

# CAMBIE CORRIDOR



## PLANNING PRINCIPLES

Adopted by City Council January 22, 2010

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## PRINCIPLES

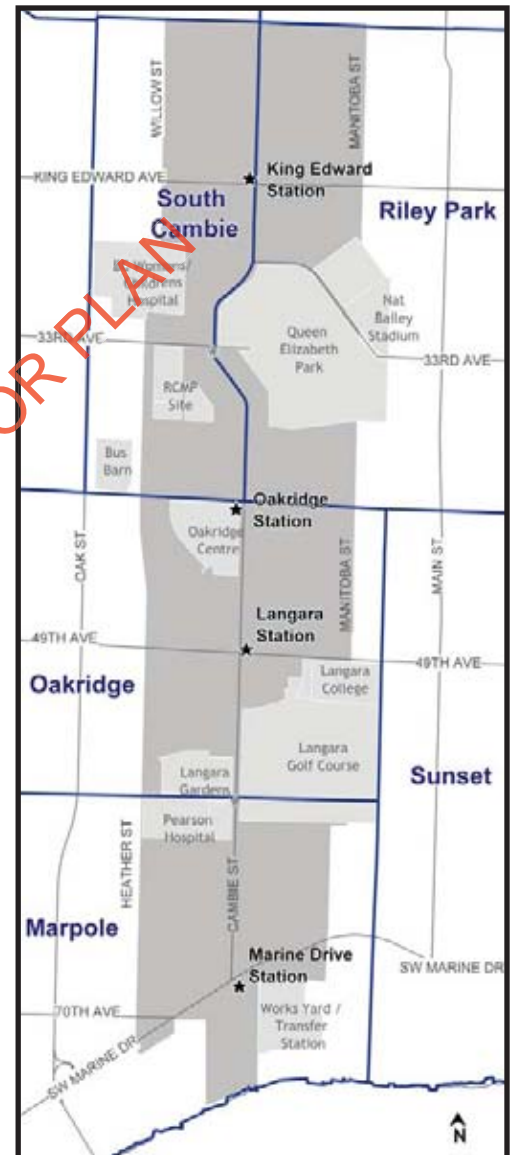
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# PREAMBLE

On January 22, 2010 Vancouver City Council approved the Cambie Corridor Planning Principles. The Principles are intended to inform comprehensive planning along the Corridor (shown on map at right), as well as shape and inform land use change and future development.

Planning for the Cambie Corridor will facilitate progress towards an environmentally sustainable city that responsibly responds to climate change and fosters livability and affordability through the integration of land use, sustainable mobility, and renewable energy.



KEY	
★	Canada Line Station
☆	Future Station
■	Cambie Corridor Study Area

# PRINCIPLE 1:

## Provide land use that optimizes the investment in transit

What this means . . .

- a) New developments should significantly assist in optimizing a shift in travel choice to walking, biking and taking transit. Land uses will be primarily supportive of these sustainable movement modes. Non-supportive land uses will be avoided.

Supportive land uses are those that:

- include high employee and residential densities, recognizing that the highest densities will be focused at stations and other areas with strategic opportunities for sustainability (i.e. large sites and significant district energy opportunities) and decrease with distance from these areas
- ensure adequate and appropriate job space
- encourage travel time outside of peak periods
- attract reverse flow travel
- encourage travel by walking and cycling

Non-supportive land uses are those that:

- are oriented more towards travel by automobile rather than walking, cycling or taking transit
- generate high levels of vehicular traffic
- require significant parking
- provide low-density building forms
- create an unpleasant environment for pedestrians
- have limited hours of operation



# PRINCIPLE 2:

## Provide a complete community

What this means . . .

- a) Provide a land use mix throughout the Corridor that offers a variety of opportunities to work, live, shop, play and learn. In doing so, consider the context and character of different neighborhoods throughout the Corridor. The idea of a complete community should apply around each station as well as throughout the entire corridor.

The land use mix may be vertically integrated (within a building) or horizontally integrated (within several buildings in close proximity) and located to maximize the synergy between different forms of development in contributing to a complete community.

Where a mix of land uses is not achieved on an individual site, land uses should demonstrate how the development contributes to a complete community and facilitates walking, biking and strong transit ridership.

- b) Prioritize retail and other commercial uses at grade within identified neighbourhood centres, existing commercial areas, or areas adjacent to a station. Design such uses to significantly improve walking experiences.
- c) Provide amenities and services, including entertainment, cultural facilities and services, that support and contribute to a complete community as well as a strong corridor of mobility. In doing so, review, monitor and consider the impacts of an increasing residential and employment population.
- d) Support rich social interactions and the inclusion of all residents in community life.

- e) Develop spaces in a way that provides adaptability / flexibility among different uses as the Corridor evolves.



