand the community's needs for each individual project, especially with respect to equity-denied communities.

Actions:

3.3.1 When designing a new public space, consider what uses would best support the overall public space network and fulfill a need within the neighbourhood.

3.3.2 Revitalize existing parks to withstand a greater intensity of use and needs from a growing population.

3.3.3 Design all public spaces to support specific functions appropriate for the available size and the surrounding site context, including land use. While project specifics and stakeholder engagement will inform the design, below are general suitable uses by area:

- Nature, respite and play spaces are suitable throughout the Plan area in all contexts, especially in residential areas along blue green systems and ecological corridors.
- Gathering and event plazas are usually suited to commercial and industrial/employment areas.
- Recreation, such as sport courts and fields, may be suitable adjacent to a park or school or on Large and Unique Sites.

3.3.4 Provide station plazas at SkyTrain station entry points, including secondary station entrances, accommodating high volumes of pedestrian movement and gathering, as well as ample bike parking.

3.3.5 On Large and Unique Sites, prioritize functions that cannot be accommodated in smaller public spaces, such as sport and recreation, larger grass fields and wooded areas as well as civic and cultural expression and celebration and event spaces.

The following conceptual images illustrate how new public spaces created from road space reallocation may be designed to support specific uses. Refer to the concept maps at the end of this section for suitable locations for each type.

Plazas

A flexible open space intended to support day-to-day gathering, business-supportive uses and a range of events. Suitable context includes commercial and industrial/employment areas where noise is generally less of a concern.

Figure 16: Conceptual plaza from reallocated road space

Green spaces

Green spaces offer a place for people to feel more connected to nature, provide respite from busy urban environments and reprieve from heat events. They often support urban wildlife, biodiversity and stormwater management. Wild or manicured, they typically have flexibility to fit within any scale of space available.

Figure 17: Conceptual green space from reallocated road space

Parks and park-like spaces

Park-like spaces typically provide some combination of programmable spaces for play, recreation and nature. Generally, they require long-lasting materials, structures, plantings and furnishings to support a higher intensity of use and provide a diverse range of amenity to serve the neighbourhood. These spaces can be built over multiple blocks and extended through the purchase of adjacent land or location next to a POPS.

Figure 18: Conceptual park or park-like space from reallocated road space

Greenway linear parks

A series of blocks of greenway closed to motor vehicles can create a linear park with a sequence of spaces that supports many activities and acts as a neighbourhood or city destination.

Figure 19: Conceptual greenway linear park from reallocated road space

Key Move #4: Complete Neighborhood Routes

The Broadway Plan is shaped around a future where 80% of trips are made by walking, rolling, cycling or transit by 2050. By creating excellent networks for active transportation and transit, the area's streets can accommodate this mode shift and allows the reimagining of large amounts of road space for public spaces, green rainwater infrastructure and other uses.

This key move has four strategies that aim to reduce barriers for people walking, rolling, cycling and taking transit and enhance the safety, accessibility and comfort of streets.

4.1 Build out a largely car-free greenways network.

A primary barrier to people choosing walking, rolling and cycling for most of their trips is feeling unsafe sharing spaces with motor vehicles. A well-connected greenway network that removes motor vehicles from most greenway blocks will allow most people to use active transportation for most of their trips. It also creates space for people and nature, providing lively corridors to travel along.

Actions:

4.1.1 Prioritize the implementation of car-free locations on greenways as identified in Figure 20.

4.1.2 Deliver car-free greenways incrementally by leveraging and coordinating City-led capital investments with development.

4.1.3 Implement car-free and car-light greenways using temporary infrastructure where necessary in the near term.

Figure 20: Near-term and long-term car-free opportunities on greenways

4.2 Reallocate Road space to non-motor vehicle uses

As the Broadway Plan area grows with more people shifting to more sustainable and space-efficient ways of getting around, opportunities for new public space to meet increasing demand will be created through road space reallocation. The Broadway Public Realm Plan sets a target to reallocate a minimum of 11 per cent of road space to non-car, people-focused uses. Road space reallocation is a key tool to support mobility, public life, nature and rainwater management.

Actions:

4.2.1 Pursue road space reallocation opportunities, identified on Figure 20.

4.2.2 Prioritize road space reallocation opportunities that can deliver co-located public space improvements (i.e. greenways, plazas, parks) in neighbourhoods with low provision of public space.

4.2.3 Repurpose road space within the Villages (as defined in the Broadway Plan) on commercial high streets to expand the pedestrian realm and support local businesses and public life by delivering wider sidewalks and boulevards, active travel lanes and shared micromobility stations.

4.3 Close gaps in the transportation network

It is important that people are connected to daily destinations like work, shops, healthcare facilities and parks by a transportation network that minimizes gaps and barriers for people of all ages and abilities. A complete, connected active transportation network that enables and encourages sustainable trips supports this through good connections to key destinations such as commercial high streets, community centres and civic facilities, parks, plazas, bridges and rapid transit stations.

Actions:

4.3.1 Deliver safe, appealing and accessible walking, rolling and cycling connections to SkyTrain stations, civic facilities, commercial high streets, parks and amenities, including Broadway, Arbutus Greenway and the False Creek Seawall.

4.3.2 Address gaps in the active transportation network, including from Granville and Cambie Bridges, to improve connectivity to and through the corridor.

4.3.3 Reduce barriers to active transportation, including signalized crossings of arterial streets as outlined in the Broadway Plan.

4.4 Create a safe, vibrant and comfortable public realm on commercial high streets

Commercial high streets should be designed for high levels of pedestrian activity. They should encourage an active public life where people can linger, socialize and move with comfort. Wide sidewalks, space for patios, store displays, seating areas, and street trees are some of the elements to create vibrant, welcoming spaces that are universally accessible, support businesses and are comfortable and safe for everyone.

Actions:

4.4.1 Develop a great public realm along commercial high streets. This will be achieved in conjunction with new development as well as through City-led capital projects.

4.4.2 Incorporate active travel lanes along commercial streets where appropriate to provide improved safety and comfort for people cycling or using micro mobility devices.

4.4.3 Deliver increased amenities and support commercial uses on high streets, including benches, bike racks, patios and merchandise displays.

4.4.4 Where possible, reallocate road space to provide more places for public life such as wider sidewalks, patios, and plazas.

4.4.5 Pursue opportunities for low-cost or temporary infrastructure to help deliver improvements in the near term and enable more improvements across the area.

Key Move #5: Nurture Nature

Streets and public spaces play an important role in mitigating and adapting to the impacts of climate change and facilitating ecological connectivity in the public realm.

Longer, drier summers with frequent heat waves are negatively impacting urban tree canopy and naturalized areas across the city, including in the Broadway Plan area. As these neighbourhoods become denser, there will be less space for mature tree canopy and green space on private property. This makes it even more important to prioritize public realm investment in urban ecology and nature-based solutions including blue green systems, green rainwater infrastructure, urban forest and absorbent landscapes and other green space. These street and public space improvements can provide biodiverse plants and trees for birds and pollinators, contributing to climate resilience, ecological connectivity, and livability, especially during heat events. They also provide important opportunities for people to experience and connect with nature in the city.

The following strategies identify how and where the City will improve streets and public spaces to create a more climate resilient and ecologically connected public realm.

5.1 Focus on improving the Urban Forest

Existing tree canopy coverage varies across the Broadway Plan area. While some areas exceed the 30 per cent canopy cover target identified in the *Urban Forest Strategy* (2018), other areas are well below this, making them especially vulnerable to impacts of climate change, such as extreme heat events. These areas include the Burrard Slopes Employment Area, Mount Pleasant Industrial Area, as well as large portions of Broadway, Kingsway and Main Street. The Urban Forest Priority Area (Figure 21) identifies locations in the Broadway Plan area that currently have less than 15 per cent tree canopy coverage where new tree planting should be prioritized to have the greatest impact. Another important aspect of the urban forest to consider is the loss of existing canopy due to extreme weather events and redevelopment. These are also locations where new tree canopy should be prioritized.

Today, tree canopy is very good in residential areas, however, as more redevelopment occurs with higher density buildings it will be challenging to retain that canopy on private land. Both retention of existing trees as well as planting new trees that grow to large mature sizes are needed.

Actions:

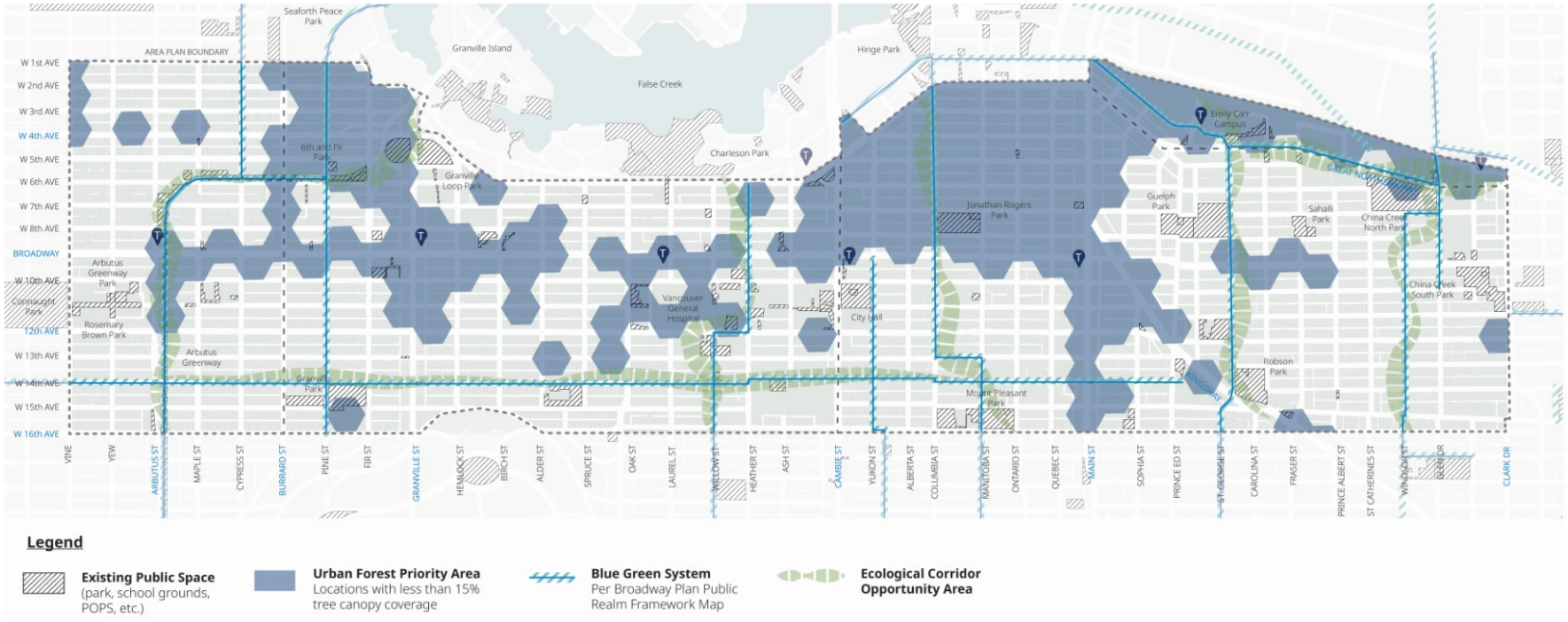
5.1.1 Use additional space from road space reallocations for widened sidewalk areas, car-free greenways, car-light greenways, and public spaces for planting new medium to large trees. This is especially important for the industrial and employment areas where the potential for on-site tree planting is constrained or not possible.

5.1.2 Use open space on larger redevelopment sites (see policy 3.2.2) to retain existing or plant new trees.

5.1.3 Create space to plant new trees on site in residential areas, where possible, to help counterbalance trees being lost through redevelopment.

5.1.4 Support street tree planting with green rainwater infrastructure practices, including bioretention gardens and rainwater tree trenches.

Figure 21: Urban Forest Canopy Gap Priority Area



5.2 Design blue green system improvements with biodiversity and ecological connectivity benefits

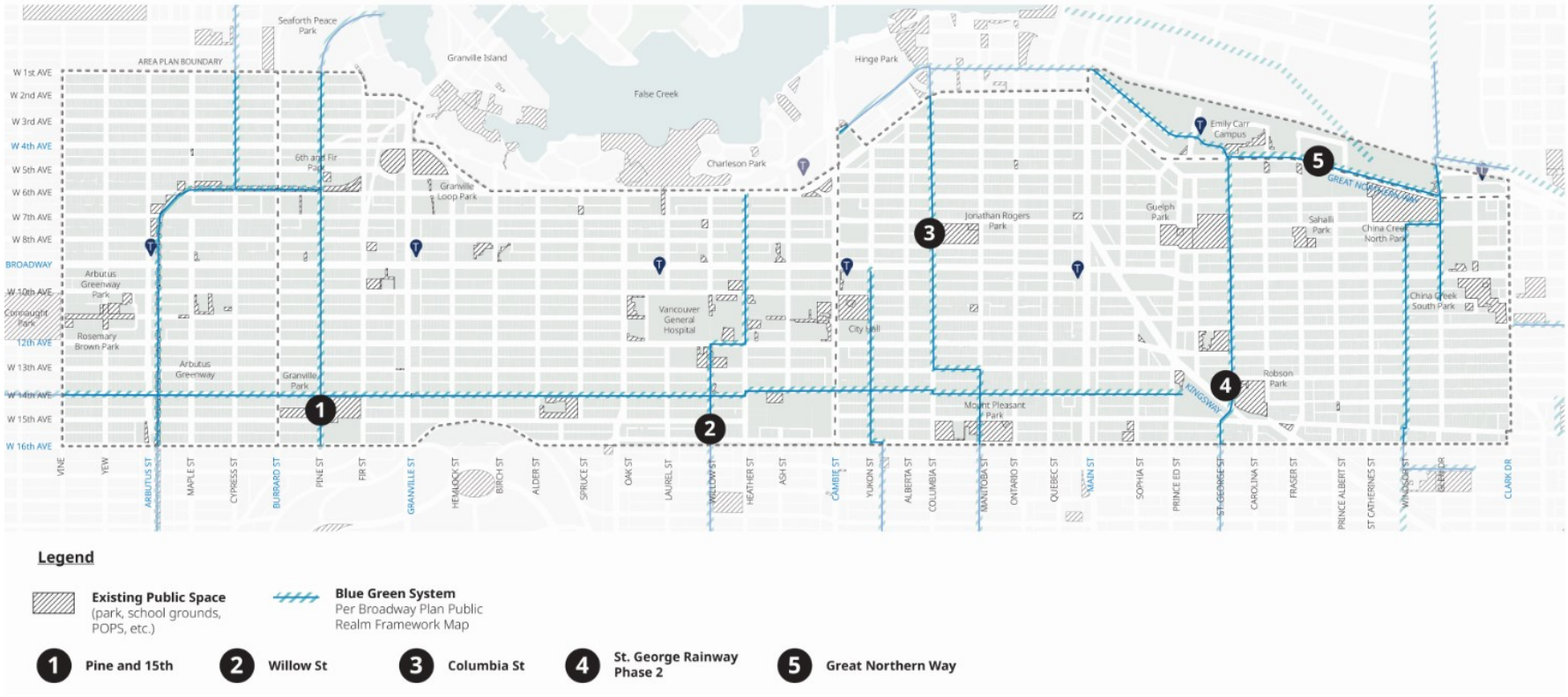
Blue green systems are networks of connected park-like streets that manage water and land in a way that is inspired by nature and designed to replicate natural functions and support ecosystems. Blue green systems will play a critical role in urban biodiversity and ecological connectivity in the Broadway Plan area. They may also be incorporated into new public spaces from reallocated road space.

Actions:

5.2.1 Prioritize near term blue green system projects in the locations shown on Figure 22.

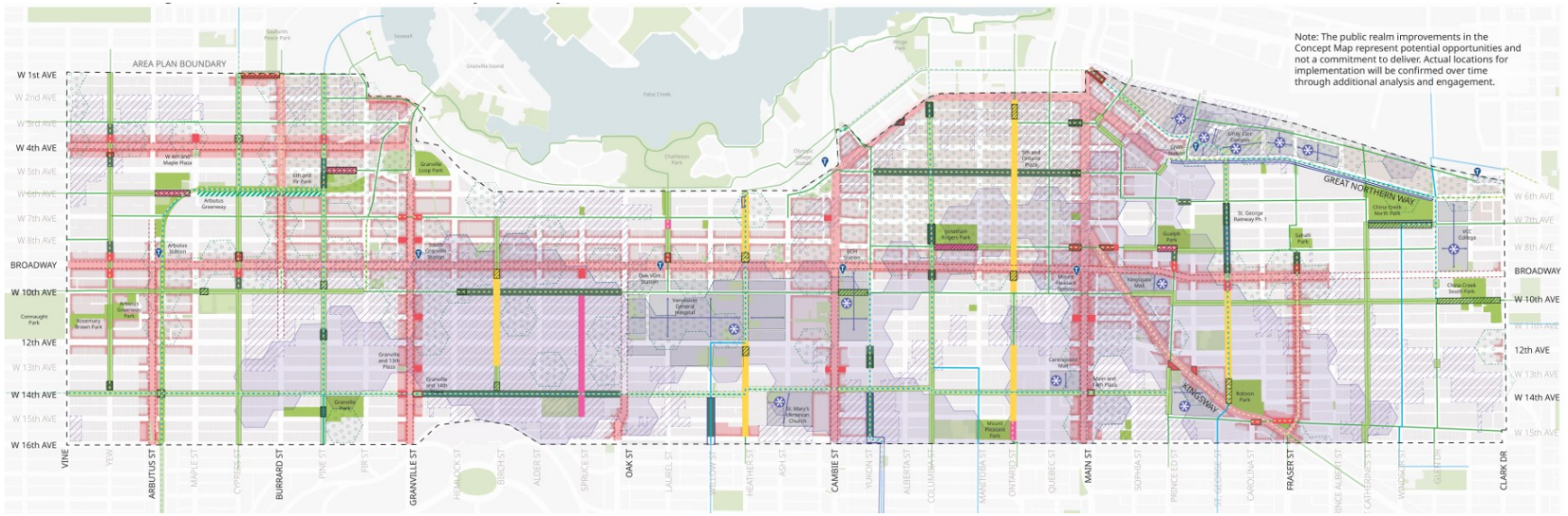
5.2.2 Where public space opportunities align with blue green systems or ecological corridor opportunities, develop designs that best incorporate urban forests, habitat and biodiversity planting and larger green rainwater infrastructure practices.

Figure 22: Near-term blue green system projects



4 Public Realm Network: Concept Maps

The Public Realm Network Concept Maps illustrate public realm improvements, based on the key moves, strategies and actions. These maps are not inclusive of all potential improvements, but are a guide that should remain flexible to leverage opportunities as they arise.



General Concept Map Legend

Existing Public Spaces

- **Existing Park**
- **Other Existing Public Spaces** (School grounds, POPS, Plazas etc.)

Streets

- **Greenway**
- **Greenway Overlay** (on commercial high street, BGS, public space, etc)
- **Existing Car Free Greenway**
- **Blue Green System** and ecological connectivity opportunity
- **Mixed Use Local Street (or Arterial)**
- **Commercial High Street**
- **Commercial High Street** in a village area
- **Other Streets**

Public Spaces on Large and Unique Sites

- **Mid-block Pedestrian Connection and Public Space** public space may be a park dedication or POPS (privately owned public space)

Priority Areas

- **Park Priority Area** Locations with less than 0.28 ha of Park space per 1000 people, within a 10 minute walk
- **Public Space Priority Area** Locations with the least amount of public space within a 5-minute walk
- **Urban Forest Priority Area** Locations with less than 15% tree canopy coverage

Road Space Reallocation Opportunities

Streetscape Improvements

- **Car-free Greenway** full street closure (when possible)
- **Car-light Greenway** partial or half street closure (when possible)
- **Sidewalk Widening** through curb lane reallocation

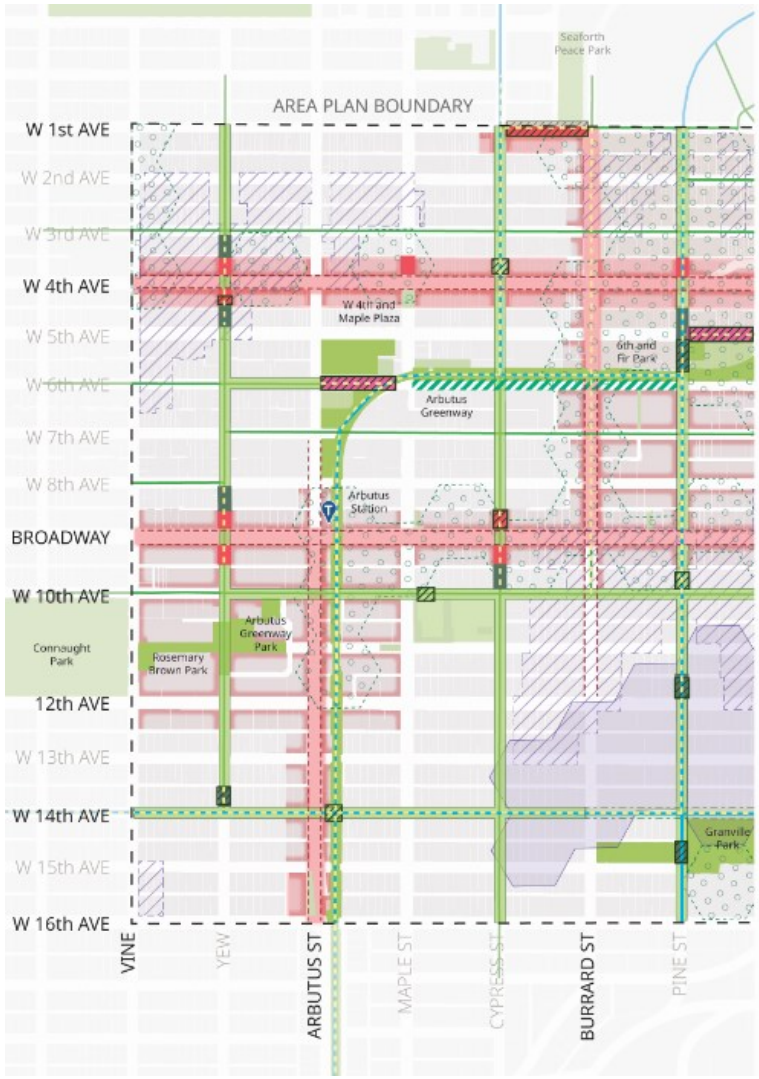
New Public Spaces (full street closure)

- **Plaza**
- **Greenspace**
- **Play and Recreation (Park)**
- **Greenway Linear Park**
- **Arbutus Greenway Expansion**

Near Term Projects

- **Plaza Upgrade** - existing plaza to be upgraded with permanent design
- **Opportunity Through Re-development**
- **Priority Green Rainwater Infrastructure Projects**
- **Greenway Closures**

Kitsilano



Note: The public realm improvements in the Concept Map represent potential opportunities and not a commitment to deliver. Actual locations for implementation will be confirmed over time through additional analysis and engagement.

