

broadway
street precedent study

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sustainable urbanism : the hastings corridor

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Broadway Introduction



Broadway Street between Granville and Cambie is a standard 60 feet wide widening for one block to 80 feet between Oak and Laurel. There are two lanes each way plus an HOV lane that opens up during rush hour. This stretch is busy, however, the capacity of cars is only half of Hastings Street. During peak hours, there are as many as 1228 cars per hour traveling in the AM peak direction compared to 2215 cars per hour at Hastings and Broadway at the same time of day. Traffic moves fairly slow, and there is a lot of pedestrian movement on the sidewalks and across Broadway, especially at Granville Street. The capacity at other intersections are not as high, but are still quite busy.

The formal changes that occur along this corridor range from one-storey buildings and small setbacks, to large towers and big setbacks that form plazas and parking lots.

The new construction foreshadows a changing elevation, one with commercial on the bottom and residential on top. The existing buildings are obscured by deep awnings, grand portals, and reflective glass, and make the connection between pedestrian and building hard to define.

The mix of buildings, materials and street sections make a somewhat incoherent streetscape. This could be a result of rapid changes in land use throughout the history of Broadway. From 1887 into the early 1920s, CP Rail swapped and sold land with the city creating various surges of building in the area. When the streetcar was established in the early 1900s, the area known as Fairview Slopes was developed. Changes in zoning between 1920 and 1960 created an apartment district with 3 storey apartment buildings on the south side of Broadway. The Slopes, at this time, were rezoned

for industrial use, only to be rezoned once again in the 1970s for residential and commercial.

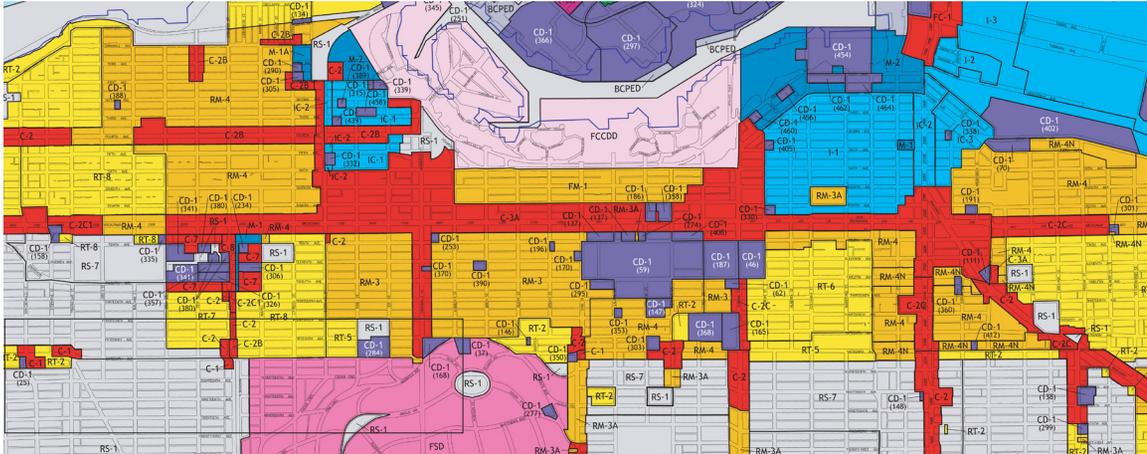
As a result of recommendations by citizens and the city to create more diverse housing in the 1970s, the surrounding neighborhoods are dense. In fact, 2006 StatsCanada data reveals that this area has a higher population and dwelling unit density than both Vancouver and Burnaby (considering a 400 m area). The reason for this is smaller dwelling units made apparent by fewer people per household.

This stretch of Broadway is busy and well used and can be attributed to the establishment of dense housing surrounding it, but also to the number of jobs and services the area offers to people. This brings in people from both the adjacent neighborhoods and other parts of Vancouver and the Lower Mainland.

