

## Idea

Socially sustainable communities require spaces and places that support residents' ability to meet their basic needs including their needs for social interaction and participation in decisions that affect their lives.

### Elements of a Socially Resilient, Complete Community

The following identifies important resources in the Corridor that contribute to social resilience. As the Corridor develops, these resources may be expanded and enhanced. For more information on priorities for each neighbourhood precinct, please refer to the neighbourhood precinct boards.

#### Community Centres, Senior's Centres, Swimming Pools and Ice Rinks

The Cambie Corridor is within the catchment area of 5 community centres, 3 of which have been recently built. In addition:

- there are two private community facilities (YMCA and Jewish Community Centre) open to the public, both of which include swimming pools
- redevelopment of the Oakridge Centre site will add another community centre to the area, as well as the renewal of the Oakridge Senior's Centre
- the corridor is served by the Sunset and Hillcrest ice rinks

#### Neighbourhood Houses and Family Places

The City of Vancouver has historically supported Neighbourhood Houses and Family Places in partnership with the federal, provincial and non-profit sectors. Neighbourhood house and Family Places play an important role in building and maintaining healthy communities.

- Little Mountain Neighbourhood House (LMNH) and Marpole Place serve the Corridor
- LMNH will be replaced with the redevelopment of the Little Mountain housing project
- Marpole Place has been identified as being in need of renewal

#### Libraries

Funded by the City of Vancouver, Vancouver Public Library is the third largest public library system in Canada. Of the 5 libraries that serve the Corridor, two have been redeveloped within the last year. In addition:

- the Oakridge Library will be redeveloped and expanded with the redevelopment of the Oakridge Centre site
- the Marpole Library has been identified as being in need of renewal

#### Parks

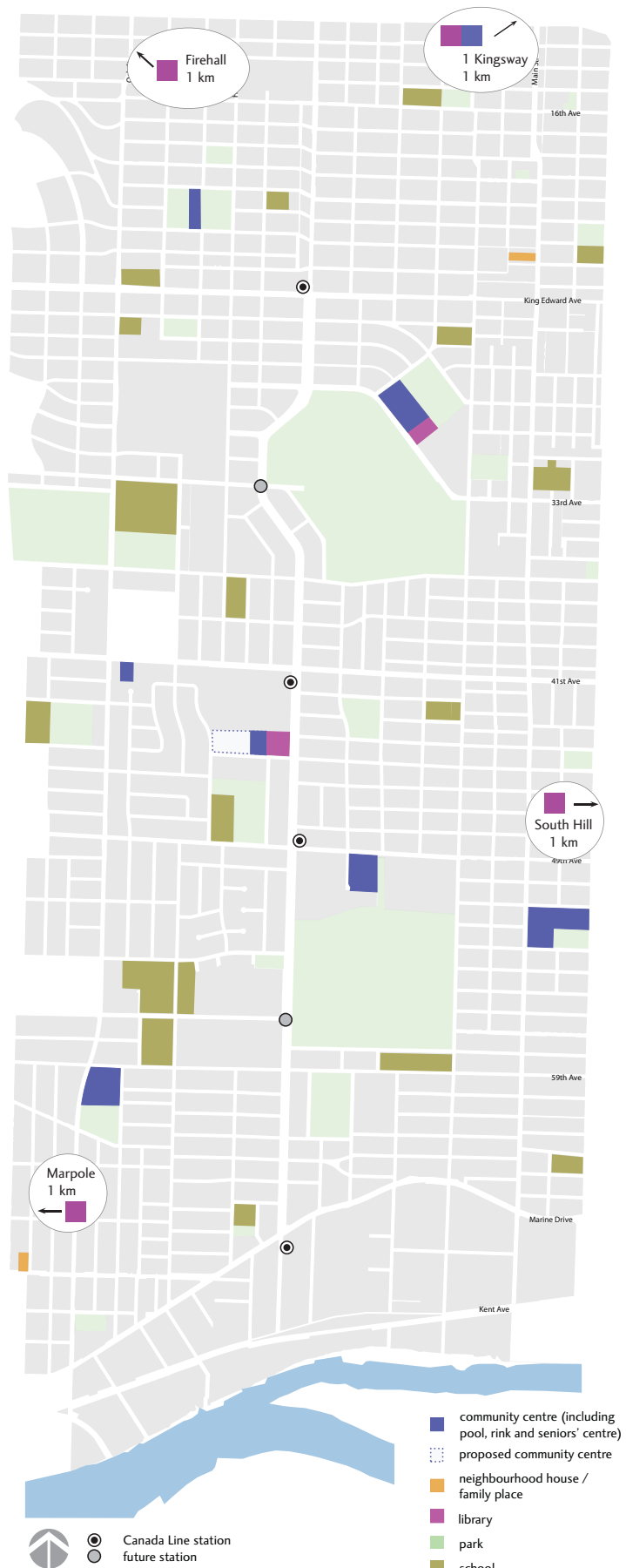
While larger developments (such as large sites) may dedicate land for park space, smaller developments may also contribute payments in lieu of space to apply towards park acquisition or improvements to meet the needs of the growing population. Redevelopment of land in the Corridor will provide opportunities to:

- secure park space
- improve existing park facilities
- create additional opportunities for green space within the area

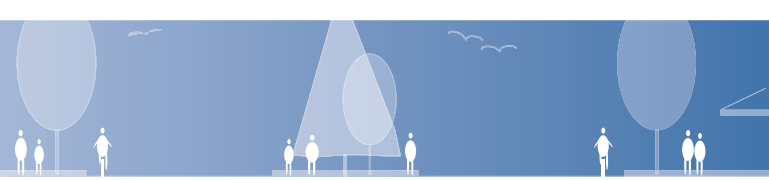
#### Schools

The Cambie Corridor is within the catchment area of 12 elementary schools and 3 high schools, which are under the authority of the Vancouver School Board (VSB).