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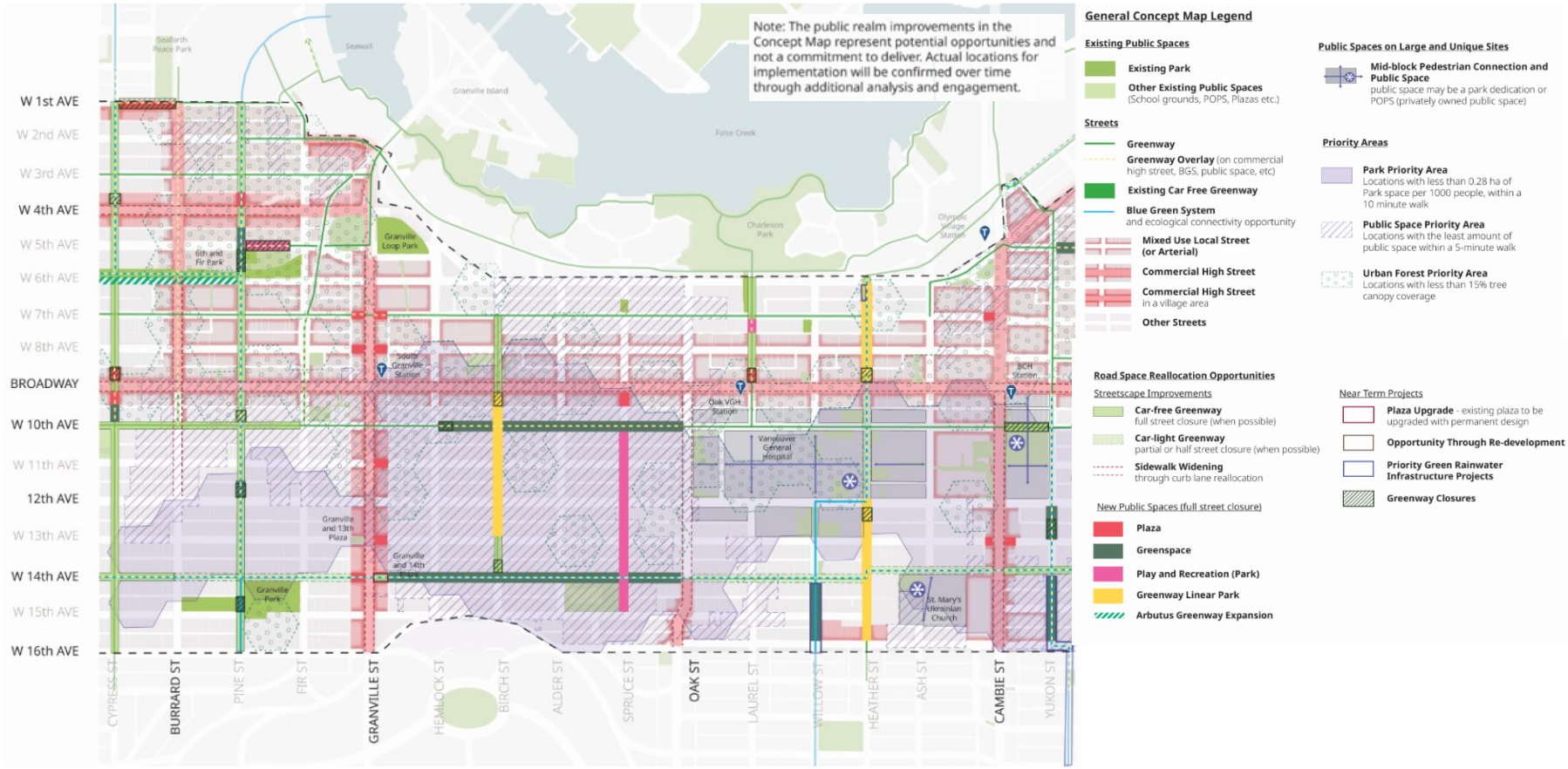
Fairview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W 6th AVE
W 7th AVE
W 8th AVE
BROADWAY
W 10th AVE
W 11th AVE
12th AVE
W 13th AVE
W 14th AVE
W 15th AVE
W 16th AVE
CYPRESS ST
BURRARD ST
PINE ST
FIR ST
GRANVILLE ST
HEMLOCK ST
BIRCH ST
ALDER ST
SPRUCE ST
OAK ST
LAUREL ST
WILLOW ST
HEATHER ST
ASH ST
CAMBIE ST
YUKON ST
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6th and Fir Park
Granville and 13th Plaza
Granville and 14th Plaza
Granville Park
Vancouver General Hospital
St. Mary's Ukrainian Church
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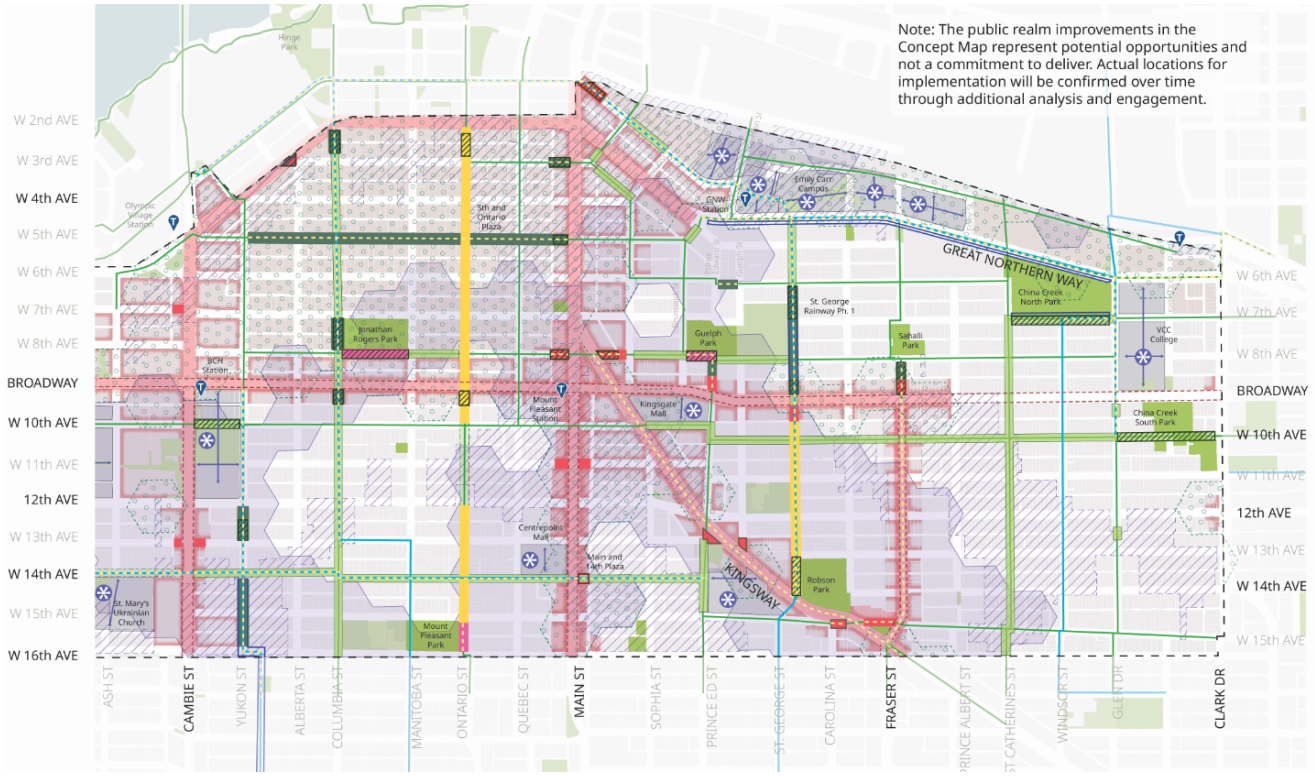
Mount Pleasant



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Opportunities for road space reallocation on greenways

Many stretches of local street greenways can be made car-free over time. In addition, partial car-free blocks, sidewalk widening and park expansion opportunities will serve as additional areas of opportunity for road space reallocation.

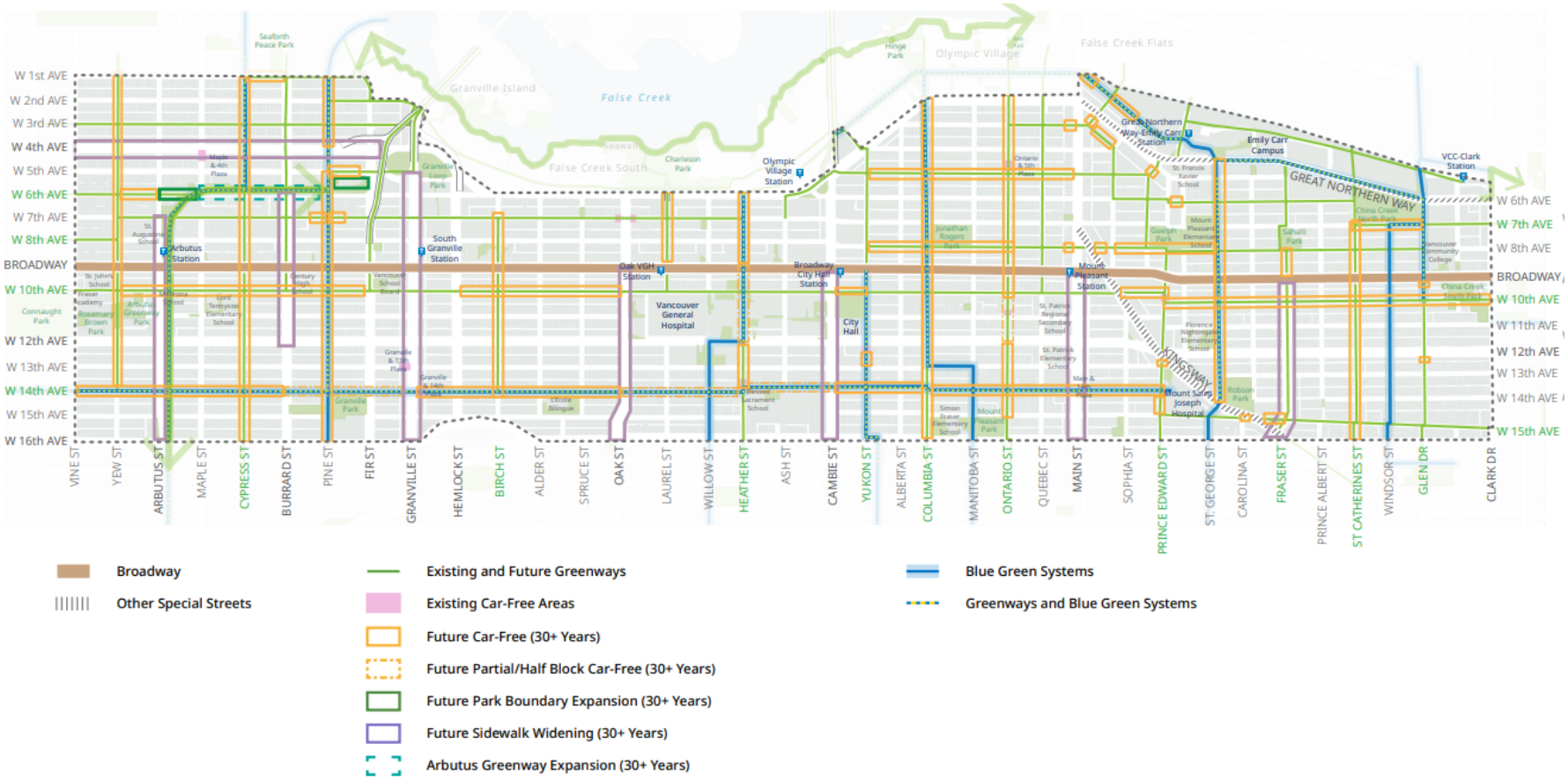
Some streets offer greater long-term opportunities to reallocate road space than others (Figure 26).

- The curb lane on certain commercial streets can be reconstructed to provide wider sidewalks, space for patios and street trees and/or protected active lanes to support safer walking, biking and rolling.
- Streets along existing and future greenway corridors provide numerous opportunities especially those that also support blue green systems and that are adjacent to parks.

These streets have the potential to help meet targets for road space reallocation, public space and park space. Many of these opportunities will be explored as development occurs and as funding becomes available.

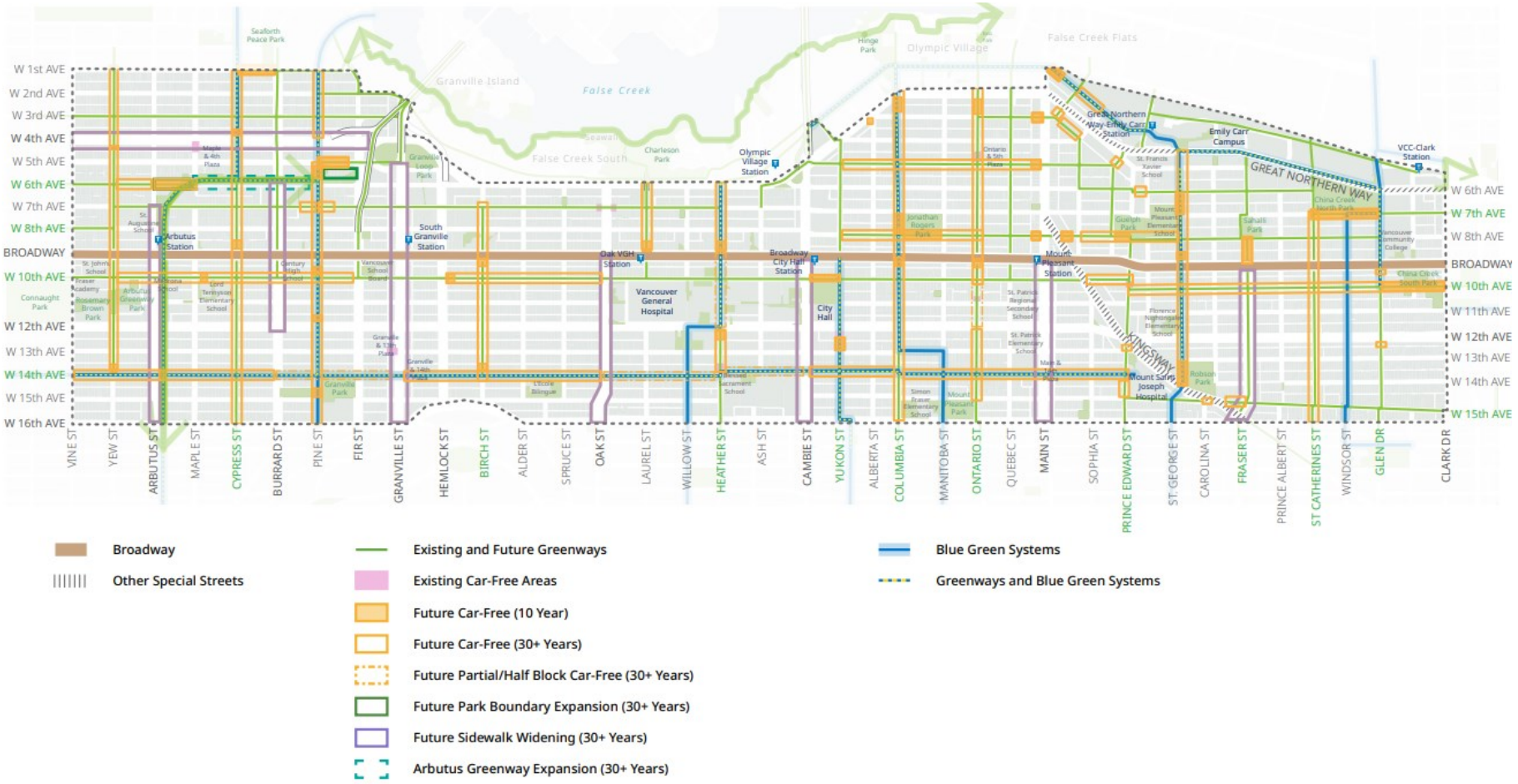
In all, a total of 45 kilometres of greenways have been identified in the Broadway Plan area.

Figure 26: Map of road space reallocation opportunities on greenways



Within the greenway network, sections of greenways (Figure 27) are identified as priority locations in the near term for exploring road space reallocation to create car-free/car-light greenways with public space or park space to meet multiple targets at the same time. Beyond the locations identified, new opportunities may be identified as redevelopment occurs.

Figure 27: Map of near-term road space reallocation opportunities on greenways



5 Implementation

Overview

The Broadway Public Realm Plan is a long-range plan aligned with the 30-year life of the Broadway Plan. Population and employment growth will occur gradually over time, as will the delivery of public realm improvements.

This section describes how public realm improvements will occur over this period, considerations that will impact delivery and how the City will monitor the Plan's performance.

Delivery

The Plan's directions will be delivered over time, using a variety of different approaches. The Broadway Plan includes a Public Benefits Strategy (PBS), which is a 10-year capital strategy for delivering public amenities and infrastructure to address the renewal and growth needs of the area, based upon projected funding available. Delivery of this public realm plan will be informed by the PBS and/or other future capital planning work.

Generally, public realm improvements will be delivered in the following ways:

1. **Developer-delivered projects**

   Privately initiated development projects will contribute significantly toward implementation of the Public Realm Plan and will help achieve the objectives of the Plan. As development occurs throughout the Plan area, the City will expect private developments to provide improvements to the public realm as part of their construction.

   Public realm enhancements may include frontage improvements such as widened or new sidewalks, boulevards, street trees, lighting, green infrastructure and shared mobility stations. More significant public realm improvements may include delivery of POPS, active travel lanes and intersections, green rainwater infrastructure (GRI) and road space reallocation

opportunities (such as plazas and other public spaces). See the appendices for further details regarding public realm enhancements and improvements.

Development on Large and Unique Sites will be expected to deliver more significant public realm enhancements, such as dedicated park space or larger POPS. Given their scale and complexity, these proposals will generally undergo a more comprehensive development review and public engagement process, in addition to meeting the standard rezoning application requirements.

2. Partnership projects

The City will also look to partnership funding opportunities to deliver public realm improvements. Partnership opportunities may be with senior governments or regional government partners, business improvement associations (BIAs), social services or others.

3. City-led capital projects

City-led capital projects are funded by a variety of revenue sources, including development fees, property taxes, utility fees, grants or a combination thereof. City-led capital projects will be determined as part of the City's capital planning process, working within the City's capital funding capacity. Delivery of public realm improvements and new public spaces will also be influenced by available operating funding to support ongoing maintenance and programming.

Design and delivery of each individual project will typically involve a public engagement process, which can take many forms. This includes consultation with Musqueam, Squamish and Tsleil-Waututh.

For larger projects requiring upfront City investment, public engagement often involves a multi-phase community process to understand vision and needs. For smaller projects, a tactical approach can be taken where the public is engaged through a pilot that tests a particular location or use before larger investment is committed. For any project involving road space reallocation, there will be assessment of local access and neighbourhood circulation needs.

Phasing of Improvements

This Public Realm Plan provides policy directions and maps opportunities for public amenities and infrastructure including parks, new public spaces from reallocated road space and private development, widened sidewalks, greenways and blue green systems. It also identifies priority areas where certain amenities are needed most so that public realm improvements can be designed to meet multiple community objectives.

Approaches to delivering public realm improvements will need to remain adaptable and flexible to the changing needs of the neighbourhood over the multi-decade Plan period. Public realm improvements may begin with modest investments in temporary spaces. These interventions can be delivered more quickly and cost-effectively, yet still provide significant benefits to people in the area. With continued population and employment growth, new residents and users of the public realm may create new demands for the public space beyond those originally envisioned, at which point, an additional investment may be required to increase the quality of the space to meet the changing need.

Example of a phased approach

- Identifying the opportunity and securing the space (e.g. repurposed streets, through redevelopment or acquisition).
- Optional testing and piloting of the space, learning what works and what additional improvements would be appropriate.
- Invest in improvements to the quality and permanency of spaces to increase the level of amenity and support the needs of the users, subject to funding availability.
- Regular monitoring and adjustment to ensure spaces best serve the needs of the community over time.

The highly urban and dense context of the future Broadway Plan area will inevitably mean that the public spaces available will need to serve a greater number of users. The designs of the spaces will balance across all public life needs and be able to accommodate different uses seasonally or at different times of the day or week.

Through monitoring the performance of the public realm, assessment of community needs and incremental investment in these spaces, the City will seek to maximize opportunities to improve liveability for those who live and work in the Broadway Plan area.

Ultimately, the public realm will be delivered incrementally over time through developer, partner and City-led initiatives. City-led capital projects will be confirmed through the City's capital planning process based on funding availability and citywide prioritization processes. Additional detail on the phasing of improvements can be found in the appendices.

Monitoring

The City is committed to regular monitoring and reporting on outcomes of the Broadway Plan. The City will track key metrics related to new parks and public spaces (total area and provision per capita), improvements to existing public spaces, proximity to public spaces for residents, Broadway as a Great Street, road space reallocation, tree canopy, greenways and blue green systems.

This ongoing monitoring process will enable the City to assess whether the objectives of the Broadway Public Realm Plan are being achieved and inform any future changes that may be necessary. Any future changes to the Plan will be considered in consultation with the public, stakeholders and Musqueam, Squamish and Tsleil-Waututh.



Fraser Neighbourhood Plaza – Pilot (Photo Credit: South Vancouver Neighbourhood House)
Cambie Neighbourhood Plaza – Upgrade
Jim Deva Plaza – Permanent

6 Glossary

Active travel lanes: Refers to protected travel lanes for cycling or other micromobility devices (e.g. scooters, skateboards, etc.). They are also sometimes referred to as *protected bike lanes*.

Blue green system: A network of local streets that manage water and increase biodiversity using green infrastructure. These streets can include more natural features and spaces for the public to enjoy. A network of blue green systems is outlined in the Broadway Plan.

Great Street: A street that has a citywide and civic importance that has wide sidewalks, seating, trees and landscaping. Great Streets support vehicle and transit trips, walking and rolling, shopping, dining and socializing. Additional investment is made along these streets to make them unique and beautiful places to be.

