

CAMBIE CORRIDOR Phase 3

Community Profile 2015



October 2015

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The Community Profile highlights key aspects of the Cambie Corridor and its residents. This background information is intended to help inform discussions about the various planning issues that will be addressed through the Corridor planning process.

Data Sources

Data for the Cambie Corridor Profile is primarily from two sources. Property information is obtained from BC Assessment 2008 dataset (BCAA), and demographics information from Statistics Canada 2011 Census and 2011 National Household Survey. Additional sources are listed throughout the document.

Due to data limitations, the planning study area may differ from the data area.

1.0 Introduction and Context



View north along Cambie Street

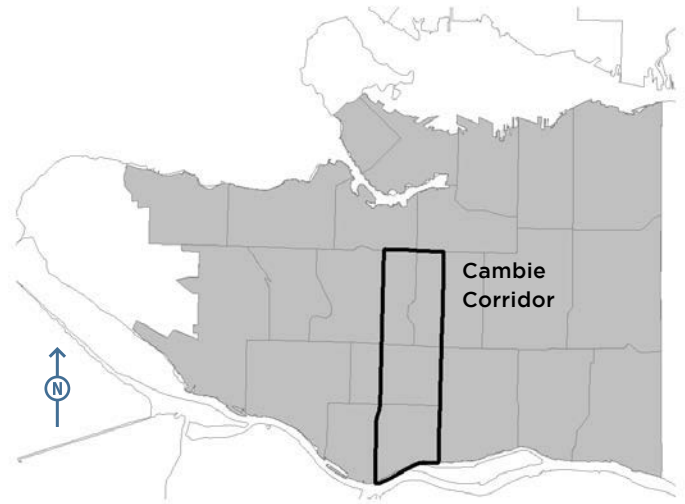
1.1 Cambie Corridor

The Cambie Corridor is located in central south Vancouver and is approximately 1,000 hectares (2,471 acres), 8.6% of Vancouver's total land area. The Corridor study area extends 6.0 kilometres from West 16th Avenue in the north to the Fraser River in the south. It is bordered by Oak Street to the west and Ontario Street to the east, a 10 minute walk (800 m) from the Canada Line stations.

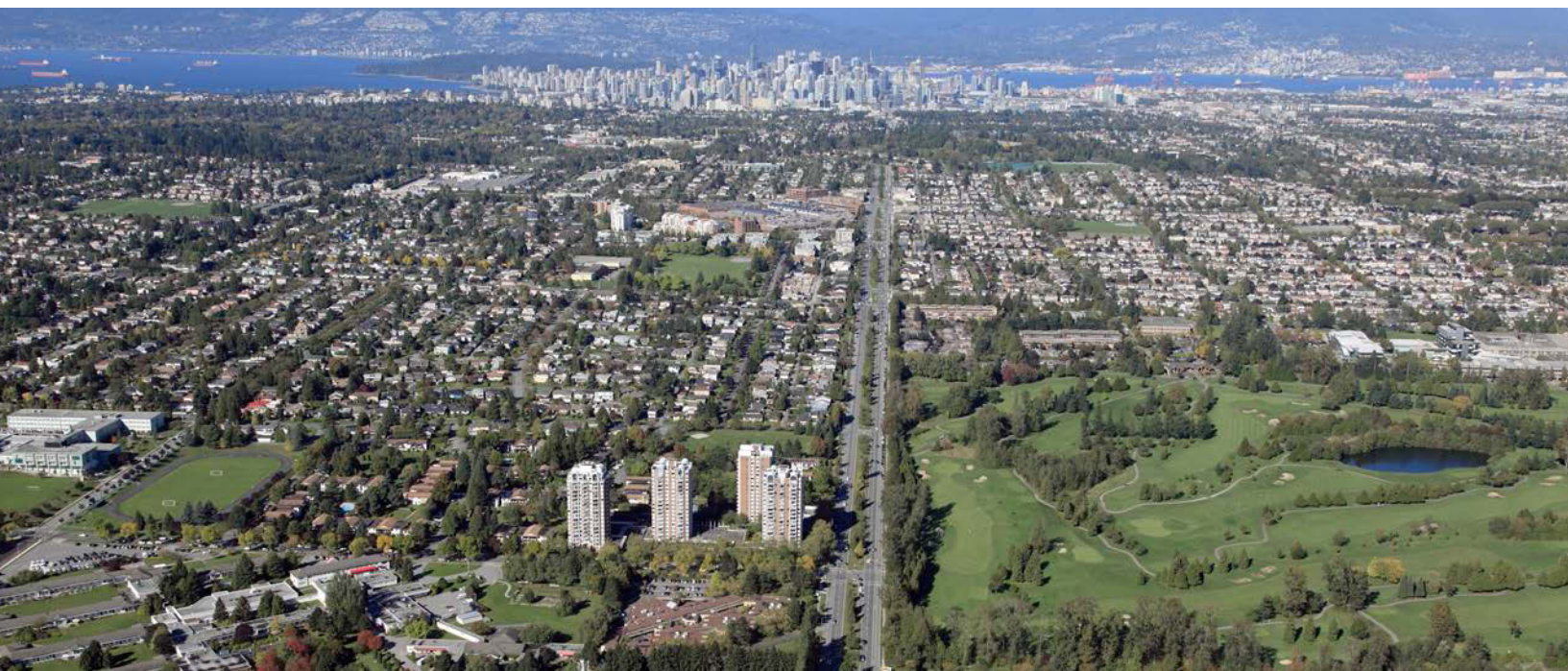
The Canada Line, which opened in 2009, is a \$2 billion investment in regional transit that runs the entire length of the Cambie Corridor and connects Vancouver with the City of Richmond and Vancouver International Airport. The Corridor has 4 out of the 9 Canada Line stops located within the City of Vancouver: King Edward, Oakridge-41st Avenue, Langara-49th Avenue, and Marine Drive stations. Two potential station sites are identified for West 33rd and West 57th Avenues. Travel on the SkyTrain from Marine Drive to Waterfront station takes about 17 minutes.

Recent developments and policy planning in the Corridor include the *Cambie Corridor Plan* (Phase 2, 2011), *Oakridge Centre Redevelopment* (2013), and *Marpole Community Plan* (2014). The Corridor is located within the South Cambie, Riley Park, Oakridge and Marpole local areas.

Figure 1.1: Cambie Corridor location



View north along Cambie Street, 2010

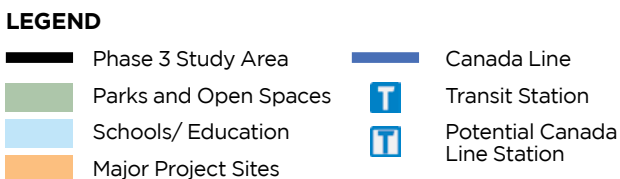


1.2 Plan Area

The Cambie Corridor is a large study area (1,000 hectares), with roughly the same population as the West End, but five times the land area.



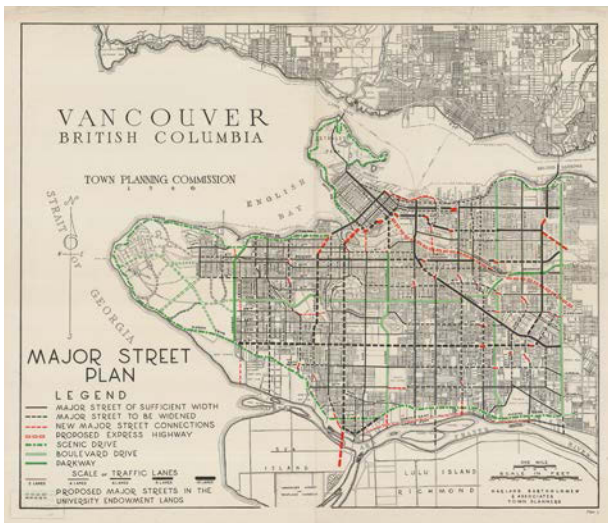
Figure 1.2: Community context



1.3 History

Cambie Corridor has been important throughout Vancouver's history. The Little Mountain Park quarry provided stone for the roads built at the turn of the 20th Century. Cambie Street has always been viewed as a significant part of the overall transportation network. The area is home to many heritage and landscape environments that are considered treasures by the residents of Vancouver.

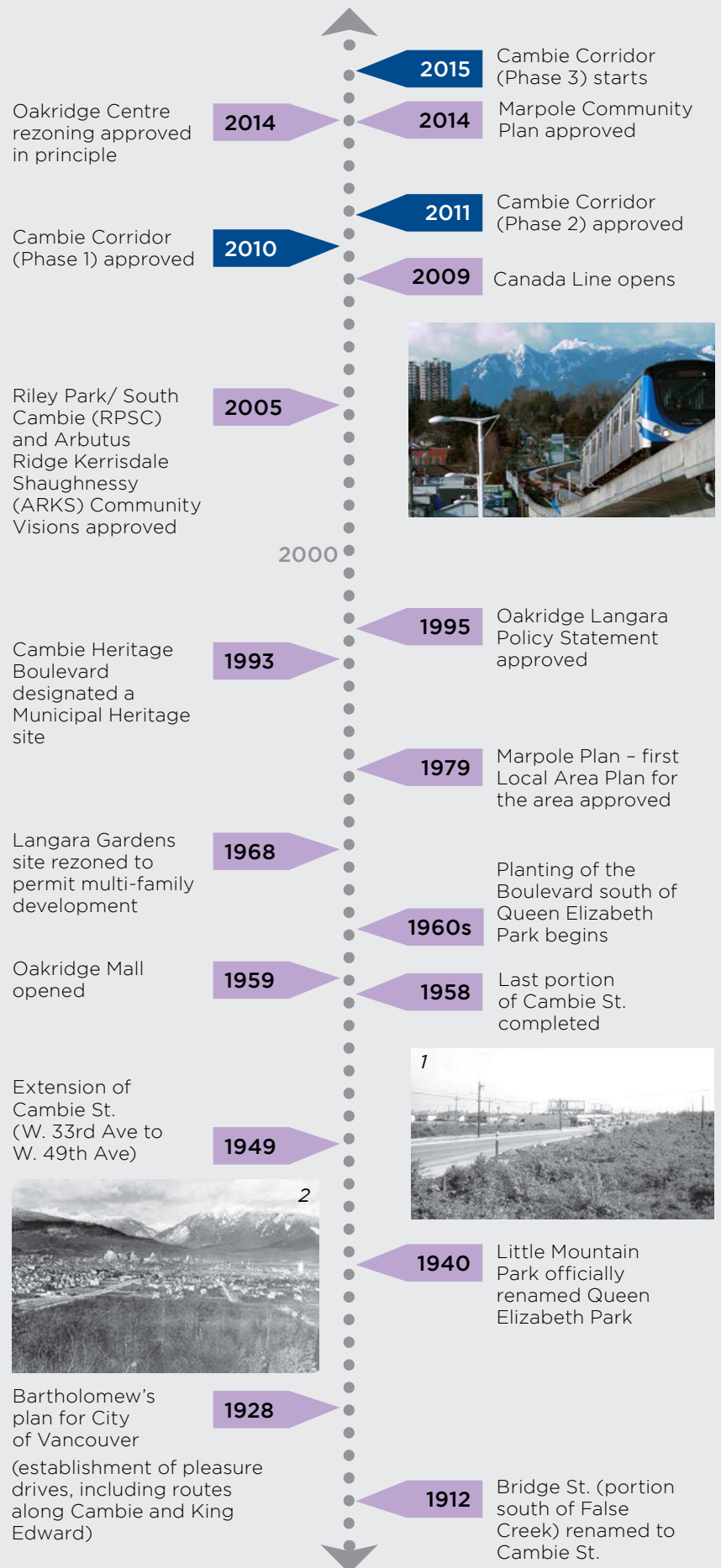
The introduction of the Canada Line has reinforced the importance of the Corridor as a key link between Downtown Vancouver and the Vancouver International Airport/Richmond.



Vancouver Major Street Plan, 1946
 Credit: City of Vancouver Archives, MAP 899,
 Photographer: Vancouver Town Planning Commission.

Figure 1.3 Credits: 1 - Cambie and 41st, 1952, City of Vancouver Archives, CVA N247. 2 - View north from Queen Elizabeth Park, 1934, City of Vancouver Archives, P135N75.

Figure 1.3: Highlights of the Corridor's History



1.4 Cambie Corridor Planning

In order to provide key deliverables at distinct milestones in the process, the Cambie Corridor planning program was separated into three phases:

- **Phase 1:** Corridor Planning Principles and Interim Rezoning Policy (2010) to allow for redevelopment of key sites near stations.
- **Phase 2:** Overall vision for the Cambie Corridor, identifying specific land use changes and policies for 'core area' properties fronting Cambie Street and adjacent arterials (2011).
- **Phase 3:** Transit-Influenced focus area (surrounding neighbourhood).








The *Marpole Community Plan* was completed in 2014. It included the portion of the transit-influenced area located south of West 57th Avenue.

There are a number of Major Project and large sites within the Corridor which may have independent policy, rezoning or redevelopment planning programs.



Figure 1.4: Program phasing

LEGEND

	Phase 3 Study Area		Phase 2 (Core Area) Sites
	Parks and Open Spaces		Phase 3 (Focus Areas) Sites
	Schools/ Education		Marpole Community Plan
	Major Project Sites		



View south from Queen Elizabeth Park

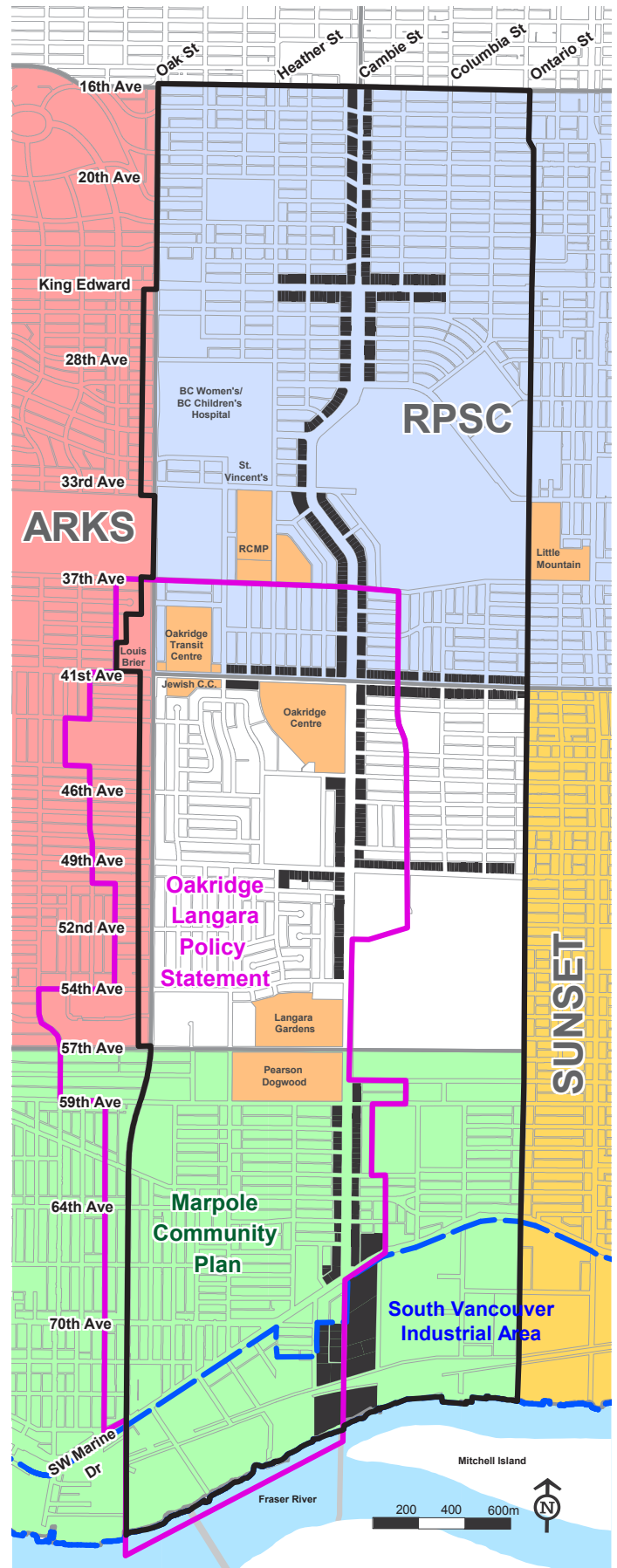
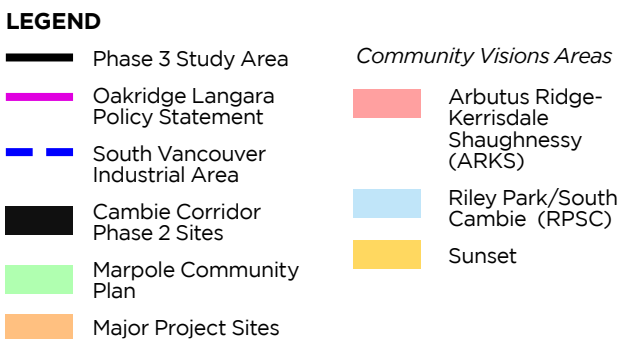
1.5 Existing Policy Areas

A number of policy areas and Major Project sites are within or adjacent to the Cambie Corridor.

These include:

- 3 Community Visions:
 - *Arbutus Ridge-Kerrisdale Shaughnessy* (ARKS) (2005)
 - *Riley Park/South Cambie* (RPSC) (2005)
 - *Sunset* (2002)
- *Oakridge Langara Policy Statement* (1995)
- South Vancouver Industrial Area (2010)
- *Marpole Community Plan* (2014)
- 6 Major Project Sites:
 - RCMP
 - Oakridge Transit Centre (Bus Barns)
 - Oakridge Centre
 - Langara Gardens
 - Pearson Dogwood Lands
 - Little Mountain
- Other Large Sites:
 - BC Women's/ Children's Hospital
 - St. Vincent's Hospital
 - YMCA
 - Louis Brier Seniors' Housing
 - Jewish Community Centre

Figure 1.5: Existing policy areas



1.6 Current Zoning

There are six zoning district types within the Corridor, including: one-family, two-family and multiple dwelling, commercial, industrial and comprehensive development. The zones located in the Corridor within each of these six district types are outlined below.

* Please note that the information provided here is for general reference only. For detailed bylaw information, refer to the Zoning and Development Bylaw 3575.

<http://vancouver.ca/your-government/zoning-development-bylaw.aspx>

One-Family Dwelling Districts (RS-1, RS-5, RS-7)*

The primary intent of the RS zones is to maintain the single-family residential character. Height: 2.5 storeys.









RS-1: Permits one-family dwellings, with or without secondary suite and/or laneway house. Height: Max. 9.5 m.

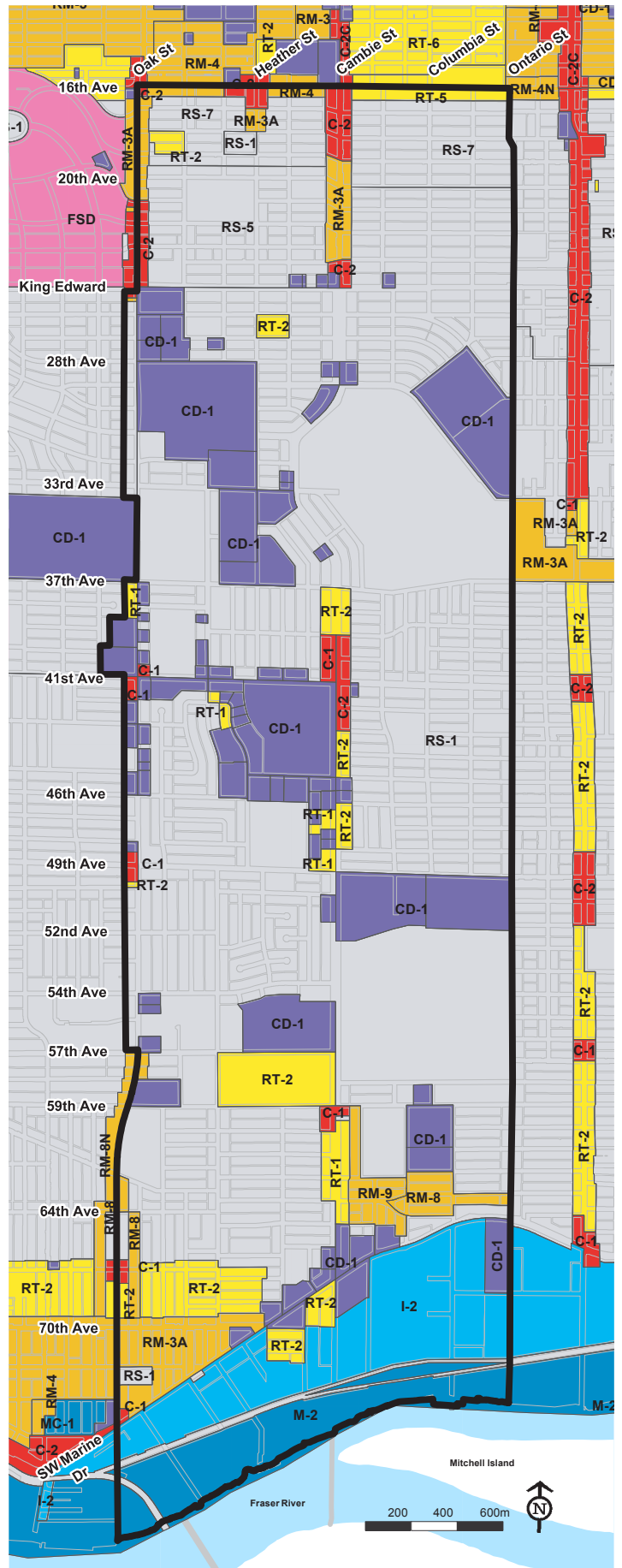
RS-5: Also permits one-family dwellings, with or without secondary suite and/or laneway house; however, new development should be compatible with the form and design of existing development. Encourages the retention and renovation of existing development. Height: Max. 9.2 m.