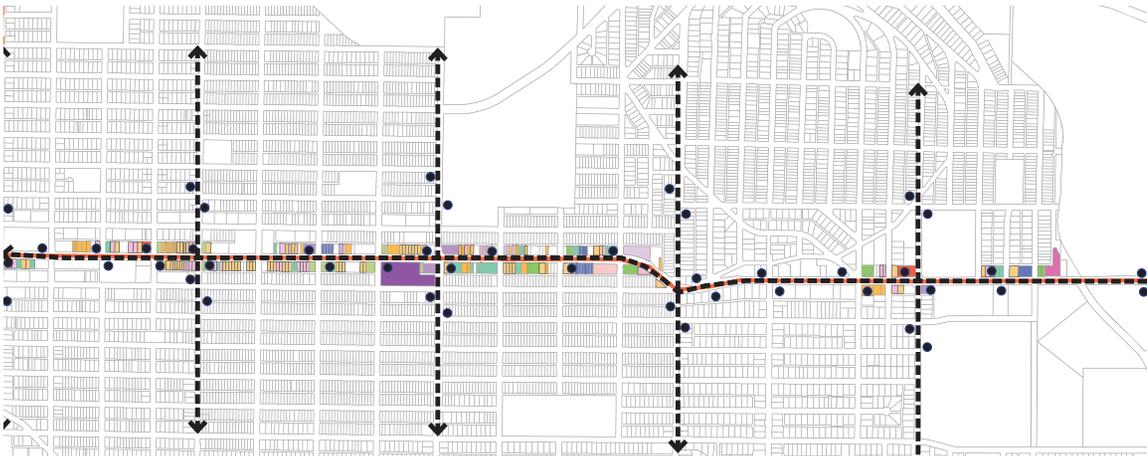
Land Use

Current Zoning

In both the Fairview and Burnaby zoning, commercial follows arterials, residential fills the in-between spaces and industrial exists on the periphery.

