

# Cambie Corridor PLAN SUMMARY

## Cambie Corridor Plan

The Canada Line, and the land uses around it, play a pivotal role in Vancouver's future. Already well-positioned in terms of amenities and services, the Cambie Corridor is a key component of a sustainable, livable city of neighbourhoods connected to convenient, viable transportation alternatives.

**The Cambie Corridor Plan is a framework to guide change and growth over the next 30 years** in a way which meets the needs of local neighbourhoods, the City of Vancouver as a whole and the region. The Plan recognizes and builds on the distinct character and context of the Corridor's neighbourhoods to create complete communities with places for current and future residents to live, work, shop, play and feel part of a community.

The plan policies enable significant change in the Corridor over the coming decades and will, together with growth on Major Project sites, more than double the population and add over 30,000 new homes. This makes the **Cambie Corridor the biggest growth area outside of Downtown.**

Through open houses, coffee chats, walking tours and workshops **we heard from over 7,000 people during the planning process.** The feedback received was integrated into land use and other policies contained in the proposed plan.

**THANK YOU to all participants who provided input helping to shape the proposed plan!**

## The Community

The Cambie Corridor plan area includes five neighbourhoods: Cambie Village, Queen Elizabeth, Oakridge, Langara, Marpole.

- **Age:** 17% of residents are over 65 and 13% are under 15 years, higher than the city as whole (15% and 11% respectively).
- **Tenure:** 53% of households are owners and 47% are renters (vs. 53% renters citywide)
- The Corridor includes 17 neighbourhood scale and city serving **parks and open spaces** totaling 150 ha.

## The Corridor today

Population:

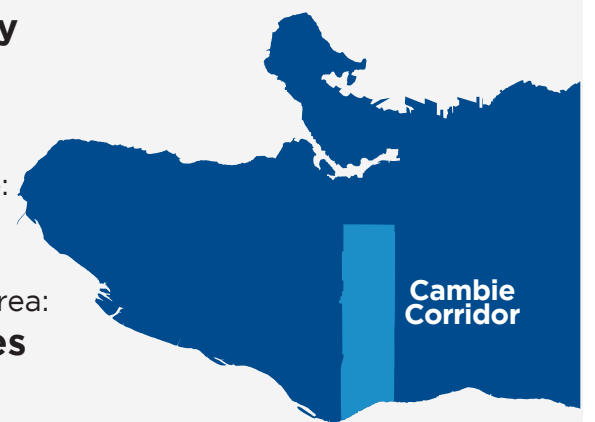
**34,800**

Average household size:

**2.5**

% of Vancouver Land Area:

**9% / 1000 hectares**



## How to read the plan

The draft plan is a comprehensive document - the result of almost a decade of work with the input of thousands of community members. To help you find the information you need quickly, below is a reference guide.

The full plan can be viewed online at:  
[vancouver.ca/cambiecorridor](http://vancouver.ca/cambiecorridor)



## Public Realm Plan

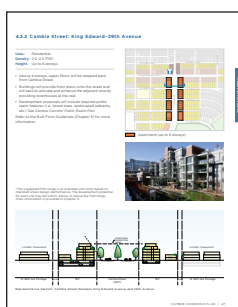
The Cambie Corridor Public Realm Plan will guide the design of public and semi-public spaces—including plazas, open spaces, pedestrian connections, streets and lanes—and inform the sense of place by establishing a coordinated character throughout the entire Corridor.

Overview of how the plan was created including the timeline, public consultation events and overarching principles.

Plan vision and a land use map for the entire Corridor and key policies for housing, transportation and amenities.

Specific policy for each area of change and Unique Site including:

- Land use
- Density
- Height
- Housing requirements
- Built form
- Public realm improvements



Policies and planned improvements for:

- transportation infrastructure, multi-modal priorities and parking (e.g., streets, sidewalks, bike lanes)
- parks and open spaces (e.g., plazas, playgrounds, naturalized areas)
- community amenities (e.g., recreation centres, libraries and childcare)
- energy and climate change (e.g., low- and zero-emission buildings)

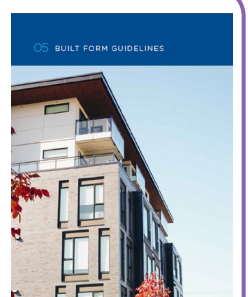
Direction for public amenity priorities.

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Direction for different building types (e.g., residential, mixed-use, commercial and high-density), includes information on:

- Lot depth
- Setbacks
- Building form
- Character



### Landing Housing Vancouver

Policies for affordable housing:

- social, below-market rental and secured market rental housing
- rental housing protection and tenant relocation requirements

### Utilities Servicing & Implementation

Direction for how development will be managed and regulated, including site size and application requirements for rezonings.

Development of a utilities servicing and financing strategy is underway to support new development in an equitable and sustainable way.

This work will determine the timing of plan implementation and potential development phasing in the Corridor.

Direction on development contributions.

Timeline & getting to Council

Phase 1 (2010)

Corridor planning principles and early policy to guide new development around Canada Line stations



Phase 2 (2011)

Cambie Corridor Plan, with:

- Direction for new development along major streets
- Early direction for public space improvements, and community amenities



Phase 3 (2018)

- Explore opportunities for new ground-oriented housing forms
- Provide a transition from Phase 2 apartment areas
- Explore long-term options for unique larger sites in Corridor
- Coordinate with major project sites to tie Corridor together



Whats Next?

We'll listen to your feedback and staff will prepare a report to City Council including a summary of what we've heard.

The Cambie Corridor Plan is anticipated to go to **City Council in Spring 2018**.

Staff will prepare a utilities servicing and financing strategy to determine **timing of implementation**.

Plan overview and highlights

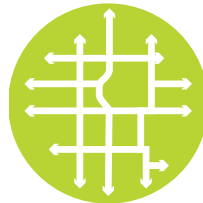


Transforming single-family neighbourhoods

The Plan enables new forms of housing to be introduced throughout the Corridor in close proximity to transit, amenities, job space, and services.

Over time, these single-family neighbourhoods will be transformed into walkable communities where more people will be able to live, work, shop, learn, and play.

- Opportunities for multi-family development on **1,700** single-family properties.
- Strategic locations for mid-rise apartments off of arterials.
- Strengthening local commercial nodes with new rental and below-market rental opportunities.

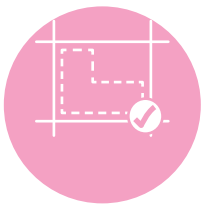


Connecting the Corridor

The Plan identifies a number of improvements that will enhance access, safety, and support sustainable modes of travel in the Corridor.

These improvements are complemented by the comprehensive Cambie Corridor Public Realm Plan, which identifies new public spaces that will take advantage of key connections and further enhance the vibrancy of the Corridor and its neighbourhoods.

- Canada Line capacity improvements.
- Complete streets designed for safe and convenient travel by all users.
- Active links and multi-modal connections.



Recognizing opportunities on Unique Sites

The Plan contains detailed site-specific policy for nine Unique Sites within the Corridor. Due to their size and unique contexts these sites provide opportunity to land a variety of amenities within new complete communities. Most sites include policy for:

- Either 20% social housing housing with the remainder strata or 100% secured rental housing with 25% below market rental housing
- Local serving commercial spaces
- On-site childcare spaces



Providing amenities & services

Policies provided in the Plan support the improvement of existing facilities, such as renewals of key parks and expansions of community facilities. The Plan also provides directions for the creation of new amenities and facilities, including new childcare, youth, and senior spaces to support the growing population.

- **20+ acres** of new parks (including a new 10 acre Fraser River park)
- **1,080** new childcare spaces
- New and improved community facilities (e.g. New Oakridge Community Centre)



Creating a Municipal Town Centre (MTC)

The area around Cambie Street and 41st Avenue is one of 17 regionally designated Municipal Town Centres.

As the geographic "centre" of the city and the Canada Line, this area will represent the greatest concentration

of urban uses and density in the Corridor, and provide significant opportunities to deliver rental and social housing through a diverse range of housing forms.

- Space for **3,000+ jobs in the MTC** in addition to the 3,000 jobs at Oakridge
- **Social, below-market rental and secured market rental housing units**
- **New plazas, parks and public spaces**
- **New amenities** (e.g. childcare, youth centre, non-profit office space)



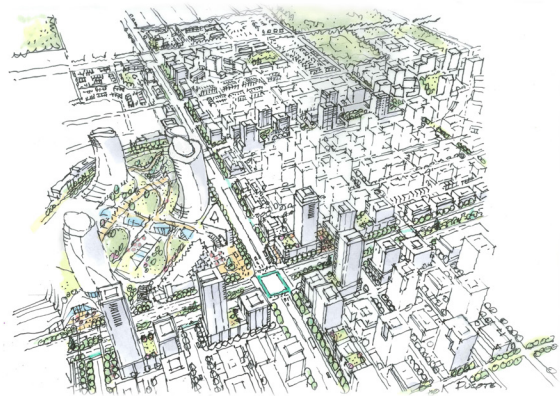
Providing housing diversity & affordability

The Challenge

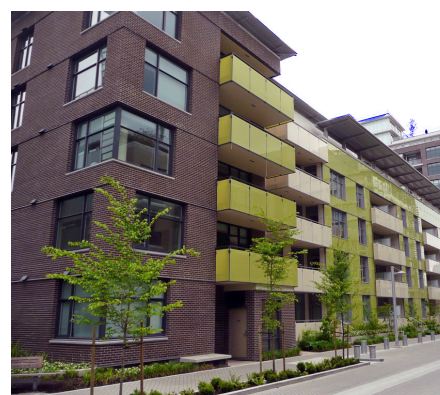
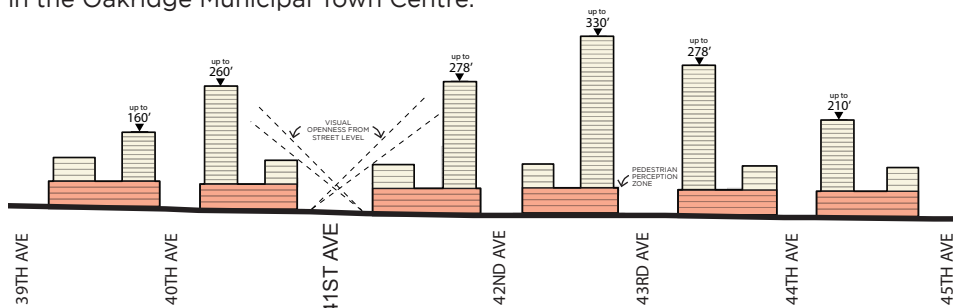
- Vancouver's diversity and vibrancy are at risk as housing is increasingly unaffordable for Vancouverites of all incomes.
- The City is experiencing a rental housing crisis, with a near-zero vacancy rate and rapid escalation of rents.
- Families who need more space have difficulty finding rentals with two and three bedrooms.

The Proposal: Retain existing and deliver new rental and social housing

- Bonus density for social and below market rental housing in high-density building forms.
- Bonus density for rental housing in medium-density building forms.
- Require affordable housing on Unique Sites and Major Projects
- Enable new townhouses for families with opportunities for lock-off suites.
- Protect existing rental housing covered by the Rental Housing Stock Official Development Plan.
- 2,800 social housing units
- 5,000 secured rental units throughout the Corridor and on Major Project sites



The following section illustrates the variation and maximum allowable heights in the Oakridge Municipal Town Centre.



**CORRIDOR HOUSING TYPES AT A GLANCE**

**TOWNHOUSE**

- Generally 2.5 to 3 storeys
- 1.2 FSR
- Proposed Density Bonus share or fixed CAC target \$65
- 50% of floor space for units less than 1,130 sf to enhance affordability



**4-STOREY STRATA / 6-STOREY RENTAL**

- 4 Storey 2.0 FSR Strata with proposed fixed CAC target \$80
- 6 Storey 2.5 FSR 100% secured rental housing (no CAC)



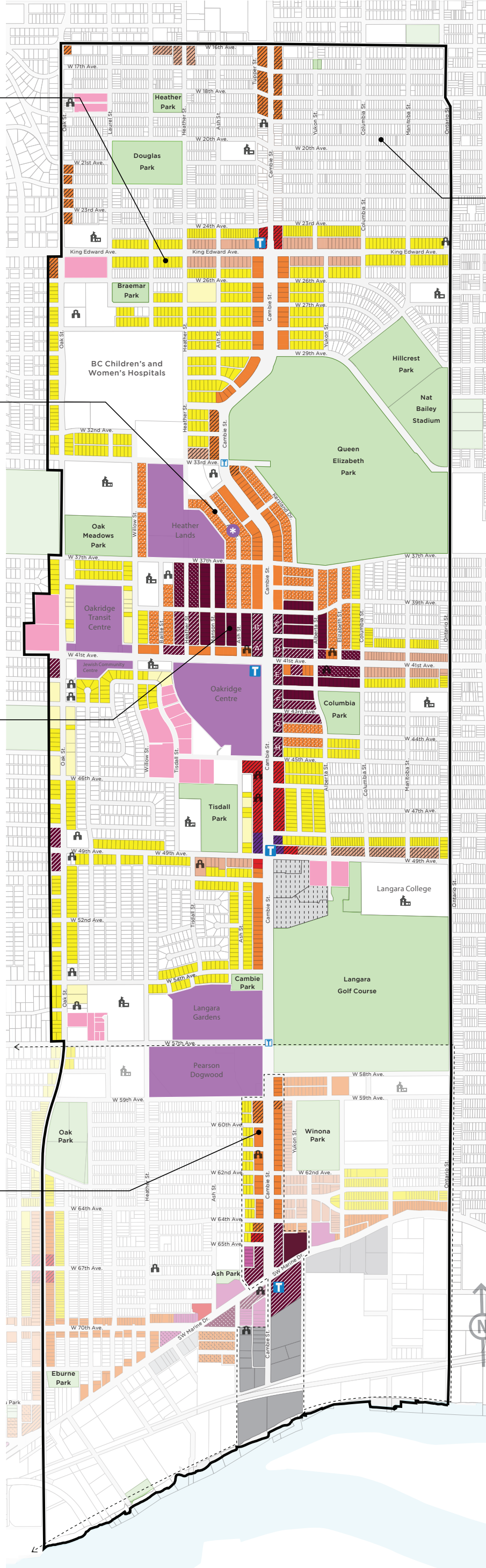
**15-STOREY AND 18-STOREY TOWERS**

- 4 storey strata with proposed fixed CAC target \$80
- High-density form to encourage the delivery of affordable housing (no CAC)
- Opportunities for commercial space in strategic areas
- "Tower in open space" or "tower on podium" building types
- Amenity delivered as:
  - 100% secured rental with 20% below market rental or
  - 30% social and 70% strata



**4-STOREY AND 6-STOREY BUILDINGS**

- Multi-family housing with ground-oriented units at the base of buildings and opportunities for commercial space in strategic areas.
- 4 storey proposed fixed CAC target \$80
- 6 storey proposed fixed CAC target \$115
- 6 storey mixed-use proposed fixed CAC target \$125



**LAND USE MAP**

This map provides an overall concept for the Cambie Corridor, describing the proposed land use mix and building heights for sites in the Corridor.

