



**POLICY REPORT  
DEVELOPMENT AND BUILDING**

Report Date: October 14, 2015  
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Meeting Date: December 16, 2015

TO: Standing Committee on City Finance and Services  
FROM: Acting General Manager of Planning and Development Services  
SUBJECT: Oakridge Transit Centre Policy Statement

***RECOMMENDATION***

- A. THAT Council adopt the Oakridge Transit Centre Policy Statement, attached as Appendix A, to guide the future rezoning and development of the Oakridge Transit Centre site.
- B. THAT Council direct staff to report back on the final community amenity package and associated financial strategy as part of a future rezoning of the Oakridge Transit Centre site.

***REPORT SUMMARY***

This report seeks Council's approval of the Oakridge Transit Centre Policy Statement, which will guide the rezoning and redevelopment of the Oakridge Transit Centre (OTC) site. The Oakridge Transit Centre is one of several large sites in the Cambie Corridor area where the development potential is to be determined through a separate planning program, as anticipated in the Oakridge Langara Policy Statement (1995) and the Cambie Corridor Plan (2011).

The Policy Statement contains a set of policies to guide consideration of an anticipated rezoning application for the OTC site. The Policy Statement considers the future mix of uses, density, height, building forms, public spaces, circulation and movement, and parks and community facilities to serve the new and existing community. The Policy Statement was developed through an 18-month process involving community engagement at key points, and technical planning and design work. Community response to the draft policies and redevelopment concept was largely positive. This report summarizes the planning process and outlines the key policies.

## ***COUNCIL AUTHORITY/PREVIOUS DECISIONS***

- Oakridge Langara Policy Statement (1995)
- Riley Park South Cambie Vision (2005)
- Green Buildings Policy for Rezonings (2014)
- Cambie Corridor Plan (2011)
- Greenest City Action Plan (2011)
- Vancouver's Housing and Homelessness Strategy 2012-2021 (2011)
- Priority Action Plan from the Mayor's Task Force on Housing Affordability (2012)
- Transportation 2040 Plan (2012)
- Vancouver Neighbourhood Energy Strategy and Energy Centre Guidelines (2012)
- Rezoning Policy for Sustainable Large Developments (2013)
- Council Approval of the OTC Policy Planning Program (2014)
- Cambie Corridor Phase 3 Scope of Work Council Approval (2015)

## ***REPORT***

### ***Background/Context***

The Oakridge Transit Centre (OTC) is located on a 5.6 hectare (13.8 acre) site at 949 West 41st Avenue (east of Oak Street), bounded by West 38th Avenue to the north and the lanes behind Willow Street and Oak Streets to the east and west respectively. The site is currently zoned single family (RS- 1) but has been utilized as a transit centre since August 13, 1948. It is owned by TransLink.

The OTC was formerly home to 244 trolley and 182 diesel buses, and employed over 1,200 transit staff including drivers, mechanics and administrators. It provided buses for routes running in Vancouver, Richmond, Surrey and White Rock prior to the opening of Richmond Transit Centre. With the completion of the Vancouver Transit Centre on the Eburne Lands in 2006, almost all services moved out of the OTC. Today the site continues to function in a reduced capacity as an operations and maintenance facility, primarily for vehicle maintenance, commissioning and decommissioning, and storage of retired buses.

TransLink has determined that the OTC is no longer required to perform these limited functions and is considered surplus land. As a result, TransLink staff approached the City to develop new policy to support the redevelopment of the site. Council approved a cost-recovered planning program to create a Policy Statement for the site in February, 2014 and the program was publically launched in June, 2014.

This Policy Statement also considers three adjacent sites as directed by Council: 5680 Oak Street (Petro Canada Station), 809 West 41st Avenue (Oakmont Medical Centre) and 950 West 41st Avenue (Jewish Community Centre).



**Oakridge Transit Centre and Adjacent Sites**

### Applicable Council Policy

**Riley Park South Cambie Vision (2005):** The Riley Park South Cambie (RPSC) Vision provides general direction for large sites within the study area. For the OTC, the RPSC Vision refers to policy direction established in the Oakridge Langara Policy Statement. The Vision also provides general direction to increase the supply of ‘ground-oriented’ housing units with access to either a front or rear yard, to meet the demand for mature households as an alternative to basement suites or apartments.

**Oakridge Langara Policy Statement (1995):** The Oakridge Langara Policy Statement (OLPS) provides policy to evaluate rezoning applications. The OTC site is identified as a potential large-scale redevelopment site that could accommodate a mix of housing, local-serving retail along 41st Avenue, and a neighbourhood park.

The OLPS describes a rezoning policy for the OTC site with the following conditions:

- Provide a range of ground-oriented housing types including townhouses, stacked townhouses, low-rise and mid-rise buildings.
- Limit density to an overall range of 0.9-1.0 (gross) FSR.
- Limit height to 30-50 feet with a 20% increase available, provided that no significant negative impacts can be demonstrated on the surrounding community.
- 20% of the dwelling units are to be designated for non-market housing.
- Consider limited local convenience shopping and services on 41st Avenue.

- Provide an adequately sized neighbourhood park of 0.81-1.21 hectares (2-3 acres).
- Provide community facilities on sites that are large enough to accommodate facilities which are suitable for public needs.
- Provide street linkages and pathways through the site to improve access and to integrate the site into the fabric of the community.

**Green Buildings Policy for Rezonings (2014):** Requires that all buildings demonstrate a high level of green performance. Currently, a minimum LEED Gold certification (with specific points in energy performance, water efficiency and stormwater) or equivalent is mandatory for all new buildings where there is a rezoning. All new buildings at OTC will be required to meet or exceed this standard.

**Cambie Corridor Plan (2011):** The plan establishes an urban pattern along Cambie Street and major arterial crossings that optimizes investment in the Canada Line, creates complete communities with a mix of housing types and employment space, enables low carbon energy sources and provides key public amenities. For 41st Avenue between Willow and Columbia Street, the plan (4.4.3) provides direction to increase density from single family housing (RS-1) to allow multi-family residential buildings of up to 6 storeys. The plan indicates that there will be a site specific planning program for the OTC site.

Planning for Phase 3 of the Cambie Corridor Plan is underway, which will consider the blocks adjacent to the OTC site. The primary focus of the planning work near the OTC site is to increase opportunities for ground-oriented housing.

**Greenest City 2020 Action Plan (2011):** The plan outlines actions required to achieve a healthy, prosperous and resilient city - with the ultimate goal of becoming the world's greenest city by 2020. It identifies strategies to promote green economic development, eliminate dependence on fossil fuels, promote green transportation options, utilize green building design and ensure everyone has access to nature, clean water and local food. The plan calls for compact, complete communities which promote walking and cycling, and are well-served by services, amenities and green space. Furthermore, the plan promotes the development of neighbourhood-scaled renewable energy systems, green construction and carbon-neutral buildings.

By design, the OTC site will be required to embody many of the goals in the Greenest City Action Plan: Climate Leadership, Green Buildings, Green Transportation, Zero Waste, Access to Nature, Lighter Footprint, Clean Air and Local Food.

**Vancouver's Housing and Homelessness Strategy 2012-2021 (2011):** This strategy is a framework for addressing homelessness and increasing the variety of affordable housing options across the entire housing continuum to improve choice and affordability for all residents within the city. The three strategic directions are:

- Increase the supply of affordable housing.
- Encourage a housing mix across all neighbourhoods.
- Provide strong leadership and support partners to enhance housing stability.

The OTC will provide a range of housing opportunities including the provision of new market housing opportunities and the required 20% of housing units for affordable housing, and a mix of unit sizes and types.

**Priority Action Plan from the Mayor's Task Force on Housing Affordability (2012):**

The Task Force provided recommendations to increase the supply and diversity of housing, enhance the City's and community's capacity to deliver affordable rental and social housing, protect the existing social and affordable rental stock, explore opportunities to renew and expand that stock, streamline and create more certainty and clarity in the regulation process, and to improve public engagement. To implement these recommendations the following items, which apply to the OTC site, were identified as priority actions:

**Action 5 - Revise and clarify Council's inclusionary housing policies to emphasize a flexible and creative approach to the delivery of affordable housing in large developments.** The intent of the policy is to secure 20% of the units in large developments for affordable housing. The priority for this policy is to secure at least 20% of the units as social housing for low to moderate income households. When sufficient funding to achieve social housing is not available in a timely way, the City will consider flexible options to achieve a minimum of 20% of units for low to moderate income households.

**Action 10 - Enhance the City's family housing requirements to encourage more 3 bedroom units in new development.** Exploration of redevelopment options on the OTC site will consider opportunities to deliver 3 bedroom units.

**Transportation 2040 Plan (2012):** Transportation 2040 is a long-term strategic vision for the city that will help guide transportation and land use decisions for the years ahead. The plan sets long-term mode share and safety targets and includes both high-level policies and specific actions to support a socially, economically, and environmentally sustainable future. A number of goals are relevant to OTC, including the following:

- Support compact community development, helping to preserve natural habitat and agricultural land throughout the region.
- Making the majority of trips on foot, bike and transit.
- Prioritize and encourage a dense and diverse mix of services, amenities, jobs, and housing types in areas well served by frequent, high-capacity transit.
- Support vibrant public spaces that encourage a culture of walking, cycling and social interaction.

**Vancouver Neighbourhood Energy Strategy and Energy Centre Guidelines (2012):**

This strategy identifies the Cambie Corridor as having significant potential for neighbourhood energy given the number of large new developments (including the OTC site) and potential conversion of Children and Women's Hospital to a low carbon energy source.

**Vancouver Park Board Strategic Framework (2012):** This framework established four key directions: Parks and Recreation for All; Leader in Greening; Engaging People, and; Excellence in Resource Management. The redevelopment of the Oakridge Transit Centre site will provide new park space to meet the needs of the current and future

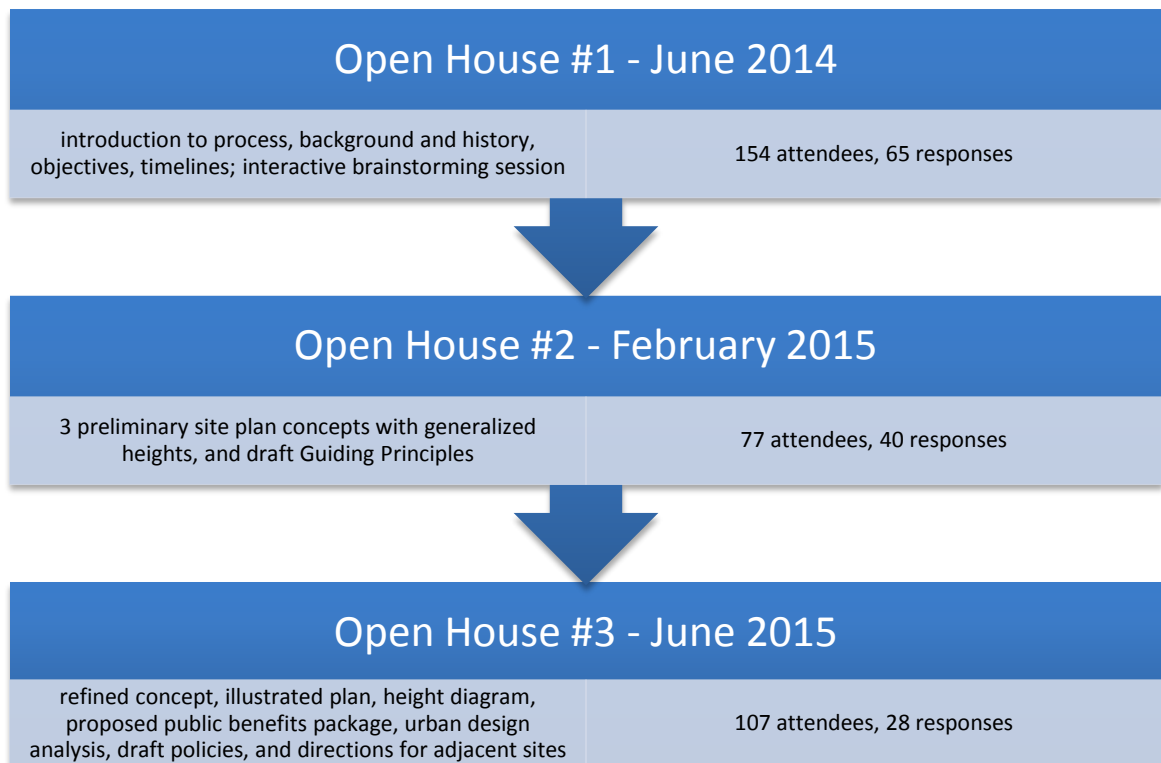
communities (Parks and Recreation for All), and improve access to nature (Leader in Greening).

**Rezoning Policy for Sustainable Large Developments (2013):** When applied to large site developments, this policy requires plans or studies on the following as part of the rezoning process:

- Sustainable Site Design
- Access to Nature
- Sustainable Food Systems
- Green Mobility
- Rainwater Management
- Zero Waste Planning
- Affordable Housing (20% target)
- Low Carbon Energy Supply

### Planning Process Summary

City staff led a collaborative planning process with TransLink and its consultant team, engaging the Riley-Park South Cambie and Oakridge communities, and other key stakeholders. The complete public consultation summary is included as Appendix B. The planning process included three sets of public open houses at key stages:



The June 2014 open house featured an interactive brainstorming session to help participants visualize their ideas for the future of the OTC site. A group of artist-facilitators were present to illustrate ideas offered by those in attendance. Participants described activities they imagined taking place in the space over the

course of a day. The artists sketched on the spot, listing the activities and identifying themes. Attendees were encouraged to examine the drawings and rank the activities and features. The outcomes of this process helped inform the creation of guiding principles which were used to assess evolving concepts for the site.

Staff also met with the Riley-Park South Cambie Visions Implementation Group and representatives from the Oakridge Langara Area Residents group to provide project updates and extend invitations to the open houses.

Public feedback has been generally positive regarding the proposed planning concepts and guiding principles. At the February 2015 open house, draft guiding principles, three concept plan options, and preliminary public benefits were identified. There was strong support for the principles and proposed amenities (park, childcare centre and affordable housing). While there was a mixed response on the three concepts, there was support for a significant park located toward 38<sup>th</sup> Avenue but more centrally on the site to maximize the number of units with park overlook. There was support for transitional edges (3-6 storeys) along the eastern and western edges of the site, and for the tallest buildings to be located centrally or along 41st Avenue. There was also support for a curved street to bring a more organic approach to the site, which was not evident in either Concept A or B. A new concept plan was developed for the final open houses in June 2015 which was well received by the public overall. There were, however, some concerns about the exact placement of the tallest buildings (15 storeys) along 41st Avenue. A more detailed assessment of the proposed building heights and massing will be undertaken at the rezoning stage to ensure that issues such as views, shadowing, livability and 'fit' within the existing neighbourhood are properly addressed.

The City's Urban Design Panel evaluated the project in June 2015 and provided feedback on site planning options and the guiding principles in a non-voting session. A summary of the Panel's comments are contained in Appendix C. Key comments included needing to strengthen the overall vision and identity for the area, and refining the proposed massing and structure plan. The Panel's suggestions for design improvements are generally embedded in the refined concept contained in the Policy Statement or will be resolved through the rezoning process (e.g., sustainable site design, arrangement of massing on the site).

## **Oakridge Transit Centre Policy Statement: Summary of Key Principles**

This section provides an overview of key principles established in the Policy Statement. The background and rationale relating to some key policies are addressed in the Strategic Analysis section of the Report.

### **Vision for the OTC**

The OTC will be primarily residential and designed to accommodate a range of housing types and provide for a mix of incomes. New housing will be focused around a central public park that includes a childcare centre, and local-serving shops and services will be concentrated along West 41st Avenue. The OTC will invite local residents into and through the site on public walkways, bicycle paths, and new streets. The tallest buildings will be located in the centre of the site and along 41st Avenue to reduce impacts to the surrounding neighbourhood and shadowing on public spaces. Future

development will achieve an exceptional standard of sustainability through building and site design, increased access to green space, and enhanced infrastructure for active modes of travel.

### **Land Use and Density**

The OTC is intended to be a predominately-residential neighbourhood with a mid-rise form of development. It will contain market and affordable housing, local-serving commercial uses, a 2.3 acre City park and public open space including a childcare centre. The land use, form and scale of development at OTC is intended to be respectful of its context while also delivering on key objectives around park space, affordable housing and community amenities and sustainability.

#### **Density & Height** (additional discussion in Strategic Analysis)

- The OTC will have a maximum density of 2.1 FSR gross over the entire site, or 2.5 FSR if the park is excluded from the calculation. This equates to approximately 117,500 square metres (1,265,000 sq. ft.) of development.
- The majority of buildings will be mid-rise (6-12 storeys). The maximum height will be 15 storeys (or 150 feet), achievable in two identified locations.
- Respectful transitions to surrounding neighbourhoods will be created by stepping down buildings to 3-6 storeys in transitional areas, and to 3-4 storey townhouses along existing lanes.

#### **Affordable Housing** (additional discussion in Strategic Analysis)

- 20% of housing units, comprising approximately 20% of the residential floor area, are for affordable housing, prioritizing social housing targeted towards low to moderate income households. The mix and options to achieve the 20% affordable housing units will be determined as part of the rezoning of the OTC.

#### **Family Housing**

- 50% of the affordable housing units will be for families with children, including two- and three-bedroom units.
- A minimum of 35% of the market units will be two- or three- bedroom units; a target of 10% of market units will be three-bedroom units.

#### **Retail and Commercial Uses**

- Local-serving commercial uses (e.g., café, small grocery store, small pharmacy, medical offices) will be provided on 41st Avenue to serve the OTC and the surrounding community.

#### **Community Amenities** (additional discussion in Strategic Analysis and Financial Implications)

- At least 2.3 acres of City park, secured public open space and a site for a childcare facility.
- A new childcare facility built to City specifications is to be provided.
- Transportation improvements in the immediate area.
- Funds towards construction of the affordable housing.



### **Transportation & Circulation**

The OTC site will be oriented towards pedestrian and cyclist movements, and integrated through design with the surrounding community via a network of diverse and interesting public spaces including streets, mews, pathways, and open spaces. Recognizing the context of the local neighbourhood with a number of curving, tree-lined streets reminiscent of a “Garden City” style, the site will be designed around a new, gently-curved central street connecting 41st to 38th Avenue.

#### **Design of new streets, mews and lanes**

- New streets, dedicated to the City, will prioritize people walking and cycling over motorized vehicles. The site will be comfortably and safely accessed by people of all ages and abilities walking and cycling. Traffic will be highly calmed; any vehicles on the site have a purpose in being there, not simply short-cutting.

#### **39th Avenue Connection**

- A non-vehicular pedestrian connection aligned with 39th Avenue will connect the site to Oak Street and Willow Street.

#### **Permeable Parcels**

- To ensure permeability, ungated public paths connecting between buildings and/or through development parcels will be provided.

### **Built Form and Character**

OTC redevelopment will be characterized by its predominantly mid-rise residential nature, buildings that actively engage the streets, diversity of architecture and views of the North Shore Mountains.

#### **Views**

- Views to the North Shore Mountains should be provided and protected.
- Establish a visual and physical connection from 41st Avenue to the new park.

#### **Solar Access**

- Solar access (sunlight) on key public spaces, the park and neighbouring properties should guide the form, height and placement of buildings.

#### **Building character**

- Provide ground-oriented housing by including front doors at the ground level of low and mid-rise buildings.
- Create variation through the design of distinctive buildings varied in scale and limited in length.
- Integrate affordable housing buildings throughout the site.

### **Sustainability**

The OTC development will meet or exceed the City’s policies around sustainability and will contribute to meeting the Greenest City 2020 targets.

**Green Buildings**

- All new buildings at OTC will meet or exceed the green building standards identified in the Green Building Policy for Rezoning at the time of rezoning (currently LEED® Gold certified with specific points in energy performance, water efficiency and stormwater or equivalent).

**Sustainable Large Development Planning**

- OTC will meet or exceed the requirements identified in the Sustainable Large Development Rezoning Policy at the time of rezoning.

**Adjacent Sites**

Through the work on the OTC site and following Council direction when the planning program was approved, three adjacent sites have been identified for inclusion in the study area.

**Oakmont Medical Centre**

- A 6-storey building, consistent with the Cambie Corridor Plan, is proposed on this site, completing the vision for the north side of 41st Avenue.

**Petro-Canada Station**

- An 8-storey building is proposed to mark this prominent corner and provide a transition to the OTC site. Similar building forms are proposed for corner sites along the Cambie Corridor (e.g. 25th Avenue).

**Jewish Community Centre**

- The Jewish Community Centre (JCC) is an important cultural and recreational facility serving residents of Vancouver and the local Oakridge area. It is recommended in the OTC Policy Statement that a rezoning for this 3.3 acre site be considered through the Cambie Corridor Phase 3 Interim Rezoning process. The rezoning will take into consideration Council policy and the Centre's programmatic aspirations around cultural and recreational services, affordable housing, expansion and phasing, as well as the built-form context established by the site's proximity to the OTC, 41st Avenue and Oak Street, and adjacent single-family housing.

***Strategic Analysis*****Density and Height**

The Policy Statement establishes a maximum gross density of 2.1 FSR over the entire site (including roads, open space and the park), or 2.5 FSR if the park is not included in the calculation. The predominant building form is mid-rise (up to 12 storeys), with two opportunities for 15 storey buildings on 41st Avenue or the site's interior. To put these figures in the context of other major projects:

<b>Major Projects</b>			
<b>Project</b>	<b>Gross Density</b>	<b>Maximum Height</b>	<b>Status</b>
Arbutus Walk	1.9 FSR	8 storeys	Built
Oakridge Centre	3.71 FSR	45 storeys	Rezoned
Little Mountain	2.3 - 2.5 FSR	12 storeys	Policy
Pearson-Dogwood	2.8 FSR	28 storeys	Policy
<i>OTC (proposed)</i>	<i>2.1 FSR</i>	<i>15 storeys</i>	<i>Draft Policy</i>

The recommended density of 2.1 gross FSR is the outcome of extensive urban design analysis, and is shown to be financially viable. It reflects the site's location at the intersection of two major arterials and near the Canada Line and the Municipal Town Centre at 41st and Cambie, but also adjacent to lower-density housing (townhouses and single-family houses). At 13.8 acres, the site is large enough to sensitively accommodate taller buildings up to 15 storeys while still transitioning downwards to surrounding lower-scale neighbourhoods.

### **Affordable Housing**

Large sites like the OTC provide opportunities to deliver a range of housing options along the housing continuum including those which address the insufficient supply of rental housing in Vancouver, particularly units that are affordable to low- and modest-income households. It is Council policy to achieve 20% of all units on large sites as affordable housing, with a priority for social housing targeted to low to moderate income households. The 20% requirement for this site is expected to yield approximately 250,000 square feet of affordable housing, or about 250 to 300 units depending on the unit mix, at the OTC. A minimum of 50% of the affordable housing units will be for families with children. The affordable housing will be provided on dirt sites which will be conveyed at nominal cost to the City.

### **Community Amenities**

The requirement to deliver a new park on this site was established in the Oakridge Langara Policy Statement (1995). Further potential public benefits were assessed through analysis of existing policy (e.g., the Cambie Corridor Plan), amenities delivered through the Oakridge Centre redevelopment (community centre, childcare, seniors centre, library, rooftop park, affordable housing), and a needs assessment reflecting anticipated population growth associated with the redevelopment of the OTC. The assessment confirmed a requirement for park on the site, and an outstanding need for childcare facilities.

The OTC redevelopment will provide 2.3 acres of improved park and public open space including a site for a childcare facility. Design of the park will be the focus of a separate public consultation process led by Park Board staff at the time of development. It is intended that the childcare facility be a stand-alone structure designed in such a way to maximize the useable public park space, and will include a public washroom and if possible, a shared outdoor play space.

Local transportation improvements to the north side of 41st Avenue are needed to enhance pedestrian and cyclist access to the Canada Line Station at Cambie Street.

### ***Implications/Related Issues/Risk (if applicable)***

#### ***Financial***

Based on the community amenity evaluation undertaken as part of the OTC planning program, which takes into consideration the Citywide amenity network, existing amenities in and around the neighbourhood, and planned amenities contemplated in the Cambie Corridor Plan and Oakridge Centre, the proposed Public Benefit Strategy below addresses key Council and community priorities in the areas of affordable housing, childcare, parks and open space, and transportation. The City anticipates that the Public Benefit Strategy will be funded primarily through development contributions, senior government contributions and other strategic partnerships.

***Affordable Housing*** - The 20% requirement for the OTC site is expected to yield ~250,000 sq ft (20% of overall residential floor area) of affordable housing, or 250 to 300 units depending on the final unit mix, targeting low- to moderate-income households. Dirt sites to accommodate the affordable housing will be provided to the City at nominal cost. The City's priority is to secure turn-key affordable housing units as an in-kind CAC, taking into consideration a range of options in accordance with Council's Rezoning Policy for Sustainable Large Developments.

Consistent with Council policies, the proposed affordable housing project is expected to be self-sustaining and not require further operating subsidies, property tax exemptions, and/or financial guarantees from the City. The City will work with its housing partners on an operating model and tenant mix that optimizes long-term viability while achieving ongoing affordability.

***Childcare Facility*** - A childcare facility that serves infants, toddlers and 3-5 year olds will be delivered on the OTC site as an in-kind CAC. Staff will explore cost-effective ways to deliver childcare through the rezoning process.

***Parks and Open Space*** - It is expected that at least 2.3 acres of park and open space will be delivered as an in-kind CAC. This includes a neighbourhood park and site for the childcare centre, a linear open space connecting 41st Avenue and the neighbourhood park, and one or more public plazas along 41st Avenue and the new north/south street. The details to secure these will be determined at the time of rezoning. The park program will be determined through Park Board-led public consultation.

***Community Facilities*** - The neighbourhood is well served with existing and planned facilities, including Hillcrest Centre to the east (community centre, swimming pool, ice rink & library), Kerrisdale Centre to the west (community centre, swimming pool, ice rink & library), Marpole-Oakridge Community Centre to the south, and planned facilities at Oakridge Centre (community centre & library). There are also two non-profit centres in close proximity to the OTC site: the Jewish Community Centre on 41st Avenue and the South Slope YMCA on 49th Avenue. As such, no additional community facilities are contemplated on site.

