

At the request of TransLink, the owners of the OTC (Oakridge Transit Centre) site, the City is undertaking a comprehensive planning program to create a Policy Statement to guide future redevelopment of the site. City of Vancouver staff will lead a collaborative planning process with the surrounding community and other stakeholders to create a **POLICY STATEMENT**.

## WHAT IS A POLICY STATEMENT?

The planning process (anticipated to take about one year) will result in a document called a Policy Statement, which establishes principles and objectives relating to:

- LAND USE
- DENSITY, BUILDING TYPES + HEIGHTS
- PUBLIC BENEFITS
- TRANSPORTATION
- SUSTAINABILITY
- DEVELOPMENT PHASING

The Policy Statement will be presented to Council at the end of the process and, if adopted, will guide future rezoning of the site. While broad directions are confirmed in the Policy Statement, refinement of the proposal will occur in the rezoning stage.



### HOW YOU CAN PROVIDE INPUT:

1. Talk to City staff or a TransLink representative.
2. Fill out a comment sheet here, or later online at [vancouver.ca/otc](http://vancouver.ca/otc). If you've filled out a comment sheet today, please drop it off at the sign-in table or mail it back to us (address on the form).
3. Write to us at [otc@vancouver.ca](mailto:otc@vancouver.ca).
4. Join our email list by signing in at the front table to be notified of the next public event.
5. Come to the next event and tell us what you think about our progress.



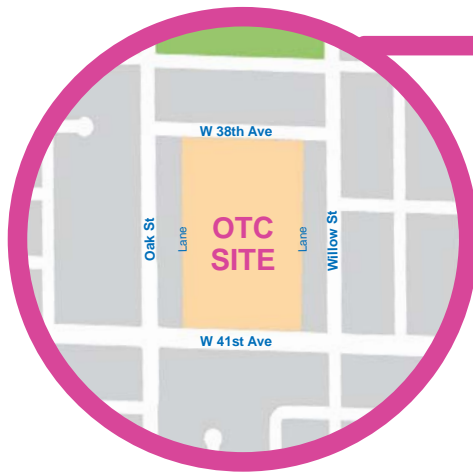
# WHERE DO YOU LIVE?

## PLACE A DOT ON WHERE YOU LIVE

If you live outside of this map,  
place a dot here ↓↓↓

OTC  
SITE





## SITE BACKGROUND

- The site is 5.6 hectares (13.8 acres).
- Existing zoning is single-family use (RS-1) which allows up to 2.5 storeys, and density up to 0.6 FSR.
- The Oakridge Langara Policy Statement (OLPS), approved in 1995, supported a range of housing types from townhouses to mid-rise forms with an overall density of 0.9 - 1.0 FSR, and development of a new neighbourhood park.



## HISTORY + USES

- The site was used as an army barracks until it was converted to a transit centre in August 1948.
- At its peak, the OTC was home to 244 trolley and 182 diesel buses, and over 1,200 staff.
- Most services were moved out in 2006 when the Vancouver Transit Centre was completed on the Eburne Lands in South Vancouver.
- Today the OTC is used temporarily for community shuttle services, commissioning and decommissioning of buses, and storage.



## FUTURE OF THE SITE

- In February 2014, City Council approved a planning program to create a new vision for the OTC site, which will explore building heights and densities beyond what was contemplated in the OLPS.



The objective of the planning program is to explore redevelopment options for the site. Your input is an important part of the process, which will take about one year.

The result of the planning program is a Policy Statement, which will be presented to Council. If adopted, it will be used to guide any future rezoning of the OTC site.

WE  
ARE  
HERE

## PHASE 1: Program Start-Up

- Conduct background research and site analysis, and determine City objectives.
- Establish the project team, roles and responsibilities, project timelines, and the public engagement process.

### Open House #1

- The goal of the first open house is to introduce the planning program and gather early ideas for the future of the OTC site.

## PHASE 2: Develop Guiding Principles and Redevelopment Concepts

- Create a set of guiding principles - using public feedback, analysis of the site, and City and TransLink objectives.
- Use the principles to develop preliminary redevelopment concepts.
- Identify potential public benefits (e.g. childcare centre, affordable housing).

### Open House #2

- At the second open house, draft guiding principles and redevelopment concepts will be presented for feedback. Your feedback will be used to select a preferred concept (or two) for refinement in the next phase.