Green infrastructure: A system of infrastructure and landscaping that brings nature into the city, to capture and clean rainwater before returning it to our atmosphere and surrounding oceans and rivers. It mimics natural water processes and works with plants, soils, trees and built structures to capture and clean rainwater before returning it to the waterways and atmosphere. Examples of green infrastructure include bioswales, tree trenches and rain gardens. Also referred to as green rainwater infrastructure.

Greenway: Routes that are safe and enjoyable for people to walk, roll and cycle, as well as places to rest, socialize and play. These car-light or car-free corridors provide an opportunity to add more natural spaces into the city and connect key destinations like community centres, parks and retail areas.

Green space: Spaces that provide significant amounts of planting. Green space designs have a very wide range from basic lawn or manicured planting to lush urban planters in plazas to biodiverse and more natural or wild looking landscapes. Green spaces provide substantial tree canopy.

Park-like space: These spaces serve similar functions as parks (e.g. green space, play, recreation, leisure, etc.) and are similar in appearance to parks, but may not be formally designated parks.

Privately owned public spaces (POPS): Public spaces that are on private land but are open to the public, free of charge. They can include green spaces, plazas, seating areas, mews and other spaces.

Appendix A: Streets Design Guidelines

Intent of Guidelines

These guidelines provide general guidance for the street right-of-way adjacent to or abutting the site being considered for redevelopment.

They are intended to inform applicants about sidewalk zone design and potential property dedications or statutory rights-of-way that may be sought. They also inform potential property frontage improvements needed to integrate a development into the neighbourhood, which are typically delivered through development.

As redevelopment occurs, Broadway will be welcoming many new residents and workers to the area. Over time, these guidelines are expected in evolve in order to adapt to new priorities and the changing needs of the neighbourhood. The design of the street is ultimately informed by its many functions and roles.

A street's **transportation role**

- Streets have a fundamental role in moving people and goods, supporting walking, cycling, transit or goods movement needs. They're designed with consideration for the needs of people of all ages and abilities and integrate planning for all modes of transportation to create a safe, comfortable and reliable transportation system.
- Transportation designations inform the function of the street. Streets may be classified as arterial, local streets or designated routes including the major road network, truck routes, greenways, bike routes and bus routes.

A street's **social role**

- Streets are places where people gather and socialize and can be important spaces where communities develop and flourish. Designing streets to support these uses is important to creating a city where people can connect with one another and the places they share.

- Social uses are supported by designing streets that respond to buildings and land uses, and that provide space for things like restaurant patios, merchandise displays, seating and socializing, gardening, cultural expression, and other activities, depending on the local context.

A street's **ecological role**

- Streets provide opportunities to incorporate nature into cities to mitigate the impacts of climate change, increase biodiversity, provide people with access to nature and contribute to liveability.
- Expanding the tree canopy, managing rainwater, and providing habitat are important considerations for streets.

These guidelines include the following sections:

Street Types: The streets in the Broadway Plan area are grouped into types based on their functions and land use contexts. Street type guidelines apply to the 'sidewalk zone' – the area measured from the back of the curb to the property line. In some cases, land dedications or statutory rights of way may be required from redevelopment sites to provide consistency for access and public realm experience.

Special Streets: Three streets, Broadway, Kingsway, and Great Northern Way, described in this section, play a unique role in the Broadway Plan area and require additional analysis beyond these guidelines to determine the future design of these streets.

Overlays: Individual streets may also serve other functions that need to be considered when designing the street. In the Broadway Plan area, these functions have been consolidated into two overlays: greenways and blue green systems. These overlays, their variations, and locations in the network are described in this section.

Intersections: Intersections provide important points of connection between different routes. Intersection design is generally very complex. This section describes intersection circumstances that would likely impact site and building form as additional space may be needed from private property as property dedications to facilitate access to the development and/or to create safer street designs.

Street Types

In the Broadway Plan area, streets are grouped into street types based on their functions and land use contexts. Street types are meant to inform the future design of streets so they can respond to the changing needs of the transportation network and surrounding neighbourhoods.

Figure 28 below indicates the type for each street noting that a street may transition between different types along its length and over time in response to adjacent changes in land use. More information about each street type can be found in the sections below.

Street Types in the Broadway Plan Area

Commercial High Streets play a key role in the local and regional movement of people, providing essential access to transit and businesses. They should be designed for high levels of pedestrian activity, business-supportive uses, trees and street furniture.

Residential Arterials support high volumes of people movement, often serving as corridors for transit. Sidewalks should be wide enough for accessibility and for social walking as well as for large trees.

Mixed-Use Arterial/Local streets support moderate to high volumes of people movement depending on the location and building type. These streets should have wide sidewalks, space for business-supportive uses, trees and street furniture.

Industrial-Employment Local streets offer access to industrial and commercial buildings. They should be designed to encourage public life for people working and visiting the area.

Residential Local streets are low-traffic streets that provide to homes and key destinations. Sidewalks and wide planted boulevards create safe and inviting places.

Figure 28. Street types

LEGEND

Base Street Types

- Commercial High Street
- Residential Arterial
- Mixed-Use Arterial
- Mixed-Use Local
- Industrial-Employment Local
- Residential Local
- Broadway

Special Streets

- *Kingsway*
- *Great Northern Way*

How to interpret each street type

Each street type is comprised of the following:

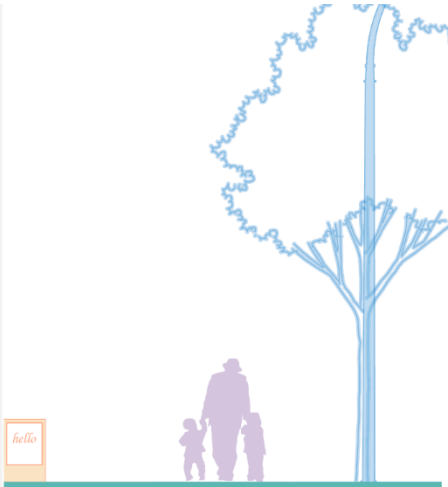
- **Description**: highlights the vision for the street type and key priorities.
- **Cross-section**: shows the minimum widths of the sidewalk zones needed to achieve the vision of the street.
- **Street additions**: additions along the street that will be considered, depending on the context.
- **3D rendering:** shows an example with more details around how a street could be designed.

Sidewalk Areas

Each street has a Sidewalk Zone that is broken down into the following areas with minimum widths for each area based on their type:

- **Back Boulevard**: Space between the sidewalk and the building. This is where people access buildings. In commercial and industrial/employment areas, this is where uses like patios, merchandise displays, and sandwich boards should typically be located.
- **Sidewalk**: This space is meant to be clear and accessible for all people walking and using mobility aids. Some or all of the sidewalk could be located on street right-of-way.
- **Front Boulevard**: This may be soft or hardscape as identified in the Engineering Design Manual. This is where street furniture, street trees, green infrastructure and utilities like street lighting, signage, and parking meters are located. This space may be impacted by overlays for which width and use vary depending on the function of the street. Overlays are other functions that may need to be considered when designing a street such as greenways or blue green systems.

Table 1: Summary table of preferred sidewalk zone widths:



Street Type	Back Boulevard	Clear Sidewalk	Front Boulevard	Preferred Minimum Sidewalk Zone (Existing Curb Retained)	Total After Road Space Reallocation
Commercial High Street	**1.0m**	**3.0m**	**1.5m**	5.5m	5.5-7.5m
Residential Arterial	**0.3-0.6m**	**2.4m**	**1.8-2.0m**	4.5-5.0m	n/a
Mixed-Use Arterial/ Local	**1.0m**	**3.0m**	**1.5m**	5.5m	5.5-7.5m*
Industrial-Employment Local	**0.3m**	**2.4m**	**1.8-2.0m**	4.5-4.7m	n/a

*There are limited opportunities for road space reallocation on mixed-use arterials.

Table 1 summarizes the desired widths of each sidewalk zone, noting that there may be some variation depending on the context. The sidewalk zones for new development sites should meet or surpass the desired widths outlined. Typically, the difference between the existing sidewalk zone dimension (curb to property line) and the widths identified in the table above would be achieved through **seeking property dedications to the City or alternately, if not feasible, statutory right-of-way agreements for the needed space as a condition of development.** When seeking property dedications of statutory rights-of-way, the City will consider impacts on development viability. Additional space to achieve ideal widths beyond the total width required from development may be achieved through road space reallocation. The space gained from road space reallocation may be used for wider boulevards, sidewalks, patio space or other uses.

In addition to these zones, it is important to consider the curbside space located in the roadway next to the curb. Uses in the curbside lane may influence the look and feel of the front boulevard and sidewalk.

Commercial High Street

Figure 29: Illustrative example of a commercial high street

These are busy arterial streets - like Main Street, West 4th Avenue, or South Granville - lined with continuous retail/service uses and other destinations. Commercial High Streets play a key role in the local and regional movement of people, providing essential transit and business access. They should be designed for high levels of pedestrian activity with a focus on encouraging an active public life, supporting commercial uses, universal accessibility and pedestrian comfort and safety.

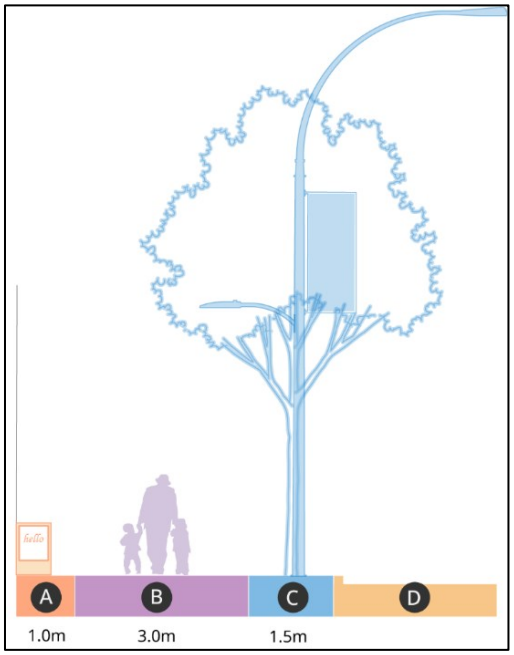
Sidewalk Zone Priorities and Considerations

Zone A.	Used for sandwich boards and merchandise displays adjacent to businesses. Setting portions of the building back at grade may be required to accommodate larger patios.
Zone B.	Clear, wide sidewalk to accommodate high volumes of people walking and socializing.
Zone C.	Generous front boulevard with street trees, street furniture, and green infrastructure to support a vibrant street life.

Zone D. Properly allocate curbside uses for parking/loading, transit, curb bulges, and green infrastructure.

The 5.5m typical cross-section will generally be achieved through new development. Typically, applicants should assume that the difference between the existing sidewalk zone dimension (curb to property line) and the minimums prescribed in Table 1 would be achieved by **seeking property dedications to the City or alternately, if not feasible, statutory right-of-way agreements for the needed space, as a condition of development**. A wider 7.5m typical cross-section may be achieved through a gradual progressive approach involving road space reallocation, where the additional 2.0m will come from zone “D” (curbside lane), and is achieved through City-led capital projects to accommodate higher pedestrian volumes and enhance adjacent commercial uses such as larger sidewalk patios.

Figure 30. Sidewalk zone cross section for typical commercial high street



**Letters in the cross-section correlate to the Key Priorities and Considerations identified above*

Street Additions

- Patios
- Merchandise Display
- Street Furniture
- Green Infrastructure
- Bus Shelter
- Curb Bulge
- Shared Micromobility Station

Residential Arterial

Figure 31: Illustrative example of a residential arterial street

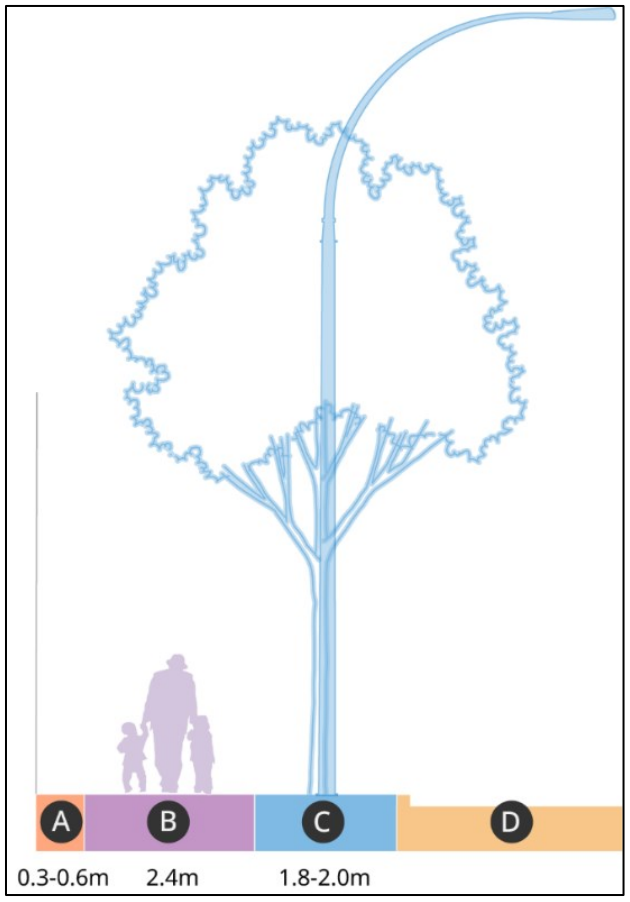
These streets support high volumes of people movement, often serving as transit corridors with high vehicle volumes. Residential arterial sidewalks should support comfortable walking, rolling, and socializing.

Sidewalk Zone Priorities and Considerations

Zone A.	A buffer space between the sidewalk and private gardens that may have a patio wall, fence, or hedge.
Zone B.	Clear, wide sidewalk to accommodate high volumes of people walking.
Zone C.	Opportunities for street trees and green infrastructure to buffer vehicle traffic and create a more pleasant walking environment.
Zone D.	Curbside uses generally for parking/loading, vehicle travel, and transit.

The 4.5-5.0m typical cross-section will generally be achieved through new development. Typically, applicants should assume that the difference between the existing sidewalk zone dimension (curb to property line) and the minimums prescribed in the section detail would be achieved by **seeking property dedications to the City or alternately, if not feasible, statutory right-of-way agreements for the needed space, as a condition of development**.

Figure 32: Sidewalk zone cross section for typical residential street



**Letters in the cross-section correlate to the Key Priorities and Considerations identified above*

Street Additions

- Street Furniture
- Shared Micromobility Station
- Green Infrastructure
- Bus Shelter
- Curb Bulge

Mixed-Use Arterial/Local

Figure 33: Illustrative example of a residential arterial street

These streets support moderate to high volumes of people movement depending on location and building type. Mixed-use buildings range from low- to high-rise and have commercial uses at grade and residential on the floors above. These arterial and local streets should be supported by wide sidewalks. Streetscapes should provide space for seating, planting, and increased pedestrian activities.

Sidewalk Zone Priorities and Considerations

Zone A. Used for sandwich boards and merchandise displays adjacent to businesses. Setting portions of the building back at grade may be required to accommodate larger patios.

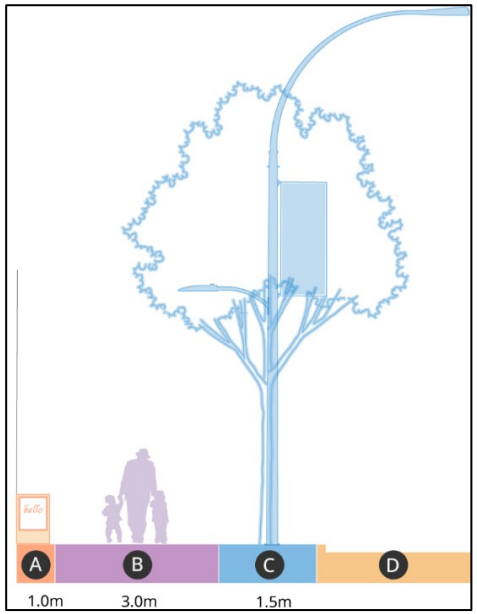
Zone B. Clear, wide sidewalk to accommodate high volumes of people walking and socializing.

Zone C. Generous front boulevard with street trees, street furniture and green infrastructure to support a vibrant public life.

Zone D. Balanced curbside uses for parking and loading, shared micromobility stations, curb bulges and green infrastructure.

The 5.5m typical cross-section will generally be achieved through new development. Typically, applicants should assume that the difference between the existing sidewalk zone dimension (curb to property line) and the minimums prescribed in the section detail would be achieved by **seeking property dedications to the City or alternately, if not feasible, statutory right-of-way agreements for the needed space, as a condition of development**. A wider 7.5m typical cross-section may be achieved through a gradual progressive approach involving road space reallocation, where the additional 2.0m is achieved through City-led capital projects or by developer-delivered frontage improvements.

Figure 34. Sidewalk zone cross section for typical mixed-use arterial or local street



**Letters in the cross-section correlate to the Key Priorities and Considerations identified above*

The 7.5m typical cross-section will generally be achieved through a gradual progressive approach involving road space reallocation.

Street Additions

- Patios
- Merchandise Display
- Street Furniture
- Green Infrastructure
- Curb Bulge
- Shared Micromobility Station

Industrial-Employment Local

Figure 35: Illustrative example of an industrial/employment local street

These streets offer access to local retail, services, and industrial and office job spaces. They should be designed to encourage public life for workers and surrounding residents. Street trees and plantings for pedestrian comfort should be considered along with parking/loading access to support local businesses.

Sidewalk Zone Priorities and Considerations

Zone A. Used for sandwich boards and merchandise displays adjacent to businesses. Setting portions of the building back at grade may be required to accommodate larger patios.

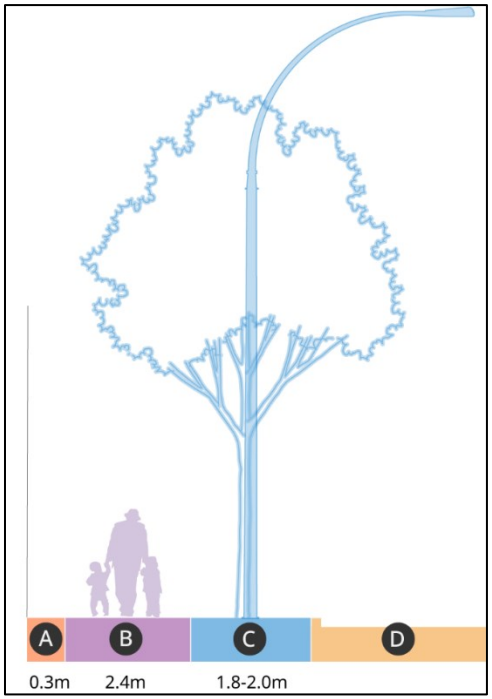
Zone B. Clear sidewalk to accommodate people walking and socializing.

Zone C. Opportunities for street trees and green infrastructure to buffer vehicle traffic and create a more comfortable walking environment.

Zone D. Curbside uses generally include parking/loading, shared micromobility stations, curb bulges and green infrastructure.

The 4.5-4.7m typical cross-section will generally be achieved through new development. Typically, applicants should assume that the difference between the existing sidewalk zone dimension (curb to property line) and the minimums prescribed in the section detail would be achieved by **seeking property dedications to the City or alternately, if not feasible, statutory right-of-way agreements for the needed space, as a condition of development**.

Figure 36. Sidewalk zone cross section for typical industrial/employment local street



**Letters in the cross-section correlate to the Key Priorities and Considerations identified above*

Street Additions

- Patios
- Merchandise Display
- Street Furniture
- Green Infrastructure
- Curb Bulge
- Shared Micromobility Station

Residential Local

Figure 37. Illustrative example of a residential local street

These are low traffic streets that provide residents access to their homes and key destinations within the community. Sidewalks and planted boulevards create safe and inviting places for people to walk and roll, whether leisurely or when accessing parks, schools, community centres, transit, or other destinations. Additionally, some small-scale commercial uses will be incrementally integrated in new developments.

Sidewalk Zone Priorities and Considerations

Zone A. A buffer space between the sidewalk and private gardens that may have a patio wall, fence or hedge.

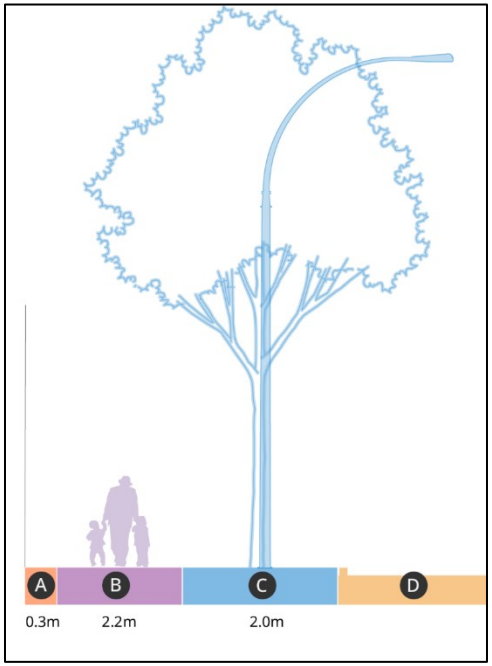
Zone B. Clear sidewalk to accommodate people walking and socializing.

Zone C. Wide front boulevard with opportunities for large street trees and green infrastructure to create an inviting walking environment.

Zone D. Curbside uses generally include parking/loading, shared micromobility stations, curb bulges and green infrastructure.

The 4.5m typical cross-section will generally be achieved through new development. Typically, applicants should assume that the difference between the existing sidewalk zone dimension (curb to property line) and the minimums prescribed in the section detail would be achieved by **seeking property dedications to the City or alternately, if not feasible, statutory right-of-way agreements for the needed space, as a condition of development**. A wider **6.0m** typical cross-section may be achieved through a gradual progressive approach involving road space reallocation, where the additional 1.5m is achieved through City-led capital projects or by developer-delivered frontage improvements.

