

APPENDIX B: Draft Public Benefits Analysis

Appendix B provides a high level overview of the long term population projections for the Cambie Corridor, current levels of public benefits available to Cambie Corridor residents, a summary of Citywide standards for public benefits and amenities, as well as tools available for funding new amenities within existing City policy.

1. Introduction
 2. Population Projections
 3. Snapshot of Existing Conditions
 4. City Standards for Public Benefits / Amenities
 5. Financing Growth Tools
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1. Introduction

Communities require spaces and places to meet the social, cultural, and recreational needs of residents. Community centres, parks, child care facilities, and other services are provided within the City to meet these important needs. Access to amenities increase social interaction and participation in the local community, encourages active living, and enables residents to effectively react to issues of vulnerability and change.

This Appendix includes foundational work that will help inform a more detailed public benefits strategy for the Cambie Corridor.

2. Population Projections

The Cambie Corridor presents an ideal opportunity to focus density around transit and district energy to help us reduce our carbon footprint and take us towards our Greenest City Goals.

The Plan for the Corridor includes opportunities for new residential development that would result in a population increase above what would be anticipated through redevelopment under existing zoning. Staff have estimated that the population in the study area could increase by approximately 13,500 people by 2041 (projections are not equivalent to 100% build-out). As well, the Corridor currently hosts approximately 11,500 jobs, which is anticipated to increase by approximately 8,000 up to 19,500 jobs by 2041. Projections are calculated on the basis of the policies found in the Plan, assumed development of the large sites and surrounding single family areas within the study area based on an estimated reasonable build-out rate.

	Existing (2006)	Projected (2041)
Population	21,500	35,000
Jobs	11,500	19,500

3. Snapshot of Existing Conditions

Parks

Vancouver's Action Plan for Becoming the World's Greenest City by 2020 calls for the city to provide incomparable access to green spaces. The 2020 target is for every person to live within a five-minute walk of a park, beach, greenway, or other natural space.

There are currently 17 neighbourhood parks that serve all areas of the Cambie Corridor study area by this definition, providing approximately 57 Ha (2.6 Ha / 1000 residents) of park space to residents. Of this amount, approximately 37 Ha is located directly within the Corridor study area (1.7 Ha / 1000 residents). These numbers include a portion of the 124 Ha of City serving park space in or adjacent to the Corridor. By Park Board standards, a portion of some City serving parks are deemed to be used by neighbourhood citizens, while the majority is considered to be City serving. For example, 12% of Hillcrest Park is deemed to be neighbourhood serving, while 88% contributes to the needs to citizens from across the City.

Neighbourhood Parks Within 5 Minute Walk

Park	Neighbourhood	Area (Ha)
Ash *	Marpole	0.51
Cambie *	Marpole	.93
Eburne	Marpole	0.90
Oak	Marpole	5.25
Winona *	Marpole	5.31
Mount Pleasant	Mount Pleasant	1.12
Columbia *	Oakridge	2.78
Langara *	Oakridge	1.21
Montgomery	Oakridge	4.02
Tisdall *	Oakridge	5.02
Grimmet	Riley Park	0.24
Hillcrest (12%) *	Riley Park	1.65
Riley	Riley Park	2.70
Queen Elizabeth (25%) *	Riley Park	13.29
Braemar	South Cambie	1.26
Douglas *	South Cambie	5.32
Heather *	South Cambie	0.98

Oak Meadows	South Cambie	4.72
Total Within 5 Min Walk		57.21
Total Within Study Area		37.00

* indicates parks that are within the study area boundaries

Redevelopment of the Oakridge Centre and Pearson Hospital sites will also deliver a minimum of 1.8 Ha of additional neighbourhood park space.

City Serving Parks Within 5 Minute Walk

Park	Neighbourhood	Area (Ha)
Hillcrest (88%) *	Riley Park	12.07
Queen Elizabeth (75%) *	Riley Park	39.87
Langara Golf Course *	Oakridge	49.40
Van Dusen Gardens	Shaughnessy	22.29
Total		123.63

* indicates parks that are within the study area boundaries

As the Corridor redevelops, the Board of Parks and Recreation will continue to improve the network of neighbourhood parks serving the Corridor, as well as working to acquire park land along the Fraser River. While larger developments (such as large sites) may dedicate land for park space, smaller developments may also contribute payments to apply towards park acquisition or improvements to meet the needs of the growing population.

Indoor Recreational Facilities

(Community Centres, Ice Rinks, Swimming Pools)

The Cambie Corridor is within the catchment areas of by 5 public community centres (Douglas Park, Hillcrest, Marpole, Sunset and 1 Kingsway), three of which were recently built. Catchment areas are defined by a 20 minute walking radius from each Centre. In addition, there are two private community centres (Langara YMCA and Jewish Community Centre) within the Corridor that are open to the public.

Redevelopment of Oakridge Centre will provide an additional community centre for the area, as approved in the Oakridge Centre Policy Statement (2007). In addition, a feasibility study for the replacement of the Marpole Oakridge Community Centre was initiated in 2010.

The Park Board will conduct a major indoor recreation facility study in 2011. This study will look at the entire system of Community Centres, Pools and Rinks in the City and help determine priorities for facility renewal and adding capacity as population increases. It is expected that the study will be updated every 4 years coinciding with the Capital Plan cycle.

Indoor Recreational Facilities Serving the Corridor

		Distance from Station **		
Facility	Closest Station (s)	Walk	Bike	Bus
1 Kingsway - Community Centre	Broadway City Hall	18	8	8
Hillcrest - Community Centre - Swimming Pool - Ice Rink - Curling Club	King Edward - 25 th Ave	15	7	7
Douglas Park - Community Centre	King Edward - 25 th Ave	10	3	6
Sunset - Community Centre - Ice Rink	Langara - 49 th Ave	16	4	7
Marpole - Community Centre	Marine Drive or Langara - 49 th Ave	20	10	15
Oakridge - Seniors Centre - Community Centre *	Oakridge - 41 st Ave	3	3	n/a
Langara YMCA (private, open to public) - Community Centre - Pool	Langara - 49 th Ave	3	1	1
Jewish Community Centre (private, open to public) - Community Centre - Pool	Oakridge - 41 st Ave	5	2	3

* proposed through Oakridge Centre redevelopment

** time estimates provided by Google Map, 2011.

Neighbourhood Houses

Neighbourhood Houses are sponsored by the City of Vancouver, in conjunction with partners from the federal, provincial and non-profit sectors. These facilities seek to meet the needs of local community demographics, and play an important role in building and maintaining healthy neighbourhoods.

The Little Mountain Neighbourhood House (LMNH) and Marpole Place currently serve the Corridor. LMNH will relocate to the Little Mountain Housing Development at Ontario and 33rd once the redevelopment project at that site is completed. Marpole Place is in need of renewal and the City's Social Development department continues to seek out opportunities to achieve this.

Neighbourhood Houses Serving the Corridor

		Distance from Station *		
Facility	Closest Station (s)	Walk	Bike	Bus
Little Mountain	King Edward - 25 th Ave	15	4	6
Marpole Family Place	Marine Drive	15	5	10

* time estimates provided by Google Map, 2011.

Libraries

The Cambie Corridor is within the catchment areas of 6 existing facilities, 2 of which are relatively new.

Libraries Serving the Corridor

		Distance from Station *		
Facility	Closest Station (s)	Walk	Bike	Bus
1 Kingsway	Broadway - City Hall	18	8	8
Firehall	Broadway - City Hall	22	10	10
Riley Park	King Edward - 25 th Ave	15	7	7
Oakridge	Oakridge - 41 st Ave	3	3	n/a
South Hill	Langara - 49 th Ave	29	10	11
Marpole	Marine Drive	25	9	12

* time estimates provided by Google Map, 2011.

The Oakridge Library will undergo renewal and expansion with the redevelopment of Oakridge Centre. The Marpole Library has been identified for renewal, and will be a subject of future planning discussions.

Childcare

All levels of government have a role to play in ensuring that Vancouver's children have access to quality childcare.

While there is a shortage of childcare spaces across Vancouver, within the Cambie Corridor, supply is roughly proportional to demand.

There are approximately 975 childcare spaces within or adjacent to the Corridor in group facilities. This does not take into account space available through family care facilities (1-8 children in a private residential setting), of which no record is kept by the City. As the Vancouver School Board moves toward a full day Kindergarten system, it is likely that there will be an increase in availability of spaces for younger children within existing facilities. However, there continues to be a growing demand for Out of School care in the area.

Childcare Within the Corridor

Children Age 0-12 (2006 Census)	% estimated to require childcare outside the home	Approx # of children requiring child care	# of spaces in group child care facilities (not including family care establishments)
2300	0-6 years - 50% 6-12 years - 40%	1000	975

Although the City does not directly deliver child care services, it supports child care through:

- nominal lease rates for non-profit child care operators on City-owned land
- securing child care facilities as Community Amenity Contributions (CACs) in major rezonings
- allocation of Development Cost Levies (DCLs) towards childcare facilities
- provision of operating and capital grants to support existing child care operators and encourage new initiatives in high need areas

Non Profit Space

The non-profit sector provides a variety of services to communities, including programming and amenities for seniors, new immigrants, youth, cultural activities, and others, often tailored to specific community needs. Ensuring access to appropriate and affordable facilities is a challenge for the nonprofit sector in any major city, and especially challenging in Vancouver's real estate market. The table below provides a summary of non-profit organizations operating within or adjacent to the Corridor.

Non-Profit Organizations in or Adjacent to the Corridor

Organization	Address	Target
Addictive Drug Information Council (ADIC)	4949 Heather St	Disabilities/Chronic Health
BC Borstal Association	554 W 21st Av	Rehabilitation
BC Lions Society for Children with Disabilities	3981 Oak St	Children
BC Paraplegic Association (BCPA)	780 SW Marine Drive	Physically Challenged
BC Rehab Foundation	4255 Laurel St	Disabilities/Chronic Health
Canadian Blood Services	4750 Oak St	General/All
Car Seat Rental Program	88 SW Marine Drive	Children
Chown Adult Day Centre	3519 Cambie St	Seniors
DARE BC (Drug Abuse Resistance Education)	4949 Heather St	Children
Developmental Disabilities Association (DDA)	4255 Laurel St	Children
Electronic Recycling Association	38 E 69th Av	General/All
Estonian Society of Vancouver	6520 Oak St	Ethno-cultural Specific
First Call BC Child and Youth Advocacy Coalition	4480 Oak St	Organizations/Professionals

Griefworks BC	4500 Oak St	Families
Institute for the Study and Treatment of Pain (ISTOP)	5655 Cambie St	Disabilities/Chronic Health
Jack Bell Foundation	700 W 57th Av	General/All
Jewish Seniors Alliance of Greater Vancouver (JSA)	4350 Oak St	Ethno-cultural Specific
Montessori Training Centre of BC	8555 Cambie St	Organizations/Professionals
Oak Counselling Services Society	949 W 49th Av	General/All
Options for Sexual Health (OPT)	4500 Oak St	General/All
Peretz Centre for Secular Jewish Culture	6184 Ash St	Ethno-cultural Specific
RCMP Drug and Organized Crime Awareness Section	4949 Heather St	General/All
Saint John Ambulance - BC and Yukon Council	6111 Cambie St	General/All
Salvation Army Homestead Supportive Recovery Program	975 W 57th Av	Women
Shalom BC	950 W 41st Av	Ethnocultural Specific
Small Talk Centre for Language Development	574 W 20th Av	Children
Spina Bifida and Hydrocephalus Association of BC	4480 Oak St	Disabilities/Chronic Health
Vancouver Bilingual Pre-School Society	949 W 49th Av	Children
Women's Addiction Foundation	4500 Oak St	Women
YWCA Employment Resource Centre (ERC)	5750 Oak St	Adults

Source: The Red Book, 2007-2008

In order to ensure that the non-profit community can continue to provide community based social and cultural services that strengthen our neighbourhoods, opportunities to acquire space and/or co-locate non profit organizations in new developments will be reviewed.

Cultural Facilities

The City's priorities for cultural facilities is to create opportunities for artists and cultural organizations to work, practice, perform and present, in order to promote and enhance cultural and creative diversity within the City.

Cultural Facilities Within the Corridor

Facility Name	Address
Artist L/W Studio	69 W 69th Av
British Columbia Conservatory Of Music	109 E 40th Av
Little Mountain Gallery	195 E 26th Av
Cambrian Hall	215 E 17th Av
Dancers Dancing Dance Society	236 E 26th Av
Jewish Community Centre	950 W 41st Av
Norman Rothstein Theatre	950 W 41st Av
Sidney And Gertrude Zack Gallery	950 W 41st Av
False Creek Watershed Society	3860 Ontario St
Peretz Centre For Secular Jewish Culture	6184 Ash St
Vancouver Jewish Film Festival	6184 Ash St
Crab - Water For Life Society	8392 Fremlin St

Redevelopment along the Corridor presents opportunities to create or co-locate:

- community performance spaces
- production / administration spaces
- artist workspaces
- artist live/work opportunities

Heritage

The City's Heritage Management Plan includes a program of incentives and protective measures that are aimed at promoting the conservation of our heritage resources. Incentives such as zoning by-law, subdivision by-law and parking by-law relaxations, density bonuses and transfers, and permit fast tracking encourage the restoration and continued use of heritage buildings. There are 29 properties in the study area that have designated heritage status, as itemized on the table below.

Heritage Properties Within the Corridor

Designation	Quantity	Information
Primary Significance (A)	3	Bloedel Conservatory RCMP Fairmount Academy 1 residential property
Significant (B)	18	Park Theatre Edith Cavell School 16 residential properties
Contextual or Character (C)	3	3 residential properties

Schools

The Cambie Corridor is within the catchment area of 12 elementary schools and 2 high schools, which are under the authority of the Vancouver School Board (VSB). VSB makes yearly assessments of catchment areas to accommodate changes in population and demographics within its facilities.

Elementary Schools Serving the Cambie Corridor

School	2010 Enrolment	Capacity	Available
Carr	301	288	-13
Cavell	287	263	-24
Fraser	205	213	8
Jamieson	452	513	61
Laurier Annex	124	110	-14
Laurier	303	294	-9
L'ecole Bilingue	486	313	-173
Sexsmith	387	388	1
Van Horne	424	482	58
Wolfe	408	388	-20
Brock	235	363	128
Total	3612	3615	3

Secondary Schools Serving the Cambie Corridor

School	2010 Enrolment	Capacity	Difference
Hamber	1593	1700	107
Churchill	2059	1900	-159
Total	3652	3600	-52

Currently, schools in the area are operating at or around capacity. Increased residential population puts additional pressure on school capacity and staff have worked with VSB's Planning Department to identify impacts, noting that school facilities funding is a provincial function. As more families locate to the Corridor, it is anticipated that further studies will

need to be complete for additional elementary school facilities in the Queen Elizabeth and Marpole Landing precincts.

4. City Standards for Public Benefits / Amenities

Based on historical service levels, the City has standard for the delivery of certain public amenities, which it seeks to maintain as populations increase. These standards for key amenities are summarized in the table below.

Facility Type	City Standard
Park	1.1 hectares of neighbourhood park space per 1,000 population or a park/greenway within a 5 minute walk for all residents (GCAT standard)
Community Centre	1.2 ft ² /person and a 1200m distance to a community centre for all residents)
Swimming Pools, Ice Rinks	The Park Board will conduct a major indoor recreation facility study in 2011. This study will look at the entire system of Community Centres, Pools and Rinks in the City and help determine priorities for facility renewal and adding capacity as population increases. It is expected that the study will be updated every 4 years co-inciding with the Capital Plan cycle.
Neighbourhood House	1/60,000 residents
Branch Library	Branches: 0.29-0.36 ft ² /resident;
Child Care	1 space for every 114 residents

5. Financing Growth Tools

Public benefits are typically funded through three methods:

Capital Plan: City Council prioritizes the amenities and infrastructure needed around the City for capital improvements. This is the main source of funding for public benefit improvements.

Development Cost Levies (DCL): DCLs are charged on all new development that occurs in the City. These augment the capital budget. DCLs are used to pay for parks, child care, replacement affordable housing and engineering infrastructure. They are limited by law in how they can be spent.

Community Amenity Contributions (CAC): CACs are contributions provided through rezonings, and are often identified using a negotiated approach. CACs can be used to pay for a wider range of public benefits than DCLs.

The specific amenity to be provided, which must be approved by City Council, is determined by staff based on the following guidelines:

The CAC should be:

- 1) Located in the community in which the rezoning takes place and/or serve the site
- 2) Growth-related, or meet past deficiencies or other community priorities
- 3) Operationally viable - i.e. long-term operating and maintenance costs are supportable
- 4) Within City servicing standards - i.e. a type of service normally provided or supported by the City and at a service level supported by City policy
- 5) Identified through an assessment of:
 - (a) the full range of City services and the adequacy of existing amenities in the area
 - (b) opportunities to meet needs
 - (c) City plans and policies
 - (d) the cost to provide the amenities
 - (e) community input obtained during the rezoning and through community plans or Visions, and/or city-wide plans and policies
 - (f) the development economics of the donor project

Unallocated CAC's are placed in a reserve account to be spent at a later date.

Major Projects: Significant land values are created when redevelopment of large sites occur. These projects are typically controlled by one landowner and through the planning process they provide a range of on-site public benefits, consistent with local needs.

APPENDIX C: Public Consultation Summary

Appendix C summarizes the Core Area Groups, Workshops and Open Houses that took place during Phase Two.

1. Introduction
 2. Core Area Groups
 3. Leading Practitioners Group
 4. Stakeholders
 5. Youth Workshops
 6. Workshops and Walkabouts
 7. June Open Houses
 8. Urban Design Panel
 9. November/December Open Houses
 10. Marine Landing
 11. Museum of Vancouver: MiniWalk
 12. April Events
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1. Introduction

Between March 2010 and January 2011, there were 23 public consultation events and activities held for Phase Two of the Cambie Corridor Planning Process. Events and activities included meetings of the Core Area groups, an advisory body of 'leading practitioners', workshops and walkabouts, and open houses. These activities and events are described in detail in the following sections, and participation numbers are summarized in the figure below. In total, over 1550 attendees were present at the 23 public consultation events held. Additional events were held in April 2011 to update the public on the draft Cambie Corridor Plan prior to going to Council. These events included four Core Area Group meetings which were attended by over 275 people and stakeholder meetings with a variety of groups. Appendix D provides more detail on consultation specific to Marine Landing.

