

# QUEEN ELIZABETH

King Edward Avenue - 39th Avenue

## how might it LOOK?...

### neighbourhood character and development

This is an artist's illustration of what Queen Elizabeth Precinct could look like in the future showing no changes to the surrounding neighbourhood (view north from West 37th 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.



improved streetscape connecting to park



mid-block pedestrian link

## on the STREET...

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

The existing residential character of the area with its green park-like setting will be retained and enhanced. New medium density residential buildings will be introduced with green front yard setbacks and wide sidewalks. This image shows potential build out, acknowledging that there is a recently completed townhouse project at the NW corner of the intersection.



Artist's illustration what Cambie Street could look like in the future (looking north at 33rd Avenue).

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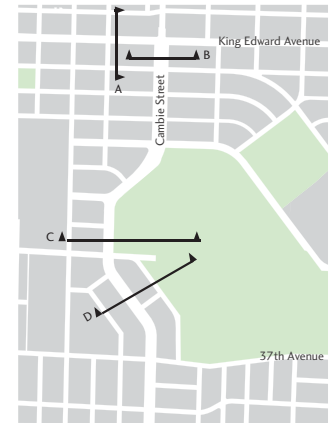
King Edward Avenue - 39th Avenue

## building and street PROFILE...

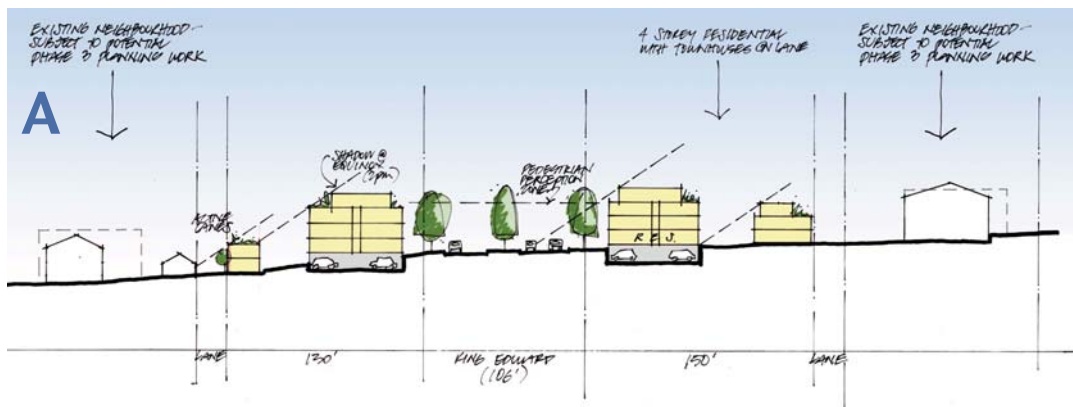
Along Cambie Street (between King Edward and 37th Avenue), residential buildings up to 6 storeys will be allowed. Along King Edward Avenue, 4-storey residential buildings will be allowed with consideration for higher buildings, up to 6-storeys in close proximity to the station (i.e. within 2 lots).

Buildings will be stepped back at upper 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



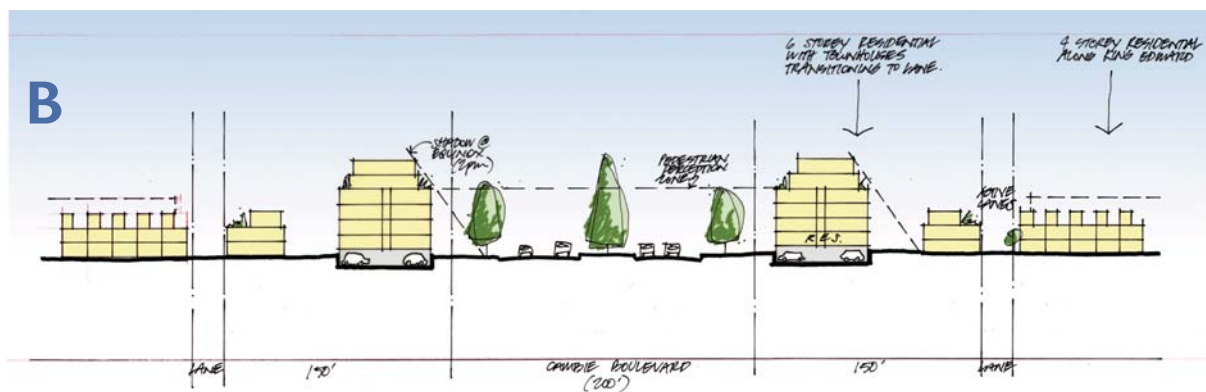
DENSITY net FSR
1.0 - 1.5
MAX HEIGHT # storeys
4*