Figure 38: Sidewalk zone cross section for typical residential local street



**Letters in the cross-section correlate to the Key Priorities and Considerations identified above*

Street Additions

- Street Furniture
- Green Infrastructure
- Curb Bulge
- Shared Micromobility Station

Special Streets

There are three special streets in the Broadway Plan that require additional analysis to determine the future vision and design of the street. The public realm design guidelines do not speak specifically to these streets:

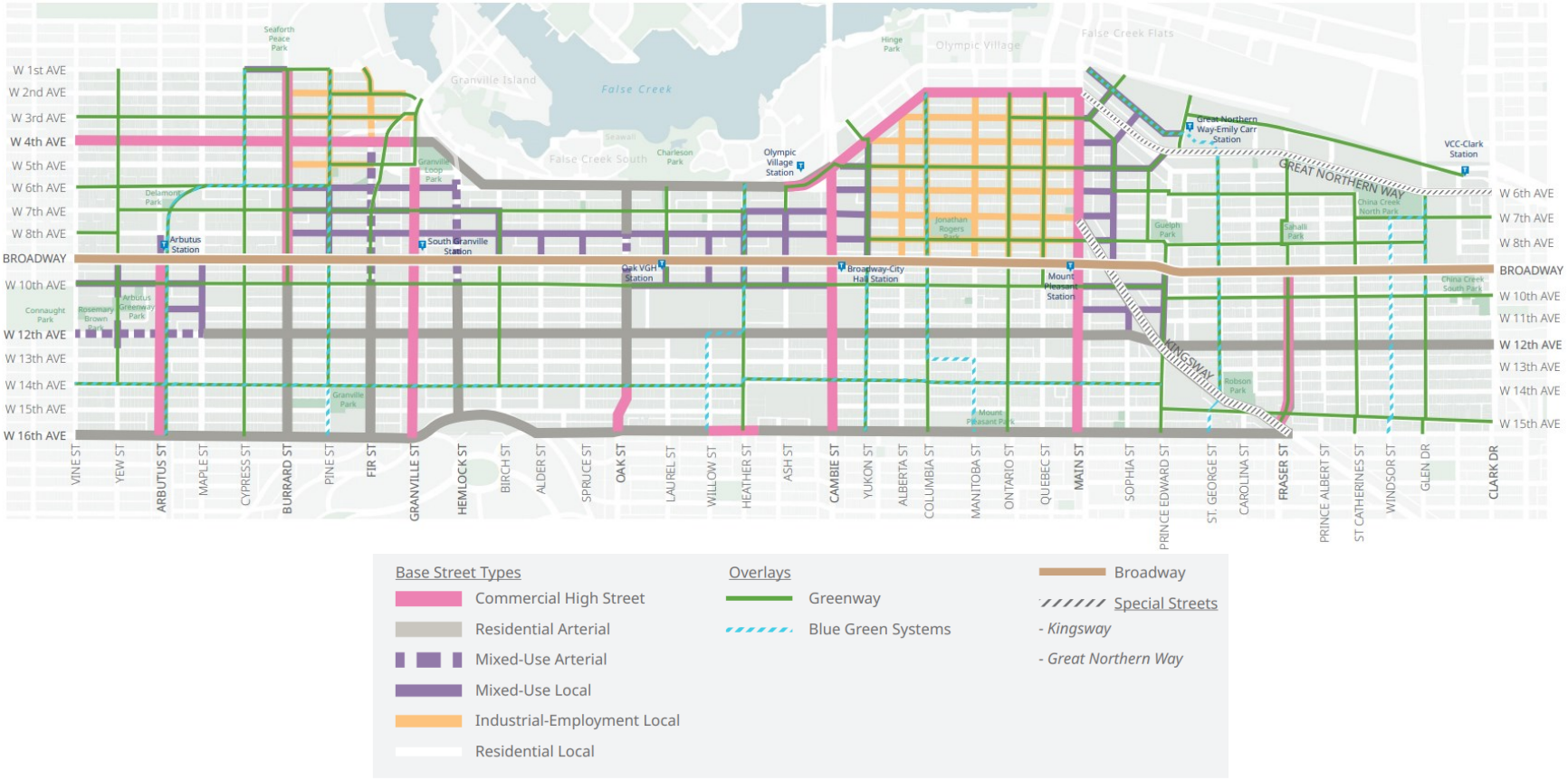
- Broadway is identified as a Great Street in the Plan. Details around the future design of the street are found in the Broadway Streetscape Plan in Appendix C.
- Kingsway requires a more holistic approach that extends beyond the Broadway Plan area and includes opportunities to review mobility improvements and significant public realm improvements. This street presents opportunities for several competing uses (public spaces, tree canopy, transit priority, cycling, etc.) and thorough analysis and planning work should take place to adequately provide a vision and design.
- Great Northern Way is unique in terms of the geometry of the street and the land uses adjacent to it. Through the redevelopment of adjacent lands, it offers opportunities to integrate active travel lanes with large green rainwater infrastructure. The City is committed to improving connections between Great Northern Way and the area to the south.

Overlays

Two types of overlays – greenways and blue green systems – provide additional layers of enhancement and functionality that add value and benefit to people's experiences. They are layered on top of street types and combined to create unique streets that serve multiple community objectives.

Map of Street Types and Overlays

Figure 39: Map of street types and overlays



Greenways

Greenways are high-quality active transportation and recreation corridors that support walking, rolling, and cycling for people of all ages, abilities, and identities. They can provide increased urban tree canopy with street trees and contribute to a more vibrant public space with opportunities for stewardship and placemaking.

Generally, greenways include core features such as:

- Enhanced walking spaces that meet or exceed the standard treatments in the Engineering Design Manual
- All ages and abilities (AAA) cycling infrastructure
- Opportunities for placemaking amenities like seating, public art, and drinking fountains
- Opportunities for ecology, planted boulevards with street trees, and stormwater management

A greenway can be designed with multiple different street typologies along its entire route depending on considerations such as the traffic network, adjacent land use, and community interest.

Decisions around the typology for each block are determined during the detailed design process which includes public and stakeholder engagement and technical analysis.

Greenways Network

Figure 40: Existing and future greenways network

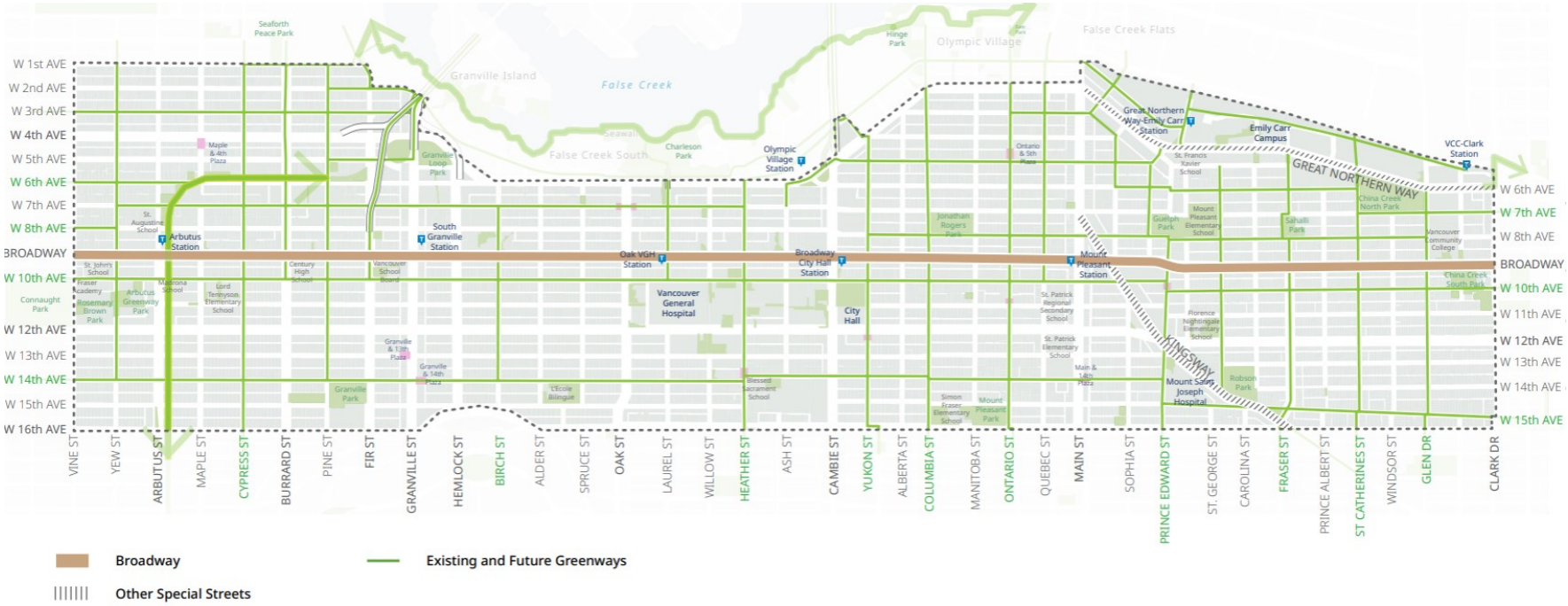


Figure 40 includes minor amendments to the greenways network with additions along:

- Sections of 7th and 8th Ave between Vine and Pine St.
- 15th Ave from Kingsway extending east.
- Prince Edward St/Brunswick St from 14th to Great Northern Way jogging at 8th Ave.
- Thornton St to Keith Dr following the SkyTrain alignment.
- Birch St from 7th Ave to 14th Ave with potential future extensions to the north and south.

Kingsway will require further analysis work.

Active Transportation to Stations and Key Destinations

Several gaps in the greenway network will be addressed with future active transportation connections to key destinations including Broadway Subway stations. In the short-term, these connections may be achieved through temporary materials and road space reallocation. In the long-term, a more comfortable connection in the form of a permanent design could be achieved using space secured through development and road space reallocation. Potential actions to address these gaps or further enhance these connections are outlined below.

Arbutus Station

Explore connecting the Arbutus Greenway to a future secondary entrance working with developers and TransLink.

South Granville Station

Explore reallocating road space on Granville Street for an active travel connection to the station connecting with the 10th Avenue greenway and Granville Bridge and destinations in between. Space from redevelopment could provide additional connections to a potential future secondary station entrance on the south side of Broadway.

Oak-VGH Station

Explore reallocating road space on Laurel Street for an active travel connection to the station connecting with the 10th Avenue greenway, the hospital and section of the Laurel Street greenway north of Broadway.

Cambie Station

Explore reallocating road space on Cambie Street, Ash Street, and/or Yukon Street for an active travel connection to the station connecting with the 10th Avenue greenway, Midtown Greenway (7^{th}/8^{th} Avenue) and the Cambie Bridge.

Mount Pleasant Station

Explore reallocating road space on Main Street for an active travel connection between the station and the 10th Avenue greenway and future greenways on 8th Avenue and Kingsway. Additional treatment in the laneways south of Broadway and west of Main Street may be explored to provide a secondary, informal connection for those wishing to access the station via those routes.

Midtown Greenway (7th and 8th Avenues)

Explore road space reallocation and converting existing two-way streets to one-way streets to improve active travel connections and complete the gaps.

Greenway Typologies

A greenway can be designed with multiple street typologies along its entire route, irrespective of its category within the hierarchy, depending on considerations such as the traffic network, adjacent land use, and community interest.

Decisions around the typology for each block are determined during the detailed design process which includes public and stakeholder engagement and technical analysis.

The three main greenways typologies are car-light, separated facilities and car-free.

Car Free Greenways

Figure 41: Example of a car-free greenway

Caption: Road space is reallocated for people walking, rolling, and cycling on Woodland Drive and 2nd Avenue featuring a dedicated path for people rolling and cycling with sidewalks on either side. This allows for a large amount of space to be used for green rainwater infrastructure. (photo credit: Reece Rehm)

Greenways on streets with no access for general purpose vehicles can significantly improve the safety and comfort of the street for people walking, rolling, and cycling while providing space for green infrastructure and street trees.

Key considerations and priorities

A. Clear, wide sidewalk.
B. Wide front boulevard providing opportunities for ecology and placemaking.
C. Designated path for people cycling.
D. No access for general purpose motor vehicle traffic.
E. Typically, curbside uses are repurposed for ecology and placemaking.
F. Greenways that intersect with public spaces will be developed in the public space section.

A section of the Arbutus Greenway falls within the Broadway Plan area. The design vision and implementation strategy for the greenway was approved in 2018 and is considered separate to these typologies.

Figure 42: Example of a car-free greenway

Caption: Active travel path meanders through a car-free block on Yukon Street between West 17th Avenue and the lane north of it next to Lilian To Park. Space from the road was reallocated to integrate it with the park, for additional green space and amenities like bike parking, a drinking fountain, and a bike repair station. (photo credit: Dylan Passmore)

Figure 43: Example of a car-free greenway

Caption: Active travel path meanders through a car-free section of the Union Street at Hawks Avenue. Road space was reallocated for trees, planting, and seating with vehicle access retained for the rest of the block. (photo credit: Paul Krueger)

Greenways with Protected Active Travel Lanes

Figure 44: Example of a greenway with protected active travel lanes

Caption: Uni-directional active travel lanes on 10th Avenue between Watson Street and Kingsway make it safer and more comfortable for people rolling and cycling on streets where there are higher traffic volumes including from transit vehicles. (photo credit: Dylan Passmore)

Greenways with active travel lanes are located on arterial or local streets with high vehicle volumes and include active travel lanes to create a safe and comfortable environment for people rolling and cycling.

Key considerations and priorities

A. Clear, wide sidewalk.
B. Wide front boulevard with potential curb bulges providing opportunities for ecology and placemaking.
C. Uni-directional or bi-directional active travel lanes for people cycling providing separation from motor vehicle traffic and pedestrians.
D. Two-way or one-way traffic with high vehicle volumes that could include consideration for transit and goods movement vehicles on the road.
E. Provide a buffer between parking/loading in the curbside and the active travel lanes.

Green infrastructure responses could include:

- Rainwater tree trench
- Bioswale
- Dry well
- Subsurface infiltration

Additional greenway infrastructure opportunities include bioretention in curb bulges.

Figure 45: Example of a greenway with protected active travel lanes

Caption: Uni-directional active travel lane on Pacific St with two-way vehicle access and no curbside uses (credit: Rod Preston)

Figure 46: Example of a greenway with protected active travel lanes

Caption: Bi-directional active travel lanes on 10th Avenue at Commercial Drive with one-way vehicle access. (credit: Dylan Passmore)

Figure 47: Example of a greenway with protected active travel lanes

Caption: Bi-directional bike lane on a one-way street on Richards Street with a parking buffer and wide sidewalks to allow for many uses on the street. (photo credit: Paul Krueger)

Car-Light Greenway

Figure 48: Example of a car-light greenway

Caption: A partial closure created through road space reallocation at 10th Avenue and Quebec Street limits westbound vehicle access to provide a safe and comfortable environment for people walking, rolling, and cycling. Curb bulges at the intersection provide additional opportunities for planting and placemaking and on-street parking has been provided on one side of the street. (photo credit: Steve Chou)

Car-light greenways are greenways on local streets with low vehicle volumes that provide a safe and comfortable space for people to walk, roll, and cycle.

There is a spectrum of car-light greenways with a range of designs that feature providing full vehicle access to ones that provide for one-way vehicle traffic only, to very limited vehicle access and can include streets with traffic calming features that keep vehicle speeds and volumes low.

Key considerations and priorities

A. Clear, wide sidewalk.
B. Wide front boulevard with potential curb bulges providing opportunities for ecology and placemaking.
C. Measures such as traffic diverters at intersections to reduce vehicle volumes and speeds to AAA guideline levels as needed.
D. Cycling and motor vehicle traffic mixing on the street with low vehicle speeds and volumes
E. Curbside uses retained on at least one side of the street to support adjacent land uses and help reduce vehicle speeds.

Figure 49: Example of a car-light greenway

Caption: Central Valley Greenway with traffic calming measures to keep vehicle volumes low and create a more pleasant street for walking, rolling, and cycling (credit: Paul Krueger)

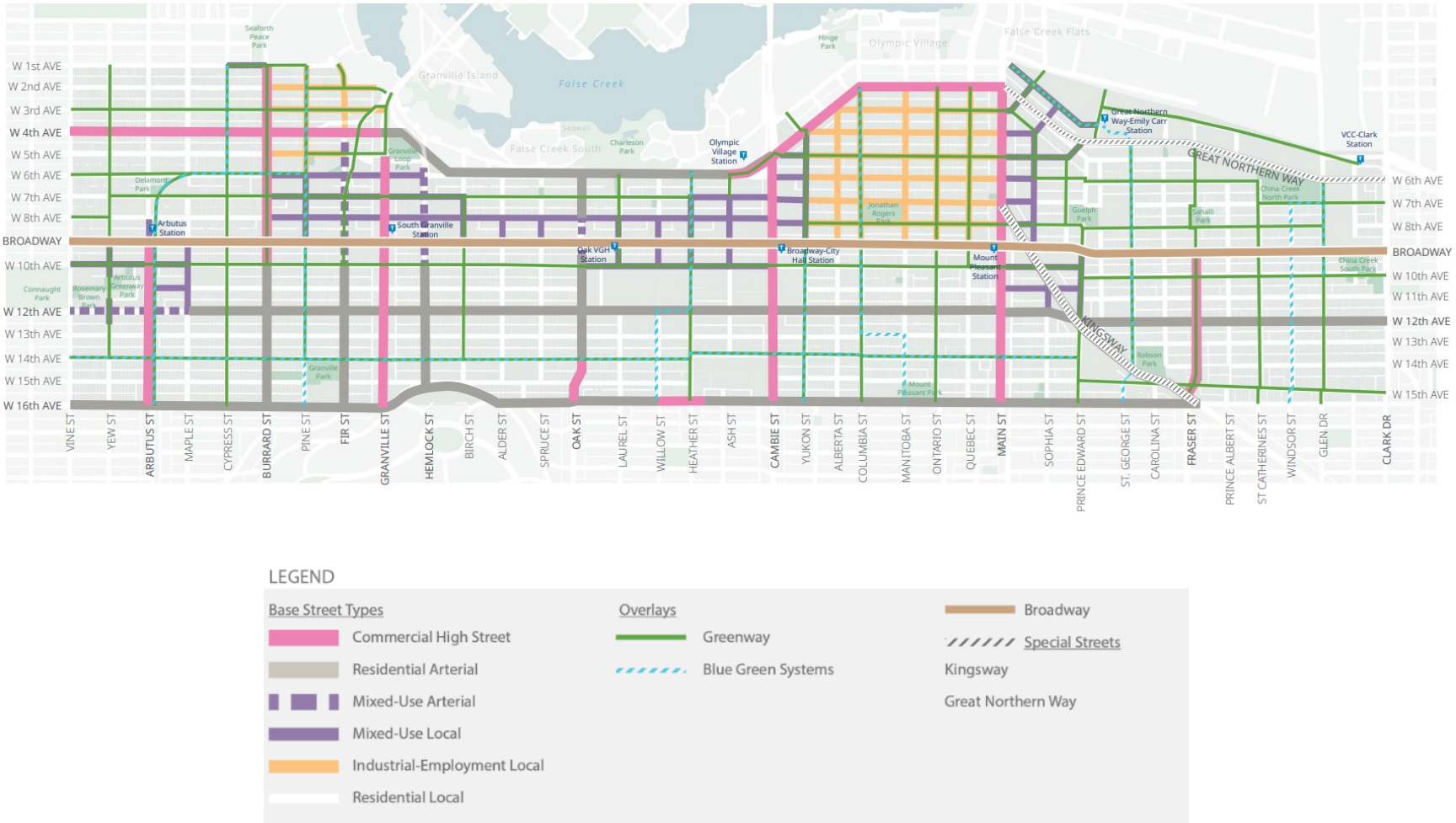
Priority Car-Free Locations on Greenways

Several places have been identified as priority locations within the first 10 years for car-free streets. This transformation is envisioned to be achieved through road space reallocation. Locations on these routes have been selected where improvements in the shorter term can meet several transportation, placemaking, ecological and park amenity goals simultaneously:

- Ontario Street
- 7th and 8th Avenue
- Heather Street
- 10th Avenue

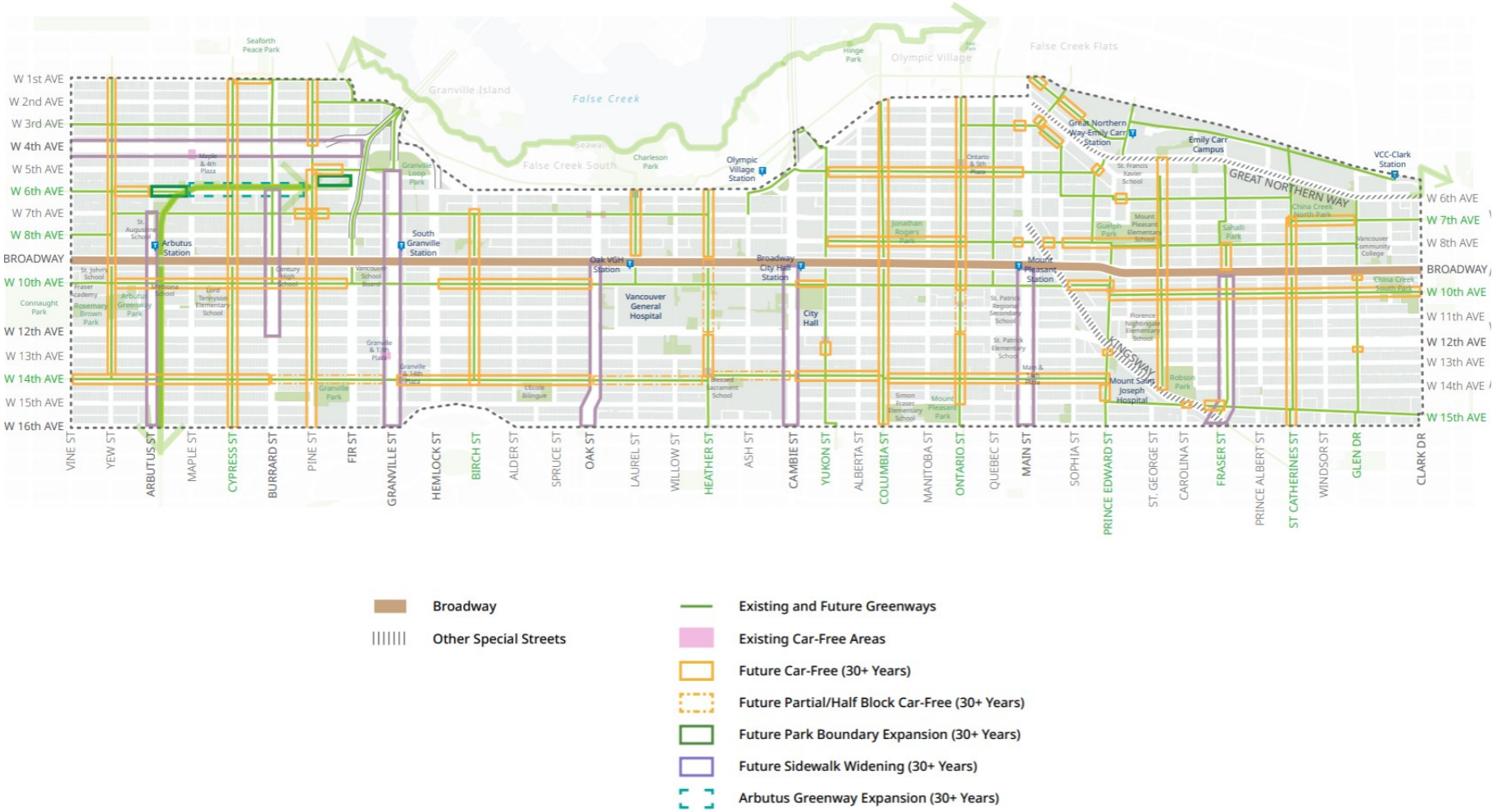
These routes are distributed across the Plan area and include north-south and east-west routes. Many provide connections to key destinations and align with blue-green systems priorities.