RS-7: Permits one-family dwellings with or without secondary suite and/or laneway house, two-family dwellings, as well as low density multiple dwellings on larger lots. Height: Max. 10.7 m.

Figure 1.6: Existing zoning (as of May 2015)

LEGEND

	Phase 3 Study Area		Industrial (I, M)
	One-family Dwelling (RS)		Comprehensive Development (CD)
	Two-family Dwelling (RT)		First Shaughnessy Comprehensive Development (FSCD)
	Multiple Dwelling (RM)		
	Commercial (C)		



Two-Family Dwelling District (RT-1, RT-2, RT-5)*

RT-1: Permits side-by-side two-family dwellings and one-family dwellings. Height: Max. 6.1 m/ 1 storey.

RT-2: Permits two-family dwellings and conditionally permits, in some instances, low density multiple dwellings. Height: Max. 9.2 m/ 2 storeys.

RT-5: Permits one and two-family dwellings and low-density multiple dwelling. The intent is to encourage the retention of existing residential structures. Emphasis is placed on the external design of all new buildings and additions being compatible with the historical character of the area. Height: Max. 10.7 m/2.5 storeys.

Multiple Dwelling District (RM-3A, RM-4, RM-8/RM-8N, RM-9)*

RM-3A: Permits medium density multiple dwellings, including low-rise apartment buildings. Includes rate of change policy to protect existing rental housing stock. Height: Max. 10.7 m.

RM-4: Permits medium density residential, including a variety of multiple dwelling types. Includes rate of change policy to protect existing rental housing stock. Height: Max. 10.7 m.

RM-8/RM-8N: Permits ground-oriented stacked townhouses or rowhouses, including courtyard rowhouses. Secondary suites and lock-off units are permitted, within limits, to provide flexible housing choices. One-family dwellings with or without secondary suite and/or laneway house are permitted. Height: Max. 11.5 m/partial third storey.

RM-9: Permits a variety of medium density residential buildings, such as low rise apartments, stacked townhouses and rowhouses. Secondary suites and lock-off units are permitted. Height: Max. 13.7 m/4 storeys.

Commercial Districts (C-1, C-2)*

C-1: The intent is to provide for small-scale convenience commercial establishments, catering typically to the needs of a local neighbourhood and consisting primarily of retail sales and certain limited service functions, and to provide for dwelling uses designed to be compatible with commercial uses. Height: Max. 10.7 m.

C-2: The intent is to provide a wide range of commercial uses serving both local and citywide needs, as well as residential uses, along arterials. Height: Max. 13.8 m.

Industrial Districts (I-2, M-2)*

I-2: Permits industrial and other uses that are generally incompatible with residential land use but are beneficial in that they provide industrial and service employment opportunities or serve a useful or necessary function in the city. Height: Max. 30.5 m.

M-2: Permits industrial and other uses that are incompatible or potentially dangerous when situated in or near residential districts. Height: Max. 30.5 m.

Comprehensive Development Districts (CD-1)

A separate bylaw exists for each area or site zoned CD-1 which is tailor-made to the intended form of development.

As of May 2015, there are 87 CD-1 zones in the Corridor study area.

* Please note that the information provided here is for general reference only. For detailed bylaw information, refer to the Zoning and Development Bylaw 3575.

<http://vancouver.ca/your-government/zoning-development-bylaw.aspx>

1.7 Neighbourhood Areas Key Points

Phase 2 of the Cambie Corridor program identified five unique neighbourhoods:

- Cambie Village
- Queen Elizabeth
- Oakridge Town Centre
- Langara/Marpole
- Marine Landing/Marpole

The *Cambie Corridor Plan* (2011) describes each neighbourhood's character and specifies land uses, heights and densities.

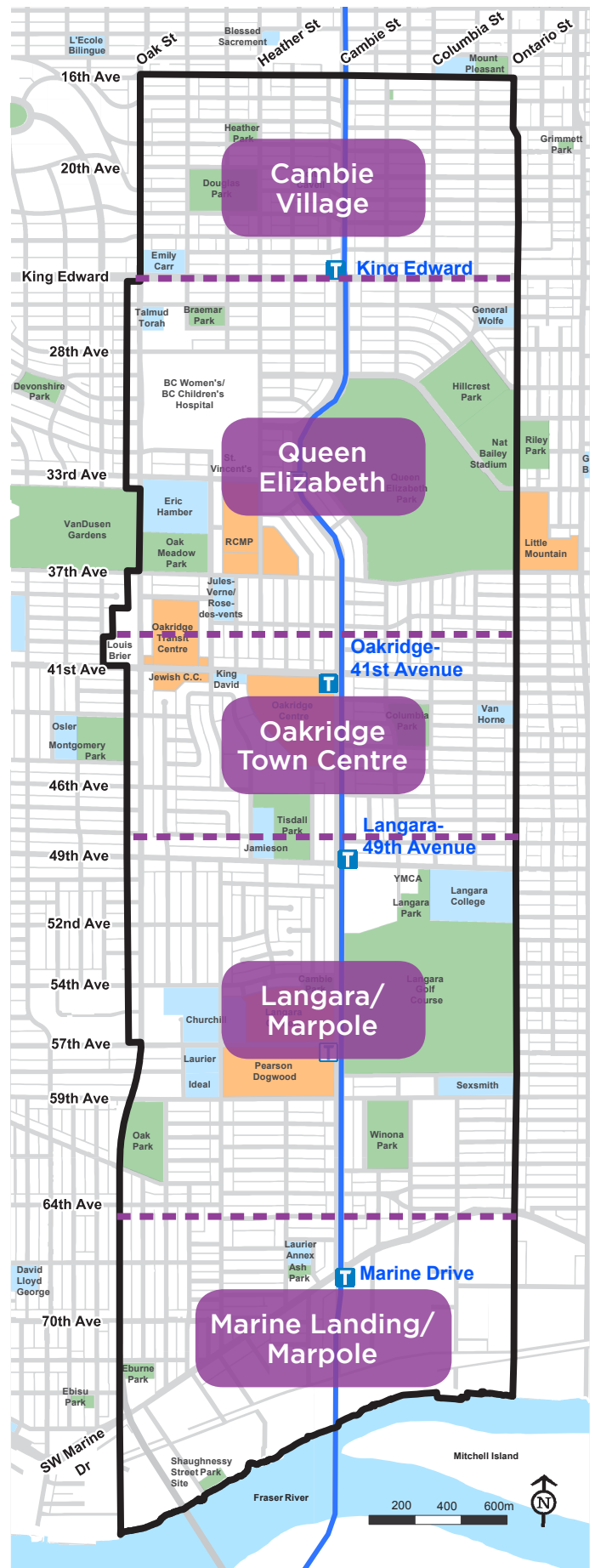










Figure 1.7: Neighbourhoods and Canada Line

LEGEND

	Phase 3 Study Area		Neighbourhood Area
	Parks and Open Spaces		Canada Line
	Schools/ Education		Transit Station
	Major Project Sites		Potential Canada Line Station

Cambie Village (West 16th Avenue to King Edward Avenue)

Context/character

- Centered on the “Village” - a local, walkable low-rise mixed-use shopping area on Cambie Street between West 16th Avenue and West 19th Avenue, including three blocks of purpose-built rental apartments.
- Access to Canada Line via King Edward station at south end of neighbourhood.
- Neighbourhood is edged with multi-family residential along West 16th Avenue and Oak Street.
- Neighbourhoods off-Cambie are characterized by quiet tree-lined streets with separated sidewalks and on-street parking.

Housing and lot pattern

- Largely single-family homes, with some duplexes and multiple conversion dwellings.
- 60% of single-family zoned properties (RS-1, RS-5 and RS-7) were constructed pre-1940; the area includes many character homes.
- Many homes have secondary suites.
- Notable laneway house construction east of Cambie.
- Standard subdivision (33’ wide) pattern, shallow building setbacks, and short blocks.

Figure 1.8: Cambie Village neighbourhood



LEGEND

	Parks and Open Spaces		Neighbourhood
	Schools/ Education		Canada Line Station



Artist illustration of the future vision for Cambie Street at King Edward (*Cambie Corridor Plan*, 2011)

Queen Elizabeth (King Edward Avenue to West 39th Avenue)

Context/character

- Queen Elizabeth Park (Vancouver’s second largest park) and Cambie Heritage Boulevard are key contributors to ‘park-like’ character of neighbourhood.
- New mid-rise (6 storey) apartments with townhomes at the rear planned along Cambie Street. Special design considerations for areas across from Queen Elizabeth Park.
- New 4 storey apartments with townhomes at the rear planned along King Edward Avenue.
- Access to King Edward Canada Line station and potential station at West 33rd Avenue.
- Off-Cambie areas characterized by pockets of single-family houses between large sites.
- Area predominantly characterized by many large sites and amenities: Queen Elizabeth Park & Nat Bailey Stadium, Women’s and Children’s Hospitals, RCMP Barracks, Oakridge Transit Centre, Eric Hamber Secondary, Hillcrest Recreation Centre, and 3 more parks.




Housing and lot pattern

- Mostly single family, with a small pocket of townhouses.
- Large proportion of homes constructed 1940-1970; most construction since 1970 is east of Cambie. Very few pre-1940s.
- Few single-family homes have secondary suites.
- Large lots (48’ to 60’ wide) with deep building setbacks.

Figure 1.9: Queen Elizabeth neighbourhood



LEGEND

	Parks and Open Spaces		Neighbourhood
	Schools/ Education		Canada Line Station
	Major Project Sites		Potential Canada Line Station



Artist illustration of the future vision for Cambie Street and 33rd Avenues (Cambie Corridor Plan, 2011)

Oakridge Town Centre (West 39th Avenue to West 48th Avenue)

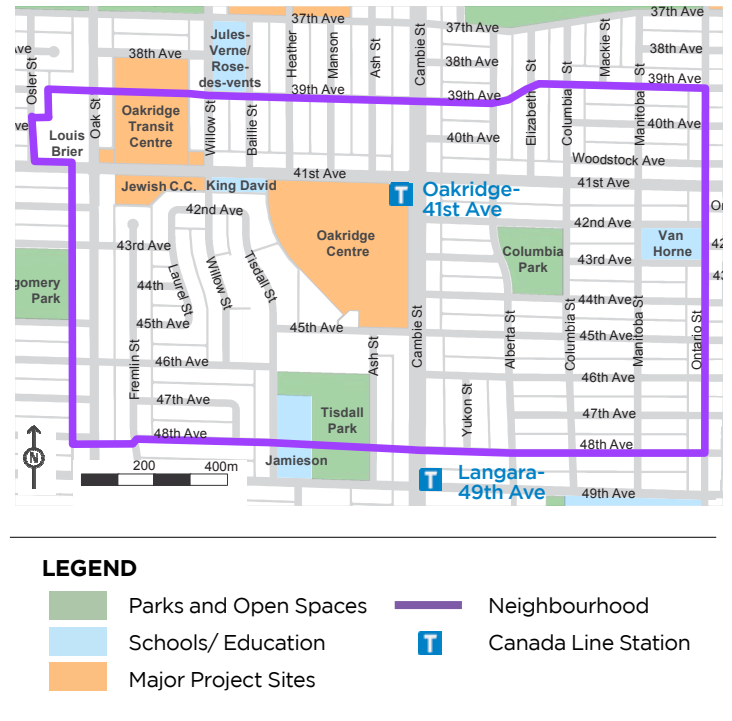
Context/character

- Geographic 'centre' of Canada Line and the city; stations at the north (Oakridge-41st Avenue) and south (Langara-49th Avenue) boundaries of the neighbourhood.
- Oakridge is a regionally designated Municipal Town Centre.
- Significant transit hub where Canada Line meets West 41st Avenue east-west transit route.
- Along with Marine Landing, the area will have the most significant concentration of urban uses and densities along the Corridor.
- Planned mix of retail, office and commercial uses along Cambie Street; mid-rise (6 to 10 storeys) with higher buildings at West 41st Avenue and Cambie Street.
- Cambie Plan allows for Phase 3 to reconsider density/height of parcels immediately adjacent to the intersection of Cambie and West 41st Avenue.
- Recently approved (in principle) Oakridge Centre redevelopment will include significant number of new units, employment, commercial space, a civic centre (including a new community centre) and open space.
- Oakridge Transit Centre policy statement planning work is currently underway.
- Close connection with neighbourhood node at Oak Street and West 41st Avenue.

Housing and lot pattern

- Areas behind Cambie Street and Oakridge primarily single-family with large lots (50'+ width).
- West of Cambie Street: diverse mix of housing types
 - Large pocket of purpose-built rental housing southwest of Oakridge Centre.
 - Majority of single-family homes constructed 1940 to 1970.
 - Circuitous street pattern, with long blocks and large multi-family parcels, limiting east-west connectivity
 - Deep front yard setbacks, mixed tree plantings, lack of sidewalks

Figure 1.10: Oakridge Town Centre neighbourhood



Artist illustration of the future vision for Cambie St. and West 41st Ave. (Cambie Corridor Plan, 2011)

- East of Cambie: all single family; diverse mix of building ages, between 1940 and present
 - Many recently constructed homes
 - Typically 50' wide lots near Cambie, decreasing in size east of Alberta Street.
 - Few single-family homes have secondary suites.

Langara/Marpole (West 48th Avenue to West 64th Avenue)

Context/character

- Includes a number of significant amenities (parks, golf course, YMCA), notable educational institutions (Langara College, Churchill Secondary) and health/care facilities (Pearson, St. Vincent's, Amherst Hospitals).
- Residential areas have a suburban character; pockets of single-family with cul-de-sacs and many streets without sidewalks.
- Langara-49th Avenue station will evolve as a focal point for the Langara neighbourhood, providing convenient access to Langara College, the YMCA, Langara Golf Course, and Tisdall Park.
- Potential station at West 57th Avenue will support transit-oriented redevelopment of two large sites: Langara Gardens and Pearson Hospital site, which will include housing, care services, retail and commercial, childcare, park space and a new/relocated YMCA.
- Cambie Plan (arterial) allows new low and mid-rise residential buildings on West 49th Avenue, and along the west side of Cambie Street south of the station.
- Marpole Community Plan (south of West 57th Avenue) allows for townhouses and low-rise apartments east of Cambie Street, south of West 58th Avenue.








Housing and lot pattern

- Mix of housing: low-rise apartments, townhouses, single-family.
- Pronounced differences in single-family character between areas north of West 57th Avenue and south of West 57th Avenue.
- Single-family character north of West 57th Avenue:
 - Cul-de-sac street pattern
 - Mostly built between 1940-1970
 - Lot widths 50'+
 - Very few secondary suites
- Single-family character south of West 57th Avenue:
 - Mix of lot sizes (33' to 50')
 - Age of construction varies
 - Aside from Cambie Village, largest number of pre-1940s houses in Corridor
 - Many secondary suites

Figure 1.11: Langara neighbourhood



LEGEND

	Parks and Open Spaces		Neighbourhood
	Schools/ Education		Canada Line Station
	Major Project Sites		Potential Canada Line Station
	Marpole Community Plan		



Artist illustration of the future vision for Cambie Street and 49th Avenues (Cambie Corridor Plan, 2011)

Marine Landing/Marpole (south of West 64th Avenue)

Overview

- Planning for this area was completed through the *Cambie Corridor Plan* (2011) and the *Marpole Community Plan* (2014).
- Marine Landing is being transformed into a vibrant high density urban area that responds to its evolving residential context, adjacent industrial area, and relationship to the Fraser River.
- Mixed-use hub at SW Marine Drive and Cambie Street will offer new job space, shopping and entertainment uses, and housing.
- Along with Oakridge, SW Marine Drive at Cambie Street has the highest building heights along the Corridor.
- The neighbourhoods west of Cambie Street will retain their existing duplex and single-family character.
- Industrial areas south of SW Marine Drive will be retained and enhanced with additional employment opportunities on limited and strategically located sites.




Housing (as permitted through *Cambie Corridor Plan* and *Marpole Community Plan*)

- High rises at the Canada Line station.
- Social housing opportunities near the SW Marine Drive and Cambie Street hub (in towers).
- Existing single-family on the north side of SW Marine Drive and east of Cambie Street will evolve into mid-rise form.
- West of Cambie Street will largely remain as is, with single-family and duplex north of West 70th Avenue, low-rise rental south of West 70th Avenue (mid-rise allowed on West 70th Avenue).

Figure 1.12: Marine Landing neighbourhood



LEGEND

	Parks and Open Spaces		Marpole Community Plan
	Schools/ Education		Neighbourhood
	Major Project Sites		Canada Line Station



Artist illustration of the future vision for Cambie Street south of SW Marine Drive (*Cambie Corridor Plan*, 2011)

1.8 New Developments

Cambie Corridor Rezoning

Up to October 2015, the City approved 31 rezoning applications for new developments in the Cambie Corridor consistent with the Plan. Once built, these projects, along with the redevelopment of Oakridge Centre, will deliver approximately 6,950 new housing units, including:

- 3,400 family sized units (with 2 or more bedrooms)
- 700 rental housing units
- 290 social housing units
- 190 seniors' housing units

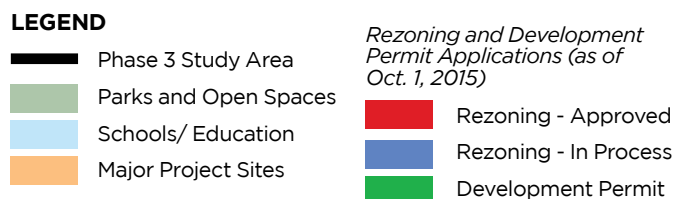
Marpole New Zones

As part of implementation for the recently approved *Marpole Community Plan*, two new zones, the RM-8/RM-8N and the RM-9/RM-9N, were approved by Council in May 2014.

Within the boundaries of Cambie Corridor (between Oak and Ontario Streets), seven development permit applications have been received in the two zones, for a total of 237 units (up to September 2015).

Source: City of Vancouver - Planning and Development Services, 2015.

Figure 1.13: Phase 1 and 2 rezoning applications and Marpole development permit applications



A photograph of a park scene in autumn. A paved path curves through a grassy area with scattered yellow and brown leaves. In the foreground, a young girl in a pink hoodie and light blue pants walks towards the camera, holding a large, bright pink umbrella. Behind her, a boy in a dark jacket and dark pants walks, holding a blue umbrella. Further back, a woman in a green hoodie and a young boy in a green hoodie are also walking, with the woman holding a light blue umbrella. The path is lined with trees and several black lampposts with glowing yellow lights. The overall atmosphere is bright and cheerful.

2.0 Demographics

Data Source

The Cambie Corridor profile uses Statistics Canada Census (2006, 2011) and National Household Survey (2011) data. The study area is shown in Figure 2.1. Due to data limitations, the Census data area slightly differs from the Phase 3 study area boundary.

The Census data study area is divided into sub-sets for North, Central and South regions, as shown in Figure 2.1. The east and west boundaries are different for the Phase 2 and Phase 3 datasets, and therefore there may be some inconsistencies when comparing Phase 2 and Phase 3 data.

Additional data was gathered using BC Assessment Authority (BCAA) information. Most of this information is organized under the 5 neighbourhood areas (Cambie Village, Queen Elizabeth, Oakridge Town Centre, Langara/Marpole, and Marine Landing/Marpole).

