



Supports to Item No. 3
T&T Committee Agenda
January 19, 2010

POLICY REPORT
URBAN STRUCTURE

Report Date: January 4, 2010
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Meeting Date: January 19, 2010

TO: Standing Committee on Transportation and Traffic

FROM: Director of Planning in Consultation with the General Manager of
Engineering Services, the Manager of Sustainability and Managing Director
of Social Development

SUBJECT: Cambie Corridor Planning Program - Phase One

RECOMMENDATION

- A. THAT Council approve the revised Cambie Corridor Principles as included in Appendix A.
- B. THAT Council approve the revised Cambie Corridor Interim Rezoning Policy as included in Appendix B.

GENERAL MANAGER'S COMMENTS

The General Manager of Community Services recommends approval of the foregoing.

CITY MANAGER'S COMMENTS

The City Manager recommends approval of the foregoing.

COUNCIL POLICY

On July 28, 2009 Council approved the Cambie Corridor Planning Program Terms of Reference. The Terms of Reference are informed by a variety of policies and initiatives including: the Greenest City Initiative (2009), EcoDensity Charter (2008), Climate Change Action Plan (2005), Riley Park South Cambie Community Vision (2005), Transportation Plan (1997), Oakridge Langara Policy Statement (1995), CityPlan (1995), Industrial Lands Policies (1995), and Marpole Plan (1979).

SUMMARY

The Cambie Corridor Planning Program is a major planning initiative that will develop a land use policy plan for the Cambie Corridor between 16th Avenue and the Fraser River (study area shown on map at right). The program is aimed at facilitating progress towards an environmentally sustainable city that responsibly responds to climate change and fosters livability and affordability through the integration of land use, sustainable mobility and renewable energy.

Phase One deliverables of the Cambie Corridor Planning Program include:

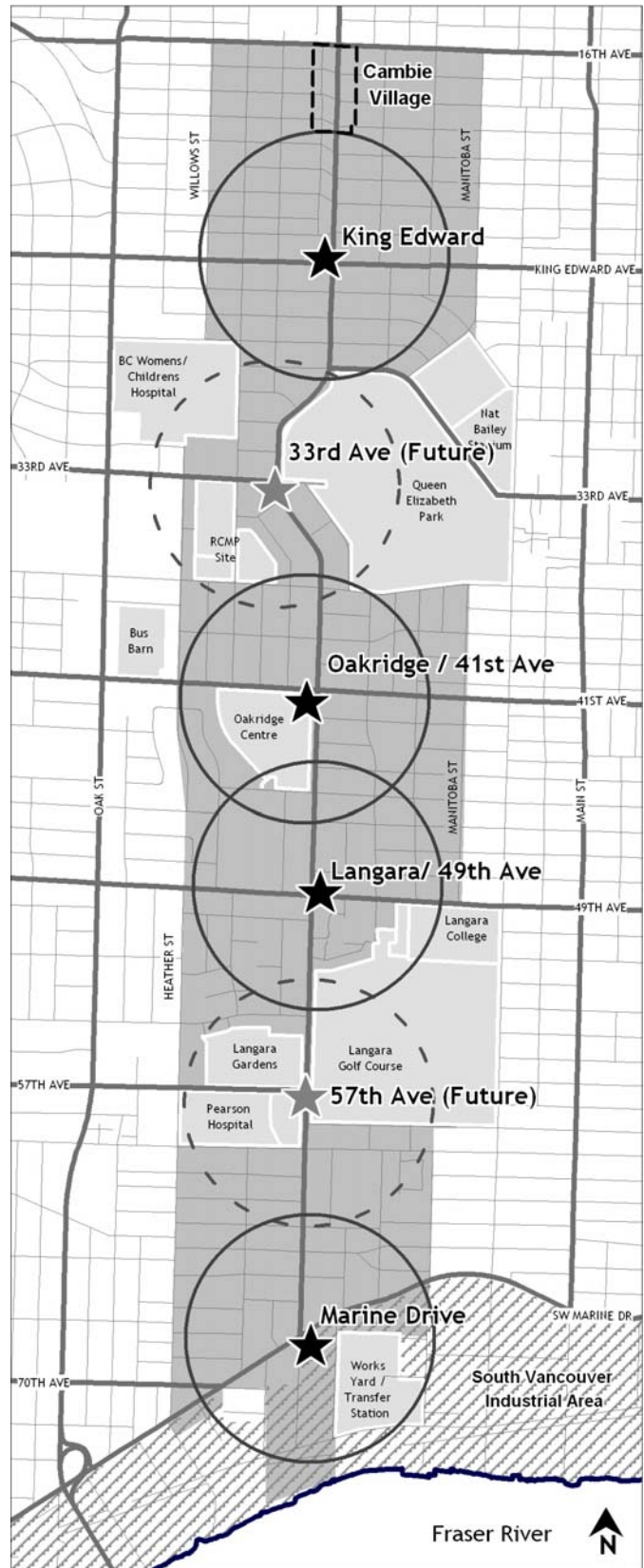
- planning Principles for the Cambie Corridor; and
- Interim Rezoning Policy to guide development applications in close proximity to stations in the study area.

Following an extensive public consultation process in the Fall of 2009, the Phase One deliverables are presented for Council's consideration.

KEY

Cambie Corridor

- ★ Canada Line Station
- ☆ Future Station
- 500 metre Walking Circle
- Cambie Corridor Study Area
- ▨ South Vancouver Industrial Area



BACKGROUND

The Canada Line opened on August 17, 2009. It is a 19 kilometre rapid transit system that links Vancouver with central Richmond and the Vancouver International Airport. The line also connects with existing rapid transit lines in downtown Vancouver and other east-west transit services across the City. It is a large-scale infrastructure project that is anticipated and expected to be a catalyst and shaper of development and change in the areas that it services.

To take advantage of the opportunity provided by the transit investment, on July 28, 2009, Council approved the Cambie Corridor Planning Program Terms of Reference. The program will deliver a land use policy plan for the Cambie Corridor, delivered through three phases:

Phase One (2009)

Deliverables:

- planning principles to guide future planning work in the Corridor; and
- interim rezoning policy to guide and assess applications immediately adjacent to existing stations in the Corridor

Phase Two (2010)

Deliverables:

- a policy plan for key sites and arterials along the Cambie Corridor that includes detailed consideration of land use, density, built form, public realm improvements and an amenities strategy

Phase Three (2011 - subject to Council direction)

Deliverables:

- a policy plan for surrounding transit-influenced neighbourhoods that includes detailed consideration of land use, density, built form, public realm improvements and an amenities strategy.

When Council approved the Terms of Reference in July 2009, draft Principles and an Interim Rezoning Policy were put forward for consideration and discussion. The draft Principles and Interim Rezoning Policy were based on existing Vancouver policy and best practices from other cities in the context of the integration of transit and development. It was noted that they were to facilitate a starting point to the public engagement, and, at that point, were not considered complete or approvable.

Phase One of the program incorporated a broad consultation process with the community and stakeholders to review, discuss and ultimately refine the draft Principles and Interim Rezoning Policy. This report represents the culmination of the Phase One work.

DISCUSSION

This fall, staff undertook the Phase One work by hosting a series of Open Houses, Workshops and meetings with the broad community and a variety of stakeholders to revise and refine the Principles and Interim Rezoning Policy for Council consideration. A discussion of the Principles, Interim Rezoning Policy and process follows.

A. Cambie Corridor Principles

Development of the Principles has been based on the premise that the successful integration of land use, renewable energy, and sustainable transportation, particularly a density of uses and activities around key nodes and corridors, is a vital and necessary component of an environmentally sustainable city that responsibly responds to climate change and a reduction in carbon dependence while fostering livability and affordability. Having integrated the feedback from the public consultation program, the seven proposed Principle headings that have evolved are:

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

Principle Two: Provide a complete community

Principle Three: Create a walkable and cycleable corridor of neighbourhoods seamlessly linked to public transit

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

Principle Five: Provide a range of housing choices and affordability

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

Principle Seven: Ensure job space and diversity

Details on the seven Principles are included in Appendix A. For each of the Principles, the following information is provided:

- Previous Principle - wording based on the July 2009 report;
- Summary of comments, ideas and concerns from the public process;
- Revised Principle - wording based on the comments received; and
- Discussion on the comments and changes.

B. Interim Rezoning Policy

As outlined in the Terms of Reference, the Interim Rezoning Policy will provide a framework that can immediately begin to inform development applications at key sites in the vicinity of stations in advance of more detailed planning. The Interim Rezoning Policy is presented in Appendix B. Based on the public consultation, the Interim Rezoning Policy has evolved to:

- outline specific requirements that an applicant will need to provide as part of a rezoning application;
- revise the interim rezoning "areas" based on patterns of property ownership and logical adjacency issues; and
- provide specific direction on land use, height and scale expectations.

