

# OAKRIDGE CENTRE POLICY STATEMENT



City of Vancouver  
Planning Department  
Approved by Council March 15<sup>th</sup>, 2007



This is the title page of the Oakridge Centre Policy Statement. For the full document please refer to the online Land Use Policies and Guidelines web page at: <http://vancouver.ca/commsvcs/guidelines/O002.pdf>.

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# 1.0 / INTRODUCTION + OVERALL ROLE

## 1.1 NEW POLICY DIRECTIONS

A policy statement is a planning tool used by the City of Vancouver to describe general planning principles that will guide, in this case, future development of a large site. In 2004, the current owners of the Oakridge Centre asked Council to endorse a planning program for Oakridge Centre, at 650 W 41<sup>st</sup> Avenue, and the adjoining transit station district.

The planning program consisted of a public policy review process to consider and bring forward to Council for adoption a new set of policies, the intent of which was to provide guidance, and help achieve a more comprehensive redevelopment of the Oakridge Centre site than was addressed by the 1995 Oakridge Langara Policy Statement.

The new policy directions will provide a basis for assessing future rezoning and development proposals. This policy statement reviews a comprehensive set of topics and presents a series of policies to guide an anticipated mixed-use rezoning application for the Oakridge Centre site.

The policies in this document are meant to be flexible enough to accommodate a variety of detailed plans and options to be refined and evaluated during future rezoning stages. Detailed outcomes will be subject to the more in-depth analysis that occurs at the time of rezoning.

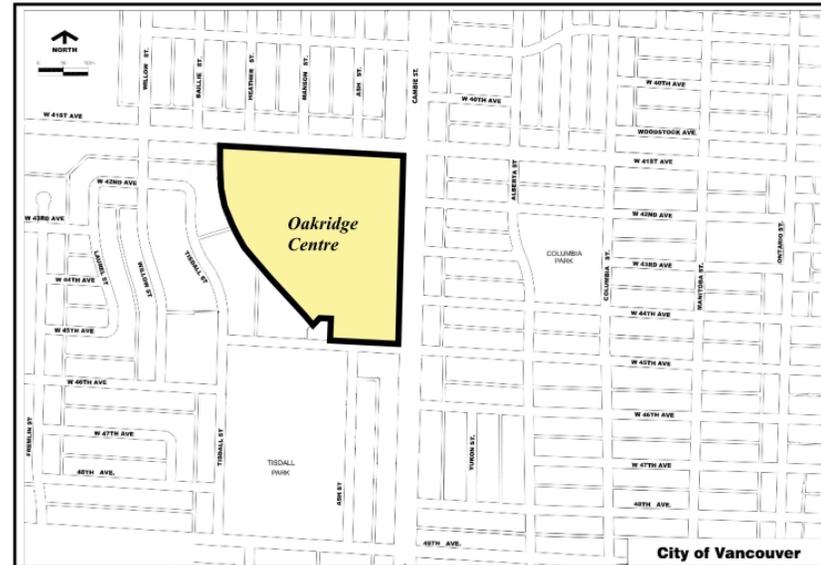
The Oakridge Centre Policy Statement considers the future mix of uses, density objectives, building forms and character, public realm treatment, as well as parks and community facilities to serve the new and existing community. Most topics in this document are introduced with a “Background” section that outlines key issues and facts. A summary of relevant “Existing Policy” is presented, followed by “New Policy”.

## 1.2 BACKGROUND

### SITE DESCRIPTION

Oakridge Centre is situated on a 28-acre site at the southwest corner of Cambie Street and 41<sup>st</sup> Avenue. At present, the Centre has approximately 57,500m<sup>2</sup> (619,000 ft<sup>2</sup>) of retail, service and entertainment uses and serves local neighbourhood and regional retail demand. Offices of

11,762 m<sup>2</sup> (126,600 ft<sup>2</sup>) and a strata residential building of 4,683 m<sup>2</sup> (50,400ft<sup>2</sup>) are located at the northeast corner of the site.

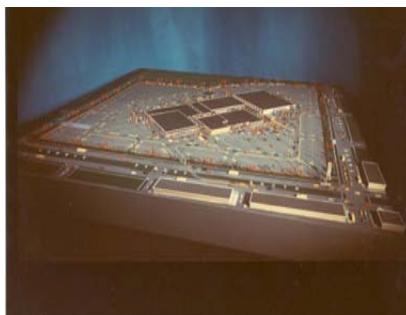


### HISTORY

Developed in 1956, Oakridge Centre was the first auto-oriented shopping centre in Vancouver and the first site to be regulated under a “Comprehensive Development (CD-1)” land use bylaw. The unenclosed shopping centre was set in a large surface parking lot, anchored by a Woodward’s department store.

Land use zoning for the site was amended in 1983 to develop a larger enclosed mall with some structured parking. A subdivision of the southwest corner of the site generated new housing and a requirement for dedication of 10% of the Oakridge Centre site for park. Agreements were reached between the City and the Centre owners to defer the park dedication.

## 1.0 / INTRODUCTION + OVERALL ROLE



1956



1983

In 1991, an expansion of 11,568 m<sup>2</sup> (124,524 ft<sup>2</sup>) of retail uses and 9,290 m<sup>2</sup> (100,000 ft<sup>2</sup>) of non-market residential uses was approved subject to:

- Council approval of an acceptable form of development;
- Sale of a 1.1 acre land parcel to the City for non-market seniors housing;
- Arrangements for dedication of 2.83 acres of park land; and
- Design and access improvements to community facilities.

### PAST POLICY DIRECTIONS

In 1995, Council approved the *Oakridge Langara Policy Statement* (OLPS) to guide the growth of the Oakridge Langara area. It directs staff to seek ways to enhance neighbourhood centres, like the one at Cambie Street and 41<sup>st</sup> Avenue, to take advantage of large sites for additional housing, and to ensure that new development fairly contributes to maintain the levels of amenity enjoyed by the local community.

The OLPS gives direction to re-evaluate the role of the area at the intersection of Cambie Street and 41<sup>st</sup> Avenue in the event of a proposed rapid transit route to Richmond along Cambie Street. Planning for the future of the Centre requires consideration of the scale of development anticipated for the area (for example Municipal/Town Centres similar to Brentwood Town Centre in Burnaby, which has transformed to include a diversified mix of uses as a result of the Millennium Skytrain line along the Broadway/Lougheed Highway corridor).



*Oakridge Centre Today*

However, the OLPS concluded that even with rapid transit, the Oakridge area should not expand to the size of a Regional Town Centre like Metrotown in Burnaby.

### 1.3 OVERALL ROLE

This document outlines goals and objectives for the evolution of Oakridge Centre as a comprehensive mixed-use and transit-oriented development. With the arrival of the Canada Line rapid transit service and station, Oakridge Centre will be at the core of a new transit hub. Intensification of land uses to complement and support the rapid transit infrastructure enables the creation of more complete, compact communities - reflecting the goals of sustainable development and Transit Oriented Design.

The policies recognize that a redeveloped Oakridge Centre will function on many catchment scales including a Transit Oriented Neighbourhood, a Neighbourhood-Serving Centre, and a Municipal-Serving Centre, each informing the Centre's overall role.

# 1.0 / INTRODUCTION + OVERALL ROLE

## Role of Oakridge Centre

Recognizing the city-wide role of the Centre and access that will be provided by the Canada Line, support the evolution of Oakridge Centre to become a unique urban place that will function as:

**A Neighbourhood-Serving Centre** with shops and services that meet the daily/weekly needs of local residents.

Vancouver’s *CityPlan* sets directions to develop Neighbourhood Centres as the ‘heart’ of our communities. They are local places that serve the day-to-day needs of neighbourhood residents. Local residents can find shops, jobs, and services that are close to home. They are public places that are safe and inviting for pedestrians - places to meet with neighbours and join in community life. Neighbourhood Centres have pedestrian-scaled streets and have a variety of commercial uses and housing types for a diversity of households and incomes.

**An Enhanced Commercial Local and City-Serving Centre** with additional retail and office uses serving a wider market.

A Municipal-Serving Centre contains retail and commercial development and amenities to serve local and city-wide needs. City-Serving Centres have more residential development with a greater variety of housing forms and densities than Neighbourhood Centres. Municipal-Serving Centres are located at key nodes of a well-connected public transit system, and have numerous public amenities including child daycare, parks, recreation facilities, and community centres.

**Oakridge Centre is not envisioned as a Regional Town Centre.**

Regional Town Centres like Metrotown in Burnaby accommodate a much larger share of Greater Vancouver’s higher density commercial and residential growth and predominately serve a city-wide and regional customer base.

### Metrotown Facts

Retail & Commercial	325 150 m <sup>2</sup> (3,499,900 ft <sup>2</sup> )
Office	167 220 m <sup>2</sup> (1,800,000 ft <sup>2</sup> )
Housing	12,385 units
Employment	18 620 jobs

(Source: GVRD)

## A Transit Oriented Neighbourhood

At the local scale, Oakridge Centre is envisioned to be a highly walkable, mixed-use transit-oriented neighbourhood served by the new Canada Line rapid transit station at 41<sup>st</sup> Avenue. The site is completely within a 5-minute walk (400 m or 1300 ft) of the Canada Line station entrance, thereby presenting opportunities for the promotion of walking, cycling and transit use. Concentrating higher density land uses, parks, and amenities near the station makes transit convenient for multi-purpose trips and promotes compact, complete communities.



Transit Oriented Neighbourhood

## A Neighbourhood-Serving Centre

Oakridge Centre is a key part of a larger Neighbourhood-Serving Centre for the Oakridge, Riley Park and South Cambie neighbourhoods. Planning for the redevelopment of Oakridge Centre should address the needs of the growing population within a 10 - 15 minute walk (800m to 1200m, or 2600 ft to 3900 ft) of the Canada Line station and the Centre. Approximately 12,700 people live within this area (2006 Census).

The close proximity and concentration of retail, office and services provided at an expanded Oakridge Centre should support the daily and

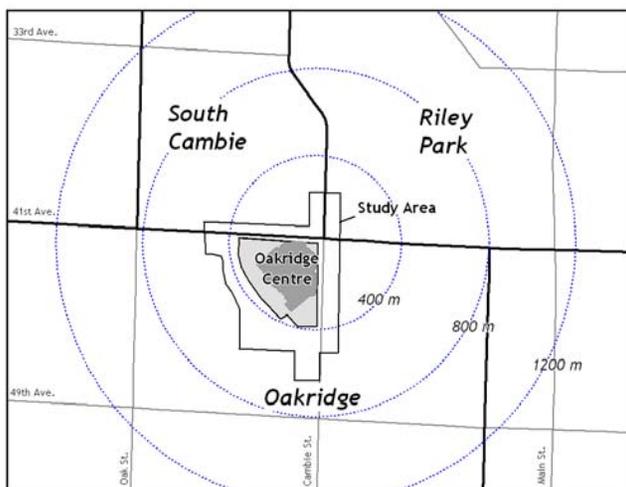
# 1.0 / INTRODUCTION + OVERALL ROLE

weekly shopping needs of the local neighbourhood, while reducing dependence on the automobile for access to these goods and services.

## Existing Neighbourhood Centre Land Use

	Oakridge Centre	Remainder of Study Area (Approximate)	Total (Approximate)
Retail	57 552 m <sup>2</sup> * (619,500 ft <sup>2</sup> )	6 400 m <sup>2</sup> (69,000 ft <sup>2</sup> )	63 900 m <sup>2</sup> (687,800 ft <sup>2</sup> )
Office	11 762 m <sup>2</sup> (126,600 ft <sup>2</sup> )	6 400 m <sup>2</sup> (69,000 ft <sup>2</sup> )	18 200 m <sup>2</sup> (195,600 ft <sup>2</sup> )
Residential	4 683 m <sup>2</sup> (50,400 ft <sup>2</sup> )	80 900 m <sup>2</sup> (870,800 ft <sup>2</sup> )	85 600 m <sup>2</sup> (921,200 ft <sup>2</sup> )

\* Floor Area (excluding enclosed public pedestrian circulation, service and exit corridor space) Note: Existing zoning allows 69 120 m<sup>2</sup> (744,000 ft<sup>2</sup>) which has not been fully developed)



Neighbourhood Centre

## An Enhanced City-Serving Centre

Oakridge Centre is the largest shopping centre outside of the downtown core. Its primary trade area includes most of the city south of False Creek and 1<sup>st</sup> Avenue.

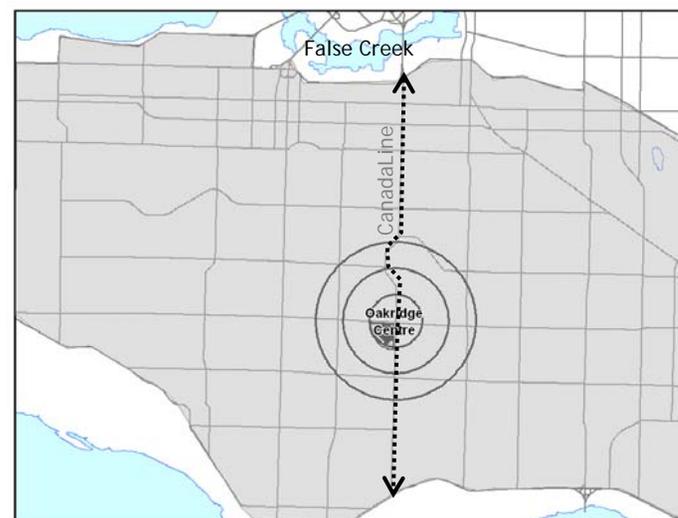
The new rapid transit line alters the context of Oakridge Centre and offers enhanced access to the site for a greater percentage of the population.

This policy statement envisions a future Oakridge Centre with more housing, shops and services catering to both local and city-wide needs and a more extensive array of community facilities to meet the needs of an increasing local population and people arriving by transit.

## Proposed Scale of the Redeveloped Oakridge Centre

	Existing	Increase to be considered	Potential Total
Retail	57 552 m <sup>2</sup> * (619,500 ft <sup>2</sup> )	30 698 m <sup>2</sup> * (330,500 ft <sup>2</sup> )	88 250m <sup>2</sup> * (950,000 ft <sup>2</sup> )
Office	11 762 m <sup>2</sup> (126,600 ft <sup>2</sup> )	18 580 m <sup>2</sup> (200,000 ft <sup>2</sup> )	30 342 m <sup>2</sup> (326,600 ft <sup>2</sup> )
Residential	4 683 m <sup>2</sup> (50,400 ft <sup>2</sup> )	111 483 m <sup>2</sup> (1,200,000 ft <sup>2</sup> )	116 166 m <sup>2</sup> (1,250,400 ft <sup>2</sup> )

\* Floor Area (excluding enclosed public pedestrian circulation, service and exit corridor space) Note: Existing zoning allows 69 120 m<sup>2</sup> (744,000 ft<sup>2</sup>) which has not been fully developed)



City Serving Centre

## 2.0 / VISION + KEY PRINCIPLES

*A vision and a series of objectives and principles for the evolution of Oakridge Centre have been developed with the input of local residents. The ideas presented in this section inform the detailed policy directions established through the Policy Statement review process.*

### 2.1 VISION

Oakridge Centre is envisioned to become a more vibrant, sustainable Centre with a greater mix of housing, retail, service and office uses that are well serviced by the public transit system, parks and public amenities. The overall vision for a redeveloped Oakridge Centre will see the transformation of the Centre over the next 10 to 20 years into a vibrant, mixed use and transit oriented neighbourhood.



A sustainable Vancouver is a community that meets the needs of the present without compromising the ability of future generations to meet their own needs.

It is a place where people live, work, and prosper in a vibrant community of communities.

In such a community, sustainability is achieved through community participation and the reconciliation of short and long term economic, social, and ecological well-being.

Sustainability is a direction rather than a destination. A sustainable city is one that protects and enhances the immediate and long-term well being of a city and its citizens, while providing the highest quality of life possible. Sustainability requires integrated decision-making that takes into account economic, ecological, and social impacts as a whole.

Excerpt from "Creating a Sustainable City"  
City of Vancouver Policy Report, April 15, 2002

The comprehensive land use vision is based on the following elements:

#### **Transit Oriented Development**

The optimization of Oakridge Centre for transit oriented development underpins the rationale for developing this important City site with a more intense mix of residential, retail, office and community serving uses. Future redevelopment of the Centre will enhance opportunities to support working, shopping, and recreation for residents within a 5 to 10 minute walking distance (400 to 800 m, or 1300 ft to 2600 ft). A better integrated network of streets and pedestrian paths extending into and through the site will provide enhanced connectivity between the community and the Canada Line station.

#### **Community Serving Commercial Uses and Amenities**

Expansion of commercial uses at Oakridge should include a mix of local serving retail uses and regional shopping uses. Increased diversity of uses

## 2.0 / VISION + KEY PRINCIPLES

and the location of new uses along the edges of Oakridge Centre also provides opportunities for the site to be better integrated with the surrounding urban fabric.

An underlying principle is that increased intensity of uses on the site will require commensurate increases in amenity for existing and new residents. Redevelopment proposals should outline an approach for delivering the outstanding development and amenity obligations as well as new amenity requirements to meet the needs generated by new development.

### Mixed Uses

The creation of a mixed use centre at Oakridge provides an opportunity to realize a more vibrant heart for the community. Expansion of retail, residential and offices uses at Oakridge Centre should be based on a balanced mix of community serving uses that are well integrated with the 41<sup>st</sup> Avenue Canada Line Station.

