

# CAMBIE VILLAGE

16th Avenue - King Edward Avenue

## how might it LOOK?...

### neighbourhood character and development

This is an artist's illustration of what the Cambie Village Precinct could look like in the future showing no changes to the surrounding neighbourhood (view north from 28th Avenue). The illustration shows a scenario where all of the arterials have been developed; in reality, development and change

will happen incrementally over several decades and will be subject to many variables including the economy, the real estate market and the choices of individual property owners.



transitional scale to station



townhouses transitioning to surrounding neighbourhood

## on the STREET...

### what will it be like on the street?

The existing urban pedestrian-oriented street with village-scale shops and services will be strengthened and enhanced. The two shopping areas (between 16th and 19th Avenue and 24th and King Edward Avenue) will be active and engaging pedestrian environments that include quality public realm features including public art, street furniture, benches, lighting, landscaping, public plazas and weather protection.



Artist's illustration of what Cambie Street could look like in the future (looking north at King Edward Avenue).

# CAMBIE VILLAGE

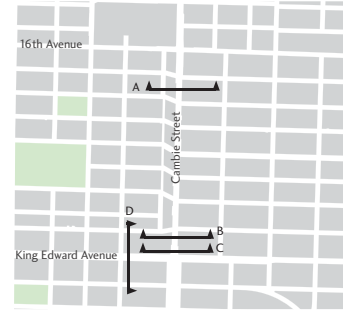
16th Avenue - King Edward Avenue

## building and street PROFILE...

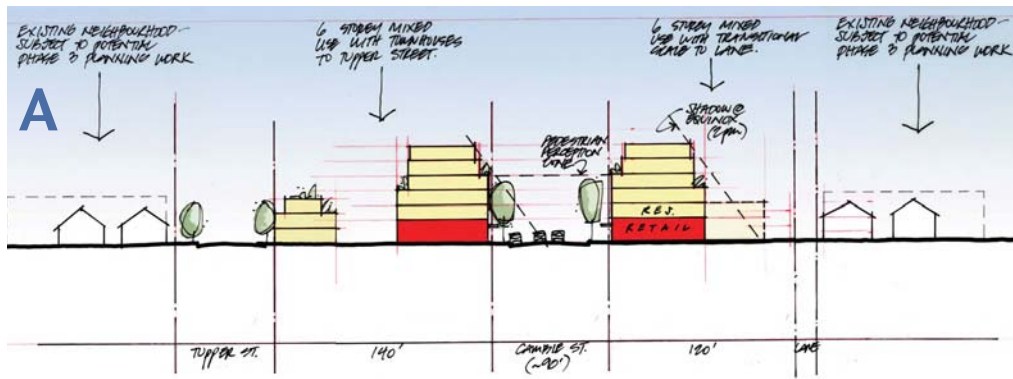
Within the two Cambie Village shopping areas (from 16th - 19th Avenue and 24th - King Edward Avenue), buildings up to 6 storeys will be allowed with street level retail uses to provide local shopping and services. At the corner of Cambie Street and King Edward Avenue, adjacent to the station, buildings up to 8 storeys may be considered. The low-rise apartment area along Cambie Street between 19th and 24th Avenue will be retained. Along King Edward Avenue, 4-storey residential buildings will be allowed with consideration for higher buildings, up to 6-storeys in close proximity to the station (i.e. within 2 lots).

Buildings will be stepped back at upper levels at the rear to address shadowing impacts and provide a sensitive transition to neighbouring residential properties. Where possible, townhouses will be developed at the rear to activate Tupper Street or the adjacent lane.

The suggested floor space ratio (FSR) values provided are estimates based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality. Every development proposal will be assessed on its own merits to ensure that responses meet performance criteria to be embodied in formalised design guidelines. Appropriate design innovation is always welcomed.



