

# Welcome to the Oakridge Centre Open House

## Why is the City hosting this event?

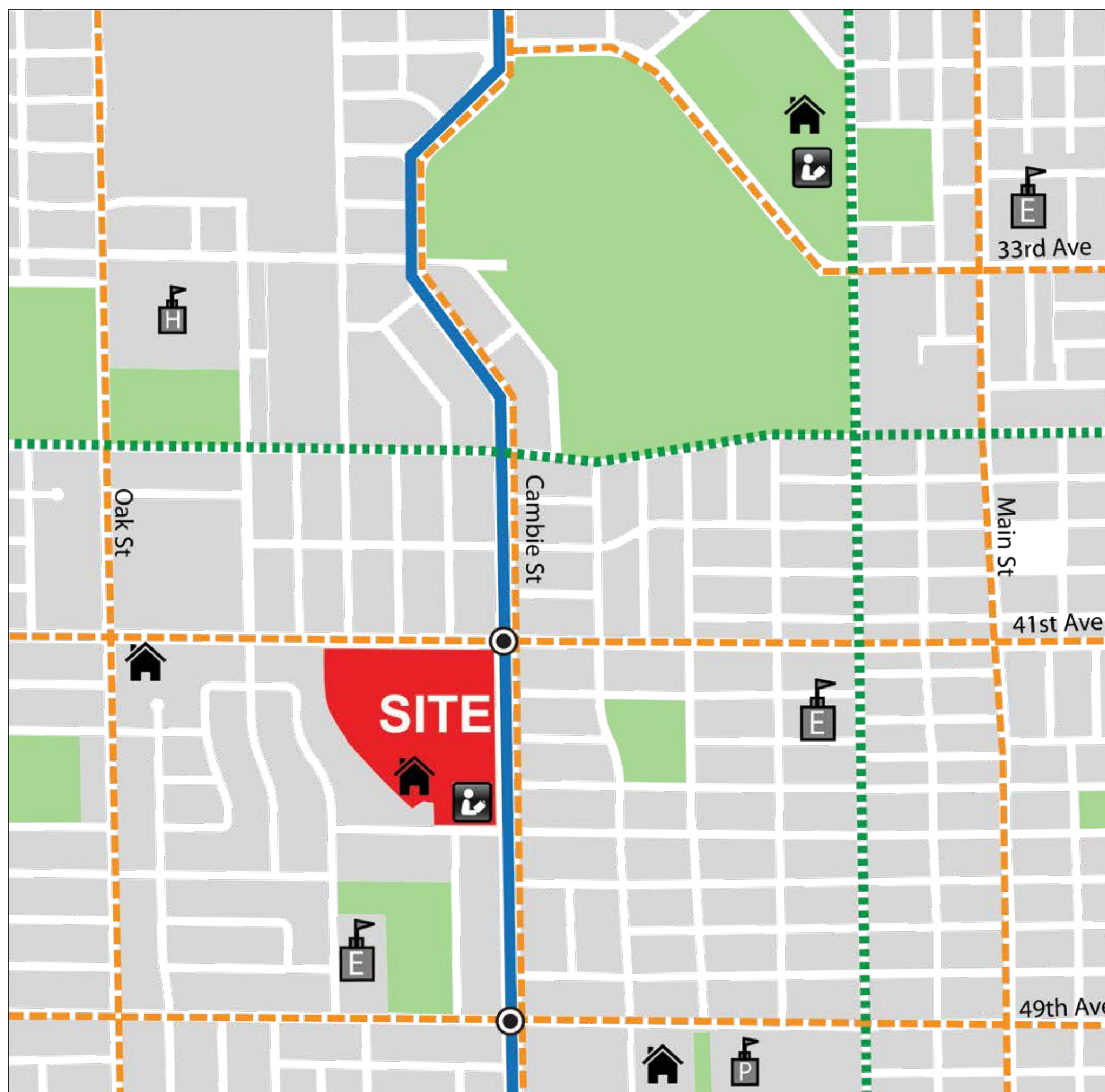
This open house is to inform you of a rezoning application submitted to the City of Vancouver to amend the existing CD-1 (Comprehensive Development) District By-law for Oakridge Centre and create a mixed-use development.

## Who made the application?

Henriquez Partners Architects and Stantec Architecture have applied on behalf of Oakridge Centre's owner Ivanhoe Cambridge and Westbank Development.

## Where is the site?

Oakridge Centre is located at the southwest corner of Cambie Street and 41st Avenue, adjacent to Oakridge-41st Avenue Canada Line Station.



## What is being considered?

The proposal is for a mixed-use development including buildings at a range of heights up to 45 storeys with commercial, office, residential and public amenity space. The proposal includes 2,818 units with a maximum height of 125.6 metres (412 feet) and 6,694 parking spaces.

## How can I be involved?

The Oakridge Centre rezoning process will feature many public engagement opportunities where the City will meet with members of the community and stakeholders to answer your questions and get your input.