### Sustainability

Redevelopment at Oakridge Centre will enable the incorporation of strategies to enhance the site's environmental, economic, and social sustainability. Transit Oriented Design can support higher density living in walkable neighbourhoods within close proximity of rapid transit. Green building strategies can help reduce the use and waste of energy, water, and materials. The introduction of local shops, services and offices can promote a diversified economy. A range of housing and community facilities can promote a healthy, liveable community that enhances quality of life for all residents.

A redeveloped Oakridge Centre site will be part of a complete and transit-oriented community that strives to incorporate social, economic and environmental aspects of urban sustainable development. This Policy Statement integrates sustainability into all aspects of land use, amenities, built form, access, and the planning process, and therefore into all sections of the Policy Statement.

## 2.2 BROAD POLICY OBJECTIVES

Successful redevelopment of Oakridge Centre will meet the aspirations and objectives of the community, the Oakridge Centre owners and the city and region.

### Community Objectives:

- Improve, expand and cluster community facilities.
- Ensure ease of access to groceries and shops for daily/weekly shopping.
- Limit traffic impact.
- Retain and improve neighbourhood amenity.
- Develop a rich, varied and urban public realm.
- Improve neighbourhood fit.

### Oakridge Centre Objectives

- Pursue regional retail expansion.
- Ensure continuous operation.
- Ensure economic viability.
- Achieve a balance of commercial expansion, related underground parking, and sufficient residential to make an economically viable development.
- Promotion of development patterns which can evolve over time.

### City and Regional Objectives

- Promote transit-oriented mixed-uses, including increased retail, residential and office uses within a walkable community.
- Provide local serving retail and services.
- Encourage office use and ridership on transit.
- Limit impact on other neighbourhood centres.
- Promote sustainability.
- Support a finer grain of development organized around an urban structure of streets.

### 2.3 KEY PLANNING PRINCIPLES

#### **Create a Neighbourhood and Municipal-Serving Centre**

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

#### **Create a Transit Hub**

Encourage higher densities of transit-supportive office, residential and commercial uses within a 5-minute walk of the transit station. Provide pedestrians with convenient public connections around and through the Centre to the transit station entrance at Cambie Street & 41<sup>st</sup> Avenue. Integrate bus stops and drop off areas with the transit station. Encourage the provision of active uses and high quality public realm development along public connections to contribute to site security and the creation of a secure transit hub.



#### **Create a Mixed-Use Node**

**Retail:** Provide for the expansion of retail uses at Oakridge Centre beyond the current expansion approvals. Encourage the development of animated street edges by orienting storefronts along public streets. Balance local and city-wide retail needs by creating a precinct within which there is a mix of commercial uses serving regional shopping, the local neighbourhood and transit riders alike.

**Housing:** Develop housing choices suitable for families of all types, ages and incomes. Maximize the number of ground-oriented units wherever possible. Use residences to define, animate and overlook streets and public spaces.

**Office:** Provide for and encourage an increase in the amount of office space on the site to serve local and city-wide needs and to support the transit hub with rapid transit access. Encourage the location of office uses in proximity to the transit station.

**Parks and Open Space:** Make provision to complete outstanding parkland dedication obligations and to provide new park area contributions to support the anticipated mix of new uses. Also provide a range of high quality outdoor public and semi-private spaces for residents and visitors, located both at grade and on rooftops.-

**Community Amenities:** Maintain levels of service and amenity for the wider Oakridge community while providing appropriate amenities to support new uses, neighbourhood residents and visitors. Seek and develop opportunities to upgrade and expand the existing library, seniors' centre, and child minding centre and consider opportunities for clustering of compatible community amenities.

**Parking:** Provide safe and convenient parking for public and private uses. Develop a parking plan, with Transportation Demand Management (TDM) strategies appropriate for a transit-oriented development, while recognizing the regional-serving commercial functions of Oakridge Centre, and existing contractual and lease agreements.

#### **Create an Amenity Rich Public Realm**

**Permeability and Connectivity:** Organize development on a more integrated pattern of streets and public ways to provide linkages to the immediate neighbourhood and through the Oakridge Centre site to transit. Links between the transit station, shops, parks, community facilities, schools, greenways, bikeways, and local streets are key to promoting pedestrian mobility and transit use.

**Pedestrian Network:** Prioritize planning for pedestrians first as well as cyclists and transit riders to contribute to site sustainability. Integrate grade level uses with a pedestrian-scaled and universally accessible network of paths, sidewalks and public spaces.

## 2.0 / VISION + KEY PRINCIPLES

**Street Network:** Dedicate a new public street through the Oakridge Centre site connecting 41<sup>st</sup> and Cambie to serve the growing community and centre. Design parking and servicing systems to provide convenient access without off-loading impact onto existing public streets and sidewalks, pedestrian places and neighbouring areas.

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

**41<sup>st</sup> Avenue:** Develop 41st Avenue as a mixed use street frontage with an enhanced pedestrian environment. Reduce the number of vehicle crossings for access and egress. Create new and convenient pedestrian and cyclist crossings to link the neighbourhood to the north.

**New “High Street”:** Design the new public street through the site as an urban, pedestrian friendly shopping street, and the focus of the new mixed use Oakridge Centre neighbourhood.

### ***Optimize Parks and Open Space***

**Parks and Public Open Spaces:** Provide parks and public open spaces to adequately serve new development and the surrounding community. Utilize parks and open spaces as organizing elements for the development of the site. Connect open spaces to adjacent areas with foot and bicycle paths to create an amenity-rich, walking and cycling-friendly neighbourhood.

**Trees & Landscape:** Retain existing healthy and significant trees where possible and provide new plantings and trees to define public spaces and provide shade as needed. Consider an overall stormwater management plan, integrating elements such as green roofs, surface swales and wetlands in new park areas to enhance site sustainability.

### ***Enhance Built Form***

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

**Built Form and Views:** Design building massing to minimize the disruption of significant views from existing developments and public places, while supporting opportunities for the creation of new views from the site.

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

### 3.1 RETAIL • FOOD • SERVICE • ENTERTAINMENT

#### BACKGROUND

Oakridge Centre currently has 57 552 m<sup>2</sup> (619,500 ft<sup>2</sup>) of Food Floor, Retail, Service, Commercial & Entertainment uses. This Gross Floor Area (GFA) excludes enclosed public pedestrian circulation, service and exit corridor space. In 1991, City Council gave approval in-principle to amend the CD-1 zoning for the site to allow an expansion of retail uses to 69 120 m<sup>2</sup> (744,000 ft<sup>2</sup>). Conditions of this approval remain outstanding and the additional area remains un-built.

#### Proposed Retail Expansion

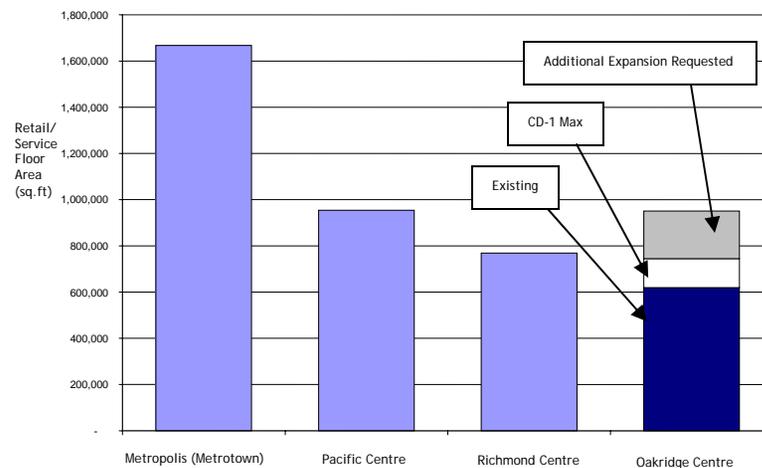
In 2004 the current owners of Oakridge Centre asked Council to endorse a planning program for Oakridge Centre and the adjoining station district. This public policy review process has considered and brought forward for Council adoption policies giving guidance to a more complete re-planning of the Oakridge Centre site than was addressed by the Oakridge Langara Policy Statement.

Through this policy review, the owners of Oakridge Centre seek additional retail space, in the range of 19 000 m<sup>2</sup> (200,000 ft<sup>2</sup>) over that allowed under current zoning, which would bring the total Retail Floor Area (excluding enclosed public circulation, service and exit corridor space) to approximately 88,250 m<sup>2</sup> (950,000 ft<sup>2</sup>).

With the introduction of the Canada Line Station, it is desirable that Oakridge become more of a city serving centre. This would reduce trips to distant shopping areas, thereby contributing positively to the environmental, economic, and social sustainability of the City. However, it is not in the interests of the city and the region to see Oakridge Centre evolve to attract an expanded distant customer base that would access the centre by car (see Section 1.3 Overall Role).

**Retail Impact Study:** The City of Vancouver commissioned a Retail Impact Study as part of the Oakridge Centre policy planning process to assess the potential impacts of the proposed retail expansion on

surrounding neighbourhood shopping areas. While subject to many assumptions and variables, the Retail impact Study indicates that the proposed retail expansion will not result in undermining the viability of Vancouver's neighbourhood shopping areas, provided the incorporation of a balanced retail mix, and the provision of both local-serving and city-serving uses and services.



*Shopping Centres by Size (Retail Floor Area, excluding public circulation, service and exit corridors)*

#### Reinventing the Mall

Once an open-air mall, Oakridge Centre has experienced many renovations and expansions since it was first developed based on the traditional template of suburban mall development, which is often characterized by its automobile-focused pattern of land use and built form. Arrival of the Canada Line presents an opportunity to reinvent the Centre's role in the life of the City. An intensification of mixed land uses, in a Transit Oriented Development pattern, is an appropriate strategy that will help Oakridge Centre transform into a more complete community, where people can live, work, shop and play.

Redevelopment of the Centre can introduce new street-oriented mixed uses to the existing edges of the mall to create more vibrant, pedestrian friendly streetscapes. Enhanced circulation routes, both internal and

## 3.0 / LAND USES

external, can facilitate community access to the new Canada Line rapid transit station.



*Vibrant pedestrian friendly landscapes*

### **Oakridge Centre Holdings Limited Retail Business Plan Objectives:**

The owners of the site, Oakridge Centre Holdings Limited, with mall retail as their core business, will strive to ensure that the development of a transit oriented community at Oakridge Centre serves to build upon the economic foundation of mall retail operations. In the context of this key business objective, for Oakridge Centre Holdings Limited essential aspects of mall retail operation to inform design development at the rezoning stage include:

- Maintain ongoing retail operations through construction phases
- Maintain flexibility in the plan layout and size of retail space.
- Respect anchor tenant space requirements and operational needs.
- Ensure good sight lines and visibility for storefronts.
- Establish a pedestrian circulation system that uniformly distributes pedestrians through out the pedestrian network of the mall including 'High Street'.
- Establish strong vertical connections between mall levels.
- Establish a safe and convenient relationship between stores and parking stalls.

## **EXISTING POLICY**

### **CD-1 (1)**

The existing CD-1 zoning approved an expansion of Oakridge's retail area of 11,568 m<sup>2</sup> (124,517 ft<sup>2</sup>). It requires that a minimum of 4 639 m<sup>2</sup> (50,000 ft<sup>2</sup>) be dedicated for groceries and ancillary goods and services. Also, the CD-1 zoning limits entertainment use to a maximum of 2 400 m<sup>2</sup> (25,833 ft<sup>2</sup>).

### **City Plan (1995)**

The Plan encourages neighbourhood centres to provide a "heart" for each neighbourhood where people will find shops, jobs, community services, public places, and housing for various ages and incomes. Centres will, for the most part, develop from existing shopping streets and attract people from the surrounding area to shop, work, meet with neighbours and friends, and participate in community activities.

### **Oakridge Langara Policy Statement (1995)**

Ensure that any future expansion of Oakridge Centre beyond that currently approved is evaluated on the basis of its community-serving orientation as a priority relative to its regional one, in terms of retail area and uses.

Expansion should not introduce significant traffic impacts on adjacent local or arterial streets. Require a commercial impact analysis, commissioned by the City, on the effect any expansion at Oakridge Centre would have on surrounding commercial districts, both for their existing situation and their potential for achieving neighbourhood centre status.

**Community Visions** in Dunbar, Kensington-Cedar Cottage, Sunset, Victoria Fraserview Killarney, Renfrew-Collingwood, Hastings-Sunrise, Riley Park/ South Cambie, and Arbutus Ridge/Kerrisdale/Shaghnessy support that additional malls should not be permitted where they will harm the economic health of existing important shopping areas.

### **Riley Park South Cambie Community Visions (2005)**

Retain and strengthen the area along Cambie from 39<sup>th</sup> to 41<sup>st</sup> as a major neighbourhood shopping destination and special community place. Encourage a wider range of local serving shops and services. Require retail continuity along the ground floors in the shopping area and limit interruptions such as driveways, parking lots, or building fronts and uses that are not pedestrian friendly.

## 3.0 / LAND USES



Bricked In Cambie Street Façade



Cambie Street parking Entrance



Cambie Street Existing Conditions



Cambie Street Improved

### NEW POLICY

#### 3.1.1 Oakridge Centre Local & City Serving Retail Area:

Consider an increase in total retail, service and entertainment floor space, to a maximum of 88 250 m<sup>2</sup> (950,000 ft<sup>2</sup>) of Floor Area (excluding enclosed public pedestrian circulation, service and exit corridor space). The extent of the retail area expansion will be determined during the rezoning process with regard to the following policies and general conformity to this Policy Statement.

**3.1.2 Appropriate Retail Mix:** The appropriate retail mix may require refinement at the rezoning stage depending on Council direction regarding potential impacts in neighbourhood centres.

**3.1.3 Wrap Mall Edges with Street-Oriented Uses:** Interior-oriented mall retail should be wrapped with street-oriented uses, including anchor store entries and display windows where appropriate, to present an animated pedestrian-friendly streetscape.

#### 3.1.4 Cambie as a Pedestrian-Oriented Retail Street:

Redevelop mall edges to include new street-oriented retail frontages along Cambie from the Canada Line Station at 41<sup>st</sup> Avenue to 44<sup>th</sup> Avenue. Create a rhythm of storefronts, entries, and windows to maintain pedestrian interest. Provide for a variety of street-oriented store sizes to accommodate a range of shops and services. Prioritize the pedestrian environment and minimize disruptions caused by vehicle crossings.

**3.1.5 Local Serving Retail Precinct:** Provide on-street retail and service uses that meet the daily/weekly shopping needs of local residents within a new local serving retail precinct focused on Cambie and extending onto the 'High Street'. Maintain provision of 4 639 m<sup>2</sup> (50,000 ft<sup>2</sup>) of area for the retailing of groceries and ancillary goods and services (supermarket). Consider a floor area specific proposal for a somewhat reduced anchor grocery store to adapt to evolving retail models. This major grocery should be located as an anchor to the local serving retail precinct, and have its main pedestrian entrance situated to strongly reinforce pedestrian and transit use, but with good access from parking as well. While Cambie should be a focus of local serving retail, a mixed pattern with city-serving uses is appropriate.

**3.1.6 Local Serving Retail Uses:** The total local serving retail area in this general precinct should equal or exceed the area of the grocery anchor. To accommodate store turn over and variation in leasing opportunities, zoning will provide for fluctuations in street front local serving uses to maintain the area of these on an averaging basis with no less than 80% of the critical mass present in any year. While the definition of uses that serve daily/weekly local shopping needs will be addressed at the time of rezoning, these uses would cover a broad array of shops and services common to neighbourhood centres, including:

- Small scale Grocery or Drug Store
- Small scale Pharmacy
- Small scale Liquor Store
- *Neighbourhood Retail Stores:* bakery, bagel shop, butcher, cheese store, computers, deli, fish monger, flower shop, hardware, kitchenware, music, news stand, paint store, spice

### 3.0 / LAND USES

shop, stationary store, vegetable shop, vitamin store, video rental, second hand store

- *Service Uses:* Restaurant – Class 1, Animal Clinic, Barber Shop or Beauty Salon, Laundromat or Dry Cleaning Establishment, Neighbourhood Public House, Photofinishing or Photography Studio, Repair Shop Class – B, Postal or Courier Service, Print Shop
- *Office Uses:* Health Care Office, Health Enhancement Centre, Financial Institution, Travel Agent, Real Estate Agency, Insurance
- *Public Authority Use:* Community Policing Station



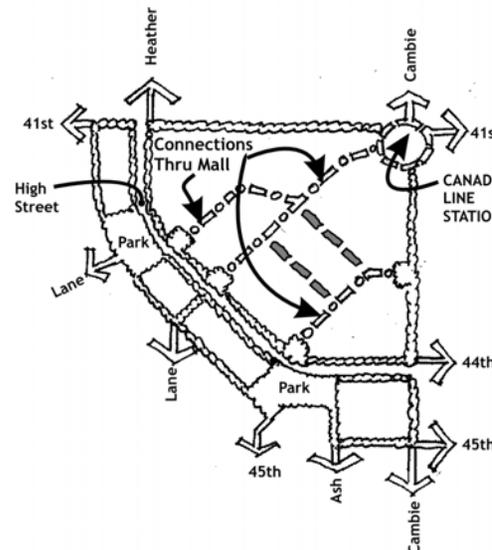
*Kin's Market: Daily/Weekly Shopping Needs*



*Local Serving Retail Precinct*

**3.1.7 Connections Through Mall and Site:** Create pedestrian links between Cambie Street, 41<sup>st</sup> Avenue and the proposed new “High Street” on the site. The provision of accessible, direct, high amenity pedestrian-friendly connections from existing and proposed residential areas through the mall and site to the transit station will facilitate access to the Canada Line system. At least one of these routes should be secured through legal agreements satisfactory to the City of Vancouver as a public route open during all operating hours of the Canada Line.