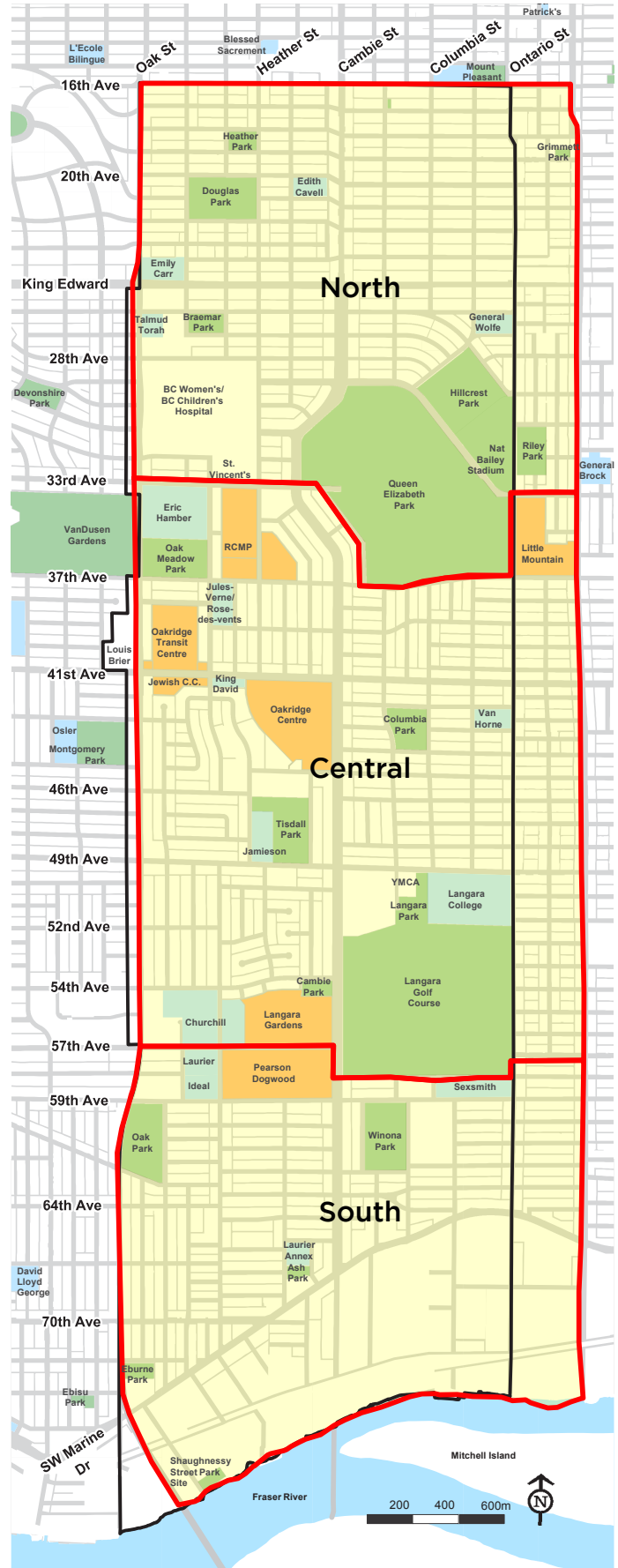


Figure 2.1: Cambie Corridor census data sub-sets

LEGEND

- Phase 3 Study Area
- Parks and Open Spaces
- Schools/ Education
- Major Project Sites
- Census Data Sub-sets

2.1 Population

Population

In 2011, 42,555 people lived in the Cambie Corridor, 7% of the city's population. The population within the Corridor is fairly evenly distributed, with slightly higher proportions in the north and central regions (35% vs. 28% in the south region).

Figure 2.2: Population (2006 and 2011)

Corridor Regions and City of Vancouver					
Census Year	North	Central	South	Corridor Total	City of Vancouver
2011	14,775 (35%)	15,725 (37%)	12,055 (28%)	42,555	603,510
2006	14,120 (33%)	16,405 (39%)	11,795 (28%)	42,320	578,040

Source: Statistics Canada, Census 2011.

Population growth over the last 15 years

The population in the Corridor has increased by 4,200 people in the last 15 years, a change of 11%. The city's population grew by 17% in the same period of time.

Figure 2.3: Population growth in the Corridor and the city (1996-2011)

	Cambie Corridor	City of Vancouver
1996 - 2001	5.6%	6.2%
2001 - 2006	4.5%	5.9%
2006 - 2011	0.5%	4.4%
Growth 1996 - 2011	11.0%	17.4%

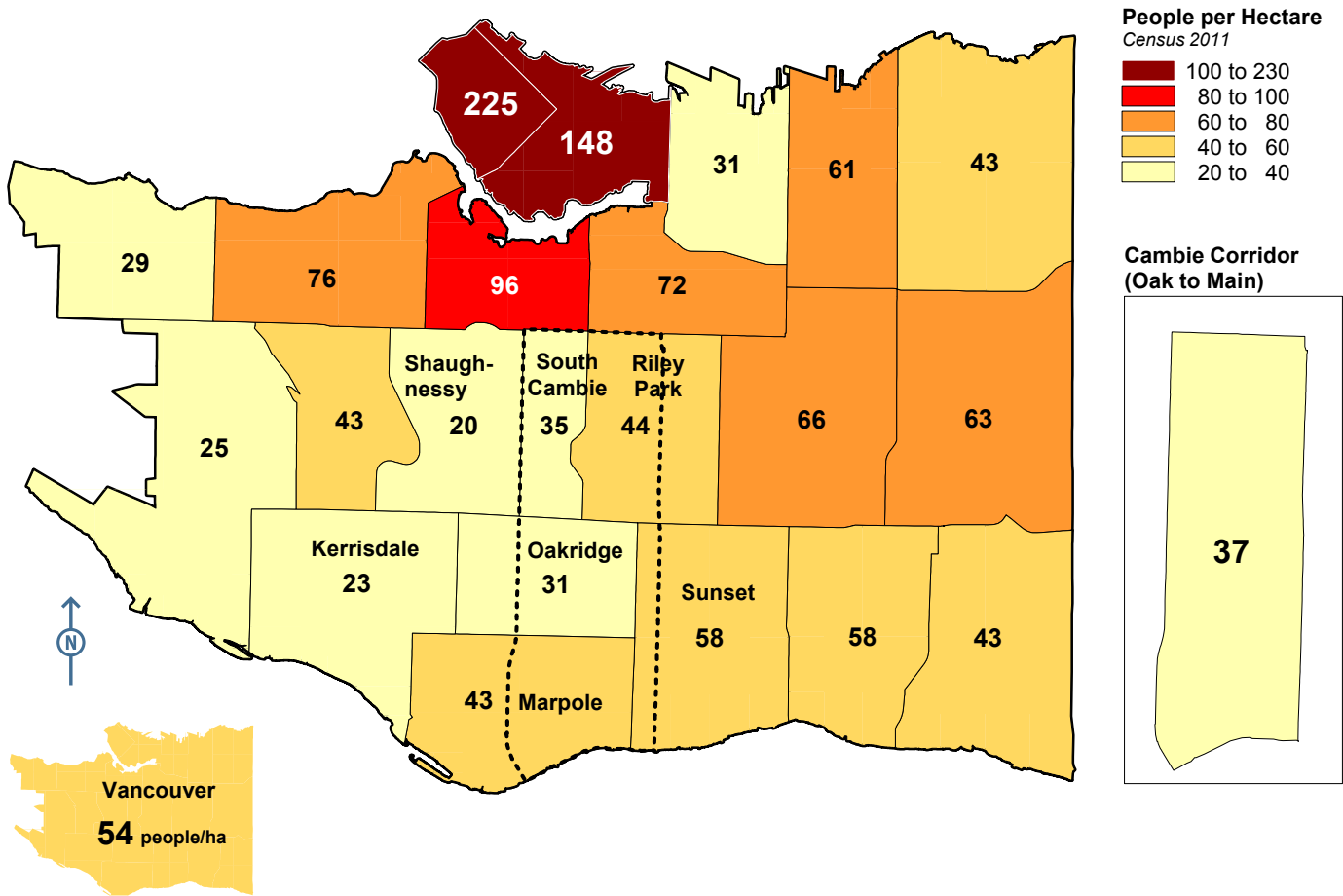
Source: Statistics Canada, Census 2011, 2006, 2001.

Population Density by Local Area

The Cambie Corridor has a lower population density than the city as a whole (37 people/ha in the Corridor, vs. 54 people/ha in the city). The distribution of population is not uniform throughout the Corridor, with higher population densities in the Riley Park local area (44 people/ha) and in Marpole (43 people/ha) and a lower density in the Oakridge local area (31 people/ha).

Source: Statistics Canada, 2011 Census.

Figure 2.4: Population density of the Cambie Corridor and local areas



Population Density by Census Block

The population density by block provides more detail than the population density by local area. The block data shows the distribution of population in the Corridor, with most of the higher density blocks (>50 people per hectare) located in the northern and southern sections of the Corridor. Many blocks in the central portion of the Corridor have fairly low densities of 30 people per hectare or less.

Source: Statistics Canada, Census 2011.

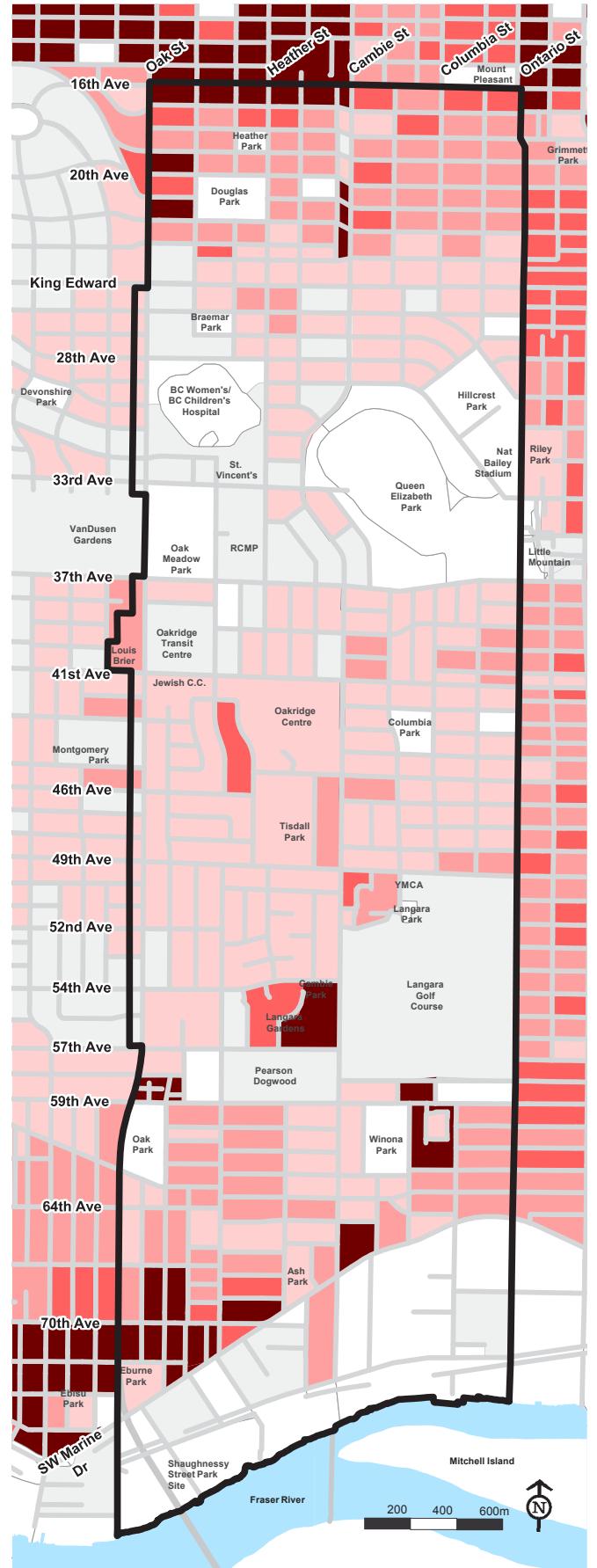









Figure 2.5: Population density by census block

LEGEND

 Phase 3 Study Area	<i>Population density by hectare</i>
	100 and above
	75 to 100
	50 to 75
	25 to 50
	1 to 25
	No population

Age Profile

While the proportion of children and youth aged 19 and under is slightly higher in the Cambie Corridor than in the city as a whole (19% in the Corridor vs. 17% in the city), the proportion of young adults aged 20 to 39 is lower in the Corridor than citywide (29% in the Corridor vs. 34% citywide).

Figure 2.6: Age profile - Corridor and Vancouver

Age	Corridor	Vancouver
19 and under	8,180 (19%)	100,450 (17%)
20 to 39	12,150 (29%)	204,315 (34%)
40 to 64	15,435 (36%)	216,810 (36%)
65 and over	6,790 (16%)	81,935 (14%)

Source: Statistics Canada, 2011 Census.

Within the Corridor, the north section has the highest proportion of young adults aged 20 to 39. The proportion of seniors is highest in the central section, where nearly half of all seniors in the Corridor live.

Figure 2.7: Age profile - Corridor Regions

Age	North	Central	South
19 and under	19%	19%	20%
20 to 39	34%	25%	27%
40 to 64	35%	36%	38%
65 and over	12%	20%	15%

Source: Statistics Canada, 2011 Census.

Age Pyramid

While there are slightly more male children and youth 19 years and younger in the Corridor, there are more females than males in the other age cohorts. The difference generally increases with age, with nearly twice as many females aged 85 years and older than males.

Source: Statistics Canada, 2011 Census.

Figure 2.8: Age breakdown in the Cambie Corridor

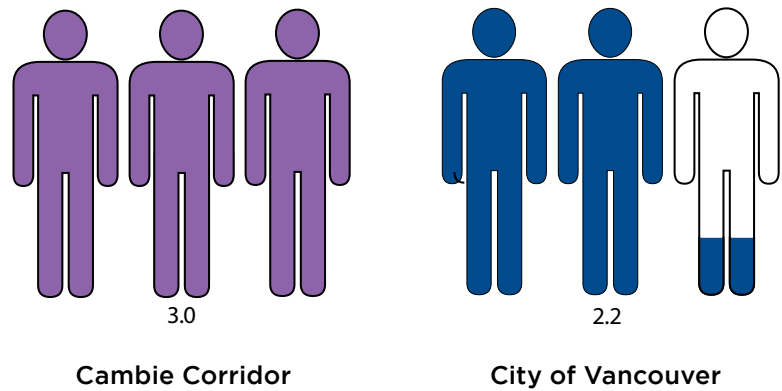


2.2 Households

There are approximately 16,500 households in the Cambie Corridor. Of those, 29% have at least one child under the age of 19 living at home (vs. 22% citywide). The average household size in Cambie Corridor is three persons which is higher than the city average (2.2).

Source: Statistics Canada, 2011 National Household Survey.

Figure 2.9: Average household size



2.3 Language

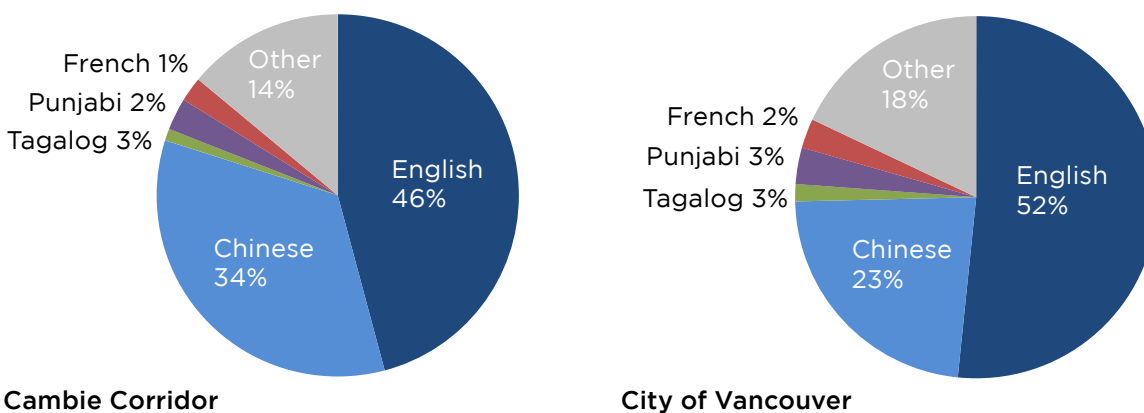
The predominant mother tongue in the Corridor is English (46% vs. 52% citywide), followed by Chinese (34% vs. 23% citywide). Mother tongues refers to the first language learned at home in childhood and still understood by the individual today.

The percentage of residents who have English as their mother tongue is highest in the north portion of the Corridor (69%). The central and south portions of the Corridor have higher proportion of residents with Chinese mother tongues (44%, vs. 15% in the north).

Figure 2.10: Mother tongue in portions of Cambie Corridor

Mother Tongue	North	Central	South	Corridor
English	69%	34%	33%	46%
Chinese*	15%	44%	44%	34%
French	2%	1%	1%	1%
Other	14%	21%	22%	19%

Figure 2.11: Mother tongue in Cambie Corridor and the city



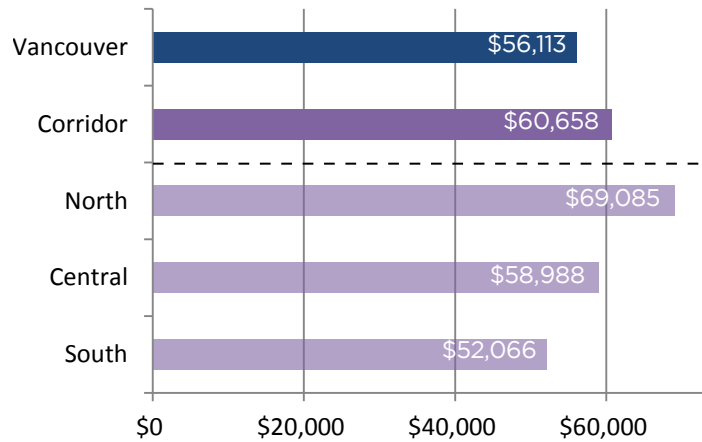
Source: Statistics Canada, 2011 Census.

*Chinese includes: Cantonese, Mandarin, Taiwanese and Chinese not otherwise specified.

2.4 Income

The median household income in the Corridor is \$60,658, which is slightly higher than the city (\$56,113). Incomes are highest in the northern part of the Corridor.

Figure 2.12: Median household income - Vancouver and Corridor regions



Source: Statistics Canada, 2011 National Household Survey.

2.5 Mobility

Approximately 42% of the total population in the Corridor moved since the last census. This is lower than the city in general (46%). The lowest mobility is in the central portion of the Corridor, where only 38% of residents have moved within the previous five years.

Figure 2.13: Mobility - Vancouver and Corridor regions

	Moved in last year	Moved in last 5 years
Cambie Corridor	15%	42%
North	15%	44%
Central	15%	38%
South	15%	45%
Vancouver	18%	46%

Source: Statistics Canada, 2011 National Household Survey.

3.0 Housing



Single-family house in Cambie Village

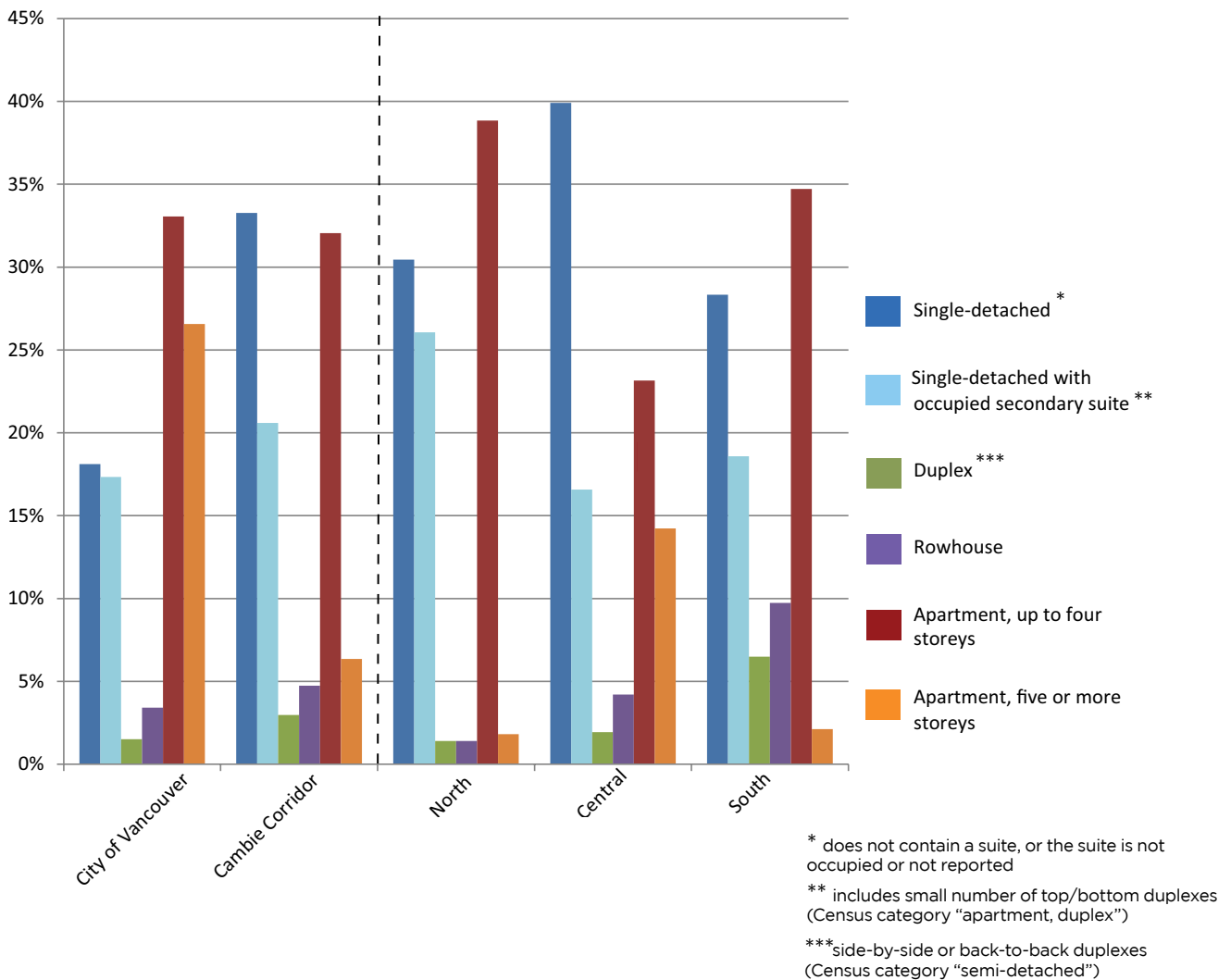
3.1 Dwellings

The Cambie Corridor has 16,450 occupied dwelling units, which is 6% of the total occupied dwelling units in Vancouver. Over 1/2 of the occupied dwelling units in the Corridor are in single-family dwellings (including suites) and 1/3 are in low-rise apartment buildings. Dwelling units in the Corridor tend to be larger than in the city as a whole, with a significantly higher proportion of four or more bedroom units.

