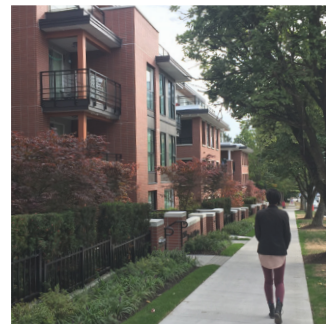




CAMBIE CORRIDOR PLAN



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01 INTRODUCTION



01 | INTRODUCTION

Introduction

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 builds upon that success, linking land use, built form, transportation infrastructure, affordable housing, and other elements of sustainability to make the distinct neighbourhoods surrounding Cambie Street an even better place to live.

The Corridor has been undergoing major transformation since the Canada Line opened in 2009. Phases 1 (2010) and 2 (2011) of the Cambie Corridor Plan have led to significant residential development along Cambie Street and connecting arterials.

Phase 3 of the Plan is now included (2018) and addresses areas off the arterials and a new Municipal Town Centre. Together these phases create a system of complete neighbourhoods with greater housing diversity, affordability, job space and community amenities along with a Public Benefits Strategy and a Public Realm Plan.

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
- A growing economy and creative capital

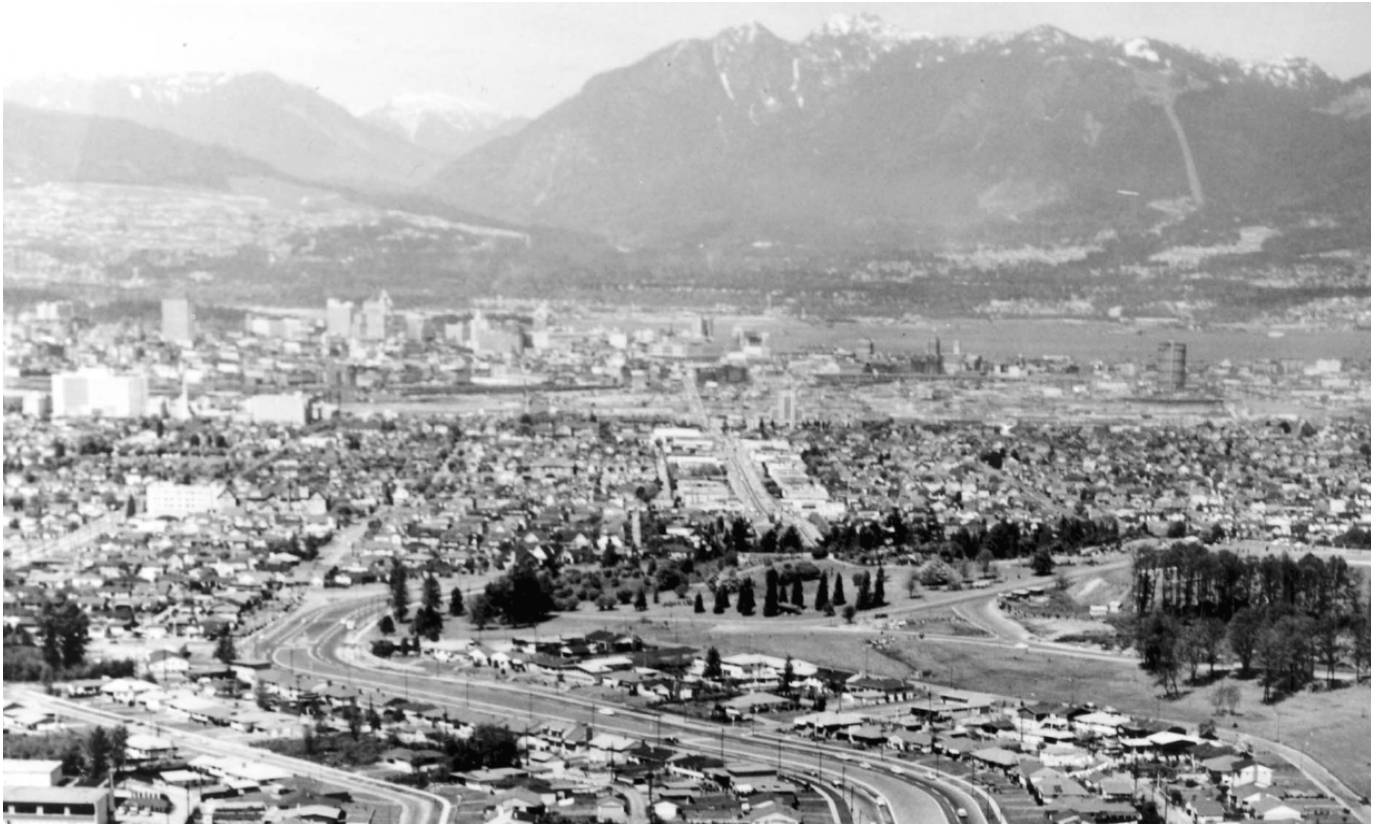
The Cambie Corridor Plan seeks to address these priorities by building on policies, plans, and incremental decisions that have helped us move toward a city of sustainable neighbourhoods and inclusive, affordable, mixed-use communities supported by a sustainable and diverse economy.

Canada Line

The Canada Line is a 19 km 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.





Cambie Street looking north at Queen Elizabeth Park, 1958 (Source: City of Vancouver Archives, CVA 392-3)



Cambie Street looking north at King Edward Avenue, between 1980 & 1997 (Source: City of Vancouver Archives, CVA 772-340)



1.2 WHAT WE HAVE LEARNED ABOUT A BETTER URBANISM

Through the evolution of the 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 or zero-emission 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 and overall health outcomes. This happens when people are able to choose walking, biking and public transit as alternatives to driving a car—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 a car, which frees up overall household income as a result.

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 needs 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 car.

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

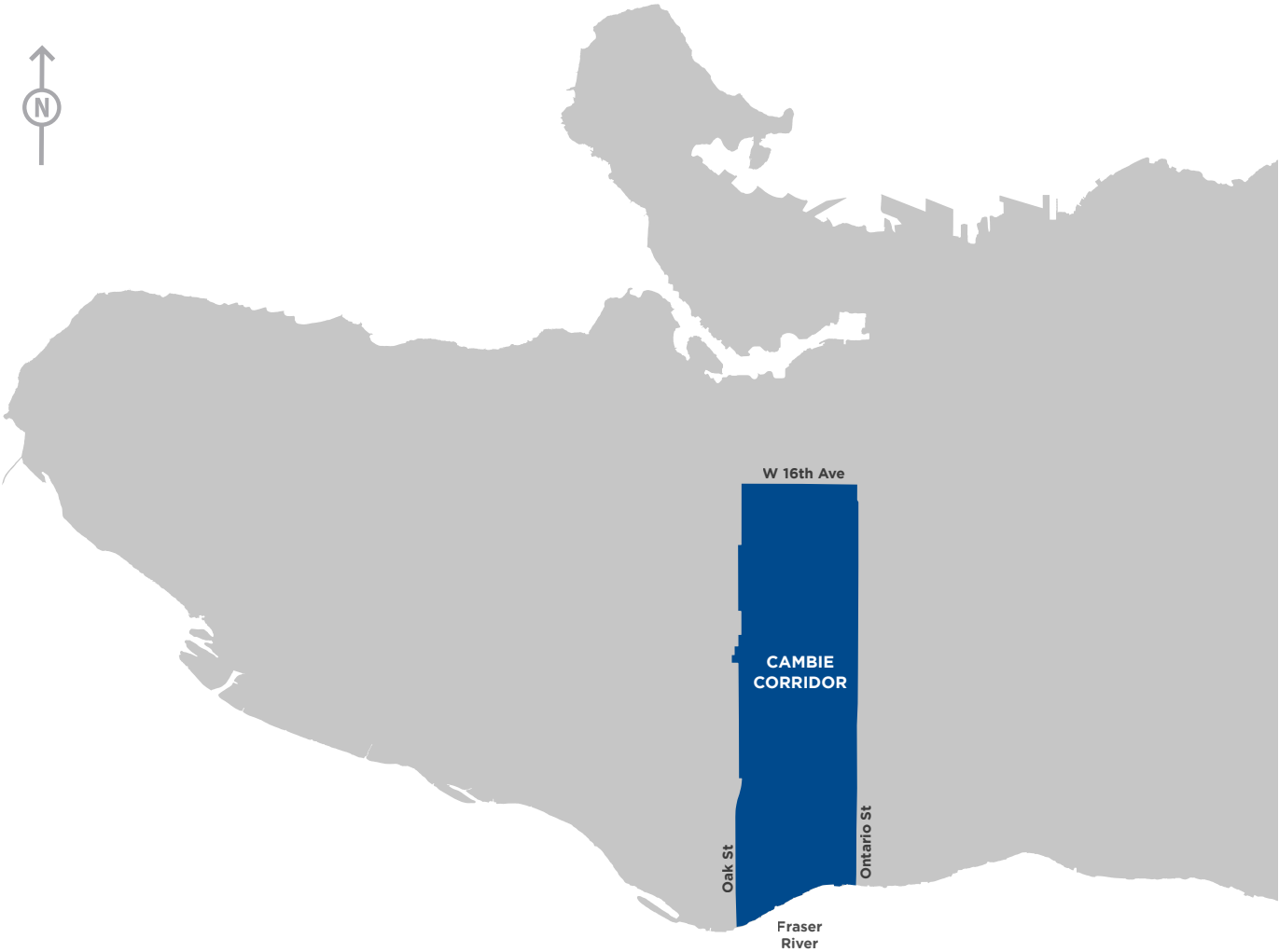
Unique within the city pattern, the Cambie Corridor will join the downtown peninsula and the Broadway Corridor as strategic areas of urbanism within our city. Emphasizing low- and mid-rise building forms with taller buildings at locations such as Marine Drive and Oakridge, this Plan introduces a new form of urbanism for the City of Vancouver.

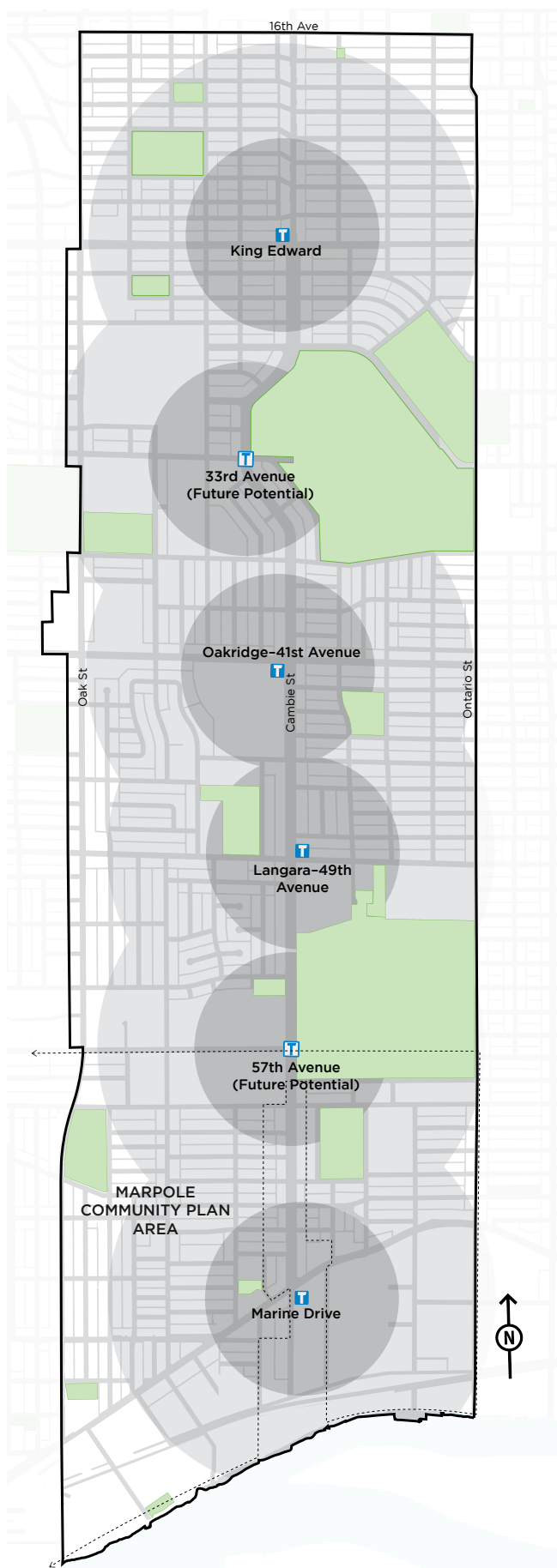
1.4 PRIORITIZING WALKING AND CYCLING

This Plan represents a broad mobility perspective that emphasizes walking and cycling trips—especially those integrated with transit. This approach aligns with Transportation 2040's prioritization of walking, cycling, and transit (in that order). Accordingly, the planning and design work considers walking and cycling as important influences within the Corridor. The approach of this Plan is to augment—rather than compete with—transit, based on the recognition that “every transit trip starts and ends with your feet.”

1.5 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. It generally extends from Oak Street to the west and Ontario Street to the east, representing a 10-minute walk to existing and future potential Canada Line stations.





From north to south, the study area includes four existing Canada Line stations:

- King Edward
- Oakridge—41st Avenue
- Langara—49th Avenue
- Marine Drive

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

Figure 1.1 shows a 400 m walking circle around each station (existing and future potential) for scale and perspective. Planning around transit stations has often focused on an area within a five-minute walk (400 m) from the station as research shows that people are generally willing to walk this distance to a minimal level of transit (i.e., a bus stop). However, willingness to walk farther distances has been shown to increase with the quality and frequency of the transit service as well as the quality of the built environment.

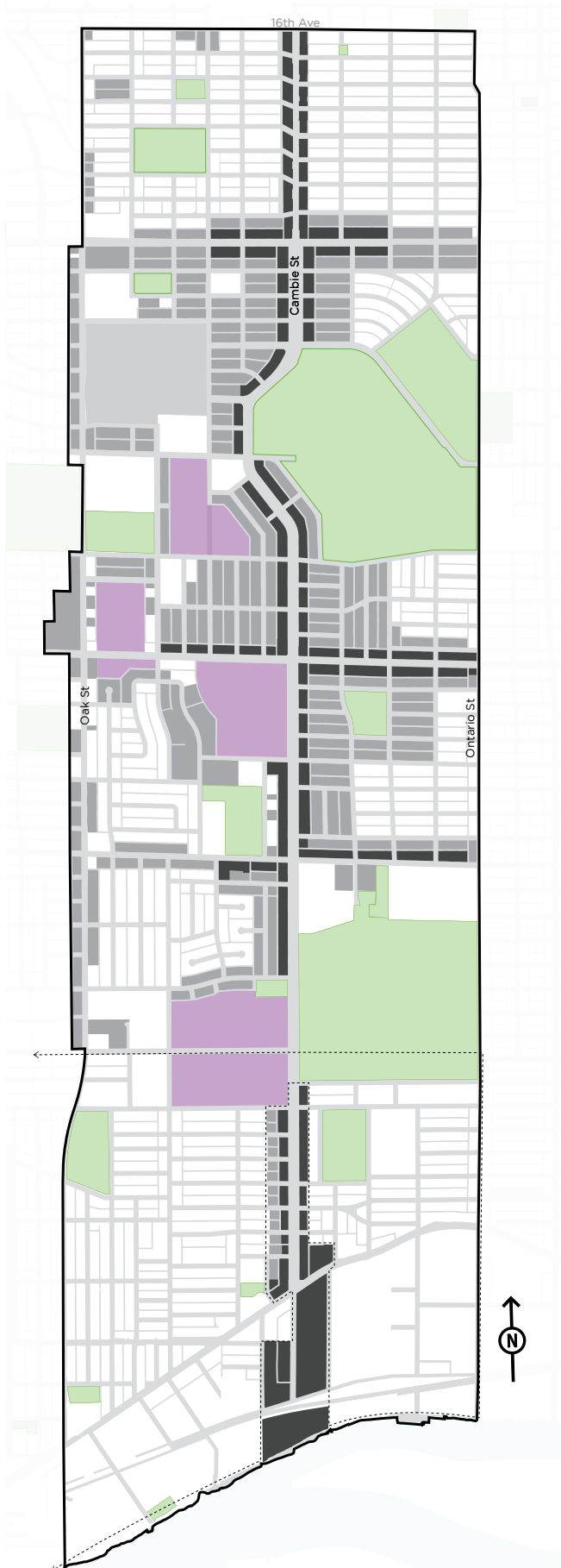
Given that the walking experience in these neighbourhoods is generally of high quality and the Canada Line stations represent more substantial and convenient transit, it is reasonable to conclude that a walking distance of 10 minutes (800 m) or more is the reasonable area of influence. This is the overall boundary of the Cambie Corridor study area.

The study area also overlaps with the Marpole Community Plan approved in 2014.

Figure 1.1: Overview of study area

LEGEND

- Existing station
- Future potential station
- 400 m walking circle
- 800 m walking circle
- Area boundary
- Marpole Community Plan (2014) area



1.6 PLAN PROCESS

Program Phases

The Cambie Corridor Planning Program was broken up into three phases to provide key deliverables at distinct milestones:

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

Phase 1 concluded in January 2010 with Council adoption of the Cambie Corridor Planning Principles and the Interim Rezoning Policy.

Phase 2 built upon Phase 1 and provided land use policy for the arterial sites in the Corridor as well as an interim Corridor strategy for aspects such as public benefits and the public realm.

Phase 3 expanded upon the broader Corridor strategy and provided land use policy for the surrounding neighbourhoods that are within convenient distance to Canada Line stations. Phase 3 also included detailed direction on public benefits to support this growing area, as well as a public realm plan to guide design and requirements of these new public spaces. Adjustments to some Phase 2 policy was also part of Phase 3.

Planning for the Major Project sites within the Corridor (e.g., Oakridge Transit Centre, Pearson Dogwood) is not considered in this Plan. These sites undergo separate site-specific planning processes. Coordination occurs between Major Projects and Cambie Corridor Planning.

Figure 1.2: Program phases

LEGEND

- Phase 2
- Phase 3
- Major project
- Area boundary
- Marpole Community Plan (2014) area



Working with the community

This Plan provides guidance for future decision-making on land use, increased density, amenities, affordability, services, and infrastructure. The Plan also aims to align both the community's needs and the City's visionary goals of sustainability, livability, and affordability.

To inform our understanding of the issues, City staff engaged a wide range of citizens and experts throughout development of the Plan. Residents, businesses, neighbourhood groups, experts on transit-oriented development, the development industry, respected speakers on sustainability and urbanism, academics, and scholars were all participants.

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 general 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 to adequately address issues of affordability and reduce our carbon and ecological footprints.

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.

BY THE NUMBERS

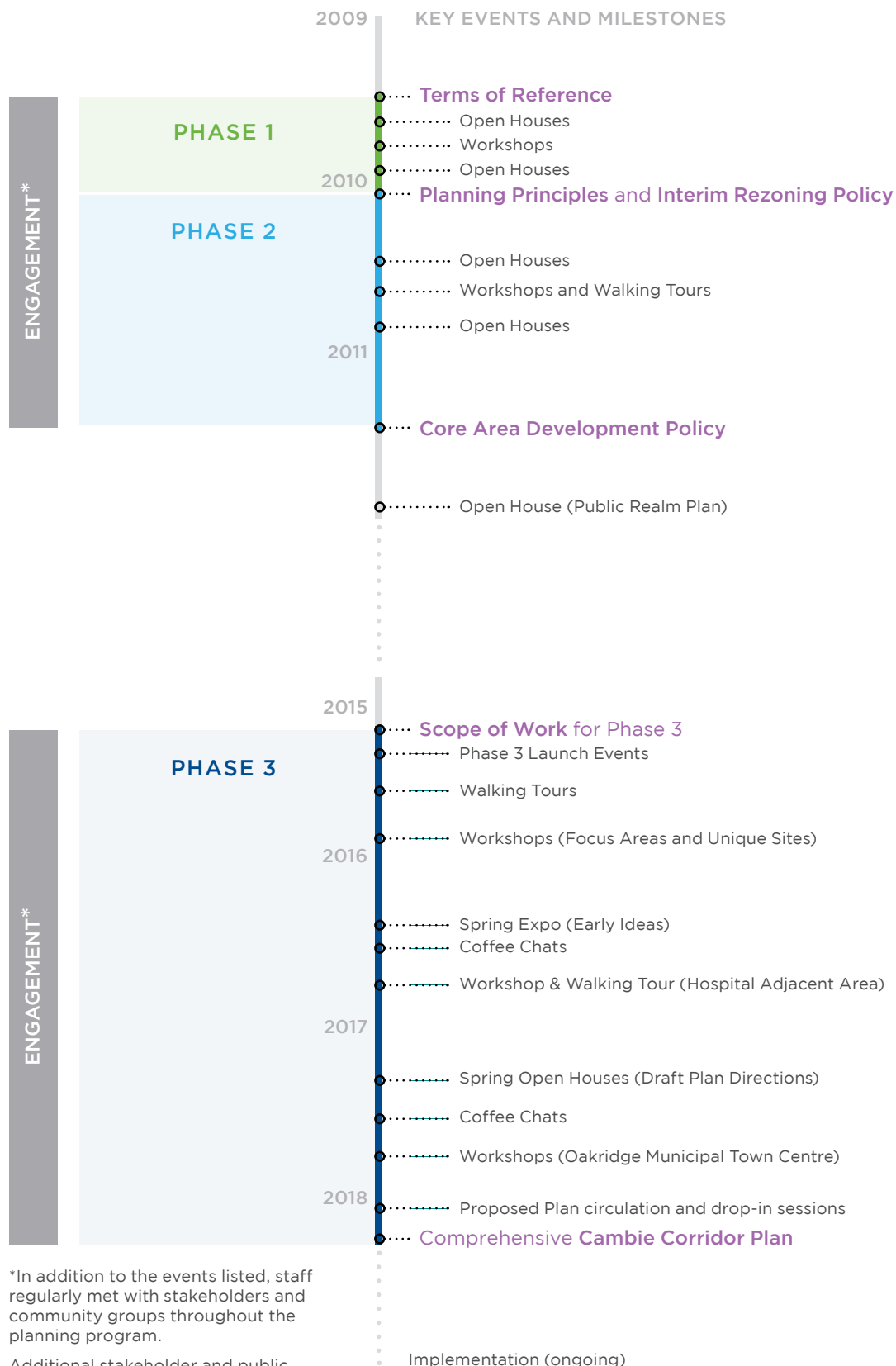


8,600+ in-person interactions with residents



120+ public events

Figure 1.3: Plan making timeline



1.7 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.
- Establishes a series of implementation strategies to ensure that the vision evolves.
- Provides land use policy that allows the City to consider development applications that are consistent with the future vision of the Corridor.

1.8 ALIGNMENT WITH CITY AND REGIONAL POLICY

Existing city-wide and regional plans, policies, or strategies approved by City Council played a role in guiding the planning process and policy development. This plan's policies are 'scaled' to respond to specific community considerations identified in the Cambie Corridor. The plan will continue to complement other City efforts such as those we are making on housing affordability, livability, inclusivity, environmental sustainability, economic vitality, and other improvements that enhance the overall well-being of Vancouver residents.

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 livability and sustainability. Council adopted the Regional Context Statement Official Development Plan in September 2013, which identifies how the City's policies and plans align and advance the Regional Growth strategy. 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.
- Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling, and walking.

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02 PLANNING PRINCIPLES



02 | PLANNING PRINCIPLES

Introduction

These principles, generated with the community and approved by Council in 2010, provide overall direction for the future of the Cambie Corridor. They inform comprehensive planning along the Corridor, as well as shape and inform individual land use change and future detailed development. These principles have guided all phases of the planning process.

Planning for the Cambie Corridor will facilitate progress toward an environmentally sustainable city that 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

New developments should significantly assist in optimizing a shift in travel choice to walking, cycling, and taking transit. Land uses will be primarily supportive of these sustainable 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 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 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

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 neighbourhoods 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, cycling, 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

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

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 wayfinding 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

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, lock-off units, 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 and to attract and retain a diverse workforce.



PRINCIPLE 6

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

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 local 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

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.

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03 PLAN SUMMARY



03 | PLAN SUMMARY

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 denser mix of housing and employment space with transit 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 close to stations, with a concentration in the regionally significant Oakridge Municipal Town Centre.

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 cycling 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 at key locations such as Marine Drive, Oakridge, and larger unique sites. Every station is considered for appropriate building forms based on its context. Higher buildings along the arterial streets and strategic sites will sensitively transition into the surrounding neighbourhoods, which are characterized by their rich offering of ground-oriented housing.

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.



3.2 PLAN HIGHLIGHTS



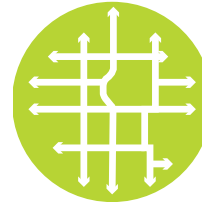
TRANSFORMING SINGLE-FAMILY NEIGHBOURHOODS

Historically, the Cambie Corridor has been a predominantly low-density, single-family area of the city. Car-oriented travel has dominated the evolution of the neighbourhood until the completion of the Canada Line in 2009. This investment in rapid transit has presented a significant opportunity to transform the single-family neighbourhoods into vibrant, mixed-use communities with a diverse range of housing types supported by sustainable transportation options. This Plan enables new forms of housing to be introduced throughout the Corridor in close proximity to transit, amenities, job space, and services. Over time, these single-family neighbourhoods will evolve into walkable communities where more people will be able to live, work, shop, learn, and play.



PROVIDING HOUSING DIVERSITY & AFFORDABILITY

The housing policies for the Cambie Corridor recognize the significant opportunity to increase housing diversity and supply in neighbourhoods well-served by transit and other amenities. Housing Vancouver (2017), the City's renewed housing strategy, identifies the need for housing that is better matched to local incomes. The strategy provides housing targets focusing on creating the "right supply", including building type and tenure of new housing. The Cambie Corridor Plan provides policy to encourage the protection and expansion of rental housing. Increased height and density will incentivize and enable new social, below-market rental, and market rental housing for low- and moderate-income households in these transit-oriented neighbourhoods. Further, the Plan enables new ground-oriented townhouses geared towards families in areas off major streets.



CONNECTING THE CORRIDOR

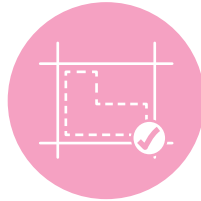
Cambie Street and the major streets within the Corridor play a key role in the city's transportation network, supporting the movement of people and goods, and connecting major destinations, employment sites, and neighbourhoods. This Plan identifies a number of improvements that will enhance access, safety, and support sustainable modes of travel in the Corridor. These improvements are complemented by the comprehensive Cambie Corridor Public Realm Plan, which identifies new public spaces (e.g., plazas) that will take advantage of key connections and further enhance the vibrancy of the Corridor and its unique neighbourhoods.



CREATING A MUNICIPAL TOWN CENTRE

The area around Cambie Street and 41st Avenue is one of 17 regionally designated Municipal Town Centres. The vision for the Oakridge Municipal Town Centre is to strengthen and enhance the area as a vibrant hub, meeting the needs of the community, city, and region by providing a significant increase in affordable housing and the creation of new job space.

As the geographic “centre” of the city and the Canada Line, this area will represent the greatest concentration of urban uses and density in the Corridor, and provide significant opportunities to deliver rental and social housing through a diverse range of housing forms.



RECOGNIZING OPPORTUNITIES ON UNIQUE SITES

The Cambie Corridor includes several large sites that vary in use, size, local context, and character. Recognizing the opportunities these large sites provide, this Plan includes site-specific policy that ensures diverse and affordable housing options, local amenities, public realm improvements, public open space, and increased neighbourhood vibrancy as these sites redevelop over time.



PROVIDING AMENITIES & SERVICES

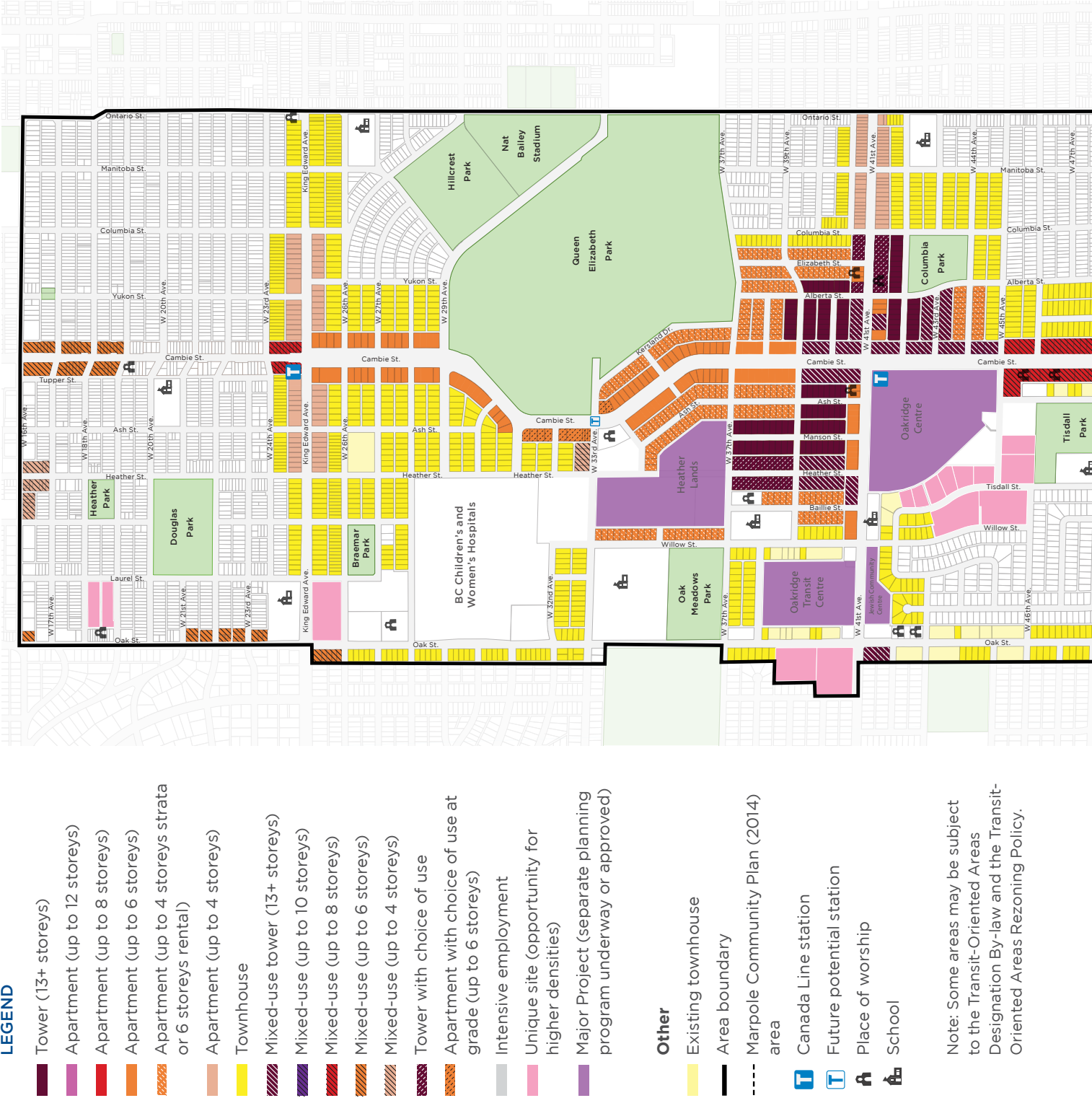
One of the primary assets of the Cambie Corridor is its local-serving amenities, including several community facilities and the 150 hectares of parks and open spaces distributed throughout the five neighbourhoods.

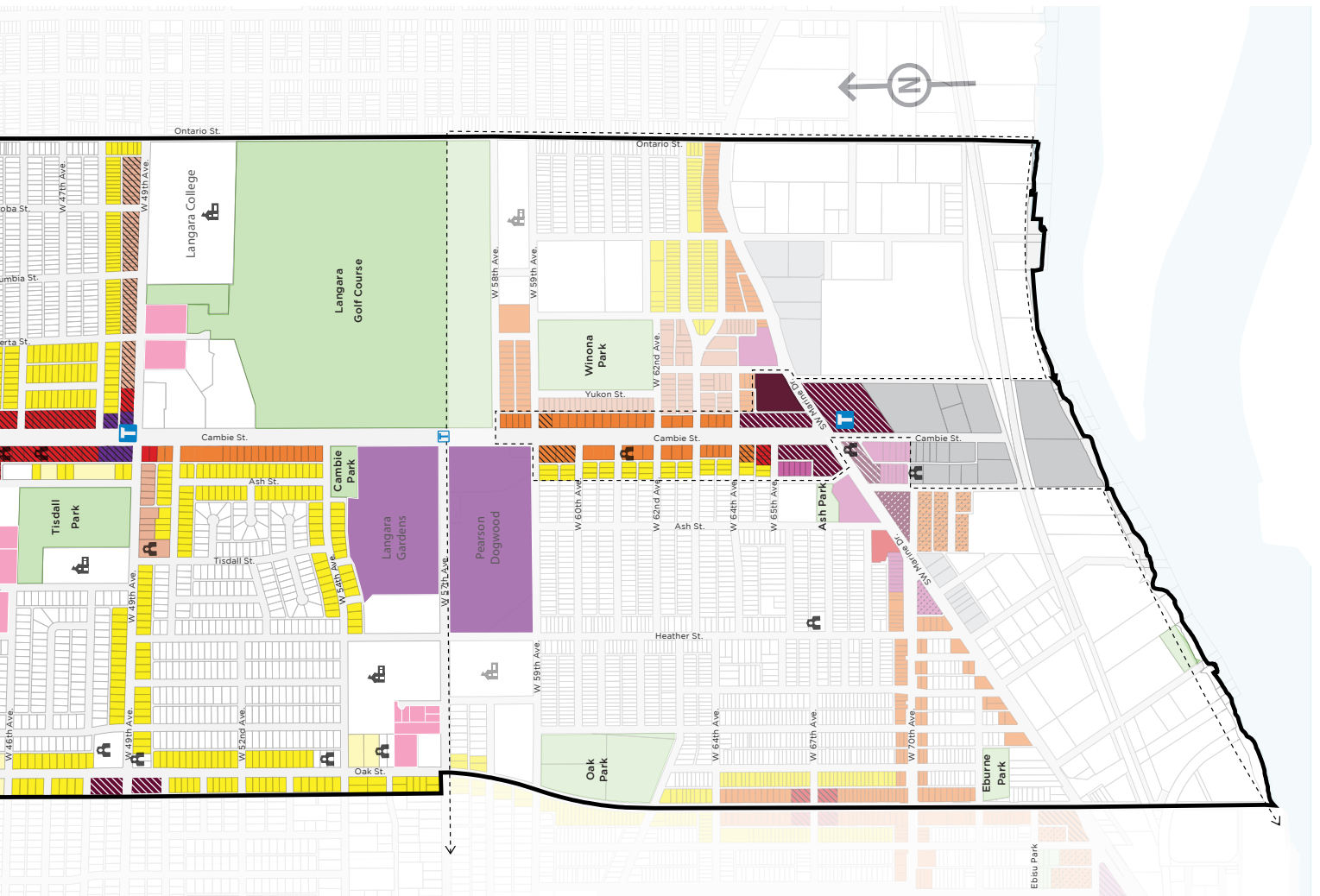
Policies provided in this Plan support the expansion of community facilities, as well as the creation of new amenities and facilities, including the provision of new childcare, youth, and senior spaces to support the growing population now and into the future. They also support the improvement of existing facilities, including renewal of key parks.



3.3 CONCEPT PLAN

The following provides the overall concept plan for the Cambie Corridor, describing the proposed land use mix and building heights for sites in the Corridor. Detailed site-specific information is provided in Chapter 4 (Neighbourhoods).







3.4 POPULATION AND JOB GROWTH

In 2011, the population of the Cambie Corridor study area was 33,600. The population only slightly increased by 2016 to 34,800 people, because most of the recent developments were not yet occupied.

Based on past trends and actual rates of development in the Cambie Corridor and across the city, it is projected that the population in the Cambie Corridor will more than double by 2041. This growth includes approximately 19,200 to 25,000 more people in areas of change identified in the Cambie Corridor Plan north of 57th Avenue, 19,500 more people on Major Project sites (Heather Lands, Oakridge Transit Centre, Oakridge Centre, Langara Gardens, Pearson-Dogwood), and an additional 7,000 people in the parts of the Corridor that fall within the Marpole Community Plan area.

The Cambie Corridor Plan is also introducing a significant amount of job space. It is anticipated that by 2041 there will be more than 9,200 additional jobs in the Cambie Corridor. The Plan will deliver space for more than 3,000 additional office and retail jobs in the Corridor. In addition, 3,200 jobs are anticipated on Major Project sites and 3,000 additional jobs in the parts of the Corridor that fall within the Marpole Community Plan. Furthermore, there will be additional jobs on institutional sites throughout the Corridor.

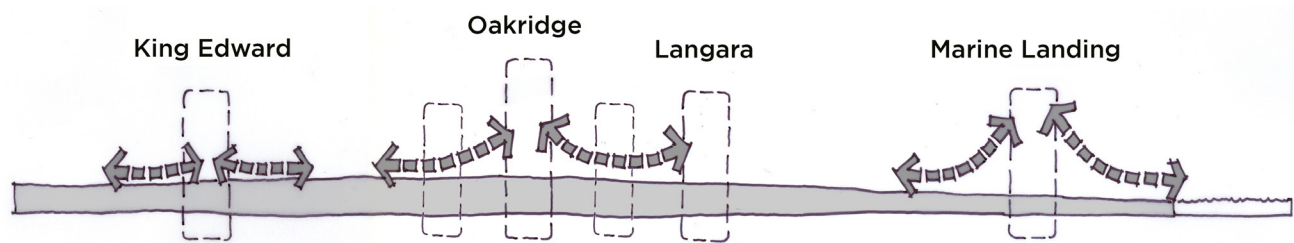


Diagram showing the variation in building scale along the Corridor

3.5 BUILDING FORM AND VARIATION

Mid-rise buildings are the prevailing form for the arterial streets in the Corridor. A general 6-storey scale will provide a visual consistency along its length.

Low- and mid-rise buildings (between 4 and 12 storeys) are an appropriate 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.

Higher buildings, either in tower or mid-rise form, will mark key places such as transit stations. Context is important in determining what is an appropriate “taller” built form. Higher 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.

Townhouses, typically 3 storeys, will provide an effective transition from the mid-rise building form along the Corridor to the single-family homes in surrounding neighbourhoods. Townhouses help create a mix of housing options and provide family units, while having a complementary form to detached homes.

The Cambie Corridor also includes several large sites with unique site characteristics and site size. They provide an opportunity to deliver diverse and affordable housing options, local amenities, and increased neighbourhood vibrancy, helping to complement the broader neighbourhoods.

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 coherent urban design framework for the Corridor.

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04 NEIGHBOURHOODS



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04 | NEIGHBOURHOODS

Introduction

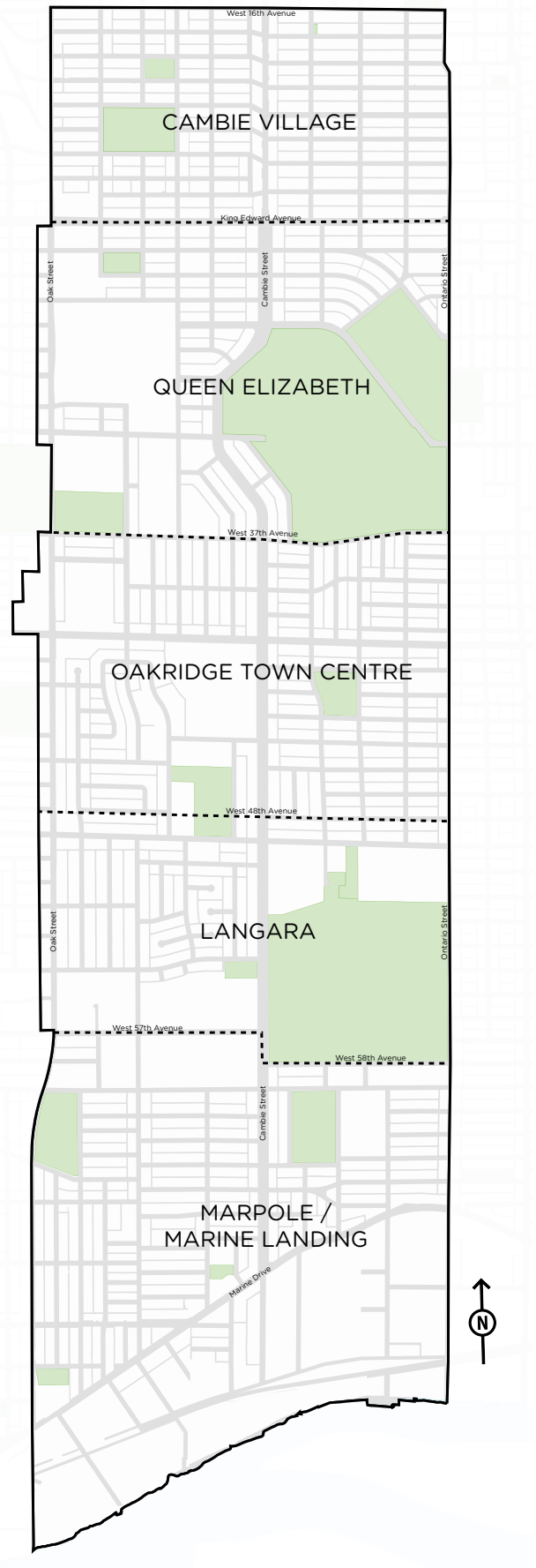
The approach of this Plan considers the context and character of the different neighbourhoods. Recognizing that a “one size fits all” approach is not appropriate, the Corridor has been divided into five neighbourhood areas. This Plan builds on the existing character and context in each neighbourhood, strengthening and enhancing the identities while providing a unified Corridor concept with additional housing and employment concentrations close to transit and other amenities.

How this chapter works

For each neighbourhood the following information is provided:

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

For additional guidance with respect to building form and public realm improvements, please see Chapter 5 (Built Form Guidelines) and the Cambie Corridor Public Realm Plan, respectively.

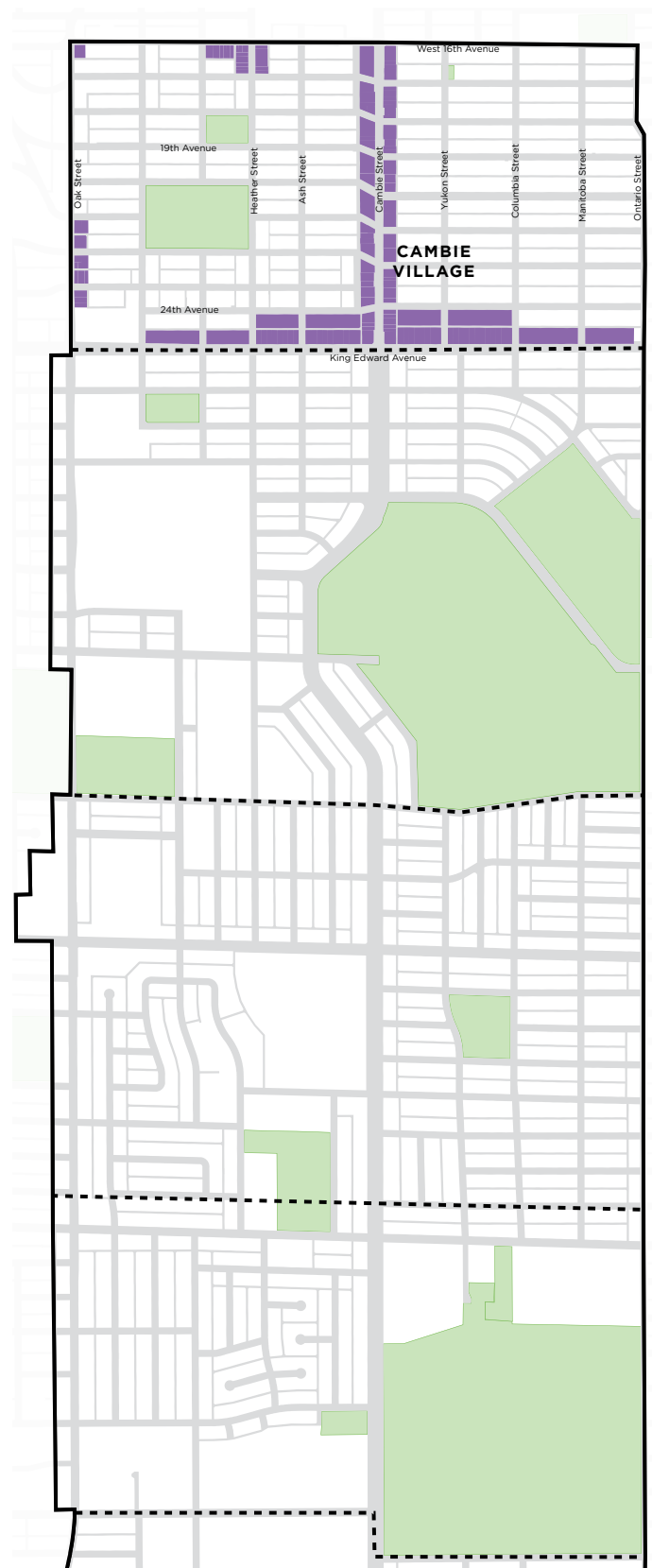


4.1 CAMBIE VILLAGE

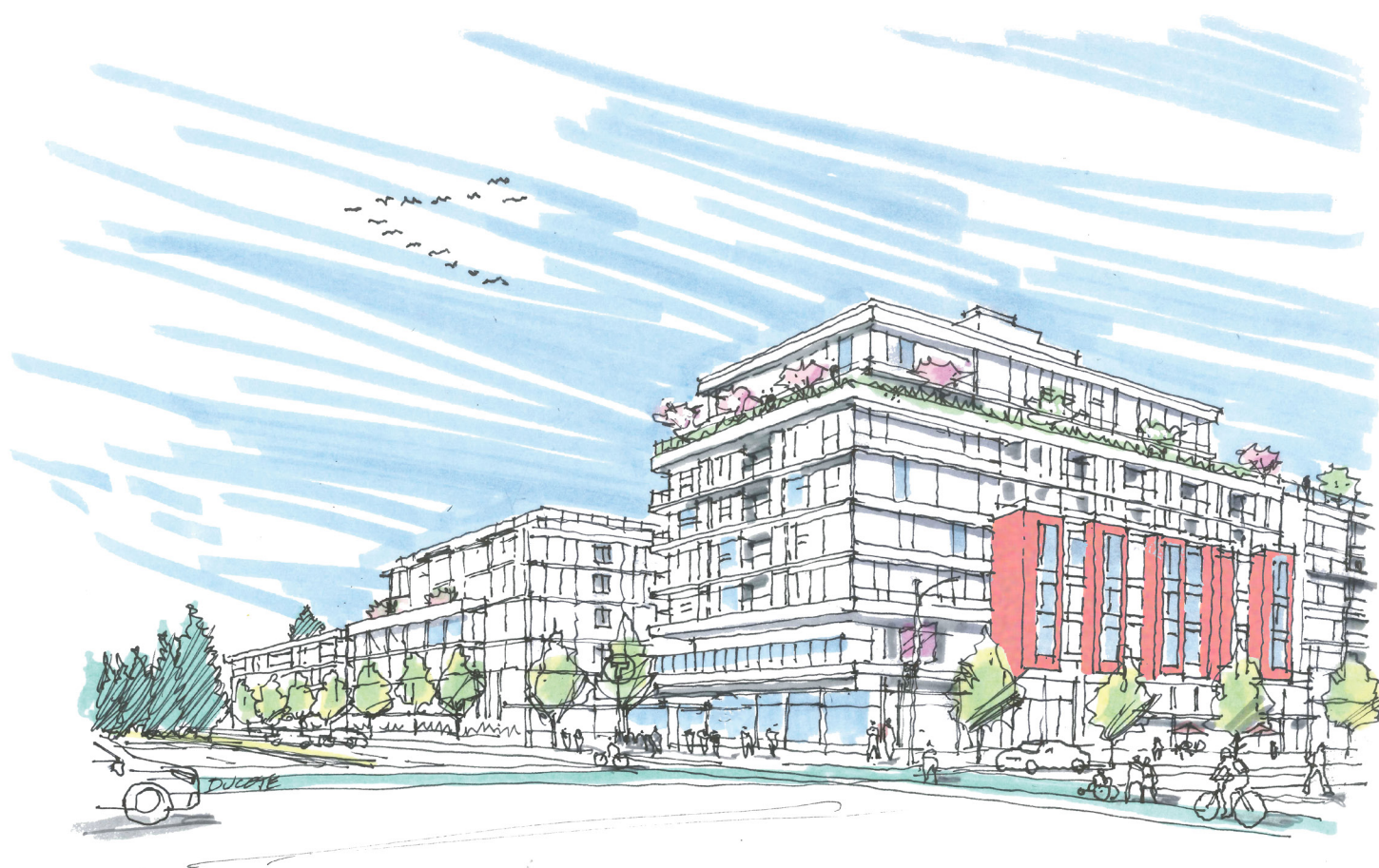
Neighbourhood character

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 store 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 low- to 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. Townhouses will be introduced in the transition areas around King Edward Avenue and will provide additional family-oriented housing opportunities in the neighbourhood.



Overview of Cambie Village



Artist's illustration of what Cambie Village could look like in the future (view northwest looking towards King Edward Station and along King Edward Avenue)

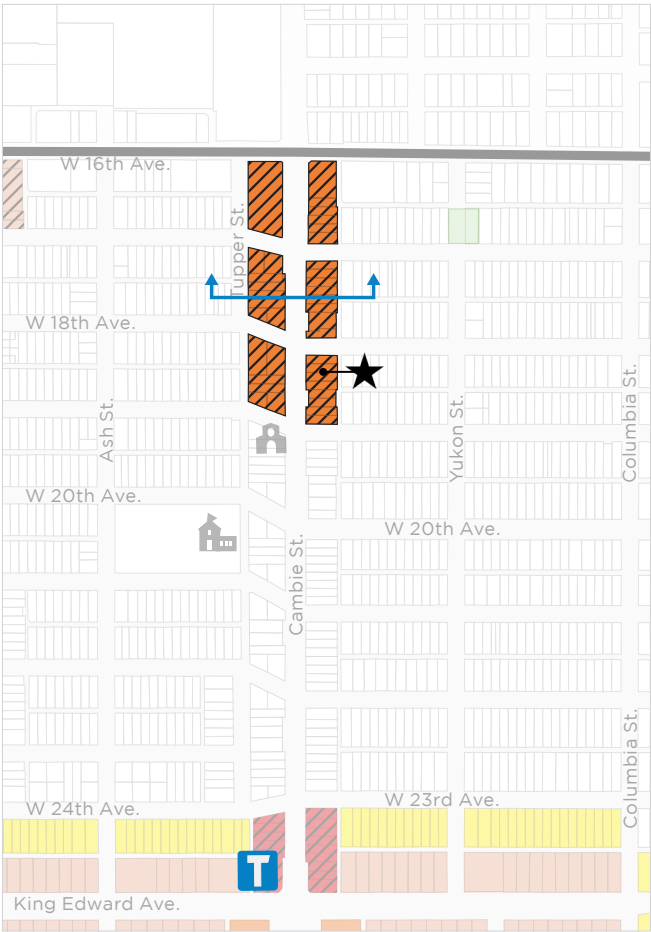
4.1.1 CAMBIE STREET: 16TH-19TH AVENUE

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.

Uses: Mixed-use
Density: 2.5–3.0 FSR*
Height: Up to 6 storeys

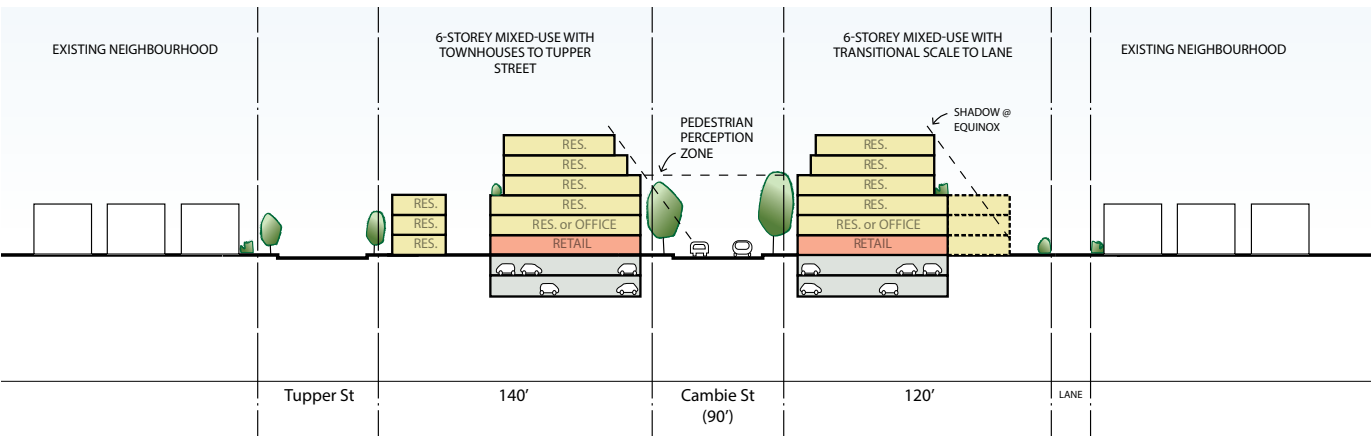
- Retail at grade with residential or commercial / institutional above will be allowed
- Above 4 storeys, upper floors will be stepped back from Cambie Street
- Buildings will activate and enhance the adjacent lane or Tupper Street by providing townhouses or active uses on the rear
- Second floor job space is strongly encouraged where feasible
- ★ • Flexibility in form and density will be considered for retention of the Park Theatre with existing theatre uses, located at 3404 Cambie Street. This site is listed on the Vancouver Heritage Register, and is a key community anchor contributing to the vibrancy and soul of the Cambie Village neighbourhood.
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.



Orange hatched box: Mixed-use (up to 6 storeys)

*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



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

4.1.2 MIXED-USE BUILDINGS ON ARTERIALS

Area A: 3208 Oak Street

Strengthen this important neighbourhood commercial node through opportunities to enhance and renew this mixed-use site.

Uses: Mixed-use

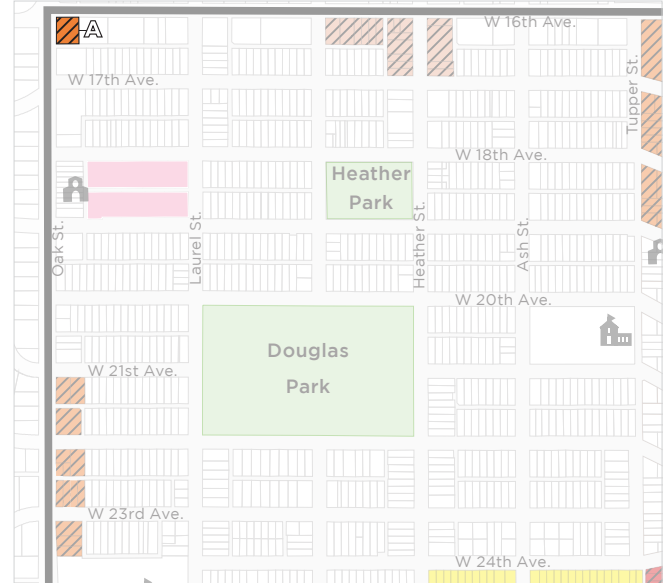
Density: Up to 3.3 FSR*

Height: Up to 6 storeys with provision of a sensitive height transition to adjacent residential uses

- A mix of commercial uses, which may include retail, service, or community-serving uses, is required at grade
- 100% rental residential required above grade (unless office uses are above grade)
- Office uses are supported above the ground floor and an increase in density if a minimum of 0.5 FSR of commercial floor area is included above the first floor will be considered
- C-2 zoning and guideline provisions will generally guide the form of development for this site, but also acknowledge the surrounding multi-family residential context when evaluating neighbourhood fit responses
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.

*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



 Mixed-use (up to 6 storeys)



Area B: Oak Street, 21st-24th Avenue

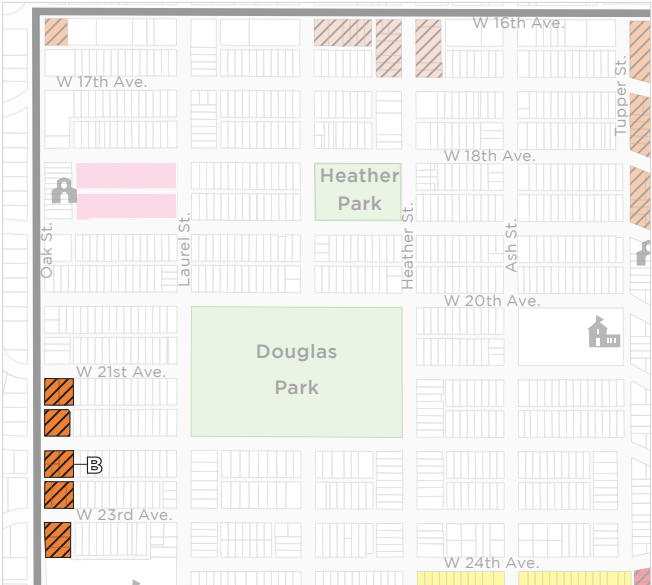
Strengthen this important neighbourhood commercial node through opportunities to enhance and renew existing mixed-use sites.

Uses:	Mixed-use
Density:	Up to 3.0 or 3.3 FSR (dependent on site per below)*
Height:	5-6 storeys with provision of a sensitive transition to adjacent residential uses

- Up to 3.0 FSR for sites with a width greater than 36.6 m (120 ft) and sites without a residential lane
- Up to 3.3 FSR for sites with a depth less than or equal to 36.6 m (120 ft) with a north-south residential lane
- Sites must be fronting on or flanking Oak Street and have lane access
- A mix of commercial uses, which may include retail, service, or community-serving uses, is required at grade
- 100% rental residential required above grade (unless office uses above grade)
- Office uses are supported above the ground floor and an increase in density if a minimum of 0.5 FSR of commercial floor area is included above the first floor will be considered
- C-2 zoning and guideline provisions will generally guide the form of development for this site
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.

*The suggested FSR is an estimate based on intended urban design performance. The development potential for each site may fall at or below the FSR. Sites delivering social or below-market rental housing may fall above the given FSR.



Mixed-use (up to 6 storeys)



Area C: Heather Street at 16th Avenue

Strengthen this important neighbourhood commercial node through opportunities to enhance and renew these mixed-use sites.

Uses: Mixed-use

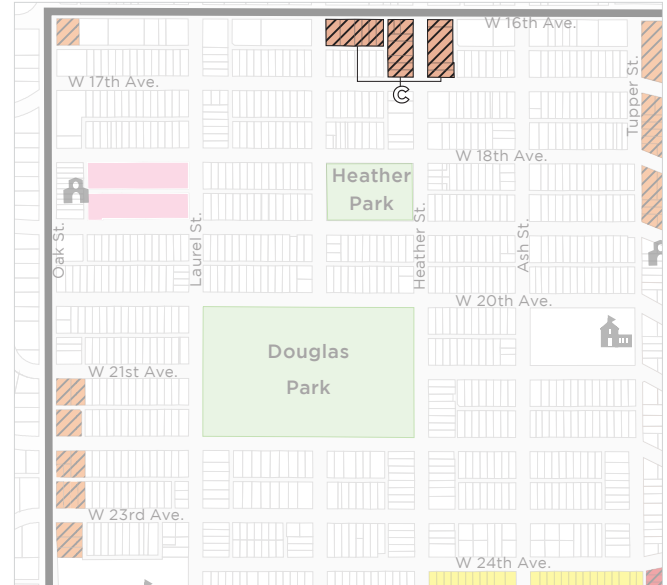
Density: Up to 2.5 FSR*

Height: 4 storeys or 5 storeys with provision of a sensitive transition to adjacent residential uses

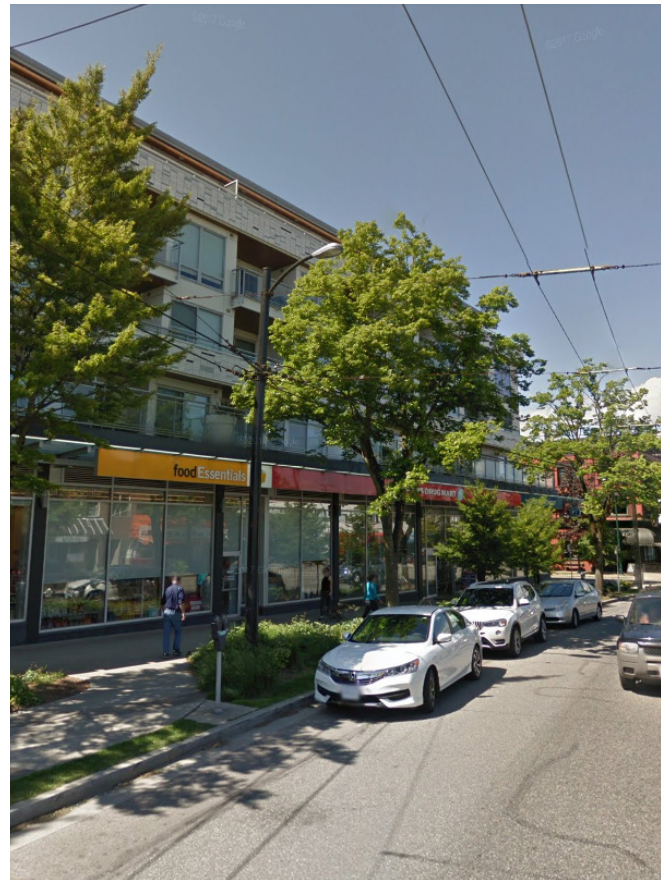
- Existing site conditions (e.g., narrow local streets) and local surrounding context limit development potential beyond existing C-2 zoning. However, applications for 100% secured rental housing will be considered with provision of a contextual height and sensitive height transition to adjacent residential uses.
- A mix of commercial uses, which may include retail, service, or community-serving uses, is required at grade.
- On existing purpose-built rental housing sites (750 16th Avenue, 711 17th Avenue, 3217 and 3255 Heather Street), existing tenants will be entitled to compensation and assistance in accordance with the City's Tenant Relocation and Protection Policy and its guidelines.
- Any existing childcare will be retained or replaced to meet community and city-wide need, should a site currently accommodating a childcare centre be redeveloped. When considering replacement, proposals that meet community needs for full-time licensed group care and school age care will be prioritized.
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.

*The suggested FSR is an estimate based on intended urban design performance. The development potential for each site may fall at or below the FSR. Sites delivering social or below-market rental housing may fall above the given FSR.

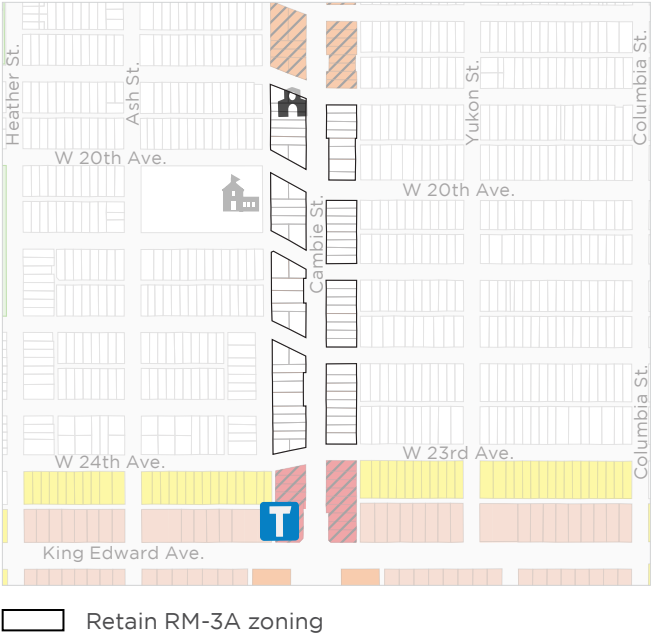


 Mixed-use (up to 4 storeys)



4.1.3 CAMBIE STREET: 19TH-24TH AVENUE

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

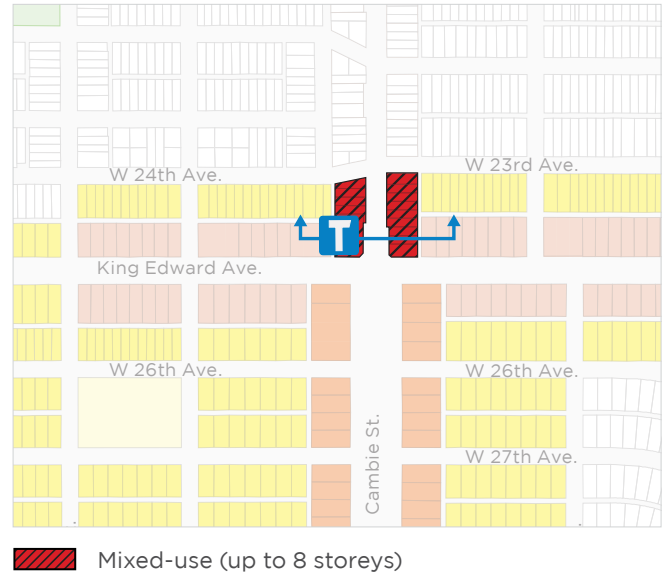


4.1.4 CAMBIE STREET: 24TH-25TH AVENUE

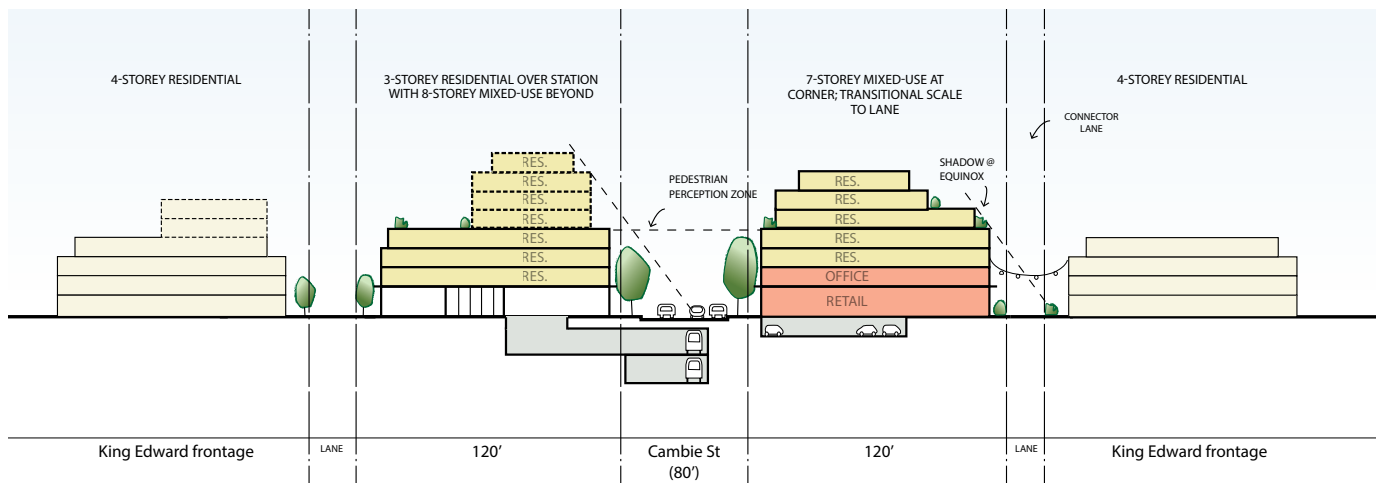
Uses: Mixed-use
Density: 2.5–3.0 FSR*
Height: Up to 6 or 8 storeys

- Retail at grade with residential or commercial/institutional above will be allowed up to 6 storeys, with consideration for up to 8 storeys in close proximity to King Edward Avenue
- Above 4 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, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.



*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



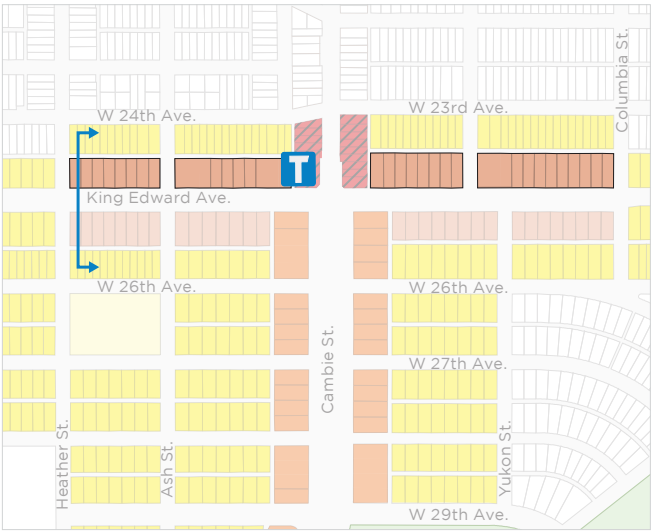
Representative Section: Cambie Street at King Edward Station

4.1.5 KING EDWARD AVENUE: HEATHER-COLUMBIA STREET

Uses: Residential
Density: 1.25-1.75 FSR*
Height: Up to 4 or 6 storeys

- Residential buildings will be allowed up to 4 storeys, with consideration for up to 6 storeys in close proximity to Cambie Street (i.e., within 2 lots).
- Above 3 storeys, the upper floor(s) 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.
- An approximate 0.75 m (2.5 ft) dedication along King Edward Avenue from the property line will be required to accommodate Complete Street improvements.
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan

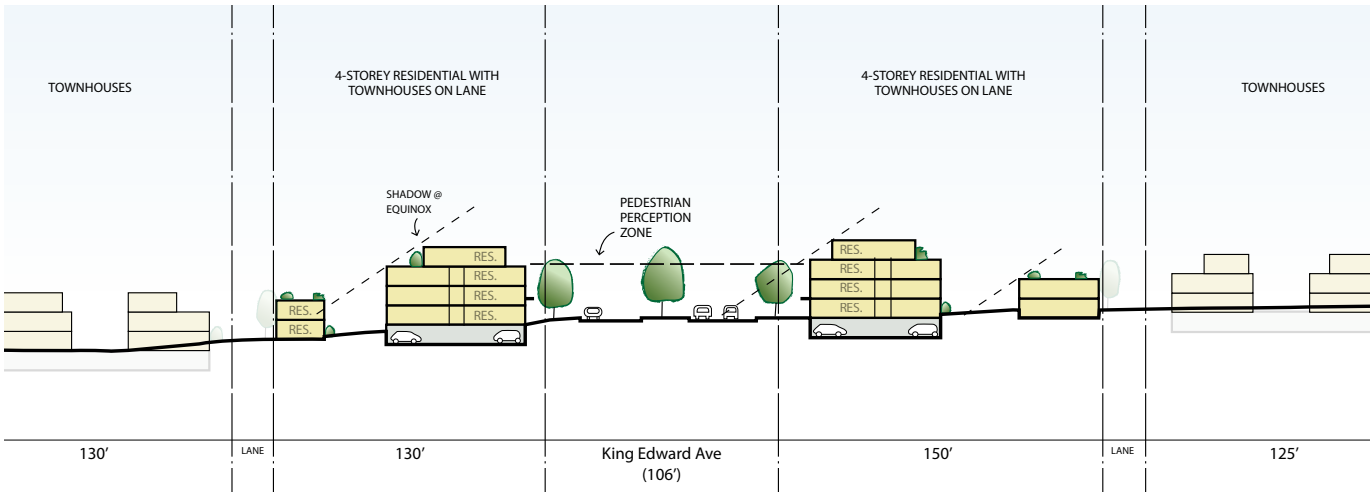
Refer to the Built Form Guidelines (Chapter 5) for more information.



Apartment (up to 4 storeys)



*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



Representative Section: King Edward Avenue between Ash and Heather Street

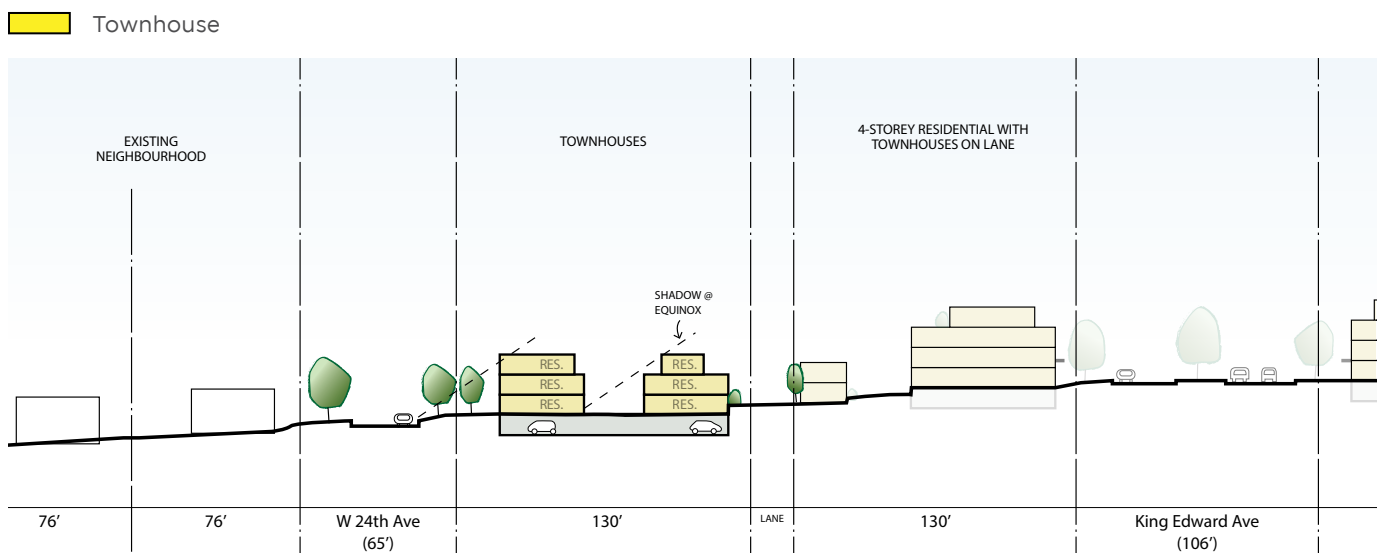
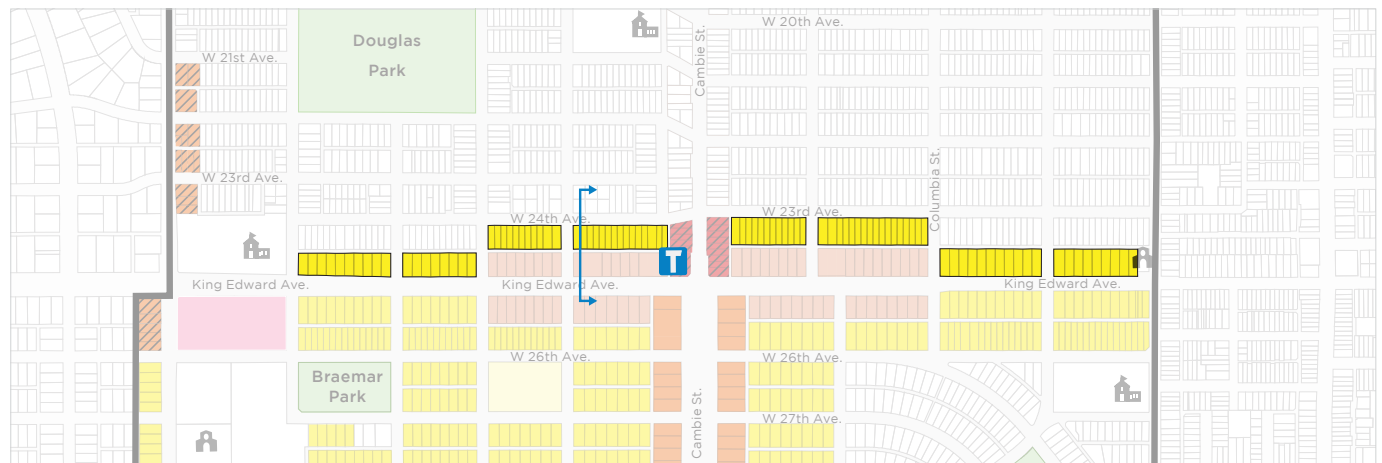
4.1.6 TOWNHOUSES

Uses: Residential

Density: Up to 1.20 FSR

Height: Up to 3 storeys*

- Townhouses can be stacked, back-to-back, or side-by-side. Units will generally be arranged along the street and the lane around a courtyard.
 - A portion of smaller townhouse units will be required.
 - Lock-off units, which may be rented, are permitted and encouraged.
 - Smaller ground-oriented housing types, such as triplexes and duplexes, are allowed on individual sites.
 - Properties fronting King Edward Avenue will require an approximate 3.3 m (10.8 ft) dedication from property line to accommodate Complete Street improvements.
 - Development proposals will include required public realm features including increased sidewalk widths on arterials (i.e., landscaped setbacks, wide sidewalks, etc.). Refer to Cambie Corridor Public Realm Plan.
 - For built form guidelines refer to townhouse zone and associated design guidelines at the time of implementation
- *On sites of sufficient size, townhouses will be allowed up to 3 storeys at the street and up to 2 and a partial third storey at the lane.



Representative Section: 24th Avenue between Cambie and Ash Street

4.2 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 B.C. Women's and Children's Hospitals, St. Vincent's Campus of Care site, the Heather Lands (former RCMP Barracks), and Eric Hamber Secondary School. Most of these institutional sites will stay and serve existing and future populations while the Heather Lands will 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 family-oriented housing opportunities, in the form of townhouses, will be introduced in transition areas surrounding Cambie Street and other large sites and will complement the existing residential character of the neighbourhood.

New development along Oak street will provide a continuous urban interface and improved public realm. A strengthened local shopping area at Oak Street and King Edward Avenue will provide more housing, shops and services within walking distance to nearby residents.



Overview of Queen Elizabeth



Artist's illustration of what the Queen Elizabeth neighbourhood could look like in the future (looking north on Cambie Street at 31st Avenue). This image shows the closure of 31st Avenue with new public open space.

4.2.1 MIXED-USE BUILDINGS ON ARTERIALS

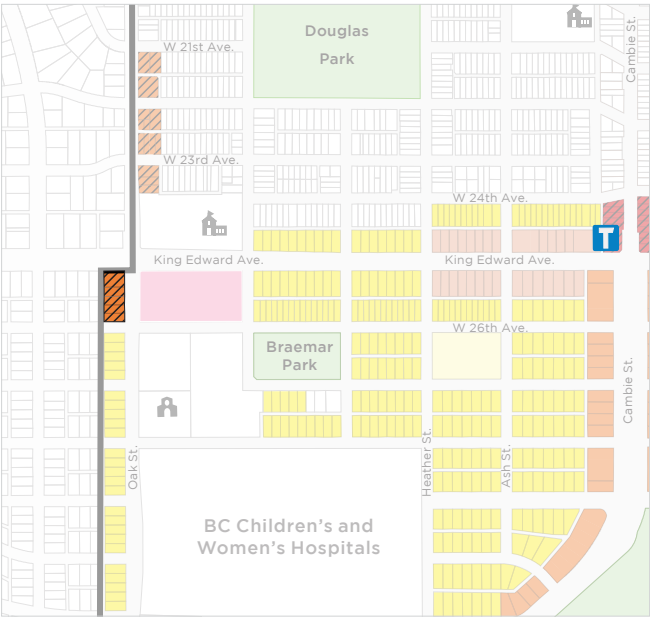
1010 King Edward Avenue, 4141, 4157, 4175 Oak Street & 1007 26th Avenue

Strengthen this important neighbourhood commercial node through opportunities to enhance and renew existing mixed-use sites and neighbouring sites within the same block.

Uses:	Mixed-use
Density:	Up to 3.0 FSR*
Height:	Up to 6 storeys with provision of a sensitive height transition to adjacent residential uses

- A mix of commercial uses, which may include retail, service, or community-serving uses, is required at grade
- 100% rental residential required above grade (unless office uses above grade)
- Office uses are supported above the ground floor and an increase in density if a minimum of 0.5 FSR of commercial floor area is included above the first floor will be considered
- On the existing purpose-built rental housing site (4141 Oak Street), existing tenants will be entitled to compensation and assistance in accordance with the City's Tenant Relocation and Protection Policy and its guidelines
- C-2 zoning and guideline provisions will generally guide the form of development for this site and should provide stepping of upper storeys to reduce massing to adjacent residential
- Proposals are encouraged to involve all parcels on the block to ensure a cohesive and contiguous development response. Projects involving only a portion of the block will be required to demonstrate that the remaining portion can reasonably be developed to meet the intent of the Plan and may not be able to achieve maximum allowable density
- Increase in density to 3.3 FSR may be considered for the replacement of childcare, provided the childcare is a public benefit and owned by or leased long-term to the City of Vancouver
- Integrate a small plaza of approximately 75 sq. m on southeast corner. See minor plazas in the Cambie Corridor Public Realm Plan for design guidance
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.



 Mixed-use (up to 6 storeys)

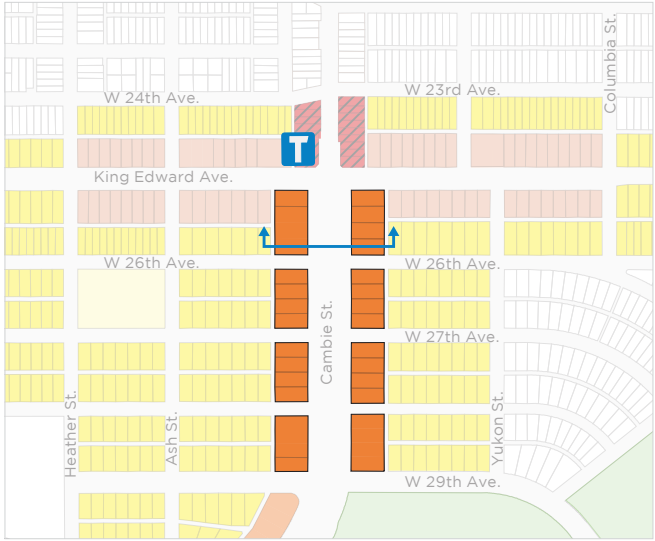
*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5

4.2.2 CAMBIE STREET: KING EDWARD-29TH AVENUE

Uses: Residential
Density: 2.0-2.5 FSR*
Height: Up to 6 storeys

- Above 4 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 at the rear.
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan

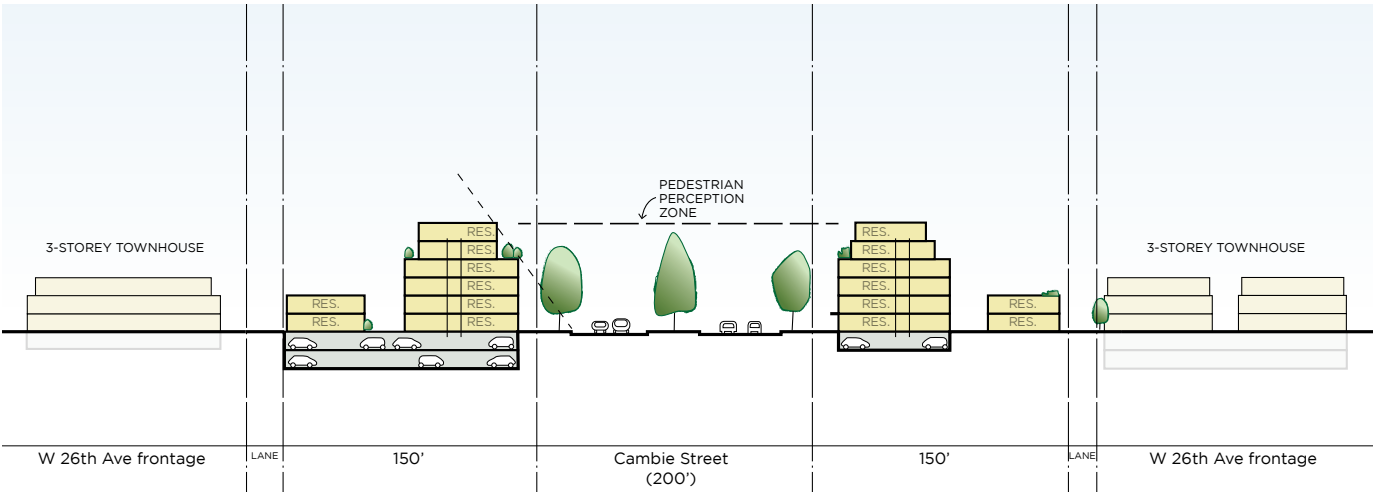
Refer to the Built Form Guidelines (Chapter 5) for more information.



