



CAMBIE CORRIDOR PLAN



This plan was approved by Vancouver City Council on May 9, 2011.

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Introduction



The Canada Line is a 19 kilometre rapid transit system that links Vancouver with central Richmond and the Vancouver International Airport. For much of its length in Vancouver, the Canada Line runs underneath Cambie Street - a central spine of the City and ceremonial heritage boulevard. The Canada Line connects with existing rapid transit lines in downtown Vancouver and other east-west transit services across the City. The Cambie Corridor planning area extends along Cambie Street from the Fraser River in the south to 16th Avenue in the north and includes four Canada Line Stations.

The Canada Line, and the land uses around it, play a pivotal role in Vancouver's future. The Cambie Corridor is a key component of a sustainable, livable city of neighbourhoods, connected to convenient, viable transportation alternatives. The Corridor meets residents' needs with places to live, work, shop, play and feel part of a community.

Rapid transit is a catalyst for significant change in the city and the region. The 2010 Olympics showed us what was possible – as people chose public transit, the Canada Line saw weekday service increase by 118%, from 105,000 to 228,000 boardings a day, resulting in approximately 3.9 million boardings overall during that two-week period. This plan will build upon that success, linking land use, built form, transportation infrastructure, district energy systems, affordable housing, and other elements of sustainability to make the distinct neighbourhoods along Cambie Street an even better place to live.

1.1 The Challenge

As Vancouver continues to grow and develop, our collective success and well-being will depend on our ability to respond to four key Council priorities:

- Environment and Sustainability
- Strong, Safe and Inclusive Communities
- Homelessness and Affordable Housing
- Creative Capital and a Growing Economy

The plan for the Cambie Corridor seeks to address these priorities, building on policies, plans and incremental decisions that have helped us move toward a city of sustainable neighbourhoods and inclusive, affordable, mixed use communities supported by a sustainable and diverse economy.

From suburban leisure driving boulevard to urban transit-oriented corridor...



*Cambie Street
looking north at
Queen Elizabeth
Park, 1958 (Source:
City of Vancouver
Archives)*



*Cambie Street
looking north at
Queen Elizabeth
Park, artist's
depiction of the
future view*

1.2 What We Have Learned About a Better Urbanism

Through the evolution of this city, and by observing changes in cities throughout the world, Vancouver has learned many lessons about important elements of city building.

We know that the integration of higher density land uses with transit and the use of low carbon energy sources has a powerful cumulative effect on our carbon emissions. In fact, we know that this combination of elements is necessary to significantly reduce our emissions and ecological footprints.

We have learned that compact and complete communities that combine a concentrated, well-designed mix of housing types, job space, shopping, local gathering places, and community facilities make neighbourhoods more walkable, livable and sustainable. Such communities enable people of different life stages, income levels and abilities to grow and age in place. A concentrated urban form, where jobs and services are close to housing, also supports a healthier lifestyle. This results when people are able to choose walking, biking and public transit as alternatives to the automobile through proximity, or “the power of nearness”.

We have recognized the collective challenge to improve housing affordability and have worked with a variety of partners as we strive to be an equitable city that provides housing for all income levels. We know that living and working close to transit in a pedestrian-friendly, amenity rich environment reduces the need for an automobile, which in turn frees up overall household income.

We have realized that it is critical to attract, foster and retain business in order to facilitate sustainable growth in our economy. Offering goods and services that meet human need, at key locations along a complete corridor, can help reduce our overall ecological footprint.

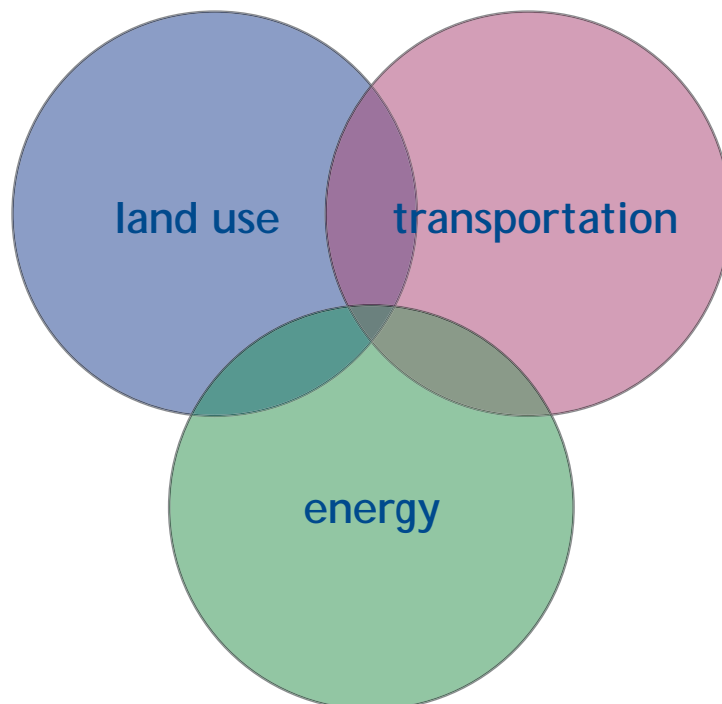


1.3 The Opportunity of the Cambie Corridor

The Cambie Corridor presents us with a tremendous opportunity. Already well positioned in terms of amenities and services, the opening of the Canada Line and its connection with existing rapid transit lines in downtown Vancouver and other east-west transit services provides residents in the Corridor with a convenient and efficient alternative to the private automobile. The Corridor also includes a number of large sites that can facilitate the development of low carbon district energy systems.

Unique within the city pattern, the Cambie Corridor will join the downtown peninsula and the Broadway Corridor as a key strategic area of urbanism within our City. Emphasizing mid-rise building forms, with taller buildings at locations such as Marine Drive and Oakridge, the plan introduces a new form of urbanism for the City of Vancouver that signals an evolution from the podium tower forms that have defined the downtown peninsula.

The plan approach seeks to take advantage of these critical building blocks of sustainable urbanism by integrating them with a density of land uses and amenities, to build and enhance the existing neighbourhoods along the Corridor. The plan approach seeks to optimize the advantages and opportunities afforded by a significant infrastructure commitment along this Corridor.



*Cambie Street
looking north
at King Edward
Avenue, 1980-
1997 (Source: City
of Vancouver
Archives)*



Moving towards a transit-oriented community...

*Cambie Street
at King Edward
Avenue looking
north, artist's
depiction of the
future view*



1.4 Prioritizing Walking and Biking

The plan will emphasize walking and cycling trips, especially those integrated with transit, representing a broad mobility perspective rather than a specific transit perspective. The approach is in keeping with the Vancouver Transportation Plan's prioritization of walking, cycling and transit (in that order). Accordingly, the planning and design work will consider walkability and cycling as essential influences within this corridor of mobility and accessibility. Rather than competing with transit, this approach is expected to augment transit, based on the recognition that "every transit trip starts and ends with your feet."



1.5 Working With the Community

This plan seeks to provide guidance for future decision-making on land use, increased density, amenities, affordability, services and infrastructure. Connecting these planning goals both to the community's needs and to the City's visionary goals of sustainability, livability and affordability can be a challenging task.

To inform our understanding of the issues, City staff engaged a wide range of citizens and experts throughout Phase 1 and 2 of the program. Residents, businesses, neighbourhood groups, experts on transit oriented development, the development industry, respected speakers on sustainability and urbanism, academics, and scholars all participated.

Engaging diverse viewpoints, the planning discussions helped to ensure a process that was inclusive, and that incorporated leading edge thinking on the most challenging issues facing Vancouver. This helped the plan evolve through the process so that it better addressed concerns and reflected diverse viewpoints.

Although there is consensus regarding the concept of placing additional density and mixed land uses close to transit, there has been some localized concern from residents regarding the specific locations and types of proposed development along the Corridor. At the same time, others were concerned that the proposed plan needed to be more assertive in seeking change, in order to adequately address issues of affordability and reducing our carbon and ecological footprints, now and in the long run.

Discussions around density are never easy, but in this process, such discussions were key to opening the door for honest debate, mutual learning, and balanced decision-making. This Plan is much better as a result of this high level of engagement.



1.6 Measuring Performance

In order to better understand how proposed development for the Corridor performs from a sustainability perspective, staff partnered with the UBC School of Architecture and Landscape Architecture to create visualizations, and develop and measure appropriate sustainability indicators. Elements DB is a tool that the School developed that uses three-dimensional modelling and analysis to calculate thermal energy density and job and population projections. This analysis helps us to understand:

- what the Corridor might look like in the future;
- how the plan performs from a transit ridership perspective; and
- if the draft plan provides for the opportunity for low carbon district heating systems.

To determine if the draft plan takes us in the right direction with respect to optimizing the investment in transit, we have measured the presence of residents and employees within close proximity to stations. To determine if the draft plan could support a low carbon community or district energy system, we have measured the potential thermal energy density. These measures allowed us to compare the performance of various neighbourhoods along the Corridor with other relevant or benchmarked areas in the City.

The results of the Elements DB analysis confirm that the densities proposed in the Plan position the neighbourhoods along the Corridor to evolve into successful transit-oriented communities with their energy needs met by sustainable low carbon energy sources. The Elements DB work also shows that we can achieve success with our sustainability targets with a variety of building types, including mid-rise forms. Specifically for district energy potential, each neighbourhood was found to be within the range of energy density thresholds in benchmark neighbourhoods (e.g. South East False Creek) that currently support a low carbon community energy system.



1.7 Study Area



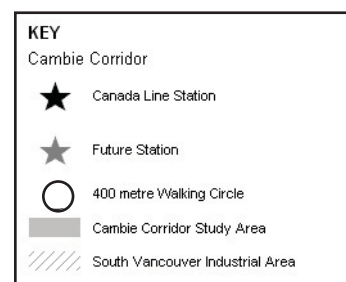
The geographic scope of the Cambie Corridor study area is centred along Cambie Street from the Fraser River in the south to 16th Avenue in the north (see diagram 1.1). From south to north, it includes four existing Canada Line Skytrain stations:

- Marine Drive,
- Langara/ 49th Avenue,
- Oakridge/41st Avenue, and
- King Edward Avenue.

Two possible future stations have also been identified, at 33rd Avenue and 57th Avenue.

For scale and perspective, the map also shows a 400 metre walking circle around each station. Typically, planning around transit stations has focused on an area within a 5-minute walk from the station (approximately 400 metres). Research shows that people are generally willing to walk approximately 5 minutes to a minimal level of transit (i.e. a bus stop), although willingness to walk farther distances increases with the quality and frequency of the transit service as well as the quality of the intervening built environment.

Given that the stations represent more substantial and convenient transit, and further given that the walking experience in these neighbourhoods is generally of consistently high quality, it is reasonable to conclude that a 10 minute or more walking distance (approximately 800 metres) is the reasonable area of influence.



1.8 Program Phasing

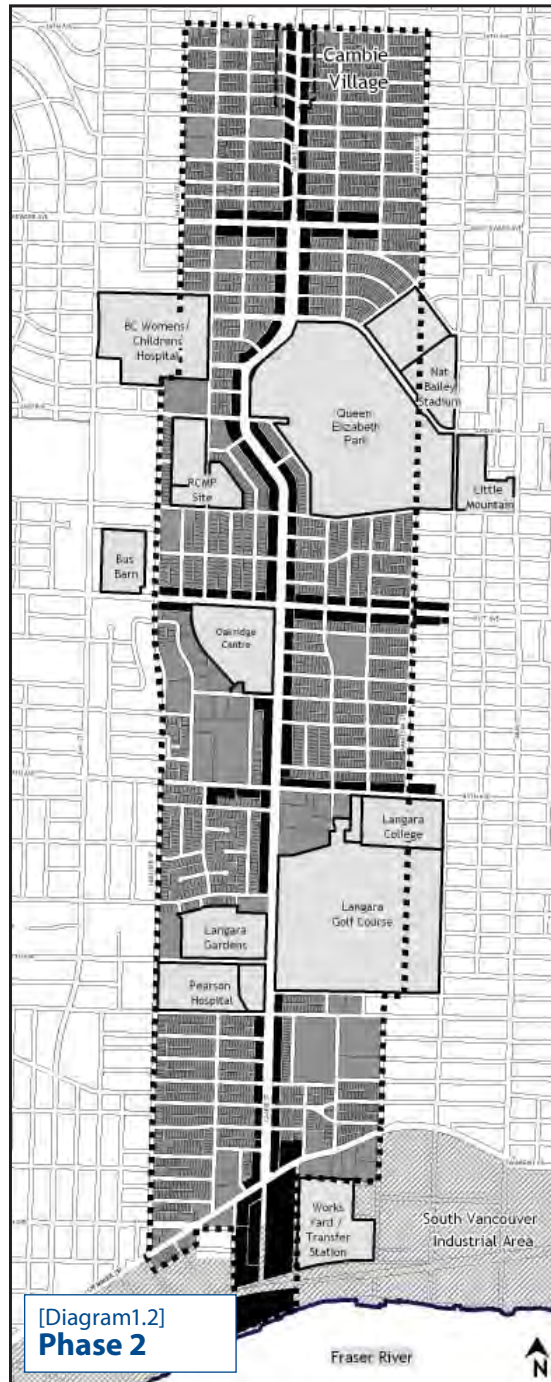
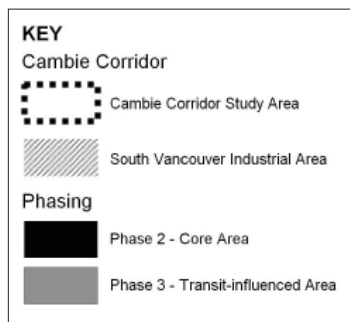
In order to provide key deliverables at distinct milestones in the process, the Cambie Corridor Planning Program is broken up into three phases:

- Phase 1: Principles and Interim Rezoning Policy
- Phase 2: Core Area (arterial) focus
- Phase 3: Transit-Influenced (surrounding neighbourhood) focus

Phase 1 was concluded in January 2009 with Council adoption of the Cambie Corridor Planning Principles and the Interim Rezoning Policy.

This document is the culmination of the Phase 2 work. It builds upon Phase 1, providing land use policy for the arterial sites in the Corridor (see diagram 1.2) as well as providing a broader Corridor strategy for aspects such as public benefits, the public realm and district energy. It is expected that future planning for Phase 3 will provide land use policy for the surrounding neighbourhoods that are within convenient distance to Canada Line Stations and expand upon the broad Corridor Strategy as needed. Policies developed for Phase 3 are expected to be added to this Plan once this future planning work is completed.

Planning for the major project sites along the Corridor (e.g. Translink Bus Barns, Pearson Hospital) is not considered in this plan. Separate site specific planning programs are anticipated for these sites.



1.9 How The Plan Will Get Us There

This Plan provides a framework to help guide the future of the Cambie Corridor. Recognizing that the Plan articulates a long-term vision, this framework:

- uses images and policy to describe the future vision of the Corridor, providing detail on matters like the future built form and public realm conditions;
- includes a description of the public benefits and amenities (including affordable housing) that are expected as the Corridor grows;
- outlines strategies related to district energy; utilities and transportation.
- establishes a series of implementation strategies to ensure that the vision evolves; and
- provides land use policy that allows the City to consider development applications that are consistent with the future vision of the Corridor.

This Plan works directly toward achieving many of Vancouver's Greenest City Initiative goals including:

- Goal 1: To secure Vancouver's international reputation as a mecca of green enterprise.
- Goal 2: Eliminate dependence on fossil fuels.
- Goal 4: Make walking, cycling, and public transit preferred transportation options.
- Goal 6: Ensure that Vancouver residents enjoy incomparable access to green spaces, including the world's most spectacular urban forest.
- Goal 7: Achieve a one planet ecological footprint.

This Plan also indirectly contributes to the remaining Greenest City Initiative goals, namely:

- Goal 3: Lead the world in green building design and construction.
- Goal 5: Create zero waste.
- Goal 8: Vancouver will have the best drinking water of any city in the world.
- Goal 9: Breathe the cleanest air of any major city in the world.
- Goal 10: Vancouver will become a leader in urban food systems.

In February 2010, Council endorsed the Regional Growth Strategy for Metro Vancouver, including its five key goals and related strategies to accommodate growth in ways that advance both livability and sustainability. Strategies that specifically relate to the Cambie Corridor Plan include:

- Focus growth in Urban Centres and Frequent Transit Development Areas;
- Promote land development patterns that support a diverse regional economy and employment close to where people live;
- Protect the supply of industrial land;
- Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality;
- Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks;
- Provide diverse and affordable housing choices;
- Develop healthy and complete communities with access to a range of services and amenities; and
- Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.



Planning Principles

Adopted by City Council January 22, 2010 as part of Phase 1

These principles, generated with the community, provide overall direction for the future of the Cambie Corridor. They are intended to inform comprehensive planning along the Corridor, as well as shape and inform individual land use change and future detailed development. The principles remain largely unchanged from the specific wording that Council previously approved as part of Phase 1 with minor changes provided for clarification.

Planning for the Cambie Corridor will facilitate progress toward an environmentally sustainable city that responsibly responds to climate change and fosters livability and affordability through integration of land use, sustainable mobility, and renewable energy.

Principles

1. Provide land use that optimizes the investment in transit
2. Provide a complete community
3. Create a walkable and cycleable Corridor of neighbourhoods seamlessly linked to public transit
4. Focus intensity and community activity at stations and other areas with strategic opportunities for sustainability, renewable energy and public amenity
5. Provide a range of housing choices and affordability
6. Balance city-wide and regional goals with the community and its context
7. Ensure job space and diversity

The principles are described in detail on the following pages.



Principle 1: Provide land use that optimizes the investment in transit

What this means . . .

New developments should significantly assist in optimizing a shift in travel choice to walking, biking and taking transit. Land uses will be primarily supportive of these sustainable movement modes. Non-supportive land uses will be avoided.

Supportive land uses are those that:

- include high employee and residential densities, recognizing that the highest densities will be focused at stations and other areas with strategic opportunities for sustainability (i.e. large sites and significant district energy opportunities) and decrease with distance from these areas
- ensure adequate and appropriate job space
- encourage travel time outside of peak periods
- attract reverse flow travel
- encourage travel by walking and cycling

Non-supportive land uses are those that:

- are oriented more towards travel by automobile rather than walking, cycling or taking transit
- generate high levels of vehicular traffic
- require significant parking
- provide low-density building forms
- create an unpleasant environment for pedestrians
- have limited hours of operation



Principle 2: Provide a complete community

What this means . . .

Provide a land use mix throughout the Corridor that offers a variety of opportunities to work, live, shop, play and learn. In doing so, consider the context and character of different neighborhoods throughout the Corridor. The idea of a complete community should apply around each station as well as throughout the entire Corridor.

The land use mix may be vertically integrated (within a building) or horizontally integrated (within several buildings in close proximity) and located to maximize the synergy between different forms of development in contributing to a complete community.

Where a mix of land uses is not achieved on an individual site, land uses should demonstrate how the development contributes to a complete community and facilitates walking, biking and strong transit ridership.

Prioritize retail and other commercial uses at grade within identified neighbourhood centres, existing commercial areas, or areas adjacent to a station. Design such uses to significantly improve walking experiences.

Provide amenities and services, including entertainment, cultural facilities and services, that support and contribute to a complete community as well as a strong corridor of mobility. In doing so, review, monitor and consider the impacts of an increasing residential and employment population.

Support rich social interactions and the inclusion of all residents in community life.

Develop spaces in a way that provides adaptability/flexibility among different uses as the Corridor evolves. Building forms that allow evolution and flexibility around uses, are particularly encouraged.



Principle 3: Create a walkable and cycleable Corridor of neighbourhoods seamlessly linked to public transit

What this means . . .

Ensure that routes and infrastructure for pedestrians, cyclists and persons with disabilities are safe, attractive, convenient, navigable, barrier-free and accessible to transit.

Provide convenient and attractive cycling infrastructure including ample bicycle parking for all ages along the Corridor.

Require active, engaging, people-oriented building scales and uses at grade along the street edges that will enhance the walking experience by framing / defining the pedestrian space, providing visual and architectural interest, and foster vitality and security by providing “eyes on the street” and “street theatre.”

Implement strategies that prioritize walking, cycling and transit trips over automobile trips.

Implement strategic parking reductions within developments, providing relatively higher reductions as proximity to the station increases.

Provide a variety of attractive, convenient and connected routes for pedestrians and cyclists.

Provide a quality public realm to enhance the travel experience by all sustainable modes to the stations.

Provide weather protection and pedestrian scaled amenities to facilitate walking.



Principle 4: Focus intensity, mix and community activity at stations and other areas with strategic opportunities for sustainability, renewable energy and public amenity

What this means . . .

Locate higher densities and a mix of uses as close to the station as possible. In doing so, consider not only the location of future stations in the corridor, but strategic locations that can achieve renewable energy gains and provide significant public amenities.

Consider creative and sensitive transitions in scale between developments around each transit station and the adjacent neighbourhoods.

Achieve a coordinated, quality public realm to help define the station area's "sense of place" and enhance the perception of safety by providing "eyes on the street" in the form of visual surveillance on all parts of the public realm. Where practical, incorporate place-making elements into public spaces around stations to connect all stations while making each distinct.

Ensure new developments contribute to enhancing each station area as a unique place by respecting the context of the neighbourhood and encouraging buildings and spaces to be memorable and locally authentic.

Ensure the station is easy to locate by providing way-finding measures and orienting buildings and development towards the station.

Create a focus for the broader community – the station area should provide a destination for both transit users and local residents.



Principle 5: Provide a range of housing choices and affordability

What this means . . .

Provide a variety of housing forms, tenures, unit types and sizes throughout the Corridor that can evolve to support different uses and configurations and provide for diversity and resiliency.

Recognize and consider the value of existing affordable housing stock and low income housing to meet the needs of low and modest income households, including the strategic retention and enhancement of purpose-built rental options.

Provide options and mechanisms to allow for a broad range of incomes to live within the Corridor. Examples include rental housing, flex suites, co-operative housing and social housing options.

Ensure that objectives for affordable housing meet the needs of households on low incomes, seniors, and those with mental illnesses or addictions.

Include family housing and facilities for young families to attract and retain a diverse workforce.



Principle 6: Balance city-wide and regional goals with the existing community and its context

What this means . . .

Take advantage of the opportunity the Corridor provides in contributing to Vancouver's goal of becoming the greenest city in the world by 2020.

Maximize opportunities to reduce greenhouse gas emissions in particular through density and land use mix. Beyond strategies to optimize walking, cycling and transit trips, implement other greenhouse gas reducing strategies including passive design approaches for new and existing development, district energy / heating and urban agriculture.

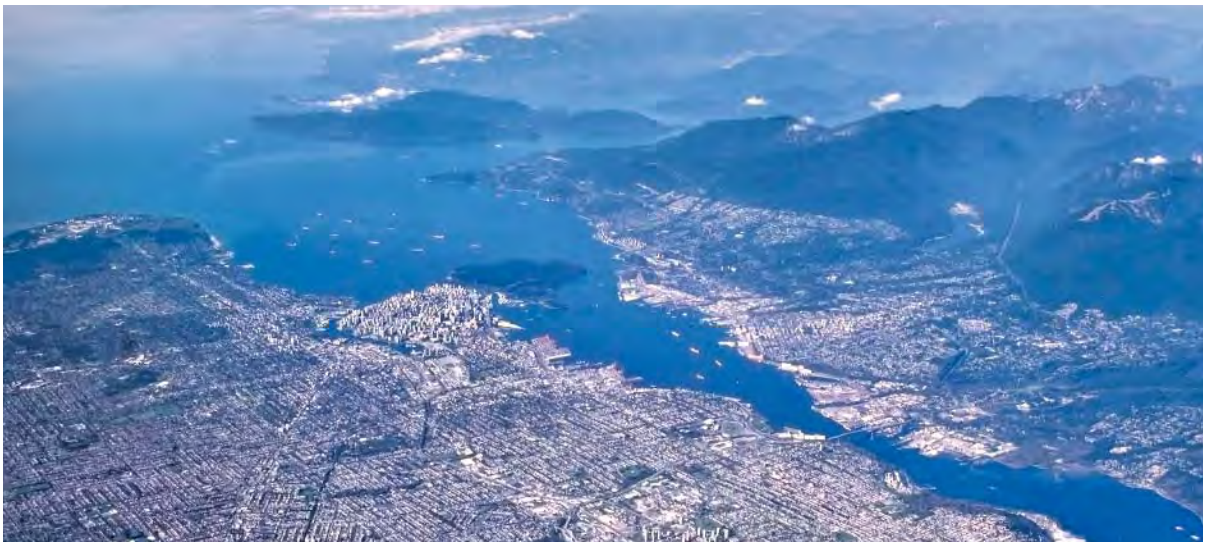
Design and locate densities and forms to meet city and regional needs (i.e. locating city and regional serving uses adjacent to better transit connected areas) with design approaches that respect neighbourhood context and character.

Recognize that higher density forms and mixing of uses can and should be achieved through a variety of building types, emphasizing mid-rise building forms along much of the Corridor.

Work with residents, citizens of all ages, property owners, workers, volunteers, and business owners in planning the Corridor, reflecting local aspirations as well as City-wide and Regional goals.

Recognize the uniqueness of the neighbourhoods along the Corridor and be open to innovative ideas, alternatives and opportunities that support the Cambie Corridor Planning principles.

Ensure that transit and other non-auto modes of travel have appropriate priority on Cambie and other connecting streets, including provision to support the effective and efficient movement of goods within the Corridor.



Principle 7: Ensure job space and diversity

What this means . . .

Recognize the special opportunity that the Corridor represents in providing job space in transit supportive locations. Encourage high levels of employment density within the Corridor. In doing so, consider the value of existing affordable commercial spaces.

Ensure appropriate levels of office, entertainment, creative incubators, educational facilities and retail space within mixed use developments. Developments in close proximity to stations should provide higher proportions of office and other higher ridership uses.

Avoid displacement or destabilization of existing city serving land uses including industrial and employment areas.



3.1 Vision

The Cambie Corridor Plan provides for a variety of opportunities to live, work, shop, play and learn, supporting rich social interactions and the inclusion of all residents in community life. In doing so, the Corridor will integrate a strategically denser mix of housing and employment space with transit, low carbon energy sources and key amenities such as shopping, local gathering places, improved parks, community facilities and civic spaces. Job space will be focused strategically - in neighbourhood centres, existing shopping areas, and areas in close proximity to stations.



The Plan recognizes the distinct character and context of the Corridor's neighbourhoods, while building on the unifying elements of the Corridor such as the Canada Line and the Cambie Heritage Boulevard. A high quality public realm that facilitates walking and biking connections will evolve.



Varying land uses, density, building heights, and building forms will reflect the context and character of the neighbourhoods along the Corridor. Mid-rise building forms will be emphasized for most of the Corridor, with taller towers only at key locations such as Marine Drive and Oakridge. Not every station is considered appropriate for tower building forms. Higher buildings along the arterial streets and strategic sites will sensitively transition into the evolving context of surrounding neighbourhoods.



The Corridor's evolution will reflect the City's commitment to social diversity and resiliency by addressing issues such as housing affordability and social inclusion. Continued and enhanced livability and affordability must be fostered in order for us to progress successfully, resiliently and sustainably.

Estimates of population growth based on the Plan indicate that the population in the study area could increase from the current population of 21,500 to approximately 35,000 by 2041.