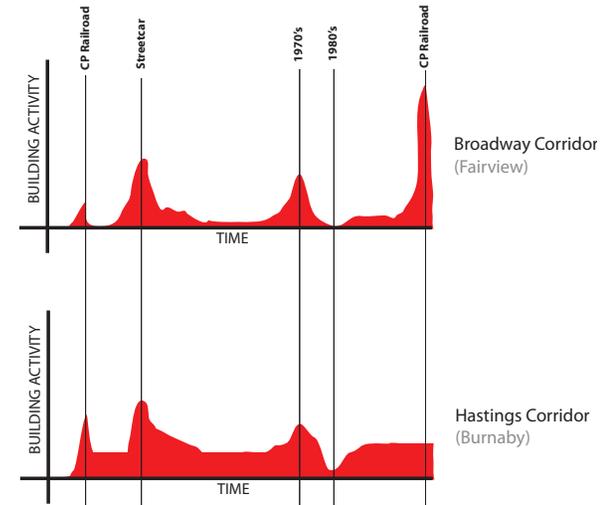


Fairview



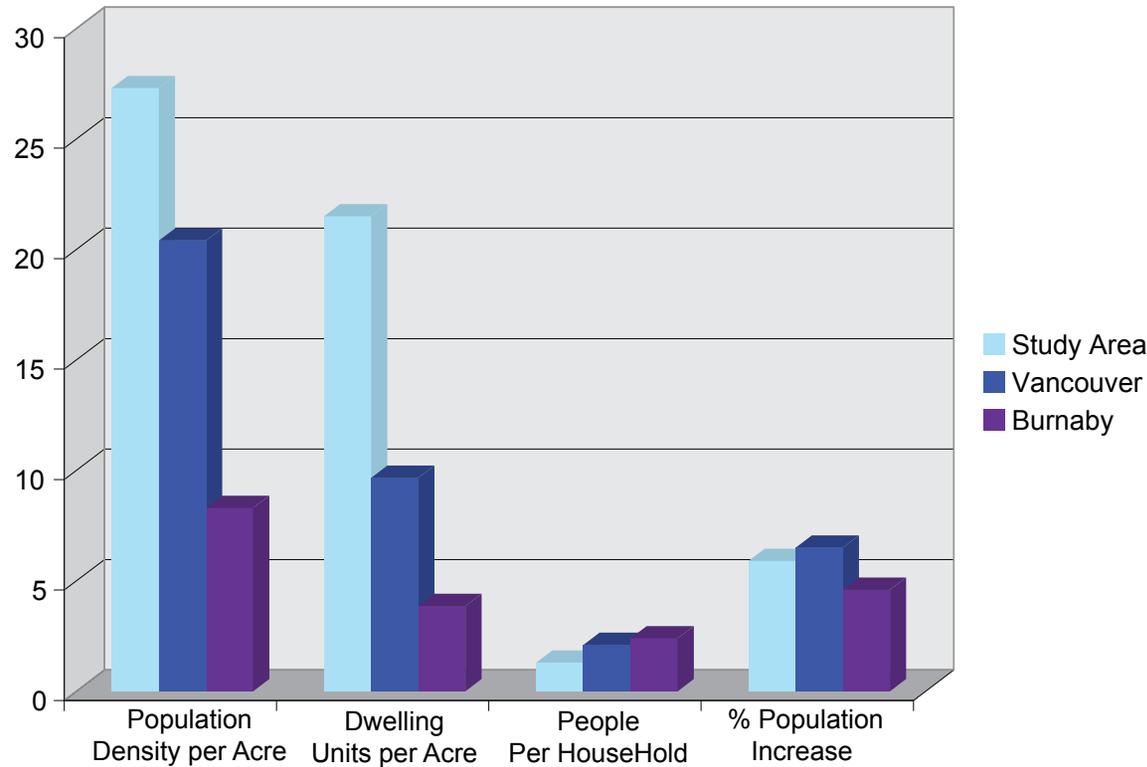
Burnaby

Temporal Increment



SOURCE: <http://www.burnaby.ca>

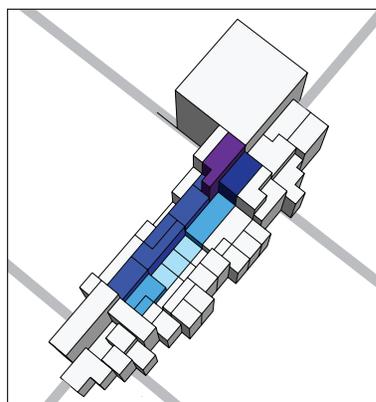
Population



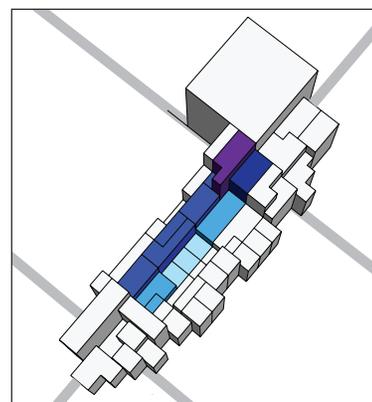
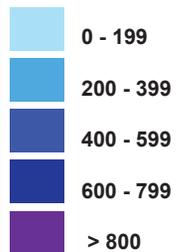
The population of a 400m wide area was analyzed, comprising the two blocks north and south of Broadway between Granville and Cambie. 2006 StatsCanada data reveals that this area of Vancouver has a higher population and dwelling unit density than both Vancouver and Burnaby. This density is the result of smaller dwelling units, as is evidenced by fewer persons per household.

The population growth between 2001 and 2006 in Burnaby is about two percent below that of the study area and Vancouver.

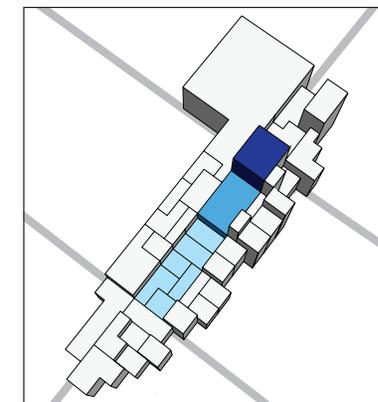
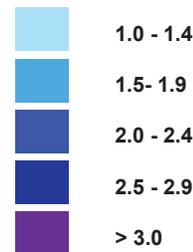
SOURCE: StatsCanada website. <http://www12.statcan.ca/english/census06/data/profiles/community/Index.cfm?Lang=E>