### 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.



DENSITY net FSR
1.5 - 2.0
MAX HEIGHT # storeys
6

### Cambie Street between King Edward and 26th Avenue

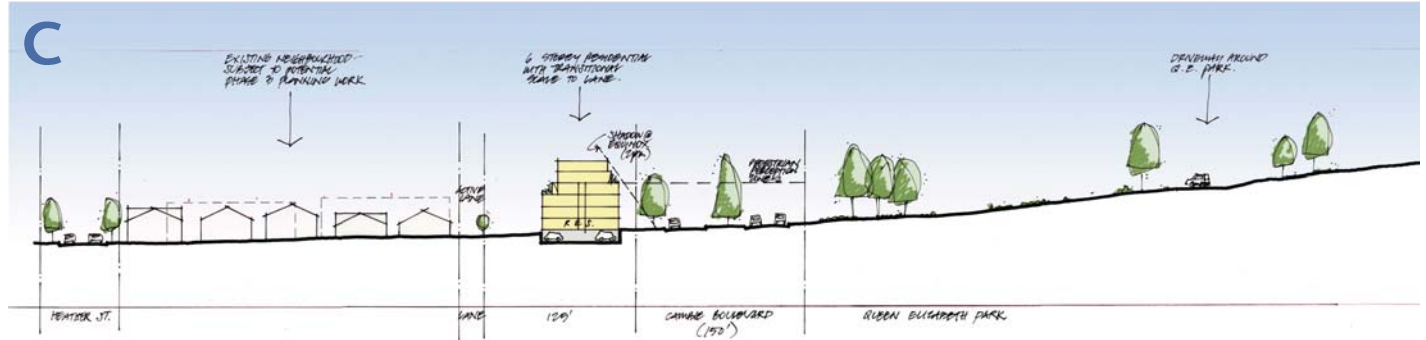
Along Cambie mid-rise buildings will be allowed up to 6 storeys. Above four storeys the upper floors will be stepped back from Cambie Street. The residential character of the street will be enhanced with plantings, wide

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.



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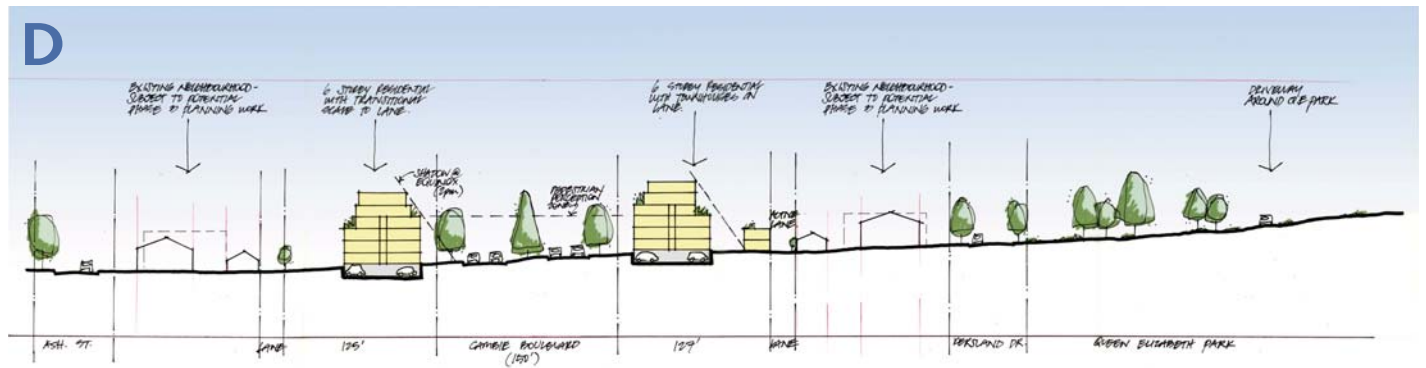
King Edward Avenue - 39th Avenue



## Cambie Street between 32nd and 33rd Avenue

Along Cambie Street mid-rise buildings will be allowed up to 6 storeys. Above four storeys 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.

DENSITY net FSR	MAX HEIGHT # storeys
1.5 - 2.0	6



## Cambie Street between 34th and 35th Avenue

Along Cambie Street mid-rise buildings will be allowed up to 6 storeys. Above four storeys 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	MAX HEIGHT # storeys
1.75 - 2.25	6



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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 Queen Elizabeth 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 and the future station at 33rd 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, 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.