**3.1.8 Mall Circulation + Entries:** Mall circulation and entries should be organized to provide high amenity, convenient connections to and through the neighbourhood to services and transit, parks, Cambie, 41<sup>st</sup>, local streets and public places.



*Secure More Pedestrian Connections Through Oakridge Centre Mall and site*



**3.1.9 Mixed use Transit-oriented Development:** Recognizing limitations of construction, parking, and leasing commitments, a detailed phasing plan shall be developed at rezoning to ensure that wherever possible each phase of retail expansion is accompanied by a mix of uses, along with appropriate public amenities, that increases the ratio of non-retail to retail uses. In general, any significant expansion phase should not be solely retail in use.

### 3.2 OFFICE

#### BACKGROUND

Office uses are one of the land use components which serve vibrant mixed use neighbourhoods. Locating more office employment and services close to new housing, retail and rapid transit services creates

## 3.0 / LAND USES

more opportunities for people to live close to work and encourages the use of transit instead of cars.

There is currently 11 761 m<sup>2</sup> (126 594 ft<sup>2</sup>) of office space on the Oakridge Centre site, and an additional 6 400 m<sup>2</sup> (69,000 ft<sup>2</sup>) within the adjacent commercial blocks on Cambie Street. Much of this space accommodates medical, dental, and financial services offices, which serve local and city-wide needs.



Existing office space at Oakridge Centre



Office above retail: Broadway & Granville

While office uses benefit from accessible locations on arterial streets, location at grade is not generally a priority. In the existing Oakridge neighbourhood, almost all of the office space is located above retail uses.

### EXISTING POLICY

#### CD-1 (1)

Permits up to 11 762 m<sup>2</sup> (126,605 ft<sup>2</sup>) of office uses at Oakridge Centre.

#### City Plan (1995)

Create a city with a variety of economic opportunities and more jobs closer to where people live. While Downtown Vancouver will continue to

be the "region's downtown", there are opportunities to locate more office, service, and retail jobs in neighbourhood centres.

#### Vancouver Transportation Plan (1997)

The City's land use and transportation policies encourage locating jobs near transit to increase transit usage and to reduce reliance on the private automobile.

#### Oakridge Langara Policy Statement (1995)

Require a traffic impact analysis, commissioned by the City, on the effect any office expansion at Oakridge Centre would have on traffic volume and capacity at 41<sup>st</sup> & Cambie and local streets.

### NEW POLICY

**3.2.1 Office Area:** Encourage 18 580 m<sup>2</sup> (200 000 ft<sup>2</sup>) of additional office uses on the Oakridge Centre site to serve this part of the City and to efficiently utilize rapid transit, subject to overall site massing, built form, servicing and access issues to be addressed during rezoning process.

**3.2.2 Location:** In general, office uses should be located above grade and with convenient access to the Canada Line station.

## 3.3 RESIDENTIAL LOCATION + DENSITY

### BACKGROUND

A variety of housing forms can address population growth and demographic change, while contributing to a more diverse and vibrant complete community.

**Existing Zoning:** There is provision for 9 290 m<sup>2</sup> (100,000 ft<sup>2</sup>) of non-market housing on a 1.1 acre parcel of land on the north-west corner of the property; in the 1991 rezoning process, the Centre owners agreed to sell this site to the City for 10% of its market value.

Existing Housing Types (2001 Census)

### 3.0 / LAND USES

	Oakridge Neighbourhood	Vancouver
Single-Detached	61%	28%
Semi-Detached	2%	2%
Row House	4%	3%
Apartment Detached Duplex	6%	12%
Apartment < 5 Storeys	8%	34%
Apartment 5+ Storeys	8%	22%

**Consider More Housing:** The 1995 Oakridge Langara Policy Statement suggested that on the order of 13 935 m<sup>2</sup> (150,000 ft<sup>2</sup>) of additional housing could be considered for the site. However, it did not anticipate the opportunity presented by wide-scale relocation of surface parking that could result from a comprehensive redevelopment of the site. The current opportunity to consider more housing within a 5 minute walk of the Canada Line rapid transit station, shops, parks, and community amenities presents significant environmental, social, and economic benefits.

Affordability, ground access, unit size and the availability of appropriate amenities are concerns for new families. Seniors are interested in housing that can allow them to age in place without moving out of their neighbourhood.



Rowhousing at 45<sup>th</sup> & Cambie



Existing and Future Multi-Family Residential Areas

### EXISTING POLICY

#### City Plan (1995)

Increase housing variety for people at different stages of life and different incomes throughout the City, especially in neighbourhood centres. Older people will be able to stay in the community where they have lived most of their lives. More young people and young families will be able to find homes in their familiar neighbourhoods.

#### Oakridge Langara Policy Statement (1995)

Support a residential community with housing for a variety of ages and incomes.

Take advantage of large sites for additional housing and mixed use development.

## 3.0 / LAND USES

Support up to 13,935 m<sup>2</sup> (150,000 ft<sup>2</sup>) of residential use on the Oakridge Centre Site above and beyond the limit established in current zoning.

### Riley Park South Cambie Community Vision (2005)

Provide opportunities for the development of more housing in the neighbourhood centre. Additional housing would bring people closer to where they shop or work, and would help support local shops and services, as well as increase ridership on rapid transit. Housing types could range from more apartments near the Canada Line station to more ground-oriented housing within walking distance of the station.

Some small developments designed for seniors (e.g. assisted-living facilities with various levels of care) should be considered near parks, shopping, transit, services, and on 'Large Sites' to allow seniors to stay in the community as their housing needs change.

New housing should be accompanied by services and facilities for the additional population.



6 Storey Midrise (Fairchild Court) & 10 storey Rental Apartments

### NEW POLICY

**3.3.1 Residential Density:** Create a sustainable neighbourhood by optimizing housing and population within a 5 minute walk (400 m, or 1300 ft) of transit, local shopping and services and to support a variety of housing types to serve a range of demographic needs. The maximum residential density will be determined during the rezoning process. An additional 92 903 m<sup>2</sup> (1,000,000 ft<sup>2</sup>) of residential floor area has been demonstrated to be achievable while respecting the Policy Statement design and related parameters reflecting contextual considerations for scale, fit and visual impacts. More detailed exploration of built form opportunities at the rezoning stage may demonstrate that up to approximately 111,483 m<sup>2</sup> (1,200,000 ft<sup>2</sup>) can be accommodated within these design parameters and the objectives and directions of the Policy Statement.

**3.3.2 Building Forms:** Encourage a variety of residential building forms including low-rise, mid-rise and high-rise housing forms in appropriate areas of the site.

**3.3.3 Location:** Develop housing above commercial or community uses, and in locations at grade where possible. Where building facades are not animated by views into active retail space at upper levels, consider using housing forms to wrap otherwise blank edges of internally oriented commercial space. Locate and design residential uses to define, animate and provide scrutiny of public streets and public places and to add a 24-hour presence to the area.

**3.3.4 Ground-Oriented:** Encourage ground oriented row houses and townhouses, particularly where they can improve non-retail edges and streetscapes (see also Section 6.0).

### 3.4 HOUSEHOLD + INCOME MIX

#### BACKGROUND

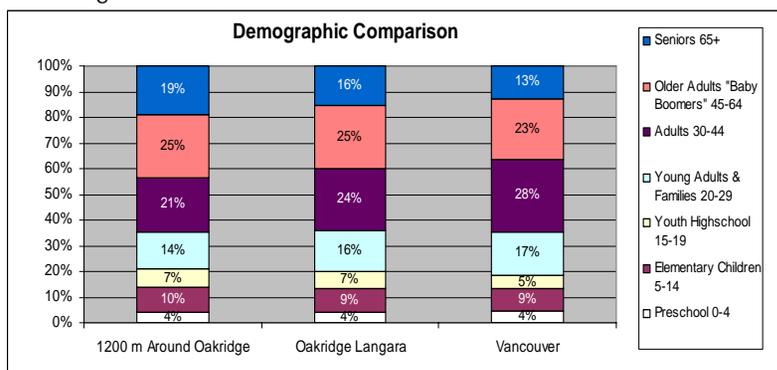
The City supports the creation of diverse communities that include a broad social mix and access to housing by all income groups.

### 3.0 / LAND USES

Mixing income groups and household types within neighbourhoods provides important social and economic benefits.

#### Household Mix

The demographics of the Oakridge Local Area reflect a mature population. Seniors and older adults account for a greater proportion of the population in the area immediately around Oakridge Centre (2001 Census). There are relatively fewer young adults but proportionately more school age children.



The City has developed *Guidelines for High Density Housing for Families With Children* which set out design and accessibility requirements for new residential development to encourage family-oriented housing.

#### Income Mix

Housing affordability is a major challenge in the Greater Vancouver region. As with other neighbourhoods in Vancouver, the Oakridge neighbourhood is similarly experiencing housing affordability issues. Nineteen percent of all Oakridge households and 30% of Oakridge renters are in core need, compared to 22% of all City households and 31% of City renter households (2001 Census). Households are in core need if they cannot afford to rent adequate and suitable housing without paying more than 30% of their income.



Typical Single Family Dwelling in Oakridge



Chisuan Senior's Housing Project in Oakridge

### EXISTING POLICY

#### City Plan (1995)

Citizens want lower and modest income families to be able to live in Vancouver. Seek opportunities for more lower cost housing across the city. New subsidized housing will provide homes for some low and moderate income individuals and families. Encourage or require private developers to provide some less costly market housing.

#### Affordable Housing Policy (2001)

Maintain and expand housing opportunities in Vancouver for low and modest income households with priority given to families with children; seniors on fixed incomes or in need of support; SRO residents; and the mentally ill, physically disabled, and other at risk of homelessness (adopted by City Council from the report entitled the State of Social Housing in Vancouver, October 2001).

#### Oakridge Langara Policy Statement (1995)

Attempt to achieve a diversity of household types and incomes in the study area that reflects the city as a whole.

Ensure that children are allowed in all residential developments, except for projects focused on seniors. If housing for families with children is

provided, ensure that on-site facilities and a viable environment for them are created and that Council-approved family housing guidelines are followed.

Overall, achieve 20% of the dwelling units on sites of more than 100 units as non-market housing, with 50% of both market and non-market housing to be suitable for households with children.

If a non-market housing project is unavailable on-site and an acceptable non-market housing project is available off-site, consider pay-in-lieu as a last resort.

Development should provide on-site amenities (e.g., meeting rooms, play spaces) suitable for the anticipated population.

Discourage the rezoning that would result in the loss of existing rental housing in the area.

Expand the opportunities for disabled people to achieve independent living by providing accessible residential units and environment.

### **Previous Commitments Under Existing Oakridge CD-1**

Capacity for 100 units of non-market seniors housing at Oakridge Centre was secured through a 1991 rezoning. The City has an option to purchase a 1.1 acre land parcel on the north west corner of the Oakridge Centre property.

### **Riley Park South Cambie Community Vision (2005)**

The Vision supports consideration of some small developments designed for seniors (e.g. assisted-living facilities with various levels of care) near parks, shopping, transit, services, and on 'Large Sites' (especially near the hospital facilities on Oak) to allow seniors to stay in the community as their housing needs change.

The Cambie Street and 41<sup>st</sup> Avenue shopping area should become more of a neighbourhood centre by providing opportunities for more housing to be built nearby. Housing types could range from more apartments near the RAV station to more ground-oriented housing within walking distance of the station.

## **NEW POLICY**

**3.4.1 Affordable Housing:** Fold existing secured affordable housing commitment into a site requirement of 20% of total units for affordable housing units and secure as part of rezoning phase.

**3.4.2 Family Housing:** General objectives for family housing are set at 50% for affordable housing and 25% for market housing. While Council will expect to receive an effective response to this need, these percentage requirements can be reviewed and adjusted by Council at the rezoning stage, particularly in recognition of the moderately higher proportion of existing seniors population in the existing community. Family units are defined as 2 bedrooms or more, located within 8 levels of either the ground or a podium area where semi-private play area can be provided. Family units will broadly meet in their design the Council-adopted guidelines for High-Density Housing for Families with Children.

**3.4.3 School Capacity:** Coordinate with the Vancouver School Board to accommodate the residential mix at Oakridge Centre.

**3.4.4 Ground-orientation:** Opportunities for ground-oriented housing, housing with access to useable roof space, and other housing that is suitable for families should be optimized.

**3.4.5 Universal Accessibility:** Design consideration should be given to mobility and sensory limitations of individuals, as well as 'aging in place' by using principles of universal design.

**3.4.6 Seniors Housing:** Special consideration should be given to the provision of seniors' housing to meet the needs of the Oakridge community and enable residents to remain in their community as they age.

**3.4.7 Affordability:** Rezoning applications should include proposals to improve market housing affordability, possibly including opportunities such as 'flex suites' or 'breakaway suites'.

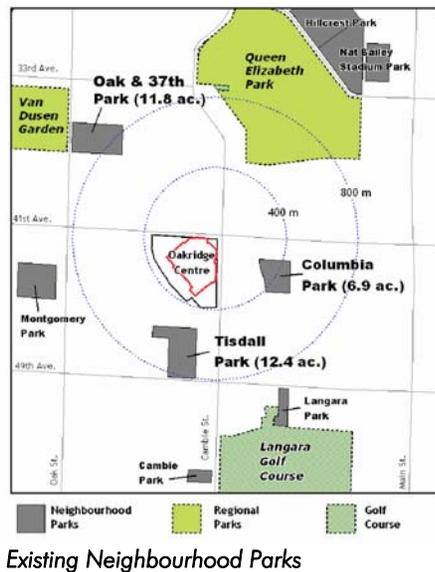
**3.4.8 Implementation:** The Director of the Housing Centre encourages proponents to bring forward proposals with strong prospects for implementation, including proposals equal to or better than standard provisions.

## 4.0 / PARKS + COMMUNITY FACILITIES

### 4.1 PARKS, PUBLIC PLAZAS + PUBLIC ART

#### BACKGROUND

An expanded Oakridge Centre must be well served by park and public open space. Park space refers to land dedicated to and under the custody and care of the Vancouver Park Board. Public open spaces or public plazas are privately owned, but are clearly accessible to the public 24 hours/day. In 2001, the local area around Oakridge Centre (from 25<sup>th</sup> to 57<sup>th</sup> Ave, Granville Street to Fraser) had 3.06 acres of neighbourhood park space/1,000 population. There are three neighbourhood parks within a 10 minute walk (800m or 2600 ft) of Oakridge Centre. There are also three city-wide parks nearby: Queen Elizabeth Park, VanDusen Gardens, and the Langara Golf Course (these parks are not included in the 3.06 acres/1,000 population). The City strives to achieve neighbourhood park space at a ratio of 2.75 acres/1,000 population.



While the overall park supply in the local area around Oakridge Centre was slightly above the desired City ratio, new development will be required to provide additional parks and public open space to support the needs of new residents, employees and visitors. As well, a 1983 subdivision required dedication of 3.09 acres of the Oakridge Centre site for neighbourhood park or arrangements for payment in lieu. In a 1992 rezoning, the requirement was reduced to 2.83 acres in consideration of other public benefits.

Parks and public open space could be provided in the form of dedicated public parks, pedestrian linkages, plazas, squares, open spaces at grade, on podiums or on roof tops. Public art enhances parks and public open space and contribute to the overall character and vibrancy of a neighbourhood. Public feedback received during the consultation process supports additional active and passive parks to serve a variety of needs.

Existing open space on site include the large public plaza on the north-east corner of the site, and a fitness trail along the west property line.



## 4.0 / PARKS + COMMUNITY FACILITIES



*Oakridge Centre Public Realm Before 1983 Renovation*

### EXISTING POLICY

#### **Oakridge Centre Subdivision (1983) and Rezoning (1992)**

Requires dedication of 2.83 acres of park land.

#### **Vancouver Park Board Management Plan (1992)**

Sets a standard of 2.75 acres of neighbourhood park for every 1,000 residents, or the financial equivalent, for all new developments where major rezonings take place.

#### **City Plan (1995)**

Develop parks and open spaces to create diverse public spaces.

#### **Oakridge Langara Policy Statement (1995)**

Large site rezonings over 5 acres (2.02 ha) that significantly increase the local population are required to contribute to the provision of additional park amenity.

Neighbourhood parks should be located at grade; accommodate active and passive recreation; and be capable of modification to meet changing needs.

Existing or future park sites should be used as focal points when planning future developments which incorporate or are adjacent to parks, and should connect into the greenway system whenever possible.

Dedicated park space should not be depended upon to satisfy private or semi-private open space needs, nor should non-dedicated open space be considered in fulfilling neighbourhood park requirements.

### Public Art Policies & Guidelines (1994)

Rezoning of 15 000 m<sup>2</sup> (161,463 sq. ft.) or greater are required to contribute \$10.23/ buildable m<sup>2</sup> (\$0.95 per ft<sup>2</sup>) towards a public art.

### NEW POLICY

**4.1.1 Park Area:** Provide for a minimum of 1.15 hectares (2.83 acres) of 'neighbourhood park' in order to meet requirement from a 1983 subdivision. Consider providing less park space on the Oakridge Centre site, to a minimum of 0.8 hectares (2.0 acres) and require payment in lieu for the balance needed to fulfill the 1983 subdivision requirement. Payment in lieu would be required for any additional park requirements that may be generated through increased residential development on site. Finalize the exact amount of park land to be provided on the Oakridge Centre site and the exact amount of the payment in lieu during the rezoning phase.

**4.1.2 Phasing of Park Land:** Ensure that the delivery of new parks occurs concurrently with residential and/or commercial development. Require a park phasing strategy to be prepared and approved during the rezoning phase.