2. Core Area Groups

There are three Core Area Groups (Marine Drive, Oakridge/Langara and King Edward). The groups are comprised of property owners/tenants of sites around the station, community members and organization representatives. The groups guide and comment on policy ideas and concepts with a focus on the specific core area. Each Core Area Group has approximately 35 people, and all meetings took place at City Hall.

Core Area Group	Meeting Date
King Edward	March 24, 2010 May 20, 2010 November 16, 2010
Oakridge / Langara	March 23, 2010 May 27, 2010 November 18, 2010
Marine Drive	March 18, 2010 May 25, 2010 November 22, 2010

2.1 How information was received

Each meeting included a briefing from staff on updates to the program, draft plan, key dates and overall timeline. Information was received through roundtable discussion, and question and answer sessions about the concepts presented for each relevant neighbourhood in the draft Plan. After each meeting, comments were summarized, and posted on the website.

2.2 What We Heard

King Edward CAG - comments summary
<p>March 24, 2010</p> <p>A roundtable discussion was held, and staff provided clarification on issues through a question and answer period. Topics discussed included:</p> <ul style="list-style-type: none"> • Transportation and traffic issues in neighbourhood around station • Issues of mobility and accessibility in design and public realm • Varying architectural design and features of buildings • Size and use of retail • Anticipated heights of buildings along Corridor • Community involvement in phase 2 • Zoning and land use <p>May 20, 2010</p> <p>A roundtable discussion, as well as a question and answer session about the concepts presented in the Emerging Plan was held. The following are key comments related to the plan:</p> <ul style="list-style-type: none"> • Maintain and enhance a sense of community in the Cambie Village • Extend the commercial zone along Cambie to enhance 'destinations' like restaurants and pubs. • Support for proposed mid-rise buildings and locations of mixed-use. • Enhance public space and other amenities to meet future population growth • Preserve the rental housing buildings on 19th to 24th. • Uncertainty about proposed heights around Queen Elizabeth Park. There were questions about

the future Canada Line station at 33rd, and how that will influence the plan.

- Concern about the uniformity of development along the Corridor - have more variety of building heights (some taller, and some shorter).
- Increase buildings heights around the station; particularly north/south along Cambie.
- Enhance and add private and public green space in the area.
- Ensure transitions between multi family and single family dwellings are done in a sensitive manner.
- Maintain distinctive characteristics of areas, and avoiding homogeneity is important.
- Ensure minimal negative impacts related to traffic and parking issues for residents.

November 16, 2010

A roundtable discussion, as well as a question and answer session about the concepts presented in the draft Plan was held. The following is a summary of key comments that were heard relating to the plan:

- Although building heights, layout and site design have been studied to respond to concerns raised in June 2010, there is still concerns around shadowing, privacy, adjacencies and views with the proposed heights for buildings along King Edward.
- While heights of 4 storeys on King Edward were preferred to the original proposal of 6 stories, concerns was expressed that 4 storeys was still too high.
- Concern was expressed that 4 storeys was too low and that given the proximity of transit, the heights and densities should be greater.
- Concerns around the potential for 3 storey townhouses along the lane with no set-back.
- Suggestion that planning along King Edward Avenue be integrated with Phase 3 planning, to allow for greater consideration of potential changes to the surrounding neighbourhood and the relationship to proposed buildings along King Edward.
- Suggestions that more clarity is needed about Phase 3, as well as continued concern about the "T" approach to planning along the Corridor, as opposed to a circular approach around stations. – Like the opportunity to create pocket parks at 19th and 24th Avenue with redevelopment.
- Like the design control and special consideration for buildings west of Queen Elizabeth Park to reflect unique relationship to park.
- Suggestions that current levels of office space should increase, or in the least be maintained.
- Concern regarding increased parking in back lanes with new development; including access to underground parking through the lanes.
- Like the idea of townhouses or courthouses on the lane.
- Desire to have more variation and diversity in heights, densities, and building forms along Corridor to avoid a monotonous appearance.
- There should be enough capacity in the school system and community centres to handle increases in population.
- Like the idea of "pass-throughs" to see and access Queen Elizabeth Park.
- Like the maintenance of current retail locations, and an increase in retail near Oakridge.
- Questions regarding the capacity of the Canada Line and the perception that line is already at capacity.
- Suggestion that laneway units should face the internal courtyard, rather than the lane to maintain some level of privacy for adjacent homes.
- Concerns about lack of maintenance / investment in the neighbourhood due to speculation.
- Questions about the retention of character buildings in the shopping area

Oakridge-Langara CAG - comments summary

March 23, 2010

A roundtable discussion was held, and staff provided clarification on issues through a question and answer period. Topics discussed included:

- Types of infrastructure that may accompany development
- Public transportation plans
- Timing and thoughts about district energy
- Process and timeline of phase 2
- Roles of Council and other governing bodies
- Community involvement in the planning process

May 25, 2010

A roundtable discussion, as well as a question and answer session about the concepts presented in the Emerging Plan was held. The following are key comments related to the plan:

- Support for the proposed heights, forms and density.
- Consider higher building heights near Oakridge area.
- Concerns that densities may overload transit system.
- Provide more certainty on community amenity contributions to assist vendors and purchasers.
- Ensure the maintenance of the unique character and quality of 'small shops' in the Cambie Village.
- Questions related to the anticipated construction material for the proposed buildings; specifically concrete vs. wood frame buildings have different aesthetics.
- Increase sidewalk widths along Cambie.
- Clarify how the proposed heights were determined in future iterations of plan.
- Consider grade changes along Cambie Street in determining heights and design of buildings

November 18, 2010

A roundtable discussion, as well as a question and answer session about the concepts presented in the draft Plan was held. The following is a summary of key comments that were heard relating to the plan:

- Desire to have more variation and diversity in heights and densities along
- Corridor.
- Public Benefits should be commensurate with population increases.
- Although building heights, layout and site design have been studied to respond to concerns raised in June 2010, there is still concern from some residents around shadowing, privacy, adjacencies and views with the proposed heights along Cambie Street
- There should be other options of development; possibly higher densities at the corners, with lower densities on the east/west arterials.
- Concern about current pedestrian safety, particularly at intersections, and greater concern about level of car traffic the new development will bring.
- There should be an increase in the number and access to parks along the Corridor
- Desire to have more prescription on building material and design to reflect area and distinguish it from other areas.
- Planning for the Cambie Corridor provides an opportunity to build a world class street.
- Should have bulletin boards at Canada Line Stations.

Marine Drive CAG - comments summary

March 18th, 2010

A roundtable discussion was held, and staff provided clarification on issues through a question and answer period. Topics discussed included:

- Land use issues and ideas for south of Marine Drive
- Clarification and possibility for amenities for the area
- The land directly east of the station
- The timing of future stations
- Cycling and pedestrian movement along Marine Drive and south of Station
- Issues of quality of life and activity in the area

May 27th, 2010

A roundtable discussion, as well as a question and answer session about the concepts presented in the Emerging Plan was held. The following are key comments related to the plan:

- Support for varying heights along the corridor - with higher buildings in some locations, and mid-rise buildings in other locations.
- Concerns about the Gateway proposal, including aesthetics, relationship with surrounding neighbourhood, and, mass and shadowing.
- Consider the relationship of new developments at the corner of Marine and Cambie in relation to one another, and its impacts on the configuration and use of the Marine Drive intersection.
- Ensure sensitive transitions between proposed multi family and single family areas.
- Improve public space and amenities in the area.
- Enhance facilities for pedestrians and cyclists including crosswalks, walking trails, seating, and bike lanes.
- Ensure a transparent process for Open House outreach and rezoning application notifications.
- Support for added amenities that will come with new development in the area (including shops and services).
- Consider extending commercial area up to 63rd Avenue.

November 22, 2010

A roundtable discussion, as well as a question and answer session about the concepts presented in the draft Plan was held. The following is a summary of key comments that were heard relating to the plan:

- Like that the plan puts big ideas in place to think about the future with respect to water taxis and the use of the Fraser River.
- Plaza space at the intersection should be a place you 'go to'; concern that the design currently does not reflect this idea.
- Concern that the connection between the Canada Line Bridge and Ontario Bikeway is disjointed.
- Like that the shadow studies have been provided and expanded to include different times of day.
- Suggest that there be a re-examination of the office tower massing and floor plates.
- Public Benefits should be commensurate with population increases.
- Like the idea of active store fronts adjacent to the south plaza.
- Cumulative shadow impacts of proposed forms at all corners should be looked at.
- Questions about the future of the Marine Gardens site
- Interest in improvements and expansion of Winona Park

3. Leading Practitioners Group

The Leading Practitioners Group is comprised of participants with demonstrated expertise in sustainability issues, land use and transportation planning. Membership included faculty from the University of British Columbia and Simon Fraser University, Translink staff, local planners and architects with experience in transit oriented development, planners from other jurisdictions, representatives from each of the Core Area Groups, and local community members. The meetings were open to all members of the public. Approximately 20 people participated in the Leading Practitioners Group. The Leading Practitioners' Group met twice, on May 26, 2010 and November 24, 2010.

4. Stakeholders

Throughout the process, staff met with a variety of local and city-wide groups to receive comments, feedback and ideas on the draft Plan. Stakeholders included representatives from the following groups: Riley Park South Cambie Vision Implementation Committee, Marpole Area Network, Marpole Area Residents Alliance, Vancouver Economic Development Commission, Translink, Urban Development Institute, Board of Trade, Port Metro Vancouver and Vancouver Airport Authority. When requested, staff then held additional "one-on-one" meetings with the groups to receive additional feedback and comments.

5. Youth Workshops

On October 25th a workshop was held at Churchill Secondary inviting youth leaders to come together to talk about public realm elements along the Cambie Corridor. 22 youth participated in this session. Leading up to the workshop, youths were provided with background information on the planning program and asked to explore their neighbourhood through the camera lens. Participants took photographs along the Cambie Corridor, exploring urban elements. At the workshop, youth leaders discussed issues related to key problems successes, challenges and potentials for improvement in each of the three thematic areas: streets, lanes and parks.

The workshop also provided additional capacity building through the planning process and video technology. In order to capture the youths' feedback and ideas about the Cambie Corridor, the workshop was videotaped, and the footage was edited by 5 youth participants.

5.1 What We Heard

Youth Workshop Summary: STREETS	
Problems:	
<ul style="list-style-type: none"> • No crosswalks • Too much greenery • Too much time waiting for buses • It is dangerous and there are safety issues for cars and pedestrians • There is limited access and free movement for pedestrians in certain areas • No enough public washrooms • Too crowded for people to bike along Cambie and 19th • In rush hour, it is hard for cars to turn out of lane at 22nd • Need crossing light at 43rd • Not enough bike locks 	<ul style="list-style-type: none"> • The buildings are very dull • Not many places that appeal to youth • There are some 'wasted' buildings and sites • Many people jaywalk at 49th and Cambie area <p>The feeling I get while walking along Cambie is:</p> <ul style="list-style-type: none"> • Dark • Dangerous • Nothing to do • Boring
Successes:	
<ul style="list-style-type: none"> • Many tree lined streets • Visible biking lanes and designated bike areas • There are bike racks in most places • There is access and free movement of cars • There are car sensors on the road to activate the lights • There is some lighting in some locations 	<ul style="list-style-type: none"> • Oakridge mall is a destination that has many shops and services • The Canada Line connects the Corridor • There is a feeling of neighbourhood in some areas • People walk and cycle
Opportunities	
<ul style="list-style-type: none"> • Would be great to promote activities such as: eating, hanging out, shopping, with games, sports, skatepark, swimming pool and ice rink • To have more shops and services along the street • To have more shops and services along the street • Make buildings brighter and more welcoming • More restaurants • More garbage cans • More lively and fun places • Public art (interactive art) • Colour • Restaurants 	<ul style="list-style-type: none"> • Attractions • Theatre • Stores • People • Lights • Parks • Plazas • Flowers • It is hoped that Cambie becomes somewhere people go, rather than people go through. Cambie should become a destination location.

Youth Workshop Summary: PARKS	
Problems:	
<ul style="list-style-type: none"> • Columbia Park - road comes in at cross section • Large areas without lights or main attractions (i.e. concession) • Wooden Gate around Langara golf course is dangerous and pathways are narrow • Sign at Langara was dirty and hard to read • Having no lights around trail at Langara Golf course is dangerous • Ash and 45th park lacks garbage cans 	<ul style="list-style-type: none"> • Queen Elizabeth park is narrow and has winding roads which are not accessible for people with disabilities. Some area's too steep for wheelchair access • Random tree debris is messy and ugly • The Queen Elizabeth benches have bar in the middle which restricts the use of the bench • There is no play area or playground for kids in Queen Elizabeth Park • Some pathways in Queen Elizabeth are too steep for seniors
Successes:	
<ul style="list-style-type: none"> • Queen Elizabeth is well kept and flowering • Queen Elizabeth's shelters are good and well positioned • Queen Elizabeth restaurant is in a convenient location and one doesn't have to travel for food. Build on this by making additional affordable food options available • The waterfall is relaxing 	<ul style="list-style-type: none"> • Cambie and Langara pathway is a good shortcut • Tisdal Park - there is a play area for kids and fitness for others and is welcoming for all ages • Benches without bars in some parks are still available • Some parks provide a place for wildlife to live
Opportunities	
<ul style="list-style-type: none"> • Build more paths through parks - less muddy paths • Perhaps bike paths in parks could be slightly curved so that water rolls away instead of creating water pools in the centre (minimise hydroplaning) • Have group events held in parks - free fun stuff • Need more family friendly facilities at Queen Elizabeth park • Advertise parks on more public streets • Winona Park - wide empty area that could be made better with soccer nets and facilities • Change policy so public can book the use of the park when not in use • Have accessibility signs, and do not build too steep of grades for wheelchairs 	<ul style="list-style-type: none"> • Have more picnic areas; and the ones that exist should have better signage so that a newcomer to the park can find them easily. • Keep messy areas clean • More places for 'cultured' food in parks (ice cream, taquitos, japadog) that are also affordable, and vending machines for drinks • More water fountains • To have more people year round in the parks • It would be great to have parks used more as communal community space • More lights at night for night life • Plant more trees • Preserve and enhance historical objects • More statues

Youth Workshop Summary: LANES	
Problems:	
<ul style="list-style-type: none"> • There are many rough surfaces and puddles • There's no where to sit • Lanes are often barren • There's limited lighting • There's a feeling of being unsafe - open garages, dark spaces 	<ul style="list-style-type: none"> • There's lots of garbage • Often there is not enough space for 2 people to walk side-by-side • There is confusing signage • Not much space for cars to park • There is graffiti in some lanes
Successes:	
<ul style="list-style-type: none"> • Lots of light • There are trees in some areas providing colour (this good because it provides contrast from grey and asphalt) 	<ul style="list-style-type: none"> • Some lanes have good width • Some lanes have alternative road treatment • They are on-route to school •
Opportunities	
<p>There are opportunities for adding and enhancing lanes:</p> <ul style="list-style-type: none"> • Greening (planting trees and bushes) • Resurfacing • Art – 3D drawings • Use as parking • Lighting • Flowers • Paint fences, garages <p>Safety:</p> <ul style="list-style-type: none"> • Improve lighting • Speedbumps to slow down cars and make it safer for pedestrians • Create activity on street, lane will feel safer <p>Shortest Way:</p> <ul style="list-style-type: none"> • Ensure the lanes are quick and easy for pedestrians • No need to go to the stoplight 5 • Opportunity for pedestrians to cut through • Don't like sharp turns • Four-way streets that do not have lights are scary to cross <p>Roomy</p> <ul style="list-style-type: none"> • Ensure there is enough personal space • Need the ability to walk in the lanes and feel pleasant • Not have cars in 'my' space 	
	<ul style="list-style-type: none"> • Paint fences, garages • Repave • Add colour • Plan trees, flowers at edge of property • Add small playgrounds • Add a concession area <ul style="list-style-type: none"> • The sense that people are lurking in corners is unsafe • Slow drivers (creepy) • Fast drivers (unsafe) • Ensure cleanliness – garbage brings raccoons • Ensure there are smooth surfaces • • Small pedestrian-only walkways between property should be encouraged • Have lanes as a thoroughfare to destinations: store, place with washroom, mall • Cutting through parks • Meeting places <ul style="list-style-type: none"> • Ensure there are well designated pedestrian areas • Lanes should not be like a school hallway - closed-in and busy

6. Workshops and Walkabouts

Planners met with residents in the King Edward, Oakridge/Langara and Marine Drive Station areas to walk the neighbourhood and hear their comments, concerns, and ideas for future planning. The walkabouts were followed by a workshop at a local venue to document and record the ideas, comments and suggestions.

6.1 Locations and Attendance

Location	Venue	Date	Attendance
King Edward Station Area	Chown Memorial and Chinese United Church	June 26, 2010	120
Oakridge and Langara Station Area	Oakridge United Church	Sept 25, 2010	40
Marine Drive Station Area	Don Docstader Warehouse	October 2, 2010	60
Total:			220

6.2 Notification

Notification of the walkabouts and workshops were provided via:

- Notification card, delivered to all residences in proximity to the station
- Email and/or letter sent to the Cambie Corridor Mailing List (over 800 members)
- Ad placed on the “Upcoming Events” section of the Cambie Corridor Program website

6.3 How Input was Received

The comments and feedback from the walkabouts and workshops were summarized, and an illustration was produced highlighting the key comments. Comment summaries and illustrations from each walkabout and workshop were posted on the webpage.