Figure 50: Priority car-free greenway locations



Other opportunities in the area may arise to provide more car-free blocks and could include streets in the map below:

Figure 51: Other potential near-term car-free greenway locations



Phased implementation of car-free greenways

Car-free streets on greenways will be implemented over the next 30 years using a phased approach. Temporary materials may be used in the near-term to build a car-free greenway network quickly. As development occurs over time, these streets could transition to a more permanent design as per the graphics shown below. Please note these are for illustrative purposes only and do not represent the final design which will be determined through further analysis.

Figure 52: Example of an existing or future greenway with some traffic calming features

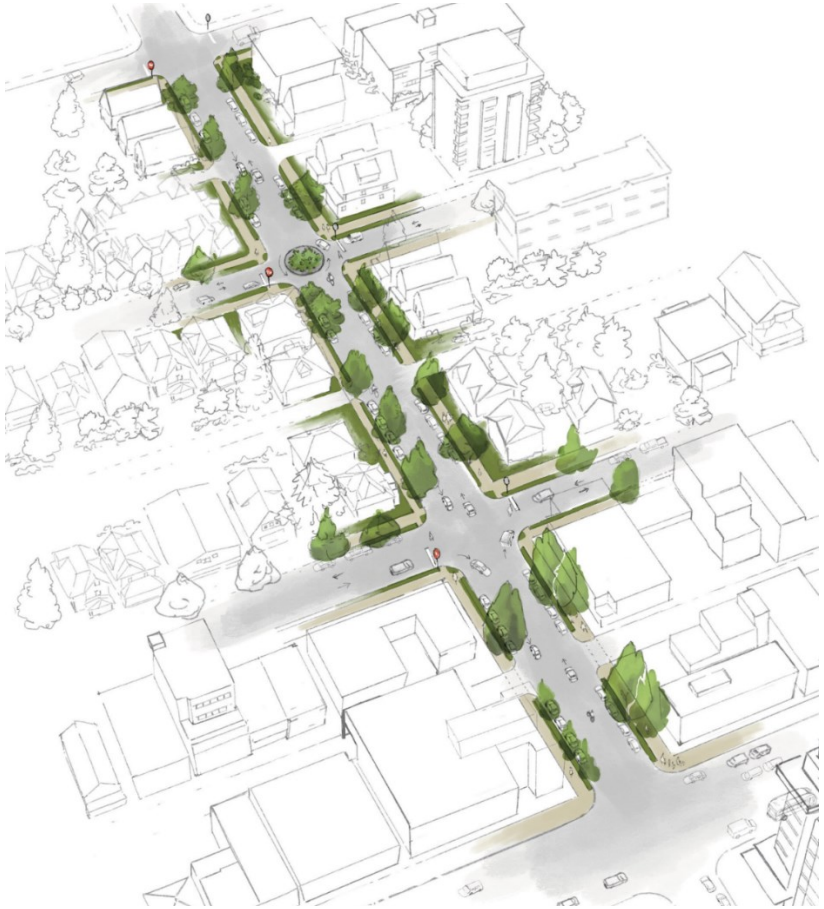


Figure 53: Example of a slow street that uses signage and barriers to encourage people driving to slow down when entering local streets

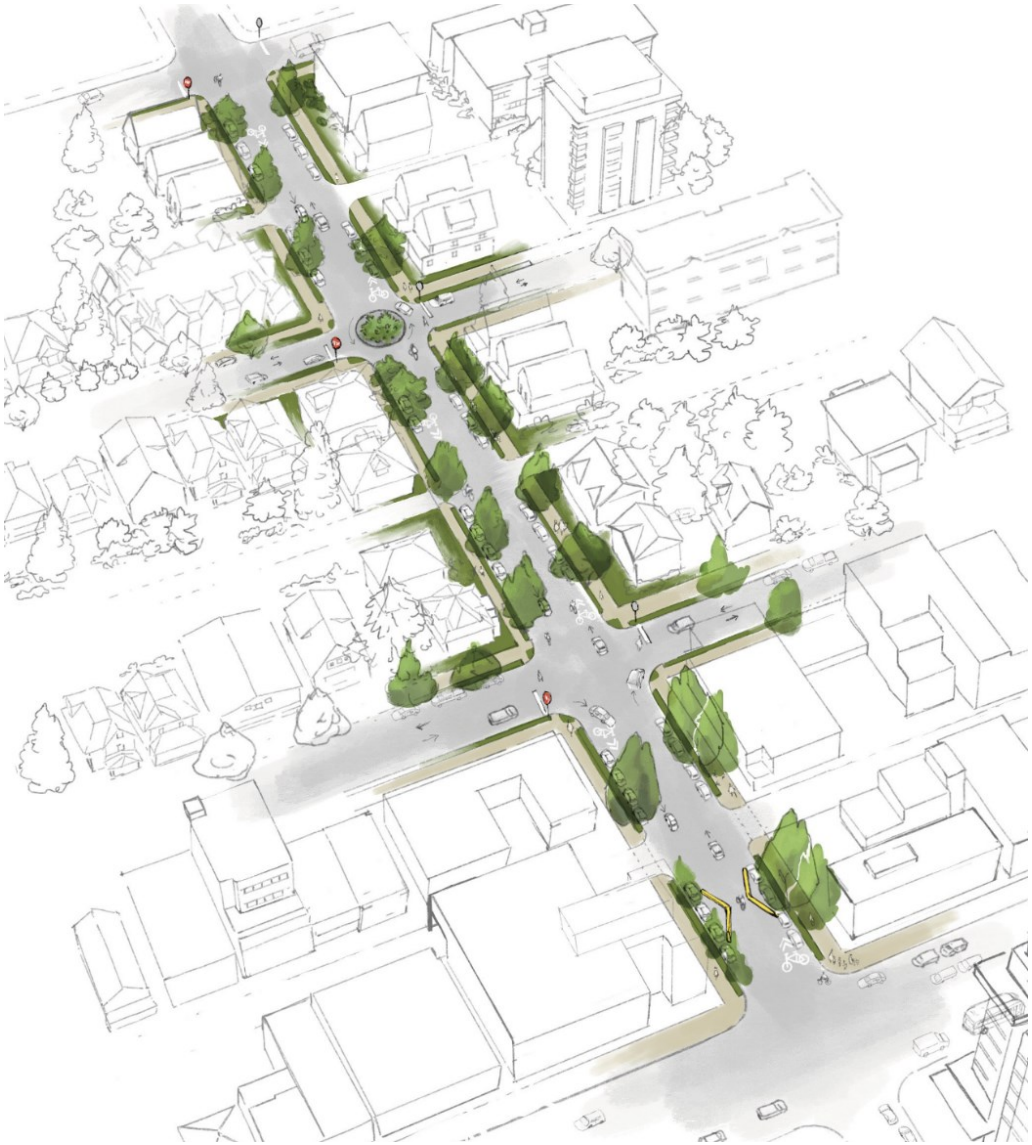


Figure 54: Example of a street with enhanced traffic calming to further reduce vehicle speeds and volumes

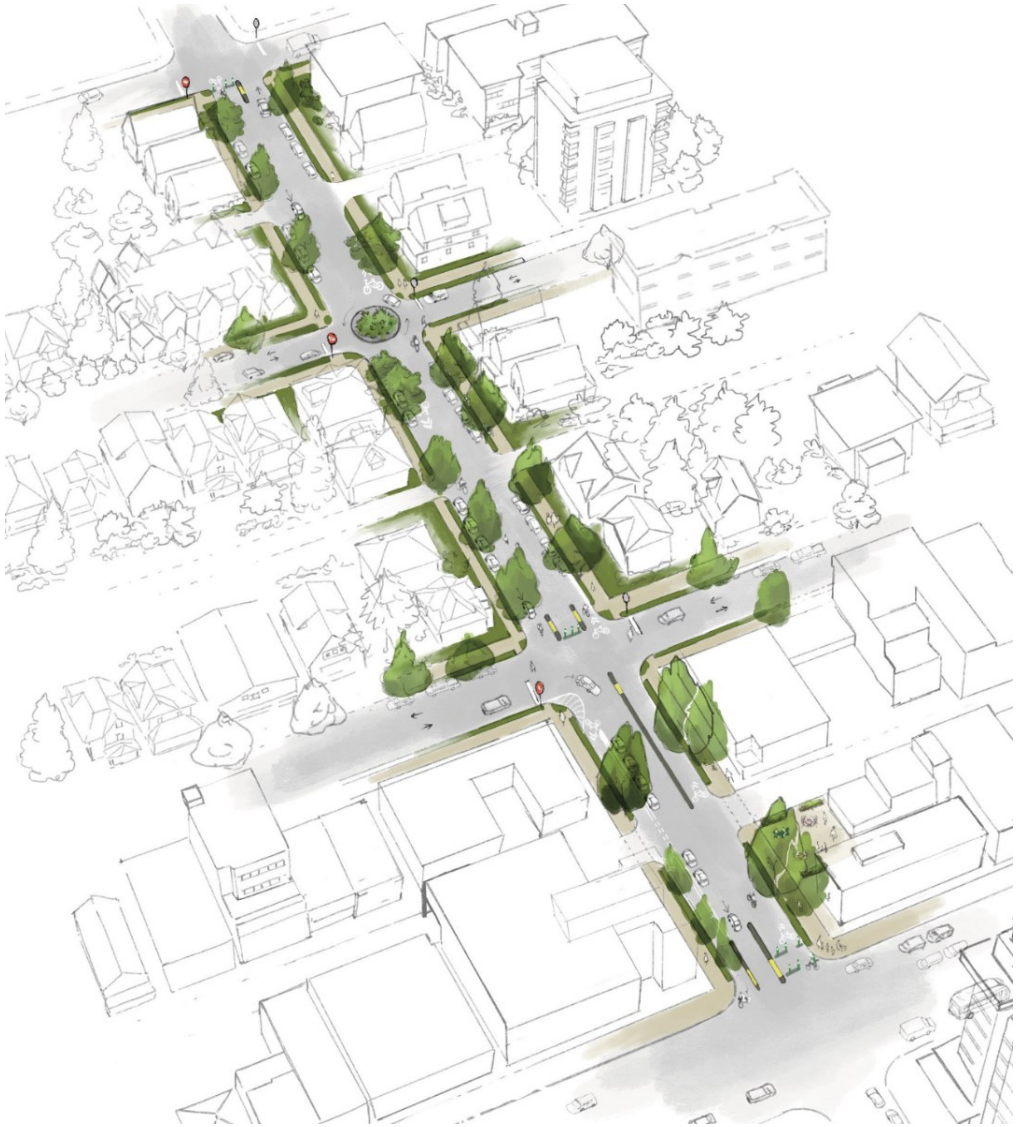


Figure 55: Example of a car-free street completed using temporary materials and without major reconstruction of the street

Figure 56: Example of a car-free street completed with permanent materials. The street has been rebuilt and is integrated with adjacent POPS and new park expansion after development has taken place.

Blue Green Systems

Blue green systems are networks of connected streets that manage water and land in a way that is inspired by nature and designed to replicate natural functions and support ecosystems.

Blue green systems are multifaceted. They address three core objectives: the restoration of hydrological (blue) and ecological (green) systems along urban networks that connect all residents. They act as spaces for people, water, and wildlife at a district, watershed, and citywide scale. The blue green system typologies can be used as reference material to conceptualize green rainwater infrastructure (GRI) practices across urban typologies.

The blue green systems overlays conceptualize what closures identified for the Broadway Plan can look like along a greenway and non-greenway streets. These concepts integrate active travel lanes, ecological spaces, and public spaces to deliver more integrated services on streets.

Figure 57: Blue green system overlay plan on a greenway.

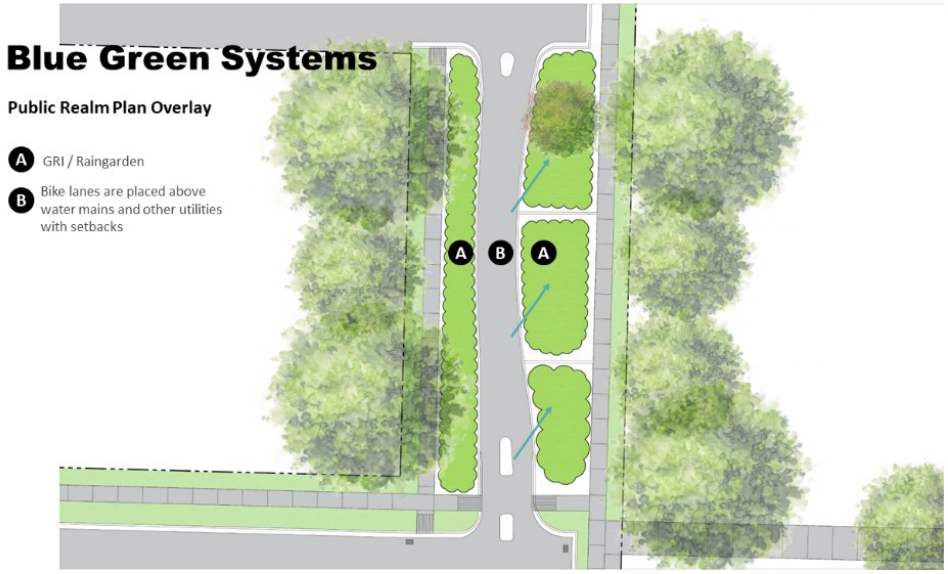


Figure 58: Blue green system overlay plan on a street.

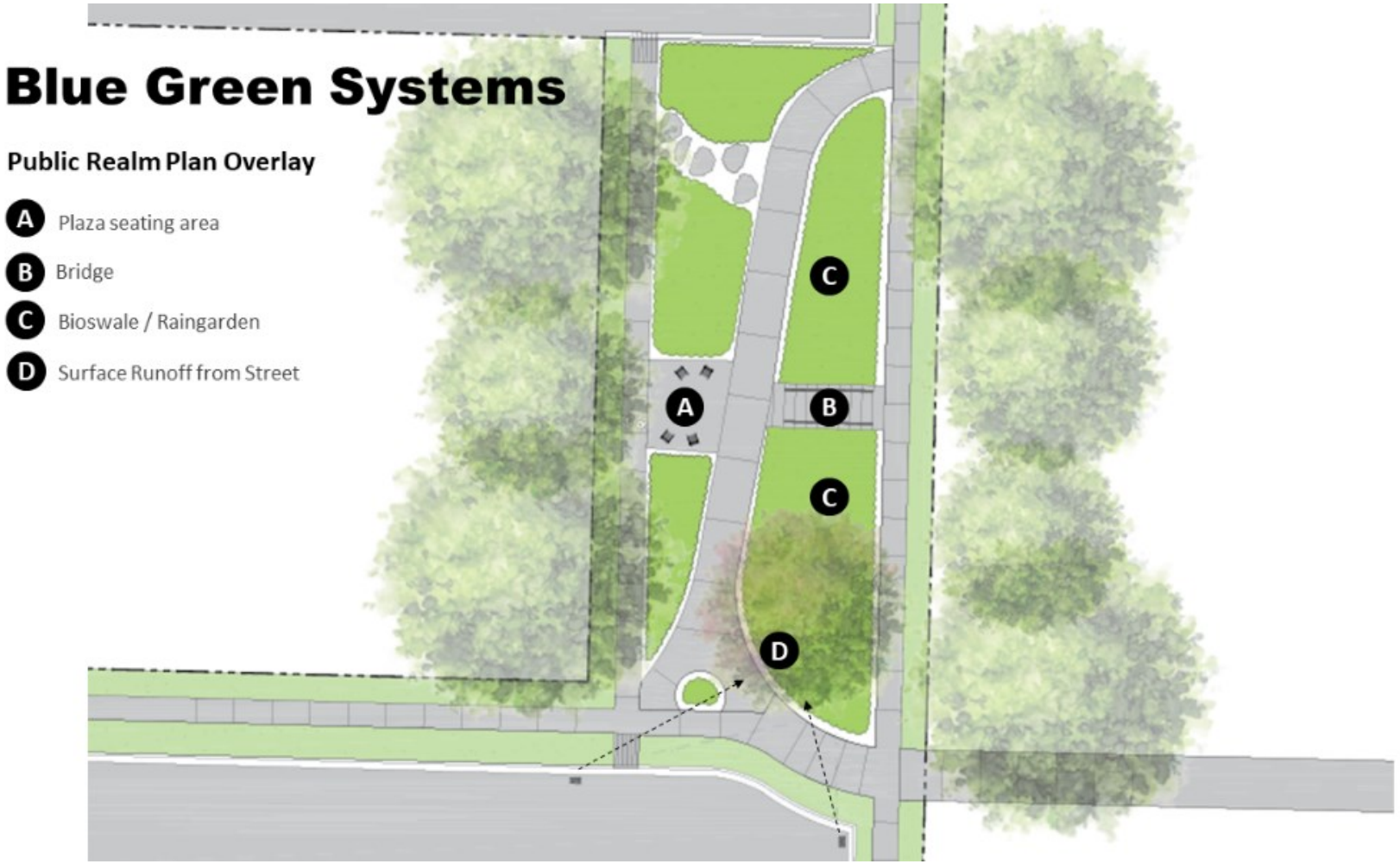


Figure 59: Blue green system overlay section on a greenway

Public Realm Plan Overlay

Nodal closures allow for a larger footprint of Green Rainwater Infrastructure (GRI) to be incorporated into park or plaza-like spaces that make room for urban rainwater management, urban forests and nature in the city.

A Minimum front yard setback of 3.7m required below and above grade in Broadway Residential Zones only

B GRI in Boulevard and Plaza to create separation between mobility modes

C Bike lanes are placed above water mains

D Rainwater Tree Trench

E Potential sub-surface stormwater storage

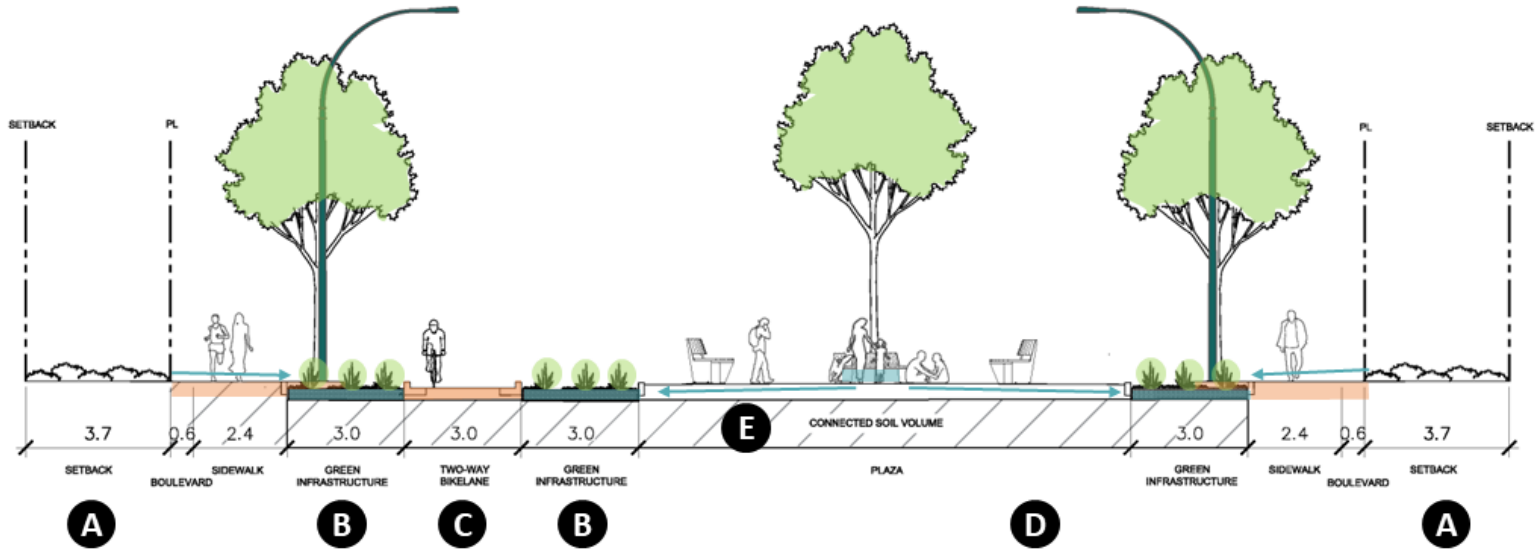
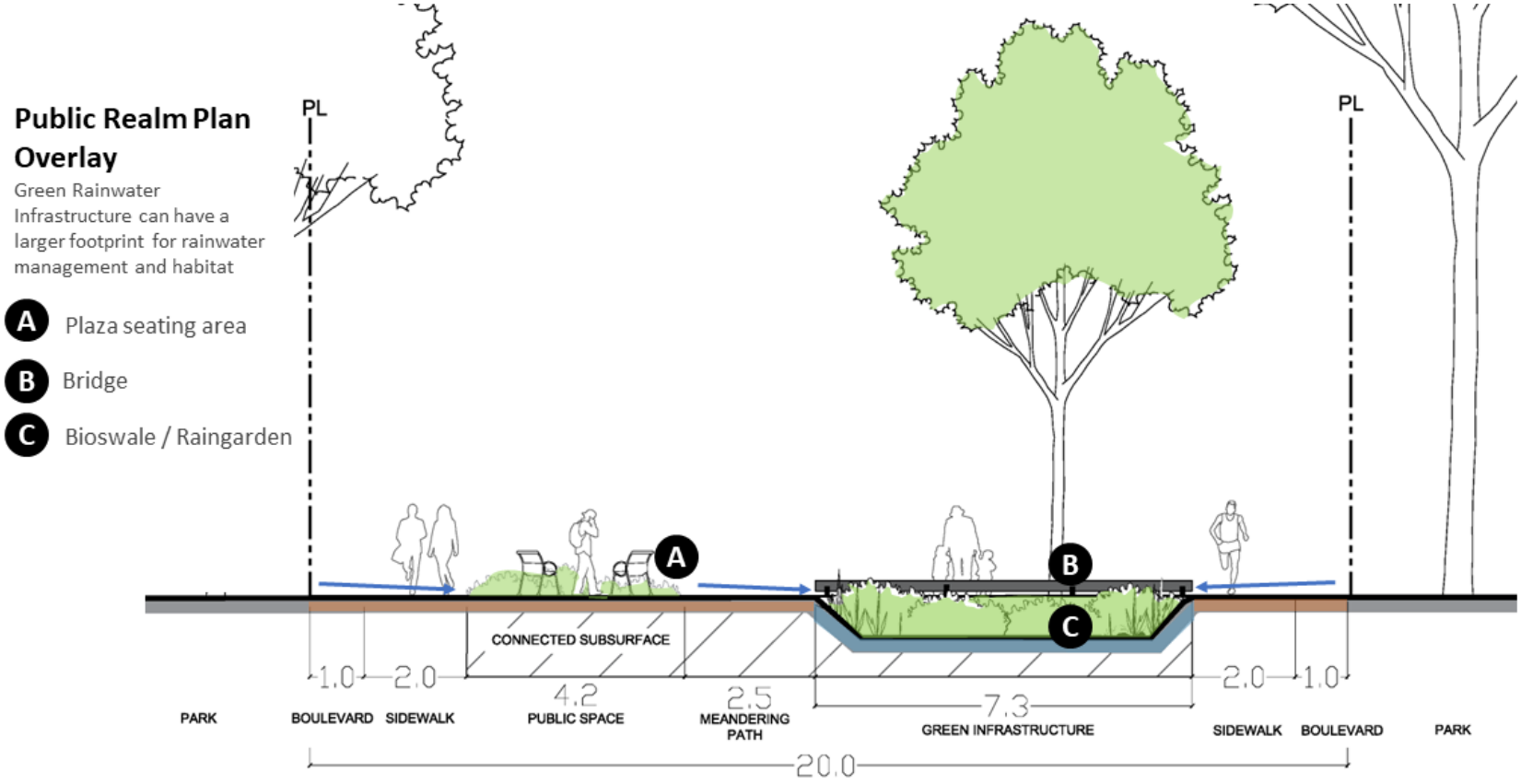


Figure 60. Blue green system overlay section on a street



Existing examples of integrating green infrastructure projects

Woodland Drive and East 2nd Avenue

The bioswale at Woodland Drive and East 2nd Avenue adds capacity to an already strained sewer system in an area anticipating increased density. It captures close to 3,000 square meters of rainwater runoff, keeping 3.8 million liters of rainwater runoff out of the sewer annually.

