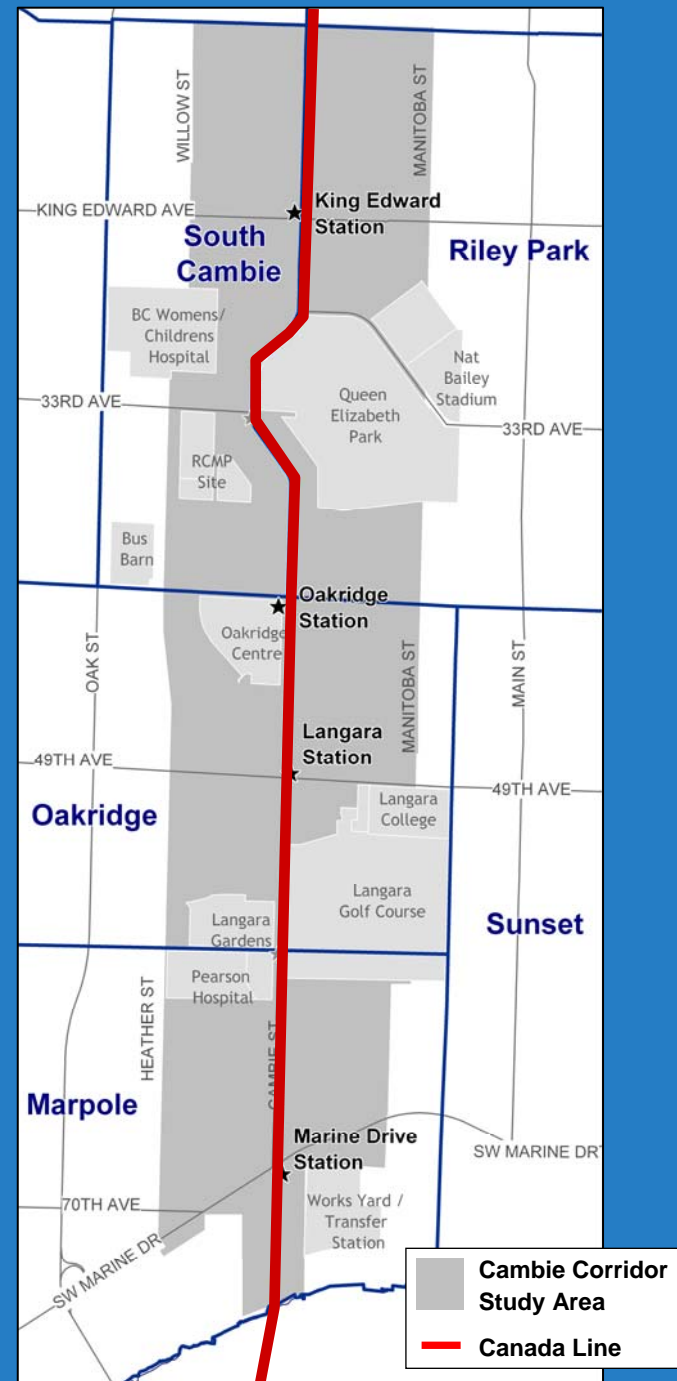
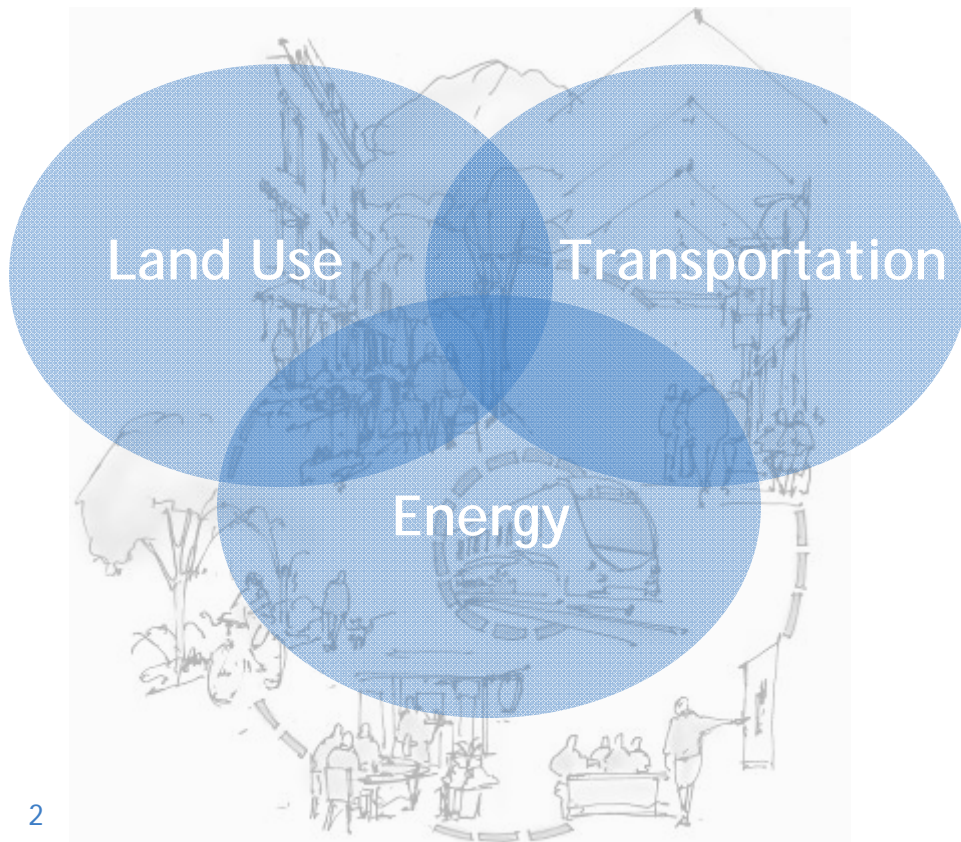