## PHASE 3: Refine Guiding Principles, Redevelopment Concepts, and Draft Policies

- Refine the guiding principles, redevelopment concepts and public benefits, based on feedback from the previous phase and begin drafting policies.

### Open House #3

- At the last open houses of the process the refined principles, redevelopment concept(s) and public benefits will be presented. Your feedback will be used to finalize draft policies for the Policy Statement.

## FINAL STEP:

### Report to Council

- The final draft of the Policy Statement will be posted on-line 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, proceed to rezoning...

Rezoning

Development  
Permits

Building  
Permits

Construct  
(Date TBD)

# ROLES IN THE PROCESS

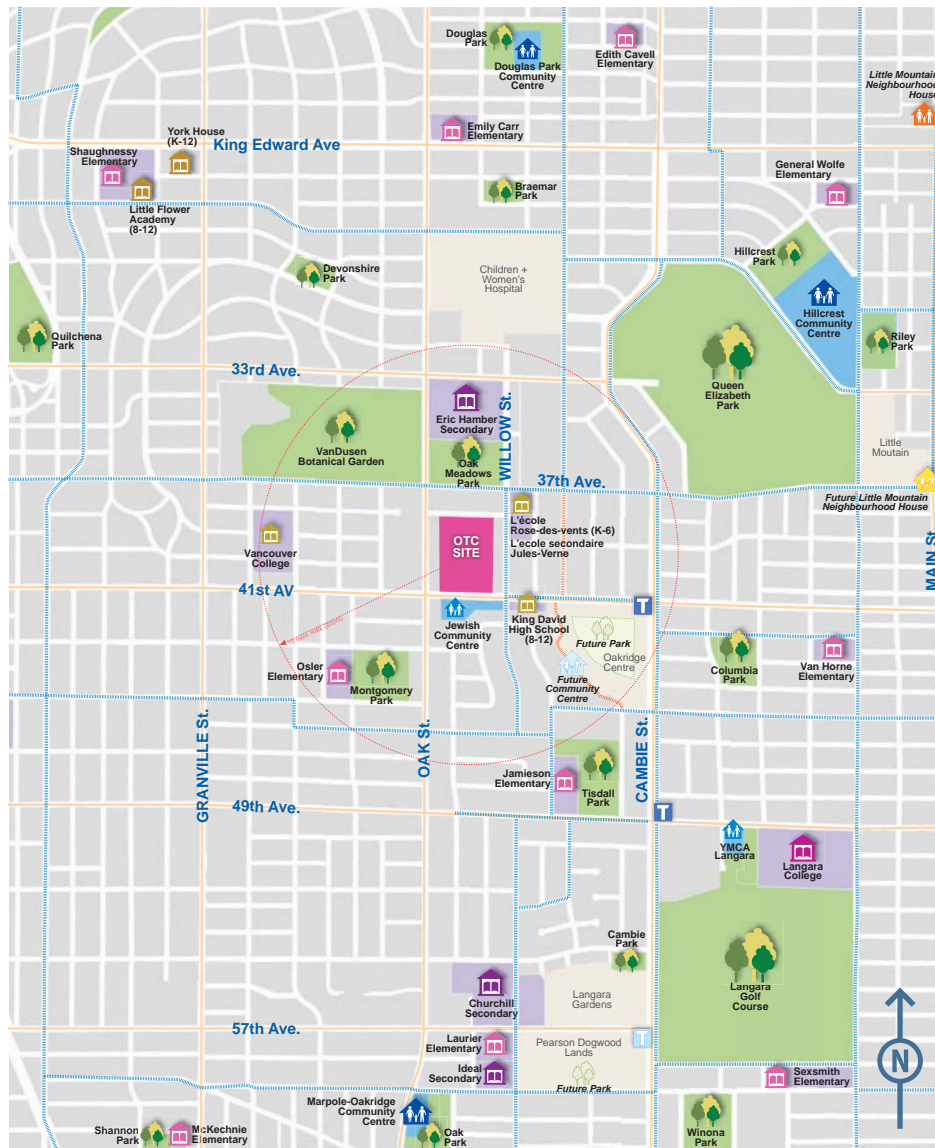
The City of Vancouver will work with the community around the OTC site, TransLink, and other stakeholders to create a Policy Statement.