# PRINCIPLE 3:

## Create a walkable and cycleable corridor of neighbourhoods seamlessly linked to public transit

What this means . . .

- a) Ensure that routes and infrastructure for pedestrians, cyclists and persons with disabilities are safe, attractive, convenient, navigable, barrier-free and accessible to transit.
- b) Provide convenient and attractive cycling infrastructure including ample bicycle parking for all ages throughout the Corridor.
- c) Require active, engaging, people-oriented building scales and uses at grade along the street edges that will enhance the walking experience by framing / defining the pedestrian space, providing visual and architectural interest, and foster security by providing “eyes on the street.”
- d) Implement strategies that encourage walking, cycling and transit trips over automobile trips.
- e) Implement strategic parking reductions within developments, providing relatively higher reductions as proximity to the station increases.
- f) Provide a variety of attractive, convenient and connected routes for pedestrians and cyclists.
- g) Provide a quality public realm to enhance the travel experience by all modes to the stations.
- h) Provide weather protection and pedestrian scaled amenities to facilitate walking.



## PRINCIPLE 4:

Focus intensity and community activity at stations and other areas with strategic opportunities for sustainability, renewable energy and public amenity

What this means . . .

- a) Locate a higher density and mix of uses as close to the station as possible. In doing so, not only consider the location of future stations in the corridor, but strategic locations that can achieve renewable energy gains and provide significant public amenities.
- b) Consider creative and sensitive transitions in scale between developments around each transit station and the adjacent neighbourhoods.
- c) Achieve a coordinated, quality public realm to help define the station area's sense of place and to ensure safety by providing "eyes on the street." Where practical, incorporate place-making elements into public spaces.
- d) Ensure new developments contribute to enhancing each station area as a unique place by respecting the context of the neighbourhood and encouraging buildings and spaces to be memorable and locally authentic.
- e) Ensure the station is easy to locate by providing way-finding measures and orienting buildings and development towards the station.
- f) Create a focus for the broader community - the station area should provide a destination for both transit users and local residents.



Photo: Challenge Series, 2009



# PRINCIPLE 5:

## Provide a range of housing choices and affordability

What this means:

- a) Provide a variety of housing forms, tenures, unit types and sizes (i.e. 2, 3 and 4 bedroom units) throughout the Corridor that can evolve to support different uses and configurations and will provide for diversity and resiliency.
- b) Recognize and consider the value of existing affordable housing stock and low income housing to meet the needs of low and modest income households, including the strategic retention and enhancement of purpose-built rental options.
- c) Provide options and mechanisms to ensure that a broad range of incomes can live within the Corridor. Examples include co-operatives, rental housing, flex suites and social housing options.
- d) Ensure that objectives for affordable housing meet the needs of households on low incomes, seniors, and those with mental illnesses or addictions.
- e) Include family housing and facilities for young families to attract and retain mobile talent.



## PRINCIPLE 6:

### Balance city-wide and regional goals with the existing community and its context

What this means . . .

- a) Take advantage of the opportunity the Corridor provides in contributing to Vancouver's goal of becoming the greenest city in the world by 2020.
- b) Maximize opportunities to reduce greenhouse gas emissions. Beyond strategies to optimize walking, cycling and transit trips, implement other greenhouse gas reducing strategies including passive design approaches for new and existing development, district energy / heating, urban agriculture.
- c) Design and locate densities and forms to meet city and regional needs (i.e. locating city and regional serving uses adjacent to better transit connected areas) with design approaches that respect neighbourhood context and character.
- d) Recognize that higher density forms and mixing of uses can and should be achieved through a variety of building types, emphasizing mid-rise building forms along much of the corridor.
- e) Recognize the uniqueness of the neighbourhoods along the Corridor and be open to innovative ideas, alternatives and opportunities that support these principles.
- f) Work with residents, citizens of all ages, property owners, workers, volunteers, and business owners to achieve a plan for the Corridor that reflects local aspirations as well as city-wide and regional goals.
- g) Ensure that transit and other non-auto modes of travel have appropriate priority on Cambie and other connecting streets, including provision to support the effective and efficient movement of goods within the Corridor.

# PRINCIPLE 7:

## Ensure job space and diversity

What this means . . .

- a) Recognize the special opportunity that the Corridor represents in providing job space. Encourage high levels of employment density within the Corridor. In doing so, consider the value of existing affordable commercial spaces.
- b) Ensure appropriate levels of office, entertainment, creative incubators, educational facilities, live-work spaces and retail space within mixed use developments. Developments in close proximity to stations should provide higher proportions of office and other higher ridership uses.
- c) Avoid the displacement or destabilization of existing city serving land uses including industrial and employment areas.



Please see **CAMBIE CORRIDOR PLAN**



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[vancouver.ca/cambiecorridor](http://vancouver.ca/cambiecorridor)