

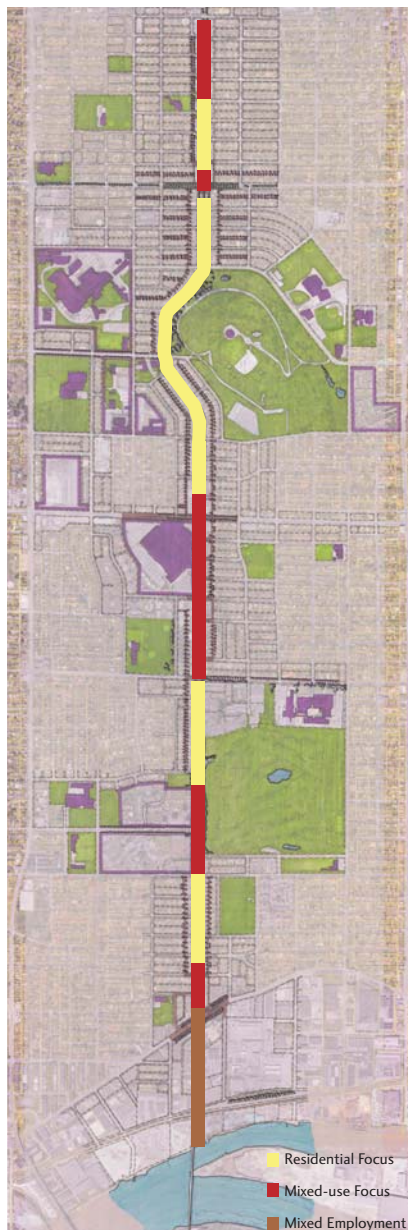
Cambie Corridor Identity

The Cambie Corridor aspires to be a sustainable, complete community, centred along a great boulevard street. It can be:

- A strong corridor of sustainable mobility where walking and cycling are integrated with transit use
- One of the city's best opportunities for significant urbanism, housing diversity and district energy opportunities
- Comprised of neighbourhoods with distinct character which merit appropriate design responses

Local Identity

Neighbourhood Identity



Cambie Village neighbourhood centre, urban character

Residential rental with a green edge

Gateway to Cambie Village

Transition to heritage boulevard with wide street condition

Living by the park

Municipal Town Centre transit node, Oakridge Centre as regional attraction

Urban transit precinct – urban residential character with mixed use at the station

Urban residential

Future high density urban node

Residential character, wide street condition and heritage boulevard

Urban mixed use

Gateway location with a destination at the water's edge

Job intensive, mixed employment area surrounded by industrial uses

Local transit focus:

Cambie Village Neighbourhood

Leisure boulevard:

Queen Elizabeth Park

Urban transit precinct:

Oakridge Village

Civic gateway:

Marine Drive Station

Residential Focus

Mixed-use Focus

Mixed Employment

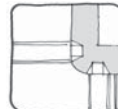
Design Ideas

Streets and Public Realm

The public realm (sidewalks, walking paths, parks, street furniture, etc) all contribute to the liveability of the City and help define the character and feel of the Cambie Corridor. Some key design ideas related to streets and public realm for the Cambie Corridor include:



Walking and cycling routes should be convenient, safe, attractive, and accessible to transit.



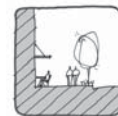
Routes and infrastructure should be navigable, barrier-free and accessible to transit.



Cycling infrastructure should be convenient and attractive, and include ample bicycle parking.



Building massing should allow a minimum amount of sunlight on sidewalks and public space during specified periods



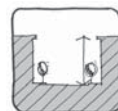
The urban design treatment for the public realm should be of high quality, provide comfortable places for pedestrian movement, and encourage street activity. Elements should include trees, street furniture, public art, and weather protection.

Built Form

The buildings within the corridor will help provide identity to each of the neighbourhoods and will reflect the unique community attributes that differ from place to place. Some key design ideas that reflect a strong desire to maintain an active public realm include:



Encourage active uses on rear lanes (i.e. townhouses) especially in mixed-use areas where transitions to evolving neighbourhoods are important.



A minimum building height and street wall should provide continuity at the street edge in more urban areas, help create a more vibrant street life, and to distinguish between mixed-use and residential areas.



Differentiate mixed-use areas from more residential areas by using built form strategies such as building height at a certain scale (i.e. 'street wall'), front and sideyard setbacks, public realm treatment.



"Pedestrian Perception Zones," where upper floors of buildings are stepped back, can mitigate the impact of height to create comfortable pedestrian conditions.

Typology, Height, and Scale

Built Form

It is expected that the Cambie Corridor will generally emphasize mid-rise building forms and reflect the neighbourhoods in which they are found. In general, more intensive forms will be located closer to the Canada Line stations. Towers, where applicable, will be located at the major transit nodes of Oakridge and Marine Drive. Examples of potential built form that fits within the context of the Corridor include:

Building Height (# storeys)

Characteristic

Sample photos

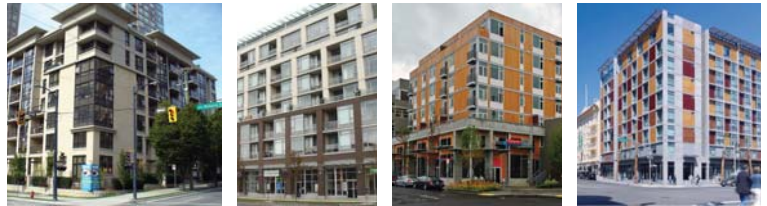
up to 6

Found in primarily residential areas. In some limited cases, the ground floor could accommodate commercial space.



6 - 8

Often mixed use in nature, these buildings can accommodate retail or commercial at grade with residential above. In some instances may be all residential.



8 - 12

Generally found in mixed use areas around stations, buildings have active uses at grade and are more 'urban' in character (i.e. continuous sidewalk to building front).



12+

Generally found in mixed use area at stations, this typology include mid-rise buildings up to 12 storeys as well as towers of greater height. Towers are found at the major station locations - Oakridge and Marine Drive.