Orange rectangle: Apartment (up to 6 storeys)



*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



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

4.2.3 KING EDWARD AVENUE: HEATHER-COLUMBIA STREET

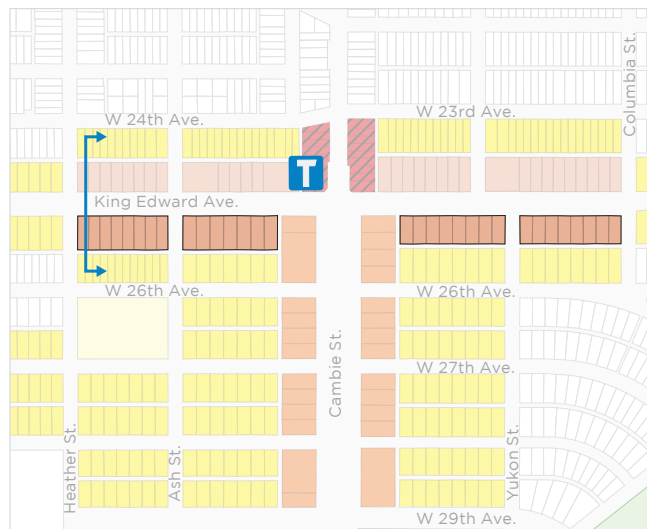
Uses: Residential

Density: 1.25-1.75 FSR*

Height: Up to 4 or 6 storeys

- Residential buildings will be allowed up to 4 storeys, with consideration for up to 6 storeys in close proximity to Cambie Street (i.e., within 2 lots)
- Above 3 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
- An approximate 0.75 m (2.5 ft) dedication along King Edward Avenue from the property line will be required to accommodate Complete Street improvements
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan

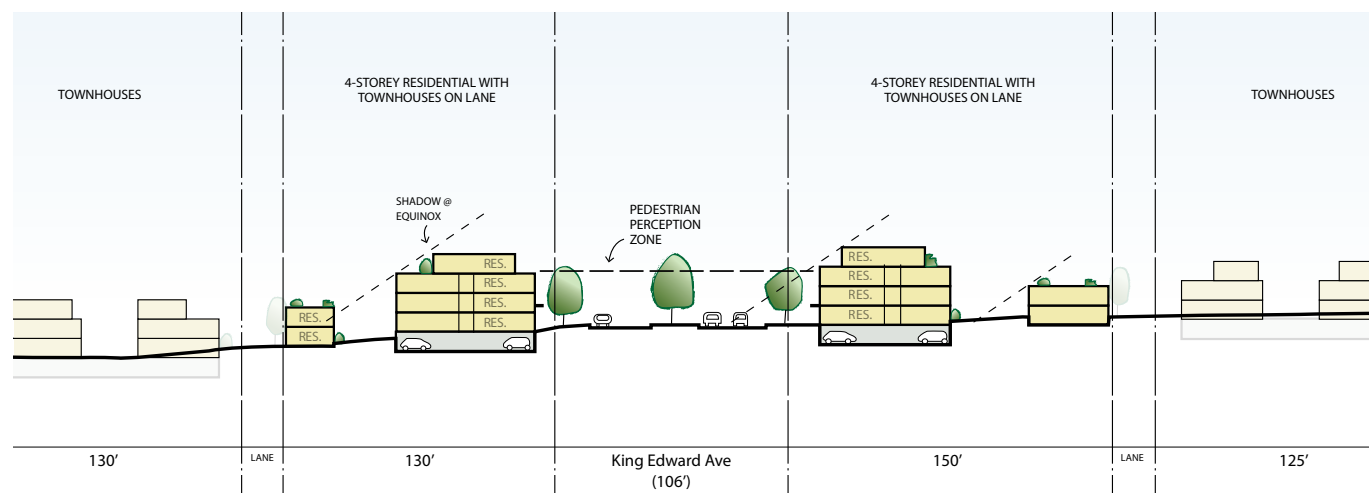
Refer to the Built Form Guidelines (Chapter 5) for more information.



Apartment (up to 4 storeys)



*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



Representative Section: King Edward Avenue between Ash and Heather Street

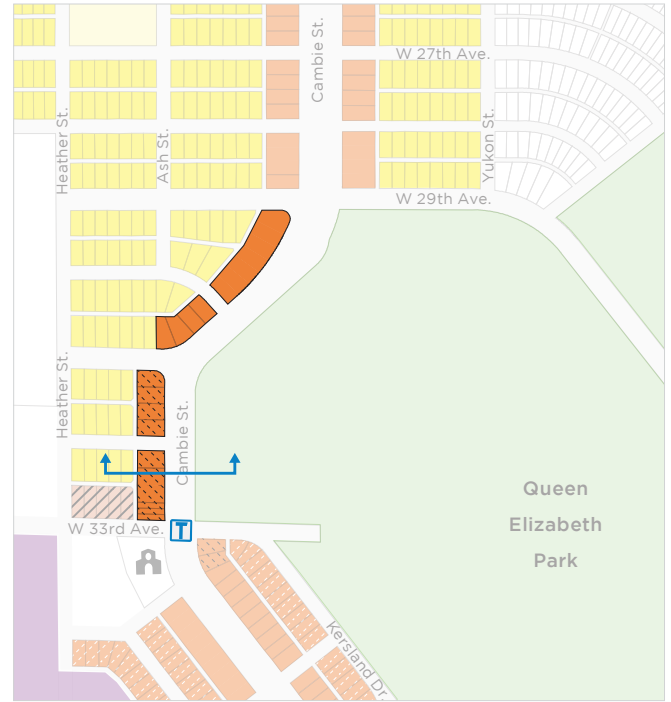
4.2.4 CAMBIE STREET: 29TH-33RD AVENUE

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.

Uses: Varies
Density: 1.75-2.25 FSR*
Height: Up to 6 storeys

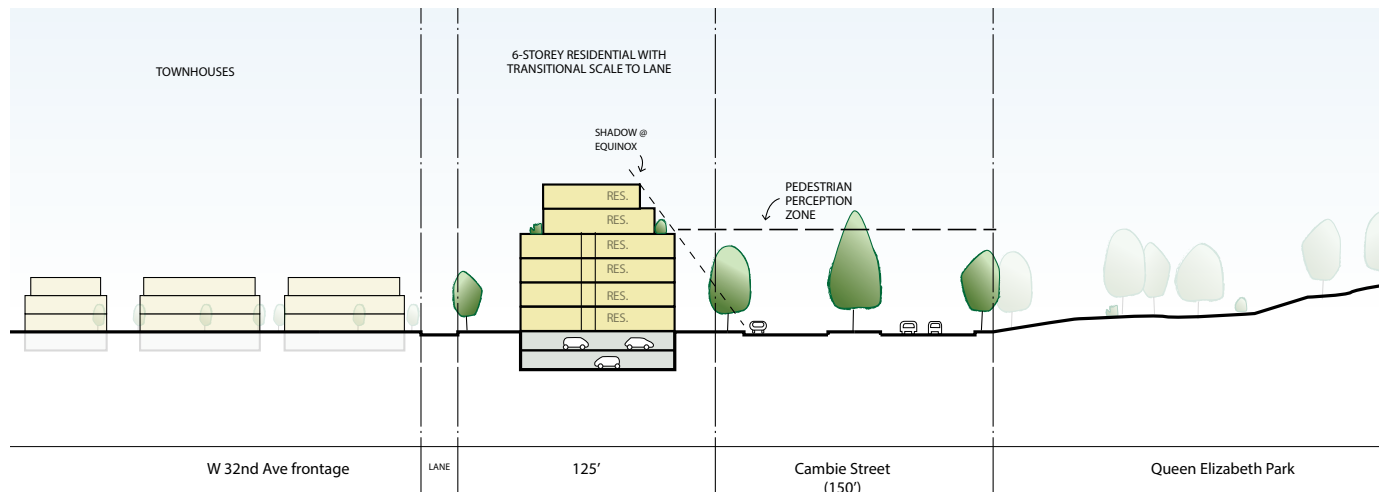
- Residential buildings up to 6 storeys with choice of use at-grade
- Above 4 storeys, upper floors will be stepped back from Cambie Street
- Consider opportunities to integrate small-scale locally serving commercial space focused around a future potential station at 33rd Avenue, considering the relationship 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.) See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.



- Apartment (up to 6 storeys)
- Choice of use (up to 6 storeys)

*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



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

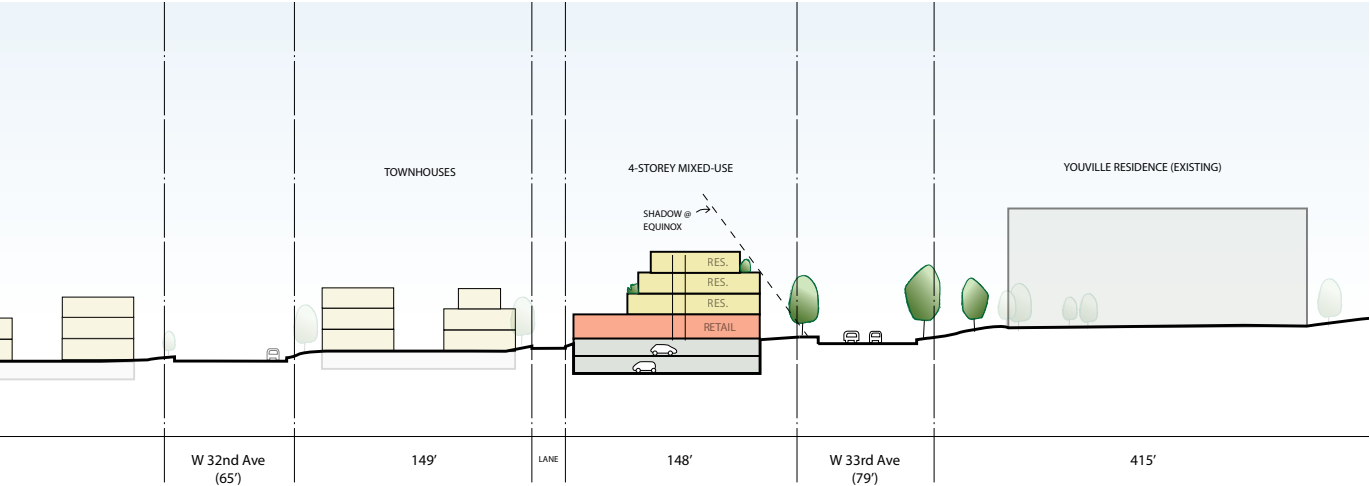
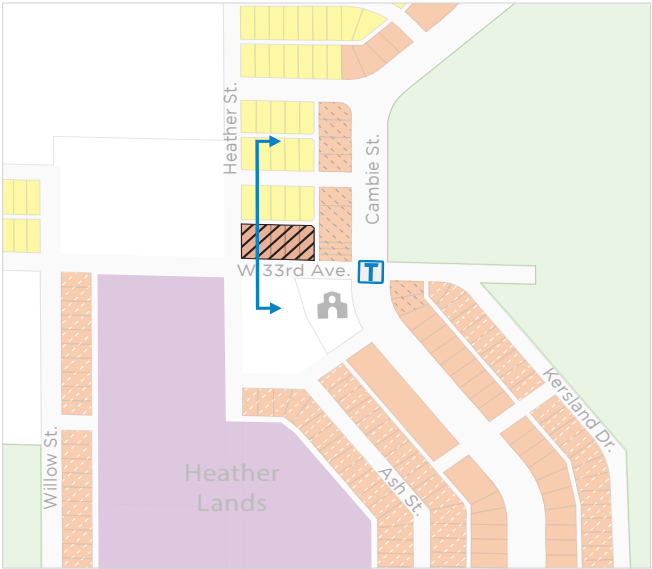
4.2.5 MIXED-USE (4 STOREYS)

Uses: Mixed-use
Density: Up to 2.0 FSR
Height: Up to 4 storeys

- A mix of commercial uses, which may include retail, service, or community-serving uses, is required at grade
- C-2 zoning and guideline provisions will generally guide the form of development for this site
- Full block assembly is encouraged
- Smaller assemblies will be considered with the provision of:
 - shared parking access for future developments
 - zero-lot line adjacent to future development
- Careful consideration should be given to the eastern lane to create a positive interface with adjacent residential area
- Grade changes should be carefully considered for loading purposes
- Development proposals will include required public realm features (i.e., street trees, wide setbacks and flexible space in front of retail). See Cambie Corridor Public Realm Plan.

Refer to the Built Form Guidelines (Chapter 5) for more information.

*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



Representative Section: 33rd Avenue between Cambie and Heather Street

4.2.6 CAMBIE STREET: 33RD-37TH AVENUE

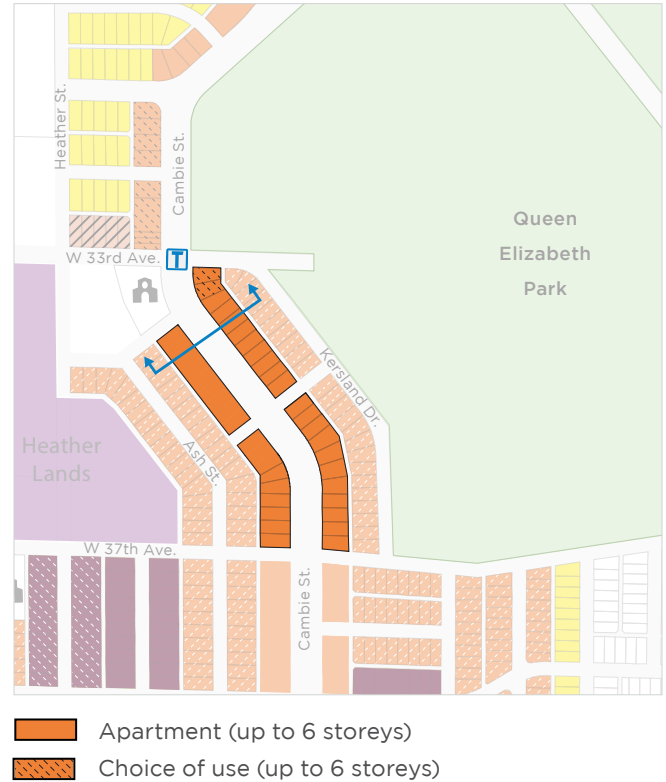
Uses: Residential

Density: 1.75–2.25 FSR*

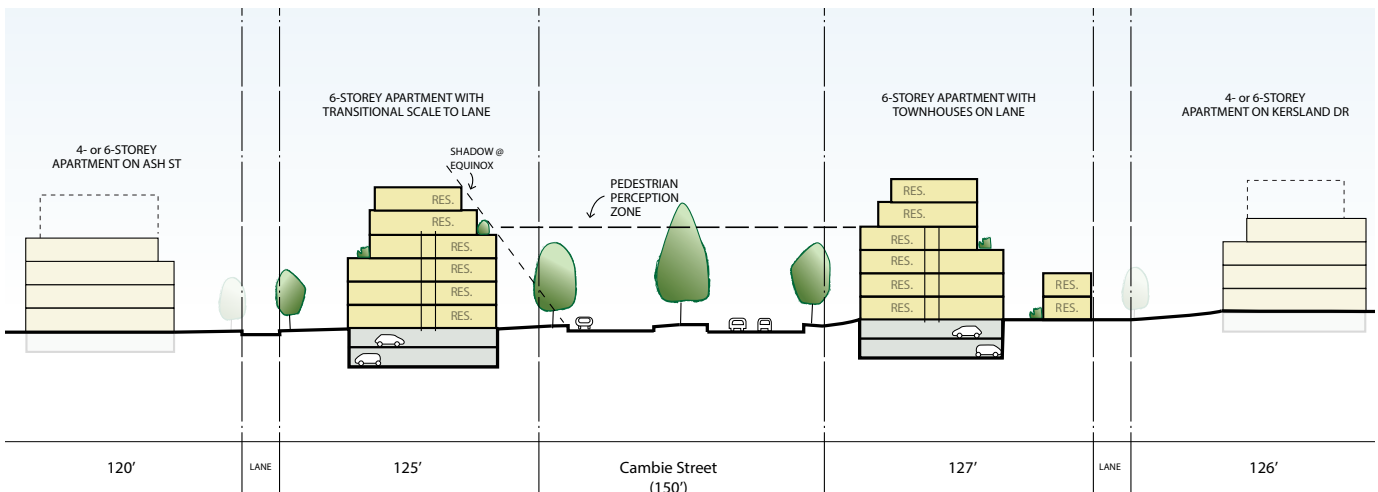
Height: Up to 6 storeys

- Above 4 storeys, upper floors will be stepped back from Cambie Street
- Consider opportunities to integrate small-scale locally serving commercial space focused around a future potential 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.) See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.



*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



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

4.2.7 35TH AVENUE CONNECTION

A new 35th Avenue extension will connect from Queen Elizabeth Park to the future development on the Heather Lands. This connection will serve local area traffic and be a key pedestrian connection through the neighbourhood.

- Uses:** Residential
- Density:** Up to 2.0 or 2.5 FSR*
- Height:** Up to 4/6 or 6/8 storeys

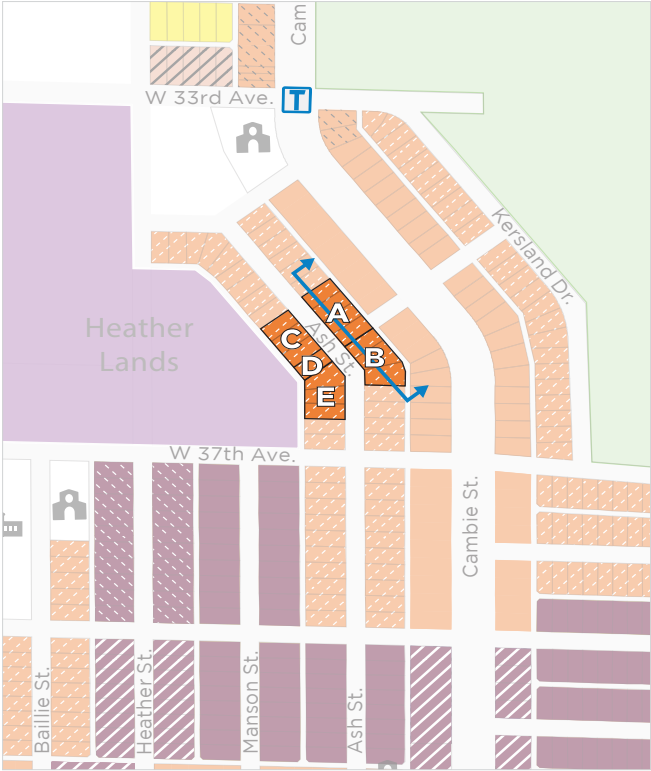
Residential buildings will be allowed up to 4 storeys for strata and up to 6 storeys for 100% secured rental, consistent with adjacent building forms. However, for sites adjacent to the future 35th Avenue, increased height up to 6 storeys for strata and up to 8 storeys for rental will be considered to facilitate road dedication.


Required Consolidations

Minimum consolidations will be required to achieve the road connection. 5138, 5162, and 5161 Ash Street will be required to consolidate with adjacent assemblies and those assemblies will dedicate land to achieve a 15.2 m (50 ft) right-of-way for the 35th Avenue connection. Assemblies will retain the proposed density of up to 2.0 FSR for strata or up to 2.5 FSR for rental.

- The following Ash Street properties are required for individual consolidations:
- Consolidation A: 5070, 5090, 5120, 5138
 - Consolidation B: 5162, 5188, 5210
 - Consolidation C: 5079, 5111, 5137, 5161*
 - Consolidation E: 5161* 5187, 5229, 5249
- * Property D - 5161 Ash Street must be part of the first application for either consolidation C or E in order for a rezoning to be considered

*The suggested FSR is an estimate based on intended urban design performance. The development potential for each site may fall at or below the FSR. Sites delivering social or below-market rental housing may exceed the given FSR.



 Apartment (up to 4/6 storeys strata or 6/8 storeys rental)



Height and Density

Additional height of up to 6 storeys for strata, and up to 8 storeys for rental will be considered adjacent to the future 35th Avenue connection:

- Height above 6 storeys should be limited in width, acting as a minor component and not as a continuous podium element
- Buildings proposing additional height should be massed to reinforce unique viewlines or perspectives and highlight the key connection to Queen Elizabeth Park

Built Form

Building forms should be generally consistent with adjacent developments:

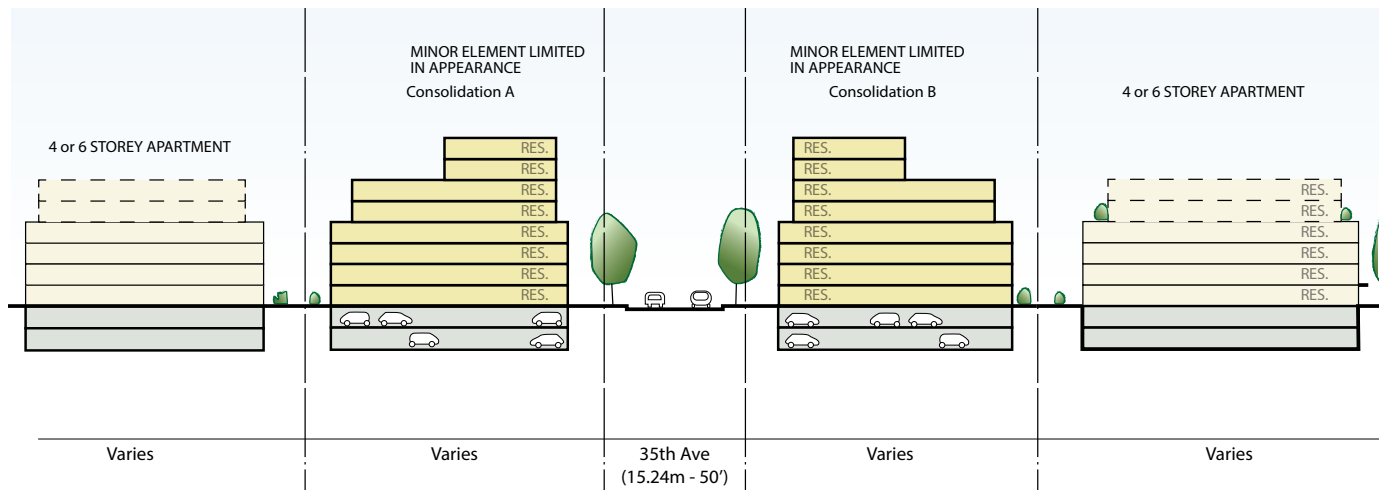
- Above 4 storeys, upper floors will be stepped back from Ash Street and 35th Avenue
- Alphabet forms are acceptable and may further provide architectural variety
- Building widths beyond 45.7 m (150 ft) will be considered in these locations, but should provide recessed areas so they do not appear as one long streetwall
- Special attention should be paid to the bend of Ash Street and opportunities to frame the corner

- Some flexibility should be exercised in applying Chapter 5 Built Form Guidelines to ensure building massing that compliments the adjacent development and provides a sensitive placement of additional height.

Dedication

- A 15.2 m (50 ft) dedicated right-of-way will be required to accommodate the 35th Avenue connection
- Dedications will be established in alignment with the existing 35th Avenue right-of-way on the west side of Cambie Street
- No curve or bend in 35th Avenue will be accepted within the subject consolidations
- Typical front yard setbacks will be required beyond the 15.2 m (50 ft) right-of-way
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan

Refer to housing policy (Chapter 7) for further details on 100% rental bonus.



Representative Section: 35th Avenue connection and additional height elements

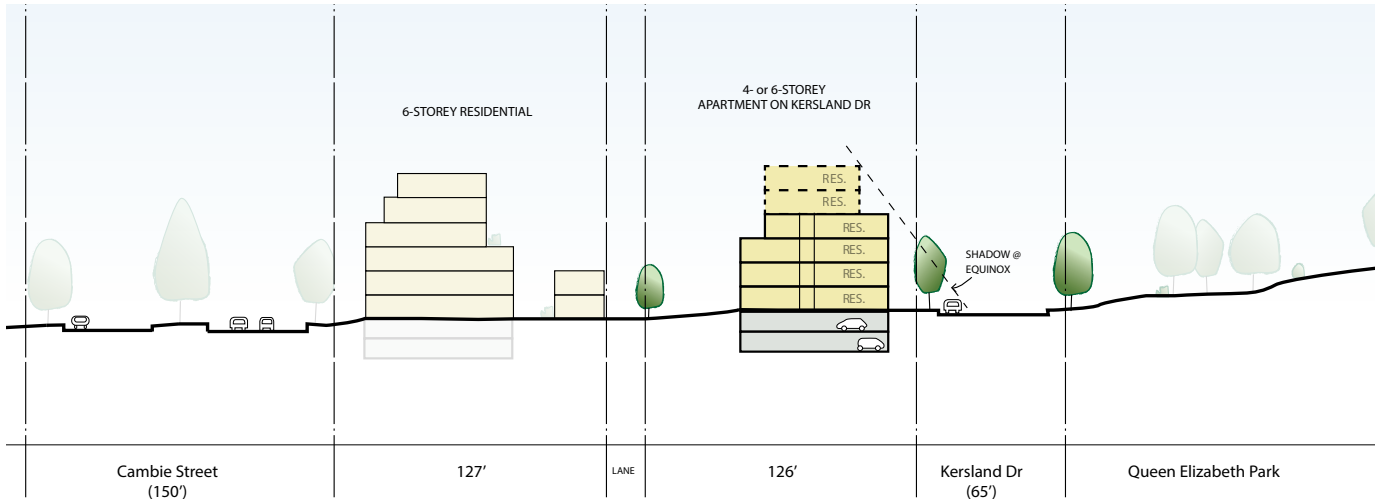
4.2.8 4-STOREY STRATA APARTMENTS OR 6-STOREY RENTAL

Uses:	Residential
Density:	Up to 2.0 or 2.5 FSR*
Height:	Up to 4 or 6 storeys

- Residential buildings will be allowed up to 4 storeys for strata and up to 6 storeys for 100% secured rental. Refer to Housing Policy (Chapter 7) for further details on 100% rental bonus
- 4- and 6-storey residential buildings will create built form diversity and support a variety of housing tenures
- Incremental and smaller lot development is supported; excessive building widths are strongly discouraged
- Alphabet forms (characterized by an articulated frontage often featuring two wings connected by a central core) are encouraged to provide architectural variety, diversity of street frontages, and units with more than one exterior wall
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.

*The suggested FSR is an estimate based on intended urban design performance. The development potential for each site may fall at or below the FSR. Sites delivering social or below-market rental housing may exceed the given FSR.



Representative Section: Kersland Drive between 33rd and 35th Ave

4.2.9 TOWNHOUSES

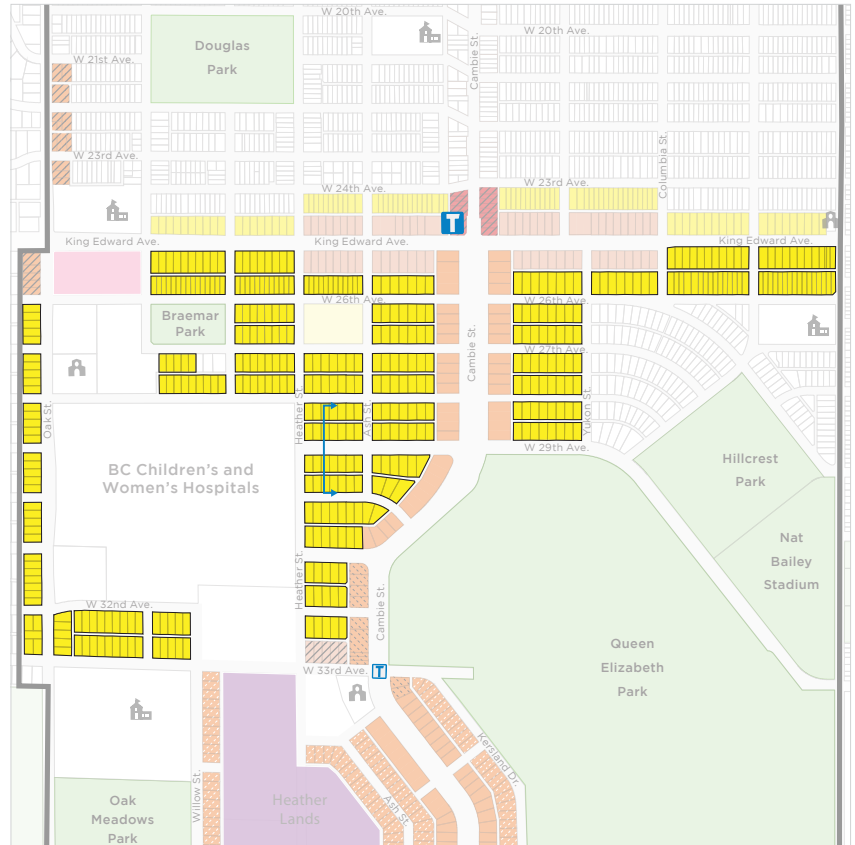
Uses: Residential

Density: Up to 1.20 FSR

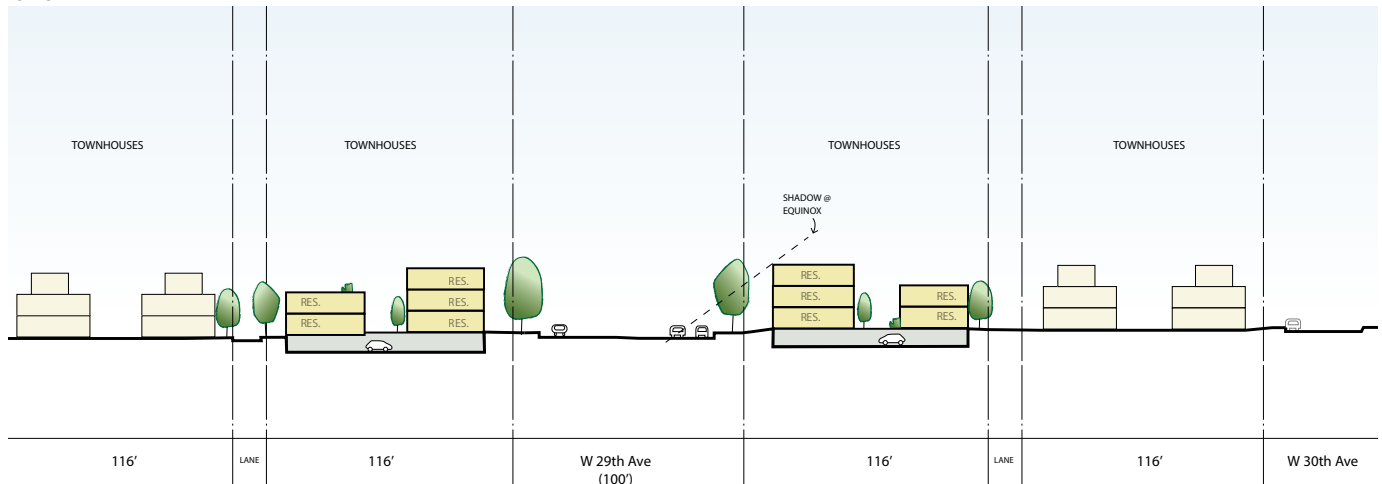
Height: Up to 3 storeys*

- Townhouses can be stacked, back-to-back, or side-by-side. Units will generally be arranged along the street and the lane around a courtyard
- A portion of smaller townhouse units will be required
- Lock-off units, which may be rented, are permitted and encouraged
- Smaller ground-oriented housing types, such as triplexes and duplexes, are allowed on individual sites
- Properties fronting King Edward Avenue will require an approximate 2.7 m (8.9 ft) dedication from property line to accommodate Complete Street improvements
- Development proposals will include required public realm features, including increased sidewalk width on arterials. Refer to Cambie Corridor Public Realm Plan for further details
- For built form guidelines refer to townhouse zone and associated design guidelines at the time of implementation

*On sites of sufficient size, townhouses will be allowed up to 3 storeys at the street and up to 2 and a partial third storey at the lane.



Townhouse



Representative Section: 29th Avenue between Heather Street and Ash Street

4.3 OAKRIDGE MUNICIPAL TOWN CENTRE

Neighbourhood Character

The area around 41st Avenue and Cambie Street is one of 17 designated Municipal Town Centres (MTCs) and a Frequent Transit Development Area in the Metro Vancouver Regional Growth Strategy.

MTCs are regionally-significant urban centres that serve as activity hubs for municipal populations—accommodating a range of job, retail, cultural, and public spaces, and a variety of housing options. The Oakridge MTC is also part of a Frequent Transit Development Area (FTDA), which makes it a priority location for more concentrated growth in higher-density forms.

The Oakridge MTC is rich in amenities and services to support existing and future residents. More amenities will be delivered as large sites undergo redevelopment (e.g., Oakridge Centre, Oakridge Transit Centre). The area is serviced by the Canada Line and major bus routes including future B-line slated for 41st Avenue, and provides convenient access to several parks, schools, childcare facilities, and other amenities within walking distance.

The area will be strengthened and enhanced as a walkable mixed-use urban centre with a diverse mix of job space, housing types and tenures. As the geographic “centre” of the city and Canada Line, this area, along with Marine Landing and the emerging dense, mixed-use node at 57th Avenue, represents the most significant concentration of urban uses and density in the Corridor.

Along Cambie Street from 39th to 48th Avenue, mid-rise and tower buildings will be introduced with retail uses at street level. Wide sidewalks with streetscape elements—like benches, 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 and mixed-use buildings will offer opportunities for enhancing the public realm with wide green setbacks and additional landscaping.

In the surrounding areas off the arterials, a variety of new affordable housing types and tenures will allow more people to live in this vibrant urban area. Retail space along Heather Street and 43rd Avenue will enable new shops and services to be integrated into the neighbourhood. These are ideal locations for cafés with outdoor seating where neighbours can meet and socialize.



Overview of Oakridge Municipal Town Centre

Vision for the area

The Oakridge MTC will be a vibrant hub in the Corridor that meets community, city-wide and regional needs and will provide a significant increase in affordable housing opportunities. The Oakridge MTC will:

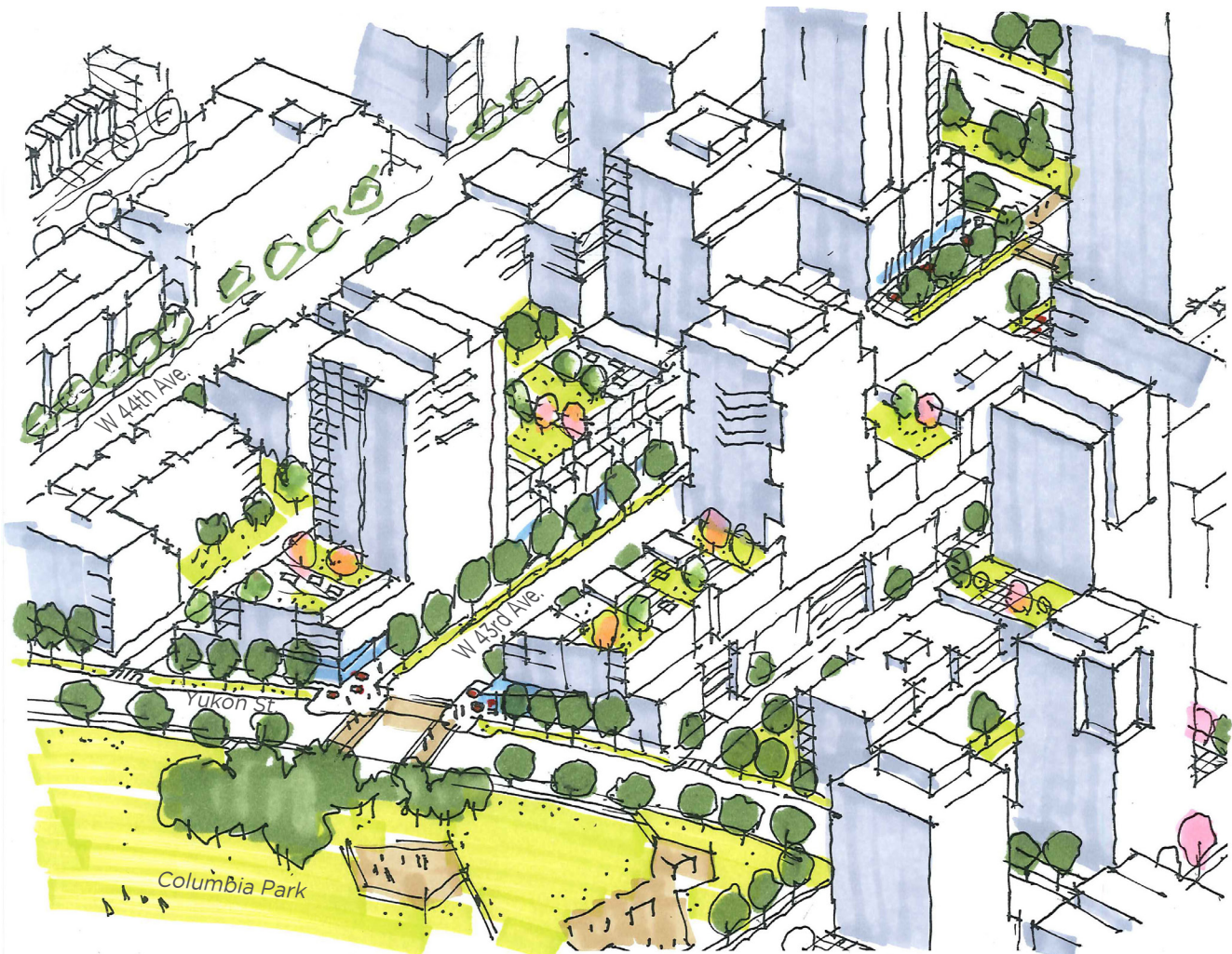
- Enable more diverse housing types to meet the housing and affordability needs of Vancouver's diverse population
- Provide job space allowing people the opportunity to live and work within their neighbourhood and access daily services and needs
- Provide a built form that reflects the regional importance of this location and takes advantage of proximity to other amenities and services

To address the housing needs within the Corridor and for residents city-wide, a variety of forms are proposed to achieve these objectives. The Oakridge MTC is an

exceptional opportunity to deliver housing and jobs in a transit-oriented hub, while continuing to expand amenities and services to create a complete community.

Key policies and big moves

- Increased height and density for sites off the arterials when:
 - 100% of the residential floor area is secured rental housing with a minimum of 20% provided as below-market rental, or
 - A minimum of 30% of the residential floor area is provided as social housing
- Increased height and density for commercial space along arterial sites and for delivering childcare or other identified community amenities



Artist's illustration showing the future of the Oakridge MTC (looking south-west from Columbia Park)

Oakridge MTC Principles

The following principles provide structure and guidance to the new Municipal Town Centre vision.



Great streets

Cambie Street and 41st Avenue: Building design and massing will signal a strong commercial presence on Cambie Street as the main MTC “High Street” with enhanced public realm to support an animated and enjoyable shopping, dining, entertainment experience. 41st Avenue will play a connecting role to a secondary energy node at Oak Street.



A centre for business

Integrate and incentivize commercial development along the arterials (Cambie Street and 41st Avenue) to support more jobs, services, and contribute to overall vibrancy and vitality in the town centre core.



Family housing off the arterials

Allow more people to enjoy living in the quiet character of the MTC neighbourhoods through densifying local streets.



Sensitive and respectful transitions

Newer developments in higher density areas will provide transitions in scale to adjacent lower density neighbourhoods.



Local-serving shops

Provide active commercial uses at the ground level (e.g., retail, restaurants, personal services), wrapping (with patios) onto local streets, and integrate new small-scale commercial spaces into “neighbourhood” developments. These are perfect spots for off-arterial local-serving coffee shops, bistros, bakeries, etc., and add to the vibrancy of the neighbourhood.



Green connections

The MTC is surrounded by a ring of park spaces, which will be connected through enhanced walking routes that are pleasant, comfortable, and safe for all. “Priority routes” will be defined through supportive built form and an active street edge. New urban plazas and key community facilities will become the life and soul of the MTC. They will become places to gather, socialize, eat, play, and meet.



Maximized sunlight

Heights and densities are distributed to strategically maximize sunlight and minimize impacts of new development on public spaces (e.g., plazas, parks, schools, etc.). Towers are located to limit shadows on parks including Queen Elizabeth and Columbia Park.



Varied built form

A variety of forms and heights are enabled to contribute to a varied and “organic” evolution of built form (this could be on and off the arterial).

Creating a place for people

The Oakridge MTC focuses density around this key transit hub within the City. This density enables new housing options including the delivery of affordable housing. However, key to the success of this node is the structure and urban form that will support residents and create a sense of place.

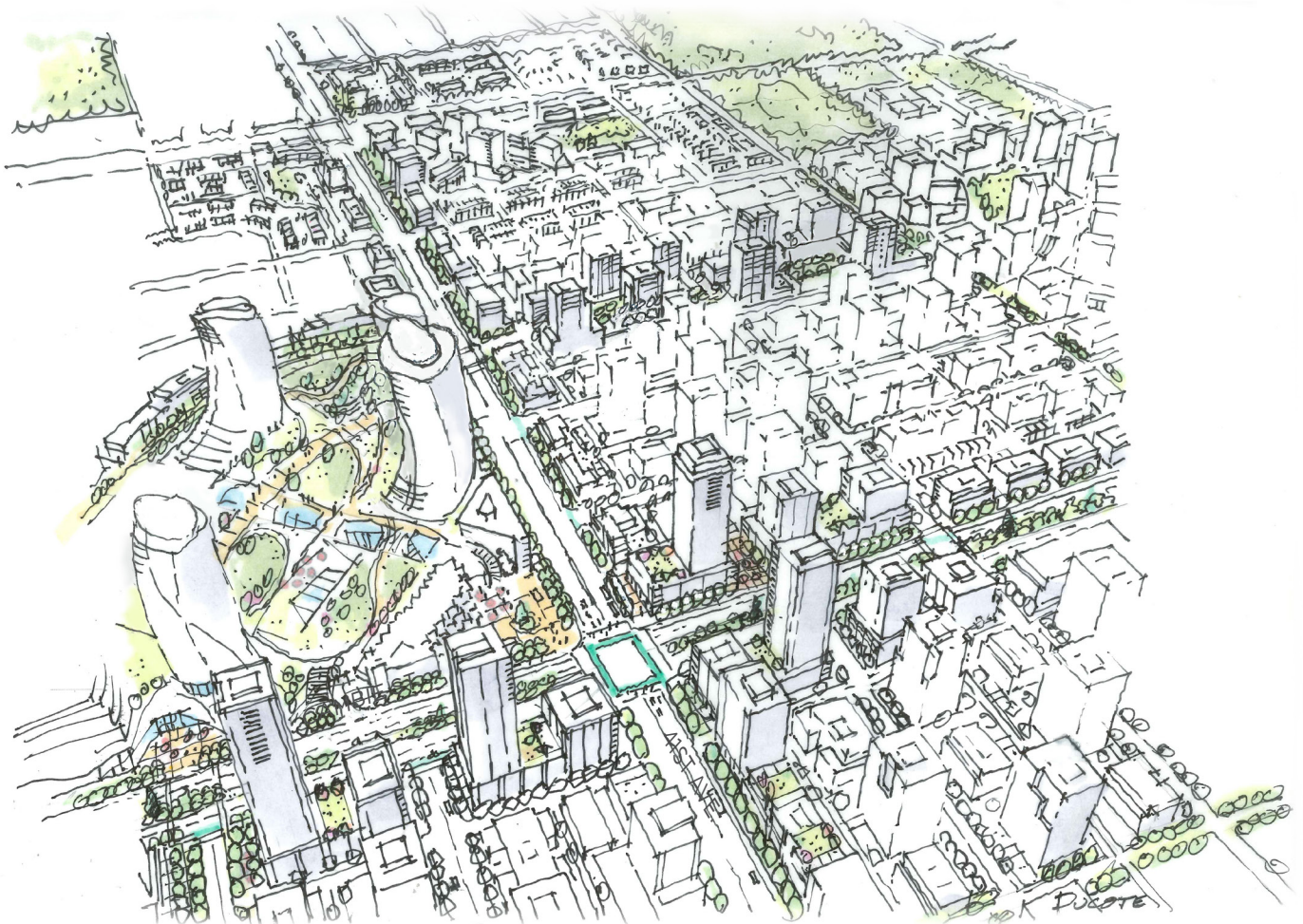
Height will be located along the arterials, in close proximity to the station, and along key connections to parks and open space to the east and the future development of the Heather Lands to the north. Although Cambie Street will form the spine of the commercial core, 43rd Avenue and Heather Street will provide opportunities for local-serving retail along these pedestrian-oriented key connections.

Park Connector streets with planted boulevards, corner bulges, and integrated rainwater management will connect Columbia and Queen Elizabeth Parks, while improved cycling facilities will be integrated east-west along W 39th and W 42nd Avenues.

A new car-light design of Heather Street will prioritize pedestrian movement and connect the Heather Lands into the surrounding MTC neighbourhood—knitting these two areas together.

Active links supporting pedestrian movement will break up long north-south blocks, while new plazas and public spaces will provide space for gathering and enjoyment.

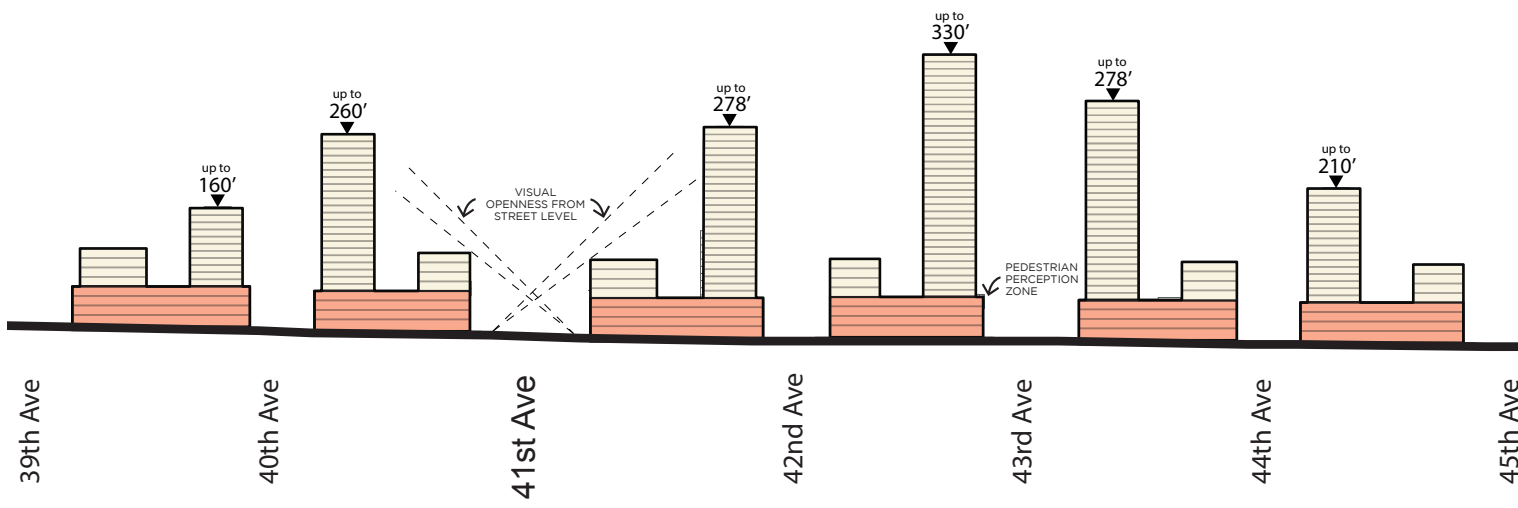
This hierarchy of streets and spaces will provide vibrant and enjoyable connections that enable people to walk to and from destinations, socialise, and feel part of a new urban Town Centre.



Artist's illustration showing the future of the Oakridge Municipal Town Centre (looking west along 41st Avenue)



Artist's illustration showing the future of the Oakridge MTC (looking northeast toward the Cambie Street and 41st Avenue intersection)



Illustrative section of Cambie Street (East side)

4.3.1 CAMBIE STREET: 39TH-45TH AVENUE

Cambie Street between 39th and 45th Avenue represents a unique, highly urban place within the Corridor, with a mix of uses, vibrant street life, and a dynamic public realm. The area provides ample opportunities for the creation of high-quality, engaging architectural forms signifying this “High Street” commercial core with accompanying public plazas, active streets, and at-grade shops and services.

To enhance the sense of arrival at the “heart” of this key node, towers will be stepped back from the Cambie and 41st intersection allowing wider views from the transit plaza and a sense of openness at this key juncture.

A major tower per block of varying heights will provide diversity in form and a sense of sequence along Cambie Street.

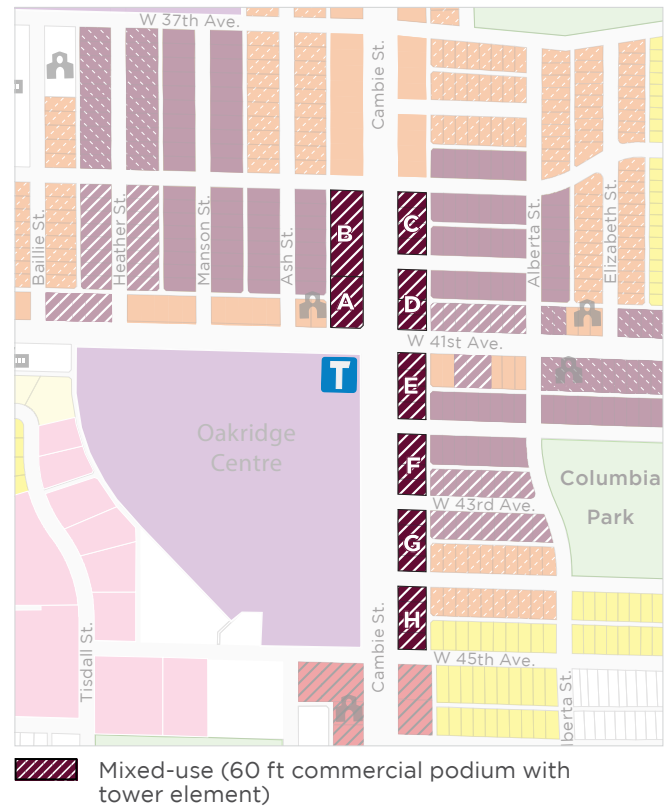
The highest towers will be located at 43rd Avenue. These towers signify the importance of this connection between Cambie Street and Columbia Park, and mark the entry to this local, off-arterial shopping street. The highest tower is equal in height with the second highest tower on the Oakridge Centre site.

Uses:	Mixed-use
Density:	Site-specific and varies with building performance
Height:	Site-specific and varies with building performance
	Area A - 305 ft Area E - 278 ft
	Area B - 178 ft Area F - 330 ft
	Area C - 160 ft Area G - 278 ft
	Area D - 260 ft Area H - 210 ft

Height and density will be considered for the delivery of increased commercial space, rental housing, and the delivery of on-site community amenities. This height and density will be performance based.

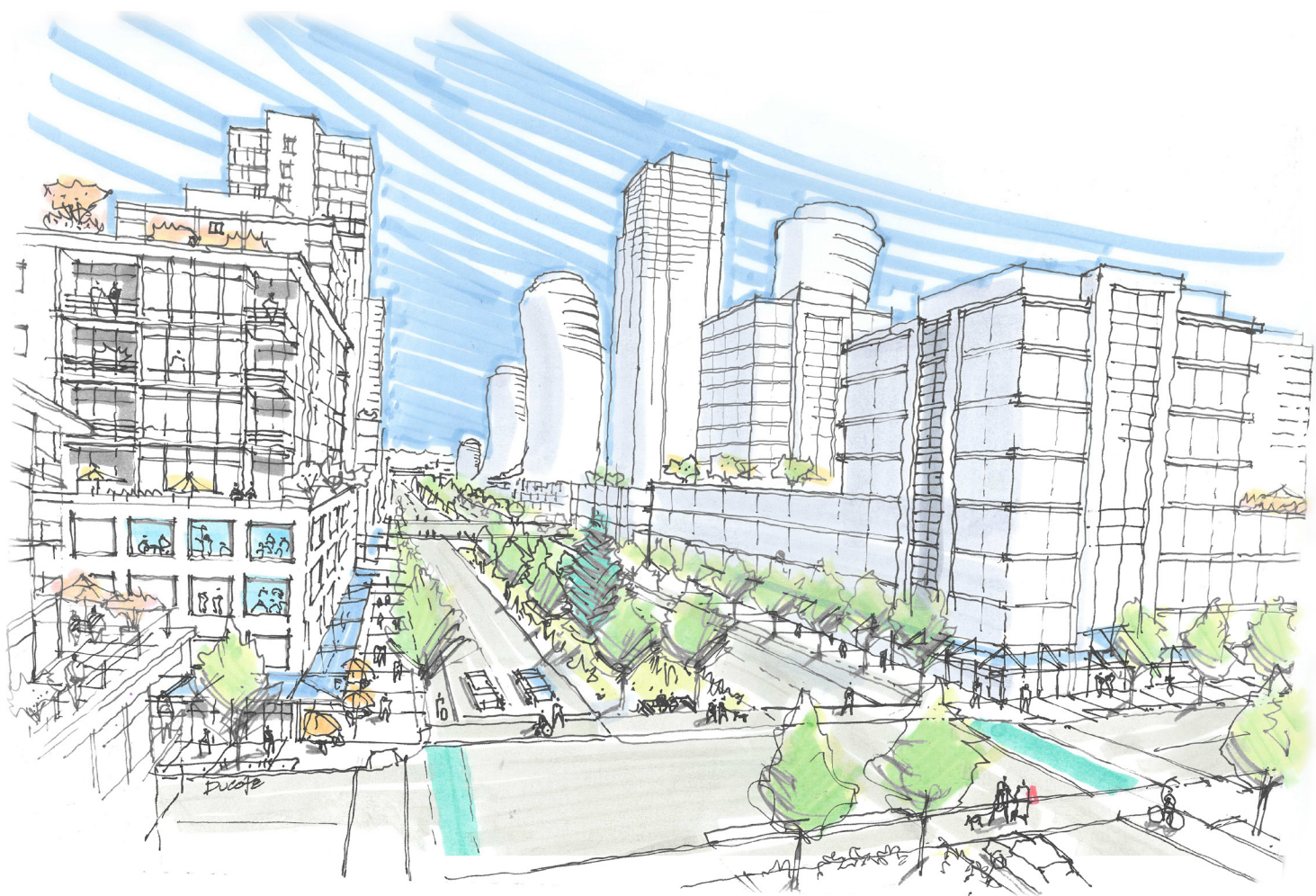
Consistent guidance for all areas includes:

- Required at-grade active commercial
- A commercial podium no less than 15.2 m (50 ft) and no more than 18.3 m (60 ft) in height
- Tower elements above 18.3 m (60 ft) must have a minimum 18.3 m (60 ft) separation, with 80 ft separation between residential towers
- Minor tower elements up to 120 ft. for 100% secured rental or 100% commercial on identified sites. Increased height up to 150 ft. may be considered where all applicable stepbacks are achieved
- Podium-level residential outdoor space is required



- Tower floor plates must not exceed:
 - An average residential floor plate of 603.9 sq. m (6,500 sq. ft)
 - An average commercial floor plate of 789.7 sq. m (8,500 sq. ft)
 - In instances where a residential tower is not pursued, a signature commercial tower with a maximum floor plate of 929 sq. m (10,000 sq. ft) may be permitted up to the same maximum height of the major tower height
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan
- All buildings fronting Cambie Street will require a 3.0 m (10 ft) dedication from the property line for improved streetscape
- A 2.7 m (9 ft) floor-to-floor height is assumed for residential tower forms, but not required. Increased residential floor-to-floor height is encouraged, but will not increase the overall identified tower heights
- Refer to representative sections on pages 64 - 67

Refer to the Built Form Guidelines (Chapter 5) for more information.



Artist's illustration showing the future of the Oakridge Municipal Town Centre (looking south along Cambie Street from the 39th Avenue intersection)

4.3.1.1 ON-SITE COMMUNITY AMENITIES

Sites on Cambie Street between 39th and 45th Avenue, in Areas A through H, will be expected to deliver on-site amenities to service growth in the MTC area. Amenities will be negotiated as part of the rezoning process.

Amenities to be delivered include:

- A minimum of 2787.1 sq. m (30,000 sq. ft) of non-profit organization space, which includes affordable office and related programming space, delivered to the City, to be located within the podium floors, above the retail space at grade and with some street-level presence.
- A minimum 511 sq. m (5,500 sq. ft) turnkey space for a dedicated youth centre delivered to the City to be located at grade with clear visual presence on Cambie Street
- 69-space turnkey childcare facilities delivered to the City located on the podium level with associated outdoor space* (Area A is especially well-suited for this with its large podium level to accommodate outdoor space)
- 37-space turnkey childcare facilities delivered to the City to be located on the podium level with associated outdoor space*
- A minimum of 5 turnkey artist studios equivalent to 101.3 sq. m (1,090 sq. ft) each, granted to the City, located within the residential or commercial floor space of the consolidation

*Note: At a minimum, it is anticipated that most developments will be expected to deliver childcare depending on need determined by the City at the time of rezoning. This may be in addition to any of the other priority amenities outlined above.

Alternatively, sites may be required to contribute to other services and amenities identified in the Public Benefits Strategy (Chapter 13) that support the overall success of the Oakridge Municipal Town Centre.



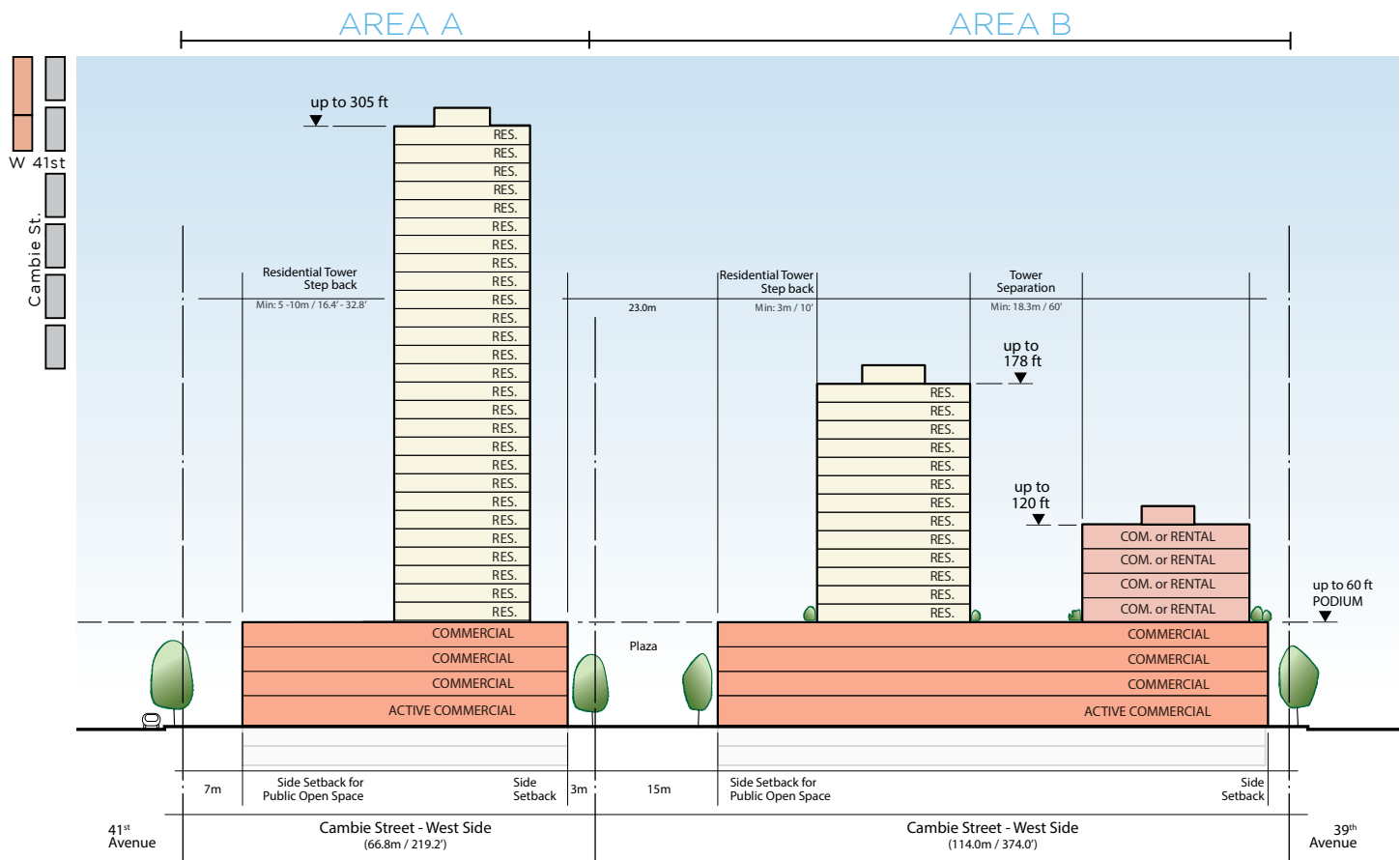
Artist's illustration showing the future of the Oakridge Municipal Town Centre

Area A: Mid-block-41st Avenue (west)

- Active commercial at grade
- Maximum 18.3 m (60 ft) commercial podium; minimum 15.2 m (50 ft)
- Major tower element up to 93.0 m (305 ft)—approximately 31 storeys total—to be located towards the northern edge of Area B (residential or commercial)
- A 7.0 m (23.0 ft) setback will be required from the southern property line, to accommodate pedestrian space associated with B-line bus platforms and other future street requirements
- Space will be required on the ground floor and below-grade levels for the provision of a future Canada Line access. This space will be in conjunction with the adjacent lane and accommodate circulation needs and access to below-grade level

Area B: 39th Avenue-mid-block (west)

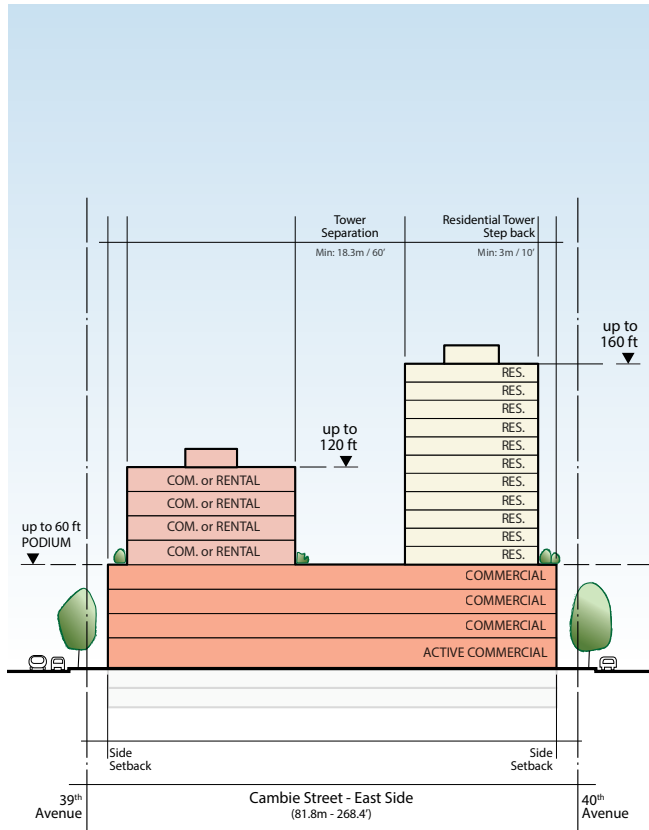
- Active commercial at grade
- Maximum 18.3 m (60 ft) commercial podium; minimum 15.2 m (50 ft)
- Major tower element up to 54.2 m (178 ft)—approximately 15 storeys total—to be located towards the south end of Area A (residential)
- Minor building element up to 36.6 m (120 ft) or 45.7 m (150 ft) to be located towards the north end of Area A (commercial or 100% secured rental)
- Major tower should be offset across Cambie Street from existing or identified locations of major tower element in Area C
- A 15.0 m (49.2 ft) setback from the southern property line will be required, equivalent to a minimum 600.0 sq. m (6,458 sq. ft) public space to accommodate an active link through the block and a public plaza



Representative Section: West side of Cambie Street between 39th and 41st Avenue (looking west)

Area C: 39th to 40th Avenue (east)

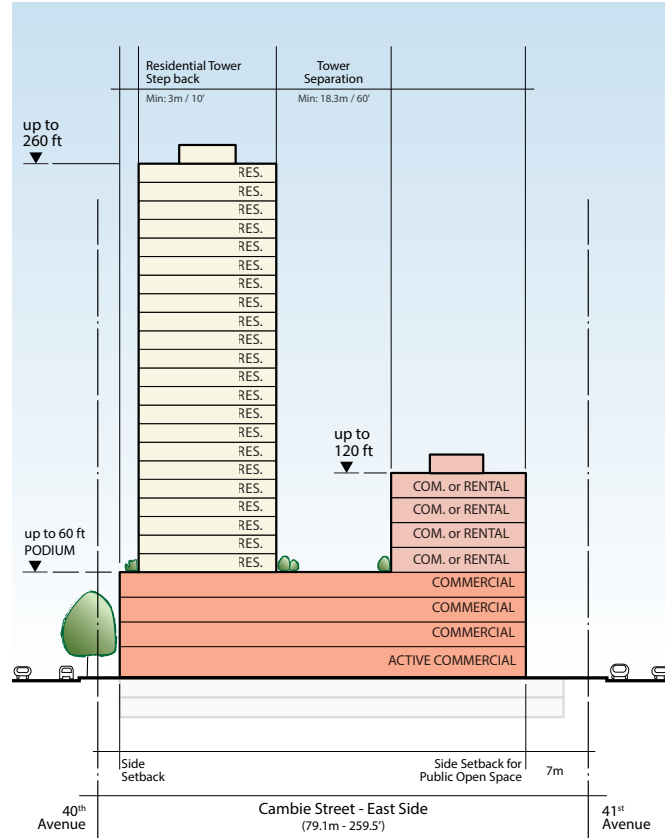
- Active commercial at grade
- Maximum 18.3 m (60 ft) commercial podium; minimum 15.2 m (50 ft)
- Major tower element up to 48.8 m (160 ft)—approximately 15 storeys total—fronting 40th Avenue (residential)
- Minor building element up to 36.6 m (120 ft) or 45.7 m (150 ft) adjacent to 39th Avenue (commercial or 100% secured rental)



Representative Section: East side of Cambie Street between 39th and 40th Avenue

Area D: 40th to 41st Avenue (east)

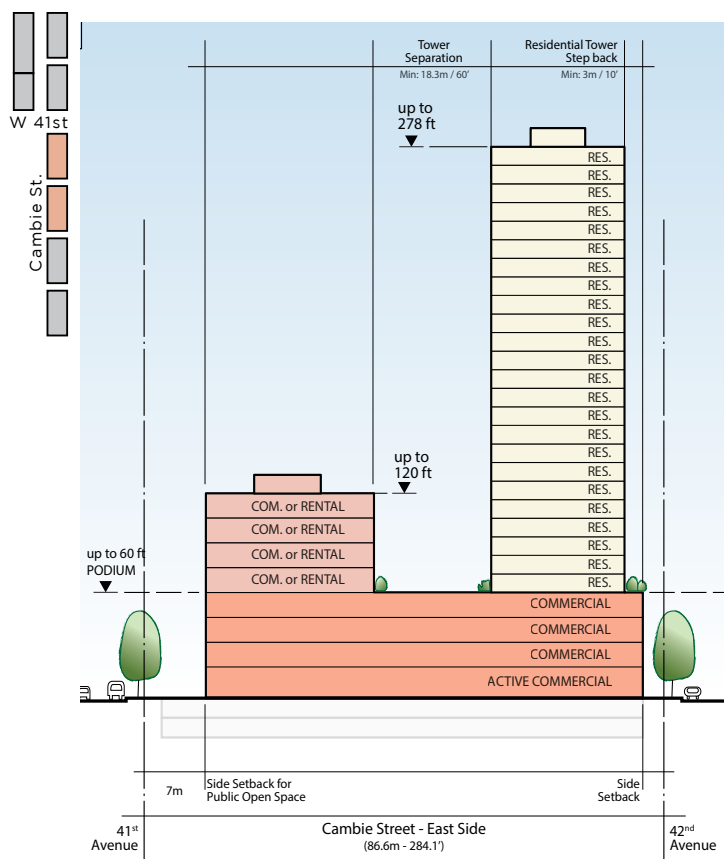
- Active commercial at grade
- Maximum 18.3 m (60 ft) commercial podium; minimum 15.2 m (50 ft)
- Major tower element up to 79.2 m (260 ft)—approximately 26 storeys total—fronting 40th Avenue (residential)
- Minor building element up to 36.6 m (120 ft) or 45.7 m (150 ft) adjacent to 41st Avenue (commercial or 100% secured rental)
- A 7.0 m (23.0 ft) setback will be required from the southern property line to accommodate significant pedestrian space and other future street requirements



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

Area E: 41st to 42nd Avenue (east)

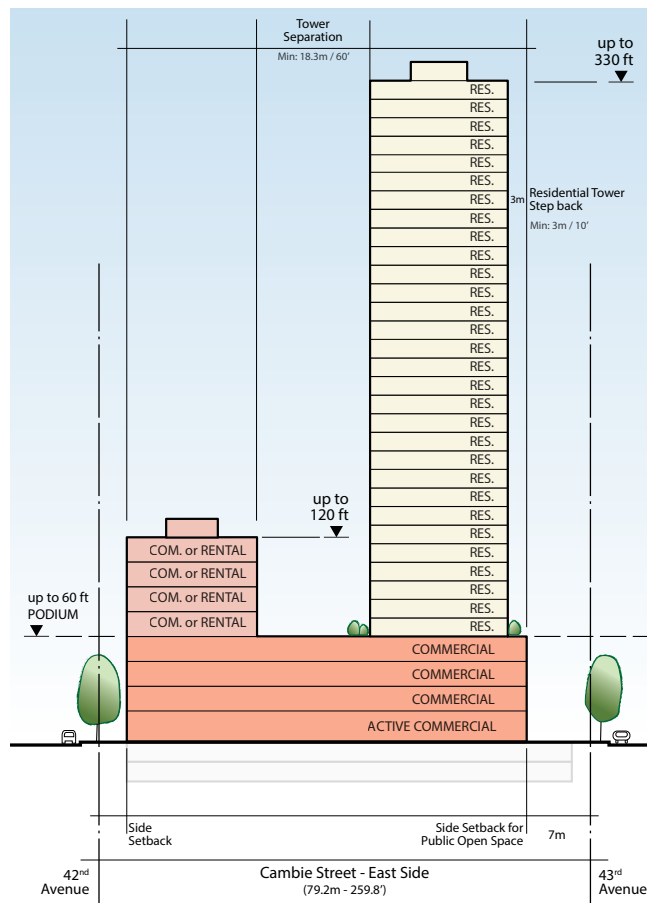
- Active commercial at grade
- Maximum 18.3 m (60 ft) commercial podium; minimum 15.2 m (50 ft)
- Major tower element up to 84.7 m (278 ft)—approximately 28 storeys total—adjacent 42nd Avenue (residential)
- Minor element up to 36.6 m (120 ft) or 45.7 m (150 ft) adjacent to 41st Avenue (commercial or 100% secured rental)
- A 7.0 m (23.0 ft) setback will be required from the northern property line to accommodate significant pedestrian space and other future street requirements
- Explore direct access to Canada Line station



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

Area F: 42nd to 43rd Avenue (east)

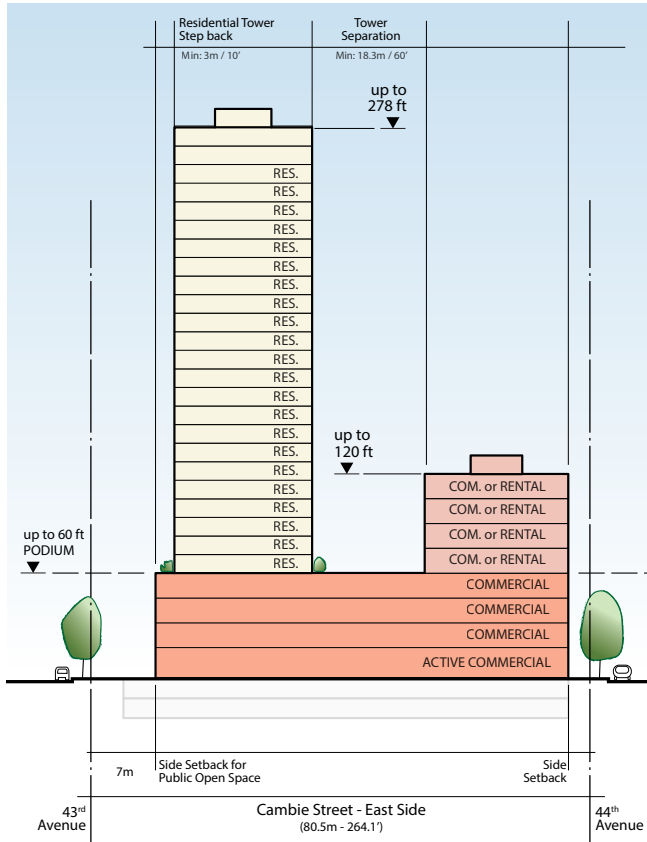
- Active commercial at grade
- Maximum 18.3 m (60 ft) commercial podium; minimum 15.2 m (50 ft)
- Major tower element up to 100.6 m (330 ft)—approximately 34 storeys total—fronting 43rd Avenue (residential)
- Minor element up to 36.6 m (120 ft) or 45.7 m (150 ft) adjacent to 42nd Avenue (commercial or 100% secured rental)
- A 7.0 m (23.0 ft) setback or a space equal to a minimum 300 sq. m (3,229.2 sq. ft) will be required from the southern property line to accommodate a public plaza



Representative Section: East side of Cambie Street between 42nd and 43rd Avenue

Area G: 43rd to 44th Avenue (east)

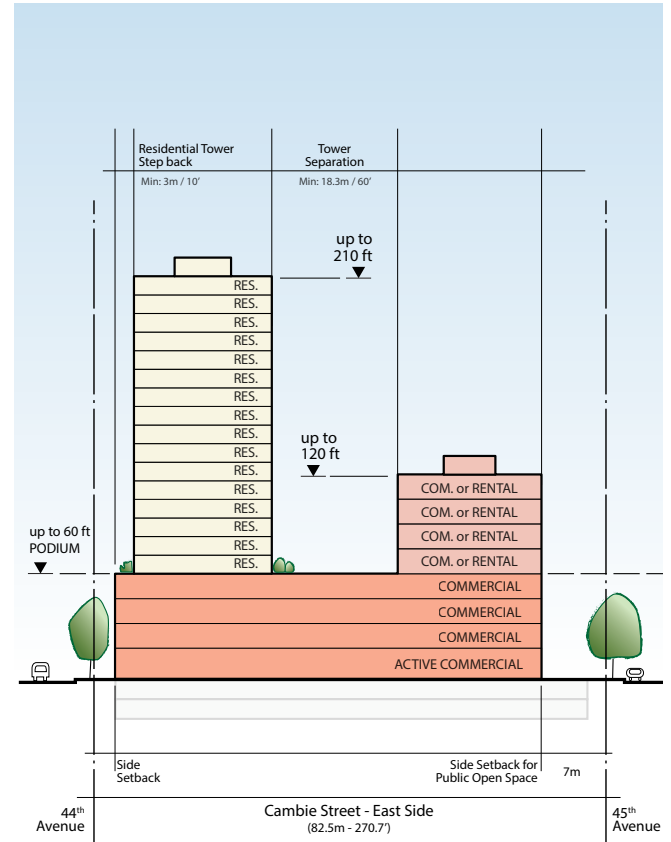
- Active commercial at grade
- Maximum 18.3 m (60 ft) commercial podium; minimum 15.2 m (50 ft)
- Major tower element up to 84.7 m (278 ft)—approximately 28 storeys total—fronting 43rd Avenue (residential)
- Minor element up to 36.6 m (120 ft) or 45.7 m (150 ft) adjacent to 44th Avenue (commercial or 100% rental residential)
- A 7.0 m (23.0 ft) setback or a space equal to a minimum 300 sq. m (3,229.2 sq. ft) will be required from the northern property line to accommodate a public plaza



Representative Section: East side of Cambie Street between 43rd and 44th Avenue

Area H: 44th to 45th Avenue (east)

- Active commercial at grade
- Maximum 18.3 m (60 ft) commercial podium; minimum 15.2 m (50 ft)
- Major tower element up to 64 m (210 ft)—approximately 20 storeys total—fronting 44th Avenue (residential)
- Minor element up to 36.6 m (120 ft) or 45.7 m (150 ft) adjacent to 45th Avenue (commercial or 100% secured rental)
- A 7.0 m (23.0 ft) setback or a space equal to a minimum 300 sq. m (3,229.2 sq. ft) will be required from the southern property line to accommodate a public plaza at 45th Ave



Representative Section: East side of Cambie Street between 44th and 45th Avenue

4.3.2 41ST AVENUE: WILLOW-COLUMBIA STREET

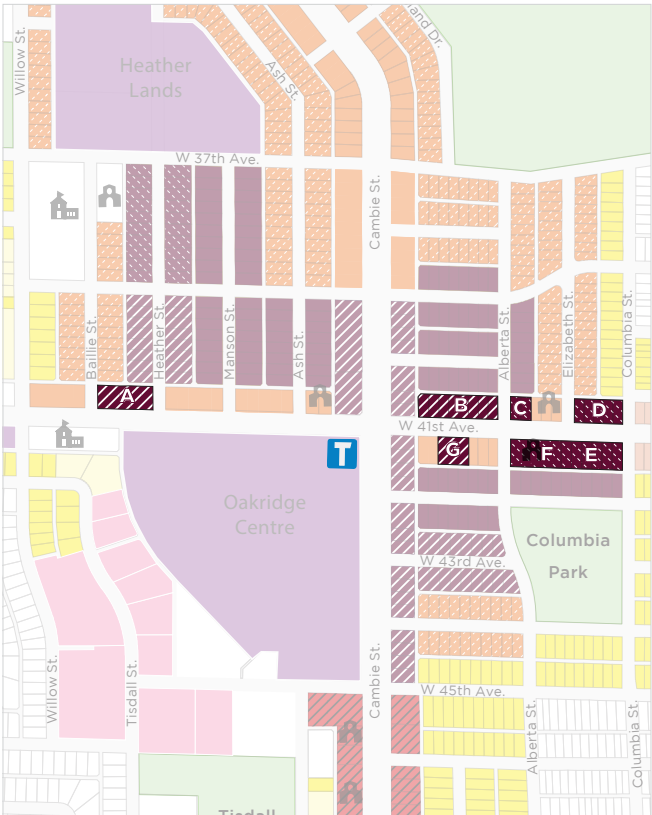
- Uses:** Mixed-use
- Density:** Varies with building performance*
- Height:** Up to 6 storeys with consideration for additional height increasing up to 22 storeys at Cambie Street

Consideration for height and density

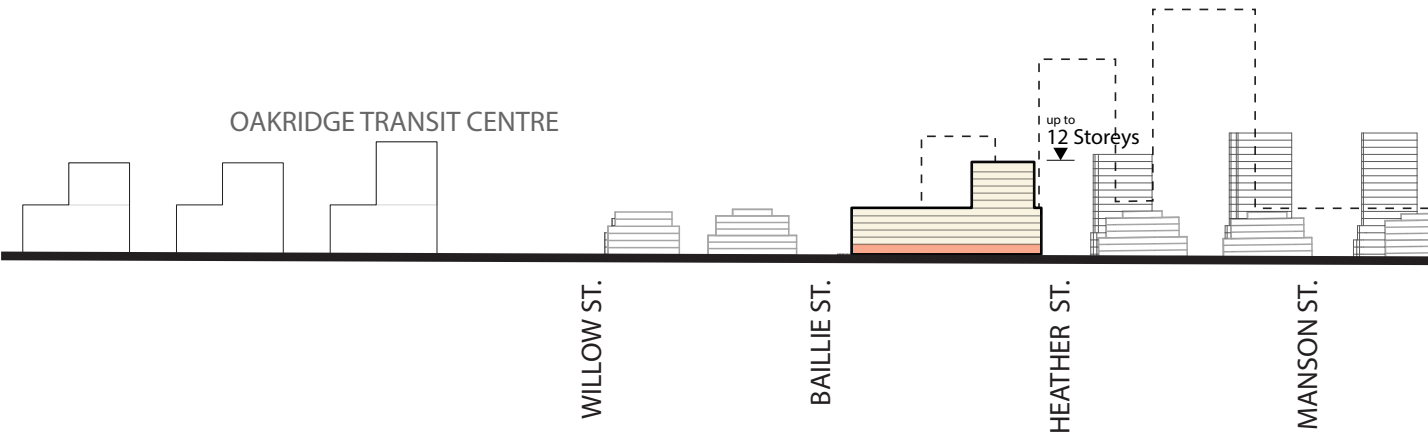
For these areas, additional height and density (to maximums described in the following sections) will be considered for the delivery of active commercial at grade, and where buildings are 100% secured rental or a combination of social housing and strata. Any lift in land value will be redirected into delivering improved affordability.

Base Density

- Willow to Columbia Street: 2.5 FSR and up to 6 storeys
- Additional height and density will be performance-based. Consistent policy and guidance for all areas includes:
- Required at-grade active commercial for sites west of Alberta Street
 - Choice-of-use at grade for sites east of Alberta Street
 - A 6 storey (18.2 m/60 ft) residential podium with active commercial at-grade
 - Above 4 storeys, upper floors will be stepped back from 41st Avenue to be compatible with the existing streetscape



- Commercial at grade (6-storey podium with tower element)
- Choice-of-use at grade (6-storey podium with tower element)

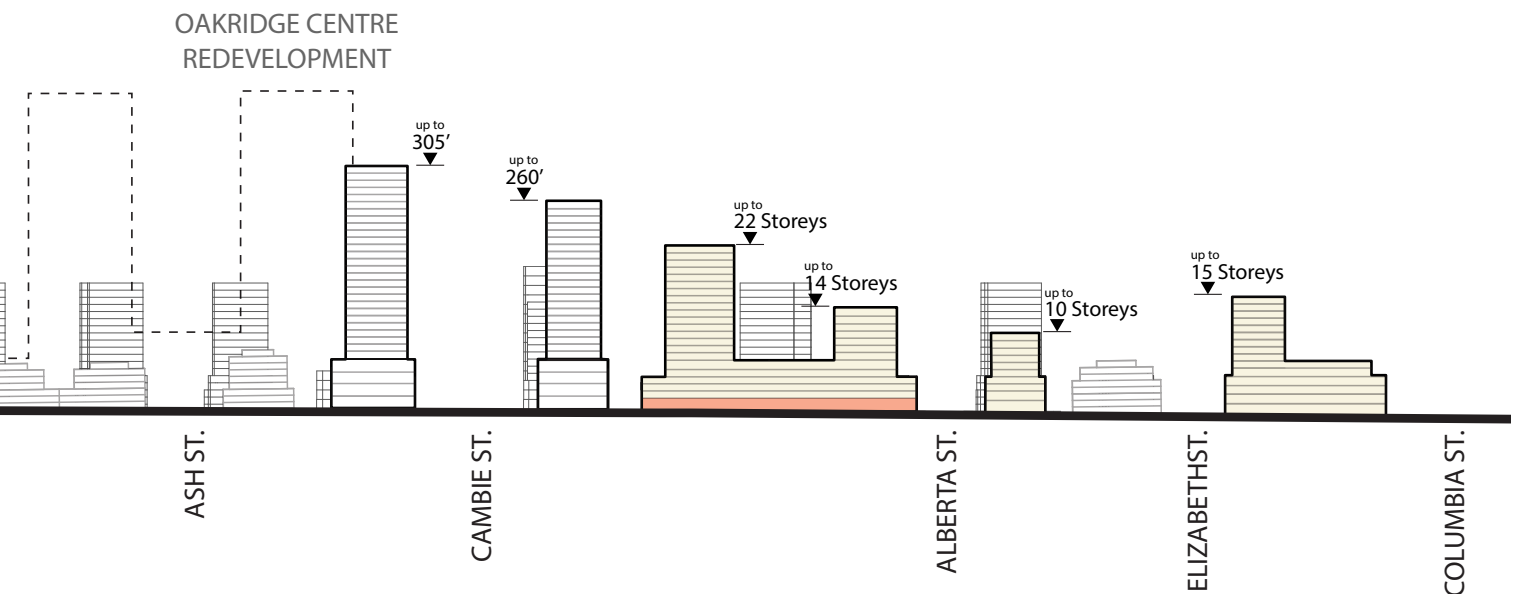


Illustrative section of 41st Avenue (North side with both Oakridge Centre outlined in the foreground for context)

- Residential tower floor plate to be an average of 603.9 sq. m (6,500 sq. ft) and any single storey up to a maximum of 929 sq. m (10,000 sq. ft) to allow for building terracing
- Podium-level residential outdoor space is required
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan
- At-grade retail with a minimum 4.6 m (15 ft) floor-to-floor height

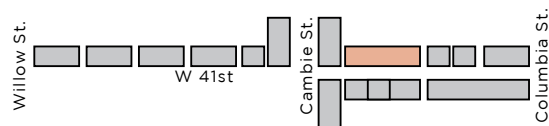
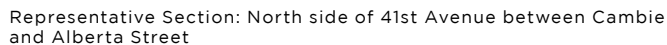
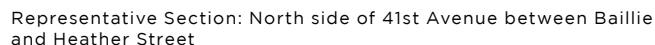
Refer to the Built Form Guidelines (Chapter 5) for more information.