C. Public Consultation Overview

The Phase One consultation process has included a comprehensive list of interested organizations, community groups, public agencies, firms, institutions, and individuals. Working with the City's Communications Department, the process has taken advantage of a variety of media and communication mediums to update the public on the program. Recognizing the ethnicity and language profile of the study area, the public outreach has also

included culturally appropriate engagement strategies, including translation services in Mandarin and Cantonese.

During Phase One, the program team hosted a number of Open Houses, Workshops and Meetings to gather input and feedback on the draft Corridor Principles and Interim Rezoning Policy outlined in the Terms of Reference. These events included:

Event / Meeting	Purpose
September Open Houses	Provided the public an opportunity to provide ideas and comments on: <ul style="list-style-type: none"> - the future of the Corridor - the Interim Rezoning Policy and - draft Principles.
October Workshops	Provided the public an opportunity to provide more detailed, specific feedback on the draft Principles and Interim Rezoning Policy.
November Open Houses	Based on the ideas and comments received the September Open Houses, Workshops and other stakeholder meetings, staff presented a refined set of Principles and an Interim Rezoning Policy for further review and comment from the community. Based on feedback from these November Open Houses, staff then provided additional revisions to the Principles and Interim Rezoning Policy.
Community Group / Stakeholder Meetings	Throughout the process, staff met with a variety of local and city-wide groups to receive comments, feedback and ideas on the draft Principles and Interim Rezoning Policy.

Approximately 1,000 residents, citizens, business and property owners, stakeholder and interest groups attended the Phase One Open Houses and Workshops, including representatives from the following groups: Riley Park South Cambie Vision Implementation Committee, Marpole Area Network, Vancouver Economic Development Commission, Translink, Urban Development Institute, Board of Trade, Port Metro Vancouver and Vancouver Airport Authority.

When requested, staff then held additional “one-on-one” meetings with the groups to receive additional feedback and comments. (For example, on several occasions, staff met with the Riley Park South Cambie Community Vision Implementation Committee to review and discuss the draft Principles and Interim Rezoning Policy.) Staff also have engaged in a dialogue with some of the land owners in the corridor where significant district energy opportunities exist.

In addition, throughout the Phase One work, staff established several innovative and strategic partnerships with various practitioners and academics to facilitate ongoing learning related to land use, transportation and sustainability. (Details on the public consultation process and strategic partnerships can be found in Appendix C.)

Based on the feedback received throughout the consultation, the following themes emerged:

- The Corridor is a significant opportunity to provide increased density, more jobs and more people in proximity to rapid transit.
- The idea of a complete community should extend throughout the Corridor, recognizing that increased density and growth should be accompanied by an increase in amenity.
- Each neighbourhood and transit station within the Corridor has a different character—the evolution of the corridor should recognize that each neighbourhood is different.
- Provide and protect affordable housing options, including affordable rental housing and opportunities for lower cost ownership.
- Ensure safe, convenient walking and biking routes throughout the Corridor.
- Green is important - not only greening the buildings and green energy, but green spaces for the public.
- Density can take a variety of forms and shapes.

D. Key Sustainability Considerations

The Principles have evolved to provide a broad planning framework that will ensure the successful integration of land use (including the provision of necessary job space), renewable energy, and sustainable transportation (walking, biking and transit). In doing so, the Principles responsibly respond to the challenges of energy security and climate change while fostering livability and affordability.

In this regard, the Principles and Interim Rezoning Policy, including the specific requirements and forms of development to be considered, support the future potential for district energy in the Corridor, noting that the timing of the development of energy facilities and connections could vary considerably throughout the Corridor.

For example, at the King Edward and Langara station areas, it is not expected that a short term connection is viable. While new development in these areas will be expected to be “connectable” to future district energy systems, this connection is likely a longer term prospect. Factors that will impact the timing of connection include: rate of build out, energy prices and the relative proximity of development to energy sources. However, where there are larger sites in the study area (i.e. Marine Drive Station Area and Oakridge) short term connections are more viable.

With respect to sustainable transportation, the specific requirements, forms and associated densities outlined in the Principles and Interim Rezoning Policy promote increased movement by walking, biking and transit as well as reduced vehicle trip lengths. External factors that will affect the progress towards these goals include: rate of build out (both private lands and the public realm), fuel prices and behavioural factors related to transportation choices.

Values that reflect a commitment to housing affordability, job space and social sustainability are also enshrined in the Principles and Interim Rezoning Policy and will apply as the planning work proceeds. The Principles and Interim Rezoning Policy recognize that Vancouver’s continued livability and affordability must be fostered in order for us to progress successfully, resiliently and sustainably.

E. 445 Marine Drive / Rate of Change

In the short term, redevelopment surrounding the transit stations will present significant opportunities to provide increased housing capacity, options, and affordability. The need to take advantage of these housing opportunities will be balanced with the protection of existing housing resources, notably sites which contain affordable rental housing.

The site at 445 S.W. Marine Drive is located near the north-east corner of Marine Drive and Cambie Street and is included in the Interim Rezoning Area. It is comprised of 70 family townhouse rental units, zoned CD-1, and subject to the City's council-approved Rate of Change requirements. A private daycare is also operated on the site. Due to the site's strategic proximity to the Canada Line and the likelihood that the site may be developed with an adjoining site fronting Cambie Street, staff recommend that rezoning consideration be allowed to proceed, subject to replacement at a minimum of the 70 family rental units with 70 family rental units as well as relocation plans and other measures to mitigate the impact of re-development on the existing residents. A right-of-return provision may also be considered. If an application is received to rezone the site, these measures will be negotiated and secured during the rezoning process.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

Based on extensive community consultation, staff recommend approval of the Cambie Corridor Planning Principles and Interim Rezoning Policy.

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Cambie Corridor Principles

For each of the Principles, the following information is provided:

- Previous Principle - wording based on the July 2009 report;
- Summary of comments, ideas and concerns from the public process;
- Revised Principle - wording based on the comments received; and
- Discussion on the comments and changes.

I. Principle 1

Previous Principle 1 (July 2009)

Provide land use that supports the investment in transit

Guidelines:

- a) New developments should provide primarily transit-supportive land uses and avoid non-transit supportive land uses.

Transit supportive land uses are those that:

- include high employee and residential densities
- promote travel time outside of peak periods
- attract reverse flow travel from the downtown core
- generate pedestrian and cycling traffic

Non-transit supportive land uses are those that:

- are oriented towards the automobile and not towards pedestrians or transit users
- generate high levels of vehicular traffic
- require significant parking
- provide low-density building forms
- create an unpleasant environment for pedestrians
- have limited hours of operation

Summary of Comments, Ideas and Concerns

- Increased density is appropriate and needed along the Corridor. The Corridor is an opportunity to focus both residential and employee density / intensity.
- Density comes in a variety of building forms and sizes.
- Consider the current and future capacity of the Canada Line in planning for the area.
- Improve transit services including linkages and bus frequency.
- Consider impacts of vehicle traffic, including parking, as they relate to land use and surrounding communities.
- Plan within the context of the neighbourhood and other projects in the area.

- The pedestrian / cycling experience is important as well as the links between walking, biking and transit.
- More green space is needed.
- Ensure a variety of housing types is available.

Revised Principle 1 (December 2009)

Provide land use that optimizes the investment in transit

What this means . . .

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

Supportive land uses are those that:

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

Non-supportive land uses are those that:

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

Discussion

Throughout the consultation, the majority of community participants supported the strategic densification of the Corridor and acknowledged the importance of the relationship between land use and transit. In the review of this principle, clarification was suggested regarding where density will be focused. While the density of the entire Corridor can be expected to increase over time, density will be focused and concentrated in strategic areas (i.e. clustered around stations and district energy opportunities) and will generally decrease with distance from these areas. It is also acknowledged that densities and building forms will vary along the Corridor, depending on the character and context of the surrounding neighbourhood, recognizing that land use change will occur.

Some community members expressed concern with density in general and the impacts of change on their neighbourhood. In a few cases, concern was also expressed with the planning approach - noting that a "corridor" study area was too broad and covered too large of an area.

The importance of sustainable modes of transportation was also stressed, and it was suggested that there be more emphasis on walking and cycling as complementary activities supporting transit ridership. Principle One has been revised to address the comments, ideas and concerns received.

