



ADMINISTRATIVE REPORT

Report Date: April 6, 2018
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Meeting Date: April 17, 2018

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: Cambie Corridor - Phase 3

RECOMMENDATION

- A. THAT Council approve the updated Cambie Corridor Plan, as attached in Appendix A and direct staff to proceed with next steps towards implementation.
- B. THAT Council repeal the Oakridge Langara Policy Statement (July 25, 1995).
- C. THAT, subject to Council approval of the updated Cambie Corridor Plan, staff be instructed to implement the plan as outlined in this report, including a report back on a Utilities Servicing Plan and Financing Growth Strategy.

REPORT SUMMARY

This report provides an overview of Phase 3 of the Cambie Corridor planning program and the updated Cambie Corridor Plan. Launched in spring 2015, the main objectives of Phase 3 were to:

- Provide a built form transition between higher and lower density areas
- Create more ground-oriented and affordable housing
- Coordinate large sites within the Corridor
- Tie the Corridor together with a Public Benefits Strategy and Public Realm Plan to support growth

Phase 3 is the final phase of a comprehensive three phase planning program. Phases 1 and 2 delivered over-arching planning principles and the Cambie Corridor Plan, approved in 2011, which provided land use policies for key sites and arterials, and an interim public benefits strategy. The updated Cambie Corridor Plan, as presented in this report, incorporates all phases of planning into one comprehensive document.

Phases 1 and 2 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. The updated Plan builds on this success, enabling a tremendous amount of growth to increase housing options and improve affordability by broadening the range of housing choices that will help Vancouver's diverse population access housing that is suitable and affordable. The Plan is closely aligned with the City's new *Housing Strategy* (2017), and focuses on creating affordable housing for low and moderate-income residents, and introduces new ground-oriented housing types for families, strategically located close to the Canada Line and high quality amenities. The Plan includes a new transformative vision for the regionally-designated Oakridge Municipal Town Centre (MTC) to support its evolution into a healthy, vibrant and dense urban node with additional job space, housing and amenities.

This report provides an overview of the Phase 3 planning process, outlines new and updated land uses policies for the Corridor, and presents updated policy on transportation, parks, public spaces, and community well-being (the land use plan is shown on page 28 and 29 of the updated Cambie Corridor Plan in Appendix A). The report summarizes the Public Benefits Strategy that aims to match the needs of this growing community with a financial strategy to meet them. An additional deliverable of Phase 3 is a comprehensive Public Realm Plan, which will help guide the transformation of the public realm in the Cambie Corridor.

Critical to implementation is the development of a Utility Servicing Plan and complementary Financing Growth Strategy that will support the utility infrastructure required to accommodate the significant population growth expected in the Cambie Corridor. The transformation of the existing neighbourhoods within the Corridor to higher density, mixed-used neighbourhoods will require a substantial redesign and construction of supportive water, sewer and drainage infrastructure. The replacement value of the existing water, sewer and drainage infrastructure currently servicing the Corridor is approximately \$500 million. To accommodate the future growth, the significant majority of this infrastructure will need to be designed and constructed to a new, innovative standard at a cost that will likely exceed its current value.

A strategic and phased approach to new development will be necessary given the anticipated growth, magnitude of investment, and time needed to design and build supportive infrastructure. In addition, new financing growth mechanisms, such as a layered utilities Development Cost Levy (DCL) and Front-End Agreements, will be proposed to fund the necessary infrastructure upgrades and provide guidance to developers and landowners with respect to site servicing requirements. Pending Plan approval, staff will finalize the Utility Servicing Plan and Financing Growth Strategy for Council's consideration in summer 2018, which will establish clear guidelines for enabling new development envisioned in the Plan.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant policies:

- Oakridge Langara Policy Statement (1995, amended 1998)
- Financing Growth Policy Choices (2004)
- Riley Park/South Cambie Community Vision (2005)
- Oakridge Centre Policy Statement (2007) and rezoning (2014)
- Cambie Corridor Plan (2011)
- Greenest City Action Plan (2011)
- Transportation 2040 Plan (2012)
- Healthy City Strategy (2014)
- Culture Plan Strategic Directions (2013)
- Marpole Community Plan (2014)
- Pearson Dogwood Policy Statement (2014) and rezoning (2017)
- Oakridge Transit Centre Policy Statement (2015)
- Cambie Corridor Phase 3 Scope of Work (2015)
- Housing Vancouver Strategy (2017)

REPORT

Background/Context

Overview of the Planning Program

On July 28, 2009, Council approved the Terms of Reference for a three phase Cambie Corridor Planning Program. Phases 1 and 2 culminated in the Cambie Corridor Plan, approved by Council on May 9, 2011. Phase 3 planning took place between spring 2015 and spring 2018, the results and deliverables of which are outlined in this report. For clarity and ease, all three phases have been brought together into a single, comprehensive, final document (Appendix A).

Phase 1 was completed in 2010 and delivered overarching planning principles for the Corridor and an interim rezoning policy for rezoning applications received by the City during plan development. The principles, generated with community input are:

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 produced the Cambie Corridor Plan, which provided policy direction for arterial 'core area' sites in the Corridor and an interim public benefits strategy. The Plan enabled rezoning applications along Cambie Street and other major arterials, initiating change across all neighbourhoods.

Phase 3 planning began in spring 2015 and focused on the transit-influenced areas off of Cambie Street and other major arterials, with a study area boundary representing a 10 minute walk from existing and future rapid transit stations (see Appendix H for Cambie Corridor Phase 3 Scope of Work). High-level objectives of Phase 3 included:

- *Built-form transition*: providing an effective and neighbourly transition between higher density 'core areas' and adjacent lower density single-family areas. Consider measures to integrate large future redevelopment sites.
- *Ground-oriented housing*: focusing on policy and land use changes that sensitively integrate new lower-scale ground-oriented family housing types, such as townhouses and rowhouses, into the lower-density single-family areas beyond the 'core' and within walking distance of Canada Line stations.
- *Coordinating large sites within the Corridor*: maximizing opportunities for large sites to support and integrate with the overall Corridor (e.g. childcare, affordable housing and 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.

Building on the foundations of Phases 1 and 2, Phase 3 connects the overall fabric of neighbourhoods within the Corridor and delivers a final Public Benefits Strategy, Public Realm Plan and a final, comprehensive Cambie Corridor Plan.

Study Area and Community

The Cambie Corridor Plan study area centres along Cambie Street from W. 16th Avenue in the north to the Fraser River in the south. It extends from Oak Street to the west and Ontario Street to the east, representing a 10 minute walk to existing and future potential Canada Line Stations. The area covers 1,000 hectares, almost 9% of the city's total land area, and is home to 34,800 residents (approximately 6% of the city's population)¹.

Throughout the city's history, the Cambie Corridor has been recognized as a significant part of the overall transportation network, within the city and the region. The unifying features of the Cambie Heritage Boulevard (designated a Municipal heritage site in 1993) and the Canada Line (opened in 2009) have contributed to the evolution of the area as a key corridor, including distinctive neighbourhoods supported by recreational, health, educational and cultural amenities.