*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



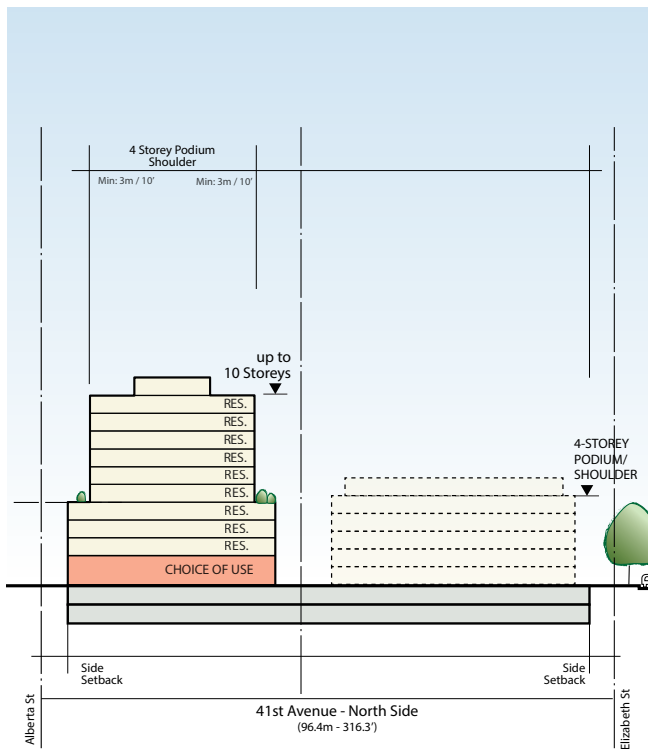
- ### Area B: Cambie to Alberta Street (north)

- A 6-storey podium with active commercial at grade
- Above 13.7 m (45 ft)—approximately 4 storeys—upper floors will be stepped back from 41st Avenue and Alberta Street
- A tower element of up to 22 storeys located towards the western end of Area B
- A minor element of 14 storeys fronting Alberta Street
- A continuous streetwall should be provided with the major tower residential lobby being well-integrated into the active commercial frontage

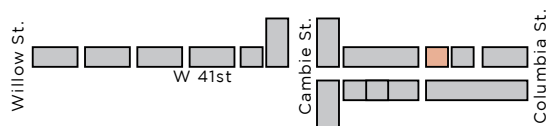


Area C: Alberta to Elizabeth Street (north)

- A 6- to 10-storey mid-rise with choice of use at grade
- Above 13.7 m (45 ft)—approximately 4 storeys—upper floors will be stepped back from 41st Avenue
- Should consolidation occur, a continuous building face may be considered

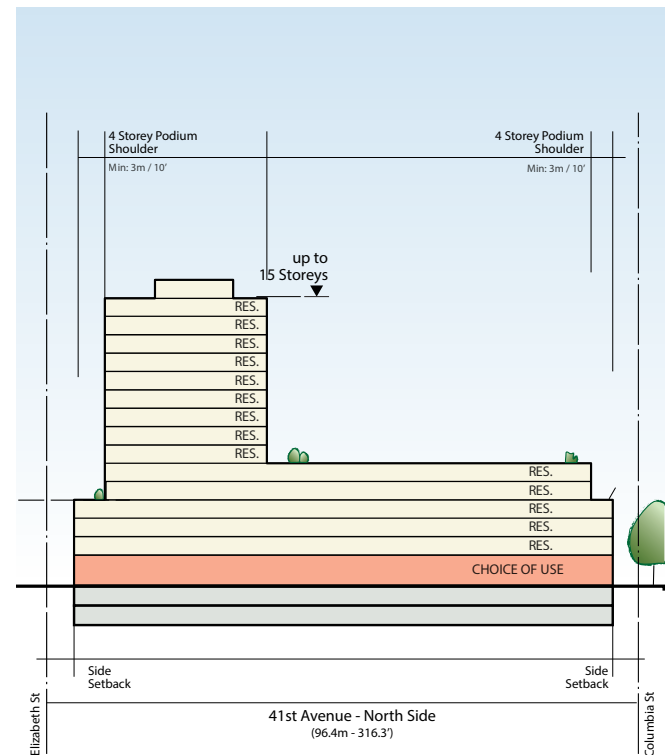


Representative Section: North side of Cambie Street between Alberta and Elizabeth Street

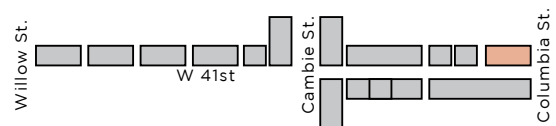


Area D: Elizabeth to Columbia Street (north)

- A 6-storey podium with choice-of-use at grade
- Above 13.7 m (45 ft)—approximately 4 storeys—upper floors will be stepped back from 41st Avenue
- A tower element of up to 15 storeys fronting Elizabeth Street



Representative Section: North side of Cambie Street between Elizabeth and Columbia Street

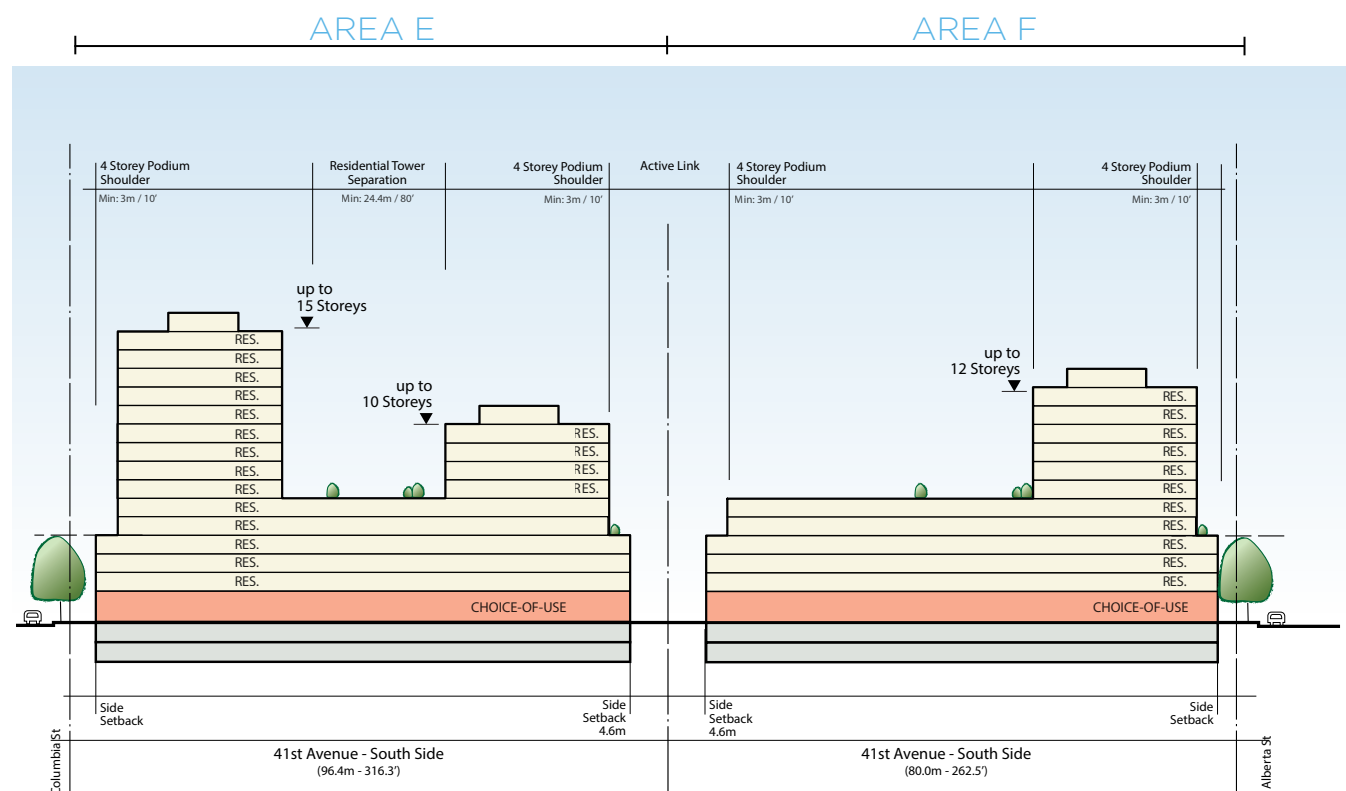


Area E: Columbia Street to Mid-block (south)

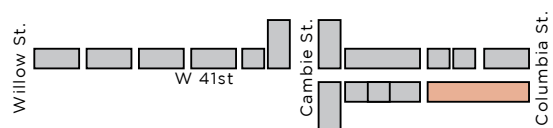
- A 6-storey podium with choice of use at grade
- Above 13.7 m (45 ft)—approximately 4 storeys—upper floors will be stepped back from 41st Avenue
- A half block consolidation is encouraged, with a minimum 45 m (150 ft) property frontage to achieve a higher element. For partial consolidations an interior zero-lot-line should be provided
- A tower element of up to 15 storeys located towards the western end of Area F
- A minor element of up to 10 storeys located towards the eastern end of Area F
- Blocks should have a consistent and continuous streetwall without breaks except for one mid-block active link

Area F: Mid-block to Alberta Street (south)

- A 6-storey podium with choice of use at grade
- Above 13.7 m (45 ft)—approximately 4 storeys—upper floors will be stepped back from 41st Avenue
- A tower element of up to 12 storeys located towards the western end of Area F
- Block should have a consistent and continuous streetwall without breaks except for one mid-block active link
- See Section 14.1.18 - 14.1.24 for further details for institutional sites

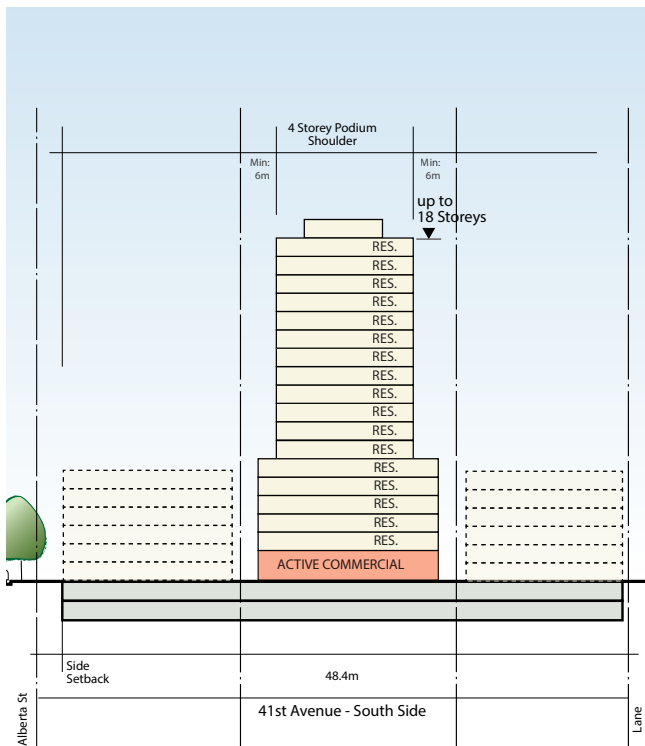


Representative Section: South side of Cambie Street between Alberta Street and Columbia Street (looking north)

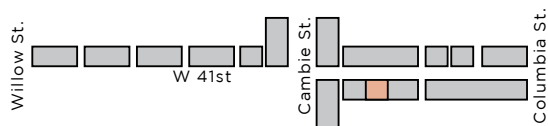


Area G: Cambie to Alberta Street (south)

- A 6-storey podium with active commercial at grade
- Above 13.7 m (45 ft)—approximately 4 storeys—upper floors will be stepped back from 41st Avenue
- A tower element of up to 18 storeys located in the centre of the block
- Should consolidation occur, a continuous building face may be considered



Representative Section: South side of Cambie Street between Cambie and Alberta Street (looking north)



4.3.3 MIXED-USE BUILDINGS ON ARTERIALS

1008 41st Avenue & 5763 Oak Street

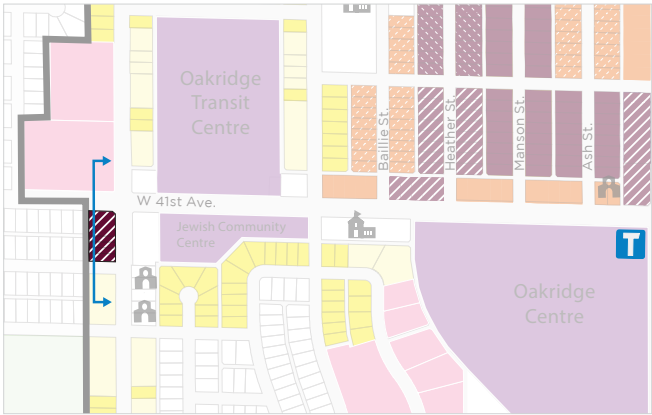
Strengthen this important neighbourhood commercial node through opportunities to enhance and renew existing mixed-use sites. A mix of commercial uses, which may include retail, service, or community-serving uses, is required at grade.

Uses: Mixed-use

Density: Up to 3.0 or 4.25 FSR*

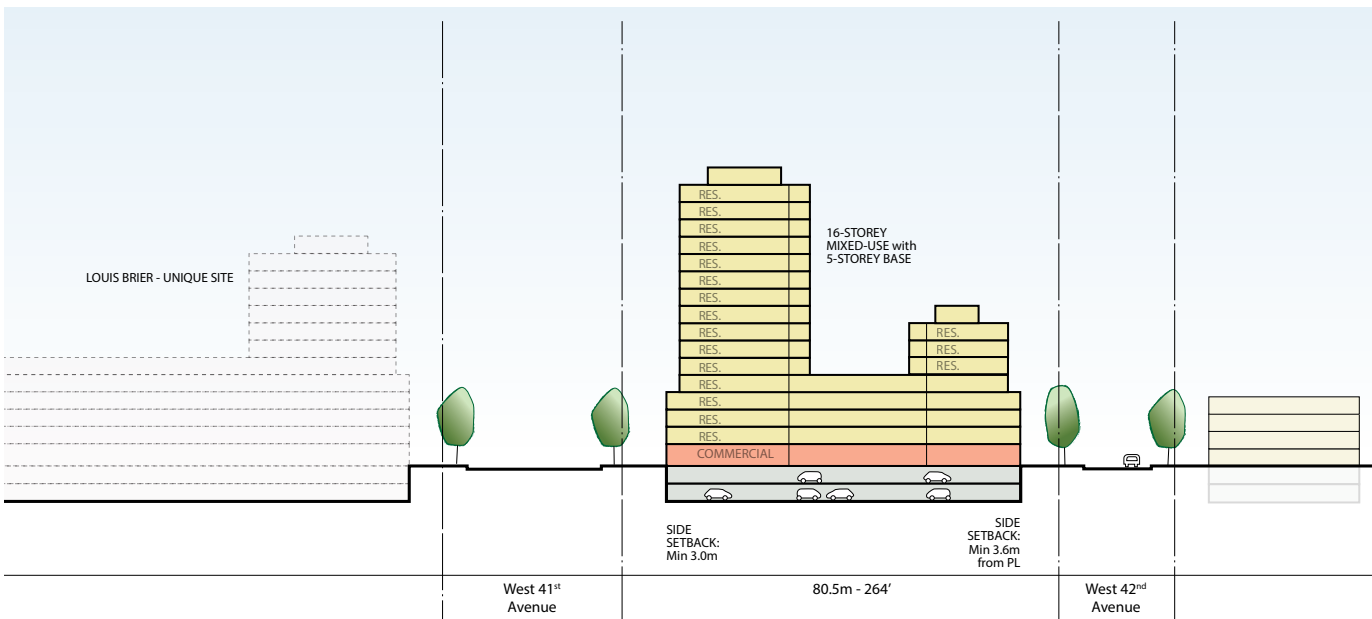
Height: Up to 6 storeys or up to 16 storeys with provision of a sensitive height transition to adjacent residential uses

- Up to 3.0 FSR and 6 storeys for 100% secured market rental
- Up to 4.25 FSR where 100% of residential floor area is secured rental housing with a minimum of 20% provided below market, or
- A minimum of 30% of the residential floor area is provided as social housing
- Office uses are supported above the ground floor and may result in a modest increase in density
- Higher building elements above 4 storeys should be stepped back from the front and side yards
- A higher element up to 16 storeys at 41st Avenue



 Mixed-use (mid-rise)

- A higher element up to 8 storeys at 42nd Avenue
- Tower floor plates should not exceed an average of 603.9 sq. m (6,500 sq. ft)
- Minimum tower separation of 24.4 m (80 ft)
- Ensure a sensitive height transition to residential uses to the west and north of the site. Wrap commercial corners with an active street presence on the flanking streets. This may include cafe seating, or other animated features



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

Setbacks and Public Realm

- 6.7 m (22 ft) setback from curb to building face on 41st Avenue commercial frontage
- 6.7 m (22 ft) setback from curb to building face on Oak Street commercial frontage
- Commercial use should wrap 42nd Avenue and provide transition to residential character
- Residential flanking frontages should provide ground-oriented units and have a 3.6 m (11.8 ft) setback from the property line to include residential patio space
- Podium should provide step back from rear lane, consistent with C-2 guidelines
- A plaza of approximately 75 sq. m primarily oriented towards 42nd Avenue will be required on the northwest corner of Oak Street and 42nd Avenue (similar to a minor plaza—see Cambie Corridor Public Realm Plan)
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Section 5.3) for more information.

*The suggested FSR is an estimate based on intended urban design performance. The development potential for each site may fall at or below the FSR. Sites delivering social or below-market rental housing may fall above the given FSR.

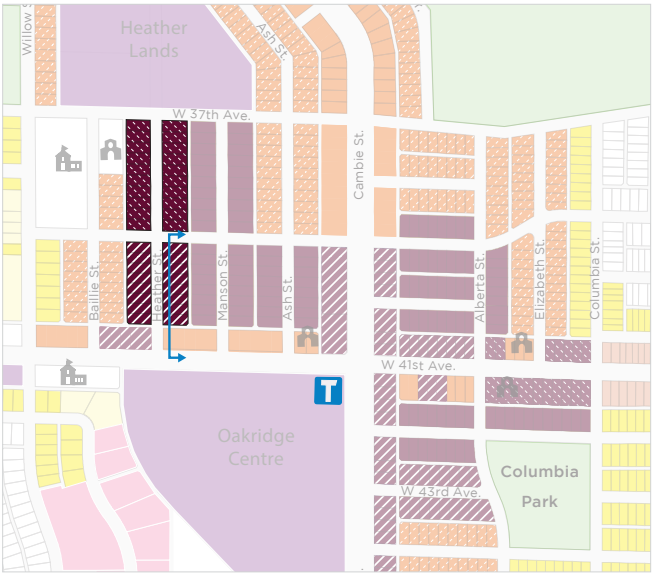
4.3.4 HEATHER STREET (LOCAL SHOPPING STREET): 37TH-41ST AVE

Heather Street is envisioned as a key connection between Oakridge Centre and the Heather Lands. This unique connection will have a “car-light” design with a focus on pedestrian and cycling integration with local serving commercial at-grade in areas.

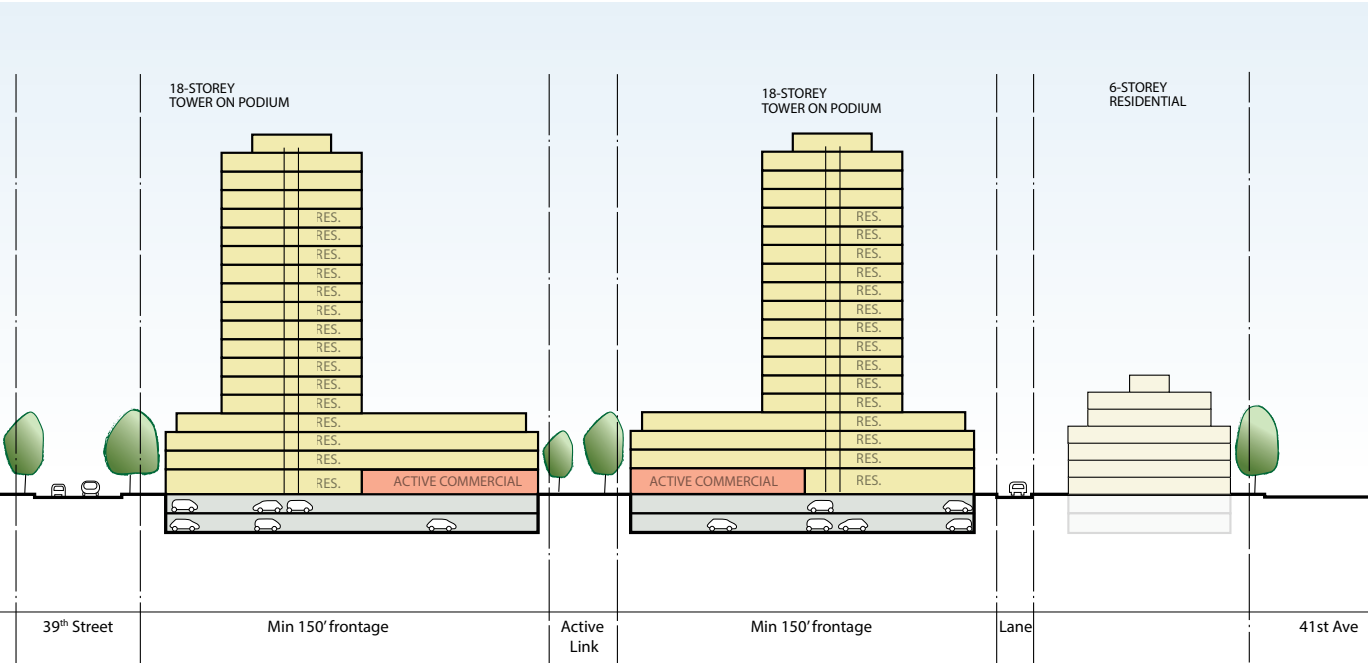
- Uses: Mixed-use
- Density: Varies with building performance
- Height: Up to 18 storeys with site frontage requirement
- Building type: Tower on podium

- Mixed-use buildings will be allowed up to 4 storeys with a minimum 15.2 m (50 ft) property frontage - see guidelines for high-density buildings in Section 5.6
- Mixed-use buildings will be allowed up to 18 storeys with a minimum 45 m (150 ft) property frontage, up to a maximum two towers per block, when either of the following conditions are met:
 - 100% of the residential floor area is secured rental with a minimum of 20% provided as below-market rental, or
 - A minimum of 30% of the residential floor area is provided as social housing

Refer to housing policy (Chapter 7) for further details.



- Mixed-use (4-storey podium with tower element)
- Choice-of-use at grade (4-storey podium with tower element)



Representative Section: Heather Street from 39th to 41st Avenues

- A minimum of 111.5 sq. m (1,200 sq. ft) of active commercial shall be required at grade from 39th to 41st Avenue, with all consolidations
- Choice-of-use will be considered at grade between 37th and 39th Avenue
- Tower forms in this area will be “tower on podium”
- Towers will be up to 18 storeys in height
- Podiums will be allowed up to 4 storeys in height with the 4th storey stepped back from the street
- Residential podium depths should not exceed 21.3 m (70 ft)
- Courtyard forms with townhouses at the lane are not supported with a tower
- Buildings up to 18 storeys may be considered with less than 45 m (150 ft) property frontage if adjacent properties have developed with a 4 storey form and provided an interior zero-lot-line
- Blocks should have a consistent and continuous streetwall without breaks except for one mid-block active link within each block
- Tower floor plates should not exceed an average of 603.9 sq. m (6,500 sq. ft)
- Minimum tower separation of 27.4 m (90 ft)
- An approximate 1.5 m (4.9 ft) dedication from property line on 37th Avenue will be required to accommodate Complete Street improvements
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan

4.3.5 43RD AVENUE (LOCAL SHOPPING STREET): LANE EAST OF CAMBIE TO ALBERTA ST

43rd Avenue will be a key connection between Cambie Street, public plazas, and Columbia Park. This area is envisioned as a new local commercial street with active shops and services at grade and a lower pedestrian-scale streetwall.

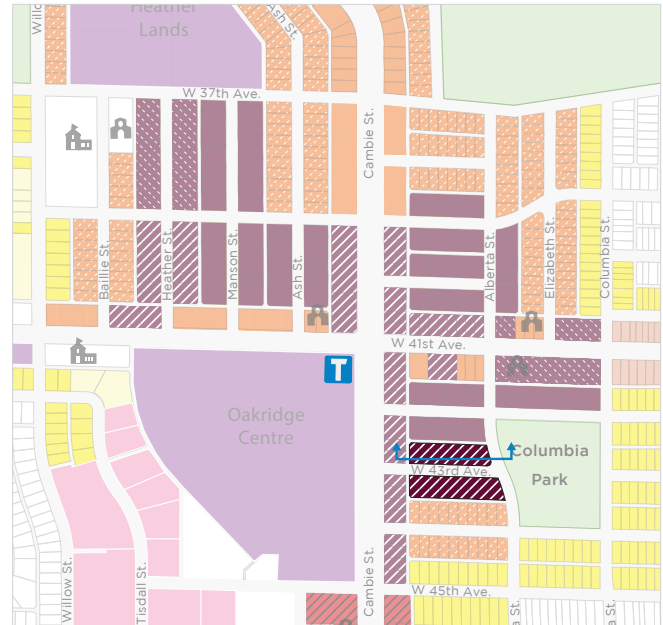
Uses: Mixed-use


Density: Varies with building performance

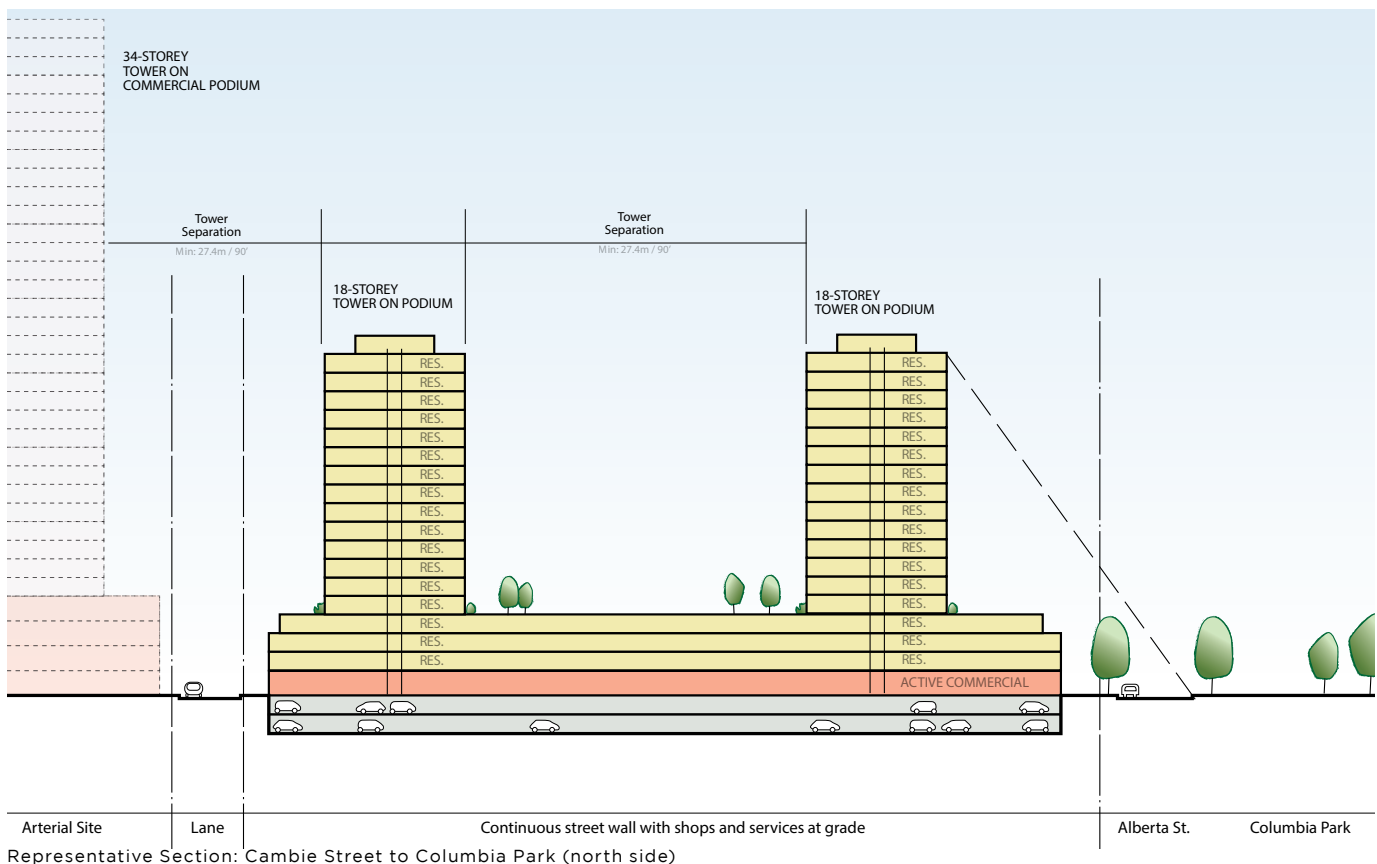
Height: Up to 18 storeys

Building type: Tower on podium

- Mixed-use buildings with active commercial at grade will be allowed up to 4 storeys with a minimum 15.2 m (50 ft) property frontage. See guidelines for high density buildings in section 5.6
- Mixed-use buildings will be allowed up to 18 storeys with a minimum 45.7 m (150 ft) property frontage, up to a maximum of two towers per block, when either of the following conditions are met:
 - 100% of the residential floor area is secured rental with a minimum of 20% provided as below-market rental, or



 Mixed-use (4-storey podium with tower element)



- A minimum of 30% of the residential floor area is provided as social housing

Refer to housing policy (Chapter 7) for further details.

- Active commercial at grade will be required and should wrap from 43rd Avenue onto Alberta Street
- Towers will be up to 18 storeys in height
- Podiums will be allowed up to 4 storeys in height with the 4th storey stepped back from the street
- Residential podium depths should not exceed 21.3 m (70 ft)
- Courtyard forms with townhouses at the lane are not supported
- Blocks should have a consistent and continuous streetwall with zero-lot lines at adjoining sideyard
- Minimum tower separation of 27.4 m (90 ft)
- Tower shadows should not impact adjacent Columbia Park at the spring and fall equinoxes between the hours of 10 a.m. and 4 p.m. PDT.
- Tower floor plates should not exceed an average of 603.9 sq. m (6,500 sq. ft)
- Careful consideration of lane interface to the west to ensure visibility and friendly pedestrian access
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan



Artist's illustration showing the future of the Oakridge MTC (looking west along 43rd Avenue from Columbia Park)

4.3.6 HIGH-DENSITY RESIDENTIAL AREAS

Areas off the arterials identified for high-density residential will deliver a range of affordable housing options and create a diversity of building forms. These urban areas will integrate improved streetscapes to connect the neighbourhood to adjacent parks, shops, and services within the MTC.

- Residential buildings will be allowed up to 4 storeys with a minimum 15.2 m (50 ft) property frontage—see guidelines residential buildings off arterials - mid-rise

Increased height and density will be considered if the following conditions are met:

- 100% of the residential floor area is secured rental with a minimum of 20% provided as below-market rental, or
- A minimum of 30% of the residential floor area is provided as social housing

Refer to housing policy (Chapter 7) for further details.
[Tower separation and block configuration](#)

A minimum 90 ft tower separation will be required in all areas of the MTC (see diagram) with a maximum of two towers per block. Future tower placement will be determined by the first tower in the block or within the adjacent blocks.

- Tower placement within a block must ensure future tower spacing of 90 ft within the same block, across the street and across the lane
- Consolidations that are precluded from tower forms because of tower separation should follow the guidance for 4- and 6-storey mid-rise buildings in Chapter 5

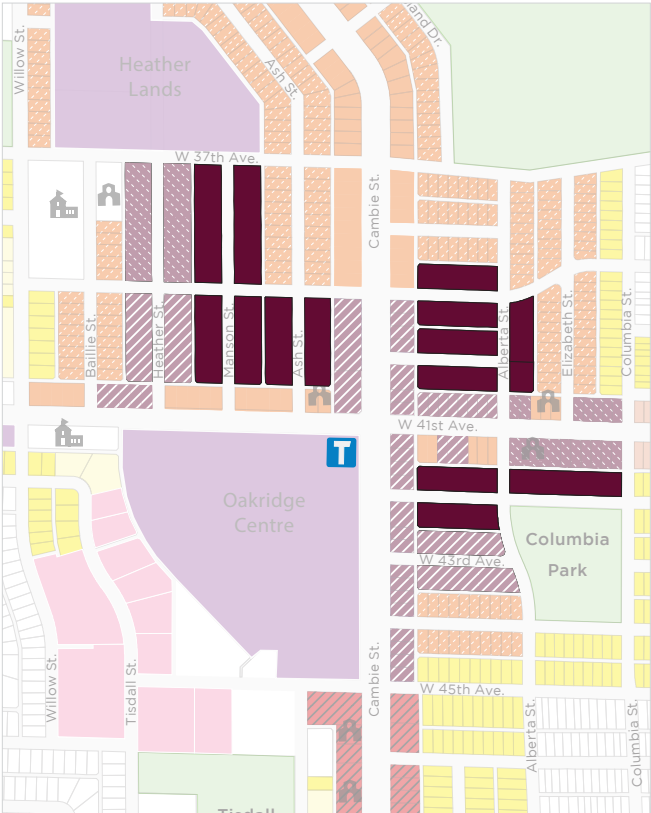
General tower guidance:

- Towers should be accessed at grade and provide entries and active uses adjacent to the streets
- Open space should provide visual amenity from the street allowing filtered views to and out of the private shared space
- Solid walls and hedged areas limiting visual porosity are discouraged
- Development proposals will include required public realm features (i.e., landscaped setbacks, wide sidewalks etc.). See Cambie Corridor Public Realm Plan

Tower typologies:

Area will have two types of towers:

- Tower on podium - urban edge at parks and shopping streets
- Tower in open space - creating more open character



Apartment (up to 18-storey tower with minimum consolidation requirement)

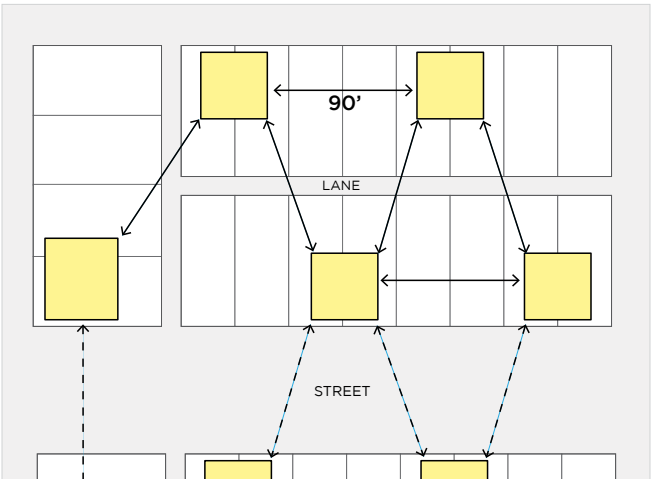


Diagram showing minimum tower separation Tower



Towers on podiums

Towers on podiums should create an urban street edge, with active entries to dwelling units and engaging private space adjacent to street.

- Ground-oriented units should provide visual interest and eyes on the street
- Ground-oriented units should face the street edge and lane, providing windows, patio space, and an appropriate planting edge
- Hedges or planting should provide privacy without creating a solid wall defining the property edge
- Patios should be elevated from the sidewalk, but not create a visual barrier between the two spaces



Towers in open space

Towers in open space should provide substantial usable shared space for residents, while creating an active street edge that is engaging and provides visual amenity for the street.

- Building entrances should have a strong connection to the street
- Canopy or other elements extending from the tower towards the street are encouraged to signify the building entrance

4.3.6.1 HIGH-DENSITY RESIDENTIAL AREAS (NORTH OF 41ST AVENUE)

Uses: Residential

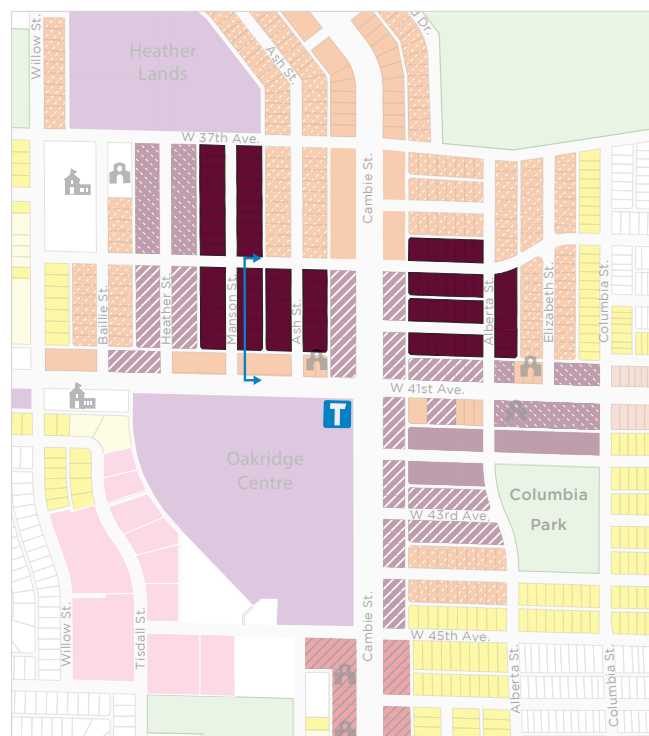
Density: Varies with building performance

Height: Up to 15 or 18 storeys with site frontage requirement

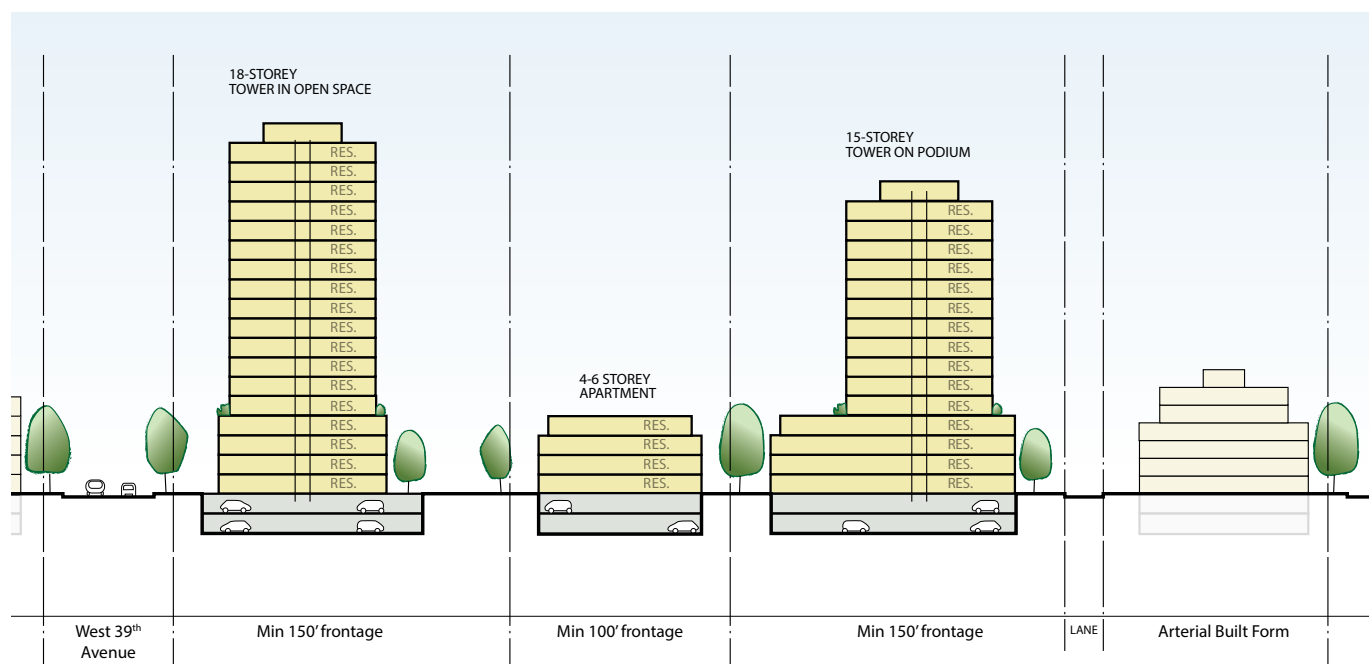
Building type: Tower on podium or 'tower in open space'

- Residential buildings will be allowed up to 4 storeys with a minimum 15.2 m (50 ft) property frontage
- Residential buildings will be allowed up to 6 storeys on sites precluded from towers, with a minimum frontage of 30.5 m (100 ft) and with the provision of 100% secured rental
- Residential buildings will be allowed up to 15 or 18 storeys (dependent on typology) with a minimum 45.7 m (150 ft) property frontage when either of the following conditions are met:
 - 100% of the residential floor area is secured rental with a minimum of 20% provided as below-market rental, or
 - A minimum of 30% of the residential floor area is provided as social housing

Refer to housing policy (Chapter 7) for further details.



Apartment (up to 18-storey with minimum consolidation requirement)

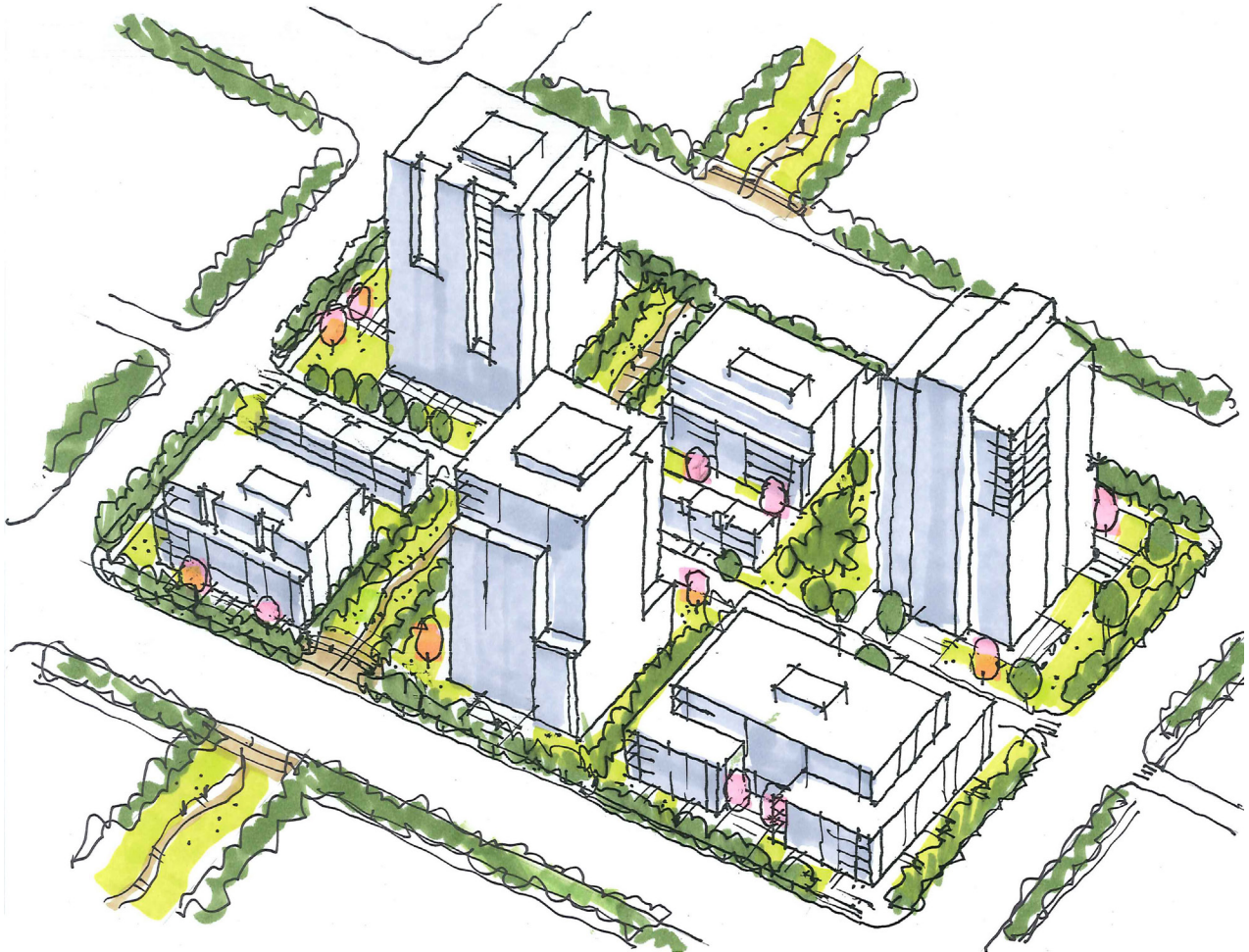


Representative Section: Manson Street from 39th to 41st Avenues

Tower design:

Towers will be up to 18 storeys in height for 'towers in open space'. Towers will be up to 15 storeys in height for 'towers on podiums'.

- For podium forms, an increase in height up to 3 storeys will be considered for inclusion of turnkey childcare and associated outdoor childcare space or
- Allow exclusion of childcare floor space with the opportunity for City contribution to facility, provided that it is delivered as a public benefit and owned by the City of Vancouver
- In general, building widths should not exceed 140 ft.
- Podium depths should not exceed 21.3 m (70 ft)
- Courtyard forms with townhouses at the lane are not supported for tower forms
- Tower floor plates should not exceed an average of 603.9 sq. m (6,500 sq. ft)
- Separation of housing tenures (including social, rental and below market rental, and strata) for tower in open space forms will be considered
- Separation of tenures should not reduce the open space associated with the "tower in open space" form
- Housing (social housing or below-market rental) proportions will be evaluated for complete property consolidations
- Height and density will be based on the guidance of the proposed forms (e.g., an 18-storey strata tower in open space and a 6-storey social housing building)
- An approximate 1.5 m (4.9 ft) dedication from the property line on 37th Avenue will be required to accommodate Complete Street improvements
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan



Illustrative perspective of potential block consolidations at 100% build-out

4.3.6.2 HIGH-DENSITY RESIDENTIAL AREAS (SOUTH OF 41ST AVENUE)

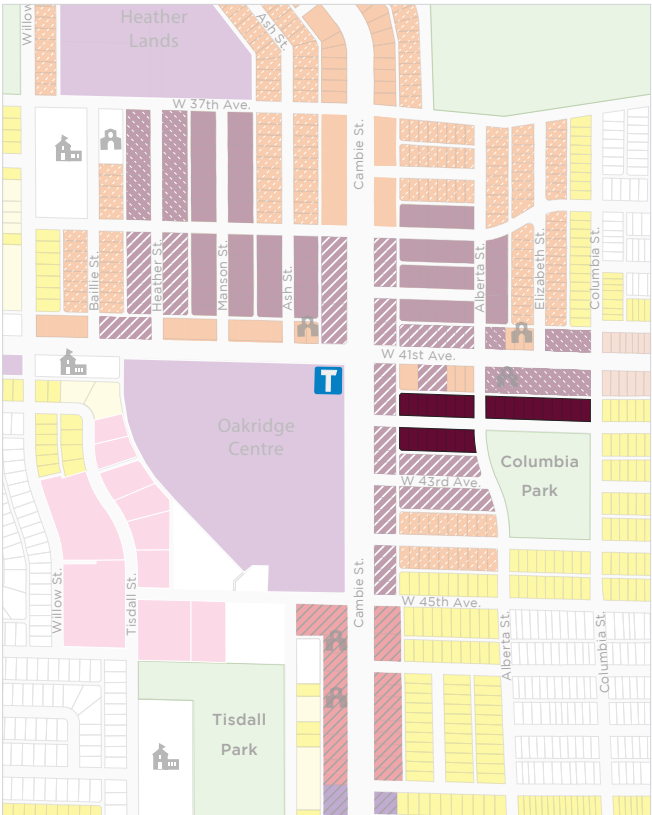
Residential buildings fronting 42nd Avenue are adjacent to towers fronting Cambie Street, 41st Avenue and 43rd Avenue. Increased tower heights for the ‘tower on podium’ forms in this area is a response to it’s urban context within this quadrant of the MTC.

- Uses:** Residential
- Density:** Varies with building performance
- Height:** Up to 18 storeys with site frontage requirement
- Building type:** Tower on podium

- Residential buildings will be allowed up to 4 storeys with a minimum 15.2 m (50 ft) property frontage
- Residential buildings will be allowed up to 6 storeys on sites precluded from towers, with a minimum frontage of 30.5 m (100 ft) and with the provision of 100% secured rental
- Residential buildings will be allowed up to 18 storeys with a minimum 45.7 m (150 ft) property frontage when either of the following conditions are met:
 - 100% of the residential floor area is secured rental with a minimum of 20% provided as below-market rental, or
 - A minimum of 30% of the residential floor area is provided as social housing

Refer to housing policy (Chapter 7) for further details.

- Tower forms in this area will be “tower on podium”
- Towers will be up to 18 storeys in height
- Podium depths should not exceed 21.3 m (70 ft)
- Courtyard forms with townhouses at the lane are not supported for tower forms
- Tower floor plates should not exceed an average of 603.9 sq. m (6,500 sq. ft)
- Blocks should have a consistent and continuous streetwall without breaks except where identified for mid-block active links
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.) See Cambie Corridor Public Realm Plan



Apartment (up to 18-storey tower with minimum consolidation requirement)

4.3.7 41ST AVENUE: WILLOW-COLUMBIA STREET

Residential buildings fronting W 41st Avenue were established with a predominantly mid-rise built form as part of the Phase 2 planning.

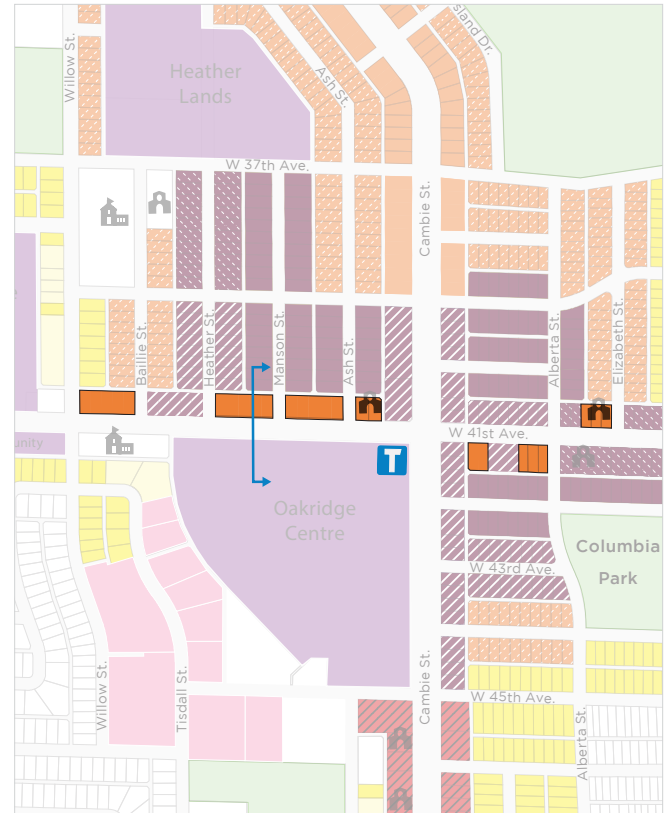
Uses: Residential

Density: 2.0-2.5*

Height: Up to 6 or 8 storeys

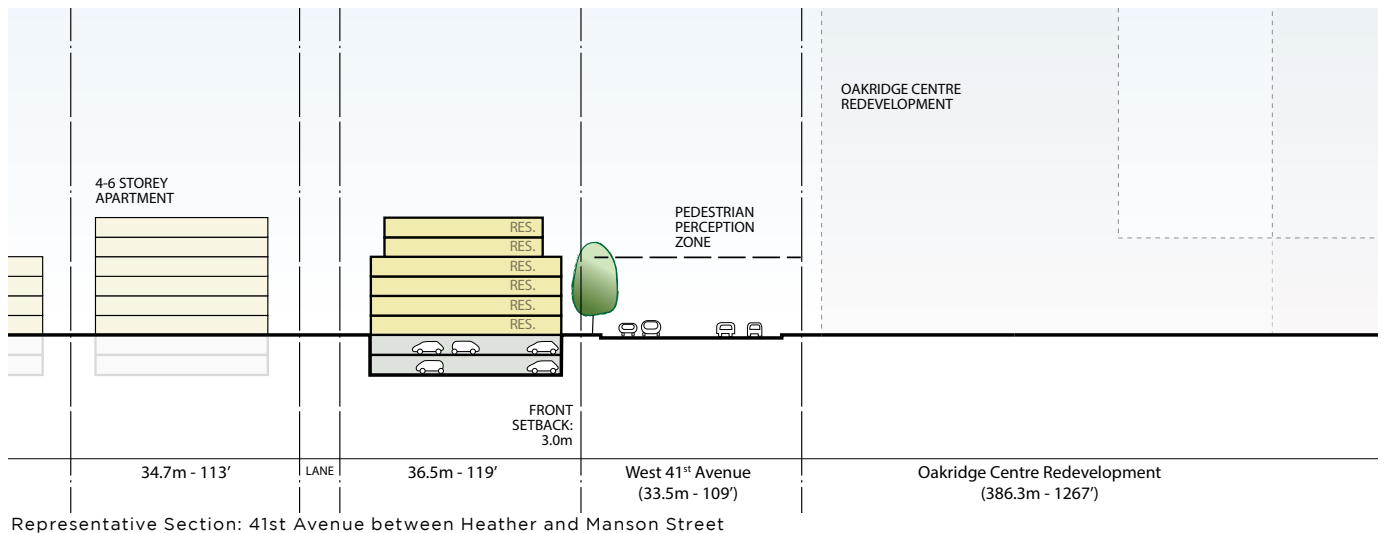
- Residential buildings will be allowed up to 6 storeys with consideration for up to 8 storeys in close proximity to Cambie Street (i.e., within two lots)
- Above 4 storeys, upper floors will be stepped back from 41st Avenue
- Buildings provide front doors onto the street and will activate and enhance 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.) See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.



Apartment (up to 6 storeys)

*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5

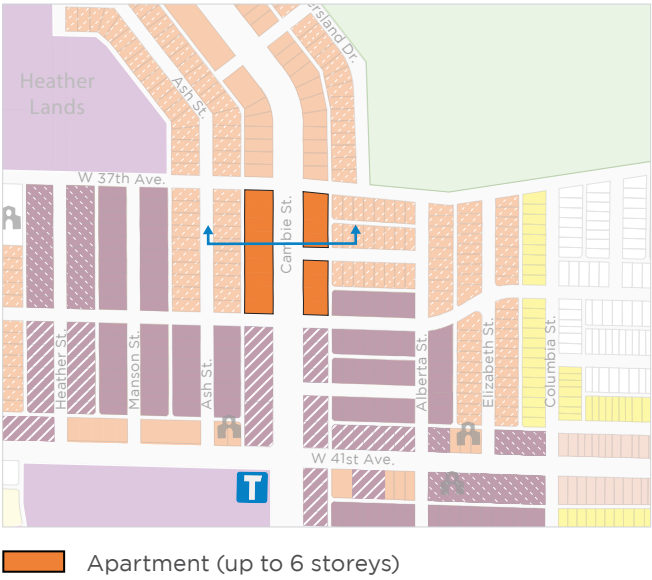


4.3.8 CAMBIE STREET: 37TH-39TH AVENUE

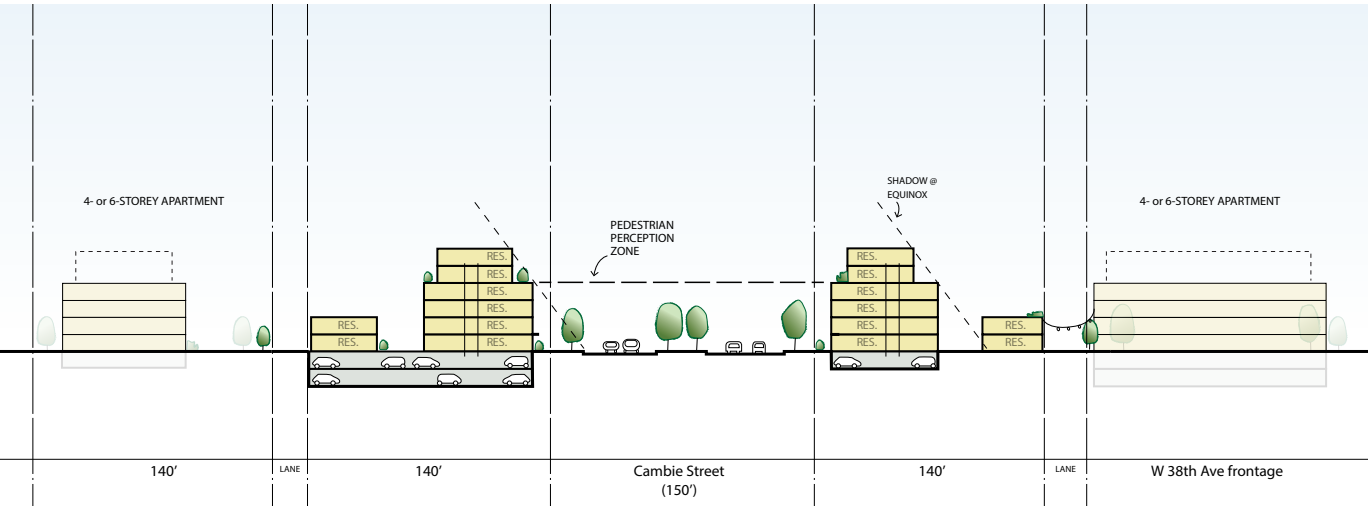
Uses: Residential
Density: 1.75 - 2.25 FSR*
Height: Up to 6 storeys

- Residential buildings will be allowed up to 6 storeys
- Above 4 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 or active uses on the rear
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks etc.). See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.



*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



Representative Section: Cambie Street between 37th and 39th Avenue

4.3.9 4-STOREY STRATA APARTMENTS OR 6-STOREY RENTAL

Uses: Residential

Density: Up to 2.0 or 2.5 FSR*

Height: Up to 4 or 6 storeys

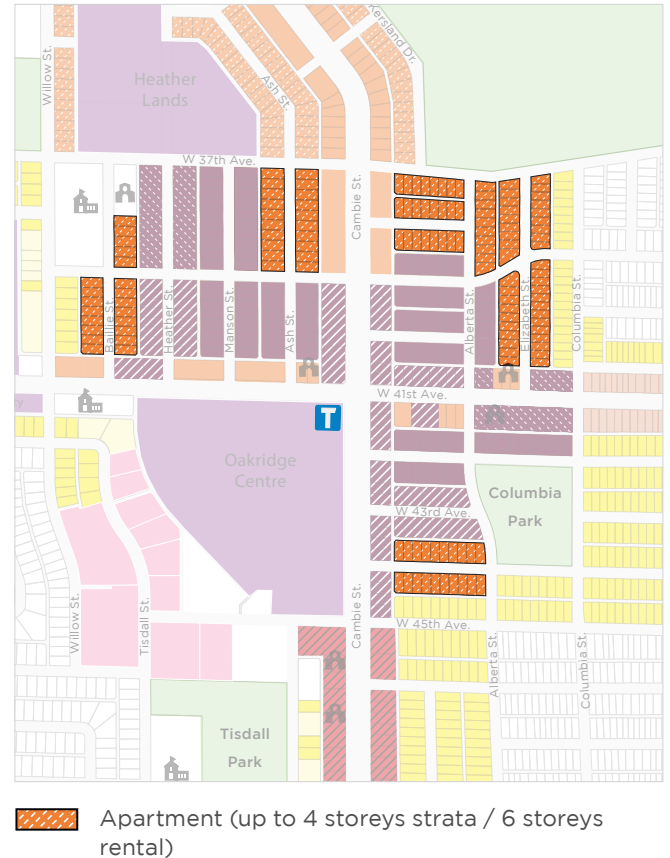
Residential buildings will be allowed up to 4 storeys (2.0 FSR) for strata and up to 6 storeys (2.5 FSR) for 100% secured rental. Refer to housing policy (Chapter 7) for further details on 100% secured rental.

4-storey and 6-storey residential buildings will create built form diversity and allow for a variety of housing tenures.

- Guidelines for 4- and 6-storey buildings are found in the following section and further built form guidelines are included in Chapter 5
- Incremental and smaller lot development is supported; excessive building widths are strongly discouraged
- Alphabet forms are encouraged to provide architectural variety, diversity of street frontages, and units with more than one exterior wall
- An approximate 1.5 m (4.9 ft) dedication from the property line on 37th Avenue west of Cambie Street will be required to accommodate Complete Street improvements
- Residential buildings will be allowed up to 6 storeys for purpose-built rental. Refer to housing policy (Chapter 7) for further details on 100% rental bonus.
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks etc.). See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.

*The suggested FSR is an estimate based on intended urban design performance. The development potential for each site may fall at or below the FSR. Sites delivering social or below-market rental housing may exceed the given FSR.

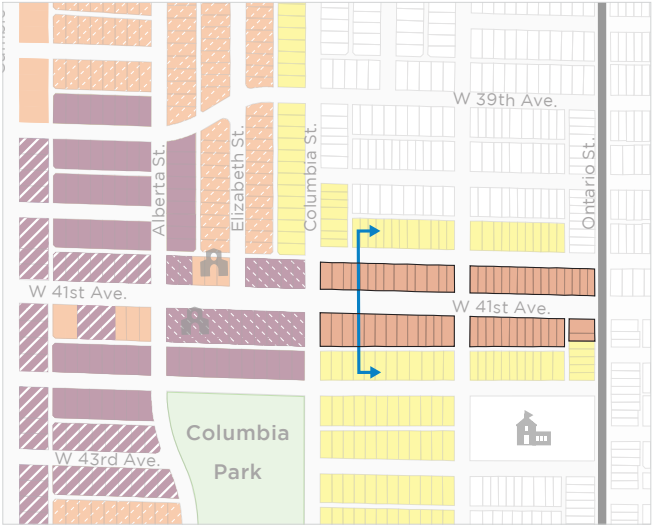


4.3.10 41ST AVENUE: COLUMBIA-ONTARIO STREET

Uses: Residential
Density: 1.25-1.75 FSR*
Height: Up to 4 storeys

- Above 3 storeys, the upper floor will be stepped back from 41st Avenue and flanking streets
- Buildings will provide front doors onto the street and will activate and enhance the adjacent lane or Woodstock Avenue by providing active uses or townhouses on the rear
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.). See Cambie Corridor Public Realm Plan

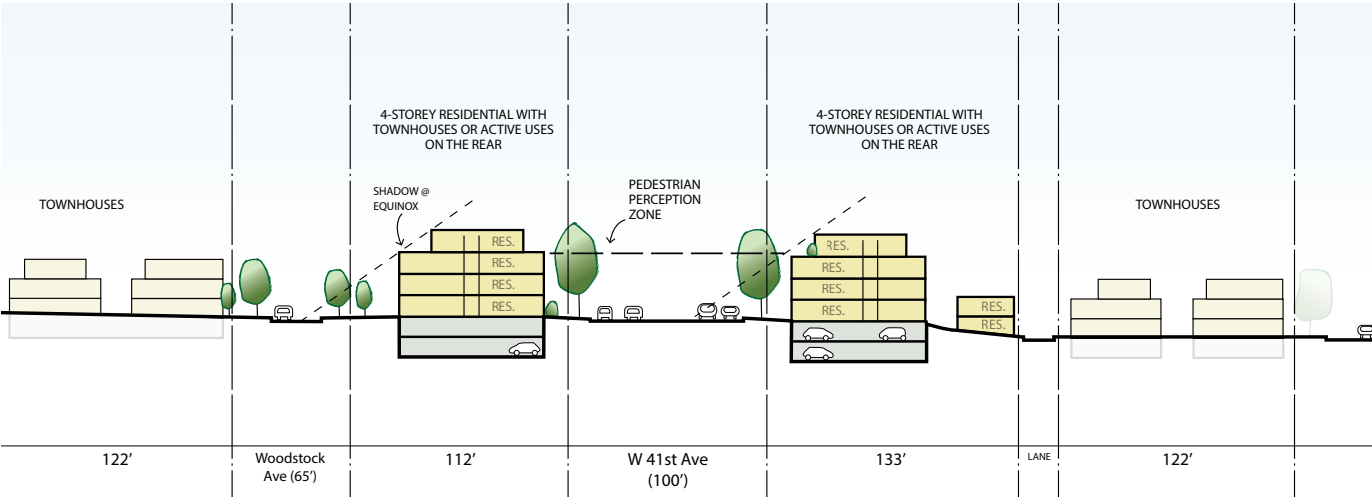
Refer to the Built Form Guidelines (Chapter 5) for more information.



Apartment (up to 4 storeys)



*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



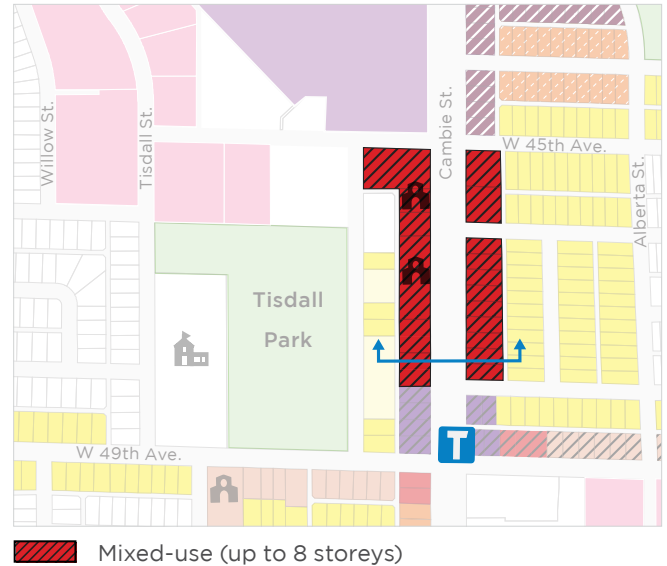
Representative Section: 41st between Columbia and Manitoba Street

4.3.11 CAMBIE STREET: 45TH-48TH AVENUE

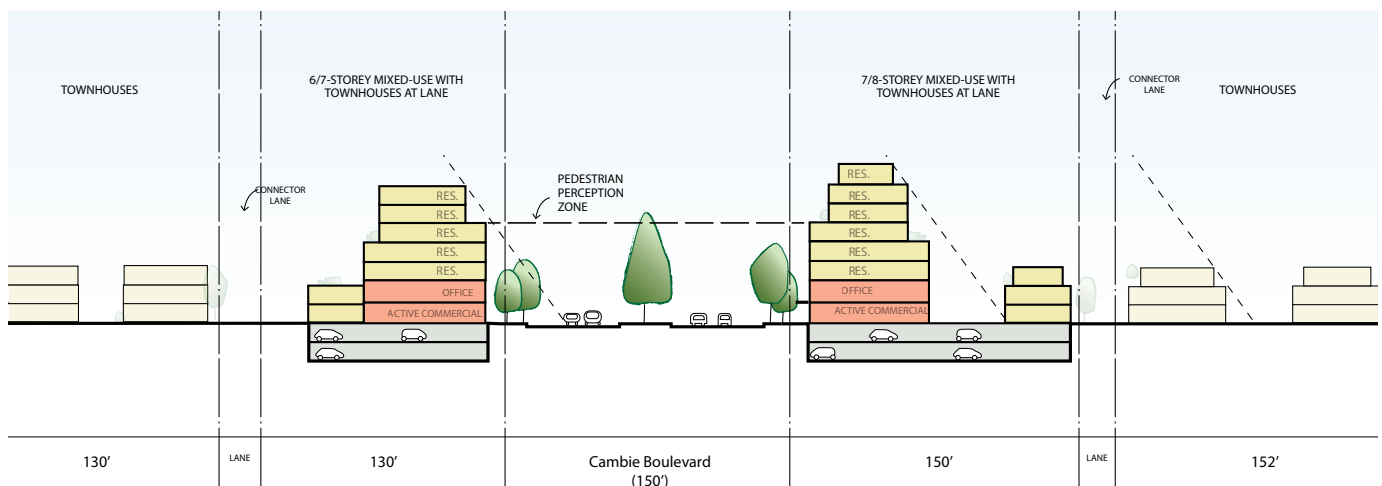
Uses: Mixed-use
Density: 2.25-3.25 FSR*
Height: Up to 6 or 8 storeys

- Mixed-use buildings with active commercial at grade will be allowed up to 6 storeys with height increasing up to 8 storeys at 48th Avenue
- Above 5 storeys, upper floors will be stepped back from Cambie Street
- Buildings will activate and enhance the adjacent lane by providing townhouses or active uses at 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.). See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.



*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5

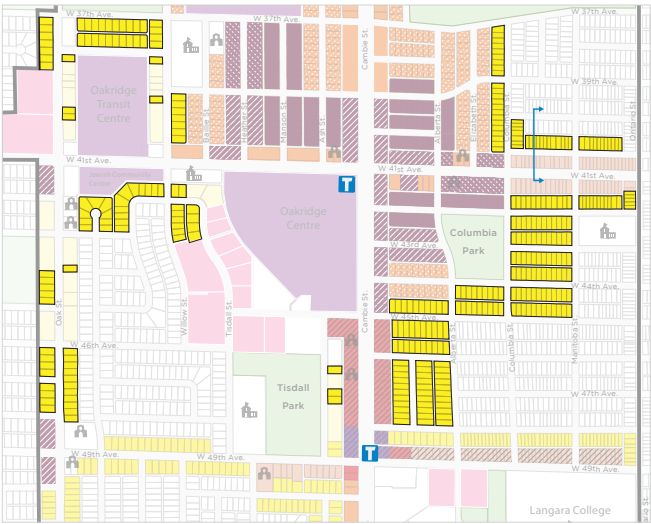


4.3.12 TOWNHOUSES

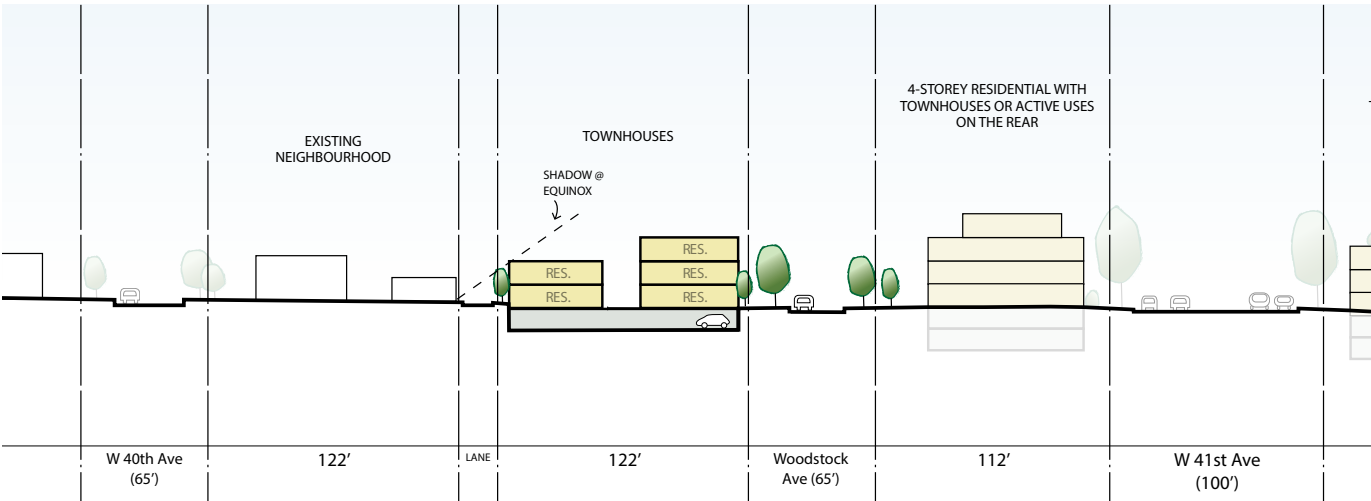
Uses: Residential
Density: Up to 1.20 FSR
Height: Up to 3 storeys*

- Townhouses can be stacked, back-to-back, or side-by-side. Units will generally be arranged along the street and the lane around a courtyard
- A portion of smaller townhouse units will be required
- Lock-off units, which may be rented, are permitted and encouraged
- Smaller ground-oriented housing types, such as triplexes and duplexes, are allowed on individual sites
- Development proposals will include required public realm features. Refer to the Cambie Corridor Public Realm Plan for details
- For built form guidelines refer to townhouse zone and associated design guidelines at the time of implementation
- Refer to Chapter 14 (Implementation) for further details

*On sites of sufficient size, townhouses will be allowed up to 3 storeys at the street and up to 2 and a partial third storey at the lane.



Townhouse



Representative Section: Woodstock Avenue between Columbia and Manitoba Street

4.3.13 JEWISH COMMUNITY CENTRE (JCC) ADJACENT PRECINCT

With a new facility envisioned on the JCC site, future development south of the JCC provides an opportunity for an improved built form transition to remaining single family areas. Townhouses are enabled. Low-rise buildings may be enabled with a minimum 30.5 m (100 ft) property frontage.

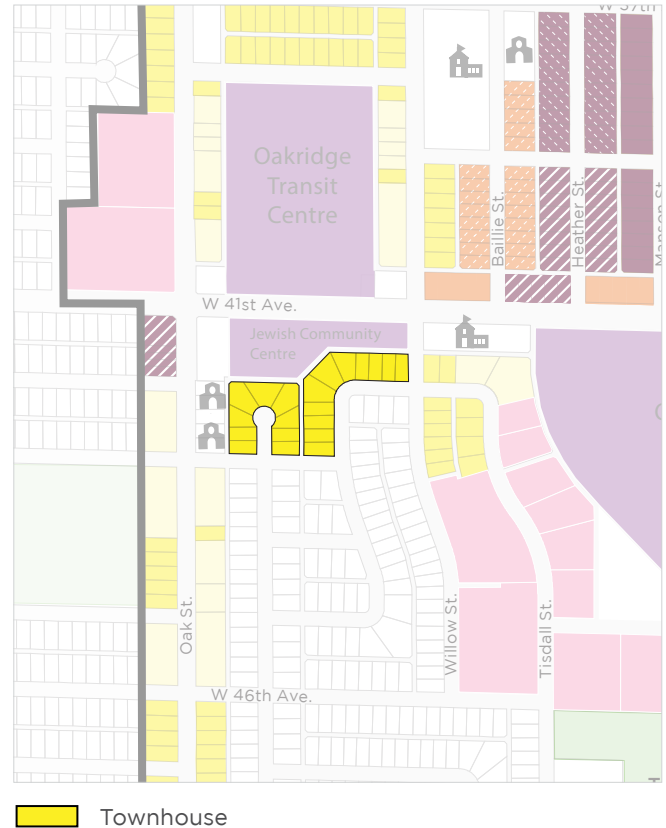
Uses: Residential

Density: Up to 1.20* or 2.0 FSR depending on site frontage**

Height: Up to 3, or 4 storeys depending on site frontage

- Townhouses up to 1.2 FSR that can be stacked, back-to-back, or side-by-side. Units will generally be arranged along the street and the lane around a courtyard; a portion of smaller townhouse units will be required
- Increased height up to 4 storeys for residential buildings may be considered with a minimum 30.5 m (100 ft) property frontage:
 - Up to 4 storeys and 2.0 FSR for strata or rental apartment forms
- Street alignment and connectivity will be considered as part of the development proposal along with required public realm features. See Cambie Corridor Public Realm Plan for further details.
- Refer to Chapter 14 (Implementation) for further details.

*On sites of sufficient size, townhouses will be allowed up to 3 storeys at the street and up to 2 and a partial third storey at the lane.



**The suggested FSR is an estimate based on intended urban design performance. The development potential for each site may fall at or below the FSR. Sites delivering social or below-market rental housing may exceed the given FSR.

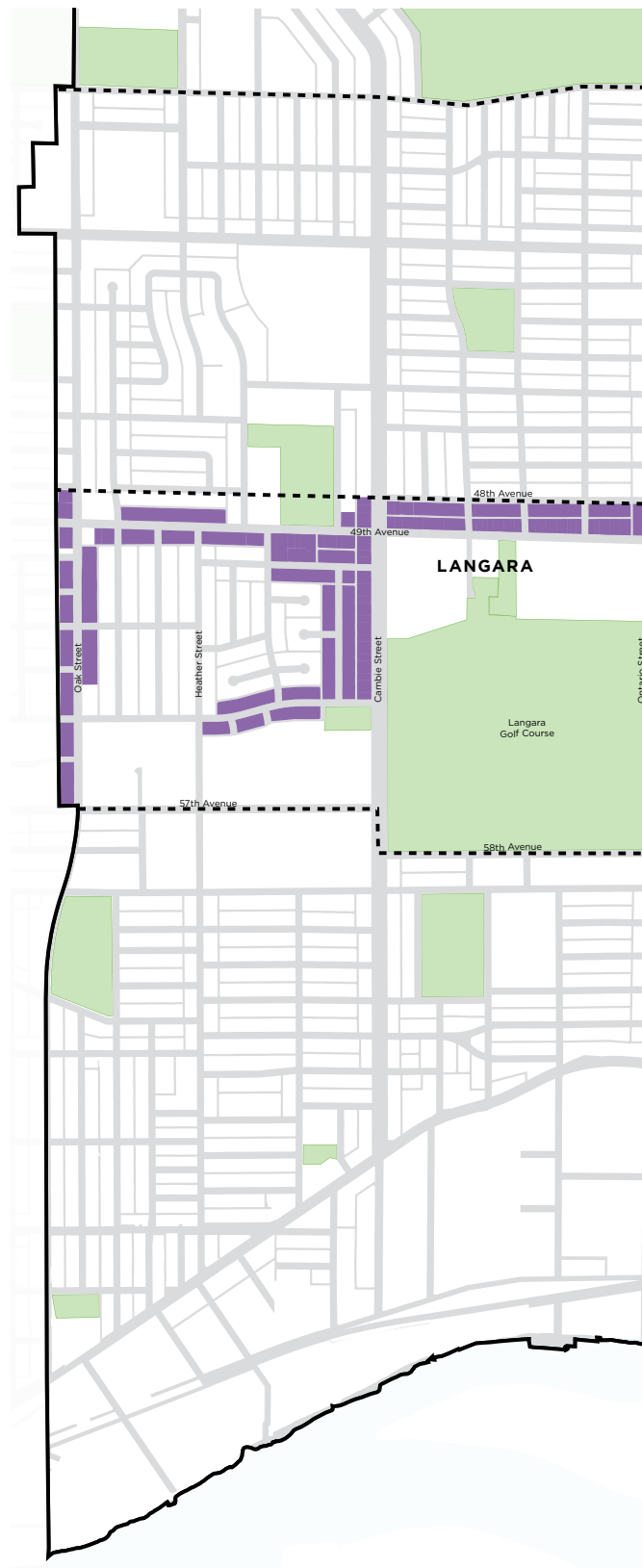
4.4 LANGARA

Neighbourhood character

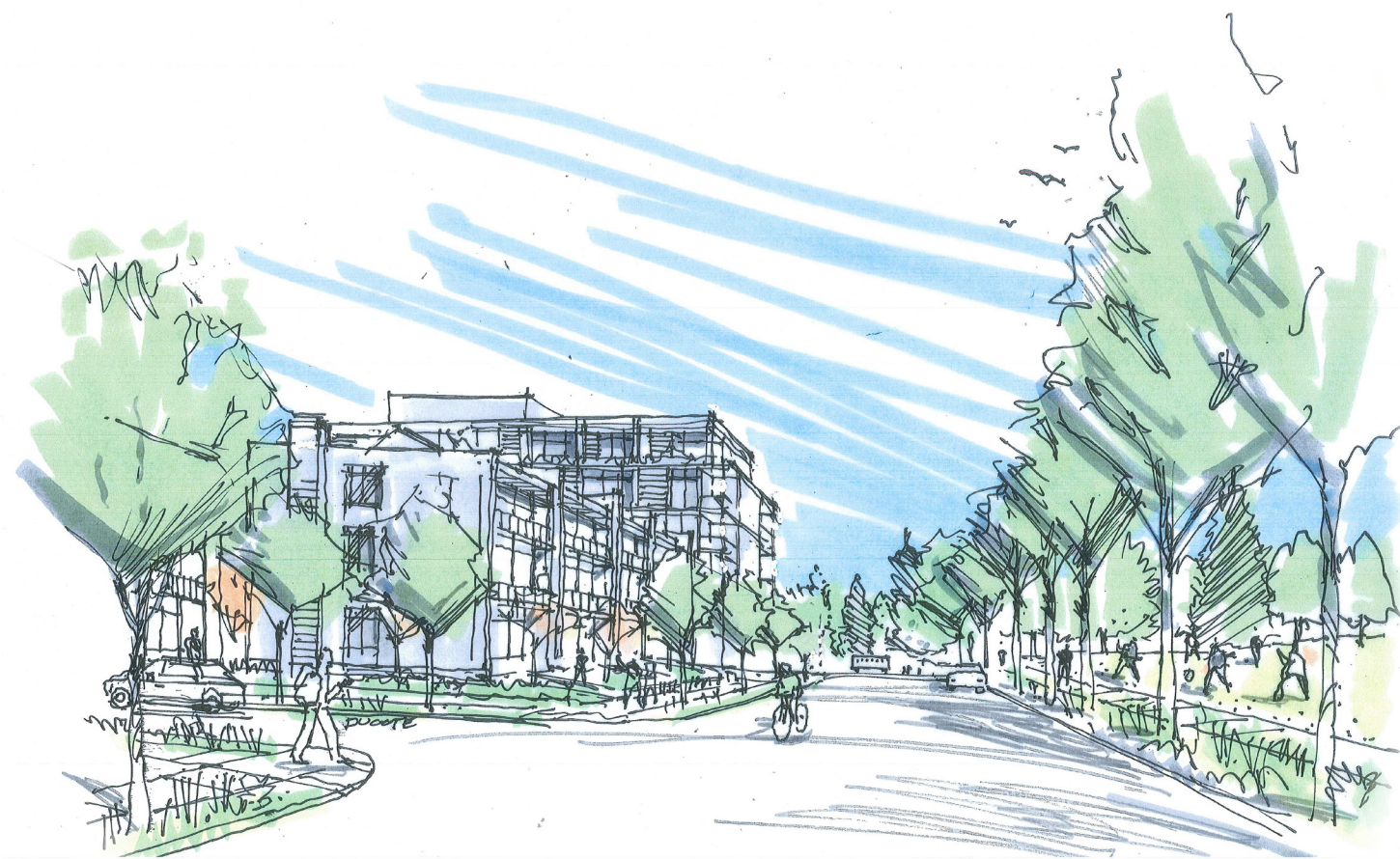
The area adjacent to the Langara - 49th Avenue Station and Langara College will become a walkable, mixed-use urban environment. Along Cambie Street at the W 49th Avenue Station, mixed-use mid-rise buildings will be introduced and will include quality public realm features including public art, street 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 commercial and institutional uses that complement Langara College. These buildings will offer additional housing opportunities while enhancing the public realm with wide sidewalks, landscaped setbacks and active uses. 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 Tisdall, Langara and Cambie Parks, and include green buffers and areas for pedestrian enjoyment and recreation. Townhouses will be introduced along Oak Street, 49th Avenue, and west of Cambie Street in many areas adjacent to taller building forms and will provide an important housing type in this neighbourhood.

Mixed-use development at Oak Street and 49th Avenue will strengthen this local shopping node and provide new rental housing.



Overview of Langara



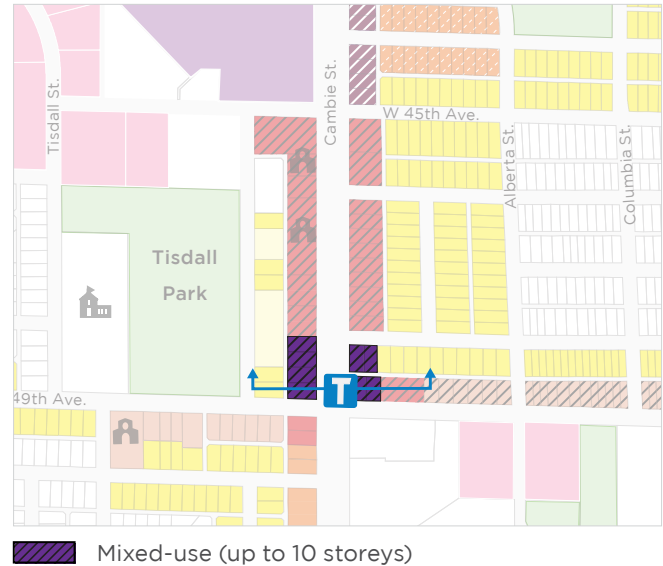
Artist's illustration of future townhouses on 54th Avenue looking east

4.4.1 CAMBIE STREET: 48TH-49TH AVENUE

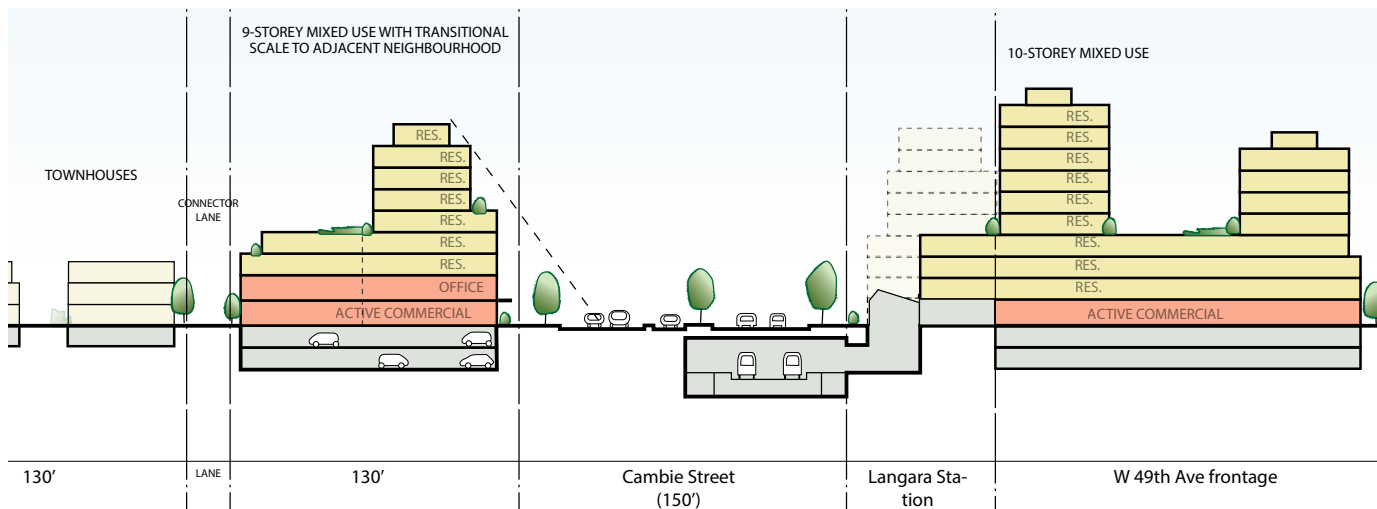
Uses: Mixed-use
Density: 2.5–3.5 FSR*
Height: Up to 8 or 10 storeys

- Mixed-use buildings will be allowed up to 8 storeys with height increasing up to 10 storeys to the south towards 49th Avenue
- Above 5 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.). See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.