II. Principle 2

Previous Principle 2 (July 2009)

Provide a complete community
<p>Guidelines:</p> <ol style="list-style-type: none">a) Mix land uses in order to create a complete community for residents and transit users. The land use mix will provide opportunities to work, live, shop, play and learn. Individual sites that choose not to mix their land uses shall demonstrate how their development contributes to a complete community and facilitates strong transit ridershipb) Provide amenities and services that support and contribute to a complete community as well as a strong corridor of mobility. In doing so, strive to support densities and uses that can contribute to the cost of providing amenitiesc) Encourage commercial uses at grade within identified neighbourhood centres, within existing commercial areas, or directly adjacent to a station. In most other cases, residential uses shall be provided at grade

Summary of Comments, Ideas and Concerns

- Providing a complete community is important.
- More amenities (parks, green space, seating, etc.) are needed with an increase in population.
- The pace, scale and extent of development in the corridor should not exceed the capacity of infrastructure, services and amenities. The impacts of an increasing population and density should be monitored and reviewed on an ongoing basis.
- Protect the existing amenities while providing for new uses (farmers markets, community gardens, etc.).
- Provide a variety of residential unit types and sizes.
- While density is a good idea, consider the character, function and context of each neighbourhood.
- There is a need for more shops, services and mixed-use opportunities, but these opportunities should be focused around existing commercial areas and stations.

Revised Principle 2 (December 2009)

Provide a complete community

What this means . . .

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

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

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

2. Prioritize retail and other commercial uses at grade within identified neighbourhood centres, existing commercial areas, or areas adjacent to a station. Design such uses to significantly improve walking experiences.
3. Provide amenities and services that support and contribute to a complete community as well as a strong corridor of mobility. In doing so, review, monitor and consider the impacts of an increasing residential and employment population.
4. Support rich social interactions and the inclusion of all residents in community life.

Discussion

Public consultation showed strong support for the complete community concept and stressed that an increase in amenities should correspond with increased density and growth. As well, increased density should bring a variety of residential unit types and sizes, diverse shops and services, and opportunities for mixed use. The location of shopping areas and other commercial uses should be strategic, not sprawled throughout the entire Corridor.

The consultation process identified the idea that there are several neighbourhoods along the Corridor, each with its own character and context that should be respected. People also expressed the idea that a complete community should apply around each station as well as throughout the entire corridor and that positive social relationships and inclusion are important values that need to be fostered as the Corridor evolves.

III. Principle 3

Previous Principle 3 (July 2009)

Create a walkable and cyclable neighbourhood seamlessly linked to public transit

Guidelines:

- a) Require active and engaging uses at grade along the street edges to promote walking, frame the pedestrian space, provide visual interest, increased security and architectural variety
- b) Incorporate transportation demand management strategies in every development
- c) Consider parking reductions, providing relatively higher reductions with proximity to the station
- d) Provide convenient and connected routes that offer choice with some allowance for pedestrian and bicycle short-cuts
- e) Provide a quality public realm to enhance the travel experience to the stations
- f) Provide weather protection to facilitate walking

Summary of Comments, Ideas and Concerns

- Good quality bicycle lanes, storage and racks are needed.
- Ensure that the public realm and surrounding areas have enough seating and are accessible.
- Provide greater attention to accessibility for persons with a disability.
- Consider streets around stations for cycling and pedestrian improvements (not just Cambie).
- Mitigate traffic impacts while enhancing walking and cycling.
- Consider the impacts of changes in transit operations, of station design and capacity of the Canada Line.
- There are opportunities to link the Corridor with the Fraser River.
- Manage parking in the areas around stations by protecting resident and visitor parking, and restricting parking for people using the Canada Line.
- Safety is important - eyes on the street are needed.

Revised Principle 3 (December 2009)

Create a walkable and cycleable corridor of neighbourhoods seamlessly linked to public transit

What this means . . .

- a) Ensure that routes and infrastructure for pedestrians, cyclists and persons with disabilities are safe, attractive, convenient, navigable, barrier-free and accessible to transit.
- b) Provide convenient and attractive cycling infrastructure including ample bicycle parking for all ages throughout the Corridor.
- c) Require active, engaging, people-oriented building scales and uses at grade along the street edges that will enhance the walking experience by framing / defining the pedestrian space, providing visual and architectural interest, and foster security by providing “eyes on the street”.
- d) Implement strategies that encourage walking, cycling and transit trips over automobile trips.
- e) Implement strategic parking reductions within developments, providing relatively higher reductions as proximity to the station increases.
- f) Provide a variety of attractive, convenient and connected routes for pedestrians and cyclists.
- g) Provide a quality public realm to enhance the travel experience by all modes to the stations.
- h) Provide weather protection and pedestrian scaled amenities to facilitate walking.

Discussion

Public feedback around this principle had a strong focus on providing an optimal cycling and walking experience within the Corridor. Issues included safety and security, weather protection, routing, amenities for cyclists and pedestrians and the adverse effects of traffic. As such, the principle has been enhanced to reinforce the importance of a well designed public realm that facilitates the integration of walking and cycling with transit trips. It also has evolved to stress that the relationship between private property development and the adjacent public realm contributes to a positive experience for non-motorized transportation. Additionally, the principle was revised to recognize that planning for the public realm should include standards to ensure easy mobility and access for persons with a disability. Parking and traffic issues will continue to be monitored as the Corridor evolves and appropriate measures will be taken to address potential impacts.

IV. Principle 4

Previous Principle 4 (July 2009)

Make Stations a community place and focal point

Guidelines:

- a) Locate the highest density and mix of uses as close to the station as possible, with each decreasing the further away from the station
- b) Encourage a coordinated, quality public realm to help define the station area's sense of place
- c) Use new development to contribute to enhancing each station as a unique place (especially sites adjacent to the station entry), including encouraging buildings and spaces to be memorable landmarks, with possible incorporation of placemaking elements (public art, public spaces)
- d) Ensure the station is easy to locate with way-finding and orientation of new development oriented towards station
- e) Create a focus for the broader community - developments within the station area should provide a destination for both transit users and local residents

Summary of Comments, Ideas and Concerns

- Station areas should be a community place and focal point.
- Higher density strategically located along the Corridor is a good idea, but the density should be focused around station areas and in places where the opportunities for sustainability are highest.
- There is a density gradient - density should not be the same in all places.
- Transitions between higher density areas and lower density areas should be addressed by sensitive design.
- Create animated community places at street level.
- Address station access, accessibility and pedestrian safety.
- Make stations more identifiable by improving signage.
- Support good design and architecture.
- Ensure that safety is incorporated.
- Encourage a variety of uses around the station including farmers markets and grocery stores.

Revised Principle 4 (December 2009)

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

What this means . . .

- a) Locate a higher density and mix of uses as close to the station as possible. In doing so, not only consider the location of future stations in the corridor, but strategic locations that can achieve renewable energy gains and provide significant public amenities.
- b) Consider creative and sensitive transitions in scale between developments around each transit station and the adjacent neighbourhoods.
- c) Achieve a coordinated, quality public realm to help define the station area's sense of place and to ensure safety by providing "eyes on the street". Where practical, incorporate place-making elements into public spaces.
- d) Ensure new developments contribute to enhancing each station area as a unique place by respecting the context of the neighbourhood and encouraging buildings and spaces to be memorable and locally authentic.
- e) Ensure the station is easy to locate by providing way-finding measures and orienting buildings and development towards the station.
- f) Create a focus for the broader community -the station area should provide a destination for both transit users and local residents.

Discussion

While stations are seen as an area where density should be focused, it was also suggested that density could be focused at sites and opportunities that can provide for amenities and sustainability opportunities. The revised Principle reflects the expectation that while the density of the entire Corridor will increase over time, the highest density will be focused and concentrated in strategic areas and will generally decrease with distance from these areas. The revised Principles also recognize the need for a sensitive and creative transition in scale from higher density areas to the surrounding evolving neighbourhood.

In making station areas focal points for development, it was suggested that safety and neighbourhood context are important. The principles have been revised accordingly.

V. Principle 5

Previous Principle 5 (July 2009)

Provide a range of job diversity and housing

Guidelines:

- a) Recognize that “ridership density” can mean employment density as well as residential density (In some areas, employment density may be more beneficial to the overall city development than residential density around the stations)
- b) Ensure appropriate levels of office and retail space within mixed use developments. Developments in close proximity to the station shall provide higher proportions of office and other higher ridership uses
- c) Encourage a variety of housing forms, tenures, and unit types to ensure all incomes and abilities can live within the community
- d) Provide a range of affordable housing tenures in residential developments like co-operatives, rental, flex suites and other options
- e) Avoid displacement of existing city serving land uses including industrial and employment areas

Summary of Comments, Ideas and Concerns

- It is important to provide a diversity of housing options.
- Plan needs to consider and foster housing affordability.
- Recognize and consider the affordability value of existing purpose-built rental housing and commercial spaces.
- Recognize the role of the existing services and protect affordable commercial opportunities.
- Strong desire to avoid dislocation of residents and businesses from the corridor.
- More jobs and employment density can contribute to increased ridership, including “reverse-flow” trips.
- Ensure the built form relates to the existing character of the neighbourhoods.