Each group will have the following roles:


















# OTC CONTEXT

The following map shows the community centres (public and private), parks and open spaces, and schools around the OTC site.



## LEGEND

|   |   |  |
|---|---|--|
|  Community Centre (Public)           |  Elementary School (Public)            |  Existing Canada Line Station |
|  Community Centre (Private)          |  Secondary School (Public)             |  Proposed Canada Line Station |
|  Neighbourhood House (Public)        |  Post-Secondary (Public)               |  Existing Park (Public)       |
|  Future Neighbourhood House (Public) |  Elementary/Secondary School (Private) |  Future Park (Public)         |
|  Future Community Centre (Public)    |   |  Existing Bike Routes         |
|   |   |  Planned Bike Routes          |

# WHAT'S GOING ON IN THE AREA?

The following are approved and ongoing planning projects:

## OAKRIDGE LANGARA POLICY STATEMENT (1995)

The OLPS provides direction to guide growth within the Oakridge/Langara area. Currently, there are three active rezoning applications along Oak Street. Two applications are proposing townhouses next to the OTC site – an open house for these projects is scheduled for June 26.

## CHILDREN'S AND WOMEN'S HEALTH CENTRE

In December 2012, Council approved a 30-year master plan which would provide an additional 650,000 sq.ft. for health-care services and a new acute care facility.

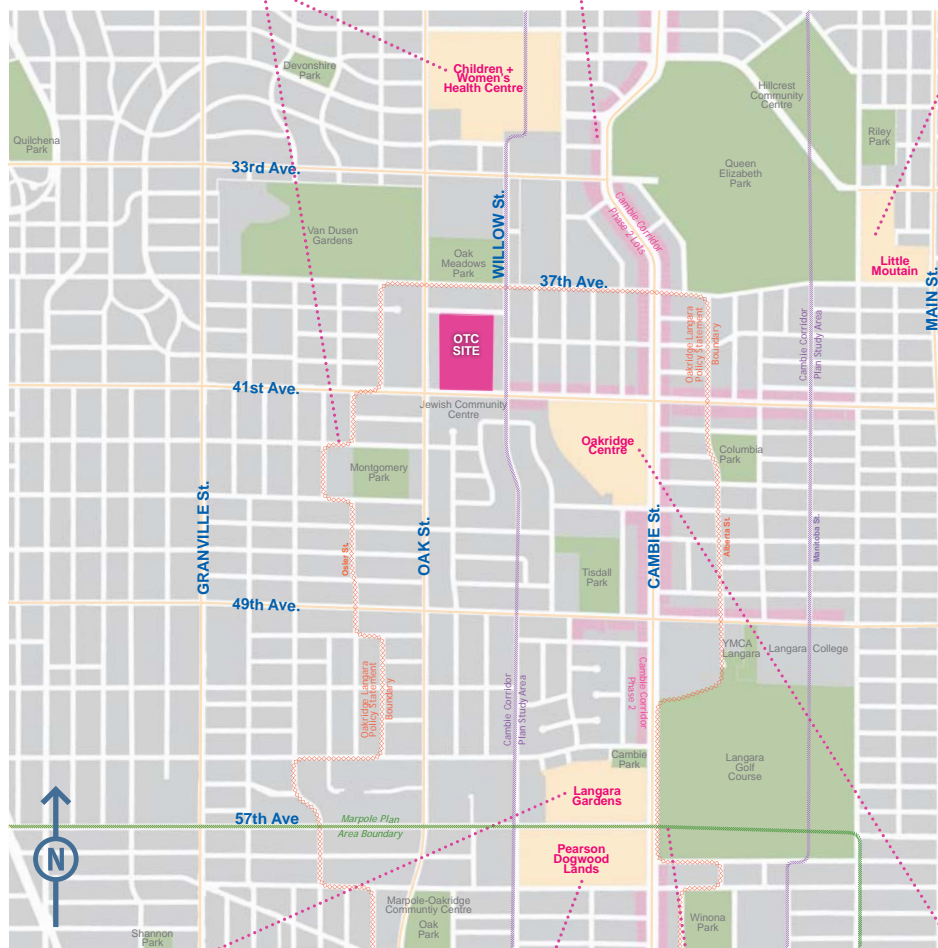
## CAMBIE CORRIDOR PLAN (2011)

The plan recommends intensification along the corridor within close proximity to the Canada Line. The plan supports a range of building heights, primarily six storeys increasing to 12 storeys on prominent corners, and a provision to investigate beyond 12 storeys at the intersection of 41st Ave and Cambie Street. East of the OTC site, the plan provides direction for six-storey buildings on 41st Ave.