***Transportation*** - It is expected that ~0.75 km of new streets and lanes will be created as part of the development on the OTC site. The new streets will be designed with pedestrian and bicycle facilities. The exact road and lane configuration will be determined during the

rezoning process. These new roads and lanes will be requirements secured at the rezoning stage.

A number of off-site transportation improvements are being explored, including a new traffic signal on 41st Avenue, a protected bicycle facility on 41st Avenue connecting to the Oakridge-41st Avenue Canada Line station on Cambie Street and improvements to 38th Avenue at the north end of the site. Transportation improvements directly related to the development of the OTC site will be requirements secured at the rezoning stage.

**Utilities** - The developer will be responsible for providing upgrades to existing utilities and any new utilities necessary to meet the demands of the proposed development, including waterworks and sewers.

Preliminary costs and potential funding sources for the proposed Public Benefit Strategy is presented below.

Public Amenity Category	Estimated Costs	Potential Funding Sources
Affordable housing	\$80M+	CAC, DCL, Strategic Partnership
Childcare (0-5 years old)	\$6M	CAC, DCL
Parks and open spaces	\$4M	CAC, DCL
Transportation - new streets & lanes on OTC site	TBD	Requirement of development
- off-site improvements	\$2M	Requirement of development, DCL, CAC
Utilities	TBD	Requirement of development
<b>Overall</b>	<b>\$92+M</b>	

TBD - Value of new streets, lanes and new & upgraded utilities will be confirmed as part of the rezoning.

Preliminary financial analysis by an independent consultant (Coriolis Consulting) suggests that the proposed redevelopment is financially viable and can provide a CAC to help deliver the proposed Public Benefits Strategy.

Anticipated DCLs and CACs (\$2015)			
Density	DCLs	CACs	Total
117,500 square metres (1,265,000 sq. ft.)	\$13.5 million	\$60+ million	Approximately \$73.5 million

Staff will develop a comprehensive financial strategy that outlines the funding and phasing of the contemplated public amenities over the development horizon and present this to Council for consideration as part of the rezoning.

### ***Proponent's Comments***

Included as Appendix D

**CONCLUSION**

The proposed Oakridge Transit Centre Policy Statement has been prepared following an extensive planning process involving City staff, TransLink and its consultants, the local community, and other stakeholders. Staff believe that the Policy Statement will guide a development that meets the interests of the community and TransLink. The Policy Statement also embodies City priorities and targets around affordable housing and sustainable development. The next stage of planning will involve working within the framework established by the Policy Statement to inform a future rezoning of the site.

The proposed Oakridge Transit Centre Policy Statement supports the creation of a new neighbourhood characterized by an appropriate scale of buildings, a diversity of housing including affordable options, a new park plus public open space, childcare, local-serving commercial, and a fine-grained network for walking, cycling and vehicle access. Staff recommend Council approve the Policy Statement for the OTC.

\* \* \* \* \*

# APPENDIX A POLICY STATEMENT

## Oakridge Transit Centre and Adjacent Sites

OAK ST.

WILLOW ST.

41ST AVENUE.

October 2015

Approved by Vancouver City Council on \_\_\_\_\_



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# BACKGROUND 1.0



# 1.0 BACKGROUND

## 1.1 INTRODUCTION

A Policy Statement is a planning tool used by the City of Vancouver to describe general planning principles and policy that will guide future development of a large site. In February 2014, City Council endorsed a planning program for the Oakridge Transit Centre (OTC) site and three adjacent properties.

Over the past 18-months, a comprehensive planning program was undertaken to identify and evaluate new policies for the redevelopment of the OTC and adjacent properties. This Policy Statement contains policies that will guide the consideration of future rezoning applications. These policies are intended to be clear and robust, but also flexible enough to accommodate a variety of detailed plans or design solutions to be refined at the rezoning stage. Detailed outcomes will be subject to the more in-depth analysis that occurs at the time of rezoning.

This Policy Statement considers the future mix of uses, density and height, building forms, parks and public spaces, circulation and movement, and community facilities to serve the new and existing community. Most topics in this document are introduced with a background section that outlines key issues and facts followed by more detailed policies. Unless otherwise noted, it is assumed that all existing Council policies are applicable to redevelopment of the site.



*Oakridge Transit Centre (April 2014)*

# 1.0 BACKGROUND

## 1.1 INTRODUCTION (CONT.)

### SITE DESCRIPTION

The OTC is located on a 5.6 hectare (13.8 acre) site at 949 West 41st Avenue and is currently zoned for single-family residential (RS-1). The site is bound by the lanes behind Willow Street (to the east) and Oak Street (to the west), and West 38th Avenue to the north.

Three adjacent properties, 5680 Oak Street (Petro Canada Station), 809 West 41st Avenue (Oakmont Medical Centre) and 950 West 41st Avenue (Jewish Community Centre) are also included in the Policy Statement. The gas station is currently zoned for commercial use (C-1), and the two remaining properties are zoned for comprehensive development (CD-1) to allow for office use on the Oakmont site, and the community centre and associated uses on the Jewish Community Centre (JCC) site.



Oakridge Transit Centre Site and adjacent properties

# 1.0 BACKGROUND

## 1.1 INTRODUCTION (CONT.)

### SITE HISTORY

The OTC is located on the traditional territory of the Coast Salish People. In 1948,, the land was acquired by B.C. Electric from the Canadian Pacific Railway company (CPR) to establish an electric trolley bus depot and offices for the administration of the system. The name “Oakridge” was first used to describe the surrounding neighbourhood with the establishment of the Oakridge Transit Centre. Shortly after, CPR opened the 112 hectares of land bordered by Oak Street, Cambie Street, 41st Avenue and 57th Avenue for development. In 1955, the newly formed Oakridge community was announced. Planning during this period was inspired by the Garden City movement which resulted in curving streets, generous central medians and boulevards planted with significant trees. The neighbourhood also featured 24-metre wide single-family housing lots and a small apartment area.

At its peak, the transit centre was home to 244 trolley buses, 128 diesel units, as well as more than 1,200 staff including drivers, mechanics and administrators. With the completion of the new Vancouver Transit Centre on the Eburne Lands in 2006, most services moved out of the OTC. Since 2008 the site has served limited uses for the Community Shuttle Service, vehicle maintenance, commissioning and decommissioning and storage of retired buses. Today there are four buildings on the property: the administrative building, a maintenance garage, wash rack and substation.



*Aerial photograph showing the context of the OTC (June 1948)*

# 1.0 BACKGROUND

## 1.2 OTC PLANNING PROGRAM

In February 2014, City Council approved a planning program for the OTC site. At that time, Council directed staff to:

- Engage in a policy planning process in collaboration with TransLink to develop policies to guide site planning and to provide a basis for assessing future rezoning proposals.
- Conduct a public consultation process to establish and evaluate guiding principles and conceptual site plans.
- Report back to City Council with a Policy Statement for the OTC site.

Public consultation for the OTC planning program launched in June 2014 with open houses and an illustrated brainstorming session. A group of artist-facilitators were present to illustrate ideas offered by those in attendance. Participants collaboratively created visions for the future of the site.

At the second set of open houses in February 2015, draft guiding principles and three preliminary concept plans were presented. Public feedback was used to develop a preferred draft concept.

At the third and final set of open houses in June 2015, refined guiding principles, a preferred concept plan and emerging policies were presented. The feedback was used to revise and finalize the policies presented here.



*OTC Open House at VanDusen Botanical Garden (June 2014)*

## 1.0 BACKGROUND

### 1.3 APPROVED COUNCIL POLICY

There are a number of City policies that establish a general framework for redevelopment that are applicable to the OTC site.

#### CITYPLAN

In June 1995, City Council approved CityPlan: Directions for Vancouver. CityPlan provides a framework for decisions on City funding, programs and actions. It includes directions on a range of topics from transportation to arts, and from housing to community services. Through CityPlan, Vancouver residents and City Council agreed on these directions for the City's future:

- Strengthen neighbourhood centres.
- Improve safety and better target community services.
- Reduce reliance on the car.
- Improve the environment.
- Increase the variety and affordability of housing.
- Define neighbourhood character.
- Diversify parks and public places.
- Involve people and redirect resources.

#### OAKRIDGE LANGARA POLICY STATEMENT (OLPS)

Approved by Council in 1995, the OLPS provides the policy basis to evaluate rezoning applications. The following specific policies were approved for the OTC site:

- A mix of townhouses, stacked townhouses, low-rise, and mid-rise buildings that are ground-oriented should be encouraged to an overall site density of 0.9-1.0 FSR (gross).
- 20% of the dwelling units should be designed for non-market housing (primarily core-need) of which 50% should be suitable for households with children.
- Consider limited local convenience shopping and services along 41st Avenue.
- Require an adequately sized neighbourhood park of 0.81-1.21 ha (2-3 acres) on the OTC site.
- Permitted building heights range from 9.14m (30 ft.) to 15.24m (50 ft.) with potential for a 20% increase if built form analysis proves no negative impact on adjacent properties.

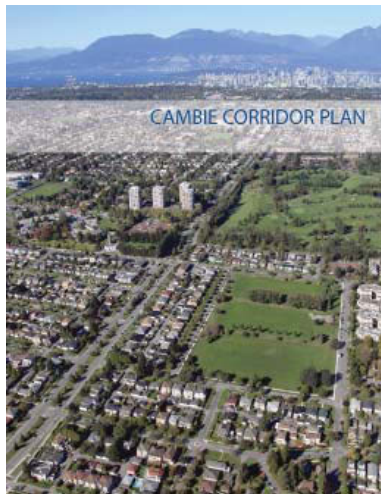
# 1.0 BACKGROUND

## 1.3 APPROVED COUNCIL POLICY (CONT.)

### CAMBIE CORRIDOR PLAN

Approved in 2011, the Cambie Corridor Plan is a rezoning policy for the sites adjacent to Cambie Street from 16th Avenue to Marine Drive. The plan provides directions to accommodate growth and optimize the benefits of the Canada Line as a catalyst for significant change in the area. The plan links land use, built form, transportation infrastructure, district energy systems, affordable housing and other elements of sustainability to make highly livable, resilient and prosperous communities along Cambie Street. The plan indicates that there will be a site specific planning program for the OTC.

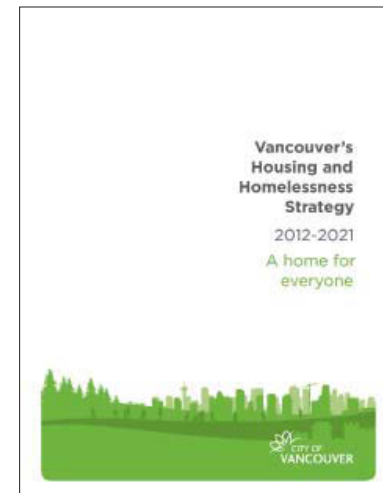
Planning for the third phase of the Cambie Corridor is underway which will consider areas of transition along the corridor and properties directly adjacent to the major projects sites (including the OTC).



### HOUSING AND HOMELESSNESS STRATEGY

Approved in 2011, this policy provides a framework for addressing homelessness and increasing the variety of affordable housing options across the entire housing continuum to improve choice and affordability for all residents within the city. The three strategic directions are:

- Increase the supply of affordable housing.
- Encourage a housing mix across all neighbourhoods that enhance quality of life.
- Provide strong leadership and support partners to enhance housing stability.





# 1.0 BACKGROUND

## 1.3 APPROVED COUNCIL POLICY (CONT.)

### TRANSPORTATION 2040 PLAN

Approved in 2012, the Transportation 2040 Plan is a long-term strategic vision for the City that will help guide transportation, land use decisions and public investments for the years ahead. The goals for the Transportation 2040 Plan are:

- **Mode Share:** have at least two-thirds of all trips be on foot, bike or transit.
- **Safety:** move towards zero traffic-related fatalities.
- **Land Use:** utilize land use to support shorter trips and sustainable transportation choices.
- **Walking:** make walking safe, convenient, comfortable and delightful. Ensure streets support a vibrant public life and encourage healthy lifestyles and social interaction.
- **Cycling:** make cycling safe, convenient, comfortable and fun for people of all ages and abilities.
- **Transit:** support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible and comfortable.
- **Motor Vehicles:** manage the road network efficiently to improve safety and support a gradual reduction in car dependence. Make it easier to drive less and accelerate the shift to low-carbon vehicles.

- **Goods, Services and Emergency Response:** support a thriving economy and Vancouver's role as a major port and Asia-Pacific gateway while managing related environmental and neighbourhood impacts. Maintain effective emergency response times for police, fire and ambulance.
- **Education, Encouragement and Enforcement:** encourage sustainable transportation choices and educate all road users to promote safe and respectful behavior. Support legislation and enforcement practices that target dangerous conduct.

Transportation 2040 provides direction for the design of the OTC to ensure all modes are accommodated with a particular emphasis on walking and cycling.

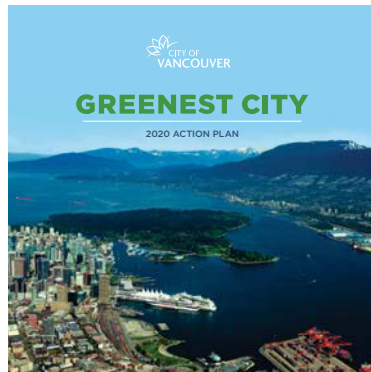


# 1.0 BACKGROUND

## 1.3 APPROVED COUNCIL POLICY (CONT.)

### GREENEST CITY: 2020 ACTION PLAN

The Greenest City Action Plan, approved in July 2011, outlines actions required to achieve a healthy, prosperous and resilient city – with the ultimate goal of becoming the world’s greenest city by 2020. It identifies strategies to promote green economic development, eliminate dependence on fossil fuels, promote green transportation options, utilize green building design and ensure everyone has access to nature, clean water and local food. The plan calls for compact, complete communities that promote walking and cycling, and are well-served by services, amenities and green space. Furthermore, the plan promotes the development of neighbourhood-scale low carbon energy systems, green construction and carbon-neutral buildings.



### GREEN BUILDINGS POLICY FOR REZONINGS

Updated in 2014, this policy currently requires that all new buildings resulting from rezonings be LEED® Gold certified, at a minimum. The policy also allows the Passive House standard to be used as an equivalent method to achieve and measure a high standard of building performance.

### REZONING POLICY FOR SUSTAINABLE LARGE DEVELOPMENTS

The rezoning policy updated in 2013 applies to sites of two acres or more and establishes policies to achieve higher sustainable development standards as an essential component in the rezoning of large development sites. The policy requires submission of defined plans and studies to address the following objectives:

1. Sustainable Site Design
2. Access to Nature
3. Sustainable Food Systems
4. Green Mobility
5. Rainwater Management
6. Zero Waste Planning
7. Affordable Housing
8. Low Carbon Energy Supply

# 1.0 BACKGROUND

## 1.4 ROLE OF POLICY STATEMENT

This Policy Statement establishes planning principles that will guide the future redevelopment of the OTC and adjacent sites. It provides new policies regarding:

- Land use and density
- Parks and public spaces
- Circulation and transportation
- Built form, massing and height
- Sustainability
- Community amenities

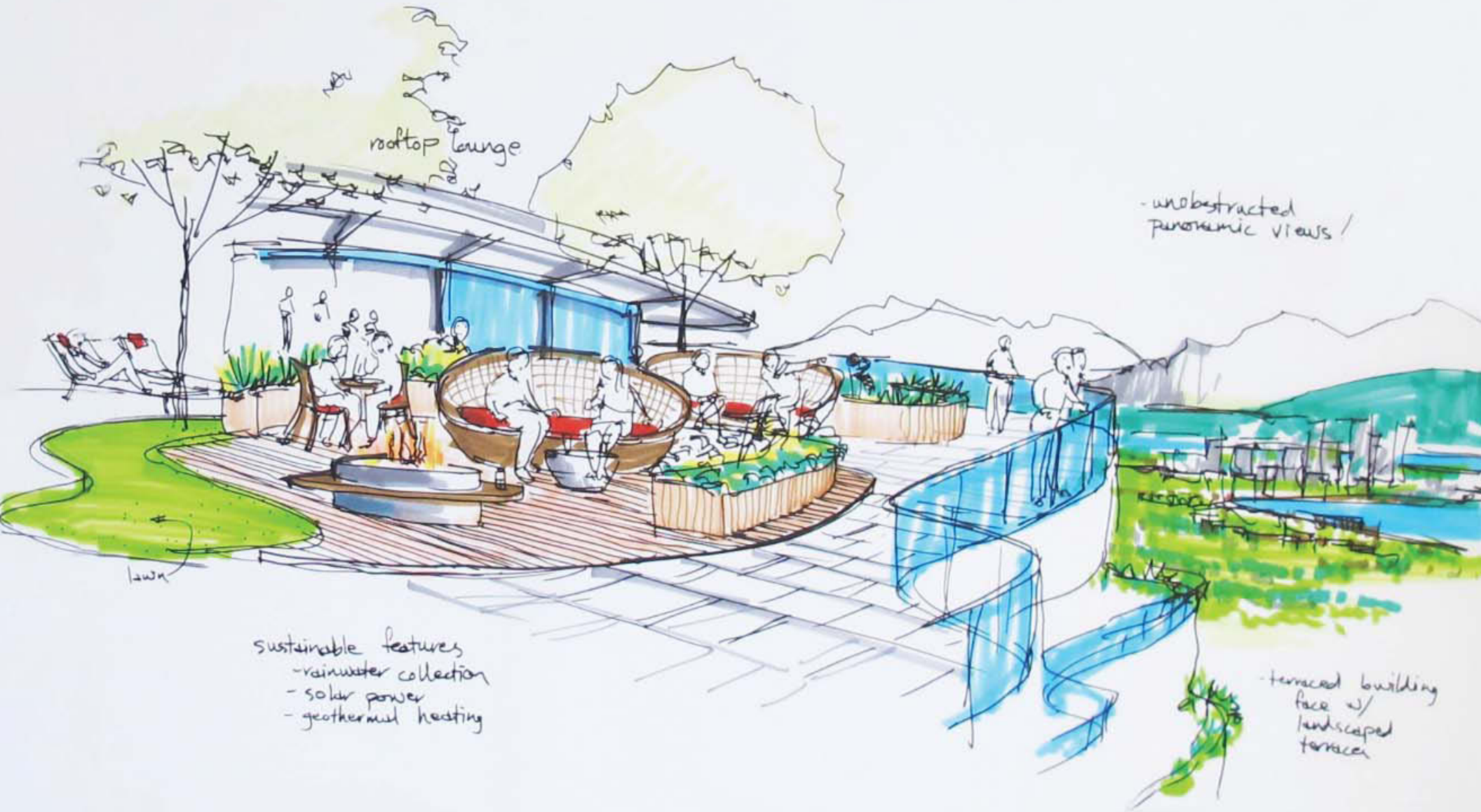
Created through a comprehensive planning process, the Policy Statement provides clarity on the future of the site and guides the rezoning process. It represents the public and private interests that have been articulated in the planning process and ensures that those interests carry forward with the endorsement of City Council.

The policies in this document are intended to clearly articulate the nature, scale and obligations of the OTC redevelopment, while also being flexible enough to accommodate a variety of detailed plans and design solutions to be refined and evaluated during the rezoning stage.



*Photo of wash rack at northwest corner of OTC Site (April 2014)*

# VISION AND GUIDING PRINCIPLES 2.0



# 2.0 VISION AND GUIDING PRINCIPLES

## 2.1 VISION

Establishment of the new trolley bus depot, the Oakridge Transit Centre, in 1948 was a catalyst for development of the Oakridge neighbourhood by extending bus service south to the CPR lands. Redevelopment of the OTC will be inspired by the site's unique First Nations and transportation history, and will respond to the local-area context of curvilinear streets designed in the tradition of the Garden City movement.

The OTC will be primarily residential and designed to accommodate a range of housing types and provide for a mix of incomes. New housing will be focused around

a central public park that will include a childcare centre. Local-serving shops and services will be located along 41st Avenue. The OTC site will be designed to invite residents and visitors into and through the site on public walkways, bicycle paths and new streets. The tallest buildings will be located in the centre of the site and along 41st Avenue to reduce impacts to the surrounding neighbourhood and shadowing on public spaces. Future development will achieve an exceptional standard of sustainability through building and site design, increased access to green space and a rich public realm to support walking and cycling.



*View across the future OTC site facing North Shore Mountains*

## 2.0 VISION AND GUIDING PRINCIPLES

### 2.2 GUIDING PRINCIPLES

Building on the central themes identified through the Illustrated Brainstorming Session and community consultation and reflecting the City's objectives and the landowner's goals, the following principles will guide future development of the site. These high-level principles summarize and integrate the more-detailed policies in chapters to follow.

#### NEIGHBOURHOOD IDENTITY

Establish a new residential district that draws inspiration from the site's history, first as Coast Salish land, and recently as a transit centre to inform site patterning, building orientation and public realm detailing. Inspiration could come from the strong linear north-south orientation of the former bus parking and staging yard, previous movement patterns, overhead patterns of trolley wires, views through to the mountains or other heritage character details.



#### GREEN SPACE

Organize buildings to clearly define common green space that is programmable with a variety of passive and active uses. Park space should be highly visible and bordered by public streets, mews or walkways, with animated edges in appropriate locations. Park and open space should be considered as part of a larger ecological network, linking key green spaces in the city.



*Drawing from Illustrated Brainstorming Session (June 2014)*

#### NEIGHBOURHOOD-SERVING RETAIL

Use neighbourhood-serving retail and services to animate key public spaces and the 41st Avenue frontage, and to create an inviting entrance to the site. Neighbourhood-serving retail also fosters a sense of community within the new district.

## 2.0 VISION AND GUIDING PRINCIPLES

### 2.2 GUIDING PRINCIPLES

#### MID-RISE DISTRICT

Create a distinctive new residential district with a variety of building types and forms such as townhouses, low-rise and mid-rise apartments. Strategically locate taller buildings to minimize shadowing on public open space and reduce impacts on surrounding development. Provide appropriate transitions to 38th Avenue while maximizing views through the site to the North Shore Mountains.

#### HOUSING VARIETY AND AFFORDABILITY

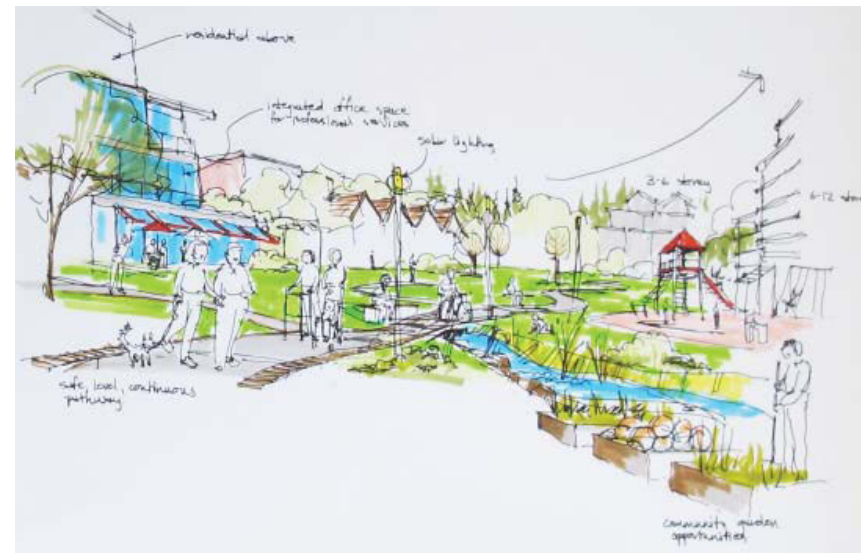
Ensure the neighbourhood is designed to accommodate a range of household incomes by providing market condominiums, rental housing and affordable housing for households with low incomes, seniors and those with mental illness or addictions. Through site design, maximize opportunities for ground-oriented units and housing suitable for families, including two- and three-bedroom units.

#### COMMUNITY CONNECTIONS

Integrate the OTC site into the neighbourhood by providing new pedestrian, cyclist and vehicle connections. Site design should provide for the integration of various transportation modes by prioritizing walking and cycling, while connecting to existing and anticipated public transit systems.

#### SUSTAINABLE SYSTEMS AND GREEN INFRASTRUCTURE

Achieve an exceptional standard of sustainability through site design, architecture, building energy use, energy systems, water use and rainwater management, as well as urban food and waste systems. Large sites such as the OTC are fundamental to support the city's goals of achieving low-carbon neighbourhood energy systems.



*Drawing from Illustrated Brainstorming Session (June 2014)*

# LAND USE AND DENSITY 3.0





## 3.0 LAND USE AND DENSITY

This section provides direction on the density and mix of uses envisioned for the OTC site to provide a diversity of housing types and tenures, local services and community amenities. Refer to relevant sections of this document for more detailed policies related to each use.

### 3.1 BACKGROUND

For nearly 60 years, from 1948 to 2006, the site was home to the Oakridge Transit Centre. In 2006, most services were relocated to the newly completed Vancouver Transit Centre on the Fraser River in South Vancouver. TransLink now considers the OTC to be surplus to its operational needs in Vancouver.

The current Oakridge Langara Policy Statement supports a residential future for the OTC, along with a neighbourhood park and limited local shops and services. The policy also currently supports an overall site density of 0.9-1.0 FSR (gross). Through the planning process, site densities beyond 1.0 FSR were explored to deliver on Council objectives related to sustainability, affordability and livability while respecting the local context.

#### MIX OF USES

The OTC will be a predominantly residential neighbourhood containing a range of housing types, building forms, and unit sizes with a portion targeted to families with children, and including both market and affordable housing. Consistent with the City's Sustainable Large Developments policy, a target of 20% of the units (equivalent to 20% of the residential floor area) will be affordable housing. Other uses will be integrated into the development, providing local commercial opportunities and amenities for new residents and the surrounding community.