### Next Steps:

#### FALL 2012 – Preliminary Rezoning Submission

- \*Public open house #1
- \*Public workshop
- Urban Design Panel workshop – open to the public
- Public session with the City-Wide Leading Practitioners Group #1

\*Opportunities for public input

**You can stay involved throughout the process. In 2013, there will be many more opportunities to have your say.**

**Join our mailing list for updates and upcoming events:**  
[vancouver.ca/oakridge](http://vancouver.ca/oakridge)

### For more information:

[vancouver.ca/oakridge](http://vancouver.ca/oakridge)  
[oakridge@vancouver.ca](mailto:oakridge@vancouver.ca)  
604-871-6738

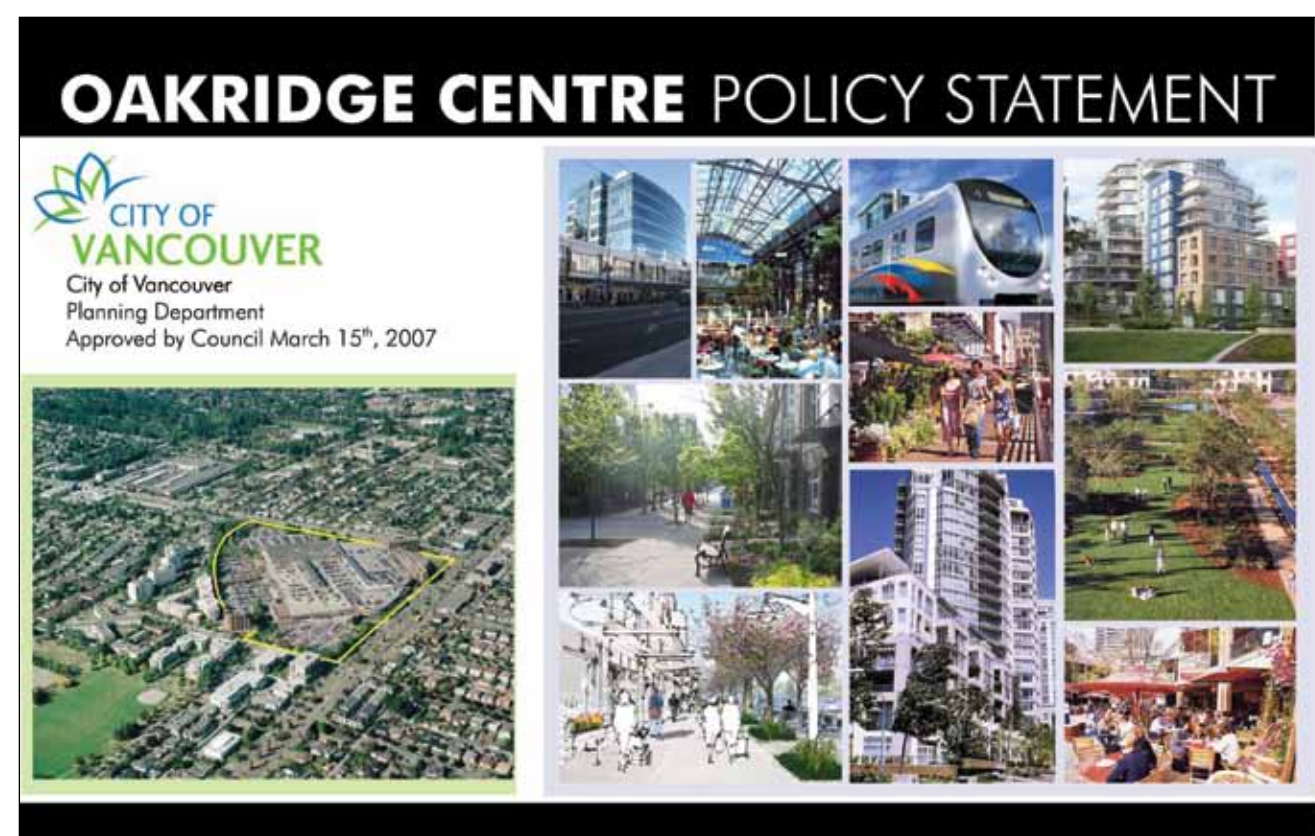


# Policy Context

Between 1995 and 2007, the City of Vancouver developed a number of policies, in consultation with the public, which identify Oakridge Centre as an important site both locally and regionally. The policies provide a context to increase development on the site with a greater mix of uses.

