

LANGARA

49th Avenue - 64th Avenue

how might it LOOK?...

neighbourhood character and development

This is an artist's illustration of what Langara Precinct could look like in the future showing no changes to the surrounding neighbourhood (view north from West 50th Avenue showing a portion of the Oakridge Town Centre Precinct). 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.



urban mixed-use street edge



urban plaza at station

on the STREET...

what will it be like on the street?

The area adjacent to the Langara - 49th Avenue Station and Langara College will be an active and engaging pedestrian environment that will include quality public realm features including public art, street furniture, benches, lighting, landscaping, and public plazas. Along Cambie Street from 49th to 64th Avenue, new medium density residential buildings will be introduced with green front yard setbacks and wide sidewalks.



Artist's illustration what Cambie Street could look like in the future (looking northeast at 49th Avenue).

LANGARA

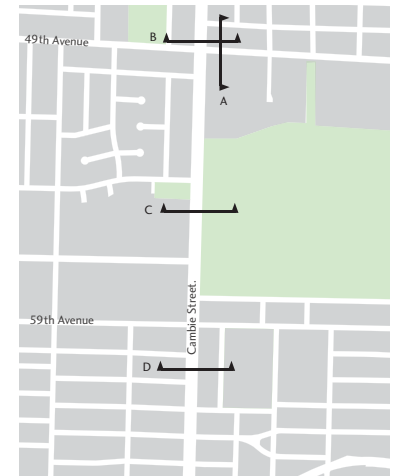
49th Avenue - 64th Avenue

building and street PROFILE...

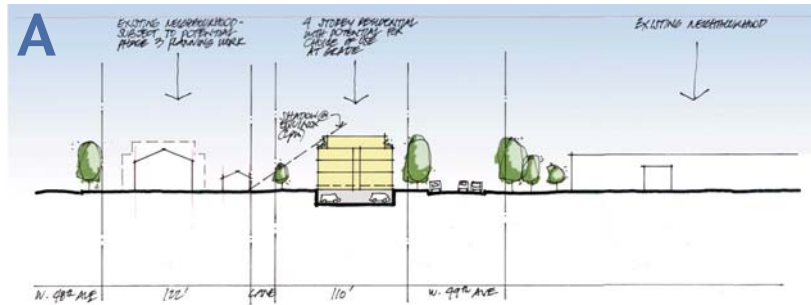
At the intersection of Cambie Street and 49th Avenue mixed use buildings up to ten storeys will be allowed with height decreasing away from the station (north of 49th Avenue). Along Cambie Street (between 49th and 64th Avenue), residential buildings up to 6 storeys will be allowed with consideration for buildings up to eight storeys in close proximity to 49th Avenue (south of 49th Avenue). Between 59th and 60th Avenue, commercial uses at street level will be required to retain the local-serving small scale retail character of this block. Along 49th Avenue, 4-storey residential buildings will be allowed.

Buildings will be stepped back at upper storeys to address shadowing impacts and provide a sensitive transition to neighbouring residential properties across the lane. Where possible, townhouses will be developed at the rear to activate 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 from 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