Revised Principle 5 (December 2009)

Provide a range of housing choices and affordability

What this means:

- a) Provide a variety of housing forms, tenures, unit types and sizes (i.e. 2, 3 and 4 bedroom units) throughout the Corridor that can evolve to support different uses and configurations and will provide for diversity and resiliency.
- b) Recognize and consider the value of existing affordable housing stock and low income housing to meet the needs of low and modest income households, including the strategic retention and enhancement of purpose-built rental options.
- c) Provide options and mechanisms to ensure that a broad range of incomes can live within the Corridor. Examples include co-operatives, rental housing, flex suites and social housing options.
- d) Ensure that objectives for affordable housing, to meet the needs of households on low incomes, seniors and those with mental illnesses or addictions are met.

Discussion

During the public consultation, housing affordability and housing choice were highlighted as key values in the future of the Corridor. Similarly, the provision of job space and a diversity of commercial and employment opportunities along the Corridor was seen as an important factor in encouraging ridership as well as cultivating economic sustainability.

Recognizing the important and distinct nature of these two topic areas, the original Principle 5 was divided into two - a revised Principle 5, which provides greater consideration to housing choices and affordability, and "new" Principle 7 that focuses on the importance of job space, density and diversity.

Principle 6

Previous Principle 6 (July 2009)

Balance city-wide goals with the existing community and its context
<p>Guidelines:</p> <ul style="list-style-type: none">a) Balance higher-density building forms (as a way of increasing transit ridership) with the built form of the existing neighbourhoodb) Recognize there is no ideal “cookie cutter” model and be open to alternatives and opportunitiesc) Ensure development within station areas meets the City of Vancouver’s goals for sustainabilityd) Engage the community to achieve the balance between local aspirations and city-wide/regional goals

Summary of Comments, Ideas and Concerns

- Each station area is unique in character - enhance what’s already there.
- Increased density along the Corridor is a good idea.
- Provide a mix of uses that fit with the character of the neighbourhoods.
- Sustainability and green is important.
- Identify and enhance the notion of sustainability, environmental goals and regional interests.
- Consider how changes to other transit services (i.e. buses) impact other neighbourhoods and mobility.
- Ongoing community engagement and input from people in the entire Corridor is important.

Revised Principle 6 (December 2009):

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

What this means . . .

- a) Take advantage of the opportunity the Corridor provides in implementing the EcoDensity Charter and contributing to Vancouver's goal of becoming the greenest city in the world by 2020.
- b) Maximize opportunities to reduce greenhouse gas emissions. Beyond strategies to optimize walking, cycling and transit trips, implement other greenhouse gas reducing strategies including passive design approaches for new and existing development, district energy / heating, urban agriculture.
- c) Design and locate densities and forms to meet city and regional needs (i.e. locating city and regional serving uses adjacent to better transit connected areas) with design approaches that respect neighbourhood context and character.
- d) Recognize that higher density forms and mixing of uses can and should be achieved through a variety of building types, emphasizing mid-rise building forms along much of the corridor.
- e) Recognize the uniqueness of the neighbourhoods along the Corridor and be open to innovative ideas, alternatives and opportunities that support these principles.
- f) Work with residents, citizens of all ages, property owners, workers, volunteers, and business owners to achieve a plan for the Corridor that reflects local aspirations as well as city-wide and regional goals.

Discussion

Consultation at both workshops and Open Houses stressed the importance of sustainability in the future of the Corridor. While providing for non-motorized and transit modes was seen as important, of similar measure was the potential for the Corridor to embrace alternative energy, urban agriculture and other sustainability opportunities. The Corridor has tremendous potential to implement city-wide goals of environmental sustainability and should be well integrated into evolving city policies around sustainability (i.e. the Greenest City Initiative). In particular, the number of large sites and the proximity of the Corridor to the Women and Children's Hospital with its established district heating system create unique opportunities to accommodate growth in locations where it can be served by a renewable energy source.

Concepts of character and neighbourhood context were highlighted during the consultation process. Feedback stressed that new development should be approached in a way that recognizes and considers the character, heritage and quality of the different neighbourhoods along Corridor, including the embodied energy in the natural and built environment. It was

also acknowledged that high density housing options can be achieved through a variety of building types and forms, and that there may be more community concerns around taller tower forms than mid rise approaches to density along much of the corridor.

This principle was revised to ensure that sustainability, renewable energy and public amenity are defining factors in any new development and that the context and character of the existing neighbourhoods are recognized as the Corridor evolves.

“New” Principle 7 (December 2009)

Ensure job space and diversity

What this means . . .

- a) Recognize the special opportunity that the Corridor represents in providing job space. Encourage high levels of employment density within the Corridor. In doing so, consider the value of existing affordable commercial spaces.
- b) Ensure appropriate levels of office, entertainment and retail space within mixed use developments. Developments in close proximity to stations should provide higher proportions of office and other higher ridership uses.
- c) Avoid the displacement or destabilization of existing city serving land uses including industrial and employment areas.

Discussion

The ideas in this principle were previously expressed in Principle 5. In order to give more detailed attention to the issues surrounding both housing and jobs, the original Principle 5 was divided, with this “new” job space Principle being added.

Principle 7 reflects the important values associated with job space, commercial affordability, diversity and resilience, recognizing that commercial and employment opportunities along the Corridor are necessary in encouraging ridership as well as cultivating economic sustainability.

Cambie Corridor Interim Rezoning Policy

December 2009

1.0 Intent

The successful integration of land use, renewable energy, and sustainable transportation, particularly a density of uses and activities around key nodes and corridors, is a vital and necessary component of an environmentally sustainable city that responsibly responds to climate change and a reduction in carbon dependence while fostering livability and affordability. Such a city is called for in the Council-approved EcoDensity Charter as well as the City's goal to become the greenest city in the world by 2020.

Within this context and to take advantage of the opportunity provided by the completion of the Canada Line, the intent of this Interim Rezoning Policy is to provide guidance for the intensification of sites in close proximity to Canada Line Stations in advance of more detailed planning associated with future phases of the Cambie Corridor Planning Program.

When completed, future phases of the Cambie Corridor Planning Program will deliver policy that specifically addresses land use, density, layout, built form and design considerations throughout the study area. As future planning work progresses, the land use and scale provisions of this Interim Policy may evolve.

2.0 Application

This policy enables the consideration of rezoning applications when all of the following (2.1, 2.2 and 2.3) are met:

- 2.1 **Site location:** The Interim Rezoning Policy applies only to sites immediately adjacent to the Canada Line Stations in the Cambie Corridor shaded on the maps in Section 4. However, if a development application provides support for a compelling city interest and is consistent with the Cambie Corridor Principles, minor or strategic variations to the boundaries set out in Section 4 may be considered to optimize site development.
- 2.2 **Minimum site size:** For a site to be considered under this Interim Rezoning Policy, it must be at least 1,100 square metres in gross land area.
- 2.3 **Avoid Precluding Future Opportunities:** Sites will only be considered under this Interim Rezoning Policy where future planning and design opportunities are not unreasonably precluded as a result of the application (i.e. the application must not result in "leaving behind" isolated, strategically located small lots that cannot reasonably meet the minimum site requirements).

3.0 Requirements

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

In addition to applicable City rezoning policies, applications considered under this Interim Rezoning Policy must also provide the following (other unique requirements may also be requested):

- 3.1 A detailed itemization that demonstrates how the development complies with the Cambie Corridor Principles.
- 3.2 An urban design analysis, demonstrating the development's overall fit within the context of the evolving neighbourhood and Cambie Corridor.
- 3.3 Development of a Transportation Demand Management Strategy that supports travel by sustainable transportation modes (i.e. walking, cycling, public transit as well as the incorporation of low carbon vehicles). Strategies will include an analysis of the expected mode share (including walking, cycling and transit trips) generated by the development.
- 3.4 A Green Building Strategy (a design narrative supported with drawings where necessary) that addresses in order of priority - energy, water, materials & waste, and indoor environmental quality. The strategy should prioritize conservation first and the use of technological and mechanical intervention thereafter. Projections of the greenhouse gas emissions produced by the development once in operation should also be included.
- 3.5 Developments will be designed to be easily connectable to a district heating system. These developments will also require agreements to ensure that they connect to a low carbon district heating system at such a time as such a system is in place to serve the development. Building design for connectivity and the connection agreement must be to the satisfaction of the City Engineer.
- 3.6 A Housing Choice and Affordability Strategy that demonstrates how the development accommodates a range of unit types and tenures to enhance the affordability that the market can provide. The strategy must identify opportunities to protect existing affordable housing options and summarise opportunities for the development of non-market housing to be funded through senior government housing programs.
- 3.7 A review that demonstrates how the development contributes to providing space for jobs, as appropriate within the context of the neighbourhood and in accordance with the Cambie Corridor Principles.