Types of Dwellings

Over 1/2 of the occupied dwelling units in the Corridor are located in single-family dwellings (with or without a suite), compared to just over 1/3 in the city as a whole. The north and central sections of the Corridor have the highest percentage of units located in single-family dwellings with or without a suite (56% and 57%), compared to less than half (47%) in the south.

Figure 3.1: Percentage of Types of Occupied Dwelling

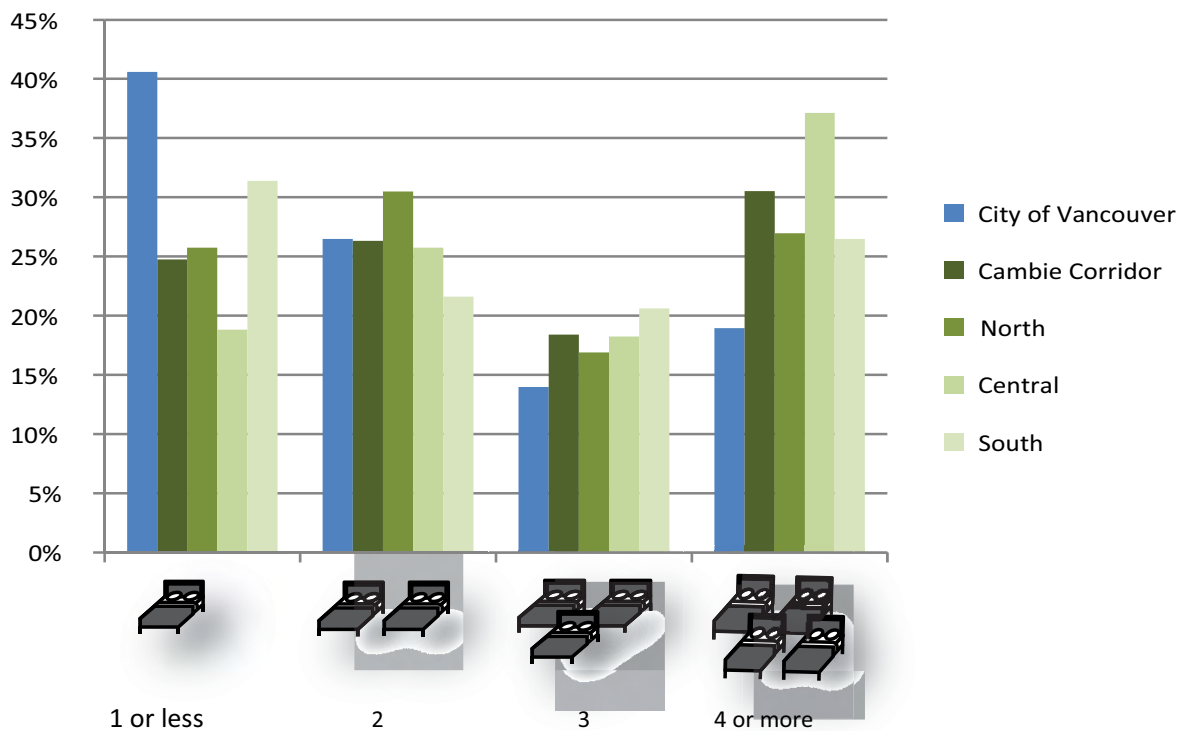


Source: Statistics Canada, 2011 Census.

Number of Bedrooms

Since the Corridor has a higher proportion of single-family dwellings than the city, there is also a higher proportion of dwellings with four or more bedrooms (31% in the Corridor, compared to the city at 19%). Subsequently, the percentage of small units is lower in the Corridor, where only 25% of units have one bedroom or less, compared to 41% citywide.

Figure 3.2: Percentage of Dwelling Types by Number of Bedrooms



Source: Statistics Canada, 2011 National Household Survey.



Rental building in Cambie Village neighbourhood

3.2 Tenure, Shelter Costs and Affordability

There are more owners (57%) than renters (43%) in the Corridor, compared to an almost even split between owners and renters in the city as a whole.

In all parts of the Corridor, and in the city as a whole, more renter households than owner households spend over 30% of their income on housing. The average monthly rents are slightly higher in the Corridor (\$1,140) than in the city (\$1,089). However, average monthly rents in the southern portion of the Corridor are significantly lower (\$957) than in the city and the Corridor. Average monthly shelter costs for owner households are also slightly higher in the Corridor (\$1,456) than in the city (\$1,420).

Figure 3.3: Household Tenure in Cambie Corridor and Vancouver

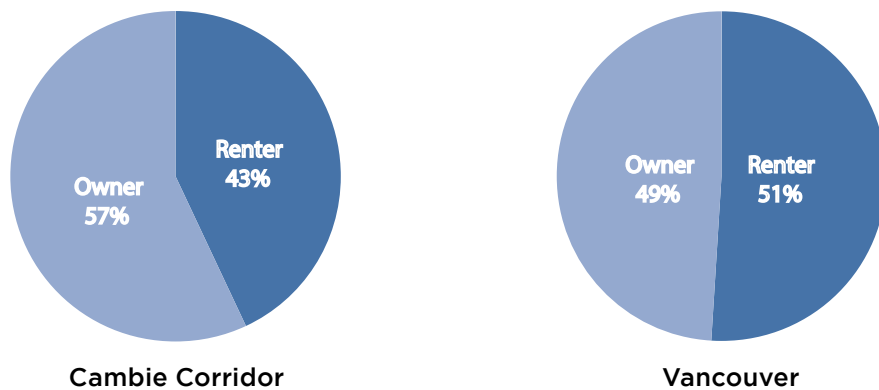
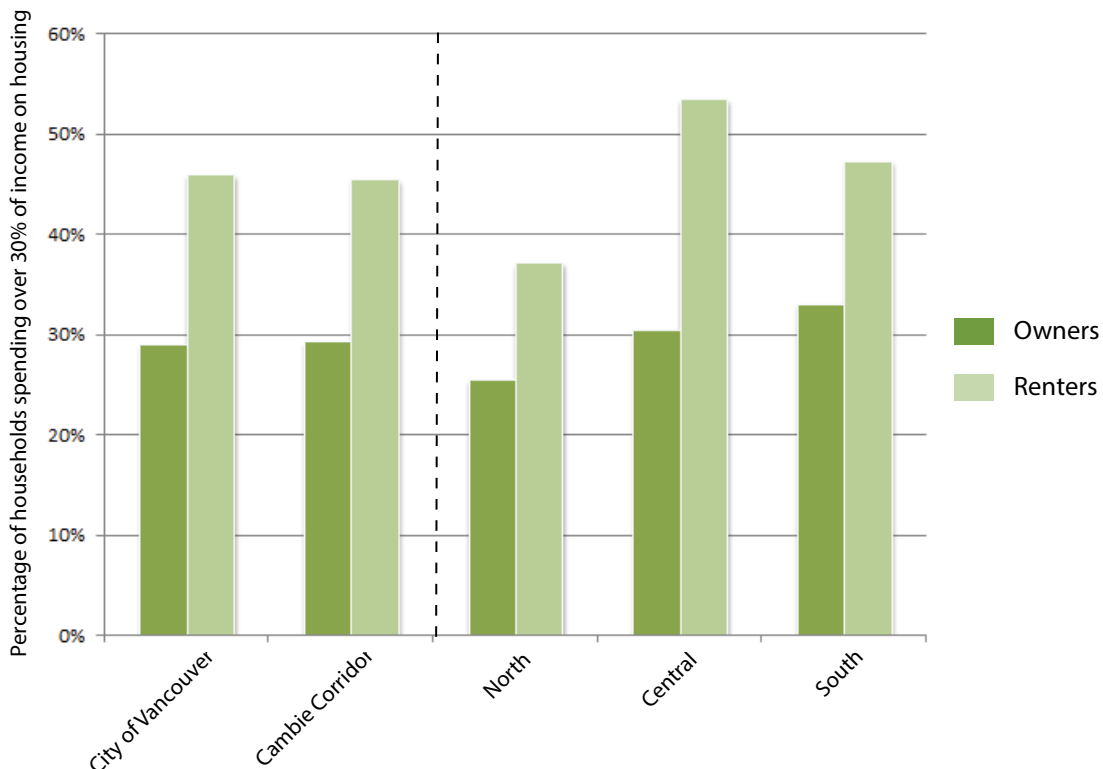


Figure 3.4: Percentage of owner and renter households spending over 30% of income on housing



Source: Statistics Canada, 2011 National Household Survey.

3.3 Non-market Housing

There are 589 units of non-market housing in 14 projects within the Corridor. Non-market rental housing is subsidized and consists of public housing, non-profit housing, and co-operative housing. The Marine Landing area in Marpole, at SW Marine Drive, has the largest concentration of non-market housing within the Corridor.

Of the 589 non-market housing units in the Corridor, 168 are for families, 352 for seniors and 69 for other resident groups.

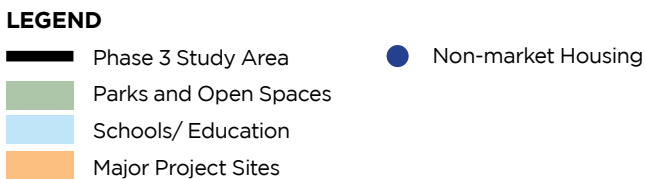
Figure 3.5: Breakdown of non-market unit types within the Corridor

Type of unit	Number of units	%
Studio	164	28%
1 bedroom	255	43%
2 bedroom	124	21%
3 bedroom	46	8%
4 bedroom	0	0%
Total	589	100%

Source: City of Vancouver, Open Data.



Figure 3.6: Non-market housing



3.4 Laneway Housing

In July 2009, Council approved changes to the Zoning and Development By-law to permit the construction of laneway houses in the RS-1 and RS-5 zones. Laneway houses are small houses in the back of the lot, with access to the lane. They cannot be stratified, and are therefore rental housing. In 2013, Council approved the expansion of laneway houses to the remaining RS zones.

Citywide:

- 1,439 permits have been issued; and
- 989 laneway houses have been built.

In Cambie Corridor:

- 158 permits have been issued;
- 108 laneway houses have been built;
- laneway houses can be found in all neighbourhoods of the Corridor;
- the largest cluster is in the southern part of Cambie Village (the northern part of Cambie Village, north of West 20th Avenue, is zoned RS-7, and laneway houses have only been permitted in this zone since 2013).

Source: City of Vancouver - Planning and Development Services (data up to and including October 31, 2014).

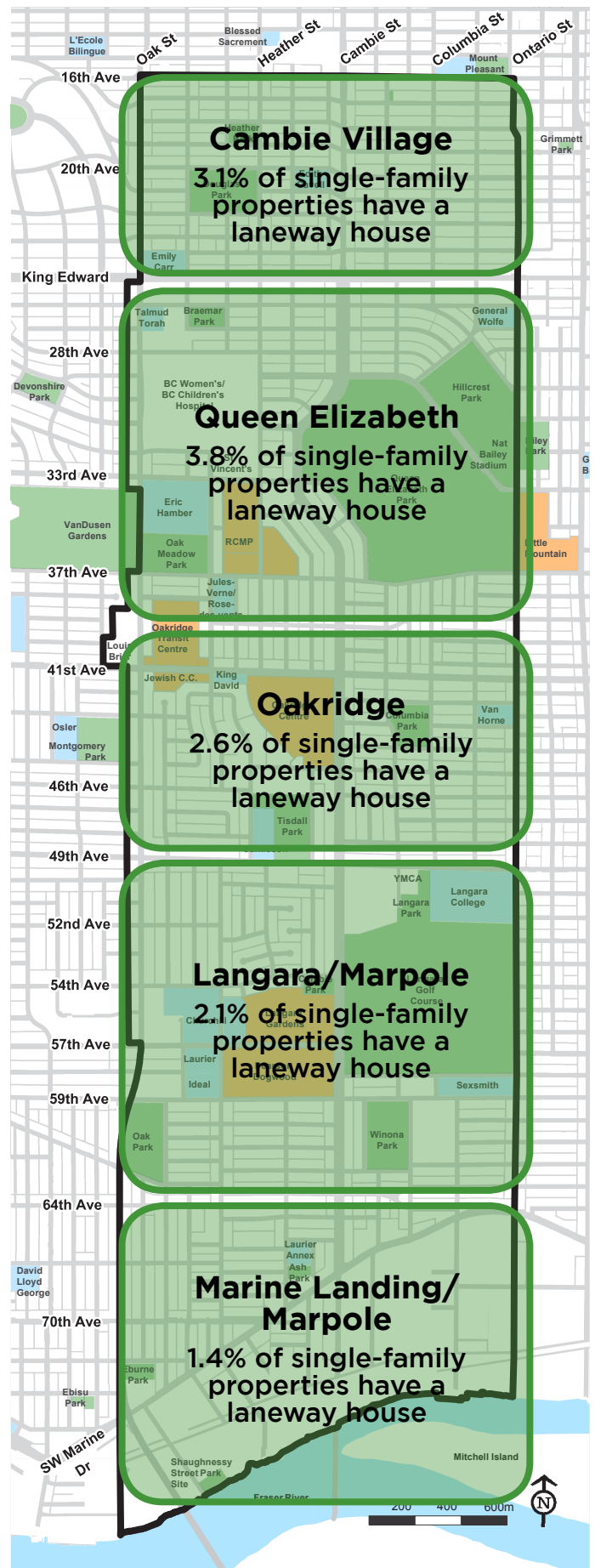


Figure 3.7: Properties with a laneway house

LEGEND	
	Phase 3 Study Area
	Neighbourhood
	Parks and Open Spaces
	Schools/ Education
	Major Project Sites

3.5 Secondary Suites

Secondary suites are self-contained dwelling units that have been created within a larger principal dwelling (i.e. in most cases within a single-family house). Secondary suites must have their own kitchen and bathroom. Since 2004, secondary suites have been permitted in single-family dwellings in all RS, RT, and RM zones.

Many suites were created without permits, and it is therefore difficult to get an accurate understanding of the total number of secondary suites. However, BCAA assessment data gives a good indication of the minimum number of suites. Approximately 42% of all single-family dwellings in Vancouver, or 32,000 had a secondary suite in 2013.

In Cambie Corridor, approximately 1,600 houses, or 28% of all single-family dwellings, had suites in 2013. The highest concentration of secondary suites (48% of all single-family dwellings) is in Cambie Village. In this area, secondary suites were permitted through zoning prior to the citywide approval of suites in 2004.

Sources: BCAA 2013 and City of Vancouver The role of secondary suites: Rental Housing Strategy - Study 4 (2009).

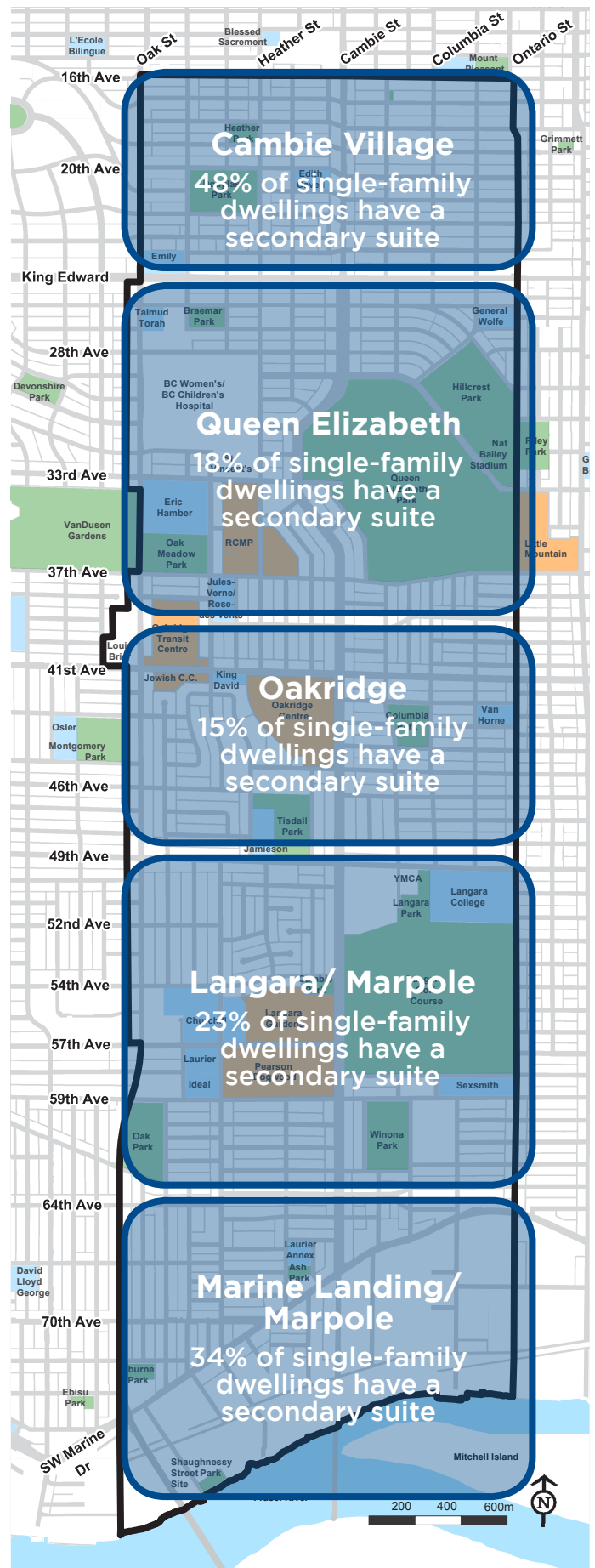







Figure 3.8: Single-family dwellings with secondary suites

LEGEND

-  Phase 3 Study Area
-  Neighbourhood
-  Parks and Open Spaces
-  Schools/ Education
-  Major Project Sites



4.0 Built Form

New mixed-use development on Cambie Street

4.1 Period of Construction

Period of Construction by decade

Since 1900, over 6,350 buildings have been constructed in the Corridor (up to and including 2014). 18% of these were constructed prior to 1940, of which the vast majority (87%) are located in the Cambie Village neighbourhood.

Source: City of Vancouver - Planning and Development Services.

Figure 4.1: Breakdown of the period of construction by Corridor neighbourhood

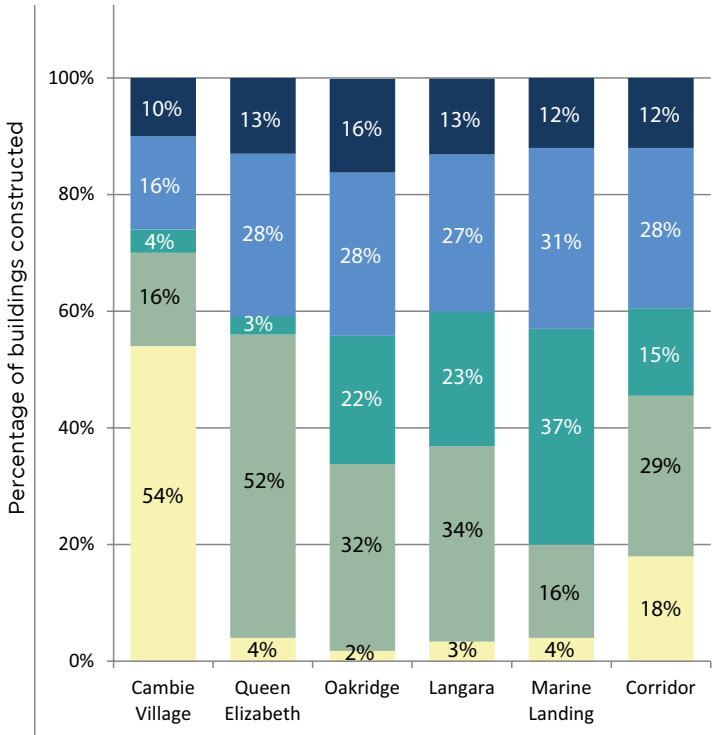
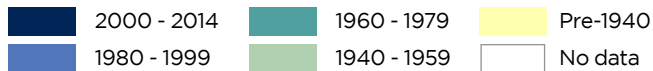


Figure 4.2: Period of construction

LEGEND

Phase 3 Study Area

Year constructed



Period of Construction - Cambie Village Residential

The Cambie Village neighbourhood has approximately 1,685 single-family (RS-1, RS-5, RS-7) zoned properties. 60% of these houses were constructed before 1940, 30% between 1940 and 1999, and only 10% between 2000 and 2014.