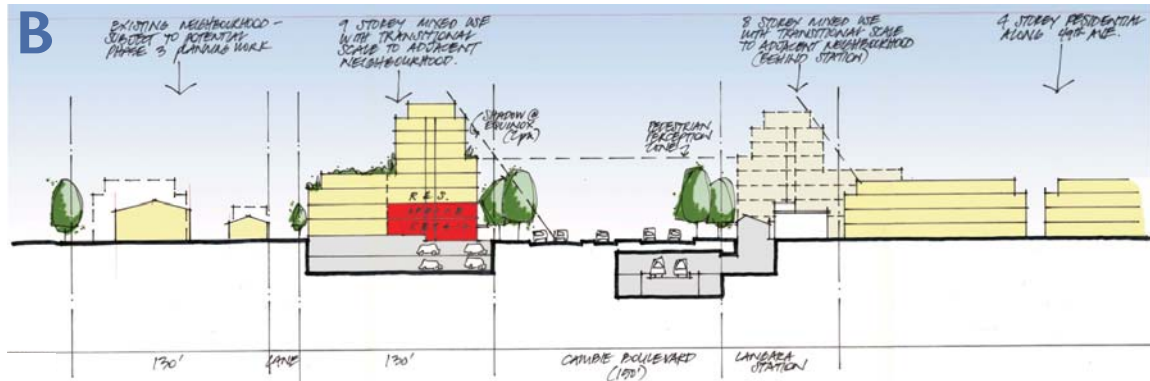


DENSITY net FSR	MAX HEIGHT # storeys
1.25 - 1.75	4

49th Avenue between Cambie and Yukon Street

Along 49th Avenue low-rise residential buildings will be allowed up to four-storeys. Above three storeys the upper floors will be stepped back from 49th Avenue. 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 active uses on the rear.



DENSITY net FSR	MAX HEIGHT # storeys
2.5 - 3.5	10*

Cambie Street at the 49th Avenue Canada Line station

Along Cambie at the Langara - 49th Avenue Station, mid-rise mixed use buildings will be allowed up to ten storeys with height decreasing away from 49th Avenue (to the north). The public realm will be enhanced with new street trees, street lamps, benches and continuous weather protection.

Buildings will include front doors onto the street and will seek to activate and enhance the adjacent lane by providing active uses on the rear. Above five storeys the upper floors will be stepped back from Cambie Street. Where feasible, second floor job space will be required.

*Maximum building heights relate to the proximity to the intersection of Cambie Street and 49th Avenue, with greater heights considered in close proximity to 49th Avenue.



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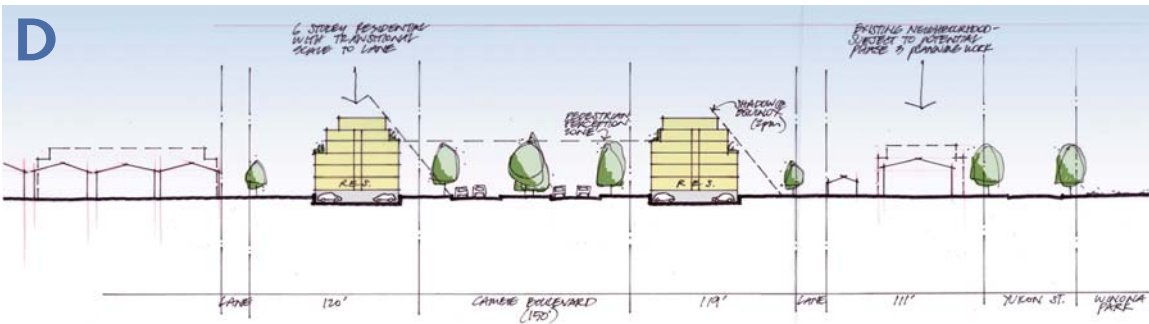


DENSITY net FSR	MAX HEIGHT # storeys
1.5 - 2.0	6

Cambie Street between 53rd and 54th Avenue

Along Cambie mid-rise buildings will be allowed up to 6 storeys. Above four storeys buildings the upper floors will be stepped back from Cambie Street. 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.