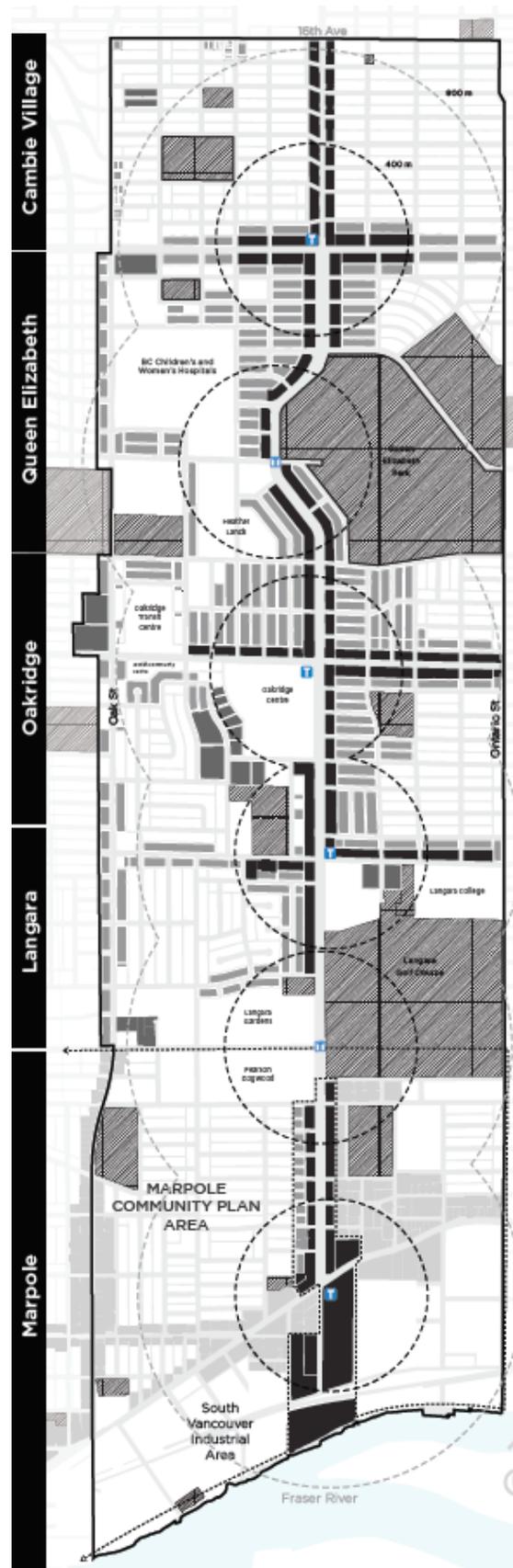
¹ Statistics Canada: 2016 Census

From north to south, the study area includes four existing Canada Line SkyTrain stations (King Edward, Oakridge - 41st Avenue, Langara - 49th Avenue and Marine Drive) and two future potential stations at 33rd Avenue and 57th Avenue. The study area overlaps with the *Marpole Community Plan* approved in 2014 which lies south of 57th Avenue.

Crossing five neighbourhoods, the Corridor is a diverse community. Median household income is higher in the Corridor than for the city as a whole at \$68,790 compared to \$65,423 and the tenure split shows a higher proportion of owners (53%) than renters (47%) compared to 47% owners and 53% renters citywide.² The Corridor has a higher proportion of children and seniors than the rest of the city as well as a larger household size on average at 2.5 persons compared to the city average of 2.2.³

Figure 1. Cambie Corridor Study Area

-  Phase 3 Focus Areas
-  Phase 2 Core Area
-  Marpole Plan Areas of Change
-  Parks and Open Space
-  Existing Canada Line Station
-  Potential Future Canada Line Station
-  400 m (5 min) walk radius
-  800 m (10 min) walk radius



² Ibid.

³ Ibid.

The character and built form of the Corridor varies across its five distinct neighbourhoods.

- **Cambie Village** (W. 16th Avenue to King Edward Avenue) - centred on the walkable, low-rise and mixed-use “Village” and edged with multi-family residential. Sixty percent of single-family properties in the Cambie Village are pre-1940s and contain many character homes, secondary suites, and laneway homes.
- **Queen Elizabeth** (King Edward Avenue to W. 39th Avenue) - the “park-like” character is defined by Queen Elizabeth Park and the Cambie Heritage Boulevard. There are pockets of single family homes off Cambie Street between large sites including the BC Women’s and Children’s Hospitals, the Heather Lands site and the Oakridge Transit Centre.
- **Oakridge Town Centre** (W. 39th Avenue to W. 48th Avenue) - contains the regionally designated Municipal Town Centre and a significant transit hub where the Canada Line meets the east/west transit connections along W. 41st Avenue. Off Cambie Street the area is primarily single-family with large lots. There is a large pocket of purpose-built rental housing southwest of Oakridge Centre.
- **Langara** (W. 48th Avenue to W. 64th Avenue) - rich in amenities including parks, a golf course, and Langara College. Residential areas north of W. 57th Avenue have a suburban character, including cul-de-sacs and many streets without sidewalks.
- **Marine Landing/Marpole** (south of W. 64th Avenue) - transforming into a high density urban area and mixed-use hub at Marine Drive Station with duplex and single-family homes west of Cambie Street, and townhouses and apartments east of Cambie Street. South of SW Marine Drive is characterized by industrial and intensive employment uses which provide important manufacturing and job spaces.



Figure 2. Apartments, Cambie Village



Figure 3. Langara-49th SkyTrain

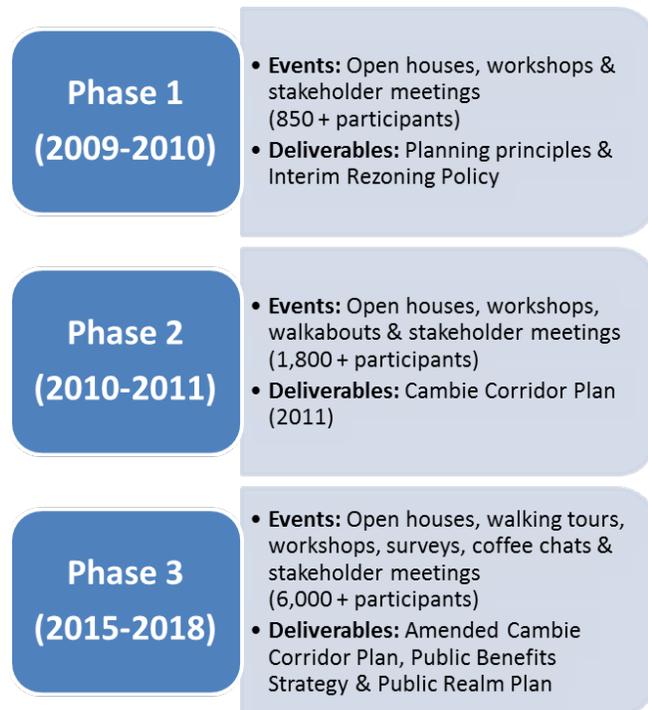


Figure 4. Marine Landing.

Public Engagement

Throughout the planning program, a wide range of citizens and stakeholders were engaged to inform policy development. The Plan seeks to align both the community's needs and the City's visionary goals of sustainability, livability and affordability. Public engagement played a key role in plan development, and the final deliverable is a more successful Plan for the involvement of all diverse stakeholders.

Throughout its three phases, the Cambie Corridor planning program hosted 122 public events with over 8,700 people attending to provide input. The process also included continued engagement with eight community groups and 14 city advisory boards and committees. A detailed list of engagement events, activities, and participant numbers is contained in Appendix E.