- VSB makes all decisions with regards to the future facilities in the area
- VSB makes yearly assessments of catchment areas, to accommodate changes in population and demographics within its facilities.
- the Cambie Corridor Planning Team is working with the VSB Facilities Planning team to identify opportunities to accommodate population increases



# SOCIAL RESILIENCE



## Affordable Housing

The City's goal is to expand the supply of affordable housing in Vancouver to meet the needs of a diverse range of socio-economic groups and maintain and improve the quality of residential neighbourhoods. The Cambie Corridor provides an opportunity to respond to the following City priorities for affordable housing:

- focus on low and modest-income households
- expand and protect rental housing
- achieve a mix of housing types and tenures

## Childcare

There is a shortage of childcare spaces in all Vancouver neighbourhoods. Within the Cambie Corridor, there are over 2000 childcare spaces delivered through over 50 childcare providers. Although the City does not directly deliver child care services, it supports child care through:

- nominal lease rates for non-profit child care operators on City-owned land;
- securing child care facilities as Community Amenity Contributions (CACs) in major rezonings;
- allocation of Development Cost Levies (DCLs) towards childcare facilities.
- provision of operating and capital grants to support existing child care operators and encourage new initiatives in high need areas

## Non Profit Space

The non-profit sector provides a variety of services to communities, including programming and amenities for seniors, new immigrants, youth, cultural activities, and others, often tailored to specific community needs. Ensuring access to appropriate and affordable facilities is a challenge for the non-profit sector in any major city, and especially challenging in Vancouver's real estate market. In order to ensure that the non-profit community can continue to provide community social and cultural services that strengthen our neighbourhoods, opportunities to acquire space and/or co-locate non profit organisations in new developments will be reviewed.

## Cultural Facilities

The City's priorities for cultural facilities seek to create opportunities for artists and cultural organisations to work, practice, perform and present, in order to promote and enhance the culture and creative diversity of the City of Vancouver. The Corridor presents opportunities to create or co-locate:

- community performance spaces
- production / administration spaces
- artist workspaces
- artist live/work opportunities

## Greenways and Bikeways

Greenways and Bikeways provided safe and engaging routes for sustainable walking and cycling, which are the preferred transportation options for Vancouver. The study area is currently well connected by a number of existing and proposed bikeways, greenways and bike lanes throughout the Corridor.

## Heritage

The City's Heritage Management Plan includes a program of incentives and protective measures that are aimed at promoting the conservation of our heritage resources. Incentives such as zoning by-law, subdivision by-law and parking by-law relaxations, density bonuses and transfers, and permit fast tracking encourage the restoration and continued use of heritage buildings. There are 29 properties in the study area that have designated heritage status. These include:

- 3 properties designated as 'A' (Primary Significance), including the Bloedel Conservatory, the RCMP Fairmount Academy and one residential property
- 18 properties designated as 'B' (Significant), including the Park Theatre, Edith Cavell School, and 16 residential properties
- 8 residential properties designated as 'C' (Contextual or Character)



# LAND USE AND HEIGHT

## Idea

The land use mix along the Corridor will offer a variety of opportunities to work, live, shop, play and learn, supporting rich social interactions and the inclusion of all residents in community life. High residential and employee densities will be focussed at stations and other areas with opportunities for sustainability (i.e. District Energy), optimizing a shift in travel choice to walking, biking and taking transit. The mixed employment area south of Marine Drive provides a unique opportunity for green jobs while supporting adjacent industrial uses.

Mid-rise building forms will be emphasized for most of the Corridor, with taller buildings at key locations such as Marine Drive and Oakridge. Higher buildings along the arterial streets and strategic sites will sensitively transition into the evolving context of surrounding neighbourhoods.

## Strategy

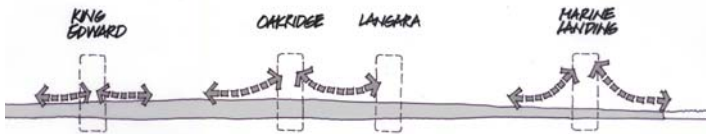
Provide land uses and densities that optimize the investment in the Canada Line, supporting a shift to walking, biking and transit.

Provide land uses and densities that support the opportunity for the provision of and connection to a low carbon district heating system.

Ensure job space is provided in neighbourhood centres, existing shopping areas, and area in close proximity to stations

Land uses, building heights, and building forms will consider the context and character of the various neighbourhood precincts along the Corridor.

Individual projects will comply with the land use and height parameters outlined in the neighbourhood boards.



**What prevents a prevailing 6 storey midrise form along the Corridor from creating a monotonous wall?**

- topography varies along the length of the street creating natural differences in scale of buildings
- building scale increases closer to the stations and decreases further away from stations
- the remaining 6 storey midrise is broken up by these station areas providing variation in scale along the Corridor
- streetscape condition at the street edges varies along the Corridor, from urban mixed-use areas to residential with wider setbacks, creating a different feel in these locations even with a relatively consistent height
- building lengths will be adjusted to reflect a local context (i.e. more gaps between buildings around QE Park, more continuous streetwall in Oakridge Town Centre precinct) creating a different 'feel'



# MOVEMENT

## Idea

Walking, cycling and transit will be prioritized on the Corridor and connecting streets. Pedestrian, cycling and station area functions will take priority relative to commuter through traffic.