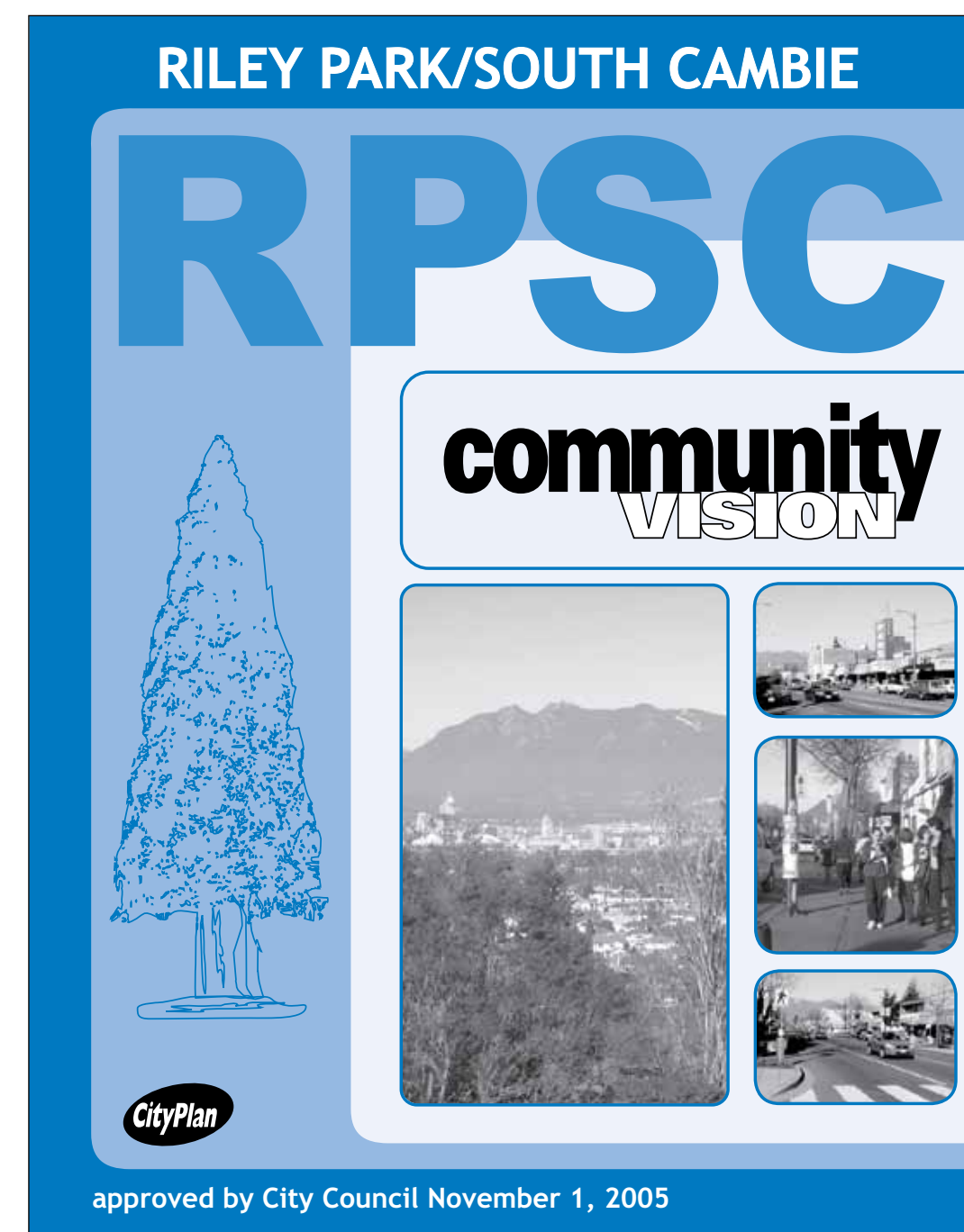
## Oakridge Centre Policy Statement (2007)

The policy statement establishes principles and objectives to guide the redevelopment of Oakridge Centre over 10-20 years with more housing, retail, service and office uses that take advantage of the site's excellent access to transit, parks and public amenities.



