Welcome

The City of Vancouver has received an application to rezone 441-475 West 42nd Avenue from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District. The proposal consists of an 18-storey secured market rental residential building with a four-storey podium over one level of underground parking and includes:

- 124 rental units (including 29 below market rental units);
- A rooftop indoor/outdoor amenity space and a children's play space above the podium;
- A building height of 61.7 m (202.5 ft.);
- A floor area of 12,461 sq. m (134,128 sq. ft.);
- A floor space ratio (FSR) of 6.67; and
- 39 parking spaces and 4 car-share parking spaces; and
- 291 bicycle parking spaces.

This application is being considered under the Cambie Corridor Plan.

Rezoning Application:
441-475 West 42nd Avenue

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vancouver.ca/rezoning
Cambie Corridor Plan

Overview

The Canada Line, and the land uses around it, play a pivotal role in Vancouver’s future. Already well-positioned in terms of amenities and services, the Cambie Corridor is a key component of a sustainable, livable city of neighbourhoods connected to convenient transportation alternatives.

The Cambie Corridor Plan is a framework to guide change and growth over the next 30 years.

The Plan builds on the distinct character and context of the Corridor’s neighbourhoods to create complete communities with places for current and future residents to live, work, shop, play, and feel part of a community.

Plan Highlights

- Transform the single-family neighbourhoods into vibrant, mixed-use communities with a diverse range of housing types
- Increase housing diversity and supply in neighbourhoods
- Enhance access, safety, and support sustainable modes of travel in the Corridor
- Expand community facilities and create new amenities and facilities, including the provision of new childcare, youth, and senior spaces to support the growing population now and into the future

Over the next 30 years, the Corridor will add:

- Space for 9,200+ new jobs
- Opportunities for multi-family housing on 2,000 single-family lots
- New and vibrant public spaces, including 20+ acres of new parks
- More than 5,000 secured rental units and 2,800 social housing units
- A vibrant and enhanced Oakridge Municipal Town Centre

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Cambie Corridor Plan

Planning Principles

These principles, generated with the community, provide overall direction for the future of the Cambie Corridor. They are intended to inform comprehensive planning along the Corridor, as well as shape and inform individual land use change and future detailed development.

1. Provide land use that optimizes the investment in transit
2. Provide a complete community
3. Create a walkable and cycleable Corridor of neighbourhoods seamlessly linked to public transit
4. Focus intensity and community activity at stations and other areas with strategic opportunities for sustainability, renewable energy and public amenity
5. Provide a range of housing choices and affordability
6. Balance city-wide and regional goals with the community and its context
7. Ensure job space and diversity

Neighbourhood highlights along the Corridor

- Retain existing rental housing between 19th & 24th Avenue.
- New mid-rise buildings along Cambie Street with small-scale storefronts.
- Introduce new low- to mid-rise buildings along King Edward Avenue, transitioning to townhouses.
- Strengthen & enhance the existing park-like setting with green sidewalk buffers and edges.
- New mid-rise residential buildings along Cambie Street.
- Strengthen the local shopping area at Oak Street with more housing, shops and services.
- Enhance the Municipal Town Centre as a walkable, mixed-use urban centre.
- Introduce new job space and amenities to support a growing population.
- Provide opportunities for social and below-market rental housing.
- New mid-rises along 49th Avenue with at-grade commercial & institutional uses.
- Include quality public realm features along Cambie Street at the Langara–49th Avenue Station.
- New mixed-use development, including rental housing, at Oak Street and 49th Avenue to enhance the local shopping node.
- Recognize the area’s prominence as an entrance to the city with significant new opportunities for job space and mixed-use buildings.
- Support the transformation of the station area into a walkable, vibrant urban area.
- Strengthen connections to the Fraser River.
Public Benefits Strategy

What are public benefits?
Public benefits and amenities are key components in livable, complete communities, and improve the social and physical well-being of city residents. Public benefits include daycares, parks, community centres, libraries, cultural facilities, affordable housing and street improvements.

The Cambie Corridor, North of 57th Avenue, currently has many facilities, amenities, and infrastructure that are well-used by residents. This Public Benefits Strategy identifies priorities over the next 10 and 30 years and includes projects that renew existing facilities and infrastructure as well as projects that address current gaps or demands anticipated from future growth.

How are public benefit decisions made?

How are these amenities funded?
Public benefits are funded through three main ways:

Capital Plan:
Council prioritizes the amenities and infrastructure needed around the city and makes them a part of the City's Capital Plan, which budgets for long-term investments. This is the main source of funding for public amenity improvements.

Development Cost Levies (DCL):
DCLs are charged on any new development in the city and are determined by the size of a development. These augment the capital budget. DCLs are used to pay for parks, childcare centres, non-market housing and engineering infrastructure. They are limited in how they can be spent.

Community Amenity Contributions (CAC):
CACs are negotiated from rezonings and are used to pay for a wider range of amenities and public benefits as part of the planning considerations in a rezoning.
Oakridge Municipal Town Centre

What are Municipal Town Centres?
MTCs are regionally-significant urban centres that serve as activity hubs for municipal populations—accommodating a range of job, retail, cultural, and public spaces, and a variety of housing options. The Oakridge MTC is also part of a Frequent Transit Development Area (FTDA), which makes it a priority location for more concentrated growth in higher-density forms.