7. June Open Houses

The purpose of the June Open Houses was to provide the community with an opportunity to offer ideas and comments on:

- Design Concepts for the Corridor
- Emerging Plan for the Corridor

7.1 Locations and Attendance

Location	Date	Attendance
Chown Memorial and Chinese United Church	June 3, 2010	250
Oakridge Centre Auditorium	June 5, 2010	350
		Total: 600

7.2 Notification

Notification of the Open Houses events was provided in English and Chinese via:

- Notification cards sent to 10,000 residents and businesses within the Cambie Corridor study area boundaries using Canada Post “Unaddressed Ad Mail” service
- Ads placed in the Vancouver Matters section of Courier and Georgia Straight Newspapers
- Ads placed in the Sing Tao and Ming Pao newspapers
- Ad placed on the “Upcoming Events” section of the Cambie Corridor Program website
- Email sent to the Cambie Corridor Mailing List
- Email and posters sent to additional list serves and groups including: Vision Area Committees, BIAs, local planning schools and institutions
- Posters dropped off at places such as the local public library, seniors centre, community centres
- Message sent out using the City of Vancouver’s Facebook page and Twitter account

7.3 Open House Materials and Summaries

All the material presented at the Open House (including the presentation boards, comment sheets, and handouts) were posted on the Cambie Corridor Program website (vancouver.ca/cambiecorridor). Raw comments were posted on the website as well as a summary sheet outlining “What We Heard.”

7.4 How Input was Received

Input at the Open Houses was collected using comment sheets which were available in English and Chinese. The comment sheet asked for the public to comment on the emerging identity of the Corridor, amenities in neighbourhoods, building heights and scales, design concepts, and long term vision for the Corridor. Comments sheets could be submitted at the Open House, received by fax, email or mail. Additional comments were also collected using sticky note papers on a “Place your comments here” board.

Additional feedback was received by email and mail; highlights are included in the key comments below. This feedback included 162 signatures on a petition from community members (re: *Petition to Object the Cambie Corridor Planning Program*), attached at the end of this Appendix.

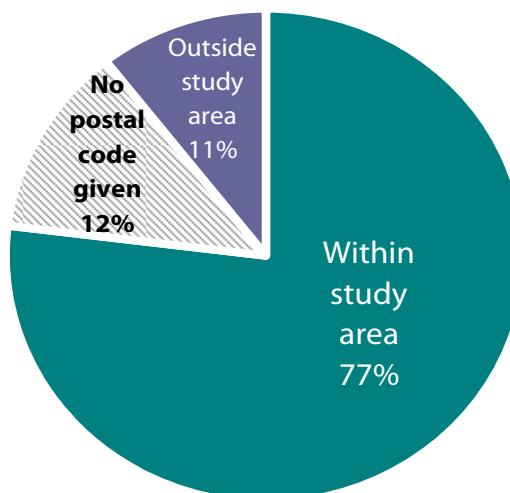
Information about comment sheet respondents and highlights of all feedback received are provided below.

7.5 Input from the Comment Sheets

Respondents were asked to provide the first 3 digits of their postal code on the comment sheets to help summarize the distribution of respondents.

113 Comment Sheets were collected during and after the events. Of those received:

- 77% were from within the study area
- 11% were from outside the study area
- 12% did not list a postal code



7.6 What We Heard

Key comments received from the open houses are provided below.

June Open Houses - Key Comments
<p>Identity related comments:</p> <ul style="list-style-type: none"> • The Canada Line stations provide unique opportunities for densification, beautification and activity along the Corridor. • The design and feel of unique neighbourhood character is important to enhance along Cambie Street. There was emphasis expressed to maintain the character around station areas, particularly the King Edward Station area. • The shops and services in Cambie Village, including the feel and character of the street, are important to the identity of Cambie. <p>Amenities related comments:</p> <ul style="list-style-type: none"> • The current recreational and community centres are strained. As the population grows, amenities need to match the growth. • New facilities for seniors and childcare centres would be an asset to the community. • Greater access to retail and commercial establishments would benefit the neighbourhoods. • Current amenities are sufficient in the area. <p>Heights and scales related comments:</p> <ul style="list-style-type: none"> • Proposed building heights along the Corridor, including midrise forms and higher buildings in the locations shown are generally supported. However, there are concerns primarily around the King Edward Station regarding proposed height and scale elements. • Issues related to privacy, views, shadows and neighbourhood character need to be addressed as the plan evolves. • The relationship between existing buildings and new developments needs to be addressed through sensitive design and transitions.

Walking and cycling related comments:

- Cambie Street is an opportunity to integrate walking and cycling with transit, but opinions are mixed on whether the heritage boulevard should include a walking / biking path and other more active uses.
- There is a need for better facilities for pedestrians, including crosswalks, walking trails, seating, etc.
- The landscaping and plantings within the boulevard, as well as along the sidewalks should be enhanced.
- Cycling thoroughfares should be off main roads, or separated from cars.

Design concept related comments:

- The views to the North Shore Mountains and Queen Elizabeth Park are important.
- The interface between new developments and existing neighbourhood need to be sensitive and appropriate.
- Increased traffic and safety issues need to be addressed.
- Parks and green space are important aspects of the Corridor.
- The design concepts would benefit from actual examples and three dimensional drawings/images.

Long-term vision related comments:

- Density should be increased in the Corridor, particularly around the stations.
- Housing that is affordable to all income groups, including an increase in diversity of types and supply of housing available, should be encouraged.
- Existing communities would benefit from being involved as the plan evolves.
- Having more retail and commercial activity around the stations would benefit neighbourhoods.
- New developments should be accompanied with new amenities such as schools, childcare centres, and community centres.

7.7 Additional Input

The petition below ("Petition to object the Cambie Corridor Planning Program"), was signed by 163 people and received by mail in June 2010. Names, signatures, and contact details have been removed by City staff.

Image 1: Sample of petition received

[illegible]

8. Urban Design Panel

The Urban Design Panel is an advisory board of design professionals that provides input and advice to applicants, Council and staff on significant development proposals, comprehensive rezoning applications and other projects of public interest.

On June 16, 2010, the Cambie Corridor planning team made a presentation to introduce the proposal for Phase Two of the Cambie Corridor Program, and to seek advice and input from an urban design perspective. The following is an excerpt of minutes from the proceedings of that meeting, including related commentary on Cambie Corridor presentation.

Advice from the Panel on this application is sought on the following:

1. Is the overall vision for the Cambie Corridor endorsable?
2. Is there concurrence with the general heights presented for the whole Corridor (i.e. general form of 6storey midrise with punctuation at various station areas)?
3. Is there concurrence with the general heights presented for the arterials?
4. Is there agreement with the character areas as identified to date (Cambie Village Neighbourhood, QE Park, Oakridge Village, Marine Station)?
5. What special treatment/special consideration should be given to the built form/street at the key character areas (i.e. along Cambie Street at Queen Elizabeth Park)?

Related Commentary:

The Panel supported the height and density and thought the vision for the Cambie Corridor was supportable and had the potential for a fantastic area for the future. A couple of Panel members thought that there should be a sawtooth built form to keep the character of the neighbourhood especially in the Queen Elisabeth Park section of the corridor. They were also concerned that without the sawtooth built form the building heights would seem uniform. A couple of Panel members were concerned with the potential for long blocks of sixstorey apartment buildings and suggested softening the roof lines. They noted that the heights get more interesting at Oakridge Centre where there seems to be more variety. A couple of Panel members thought there should be more mixed use in the way of commercial, office and residential to make the corridor more self sustainable. There was some concern from the Panel regarding the linear form and thought there should be nodes around the transit stations and that the King Edward Station section was not dense enough. Also, a couple of Panel members thought having a small piece of commercial in the area around Queen Elizabeth park would make for an unique connection to the park.

Several Panel members thought the building heights of between six and thirtysix storeys was a rather large range for the Marine Drive/Cambie Street section of the corridor. The Panel however, did agree that it was the furthest along in the vision and was headed in the right direction. Several Panel members noted that there should be a terminus at the river and that it needed to be given more focus and attention.

Regarding the arterials that connect to the established neighbourhoods, the Panel thought the connections were important and essential. A couple of Panel members thought the lanes could be improved and made more porous. Also it was suggested that there be more small scale activities to make the area more distinct.

A couple of Panel members thought there weren't any nodes for public or performance spaces as they thought they would add to the cultural fabric of the city. A couple of Panel members suggested adding a community art space or a theatre. The Panel also thought the Heritage Boulevard was pivotal to the character of the city. They noted that over time the small residential houses will disappear in terms of size and presence and thought that some gathering spaces, added in a discreet way should be planned for the boulevard.

The Panel agreed that one of the biggest successes of South East False Creek was the Neighbourhood Energy Utility (NEU) and thought one should be included in the plan from the beginning. One Panel member noted that the industrial area by the river would be the ideal place for a plant. Also it was noted, that there could be at least three different distinct energy locations along the corridor.

9. November/December Open Houses

The purpose of the Open Houses was to review the draft Phase 2 Cambie Corridor Plan. Phase 2 focused on the key arterials in the Corridor including Cambie Street and the eastwest arterials. The material on display included proposed land uses, densities, heights, building types, public benefits, public realm elements, transportation opportunities, and neighbourhood context ideas.

9.1 Locations and Attendance

Location	Date	Attendance
Oakridge Centre Auditorium	November 27, 2010	270
Oakridge Centre Auditorium	November 29, 2010	170
Don Dockstader Warehouse	December 2, 2010	120
		Total: 560

9.2 Notification

Notification of the Open Houses events was provided in English and Chinese via:

- Card sent to 10,000 residents and businesses within the Cambie Corridor study area boundaries using Canada Post "Unaddressed Ad Mail" service
- Ads placed in the Vancouver Matters section Courier newspaper
- Ads placed in the Sing Tao and Ming Pao newspapers
- Ad placed on the "Upcoming Events" section of the Cambie Corridor Program website
- Email sent to the Cambie Corridor Mailing List (over 800 members)
- Email and posters sent to additional list serves and groups including: Vision Area Committees, BIAs, local planning schools and institutions
- Posters were sent to locations such as the local public library, seniors centre, community centres
- Message sent out using the City of Vancouver's Facebook page and Twitter account

9.3 Open House Materials and Summaries

All the material presented at the November / December Open Houses (including the presentation boards, comment sheets, and handouts) were posted on the Cambie Corridor Program website. Raw comments were posted, as well as a summary of “what we heard”. Based on feedback from these November/December Open Houses, staff then provided additional revisions to the Cambie Corridor Plan.

9.4 How Input was Received

Input on materials presented at the November and December Open Houses was collected using comment sheets which were available in English and Chinese. The comment sheet asked for the public to comment on the emerging identity and built character of the Corridor, public amenities and benefits, and public realm features for the Corridor. Comments sheets could be submitted at the Open House, received by fax, email or mail. Comments were also collected using sticky note papers on a “Place your comments here” board.

Additional feedback (other than the comment sheets) was received after the Open Houses, by email and mail. This feedback included 65 signed copies of a letter from community members (re: *Rezoning near the King Edward Station / More affordable housing near Hub supported / Higher Density or Height along hub supported*), attached at the end of this Appendix.

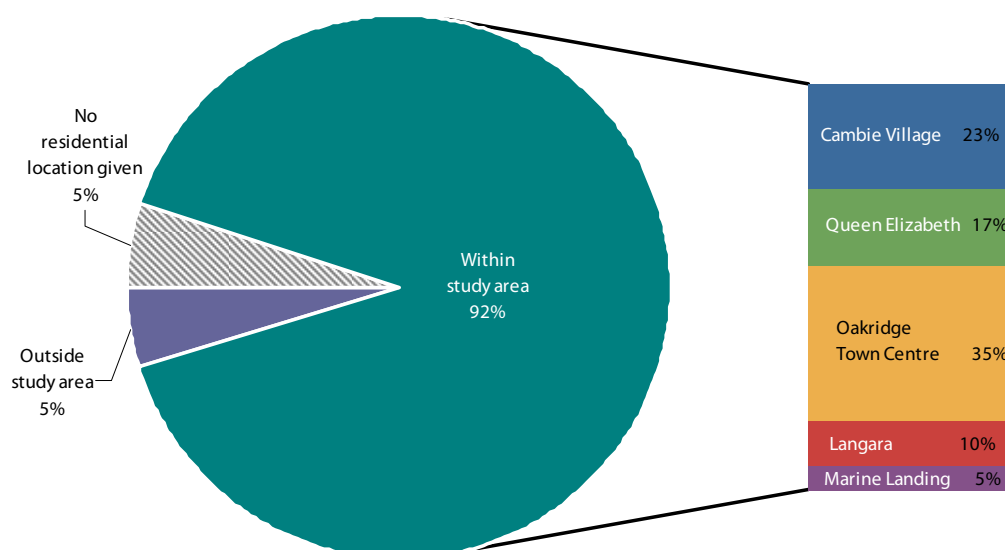
Information about comment sheet respondents and highlights of all feedback received are provided below.

9.5 Input from Comment Sheets

Respondents were asked to provide information about their residential location to help analyse the distribution of respondents. The question on the comment sheet asked respondents where they currently live: within a neighbourhood in the Cambie Corridor (Cambie Village, Queen Elizabeth, Oakridge Town Centre, Langara, Marine Landing), or outside the study area.

214 Comment Sheets were collected during and after the events. Of those received:

- 90% were from within the study area
- 5% were from outside the study area
- 5% did not provide a residential location



9.6 What We Heard

Some of the key comments received regarding the open house materials are provided below.

November/December Open Houses - Key Comments
<p>Identity, and Character related comments</p> <ul style="list-style-type: none"> • Proposed changes likely to impact the current identity of the Cambie Corridor. Some expressed concern over the potential change in character ("<i>busy, noisy, more crime</i>"), while others suggested that the changes would enhance vitality along the Corridor. • Distinguish Cambie Corridor from Downtown and other Vancouver neighbourhoods: current architectural character should be retained, and/or diverse building forms should be sought.

Built form related comments

- Soften transitions between proposed new density and existing 12 storey buildings
- Localized concern that proposed buildings are too high along King Edward, near Queen Elizabeth Park, and on 41st.
- Concern for overshadowing, parking issues, loss of privacy, loss of views
- Suggestion that greater density is needed, particularly around current and future transit stations.
- Some were supportive of the proposed residential density, as well as more shops and amenities, potential for more affordable housing.
- Look at options to more gradually spread new density over a greater area

Public Benefits related comments

- Overall support for parks and greenspace: support for small/"mini" parks planned along the Corridor, but ensure that current spaces are protected and maintained (e.g. QE Park), and opportunities for more parks of different types and sizes are realized
- Ensure that ratios of residents to schools, libraries childcare, youth and seniors' facilities will be maintained or improved, to meet future needs of residents
- Support for improved pedestrian access to QE Park, Langara Golf Course, Oakridge Centre and other major amenities in the area
- Continue making improvements to bike infrastructure - consider extension of separated bike lanes along entire length of Cambie Street
- No new amenities needed

Public Realm related comments

- Ensure ample trees and plantings in public view, including visible plantings on stepped back building rooftops
- Support for planned sidewalks
- Ensure safety considerations in lane design - good lighting, signage, traffic calming measures, pedestrian friendly back lane mirrors for driver blind spots. Also provide more detail on how proposed infill and greening measures can work in the space provided by laneways

9.7 Additional Feedback

65 signed copies of the letter ("re: Rezoning near the King Edward Station / More affordable Housing near Hub Supported / Higher Density or Height Along Hub Supported") were received by mail in November / December 2010. Names, signatures, and contact details have been removed by City staff. (See Image 2)

16 signed copies of a letter were received by mail, fax and email in March and April 2011. Names, signatures, and contact details have been removed by City staff for privacy reasons. (See Image 3&4)

Image 2: Sample of the Re: Rezoning Near the King Edward Station letter

To : Planning Department, City of Vancouver	By Hand or By Fax to : 604-873-7898
To : City Council, City of Vancouver	By Hand or By Fax to : 604-873-7419
And To: Whom This May Concern	

Re : Rezoning near the King Edward Station / More affordable housing near Hub Supported / Higher Density or Height Along Hub Supported

With respect to the upcoming Cambie Corridor Rezoning plan, please note that I am in support of higher density increase and height allowance along the first block to the East and West along King Edward Avenue near the King Edward Skytrain Station (up to six storeys, as proposed in the rezoning plan from the 2nd Open House). Higher density and height has a number of benefits, including:

- providing more affordable housing in the neighbourhood particularly near hub or intersection,
- stabilizing rental rates by providing more supply,
- making the Skytrain facilities more accessible (in line with the transportation plan and the goal of public services), and
- promoting the neighbourhood's urban growth.

I believe that a higher density and height would provide a stronger base for sustainable growth of the Cambie Village and Cambie Corridor area, and of Vancouver in general.

Six storeys for the first block around the intersection of Cambie and King Edward as proposed in the plan shown in the 2nd Open House is ideal and is not too high. Given that the King Edward and Cambie Hub is very close to the Cambie Village area where stronger growth is desired, please allow for a higher density of FSR 2.5-3.0 and up to 6 storeys along the blocks closest to the Cambie Street and King Edward Avenue intersection in the upcoming rezoning, so that more affordable housing can be created along the hub, in line with public housing and transit goals. [This includes the block along King Edward Avenue from Cambie to Yukon Street (to the East), and the block along King Edward Avenue from Cambie to Ash Street (to the West).]

Thank you for your kind attention.

Full Name:	Email or Tel No.:
Signature:	Date:

Further Remarks or Address (Optional) :

Images 3 & 4: Example of the form letter received in March regarding the Cambie Corridor Planning Process

March 7, 2011

Mayor Robertson; Councillors; Director of Planning
City of Vancouver
453 West 12th Avenue
Vancouver, BC,
V5Y 1V4
Or by fax: 604 873-7685(Mayor); 604 873-7750 (Councillors); 604 873-7045(Planning)

Re: Cambie Corridor Planning Process (CCPP)

I am writing to you as an extremely concerned resident of the King Edward Canada Line station area. Phase 2 of the CCPP is nearing completion and City Planning will be recommending sweeping changes to the land use policy in the corridor. These changes are in direct contravention of the directions in the RPSC Community Vision recommended by City Planning and adopted by Council in 2005, which at that time included Councillors Cadman, Louie, Stevenson, and Woodsworth.