#### RETAIL AND SERVICE USES

A modest amount of retail fronting on 41st Avenue, will be provided. It is intended to be local-serving in character for example, small pharmacy, café, bakery, deli, restaurant, green grocer and/or small grocery store. A portion (up to 50%) of the retail floor area may provide service uses (medical, dental, real estate, law and other professionals) to enhance and complement the retail space. The concept plan illustrates approximately 1,635 square metres (17,600 sq. ft.) of retail and commercial uses. At rezoning, a retail capacity analysis will be completed to confirm the appropriate amount of retail floor space and optimal mix of service uses. Retail would be optional at the eastern end of the site and on the adjacent Oakmont Medical site.

#### CHILDCARE

A childcare centre will be provided to address an outstanding need for childcare in the Oakridge area. A 69-space childcare centre of approximately 790 square metres (8,500 sq. ft.) is identified on the site plan on a site adjacent to the park.

## 3.0 LAND USE AND DENSITY

### 3.2 POLICIES

#### 3.2.1 DENSITY

- A gross floor area of approximately 117,500 square metres (1,265,000 sq. ft.) is proposed\*. The gross floor space ratio or FSR (a measure of density) is approximately 2.1 over the entire site or 2.5 if the park (assumed to be 2.3 acres) is excluded from the calculation.

*\*The gross floor area includes all interior floor spaces for all uses including the childcare centre, amenity spaces, and all typical floor area exclusions such as storage areas, enclosed balconies, etc. The density is calculated over the full site area including the park, and circulation network. The gross floor area does not include the adjacent sites.*

#### 3.2.2 20% AFFORDABLE HOUSING

- 20% of the housing units (approx. 20% of the residential floor area) are required to be for affordable housing, with a priority on social housing targeted towards low- to moderate-income households.

#### 3.2.3 FAMILY HOUSING

- A minimum of 50% of the affordable housing units will be for families with children, including two and three bedroom units.

- A minimum of 35% of the market units will have two and three bedrooms, comprised of at least 10% three bedroom units.
- Design of family units will be in accordance with the High-density Housing for Families Guidelines.



*Stacked townhouses at 3600 Commercial St.*

## 3.0 LAND USE AND DENSITY

### 3.2 POLICIES (CONT.)

#### 3.2.4 LOCAL-SERVING RETAIL

- Approximately 930 to 1,860 square metres (10,000 to 20,000 sq. ft.) of commercial floorspace should be located on the OTC site, primarily along 41st Avenue between Oak Street and the new street, to provide an inviting entrance to the site and to animate the public realm. Retail at-grade east of the new street can be considered.
- The majority of the floorspace should be local-serving retail such as a café, deli, bakery, green grocer/small grocery store, small scale pharmacy, and so on.
- A non-retail commercial floorspace component of up to 50% of the area of the retail floor space (approximately 465 to 930 square metres) could be included to support retail demand. This component should include locally-oriented office space such as professional offices (medical/dental, law, real estate) or a community bank.
- A retail capacity analysis should be provided at the rezoning stage to confirm the amount of retail the neighbourhood can support.

#### 3.2.5 CHILDCARE CENTRE

- Provide a fully-finished and equipped childcare centre that serves infants, toddlers and 3-5 year olds, designed in accordance with the Childcare Design Guidelines.

- To make efficient use of City land, co-locate the childcare with the park or affordable housing buildings. If located with the park, provide public washrooms and design outdoor play space to meet the needs of the childcare centre as well as park users.
- At rezoning, identify opportunities to deliver family childcare units within affordable housing buildings that are designed for families.



*Example of retail frontage proposed along 41st Avenue*

# PARKS AND PUBLIC SPACES 4.0



Credit: Ernie Stelzer

## 4.0 PARKS AND PUBLIC SPACES

This section provides guidance on creation of high-quality parks and public open spaces that will contribute to creating a new neighbourhood on the OTC site.

### 4.1 BACKGROUND

For the duration of the site's existence as a transit centre, there has been no public access into or through the site. Ensuring that redevelopment of the OTC is a welcoming well-integrated part of the larger community, with a variety of high-quality public spaces has been a primary focus of the planning program.

The Oakridge neighbourhood is relatively well-served by public parks and green space. The Park Board divides its public parks into two categories – 'city-wide' parks and 'neighbourhood' parks. City-wide parks attract residents from the city and region, while neighbourhood parks are primarily focused on serving residents of a specific area.

Two city-wide parks, Queen Elizabeth Park and VanDusen Gardens, are within walking distance of the site. In addition, Oak Meadows Park, a neighbourhood park, is located north of the OTC and provides play fields and walking paths to serve local needs. The OTC site is also within close proximity to Oakridge Centre which will deliver a new rooftop park as part of its future redevelopment.

While the area benefits from a variety of park spaces, there is still the need for more local-serving parks in the area that can accommodate activities such as youth sports and children's play. Provision of a new park to address neighbourhood needs was first identified in the Oakridge Langara Policy Statement and has been a key City objective throughout the planning process.

The OTC will incorporate a new park that is prominently located in the centre of the site, with one edge fronting 38th Avenue. The development plan illustrates a 2.3 acre park, which includes a childcare centre and associated outdoor play space. The park is to have highly-public edges and will facilitate views across the site to the North Shore Mountains, while maximizing the number of residences overlooking the park. It will be configured to provide flexibility for a variety of park programming (active and passive activities) while contributing to a larger network of parks that include sensitive ecological areas in Queen Elizabeth Park, VanDusen Gardens, and Oak Meadows Park. A linear green open space connects from 41st Avenue to the new park, inviting the public into the site and reinforcing the ecological connections in the neighbourhood.

41st Avenue will be designed with an enhanced public realm to complement and support local-serving shops and services with generous sidewalks, café seating, places for people to gather, protected bicycle paths, large street trees, weather protection and other quality public realm treatments (street furniture, pedestrian lighting, etc). These diverse spaces will create unique destinations for residents and visitors to gather within the new neighbourhood.

# SURROUNDING PARK CONTEXT



- Neighbourhood Park
- Destination (City-wide) Park
- 5-minute walk (400 metres)
- 10-minute walk (800 metres)

## 4.0 PARKS AND PUBLIC SPACES

### 4.2 POLICIES

#### 4.2.1 NEIGHBOURHOOD PARK

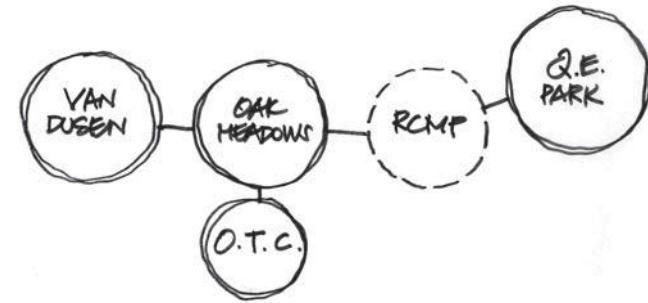
- Provide a minimum of 2.3 acres of park and open space comprised of City-owned park, open space secured through statutory rights-of-way and childcare centre site.
- Provide at least 2.0 acres of City-owned park. The childcare centre's outdoor play space will be accommodated within the park and will be shared, if possible, to meet the needs of park users.
- Configure the park with sufficient width to accommodate desired program elements including a youth-size playfield, children's play area, areas for passive recreation and the required outdoor play space for the adjacent childcare centre. The park program and design will be determined through Park Board led public consultation at the time of development.
- The park is to be located toward the north end of the site, with frontage on 38th Avenue.
- The park should be highly visible, bordered by public streets, mews and/or public walkways.



## 4.0 PARKS AND PUBLIC SPACES

### 4.2 POLICIES (CONT.)

- Design the park and open space to reinforce the city's larger ecological network, building on and contributing to the natural spaces in Oak Meadows Park, VanDusen Botanical Garden and Queen Elizabeth Park.
- Complete an arborist study at rezoning to evaluate potential retention of existing trees, particularly those located on the northern edge. The evaluation should consider implications of site re-grading.



*Ecological network diagram*

#### 4.2.2 PUBLIC SPACES

- Establish a linear open space connection on the east side of the new street, between 41st Avenue and the park. The open space will be comprised of an enhanced landscaped building setback, secured by statutory rights-of-way to the City.
- Design of the linear open space should seek to enhance vistas to the park and North Shore Mountains, provide areas for café seating or other retail uses to animate the public realm, and functionally contribute to a site-wide Stormwater Management Plan.
- Explore opportunities to create a series of public places along 41st Avenue and the new north-south street, e.g. plazas or areas of enhanced sidewalk widths, to encourage areas for gathering.



*Landscaped setback at North Vancouver MEC.  
Credit: Sharp & Diamond Landscape Architects*



## 4.0 PARKS AND PUBLIC SPACES

### 4.2 POLICIES (CONT.)

#### 4.2.3 LEGIBILITY AND ANIMATION OF PUBLIC SPACES

- Create parks and public spaces that are truly public, active, safe and welcoming through careful consideration of these spaces, the activities they foster, and relationships to the surrounding buildings.
- Enliven streets, pedestrian mews, park and open space with frequent front doors at grade and overlook from dwellings.
- Create a comfortable relationship between public and private outdoor space through changes in elevation, urban setbacks and stormwater features to define spaces and transitions.
- Line 41st Avenue with pedestrian-scaled shops, café windows and entries, outdoor seating and displays. The retail should wrap onto the new north-south street to welcome people into the neighbourhood.
- Consider additional small scale retail, social or cultural uses to animate park edges and to take advantage of the linear open space.

#### 4.2.4 MEMORY

- Reflect the First Nations and transit centre history of the site in site patterning, public art and public realm plans.

#### 4.2.5 SUSTAINABLE PUBLIC SPACES

- Create public spaces that advance and support our Greenest City objectives through rainwater management, sustainable food systems and urban agriculture, green mobility, access to nature and habitat considerations.
- To achieve urban food objectives as outlined in the Rezoning Policy for Sustainable Large Developments, consider accommodating, on private land, a 'Community Food Market' along 41st Avenue or near the entrance to site.



*River District Farmers Market*

# CIRCULATION AND TRANSPORTATION 5.0



# 5.0 CIRCULATION AND TRANSPORTATION

This section provides policies that will guide the planning of walking, cycling and vehicular connections to the surrounding neighbourhood and on the OTC site. Further guidance on the character of these circulation spaces is included in Section 4 *Parks and Public Spaces*.

Green mobility is central to the City of Vancouver’s transportation priorities, with an emphasis on pedestrians, cyclists and transit users. The future of the OTC will reflect these priorities while also minimizing traffic impacts on the surrounding community. The transportation strategy recognizes that accessibility, servicing, delivery and emergency access are necessary.

## CONTEXT

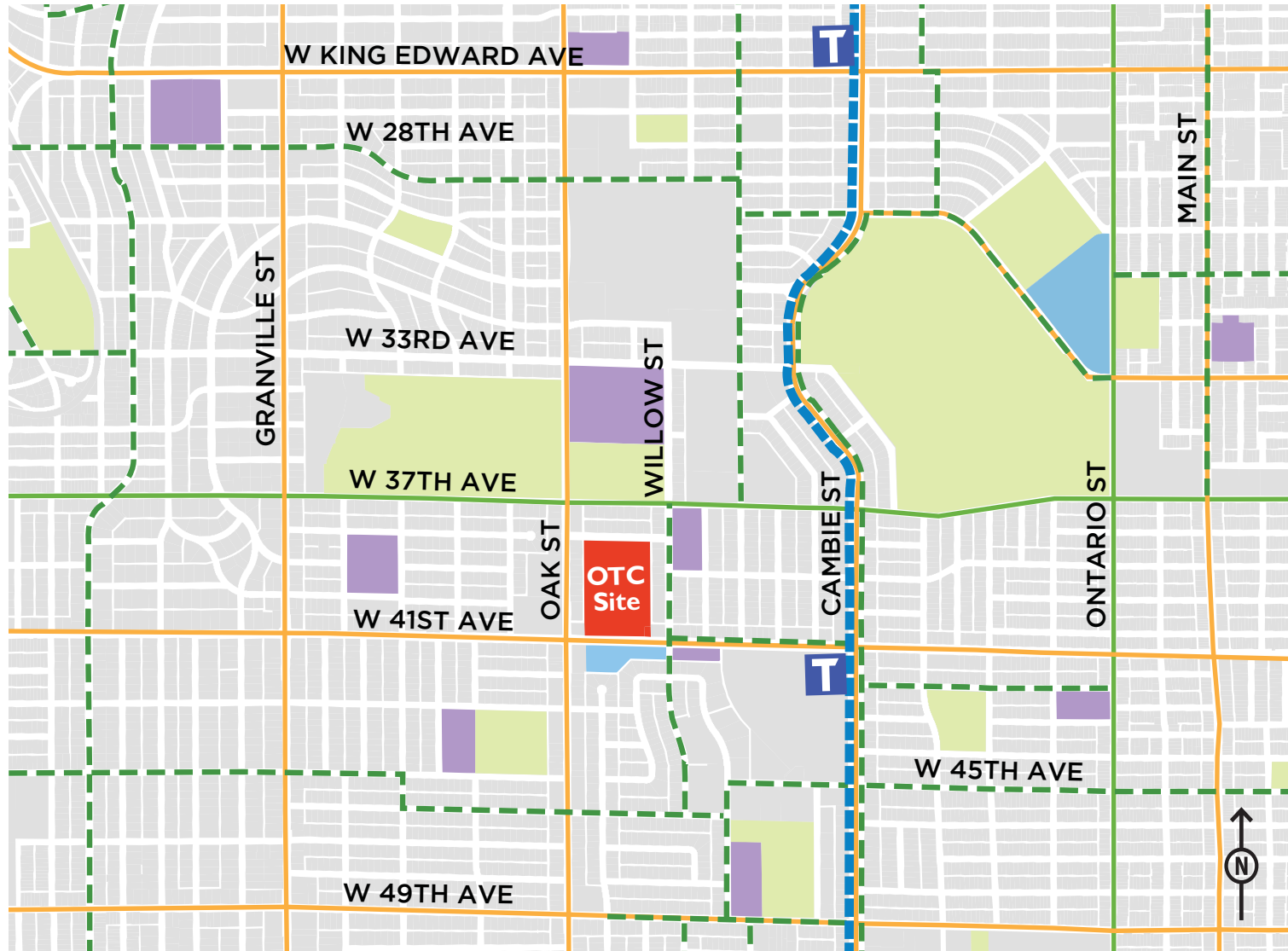
The OTC is bordered by two streets: 41st Avenue, a major arterial to the south, and 38th Avenue, a residential street to the north. The site is bound on the east and west by existing residential lanes.

Two significant bike routes are located near the OTC site. The Ridgeway Greenway on 37th Avenue is a crosstown route, extending 13km across Vancouver from Pacific Spirit Park to Burnaby. The Ridgeway Greenway provides access to major destinations near the OTC including VanDusen Gardens and Queen Elizabeth Park. The Heather Street Bikeway connects north-south from False Creek to the Fraser River with some diversions along the route including between 38th Ave and 46th Ave where it runs along Willow Street adjacent to the OTC.

The OTC site is served by the #41 and #43 buses that connect from UBC to Joyce-Collingwood Station and the #17 Oak Street that provides frequent north-south service to downtown. The site is within a ten-minute walk from rapid transit at the Oakridge-41st Canada Line station.

A high-level transportation analysis was completed to understand the impact of the proposed development on the local transportation network. This analysis indicates that there will be limited impacts to the surrounding neighbourhood, as most traffic is anticipated to enter the site via the new intersection on 41st Avenue or from 38th Avenue. The new street will likely require a signalized intersection at 41st Avenue, and some modifications may be required to existing traffic signals. The Canada Line is expected to have the capacity to carry the predicted additional passenger loads.

# SURROUNDING TRANSPORTATION CONTEXT



-  Canada Line
-  Bikeway
-  Transit Station
-  Parks
-  Community Centres (Public + Private)
-  Bus Route
-  Greenway
-  Schools

# 5.0 CIRCULATION AND TRANSPORTATION

## 5.1 BACKGROUND (CONT.)

### CONNECTIONS AND PERMEABILITY

The OTC site will be connected and integrated with the surrounding community through a network of diverse and interesting public spaces including streets, mews, pathways and open spaces.

Recognizing the Garden City context of the local neighbourhood, the site will be designed around a new gently curved primary street connecting 41st to 38th Avenue. This new street will be designed to accommodate pedestrians and cyclists and to reduce vehicle speeds and short-cutting. Street trees, rain gardens, lighting and street furniture will create a rich public realm that will attract and support pedestrians and cyclists of all ages. A new secondary street will provide vehicle access on the eastern side of the park and will be designed with similar character as the curved primary street. Lanes will connect from the new streets to the existing lanes to provide residential access for vehicles and cyclists.

Non-vehicular links will connect pedestrians and cyclists from Oak Street through to Willow Street in alignment with 39th Avenue, drawing pedestrians and cyclists into and through the site. Smaller public pathways for pedestrians will be secured through development parcels to ensure a fine-grain pedestrian network through the site.



## 5.0 CIRCULATION AND TRANSPORTATION

### 5.1 BACKGROUND (CONT.)

#### TRANSPORTATION STRATEGY

The OTC will be comprehensively designed to support sustainable transportation modes by prioritizing pedestrians, cyclists and transit users. The site will be accessible to vehicles to ensure basic site servicing and access to underground parking. Traffic impacts on surrounding local streets will be mitigated through design. As part of the rezoning process, a Green Mobility Plan will identify ways to encourage walking, cycling and transit while also minimizing short-cutting through the site and traffic impacts on the surrounding neighbourhood.



*Sketch of an active, safe and welcoming public street*

### 5.2 POLICIES

#### 5.2.1 STREETS FOR PEOPLE

- Design new streets to prioritize people walking and cycling over motorized vehicles. The site will be comfortably and safely accessed by people of all ages and abilities walking and cycling. Traffic will be highly calmed to minimize short-cutting across the site.
- Provide a high-quality design of the pedestrian realm and streets (e.g. materials, lighting, street furniture, street trees, landscaping, signage, etc.). Use of non-standard treatments within public rights-of-way will require analysis of life cycle costs and appropriate funding mechanisms at rezoning.

## 5.0 CIRCULATION AND TRANSPORTATION

### 5.2 POLICIES (CONT.)

#### 5.2.2 STREETS

Provide a new primary street, dedicated to the City, which connects north-south between 38th Avenue and 41st Avenue.

- The intersection of the new street and 41st Avenue may be signalized, subject to further study. To ensure desirable spacing between intersections, the new street should be located no closer than 100 m (328 ft.) to Willow Street, and no closer than 140 m (460 ft.) to Oak Street. In locating the intersection, consider traffic movement to the left turn bay for vehicles turning south onto Oak Street from 41st Avenue.
- Provide a secondary street, dedicated to the City, for access to development parcels that are not directly served by the primary north-south street.
- Employ street design measures to limit traffic speed and discourage short-cutting across the site, while accommodating protected bicycle paths (on the primary street), on-street parking, lighting, street trees, sustainability measures and street furniture. Consider raised pedestrian crossings, speed tables or other measures amenable to the City.

- To enhance safety, ensure that vehicular intersections and/or driveway locations are designed to be either aligned, or separated by more than 20 m (66 ft.).



*New streets will feature lighting, street furniture, street trees and sidewalks enhancing the pedestrian realm*

# 5.0 CIRCULATION AND TRANSPORTATION

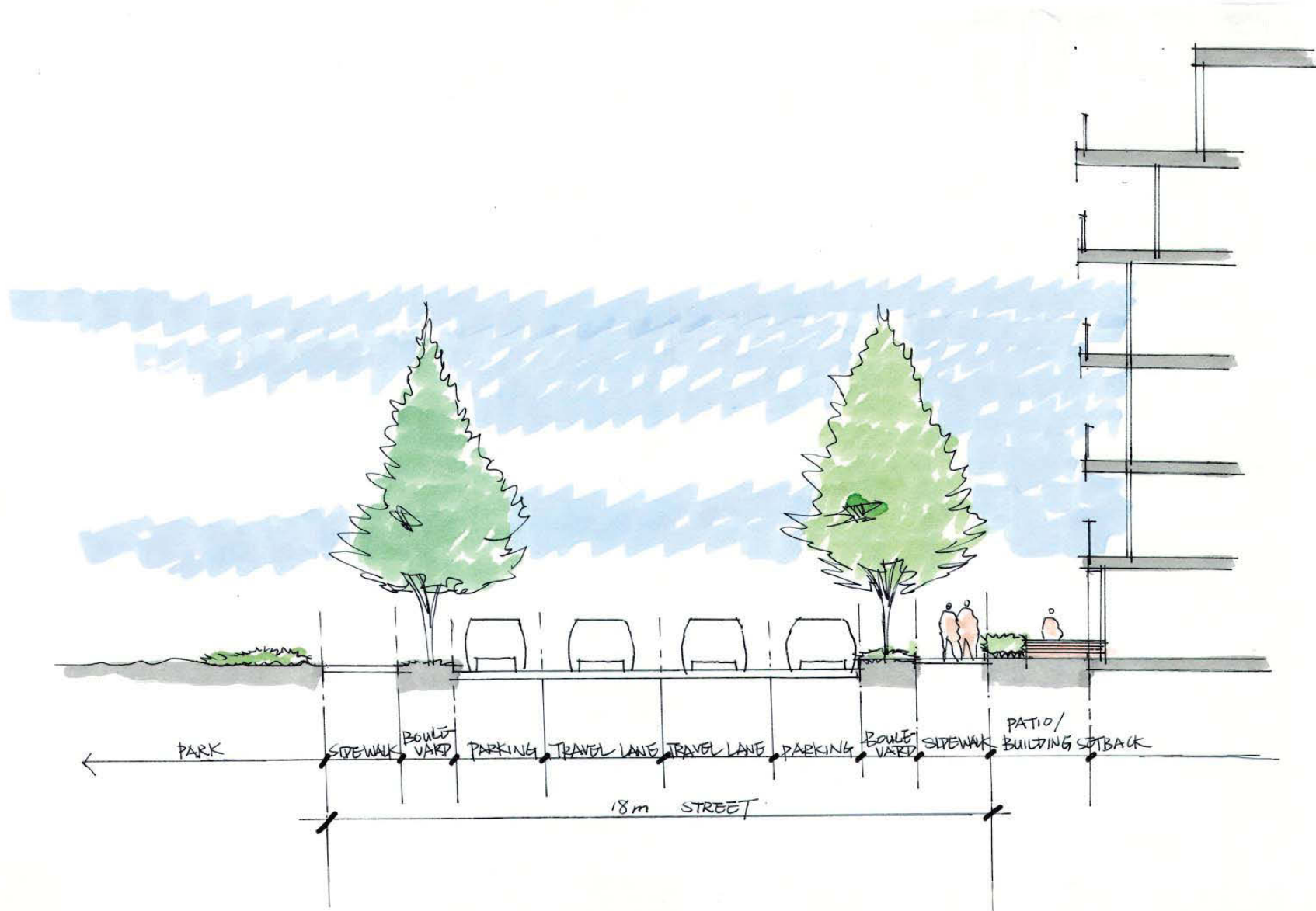
## CONCEPTUAL STREET SECTION: PRIMARY STREET (WEST SIDE OF PARK)





# 5.0 CIRCULATION AND TRANSPORTATION

## CONCEPTUAL STREET SECTION: SECONDARY STREET (EAST SIDE OF PARK)



# 5.0 CIRCULATION AND TRANSPORTATION

## CONCEPTUAL STREET SECTION: 41ST AVENUE (NORTH SIDE)



## 5.0 CIRCULATION AND TRANSPORTATION

### 5.2 POLICIES (CONT.)

#### 5.2.3 LANES

- Design lanes to connect from the new streets to the existing laneways. Standard laneways are a minimum of 6 m (20 ft.) and will be dedicated to the City.
- Limit access to underground parking to new or existing laneways.
- Explore the addition of a lane for commercial loading to service 41st Avenue retail and commercial uses.
- Consider enhanced public realm treatment of laneways to improve site permeability and to promote pedestrian and cyclist movement through the site.

#### 5.2.4 PEDESTRIAN AND CYCLIST CONNECTIONS

- Provide a non-vehicular connection aligned with 39th Avenue, secured by statutory rights-of-way to the City, as follows:
  - » on the OTC site provide a shared pedestrian and cyclist connection from the existing lanes through to the new streets flanking the park. The connection should be at least 12 m (40 ft.) wide with detailed design to be determined through the rezoning.
  - » west of the OTC, between Oak Street and the existing lane there is significant grade change and stairs are required; through rezoning provide a pedestrian connection of at least 3.66 m (12 ft.).
  - » east of the OTC, between Willow Street and the existing lane is a more important desire-line for both pedestrians and cyclists; through rezoning provide a shared connection of approximately 6 m (20 ft.).
- The 39th Avenue connection should be direct and highly public, with buildings oriented onto the mews, rich landscaping and a comfortable walking surface. The exact route and design of the connection through the park will be determined during the park design process.
- Provide safe and visible pedestrian crossings on the 39th Avenue alignment and at appropriate intervals.
- Through redevelopment of the blocks to the north of the site, encourage provision of a shared pedestrian and cyclist connection, secured by statutory rights-of-way to the City, from the OTC site through to Oak Meadows Park.

## 5.0 CIRCULATION AND TRANSPORTATION)

### 5.2 POLICIES (CONT.)

#### 5.2.5 PERMEABLE PARCELS

- To ensure permeability provide ungated public paths, secured by statutory rights-of-way to the City, connecting between buildings and/or through development parcels.

#### 5.2.6 IMPROVEMENTS TO EXISTING STREETS

- Improve 38th Avenue to incorporate sidewalks and street trees. Consider a protected bicycle connection to Willow Bikeway within the existing 24 m (79 ft.) rights-of-way.
- Improve the north side of 41st Avenue to provide enhanced pedestrian realm and a protected bike connection between Oak Street and Cambie Street, to provide a direct route to the Oakridge-41st Canada Line Station.

#### 5.2.7 TRANSIT IMPROVEMENTS

- Improve amenities at transit stops with shelters or other weather protection, street trees to provide shade, benches, lighting, litter receptacles and information such as wayfinding signage.
- Promote security by providing safe and convenient routes to transit stops.