For discussion/  
consideration  
in Phase 3



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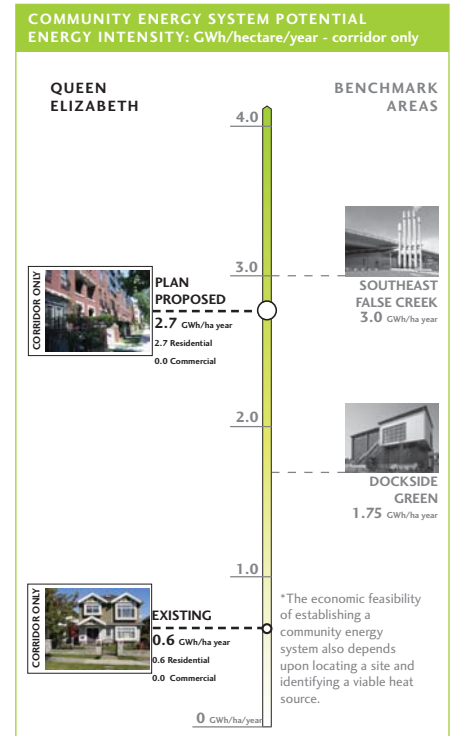
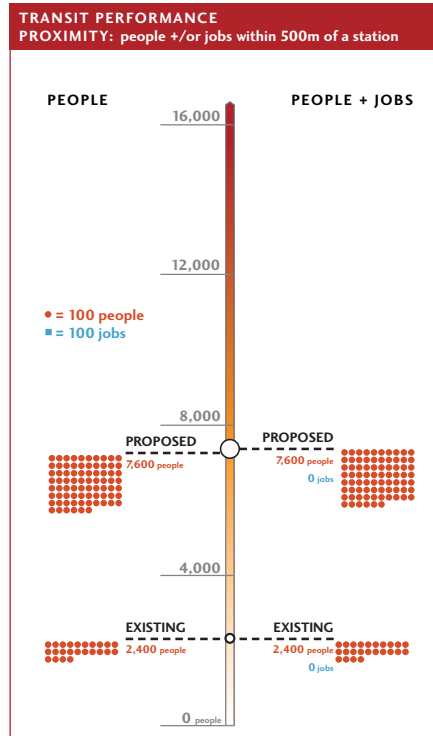
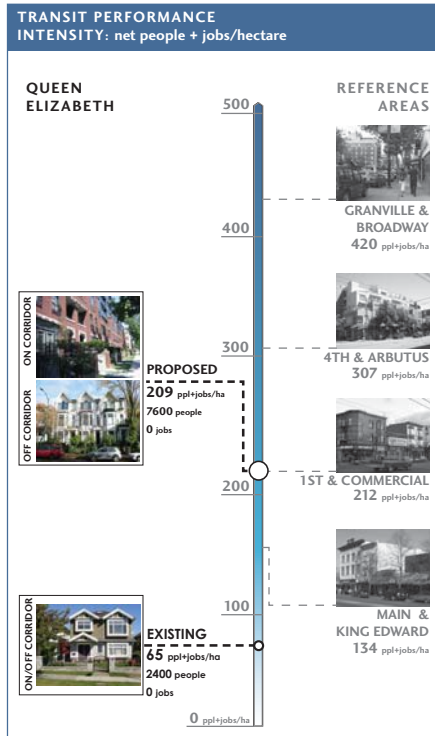
## measuring UP...

### 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 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 residents and workers 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.



## a complete COMMUNITY...

The Queen Elizabeth Precinct is well served by community facilities, including Douglas Park Community Centre, the new Hillcrest Community Centre and Library, and the Jewish Community Centre. Redevelopment of Oakridge Centre will bring additional facilities to the area, including an expanded library and Senior’s Centre. As they redevelop, large sites in the area (Women’s and Children’s Hospital, RCMP Site, and the Oakridge Bus Barns Site) will create additional opportunities for public benefits and community assets. 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

- Create a walking path through Queen Elizabeth Park
- Develop access points to Queen Elizabeth Park at 29th and 34th Avenue
- Enhance the walking path from Eric Hamber Secondary School to Cambie along 33rd Avenue
- Create public spaces at Cambie and 35th and 38th Avenue
- Increase the supply of childcare within the area
- Increase the supply and diversity housing types, including affordable market and subsidized rental housing

