We’re currently working on Cambie Corridor Phase 3 to build on the approved Cambie Corridor Plan (2011). Concepts and ideas for the Oakridge Municipal Town Centre (MTC) were presented at the 2017 Spring Open Houses and feedback was collected through public events and a survey. Since the open houses, we worked to incorporate the collected feedback into a revised concept for the Oakridge MTC.

Residents living within the Oakridge MTC, as well as those residing within a one block radius of the MTC boundary, were invited to attend one of two Oakridge MTC workshops, held on October 3 and 4, 2017. The workshops provided an update regarding the Oakridge MTC area planning, including revised draft directions that had evolved based on community feedback collected over the summer.

The purpose of the workshops were to work with local area residents to further improve the evolving directions for the Oakridge MTC. Feedback was collected through two methods: group table discussions and a feedback form (optional).

This document provides a summary of what we heard at the workshops regarding the draft directions for the Oakridge MTC.

We would like to thank everyone who attended the workshops and provided feedback. The input we received will be used in combination with the overall consultation to date to help inform the final Plan to be presented to Council in early 2018 for approval.

Please visit vancouver.ca/cambiecorridor to learn more about the draft Plan directions and the Cambie Corridor Planning Program.
Revised draft directions for the MTC were presented to the workshop participants. The overall concept emerged through revisions made based on feedback collected over the summer, and borrows from the principles of the preferred Sunlight & Transitions concept presented at the 2017 Spring Open Houses.

Consolidated Draft Plan

The consolidated draft plan (shown right) provides an overview of the proposed land uses for the Oakridge MTC.

Note: All high-density areas will be required to provide affordable housing. Please review the information boards and presentation, found online, for further information.
Oakridge MTC concept

The overall concept (shown right) provides a high-level overview of the approach to the Oakridge MTC.

- **Enhance key walking/cycling opportunities within the MTC area.**
  - e.g. Potential new connections and links to complete street network and major project sites.

- **Expanded retail and office space to establish the urban “core” of the MTC.**
  - e.g. Additional height and density on remaining Phase 2 lots for commercial space and rental housing.

- **Stronger east-west element along 41st Ave, better connecting to large development sites (e.g. OTC) and future B-Line bus service.**

- **“Tower on Podium” building form will frame key connections to parks and the Heather Street Lands, and provide opportunities for local-serving shops and cafes at ground level.**

- **Built form that is well-coordinated with redevelopment of large sites.**
  - e.g. Improved connections to Oakridge Centre plazas and park space.

- **Mid-block connections to break up large blocks and improve pedestrian access throughout the MTC.**

Throughout
Fifteen table discussions took place and 162 residents participated to share their thoughts. Each table had at least one facilitator (City staff member) and one notetaker (participant or staff member).

The table discussions were focused around three broad topics: built form, amenities, and transportation. The purpose of the discussions was to get local area residents’ feedback on the following:

- How has the evolved concept responded to community input while meeting city- and corridor-wide objectives?
- What additional amenities should we consider in the MTC?
We asked each of the 15 tables to summarize their group discussions into a few key points that we could use as feedback for the Oakridge MTC area planning. The following themes emerged:

### TRANSPORTATION CAPACITY
Several tables were concerned that the planned transportation improvements may be inadequate for the area, and that greater focus should be given to increasing the capacity of the Canada Line and transit service. Some also noted a need for adequate visitor parking in the area.

*Mentioned by 10 tables.*

### DEMAND FOR AMENITIES AND SERVICES
There was concern that existing amenities and services are already in high demand and that more community centres, pools, schools, childcare, seniors’ and recreation facilities will be needed to support growth.

*Mentioned by 9 tables.*

### LAND ECONOMICS
Some participants are concerned about housing requirements impacting the potential to maximize their land value, noting a lack of incentive to sell.

*Mentioned by 6 tables.*

### PARK MAINTENANCE AND IMPROVEMENTS
Several tables are concerned about the quality of existing parks, and would like further improvements to service the growing population. Recommended improvements included new washrooms, playgrounds, and a fieldhouse at Columbia Park.

*Mentioned by 5 tables.*

### SECURITY AND CRIME
Some tables expressed concern that greater attention to crime prevention and security may be necessary as Oakridge MTC transitions from a predominantly single-family neighbourhood to a prominent urban centre. Two groups suggested exploring options to establish a Community Policing Centre to manage potential security or crime issues.