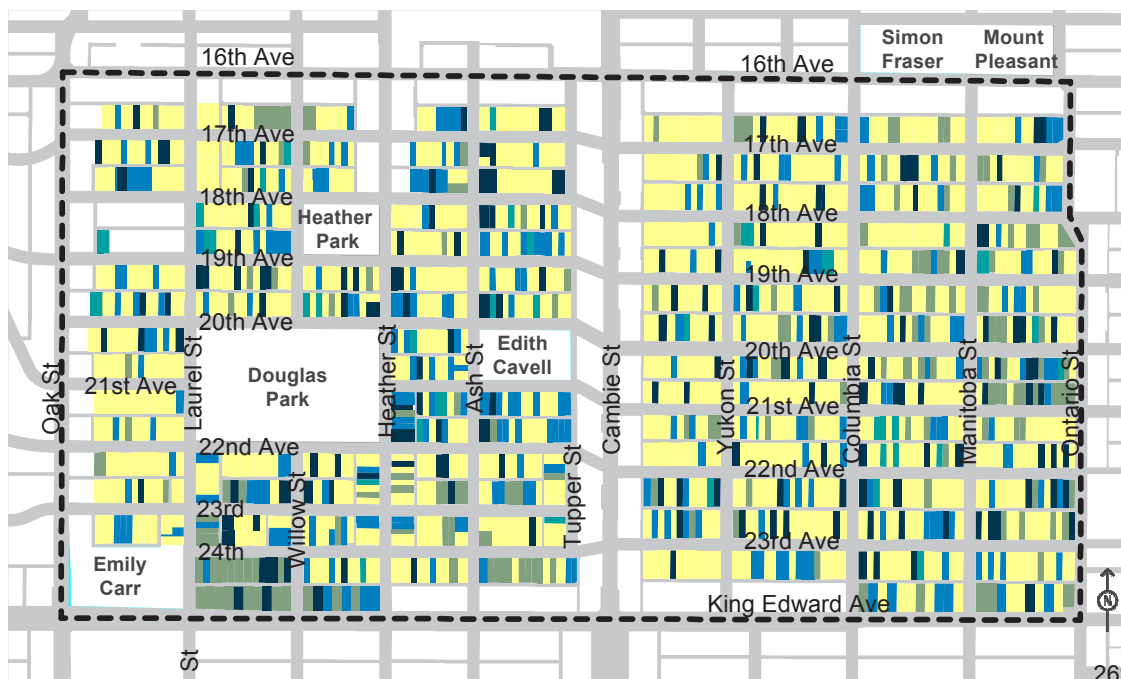
Source: City of Vancouver - Planning and Development Services

Note: Analysis includes single-family residential sites (RS-1, RS-5, and RS-7) and excludes two-family and multiple dwellings, commercial, Phase 2 (core) sites, parks, and schools.

Figure 4.3: Period of construction for RS zoned properties in the Cambie Village neighbourhood

Year Constructed	% of RS zoned properties
Pre-1940	60%
1940-1959	11%
1960-1979	3%
1980-1999	16%
Since 2000	10%

Figure 4.4: Period of construction for RS zoned properties in Cambie Village



LEGEND

Phase 3 Study Area	2000 - 2014	1960 - 1979	Pre-1940
Cambie Village Neighbourhood	1980 - 1999	1940 - 1959	No data

4.2 Site Density

The Cambie Corridor is characterized by a low density built form, which is consistent with single-family and lower density multiple-family zones. Most properties in the Corridor have floor space ratios (FSR) of less than 0.75. Developments built or approved under the *Cambie Corridor Plan* have higher densities.

Sources: City of Vancouver - Planning and Development Services and BCAA 2008.

Note: Analysis includes rezoning applications and development permits approved as of June 11, 2015.

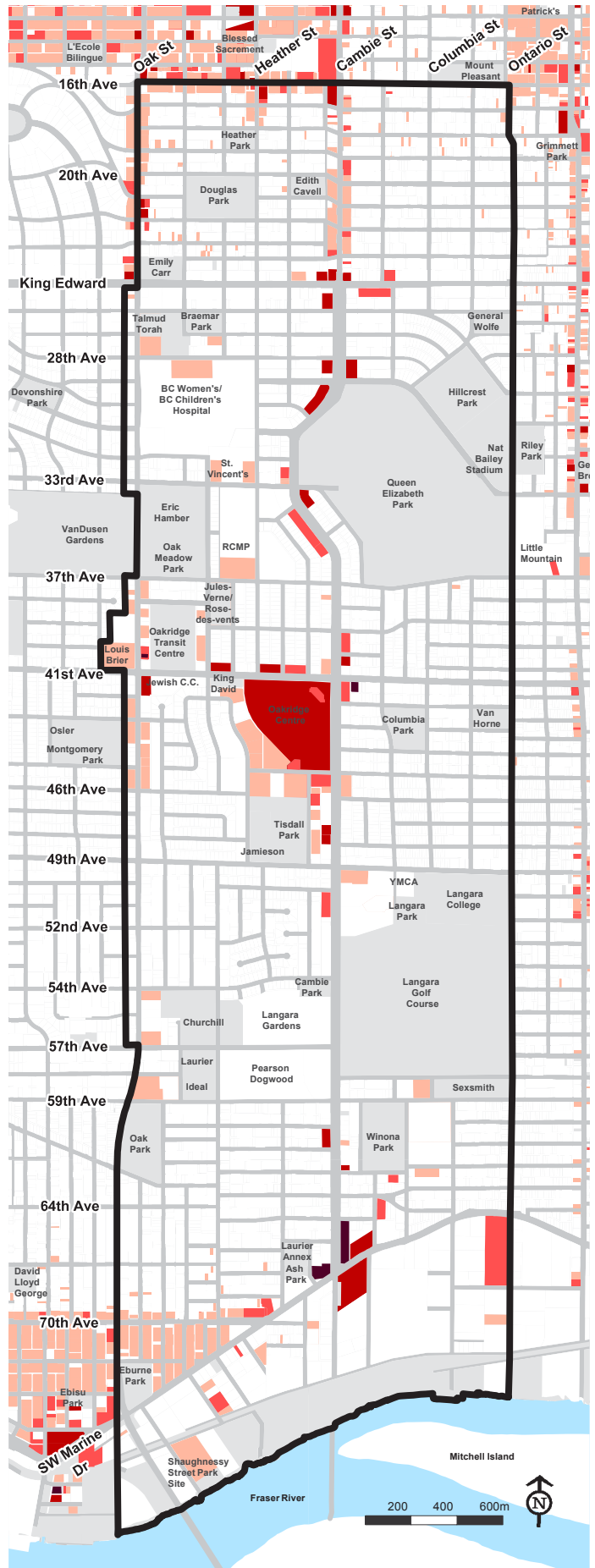
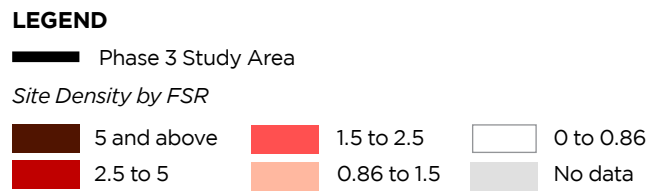


Figure 4.5: Existing and approved site densities as of June 11, 2015



4.3 Lot Size

Lot Depth

The vast majority of parcels in the Cambie Corridor have lot depths of 120' or greater. Some areas have shallower lots, most notably in the Langara/Marpole neighbourhood, between West 49th and West 54th Avenues, and east of Cambie Street between West 58th Avenue and SW Marine Drive.

Source: BCAA 2007.

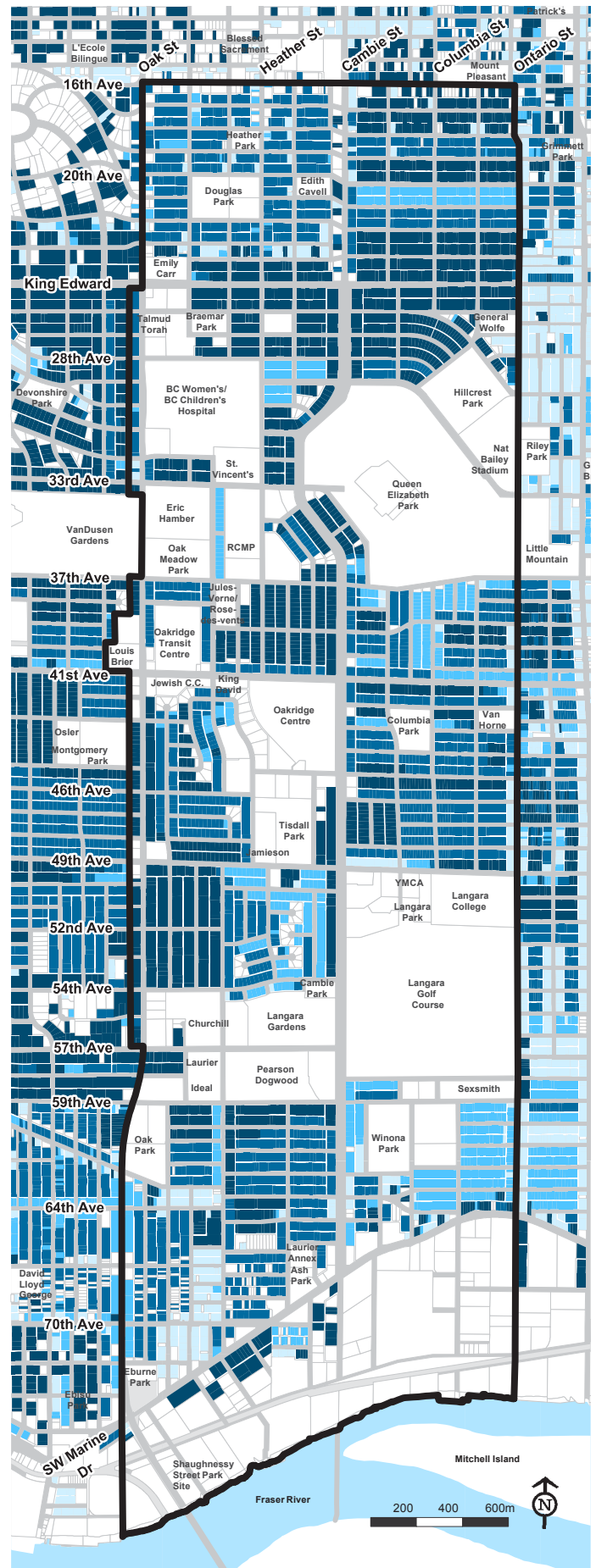
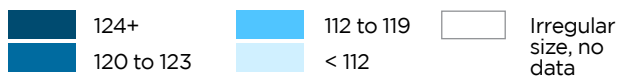


Figure 4.6: Property size by lot depth

LEGEND

Phase 3 Study Area

Lot Depth (in feet)



Lot Width

Cambie Village is characterized predominantly by 33' lots. The Queen Elizabeth neighbourhood and the western portions of Oakridge and Langara have wider lots of 50' or more. Langara south of West 57th Ave and Marine Landing have predominantly medium width lots, ranging from 40' to 50'.

Source: BCAA 2001.

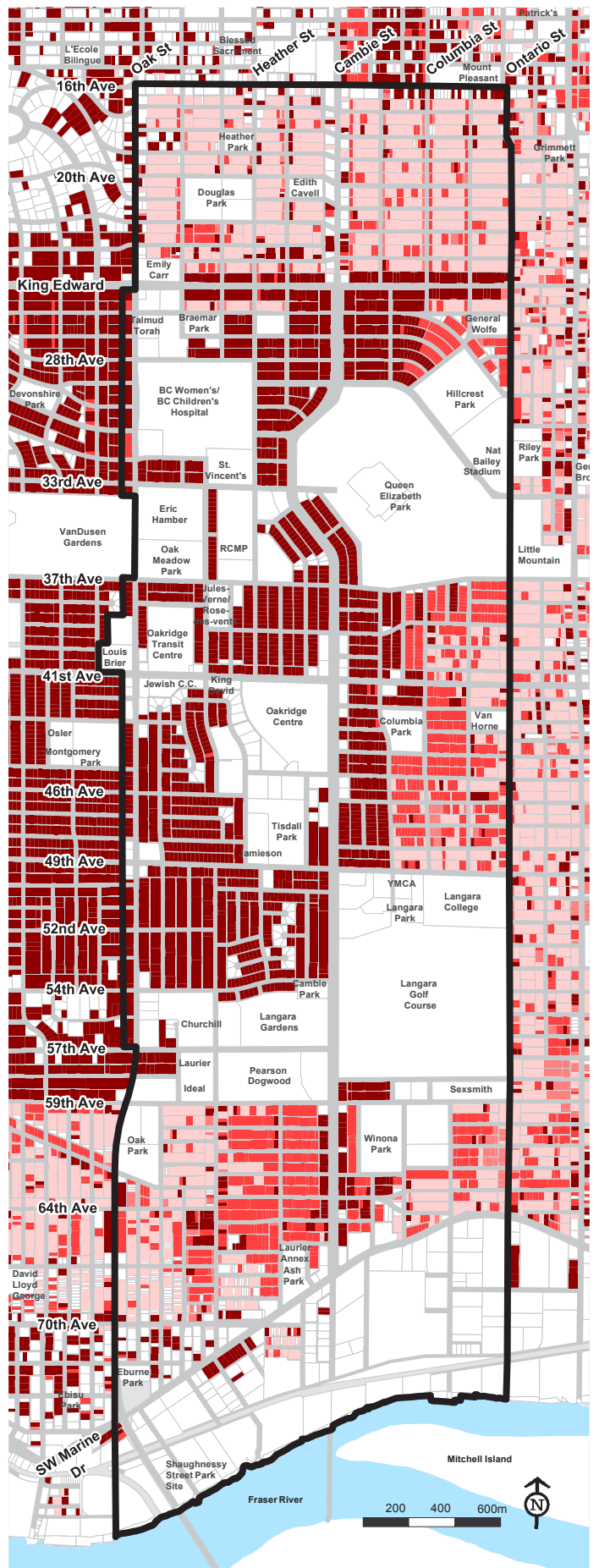
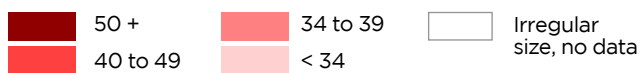


Figure 4.7: Property size by lot width

LEGEND

Phase 3 Study Area

Lot Width (in feet)



5.0 Economy



Business in Cambie Village



Ronald MacDonald House

5.1 Employment and Commercial Areas

The Cambie Corridor includes several employment and commercial areas, and many jobs in healthcare, industrial and retail businesses, and education are located in the Corridor.

Oakridge Town Centre is a Municipal Town Centre, identified in Metro Vancouver's *Regional Growth Strategy* (2011) and Vancouver's *Regional Context Statement* (2013).

There is one Business Improvement Area (BIA) that falls within the Corridor study area. The Cambie Village BIA includes the portion of Cambie Street from King Edward Avenue running north to False Creek.


Local employment and commercial areas include:

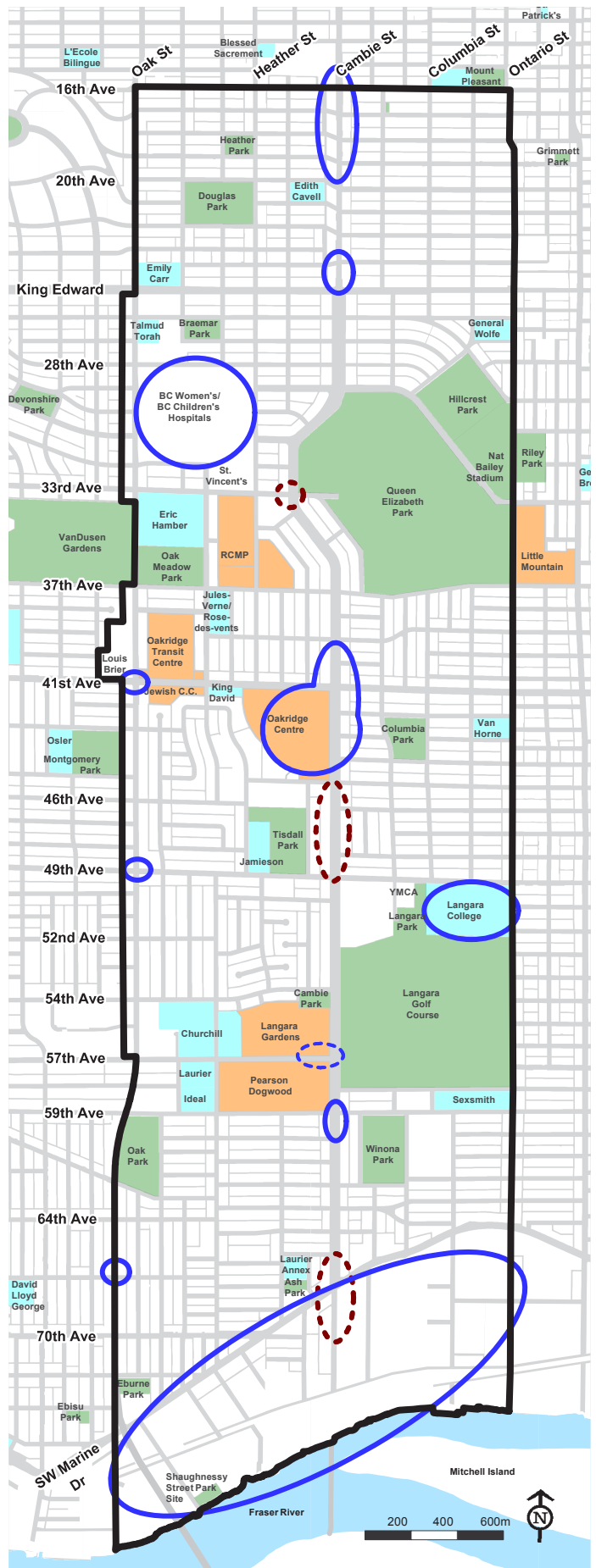
- Cambie Village
- BC Women's and Children's Hospitals
- Oakridge Town Centre and Oakridge Centre mall
- Langara College
- South Vancouver Industrial Area (south of Southwest Marine Drive)
- Marine Landing (under development)

Small local serving commercial areas are located at Cambie and King Edward and at Cambie and West 59th Avenue, as well as along Oak Street. A future small commercial node is proposed at Cambie and 33rd Avenue.

Figure 5.1: Employment and commercial areas

LEGEND

	Phase 3 Study Area		Existing employment/commercial area
	Parks and Open Spaces		Existing and expanded future employment area
	Schools/ Education		Future commercial area
	Major Project Sites		



5.2 Businesses and Major Employers

Within the Corridor study area (Oak Street to Ontario Street, West 16th Avenue to the Fraser River):

- 1,658 businesses employ 20,883 people (employees on site),
- nearly 600 businesses have only one employee on site, and many of these are home based businesses; and
- the vast majority of businesses (over 1,400) are small, with 10 employees or less.


The largest employers within the Cambie Corridor are BC Women’s and Children’s Hospitals, Langara College, the G.F. Strong Rehabilitation Centre, and Canadian Blood Services. The two sites with the largest number of jobs are the BC Women’s and Children’s Hospital complex and Oakridge Centre.

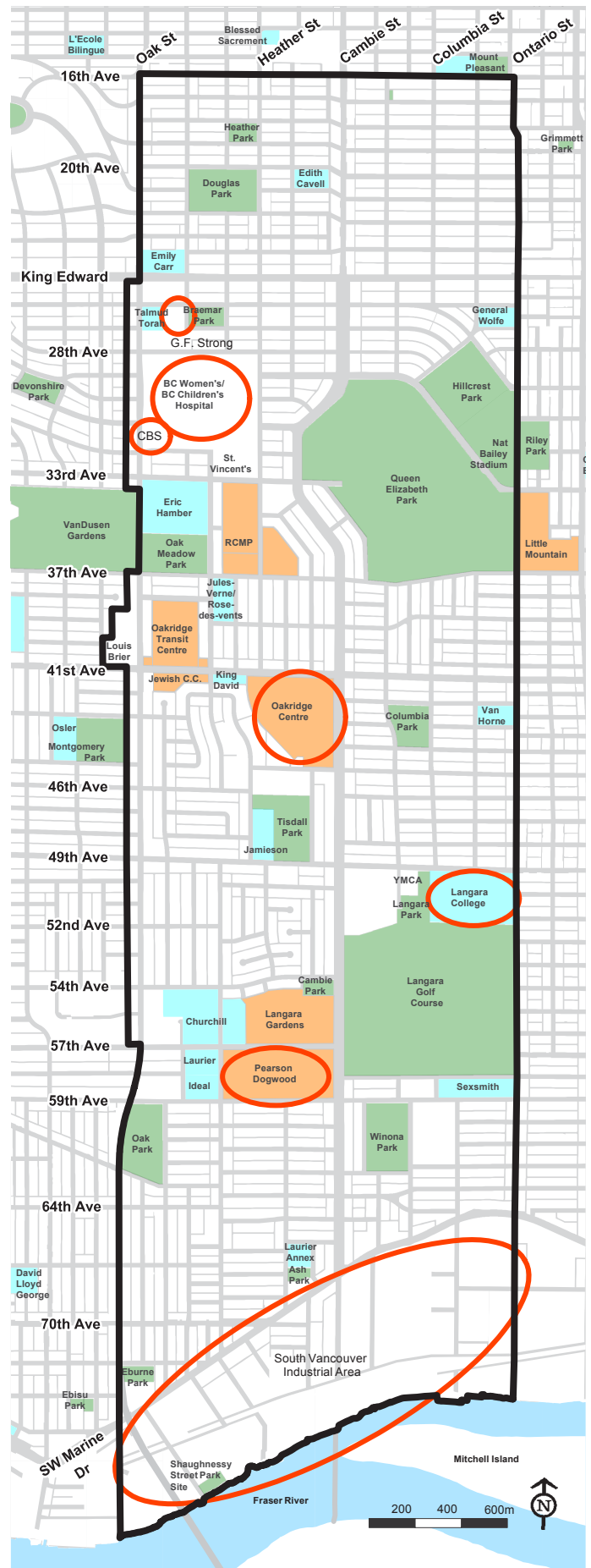
Source: Dun & Bradstreet, 2012.