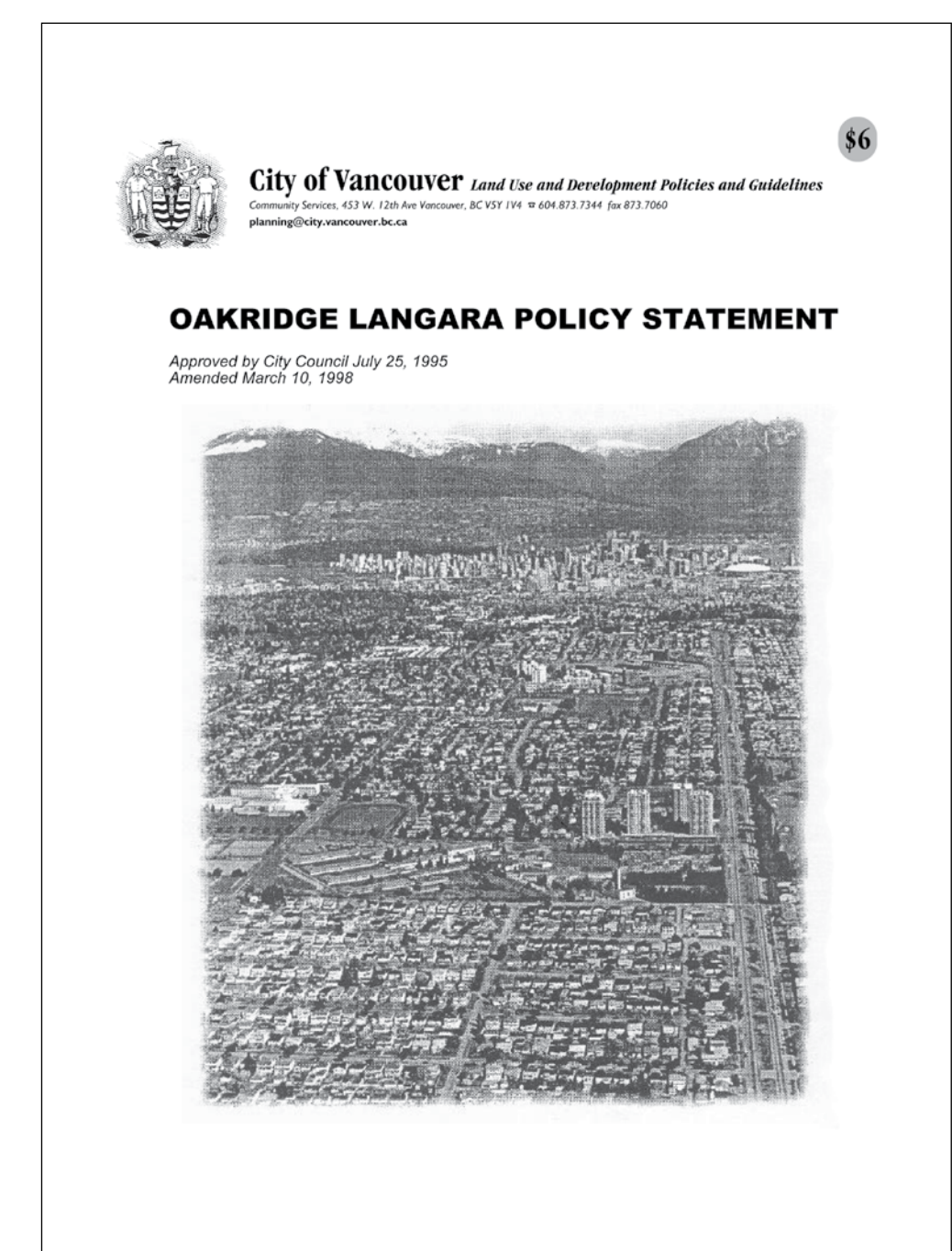
## Riley Park South Cambie Vision (2005)

The Riley Park South Cambie communities border Oakridge Centre. The vision developed for this area identifies 41st and Cambie as an important neighbourhood centre, major shopping destination and special community place that should be retained and strengthened.



## Oakridge Langara Policy Statement (1995)

This statement guides growth in the area. It gives direction that the neighbourhood centre at 41st and Cambie should be re-evaluated if a rapid transit line is implemented. It also requires that an expansion of Oakridge Centre would evaluate retail and other uses, making the centre's role in the community a priority over its regional role.





# Policy Context

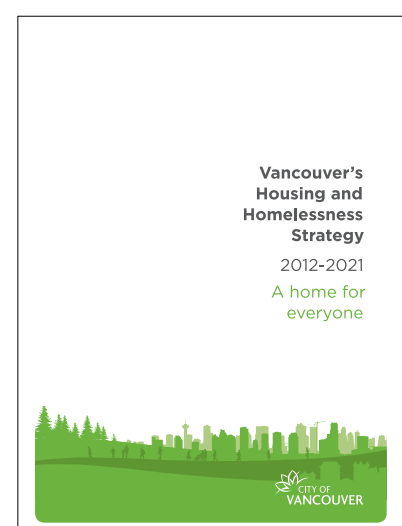
Since 2007, several City and regional policies and initiatives have been adopted which will also guide the future of the Oakridge site.

## Greenest City 2020 Action Plan (2011)



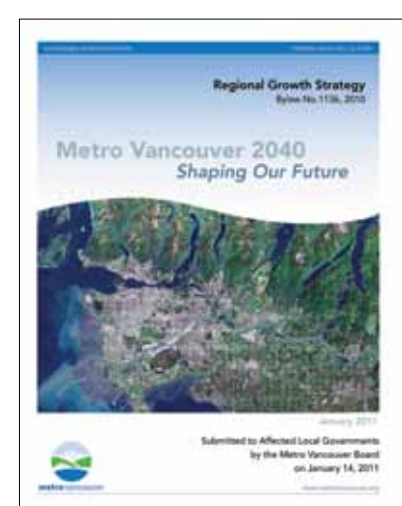
The plan outlines actions required for Vancouver to be healthy, prosperous and resilient, with the goal of becoming the world's greenest city by 2020. The plan calls for compact, complete communities which promote walking and cycling and are well served by services, amenities and green space.

## Housing and Homelessness Strategy 2012-2021 (2011)



This strategy addresses increasing the variety of affordable housing options across the entire housing continuum to improve choice and affordability for all residents.

## Metro Vancouver 2040: Shaping our Future (2011)



The Regional Growth Strategy provides a framework for all municipalities in the Lower Mainland to accommodate projected growth – over one million people and 600,000 new jobs – by 2040. The strategy designates the Oakridge area as one of the region's Municipal Town Centres which are intended to be hubs of activity served by frequent transit and offering employment, business, commercial opportunities.

## Cambie Corridor Plan, Phase II (2011)



This plan builds on the success of the Canada Line by linking land use, built form, transportation infrastructure, district energy systems, affordable housing, and other sustainable elements to create compact communities along Cambie Street.