**4.1.3 Park Size:** Require that each new park on site is at least 0.2 hectares (0.5 acres) in size, in order for each park to provide a variety of uses/activities.

## 4.0 / PARKS + COMMUNITY FACILITIES

**4.1.4 Park Location:** Require that each new park face directly onto at least one public street. Locate parks away from noisy arterial streets (41<sup>st</sup> Avenue and Cambie Street). Locate parks to support neighbourhood walking routes, including routes connecting to/from the indoor shopping mall. Ensure that each new park has adequate access to direct sunlight. Consider existing mature trees when determining the location of parks.

**4.1.5 Park Configuration:** Design the parks as important spaces within the community, not as left-over space. Parks should generally be square or rectangular to maximize functionality and flexibility. Finalize the configuration of the parks during the rezoning phase.

Both parks should be configured with good exposure along the High Street. A southerly park should have some shared overlook with residences immediately to the southwest, and be configured in a way that best serves key public pedestrian desire lines through the site.

**4.1.6 Connected Parks:** Connect the onsite parks to each other and to 41<sup>st</sup> Avenue with a public walk or 'greenway' along the southwest and west edge of the site.

**4.1.7 Park Edges:** Provide clear edges to the parks, using elements such as pathways and trees. Ensure that parks are visible from adjacent streets and buildings ('eyes on the park'). Ensure that parks are properly defined and overlooked by appropriately scaled buildings.

When private development is proposed on a parcel of land abutting a park, provide a public right-of-way between the two parcels or provide a collector path on the private parcel. Provide active and/or visually interesting uses/buildings at the edges of the parks. Avoid placing elements at the edges of parks that are visually or physically disruptive to the functioning of the park, or limit convenient access to the park (e.g. retaining walls, loading zones, ramps into underground parking).

**4.1.8 Park Design & Programming:** Design the parks to be inviting meeting spaces for the community. Design the parks to be both functional and beautiful. Accommodate a diversity of uses/activities in the parks to meet the needs of a diverse population. Provide opportunities for passive and active uses in the parks. Accommodate trees that become

tall/large as they mature. Prepare park concept plans during the rezoning phase.



*Illustrative Diagram for Parks, Plazas, and Pedestrian Linkages: This diagram illustrates the general location and configuration of parks, plazas, and pedestrian linkages. Design refinement at rezoning will determine the final plan, which may vary from this illustration.*

**4.1.9 Underground parking:** If parking is allowed under the park, ensure that planting areas are designed to sustain large-scale trees over a long lifespan. Ensure that the functionality of the park and other City-prescribed design and programming standards can be met, and that the design of and access to the park is not compromised by physical elements associated with the parking (e.g. exit staircases, exhaust vents). Appropriate legal and other arrangements would need to be negotiated at time of rezoning.

## 4.0 / PARKS + COMMUNITY FACILITIES



*Plan for the needs of children in complete communities.*

**4.1.10 Public Plaza:** New public plaza space should be provided to replace some of the existing open space at the northeast corner of the site anticipated to be redeveloped with new uses and the Canada Line station. The new public plazas should be located at the southerly entrances to the Centre, and sited to take advantage of sun access, park proximity, pedestrian desire lines and public street frontage. The edges of the public plazas should be active, and adjacent uses should be chosen to suit the locations and designed to spill out into the space. The new public plazas should be scaled to function well as both gathering and seating places, and as important circulation and entry points. Some public open space should be retained at 41<sup>st</sup> and Cambie to ease pedestrian circulation at this important and busy juncture.

**4.1.11 Public Art:** At the rezoning stage, provide a strategy for fulfillment of public art requirements. Encourage the incorporation of public art in parks and public open space on the Oakridge Centre site. Consider ways in which public art can enhance Transit Oriented Design and promote walking and cycling.

**4.1.12 Rooftop Recreation:** While recognizing the load-bearing limitations of existing structure, explore the potential to introduce some

active recreational uses such as tennis, basketball, or volleyball courts or other similar uses as open space on portions of roof top areas at the rezoning stage.

## 4.2 COMMUNITY FACILITIES + SERVICES

### BACKGROUND

Community and recreation facilities that serve local residents and local employees are key components of complete neighbourhoods. Demand for facilities will increase if Oakridge Centre develops into a mixed-use Centre focused on the new Canada Line.

The current City of Vancouver Community Amenity Contributions (CAC) policies provide directions for the provision of amenities through rezonings to help address growth costs, area deficiencies, and/or other community needs and impacts. CACS, may be provided in several ways: in-kind/on-site amenities; cash contributions for a specified off-site amenity; and/or unallocated cash. When the CAC provides an in-kind facility, provision for associated operating funds may be included. It is anticipated that the complete details of CACs for the Oakridge Centre site will be addressed during future rezoning processes.

### Current and Anticipated Population

Approximately 12,000 people live in an area within approximately 1,000 m (3280 ft) of Oakridge Centre. The Centre employs 3,000 people and attracts 10 million visits annually.

The anticipated population growth as a result of new development at Oakridge Centre will bring about increased demand for community facilities and services. This policy statement encourages the addition of new housing, retail and office uses on the Oakridge Centre site over the next 10 to 20 years which could add in the range of 2,000 to 2,400 residents as well as a significant number of new employees. Redevelopment of other sites around the Centre may add another 7,000 residents to bring the total population in this area to 20,000 to 22,000 by 2026.

## 4.0 / PARKS + COMMUNITY FACILITIES

### Existing Facilities at Oakridge Centre

The existing CD-1(1) zoning for Oakridge Centre requires the provision of a minimum of 2 343 m<sup>2</sup> (25,217 ft<sup>2</sup>) of community amenities as follows:

Current Amenities	Minimum Area	
	m <sup>2</sup>	ft <sup>2</sup>
Vancouver Public Library (VPL)	1,216	13,086
Auditorium	531	5,710
Seniors' Drop In Centre	228	2,450
Child Minding Facility	206	2,220
Child Day Care Facility*	140	1,502
Parents Room	23	248
Totals	2,343 m <sup>2</sup>	25,216 ft <sup>2</sup>

*\*delivered as part of the Chishaun Housing Society senior's building adjacent to the Oakridge Centre site, and unaffected by any future development of the Centre*

These facilities are owned by Oakridge Centre, which negotiates lease arrangements with some of the operating service providers.

- The VPL leases a below-grade facility from Oakridge Centre under contract at 33 percent of market rents.
- The Oakridge Auditorium is managed by Oakridge Centre. They use the space and rent it out to community groups at reduced rates.
- The Oakridge Seniors' Drop-In Centre is managed by the Woodward's Pensioners Society. They pay nominal rent to cover overhead costs. They have access to the auditorium at no charge, depending on availability.
- The private Montessori Child Day Care pays a nominal rent to occupy the space designated in previous rezoning as Child Minding space.

In Vancouver, most city operated facilities are located on public streets in visible locations. The location of the existing facilities at Oakridge Centre with little visibility or street exposure is not ideal for way-finding. Redevelopment of the Centre offers opportunities to improve the location and visibility of facilities.

### EXISTING NEIGHBOURHOOD FACILITIES

**Community Centres:** The Oakridge Centre site at 41<sup>st</sup> and Cambie is officially within the catchment area of the Marpole-Oakridge Community Centre (located at Oak & 59<sup>th</sup>, about 2 km away). Nearby community centres include Riley Park (1.5 km), Kerrisdale (3 km), and Sunset (2 km). There are indoor pools at Kerrisdale and Riley Park. There are ice rinks at Kerrisdale, Riley Park and Sunset.

Several non-profit organizations operate facilities providing recreational, cultural, and social services. Recreational facilities include the South Slope Family YMCA, which offers health, fitness and recreation facilities and the Jewish Community Centre, which offers recreation facilities as well as secular cultural programs. Community meeting and cultural facilities in the Oakridge neighbourhood include the Peretz Centre and the Lubavitch Centre, St.John's Ambulance, and the VanDusen Garden Floral Hall.

**Community Needs:** Feedback collected during this policy review indicates strong public support for expansion and enhancement of community facilities on the Oakridge Centre site. Local residents note a geographic gap in access to community centres. Some community members have encouraged the provision of community and recreation facilities and support an expanded library. As well, there is support for the retention of the seniors centre the creation of more indoor recreational/flex programming space and the development of a community policing office. Further community consultation is underway to explore these ideas and other amenity options and priorities.

The Oakridge branch library is the second busiest in the City, and VPL management indicates an interest in expanding to a 1 858 m<sup>2</sup> (20,000 ft<sup>2</sup>) facility with better public access and visibility. Given anticipated development at Oakridge Centre and surrounding sites, it is anticipated that community facilities could require in the order of 5 600 m<sup>2</sup> (60,728 ft<sup>2</sup>) of floor area, including existing facilities at Oakridge Centre. The actual community facilities program, size, and funding will be determined at rezoning, and will take into account Council policy, demand, community priorities, historical precedent in rezoning, and City standards for operating efficiency.

## 4.0 / PARKS + COMMUNITY FACILITIES

Use	Approximate Area	
Library	1 858 m <sup>2</sup>	20,000 ft <sup>2</sup>
Community Centre / N. House	2 787 m <sup>2</sup>	30,000 ft <sup>2</sup>
Seniors Centre		
Gym/Auditorium		
Multipurpose/Flex Rooms		
69 Space Child Day Care	778 m <sup>2</sup>	8,370 ft <sup>2</sup>
Community Policing Office	186 m <sup>2</sup>	2,000 ft <sup>2</sup>
Totals	5 608 m <sup>2</sup>	60,370 ft <sup>2</sup>

### EXISTING POLICY

#### CD-1(1) (1956)

Requires design and access improvements to existing communities among other conditions of approval outstanding from a 1991 rezoning of the site.

#### City Plan (1995)

Vancouver residents want a city where people of all ages, incomes, cultures, and abilities feel a sense of belonging, caring and safety, and have access to the services they need. Services will be located in neighbourhood centres where they are easy to get to.

#### Oakridge Langara Policy Statement (1995)

Community facilities should be pursued on the redevelopment of large sites like Oakridge Centre. Pursue improvements to public access, programming and/or facilities upon rezoning at Oakridge Centre

#### Community Amenity Contribution Through Rezoning (1999)

For major rezonings, the City requires Community Amenity Contribution (CAC) to help address growth costs, area deficiencies, and/or other community needs and impacts. Oakridge Centre is in an area that requires negotiated CAC's.

CAC's are to be secured in addition to Development Cost Levies (DCL) which are specifically targeted for capital projects such as parks, daycare, replacement housing (social/non-profit), and engineering infrastructure.

Balance new demands for facilities generated by new development with the economics of the development.

#### Riley Park South Cambie Community Vision (2005)

Supports the development of new or expanded community facilities for children, families, youth and seniors. Recommends exploration of partnerships in shared facilities and the provision of satellite programs.

### NEW POLICY

#### 4.2.1 Facilities to Serve a Growing Community:

Provide an array of new and/or larger community facilities on the Oakridge Centre site to serve the Oakridge Centre site and the Oakridge community as they grow over the next 20 years.

Ensure that the following existing services at Oakridge Centre continue to be provided on site in the future:

- library
- seniors' centre
- auditorium
- child minding facility
- the parents' room

**4.2.2 Library:** Expand the existing district-serving library (about 13,000ft<sup>2</sup> or 1208 m<sup>2</sup>) to about 20,000 ft<sup>2</sup> or 1858 m<sup>2</sup>.

**4.2.3 Community Centre or neighbourhood house:** Consider providing a community centre or neighbourhood house on the Oakridge Centre site to consolidate a range of services, including the existing auditorium and possibly the existing seniors' centre. A decision regarding the inclusion of such a facility will be made prior to completion of rezoning.

**4.2.4 Community Policing Centre:** Consider providing a community policing centre on the Oakridge Centre site because of its proximity to the rapid transit station at Cambie Street & 41<sup>st</sup> Avenue.

**4.2.5 Needs Assessment:** Undertake community consultation on amenity priorities and prepare a Needs Assessment, including cultural needs, for community services in the Oakridge community.

## 4.0 / PARKS + COMMUNITY FACILITIES

**4.2.6 Community Facilities Plan:** Finalize the selection of community facilities to be provided on the Oakridge Centre site, their size, location, delivery timetable and funding sources during the rezoning phase.

**4.2.7 Location:** Ensure that community facilities have good public presence and visibility by locating their principal entrance and possibly their lobby/reception functions at grade along a street. Consider the following factors in locating the community facilities:

- access to public transit
- integration with neighbourhood walking routes (including routes connecting to/from the indoor shopping mall)
- integration with public parks
- proximity to local shopping opportunities
- access to daylight and exterior outlook where desirable.

**4.2.8 Co-Location:** Strongly encourage the co-location of key community facilities (e.g. library, auditorium, seniors centre) in a clustered precinct on the Oakridge Centre site.

**4.2.9 Ownership:** Secure community facilities on the Oakridge Centre site through City ownership or other legal mechanism acceptable to the City and owners in light of demonstrated operational considerations.

**4.2.10 Service continuity & phasing strategy:** Provide for the delivery of new and/or larger community facilities on the Oakridge Centre site concurrently with residential and/or commercial development. At the rezoning stage, require a timeline and strategy for the delivery of additional community facilities, and the maintenance of uninterrupted access to existing community facilities. The strategy should balance the provision of services with the practical phasing of new site development.

## 5.0 / TRANSPORTATION + CIRCULATION

### 5.1 TRANSIT ORIENTED DESIGN

#### BACKGROUND

The goal of Transit Oriented Design is to create compact, mixed-use neighbourhoods within a 5 to 10 minute walking distance (400m to 800m, or 1300 ft to 2600 ft) of rapid transit stations. Locating a mixed array of higher density uses close to transit and designing environments that are interesting and inviting promotes walking, cycling and transit use and reduces automobile use and dependency.

Cambie Street and 41<sup>st</sup> Avenue will emerge as a key transit hub with the completion of the Canada Line along Cambie Street and with the introduction of Rapid Bus service on W 41<sup>st</sup> Avenue. Forecasts suggest that there will be 6,000 daily boardings at the Oakridge-Station.

#### Plan for Pedestrians

Every transit trip begins and ends with a walk, so planning for universal-access pedestrian mobility is key to successful Transit Oriented Design. The quality of the station entrance, bus stops, streetscapes and the public realm are critical to encouraging transit ridership. Pedestrians need a range of short convenient, pleasant and safe routes to station entrances and bus stops.



*Pedestrian Crosswalk on Cambie St*

#### Plan for Bicycles

Bicycles can extend the local commuting distance well beyond the typical 400 – 800m (1300 ft to 2600 ft) walking distance. Bicycle friendly streets and well planned connections to bicycle routes and greenways are an essential part of a Transit Oriented Development. City by-laws already require convenient and secure bicycle parking, lockers and change facilities with new development but more can be done to encourage cycling (ie. rest stops, water fountains).



*Pedestrian Pathways*



*Connect Bike Routes and Greenways*

#### Transportation Demand Management (TDM)

In addition to Transit Oriented Design, Transportation Demand Management (TDM) can be implemented to support alternatives to the car. A range of TDM strategies can help change people's travel behaviour and make efficient use of existing roadway capacity.

#### EXISTING POLICY

Since Vancouver's rejection of freeways in the 1960s, the City has implemented policies to expand alternatives to the car to address environmental goals and congestion on city streets.

#### City Plan (1995)

Prioritizes walking, cycling, and transit ahead of cars to cut down on traffic congestion and improve the environment. The plan promotes

## 5.0 / TRANSPORTATION + CIRCULATION

improvements to streets to make them more friendly to pedestrians and cyclists. The plan suggests intensification of mixed land uses to reduce car trips and congestion.

### **Liveable Region Strategic Plan (1995)**

Protect the GVRD Green Zone. Build Complete Communities. Achieve a Compact Metropolitan Region, and Increase Transportation Choice.

### **Oakridge Langara Policy Statement (1995)**

Any expansion of retail uses at Oakridge Centre should not introduce significant traffic impacts on adjacent arterial streets.

Mitigate traffic impacts from new development through traffic management planning for the community.

Consider street linkages and pedestrian pathways on large sites such as Oakridge Centre if rezoning is proposed.

Ensure easy and safe pedestrian movement across major arterials and along streets through the provision of traffic safety measures and sidewalks that improve the appearance, safety, and usability of the pedestrian environment.

### **Vancouver Transportation Plan (1997)**

Improve alternatives to the car without expanding the road network. Support the development of pedestrian routes and bikeways. Improve transit provision, access and service. Protect neighbourhoods from the impacts of traffic. Improve the transportation of goods.

### **Riley Park South Cambie Community Vision (2005)**

Streets are important public places for the community. Develop safe crossings and strong linkages to allow for easy pedestrian movement between stations and important destinations within Riley Park South Cambie.

## NEW POLICY

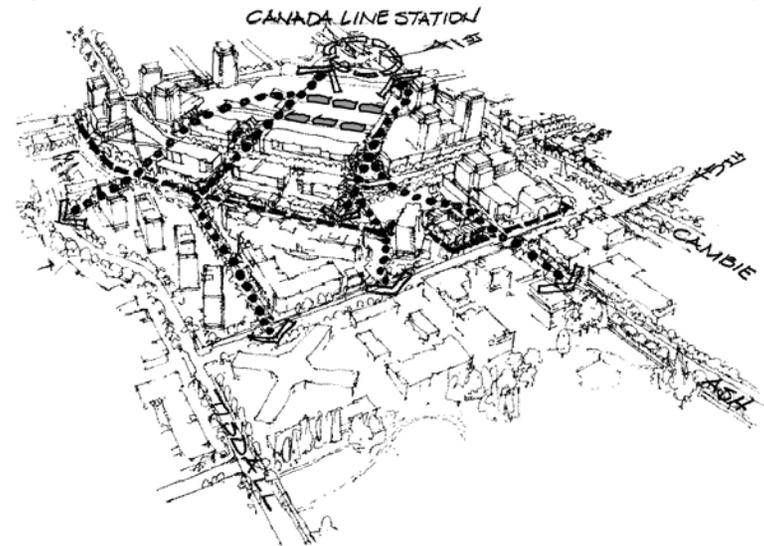
**5.1.1 Prioritize Transit:** Ensure site development is organized to facilitate access to transit and the new Canada Line station through the

provision of an integrated network of streets, pedestrian and cyclist routes to and through the site.