Note: The City of Vancouver obtained citywide employment data from Dun & Bradstreet. This data is acquired from responses to a questionnaire submitted by employers and records company name and address, employees, and other data related to the company. Work at home employment is also captured in this dataset. The questionnaire was submitted in 2012.

Figure 5.2: Major employers in the Corridor

LEGEND

-  Phase 3 Study Area
-  Parks and Open Spaces
-  Schools/ Education
-  Major Project Sites
-  Major Employers





6.0 Community Facilities and Services

Hillcrest Community Centre

6.1 Community Facilities

The Corridor includes three City-owned community centres and two private recreation centres (YMCA, Jewish Community Centre). Two more community centres are located close to the Corridor and also serve Cambie area residents. The study area falls within the catchment of six existing libraries and five fire halls.

Future community facilities in the Cambie Corridor include a 70,000 square foot civic centre at Oakridge, consisting of a community centre, a library, a seniors centre and a childcare facility. In addition, the City is exploring partnership opportunities with the YMCA at its new Pearson Dogwood location to further serve some of the recreational needs of the community.



Douglas Park Community Centre



Oakridge Library

Community Centres

Three City-owned community centres are located within the Cambie Corridor and two other facilities are located within 1.5 km of the boundary.

Figure 6.1: Community centres serving the Corridor

Community Centre	Neighbourhood
Douglas Park	Cambie Village
Hillcrest	Queen Elizabeth
Marpole-Oakridge	Langara/Marpole
Sunset	Sunset (outside Corridor)
Mount Pleasant	Mount Pleasant (outside Corridor)

Libraries

There are two library branches located within the Corridor with an additional four locations within a 1 km radius of the boundary.

Figure 6.2: Libraries serving the Corridor

Library	Neighbourhood
Terry Salman (Hillcrest)	Queen Elizabeth
Oakridge	Oakridge
Marpole	Marpole (outside Corridor)
South Hill	Sunset (outside Corridor)
Firehall	Fairview (outside Corridor)



Hillcrest Community Centre and Terry Salman Library

Additional Facilities

A number of additional facilities and amenities exist within or close to the Corridor, including seniors' centres, family places, neighbourhood houses, and recreational facilities.

Figure 6.3: Additional facilities in the Corridor

Facility	Neighbourhood
Oakridge Seniors' Centre	Oakridge
Jewish Community Centre	Oakridge
Langara YMCA	Langara
Marpole Oakridge Family Place	Marine Landing - new location
Little Mountain Neighbourhood House	Riley Park (outside Corridor)
Marpole Place Neighbourhood House	Marpole (outside of Corridor)



Figure 6.4: Existing and future community facilities

LEGEND

	Phase 3 Study Area		Fire Hall
	Parks and Open Spaces		Library
	Schools/ Education		Neighbourhood House
	Major Project Sites		Recreation Facility (Private)
	Community Centre		Seniors Centre
	Family Place (under development)		

Childcare

As of 2011, 8,180 children under the age of 19 were living in the Cambie Corridor (19% of the Corridor population). There are approximately 779 licensed group childcare spaces in the Corridor serving children up to age 12.

Figure 6.5: Group childcare spaces in the Corridor

Type of License	Number of Spaces
Under 36 months	48
30 months to school age	244
School Age	487
Total	779










There are 465 licensed preschool spaces in the Corridor providing early childhood education, serving children ages 3 to 4 on a part-time basis (typically half-day sessions one or more days per week, operating September to June).

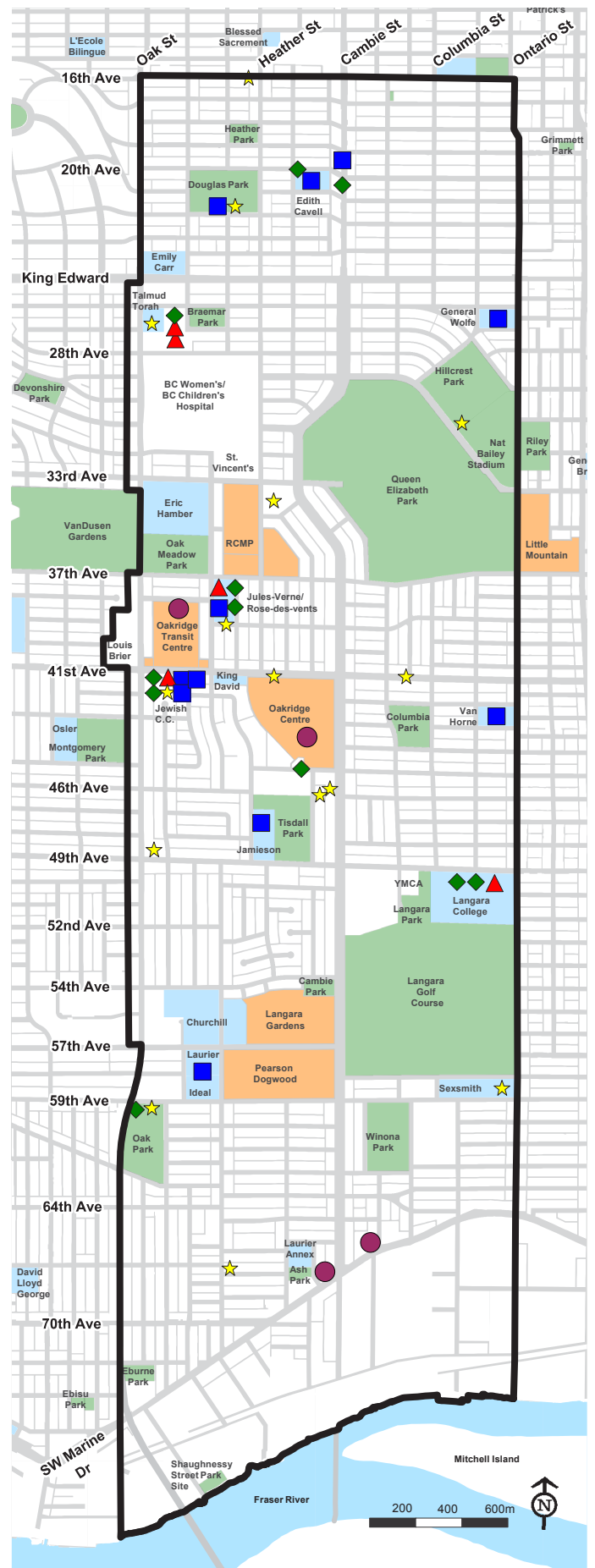
A number of future group childcare facilities with a total of 143 spaces in Cambie Corridor have been approved through rezoning. In addition, one 69-space group childcare facility will be located in the Pearson Dogwood development.

Source: Statistics Canada, Census 2011 and City of Vancouver - Social Policy

Figure 6.6: Existing and future childcare facilities and preschools

LEGEND

	Phase 3 Study Area	<i>Childcare and Preschool</i>
	Parks and Open Spaces	 Group Childcare - School Age (SA)
	Schools/ Education	 Group Childcare (30mths - SA)
	Major Project Sites	 Group Childcare (under 36mths)
		 Preschool (30mths- SA)
		 Future Group Childcare Facility



6.2 Schools and Education

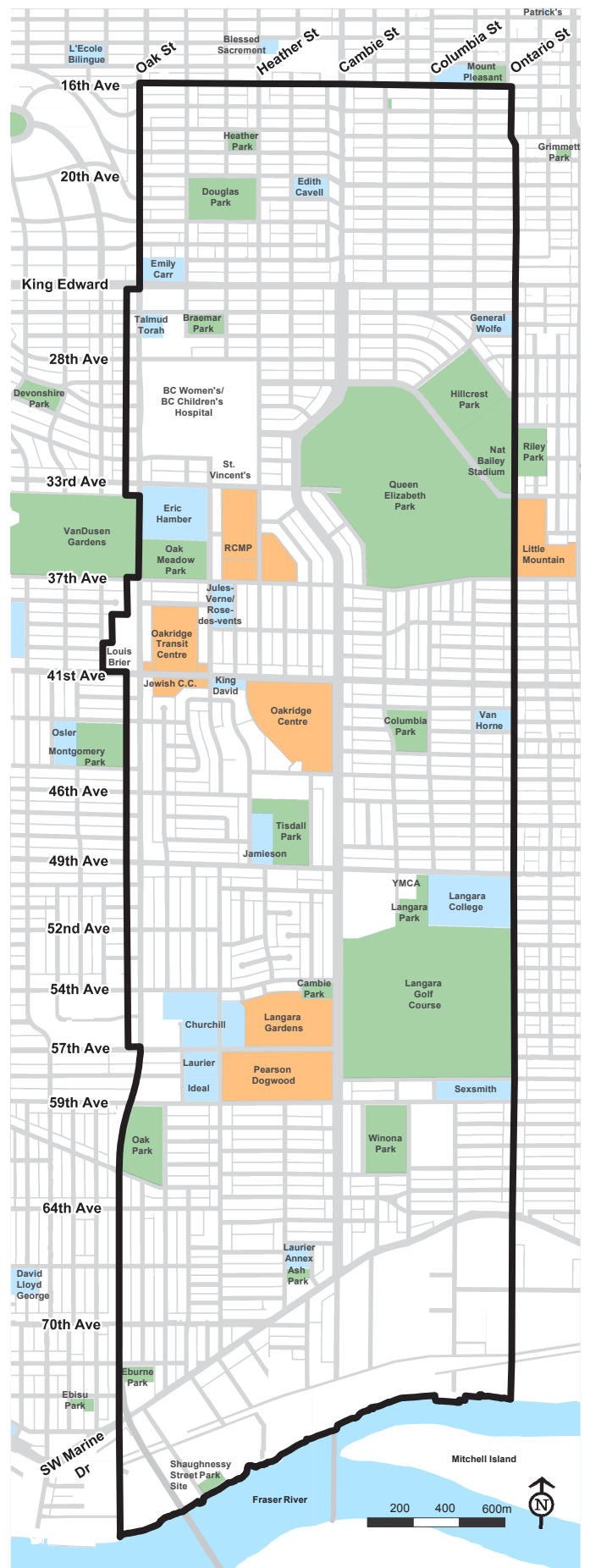
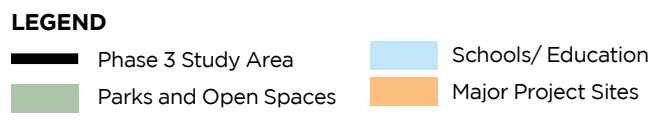
Public and Private Schools

There are 15 schools and one college located in the Corridor. These include nine public and one private elementary schools, and four public and one private secondary schools.

Figure 6.7: Public and private schools in the Corridor

School Name	Type	Neigh.	Operator
Edith Cavell	Elementary	Cambie Village	VSBC
Emily Carr	Elementary	Cambie Village	VSBC
General Wolfe	Elementary	Queen Elizabeth	VSBC
Sir William Van Horne	Elementary	Oakridge	VSBC
Dr. Annie B. Jamieson	Elementary	Oakridge	VSBC
Sir Wilfrid Laurier	Elementary	Langara/Marpole	VSBC
J.W. Sexsmith	Elementary	Langara/Marpole	VSBC
Sir Wilfrid Laurier Annex	Elementary	Langara/Marpole	VSBC
Ecole Rose-Des-Vents	Elementary	Queen Elizabeth	Franco-phone Education Authority (Public)
Talmud Torah	Elementary	Queen Elizabeth	Private
Eric Hamber	Secondary	Queen Elizabeth	VSBC
Sir Winston Churchill	Secondary	Langara/Marpole	VSBC
Ideal (Churchill)	Secondary	Langara/Marpole	VSBC
Ecole Secondaire Jules-Verne	Secondary	Queen Elizabeth	Franco-phone Education Authority (Public)
King David	Secondary	Oakridge	Private
Langara College	Post-Secondary	Langara	Langara College

Figure 6.8: Existing schools and education institutions



6.3 Emergency Services

Capacity/ Renewal/ Expansion

Many of the Vancouver School Board (VSB) schools in the Corridor are currently near or beyond capacity for student enrolment. The provision of schools is a provincial responsibility, and the timing of funding approval is therefore at the discretion of the Ministry of Education.

The most recent renewal was J.W. Sexsmith Elementary at 7455 Ontario Street, where a replacement school with a student capacity of 390 students (Kindergarten to grade 7) was built in 2013.

School capacity and renewal or expansion requirements will be addressed in the Cambie Corridor Phase 3 Planning program, in addition to regular VSB Capital Project planning.

Source: Vancouver School Board.



S.W. Sexsmith Elementary School

Fire Halls

The Corridor is in the response area of five fire halls. There is no fire hall located within the boundary of the Cambie Corridor, however, four halls are located within 1 km of the study area and one additional hall located within 1.5 km.

Figure 6.9: Fire halls serving the Corridor

Fire Hall Name	Location	Distance to Corridor
#3 - Mount Pleasant	2801 Quebec St.	Within 1 km
#4 - Fairview	1475 W. 10th Ave.	Within 1 km
#13 - Riley Park	4013 Prince Albert St.	Within 1.5 km
#18 - Shaughnessy	1375 W. 38th Ave.	Within 1 km
#22 - Marpole	1005 W. 59th Ave	On boundary



Marpole Fire Hall

Community Policing Centres

The Cambie Corridor crosses two Community Policing Centre (CPC) boundary areas. The Kitsilano Fairview CPC is located at 1687 West Broadway and covers the area north of King Edward Avenue. The Kerrisdale Oakridge Marpole CPC is located at 6070 East Boulevard and covers the western part of the Vancouver South region to Ontario Street.

Shelters

There are no shelters located within the Cambie Corridor.

6.4 Health Care Services

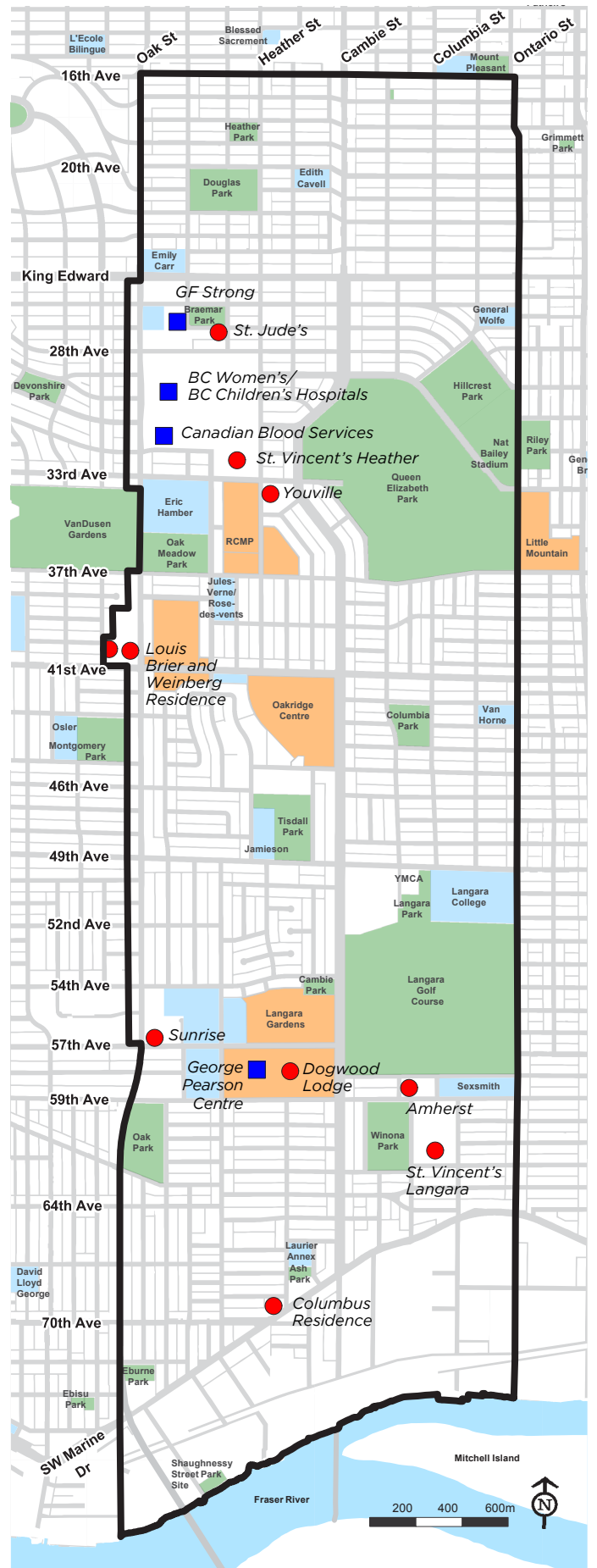
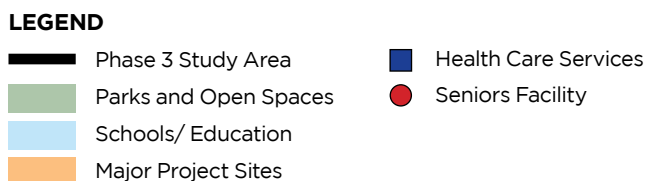
Cambie Corridor has many health care services, several of which are of regional and provincial importance. The health care services in the Corridor include:

- BC Women’s and Children’s Hospitals;
- George Pearson Centre for adults with physical disabilities;
- GF Strong Rehabilitation Centre; and
- Canadian Blood Services.

The Corridor also has a number of significant care facilities for seniors, such as:

- Youville Residence (residential care);
- Honoria Conway at St. Vincent’s Heather (assisted living);
- St. Jude’s Anglican Home (complex care);
- Louis Brier Home and Hospital (residential care) and Weinberg Residence (assisted living and residential care);
- Dogwood Lodge (residential care);
- St. Vincent’s Langara (complex care);
- Sunrise Senior Living (residential care);
- Amherst Private Hospital (residential care); and
- Columbus Residence (residential care).

Figure 6.10: Health care services and seniors’ facilities



6.4 Utilities - Sewer Network

Traditionally, sewers were designed as combined systems, where sanitary sewage and stormwater flow through the same pipe. To protect water bodies from overflow of sanitary sewage, in the early 1970s the City began to separate the sewer system into two systems: one for stormwater, and one for sanitary sewage. Under the provincially-mandated Liquid Waste Management Plan, all combined sewers must be separated by 2050.

The majority of the sewer network in the Corridor consists of combined sanitary and stormwater sewers mains. The systems have been separated in a large portion of Cambie Village and areas south of SW Marine Drive.

Source: City of Vancouver - Data, October 2014.

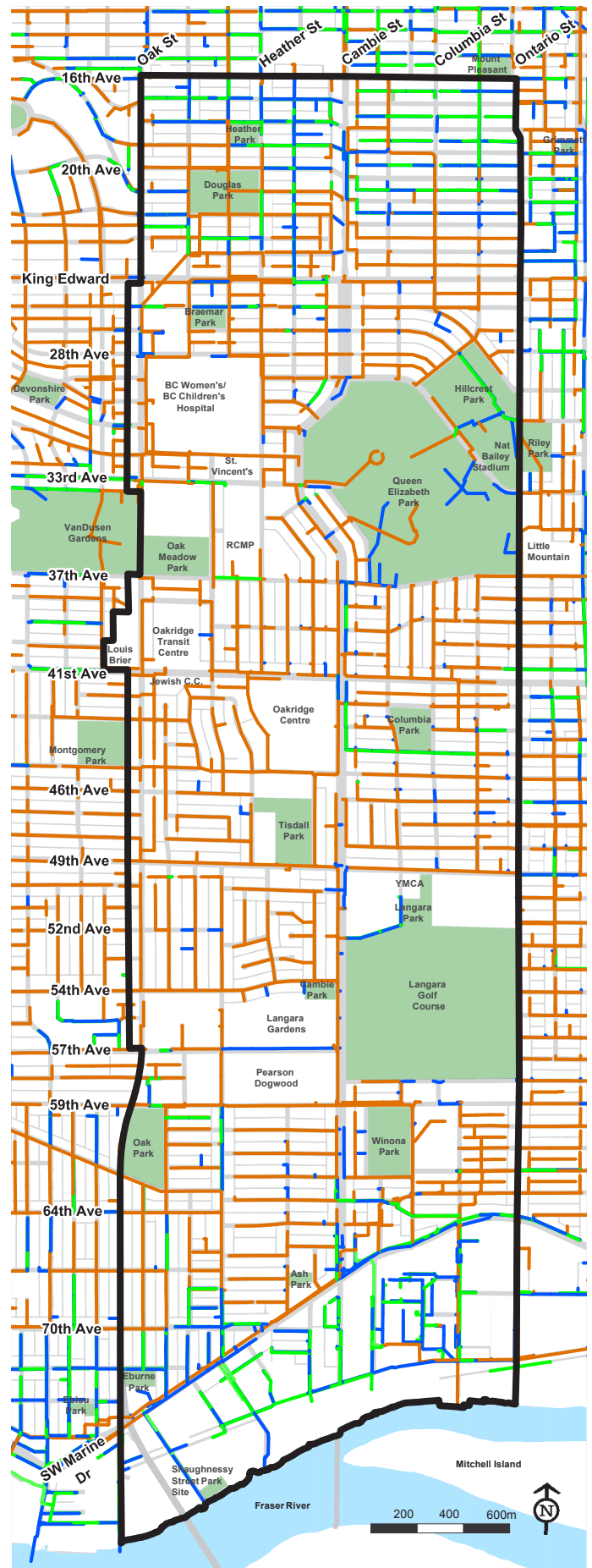







Figure 6.11: Existing sewer network

LEGEND

	Phase 3 Study Area		Combined - Sanitary and Storm
	Parks and Open Spaces		Sanitary
			Storm Water

7.0 Parks



Queen Elizabeth Park

The Cambie Corridor includes 150 hectares (371 acres) of existing city and neighbourhood serving parks and open spaces. An additional 9 hectares (22 acres) of potential future park space has been identified for four sites along the Corridor.