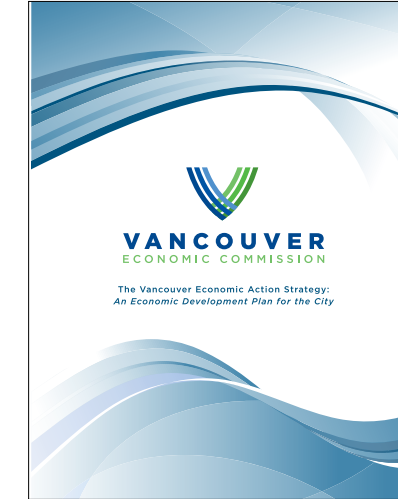
The plan does not address the Oakridge Centre site specifically; however, it identifies the Oakridge area as a key stop on the Canada Line. The plan calls for mixed-use buildings of up to 12 storeys on corner sites at 41st and Cambie. For other sites that are not adjacent to this intersection, the plan calls for six-storey buildings.

## Transportation 2040 Plan (2012)



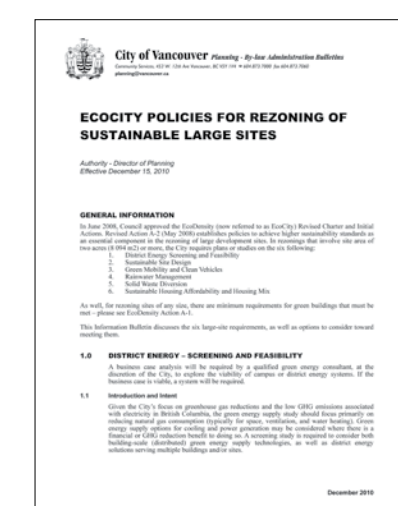
Transportation 2040 is a long-term strategic vision for the city that will help guide decisions on transportation, land use, and public investments. The plan's main goals include fostering a thriving economy while increasing affordability; supporting healthy citizens in a safe, accessible, and vibrant city; and enhancing our natural environment to ensure a healthy future for our citizens and the planet.

## Vancouver Economic Action Strategy (2011)



This action strategy focuses on creating a climate for economic growth, supporting business investment and trade, and attracting and retaining talent. Strategies include expanding the green economy, protecting job lands and office space and promoting Vancouver as a livable city.

## EcoCity Policies for Rezoning of Sustainable Large Sites (2010)



This policy applies to rezonings of sites larger than two acres and requires plans or studies on the following as part of the rezoning process:

- District energy screening and feasibility
- Sustainable site design
- Green mobility and clean vehicles
- Rainwater management
- Solid waste diversion
- Sustainable housing affordability and housing mix

## Green Building Rezoning Policy (2010)

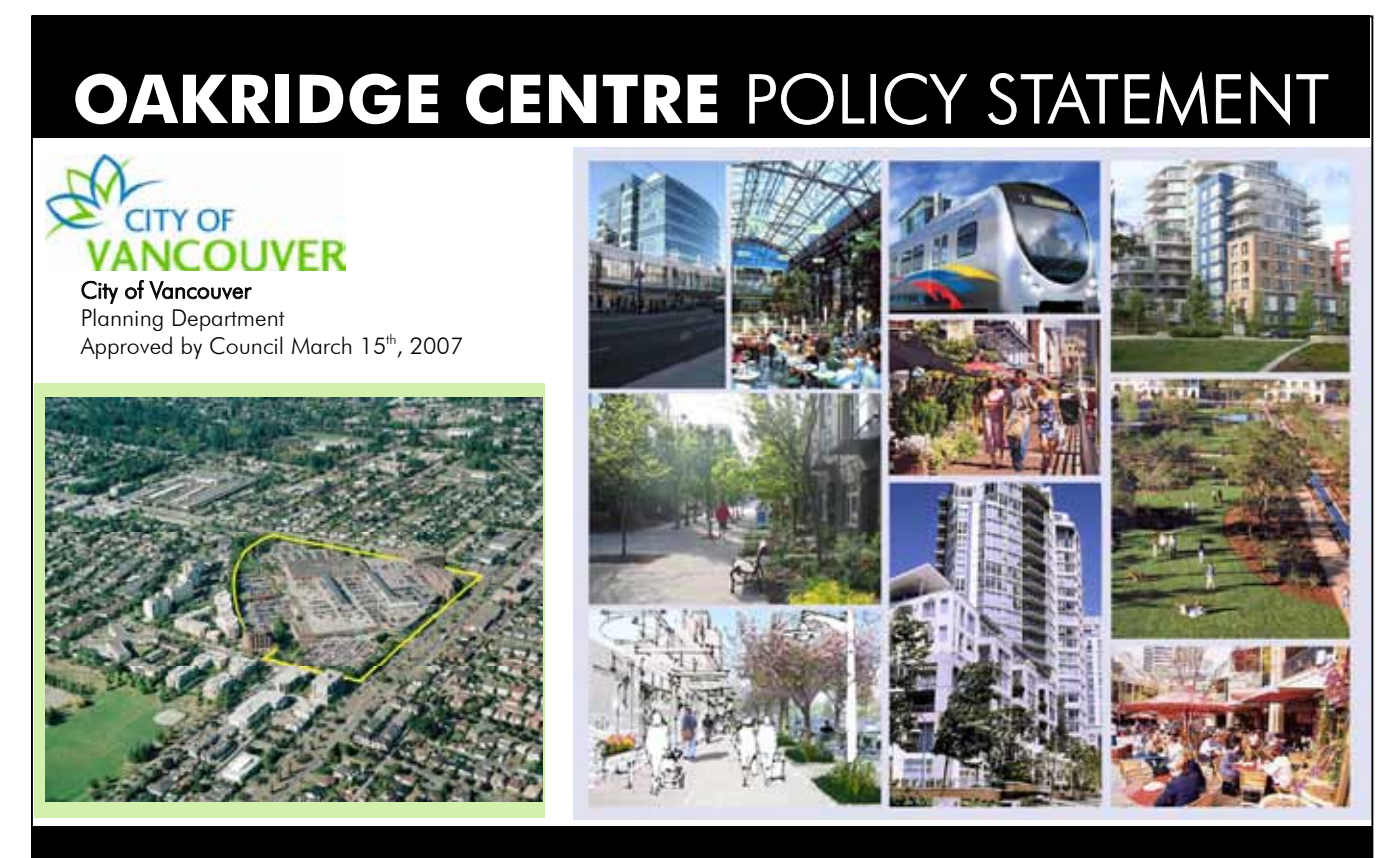
The policy requires all rezoning applications received after January 2011 to achieve a minimum LEED Gold rating, with targets for energy performance, water efficiency and stormwater management.