Phase 3 Engagement Approach and Summary

Planning for Phase 3 embraced a localized, adaptive approach to engagement that acknowledged the diversity of the neighbourhoods within the Corridor. To achieve this, the following principles were followed:

- **Achieve broad awareness** - ensure early in the process that the broader community is aware of the planning program and that their participation is important to shaping the plan. Newsletters were sent to Corridor residents at key milestones notifying them of upcoming engagement events and providing detail on recent project developments. Online tools including surveys and social media were used to increase awareness of the process and provide alternate avenues to provide feedback.
- **Be strategic** - limit the areas considered for change to strategic areas and adjust through iterative community consultation. During the course of engagement specific areas were added and removed from areas proposed for change based on community feedback, technical work and to align with citywide priorities.
- **Take time needed** - take sufficient time to work through the assets, issues and opportunities with the community. The engagement process launched with information sharing and capacity building with residents and stakeholders. Throughout the process, walking tours, background documents, and reference materials supported policy development, and adequate time was given for thoughtful input and feedback opportunities by the community.

- **Be visual** - enhance communication through high quality visual tools and materials to help residents understand the scale of change being explored, allowing for informed and empowered decision-making. Engagement activities and events used artist renderings, photos, interpretive booklets, drawings, models and maps to link the evolving policy directions to future change on the ground. Inclusive engagement was supported by translated materials into traditional Chinese, and augmented with language support at events.
- **Have a small group focus** - understanding the importance of a variety of consultation techniques, smaller group sessions were recognized as especially conducive to meaningful dialogue. During Phase 3, large open house events were supplemented by smaller workshops, coffee chats, walking tours, focus groups and individual meetings with community and industry groups to enable opportunities for one-on-one conversations with the planning team.
- **Be flexible, adaptive, and responsive** - be ready and willing to adapt and respond, as necessary, to address community priorities and emerging issues that arise throughout the program. Additional workshops and focus groups were made available during key milestones of the planning program. This included walking tours and workshop sessions with residents in the neighbourhoods surrounding BC Women's and Children's Hospitals, in proposed townhouse areas near Kind Edward east of Cambie Street, and in the Oakridge MTC as priority shifted to the delivery of affordable housing and associated built form changes. Initial directions for land use change and density were refined to maximize livability and neighbourhood fit, drawing on community input.

In total, Phase 3 alone involved over 6,050 in-person interactions with members of the public; 88 public events and 3,138 completed feedback forms and public input surveys.

Phase 3 Feedback on final updated Cambie Corridor Plan

Initial drafts of the Plan were presented at public open houses, coffee chats and workshops in June 2017 and October 2017. The comprehensive proposed Cambie Corridor Plan was released to the public on March 5, 2018 and was followed up by a six day outreach from a pop-up storefront at Cambie Street and W. 41st Avenue which enabled an opportunity for residents and interested citizens to learn more about the Plan through one-on-one conversations with staff.

In addition to broad public outreach, staff provided a plan overview to established stakeholder groups (e.g. Oakridge Langara Area Residents and Riley Park/South Cambie Vision Implementation Committee) and industry (Urban Development Institute) to hear their thoughts and receive feedback.

Staff also received comments from individual residents and community groups via phone, email, in-person meetings and an online survey.

Participants shared a diversity of perspectives on the proposed Plan, and the following summarizes feedback received. More detailed feedback received from the community on the proposed plan is contained in Appendix F.

- There was general consensus amongst stakeholders regarding the concept of enabling additional density and mixed land uses close to transit. However, there has been localized concern regarding specific locations and types of proposed development. This varied depending on location, and feedback was not always consistent. In general, there were concerns within transition areas (e.g., areas between single-family and townhouses, or areas between townhouses and low or mid-rise apartments). Residents expressed concerns over impacts of future development, suggesting either no change for their area, or an expanded area of change that would increase development potential for their site.
- Some stakeholders are concerned that the plan needs to be more assertive in seeking change to adequately address issues of housing affordability and reducing our collective carbon and ecological footprint.
- Some stakeholders feel that the plan is enabling too much change in the existing single-family neighbourhoods of the Corridor, and are concerned with impacts of shadowing and loss of privacy from higher buildings, increased traffic, aging and “at-capacity” amenities, and overall livability as more residents move into their neighbourhoods. Concern was also expressed with the impact of construction activities on existing residents if they were not properly managed.
- General support was expressed for the Plan’s Public Benefits Strategy and Public Realm Plan that will support continued growth and connected, vibrant neighbourhoods in the Corridor.

In responding to these diverse concerns, the proposed Plan seeks to achieve a balance between the needs of existing residents while enabling new housing opportunities for a growing population. In general, areas of change are proposed to make efficient use of land by locating higher densities close to transit and amenities. Built form guidelines are used to provide a visual transition between buildings and to mitigate shadowing and privacy concerns for adjacent properties. New and renewed amenities will further support a high quality of life within the Corridor.

Strategic Analysis

Cambie Corridor Opportunity

The Cambie Corridor presents a significant opportunity to advance broader city-wide goals of affordability, livability, well-being and sustainability. The opening of the Canada Line in 2009 proved how high-quality rapid transit infrastructure can change the way people get around, not only in the city, but within the broader region as well. Today, average weekday ridership on the line is 138,700.⁴ Building on this success, the Cambie Corridor Plan seeks to guide long term transit-oriented growth that connects people with places to live, work, shop and play.

New growth and investment set in motion by the Canada Line also provides an opportunity to address broader city-wide challenges, including:

⁴ TransLink 2016 Transit Service Performance Review, Appendix E SkyTrain and West Coast Express Line Summaries

- **Housing affordability** - Vancouver faces significant housing affordability challenges. Within the Corridor, 17% of households with children and 19% of senior households are classified as low-income and face difficulties in finding secure, affordable housing options⁵. Enabling more rental and social housing located close to transit in neighbourhoods with well-established amenities can contribute to alleviating affordability issues.
- **Family housing** - Escalating housing costs make it challenging for families to find suitable and affordable housing in Vancouver. There is a limited supply city-wide of housing for families with children, including two and three bedroom apartments and ground-oriented housing such as townhouses and rowhouses, which make up only 4% of housing supply⁶. Enabling these forms in the Corridor provides for more variety in housing choice and the opportunity for a diversity of households to find suitable homes.
- **Climate Change** - Working to reducing GHG emissions and building resilience into our neighbourhoods is essential to prepare for the climate change impacts Vancouver is likely to experience. These include increased frequency and intensity of rain and wind storms; hotter, drier summers; and more frequent and severe flooding. In Vancouver, 56% of all GHG emissions come from buildings; 36% of which are from the residential sector.⁷ Enabling compact mixed-use communities near transit, with requirements for low- and zero-emissions technologies can reduce our reliance on the car and maximize energy efficiency, reducing our collective carbon footprint.
- **Health & Well-being** - Municipalities play a critical role in promoting health and well-being: roughly 75% of the factors that shape people's health are outside the health care system, and include social and economic circumstances, biology and genetics and the built and natural environment.⁸ Connecting planning and design with public health is critical for helping achieve health and well-being for all our residents. This includes supporting more people to make active transportation choices - walking, cycling and transit - which increases physical activity levels and reduces traffic-related air pollution from growth. Creating more complete, compact, thoughtfully-designed communities also means increasing access to important elements such as parks and green space, childcare, health and community services, employment, and opportunities to cultivate social connections, all of which contribute to creating a healthy city for all.

Change Enabled Through Phase 2

To date, the Cambie Corridor Plan (2011) has enabled significant new development and change along Cambie Street and connecting arterials, including:

⁵ Statistics Canada: Census 2016

⁶ Ibid.