Section Locations

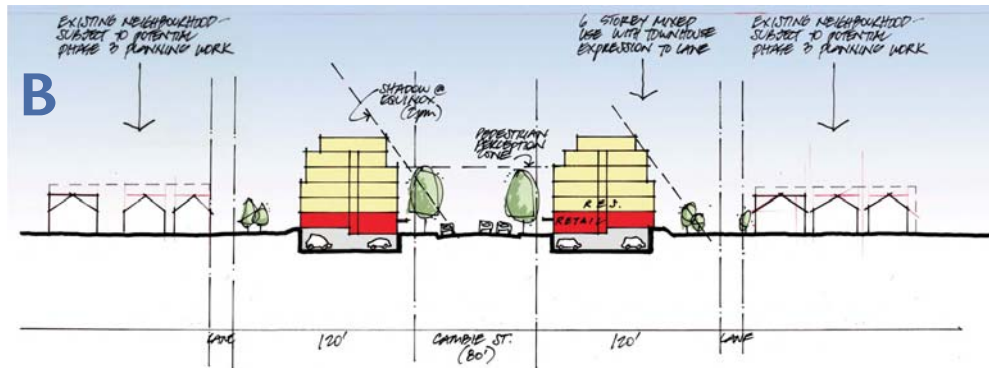


DENSITY net FSR	MAX HEIGHT # storeys
2.5 - 3.0	6

### Cambie Street between 16th and 19th Avenue

Along Cambie, the existing high quality public realm features will be maintained (i.e. street trees, street lamps, benches, etc.) and enhanced (i.e. providing continuous weather protection). Buildings will seek to activate and enhance the adjacent lane

and Tupper Street by providing townhouses or active uses on the rear where possible. Above four storeys the upper floors will be stepped back from Cambie Street. Where feasible, second floor job space will be encouraged.



DENSITY net FSR	MAX HEIGHT # storeys
2.5 - 3.0	6

### Cambie Street at 24th Avenue

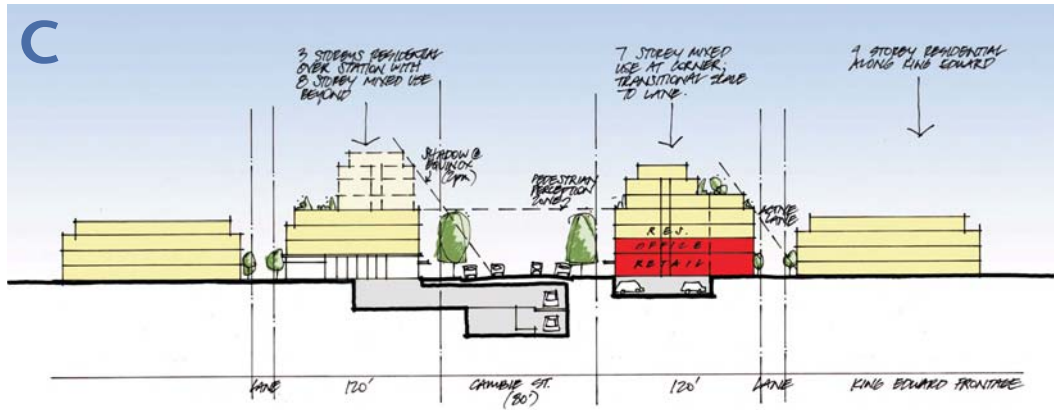
Along Cambie high quality public realm features will be included with new development including street trees, street lamps, garbage receptacles, continuous weather protection, benches. Buildings will seek to activate and enhance the adjacent lane

by providing townhouses or active uses on the rear where possible. Above four storeys the upper floors will be stepped back from Cambie Street. Where feasible, second floor job space will be required.



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16th Avenue - King Edward Avenue



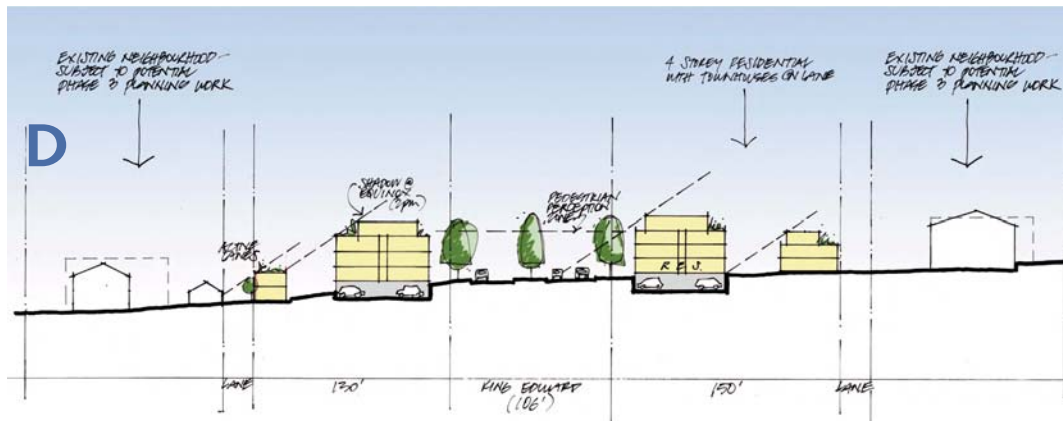
DENSITY net FSR	MAX HEIGHT # storeys
2.5 - 3.0	8*