# Cambie Corridor Planning Program Phase One

Standing Committee on Transportation and Traffic  
January 19, 2010

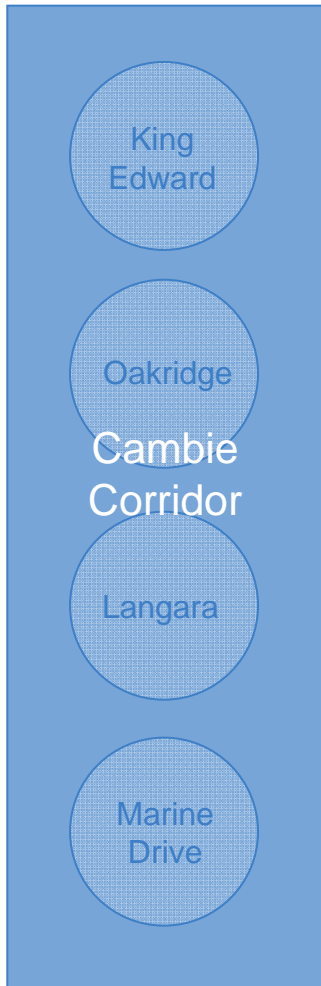
# Work Program

- Terms of Reference approved July 2009



# Approach: Cambie Corridor

## Corridor



## Original Thinking: Station by Station

- “One-at-a-time”
- Small team approach

## New Approach: Corridor

- Linear / corridor focus
- Coordinates land use, infrastructure, services and amenities along entire corridor
- Coordinated team approach - staffing efficiencies

# Program Parameters (from TOR)

- RPSC Vision
  - Council supported consideration of higher density building types than contemplated in the Vision (in Core Areas only)
- Oakridge-Langara Policy Statement
  - Provides flexibility for density, height, housing types in event of rapid transit
- Marpole Plan
  - Council supported reviewing a range of densities, heights, housing types