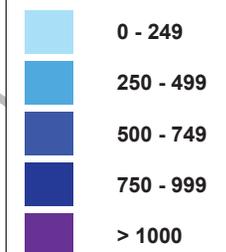
DWELLING UNITS



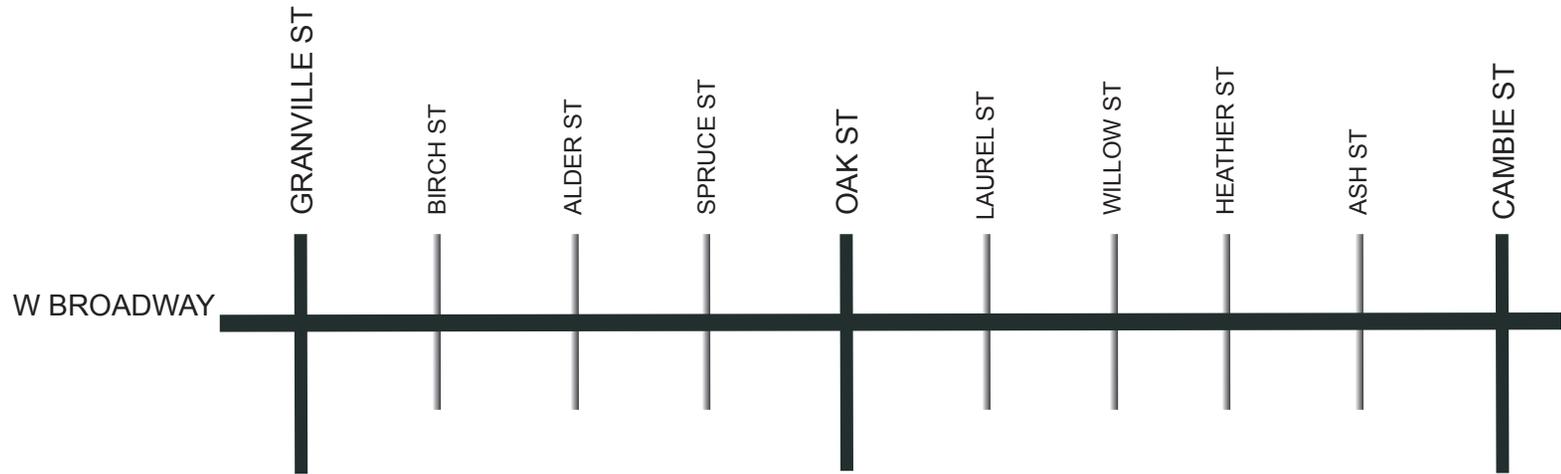
PEOPLE PER HOUSEHOLD



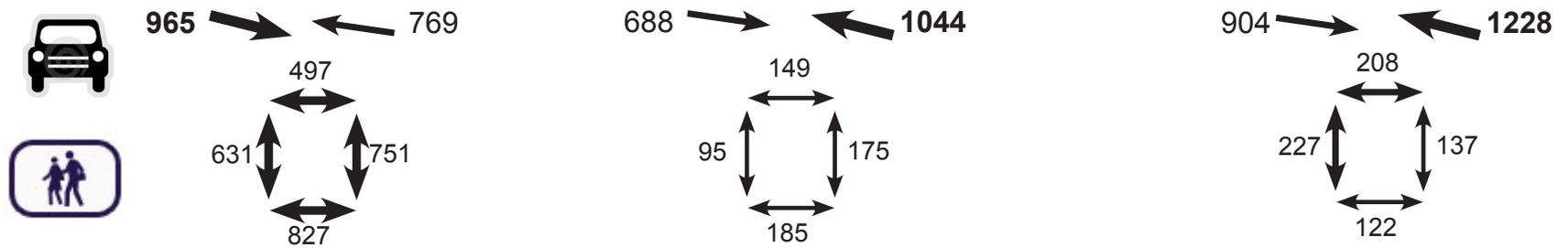
POPULATION



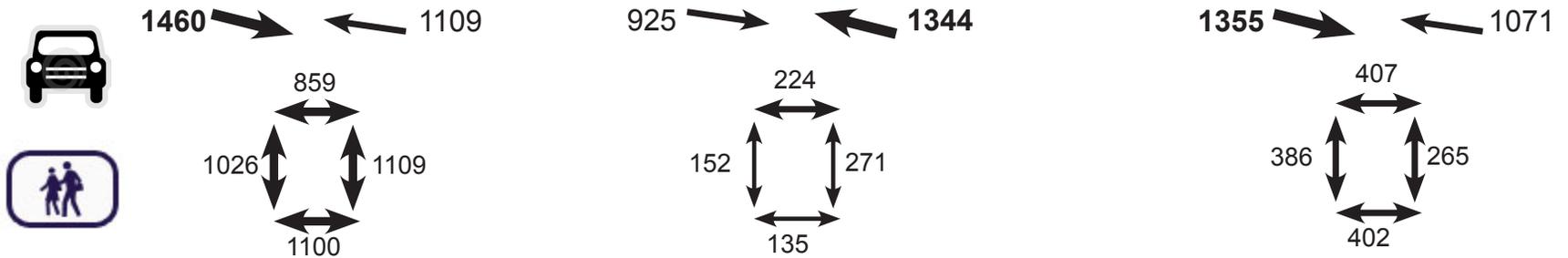
Traffic Counts



AM maximum hour



PM maximum hour



SOURCE: Vanmap, City of Vancouver

Street Section