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

4.0 Land Use and Height

This section provides direction on land use and height. The Cambie Corridor Principles provide direction on issues of building scale (i.e. massing, relationship to street and transitions to adjacent sites). The requirements contained in the Policy and Principles do not preclude further requirements that will be determined during the Inquiry and Rezoning process.

4.1 King Edward

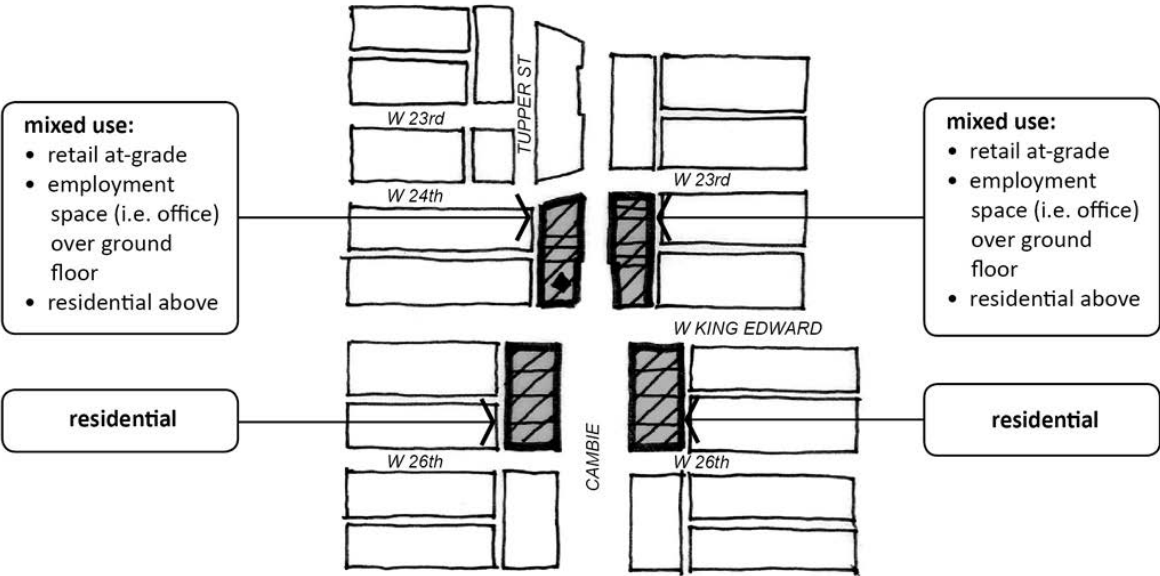
Building Height:

Proposed buildings may reach heights of 6 storeys, subject to a detailed review of built form, massing, and shadow impacts.

Higher forms (up to 8 storeys) may be considered in closer proximity to the intersection (Cambie Street and King Edward) on the north side of King Edward only, subject to a detailed review of built form, massing, and shadow impacts.

Building design will be responsive, where reasonable, to the context of the surrounding neighbourhood (recognising that the neighbourhood will evolve) and the station's strategic location relative to Cambie Village, Queen Elizabeth Park and other nearby amenities.

Land Use Mix:



4.2 Oakridge / 41st

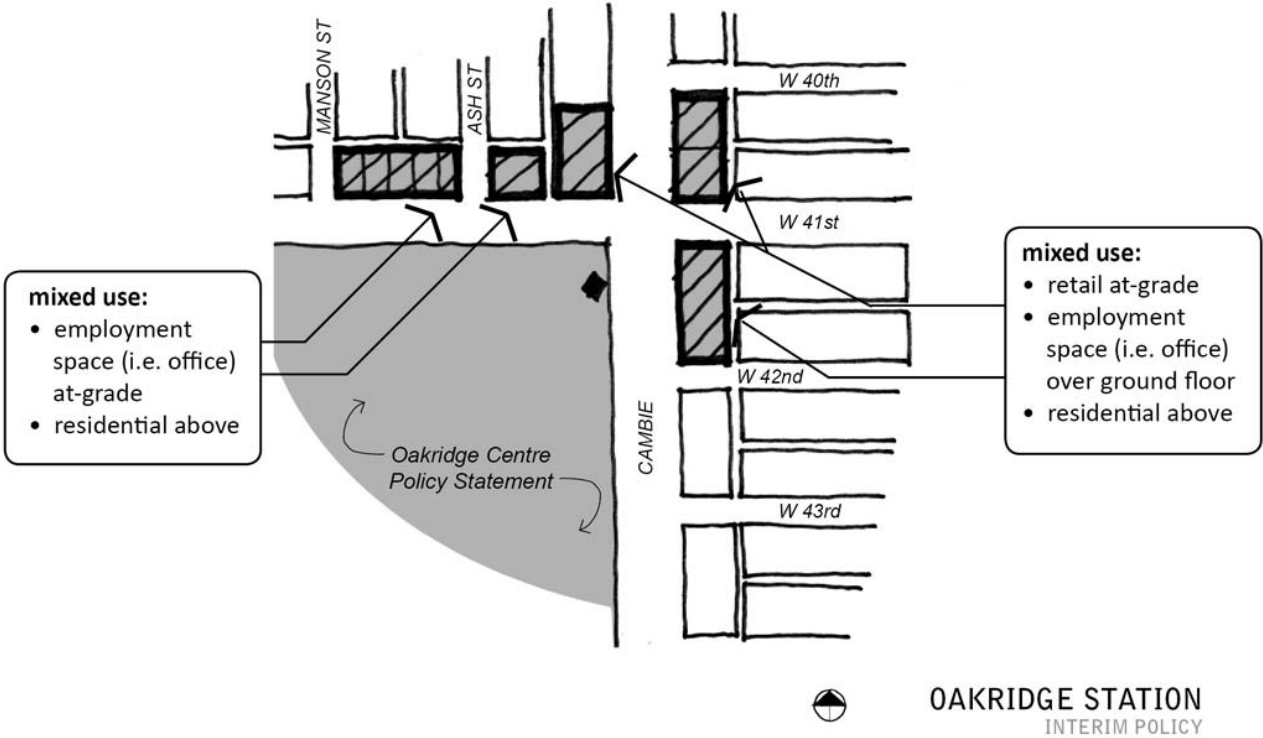
Building Height:

Proposed buildings may reach heights of 6 storeys subject to a detailed review of built form, massing, and shadow impacts.

Higher forms (up to 12 storeys) may be considered in closer proximity to the intersection (Cambie Street and 41st), subject to a detailed review of built form, massing, and shadow impacts.

Building design will be responsive, where reasonable, to the context of the surrounding neighbourhood (recognising that the neighbourhood will evolve), the heights and forms approved in the Oakridge Centre Policy and Oakridge's designation as a Municipal Town Centre.

Land Use Mix:



4.3 Langara / 49th

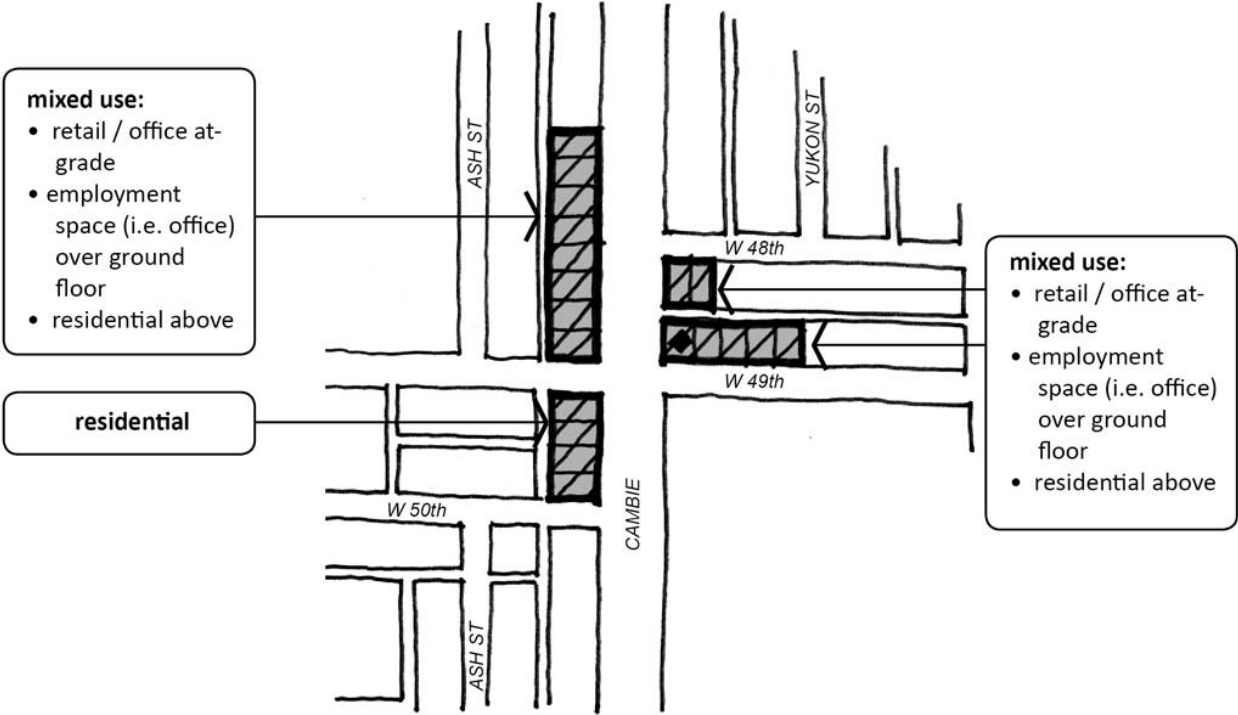
Building Height:

Proposed buildings may reach heights of 6 storeys, subject to a detailed review of built form, massing, and shadow impacts.

