The Cambie Corridor/Oakridge Area is generally considered as a rectangular section of Vancouver that is bordered by the major thoroughfare Granville Street on the west and the busy multicultural route of Main Street on the east. West 41st Avenue marks the north border, with West 57th Avenue as the southern edge of the neighbourhood. Oak Street and Cambie Street, both among Vancouver’s busiest roads, also run north-south through Oakridge, making for plenty of traffic during morning and evening rush hours. In total, Oakridge encompasses 401 hectares. Inclusive of the South Cambie area there are a number of key policy directives shaping development in the area:

- **City Plan:** In 1995, City Council adopted a city-wide plan that provided a planning framework for the area including the notion of more people living closer to shops and services in their neighborhoods.  

- **Transportation Plan:** Since 1997, initiatives by the Planning Department and Metro Vancouver (Regional Growth Strategy) have promoted the connection of land use to support transit, walking and cycling. The current Metro Regional Growth Plan calls for a higher proportion of the region’s population to be within 400m of a frequent transit route, or within 800m of transit stations and major transit nodes. The term “Transit Oriented Development (TOD)” along the new Canada Line, has been used to “describe compact, mixed-use, development that is integrated into a major transit station, and promotes walkable, vibrant communities that foster social interaction. Traffic congestion, greenhouse gas emissions and energy consumption are reduced as people are able to take advantage of efficient rapid transit.” Similarly, transit-oriented planning for the Oakridge Centre area “underpins the rationale for developing this important City site with a more intense mix of residential, retail, office and community serving uses.” More recently, the Cambie Corridor Planning Program has identified a planning radius of 400m around all Canada Line station sites within the study area. This project falls well within this walking radius of the new Canada Line station at Cambie and West 41st. The new Transportation 2040 Plan is now under development to replace the existing plan.  

- **Riley Park/South Cambie Community Vision:** In November of 2005 Council approved the RPSC Community Vision document in support of general planning directions for the area.  

- **Oakridge Centre Policy Statement:** In March 2007, Planning developed a development policy statement in response to a request by the owners of Oakridge Mall in 2004 to have council endorse a longer range planning program for Oakridge Centre. A major revision to the 2007 policy statement.  

- **Greenest City Initiative:** Many of the “quickstart” recommendations outlined in this recent Council initiative highlight opportunities that could be implemented within the Cambie Corridor Planning Program. The initiative notes the requirement for small carbon footprint; clean air; clean water; an abundance of parks and green spaces; locally produced food; an absence of toxic hotspots; a transport system dominated by walking, cycling, and transit; and compact, mixed-use neighborhoods.  

- **Cambie Corridor Plan:** In July 2009, Council approved the recommendation to proceed with the Cambie Street Corridor Terms of Reference. As one of Vancouver’s premiere Planning Initiatives, the Cambie Corridor Plan establishes a number of key objectives which our proposal considers:
  - **Principle 1:** Provide land use that optimizes the investment in transit;
  - **Principle 2:** Provide a complete community;
  - **Principle 3:** Create a walkable and cycleable corridor of neighbourhoods seamlessly linked to public transit;
  - **Principle 4:** Focus intensity, mix and community activity at stations and other areas with strategic opportunities for sustainability, renewable energy and public amenity;
  - **Principle 5:** Provide a range of housing choices and affordability;
  - **Principle 6:** Balance city-wide and regional goals with the existing community and its context;
  - **Principle 7:** Ensure job space and diversity;
4.1 PLANNING POLICY CONTEXT

6-storey residential with transitional scale to lane

6-storey residential with townhouses transitioning to lane

Existing neighbourhood - subject to potential phase 3 planning work

Representative Section: 41st Avenue between Cambie and Alberta
Cambie Corridor Plan, Neighbourhoods, 4.4.3 41st Avenue: Willow - Columbia Street, p46.

Representative Section: 5.1.6/7 Residential Building Setbacks & Relationship to Finished Grade, p49-70.

Representative Proposed Section: On 41st Avenue between Willow and Bailee. (Referencing Cambie Corridor Plan, Built Form, 5.1.4 Residential Building Frontages, p69)
Section Through 39th and 42nd Avenue
Representative Section: Overlay of proposed and that suggested from 41st Avenue between Cambie and Alberta. Cambie Corridor Plan, Neighbourhoods, 4.4.3 41st Avenue: Willow Columbia Street, p46.
4.1 PLANNING POLICY CONTEXT