⁷ Energy and Emissions Inventory 2011

⁸ "A Healthy Productive Canada: A Determinant of Health Approach." Senate of Canada, final report of Senate Subcommittee on Population Health, June 2009

- **Housing and Job Space** - To date, 58 rezoning applications have been approved, and 5 applications are in progress. Of those approved, 14 buildings have been completed. In total, these approved applications add 5,300 new residential units totaling 5.5 million square feet and 327,800 square feet of commercial space, including 272,300 square feet of office space. Seven hundred of the new residential units are secured market rental housing, 40 are social housing, 190 are seniors units and 220 are townhouse units. Approximately 2,600 units (50%) are two- and three-bedroom units suitable for families with children.
- **Amenities** - Approximately \$13.4 million in-kind community amenity contributions (CACs) have been secured through this rezoning activity. In-kind amenities include childcare facilities, a family place, heritage conservation projects, artist studio units and public realm improvements. In addition to these in-kind contributions, approximately \$134.75 million in cash CACs have been secured. These contributions will be put towards affordable housing, childcare, transportation improvements, parks and community facilities in the Corridor, to support the added residential and office growth. In addition to CACs secured on Phase 1 and 2 sites, \$141.9 M of cash and in-kind CACs have been secured through the Pearson Dogwood rezoning, and \$148.7 M through the Oakridge Centre rezoning. On both sites, most of the CACs were secured as in-kind amenities.
- **Character and Built Form** - The character and built form of the Cambie Corridor has undergone significant change as a result of these initial applications. In particular, Marine Landing at SW Marine Drive and Cambie Street has added 1,970 new residential units, 37% of total development activity to date, in addition to significant commercial floor area. This development has transformed the area around the Marine Drive Station into a high-density urban area with supporting amenities and services. New mid-rise apartment buildings along Cambie Street and key arterials have started to provide a new urban landscape, allowing for sunlight and views while increasing residential density.

Emerging Challenges Influencing Phase 3

Since the approval of the Cambie Corridor terms of reference in 2009 and throughout the course of the Phase 3 planning program, the city's housing affordability challenges worsened, with Vancouver residents facing among the highest housing costs and lowest median incomes among Canada's large cities.⁹ Residents struggle to find affordable and suitable housing with incomes failing to keep pace with escalating housing costs and rental rates. Between 2001 and 2017, the median income in Vancouver rose 18% while the average market rent rose 75%, and the median sale price of an eastside single-detached home rose 365%.¹⁰

Housing affordability has widespread impacts for all residents of Vancouver; however, lower-income and renter households are disproportionately affected as they are more likely to live in precarious housing and have fewer options in the housing market. Forty six percent of renters in the Cambie Corridor pay over 30% of their income on rent.¹¹ There are also over

⁹ CMHC Rental Market Survey, 2016

¹⁰ Census 2001 and 2016, Statistics Canada, MLS Home Price Index 2001 and 2017, and CMHC Rental Market Survey

¹¹ Statistics Canada: Census 2016

4,700 people waitlisted for social housing citywide, 32% (1,500) of who are seniors over the age of 65.¹² Ensuring housing options for our most vulnerable residents is a priority for the City.

To respond to these housing affordability challenges, the City conducted a review of the existing *Housing and Homelessness Strategy (2012-2021)*. The updated *Housing Vancouver Strategy (2017)* presents a renewed vision to address current challenges. The development of this new strategy has significantly influenced Phase 3, which advances *Housing Vancouver* directions to urgently address the housing affordability challenges faced by Vancouverites. As a result, key changes in Phase 3 include maximizing opportunities for social and supportive housing on large sites, new housing for the low and moderate income workers (including below market rental and townhomes), and pursuing affordable housing opportunities in the Oakridge Municipal Town Centre (MTC).

“Big Moves” of Phase 3

The Cambie Corridor Plan contains a number of “big moves” that advance citywide and regional affordability, sustainability and transportation goals. These moves advance a new urbanism for Vancouver while addressing local needs and include:

1. Transforming single family neighbourhoods
2. Shaping a new urban centre
3. Landing Housing Vancouver
4. Integrating Unique Sites
5. Connecting the Corridor
6. Amenities for a growing population

1. Transforming single family neighbourhoods

The Cambie Corridor is made up primarily of low-density neighbourhoods, with 87%¹³ of the lots in the entire Corridor zoned for single-family housing. Many of these are large lots with a single home on them, which is an inefficient use of land in a city experiencing rapid growth and housing affordability pressures. The Corridor is also seeing its population change as Baby Boomers age and their children move out to form their own households, a trend seen across many of Vancouver’s established single-family neighbourhoods. This “hollowing out” of neighbourhoods has been attributed to both demographic change and a lack of suitable and affordable family housing which prevents young families from staying in these neighbourhoods.

To address this phenomenon as well as accommodate continued growth in the city as a whole, the Cambie Corridor Plan offers a better land use alternative to low density single-family uses by introducing housing options that will allow more young workers and families to stay in the city. The Plan would:

¹² BC Housing Application Waitlist Registry, 2016

¹³ Percentage references zoning prior to approval of the Cambie Corridor Plan (2011)

- **Enable townhouse developments on approximately 1,000 single-family lots in the Corridor with capacity for 7,400 units.** Increasing the supply of townhouses and rowhouses will add to the diversity of housing choice and provide a less expensive alternative to the single-family home. Townhouse proposals in the Corridor will be required to provide a significant number of moderate-sized townhouses to ensure that there is a variety of price points, thereby making this housing form more attainable for a larger number of households.
- **Enable apartments on approximately 400 lots (26.8 hectares), in addition to the 300 lots (40.4 hectares) that were already included in Phase 2.** All new apartments will be required to include 35% two- and three-bedroom units, further contributing to the family housing stock. Apartments will include tower forms to provide opportunities for affordable housing alongside low- and mid-rise forms for secured market rental housing.
- **Add residential density in strategic locations.** This includes adding density to existing commercial nodes to strengthen them by bringing new residents to support high quality services and amenities. This also means focusing areas of change strategically to maximize existing and future infrastructure and amenity investments.

Overall, the proposed Cambie Corridor Plan will enable multi-family housing development on 36% of single family zoned lots in the Corridor. Together with large site developments (Unique Sites and Major Project sites), it is anticipated this will almost triple the population in the Cambie Corridor by 2041. Further, as a key priority in the Housing Vancouver 3-Year Action Plan, the city will be exploring additional intensification opportunities in all single-family neighbourhoods throughout the city, seeking to advance the transformation of low density neighbourhoods to increase the supply, affordability and variety of housing options. This work will include reviewing city-wide regulations and identifying new policies and zoning changes to build new types of housing beyond the current limit of three units per lot in single-family zoned areas. This work will continue to influence the evolving single-family areas in the Corridor.

2. Shaping a new urban centre

The Oakridge Municipal Town Centre (MTC), the area around W. 41st Avenue and Cambie Street, is one of 17 regionally-designated MTCs in Metro Vancouver and is part of a Frequent Transit Development Area (FTDA). MTCs are regionally-significant urban centres that serve as activity hubs for municipal populations, accommodating a range of job, retail, cultural, and public spaces, and a variety of housing options. As an FTDA and the “centre” of the city and Canada Line, the Oakridge MTC is also a priority location for more concentrated growth in higher-density forms. Together with Marine Landing, this area represents the most significant concentration of urban uses and density in the Corridor.



Figure 5. Artist's illustration of what the MTC could look like in the future (looking south from Cambie Street and 39th Ave).