**5.1.2 Visibility of Canada Line Station:** Maximize the visibility of the Canada Line Station entrance to pedestrian traffic at Cambie and 41<sup>st</sup>.

**5.1.3 Active Transit Station Uses:** Promote active uses at grade and above grade by concentrating development and activity around the station entrance to make it animated, safe and secure (see also Section 6.3).

**5.1.4 Centre and Station Connectivity:** Encourage redevelopment of Oakridge Centre to bring built form out to the intersection of Cambie Street and 41<sup>st</sup> Avenue to integrate new uses with the Canada Line station.



*Connections to Canada Line Station*

**5.1.5 Pedestrian Connections:** Integrate pedestrian connections between transit transfer points. Keep pedestrian routes between the station and key destinations short and convenient. Secure public

## 5.0 / TRANSPORTATION + CIRCULATION

connections through the Oakridge site, through legal agreements satisfactory to the City of Vancouver, that connect the surrounding neighbourhood to the Canada Line station. Offer extended hours access on at least one of the public ways through the mall from the High Street to the Canada Line Oakridge Station that is consistent with operating hours of the Canada Line.

Other key connections for pedestrians include:

- Along the new public High Street
- A public walk or 'greenway' along the southwest and west edge of the site connecting onsite parks to each other and to 41<sup>st</sup> Avenue
- Integrated public paths connecting to the existing network of lanes
- A public walk or 'greenway', aligned with Ash Street, connecting from 45<sup>th</sup> Avenue to the High Street or to an onsite park.

**5.1.6 Accessible Pedestrian Routes:** Ensure pedestrian routes are universally accessible and are designed to accommodate a range of pedestrian uses such as wheelchairs, strollers, walkers etc. Consider, where possible, the provision of direct interior connections between residential or offices and Oakridge Centre.

**5.1.7 Pedestrian-Friendly Streetscapes:** Create quality streets that are visually interesting, and consider the following:-

- Orient shops, services and residential entrances to the street. Avoid blank walls.
- Use trees and landscaping to separate sidewalks and on-street parking to protect people from vehicle traffic and create a pleasant pedestrian zone.
- Provide pedestrian weather protection along commercial or mixed use streets.
- Provide benches for people to rest and relax.

**5.1.8 Improve Pedestrian Crossings:** Develop safe, highly visible pedestrian crossings on 41<sup>st</sup>, Cambie, and the new High Street that facilitate strong linkages to the Cambie and 41<sup>st</sup> shopping area and to surrounding neighbourhoods.

**5.1.9 Cyclists Connections:** Integrate cyclists in the design of any new streets or vehicular rights-of-way through the site. Extend convenient cyclist connections through the site facilitating connection of the existing sections of the Heather Bikeway, and connections to the Ontario Bikeway via 44<sup>th</sup> or 45<sup>th</sup> Ave.

**5.1.10 Cyclist Facilities:** Provide bike racks and lockers in association with key destination points such as at the Canada Line Station, mall entranceways, and near community facilities.

**5.1.11 Transportation Demand Management:** Require a comprehensive Transportation Demand Management (TDM) plan at the rezoning stage that recognizes the unique aspects of this site being a regional serving centre and existing lease obligations.

## 5.2 STREETS, PARKING, SERVICING + LOADING

### BACKGROUND

It is estimated that transit ridership at Oakridge Centre will increase from approximately 9% to 20% with the introduction of rapid transit on Cambie Street. While Transit Oriented Design reduces the need for automobile use, accommodating cars and service vehicles remains critical to the success of the retail centre.

### Existing Street Network

The network of major streets that serves the Oakridge neighbourhood includes: Oak and Cambie Streets in the north/south direction, and 41<sup>st</sup> Avenue, 49<sup>th</sup> Avenue, 57<sup>th</sup> Avenue, 70<sup>th</sup> Avenue, and Southwest Marine Drive in the east/west direction. Cambie Street and 41<sup>st</sup> Avenue are designated truck routes.

Oakridge Centre is uniquely positioned within the existing neighbourhood, with its primary frontages along two major arterials: Cambie and 41<sup>st</sup>. However, as a result of its "off-grid" development alignment, the Centre is poorly integrated with the surrounding street

## 5.0 / TRANSPORTATION + CIRCULATION

network of the City thereby contributing to access and servicing challenges.

There are a number of access and egress points from city streets to the Centre on 41<sup>st</sup>, Cambie, and 45<sup>th</sup>. Some of the entry configurations are extensive in width and/or angled across the pedestrian sidewalk increasing the challenge for pedestrians along these frontages. Oakridge Centre is currently served by a tunnel on 41<sup>st</sup> Avenue, which permits vehicles to exit the mall site westbound onto this arterial road.

Intensification of uses at Oakridge Centre will generate additional traffic against the current background levels. Studies will be required at the time of rezoning to identify any traffic mitigation strategies warranted by new development.

### Parking + Loading

At present, Oakridge Centre reflects a suburban mall pattern of development, which is oriented towards automobile use and characterized by large amounts of surface parking areas. At Oakridge Centre, there are about 3,300 parking stalls which serve approximately 57,600m<sup>2</sup> (620,000 ft<sup>2</sup>) of retail uses and 11,610 m<sup>2</sup> (125,000 ft<sup>2</sup>) of office uses, including approximately 1,090 surface parking spaces, 730 rooftop parking spaces and 1,480 spaces in the existing parkade structure.

A comprehensive Transportation Demand Management program will be required at the rezoning stage to address future parking needs at the Centre. Additionally, good urban design strategies and carefully considered parking standards will be important to help manage traffic, access, parking and servicing on site.

### EXISTING POLICY

#### City Plan (1995)

Support a greater range of transportation choices. Neighbourhood centres will bring more people closer to shops, services, and jobs, reducing their need to travel long distances.

Discourage car use, although the car will continue to play an important transportation role, car use will be less convenient and more costly than it is today.

### Oakridge Langara Policy Statement (1995)

#### Streets

Expansion should not introduce significant traffic impacts on adjacent arterial streets.

Direct through traffic away from residential streets to major thoroughfares.

Traffic calming measures (corner bulges, traffic circles, etc.) should be used to reduce traffic impacts and increase safety on local streets where necessary.

Ensure easier and safer pedestrian movement across major arterials and along residential streets through the provision of traffic safety measures and sidewalks where they improve the appearance, safety, and usability of the pedestrian environment.

### Parking + Loading

Provide adequate on-site parking and loading facilities to serve proposed developments, but generally discourage excess parking that may detract from transit usage.

### NEW POLICY

**5.2.1 Vehicular Movements:** Basic principles for the planning of vehicular movements in and around the Oakridge site include the following:

- Compatibility with existing and planned vehicular movement patterns.
- Compatibility with existing parking and access infrastructure.
- Concepts grounded in best urban design practices.
- Minimal neighbourhood traffic impact.

## 5.0 / TRANSPORTATION + CIRCULATION

- Minimal impact on the Cambie Street Heritage Boulevard. Any reconfiguration of entry and exit points that affect the Boulevard should aim to balance or increase net green space, and any existing trees that may be affected will be considered through the required Heritage Alteration Permit process.
- Legible routes and efficient movements that minimize greenhouse gas emissions.
- Safe integration with pedestrians, cyclists, taxis and transit buses.

**5.2.2 New “High Street”:** A dedicated street, generally as configured in the diagram below, should be secured connecting 41<sup>st</sup> Avenue at Heather Street and Cambie Street at 44<sup>th</sup> Avenue.



*New Internal “High Street”*

**5.2.3 Design of “High Street”:** While detailed street design will be developed as part of public realm plans at the time of rezoning, the following general principles should be considered:

- Adequate width of pedestrian realm on both sides.
- Continuous weather protection along retail frontages.
- Street trees.
- Pedestrian crossings and bulges conveniently located for pedestrian connections through the site.
- Pedestrian scale lighting.

- Benches and other street furniture.
- Convenient on street parking.
- Opportunities for passenger drop-off.

**5.2.4 Parking Under New Street:** Continuous and contiguous parking plates may be allowed under the new street provided there are successful responses to the following parameters:

- An overall balanced amenity package.
- Dedication of land for street to the City of Vancouver.
- The street must have full functionality, including the ability to accommodate underground utilities.
- Residential parking to be located under residential footprints wherever possible.
- A Consultant study of parking demand will be required at rezoning and shall consider best practices of Traffic Demand Management to reduce the overall parking provisions to be supplied by the site as much as possible, while respecting the requirements of the uses on site.
- Underground parking must have the ability to function physically during times when the City must temporarily disrupt a portion of the parking in order to maintain, repair or replace the City street and utilities.
- The street section is designed to sustain large scale trees over a long period of time.
- Legal agreements and design to the satisfaction of the Director of Legal Services and General Manager of Engineering.

**5.2.5 Exit Tunnel:** Consider the expansion of the westbound exit tunnel on 41<sup>st</sup> Avenue for two-way traffic (eastbound access and westbound exit) for both public parking and service delivery vehicles. Any expansion of the tunnel must be considered as part of a public realm plan that improves pedestrian crossings on 41<sup>st</sup> Avenue and enhances the street through the introduction of a treed median and other landscaping where possible.

**5.2.6 Pedestrian-Oriented Design:** Streets with high pedestrian use should be designed to encourage and add to pedestrian activity and enjoyment, through the provision of benches, landscaping, etc.

## 5.0 / TRANSPORTATION + CIRCULATION

**5.2.7 Balance Parking Needs:** Provide a balanced supply of parking that meets the residential and commercial needs of the development, while supporting and encouraging alternate modes of transportation.

A Consultant study of parking demand will be required at rezoning and shall consider best practices of Traffic Demand Management to reduce the overall parking provisions to be supplied by the site as much as possible, while respecting the requirements of the uses on site.

**5.2.8 Blended Parking Ratios:** Examine opportunities for applying blended parking ratios where the demands of different uses are mutually compatible. Short-term parking may assist in achieving this goal.

**5.2.9 Principles for parking/service access:**

- Entry points should be designed with special consideration for pedestrian safety.
- The number of locations and width of sidewalk crossings, both existing and proposed should be minimized.
- Entry points should be perpendicular to the sidewalk, not angled across.
- Entry points should be designed as integral parts of buildings, generally contained within a block face and flanked by commercial or residential space.
- Access should be located and designed so as not to sterilize the frontage of, or negatively impact public open spaces, parks, or streets.

**5.2.10 Parking Safety and Convenience:** Ensure that parking is conveniently located, accessible and secure for residents, employees, and visitors and that parking garages are amenable to maximize safety and comfort for users, and minimize opportunities for property damage and theft.

**5.2.11 Commercial Parking Access:** Commercial parking should be accessed off 41<sup>st</sup>, Cambie, or the High Street, not 45<sup>th</sup> Ave.

**5.2.12 Above-Grade Parking Structures:** The existing above-grade parkade may remain, but where possible, its relationship to the

pedestrian environment on 41<sup>st</sup> Avenue and Cambie Street should be improved. Most existing rooftop parking, other than the top of the parkade, should be replaced with upper level development and intensive or extensive green roofs.

**5.2.13 Surface Parking:** Surface parking, other than on-street parking and existing parking in phases that are undeveloped, will not be allowed; parking and loading areas should be wrapped within commercial or residential space, or located underground.

**5.2.14 Drop-Off Zones:** Plan convenient parking and drop-off zones for residential, retail/service and community facility uses.

**5.2.15 Loading:** Provide adequate off-street loading facilities for all uses. Parking and loading areas should be wrapped within commercial or residential space, or located underground.

**5.2.16 Commercial Loading Access:** Commercial loading and service vehicles should enter and exit the site on 41<sup>st</sup> and Cambie, and should not use 45<sup>th</sup> Avenue.

**5.2.17 Garbage and Recycling:** Provide accessible and adequate off-street garbage and recycling facilities for all uses.

**5.2.18 Off-Site Improvements:** A detailed transportation study will be required at time of rezoning to assess the need for off-site transportation improvements for pedestrians, cyclists, and vehicles, as well as considering the reuse of the 4<sup>th</sup> lane on Cambie Street and 41<sup>st</sup> Avenue.

## 6.0 / BUILDING FORM

This section outlines a site planning strategy that recognizes existing conditions and identifies urban design considerations for the location of building massing and height.

### 6.1 SITING, MASSING + HEIGHT

#### BACKGROUND

The Oakridge Langara Policy Statement (OLPS) suggests a scale of development of 125,000 ft<sup>2</sup> (11,613 m<sup>2</sup>) of previously approved retail expansion and 150,000 ft<sup>2</sup> (13,935 m<sup>2</sup>) of new residential uses on the Oakridge site in a form of development up to 80 ft (24.38 m) in height, with additional incentives to 100 ft (30.48 m) in height.

The introduction of the Canada Line and the Oakridge Station presents an opportunity for Transit Oriented intensification of uses at Oakridge Centre beyond that contemplated by the OLPS. As well, other key sites at the intersection of 41<sup>st</sup> and Cambie may also be suitable for further redevelopment possibilities beyond current zoning allowances as identified in the OLPS. The present and future development at Oakridge Centre is an integral part of emerging conditions of growth at this important crossroads in the fabric of the City.

The location of existing facilities, the on-going operational needs of the mall and offices and the integration of residents' needs add complexities to the redevelopment strategy. The integration of the Oakridge Station entrance, creation of new commercial and residential uses, construction of additional parking capacity, and development of public spaces will be achieved using a phased development strategy.

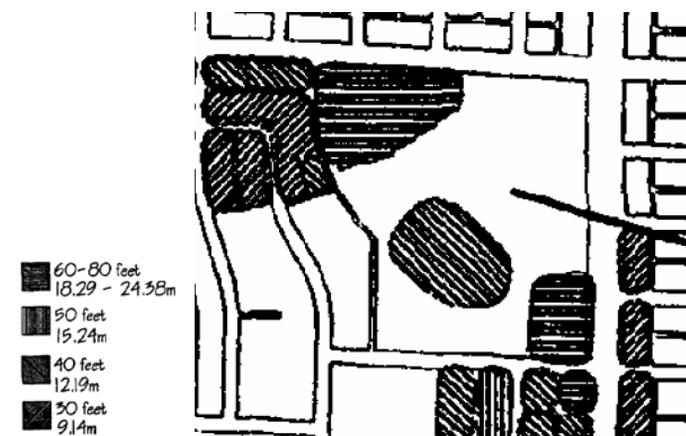
Layered over the site design parameters are the challenges of neighbourhood fit and community character. At present, there is a mix of building types in the immediate area ranging in scale from single-family homes to 9-storey residential buildings. Designing new buildings to both define the Centre's expanded role in the City and to integrate the site with the adjacent community are important objectives when considering building siting, massing and height.

The creation of public spaces, parks, and shopping streets with a high level of amenity is important to the success of the Oakridge Centre site and Cambie Street as a liveable, safe and vibrant neighbourhood centre. The built form of a redeveloped Oakridge Centre site will help shape these important community spaces and will set the stage for the future of this neighbourhood and municipal serving centre.

#### EXISTING POLICY

##### 1995 OAKRIDGE LANGARA POLICY STATEMENT

Heights Per Oakridge Langara Policy Statement



Note: 20% increase in height with positive impact or public benefit

In commercial and mixed-use areas, ensure that buildings contribute to street edge and public "street wall" massing on the lower levels of buildings, particularly at Oakridge Shopping Centre.

Generally, higher building elements should be stepped back from the street to provide multi-family character and small-scale visual relief from tower elements on sidewalks and to minimize shadowing on sidewalks.

Require buildings of over 150 feet in frontage to provide variation in massing and architectural detail in order to provide visual relief from long unarticulated buildings.

## 6.0 / BUILDING FORM

### CITYPLAN (1995)

Focus change in neighbourhood centres and limit change in the rest of the neighbourhood.

Ensure neighbourhood centres are as compatible as possible with their surrounding neighbourhoods.

