



City of Vancouver *Land Use and Development Policies and Guidelines*

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CAMBIE CORRIDOR - INTERIM REZONING POLICY

Adopted by City Council on January 22, 2010

REPEALED - MAY 9, 2011
Please see Cambie Corridor Plan

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1 Intent

The successful integration of land use, renewable energy, and sustainable transportation, particularly a density of uses and activities around key nodes and corridors, is a vital and necessary component of an environmentally sustainable city that responsibly responds to climate change and a reduction in carbon dependence while fostering livability and affordability. Such a city is called for in the Council-approved EcoDensity Charter as well as the City's goal to become the greenest city in the world by 2020.

Within this context and to take advantage of the opportunity provided by the completion of the Canada Line, the intent of this Interim Rezoning Policy is to provide guidance for the intensification of sites in close proximity to Canada Line Stations in advance of more detailed planning associated with future phases of the Cambie Corridor Planning Program.

When completed, future phases of the Cambie Corridor Planning Program will deliver policy that specifically addresses land use, density, layout, built form and design considerations throughout the study area. As future planning work progresses, the land use and scale provisions of this Interim Policy may evolve.

2 Application

This policy enables the consideration of rezoning applications when all of the following (2.1, 2.2 and 2.3) are met:

- 2.1 Site location:** The Interim Rezoning Policy applies only to sites immediately adjacent to the Canada Line Stations in the Cambie Corridor shaded on the maps in Section 4. However, if a development application provides support for a compelling city interest and is consistent with the Cambie Corridor Principles, minor or strategic variations to the boundaries set out in Section 4 may be considered to optimize site development.
- 2.2 Minimum site size:** For a site to be considered under this Interim Rezoning Policy, it must be at least 1,100 square metres in gross land area.
- 2.3 Avoid Precluding Future Opportunities:** Sites will only be considered under this Interim Rezoning Policy where future planning and design opportunities are not unreasonably precluded as a result of the application (i.e. the application must not result in "leaving behind" isolated, strategically located small lots that cannot reasonably meet the minimum site requirements).

3 Requirements

Prior to submitting a formal inquiry on any site within the Interim Rezoning area, applicants are strongly encouraged to meet with City staff to discuss submission requirements as well as expectations related to land use mix, form and scale of development, and building character.

In addition to applicable City rezoning policies, applications considered under this Interim Rezoning Policy must also provide the following (other unique requirements may also be requested):

- 3.1** A detailed itemization that demonstrates how the development complies with the Cambie Corridor Principles.
- 3.2** An urban design analysis, demonstrating the development's overall fit within the context of the evolving neighbourhood and Cambie Corridor.
- 3.3** Development of a Transportation Demand Management Strategy that supports travel by sustainable transportation modes (i.e. walking, cycling, public transit as well as the incorporation of low carbon vehicles). Strategies will include an analysis of the expected mode share (including walking, cycling and transit trips) generated by the development.

- 3.4** A Green Building Strategy (a design narrative supported with drawings where necessary) that addresses in order of priority - energy, water, materials & waste, and indoor environmental quality. The strategy should prioritize conservation first and the use of technological and mechanical intervention thereafter. Projections of the greenhouse gas emissions produced by the development once in operation should also be included.
- 3.5** Developments will be designed to be easily connectable to a district heating system. These developments will also require agreements to ensure that they connect to a low carbon district heating system at such a time as such a system is in place to serve the development. Building design for connectivity and the connection agreement must be to the satisfaction of the City Engineer.
- 3.6** A Housing Choice and Affordability Strategy that demonstrates how the development accommodates a range of unit types and tenures to enhance the affordability that the market can provide. The strategy must identify opportunities to protect existing affordable housing options and summarise opportunities for the development of non-market housing to be funded through senior government housing programs.
- 3.7** A review that demonstrates how the development contributes to providing space for jobs, as appropriate within the context of the neighbourhood and in accordance with the Cambie Corridor Principles.

It is acknowledged that consideration of the requirements may be influenced by the site's size, context, proposed uses, opportunities and constraints. Not all site sizes and circumstances allow for the same considerations.

REPEALED - MAY 9, 2017
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4 Land Use and Height

This section provides direction on land use and height. The Cambie Corridor Principles provide direction on issues of building scale (i.e. massing, relationship to street and transitions to adjacent sites). The requirements contained in the Policy and Principles do not preclude further requirements that will be determined during the Inquiry and Rezoning process.