The City of Vancouver and resident volunteers invested hundreds of hours and a significant financial commitment in developing a comprehensive, informed and inclusive process that was supported by the community and ultimately by Council. It would appear that City Planning, while fully embracing a democratic and inclusive process only five years ago, is now prepared to negate the outcome of this process. The CCPP contemplates 4 to 6 story developments on King Edward Avenue and 4 to 12 story developments on Cambie Street. This CCPP deviates significantly from the RPSC directions. In this respect, I would like to point out the following from the approved RPSC Community Vision document:

Not supported (and will not be brought forward for consideration in future planning processes)

- Allow More Four Story Apartments
- Allow Some Six Story Apartments
- Allow Some Twelve Story Apartments

Not Approved (Uncertain) (on the table for further community discussion in subsequent planning processes)

- Provide Additional Housing Near the Canada Line Station

Approved (official City policy)

- Provide Additional Housing Near the Cambie Street Shopping Area (not predetermined to be six stories)

- Allow New Housing Types Around the King Edward Canada Line Station (Infill, Duplexes, Cottages, etc.)

It should be emphasized that the station at King Edward and Cambie was known at the time that the RPSC Community Vision was developed, and, indeed, is included in it. Additional local shopping adjacent to the station site on Cambie, is an “approved” direction, as noted above, the direction for additional housing at this site is “not approved (uncertain).”

The raw data from the latest CCPP open houses clearly indicates that 70% of the residents of Cambie Village/QE Park either reject outright or require substantial changes to the City’s proposed plan. Furthermore, the residents of Cambie Village/QE Park presented the Planning Department with a petition on or about June 15, 2010, with over 150 names rejecting City Planning’s vision for the Cambie corridor. In short, six years later, the Community Vision remains an accurate reflection of the values of the community.

Change should not come at the expense of community involvement, due process and reasonable certainty of how it will occur in neighbourhoods. The CityPlan Terms of Reference state that: “ A Community Vision will **increase certainty about the future and give both the community and city council a clear idea of what needs to be done**”. As such, I appeal to you to give immediate direction to Planning to withhold their recommendation and modify the plan so that it reflects the new housing types and new housing locations that were either approved or uncertain, meaning tabled for further community discussion. Anything less does a great disservice to those who participated in good faith in the creation of the RPSC community vision, as well as to those who acted on it with the belief that it represented some degree of certainty about the future landscape of the community.

As duly elected public officials, it is up to you to be the defenders of the democratic process in between elections. No one else can. I intend to embrace my voting responsibility in November 2011.

Sincerely yours,

NAME AND IDENTIFYING
INFORMATION REMOVED BY
PLANNING STAFF FOR
PRIVACY PURPOSES

10. Marine Landing

Refer to Appendix D for more details.

11. Museum of Vancouver: MiniWalk

On Saturday February 19, 2011, the Cambie Corridor team participated in Moving Through, an event hosted by the Museum of Vancouver, as one of three presentations and miniwalks focussing on Vancouver's transit evolutions. Each miniwalk was hosted by a planner and an architect. For this miniwalk, "Evolution in Station Area Planning the Cambie Corridor" was cohosted by Jim Bailey from the City of Vancouver, and Peeroj Thakre from pH5 architecture & Urban Republic Arts Society. Registration was limited to 25 people per walk. To wrap-up the event, a wrap-up dialogue was held at SFU Woodward's.



12. April Events

At the time of this writing, a number of follow up meetings have been scheduled to present the plan to stakeholders, partners and public prior to the Council date.

Presentations to the Core Area Groups and general public are scheduled as follows:

Core Area Group	Date	Attendance
King Edward Core Area Group	April 11 th , 2011 April 19 th , 2011	160
Oakridge Langara Core Area Group	April 12 th , 2011	80
Marine Drive / Marine Landing Core Area Group	April 18 th , 2011	60
Total:		300

Based on current RSVPs, approximately 300 participants are anticipated to be attending the four meeting dates scheduled for the Core Area Groups. A second meeting date was added for the King Edward Core Area Group due to the high number of interested participants.

As part of the follow up meetings prior to going to Council, staff also held meetings with:

- Urban Development Institute
- Translink
- Metro Vancouver
- Vancouver Economic Development Commission
- Vancouver Airport Authority
- Riley Park and South Cambie Vision Implementation Committee
- Marpole Business Association
- Port Metro Vancouver
- Cambie Village Business Association
- Marpole-Oakridge Area Council Society
- Marpole Area Residents Association
- Vancouver Board of Trade
- Bicycle Advisory Committee
- National Association of Industrial and Office Properties (NAIOP)

APPENDIX D: Marine Landing Public Consultation Summary

Appendix D summarizes workshops results for the evolving design concept for the Marine Landing Neighbourhood, centred around the intersection at Cambie and Marine Drive.

1. Introduction
2. Core Area Groups
3. Townhall Meeting
4. Marine Landing Workshops
5. What We Heard
6. Urban Design Panel
7. Design Changes at 8430 Cambie Street

1. Introduction

With the approval of the Interim Rezoning policy in Phase One, Council provided policy direction for the Marine Drive station area (Marine Landing) and identified the area as appropriate for taller buildings (high-rise towers) with an exploration of higher density forms, but did not set an overall height for the towers in the area. Two major rezoning applications have been proposed on key sites at the intersection of Marine Drive and Cambie Street. A town hall meeting, a series of public workshops, and presentations to the Urban Design Panel were hosted by the City to hear from the community and get comments and advice on the emerging plan for Marine Landing. Details are summarized below.

Event / Meeting	Location	Date(s)
Marine Drive Core Area Group Meetings	City Hall	March 18, 2010 May 25, 2010 November 22, 2010
Marine Drive Townhall Meeting	Don Dockstader Warehouse	September 15, 2010
Workshop #1: Walkabout	Marine Drive Area	October 2, 2010
Workshop #2: Marine Landing	Don Dockstader Warehouse	November 2, 2010
Workshop #3: Marine Landing	Marpole Oakridge Community Centre	November 19, 2010
Urban Design Panel: Marine & Cambie Intersection #1	City Hall	December 15 th , 2010
Marine Landing Workshop	Marpole Oakridge Community Centre	January 17, 2011
Urban Design Panel: Marine & Cambie Intersection #2	City Hall	January 26 th , 2011

2. Core Area Group (CAG) Meetings

The Marine Drive Core Area Group is comprised of approximately 30 property owners and tenants of sites around the station, community members and organization representatives. The group met on March 18, May 27 and November 22, 2010 to provide feedback on policy ideas and concepts specific to the Marine Landing neighbourhood.

Marine Drive CAG Meetings - comments summary

March 18th, 2010

A roundtable discussion was held, and staff provided clarification on issues through a question and answer period. Topics discussed included:

- Land use issues and ideas for south of Marine Drive
- Clarification and possibility for amenities for the area
- The land directly east of the station
- The timing of future stations
- Cycling and pedestrian movement along Marine Drive and south of Station
- Issues of quality of life and activity in the area

May 27th, 2010

A roundtable discussion, as well as a question and answer session about the concepts presented in the Emerging Plan was held. The following are key comments related to the plan:

- Support for varying heights along the corridor - with higher buildings in some locations, and mid-rise buildings in other locations.
- Concerns about the Gateway proposal, including aesthetics, relationship with surrounding neighbourhood, and, mass and shadowing.
- Consider the relationship of new developments at the corner of Marine and Cambie in relation to one another, and its impacts on the configuration and use of the Marine Drive intersection.
- Ensure sensitive transitions between proposed multi family and single family areas.
- Improve public space and amenities in the area.
- Enhance facilities for pedestrians and cyclists including crosswalks, walking trails, seating, and bike lanes.
- Ensure a transparent process for Open House outreach and rezoning application notifications.
- Support for added amenities that will come with new development in the area (including shops and services).
- Consider extending commercial area up to 63rd Avenue.

November 22, 2010

A roundtable discussion, as well as a question and answer session about the concepts presented in the draft Plan was held. The following is a summary of key comments that were heard relating to the plan:

- Like that the plan puts big ideas in place to think about the future with respect to water taxis and the use of the Fraser River.
- Plaza space at the intersection should be a place you 'go to'; concern that the design currently does not reflect this idea.
- Concern that the connection between the Canada Line Bridge and Ontario Bikeway is

disjointed.

- Like that the shadow studies have been provided and expanded to include different times of day.
- Suggest that there be a re-examination of the office tower massing and floor plates.
- Public Benefits should be commensurate with population increases.
- Like the idea of active store fronts adjacent to the south plaza.
- Cumulative shadow impacts of proposed forms at all corners should be looked at.
- Questions about the future of the Marine Gardens site
- Interest in improvements and expansion of Winona Park

3. Townhall Meeting

On September 15th 2010, a townhall meeting was held at the Don Dockstader Warehouse to discuss development around the Marine Drive Station and specifically the rezoning application for 8430 Cambie Street. Presentations were made by the Planning Department and the developer and architect for the rezoning application for 8430 Cambie Street. This was followed by a facilitated question and answer session. There were approximately 225 people in attendance.

4. Marine Landing Workshops

4.1 Marine Landing Workshop #1: Walkabout Don Dockstader October 2, 2010

Marine Drive Station Area was one of three Cambie Corridor Neighbourhood Walkabouts and Workshops. Planners met with residents in the Marine Drive Station area to walk the neighbourhood and hear their comments, concerns, and ideas for future planning. The Walkabouts were followed by a workshop at a local venue to document and record the ideas, comments and suggestions.



Attendees of Marine Drive Walkabout

4.2 Marine Landing Workshop #2 Don Docksteader November 2, 2010

Building on the ideas that emerged from Workshop #1, residents living near the Marine Drive Station were invited to participate in a workshop to explore elements of urban form, public realm, transportation, and public benefits around the station. There were approximately 60 people in attendance.



Graphical notes from Marine Landing Workshop #2

4.3 Marine Landing Workshop #3 Marpole Oakridge Community Centre November 19, 2010



A third workshop for the Marine Drive station area was held at the Marpole Oakridge Community Centre, to build upon ideas and comments from previous workshops. Proponents of key sites around the intersection presented their ideas for each site, as well as a preliminary proposal for a public realm strategy in Marine Landing.

4.4 Marine Landing Workshop #4 Marpole Oakridge Community Centre January 17, 2011



Based on feedback from previous community sessions, the proponents of key sites around the intersection presented their ideas for Marine Landing, including a revised built form approach and public realm concept. Staff described ongoing work for the Marine Landing Neighbourhood including a traffic study, retail impact assessment, public benefits strategy and ongoing study and analysis regarding height, massing and density.

5. What We Heard

Public comments in regards to planning for Marine Landing and for the two rezoning applications at the intersection of Cambie and Marine has focused on height and massing, transportation, public benefits, public realm and retail impacts.

- **Height and Massing:** Participants expressed concern over heights and massing for three key sites at the intersection of Marine and Cambie. These concerns centred around impacts such as shadowing on neighbouring sites throughout the day, particularly on park, school and playground sites, and the effect of height and form on the overall experience of the site and the neighbourhood. Some of the proponents' responses to these concerns included modifications to setbacks, heights, massing and form to address concerns and experience of the main streets.
- **Transportation:** Participants raised issues of safety regarding traffic flow and congestion around Marine and Cambie and throughout the neighbouring streets, with particular questions about how traffic and parking impacts could increase as the neighbourhood develops. In addition, the need for excellent pedestrian connections and attention to the experience of walking through the area were also highlighted.
- **Public Benefits:** Participants suggested that a public benefits strategy be developed for the area, to ensure that ample consideration be given to amenities needed in the area. Ideas for needed amenities included outdoor recreational opportunities for

seniors, children and youth, and social amenities such as childcare and accessible and affordable housing options for all household types.

- **Public Realm:** Workshop attendees wanted to see improvements to the public realm that would expand and enhance pedestrian and cyclist routes, improve connections to existing parks and amenities to the area, and to improve access from the neighbourhood to the Fraser River, a riverfront area with potential to serve as an attractive destination.
- **Retail:** Concerns were raised regarding retail in the proposed development sites. In particular, residents requested more information on the type, form and scale of retail anticipated, its and potential impact on neighbourhood centres and other key retail services in the area.
- **Analysis of Options:** Members of the community have also expressed significant concern that different options have not been explored for the major development sites at the intersection of Marine and Cambie as well as the broader area.

6. Urban Design Panel

The Urban Design Panel is an advisory board of design professionals that provides input and advice to applicants, Council and staff on significant development proposals, comprehensive rezoning applications and other projects of public interest.

Presentations focusing specifically on the intersection of Cambie and Marine were made to the Urban Design Panel on December 15th, 2010 and on January 26th, 2011, to seek input and advice as to the best options for the intersection from an urban design perspective. The minutes for both meetings are included below.

6.1 Urban Design Panel: Marine Landing Meeting #1 December 15, 2010 (non-voting workshop)

EVALUATION: NON-VOTING WORKSHOP

The following panelists declared a conflict of interest as a design professional or owner: James Cheng, Jim Huffman, Maurice Pez, Bruce Haden and Jane Durante. Mr. Haden remained in the chair noting that the session was a non-voting workshop and acknowledged that these panelists can not vote on these proposals, or related yet to be determined initiatives, in the future. Their commentary is distinguished from those without conflict in these minutes.

Introduction: Scot Hein, Development Planner, introduced the workshop noting there were a series of presentation materials in the room. The intersection is an emerging urban frame work specific to a local thematic branding called "Marine Landing". He noted that this was the first time the Panel would be able to look at a collective arrangement of all the sites. In addition he noted that the Buddhist site on the southwest corner could become part of the planning for the area but had not declared any interest in redevelopment at this time. He noted that the drawings were only an interpretation of the architecture and didn't fully represent the emerging architectural idea of the sites. The purpose of the workshop was that PCI had pulled their step form off the table largely due to some concern registered by the neighbourhood. As a result, Mr. Hein stated that they thought it would be a good time to rethink what's going on at the intersection in terms of collective massing impact and to look at new schemes. He added that the presentation would present that new scheme as a result of working with the neighbourhood. There are now three different and more refine schemes on the three sites (PCI, Intracorp and Wesgroup).

Mr. Hein noted that they will be moving forward to Council with a request for the necessary work and resources to develop a formal public realm plan for not only the corridor but as well specifically the intersection at Marine Drive and Cambie Street. There will be some systems with interpretive work, with some programming, with celebratory aspects working collegially with the four key sites assuming Council supports the plan. This would give a framework for a financial investment point of view as to what it will take to deliver and implement the plan.

Mr. Hein stated that the site is more of a local concern than regional. The idea that the development is looked at as a gateway is a concern to the community. The residents would like the development to contribute more locally. He noted that there are a few urban design ideas that are reemerging and he asked the Panel to comment on the slimness vs the bulk, the idea of having a distinctive hierarchy and authentic place. He added that there has been some discussion on having four distinctive responses but they have to be bound together at the ground plane by the public realm framework.

Derek Lee, Landscape Architect, noted that there were a set of principles that came out of a number of workshops with the community. They incorporate some of the approaches that they put forward along with the City. They also began to combine some of the ideas that came out of the Marine Landing document that was put forward by the resident's association. There was a desire amongst the community to look at the Cambie Corridor in the context of the neighbourhood. Mr. Lee noted that the first principle is to enhance pedestrian and cyclist's connectivity. Cambie Street is being looked at as a high street from the southerly point of the Heritage Boulevard and extending the experience down to Kent Street and possibly down to the river. The idea was to repair the urban grid and to have green streets as a way to address existing neighbourhood streets and also introduce new dedicated greenways and streets. They also looked at the ideas of normalizing intersections with signal pedestrian crossing. There is an existing bike way along 43rd Avenue and they are thinking about extending the bike network down Cambie Street and potentially hooking onto the south Kent Avenue connection that could go as far as East Fraser Lands.

The second principle was to provide new amenities and to enhance existing amenities in the neighbourhood. This is defined as the four corners which would be a very dynamic mixed-use high density environment centered around the Canada Line Station. They also identified a neighbourhood hub potentially on the river that could be mixed employment, mixed activity and use. Extending the idea of mixed employment done the Cambie Corridor to the water to activate the area has also been discussed.

The residents have identified park improvement in the area, particularly Ash Street Park and they are looking at introducing new park space as Cambie Corridor builds out with the possibility of pocket parks. As well they may be looking at enhancement of the river's edge as a linear park experience.

Principles three and four have been combined; creating a social heart. This mirrors where the neighbourhood hubs are sited and are opportunities for dynamic, animated urban experiences. They see Marine Drive taking on one character and then extending the character of the river front up Cambie Street where it meets the Heritage Boulevard. There are also plans for a public art program that leads down to the waterfront to reinforce that sense of place.

Mr. Lee said they are working with the City to come up with their first steps to what the details might look like to create urban development parcels and a development form that is in character with the surrounding neighbourhood.

Walter Franci, Architect (on behalf of Wesgroup), noted that they don't have an application or letter of enquiry at this point for their site. The site fronts a very busy intersection and they want to recognize the asymmetry of the intersection as well as the passive nature of the school yard. They are also recognizing the connection through the site and will refine and develop the connection to the park and allow the activity from the intersection to come across the north edge of their site, landscape the area and allow the pedestrian traffic to migrate to corner. There are plans for a plaza at the intersection. The massing of the project will likely be smaller against the park with a child care facility on the corner fronting onto the park and a green space around it with a four to six storey commercial base and residential or mixed residential commercial on top. There are also looking at a 286 foot tower on the corner and they are thinking of stepping the form of the tower to mitigate the shadows that it would cast on the neighbouring properties.

James Cheng, Architect, noted that their property is separated by the guideway that goes underground so there is some difficulty with the site in that there isn't any frontage or access on to Cambie Street. The urban design study started from the intersection and having the towers closer to the street and because of the narrowness of the site they wanted to pull back the massing to create open spaces. As a result, the four towers won't be jammed into the intersection and there will be a better sun angle to

allow for more sunlight on the open spaces. In discussion with the applicant of the adjacent site, they agreed on a massing hierarchy because of being next to the transit station allowing for the most prominence and then stepping down to the neighbourhood. Another urban design move will be to taper down in all directions into the single family neighbourhood. The housing mix is an important issue as Marpole has mostly single family houses and two or three storey walkup apartment buildings. It is envisioned that the housing that will be provided will add diversity to the neighbourhood as well as social and affordable housing. Mr. Cheng noted that it will be important for the neighbourhood to come down to the water so there will be a series of terraces with public art to make the pedestrian experience more enjoyable.