Phase 3 of the Cambie Corridor is anticipated to start in 2015.

## LITTLE MOUNTAIN POLICY STATEMENT (2012)

The Policy Statement supports redevelopment to include residential buildings up to 12 storeys with commercial and civic uses (a neighbourhood house and childcare facility). A community plaza and public open space will also be provided through redevelopment.



## LANGARA GARDENS POLICY STATEMENT

In June 2013, City Council approved a planning program to develop a Policy Statement for the site. Planning will ensure that the existing rental units are protected or replaced. This program is expected to commence in 2015.

## PEARSON DOGWOOD LANDS POLICY STATEMENT (2014)

The Policy Statement, approved in January, includes approximately 3.1 million sq.ft. of residential, commercial, health-care and recreational uses, in buildings ranging from 3 to 28 storeys. The plan includes community amenities such as a 1.01 hectare (2.5 acre) park, a therapeutic pool for persons with disabilities, 20% of all units will be affordable housing, and a proposed Canada Line Station at 57th Ave and Cambie Street.

## OAKRIDGE CENTRE REZONING (2014)

In March, Council approved expansion of the Oakridge Centre to increase the amount of retail and office space, to add 2,900 residential units (including 290 social housing units and 290 secured market rental units) and public amenities including a 3.6 hectare (9 acre) rooftop park and civic centre with a library, 69-space childcare facility and seniors' centre.

## MARPOL COMMUNITY PLAN (2014)

The Marpole Community Plan includes directions on land use, housing, transportation, parks, community amenities and benefits, arts and culture, heritage and the local economy.

The following policies apply to the OTC site (check [vancouver.ca](http://vancouver.ca) to access copies):

## REGIONAL POLICIES

*Metro Vancouver 2040: Shaping Our Future (2011)*

The Regional Growth Strategy provides a framework for all Lower Mainland municipalities to accommodate projected growth – over one million people and 600,000 new jobs – by 2040.



## CITY-WIDE POLICIES

*Greenest City 2020 Action Plan (2012)*

The plan outlines actions for Vancouver to be healthy, prosperous and resilient, with the goal of becoming the world's greenest city by 2020.



*Housing and Homelessness Strategy 2013-2021 (2011)*

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



*Mayor's Task Force on Housing Affordability (2011)*

The task force recommends a range of actions for the creation of affordable housing for middle- and moderate-income earners.



*Transportation 2040 Plan (2012)*

This plan is a long-term strategic vision that will help guide decisions on transportation, land use and public investments.



*Vancouver Park Board Strategic Framework (2012)*

This framework establishes four key directions: Parks and recreation for all; leadership in greening; engaging people; and excellence in resource management.



## AREA PLANS

*Cambie Corridor Plan (2011)*

This plan considers land use, built form, transportation, sustainability and a mix of housing types and tenures, to create compact communities adjacent to Cambie Street.



*Riley Park South Cambie Vision (2005)*

This vision provides general direction for large sites in the study area; for the OTC, it refers to the directions established in the Oakridge Langara Policy Statement.



*Oakridge Langara Policy Statement (1995)*

This policy statement identifies the OTC as a potential large-scale redevelopment site that can accommodate a mix of housing, local serving retail along 41st Ave and a neighbourhood park.



*Neighbourhood Energy Strategy (2007)*

This policy outlines a strategic approach to neighbourhood energy and recommends further work on implementation strategies for the Cambie Corridor.



## SITE SPECIFIC POLICIES

*Rezoning Policy for Sustainable Large Developments (2013)*

This policy requires plans and studies to achieve a higher level of sustainability in terms of district energy, site design, transportation, housing, food systems, access to nature, rainwater and solid waste management.



*Green Building Rezoning Policy (2010)*

This policy requires all rezoning proposals to achieve a minimum LEED Gold rating.





The City would like to see certain objectives achieved through the redevelopment of the OTC site. These relate to established City goals around housing and social development, sustainability, transportation, planning and urban design.



