

### 3.3 URBAN DESIGN CONTEXT

With the introduction of the Canada Line to the Cambie Corridor in 2009, attention and development interest has shifted from other north south arterials to Cambie Street. Already the Canada Line has exceeded ridership expectations to well over 110,000 riders per day on average. While still retaining its boulevard character established under the Harland Bartholemew Plan of 1929, its park-like quality belies the vast increase in use intensity of the corridor. Consequently, station sites along the corridor are currently vastly under developed. To take advantage of this highly successful transit intervention, a number of sites have been identified along the corridor for re-development and densification. While the surrounding neighborhoods are currently low in density, it is incumbent upon the City to leverage upon the investment of transit infrastructure and implement a density and intensity of uses within the critical 500m walking distance circumference of any transit station.

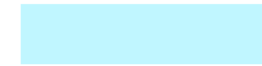
In addition to the transit orientation, Oakridge is a highly desirable neighbourhood, within proximity to excellent schools, health care, boutique shopping and parks. While once a vehicle-oriented suburb, the area is now fast becoming a pedestrian oriented regional centre. Consequently, connections to; and the development of cycle paths and pedestrian routes will be paramount. To contribute to this effort our concept proposes significant public space improvements to lanes and adjacent sidewalk zones.

#### Public Amenities

Walking Distance  
10 min (800m)



5 min (400m)



Bike Routes



South Cambie Boundry



Parks