Routes and facilities for pedestrians, cyclists and persons with disabilities will be safe, attractive, convenient, navigable, barrier-free and accessible to transit.

## Strategy

### paths and walkways:

Provide a variety of attractive, convenient and connected routes for pedestrians and cyclists:

- enhance routes to connect from the Corridor to nearby parks including Douglas, Heather, Queen Elizabeth, Columbia, Tisdall, Winona, and Cambie Parks as well as Langara Golf Course
- create and enhance pedestrian and cyclist connections along the Fraser River Trail while respecting the existing active industrial uses
- develop a bike lane on Cambie that links to the pedestrian bridge to Richmond as well as the Fraser River Trail
- implement the 45th Avenue Bikeway
- implement the North Arm Trail along 59th Avenue (scheduled for 2011)

Provide ample and convenient bicycle parking throughout the Corridor and at stations.

Improve the walking experience by providing quality public realm features including public art, street furniture, benches, lighting, landscaping, public plazas and weather protection to facilitate walking.

### buildings and streets:

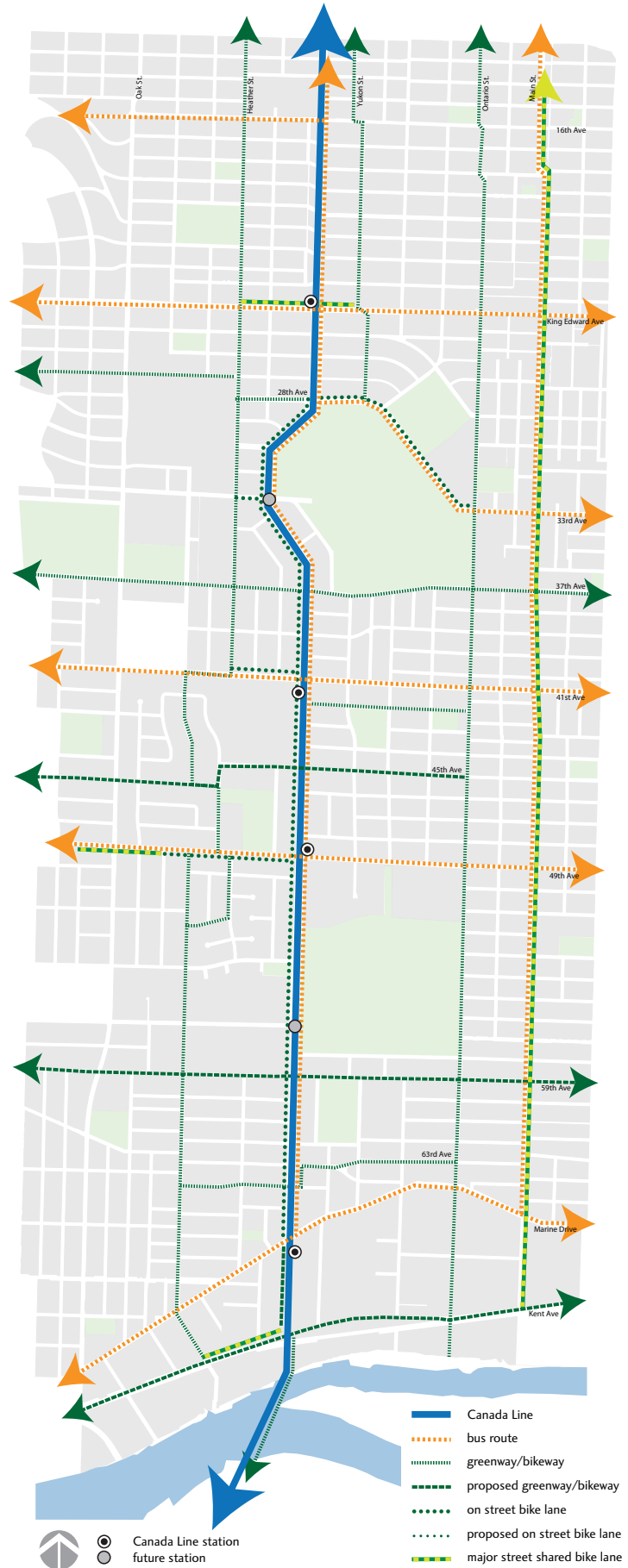
Require active, engaging, pedestrian-oriented facades and uses at grade that will enhance the walking experience by framing/defining the pedestrian space, providing visual and architectural interest, and fostering security through "eyes on the street".

### transportation and traffic management:

Continue to work with residents to mitigate existing traffic and parking impacts on neighbourhoods through existing city-wide programs. Ensure new development supports travel by sustainable modes, mitigates any traffic and parking impacts that it creates and works to help address existing traffic issues. Implement parking reductions within developments, providing higher reductions where major transit routes intersect.

### transit:

Translink is responsible for decisions regarding planning, financing and operating the transit system. City staff work with Translink in the development of plans to encourage increases in service along routes where increased growth is anticipated.



# CONNECTIONS

## Idea

Population health is commonly correlated with the amount of open space in a community, and the ability to readily access it.