## HOUSING

- Provide a range of housing types and tenures to enhance affordability for all residents.
- A minimum of 20% of the units will be for affordable housing.
- Seek to maximize the number of family units with two or more bedrooms.



## PARK LAND, OPEN SPACES AND PUBLIC BENEFITS

- Establish a package of public benefits and amenities to meet the needs of the local community (e.g. childcare, parks, etc).
- A key consideration of the amenity package will be the amount and configuration of park land and open spaces.



## TRANSPORTATION + CONNECTIONS

- Prioritize walking, cycling, and transit over driving, and protect local bikeways and Greenways from traffic impacts through site planning and design.
- Consider the OTC's proximity to the Canada Line station at 41st and Cambie, and to the Heather Bikeway.
- Connect the site with the surrounding community by a network of publicly accessible streets, bike/greenways, pedestrian paths and other open spaces.



## SUSTAINABILITY

- Respond to our Greenest City objectives for access to nature, low carbon energy, site design, green mobility, affordable housing, rainwater management, food systems and zero waste planning.
- Design all new buildings to meet or exceed LEED Gold.



## SITE PLANNING + URBAN DESIGN

- Develop respectful transitions, in terms of building scale, with the surrounding neighbourhood.
- Achieve interest and architectural variety by accommodating a range of building types and heights.
- Create pedestrian-oriented streetscapes and public spaces that integrate well with the neighbourhood.
- Consider a mix of uses (e.g. service/retail) to support the needs of the new community.

Questions about school, hospital and transit capacity have been asked during other planning processes in the area. Refer to the Context board for the location of schools and hospitals near the OTC site.

## SCHOOLS

The OTC site is within the Jamieson Elementary and Eric Hamber Secondary catchment areas. Sir William Osler Elementary school is also in close proximity to the site.

The Vancouver School Boards's preference and priority is to accommodate students in their neighbouring school. However occasionally capacity issues may arise at a school and district staff will explore options including not accepting cross boundary students, accommodating overflow students in adjacent school facilities where there is space, and exploring portables/building additions where feasible.

The VSB reviews local school capacity issues if a school is being seismically upgraded.

The City is working with the VSB to monitor population growth and determine the potential need for new or expanded school facilities serving the Cambie Corridor.

\*For more information on the VSB current capital projects and Capital Plan see: [www.vsb.bc.ca/capital-project](http://www.vsb.bc.ca/capital-project)

## HOSPITALS

In 2004, Vancouver General Hospital received rezoning approval of their expansion plan for the VGH Campus, which included construction of new buildings and replacement of existing buildings. The project is ongoing.

BC Women and Children's Hospital received zoning approval of their 30-year master plan expansion in December 2012, including construction of new buildings and replacement of existing buildings.

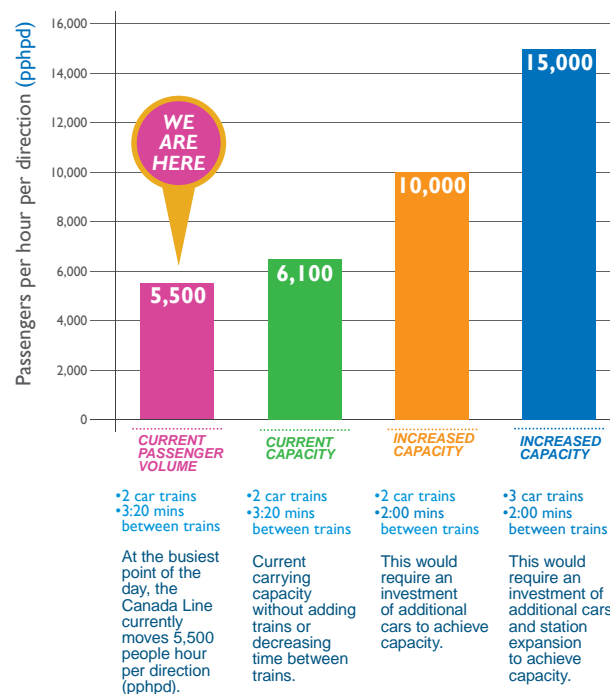
A new community health centre is proposed for the Pearson Dogwood site.

We continue to work with our partners and Vancouver Coastal Health regarding population projections and related health care expansion needs.