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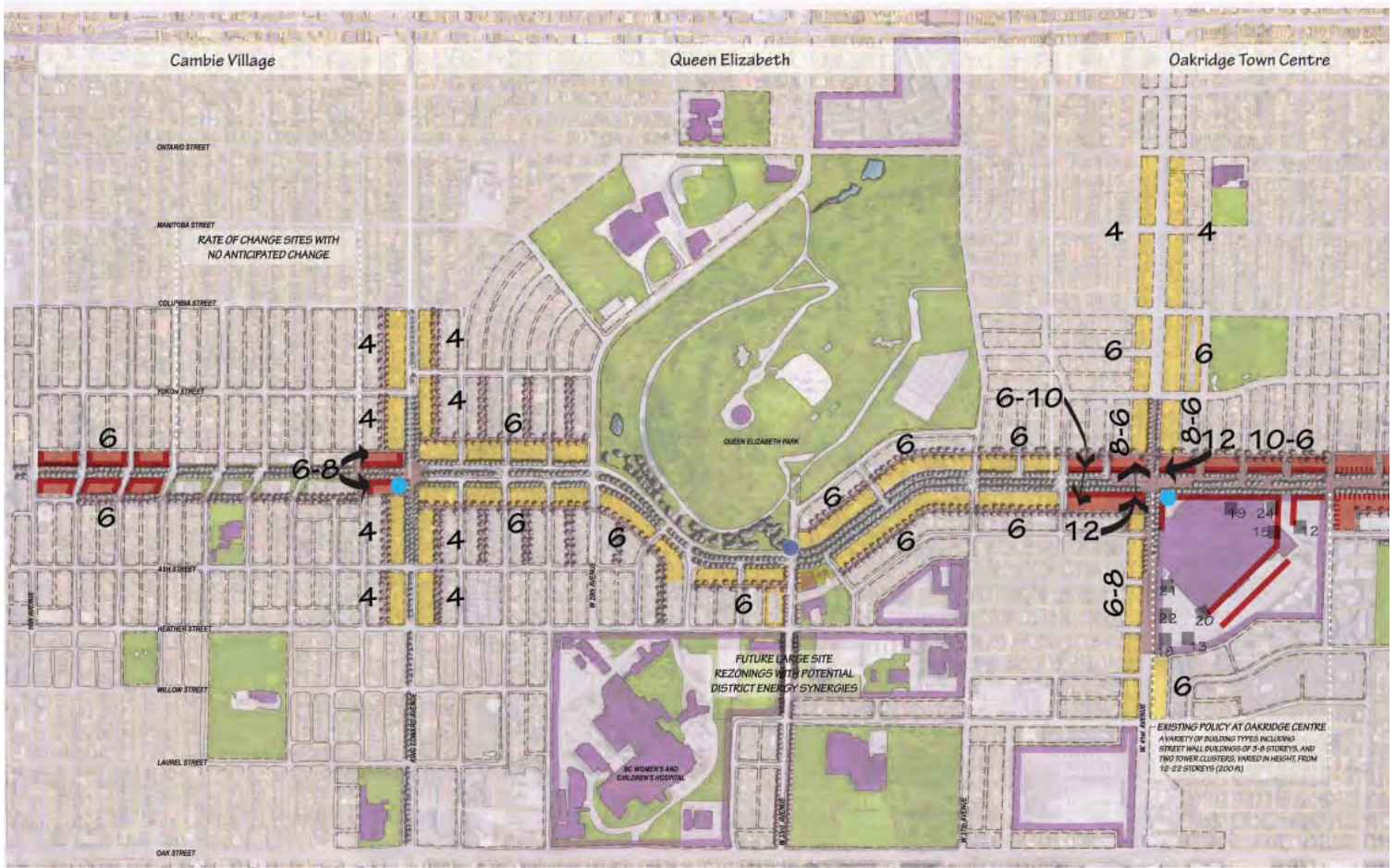
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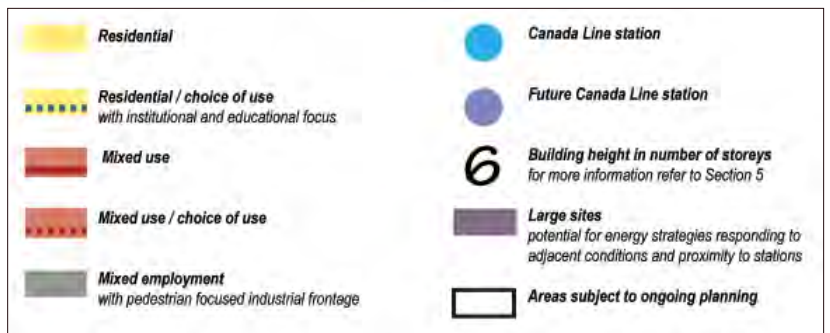
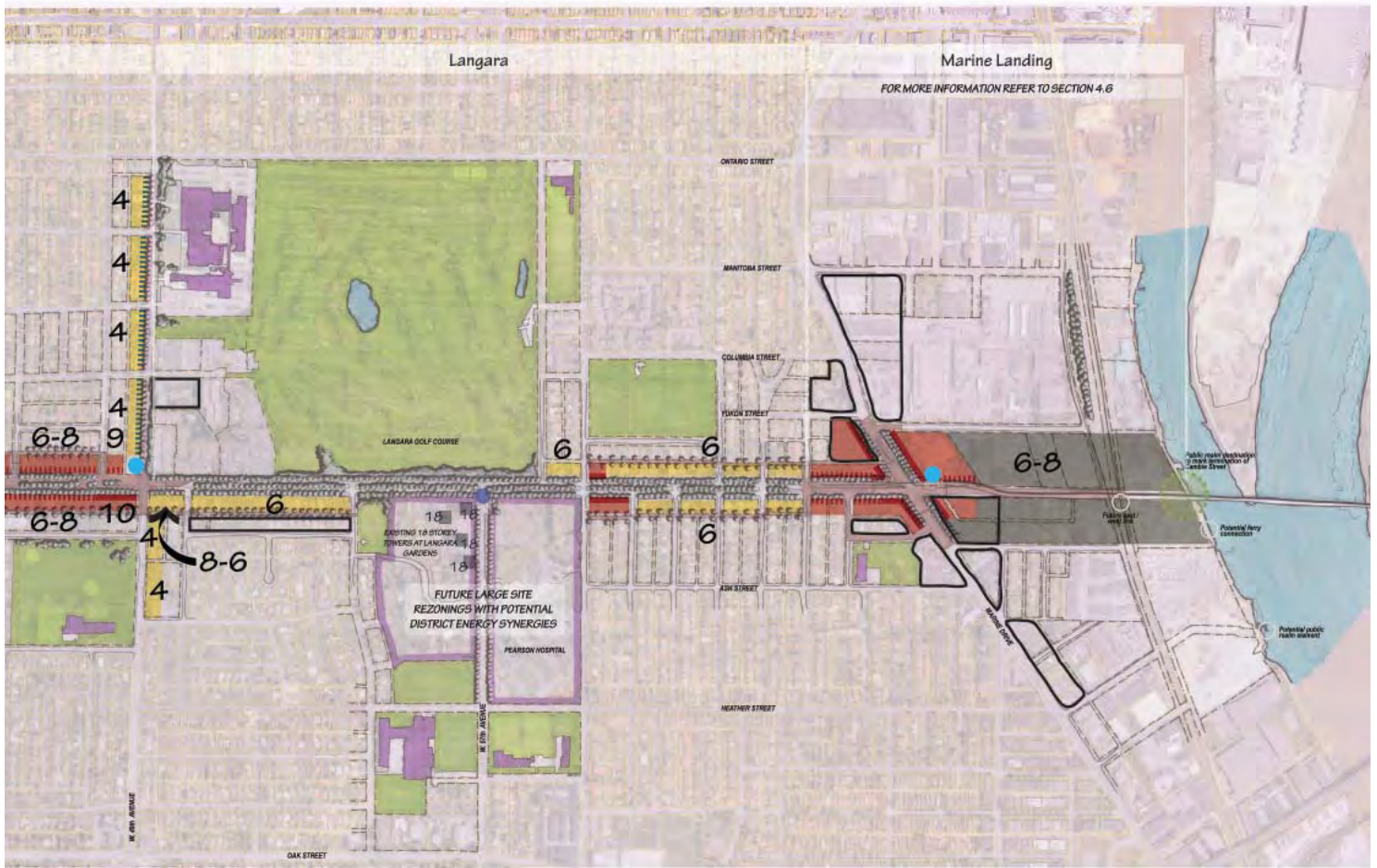
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3.2 Concept Plan



Diagrammatic elevation (east side) along Cambie Street illustrating proposed building massing

Overall concept plan for Cambie Corridor describing the proposed land use mix and building heights for sites along the Corridor.



3.3 Building Form and Variation

Mid-rise buildings will be the prevailing typology for the core areas along the Corridor. A general six-storey scale will provide a visual consistency along its length while taller buildings, either in tower or mid-rise form, will mark key places such as transit stations and open space.

Mid-rise buildings (defined as between four and ten storeys) are an appropriate prevailing form for the core areas of the Corridor - they can be articulated and sculpted to provide a transition in scale to the evolving neighbourhoods, they are an effective building form to create an appropriately scaled 'edge' to Cambie Street, and they are adaptable to the incremental development pattern expected for the Corridor. In addition, a mid-rise typology provides substantial density in a form that is more amenable to neighbourhoods outside the downtown core, and may prove to be more affordable than comparable slim tower alternatives.

Context is important in determining what is an appropriate, "taller" built form. Taller, mid-rise buildings are appropriate at stations such as King Edward and Langara which have a more local, neighbourhood identity. A combination of taller mid-rise buildings and towers (defined as higher than 12-storeys and in a slim, vertical form) are more appropriate at the major station nodes of Oakridge and Marine Drive.

The overall legibility of the Corridor, borne out of a general consistency punctuated by taller forms at stations while responding to the distinct attributes of each neighbourhood, will make this part of the City unique and create a cogent and appropriate architectural language for the Corridor.

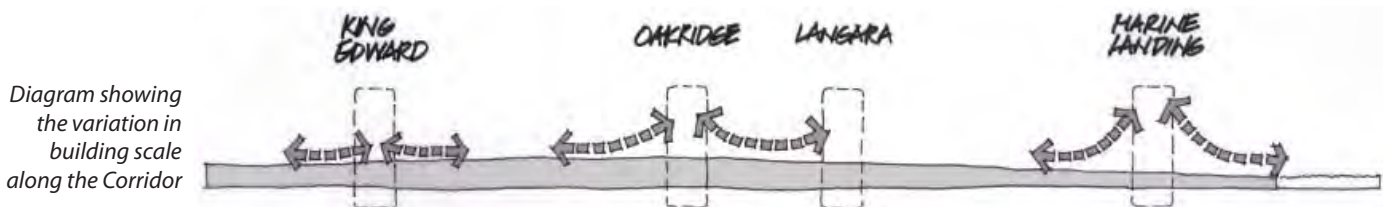


Diagram showing the variation in building scale along the Corridor



E 11th St

PRINCE EDWARD

4.1 A Corridor of Neighbourhoods

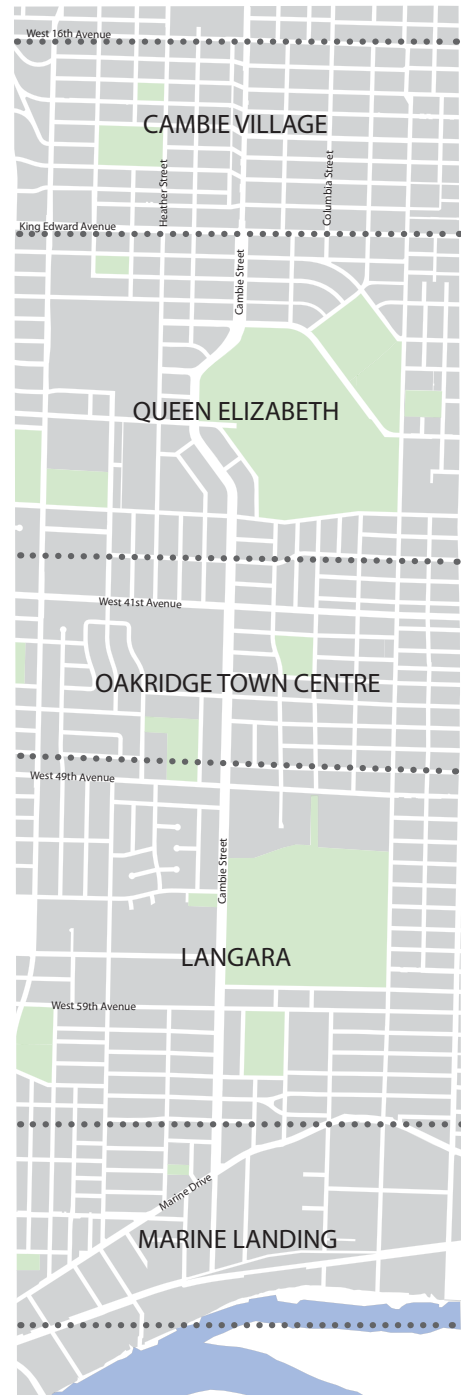
The plan approach considers the context and character of the different neighbourhoods along Cambie Street. Recognizing that a “one size fits all” approach is not appropriate for Cambie Street, the Corridor has been divided into five neighbourhood areas. The plan seeks to build on the existing character and context in each neighbourhood, strengthening and enhancing the identities while providing a unified corridor concept with additional housing and employment concentrations close to transit and district energy opportunities.

How This Chapter Works

For each neighbourhood along Cambie Street, the following information is provided:

- A high level description of the neighbourhood’s character, including public realm and built form elements
- Street-level and bird’s-eye views of selected areas in the neighbourhood
- Specific heights, densities and land uses for proposed buildings
- Section drawings of selected representative areas in the neighbourhood showing the massing, height of possible new development, including the interface to adjacent properties

For additional guidance with respect to building form please see Section 5: Built Form Guidelines.



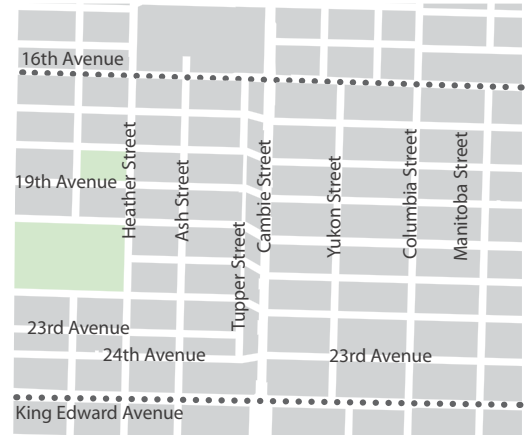


4.2 Cambie Village

Neighbourhood Character

The Cambie Village will be strengthened and enhanced as a walkable, mixed-use urban village with local serving shops and services and a mix of housing types and tenures. The King Edward Station area and Cambie Village shopping area (between 16th and 19th Avenue) will provide active pedestrian environments that include quality public realm features like public art, benches, lighting, landscaping, public plazas and weather protection.

New mid-rise buildings along Cambie Street will have small-scale shop fronts to provide local serving retail and interesting pedestrian streetscapes. Additional residential and office space above commercial will add to the vitality of the area. Along King Edward Avenue new mid-rise residential buildings are proposed with green front yard setbacks and wide sidewalks. The existing low-rise rental buildings along Cambie Street between 19th and 24th Avenue will be retained. New lower-scale family oriented housing opportunities will be explored and considered for the areas surrounding King Edward Station as part of planning for Phase 3.



Cambie Village



Artist's illustration of what Cambie Street could look like in the future (view north looking towards King Edward Station)



Artist's illustration of what the intersection of Cambie Street and King Edward Avenue could look like in the future showing no changes to the surrounding neighbourhood (such changes would be subject to Phase 3 work). The illustration shows a scenario where all of the arterials have been developed; in reality, development and change will happen incrementally over several decades and will be subject to many variables including the economy, the real estate market and the choices of individual property owners. View north from West 27th Ave.

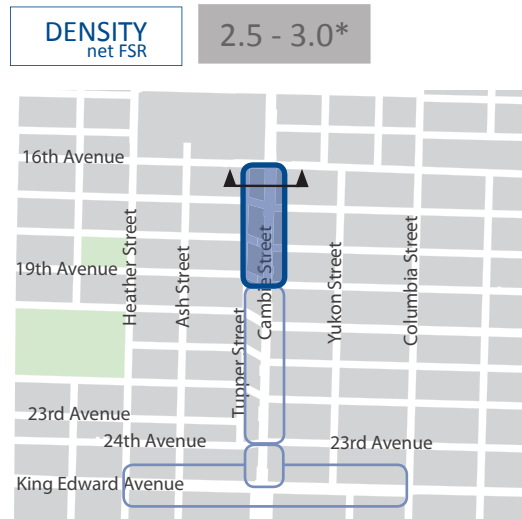
4.2.1 Cambie Street: 16th - 19th Avenue

The shopping area of Cambie Village has a strong local identity, and currently serves a local shopping function, complete with a grocery store, local movie theatre, restaurants and other services that serve the local area. The new built form should continue to build upon this identity through consideration of building materials, massing and articulation, first floor treatment, and public realm improvements that support this area.

In this area:

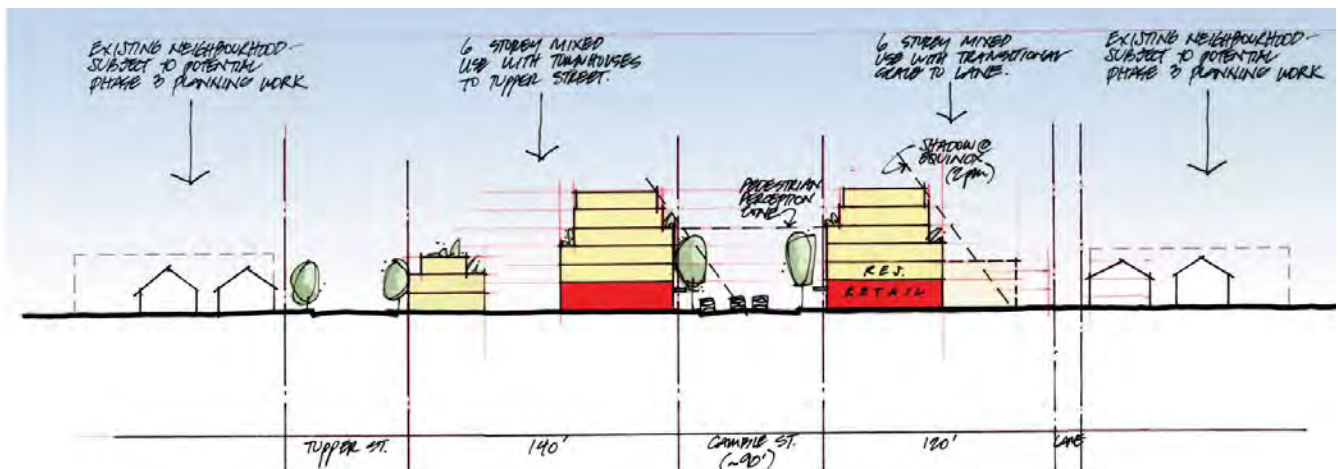
- Mixed-use buildings will be allowed up to six storeys
- Above four storeys, upper floors will be stepped back from Cambie Street
- Buildings will activate and enhance the adjacent lane or Tupper Street by providing townhouses or active uses on the rear
- Second floor job space is strongly encouraged where feasible
- Development proposals will include required public realm features (i.e. street trees, street lamps, benches, weather protection etc.)

Refer to built form guidelines in Section 5 for more information.



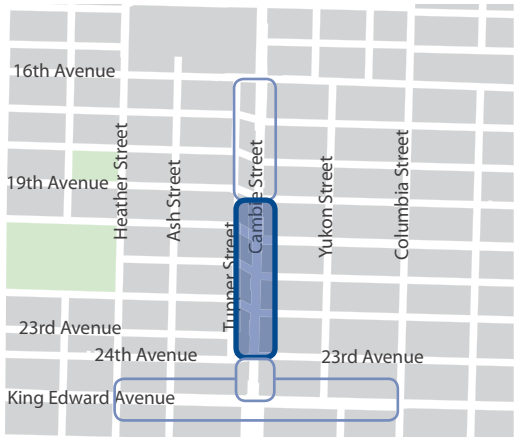
Policy directions in this section apply to the areas highlighted in the map above.

* The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Representative Section: Cambie Street between 17th and 18th Avenue

DENSITY
net FSR existing



Policy directions in this section apply to the areas highlighted in the map above.

4.2.2 Cambie Street: 19th - 24th Avenue

The existing RM-3A zoning will be retained to preserve this stable rental housing.

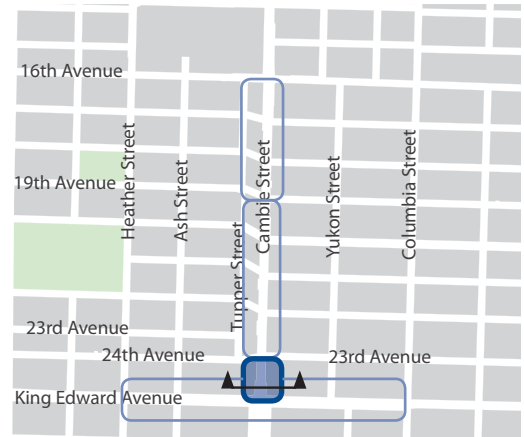


4.2.3 Cambie Street: 24th - 25th Avenue

DENSITY
net FSR 2.5 - 3.0*

In this area:

- Mixed-use buildings will be allowed up to six storeys, with consideration for up to eight storeys in close proximity to King Edward Avenue
- Above four storeys, upper floors will be stepped back from Cambie Street
- Buildings will activate and enhance the adjacent lane by providing active uses on the rear;
- Second floor job space is strongly encouraged where feasible
- Development proposals will include required public realm features (i.e. street trees, street lamps, benches, weather protection etc.)

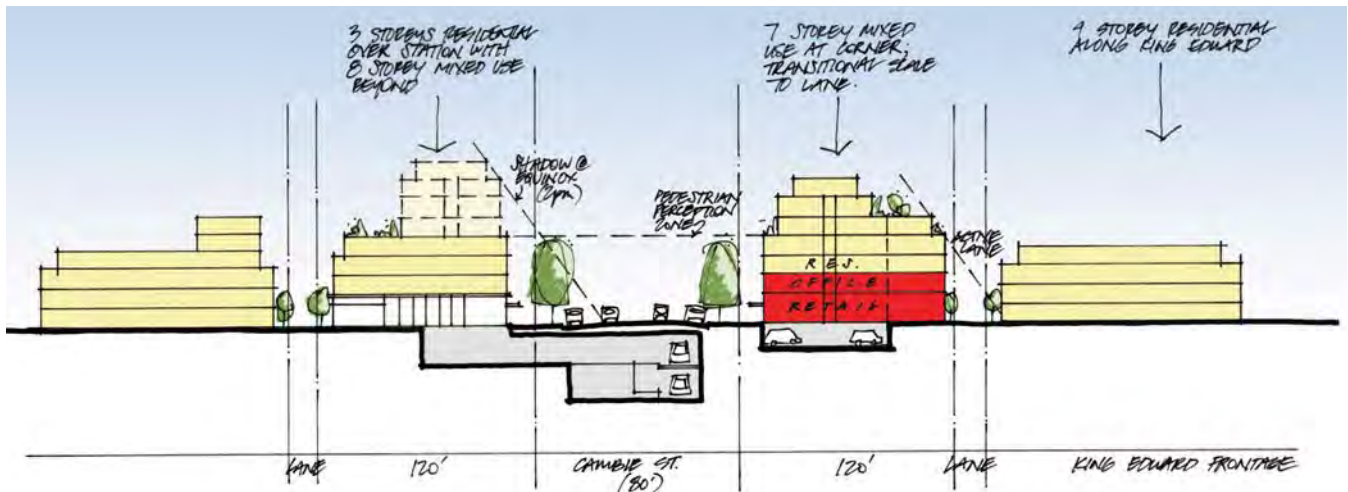


Policy directions in this section apply to the areas highlighted in the map above.

Refer to built form guidelines in Section 5 for more information.

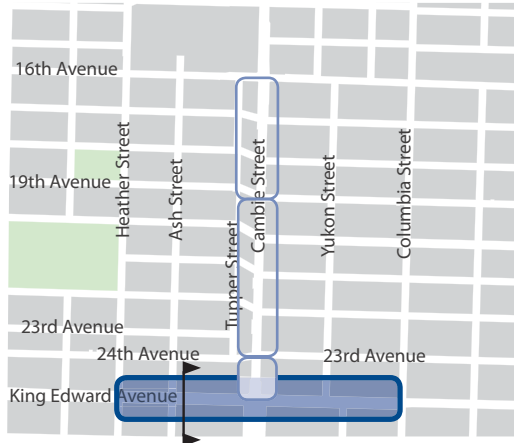


* The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Representative Section: Cambie Street at King Edward Station

DENSITY
net FSR 1.25 - 1.75*



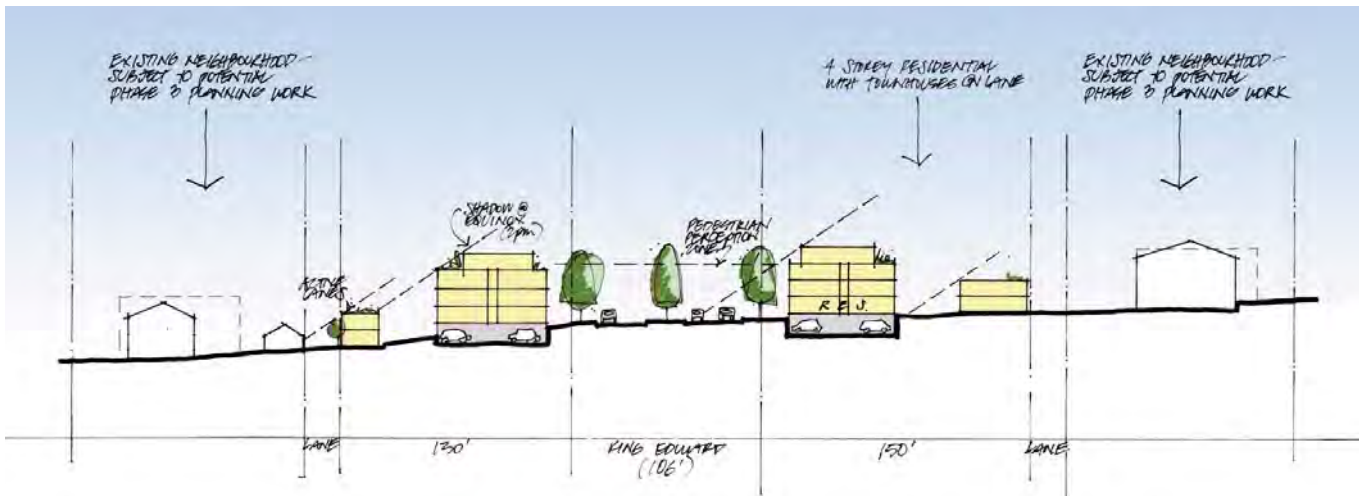
Policy directions in this section apply to the areas highlighted in the map above.

* The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.

4.2.4 King Edward Avenue: Heather to Columbia Street

- Residential buildings will be allowed up to four storeys, with consideration for up to six storeys in close proximity to Cambie Street (i.e. within 2 lots)
- Above three storeys, the upper floor will be stepped back from King Edward Avenue
- Buildings will include front doors onto the street and will seek to activate and enhance the adjacent lane by providing townhouses or active uses on the rear
- Development proposals will include required public realm features (i.e. landscaped setbacks, wide sidewalks etc.)

Refer to built form guidelines in Section 5 for more information.



Representative Section: King Edward Avenue between Cambie and Ash Street

4.3 Queen Elizabeth

Neighbourhood Character

The Queen Elizabeth area's existing residential character, with its green park-like setting, will be strengthened and enhanced. The area is also characterized by its proximity to several large institutional sites including Women's and Children's Hospital, St. Vincent's Campus of Care site, the RCMP Barracks site and Eric Hamber Secondary School. Most of these institutional sites will stay and serve existing and future populations while others like the RCMP Barracks will likely redevelop with new uses and buildings.

New mid-rise residential buildings will be introduced along Cambie Street with special design consideration for buildings directly across from Queen Elizabeth Park (north of 33rd Avenue) to reflect the unique siting conditions and public view opportunities. Sidewalks and setbacks will respond to the park edge, and include green buffers and edges that contribute to this unique area of the community and City. New lower-scale family oriented housing opportunities will be explored and considered for the areas surrounding King Edward Station and the future station at 33rd Avenue as part of planning for Phase 3.



Artist's illustration of what Cambie Street could look like in the future (looking north at 33rd Avenue). This image shows potential build out, acknowledging that there is a recently completed townhouse project at the NW corner of the intersection.





Artist's illustration of what Queen Elizabeth could look like in the future showing no changes to the surrounding neighbourhood (such changes would be subject to Phase 3 work). The illustration shows a scenario where all of the arterials have been developed; in reality, development and change will happen incrementally over several decades and will be subject to many variables including the economy, the real estate market and the choices of individual property owners. View north from West 37th Avenue.

4.3.1 Cambie Street: King Edward - 29th Avenue

In this area:

- Residential buildings will be allowed up to six storeys
- Above four storeys, upper floors will be stepped back from Cambie Street
- Buildings will provide front doors onto the street and will seek to activate and enhance the adjacent lane by providing townhouses on the rear
- Development proposals will include required public realm features (i.e. street trees, landscaped setbacks etc.)

Refer to built form guidelines in Section 5 for more information.

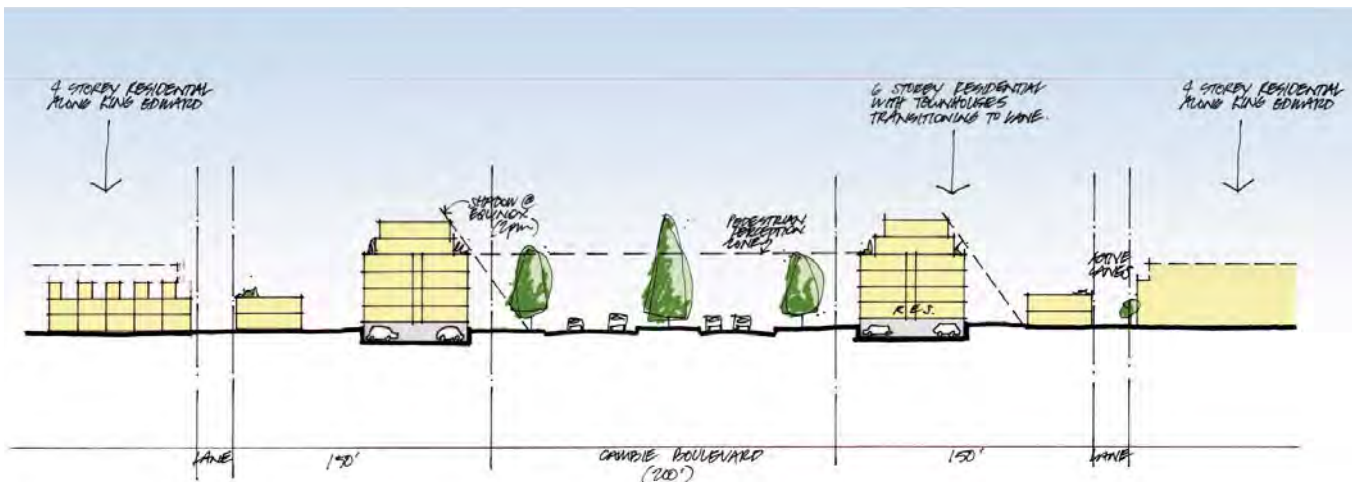
DENSITY net FSR 2.0 - 2.5*



Policy directions in this section apply to the areas highlighted in the map above.