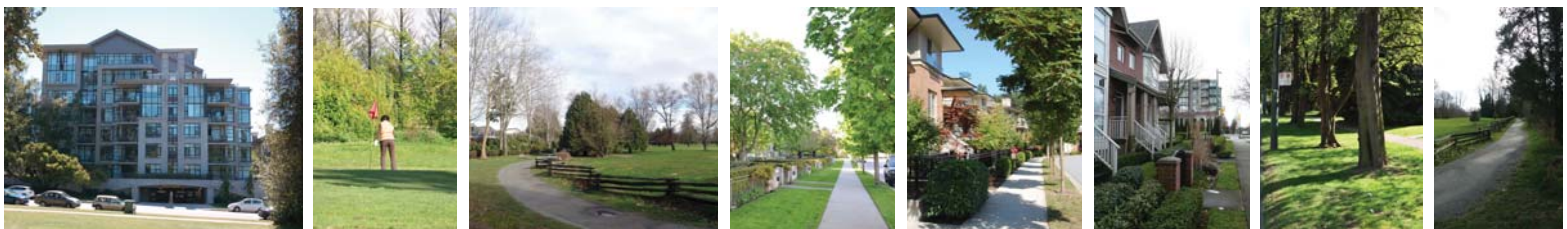
DENSITY net FSR
1.5 - 2.0

MAX HEIGHT # storeys
6

Cambie Street between 60th and 61st Avenue

Along Cambie mid-rise buildings will be allowed up to 6 storeys. Above four storeys buildings the upper floors will be stepped back from Cambie Street. 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 active uses on the rear.



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future NEIGHBOURHOOD...

surrounding character

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 include various lower density, family oriented housing types as shown below. It is expected that the highest density housing forms would be located closest to the Langara - 49th Avenue Station and the future station at 57th Avenue.



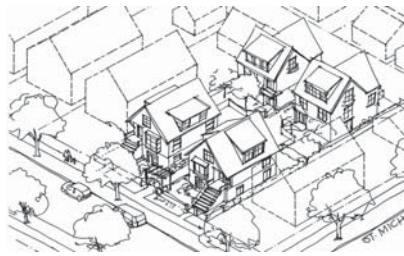
Small Houses - Infill

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.



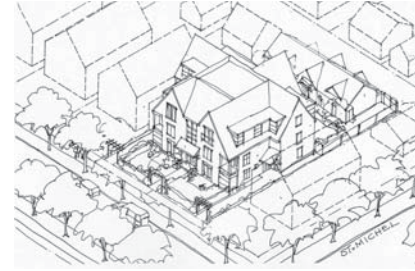
Duplex

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, and garages.



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.



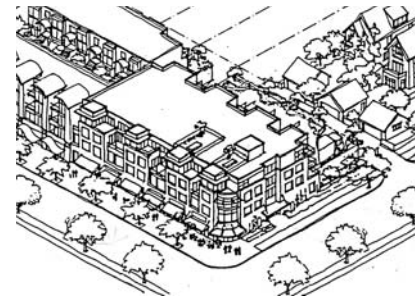
Traditional and Courtyard Rowhouses

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.



Stacked Townhouses

Three housing units on one lot or nine units on two lots. Units would be stacked with individual entrances. Upper units would include private outdoor patio space. Garages or parking areas would be located on the lane.



Low-rise Apartments

Low-rise apartments up to four storeys. Units could have private outdoor patio space and shared rooftop gardens. Garages or parking areas located on the lane.

For discussion / consideration in Phase 3



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measuring UP..