During Phase 3, initial land use concepts for the area were revisited in order to:

- Maximize the potential of the city's only designated Municipal Town Centre
- Enable housing that is better matched to real household incomes (aligning with *Housing Vancouver*)
- Create more job space to support a complete community and emerging local economy
- Establish a built form that reflects the regional significance of the MTC

Housing Affordability

Through the *Housing Vancouver* engagement process, staff heard from residents that creating more rental housing options and security and protection for renters were top priorities. The Oakridge MTC will provide opportunities for a significant increase in affordable housing by introducing building forms that maximize affordability. Increased height and density will be considered for projects that provide either:

- 30% of residential floor area as turnkey social housing, or;
- 100% of residential floor area as secured rental housing with 20% below market units targeted to the "missing middle" and key workers (households earning between \$30,000 and \$80,000).

An expanded low- and mid-rise apartment area will allow for purpose built rental housing in 6-storey developments to increase the rental stock. This will contribute to alleviating pressure on a tight rental market that has a vacancy rate that continues to sit below 1%.¹⁴

Job Space

In addition to affordable housing, one of the key objectives of the MTC is to create a significant amount of job space that will be required on many arterial sites along Cambie Street. The MTC is expected to add approximately 985,600 square feet of commercial space, once fully built out, which means space for over 3,000 jobs. This is further complemented by the addition of 3,000 jobs at Oakridge Centre, allowing residents to walk or cycle to work in the enhanced, vibrant MTC.

A Sense of Place

As the Oakridge MTC evolves into a new urban core, its built form will reflect the regional significance of this area, while still providing for sensitive and respectful transitions to surrounding neighbourhoods. Height and density is located along Cambie Street between 39th and 45th Avenues to mark the arrival in the MTC and to signify the start of the commercial high street with a mix of uses including at-grade shops and services. At the intersection of 41st Avenue at Cambie Street, building heights are stepped back from the corners opening up the



Figure 6. Artist's illustration showing the future of the Oakridge MTC (looking west along 43rd Avenue from Columbia Park).

¹⁴ CMHC 2017 Rental Market Report, Vancouver CMA

intersection to provide for light and views from the street and new plaza space at Oakridge Centre.

Secondary height nodes are located at the east and west edges of the MTC along 41st Avenue, also marking the entrance to the MTC, knitting other significant developments expected at Oak Street (e.g., Oakridge Transit Centre). Off the arterials, up to 18 storey towers will be considered for affordable housing, and new commercial streets along Heather Street and 43rd Avenue will be introduced to provide for local serving retail and enhance neighbourhood vibrancy. These new local commercial streets will serve as special connections to the Heather Lands development and Columbia Park. These higher density areas of the MTC transition down to low- and mid-rise apartments and townhomes, integrated with the surrounding neighbourhood.

Green connections and active links supporting pedestrian and cycling movements will break up long blocks and incorporate new plazas and public spaces, contributing to a high-quality public realm that enhances social connection, health and well-being.

The area is well-served with amenities and services, and more will be delivered as new development continues, including that on large sites (e.g., Oakridge Centre and Oakridge Transit Centre). Priority amenities to be delivered in the MTC include the expanded civic centre and new 9 acre park at Oakridge, not-for-profit office space, a youth centre, and childcare spaces.

3. Landing Housing Vancouver

The Cambie Corridor Plan is the first major planning program to begin landing some of the key objectives outlined in the City's Housing Strategy. The strategy targets delivery of 72,000 new homes over the next ten years across a continuum of housing types to retain the diversity of Vancouver's population.

The Cambie Corridor Plan advances a number of *Housing Vancouver* objectives. This includes shifting towards delivering the "right supply" which considers the location, building type, and tenure of housing as impacting its suitability and affordability for people who live, work and contribute to the city. The Plan also works to create a diversity of housing types, including expanding ground-oriented family housing options, and new rental housing options which are better matched to local incomes.

Housing and transportation choices are closely linked and represent the two largest costs for many working households. A Metro Vancouver study found that the combined transportation and housing cost burden was highest among renters earning less than \$50,000 per year, nearing 70% of their monthly income.¹⁵ Providing for housing choices close to rapid transit along Cambie and W. 41st Avenue for low- and moderate-income households is an important step towards addressing affordability challenges of residents.

The housing policies in the Cambie Corridor Plan provide a variety of opportunities for the creation and protection of affordable housing across the Corridor:

¹⁵ Metro Vancouver, Housing and Transportation Cost Burden Study, 2015.

- Existing rental housing in the Corridor will be preserved and where renewal is enabled, will be guided by the Rental Housing Stock ODP regulations and an enhanced Tenant Relocation and Protection Policy.
- Bonus density will be considered for secured rental housing at existing commercial nodes to strengthen local-serving retail areas.
- New secured market rental housing off of arterials is enabled in strategic areas throughout the Corridor.
- Bonus density will be considered in the MTC for developments that provide either 30% social housing or 100% secured rental housing with 20% below-market units to address “missing middle” households earning between \$30,000 and \$80,000. These units will be secured as rental and rent escalation will be capped at the BC Residential Tenancy Act annual allowable increase, regardless of turnover.
- The Oakridge Apartment Area, one of the Plan’s unique sites, will be maintained as a rental district with consideration of new development only where 100% of total residential floor area is secured rental housing with 25% below market rental units.
- Other unique sites, in general target either 20% social housing or 100% secured rental housing with 20-25% below market rental units.
- Rezoning of existing social housing sites will only be supported for the renewal and/or expansion of that social housing.

By 2041, it is anticipated that the Plan will deliver approximately 2,800 additional units of social housing, 400 below-market rental units and 5,000 secured market rental units.¹⁶

4. Integrating Unique Sites

The Cambie Corridor will continue to be an important area of growth over the next 30 years, and the nine large site areas contained within the Plan area are significant opportunity sites to deliver needed amenities including child care, open space and affordable housing to support a growing population. There are a variety of existing uses on these sites, and the scale of development will vary in response to their local surrounding areas. As such, site specific policy direction has been developed to appropriately respond to the existing uses, local context and unique characteristics of each site to ensure integration of future development with the surrounding neighbourhood.



Figure 7. Conceptual design of future King Edward Mall

¹⁶ Projected unit numbers include Major Project sites within the Corridor

Plan policy is intended to provide a rigorous framework to evaluate future redevelopment, while acknowledging flexibility for the best response over the long-term. Site-specific planning and urban design directions, as well as key public benefits are identified for each site to ensure a connected and integrated corridor. Recognizing the scale of change these sites will undergo, most unique sites will be subject to an enhanced rezoning process to ensure adequate consultation and review of proposals.

Housing policy for unique sites aligns with *Housing Vancouver* objectives for expanding the stock of affordable housing. Unique sites generally target either 20% social housing or 100% secured rental housing with 20-25% below market rental units. Directions for on-site amenities focus on the provision of additional childcare spaces to continue to support the families in the Corridor.

5. Connecting the Corridor

Since the 1930s when Cambie Street was established as a “pleasure” drive, there has been little change to car-oriented character of the Corridor, until 2009 when the Canada Line opened. The introduction of rapid transit shifted how residents get around, offering an alternative to the car. While transit is further complemented by an existing walking and cycling network, there are challenges and gaps that need attention.

As the Cambie Corridor grows over the coming decades, the Plan provides policies that guide future development and decision-making to ensure safe, accessible and convenient travel by all users by addressing existing connectivity challenges. These policies advance the City’s Transportation 2040 goal of having two-thirds of all trips by walking, cycling or transit by 2040, and to work towards a safety target of zero traffic-related fatalities.