### NEW POLICY

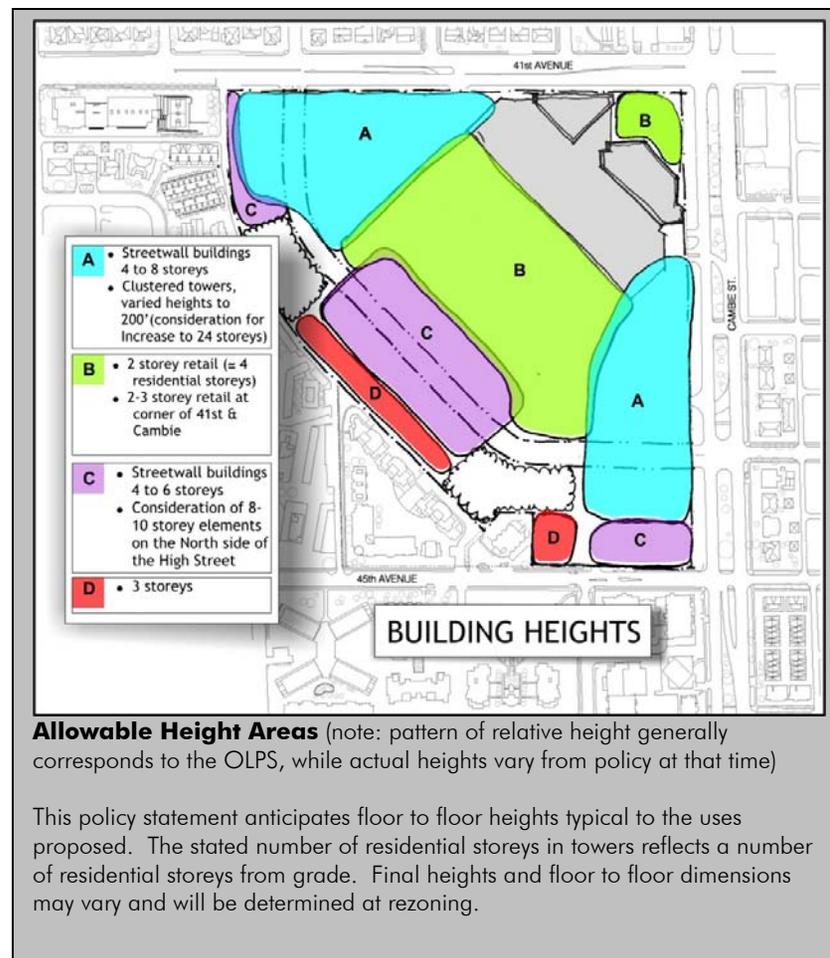
**6.1.1 Urban Mixed Use Neighbourhood:** Redevelop Oakridge Centre as an urban mixed use neighbourhood with a variety of building forms including streetwall buildings of 3 to 8 storeys, and two clusters of towers, varied in height, to a maximum of 61m (200 ft) for one tower in each cluster. Consider a modest increase beyond 61m (200 ft) to accommodate 24 storeys if, beyond accomplishing the design parameters, objectives and directions of this policy plan, the proposal at rezoning demonstrates all of the following:

- a superior urban design response, with respect to building form, landmark quality, improved view retention, scale transition
- a superior community amenity package
- additional height as an essential part of economic viability as supported in a proforma analysis reviewed by the City.

**6.1.2 Building Street-walls to Define Spaces:** Ensure that street-wall building forms define the space of the public realm, shape public parks and open space, and provide the vitality and sense of security that comes with eyes on the street.

**6.1.3 Street Edge Conditions:** Create an active, urban edge along 41<sup>st</sup> Avenue Cambie St. and the new internal "High Street". Reflect the scale and role of these important streets and the significance of a redeveloped Oakridge site in urban-scaled street-wall buildings in the range of 4 to 8 storeys.

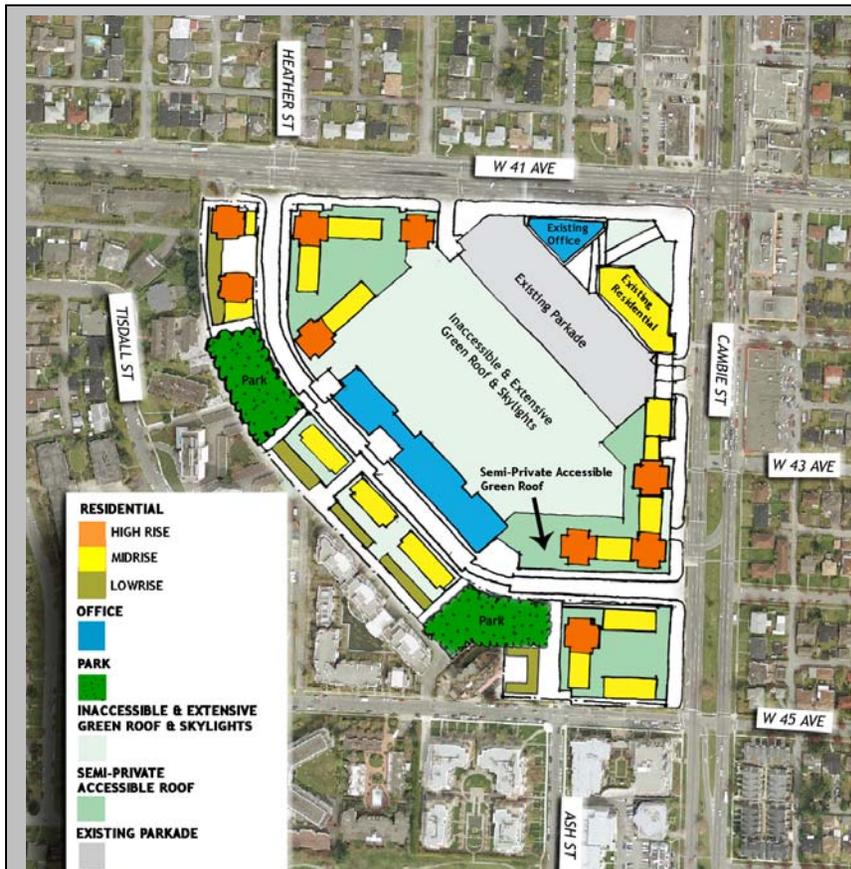
**6.1.4 Varied Frontages:** Street-wall buildings should respond to the rhythm of adjacent blocks. Long frontages should be avoided or expressed as a series of distinct adjacent buildings or building forms.



**6.1.5 Terracing and Setbacks:** Employ terracing and building setbacks on upper levels of taller street-wall buildings (over 4 storeys) to create interest, improve access to light and views, and to reduce apparent bulk.

**6.1.6 Building and Site Articulation:** Vary the height and massing of both streetwall building forms and towers to create a diverse and well-articulated urban precinct with a transition in scale.

## 6.0 / BUILDING FORM



**Conceptual Roof Level Diagram:** This diagram illustrates the general location and configuration of development. Design refinement at rezoning will determine the final plan, which may vary from this illustration.



**Conceptual Ground Level Diagram:** This diagram illustrates the general location and configuration of development. Design refinement at rezoning will determine the final plan, which may vary from this illustration.

## 6.0 / BUILDING FORM

**6.1.7 Height and Density Transition:** Create a transition in height and density from the south and southwest edge with the existing community.



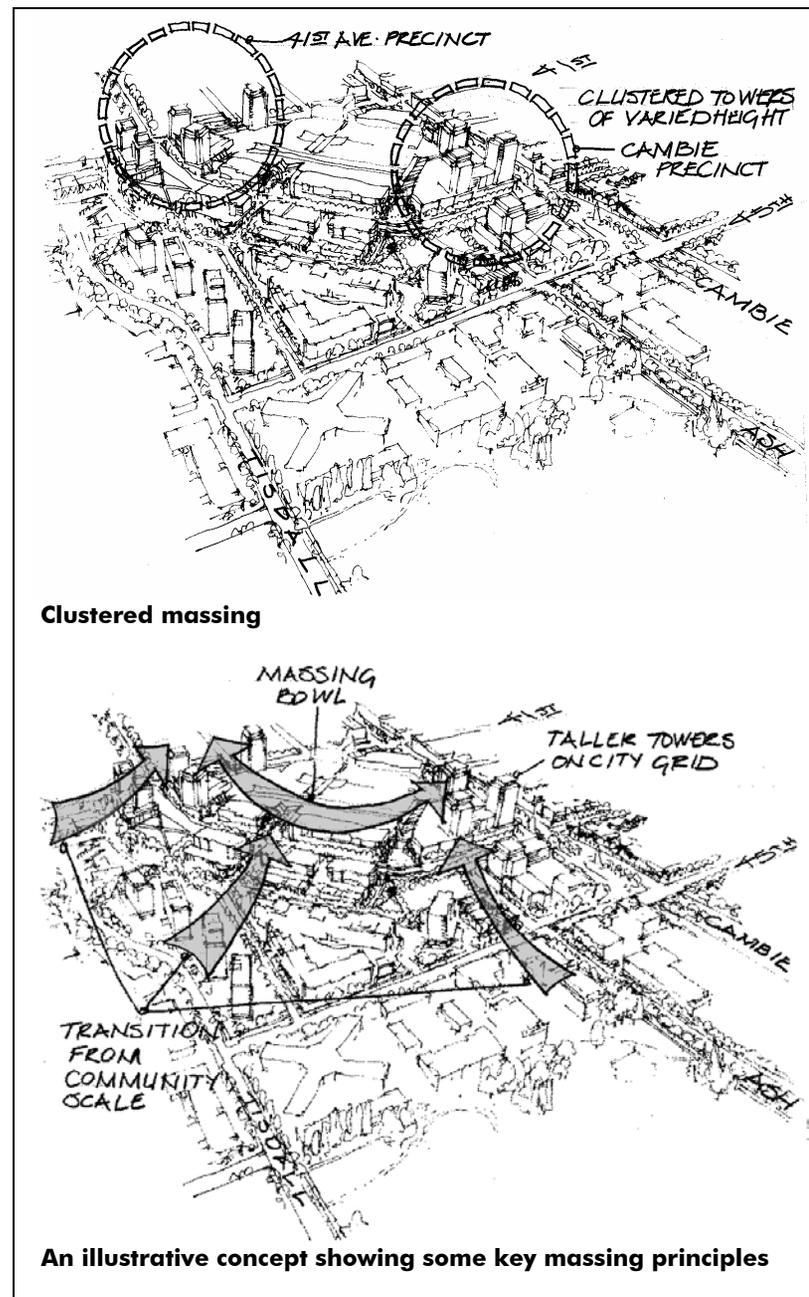
Height & Density Transition

**6.1.8 Clustered Towers:** Cluster and locate towers to reduce impacts on views, to create new views, to minimize shadowing on public places, and to place new residents closest to major public streets and with easiest access to the Canada Line Station. Taller buildings should be aligned with the north/south city grid and may be located in two precincts at the southeast and northwest areas of the site: the Cambie Precinct, near 43<sup>rd</sup> and 44<sup>th</sup> Avenues and the 41<sup>st</sup> Precinct, near Heather Street. Each of these areas may contain one taller building up to 61 m (200 feet) in height (see 6.1.1). The inclusion of towers helps to accommodate densities appropriate to a sustainable, transit-oriented site.

**6.1.9 Towers of Varied Heights:** The Cambie Precinct and the 41<sup>st</sup> Avenue Precinct should be composed of a family of taller buildings, with an average height of 16 to 17 storeys, that are clustered and varied to create a transition in height. Consider a modest increase in the average height if the proposal at rezoning demonstrates the attributes outlined in 6.1.1. There should be significant variation in the height of buildings in each cluster (3 or 4 storey difference between buildings).

**6.1.10 A Massing "Bowl":** Massing through the centre of the site should be aligned on the diagonal to the street grid to relate to existing development at the southwest edge and to form a "bowl" between, and a transition to, the taller Cambie and 41<sup>st</sup> Avenue Precincts. Buildings in this area should vary in height with a baseline of 4 to 6 storey along the new "High Street".

**6.1.11 Community Scale:** Relate to community scale by keeping central site and street wall buildings similar in scale to existing adjacent



## 6.0 / BUILDING FORM

buildings. Set taller buildings back somewhat from the street edge along Cambie and 41<sup>st</sup> to enable the street wall scale to predominate and define the space of the street.

**6.1.12 Neighbourly Development:** New development should be massed in a way that respects the scale of adjacent buildings, views, overlook, privacy, and shadowing. A shadow analysis will be required at time of rezoning, and should be an important part of determining the height and location of taller buildings.

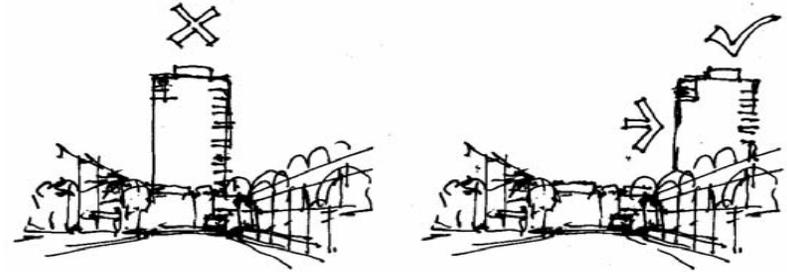
**6.1.13 Relation to Existing Residential Development:** New development along the edge of the site immediately adjacent to the south and southwest perimeter of the site (i.e. the existing Fairchild residential development), and where there are no intervening street or lanes, should not exceed 3 storeys, and should be setback a comparable distance from the shared property line.

Building massing along Cambie as it approaches the existing 'Terraces' residential strata should be located and designed to minimize overlook and shadowing of the existing residences. In general, the height of taller elements should be reduced approaching the 'Terraces', and a tower form south of 43<sup>rd</sup> could be taller than one north of 43<sup>rd</sup>. Final tower height and location in this area will be determined at rezoning with view, shadow and massing analysis and in consultation with residents.

**6.1.14 Adjacent Sites:** Ensure a transition in height to sites adjoining the Centre to the south and west. Encourage lowrise and midrise building forms on adjacent sites.

**6.1.15 Massing and Views:** Taller building should be located to both protect existing views and provide new views, to minimize shadow impacts on open space, to create a sense of place and identity and to provide landmarks in the cityscape (see also Section 6.2 Views)

**6.1.16 Street End Views:** Tall buildings should not block street end views (see also Section 6.2 Views).



**6.1.17 Floorplates:** Buildings 10 storeys and above should be slim with floorplates no greater than 604 m<sup>2</sup> (6,500 ft<sup>2</sup>) in area. The upper few floors of towers, particularly along Cambie Street and 41<sup>st</sup> Avenue, should be reduced to enable sculpting and setbacks to decrease apparent mass, and to assist in creating identity, character and visual interest.

**6.1.18 Siting for Public Benefit:** Locations, geometries and orientations that vary from the above may be considered if there is a demonstrated public benefit.

**6.1.19 Canada Line Station Area:** At the Cambie Street and 41<sup>st</sup> Avenue corner, development should be built out to the Canada Line Station area, with a 2 to 3 storey height anchoring the corner of 41<sup>st</sup> Avenue and Cambie Street.

## 6.2 VIEWS

### BACKGROUND

In Vancouver, the preservation and creation of public and private views is a key consideration in the form and placement of buildings. These views benefit all the citizens of Vancouver and also help to provide access to daylight in both public and private indoor and outdoor places.

The location of Oakridge Centre on the shoulder of Little Mountain, Vancouver's highest point of land, sets up the potential for distant views

## 6.0 / BUILDING FORM

in 360 degrees to the North Shore Mountains, east and southeast to Mount Baker, and westerly views to the Gulf Islands.

In addition to the distant multi-directional views, the varied orientation and placement of existing streets and buildings in the area sets a further challenge for grade level orientation and street end views. The mall, and much of the development that followed it, was built on a diagonal orientation to the regular grid of surrounding streets. This configuration has set up multiple, often diagonal views across the Oakridge Centre property which complicate the task of siting new buildings and assessing their view impacts.

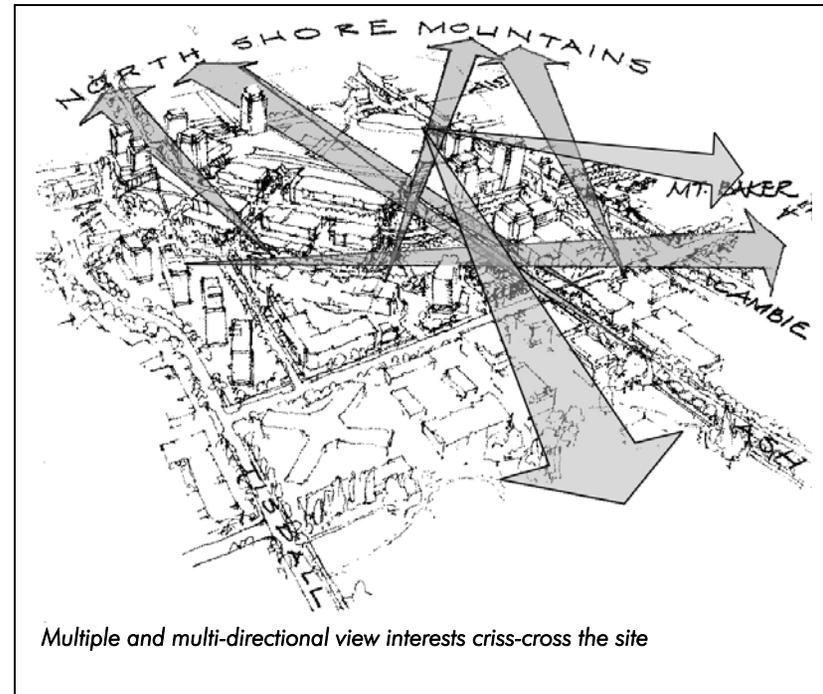
The most significant public view that could be affected by development on the Oakridge Centre site is the upslope view from Tisdall Park to the North Shore Mountains.

The Oakridge Langara Policy Statement confirmed the importance of streetwall massing to contribute to positive street edges and the definition of public open space, and supported building heights ranging from 40 to 100 feet on undeveloped portions of the Oakridge Centre site. Development of streetwall massing, even at 40 feet, will inevitably block much of the views across the site from surrounding developments on lower levels. Careful building placement and orientation, and gathering up some building area into slim tower forms can however preserve some views from existing neighbouring units on upper levels.

Rezoning applications will include a comprehensive qualitative and quantitative view analysis assessing impacts on public and private views from adjacent properties.



*Public View from Tisdall Park*



### EXISTING POLICY

#### General

There are no Council-approved public view cones in the area.

#### City Plans (1995)

Protect public views to the mountains and water that make up the city's spectacular setting.