Ryan Bragg, Architect, described the changes since the last review by the Panel. He noted that there are changes on the western façade of the residential tower, the massing of the office tower and potential shadowing impacts of the residential tower. One of the major issues that had come up from the community was the shadow their tower had created on the public spaces and the school. The issue with the form was the breath of the east west direction and they needed to narrow the plate in order to get the number of residential units they wanted to achieve. The current proposal is for two towers on the western podium and a revision to the massing of the office tower which is still under design. The towers are slender and small in their floor plates. He noted that the functional requirement of the office tower didn't lend itself to breaking it up into more towers. They have introduced a plaza along Marine Drive that responds to the plaza that occurs on the corner of the Intercorp site and addresses some of the connections to the community.

Related Commentary:

The Panel agreed that generally the urban design framework was heading in the right direction. They thought all the basic topics were covered but they believed that what was critical to the plan was access to the water (Fraser River) and how that would work. They thought it might be a major challenge to take the Cambie Corridor successfully to the water's edge. One Panel member noted that those wayfinding routes needed to be carefully considered. It was noted that there are still some problems with Cambie Street, at Marine Drive, as there needs to be an atmosphere that will motivate people to want to go to the river.

Several Panel members thought the building on the east side of the sites should be set back to create something interesting. One Panel member noted that it would be a good place for public art. It was also noted that the PCI site seemed to crowd the Canada Line Station. One Panel member noted that other areas in Vancouver and Burnaby have taller buildings around transit stations that are successful as a result of having a well planned ground plane.

Most of the Panel members thought the challenge would be to define the ground plane and the social spaces and that the project could be driven more from the cultural spaces. One Panel member noted that it was hard to theme a new community and needed to be treated with care or it would not be authentic. Another Panel member suggested the plan should be like a little town and incorporate amenities such as libraries, retail/shopping, restaurants, galleries, etc.

It was noted that the new buildings are very different from what is currently in the area and it will be important that they step down into the neighbourhood especially on the northwest side in order to make for a smoother transition.

Several Panel members noted that if the area was going to have mixed employment use then there needed to be more life in the planning and as well contribute over all to the neighbourhood. One Panel member would like to see other development types planned. Another Panel member suggested a more innovated housing mix within the industrial use.

The Panel supported incorporating a Neighbourhood Energy Utility (NEU) into the planning for the sites.

In conclusion the Panel felt that the intersection of Marine Drive and Cambie Street was only part of an emerging precinct and that the building topology needed to be distinct from other types that are common in the city.

Specific Commentary from Panelist without Conflict of Interest

- Urban design framework is heading in the right direction;
- What is critical is the access to the water;
- How do you take the Cambie Corridor and take it successfully to the water;
- Critical that the wayfinding are carefully considered;
- There needs to be an identity and new ideas coming into play at the intersection;
- It is important to set back the buildings on the east side to create something interesting;
- Public art is very important;
- PCI site seems to crowd the station;
- The buildings are very different from the rest of the neighbourhood;
- Should be more stepping down on the northwest;
- Transit hub creates a lot of potential;
- The challenge is to define the ground plane and the social spaces and start driving projects from cultural spaces;
- Has to be an exciting contribution to the neighbourhood;
- Besides mixed employment are there other development types planned - needs to have more life in it;
- Cascade of spaces all the way down to the waterfront is important;
- Increase in density is viable;
- Creating the density and bringing people will develop the social fabric;
- From a massing perspective, other areas in Vancouver and Burnaby have heights around transit stations and this is well within what has been seen elsewhere;
- Going to come down to the ground plane to make the development successful;
- Not a gateway but for people to head south to the river;
- The built form and urban approach will then be the gateway to the city which is better than a handful of buildings outside of the guideway;
- The integration of the side streets are important as it won't be successful as a single street;
- Don't support having a great deal of residential;
- In the broad scale the mixed employment without residential has a lot of potential;
- The corner adjacent to the station is unsuccessful until that it is addressed;
- Incorporating a NEU is essential. It was a lost opportunity that it wasn't included in the development of the transit station.

Specific Commentary from Panelists with Conflict of Interest

- Need a vision that is connected to the water;
- Could have innovated housing mixed in with industrial;
- Need to explore the potential of the waterfront;
- The intersection is only part of the emerging precinct;
- The plan should be like a little town and incorporate amenities such as libraries, retail/shopping, restaurants, galleries, etc;
- Should be a place where people can live and stay and if they want to go somewhere they can get on transit;
- No defined spot that suggests a high street;
- Southeast Marine Drive could be more than commercial;
- Street beside the station needs work;

- NEU will be an important addition;
- Look for a range of topology that will reinforce the centre;
- Hard to theme a new community, has to be treated with care or it won't be authentic; and
- Need to create an atmosphere that people will want go to in order to get to the river.

6.2 Urban Design Panel: Marine Landing #2 January 26th, 2011 (non-voting workshop)

EVALUATION: NON-VOTING WORKSHOP

Introduction: Scot Hein, Development Planner, introduced the presentation noting that there are some challenges with this very prominent and important part of the city. Mr. Hein described the plans for the evening's presentation noting the speakers who gave a presentation to the Panel. He noted that they have had several workshops out in the community.

Mr. Hein noted that it has been a challenging exercise. Clarity about the intersection and the larger civic and regional context is being investigated in the context of the recent work over the last couple of months where they have tried to look at ways to make the project locally relevant. He noted that there is some ongoing emerging thinking stemming from the work in the last couple of months where they only just began to pull the three proponents together to work in an integrated, collective way to imagine an urban framework and built form response.

Jim Bailey, Planner, described the plans for the area around the intersection at Marine Drive and Cambie Street. He noted that in July, 2009, Council approved the Cambie Corridor Planning Program Terms of Reference. The planning program is a major planning initiative that will develop a land use policy plan for the Cambie Corridor between 16th Avenue and the Fraser River. The program is aimed at facilitating progress towards an environmentally sustainable city that responds to climate change. It will also foster livability and affordability through the integration of land use, sustainable mobility and renewable energy. The Plan stresses prioritization of walking and cycling integrated with public transit.

Mr. Bailey noted that given the size of the study area and the goal of taking immediate advantage of the areas around rapid transit, the plan will be phased. Phase One which is now complete, provided planning principles for the whole corridor as well as an interim rezoning policy. Phase Two, which is the current phase, is about developing a plan for the major arterials in the study area. Phase Three will provide a plan for the surrounding neighbourhoods.

Mr. Bailey noted that the high level planning framework has the following highlights:

- The corridor along Cambie Street and the east/ west arterials are dominated by mid rise building forms (generally in the range of six storeys) in the context of the surrounding neighbourhood.
- There are moments at key areas in the study area where intensity and density are ramped up within the overall urban pattern. For example, intensification occurs at an extended urban transit precinct at Oakridge and at Marine Drive and Cambie Street.
- With respect to the emerging public realm framework, the public realm approach sets policy direction with respect to movement, connections, lanes, public places, green space, habitat, energy and servicing and identifies next steps to make the directions happen. The framework addresses issues of social resilience, providing direction on public benefits (i.e. daycares, neighbourhood houses), affordable housing and associated implementation strategies.

With respect to built form, density and land use, Mr. Bailey noted that staff have looked at the particular characteristics of each neighbourhood (including character and more specific details like lot sizes and configurations) and identified a vision, land use, density and form for each neighbourhood. He also noted that a tremendous amount of work has gone into showing people what their neighbourhoods might look like through a series of visualizations. Work is ongoing throughout the

corridor to reach conclusions on an affordable housing approach and detailed requirements regarding the provision of office space. Mr. Bailey stated that they continue to work on the Marine Landing Precinct by analyzing traffic and access issues, retail impacts and, public benefits approach as well as the built form, height and density.

In approving the Terms of Reference in 2009, Council established land use parameters for the South Vancouver Industrial Area and made specific reference to the PCI site in their motion:

Part One: "... for the site at 8430 Cambie Street only (immediately adjacent to the Canada Line Station), limited and strategically located residential land use deemed to support Vancouver's Greenest City Initiative, development viability of higher density job space uses, a compact and complete community with diverse housing opportunities including market/rental, and increased transit ridership, may be considered as part of a rezoning process in accordance with the following conditions:

Residential land use should only be considered when supporting the above stated goals, and should be considered within the site so as to 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 (dust, noise, truck traffic, smell and other nuisances). It is understood that:

- nearby industrial uses are expected to expand in intensity and impact in the future, new potentially incompatible industrial uses are desired in the area as there are increasingly fewer areas of the City where such uses can be contemplated, and proper notice and warnings for residential owners and occupiers shall be ensured.*

Part Two: The site will be organized to maximize space for employment generating, job-intensive uses."

Mr. Bailey noted that subsequently, following several months of consultation as part of Phase One, the following directions were set for Marine Drive:

"Proposed buildings are expected to be in higher forms (high-rise towers) with the highest tower at the station site (south-east corner of Cambie and Marine Drive), subject to a detailed review of built form, massing, and shadow impacts. Building design will be responsive, where reasonable, to the station area's role as a civic gateway entrance, the context of the surrounding neighbourhood (recognizing that the neighbourhood will evolve), connections to the Fraser River and the role and function of the industrial lands south of Marine Drive."

Mr. Bailey noted that there are currently two active rezoning at the intersection; one from PCI and the other from Intracorp. The applications do not have a specific referral date and the proponents have been working with staff and the community on advancing the thinking for the station area. The specific rezonings will come back to the Panel for consideration following the adoption of policy that would be able to provide the Panel, and ultimately Council, a framework for consideration.

Planning Staff offered some clarification regarding the suggestion of residential in the south Vancouver industrial area at the water edge. This is contrary to staff perspective as well as Council's direction, existing City policy and even Regional policy.

Bruce Hemstock, Landscape Architect, started with the principles noting that they would inform the strategy and framework. He noted that it is not the final design but is what they are using to move forward. They had a number of public open houses and the Marpole Area Residence Alliance has produced a document that has helped them to understand where they neighbourhood wants to be and they have tried to illustrate some of those ideas on the plans. Mr. Hemstock described the principles which include enhancing pedestrians and cyclist's connectivity; new dedicated greenways; new destinations; down at the water's edge; extending new amenities and enhancing existing amenities;

and the character of the place. The neighbourhood is about the river and about the industry the river created. Mr. Hemstock noted that it will be an important element to have the new development connecting to the river through public opportunities to express art or the neighbourhood.

Peter Busby, Architect (representing PCI), described the proposal noting that it will be a dense development and features 260,000 square feet of retail on three levels including 45,000 square feet of theatres. It also includes 220,000 office building with large floor plates and 460,000 of residential including 37 units of rental units. He noted that at a previous review by the Panel, they asked for a creation of a significant public space as part of the public realm. Mr. Busby noted that when they took the project to the public meetings, there was some concern regarding the height and bulk of the building and its relationship to the public park and overshadowing to the neighbourhood. As a result they did some redesigning keeping in mind the residential units need to be in the northwest corner of the project so that they are as far away as possible from the Transfer Station. They now have a two tower scheme which is more conventional and as well they reduced the apparent bulk of the office building. They maintained the open public space with a public art component. Mr. Busby noted that they are in the process of modifying their rezoning submission and will bring that back to the Panel.

Terry Bonham, Architect (representing Intracorp), described the proposal noting that their site is on the north side of Marine Drive, east of Cambie. It has a condition related to Cambie Street where the Canada Line enters underground and cuts the site off from the street. Mr. Bonham stated that they took some of the existing character of the neighbourhood into consideration in designing for their site. He described the architectural plans noting that they are transitioning from the residential neighbourhood up to the node at Cambie Street and Marine Drive. He also noted that it is a long site with a lane that services the existing small commercial building. The proposal was submitted in July 2010 for rezoning and they have been working with the community along with the other proponents to further develop the scheme.

Walter Franci, Architect (representing Wesgroup), described the proposal for the northwest corner of Cambie Street and Marine Drive. He noted that they have not yet made a rezoning application as they waiting to work through the planning process. Mr. Franci showed some images showing the proposal noting the connections to the neighbourhood are important. They wanted the site to be as permeable as possible as it is a small site and there is a dramatic change in scale that has to take place between the higher scale buildings of the PCI and InterCorp proposals. They have a responsibility to a school and a park that is their immediate neighbour so they are thinking of having a community facility that presents itself to the park. They also want to support the street front retail along Cambie Street and Marine Drive. Mr. Franci noted that the proposal they have come up with is a residential form on top of a commercial podium with a community daycare.

Mr. Hein requested the Panel get advice on this application on the following:

General Big Picture:

- The prospect of three large transit oriented developments at respective corners raises some larger questions about the civic/local role of this location, including what is the appropriate image of "place" with respect to built form/typology, scale and character.
- Is the cumulative development capacity proposed too big for this location in the larger city context?
- How should we think about this site, and its legibility at the city's edge and on the river, and against the south slope?

For PCI:

- Should the highest building meet, or exceed, the height datum of Langara Gardens which would mean lowering from 335' - 313'?
- What is the role of this site towards the larger, appropriate retail strategy for the intersection/high street including specific contribution towards pedestrian vitality on the west side under the guideway/station? What should happen north of Marine along Cambie?

- Is the easterly podium component, including proposed commercial retail capacity, too big?

For Intracorp:

- Related to PCI and acknowledging it as the predominant site, what should the appropriate heights of proposed towers be towards clear hierarchy of higher buildings about the intersection?
- Staff are concerned about typical floor plate size at approximately 7000 SF noting that PCI is proposing approximately 5000 square feet. Should the respective towers be consistent in slenderness/proportion?
- What are the appropriate ground oriented activities/tenancy for the west side/guideway tunnel interface, as well as the east side onto the lane towards a vibrant, well utilized public realm?

For WesGroup:

- Should this site take on the same massing/form/slenderness characteristics as those on the east side of Cambie or can the proposal stand distinctly more alone?
- Is this the preferred site for a daycare amenity?
- Mr. Hein and Mr. Bailey took questions from the Panel.

Related Commentary: Most of the Panel supported the density for the sites as well as the height and thought the massing was appropriate. The Panel was glad to see the three proponents come together as they could understand the bigger picture for the proposed development in the area.

The Panel noted that there was a real challenge to developing the sites but felt that Marine Drive and Cambie Street needed to be looked at as a gateway although Marine Drive seemed to be a real barrier. There needed to be a way to deal with the connection challenges across Marine Drive and Cambie Street. One Panel member noted that the challenges were taking attention away from the importance of the east west relationship to the neighbourhoods.

Several Panel members noted that Cambie Street should be about strengthening the connection to the waterfront. They thought that it was important to create something at the waterfront that would draw people to use the area.

The Panel thought there were some very real challenges with the Canada Line and the fence along Cambie Street. One Panel member noted that it would be helpful to have some access and public amenities in the space.

The Panel liked that there would be a series of green spaces as the spaces would be important to the neighbourhood and would add another social amenity. One Panel member noted that the corridor could be an interplay of hard space and strong commercial that would reinforce the corridor.

One Panel member suggested looking beyond the diagrams and looking at the area in cross section noting that the PCI proposal seemed to be turning its back on Cambie Street and would like to see it better engage the street. Several Panel members thought the PCI site needed to be taller than the buildings at West 52nd Avenue. One Panel member would like to see a stronger pedestrian connection explored through the PCI site to the waterfront. Another Panel member didn't like how the pedestrian path ended at the bus loop and hoped there was another way to end the path. It was suggested that the buildings don't have to be identical but that there is a form of connection between them to overcome the challenges and get some connectivity between the sites and the streets.

With the Westgroup site, it was suggested that there needs to be some intermediate transition to the residential. One Panel member suggested stepping the building down to meet the park. The Panel acknowledged the proponent for considering the addition of a significant amenity on the site.

The Panel liked that there is a cinema/theatre planned for the area and would like to see other cultural amenities included.

7. Design Changes at 8430 Cambie Street

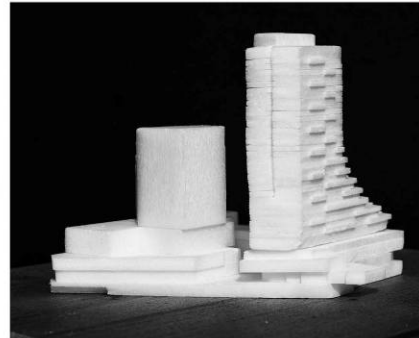
(SE corner of Marine and Cambie)

The project at 8430 Cambie Street (PCI) has gone through several iterations and changes, based on feedback from staff and the community.

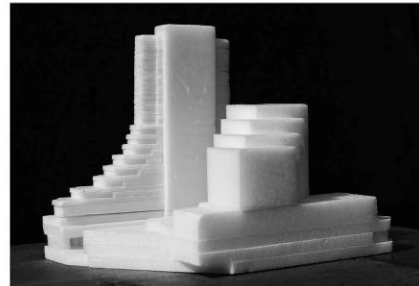
The proponent's record of changes to this rezoning application follow.