## Cambie Street at King Edward Station

Along Cambie high quality public realm features will be included with new development including street trees, street lamps, garbage receptacles, continuous weather protection, benches. Buildings will seek to activate and enhance the adjacent lane

by providing townhouses or active uses on the rear. Above four storeys the upper floors will be stepped back from Cambie Street. Where feasible, second floor job space will be required.

\*Maximum building height relates to the proximity to the King Edward Station, with greater heights considered in closer proximity to King Edward Avenue.



DENSITY net FSR	MAX HEIGHT # storeys
1.0 - 1.5	4*

## King Edward Avenue between Cambie and Yukon Street

Along King Edward low-rise residential buildings will be allowed up to four storeys. Above three storeys the upper floors will be stepped back from King Edward Avenue. The residential character of the street will be enhanced with plantings, wide sidewalks

and large green setbacks. Buildings will include front doors onto the street and will seek to activate and enhance the adjacent lane by providing townhouses or active uses on the rear.

\* Along King Edward, in close proximity to the station (i.e. within 2 lots), exploration of heights up to 6 storeys may be considered.



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## future NEIGHBOURHOOD...

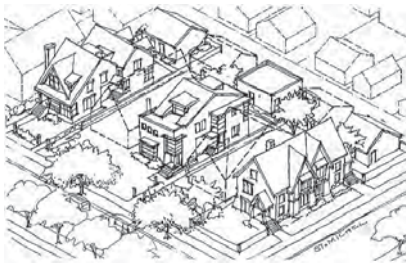
### ideas and potential future

Phase 3 of the Cambie Corridor Planning Program will explore and consider potential new housing types for the surrounding neighbourhoods acknowledging that many single family dwellings will remain in the foreseeable future. The new housing types that will be considered for the Cambie Village Precinct include “approved” and “uncertain” housing types from the Riley Park/South Cambie Community Vision. It is expected that the highest density housing forms would be located closest to the King Edward Station.



#### Small Houses - Infill

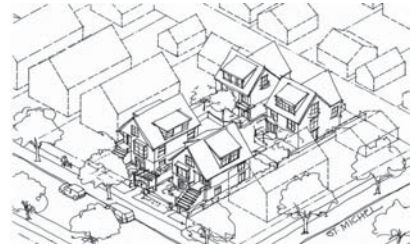
A smaller second home situated behind the main house. Also called a 'coach house' or 'granny flat'. Units are usually strata-titled but may be rental.



#### Duplex

Two units on one parcel of land. Each unit can be individually owned. The units may be side-by-side, front-to-back, or up-and-down. Duplexes provide many of the features of a single family home including yards, individual entrances, garages.

For discussion/  
consideration  
in Phase 3



#### Small houses or cottages on shared lots

Small freestanding houses with private entries. Each unit has an individual entrance, front porch, and private outdoor space. Two strata-titled houses may share one large lot, or multiple houses may share several lots with a central garden court.



#### Fourplexes and Villas

Four to six strata-titled units on one 50' lot or six units on two 33' lots. A villa (6 units) is similar, although two upper units (with roof decks/balconies) could be added. All units feature separate ground access, and provide private outdoor space.



#### Traditional and Courtyard Rowhouses

A single or double row of attached housing units with separate front and rear entrances. They usually have individual garages or parking areas on the lane or integrated with each unit. Units can be grouped around a common open space.



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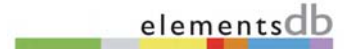
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## measuring UP..