* The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Representative Section: Cambie Street between King Edward and 26th Avenue

DENSITY
net FSR 1.5 - 2.0*



Policy directions in this section apply to the areas highlighted in the map above.

* The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.

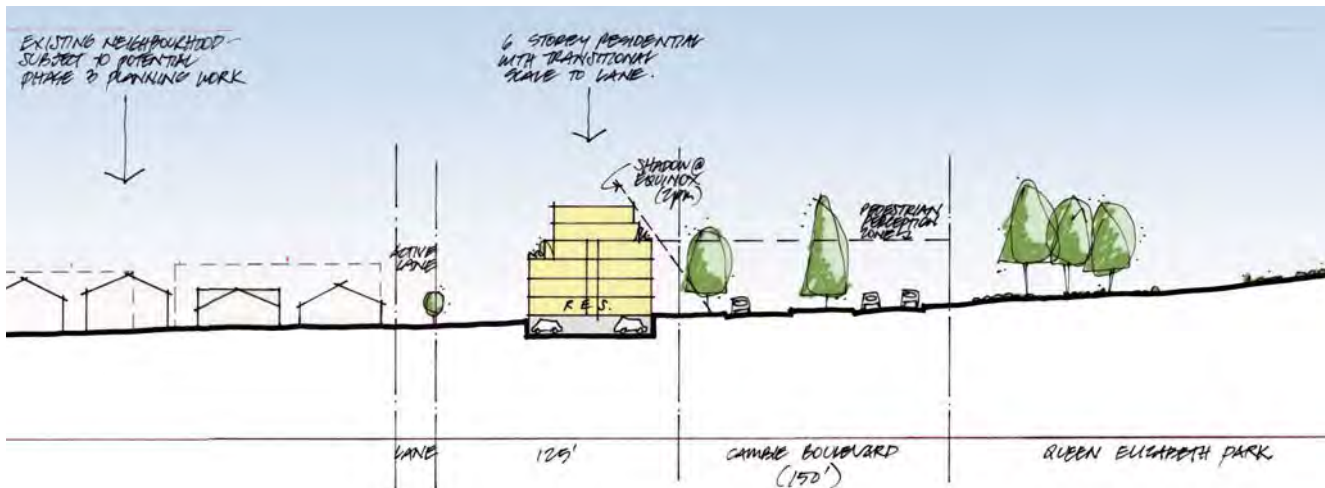
4.3.2 Cambie Street: 29th - 33rd Avenue

This portion of the Corridor sweeps around Queen Elizabeth Park, with buildings on the west side creating an edge boundary against the park lands to the east. The built form response to this unique location should acknowledge the “openness” that results from the current rhythm of existing houses. Larger openings between new buildings, for example, and shorter building frontages will help to highlight the special features of this area.

In this area:

- Residential buildings will be allowed up to six storeys
- Above four storeys, upper floors will be stepped back from Cambie Street
- Consider opportunities to integrate small scale locally serving commercial space focused around a potential new station at 33rd Avenue, considering the relationship to the park and surrounding neighbourhood
- Buildings will provide front doors onto the street and will seek to activate and enhance the adjacent lane by providing active uses on the rear
- Development proposals will include required public realm features (i.e. street trees, landscaped setbacks etc.)

Refer to built form guidelines in Section 5 for more information.



Representative Section: Cambie Street between 32nd and 33rd Avenue

4.3.3 Cambie Street: 33rd to 39th Avenue

In this area:

- Residential buildings will be allowed up to six storeys
- Above four storeys, upper floors will be stepped back from Cambie Street
- Consider opportunities to integrate small scale locally serving commercial space focused around a potential new station at 33rd Avenue, considering the relationship to the park and surrounding neighbourhood
- Buildings will provide front doors onto the street and will seek to activate and enhance the adjacent lane by providing townhouses or active uses on the rear
- Opportunities will be explored to develop unique and notable buildings that respond to and reinforce viewlines and perspectives created by the unique alignment of Cambie Street
- Development proposals will include required public realm features (i.e. street trees, landscaped setbacks etc.)

Refer to built form guidelines in Section 5 for more information.

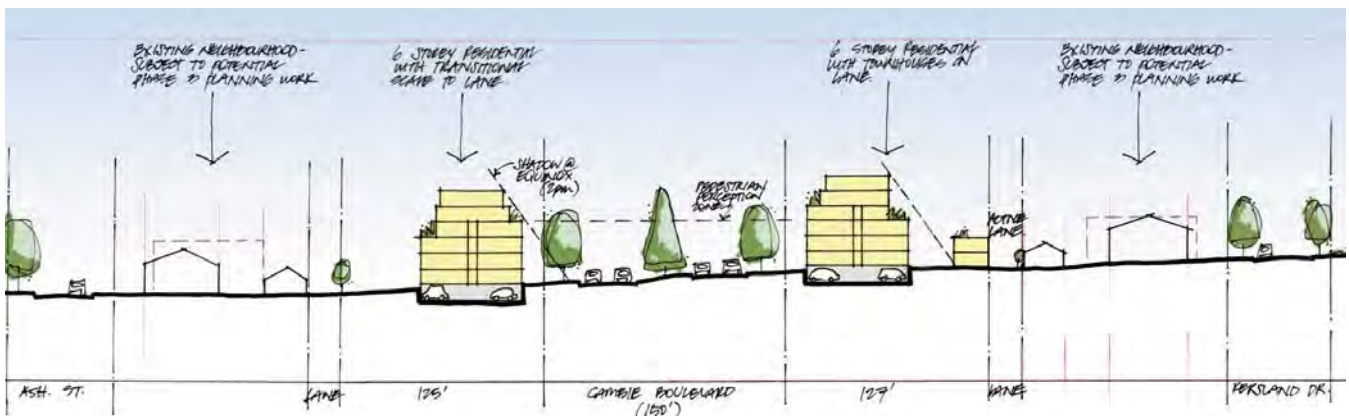


DENSITY
net FSR 1.75 - 2.25*



Policy directions in this section apply to the areas highlighted in the map above.

*The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Representative Section: Cambie Street between 34th and 35th Avenue



4.4 Oakridge Town Centre

Neighbourhood Character

Oakridge Town Centre is a lively urban area with city-wide and local serving shops and services that contrasts and compliments the surrounding tree-lined residential neighbourhoods. The area will be strengthened and enhanced as a walkable mixed-use urban centre with a diverse mix of job space and housing types and tenures. As the “centre” of the City and Canada Line, this area, along with Marine Landing, represent the most significant concentration of urban uses and density.

Along Cambie Street from 39th to 48th Avenue mid-to high-rise buildings will be introduced with retail, service and office uses at street level. Wide sidewalks with streetscape elements like benches and bollards and a continuous weather protected edge will create a walkable and attractive urban environment. Cambie Street will have new public plazas, gathering spaces and restaurant seating. Along 41st Avenue new residential buildings will offer opportunities for enhancing the public realm with wide green setbacks and additional landscaping. New lower-scale family oriented housing opportunities will be explored and considered for the areas surrounding the 41st and 49th Avenue Stations as part of planning for Phase 3.



Oakridge Town Centre



Artist's illustration of what Cambie Street could look like in the future (looking south at 41st Avenue)



Artist's illustration of what Oakridge Town Centre could look like in the future showing no changes to the surrounding neighbourhood (such changes would be subject to Phase 3 work). The illustration shows a scenario where all of the arterials have been developed; in reality, development and change will happen incrementally over several decades and will be subject to many variables including the economy, the real estate market and the choices of individual property owners. View northwest at 41st Avenue.

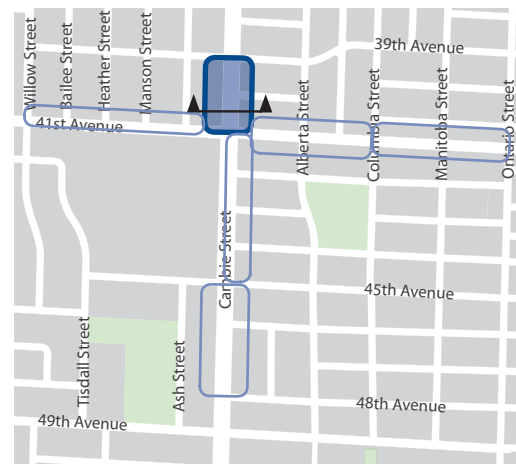
4.4.1 Cambie Street: 39th - 41st Avenue

In this area:

- Mixed-use buildings will be allowed up to six storeys with height increasing up to 12 storeys at 41st Avenue
- For sites immediately adjacent to the intersection of Cambie Street and 41st Avenue, staff may investigate further allowing mixed-use buildings beyond the anticipated 12 storeys, to be evaluated at each rezoning in the context of the principles enumerated in this plan, as part of future planning and community consultation in Phase 3. Investigation of the eventual supportable height in future planning work must consider, at a minimum, the following:
 - potential impacts on existing and anticipated development on the surrounding area as identified in Phase 3; and
 - determination of appropriate relationships between mid-rise and potential tower building forms along Cambie Street
- Above five storeys, upper floors will be stepped back from Cambie Street
- Buildings will activate and enhance the adjacent lane by providing active uses on the rear
- Second floor job space is strongly encouraged
- Development proposals will include required public realm features (i.e. street trees, street lamps, benches, weather protection, public plazas and seating areas, etc.)

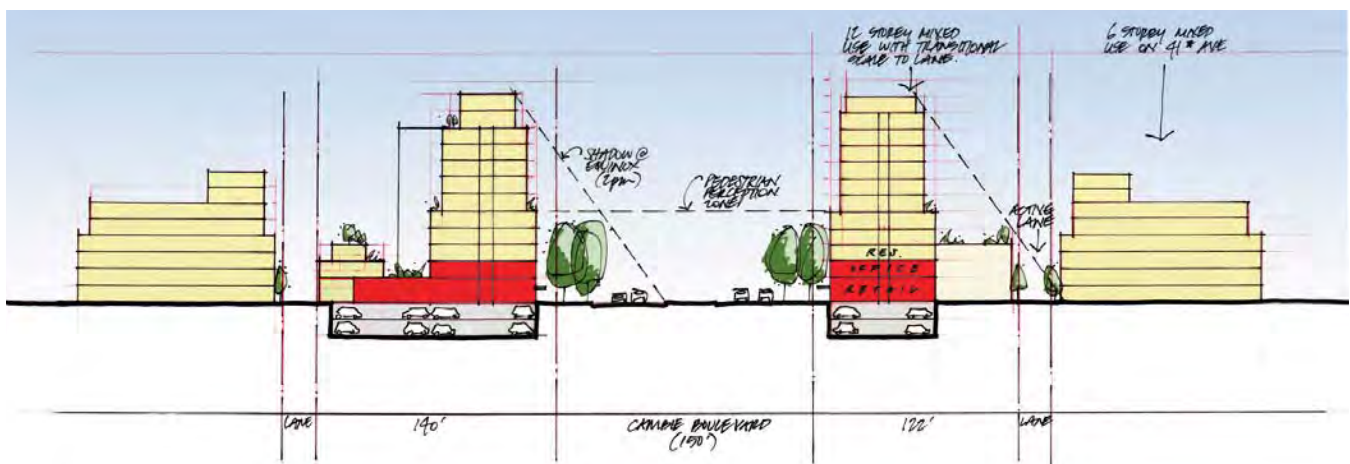
Refer to built form guidelines in Section 5 for more information.

DENSITY
net FSR 3.0 - 4.0*



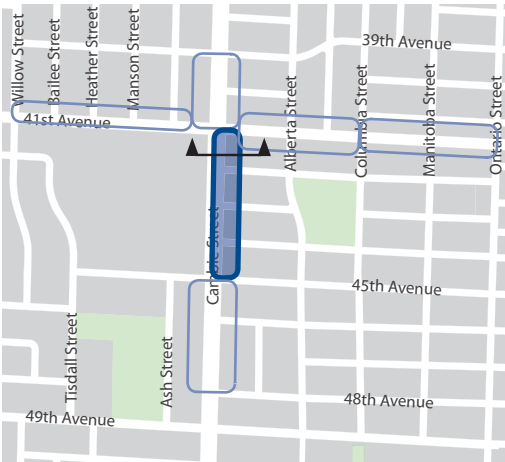
Policy directions in this section apply to the areas highlighted in the map above.

* The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Representative Section: Cambie Street between 40th and 41st Avenue

DENSITY
net FSR 2.25 - 4.5*



Policy directions in this section apply to the areas highlighted in the map above.

* The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.

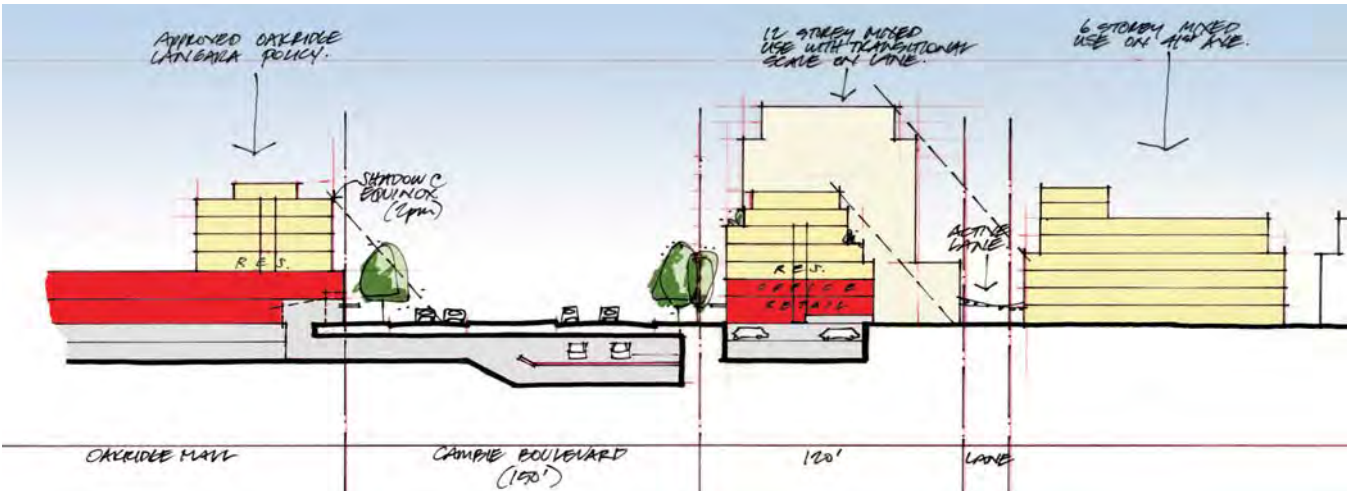
4.4.2 Cambie Street: 41st - 45th Avenue

Cambie Street between 41st and 45th Avenues, represents a unique highly urban place within the Corridor, with a mix of uses, a vibrant street life and a dynamic public realm. The area provides ample opportunities for the creation of high-quality, engaging building architecture that will accompany these public plazas, active streets, and at-grade shops and services.

In this area:

- Mixed-use buildings will be allowed up to six storeys with height increasing up to 12 storeys at 41st Avenue
- For sites immediately adjacent to the intersection of Cambie Street and 41st Avenue, staff may investigate further allowing mixed-use buildings beyond the anticipated 12 storeys, to be evaluated at each rezoning in the context of the principles enumerated in this plan, as part of future planning and community consultation in Phase 3. Investigation of the eventual supportable height in future planning work must consider, at a minimum, the following:
 - potential impacts on existing and anticipated development on the surrounding area as identified in Phase 3; and
 - determination of appropriate relationships between mid-rise and potential tower building forms along Cambie Street
- Above five storeys, upper floors will be stepped back from Cambie Street
- Buildings will activate and enhance the adjacent lane by providing active uses on the rear
- Second floor job space will be required where feasible
- Development proposals will include required public realm features (i.e. street trees, weather protection, public plazas, seating areas, etc.)

Refer to built form guidelines in Section 5 for more information.



Representative Section: Cambie Street between 41st and 42nd Avenue

4.4.3 41st Avenue: Willow - Columbia Street

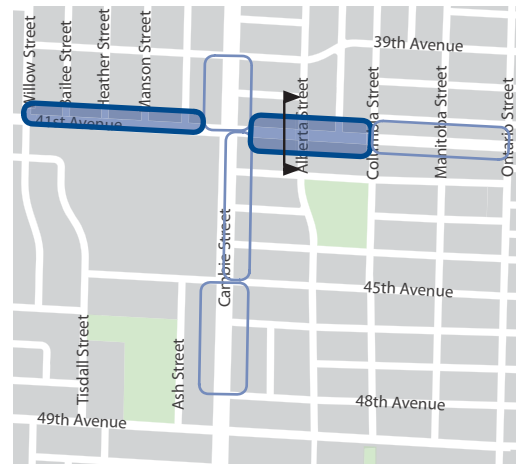
In this area:

- Residential buildings will be allowed up to 6 storeys with consideration for up to eight storeys in close proximity to Cambie Street (i.e. within two lots)
- Above four storeys, upper floors will be stepped back from 41st Avenue
- Buildings provide front doors onto the street and will activate and enhance the adjacent lane by providing active uses or townhouses on the rear
- Development proposals will include required public realm features (i.e. street trees, landscaped setbacks, etc.)

Refer to built form guidelines in Section 5 for more information.

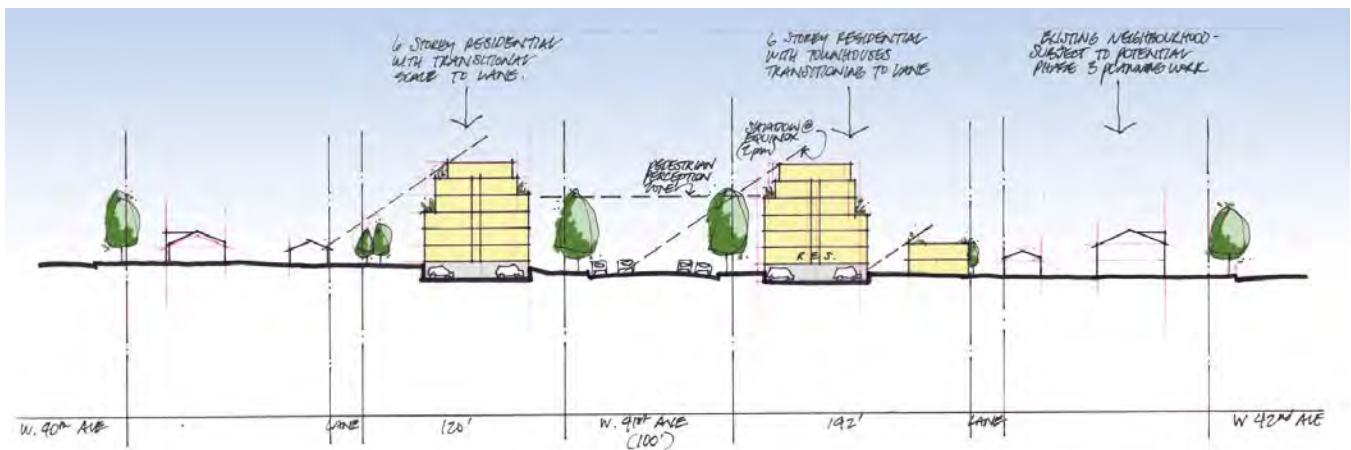


DENSITY
net FSR 2.0 - 2.5*



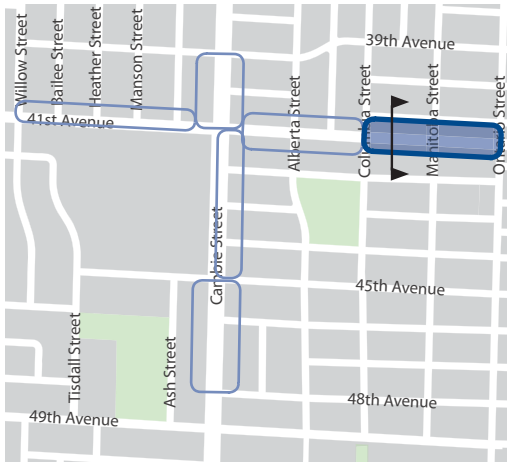
Policy directions in this section apply to the areas highlighted in the map above.

* The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Representative Section: 41st Avenue between Cambie and Alberta Street

DENSITY
net FSR 1.25 - 1.75*



Policy directions in this section apply to the areas highlighted in the map above.

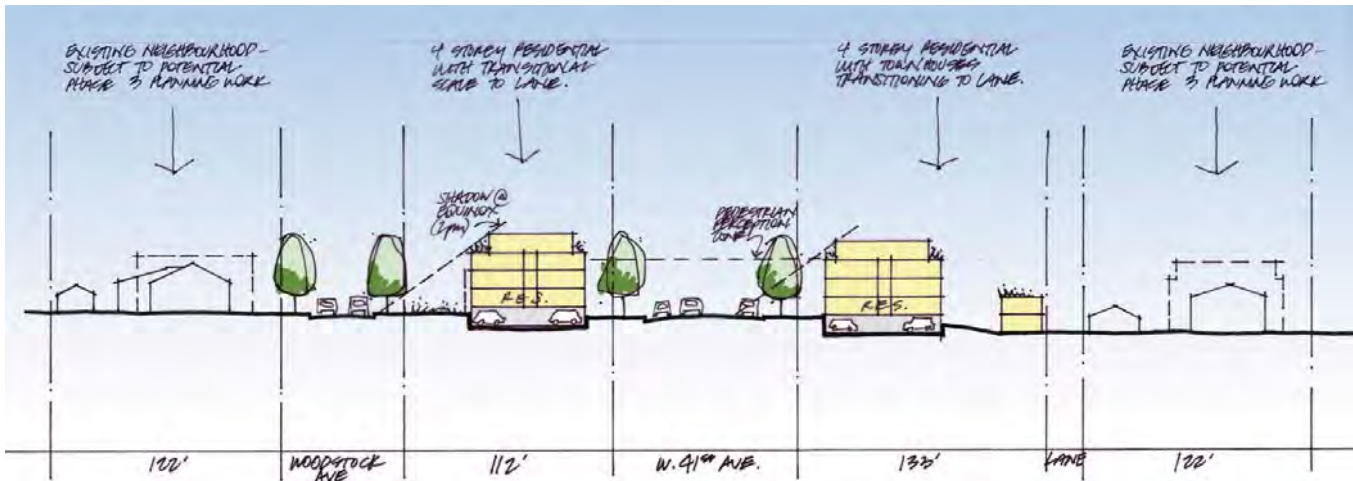
* The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.

4.4.4 41st Avenue: Columbia - Ontario Street

In this area:

- Residential buildings will be allowed up to four storeys
- Above three storeys, the upper floor will be stepped back from 41st Avenue
- Buildings will provide front doors onto the street and will activate and enhance the adjacent lane or Woodstock Street by providing active uses or townhouses on the rear
- Development proposals will include required public realm features (i.e. street trees, landscaped setbacks, etc.)

Refer to built form guidelines in Section 5 for more information.



Representative Section: 41st between Columbia and Manitoba Street

4.4.5 Cambie Street: 45th - 48th Avenue

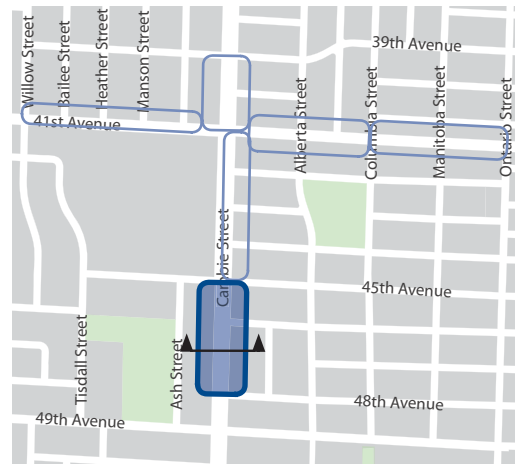
In this area:

- Mixed-use buildings will be allowed up to six storeys with height increasing up to 8 storeys at 48th Avenue
- Choice of use at grade will be considered. Ground-floor space will be designed to accommodate variety of future uses, including retail (i.e. higher ceilings)
- Above five storeys, upper floors will be stepped back from Cambie Street
- Buildings will activate and enhance the adjacent lane by providing townhouses or active uses on the rear
- Second floor job space will be strongly encouraged where feasible
- Development proposals will include required public realm features (i.e. street trees, weather protection, public plazas, seating areas, etc.)

Refer to built form guidelines in Section 5 for more information.

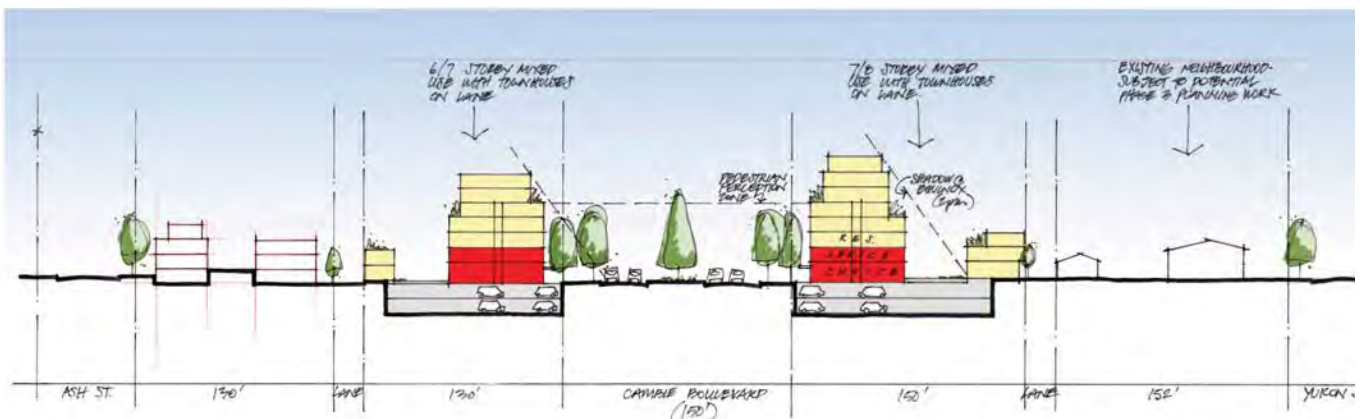


DENSITY
net FSR 2.25 - 3.25*



Policy directions in this section apply to the areas highlighted in the map above.

* The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Representative Section: Cambie Street between 47th and 48th Avenue

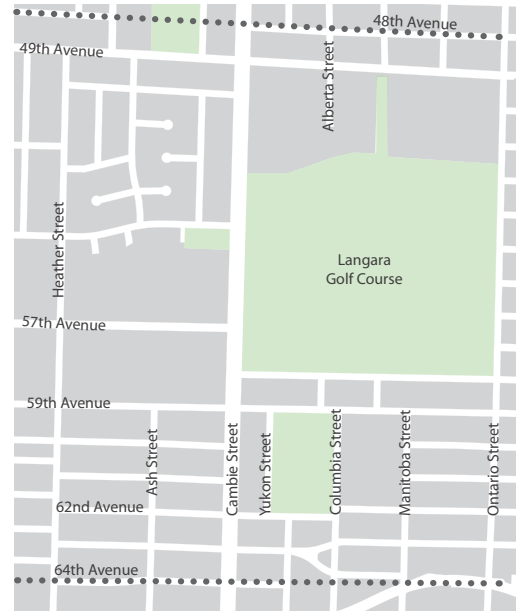


4.5 Langara

Neighbourhood Character

The area adjacent to the Langara - 49th Avenue Station and Langara College will become a walkable mixed-use urban environment. Along Cambie at the 49th Avenue Station mixed-use mid-rise buildings will be introduced that will include quality public realm features including public art, street furniture, benches, lighting, landscaping, and public plazas.

Along 49th Avenue, east of Cambie Street, new mid-rise buildings will be introduced with opportunities for at grade uses that compliment Langara College. These buildings will offer additional housing opportunities while enhancing the public realm with wide sidewalks and landscaped setbacks. Along Cambie Street south of the station, new mid-rise residential buildings will enhance the green park-like setting. Sidewalks and setbacks will respond to the golf course edge as well as Winona and Cambie Parks, and include green buffers and areas for pedestrian enjoyment and recreation. New lower-scale family oriented housing opportunities will be explored and considered for the areas surrounding the Langara-49th Avenue Station and the future station at 57th Avenue as part of planning for Phase 3.



Langara



Artist's illustration of what Cambie Street could look like in the future (looking northeast toward the Langara-49th Avenue Station)



Artist's illustration of what 49th Avenue and Cambie Street could look like in the future showing no changes to the surrounding neighbourhood (such changes would be subject to Phase 3 work). The illustration shows a scenario where all of the arterials have been developed; in reality, development and change will happen incrementally over several decades and will be subject to many variables including the economy, the real estate market and the choices of individual property owners. View north from West 50th Avenue showing a portion of the Oakridge Town Centre Neighbourhood.