Complete Streets

Complete street design principles that prioritize more sustainable modes of transportation will be incorporated as redevelopment occurs on major arterials (e.g., Cambie Street, King Edward Avenue, W. 49th Avenue). Design elements such as wider sidewalks and AAA cycling facilities consider the mobility of a wide variety of street users and will make walking, cycling and taking transit more comfortable and convenient. New and upgraded bike lanes and sidewalks will provide access to key destinations throughout the Corridor, including major project sites, parks and local shopping areas. Site-specific policy for unique and major project sites will integrate these larger developments into the overall network, providing high-quality open and public spaces, active edges and connections through the site.

Streets and connections will be further enhanced through requirements for street trees, signage, lighting and public art guided by the *Cambie Corridor Public Realm Plan*. The public realm plan provides direction for public spaces including sidewalks, lanes, mid-block connections and public plazas to establish a vibrant public realm that fosters opportunities for connection, culture and activity. Public space enhancements planned for the first ten years of

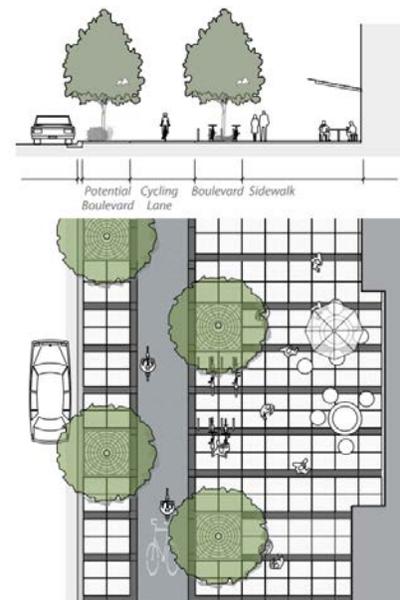


Figure 8. Example of a commercial complete street.

the Cambie Corridor Plan include an improved open space at 31st Avenue and Cambie Street, and creating five new plazas. These will be in addition to public realm improvements from private developments, such as street trees, widened sidewalks, landscaped setbacks and mid-block connections.

6. Amenities for a Growing Population

The Cambie Corridor is the largest growth area in the city outside of Downtown, with an expected increase of between 45,800 and 51,500 new residents by 2041, more than doubling the current population. The Corridor will also add space for more than 9,200 new jobs by 2041, creating opportunities for residents to live and work in their own neighbourhood.

To support this growth, the Cambie Corridor Public Benefits Strategy (PBS) provides strategic direction for long-term capital investments to support livable, healthy and sustainable neighbourhoods for both existing and future Corridor residents. The PBS takes into account the existing network of amenities and infrastructure needed to support the local area (e.g., affordable housing and new local parks) as well as district-serving and city-serving amenities (e.g., new community and childcare facilities). The PBS identifies and prioritizes these local and citywide needs and outlines a financial strategy to support implementation and delivery.

The PBS reflects the needs of, and provides directions for, public amenities and infrastructure in the Corridor north of W. 57th Avenue. The area of the Corridor south of W. 57th Avenue falls within the scope of the Marpole PBS, which is a part of the Marpole Community Plan (2014). Many of the larger, district serving amenities in Marpole will benefit residents in the entire Corridor and beyond, such as the planned destination park near or at the Fraser River, and the Marpole-Oakridge Community Centre renewal and proposed outdoor pool.

The Corridor is currently well-served for park land given the current population, and has access to a variety of amenities that support healthy and social lifestyles, including three community centres (Douglas Park, Hillcrest, and Marpole-Oakridge), two branch libraries (Terry Salman Branch and Oakridge Branch), an ice rink, indoor and outdoor swimming pools, cultural and facilities and a seniors centre.

The majority of the new investments outlined in the PBS are for affordable housing, community facilities (including childcare), parks, and transportation improvements to support the anticipated population growth. Short-term (within next 10 years) and long-term (20 to 30 years) highlights contained in the PBS are outlined in Table 1. The PBS includes an amount reserved for these future priorities to be delivered after 10 years.

Table 1. Cambie Corridor Public Benefits Highlights - North of 57th Avenue*

Short-Term (first 10 years) Public Benefit Highlights	Long-Term (20-30 years) Public Benefit Highlights
Affordable Housing: <ul style="list-style-type: none"> • 550 social housing units • 190 below market rental units • 1,500 secured market rental units 	Affordable Housing: <ul style="list-style-type: none"> • 2,250 social housing units • Up to 400 below market rental units • 5,000 secured market rental units
Childcare: <ul style="list-style-type: none"> • Up to 360 additional spaces for 0 to 4 year olds • 195 additional spaces for 5 to 12 year olds 	Childcare: <ul style="list-style-type: none"> • 1,080 additional childcare spaces for all age groups
Community and Civic Facilities: <ul style="list-style-type: none"> • New Oakridge civic centre (community centre, library, seniors centre and childcare centre) • Hillcrest fitness centre expansion (5,000 square feet) • Youth hub (5,000 square feet) • Land acquisition for new Fire Hall #23 	Community and Civic Facilities: <ul style="list-style-type: none"> • Additional seniors centre • New VPL library branch • Additional recreation facility • Construction of new Fire Hall #23
Parks, Open Spaces and Public Places: <ul style="list-style-type: none"> • Fraser River Park (10 acres) • Parks on Major Project sites • Minimum of 6 plazas and enhanced open spaces 	Parks, Open Spaces and Public Places: <ul style="list-style-type: none"> • Upgrades to existing parks to response to population growth and demographic changes • New parks and plazas within areas of significant redevelopment
Transportation: <ul style="list-style-type: none"> • Incorporate Complete Street design principles on Cambie Street and other arterials • Create a 'car light' greenway on Heather Street between 37th and 41st Avenues 	Transportation: <ul style="list-style-type: none"> • Work with TransLink to improve transit service and capacity, including improvement of Canada Line capacity and implementation of a new B-line service on 41st Avenue

*Refer to Chapter 13. Public Benefits Strategy in updated Cambie Corridor Plan (Appendix A) for full list of anticipated amenities.

The overall value of the PBS over 10 years is approximately \$687 million, not including utilities, which will be addressed through a subsequent Utilities Servicing Plan discussed in more detail later in this report. The majority (92%) of the PBS is focused on new or upgraded amenities and infrastructure with a smaller portion (8%) dedicated to renewal of existing amenities and infrastructure. A full discussion of the PBS is contained in the Financial Implications sections of this report.

Summary of the updated Cambie Corridor Plan

The Cambie Corridor Plan anticipates significant change throughout the Corridor and its policies are intended to manage this transformation to provide for a variety of opportunities to live, work, shop, play and learn. Building on the investment of the Canada Line, the Plan promotes transit-oriented growth to meet the needs of a growing population. The Plan introduces a strategically denser mix of housing and employment space in the Oakridge

Municipal Town Centre, existing shopping areas, and areas close to stations. Building on the seven foundational plan principles and integrating responses to citywide housing affordability challenges, the Corridor's evolution will reflect the City's commitment to social diversity and resiliency.

Mid-rise buildings are the prevailing typology for most of the Corridor. This building form can be articulated to provide a transition in scale to the evolving neighbourhoods and is adaptable to the incremental development pattern expected for the Corridor. Taller buildings, either in tower or mid-rise form, will mark key places such as transit stations and the enhanced Oakridge Municipal Town Centre. These new building forms will transform the existing, predominantly low-density single-family neighbourhoods in the Corridor into vibrant, mixed-use communities with a diverse range of housing types with new local commercial hubs. The addition of new townhouses provides appropriate transitions from taller buildings and contributes a new housing type for families.