7.1 Existing Parks and Open Spaces

There are 17 neighbourhood and city serving parks and open spaces within the Corridor. The parks and open spaces provide a variety of amenities including playgrounds, tennis courts, washrooms, spray park, dog parks, and a stadium. The sites range in size from 0.5 hectares (1.3 acres) to 53 hectares (131 acres).

Of the 150 hectares (371 acres) of park space, 115 hectares (285 acres) is considered city serving and 35 hectares (87 acres) neighbourhood serving. City serving parks and open spaces are considered destinations for residents from across the city and include Queen Elizabeth Park, Hillcrest Park (with the community centre and pool), Nat Bailey Stadium and surrounding lands, and Langara Golf Course.

View south over Queen Elizabeth Park and Cambie Street, 2010



Figure 7.1: Parks and open spaces located within the five neighbourhood areas

Park Name	Area (ha)	Area (acres)
Heather Park	0.1	2.4
Douglas Park	5.3	13.1
Queen Elizabeth Park	53.0	130.9
Hillcrest Park	7.5	18.6
Nat Bailey Stadium	6.2	15.3
Braemar Park	1.3	3.1
Oak Meadows Park	5.0	12.4
Columbia Park	2.8	6.9
Tisdall Park	5.0	12.4
Langara Park	1.2	3.0
Cambie Park	0.9	2.3
Langara Golf Course	48.6	120.0
Winona Park	5.3	13.1
Oak Park	5.3	13.0
Ash Park	0.5	1.3
Eburne Park	0.9	2.2
Shaughnessy Street Park Site	0.6	1.4
Total	149.5	371.4

Future Parks and Open Spaces

Approximately 10 hectares (25 acres) of future park space has been identified for the Corridor through Park Board initiatives, and as part of major project developments and rezoning projects. This does not include planning initiatives currently underway, such as the Oakridge Transit Centre.

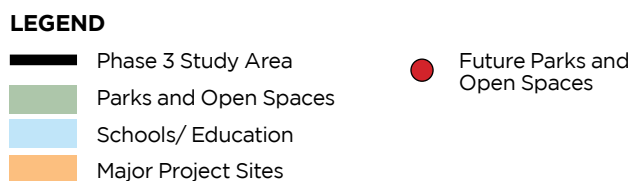
Figure 7.2: Future parks and open spaces

Location	Area (ha)	Area (acres)
Oakridge Centre	3.6	9.0
Pearson	1.01	2.5
Fraser Riverfront	4.0	10.0
Yukon and West 17th Avenue	0.07	0.16
Total	8.68	21.7



Concept drawing of the new park site at Yukon and West 17th Avenue

Figure 7.3: Existing and proposed parks and open spaces





Tisdall Park



Langara Park



Oak Meadow Park



Heather Park



Douglas Park



Winona Park



Ash Park



Hillcrest Park

8.0 Heritage



Cambie Heritage Boulevard

8.1 Heritage Register

City Council adopted the *Vancouver Heritage Inventory* in 1986 and the *Vancouver Heritage Register* in 1994. The *Vancouver Heritage Register* is a listing of buildings and structures, streetscapes, landscape resources (parks and landscapes, trees, monuments, public works) and archaeological sites that have architectural or historical value (*Vancouver Heritage Register*, 2013).

The *Vancouver Heritage Register* categorizes heritage sites into three main groups: Group A (Primary) includes sites that represent the best examples of a style or type of building, Group B (Significant) includes sites that represent good examples of a style or type of building, and Group C (Contextual or Character) includes sites that contribute to the historic character of an area.

Sites on the *Vancouver Heritage Register* are only protected if they also have heritage designation, a Heritage Revitalization Agreement (HRA) or covenant.

Source: City of Vancouver, *Vancouver Heritage Register*, 2015.

Heritage Sites in the Cambie Corridor

There are 62 sites in the Cambie Corridor that are listed on the *Vancouver Heritage Register*. Of these sites, seven are “A” (Primary), 34 “B” (Significant), 19 “C” (Contextual or Character). Two sites are not categorized into one of the three groups.

Of the 62 sites listed on the *Vancouver Heritage Register*, 14 sites are protected by a legal designation, either through municipal heritage designation (“M”) or through a Heritage Revitalization Agreement (“H”).

The *Vancouver Heritage Register* identifies two landscape resources in the Corridor: Queen Elizabeth Park and Cambie Heritage Boulevard, which has a municipal heritage designation (“M”).

Figure 8.1: Heritage sites in the Corridor

LEGEND

- Phase 3 Study Area
- Parks and Open Spaces
- Schools/ Education
- Major Project Sites

Heritage Building by Class
(red indicates protected by legal designation)

- A - Primary
- B - Significant
- C - Context or Character
- H - HRA only



Heritage Sites – Cambie Village Neighbourhood

The Cambie Village neighbourhood has the largest percentage of pre-1940s houses in the entire Corridor. The area also has a high proportion of sites listed in the *Vancouver Heritage Register* (48 of the 62, or 77%). There is one “A” (Primary), 29 “B” (Significant), 17 “C” (Contextual or character), and one “H” (HRA only) sites. A number of sites are protected by a City of Vancouver legal designation (“M”) and/or Heritage Revitalization Agreement (“H”).

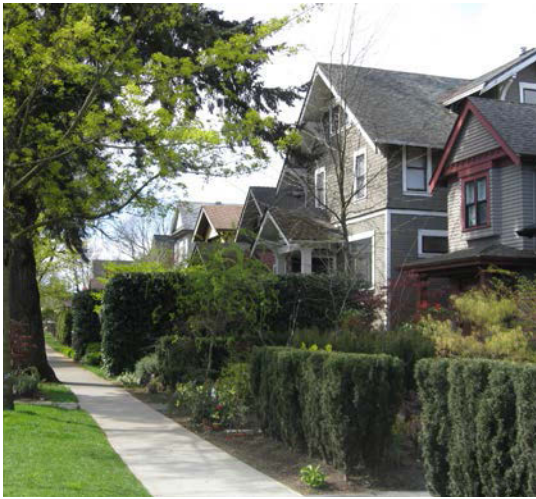
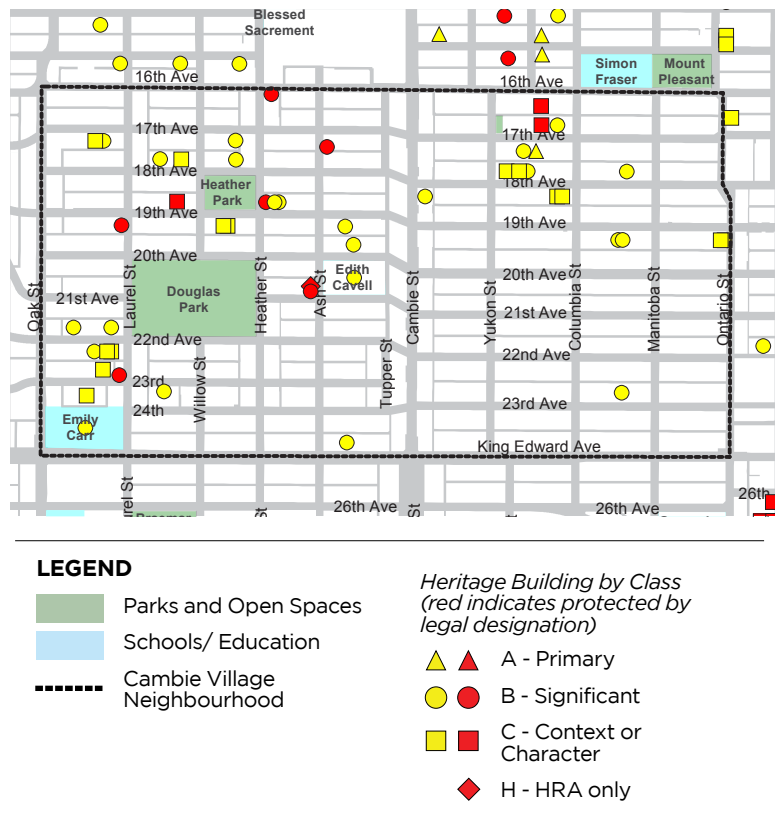


Figure 8.2: Heritage sites in Cambie Village



Heritage Register - Evaluation Groups

The Heritage Register classifies identified sites and resources into three “Evaluation Groups” which include:

“A” (Primary): The site represents the best examples of a style or type of building. It may be associated with a person or event of significance, or early pattern of development.

“B” (Significant): The site represents a good example of a particular style or type, either individually or collectively. It may have some documented historical or cultural significance in a neighbourhood.

“C” (Contextual or character): The site represents a building that contributes to the historic character of an area or streetscape, usually found in groupings of more than one building, but may also be of individual importance.

Additional classifications indicating legal protection and other formal recognition are also provided for each listing. Listed sites can include one or more of the following:

“M” or “P”: Indicates buildings or sites that are protected by a legal heritage designation by the City of Vancouver (M) or the Province of British Columbia (P).

“H”: Indicates a building or site that is subject of a Heritage Revitalization Agreement (HRA).

“HC”: Indicates the building (or some portion) is protected by a Heritage Conservation Covenant.

“I”: Indicates specific interior features are protected.

“L”: Indicates certain landscape features are protected.

Source: City of Vancouver, Vancouver Heritage Register, 2015.

8.2 Cambie Heritage Boulevard

The Cambie Heritage Boulevard is a central median that runs along Cambie Street from King Edward Avenue to SW Marine Drive. The boulevard has been planted with approximately 450 trees. Cambie Street, together with its iconic boulevard, was envisioned as a “pleasure drive” in Bartholomew’s 1928 Plan for the City of Vancouver.

Construction of the boulevard started in the 1930s and went as far as West 33rd Avenue. The remaining portions of the boulevard were constructed after 1949 (West 33rd to West 49th Avenues), with the final length completed after 1958. Planting of the boulevard south of Queen Elizabeth Park did not start until the 1960s.

The Boulevard was designated as a Municipal Heritage site in 1993.

Source: *Cambie Street Corridor: Analysis, Assessment and Statement of Significance, 2005.*

In 2005, the *Cambie Street Corridor: Analysis, Assessment and Statement of Significance* was undertaken for the Cambie Street corridor to identify character elements and determine heritage value of the Cambie Heritage Boulevard.

The Cambie Heritage Boulevard:

- encompasses 45 uninterrupted blocks of grassed medians, planted with numerous trees;
- has a monumental scale with large right-of-way widths ranging from 46 to 61 metres; and
- provides open views to the North Shore mountains.

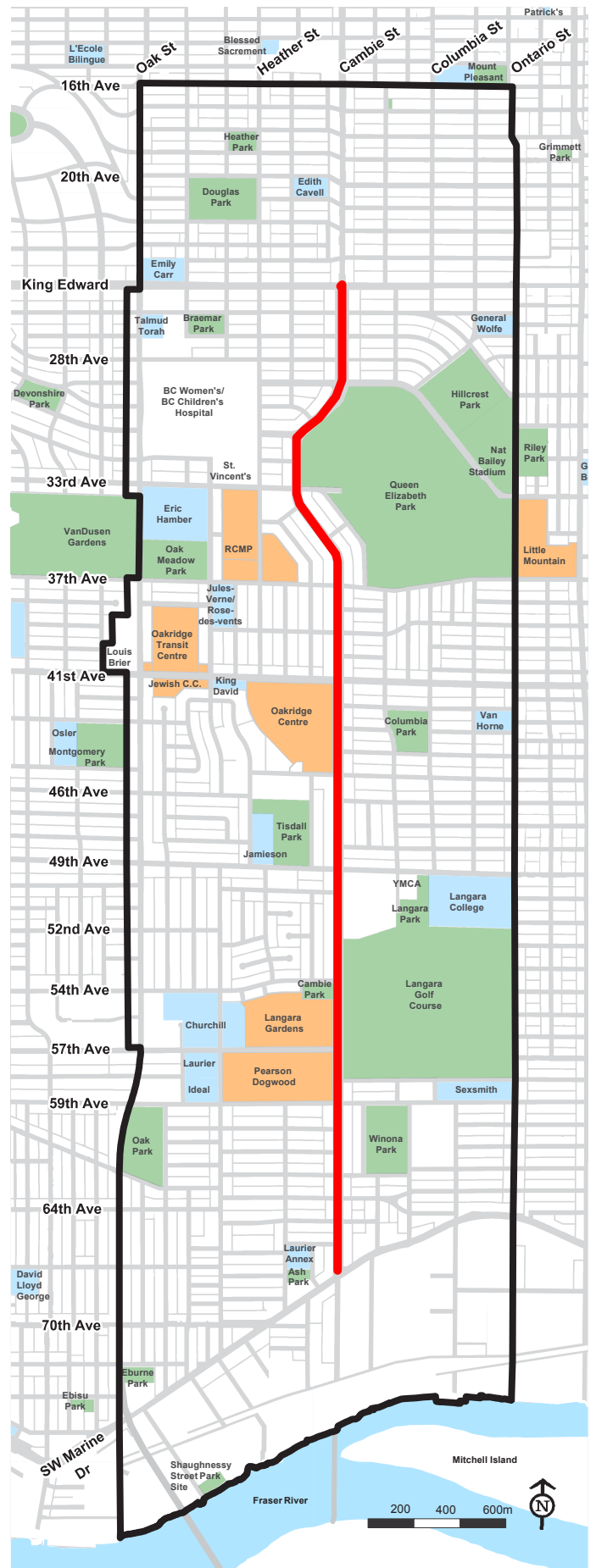
The boulevard was developed in three distinct phases:

- Planting began in the 1930s with Sequoias and Golden Elms located in the centre median between West 25th and 29th Avenues.
- During the 1940s and 1950s, the section in front of Queen Elizabeth Park was planted in conjunction with development of the park and arboretum.
- Areas south of West 49th Avenue were completed after 1958 with a mixture of tall coniferous trees and lower deciduous plants.

Figure 8.3: Cambie Heritage Boulevard

LEGEND

	Phase 3 Study Area		Major Project Sites
	Parks and Open Spaces		Cambie Heritage Boulevard
	Schools/ Education		



9.0 Culture



Bloedel Conservatory, Queen Elizabeth Park

Cultural Facilities in the Corridor

The Cambie Corridor has a number of cultural facilities, including creation, production, and office spaces, as well as multi-functional venues.










- One of the most significant City-owned cultural spaces in the Corridor is the Bloedel Conservatory in Queen Elizabeth Park.
- The Jewish Community Centre site, which includes the Jewish Museum and Archives of BC and the Norman Rothstein Theatre, is an important privately owned cultural asset in the Corridor.

Source: City of Vancouver - Cultural Services.



Figure 9.1: Existing cultural facilities

LEGEND

	Phase 3 Study Area	<i>Type of Space</i>	
	Parks and Open Spaces		Collection/ Preservation
	Schools/ Education		Creation/ Production Space
	Major Project Sites		Multi-function
			Office/ Ancillary
			Presentation/ Gallery

10.0 Transportation



Canada Line

Transportation 2040 Plan (2012)

Transportation 2040 (2012) is a long-term strategic plan for the city that will help guide transportation and land use decisions, as well as public investments for the years ahead. The plan sets long-term targets in ten goal areas and identifies wide-ranging strategies to make Vancouver the greenest city. By 2040, the City aims for 2/3 of all trips within Vancouver to be made by sustainable modes (walking, cycling or transit) and are striving for zero transportation-related fatalities.

10.1 Mode of Transportation

Most people who live in the Cambie Corridor drive to work (52% in the Corridor, compared to 48% citywide). About 1/3 of residents in the Corridor take transit to work, which is consistent with the transit ridership of Vancouver residents as a whole. [Fewer Corridor residents walk or cycle to work than in the city as a whole (12% vs. 17%)].

Between 2006 and 2011, the share of residents taking transit to work increased in the city and the Cambie Corridor. The greatest increase was in the southern section of the Corridor.

Figure 10.1: Mode of Transportation - commute to work (2011)

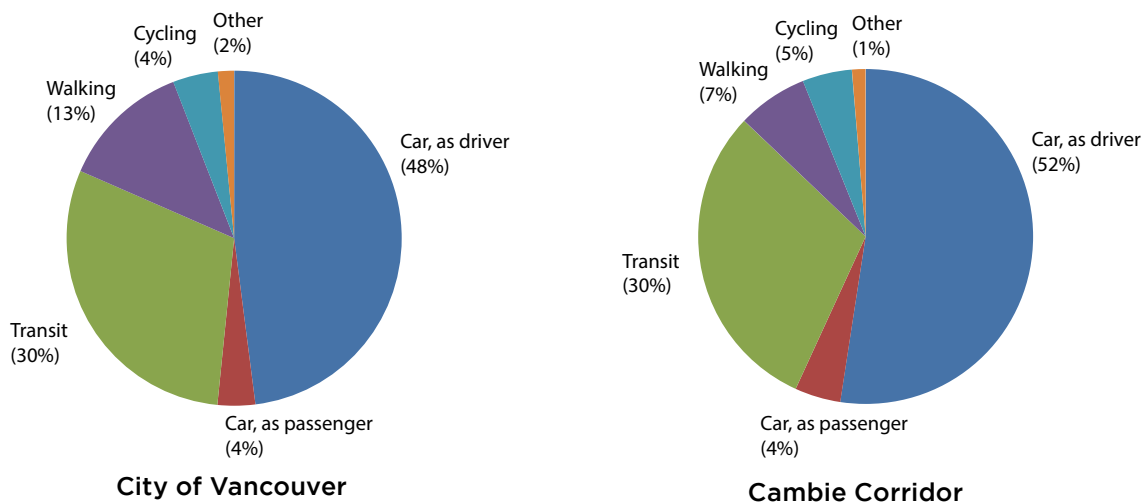
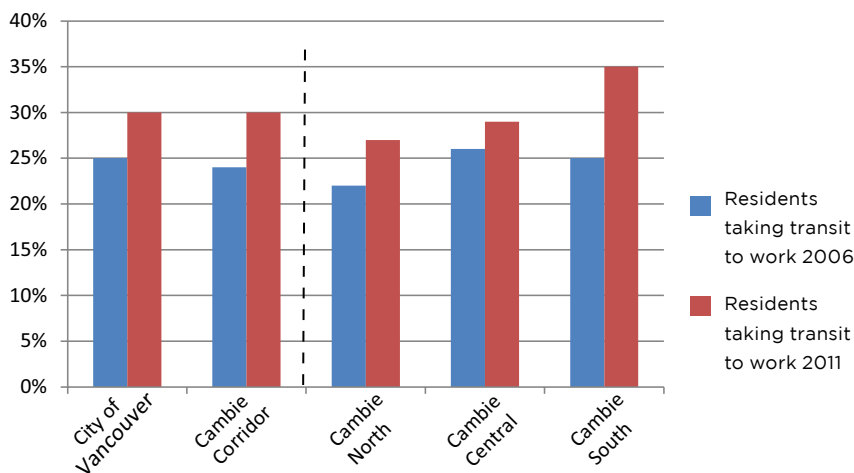


Figure 10.2: Residents taking transit to work 2006-2011



Source: Statistics Canada, 2011 National Household Survey, 2006 Census. Total employed population aged 15 years and over with a usual place of work or no fixed workplace address by mode of transportation. Some caution has to be exercised when comparing 2011 NHS and 2006 Census data, but overall trends appear to be reliable.

Note: Census 2006, Other includes - motorcycle, taxicab, other methods.

10.2 Greenways and Bikeways

The Corridor has a number of existing greenways and bikeways, connecting the Corridor with the rest of the city and with Richmond to the south. Existing greenways and bikeways include Ontario Street, Heather Street, Ridgeway (West 37th Avenue), and North Arm Trail (West 59th Avenue).

A number of potential new/improved walking and cycling routes have been identified for the area in the *Cambie Corridor Plan* (2011) and *Marpole Community Plan* (2014).

Source: City of Vancouver, *Cambie Corridor Plan* (2011) and *Marpole Community Plan* (2014).