Higher forms (up to 10 storeys) may be considered in closer proximity to the intersection (Cambie Street and 49th Avenue) on the north side of 49th Avenue only, subject to a detailed review of built form, massing, and shadow impacts.

Building design will be responsive, where reasonable, to the context of the surrounding neighbourhood (recognising that the neighbourhood will evolve), the station's strategic location relative to Langara College and the transition to Oakridge Centre.

Land Use Mix:



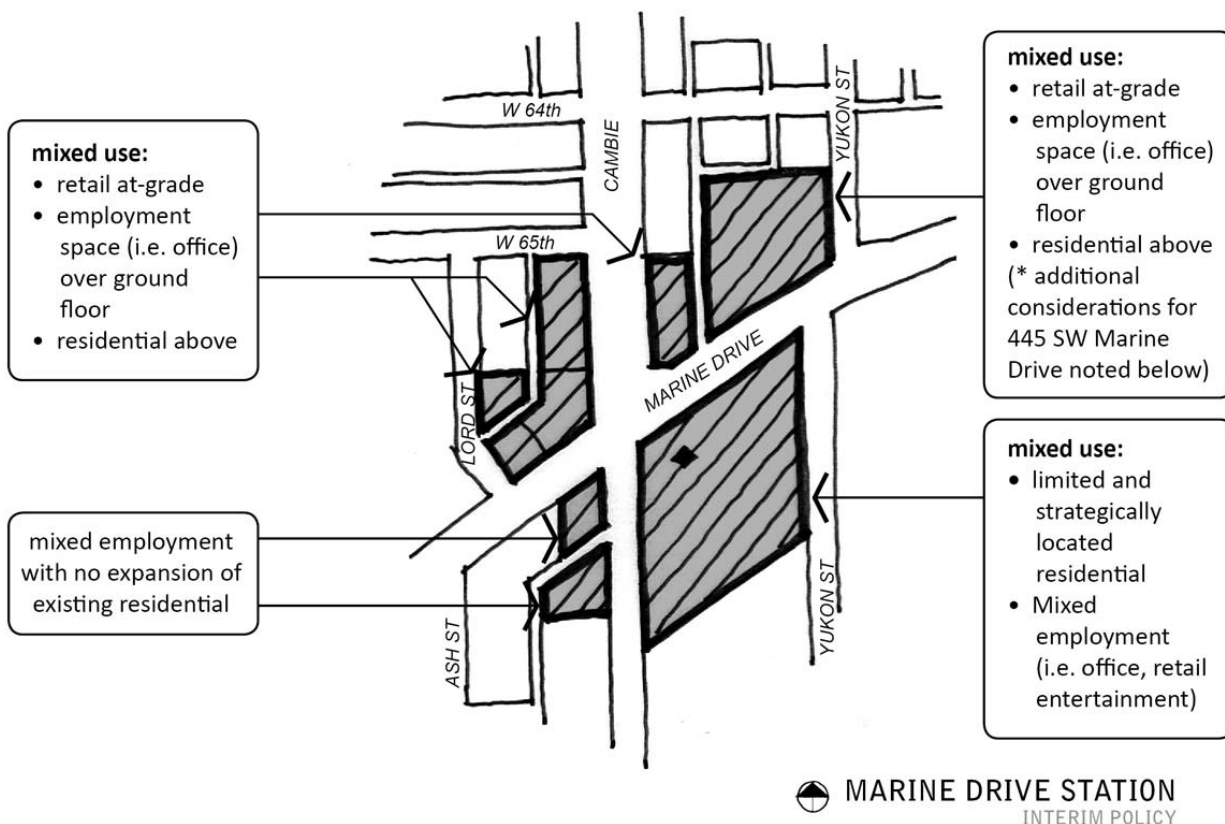
4.4 Marine Drive

Building Height:

Proposed buildings are expected to be in higher forms (high-rise towers) with the highest tower at the station site (south-east corner of Cambie and Marine Drive), subject to a detailed review of built form, massing, and shadow impacts.

Building design will be responsive, where reasonable, to the station area's role as a civic gateway entrance, the context of the surrounding neighbourhood (recognising that the neighbourhood will evolve), connections to the Fraser River and the role and function of the industrial lands south of Marine Drive.

Land Use Mix:



* Additional Considerations for 445 SW Marine Drive

1. Any new development would be required to replace, at minimum, the existing 70 units of family rental housing.
2. Re-development of the site would require the provision of satisfactory relocation plans and assistance to existing tenants.
3. Existing tenants would be offered first right-of-refusal to return to the new development.

5.0 Community Amenity Contributions

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

Public Consultation Summary

Appendix C summarizes the Open Houses, Workshops and Strategic Learning Partnerships that took place during Phase One.

1.0 September Open Houses

Purpose

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

- the future of the Corridor,
- the Interim Rezoning Policy and
- the draft Principles.

Location and Attendance

Location	Date	Attendance
Scottish Cultural Centre, Marpole	September 22, 2009	100
Holy Name of Jesus Church, Riley Park / South Cambie	September 23, 2009	140
Oakridge Centre Mall Auditorium, Oakridge	September 27, 2009	260

Total: 500

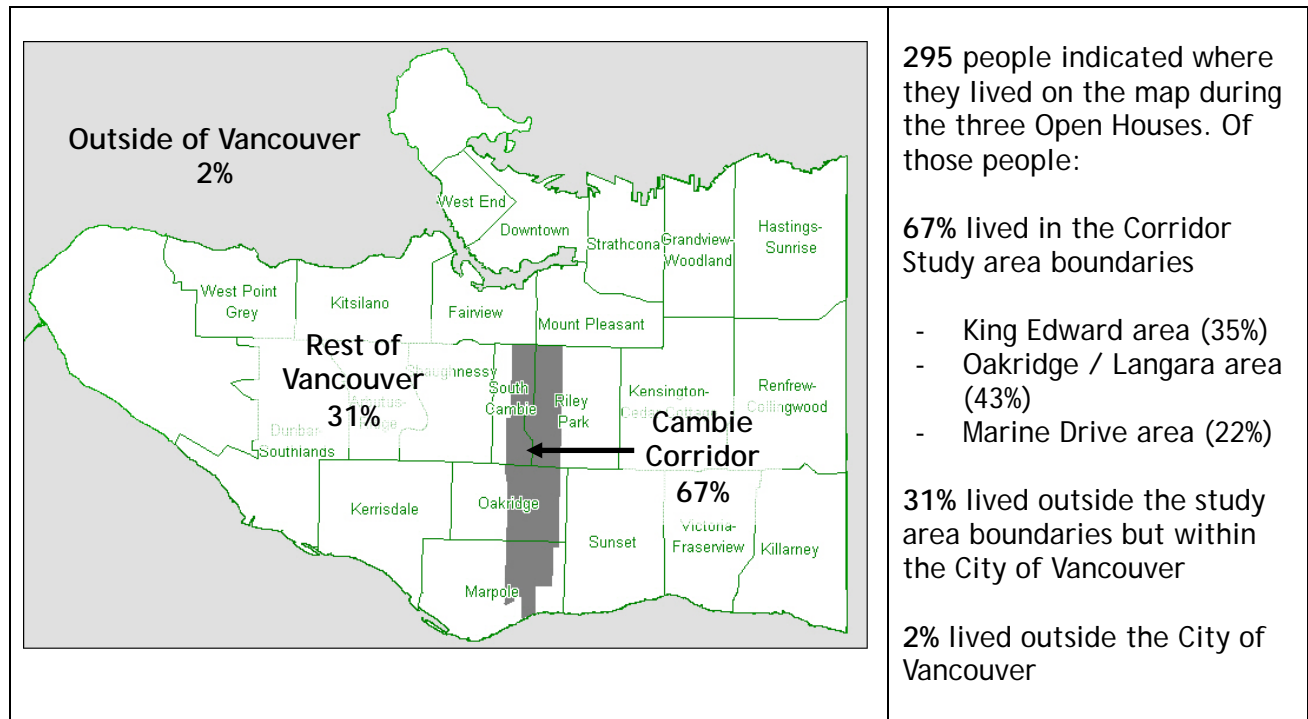
Notification

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

- Card sent to 13,000 residents and businesses within the Cambie Corridor study area boundaries using Canada Post "Unaddressed Ad Mail" service
- Ads placed in the Vancouver Matters section Courier newspaper
- Ads placed in the Sing Tao and Ming Pao newspapers
- Ad placed on the "Upcoming Events" section of the Cambie Corridor Program website
- Email sent to the Cambie Corridor Mailing List
- Email and posters sent to additional list serves and groups including: Vision Area Committees, BIAs, local planning schools and institutions
- Posters dropped off at places such as the local public library, seniors centre, community centres
- Message sent out using the City of Vancouver's Facebook page and Twitter account

Where Open House Attendees Live

People attending the September Open Houses were asked to identify on a map where they live.