Figure 61: Woodland Drive and East 2nd Avenue bioswale

St. George Rainway

The first phase of St. George Rainway features a multi-block series of GRI designed to acknowledge a historic stream. The project implements strategies and goals related to the Rain City Strategy, Climate Emergency Action Plan and Transportation 2040.

Figure 62: St. George Rainway

Sunset Park

The area around Sunset Park was experiencing localized flooding due to drainage issues. With the implementation of GRI, rainwater is now redirected into bioswales that capture, clean, and infiltrate urban rainwater runoff that eventually reaches the Fraser River.

Figure 63: Sunset Park green infrastructure

Intersections

Intersections provide important points of connection between different routes. Additional space from private property at some intersections may be needed to facilitate this access.

Greenways Crossing Greenways: Corner Cuts and Protected Intersections

Additional space from private property in the form of corner cuts at intersections may be sought for protected intersections on intersecting greenways where vehicle access is retained. Protected intersections improve visibility of road users and reduce conflicts between people using different modes of transportation.

Figure 64: Example of an intersection crossing a greenway

Left Turn Bays

Left turn bays facilitate safer turns for motor vehicles off arterial streets to access neighbourhoods and other arterial streets.

Additional space from private property may be sought where possible to provide room for existing and future left turn bays to ensure the public realm is of high quality. These locations have been identified through an initial assessment and final locations and designs for left turn bays will be determined through further technical analysis.

Figure 65: Existing and proposed left bay turns.

Appendix B: On Site Public Spaces

These guidelines are intended to encourage public spaces on development sites in the Broadway Plan area that are welcoming, well-located, accessible and serve a variety of uses. They provide guidance for applicants on how to site and design public space into their projects to serve people who will use the spaces.

These guidelines are applicable to developments in the Broadway Plan area that include a public space on site. They are to be used in conjunction with the Broadway Plan and Broadway Public Realm Plan and other applicable policies and guidelines, including but not limited to the Accessibility Strategy and Rezoning Policy for Sustainable Large Developments. These guidelines do not apply to areas within the public street right-of-way.

1.1 General POPS Design Guidelines

Intent

Ensure that privately owned public spaces (POPS) are welcoming and clearly meant for public use, easily accessed and designed to support specific uses. This section applies to all POPS.

Rationale

While each POPS will vary in size and design, there are foundational design principles that will maximize the usability of these spaces in ways that fulfill basic needs such as providing direct access sky views, microclimate comfort with access to sunlight, shade from trees or rain protection and places for social interaction. It should be clear that a POPS is intended for public use. POPS should also be sized and proportioned to accommodate specific uses that would be suitable to the context.

Guidelines

1.1.1. A POPS should provide outdoor amenities for public use such as seating areas, lawn or play areas, gardens, plazas and paths at midblock connections

1.1.2. POPS should be designated for public use and provide clarity about public access, including signage integrated into the space and located in a highly visible area so that it is clear the space is intended for public use

1.1.3. Design for universal accessibility. Refer to the City of Vancouver's Accessibility Strategy

1.1.4. A POPS should have clearly visible, direct entries off the sidewalk

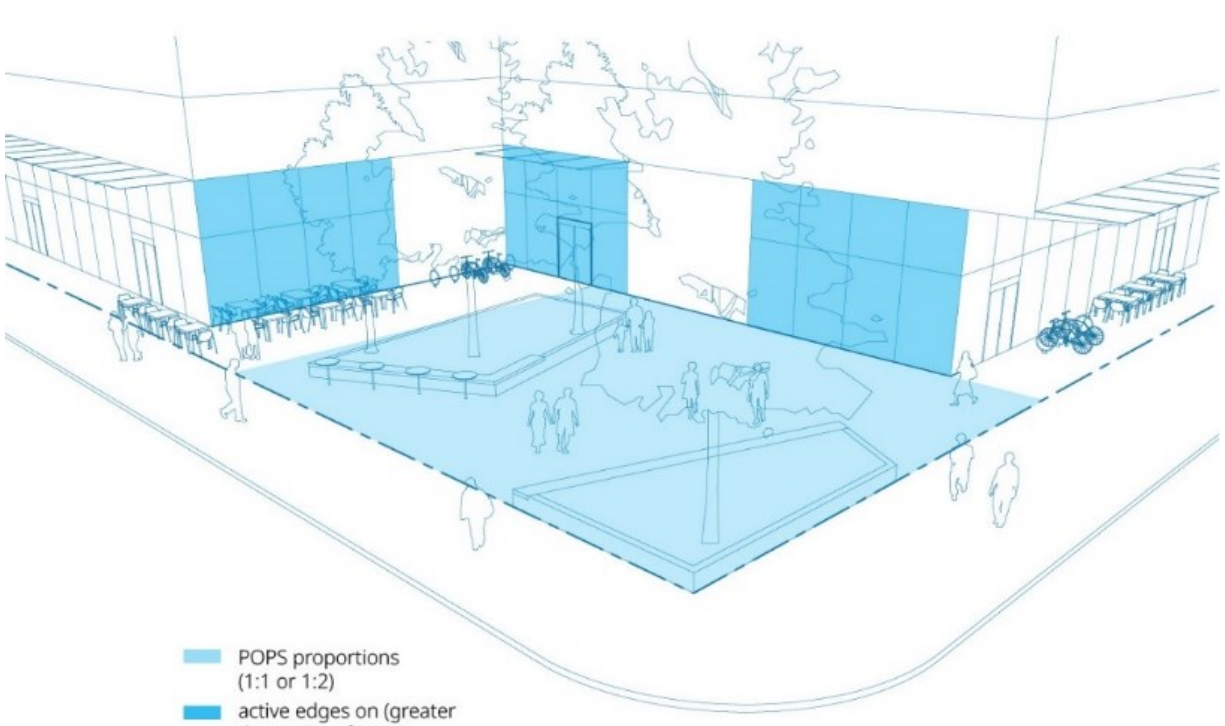
1.1.5. Locate a POPS where it can receive the most amount of direct sunlight and sky views. Consider the use and function of the space to determine the time of day and year when sunlight is most important

1.1.6. Avoid locating a POPS above ground level where it is not easily visible or accessible by the public

1.1.7. Minimize grade changes from sidewalk entry points as well as within the POPS to improve accessibility and visibility

1.1.8. POPS size should be measured as a continuous area of space and generally does not include spaces with overhead building structure (except weather protection), space for large private commercial patios, building access, shared micromobility stations and smaller spaces bisected with on-site circulation to building entries. As such, building entries should be located to not interfere with the POPS and to help maximize the area and continuity of POPS

Figure 66: Preferred POPS Siting



This POPS is well sited with direct access from the sidewalk, active edges on at least 25% of the perimeter edges and POPS design allows for a place to sit, provides trees and shade and a flexible open space. Provides sky views. Building entries are consolidated to one edge and don't interfere with the functionality of the POPS. Retail patios are present but not the primary use for the space.

1.1.9. Placement of at grade utilities, vents, freestanding public washrooms and shared micromobility stations should not interfere with activities within a POPS. Avoid placing them in a way that blocks access to or reduce functionality of a POPS

1.1.10. Where a SkyTrain station entrance is on site, a POPS should be located at the entry, preferably so that the entry is within the POPS. Design the POPS to accommodate large pedestrian volumes and provide people with shade and seating while waiting for transit

1.1.11. POPS should generally be of a 1:1 or 1:2 proportion of length to width

1.1.12. POPS should be lined by an active frontage (e.g. entries, glazing with visible activity within the building) on at least 25 per cent of the building frontages forming its perimeter

1.1.13. POPS should be designed with clear functions in mind and provide amenities to support those functions. Functions may include social gathering, green space, play areas or a combination of the above

1.1.14. Prioritize accommodating tree planting in the design of a POPS, particularly where increased soil volume can be accommodated with planter walls, parkade setbacks or slab drops

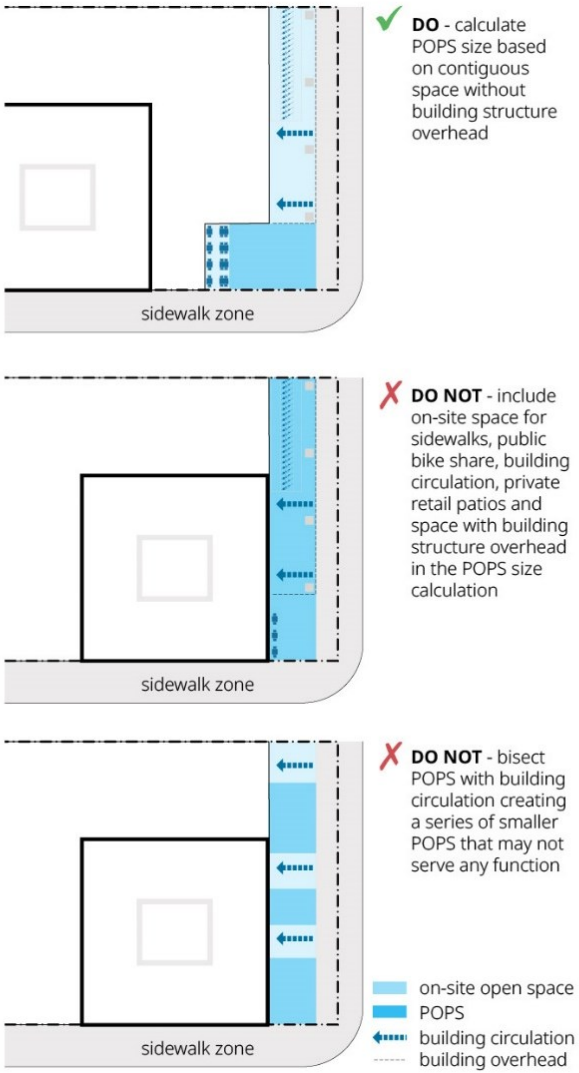
1.1.15. Prioritize using trees for shade and heat mitigation within a POPS

1.1.16. Use design elements like planting and seat walls to define subareas within a POPS to enable multiple uses of the space

1.1.17. A midblock pedestrian connection may be suitable if it provides a finer grain connection through a block to a destination such as a park or public space, commercial high street, SkyTrain station entry, existing pedestrian network or directly connects two streets

1.1.18. Mid-block connections should be of comfortable proportions

Figure 67. Determining the size of a POPS

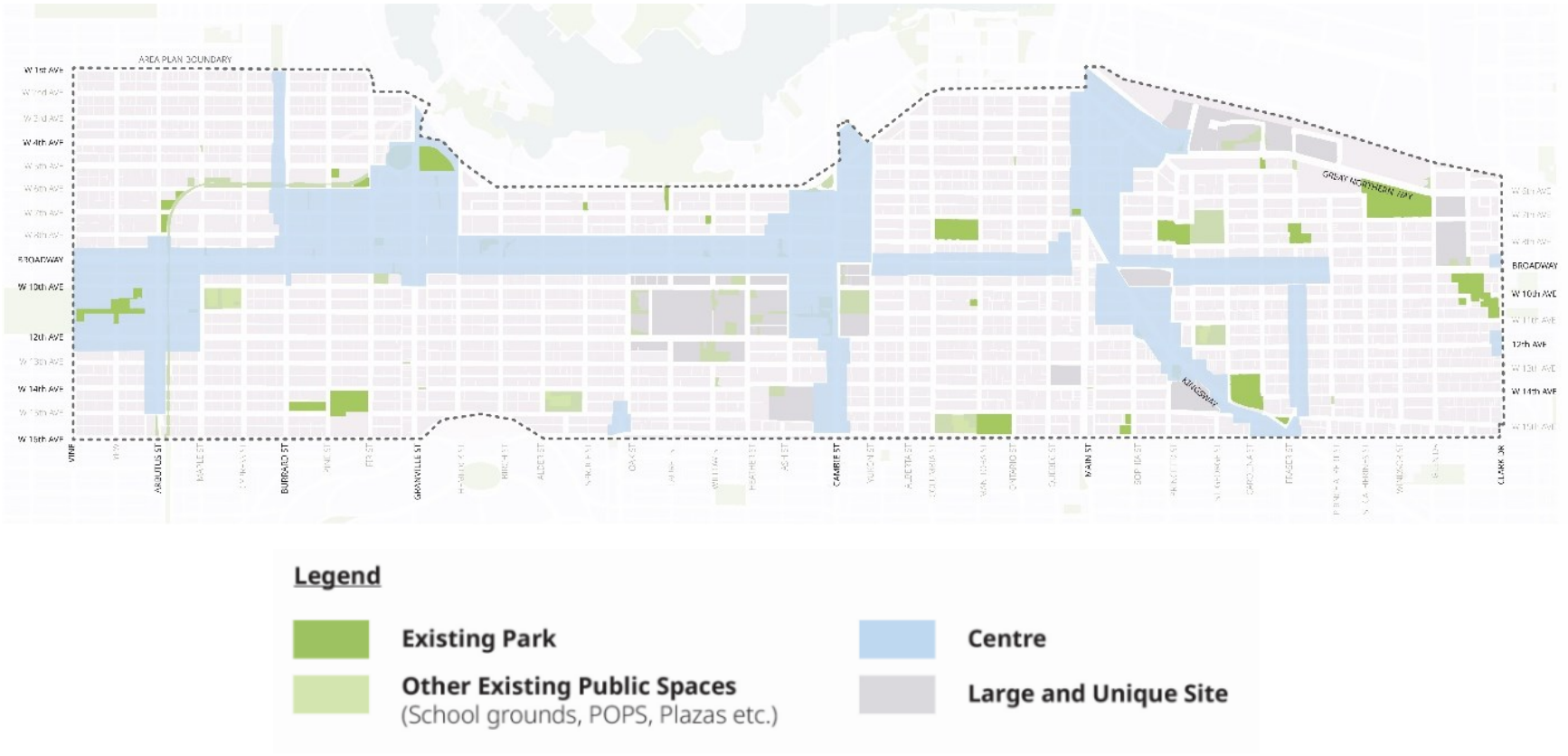


Larger POPS on Tower Sites in the Centres

Intent

Improve the functionality of POPS through proper siting and sizing to accommodate a range of uses and support an increasing population. This section specifically applies to tower developments in the Centres (Figure 68) with a site frontage of 60.7 m (199 ft.) or greater. See the Broadway Plan Built Form and Site Design policies for more details.

Figure 68. Map of the Centres



Rationale

Larger tower sites can accommodate a greater range of POPS sizes and siting options which will directly benefit the occupants of the building, but also residents in the neighbouring areas. Delivering larger POPS is especially important in areas that are more deficient in parks and public space.

Guidelines

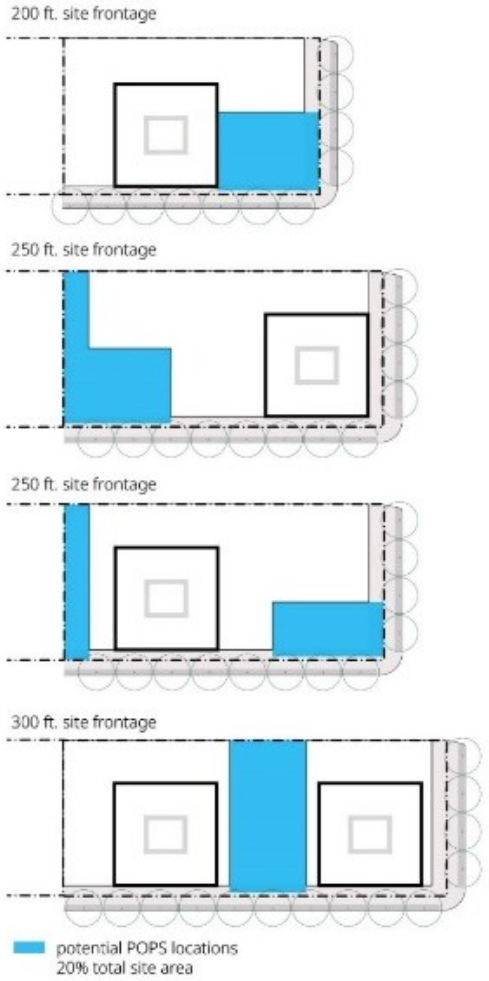
1.2.1. Mid-block POPS may provide a pedestrian connection to the lane, especially when grading allows for universal accessibility or clear sightlines to the lane

1.2.2. On corner sites, POPS are preferred to be sited at the corner when it is adjacent to a greenway, blue green system, park or planned public space in the street. Other locations may also be suitable. See Figure 69

1.2.3. More than one POPS on site may be appropriate where at least one space of a minimum size of 300 square meters and a midblock connection is desired. See Figure 69

1.2.4. Refer to Broadway Public Realm Plan Strategy 3.3 for guidance on appropriate uses for public spaces in the Centres. POPS should be designed to support these uses

Figure 69. Example scenarios for larger POPS



Smaller Corner POPS on Tower Sites in the Centres

Intent

Where less space is available, make room for comfortable pedestrian circulation, places to sit and general relief from building massing with sky views. This section specifically applies to tower developments in the Centres (Figure 68) with a site frontage less than 60.7 m (199 ft.). See the Broadway Plan land use policies and Public Realm Framework for locations where corner POPS are encouraged.

Rationale

Where space may be more challenging to provide, smaller POPS should be designed for pedestrian comfort—this typically means providing space for circulation, queuing and seating to improve accessibility. All locations should provide a visual connection with the sky above.

Guidelines

1.3.1. Development should maximize the size of a corner POPS and have it open to the sky.

1.3.2. Seating or benches should be provided at corners to provide more consistent places to rest.

1.3.3. Where a POPS is under 100 square meters, consider integrating public seating along the building edge.

1.3.4. Where a POPS is over 100 square meters, providing at least one tree and public seating is strongly encouraged.

1.3.5. Where a site falls along a blue green system or greenway, prioritize providing green space including tree and shrub planting within the POPS where space allows.

Enhanced Open Space Setback on Tower Sites in Residential Areas

Intent

Ensure trees, green space and park-like spaces are being delivered in areas with new residential development. This section specifically applies to tower developments in the Residential Areas with a site frontage of 60.7 m (199 ft.) or greater. See the Broadway Plan Built Form and Site Design policies for more details.

Rationale

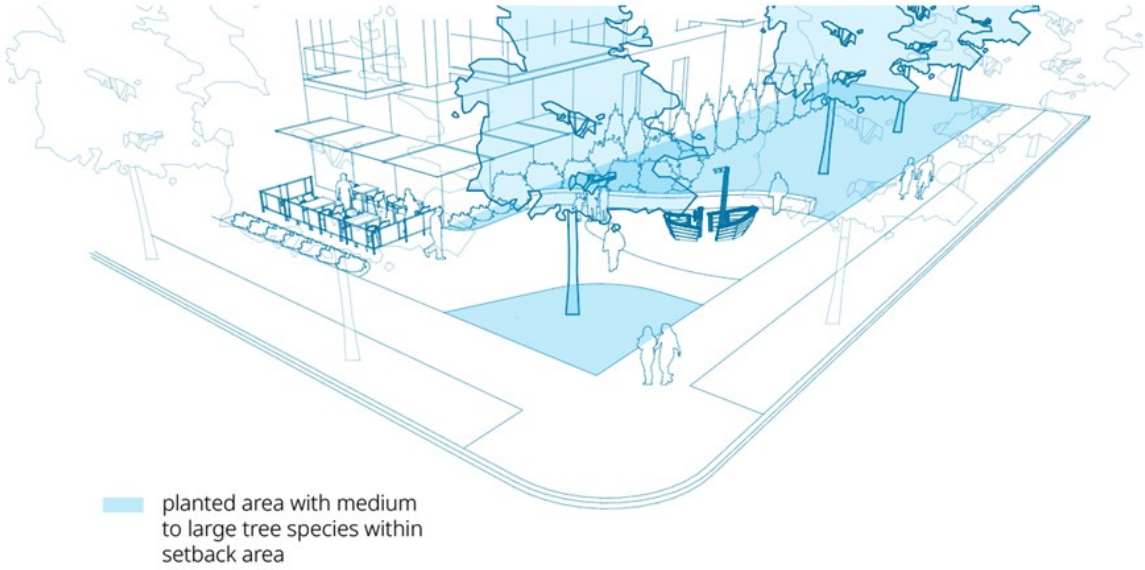
As residential sites redevelop and intensify, there is a tendency to lose large existing trees and tree canopy. Large sites have the flexibility to create at-grade open space that smaller sites cannot. On-site space can be secured for tree planting as well as existing tree retention through the Enhanced Open Space Setback (EOSS). These Enhanced Open Space Setbacks present an opportunity to create park-like play areas and green spaces for public use as well as manage stormwater through on-site infiltration.