November 2009

- a. Strategic location of rental residential and market residential at corner of SW Marine Drive and Cambie Street following collaborative design sessions with City of Vancouver Planning Department
- b. Terraced office and residential tower forms create high point for Marine and Cambie node at Canada Line station
- c. Capitalization of southern views and exposure for office and residential towers
- d. Greater terracing of office tower reduces perceived bulk from neighbourhood north of SW Marine Drive
- e. Increased separation of office and residential towers



View from Northwest

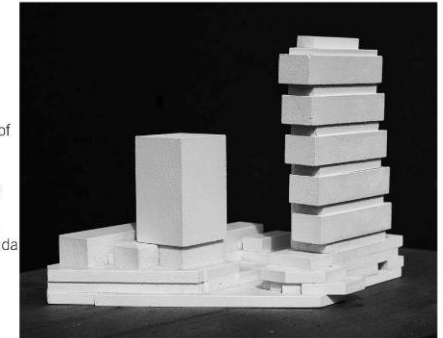


View from Southeast

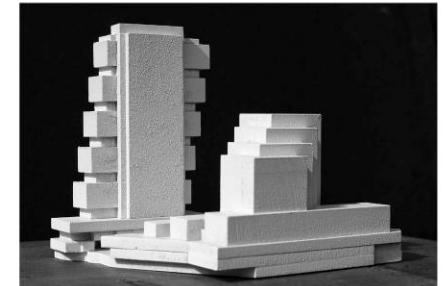
Rental Residential (245 units)	160,000 sf
Market Residential (403 units)	300,000 sf
Office	280,000 sf
Retail	292,000 sf
misc	13,000 sf
Total	1,045,000 sf

March 2010

- a. Clear iconic form for office and residential tower.
- b. Enhanced formal relationship between residential and office tower
- c. Reduced perception of mass from neighbourhood north of SW Marine Drive
- d. Relief of physical presence of residential tower on SW Marine Drive by setting tower to the south on the western podium
- e. Reduced shadow effects to the community to north west
- f. Reduced size of western podium to reduce route to Canada Line station

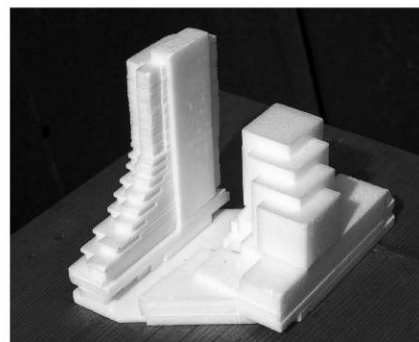


View from Northwest



View from Southeast

Rental Residential (187 units)	122,000 sf
Market Residential (408 units)	270,000 sf
Office	226,000 sf
Retail	310,000 sf
misc	7,000 sf
Total	935,000 sf



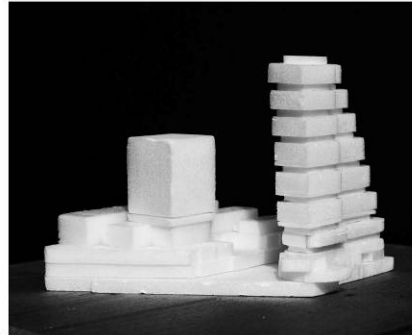
Aerial view from South



Aerial view from South

June 2010

- a. Reduced bulk of residential tower by reducing breadth of west façade. Size of floorplate was reduced and stepped in the east/west direction
- b. Reduced height of residential tower by 5 storeys
- c. Reduced height of office tower by 3 storeys
- d. Reduced mass from neighbourhood north of SW Marine Drive
- e. Reduced shadow impacts for neighbourhood north of SW Marine Drive [heights determined by performance criteria established with City of Vancouver on Ash Park and Laurier Annex School]
- f. Increased separation of residential and office towers
- g. Introduction of a large public plaza at north end of high street on SW Marine Drive
- h. Reduced size of western podium to reduce route to Canada Line station

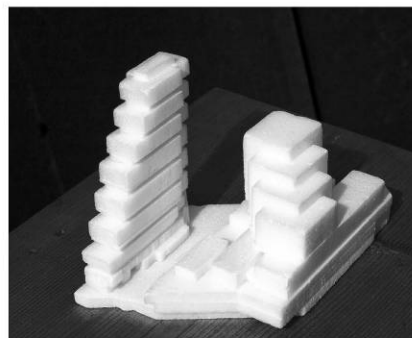


View from Northwest



View from Southeast

Rental Residential (33 units)	26,000 sf
Market Residential (408 units)	321,000 sf
Office	241,000 sf
Retail	282,000 sf
misc	10,000 sf
Total	880,000 sf



Aerial view from South

December 2010

- a. Introduction of two residential towers - slender, vertical forms with very small floorplates
- b. Reduced bulk of office tower and reduced height at SW Marine Drive
- c. Enhanced southern and eastern views for neighbourhood north of SW Marine Drive (i.e. greater space between towers)
- d. Reduced shadow impacts for neighbourhood north of SW Marine Drive
- e. Greater cohesion with overall node design (relates better to Intracorp and Wesgroup developments)

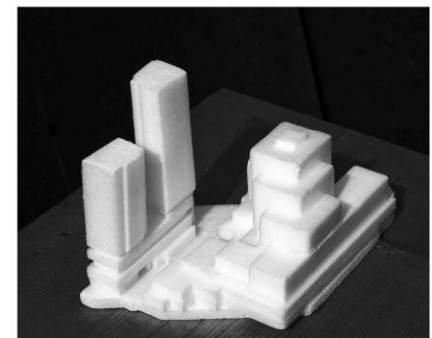


View from Northwest



View from Southeast

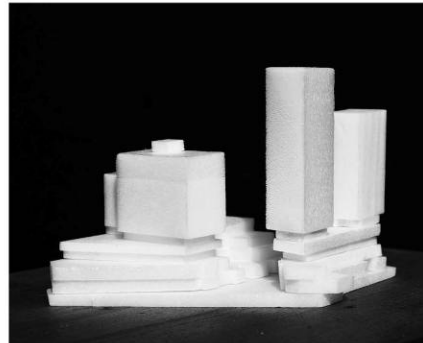
Rental Residential (40 units)	30,000 sf
Market Residential (418 units)	295,000 sf
Office	220,000 sf
Retail	260,000 sf
misc	15,000 sf
Total	820,000 sf



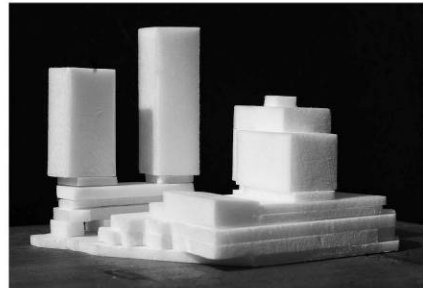
Aerial view from South

March 2011

- a. Revised orientation of office building to a rectangular form on an east/west axis from a terraced form angled across the eastern podium
- b. Maintained shifting/angled design with office tower massing but with two masses rather than four
- c. Greater presence and better proportions for the west office elevation facing the public plaza on SW Marine Drive
- d. Reduced bulk on eastern podium with reduction of theatre massing and office immediately above podium on SW Marine Drive
- e. Increased solar access to southern public realm within Marine Gateway development

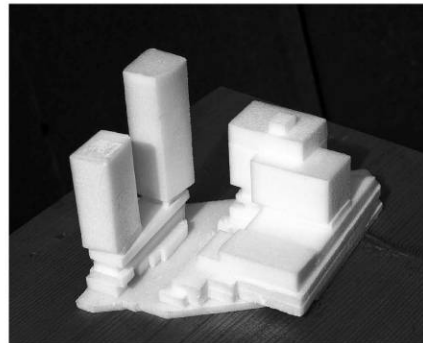


View from Northwest



View from Southeast

Rental Residential (40 units)	30,000 sf
Market Residential (418 units)	295,000 sf
Office	250,000 sf
Retail	235,000 sf
misc	20,000 sf
Total	825,000 sf



Aerial view from South

APPENDIX E: Economic Analysis of Development Viability

Appendix E summarizes the work done by Coriolis Consulting to test the viability of proposed development within the draft Cambie Corridor Plan.

Introduction

The City has proposed draft proposed land uses and densities along the Cambie Corridor and it wants to test the viability of these. The City retained Coriolis Consulting Corp. to analyze the economic performance of the different uses, forms, heights, and densities being considered for the corridor as an input to refining the draft plan, evaluating opportunities for amenity contributions associated with rezonings, and with implementation. The City asked us to comment on four specific topics:

1. The financial viability of redevelopment of existing properties based on the proposed uses, heights, and densities in the City's draft policies.
2. The potential land lift associated with the proposed uses and densities and the implications for achieving community amenity contributions (CACs).
3. The financial impact of a requirement for rezonings in the corridor to include market rental housing units.
4. The financial impact of requiring an office component at mixed-use projects in some specific locations along the corridor.

Approach

Our analysis was completed in four main steps:

1. The City selected 14 case study sites in the study area. The case study sites represent a mix of different existing uses (and zoning) along the corridor and are proposed for a mix of different heights, densities and uses in the draft plan:
 - Four case study properties are currently zoned RS-1 or RT-1 and are proposed for redevelopment to multifamily residential at densities ranging from 1.65 to 2.5 FSR.
 - One case study property is currently zoned RT-1 and is proposed for redevelopment to mixed-use development at 2.8 FSR.
 - Seven case study properties are currently zoned C-1 or C-2 and are proposed for redevelopment to mixed-use at densities ranging from 3.0 to 4.5 FSR.
 - Two case study properties are currently zoned for industrial use (I-2 and M-2) and are proposed for redevelopment to office use at 3.0 FSR.
2. We analyzed the financial viability of rezoning and redevelopment for each of the case study sites and estimated the potential land lift due to rezoning. This step included an allowance for the potential premium on land acquisition costs that developers could face when assembling groups of single family and duplex properties.
3. For the case study sites that are financially viable for rezoning and redevelopment, we analyzed the potential impact on viability and land lift of a requirement to allocate 20% of the residential floor space (and units) to market rental housing.

4. For the case study sites that have been identified by the City as candidates for an office component, we analyzed the impact on viability and land lift of a requirement to use 0.5 FSR of the upper floor space for office (in addition to the requirement for 20% rental housing).

Conclusions

1. Most of the case study sites will be attractive for rezoning and redevelopment based on the uses and densities proposed in the draft plan, if there is no rental housing and no office requirement. Therefore, many rezonings will generate significant land lift and potential for community amenity contributions. The exceptions are:
 - The C-2 sites to the north of King Edward. These properties are proposed for rezoning to 3.0 FSR. Under existing market conditions, we estimate that a minimum density of 3.5 FSR (assuming 8-storeys) will be needed to make these sites attractive for rezoning and redevelopment.
 - The industrial sites to the south of Marine Drive. These are proposed for high density office use. However, under existing market conditions, office land values are not high enough to make these sites attractive for rezoning to pure office. Relatively small increases in office land values will make these sites attractive for office development so these sites will be attractive for office development if office market conditions in this area improve. In addition, if other nearby mixed-use office and residential projects proceed as planned, this area will become a more established office node which should improve the opportunity for office development at these industrial case study sites.
2. The estimated land lift (and potential for community amenity contributions) varies significantly from site to site depending on:
 - The permitted rezoned density. Higher density generally results in higher land lift.
 - The value of the existing homes being assembled. Assemblies that include newer or large existing buildings have higher existing property values and lower land lift.
 - For 6-storey buildings, whether the building is woodframe or concrete. Our analysis indicates that woodframe buildings will support higher rezoned land values (per square foot buildable) so woodframe generates a higher land lift (assuming the same density).
3. 6-storey woodframe construction supports a higher value and higher land lift than 6-storey concrete. If developers elect to build concrete buildings, it will reduce the estimated land lift and reduce the opportunity for community amenity contributions.
4. Our analysis indicates that a 20% rental housing requirement would be viable at eight of the twelve residential case study sites, but it would have a large impact on the land lift available to fund amenities and other policy objectives in the corridor. A 20% rental requirement could reduce total land lift in the corridor by about 50% to 80%.

5. Some types of rezonings can support a 20% rental component and still leave room for the City to negotiate other amenities and policy objectives. These are generally:
 - Sites with large increases in permitted density, and
 - Sites where the rental housing is likely to be woodframe.
6. One of the reasons that there is a large impact on land lift at some case study sites is because 20% of all residential space (i.e., not just 20% of the increased density) is assumed to be rental even though the increase in permitted residential density is not always large.

As an alternative, the City could consider a policy where the rental housing requirement is linked to the increase in land value created by the rezoning.

7. Many rezonings could result in a relatively small total project size, so a 20% rental housing requirement would result in a small number of rental units. For smaller projects, it may be impractical to require a rental housing component because:
 - On a per unit basis, the cost of a volumetric subdivision of the rental units could be very high for projects with a small number of rental units.
 - Property management (for the developer) could be inefficient if there are a small number of rental units in a building, unless the units can stratified (with a rental only covenant) and sold to individual investors.
 - Enforcement of rental-only covenants by the City could be inefficient if there are a small numbers of rental units at projects dispersed across a large number of locations.

Therefore, the City should consider a cash in lieu of rental housing option for small projects.

8. Some of the case study sites proposed for mixed-use will be attractive for redevelopment if a small office component is required in addition to a rental housing requirement. However, under current market conditions, some of these mixed-use sites cannot support both office and rental housing. For these sites the City will need to determine whether it is more interested in securing office space or rental housing within the redevelopment.

APPENDIX F: Marine Landing Transportation Study

Appendix F provides the executive summary of the work done by MMM Group on behalf of PCI, to examine the transportation impacts resulting from all anticipated and existing development in the Marine Landing area including the proposed mixed-employment area, large format retail area and the rezoning applications. The full report is available on the City's webpage: vancouver.ca/cambiecorridor.

Introduction

The Cambie Corridor Planning Program anticipates intensification of the land use in the Marine Landing Neighbourhood as the area around Marine Drive Station is transformed into a transit-oriented development (TOD) with high-density residential surrounding the mixed-use development centered on the Canada Line's Marine Drive Station. High residential and employee densities will be focused at Marine Drive Station, optimizing a shift in travel choice to walking, biking and transit. The mixed employment areas south of SW Marine Drive (SW Marine) provide unique opportunities for green jobs while supporting adjacent industrial uses. It is expected that the highest density housing forms would be located closest to the Marine Drive Station. Three scenarios predicting future land development were analyzed in this report and include:

- Scenario #1 (2015) (initial node development) - the initial development would be centred around SW Marine / Cambie and is assumed to be completed in 3-7 years, i.e. the Near Term
- Scenario #2 (2025) (low end of the future development range) - this level of development is assumed to be achieved within 15 years by 2025, i.e. Medium Term
- Scenario #3 (2040) (high end of the future development range) - The development envisioned in this scenario would be achieved within 30 years by 2040, i.e. Long Term

In reality, development and change will happen incrementally over several decades and will be subject to many variables, including the economy, the real estate market and the choices of individual property owners. This Transportation Study presents the potential impacts to the street network due to the creation of a transit-oriented development in the Marine Landing Neighbourhood. Ultimately, with the mitigation measures in place to address congestion, traffic conditions and flow should allow the signalized intersections in the Neighbourhood to operate at Level of Service (LOS) E or better as well as accommodate the buses serving the South Vancouver Bus Loop and commuter traffic.

Trip Generation

- Scenario #1 (2015) (initial node development) would generate the least amount of traffic (including by-pass trips) with 1,700 vehicle trips during the AM peak hour and 3,135 vehicle trips during the PM peak hour
- Scenario #2 (2025) (low end of the future development range) would generate 3,120 vehicle trips during the AM peak hour and 5,400 vehicle trips during the PM peak hour (including by-pass trips)

- Scenario #3 (2040) (high end of the future development range) would generate the greatest amount of traffic (including by-pass trips) with 4,015 vehicle trips during the AM peak hour and 6,555 vehicle trips during the PM peak hour
- Four of the nine areas are expected to generate 85% of the traffic generated by the Marine Landing Neighbourhood. Given Scenario #3, the top four areas are:
 1. Cambie Street (South) - this mixed-employment area is expected to generate between 1,765 vehicle trips (low end of range) and 2,460 vehicle trips (high end of range) during the weekday PM peak hour
 2. Existing Large Format Area (LFA) in Cambie Corridor Policy Area (West of Manitoba) - this mixed-employment area is expected to generate between 825 vehicle trips (low end of range) and 1,130 vehicle trips (high end of range) during the weekday PM peak hour
 3. LFA (East of Manitoba) - this Large Format Area is expected to generate 855 vehicle trips during the weekday PM peak hour (both low and high end of range)
 4. PCI site - the Marine Gateway mixed-use development is expected to generate 785 vehicle trips during the weekday PM peak hour resulting primarily from the commercial uses (both low and high end of range)
- The remaining five areas (Intracorp site, Wesgroup site, Buddhist site, Marine Gardens, and Cambie Street (North to 62nd)) are each expected to generate less than 250 vehicle trips during the weekday PM peak hour

Context and Measures to Address Congestion at SW Marine/Cambie

- The introduction of the Canada Line has reduced traffic on both SW Marine and Cambie - at least 20% less traffic on Cambie north of SW Marine and between 8 and 10% less traffic on SW Marine east and west of Cambie
- The capacity of the signalized intersection of SW Marine/Cambie constrains traffic access and circulation for the land use intensification envisioned for the Marine Landing Neighbourhood
- The north and south sides of SW Marine are not conveniently accessible for pedestrians, cyclists and vehicle movements
- Vehicle traffic to/from developments on the south side will have to cross SW Marine (this adds traffic load primarily at SW Marine/Cambie) while developments on the north side can for the most part avoid SW Marine
- A benefit of the transit-oriented intensification of land use is that more people would walk and bike in the Neighbourhood, with at least 600 additional pedestrians crossing SW Marine/Cambie as they travel to and from the Marine Drive Station/ South Vancouver Bus Loop in 2025. Competition between pedestrians and motorists for the fixed amount of green time available at SW Marine/Cambie can be managed as the intersection capacity would decrease from about 6,000 vph in 2010 to about 5,800 vph in 2025 as pedestrian demand increases
- Undesired consequences of land use intensification such as shortcutting through residential areas can be mitigated through the development and implementation of neighbourhood traffic calming
- The SW Marine/Cambie intersection currently operates at Level of Service (LOS) E. It is possible to ease congestion at this and other neighbourhood intersections and maintain acceptable levels (i.e. LOS E) through a combination of measures that encourage mode, route, and time shift including

improvements to the traffic signal at SW Marine/Cambie; integration / coordination of traffic signals in the Neighbourhood; enhancement of traffic calming in the residential areas east and west of Cambie; implementation of Transportation Demand Management Plans that promote walking, cycling and transit, etc.