## TRANSIT

As part of the Oakridge Centre Mall rezoning process, City staff worked with TransLink to assess the Canada Line's capacity to accommodate increased growth along the corridor. The assessment indicates that there is potential to increase the line capacity from 6,100 pphpd (persons per hour per direction) today to 15,000 pphpd, given appropriate investment in infrastructure upgrades and operating levels (refer to chart).

The area is also served by high frequency bus service. The #41 bus runs between Joyce-Collingwood Station and UBC, and the #17 connects Marpole Loop and downtown along Oak Street. A peak-period express bus (#43) also runs along 41st between UBC and Joyce-Collingwood Station. As identified in the Vancouver-UBC Area Transit Plan, B-line service is planned on the 41st Avenue corridor.



## WHAT ARE PUBLIC BENEFITS

Public benefits and amenities are spaces and places that make neighbourhoods complete and livable by supporting people in a variety of ways. Public benefits include childcares, parks, community centres, libraries, cultural facilities, affordable housing and street improvements. Public benefits are funded through:

- **COMMUNITY AMENITY CONTRIBUTIONS (CAC)**
- **DEVELOPMENT COST LEVIES**
- **CAPITAL PLAN**



## COMMUNITY AMENITY CONTRIBUTION (CAC)

CACs are negotiated through rezonings and are used to pay for a wider range of amenities and public benefits as part of the planning considerations in a rezoning. CAC's are used to pay for:

- Affordable housing
- Park space
- Transportation improvements
- Community centres
- Libraries
- Childcare facilities
- Police stations and fire halls
- Not-for-profit space



## 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. They are limited in how they can be spent. DCLs are used to pay for:

- Parks
- Childcare centres
- Engineering infrastructure
- Affordable housing



## CAPITAL PLAN

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

## HOW ARE PUBLIC BENEFITS DECISIONS MADE

Public comments, current and future policy directions and applicant ideas, along with City staff recommendations, lead to decisions on public benefits.







## WHAT'S NEXT?

Throughout the planning process there will be more opportunities to provide your input.



## FILL OUT A COMMENT FORM

Please let us know what you thought about the information presented today. Fill out the comment form available at this open house or online. Your feedback will be used to establish guiding principles and objectives which will inform the Policy Statement and creation of redevelopment concepts.



## STAY INVOLVED

- Add your name to our email list or sign in today to be notified of the next public event.
- Come to the next event and tell us what you think about our progress.



## HOW YOU CAN PROVIDE INPUT:

1. Talk to City staff or a TransLink.
2. Fill out a comment sheet here, or later online at **vancouver.ca/otc**. If you've filled out a comment sheet today, please drop it off at the sign-in table or mail it back to us (address on the form).
3. Write to us at: **otc@vancouver.ca**.
4. Join our email list by signing in at the front table to be notified of the next public event.
5. Come to the next event and tell us what you think about our progress.

# ILLUSTRATED BRAINSTORMING SESSION

You are invited to participate in an illustrated brainstorming session facilitated by Vancouver's Co-Design Group from **1:00-3:30pm on Sunday, June 8**. The session is designed to encourage dialogue between neighbours.

The ideas and illustrations created at this session will help create guiding principles and redevelopment concepts for the OTC site.

**Come to the  
ILLUSTRATED  
BRAINSTORMING  
SESSION**

**1:00 to 3:30 pm  
June 8, 2014**



## ACTIVITIES SCHEDULED FOR SUNDAY, JUNE 8th

### **Day in the Life**

A 24-hour chart will be laid out on a table, and participants will be asked to write down the types of activities they would like to see take place on the OTC site in a typical day.

### **Illustrated Brainstorming**

Sit down with an artist from the Co-Design Group who will work with you to draw the types of activities you would like to see on this site on a typical day

The finished drawings will be displayed with rating sheets attached, and participants will be asked to rate the features of the drawings.

## ACTIVITIES SCHEDULED FOR THURSDAY, JUNE 12th

### **Gallery**

The Day in the Life ideas, the drawings from the Illustrated Brainstorming session, and the rating sheets will be on display for continued input.

# TELL US WHAT YOU THINK



**WHAT ARE  
YOUR IDEAS  
FOR THE  
OTC SITE.**

(WRITE THEM ON A POST-IT NOTE  
AND PUT IT ON THIS BOARD)