4.5.1 49th Avenue: Tisdall - Ontario Street

In this area:

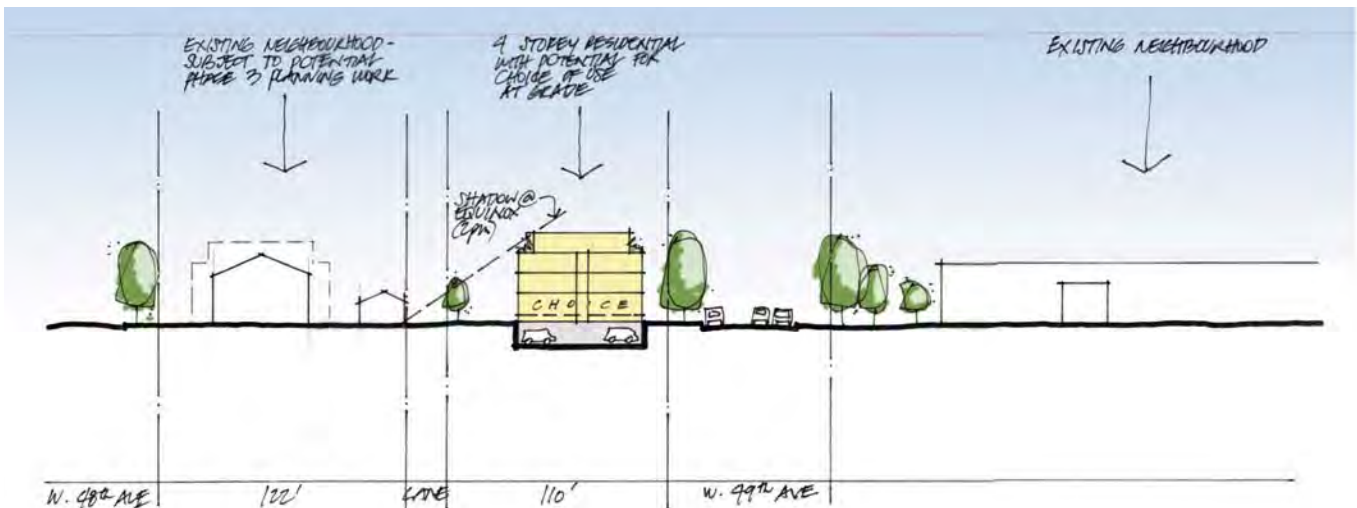
- Residential buildings will be allowed up to four storeys
- East of Cambie, choice of use will be considered at grade, favouring opportunities with an institutional focus. Ground floor space will be designed to accommodate a variety of future uses.
- Above three storeys, the upper floor will be stepped back from 49th Avenue
- Buildings will provide front doors onto the street and will activate and enhance the adjacent lane by providing townhouses or active uses on the rear
- Development proposals will include required public realm features (i.e. street trees, landscaped setbacks, etc.)

Refer to built form guidelines in Section 5 for more information.



Policy directions in this section apply to the areas highlighted in the map above.

* The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Representative Section: 49th Avenue between Cambie and Alberta Street

DENSITY
net FSR 2.5 - 3.5*



Policy directions in this section apply to the areas highlighted in the map above.

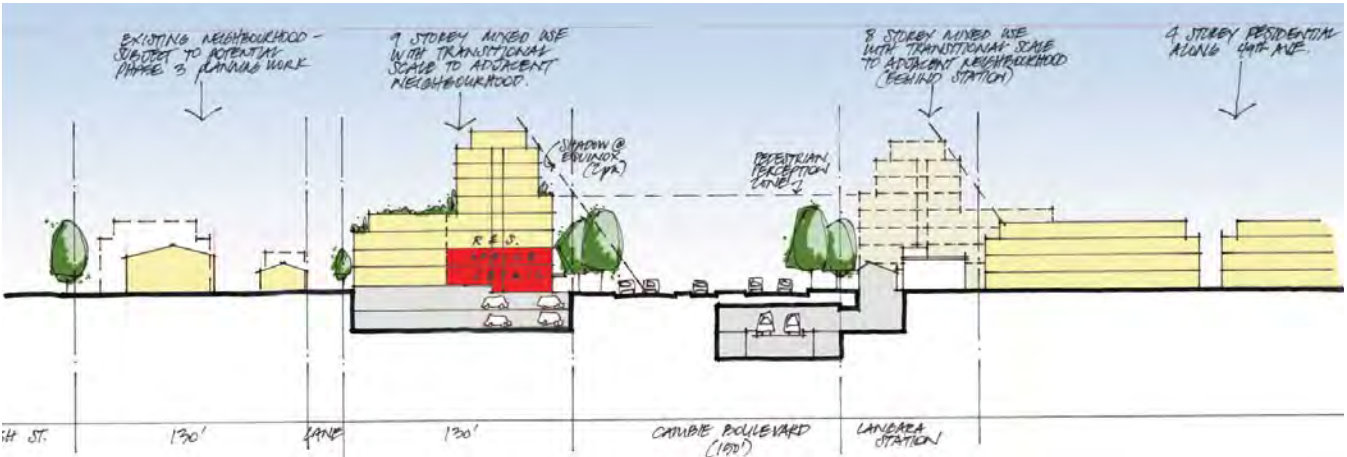
* The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.

4.5.2 Cambie Street: 48th - 49th Avenue

In this area:

- Mixed-use buildings will be allowed up to eight storeys with height increasing up to 10 storeys to the south towards 49th Avenue
- Above five storeys, upper floors will be stepped back from Cambie Street
- Buildings will activate and enhance the adjacent lane by providing active uses on the rear
- Second floor job space will be strongly encouraged where feasible
- Development proposals will include required public realm features (i.e. street trees, weather protection, public plazas, seating areas, etc.)

Refer to built form guidelines in Section 5 for more information.



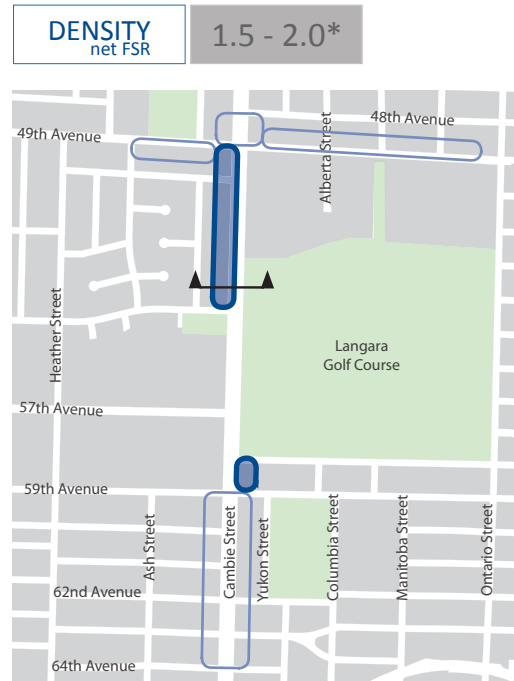
Representative Section: Cambie Street at the Langara - 49th Avenue Station

4.5.3 Cambie Street: 49th - 59th Avenue

In this area:

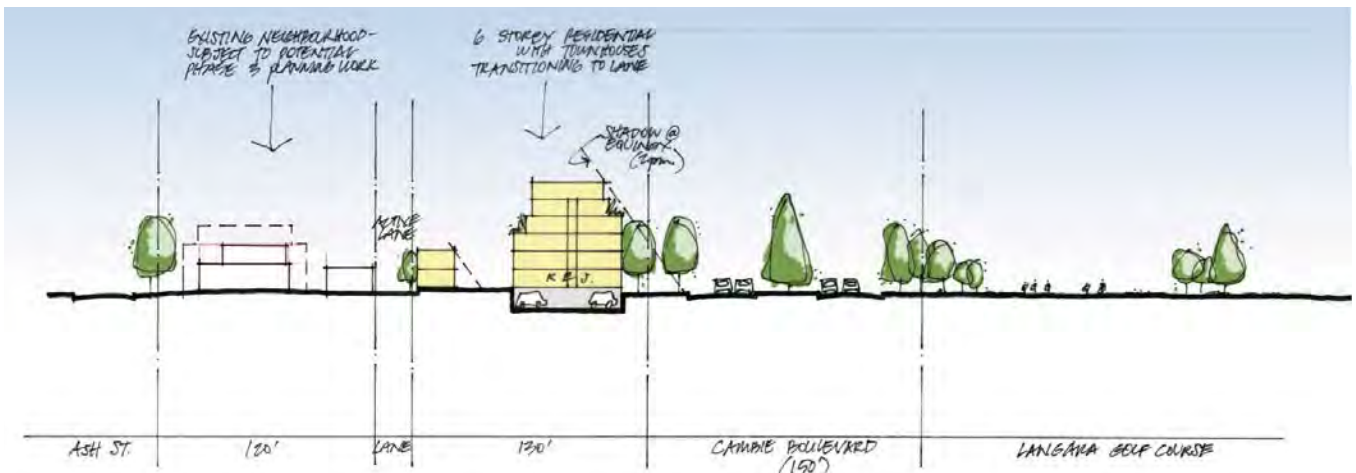
- Residential buildings will be allowed up to six storeys with consideration for up to eight storey in close proximity to 49th Avenue (i.e. within two lots)
- Above four storeys, upper floors will be stepped back from Cambie Street
- Buildings will activate and enhance the adjacent lane by providing townhouses or active uses on the rear
- Development proposals will include required public realm features (i.e. street trees, landscaped setbacks, etc.)

Refer to built form guidelines in Section 5 for more information.



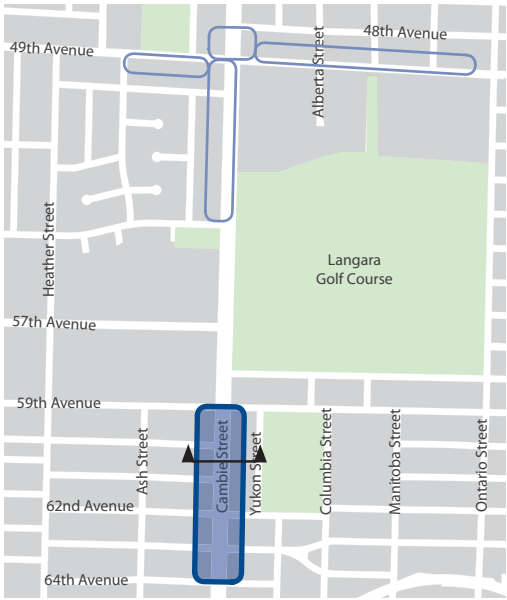
Policy directions in this section apply to the areas highlighted in the map above.

* The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Representative Section: Cambie Street between 53rd and 54th Avenue

DENSITY
net FSR 2.0 - 2.5*



Policy directions in this section apply to the areas highlighted in the map above.

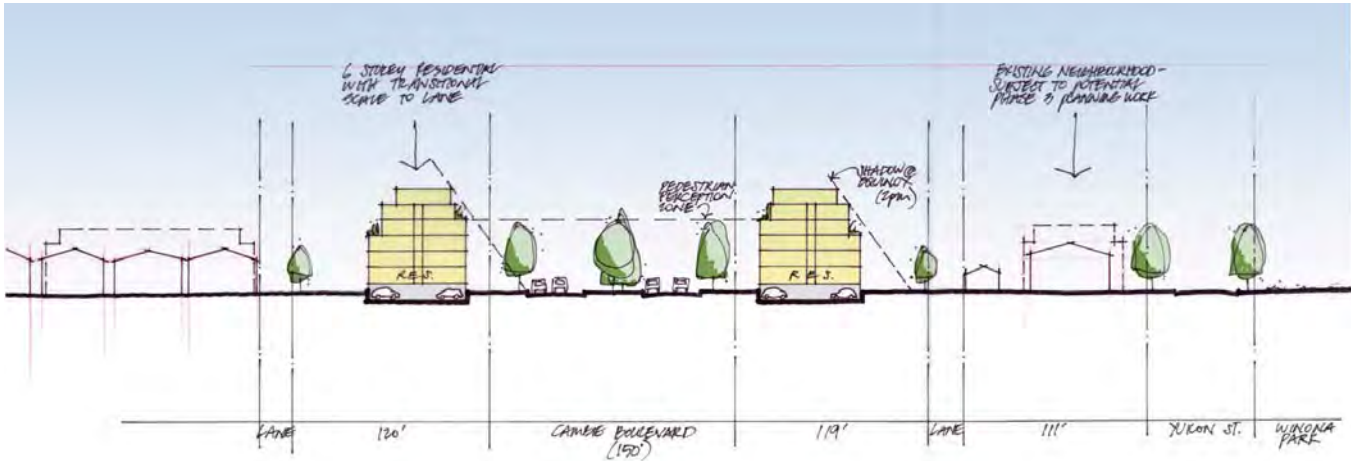
* The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.

4.5.4 Cambie Street: 59th - 64th Avenue

In this area:

- Residential buildings will be allowed up to six storeys except for the C-1 zoned area south of 59th Avenue, where non-residential uses will be required at grade.
- Above four storeys, upper floors will be stepped back from Cambie Street
- Buildings will include front doors onto the street and will activate and enhance the adjacent lane by providing active uses on the rear
- Development proposals will include required public realm features (i.e. street trees, landscaped setbacks, etc.)

Refer to built form guidelines in Section 5 for more information.



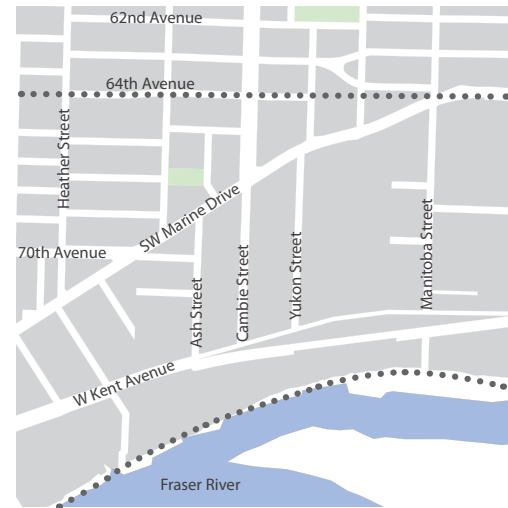
Representative Section: Cambie Street between 60th and 61st Avenue

4.6 Marine Landing

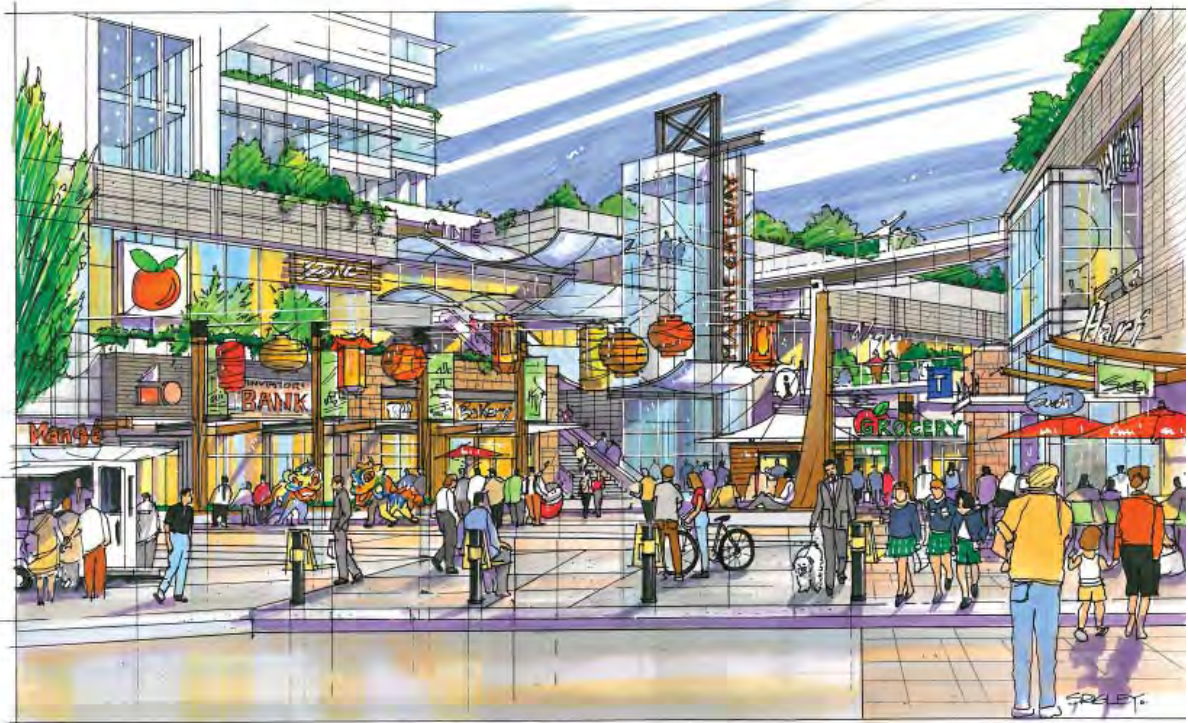
Neighbourhood Character and Identity

Marine Landing will evolve to be a walkable, high density urban area that responds to its connections to an evolving residential community, adjacent industrial area and its historical relationship to the Fraser River. Recognizing the area's prominence as an entranceway to the City, plans for Marine Landing will strive to balance local character and functions, with significant new opportunities for additional job space and an intensification of mixed uses that will infuse the area with an enhanced sense of vibrancy.

Buildings at the intersection of Marine Drive and Cambie Street are expected to take the form of high rise towers, the highest along the Corridor, with the highest tower located at the station site. Ground-oriented forms and tower bases will activate a lively and walkable public realm at eye-level. Reflecting the importance of industrial lands preservation, residential land uses will be sited and organized to minimize the conflict with adjacent industrial uses. With the intersection acting as a high point, transitions to the surrounding neighbourhood will be explored in future planning work.



Marine Landing



Artist's illustration of what the pedestrian plaza could look like in the future (south of Marine Drive looking south)



Artist's illustration of what Marine Landing could look like in the future showing no changes to the surrounding neighbourhood (such changes would be subject to Phase 3 work). The illustration shows a scenario where most sites on Cambie Street and Marine Drive have been developed; in reality, development and change will happen incrementally over several decades and will be subject to many variables including the economy, the real estate market and the choices of individual property owners. View north from the Fraser River.

4.6.1 Place Making In the Public Realm

Recognizing that the Marine Landing area is part of the larger idea of the Cambie Corridor, this section builds upon the Public Realm Framework in Section 6, providing greater detail on directions to guide the evolution of the public realm. The following directions will apply:

A Focused Hub

- Focus intensity and activity at a vibrant central neighbourhood at the Marine and Cambie intersection, bringing more people close to shopping, community services, and transit.
- Create a social heart (focused at Marine and Cambie) that recognizes and enhances the community's history and local identity within a taller building context.
 - Locally relevant themes to be explored in the development of the public realm experience include the historical connection to the Fraser River as well as the role and influence of industry, transportation and First Nations culture.

Towards the River

- Provide a direct walk / bike connection to the Fraser River along Cambie Street using the elevated guideway as weather protection, wherever possible.
- A mixed employment zone centered along Cambie Street between Yukon and Ash Street will include active and interesting frontages that enhance the public realm experience towards the river.
- Provide a waterfront destination at the foot of Cambie Street.
- Provide significant park space as close to the Fraser River as possible, linked to a waterfront pathway and existing and potential greenways.



Artist's illustration of Cambie Street looking south to the Mixed Employment area

Enhance Pedestrian and Cycling Connectivity

A clear hierarchy of movement is to emphasize walking, cycling, transit, and goods movement while providing appropriate and reasonable vehicle access to businesses and industrial lands.

- Improve intersection safety for all modes at Marine and Cambie.
- Provide green and sidewalk plazas along Cambie Street, south of Marine Drive.
- Provide for a continuous pedestrian and potential bicycle connection along the Fraser River, balancing the needs of existing and future industrial uses.
- Provide and enhance a bike route on Kent Avenue.
- Connect Cambie Street to Ash Park.
- Improve and enhance the connection to the pedestrian / bike bridge over the Fraser River.
- Improve and expand the permeability of the street and sidewalk system south of Marine Drive, between Manitoba and Ash Streets.
- Reduce parking provisions to the lowest responsible level. Consider the type and use of related developments, both existing and proposed, and allow flexibility for changing uses in future.
- Develop a process to explore circulation options on Cambie Street south of Marine Drive.

Public Benefits and Amenities

Provide new and enhanced public benefits in the neighbourhood that support the development of a complete community. Public benefits priorities include:

- Enhanced and new public realm elements including pedestrian and cycling connections and a public riverfront destination
- A bicycle mobility centre located on the station site
- Daycares, located north of Marine Drive (NW corner, adjacent to Ash Park and on the Marine Gardens site)
- Affordable housing (See Section 9: Housing Strategy)
- Contributions to new and improved community facilities (i.e. Marpole Library, Marpole Oakridge Community Centre renewal, Marpole Place renewal)
- Not for profit space



Artist's illustration of what the area around the bus loop could look like in the future (south of Marine Drive Station, looking west)

4.6.2 Urban Design Principles

The following will guide the built form and programs of the key sites (map right) at the intersection of Marine Drive and Cambie.

1. A Place of Welcome and Introduction

The sites will act as a place of welcome and introduction to the city and will work together to provide a south-slope landmark.

2. Locally Authentic

The sites will reflect the local character and context of the area, acknowledging its unique and historical connection to the Fraser River, industrial lands and the evolving context of a surrounding residential neighbourhood.

3. Marking the Intersection

Buildings are expected to take the form of high rise towers that frame the intersection, prominently marking Cambie and Marine.

4. Slimness and Vertical Emphasis

Tower forms surrounding the intersection may be tall, but they must also be slim and well separated, emphasizing a sense of verticality.

5. Minimizing Apparent Scale

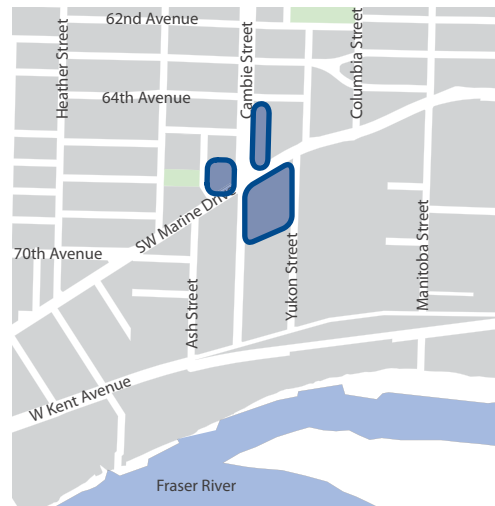
Strategies will be used to offset the sense of scale in tower forms including masking (i.e. offsetting horizontal elements) and providing lightness in the primary vertical elements of buildings.

6. Hierarchy

Within the overall pattern of the station area intersection, there is a general hierarchy of height and density associated with the four corners, starting at the SE corner of the intersection where the station is located and moving counter-clockwise in descending order.

7. Variety

Distinct building strategies that provide uniqueness and variety in form are welcomed, and diversity of architectural expression expected, while allowing for a coherent idea of Marine Landing. Monotony of architecture will be avoided.



Key sites that the Urban Design Principles will apply.

8. Shadow Performance

Buildings will be designed and located to minimize adverse shadow impacts on surrounding public space (i.e. Ash Park and Laurier Annex) as well as the surrounding neighbourhood.

9. Building Siting

Buildings will be designed and located to maximize privacy, livability, opportunities for public views through sites, and equitable views from sites.

10. Transitions

Buildings will be designed and located to provide creative and sensitive transitions in scale between the intersection hierarchy and the adjacent evolving neighbourhoods.

11. Industrial Lands Protection

New development will use distance, intervening land uses / buildings and other techniques to minimize the impact of residential complaints and expectations on surrounding industrial uses, and corresponding impacts to residential livability from existing and expected expanded industrial operations. Industrial land use protection and expansion is a top priority in this area.

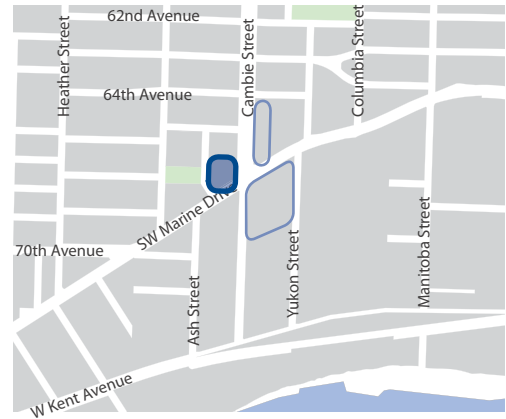
12. Design Performance Improvements

The drawings that follow (pages 62-64) provide urban design detail and can be altered to improve design performance in conjunction with community concern.



4.6.3 Cambie and Marine Intersection Site: NW Corner (8175 Cambie Street)

In the context of the performance expectations established by the urban design principles and public realm elements described in this section, the following could be considered on this site. Suggested heights for this corner of Cambie and Marine were derived from detailed shadow impact analysis on Ash Park and Laurier Annex, and based on the proposed buildings not shadowing the soccer field during the morning school recess period.



Design responses deemed to be equal or better in addressing the principles of urban design and public realm described in this Plan may also be considered.



low rise

Low-rise building facing Ash Park

pedestrian mews

Connecting Ash Park to Cambie Street

community facilities

Daycare/community facilities facing and integrated into Ash Park

residential tower

Tower height should not exceed 285 ft*
Floor plate should not exceed 6300 sq. ft.**
Commercial considered at grade

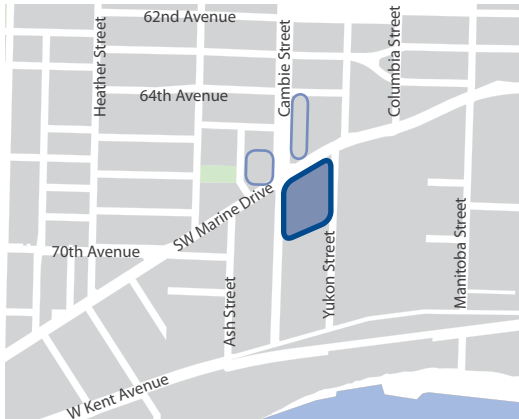
mixed-use building

Mid-rise building up to 6 storeys fronting on Marine Drive, commercial at grade, residential above

* measured from Marine Drive to top of uppermost floor, excluding mechanical penthouses.

** the calculation of floor plate size includes elevator cores, storage, stairs, enclosed balconies, etc. but excludes open balconies.

Conceptual Site Diagram



4.6.4 Cambie and Marine Intersection Site: SE corner (8430 Cambie Street)

In the context of the performance expectations established by the urban design principles and public realm elements described in this section, the following could be considered on this site. Suggested heights for this corner of Cambie and Marine were derived from detailed shadow impact analysis on Ash Park and Laurier Annex. Proposed buildings should not shadow the soccer field during morning school recess period.

Design responses deemed to be equal or better in addressing the principles of urban design and public realm described in this Plan may also be considered.

commercial building

Tower form to optimize job space
Includes ground level retail, and office space.
Height should not exceed 230 ft. *
Office floor plate expected to be approximately 21,000 sq. ft.

retail

Retail uses will be predominantly non-auto oriented, but may include other uses such as a large-scale anchor grocery store. Small scale retail units will front on Marine Drive and an internalized pedestrian mall and wrap around the NW corner of the project, down Cambie Street. Medical / dental is also expected. The design and location of the retail space will be organized to support a vibrant day and night pedestrian experience

pedestrian mall

A highly animated ground level pedestrian mall will connect through the project, linking Marine Drive to the bus loop and Marine Drive Station at the southern portion of the site

residential tower

Tower height should not exceed 335 ft*
Floor plate should be between 5400-5500 sq. ft.**

residential tower

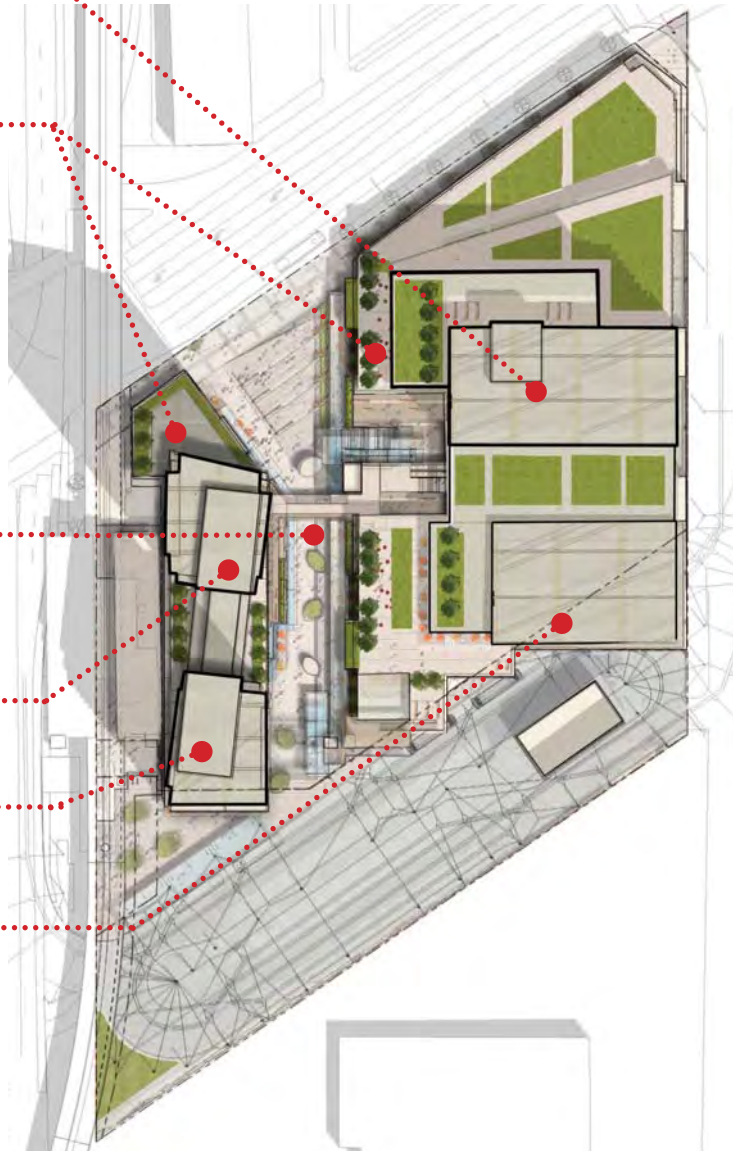
Tower height should not exceed 255 ft
Floor plate should be between 5400-5500 sq. ft.**

entertainment

A large scale movie theatre providing night time activity is expected on the second level of the commercial podium, with the box office, theatre service and marquee located on the ground level

* measured from Marine Drive to top of uppermost floor, excluding mechanical penthouses.