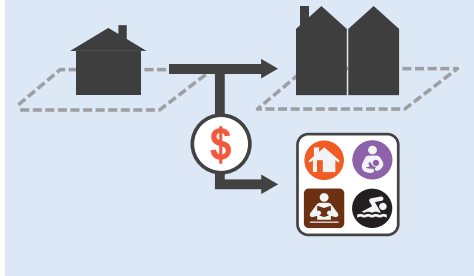
Refer to the Neighbourhoods Chapter of the proposed plan for more details.

**REMAINING SINGLE FAMILY AREAS**

- Retention of pre-1940s character homes
- Opportunities for infill development and strata title dwelling units
- Refer to citywide policy for further details

**CONTRIBUTIONS TOWARDS AMENITIES & AFFORDABLE HOUSING (CAC)**













- As the Cambie Corridor grows, new public amenities and services will be needed (e.g., affordable housing, parks, childcare)
- New developments will make contributions to help fund growth needs



**LEGEND**

- Towers
  - Apartment (up to 12 storeys)
  - Apartment (up to 8 storeys)
  - Apartment (up to 6 storeys)
  - Apartment (up to 4 storeys strata or 6 storeys rental)
  - Apartment (up to 4 storeys)
  - Townhouse
  - Mixed-use tower
  - Mixed-use (up to 10 storeys)
  - Mixed-use (up to 8 storeys)
  - Mixed-use (up to 6 storeys)
  - Mixed-use (up to 4 storeys)
  - Tower with choice of use
  - Apartment with choice of use at grade (up to 6 storeys)
  - Intensive employment
  - Unique site (opportunity for higher densities)
  - Major project (separate planning program underway or approved)
- Other**
- Existing townhouse
  - Area boundary
  - - - Marpole Community Plan area
  - T Canada Line station
  - T Future potential station
  - Ⓜ Place of worship
  - Ⓜ School
  - Ⓜ Area-specific rezoning policy will apply in this area to accommodate new street

## Neighbourhood highlights and Corridor-wide improvements

-  Proposed complete street improvements
  - Wider sidewalks & new cross walks
  - All ages & abilities (AAA) cycling infrastructure
-  Future B-Line service (express bus service)
-  Existing station
  - 22 new vehicles & additional station upgrades
-  Future potential station
-  New park
-  Renewal/upgrade of existing park/facility
-  Future plaza
-  Oakridge Civic centre (recreation centre, library, seniors centre)
-  Hillcrest fitness centre addition
-  Marpole-Oakridge Community Centre (future renewal) and proposed pool
-  Community health centre
-  Childcare

There are also other facilities and improvements planned throughout the Corridor (exact locations to be determined).



\* Exact location may vary

## Neighbourhood overview

### Cambie Village

- Retain existing rental housing between 19th & 24th Ave.
- New mid-rise buildings along Cambie St with small-scale storefront.
- Introduce new low-to mid-rise buildings along King Edward transitioning to townhouses.



### Queen Elizabeth

- Strengthen & enhance existing green park-like setting with green sidewalk buffers and edges.
- New mid-rise residential buildings along Cambie St.
- Strengthen local shopping area at Oak St with more housing, shops and services.



### Oakridge

- Enhance the Municipal Town Centre as a walkable mixed-use urban centre.
- Introduce new job space and amenities to support a growing population.
- Opportunity for social and below-market rental housing.



### Langara

- New mid-rise buildings along 49th Ave with at-grade commercial & institutional uses.
- Include quality public realm features along Cambie St at the 49th Ave Station.
- Mixed-use development including rental housing at Oak St and 49th Ave to enhance local shopping node.



### Marpole

- Recognize area's prominence as an entranceway to the City with significant new opportunities for job space and mixed-use buildings.
- Support transformation of station area into a walkable, vibrant urban area.
- Strengthen connections to the Fraser River.



## Public Realm Plan

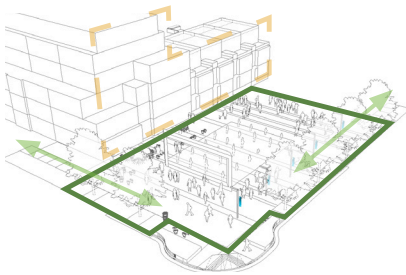
The Cambie Corridor Public Realm Plan provides direction for outdoor public spaces such as **sidewalks, lanes and plazas** to create a vibrant experience that fosters opportunities for connection, culture and activity.

Property owners, developers, design consultants and City staff will use this document to ensure distinct neighbourhood character is respected.

### Character Areas

The plan recognizes distinct character areas along the Corridor, enhancing the unique feel of each area while maintaining common elements between them to knit the Corridor together.

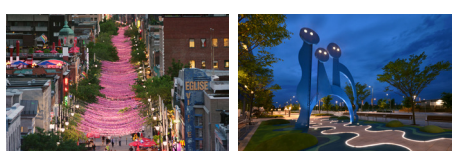
### Public Spaces



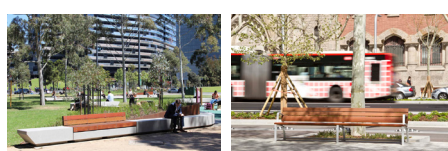
### Green Network



### Public Art



### Urban Elements



## Frequently asked questions

### Will I have to move if my home is included in the areas of change?

The Plan gives new development options to a land owner; however, it does not direct development to occur. The decision to sell or redevelop land remains with the land owner. If you rent your residence, then your landlord may decide to sell and redevelop, however they will be required to give you notice in accordance with the *Residential Tenancy Act*. You may also be eligible for additional support through the City of Vancouver *Tenant Relocation and Protection Policy*.

### How will new development happen in the Cambie Corridor?










New land uses will be implemented through the use of zoning, which directs what can be built on the property. This will happen through two rezoning processes:





1. City-initiated rezonings: The City, following a change in policy for an area, will rezone areas identified for change. A land owner or developer may then submit a development application to construct a building in accordance with the bylaws and Plan.
2. Developer-initiated rezonings: Once the Plan is adopted, land owners or developers may submit applications to rezone and develop land in accordance with the Plan and citywide policy.

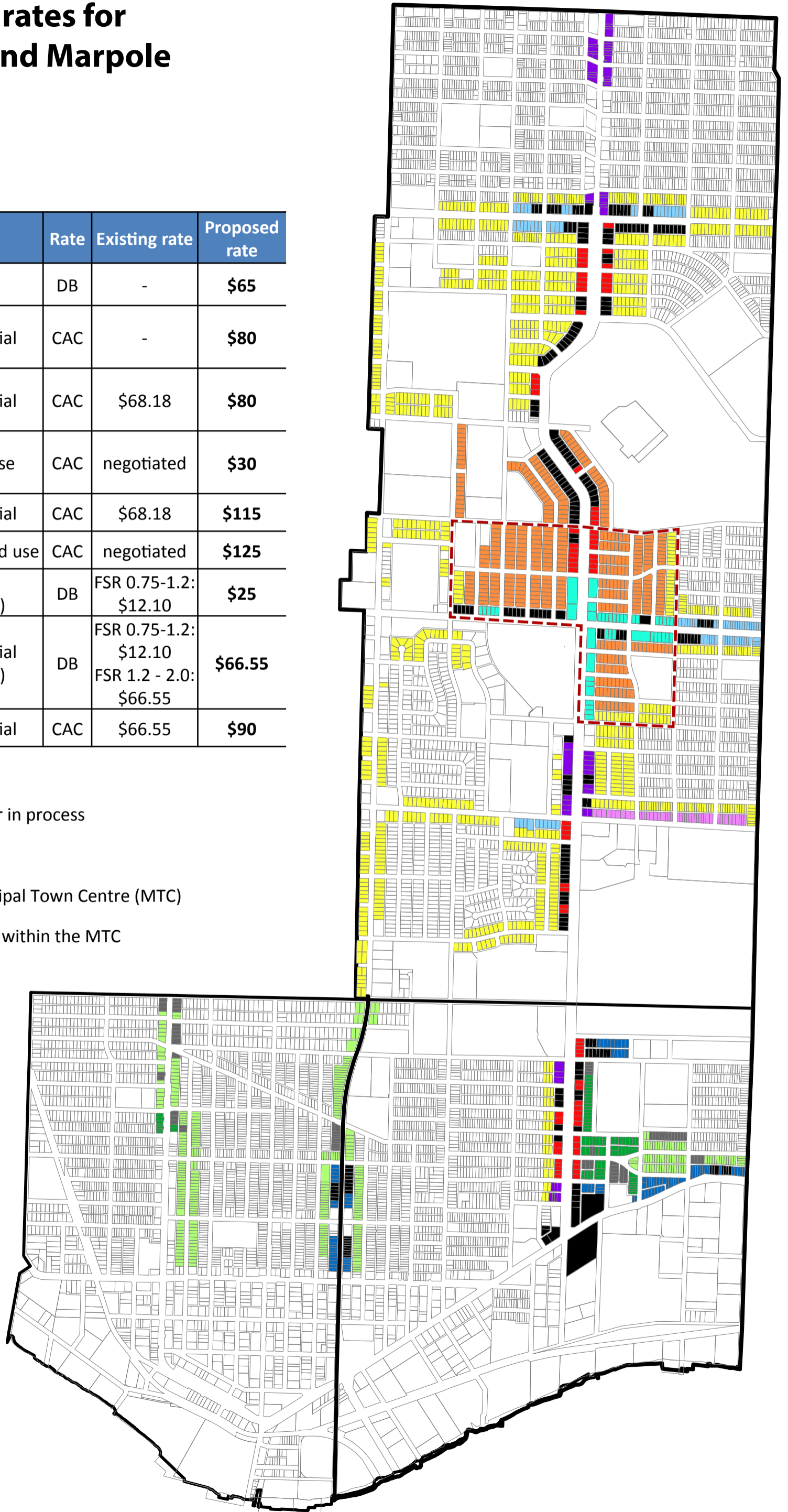
### How will new development contribute to needed amenities?

New development will make contributions (either cash or in-kind) to help fund growth needs in the Corridor. The Public Benefits Strategy outlines amenity priorities such as affordable housing, parks and childcare.