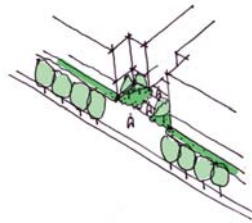
To increase the accessibility of existing open space along the corridor, create a series of additional pedestrian links at key locations. These links can take the form of mid block links that break down the scale of blocks and create a network for people to move throughout the neighbourhood; improved streetscape treatment identifying specific streets as key connectors; or additional paths and walkways in areas of environmental sensitivity or in places that currently lack pedestrian access.

These connections will respond to and reflect the neighbourhood character, whether it be an urban shopping area or a more residential 'green' part of the Corridor.

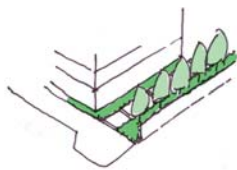
## Strategy

### mid-block pedestrian links:

Design mid block pedestrian links at specific locations along longer blocks to break down the scale of the block and to create connections to existing open space in close proximity to Cambie Street. These links would be constructed as redevelopment occurs and reflect the local character and nature of the adjacent uses. Consideration for additional street crossings that extend from and connect to these new links will be determined at a future time.



mid-block link



improved streetscape



paths and walkways

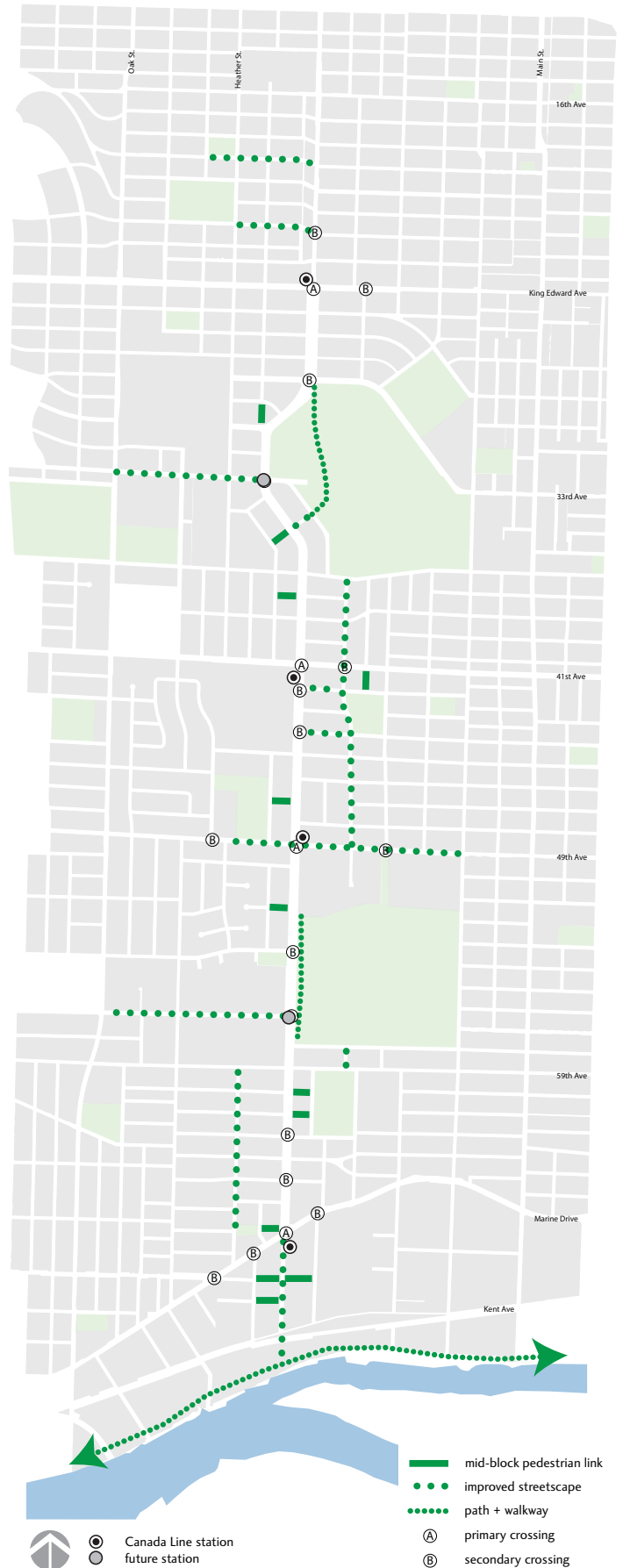
### paths and walkways:

Create paths and walkways, separate from typical pedestrian zones, that provide opportunities for walking in unique areas, such as along the Fraser River or through QE Park. These paths could be designed to 'tread lightly' on a particularly sensitive landscape.

### crossings:

Ensure ample opportunities for safe street crossings. Where feasible:

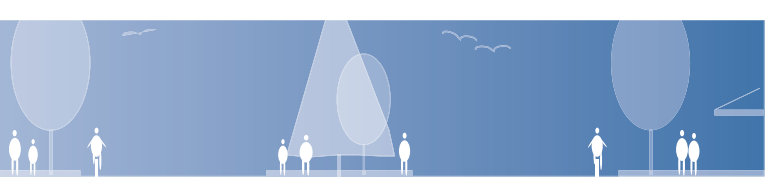
- (A) mark primary crossings at stations with improvements or enhancements that help signify the primary role of the intersection
- (B) treat improved or new secondary crossings with moderate enhancements to help improve overall neighbourhood connectedness



Canada Line station  
 future station

mid-block pedestrian link  
 improved streetscape  
 path + walkway  
 primary crossing  
 secondary crossing

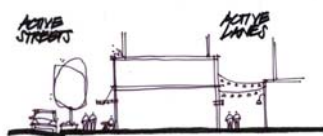
# STREETS & LANES



## Idea

To maximise walking and cycling throughout the corridor, introduce elements on streets and lanes that address the functional requirements for public ways while creating a safe and social public realm - active streets and active lanes.