# Oakridge Centre Policy Statement

The policy statement establishes principles and objectives to guide the redevelopment of Oakridge Centre over 10-20 years.

The key planning principles intended in the policy will be considered when evaluating the rezoning proposal. These principles were developed in consultation with the community and endorsed by Council.



## 1.

### Create a neighbourhood and municipal-serving centre

Encourage incremental redevelopment to create a vibrant centre at Cambie Street and 41st Avenue with a mix of housing, retail, service and office uses served by a well-connected public transit system, parks and public amenities.

## 2.

### Create a transit hub

Encourage more office, residential and commercial uses within a five-minute walk of the transit station with convenient public connections, active uses and high quality public spaces.

## 3.

### Create a mixed-use hub

**Retail:** Expand retail uses at Oakridge Centre beyond the currently approved ones, while balancing local and city-wide retail needs.

**Housing:** Develop housing choices for families of all types, ages and incomes.

**Office:** Increase the amount of office space to serve local and city-wide needs and support rapid transit access.

**Parks and Open Space:** Complete outstanding park obligations and provide new public space at grade and on rooftops.

**Community Amenities:** Maintain levels of service and provide appropriate amenities for neighbourhood residents and visitors.

**Parking:** Provide safe and convenient parking and use transportation demand management strategies.



## 4.

### Create an amenity-rich public realm

**Permeability and Connectivity:** Provide links to the neighbourhood and through the Oakridge Centre site to transit.

**Pedestrian network:** Make pedestrians, transit riders and cyclists a priority, with an accessible network of paths, sidewalks and public spaces.

**Street Network:** Dedicate a new public street through Oakridge Centre, connecting 41st and Cambie.

**Cambie Street:** Reinforce Cambie as one of Vancouver's great streets, with buildings that provide a strong street presence, pedestrian interest, and a mix of shops and new residential development. Enhance pedestrian and bike crossings and improve landscaping on street edges and the heritage boulevard.

**41st Avenue:** Develop 41st Avenue with mixed uses and an enhanced pedestrian environment.

**New "High Street":** Design the new public street through the site as an urban, pedestrian-friendly shopping street, and as the focus of Oakridge Centre.

## 5.

### Optimize Parks and Open Space

#### Parks and Public Open Spaces:

Provide parks and public open spaces to serve new development and the surrounding community.

**Trees and Landscape:** Retain existing healthy and significant trees where possible and provide new plantings and trees.