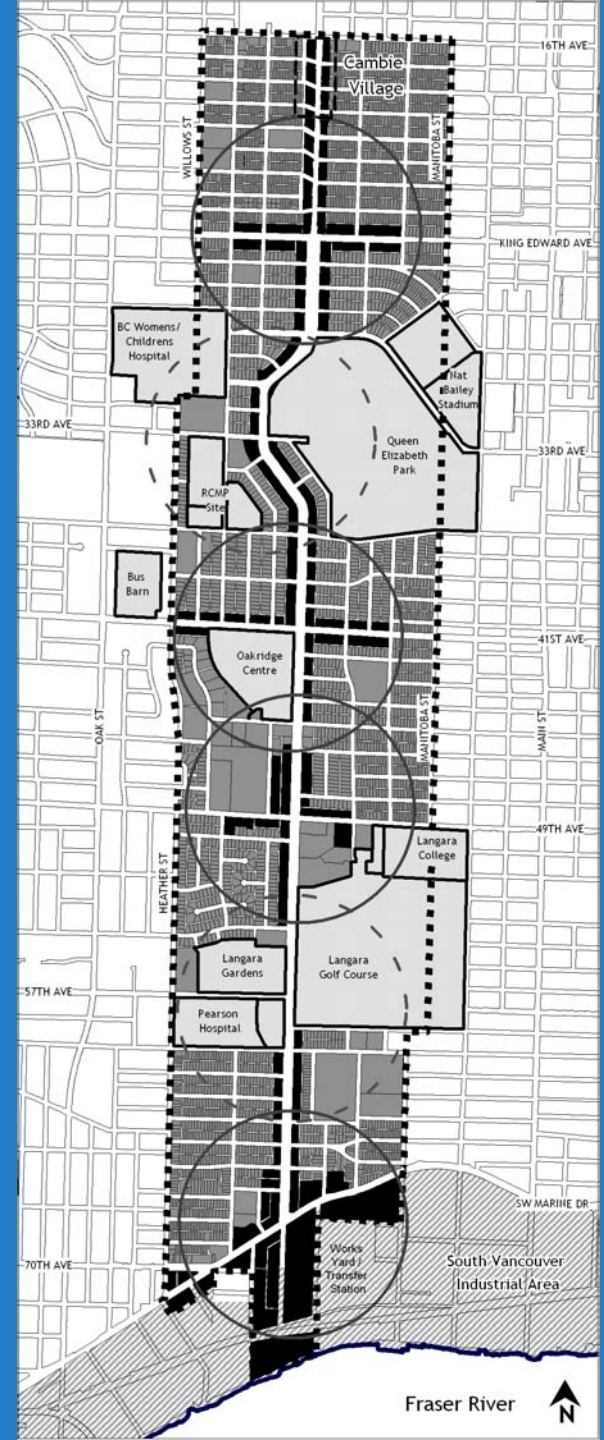
# All 4 Council priorities being addressed

- Homelessness and Affordable Housing
- Building Strong, Safe and Inclusive Communities
- Environment and Sustainability
- Creative Capital and a Growing Economy

# Program Phasing

- Phase One (2009)
  - Principles
  - Interim Rezoning Policy
- Phase Two (2010)
- Phase Three (2011)

We are here



# Canada Line Opening August 2009



# Process – How did we get to the Phase One Deliverables?



# Consultation – Open Houses/Workshops

September

## Open Houses



*Sept 22*



*Sept 23*



*Sept 27*

October

## Focused Workshops



*Oct 15*



*Oct 22*

November

## Open Houses



*Nov 4*



*Nov 7*

# Broad and Robust Involvement

- Cards sent out to households & businesses
- Program website
- Media Coverage
- Vancouver Matters Ads
- Program list serve (over 500 members)
- Facebook & Twitter
- Posters at local facilities
- Etc.