Guidelines

1.4.1. To improve predictability in seating locations for accessibility, corner sites on residential local streets should provide an on-site bench or small seating area accessible from the sidewalk.

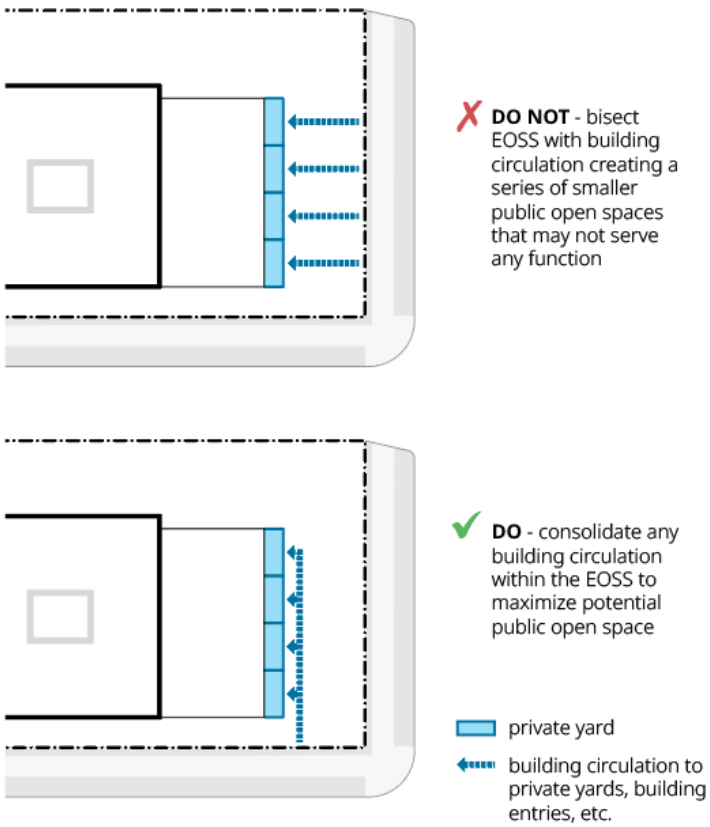
1.4.2. Green space including trees should be prioritized within the EOSS. At least 50 per cent of the area should be planted area. Prioritize planting medium to large tree species in ground where the EOSS aligns with an underground setback. See Figure 70.

Figure 70. Tree and shrub planting within EOSS



1.4.3. When the EOSS is located along the exterior side yard, avoid providing paths to private yards and minimize the number of building entries/exits through the EOSS so as to not fragment otherwise contiguous public space. See Figure 71.

Figure 71: Approaches to maximize contiguous open space



1.4.4. When the EOSS is located on the interior side yard or mid-site, a midblock connection may be desired, especially if it connects to a destination such as a park or public space, community centre, subway station, commercial high street or to another street.

Public Spaces on Large and Unique Sites

Intent

Secure large spaces for dedicated parks and provide finer grain connections through large sites. Where dedicated parks are not feasible, park-like POPS may be considered. This section specifically applies to development on Large and Unique Sites, as identified in the Broadway Plan.

Rationale

Redevelopment on Large and Unique Sites can help deliver larger public spaces, and parks in particular, that can be programmed, serve multiple functions and have concurrent uses in ways that smaller spaces do not typically allow. This may include substantial green space, recreational uses, play areas, event spaces and urban agriculture. This approach requires intentionally consolidating on-site open space to maximize its design potential. Midblock connections should be provided to improve connectivity through the site, to the on-site open space, to existing destinations and provide relief from building massing.

Guidelines

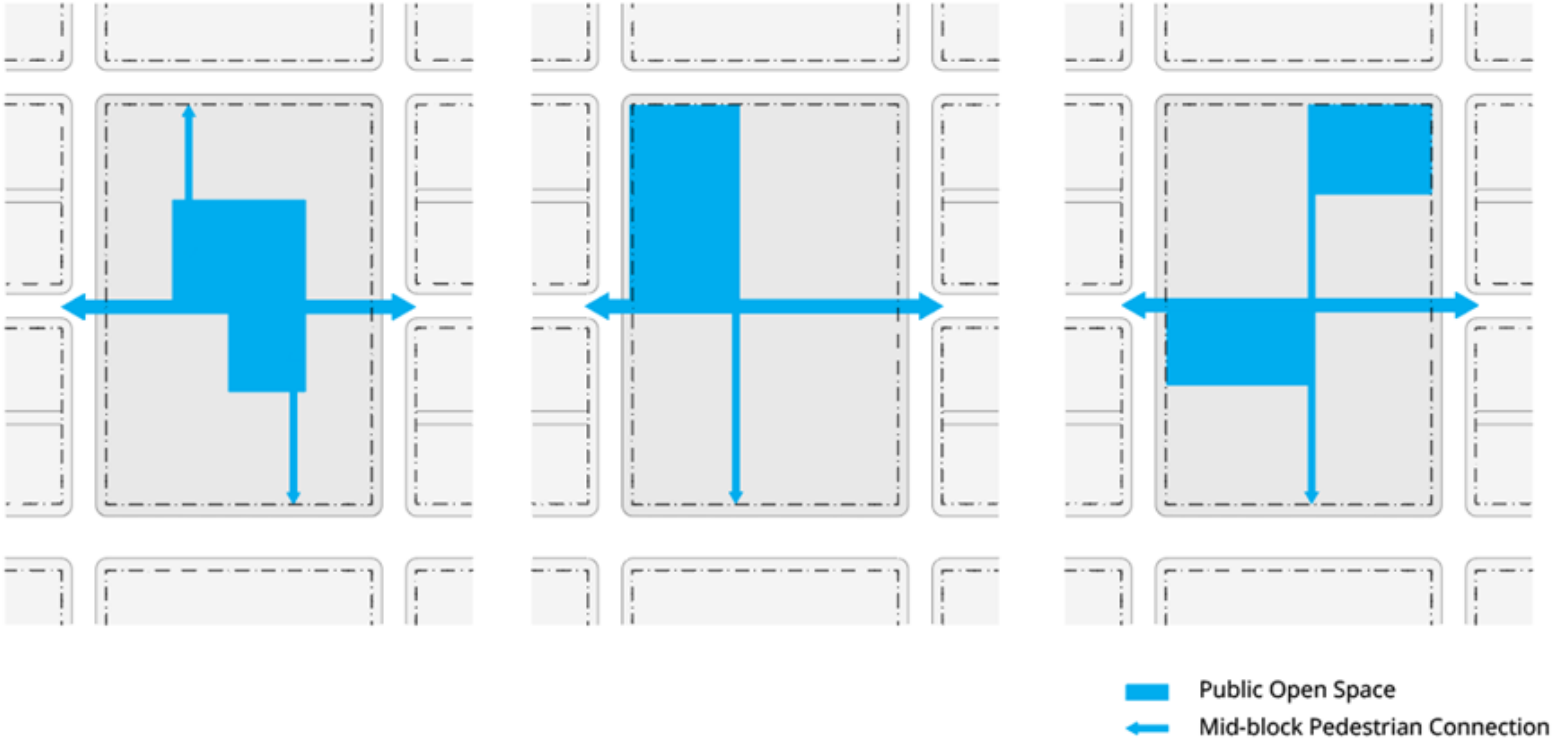
1.5.1 Where possible, development on Large and Unique Sites should target a minimum of 20 per cent of total site area for public space, including midblock connections. Maximize the amount of contiguous open space that would contribute to a dedicated park or designated POPS.

1.5.2 Public spaces should be located where they receive the most amount of direct sunlight and sky views. Consider the use and function of the space to determine the time of day and year when sunlight is most important.

1.5.3 Public spaces should be sited to retain existing trees and/or to provide space in the ground (without below-grade structures) for new trees. Other suitable locations may include:

- On the interior of a site, in a courtyard like space. This should have high visibility from the street, universal accessibility from at least one sidewalk and a publicly accessibly pathway through the site to the space.
- Along the street or at the corner for high visibility, where the grading is shallow enough to provide good accessibility, to simplify delivering park dedications or where they align with greenways, blue green systems or other car-free streets. Local streets are preferred over arterial streets.
- Multiple locations tied together with a strong pedestrian connection may be appropriate depending on site context but should not be prioritized over a single large space.

Figure 72. Example scenarios for locating public spaces on Large and Unique Sites



1.5.4. Pedestrian connections through sites should be provided to connect to existing streets, pedestrian connections and to key destinations such as parks, commercial high streets and SkyTrain station entries. Consider how these connections can improve universal accessibility.

1.5.5. Avoid locating pathways for building entries and circulation through the public spaces in a way that bisects or interferes with design of that space.

1.5.6. Avoid creating long, narrow public open spaces that cannot accommodate a wide range of uses.

1.5.7. Consider providing standalone weather protection, especially where a plaza is provided.

1.5.8. Events infrastructure (e.g. lighting, electrical receptacles, water supply, storage, etc.) may be desired on a case-by-case basis.

1.5.9. Design spaces for uses typically found in parks such as playgrounds, sports courts, recreational facilities, community gardens and biodiversity planting that are more difficult to provide in smaller spaces. Consider which of these uses may be most suited to the building program and what might meet the needs of the neighbourhood.

Guidelines for Dedicated Parks

1.5.10. Locate parks to be highly visible and, where adjacent to ground floor residential uses, bordered by public streets and/or public pathways to enhance their public use, increase accessibility and provide vehicle access for maintenance and operations. The following spaces will not be counted as park space:

- Spaces serving primarily public transit access.
- Spaces for rainwater capture or mobility functions without opportunities for public gathering, access to nature and/or recreation use.
- Areas adjacent to the school facilities for exclusive daytime use of Vancouver School Board.
- Spaces associated with residential or retail/commercial uses or that could reasonably be perceived as semi-public.

1.5.11. Configure parks to have regularized parcels that work with the topography and are not fragmented or organized around ground-floor uses serving primarily a private function. Where buildings are adjacent to parks, provide pathways on private property for access to ground floor residential units.

1.5.12. Recognize separation between parks and private residential outdoor space through changes in elevation, material changes at setbacks and rainwater features that define transitions.

1.5.13. Locate parks on ‘terra firma’ where the parcels are not encumbered by non-park related surface and underground structures (e.g. parkades, utilities) or other encumbrances such as easements and statutory rights-of-way.

1.5.14. Identify opportunities for a limited amount of rainwater management within park areas provided it does not impact park service levels and programming. Ensure that seasonal rainwater management areas are designed and managed to provide other park programming and purposes outside of major storm events.

1.5.15. Determine the final program and design of the park through a collaborative process with the City.

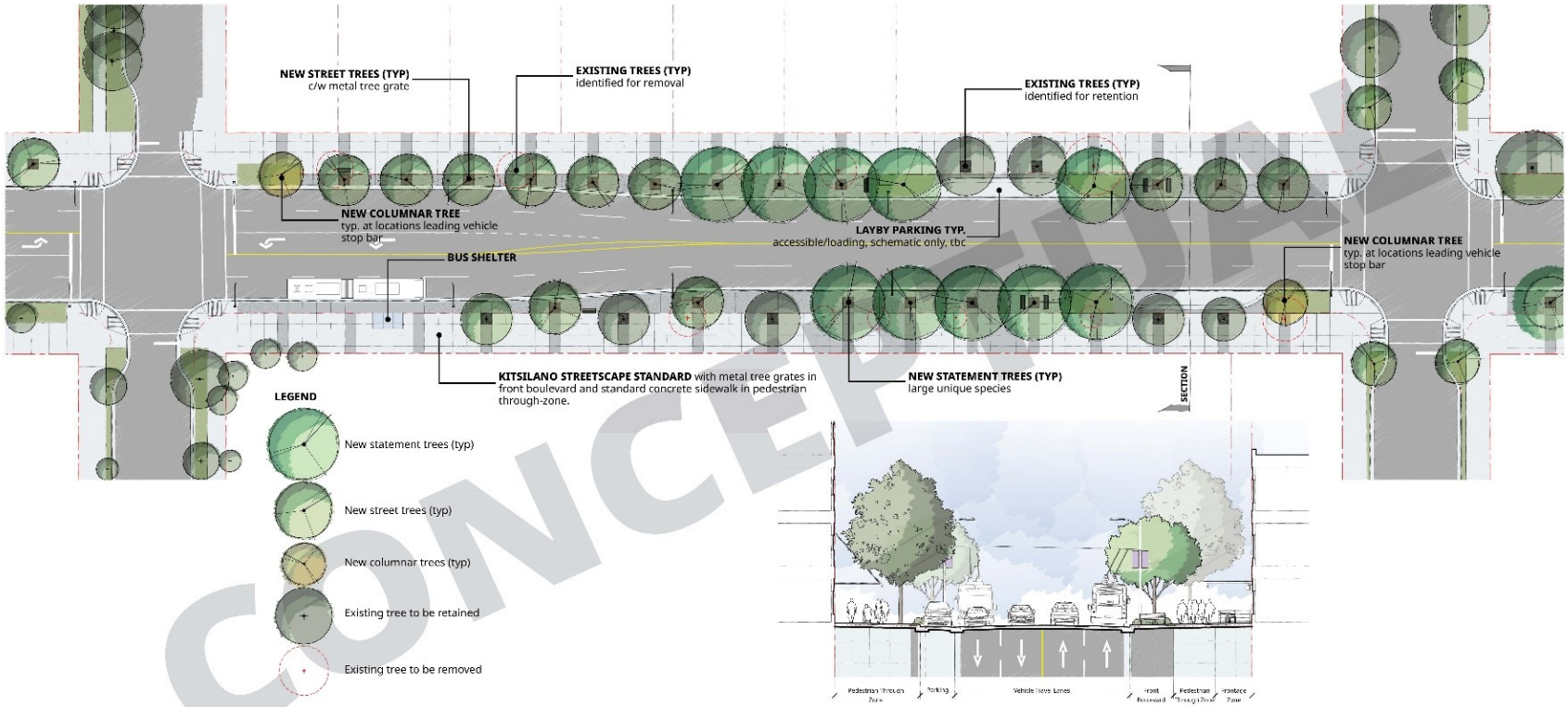
Appendix C: Broadway Streetscape Plan

The following figures and drawings are typical levels of detail of supportive drawings for designers, architects and staff and are for reference only. Actual streetscape designs and street geometry will be dependent on the specific location and timing of the development application.

Kitsilano Streetscape 25% Sample Block

Kitsilano Neighbourhood

Streetscape Design - 25% Concept



CONCEPTUAL

SUMMARY OF APPROACH

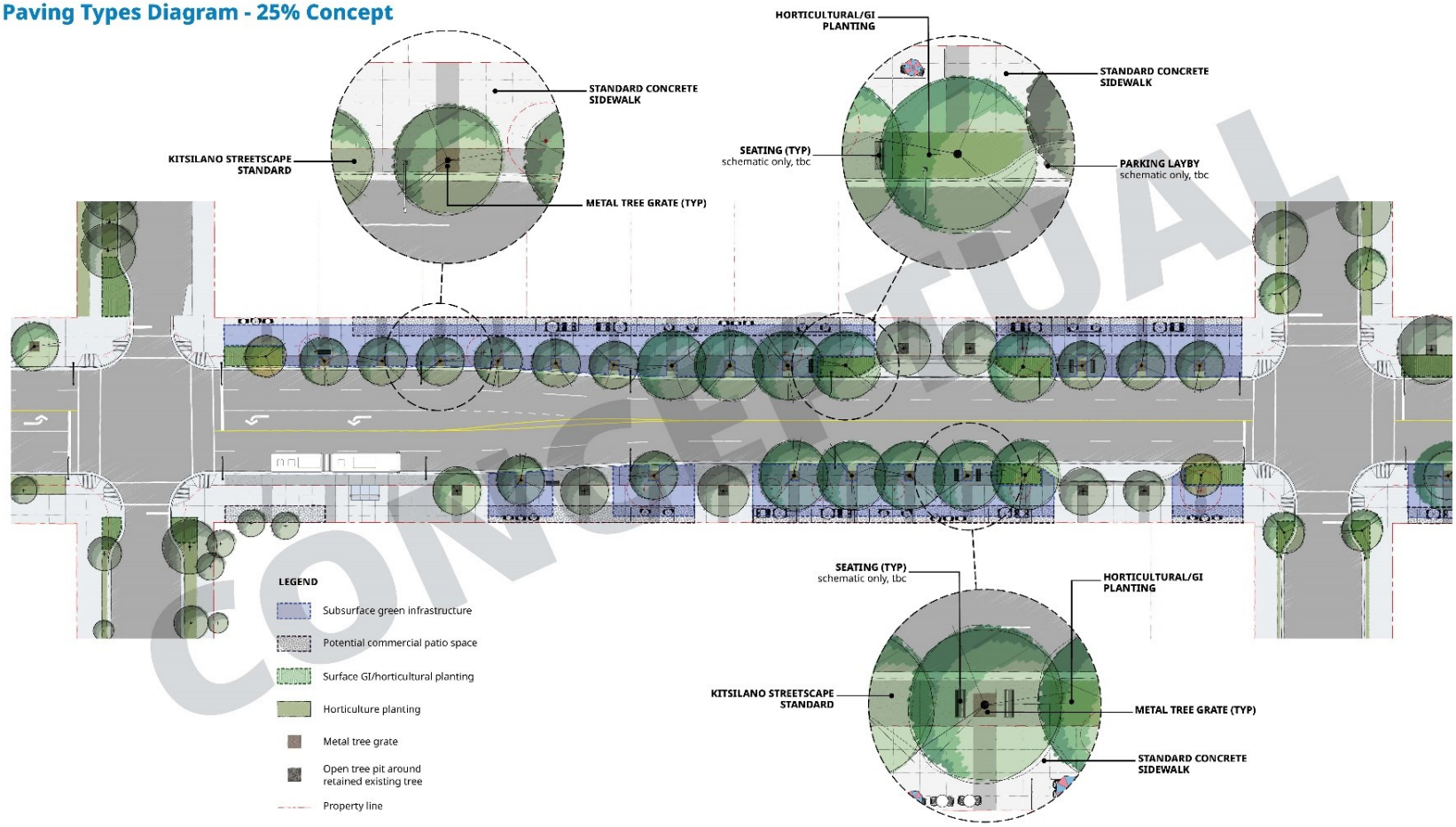
- Roadspace reallocation, installation of proposed curb.
- Widened sidewalks (1.5 - 4.5m).
- Maximize tree planting (quantity).
- Installation of subsurface GI infrastructure as indicated.
- Installation of **Kitsilano Streetscape Standard** with metal tree grates in front boulevard and standard concrete sidewalk in pedestrian through-zone is typical of all new paving installations except where otherwise noted.

NOTES

1. Street tree counts and locations are schematic and require coordination with underground utilities, pole locations, site furnishings and CMBC bus stop locations. The intent is to maximize tree numbers installed in the boulevard within the guidelines. Tree planting is subject to reivew by CoV Engineering and Urban Forestry. Refer to Engineering Design Manual for species and additional guidlines.
2. All existing trees to be assessed prior to development in consultation with CoV Engineering and Urban Forestry, to determine suitability for retention.
3. Locations of surface GI, subsurface GI, soil cells and/or structural soil is schematic. Final extent and locations to be coordinated with CoVEngineering, Green Infrastructure Implimentation and Urban Forestry and must meet or exceed minimum soil volumes as per the Engineering Design Manual.
4. Extents of construction to be coordinated with the CoV Engineering through the development review process. Indicated approach to paving to be applied to include all areas affected by construction.
5. Horticultural planting to be coordinated with Public Space & Street Use, and or Green Infrastructure Implimentation and is subject to confirming an approved maintenance program.
6. Bus stops and parking laybys locations and extent are schematic and require coordination with CMBC, CoV Engineering, Parking Management and Urban Forestry.