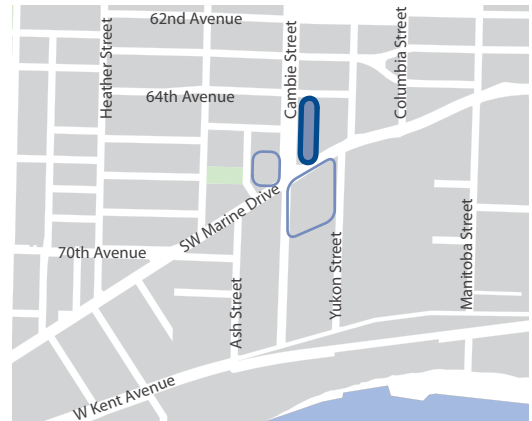
** the calculation of floor plate size includes elevator cores, storage, stairs, enclosed balconies, etc. but excludes open balconies.



Site Plan

4.6.5 Cambie and Marine Intersection Site: NE corner (8018 - 8150 Cambie Street)

In the context of the performance expectations established by the urban design principles and public realm elements described in this section, the following could be considered on this site. Design responses deemed to be equal or better in addressing the principles of urban design and public realm described in this Plan may also be considered.



Site Plan

retail units
Cafe or community meeting place

live/work units
Ground-oriented, live/work units
generally four storeys

residential tower
Tower height should not exceed 235 ft*
Floor plate should not exceed 6300 sq. ft.**

urban rooms
Providing activity and interaction

live/work units
Ground-oriented, live/work units
generally four storeys

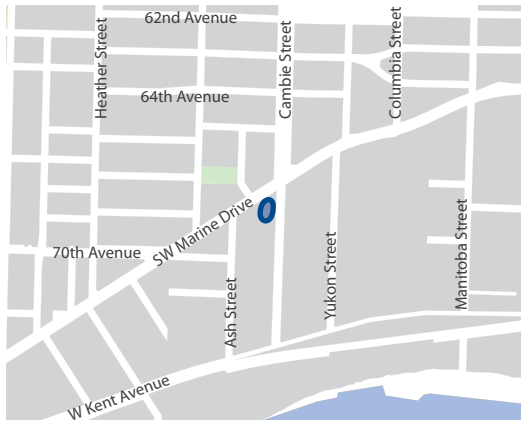
residential tower
Tower height should not exceed 285 ft*
Floor plate should not exceed 6300 sq. ft.**

commercial podium
Includes small-scale, ground-level retail that
supports a vibrant pedestrian experience

plaza
Corner plaza with design elements
that respond to and address noise
from intersection

* measured from Marine Drive to top of uppermost floor, excluding mechanical penthouses.

** the calculation of floor plate size includes elevator cores, storage, stairs, enclosed balconies, etc. but excludes open balconies.



4.6.6 8401 Cambie (SW corner of Cambie and Marine)

This site will be reviewed in greater detail in future planning work. Rezoning applications may be considered concurrently with the future planning work. A higher form is expected, consistent with the urban design principles for the key intersection sites. Strategic opportunities to land non-market housing may be explored.



4.6.7 445 SW Marine Drive (Marine Gardens)

This site will be reviewed in greater detail in future planning work. Rezoning applications may be considered concurrently with the future planning work. Any new development would be required to replace the existing childcare facility. The site will transition from the adjacent site to the west. Rental housing must be replaced, consistent with Section 9 policy directions.

4.6.8 Mixed Employment Zone

The mixed employment zone stretches from south of Marine Drive to the Fraser River, and is bounded by Ash and Yukon Streets to the east and west. Buildings in this Mixed Employment Area will edge Cambie Street with enough setback to accommodate a comfortable pedestrian realm. It is expected that employment uses framing Cambie Street will provide visual interest to passing pedestrians. Building heights could be up to 100 feet and are intended to be of significant density/intensity. Buildings may include space for a variety of employment uses and large floor plates are expected. Residential land use is not permitted.



Left: Architect's rendering of Broadway Tech Centre

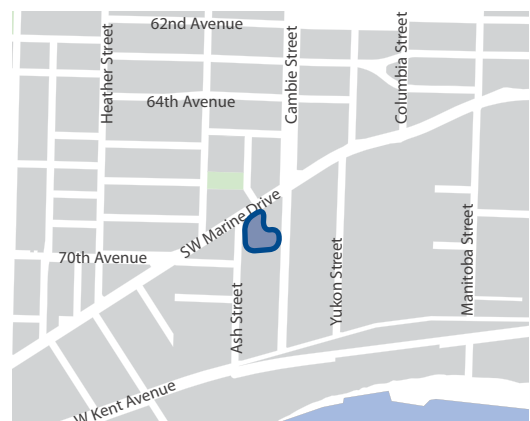


Right: Renfrew and 12th

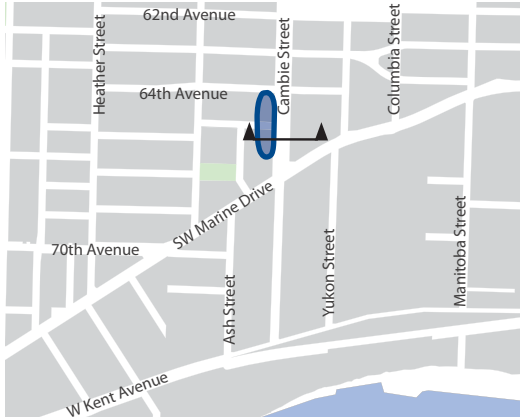


4.6.9 RT-2 Zoned Sites (South of Marine Drive)

The area will be reviewed in greater detail in future planning work. For sites zoned RT-2, see Section 9 for additional requirements related to the replacement of affordable and rental housing units.



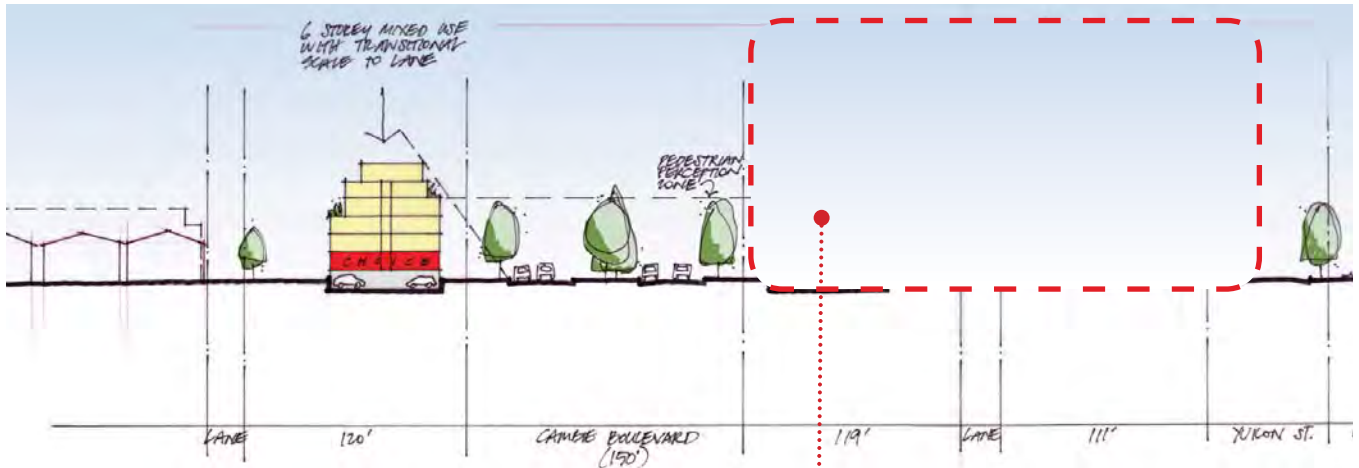
4.6.10 8100 Block of Cambie Street (west side)



In this area:

- Mixed use buildings will be allowed up to six storeys
- Choice of use at grade will be considered. Ground-floor space will be designed to accommodate variety of future uses, including retail (i.e. higher ceilings)
- Above four storeys, upper floors will be stepped back from Cambie Street
- Buildings will include front doors onto the street and seek activate and enhance the adjacent lane by providing active uses on the rear
- Development proposals will include required public realm features (i.e. street trees, landscaped setbacks, etc.)

Refer to built form guidelines in Section 5 for more information.



Representative Section: west side of Cambie Street north of Marine Drive

Refer to 4.6.5 and 4.6.7 in this Section for details on these sites

Built Form Guidelines

The following built form principles are meant to provide guidance for new development along the Corridor. Additional guidelines specific to Marine Landing can be found in Section 4.6. In future, with the development of a comprehensive public realm plan, more specific requirements may be expanded to provide guidance for development along the Corridor (e.g. specific building and landscaped setback requirements).

The guidelines are organized in the following way:

Residential and Mixed-use Buildings: On Streets

Guidelines specific to the interface between buildings and the fronting street.

Residential and Mixed-use Buildings: On Lanes

Guidelines specific to the interface between buildings and the lane condition.

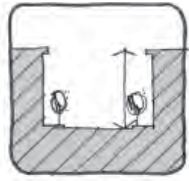
In addition to the design principles found here, the City currently requires all new buildings to achieve a high level of sustainability. Refer to Section 10.2: Building Design of this plan and the City's Green Building and Green Rezoning Policies.



5.1 Residential Buildings: On Streets

Building Height

The building height for the Corridor varies depending on location, character of areas, and scale of adjacent neighbourhoods. Refer to Section 4: Neighbourhoods for specific height requirements.



- 5.1.1 Generally, locate taller buildings around stations.

Building Steppbacks and Streetwall

Different character areas along the Corridor will have different requirements for building setbacks at upper levels.



- 5.1.2 In general, provide a notable setback above 4 storeys to reduce the overall building massing (4 storey streetwall). Taller buildings should have a similar setback, however, the overall composition of the building needs to be considered.
- 5.1.3 Buildings should setback at the rear, reducing the scale of the building towards the lane and should minimize the amount of shadow cast onto adjacent properties.

Building Frontage

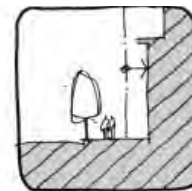
The length of a building impacts the character and feel of the street. Buildings should be limited in length, both real and perceived, to allow for sunlight, views, and a general feeling of "openness".



- 5.1.4 In general, a maximum building frontage of 150 ft is desired.
- 5.1.5 In special circumstances, including sites between 33rd and 29th Avenue around Queen Elizabeth Park, a narrower frontage is appropriate. In these cases, a maximum building frontage of 120 ft is desired to maximize views through and past buildings in recognition of the significance of Queen Elizabeth Park.

Setbacks

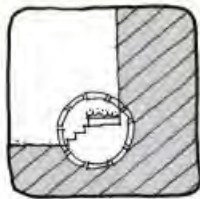
The distance a new building should be set back from the fronting property line should consider the nature and character of the fronting street (local versus arterial), the uses within the building (residential versus mixed-use), the typical setback of adjacent buildings, and the space available between the curb and the property line.



- 5.1.6 Building setbacks should accommodate the desired streetscape condition. For residential areas, setbacks should range in depth from 10 - 15 ft.

Relationship to Finished Grade

- 5.1.7 The first floor (depending on existing grade) should be raised approximately 3 ft to allow for delineation of the public and private realm and to accommodate a front patio/entrance. Care is to be taken on sloped sites to ensure the relationship between the first floor at the front and rear of sites does not create blank wall conditions.



Entrances and Aspect

- 5.1.8 To provide visual interest and variation, buildings should include separate units with individual entrances facing the street. Where a more continuous building form is proposed, vertical elements should be included to break down the horizontal scale of the building.
- 5.1.9 Building entrances should be clearly recognizable and should be appropriately scaled to the street and the neighbourhood context, and should provide a point of distinctiveness in the overall streetscape treatment.

Architecture

Building architecture should be of its time while considering the architectural history of the neighbourhood, the surrounding neighbourhood context, and the emerging character of the neighbourhood.

- 5.1.10 Individual buildings should express a unified architectural concept that incorporates both variation and consistency in facade treatment. Authentic and high quality design details are expected to be part of every project.
- 5.1.11 Variety is encouraged between buildings to avoid repetition and to create an interesting streetscape environment.
- 5.1.12 Taller buildings should have a clear hierarchy of base, middle and top elements. Typically, residential buildings will have a secondary expression at the higher level with a clear expression of the base and entry.
- 5.1.13 On buildings with townhouses at grade, the townhouses should be distinguished architecturally from the primary building.

Courtyards

- 5.1.14 For projects that include laneway buildings, the space between the primary fronting buildings and the lane buildings - the courtyard - needs to be large enough to ensure the livability of all units. A minimum 24 ft depth is suggested.



Different site and massing configurations should be explored to achieve this minimum depth. Massing should also strive to maximize the sunlight available to the courtyard, such as through variation in height.

Parking

- 5.1.15 Parking should be accessed from the lane, in a location that minimizes disruption to the lane environment. It should be underground and not visible from the street, however, it may be slightly above grade (i.e. 3 ft) to permit a desirable relationship between the first floor and finished grade.



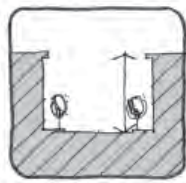
In cases where there is insufficient site depth to permit laneway buildings it is expected that the primary building will still address the issues outlined above. In such cases, the primary building should transition in scale to the lane and to the surrounding neighbourhood and should avoid blank walls. The building should still contribute to making a comfortable lane environment.



5.2 Mixed-use Buildings: On Streets

Building Height

The building height for the Corridor varies depending on location, character of areas, and scale of adjacent neighbourhoods. Taller buildings will be located generally around stations, with mid-rise buildings being the prevalent scale. Refer to Section 4 for specific height requirements.



Building Stepbacks and Streetwall

In mixed-use areas, a strong streetwall condition is desired to provide a continuity to the street. This streetwall condition is created using building stepbacks above a given height.



- 5.2.1 For each of the mixed-use areas along the Corridor, the following streetwall heights are recommended:
- Cambie Village: 4 storeys
 - Oakridge Town Centre : 5 storeys
 - Marine Landing: where mid-rise buildings are anticipated, 4 storeys
- Above the relevant streetwall height, buildings should have a notable stepback.
- 5.2.2 Building volumes should be arranged to minimize shadowing on public spaces such as sidewalks, parks, and public plazas.

Building Frontage

- 5.2.3 Provide a continuous streetwall in these mixed-use areas:
- Cambie Village area (16th to 19th, 24th to King Edward)
 - Oakridge Town Centre (39th to 49th)
- 5.2.4 For the choice of use area on Cambie Street between 45th and 49th Avenue, a lower streetwall should be considered to differentiate the difference between this area and the retail zone to the north. A 3 or 4 storey streetwall should be explored that still allows for consistency along the street.

Retail Frontages

Retail frontages should add to the character of the street by being clearly identifiable, inviting, continuous, and transparent.

- 5.2.5 Retail entrances should be clearly delineated with architectural features and fenestration patterns that emphasize a scale appropriate for neighbourhood serving retail.
- 5.2.6 To optimize the viability of retail uses, a 15 ft floor to floor height for the first floor is desired.
- 5.2.7 Retail fronts should be transparent in order to strengthen the connection between public and private space.
- 5.2.8 Retail frontages should reinforce the scale of a walking, shopping street. As such, retail frontages should be between 15 ft and 40 ft wide depending on the location within each of the neighbourhoods.

Setbacks

Similar to residential areas, the distance a new building should be set back from the fronting property line should consider the nature and character of the fronting street (local versus arterial) and the typical setback of adjacent buildings.



- 5.2.9 Building setbacks should be able to accommodate the desired streetscape condition. In general, setbacks should be 5-15 ft in mixed-use areas.

Architecture

Mixed-use buildings should 'read' as mixed use, with retail units that are appropriately scaled to the street and in a vertical rhythm that breaks down in scale while offering a range of unit sizes.

Building architecture should be authentic to its time while considering the architectural history of the neighbourhood, the surrounding context, the width of the street, and the building's relationship to other public realm areas including plazas and mid-block crossings.

- 5.2.10 Mixed-use buildings should express a unified architectural concept that incorporates both variation and consistency in facade treatment. Authentic and high quality design details are expected to be part of every project.
- 5.2.11 Buildings should have a clear hierarchy of base, middle, and top elements. Ground floor retail should be clearly visible to the street and should be pedestrian scaled. Awnings and signage should be part of the design composition.

- 5.2.12 Within a single, strong architectural concept, variety is encouraged between buildings to avoid repetition and to create an interesting streetscape environment.

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

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

Pedestrian Comfort (Weather Protection)

- 5.2.14 In mixed-use areas, continuous weather protection should be integrated with the building design and should be part of a building's overall architecture and composition.

Parking

- 5.2.15 Parking should be accessed from the lane, in a location that minimizes disruption to the lane environment. Parking should not be visible from the street.



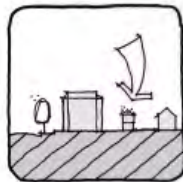
5.3 Residential Buildings: On Lanes

Lanes present a unique opportunity as additional and alternate routes for pedestrians. Smaller and more intimate in scale and with less traffic, they can be treated distinctly and can help create community-oriented spaces away from the higher traffic volumes found on major streets.

The manner in which lanes are treated, both in terms of the lane surface and the way they are enclosed (scale and attitude of edge buildings) has an impact on their respective characters. It is important that lanes are treated properly based on their intended “role” within the neighbourhood’s public realm, while at the same time ensure that they still support the necessary functions of lanes, including utility servicing and waste removal.

Scale

- 5.3.1 Where feasible and where lot dimensions allow, lanes should be edged with smaller scale residential buildings in the form of townhouses or other compatible building forms to reinforce the intimate scale and character of the lane. They can be up to 2 storeys in height and should generally consider the design conditions for overlook and privacy found within the City’s Laneway Housing policy.



Building Frontage

In order to balance sensitive transitions to evolving neighbourhoods, laneway buildings should convey a smaller, neighbourhood feel. As the size of redevelopment lots will vary, the laneway buildings frontage will ultimately be a factor of site width.

- 5.3.2 Generally, a maximum frontage of 80 ft before a substantial break, is desired. However, a smaller frontage may be required depending on specific site and neighbourhood conditions (i.e. adjacent conditions and uses).

Special consideration should be given to corner sites or sites that flank part of the public realm, whether park, plaza, or mid-block connection.

Setbacks

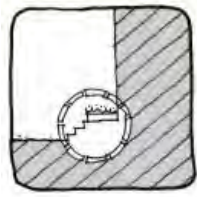
- 5.3.3 Lane buildings should generally consider similar setbacks as the City’s Laneway Housing policy to allow for edge elements such as landscaping.

Building Stepbacks and Articulation

- 5.3.4 Laneway buildings should consider the narrow width of lanes and their massing should respond to the prevailing right-of-way with upper level stepbacks.

Relationship to Finished Grade

- 5.3.5 Laneway buildings should be located at grade or have minimal vertical transitions in order to create continuity of the public realm. Walls towards the lane or exaggerated first floor relationships are to be avoided.



Entrances and Aspect

Lane buildings have a role to activate and animate the lane.

- 5.3.6 Entrances and windows should directly face the lane, and appear to have a transparent nature to them.

Architecture

Similar to the primary building, laneway buildings should consider the surrounding neighbourhood context and the emerging character of the neighbourhood. Authentic and high quality details are expected.

While there should be a consistent architectural language between the primary building and the lane building, there is also an opportunity to create uniquely engaging building on lanes and design creativity should be encouraged.



Parking

- 5.3.7 Parking for laneway buildings will be incorporated within the primary building's parking.



5.4 Mixed-use Buildings: On Lanes

Where feasible, laneway buildings (i.e. townhouses) will be incorporated into new mixed use developments. Mixed-use sites that are too shallow to accommodate laneway buildings (i.e. less than 130 ft deep) still have the opportunity to actively engage the lane.

5.4.1 Where feasible and where lot dimensions allow, lanes should be edged with smaller scale residential buildings in the form of townhouses or other compatible building forms to activate and enhance the lane.

5.4.2 Where laneway buildings cannot be accommodated, the ground floor use should “open up” onto the lane, thus providing a unique way to enliven the lane.

Guidelines for these cases are:

- maximum 2 storey expression directly at the lane
- create active edges on lanes that accommodate servicing needs and add to the character of the lane such as carrying through the function of the ground floor activity to the lane
- consider public open space improvements that create unique areas along the lane
- seek high quality finishes and design that engage the lane
- consider flexible outdoor spaces that can accommodate a variety of uses
- maintain the functionality of the lane

Examples of an animated mixed-use lane with amenities and activities fronting the lane





Urban Systems and Public Realm Strategy

Urban systems, including movement and habitat corridors, permeate and connect aspects of the public realm including parks, open space, and plazas. This strategy sets out directions for development proposals to establish a coordinated legibility of public spaces and urban systems along the entire Corridor. Implementation of the directions in this strategy will ultimately create a memorable and identifiable public realm experience throughout the Corridor.

The strategy also sets the structure for the development of a comprehensive public realm plan that builds on the directions identified here.

"...a comfortable neighbourhood is defined by its well-integrated and finely detailed public space..."

[Jan Gehl, "Neighbourhoods for People - Seattle Toolkit, 2010"]

Goals

The goals of the urban systems and public realm strategy are:

- To help create a unique identity for this part of the city
- To knit together a new high quality public realm within the structure of the existing neighbourhoods
- To facilitate active participation in public life through well conceived places
- To create environments that are memorable, comfortable, and foster a sense of community
- To create places that connect the community together and with other amenities in the neighbourhood
- To create places that allow for multiple types of activities and community functions, from daily activities and shopping to social gatherings and special events
- To increase access to nature for all residents



Approach

The general approach to the public realm has been to create a fine-grained pattern of plazas, parks, and connections that strengthens the existing open space structure found within each neighbourhood.

The new elements combine to create a much richer public realm, one that focuses on small scale interventions across a broad area and that complements the existing city-wide and neighbourhood parks. It also works to create a more human-scaled pedestrian network by inserting connections and pathways that connect to local amenities as well as break down the scale of larger blocks.

The strategy provides directions for the following key urban systems and public realm elements:

Movement: create safe and easy routes throughout the Corridor that prioritize walking and cycling

Habitat: enhance and connect habitat to improve biodiversity and ecosystem health

Connections: add permeability to the neighbourhood structure to link community amenities and improve the pedestrian realm

Streets and lanes: create additional public spaces from lanes while respecting their utilitarian role

Public plazas: create a series of public places that link the Corridor together while providing a variety of local, community gathering spaces

Green space: connect green space along the Corridor and recognize and reflect the importance of the Cambie Heritage Boulevard

How This Section Works

For each urban system and public realm element, the following information is provided:

- A high level overview that describes the general intent, including any relevant background information or existing policy directions
- A map showing locations of specific proposed public realm improvements
- Specific strategies or policy directions

Information is also provided regarding additional work required for the development of a comprehensive public realm plan that would build upon this framework and provide details on things like public art, streetscape standards and financing.

6.1 Urban Systems: Movement

Vancouver is furthering its role as a green transportation leader with the target of making the majority of trips (over 50%) by foot, bicycle and transit, consistent with the 2020 Greenest City goals. The City has started the process to update its Transportation Plan and prepare the City's first Active Transportation Master Plan that will continue to support and reaffirm the top transportation priorities of walking, followed by cycling, then public transit, while building no additional road capacity.

The existing Transportation Plan was approved in 1997 with a number of targets in all transportation areas that have almost all been reached or surpassed. The upcoming Transportation Plan update will set new mode share targets and identify new actions to help track progress towards sustainable mobility goals.

Land use and transportation policies for the Cambie Corridor will help Vancouver to meet its mobility targets. Although Vancouver urbanism has long emphasized the integration of land use and transportation, a deeper level of integration is key to ensuring that we achieve the City's targets by increasing density near transit, increasing access to services and amenities (i.e. mixed use), providing additional space for pedestrians and cyclists, and continuing to prioritize walking, cycling, and transit over private vehicles. The functionality of station areas will require prioritizing passenger movement relative to commuter through traffic. Routes and facilities for pedestrians, cyclists and persons with disabilities will be safe, attractive, convenient, navigable, barrier-free and accessible.

The goal is to have a supported network of routes, from transit routes to greenways parallel to the Corridor, to allow for ease of access to and through the Corridor. New development will also support travel by sustainable modes, mitigate the traffic and parking impacts it creates and help address existing traffic issues.

The following policy directions guide long term decision-making when providing public realm improvements within the Cambie Corridor. Implementation of the policy directions will require the identification of funding sources (i.e. capital planning and contributions from site specific developments) and will be considered in conjunction with the Transportation Plan update.



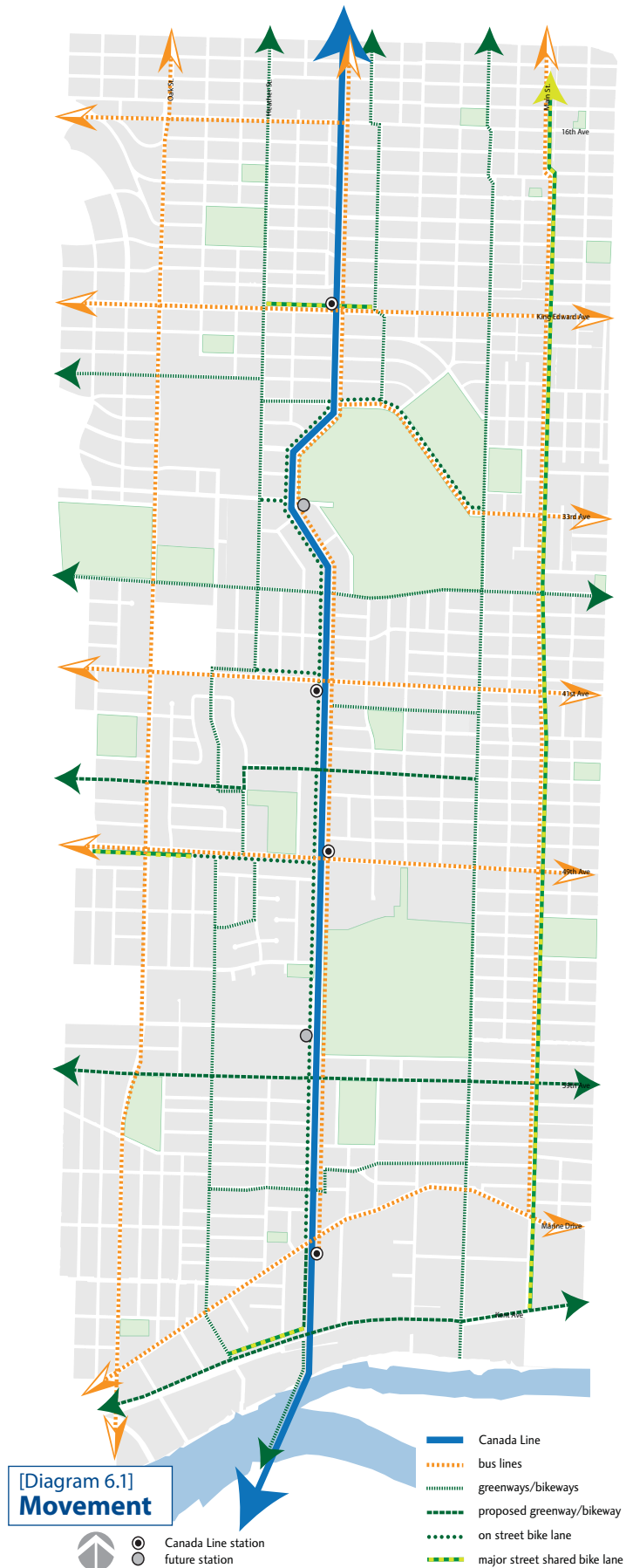
Walking and Cycling

- 6.1.1 Create attractive pedestrian- and cyclist-friendly streetscapes.
- Provide pedestrian and cyclist related public realm improvements including wider sidewalks in shopping areas and around rapid transit stations, additional bike lockers and racks, street trees and landscaping, public art, benches and lighting.
 - Create accessible public plazas and other small-scale public spaces to add to the comfort of pedestrians.

