

VISION • Key Principles



Criteria Developed by the Oakridge Community ...

City Staff and representatives of Oakridge Centre began meeting with neighbours in December 2004 to get input on desired futures for the Oakridge Centre site.

Focus group meetings yielded a series of evaluation criteria that were brought forward at the March 2005 Open House series.

This board carries these ideas forward and incorporates ideas on best practices in planning and urban design.

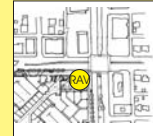


Vibrant Transit-Oriented Centre

Neighbourhood Centre: Create a vibrant centre with stores / offices fronting on public streets and spaces, anchored by a supermarket, with convenient pedestrian connections to transit. Locate local shopping, services and community amenities in a close relationship that makes everyday life convenient for local residents.



Transit Hub: Locate the RAV station entrance close to the corner of Cambie St. and 41st Avenue to provide a visible, pedestrian-oriented connection for the wider Oakridge neighbourhood and Oakridge Centre. Locate stores and services close to the RAV station to provide active uses and 'eyes on the street' throughout day and night to make it a safe, public place in the city.

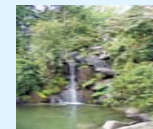


Mix Uses to Make better Use of Large Site

Underground Parking: Relocate surface parking underground to free up surface for other uses. Put pedestrians and the quality of the public realm first. Provide parking at ratios that meet residential and commercial needs, taking into account the opportunity to decrease car-use with RAV ridership and Transportation Demand Management.



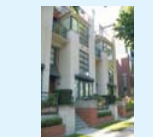
Parks: A 1983 subdivision of the Oakridge Centre site required the dedication of 2.83 acres of the site as park space. Deferred for the past 22 years, this outstanding obligation must be planned and delivered with any redevelopment of the site.



Retail: Redevelop & expand retail uses at Oakridge Centre. Create more local serving shops and services that meet daily / weekly needs. Configure local serving stores to front public streets, within convenient walking distance to major local serving anchors (ie. Safeway) and the RAV transit hub at the corner of 41st and Cambie.



Housing: Develop a variety of housing suitable to many family types, ages and incomes. Maximize the number of ground oriented units wherever possible. Secure 20% of units as non-market. Use residences to define, animate and overlook streets and public places to bring a 24-hour presence to the area.



Community Amenities: Plan for increased amenities with all new development on the site to maintain levels of service and amenity for the wider Oakridge community. Seek opportunities to relocate / expand library, seniors centre and add other facilities to meet future community needs.



Office: Consider increasing the amount of office space on the site to serve local and regional needs and to take advantage of a site with RAV access.



Pedestrians > Cyclists > Transit > Cars

Permeability and Connectivity: Organize development on a finer grain around streets and public ways to provide linkages between the immediate neighbourhood and the Oakridge Centre site, particularly the RAV station, locally oriented shopping, parks and community facilities, schools, greenways, bikeways, and local streets.



Streets and Access: Prioritize pedestrian and cyclists. Design parking, and servicing system to provide convenient access without 'off-loading' impacts on existing public streets and sidewalks, pedestrian places, and neighbouring areas.



Plan Areas With Distinct Character

Cambie Street: Reinforce Cambie Street as one of Vancouver's great streets, lined with buildings that provide a strong street presence, pedestrian interest, and a mix of local and regional serving shops overlooked by new residential development. Expand the pedestrian realm along Cambie Street. Improve planting of the street edge and Heritage boulevard.



41st Avenue: Develop 41st Avenue as a mixed use street frontage with an enhanced pedestrian environment. Reduce impacts of vehicle crossings access and egress points. Create new and convenient pedestrian and cyclist crossings to link the neighbourhood to the north.



New Street: Create a new street through the site to service the new residential uses and to focus a new mixed use shopping and residential precinct. Two road alignments have been proposed for review (see "Traffic" board).

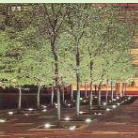


Optimize Parks and Open Space

Connect Parks and Public Open Spaces: Use parks and public open spaces as central organizing features for the site. Connect open spaces to adjacent areas with foot and bicycle paths to create an amenity-rich, walking and cycling-friendly neighbourhood.



Trees & Landscape: Retain significant trees in new park areas and at site perimeter. Plant large tree species in new parks and on all streets for the benefit of current and future generations. Plan interior green spaces. Use green roofs to reduce stormwater runoff, improve energy efficiency, microclimate and aesthetics.



Improve Built Form

Street Presence: Improve all streets by bringing buildings and uses to the street. Ensure that regional interior-oriented stores do not present blank exterior walls to the street. Wrap interior-oriented mall spaces and anchor stores with lively street-oriented uses and a public, pedestrian scaled environment.



Built Form and Views: Design building massing to minimize the disruption of significant views from existing developments and public places. In addition, provide views for new developments.



Neighbourly Development: The use and form of development, parks, public places, and pedestrian linkages must create a neighbourly transition to the adjacent community and invite existing development into the new neighbourhood.



Phasing & Benefits

Phasing: Redevelopment of the mall would likely take place in phases over 20 years. Each require a rezoning application and related public process. In principle, each phase must deliver mixed uses and amenities including park dedications to the City.