#### 5.2.8 MINIMIZE IMPACTS ON NEIGHBOURING STREETS

- Design the site to integrate with the surrounding community while minimizing the impacts of new motor vehicle traffic on the surrounding streets.



*Example of a pathway creating permeability through a block  
Credit: La-Citta-Vita on Flickr*

## 5.0 CIRCULATION AND TRANSPORTATION

### 5.2 POLICIES (CONT.)

#### 5.2.9 PEDESTRIAN AND CYCLIST SUPPORTIVE BUILDING DESIGN

- Design buildings to support walkability through provision of ground-oriented units at the lower levels of buildings with convenient 'front doors' to the adjacent public realm.
- Design buildings to encourage, not just accommodate, bicycle use. Measures might include direct access from the lobby to a secured bike storage room at grade, providing more than the minimum required interior or exterior bicycle racks, or supplying bike maintenance stations.
- Provide clear linkages from buildings to adjacent bike paths and greenways.
- Provide space for Public Bike Share stations, secured by statutory rights-of-way to the City, in locations that are in close proximity to major bike routes.



*Building design with weather protection for bike parking.  
Credit: Paul Krueger*

#### 5.2.10 PARKING AND LOADING

- Design parking and loading in accordance with the requirements set out in the City's Parking By-law.
- Provide goods loading and passenger loading on development sites to minimize conflicts with walking and cycling routes.

# BUILT FORM, MASSING, AND HEIGHT 6.0



# 6.0 BUILT FORM, MASSING AND HEIGHT

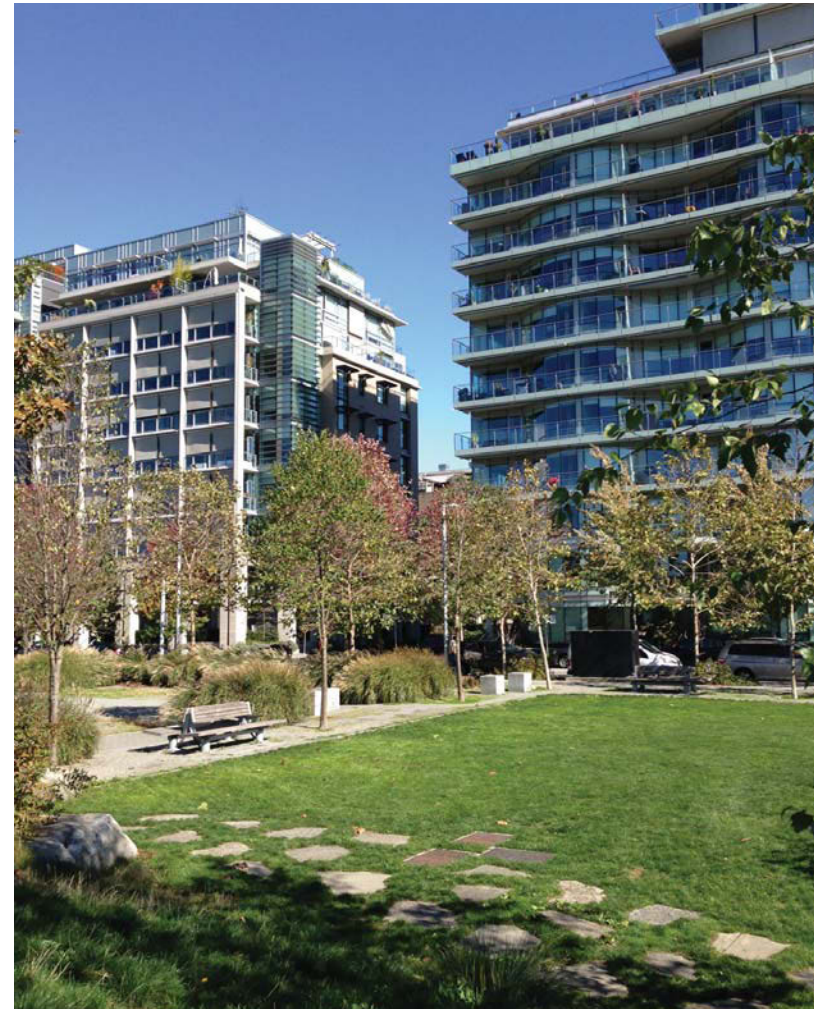
This section provides guidance on building form, massing, and height to create a varied and interesting urban neighbourhood. For site density, refer to Section 3 *Land Use and Density*.

## 6.1 BACKGROUND

The OTC is a large centrally-located site in the city, in an area well served by parks, community amenities and transit. It presents a unique opportunity to achieve affordable housing, sustainability and community amenity goals as supported by the Rezoning Policy for Sustainable Large Developments and Green Buildings Policy for Rezoning. While the OTC is a significant opportunity to realize many City goals, the immediate context and location of the site within the city are important considerations in determining appropriate built form.

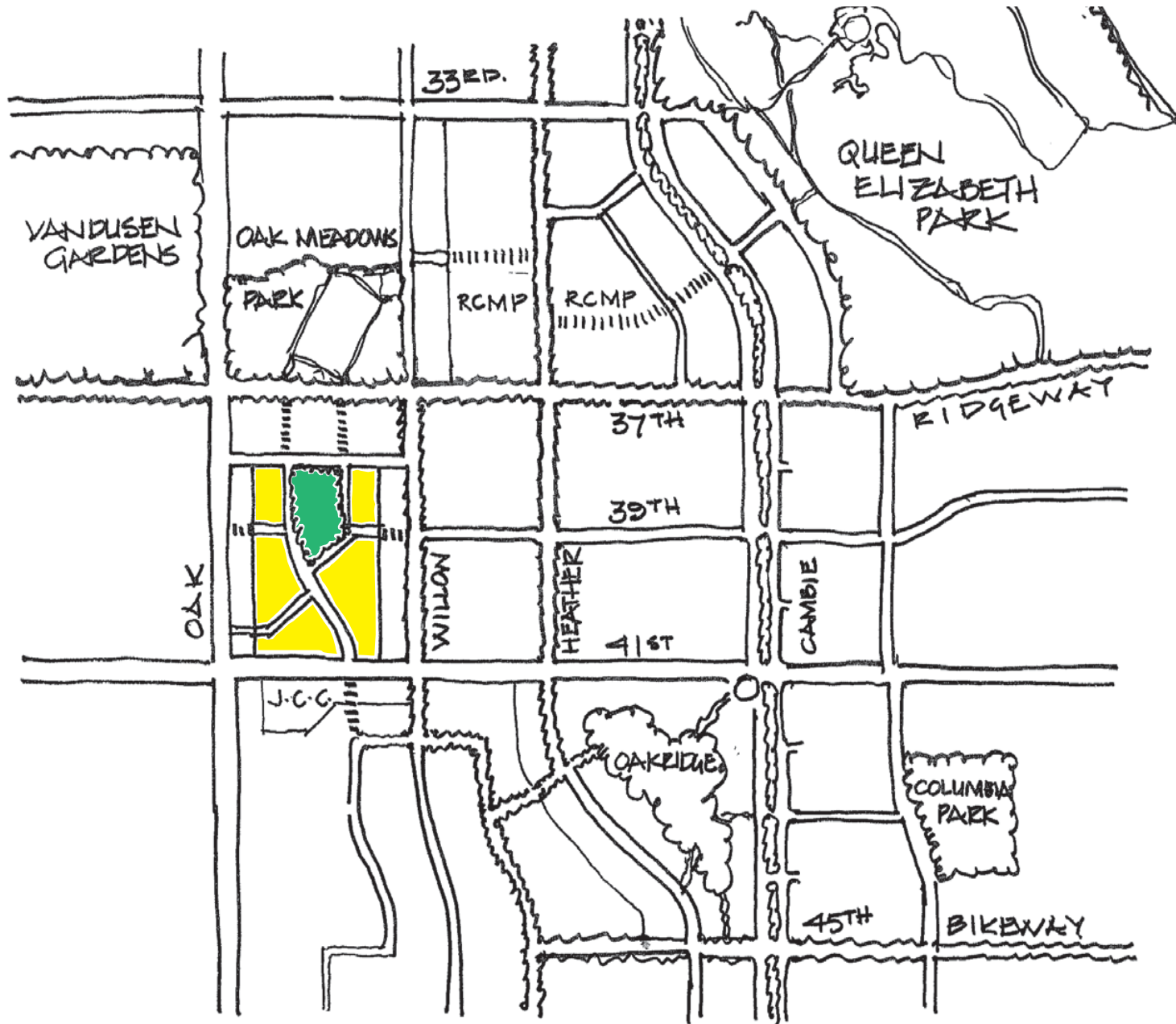
The Oakridge Langara Policy Statement encourages a mix of housing types including townhouses, stacked townhouses, low- and mid-rise buildings with a focus on ground-oriented housing. Through a comprehensive planning process for the OTC site, a conceptual plan was created containing a variety of building forms and heights in a predominantly mid-rise form. This plan is an effort to balance key objectives around the delivery of community amenities, including a significant public park and an appropriate scale and form of development. A key factor in establishing height and building form is the relationship to the surrounding neighbourhood which is primarily townhouses and single-family houses.

Fundamental to the site patterning is the re-integration of the OTC into the larger Oakridge context, ensuring a high degree of permeability and accommodating a new neighbourhood park.



*Example of mid-rise building form*

# OTC WITHIN OAKRIDGE NEIGHBOURHOOD CONTEXT





## 6.0 BUILT FORM, MASSING AND HEIGHTS

### 6.1 BACKGROUND

#### BUILDING HEIGHT AND FORM

The OTC is intended to be a predominantly residential neighbourhood with a mid-rise form of development (with building heights of 6 to 12 storeys) and an emphasis on ground-oriented units. Adjacency to the existing townhouses along the east and west edges of the site and single-family houses to the north requires sensitive transitions between the higher-density and lower-density development. The form of these buildings is intended to respect the character of the neighbourhood through patterning and scale, appropriate setbacks and respectful design. Two taller buildings (up to 15 storeys) will be located centrally and along 41st Avenue to minimize impacts on existing developments and shadowing on the park.

#### SOLAR ACCESS

Access to sunlight is a fundamental principle that will guide the design of the OTC. One of the consequences of the mid-rise building forms proposed (vs. a tower and podium typology) is more extensive shadowing in the immediate surroundings of the buildings. However, optimizing sunlight, particularly on parks and public spaces identified in Section 4, should be a key consideration in the detailed design and placement of buildings at rezoning.

#### ANIMATION AND VARIATION IN DESIGN

The OTC will be inviting, enticing and attractive. The architecture will be characterized by variation in design and scale to create visual interest. The building angles created by the curved street, enhanced setbacks, and human-scale design of the streetwall and park fronting buildings will create interest and add character. The site edges will respond differently to the varying adjacencies: 41st Avenue, townhouses and single-family houses.

Public spaces will create vibrancy and enhance neighbourhood character. This can be done through architecture, landscape design, placement of active uses on public spaces and programming.

#### PERMEABILITY AND LIVABILITY

Accommodating appropriate building forms and density on the OTC site is a balance between two objectives - keeping the overall height and transitions respectful of the site context, while creating a highly permeable plan with a significant park that draws people into and through the site. It is critical that this balance also result in highly livable dwellings.

## 6.0 BUILT FORM, MASSING AND HEIGHTS

### 6.2 POLICIES

#### 6.2.1 TRANSITIONAL EDGES

- Create a respectful relationship with the surrounding community through the scale of buildings along 38th Avenue and adjacent to neighbouring lanes.
- Limit building heights in transitional edges to 3 to 6 storeys.
- Provide 3 to 4 storey townhouses along the existing lanes and in other locations to enhance the variety of housing types. Establish block depths at the perimeter of the site that combine apartments and townhouses as in the Cambie Corridor Plan.

#### 6.2.2 OPPORTUNITIES FOR HEIGHT

- Locate mid-rise buildings ranging from 6 to 12 storeys centrally on the site, increasing in height towards 41st Avenue, to create an expressive and varied skyline.
- Two taller buildings, up to a maximum of 15 storeys (150 ft), located centrally on or near 41st Avenue may be permitted. Placement of the taller buildings is subject to urban design performance, including shadowing of the park, public spaces or existing development.
- The floorplate of buildings taller than 12 storeys should not exceed 604 square metres (6,500 sq. ft.).

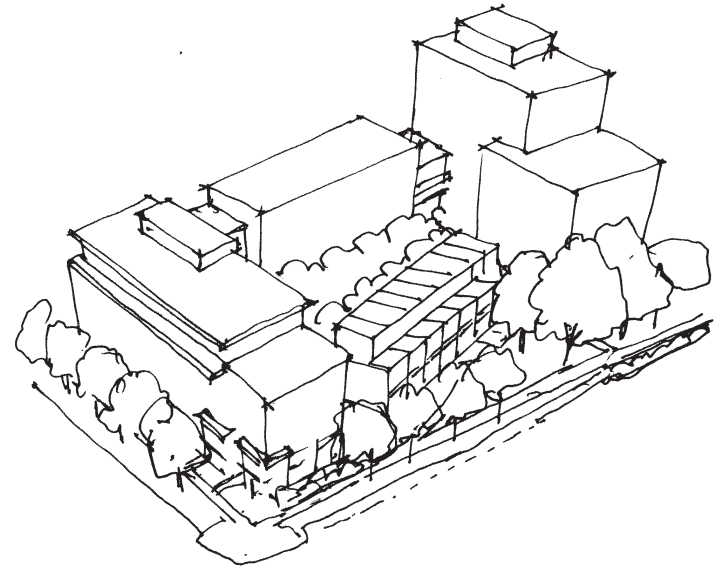


## 6.0 BUILT FORM, MASSING AND HEIGHTS

### 6.2 POLICIES (CONT.)

#### 6.2.3 VARIATION

- Blocks are to be composed of distinctive buildings, varied in scale, and limited in length.
- Upper levels should be terraced and stepped back to create interest, improve access to light and views, create outdoor opportunities at upper levels and reduce apparent bulk.
- Street-wall buildings should generally step back above the 5th floor creating a consistent frame for the streets and public open spaces.
- Long frontages should generally be avoided or expressed as a series of distinct adjacent buildings or building forms. Where a longer building form is proposed, it should demonstrate exceptional architecture.



*Illustration of building variation*

#### 6.2.4 PARK FRONTAGES

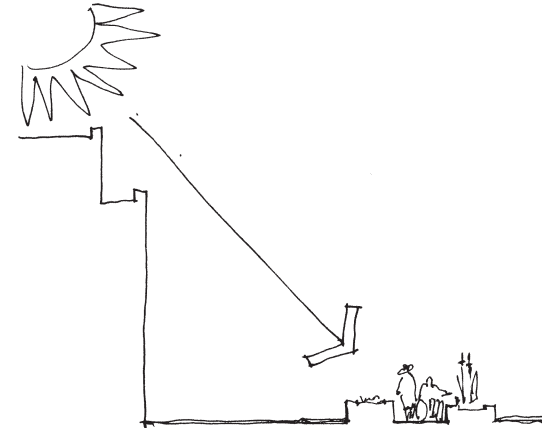
- Design buildings to frame and activate the edges of parks and public open space with front doors and active public spaces.
- Buildings fronting the park should be stepped back above the 5th floor to frame the park and provide terraces and opportunities for planting at upper levels.

## 6.0 BUILT FORM, MASSING AND HEIGHTS

### 6.2 POLICIES (CONT.)

#### 6.2.5 SOLAR ACCESS

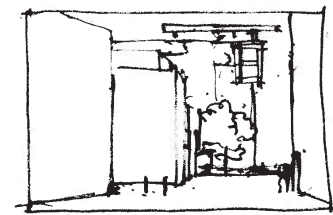
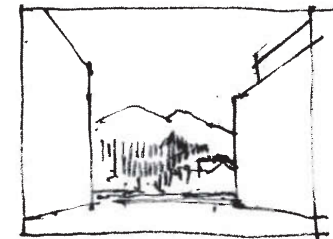
- Solar access on parks, public spaces and neighbouring residences should guide the form, height and placement of buildings.
- Place considerable emphasis on solar access in consideration of public parks, public spaces and retail frontages with seating in the public realm; the location for urban food community market areas; and, existing development.
- Emphasize general north-south building orientation to optimize solar access to public spaces, courtyards and residential units.



*Solar access on public spaces*

#### 6.2.6 VIEWS

- Create a pattern of public open spaces and design buildings to optimize views to the North Shore Mountains and frontage on the park.
- Establish a visual and physical connection from 41st Avenue to the park by providing a linear open space partially comprised of an enhanced landscaped building setback.
- Take advantage of the changing perspectives and varying effects of light and shade afforded by the curving street.
- Prepare a detailed view analysis as part of the rezoning process.



*Sequential views*

## 6.0 BUILT FORM, MASSING AND HEIGHTS

### 6.2 POLICIES (CONT.)

#### 6.2.7 PERMEABILITY AND LIVABILITY

- Establish an efficient building footprint while ensuring livability and site permeability.
- Ensure that courtyard configurations and widths provide amenable outlooks and access to sunlight and daylight.
- Design the lower five floors of buildings with front doors, patios, and balconies to create a more human-scale experience for residents and people walking or cycling in the public realm.
- Design courtyards to be highly-useable and contribute to a sense of community through inclusion of entrances and patios for ground floor units. Consider designing courtyards to be suitable for families with children by providing areas for play near synergistic actives like garden plots.
- Ensure that building footprints support highly livable dwellings in terms of depth, outlook and daylight access.
- Support the intended permeability of the plan with building form and massing that clearly signals public access where appropriate, as determined through the rezoning.



*Example of site permeability  
Credit: La-Citta-Vita on Flickr*

## 6.0 BUILT FORM, MASSING AND HEIGHTS

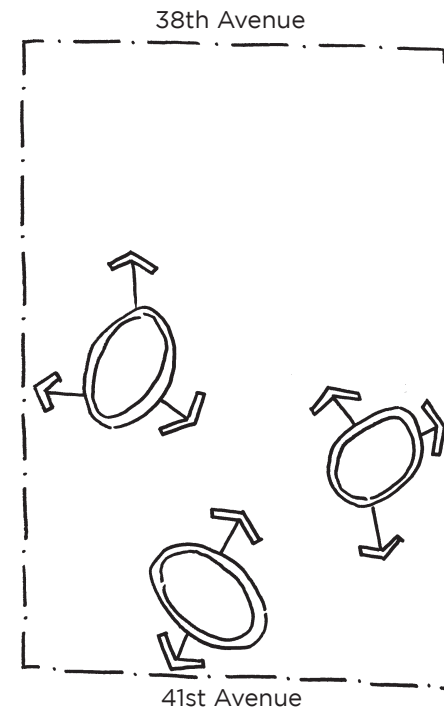
### 6.2 POLICIES (CONT.)

#### 6.2.8 HOUSING MIX AND AFFORDABILITY

- Provide ground-oriented housing by including front doors at the ground level of low- and mid-rise buildings.
- Market housing should include opportunities for 'flex suites' or 'breakaway suites', as well as units with modest finishes, to improve the variety of unit types, price points and tenure, and provide additional ways to achieve affordability in market housing.
- Explore opportunities to increase affordability through the construction of wood-frame buildings of six storeys and less.
- Integrate affordable housing buildings seamlessly into the site, with units in a variety of building types and sizes.

#### 6.2.9 CHARACTER

- Seek to incorporate references to the site's recent transit use history in building architecture (e.g., retail spaces with garage doors, garage inspired childcare centre) and/or landscape features.



*Integrated affordable housing*

# SUSTAINABILITY AND GREEN INFRASTRUCTURE

# 7.0



# 7.0 SUSTAINABILITY AND GREEN INFRASTRUCTURE

This section provides direction on sustainability policies relating to green architecture and sustainable site planning.

## 7.1 BACKGROUND

Established City of Vancouver policies ensure that all new developments – in particular, large developments – achieve very high levels of sustainability. These policies align with the Greenest City Action Plan 2020. This city-wide policy identifies strategies to promote green economic development, eliminate dependence on fossil fuels, promote green transportation options, utilize green building design and ensure everyone has access to nature, clean water and local food.

The OTC is required to meet or exceed the current requirements under the Green Building Policy for Rezoning and the Rezoning Policy for Sustainable Large Developments, at the time of rezoning. The site will also connect to the Neighbourhood Energy System planned for the Cambie Corridor. As part of the rezoning, defined plans or studies on the following are required.

### GREEN BUILDINGS

The Green Building Policy for Rezoning requires that all buildings demonstrate high green performance. Currently, a minimum of LEED® Gold certification (with specific points in energy performance, water efficiency and stormwater) or Passive House certification is mandatory for all new buildings where there is a rezoning.



*Solar collector on roof of affordable housing building*



## 7.0 SUSTAINABILITY AND GREEN INFRASTRUCTURE

### 7.1 BACKGROUND (CONT.)

#### SUSTAINABLE LARGE DEVELOPMENT PLANNING

The Sustainable Large Development policy mandates that as part of the rezoning process, a series of plans or studies be conducted by the proponent in a range of areas pertaining to environmental and social sustainability. These deliverables are currently:

- 1. Site design:** create a design that considers, and where appropriate, incorporates layout and orientation approaches that reduce energy needs and facilitate passive design solutions. Incorporate urban agriculture and replicate natural systems where possible.
- 2. Access to nature:** provide a plan that demonstrates how the project will provide natural habitats, enhance the ecosystem as well as create public open spaces and opportunities for people to directly experience nature.
- 3. Sustainable food systems:** provide a sustainable local food plan that considers urban agriculture and sustainable community food systems.
- 4. Green mobility:** create a green mobility plan, which will provide measures and strategies to prioritize more sustainable travel to and from the site. This will include prioritizing walking, cycling and public transit over automobile use, and facilitating the

incorporation of low carbon vehicles, such as electric vehicles.

- 5. Rainwater management:** create a rainwater management plan that recognizes rainwater as a resource to enhance the community and the environment.
- 6. Zero waste planning:** create a solid waste diversion strategy to reduce waste, increase opportunities for material reuse and recycling, and reduce GHG emissions.
- 7. Affordable housing:** provide a strategy that considers a range of unit types and tenures to enhance the affordability, in accordance with Council's Affordable Housing Policies.
- 8. Low carbon energy:** work with the City to determine the best potential to support a low carbon NES strategy for the site, in the context of the Cambie Corridor.

## 7.0 SUSTAINABILITY AND GREEN INFRASTRUCTURE

### 7.1 BACKGROUND (CONT.)

#### LOW CARBON NEIGHBOURHOOD ENERGY

The Greenest City Action Plan seeks to reduce city-wide greenhouse gas (GHG) emissions by 33% or 1,110,000 tonnes of CO<sub>2</sub> per year by 2020. Neighbourhood Energy Systems (NES) are targeted to deliver 11% of this reduction (120,000 tonnes per year) by more efficiently delivering thermal energy to connected buildings and incorporating a range of potential low carbon energy sources. In October 2012, Council adopted the Vancouver Neighbourhood Energy Strategy, which identified the Cambie Corridor as a target area for NES development.

The Cambie Corridor Plan highlighted the OTC site as one of the large redevelopment sites that has the best potential to support low carbon NES development in the Cambie Corridor. In the near term, the OTC is to be established as a neighbourhood energy node, which may include an NES network that is integrated with other nearby development sites, including Oakridge Centre. Subject to further evaluation, this may require the siting of a centralized on-site natural gas boiler plant to provide interim thermal energy, and in the long-term may serve a back-up and peaking energy function to support the Cambie Corridor NES.



*Neighbourhood energy utility*

## 7.0 SUSTAINABILITY AND GREEN INFRASTRUCTURE

### 7.2 POLICIES

#### 7.2.1 GREEN BUILDINGS

- All new buildings will meet or exceed the green building standards identified in the Green Building Policy for Rezoning or other applicable policy, at the time of rezoning.
- Buildings are to visually express green elements as well as embody green building and passive design features such as green roofs and terraces, roof top gardens, rainwater capture and storage, trees and plantings on upper levels and balconies, green walls and supports for vertical plant growth.
- All new City-owned buildings, greater than 500 square metres, will achieve a minimum of LEED® Gold (including certification) and 30% lower energy consumption than the current VBBL.



*Building with solar shading*

#### 7.2.2 SUSTAINABLE LARGE DEVELOPMENTS

- The OTC will meet or exceed the requirements identified in the Rezoning Policy for Sustainable Large Developments.

## 7.0 SUSTAINABILITY AND GREEN INFRASTRUCTURE

### 7.2 POLICIES (CONT.)

#### 7.2.3 NEIGHBOURHOOD ENERGY

- At rezoning, the applicant(s) will work with the City's designated NES utility provider(s), including contributing funding towards a NES feasibility analysis activities. (This contribution will be in lieu of the Low Carbon Energy Supply Feasibility Screening Study that is required under the Sustainable Large Developments Policy.)
- All thermal energy requirements, including domestic hot water and space heating, shall be provided by the City's designated NES utility provider.
- A central energy centre shall be provided, on private land, to generate heat within the OTC site. The location of the plant will be finalized at time of rezoning. The plant may include integration of waste heat recovery from cooling.
- All developments must be designed to be compatible with the Cambie Corridor NES and connect when it is available.

#### 7.2.4 UTILITIES AND SITE SERVICING

- Ensure that existing utilities, including adjacent and off-site water, sanitary and stormwater mains, street lighting, and third party utilities are upgraded as necessary at no cost to the City, to meet the demands of the proposed development.
- Design, construct and install all new utilities incidental to servicing the site, at no cost to the City, within the proposed road network or statutory rights-of-way.
- Provide all electrical services (including all third party utilities) on private property, without relying on space within streets or the public realm.

#### 7.2.5 RECTIFIER

- Through the rezoning process, explore opportunities to locate the rectifier adjacent to the NES peaking plant. These utilities should be located underground, if possible.

# COMMUNITY AMENITIES 8.0



# 8.0 COMMUNITY AMENITIES

This section provides direction on the community amenities that will make the OTC an inclusive new neighbourhood, as well as provide services to support population growth in the surrounding community.