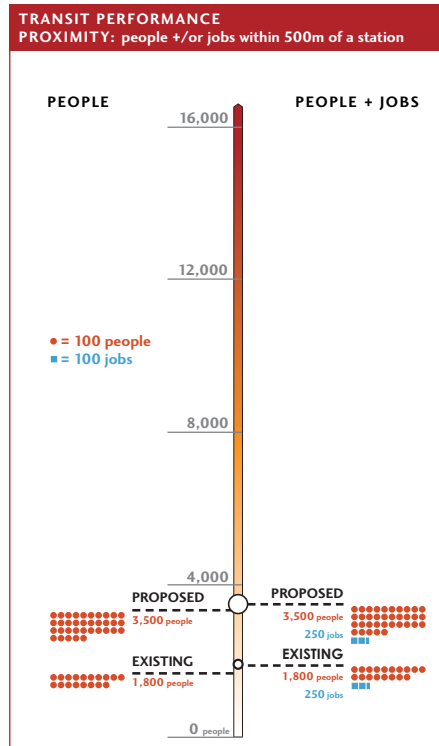
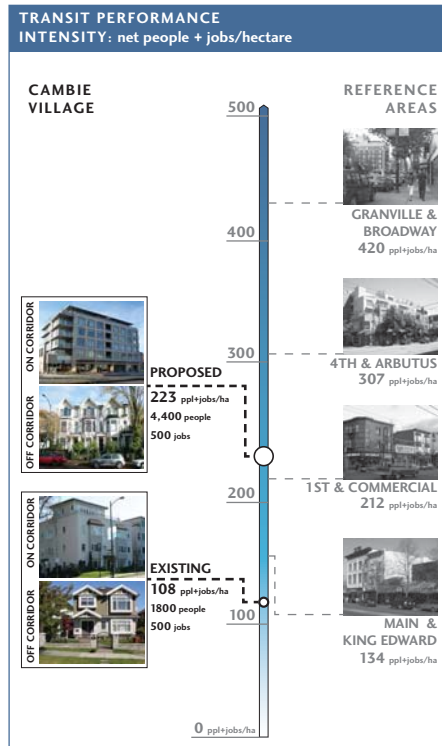
### transit performance and sustainable energy potential

The following shows how the draft plan performs from a transit and community energy system standpoint as compared to other areas. For all of the measurements “proposed” shows the potential if the entire study area were to be 100% built out (including corridor sites and a conservative growth estimate for the surrounding neighbourhoods within walking distance

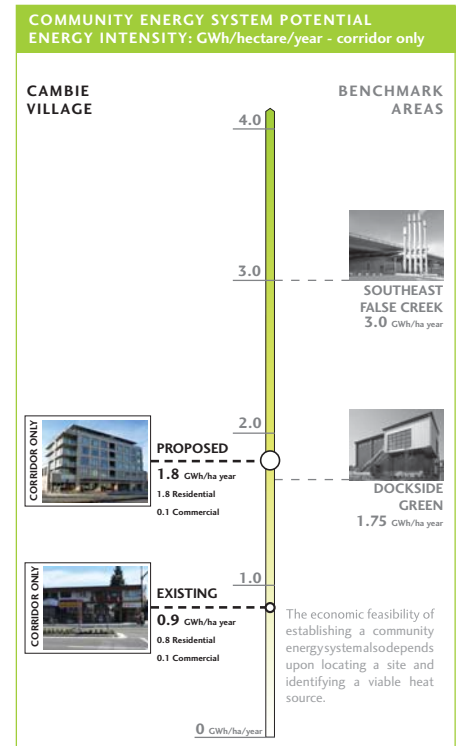
of the King Edward Canada Line Station). Transit Performance is measured by the presence and proximity of people and jobs to support transit ridership. Community energy system potential is based on a several key factors including thermal energy intensity, a measure of the anticipated energy demand of an area.



#### Transit Performance



#### Community Energy System Potential



## a complete COMMUNITY...

The Cambie Village Precinct is well served by community facilities, including Douglas Park Community Centre, the new Mount Pleasant and Hillcrest Community Centres, and the new Mount Pleasant and Hillcrest Libraries. Based on community consultation and review with the relevant City departments the following public benefits and neighbourhood improvements have been identified (listed in no particular order).

#### Identified Public Benefits and Neighbourhood Improvements

- Provide public art within Cambie Village
- Enhance walking paths to Heather and Douglas Parks
- Create or improve street crossings along Cambie at 19th and 24th Avenue
- Create public spaces at Cambie and 19th and 24th Avenue
- Create opportunities for affordable, flexible space for non-profit and cultural organisations serving the community
- Increase the supply of childcare within the area
- Increase the supply and diversity housing types, including affordable market and subsidized rental housing

#### Suggested Community Assets

- Strengthen and enhance diverse, small scale retail
- Ensure continued presence of community anchors including a local pharmacy and grocery store