# Proposed DB/CAC rates for Cambie Corridor and Marpole

Plan	Legend	Category	Rate	Existing rate	Proposed rate
Cambie Phase 3		Townhouse	DB	-	\$65
		4 storey residential	CAC	-	\$80
Cambie Phase 2		4 storey residential	CAC	\$68.18	\$80
		4 storey mixed-use	CAC	negotiated	\$30
		6 storey residential	CAC	\$68.18	\$115
		6-10 storey mixed use	CAC	negotiated	\$125
Marpole		Townhouse (remaining RM-8)	DB	FSR 0.75-1.2: \$12.10	\$25
		4 storey residential (remaining RM-9)	DB	FSR 0.75-1.2: \$12.10 FSR 1.2 - 2.0: \$66.55	\$66.55
		6 storey residential	CAC	\$66.55	\$90

-  RZ completed or in process
-  DE completed
-  Oakridge Municipal Town Centre (MTC)
-  Negotiated CAC within the MTC



## Appendix E: List of Engagement Events, Activities, and Participant Numbers

The following tables provide a list of engagement events, activities, and surveys as part of Phase 3 of the Cambie Corridor Planning Program. A total of 88 events were held with 5,963 participant contacts during Phase 3.<sup>1</sup>

CAMBIE CORRIDOR PLANNING PROGRAM: ENGAGEMENT SUMMARY		
Phase	Number of Events	Participants
Phase 1	7	853
Phase 2	27	1,825
<b>Phase 3</b>	<b>88</b>	<b>6,065</b>
Total	122	8,743

PHASE 3: LIST OF EVENTS & ACTIVITIES		
Event/Activity	Participants	Date
<b>Step 1: Launch &amp; Early Dialogue</b>		
Focus Group – RPSC, OLAR	10	January 26, 2015
Focus Group – Cambie BIA	1	February 10, 2015
Focus Group – Oakridge Seniors	2	February 13, 2015
Focus Group – Douglas Park Community Centre Association	1	February 16, 2015
Focus Group – Marpole Residents Coalition	4	February 23, 2015
Community Session – Assets, Issues, & Opportunities	475	May 23, 2015
Focus Group – Marpole Residents Coalition	65	May 25, 2015
Community Session – Assets, Issues, & Opportunities	350	May 28, 2015
Community Session – Assets, Issues, & Opportunities	290	June 4, 2015
Meeting – Wesgroup	3	June 8, 2015
Meeting – W. 57 <sup>th</sup> & Laurel Precinct	1	June 23, 2015
Walking Tour (1) – Balfour Site	14	June 27, 2015
Walking Tour (2) – 100 block King Edward Ave	8	June 27, 2015
Walking Tour (3) – 400 block 23 <sup>rd</sup> Ave	12	June 27, 2015
Walking Tour (4) – Oak to 26 <sup>th</sup> Ave & Manitoba	8	July 6, 2015
Walking Tour (5) – 5100 Ash St	10	July 8, 2015
Walking Tour (6) – Shawn Oaks strata complex	8	July 9, 2015
Meeting – Hollyburn Properties	2	July 10, 2015
Walking Tour – Tour with resident groups	8	September 30, 2015
Walking Tour – RPSC (Cambie & 37 <sup>th</sup> Ave)	10	October 1, 2015
Walking Tour – RPSC (Cambie & 41 <sup>st</sup> Ave)	10	October 5, 2015
Workshop – Area 1 (1)	49	October 7, 2015
Workshop – Area 1 (2)	58	October 8, 2015
Workshop – Area 2 (1)	47	October 17, 2015
Workshop – Area 2 (2)	49	October 17, 2015
Meeting – Ash Street residents	2	October 22, 2015

<sup>1</sup> Note: This is not a count of the total number of individuals who have engaged in the planning process. Some individuals may have participated in more than one event, while others may not have signed in or been recorded when attending an event.

Workshop – Area 3 (1)	84	October 26, 2015
Workshop – Area 3 (2)	60	October 29, 2015
Meeting – Wesgroup	2	November 6, 2015
Workshop – Area 4 (1)	52	November 7, 2015
Workshop – Area 4 (2)	42	November 7, 2015
Meeting – Hollyburn Properties	7	November 9, 2015
Workshop – Area 5 (1)	48	November 21, 2015
Workshop – Area 5 (2)	41	November 21, 2015
Workshop – Area 6	43	November 30, 2015
Workshop – (make-up session)	33	December 2, 2015
Meeting – Salvation Army Homestead Site	2	December 8, 2015
<b>Step 2: Policy Development</b>		
Meeting – Hollyburn Properties	1	February 24, 2016
Open House (1) – 2016 Spring Expo	580	June 2, 2016
Open House (2) – 2016 Spring Expo	490	June 4, 2016
Coffee Chat (1) – Focus Areas	10	June 6, 2016
Coffee Chat (2) – Focus Areas	15	June 8, 2016
Coffee Chat (3) – Focus Areas	6	June 9, 2016
Coffee Chat (4) – Focus Areas	8	June 13, 2016
Coffee Chat (5) – Focus Areas	14	June 14, 2016
Coffee Chat (6) – Focus Areas	13	June 16, 2016
Meeting – Polygon	1	June 28, 2016
Meeting – Stakeholders for Salvation Army site	5	June 28, 2016
Meeting – Holy Name Church	3	July 8, 2016
Meeting – Easter Seals Society	1	July 15, 2016
Meeting – Prospero	2	July 27, 2016
Meeting – Salvation Army Homestead site	3	July 28, 2016
Meeting – Polygon	2	July 28, 2016
Meeting – Coromandel	2	July 28, 2016
Meeting – Hollyburn Properties	2	September 13, 2016
Meeting – 3476 Oak St & 977 19 <sup>th</sup> Ave	2	September 16, 2016
Coffee Chat – Hospital Adjacent Area	95	September 21, 2016
Walking Tour – Hospital Adjacent Area	71	September 21, 2016
Meeting – Louis Brier site	6	October 14, 2016
Meeting – Grace Estates	2	October 31, 2016
Meeting – Louis Brier/Jewish Community Centre	5	November 21, 2016
Meeting – Crombie REIT	2	November 29, 2016
Meeting – Wesgroup	1	November 30, 2016
Meeting – 3 corners (Cambie St & 41 <sup>st</sup> Ave)	5	December 1, 2016
<b>Step 3: Draft Plan</b>		
Meeting – Wesgroup	1	April 11, 2017
Meeting – RPSC	25	April 19, 2017
Meeting – Hollyburn Properties	2	May 16, 2017
Meeting – RPSC	9	May 17, 2017
Meeting – RPSC	3	May 23, 2017

Meeting – Marpole Residents Coalition	2	May 29, 2017
Walking Tour - RPSC	2	June 8, 2017
Meeting – Louis Brier site	5	June 8, 2017
Open House – 2017 Spring Open House (1)	595	June 15, 2017
Open House – 2017 Spring Open House (2)	564	June 17, 2017
Meeting – RPSC	20	June 21, 2017
Coffee Chat (1) – Draft Plan	55	June 27, 2017
Coffee Chat (2) – Draft Plan	35	June 29, 2017
Coffee Chat (3) – Draft Plan	17	July 5, 2017
Coffee Chat (4) – Draft Plan	62	July 6, 2017
Meeting - UDI (Cambie Corridor Phase 3)	23	July 24, 2017
Meeting – Residents from King Edward area	8	July 27, 2017
Meeting – Urban Design Panel	11	August 9, 2017
Meeting – Louis Brier site	5	August 21, 2017
Meeting – Wesgroup	4	August 24, 2017
Meeting - Colliers (Oakridge MTC office approach)	30	September 07, 2017
Workshop - COV Advisory Groups	16	September 19, 2017
RPSC Visions Group Meeting	12	September 20, 2017
Workshop (1) - Oakridge MTC workshop with area residents	117	October 3, 2017
Workshop (2) - Oakridge MTC workshop with area residents	45	October 4, 2017
Meeting – Wesgroup	4	October 4, 2017
Meeting - Avison Young (Oakridge MTC office approach)	50	October 4, 2017
Meeting – Wesgroup	2	October 17, 2017
Meeting – Salvation Army Homestead site	2	October 23, 2017
Meeting – Hollyburn Properties	2	October 24, 2017
Meeting - Local Area Residents	7	October 27, 2017
Meeting – Crombie REIT	1	November 2, 2017
Meeting – Prospero	2	December 12, 2017
Meeting – Wesgroup	3	December 13, 2017
<b>Step 4: Final Plan</b>		
Meeting - Vancouver Heritage Commission	12	January 15, 2018
Meeting - Heritage Boulevard Society	2	January 18, 2018
Meeting – Hollyburn Properties	3	January 19, 2018
Meeting – King Edward area residents	20	February 6, 2018
Meeting – Hollyburn Properties	2	February 9, 2018
Meeting – OLAR	120	February 19, 2018
Meeting – RPSC	12	February 21, 2018
Meeting – Renters Advisory Committee	8	February 21, 2018
Meeting – Vancouver City Planning Commission	7	February 28, 2018
Meeting – UDI	20	March 5, 2018
Information Session (1) – Proposed Plan	250	March 8, 2018
Information Session (2) – Proposed Plan	200	March 9, 2018
Information Session (3) – Proposed Plan	150	March 10, 2018
Information Session (4) – Proposed Plan	80	March 12, 2018
Information Session (5) – Proposed Plan	90	March 13, 2018
Information Session (6) – Proposed Plan	75	March 14, 2018



Meeting – UDI	14	March 15, 2018
Meeting – Wesgroup	1	March 22, 2018
<b>Total</b>	<b>6,065</b>	

<b>PHASE 3: LIST OF SURVEYS</b>		
<b>Feedback Form/Survey</b>	<b>Participants</b>	<b>Date</b>
Questionnaire – Launch & Early Dialogue (“Help the City” card)	84	May 23, 2015
Questionnaire – Launch & Early Dialogue (“Help the City” card)	58	May 28, 2015
Survey – Early Ideas (“Passport”)	407	June 2 – June 30, 2016
Survey – Areas Proposed for Change	637	May 24 – July 10, 2017
Survey – Draft Plan Directions	774	June 15 – July 10, 2017
Survey – Post-occupancy survey of Cambie Corridor residents	103	September 11 – October 1, 2017
Questionnaire – Oakridge Municipal Town Centre	32	October 3 – October 4, 2017
Survey – Proposed Plan <sup>2</sup>	1,043	March 8 – March 28, 2018
<b>Total</b>	<b>3,138</b>	

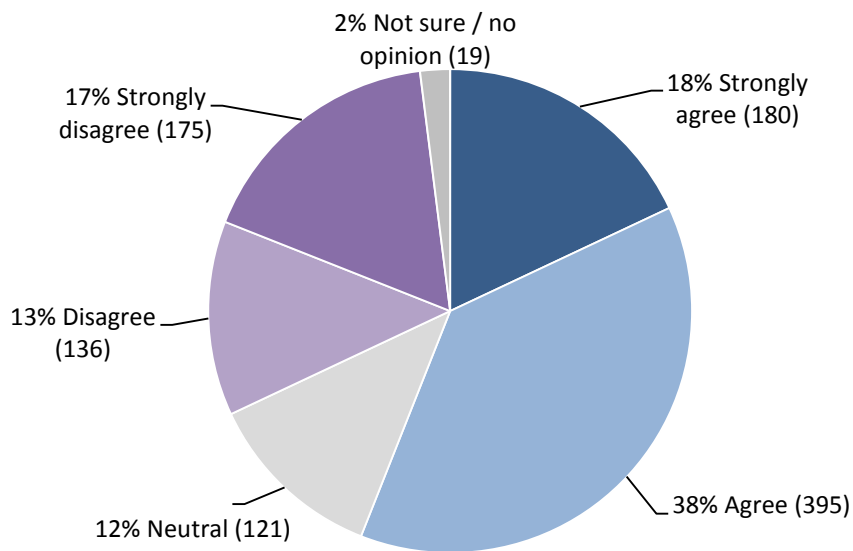
<sup>2</sup> A summary of feedback is provided in Appendix F.

## Appendix F: Comments from community feedback on the proposed Cambie Corridor Plan

As part of the March 7, 2018 public release of the proposed Cambie Corridor Plan, a feedback survey was made available online. The survey was available in hardcopy at the information sessions held between March 8 and March 14, 2018, and available online from March 8 to March 28, 2018. A total of 1043 respondents completed the survey.

Below is a highlighted summary of feedback received through the survey. Where respondents disagreed or strongly disagreed they were asked to provide further information through comments. Those comments have been summarized for convenience. Note, this does not include feedback received through emails, in-person discussions, or phone calls.

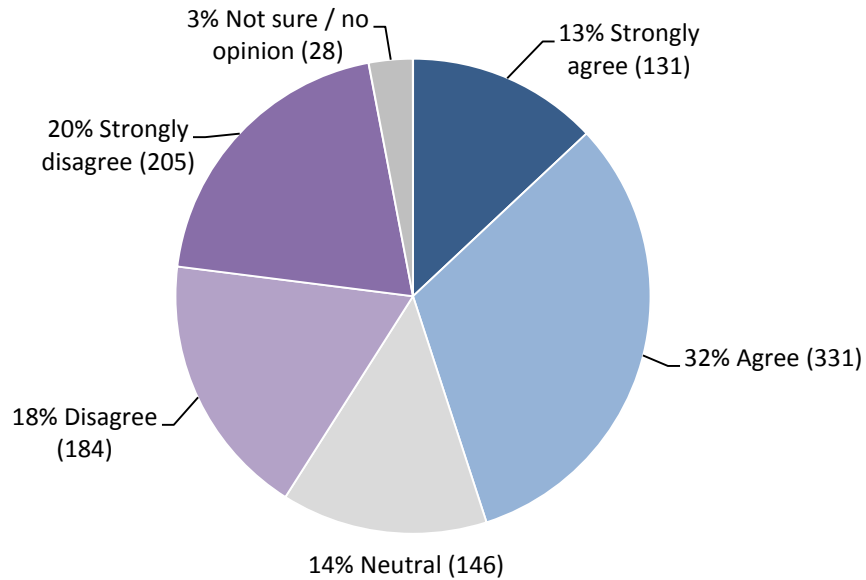
### 1. In general, do you agree or disagree that these are the right investments and improvements for the Cambie Corridor?



Respondents that disagreed were asked to explain their concerns. Common themes from those that disagreed were:

- Concern that the proposed transportation improvements may be inadequate to service the projected population growth, and that greater focus on multi-modal improvements (e.g. walking, cycling infrastructure) may be necessary.
- Desire to ensure there are adequate services and amenities in the Corridor, with particular concern for the availability of childcare, schools, and recreation facilities.
- Support for the approach for affordable housing in the Corridor, but concern that the requirements may not be delivered or adequate.
- Some local area residents expressed opposition to the affordable housing requirements due to concern it could potentially limit increases in their property value or due to the opinion that the area is not appropriate for affordable housing.