*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



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

4.4.2 49TH AVENUE: CAMBIE-ACTIVE LINK

Uses: Mixed-use

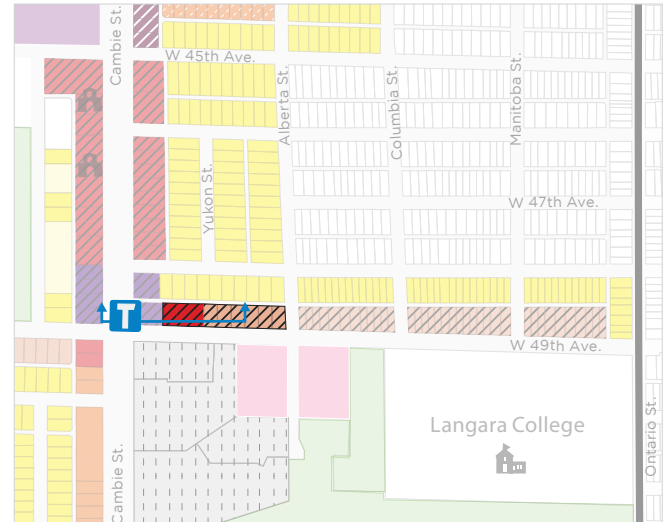
Density: 2.5–3.5 FSR*

Height: Up to 8 or 10 storeys

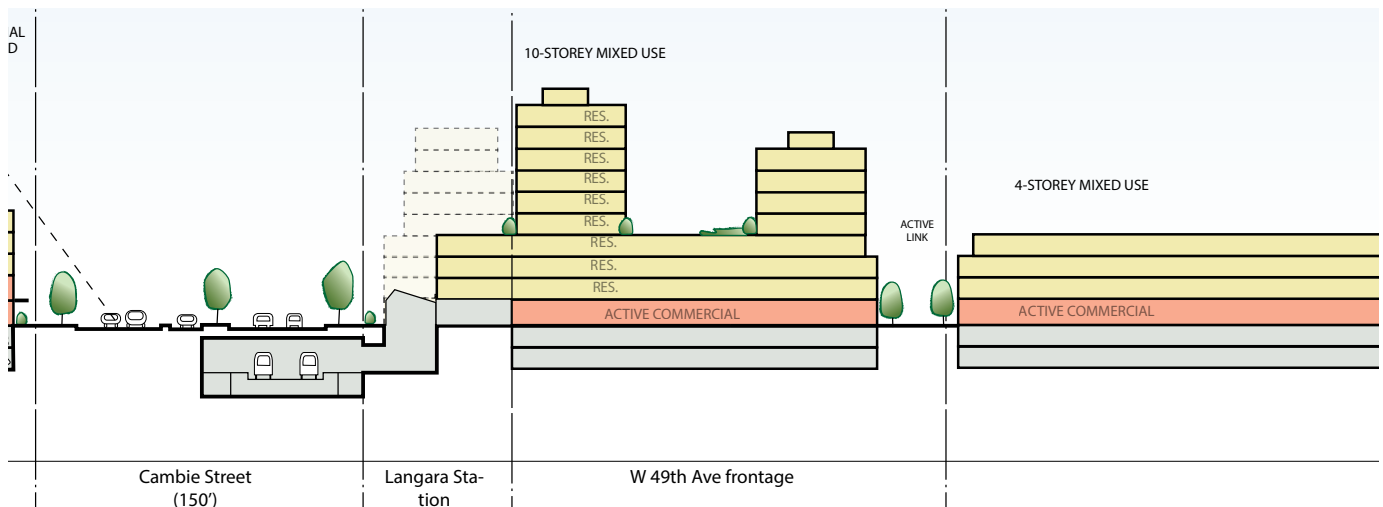
- Mixed-use buildings will be allowed up to 10 storeys immediately adjacent to Langara Station with at-grade active commercial
- A second mid-rise building of 8 storeys will be allowed adjacent to the active link in alignment with Yukon Street to the north
- Above 3 storeys, upper floors will be stepped back from 49th Avenue and sideyards
- Buildings will activate and enhance the adjacent lane by providing active uses on the rear
- A 3.0 m (9.8 ft) dedication from the property line will be required to accommodate Complete Street improvements
- A further 0.6 m (2 ft) setback to the building face consistent with C-2 guidelines should be provided
- Building faces at interior property lines should be consistent and continuous
- Development proposals will include required public realm features (i.e., street trees, weather protection, public plazas, seating areas, etc.) See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.

*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



- Mixed-use (up to 8 or 10 storeys)
- Mixed-use (up to 4 storeys)



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

4.4.3 49TH AVENUE: ACTIVE LINK-ONTARIO STREET

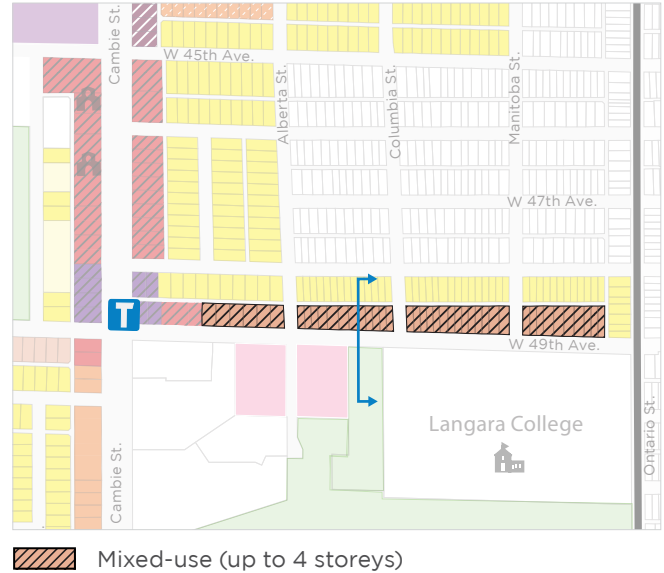
Uses: Mixed-use

Density: Up to 2.5 FSR*

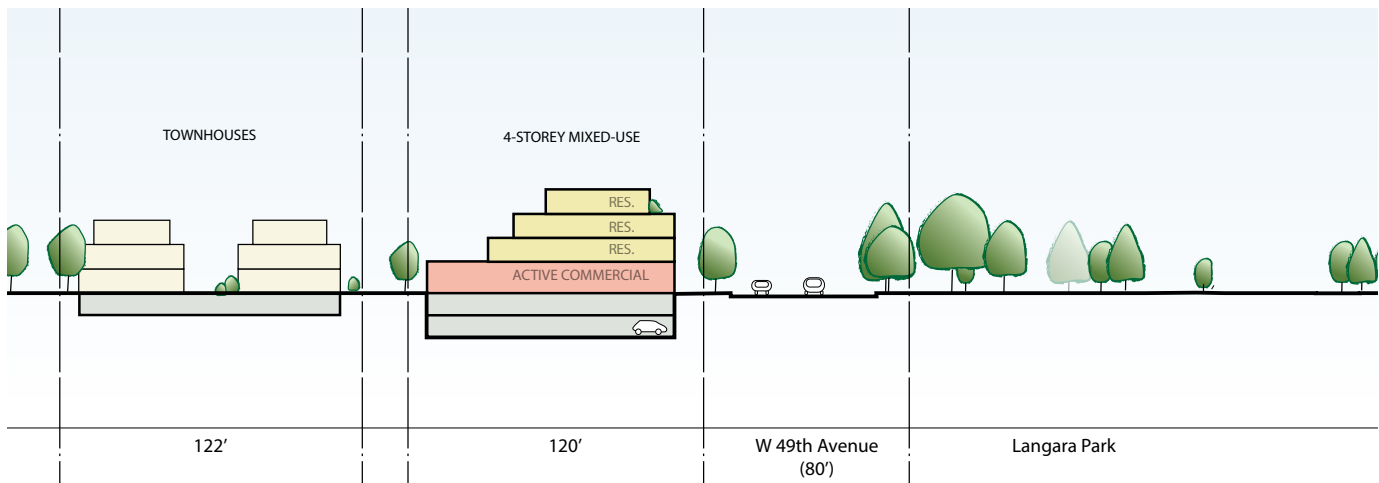
Height: Up to 4 storeys

- C-2 zoning and guidelines will generally guide the form of development for sites between Yukon Street alignment and Ontario Street
- Active commercial including institutional, service, cultural or recreational uses will be required at grade
- Above 3 storeys, the upper floor will be stepped back from 49th Avenue and flanking streets
- A continuous streetwall is preferred with the exception of an identified mid-block active link in alignment with Yukon Street
- A 3.0 m (9.8 ft) dedication from the property line will be required to accommodate Complete Street improvements
- A further 0.6 m (2 ft) setback to the building face consistent with C-2 guidelines should be provided
- Building faces at interior property lines should be consistent and continuous
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.). See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.



*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall at or below the FSR range. Sites delivering market rental, below-market rental, or social housing may exceed the given FSR range.



Representative Section: 49th Avenue between Alberta and Columbia Street

4.4.4 LOCAL COMMERCIAL AREAS

Strengthen this important neighbourhood commercial node through opportunities to enhance and renew existing mixed-use and residential sites. A mix of commercial uses is required at grade, which may include retail, service, or community-serving uses. Proposals are encouraged to involve all parcels on the block to ensure a cohesive and contiguous development response. Office uses are supported above the ground floor and may result in a modest increase in density

Area A

Uses: Mixed-use with rental housing

Density: Up to 3.0 or 3.7 FSR depending on site assembly and affordable housing requirements*

Height: Up to 6 or 12 storeys with the provision of a sensitive height transition to adjacent residential uses

- Up to 6 storeys and 3.0 FSR for 100% secured rental of the residential component
- Up to 12 storeys and 3.7 FSR with a full block assembly and where 100% of residential floor area is secured rental housing with a minimum of 20% provided below market, or
- A minimum of 30% of the residential floor area is provided as social housing
- In a situation where a full block consolidation is not achieved, the southern site may be considered for up to 12 storeys and 4.25 FSR where 100% of residential floor area is secured rental housing with a minimum of 20% provided below market (unless office uses are above grade). Full block assembly is preferred

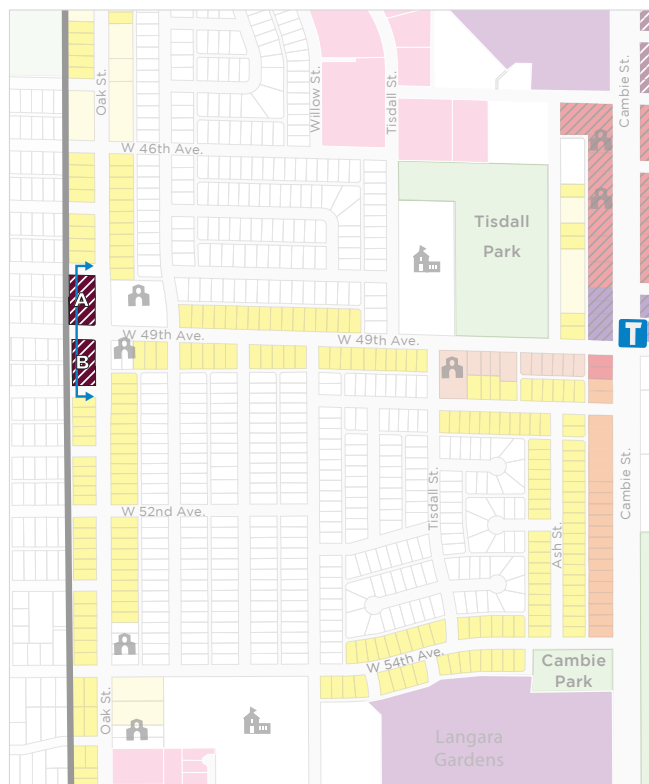
Area B

Uses: Mixed-use with rental housing

Density: Up to 3.0 or 4.0 FSR depending on site assembly and affordable housing requirements*

Height: Up to 6 or 12 storeys with the provision of a sensitive height transition to adjacent residential uses

- Up to 6 storeys and 3.0 FSR for 100% secured rental of the residential component
- Up to 12 storeys and 4.0 FSR with a full block assembly and where 100% of residential floor area is secured rental housing with a minimum of 20% provided below market



 Mixed-use (up to 12 storeys)

- In a situation where a full block consolidation is not achieved, the northern site may be considered for up to 12 storeys and 4.75 FSR where 100% of residential floor area is secured rental housing with a minimum of 20% provided below market (unless office uses are above grade). Full block assembly is preferred

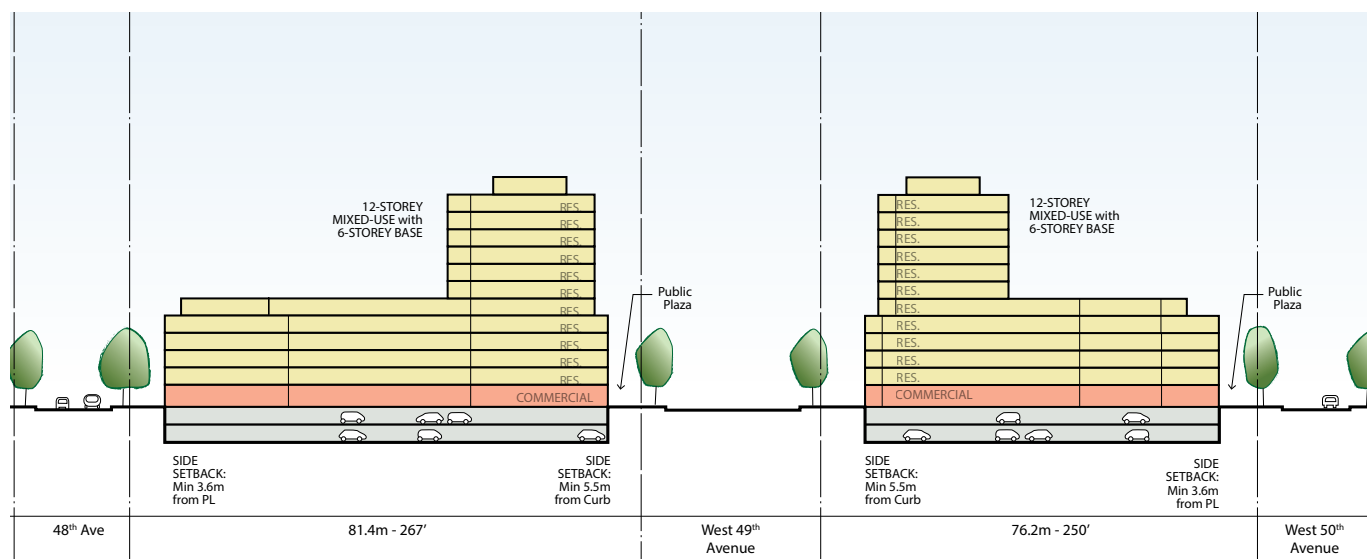
*The suggested FSR is an estimate based on intended urban design performance. The development potential for each site may fall at or below the FSR. Sites delivering social or below-market rental housing may fall above the given FSR.

Setbacks and Public Realm

- Only one 12 storey element per block and should be located adjacent to 49th Avenue
- Partial block consolidations will be considered, but will require a minimum frontage of 30.5 m (100 ft) and should meet the desired urban design intent
- Projects involving only a portion of the block may not be able to maximize height and density and will be required to demonstrate that the remaining portion can reasonably be developed to meet the intent of the Plan
- Tower floor plates should not exceed 603.9 sq. m (6,500 sq. ft)
- Tower elements above 5 storeys should be stepped back from the front and sideyards
- Ensure a sensitive transition to residential uses north of 48th Avenue and south of 50th Avenue. Wrap commercial around corners with an active street presence on the flanking streets. This may include café seating, or other animated features.

- 5.5 m (18 ft) setback from curb to building face on 49th Avenue commercial frontage
- 6.7 m (21.9 ft) setback from curb to building face on Oak Street commercial frontage
- Commercial should wrap flanking streets and provide transition to residential character
- Residential flanking frontages should provide ground-oriented units and have a 3.6 m (11.8 ft) setback from the property line to include residential patio space
- Include a small public plaza of approximately 75 sq. m on the southeast corner of both blocks —See Minor Plaza in Cambie Corridor Public Realm Plan for design guidance
- The plaza should primarily be oriented towards the south
- Podiums should step back from flanking residential streets to provide a transition
- Podiums should provide step back from rear lane, consistent with C-2 guidelines
- Lanes may include townhouse elements to activate lane and provide residential transition
- Refer to Cambie Corridor Public Realm Plan for open space, connection, and street interface requirements

Refer to the Built Form Guidelines (Chapter 5) for more information.



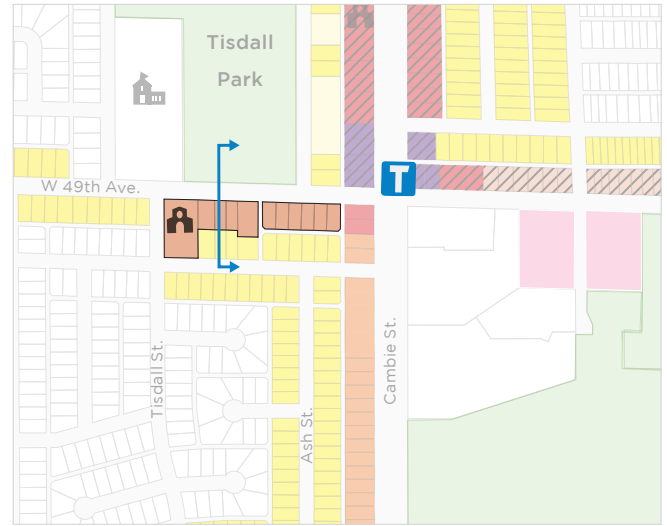
Representative Section: 49th Avenue between Oak and Montgomery Street

4.4.5 49TH AVENUE: TISDALL-CAMBIE STREET

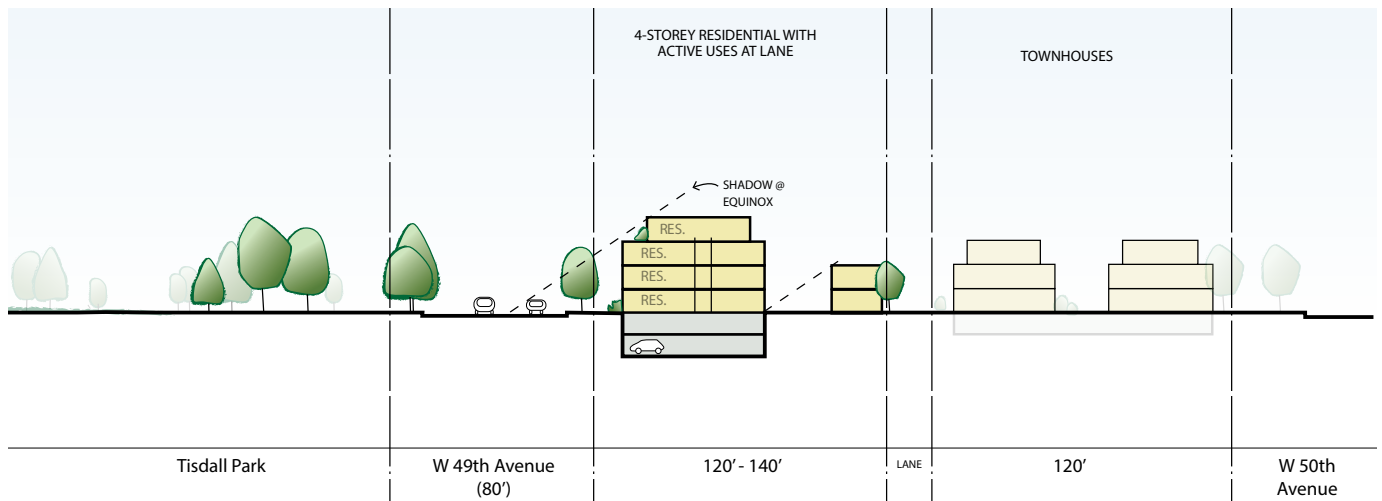
Uses: Residential
Density: 1.5–2.0 FSR*
Height: Up to 4 storeys

- Residential buildings will be allowed up to 4 storeys
- Above 3 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.). See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.



*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



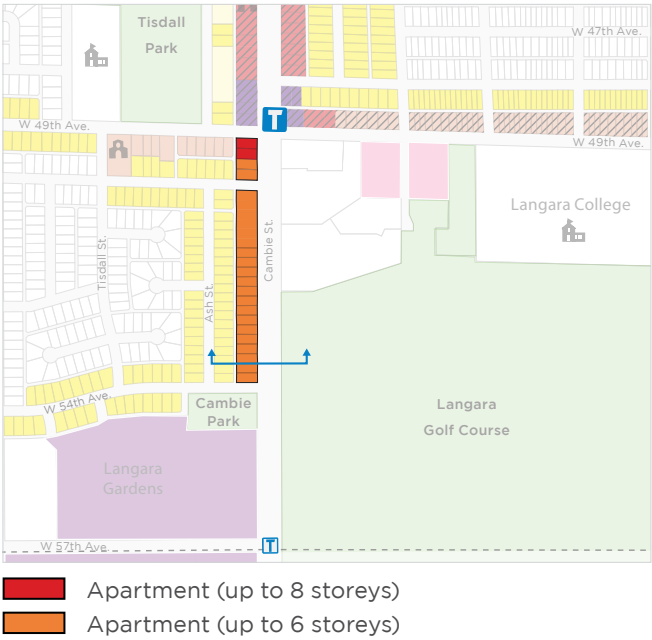
Representative Section: 49th Avenue between Tisdall and Ash Street

4.4.6 CAMBIE STREET: 49TH-54TH AVENUE

Uses: Residential
Density: 1.75–2.25 FSR*
Height: Up to 6 storeys with consideration for up to 8 storey in close proximity to 49th Avenue (i.e., within two lots)

- Above 4 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.). See Cambie Corridor Public Realm Plan

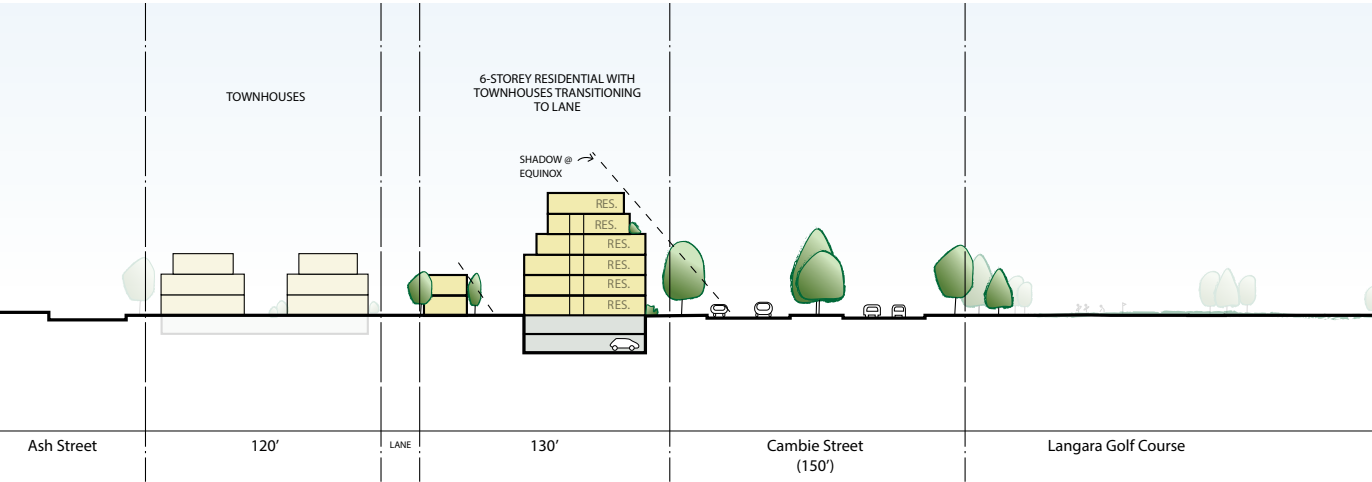
Refer to the Built Form Guidelines (Chapter 5) for more information.



- █ Apartment (up to 8 storeys)
- █ Apartment (up to 6 storeys)



*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



Representative Section: Cambie Street between Greensboro Place and 54th Avenue

4.4.7 TOWNHOUSES

Uses: Residential

Density: Up to 1.20 FSR

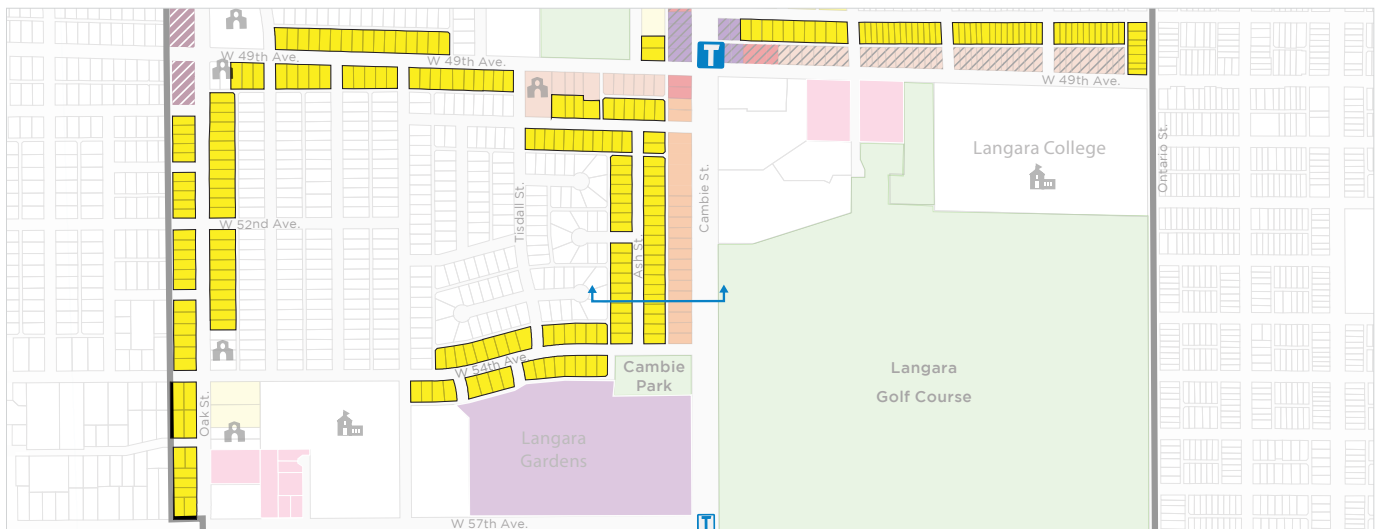
Height: Up to 3 storeys*

- Townhouses can be stacked, back-to-back, or side-by-side. Units will generally be arranged along the street and the lane around a courtyard
- A portion of smaller townhouse units will be required
- Lock-off units, which may be rented, are permitted and encouraged
- Smaller ground-oriented housing types, such as triplexes and duplexes, are allowed on individual sites
- Development proposals will include required public

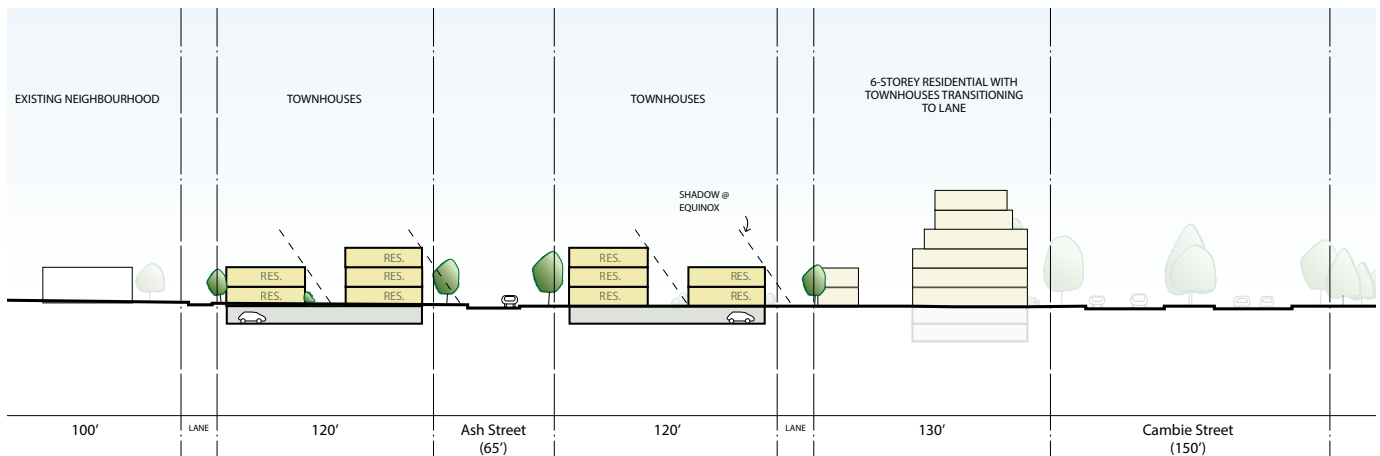
realm features, including increased sidewalk width on Oak Street. Refer to Cambie Corridor Public Realm Plan

- For built form guidelines refer to townhouse zone and associated design guidelines at the time of implementation
- Refer to Implementation (Chapter 14) for further details

*On sites of sufficient size, townhouses will be allowed up to 3 storeys at the street and up to 2 and a partial third storey at the lane.



Townhouse



Representative Section: Ash Street between 52nd and 54th Avenue

4.5 MARPOLE

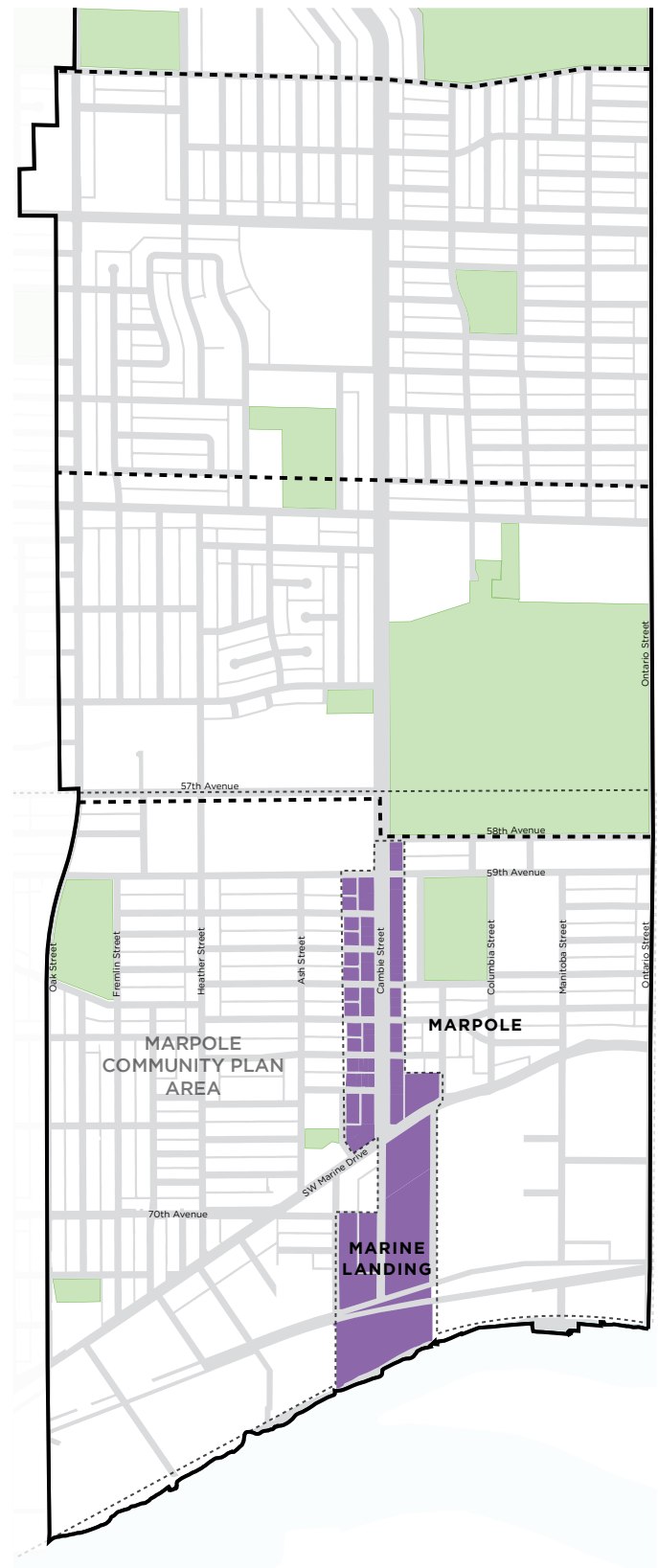
Neighbourhood character

At present, this is a predominantly single-family area interspersed with affordable rental housing and institutional uses. South of Marine Drive, the area is mostly industrial with limited residential and commercial uses.

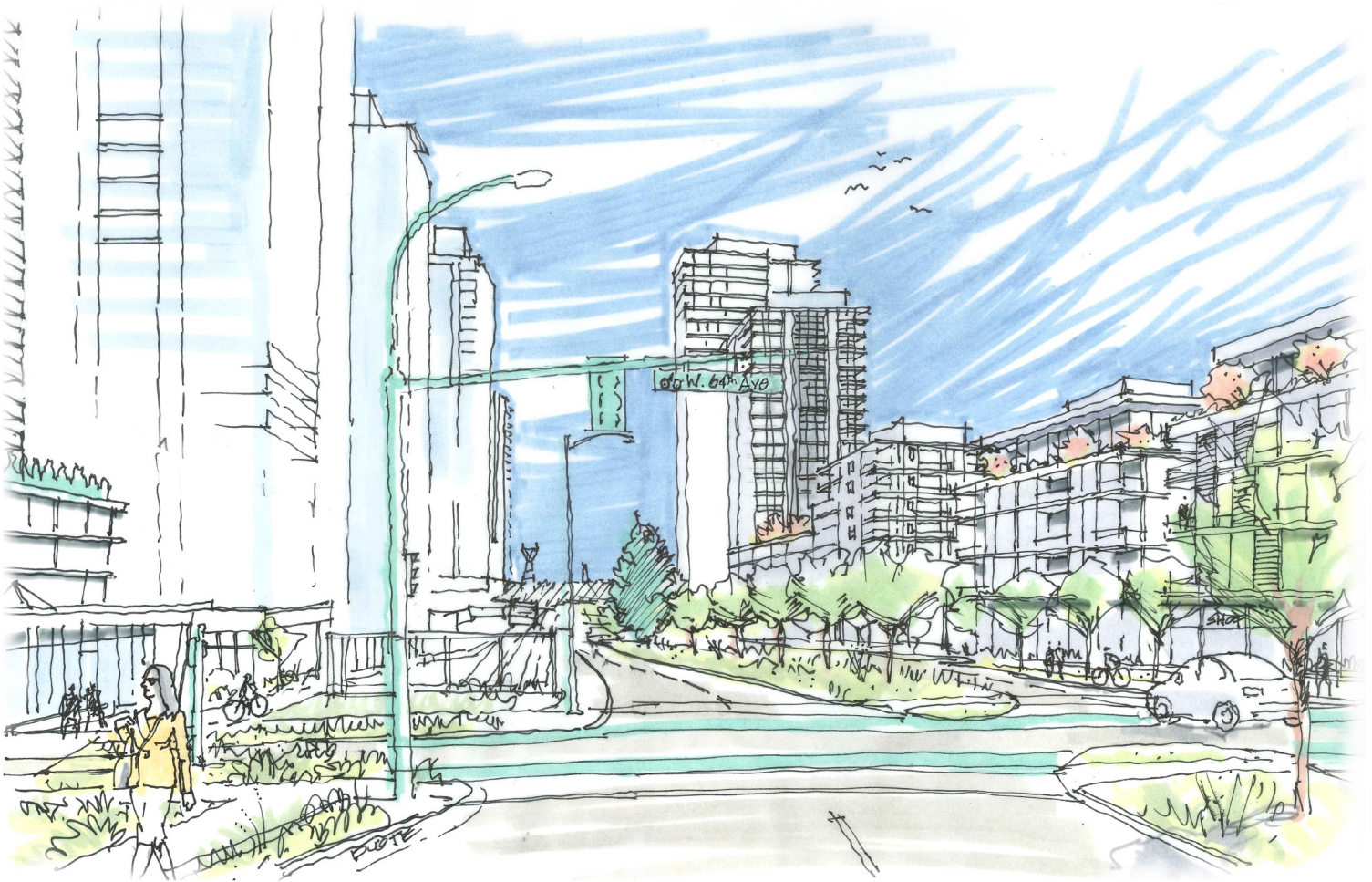
Through both this plan and the Marpole Community Plan (2014), the area will transform to a walkable, vibrant, high-density urban area that responds to its connections to an evolving residential community, adjacent industrial area, and historical relationship to the Fraser River.

Recognizing the area's prominence as an entranceway to the City, plans for Marpole will strive to balance local character and functions with significant new opportunities for job space and mixed-uses that will infuse the area with an enhanced sense of vibrancy.

Refer to the Marine Landing Policy Updates (2021) for intensive employment sites and an updated public realm plan for Marine Landing.



Overview of Marpole/Marine Landing



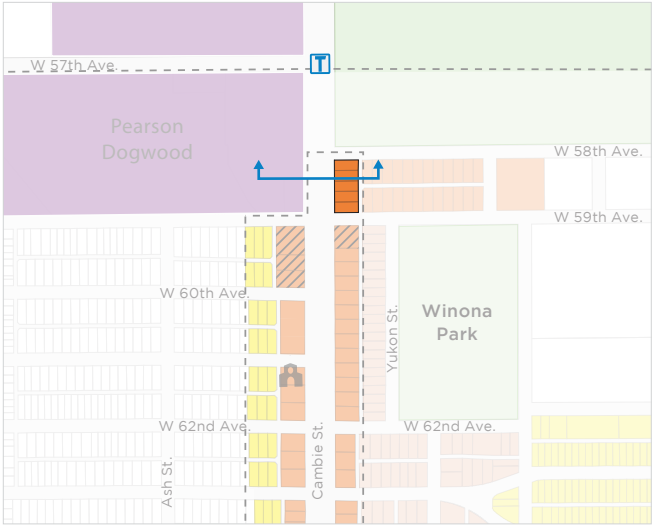
Artist's illustration showing the future of Marpole (looking south along Cambie Street from 64th Avenue)

4.5.1 CAMBIE STREET: 58TH-59TH AVENUE

Uses: Residential
Density: 1.75-2.5 FSR*
Height: Up to 6 storeys

- Above 4 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.). See Cambie Corridor Public Realm Plan

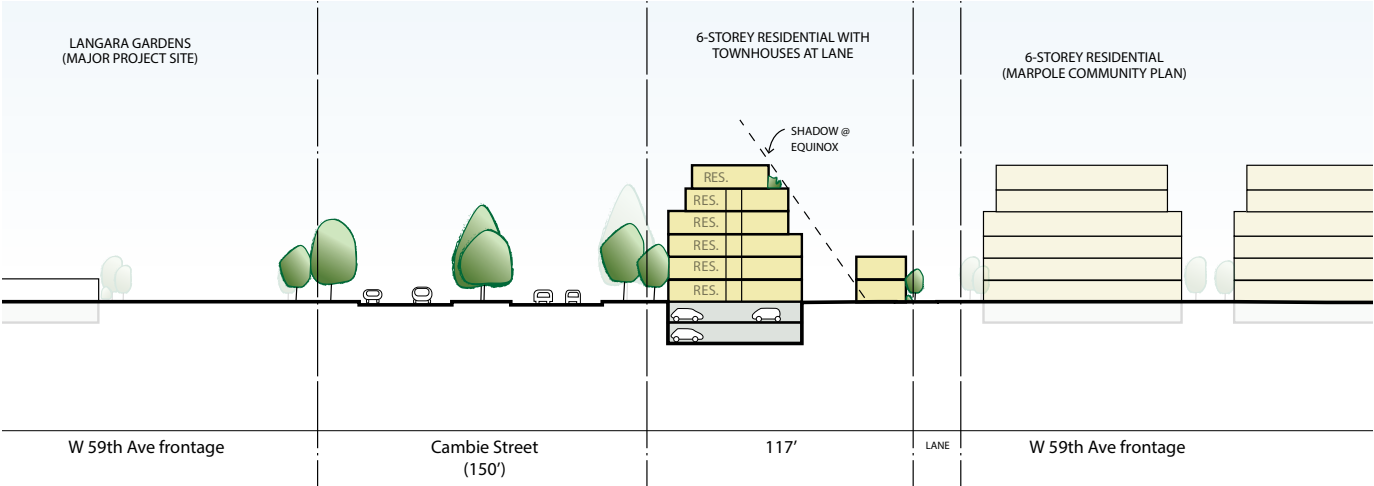
Refer to the Built Form Guidelines (Chapter 5) for more information.



Apartment (up to 6 storeys)



*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



Representative Section: Cambie Street between 58th and 59th Avenue

4.5.2 CAMBIE STREET: 59TH-64TH AVENUE

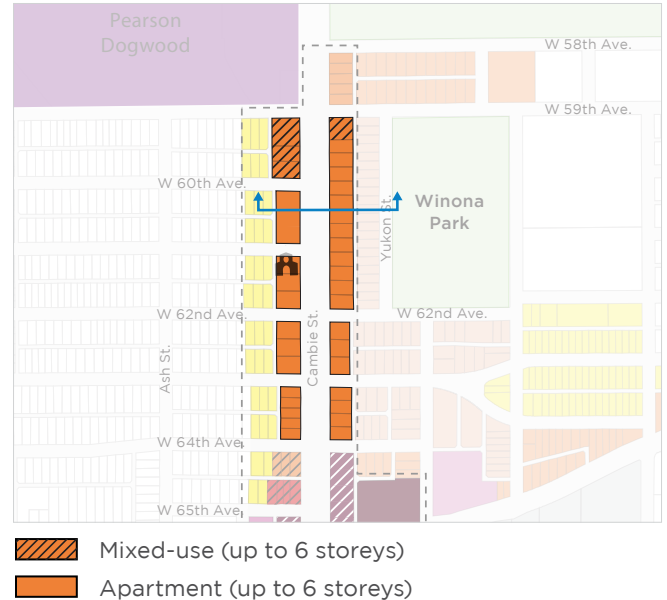
Uses: Varies

Density: 2.0-2.5 or 2.5 - 3.0 FSR* depending on use

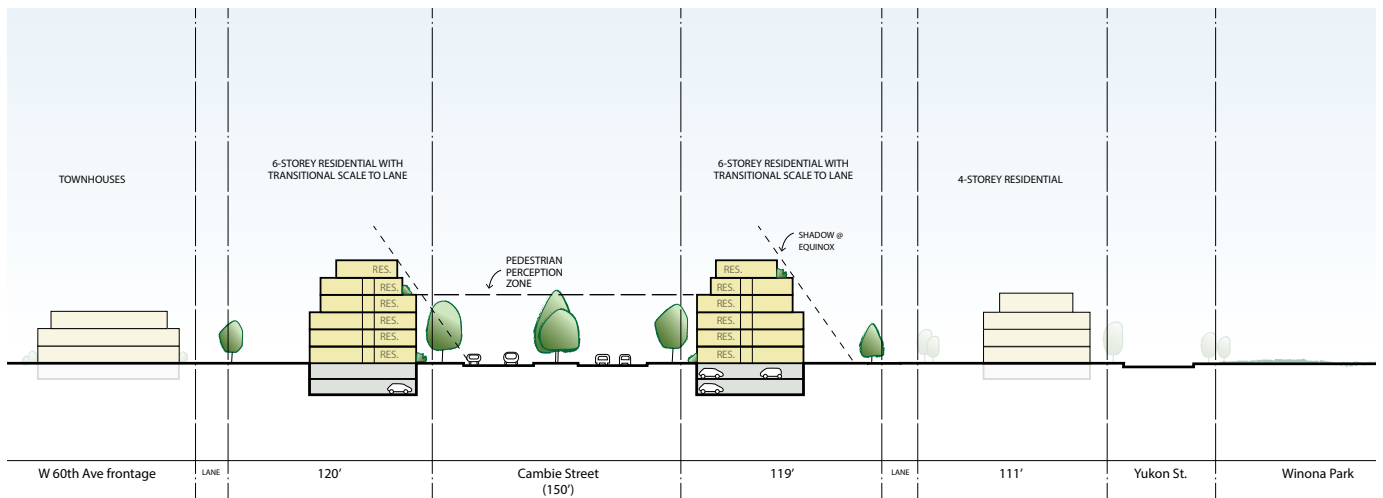
Height: Up to 6 storeys

- Residential buildings will be allowed up to 6 storeys and 2.0 - 2.5 FSR
- Mixed use buildings with active commercial at grade will be allowed up to 6 storeys and 2.5 - 3.0 FSR
- Above 4 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.). See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.



*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



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

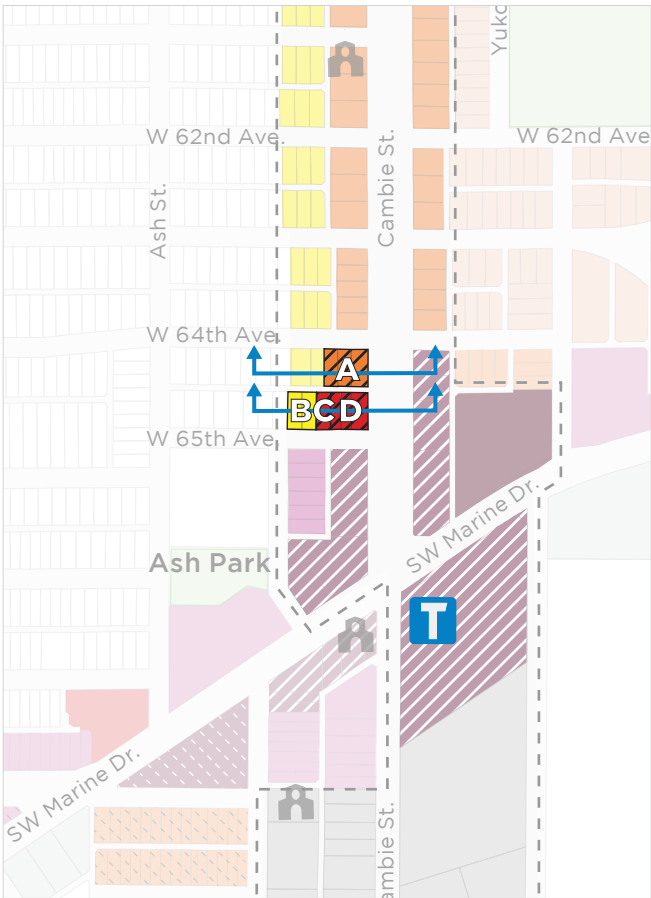
4.5.3 CAMBIE STREET: 64TH-65TH AVENUE




Uses: Mixed-use
Density: 2.5 FSR* (up to 1.2 FSR for B)
Height: Up to 6 storeys (up to 8 storeys at 65th)
(up to 3 storeys for B)

- Residential at grade will be considered for consolidation B and active commercial at grade will be required at grade for consolidations A, C and D with ground-floor space designed to accommodate a variety of future uses, including retail (i.e., higher ceilings)
 - Above 4 storeys, upper floors will be stepped back from Cambie Street
 - An increase in height up to 8 storeys adjacent to 65th Avenue will be considered to achieve a north-south lane connection in alignment with the lane to the south of 65th Avenue
 - Closure of the east-west lane connecting to Cambie Street, and integration into the site assemblies, will be required to ensure a continuous streetwall for the length of the block
 - Larger consolidations are encouraged; however, the following minimum consolidations are required:
 - Consolidation A: 522, 518, 512 64th Avenue
 - Consolidation B 541, 537, 533 65th Avenue**
 - Consolidation D: 533, 529, 519, 511 65th Avenue**
- **Property C - 533 65th Avenue must be part of Consolidation D with the remaining portion west of the new lane as part of Consolidation B.
- Should Consolidation B proceed prior to D, the lane would be required at that time

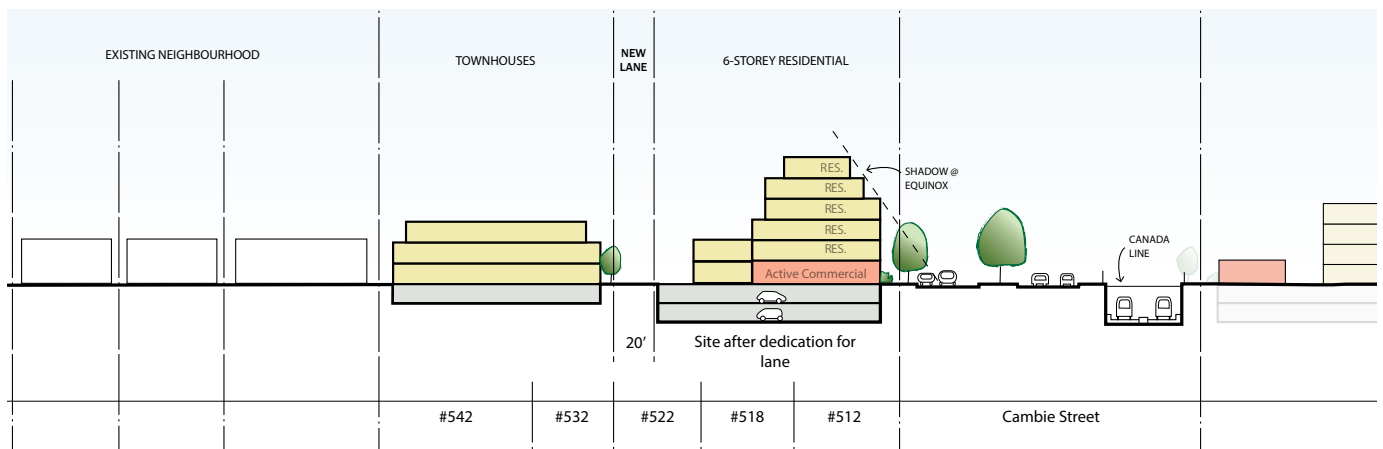
- Assemblies will retain the proposed density of up to 2.5 FSR for the gross site assembly prior to lane dedications
- Building stepping at the lane should follow C-2 form of development
- Consolidation B will follow a townhouse form of development and guidance consistent with Section 4.5.4 (Townhouses)
- Development proposals will include required public realm features (i.e., street trees, landscaped setbacks, etc.). See Cambie Corridor Public Realm Plan

Refer to Built Form Guidelines (Chapter 5) for more information.

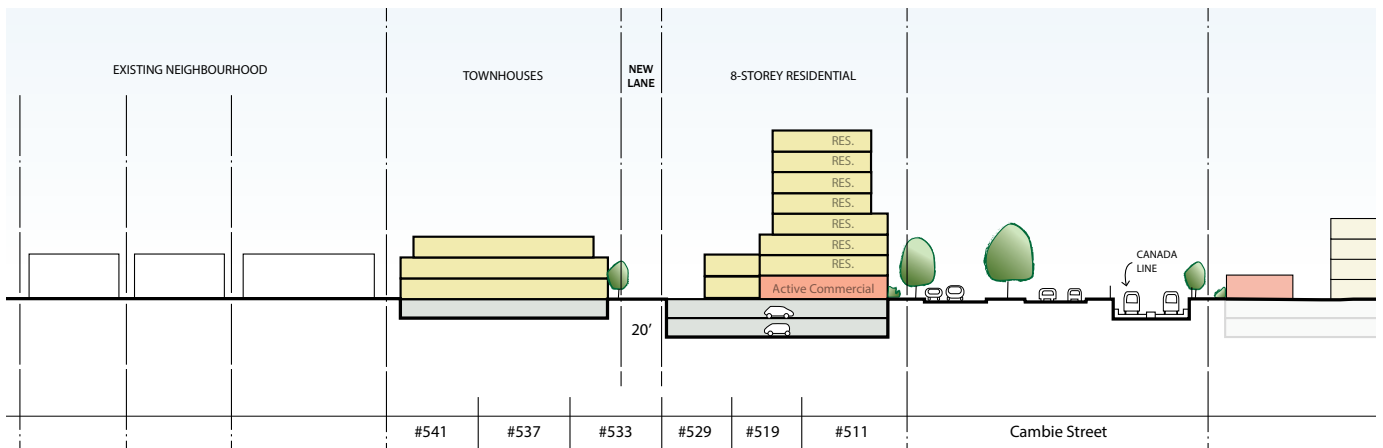


-  Mixed-use (up to 8 storeys)
-  Mixed-use (up to 6 storeys)
-  Townhouse

*The suggested FSR range is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the FSR range. More information is provided in Chapter 5



Representative Section: 64th Avenue between mid-block and Cambie Street



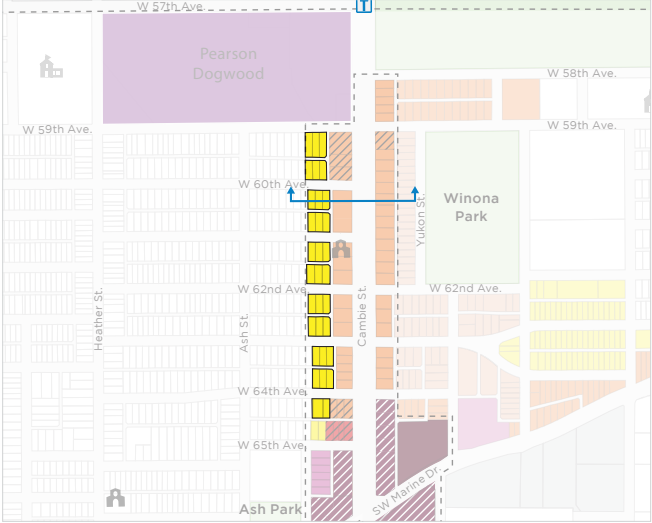
Representative Section: 65th Avenue between mid-block and Cambie Street

4.5.4 TOWNHOUSES

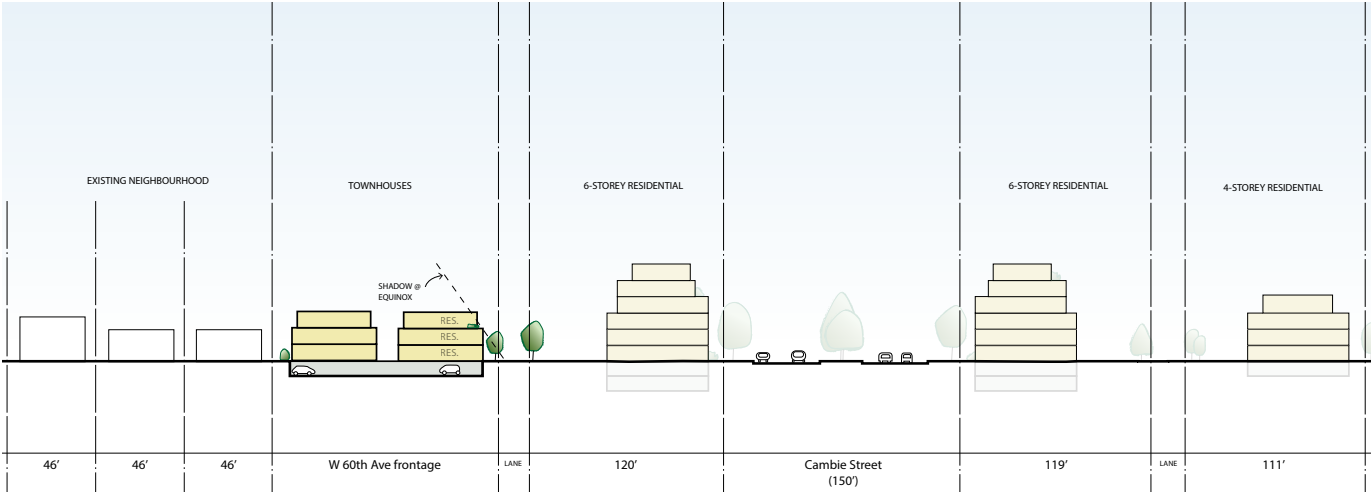
Uses:	Residential
Density:	Up to 1.20 FSR
Height:	Up to 3 storeys*

- Townhouses can be stacked, back-to-back, or side-by-side. Units will generally be arranged along the street and the lane around a courtyard
- A portion of smaller townhouse units will be required
- Lock-off units, which may be rented, are permitted and encouraged
- Smaller ground-oriented housing types, such as triplexes and duplexes, are allowed on individual sites
- Development proposals will include required public realm features. See Cambie Corridor Public Realm Plan
- For built form guidelines refer to townhouse zone and associated design guidelines at the time of implementation
- Refer to Chapter 14 (Implementation) for further details

*On sites of sufficient size, townhouses will be allowed up to 3 storeys at the street and up to 2 and a partial third storey at the lane.



Townhouse



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

4.5.5 MARINE LANDING

Sub-area character

Marine Landing is the southernmost node in the Corridor. Focused around Marine Drive Station and stretching to the Fraser River, Marine Landing functions as a key entranceway to the City of Vancouver. Over time, Marine Landing will evolve into a vibrant urban hub with a mix of retail, residential, and industrial uses.

Buildings at the intersection of Marine Drive and Cambie Street are expected to take the form of high-rise towers, 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, townhouses and mid-rise buildings will serve as transitions to the surrounding neighbourhoods.

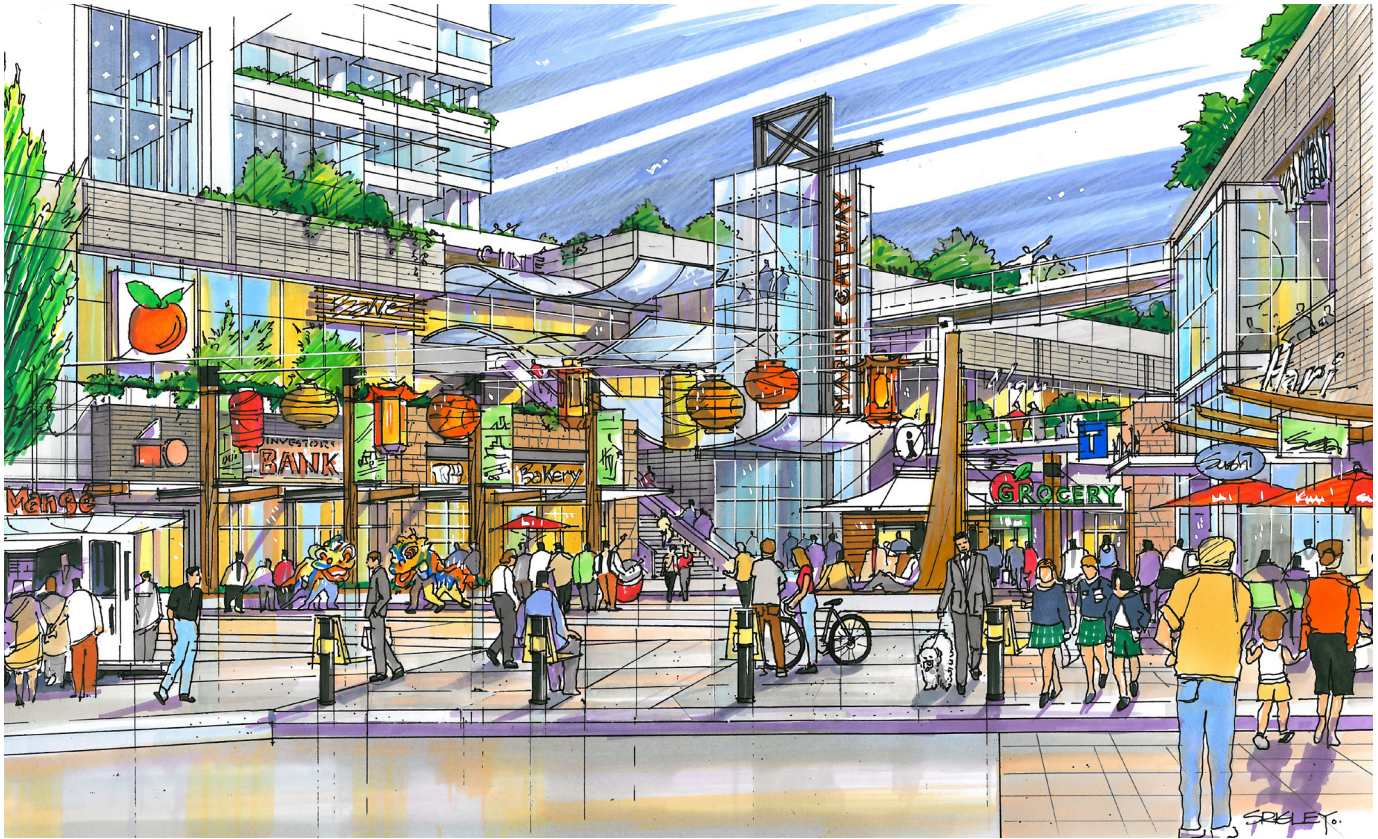
Marine Landing will:

- Create a social heart and focused hub at the southern tip of the Corridor with a mix of uses, spaces, and residents
- Become a locally authentic area in the city, with buildings that reflect the area's context, character, and history
- Function as a place of welcome to the city

This section provides policy and direction to ensure Marine Landing grows into a highly livable urban area.

Refer to Marine Landing Policy Updates (2021) for intensive employment sites, built form principles, a new public realm plan, and updated transportation priorities for 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 Cambie Street looking south to the Mixed Employment area

Placemaking in the public realm

Recognizing that the Marine Landing area is part of the larger idea of the Cambie Corridor and Marpole neighbourhood, this section provides greater detail on directions to guide the evolution of the public realm. Refer to the Marine Landing Policy Updates (2021) for updated built form principles, a new public realm plan, and updated transportation priorities.

The following directions will apply:

A focused hub

- Focus intensity and activity at a vibrant central neighbourhood at the Marine Drive and Cambie Street intersection, bringing more people close to shopping, community services, and transit
- Create a social heart (focused at Marine Drive and Cambie Street) 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

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 Drive and Cambie Street
- 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 Street
- 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

Towards the river

- Provide a direct walking/cycling 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

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 (northwest corner, adjacent to Ash Park and on the Marine Gardens site)
- Affordable housing—see Chapter 7 (Housing)
- Contributions to new and improved community facilities (i.e., Marpole Library, Marpole Oakridge Community Centre renewal, Marpole Place renewal)
- Non-profit space

Marine Landing principles

The following will guide the built form and programs of the key sites 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 Street and Marine Drive.

4. Slimness and vertical emphasis

Tower forms at 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

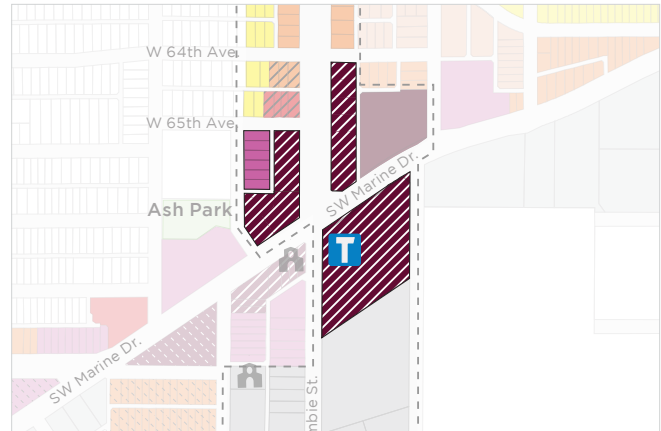
Within the overall pattern of the station area intersection, there is a general hierarchy of height and density associated with the four corners, starting at the southeast corner of the intersection where the station is located and moving counterclockwise in descending order.

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 should be avoided.

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.



Sites where the Marine Landing urban design principles will apply

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 provide urban design detail and can be altered to improve design performance in conjunction with community concern.

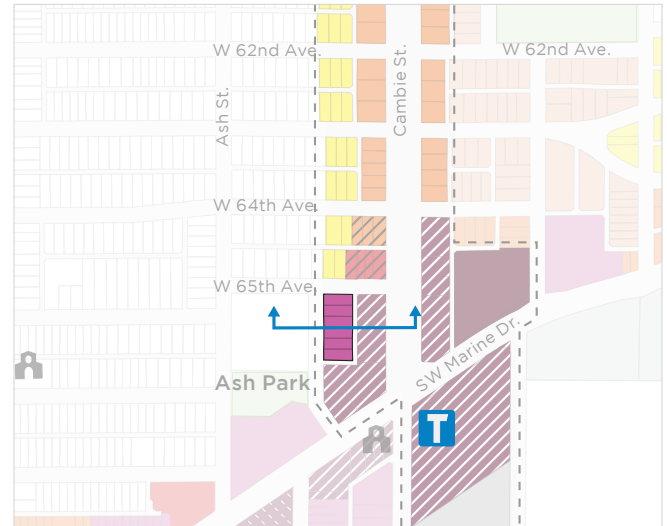
4.5.5.1 LORD STREET: 65TH AVENUE SOUTH TO LANE

Uses: Residential

Density: Up to 2.0, 2.5 or 3.5 FSR depending on site assembly and affordable housing requirements*

Height: Up to 4 storeys, 6 storeys or 12 storeys depending on site assembly and affordable housing requirements

- Residential buildings will be allowed up to 4 storeys and 2.0 FSR for strata apartments
- Residential buildings will be allowed up to 6 storeys and 2.5 FSR with the provision of 100% secured rental
- Residential buildings will be allowed up to 12 storeys and 3.5 FSR when 100% of the residential floor area is secured rental with a minimum of 20% provided as below-market rental
- Guidelines for 4- and 6-storey buildings are provided in Chapter 5: Built Form Guidelines
- Full block consolidations are encouraged
- One taller mid-rise building up to 12 storeys will be considered, located approximately mid-block and with a podium width not exceeding 48.8 m (160 ft)
- Shadows on neighbouring school site as well as the properties on the north of 65th Avenue should be minimized
- The taller mid-rise building should not further shadow the Laurier Annex School site
- Floor plates above the podium level should not exceed an average of 603.9 sq. m (6,500 sq. ft) and should meet minimum tower separation requirements of 80 ft

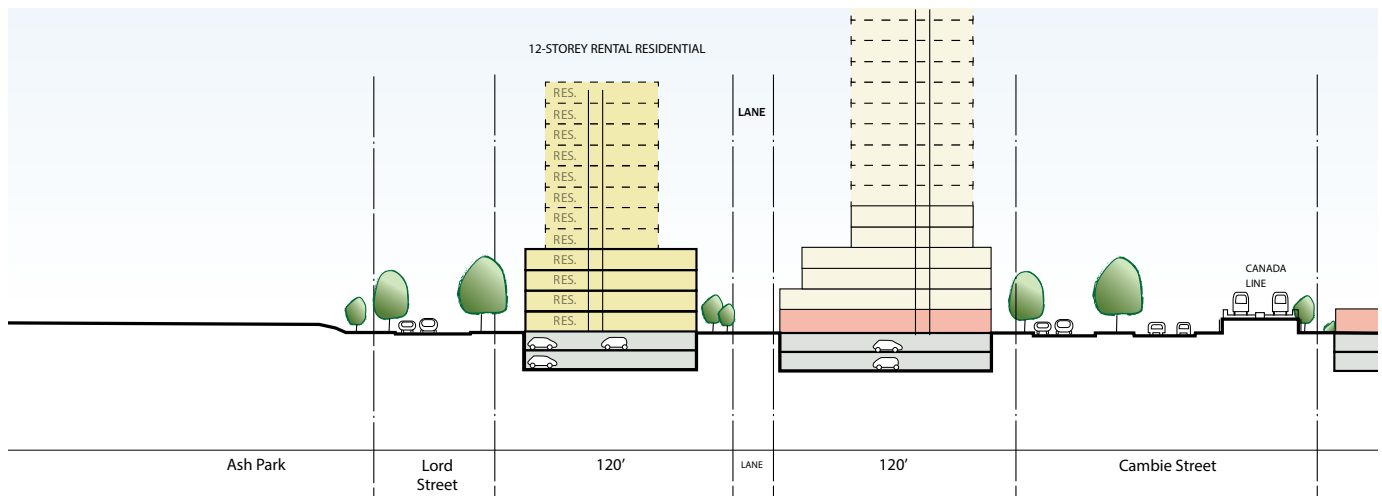


Apartment (up to 4 storeys strata / 6 storeys rental; up to 12 storeys with rental and consolidation requirement)

- Development proposals will include public realm features (e.g., street trees, landscaped setbacks, etc.). See Cambie Corridor Public Realm Plan

Refer to the Built Form Guidelines (Chapter 5) for more information.

*The suggested FSR is an estimate based on intended urban design performance. The development potential for each site may fall at or below the FSR. Sites delivering social or below-market rental housing may fall above the given FSR.



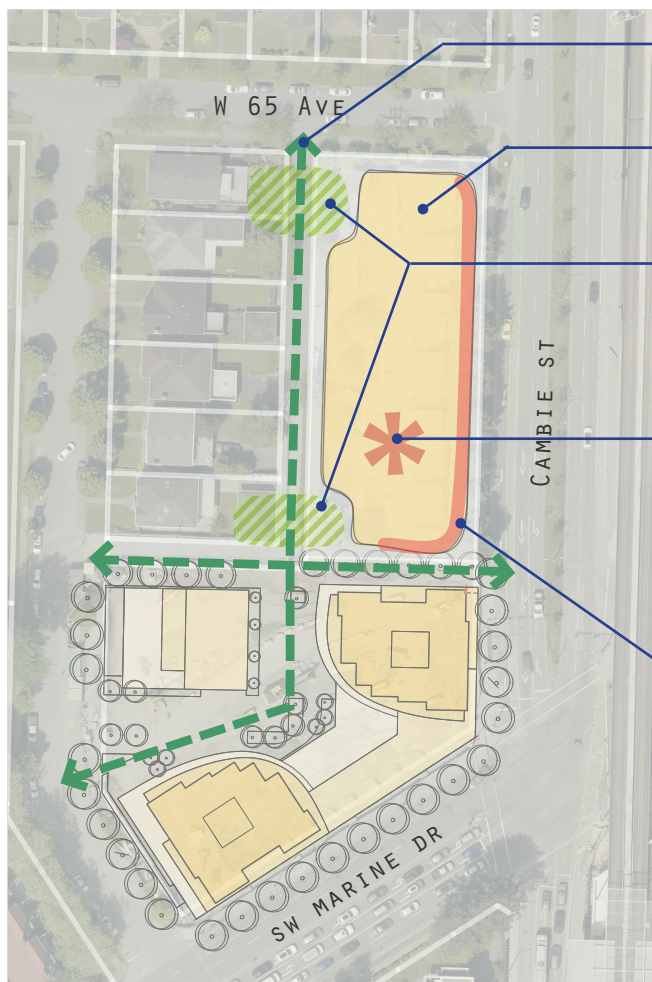
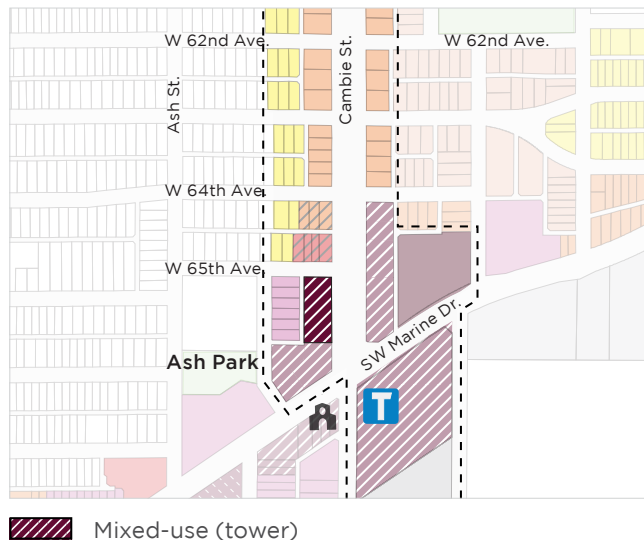
Representative Section: Lord Street between 65th Avenue and Marine Drive

4.5.5.2 CAMBIE STREET: 8100 BLOCK

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.

Recognizing the site's location adjacent to Marine Drive Station, new development will accommodate a mix of uses and provide an appropriate building transition that responds to the surrounding neighbourhood context.

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.



Pedestrian connections

Building design should support an active pedestrian connection along the lanes.

Mix of uses

While residential use is permitted, encourage a mix of transit-supportive uses including institutional, service, medical, and retail.

Public open spaces

Integrate small on-site public plazas to serve as gathering and socializing spaces that help activate the active pedestrian link and lane. Ensure frontage improvements provide an enhanced pedestrian experience, as generally guided by the Cambie Corridor Public Realm Plan.

Tower element

Concentrate building height towards the south of the site to provide an appropriate transition. Specific building heights will be evaluated through the rezoning process in consideration of factors such as adjacent context, the Marine Landing Principles, overall site design, and amenity provision.

Active hub

Animate the Cambie Street frontage with active commercial and other active spaces at grade. Frontages should create a strong relationship with surrounding sidewalks and pedestrian connections.

Community facilities

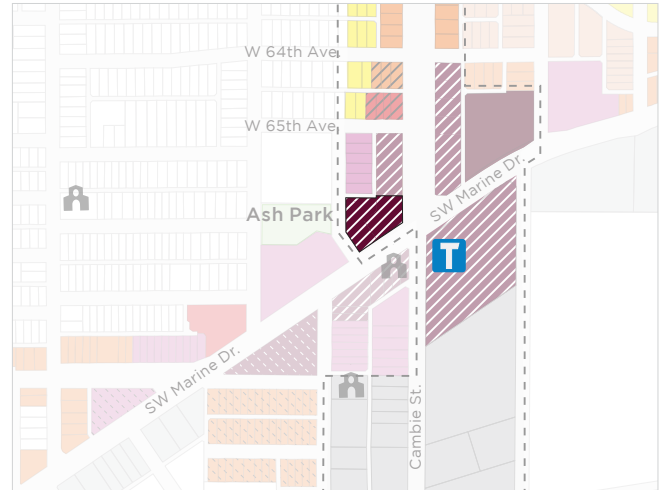
Explore opportunities to integrate a community-supporting facility on site, if feasible (e.g., childcare, seniors day centre).

Conceptual Site Diagram

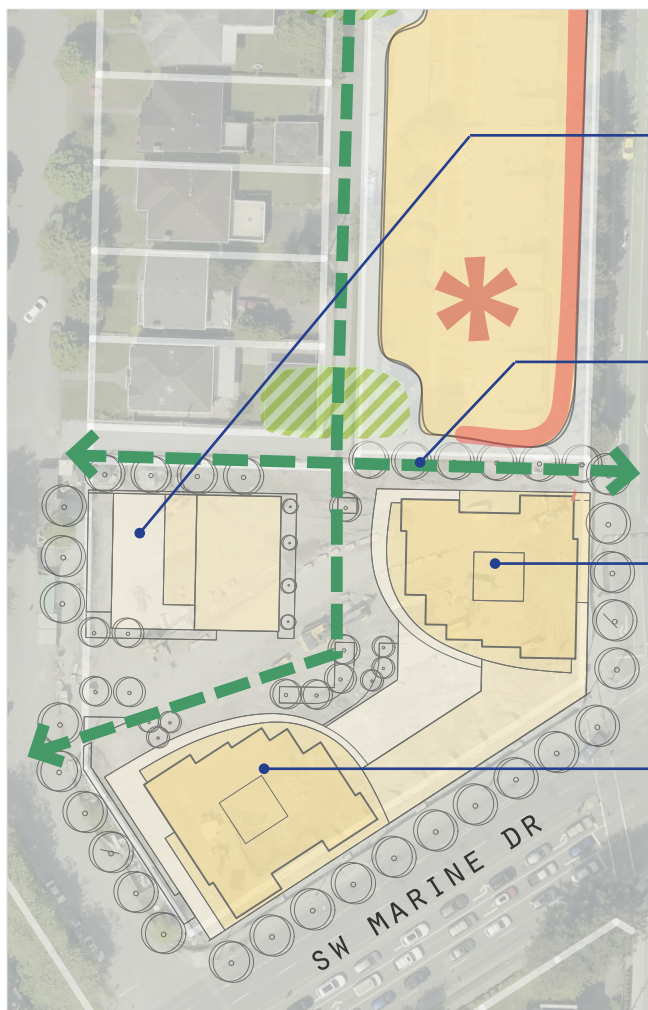
4.5.5.3 CAMBIE AND MARINE INTERSECTION SITE: NORTHWEST CORNER (8175 CAMBIE STREET)

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 Street and Marine Drive 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.



 Mixed-use (tower)



Conceptual Site Diagram

Low-rise

Low-rise building facing Ash Park.

Community facilities

Daycare/community facilities facing and integrated into Ash Park.

Pedestrian mews

Connecting Ash Park to Cambie Street.

Residential tower

Tower height should not exceed 86.9 m (285 ft)*

Floor plate should not exceed 585.3 sq. m (6,300 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.

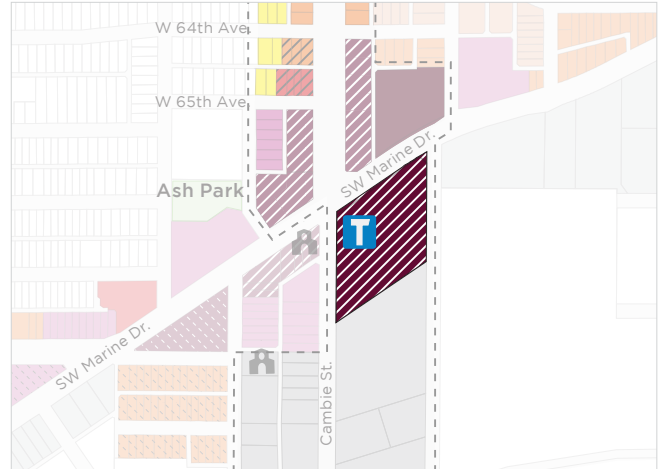
* measured from Marine Drive to top of uppermost floor, excluding mechanical penthouses.

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

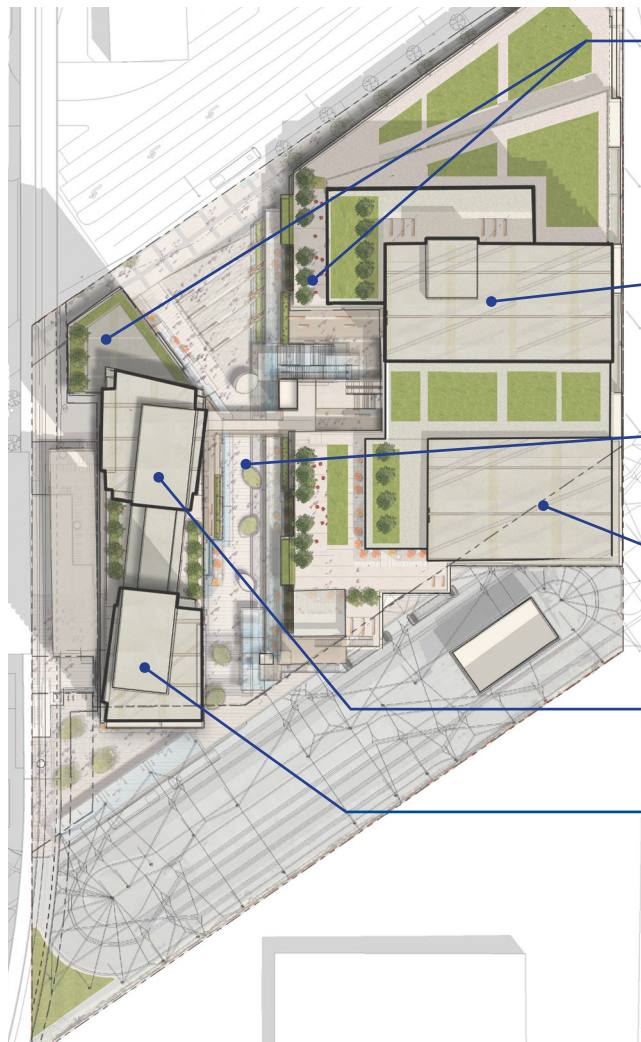
4.5.5.4 CAMBIE AND MARINE INTERSECTION SITE: SOUTHEAST CORNER (8430 CAMBIE STREET)

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 Street and Marine Drive 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.



 Mixed-use (tower)



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 northwest 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.

Commercial building

Tower form to optimize job space. Includes ground-floor retail, and office space. Height should not exceed 70.1 m (230 ft)*
Office floor plate expected to be approximately 1,951 sq. m (21,000 sq. ft).

Pedestrian mall

A highly animated at-grade 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.

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 floor.

Residential tower

Tower height should not exceed 102.1 m (335 ft)*
Floor plate should be between 501.7–511.0 sq. m (5,400–5,500 sq. ft)**

Residential tower

Tower height should not exceed 77.7 m (255 ft)
Floor plate should be between 501.7–511.0 sq. m (5,400–5,500 sq. ft)**

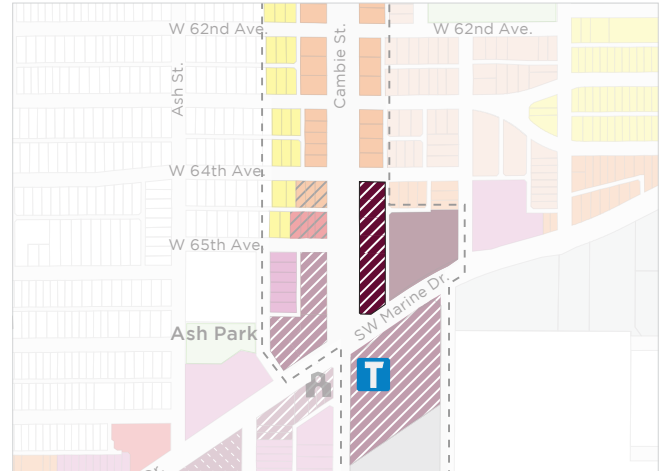
* measured from Marine Drive to top of uppermost floor, excluding mechanical penthouses.

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

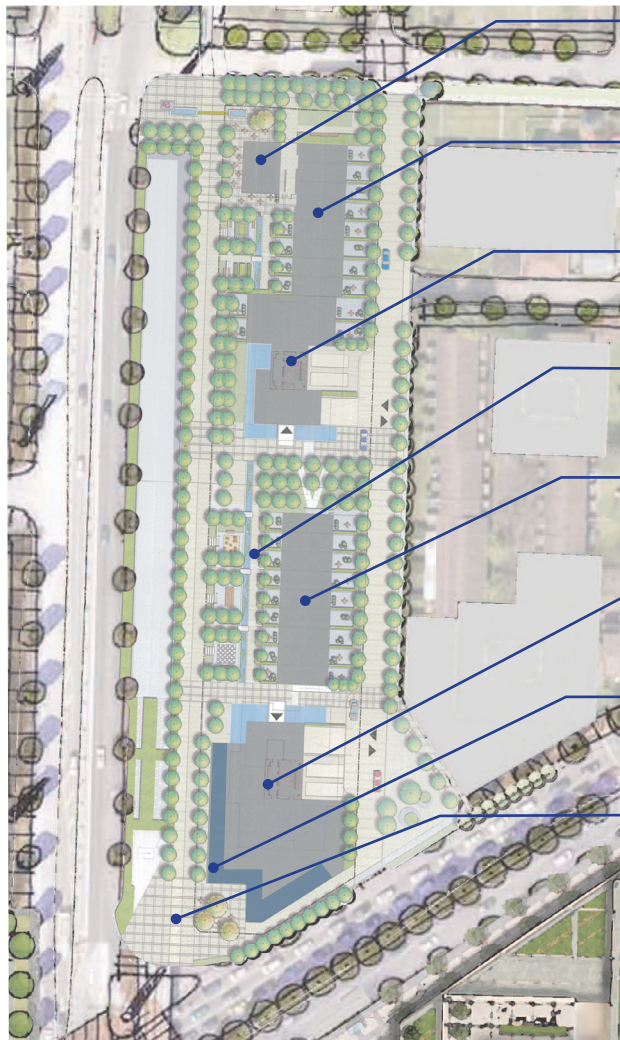
Site Plan

4.5.5.5 CAMBIE AND MARINE INTERSECTION-SITE: NORTHEAST 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.



 Mixed-use (tower)



Retail units

Café or community meeting place.