13,000 households and businesses



# Community Group and Stakeholder Consultation

- Riley Park/South Cambie Vision Implementation Committee
- Marpole Area Network
- Metro Vancouver
- Port of Vancouver
- TransLink
- Urban Development Institute
- Vancouver Airport Authority
- Vancouver Board of Trade
- Vancouver Economic Development Commission
- Cambie BIA

# Research and Learning

- Roundtable - leading practitioners
  - UBC Planning, Landscape Architecture
  - SFU City Program
  - TransLink
  - City of Richmond
  - Board of Trade
  - UDI
  - VEDC



# Research and Learning

- Best practices research
- UBC, experts with TOD experience



# Consultation Highlights: What we heard

Density and land use mix around rapid transit can help achieve sustainability goals ...

- Reduce carbon dependence, meet GHG reduction targets
- Job space → economic resilience
- Housing affordability
- Complete, healthy communities
- Walking and cycling integration



Credit: Challenge Series, 2009

# Consultation Highlights: What we heard

## Density is a good idea for the Corridor

- Broad support: more jobs and more people in proximity to rapid transit contribute to sustainability goals



# Consultation Highlights: What we heard

Sustainability goals can be achieved through a diversity of building forms (not necessarily towers)



# Consultation Highlights: What we heard

The Corridor is made up of many neighbourhoods with different characteristics - treat them accordingly



# Consultation Highlights: What we heard

Increased density should be accompanied by  
increased amenity



# Consultation Highlights: What we heard

Affordable housing and social resilience are key values

- A variety of housing types and tenures



# Consultation Highlights: What we heard

Although input was largely positive, concerns were raised by some:

- Impacts of density on neighbourhoods
- “Corridor” approach is too broad
- More certainty around building height and forms
- Housing affordability

# Principle #1

Provide land use that optimizes the investment in transit



# Principle #2

Provide a complete community



# Principle #3

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



# Principle #4

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



# Principle #5

Provide a range of housing choices and affordability



# Principle #6

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



# Principle #7

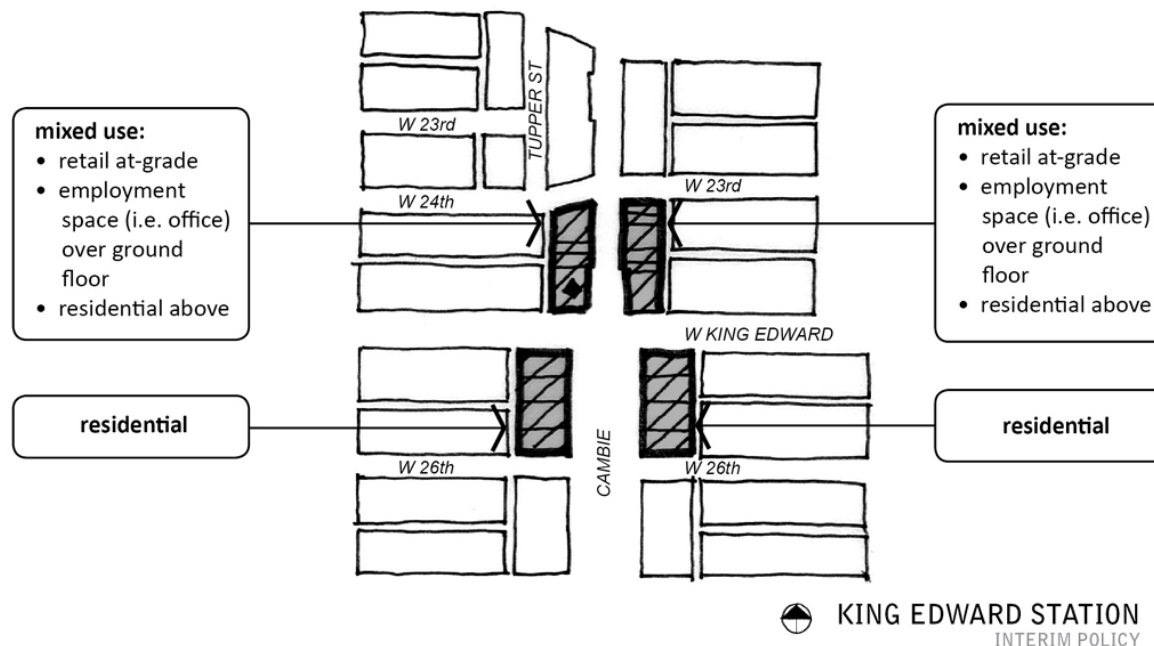
## Ensure job space and diversity



# Interim Rezoning Policy - Land use directions

For each station:

- Identifies sites (strategic variations possible)
- Sets land use, height, scale provisions



# Interim Rezoning Policy - Requirements

1. Compliance with Principles
2. Urban design analysis
3. Transportation Demand Management Strategy
4. Green Building Strategy
5. Connectivity to district energy
6. Housing Choice - Affordability Strategy
7. Demonstrate space for jobs

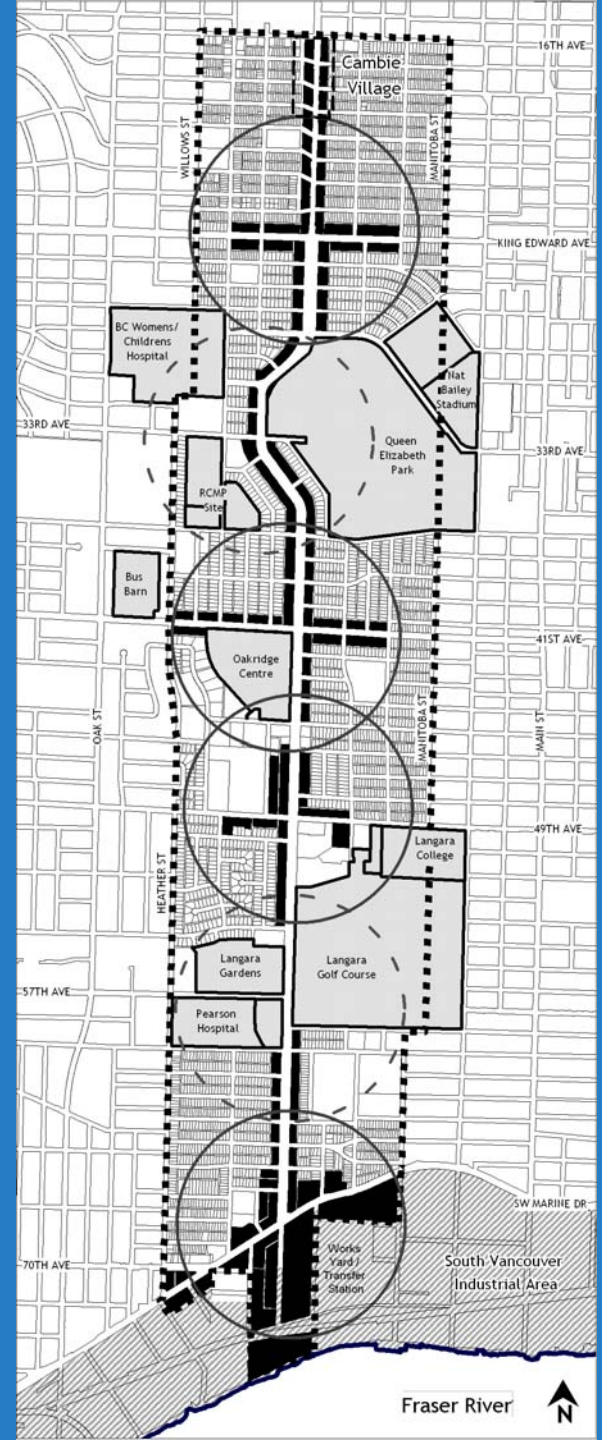
# Recommendations

## THAT Council:

- approve the revised Cambie Corridor Principles
- approve the revised Cambie Corridor Interim Rezoning Policy

## Next Steps: Phase Two

# Phase Two



# Questions and Comments