Streets will be activated and enhanced for pedestrians by including street amenities such as wide sidewalks, street trees, and weather protection. Active and enhanced lanes will improve the existing movement network ("connectors", connecting to transit stations or other public amenities) and will help create shared, multi-purpose public spaces ("places", acting as active parts of the public realm).



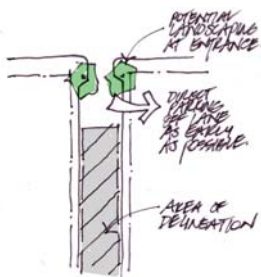
## Strategy

### lanes: connectors

Create an expanded pedestrian network by exploring lighting, signage, and material improvements to augment existing lanes in key locations, such as lanes on private property with direct connections to transit or community facilities. Treat the entrances of lanes with features that narrow the perceived entrance while maintaining the functional requirements of lanes.

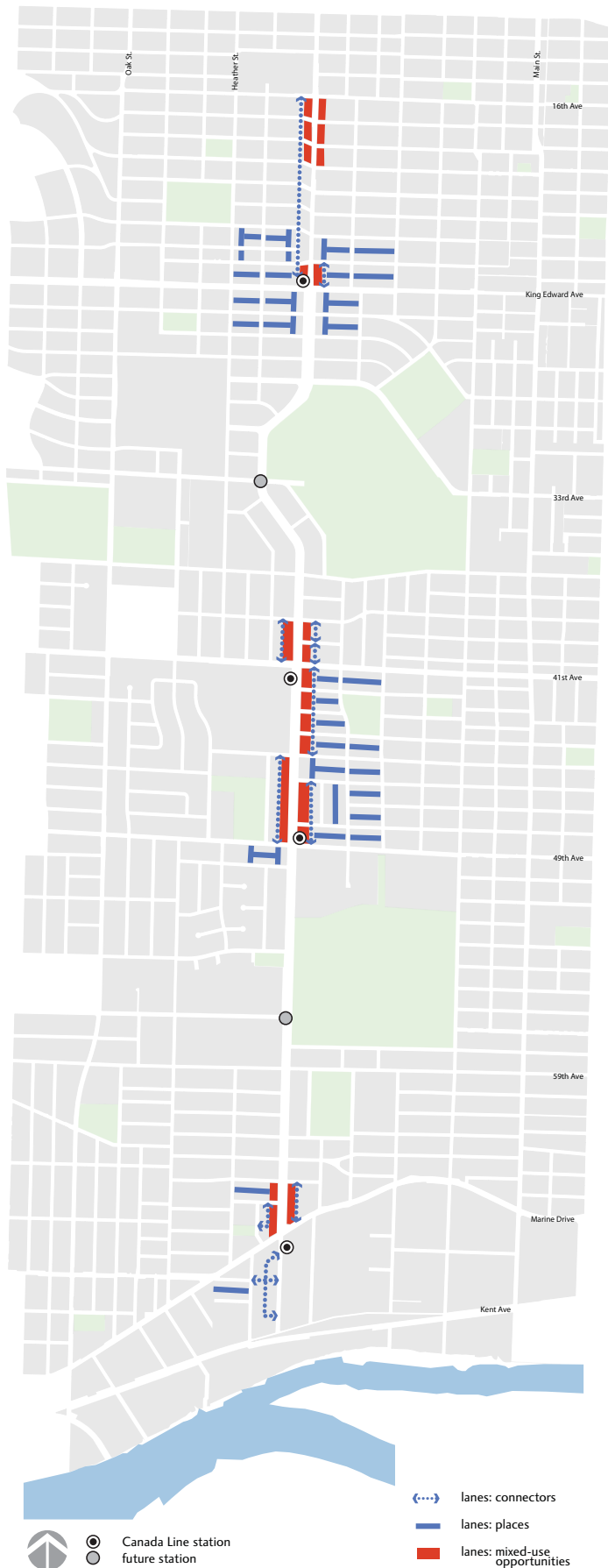
### lanes: places

Foster the creation of public spaces in specific areas around each station by adding design elements to existing lanes that enliven the ground plane and create usable public space. By creating more space for public use, the lane can become an enjoyable common area while not competing with the fronting street experience.



### lanes: mixed use opportunities

Explore ideas that protect the function of the lanes but also create public space along them. Loading functions, parking, and servicing can be accommodated in ways that add character to the lane. Edge uses that invite people, mixed uses, and open up to the lane are encouraged.



- lanes: connectors
- lanes: places
- lanes: mixed-use opportunities
- Canada Line station
- future station

# PUBLIC PLAZAS

## Idea

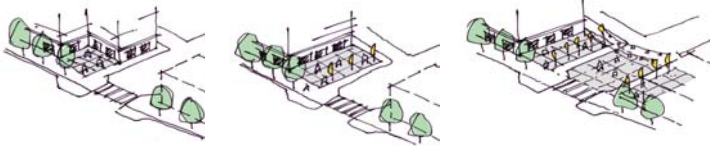
A series of public plazas are envisioned for the Corridor that provide areas of respite, identification, and opportunity for social interaction. These plazas are conceived of as a series of 'public rooms', designed as formal or informal spaces that reflect both the local neighbourhood and the larger Corridor.