Live/work units

Ground-oriented, live/work units (generally 4 storeys).

Residential tower

Tower height should not exceed 71.7 m (235 ft)*

Floor plate should not exceed 585.3 sq. m (6,300 sq. ft)**

Urban rooms

Providing activity and interaction.

Live/work units

Ground-oriented, live/work units (generally 4 storeys).

Residential tower

Tower height should not exceed 86.9 m (285 ft)*

Floor plate should not exceed 585.3 sq. m (6,300 sq. ft)**

Commercial podium

Includes small-scale, at-grade retail that supports a vibrant pedestrian experience.

Plaza

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

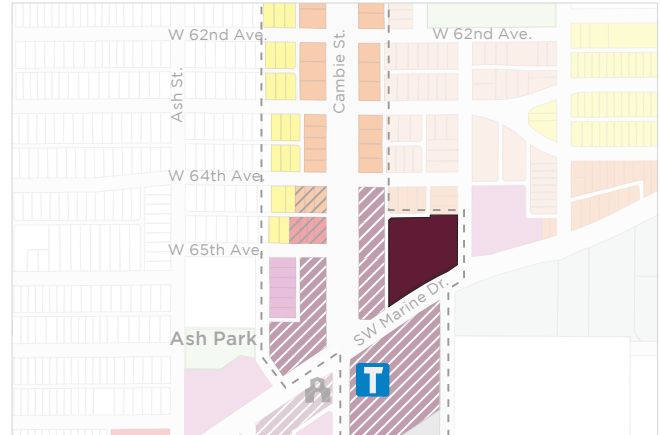
* measured from Marine Drive to top of uppermost floor, excluding mechanical penthouses.

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

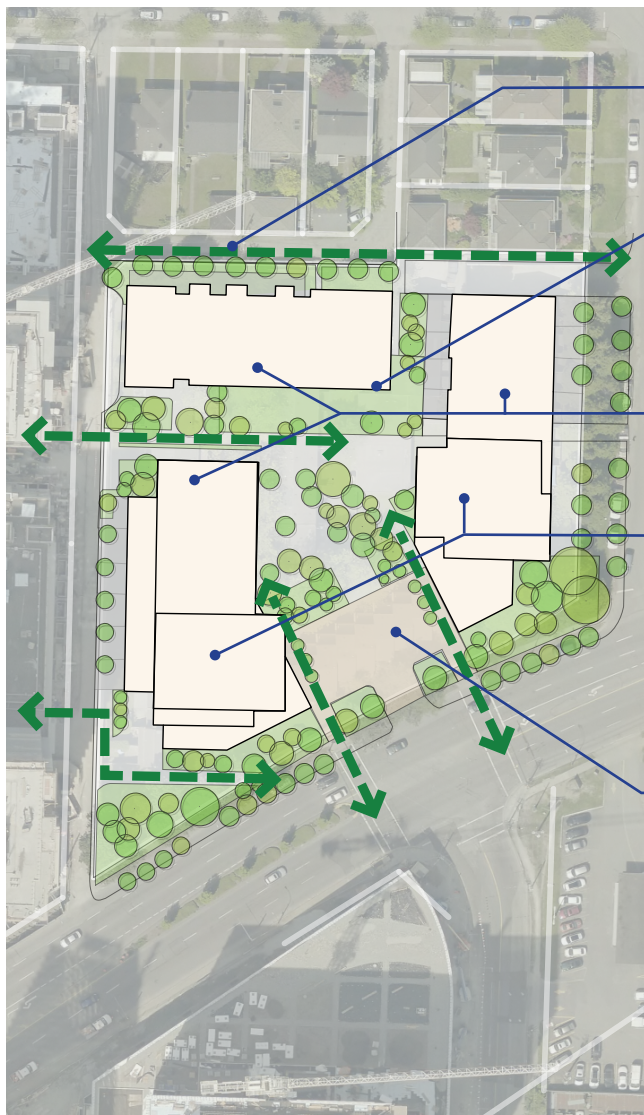
4.5.5.6445 MARINE DRIVE (MARINE GARDENS)

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.

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.



 Apartment (tower)



Pedestrian access

Pedestrian connections through the site, connecting Cambie Street to Nunavut Lane and integrating with pedestrian connections on adjacent site.

Community facilities

Childcare facility at grade and integrated into interior of site.

Mid-rise buildings

Mid-rise buildings framing exterior of site and providing appropriate transitions to surrounding area.

Residential towers

Concentrate building height towards the south of the site, with highest tower element at the southwest corner.

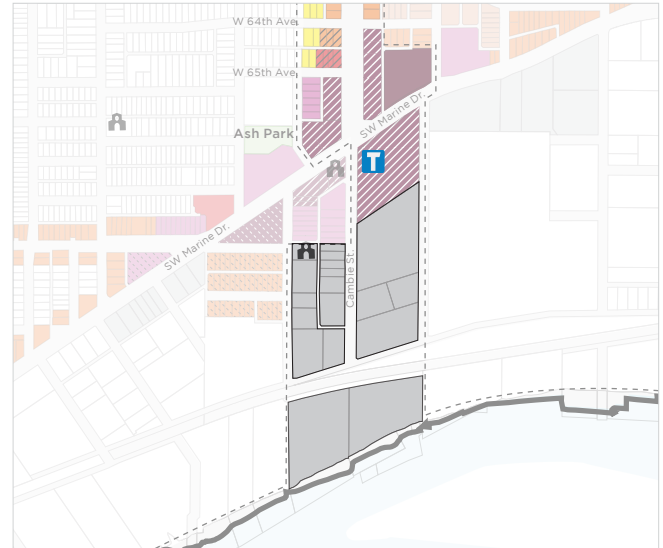
Plaza

Entry plaza with design elements that respond to Marine Drive and adjacent sites

4.5.5.7 INTENSIVE EMPLOYMENT ZONE

The intent for these properties is to encourage high-intensity employment uses such as office or institutional uses that are transit-trip generating, while continuing to permit traditional industrial use. Other non-industrial uses, including large format, may be supported only in combination with high-intensity employment uses.

- FSR: Approximately 4.5 FSR subject to provision of multi-level light industrial floor area, in compliance with the height and density provisions in the Marine Landing Policy Updates.
- Employment uses that are transit-trip generating are encouraged (e.g., office, community college)
- Residential use is not permitted
- Large floor plates are permitted to accommodate a variety of employment uses
- Visual interest and transparent treatment required at street-facing elevations
- Vehicle access points must balance pedestrian and cyclist safety with site function
- Provide mid-block and through-site connections to Canada Line station for walking and cycling
- Other industrial area zoning and policies to remain unchanged
- To preserve space for intensive employment uses, mini-storage and self-storage uses are prohibited
- Large format and non-industrial uses larger than 1,858 sq. m (20,000 sq. ft.), including grocery and drug store, not supported unless in combination with high-intensity transit-trip generating job uses (e.g., retail at grade with office use above). Grocery or drug store, larger than 1,858 sq. m (20,000 sq. ft.), may be considered only in a location fronting on SW Marine Drive, with a supporting Retail Impact Analysis for grocery store use (as specified in the Marpole Community Plan). The terms of reference for the analysis will be determined by staff, and conducted by an independent consultant at the cost of the proponent. Proposals which increase the variety of retail business in the area are encouraged. Those that reduce competition or those which could lead to store closures in the trade area are discouraged.
- Office use and other transit-supportive uses such as community colleges are encouraged in the area. They may be supported by retail use at the ground floor. To achieve a vibrant employment area, retail uses may be supported, up to approximately 33% of the proposed floor area, and located on the ground floor.



Intensive employment



Broadway Tech Centre

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05 BUILT FORM GUIDELINES



05 | BUILT FORM GUIDELINES

The following built form guidelines are meant to provide guidance for new development in the Corridor. Additional guidelines specific to Marine Landing sub-area can be found in Section 4.5.5. Specific requirements related to public realm conditions (e.g., specific building and landscaped setback requirements) are provided in the Cambie Corridor Public Realm Plan.

The guidelines are organized in the following way:

- 5.1 Residential buildings on arterials: Mid-rise
- 5.2 Mixed-use buildings on arterials: 4 to 22 storeys
- 5.3 MTC commercial core: Cambie 39th to 45th
- 5.4 Residential buildings off arterial: Mid-rise
- 5.5 High density buildings: MTC

For Intensive Employment Sites, refer to the Marine Landing Policy Updates (2021) for built form guidelines in Marine Landing

Guidelines for each building type addresses street and lane interface.

It is anticipated that areas identified in this Plan for townhouses will be rezoned by the City to RM-8A or RM-8AN, in coordination with utility infrastructure upgrades. In the interim, privately-initiated rezoning applications for townhouse areas may be submitted to rezone to RM-8A or RM-8AN; the built form will be determined by the corresponding RM-8A/RM-8AN District Schedules and Guidelines. Refer to Chapter 14 (Implementation) for further information.

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 11.2 (Low- & Zero-Emission Buildings) of this plan and the City's Green Building and Green Rezoning Policies.

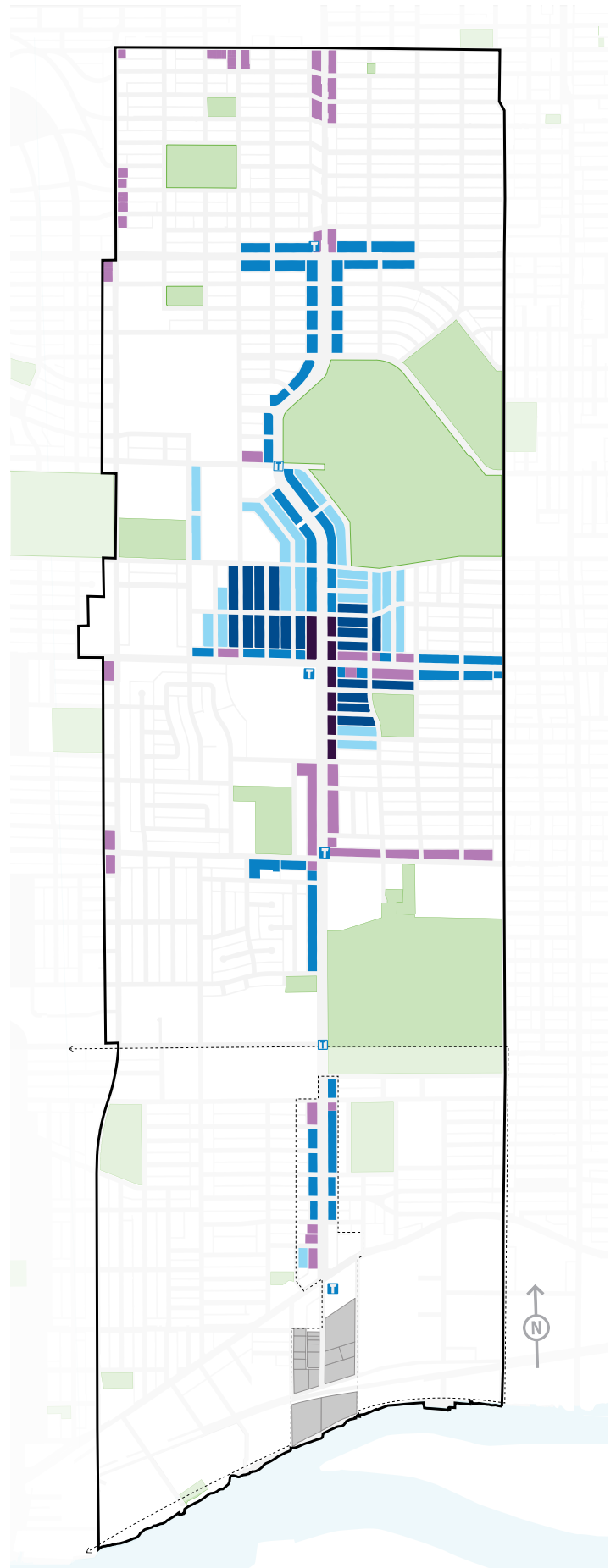


Figure 5.1: Built form guideline areas

5.1 RESIDENTIAL BUILDINGS ON ARTERIALS: MID-RISE

Vision

Mid-rise residential buildings form a spine accommodating growth along key arterials. These mid-rise forms provide a new streetwall typology in the city, framing the arterials and supporting increased residential density.

Building Height

The building height for the Corridor varies depending on location, character of areas, and scale of adjacent neighbourhoods; however, it is predominantly 6 storeys in height. Refer to Chapter 4 (Neighbourhoods) for specific height requirements.

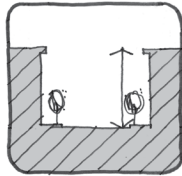


Figure 5.2: 6 storey arterial building

- 5.1.1 An additional partial storey may be permitted for common rooftop amenity spaces if contiguous with common outdoor amenity space. Additional height should be stepped back from all building edges to minimize the appearance from ground level. Building construction methods must be considered to enable this opportunity.
- 5.1.2 Common or private outdoor space may be located on the rooftop of lane buildings.

Building Frontage

The length of a building impacts the character and feel of the street. Residential buildings should be limited in length, both real and perceived, to allow for sunlight, views, and a general feeling of “openness”. Connecting elements such as walls, bridges, glazed lobbies, and atria between buildings should be avoided.

- 5.1.3 In general, a maximum building frontage of 45.7 m (150 ft) is desired.
- 5.1.4 In special circumstances, including sites between 29th and 33rd Avenue around Queen Elizabeth Park, a narrower frontage is appropriate. In these cases, a maximum building frontage of 36.6 m (120 ft) is desired to maximize views through and past buildings in recognition of the significance of Queen Elizabeth Park.
- 5.1.5 In order to balance sensitive transitions to evolving neighbourhoods, laneway buildings should provide additional breaks creating a better relationship with buildings across the lane. As the size of redevelopment lots will vary, the laneway buildings frontage will ultimately be a factor of site width.
- 5.1.6 Generally for lane buildings, a maximum building

frontage of 24.4 m (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).

- 5.1.7 Special consideration should be given to corner sites or sites that flank public spaces, whether park, plaza, or mid-block connection, to ensure an engaging building face is established.
- 5.1.8 On sites with multiple buildings along the street, provide a minimum separation of 7.3 m (24 ft) between buildings. Buildings should meet the minimum separation to provide for neighbourly relationships with adjacent units, access to views and daylight.
- 5.1.9 Portions of the building may provide greater separation to improve unit privacy, improve usability of outdoor space, or to address special site condition or urban design context.

Building Yards and 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.

- 5.1.10 Building setbacks should accommodate the desired streetscape condition. For residential areas, frontyard setbacks should range in depth from 3.0–4.6 m (10–15 ft) from the ultimate property line. Some dedications may be required to accommodate public realm improvements.
- 5.1.11 Sideyard setbacks should range from 2.4–3.7 m (8–12 ft) from the property line.

5.1.12 Where active links are required, a minimum 4.6 m (15 ft) setback from property line is required to provide half of the active link and should include a portion—typically 2.4 m (8 ft)—of patio space or soft landscape with the remaining space designated for pedestrian passage.

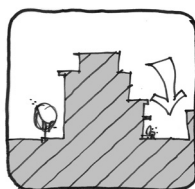
- On larger sites, a 9.1 m (30 ft) setback may be required to achieve the full active link.
- A portion of the active link will be secured as a statutory right-of-way.

5.1.13 Lane buildings should have a minimum rear yard setback of 1.8 m (6 ft) to allow for edge elements such as landscaping.

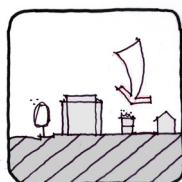
Lot Depth and Lane Buildings

Where feasible and where lot depth dimensions allow (i.e., ≥ 39.6 m / 130 ft depth), 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.

Lanes present a unique opportunity as additional and alternate routes for pedestrians. Smaller, 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 appropriately based on their intended role within the neighbourhood's public realm, while at the same time ensuring they still support the necessary functions of lanes, including utility servicing and waste removal.



5.1.14 Buildings designed with a row of dwelling units located on either side of a straight corridor ("double-loaded corridor") should not exceed approximately 21.3 m (70 ft) in depth (excluding balconies) to ensure adequate provision of natural light and ventilation into the dwelling units

5.1.15 On lots greater than 39.6 m (130 ft) in depth, lanes should be edged with smaller scale residential buildings.

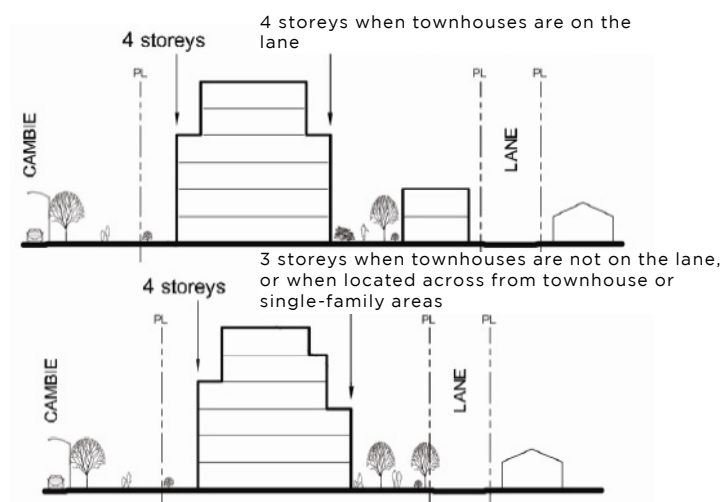


Figure 5.3: Building stepping in relation to lane buildings

5.1.16 Laneway dwelling units may be up to 2.5 storeys in height and should have windows and decks located to respect privacy of adjacent buildings.

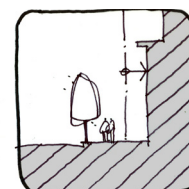
5.1.17 Laneway dwelling units should be greater in depth than width to create the appearance of individual units fronting the lane.

5.1.18 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 7.3 m (24 ft) depth is suggested free of encroachments (e.g., balconies, roof overhangs, etc) or external stairs.

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

Building Step Backs and Streetwall

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



5.1.19 In general, provide a notable step back from the street and sideyard above the 3rd or 4th storeys (see Chapter 4 for applicable neighbourhood guidance) of 2.4–3.7 m (8–12 ft) to reduce the overall building massing. Taller buildings should have a similar step back; however, the overall composition of the building needs to be considered.

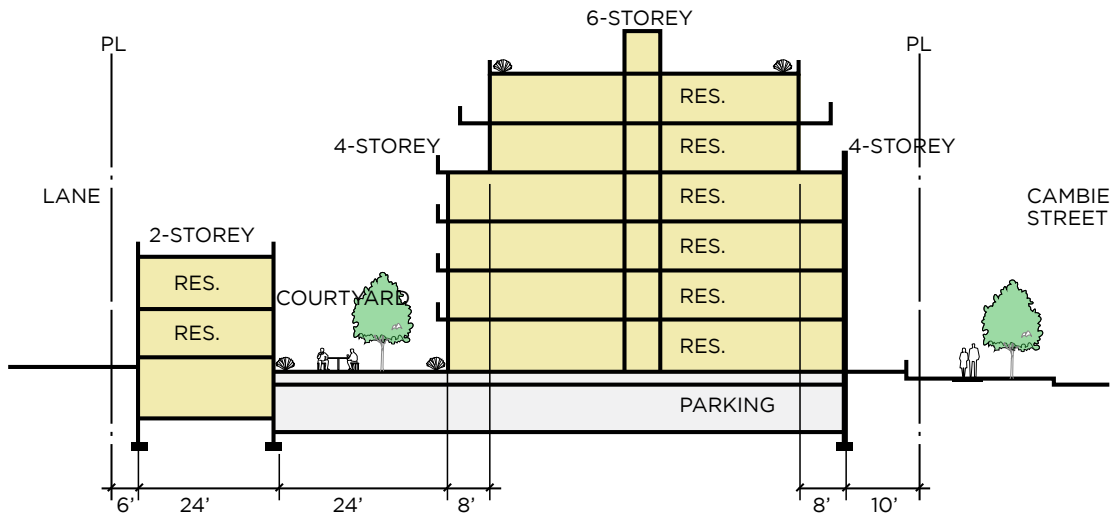


Figure 5.4A: Representative section of 6-storey form with laneway building and courtyard (typical form for developments with lot depths of 130 ft or greater, per Section 5.1.21)

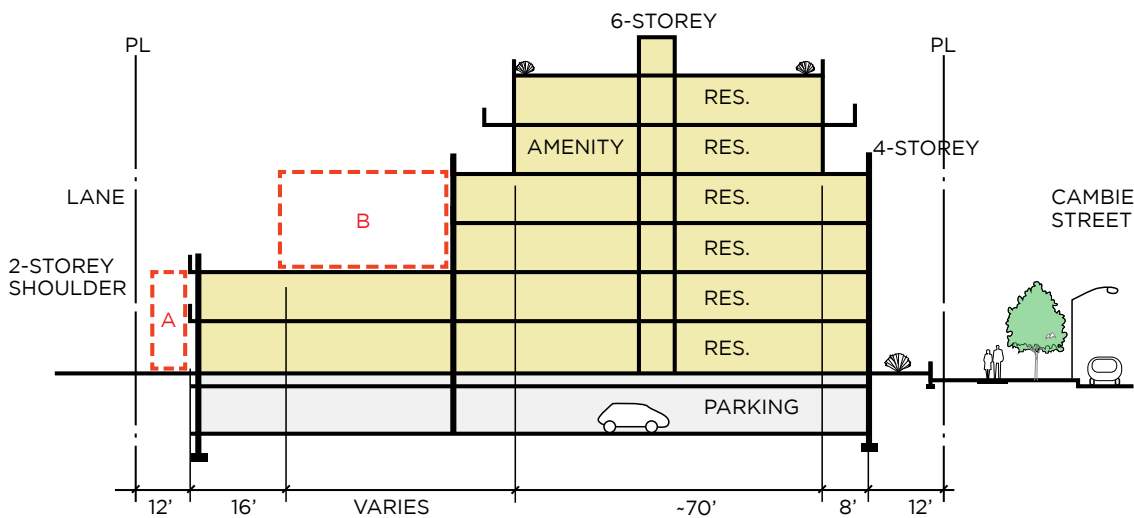


Figure 5.4B: Representative section of 6-storey flanking building form (applies to single lot conditions and corner sites, per Section 5.1.21)

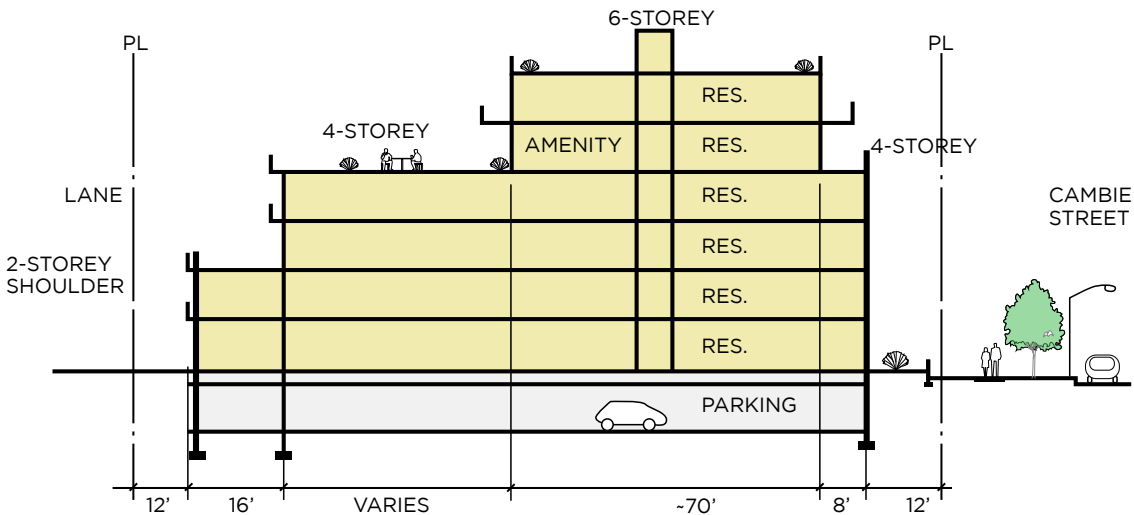


Figure 5.4C: Representative section of 6-storey flanking building form with additional height (applies to corner sites at northern ends of blocks, per Section 5.1.21)



Figure 5.5: Laneway buildings with individual entrances

5.1.20 Buildings should step back at the rear, reducing the scale of the building towards the lane and should minimize the amount of shadow cast onto adjacent properties. Stepping should occur above the 3rd or 4th storey depending on the building type across the lane and the presence of laneway buildings.

5.1.21 In general, developments with laneway buildings should provide a building massing with a courtyard as shown in Figure 5.4A.

Exceptions to this will be considered for single lot developments or corner lots where a lower portion or “wing” of the building may be extended back toward the rear property line along the flanking street. Alternate forms must be an equal or better built form solution with regards to neighbourliness.

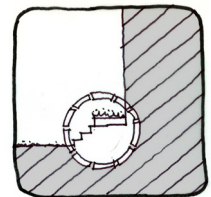
- In single-lot conditions interior to a block, elimination of the courtyard will be considered (Figure 5.4B), but no additional height (Item B on Figure 5.4B) will be considered. Rearyard setbacks (Item A) may be reduced to 1.8 m (6 ft).
- On corner sites, the courtyard form will not be required (Figure 5.4B). Additional height above the 2-storey flank may be considered with the provision of a shadow impact study for adjacent properties (Item B on Figure 5.4B). If there are no shadow impacts to adjacent courtyards, increased height (Item B) may be allowed with an increased rearyard setback (Item A).

- On corner lots at the northern end of a block, increased height of the flanking portion will be considered with an increased rear yard setback of 3.7 m (12 ft) and stepping above the 2nd storey (Figure 5.4C). Building wings should have a 4.9 m (16 ft) step back above the 2nd storey and a second step back above the 4th storey. The step above the 2nd storey may be reduced or eliminated when 4- or 6-storey buildings are located across the lane.
- On lots with less than 39.7 m (130 ft) of depth, that are not flanked by other courtyard forms, similar guidance for stepping and flanking conditions should be followed.
- In all flanking conditions, the uppermost storeys should have a maximum depth of approximately 21.3 m (70 ft), or be relative in depth to existing adjacent buildings to preserve views and ensure continuity between building forms.
- In all conditions, side walls must be carefully screened from adjacent courtyards.

Relationship to Finished Grade

5.1.22 The first floor (depending on existing grade) should be raised approximately 0.9 m (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.



5.1.23 Use of singular landscape retaining walls should be avoided. Use of natural grading and landscaping solutions are preferred.

5.1.24 On sites without townhouse development at the rear, landscape and site design should follow more natural grading. Evidence of the parking garage appearing above grade should be avoided.

5.1.25 Laneway buildings should have a 0.6–1.2 m (2–4 ft) vertical transition in order to create continuity of the public realm while offering privacy to residential units. Walls towards the lane or exaggerated ground floor relationships should be avoided.

Entrances and Aspect

- 5.1.26 To provide visual interest and variation, buildings should include separate units with individual entrances facing the street.
- 5.1.27 Where a more continuous building form is proposed, vertical elements should be included to break down the horizontal scale of the building.
- 5.1.28 Building entrances should be clearly recognizable and appropriately scaled to the street and the neighbourhood context. They provide a point of distinctiveness in the overall streetscape treatment.
- 5.1.29 Lane buildings have a role to activate and animate the lane. Entrances and windows should directly face the lane. Blank or opaque facades should be avoided.
- 5.1.30 On sites without lane buildings, outdoor space should:
 - Provide visual interest from the lane while offering some privacy for residents.
 - Full height, solid fencing and other continuous visual barriers should be avoided allowing filtered views between spaces.
 - Green screens are encouraged to create distinction between the private and public space.
 - Outdoor space beyond ground-oriented unit patios should be used for common amenity and provide easy access to and from the lane.

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.

- 5.1.31 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.
- 5.1.32 Variety is encouraged between buildings to avoid repetition and to create an interesting streetscape environment.
- 5.1.33 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.
- 5.1.34 On buildings with townhouses at grade, the townhouses should be distinguished architecturally from the primary building.

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.

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

Parking

- 5.1.36 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,
- 5.1.37 While the parking structure may be slightly above grade (i.e., 0.9 m / 3 ft) to permit a desirable relationship between the first floor and the finished grade, it should be set back from property edges and incorporated into landscape elements. Continuous parking structures should not be evident above grade.
- 5.1.38 Parking access should be integrated into laneway buildings with units located directly above ramp access (Figure 5.6). Open ramps are discouraged. In cases where laneway buildings are not present, parking ramp should be carefully screened or covered.
- 5.1.39 Parking for laneway buildings will be incorporated within the primary building's parking.
- 5.1.39 A Class A loading space should be accommodated in the lane of all new development to provide accessible short term parking, pick-up and drop-off space. It should be treated with high-quality materials. Additional visitor parking will be required in accordance with the Parking By-law.



Figure 5.6: Parking ramp integrated into lane buildings

5.2 MIXED-USE BUILDINGS ON ARTERIALS: 4 TO 22 STOREYS

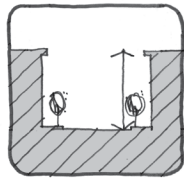
Vision

Mixed-use buildings play a key role in providing shops and services to Corridor residents. Arterial sites provide opportunities for greater height and density associated with these retail areas. These areas should provide an appropriate street scale and continuous street enclosure and pedestrian interest.

In addition mixed-use nodes located on Oak Street are key shopping locations. Existing guidelines for C-2 zoning should be used to guide building massing and design for neighbourliness, including privacy and visual impacts on adjacent residential sites. The following guidelines are supplementary and specific to the additional height and density proposed for these sites.

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 Chapter 4 (Neighbourhoods) for specific height requirements.



- 5.2.1 The plan supports commercial activity in many locations, and building design can assist in viability of retail space by providing generous interior heights. A minimum of 4.6 m (15 ft) from floor-to-floor is recommended.
- 5.2.2 An additional partial storey may be permitted for common rooftop amenity spaces if contiguous with common outdoor amenity space. Additional height should be stepped back from all building edges to minimize the appearance from ground level. Building construction methods must be considered to enable this opportunity.

Building Step Backs and Streetwall

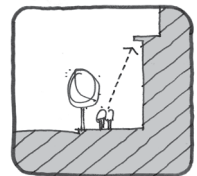
In mixed-use areas, a strong streetwall condition is desired to provide a continuity to the street. This streetwall condition is created using building step backs above a given height. Maximum building heights can be found in Chapter 4 (Neighbourhoods).

- 5.2.3 Provide a continuous streetwall in these mixed-use areas:
- Cambie Village area (16th to 19th, 24th to King Edward Avenue)
 - Oakridge Town Centre (39th to 48th Avenue) – See Section 5.3 for 39th to 45th Avenue



Figure 5.7: Local commercial buildings with active storefronts

- 5.2.4 For each of the mixed-use areas in the Corridor, a notable step back should be provided above the following heights:
- Cambie Village: above 4th storey
 - Oakridge Town Centre (39th–45th): See Section 5.3
 - Oakridge Town Centre (45th–49th): above 5th storey
 - Langara: Above 3rd storey
 - Marine Landing: where mid-rise buildings are anticipated, above 4th storey
 - Mixed-use sites fronting Oak Street: above 4th storey
- 5.2.5 Elements above the podium should be articulated as individual vertical elements with limited frontage length compared to the podium. Generally floor plates above the podium should be an average of 604 sq. m (6,500 sq. ft).
- 5.2.6 Building volumes should be arranged to minimize shadowing on public spaces such as sidewalks, parks, and public plazas.



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.

- 5.2.7 Building setbacks should be able to accommodate the desired streetscape condition including space for seating, cafe space, signage and clear unobstructed space for walking.

- 5.2.8 General setbacks and guidance on public realm elements can be found in the Cambie Corridor Public Realm Plan. Unique and site-specific setbacks include:
- Mixed-use buildings along W. 49th Avenue should provide a 3.0 m (9.8 ft) dedication from property line to accommodate complete street improvements and should provide a 0.6 m (2 ft) setback to building face (total of 3.6 m / 11.8 ft from property line)
 - Mixed-use sites fronting Oak Street should provide 6.7 m (22 ft) from curb to building face. Flanking streets off Oak Street should provide the following public realm space (from curb to building face):
 - 16th Avenue: 5.5 m (18 ft)
 - King Edward Avenue: 5.5 m (18 ft)
 - 26th Avenue: 6.7 m (22 ft)
 - 41st Avenue: 6.7 m (22 ft)
 - 42nd Avenue: 4.5 m (14.8 ft)
 - 49th Avenue: 5.5 m (18 ft)
- 5.2.9 Commercial uses should wrap flanking streets where appropriate and transition to residential uses with typical landscaped residential setback from property line

Lot Depth and Courtyard Forms

Where feasible, laneway buildings (i.e., townhouses) should be incorporated into new mixed-use developments. Mixed-use sites that are too shallow to accommodate laneway buildings (i.e., less than 39.7 m / 130 ft deep) still have the opportunity to actively engage the lane.

- 5.2.10 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.
- 5.2.11 Where possible, a minimum of 10.7 m (35 ft) interior depth for commercial spaces is desired in addition to commercial servicing and circulation being provided
- 5.2.12 Where laneway buildings cannot be accommodated, the ground floor use should “open up” onto the lane and provide usable outdoor space whenever possible, thus creating a unique way to enliven the lane.

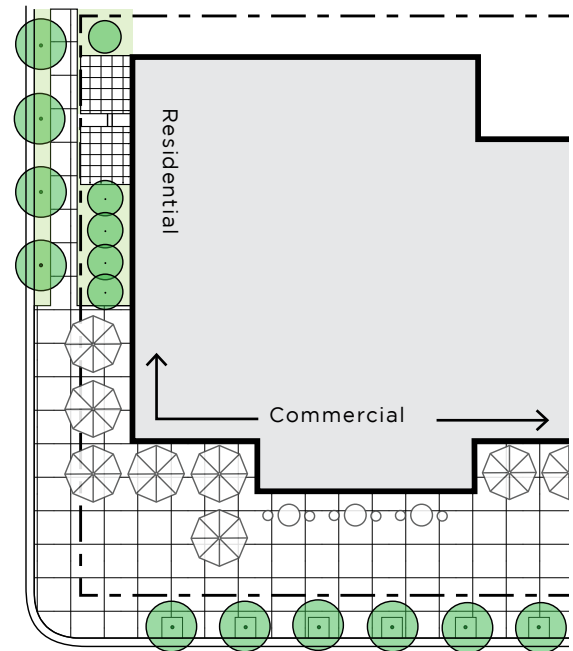
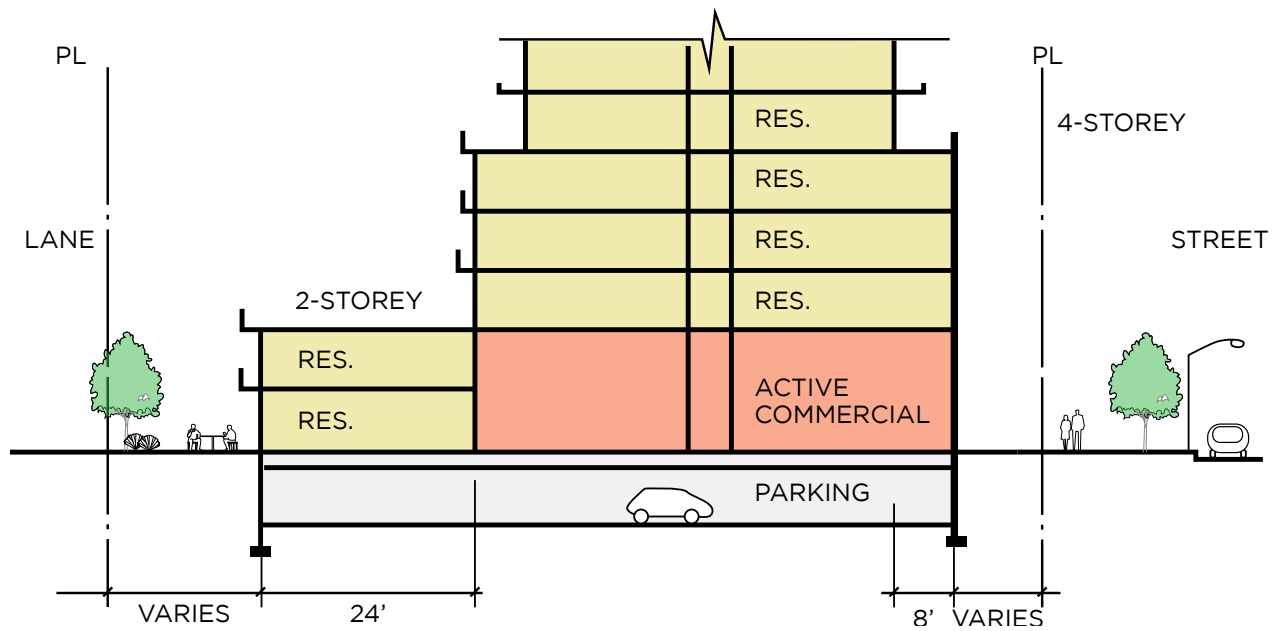
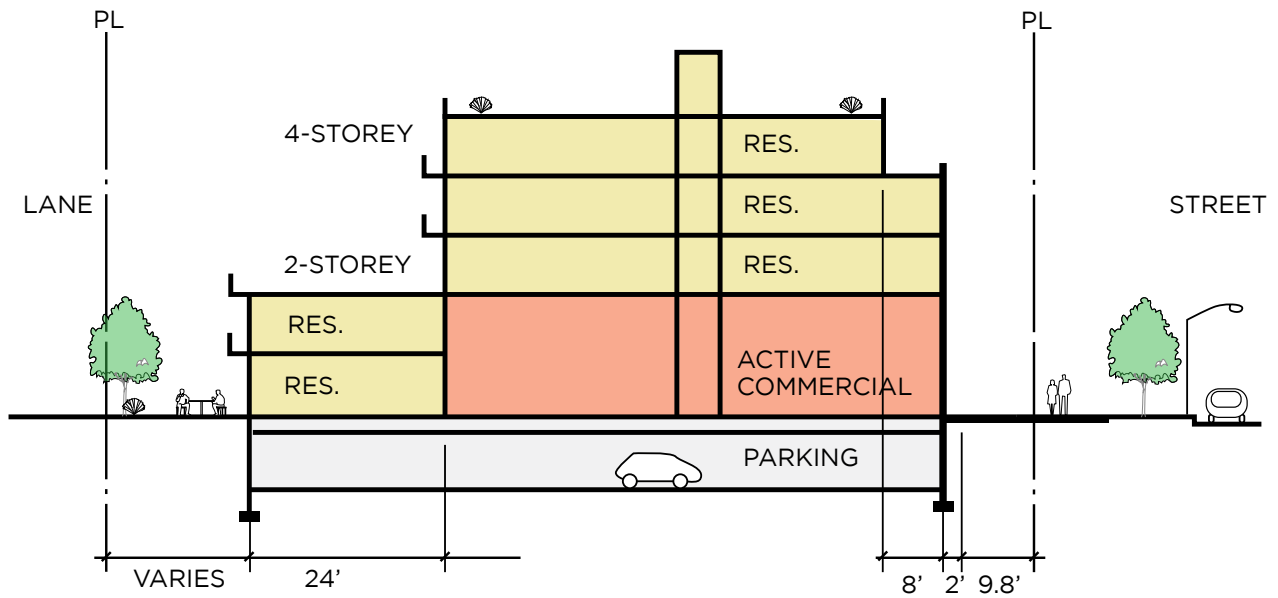


Figure 5.8: Representative Plan of commercial wrapping onto residential side street



Figure 5.9: Commercial frontage with cafe seating



Guidelines for these cases are:

- maximum 6.1 m (20 ft) height immediately adjacent to 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

Architecture

Mixed-use buildings should be legible, 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.

Retail Frontages

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

- 5.2.13 To optimize the viability of retail uses, a minimum 4.6 m (15 ft) floor-to-floor height for the first floor is desired.
- 5.2.14 Retail fronts should be transparent in order to strengthen the connection between public and private space.
- 5.2.15 Retail frontages should reinforce the scale of a walking, shopping street. As such, retail frontages, including entrances, should be between 4.6 and 12.2 m (15–40 ft) wide depending on the location within each of the neighbourhoods.
- 5.2.16 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. Weather protection should be appropriate in scale and consistent with the building typology. A minimum 1.8 m (6 ft) at 2.7 m (9 ft) above grade with depth increasing proportionally to a maximum height of 12 ft above grade

Building architecture should be authentic to its time while considering the architectural history of the neighbourhood, the surrounding context, the width of

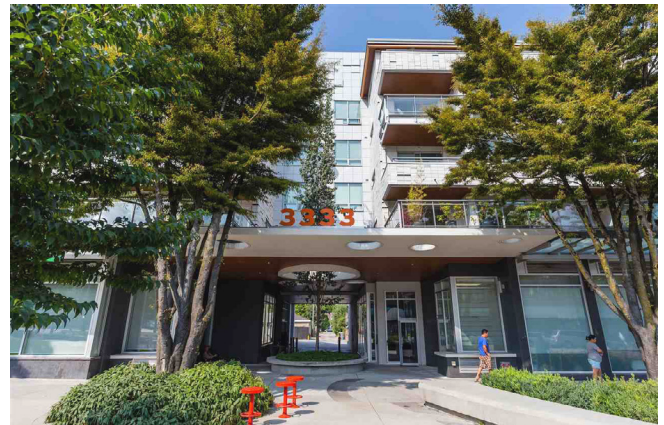


Figure 5.12: Mixed-use buildings with high quality material finishes

the street, and the building's relationship to other public realm areas including plazas and mid-block crossings.

- 5.2.17 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.
- 5.2.18 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.
- 5.2.19 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.

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

Parking

- 5.2.21 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.
- 5.2.22 A class A loading space should be accommodated in the lane of all new development to provide accessible short term parking, pick-up and drop-off space. Additional parking and loading will be required in accordance with the Parking By-law.
- 5.2.23 Loading and other commercial activities located in the lane should be screened whenever possible using architectural features that create interest in the lane.
- 5.2.24 Commercial lanes should provide visual interest by creating engaging facades that soften the utility functions performed in the lanes.



Figure 5.13: Mixed-use lane treatments

5.3 MTC COMMERCIAL CORE: CAMBIE STREET FROM 39TH TO 45TH AVENUE

Vision

Cambie Street from 39th Avenue to 45th Avenue is envisioned as a new commercial core. A strong commercial podium punctuated with vertical towers aims to establish this as a highly urban location. Tower elements above the podiums will provide residential or additional office space adding to the vibrancy and active use of this commercial core.

Key considerations for this area are to create transparency between active ground level uses and the street and to consider the height and scale of ground floor uses.

Building volumes should be arranged in ways to minimize shadowing on public spaces such as sidewalks, parks, and public plazas, whenever possible.

Building Height and Form

Tower heights for the commercial core will vary, but a consistent podium base of 15–18 m (50–60 ft) in height should be provided. This commercial base will form the urban core of the neighbourhood, with active shops and services at grade. Heights above the commercial podium are identified in Chapter 4 (Neighbourhoods).

- 5.3.1 The predominant building podium should generally be 15–18 m (50–60 ft) in height and provide a consistent horizontal streetwall with no required shoulder.
- 5.3.2 An additional partial storey above the prescribed height may be considered on towers to accommodate indoor amenity space if contiguous with common outdoor amenity space. This additional storey is allowable beyond the identified height limit and should be stepped back significantly from all building edges to minimize the appearance from ground level.
- 5.3.3 Residential tower elements should be stepped back 1.8–3.7 m (6–12 ft) from the podium edge.
- 5.3.4 Commercial towers can have a continuous vertical expression and are not required to be stepped back above the podium.
- 5.3.5 Above 12.2 m (40 ft) buildings should be stepped back an additional 3.7 m (12 ft) from the lane. See Figure 5.15.

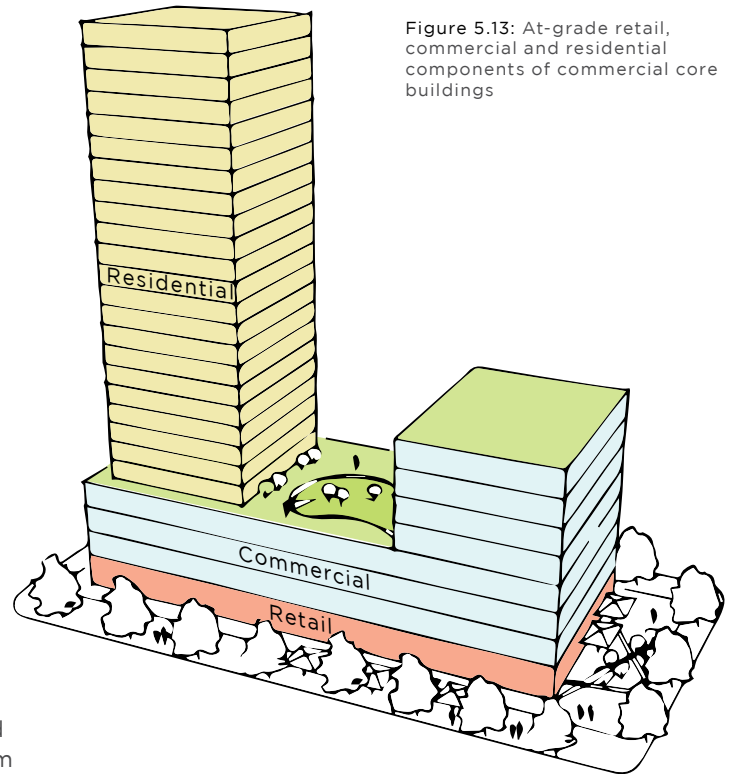


Figure 5.13: At-grade retail, commercial and residential components of commercial core buildings

Retail Streetwall and Residential Lobbies

Ground floor frontages should add to the character of the street by being clearly identifiable, inviting, continuous, and transparent, in character with small-format local shops.

- 5.3.6 Ground floor active commercial entrances should be clearly delineated with architectural features and fenestration patterns that emphasize a scale appropriate for neighbourhood serving retail to animate the street and provide access.
- 5.3.7 Weather protection is an important consideration along this commercial area and should be appropriate in scale and consistent with the building typology. A minimum 1.8 m (6 ft) in depth at 2.7 m (9 ft) above grade with depth increasing proportionally to a maximum height of 3.7 m (12 ft) above grade.
- 5.3.8 Residential lobby entrances should be accessed off of side streets whenever possible. Residential lobbies should be visible and differentiated from the commercial frontage, but should not create a large gap in the retail continuity. Lobbies should aid in the animation of the public realm. Lobbies may have a more vertical expression connecting to the residential tower above the podium.

- 5.3.9 Residential lobbies play an important role in facilitating the interaction of residents. Lobbies should be designed to support socializing and lingering and should include seating.

Setbacks

A consistent setback along Cambie Street will be required within the commercial core to establish an urban streetwall. Setbacks will provide flexible space for walking, sitting, cafes, signage and other elements of the public realm.

- 5.3.10 On Cambie Street, between 39th Avenue and 45th Avenue, a 3.0 m (9.84 ft) setback from property line to building face and a 2.4 m (8 ft) rear yard setback are required.
- 5.3.11 Flanking streets including 39th, 40th, 42nd, 44th and 45th Avenues, should provide a transition from active commercial at grade to a more residential street typology. Active commercial should wrap the corner, providing some hard surface public realm with a softer landscape transition to the lane. On all flanking streets including boulevards, 6.7 m (22 ft) of public realm space should be included, clear sidewalk and flexible cafe space.



Figure 5.14: Mixed-use buildings with a clear commercial podium

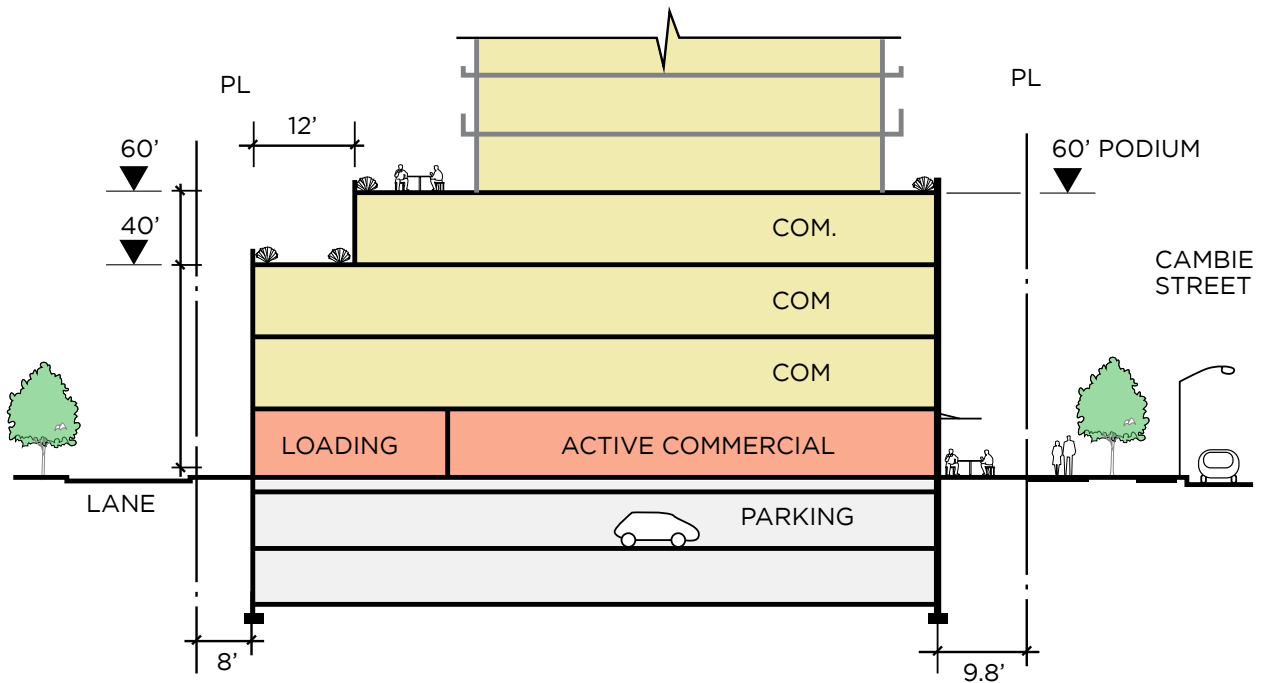


Figure 5.15: Representative section of commercial interface with lane, podium height and tower placement

- 5.3.12 Active commercial use at grade at 43rd Avenue should wrap the corner and continue for the remainder of the street leading to Columbia Park. Additional setbacks will be required to accommodate plaza space as outlined in Chapter 4 (Neighbourhoods) and in the Cambie Corridor Public Realm Plan.

Architecture

Buildings in the commercial core should have a clearly defined commercial podium with retail units that are appropriately scaled to the street. While individual store fronts should offer variety and create a rhythm, vertical expression extending the full height of the podium is not essential.

Signature commercial developments are encouraged within the core area and buildings that deliver commercial towers should strive to create unique architectural expressions that connect the tower element to the ground plane. Playful design elements and forms are encouraged to create a sense of place and enjoyment of the area. These playful design expressions can become signature wayfinding elements and neighbourhood identifiers.

Residential tower elements should be similarly urban in their expression and can include balconies with various expressions.

- 5.3.13 Balconies are encouraged to add private outdoor space to dwellings. Balconies may project or be inset within tower setbacks above podiums; however, above the 20th storey special attention should be paid to prevent overexposure from wind.

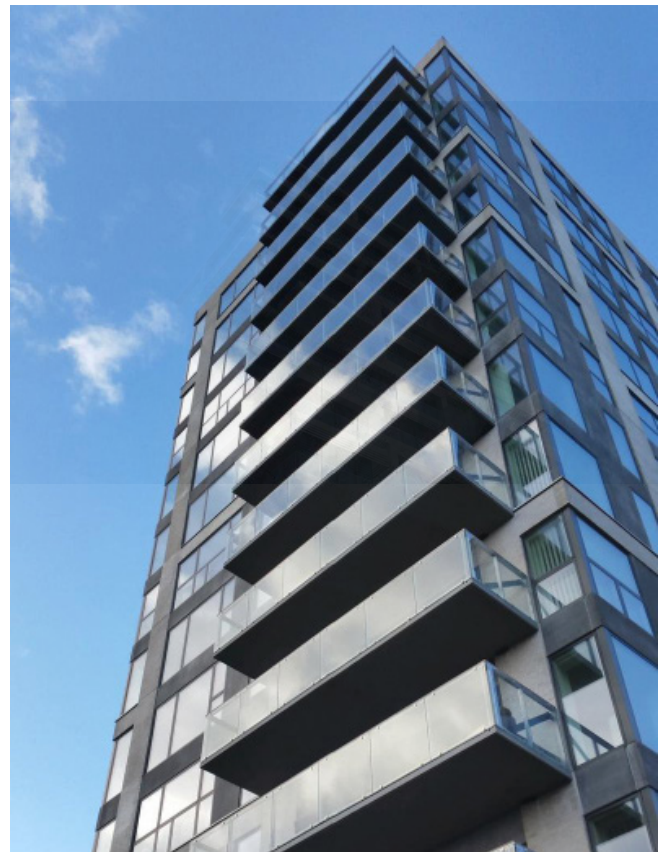


Figure 5.16: Example of residential balconies

Outdoor Podium Space

Outdoor rooftop podium space plays an important role in supporting access to the outdoors, providing areas for children and families, and opportunities for outdoor childcare play areas. Outdoor amenity space allows for children and families to meet and residents to socialize.

- 5.3.14 Design a portion of the outdoor amenity to support children's play with a focus on flexible features. Natural play elements and exploratory structures are encouraged over traditional stand alone play equipment. See High Density Housing for Families with Children Guidelines
- 5.3.15 Integration of outdoor kitchen space and an adjacent washroom is encouraged to support communal meals and gathering.

Childcare on podium level

- 5.3.16 Sites identified for the delivery of childcare should locate these facilities on top of the podium level, contiguous with required outdoor space.
- 5.3.17 Innovative building design and massing strategies are encouraged to accommodate outdoor play space in a way that maximizes access to sunlight. See Childcare Design Guidelines.



Figure 5.17: Example of outdoor rooftop amenity spaces

Parking and Loading

- 5.3.18 Parking and loading should be accessed from the lane. Parking should not be visible from the street.
- 5.3.19 A Class A loading space should be accommodated in the lane of all new development to provide accessible short term parking, pick-up and drop-off space with high quality materials. Additional parking will be required in accordance with the Parking By-law.
- 5.3.20 Loading and other commercial activities located in the lane should be screened whenever possible using architectural features that create interest in the lane.
- 5.3.21 Commercial lanes should provide visual interest by creating engaging facades that soften the utility functions performed in the lanes. A 2.4 m (8 ft) setback from property line should be included to accommodate pedestrian movement within the lane adjacent to commercial loading and commercial buildings. Additional pedestrian walking space should be provided on the opposite side of the lane as part of the required setbacks.



5.4 RESIDENTIAL BUILDINGS OFF ARTERIALS: MID-RISE

Vision

Mid-rise buildings off arterials support increased residential density and provide variety of forms in residential areas. The following built form guidelines apply to 6-storey buildings and limited areas that may include increased height (as identified in Chapter 4).

For 4-storey buildings, existing RM-9 guidelines should be used to guide the form of development.

Building Height

The building height for mid-rise areas will be based on the delivery of rental housing objectives (see Chapter 7); buildings above 4 storeys are to deliver 100% secured rental housing. Building height will also be subject to requirements for building form described below.

- 5.4.1 An additional partial storey may be permitted for common rooftop amenity spaces if contiguous with common outdoor amenity space. Additional height should be significantly stepped back from all building edges to minimize the appearance from ground level. Building construction methods must be considered to enable this opportunity.
- 5.4.2 Common or private outdoor amenity space can be accommodated on lane buildings with careful consideration of overlook.



Figure 5.18: Example of alphabet form 4 storey building

Lot Depth and Building Forms

Buildings may take one of two predominant forms within the 4- and 6-storey areas, which are described below:

- Courtyard buildings
- Alphabet buildings

These two forms will provide architectural variety, street-level variety, and a mix of open outdoor space and ground-oriented outdoor private space.

Courtyard buildings are characterized by a building with a consistent streetwall edge parallel to the street with ground-oriented units. Where feasible and where lot dimensions allow, lanes should be edged with smaller-

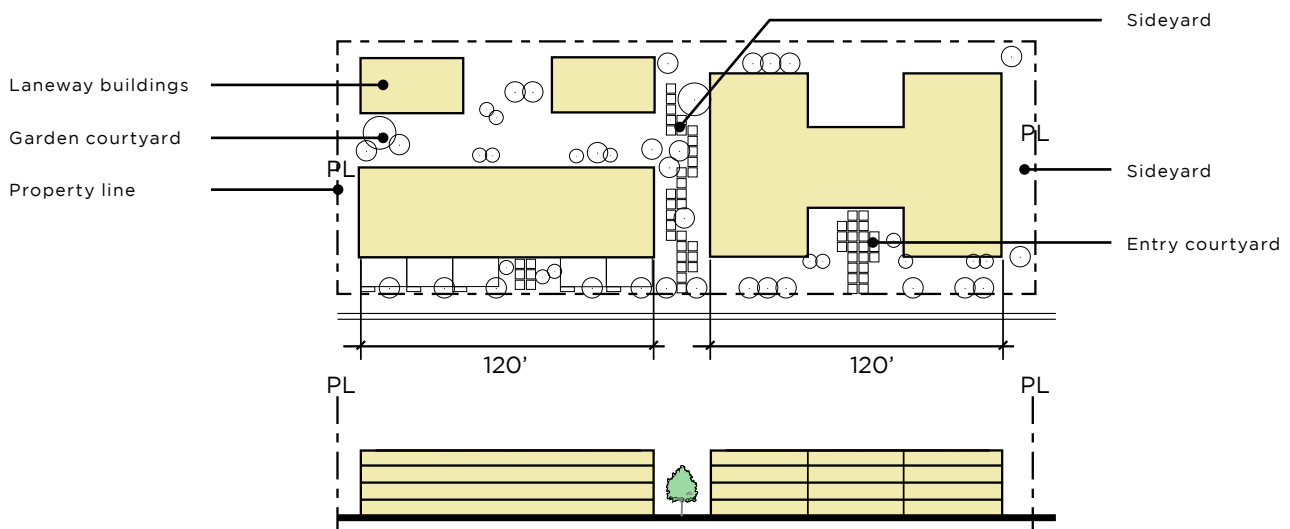


Figure 5.19: Representative diagram of courtyard buildings (left) and Alphabet buildings (right)



Figure 5.20: Examples of courtyard building with garden courtyard buildings facing the lane



Figure 5.21: Examples of alphabet buildings with entry courtyards

scale residential buildings in the form of townhouses or other compatible building forms to reinforce the intimate scale and character of the lane. Buildings at the lane can be up to 3 storeys in height and should have windows and decks located to respect privacy of adjacent buildings. The space between should be designed as a ‘garden courtyard’.

Alphabet buildings are characterized by an articulated frontage often featuring two wings connected by a central core. These wings may project towards the street and lane, with the central core stepped back from the street creating an “entry courtyard” and enabling units with more than one exterior wall. Alphabet buildings may include only one wing aligned perpendicular to the street.

General Guidance

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 ensuring they still support the necessary functions of lanes, including utility servicing and waste removal. Refer to the Cambie Corridor Public Realm Plan for further details and information on buildings adjacent to Active Links.

- 5.4.3 Buildings designed with a row of dwelling units located on either side of a straight corridor (“double-loaded corridor”) should not exceed approximately 21.3 m (70 ft) in depth (excluding balconies) to ensure adequate provision of natural light and ventilation into the dwelling units
- 5.4.4 For courtyard forms, laneway buildings should be greater in depth than width to create the appearance and rhythm of individual units fronting the lane.
- 5.4.5 For courtyard forms, the garden courtyard should be a minimum of 7.3 m (24 ft) clear depth that is free of upper storey balcony encroachments, or external stairs with a minimum of 9.8 m (32 ft) on levels above the 4th storey.

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

Streetwall

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 daylight, views, and a general feeling of “openness”.

- 5.4.6 In mid-rise areas, a maximum building frontage of 36.6 m (120 ft) is desired.
- 5.4.7 In special circumstances, including sites with irregular geometry around Queen Elizabeth Park and adjacent to the new 35th Avenue connection, a longer frontage may be necessary. In these cases the frontage should be articulated to reduce the appearance and to maximize views through and past buildings.
- 5.4.8 On sites with multiple buildings along the street, provide a minimum separation of 7.3 m (24 ft) between buildings. Buildings should meet the minimum separation to provide for neighbourly relationships with adjacent units, access to views and daylight.
- 5.4.9 Portions of the building may provide more separation to improve unit privacy, outside space, or to address special site conditions or urban design context.
- 5.4.10 In order to balance sensitive transitions to evolving neighbourhoods, laneway buildings should provide additional breaks creating a better relationship with buildings across the lane. As the size of redevelopment lots will vary, the laneway building's frontage will ultimately be a factor of site width.



Figure 5.22: Laneway building with primary 4 storey building

- 5.4.11 Special consideration should be given to corner sites for which both street-facing facades should be composed as “fronts”. Similar treatment should be given to elevations facing parks, plazas or active links.

Setbacks

The distance a new building should be set back from the property line depends on the nature and character of the fronting street, the typical setback of adjacent buildings, and the space available between the curb and the property line.

- 5.4.12 Building setbacks should be a minimum of 3.7 m (12 ft) from the ultimate property line.
- 5.4.13 Lane buildings should provide a 1.8 m (6 ft) setback to allow for edge elements such as landscaping.
- 5.4.14 Alphabet forms should provide a minimum setback from the lane of 3.7 m (12 ft).

Building Form and Massing

In 4- and 6-storey areas, a step back above the 4th storey should be provided.

- 5.4.15 In general for 6-storey buildings, provide a notable step back above 4 storeys of 2.4–3.7 m (8–12 ft) to reduce the overall building massing and maintain a 4-storey streetwall.
- 5.4.16 Alphabet buildings should step back above the 4th storey at all sides, reducing the scale of the building towards adjacent properties.

For single-lot developments the guidance below should be followed.

- 5.4.17 On corner lots the building massing should be oriented towards both the front and side streets with appropriate stepping back from both frontages.
 - For single lot developments on a corner, buildings should address the front and side streets. In general, building massing is expected to transition down towards the lane with increased rear yard setbacks.
- 5.4.18 To allow for flexibility in composition with higher buildings the step back could be dropped to above 3 storeys.
- 5.4.19 Laneway buildings should consider the narrow width of lanes and their massing should respond to the prevailing right-of-way.

Relationship to Finished Grade

- 5.4.20 The first floor (depending on existing grade) should be raised approximately 0.9 m (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.
- 5.4.21 Alphabet buildings should be closer to existing grade as a portion of the frontage may not include ground-oriented units. Care should be taken to reduce the vertical appearance of any raised, non ground-oriented segments of the building.
- 5.4.22 Use of singular landscape retaining walls should be avoided. Use of natural grading and landscaping solutions are preferred.
- 5.4.23 On sites without townhouse development at the rear, landscape and site design should follow more natural grading. Evidence of the parking garage appearing above grade should be avoided.
- 5.4.24 Laneway buildings main floor should have access and outlook directly on to the lane. Blank walls towards the lane or exaggerated first floor relationships should be avoided.

Entrances and Aspect

Courtyard buildings

- 5.4.25 Buildings should be designed to include units with individual entrances facing the street.
- 5.4.26 Where a more continuous building form is proposed, vertical elements should be included to minimize the horizontal scale of the building.
- 5.4.27 Building entrances should be at grade, clearly recognizable and appropriately scaled to the street and the neighbourhood context. They should provide a point of distinctiveness in the overall streetscape treatment.
- 5.4.28 Lane buildings have a role to activate and animate the lane. Entrances and windows should directly face the lane. Blank or opaque facades should be avoided.

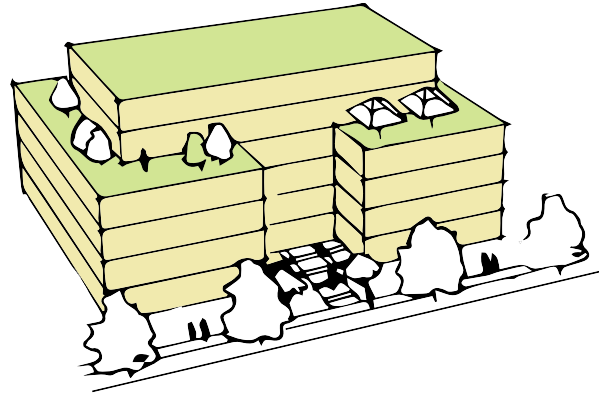


Figure 5.23: Representative diagram of 6 storey building with entry courtyard

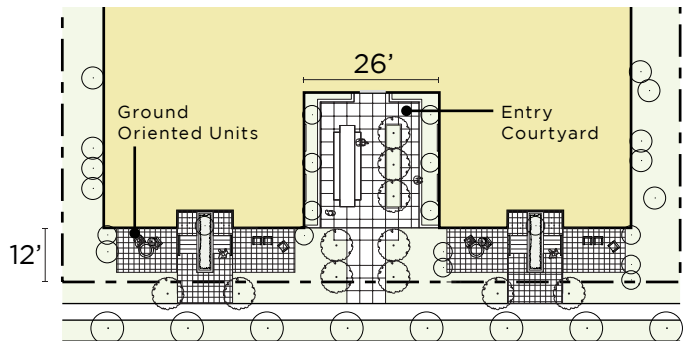
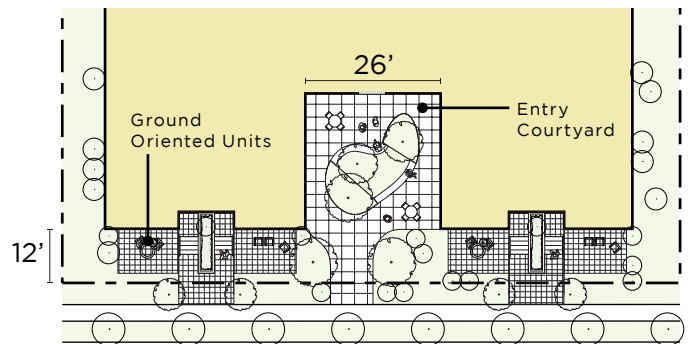


Figure 5.23B: Representative diagrams of potential courtyard entries with shared outdoor space for lingering and socializing

- 5.4.29 On sites without lane buildings, outdoor space should provide visual interest from the lane while offering some privacy for residents. Full height fencing and other continuous visual barriers should be avoided to ensure a positive relationship between spaces. Green screens are encouraged to create distinction between the private and public space.
- 5.4.30 On sites without lane buildings, outdoor space beyond ground-oriented unit patios should provide common amenity and easy access to and from the lane.

Alphabet buildings

- 5.4.31 Buildings may include separate units with individual entrances facing the street for a portion of the frontage.
- 5.4.32 Street-facing “entry courtyards” are encouraged in all apartment development. The dimensions for entry courtyards should be a minimum width of 8.0 m (26 ft) and a minimum depth of 3.7 m (12 ft). While entry courtyards serve to facilitate the requirement for cross ventilation, they also serve to enliven the public realm with greenery and pedestrian activity
- 5.4.33 Entry courtyards should be focused on common outdoor space and not include individual entrances or patios in most cases.
- 5.4.34 Entry courtyards may have various expressions, but should provide both visual amenity from the street as well as usable space for residents. A mix of soft and hardscape elements are encouraged including opportunities for residents to gather and socialize.
- 5.4.35 Integration of children’s play elements may be considered, but a focus on natural play and exploratory structures is encouraged over traditional stand alone play equipment.

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.

- 5.5.36 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.
- 5.4.37 Variety is encouraged between adjacent buildings to avoid repetition and to create an interesting streetscape environment including in larger consolidations.
- 5.4.38 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

- 5.4.39 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.
- 5.4.40 Parking access should be integrated into laneway buildings. Open ramps are discouraged
- 5.4.41 Parking for laneway buildings will be incorporated within the primary building’s parking.
- 5.4.42 In cases where there is insufficient site depth to permit laneway buildings, or in Alphabet buildings it is expected that the parking access will be well integrated into the overall appearance and form of the building and allow for the optimization of the available outdoor space.
- 5.4.43 Sites greater than 33.5 m (110 ft) in depth should limit underground structures within the setbacks. This space may be used for green infrastructure strategies, soil retention and increased planting space. In instances where other site dedications are required, or the retention of significant trees impacts the parking structure, then relaxations may be considered.

5.5 MTC HIGH DENSITY BUILDINGS

Vision

High-density residential areas within the MTC may take two primary forms: tower on podium and tower in open space. These two forms will create architectural variety and diversity at the street level. These buildings will be required to deliver affordable housing outlined in Chapter 7 (Housing) and may only be considered on consolidations with a minimum frontage of 45.7 m (150 ft).

Towers on podiums are characterized by a 4-storey podium along the primary frontage with a tower element extruded from the podium. The podium should contribute to creating an urban street edge, with engaging private space associated with each ground-oriented unit.

Towers in open space are characterized by a residential tower that meets the ground without the presence of a podium element and is surrounded by shared open space for residents. The relationship to the street should be complimentary and provide visual amenity from the street. Treatment at edges should allow for visual interaction.



Figure 5.24: Examples of tower in open space and tower on podium building types

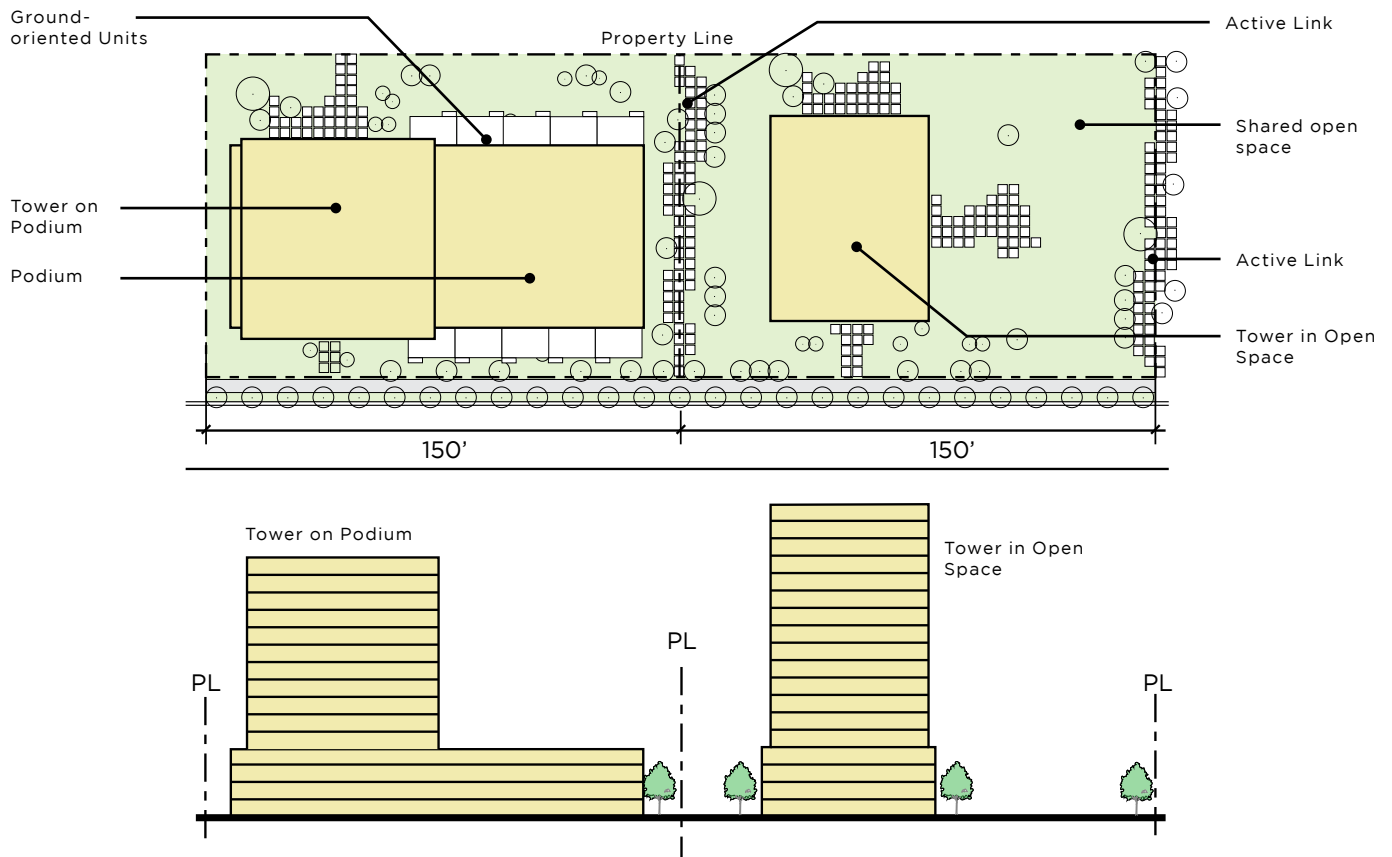


Figure 5.25: Representative diagram tower on podium and tower in open space building types

Heather Street and 43rd Avenue are envisioned as new mixed-use streets with small-scale retail and a pedestrian-scale streetwall.

43rd Avenue will have a continuous streetwall with retail at grade and act as a key off-arterial shopping street connecting to Columbia Park.

Heather Street will play an important role in providing off-arterial retail opportunities that are mixed with ground-oriented residential units to create a lively frontage.

Key considerations for the form, siting, and setbacks of all towers are:

- Minimizing shadowing on parks, public open spaces and outdoor school grounds.
- Addressing visual privacy by achieving a minimum distance between towers.
- Allowing for the future development of towers on adjacent sites by providing a sufficient setback from an interior property line to address minimum separation between towers (27.4 m / 90 ft).
- Shaping towers so they read as point towers rather than “slab” towers.
- Creating architectural diversity among towers.

Building Height

Tower heights for high-density areas are based on the building typology and the location in the MTC as described in Chapter 4 (Neighbourhoods). A consistent 4-storey shoulder should be provided fronting the street in all areas.

- 5.5.1 In all tower areas, an additional partial floor will be considered for common rooftop amenity spaces contiguous with common outdoor amenity space. Additional height should be stepped back significantly from all building edges to minimize appearance from ground level.
- 5.5.2 Generally, residential towers should provide 3.0 m (10 ft) floor-to-floor heights.

Tower on podium

- 5.5.3 Podium elements should be 4 storeys in height
- 5.5.4 Towers are permissible up to 15 storeys and up to 18 storeys in certain areas identified in Chapter 4 (Neighbourhoods), including streets south of 41st Avenue.

Tower in open space

- 5.5.5 Towers in open space are permissible up to 18 storeys.
- 5.5.6 A 15% increase in floor plate size may be considered for the first 4 storeys of the tower to accommodate services, loading, parking

access, and at-grade amenities and to create a consistent relationship to adjacent podium forms.

Mixed-use streets

- 5.5.7 Podium elements should be 4 storeys in height (approximately 12 m / 40 ft).
- 5.5.8 On 43rd Avenue, the 4th storey should be stepped back from the podium face.
- 5.5.9 Towers are permissible up to 18 storeys.

Sunlight in Parks and Public Open Spaces

The maximum height identified in Chapter 4 (Neighbourhoods) may not be achievable if it results in shadowing impacts to parks and open space. Shadows generated by proposed developments must be minimized on the following prioritized hierarchy of spaces:

1. Parks or public open spaces
 2. Outdoor school grounds
 3. Semi-private open spaces; and
 4. Private open spaces.
- 5.5.10 Building height and massing should minimize shadowing on parks, public open space and school yards between the hours of 10 a.m. and 4 p.m. PDT at the spring and fall equinoxes.

Site Frontage and Building Width

- 5.5.11 The minimum frontage for a site with a tower is generally 45.7 m (150 ft). For the purposes of identifying the frontage of a site, it will be considered as the width of the site on the fronting street. Most sites in the MTC have a depth of 36–43 m (120–140 ft). The depth of a corner site should not be considered as the frontage of a site.
- 5.5.12 A maximum of two towers per block will be considered in all areas.
- 5.5.13 Tower placement within a block must demonstrate a minimum 27.4 m (90 ft) separation between existing towers and potential future towers within the block and adjacent blocks. For the purposes of considering tower separation, towers are defined as those floors of a building exceeding a height of 18.3 m (60 ft).
- 5.5.14 For residential developments, podiums should not exceed 42.7 m (140 ft) in length.

Mixed-Use Streets

- 5.5.15 On Heather Street south of 39th Avenue the minimum frontage for a site with a tower is generally 45.7 m (150 ft) and should provide a more continuous streetwall with a mid-block active link.
- 5.5.16 On 43rd Avenue a continuous, zero lot line condition is desired.

Setbacks

For all residential towers, outdoor space should create visual amenity from the street, and provide substantial space for planting and secondary boulevard trees.

Residential Streets

- 5.5.17 Building setbacks should accommodate the desired streetscape conditions. Front yard, exterior side yard, and rear yard setbacks from property line should be a minimum of 3.7 m (12 ft).
- 5.5.18 Setbacks should include an inside boulevard on private property of 1.5 m (4.9 ft) including trees.
- 5.5.19 Setbacks should include planting and low shrubs behind the inside boulevard trees to create privacy without creating a visual wall.
- 5.5.20 For residential site frontages greater than 45.7 m (150 ft), a secondary active link will be required at one of the inside property lines.
- A setback of 4.6 m (15 ft) will be required to accommodate the active link,
 - For towers on podium, up to 3.0 m (9.8 ft) of the setback can include ground-oriented patio space, with the remaining 1.5 m (6.6 ft) as pedestrian statutory right-of-way.
 - For towers in open space the setback should include up to 3.0 m (9.8 ft) for planting including boulevard-like trees, with the remaining 1.6 m (6.6 ft) for pedestrian right-of-way.
 - Access to and from Active links should be provided from shared open space.
 - Active links should be consistent with direction provided in the Cambie Corridor Public Realm Plan.
- 5.5.21 For sites adjacent to a commercial lane, an additional sideyard or rearyard setback (on the lane) of 2.4 m (8 ft) should be provided to accommodate pedestrian movement, increased planting and facilitate enjoyable pedestrian use of these connections

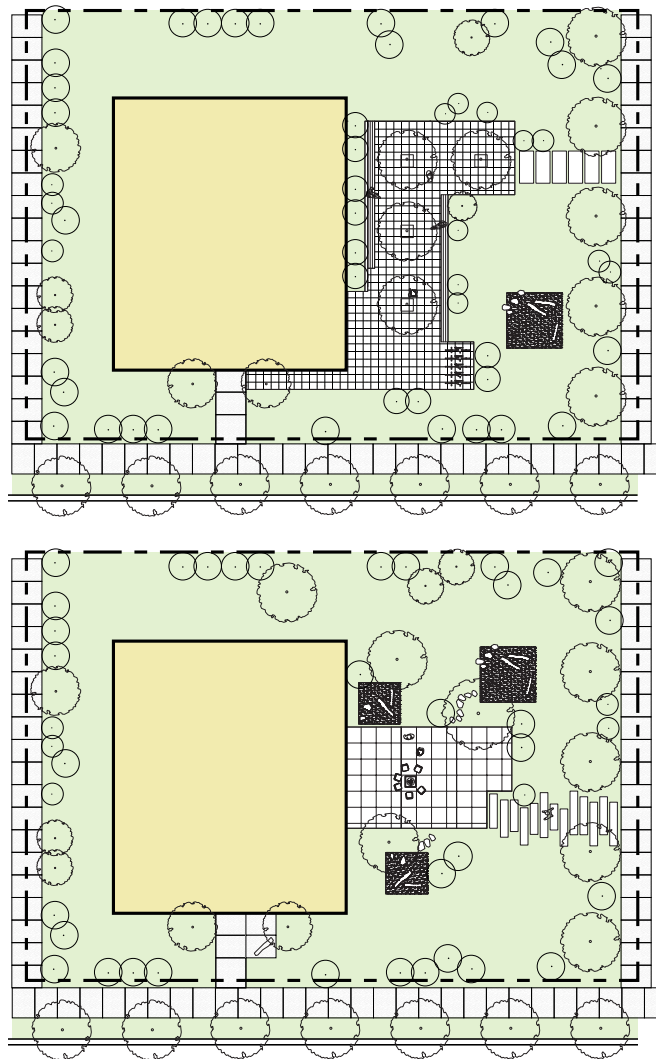


Figure 5.26: Representative diagrams of tower in open space with shared outdoor amenity space and active links at interior property lines

Mixed-Use Streets

- 5.5.22 On Heather Street south of 39th Avenue a minimum 3.7 m (12 ft) front yard setback should be provided and accommodate a mix of hard and soft landscape treatments to support residential and retail uses.
- 5.5.23 On 43rd Avenue an urban hardscape condition is desired. Frontyard setbacks should be no less than 6.7 m (22 ft) from curb and include clear pedestrian space as well as flexible outdoor commercial space (e.g., cafe seating).

For street materials, planting, furnishings and other details see the Cambie Corridor Public Realm Plan.

Building Form and Massing

The maximum tower floor plate size identified may not be achievable on some sites due to the following requirement:

- Tower setback from an interior property line;
- Size of the site or the presence of an existing tower; and
- The required 27.4 m (90 ft) separation between the proposed tower and existing and future towers on adjacent sites.

The following are recommended dimensions for achieving an average residential floor plate of 604 sq. m (6,500 sq. ft). The maximum width of a tower can be increased in cases where a minimum distance of 27.4 m (90 ft) from possible future or existing towers on adjacent sites can be achieved.

The tower floor plate should generally be within these maximum tower floor plate widths and depths to reduce the appearance from the street:

Corner sites:

- Depth: generally 26 m (85 ft)
- Width: generally 23-26 m (75-85 ft)

Interior sites:

- Depth: generally 26 m (85 ft)
 - Width: generally 15.8-24.4 m (52-80 ft) depending on frontage
- 5.5.24 Residential towers should have an average floor plate of 604 sq. m (6,500 sq. ft). The calculation for floor plate size includes elevator cores, storage, stairs, enclosed balconies, etc., but excludes open balconies
- 5.5.25 Residential podiums should generally be 21.3 m (70 ft) in depth
- 5.5.26 Balconies are encouraged to add private outdoor space to dwellings. Balconies may project or be inset. Balconies and architectural appurtenances may extend up to 1.8 m (6 ft) into the setback

areas. However, architectural appurtenances will not be supported in setback areas, in cases where they significantly contribute to building bulk, shadowing and blocking of views.

- 5.5.27 Towers may step back from all podium faces or may have a vertical expression from grade with some material delineation above the 4th storey.
- 5.5.28 Upper levels of a tower should provide a visual terminus from street level and when viewing the tower from a distance.

Relationship to Finished Grade

- 5.5.29 For residential podiums, the first floor (depending on existing grade) should be raised approximately 0.9 m (3 ft) to allow for delineation of the public and private realm and to accommodate a front patio/entrance. Care should 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.
- 5.5.30 Tower in open space should be raised less than 0.9 m (3 ft) from existing grade as the majority of the frontage may not include ground-oriented units and should have a clear, accessible connection between building lobby and street.
- 5.5.31 Use of singular landscape retaining walls should be avoided. Use of natural grading and landscaping solutions are preferred.

Amenities, lobbies and utility needs

- 5.5.32 Residential lobbies should be visible and provide a break within ground-oriented residential units.
- 5.5.33 Residential lobbies play an important role in facilitating the interaction of residents. Lobbies should be designed to support socializing and lingering and should include seating.



Figure 5.27: Example of a residential lobby conducive to social interaction

Families often have multiple bicycles and equipment such as trailers or toys that may need to be stored. Supporting families and the utilitarian needs of a vertical community is important.

- 5.5.34 Provide adequate storage for strollers and shared items near the lobby.
- 5.5.35 Where possible provide communal storage or individual lockers exceeding the minimum requirements. To be eligible for exclusion these should be located below grade.
- 5.5.36 Provide wash-up facilities for bicycles, pets and strollers near the lobby or in conjunction with below-grade parking and access.

Outdoor Space

Outdoor podium space and at-grade open space plays an important role in supporting access to the outdoors and providing areas for children and families. Outdoor amenity space allows for children and families to meet and residents to socialize.

- 5.5.37 Design a portion of the outdoor amenity to support children's play with a focus on flexible features. Natural play elements and exploratory structures are encouraged over traditional stand alone play equipment. See High-density housing for families with children.
- 5.5.38 Integration of outdoor kitchen space and access to washroom facilities is encouraged to support communal meals and gathering.
- 5.5.39 Consider locating outdoor amenity spaces adjacent to or visible from indoor shared space or corridors to increase opportunities for socializing and passive supervision.
- 5.5.40 When planning a site with multiple buildings, consider grouping a portion of the amenity in a shared complex.

Parking

- 5.5.41 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., 0.9 m / 3 ft) to permit a desirable relationship between the first floor and finished grade.
- 5.5.42 For towers in open space, parkade access should be carefully screened or covered to provide a positive relationship with adjacent shared outdoor space.



Figure 5.28: Example of outdoor amenity space and outdoor lobby

- 5.5.43 A class A loading space should be accommodated at the lane of all new development to provide accessible short term parking, pick-up and drop-off space. It should be treated with high-quality materials. Additional parking will be required in accordance with the Parking By-law.
- 5.5.44 Sites greater than 33.5 m (110 ft) in depth should limit underground structures within the setbacks. This space may be used for green infrastructure strategies, soil retention and increased planting space. In instances where other site dedications are required, or the retention of significant trees impacts the parking structure, then relaxations may be considered.