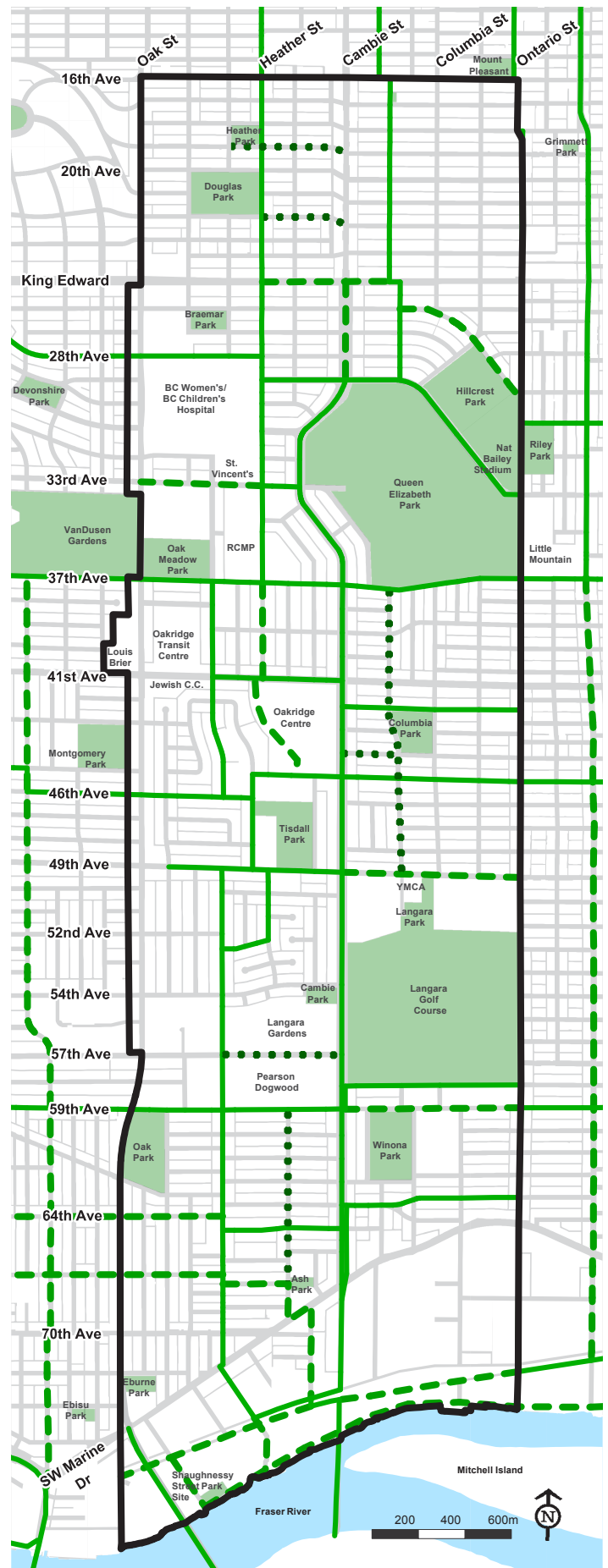


Figure 10.3: Existing and proposed greenways/ bikeways

LEGEND

- Phase 3 Study Area
- Parks and Open Spaces
- Existing Greenway/ Bikeway
- Potential/New/ Improved Walking/ Cycling Route
- Potential Improved Pedestrian Streetscape



Marine Drive Canada Line Station

10.3 Transit

Transit Routes

The Cambie Corridor is home to four out of the nine Canada Line stops located within the city of Vancouver, including King Edward, Oakridge-41st Avenue, Langara-49th Avenue, and Marine Drive stations. Two potential station sites are identified for West 33rd and West 57th Avenues. Travel on the SkyTrain from Marine Drive to Waterfront station takes about 17 minutes.

Sources: Metro Vancouver, *Regional Transportation Strategy, 2013*. TransLink, *Route Maps, 2014*.

Canada Line

The Canada Line opened on August 17, 2009. Five years later the line carries 122,000 people each day.

The Canada Line can accommodate up to 6,100 passengers per hour per direction (pphd) and currently carries 5,500 pphpd at its busiest point. It can be expanded to carry up to 15,000 pphpd.

Source: TransLink.

Bus Routes

Eight bus routes serve the Cambie Corridor. Oak Street, Cambie Street, Main Street, King Edward Avenue, West 41st Avenue, West 49th Avenue, and SW Marine Drive are corridors on the Frequent Transit Network (FTN). FTN routes provide service at least every 15 minutes (in both directions) throughout the day and into the evening, seven days a week.

In the *Transport 2040 Plan (2008)* for Metro Vancouver, and in recent updates to the *Regional Transportation Strategy (2013)*, TransLink identifies a future rapid transit route along West 41st Avenue, connecting Joyce-Collingwood (Expo Line) and Oakridge-41st Avenue (Canada Line) stations with UBC.



Figure 10.4: Existing bus routes and Canada Line

LEGEND

- Phase 3 Study Area
- Parks and Open Spaces
- T Transit Station
- T Potential Canada Line Station
- # Bus Transit Route
- Canada Line

10.4 Truck Routes

Truck routes are part of the region's Major Road Network and are important for the movement of goods throughout the city and region. The City will continue to provide a robust grid of truck routes that supports reliability, efficiency, and the distribution of truck traffic across multiple streets (*Transportation 2040, 2012*)

Vehicles or a combination of vehicles with a Gross Vehicle Weight (GVW) greater than 10,000 kg (22,046 lbs) must use the truck routes and truck areas to get to and from their destinations.

The Cambie Corridor has a number of designated truck routes and a truck area. The north-south routes include Cambie and Oak Streets which connect Vancouver to Richmond and south of the Fraser River. The east-west routes include West 41st Avenue, SW Marine Drive and West 70th Avenue. The South Vancouver Industrial Area is a designated truck area.

Source: City of Vancouver, *Truck Routes and Truck Areas map 2011*.

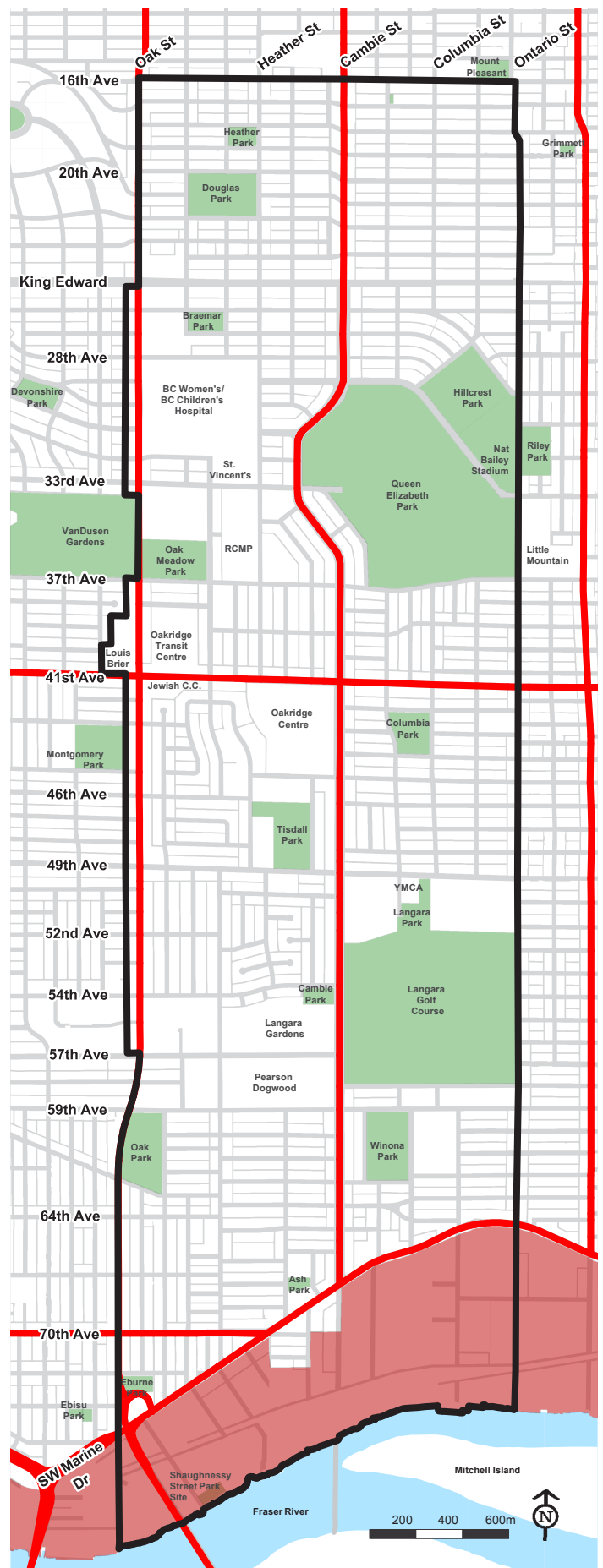


Figure 10.5: Truck routes and areas

LEGEND

- Phase 3 Study Area
- Truck Area - Industrial
- Parks and Open Spaces
- Truck Route

10.5 Parking Permit Areas

Parking permit areas ensure that residents have parking priority on the streets in their neighbourhoods. The City of Vancouver has three types of residential permit parking zones:






- **Resident Permit Parking (RPP)**, a permit that allows residents to park on multiple blocks in their neighbourhood. Residents purchase permits and parking is enforced through regular patrols.
- **Vancouver Resident Permit Parking (VRPP)**, a permit that is block specific, i.e. only residents of a particular block can park on that block. Residents also have to purchase the permits and the regulation is enforced through regular patrols.
- **Resident Parking Only (RPO)**, a program that was cancelled in 2010 but still exists in some neighbourhoods, where zones are reserved for residents only. Enforcement is on a complaint basis only.

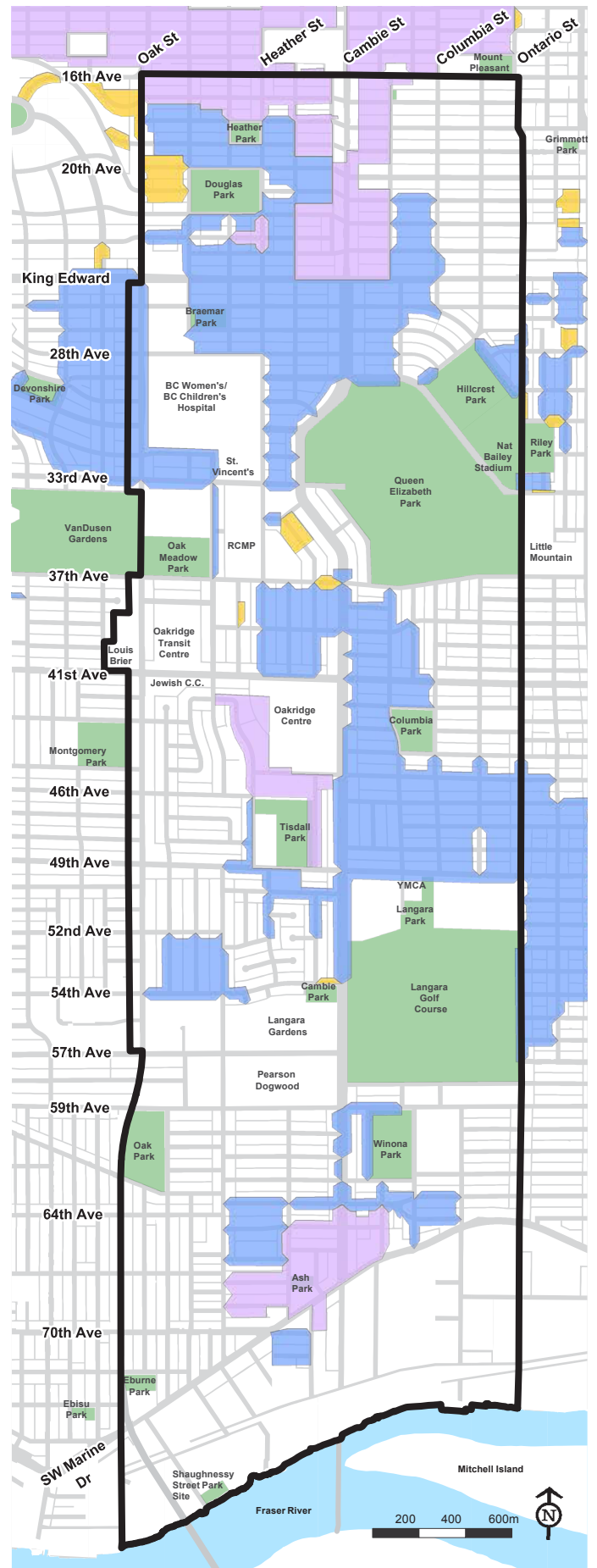
There are four Resident Permit Parking (RPP) zones within Cambie Corridor. These are Cambie Village, VGH, Oakridge, and SW Marine Drive. Many areas of the Corridor have Resident Parking Only (RPO) zones, and there are small pockets of Vancouver Resident Permit Parking (VRPP).

Source: City of Vancouver - Engineering, Residential Parking Permit Zones, 2012.

Figure 10.6: Existing parking permit areas

LEGEND

	Phase 3 Study Area		Resident Permit Parking (RPP)
	Parks and Open Spaces		Vancouver Resident Permit Parking (VRPP)
			Resident Parking Only (RPO)



10.5 Sidewalks

In some areas of the Cambie Corridor, many streets have only one or no sidewalks. While Cambie Village is very well served with sidewalks, the western portions of Oakridge Town Centre and Langara are almost entirely lacking sidewalks. Marpole is also lacking a significant number of sidewalks.

Source: City of Vancouver - Engineering, Missing Sidewalks map, May 2014.

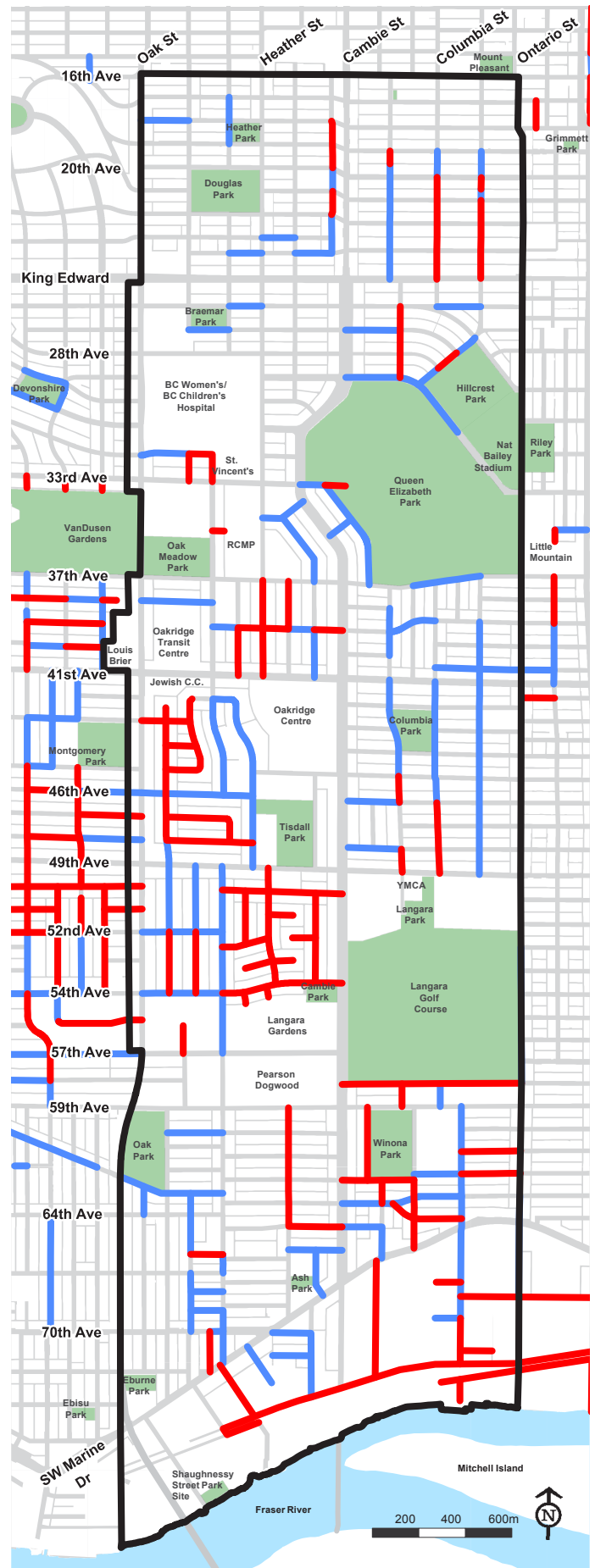






Figure 10.7: Sidewalks

LEGEND		
 Phase 3 Study Area	 One Sidewalk	
 Parks and Open Spaces	 No Sidewalks	

11.0 Neighbourhood Energy



Neighbourhood Energy Utility at night, Southeast False Creek

11.1 Neighbourhood Energy

The *Vancouver Neighbourhood Energy Strategy (2012)* identifies the potential to achieve 11% of the City's building related GHG reductions by establishing Neighbourhood Energy Systems (NES) in areas of high density growth. The Cambie Corridor was identified as one of three key target areas for the development of new NES.

In line with the *Neighbourhood Energy Strategy (2012)* NES requirements are integrated into the policy statements and plans for projects in the Cambie Corridor. This includes significant development sites such as BC Women's and BC Children's Hospital, Little Mountain, Oakridge Centre, Pearson Dogwood, as well as other smaller developments within the Cambie Corridor. The *Marpole Community Plan (2014)* also establishes NES conditions for redevelopment areas adjacent to Cambie Street.





New developments are generally required to have space heating and domestic hot water systems that can connect to an NES once it is in place. As well, existing legacy infrastructure like the steam line between BC Women's and BC Children's and Vancouver General Hospital are being re-assessed for their potential ability to contribute to the reduction of Corridor-wide GHG emissions.

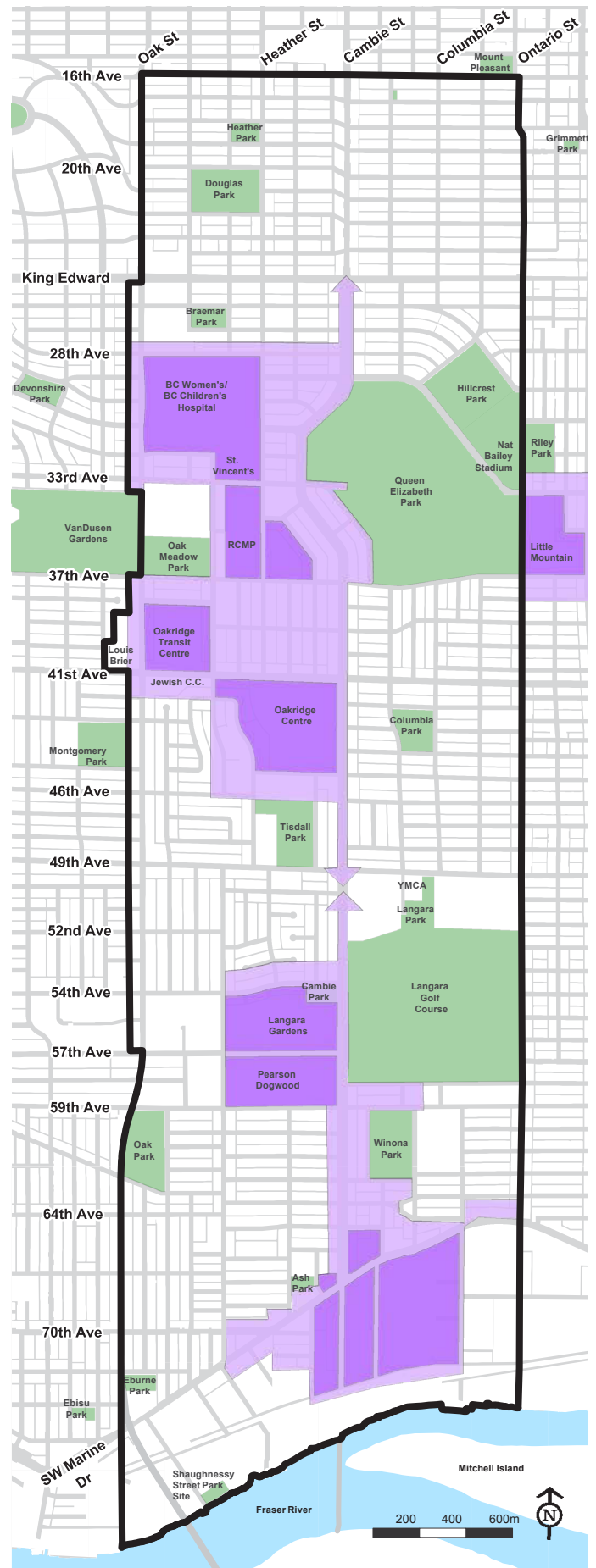
Figure 11.1 shows the high level framework for neighbourhood energy as outlined in the *Cambie Corridor Plan (2011)*.

Sources: *City of Vancouver, Cambie Corridor Plan (2011), Marpole Community Plan (2014), and Neighbourhood Energy Strategy (2012)*.

Figure 11.1: Neighbourhood energy key sites

LEGEND

-  Phase 3 Study Area
-  Parks and Open Spaces
-  Key sites for potential neighbourhood energy facilities
-  Area potentially heated by neighbourhood energy





View over Cambie and Ash streets in the Queen Elizabeth neighbourhood

CAMBIE CORRIDOR Phase 3
Community Profile 2015

Version 1
Printed October 2015



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