*Mentioned by 4 tables.*

### OPEN SPACE
A common theme was the need to incorporate open space throughout the MTC, particularly in the high-density areas. Many participants supported the proposal for some high-density areas to have on-site open space (i.e. “Tower in Open Space” form).

*Mentioned by 4 tables.*

### PEDESTRIAN AND CYCLING CONNECTIONS
A series of complete streets, connected to pedestrian and cycling-oriented routes, are proposed for the MTC. Participants supported this proposal and would like to ensure the MTC is a walkable neighbourhood.

*Mentioned by 6 tables.*

### NEW LOCAL-SERVING SHOPS
Participants were generally excited about the opportunity for new local-serving shops in the MTC, particularly those that could be located on key connections (i.e. W 43rd Ave and Heather Street).

*Mentioned by 3 tables.*

### JOB SPACE
Several tables supported integrating and incentivizing commercial development along the arterial streets, noting that it would help support jobs, services, and contribute to overall vibrancy of the area.

*Mentioned by 3 tables.*

### AREAS OF CONCERN:

- **TRANSPORTATION CAPACITY**
  - Several tables were concerned that the planned transportation improvements may be inadequate for the area, and that greater focus should be given to increasing the capacity of the Canada Line and transit service. Some also noted a need for adequate visitor parking in the area.
  - *Mentioned by 10 tables.*

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- **SECURITY AND CRIME**
  - Some tables expressed concern that greater attention to crime prevention and security may be necessary as Oakridge MTC transitions from a predominantly single-family neighbourhood to a prominent urban centre. Two groups suggested exploring options to establish a Community Policing Centre to manage potential security or crime issues.
  - *Mentioned by 4 tables.*

### AREAS OF SUPPORT:

- **PEDESTRIAN AND CYCLING CONNECTIONS**
  - A series of complete streets, connected to pedestrian and cycling-oriented routes, are proposed for the MTC. Participants supported this proposal and would like to ensure the MTC is a walkable neighbourhood.
  - *Mentioned by 6 tables.*

- **OPEN SPACE**
  - A common theme was the need to incorporate open space throughout the MTC, particularly in the high-density areas. Many participants supported the proposal for some high-density areas to have on-site open space (i.e. “Tower in Open Space” form).
  - *Mentioned by 4 tables.*

- **NEW LOCAL-SERVING SHOPS**
  - Participants were generally excited about the opportunity for new local-serving shops in the MTC, particularly those that could be located on key connections (i.e. W 43rd Ave and Heather Street).
  - *Mentioned by 3 tables.*

- **JOB SPACE**
  - Several tables supported integrating and incentivizing commercial development along the arterial streets, noting that it would help support jobs, services, and contribute to overall vibrancy of the area.
  - *Mentioned by 3 tables.*
We distributed optional feedback forms to workshop participants as another method to provide input. A total of 50 feedback forms were received (31% of workshop participants).
### DRAFT MTC DIRECTIONS

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes (%)</th>
<th>No (%)</th>
<th>Key themes from comments of those that did not fully agree:</th>
</tr>
</thead>
</table>
| Do you feel that the draft MTC directions meet the needs of your community today and into the future? | 60      | 22     | Yes, except...  
- Concerns that population growth will outpace the delivery of new amenities in the area  
- Concerns that City requirements for affordable housing may discourage redevelopment |
| What elements of the draft Plan are you excited about? What are you looking forward to seeing happen on the ground? | 22      | 18     | No, because...  
- The building transitions from the 18- and 6-storey areas may not be necessary  
- The City’s affordable housing requirements may not provide enough incentive to homeowners to sell their land for redevelopment |
| What concern(s) do you have and why? How would you address your concern(s) through the plan? | 60      | 22     |  
- New amenities, community spaces, restaurants, and shops  
- Increased density with added diversity and vibrancy to the area, both in terms of the make-up of residents and built form  
- Opportunities to provide more affordable housing  
- Improvements to Columbia Park |
|                                                                          | 18      | 18     |  
- Providing social and affordable housing in the area, and the impact it may have on property values  
- Infrastructure capacity, specifically in reference to the Canada Line, buses, parking, and vehicle traffic  
- Pressure to sell and leave the area, due to construction activity or property tax increases  
- Transitions between the 18-storey and 6-storey blocks |
CAMBIE CORRIDOR PLANNING PROGRAM

CAMBIE CORRIDOR Phase 3
STEP 3: June 2017

CAMBIE CORRIDOR Phase 3
STEP 3: October 2017