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6 UNIQUE SITES



06 | UNIQUE SITES

Introduction

The Cambie Corridor includes several large sites requiring site-specific policy direction to appropriately respond to the existing uses, unique characteristics, site size, and local context.

These sites provide an opportunity to deliver diverse and affordable housing options, local amenities, and increased neighbourhood vibrancy—helping to shape a complete community.

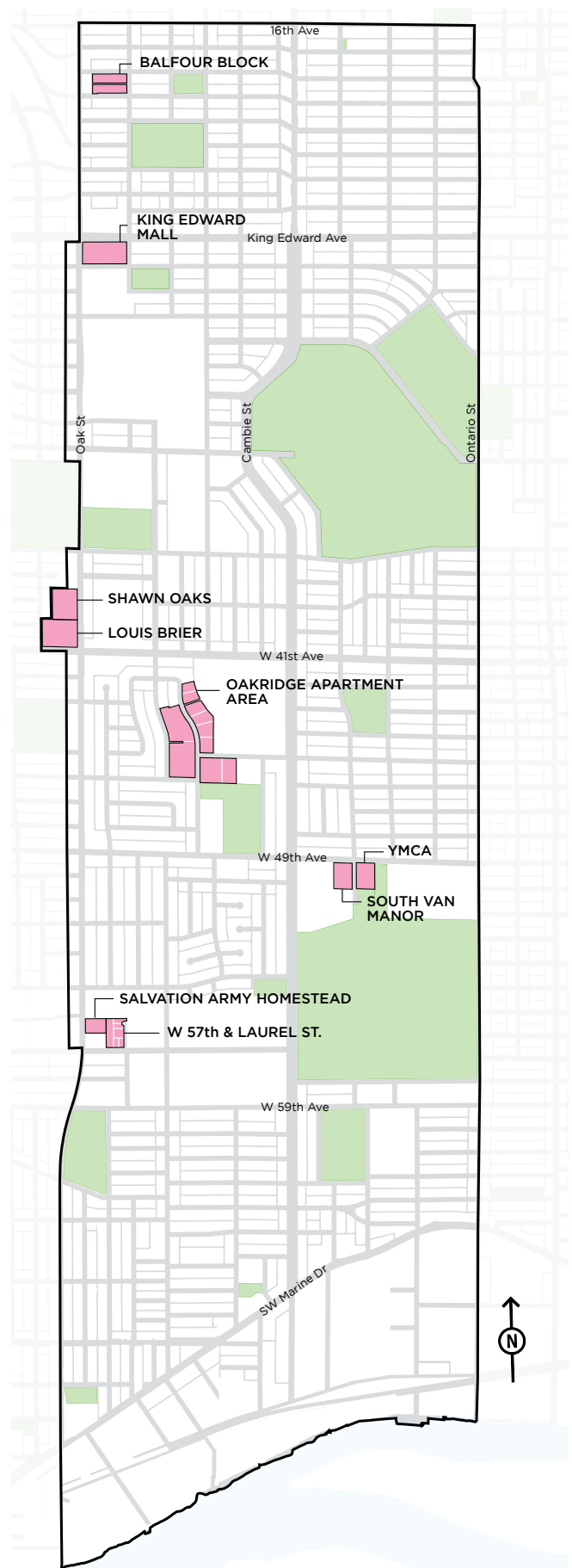
How This Chapter Works

Development directions in this chapter vary by the location and characteristics of each site and acknowledge that each site is likely to develop over a different time horizon.

Plan policy is intended to provide a rigorous framework to evaluate redevelopment, while acknowledging flexibility for the best response over the long-term.

This chapter includes the following:

- Specific city-wide policy references that will guide Unique Site development
- High-level planning and urban design principles applicable to all Unique Sites
- Site-specific planning and urban design directions, as well as key public benefits
- A concept plan and/or illustration for each site, showing the envisioned site organization and key connections.



Enhanced Rezoning Process

Unique Sites are subject to an enhanced rezoning process to ensure adequate consultation and review of proposals. Due to the modest scale of development and limited complexity, the Balfour Block is exempt from this requirement and will not undergo an enhanced rezoning. Refer to Chapter 14 (Implementation) for further details.

City-wide Policies for Unique Sites

Several city-wide policies will influence review of redevelopment proposals on some or all Unique Sites, consistent with the overall Plan.

The following section highlights some key city-wide policies that will be considered during the rezoning process for Unique Sites. These policies may be amended from time to time, and additional city-wide policies may apply at the time of application.

Rezoning Policy for Sustainable Large Developments (2010)

The City's Rezoning Policy for Sustainable Large Developments applies to sites over 1.98 acres, or those adding 45,000 sq. m or more of new development floor area.

This policy mandates leadership in environmental and social sustainability as part of the rezoning process.

Green Buildings Policy for Rezonings (2010)

This policy is applicable to all Unique Sites and sets out policy to ensure new buildings are constructed to a high level of energy efficiency, resulting in low to near-zero greenhouse gas emissions. The policy addresses provisions in three key areas: (1) Zero Emission Buildings; (2) Healthy Buildings; and (3) Resilient Buildings.

Family Room: Housing Mix Policy for Rezoning Projects (2016)

This policy seeks to increase the supply of housing units suitable for families in both rental and ownership housing. This policy requires a minimum of 35% family units (25% with two bedrooms and 10% with three bedrooms or more) in multi-family strata rezoning projects and a minimum of 35% family units with two or more bedrooms in secured market rental housing. Refer to the policy for specific requirement details.

High-Density Housing for Families with Children Guidelines (1992)

The guidelines are intended to address the key issues of site, building, and unit design for new multi-family developments, both market and non-market, which relate to livability for families with children. The guidelines provide guidance on project planning, building and unit design. Refer to the guidelines for further details.

Rental Housing Stock Official Development Plan (2007)

This policy applies to sites in certain multiple dwelling and comprehensive development zoning districts and is intended to preserve and protect existing rental housing stock in the city. Where development causes the demolition or change of use of a rental unit on an applicable site, the policy requires replacement of those rental units.

Tenant Relocation and Protection Policy (2015)

This policy protects tenants in multiple dwellings by mitigating the impacts of displacement resulting from redevelopment activity. When tenants are displaced or impacted as a result of redevelopment or major renovation activity, a Tenant Relocation Plan is required which provides compensation to tenants, including financial compensation and assistance in finding alternate accommodation. Refer to the policy for full details.

Cambie Corridor Public Realm Plan (2018)

The Cambie Corridor Public Realm Plan outlines a comprehensive strategic approach to how the public realm is developed and enhanced to create a memorable and identifiable public realm experience throughout the Corridor. The Plan provides direction for key elements such as the creation of safe and easy routes which prioritize walking and cycling, the addition of public spaces and plazas, and connections to community amenities and green space.

6.1 PLANNING & URBAN DESIGN PRINCIPLES

The following planning and urban design principles will guide preparation and review of redevelopment proposals on Unique Sites. Sections 6.3 to 6.11 provide further direction on a site-by-site basis. Not all principles will apply to all sites. Site responses will consider the existing context and long-term policy vision for evolving surrounding neighbourhoods.

1. Housing variety and affordability

Provide a mix of housing types and tenures that consider existing uses on each site (e.g., rental housing) and advances the City's housing affordability and diversity goals.

2. Neighbourhood scale and identity

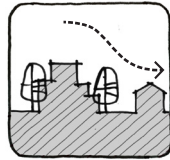
Ensure new development responds to the surrounding neighbourhood context and identity through building character, massing, site organization, arrangement of open space, and integration with the public realm. This may include retention of important site features or significant buildings

3. Strategic opportunities for height

In strategic locations on identified sites (as indicated with an asterisk on concept plans), and in consideration of surrounding context and built form impact, assess opportunities for higher buildings to support City objectives around sustainability, affordability, employment, and complete communities.

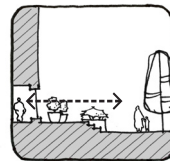
4. Transitions

Create a respectful relationship with the surrounding neighbourhood through a sensitive transition of building height, massing, setbacks, and landscaping/ tree retention. Consider complementary building-use interfaces.



5. Integrate ground-oriented housing

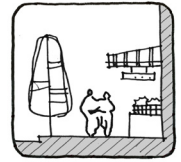
Design ground-floor residential units in all development (including apartments) to be ground-oriented to broaden housing choice and create strong connections with public and semi-private space. This could also include creative opportunities for ground-oriented “type” units, such as townhouses, on the roof of larger buildings that connect with above-grade outdoor space.



Where appropriate, maximize opportunities for usable private/semi-private outdoor space for residential units to improve livability. This could also include rooftop decks

6. Retail & active edges

Create active edges—frequent entrances, windows, seating areas, visual interest—along all street interfaces.



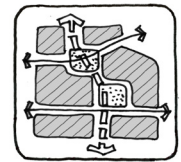
Ensure retail frontages are scaled to the local area and designed to support a vibrant pedestrian environment at grade. Large format retail uses should be wrapped with smaller-scale retail units to avoid blank walls and inactive frontages. Where commercial uses are provided, prioritize its viability with unit depths of a minimum 10.7 m (35 ft) and convenient service spaces.

7. Community amenities

Evaluate opportunities to integrate community-supporting amenities that serve the development and the broader community (e.g., childcare). The majority of community amenities will be “public” and, for childcare and social housing, will be delivered turnkey to the City

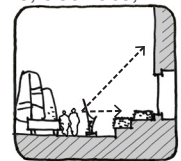
8. Community connections

Integrate walking, cycling, and vehicle connections through the site, where appropriate, linking to community networks and destinations. Building, site design, and landscaping will ensure a high-quality walking environment along site edges and connections through the site.



9. Open space and public places

Organize buildings and uses to clearly define, activate, and complement on-site open space and public gathering places. Site design should maximize usable on-site open space for residents to improve livability. Where possible, orient open space to optimize distant views and sunlight access.

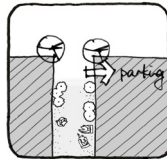


The arrangement of buildings, parking structures, and site circulation should maximize opportunities to retain healthy, mature trees and incorporate them into gathering places.

The design of public space, active links, and site edge treatment will be guided by the site-specific provisions of Sections 6.3 to 6.11 and the Cambie Corridor Public Realm Plan.

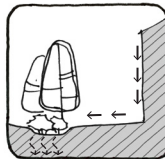
10. New streets and lanes

Street and lane design should provide safe and adequate vehicle access while prioritizing high quality pedestrian space for residents; direct parking access off of lanes as early as possible to maximize opportunities for pedestrian/public realm space.



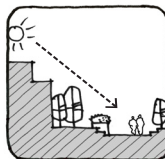
11. Sustainable systems & green infrastructure

Achieve an exceptional standard of sustainability through site design, architecture, building energy use, energy systems, water use, and rainwater management. Unique Sites will be evaluated for potential connections to neighbourhood energy systems and high-efficiency building design that works towards near-zero greenhouse gas emissions.



12. Solar access

Design and locate buildings to minimize shadow impacts on parks, schools, play spaces, public spaces, on-site open spaces and the surrounding neighbourhood between 10 a.m. and 4 p.m. PDT at the spring and fall equinoxes and other key periods of use. Ensure adequate spacing between buildings for livability and privacy.



13. Public realm plan

Materials, planting, furnishings, public plazas, and street design should be consistent with the overarching Cambie Corridor Public Realm Plan and reinforce the themes and associated neighbourhood character.



6.2 BUILT FORM CONSIDERATIONS

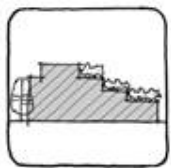
Typologies

A concept plan is provided for each Unique Site. Where building forms are identified, the following will apply:

- Low-rise: up to 4 storeys
- Lower mid-rise: 5 to 8 storeys (could be a streetwall form)
- Higher mid-rise: 9 to 12 storeys (varied “sawtooth” form)
- Towers: 13 or more storeys

The number of storeys describes a height that anticipates 4.6 to 5.5 m (15 to 18 ft) for ground-floor non-residential uses and 3 m (10 ft) floor-to-floor for residential floors.

Other built form guidelines relevant to the typologies noted above should be adhered to, as per the Built Form Guidelines (Chapter 5).



For some Unique Sites, terraced buildings with a stepping form and lower overall height may provide an architectural alternative to a higher mid-rise.

Floorplates

Unless noted otherwise in Sections 6.3 through 6.11, floor plates above 6 storeys should not exceed 604 sq. m (6,500 sq. ft). The width or depth of these floor plates should not exceed 30 m (100 ft). Flexibility will be used in evaluating terraced building forms; however, they should result in a superior urban design outcome.

Tower Separation

To ensure privacy and daylight access, residential portions of buildings exceeding 21.3 m (70 ft) in height should be separated by 24.4 m (80 ft) from other residential buildings of 21.3 m (70 ft) or higher.

6.3 BALFOUR BLOCK

Location: 900 block of 18th & 19th Avenue

Site Size: ~2.52 acres (including 977 19th Avenue)

Intent: Recognizing the residential character of this area and the existing rental housing, this site is envisioned to continue as a vibrant family-oriented node with the addition of new housing options and strong connections to the surrounding neighbourhood.

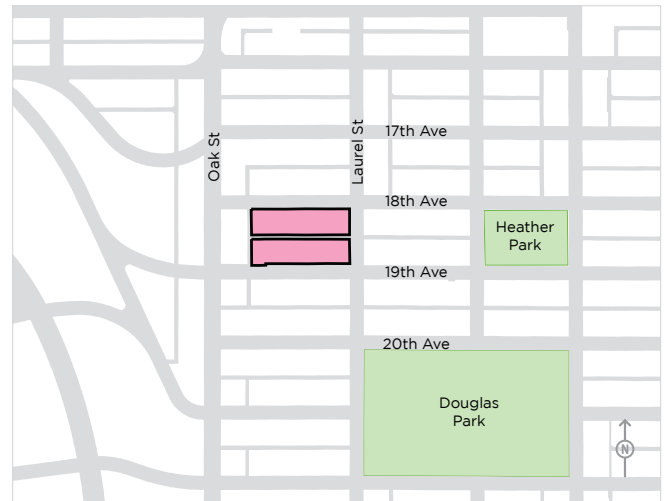
Site redevelopment will include a mix of townhouses, low-rise, and lower mid-rise buildings, reflecting the varied architectural character of the neighbourhood. Residences will connect to the neighbourhood with frequent front doors and front yards, and public open space.

Policies

Rezoning applications will be evaluated in accordance with the principles set out in Section 6.1 and with consideration of the following:

Housing Variety and Affordability

- 6.3.1 Emphasize ground-oriented housing for families (townhouses) for the majority of the site, with provision for low- to lower mid-rise buildings (4 to 6 storeys) at the west end to accommodate housing diversity and affordability.
- 6.3.2 Recognizing the existing rental housing on-site, new development will be expected, at a minimum, to replace existing rental units with an aim to maximize the potential number of rental units on-site. For new rental housing on-site, the following will apply:
 - Target 25% of the net new rental floor area to be below-market, having rental rates and operating requirements in accordance with the City's Moderate Income Rental Housing Program (2017).
 - All rental units will be secured through a Housing Agreement for 60 years or the life of the building, whichever is greater.
 - Development of a phasing plan, where feasible, that minimizes the disruption of the existing tenants.
- 6.3.3 Rental rates for returning tenants exercising the right of first refusal option under the Tenant Relocation and Protection Policy (2015) will be adjusted to the rental rate paid at the time of displacement plus the allowable annual rent increase permitted under the Residential Tenancy Act during the interim period. Units



allocated to returning tenants at adjusted rental rates will be counted towards the 25% below-market affordable housing target, provided the adjusted rental rates are aligned with the City's Moderate Income Rental Housing Program.

- 6.3.4 Target 50% of all units in townhouse buildings to approximately 105 sq. m (1,130 sq. ft) in size to maximize affordability and delivery of the number of townhouse units. This will likely result in stacked townhouses or back-to-back units (Note: ground-floor units within apartment buildings on-site do not contribute to this target).
- 6.3.5 Evaluate opportunities to include lock-off rental units in townhouses to improve housing choice.
- 6.3.6 Assess phasing and development considerations for any parcels not included in the first phase of redevelopment to ensure all properties associated with this Unique Site (e.g., existing surface parking lot) can be developed to meet Plan objectives.

Neighbourhood Scale and Transition

- 6.3.7 Arrange townhouse buildings into lengths that complement the surrounding single-family area, generally no greater than 5 to 6 units, avoiding a continuous "wall effect". Building lengths will be balanced by overall open space provided on site, noting that the intent is to maximize open space and visual permeability on site, without significantly compromising the delivery of new housing.
- 6.3.8 Ensure the design, massing, and setbacks of apartment forms create a sensitive transition to the surrounding neighbourhood.

BALFOUR BLOCK (CONTINUED)

- 6.3.9 Variety in architecture and materials should be considered to avoid monotony.
- 6.3.10 Units at the base of apartment buildings should be ground-oriented with private entrances facing the street and any active links.

Open Space and Public Places

- 6.3.11 Integrate a shared family-oriented outdoor gathering/play space for site residents.
- 6.3.12 Integrate public open space that is primarily softscape either fronting Laurel Street (corner of 19th/Laurel), as depicted, or central to the site in a linear form if lane closure is successful, recognizing the overall intent of providing meaningful open space that is publicly accessible and welcoming.
- 6.3.13 Ensure frontage improvements strengthen neighbourhood integration and provide an enhanced pedestrian experience, as generally guided by the Cambie Corridor Public Realm Plan.

Community Connections

- 6.3.14 Open the east-west lane right-of-way for site access. Partial lane closure may be considered if servicing requirements are met to the City’s satisfaction.
- 6.3.15 Integrate a high-quality active link along the east-west lane. If the lane is opened, pedestrians paths would be on private property on each side of the lane.
- 6.3.16 Ensure ground-floor units address all streets, lane frontages, and on-site open spaces to strengthen connections to the community and improve the public realm.

Community Amenities

- 6.3.17 Explore integrating a childcare facility on this site. Facility size and specific location will be assessed through the rezoning process; however, an at-grade facility integrated within the low- to lower mid-rise buildings is most desirable.

Sustainability

- 6.3.18 Evaluate development under the City’s Rezoning Policy for Sustainable Large Developments. Due to the modest scale of development and lower density expected on this site compared to other large sites, financial testing does not support the provision of social housing on this site. As a result, the priority for social housing under the Rezoning Policy for Sustainable Large Developments does not apply for this site. Requirements for affordable housing are outlined in 6.3.1–6.3.5.

Conceptual Site Diagram



The site graphics are provided for illustrative purposes only, and intended to provide high level direction on site organization and expected building forms. The location of site components are approximate and may vary with an actual proposal.

Applications will be evaluated through a comprehensive rezoning process with enhanced review and public consultation. Design responses deemed to be equal or better in addressing the planning and urban design principles described in this Plan may also be considered.



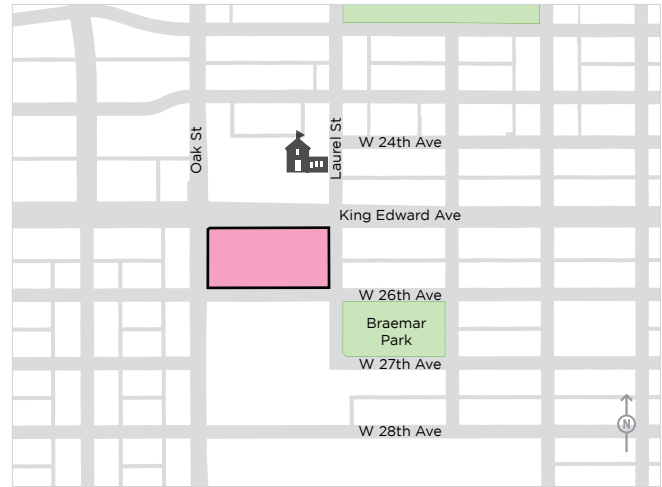
6.4 KING EDWARD MALL

Location: 4110 Oak Street, 900 & 990 King Edward Avenue

Site Size: ~4.0 acres (three parcels)

Intent: Recognizing the existing role of this site as an important local shopping destination, the Plan supports transitioning this auto-oriented mall to a vibrant mixed-use hub with a variety of shops, services, new housing options, amenities, and public gathering places.

Site redevelopment will include active low- and lower mid-rise building frontages along generous sidewalks. Pedestrian-friendly mews and open spaces will open the site. Higher buildings may be located intermittently along King Edward Avenue and Oak Street, providing new housing types in this neighbourhood.



Policies

Rezoning applications will be evaluated in accordance with the principles set out in Section 6.1 and with consideration of the following:

Retail and Services

- 6.4.1 Enhance this location as a vibrant mixed-use neighbourhood node with shops, services, and amenities that support the local area.
- 6.4.2 Retain a medium neighbourhood-size grocery store of 1,395 to 4,645 sq. m (15,000 to 50,000 sq. ft).
- 6.4.3 Activate the King Edward Avenue and Oak Street frontages with pedestrian-oriented retail uses. Store fronts should be limited in length to encourage variety, activity, and visual interest.
- 6.4.4 Explore opportunities to integrate office uses above the first floor, recognizing synergies with the hospitals and potential for medical office space.

Housing Variety and Affordability

- 6.4.5 Integrate a range of housing types, including low- and lower mid-rise apartments, activating ground-floor units with townhouses or a similar form.
- 6.4.6 Explore integrating “above-grade” townhouses on upper levels.
- 6.4.7 For new housing on-site, the following will apply subject to financial testing and balancing other amenity needs on site:
 - Development of strata housing with 20% of net residential floor area as affordable housing, prioritizing turnkey social housing, or

- Development of 100% secured rental housing with 20% of net residential floor area to be below market rental housing having rental rates and operating requirements in accordance with the City’s Moderate Income Rental Housing Program.

Review will be guided by the Rezoning Policy for Sustainable Large Developments, Council’s housing affordability policies, and other policies that may apply at the time of redevelopment. This policy will apply to full and partial precinct development proposals.

- 6.4.8 All rental units will be secured through a Housing Agreement for 60 years or the life of the building, whichever is greater.

Neighbourhood Scale, Identity & Transition

- 6.4.9 Focus the highest buildings near the intersection of Oak Street and King Edward Avenue, transitioning to townhouses or similar lower scale buildings along Laurel Street.
- 6.4.10 Along King Edward Avenue and Oak Street, three higher elements of approximately 12 to 14 storeys may be considered above a low- to lower mid-rise podium. Terraced buildings with a lower overall height may be considered as an alternative to the tower/podium typology.
- 6.4.11 All proposals will be required to consult with BC Women’s and Children’s Hospitals, the local health authority, Nav Canada, Transport Canada and relevant flight operators to ensure continued heliport functionality for access by medical helicopters. Any negative impact on heliport operations will be considered in overall achievable building heights on-site.

KING EDWARD MALL (CONTINUED)

- 6.4.12 Consider the unique institutional interface along 26th Avenue when evaluating building height and massing during rezoning.
- 6.4.13 Specific building heights will be evaluated through the rezoning process in consideration of factors such as adjacent context, shadow impacts (with special sensitivity given to Emily Carr Elementary), overall site design, amenity provision, and community input.

Open Space and Public Places

- 6.4.14 Create a sense of place with outdoor places for people to gather and socialize.
 - Break up the large block with a north-south secondary active link that will function as an active public space connected to a commercial interface; maximize solar exposure. Design of this active link will generally be guided by the Cambie Corridor Public Realm Plan.
 - Integrate a minor public plaza at or near the corner of Laurel Street and 26th Avenue of approximately 300 sq. m (3,230 sq. ft). This is expected to be primarily hard-surfaced with some landscape elements, also incorporating accessible design considerations. Explore design opportunities to connect with Braemar Park.

Community Connections

- 6.4.15 Integrate walking connections through the site, exploring opportunities that prioritize pedestrian integration where shared with vehicle access.
- 6.4.16 Create stronger connections and provide improved pedestrian links and accessibility to the institutional uses to the south.

Community Amenities

- 6.4.17 Integrate a community facility on this site, with a priority on childcare. Facility size and specific location will be assessed through the rezoning process.

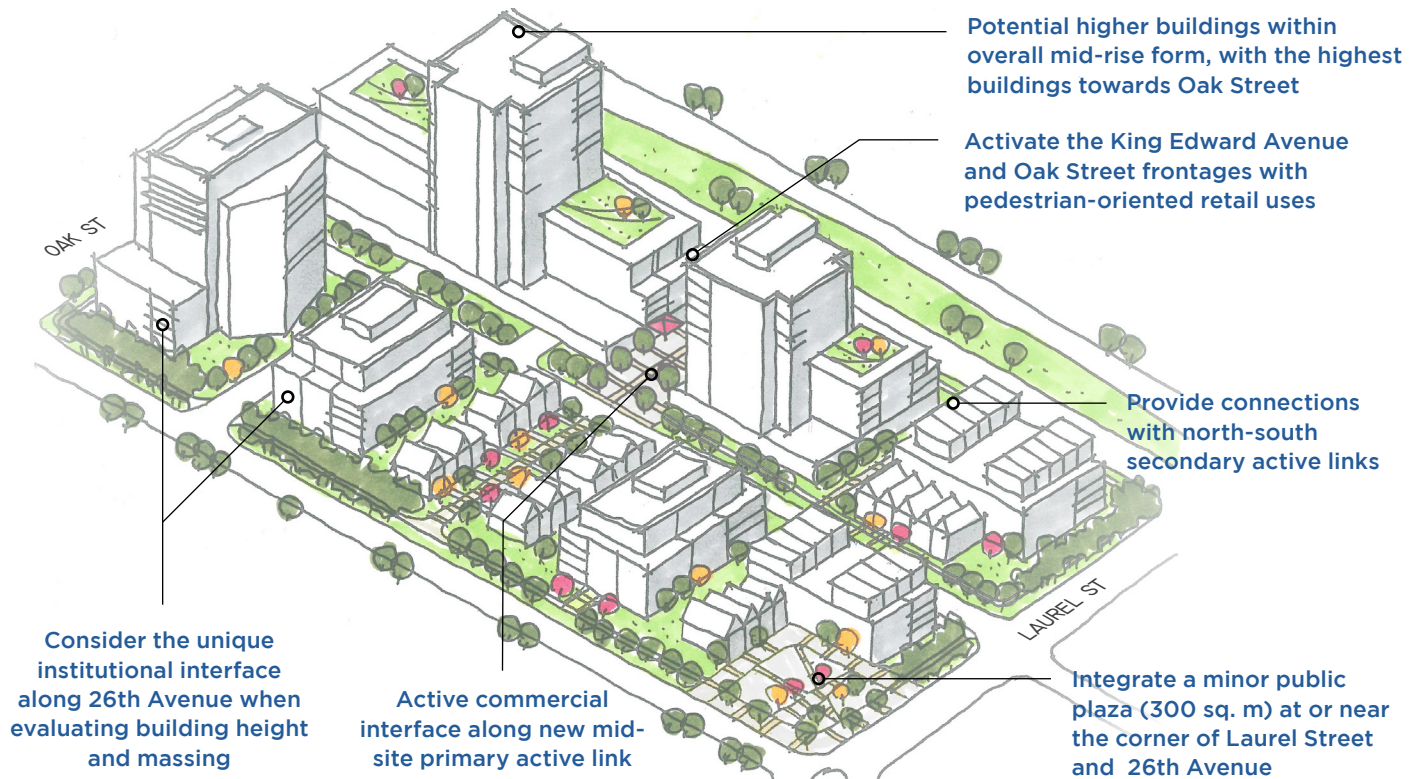
Sustainability

- 6.4.18 Evaluate development under the City's Rezoning Policy for Sustainable Large Developments.

A Coordinated Site

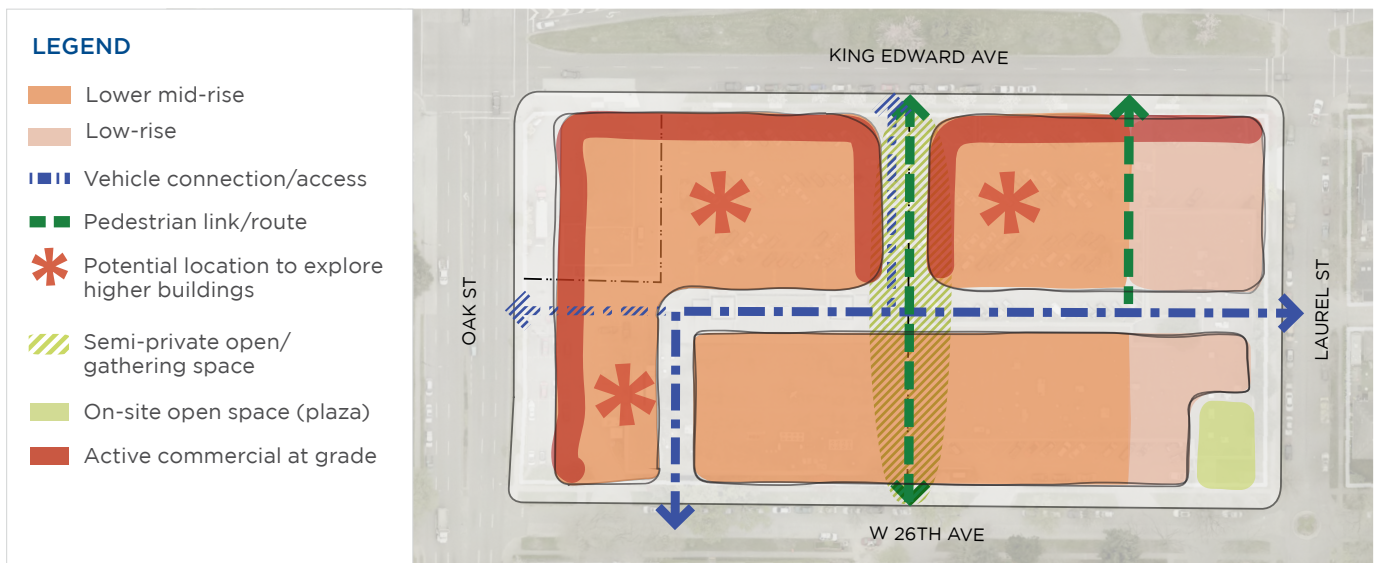
- 6.4.19 Consolidation of all parcels is strongly recommended to ensure coordinated precinct development. Any proposal that does not include all parcels will need to demonstrate that sites left behind can reasonably be developed as envisioned in this Plan.

Conceptual Design



The site graphics are provided for illustrative purposes only, and intended to provide high level direction on site organization and expected building forms. The location of site components are approximate and may vary with an actual proposal.

Applications will be evaluated through a comprehensive rezoning process with enhanced review and public consultation. Design responses deemed to be equal or better in addressing the planning and urban design principles described in this Plan may also be considered.



6.5 SHAWN OAKS

Location: 5505 Oak Street

Site Size: ~3.2 acres

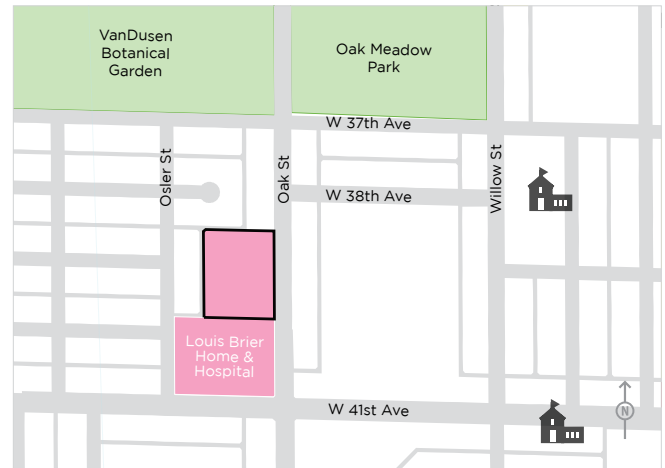
Intent: Shawn Oaks is a large site with significant opportunity to broaden housing choice and affordability in the neighbourhood, while improving neighbourhood connections and strengthening the pedestrian experience along Oak Street. New development will incorporate the existing character elements of the site, including retention of mature large trees and integration of generous on-site open space.

Policies

Rezoning applications will be evaluated in accordance with the principles set out in Section 6.1 and with consideration of the following:

Housing Variety and Affordability

- 6.5.1 Allow a range of housing types with an emphasis on low-rise and lower mid-rise apartments, townhouses, and stacked townhouses. A higher mid-rise/low tower of approximately 12 to 16 storeys may be considered near Oak Street and generally at the southeast corner of the site.
- 6.5.2 For new housing on-site, the following will apply subject to financial testing and balancing other amenity needs on-site:
- Development of strata housing with 20% of net residential floor area as affordable housing, prioritizing turnkey social housing, or
 - Development of 100% secured rental housing with 20% of net residential floor area to be below-market, having rental rates and operating requirements in accordance with the City's Moderate Income Rental Housing Program.
- Review will be guided by the Rezoning Policy for Sustainable Large Developments, Council's housing affordability policies, and other policies that may apply at the time of redevelopment.
- 6.5.3 All rental units will be secured through a Housing Agreement for 60 years or the life of the building, whichever is greater.
- 6.5.4 Institutional and residential uses, such as seniors care, seniors supportive housing, or other uses that support an aging population will be supported.



Neighbourhood Scale, Identity & Transition

- 6.5.5 Focus the majority of site density and the highest buildings in low-rise and lower mid-rise apartment buildings along Oak Street, transitioning to townhouses or low-rise apartments at the interface with the single-family area to the west and north. Terraced buildings with a lower overall height may be considered as an alternative to the tower/podium typology.
- 6.5.6 Coordinate site and building design with future development to the south to ensure a cohesive building transition, seamless public realm, and functional east-west vehicle/pedestrian connection between Oak Street and Osler Street.
- 6.5.7 Explore designs that reflect and consider the existing siting and landscape approach.

Amenities

- 6.5.8 Integrate a childcare facility in the Louis Brier/Shawn Oaks precinct. Two facilities—one on each site—may be deemed necessary and will be determined at the time of rezoning.

Community Connections

- 6.5.9 A new publicly accessible north-south pedestrian connection through the site will link 41st Avenue to VanDusen Botanical Garden via the lane to the north of the site, and design will be coordinated with the Louis Brier site.
- 6.5.10 Ensure ground-floor units address all streets, lane frontages, and on-site open spaces to strengthen connections to the community and improve the public realm without encroaching into public open space.

SHAWN OAKS (CONTINUED)

- 6.5.11 Improve site access and permeability with a new east-west vehicle and pedestrian connection between Oak Street and Osler Street, located at the southern property line. Encourage car-light design consistent with primary links in the Cambie Corridor Public Realm Plan.

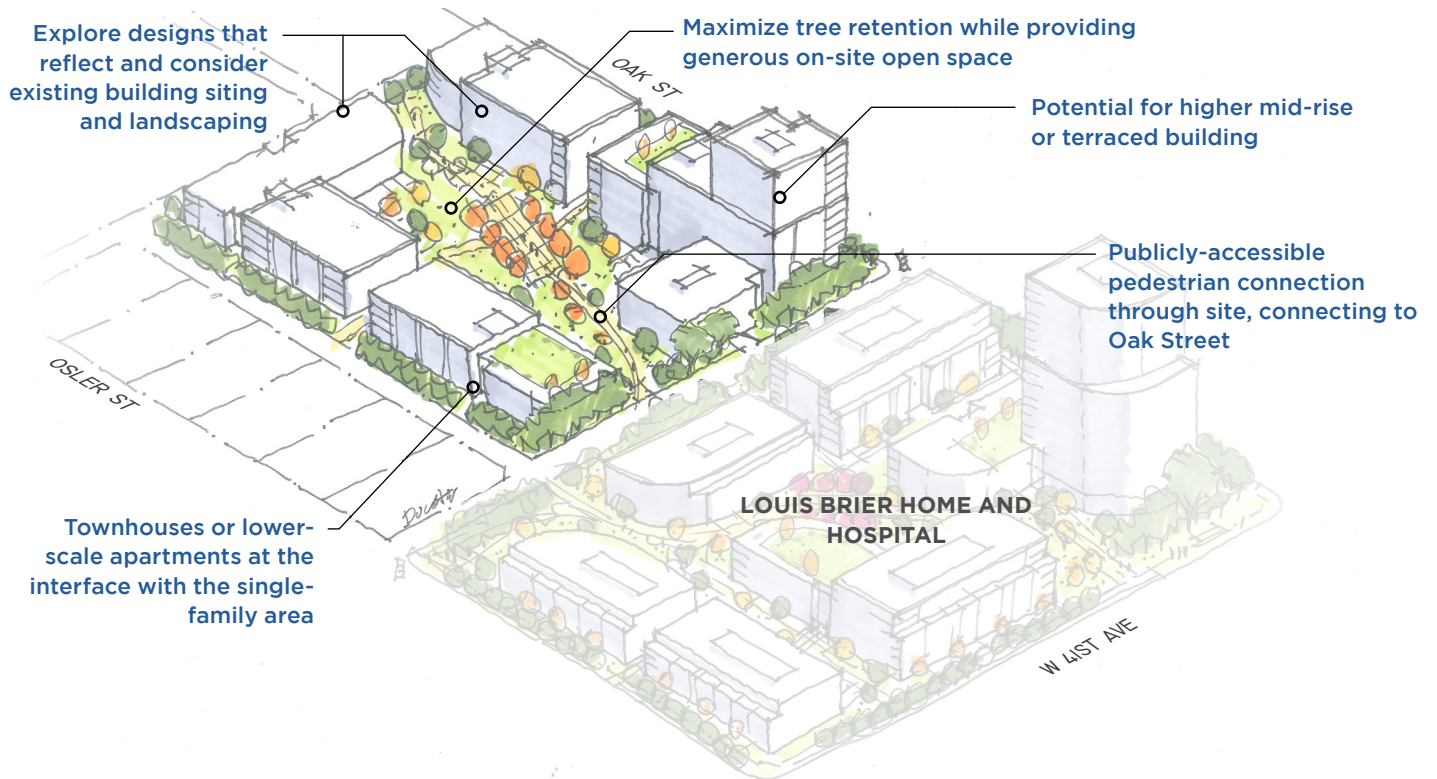
Open Space and Public Places

- 6.5.12 Maximize tree retention and integrate significant on-site open space in coordination with the north-south pedestrian link. These factors are expected to be key organizing elements for new development.
- 6.5.13 Ensure frontage improvements strengthen neighbourhood integration and provide an enhanced pedestrian experience, as generally guided by the Cambie Corridor Public Realm Plan. Oak Street improvements will require special consideration to effectively retain existing mature trees when implementing pedestrian facilities.

Sustainability

- 6.5.14 Evaluate development under the City's Rezoning Policy for Sustainable Large Developments.

Conceptual Site Diagram



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Applications will be evaluated through a comprehensive rezoning process with enhanced review and public consultation. Design responses deemed to be equal or better in addressing the planning and urban design principles described in this Plan may also be considered.



6.6 LOUIS BRIER HOME & HOSPITAL

Location: 5650 Osler Street

Site Size: ~4.0 acres

Intent: This site provides an important housing and care option for the Corridor's aging population. Future development of the site will be coordinated with the overall precinct to broaden housing choice and local amenities, while continuing to support seniors. Site development will improve neighbourhood connections, strengthening the pedestrian experience along Oak Street, and include retention of mature large trees in generous on-site open space.

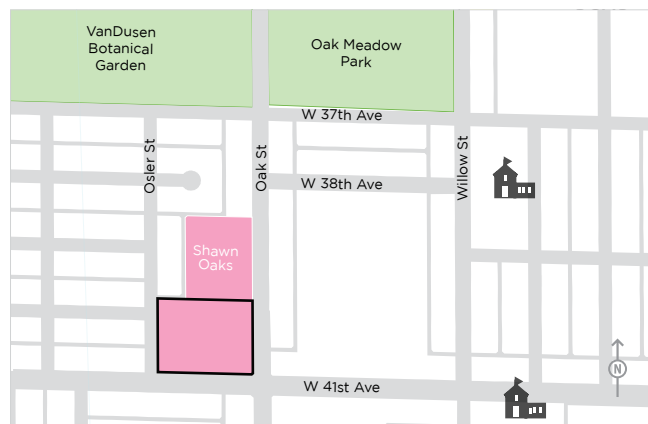
Policies

Rezoning applications will be evaluated in accordance with the principles set out in Section 6.1 and with consideration of the following:

Housing Variety, Affordability and Seniors Care

- 6.6.1 Replace and/or expand existing seniors residential and care facilities, with flexibility for evolving service delivery models.
- 6.6.2 Allow a range of new housing types with an emphasis on low-rise and lower mid-rise apartments. A moderate tower of 16 to 20 storeys may be considered near the intersection of Oak Street and 41st Avenue.
- 6.6.3 Where non-seniors related housing is introduced, integrate townhouses and/or stacked townhouses in the base of apartment buildings, where appropriate, and as a transition to adjacent single-family areas.
- 6.6.4 For new housing on site, the following will apply subject to financial testing and balancing other amenity needs on site:
 - Development of strata housing with 20% of net residential floor area as affordable housing, prioritizing turn-key social housing, or
 - Development of 100% secured rental housing with 20% of net residential floor area to be below-market having rental rates and operating requirements in accordance with the City's Moderate Income Rental Housing Program.

Review will be guided by the Rezoning Policy for Sustainable Large Developments, Council's housing affordability policies, and other policies that may apply at the time of redevelopment.



- 6.6.5 All rental units will be secured through a Housing Agreement for 60 years or the life of the building, whichever is greater.

Retail

- 6.6.6 Activate the southeast corner of the site with at-grade commercial space. Frontages should wrap building corners and building setbacks should create a strong relationship with surrounding sidewalks and the adjacent outdoor public space.

Neighbourhood Scale, Identity & Transition

- 6.6.7 Focus site density and the highest buildings along Oak Street and towards the intersection with 41st Avenue. Buildings along Oak Street will provide a sawtooth mid-rise streetwall. Transition to townhouses or lower-scale apartments next to single-family areas.
- 6.6.8 Coordinate site and building design with future development to the north to ensure a cohesive building transition, seamless public realm, and high-quality east-west vehicle/pedestrian connection between Oak Street and Osler Street.
- 6.6.9 If care facilities are replaced on-site, the built form may vary from what is described under 6.6.7 to accommodate operational functionality for long-term care. The alternate form should minimize shadow to public spaces, and should maintain a transition in scale down to the single-family areas.

Community Connections

- 6.6.10 Improve site access and permeability with a new east-west vehicle and pedestrian connection between Oak Street and Osler Street, located at the northern property line. Encourage car-light design consistent with primary links defined in the Cambie Corridor Public Realm Plan.

LOUIS BRIER HOME & HOSPITAL (CONTINUED)

- 6.6.11 A new publicly accessible north-south pedestrian connection and public space through the site will serve as a key organizing element for new development. This connection will link the intersection of Oak Street and 41st Avenue to Osler Street, providing a connection to VanDusen Botanical Garden.

Open Space and Public Places

- 6.6.12 Maximize tree retention and integrate significant on-site open space in coordination with the north-south pedestrian link. These factors are expected to be key drivers of site design.
- 6.6.13 Ensure frontage improvements strengthen neighbourhood integration and provide an enhanced pedestrian experience, as generally guided by the Cambie Corridor Public Realm Plan. Oak Street improvements will require special consideration to effectively retain existing mature trees when implementing pedestrian facilities.
- 6.6.14 Integrate a public plaza of approximately 100 sq. m (1,076 sq. ft) along 41st Avenue near the corner of Oak Street. The plaza should be primarily hard surfaced while integrating valuable trees.

Amenities

- 6.6.15 Integrate a childcare facility in the Louis Brier/Shawn Oaks precinct. Two facilities—one on each site—may be deemed necessary and will be determined at the time of rezoning.
- 6.6.16 Explore opportunities to integrate a community-supporting facility in the Louis Brier/Shawn Oaks precinct (e.g., seniors centre).

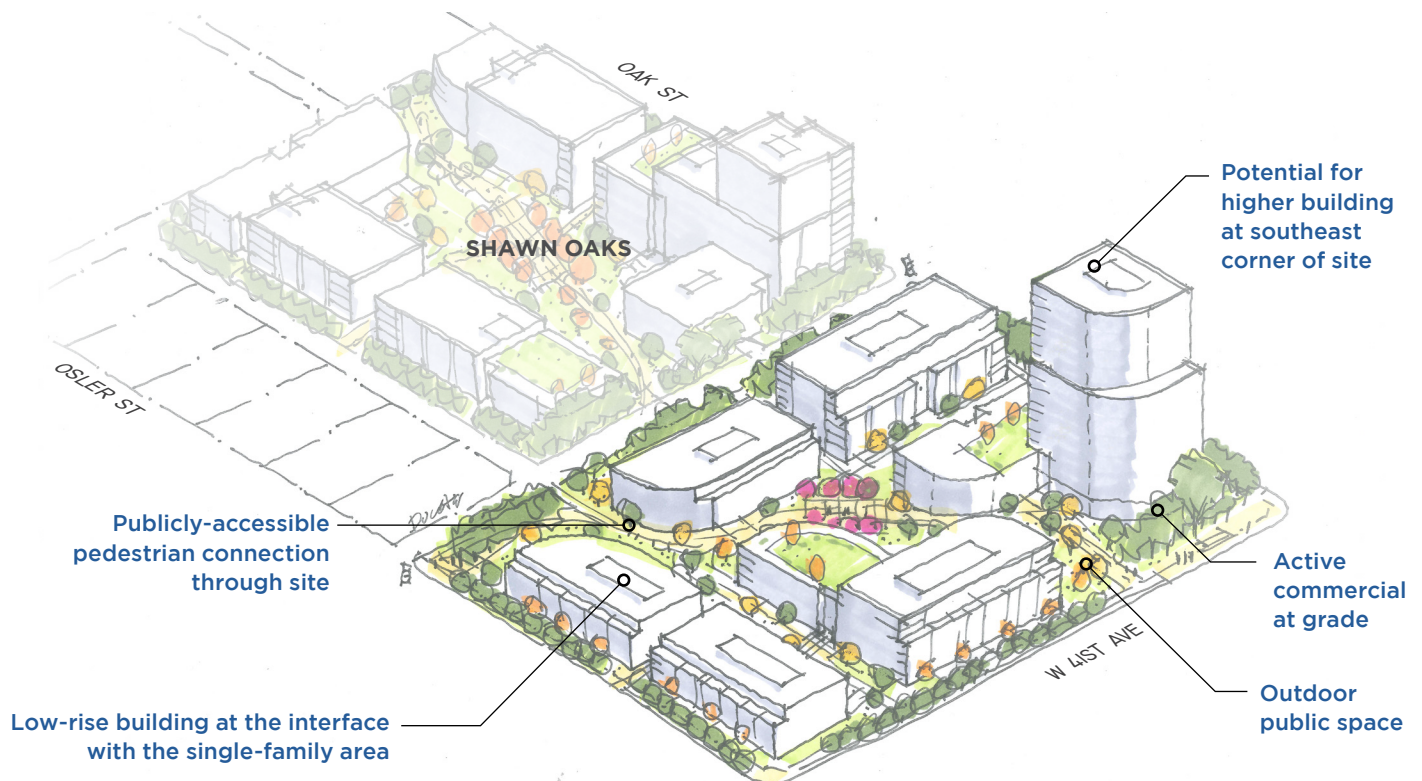
Sustainability

- 6.6.17 Evaluate development under the City's Rezoning Policy for Sustainable Large Developments.

A Coordinated Precinct

- 6.6.18 Redevelopment of this site may be considered in coordination with other sites in close proximity (within 100 m) to support the Oak Street and 41st Avenue precinct as a vibrant node with a mix of seniors-supportive services, residential uses, and amenities. A “partner site” approach will be considered to support the renewal, replacement, or expansion of the existing seniors care and supportive housing through coordinated phasing and relocation.
- 6.6.19 A coordinated development proposal must meet the following, as a minimum:
- The partner site must have policy allowing redevelopment, and the form of development and permitted uses will be guided by that policy. Single-family zoned lands (RS) are not eligible.
 - New development will replace or exceed the existing seniors care and housing uses, with flexibility to consider evolving service delivery models.
 - Delivery of affordable housing and/or amenity requirements applicable to this site and the partner site may be evaluated collectively or as individual sites.
 - Amenities and affordable housing requirements must be delivered proportional to each phase of development, as a minimum.

Conceptual Site Diagram



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Applications will be evaluated through a comprehensive rezoning process with enhanced review and public consultation. Design responses deemed to be equal or better in addressing the planning and urban design principles described in this Plan may also be considered.



6.7 OAKRIDGE APARTMENT AREA

Location: Southwest of Oakridge Centre, along Tisdall Street and 45th Avenue

Site Size: Multiple sites ranging from 0.47 to 3.75 acres

Intent: This neighbourhood is an important cluster of rental housing. Over time and at a controlled pace, future change will focus on expanding the availability of rental housing and improving affordability. Redevelopment of sites should reflect the current site character with varied heights and rich landscape. Site development may include multi-family infill or a mix of low-, mid- and higher mid-rise developments. Some sites may include terraced buildings and low towers. Deep and varied landscaped setbacks will continue the character of Tisdall and Willow Streets. New streets and active links will help connect the broader neighbourhood to Oakridge Centre and its amenities.

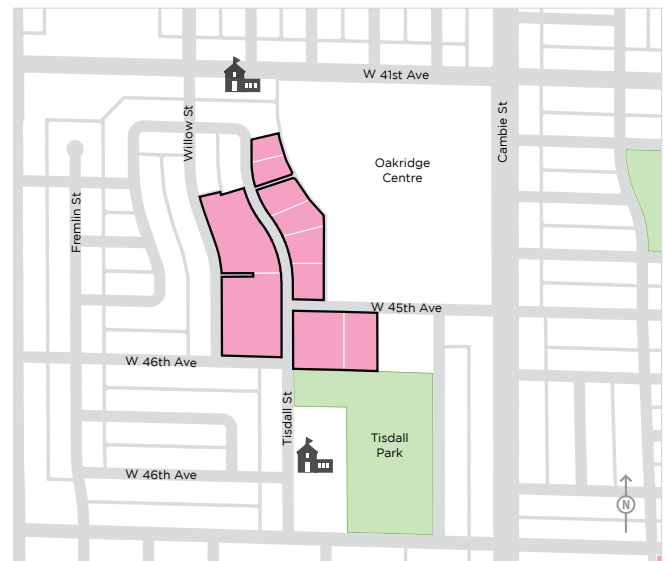
Policies

Rezoning applications will be evaluated in accordance with the principles set out in Section 6.1 and with consideration of the following:

Housing Variety and Affordability

To strengthen and protect this area as an important supply of rental housing with easy access to transit, the following policies outline opportunities for rezoning to allow renewal, expansion, or development of rental housing at a controlled pace:

- 6.7.1 Allow new infill rental housing development on existing rental and equity co-op housing sites, subject to upgrades to improve the building performance of retained buildings and structures, to the satisfaction of the Chief Building Official. These may include structural upgrades to improve performance in the event of an earthquake, non-structural building elements and fire safety improvements. Key site feasibility considerations will include assessment of overall urban design compatibility, access, and parking replacement.
- 6.7.2 Allow redevelopment of existing rental and equity co-op housing sites for renewal, expansion, or development of rental housing at a controlled pace. New stratified market housing development will not be considered.
- 6.7.3 Consider height and density beyond the existing built form as generally guided by the site diagram and evaluated through the enhanced rezoning process.



- 6.7.4 In order to manage the initial take-up (“pace of change”) of redevelopment under these policies, limit approvals of projects that involve demolition of existing market rental housing covered by the Rental Housing Stock ODP, to no more than three new developments in the first three years of the plan, or a maximum of up to 160 existing market rental units (i.e., redeveloped as a component of the seven sites). Following three years, report back on the rate of redevelopment and the outcomes of that activity.
- 6.7.5 In addition to rental replacement requirements under the Rental Housing Stock ODP, the City’s Rezoning Policy for Sustainable Large Developments applies to several sites in this precinct (i.e., Willow Gardens, Oakridge Gardens, and Four Wings).
- 6.7.6 This precinct presents a unique opportunity to significantly expand rental housing supply within the Corridor. With respect to the affordable housing component of the Rezoning Policy for Sustainable Large Developments, the following will apply for new housing on-site for all sites:
 - 100% of total residential floor area will be secured rental housing; strata housing will not be considered.
- 6.7.7 Target 25% of the net new residential floor area to be below-market, having rental rates and operating requirements in accordance with the

OAKRIDGE APARTMENT AREA (CONTINUED)

City's Moderate Income Rental Housing Program. All rental units will be secured through a Housing agreement for 60 years or life of the building, whichever is greater.

- 6.7.8 Development of a phasing plan, where feasible, that minimizes the disruption of the existing tenants.
- 6.7.9 Rental rates for returning tenants exercising the right of first refusal option under the Tenant Relocation and Protection Policy will be adjusted to the rental rate paid at the time of displacement plus the allowable annual rent increase permitted under the Residential Tenancy Act during the interim period. Units allocated to returning tenants at adjusted rental rates will be counted towards the 25% below-market affordable housing target, provided the adjusted rental rates are aligned with the City's Moderate Income Rental Housing Program.
- 6.7.10 Community Amenity Contributions for large sites will be assessed through a pro forma analysis at the time of rezoning. Any additional land value "lift" generated will be allocated towards other non-housing related amenities.

Neighbourhood Scale, Identity & Transition

- 6.7.11 New development should acknowledge and reflect the unique existing development character of the neighbourhood by maximizing tree retention and integrating substantial on-site green and open spaces.
- 6.7.12 Given the intent for a slow and carefully considered pace of change in this precinct, ensure the massing and site design of new development is compatible with the form, siting, and orientation of neighbouring buildings/sites.
- 6.7.13 Allow a range of building heights with an emphasis on low- and lower mid-rise apartments. Higher mid-rise or low towers may be considered in limited locations along Tisdall Street.
- 6.7.14 Transition to townhouses or lower-scale apartments with a townhouse base adjacent to single family areas.
- 6.7.15 For properties east of Tisdall Street and north of 45th Avenue, future development will design the lane frontage as an urban "street type" interface to enhance the walking experience and complement the built form of future (Oakridge Centre redevelopment) and existing adjacent uses. Further guidance will be provided through the enhanced rezoning process.

Open Space and Public Places

- 6.7.16 Integrate on-site public plaza spaces at street ends, as generally illustrated, to connect new development with the broader neighbourhood, create social gathering spaces, and enhance pedestrian connections. Open space at Tisdall Street and 45th Avenue should be a minimum of 300 sq. m (3,230 sq. ft) and provide an interactive environment for all ages.
- 6.7.17 Integrate substantial shared on-site open space for the enjoyment of residents and as an amenity to support families with children.

Community Connections

- 6.7.18 Improve the permeability of large blocks with new, publicly accessible active links and vehicle connections, as generally illustrated. Coordinate the ultimate location of each connection through the enhanced rezoning process with consideration of long-term development phasing and links to local destinations (e.g., Tisdall Park, Oakridge Centre, existing/future street network, transit).
- 6.7.19 Consider additional vehicle access to the sites north of Tisdall Park, provided this interface is designed to improve public access to the park, and minimize impacts on pedestrian routes. Consideration of this option will be further reviewed through the enhanced rezoning process and in consideration of overall site design.

Amenities

- 6.7.20 Given the importance and potential for this area to support families, new childcare facilities will be expected in this area. Large sites will be expected to accommodate these facilities upon redevelopment. Should the pro forma analysis show that these projects are unable to support the childcare, top-up funding will be explored. Facility size and specific location will be assessed through the enhanced rezoning process.

Sustainability

- 6.7.21 Evaluate new development under the City's Rezoning Policy for Sustainable Large Developments.

Conceptual Precinct Diagram



The site graphics are provided for illustrative purposes only, and intended to provide high level direction on site organization and expected building forms. The location of site components are approximate and may vary with an actual proposal.

Applications will be evaluated through a comprehensive rezoning process with enhanced review and public consultation. Design responses deemed to be equal or better in addressing the planning and urban design principles described in this Plan may also be considered.



6.8 SALVATION ARMY HOMESTEAD

Location: 975 57th Avenue (fronting Oak Street)

Site Size: ~1.23 acres

Intent: This decommissioned institutional site will evolve to provide new housing options and amenities for families, building on its proximity to schools and significant open spaces. New development will include mid-rise buildings and improve public realm connections to and along Oak Street.

Policies

Rezoning applications will be evaluated in accordance with the principles set out in Section 6.1 and with consideration of the following:

Housing Variety and Affordability

- 6.8.1 Allow a range of housing types with an emphasis on lower mid-rise apartments. Fronting Oak Street, heights will be compatible with adjacent low-rise buildings. A higher mid-rise apartment may be located internal to the site.
- 6.8.2 Townhouses (including stacked forms) are strongly encouraged as a component of development and in the base of apartment buildings.
- 6.8.3 Where secured market rental housing is included, consider modest increases in height and density to assist with project viability—subject to urban design performance and delivery of other priority amenities (e.g., childcare).

Neighbourhood Scale, Identity & Transition

- 6.8.4 Coordinate building massing with the existing apartment building to the south to ensure a neighbourly interface and built-form continuity.
- 6.8.5 Evaluate and mitigate impacts of new development on the synagogue to the north through the enhanced rezoning and consultation process.

Open Space and Public Places

- 6.8.6 Incorporate significant usable on-site open space for residents as a key site organizing element, maximizing tree retention on the overall site.
- 6.8.7 Integrate high-quality publicly accessible connections through the site that link to open spaces and break up the block.



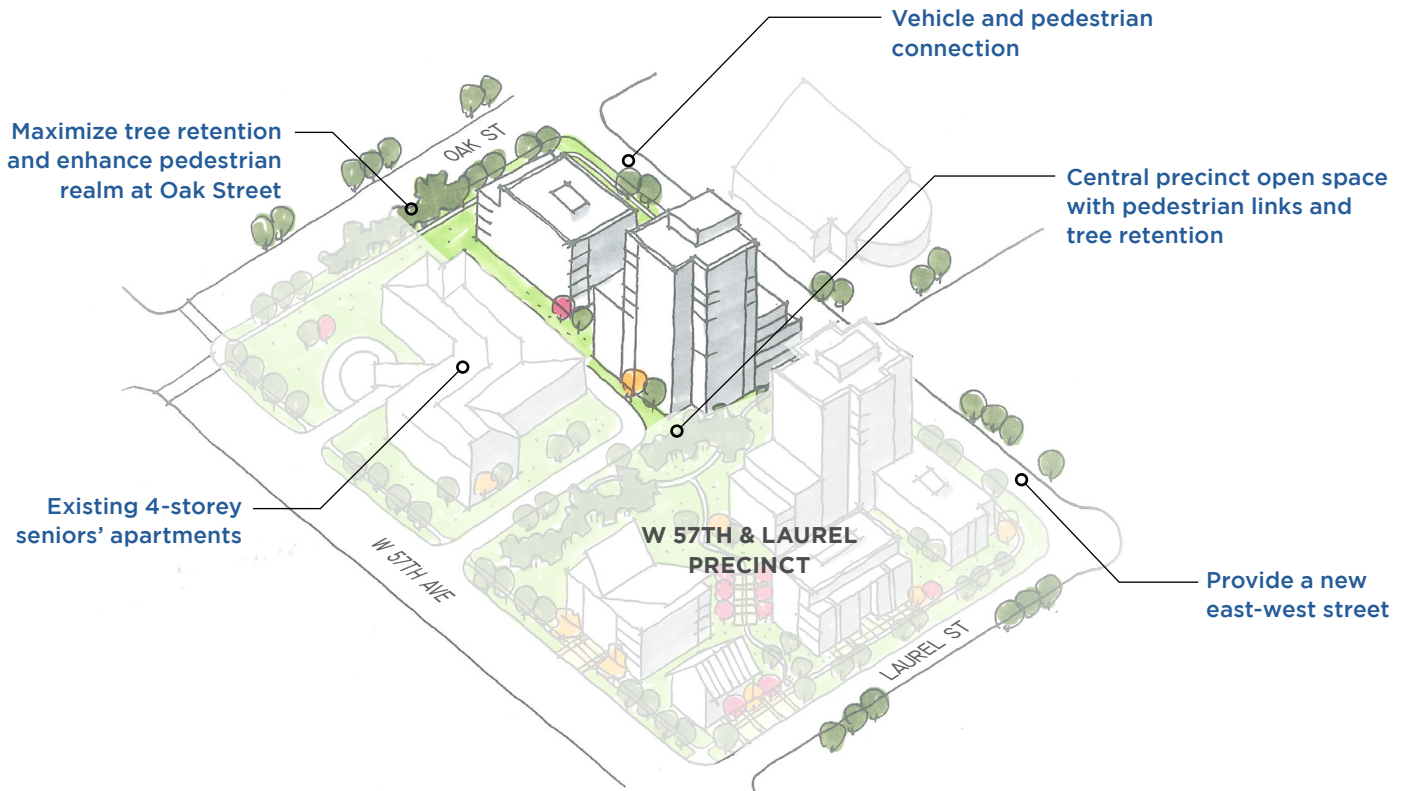
Community Connections

- 6.8.8 Provide a new, full east-west vehicle and pedestrian connection (primary active link) along the northern edge of the site from Oak Street to the eastern property line, ultimately connecting to Laurel Street. Design will be guided by the Cambie Corridor Public Realm Plan.
- 6.8.9 Proposals will include a comprehensive open space and connections plan illustrating how this site will support the overall precinct vision.
- 6.8.10 Improve the Oak Street frontage to enhance pedestrian safety and comfort, as guided by the Cambie Corridor Public Realm Plan.

Amenities

- 6.8.11 Integrate a new childcare facility in this area precinct. The ultimate provision, size, and location will be confirmed/determined through the rezoning process.
- 6.8.12 Recognizing the former institutional use of this site, and the desire to see continued community-serving uses in the area, consideration of on-site community serving uses will be prioritized and considered through rezoning.

Conceptual Site Diagram



The graphics provided are for illustrative purposes only, and intended to provide high level direction on site organization and expected building forms. The locations of site components are approximate only and may vary with an actual proposal. Applications will be evaluated through a comprehensive rezoning process

with enhanced review and public consultation. Design responses deemed to be equal or better in addressing the planning and urban design principles described in this Plan may also be considered. The graphics are illustrative only and do not indicate specific design requirements.



6.9 57TH AND LAUREL PRECINCT

Location: 915, 935, 955 57 Avenue, 7255, 7235, 7225 Laurel Street

Site Size: Six parcels ranging from ~0.19 to ~0.90 acres

Intent: This unique cluster of small lots includes significant features such as large treed areas and a heritage house. Over time, it may evolve to provide more housing options while retaining its unique site features. New development will include low- and mid-rise buildings that provide an active residential street interface. New connections through the site and an enhanced public realm along 57th Avenue will integrate the site into the mixed use community.

Policies

Rezoning applications will be evaluated in accordance with the principles set out in Section 6.1 and with consideration of the following:

Housing Variety and Affordability

- 6.9.1 Allow a range of housing types, emphasizing low-rise apartments or townhouses on the southern portion of the site and lower mid-rise buildings internal to the site.
- 6.9.2 All buildings will integrate ground-oriented units on the first floor to broaden housing choice and create strong connections to walkways and open space.
- 6.9.3 Where secured market rental housing is included, consider modest increases in height and density to assist with project viability—subject to urban design performance and delivery of other amenities (e.g., childcare).

Neighbourhood Scale, Identity & Transition

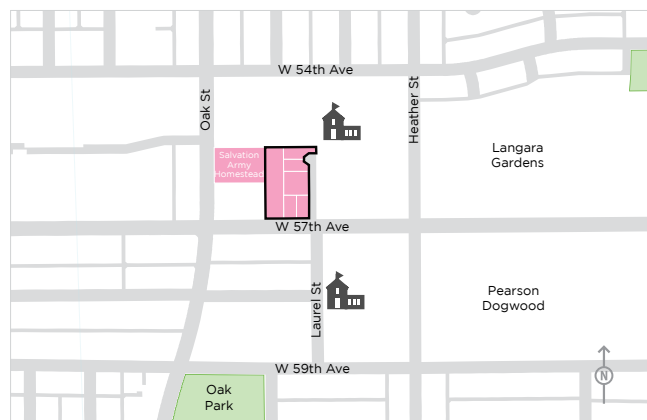
- 6.9.4 New development will integrate, restore, and protect the heritage house at 7255 Laurel Street as a key precinct element.
- 6.9.5 The heritage house may be relocated to the southern edge of the site (57th Avenue) to maximize public exposure and facilitate overall site organization.
- 6.9.6 New development will provide respectful transition and setbacks to the heritage house.

Open Space and Public Places

- 6.9.7 Incorporate a central green space within this portion of the precinct, using tree retention as a key site design consideration.

Community Connections

- 6.9.8 Provide a new, full east-west vehicle and pedestrian connection (primary active link) along the northern edge of the consolidated



sites from Laurel Street to the western property line, ultimately connecting to Oak Street (through the Salvation Army redevelopment). Design will be guided by the Cambie Corridor Public Realm Plan.

- 6.9.9 Proposals must include 955 57th Avenue and 7225 Laurel Street to provide the east-west road connection at the north edge of the site, connecting Laurel to Oak Street, and to integrate precinct open space.
- 6.9.10 Provide a north-south pedestrian connection from the new east-west street to 57th Avenue in conjunction with the central green space and tree retention. Specific location will be determined through the rezoning process.
- 6.9.11 Integrate high-quality publicly accessible connections through the site that link to open spaces, highlight the heritage house, and break up the block.
- 6.9.12 Proposals will include a comprehensive open space and connections plan illustrating implementation of the overall precinct vision, including 975 57th Avenue.

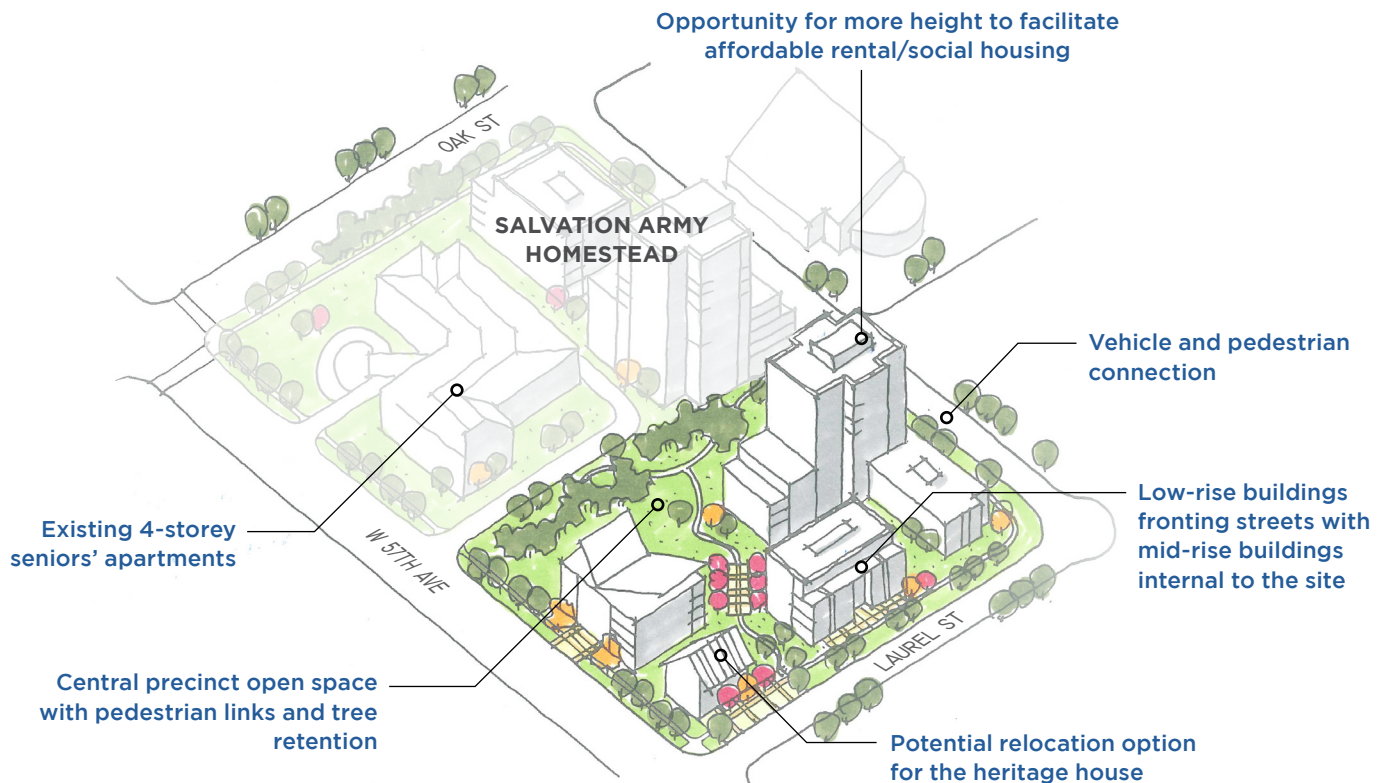
Amenities

- 6.9.13 This precinct is a priority location for a new childcare facility. The ultimate provision, size, and location will be confirmed/determined through the rezoning process. Delivery of a childcare facility will be balanced with other on-site priorities such as tree retention and heritage protection.

A Coordinated Precinct

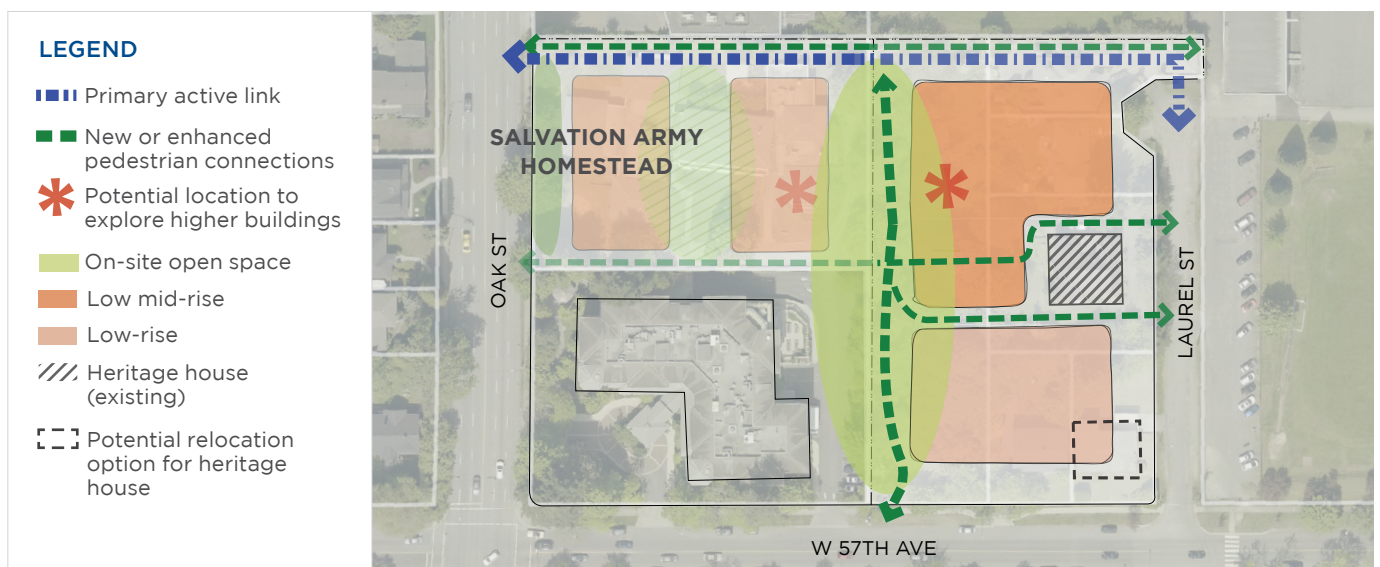
- 6.9.14 A full assembly of all parcels (excluding the Salvation Army site) is preferred. However, a plan that demonstrates an equitable approach delivering on all site objectives may be considered for rezoning.

Conceptual Design



The graphics provided are for illustrative purposes only, and intended to provide high level direction on site organization and expected building forms. The locations of site components are approximate only and may vary with an actual proposal. Applications will be evaluated through a comprehensive rezoning process

with enhanced review and public consultation. Design responses deemed to be equal or better in addressing the planning and urban design principles described in this Plan may also be considered. The graphics are illustrative only and do not indicate specific design requirements.



6.10 YMCA

Location: 282 49th Avenue (at Alberta Street)

Site Size: ~1.99 acres

Intent: The YMCA is seeking to renew their facility within the Cambie Corridor. Future development of the site will support renewal of the YMCA facility by introducing new housing options and on-site amenities within proximity of rapid transit and strong pedestrian connections. New development will include low- and mid-rise buildings varying in height, as well as a higher building toward the south of the site. Connections along and through the site will link this active urban community hub to the adjacent park and community routes.

Policies

Rezoning applications will be evaluated in accordance with the principles set out in Section 6.1 and with consideration of the following:

Active Community

- 6.10.1 Enable future potential redevelopment of existing YMCA facility. The ultimate size and location will be determined/confirmed through the rezoning process.
- 6.10.2 Consider introducing local-serving commercial uses along 49th Avenue.

Housing Variety and Affordability

- 6.10.3 For new housing on-site, the following will apply subject to financial testing and balancing other amenity needs on site:
 - Development of strata housing with 20% of net residential floor area as affordable housing, prioritizing turnkey social housing, or
 - Development of 100% secured rental housing with 20% of net residential floor area to be below-market having rental rates and operating requirements in accordance with the City's Moderate Income Rental Housing Program.

Review will be guided by the Rezoning Policy for Sustainable Large Developments, Council's housing affordability policies, and other policies that may apply at the time of redevelopment.

- 6.10.4 All rental units will be secured through a Housing Agreement for 60 years or the life of the building, whichever is greater.
- 6.10.5 Allow a range of housing types with



opportunities for higher mid-rise apartments fronting Alberta Street, and low-rise apartments or townhouses along the eastern edge of the site.

- 6.10.6 Recognizing the site's proximity to Langara College, encourage the provision of student-oriented housing through redevelopment.

Neighbourhood Scale, Identity & Transition

- 6.10.7 Focus site density and building height near Alberta Street, with higher buildings located to the south and transitioning to lower-scale residential forms to the east along Langara Park.
- 6.10.8 A moderate tower of about 20 storeys may be considered toward the southwest of the site with average floorplates sizes of 650 sq. m (7,000 sq. ft) above 8 storeys to limit shadow impacts on adjacent sites.
- 6.10.9 Shadows should generally not extend across the north sidewalk of 49th Avenue between 10 a.m. and 4 p.m. PDT at the spring and fall equinoxes.
- 6.10.10 Incorporate ground-oriented residential units in the lower-scale residential buildings to activate pedestrian connections

Open Space and Public Places

- 6.10.11 Maximize tree retention and integrate enhanced open space that links to Langara Park and pedestrian connections along site edges.
- 6.10.12 Ensure frontage improvements along 49th Avenue reflect an urban streetscape, strengthen the connection to the street and provide an enhanced pedestrian experience, as generally guided by the Cambie Corridor Public Realm Plan.

Community Connections

- 6.10.13 Activate the southern and eastern edges with pedestrian paths and active edges (e.g., housing entrances) on private property.
- 6.10.14 Encourage active uses, including commercial, at-grade along 49th Avenue to animate the public realm.
- 6.10.15 Provide vehicle access to the site from Alberta Street. Consideration of this option will be further reviewed through the rezoning process and in consideration of overall site design.

Amenities

- 6.10.16 Consider building a partnership between City and YMCA to gain access for public use of new YMCA aquatic facility.
- 6.10.17 Given its proximity to Langara Park, Langara College, and the Langara-49th Avenue Station, this site is a priority location for a childcare facility. The ultimate provision, size, and location will be determined/confirmed through the rezoning process.
- 6.10.18 Recognizing the significant community-serving role of the site, the provision of community-serving uses will be prioritized and considered through the rezoning process

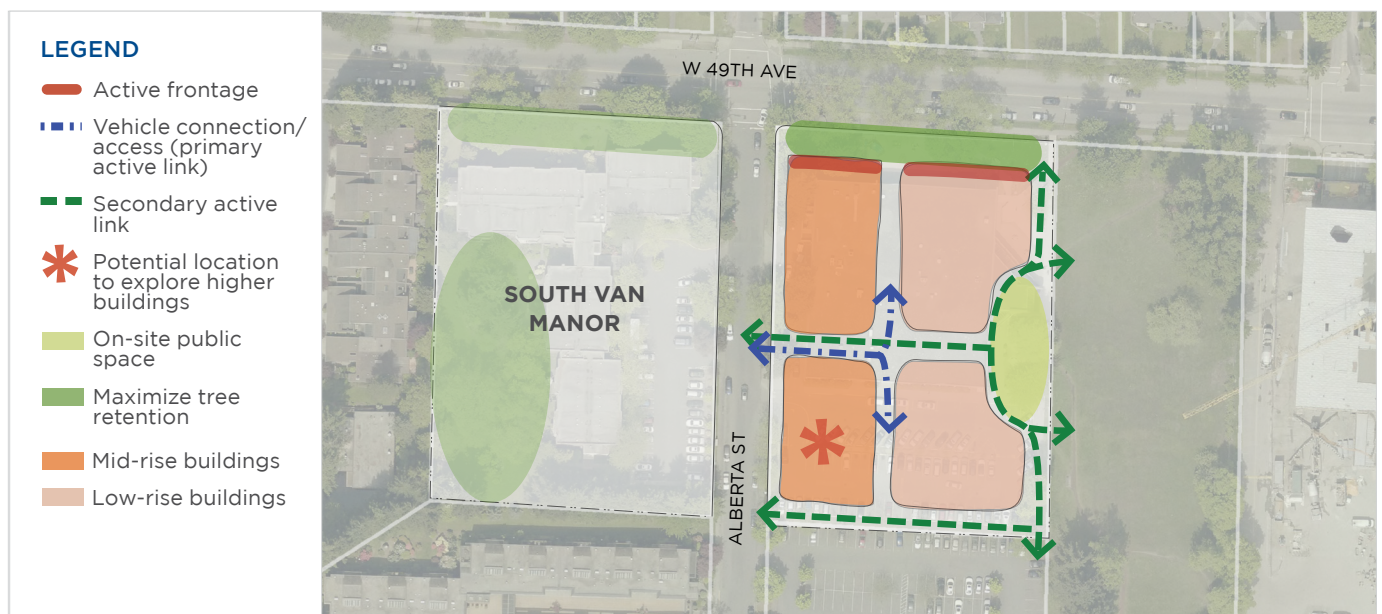
Sustainability

- 6.10.19 Evaluate development under the City's Rezoning Policy for Sustainable Large Developments.

Conceptual Site Diagram

The graphics provided are for illustrative purposes only, and intended to provide high level direction on site organization and expected building forms. The locations of site components are approximate only and may vary with an actual proposal. Applications will be evaluated through a comprehensive rezoning process

with enhanced review and public consultation. Design responses deemed to be equal or better in addressing the planning and urban design principles described in this Plan may also be considered. The graphics are illustrative only and do not indicate specific design requirements.



6.11 SOUTH VAN MANOR

Location: 6545 Alberta Street

Site Size: ~1.99 acres

Intent: This site is an important source of social housing for seniors and persons with disabilities in the Cambie Corridor. When reaching the end of its useful life, this site may undergo redevelopment to enable the expansion of social housing on site with a focus on seniors and persons with disabilities.

Policies

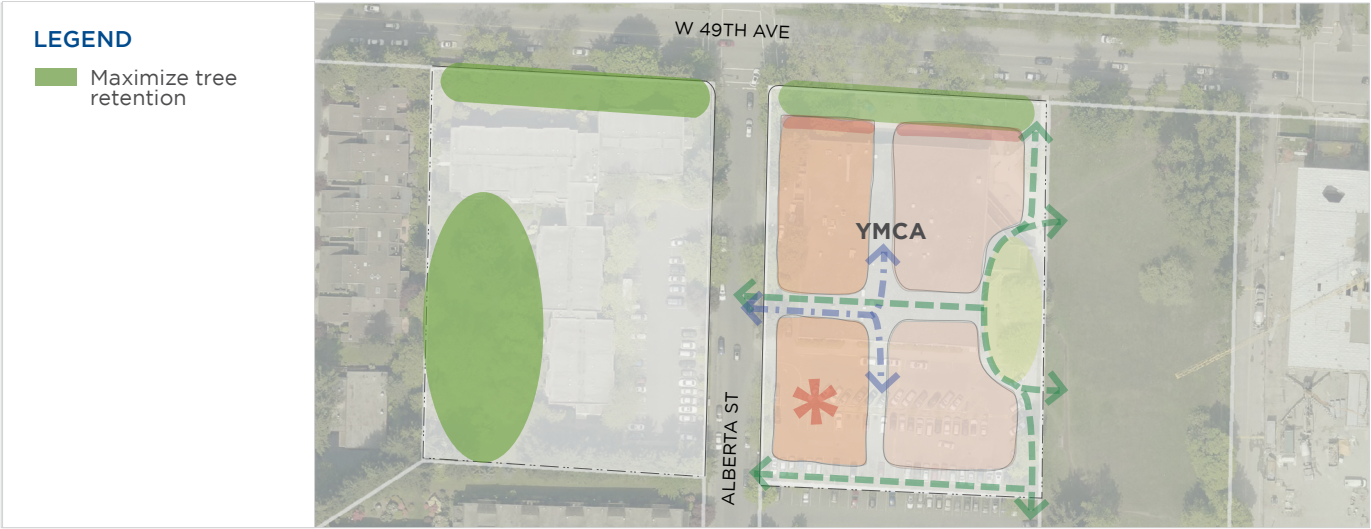
Rezoning applications will be evaluated in accordance with the principles set out in Section 6.1 and with consideration of the following:

Housing Variety and Affordability

- 6.11.1 Support the long-term provision of social housing on-site, with a focus on seniors and persons with disabilities, by ensuring that older social housing buildings can be renewed if needed over the life of the Plan.
- 6.11.2 New development will be expected, at a minimum, to replace existing social housing units with the goal of increasing the number of social housing units and maintaining or improving the level of affordability being provided.
- 6.11.3 If market housing is proposed to be introduced beyond replacement of existing social housing, 20% of net new residential floor area is to be turnkey social housing.

Conceptual Site Diagram

Applications will be evaluated through a comprehensive rezoning process with enhanced review and public consultation.



Open Space and Public Spaces

- 6.11.4 Maximize retention of healthy mature trees.
- 6.11.5 Integrate high-quality publicly accessible connections through the site that link to open spaces and break up the block.
- 6.11.6 Ensure frontage improvements strengthen the connection to the street and provide an enhanced pedestrian experience, as generally guided by the Cambie Corridor Public Realm Plan.

Sustainability

- 6.11.7 Evaluate development under the City’s Rezoning Policy for Sustainable Large Developments and Green Buildings Policy for Rezoning.



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07 HOUSING



07 | HOUSING

Introduction

Providing an affordable and varied housing stock in the Cambie Corridor ensures that we meet the needs of a growing population and maintain the diversity that makes Vancouver a vibrant and inclusive place to live. As housing is becoming increasingly unaffordable in Vancouver, more residents are facing significant and growing housing cost burden and need. To preserve the city's diversity and maintain our economic resiliency, it is important to enable housing that is accessible, affordable, and suitable to local incomes and a variety of households including families with children, seniors, low- and moderate-income workers and those with mobility challenges.

The housing policies for the Cambie Corridor align with existing city-wide policies on affordable housing, including Housing Vancouver (2017), and complement the Public Benefits Strategy (Chapter 13).

City-wide Context

Metro Vancouver's Regional Growth Strategy (2011) provides direction to create complete communities with a range of housing choices close to employment, amenities, and transit. Frequent Transit Development Areas (FTDAs)—such as the Cambie Corridor—are further identified as priority locations to accommodate higher-density residential growth. These directions are supported in the Regional Affordable Housing Strategy (2016), which directs the expansion of rental housing supply along the frequent transit network, recognizing the affordability benefits achieved when housing is located within easy access of high-quality public transit.

Housing Vancouver Strategy (2017), the City of Vancouver's renewed housing strategy, highlights the need for housing affordability aligned to local incomes to help address Vancouver's affordability crisis. To maintain the diversity present in the city, the strategy provides updated housing targets focusing on the "right supply", which goes beyond the number of new units by including consideration of the location, building type, tenure, and affordability of this new housing.

The strategy aligns with other key city-wide strategies including the Healthy City Strategy (2014), Transportation 2040 (2012), and the Greenest City Action Plan (2011). These strategies support the objective of providing new housing choices near transit and supporting amenities and services.

Corridor Directions

The housing policies for the Cambie Corridor contribute to regional and city-wide goals and objectives by recognizing the significant opportunity to increase housing diversity, supply, and new affordable housing options close to transit in a pedestrian-friendly environment that is well-served by amenities. Locating housing options near transit reduces the need for a car, minimizes commuting times and distances, and frees up overall household income, supporting continued diversity in the Corridor neighbourhoods. This is especially important for low income residents who make up 19% of all households in the Corridor¹ and will benefit the most from access to high-quality transit.

The plan seeks to ensure that low- and moderate-income families and singles, workers, and seniors are able to find affordable and suitable housing options. It includes policies that encourage the protection and expansion of rental housing and incentivizes opportunities for new social and below-market rental housing that is better matched to real household incomes. Below-market rental units will provide an affordable option for renter households unable to access social housing yet struggling to afford market rents. New social and rental housing is primarily achieved through maximizing opportunities on larger unique sites and in the regionally significant Oakridge Municipal Town Centre.