#### Riley Park South Cambie Community Vision (2005)

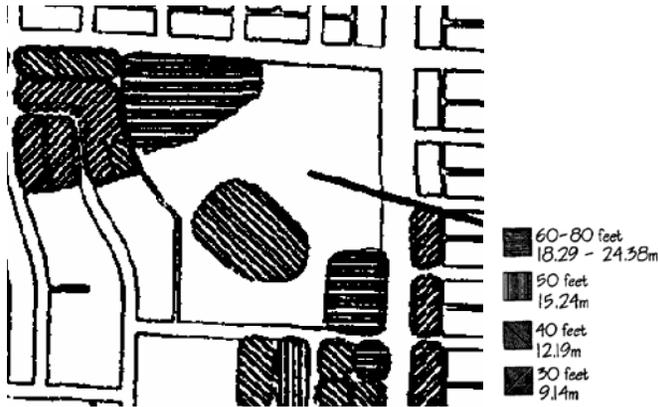
Preserve views to the North Shore Mountains and Downtown Vancouver from public places like parks and open areas. North/south street views should be protected.

## 6.0 / BUILDING FORM

### Oakridge Langara Policy Statement (1995)

Preserve a reasonable extent of private views from existing development, in consultation with affected owners and residents.

In commercial and mixed-use areas, ensure that buildings contribute to street edge and public “streetwall” massing on the lower levels of buildings, particularly at Oakridge Shopping Centre.



Possible Height Locations for the Oakridge area. (OLPS 1995)

### NEW POLICY

**6.2.1 Public Views:** The form and placement of buildings should demonstrate consideration of the following aspects of public views:

- Preservation, to a reasonable extent, of views to the North Shore Mountains from Tisdall Park.
- Enhancement of street end views northward to the mountains by setting higher forms back from the street edge.
- Creation of ‘slot’ views into and through developments on the site to enhance the experience of passers-by.
- Preservation and creation of views to public parks, streets and destinations from and through main public ways.
- Views to and from public parks and public open space

**6.2.2 Private Views:** The form and placement of buildings should respect existing views and:

- Consider existing policy regarding heights and built form for redevelopment as the baseline for assessing private view impacts.
- Balance the divergent interests of views from different locations by sharing both positive and negative impacts of view retention and loss.
- Ensure that new developments allow for views that retain a substantial amount of view of the sky or retain some views through the Oakridge Centre site at or near the ground.
- Create opportunities for new public and private views.

**6.2.3 Key View Areas:** Reduce mid-level massing in key areas such as the Ash Street alignment and corners at 45<sup>th</sup> Avenue to enable more view retention across the site.

**6.2.4 Near Views:** Provide opportunities for near views of parks, gardens, green roofs, and landscaped areas for residents.

**6.2.5 Tower configuration:** Tower floor plates should be configured with consideration given to overall view retention.

**6.2.6 Southwest Edges:** Keep buildings heights at the southwest edge of the site low (generally 3 storeys) to help retain views, and to increase light and sky exposure for immediately adjacent developments.

## 7.0 / GREEN BUILDINGS + SUSTAINABLE INFRASTRUCTURE

### 7.1 GREEN BUILDINGS + SUSTAINABLE INFRASTRUCTURE

#### BACKGROUND

##### Environmental Sustainability

The construction and operation of buildings can present significant environmental impacts in terms of resource and energy use. Traditional development patterns have also been linked to increased demands on transportation infrastructure. The re-development of Oakridge Center presents opportunities to develop a comprehensive sustainability strategy for the site to complement its role as a compact, transit-oriented development.

Redevelopment should consider creation of a comprehensive green building and infrastructure implementation strategy that addresses on-site rainwater management, energy efficiency and renewable energy production, potable water conservation, and waste minimization.

##### Green Building + Sustainability Strategies

The City is developing Green Building regulations for new development. Rezoning applications must include a Green Building Strategy demonstrating that development proposals will conform to the City's approach to sustainability and priorities for building performance.

#### EXISTING POLICY

##### Clouds of Change (1990)

Support for initiatives to improve air quality led to a number of air quality and climate protection initiatives including traffic reduction and energy efficient land use policies.

##### Solid Waste Management Plan (1994)

The City is committed to reduce solid waste by 50%.

##### CityPlan (1995)

In response to population growth, the City will give priority to actions that protect the environment: everything from how people travel to considering environmental impacts when making decisions on land use, and encouraging conservation and environmental sensitivity practices in every aspect.

##### Oakridge Langara Policy Statement (1995)

Promote measures to reduce water consumption in commercial and residential buildings.

##### Environment Policy and Environmental Action Plan (1996)

Ensure that environmental considerations are integrated into all City of Vancouver decisions respecting planning, growth, service delivery, finance, and operations.

##### Creation of Vancouver's Food Policy Council (2003)

Support for the development of a just and sustainable food system for the City of Vancouver.

##### Green Buildings (2004)

Directs staff to move forward with a green building policy for private sector development.

##### Southeast False Creek ODP (2005)

Establishes clear direction for sustainable neighbourhood planning, with specific detail given to environmental, social, and economic implications of sustainable development.

##### Community Climate Change Action Plan (2005)

Details how we can support residents and businesses to take action on realizing significant energy consumption reductions and help meet community commitment to the Kyoto Protocol – 6% reduction of greenhouse gas emissions below 1990 levels by 2012.

##### East Fraserlands ODP (2006)

Establishes a framework for the creation of a complete, mixed use new community embracing all aspects of environmental, social and economic sustainability.

## 7.0 / GREEN BUILDINGS + SUSTAINABLE INFRASTRUCTURE

### NEW POLICY

#### 7.1.1 Oakridge Green Building and Infrastructure

**Strategy:** Require a Green Building and Infrastructure Strategy for Oakridge Centre at time of rezoning. As a major redevelopment, the Oakridge Green Building and Infrastructure Strategy will establish a suite of targets and performance metrics for the site as a collective that exceed standard practice, and will be developed and agreed between the applicant and the City. Each new development permit shall comply with the Oakridge Green Building and Infrastructure Strategy and applicable Council-approved standard.

**7.1.2 Green Infrastructure:** Create an energy efficiency and renewable energy strategy, potable water conservation strategy, on-site rainwater management strategy, and waste minimization strategy at time of rezoning.

**7.1.3 City Priorities:** Prioritize Green Building efforts that address the City's sustainability priorities:

- Energy / Atmosphere
- Water Conservation
- Rainwater Management
- Waste Minimization
- Human Health

**7.1.4 Energy Efficiency/Atmosphere:** Design buildings that minimize the use of energy and reduce Greenhouse Gas Emissions by considering the following:

- Adopt an integrated design approach to optimize opportunities to provide occupant comfort while minimizing resource use during construction and future occupation.
- Utilize quality high performance windows, walls and roofs to reduce energy consumption (i.e. high quality insulation can reduce heating and cooling requirements).
- Maximize opportunities for utilizing solar energy, day lighting and natural ventilation through comprehensive environment design and building siting.

- Explore alternative heat and electrical energy sources (solar power, geothermal heat, ground water cooling and hot water heat recovery) to help conserve traditional energy sources. With mixed uses on site, it may be possible to recycle 'waste' heat from one use as a source of heat for another. Oakridge Centre currently uses ground water cooling, and it may be possible to expand the use of this resource.
- Utilize energy efficient lighting, heating, mechanical systems and appliances.
- Eliminate the use of ozone depleting chemicals wherever possible.



*Mixed Use Green Building, 4<sup>th</sup> Ave.*

**7.1.5 Water Conservation:** Design buildings and site infrastructure to use less potable water by considering the following:

- Install plumbing fixtures that conserve water.
- Utilize high efficiency irrigation and drought tolerant plants for landscape areas to minimize the need for watering and maintenance.
- Specify water efficient HVAC, chillers, and other equipment and appliances.

**7.1.6 Building Materials:** Design buildings that use resources efficiently and incorporate sustainable building materials by considering the following:

- Use recycled and/or sustainable building materials reduce production and demolition impacts on the environment.

## 7.0 / GREEN BUILDINGS + SUSTAINABLE INFRASTRUCTURE

- Use new materials that have low embodied energy ratings help conserve energy.
- Use materials that have long-life, low maintenance properties extend the lifespan of the building.
- Support locally produced/manufactured materials to help the local economy and minimize transportation costs.

**7.1.7 Rainwater Management:** Mitigate, manage, and clean as much rainwater onsite as possible by considering the following:

- Incorporate intensive and accessible extensive green roofs, bioswales, infiltration and other best management practices throughout the site where possible. Green roofs can help to store rainwater; mitigate urban heat island effects; reduce heating and cooling loads; and reduce impact on City infrastructure (i.e. Storm Sewers).
- Provide best management practices such as bio-treatment for first-flush stormwater from High Street, parking areas, and other impervious outdoor areas as appropriate.
- Use pervious surfaces where feasible to promote rainwater infiltration.
- Explore rainwater harvesting systems for irrigation and toilet flushing.



*Green Roof: Vancouver Public Library*

**7.1.8 Waste Reduction:** Reduce the generation of waste through careful design and construction practices, recycle construction materials, and provide recycling facilities and encourage businesses to reduce consumer waste by considering the following:

- Streamline demolition and construction practices to reduce waste.
- Recycle construction and demolition debris.
- Reduce landfill waste generated by commercial operations and residential occupants through educational programs focused on re-cycling opportunities.
- Provide facilities to encourage 3 stream waste separation and recycling.

**7.1.9 Health & Air Quality:** Explore ways to improve indoor air quality, noise, noxious emissions, and dust, particularly where children are present by considering the following:

- Retain and plant trees wherever possible that will grow to a significant size and contribute to mitigating heat island effects and improving air quality
- Select paints and adhesives, cabinetry and other building materials, and carpets that minimize off-gassing of toxic / allergenic chemicals.

**7.1.10 Sustainable Food System:** Seek opportunities for urban agriculture by considering the following:

- Provide garden plots and necessary facilities (i.e. toolsheds, composting) for new residents where possible.

**7.1.11 Sustainability Education and Longer Term Practices:**

Provide information to residential and commercial occupants on the sustainable strategies adopted by the project explaining how they can each do their part to participate in this initiative and consider the following in the development of the Oakridge Green Building and Sustainable Infrastructure Strategy:

- Green operations manuals for all commercial tenants and residents.
- Green janitorial practices for the retail spaces and commercial buildings.
- A recommissioning protocol for all facilities to optimize energy and water efficiencies over time.

### 8.1 IMAGE + CHARACTER

#### BACKGROUND

The following section outlines some of the qualitative aspects and aspirations that will be important to the overall image, character and experience of a redeveloped Oakridge Centre site based on the policy directions of this document. These ideas will be more fully expressed and expanded upon in the guidelines that will accompany the overall CD-1 rezoning for the site.

#### EXISTING POLICY

##### City Plan (1995)

Even with growth, Vancouver will keep much of what gives its neighbourhoods their look and feel - trees and greenery, heritage buildings, distinctive area identities, and generally low-scale buildings outside the central area. The major changes in building scale and character will occur in and around the downtown and in neighbourhood centres throughout the city in consultation with their respective communities.

#### NEW POLICY

**8.1.1 An Integrated Part of the City:** A new urban structure of a finer grained network of public streets and ways and a rhythm of block faces and entries should integrate the site with its surroundings, and make Oakridge Centre site a more integral part of the neighbourhood and the city.

**8.1.2 Memorable Public Places:** Open spaces, including streets, parks, plazas, greenways and walkways, should be planned and designed to be identifiable, memorable, and vital places. A public realm plan should be developed for all public streets and places on and adjacent to the Oakridge Centre site at the time of rezoning. Public spaces should:

- be key organizing elements of the site and designed as positive outdoor places defined by buildings, not simply space left over;

- be overlooked by residential buildings that extend the 24 hour presence and improve pedestrian safety;
- have good access to sunlight;
- have active edges and adjacent uses that contribute to the vitality and functionality of the outdoor space;
- be designed to accommodate a range of functions, times of the day, and seasons.

##### 8.1.3 Canada Line Corner – A Transit and Community Hub:

The corner of Cambie Street and 41<sup>st</sup> Avenue should become focused on transit functions. The redevelopment of the corner should:

- be designed as a significant architectural space and an Oakridge landmark, such as a galleria or wintergarden;
- have a high degree of light, visibility, and transparency;
- balance and ensure the visibility, public presence, and image of both the transit station and the Oakridge Centre entry;
- accommodate signage and displays as integrated design elements of the architecture;
- ensure that signage elements and lighting express the role and significance of the Centre and the station, while considering the effects on adjacent residences;
- include some retail uses such as coffee shops and restaurants near the Canada Line station so that the area will become a community focal point and meeting place, with extended hours and activities and a sense of security;
- include a community police station near the Canada Line station to help create a sense of security;
- provide street-oriented retail, views into retail spaces and storefront weather protection along Cambie Street and 41<sup>st</sup> Avenue to help create a positive pedestrian experience.

##### 8.1.4 A Connected, Integrated Urban Retail Mall Model:

Redevelopment of parts of Oakridge Centre represents an opportunity to take the mall from a suburban model to a new urban model. Public ways through the mall should:

- provide pedestrian connections from the southwest to the northeast, providing clear and convenient ways from the new and existing residential community to the Canada Line Oakridge Station at Cambie Street and 41<sup>st</sup> Avenue;

## 8.0 / IMAGE + CHARACTER

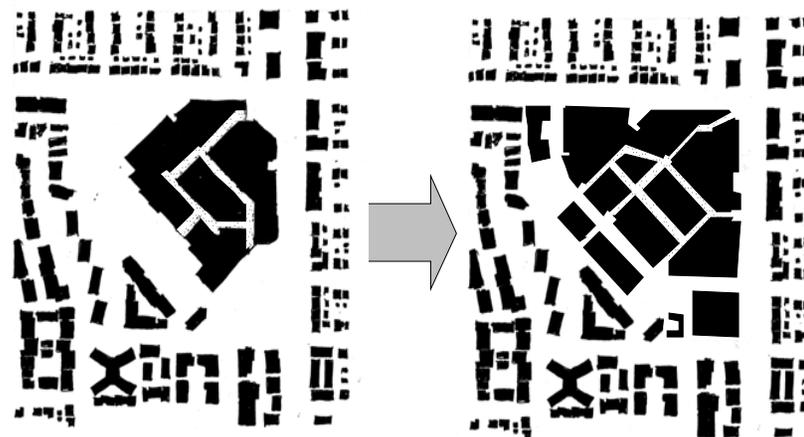
- consider the integration of a high level of amenity for pedestrian comfort, including natural daylight, trees and other landscape elements and be animated with activities along the corridor;
- offer extended hours access on at least one of the public ways through the mall from the High Street to the Canada Line Oakridge Station that is consistent with operating hours of the Canada Line.



**8.1.5 Retail Streetscapes:** Redevelopment of Oakridge Centre will create three new retail street frontages on Cambie, 41<sup>st</sup>, and the new High Street. While the extent and focus of these frontages will evolve and vary, the following are important considerations in achieving a safe and inviting retail streetscape and pedestrian environment:

- large building blocks broken down into an expression of smaller street-fronting retail;
- varied frontages and storefront rhythm;
- frontages of big uses/anchors reduced by lining street edge with smaller uses and frontages;
- individualized storefronts, canopies, signage;

- continuous weather protection;
- active uses and 'eyes on the street' on all levels;
- no blank walls, or obscured windows at grade or on upper levels;
- careful consideration of lighting and impact on surrounding residential uses;
- pedestrian scale lighting, lighting of landscape;
- residential overlook.



*Oakridge Centre existing*

*Oakridge Centre redeveloped*

**8.1.6 Residential Streetscapes:** Where street frontage is comprised of residential development at grade, buildings should:

- have their major entries, and as many unit entries as possible, on the street, and elevation designs that provide for interest and interaction between resident and street;
- be developed with entry transitions and semi-private outdoor spaces that are designed to create a close, yet comfortable relationship between the public realm of the street and the private space of the dwelling - steps and changes in grade, fences, gates, low walls, hedges and other plantings;
- allow glimpses into garden courtyards and semi-private outdoor space contained within the block.

## 8.0 / IMAGE + CHARACTER

**8.1.7 Cambie Street - A Great Street:** Reinforce Cambie Street as one of Vancouver's 'Great' streets, which should include the following:

- line the streets with buildings that provide a strong street presence and pedestrian interest;
- a mix of local and regional serving shops overlooked by new residential development;
- expanded pedestrian realm along Cambie Street;
- major mall entries and accesses to public ways address Cambie Street and facilitate pedestrian activity along its street frontage;
- enhanced planting of the street edge and Cambie Heritage boulevard;
- new and improved pedestrian crossings to better link to the community and street-oriented shopping on both sides of Cambie.

**8.1.8 41st Avenue:** 41st Avenue should become a mixed use street frontage with an enhanced pedestrian environment, including the following:

- line the street with buildings that provide a strong street presence and pedestrian interest;
- an expanded pedestrian realm where possible;
- consolidated and/or reduced vehicle sidewalk crossings;
- new and convenient pedestrian and cyclist street crossings to link the neighbourhood to the north;
- a strong residential presence and address;
- retail anchor identity and visibility into retail space.

**8.1.9 High Street:** A new High street through the site should:

- be the focus and primary residential address of the new neighbourhood;
- offer a unique urban scale, street oriented pedestrian shopping environment;
- provide a variety of pedestrian experiences and character including park frontage, a mixed use residential, retail and community use focus;
- facilitate traffic movement around the most public and commercial areas of the site, while keeping most traffic and access to Cambie Street and 41<sup>st</sup> Avenue;
- provide convenient on street parking for shops and services.