4.1 King Edward

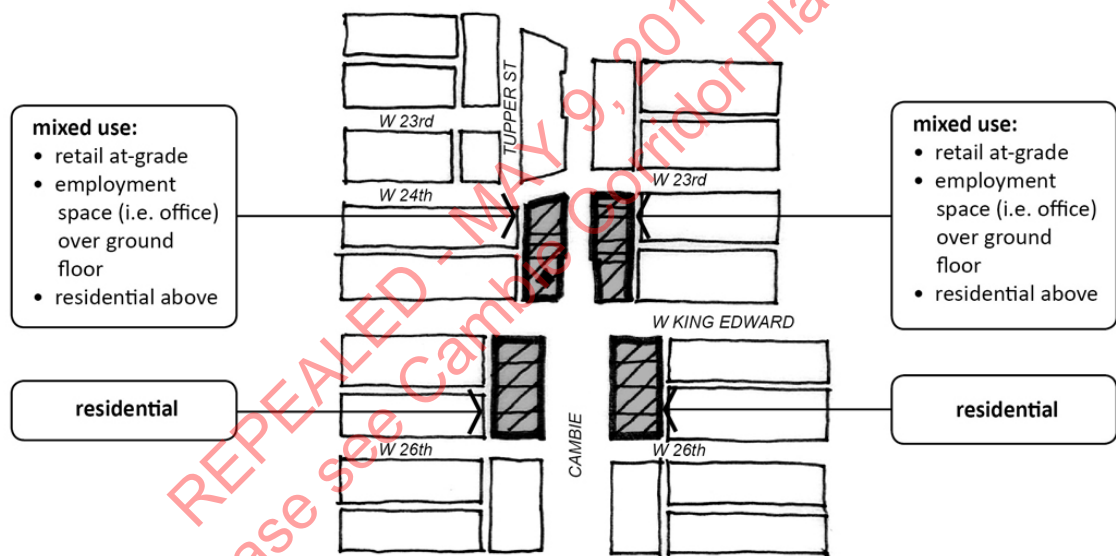
Building Height:

Proposed buildings may reach heights of 6 storeys, subject to a detailed review of built form, massing, and shadow impacts.

Higher forms (up to 8 storeys) may be considered in closer proximity to the intersection (Cambie Street and King Edward) on the north side of King Edward only, subject to a detailed review of built form, massing, and shadow impacts.

Building design will be responsive, where reasonable, to the context of the surrounding neighbourhood (recognising that the neighbourhood will evolve) and the station's strategic location relative to Cambie Village, Queen Elizabeth Park and other nearby amenities.

Land Use Mix:



 KING EDWARD STATION
INTERIM POLICY

4.2 Oakridge / 41st

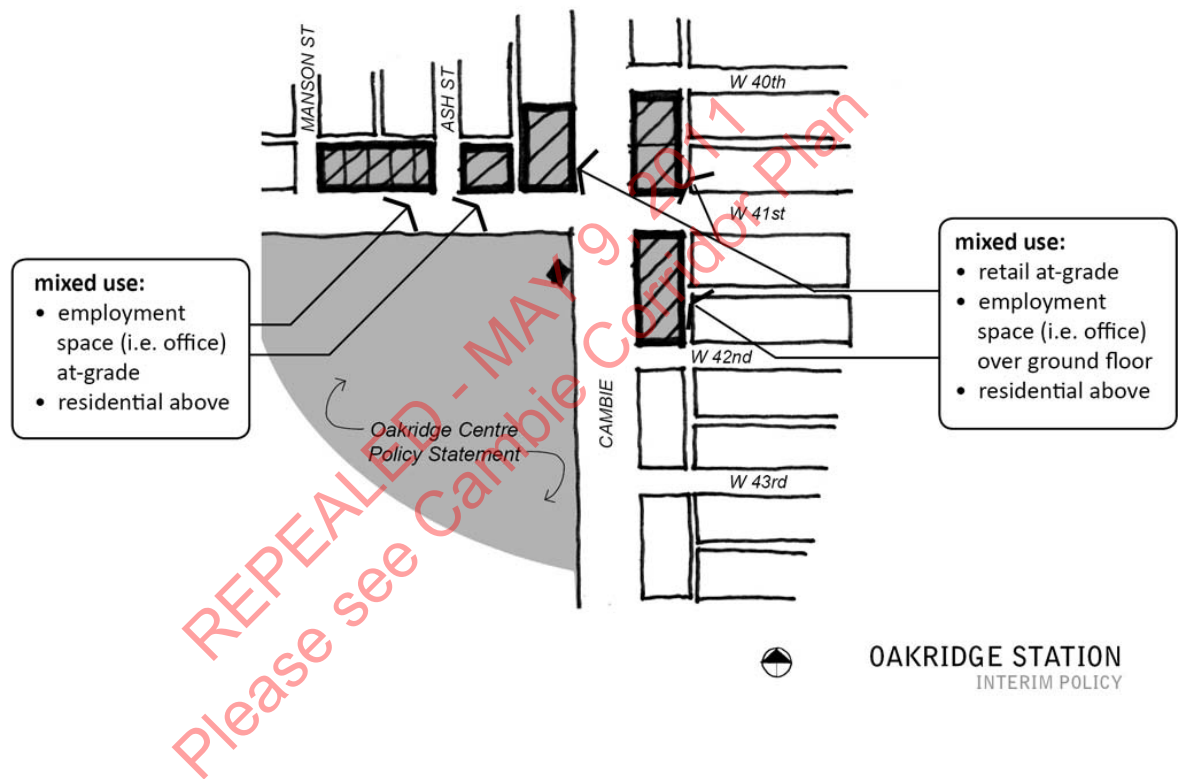
Building Height:

Proposed buildings may reach heights of 6 storeys subject to a detailed review of built form, massing, and shadow impacts.

Higher forms (up to 12 storeys) may be considered in closer proximity to the intersection (Cambie Street and 41st), subject to a detailed review of built form, massing, and shadow impacts.

Building design will be responsive, where reasonable, to the context of the surrounding neighbourhood (recognising that the neighbourhood will evolve), the heights and forms approved in the Oakridge Centre Policy and Oakridge's designation as a Municipal Town Centre.

Land Use Mix:



4.3 Langara / 49th

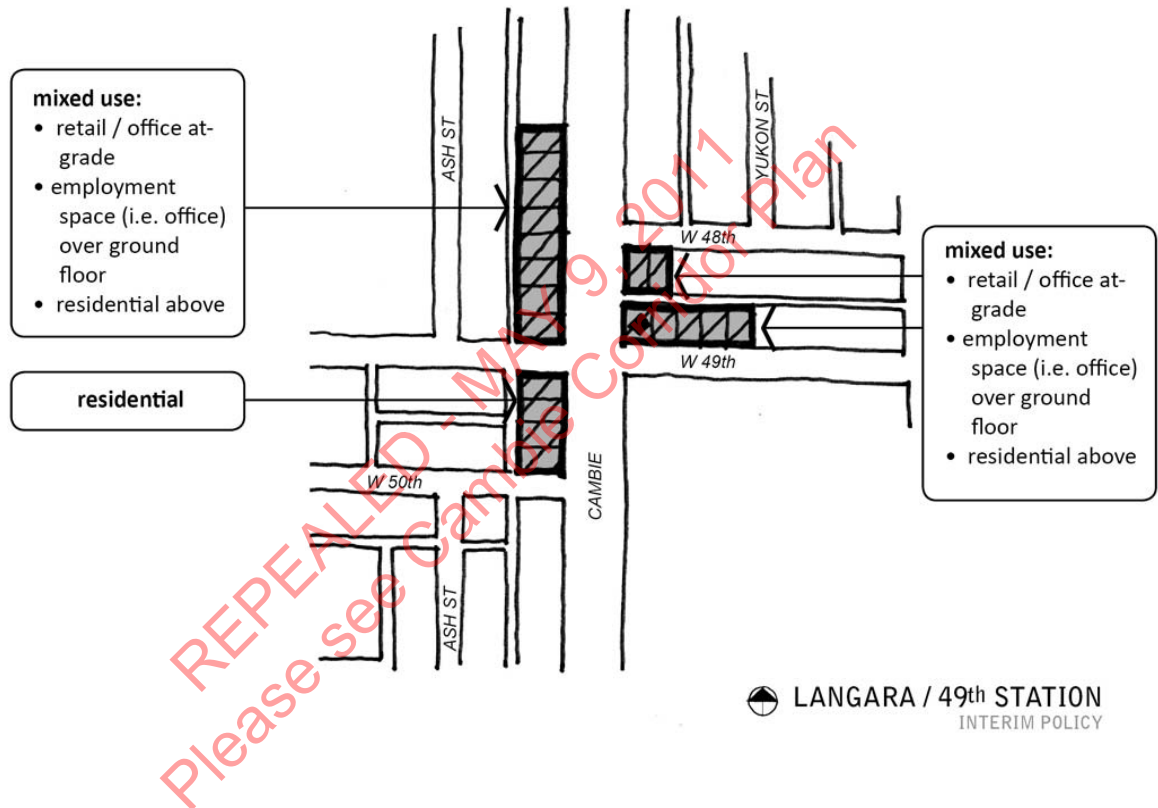
Building Height:

Proposed buildings may reach heights of 6 storeys, subject to a detailed review of built form, massing, and shadow impacts.