- SW Marine/Cambie is, and would continue to be, comparable to other major intersections in Vancouver, including Broadway/Cambie, W 41st/Cambie, Main/Terminal and Broadway/Commercial given the similarity in characteristics such as pedestrian volumes, traffic volumes, transit service, and intersection geometry

Transit Demand and Capacity

- Currently about 1,050 passengers per hour (pph) use the Marine Drive Station and the South Vancouver Bus Loop during the weekday PM peak hour
- The introduction of transit-oriented development in the neighbourhood is expected to increase transit demand to between 4,600 pph (Scenario #1) and 8,400 pph when the densities envisioned in Scenario #3 are achieved
- Buses serving the South Vancouver Bus Loop are able to transport at least 5,100 pph while the Canada Line capacity is expected to increase from 10,600 pph (2010) to at least 30,000 pph
- With increasing frequencies, longer trains, peak spreading, plus additional bus service on SW Marine, the future transit system can accommodate the projected ridership in the Neighbourhood

Parking Standards

- Parking management is an important element of transit-oriented development (TOD) as it shapes travel behaviour, community design, and development economics; it can improve the performance of both rail transit and TOD. A key strategy of parking management are parking standards (or ratios), which ensure access to businesses, provide parking for essential vehicle trips and avoid problems such as spill over from offices and businesses into residential areas
- Research indicates that TODs can potentially reduce parking per household by between 15% and 25%, compared to non-transit-oriented land uses. A wide range of parking reductions (from 12% to 60%) has also been found for commercial parking in TODs
- Transit-oriented developments proposed for this area are anticipated to result in a change in mode split from 64% auto use (Vancouver-wide) to at least 43% and possibly to 30%. This reduction in auto use should be encouraged by a similar reduction in parking supply - say in the order of 20% in the Near Term. Greater reductions could be realized as land use in the neighbourhood intensifies.
Consequently, parking ratios should be tied to the level of intensification in land use, and not to actual time
- After reviewing published data, accounting for the market forces necessary to make this a successful neighbourhood, incorporating the transit-oriented nature of the Neighbourhood, shared parking concepts, and the increasing level of intensification in land use over time, maximum and minimum parking ratios were developed

- The Near Term parking ratios represent a 10 - 30% reduction from the standards prescribed in the *Parking By-law*

Future Access to LFA and Kent Avenue North

- Traffic resulting from new developments in LFA (West of Manitoba) and LFA (East of Manitoba) should not adversely impact nearby industrial operations, residential areas, pedestrian/bicycle networks or SW Marine. This can be achieved through the application of guidelines such as:
 - Direct access onto SW Marine should be minimized through the use of shared accesses, enhanced internal circulation and access from side streets, e.g. Manitoba, W 68th and W 69th
 - Shared driveways to abutting properties should be provided where possible
- Kent Avenue North - an east-west Secondary Arterial - is expected to experience increased traffic volumes which would necessitate the application of guidelines that promote access control, such as:
 - Direct access onto Kent Avenue North should be minimized through the use of shared accesses, enhanced internal circulation and access from side streets, e.g. Ash, Cambie, Yukon, and Manitoba
 - Shared driveways to abutting properties should be provided where possible to reduce crossings and maximize safety

Additional Public Rights-of-Way

- Options for people to travel to SW Marine and Kent south of SW Marine are limited by: (i) the coarseness of the road network, and (ii) the absence of east/west connections between Ash and Manitoba and the streets in between
- A discontinuous east-west roadway would increase the fineness of the road network and improve opportunities for site access while discouraging shortcutting along local roads. However, a continuous east-west vehicle connection would likely result in shortcutting by commuters along W 70th, Yukon, W 68th, Manitoba, W 69th, and Main to avoid congestion at SW Marine/Cambie
- A continuous east-west pedestrian and cyclist connection along W 70th, Yukon, W 68th, Manitoba and W 69th would enhance the active transportation system

Recommendations

In light of the findings, this report presents the following recommendations:

Pedestrians and Bicycles (Ongoing, i.e. 2011+)

1. Seek Wider Sidewalks and Boulevards Through Redevelopment
2. Enhance Pedestrian Spaces and Crossings
3. Expand Bike Route Network and Bicycle Facilities

Transit

5. Consider Bus Priority (Near Term, i.e. 2011 - 2017)

6. Continue Advocating TransLink for Improvements to Transit Service. (**Ongoing, i.e. 2011+**)

Intersection/Street Enhancements

1. Improve Intersection Operations
 - a. Integrate the traffic signals in the Neighbourhood with a view to having a coordinated traffic signal system (**Near Term, i.e. 2011 - 2017**)
 - b. Explore opportunities at the SW Marine/Cambie intersection to address safety issues (e.g. potential pedestrian-vehicle and cyclist-vehicle conflicts) and traffic operations (**Near Term, i.e. 2011 - 2017**)
 - c. As redevelopment occurs, modify laning and traffic controls at the SW Marine/Yukon intersection to minimize any impacts to transit access/operations as well as general traffic operations (**Near Term, i.e. 2011 - 2017**)
 - d. As redevelopment occurs, upgrade the pedestrian signal at Cambie/W 64th to a full traffic signal to address lengthy delays (**Near Term, i.e. 2011 - 2017**)
 - e. Evaluate opportunities and constraints to increase intersection capacity along the Kent Avenue North corridor, e.g. traffic signals (**Medium Term, i.e. 2016 - 2025**)
2. Consider Local Discontinuous East-West Vehicle Connections (**Medium Term, i.e. 2016 - 2025**)
3. Improve Local Access and Circulation (**Medium Term, i.e. 2016 - 2025**)
4. Enhance Traffic Calming in Residential Areas (**Ongoing, i.e. 2011+**)

Parking

1. Implement Minimum and Maximum Parking Requirements (**Near Term, i.e. 2011 - 2017**)
2. Reduce Parking with Time and Increased Intensification (**Ongoing, i.e. 2011+**)
3. Implement Transportation Demand Management (TDM) Measures (e.g. parking fees, shared parking, etc. to reduce trip making and parking demand) With All New Developments (**Ongoing, i.e. 2011+**)
4. Implement a Monitoring Program to Assess TDM Measures Across the Entire Neighbourhood (**Ongoing, i.e. 2011+**)

Conclusions

The critical intersection in the Marine Landing Neighbourhood is SW Marine Drive at Cambie Street. This signalized intersection currently experiences congestion (i.e. LOS E), especially during the afternoon rush hour. This study indicates that with the mitigation measures identified to address congestion, the signalized intersections in the Neighbourhood will operate at LOS E or better as well as accommodate the buses serving the South Vancouver Bus Loop and commuter traffic. These measures would be implemented as the land uses in the Neighbourhood are intensified.

The introduction of transit-oriented development is expected to increase transit demand at Marine Drive Station and South Vancouver Bus Loop during the weekday PM peak hour from about 1,050 pph today to over 8,400 pph given the densities

envisioned in Scenario #3, which predicts growth to 2040. Based on information provided by TransLink to date, the future transit system (Canada Line and buses) would be able to accommodate projected ridership since the system transit capacity exceeds anticipated demand.

The proactive measures proposed in this report support walking, cycling and transit; and address existing and potential issues. For the near-term, medium-term and long term horizons, traffic congestion can be addressed at neighbourhood intersections by considering a wide range of options and opportunities that will benefit the community, economy, land use and environment within the Marine Landing Neighbourhood.

APPENDIX G: Marine Landing Retail and Service Impact Study

Appendix G summarizes the work done by Coriolis Consulting that analyzed the demand for and impact of proposed retail services included in the rezoning application for 8430 Cambie Street. The results of an independent peer review of the retail and service impact study commissioned by the City are also summarized here. The complete retail and service impact study and peer review is located on the Cambie Corridor web page: vancouver.ca/cambiecorridor.

PCI Developments Corp. (PCI) owns a site at the southeast corner of Cambie Street and Marine Drive (8430 Cambie Street) in the City of Vancouver. PCI is proposing to rezone the site from I-2 to high density mixed use. The current proposal, named Marine Gateway, includes a significant component of retail space:

- 206,330 square feet of retail and service space (included in this area are plans for a supermarket, drug store and liquor store)
- 48,185 square feet of cinema space (11 screens)

In March 2011, Coriolis Consulting finalized a retail impact study for the Marine Gateway project. This study was commissioned by the developer of the Marine Gateway project with direction from the City of Vancouver's Planning Department.

Coriolis found that the proposed Marine Gateway project will not have any significant negative impact on the general viability of any of the neighbourhood shopping districts in south-central Vancouver, including Marpole, and will not have any negative impact on the ability of these districts to support the current amount of supermarket, drug store and liquor store space. In fact, the study found that the south-central part of Vancouver appears to be heavily underserved with neighbourhood-oriented commercial space. The Marine Gateway project would add neighbourhood-oriented space (including supermarket, drug store and possibly liquor store space) to a local trade area that has none. Coriolis' opinion is that the proposed 11 screen cinema will not have any significant negative impacts on the viability of existing movie theatres in Vancouver.

Upon completion of the Coriolis study, the City hired an independent third party consultant, Site Economics, to perform a peer review of the Coriolis work. Site Economics confirmed that report data, methodology and conclusions, are all generally valid. Site Economics found that the report is reasonable in stating that the addition of Marine Gateway retail to the existing retail infrastructure would not have a significant negative impact on existing commercial districts. Site Economics confirmed that South Vancouver has less retail space than other areas and that sales at new retail space would come primarily from reversing retail outflow and not sales transference from the few existing stores.

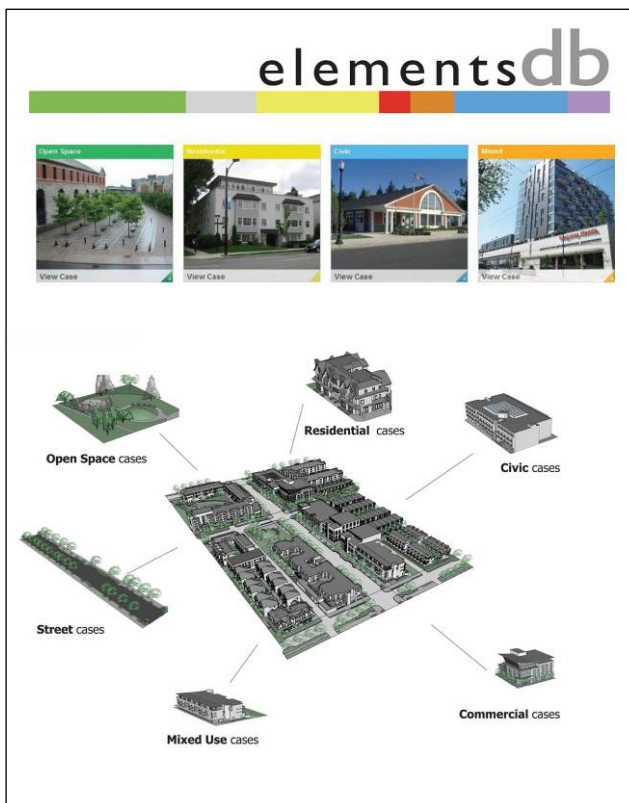
APPENDIX H: Elements DB

How does the draft plan measure up?

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

We want to understand:

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



To determine if the draft plan takes us in the right direction with respect to optimizing the investment in transit, we have measured the presence of residents and employees within close proximity to stations. To determine if draft plan could support a low carbon community or district energy system, we have measured the potential thermal energy density.

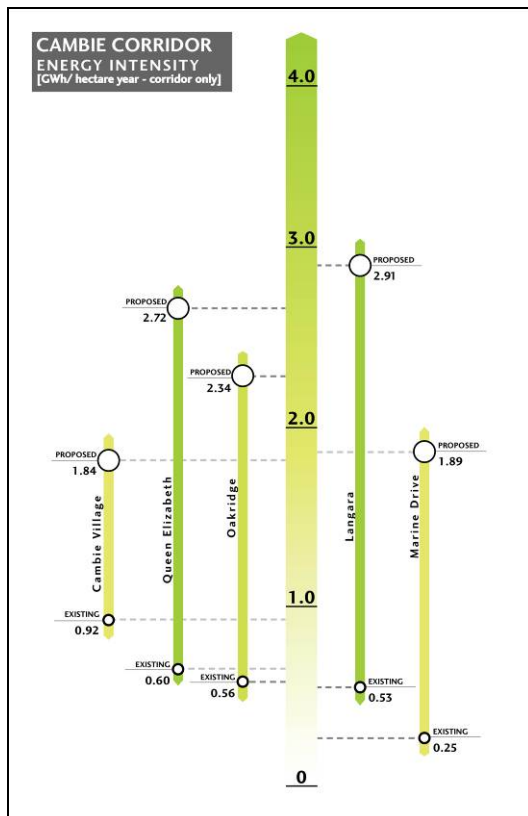
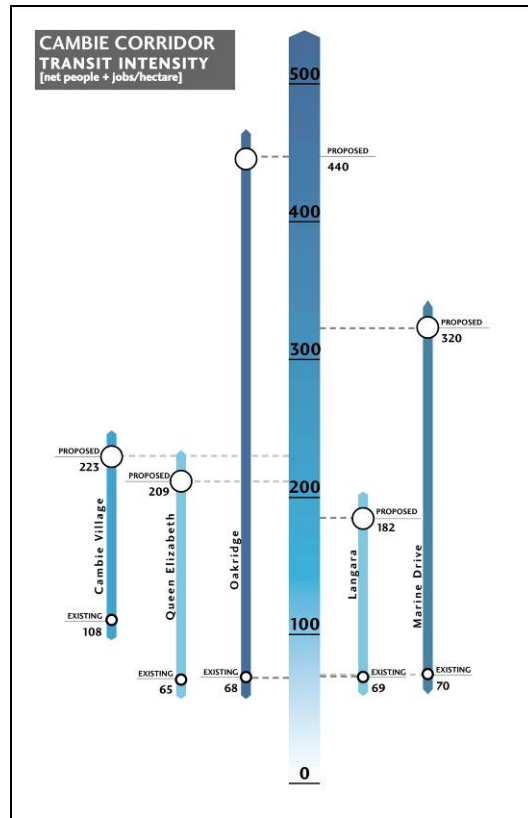
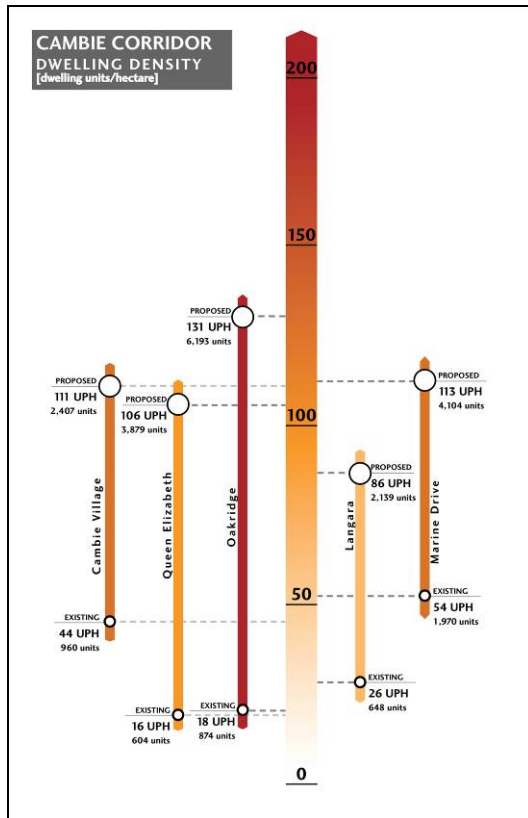
These measures allow us to compare the performance of various neighbourhoods along the Corridor with other relevant or benchmarked areas in the City.

All measurements are based on draft planning policies for the Corridor from November 2011, recognizing that the Plan has evolved from that date.

The performance measures shown on the graphs on the following page are:

- Dwelling Density - the number of residential dwelling units per hectare;
- Transit Intensity - the number of people and/or jobs per hectare;
- Energy Intensity (Corridor sites only) - gigawatt hours (GWh) per hectare per year

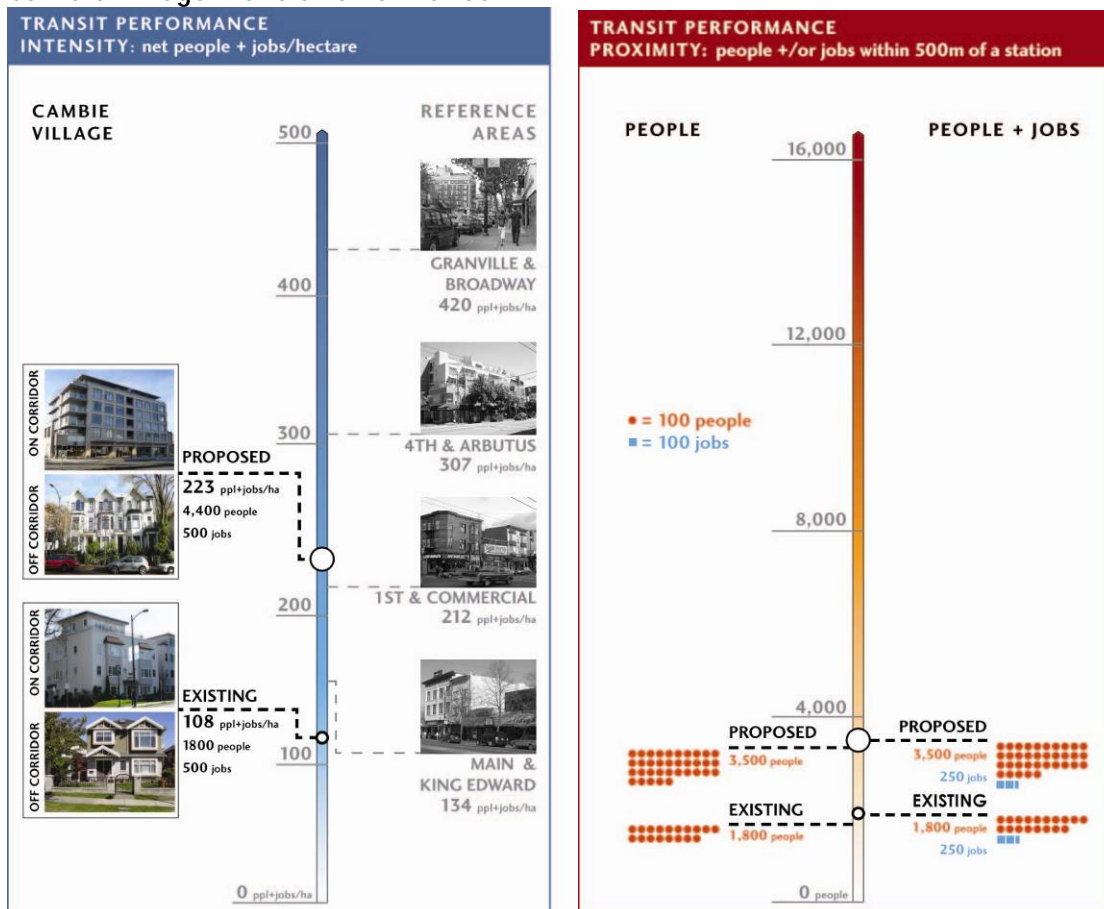
The three graphs on the following page compare the different neighbourhoods along the Corridor and show both existing and proposed build out under the draft Plan. For all of the measurements "proposed" shows the potential if sites were to be 100% built out (including Corridor sites and a conservative growth estimate for the surrounding neighbourhoods within walking distance of the Canada Line Stations). For further information regarding the performance measures for each neighbourhood please see subsequent neighbourhood based information.