Feedback

Feedback at the Open Houses was collected using comment sheets which were available in English and Chinese. The comment sheet asked for feedback on the Draft Corridor Principles and asked people about their long term vision for the Corridor. Comments sheets could be submitted at the Open House, received by fax, email or mail. Additional comments were also collected using 'stickies' on a "Place your comments here" board.

Information on the comment sheet responses and a highlight of the comments received is provided below.

September Open Houses - Comment Sheet Respondents									
<p>Respondents were asked to provide the first 3 digits of their postal code on the comment sheet to help summarize the distribution of respondents.</p>									
<p>The pie chart displays the distribution of 90 comment sheet respondents. The largest segment, representing 57% of respondents, is 'Within the Study Area' (light blue). The second largest segment, representing 32% of respondents, is 'No Postal Code' (white). The smallest segment, representing 11% of respondents, is 'Outside the Study Area' (dark blue).</p> <table border="1"> <caption>Comment Sheet Respondent Distribution</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Within the Study Area</td> <td>57%</td> </tr> <tr> <td>No Postal Code</td> <td>32%</td> </tr> <tr> <td>Outside the Study Area</td> <td>11%</td> </tr> </tbody> </table>	Category	Percentage	Within the Study Area	57%	No Postal Code	32%	Outside the Study Area	11%	<p>90 Comment Sheets were collected during and after the events. Of those received:</p> <ul style="list-style-type: none"> - 57% were from within the study area - 11% were from outside the study area - 32% had no postal code listed
Category	Percentage								
Within the Study Area	57%								
No Postal Code	32%								
Outside the Study Area	11%								

September Open Houses - Key Comments
<p>The following is a summary of the key comments that we heard at the Open Houses in September:</p> <ul style="list-style-type: none"> • Increased density should occur along the corridor, but recognize that each neighbourhood is different. • The transit line is a good opportunity for increased density, more jobs and more people along the corridor. • Be mindful of context and location when increasing density. • Provide housing that is affordable for people, including affordable rental housing as well as opportunities for lower cost ownership. • As density increases community amenities (library, community centre, etc.) should increase. • Provide a range of retail including grocery stores. • Ensure small scale retail remains along the corridor and not “big box” retail. • Cambie Village is important - the feel and character of the street. • Provide a human scale of development within the corridor. • Keep engaging the community throughout the entire process.

- Bike facilities and routes are important - there is a great opportunity for cycling the corridor.
- Safety is important - more street life and activity means less crime.
- Parking - mitigate impacts from parking due to the Canada line on adjacent streets.
- Green is important - not only greening the building but green spaces for the public.
- Transit concerns - with station design, aesthetics, accessibility, and changes to other bus routes.
- Make the stations vibrant with more activity and street life.
- All ages of people need to be heard in the process, including seniors and youth.

Open House Materials and Summaries

All the material presented at the Open House (including the presentation boards, comment sheets, handouts and a short video) were placed on the Cambie Corridor Program website (<http://vancouver.ca/cambiecorridor/>). The "raw comments" were also posted on the website as well as a summary sheet outlining "what we heard."

2.0 October Workshops

Purpose

The purpose of the workshops was to provide an opportunity for a more detailed review of the draft Principles and Interim Rezoning Policy. The intent was to provide a more comprehensive opportunity for those demonstrating and interest in the overall process to engage in a more detailed dialogue.

Location and Attendance

Location	Date	Attendance
Strathcona Meeting Room, East Wing, City of Vancouver	October 15, 2009	32
Strathcona Meeting Room, East Wing, City of Vancouver	October 22, 2009	21

Total: 53

Notification

Notification of the workshops was provided via:

- “Getting Involved” board at September Open Houses
- On the back of the September Open House comment sheet
- Email and/or letter sent to the Cambie Corridor Mailing List (over 400 members)
- Email sent to additional list serves and groups including: Vision Area Committees, BIAs, local planning schools and institutions
- Message sent out using the City of Vancouver’s Facebook page and Twitter account

Participation

Interested individuals were asked to sign-up for one of the two event dates. A total of 53 people attended the two evenings. Participants attending the workshops included local residents, business and property owners, representatives from various public agencies (i.e. VEDC, YVR and Port Metro Vancouver) and interested individuals from different city areas.

During each workshop the participants were divided into groups of 7-10 participants. Each group had one staff member working as a facilitator. The groups worked through each of the six Draft Corridor Principles, addressing the following questions:

- What’s important to you about this principle?
- What should be added or changed about this principle?
- What do you like best about this principle?
- Is there any clarification required for this principle?

Participants were also asked to comment on the Interim Rezoning Policy.

At the end of the evening each group provided a summary of their groups work to the rest of the participants. The same format was used for both evening events. Workshops were held in English and Cantonese.

Feedback

The comments and feedback from workshops were summarized and posted on the webpage along with the “raw comments” generated from the Workshops. Feedback focused primarily on the Principles, noting that the values and ideas expressed in the Principles should be implemented through emerging policy. The summary is provided below.

October Workshops - Comments and Feedback on the Principles
<p>Principle 1: Provide land use that supports the investment in transit</p> <ul style="list-style-type: none">• The Corridor is an opportunity to focus both residential and employee density / intensity.• Density comes in a variety of building forms and sizes.• Consider the current and future capacity of the Canada Line.• Improve transit services including linkages and bus frequency.• Consider impacts of vehicle traffic, including parking, as they relate to land use and surrounding communities• Plan within the context of other projects in the area
<p>Principle 2: Provide a complete community</p> <ul style="list-style-type: none">• More amenities (parks, green space, seating, etc.) are needed with an increase in population.• Protect the existing amenities (i.e. theatre) while providing for new uses (farmers markets, community gardens, etc.).• Provide a variety of residential unit types and sizes.
<p>Principle 3: Create a walkable and cyclable neighbourhood seamlessly linked to public transit</p> <ul style="list-style-type: none">• Good quality bicycle lanes, storage and racks are needed.• Consider streets around stations for cycling and pedestrian improvements (not just Cambie)• Mitigate traffic impacts while enhancing walking and cycling.• There are opportunities to link the Corridor with the Fraser River.

Principle 4: Make stations a community place and focal point

- Station *areas* should be a community place and focal point
- Create animated community places at street level.
- Address station access, accessibility and pedestrian safety.
- Make stations more identifiable by improving signage.
- Support good design and architecture
- Ensure that safety is incorporated

Principle 5: Provide a range of job diversity and housing

- Recognize the role of the existing services and protect affordable commercial opportunities.
- Plan needs to consider and foster housing affordability.
- Affordable rental and social housing stock should not be displaced from the Corridor.
- More jobs and employment density facilitate reverse flow ridership.

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

- Each station area is unique in character - enhance what's already there
- Provide a mix of uses that fit with the character of the neighbourhoods.
- Include environmental goals and regional interests.
- Ongoing community engagement and input from people in the entire Corridor is important.

3.0 November Open Houses - Checking In

Purpose

Based on the ideas and comments received the September Open Houses, Workshops and other meetings, staff presented a refined set of Principles and Interim Rezoning Policy at the November Open Houses. The purpose of the November Open Houses was to provide the community an opportunity to offer ideas and comments on the revised Interim Rezoning Policy and draft Principles. The draft Principles in this report incorporate the feedback received at the November Open Houses.