## 8.1 BACKGROUND

### COMMUNITY AMENITIES

Community facilities are generally funded through the City's Capital Plan and through Financing Growth tools such as Development Cost Levies (DCLs) and Community Amenity Contributions (CACs). Community Amenity Contributions are provided to mitigate the impact of new development (growth) resulting from rezoning or to address existing needs in the surrounding community.

The City expects to negotiate a CAC based on the community needs that have been identified and the financial ability of the rezoning to support the amenity package.

The needs of the area were assessed based on the public benefits identified in the Oakridge Langara Policy Statement and Cambie Corridor Plan, as well as the needs generated through increased population associated with redevelopment of the OTC and Oakridge Centre. The assessment identified requirements for parks and affordable housing, and an outstanding need for childcare facilities in the area.

### AFFORDABLE HOUSING

Since 1988, the City has required that 20% of the units in new neighbourhoods be available for the development of affordable housing. This encourages balanced communities and ensures that people with low and moderate incomes are also able to live in well-planned, conveniently-located neighbourhoods. To meet these objectives, 20% of all units are to be provided as affordable housing in a variety of unit sizes and types, including 50% of the units designed to be suitable for families with children.

### TRANSPORTATION

Potential improvements to the local transportation network resulting from redevelopment of the OTC site have been evaluated. As part of the public benefit package, local improvements to the north side of 41st Avenue are needed to enhance pedestrian and cyclist access to the Oakridge-41st Canada Line Station. Other improvements, to be determined at rezoning, may be necessary to address the increased demands on the present transportation network.

## 8.0 COMMUNITY AMENITIES

### 8.2 POLICIES

#### 8.2.1 PARK AND OPEN SPACE

- Provide at least 2.3 acres of City-owned park and open space, in accordance with the policies set out in Section 4 *Parks and Public Spaces*.

#### 8.2.2 CHILDCARE CENTRE

- Provide a fully-finished and equipped, childcare centre sized to serve infants, toddlers and 3-5 year olds designed in accordance with the Childcare Design Guidelines and Technical Guidelines. Refer to Sections 3 and 4 for detailed policies regarding the childcare centre and associated outdoor play space.

#### 8.2.3 TRANSPORTATION IMPROVEMENTS

- Provide an enhanced pedestrian and cyclist connection from the OTC site to the Oakridge-41st Avenue Canada Line Station, on the north side of 41st Avenue.

#### 8.2.4 20% AFFORDABLE HOUSING

- 20% of housing units (approximately 20% of residential floor area) are required to be affordable housing units, prioritizing housing that meets the City's definition of social housing targeted towards low- to moderate-income households.

- A minimum of 50% of the affordable housing units will be for families with children, including two and three bedroom units.
- The affordable housing units will be provided on serviced, subdivided and vacant dirt sites, conveyed to the City for nominal cost, that are unencumbered by market development and can be constructed independently of adjacent projects.
- The City's priority is to secure turn-key social housing units constructed by the developer on the vacant sites, with the lands and buildings to be owned by the City. The housing units are anticipated to be delivered at high quality and modest cost on terms that are satisfactory to the City, funded through the CAC. If the overall value of the CAC is not sufficient to cover the entire cost of the developer's delivery of turn-key units, the City will consider further options to deliver the affordable housing on the City's vacant dirt sites, determined at the time of rezoning in accordance with Council's policies for Sustainable Large Developments

## 8.0 COMMUNITY AMENITIES

### 8.2 POLICIES (CONT.)

#### 8.2.5 DELIVERY OF COMMUNITY AMENITIES

- A phasing strategy, to establish timing and triggers for the delivery of community amenities, will be determined at rezoning.
- Delivery of the package of amenities including park, childcare facility, affordable housing and other amenities will be secured through the rezoning process. The delivery mechanisms may include in-kind or cash contributions by the developer, supported by other funding sources if required.



*Example of childcare centre outdoor play space*



# ADJACENT SITES 9.0

809 WEST 41  
OAKMONT MEDICAL CENTRE

PODIATRIST  
MEDICAL & PODIATRY SERVICES  
Dr. Marc Lindy

Agency  
CRPTIONS

# 9.0 ADJACENT SITES

This section provides guidance on three key sites adjacent to the OTC.

## 9.1 BACKGROUND

Three sites along 41st Avenue - Oakmont Medical Centre, Petro-Canada Station and the Jewish Community Centre - adjacent to the OTC have been considered concurrently with planning for the OTC. Building on the Cambie Corridor Plan, the Oakridge Centre Rezoning and the redevelopment concept for the OTC, these three sites complete a comprehensive vision for 41st Avenue from Cambie Street to Oak Street.

### 1. PETRO-CANADA STATION

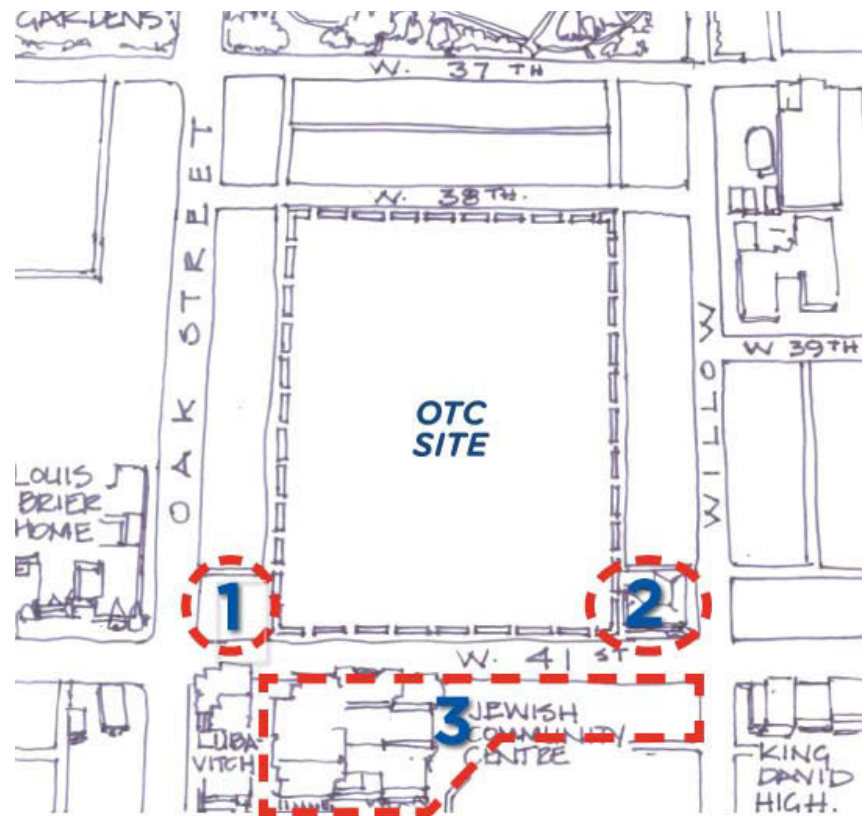
The gas station occupies a prominent location at the corner of Cambie Street and Oak Street. The site is zoned C-1 which allows for small-scale retail convenience uses. This site is not included in either the Oakridge Langara Policy Statement or the Cambie Corridor Plan.

An eight-storey mixed-use building will mark this important intersection and will provide scale transition to taller buildings on the OTC site. This site will be similar to building forms proposed for corner sites along the Cambie Corridor, e.g. King Edward Avenue.

### 2. OAKMONT MEDICAL BUILDING

The Oakmont Medical Centre is zoned CD-1 (34) which allows for office uses. The site is not included in either the Oakridge Langara Policy Statement or the Cambie Corridor Plan.

On this site, a six-storey residential or mixed-use building will create a scale transition from the buildings envisioned in the Cambie Corridor Plan east of the OTC site.



Map of the OTC adjacent sites

## 9.0 ADJACENT SITES

### 9.1 BACKGROUND (CONT.)

#### 3. JEWISH COMMUNITY CENTRE

The Jewish Community Centre (JCC), located at 950 West 41st Avenue, is an important cultural and recreational facility serving the residents of Vancouver and the local Oakridge area. The JCC is seeking to replace the existing aging facility and expand their services to include a mix of market rental and affordable rental housing and additional community office space.

The current zoning CD-1 (285) allows for a community centre with recreational, cultural, service and administrative functions; under this zoning the site is fully developed at 0.75 FSR. The Oakridge Langara Policy Statement allows for stacked townhouses and low-rise apartments with a density up to 1.2 FSR and a height limit of 40 feet on the parking lot. The site is 1.35 hectares (3.34 acres) and will be required to meet the City's Rezoning Policy for Sustainable Large Developments which applies to sites larger than two acres.

Given the proposed replacement of the existing community centre, expanded program, new uses, potential phasing challenges and neighbourhood context, which includes adjacent single-family houses and the OTC site across 41st Avenue, staff are recommending that a site-specific rezoning process be supported for the JCC. Through this direction and the Cambie Corridor Phase 3 Interim Rezoning Policy, a rezoning application may be considered which will determine uses, density and height, circulation and movement, public benefits and amenities. It will consider a change in the scale and range of building types

to achieve broader City goals of affordable housing, sustainability and community amenities, and to meet the JCC's programmatic objectives while providing an appropriate form of development in relation to the adjacent low-density residential area, the predominantly mid-rise OTC site across the street, and the streetscape along 41st Avenue planned through the Cambie Corridor Plan.

## 9.0 ADJACENT SITES

### 9.2 POLICIES

#### 9.2.1 PETRO-CANADA AND OAKMONT SITES

To ensure consistency with redevelopment projects on 41st Avenue east of Willow Street and on key corner sites along the Cambie Corridor, these sites are to be developed in accordance with directions established in the Cambie Corridor Plan. For more information on Neighbourhood Character, Built Form Guidelines, Urban Systems and Public Realm Strategy, Social Diversity and Resilience and Public Benefits Approach, Interim Public Benefits, Housing Diversity, Energy and Utilities, and Rezoning Application Requirements, refer to the Cambie Corridor Plan.

The proposed densities in this section are **net** floor area numbers, as the sites are already serviced with streets and lanes unlike the larger OTC site.

#### 9.2.2 PETRO-CANADA STATION

- The **net** density for this site is 2.75 to 3.25 FSR\*.
- A mixed-use building will be considered up to eight storeys.
- Above five storeys, upper floors will be stepped back from Oak Street and 41st Avenue.
- Buildings will activate and enhance the adjacent lane by providing active uses on the rear.
- Development proposals will include public realm improvements (e.g. street trees, weather protection, public plazas, seating areas).
- For additional guidance with respect to building form please refer to the Cambie Corridor Plan Section 5 *Built Form Guidelines*.

*\* The suggested floor space ratio (FSR) range is based on intended urban design performance with respect to site size, form/typology, height and scale appropriate to the location, and transition to adjacent development. The development potential for each site may fall below, within or above the FSR range and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.*

## 9.0 ADJACENT SITES

### 9.2 POLICIES (CONT.)

#### 9.2.3 OAKMONT MEDICAL CENTRE

- The **net** density for this site is 2.0 to 2.5 FSR\*.
- A residential or mixed-use building will be allowed up to six storeys.
- Above five storeys, upper floors will be stepped back from 41st Avenue.
- Buildings will activate and enhance the adjacent lane by providing active uses on the rear.
- Development proposals will include public realm improvements (e.g. street trees, weather protection, public plazas, seating areas).
- For additional guidance with respect to building form please refer to the Cambie Corridor Plan Section 5 *Built Form Guidelines*.
- Section 4.4.3 of the Cambie Corridor Plan (W41st Avenue: Willow – Columbia Street) provides additional context regarding the properties to the east of the Oakmont site.

*\*The suggested floor space ratio (FSR) range is based on intended urban design performance with respect to site size, form/typology, height and scale appropriate to the location, and transition to adjacent development. The development potential for each site may fall below, within or above the FSR range and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.*

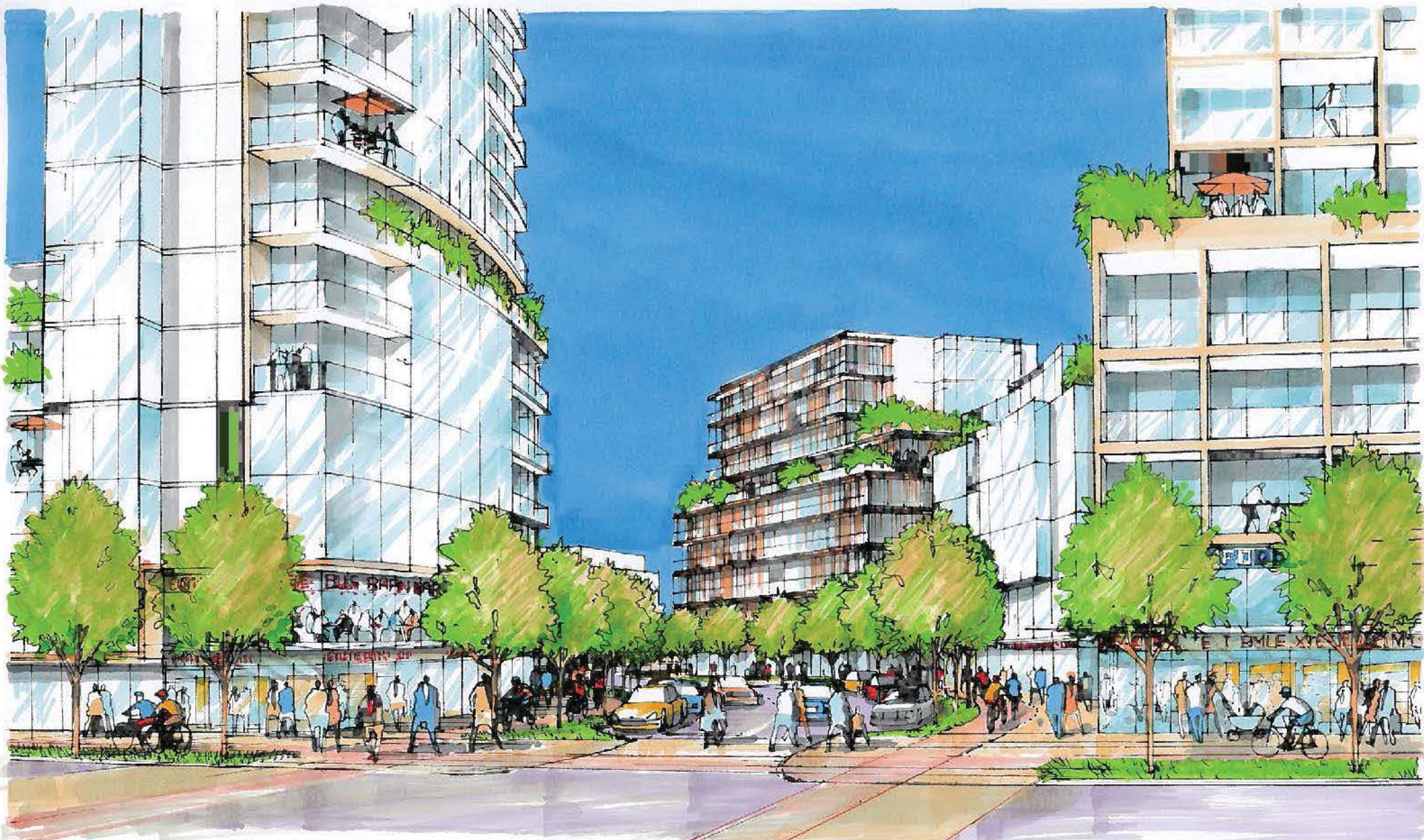
## 9.0 ADJACENT SITES

### 9.2 POLICIES (CONT.)

#### 9.2.3 JEWISH COMMUNITY CENTRE

- Support submission of a rezoning application to allow for renewal and expansion of the JCC to meet the Centre's programmatic aspirations and City goals around cultural and recreational services, affordable housing, public benefits and sustainability.
- The following will be considered during the rezoning process:
  - » **Mix of Uses** - establish an appropriate mix of recreational and cultural, residential, office and retail uses that support the JCC's renewal program while also meeting City objectives around affordable housing and sustainability.
  - » **Neighbourhood Context** - establish building heights for both the parking lot and wider western portion of the site that is respectful of the existing and future neighbourhood context. Properties to the south of the parking lot are identified for further study as part of the Cambie Corridor Phase 3 planning.
  - » **Permeability and Connections** - given the site's extensive frontage along 41st Avenue, ensure buildings are designed to allow permeability and provide connections to the surrounding neighbourhood.
- » **Transitional Edges** - Provide appropriate building height and massing transitions to the single-family housing south of the JCC site.
- » **Synergies with the OTC site** - Provide active ground-level uses that are complementary to the OTC site and ensure that building placement, massing and heights are complementary across 41st Avenue.
- » **Massing** - Buildings should minimize apparent massing and shadowing on pedestrian areas on the north side of 41st Avenue through forms and heights reflecting relevant design principles embodied in the OTC Policy Statement and Cambie Corridor Plan, such as stepbacks and terracing.
- » **Public Realm** - Development will include public realm improvements (e.g. street trees, weather protection, public plazas, seating areas).

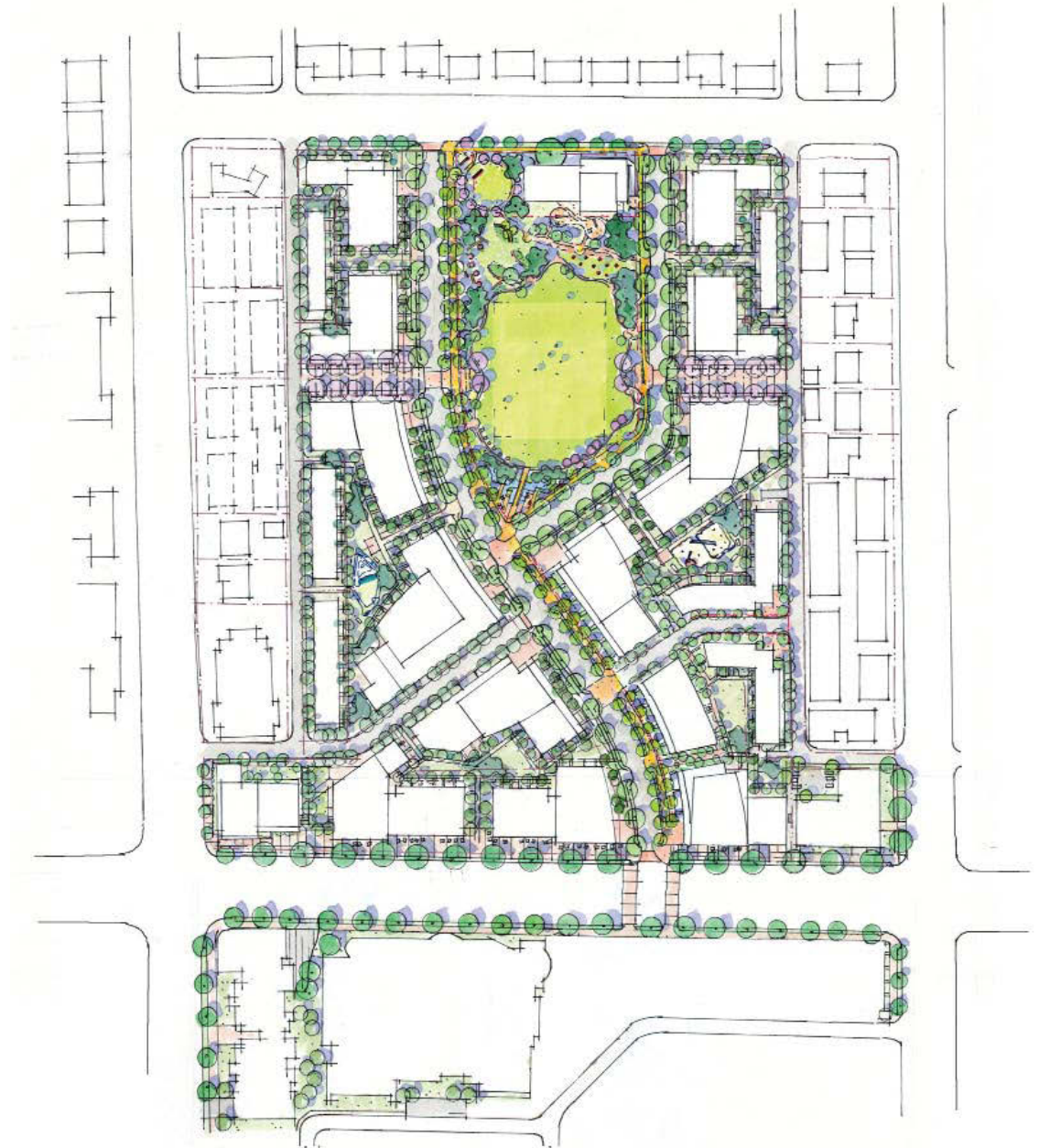
# ILLUSTRATIVE DEVELOPMENT CONCEPT 10.0



# 10.0 ILLUSTRATIVE DEVELOPMENT CONCEPT

## 10.1 ILLUSTRATED PLAN

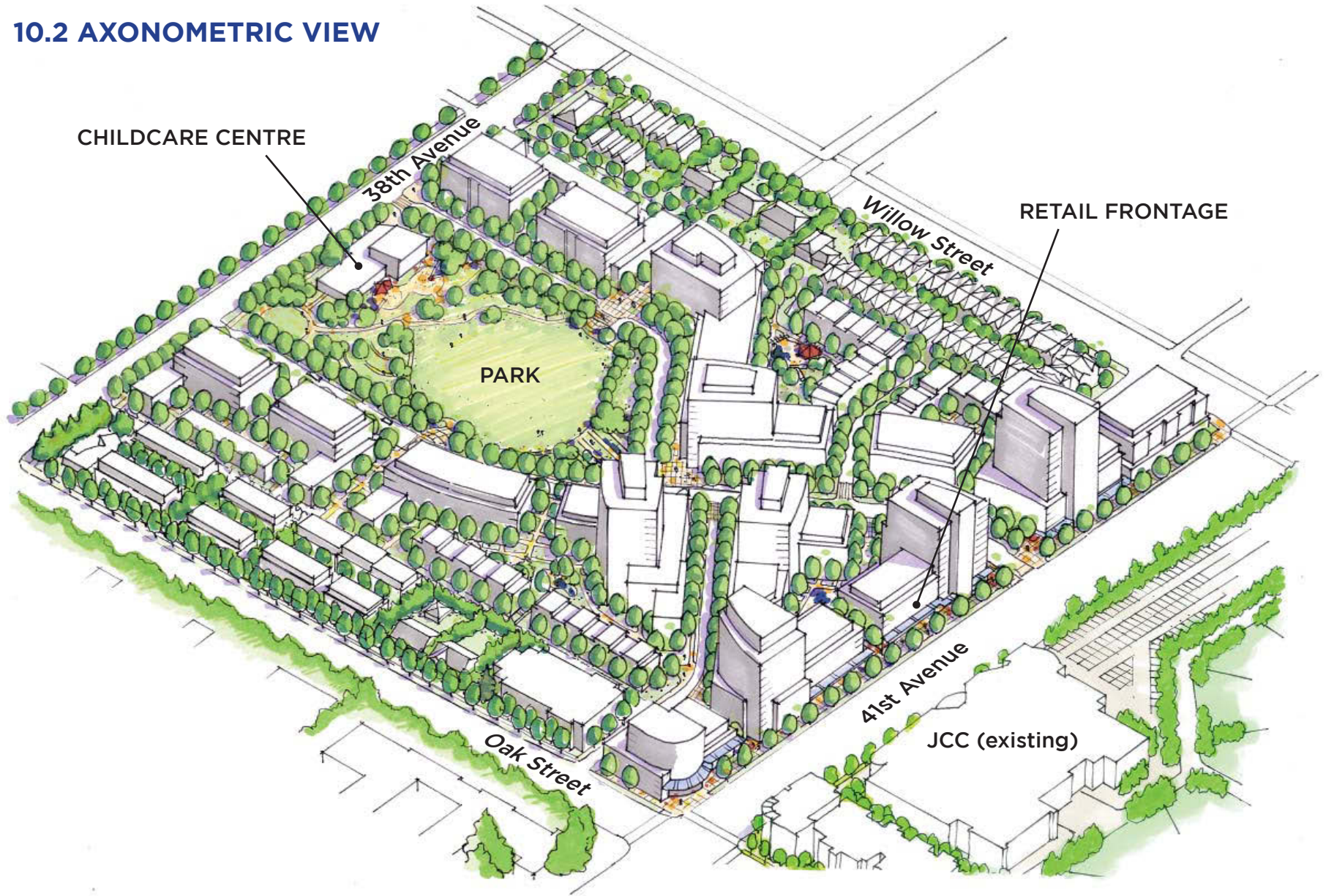
These illustrations represent TransLink's proposed development concept for the OTC site. Generated in the course of the planning process by a consultant team lead by Perkins+Will, they represent one way in which the policies contained within this Policy Statement document could be expressed.