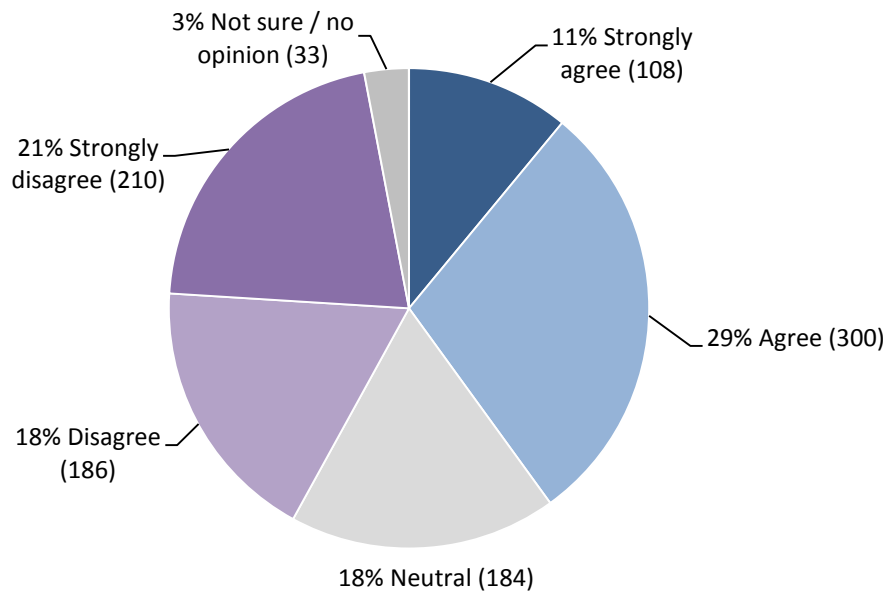
2. In general, do you agree or disagree that the proposed Cambie Corridor Plan balances the specific interests and issues of the neighbourhoods in the Cambie Corridor with broader city-wide goals and aspirations (e.g., housing affordability, Greenest City goals, Healthy City)?



Respondents that disagreed were asked to explain their concerns. Common themes from those that disagreed were:

- Some feel the densities being proposed are not enough to address affordability issues, while others are concerned that the density being proposed will overburden the local area and existing residents.
- Mixed feelings about affordable housing; some respondents feel there should be higher densities and affordable housing requirements in more areas, while some existing homeowners feel the City should not mandate affordable housing due to concern it could potentially limit increases in their property value or that the area is not appropriate for affordable housing.
- General concern that even though new housing supply may be necessary, the area may lose some of its older, more affordable housing stock as a result of redevelopment.

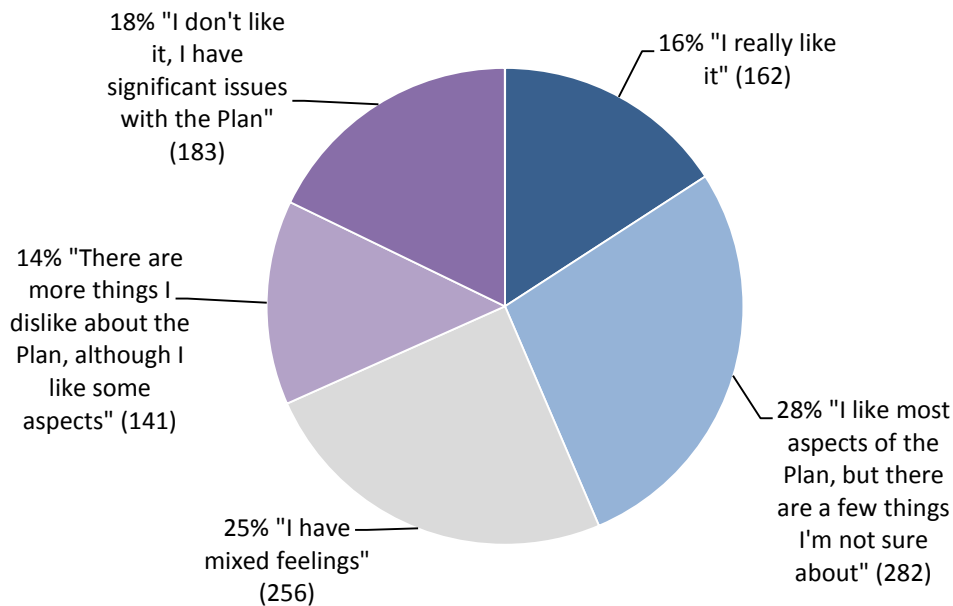
3. Do you agree or disagree that the proposed Cambie Corridor Plan meets the needs of the community today and into the future?



Respondents that disagreed were asked to explain their concerns. Common themes from those that disagreed were:

- Mixed opinions about the amount of density being proposed; while some feel that the proposed changes will not provide enough housing over the life of the Plan, others are concerned the proposed Plan will adversely impact existing residents.
- General concern among current residents about Canada Line capacity and traffic congestion in the short- and long-term, and whether infrastructure improvements will be able to adequately service the population.

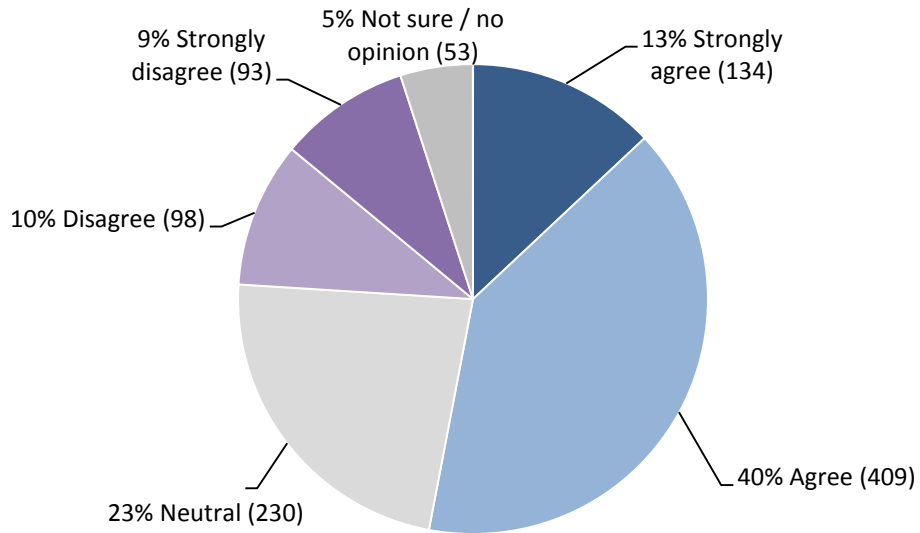
4. Overall, which of these statements best reflects your feelings about the proposed Cambie Corridor Plan?



All respondents, regardless of their level of agreement, were asked to provide additional comments. Common themes were:

- General support for the Plan and the focus on affordable housing.
- Some expressed a desire for higher densities and affordable housing requirements in more areas of the Corridor.
- Some Oakridge MTC residents expressed opposition to providing affordable housing because of potential impacts to their property value, inadequate financial incentive for them to sell, and suggesting that this is a premium location not suitable for affordable housing.
- General concern about the capacity of the transportation system in the Corridor and whether it can handle the proposed densities.
- Some are concerned about the provision of adequate services and amenities as well as the long-term maintenance of public facilities and spaces.
- Several respondents expressed concern about access to schools in the area.

5. In general, do you agree or disagree with the overall approach to the public realm in the Cambie Corridor?



Respondents that disagreed were asked to explain their concerns. Common themes from those that disagreed were:

- Desire to maximize the amount of open space and usable green space throughout the Corridor.
- Some have concerns about the Complete Street design proposed for major streets and how it may impact the flow of traffic and convenience of driving.

**Respondent profile:**

Total received	1043 surveys
*Relationship to Cambie Corridor	43% live in Corridor 15% work or go to school in the Corridor 47% visit the Corridor for leisure 48% commute/travel through the Corridor
Gender	Male = 49% Female = 43% Other/Prefer not to say = 8%
Age Profile	≤19 = 1% 20-29 = 8% 30-39 = 15% 40-49 = 16% 50-59 = 24% 60-69 = 24% ≥70 = 10%
*Languages spoken at home	English = 91% Cantonese = 10% Mandarin = 6% French = 4% Spanish = 1% Italian = 1% Other = 4%

*\* Respondents had opportunity to select more than one option.*

## Appendix G: Proposed changes to Phase 2 Cambie Corridor Plan (2011)

In response to evolving city-wide policies, community and stakeholder feedback, and review of Phase 2 developments, several changes are proposed to policies contained in the original Cambie Corridor Plan (2011). While most policy in the plan is new as part of Phase 3, some changes are proposed to original policy (2011) with potential impacts to Phase 2 sites. A summary of these proposed changes are provided below. New content that does not change or conflict with the intent of original policy (2011) is not listed.

### Chapter 1: Introduction

General revisions were made to reflect and incorporate Phase 3 of the planning program. Changes include the addition of a timeline of the entire Cambie Corridor Planning Program (Figure 1.3), revised maps, and language detailing the process and purpose of Phase 3. No significant changes to Phase 2 are proposed.

### Chapter 2: Planning Principles

No change.

### Chapter 3: Plan Summary

General language changes were made to reflect and summarize all three phases of the planning program. Additions include a section summarizing the plan highlights (Section 3.2) as well as population and job projections (Section 3.4). No significant changes to Phase 2 content are proposed.

### Chapter 4: Neighbourhoods

Key drivers of change regarding built form and land use include: better alignment with *Housing Vancouver*; maximizing opportunities for increased job space, rental housing and amenities in the Oakridge Municipal Town Centre (e.g., along Cambie and 41<sup>st</sup>); introducing new local commercial areas to support highly walkable mixed-use communities (e.g., along 49<sup>th</sup> Ave, and around Cambie and 33<sup>rd</sup> Ave); and providing greater clarity regarding achievable heights and densities for properties in transition areas (e.g., transitioning from 10 storeys to 4 storeys within a block).

2011		2018	
Section	Existing	Section	Proposed
4.3.2	FSR: 1.5 - 2.0	4.2.4	FSR: 1.75 - 2.25 <i>Addition of choice of use at grade, and mixed-use between 31st and 33rd Ave.</i>
4.4.1	FSR: 3.0 - 4.0 FSR Height: 6-12 storeys	4.3.1	FSR: performance-based Height: up to 160-305 ft, depending on site, with 60 ft commercial podium and provision of rental housing/increased commercial space and on-site amenities (e.g., childcare).
4.4.2	FSR: 2.25 - 4.5 FSR Height: 6-12 storeys	4.3.1	FSR: performance-based Height: up to 210-330 ft. heights, depending on site, with 60 ft commercial podium and provision of rental housing/increased commercial space and on-site amenities (e.g., childcare).
4.5.3	FSR: 1.5 - 2.0	4.4.6	1.75 - 2.25 FSR
4.5.3	FSR: 1.5 - 2.0	4.5.1	1.75 - 2.50 FSR



<b>4.6.10</b>	FSR: not specified Height: up to 6 storeys	<b>4.5.3</b>	FSR: up to 2.5 Height: up to 8 storeys <i>Added consolidation requirement to close east-west lane and provide north-south lane and continuous streetwall on Cambie.</i>
<b>4.6.10</b>	FSR: not specified Height: up to 6 storeys	<b>4.5.5.2</b>	Mid-rise mixed-use site with consideration of a tower element.
<b>4.4.3</b>	FSR: 2.0 - 2.5 Height: 6-8 storeys	<b>4.3.2 &amp; 4.3.7</b>	FSR: performance-based Height: up to 8-20 storeys (depending on site) for commercial at grade and 100% rental or strata/social mix. <i>Addition of base densities (1.75 - 2.50 FSR, depending on site) for projects that wish to proceed with 100% strata.</i>
<b>4.5.1</b>	FSR: 1.5 - 2.0 Height: up to 4 storeys	<b>4.4.2</b>	FSR: 2.5 - 3.5 Height: up to 8-10 storeys <i>Added requirement for at-grade commercial.</i>
<b>4.5.1</b>	FSR: 1.5 - 2.0	<b>4.4.3</b>	FSR: 2.5 <i>Added requirement for at-grade commercial and form to be consistent with C-2 zoning (allowing interior zero lot line development).</i>

## Chapter 5: Built Form Guidelines

Phase 2 provided high-level built form guidelines for residential and mixed-use buildings along the arterials. Phase 3 provides additional details, integrating lessons learned and further clarity resolved through the development process to-date. The revised guidelines also integrate the *Cambie Corridor Design principles Administrative Bulletin (2012)*, which supplemented the Phase 2 built form. In addition to refinements for Phase 2 sites, new sections provide clear direction for all new building forms within the Corridor.