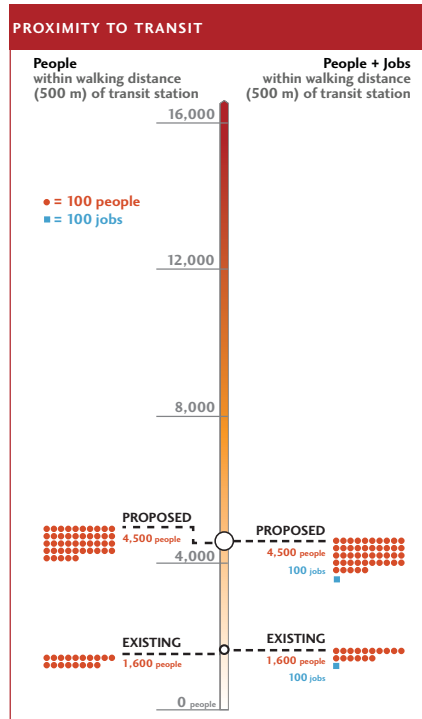
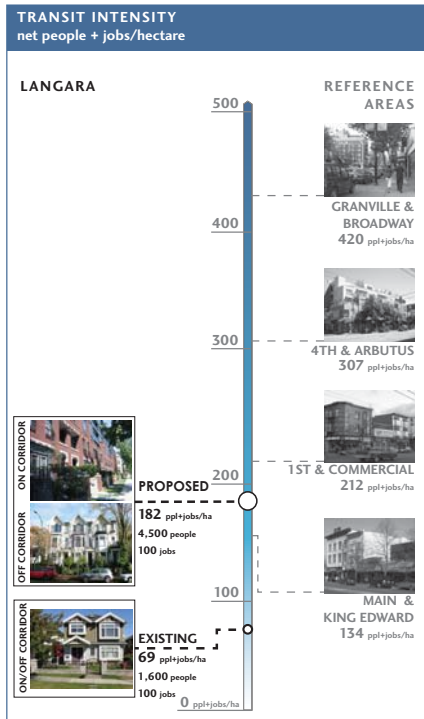
transit performance and sustainable energy potential

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 (not including large sites like Pearson Hospital, Langara College and Langara Gardens) were to be 100% built out (including corridor sites and a conservative growth estimate for surrounding neighbourhoods within walking distance

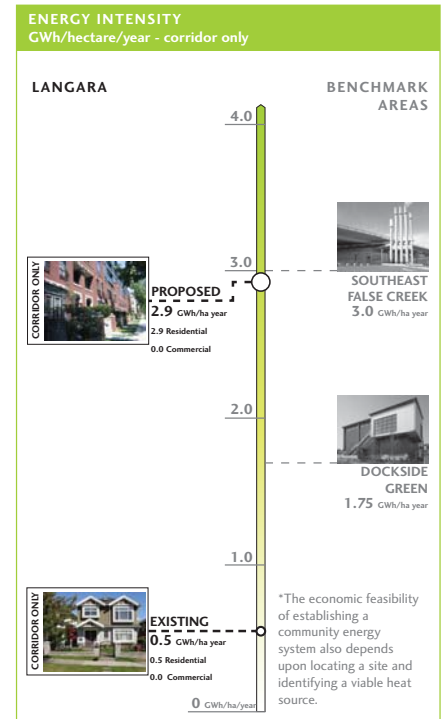
of the Langara - 49th Avenue Canada Line Stations). Transit Performance is measured by the presence and proximity of people and jobs to support transit ridership. Community energy system potential is based on several key factors including thermal energy intensity, a measure of the anticipated energy demand of an area.



Transit Performance



Community Energy System Potential



a complete COMMUNITY...

The Langara Precinct is served by the new Sunset Community Centre and Rink, Marpole Oakridge Community Centre, as well as amenities at the Jewish Community Centre, the Langara YMCA, Marpole Family Place and the Marpole and Oakridge Library. Redevelopment of the Oakridge Centre Site will bring additional community centre facilities, a Community Policing Centre, and an expanded library and Seniors Centre to the area. Redevelopment of large sites in the area (Langara Gardens, Pearson Hospital) will also create opportunities for new facilities and amenities. 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

- Renewal of the Marpole Oakridge Community Centre
- Renewal of the Marpole Family Place
- Renewal of the Marpole Library
- Increase the supply of childcare within the area
- Increase the supply and diversity housing types, including affordable market and subsidized rental housing
- Enhance the walking path along 49th and 57th Avenue
- Create public plazas at Cambie and 49th, 57th and 64th Avenue
- Create or improve street crossings at Cambie and 49th, 54th, 57th and 64th Avenue
- Enhance the walking path around the Langara Golf Course
- Enhance walking paths to Cambie and Winona Parks
- Improve or enhance amenities at Cambie and Winona Park
- Obtain additional park space along the Fraser River
- Expand the Fraser River Walkway