To address the demand for ownership housing options in new forms, the plan enables a significant number of new ground-oriented townhouses and rowhouses suitable for families. These new housing forms contribute to the diversity of the overall housing stock and provide the opportunity for additional secondary rental options through lock-off suites.

¹ Statistics Canada, 2016 Census

7.1 HOUSING DIVERSITY

Ensuring that Vancouver’s housing stock can accommodate residents with a broad range of incomes and occupations, and households at all life stages, is essential for maintaining a diverse population and workforce. This includes preserving and expanding existing social and supportive housing for vulnerable residents, requiring new rental projects to include a portion of larger units, and enabling appropriate built forms for seniors who make up 17% of the total Corridor population and families which make up 38% of all Corridor households.³

Policies

- | | |
|--|--|
| <p>7.1.1 Increase housing options for vulnerable community residents.</p> <ul style="list-style-type: none"> • Increase housing for vulnerable residents—including persons that are homeless, those with mental illness and addictions, persons with disabilities, and seniors—to reflect needs. • Work with community partners to address homelessness by improving the provision of support services for homeless. • Consistent with city-wide social and supportive housing targets established in the Housing Vancouver 10-Year Strategy (2018-2027), identify appropriate opportunities for supportive housing, including new supportive housing developments and/or the use of a “scattered sites” approach where rent supplements and support services are provided to individuals living in rental buildings. <p>7.1.2 Offer a variety of housing choices within the Corridor to attract and retain a vibrant workforce and young families.</p> <p>7.1.3 Increase homeownership options by encouraging additional ground-oriented housing options (e.g., townhouses) and new apartments to meet the needs of the diverse population.</p> <p>7.1.4 Ensure new multi-family developments, including apartments, provide ground-oriented units at grade where appropriate.</p> | <p>7.1.5 In accordance with the City’s Family Room: Housing Mix Policy for Rezoning Projects (2016), as amended from time to time, require that new multi-family developments include two- and three-bedroom units for families.</p> <ul style="list-style-type: none"> • For residential strata housing, require a minimum of 35% family units, including 10% of units with three or more bedrooms and a minimum of 25% of units with at least two bedrooms. • For secured market rental housing, require a minimum of 35% family units with two or more bedrooms. • For social housing, target 50% family units with two or more bedrooms. • Family unit requirements and targets do not apply to seniors and supportive housing. <p>7.1.6 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.</p> <p>7.1.7 In areas identified for change as enabled by this Plan where policy does not specify an affordable housing target, modest increases in height and density, to assist with project viability, will be considered for seniors housing projects that demonstrate a meaningful level of affordability.</p> <p>7.1.8 In high-density residential areas in the Oakridge Municipal Town Centre, consideration will be given for seniors housing projects that demonstrate a meaningful level of affordability.</p> <p>7.1.9 Support the retention, renewal, replacement, and/or expansion of institutional uses including community care facilities in the Cambie Corridor to ensure no net loss of these community-serving uses. See institutional policies in Chapter 14 (Implementation) for further details.</p> <p>7.1.10 Consideration should be given to mobility and sensory limitations of individuals, as well as “aging in place”, by applying the safety and accessibility provisions that are reflected in the Vancouver Building By-law.</p> |
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³ Statistics Canada, 2016 Census

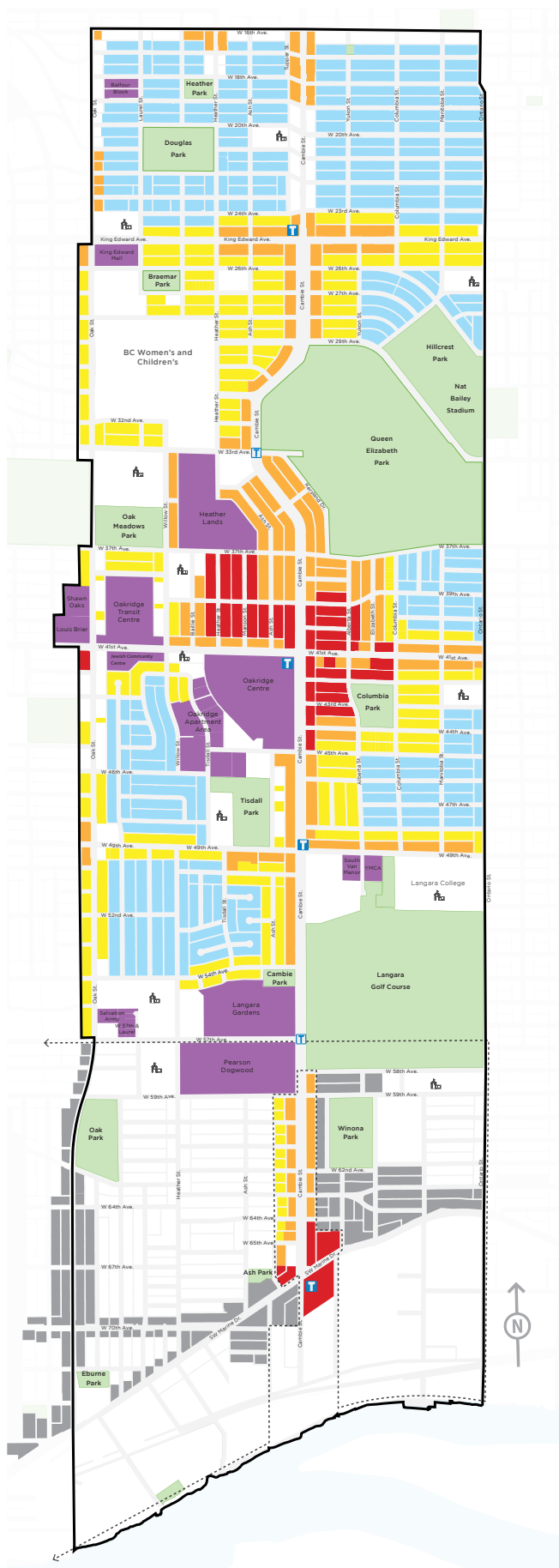


Figure 7.1: Provide a diversity of housing options in a variety of forms

LEGEND

- Family housing (townhouse)
- Low- & mid-rise apartments (including family-sized units)
- Towers (including family-sized units)
- Variety of forms (Unique Sites and Major Project sites)
- Infill opportunities (rental laneway house; additional density for character home retention, including coach house, etc.—as evolving under ongoing city-wide initiatives)
- Marpole Community Plan (2014) approved housing policy

Other

- Existing station
- Future potential station
- School
- Marpole Community Plan (2014) area

7.2 HOUSING AFFORDABILITY

Providing a range of affordability—from social to rental housing options—enables a diversity of households to live and work in neighbourhoods well-served by transit, parks and other amenities. These policies introduce new below-market rental housing options intended to be better matched to local incomes.

Policies

Existing rental housing

Older rental housing stock is generally more affordable and better meets the needs of low- to moderate-income households than new market rental housing. City-wide, the average rent for a newer one bedroom unit is 42% higher than a unit built before 1990.⁴ There are approximately 2,448 existing purpose-built rental units in the Corridor built before 1990⁵ (25% of total housing stock). These policies seek to preserve existing rental housing in the Corridor while enabling some redevelopment with replacement of the rental units and compensation to existing tenants as per City policy.

- 7.2.1 Preserve rental housing on Cambie Street between 19th and 24th Avenue. These existing RM-3A zoned sites, covered by the Rental Housing Stock ODP, will retain their current zoning.
- 7.2.2 Continue to prioritize retention of existing purpose-built rental housing through the Rental Housing Stock ODP regulations, which requires replacement of existing rental units on applicable sites (e.g., existing CD-1 zoned sites). Where new development on applicable sites is enabled by this Plan, 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.
- 7.2.3 Where tenants will be displaced as a result of redevelopment, a tenant relocation plan as outlined in the City's Tenant Relocation and Protection Policy (2015) will be required.
- 7.2.4 On Unique Sites with existing rental housing (i.e., Balfour Block and Oakridge Apartment Area) where new development is proposed as enabled by this Plan, the following will apply:
 - Require replacement of the existing rental housing on site.
 - Require a tenant relocation plan in accordance

with the Tenant Relocation and Protection Policy (2015); and further with respect to the right of first refusal option under the Policy, returning tenants' rental rates will be adjusted to the rate paid at the time of displacement plus the allowable annual rent increase permitted under the Residential Tenancy Act during the interim period. Units allocated to returning tenants at adjusted rental rates will be counted towards the affordable housing target for the site, provided the adjusted rental rates are aligned with specified affordable rates by unit.

- Where feasible, require the development of a phasing plan that minimizes the disruption of existing tenants.

Opportunities for new secured market rental housing

Rental housing accommodates a diversity of households, including singles, seniors, and families at a range of income levels. With over 50% of all Vancouver households and 47% of households in the Corridor renting their homes, enabling a healthy and sustainable rental stock with adequate supply will help meet the needs of both current and future renters in the city (see Figure 7.2 regarding locations of policies).

- 7.2.4 In the Oakridge Apartment Area, allow for redevelopment where 100% of total residential floor space is secured rental housing.
- 7.2.5 On the Salvation Army Homestead and 57th and Laurel Precinct Unique Sites, consider modest increases in height and density for projects that incorporate secured rental housing to assist with project viability.
- 7.2.6 Provide opportunities and incentives for new secured market rental housing in key locations.
 - In areas identified for new development, encourage market rental housing through incentives available under the City's Secured Market Rental Housing Policy: Rental 100 (e.g., Development Cost Levy waivers, parking reductions). Height and density opportunities are limited to the policies set out in this Plan.
 - Allow additional height and density in specific existing local shopping areas (Area A on Figure 7.2) for projects that deliver 100% of the residential floor area as secured rental housing. See Chapter 4 (Neighbourhoods) for site-specific policy direction.
 - Allow for lock-off rental units in new ground-oriented housing types (e.g., townhouses/ rowhouses).

⁴ CMHC Rental Market Report, Vancouver CMA, 2017

⁵ City of Vancouver market and non-market rental housing inventories, figure excludes Marpole Community Plan area south of 57th Avenue (~1,699 units)



Opportunities for new below-market rental housing

Rising rental rates are putting pressure on moderate-income households who are increasingly unable to afford market rental housing. In the Corridor, 46% of renters pay 30% or more of their income on housing,⁶ forcing hard trade-offs in other areas of their lives. For these low and moderate income households, introducing new programs that deliver below-market rental units that target local incomes will help ensure the Cambie Corridor maintains its diversity and provides housing options for those who live and work in the city.

- 7.2.7 In specific high-density residential areas in the Oakridge Municipal Town Centre (identified in Figure 7.2), allow for:
- Development of 100% secured rental housing with 20% of net residential floor area to be below-market rental housing; or,
 - Development of strata housing with 30% of net residential floor area to be turnkey social housing delivered as completed units on terms that are satisfactory to the City.
- 7.2.8 On the King Edward Mall, Shawn Oaks, Louis Brier Home and Hospital, and YMCA Unique Sites allow for:
- Development of strata housing with 20% of net residential floor area as affordable housing, prioritizing turnkey social housing; or,
 - Development of 100% secured rental housing with 20% of net residential floor area to be below-market rental housing.

- 7.2.9 In the Oakridge Apartment Area and on the Balfour Block Unique Sites, target 25% of the net new rental floor area to be below-market rental housing.
- 7.2.10 In specific existing local shopping and residential areas (Area B on Figure 7.2), allow for additional height and density for projects that deliver either:
- 100% of the residential floor area as secured rental housing with consideration for additional bonus for inclusion of 20% of net residential floor area as below-market rental housing; or,
 - Development of strata housing with 30% of net residential floor area as turnkey social housing.
- See Chapter 4 (Neighbourhoods) for site-specific policy direction including housing tenure options.
- 7.2.11 All projects that include below-market rental housing will have rental rates and operating requirements in accordance with the City's Moderate Income Rental Housing Program (2017). See policy for full requirements.

⁶ Statistics Canada, 2016 Census



Opportunities for social housing

Social housing, including existing co-op and apartment units, is a critical source of affordable housing for low- and moderate-income households in Vancouver. Many of these homes have rents or housing charges geared to residents' incomes, making them a truly affordable option for families, seniors, and vulnerable residents who would not otherwise be able to afford market rental units. In the Corridor, 17% of households with children and 19% of senior households are classified as low income.⁷ Social housing units are typically delivered as completed units to the City (i.e., "turnkey") and managed by a non-profit housing society. The income thresholds and associated rental rates for social housing are set by BC Housing.

7.2.12 Increase the amount of social housing in the Corridor:

- On existing social housing sites that are in, or interface with, an area identified for change in the Plan, ensure that aging buildings can be renewed and/or expanded if needed over the life of the Plan. Rezoning of these sites will be considered to renew and increase the stock of social housing, recognizing that projects may need to include a market housing component (rental or ownership) to assist with project viability. Built form, neighbourhood fit, and urban design performance will be evaluated on a site-by-site basis through the rezoning process.
- Consider modest increases in height and density for the delivery of social housing on sites where policy in this Plan does not specify an affordable housing target to assist with project viability.

7.2.13 On Major Project sites (identified in Figure 7.2), achieve a target of 20% of net residential floor area as affordable housing, prioritizing turnkey social housing.

7.2.14 In specific high-density residential areas in the Oakridge Municipal Town Centre (identified in Figure 7.2), allow for:

- Development of 100% secured rental housing with 20% of net residential floor area to be below-market rental housing; or,
- Development of strata housing with 30% of net residential floor area to be turnkey social housing delivered as completed units on terms that are satisfactory to the City.

7.2.15 On the King Edward Mall, Shawn Oaks, Louis Brier Home and Hospital, and YMCA Unique Sites (identified in Figure 7.2), allow for:

- Development of strata housing with 20% of net residential floor area as affordable housing, prioritizing turnkey social housing; or,
- Development of 100% secured rental housing with 20% of net residential floor area to be below-market rental housing.

7.2.16 On the South Van Manor Unique Site where development is proposed as enabled by this Plan, require the replacement of existing social housing units and achieve 20% of net new residential floor area as new turnkey social housing.

7.2.17 In specific existing local shopping and residential areas (Area B on Figure 7.2), allow for additional height and density for projects that deliver either:

- 100% of the residential floor area as secured rental housing with consideration for additional bonus for inclusion of 20% of net residential floor area as below-market rental housing; or,
- Development of strata housing with 30% of net residential floor area as turnkey social housing.

See Chapter 4 (Neighbourhoods) for site-specific policy direction including housing tenure options.

⁷ Statistics Canada, 2016 Census

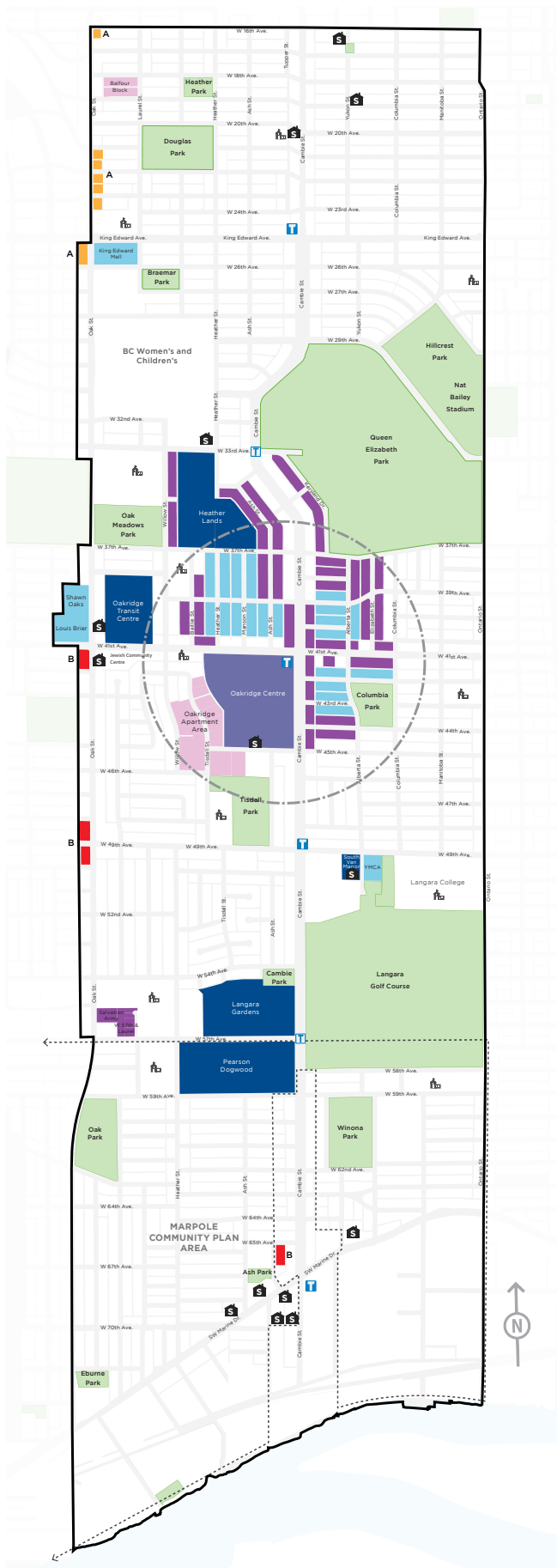


Figure 7.2: Provide a range of affordability

LEGEND

- Support long-term provision of social housing
- Social housing
- Social housing or 100% secured market rental housing with below-market component
- Secured market rental housing and social housing
- Secured market rental housing
- 100% secured market rental housing with below-market rental component
- Additional height and density for secured market rental housing
- Additional height and density for secured market rental housing or additional bonus for including below-market rental or social housing

Other

- Existing station
- Future potential station
- School
- Oakridge Municipal Town Centre
- Marpole Community Plan (2014) area (see plan for policies)

* More detailed information on housing policies, including percentage of social and below-market rental housing, is provided in Chapter 4 (Neighbourhoods)



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08 TRANSPORTATION & MOBILITY



08 | TRANSPORTATION & MOBILITY

Introduction

Complete, livable communities are built upon a transportation network and walkable land uses that support all residents and all modes of travel, and provides easy access to jobs, services, and amenities. An effective multi-modal network is critical to the overall sustainability, health, and enjoyment of the community.

As the Cambie Corridor grows over the coming decades, the transportation network will continue to evolve and focus on sustainable modes of travel—supporting residents to walk, cycle, and take transit.

City-wide Context

The City of Vancouver continues to be a leader in sustainable transportation, having already achieved its Greenest City 2020 target to have the majority of trips (over 50%) by foot, bicycle, and public transit. Transportation 2040 (2012), the City's long-range transportation plan, introduced a new target that two-thirds of all trips are to be by walking, cycling, and transit by 2040.

Transportation 2040 also includes direction for accessibility, all ages and abilities cycling infrastructure, and emerging technologies (e.g., electric vehicle charging sites). Further, the Congestion Management Strategy adopted in 2017 also provides guidance for mobility in the City. The Mayor's Council Regional Transportation Investments: A vision for Metro Vancouver also directly informs investment and change within the City and the Corridor.

Vancouver urbanism has long emphasized the integration of land use and transportation. This key relationship influences how streets look, feel and function, and influences people's day-to-day travel choices and activities. With the introduction of the Canada Line and future B-Line bus service on 41st Avenue, the Cambie Corridor Plan seeks to further integrate land use and transportation in the area, by:

- Introducing increased density, services, and amenities near transit.
- Providing better spaces and accessibility for pedestrians, cyclists, and transit users.
- Ensuring reliable access to destinations for those in vehicles.

The Cambie Corridor Plan is an opportunity to reimagine road space through a complete street lens—considering mobility and public space for all street users.

Corridor Directions

Historically, lower-density land use has shaped travel choices in the Corridor. Cambie Street was established as a “pleasure drive” in the 1930s so people could experience the neighbourhoods, parks, and mountain views by car. A grid of arterial streets and car-oriented neighbourhoods emerged, and the transportation landscape remained largely unchanged until 2009 when the Canada Line opened. In the subsequent year, the City of Vancouver successfully hosted the 2010 Winter Olympics. The Canada Line was a critical component of the sustainable and integrated transportation system that kept people moving to and from the events that were taking place at multiple venues. Since then, the Canada Line continues to provide the area with robust rapid transit and has been a catalyst for expanding and improving how people get around.

While the Cambie Corridor is now served by rapid transit and an improved walking and cycling network, Corridor residents still experience transportation challenges that need to be addressed. These challenges include pedestrian and cycling safety and comfort on busy streets, gaps in the sidewalk network, Canada Line and bus overcrowding, neighbourhood parking pressures, vehicle short cutting, and traffic congestion. New development will foster the use of sustainable travel modes, mitigating traffic and parking impacts, and helping address existing traffic issues.

The following policy directions seek to increase mobility and accessibility throughout the Corridor by focusing on higher-capacity and more sustainable travel modes. These policies will guide long-term decision-making when providing transportation and public realm improvements within the Cambie Corridor.

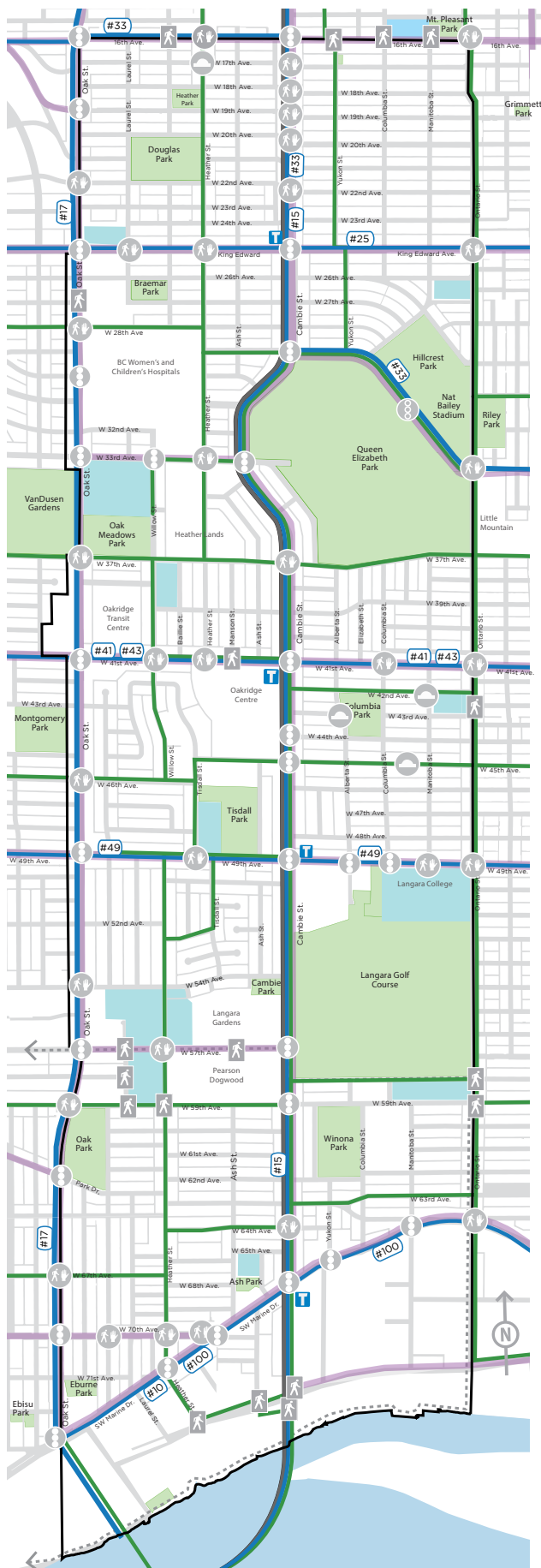


Figure 8.1: Existing transportation network

LEGEND

- Bikeway / greenway
- Bus routes
- Arterial (major road)
- Canada Line
- #49 Bus route
- T Full traffic signal
- P Pedestrian-activated signal
- X Marked crosswalk
- C Traffic Calming
- Parks
- Schools
- T Existing station
- Marpole Boundary

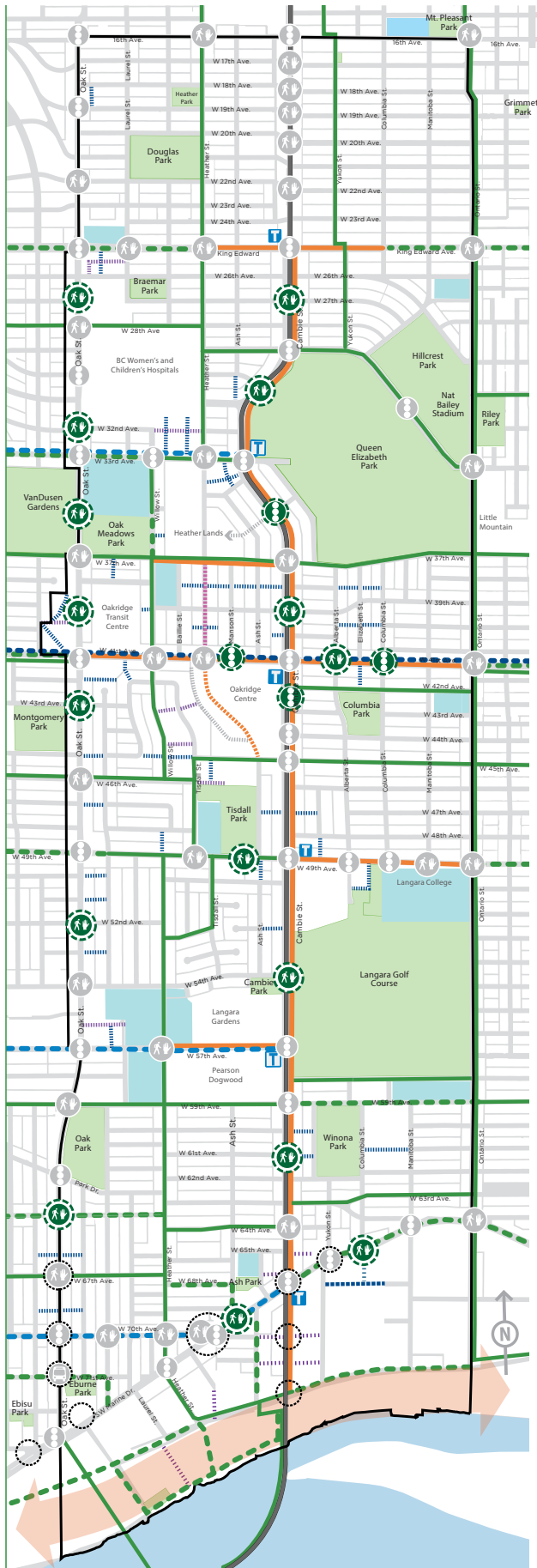


Figure 8.2: Planned transportation improvements

LEGEND

- Proposed complete street improvements
- - - Proposed walking & cycling route
- - - Proposed bus route
- Future B-line service
- ➔ Future Fraser River Trail
- ⦿ Proposed signal (pedestrian-activated or full)
- ⦿ Proposed full signal
- ⦿ Proposed intersection improvements (See Marpole Plan)
- Existing bikeway / greenway
- ▨ Primary active link
- ▨ Secondary active link
- ▨ Potential car-light connections
- ⦿ Full traffic signal
- ⦿ Pedestrian-activated signal
- ⦿ Marked crosswalk
- Parks
- Schools
- ⦿ Existing station
- ⦿ Future potential station
- ▨ New Road
- ▨ Proposed Oakridge Centre High Street (site connections to be determined through redevelopment process)

*Refer to Marine Landing Policy Updates (2021) for updated priorities.



8.1 COMPLETE STREETS

Streets play a fundamental role in our daily urban experience, serving as places for both movement and social interaction. They are critical in providing safe, comfortable, and reliable access to services and destinations, and also serve as places for people to meet and linger. Complete Streets are streets that have been designed having fully taken into account all travel modes and their place within the local street hierarchy. Complete Streets can best deliver an appropriate balance of function and providing communities with a wide range of transportation choices. These streets can also contribute to healthy and livable neighbourhoods, deliver memorable experiences, and create vibrant public spaces. Complete Streets are designed holistically, where aspects of street function are well-integrated and thoughtfully respond to the surrounding land use context and the street's role within a broader transportation network to ensure safe and accessible streets for all users.

Key city-wide Complete Street design principles include:

- Improving **safety, comfort, and accessibility** for all modes, with a focus on walking, cycling, and taking transit for people of all ages and abilities.
- Providing **direct and convenient access** to shops, services, and other destinations for all modes of transportation.
- Carefully **addressing impacts** to transit, emergency services, nearby streets, curbside management, and access to local businesses when reallocating road space.
- Enhancing overall **travel time reliability** on the street network for all modes, with emphasis on transit and goods movements.
- Incorporating **flexible design** approaches where appropriate to accommodate changing usage and to facilitate special events at different times of day, week, or season.
- Considering **adaptable designs** where street infrastructure is likely to change over time to make future space reallocation easier and less costly.
- Enabling **smart infrastructure** opportunities to support emerging green transportation technologies
- Supporting a **lively city** that encourages a culture of walking and cycling, and increased social interaction and lingering within streets with vibrant public spaces.
- Encouraging **delightful and attractive streets** that contextually respond to surrounding land uses, providing opportunities for placemaking and art in various street elements.

- Exploring opportunities to improve **local ecology**, such as improving stormwater management and increasing the number, size, and health of street trees.

Cambie Street is envisioned to be the most vibrant and destination-rich street within the Corridor, where people walking, cycling, taking transit, and driving will gather, connect, and interact. Developing Cambie Street as a Complete Street builds on its distinctive scale, and features—including its wide-planted Heritage Boulevard—to create a preeminent Complete Street experience. This can be done by incorporating high-quality design and placemaking features that further celebrate the Corridor as the central spine within this community. Other streets that have been identified as part of the Complete Street network are east-west arterials that cross Cambie Street and also accommodate at-grade retail and a mix of transportation modes. These streets will provide a seamless transition into the Cambie Street context and include portions of King Edward Avenue, 37th Avenue, 41st Avenue, 49th Avenue, and 57th Avenue (Figure 8.3).

The community has identified several key features for the future Complete Street design, including wider sidewalks, plazas and gathering spaces, retention of mature trees and boulevards, and more green space. Particular attention will be paid to the experience of people using sustainable modes—providing safe, convenient, and comfortable facilities and routes for people walking, cycling, and taking transit.

Trade-offs will be required at the time of street retrofitting as different uses need to be considered in a limited amount of space. In the context of Cambie Street, this includes the need to balance distribution of space for walking and cycling facilities, bus stops, public bike share stations, street trees and boulevards, parking, pick up/ drop off and loading spaces, and motor vehicle travel lanes. It is also critical to ensure that delivery functions and the movement of goods are effective and maintained.

Policies

Design Complete Streets that prioritize more sustainable transportation choices, safety for all modes, and accessibility for all ages and abilities, while also considering overall transportation network reliability and ensuring that core service and delivery functions can be met and sustained.

- 8.1.1 Incorporate Complete Street design principles as redevelopment occurs on major arterials within the Cambie Corridor (i.e., Cambie Street, King Edward Avenue, 37th Avenue, 41st Avenue, 49th Avenue, and 57th Avenue). Considerations for a Complete Street approach include:

- Improve the walking experience on neighbourhood streets through raised crosswalks and curb bulges to shorten pedestrian crossings where appropriate.
- Achieve wider sidewalks and patio spaces in order to enhance the public realm.
- Provide space for All Ages and Abilities (AAA) cycling facilities.
- Prioritize transit passenger access at Canada Line stations.
- Incorporate transit priority and reliability enhancements on 41st Avenue and 49th Avenue. On 41st Avenue this involves planning for future B-Line transit service, including dedicated bus lanes where appropriate and high-quality bus stop infrastructure.
- Optimize bus stop locations and create new transit waiting areas.
- Develop context-sensitive intersection design that balances nearby land uses, the needs of street users, and the street's role in the transportation network.
- Seamlessly integrate street functions to improve user experience and respond to local context. For example, better integration of spaces designed for cycling, waiting for transit, lingering, Public Bike Share, plazas, and vehicle parking.
- Accommodate goods movement on truck routes, including appropriate design treatments. Although loading should generally take place on lanes and on-site, where required, curb-side management that supports deliveries should be supported on truck routes; in particular, loading and unloading activities in commercial areas.
- Expand the Public Bike Share network to support multi-modal transportation.

- 8.1.2 Include opportunities for distinct neighbourhood “identifier” features within the Complete Street design, highlighting the Cambie Corridor as a unique area and neighbourhood (e.g., public art, consistent surface treatments, banners, wayfinding, and lighting).



8.2 WALKING

The quality of walking infrastructure and connections can vary widely between neighbourhoods within the Cambie Corridor. Some neighbourhoods are within walking distance (5 to 10 minutes) to parks, schools, services, amenities, and high-frequency transit. Most local streets are fairly quiet with treed boulevards, providing a pleasant walking environment. However, neighbourhoods such as Langara, Marpole, and Oakridge have some of the largest sidewalk network gaps in the city. Missing curb ramps and/or uneven surfacing continue to pose accessibility barriers. While major streets (e.g., Oak Street) tend to have continuous and accessible sidewalks and pedestrian crossings, features such as narrow sidewalks, fewer traffic signals to facilitate safe crossings, and a lack of boulevards or public realm treatments may make walking feel less comfortable and unsafe.

As densities increase and commercial areas expand in the Corridor, improvements to make walking a more attractive and convenient option becomes increasingly valuable. Improving walking infrastructure with safety and public realm features can ensure that people of all ages and abilities, walking or traveling with mobility aids can enjoy a more comfortable and convenient experience. Expanded public realm treatments can also go a long way to make walking a more attractive option.

Policies

Make walking safe, comfortable, convenient and delightful, and ensure streets and sidewalks are designed to support a vibrant public life that encourages healthy lifestyles and social connectedness.

- 8.2.1 Enhance **pedestrian network** connectivity to encourage more walking:
 - Complete the sidewalk network, prioritizing improvements along routes to transit, schools, parks, community, and healthcare facilities, where there is no sidewalk on either side of the street, and in higher-density areas where redevelopment is occurring.
 - Integrate active links (Figure 8.2) into developments to break up long blocks and large sites in order to provide better access to community amenities, commercial areas, and transit.
- 8.2.2 Create an **attractive public realm and pedestrian-friendly streetscapes** that enhance walkability and align with Complete Street priorities, including:
 - Wider sidewalks and public realm improvements on key walking streets, including commercial areas and around rapid transit stations and bus stops.
 - Provision of street trees, landscaping, and green infrastructure.
 - Accessible public plazas and other small-scale public spaces.

- Amenities such as seating, lighting, weather protection, and wayfinding.

8.2.3 Improve **accessibility** within the walking network by providing inclusive design solutions that are comfortable and welcoming for all people. Accessibility treatments can include a number of universal design features such as:

- Curb ramps
- Tactile cues
- Non-slip surfaces
- Reduced sidewalk clutter
- Accessible pedestrian signals and bus stops

8.2.4 Support new and improved **public spaces** within Complete Street corridors and elsewhere to add to the experience and comfort of pedestrians. Consider measures such as:

- Public art
- New public spaces as part of Complete Street redesigns and other redevelopment opportunities
- Small-scale public space conversions (i.e., parklets or streeteries in locations with community/business support)
- Public spaces enabled through bikeway and greenway spot improvements

8.2.5 Provide **pedestrian safety** improvements to encourage more walking within the Cambie Corridor, including:

- New pedestrian- and cyclist-activated signals on major streets (Figure 8.2).
- Revised signal operations (e.g., pedestrian countdown timers, longer pedestrian intervals).
- Shortened pedestrian crossing distances.
- Crossing measures across railway tracks along the Fraser River.
- Raised crosswalks on local streets.
- Walking infrastructure upgrades around schools, such as raised crosswalks, through the City's School Active Travel Planning program.
- Address safety concerns for vulnerable road users through the City's Pedestrian Spot Improvement Program.

8.3 CYCLING

The Cambie Corridor includes many cycling routes that are part of the city-wide cycling network. Local street bikeways on Heather Street, Ontario Street, and 37th Avenue are popular, well-used commuter and recreational routes. Over the past few years, the cycling network has grown to include new local street bikeways on 59th Avenue (North Arm Trail), 45th Avenue, 33rd Avenue, and bike lanes on Cambie Street.

The cycling network seamlessly connects many of the Corridor's local neighbourhoods, major destinations and employment sites (e.g., B.C. Women's & Children's Hospitals, Langara College, Oakridge Centre), as well as the Canada Line Bridge. However, some sections of the cycling network may not feel entirely safe or comfortable for people of all ages and abilities, particularly on busy streets. Cambie Street, 41st Avenue, and 49th Avenue all have painted bike lanes that deter many people from cycling due to lack of physical separation from busy vehicle traffic.

Policies

Make cycling safe, convenient, and comfortable for people of all ages and abilities, for all kinds of trips.

8.3.1 **Upgrade and expand the cycling network**, including more AAA cycling infrastructure (i.e., protected facilities on busy streets) and more bikeway connections on low-volume local streets. This will include:

- Upgrade or add new AAA cycling infrastructure through a Complete Street approach on major streets where possible (Figures 8.2 and 8.3).
- Upgrade adjacent local street bikeways to AAA infrastructure to ensure safe and comfortable routes when major sites redevelop (e.g., Heather Lands, Oakridge Mall, Pearson Dogwood, Langara Gardens).
- Continue to address safety hotspots for vulnerable road users through the City's ongoing Cycling Spot Improvement Program.

8.3.2 Work with the Vancouver Park Board to develop the **Fraser River Trail**.

8.3.3 Improve bike parking and other **end-of-trip facilities** where possible:

- Provide bicycle racks on publicly-owned property near commercial areas and transit stations.
- Acquire publicly-accessible bicycle parking through redevelopment. This will complement publicly-located bicycle racks.
- Coordinate with TransLink to provide secure bike parking and bike storage at transit

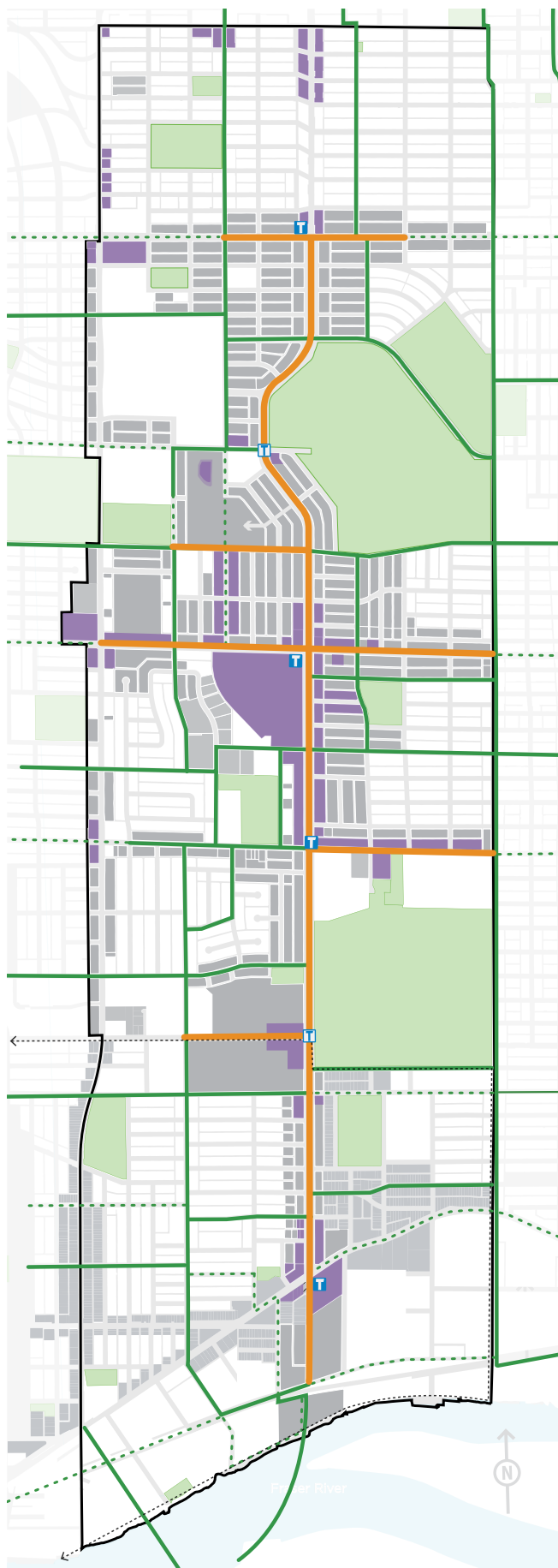


Figure 8.3: Cycling network

LEGEND

- Proposed complete street improvements
- - - Proposed walking & cycling route
- Existing bikeway / greenway
- Existing and future commercial / shops (Cambie Corridor Plan)
- - - Marpole Boundary
- Parks
- T Existing station
- T Future potential station

Site connections adjacent to, and through, Oakridge Centre to be determined through redevelopment process.



stations.

- Work with large employers and major redevelopment sites to enhance bike parking and wayfinding on-site, ensuring consistency with City standards.

8.3.4 Support improved **integration of cycling and transit**, including:

- Create safe and convenient connections between rapid transit stations and the cycling network.
- Ensure bike access and connectivity to rapid transit stations.

8.3.5 Support the expansion of **public bike share** to enable more bicycle trips to access transit stations, employment sites, commercial areas, and destination-rich streets such as Cambie Street. Work to secure and future-proof space for public bike share stations through rezoning opportunities.

Optimize the location of public bike share stations to enhance the public realm and create a positive interaction with commercial frontages



8.4 TRANSIT

The Canada Line has significantly improved transportation access in the Cambie Corridor, currently providing service between Richmond/YVR and Downtown Vancouver every three minutes in the peak times. There are four Canada Line stations in the Corridor which serve approximately 31,000 daily passengers. Further, most east-west bus routes in the Corridor are part of TransLink's Frequent Transit Network (FTN), providing service at least every 15 minutes throughout the day and into the evening, every day of the week. Route 43 and 41 on 41st Avenue, which connects the Joyce – Collingwood SkyTrain Station to UBC, is the second busiest bus route in the region; the bus stops at Cambie Street are the busiest on the route outside of the end points. Route 49 on 49th Avenue is the fourth busiest route in the region. The Canada Line is hugely popular, although service levels are currently meeting the demand in the peak hour direction. The addition of 24 new Canada Line cars by the end of 2020 will continue to support growth in ridership in the future. Long-term growth in the Corridor and the wider region will continue to put pressure on the system. The east-west bus routes, including the 43 and 49, often experience overcrowding, impacting rider's comfort. Conversely, local bus service along Cambie Street remains fairly underused as more people opt to use Canada Line.

TransLink is the agency responsible for decisions regarding planning, financing, and operating transit. The City of Vancouver supports transit through land use, transit-oriented development, implementing transit priority measures such as peak hour bus lanes and maintaining roads, sidewalks, and public spaces. City staff also work regularly with TransLink in the development of plans to identify service needs and priorities where increased growth is anticipated. This includes supporting and advancing transit investment priorities in the Mayors' Council Plan for Metro Vancouver—including investment in bus service expansion and Canada Line fleet, station, and system upgrades.

Policies

Support transit improvements within the Cambie Corridor that increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable.

- 8.4.1 Work with TransLink to continue to support transit service, capacity, and reliability improvements in the Cambie Corridor to ensure service remains effective and meets growing demand. Specific areas of improvement include:
- Increasing and/or improving Canada Line capacity and service, particularly with the prospect of local population growth.

- Deliver a successful B-Line bus service on 41st Avenue. This will include ensuring transit reliability through a series of transit-priority measures, which may include some dedicated transit lanes within the Cambie Corridor. It will also include working to provide enhanced bus stop infrastructure and working with TransLink to ensure high-frequency service and high-quality vehicles.
- Seek transit priority and reliability improvements along 49th Avenue
- Increase bus service capacity on the areas main routes by extending hours and frequency of service.
- Provide reliability improvements that may include changes to streets to provide enhanced transit priority.
- Improve efficiency of transit services with coordinated scheduling, route adjustments, and conveniently accessible stop locations.
- Explore new bus service on 33rd and 57th Avenues. This should include planning for a more efficient east-west connection along the 57th Avenue corridor.

8.4.2 Ensure passenger waiting areas are safe, comfortable, and fully accessible, with high-quality amenities at transit stops/stations, such as shelters, weather protection, seating, suitable lighting, spacious waiting areas/platforms, litter receptacles, passenger information, and wayfinding.

8.4.3 Work with TransLink to plan for lower-emission and emission-free transit vehicles in order to reduce air and noise pollution for residents and employees along the main arterial corridors.

- 8.4.4 Work with TransLink to improve multi-modal integration with transit through measures including:
- Safe, convenient, and attractive pedestrian and cycling routes to transit stops and stations from nearby destinations.
 - Secure abundant bike parking at transit stations and end-of-trip facilities.
 - Conveniently located public bike share stations and car share parking near transit stations.
 - Integrate pick-up and drop-off areas around transit stations where practical, balanced with other priorities for walking, cycling, and transit access.



8.5 ROAD NETWORK, GOODS MOVEMENT, PARKING & LOADING

- 8.4.5 Explore how new Canada Line stations can be delivered through redevelopment opportunities at 33rd Avenue and 57th Avenue. This initiative requires coordination with Translink.
- 8.4.6 Explore improving existing entries or adding new entries at existing stations through redevelopment opportunities. This initiative requires coordination with Translink.

Thousands of people drive through the Cambie Corridor each day, some heading to local neighbourhoods or employment destinations. The Corridor also supports a significant amount of goods movement on designated truck routes: SW Marine Drive, Cambie Street, Oak Street, and 41st Avenue. Busier streets in the Corridor present potential for increased safety risks—particularly at major intersections along Cambie Street, Oak Street, and SW Marine Drive. As the Corridor grows, local streets may see an increase in vehicle volumes and neighbourhood residents may experience parking pressures. Local street networks need to be carefully designed to discourage traffic short-cutting or speeding.

Similar to other areas of the city, there is high demand for commercial, visitor, and residential parking. The Cambie Corridor has a number of local and regional destinations with adjacent residential neighbourhoods that draw visitors from across Metro Vancouver and other communities.

While the Corridor is well-suited to accommodate future job and population growth through sustainable modes, upcoming redevelopment will continue to create demand for vehicle access, goods movement, and parking. Transportation 2040 acknowledges the continuing role of motor vehicles as a transportation option within the city and commits to making the road network as safe and operationally efficient as possible, while supporting a gradual transition over time to a lower proportion of vehicle trips. It also sets a safety target to eliminate all

transportation-related fatalities and serious injuries from the transportation system, with a focus on vulnerable road users such as pedestrians, cyclists, seniors, children, and those with mobility challenges. Considering all users and their modes of travel when planning the Corridor's arterial streets will result in significant safety improvements for all road users, while still supporting needed vehicle movements, loading, and delivery. It is important that arterial streets enable local businesses to efficiently service their customers through the delivery of goods and that emergency service vehicles are able to access their destinations as quickly as possible when required. On local streets, neighbourhood safety can be improved by enhanced traffic calming and spot improvements that lower traffic speeds and volumes.

To deliver on Transportation 2040 policies to mitigate congestion-related impacts, the City's Congestion Management Strategy (2017) seeks to make traveling on city roads more predictable and reliable, though not necessarily faster. In addition, transit-oriented development, parking management techniques, and emerging technologies can continue to help mitigate and manage local parking and traffic impacts associated with growth.

Policies

Manage the road network efficiently to improve safety, minimize congestion, and support a gradual reduction in car dependence. Make it easier to drive less in the Cambie Corridor, while maintaining neighbourhood livability.

- 8.5.1 Improve safety for all road users on major roads through treatments that prioritize vulnerable road users including (but not limited to):
 - Protected intersections (e.g., separating vehicle turning phases from pedestrian in key locations and cycling movements).
 - Improving pedestrian-scale street lighting.
 - Adjusted traffic signal timing.
 - Parking restrictions at intersections that improve sightlines and potentially reduce delays for through vehicles.
 - Modified road design to improve safety and efficiency.
- 8.5.2 Address traffic calming issues through spot improvements as part of existing city-wide programs, focusing on speeding and short-cutting on local streets, bike routes, and near schools and parks. Longer distance vehicular traffic should be encouraged to travel on arterial streets, away from areas where impacts to the safety and comfort of walking and biking occur.
- 8.5.3 Continue to work with residents to mitigate

parking issues for neighbourhoods through existing city-wide programs, including modifying parking regulations in areas experiencing parking pressures (e.g., near transit station areas or hospital precincts).

- 8.5.4 Review rush-hour parking restrictions on arterial streets in order to provide greater transit or vehicular capacity when required
- 8.5.5 Use performance-based pricing throughout the Corridor to ensure turnover of parking spaces, when required.
- 8.5.6 Review designated on-street car-share parking and consider expansion of car-share parking spaces near transit hubs, high-demand destinations, and employment areas (car-share vehicles should continue to be required as part of new developments).
- 8.5.7 Integrate car sharing to serve different uses and reduce parking demand by providing both one-way and/or two-way car-share parking spaces in convenient locations in new developments.
- 8.5.8 Provide accessible parking for persons with disabilities in the most convenient, comfortable, and usable spaces possible.
- 8.5.9 Continue to support local businesses by planning for loading and deliveries and by ensuring potential customers have access.
- 8.5.10 Ensure that emergency response and truck route functions are maintained as all street designs and networks are developed.

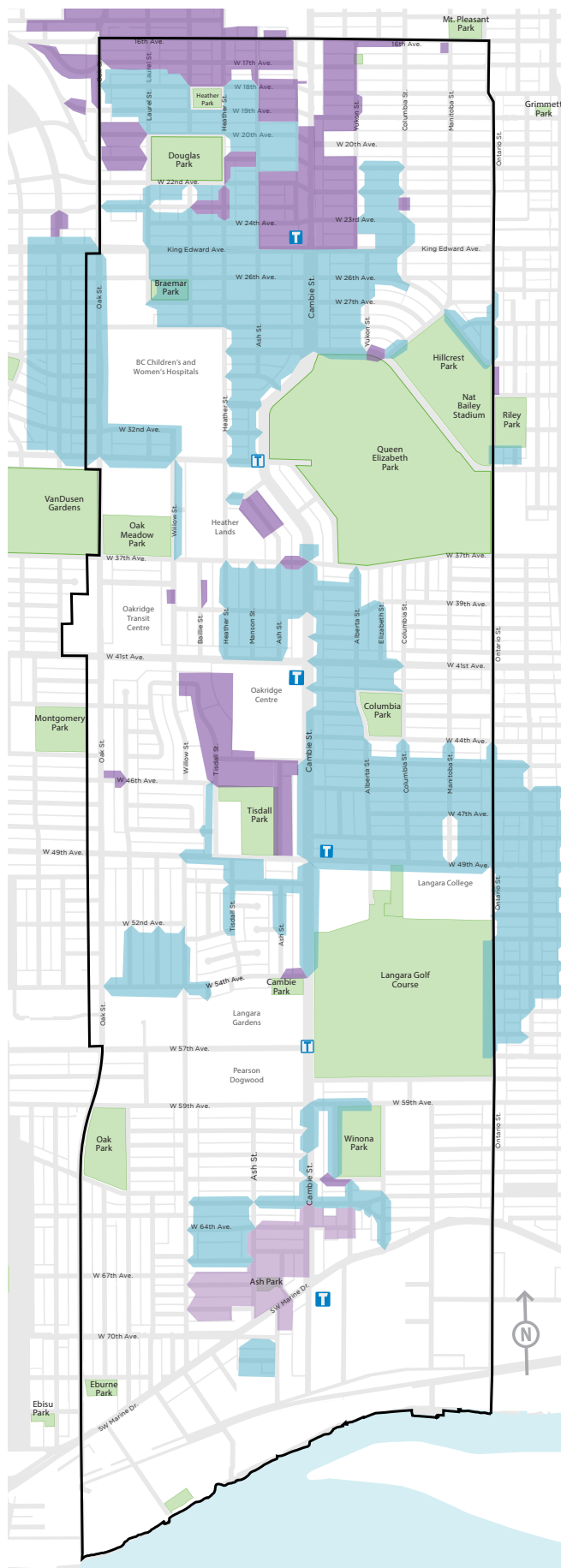


Figure 8.4: Existing parking regulations

LEGEND

- Resident parking only
- Resident permit parking
- T Existing station
- T Future potential station



8.6 OAKRIDGE MUNICIPAL TOWN CENTRE STREET HIERARCHY

Introduction

The Oakridge Municipal Town Centre (MTC) will become a dense urban node within the Cambie Corridor and must support and facilitate new trips being made by walking, cycling, and transit. Land use changes—including increased job space, services, and amenities—will retain and encourage shorter trips within the MTC, while improvements to the street network will encourage these trips to be made by more sustainable travel modes.

Some trips will still be required by private automobile and a hierarchy of streets will continue to support vehicular access to destinations. Improvements will include new signals, turn lanes, and on-street parking management strategies. Within the street hierarchy, some streets will need to accommodate private vehicles and access to new developments. These streets will be designed to maintain lower vehicle speeds. New developments will continue to be accessed off of lanes, further reducing the strain on local streets and local street character.

MTC Street Hierarchy

Arterial Streets

Cambie Street and 41st Avenue are arterial streets that carry regional and local neighbourhood vehicles passing through or visiting the Oakridge MTC. Complete Street principles will be applied to the future design of both of these important arterials.

41st Avenue is an important transit thoroughfare and is identified for B-Line bus service beginning in 2019. This limited-stop service will replace the current #43 route and provide effective connections between the MTC, UBC, Joyce-Collingwood SkyTrain station, and stops in between. The City is working with TransLink to identify transit priority measures along 41st Avenue that will help reliability and ensure that transit use remains an increasingly attractive option.

New signals will be required in places to ensure adequate access to the MTC.

Cambie Street will continue to play a key role in north-south movements in the city, and Complete Street improvements will be made to support walking cycling and an enjoyable public realm.

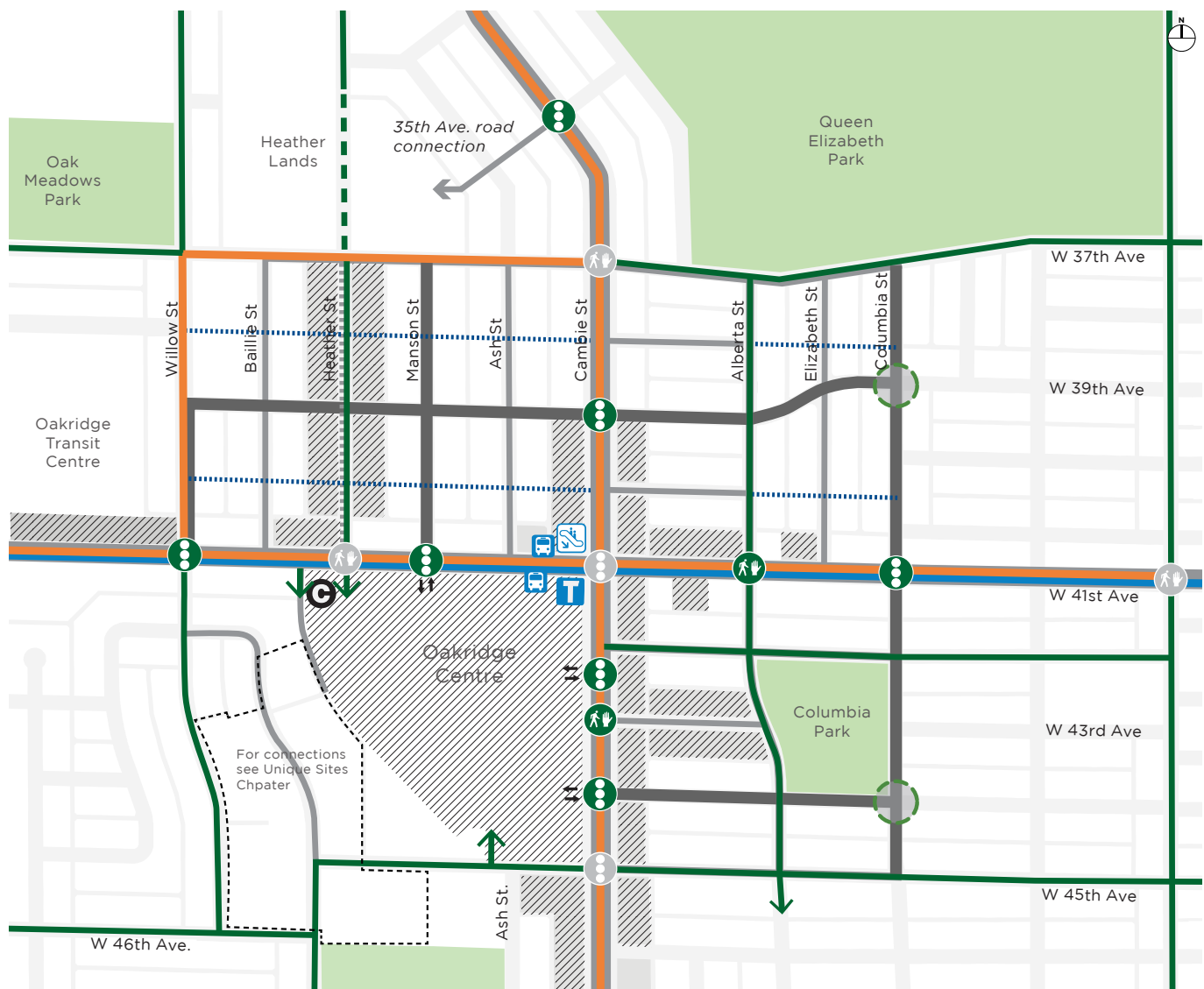


Figure 8.5: Oakridge MTC future street network and typology

LEGEND

- Proposed pedestrian/cyclist-activated signal
- New/upgraded full signal
- Existing pedestrian/cyclist-activated signal
- Existing full signal
- Existing station access
- Potential second station entrance
- Potential B-Line bus stop
- Future community centre
- Potential future traffic calming measures
- Access to mall (vehicular)
- Existing and future commercial/shops
- Residential street connectors (primary vehicle access)
- Local-serving streets
- Bike route
- Potential car-light street
- Oakridge centre connections to be determined through development process
- Secondary active links (exact route to be determined through development)
- Proposed Complete Street improvements
- B-Line bus route
- Unique Site boundary (see Chapter 6)

Residential Street Connectors

Manson Street, 39th Avenue, Columbia Street, 44th Avenue and a portion of Willow Street will need to accommodate vehicle access, serving as key access points to and from the neighbourhood. These streets are intended to connect to the arterial network with full signals and turn lanes as required. The street character will not dramatically change and will retain one travel lane in each direction with potential turn lanes at key intersections. Sidewalks and boulevards will be added or improved. AAA cycling facilities will be accommodated where they form part of the City's bicycle network, such as on Willow Street. These streets may also include limited parking or pick-up and drop-off opportunities, where practical.

Local-serving Streets

Other residential streets within the MTC will provide movement for local traffic with right-in/right-out connections to major arterial streets. On-street parking, pickup, and drop-off as well as other curbside opportunities will be integrated on these streets where possible and may change over time. Street parking should not be relied upon to serve new development. Narrower travel lanes and some parking opportunities will further slow traffic movement and decrease traffic volumes, creating pedestrian-friendly environments and local streets suitable for cycling.

Streets with Bike Routes

The MTC bicycle network is a critical component of the plan, facilitating fast and sustainable travel within the MTC. Streets identified for bike routes should all have the potential to become AAA routes now or in the future. This could include physical separation or other measures depending on the street and facility type. The 37th Avenue bikeway is a key east-west route across the city. The bikeway serves several neighbourhoods along its route and connects with schools, hospitals and community centres. On 37th Avenue, physical separation of cyclists from vehicles will be considered in some parts due to anticipated higher vehicle volumes. Further traffic calming measures may be considered in the future in coordination with the Heather Lands development. Willow Street between 37th Avenue and 41st Avenue will also be considered for separation due to expected higher vehicle volumes. Localized enhancements will be considered on Alberta Street and 42nd Avenue to slow vehicles and make cycling safer and more attractive.

Heather Street

A special opportunity exists with Heather Street to create a 'car light' connection. Heather Street is a key north-south cycling route within the city and connects Oakridge Centre (including the future Oakridge Civic Centre) to the Heather Lands and BC Women's & Children's Hospital. Special treatments to improve and reallocate space to pedestrian and dedicated cycling movements will complement adjacent land uses that include at grade retail, which will be supported in part by walk and bike trips. Vibrant retail will be a key component of animating the street and providing local services. Opportunities for animated plazas and other social spaces will be encouraged in addition to continuous walking and cycling, including a "pavement to plaza" opportunity between 41st Avenue and the lane to the north. Reduced vehicle access over time, including full closure, will be explored in a manner that supports local businesses and encourages walking and cycling along this key connection



Figure 8.6: Example of a 'car light' design

8.7 MUNICIPAL TOWN CENTRE PARKING STRATEGY

8.7.1 Bicycle Parking

With Vancouver's overall continued shift to increased cycling as well as the key role that the Oakridge MTC serves as a multi-modal connection to rapid transit, significant bike parking opportunities will need to be provided for both residents and visitors to the area.

Policies

- 8.7.1.1 Ensure that there are many convenient and secure short-term bike parking opportunities close to main entries to serve residential, commercial, and office uses. Consider provision of indoor bike racks for increased security as well as opportunities to secure space for a district-serving bike parkade adjacent to the Oakridge—41st Avenue station.
- 8.7.1.2 Provide a convenient and secure long-term bike parking space for every resident in a building.
- 8.7.1.3 Provide bike parking for employees to sufficiently match long-term mode share targets for cycling.
- 8.7.1.4 Explore opportunities to expand public bike share to the area

8.7.2 Vehicle Parking

The number of vehicle parking spaces constructed in the area should take into account the overall goals of the Transportation 2040 plan related to travel mode choice as well as the significant transit and active transportation infrastructure that supports the area.

The Oakridge MTC is a growing mixed-use neighbourhood that will generate both short- and long-term vehicle parking demand. Short-term parking and pick-up/drop-off demand may be related to shoppers destined to area businesses, visitors to area residents, and transfers to rapid transit. Long-term demand may be related to commuting employees or the storage of resident vehicles.

A significant generator of traffic can be drivers searching for an available parking space. As the number of parking spaces in the Oakridge MTC will be limited, strategies that make it easier to find available spaces must be employed to minimize traffic congestion caused by "cruising for parking".

As the Oakridge MTC is known to be physically-constrained by an underground aquifer, it is recognized that the amount of parking required has a significant impact on the feasibility of a development. To allow development to proceed yet still meet the City's

transportation objectives for the area, there are two key tools that can be used: the creation of Transportation Demand Management (TDM) plans and the sharing of parking spaces between uses and developments.

Transportation Demand Management (TDM) programs encourage reduced driving, and thus parking demand. They employ multiple strategies that are complementary and coordinated, and typically include initiatives to expand travel choice as well as incentives to reduce vehicle travel. Programming should be reviewed on a regular basis to ensure implementation tools are effective and are responsive to dynamic local conditions.

Given the amount and variety of vehicle parking demand in the area, an overarching parking strategy for the MTC is to approach parking as a shared resource. A shared resource approach is a common practice in many cities and has many benefits. It enables adjacent developments that generate parking demand at different times of day to share the same spaces rather than each providing their own purpose-built ones. To help minimize the amount of parking required for the entire area, the shared use of parking spaces should be considered in a manner that does not encourage or require increased vehicle use. Sharing parking between different developments will require further work from the City and the development community to implement in the shorter term but offers the opportunity to make the best use of an expensive resource.

Policies

MTC policies should be considered in addition to Corridor-wide policies, outlined earlier.

- 8.7.2.1 Encourage travel by sustainable modes, while mitigating the potential impacts of site-generated traffic and supplying appropriate parking. Require that off-street parking spaces provided meet anticipated parking demand in line with a Transportation Demand Management (TDM) plan. A TDM plan should be included with each development. Specific requirements will vary by site but typical measures may include the following:
 - **Sustainable Modes:** Analysis of expected mode share generated by the development, and recommended transportation infrastructure and program measures to prioritize sustainable transportation modes, to reach mode split targets (to be agreed with the City).

- **Transportation Demand Management:** Use of typical TDM measures such as car share vehicles, transit pass subsidies, enhanced bicycle facilities, EV charging infrastructure and others are expected to be included to help support sustainable transportation objectives. Additional innovative measures may also be required.
- **Parking Requirements:** Reduce parking requirements within new developments close to frequent transit network, as agreed with the City. Parking reductions should not result in an increase in demand for street parking. Off-street parking rates will be developed based on the outcomes of early rezoning applications within the MTC, and city-wide processes and policies, to ensure best-practices are balanced with site constraints and other city-wide objectives, and will be revised and adjusted as required to respond to changes in market conditions, technology or other influences.
- **Car Share:** Integrate of car share vehicles in preferred stalls, including reserved car share spaces
- **Unbundling:** Sell parking stalls unbundled from units in strata buildings or ensuring that parking spaces are not sold, but rented through the strata.
- **Monitoring:** Require commuter parking to be sold at no longer than one day intervals.
- Require post-occupancy parking surveys to determine the actual resident demand and opportunities for shared resource parking conversion (data should be publicly accessible and used to inform industry groups to better anticipate parking needs).

8.7.2.2 Continue to develop policies to enable developments to share parking between different uses and/or between nearby developments in a manner that does not encourage or require increased vehicle use.

8.7.2.3 To support 8.7.2.2, prepare parking to be used as a shared resource by requiring developments to be designed in a manner that allows for non-occupant access to some or all internal parking areas.

8.7.2.4 Implement on-street parking management tools (such as temporary residential permit parking or time limits) as an interim measure to reduce the impacts of construction on on-street parking in the surrounding neighbourhood.

8.7.2.5 Curbside management techniques, such as time-limited or metered parking, will be implemented adjacent to new developments to ensure visitors, service providers, caretakers, and those visiting local businesses have access to parking near their destination.

8.7.2.6 Enhance parking wayfinding and signage to minimize the time it takes to find a parking spot. Real-time information showing parking availability, directional signage, and alerts for high-demand times for regular visitors will also be considered as the plan progresses.

8.7.3 Loading and Goods Movement

To support the economic vitality of businesses and their ability to serve residents and visitors to the area, goods and services must be delivered to the Oakridge MTC as efficiently as possible; however, these deliveries should be made in a manner that minimizes impacts on all roadway users as well as area residents.

Policies

8.7.3.1 Accommodate loading activities, including truck maneuvering, for new development off-street and explore the ability for existing development to accommodate loading activities off-street,

8.7.3.2 As a complement to off-street loading, allow off-peak loading zones on-street in instances where the space can be shared with other uses (e.g., pick-up/drop-off, parking, events management uses)

8.7.3.3 Locate access points for large vehicles in locations that minimize impacts on the pedestrian and cycling environment as well as the broader public realm.

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09 PARKS, OPEN SPACE & PUBLIC SPACES



09 | PARKS, OPEN SPACE & PUBLIC SPACES

Introduction

The livability of a community is strongly tied to the quality of its parks, open spaces, and public places. Parks and plazas provide spaces for people to gather, play, socialize, and relax. They play a crucial role in supporting public health and social connections, maintaining urban ecological systems, providing connections with nature and fostering a sense of community.

As the Cambie Corridor grows over the coming decades, its parks, open spaces, and public places will become increasingly important and need to be maintained and enhanced to continue meeting the needs of the area's residents.

City-wide Context

The City of Vancouver and Vancouver Park Board are committed to ensuring that all residents have access to parks and public spaces. This is supported through many policies and strategies, including:

- The new Parks and Recreation Services Master Plan (in progress 2018) will guide the long-term renewal and expansion of the parks and recreation system and will guide the development of new park provision metrics and policies.
- VanSplash: Vancouver Aquatic Strategy (in progress 2018) will provide direction on the future of Vancouver's pools and beaches, exploring innovative options to support community and personal well-being.
- People, Parks and Dogs (2017) guides the planning and design of safe, engaging, and appealing parks for people with and without dogs.
- The Greenest City 2020 Action Plan (2011), which includes targets to:
 - Ensure every person lives within a five-minute walk of a park, beach, greenway, or other natural space.
 - Plant 150,000 additional trees in the City between 2010 and 2020.
 - Increase access to the waterfront, particularly the Fraser River.
- The Biodiversity Strategy (2016) presents goals and targets for supporting biodiversity on public and private lands in Vancouver. Together with the Urban Forest Strategy, Rewilding Vancouver (Environmental Education and Stewardship Action Plan), the Integrated Rainwater Management Plan and the Bird Strategy, the Biodiversity Strategy provides a foundation for restoring and protecting natural areas and species, as well as for improving access to nature across the city.
- The central vision of the Park Board's Strategic Framework (2012) is to be leaders in parks and recreation by connecting people to green space, active living, and community. Parks and recreation facilities and services are critical delivery mechanisms for achieving culture, youth, seniors, and family goals, with a focus on inclusion and accessibility for all backgrounds, genders, incomes, and abilities.

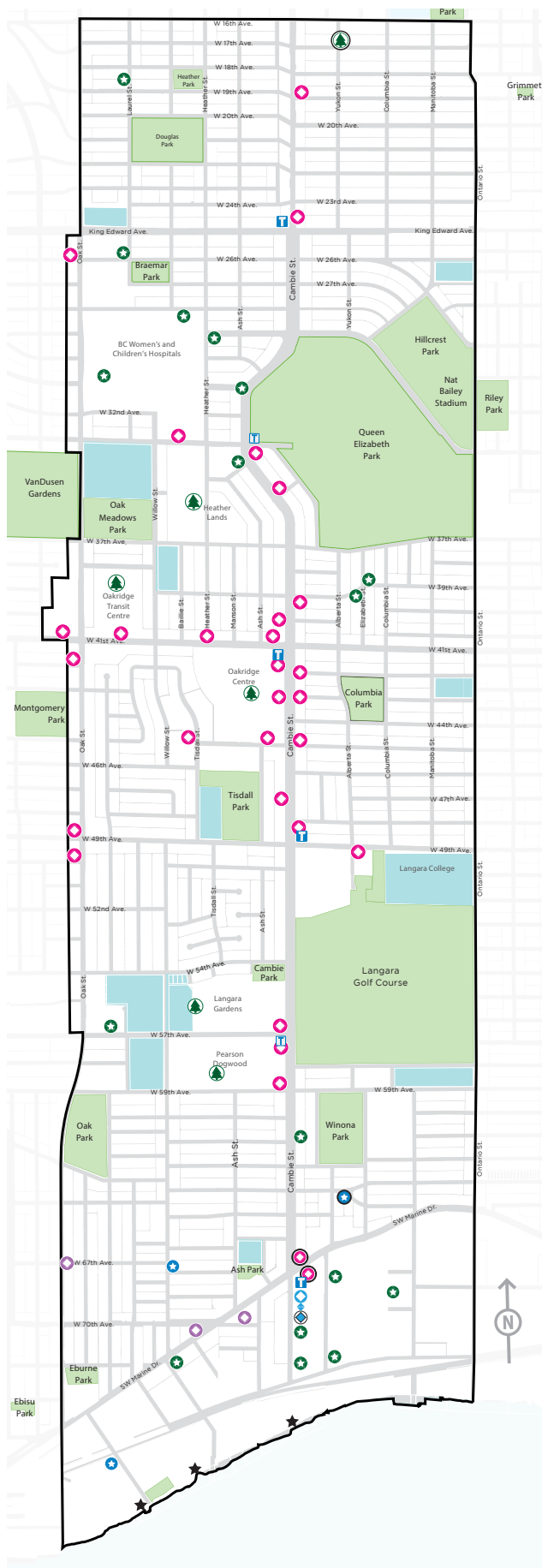


Figure 9.1:
Parks, Open Space & Public Spaces:
Existing and Planned*

LEGEND

Existing

■ Park

Established since approval of Phase 1 (2011)

● Park

● Plaza*

● Enhanced open space identified in Marpole Community Plan (2014)

Planned improvements

● New park

● Enhanced open space opportunity

● Future plaza

● Enhanced open space identified in Marpole Community Plan (2014)

● Plaza identified in Marpole Community Plan (2014)

● Existing Marine Gateway Plaza

● Marine Gateway Plaza Enhancement (See Marine Landing Policy Updates (2021))

★ Street End Enhancement (See Marine Landing Policy Updates (2021))

Other:

■ Existing station

■ Future potential station

■ School

* More detailed information about the public space improvements are provided in the Cambie Corridor Public Realm Plan and the Marine Landing Policy Updates (2021).



Corridor Directions

9.1 PARKS & OPEN SPACES

The Cambie Corridor is home to many well-established parks and open spaces. The Cambie Corridor currently has 17 parks and open spaces, totaling 100 hectares (247 acres) in area.¹ These range from small, neighbourhood-serving parks to Queen Elizabeth Park—a city-wide destination park. In addition, the Corridor is home to the 50 hectare (124 acre) Langara Golf Course.

The open space network is further enhanced by the Cambie Heritage Boulevard, a heritage-designated asset central to the identity of the Cambie Corridor. Details on proposed improvements to protect and enhance the Cambie Heritage Boulevard can be found in the Cambie Corridor Public Realm Plan.

Most residents in the Cambie Corridor are currently within a five-minute “barrier free” walk to a park or other green space (including school grounds), while all others are within an eight-minute walk. Existing gaps in the five-minute walk are along the east side of Oak Street (south of 57th Avenue) and on the south side of 41st Avenue (west of Cambie Street). The gap on 41st Avenue will be eliminated through new parks at Oakridge Centre and Oakridge Transit Centre.

Cambie Corridor policies seek to improve access to neighbourhood parks and enhance and optimize their potential for community use in light of anticipated increases in population and demographic changes.

Policies

9.1.1 Improve existing neighbourhood parks for higher use through upgrades that consider active and passive park programming for all ages (e.g., paths and trails, seating and open space, playgrounds, off-leash dog areas, multi-use hard surfaces, spray parks).

Short-term priorities for improvements include, but are not limited to, upgrades to Tisdall Park,

playground renewal at Douglas Park, and a Master Plan for Queen Elizabeth Park.

A number of neighbourhood parks south of 57th Avenue, including playground upgrades at Ash Park and Winona Park, are also seen as short-term priorities and respond to the needs identified in the Marpole Community Plan (2014).

Other park improvement/upgrade projects will be considered through upcoming capital plans, per direction provided by the Parks and Recreation Services Master Plan.

9.1.2 Increase the ability for Queen Elizabeth Park to provide a neighbourhood park function (e.g., the addition of a playground(s) and improved walking paths), while also maintaining the park as a city-wide destination.

In the short-term, develop a Master Plan for the park, which will guide future improvements to increase the ability of the park to meet future needs. Improvements identified in the Master Plan would be phased over the short- to long-term.

9.1.3 Continue to explore opportunities for a large riverfront park on the Fraser River near Marpole, as well as opportunities for new park space within Marpole.

9.1.4 Pursue the acquisition and development of new neighbourhood parks in areas with significant population growth and/or where a service gap currently exists. New parks will be developed at Oakridge Centre, Oakridge Transit Centre, Langara Gardens, and at Pearson Dogwood, as determined through site-specific planning programs. Additional new park space is anticipated on the Heather Lands site.

¹ Park Board data



9.2 URBAN FOREST & BIODIVERSITY

areas have been shown to provide important ecosystem services, while also providing residents with a connection to nature. Urban forests and natural areas provide stress relief, improve health and well-being, purify air and water, and sequester carbon while providing much needed habitat for local wildlife, including birds and pollinators.

The Biodiversity Strategy identifies priority habitats and biodiversity hot spots in Queen Elizabeth Park and on the Langara Golf Course.

For specific policy on habitat and biodiversity along the Fraser River, please refer to the Marpole Community Plan.

Policies

Enhance and protect existing habitat areas:

- 9.2.1 Connect habitat in and along the Fraser River, Queen Elizabeth Park, Langara Golf Course, and VanDusen Botanical Garden with habitat corridors in pedestrian walkways and within road rights-of-way.
- 9.2.2 Enhance the urban forest and biodiversity within parks, streets, and other public lands.
- 9.2.3 Enhance the urban forest through increased tree planting, increased canopy cover, and appropriate tree selection on public lands and large developments.
- 9.2.4 Enhance biodiversity through the integration of pollinator gardens, corridors, and bird habitats.
- 9.2.5 Integrate high-quality habitats such as constructed wetlands into parks and open spaces, where appropriate.
- 9.2.6 Weave ecological landscapes into urban centres with the creation of rain gardens, green roofs, community gardens, and diverse landscapes.



9.3 PUBLIC SPACES

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 spaces is envisioned for the Corridor that provides areas of respite, identification, and opportunity for social interaction.

Besides parks, public spaces in the Corridor include plazas, enhanced open spaces, enhanced streets for people walking and cycling, as well as activated lanes and active links. They provide opportunity to advance the Biodiversity Strategy and Urban Forest Strategy. For policy on streets, lanes, and pedestrian links, please refer to Chapter 8 (Transportation & Mobility).

Public art will be critical in the formation of distinct neighbourhood identity throughout the Corridor and in its new public spaces. For more details on public spaces and public art in the Corridor, please refer to the Cambie Corridor Public Realm Plan.

Policies

Urban plazas

Urban plazas of varying sizes are intended to complement the urban character of the primary commercial frontages along Cambie Street and other major arterials.

Buildings at the edges of plazas play a key role in activating and animating the space. Active and engaging ground floors are important in ensuring the success of plazas. Retail or other active uses, such as restaurants and cafés, should front the plazas and be designed to take advantage of these public spaces.

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.

Urban plazas in the Corridor include major plazas in key locations, minor plazas that respond to a more local context, and smaller sidewalk plazas.

Plaza locations are shown on Figure 9.1. Detailed information regarding the role, character, and size of the plazas are described in the Cambie Corridor Public Realm Plan.

- 9.3.1 Locate major urban plazas in key locations in the Corridor where significant land use and building scale changes will occur.
- 9.3.2 Locate minor urban plazas to reinforce the neighbourhood character in different sections of the Corridor.
- 9.3.3 Create sidewalk plazas along streets by using wide sidewalks, atypical building setbacks and articulation, and unique street alignments to form these places. Sidewalk plazas would be located on public or semi-public space with a design that is vibrant, intimately scaled, and barrier free.

Enhanced open spaces

Enhanced open spaces are opportunities for softer public spaces, often incorporating rainwater management opportunities, active play elements, gathering space, or community gardening opportunities.

These enhanced open spaces will be site-specific, and will use excess rights-of-way or residual space in atypical lot assemblies to form public spaces that meet the needs of the adjacent community and residents.

Enhanced open spaces will be located throughout the Corridor, including the locations shown on Figure 9.1. Additional detail is provided in the Cambie Corridor Public Realm Plan.

- 9.3.4 Locate enhanced open spaces throughout the Corridor.



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10 COMMUNITY WELL-BEING



10 | COMMUNITY WELL-BEING

Introduction

As the Cambie Corridor continues to grow, the well-being of the community will be strongly tied to the availability, accessibility, and affordability of community facilities and programs for people of all ages, incomes, backgrounds, and abilities.

City-wide Context

The City of Vancouver leverages municipal tools and key partnerships with Vancouver Park Board, Vancouver Public Library, Vancouver School Board, Vancouver Coastal Health, other levels of government, and non-profit organizations to provide a range of facilities, services and programs across the city.

A number of city-wide strategies and policies guide community well-being in the Cambie Corridor:

- **Health and social well-being:** The Healthy City Strategy (2014) is Vancouver's social sustainability plan toward a healthy city for all by supporting healthy people, healthy communities, and healthy environments. This cross-agency plan aims to increase access to community facilities, high-quality programs, and early development opportunities for children—all of which aim to foster a socially sustainable city. The Social Infrastructure Plan (in progress 2018) will focus on what social infrastructure will be needed in the future, how these will be funded, along with decision-making criteria to guide strategic and sustainable investments.
- **Childcare:** The City has a number of guidelines, policies, and strategies to guide childcare facility development and support families with children. While the City does not directly deliver childcare services, it advocates, forms partnerships, and invests in accessible childcare spaces. The City leverages new development to help create childcare facilities. In addition, modest funding is prioritized through direct operating grants, capital grants, maintenance support, and organizational capacity-building.
- **Youth:** The City works with the community and senior levels of government to facilitate the development and operations of youth hubs. These hubs provide one central location for youth to access health, social, education and counselling services—and, in some cases, transition housing—all in one facility. Examples in Vancouver include the Broadway Youth Resource Centre, Directions, Urban Native Youth Association,

and South Vancouver Youth Centre.

- **Seniors:** The City collaborates with other levels of government and community partners to provide a range of programs and facilities that keep seniors active, engaged, and connected to the health services they need. The Age Friendly Action Plan (2013) includes more than 60 actions to make the city safer, more inclusive, and engaging for seniors.
- **Culture:** Vancouver seeks to support a diverse and thriving cultural ecology that enriches the lives of residents and visitors. The Creative City Strategy (in progress 2018) will include cultural space and infrastructure priorities identified in Vancouver's cultural infrastructure plan underway.
- **Recreation:** The central vision of the Park Board's Strategic Framework (2012) is to be leaders in parks and recreation by connecting people to green space, active living, and community. Parks and recreation facilities and services are critical delivery mechanisms for achieving culture, youth, seniors, and family goals, with a focus on inclusion and accessibility for all backgrounds, genders, incomes, and abilities.

The Park Board has a number of city-wide strategies that help drive decision making, including:

- Vancouver Sport Strategy (2008)
- Youth Development Strategy (2013)
- Economic Access Policy (1992)
- Parks and Recreation Services Master Plan (in progress 2018)
- VanSplash: Vancouver Aquatic Strategy (in progress 2018)

Corridor Directions

In addition to specific policies that follow, there is a “no net loss” policy of community-serving uses in the Cambie Corridor. Please refer to policies for institutional sites (Section 14.1.1) for more detail.

For information on future needs and priorities for community facilities, please refer to the Public Benefits Strategy (Chapter 13).

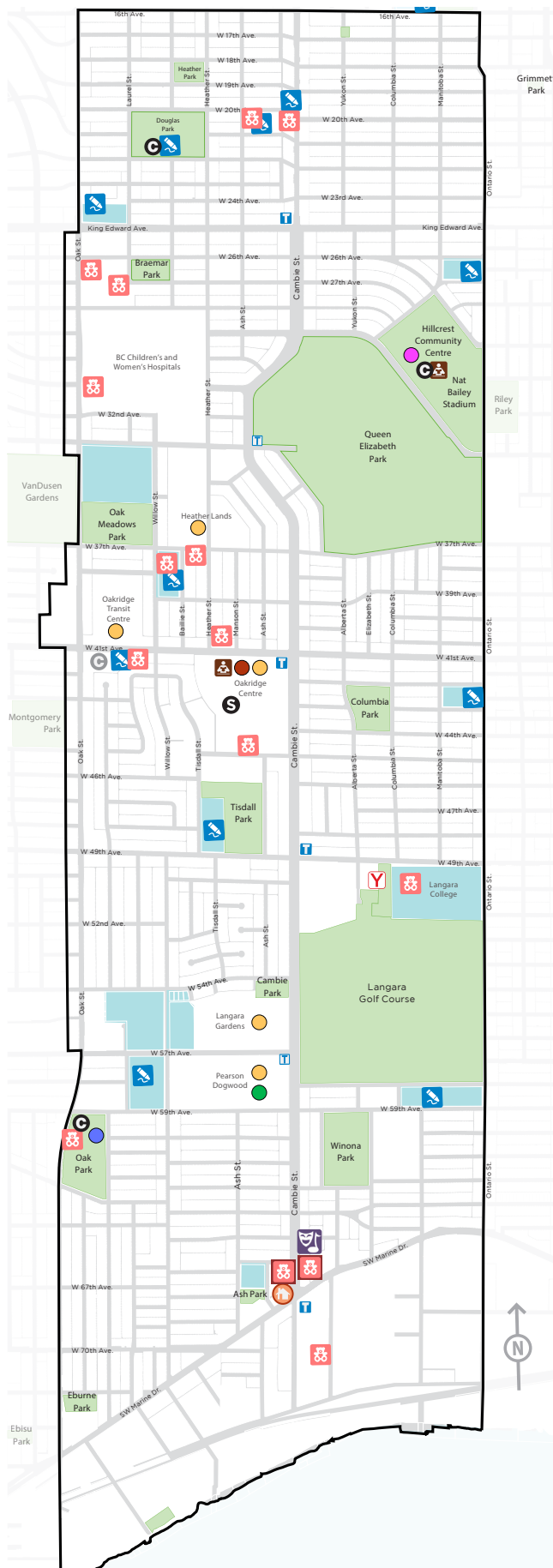


Figure 10.1:
Community Facilities: Existing and Recently Added/Underway/Planned

LEGEND

Added/underway since approval of Phase 1 (2010)

- Group childcare (under 5)
- Family Place
- Artist studio units

Planned Facilities

- Oakridge Civic centre (community centre, library, seniors centre, youth space)
- Hillcrest fitness centre addition
- Childcare
- Marpole-Oakridge Community Centre (future renewal) and proposed pool
- Community health centre

Existing Facilities

- Community centre
- Seniors' centre
- Group childcare (under 5)
- Group childcare (school age)
- Library

Private Community Facilities

- YMCA
- Jewish Community Centre and Norman Rothstein Theatre

Other

- Existing station
- Future potential station
- School

Corridor-wide improvements

Future community facilities have been identified throughout the Corridor. Please refer to the Public Benefits Strategy (Chapter 13) for details.

Policy Statements for Heather Lands underway (2018) with proposed community facilities.