2011		2018	
Section	Existing	Section	Proposed
--	--	<b>5.1.1, 5.2.2</b>	An additional partial storey may be permitted for common rooftop amenity spaces if contiguous with outdoor amenity space.
--	--	<b>5.1.12</b>	Clarified that sideyard setbacks should range from 8-12 ft.
--	--	<b>5.1.9</b>	Minimum building separation of 24 ft.
<b>5.1.13 - 5.1.14</b>	Limited guidance for laneway buildings	<b>5.1.15 - 5.1.18</b>	Additional guidance on laneway buildings, including requirement for laneway buildings to be greater in depth than width and for courtyards between primary and laneway buildings to be free of encroachments.
--	--	<b>5.1.21</b>	Allowance of and guidance for flanking forms on corner sites
--	--	<b>5.1.39</b>	Clarified that where laneway buildings exist, parkade ramps must be integrated into the form. Open ramps are discouraged.
--	--	<b>5.1.40</b>	A class A loading space should be accommodated in the lane of all new development. Additional visitor parking will be required in accordance with the Parking By-law.
--	--	<b>5.2.5</b>	Guidance on floorplates above the 6th storey (average 6,500 sq. ft)

<b>5.2.9</b>	No site-specific details; general statement that setbacks should be 5-15 ft setbacks	<b>5.2.8</b>	Clarity and guidance on unique and site-specific setbacks (e.g., 3.0 m dedication on 49th Ave for complete street improvements and a 0.6 m setback from building face)
--	--	<b>5.2.9</b>	Commercial uses should wrap flanking streets where appropriate
--	--	<b>5.2.11</b>	Minimum 35 ft interior depth for commercial space where possible
--	--	<b>5.2.10 &amp; 5.2.12</b>	Laneway buildings should be incorporated into mixed-use developments where feasible; otherwise, the ground-floor use should "open up" onto the lane with useable outdoor space.
--	--	<b>5.2.22</b>	A class A loading space should be accommodated in the lane of all new development.
--	--	<b>5.4</b>	New section providing built form direction for sites on Cambie Street in the Oakridge MTC. Guidelines include provision of a consistent 50-60 ft podium, residential tower stepbacks of 6-12 ft, a 3.0 m setback, consistent weather protection, and encouragement of signature commercial developments with unique architectural expressions.
--	--	<b>5.4.20</b>	A class A loading space should be accommodated in the lane of all new development.

## Chapter 6: Unique Sites

New chapter that applies to specific Phase 3 sites. No proposed amendments to Phase 2 (2011) policy.

## Chapter 7: Housing

This chapter was formerly Chapter 9 (Housing Diversity Strategy). In response to *Housing Vancouver* and goals of delivering greater housing diversity and housing affordability, several amendments are proposed to Phase 2 (2011) policy. Proposed amendments include alignment with city-wide policy for family-sized units, further detail on affordability requirements, and consideration of additional density and height for the provision of social, affordable seniors, or secured rental housing.

2011		2018	
Section	Existing	Section	Proposed
<b>9.1.1-9.1.2</b>	20% rental requirement (or target on select sites)	<b>7.2</b>	20% rental requirement removed. Delivery of affordable housing to be through CACs; increases in height & density will be considered for the provision of social or rental housing, as specified for each site in Chapter 4 (Neighbourhoods).
--	--	<b>7.1.7-7.1.8</b>	In areas identified for change where an affordable housing target does not apply, and in high-density residential areas in the Oakridge MTC, increases in height and density will be considered for seniors housing projects that demonstrate a meaningful level of affordability.
<b>9.1.7</b>	25% of market housing units to be family-sized	<b>7.1.5</b>	New <i>Family Room: Housing Mix Policy for Rezoning Projects</i> (2016) adjusted target: strata projects require 35% family units (min 10% three or more bedrooms & min 25% two bedroom).

			Family unit requirements do not apply to seniors & supportive housing.
--	--	--	--

### Chapter 8: Transportation & Mobility

Chapter 6 from the original Cambie Corridor Plan (Urban Systems and Public Realm Strategy) has been redistributed into the following documents and chapters: Chapter 8 (Transportation & Mobility), Chapter 9 (Parks, Open Space and Public Spaces) and the *Cambie Corridor Public Realm Plan*

Chapter 8 (Transportation & Mobility) has been updated to reflect the approval of *Transportation 2040* and new city-wide priorities for cycling and transit. Specific details around the Oakridge MTC are provided to inform the road network hierarchy as well as cycling, transit and parking. Most content is new and no significant changes to 2011 policy are proposed.

### Chapter 9: Parks, Open Space & Public Spaces

Chapter 6 from the original Cambie Corridor Plan (Urban Systems and Public Realm Strategy) has been redistributed into the following documents and chapters: Chapter 8 (Transportation & Mobility), Chapter 9 (Parks, Open Space and Public Spaces) and the *Cambie Corridor Public Realm Plan*. Chapter 9 now reflects city-wide policy, including the adoption of *The Greenest City 2020 Action Plan* (2011), *The Biodiversity Strategy* (2016) and the in progress *Parks and Recreation Services Master Plan* and *Vansplash: Vancouver Aquatics Strategy*.

### Chapter 10: Community Well-being

This new chapter seeks to renew, expand, or create new community facilities that support a growing population. These facilities include City-owned space for non-profit organizations (seniors centre, youth hub, non-profit centre), renewal of community centres, increase in childcare spaces, and cultural space. Major facilities appear in the Public Benefits Strategy. Due to absence of 2011 policy pertaining to community well-being, most content in the proposed Plan is new.

### 11: Energy & Climate Change

In response to the city-wide approach to green building performance, staff propose removing requirements for projects to connect to a neighbourhood energy utility and instead follow city-wide performance requirements to achieve green building objectives.

2011		2018	
Section	Existing	Section	Proposed
10.1	Connectivity to neighbourhood energy utility (NEU) required for most sites	11.2	Connectivity requirement removed. Green building initiatives to be guided by city-wide policies ( <i>Green Buildings Policy for Rezoning &amp; Vancouver Building By-law</i> ).

## Chapter 12: Utilities

Chapter 10 of the original Cambie Corridor Plan (Energy & Utilities) and its subsections have been redistributed into the following chapters: Chapter 11 (Energy & Climate Change), Chapter 12 (Utilities).

This chapter now reflects new water, sewer and stormwater infrastructure needs to accommodate anticipated population growth. It includes details in an integrated water management approach that includes efficient use of water, groundwater management, and green infrastructure (nature-based solutions). Due to the brevity of the former Utilities subsection, most content is new and minimal changes are proposed to 2011 policy.

2011		2018	
Section	Existing	Section	Proposed
<b>10.3</b>	No mention of storm water performance or groundwater management requirements. Utilities upgrades required when a rezoning "triggers" them due to demand.	<b>12.1</b>	<p>Develop a utilities servicing plan to enable plan implementation. The utilities servicing plan will identify areas of the Corridor where development can be considered in the short, medium, and long term. It will include storm water performance requirements, as well as requirements for developments to manage groundwater on site. Target completion date is summer 2018.</p> <p>Develop a comprehensive financing growth strategy for utilities to provide greater certainty and equitability around infrastructure upgrades and discourage development delays. Will consider different financing tools (DCL, front-ender agreement, local improvement tax, etc.). Expected that the DCL bylaw will be updated in summer 2018.</p>

## Chapter 13: Public Benefits Strategy

A key deliverable of Phase 3 was the provision of a detailed Public Benefits Strategy (PBS) to replace the interim strategy provided through Phase 2 (Chapter 7). The PBS outlines a funding strategy and priority investments totalling \$687 M. The PBS will replace the interim strategy. No significant changes to 2011 content are proposed due to the brevity of the interim strategy.

## Chapter 14: Implementation

Chapter 14, formerly Chapter 11 (Rezoning Application Requirements), has been expanded to reflect the addition of Phase 3 sites and city-wide policy in regards to NEU and building performance. To provide greater clarity and certainty, proposed fixed-rate Community Amenity Contribution (CAC) targets have been identified for most remaining Phase 2 sites.

2011		2018	
Section	Existing	Section	Proposed
<b>11.2</b>	Predominantly negotiated CACs, except for the following: - 4-storey residential: \$68.18 / sq. ft - 6-storey residential: \$68.18 / sq. ft	<b>14.1</b>	Fixed CAC target for remaining Phase 2 sites outside Oakridge MTC. - 4-storey residential: \$80 / sq. ft - 4-storey mixed-use: \$30 / sq. ft - 6-storey residential: \$115 / sq. ft - 6-10 storey mixed-use: \$125 / sq. ft Negotiated CAC for arterial sites within MTC (along Cambie St between 39th and 45th Ave, and along 41st Ave between Willow & Columbia St
<b>11.2.8</b>	Applicants required to develop a Green Building Strategy.	<b>14.1.6</b>	Applicants will instead provide a detailed review demonstrating compliance with the requirements set out in the City's <i>Green Buildings Policy for Rezoning</i> .
<b>11.2.9 – 11.2.10</b>	Applicants required to submit a business case analysis for the viability of NEU; buildings must be designed to be connectable to NEU.	--	Removed requirement in order to reflect city-wide approach to NEU and building performance standards.



# RR-2

## POLICY REPORT DEVELOPMENT AND BUILDING

Report Date: April 3, 2015  
Contact: Susan Haid  
Contact No.: 604.871.6431  
RTS No.: 10910  
VanRIMS No.: 08-2000-20  
Meeting Date: April 14, 2015

TO: Vancouver City Council  
FROM: General Manager of Planning and Development Services  
SUBJECT: Cambie Corridor Phase 3 Scope of Work

### ***RECOMMENDATION***

- A. THAT Council approve the Scope of Work for the Phase 3 Cambie Corridor planning program, as outlined in this report.
- B. THAT Council approve the rezoning policy attached in Appendix A to establish the conditions under which new rezonings and heritage revitalization agreements will be considered while the Cambie Corridor Phase 3 planning program is underway.

### ***REPORT SUMMARY***

Council approved the Terms of Reference for a three phase Cambie Corridor planning program in July 2009. Phases 1 and 2 culminated with approval of the Cambie Corridor Plan on May 9, 2011, with the intent to follow-up with Phase 3. The purpose of this report is to seek Council's approval of a Scope of Work for the third and final phase of planning for the Cambie Corridor.

The Scope of Work for the Phase 3 planning program is based on the 2009 Terms of Reference, augmenting the work program and providing more clarity for policy considerations affecting the area.

Phases 1 and 2 delivered over-arching planning principles, land use policies for key sites and arterials in the Cambie Corridor ('core area'), and an interim public benefits strategy. This planning has resulted in a significant and ongoing transformation of the Corridor as more people choose to live close to high quality rapid transit, and access the many amenities available in the Corridor. As these 'core area' lands undergo transformation with new mid- and high-rise developments, there is a need to provide an effective transition into the surrounding lower density single-family areas ('transit-

influenced area'), and expand housing choice in the Corridor by introducing more ground-oriented and family-friendly housing opportunities, such as townhouses and rowhouses.

These lower density ground-oriented housing forms offer many of the desired characteristics of a single-family house (e.g., front door entrance, private outdoor space) and are a particularly attractive option for families looking for a more affordable alternative, or 'down-sizers' wanting less space and fewer maintenance responsibilities.

Phase 3 provides an opportunity to increase housing options and improve affordability by broadening the range of housing choices that will help young families put down roots and stay in Vancouver. The planning program will be closely aligned with work underway on the City's Children and Family Housing Strategy. New housing choices explored in Phase 3 will complement the growing supply of family-sized apartments (two and three or more bedrooms) facilitated by Phase 2 of the Cambie Corridor Plan, and enable opportunities for family housing off arterial streets. It is anticipated that many of the townhouse units in Phase 3 areas will be suitable for family housing including two and three or more bedrooms.

It is also timely to further develop and deliver a detailed Public Benefits Strategy (i.e., strategic direction on community facilities, parks, childcare, affordable housing, etc.) to ensure there are appropriate amenities to support continued growth in the Corridor, and tie the Corridor together with a comprehensive Public Realm Plan (i.e., guidance for public realm features such as sidewalk improvements, landscaping, plazas, benches, lighting, etc.).

The Phase 3 Cambie Corridor planning program will deliver land use policy for the 'transit influenced areas,' as well as a Public Benefits Strategy and Public Realm Plan for the entire Cambie Corridor area. Together, these will be presented for Council's consideration at the end of the planning process.

### ***COUNCIL AUTHORITY/PREVIOUS DECISIONS***

Planning for the Cambie Corridor allows the City to implement and further advance its goals embodied in the following citywide initiatives:

- 2011: Housing and Homelessness Strategy
- 2011: Greenest City Action Plan
- 2012: Mayor's Task Force on Housing Affordability
- 2012: Transportation 2040 Plan
- 2012: Climate Change Adaptation Strategy
- 2012: Neighbourhood Energy Strategy
- 2013: Heritage Amenity Bank and Transfer of Density
- 2014: Healthy City Strategy
- 2014: The Mayor's Engaged City Task Force

A number of other planning policies apply more specifically to various precincts within the study area. The specifics of each of these policy documents and details about how they integrate into the Cambie Corridor Phase 3 Planning program are addressed in this Scope of Work. These specific policies include:

- 1995: Oakridge Langara Policy Statement

- 2005: Riley Park/South Cambie (RPSC) Community Vision
- 2005: Arbutus Ridge/Kerrisdale/Shaugnessy (ARKS) Community Vision
- 2010: Cambie Corridor Plan: Phase 1
- 2011: Cambie Corridor Plan: Phase 2
- 2014: Marpole Community Plan

## **REPORT**

### **Background/Context**

#### **Cambie Corridor - Planning Program Overview**

On July 28, 2009, Council approved the Terms of Reference for a three phase Cambie Corridor Planning Program. Phases 1 and 2 culminated in approval of the Cambie Corridor Plan on May 9, 2011.

The geographic scope for Phases 1 and 2 centred along Cambie Street and considered an area of influence generally within a 5 to 10 minute walking distance of Canada Line stations. The study area included lands from W. 16th Avenue (north) to the Fraser River (south) and from Heather Street (west) to Manitoba Street (east). Phases 1 and 2 also considered the high level role of large sites within the Corridor for delivering public benefits, housing diversity and neighbourhood energy opportunities (e.g., BC Women's/ Children's Hospitals, the RCMP site, Langara Gardens, Pearson Dogwood, Oakridge Transit Centre, and Oakridge Centre). The intent and outcome of each phase is outlined below:

#### ***Phase 1: Principles and Interim Rezoning Policy (July 2009 - January 2010)***

Phase 1 delivered the following seven over-arching planning principles to guide Cambie Corridor Planning and established an interim policy for rezoning applications received by the City during plan development:

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

#### ***Phase 2: Core Area Development Policy (January 2010 - May 2011)***

Phase 2 delivered a policy plan for key sites and arterials along ('core area') the Cambie Corridor, including detailed consideration of land use, density, built form, public realm improvements, neighbourhood energy, and an interim public benefits strategy. Phase 2 produced the





Cambie Corridor Plan (approved by Council May 9, 2011) and repealed the interim rezoning policy.