# 10.0 ILLUSTRATIVE DEVELOPMENT CONCEPT

## 10.2 AXONOMETRIC VIEW



# 11.0 APPENDICES

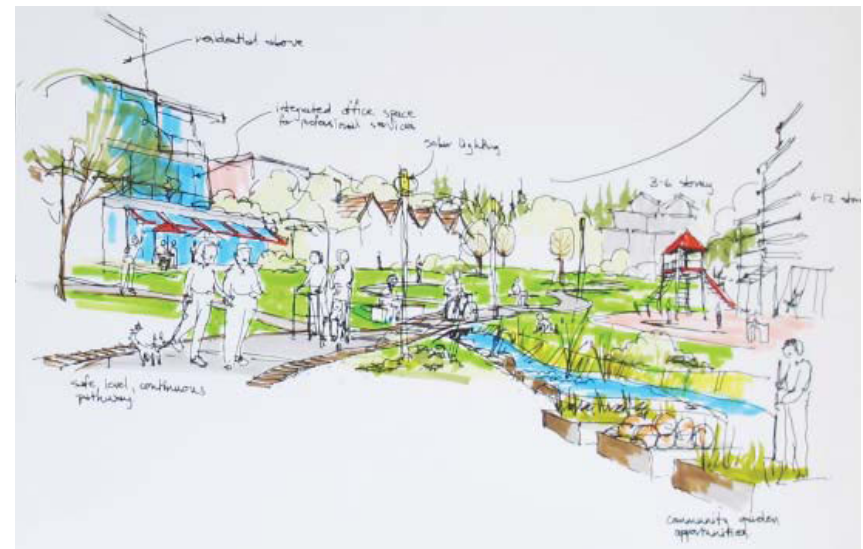
## ILLUSTRATED BRAINSTORMING

The first open house featured an interactive brainstorming session to help participants visualize their ideas for the future of the OTC site. A group of artist-facilitators were present to illustrate ideas offered by those in attendance. Members of the public collaboratively created visions for the future of the site. Participants described activities they imagined taking place in the space over the course of a day. The artists sketched on the spot, listing the activities and identifying themes. Over the course of the day, 16 drawings were created, each accompanied by a ranking sheet to allow members of the public to vote on the ideas in each drawing. The 16 drawings and ranking sheets were also displayed at the second open house on Thursday, June 12th, 2014. Attendees to this open house were encouraged to examine the drawings and rank the activities and features. When examining the drawings and ranking sheets together, seven central themes emerged related to:

1. Site Design
2. Parks and Open Space
3. Housing
4. Neighbourhood Shops and Services
5. Neighbourhood Character
6. Building Design
7. Sustainability Features

## SITE DESIGN

Participants in the illustrated brainstorming session envisioned the future of the OTC site as a primarily-residential neighbourhood organized around a sunny, central open space. Park edges are activated by small-scale, locally-focused retail and the front doors of residential units. The neighbourhood is highly accessible and pedestrian oriented with excellent connectivity to nearby transit and bicycle facilities.



*Drawing showing active open space*

## 11.0 APPENDICES

### ILLUSTRATED BRAINSTORMING (CONT.)

#### PARKS AND OPEN SPACE

Nearly 70% of all ideas submitted included a central public space. Park and open spaces are programmed to accommodate a variety of activities including active uses such as children's play areas, sports fields and courts, dog areas, gathering spaces for cultural festivals as well as more passive uses such as walking, jogging and quiet contemplation. Park space is illustrated as a green, natural oasis with trees, lush landscaping, water features, public seating and adequate lighting.

#### HOUSING

Almost all of the drawings identified housing as a primary use for the site with housing affordability as a key theme. Suggestions were made to create a mixed-income neighbourhood achieved through the inclusion of social housing, innovative housing types such as co-housing, and/or modestly-finished units. More housing options for seniors and families were also suggested.



*Drawing demonstrating housing ideas*

# 11.0 APPENDICES

## ILLUSTRATED BRAINSTORMING (CONT.)

### NEIGHBOURHOOD SHOPS AND SERVICES

Many drawings illustrated small-scale, neighbourhood-focused shops and services for the new residents and the surrounding community. Bakeries, coffee shops and other specialty stores were often included as examples intended to provide opportunities for socializing and informal gathering. There were also suggestions for new amenities, including schools, cultural and recreational facilities.

### NEIGHBOURHOOD CHARACTER

Participants imagined the new neighbourhood as having a high-quality, West Coast aesthetic with references to First Nations heritage in the area and/or reflecting the site's history as a trolley bus depot. Proposed elements to enrich sense of place include public art, durable and high quality materials in the public realm, lush landscaping and unique shops with an artisan or local craft focus.



Excerpt showing neighbourhood shops and services



Drawing demonstrating neighbourhood character

## 11.0 APPENDICES

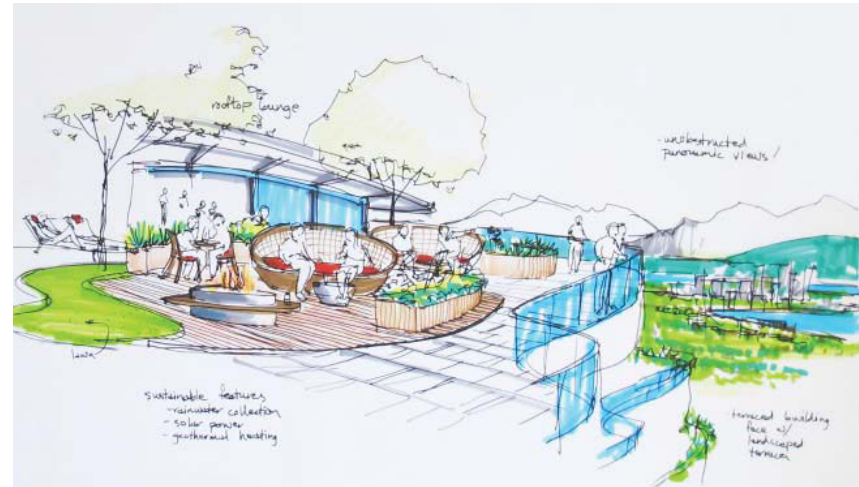
### ILLUSTRATED BRAINSTORMING (CONT.)

#### BUILDING DESIGN

In most illustrations, the central public space is framed by residential or mixed-use buildings with retail uses or front doors at the ground level. A mix of building types ranging from townhouses to higher buildings up to 10 and 12 storeys are included. Higher buildings were proposed along 41st Avenue and in the centre of the site, transitioning down to the surrounding developments. Terraced buildings with landscaped roofs were suggested to take advantage of mountain views as well as to provide amenity spaces and areas for children's play. Buildings are expected to provide weather protection along retail edges and are wheelchair accessible.

#### SUSTAINABILITY FEATURES

Several drawings incorporate sustainable infrastructure and practices. Solar panels, rainwater capture, geothermal energy, urban agriculture featuring community gardens and waste management approaches including composting and recycling were identified as desirable for inclusion in the redevelopment of the OTC site.



*Drawing showing aspirations for building design*

## 11.0 APPENDICES

### 11.1 CONCEPT DEVELOPMENT

The second open houses featured the following three conceptual plan options, each representing a different approach to locating parks and open space, streets and connections, the configuration of development parcels and general building massing.

#### CONCEPT A: GREEN PROMENADE

A 'green promenade' concept creates an inviting entrance to the site, leading to a significant new park at the north end of the site. The new park is bound by public streets on all sides, and incorporates a childcare centre. Residential buildings are organized around generous courtyards, with the tallest buildings proposed on 41st Avenue. There is a modest amount of local-serving retail fronting 41st Avenue.



## 11.0 APPENDICES

### 11.1 CONCEPT DEVELOPMENT

#### CONCEPT B: PARK AND MEWS

An internal 'mews' street structure results in a finergrain block pattern, which provides for a greater variety of building types from townhouses to apartment buildings. The site plan is anchored by a significant park at the north end of the site. The tallest buildings and a modest amount of local-serving retail are focused on 41st Avenue.



## 11.0 APPENDICES

### 11.1 CONCEPT DEVELOPMENT

#### CONCEPT C: CENTRAL GREEN

A curved street creates a more organic pattern than the surrounding grid street structure and allows for an interesting architectural response fronting the park. The central park is connected by a linear green open space to 41st Avenue, welcoming visitors to the site. The tallest buildings and a modest amount of local-serving retail are focused on 41st Avenue.





## 11.0 APPENDICES

### 11.2 ACKNOWLEDGEMENTS

**General Manager, Planning and Development Services:** Brian Jackson

**Oakridge Transit Centre Project Staff Team:** Susan Haid, Ben Johnson, Pat St. Michel, Kirsten Robinson, Tate White, William Dunn, Patrick Chan, Lon LaClaire, Alina Cheng, Ryan The, Chalys Joseph, Dave Hutch, Matthew Roddis, Alan Duncan, Catherine Buckham, Yvonne Hii, Abigail Bond, Vickie Morris, Dan Garrison, Michelle Vernooy, Michelle Shouls, Ting Ping, Brian Sears, Michael Chin, Andrea Wickham, Sabina Foofat.

**External Consultants:** Perkins+Will, PWL Partnership, Bunt & Associates, InterCAD, Brook Pooni Associates, Coriolis Consulting

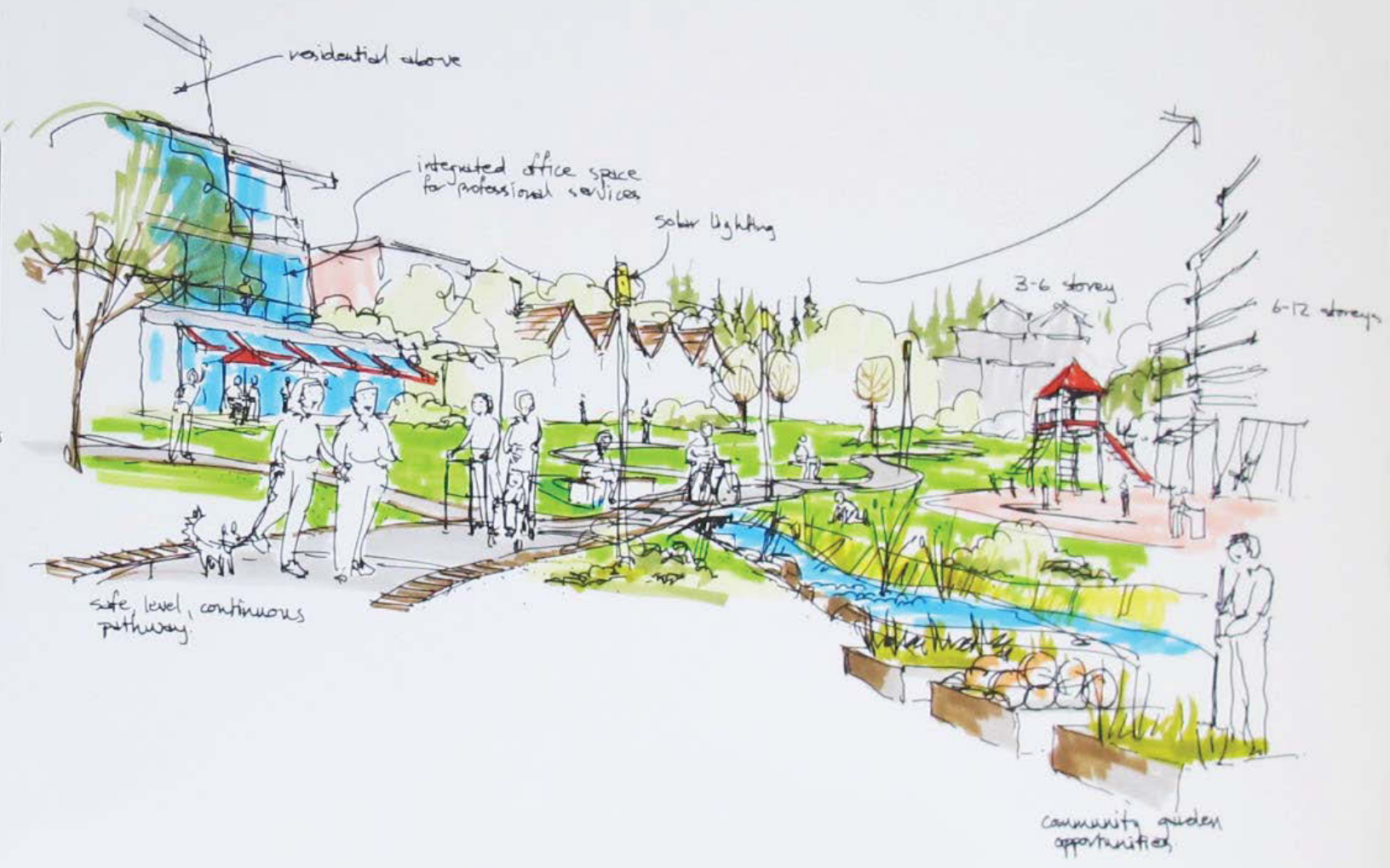


# APPENDIX B



## OTC SITE planning program

### COMPLETE PUBLIC CONSULTATION SUMMARY



# OTC SITE planning program

## CONSULTATION SUMMARY



## Oakridge Transit Centre (OTC) Site Planning Program

The City, at the request of TransLink, the landowner, is creating a Policy Statement to guide future redevelopment of this 5.6 hectare (13.8 acre) site at 949 West 41st Avenue. The policy will include principles and objectives on land use, sustainability, transportation, density, building types and heights, public benefits and phasing for the development.

The display material at all three sets of open houses provided an overview of the history of the site, the policy context and steps for the policy planning program. City staff and representatives from the TransLink team were present to answer questions. Hard-copy questionnaires were made available at every open house for attendees to provide written feedback. Electronic versions of the questionnaires were available online for approximately a month after. The launch open house featured an interactive brainstorming session to help participants visualize their ideas for the future of the OTC site. A group of artist-facilitators were present to illustrate ideas offered by those in attendance. Attendees to the launch open houses were encouraged to examine the drawings and rank the activities and features. A summary of themes that arose from the Interactive Brainstorming Session is available as an appendix to this document.

The need for affordable housing and housing oriented towards families and seniors arose as key themes throughout the process. There was strong support for the provision for a park on site with an emphasis on combining passive green space and recreation opportunities. Support was also voiced for the inclusion of small-scale retail near 41st Avenue. Respondents had divergent views on how much density was appropriate for the site with some desiring a smaller scale to fit the single-family homes in the surrounding area and others wanting higher densities appropriate for the nearby intersection of two arterials (41st Avenue and Oak Street), and in order to deliver more affordable housing options. Opinions were split on the initial three concept plans proposed (see page 9), so the preferred concept is a hybrid, integrating the most liked elements of each, e.g. a central, curved street and the location of the park at the northern end of the site surrounded by streets to make it more public. There was support for the preferred concept, proposed community benefit package, and emerging policies presented at the third set of open houses.

## OTC Site Planning Program Engagement Timeline:

### STEP 1: Program Start-Up

#### June 8 and 12, 2014 Open Houses

- The first open house introduced the planning program and gathered early ideas for the future of the OTC site including a brainstorming session where artists illustrated people's ideas for the site.
- 154 people attended and 65 people completed the questionnaire.
- What we heard influenced the creation of guiding principles and preliminary site concepts and public benefits for the OTC site.

### STEP 2: Develop Guiding Principles and Concepts

#### February 12 and 16, 2015 Open Houses

- At this second set of open houses, draft guiding principles and preliminary concept plans and public benefits were presented for feedback.
- 77 people attended and 40 people completed the questionnaire.
- What we heard informed the refinement of guiding principles and development of a preferred concept plan as well as draft policies for the OTC site.

### STEP 3: Refine Principles and Concept Plan, and Draft Emerging Policies

#### June 18 and 20, 2015 Open Houses

- At the final open houses, the refined principles, preferred concept plan and emerging policies were presented.
- 107 people attended and 28 people completed the questionnaire.
- Public feedback was used to revise and finalize draft policies for the Policy Statement.

### FINAL STEP: Report to Council

- The proposed Policy Statement will be posted online before it is presented to Council. You are welcome to write or speak to Council at the selected date. If the Policy Statement is approved by Council, the next step will be rezoning.

IF APPROVED BY COUNCIL, the project will proceed through the following stages:

Rezoning

Development  
Permits

Building  
Permits

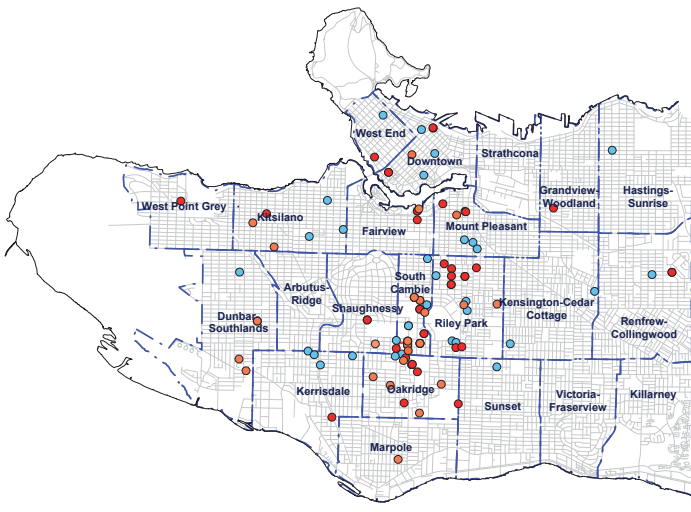
Construct  
(Date TBD)



### DEMOGRAPHIC QUESTIONS

#### Where respondents live:

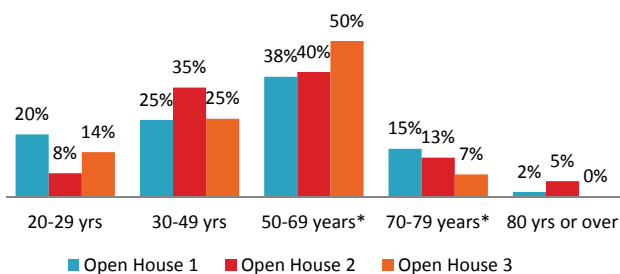
Respondents were asked to provide their postal codes, represented by dots on the map below. A large proportion of respondents live in the South Cambie, Riley Park, and Oakridge neighbourhoods with many sharing postal codes within a few blocks of the OTC site.



Note: Some dots represent multiple respondents having the same postal code.

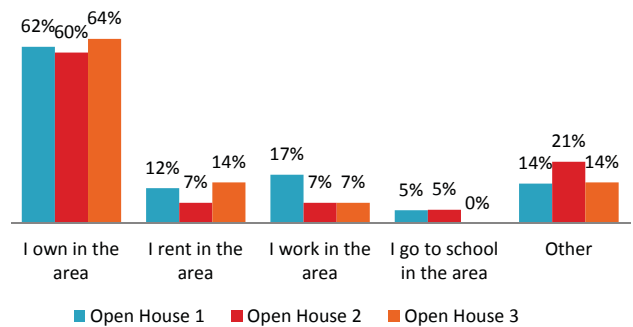
#### Which age category do you fall in?

Most of the respondents for every phase were in the 50-69 age bracket with notable percentages in the 30-49 age group. The proportion of respondents from the 20-29 age group was 20% in the first phase but lessened in subsequent phases.



#### Connection to the area surrounding the OTC site? (Check all that apply)

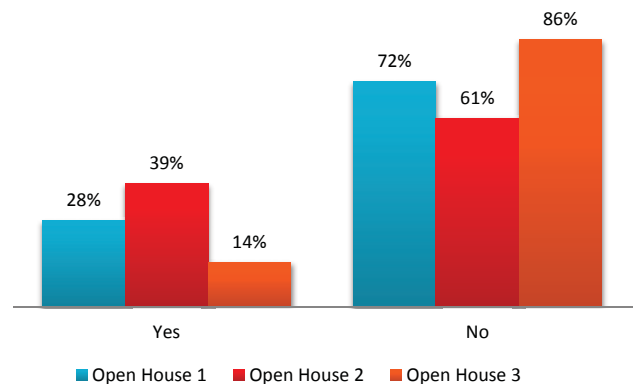
The majority of respondents for each phase of consultation were homeowners in the surrounding area. Those that selected “other” frequent the area for shopping or to visit friends or family.



Note: Percentages reflect how many respondents chose that option out of the total number of respondents; however, multiple choices could be selected, so the sum of the percentages does not equal 100%.

#### Do you have children under the age of 19 at home?

The majority of respondents for each phase do not have children under the age of 19 at home, but this was most significant in the third phase.



### Step 1 Questionnaire

The questionnaire for the first open houses asked respondents to share their thoughts about housing, land uses, community facilities, parks and open space, transportation, building types, and pedestrian connections.

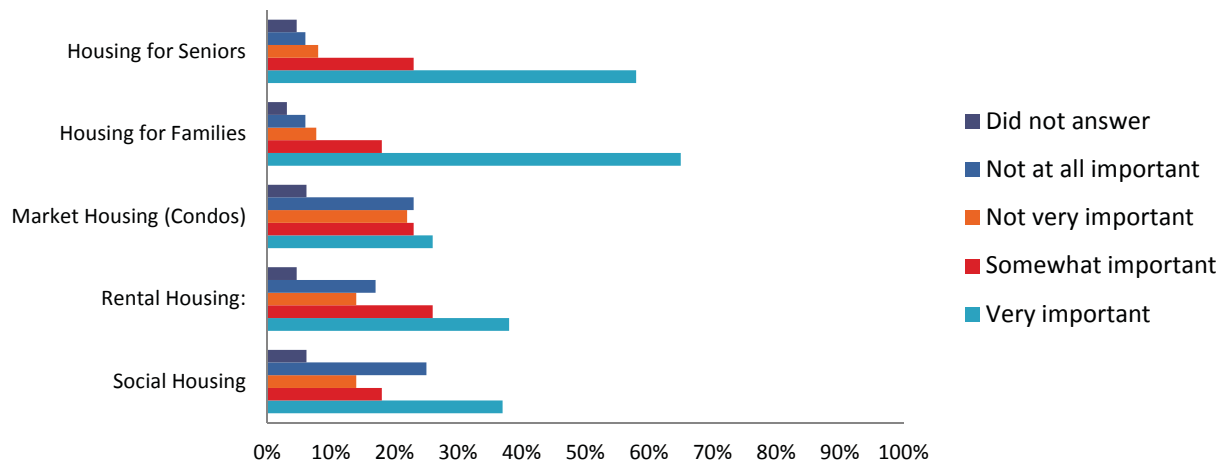
#### 1. Housing

The OTC site will be primarily residential. Please indicate how important the following types of housing are for the OTC site?

(Note: There is a City requirement to provide a minimum of 20% social housing on this site.)

Housing for families (83%) and seniors (81%) was overwhelmingly identified as important for the area. Rental housing (64%) was also underlined as important with social housing (55%) and market housing (49%) identified as important but less frequently. Comments about other types of housing considered important emphasized the need for affordable housing.

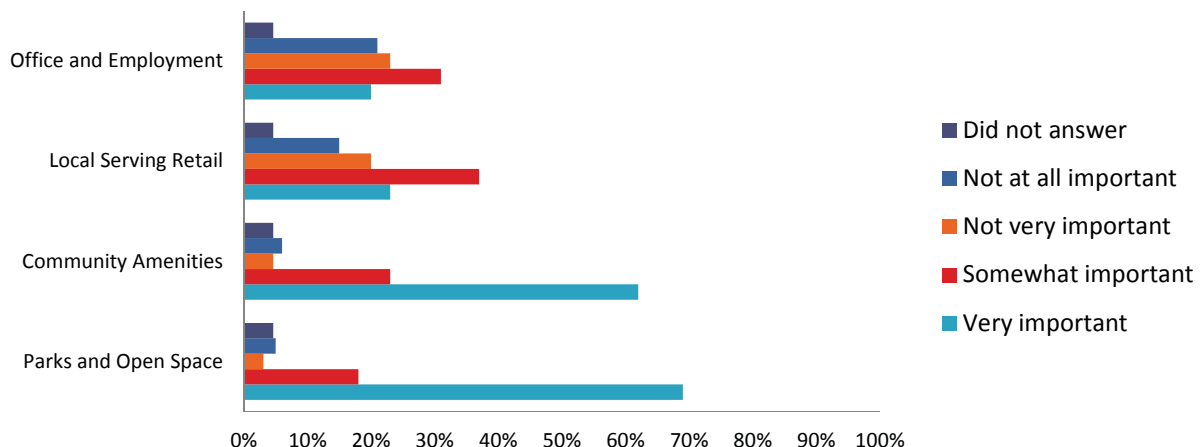
Note: percentages provided above combine the “very important” and “somewhat important” options represented below.



#### 2. Mix of Uses

How important are the following land uses (other than residential) to the OTC site?

Parks and open space (87%) as well as community amenities (85%) were overwhelming identified as needed in the area with local serving retail (60%) and office and employment space (51%) identified as lesser needs. Comments about other types of land uses considered important included healthcare, a small grocery store, artist studios or live/work spaces and play areas for children.



### 3. Community Facilities

*What kinds of community facilities or services (e.g. childcare, recreational, cultural, etc.) are most needed in this area and should be considered for the OTC site?*

- **Childcare:** A large portion of the 52 responses to this question identified more affordable and accessible childcare options as a significant need in the area.
- **Recreation:** Multiple suggestions were made for a fitness centre, walking trails, a pool and a playground.
- **Facilities for Seniors:** Some suggestions for senior-focused facilities were also made, in the form of a community centre as well as assisted living housing options.
- **Additional Comments:** Some respondents want a community centre on site whereas others would like to see arts and cultural facilities, including studios, galleries and performance venues. Some respondents commented that the area is already well serviced by current and planned community facilities and want to see a focus on varied and accessible housing options for the OTC site.

### 4. Parks and Open Space

*What are your priorities for planning parks and open space on the site? What activities should we plan for?*

- **Passive Greenspace:** Many of the respondents want to see passive greenspace that is protected from the traffic and noise on 41st Avenue. Some envision this space to be large while others see the area as already well served by park space (e.g., Oak Meadows Park and VanDusen Botanical Gardens) and find a smaller neighbourhood park on the OTC site more appropriate instead.
- **Landscaping:** The importance of landscaping was emphasized along with the incorporation of natural habitat features and wildlife. Many responses addressed walking trails and playgrounds as highly desirable.
- **Public Spaces:** Spaces for public gathering either for cultural events or casual outings like picnics were requested by many.
- **Off-leash Dog Areas:** Dog areas were mentioned several times, but many asked for them to be separated to make open space safer for children with some not wanting dedicated dog areas on the site at all.
- **Park Features and Amenities:** Some respondents identified community gardens as a priority for open space on the site. Water features and public art were also identified as desirable features.



### **5. Transportation**

*When considering all modes of transportation – walking, biking, transit and cars – what key issues and opportunities should be considered in the redevelopment of the OTC site?*

- **Pedestrian Priority:** The majority of comments emphasized pedestrian accessibility to and through the site. Respondents asked for strategies to mitigate noise and promote safety for the pedestrian experience.
- **Public Transit:** Transit was highlighted as a huge priority with many respondents asking for improvements to the Oak Street and 41st Avenue bus routes (addition of buses to come more frequently) as well as the Canada Line (increased capacity).
- **Cycling Facilities:** Many respondents asked for improvements to bike facilities (e.g., bike racks and storage) and to the surrounding bike route network, including enhancements to Heather Bikeway and the addition of separated bike lanes on 41st Avenue and Oak Street. A couple of respondents did not want to see any bike paths integrated within the site.
- **Vehicles:** Multiple respondents expressed concern for adequate vehicle parking, suggesting separate spaces for residents in underground parking. A couple of respondents wanted any development to prioritize non-vehicular modes of transportation and use strategies to reduce single occupancy vehicle use.