During restoration of Cambie Street, after the Canada Line opened, upgrades were provided along Cambie Street including new street lighting, sidewalks, garbage receptacles, street furniture and other improvements.

- 6.1.2 Complete the sidewalk network. Priorities for where improvements should be made are along routes to transit, schools and parks, where there is no sidewalk on either side of the street and wherever redevelopment is occurring.

- 6.1.3 Provide safety improvements to encourage walking and cycling within the Cambie Corridor, (e.g. better east-west connections and crossings across Cambie Street, north-south connectivity across railway tracks to the Fraser River).



- 6.1.4 Connect the city bikeway network to the Cambie Corridor and link it south to the Fraser River and north through Mount Pleasant and Fairview.
- Provide north-south bike lanes and routes along the Cambie Corridor for its entire length including improving/developing a bike lane on Cambie Street that links to the cyclist and pedestrian bridge to Richmond.
 - Implement the North Arm Trail along 59th Avenue (scheduled to commence in 2011 and be completed in 2012).
 - Implement the 45th Avenue Bikeway. (scheduled for completion in 2011).
 - Consider providing bike lanes on King Edward Avenue.
 - Improve cycling routes from the Cambie Corridor to Hillcrest Park Community Facilities.
 - Provide additional bicycle parking through redevelopment. This will complement bicycle racks provided through the City's street furniture initiatives where bicycle racks would continue to be located in commercial areas and transit stations.

Some of these ideas may be considered as part of the City's Active Transportation Master Plan. Construction of the 45th Avenue Bikeway and 59th Avenue Greenway have been approved in the 2011 Capital Plan.

An ongoing objective of the City is to provide pedestrian and cyclist infrastructure along the Fraser River, as well the bikeway along Kent Avenue.

- 6.1.5 Plan for a continuous pedestrian and potential bicycle connection along the Fraser River (Fraser River Trail) while balancing the needs of industrial uses.

Road maintenance issues are addressed through the City's Street Maintenance Programs. Requests for street improvements are through the Capital Planning Process or the Local Improvements Process.



Traffic Management and Parking

- 6.1.6 Address traffic calming issues through existing city-wide programs.

Traffic calming issues will be reviewed as development occurs with respect to neighbourhood impacts and will focus primarily on walking and biking impacts and not diversionary traffic calming.

- 6.1.7 Continue to work with residents to mitigate parking issues for neighbourhoods through existing city-wide programs.
- 6.1.8 Ensure new development will support travel by sustainable modes, mitigate the traffic and parking impacts it creates and help address existing and new traffic issues.
- 6.1.9 Implement parking reductions within developments for sites close to transit, providing higher reductions in parking requirements for sites close to rapid transit stations and recognize the importance of short-term street parking to local merchants. Parking reductions should not result in an increase in demand for on-street parking.

Transportation Demand Management Strategy

- 6.1.10 Large rezoning applications will require a Transportation Demand Management (TDM) Strategy for review and approval by the City Engineer that will recommend the required infrastructure and measures (including parking requirements) to prioritize sustainable transportation modes and include an analysis of the expected mode share (including walking, cycling and transit trips) generated by the proposed development. Strategies will also identify the potential transportation impacts of the proposed development and mitigation measures. Based on the scale or amount of development, applicants may be required to undertake a comprehensive neighbourhood-wide TDM study.



Transit

Translink is responsible for decisions regarding planning, financing and operating the transit system. City staff work with Translink in the development of plans to identify service needs and priorities where increased growth is anticipated.

- 6.1.11 Continue to support transit improvement in the Cambie Corridor to meet demand and further the City's green mobility targets.

Specific areas of transit improvement within the Cambie Corridor include:

- Increasing and/or improving Canada Line capacity and service, particularly with the prospect of local population growth;
- Increasing east/west and north/south bus service through extending hours and frequency;
- Improving amenity at transit stops with shelters or other weather protection, benches, lighting, litter receptacles, and information;
- Promoting security by providing safe, convenient routes to stops and stations, improving the environment at stops and stations, and ensuring a responsive transit security force and an effective crime prevention program; and
- Improving the efficiency and impact of transit services with coordinated scheduling, route adjustments, and conveniently accessible stop locations.

Future Canada Line Stations

- 6.1.12 Integrate the potential Canada Line rapid transit stations identified at 33rd and 57th Avenues, with new and existing development.
- 6.1.13 Provide safe, convenient and attractive pedestrian and cycling access and connectivity to future rapid transit stations from nearby destinations, transit stops and other stations.





6.2 Urban Systems: Habitat

Although the City of Vancouver is predominantly urban, existing habitat areas support diverse plant life and significant wildlife populations. High quality ecological landscapes in urban areas have been shown to provide important ecosystem services such as purifying water, cleaning air and providing urbanites with important connections with nature. Habitat in the city can provide stress relief, improve health and well being, purify air and water, and sequester carbon while providing much needed habitat for local wildlife, including threatened and endangered species.

Targets and strategies related to habitat defined under the Greenest City Initiative and contained within “Vancouver 2020 A Bright Green Future” include:

- Connecting habitat in the Fraser River, Queen Elizabeth Park, Langara Golf Course and VanDusen Garden with habitat corridors in pedestrian walkways and street edges
- Planting 150,000 trees by 2020
- Enhancing connections between greenways and green spaces
- Increasing access to waterfront, particularly the Fraser River
- Creating guidelines to attract and sustain songbirds
- Protecting and recovering endangered species and ecosystems
- Restoration and protection of wetlands; streams; and riverbanks (particularly along the Fraser River)
- Implementing water stewardship programs to protect local waterbodies from pollution and restoring shorelines (with an emphasis on the Fraser River).
- Ensuring the cleanest air of any major city in the world
- Promoting food gardens and edible landscapes

A comprehensive approach for habitat within the Cambie Corridor Plan will ensure that we maximize opportunities to achieve our Greenest City goals. In light of the proximity to significant natural habitats (Fraser River, Queen Elizabeth Park, Langara Golf Course,) strategies will be implemented throughout the Corridor to enhance, protect and connect both aquatic and terrestrial biodiversity.

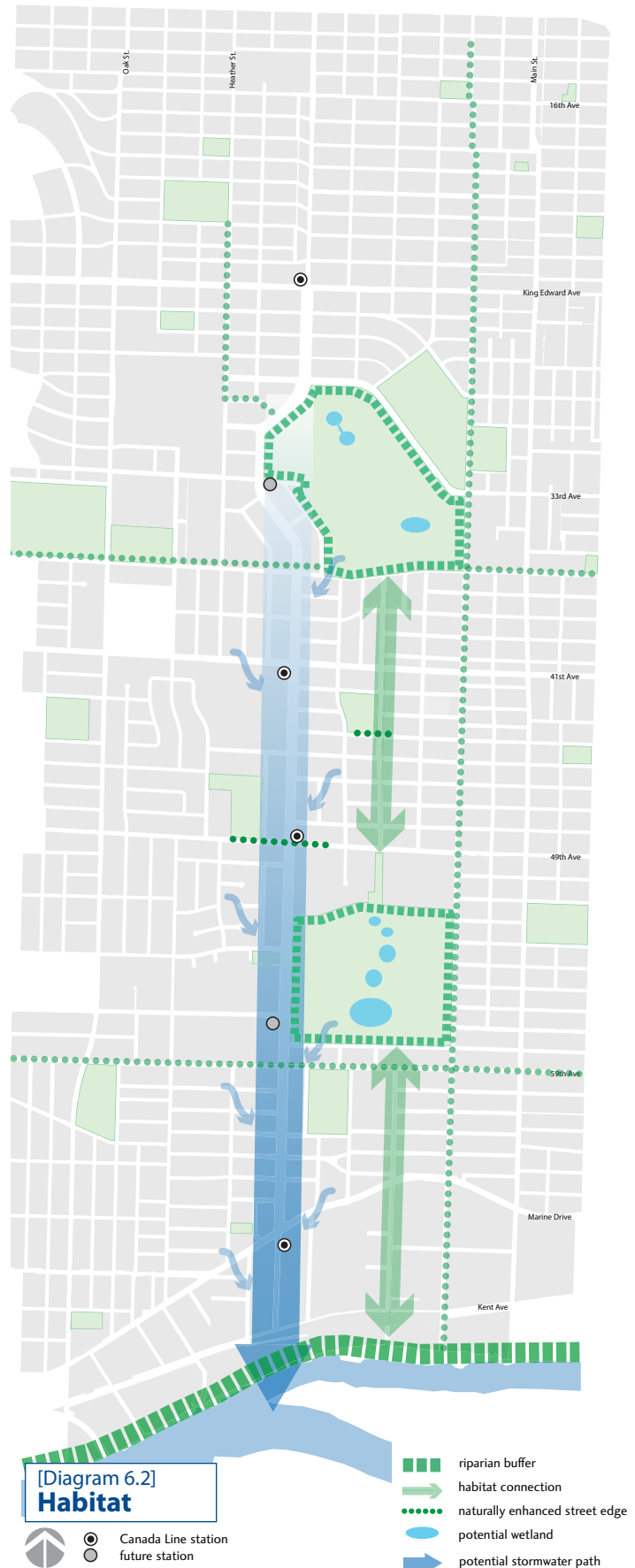


Aquatic Habitat: Enhancing and Protecting the Fraser River and Aquatic Biodiversity

- 6.2.1 Connect habitat to the Fraser River through habitat corridors and ensure storm water management best practices are developed and applied to the Corridor. Where possible, restore riparian habitat.

Terrestrial Habitat: Enhancing, Protecting and Connecting Land Based Biodiversity

- 6.2.2 Enhance and protect existing terrestrial habitat areas. Opportunities include:
- Enhancing the urban forest through tree planting
 - Integrating high quality habitat such as constructed wetlands into green spaces
 - Weaving ecological landscapes into urban centres with the creation of rain gardens, green roofs, community gardens (especially for food production) and diverse landscapes
 - Connecting habitat in the Fraser River, Queen Elizabeth Park, Langara Golf Course and VanDusen Garden with habitat corridors in pedestrian walkways and street edges



6.3 Public Realm: Connections

Population health is commonly correlated with the amount of open space in a community, and the ability to readily access it. By 2020, it is the City's goal to have every person live within a five-minute walk of a park, beach, greenway or other natural space.

Policies for the Cambie Corridor related to providing and enhancing connections to open space will further progress towards achieving our access to nature target. To increase the accessibility of existing open space along the Corridor, a series of additional pedestrian links at key locations are proposed.

In addition to such connections providing open space for pedestrians, they will also be designed to respond to and reflect the surrounding neighbourhood. For example, connections in residential areas that link Cambie Street to a park will have a different treatment than connections in mixed use areas.

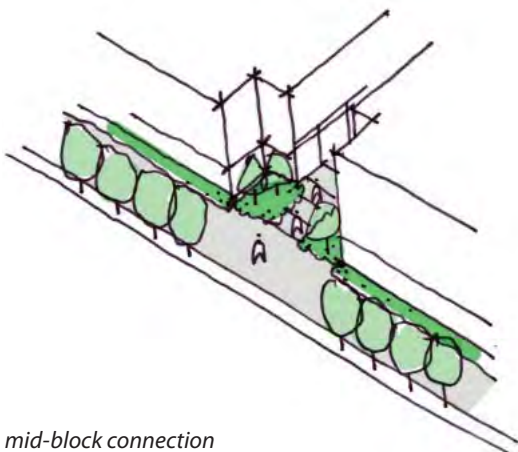


Mid-block Pedestrian Links

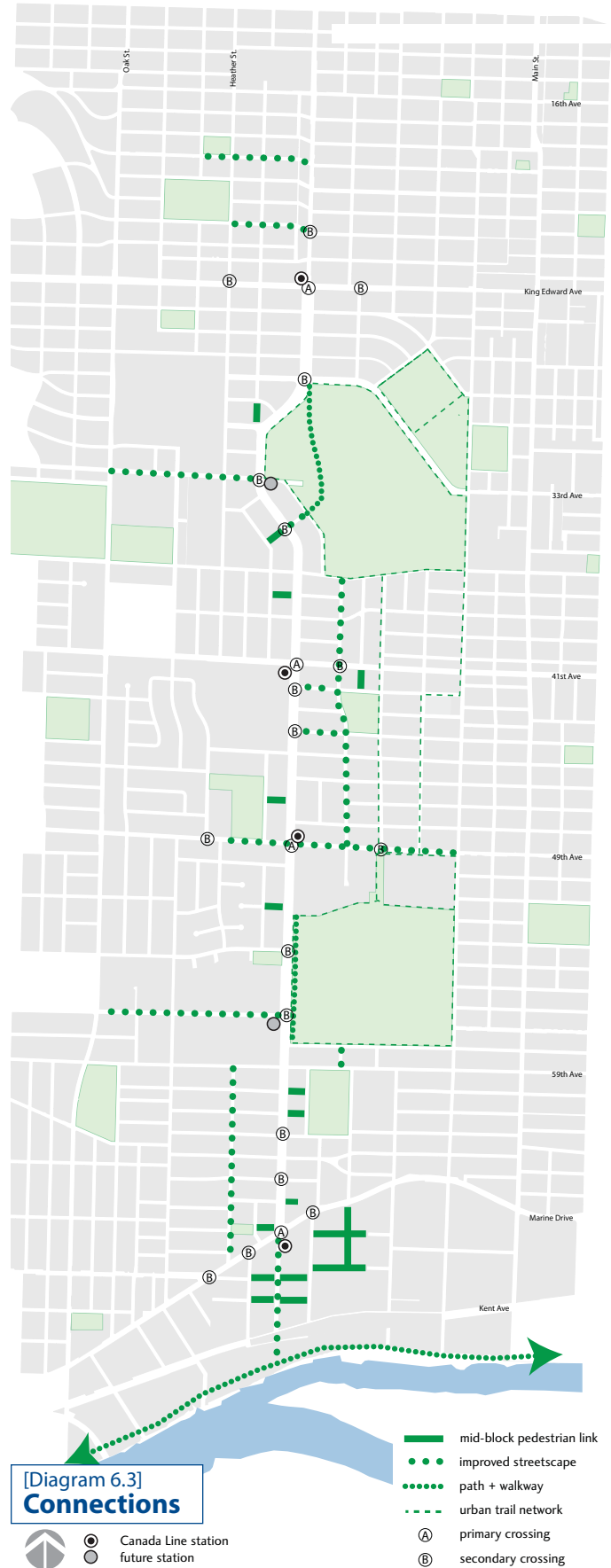
- 6.3.1 Provide mid-block pedestrian links along longer blocks to break down the scale of the block and to create a finer-grained series of connections to existing open space in close proximity to Cambie Street.
- 6.3.2 Create additional links to provide access from existing streets to existing and planned community amenities (i.e. parks, community centres, schools, etc.)

These links will be designed and constructed as redevelopment occurs and will reflect the local character and nature of the adjacent uses (i.e. retail=urban, residential=green/pastoral). Consideration for additional street crossings that extend from and connect to these new links will be explored.

When designing mid-block linkages, ground floors should have an active edge with entrances and windows facing the linkage, whether the interface is residential or retail in nature.



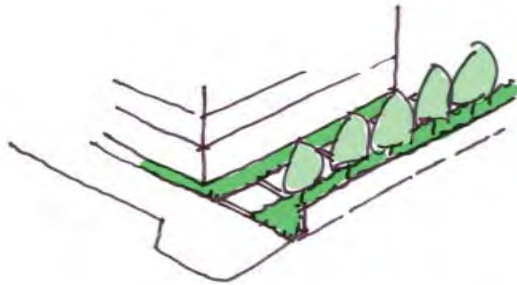
mid-block connection



Improved Streetscape and Way-finding

- 6.3.3 To help identify connections and links to parks and other community amenities, mark streets with notable, high quality streetscape treatments (street trees, wide paving, lighting, street furniture, public art).

These street improvements would be distinct from the streetscape design for other areas along the Corridor in order to provide a visual cue to where these important community amenities are located.

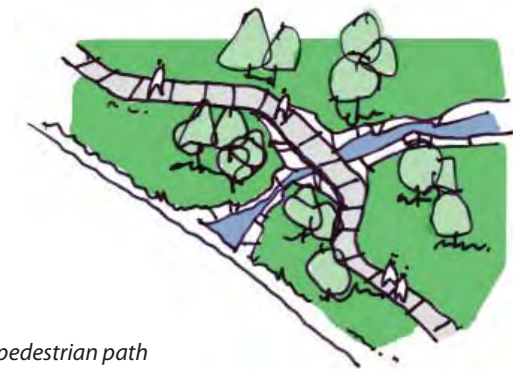


improved streetscape

Paths and Walkways

- 6.3.5 Create paths and walkways, in addition to pedestrian streets, that provide opportunities for walking in unique areas such as along the Fraser River or through Queen Elizabeth Park.

These paths should be designed to “tread lightly” on particularly sensitive landscapes.



pedestrian path

Crossings

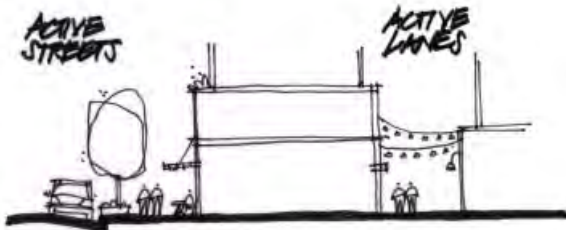
- 6.3.4 Optimize the pedestrian experience in crossing streets. Where possible:
- (A)** Mark primary crossings at stations with improvements or enhancements that help signify the primary role of the intersection
 - (B)** Treat improved or new secondary crossings with moderate enhancements to help increase overall neighbourhood connectivity

- 6.3.6 Create an urban trail network for fitness and recreation from Queen Elizabeth Park, along city streets, connecting to the Langara Golf Course perimeter path, as shown on Diagram 6.3. Exact routing to be determined.



6.4 Public Realm: Streets and Lanes

Policies for the Cambie Corridor will maximise walking and cycling throughout the Corridor, introducing elements on streets and lanes that address the functional requirements while creating a safe and social public realm.



street and lanes working together

Streets will be activated and enhanced for pedestrians by including amenities such as wide sidewalks, street trees, street furniture, and weather protection.

Active and enhanced lanes will improve the existing movement network (“connectors”) and will help create shared, multi-purpose public spaces (“places”).

Streets

The interface between buildings and streets is an important factor in determining the character of that street. Different uses and the nature of the surrounding neighbourhoods will impact the way this interface should be treated.

6.4.1 Generally, in residential areas:

- semi public space is to be provided immediately fronting a development with the sidewalk and curbside amenities (i.e. boulevard, green planting, etc.)

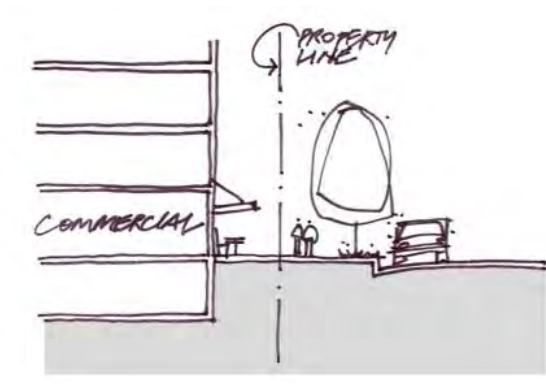


residential areas

6.4.2 Generally, in mixed-use areas:

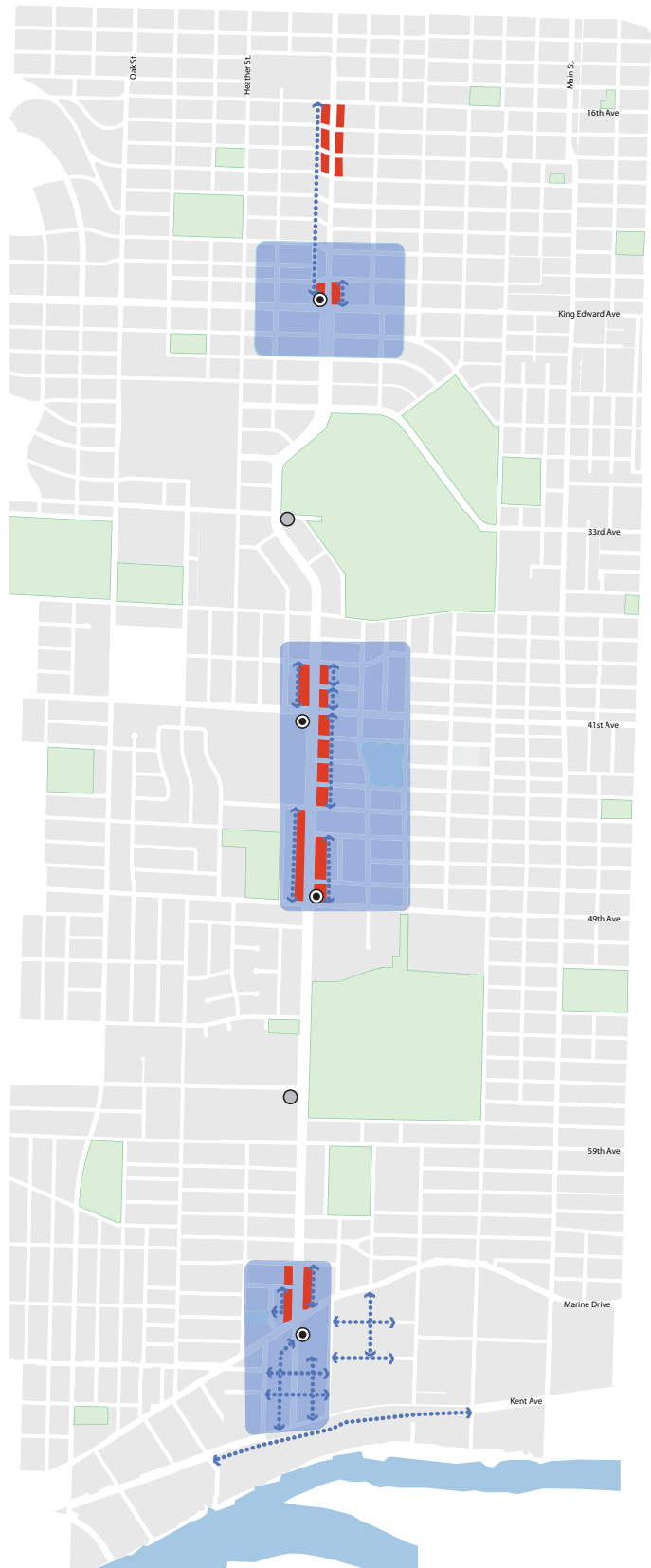
- a continuous sidewalk treatment should extend from the curb to the building edge with building access provided at grade
- buildings should be located to define a consistent edge to the public realm. As such, buildings will be located in close proximity to the fronting property line with setbacks to allow for activity to “spillover” onto the sidewalk (e.g. fruit stands, restaurant seating, etc.)

Specific streetscape guidelines for Cambie Village and the Oakridge Town Centre neighbourhood will be developed as part of the detailed Public Realm Plan to respond to the unique mixed-use nature of these areas.



mixed-use areas

6.4.3 As neighbourhoods along the Corridor evolve, opportunities to transform streets into more significant public places through limiting or closing car traffic, either on a short term basis or a long term re-use of the public realm, should be investigated. Opportunities to explore such transformations along the Cambie Corridor would be contemplated through city-wide programs and initiatives aimed at activating the public realm.



[Diagram 6.4]
Streets and Lanes

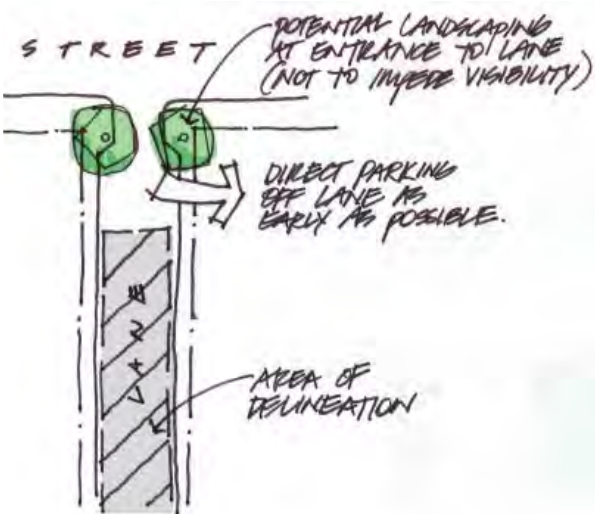
-  lanes: connectors
-  lanes: places
-  lanes: mixed-use opportunities
-  Canada Line station
-  future station

Lanes: Connectors

- 6.4.4 Consider providing improvements in lanes such as lighting, signage, and alternate material treatments in order to create an expanded pedestrian network around stations. Improvements would augment existing lanes in key locations with direct connections to transit or community facilities. Improvements would generally be located on private property adjacent to a lane.

Lanes: Places

- 6.4.5 Consider adding design elements (i.e. landscaping, public benches, etc.) in strategically located lanes that enliven the ground plane and create more usable common space to foster the creation and expansion of public space in key areas around each station.



By creating more public space, the lane can become a common area for enjoyment. In addition, local neighbourhood identity can be reinforced by how the lanes are “branded”, treated and detailed. Lane usage would still be secondary in function to the street but would augment the functions and experience of the fronting street.

- 6.4.6 To help identify lanes with pedestrian improvements, treat lane entrances with features that help to mark them as distinct from other lanes. Changes that provide the perception of narrowed entrances, while maintaining the functionality, will help to distinguish these lanes as unique.

Lanes: Mixed Use Opportunities

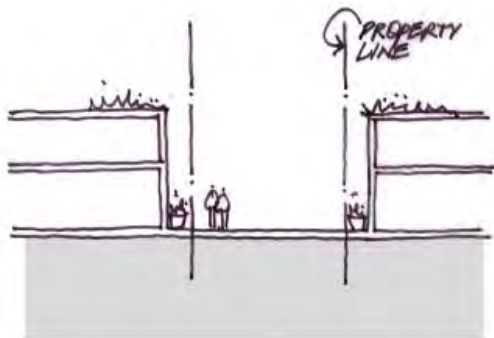
- 6.4.7 Explore ideas that maintain the functionality of lanes but also create new and unique public spaces along them. Loading functions, parking, and servicing can be accommodated in ways that add character to the lane. Edge uses that invite people and open up to the lane are encouraged.

Public Lane/Building Interface

Buildings on lanes should be designed to accommodate active uses directly facing the lane. Design elements such as entrances and doors, building fenestration, and scale all impact the quality of the lane environment and should be appropriately designed for the lane. The treatment of lanes will be similar for residential and mixed-use areas, except that for a commercial edge other uses or treatments may be considered a unique treatment.

6.4.8 Generally:

- provide minimal setbacks to the building face, with active frontages, front doors, and landscape treatment where feasible
- commercial/retail edges should consider how to engage the lane with activity (i.e. cafes, patio seating, etc.)



lanes



6.5 Public Realm: Public Places

Active and engaging public spaces are important for promoting public life and community health. Well designed and inviting public places provide opportunities for socializing and special events. A series of public places are envisioned for the Corridor that provide areas of respite, identification, and opportunity for social interaction. These plazas are conceived of as a series of “public rooms”, designed as formal or informal spaces that reflect and reinforce both the local neighbourhood and the larger Corridor.

The places will act as markers, connecting Cambie Street to neighbourhood amenities, such as parks. Ideas also include highlighting the location of these plazas within the mixed-use portion of the Heritage Boulevard using public art or lighting features, with elements that form a coherent Corridor “language”. Plazas will be more urban in nature while pocket parks will reflect the more residential and “green” character of the Corridor.

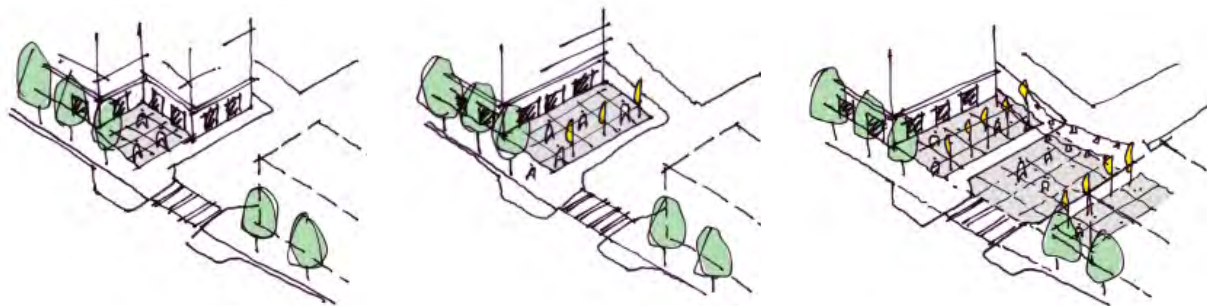
Public art will be a critical component of giving identity to the Corridor and new public places. It is expected that a public art plan will be part of the detailed Public Realm Plan for the Corridor.