The plazas will act as markers, connecting Cambie Street to neighbourhood amenities, such as parks. Ideas also include highlighting the location of these plazas within the boulevard, such as using public art or lighting features, within a coherent corridor 'language' that makes them identifiable and memorable. Some will be more urban in nature while others will reflect the more residential and 'green' character of the corridor.

## Strategy

### urban plazas:

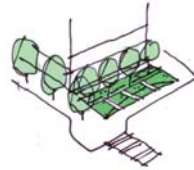
Locate formal, urban plazas in more urban locations. Created as redevelopment occurs, these plazas can take advantage of adjacent uses such as retail to create vibrant spaces along the corridor. Generally treated with hard landscaping these plazas can have a high degree of local identity, whether through public art or other local identifiers.



Urban plazas have the potential to have day and night uses that include programming of local events, markets, or cultural activities.

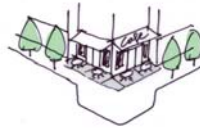
### green plazas:

Locate more informal, green plazas in primarily residential areas and next to east-west streets that connect to parks. Typically treated with soft landscaping and 'green infrastructure', they create small green areas within the city.



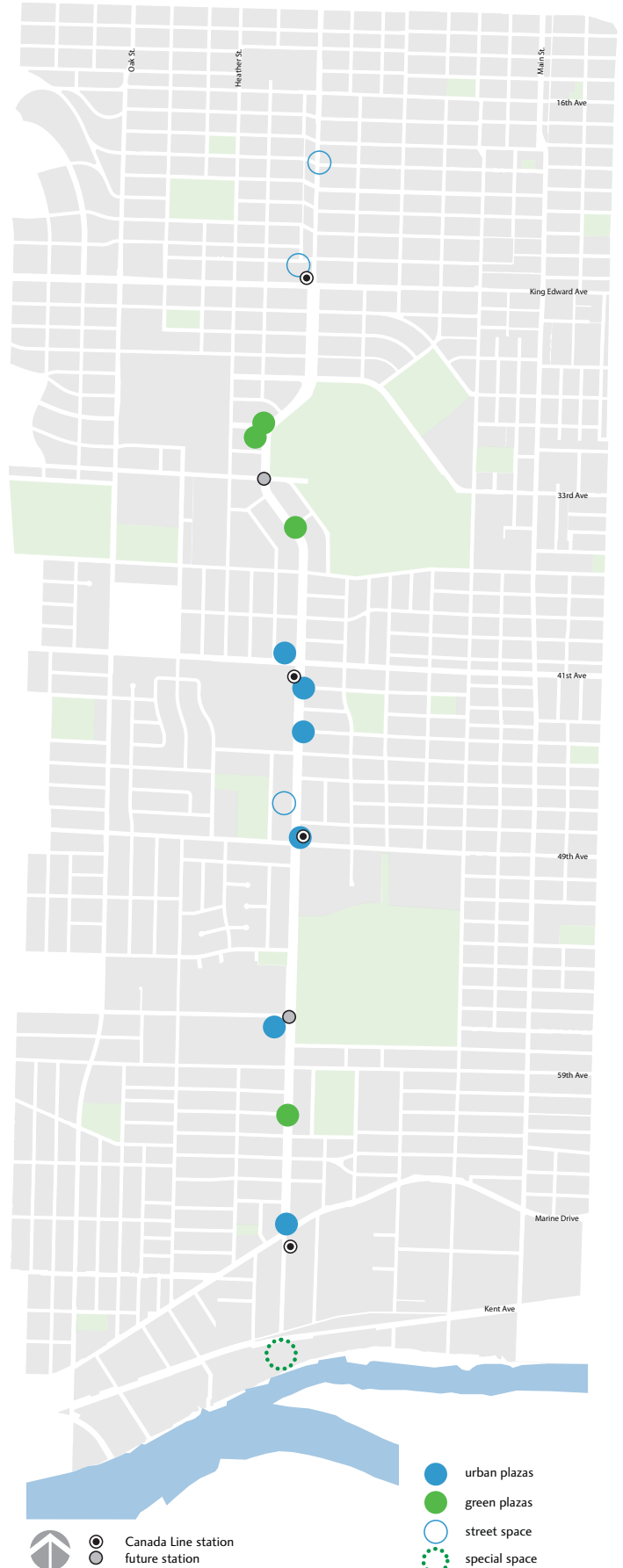
### sidewalk plazas:

Provide vibrant, intimately scaled and barrier free public spaces by using wide sidewalks, atypical building setbacks, and unique street alignments to create sidewalk plazas. These spaces will allow for informal gathering, with small patios expected to develop in mixed use areas.



### special spaces:

Create and enhance public places to accommodate larger community gathering areas that take advantage of unique features such as the river's edge or major park space.



# GREEN SPACE

## Idea

Green spaces play a crucial role in supporting urban ecological systems, people's health, wildlife habitat, stormwater runoff and infiltration, critical connections with nature especially for children, places for diverse cultures to manifest themselves, and a sense of community. Existing, new, and enhanced green spaces throughout the Corridor (as well as connections to them) provide a variety of social, environmental and health benefits.

The existing boulevard will be retained and enhanced as a unique and highly valued heritage designated asset along Cambie Street. Enhancements to the boulevard will reflect the character of each neighbourhood whether the context is urban, mixed-use, or residential.