10.1 CHILDREN AND FAMILIES

The Cambie Corridor includes a network of family-oriented neighbourhoods. As of 2016, 5,600 children under the age of 15 are living in the Corridor—of which 2,000 are under 5 years of age.¹ With more housing opportunities for families with children, the number of children and youth in the Corridor is anticipated to increase over time.

Services for children and families include family places, community centres, neighbourhood houses, and childcare facilities—all of which ensure that families thrive and enjoy a healthy development. In particular, affordable, accessible, and quality childcare has long-lasting positive impacts on child development and is important to the success of many working families. These benefits help support a strong economy and a healthier city for all.

There are currently 1,170 licensed childcare spaces in the Corridor; 580 spaces are for infants and toddlers aged 0 to 4, and 590 spaces for out-of-school care for children aged 5 to 12. In addition, there are 540 part-time licensed preschool spaces in the Corridor.²

Access to primary and secondary education is also essential for healthy childhood development. Seven public Vancouver School Board (VSB) elementary schools are currently in operation in the Corridor (Cavell, Carr, Wolfe, Van Horne, Jamieson, Laurier, Sexsmith) and two public VSB secondary schools (Hamber and Churchill). One additional VSB elementary school (Laurier Annex) is currently not being used. All VSB schools are operating at or near capacity, and the VSB is monitoring population growth and school enrollment to determine the potential timing for expanding or reopening school facilities serving the Corridor.

In addition to the VSB schools, there are two French public schools (Ecole Rose-des-Vents and Ecole Secondaire Jules-Verne). The Conseil Scholaire Francophone de la Colombie-Britannique (CSF) is exploring options for an additional school site in or near the Corridor. There are two private schools in the Corridor (Talmud Torah and King David Secondary).

Policies

- 10.1.1 Increase the number of childcare spaces for children 0 to 4 years of age and out-of-school care for children 5 to 12 years of age by leveraging or requiring facilities through new development:
 - Opportunities in high-growth areas, such as Marine Landing, the Oakridge Municipal Town Centre, and nearby areas.
 - Major Project sites such as Pearson-Dogwood, Oakridge Centre, Oakridge Transit Centre, Langara Gardens, and Heather Lands.
 - Unique Sites (Chapter 6), including but not limited to priority locations of King Edward Mall, Louis Brier/ Shawn Oaks, Salvation Army Homestead/ Laurel Street, and the YMCA site.
 - Schools undergoing seismic upgrade or replacement (for ages 0 to 4), and the use of existing schools and school land for out-of-school care (for ages 5 to 12).
 - Community centre expansions or renewals.
- 10.1.2 Locate new childcare facilities in convenient and accessible locations, particularly:
 - Close to schools and parks, as well as child, family, and recreational facilities and service hubs.
 - Close to popular transit corridors.
 - In areas of high employment.
 - In areas with higher-density, family-focused residential developments, including affordable housing.
- 10.1.3 Ensure no net loss of childcare spaces by retaining, replacing, or expanding existing childcare facilities in sites undergoing redevelopment in the Cambie Corridor. For more detail, refer to policies for institutional sites (Section 14.1.1).
- 10.1.4 Provide support programs and facilities for children and families through the City's grants and financing growth tools.
- 10.1.5 Explore opportunities to renew or create facilities that support families, such as neighbourhood houses and family places.

¹ Statistics Canada, 2016 Census

² City of Vancouver, Social Policy



10.2 SENIORS

The Cambie Corridor is a desirable place for seniors. As of 2016, 7,200 seniors over the age of 65 live in the Cambie Corridor (17% of the Corridor's population, compared to 15% in the city as a whole).³ Nearly one quarter of seniors in private households in the Corridor are living alone.⁴

The Cambie Corridor currently has approximately 900 beds for seniors in residential and complex care facilities.⁵ There are also a number of assisted living facilities and seniors housing complexes in the Corridor. There is an existing seniors centre at Oakridge, which will be renewed and enlarged as part of the Oakridge Centre redevelopment.

Given the aging population and the City's aim to foster a healthy city for people of all ages and abilities, there is a pressing need to ensure the retention, expansion, and creation of new supports for seniors. This includes a range of services, programs, and facilities for more independent seniors to less independent seniors, with a priority on provisions that allow seniors to age in place.

Affordable seniors housing is supported by this Plan. Please refer to details in Chapter 7 (Housing).

Policies

- 10.2.1 Explore opportunities for retention, renewal, and expansion of seniors facilities in the Corridor (with priority to seniors centres and community care facilities).
- 10.2.2. Support a variety of seniors programs and services that foster independence, empowerment, and community connectedness for an aging population (e.g., community kitchens, peer support, and information and referral services).
- 10.2.3. When securing new services and facilities, ensure strong transit connectivity, siting accessibility, and affordability for seniors. Explore opportunities on Unique Sites.
- 10.2.4. Ensure the provision of seniors programming and, where possible, dedicated space in community facilities.
- 10.2.5. Where a closure or reduction in the number of beds in a community care or assisted living facility is proposed, the applicant should provide an assessment that states the impact on supply city-wide and within the Cambie Corridor. For more detail, refer to policies for institutional sites (Section 14.1.1).

³ Statistics Canada, 2016 Census

⁴ Statistics Canada, 2011 Census

⁵ City of Vancouver, Social Policy



10.3 YOUTH

As of 2016, 2,400 youth and young adults aged 15 to 19 are living in the Corridor (6% of the Corridor's population, compared to 5% in the city overall).⁶ The number of youth is anticipated to increase with more affordable family-friendly housing options introduced through this Plan.

There is a deficiency of a dedicated youth facility in and around the Corridor. With the anticipated increase in the number of families in the area, this need will only grow. Youth in the Corridor rely on youth programs that are offered within community centres and schools. There is a need for a dedicated youth services hub with sufficient programming and partner space that would provide a range of programs and services in one location.

Policies

- 10.3.1 Provide a sufficiently-sized youth services hub that is designed with programming space, office space for partner organizations, and is located along transit and close to schools.
- 10.3.2 Ensure that other community facilities, when renewed, are designed to accommodate the needs of youth programs.

10.4 ARTS & CULTURE

Arts and culture play an important role in contributing to quality of life as well as the social and economic vitality of cities. Participation in the arts has been linked to a number of positive outcomes, including better health and life satisfaction, social cohesion, increased civic engagement and volunteerism, and a more robust local economy. In addition, a stronger cultural foundation provides a basis on which to celebrate community values, identity, and aspirations.

Cultural facilities in the Corridor include the Norman Rothstein Theatre, the Peretz Centre for Secular Jewish Culture, Studio 58 at Langara College, and the Alliance Francaise de Vancouver. Two artist studios were recently included in a development at SW Marine Drive and Cambie Street.

Policies

- 10.4.1 Seek opportunities and partnerships to secure arts and cultural facilities to be guided by the forthcoming Cultural Infrastructure Plan (in progress) and the Creative City Strategy (in progress 2018).
- 10.4.2 Partner with non-profit organizations to retain and secure—or expand and enhance—existing arts and cultural spaces.
- 10.4.3 Ensure that investment and partnerships in cultural space addresses issues of affordability, suitability, and tenure (e.g., securing assets for the longest period possible).

⁶ Statistics Canada, 2016 Census

- 10.4.4 Where appropriate and feasible to integrate cultural spaces into residential and mixed-use buildings, consider artist studios and artist social housing.
- 10.4.5 Support Musqueam, Squamish, and Tsleil-Waututh Nations and Urban Indigenous communities by supporting Indigenous cultural spaces and seeking opportunities to reincorporate MST and Indigenous visibility and naming into public places including facilities and roads.
- 10.4.6 Incorporate low-barrier, affordable spaces for cultural activities in community centres so that everyone has access to arts and culture. This may include a community event space for community performances and rehearsals (e.g., all-ages music shows), film screenings, lectures, social dancing, or other cultural programming.
- 10.4.7 Maximize opportunities for cultural use of parks, green space, and plazas through the provision of festival/event infrastructure such as power, water, grey water disposal, and good access to loading, secure storage, and back of house space. Appropriately site outdoor cultural performance space through careful consideration of noise impact to adjacent residents.
- 10.4.8 Allow for flexibility in the regulation of cultural spaces so they can accommodate multiple cultural uses and evolving aspects of artistic practice (e.g., producing and presenting work in the same space).

10.5 NON-PROFIT ORGANIZATIONS (NPOs)

Non-profit organizations (NPOs) provide needed social and cultural programs to help build strong communities. While Vancouver is home to hundreds of NPOs, many organizations do not have the capacity to secure facilities on their own. Supporting NPOs with accessible, affordable, well-located, and well-designed space is essential to ensure that these NPOs can continue to provide community resources and remain within the city. Providing shared space and services within one hub offers multiple benefits including enhanced efficiencies and collaboration amongst NPOs, increased access to services in one location, reduced operating costs, and maintaining a healthy non-profit sector within Vancouver's local economy.

Policies

- 10.5.1 Support the creation of a multi-tenant NPO hub that would allow a mix of affordable office and related programming space for social and cultural NPOs.

- 10.5.2 Prioritize appropriately-sized NPO hubs in areas with high levels of visibility and convenient access to transit to increase accessibility and connections to the broader community.

10.6 RECREATION

Recreation facilities, such as community centres, pools, and arenas are crucial to the well-being of the citizens of Vancouver. The City's recreational facilities vary greatly in terms of age, size, and condition, but most are well used and popular with residents.

Currently, there are three community centres in the Corridor:

- Douglas Park Community Centre: Opened in 1966; approximately 1,950 sq. m (21,000 sq. ft); pottery studio; fitness room; gym.
- Hillcrest Community Centre: Opened in 2011; approximately 11,500 sq. m (123,000 sq. ft); pool; rink; fitness centre; gym. Co-located with Terry Salmon branch library.
- Marpole-Oakridge Community Centre: Opened in 1950; approximately 2,800 sq. m (30,000 sq. ft); fitness centre; gym; racquet courts; whirlpool and sauna.

Policies

- 10.6.1 Guide recreation facility development, expansion, and programming through Park Board-led initiatives including the Parks and Recreation Services Master Plan and VanSplash: Vancouver Aquatic Strategy.
- 10.6.2 Develop new and renew existing recreation facilities in the Cambie Corridor as needed. These include a new community centre at Oakridge Centre, the renewal of Marpole-Oakridge Community Centre, and the expansion of Hillcrest Community Centre's fitness centre. A needs assessment and location study for the renewal of the Marpole-Oakridge Community Centre is underway in 2018.
- 10.6.3 Develop flexible, modular approaches to the delivery of recreation programming in parks.
- 10.6.4 Consider building partnerships with other agencies to gain opportunities for public use of non-Park Board aquatic facilities.
- 10.6.5 Guide the development of outdoor sport facilities through city-wide Park Board initiatives, including the Vancouver Sport Strategy.
- 10.6.6 Continue to collaborate with the Vancouver School Board on shared gymnasiums, multi-use spaces, and outdoor recreation amenities.

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11 ENERGY & CLIMATE CHANGE



11 | ENERGY & CLIMATE CHANGE

Introduction

The City of Vancouver has the goal of being the greenest city in the world by 2020 and becoming a renewable city by 2050. This includes aspirations to reduce dependence on fossil fuels and lead the world in green building design and construction. The Cambie Corridor Plan sets out land use policies and strategies related to renewable energy and green building design that will help reduce energy consumption and greenhouse gas emissions.

The City is also preparing for the impacts of climate change that Vancouver is likely to experience. Scientists are anticipating: an increased frequency and intensity of rain and wind storms; hotter, drier summers; a longer growing season; and more frequent and severe flooding as a result of sea level rise. Building resilience into city-building means looking at the ways buildings and infrastructure are designed, built, and maintained. It also means enhancing connections among people and groups in communities to improve society's ability to respond to, and recover from, climate change-related events.

City-wide Context

To help achieve our Greenest City and Renewable City goals, the City has several key policies, plans, and strategies that relate to energy and climate change:

- The Greenest City 2020 Action Plan (2011) addresses Vancouver's environmental challenges, focusing on three overarching areas: reducing carbon, reducing waste, and supporting healthy ecosystems. The plan has 10 distinct goal areas and, through a set of measurable and attainable targets, puts the city on a path to sustainability.
- The Renewable City Strategy (2015) aims to get 100% of our energy from renewable sources by 2050 and for new construction to be zero emissions by 2030. Priority actions include reducing dependence on fossil fuels as well as reducing energy use of new and existing buildings. To achieve this, all communities must start to take a more aggressive approach to limiting energy consumption and the production of greenhouse gases (GHGs).
- The Climate Change Adaptation Strategy (2012) details actions that will increase the resilience of city-wide programs, services, and infrastructure to existing and anticipated climate extremes. Primary actions focus on incorporating adaptation as a consideration or key factor into existing and planned projects.
- The City has developed an Integrated Rainwater

Management Plan (2016) that aims to treat Vancouver's abundant rainwater as a resource.

Policies seek to reduce the demand for potable water by encouraging beneficial reuse. Restoring the role of urban watersheds to support urban and natural ecosystems and provide clean water is also a goal.

- The Rain City Strategy, currently in development, expands on the IRMP with a renewed focus on valuing rainwater as a resource and goals around water quality, resilience and livability through healthy urban ecosystems. The plan, with an outlook to 2050, will define a long-term, high level implementation plan for Green Infrastructure, to guide the application of sustainable urban rainwater management in future community and infrastructure planning, policy development, capital planning, design standards, operations and maintenance procedures, and asset management programs.
- City Council adopted the Zero Emissions Building Plan (ZEBP) in 2016 to reach the City's targets of 100% reliance on renewable energy by 2050 and for new construction to be zero emissions by 2030. The ZEBP outlines two pathways to achieve low-carbon new construction: through high performance buildings and low-carbon energy systems. Targets for different building types are specified in the Vancouver Building By-law and in the Green Building Policy for Rezoning (2010). Further changes to City regulations and policies are anticipated.



Corridor Directions

11.1 RENEWABLE ENERGY

In Vancouver, 56% of all GHG emissions come from buildings—36% of which are from the residential sector.¹

Renewable energy technology—which includes geo-exchange systems, solar hot water, and wind energy—provides a means to supplement or replace conventional energy sources and thereby reduce GHG emissions. Renewable energy technologies can be implemented for individual homes and buildings, for clusters of buildings, or at the larger district or neighbourhood scale. As a general principle, the City aspires to meet or exceed best practices for energy conservation and renewable energy.

Recognizing that compact mixed-use communities provide an ideal context for neighbourhood energy systems, the City will continue to encourage the implementation of low-carbon energy systems in the Cambie Corridor, including the Oakridge Municipal Town Centre area.

Policies

Support the use of renewable energy in the Cambie Corridor:

- 11.1.1 Sites in the Cambie Corridor will be required to address the City’s greenhouse gas intensity (GHGI) and thermal energy demand intensity limits (TEDI) as required by City policy for new buildings either through the development of low carbon energy systems or building-scale efficiency.
- 11.1.2 Development applicants will work with the City and BC Hydro to implement “smart building”, energy storage, and “smart grid” approaches when grid limitations require demand response technology.
- 11.1.3 As new renewable energy technology develops, consider the Cambie Corridor as a potential community for key demonstration projects to help encourage the uptake of new technology.

¹Energy and Emissions Inventory (2011)



11.2 LOW- & ZERO-EMISSION BUILDINGS

Designing and constructing buildings to use less energy, less water, healthier materials, and improved indoor environmental quality can help maximize energy efficiency and the health performance of buildings. The City has a number of policies and plans related to buildings that influence new developments in the Cambie Corridor, including: the Zero Emissions Building Plan, the Green Buildings Policy for Rezoning, the Rezoning Policy for Large Developments (2010), zoning relaxations for the Passive House standard, and green demolition practices. The Vancouver Building By-law is regularly updated to require more efficient and sustainable construction. As sustainability regulations and policies develop city-wide, more stringent requirements will apply as we transition buildings to no longer be dependent on fossil fuels.

Policies

- 11.2.1 Maximize low-carbon performance of all buildings. All new buildings are subject to the green building requirements in the Vancouver Building Bylaw and all rezoning projects are subject to the City's Green Buildings Policy for Rezoning. As new and updated sustainability policies develop city-wide, they will apply to the Cambie Corridor as well.

11.3 BUILDING RETROFITS

Due to poor energy efficiency performance, older buildings consume more energy and have greater GHG emissions than newer buildings. In the Cambie Corridor, 32% of buildings were constructed before 1980, representing a significant opportunity for energy savings and emissions reductions within the community. The City will explore opportunities to partner with utility companies to assist landlords and homeowners with improving the energy efficiency of the building stock—most notably in multiple-family buildings in the community. Ideally, with new buildings emitting much less carbon pollution, the energy upgrades to homes and businesses can enable the community to reduce its total carbon footprint over time as it grows and evolves.

Policies

Support energy conservation through building retrofits:

- 11.3.1 Offset the energy use of buildings from new construction through retrofit programs for existing buildings, with the goal of reducing total energy use in the Cambie Corridor over time despite a projected growth in population.
- 11.3.2 Encourage participation in retrofit programs to reduce energy consumption.
- 11.3.3 Encourage the implementation of renewable energy initiatives and/or energy conservation measures as part of the renovation of existing buildings.



11.4 CLIMATE CHANGE ADAPTATION & FLOOD PROTECTION

Increased flooding from heavy rainfall, health impacts from hotter and drier summers, and coastal flooding from sea level rise are some of the anticipated impacts of a changing climate. Building resilience means looking at ways to design and maintain infrastructure, and enhance connections among people in the community to improve the ability to respond to and recover from climate-related events.

According to the Coastal Flood Risk Assessment, the area that would be most directly impacted by flooding in Cambie Corridor is the Fraser River shoreline and surrounding areas from the shoreline to just past Kent Avenue North and from Ash to Yukon Streets. This lower floodplain area is vulnerable to flooding from major coastal storms under current and future sea level rise projections. Engineered flood management solutions will be integrated into the road, park, and public spaces in the floodplain area and along the shoreline. Flood levels are predicted to rise by 0.5 m by 2050, 1.0 m by 2100, and 2.0 m by 2200. New flood management solutions will be built to meet City standards that incorporate sea level rise projections.

As an area that will be impacted by sea level rise over the coming decades, flood resilience will be integrated into the fabric of the Fraser River waterfront and nearby development. Pursuing flood resilience will create opportunities to enhance liveability, recreation, improve business operations, be creative, and build a long-lasting neighbourhood. In the Cambie Corridor, strategies to address the risks and vulnerabilities identified in the Climate Change Adaptation Strategy—such as sea level

rise, intense rain events, and hotter, drier summers—will be exemplified. For more detail and policies regarding the Fraser River shoreline, please refer to the Marpole Community Plan (2014).

A significant increase in canopy cover, potable water conservation, and green infrastructure measures will also be a priority in planning for public and private realms.

As the Cambie Corridor grows and evolves from mostly single family to higher-density land uses, the City is developing an integrated water management approach. For more detail on the “One Water” approach and related policies, refer to Chapter 12 (Utilities).

Neighbourhood tree cover, green space, and other pervious surfaces can do double duty by both decreasing greenhouse gases through absorbing and storing carbon, and decreasing the impacts felt from a changing climate. The existence of green space, vegetation, and permeable surfaces in a community has been associated with a decreased risk of heat-related illness and increased resilience of the stormwater system. Parks, green space, and streets can be used for detention and infiltration of stormwater during heavy rainfall, thereby decreasing the stress on our stormwater system. These areas can also help keep the city cooler in the summer by providing shade refuge, a healthier environment, and lowering the need for air conditioning. Models have shown that areas with a high proportion of pavement can be almost 9°C warmer than areas with heavy vegetation.

Policies

Support climate change adaptation and flood protection:

- 11.4.1 Complete a flood management strategy for the Fraser River shoreline. Meet flood construction levels and implement flood-resilient design in flood-prone areas.
- 11.4.2 All new developments must meet or exceed the 4.6 m (Greater Vancouver Regional District datum) flood construction levels specified by the Vancouver Building By-law. Some sites might have to exceed the 4.6 m flood construction levels due to site-specific conditions.
- 11.4.3 Ensure no residential levels or critical infrastructure (e.g., mechanical and/or utility services) will be placed below the Flood Construction Level. Buildings in the designated floodplain are encouraged to consider additional flood defense design approaches to ensure resilience through the life of the building.
- 11.4.4 Ensure all elements of the Cambie Corridor Fraser River shoreline are designed with the latest sea level rise projections in mind. Flood protection systems will be built to the City's Building By-law requirements and other policies or bylaws in accordance with direction from City staff. Flood protection will be designed such that it could be raised or adapted to accommodate an additional metre in the future.
- 11.4.5 Any flood management infrastructure put in place to serve as flood defense (e.g., seawall) will be built to the appropriate structural standards to meet Provincial requirements to the satisfaction of City staff.
- 11.4.6 Design flood management infrastructure to enhance the public realm (e.g., to be a great place for people to walk and bike) and to improve shoreline habitats by incorporating a naturalized approach, supporting the biodiversity and habitat policies of the plan in Chapter 9 (Parks, Open Space, & Public Spaces).
- 11.4.7 Encourage stewardship of trees, green spaces, and green stormwater infrastructure (e.g., rain gardens, bioswales). Plant shade trees where appropriate, using species that are hardy to changing climate conditions.
- 11.4.8 Provide a generous tree canopy where possible within the Cambie Corridor. A diversity of tree species is encouraged for resiliency.
- 11.4.9 Landscapes should be designed to be drought tolerant and resilient to climate variability. Irrigation needs should be minimized or eliminated.
- 11.4.10 Ensure generous public access to drinking water to aid in cooling during dry, hot summer conditions.
- 11.4.11 Work with community groups to identify actions that decrease the risk of heat-related illness. Actions could include identification of community or building cool refuges, volunteer heat registries and patrols, etc.

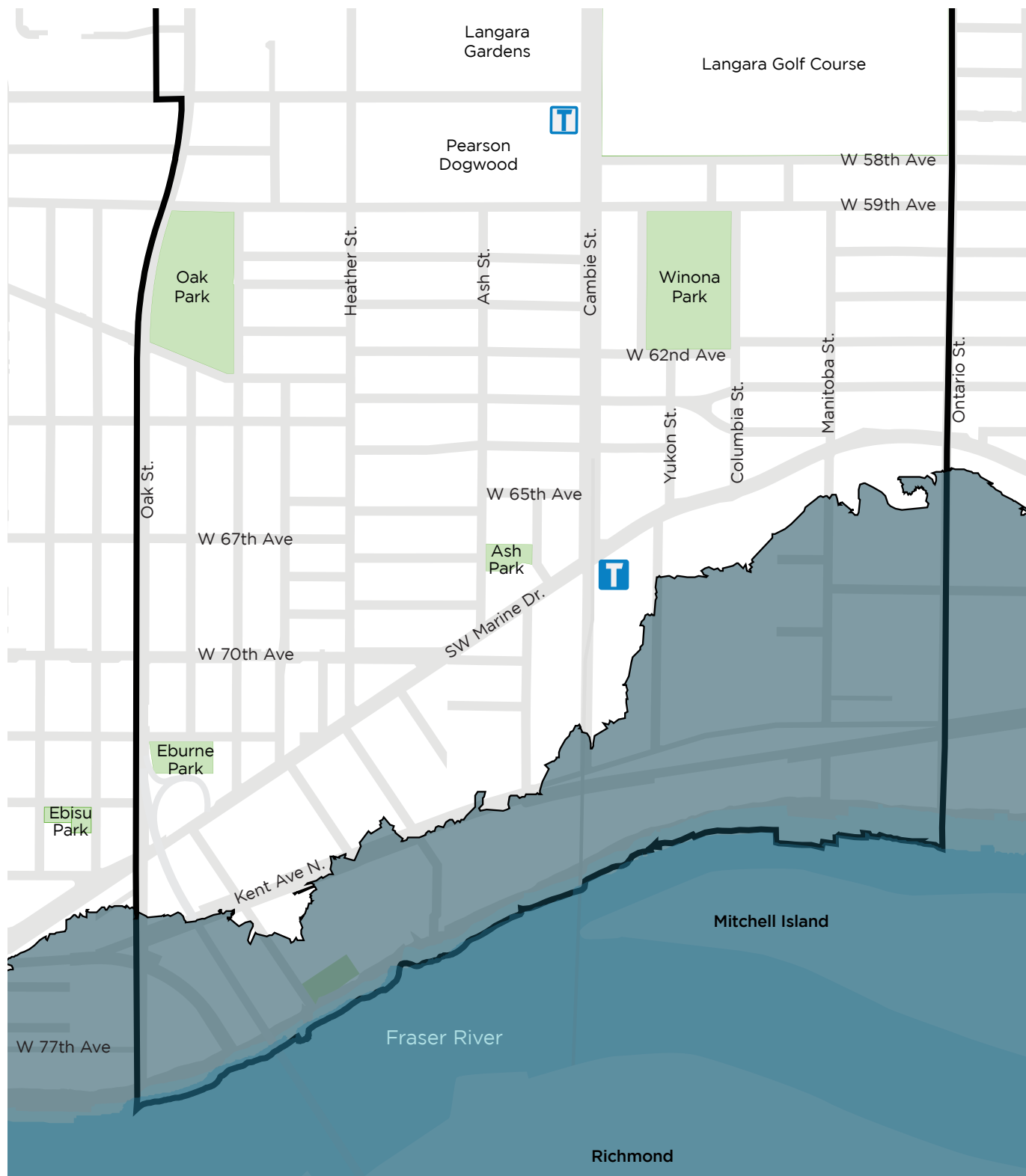
Figure 11.1: Fraser River areas at risk of flooding in the future

LEGEND

■ Potential flood-prone areas (year 2100)

■ Existing station

■ Future potential station



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12 UTILITIES



12 | UTILITIES

Introduction

Utility services, including water supply, wastewater conveyance, storm water management, and solid waste management, are vital for a city to function. Utility services are critical to maintaining human health and well-being, the city's economy, and improving the city's sustainability. Utility services are delivered by the City of Vancouver in collaboration with Metro Vancouver, which operates the regional system.

Vancouver has safe and accessible drinking water that originates from the Capilano, Seymour, and Coquitlam reservoirs. On an average day, the water system delivers 360 million litres of high-quality water throughout the city. Using water efficiently, being aware of what goes into the sewer, and how local waterways can be affected by sanitary and storm water are important steps in working towards the goal of becoming the greenest city in the world by 2020.

Today, the City continues to implement its long-standing sewer separation program, which replaces combined sewer pipes with separated sewer pipes (wastewater and storm water). The program aims to reduce the occurrence of wastewater overflows to Vancouver's local waters during heavy rain events and to add new capacity to the sewer system to accommodate growth and help reduce flooding concerns.

With respect to emergency preparedness, it is recognized that a major disaster—such as an earthquake—could make the City's conventional fire protection system unusable. Vancouver's dedicated fire protection system is designed to pump potable water, plus salt water when needed, to supply adequate flows in the event of a disaster. Plans for a hardened grid of water mains city-wide will provide further system resiliency.

Maintaining and upgrading the Cambie Corridor's utilities will be essential to meet our sustainability goals, support a growing population, and help ensure the future health and well-being of Vancouver's residents.

City-wide Context

A city's infrastructure plays an important role in its overall sustainability and resiliency. A number of Vancouver's policies and strategies specifically relate to matters of utilities and services:

- The Greenest City 2020 Action Plan (2011) sets broad goals for Vancouver, including an objective of protecting the city's waterways. The plan strives for the city to have the best drinking water quality in the world by 2020. Further, targets have been set to reduce potable water use by 33% and to reduce the amount of solid waste going to landfill or incinerator by 50% from 2008 levels.
- The Climate Change Adaptation Strategy (2012) provides direction in a number of areas, including resiliency as our climate changes.
- The provincially-approved Metro Vancouver Integrated Liquid Waste and Resource Management Plan (2010) mandates the elimination of combined sewer overflows and the separation of combined sewer mains, protection of water quality in local receiving waters and implementation of a city-wide Integrated Rainwater Management Plan (IRMP).
- The City's Integrated Rainwater Management Plan (IRMP) (2016) focuses on rainwater management and restoring the role of urban watersheds to support urban and natural ecosystems. Providing clean water is also a goal.
- The Rain City Strategy, currently in development, expands on the IRMP with a renewed focus on valuing rainwater as a resource and goals around water quality, resilience, and livability through healthy urban ecosystems. The plan, with an outlook to 2050, will define a long-term, high-level implementation plan for green infrastructure, to guide the application of sustainable urban rainwater management in future community and infrastructure planning, policy development, capital planning, design standards, operations and maintenance procedures, and asset management programs.



Corridor Directions

12.1 WATER, SEWER, AND GREEN INFRASTRUCTURE

Water

The Cambie Corridor has 120 km of water mains. Approximately 60% of these pipes were constructed prior to 1940, and the majority of water mains in the Corridor has been sized to service existing population and land uses and is not adequately sized to accommodate the levels of growth proposed in this plan. As such, the majority of the existing pipe network will need to be replaced with larger pipes earlier than anticipated to service anticipated growth.

Where water mains along the Corridor are selected to be replaced due to age or poor condition, replacement pipe size will be selected to accommodate future planned growth. In the vast majority of cases, water mains that have not reached the end of their service life will need to be replaced with larger mains to provide service for domestic uses as well as fire-fighting capacity.

Sanitary sewers and storm water

There are approximately 100 km of sewer mains in the Cambie Corridor, of which approximately 60% are combined with storm water. The mains vary in size and condition, but were generally installed between the 1940s and 1970s with an average age of 50 years.

Through the City's ongoing Sewer Separation Program, combined sewers are being separated to provide wastewater and storm water sewer service to

development parcels. The City's local sewer system connects to Metro Vancouver's regional sewer network, which is directed to the Iona Wastewater Treatment Plant for treatment prior to discharge into the ocean. A significant part of the sewer network will need to be upgraded to provide wastewater and storm water sewer capacity to accommodate the anticipated population growth in the Cambie Corridor. In order to reduce storm water loading on the drainage system, green infrastructure strategies will need to be applied extensively throughout the Corridor on both public and private property to divert rainwater from the pipe system and to manage the water, as much as possible, near where it lands (see green infrastructure in the following section). The extent of upgrades that will be required to the conventional sewer network will depend on the amount of storm water that can be managed through alternative green infrastructure strategies.

Integrated water management approach

Looking forward, the scale of development, the extent of infrastructure upgrades needed to service growth and the strong soil infiltration potential in the area present a significant opportunity to pursue a long-term integrated water management approach. The intent is to use integrated strategies to provide more cost-effective services to a growing area and in a way that yields benefits for other community objectives around

resilience, natural systems and livability. Like many cities around the world, Vancouver is adopting an integrated water management approach to respond to drivers such as inadequate infrastructure to support redevelopment and population growth, environmental regulations, constrained regional drinking water sources, recreational water quality, and climate change.

This shift will consider how water is managed in all its forms including rain, drinking water, ground water, surface water, and shoreline protection. The approach will:

- Extend the service life of existing infrastructure
- Support sustainable growth
- Create opportunities to optimize regional infrastructure
- Create opportunities to optimize investments in utility servicing
- Increase community resiliency and reliability

An integrated “One Water” approach to utility servicing includes the management of water as a system and includes drinking water efficiency and reliability, storm water management, green infrastructure, sanitary wastewater collection and conveyance, and climate change adaptation. This approach will entail the application of a broad set of tools and interventions on private property and on public rights of way, and by upgrading conventional underground pipe networks to service growth.

It is expected that new development across the city will consider this integrated water management as an overarching design imperative. This includes the consideration of high-efficiency water fixtures, appliances, and mechanical equipment; permeable surfaces, rainwater capture and infiltration systems, and other green infrastructure initiatives to reduce the loads on the storm sewer system; and alternate sources of water to reduce the overall demand for drinking water for non-potable uses such as irrigation, toilet flushing, and mechanical equipment.

While this approach is at the early stage, some opportunities have been identified and explored for short-term implementation, including:

a) Water-use efficiencies

High-efficiency water fixtures will be required city-wide through updates to the Vancouver Building Bylaw as soon as January 2019.

b) Ground water

High-quality groundwater lies beneath Vancouver in an aquifer that extends across parts of the city. The groundwater in this area may be a potential source of water to harvest for non-drinking water uses or as an emergency water supply after a major event such as an earthquake that could disrupt our regular water supply. As such, it is critical that this aquifer be protected from

contamination and depletion.

Several groundwater wells are actively used in and around the Cambie Corridor with unknown production volumes and water quality. The City requests that developers consult qualified professionals in the fields of hydrogeology and geotechnical engineering to ensure the groundwater resource is protected during all stages of construction, and to ensure that excess groundwater is managed on site and is not discharged to the sewer systems.

The City is developing a groundwater management plan with the Province of British Columbia in order to balance development needs with supply and quality preservation. The objective is to ensure that groundwater remains a viable option for emergency scenarios and future generations.

c) Green infrastructure

The Rain City Strategy, currently in development, will be Vancouver’s plan for implementing our provincially mandated Integrated Rainwater Management Plan (IRMP). The plan focuses on valuing rainwater as a resource for our communities and natural ecosystems. The implementation work will focus on three goals: (1) improve and protect Vancouver’s water quality, (2) increase Vancouver’s resilience through sustainable water management and (3) enhance Vancouver’s livability by improving natural and urban ecosystems.

The strategy looks to green infrastructure systems that mimic natural processes using soils, plants, and engineered structures to capture and clean rainwater before returning it to our atmosphere and local waterways. Investment in green infrastructure systems to manage rainwater are a cost-effective complement to grey infrastructure systems (e.g., pipes) and yield many co-benefits for communities including increased greenery and attractive public spaces, healthier urban forests, reduced urban heat impacts, enhanced energy performance of buildings, water conservation, and reduced flooding.

It is expected that green infrastructure will be applied extensively throughout the Corridor. On public property, it may take the form of permeable pavements, curbside bio-retention, gardens, or tree trench infiltration systems. It will also likely involve district-scale rainwater retention and infiltration systems under roadways, public spaces, and within parks. On private property it may include green roofs, permeable pavers, absorbent landscapes, downspout disconnection to a cistern, rain garden, or engineering bio-retention system.

On private lands, storm water performance targets and ground water regulations will be introduced to increase storm water retention on site. Over time, this will reduce the reliance on conventional sewer infrastructure.

Financing utilities

Replacement or expansion of the existing utility systems will be needed to support future growth in the Cambie Corridor. While demand on a system grows incrementally, the infrastructure needs in a given location depend on the existing state of infrastructure at the time of development.

Developers are often required to undertake sewer and water infrastructure upgrades as a condition of rezoning if the increased demand for services by the development triggers the need. In addition, all large sites and current rezonings are required to develop and implement a storm water management plan for their private sites. Large projects usually have a significant amount of new demand on site and a single developer will typically pay the full cost of upgrades or expansion. However, a single smaller project may trigger significant costs for infrastructure upgrades due to the timing of the application, accumulated demand on existing infrastructure, or type of upgrades required in that location at that time—resulting in some developers paying an inequitable share of infrastructure costs. This could make developments on smaller infill sites, especially those for affordable housing, more challenging. The City has a City-wide Development Cost Levy (DCL) in place that recovers a portion of overall growth related costs for sewer, water and drainage, but the levy is limited in application.

A comprehensive financing growth strategy for utilities will create greater certainty around infrastructure expansion and upgrades, enhance equitability, and discourage delays in development. This financing strategy will consider various types of mechanisms to develop a sustained model for the Cambie Corridor (DCL, Front-end agreement, Local Improvement Tax, etc.). The City is also partnering with Metro Vancouver to evaluate how Metro Vancouver's financing policy could support the eventual upgrades related to Metro Vancouver's assets.

Policies

- 12.1.1 Develop a utilities servicing plan to enable Plan implementation. The strategy will identify areas of the Corridor where development can be considered in the short, medium, and long term. It will include storm water performance requirements, as well as requirements for developments to manage groundwater on site. Target completion date is summer 2018.
- 12.1.2 Develop a comprehensive financing growth strategy for utilities in the Cambie Corridor that will consider different financing tools to support the plan (DCL, front-end agreement, local improvement tax, etc.). It is expected that the City will update the DCL bylaw accordingly in summer 2018.
- 12.1.3 Engage with Metro Vancouver to assess their asset capacity and explore how their funding policy can adapt to support potential upgrades.
- 12.1.4 Integrate rainwater management features on public and private property throughout the Cambie Corridor through redevelopment and other improvements, guided in part by the Cambie Corridor Public Realm Plan.
- 12.1.5 Develop a comprehensive "One Water" district-scale integrated water management plan for the Cambie Corridor.
- 12.1.6 Support regional (Metro Vancouver) utility upgrades as required to accommodate future growth.



12.2 ZERO WASTE

Food scraps and food-soiled paper represent, by weight, approximately 40% of garbage disposed to landfills or incinerators in the region. The Green Bin Program is part of the City's strategy to maximize diversion of compostable organic waste. Currently, food scraps are collected from single-family and duplex homes, multi-family residential buildings (e.g., rental apartments and condominium complexes), and businesses.

As part of achieving Vancouver's zero-waste target, the City is focused on significantly reducing the volume of construction, renovation, and demolition wastes disposed in the landfill. The City implemented a program in 2012 to encourage building deconstruction for renovation and demolition projects. Deconstruction is the practice of systematically disassembling a building in order to maximize the reuse, recycling, or recovery of building materials, thereby avoiding disposal to landfill or incinerator. It is possible to keep over 90% of a building's materials out of the waste stream by using deconstruction practices. Deconstruction can achieve multiple benefits including waste diversion, green job creation, improved site cleanliness and safety, and can aid in the preservation of heritage structures by making period-appropriate materials more available.

Policies

Reduce waste from organics, construction, and demolition:

- 12.2.1 Increase overall diversion of organics by continuing to support the expansion of food scraps recycling.
- 12.2.2 Support the City's efforts to divert waste from demolition, land clearing, and construction.
- 12.2.3 Support building deconstruction through the permitting and approvals process to ensure material reuse and recycling.
- 12.2.4 Support Metro Vancouver's Zero Waste Challenge (and other related initiatives) through the development of education and enforcement strategies for all sectors, with a focus on waste prevention and material reuse initiatives.
- 12.2.5 Work with development applicants to ensure that new buildings are better able to accommodate waste as a resource.



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13 PUBLIC BENEFITS STRATEGY



13 | PUBLIC BENEFITS STRATEGY

Introduction

A Public Benefit Strategy (PBS) provides strategic direction for future capital investments in an area or neighbourhood over the long-term. It covers key areas that support livable, healthy, and sustainable communities: affordable housing, childcare, parks and open spaces, community facilities, civic facilities, transportation, and utilities. The PBS takes into account the existing network of amenities and infrastructure needed to support the area as well as district- and city-serving amenities that provide services beyond the planning boundary.

There are four main steps in preparing a PBS:

1. Assessing local need within a city-wide context.
2. Developing a strategy (including outcomes and/or targets) for addressing the identified needs.
3. Providing a rough order-of-magnitude cost to fulfill the strategy.
4. Outlining a financial strategy to support the outcome-based strategy.

In planning for an optimal network of amenities and infrastructure that supports service and program delivery at local, district and city-wide levels, the needs assessment considers the following:

- Existing amenities and infrastructure to be renewed over the life of the plan.
- Current gaps, deficiencies or shortfalls in service and program delivery, if any.
- New demands anticipated from population and job growth over the life of the plan.

The outcome-based strategy for the local community is developed within an overall city-wide framework that includes the following guiding principles:

- Partner strategically with senior levels of government, charitable & non-profit organizations, and the private sector.
- Optimize service delivery through business transformation, co-location and functional integration.
- Maximize value for investments through creative design and planning, and strategic procurement and resourcing.
- Be opportunistic and nimble.
- Rationalize the network of public amenities and services across agencies (City, Vancouver School Board, charitable and non-profit organizations, etc.) to enhance collaboration and synergies.

- Consider repurposing, right-sizing, relocation, co-location, and decommission of existing amenities and infrastructure as part of a renewal strategy.
- Build flexible, adaptable and expandable spaces to accommodate changing demographics and future growth.
- Phase in large-scale, high impact capital programs/projects to mitigate financial impact.
- Synchronize multi-project timing to maximize efficiencies and economy of scale.

When the City formulates its mid to long-term capital investment plan that encompasses the maintenance and renewal of existing City-owned amenities and infrastructure as well as the development of new amenities and infrastructure, the following financial principles are used:

- Deliver services that are relevant and result in desired public outcomes.
- Maintain amenities and infrastructure assets in appropriate state of repair.
- Consider long-term implications in all decisions.
- Keep property tax and fees affordable.
- Keep municipal debt at a manageable level.
- Optimize capital investments to meet public and economic needs while achieving value for the investment.

The PBS comprises the following components:

- **30-Year Vision:** the long-term aspirational goals of the Plan.
- **10-Year Strategy:** priority projects identified within the 10-Year Strategy with associated funding strategies.

The PBS is also viewed in the following context:

- **Local-Serving:** benefits only the immediate community.
- **District-Serving:** benefits the community and neighbouring areas.
- **City-Serving:** benefits the entire City.
- **Regional-Serving:** benefits areas beyond the City including neighbouring municipalities.

The PBS is an aspirational plan that reflects the needs and desires of the community, and is intended to provide strategic direction to guide the City (including City Council and Park Board) in formulating investment decisions on public amenities and infrastructure in the Cambie Corridor over the next 30 years. The City's fiscal capacity (e.g., the public's acceptance of increases to property taxes, utility and user fees, debt financing capacity, the cyclical nature of development contributions), emerging opportunities (e.g., federal or provincial infrastructure funding programs), and evolving needs in this community and across the city will determine the actual amenity package that will be delivered incrementally over the long-term horizon. As such, the PBS will be reviewed and refined periodically and integrated into the City's 10-year Capital Strategic Outlook, 4-year Capital Plan, and annual Capital Budget for prioritization and funding consideration on a city-wide level.

The exact timing of delivery of the 10-Year strategy is highly dependent on in-kind delivery by developers as well as development revenue being secured as anticipated. A change in the market or a delay in private in-kind delivery would potentially impact the timing of delivery of some amenities, leading to a later delivery after 10 years.

Who funds amenities and how?

Amenities and infrastructure—childcare facilities, parks, community centres, libraries, cultural facilities, affordable housing, utility upgrades (water and sewer), and street improvements—are funded from a variety of funding sources using different tools:

- Property taxes, utility fees, and user fees.
- Contributions from development:
 - Development Cost Levies (DCLs)
 - Community Amenity Contributions (CACs)
 - Density Bonus Zoning
 - Conditions of Development
- Contributions from other levels of government and non-profit partners.

Regional and provincial governments are responsible for delivering schools, health care, and transit. Senior governments also hold mandates to deliver childcare and social housing. The City continues to encourage senior governments to uphold their responsibilities for childcare and housing; in the meantime, the City has used its own partnerships and financial tools to help facilitate the creation of these amenities, in recognition of their role

as essential public amenities that support residents and workers in Vancouver. Community groups often deliver things like community gardens and neighbourhood greenways.

What is considered when making public benefit decisions?

Decisions around public benefits and infrastructure involve the responsible allocation of limited funding to deliver on City, Park Board, and community priorities. The City has recently put in place a long-term planning horizon, which provides a structure to prioritize investment and sustainment of amenities and infrastructure. In an effort to optimize our spending to most effectively deliver amenities and services throughout the City and in each neighbourhood, several things are considered:

- Population, demographics and trends (e.g., growth).
- Community input.
- City standards (quantitative and qualitative).
- Council and Park Board approved policies and strategies (e.g., Housing Vancouver, Transportation 2040, Healthy City Strategy, Renewable City Strategy, Biodiversity Strategy).
- Existing public benefits
- Amenities in neighbouring areas.

Scope of the Cambie Corridor PBS

The Cambie Corridor Public Benefits Strategy is intended to reflect the needs and provide strategic directions to public amenities and infrastructure in the Corridor north of 57th Avenue. The area of the Cambie Corridor south of 57th Avenue falls within the scope of the Marpole Public Benefits Strategy, which is part of the Marpole Community Plan, adopted by Council in 2014. The Marpole PBS includes long- and short-term goals and directions on public benefits for the Marpole community. Many of the larger, district-serving amenities in Marpole will benefit people in the entire Corridor and beyond, such as the new destination park on the Fraser River, the Marpole-Oakridge Community Centre renewal, a proposed Marpole outdoor pool, and amenities provided as part of the Pearson Dogwood redevelopment. With the exception of the Fraser River park, these are not included in this PBS's 10-year priority investment strategy to avoid duplication.

The Cambie Corridor north of 57th Avenue currently has many of the amenities and infrastructure available in communities across Vancouver, including two community



13.1 PUBLIC BENEFIT DIRECTIONS

13.1.1 Affordable housing

City-wide directions

The Housing Vancouver Strategy, approved by Council in 2017, aims to change the future of housing in Vancouver and to ensure housing that is affordable and suitable to local incomes and a variety of households, including low- and moderate-income workers, families, seniors, while addressing the needs of our most vulnerable populations. The Strategy's three-year action plan includes over 110 actions, including priorities to advance the transformation of low-density neighbourhoods, increase rental protection and affordability, provide housing for homeless residents and develop a 10-year affordable housing delivery and financial plan to support the development of 12,000 social, supportive, and co-op homes. Housing Vancouver is a city-wide strategy and, ultimately, the amount and type of housing that is delivered in each community will reflect both city-wide needs and the unique needs and opportunities within each community.

Providing social housing is primarily the responsibility of senior governments. The City of Vancouver continues to encourage senior governments to uphold this mandate. The City is actively exploring strategic partnerships with other levels of government to deliver much-needed affordable housing through various means, including funding for capital and operating costs in new affordable housing; financing to support affordable housing construction; and legislative changes to enable new municipal housing and land use initiatives.

The Cambie Corridor

In 2018, there are 330 social housing units and 2,270 units of purpose-built market rental housing in the Cambie Corridor north of 57th Avenue. Since approval of

centres, two branch libraries, an ice rink, indoor and outdoor swimming pools, cultural, recreational and social facilities, parks, etc. In developing a PBS, the local context, in addition to its city-wide and regional-serving function, is considered. Also, input from residents and service providers is considered in identifying the community needs and establishing priorities for investment to ensure current gaps are addressed and the needs of a growing population are accommodated.

Growth estimates

In 2016, there were 24,300 people living in the Cambie Corridor north of 57th Avenue. By 2041, the population of the Corridor between 16th and 57th Avenues is anticipated to be between 57,000 and 63,000. In addition, 21,700 people will be living in the Corridor south of 57th by 2041 (compared to 10,400 people in 2016), for a total Corridor population of 79,000 to 85,000.

While the Cambie Corridor is mostly a residential neighbourhood, there were 23,500 jobs in the area in 2011 (in the entire Corridor, including the area south of 57th Avenue). Additional office and retail space will be created in the Corridor, resulting in more than 9,200 additional jobs by 2041.



Phase 2 of the Plan in 2011, 336 social housing units and 518 units of purpose-built market rental housing have been approved in the Cambie Corridor north of 57th Avenue (including Major Project sites).

Vision for the next 30 years

Support the creation of affordable housing for the long-term. Provide opportunities for social housing and below-market rental housing on major projects sites and unique sites, as well as in the Oakridge Municipal Town Centre. The target is to achieve an additional 2,250 social housing units by 2041, which would meet 45% of the estimated need in the Corridor north of 57th Avenue. Additional social housing will be achieved south of 57th Avenue in Marpole.

In addition, the Cambie Corridor Plan provides opportunities and incentives for the expansion of below-market and secured market rental housing stock in key locations. By 2041, it is anticipated that up to 400 below-market and 4,700 market rental housing units will be constructed in the Corridor north of 57th Avenue (this would meet 80% of the market rental need in the area).

Strategy for the next 10 years

Total projects: ~\$161 M

- Integrate 400 social housing units on Major Project sites (~\$120 M).
- Through development in the Oakridge MTC, create 150 units of social housing (~\$41 M).
- Create 190 below-market and 1,500 secured market rental housing units throughout the Corridor.

13.1.2 Childcare

City-wide directions

Childcare is primarily a senior government responsibility. While the City of Vancouver does not directly deliver childcare services, it forms partnerships, advocates, and invests in creating quality and accessible childcare spaces, which are operated by non-profit partners. The City leverages new development to help create childcare facilities. The City has childcare policies, strategies, and priorities in place that guide City planning and design for childcare infrastructure.

The City, Park Board, and School Board have made commitments to increase the number and availability of quality childcare spaces in Vancouver, and have forged a strong partnership with non-profit childcare operators. The City continues to advocate for greater participation of the federal and/or provincial governments in the delivery of childcare services.

The Cambie Corridor

Approximately 37% of children in the Cambie Corridor are not ready for school when they enter kindergarten (36% citywide).¹ Provision of quality licensed childcare is key for reducing child vulnerability and ensuring children begin school developmentally ready to learn.

Today, there are about 960 childcare spaces in the Corridor north of 57th Avenue (440 spaces for 0–4 year olds, and 520 school-age spaces). Given the Corridor's transit accessibility, anticipated population growth, and role as an employment centre in the Oakridge MTC, the need for childcare by 2041 is projected to grow by an additional 2,060 spaces.

¹ UBC HELP, 2014-2016



13.1.3 Parks, open spaces & public places

City-wide directions

The City of Vancouver and Vancouver Park Board are committed to ensuring that all residents have access to parks and public spaces. The Greenest City 2020 Action Plan establishes a target for all Vancouver residents to live within a 5-minute walk of a park, greenway, or other natural space. Further targets include the planting of 150,000 additional trees in the city between 2010 and 2020, as well as increasing access to the Fraser River. These targets are being refined through the Parks and Recreation Services Master Plan (in progress 2018). A number of other Park Board policies and strategies help to guide the acquisition, development, and programming of Vancouver's parks.

Any upgrades and renewals to optimize existing parks are determined through Park Board prioritization and city-wide capital planning in order to dedicate limited resources equitably and to address areas with the greatest needs first.

The Cambie Corridor

The Cambie Corridor is well-served in the total amount of park land for the current population, and the majority of residents are within a 5-minute walk of a park. The Corridor has 17 parks totaling approximately 100 hectares (247 acres). Twelve of these parks are located north of 57th Avenue. In addition, the Corridor is home to the 50 hectare (124 acre) Langara Golf Course.

Vision for the next 30 years

Provide new childcare to serve the growing number of residents and employees in the Cambie Corridor. The target is to deliver 1,080 additional spaces for all age groups by 2041, which would meet over 50% of the anticipated childcare need resulting from growth along the Corridor (it is anticipated that the other 980 spaces needed by 2041 will be provided by senior governments and the non-profit and private childcare sectors). The City will work with other partners, including the Vancouver School Board and Park Board, as well as developers to facilitate new childcare facilities. The focus for new facilities is on Unique Sites, Major Projects, other large developments and school sites.

Strategy for the next 10 years

Total projects: ~\$47 M

- Seek development of 6–8 childcare facilities for 0–4 year olds (286–360 spaces) on Major Project sites, Unique Sites, school sites, and other large developments, including sites in the Municipal Town Centre (~\$44 M).
- Seek development of 4 facilities for 5–12 year olds (195 spaces) at school sites and on Major Project sites (~\$3 M)



Vision for the next 30 years

Improve access to parks in the Corridor by enhancing existing parks to respond to anticipated increases in population and demographic changes. Provide new parks and plazas within areas of significant redevelopment, including Major Project sites, as well as a destination park along the Fraser River.

Strategy for the next 10 years

Total projects: ~\$100 M

- Create new park space, including a new Fraser River park (4.0 hectares/10 acres) and new parks on Major Project sites (~\$77 M).
- Improve existing neighbourhood parks to serve more people and host a greater variety of activities—e.g., upgrades at Tisdall Park, field house renewal and upgrades in Columbia Park, synthetic turf, spray parks in several locations (~\$10 M).
- Develop a Queen Elizabeth Park Master Plan and undertake Phase 1 growth-related upgrades (~\$8 M).
- Enhance urban forestry and habitat in the Cambie Corridor and increase east-west connectivity from VanDusen Botanical Garden to Queen Elizabeth Park (~\$1 M).
- Achieve a minimum of 6 plazas and enhanced open spaces, including an enhanced open space at 31st Avenue and Cambie Street (\$4 M). These are in addition to plazas on Major Project sites.

13.1.4 Community facilities

City-wide directions

Community facilities include various recreational, social and cultural facilities, as well as libraries across the city.

Vancouver has 24 community centres, 9 indoor swimming pools, 5 outdoor swimming pools, and 8 arenas. The majority of community centres were constructed between 1945 and 1980. Five community centres (Hillcrest, Killarney, Mount Pleasant, Sunset, and Trout Lake), three pools (Hillcrest, Killarney, and Renfrew), and three arenas (Hillcrest, Killarney, and Trout Lake) have been renewed since the late 1990s. It is anticipated that the renewal process will continue for the next 20-plus years. The locations and sizes of recreation facilities are reviewed as part of the each facility's renewal process as well as through broader Park Board strategies and initiatives. Where there is sufficient concentrated population growth that is not well-served by existing facilities, the Park Board considers the development of new facilities, or the expansion of existing facilities. The Park Board is developing a city-wide Parks and Recreation Services Master Plan (in progress, 2018), which will help guide future investments, as well as identify possible creative opportunities for provision of services. In addition, the city-wide VanSplash: Vancouver Aquatic Strategy (in progress, 2018) will provide recommendations for aquatic services delivery.

Vancouver's network of libraries includes a central library and 20 branch libraries. Most of the libraries were built between 1945 and 1980. Since 1980, two libraries have been added to the system and 110 have been renewed. The renewal process will continue, and the location, size and service area of libraries are reviewed by the Library Board and the City as part of the renewal process.

The City of Vancouver has been involved in the provision of social facilities since the 1970s. These valuable neighbourhood assets are run by non-profit organizations that provide much-needed free or low-cost social programs and services to the community. Examples include neighbourhood houses that provide integrated services to a wide population, and more specialized facilities that offer services for a particular demographic or vulnerable population group such as seniors centres or youth centres. The forthcoming Social Infrastructure Plan (in progress 2018) will guide the City's decision-making about investments and other supports for City-owned and City-supported social facilities and spaces.

Arts and cultural spaces are vital to every community. With the goals of cultivating and enhancing a diverse and thriving cultural ecology that enriches the lives of residents and visitors, the City offers support for cultural facilities through the provision of space, technical advice, and regulatory assistance, and through the Capital Plan via the Cultural Infrastructure Grant

Program, development-related investments (e.g., CACs), and occasional land contributions. The forthcoming new Creative City Strategy (launched in 2018) and cultural infrastructure plan will guide the City's cultural infrastructure initiatives to protect, expand, and enhance arts and cultural spaces.

The Cambie Corridor

The Cambie Corridor's recreation facilities are largely located in three community centres: Douglas Park, Hillcrest, and Marpole-Oakridge Community Centre. The existing Marpole-Oakridge Community Centre will continue to serve this area until a new Marpole-Oakridge Community Centre (currently being planned) is constructed. With the anticipated projected population growth in the Cambie Corridor, all existing centres are expected to reach capacity in the coming years. Aquatic facilities in the Corridor consist of the Hillcrest Aquatic Centre (indoor and outdoor pools), and non-City owned pools at the YMCA and the Jewish Community Centre (both indoor pools). The Corridor also has two public libraries: Terry Salman Branch at Hillcrest and Oakridge Branch at Oakridge Centre.

The Cambie Corridor contains one seniors centre at Oakridge Centre, and a new adult day centre will be constructed at Pearson. Overall, the Corridor remains underserved with appropriate social facilities to serve the current and growing population.

Non-City owned cultural facilities in the Corridor include the Norman Rothstein Theatre (anticipated to undergo renewal and expansion), the Peretz Centre for Secular Jewish Culture, Studio 58 at Langara College, and the Alliance Francaise de Vancouver.

Vision for the next 30 years

There is a need to develop new and renew existing community facilities to serve the Corridor's growing population. Facility development, expansion, and programming should be directed through city-wide initiatives, including the Parks and Recreation Services Master Plan, Vancouver Sport Strategy, the VanSplash: Vancouver Aquatic Strategy, and the forthcoming Creative City Strategy.

The addition of a civic centre at Oakridge Centre, which will include recreational, social, and cultural facilities, will improve access to services in the area. However, there remains a need to ensure that key population groups have access to social programs and services. As such, this plan seeks to increase access to seniors centres in the Corridor as well as provide a new and sufficiently-sized youth hub. To support opportunities to deliver local programming, services and employment, the creation of a multi-tenant non-profit organization centre with a mix of office and related programming space for social and cultural non-profit groups is a priority in the Corridor.

Short-term priorities for the first 10 years are identified and costed below. Long-term priorities include an additional seniors centre and another VPL branch library, as well as additional recreational facilities to meet the needs of the growing population, as guided by the Parks and Recreation Services Master Plan.

Strategy for the next 10 years

Total projects: ~\$64 M

- New Oakridge Community Centre, including renewal and expansion of Oakridge Seniors Centre – final size TBD (cost based on 2014 rezoning: ~\$23.5 M)
- Oakridge library renewal and expansion – 25,000 sq. ft (~\$17.0 M)
- Hillcrest Community Centre: fitness centre expansion – 5,000 sq. ft (~\$3 M)
- Youth hub – 5,000 sq. ft (~\$3.5 M)
- Non-profit organization centre – 30,000 sq. ft (~\$15.0 M)
- 5 new studios for the Artist Studio Award program – 5,450 sq. ft (~\$2.0 M)
- Consider building partnerships with other agencies to gain opportunities for public use of non-Park Board aquatic facilities (cost TBD)

13.1.5 Civic facilities

City-wide directions

The City owns a number of civic facilities including public safety facilities (Fire and Police), administrative buildings and service yards. The City needs to gradually renew these facilities over time and ensure that there is room to expand the facilities to serve the city in the future.

Vancouver has 20 fire halls, which are strategically located around the city.

There are 10 Community Policing Centres (CPCs) across Vancouver. CPCs operate based on local partnerships with the police and are staffed and governed by members of the community. CPCs are typically located in storefronts or on the ground floor of residential buildings.

The Cambie Corridor

The Cambie Corridor is located between five existing fire halls, one to the north (Fire Hall No. 3 – Mount Pleasant), two to the west (Fire Hall No. 18 – Shaughnessy and Fire Hall No. 22 – Marpole), and two to the east (Fire Hall No. 13 – Riley Park and Fire Hall No. 17 – Fraserview).

The nearest Community Policing Centres to the Cambie Corridor are Kerrisdale Oakridge Marpole CPC at East Boulevard and 45th Avenue, and the South Vancouver CPC at Victoria Drive and 39th Avenue.



Vision for the next 30 years

Support a new fire hall (Fire Hall 23) that will serve the growing population along the Corridor and areas east. Land acquisition for the new fire hall is required in the first 10 years, and construction will likely occur after 10 years. Add a Community Policing Centre in the Municipal Town Centre.

Strategy for the next 10 years

Total projects: ~\$11 M

- New Fire Hall #23 close to Main Street, south of 41st Avenue – land acquisition (~\$10.0 M).
- Community Policing Centre in the Municipal Town Centre (~\$1.0 M)

13.1.6 Transportation

City-wide directions

Transportation 2040 guides the future of transportation in Vancouver. Investment in all transportation modes will support achieving a mobility target of having two-thirds of all trips by walking, cycling, or transit by 2040, and to work towards a safety target of zero traffic-related fatalities.

Priorities for walking are to make streets safer and more accessible for walking, while also addressing gaps in the network. Priorities for cycling are to expand the network and build routes for all ages and abilities (AAA). Transit priorities are to advance new and improved rapid transit with a focus on the Broadway Corridor, improve local transit, and support a transit-friendly public realm. Priorities for goods and services are to protect and improve rail corridors, and maintain an efficient network of designated truck routes.

Improving transportation service also includes maintaining and repairing existing infrastructure (sidewalks, bikeways, roads, and bridges) to minimize life cycle costs and ensure safe, comfortable, and effective service for all road users.

The Cambie Corridor

The Canada Line opened in 2009 and provides frequent and efficient service between Vancouver and Richmond, including access to the airport. Four of Vancouver's nine Canada Line stations are located in the Cambie Corridor. In addition, the Corridor has numerous frequent service east-west bus routes. Both the Canada Line and some bus routes are near or at capacity during peak hours.

Cycling infrastructure is well-established, with some of the city's well-used local bikeways running through the Corridor. Walking infrastructure varies widely within the

Cambie Corridor, with some neighbourhoods having significant gaps in the sidewalk network.

Vision for the next 30 years

Incorporate Complete Street design principles as redevelopment occurs along major streets. Upgrade and expand the cycling network, including more AAA infrastructure on busy streets and bikeway connections on local streets. Enhance the pedestrian network connectivity by completing the sidewalk network over time and integrating active transportation connections. Work with Translink to improve transit service and capacity, including the improvement of Canada Line capacity and the implementation of a new B-Line service on 41st Avenue.

Priority items for the first 10 years are outlined below. Long-term priorities in the Cambie Corridor include future potential Canada Line stations at 57th and 33rd Avenues, as well as an additional access point to the Canada Line station at 41st Avenue.²

Strategy for the next 10 years

Total projects: ~\$78 M

- Incorporate Complete Street design principles on Cambie Street and other major streets (~\$27.5 M)
- Renew and upgrade major and minor roads, including signals (~\$25.5 M).
- Renew and upgrade cycling facilities and sidewalks (~\$21.0 M).
- Create a “car light” greenway on Heather Street between 37th and 41st Avenue, coordinated with adjacent development (~\$4.0 M).

13.1.7 Heritage

City-wide directions

The purpose of heritage conservation is to retain and enhance historic places and features that are significant to the community for their history and have educational, aesthetic, social and/or cultural value today. Historic places are often sites with other community benefits. For example, Queen Elizabeth Park is a heritage landscape that is widely enjoyed as a place for recreation, sports, and social life. One tool for city-wide heritage management is the Vancouver Heritage Register, which is a list of historic places (e.g., buildings, bridges, parks) and features (e.g., trees) that are officially recognized as heritage. Other tools range from zoning that supports historic building retention to revealing hidden stories through public art and public realm improvements (e.g., wayfinding signage).

The Cambie Corridor

There are 62 sites in the Cambie Corridor that are listed on the Vancouver Heritage Register. Of these sites, eight are “Class A” (Primary Significance), 33 are “Class B” (Significant), and 19 are “Class C” (Contextual or Character). Of the 62 sites listed on register, 14 sites are protected by a legal designation, either through a municipal heritage designation (“M”) or through a Heritage Revitalization Agreement (“H”). The largest concentration of sites listed on the Vancouver Heritage Register in the Cambie Corridor is in the Cambie Village neighbourhood, where 48 of the sites (77%) are located.

Strategy for the next 10 years

Total: ~\$15 M

- Allocate 5% of cash CAC revenues to support funding for the conservation of heritage resources city-wide (Heritage Amenity Reserve Fund). This would include Cambie Corridor on-site conservation. The total amount anticipated towards heritage includes cash CACs secured from Phase 1 and 2 approved rezonings.

² It is noted that future potential Canada Line stations at 33rd and 57th Avenues are not identified in TransLink’s 10-Year Investment Plan or considered a regional priority. The City of Vancouver has identified these as long term potentials for which a portion of development contributions may be allocated to advance in future long range plans. Contributions may be reallocated to other priority amenities in the Corridor if stations are not feasible.

13.2 PUBLIC BENEFITS STRATEGY SUMMARY

13.2.1 10-year priority investment strategy

Renewal/New

The Cambie Corridor PBS' 10-Year Priority Investment Strategy is estimated to be about \$687 M and is comprised of about \$629 M (~92%) for new investments and upgrades and about \$58 M (~8%) for renewal. The majority of the new investments are for affordable housing and new parks, such as the destination park on the Fraser River. In addition, new community facilities and transportation improvements, such as Complete Streets on Cambie Street and other major streets, will be delivered.

Local-/District-/City-/Regional-serving

The PBS is comprised of local- (~\$230 M), district- (~\$202 M), and city-serving (~\$43 M) amenities and

infrastructure with an amount reserved for future priorities (\$211 M) to be assigned as described in the Funding Strategy (Section 13.2.2) below. Local-serving amenities are primarily affordable housing, new local parks and upgrades to existing parks, as well as new civic facilities, such as a fire hall and community policing centre. District-serving amenities are new community facilities, such as the new Oakridge Community Centre, childcare facilities, a new destination park on the Fraser River and Complete Street improvements on Cambie Street and other major streets. The majority of City-serving amenities are upgrades to major roads and a non-profit organization centre, as well as contributions towards the city-wide heritage conservation program.

Figure 13.1: 10-Year Priority Investment Strategy - Renewal/New

Category	Renewal	New/Upgraded	Total
Affordable housing	-	\$161 M	\$161 M
Childcare	-	\$47 M	\$47 M
Parks and public spaces	\$3 M	\$97 M	\$100 M
Community facilities	\$10 M	\$54 M	\$64 M
Civic facilities	-	\$11 M	\$11 M
Transportation	\$30 M	\$48 M	\$78 M
Heritage	\$15 M	-	\$15 M
Future priorities	-	\$211 M	\$211 M
Total	\$58 M	\$629 M	\$687 M
% of total	8%	92%	

Figure 13.2: 10-Year Priority Investment Strategy - Local-/District-/City-/Regional-serving

Category	Local-serving	District-serving	City-serving	Future/Priorities	Total
Affordable housing	\$161 M	-	-	-	\$161 M
Childcare	-	\$47 M	-	-	\$47 M
Parks and public spaces	\$42 M	\$58 M	-	-	\$100 M
Community facilities	\$4 M	\$45 M	\$15 M	-	\$64 M
Civic facilities	\$11 M	-	-	-	\$11 M
Transportation	\$12 M	\$52 M	\$14 M	-	\$78 M
Heritage	-	-	\$15 M	-	\$15 M
Future priorities	TBD	TBD	TBD	\$211 M	\$211 M
Total	\$230 M	\$202 M	\$44 M	\$211 M	\$687 M
% of total	33%	29%	6%	31%	

13.2.2 Funding strategy

City contributions are primarily funded from property taxes and utility fees that are generally used to renew existing amenities and infrastructure. The City contributions in the Plan are intended to cover items such as neighbourhood park renewals, renewal of roads and walking & cycling routes.

Due to the long-term horizon of the Cambie Corridor Plan and the associated Public Benefits Strategy, there will be a greater need to set aside funding to address future priorities and opportunistic investments to leverage senior government partnerships and contributions as they arise over the course of the Plan. Future public benefits and infrastructure that are crucial to achieving the 30-year vision for the Corridor include more affordable housing, community and childcare facilities, as well as potential new Canada Line stations at 57th and 33rd Avenues. These will require further public consultation on aspects such as location and co-location opportunities with other community facilities. In addition, with significant alignment in priorities between municipal, provincial, and federal governments, the City is poised to participate in senior government funding programs as well as other innovative, cross-agency partnership opportunities. Should those opportunities materialize and investment decisions be made, funding will be allocated from “Future Priorities” to the appropriate program areas.

Within the first 10 years of the Cambie Corridor Plan, it is expected that development contributions such as DCLs, CACs, Density Bonus Zoning and Conditions of Development will contribute approximately \$590 M towards the funding of amenities that are crucial to serve the needs of the growing population in the Corridor. As with other public benefit strategies, locally-generated development revenue will first and foremost fund local-serving amenities and then contribute towards district-, city-, and regional-serving amenities. It is anticipated that a larger share of future DCLs will be allocated towards underground utilities to ensure that homes and businesses are well serviced.

Figure 13.3: 10-Year Funding Strategy

Category	City Contribution	Developer Contribution	Partnership Contribution	Total
Affordable housing	-	\$118 M	\$43 M	\$161 M
Childcare	-	\$42 M	\$5 M	\$47 M
Parks and public spaces	\$3 M	\$97 M	-	\$100 M
Community facilities	\$10 M	\$54 M	-	\$64 M
Civic facilities	-	\$11 M	-	\$11 M
Transportation	\$28 M	\$42 M	\$8 M	\$78 M
Heritage	-	\$15 M	-	\$15 M
Future priorities	-	\$211 M	-	\$211 M
Total	\$41 M	\$590 M	\$56 M	\$687 M



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14 IMPLEMENTATION



14 | IMPLEMENTATION

Introduction

The policy framework in the plan provides clarity on the appropriate character, scale and land uses in the Cambie Corridor. It identifies areas for growth, revitalization and change, and includes a strategy for providing new amenities, as well as renewing or expanding existing public facilities.

The policy directions in the plan will be realized through a variety of approaches, initiatives, tools and partnerships with community and business groups. This will include investment in public spaces, zoning and design guidelines, the regulation and management of privately-initiated proposals, public benefit funding allocation and delivery.

Implementation of this plan will include ongoing partnerships with community-based groups, service agencies, residents, businesses, and senior levels of government. The participation and capacity of these groups is essential in realizing the goals of this plan. There will be continuing opportunities for those living and working in the Corridor to be involved in further work to implement the Plan.

The overall policy context, including city-wide initiatives, will continue to evolve as the Cambie Corridor Plan is implemented. As such, new policies and priorities may inform and guide the plan's implementation.

How the Plan will be Implemented

Managing and Regulating Future Development – Integrated Utilities and Servicing Strategy

Utility services, including water supply, wastewater conveyance, and rainwater management, are vital for a city to function and therefore key to the future growth of the Cambie Corridor. The existing utilities system was designed and constructed many decades ago to service a low density, predominantly single-family neighbourhood; it is inadequate for the proposed growth and development of the area and needs to be upgraded. The City has developed an effective and progressive Utilities Servicing Plan (including sewer, water, rainwater, and green infrastructure) and Financing Growth Strategy to support new development in an equitable and sustainable way.

The Utilities Servicing Plan includes new water management requirements for all developments. Basic requirements include rainwater retention performance standards and management of groundwater and foundation drainage on site.

These requirements are consistent with what neighbouring municipalities are currently requesting and support the overall goals of the Utilities Servicing Plan. Water management requirements are expected to be adjusted over time as the Utilities Servicing Plan is refined based on ongoing assessment of opportunities along the Corridor. It is anticipated that this approach to integrate water management requirements will be applied city-wide.

New development will be managed and regulated primarily in two ways:

- Privately-initiated rezonings
- City-initiated rezonings

14.1 REZONINGS

14.1.1 Privately-initiated rezonings

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

1. Site Location

Rezoning applications may be considered in the context of this plan and other relevant City policies and regulations.

Sites not specifically identified for change in Section 3.3 and Chapter 4 may be considered for rezoning and/or a Heritage Revitalization Agreement (where applicable) on a site-by-site basis. These will be considered in the context of all policies and goals of the plan in order to achieve plan goals, and include:

- Heritage resources, as determined by the Director of Planning, in order to achieve heritage conservation objectives.
- Institutional sites (e.g., places of worship, care facilities) – see section on Institutional Sites below for further detail
- Existing social housing sites
- Sites over 1.98 acres in size, subject to the City's Rezoning Policy for Sustainable Large Developments
 - In the case of Langara Estates, due to its existing configuration, it is anticipated that any potential future redevelopment of the site would be for the entire site (all five parcels combined).

In all instances, overall height, density, and form of development must be sensitive to the surrounding land use context, minimizing impact on neighbours. This would include consideration of street character, views, shading, topography, access and vehicle circulation, and privacy. Other important on-site considerations include access to daylight, light and ventilation, weather protection, safety and security (crime prevention through environmental design), loading and parking.

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 form of development as outlined in the relevant section of this plan.

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's opinion, result in 'leaving behind' isolated, small lots that cannot reasonably be devel-

oped). 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, site-specific conditions (such as existing trees), and project economics.

Proposed rezoning applications in the areas of the Plan identified for townhouses are exempt from this requirement.

4. Compliance with the Plan

Applications must demonstrate compliance with the Cambie Corridor Plan and all other relevant City policies and regulations.

Prior to submitting a formal enquiry on any site, applicants are strongly encouraged to gain submission requirements from City staff and be apprised of expectations related to land use mix, density, form and scale of development, and building character by consulting relevant details of this plan.

Application Requirements

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

1. Demonstration of the proposed development's overall fit within the context of the relevant neighbourhood and built form guidelines of the Cambie Corridor Plan.
2. Demonstration of how the proposed development implements the Cambie Corridor Public Realm Plan.
3. Demonstration of how the proposed development contributes to providing space for jobs, as appropriate within the context of the neighbourhood and in accordance with the Cambie Corridor Principles and Plan.
4. Where deemed necessary through pre-application discussion with City staff, a Transportation Demand Management (TDM) Strategy for review and approval by the City Engineer. Based on the scale or amount of development, staff may require an applicant to undertake a comprehensive neighbourhood-wide TDM study.
5. A detailed review demonstrating the development's compliance with the City's Rezoning Policy for Sustainable Large Developments, as amended from time to time, if the site is over 1.98 acres, or the proposal is adding 45,000 sq. m of new

development floor area. See policy for specific requirements.

6. A detailed review demonstrating compliance with the requirements set out in the City's Green Buildings Policy for Rezoning, as amended from time to time. See policy for specific requirements.
7. Where proposed development sites include existing rental housing, provide a tenant relocation and assistance plan, in accordance with the City's Tenant Relocation and Protection Policy, as amended from time to time.
8. The necessary submission materials that support the Utilities Servicing Plan for the Cambie Corridor. See the Rainwater Management Bulletin and Groundwater Management Bulletin for specific requirements.

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.

Rezoning applications in the areas identified for townhouses in the Plan are exempt from these requirements. Applicants should inquire with City staff regarding specific rezoning application requirements in townhouse areas.

Unique Site rezoning applications

In addition to the rezoning application requirements set out in Section 14.1.1 and requirements applicable to all rezoning applications, Unique Sites will be expected to undertake a more comprehensive development review and consultation process given their larger scale and complexity (with the exception of the Balfour site which is not subject to an enhanced rezoning process). Policy guidance for Unique Sites is provided in Chapter 6 (Unique Sites). An overview of the enhanced rezoning process is outlined in general in Figure 14.1.

Given the complex nature of Unique Site rezonings and additional City resources required to process these applications, an additional fee at the enquiry or rezoning stage will be applicable.

Rezoning applications must include the following:

1. A public consultation plan, outlining proposed methods/steps to consider the input of the local neighbourhood, key stakeholders and other parties (identified through discussion with City).
2. A Transportation Demand Management (TDM) Strategy evaluating potential impact and mitigation measures for the broader community. This will be expected to analyze the overall neighbourhood impacts extending to bounding arterial streets, or as

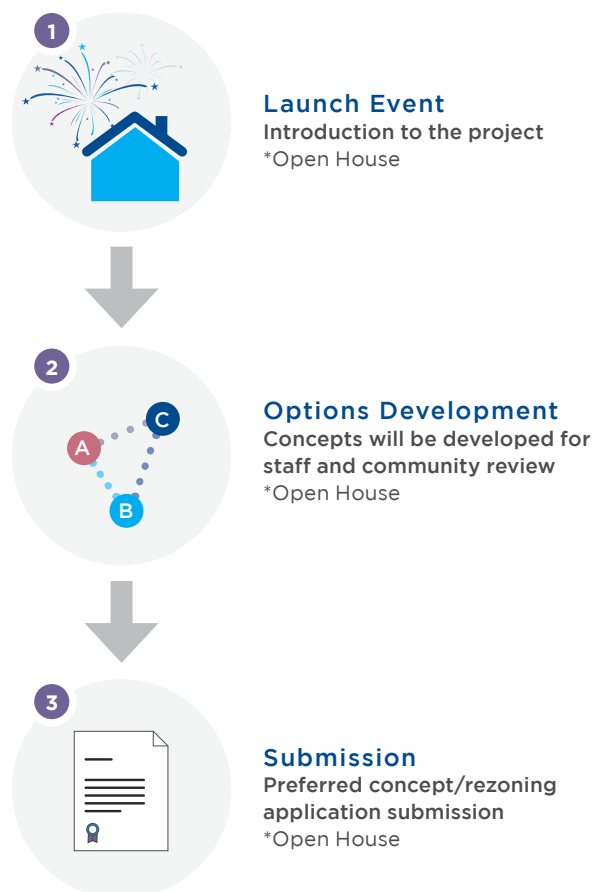
directed by the City.

3. A public realm integration plan demonstrating proposed responses to on-site policy objectives, the Cambie Corridor Public Realm Plan, and an assessment of connections to the broader public realm and open space network.
4. A concept plan and technical analysis demonstrating how the proposed development will support and integrate with future development on remaining parcels not included in the proposal. This will ensure that remaining unique site parcels can reasonably be developed as generally envisioned in the Plan, and will demonstrate how the broader precinct objectives will be realized with full build-out.
5. An overview outlining how the site will support provisions set out in Chapter 13 (Public Benefits Strategy).

Institutional sites

There are a number of institutional sites located within the Corridor, including, but not limited to, places of worship, community care facilities, childcare facilities, social Figure 14.1:

Enhanced rezoning process



service centres, hospitals and schools. Many are operated by non-profit organizations that deliver community programs that form an integral part of the city's social fabric. As such, the City seeks to work with non-profits to retain and increase the number of institutional uses in the Cambie Corridor where possible.

Policies

Support the retention, renewal, replacement, and/or expansion of institutional uses that provide community-based services and facilities.

- 14.1.1.1 Rezoning applications will be considered for the retention and/or expansion of existing public or non-profit institutional uses.
- 14.1.1.2 Encourage the retention of an existing institutional use, or reuse from one type of institutional use to another institutional use that is deemed valuable by the City, with a target of "no net loss" for on-site community serving uses.
- 14.1.1.3 Should the application propose a closure or a reduction in the number of beds within a community care facility (including both public and private beds), the applicant should provide an assessment that states the impact on supply within the Cambie Corridor and city-wide. Any impact will be considered in the overall evaluation of the proposal.
- 14.1.1.4 Where the existing structure has heritage merit, as determined by the Director of Planning, heritage conservation objectives will be considered in the overall project performance.
- 14.1.1.5 Retain, replace, or expand existing licensed group childcare spaces on sites undergoing redevelopment in the Cambie Corridor. Childcare programs that respond to community needs for full-time licensed group childcare for 0-4 year olds, and licensed group school age care, are considered priorities for retention or replacement. Replacement of childcare spaces is subject to the applicant's assessment of needs and viability, and the approval of the General Manager of Arts, Culture and Community Services. Floor space for a new or replacement non-profit group childcare facility may be exempt from floor space calculations in the proposed development, provided that it is delivered as a public benefit and owned by or leased long-term to the City of Vancouver.
- 14.1.1.6 Increases in density and height, as well as introduction of market residential and/or commercial uses, may be considered on sites with existing public or non-profit institutional uses in order to retain the existing institutional

use or reuse from one type of institutional use to another. Consideration will only be given if overall height, density, and form of development are sensitive to the surrounding land use context, minimizing impact on neighbours, while providing community serving uses deemed valuable by the City in return.

- 14.1.1.7 Explore the inclusion of social or rental housing where residential use is proposed. Introduction of residential uses will not be considered on existing school sites. On existing hospital sites only residential uses for seniors or special needs residential facilities will be considered, prioritizing affordable housing..

Community amenity contributions (CACs)

Within the context of the City's Financing Growth Policy and the Cambie Corridor Plan, an offer of a Community



Figure 14.2:
Privately-initiated Rezonings

LEGEND

- Area where privately-initiated rezonings will be considered ^{1, 2}
- Park
- Area boundary
- Marpole Community Plan (2014)
- Existing Station
- Future Potential Station

¹ Areas identified in the Plan for townhouses are anticipated to be prezoned by the City in coordination with utility infrastructure upgrades (see Figure 14.4). In the interim, privately-initiated rezoning applications for townhouse areas may be submitted to rezone into the RM-8A/RM-8AN District.

² A detailed assessment of the proposal and utilities system will take place during the rezoning process, and may identify off-site utility infrastructure upgrades that will be required to service the site (depending on the location of the site and timing of redevelopment with respect to the staged upgrades of the Utilities Servicing Plan).

Amenity Contribution (CAC) to address the impacts of rezoning can be anticipated from the owner of a rezoning site. CAC offers take into consideration community needs, area deficiencies and the impact of the proposed development on City services. They typically include either the provision of on-site amenities or a cash contribution towards other public benefits. In order to provide more certainty and clarity and to improve processing efficiency for rezoning applications, an approach to CACs based on a target CAC rate has been implemented for most residential and mixed-use sites within the Cambie Corridor Plan. This approach, combined with pre-set affordable housing targets, would result in pre-set contributions for 93% of the sites identified for change in this Plan.

Rezoning projects in the Corridor will be asked to contribute CACs using the following approaches (see Figure 14.3):

- **Negotiated** - Some rezonings will contribute CACs based on a negotiated approach, determined on a site-by-site basis as part of a rezoning application. These are generally projects on arterial sites in the MTC and on Unique Sites. Additional rezonings enabled by Plan policy but not shown in Figure 14.3 will also be negotiated on a case-by-case basis.
- **Fixed CAC target** - Most rezonings will be asked to contribute a fixed CAC target per square foot on the approved net increase in density beyond existing zoning. The fixed CAC target will be reviewed periodically to keep pace with market and inflationary changes.

On rezoning projects in the fixed CAC target area that include on-site community serving uses, heritage resources, rental and/or social housing, a negotiated CAC approach will apply instead of the fixed CAC target.

- **Pre-set affordable housing target** - Rezonings in certain areas will be required to provide a specified amount of affordable housing (social or below market rental) to achieve the maximum height and floor space specified in this plan. For these sites, the CAC is the affordable housing and no cash CAC contributions will be required.

Exceptions

As per city-wide policy, lower-density secured market rental projects are exempt from contributing CACs.



Figure 14.3:
Proposed Negotiated CACs and
Fixed CAC Targets

LEGEND

- Fixed CAC target
- Pre-set affordable housing target
- Fixed CAC target or pre-set affordable housing target
- Negotiated CAC

14.1.2 City-initiated rezonings

14.1.2.1 Bylaws and Guidelines

It is anticipated that the areas identified for townhouses in Section 3.3 and Chapter 4, and as shown in Figure 14.4 (City-initiated Rezonings), will be rezoned by the City to new RM-8A/8AN zoning districts with accompanying guidelines. The timing of City-initiated rezoning will be dependent on utility infrastructure upgrades.

The first phase of City-initiated rezoning consists of townhouse areas in Stage 1 upgrades of the Utilities Servicing Plan.

The second phase of City-initiated rezoning in 2023 consists of townhouse areas where no significant off-site sewer improvements are required.

For the remaining townhouse areas outside of the rezoned areas, privately-initiated rezoning applications may be submitted to rezone into the RM-8A/RM-8AN zoning districts.

As implementation continues, further areas may be identified for City-initiated rezonings in the future.

14.1.2.2 Amenity Contributions

The by-laws for townhouse areas will include a density bonus provision where projects will contribute a per square foot value on the approved net increase in density towards community amenities and affordable housing.

All density bonus rates will be reviewed periodically to keep pace with market and inflationary changes.



Figure 14.4:
City-initiated Rezoning

LEGEND

- Prezoned by the City
- Area anticipated for future rezoning by the City (timing to be coordinated with future utilities infrastructure upgrades)*
- Park
- Area boundary
- Marpole Community Plan (2014)
- Existing Station
- Future Potential Station

* Privately-initiated rezonings can be considered in the interim, in accordance with Figure 14.2. Any rezoning application in these areas will rezone to RM-8A or RM-8AN in alignment with the RM-8A/RM-8AN District Schedules and Guidelines.



14.2 PUBLIC BENEFITS AND PUBLIC REALM IMPROVEMENTS

14.2.1 Public spaces

Renewed and new public spaces, plazas, and shared spaces, including parks, lighting, landscaping, tree and sidewalk improvements, bikeways and greenways will be achieved through new development and city-initiated programs, all in accordance with the directions outlined in this plan, and the Cambie Corridor Public Realm Plan.

14.2.2 Community facilities

The City of Vancouver (including the Board of Parks and Recreation and the Vancouver Library Board) have identified the need to renew and expand community facilities in the Cambie Corridor. Following approval of the plan, City staff will continue to work in partnership with the Vancouver Public Library, Park Board and community stakeholders to identify future options for community facilities, considering opportunities for their integration and optimal utilization. The Public Benefits Strategy (Chapter 13) directs how benefits will be achieved.

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Cambie Corridor Community

Thank you to the Cambie Corridor community for attending consultation activities, events, and providing a broad range of input for this Plan.

Community Groups, Stakeholders & Other Organizations

- Riley Park-South Cambie Vision Implementation Committee
- Oakridge Langara Area Residents
- Marpole Area Network
- Marpole Area Residents Alliance
- Marpole Business Association
- Cambie Village Business Association
- Marpole-Oakridge Area Council Society
- Cambie Boulevard Heritage Society

City-wide Groups, Stakeholders & Other Organizations

- Metro Vancouver
- TransLink
- BC Hydro
- Vancouver Public Library
- Vancouver School Board
- Vancouver Board of Parks and Recreation
- Board of Trade
- Port Metro Vancouver
- Vancouver Airport Authority

City Advisory Agencies, Board & Committees

- Urban Design Panel
- Vancouver Heritage Commission
- Vancouver City Planning Commission
- Active Transportation Policy Council
- Vancouver Economic Commission
- Renters Advisory Committee
- Persons with Disabilities Advisory Committee
- Seniors' Advisory Committee
- Urban Indigenous Peoples' Advisory Committee
- LGBTQ2+ Advisory Committee
- Vancouver Food Policy
- Public Art Committee
- Arts and Culture Policy Council
- Cultural Communities Advisory Committee

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- Elizabeth Ball
- Kerry Jang
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CAMBIE CORRIDOR PLAN

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