### **6. Where on the OTC site would you locate... (select all that apply)**

*Respondents were asked where they would locate the amenities and building types listed below.*

- The majority of respondents located **retail or other non-residential uses** on the southern edge (55%) with the second highest percentage expressing that they thought these uses belong elsewhere (20%).
- Many respondents located **parks and open space** at the centre of the site (40%) as well as on the northern edge (28%) with some interest in locating these uses on the eastern edge (15%).
- Some respondents located **community facilities** at the centre of the site (35%) with others choosing the eastern edge (22%) or southern edge (17%).
- A number of respondents located **townhouses** on the eastern edge (35%), northern edge (34%) and western edge (32%).
- Many respondents located **low-rise buildings** on the western edge (40%) with relatively equal numbers choosing to locate this building type on the southern edge (25%), at the centre of the site (20%), on the eastern edge (20%) and as belonging elsewhere (18%).
- Some respondents identified **mid-rise buildings** as belonging elsewhere (38%) but others located them at the southern edge (32%) of the site with some choosing the centre of the site (18%).

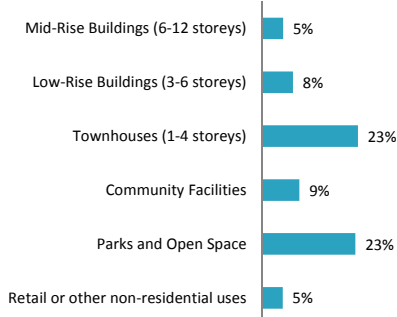
*Note: Percentages reflect how many respondents chose that option out of the total number of respondents; however, multiple choices could be selected for each topic, so the sum of the percentages does not equal 100%.*

# OTC SITE planning program

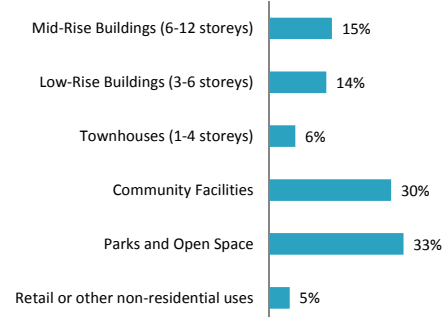
## CONSULTATION SUMMARY

### 6. Where on the OTC site would you locate... (select all that apply) continued...

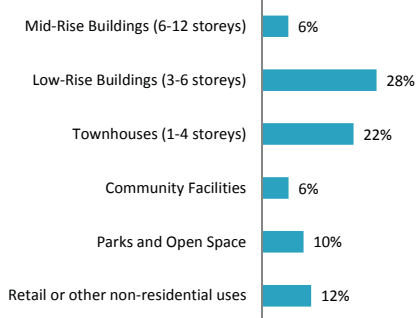
#### North Edge



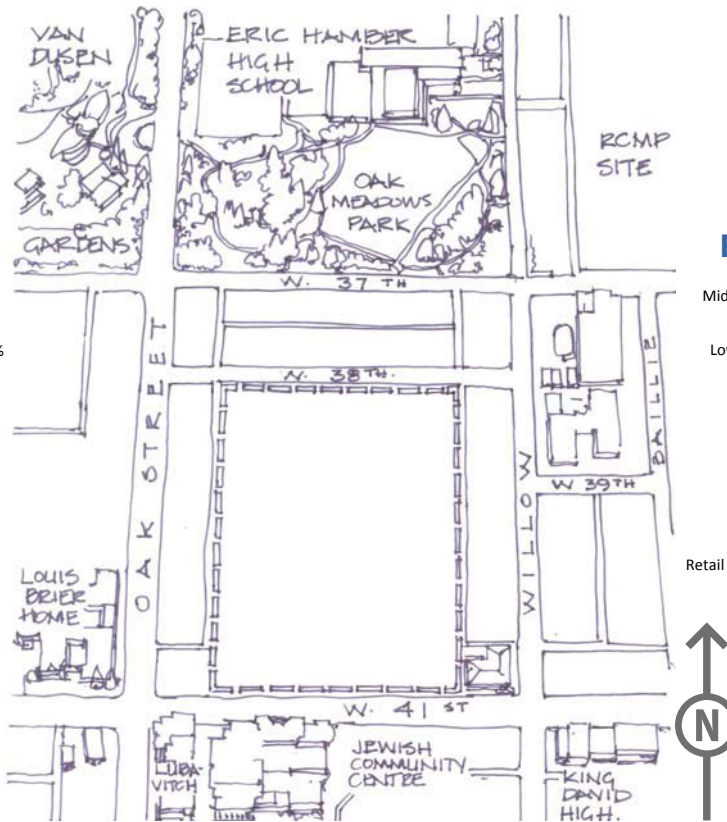
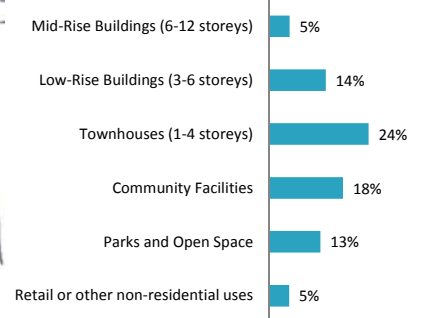
#### Centre of Site



#### West Edge

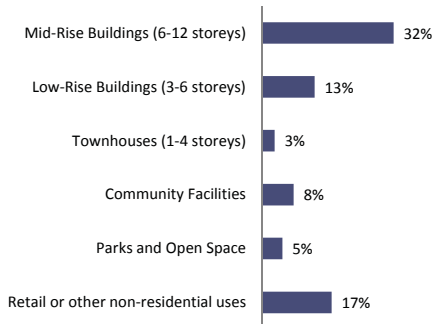


#### East Edge

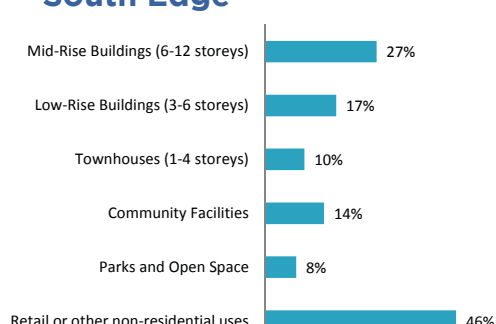


Note: The comment form included the illustrated map shown above for respondents to reference.

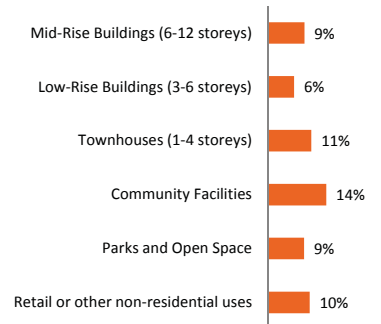
#### Belongs Elsewhere



#### South Edge



#### Did not answer



### Step 2 Questionnaire

The questionnaire for the second set of open houses asked about the draft guiding principles, the three conceptual site plans, and preliminary public benefits. Respondents were asked to rate the concept plans against urban design criteria and choose which concept they preferred.

#### I. Draft Guiding Principles

At the launch of the planning process, an illustrated brainstorming session and open house was held to identify people's ideas for redevelopment of the site. This input, along with site analysis and the City's objectives, has led to the development of draft guiding principles (refer to the guiding principle boards).

Do you have any comments about the draft guiding principles? Have we missed any important ideas?

- **Neighbourhood Identity:**
  - » Desire to see more references to historical uses.
- **Animated Places:**
  - » Support for retail along 41st Avenue, including the desire for grocery store, coffee shop, bakery, and/or bank.
  - » Concern about the built spaces actually being animated from lack of control over usage or the inappropriate building form and scale being proposed.
  - » Desire to keep animated places at 41st Avenue.
- **Green Space:**
  - » Support for the provision of at-grade park space.
  - » Incorporate additional green space around and on buildings.
  - » Park should be welcoming to the general public.
  - » Design park to be unique and reflect the character and history of the site.
  - » Include seating, lighting, a water feature, and/or a playground.
- **Community Connections:**
  - » Support for prioritizing pedestrians and cyclists.
  - » Support for connecting to public transit.
  - » Concern about increased traffic in the back lanes adjacent to the site, especially the lane to the east behind Willow Street.
  - » Need for a traffic light on 41st Avenue.
  - » Should explore extending West 39th Avenue through the site.
  - » Desire for green connections to park land, including gardens and natural, edible vegetation.
- **Mid-rise District:**
  - » Concern about building heights proposed beyond 6-8 storeys.
  - » Emphasis on the importance of making the mid-rise building forms distinctive.
- **Housing Variety and Affordability:**
  - » Concern about the density and building types proposed for the OTC being too low to support the creation of truly affordable residential units.
  - » Support for the provision of family housing with desire that more units be provided with 3 bedrooms or more.
- **Sustainable and Green Infrastructure:**
  - » Not enough detail at this stage to comment.

# OTC SITE planning program

## CONSULTATION SUMMARY

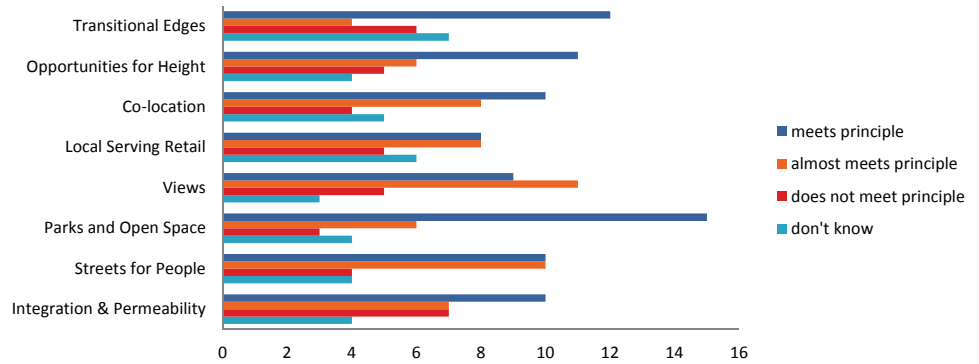
### 2. Evaluation of Conceptual Site Plans with Urban Design Criteria

Please score each concept individually according to how well it meets the stated urban design criteria:

**3** = meets principle   **2** = almost meets principle   **1** = does not meet principle   **0** = don't know

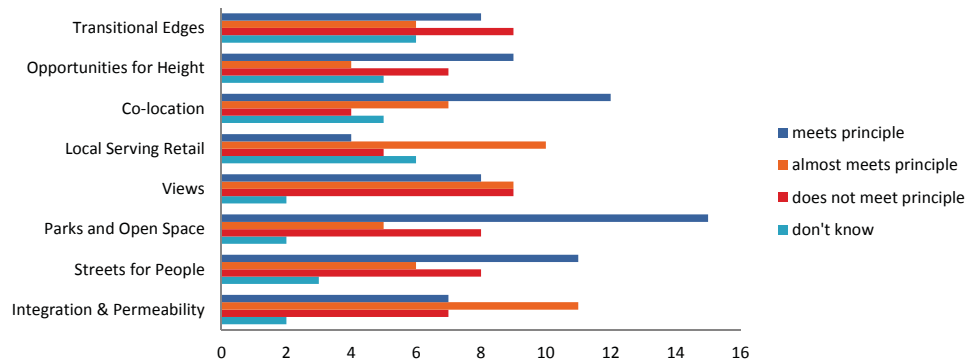
#### Concept A: Green Promenade

A 'green promenade' creates an inviting entrance, leading to a significant new park at the north end of the site.



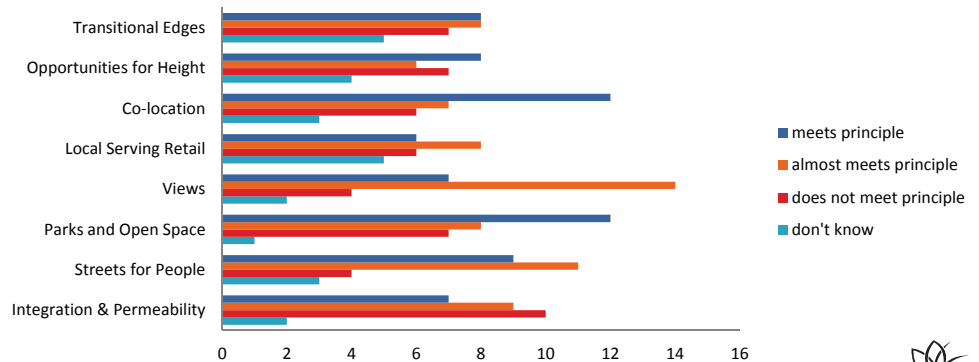
#### Concept B: Park And Mews

An internal 'mews' street structure results in a finer-grain block pattern, which provides for a greater variety of building types from townhouses to apartment buildings.



#### Concept C: Central Green

A curved street creates a more organic pattern than the surrounding street grid and allows for an interesting architectural response fronting the park.



### 3. Preferred Concept

Which conceptual site plan do you prefer? Why?

#### **Concept A: Green Promenade**

##### **What we heard**

- » **28%** of respondents (11 of 40) preferred Concept A

##### **Likes**

- » Central access to site from 41st Avenue
- » Symmetrical design
- » Courtyards and small, inner gardens
- » Park location
- » Offers views to the North Shore Mountains

#### **Concept C: Central Green**

##### **What we heard**

- » **28%** of respondents (11 of 40) preferred Concept C

##### **Likes**

- » Curved street
- » Opportunity for architectural interest
- » Placement of retail frontage
- » Gradual building heights
- » Location of park at the centre of site - more units will look onto open space
- » Feels welcoming and open
- » Massing concentrated at busiest corner

#### **Concept B: Park And Mews**

##### **What we heard**

- » **13%** of respondents (5 of 40) preferred Concept B

##### **Likes**

- » Diversity of housing types and forms
- » Height focused on 41st Avenue
- » Appropriate scale that respects context
- » North-south connections
- » Park on northern edge bounded by streets

#### **NO PREFERENCE**

##### **What we heard**

- » **33%** of respondents (13 of 40) had no preference
- » All concepts are too dense
- » All options need more density and height
- » Should be more inventive with scale and typology to achieve affordable housing
- » Prioritize the provision of housing for families with children
- » Highest buildings on 41st Avenue will cast the remainder of site in shadow
- » Preference for a concept with stronger emphasis on walking and cycling

#### **Summary**

Community feedback on the three initial concepts was varied and at times conflicting with the highest proportion of respondents stating no preference (33%). An equal amount of respondents (28%) chose Concepts A and C as their favourite. Many positive comments were made about the curved street and massing presented in Concept C. Although some liked the central location of the park in Concept C, more comments were received in favour of the northern location of the park in Concepts A and B. Respondents were split regarding density with some stating less was appropriate and others desiring more given the proximity to two arterials and the opportunity to increase affordable housing options in an area well served by parks and other amenities.

### **4. Preliminary Public Benefits**

The preliminary public amenities identified for this site are a park, affordable housing, and a childcare centre. What do you think?

There was support for and agreement with the proposed public benefits with multiple comments made in regards to each.

- **Affordable Housing** - The majority of comments made were in support of affordable housing, including the following:
  - » Concern that proposed density is too low to deliver truly affordable housing and suggestion to explore different forms and densities.
  - » General concern that what is delivered will still be unaffordable and desire for more details, including a definition of affordability.
  - » Need for more accessible and affordable housing options for seniors.
  - » Need for more family-oriented affordable housing with 3-bedrooms or more.
  - » Belief that nearby Oakridge Centre is already providing enough affordable housing for the area.
- **Park** - Many comments were in support of the proposed park with a few additional comments:
  - » Surprise that park is so large in an area that is already well-served by parks.
  - » Desire for park to be at the centre of the site.
  - » Desire for park to be visible from 41st Avenue and accessible to those using Oakridge Centre mall.
  - » Park as proposed seems to duplicate what other parks in the area offer; instead, it should be unique.
- **Childcare** - Most of the comments regarding childcare were supportive of it's inclusion in the proposal, with one suggesting it should be located within another building on site instead of in the park.
- **Additional Comments:**
  - » Concern that a school is not being proposed for the site.
  - » Desire to see a playground provided in the park that is public and accessible (not exclusively for use by the daycare).
  - » Desire for a community garden and edible landscaping on site.
  - » Need for a community-oriented place, including meeting and recreation space.

### **5. Is there anything else you would like to tell us?**

Please provide any additional comments you may have.

Additional Comments elaborated upon the following issues:

- Concerns about privacy and overlook on the adjacent blocks to the east and west.
- Desire for more ground-level housing for seniors.
- Concern about insufficient East-West connections through the site.
- Importance of landscape amenities and reflecting the character of the neighbourhood through the design.

### Step 3 Questionnaire

The questionnaire for the third set of open houses asked about the draft preferred concept plan, including how it responds to the draft guiding principles and specific questions about parks and open space, mobility, land use, building massing and heights, density, and proposed public amenities. The questionnaire also asks about the proposed policy directions for the three adjacent sites.

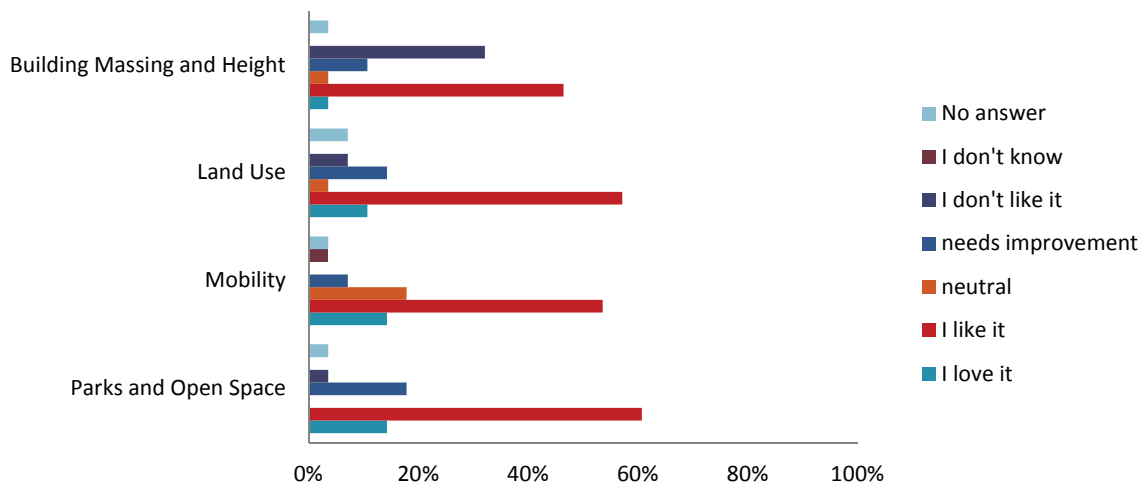
#### 1. Guiding Principles

*The guiding principles incorporate ideas gathered through public consultation, the City's objectives and the landowner's goals for redevelopment of the site. Do you think the draft concept plan responds to the guiding principles (refer to the Guiding Principles boards)?*

- **Support** - Many comments were made highlighting the draft concept plan's successful response to the guiding principles with additional comments showing favor towards the curved street.
- **Conditional Support** - A couple of respondents agreed the draft concept plan responded to the guiding principles but had additional comments for consideration:
  - » Suggestion that there be many more 2-3 bedroom units planned for to better serve families.
  - » Concern that the bike lanes do not connect to anything outside of the site.
- **Opposition** - One respondent did not feel the proposed concept plan responded to the guiding principles because the placement of the highest building mid-block seems illogical.

#### Questions on Building Massing and Height, Land Use, Mobility and Parks and Open Space

*The following four questions started by asking respondents to rank various aspects of the draft concept plan, including park and open space, mobility, land use, and building massing and heights. The chart below displays the quantitative results:*



*Respondents were given an opportunity to provide additional comments which are summarized on the following pages.*

### **2. Park and Open Space**

*The draft concept plan includes 2.3 acres of park and open space which can accommodate a youth-size playfield, children's play area, and areas for passive recreation. The park also includes a childcare facility and associated uses. What do you think about the proposed park?*

- The comments were generally positive with a number of suggestions made:
- Additional comments included the following:
  - » Support for a park serving both children and adults.
  - » Desire to see more of an emphasis on passive recreation instead of the playfield.
  - » Desire to see a water feature and/or a spray-water park included.
  - » Suggestion for areas dedicated to natural habitat/vegetation.
  - » Desire for more pedestrian walkways.
  - » Emphasis on the southern corner as a great opportunity for public art.

### **3. Mobility**

*The draft concept plan includes a new curved north-south street with protected bicycle paths, new pedestrian connections to 39th Avenue, and new internal lanes. What do you think about the proposed movement network?*

- Comments on the mobility network were generally positive with many people favoring the curved street for providing visual interest and character to the new community.
  - » Invest time and money into the adjacent lanes to make them more attractive and functional for residents living in the units fronting onto them.
  - » Desire to see more walking paths.
  - » Ensure walking and biking paths are separated.
  - » Employ design strategies to lessen vehicle traffic.

### **4. Land Use**

*The OTC is envisioned as a primarily residential neighbourhood, with local-serving retail focused on 41st Avenue. A large central park with a childcare facility is also provided. What do you think about the proposed land uses?*

- **Affordability** - The comments on the residential component of of the draft concept plan were focused on affordability with continued concern that truly affordable units would not be provided.
- **Retail** - Comments regarding retail included the following:
  - » Retail on 41st Avenue should spill over onto the adjacent sidewalks and north onto the curved street.
  - » Sufficient setback will be essential to allow for the incorporation of cafe tables, benches, and other public realm amenity features.
  - » Desire to see more small retail mixed throughout the site.
  - » Walking distance to retail is highly desirable.
- **Additional comments:**
  - » Ensure there is adequate parking.
  - » Provide connection between daycare and nearby schools.



### 5. Building Massing and Heights

The draft concept plan includes a range of building types and heights including:

- Two taller buildings (15-storeys) located on 41st Avenue at the entrance to the site
- Mid-rise buildings (5-12 storeys) occupy the centre of the site
- 6-storey buildings front onto the park
- Townhouses along the lanes transition to neighbouring development

What do you think about the proposed approach to building massing and heights?

- **Lower Buildings** - Many respondents commented on the possibilities for lower building forms, including:
  - » 15 storeys too tall for a midblock frontage.
  - » Preference for an 8-storey maximum height.
  - » Desire to see more mid-rise instead of lowest and highest building heights.
- **Higher Buildings** - Some respondents identified opportunities for taller buildings with emphasis on more buildings over six storeys.
- **Transition** - Respondents were supportive of the transition in height provided towards the eastern and western edges and particularly the townhouses along the lanes.
- **Stepbacks**: Upper storey stepbacks along 41st would be desirable and appropriate above the retail.

### 6. Density



A gross floor area of approximately 1,265,000 sq.ft. is proposed for this site which yields an estimated 1,250 housing units (including 250 affordable housing units).

Do you think this is an appropriate amount of density for this site? If not, please tell us why.

- **Support** - Many respondents expressed support for the density proposed, specifying the need to provide more affordable housing units and more 2-3 bedroom units.
- **Opposition** - Some respondents highlighted the proposed density as too much for the site with the existing townhouses and single-family housing nearby. There was also concern that higher densities will overwhelm community facilities and cause too much vehicular and transit user traffic.

# OTC SITE planning program

## CONSULTATION SUMMARY

### 7. Proposed Public Amenities

New public amenities are often built using funding generated by new development. The amenities identified for the OTC site include:

- 20% affordable housing
- 2.3 acre park (including childcare)
- Childcare centre
- Transportation improvements (e.g. new streets, a protected bike path, pedestrian connections)

Do you think this is an appropriate package of community benefits? If not, please tell us why?

- **Support** - There was general support for the proposed benefit package with additional comments about affordable housing, including:
  - » A broader range of affordable housing should be pursued.
  - » Affordable housing should be well below market value.
  - » At least 25% of the units should be affordable.
  - » Need to increase affordable housing options specifically for seniors, students, and young couples wanting to start a family.

### 8. Petro-Canada Station

The proposal for this site is:

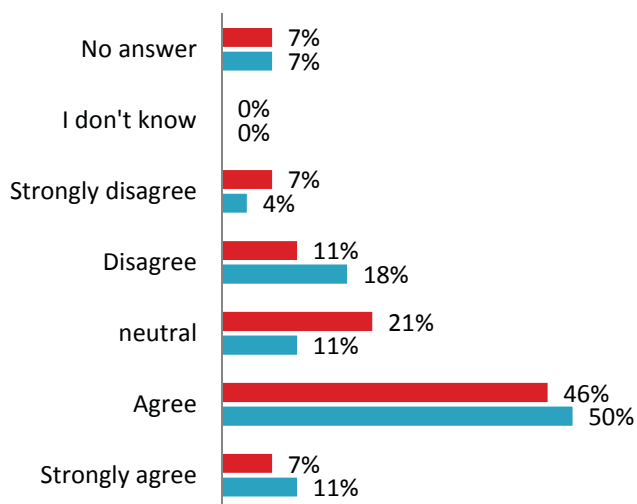
- A mixed-use building will be considered up to 8 storeys
- Above 5 storeys, upper floors will be stepped back from Oak Street and 41st Avenue
- Any development proposal will include public realm improvements and establish public benefits

### 9. Oakmont Medical Centre

The proposal for this site is:

- A residential or mixed-use building will be considered up to 6 storeys
- Choice of use at grade will be considered (e.g. office, retail, residential)
- Above 4 storeys, upper floors will be stepped back from 41st Avenue
- Any development proposal will include public realm improvements and establish public benefits

Do you feel the proposed form is appropriate for these sites?



- The majority of respondents agreed or strongly agreed the proposed form was appropriate for both sites (53% for Oakmont Medical Centre and 61% for the Petro Canada Station).