Urban Plazas

Urban plazas are intended to complement the urban character of the primary commercial frontages.

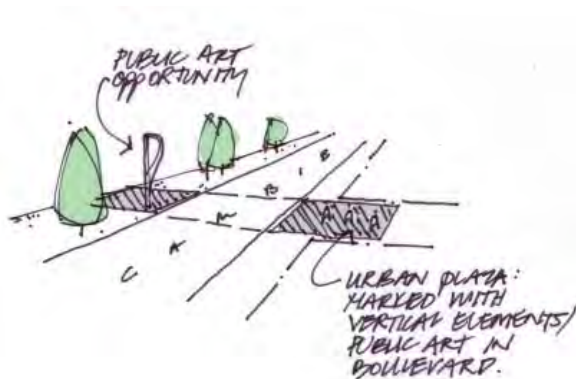
- 6.5.1 Locate formal, urban plazas in more urban locations. Generally urban plazas should be treated with hard landscaping and should have a high degree of local identity, whether through public art or other local identifiers. As redevelopment occurs, create plazas that take advantage of adjacent uses such as retail to create vibrant spaces along the Corridor.

Buildings that edge plazas play a key role in activating and animating the space. Active and engaging ground floors are important in ensuring the success of the plaza. Retail or other active uses should front the plaza (i.e. restaurants, cafes, etc.) and should be designed to take advantage of this public space.



possible urban plaza configurations

Urban plazas also have the potential to function at different times of the day and year. Programming of local events, markets, or other cultural activities should be part of defining the character of each plaza.

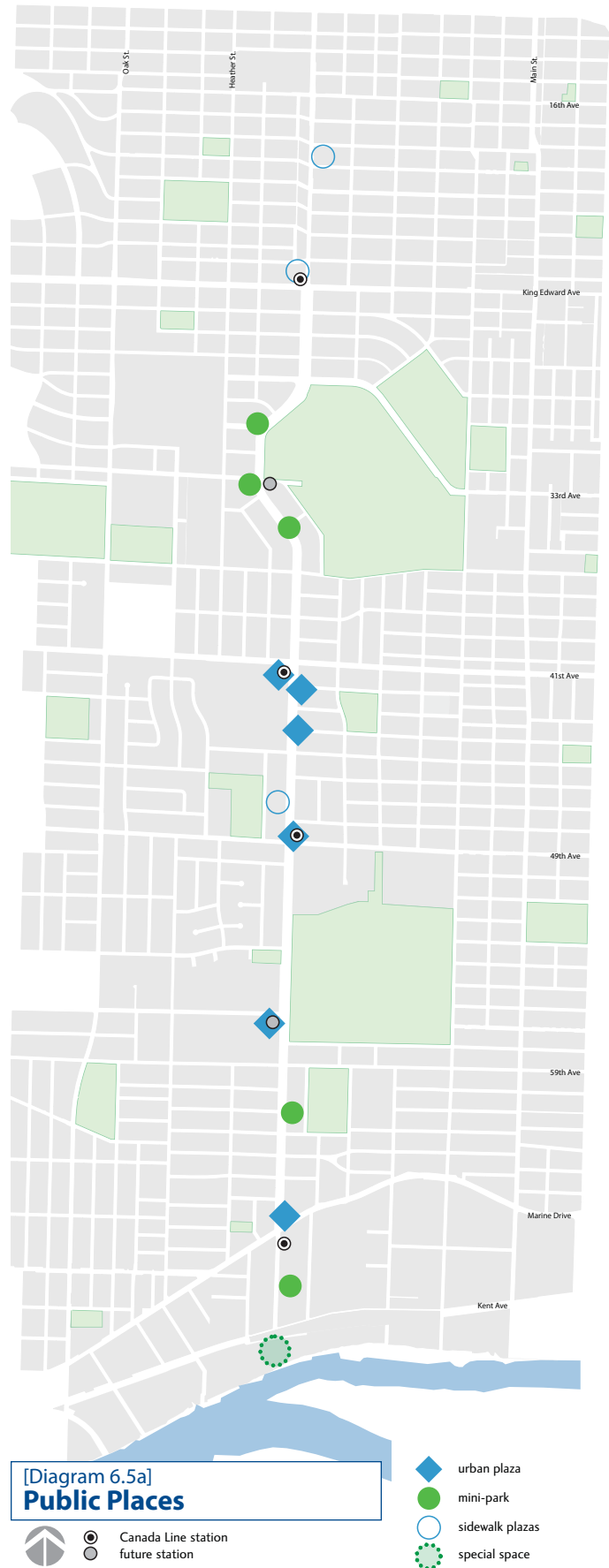


public art marking location of urban plaza

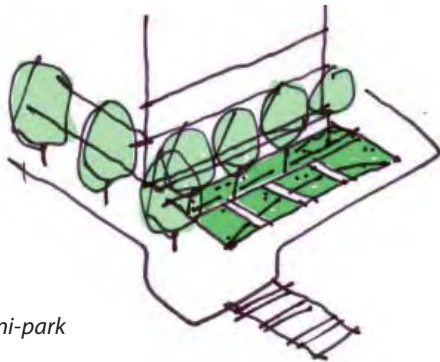
Mini-parks

Mini-parks are intended to complement the residential character of the Corridor.

- 6.5.2 Locate more informal, mini-parks in primarily residential areas and next to east-west streets that connect to parks. Typically, mini-parks should be treated with soft landscaping and 'green infrastructure' creating small green areas within the neighbourhood.



Opportunities for these green plazas, or mini-parks, include indigenous plantings, stormwater features, and other activities such as community gardens. Residential uses that edge mini-parks should engage the space with a visual connection at the lower levels (i.e. providing “eyes on the park” through entrances, patios, etc.).

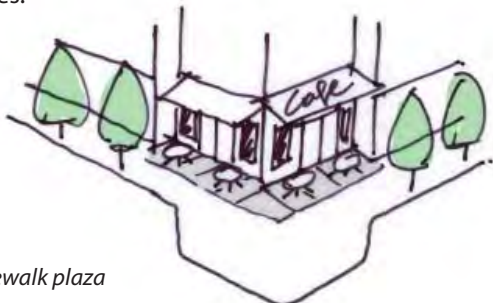


mini-park

Sidewalk Plazas

6.5.3 Where possible, create plazas along streets by using wide sidewalks, atypical building setbacks and articulation, and unique street alignments to form these places. Sidewalk plazas would generally be located on semi-public space with a design that is vibrant, intimately scaled and barrier free.

Generally set in mixed-use areas, these spaces will allow for informal gathering or uses associated with the ground floor use, such as outdoor seating for cafes.



sidewalk plaza

Special Spaces

6.5.4 Create a special public place adjacent to the Fraser River to accommodate a notable community gathering area. This amenity is intended to be situated within a park setting, be local and city serving, and have a destination quality that takes advantage of the unique condition along the river's edge.

This direction recognizes the evolving character of this area in contrast to existing conditions, and therefore reflects a longer term vision for the space. The future public realm plan will identify in more detail the role that this space will play within the overall public realm framework for the Corridor and for the city.

The map on the following page shows general locations for proposed plazas along the Corridor. For each plaza, information is given describing: the type of plaza, location, the intended scale, general details, and edge conditions. It is expected that the public realm plan will build upon this direction in order to create comfortable, identifiable, and memorable community spaces.

The specific size and design details for each plaza has not been determined. Plaza requirements may need to be adjusted based on site-specific development economics.

type of space: location
scale; general details; hard/softscape; edge conditions

street space: NE corner of 19th Ave to lane
small scale space; wide sidewalk with benches; hardscape; retail activity wrapping from Cambie

street space: SW corner of 24th Ave to lane
small scale space; corner space created by street geometry; soft/hardscape; retail activity wrapping from Cambie

mini-park: NW corner of 31st Ave (midblock)
small plaza; on Cambie axis, seating; softscape; residential edge with synergy with mid-block connection from 30th Ave

mini-park: SW corner of 33rd Ave (corner)
mid-size plaza; on Cambie axis developed as station plaza, seating; hard/softscape; residential/community edge with potential station services

mini-park: SE corner of 35th Ave (to lane/street)
small plaza; creating green connection from Cambie to park, aligned with mid-block connection west of Cambie; softscape; residential at edge engaged with plaza

urban plaza: SW corner of 41st Ave (corner)
large urban plaza; station plaza with amenities including seating, lighting, public art; hardscape; retail activity/transit station at edge

urban plaza: NE/SE corner of 42nd Ave (to lane)
mid-size urban plaza; local identity, connection to Columbia park to east, lighting, seating, public art; hardscape; retail activity at edge and engaged with plaza

urban plaza: NE/SE corner of 44th Ave (to lane)
large urban plaza; neighbourhood identity, connection to park to east, lighting, seating, public art, expanded space on 44th Ave for special events, interactive landscape, daytime/nighttime; hardscape; retail activity at edge and engaged with plaza

street space: mid-block west of Cambie (to lane)
small urban plaza; passage, visibility, local identity, lighting, seating, public art; hardscape; retail activity at edge and engaged with plaza

urban plaza: NE corner of 49th Ave (station to lane)
mid-size urban plaza; station plaza, visibility, local identity, lighting, seating, public art; hardscape; retail activity/transit station at edge and engaged with plaza

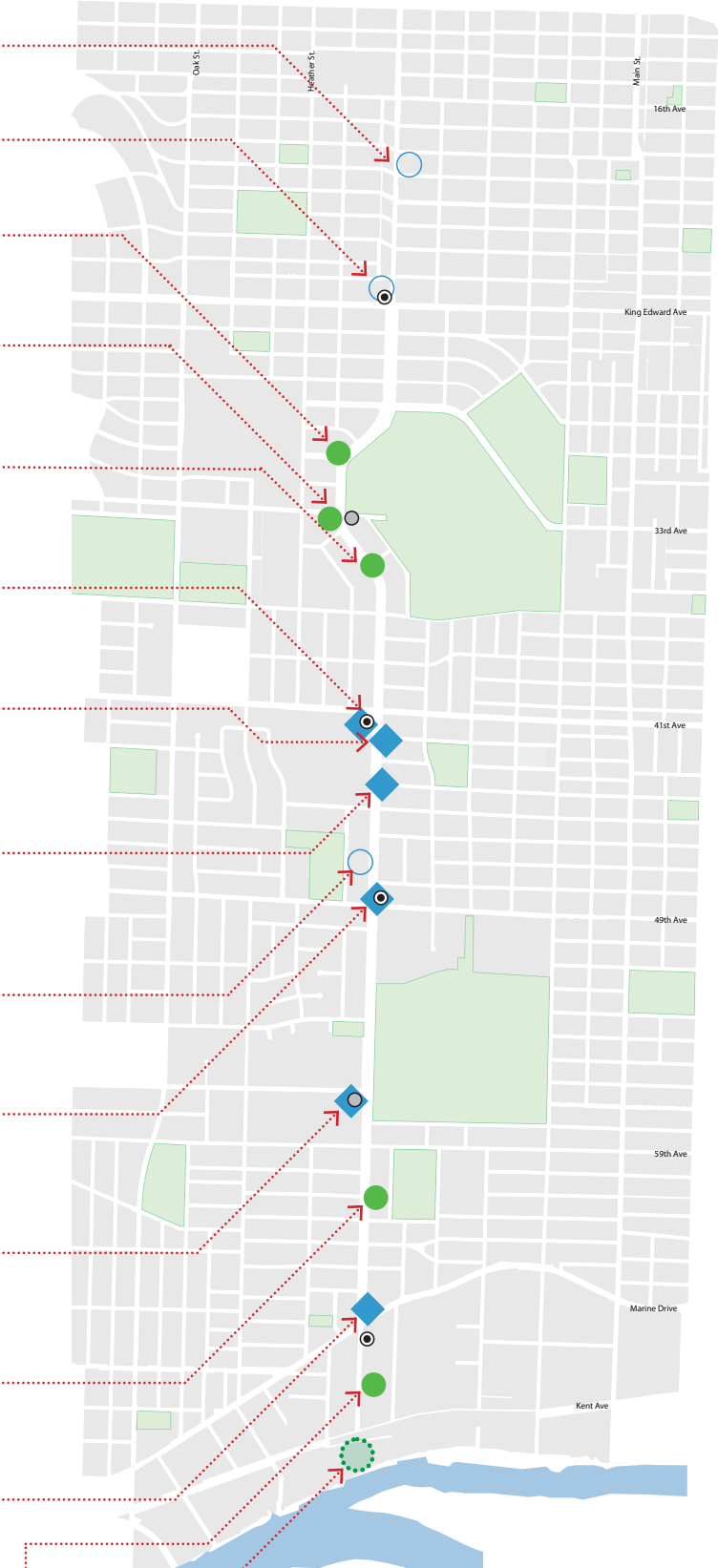
urban plaza: SW corner of 57th Ave (to lane)
large urban plaza; potential future transit station, arrival plaza, neighbourhood identity, lighting, seating, public art, multi-functional space; hard/softscape; future retail activity/transit station at edge and engaged with plaza

mini-park: East of Cambie 60th/61st Ave (midblock)
small plaza; marking mid-block connection through to Winona Park, seating, local identity, lighting; softscape; residential at edge engaged with plaza


urban plaza: NE corner of Marine Drive (corner)
large plaza; linear attitude past portal, unique design elements and character, lighting, seating, addressing grade; hardscape; retail activity along edge engaged with plaza

urban plaza/mini-park: south of Marine Drive (midblock)
large plaza; industrial; art wall connection; hard/softscape; industrial/commercial animation

community gathering area: vicinity of waterfront
large scale; accomodate larger community functions/events; view/connection to waterfront



[Diagram 6.5b]
Public Places

-  urban plaza
-  mini-park
-  sidewalk plazas
-  special space
-  Canada Line station
-  future station

Artist's illustration of a plaza in the Oakridge Town Centre Neighbourhood (daytime use)



Artist's illustration of the same plaza with the street closed and additional activity





6.6 Public Realm: Parks and Green Space

Parks and green spaces play a crucial role in supporting public health and social connections, urban ecological systems, wildlife habitat, stormwater runoff, connections with nature and an overall sense of community. Vancouver has adopted the Greenest City 2020 targets which include:

- 1) Ensuring every person lives within a five-minute walk of a park, beach, greenway, or other natural space; and
- 2) planting 150,000 additional trees in the City between 2010 and 2020.

Policies for the Cambie Corridor related to green space, parks, habitat and connections will help Vancouver achieve these targets.

The Cambie Corridor currently hosts ample green space within numerous parks, as well as amenities and features like the Cambie Heritage Boulevard and Langara Golf Course. Policies related to parks and other green space will seek to enhance and optimize their use and accessibility within the Corridor, corresponding to the increases in population brought by new development.

Specific policies related to the Cambie Heritage Boulevard will protect and enhance the boulevard as a unique and highly-valued heritage designated asset for the community and the city. Enhancements to the boulevard will reflect the character of each neighbourhood whether the context is urban, mixed-use, or residential.



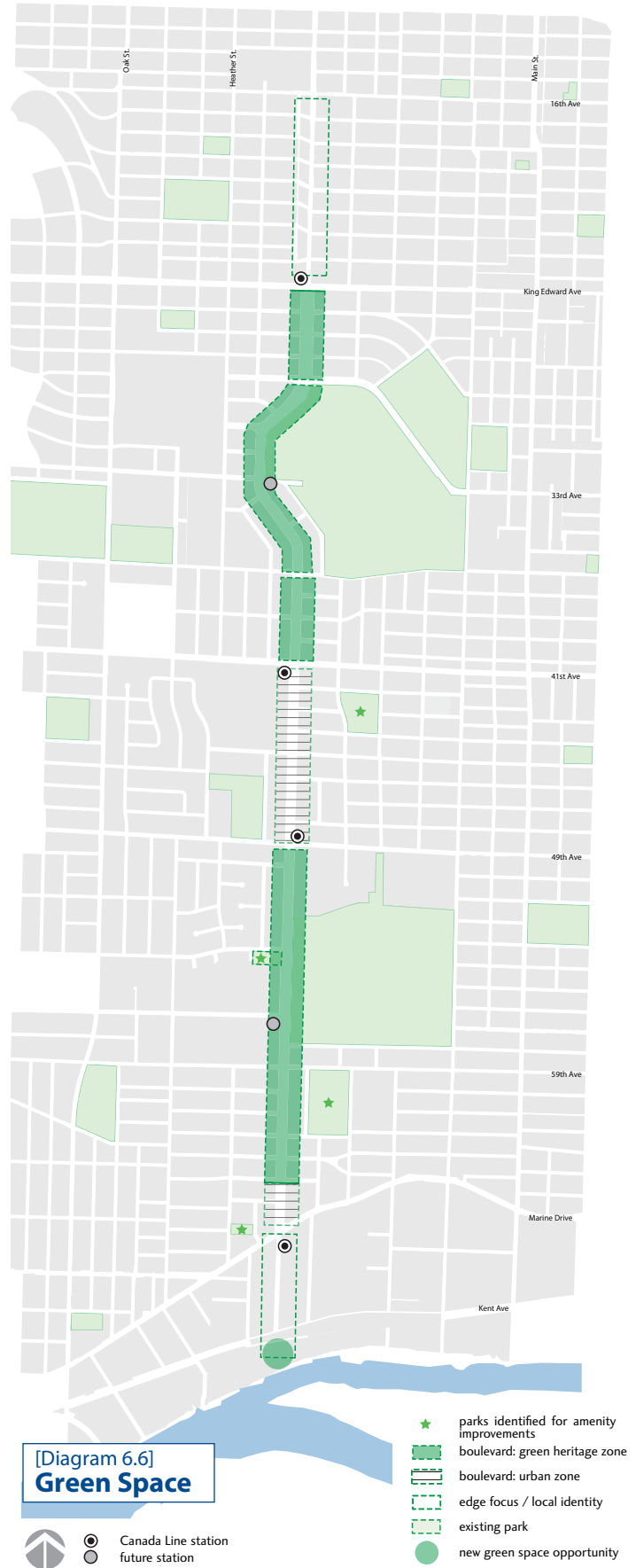
Parks and Green Space

6.6.1 Enhance the urban forest and biodiversity within parks.

The opportunity for this along the Corridor is especially high, given the scale of open space such as Queen Elizabeth Park and the Langara Golf Course. In conjunction with the strategies for connectivity, a series of linked green spaces are envisioned for the Corridor.

6.6.2 Improve priority parks and green spaces for higher park and recreation use through community programming that considers a variety of uses (i.e. community gardens, urban agriculture, running trails, playgrounds, off-leash areas etc). Parks identified for improvements include Ash, Cambie, Columbia and Winona, as indicated on Diagram 6.6.

6.6.3 Increase public access to the Fraser River through the creation of significant park space as close to the Fraser River as possible, linked to a waterfront pathway and existing and potential greenways (consistent with policies contained in the Oakridge Langara Policy Statement).





Boulevard: Green / Heritage

- 6.6.5 For areas on the map shown as “boulevard: green/heritage”:
- Provide minimal changes, limited to enhancing stormwater functions, pedestrian crossing improvements, and selective lighting strategies. The focus will be on high quality restoration that supports the original grand vision of the boulevard found in the Bartholomew Plan for Vancouver. Where feasible, designate passive and active zones along the boulevard.

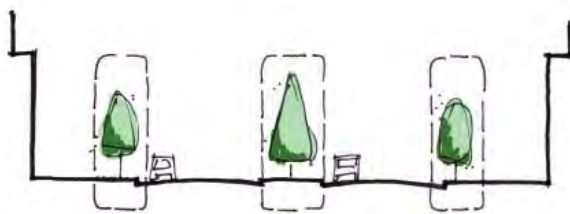


Boulevard: Urban

- 6.6.6 For areas on the map shown as “boulevard: urban”:
- Consider enhanced lighting, public art and gathering spaces that reflect the urban, mixed-use character of the boulevard in these areas. Improvements would activate these public spaces and provide increased pedestrian interest at street level. These areas can showcase urban stormwater management while still respecting the heritage and cultural value of the boulevard.

Edges

- 6.6.7 In areas outside the boulevard zone (north of King Edward and south of Marine Drive), opportunities exist to treat the edges of Cambie Street uniquely to tie together the entire Corridor. Street trees, lighting, sidewalk material, and other landscape features can be used to create continuity. Local character and context including adjacent uses and relative position along the Corridor will provide inspiration for the treatment of these edges.



streetscape section



6.7 How Do We Get There?

The public realm and urban systems strategy described here will provide guidance for development proposals and policy decisions throughout the Corridor. However, in the near future a more comprehensive and detailed public realm plan will be created based on the strategy.

- 6.7.1 Develop a comprehensive and detailed public realm plan based on the strategy to provide a long term vision and implementation plan for how public space along the Corridor is treated.

The comprehensive public realm plan will describe more specifically how public and semi-public space should be treated (e.g. specific building setbacks, specifying opportunities for public art, etc). As well, the public realm plan will identify a financing strategy and sources of funding for implementation of the plan.





Social Diversity and Resilience, and Public Benefits Approach

Public benefits and amenities - such as recreational facilities, parks, libraries and affordable housing are important elements of a vibrant and livable community. As the Cambie Corridor grows and evolves over time, additional public benefits will ensure the continued livability and desirability of the area. It is expected that new development will contribute a fair share towards public benefits to meet the demands created by increased population.

It has been a long standing practice in Vancouver to achieve benefits and amenities in tandem with density, to ensure livability corresponds with new, higher density development. Vancouver has a variety of tools available for financing such benefits and amenities, including Development Cost Levies (DCL's) which are collected from all developments, and Community Amenity Contributions (CAC's) which are negotiated during rezonings.

This section provides a high level overview of existing public benefits within the Corridor study area, excluding affordable housing. It then outlines an approach to achieving public benefits for the Corridor. Section 8 provides an Interim Public Benefits Strategy that will inform rezoning applications and the delivery of public benefits within the Corridor, in advance of a detailed Public Benefits Strategy being completed for the Corridor.

7.1 Corridor Snapshot

Based on an analysis of service levels compared to City standards for the existing population, it can be concluded that residents within the Cambie Corridor study area are currently well served by a variety of amenities in and around the Corridor. The study area includes both Phase 2 and 3 sites (as shown on Diagram 1.1 on page 10).

The Plan for Cambie Corridor includes opportunities for new development that would result in a population increase above what would be anticipated through redevelopment under existing zoning.



Hillcrest
Community
Centre

Staff have estimated that the population in the study area could increase from the current population of approximately 21,500 by 13,500 up to 35,000 people by 2041 (projections are not equivalent to 100% build-out). Projections are calculated on the basis of the policies found in the Plan, assumed development of the large sites, and an estimated build-out rate for surrounding single family areas within the study area. New development is expected to contribute a fair share towards public benefit demands created by increased population. Key highlights of existing public benefits within the Corridor include:

- There are over 37 Ha of neighbourhood park space within the Corridor (including both Phase 2 and 3 sites) and 20 Ha adjacent, in addition to over 120 ha of city serving park space is located in or adjacent to the study area. While City standards for park area are satisfied on a Corridor-wide basis for current and projected population, some existing neighbourhood parks are in need of upgrades. Redevelopment of Oakridge Centre and Pearson Hospital is anticipated to deliver additional neighbourhood park space within the corridor.
- There are 5 public community centres (Douglas Park, Hillcrest, Marpole, Sunset and 1 Kingsway) operated by the City and two private facilities (Langara YMCA and Jewish Community Centre) serving Corridor residents. The Marpole Oakridge Community Centre is currently undergoing a feasibility study for replacement. Redevelopment of Oakridge Centre is anticipated to add an additional centre to the Corridor.
- The study area falls within the catchment of 6 existing libraries (Firehall, Hillcrest/Riley Park, South Hill, Oakridge and Marpole). Redevelopment of Oakridge Centre will facilitate expansion of the Oakridge library.
- The Little Mountain Neighbourhood House (LMNH) and Marpole Place currently serve the study area. LMNH is expected to relocate to the Little Mountain Housing Development once the project is completed.

As the catchment areas of community centres, libraries and neighbourhood houses extend beyond the Cambie Corridor study area, further analysis is required to estimate service levels increases for the projected population change.

- Based on 2006 census counts, the number of group childcare spaces roughly corresponds to the number of children between the age of 0-12 in the study area, not including space available in family care facilities.
- Programming, amenities and services for seniors, new immigrants, youth and others is often provided by non-profit organizations that are tailored to meet specific community needs. Currently there is a general shortage of affordable space for non-profit organizations to operate with the Corridor.
- In order to promote and enhance the cultural and creative diversity of the City, affordable space is needed for artists and cultural organization to work, practice, perform and present. Currently there is a general shortage of these spaces within the Corridor.
- There are 29 properties with designated heritage status within the study area.
 - 3 "A" (Primary Significance) heritage buildings, including the Bloedel Conservatory, the RCMP Fairmount Academy and one residential property
 - 18 "B" (Significant) heritage buildings, including the Park Theatre, Edith Cavell School, and 16 residential properties
 - 8 "C" (Contextual / Character) heritage homes
- There are 13 elementary schools (2 private) and 3 secondary schools (1 private) operating within the study area. Most schools are operating close to capacity.

7.2 Next Steps and Policy Recommendations

In order to ensure a comprehensive approach to the delivery of public benefits serving the Cambie Corridor, a more detailed study that goes beyond the high level analysis completed to date is recommended.

- 7.2.1 Develop a detailed Public Benefits Strategy for the Cambie Corridor, with a particular emphasis on affordable housing.

As part of the implementation program for this Plan, a more detailed Public Benefits Strategy will be developed that outlines proposed funding and delivery of new amenities serving the Cambie Corridor. The detailed strategy will include consideration of all public amenity needs including affordable and rental housing. The detailed strategy will consider the impact of increased population and the mechanisms needed to pay for the benefits (i.e. capital expenditures, Development Cost Levies, and Community Amenity Contributions). The strategy will seek to ensure that new development pays a fair share towards public benefits needed to meet the demands created by increased population. This work will include a review of the existing Oakridge/Langara DCL By-law and Public Benefits Strategy.

In the interim, Section 8: Interim Public Benefits Strategy of this plan will inform new rezoning applications.

New Density Bonus Tool Exploration

The City currently uses a number of tools to approve additional density, including rezoning, Official Development Plans, transfer of density and heritage policies. In these cases, public benefits are often provided under a negotiated approach where each application is considered on a case by case basis.

Staff have been investigating the use of a Density Bonus Zoning system for the Cambie Corridor, among other communities. In a Density Bonus Zoning system, a base level of density is available for development at identified locations (subject to design considerations). Additional (bonus) density may be earned in increments, without rezoning, through the provision of community amenities or in certain cases, payment in lieu. Base density, bonus density, and the conditions necessary to achieve bonus density, would be based on existing zoning and the provisions of the Cambie Corridor Plan. A Density Bonus Zoning system could relate to some or all of the Corridor, based on strategic considerations.

In cases where community plans have already set out anticipated future development levels, a density bonus zoning system could help to streamline the development process, provide more certainty and help to minimize reliance on rezonings to achieve public benefits and growth.

- 7.2.2 Continue to explore a density bonus zoning tool for the Cambie Corridor to deliver Public Benefits commensurate with new development.



Schools

Based on discussions with the Vancouver Board of Education (VBE), it is expected that additional school capacity may be required in the Marine Landing and Queen Elizabeth areas as the population of families in the Corridor increases.

City staff will continue to work with the VBE to determine the potential need for new or expanded schools serving the Corridor. This may include identifying space for new schools on large site redevelopments.