Higher forms (up to 10 storeys) may be considered in closer proximity to the intersection (Cambie Street and 49th Avenue) on the north side of 49th Avenue only, subject to a detailed review of built form, massing, and shadow impacts.

Building design will be responsive, where reasonable, to the context of the surrounding neighbourhood (recognising that the neighbourhood will evolve), the station's strategic location relative to Langara College and the transition to Oakridge Centre.

Land Use Mix:



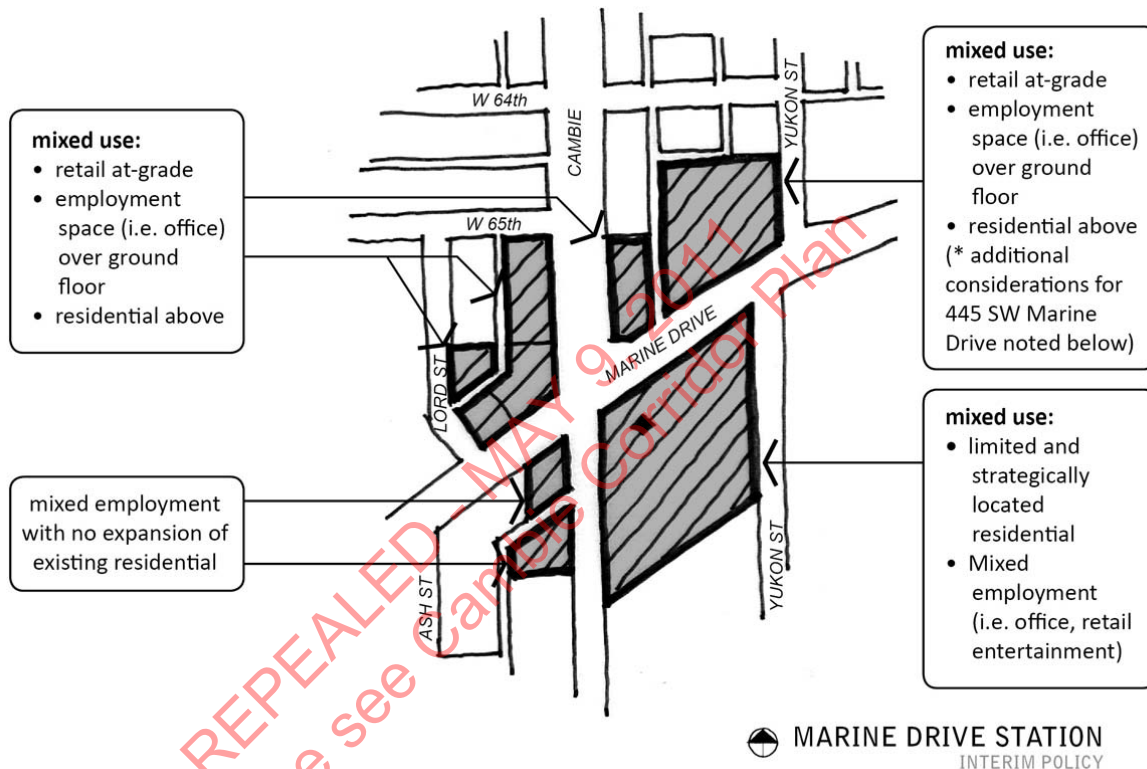
4.4 Marine Drive

Building Height:

Proposed buildings are expected to be in higher forms (high-rise towers) with the highest tower at the station site (south-east corner of Cambie and Marine Drive), subject to a detailed review of built form, massing, and shadow impacts.

Building design will be responsive, where reasonable, to the station area's role as a civic gateway entrance, the context of the surrounding neighbourhood (recognising that the neighbourhood will evolve), connections to the Fraser River and the role and function of the industrial lands south of Marine Drive.

Land Use Mix:



* Additional Considerations for 445 SW Marine Drive

1. Any new development would be required to replace, at minimum, the existing 70 units of family rental housing.
2. Re-development of the site would require the provision of satisfactory relocation plans and assistance to existing tenants.
3. Existing tenants would be offered first right-of-refusal to return to the new development.

5 Community Amenity Contributions

5.1 Community Amenity Contributions (CACs) will be negotiated on a case-by-case basis as part of a rezoning application. The CACs provided by rezonings help address growth costs, neighbourhood deficiencies, and other community needs and impacts. The value of CAC offerings are generally determined by the amount of “lift” due to the creation of additional development rights - i.e. the difference between the value of the property prior to rezoning based on the existing zoning and the projected value of the property after rezoning. This “lift” provides a basis for identifying the value of potential community amenities that may be associated with the rezoning.