The changing views afforded by the configuration of the High Street as it turns offers a sequence of unique place-making opportunities that should be recognized with architectural elements and focal points in parks and public places.

**8.1.10 Green Legacy:** The redevelopment of the Oakridge Centre site should continue and enhance the green legacy of the Oakridge area including:

- a green seam of connected parks, walkways, and retained trees at the shared edge with the existing community to the south and southwest;
- enhancement of the Cambie Heritage Boulevard and bordering street edges;
- planting of new street trees, and large scale and specimen trees on streets and in onsite parks;
- double rows of street trees adjacent to major streets where feasible;
- retention of existing trees where possible;
- green roofs on new development where feasible;
- bringing the outside in through plantings in public ways through the interior of the mall, where possible.

## 8.2 TREES + LANDSCAPE

### BACKGROUND

Trees and landscaping improve the quality of urban life and contribute to a sense of community. They soften hard edges within the public realm, provide continuity in areas undergoing change, and visually connect and define the character of the community. From a sustainability perspective, trees are important in moderating climate and they improve air quality by recycling carbon to produce oxygen.

The relocation of surface parking underground and the creation of parks, public open space and public street creates new opportunities for significant tree planting.

With the proper preparation and equipment, some trees can be successfully relocated. For example, the developers of the Conservatory

## 8.0 / IMAGE + CHARACTER

Immediately south of Oakridge Centre on 45<sup>th</sup> Avenue relocated large specimens that would otherwise be lost to redevelopment.

There are a variety of trees along the western seam of the site along the fitness trail, including stands of tall Lombardi Poplar trees. Maple and Oak trees wrap the south-east corner at Cambie Street and 45<sup>th</sup> Avenue

Local residents rate the retention of existing significant trees as the most important goal amongst a number of possible sustainability initiatives.



Trees on the Oakridge Centre Site

### EXISTING POLICY

#### City Plan (1995)

Maintain and enhance streetscape character in development areas with street trees, sidewalks and landscaped setbacks in residential areas and pedestrian-friendly street frontages in commercial areas.

#### Oakridge Langara Policy Statement (1995)

Encourage the use of tree planting and other landscape development to help “greenscape” the area and improve its ecological health.

Through the City's Tree By-Law, protect perimeter trees at large development sites.

Plant large trees in public parks.

Require assessment of existing landscape and vegetation in all rezoning proposals with the view to minimizing water run-off through the provision of landscaping and pervious surfaces in the redevelopment.

Ensure that any future transit improvement on Cambie Street preserves the existing landscaped character of the heritage median.

#### Street Tree By-Law (1992)

All trees located in any boulevard, street, park and public woodland areas are owned and cared for by the Park Board.



Oak & Maple Trees on 45<sup>th</sup> Ave

## 8.0 / IMAGE + CHARACTER

### **Cambie Heritage Boulevard Designation (1993)**

The Cambie Boulevard is designated as municipal heritage site. This means that Council must approve any proposed changes to the boulevard. The boulevard's heritage designation values include its history, urban design, and landscaping features.

### **Private Property Tree By-Law (1991)**

The Tree By-Law allows the City to require replacements of larger trees removed to accommodate development or redevelopment of any site as part of the development application process. Applicants are required to submit information regarding all existing trees greater than 20 centimetres in diameter on or adjacent to a site.

### **Riley Park South Cambie Community Vision (2005)**

Maintain existing street trees and enhance wherever possible by adding trees where they are missing. Use a variety of strategies to increase the 'greening' of shopping areas.

Preserve the Cambie Heritage Boulevard. The Boulevard is an historic and characteristic element of and should be preserved as a public place in the community. Existing trees should be kept and maintained, or replaced where needed.

## **NEW POLICY**

**8.2.1 A Comprehensive Tree Plan:** Require a comprehensive arbourist's report at the rezoning phase to develop a strategy for retention, relocation and replacement of trees, taking into account the relative value of different tree species, lifespan, condition and appropriateness to location.

**8.2.2 Cambie Heritage Boulevard:** Any alterations proposed for the Cambie Heritage Boulevard for vehicle access should aim to balance or increase net green space, and any existing trees that may be affected will be considered through the required Heritage Alteration Permit process. Additional trees should be planted as part of a comprehensive Public Realm Plan, to be developed at time of rezoning, for this section of Cambie Street.

**8.2.3 Trees as Edge Conditions:** Emphasize retention of perimeter trees and enhancement of a green corridor of connected parks, walkways, and trees at the shared edge with the existing community to the south and southwest. In particular, retain Maple and Oak specimens around 45<sup>th</sup> Avenue and Cambie Street.



*On-site Poplars at the 'Green Seam' on western edge of site*

**8.2.4 A Green Corridor:** Create a green corridor that could include:

- enhancement of the Cambie Heritage Boulevard and bordering street edges;
- planting of new street trees and legacy trees on streets and in onsite parks;
- planting double rows of street trees adjacent to major streets where feasible.



*Existing Plantings and trees*

**8.2.5 Street Trees:** Provide a double-row of street trees along 41<sup>st</sup> Avenue and Cambie Street. Provide street trees along all new roads.

## 8.0 / IMAGE + CHARACTER

**8.2.6 41<sup>st</sup> Avenue Median:** Consider the introduction of a planted median on 41<sup>st</sup>, as part of any roadway and access tunnel reconfiguration.

**8.2.7 Tree Relocation:** In locations where tree retention is not feasible, consider relocation of existing trees to other areas of the site.

**8.2.8 Legacy Trees:** Where appropriate, plant large calliper 'legacy' trees that will continue to grow to substantial size over their lifespan.

**8.2.9 Trees Above Structures:** Where trees are above underground structure, design planting areas to sustain large scale trees over a long lifespan.

**8.2.10 Plantings Along Public Corridors:** Consider plantings in external and internal public ways in and through the site.

**8.2.11 Public Open Space Plantings:** Ensure that significant landscaping be incorporated into public plazas and near mall entranceways.

### 9.1 A FEASIBLE PHASING PLAN

#### BACKGROUND

This Policy Statement anticipates that the redevelopment of the Oakridge Centre site will occur through a series of construction phases over the next 10 to 20 years.

The precise extent and timing of subsequent stages are unknown at this time.

Given these uncertainties it is necessary to establish a series of principles to guide the phasing strategy. These include both general phasing considerations as well as principles concerned with securing the delivery of key elements of a development plan, including infrastructure, facilities and public benefits.

An underlying principle is that increased intensity of uses on the site will require commensurate increases in amenity for existing and new residents.

The property owners seek to keep the centre operational through redevelopment, so in principle the viability of the mall must be maintained with each phase.

#### EXISTING POLICY

There are no policies dealing with phased development at Oakridge Centre.

#### NEW POLICY

**9.1.1 Detailed Phasing Plan:** Rezoning applications must include a detailed phasing plan identifying:

- How each phase will independently function and contribute to an improved Transit Oriented Development, Neighbourhood Centre and Municipal Centre.

- How each phase will maintain access to existing community facilities required by existing zoning.
- Each phase should strive to deliver a balanced mix of land uses supported by community amenities and infrastructure, while considering market conditions, construction economics, parking and leasing arrangement factors that might affect the phased development.



## **APPENDIX: ILLUSTRATIVE CONCEPT EXPLORATIONS**

This Appendix records some of the concepts that were explored as part of the Oakridge Centre Policy planning program. Attached are materials that were used in public open houses and which outline some of the key ideas that emerged during the planning and consultation process.

While the Oakridge Centre Policy Plan will lead to modifications to what is shown in this Appendix, the most recent concept “Where We Are” (dating from July 2006) does illustrate the general approach to intensification of this important transit-oriented mixed-use site that is outlined in this document.

The following materials also record some of the key public input and concerns, and show how this was reflected in evolving concepts for the site.

# APPENDIX : ILLUSTRATIVE CONCEPT EXPLORATIONS

## WHERE WE WERE



Oakridge Centre  
Policy Planning Program

October 2005 • Concept Model

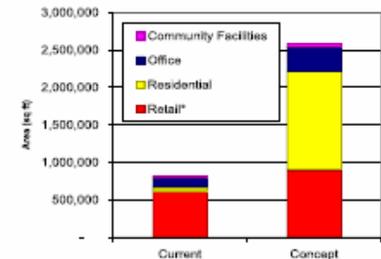


### October 2005 Concept Summary

- Extensive phased redevelopment of the existing mall to allow construction of parking below and a second level of retail above
- Retail expanded out to 41st and out to Cambie/45th Ave.
- Addition of Residential and Office uses
- 4 large floorplate 23 storey residential towers located on the north side of the new street
- 12 storey residential tower on 41st
- 10 storey office building on Cambie
- A public street connecting 41st and Cambie (alternate street configuration connecting to 45th)
- a network of pedestrian routes through the site
- Two parks totalling 2.83 acres
- Room for expansion of community facilities

### October 2005 Concept By Use and Area

	Current	Concept
Retail*	619,000	900,000
Residential	50,400	1,313,800
Non Market (Seniors)	-	100,000
Ground Oriented Residential <sup>^</sup>	-	134,400
Mid Rise Residential	50,400	547,400
High Rise Residential	-	532,000
Office	126,600	327,000
Community Facilities	25,230	50,000
Parks	-	(2.83 acres)
<b>Total</b>	<b>821,230</b>	<b>2,590,800</b>



\* Gross Leasable Area (does not include circulation)  
^ Includes residential area with access to rooftop space

October 2005 • Concept Roof Plan



### Residential

- High Rise (10 to 21 Storeys) (= 23 typical residential storeys)
- Mid Rise (5 to 9 Storeys)
- Ground Oriented Row/Townhouse/Low Rise (Up to 4 Storeys)

### Office

- High Rise (10+ Storeys)
- Mid Rise (5-9 Storeys)

### Follow Up Workshop - December 2005

Alternative massing options were discussed and debated in workshops following the October 2005 open houses. This feedback helped shape the conceptual plan that has been brought to this open house series.

### Workshop Massing Options

October 2005 Model



Scenario A



Scenario B

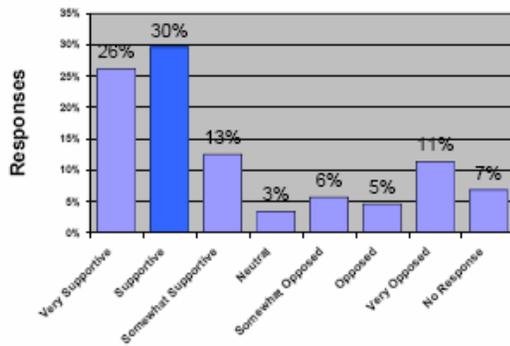


## WHAT WE'VE HEARD

### Land Use Mix

- Overall positive public response to the proposed mix.

### Overall Opinion of the October 2005 Draft Concept



### Retail

- Support for increasing and expanding the mix of retail at Oakridge Centre.
- Residents want a greater selection of shops and services including those that serve daily /weekly shopping needs.
- Many people seek some value oriented shops rather than more fashion retailers.

### Community Facilities

- Support for expansion of existing and provision of new facilities, particularly an expanded library, seniors' centre, community policing, and flexible community space.



### Residential Uses

- Support for housing diversity that is suitable for a variety of households
- Positive response to low and mid rise housing forms massing.
- A range of opinions about high rises. Some people saw this as an opportunity and key site for intense transit-oriented development, but many people were concerned about the extent, location, image and height of taller buildings:
  - Row of equally tall, broad towers has intrusive Metrotown character
  - Concern about view impacts particularly from the south
  - Buildings above 10 storeys are not in keeping with community character
- December Workshop Massing Alternatives A & B - all midrise, or lower towers were too repetitive and wall like - variety in built form and height is desirable



### Pedestrians, Cyclists, Transit

- People supported short, safe, convenient routes through the centre linking neighbourhood routes and rapid transit.
- Support for maintaining mall access from 41<sup>st</sup> Ave. and Cambie St. and new on-site High Street
- Concern that development ensure safety and security around Canada Line area.



### Park

- People want safe, well landscaped, on-site parks and open spaces that meet active and passive recreation needs.
- About 60% thought 2.83 acres of onsite park was enough, or more than enough



### Vehicular Movement

- Strong support for keeping mall traffic off local streets (i.e. 45<sup>th</sup> Ave.)
- Support for maintaining mall access from 41<sup>st</sup> Ave. and Cambie St. and the new street through the site.
- General support for widening the tunnel on 41<sup>st</sup> Ave.

# APPENDIX : ILLUSTRATIVE CONCEPT EXPLORATIONS

## RESPONSE TO FEEDBACK



Oakridge Centre  
Policy Planning Program

### The following were supported by the community, or reflect standard City policy, and have been carried through in this current concept:

- Expanded regional retail with a mix of local retail, residential, office and community facility uses
- Local Serving Retail within a loosely configured on-street precinct that clusters stores and services that meet daily/weekly shopping needs.
- Dedication of one public street through the 28-acre site
- Provision of two on site public parks
- More direct and public pedestrian routes through the mall and site to support Transit use
- Improved Cambie St. and W41st Ave. frontage to provide active, street-oriented uses
- Integration of site with existing grid of City streets, lanes, bikeways and greenways
- Options that allow the co-location, expansion and addition of community facilities (approximately 60,000 sq ft total illustrated including an expanded library)
- Provision of required 20% non-market housing



### The following changes have been made in response to what we heard:

#### To avoid Metrotown character and to better relate to community character:

- Central site and street wall buildings similar in scale to existing 4 to 6 storey buildings
- Clustered density to open up mountain and sky views through centre of site
- Stepped tower heights to create transition from surrounding community scale
- Taller buildings moved off street alignments to reduce intrusion
- Active street edges and quality pedestrian environment
- Tallest buildings located on large scale, major streets

#### To improve view retention

- Slimmer towers with smaller floorplates (6,500 ft<sup>2</sup>) On upper levels
- Buildings reoriented to street grid to reduce size of exposed building face
- Taller buildings located and clustered to minimize impact on views
- Midrise massing reduced in key areas such as the Ash Street alignment and corners along 45th

#### To limit traffic impacts:

- All services, retail parking, and most residential parking access from new high street, 41st Ave and Cambie.
- Existing service access from 45th Ave. removed

#### To ensure safety and security at the Canada Line Station:

- Development built out onto plaza at 41st and Cambie to bring retail and other extended hour activity to the station area.
- Cluster residential density on 41st and Cambie animates the street and station area and brings security of "eyes on the street".



# APPENDIX: ILLUSTRATIVE CONCEPT EXPLORATIONS

## WHERE WE ARE



Oakridge Centre  
Policy Planning Program



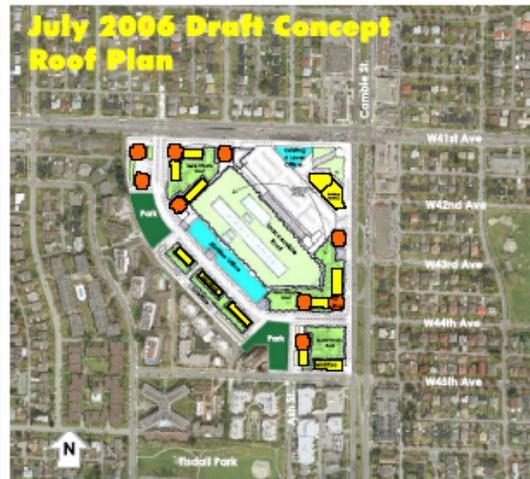
Revised Concept - July 2006

### July 2006 Draft Concept Description

- More limited demolition of existing mall structure. Oakridge regional mall expanded up to a second level, and out to Cambie Street and 41<sup>st</sup> Ave.
- Redevelopment serves local community with conveniently located daily needs shopping, clustered community facilities, and easy access to transit.
- Additional offices provide professional services and improve ridership.
- Interior mall spaces are 'wrapped' with active street oriented edges.
- Mall entries and pedestrian routes connect and integrate with surrounding urban fabric and public realm.
- Public mall routes facilitate pedestrian access to Canada Line station
- Cambie redeveloped with street-oriented retail & enhanced pedestrian environment
- A new mixed use High street connecting 41<sup>st</sup> and Cambie is a retail focus and a residential address. High Street provides access and directs traffic to arterials.
- Connections with surrounding streets and lanes extend onto the site making pedestrian and bike links with the community.
- A 'Green seam' of parks/public open spaces/greenway provide visual focus and form the edge of development along the south and southwest. Overlook of two new onsite parks, totally 2.0 acres is shared with the existing community.
- Building onto the existing plaza brings retail and other activity to the Canada Line station. An interior main mall galleria provides a landmark entry point, and convenient station access.
- A variety of building types including street wall buildings of 3 to 8 storeys, and two clusters of towers, varied in height, from 12 storeys to 22 storeys (200 feet).
- Streetwall buildings define and shape public outdoor spaces, and bring vitality and scrutiny through eyes on the street.
- Tower clusters reduce impacts on views, and place new residents closest to major public streets and easiest access to Canada Line Station



July 2006 Draft Concept Ground Plan



July 2006 Draft Concept Roof Plan

### July 2006 Draft Concept:

	Current	July 2006 Draft Concept
<b>Retail*</b>		
Interior Oriented	619,000	950,000
Street Oriented		
<b>Total Residential</b>	50,400	1,250,400
Non Market (Seniors/Family)	-	200,000
Market	50,400	1,050,400
<b>Office</b>	126,600	326,600
<b>Community Facilities</b>	25,230	60,000
<b>Parks</b>	-	(2.0 acres)
<b>Total</b>	<b>821,230</b>	<b>2,537,000</b>

\* Gross Leasable Area (GFA) not include circulation