Location and Attendance

Location	Date	Attendance
Holy Name of Jesus Church, Riley Park / South Cambie	November 4, 2009	100
Oakridge Centre Mall Auditorium, Oakridge	November 7, 2009	200
Total:		300

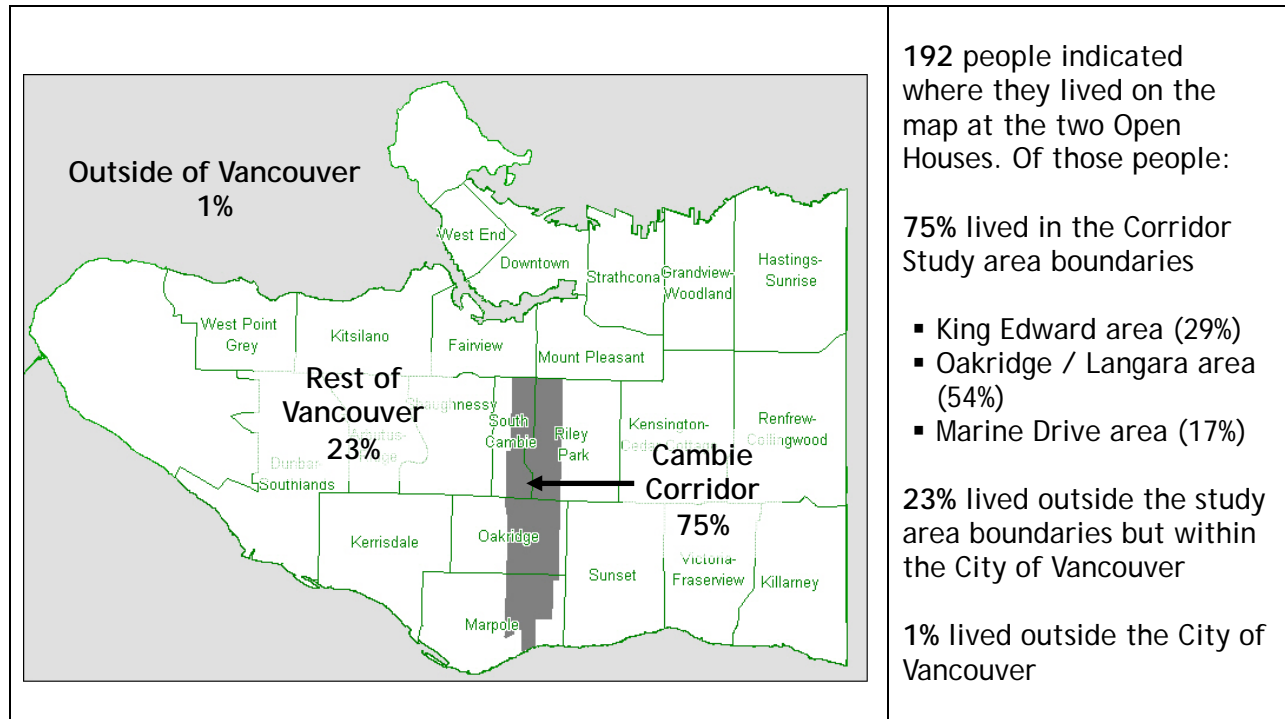
Notification

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

- Card sent to 13,000 residents and businesses within the Cambie Corridor study area boundaries using Canada Post "Unaddressed Ad Mail" service
- Ads placed in the Vancouver Matters section Courier newspaper
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- Email sent to the Cambie Corridor Mailing List (over 400 members)
- Email and posters sent to additional list serves and groups including: Vision Area Committees, BIAs, local planning schools and institutions
- Posters were sent to locations such as the local public library, seniors centre, community centres
- Message sent out using the City of Vancouver's Facebook page and Twitter account

Where Open House Attendees Live

People attending the November Open Houses were asked to identify on a map where they live.



Feedback

Feedback at the Open Houses was collected using comment sheets which were available in English and Chinese. The sheet included questions about the Revised Draft Corridor Principles, Revised Interim Rezoning Policy and long term vision for the corridor. Comments sheets were submitted at the Open House, or received by fax, email or mail. Additional comments were also collected using 'stickies' on a "Place your comments here" board.

Information on the comment sheet respondents and highlights of the comments received are provided below.

November Open Houses - Comment Sheet Respondents									
<p>Respondents were asked to provide the first 3 digits of their postal code on the comment sheet to help summary the distribution of respondents.</p>									
<p>A pie chart illustrating the distribution of comment sheet respondents. The chart is divided into three segments: a large light blue segment representing 'Within the Study Area' at 67%, a white segment representing 'No Postal Code' at 26%, and a smaller dark blue segment representing 'Outside the Study Area' at 7%.</p> <table border="1"> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Within the Study Area</td> <td>67%</td> </tr> <tr> <td>No Postal Code</td> <td>26%</td> </tr> <tr> <td>Outside the Study Area</td> <td>7%</td> </tr> </tbody> </table>	Category	Percentage	Within the Study Area	67%	No Postal Code	26%	Outside the Study Area	7%	<p>54 Comment Sheets were collected during and after the events. Of those received:</p> <ul style="list-style-type: none"> 67% were from within the study area 7% were from outside the study area 26% had no postal code listed
Category	Percentage								
Within the Study Area	67%								
No Postal Code	26%								
Outside the Study Area	7%								

November Open Houses - Key Comments
<p>The following is a summary of the key comments that we heard related to the Principles at the Open Houses in November:</p> <ul style="list-style-type: none"> • The station areas are a good place to focus residential and employment density in the Corridor. • Transition of density from the stations into the surrounding neighbourhoods should be considered carefully. • Provide housing that is affordable for people, including rental housing as well as opportunities for lower cost ownership. • There should be a wide variety of uses along the corridor, including restaurants, retail, coffee shops and other services that are open throughout the day and evening. • A mix of uses is desirable within the Corridor with services and shops provided at ground level to encourage lively streets. • Plan for increased traffic along Cambie Street and the impacts to the surrounding neighbourhoods. • Traffic (i.e. more traffic in neighbourhoods) and pedestrian access (i.e. walking to the station safely) need to be addressed. • As density increases community amenities (library, community centre, etc.) should increase. • Each station area is unique in character - ensure sure that we understand the

character and that it is retained and enhanced in any future plans.

- Safety is important - more street life and activity means less crime.
- Public green spaces, including parks, and community gardens are desirable neighbourhood features.

The following is a summary of the key comments that we heard related to the Interim Rezoning Policy at the Open Houses in November:

- There should be more development and density close to the stations.
- A variety of forms and mix of uses should be provided including services/retail and housing types.
- Any rezoning should support mixed use and increased residential density.
- Consider methods (such as incentives) to increase the variety and mix of uses.
- Creating a “village” feeling is important in maintaining the character of the different neighbourhoods.
- Rezoning the areas around stations will impact the local residents in the single family residential areas.
- Ensure that there is safe access to the stations - increased ridership increases the number of pedestrians.
- Strategies are needed to address parking concerns raised by commuters using the Canada Line and local area residents.
- More detail is needed in the rezoning policy to be effective.
- Green space at the stations adds to the public enjoyment of the area.

Open House Materials and Summaries

All the material presented at the Open House (including the presentation boards, comment sheets, and handouts) were placed on the Cambie Corridor Program website. The “raw comments” were also posted on the Cambie Corridor website (<http://vancouver.ca/cambiecorridor/>). Based on feedback from these November Open Houses, staff then provided additional revisions to the Principles and Interim Rezoning Policy.

4.0 Strategic Learning Partnerships

In addition to the Open Houses, Workshops and stakeholder / community group meetings, staff have facilitated or participated in several partnerships, aimed at generating ideas to inform the ongoing planning work. The partnerships are summarized below.

Individual / Group	Purpose of Meeting(s)
"Leading Practitioners" Roundtable	On October 28, 2009, staff convened a meeting of locally-based planners, academics, architects and other practitioners (both in private practice and representing public institutions) with a background in land use, transportation and sustainability issues to provide broad feedback on a future vision for the Corridor as well as to comment on the Principles and Interim Rezoning Policy.
Gary Andrishak, IBI Group	Gary Andrishak, a local planning consultant with experience in Transit Oriented Development, has met with the staff team to review and provide comments on the emerging Cambie Corridor policy work, providing strategic advice on emerging policy.
Lawrence Frank, Bombardier Chair in Sustainable Transportation, University of British Columbia	During the Phase One work, Dr. Frank has provided the staff team with strategic advice on key elements that contribute to increased transit ridership. His graduate class at the School of Community and Regional Planning focused on the Cambie Corridor as their class project, exploring how planning can be advanced to more appropriately meet goals around sustainability and to apply the results of this research within the Cambie Corridor. Staff have participated in the course, hearing the ideas of the students and professors as well as providing input on the student work.
Cynthia Girling, Professor and Chair, Landscape Architecture, University of British Columbia	Ms. Girling's graduate class at the School of Landscape Architecture has based their design projects on the southern (i.e. Marpole) portion of the Cambie Corridor, focusing a on a variety of topics related to sustainable urban design and infill or aspects of environment, open space and streets. Staff have participated in the course, hearing the ideas of the students and professors as well as providing input on the student work.