### 10. Jewish Community Centre GUIDING PRINCIPLES

Guiding principles have been proposed to guide any future development on the Jewish Community Centre (JCC) site across 41st Avenue to the south of the OTC site (see the adjacent sites board on the JCC site). The principles are focused on:

- Phased Development
- Diversity of Uses
- Neighbourhood Connections and Permeability
- Transitional Edges
- Synergies with the OTC site
- Height Pattern
- Upper Level Massing and Setbacks

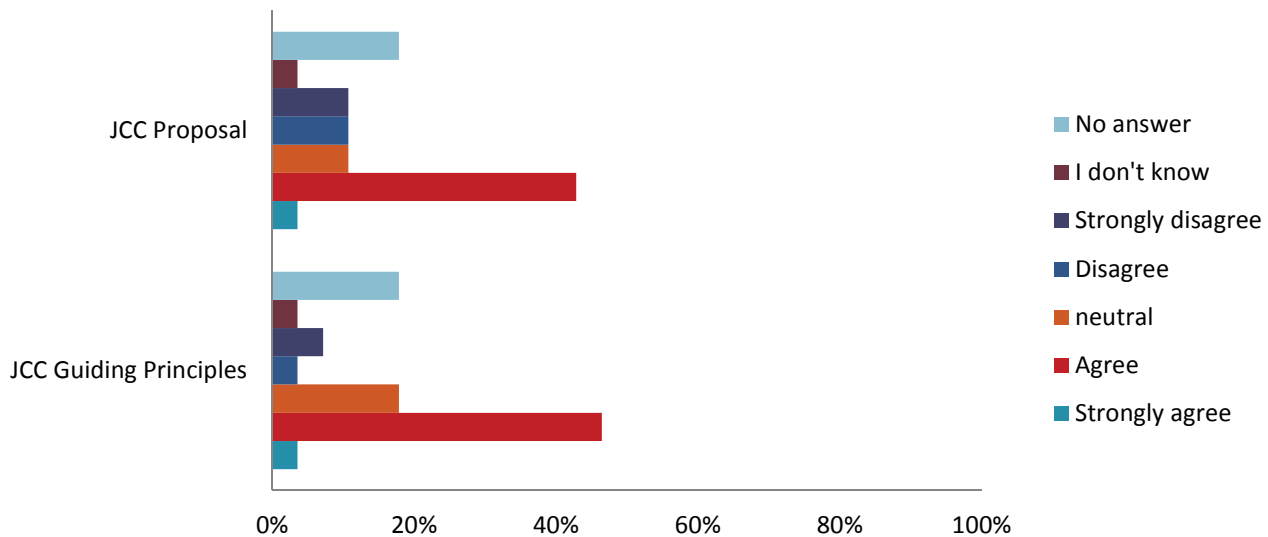
Do you agree with the proposed guiding principles?

### 11. Jewish Community Centre PROPOSAL

The proposal for this site is three mixed-use buildings of varied heights, up to 9 storeys, on the parking lot and two mid-rise buildings of varied heights integrated with the community centre.

Any development proposal will include public realm improvements and establish public benefits.

Do you think this proposed form is appropriate for this site?



12. Please provide any additional comments on the adjacent sites:

- **JCC** - Some respondents were concerned about the amount of density proposed for the JCC site. Specific comments included:
  - » Too much height/density for a mid-block site.
  - » Agreement with the proposal to build on parking lot but suggestion the community centre is fine as it is.
- **Green Space** - Additional comments emphasized the need to incorporate more green space in the potential redevelopment of the adjacent areas, especially the JCC.

13. *What do you think about the proposed concept plan and emerging policies?*

- **General Support** - There was support for the proposed concept plan and emerging policies with additional comments including the following:
  - » The proposed concept plan and policies would be an asset to the community.
  - » Belief the resulting development will be great, but are concerned that it will be too unaffordable.
  - » Retail at entrance to site key to making it feel inviting.
  - » The proposed concept plan is a good combination of the three original site concepts.
  - » The density seems appropriate to the context.
  - » Dissatisfaction with tallest height located midblock

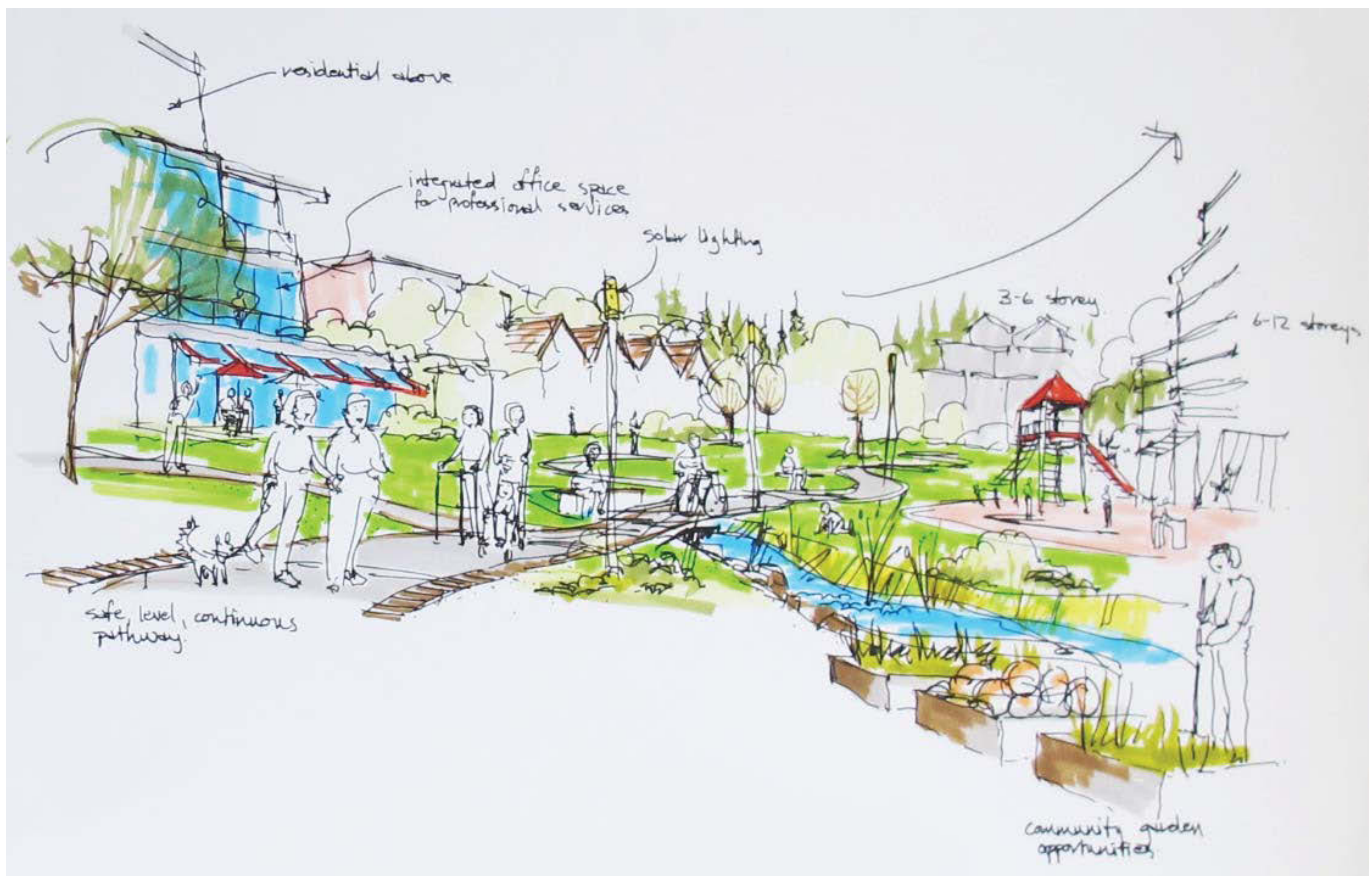
14. *Do you have any additional comments?*

- **Transportation:**
  - » Please favor pedestrians over cars.
  - » Provide more off-street parking and adequate parking in general.
  - » Ensure there are enough lanes to accomodate vehicular traffic.
- **Community Benefits:**
  - » Desire to see more work done to emphasize and refine affodable housing component.
  - » 50% of affordable housing should be 3 bedrooms or more.
- **Additional Comments:**
  - » Need for more gardens in the park and open space.
  - » Concern that the childcare proposed is insufficient for the need.
  - » The location is ideal for student housing.
  - » Buildings should be as environmentally friendly as possible.

### *Illustrated Brainstorming*

When examining the drawings and ranking sheets generated at the Illustrated Brainstorming Session at the launch open houses, seven central themes emerged related to:

1. Site Design
2. Parks and Open Space
3. Housing
4. Neighbourhood Shops + Services
5. Neighbourhood Character
6. Building Design



### SITE DESIGN

Participants in the illustrated brainstorming session envisioned the future of the OTC site as a primarily-residential neighbourhood organized around a sunny, central open space. Park edges are activated by small-scale, locally-focused retail and the front doors of residential units. The neighbourhood is highly accessible and pedestrian oriented with excellent connectivity to nearby transit and bicycle facilities.

### PARKS AND OPEN SPACE

Nearly 70% of all ideas submitted included a central public space. Park and open spaces are programmed to accommodate a variety of activities including active uses such as children's play areas, sports fields and courts, dog areas, gathering spaces for cultural festivals as well as more passive uses such as walking, jogging, and quiet contemplation. Park space is illustrated as a green, natural oasis with trees, lush landscaping, water features, public seating and adequate lighting.



### HOUSING

Almost all of the drawings identified housing as a primary use for the site with housing affordability as a key theme. Suggestions were made to create a mixed-income neighbourhood achieved through the inclusion of social housing, innovative housing types such as co-housing, and/or modestly-finished units. More housing options for seniors and families were also suggested.



# OTC SITE planning program

## CONSULTATION SUMMARY APPENDIX

### NEIGHBOURHOOD SHOPS + SERVICES

Many drawings illustrated small-scale, neighbourhood-focused shops and services for the new residents and the surrounding community. Bakeries, coffee shops and other specialty stores were often included as examples intended to provide opportunities for socializing and informal gathering. There were also suggestions for new amenities, including schools, cultural and recreational facilities.



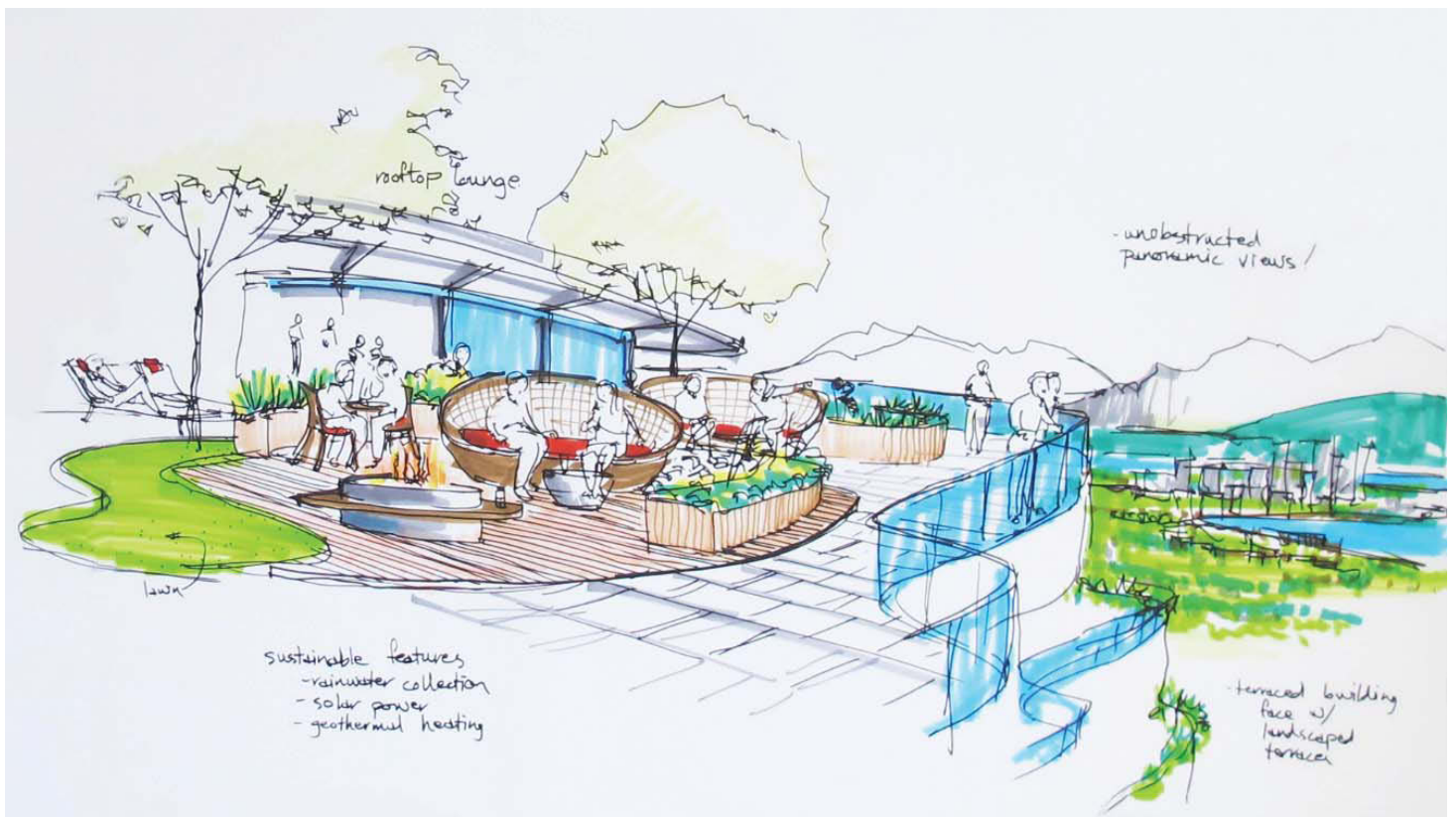
### NEIGHBOURHOOD CHARACTER

Participants imagined the new neighbourhood as having a high-quality, West Coast aesthetic with references to First Nations heritage in the area, reflecting the site's history as a trolley bus depot. Proposed elements to enrich sense of place include public art, durable and high quality materials in the public realm, lush landscaping, and unique shops with an artisan or local craft focus.



### BUILDING DESIGN

In most illustrations, the central public space is framed by residential or mixed-use buildings with retail uses or front doors at the ground level. A mix of building types ranging from townhouses to higher buildings up to 10 and 12 storeys are included. Higher buildings were proposed along 41st Avenue and in the centre of the site, transitioning down to the surrounding developments. Terraced buildings with landscaped roofs were suggested to take advantage of mountain views as well as to provide amenity spaces and areas for children's play. Buildings are expected to provide weather protection along retail edges and are wheelchair accessible.



### SUSTAINABILITY FEATURES

Several drawings incorporate sustainable infrastructure and practices. Solar panels, rainwater capture, geothermal energy, urban agriculture featuring community gardens, and waste management approaches including composting and recycling were identified as desirable for inclusion in the redevelopment of the OTC site.



## Urban Design Panel Minutes

Date: June 17, 2015

Chair Marshall called the meeting to order at 4:10 p.m. There was a brief business meeting and then the Panel considered applications as scheduled for presentation.

Address: 900 Block W 41st Avenue (Oakridge Transit Centre) Workshop  
DE: NA  
Description: Translink proposes to redevelop the Oakridge Transit Centre site (also known as the bus barns) on 41st Avenue near Oak Street. The City of Vancouver is leading a planning process with Translink and the surrounding community to create a Policy Statement to guide future rezoning of the site. This workshop will review the draft planning concepts and guiding principles for this 13.8 acre site, as well as three adjacent sites including the Jewish Community Centre.  
Zoning: Varies  
Application Status: Workshop  
Review: First  
Architect: Perkins & Will (Joyce Drohan)  
Owner: Joyce Drohan, Ben Smith (Translink)  
Delegation: Joyce Drohan, Ben Smith  
Staff: Kirsten Robinson and Patricia St. Michel

### WORKSHOP:

**Introduction:** Kirsten Robinson, Development Planner, introduced the project as a joint effort between the City and Translink to develop a plan for the site. The purpose of the workshop is to get feedback and advice from the panel on the draft concept plan, the approach to form and massing, and the emerging policies to guide future rezoning of the Oakridge Transit Centre (OTC) site.

The OTC site is 13.8 acres and is bound by W 41st Avenue to the south, W 38th Avenue to the north, and two existing residential lanes on either side to the east and west. The site is close in proximity to several schools. There are also several notable large development sites in the area including Oakridge Centre, and the possible future redevelopment of the RCMP Fairmont site. The sites directly to the east are included in the Cambie Corridor plan, the sites that sit on either side are included in the Oakridge/Langara Policy Statement that was approved in 1995, and that allows townhouses and low-rise apartments on either side of the site. There have also been rezoning applications to the west of the site which have been approved within the last few months.

The site was first developed as a bus trolley depot in 1948 which operated until 2006. At that time it was identified as surplus land. The Oakridge/Langara Policy Statement supports densities on the site of 0.8 - 1.0 FSR on the site, which is primarily townhouses and mid-rise buildings. In February 2014, Council, at Translink's request, approved a planning program to create a policy statement for this site.

At the launch open houses in June 2014 there was an illustrated brainstorming session where artists were paired with members of the public to create illustrations of their vision for the future of the site. The analysis of those ideas along with written feedback indicated support for creation of new parks and open space. The public supported a primarily residential neighbourhood with a focus on affordable family housing, and including low to mid-rise buildings with local-serving shops and retail. There is additional interest in a grocery store, and community recreation facilities such as a community or cultural centre. Using that feedback, along with City policies and objectives, seven guiding principles were created which were used to guide the development of three preliminary concept plans. One of the key drivers of the planning process has been the location and configuration of the park. Park staff are seeking a generally rectangular park to maximize programming flexibility and to accommodate a play field. They were interested in having public streets fronting the park, as well as having exposure to either 41st or 38th Avenue. They also wanted two acres of usable park space which is not impacted by the footprint of the childcare facility.

Each of the concepts presented to the public in February included a 2.2 acre park with a stand-alone childcare facility in it, and retail along the 41st Avenue frontage. There was approximately 1.2 million square feet of development for buildings that range from three to twelve stories, as well as two opportunities for additional height on 41st up to fifteen stories. While the public supported the ideas contained in the three concepts, there was no clear consensus on any one concept, however there were some key ideas which emerged. In general there was support for a more centrally located park with more units fronting onto it, more variety in types of buildings with an emphasis in increasing townhouse units, and a more organic structure with a curved street.

In response to feedback and staff evaluation a new concept that reimagines the curved street has been developed. This concept was inspired by the local Oakridge context where curves are a defining element in the patterning of the neighbourhood. At a high level, this concept includes a curved central street, new pedestrian connections to 39th Avenue, approximately 1.265 million square feet, and more residential units fronting onto the park. It also includes a greater mix of building types including townhouses and mid-rise buildings with two 15-storey buildings at the entrance to the site, and retail along 41st Avenue. The park site was increased to 2.3 acres to reduce the impact of the childcare facility on usable park space.

Through the work on the OTC site three additional sites have been identified for inclusion in the study area. Currently there is a gap in the existing policy and neither the gas station nor the Oakmont Medical building are included in either the Oakridge/Langara Policy Statement or the Cambie Corridor Plan. Future development of the Jewish Community Centre is also being considered in conjunction with planning for the OTC. These are important sites in completing a comprehensive vision for 41st Avenue between Oak Street and Willow Street.

**Applicant's Introductory Comments:** Joyce Drohan, Architect, commented that it is not often that we are presented with a unique opportunity to consider how a large 13 acre site can contribute to the larger neighbourhood structure. A key interest was in creating a unique structure while balancing the urban design challenge of accommodating a relatively large park and creating a liveable new neighbourhood.

The urban design framework includes a new primary north-south street located a deliberate distance from Oak Street. There is a network of opportunities for walking and cycling both

north-south and east-west, on alignment with 39th Avenue, as well as diagonal movements through the site. There was a desire to create a more urban response to the important intersection of Oak and 41st which is currently inactive given surrounding uses of the gas station and senior's home.

Street walls are used to define 41st Ave and the park. To ensure transitions to surrounding townhouses and to reduce shadows on the park, the tallest buildings, up to 15-storeys, are located on 41st Avenue. The site is an opportunity to create a new place within the city with medium density forms, supported by local serving retail and a unique neighbourhood park.

**Panel's Consensus on Key Aspects Needing Improvement:**

- The proposal needs to have a much stronger conceptual framework with a coherent response to sustainability (orientation, passive design, solar access), sense of community, and connections to surrounding context (massing, street layout, etc.)
- The park is an important element and could be the centrepiece of the new development
- The scale and significance of the curved road system appears irrational and does not seem to create an acceptable development
- There needs to be more thought given to connection to the community context
- Consideration should be given to how traffic will flow in and around the site
- Density and form should be more spread gradually throughout the area
- Another look is needed at massing on 41st Avenue; the current proposal is too dense

**Related Commentary:** This project is a unique opportunity to develop an entire precinct. It should set a new standard for sustainability and livability. As designed to date it falls short. The scale and significance in the overall scheme of the curved route seems irrational in terms of how it relates to the greater context; it does not connect to the street system context. Urban structures should be a component in a larger system. The foreignness and lack of cohesiveness to the urban realm beyond undermines what might be a positive characteristic in itself.

The proposal would be stronger if it was either more straightforward, a rigorous and precise basic block structure, or if it was really distorted somehow to create a special place. Currently the proposal seems caught in a middle ground between these two and is not a destination.

Cranking the buildings around to respect the street curvature does not seem to be working from a development perspective. It creates some nasty conditions and doesn't appear to be making an acceptable development. The park is very predictable - it's just another park and it could contribute so much more to the overall scheme. Even though it is driven by park board requirements it would be nice to see a scheme which utilizes the park space in making something really unique.

Things like site ecology and connection to the community should be thought of. Spaces need to connect in a coherent way which makes sense for the surrounding community, and serious thought should be given to how traffic will flow through and around the site. As well, there seems to be a lack of cohesiveness to the overall public realm which doesn't make for positive city-making.

The form of the project currently seems a bit jarring and could be improved by taking some of the density off of 41st Avenue and redistributing it either towards Oak Street or the interior of the site. The scale transition between the Cambie Corridor and this site is too dramatic, and at the same time Oak Street and West 38th Avenue seem forgotten.

**Applicant's Response:** The applicant team thanked the panel for their feedback on the concept, and noted that it is a challenge to provide a model at the policy stage because all the details have not been fully resolved. They believe that an orthogonal approach is not the only answer to City building and that there can a rationale for doing otherwise. They also look forward to the next opportunity to discuss the project moving forward.

## Proponent's Comments



### TransLink

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[www.translink.ca](http://www.translink.ca)

South Coast British Columbia  
Transportation Authority

October 7, 2015

Ben Johnson, Senior Planner  
Planning and Development Services - Vancouver South  
453 W. 12th Avenue  
Vancouver, BC V5Y 1V4

### OAKRIDGE TRANSIT CENTRE POLICY STATEMENT

Over the past 18 months TransLink staff and our design team, led by Perkins+Will, have worked collaboratively with City staff and the community to develop a new vision for the future of the Oakridge Transit Centre (OTC) site.

In South Vancouver there are several multi-acre sites identified in policy that present an opportunity to reinvigorate the existing area with vibrant new neighbourhoods offering diversity, amenity and livability while accommodating growth in the city. The goal of the OTC Policy Statement is to develop one such neighbourhood that builds on the spirit of the existing Oakridge area while responding creatively to existing policy and other planning work in progress, and seeking to accommodate density in mid-rise to modest high-rise forms along the Cambie and 41st Avenue corridors. Throughout the OTC Planning Process, three key areas have been addressed as follows:

#### **Neighbourhood Character**

A key aim of the proposed urban design concept for the Oakridge Transit Centre site is to capture the character of the surrounding neighbourhoods. The site draws on two key aspects of the local context: the curved street geometry found throughout the Oakridge Langara area and the picturesque nature of the local parks – VanDusen, Oak Meadows and Queen Elizabeth.

The road network proposed for the site is based on a primary road running north-south that extends the curving geometry found immediately south of 41st Avenue and in multiple other locations throughout the surrounding neighbourhood. Not only does this provide an appealing walking and cycling route but also serves to slow traffic moving across the site.

The proposed neighbourhood park fulfills Park Board's intent for a generous, more relaxed open space with meandering paths and diverse opportunities for informal recreation. These activities are supported by the picturesque or gardenlike setting

## Proponent's Comments

already well established in this area of the City by nearby neighbourhood and destination parks alike.

### **Connectivity**

The plan proposes multiple connections through the site and increases the permeability of the urban fabric for a variety of users. Movement through the site for pedestrians and cyclists mitigates the existing lack of city street connections by introducing east-west paths at the approximate middle of the site, linking it with both Willow and Oak Streets. In addition, a diagonal path at the southwest corner provides a strong connection to the Oak and 41st intersection offering a more direct route to existing transit stops, future retail and anticipated services. A key aspect of the proposed ped-cycle network is the multiple connections from the surrounding existing neighbourhood to the on-site park.

### **Approach to Built Form**

Buildings on the site are shaped and located in response to adjacent neighbourhood context. Lower townhouse forms reflect the form across the east and west perimeter lanes, mid-rise forms give strong definition to the park space and mid/higher forms are generally located in the south blocks of the site close to 41st. Modest 12 to 15 storey towers punctuate the entrance to the site on 41st Avenue, the south foot of the park and the east entry to the park marking the pedestrian connection to Willow. The site plan carefully locates more dense built forms closer to existing and proposed services, public transportation corridors and bicycle infrastructure.

The Oakridge Transit Centre Policy Statement establishes the vision and framework to guide the future redevelopment of the site. It will enable a diverse range of housing types while offering certainty in the development process and contributing towards the City of Vancouver's priorities of housing affordability and sustainability. In conclusion, we believe that based on the urban design concept and policies contained within this Policy Statement that redevelopment of the OTC will bring new vitality and character to the Oakridge neighbourhood.

Regards,



Ben Smith  
Development Manager, Real Estate  
TransLink