## Strategy

### parcs and green space:

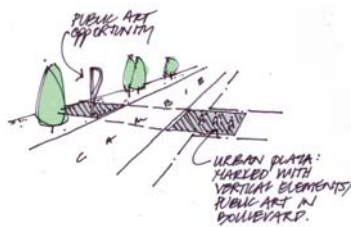
Enhance the urban forest and biodiversity within parks. Ensure all parks are designed and managed in a sustainable manner. Add community gardens and orchards. Add outdoor recreation facilities. Increase access to the Fraser River through parks and a waterfront trail, while recognizing and balancing the needs of industry.

### boulevard: green / heritage

Provide minimal intervention, limited to stormwater function, crossing capacity, and selective lighting strategies. The focus will be on high quality restoration that supports the grand beginnings vision of the boulevard found in its original plan. Where feasible, designate passive and active zones along the boulevard.

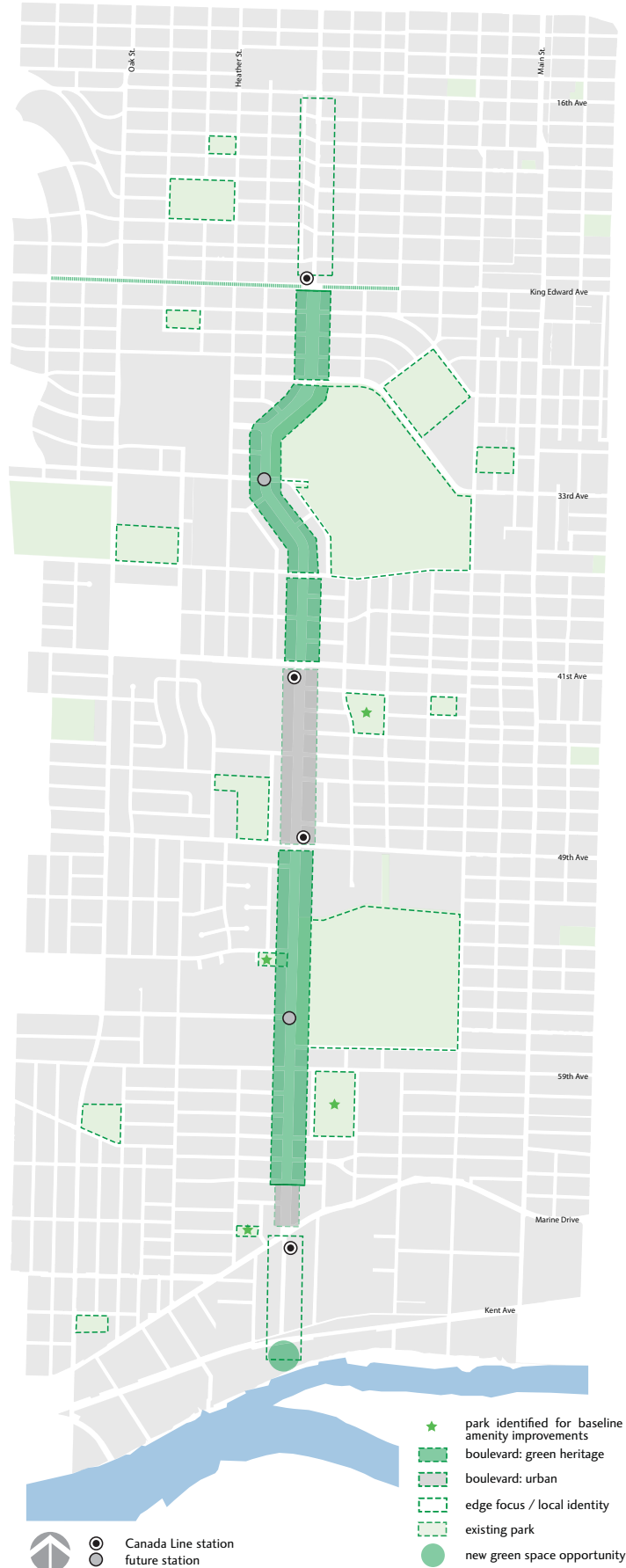
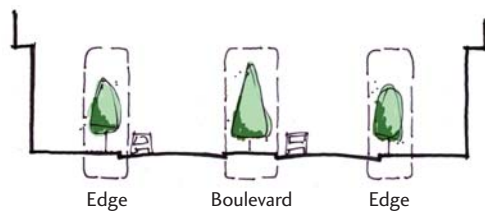
### boulevard: urban

Opportunities exist in the urban, mixed-use zone of the Corridor for more engaged space that serves a public realm function with possible gathering spaces, enhanced lighting and public art. This area can showcase urban stormwater management while still respecting the heritage and cultural value of the boulevard.



### edges:

In areas outside the boulevard zone, opportunities exist to treat the edges of Cambie Street uniquely to tie together the entire Corridor. Street trees, lighting, sidewalk material, and other landscape features can be used to create continuity. Local character and context including adjacent uses and relative position along the Corridor will provide inspiration for the treatment of these edges.



# HABITAT

## Idea

Habitat in the city can provide stress relief, improve health and well being, purify air and water, and sequester carbon while providing much needed habitat for local wildlife, including threatened and endangered species.

Strategies will be implemented throughout the Corridor to protect and restore the Fraser River and water connections to it ("the blue zone"). Strategies will also focus on habitat enhancement in the Corridor's upland public realm ("the green zone").

## Strategy

### Enhancing and Protecting the Fraser River (Blue Zone)

Where possible, restore riparian fish habitat and provide opportunities for fish spawning through creek creation or day-lighting; connect habitat to the Fraser River through habitat corridors; and ensure storm water management best practices throughout the corridor.