## 6.

### Enhance Built Form

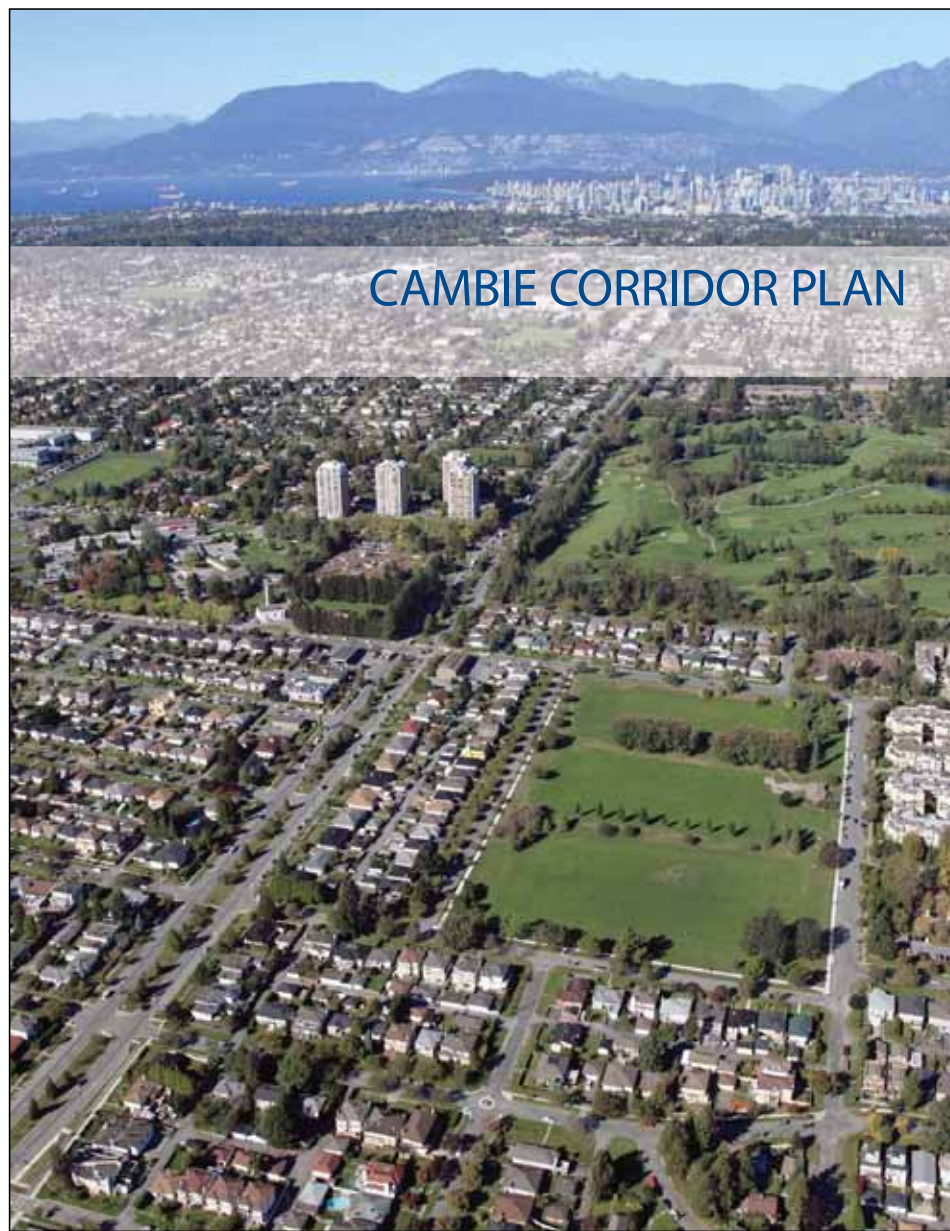
**Street Presence:** Improve all streets by bringing buildings, uses and store entrances to the street.

**Built Form and Views:** Design buildings to maintain significant views from existing developments and public places, while supporting opportunities for new views from the site.

**Neighbourly Development:** Ensure new development, parks, public places, and pedestrian linkages create a neighbourly transition to the adjacent community.



# Cambie Corridor Plan



This plan will guide future development along Cambie Street from 16th Avenue to the Fraser River between Heather and Manitoba Streets. It focuses on opportunities to integrate development with transit and build and enhance the existing neighbourhoods along the Corridor.

It also aims to support the City's environmental sustainability, livability, and affordability goals. Although the plan does not address the Oakridge Centre site specifically, it identifies it as a key stop along the Canada Line.

The following principles from the Cambie Corridor Plan will be considered when evaluating the rezoning proposal. These principles were developed in consultation with the community and endorsed by Council.

## 1. Provide land use that optimizes the investment in transit



New developments should significantly help shift travel choices to walking, biking and taking transit.

## 2. Provide a complete community

Provide a mix of land use throughout the Corridor that offers a variety of opportunities to work, live, shop, play and learn.

## 3. Create a walkable and cyclable corridor, seamlessly linked to public transit



Ensure that routes and infrastructure for pedestrians, cyclists and persons with disabilities are safe, attractive, convenient, barrier free and accessible to transit.

## 4. Focus intensity and community activity at transit stations

Locate higher densities and a mix of uses as close to a transit station as possible. Be strategic about future locations of stations to meet sustainability goals and provide significant public amenities.

## 5. Provide a range of housing choices and affordability



Provide a variety of housing forms, tenures, unit types and sizes that can support different uses and configurations.

## 6. Balance city-wide and regional goals with the community and its context

Take advantage of the opportunity the Corridor provides to contribute to Vancouver's goal of becoming the greenest city in the world by 2020.

## 7. Ensure job space and diversity



Provide job space in locations near transit and encourage more jobs within the Corridor, while considering the value of existing affordable commercial spaces.






# What is the proposal?

In July 2012, Council indicated that it is willing to consider redevelopment proposals for Oakridge Centre that vary from the parameters set in the Oakridge Centre Policy Statement (2007).