The housing policies for the Cambie Corridor focus on enabling the "right supply", including housing type and tenure. As the geographic "centre" of the city and the Canada Line, the regionally designated Municipal Town Centre (MTC) represents the greatest concentration of urban uses and densities in the Corridor. It will provide significant opportunities to deliver below-market rental and social housing through a diverse range of housing forms. The MTC, unique sites, and local shopping areas will include a new type of below-market rental housing targeted at "missing middle" households. This rental housing will be secured over the long-term and offer rental rates affordable to local incomes.

The Plan builds on the unifying elements of the Corridor such as the Canada Line and the Cambie Heritage Boulevard to create a connected Corridor of neighbourhoods with a high-quality public realm that facilitates walking, cycling and transit. The Plan identifies a number of improvements that will enhance the accessibility and safety of sustainable modes of transportation complemented by the Cambie Corridor Public Realm Plan. The Public Benefits Strategy supports the improvement of existing facilities, including upgrades to key parks and expansions of community facilities, as well as the creation of new amenities and facilities such as childcare and senior spaces to support the growing population.

The Plan includes policy to guide land use, housing, transportation, parks and open spaces, and community well-being considerations for the Corridor. Together with Major Project site policy statements recently approved or currently underway, and the approved Marpole Community Plan (2014), the entire Corridor area has renewed policy to guide future growth and investment. As a result of this collective policy work, growth projections have been revised and are outlined in Table 2.

Table 2. Cambie Corridor Area Growth*: Additional New Population, Housing and Jobs

	Change to 2026 (first 10 yrs.)	Change to 2041 (30 yrs.)
Population	21,300	45,800 - 51,500
Housing	760 social housing units 200 below-market rental units 2,000 secured market rental units	2,800 social housing units 400 below-market rental units 5,000 secured market rental units
Job Space	space for additional 3,800 jobs	space for additional 9,200 jobs

*Includes entire Cambie Corridor study area: W. 16th Avenue to the Fraser River and Oak Street to Ontario Street.

Changes to Phase 2 sites

Since plan adoption of Phase 2 (2011), and as plan implementation has proceeded, several areas have been identified for improvement and/or the need for greater clarity. As a result, the updated Cambie Corridor Plan includes revisions to some Phase 2 policy areas (refer to Appendix G for a detailed list of amendments). Key amendments include:

- Improved built form guidelines for all building types, including guidance for building depth and laneway buildings to improve livability.
- Removing connectivity requirements for neighbourhood energy utilities (NEU) as green building initiatives will be guided by city-wide policies with the potential to increase performance towards sustainability goals.
- Implementing a fixed-rate community amenity contribution (CAC) target for remaining Phase 2 sites outside of the Oakridge MTC.

Repealing Oakridge Langara Policy Statement

The Oakridge Langara Policy Statement (OLPS), approved by Council in 1995, covers a significant area of the southwest quadrant of the Cambie Corridor. The OLPS provides policy direction regarding neighbourhood character and public amenities for this area. With new and updated policy for the Cambie Corridor area established through the Cambie Corridor Plan, Major Project Policy Statements and Marpole Community Plan, the OLPS has been superseded and is no longer applicable. Repealing the OLPS will improve clarity and consistency for lands now covered under the aforementioned plans.

Implementation

The policy directions contained in the Cambie Corridor Plan will be implemented using a variety of tools, approaches and partnerships. This includes the development of a utilities servicing plan and financing growth strategy, a new district schedule and City-initiated rezonings of townhouse areas, regulation of developer-initiated rezoning proposals, delivering on the PBS priorities and associated funding allocations and further planning for large scale redevelopment projects and new community facilities. Cambie Corridor residents will have further opportunity to shape the implementation of this Plan through various public forums and open houses associated with rezoning applications and large site redevelopments.

New development will be managed and regulated primarily in two ways:

- **Developer-initiated rezonings** - rezoning applications will generally be considered and supported by staff if they are in line with vision and directions outlined in the Cambie Corridor Plan.
- **City-initiated rezonings** - zoning by-laws and design guidelines will be proposed for the townhouse areas, where possible, allowing property owners to submit a development permit application once the new zone is approved by Council.

Rezoning projects in the Corridor will be asked to contribute towards public benefit through either fixed CAC targets (or, in City-initiated rezoning areas, through a fixed amenity share), pre-set affordable housing targets, or through a site-specific negotiation. With the introduction of new fixed-rate CAC targets, approximately 93% of lots in the areas of change

will have pre-set contribution targets, meaning only 7% will require a negotiated approach. This streamlined approach will provide certainty and predictability for future rezoning applications.

Proposed CAC rates and amenity share rates for Phase 3 sites, as well as updated rates for Phase 2 sites and sites in Marpole, are included in Appendix D. These are subject to further analysis in tandem with the Financing Growth Strategy for utilities, and industry consultation.

Utilities Servicing Plan

Accommodating the expected 50,000 new residents by 2041 will require extensive and costly upgrades to the existing water, sewerage and drainage networks that currently provide drinking water and combined sewer services to primarily single-family neighbourhoods throughout the Corridor. In order to meet the demand of future residents, and also improve upon the City's sustainability and resilience objectives, these new infrastructure investments will come at a cost that will likely exceed the utility network's replacement value of approximately \$500 million¹⁷.

The shift from single-family to multi-family neighbourhoods would significantly increase fire flow demands, more than double the sanitary sewer demands, and increase the challenges associated with stormwater management due to the loss of permeable area that helps manage intense rainfalls and reduces the burden on our sewer pipes. These issues become increasingly complex in areas with high groundwater levels due the presence of the Quadra Sands aquifer which could limit development depths and require on-site water management plans.

In essence, the demands created by growth will exceed the service capacity of the existing City and Metro Vancouver water, sewer and drainage infrastructure.

Rather than abandoning an otherwise functioning network with conventional approaches of building larger and deeper pipes, this Plan recommends modernizing our utility design standards. This includes the installation of green infrastructure (nature-based solutions) to manage stormwater on building sites and within public right-of-ways, protecting our groundwater resources with on-site requirements, and the construction of new conventional sanitary and stormwater pipe networks appropriately sized to handle the anticipated growth and respond to the pressures of climate change.

Due to the need to rebuild the network in such a large extent of the Corridor, representing 9% of the City, the delivery of utility upgrades will need to be sequenced and focused in a way that is cost effective, considers the time needed to physically design and build supportive infrastructure, and accommodates the schedule and timing of consequential upgrades to Metro Vancouver infrastructure.

To meet this challenge, we are rolling out a Utilities Servicing Plan (USP) in summer 2018 that will:

- Identify "development ready" areas where new development can be accommodated as soon as possible;

¹⁷ This figure is the estimated replacement value of City and Metro Vancouver infrastructure.

- Implement new rainwater management requirements, as identified in the City's emerging Rain City Strategy, to capture and clean rainwater on-site in order to reduce stress and load on existing mains;
- Implement new groundwater management requirements to protect the aquifer and preserve capacity by keeping groundwater out of stormwater pipes;
- Replace and upgrade infrastructure as needed, following guidelines for prioritization; and,
- Create flexible utility upgrade options for developments seeking to build on a faster timeline.

The USP will prioritize utility upgrades in areas that:

- Deliver significant affordable housing
- Can be upgraded with a defined and clear timeline
- Are most cost effective and affordable
- Have the least impact to Metro Vancouver infrastructure
- Advance City-wide goals in terms of sustainability, rainwater management, and improve the water quality of surrounding water bodies

The primary goal is to deliver on utilities in a phased approach that takes into account the affordable housing needs of today with the requirements to meet the needs of the future for environmental sustainability, sustainability of asset replacement over time, and resiliency.