**Phase 3: Transit-Influenced Development Policy (Proposed)** - Phase 3 is the final stage of planning for the Cambie Corridor, and will build on the foundation of Phases 1 and 2, filling in the housing diversity gaps and better connecting the overall fabric of neighbourhoods off the Corridor. More specifically, this phase will focus on consideration of land use, density, and built form of the surrounding 'transit-influenced areas' that are outside of the 'core areas' and within a 10 minute walk of Canada Line stations (existing and future). Phase 3 will also deliver a comprehensive Public Benefits Strategy (i.e., strategic direction on community facilities, parks, childcare, affordable housing, etc.) and Public Realm Plan (i.e., guidance for public realm features such as sidewalk improvements, landscaping, plazas, benches, lighting, etc.) for the entire Corridor. Policies and land use changes developed in Phase 3 are expected to be added to the Cambie Corridor Plan once the planning work is complete.

The Phase 3 planning program was initially envisioned to follow Phase 2, once approved by Council. At the time of Phase 2 completion, the City focussed planning efforts on developing comprehensive community plans for the West End, Downtown Eastside, Grandview-Woodland, and Marpole, which included Cambie Corridor Phase 3 lands south of W. 57<sup>th</sup> Avenue. It was anticipated that planning for the rest of the Cambie Corridor Phase 3 areas north of W. 57<sup>th</sup> Avenue would follow completion of the Marpole Community Plan (2014).

### The Opportunity

The Canada Line and surrounding land uses play a vital role in Vancouver's future and in supporting growth in the distinct neighbourhoods along the Cambie Corridor.

The 19 kilometre Canada Line links the Cambie Corridor to Central Richmond, the Vancouver International Airport, existing rapid transit lines in downtown Vancouver, and other east-west transit services across the city. These connections provide a significant locational advantage to support sustainable growth.

The Cambie Corridor presents us with a tremendous opportunity. Rapid transit is a stimulus for change in the city and region, providing meaningful transportation choice and an opportunity to guide long term transit-oriented growth in a way that meets the needs of residents with places to live, work, shop, play, learn and connect with their community.



The Canada Line is also a key catalyst to advance broader citywide goals around livability, sustainability and affordability. It provides an efficient and convenient alternative to the car, connecting residents to jobs, amenities, services, and housing. The Corridor includes a number of large sites with the potential to accommodate low carbon neighbourhood energy systems. By integrating transit, energy and complementary land uses, the Corridor, as a collective, will offer a new sustainable urbanism unique to the city.

## Cambie Corridor within the City

In addition to the local benefits of rapid transit, new growth and investment catalyzed by the Canada Line provides an opportunity to respond to broader challenges impacting the city's collective well-being:

*Greenhouse gas emissions* - 54% of the housing in the Cambie Corridor is single-family. More compact housing forms that are well-connected to high quality transit, shops and services reduces reliance on the private car for getting around and accessing daily needs. Recent research from the US found that the average carbon footprint of households living in the centre of large, population-dense urban cities is about 50 percent below average, while households in distant suburbs are up to twice the average - suggesting the greenest housing choice may be living in the city (Jones and Kammen, 2014). The strongest predictors for higher GHG emissions were found to be car ownership, larger family size and higher incomes. Enabling more family-oriented housing options in the Corridor creates much needed opportunity for families with children to choose active and public transportation for getting to work, school and household tasks. Denser housing forms also offer energy gains through building construction technology, and through maximizing use of public infrastructure (e.g., water lines, sewer pipes, roads) in the area.

### *Adequate housing for families with children -*

Escalating housing costs and smaller unit sizes make it challenging for many younger families to find affordable and adequate housing in Vancouver. While there is tremendous success in delivering apartment forms of housing in the Corridor, there are limited ground-oriented housing types such as townhouses and rowhouses. According to National Household Survey data (2011), the overall city has a limited supply of these ground-oriented housing forms, with only 3% of Vancouver households living in townhomes.



These housing types can offer a more affordable alternative to single-family homes, and offer both adequate dwelling sizes and in locations where there are appropriate and attractive neighbourhood amenities for families with children. NHS data (2011) indicates that over half of households living in townhouses in Vancouver are families with children, which is the same as that for single-family houses<sup>1</sup>, highlighting the appeal of townhouses for families. Delivering family-friendly housing that is close to transit, high quality amenities, schools, shops, and services, will allow the next generation of families and children to grow and thrive in the Corridor, and stay in Vancouver.

*Aging population* - As the largest demographic cohort - the "Baby Boomers" - ages, many of their housing needs and preferences are changing. Existing laneway housing and basement suite options provide some homeowners an opportunity to age in their neighbourhood while creating much needed rental stock. However, changing needs and preferences is also resulting in aspirations to downsize from single-family homes to townhouses or apartments with fewer "hands-on" maintenance

<sup>1</sup> 'Children' are not limited to school age children.

responsibilities, or to assisted living arrangements to accommodate declining physical and mental health. Enabling more ground-oriented housing such as townhouses creates a much needed opportunity for seniors to age in the community, maintain existing social connections and combat isolation in vibrant, walkable communities.

*Public health issues* - Connecting more people to sustainable transportation modes - including walking, cycling and using public transit - allows residents to build physical activities into each day. These actions not only improve health by increasing activity, but also decrease air pollution that leads to premature deaths, heart disease and respiratory conditions.

The Corridor also plays an important role within the city and region as a frequent transit development area, as identified in Vancouver's Regional Context Statement, and over the long term will offer a wide range of housing options, employment opportunities, as well as shopping and services within convenient walking distance of rapid transit.

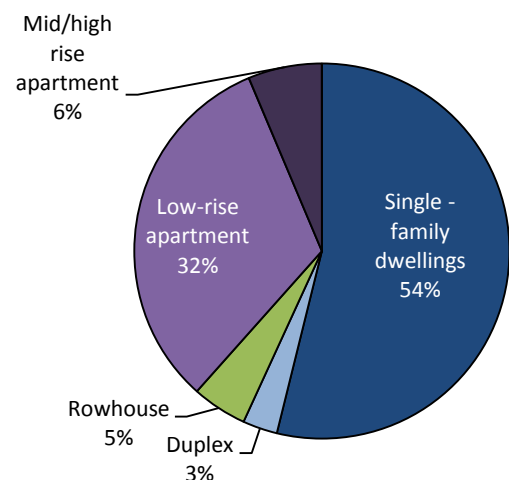
### The Community

The Cambie Corridor study area, from Oak Street to Ontario Street and from W. 16<sup>th</sup> Avenue to the Fraser River, is located in central south Vancouver and is approximately 980 hectares, almost 9% of the city's total land area (see Figure 3 for more details). It is home to about 42,500 people, and almost 21,000 jobs. According to 2011 Census, roughly 16,500 households live within the Corridor, with a median household income of about \$60,000, slightly higher than the city overall (\$56,000). There is variation throughout the Corridor, with higher household incomes in the north (\$69,000) neighbourhoods of the Corridor compared to the central (\$59,000) and south (\$52,000) neighbourhoods.

There is a strong Chinese Canadian community in the Corridor - about 34% of residents indicate Chinese as their mother tongue (vs. 25% citywide), with higher concentrations of Chinese speaking residents in the southern Corridor neighbourhoods. The Corridor has a higher proportion of households with children (<19 years old) than the overall city (29% vs. 22%), and this is fairly consistent throughout the Corridor.

The Corridor includes a diversity of land uses including commercial, institutional, industrial, and a large proportion of residential. The 2011 Census indicates that the majority of dwelling units in the Corridor are single-family houses (54%), followed by apartments (38%). In terms of distribution, existing low-rise apartments are generally concentrated in the north and south neighbourhoods of the Corridor, with most mid-rise buildings in the central area near Oakridge. However, recent development is introducing more mid- and high-rise buildings at the south end of the Corridor, specifically near SW Marine Drive and Cambie Street in the Marine Landing area. Census and NHS data

Figure 1. Cambie Corridor Housing Types



(2011) shows more owners than renters (57% vs. 43%) in the Corridor, with the highest percentage of owners concentrated in the central neighbourhoods.

In addition to its many well-used and loved assets, including childcare facilities, parks, community centres, schools, social services, etc., the Corridor is characterized by a number of regionally and provincially significant resources, a few of which include: Queen Elizabeth Park - Vancouver's second largest park and highest point of land in the city; BC Women's and Children's Hospital, providing specialized critical care services unmatched anywhere in the Province; Langara College, which provides programs and courses to more than 21,000 students annually; Hillcrest Centre - an Olympic Legacy facility; Langara Golf Course - one of three public golf courses; and a Heritage Boulevard running along Cambie, which was designated as a Municipal Heritage site in 1993.

The Corridor is also well-served by transit with good bus and rapid transit services.

### Achieving the Cambie Corridor Vision

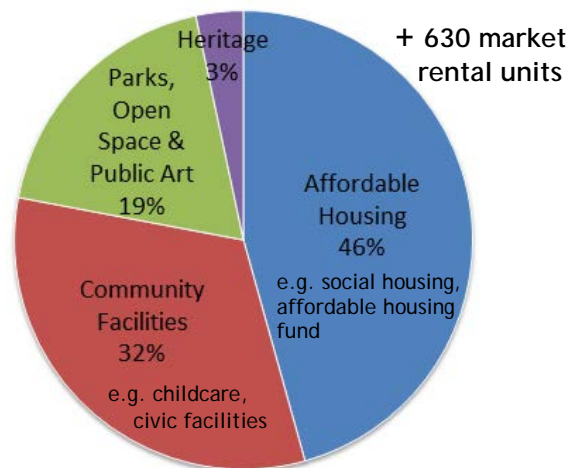
Since adoption of the Cambie Corridor Phase 2 Plan in 2011, there has been a significant amount of development interest and activity. To date, this includes 33 rezoning applications, 26 of which are approved, as well as 16 active enquiries. The projects approved to date will deliver approximately 6,600 new housing units, half of which will be family-oriented units with two and three or more bedrooms. Included in this are 630 new purpose-built market rental units and it is estimated that about one quarter of these units will be family-oriented with two or more bedrooms. A total of approximately 8.2 million ft<sup>2</sup> of floor space (residential, commercial and civic) has been approved, including Oakridge Centre, and 1.8 million ft<sup>2</sup> of floor space is currently under construction or complete.

Of the rezonings approved in the Corridor to date, the City has secured approximately \$256 million (cash and in-kind) towards community amenity contributions (CACs) and public art, over \$35 million of which has been directed towards the Affordable Housing Reserve<sup>2</sup>. The City has recently used \$11.5 million from this reserve to purchase eight lots in the Marpole portion of the Cambie Corridor to develop new affordable housing, and 50% of these units are



**Figure 2: CACs & Public Art**

Total = \$256M (chart does not include unallocated CACs)



<sup>2</sup> Note: this does not include development cost levies (DCLs), which are contributions from new development to help pay for parks, childcare facilities, replacement housing, and engineering infrastructure.

expected to be family-oriented with two and three or more bedrooms. CACs will help address the impacts and other community needs that arise from the intensification of land use within the Corridor and are currently being allocated in accordance with the Cambie Phase 2 Interim Public Benefits Strategy. This includes investment in affordable housing, childcare, parks, plazas and other public realm improvements, civic facilities, and non-profit and cultural space. Highlights of in-kind contributions to-date include nine acres of additional park area, 65,500 ft<sup>2</sup> of civic space, 143 childcare spaces in three facilities, and 290 social housing units.

This transformation of the Corridor demonstrates the need and high demand for housing and amenities that are well-connected to the rapid transit service offered by the Canada Line. The pace of change in the 'core areas' of the Corridor has also prompted a desire within the community for greater certainty around land use in the 'transition areas,' particularly those immediately adjacent to new development, as well as clarity for achieving the overall Cambie Corridor Vision. This includes further detail on public benefit allocations, and a comprehensive Public Realm Plan. Phase 3 is an exciting opportunity to tie the Corridor together and maximize the high demand for a sustainable, transit-oriented lifestyle.

## Strategic Analysis

### Scope of Work - Cambie Corridor Phase 3

The Scope of Work for the Cambie Corridor Phase 3 planning program, outlined below, augments and provides greater clarity on the 2009 approved Terms of Reference.

#### Phase 3 Planning Program Focus

Phase 3, the final stage of planning for the Cambie Corridor, will build on the foundation of Phases 1 and 2, setting a long-term framework to guide the incremental evolution of 'transit-influenced areas' within convenient walking distance of transit and 'core areas'. Working closely with the community, this phase will tie the overall Cambie Corridor together.

Key high-level objectives include:

- *Built-form transition*: provide an effective and neighbourly transition between higher density 'core areas' and adjacent lower density single-family areas. Measures to integrate with large future redevelopment sites will also be considered.
- *Ground-oriented housing*: focus on policy and land use changes that sensitively integrate new lower-scale ground-oriented family housing types, such as townhouses and rowhouses with two and three or more bedrooms, into the predominantly lower-density single-family areas beyond the 'Core' and within walking distance of Canada Line stations.
- *Coordinating Large Sites (e.g., RCMP lands, Langara Gardens,) within the Corridor*: maximize opportunities for large sites to support and integrate with the overall Corridor (e.g., childcare, affordable housing, park space).
- *Tying it all together*: prepare a comprehensive Public Benefits Strategy and Public Realm Plan to support growth and reinvestment in the overall Corridor.