The Oakridge MTC is rich in amenities and services to support existing and future residents. The area is serviced by the Canada Line and major bus routes including future B-line slated for 41st Avenue, and provides convenient access to several parks, schools, childcare facilities, and other amenities within walking distance.

Overview of Oakridge MTC
The area will be enhanced as a walkable mixed-use urban centre with a diverse mix of job space, housing types and tenures. As the geographic “centre” of the city and Canada Line, this area—along with Marine Landing and the emerging dense, mixed-use node at 57th Avenue—represents the most significant concentration of urban uses and density in the Corridor.

Vision for the Area
The Oakridge MTC will be a vibrant hub in the Corridor that meets community, city-wide and regional needs and will provide a significant increase in affordable housing opportunities. The Oakridge MTC will:

• Enable more diverse housing types to meet the housing and affordability needs of Vancouver’s diverse population

• Provide job space allowing people the opportunity to live and work within their neighbourhood and access daily services and needs

• Provide a built form that reflects the regional importance of this location and takes advantage of proximity to other amenities and services

To address the housing needs within the Corridor and for residents city-wide, a variety of forms are proposed to achieve these objectives. The Oakridge MTC is an exceptional opportunity to deliver housing and jobs in a transit-oriented hub, while continuing to expand amenities and services to create a complete community.
Oakridge Municipal Town Centre Principles

Great streets
Cambie Street and 41st Avenue: Building design and massing will signal a strong commercial presence on Cambie Street as the main MTC “High Street” with enhanced public realm to support an animated and enjoyable shopping, dining, entertainment experience. 41st Avenue will play a connecting role to a secondary energy node at Oak Street.

A centre for business
Integrate and incentivize commercial development along the arterials (Cambie Street and 41st Avenue) to support more jobs, services, and contribute to overall vibrancy and vitality in the town centre core.

Family housing off the arterials
Allow more people to enjoy living in the quiet character of the MTC neighbourhoods through densifying local streets.

Sensitive and respectful transitions
Newer developments in higher density areas will provide transitions in scale to adjacent lower density neighbourhoods.

Maximized sunlight
Heights and densities are distributed to strategically maximize sunlight and minimize impacts of new development on public spaces (e.g., plazas, parks, schools, etc.). Towers are located to limit shadows on parks including Queen Elizabeth and Columbia Park.

Varied built form
A variety of forms and heights are enabled to contribute to a varied and “organic” evolution of built form (this could be on and off the arterial).

Local-serving shops
Provide active commercial uses at the ground level (e.g., retail, restaurants, personal services), wrapping (with patios) onto local streets, and integrate new small-scale commercial spaces into “neighbourhood” developments. These are perfect spots for off-arterial local-serving coffee shops, bistros, bakeries, etc., and add to the vibrancy of the neighbourhood.

Green connections
The MTC is surrounded by a ring of park spaces, which will be connected through enhanced walking routes that are pleasant, comfortable, and safe for all. “Priority routes” will be defined through supportive built form and an active street edge. New urban plazas and key community facilities will become the life and soul of the MTC. They will become places to gather, socialize, eat, play, and meet.
4.3.6 High-Density Residential Areas

Areas off the arterials identified for high-density residential will deliver a range of affordable housing options and create a diversity of building forms. These urban areas will integrate improved streetscapes to connect the neighbourhood to adjacent parks, shops, and services within the MTC.

- Residential buildings will be allowed up to 4 storeys with a minimum 15.2 m (50 ft) property frontage.
- Increased height and density will be considered if the following conditions are met:
  - 100% of the residential floor area is secured rental with a minimum of 20% provided as below-market rental, or
  - A minimum of 30% of the residential floor area is provided as social housing.

Tower separation and block configuration

A minimum 90 ft tower separation will be required in all areas of the MTC (see diagram) with a maximum of two towers per block. Future tower placement will be determined by the first tower in the block or within the adjacent blocks.

- Tower placement within a block must ensure future tower spacing of 90 ft within the same block, across the street and across the lane.
- Consolations that are precluded from tower forms because of tower separation should follow the guidance for 4- and 6-storey mid-rise buildings.

General tower guidance

- Towers should be accessed at grade and provide entries and active uses adjacent to the streets.
- Open space should provide visual amenity from the street allowing filtered views to and out of the private shared space.
- Solid walls and hedged areas limiting visual porosity are discouraged.
- Development proposals will include required public realm features (i.e., landscaped setbacks, wide sidewalks etc.). See Cambie Corridor Public Realm Plan.

Towers on podiums

Towers on podiums should create an urban street edge, with active entries to dwelling units and engaging private space adjacent to street.

- Ground-oriented units should provide visual interest and eyes on the street.
- Ground-oriented units should face the street edge and lane, providing windows, patio space, and an appropriate planting edge.
- Hedges or planting should provide privacy without creating a solid wall defining the property edge.
- Patios should be elevated from the sidewalk, but not create a visual barrier between the two spaces.