In the interim period between Plan adoption and finalizing the USP, targeting summer 2018, rezoning applications will be considered for sites identified for change under the existing Cambie Corridor Plan (2011), the Phase 2 sites outside of the Oakridge Municipal Town Centre. Implementation phasing of other areas will be made available as part of the USP.

Financing Growth Strategy

A financing growth strategy will accompany the utilities servicing plan, including a proposal for a new City-wide Utilities Development Cost Levy (DCL) By-law.

A new Utilities DCL By-law would help fund the necessary sewer, drainage and water infrastructure to service future community growth. The proposed new Utilities DCL By-law will be layered on top of the existing City-wide DCL By-law and will be prepared following provincial legislation and best practices developed by the Ministry of Community, Sport and Cultural Development.

The proposed new Utilities DCL By-law that will accompany the Utilities Servicing Plan and Financing Growth Strategy is intended to close this gap for utility servicing needs City-wide, starting with the Cambie Corridor.

In addition, different financing growth tools are under review to allow development to start outside "development ready" areas (e.g., front-end agreements). The City is also partnering with Metro Vancouver to ensure that the upgrade of regional infrastructure supports the phasing of growth in the Corridor.

Upon completion of the utilities servicing plan, it is anticipated that the City will rezone initial areas in the Corridor that are identified for townhousing, while developer-initiated rezonings will drive change in the remainder of the Corridor.

Implications/Related Issues/Risk

Financial

Public Benefits Strategy

The proposed Cambie Corridor Plan includes a comprehensive Public Benefits Strategy (PBS) with detailed priorities for the first 10 years and beyond, with an approximate value of \$687 million. Renewal of existing amenities and infrastructure such as neighbourhood park renewals, and renewal of roads and walking/cycling routes is typically funded from property taxes and utility fees ("City contribution"). Provision of new or upgraded amenities and infrastructure is typically funded from contributions from development which includes a combination of Citywide Development Cost Levies (DCLs), Community Amenity Contributions (CACs), and amenity shares in pre-zoned areas. These contributions will be augmented by financial and/or in-kind contributions from other governments and non-profit partners ("partnership contribution").

Future Priorities

Due to the long-term horizon of the Cambie Corridor Plan and the associated Public Benefits Strategy, there will be a greater need to set aside funding to address future priorities and opportunistic investments to leverage senior government partnerships and contributions as they arise over the course of the Plan. Future public benefits and infrastructure that are crucial to achieving the longer term, 30-year vision for the Corridor include more affordable housing, transportation improvements, community and childcare facilities, as well as consideration of potential new Canada Line stations at 57th and 33rd Avenues, acknowledging the latter is subject to future planning and continued partnership with TransLink and recognition of other transit priorities, technical and financial challenges.

These will require further public consultation on aspects such as location and co-location opportunities with other community facilities. In addition, with significant alignment in priorities among municipal, provincial and federal governments, the City is poised to participate in senior government funding programs as well as other innovative, cross-agency partnership opportunities. Should those opportunities materialize and investment decisions be made, funding will be allocated from Future Priorities to the appropriate program areas.

Table 3. Funding Strategy for Public Benefits Strategy

Category	City Contribution	Developer Contribution	Partnership Contribution	Total
Affordable Housing	-	\$ 118 M	\$ 43 M	\$ 161 M
Childcare	-	\$ 42 M	\$ 5 M	\$ 47 M
Civic Facilities	-	\$ 11 M	-	\$ 11 M
Community Facilities	\$ 10 M	\$ 54 M	-	\$ 64 M
Parks & Open Space	\$ 3 M	\$ 97 M	-	\$ 100 M
Transportation	\$ 28 M	\$ 42 M	\$ 8 M	\$ 78 M
Heritage	-	\$ 15 M	-	\$ 15 M
Future Priorities	-	\$ 211 M	-	\$ 211 M
Total*	\$ 41 M	\$ 590 M	\$ 56 M	\$ 687 M

*Does not include utility upgrades; funding requirements to be determined as part of the Utilities Servicing Plan and Financing Growth Strategy

Within the first 10 years of the Cambie Corridor Plan, it is expected that development contributions such as DCLs, CACs, Density Bonus Zoning and Conditions of Development will contribute approximately \$ 590 M towards the funding of amenities that are crucial to serve the needs of the growing population in the Corridor. As with other public benefit strategies, locally-generated development revenue will first and foremost fund local-serving amenities and then contribute towards district, city, and regional-serving amenities. It is anticipated that a larger share of future DCLs will be allocated towards underground utilities to ensure that homes and businesses are well serviced.

The above funding has incorporated the unused DCLs collected from the former Oakridge-Langara DCL District, which was superseded by the City-wide DCL District in 2013.

The Cambie Corridor PBS is an aspirational strategy that reflects the needs and desires of the community. It is intended to provide strategic direction to guide the City (including City Council and Park Board) in making investment decisions on the necessary infrastructure and public amenities in the area over the next 30 years. The City's fiscal capacity (e.g., the public's appetite for property tax, utility and user fee increases and debt financing capacity), timing of development contributions, emerging opportunities (e.g., federal or provincial infrastructure funding programs), and evolving needs in this community and across the city will determine the specific infrastructure and amenities that will be delivered incrementally over the long-term. As such, the PBS will be reviewed and refined periodically and it will be integrated into the City's mid- to long-range Capital Strategic Outlook, 4-year Capital Plan and annual Capital Budget for prioritization and funding consideration on a city-wide basis.

Certain areas like housing, childcare, social and cultural programs that build on innovative partnerships with senior levels of government, charities, and non-profit organizations will require strategic alignment and coordination with partner entities.

Ongoing Financial Implications

Capital investments, especially for new and/or upgraded amenities and infrastructure which make up the majority of the Cambie Corridor PBS, often result in ongoing costs associated with programming and facility operation, maintenance and rehabilitation. The budget impact will likely be added incrementally over the 30-year time frame of the community plan as projects get completed and will be considered as part of the long-term financial plan.

Environmental

The Plan works to integrate land use and transportation throughout the Corridor by introducing increased density, services, and amenities near transit and providing better spaces and accessibility for pedestrians, cyclists, and transit users. These directions support a shift to walking, cycling and transit, contributing to Greenest City 2020 and Transportation 2040 targets.

To meet the City's 2050 target to use only renewable energy will require the majority of new buildings to be designed and built to achieve zero emissions by 2030. Contributing to this goal, the Plan is aligned with the *Green Buildings Policy for Rezonings*, which requires all rezonings to meet the requirements of either near zero emissions buildings or low emissions green buildings.

Further, the Plan will advance city-wide sustainability goals, implementing new rainwater management requirements as identified in the City's emerging Rain City Strategy. These management approaches will capture and clean rainwater in order to reduce stress and load on existing infrastructure.

CONCLUSION

This report seeks Council approval of the updated Cambie Corridor Plan to incorporate Phase 3 and update specific Phase 2 policy. It also seeks instructions to staff to proceed with actions to support implementation of the plan, including a utilities servicing plan and financing growth strategy.

The plan is the outcome of a comprehensive three phase planning program with extensive community engagement. It capitalizes on the significant investment in transit infrastructure and supports complete communities that provide inclusive and vibrant places for residents to live, work, shop and play. Over the coming decades, the Cambie Corridor Plan will guide change and growth to meet the needs of existing and future residents, while providing a transformative and progressive model of transit-oriented development in-line with city-wide and regional sustainability goals.

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