### Enhancing and Protecting the Public Realm (Green Zone)

Enhance and protect existing habitat; enhance the urban forest through tree planting; integrate high quality habitat such as constructed wetlands into green spaces; weave ecological landscapes into urban centres with rain gardens, green roofs, food gardens and diverse landscapes; and connect habitat in the Fraser River, Queen Elizabeth Park, Langara Golf Course and VanDusen Garden with habitat corridors in pedestrian walkways and street edges.



Naturalized pedestrian connections



Street as habitat corridor



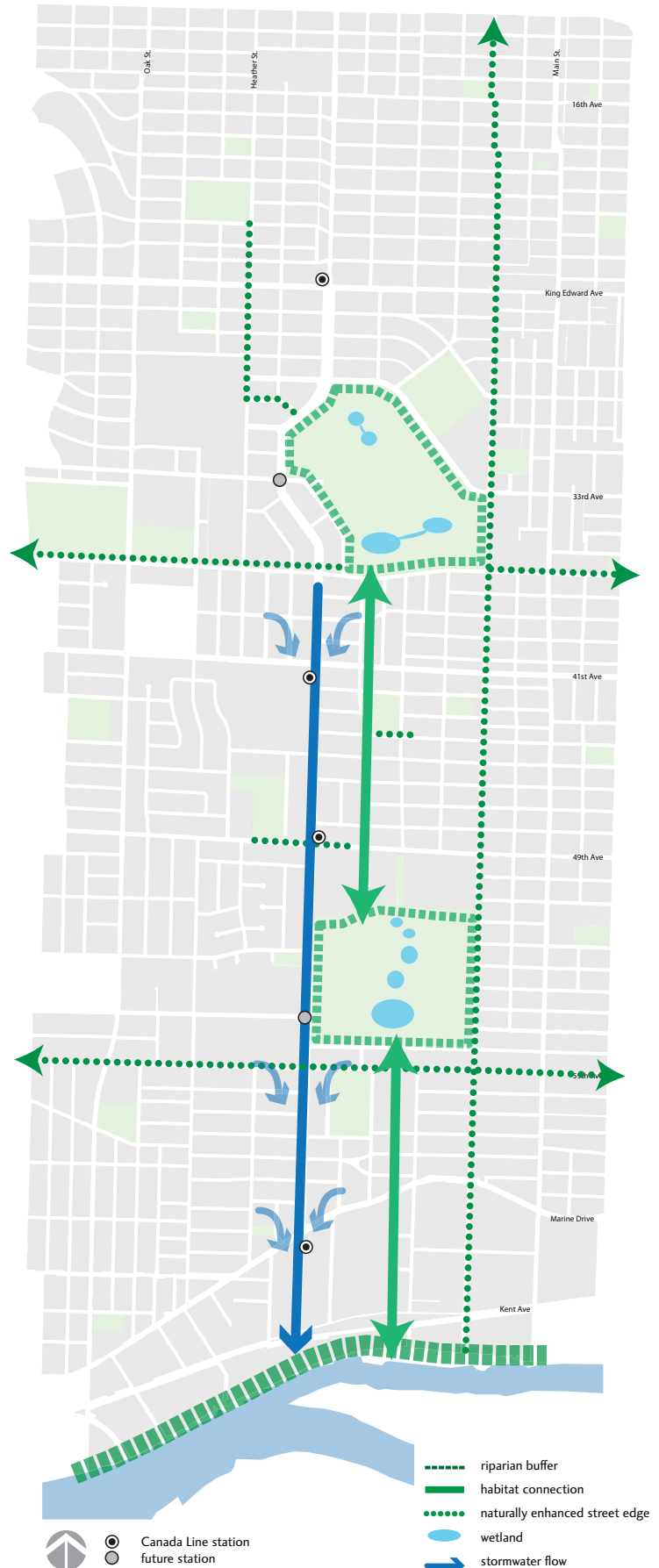
Riparian buffer and trail in public parks along the Fraser River



Enhanced forest trail around the perimeter of Langara Golf Course



Creative stormwater management interventions



Canada Line station  
future station

riparian buffer  
habitat connection  
naturally enhanced street edge  
wetland  
stormwater flow

## Idea

Heating buildings is one of the highest contributors to Vancouver's greenhouse gas emissions. Green building codes, LEED standards, passive energy solutions, and alternative energy sources reduce the overall energy demand of buildings.

District energy systems centralize the production of heating for a neighbourhood or community by producing steam or hot water at a central plant. The steam or water is then piped underground to individual buildings for heating live and work space as well as hot water. District energy conserves resources, improves operating efficiency and reduces emissions.

District energy systems can use a variety technologies in their central energy centres. Some examples include:

- Southeast False Creek, Vancouver - *Heat recovery system*
- Central Heat Ltd., Downtown Vancouver - *Natural gas boilers and steam distribution*
- Lonsdale Energy Corp., various sites in North Vancouver - *Natural gas boilers and hot water distribution*
- Dockside Green, Victoria - *Biomass gasification*
- Sun Rivers, Kamloops - *Geoexchange*

## Strategy

Require large development sites within the Cambie Corridor to explore opportunities for district energy systems which can service thermal energy needs for other developments within the study area; require all new development to be designed for easy connectability to a district energy system; develop and expand a thermal grid serving the Cambie Corridor; and ensure a sufficient density of development to allow for district energy to serve as a viable source of heating.