### Study Area

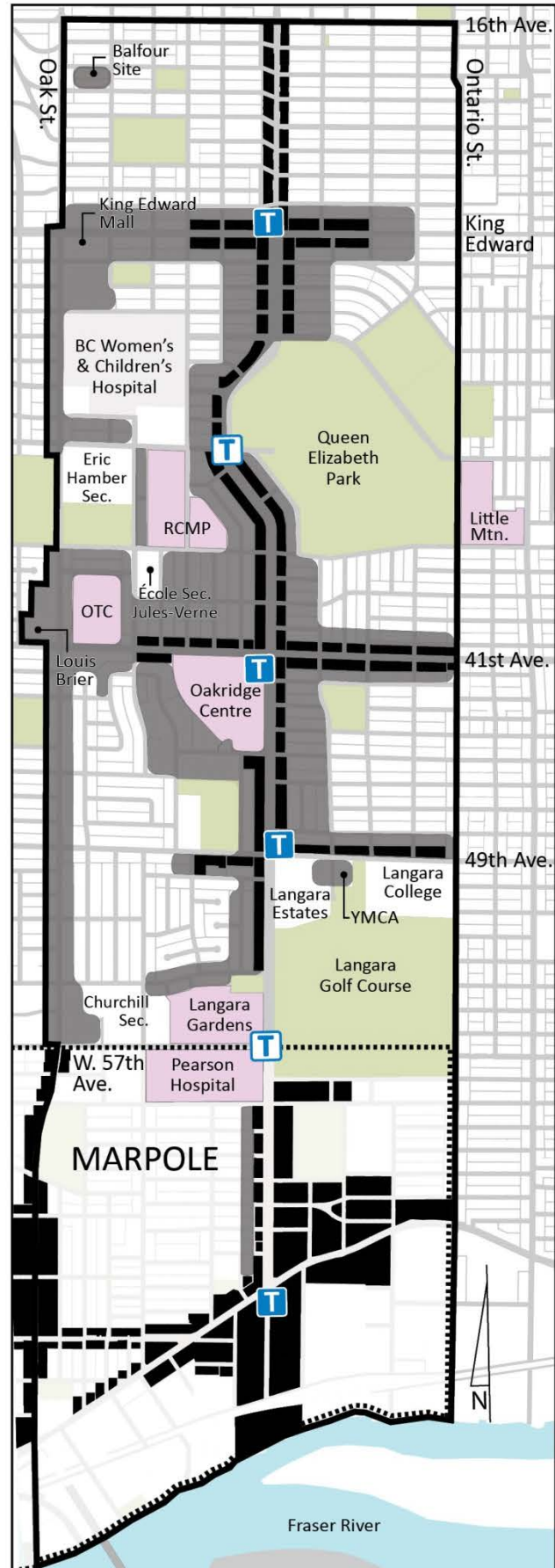
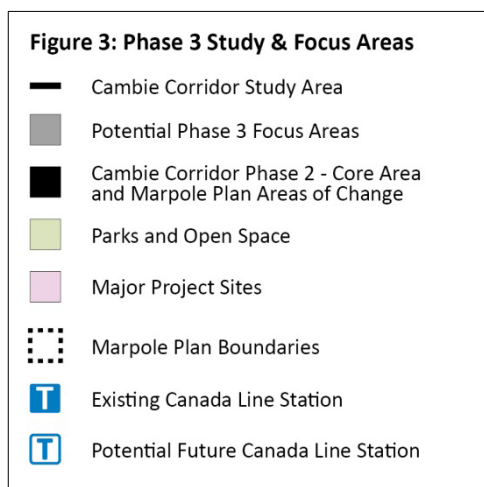
The Phase 3 'Study Area', shown in black outline on Figure 3, includes lands from W. 16th Avenue (north) to the Fraser River (south) and from Oak Street (west) to Ontario Street (east). It captures lands within about 800 metres of Canada Line stations, which is commonly accepted as a reasonable walking distance to high-quality transit.

The overall 'Study Area' will guide consideration of high level policy applicable to the overall Corridor, such as public benefit allocations and public realm improvements. Within the broader 'Study Area' there are proposed 'Focus Areas' where potential land use change will be considered; these are shown in grey. This focused planning approach responds to community feedback received during recent planning initiatives in communities such as Marpole, where there was a strong desire to minimize change in single-family areas.

### Focus Areas

As noted above, areas considered for potential change will be strategically limited to the following:

- ☑ *One-block off and adjacent to Phase 2 areas.* This will allow for an effective physical transition from the higher forms already approved through Phase 2 policy on the arterials to the surrounding lower density single-family areas.



- ☑ *Areas adjacent to large sites.* There are five major project sites within the Cambie Corridor: RCMP lands, Oakridge Transit Centre (OTC), Oakridge Centre, Langara Gardens, and Pearson Dogwood Centre. Phase 3 will tie these sites into the Corridor fabric, ensuring appropriate transitions to their unique surrounding neighbourhoods.
- ☑ *Unique sites.* There are a number of unique sites within the Corridor that warrant special review (e.g., Balfour site, YMCA). Generally, they are larger sites that stand out from their surrounding fabric, and include a range of existing uses from lower density housing to commercial and recreational. These unique sites will be considered during the planning process.
- ☑ *Marpole buffer area.* This small transition area immediately west of the Phase 2 approved sites on Cambie Street, between SW Marine Drive and W. 59<sup>th</sup> Avenue, was identified for further planning in the Marpole Community Plan.

The Cambie Village area, between W. 16<sup>th</sup> Avenue and King Edward Avenue, has a markedly different character than the rest of the Corridor and is characterized by its significant share of pre-1940s homes (63% of the single-family zoned properties were built before 1940). Heritage and character retention strategies will be reviewed during Phase 3, in alignment with the ongoing Heritage Action Plan work throughout the City.

The proposed 'Focus Areas' shown in grey on the map are intended to identify possible land use changes and new housing options, and will be refined through community dialogue and technical analysis early in the planning program. In an effort to minimize change to single-family areas, the proposed areas considered for change are limited and focused, resulting in 74% of single-family zoned parcels in the Corridor left unchanged.

The extent of potential land use change will depend on the outcome of the Phase 3 planning and public engagement process.

### Deliverables

Policies and land use changes developed for Phase 3 will be added to the Cambie Corridor Plan, or brought forward in tandem with proposed Plan amendments once the planning work is complete. Key deliverables of the process include the following:

a. Land use policy for 'transit-influenced areas'

Integrate new land use and built form policies in the Cambie Corridor Plan for 'transit-influenced areas' to expand housing options and improve affordability.

b. Public Benefits Strategy

Develop a comprehensive Public Benefits Strategy to support growth in the Cambie Corridor.

The strategy will consider all public amenity and infrastructure needs, including affordable housing, childcare, community facilities, civic facilities, parks and open spaces, transportation, and utilities. A long-term funding strategy will also be developed encompassing property taxes and user fees, development contributions and partner contributions.

c. Public Realm Plan

Building on the public realm directions of the Cambie Corridor Plan (Sections 6.3 - 6.6), Phase 3 will include a comprehensive Public Realm Plan to provide a long term vision and implementation plan for treating public space along the Corridor. This will provide detailed guidance for future public realm improvements, such as sidewalk improvements, landscaping, plazas, benches, lighting, etc. Work on the Public Realm Plan is well underway as it includes Cambie Corridor Phase 2 areas.

d. District Schedules (Zoning) and Guidelines

Pending the outcome of the planning process, it is expected that new district zoning schedules and associated guidelines will be prepared to support plan implementation. This may include consideration of City-initiated rezoning in strategic locations, including Cambie Corridor Phase 2 arterial mid-rise apartment sites.

e. High level policy improvements

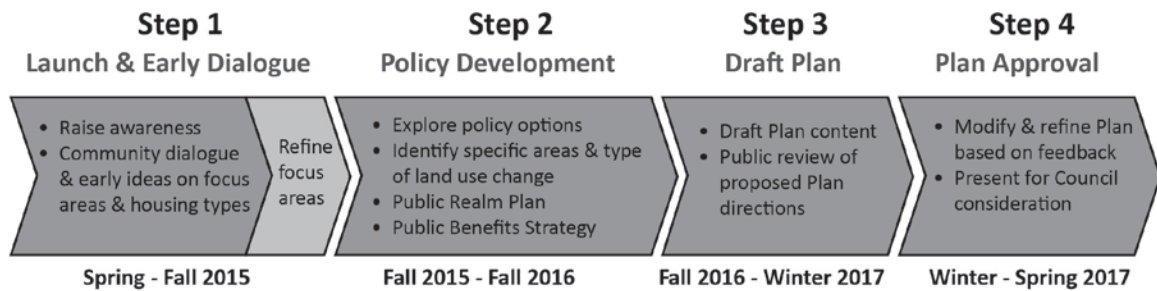
The planning process may identify Cambie Corridor Phase 2 policy refinements to improve overall Plan implementation and coordination with Phase 3 policy directions.



## Planning and Engagement Process

It is anticipated that the Phase 3 planning program will take 18-24 months and will be carried out in four main steps. A unique, meaningful and localized engagement approach will be used, with more details provided in the next section.

Key activities, outcomes and deliverables for each step are outlined below.



### Activities, outcomes and deliverables

#### Step 1:

#### Launch & Early Dialogue

The first step in the process will:

- raise awareness of the Phase 3 planning program
- recruit key stakeholders for early and on-going engagement
- review existing policy context and Cambie Corridor Principles (as approved by Council). This will include regional, citywide and neighbourhood level policies.
- seek early input on key focus areas to explore potential land use change and new housing options.
- refine focus areas based on community input.
- review assets, issues and opportunities in the study area.
- prepare a Corridor Profile (e.g., demographics, housing stock, facilities)

#### Key Deliverables:

- Public engagement events and activities
- Identification of key focus areas for exploring land use change; early ideas on new housing typologies
- Summary of key assets, issues and opportunities
- Early generation of ideas for consideration in Phase 2
- Cambie Corridor Profile: this will include background information on the Corridor, including demographics (e.g., population, age, household income, etc.), housing data, zoning, community facilities, transportation, etc.

### Activities, outcomes and deliverables

#### Step 2:

#### Plan and Policy Development

Step 2 will explore and prepare preferred land use directions and seek feedback on the supporting Public Realm Plan and Public Benefits Strategy.

#### a. New Housing Options in 'Transit Influenced Areas'

Exploring new housing opportunities in Phase 3 focus areas will involve significant community input and neighbourhood level consultation, with an emphasis on family housing needs. This phase will:

- identify preferred areas for change, including potential housing types, key built-form transitions and policies to support special consideration on unique sites and in specific neighbourhoods (e.g., large sites, heritage protection, renewal and expansion of existing affordable rental housing)
- explore affordable housing options
- coordinate policy directions with Major Project Sites
- prepare and consult on any policy refinements associated with Cambie Corridor Phase 2
- test ideas - community consultation and technical analyses, which will include urban design work and development economics to assess the financial viability of various housing types and tenures considered during the planning process.

#### b. Public Realm Plan

- fine tune the draft Public Realm Plan to align with Corridor policies
- seek community feedback on the draft Public Realm Plan

#### c. Public Benefits Strategy:

- begin developing the Public Benefits Strategy based on emerging directions
- recap the purpose and key components of the Public Benefits Strategy with the community
- seek early community/stakeholder input on priorities/gaps

#### *Key Deliverables:*

1. Workshops/activities with community and key stakeholders
2. Identification of preliminary preferred Plan directions
3. Community input on emerging Plan directions
4. Community input on Public Realm Plan & Public Benefits Strategy
5. Community input on implementation ideas (e.g., potential District Schedules and rezoning)

Activities, outcomes and deliverables	
<p><b>Step 3:</b></p> <p><b>Draft Plan</b></p>	<p>At this stage, emerging Plan directions will be brought together for broad community review.</p> <p>This phase will:</p> <ul style="list-style-type: none"> <li>• prepare proposed policy and land use directions for the Corridor</li> <li>• identify recommended priorities and other implementation-related activities, and</li> <li>• provide a broad public review of draft plan directions, including the Public Benefits Strategy and Public Realm Plan.</li> </ul> <p><i>Key Deliverables:</i></p> <ol style="list-style-type: none"> <li>1. Draft Phase 3 Cambie Corridor Plan directions</li> <li>2. Identification of priorities and implementation actions</li> <li>3. Consultation on draft Plan directions - community, other stakeholders, external agencies</li> </ol>
<p><b>Step 4:</b></p> <p><b>Plan Approval</b></p>	<p>At this stage the new Cambie Corridor Plan components will be finalized and prepared for presentation to Council, including:</p> <ul style="list-style-type: none"> <li>• modifying and refining of the draft plan directions based on feedback</li> <li>• staff preparation of a report for Council, and</li> <li>• forwarding the draft plan to Council for consideration</li> </ul> <p><i>Key Deliverables:</i></p> <ol style="list-style-type: none"> <li>1. Amended Cambie Corridor Plan with Phase 3 Policy <ul style="list-style-type: none"> <li>• Public Benefits Strategy</li> <li>• Public Realm Plan</li> </ul> </li> </ol>

## Policy Considerations

The purpose of this section is to provide clarity on the parameters of the planning program, specifically in relation to existing policy, or special considerations, and how these influence ‘what’s on (or off) the table.’