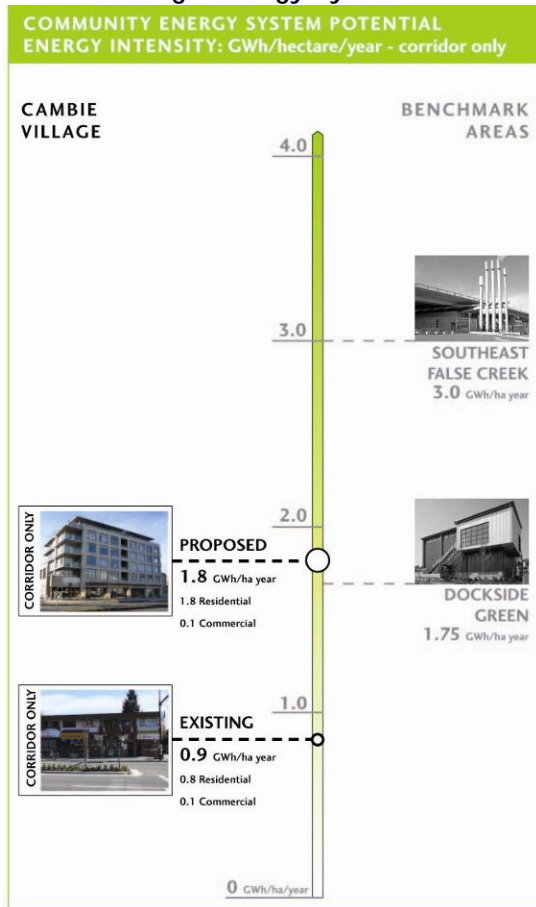
Cambie Village

The following three graphs shows how the draft plan performs from a transit and community energy system standpoint for Cambie Village Neighbourhood as compared to other areas. For all of the measurements “proposed” shows the potential if the entire study area were to be 100% built out (including Corridor sites and a conservative growth estimate for the surrounding neighbourhoods within walking distance of the King Edward Canada Line Station). Transit Performance is measured by the presence and proximity of people and jobs to support transit ridership. Community energy system potential is based on a several key factors including thermal energy density, a measure of the anticipated energy demand of an area.

Cambie Village Transit Performance



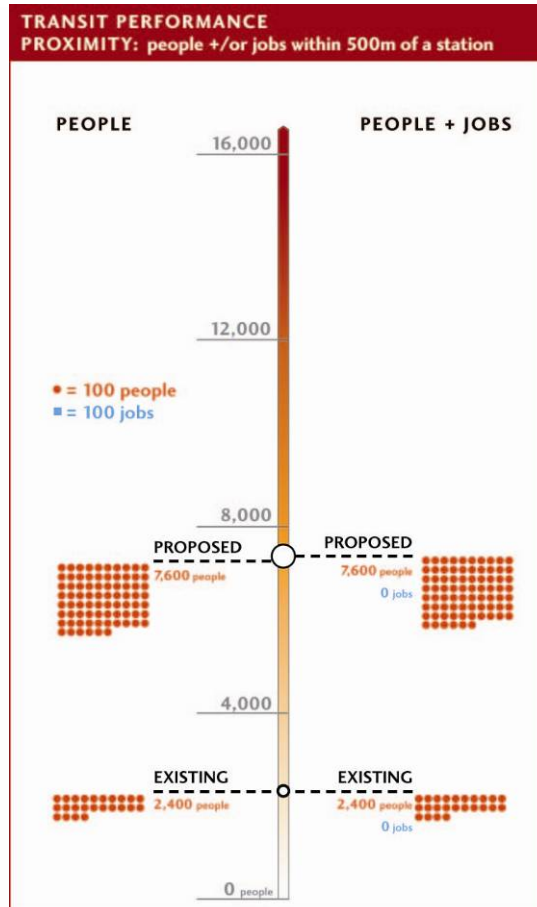
Cambie Village Energy System Potential



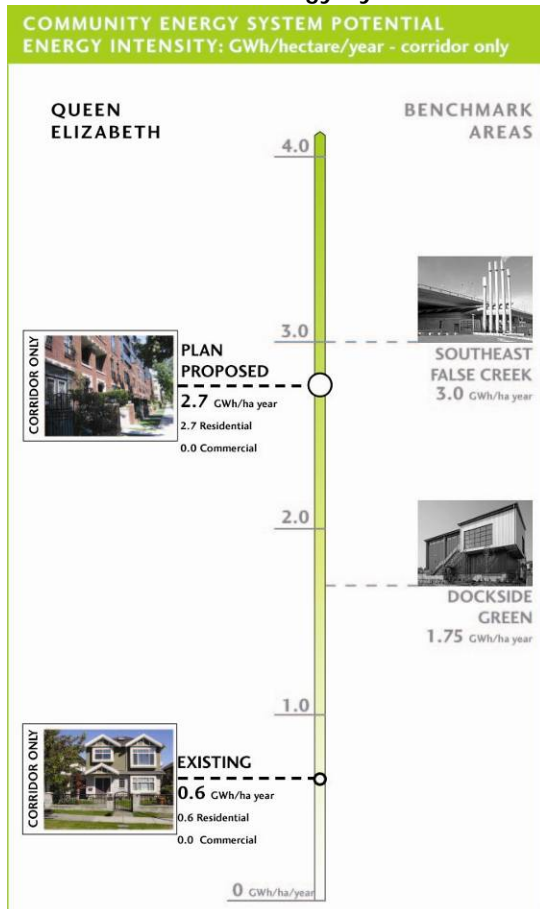
Queen Elizabeth

The following three graphs show how the draft plan performs from a transit and community energy system standpoint for Queen Elizabeth Neighbourhood as compared to other areas. For all of the measurements “proposed” shows the potential if the entire study area were to be 100% built out (including Corridor sites and a conservative growth estimate for the surrounding neighbourhoods within walking distance of the King Edward Canada Line Station). Transit Performance is measured by the presence and proximity of residents and workers to support transit ridership. Community energy system potential is based on a several key factors including thermal energy density, a measure of the anticipated energy demand of an area.

Queen Elizabeth Transit Performance



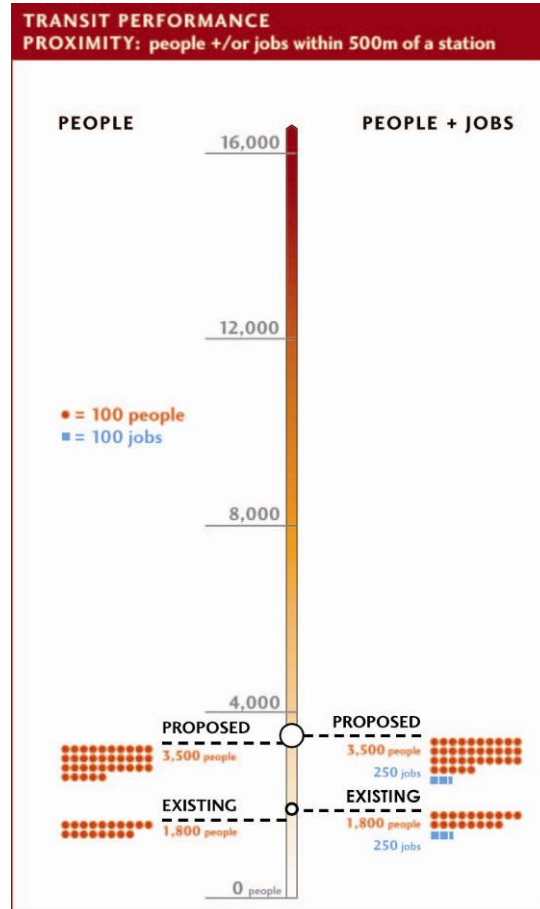
Queen Elizabeth Energy System Potential



Oakridge Town Centre

The following three graphs show how the draft plan performs from a transit and community energy system standpoint for Oakridge Town Centre Neighbourhood as compared to other areas. For all of the measurements “proposed” shows the potential if the entire study area were to be 100% built out (including Corridor sites and a conservative growth estimate for the surrounding neighbourhoods within walking distance of the Oakridge - 41st Avenue and Langara - 49th Avenue Canada Line Stations). Transit Performance is measured by the presence and proximity of people and jobs to support transit ridership. Community energy system potential is based on a several key factors including thermal energy density, a measure of the anticipated energy demand of an area.

Oakridge Town Centre Transit Performance



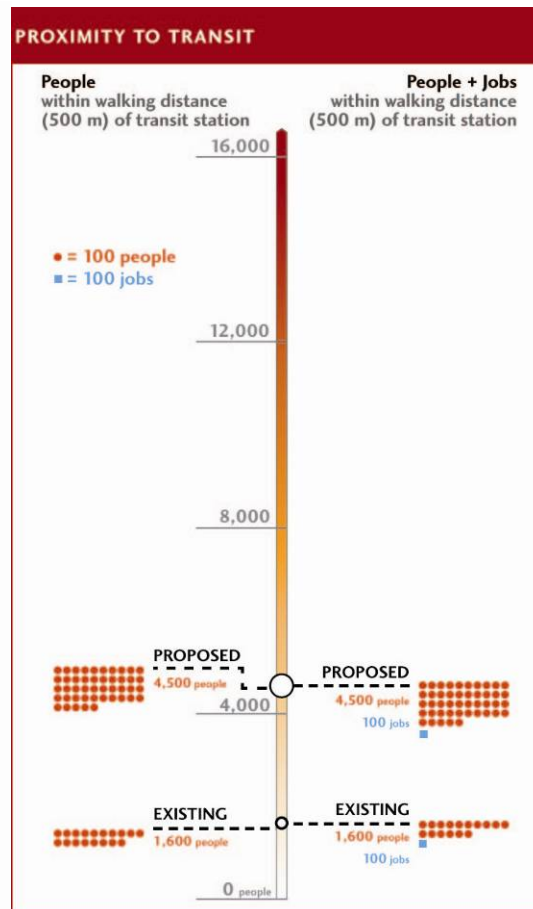
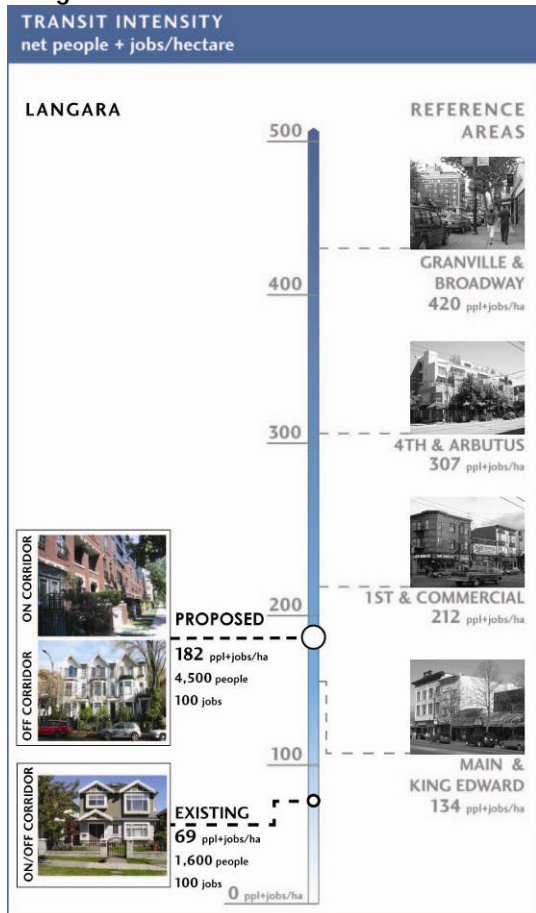
Oakridge Town Centre Energy System Potential



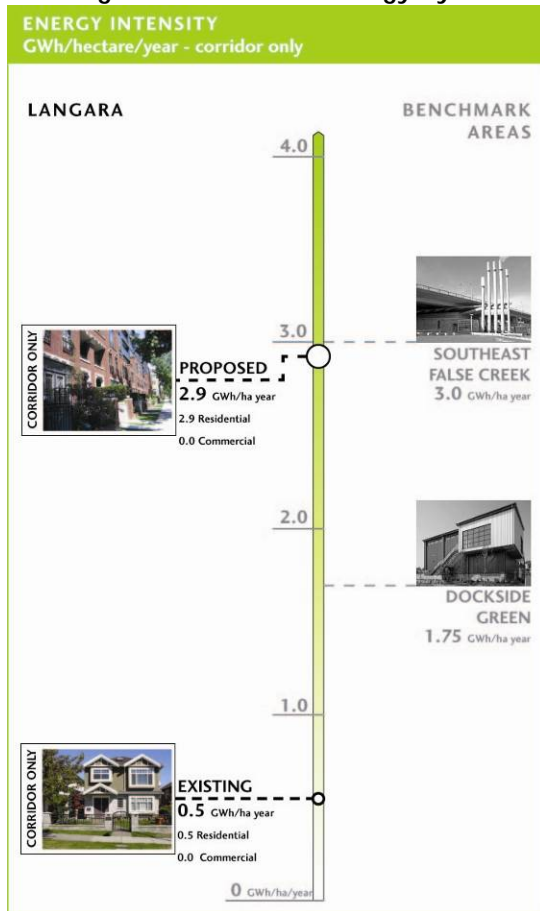
Langara

The following three graphs show how the draft plan performs from a transit and community energy system standpoint for Langara Neighbourhood as compared to other areas. For all of the measurements “proposed” shows the potential if the entire study area (not including large sites like Pearson Hospital, Langara College and Langara Gardens) were to be 100% built out (including Corridor sites and a conservative growth estimate for surrounding neighbourhoods within walking distance of the Langara - 49th Avenue Canada Line Stations). Transit Performance is measured by the presence and proximity of people and jobs to support transit ridership. Community energy system potential is based on several key factors including thermal energy density, a measure of the anticipated energy demand of an area.

Langara Transit Performance



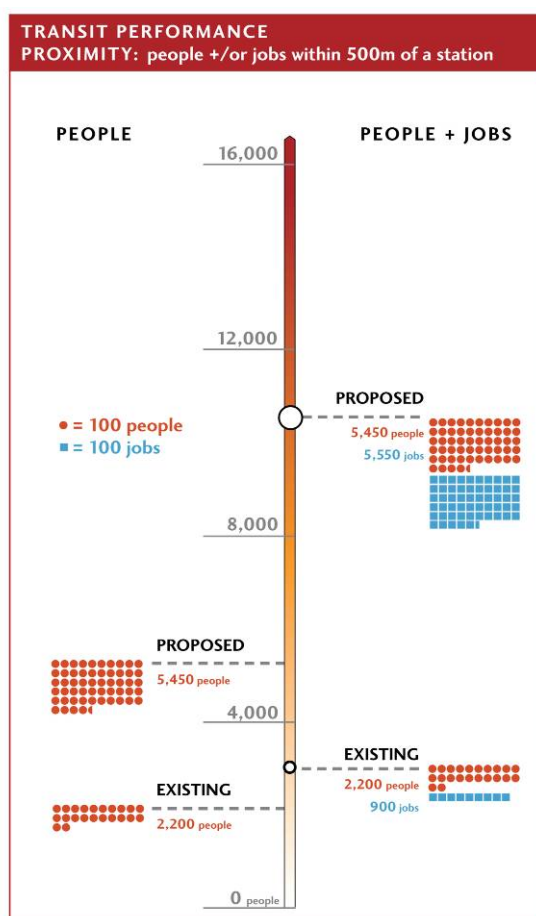
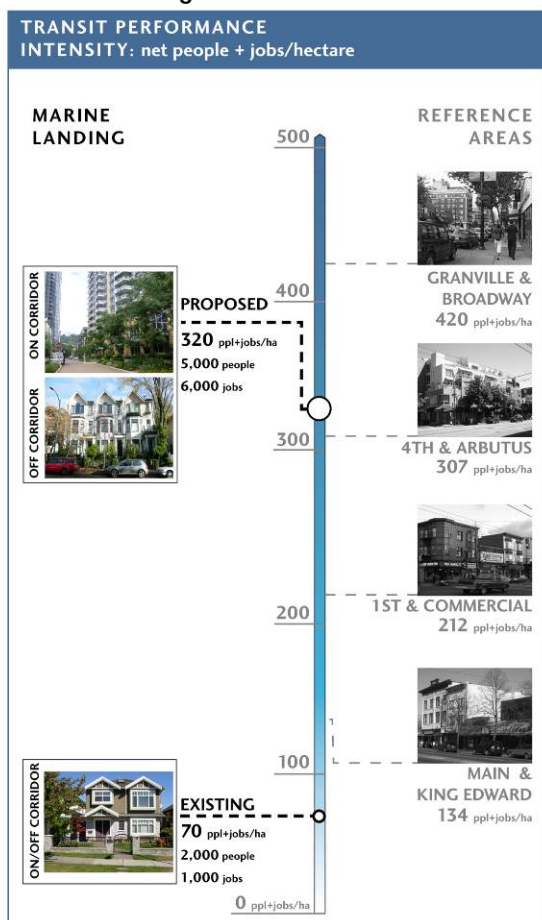
Oakridge Town Centre Energy System Potential



Marine Landing

The following three graphs show how the draft plan performs from a transit and community energy system standpoint for Marine Landing Neighbourhood as compared to other areas. For all of the measurements “proposed” shows the potential if the entire study area were to be 100% built out (including Corridor sites based on the draft plan and rezoning applications and a conservative growth estimate for the surrounding neighbourhoods within walking distance of the Marine Drive Canada Line Station). Transit Performance is measured by the presence and proximity of people and jobs to support transit ridership. Community energy system potential is based on a few key factors including thermal energy density, a measure of the anticipated energy demand of an area.

Marine Landing Transit Performance



Marine Landing Energy System Potential