Kitsilano Neighbourhood

Paving Types Diagram - 25% Concept

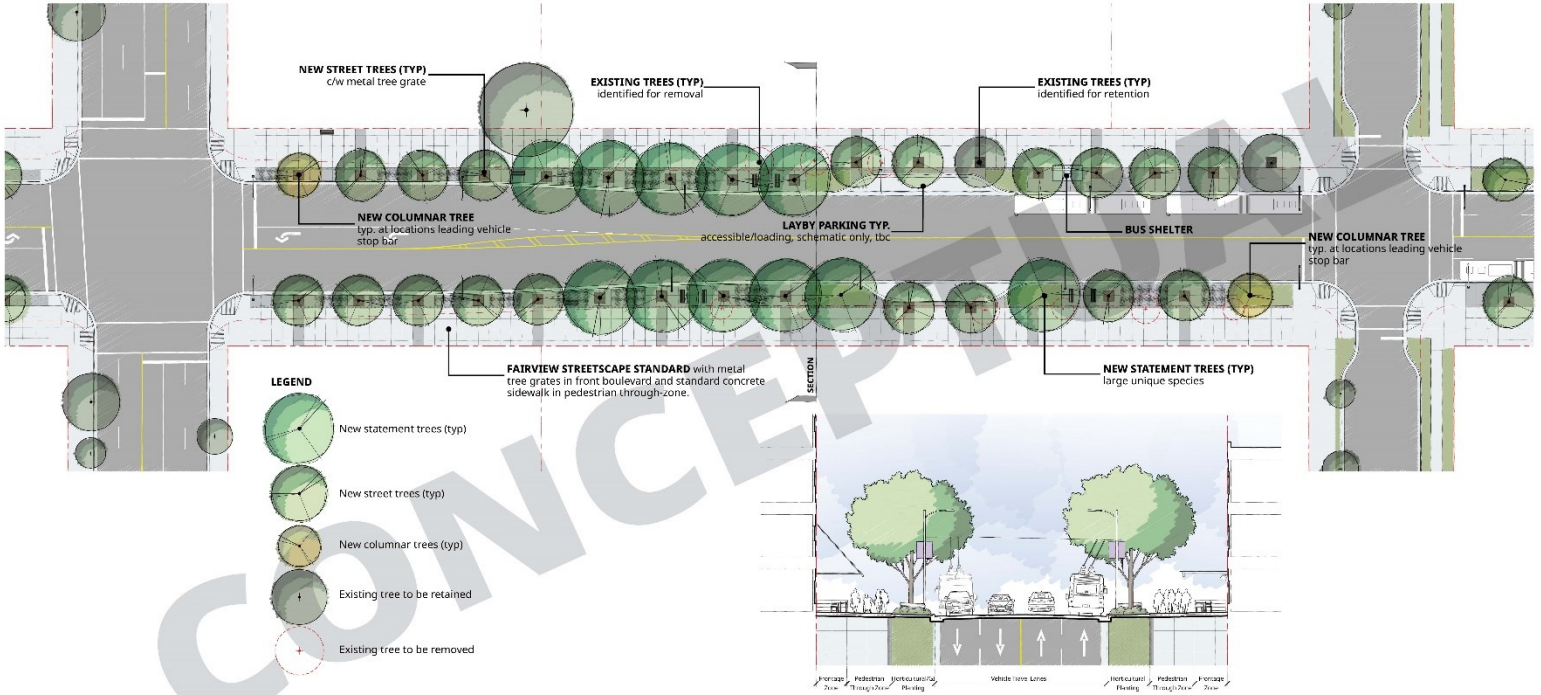


CONCEPTUAL

Fairview Streetscape 25% Sample Block

Fairview Neighbourhood

Streetscape Design - 25% Concept



CONCEPTUAL

SUMMARY OF APPROACH

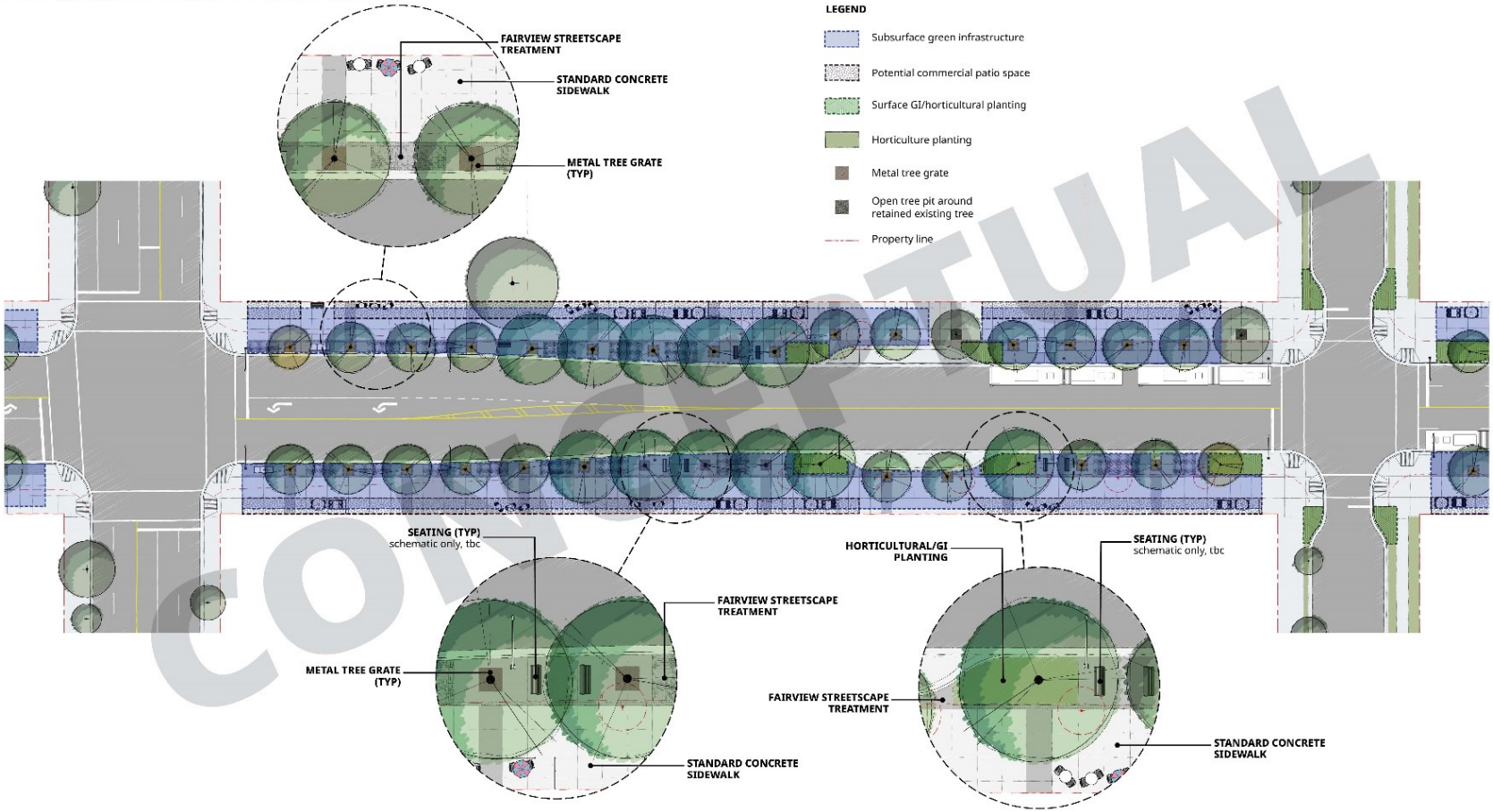
- Roadspace reallocation, installation of proposed curb
- Widened sidewalks (1.5 - 4.5m)
- Maximize tree planting (quantity)
- Installation of surface and subsurface GI infrastructure as indicated
- Installation of surface GI permeable pavers as indicated
- Installation of **Fairview Streetscape Standard** with metal tree grates in front boulevard and standard concrete sidewalk in pedestrian through-zone is typical of all new paving installations except where otherwise noted.

NOTES

1. Street tree counts and locations are schematic and require coordination with underground utilities, pole locations, site furnishings and CMBC bus stop locations. The intent is to maximize tree numbers installed in the boulevard within the guidelines. Tree planting is subject to reivew by CoV Engineering and Urban Forestry. Refer to Engineering Design Manual for species and additional guidlines.
2. All existing trees to be assessed prior to development in consultation with CoV Engineering and Urban Forestry, to determine suitability for retention.
3. Locations of surface GI, subsurface GI, soil cells and/or structural soil is schematic. Final extent and locations to be coordinated with CoVEngineering, Green Infrastructure Implimentation and Urban Forestry and must meet or exceed minimum soil volumes as per the Engineering Design Manual.
4. Extents of construction to be coordinated with the CoV Engineering through the development review process. Indicated approach to paving to be applied to include all areas affected by construction.
5. Horticultural planting to be coordinated with Public Space & Street Use, and or Green Infrastructure Implimentation and is subject to confirming an approved maintenance program.
6. Bus stops and parking laybys locations and extent are schematic and require coordination with CMBC, CoV Engineering, Parking Management and Urban Forestry.

Fairview Neighbourhood

Paving Types Diagram - 25% Concept

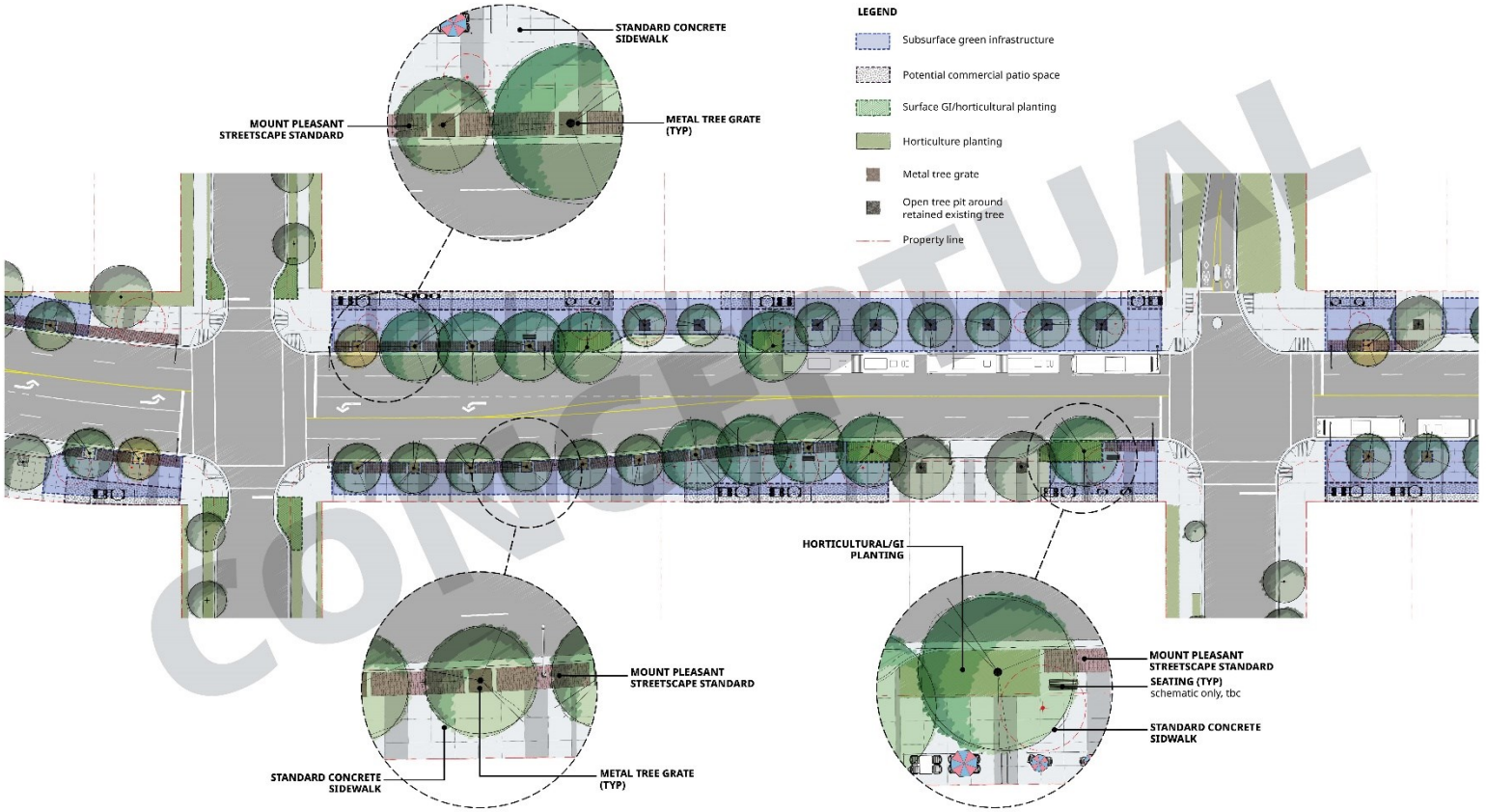


CONCEPTUAL

Mt Pleasant 25% Sample Blocks

Mount Pleasant Neighbourhood - Commercial

Paving Types Diagram - 25% Concept

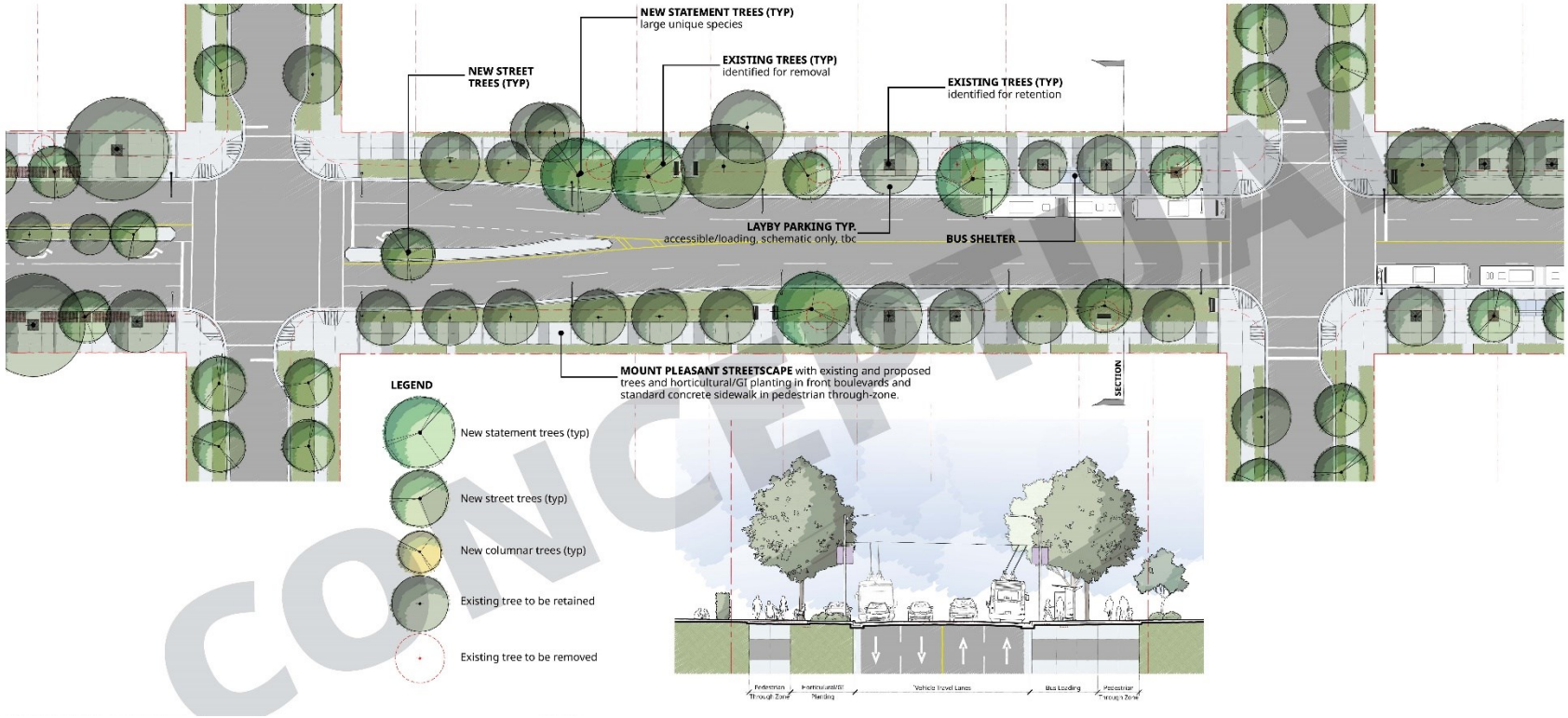


CONCEPTUAL

Mount Pleasant 25% Sample Blocks - Residential

Mount Pleasant Neighbourhood - Residential

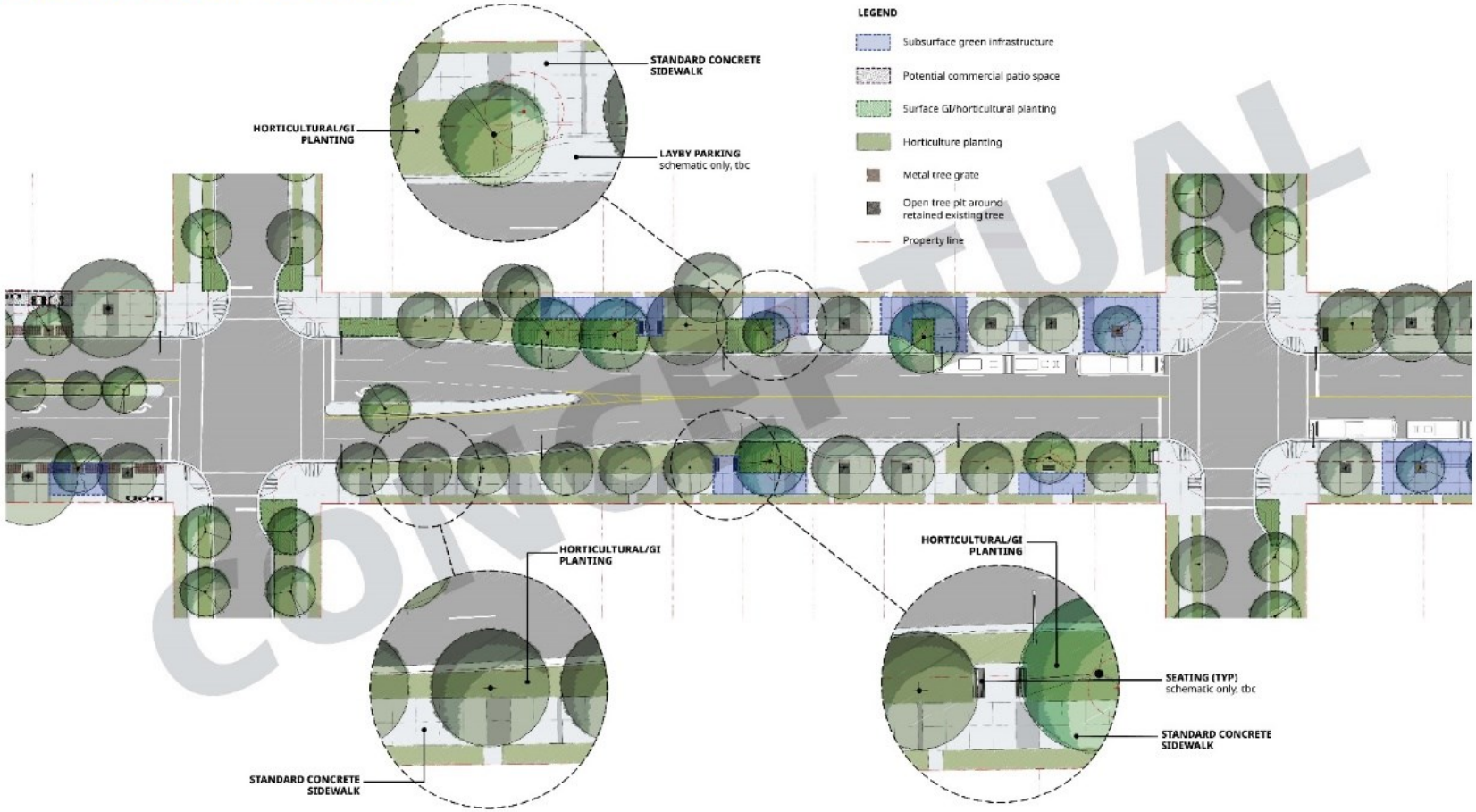
Streetscape Design - 25% Concept



CONCEPT PLAN

Mount Pleasant Neighbourhood - Residential

Paving Types Diagram - 25% Concept



CONCEPTUAL

Implementation

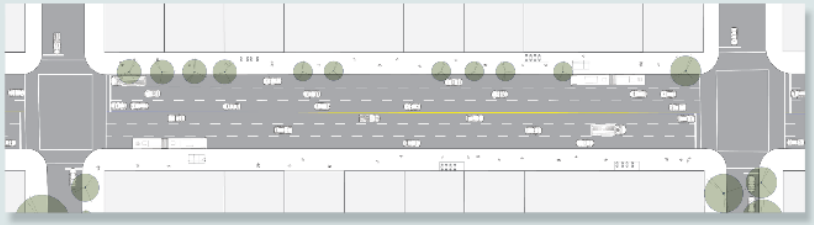
The Broadway streetscape public realm will be developed gradually over the 30-year period outlined in the Broadway public realm plan. Improvements to the streetscape, such as wider sidewalks, new street trees, green infrastructure, and the public realm enhancements specific to each of the three neighbourhoods, will primarily be implemented through new development. However, some upgrades may require additional capital funding if they cannot be completed through development alone, such as finishing sections of blocks on parcels that remain undeveloped during the plan's timeline.

The image below shows how development on individual parcels or groups of parcels along Broadway will prompt the reallocation of road space and the implementation of the proposed Broadway streetscape improvements. As parcels are redeveloped, the adjacent curb lanes will be repurposed to support the new streetscape features. For parcels that have not yet been redeveloped, the curb lanes will be used for purposes such as loading, parking, or other temporary functions until future development triggers the streetscape upgrades at those locations.

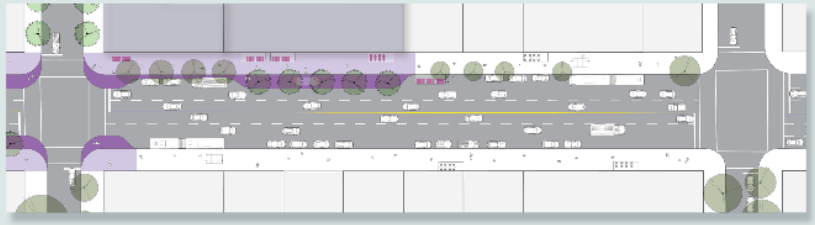
Since these improvements will be implemented gradually, it will take several years for the Broadway Streetscape to be fully realized. The speed of its evolution will depend on the rate of development and the availability of capital funding.

How Broadway Will Evolve Over Time

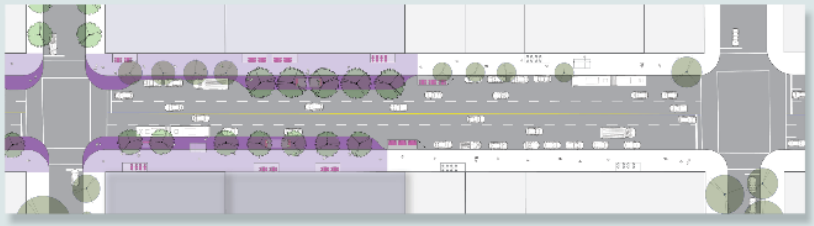
An Implementation Strategy will guide how the streetscape improvements will be coordinated over time. This will be completed through a combination of development opportunities and City-led construction over many years.



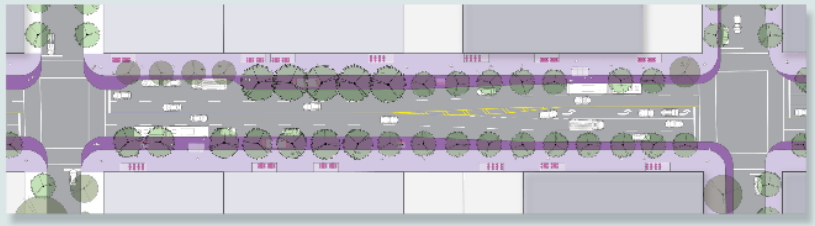
1. Existing Condition



2. Initial Development Phases



3. Subsequent Development Phases



4. Full Build Out of Streetscape