### a. Marpole Community Plan (2014)

The Phase 3 study area includes a portion of lands covered by the recently approved Marpole Community Plan (2014).

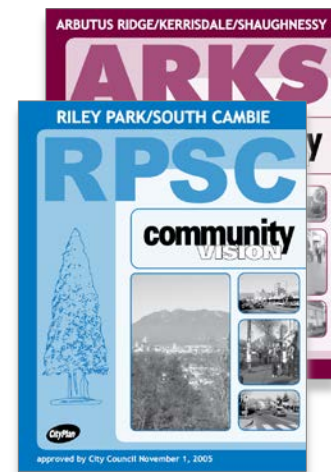
Planning work for Phase 3 of the Cambie Corridor Plan will not revisit areas covered under the Marpole Plan (i.e., south of W. 57<sup>th</sup> Avenue), with the exception of a narrow buffer area immediately west of Cambie Street. Planning work here will explore an appropriate land use transition between the tower and mid-rise forms permitted along Cambie and the surrounding single-family houses. The Marpole Plan includes direction to explore this buffer area as part of Phase 3 work (see Figure 6.2 of the Marpole Community Plan).



### b. Community Visions

The Phase 3 study area includes lands covered by two Community Visions: Riley Park/South Cambie (RPSC 2005) and Arbutus Ridge/Kerrisdale/Shoughnessy (ARKS 2005). Community Visions are based on the broader vision of CityPlan (1995) and intended to integrate citywide directions at the community level.

Consistent with the Terms of Reference for Cambie Corridor planning program Phases 1 and 2, Phase 3 will facilitate discussion and potential implementation of key housing directions (‘Approved’ and ‘Uncertain’) in each Vision, while also exploring further opportunities to strengthen the local response to rapid transit. To date staff have received feedback from residents expressing interest in evaluating higher-density forms in limited areas within RPSC. If there is a desire that emerges during the planning process to explore opportunities for forms and heights that were ‘Not Approved’ within these Visions, this will be considered on a site-by-site basis with full public consultation.



In addition, several key large sites within the Corridor will be reviewed and may be considered for their potential to accommodate higher heights and densities beyond what was contemplated in the Visions. For clarity, this includes the Balfour, Louis Brier, King Edward Mall, and RCMP sites. This aligns with, and builds on, the recently amended “Rezoning Policy for Sustainable Large Developments” approved by Council on May 16, 2013.

c. Oakridge Langara Policy Statement (1995)

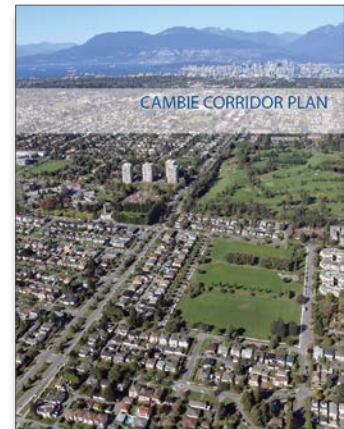
The Oakridge Langara Policy Statement states: "In the event of a rapid transit link to Richmond, evaluate areas around potential station locations to determine whether additional sites should be considered for changes in land use and/or density" (11.5).

This policy provides flexibility for considering a broad range of density, height and housing types in the 'transit-influenced areas' under review through Phase 3.

Pending the outcome of Phase 3 and more detailed analysis, staff will explore the feasibility of repealing the Oakridge Langara Policy Statement to improve clarity and consistency for lands covered under the Cambie Corridor Plan.

d. Cambie Corridor Plan Modifications

The Cambie Corridor Plan anticipated the need to expand upon the broad Corridor Strategy as needed in Phase 3. Since plan adoption, and as plan implementation proceeds, several areas have been identified for further review.



With the exception of the following, policy and land use for 'core areas' (Phase 2 sites) in the Cambie Corridor Plan will not be revisited:

- i. *Cambie Street at 41<sup>st</sup> Avenue*: On May 9, 2011, with approval of the Cambie Corridor Plan, Council directed staff to investigate allowing mixed-use buildings above 12 storeys on the sites immediately adjacent to the intersection of Cambie Street and 41<sup>st</sup> Avenue as part of future planning and community consultation in Phase 3. This direction is reflected in Policies 4.4.1 and 4.4.2 of the Cambie Corridor Plan.
- ii. *8100 Block of Cambie Street (SW corner of Cambie Street and W. 65<sup>th</sup> Avenue)*: To assess the appropriate scale and role of this site for providing an appropriate built form transition, Phase 2 policy will be reviewed to ensure an effective interface with adjacent high density (south and east) and low density areas (north and west).
- iii. *Corridor-wide Policy*: Planning work in Phase 3 will remain open to policy enhancements that may improve direction for the overall Corridor (i.e., revised Housing Policy to reflect an evolution in practice). In some cases, new Corridor-wide policies may also support 'core' properties.

e. Large Sites & Major Projects

Large sites and major project planning play an important role for delivering on amenity, housing and energy objectives within the Corridor.

Where possible and appropriate, Phase 3 will consider policy to guide built-form transitions, linkages and other relevant high level policies that will support integration of large Major Project sites into the fabric of the overall community (i.e., RCMP site and Langara Gardens).

As mentioned, several key large sites within the Corridor will be reviewed for their potential to accommodate heights and/or densities beyond what was considered in the Visions. For clarity, this includes the Balfour, Louis Brier, King Edward Mall, and RCMP sites. This aligns with, and builds on, the recently amended “Rezoning Policy for Sustainable Large Developments” approved by Council on May 16, 2013.

f. Rental Housing Stock Official Development Plan (e.g., Rate of Change Bylaw)

Rental housing is important to meet the needs of a diverse population and is vital to a healthy economy. It also allows moderate-income households to stay in the City because household incomes of renters are typically half that of owners. To protect rental housing in the city, the City’s Zoning and Development Bylaw requires redevelopment projects in certain zones with six or more dwelling units to replace every demolished rental unit.

Phase 3 includes rental housing sites that are currently protected by the City’s Rate of Change Bylaw. Planning work will explore potential future options for these sites, noting that rental replacement and enhanced tenant protection and relocation will be prioritized.

### **Approach to Outreach and Engagement - Successful Practices in Recent Planning**

The 2009 Cambie Corridor Terms of Reference identified working groups for Phase 3 engagement, including three ‘Transit-Influenced Area Groups’ and one ‘Citywide Group.’ As approaches to outreach and engagement throughout the City continue to evolve to incorporate best practices, and after receiving early input from key stakeholder groups, planning for Phase 3 will embrace a localized, adaptive approach that acknowledges the diversity of the neighbourhoods within the Corridor. This will allow for meaningful dialogue that addresses the unique, localized conditions in each neighbourhood. This Phase 3 engagement approach will also encourage broad and representative participation in the planning process. This builds on the positive community response to the smaller scale engagement sessions that were a success during latter portion of the Marpole Community Planning process.

To accomplish a more localized approach, the consultation program will be customized to adapt and respond to what works best for the community. As a starting point, the planning program will prioritize the following outreach and engagement principles:

- *Achieve broad awareness* - ensure early in the process that the broader community is aware of the planning program in their neighbourhood and that their participation is important in shaping the plan. In addition to using a variety of ‘awareness’ tools, an update newsletter will be mailed to all residents and businesses in the Corridor at the launch of the planning program and at strategic points in the process.
- *Be strategic* - the areas considered for change will be limited to strategic areas only, as identified in the Scope of Work and adjusted through community consultation.
- *Take time needed* - accommodating growth and exploring change in established neighbourhoods is a complex endeavour and warrants sufficient time to work through the assets, issues and opportunities with the community.

- *Be visual* - enhancing communication through high quality visual tools and materials (e.g., renderings, photos, drawings, models, etc.) will help residents understand the scale of change being explored, allowing for informed and empowered decision-making.
- *Have a small group focus* - while use of a variety of consultation tools is important for reaching the diversity of residents in a neighbourhood, smaller group sessions are especially conducive to meaningful dialogue, and are particularly constructive when working through any core issues that may arise through the planning program.
- *Be flexible, adaptive, and responsive* - the consultation program will adapt and respond, as necessary, to address community priorities including any core issues that arise throughout the program.



A variety of techniques will be used throughout the planning program to achieve the above goals and ensure there are multiple ways to get involved and share ideas. Some examples include workshops, “walkshops”, focus groups, and online tools.

### Rezoning Enquiries during the Phase 3 Planning Process

The City’s established practice is to limit the types of new rezoning applications which will be considered during a significant planning process so as not to pre-empt or divert the planning program with rezonings which seek to set new directions or preclude options in a neighbourhood. Staff recommend that this practice be continued.

Appendix A contains proposed policy setting out the circumstances under which new rezonings and heritage revitalization agreements would be considered during the Cambie Corridor Phase 3 process. These circumstances include projects proposed under the recently approved Marpole Community Plan and Cambie Corridor Plan, or projects involving public or non-profit institutional, cultural, or recreational uses, non-market housing, or heritage retention, as well as minor housekeeping amendments. It should also be noted that applications that have already been submitted and enquiries that have received a written response prior to the adoption of the rezoning policy will continue to be processed.

### *Implications/Related Issues/Risk (if applicable)*

#### *Financial*

**Capital** - Implementation of the Public Benefits Strategy and Public Realm Plan will involve capital investments (e.g. acquisition of land and construction of facilities and infrastructure) as well as future financial implications from programming, facility operation, maintenance and rehabilitation. A long-term funding strategy encompassing property taxes and utility fees, development contributions, and partnership opportunities will be presented as Council considers the Public Benefits Strategy and Public Realm Plan.

*Operating* - The Phase 3 planning work will be accommodated within existing staff resources in Planning & Development Services and program departments included in the 2015 budget approved by Council in March 2015.

### *Environmental*

The Phase 3 planning program will continue to deliver on, and augment the transit-oriented development envisioned in the approved Cambie Corridor Plan (2011) through intensification of lands close to transit. It will also integrate energy gains available throughout the Corridor, complementing the City's current work in neighbourhood energy in the Cambie Corridor area.

## **CONCLUSION**

In 2009, Council approved a three-phase planning program for the Cambie Corridor. Phases 1 (2010) and 2 (2011) are complete, and have facilitated a significant and ongoing transformation of 'core areas' in the Corridor as more people choose to live close to high quality rapid transit and access the diversity of amenities available in the Corridor. Staff recommend moving forward with the third and final planning phase for the Cambie Corridor to build on this momentum and provide an effective transition between the 'core areas' currently undergoing redevelopment, and the surrounding lower density single-family areas, also providing for more ground-oriented housing choices in the Corridor. There is a demand for more housing options for families in Vancouver, and Phase 3 provides an opportunity to deliver this much-needed family housing with two and three or more bedrooms. In alignment with the 2009 Terms of Reference, the Phase 3 Cambie Corridor planning program will deliver land use policy for the 'transit influenced areas', as well as a Public Benefits Strategy and Public Realm Plan for the entire Cambie Corridor area.

\* \* \* \* \*



# Appendix A

## Appendix A: Interim Rezoning Policy

### **POLICY ON CONSIDERATION OF REZONING APPLICATIONS AND HERITAGE REVITALIZATION AGREEMENTS DURING CAMBIE CORRIDOR PHASE 3 PLANNING PROCESS**

The following policies are proposed to govern consideration of rezoning enquiries and applications, heritage revitalization agreements, during the Cambie Corridor Phase 3 planning program. Once adopted, the policy will apply until such time as the Cambie Corridor Plan Phase 3 Plan components are approved by Council.

#### **Preamble**

The following rezoning policy is based on the principle of not pre-empting or diverting the planning program with rezonings which set new directions or preclude options in neighbourhoods along the Cambie Corridor.

#### **Policy 1**

Where, at the time of adoption of this rezoning policy, there is an active rezoning application or where an enquiry has been received, and the applicant has received a written response stating that a rezoning application would be considered, the application will be considered.

#### **Policy 2**

Applications will be considered for the retention, expansion, downsizing, or reuse of public or non-profit institutional, cultural, recreational, utility, or public authority uses.

#### **Policy 3**

Rezoning applications will be considered in the cases of housekeeping amendments and minor text amendments to existing CD-1s, which are not related to height or density increases (e.g., altering the mix of commercial uses in an existing building). This would include public consultation and a public hearing.

#### **Policy 4**

Rezoning applications will be considered for projects involving significant social and supportive housing or community care facilities or group residences.

#### **Policy 5**

Rezoning applications involving heritage retention and heritage revitalization agreements will be considered. If this conflicts with other Council policy (e.g., rental housing rate of change policy vs. heritage retention policy), then this will result in a report to Council for direction.

#### **Policy 6**

Rezoning applications which seek relief from any of the terms of this rezoning policy may be considered under exceptional circumstances, provided that they substantially advance objectives from citywide policies and do not constitute a significant increase in the rate of development for the neighbourhood in question.

#### **Policy 7**

Rezoning applications may proceed in the Cambie Corridor consistent with the directions outlined in the Cambie Corridor Plan (Approved May 9, 2011).

**Policy 8**

Rezoning applications may proceed in the Marpole Community consistent with the directions outlined in the Marpole Community Plan (Approved April 2, 2014).

**Policy 9**

Rezoning applications may proceed on large sites where a Council approved policy statement is in place (e.g., Pearson Dogwood).

**Policy 10**

Rezoning applications may proceed on sites identified for redevelopment in the Oakridge-Langara Policy Statement (OLPS) and in accordance with the policies outlined in the OLPS.