- 7.2.3 Continue to work with the Vancouver School Board to determine the potential need for new or expanded schools serving the Corridor

Facilities Serving the Cambie Corridor

Indoor Recreational Facilities

(including community centres, pools, rinks)

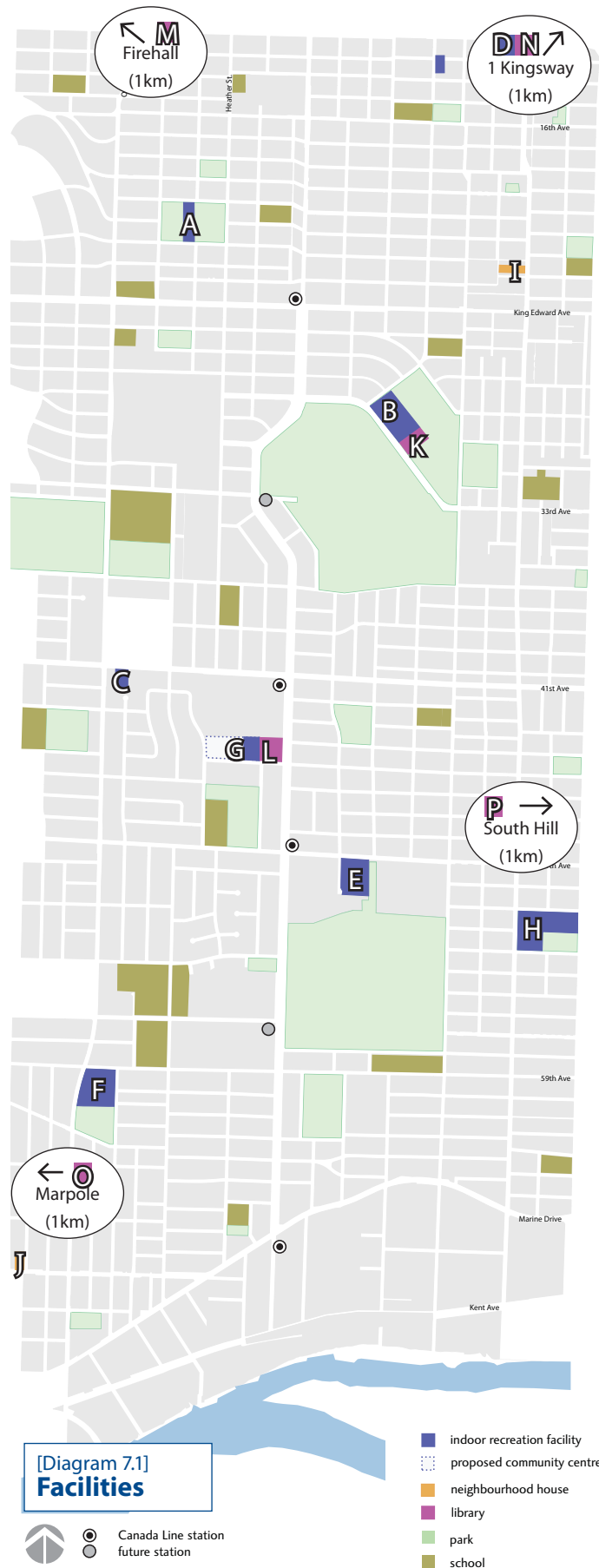
- A Douglas Park
- B Hillcrest
- C Jewish Community Centre
- D 1 Kingsway
- E Langara YMCA
- F Marpole
- G Oakridge
- H Sunset

Neighbourhood House/ Family Place

- I Little Mountain Neighbourhood House
- J Marpole Place

Libraries

- K Riley Park / Hillcrest
- L Oakridge
- M Firehall (outside the Corridor)
- N 1 Kingsway (outside the Corridor)
- O Marpole (outside the Corridor)
- P South Hill (outside the Corridor)



Interim Public Benefits Strategy

This section will inform rezoning applications and the delivery of public benefits within the Corridor, in advance of a detailed Public Benefits Strategy being completed for the Corridor.

Public benefit needs discussed in this section are based on:

- City Standards for Services
- Public Consultation Input
- Council Approved Policy
- Community Demographics and Trends



8.1 Public Benefits

- 8.1.1 Evaluate public benefit contributions from rezoning applications based on identified public benefit needs.

As the Corridor develops, public benefits (in no particular order) will be sought in the form of:

- Affordable housing
(as per Section 9: Housing Diversity Strategy)
- Childcare
The City will seek to increase the quantity of childcare spaces within the Corridor, corresponding to the increases in population brought by new development.
 - Any existing childcare within the Corridor will be retained or replaced should a site currently housing a childcare centre be redeveloped.
- Parks, plazas and other public realm improvements
(as per Section 6: Urban Systems and Public Realm Strategy)
- Civic facilities
The City will seek to ensure that civic facilities are expanded, upgraded or maintained according to service levels needs of current and future population within the Corridor.

The City will look at opportunities to co-locate and functionally integrate community facilities as well as explore co-location opportunities with other civic uses.

- Non-profit and cultural space
The City will seek to increase the space available for non-profit and cultural services within the Corridor, to continue to serve the community as well as enhance the cultural and creative diversity of the City.

Should there be changes to the City's policy regarding the landing of heritage density from the density bank, such changes may be reflected in public benefit contributions delivered through implementation of this Plan.



Housing Diversity Strategy

Providing a range of housing options in the Cambie Corridor ensures that we are a more diverse, equitable and economically resilient city. This includes housing that is accessible, affordable and suitable for all income levels, seniors, families and those with mobility challenges. Modest market and rental housing for service providers and other groups key to the economic development of the City, are also important. Living and working close to transit in a pedestrian friendly environment reduces the need for an automobile, minimizing commuting times and distances, and freeing up overall household income. The presence of a mixed-income population also encourages the success of transit-oriented developments, providing support for increased rider-ship on public transit.



*Lu'Ma Family
Housing*

9.1 Diverse Housing

The City of Vancouver faces significant challenges at all points on the affordable housing continuum. The housing continuum consists of the range of housing options available to households of all income levels, extending from emergency shelter and housing for the homeless through to affordable rental housing and homeownership. In the context of the challenges, the City is committed to policies and actions that improve housing affordability and diversity at all points along the continuum.

New housing that is built in the normal development market – or, “market housing” – is often not affordable to lower income households in Vancouver. “Non-market housing”, housing that is subsidized in partnership with other levels of government (e.g. BC Housing), is designed to help these households.

There is also an inadequate supply of market rental housing that is affordable to moderate income households and key workers who cannot afford home-ownership in Vancouver. While over half of the dwellings in Vancouver (52%) are occupied by renters, rental units have accounted for only 6% of new housing development since 2004. As a result, Vancouver has one of the lowest vacancy rates for purpose-built rental in Canada, averaging 0.9% over the last 30 years.

Vancouver has ‘rate of change’ regulations in the Rental Housing Stock Official Development Plan (ODP) to protect the existing rental housing stock in specific areas of the City. The requirements in the ODP preserve rental housing by requiring one-for-one replacement in redevelopment projects involving six or more dwelling units.

The affordable housing strategy for the Cambie Corridor seeks to ensure that low and moderate income families, key workers, seniors and those with impaired health or mobility can continue to find good housing options in conveniently-located, complete communities that are well-served by transit. It includes policies to encourage the expansion and protection of rental housing and provide a mix of market and non-market housing types and tenures throughout the Corridor.

Providing a range of housing options in the Cambie Corridor contributes to a more equitable city for people of all income levels. Living and working close to transit in a pedestrian friendly environment reduces the need for an automobile, which can free up overall household income. The presence of a mixed-income population also encourages the success of transit-oriented developments, providing support for increased ridership on public transit.

The housing strategy for the Cambie Corridor will be harmonized with existing and emerging city-wide policy on affordable housing, including the Housing and Homelessness Strategy. It will complement the Corridor’s public benefits strategy.

- 9.1.1 Provide 20% affordable market rental housing units on target rental areas in the Cambie Corridor, as a requirement of rezoning.

In target rental areas along the Corridor (refer to Diagram 9.1: Housing Sites), applicants will be required to provide 20% affordable market rental units in rezonings, subject to the following consideration. The value of the rental housing requirement is not to exceed 50% of the total Community Amenity Contribution (CAC) calculation for each development site. If the value of the 20% rental housing requirement exceeds 50% of the CAC, then the number of required rental housing units will be proximate in value to 50% of the CAC subject to practical realities of building program (ie. units per floor). It is expected that in most cases along the Corridor, this calculation will result in the anticipated 20% rental housing in rezonings.

The rent levels in the affordable market rental units will reflect market rates and affordability will be achieved through modest size, finishing and other design considerations. Funding from other sources and City incentives may be available to assist in creating additional affordability (e.g. senior government programs, capital plan, private foundations or non-profit organizations).

The affordable market rental units will be secured as non-stratified rental units for 60 years or the life of the building, whichever is greater, through the appropriate legal mechanism as determined by the City.

Cash in-lieu will be considered at the City's discretion in exceptional circumstances where the development of market rental housing on-site is challenged or unfeasible (e.g. site size, unit numbers, context, proposed uses, opportunities and constraints). In situations where cash-in-lieu is accepted, these funds will be allocated to the Affordable Housing Fund for housing projects in the Corridor Study area, including major project sites.

This policy will be monitored and re-evaluated in five years.

- 9.1.2 Achieve a target of 20% of total dwelling units as affordable housing on all large sites.

As per existing City policy, all large site rezonings (refer to Diagram 9.1: large sites), should achieve 20% of the dwelling units as affordable housing. The extent to which affordable housing units are targeted to core-need or low-income individuals and families will depend on the availability of funding from other sources (e.g. senior government programs, capital plan, private foundations, or non-profit organizations). If funding from other sources is not available, the target may be lowered, or a portion of the 20% may be provided as affordable market rental housing units.

Applicants must discuss funding availability with the City prior to submission of an application to determine the appropriate mix of incomes and household types. Depending on the proposal, City incentives may be available to assist in affordable housing development. Opportunities for other forms of tenure such as co-operatives, market rental, and flex suites may be considered at that time.

- 9.1.3 Sites that are excluded from the requirements outlined in 9.1.1 and 9.1.2 will provide affordable market rental housing as part of a negotiated approach for potential community amenity contributions.

The rent levels in the affordable market rental units will reflect market rates and affordability will be achieved through modest size, finishing and other design considerations. Funding from other sources and City incentives may be available to assist in creating additional affordability (e.g. senior government programs, community amenity contributions, capital plan, private foundations or non-profit organizations).

The City's preference is to achieve rental housing on-site. Cash in-lieu will be considered under exceptional circumstances where the development of market rental housing on-site is challenged (e.g. site size, context, proposed uses, opportunities and constraints). In situations where cash-in-lieu is accepted, these funds will be allocated to housing projects in the Corridor Study area, including contributions to the creation of rental housing on identified large sites (refer to Diagram 9.1: Housing Sites).



9.1.4 Preserve rental housing on Cambie Street between 19th and 24th Avenue.

These existing RM-3 zoned sites, covered by the *Rental Housing ODP*, will retain their current zoning.

9.1.5 The Rental Housing Stock ODP and guidelines will continue to apply to existing CD-1 zoned sites (e.g. 445 SW Marine Drive). Any rezonings of CD-1 zoned sites would be required to replace the existing units on a one-for-one basis with similar unit mix. As rental replacement is required under existing zoning, any financial pro forma evaluations will need to reflect the rental replacement requirement when establishing the value of the land under existing zoning for the purposes of identifying the land lift, or increase in land value, that may occur upon rezoning.



[Diagram 9.1]
Housing Sites

-  target rental areas (20% required)
-  negotiated sites (20% rental housing encouraged)
-  existing rental housing stock
-  identified large sites
-  Canada Line station
-  future station



9.1.6 Rental housing on existing RT-2 zoned sites south of Marine SW Drive.

There are two non-market housing projects south of Marine Drive (Ashdown Gardens and Ashley Mar Co-op) and one market rental project located at 8483/8489 Cambie Street. Any rezonings would be required to replace the existing units on a one-for-one basis with similar unit mix. As rental replacement is required under this policy, any financial pro forma evaluations of the proposed rezoning of the aforementioned non-market and market rental properties will need to reflect the rental replacement requirement when establishing the value of the land under this existing zoning for the purposes of identifying the land lift, or increase in land value, that may occur on rezoning.



9.1.7 Ensure the inclusion of family housing in all residential developments, except for seniors housing. Objectives for family housing are set at 50% of affordable housing units, and 25% of market housing units, to be delivered as units suitable for families with small children.

Family units are defined as 2 bedrooms or more, located where a semi-private children’s play area can be provided. Family units will be designed to meet the Council-adopted guidelines for High-Density Housing for Families with Children.



9.1.8 Consideration should be given to the provision of seniors’ housing to meet the needs of the Cambie Corridor community and enable residents to remain in their community as they age. Any seniors’ housing provided should be designed to meet the SAFER Homes guidelines.

9.1.9 Consideration should be given to mobility and sensory limitations of individuals, as well as “aging in place” by using principles of universal design.

Non-market family housing in Southeast False Creek



10.1 District Energy

The Cambie Corridor presents significant opportunities to help the City meet its targets for a lighter ecological and carbon footprint, through policies that account for the energy demands in building design, construction, operation and maintenance.

Heating and cooling of buildings is one of the highest contributors to Vancouver's greenhouse gas (GHG) emissions.

District energy systems provide a significantly more efficient approach to delivering the thermal energy required for domestic hot water and space heating of buildings. District energy systems distribute thermal energy produced in a central location to residential and commercial buildings through a network of underground insulated pipes. Through implementation of district energy systems the need for a boiler or furnace in individual buildings can be eliminated, while also providing higher operating efficiencies and better pollution control than localized equipment. A wide range of renewable energy sources are adaptable to the district energy approach, including biomass, heat-recovery, and

geo-exchange. This allows neighbourhoods to reduce dependence on the fossil fuels traditionally used for residential and commercial heat production and achieve GHG reduction.

District energy systems are widely deployed in Europe and in a variety of contexts in North America. Some local examples include the sewage heat recovery system in Southeast False Creek operated by the City of Vancouver, the natural gas generated steam distribution system in downtown Vancouver (Central Heat Ltd.), the natural gas boilers and hot water distribution system in the City of North Vancouver (Lonsdale Energy Corp.), the biomass gasification system at the Docksider Green development in Victoria, B.C., and the geoexchange system at Sun Rivers in Kamloops B.C.

Mixed use, compact communities such as the Cambie Corridor provide an ideal, indeed necessary, context for district energy systems, as peak energy demand for businesses and residences tend to occur at different times of day, helping to maximize energy system efficiency.

Neighbourhood energy utility building at South East False Creek, Vancouver

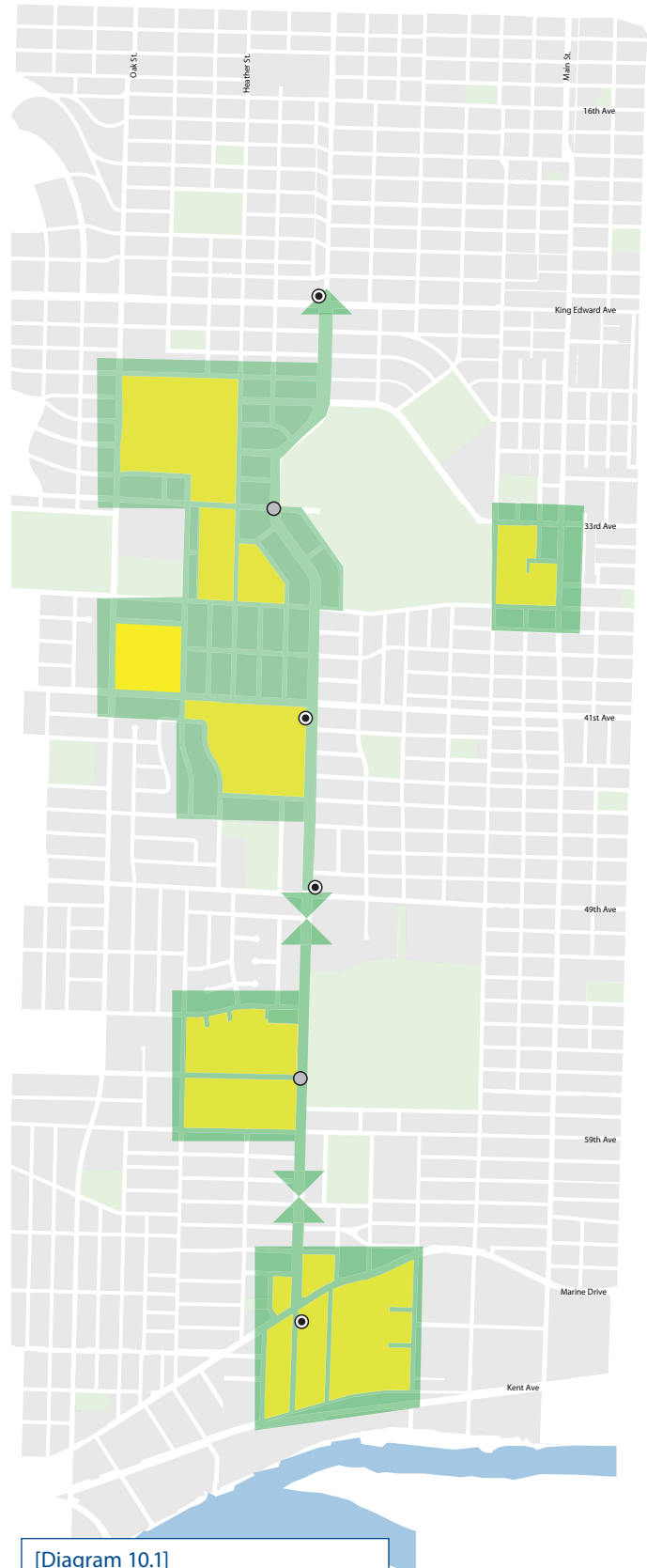


Measured District Energy Potential

A key factor supporting the feasibility of new district energy systems is the presence of redevelopment sites of appropriate scale and density to justify initial capital investment in system Infrastructure. At build out, these sites generally have sufficient energy demand to support energy system operation over the long-term. Large site developments also allow for the design and coordination of comprehensive energy systems with which all buildings on site will be compatible.

A number of sites have been identified as having the best potential to support district energy system development in the Cambie Corridor. The map at right shows these primary sites, highlighted in yellow. Adjacent to these primary locations are sites highlighted in green with potential to be serviced by the primary systems once they expand. In recognition of the opportunity to service Cambie Corridor in an integrated way, policies and regulation will be provided to ensure future inter-connectability of larger and smaller sites.

The economic feasibility of a community or district energy system relies in large part on the thermal energy density or energy demand of an area. In developing this report, district energy potential in the Cambie Corridor was assessed using the potential thermal energy density for each neighbourhood along the Corridor. Each neighbourhood was found to be within range of thermal energy density thresholds in benchmark neighbourhoods (e.g. South East False Creek) that currently support a low carbon community energy system.



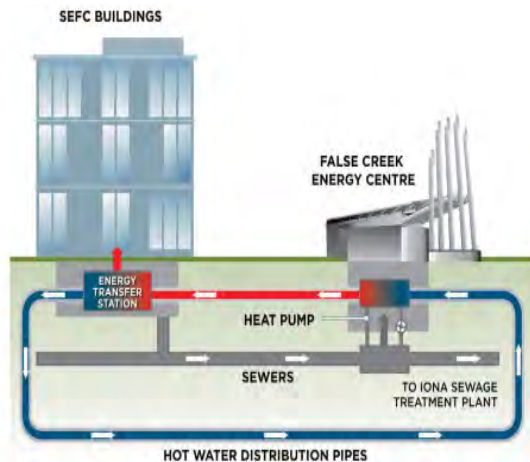
[Diagram 10.1]
District Energy - Key Sites



● Canada Line station
○ future station

■ key site for potential district energy facilities
■ area potentially heated by district energy

Heat recovery centre at Southeast False Creek



Wind turbines provide additional clean energy for this building in Docksider Green, Victoria. Photo: Rob Baxter



Strategy

- 10.1.1 Develop and expand a thermal grid serving the Cambie Corridor, and ensure a sufficient density of development to support implementation of renewable district energy systems.
- 10.1.2 Develop a Corridor District Energy Strategy that supports the long-term objective of serving all development with an integrated thermal system.

Development of this Strategy may include engaging an energy planning consultant, development of new regulatory tools, and forming ongoing partnerships with existing or potential District Utility Operators in the study area.

- 10.1.3 Design development of all new buildings to be easily connectable to a district heating system. Developments will require agreements to the satisfaction of the City Engineer to ensure connection to a low-carbon district heating system if and when available.

- 10.1.4 Large site developments will be required to provide a business case analysis (from a consultant with experience in renewable energy and district energy analysis) to explore the viability of campus or district energy systems. If the business case is viable, a system will be required. Where rezonings are being proposed for several nearby sites, applicants are strongly encouraged to undertake joint studies.

10.2 Building Design

Design solutions for energy, water, materials and waste, and indoor environmental quality can help to maximize energy efficiency in buildings.

LEED® standards, conservation solutions, passive energy design, and the use of alternative energy technologies can help to optimize the overall energy performance of buildings, and offer better environmental and health performance for occupants and citizens.

The City has endorsed the “Passive Design Tool Kit” and the “Passive Design Tool Kit for Homes” to help establish a common vision and definition of passive design and support decision making for new developments.

All new developments are subject to the City’s Green Building Strategy for New Buildings, and all rezoning applications are subject to the City’s Rezoning Policy for Greener Buildings. As sustainability policies develop city-wide, more stringent requirements will apply.



Olympic Village Civic Centre, Southeast False Creek



Green roof on Vancouver Convention Centre, certified LEED® Platinum

10.3 Utilities

Expansion of the existing utility systems will be needed, to support future growth in the Cambie Corridor. The City has been exploring strategies to achieve more equitable financing in the cost of extending new utilities, or upgrading or replacing old ones.

Increased density results in higher demands for existing sewer and water utilities. While demand on a system grows incrementally, the infrastructure needs in a given location depend on the existing state of infrastructure at that time and place. Typically, a “trigger” - the point at which demand is great enough to require upgrades or expansion to existing infrastructure - is set off when a discrete demand target is reached.

As a condition of rezoning, developers are often required to pay the cost of sewer and water infrastructure upgrades, if the increased demand for services by the development and its users “triggers” them. Large projects that trigger these upgrades often anticipate a significant amount of new demand. In these cases, a single developer will typically pay the full cost of upgrades or expansion.



In some cases, the “trigger method” may lead to some developers paying an inequitable share of infrastructure costs. A single smaller project may trigger significant costs for infrastructure upgrades, due to the timing of their application, accumulated demand on existing infrastructure or type of upgrades required in that location at that time. Developers of projects which trigger these upgrades, particularly those on smaller sites, may opt instead to delay development. In an existing neighbourhood like the Cambie Corridor, future development is likely to occur on smaller infill sites.

A comprehensive financing strategy for utilities may serve to create greater certainty around infrastructure expansion and upgrades, enhance equity, and discourage delays in development. Similar considerations for utilities financing and servicing have been recently implemented or are being explored currently in other areas of Vancouver, including Southeast False Creek and Norquay Village.

Implementation/ Next Steps

- 10.3.1 Include the Cambie Corridor as part of the City's exploration of alternative financing and delivery for a utilities servicing strategy. Refer to other local examples for strategy development.



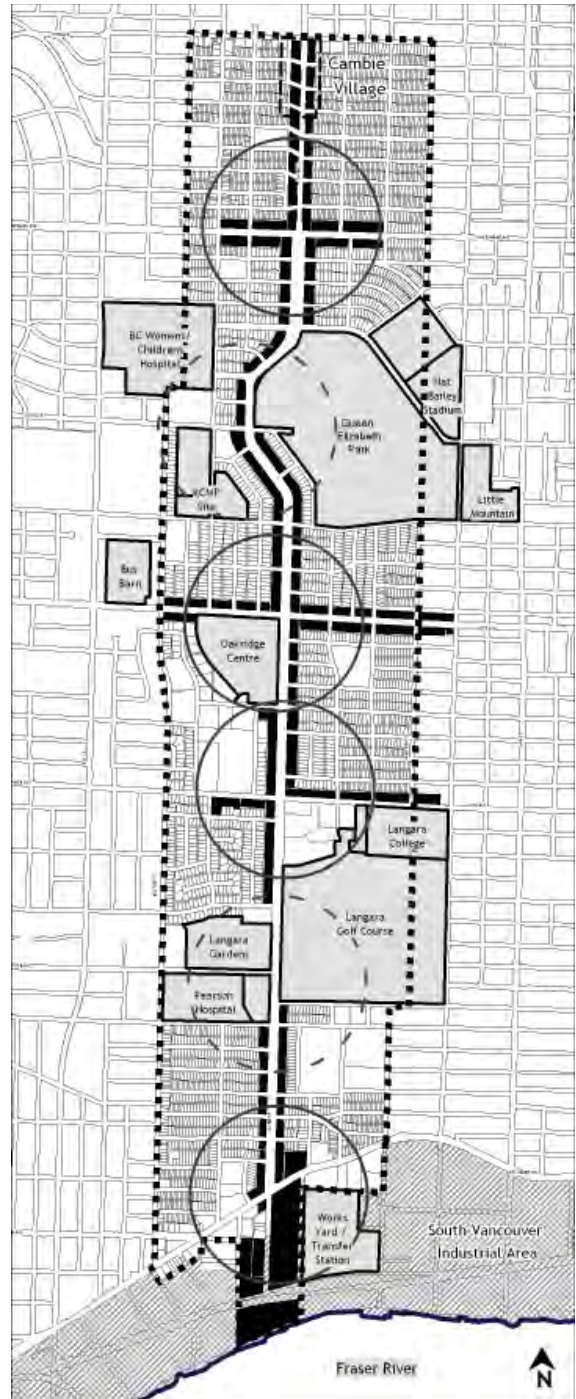
BC Cancer Research Center, first LEED Gold health care facility in Canada. Includes heat recovery system to offset ~60% of heating load, energy-efficient lighting and operable windows to maximize natural light and improve indoor air quality.

Rezoning Application Requirements

11.1 Rezoning Applications

The Cambie Corridor Plan enables the consideration of rezoning applications when all of the following are met:

- 11.1.1 **Site Location:**
Rezoning applications will be considered in the context of this plan for the sites shaded in black on diagram 11.1
- 11.1.2 **Site Size:**
For a site to be considered for rezoning under the Cambie Corridor Plan, it must be of a size and configuration such that it can reasonably accommodate a reasonable form of development as outlined in the framework plan.
- 11.1.3 **Avoid Precluding Future Opportunities:**
Sites might not be considered for rezoning where future planning and design opportunities are unreasonably precluded as a result of the application (i.e. the application should not, in staff opinion, result in “leaving behind” isolated, small lots that cannot reasonably be developed). To ensure that sites are not “orphaned”, rezoning applicants must demonstrate that sites that are “left behind” can be reasonably developed with consideration for building massing, underground parking and project economics.



[Diagram 11.1]
Phase 2 - Core Areas

11.2 Application Requirements

Prior to submitting a formal inquiry on any site, applicants are strongly encouraged to meet with City staff to discuss submission requirements as well as expectations related to land use mix, density, form and scale of development, and building character.

In addition to applicable City rezoning policies, applications considered under the Cambie Corridor Plan must also provide the following:

- 11.2.1 A detailed review demonstrating the development's compliance with the Cambie Corridor Principles.
- 11.2.2 An urban design analysis, demonstrating the development's overall fit within the context of the relevant neighbourhood and built form policies of the Cambie Corridor Plan.
- 11.2.3 A review that demonstrates how the development implements the urban systems and public realm strategy including a description of any specific public realm improvements that are proposed.
- 11.2.4 A Public Benefits Strategy that includes a description of proposed public benefits and an explanation of their appropriateness in the context of the relevant neighbourhood.
- 11.2.5 A Housing Choice and Affordability Strategy that demonstrates consistency with the Housing Diversity Strategy in Section 9.
- 11.2.6 A review that demonstrates how the development contributes to providing space for jobs, as appropriate within the context of the neighbourhood and in accordance with the Cambie Corridor Principles.
- 11.2.7 A Transportation Demand Management (TDM) Strategy for review and approval by the City Engineer that will recommend the required infrastructure and measures (emphasizing parking requirements) to prioritize sustainable transportation modes and include an analysis of the expected mode share (emphasizing walking, cycling and transit trips) generated by the proposed development. Strategies will also identify the potential transportation impacts of the proposed development and mitigation measures. Based on the scale or amount of development staff may require an applicant to undertake a comprehensive neighbourhood-wide TDM study.
- 11.2.8 A Green Building Strategy (a design narrative supported with drawings where necessary) that addresses in order of priority - energy, water, materials & waste, and indoor environmental quality. This strategy can be included with the existing green building requirements for rezoning applications. The strategy should prioritize conservation first and the use of technological and mechanical intervention thereafter. The strategy should also include a description of how the proposal complies with the habitat protection strategies included in this plan. Projections of the greenhouse gas emissions produced by the development once in operation should also be included. The strategy should also include a deconstruction strategy relating to demolition waste.

- 11.2.9 A business case analysis (from a consultant with experience in renewable energy and district energy development, at the discretion of the Director of Planning) to explore the viability of campus or district energy systems. If the business case is viable, a system will be required. Where rezonings are being proposed for several nearby sites, applicants are strongly encouraged to undertake joint studies.
- 11.2.10 Where a campus or district energy system is not immediately viable, the development will be designed to be easily connectable to a potential future district energy system and the necessary agreements may be required to ensure future connection.

It is acknowledged that consideration of the requirements may be influenced by the site's size, context, proposed uses, opportunities and constraints. Not all site sizes and circumstances allow for the same considerations.

Community Amenity Contributions

Community Amenity Contributions (CACs) will be negotiated on a case-by-case basis as part of a rezoning application. The CACs provided by rezonings help address growth costs, neighbourhood deficiencies, and other community needs and impacts. The value of CAC offerings are determined by the amount of "lift" due to the creation of additional development rights - i.e. the difference between the value of the property prior to rezoning based on the existing zoning and the projected value of the property after rezoning. This "lift" provides a basis for identifying the value of potential community amenities that may be associated with the rezoning. It is critical that land value assumptions within the Corridor reflect rezoned values.



Conclusion

This plan provides a blueprint for a greener and more livable future for all those who will live, work, shop and play in the Cambie Corridor. The plan is aimed at facilitating the Cambie Corridor's contribution to citywide goals of livability, affordability and a smaller ecological footprint. Together, the Policy Directions outline a systems approach to planning for the Cambie Corridor, linking decisions for planning, design, and development to broader strategies of land use, sustainable mobility and transportation, and renewable energy initiatives.

Implementation of the Plan for the Cambie Corridor will foster greater environmental sustainability. The plan identifies clear priorities for walking, cycling and transit. Taking cues from the opportunities presented by the development of the Canada Line, the plan aims to integrate land use and development with exceptional transit opportunities. The plan also responds to and enhances the unique features and characteristics that define each of the Corridor's five distinct neighbourhoods, through design, built form, public realm improvements and a public benefits strategy.





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