In October 2012, Henriquez Partners Architects and Stantec Architecture applied to the City on behalf of Ivanhoe Cambridge and Westbank Development to amend the existing CD-1

(Comprehensive Development) District By-law for Oakridge Centre. The proposal is for a mixed-use development including buildings at a range of heights up to 45 storeys with commercial, office, residential and public amenity space. The proposal includes 2,818 units with a maximum height of 125.6 metres (412 feet) and 6,694 parking spaces.

	Currently on Site	Oakridge Centre Policy Statement 2007	2012 Proposed Rezoning
			
Building Height	up to 7 storeys	Up to 24 storeys (~240 feet)	Up to 45 storeys (~412 feet)
Retail	620,000	950,000	1,430,600
Office	126,000	326,000	424,259
Amenity	26,000	60,000	45,000
Residential	50,000	1,250,000	2,697,700
TOTAL SQUARE FEET	822,000	2,586,000	4,597,559

## Key Issues

The City of Vancouver Planning Department has identified a number of key issues to the proposal which will be explored through the rezoning process.

## Development Density and Mix

### Retail:

A retail impact assessment will be conducted to ensure that the additional retail space being proposed will not undermine the viability of Vancouver’s existing shopping areas. A larger retail component that serves the local area may be required.

### Residential:

The proposed additional residential floor space will be considered by examining the appropriate form of development, livability issues and fit with the adjacent neighbourhood.

### Office:

The proposed additional office floor space will be considered, subject to achievement of an appropriate form of development.

## Building Form and Height

An analysis of the proposed building heights will be subject to detailed urban design analysis and public consultation. Any revised development concept will need to address the key building form and massing issues identified in the 2007 policy statement.

## Public Place-Making

The proposal will be assessed to ensure it creates an integrated mixed-use development, well-connected to the adjacent community and incorporating genuinely public routes and places.

## Transportation

A detailed transportation study will be required to assess the impact of the proposed development on traffic in the area and transit, and to identify and mitigate issues during the rezoning process.

A comprehensive green mobility plan will be required to identify ways to encourage sustainable modes of transportation, reduce vehicle trips and support the City’s green transportation initiatives and networks.

## Environmental Sustainability

The proposal includes plans for sustainable energy use, waste management, and transportation modes, along with LEED building and neighbourhood design.

It will be evaluated against the following City sustainability policies:

- EcoCity Policies for Rezoning of Sustainable Large Sites (2010)
- Green Building Rezoning Policy (2010)
- Greenest City 2020 Action Plan (2011)



# Rezoning Frequently Asked Questions

## Q. What is zoning?

- A. Zoning regulates the use and development of property in the city through bylaws approved by City Council. Zoning is informed by Council policies, initiatives, or directions based on goals for the future of the city and its neighbourhoods.

## Q. What does zoning regulate?

- A. Zoning regulates the use of a site (retail, residential, office, etc.) and the characteristics of buildings on a site (height, floor area and other physical aspects of the development).

## Q. Who makes a decision on rezoning?

- A. City Council makes the final decision on whether to approve, modify, or refuse a rezoning application. City staff review applications and make a recommendation to City Council.

## Q. How do you change zoning?

- A. A property owner or developer/architect working on behalf of a property owner will make an application to rezone a site. A developer starts the process with an enquiry to the City.

Staff give the applicant advice, but no formal position is provided. After an application is received, Rezoning Centre staff seek input from various City departments, the public, and advisory groups of Council such as the Urban Design Panel, Vancouver Heritage Commission, etc.

The application is then evaluated by Planning staff, taking into consideration the input received from the various departments, the public and advisory groups. A report is written which provides a comprehensive analysis of the application and a recommendation that it be referred to a public hearing.

Council then hears from the public and makes its decision on the application. The final step for Council is enactment of the zoning bylaw. This occurs after the applicant has fulfilled required bylaw conditions.

## Q. What is the relationship between policy, zoning, and development permits?

- A. • Policy sets broad goals for a community. It can also provide location and types of housing, shopping areas, neighbourhood centres, and a vision for a particular area.
- Zoning sets the use and regulations on any given parcel of land.
- A development permit grants permission for a particular development in accordance with the zoning.

## Q. What are important design components in evaluating a rezoning?

- A. • Height
- Access to sun
- Landscaping
- Access and circulation for pedestrians
- Ground floor uses
- Contribution to the public realm
- Building massing/form of development



# Public Benefits

Public benefits and amenities are key components in livable, complete communities, and improve the social and physical well-being of city residents. Public benefits include daycares, parks, community centres, libraries, cultural facilities, affordable housing and street improvements.

Public benefits are funded through three main ways:



## Capital Plan:

Council prioritizes the amenities and infrastructure needed around the city and makes them a part of the City’s Capital Plan, which budgets for long-term investments. This is the main source of funding for public amenity improvements.



## Development Cost Levies (DCL):

DCLs are charged on any new development in the city and are determined by the size of a development. These augment the capital budget. DCLs are used to pay for parks, childcare centres, non-market housing and engineering infrastructure. They are limited in how they can be spent.



## Community Amenity Contributions (CAC):

CACs are negotiated from rezonings, and are used to pay for a wider range of amenities and public benefits as part of the planning considerations in a rezoning.



## How Public Benefit Decisions are Made:

