

OAKRIDGE TRANSIT CENTRE AND ADJACENT SITES

POLICY STATEMENT



December 2015

Approved by Vancouver City Council on December 16, 2015

CONTENTS

1.0	Background	1
2.0	Vision and Guiding Principles	11
3.0	Land Use and Density	15
4.0	Parks and Public Spaces	19
5.0	Circulation and Transportation	25
6.0	Built Form, Massing and Height	37
7.0	Sustainability and Green Infrastructure	46
8.0	Community Amenities	52
9.0	Adjacent Sites	56
10.0	Illustrated Development Concept	62
11.0	Appendices	65

BACKGROUND 1.0



1.0 BACKGROUND

1.1 INTRODUCTION

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

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

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



Oakridge Transit Centre (April 2014)

1.0 BACKGROUND

1.1 INTRODUCTION (CONT.)

SITE DESCRIPTION

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

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



Oakridge Transit Centre Site and adjacent properties

1.0 BACKGROUND

1.1 INTRODUCTION (CONT.)

SITE HISTORY

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

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



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

1.0 BACKGROUND

1.2 OTC PLANNING PROGRAM

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

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

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

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

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



OTC Open House at VanDusen Botanical Garden (June 2014)

1.0 BACKGROUND

1.3 APPROVED COUNCIL POLICY

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

CITYPLAN

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

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

OAKRIDGE LANGARA POLICY STATEMENT

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

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

1.0 BACKGROUND

1.3 APPROVED COUNCIL POLICY (CONT.)

CAMBIE CORRIDOR PLAN

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

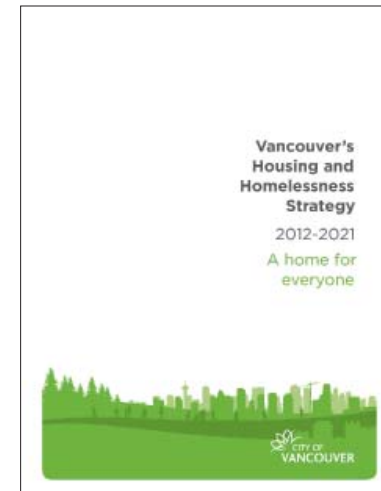
Planning for the third phase of the Cambie Corridor is underway which will consider areas of transition along the corridor and properties directly adjacent to the major projects sites (including the OTC).



HOUSING AND HOMELESSNESS STRATEGY

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

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



1.0 BACKGROUND

1.3 APPROVED COUNCIL POLICY (CONT.)

TRANSPORTATION 2040 PLAN

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

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

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

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



1.0 BACKGROUND

1.3 APPROVED COUNCIL POLICY (CONT.)

GREENEST CITY: 2020 ACTION PLAN

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



GREEN BUILDINGS POLICY FOR REZONINGS

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

REZONING POLICY FOR SUSTAINABLE LARGE DEVELOPMENTS

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

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

1.0 BACKGROUND

1.4 ROLE OF POLICY STATEMENT

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

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

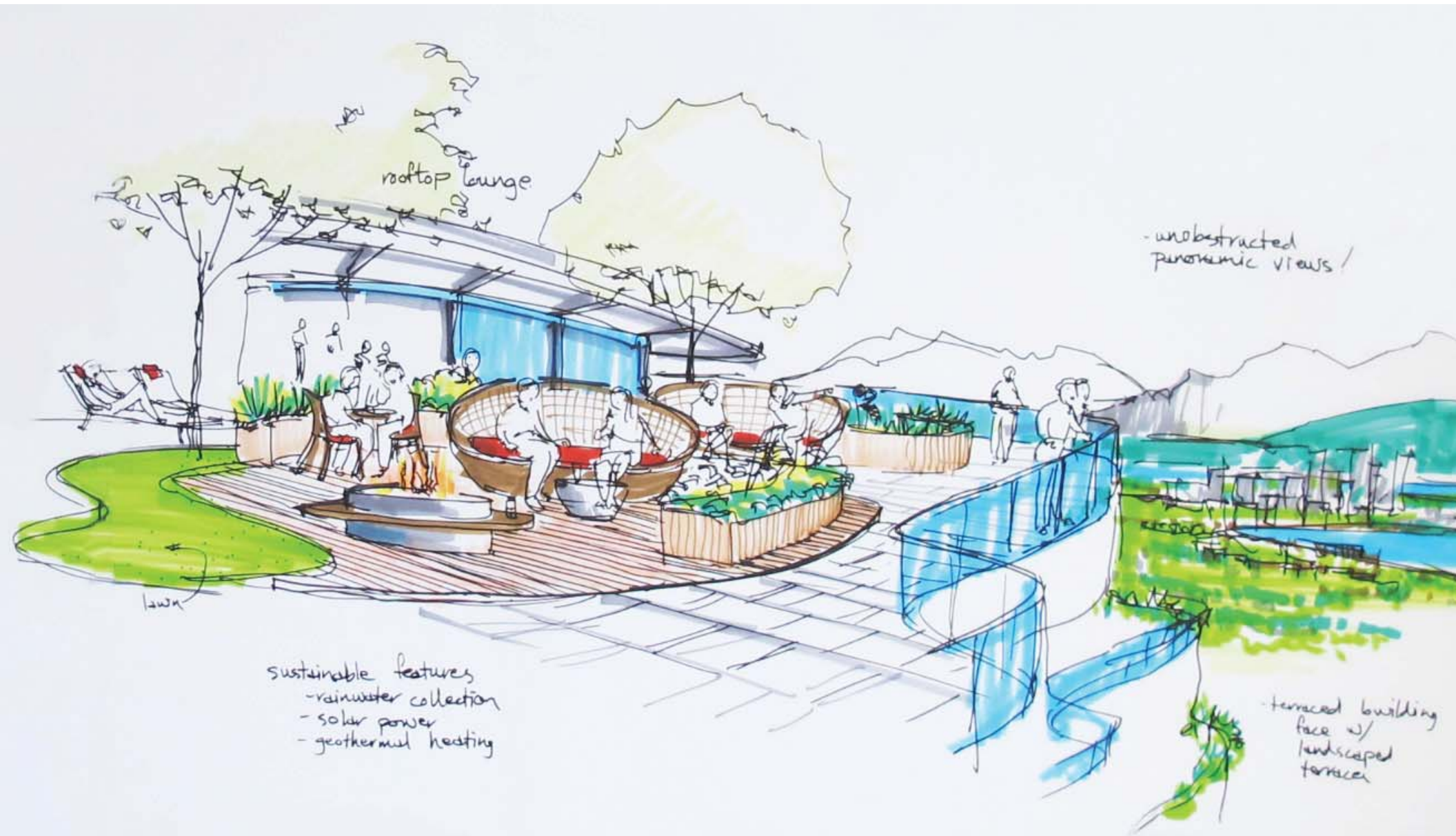
Created through a comprehensive planning process, the Policy Statement provides clarity on the future of the site and guides the rezoning process. It represents the public and private interests that have been articulated in the planning process and ensures that those interests carry forward with the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

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



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

VISION AND GUIDING PRINCIPLES 2.0



2.0 VISION AND GUIDING PRINCIPLES

2.1 VISION

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

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

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



View across the future OTC site facing North Shore Mountains

2.0 VISION AND GUIDING PRINCIPLES

2.2 GUIDING PRINCIPLES

The following principles will guide future development of the site. They build upon the central themes identified in the Illustrated Brainstorming Session and community consultation and reflect the goals of the City and landowner. These high-level principles summarize and integrate the more detailed policies in chapters to follow.

NEIGHBOURHOOD IDENTITY

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



GREEN SPACE

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



Drawing from Illustrated Brainstorming Session (June 2014)

NEIGHBOURHOOD-SERVING RETAIL

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

2.0 VISION AND GUIDING PRINCIPLES

2.2 GUIDING PRINCIPLES

MID-RISE DISTRICT

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

HOUSING VARIETY AND AFFORDABILITY

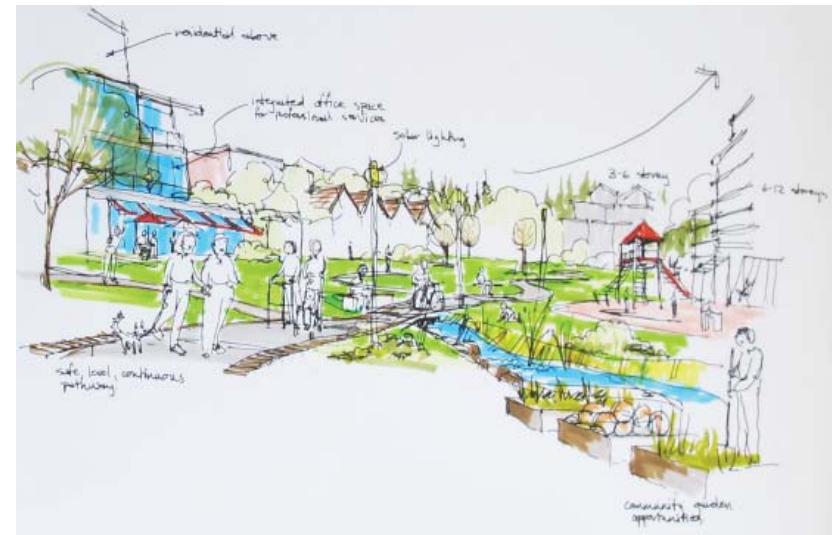
Ensure the neighbourhood is designed to accommodate a range of household incomes by providing market condominiums, rental housing and affordable housing for households with low incomes, seniors and those with mental illness or addictions. Through site design, maximize opportunities for ground-oriented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

COMMUNITY CONNECTIONS

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

SUSTAINABLE SYSTEMS AND GREEN INFRASTRUCTURE

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



Drawing from Illustrated Brainstorming Session (June 2014)

LAND USE AND DENSITY

3.0



3.0 LAND USE AND DENSITY

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

3.1 BACKGROUND

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

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

MIX OF USES

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

RETAIL AND SERVICE USES

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

CHILDCARE

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

3.0 LAND USE AND DENSITY

3.2 POLICIES

3.2.1 DENSITY

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

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

3.2.2 20% AFFORDABLE HOUSING

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

3.2.3 FAMILY HOUSING

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

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



Stacked townhouses at 3600 Commercial St.

3.0 LAND USE AND DENSITY

3.2 POLICIES (CONT.)

3.2.4 LOCAL-SERVING RETAIL

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

3.2.5 CHILDCARE CENTRE

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

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



Example of retail frontage proposed along 41st Avenue

PARKS AND PUBLIC SPACES 4.0



Credit: Ernie Stelzer

4.0 PARKS AND PUBLIC SPACES

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

4.1 BACKGROUND

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

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

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

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

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

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

SURROUNDING PARK CONTEXT



4.0 PARKS AND PUBLIC SPACES

4.2 POLICIES

4.2.1 NEIGHBOURHOOD PARK

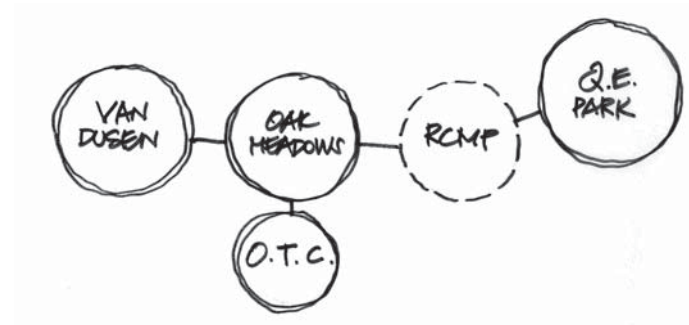
- Provide a minimum of 2.3 acres of park and open space comprised of City-owned park, open space secured through statutory rights-of-way and childcare centre site.
- Provide at least 2.0 acres of City-owned park. The childcare centre's outdoor play space may be accommodated within the park and shared,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



4.0 PARKS AND PUBLIC SPACES

4.2 POLICIES (CONT.)

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



Ecological network diagram

4.2.2 PUBLIC SPACES

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



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

4.0 PARKS AND PUBLIC SPACES

4.2 POLICIES (CONT.)

4.2.3 LEGIBILITY AND ANIMATION OF PUBLIC SPACES

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

4.2.4 MEMORY

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

4.2.5 SUSTAINABLE PUBLIC SPACES

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



River District Farmers Market

CIRCULATION AND TRANSPORTATION 5.0



5.0 CIRCULATION AND TRANSPORTATION

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

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

CONTEXT

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

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

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

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

SURROUNDING TRANSPORTATION CONTEXT



5.0 CIRCULATION AND TRANSPORTATION

5.1 BACKGROUND (CONT.)

CONNECTIONS AND PERMEABILITY

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

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

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



5.0 CIRCULATION AND TRANSPORTATION

5.1 BACKGROUND (CONT.)

TRANSPORTATION STRATEGY

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



Sketch of an active, safe and welcoming public street

5.2 POLICIES

5.2.1 STREETS FOR PEOPLE

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

5.0 CIRCULATION AND TRANSPORTATION

5.2 POLICIES (CONT.)

5.2.2 STREETS

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

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

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



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

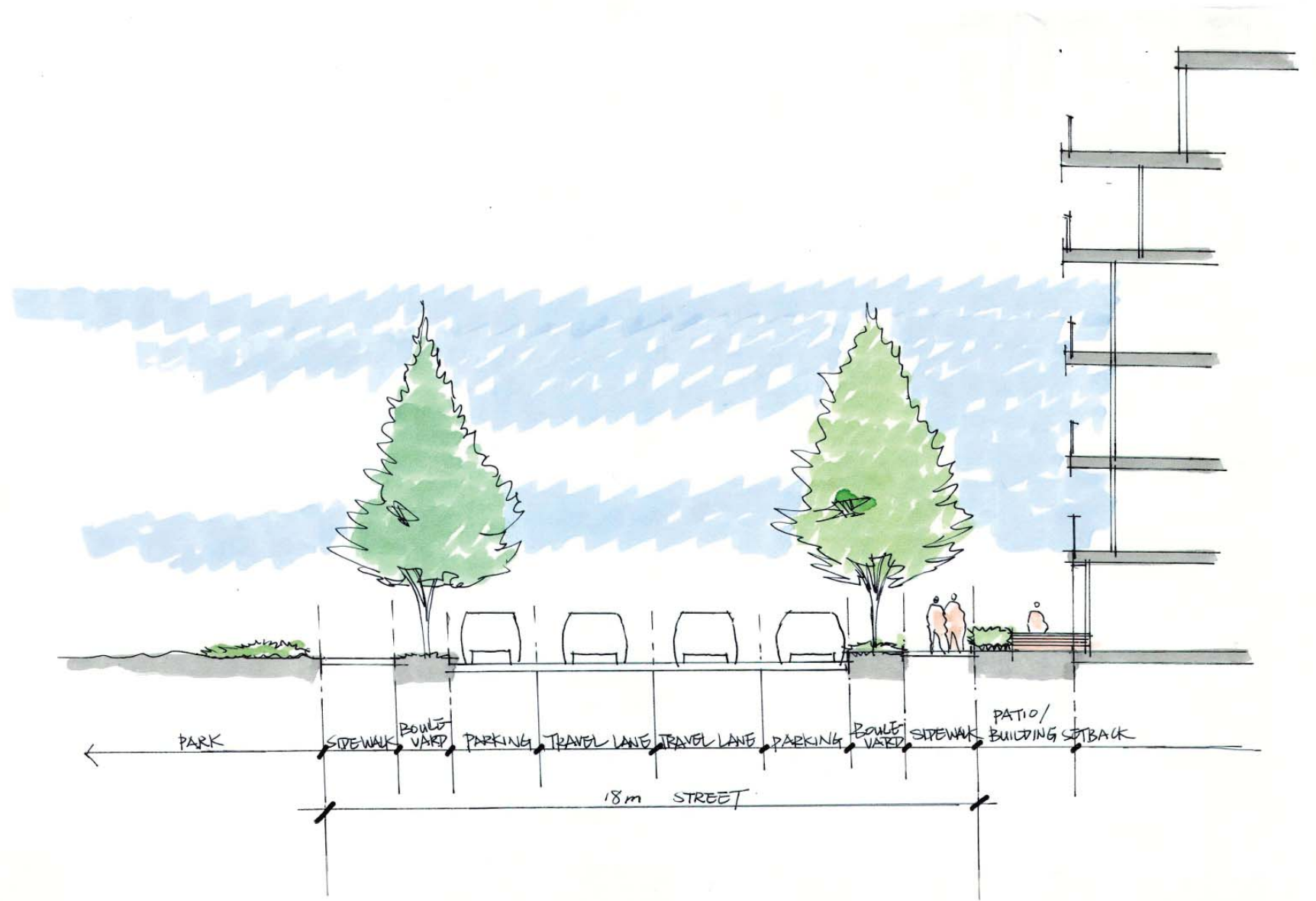
5.0 CIRCULATION AND TRANSPORTATION

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



5.0 CIRCULATION AND TRANSPORTATION

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



5.0 CIRCULATION AND TRANSPORTATION

CONCEPTUAL STREET SECTION: 41ST AVENUE (NORTH SIDE)



5.0 CIRCULATION AND TRANSPORTATION

5.2 POLICIES (CONT.)

5.2.3 LANES

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

5.2.4 PEDESTRIAN AND CYCLIST CONNECTIONS

- Provide a non-vehicular connection aligned with 39th Avenue, secured by statutory rights-of-way to the City, as follows:
 - » on the OTC site provide a shared pedestrian and cyclist connection from the existing lanes through to the new streets flanking the park. The connection should be at least 12 m (40 ft.) wide with detailed design to be determined through the rezoning.

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

5.0 CIRCULATION AND TRANSPORTATION)

5.2 POLICIES (CONT.)

5.2.5 PERMEABLE PARCELS

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

5.2.6 IMPROVEMENTS TO EXISTING STREETS

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

5.2.7 TRANSIT IMPROVEMENTS

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

5.2.8 MINIMIZE IMPACTS ON NEIGHBOURING STREETS

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



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

5.0 CIRCULATION AND TRANSPORTATION

5.2 POLICIES (CONT.)

5.2.9 PEDESTRIAN AND CYCLIST SUPPORTIVE BUILDING DESIGN

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

5.2.10 PARKING AND LOADING

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



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

BUILT FORM, MASSING, AND HEIGHT 6.0



6.0 BUILT FORM, MASSING AND HEIGHT

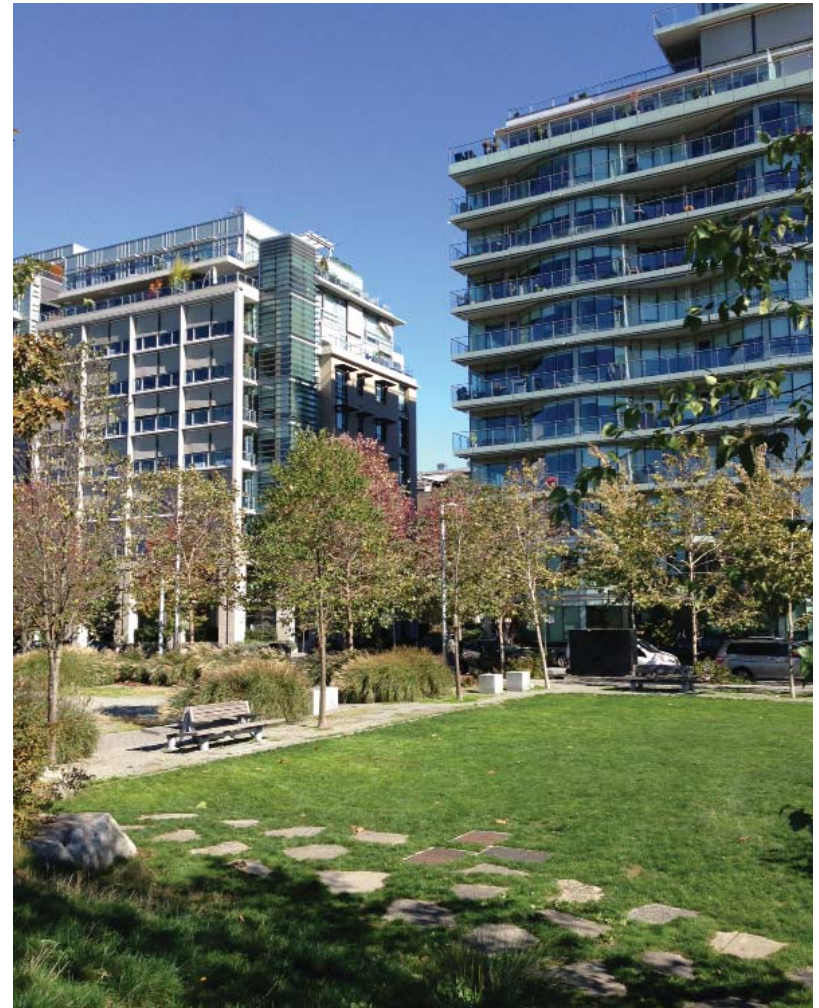
This section provides guidance on building form, massing, and height to create a varied and interesting urban neighbourhood. For site density, refer to Section 3 *Land Use and Density*.

6.1 BACKGROUND

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

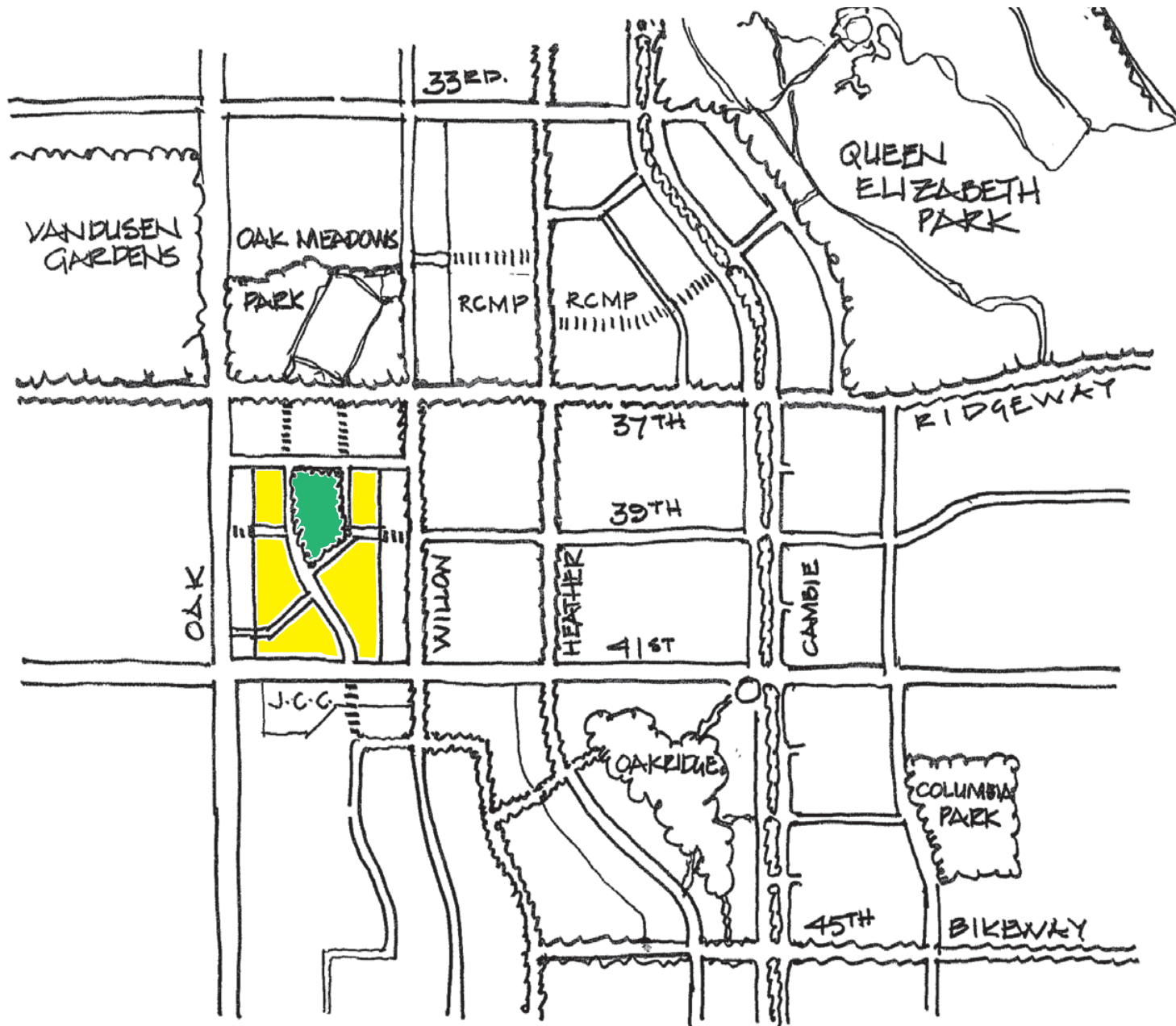
The Oakridge Langara Policy Statement encourages a mix of housing types including townhouses, stacked townhouses, low- and mid-rise buildings with a focus on ground-oriented housing. Through a comprehensive planning process for the OTC site, a conceptual plan was created containing a variety of building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

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



Example of mid-rise building form

OTC WITHIN OAKRIDGE NEIGHBOURHOOD CONTEXT



6.0 BUILT FORM, MASSING AND HEIGHTS

6.1 BACKGROUND

BUILDING HEIGHT AND FORM

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

SOLAR ACCESS

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

ANIMATION AND VARIATION IN DESIGN

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

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

PERMEABILITY AND LIVABILITY

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

6.0 BUILT FORM, MASSING AND HEIGHTS

6.2 POLICIES

6.2.1 TRANSITIONAL EDGES

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

6.2.2 OPPORTUNITIES FOR HEIGHT

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



6.0 BUILT FORM, MASSING AND HEIGHTS

6.2 POLICIES (CONT.)

6.2.3 VARIATION

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

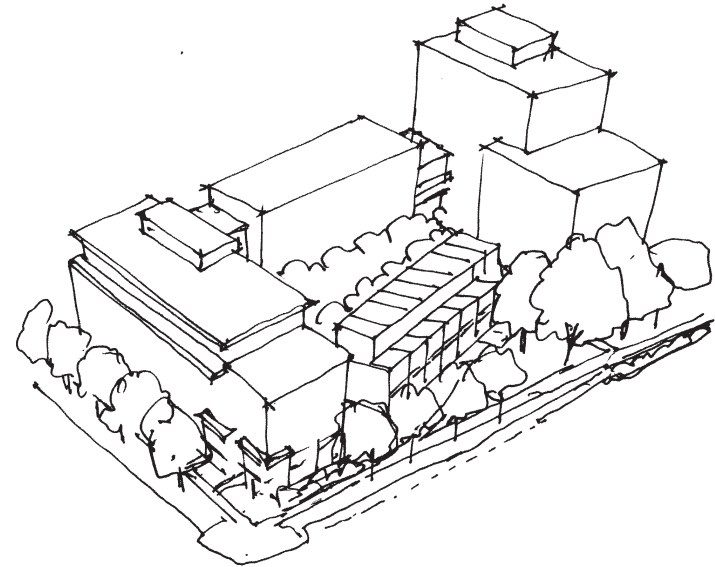


Illustration of building variation

6.2.4 PARK FRONTAGES

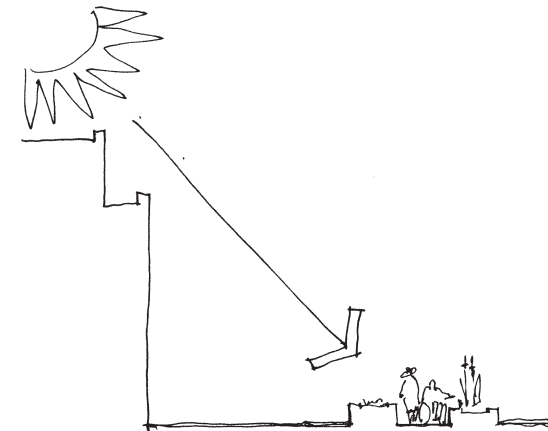
- Design buildings to frame and activate the edges of parks and public open space with front doors and active public spaces.
- Buildings fronting the park should be stepped back above the 5th floor to frame the park and provide terraces and opportunities for planting at upper levels.

6.0 BUILT FORM, MASSING AND HEIGHTS

6.2 POLICIES (CONT.)

6.2.5 SOLAR ACCESS

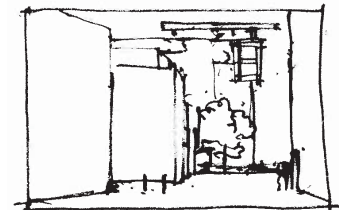
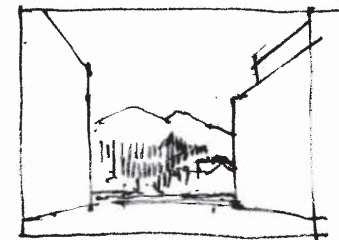
- Solar access on parks, public spaces and neighbouring residences should guide the form, height and placement of buildings.
- Place considerable emphasis on solar access on: public parks, public spaces and retail frontages with seating in the public realm; the location for urban food community market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



Solar access on public spaces

6.2.6 VIEWS

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



Sequential views

6.0 BUILT FORM, MASSING AND HEIGHTS

6.2 POLICIES (CONT.)

6.2.7 PERMEABILITY AND LIVABILITY

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



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

6.0 BUILT FORM, MASSING AND HEIGHTS

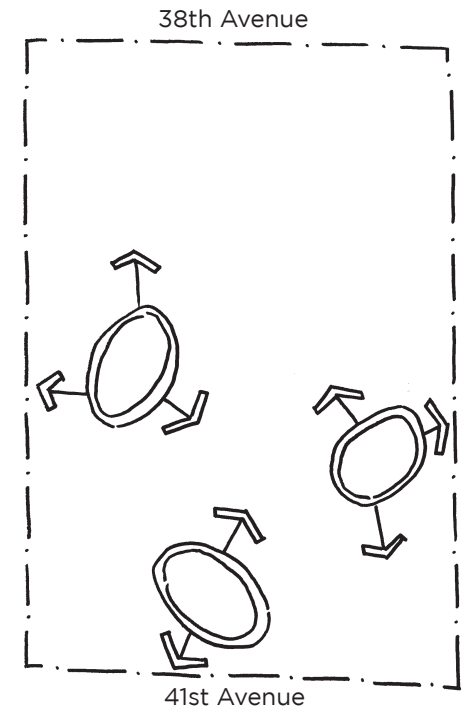
6.2 POLICIES (CONT.)

6.2.8 HOUSING MIX AND AFFORDABILITY

- Provide ground-oriented housing by including front doors at the ground level of low- and mid-rise buildings.
- Market housing should include opportunities for 'flex suites' or 'breakaway suites', as well as units with modest finishes, to improve the variety of unit types, price points and tenure, and provide additional ways to achieve affordability in market housing.
- Explore opportunities to increase affordability through the construction of wood-frame buildings of 6 storeys and less.
- Integrate affordable housing buildings seamlessly into the site, with units in a variety of building types and sizes.

6.2.9 CHARACTER

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



Integrated affordable housing

SUSTAINABILITY AND GREEN INFRASTRUCTURE

7.0



7.0 SUSTAINABILITY AND GREEN INFRASTRUCTURE

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

7.1 BACKGROUND

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

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

GREEN BUILDINGS

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



Solar collector on roof of affordable housing building

7.0 SUSTAINABILITY AND GREEN INFRASTRUCTURE

7.1 BACKGROUND (CONT.)

SUSTAINABLE LARGE DEVELOPMENT PLANNING

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

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

incorporation of low carbon vehicles, such as electric vehicles.

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

7.0 SUSTAINABILITY AND GREEN INFRASTRUCTURE

7.1 BACKGROUND (CONT.)

LOW CARBON NEIGHBOURHOOD ENERGY

The Greenest City Action Plan seeks to reduce city-wide GHG emissions by 33% or 1,110,000 tonnes of CO₂ per year by 2020. Neighbourhood Energy Systems are targeted to deliver 11% of this reduction (120,000 tonnes per year) by more efficiently delivering thermal energy to connected buildings and incorporating a range of potential low carbon energy sources. In October 2012, Council adopted the Vancouver Neighbourhood Energy Strategy, which identified the Cambie Corridor as a target area for NES development.

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



Neighbourhood energy utility

7.0 SUSTAINABILITY AND GREEN INFRASTRUCTURE

7.2 POLICIES

7.2.1 GREEN BUILDINGS

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



Building with solar shading

7.2.2 SUSTAINABLE LARGE DEVELOPMENTS

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

7.0 SUSTAINABILITY AND GREEN INFRASTRUCTURE

7.2 POLICIES (CONT.)

7.2.3 NEIGHBOURHOOD ENERGY

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

7.2.4 UTILITIES AND SITE SERVICING

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

7.2.5 RECTIFIER

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

COMMUNITY AMENITIES 8.0



8.0 COMMUNITY AMENITIES

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

8.1 BACKGROUND

COMMUNITY AMENITIES

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

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

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

AFFORDABLE HOUSING

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

TRANSPORTATION

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

8.0 COMMUNITY AMENITIES

8.2 POLICIES

8.2.1 PARK AND OPEN SPACE

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

8.2.2 CHILDCARE CENTRE

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

8.2.3 TRANSPORTATION IMPROVEMENTS

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

8.2.4 20% AFFORDABLE HOUSING

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

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

8.0 COMMUNITY AMENITIES

8.2 POLICIES (CONT.)

8.2.5 DELIVERY OF COMMUNITY AMENITIES

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



Example of childcare centre outdoor play space

ADJACENT SITES 9.0

809 WEST 41
OAKMONT MEDICAL CENTRE

PODIATRIST
N. LINDY & J. LINDY
Dr. Marc Lindy

Legacy
SCRIPTIONS

9.0 ADJACENT SITES

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

9.1 BACKGROUND

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

1. PETRO-CANADA STATION

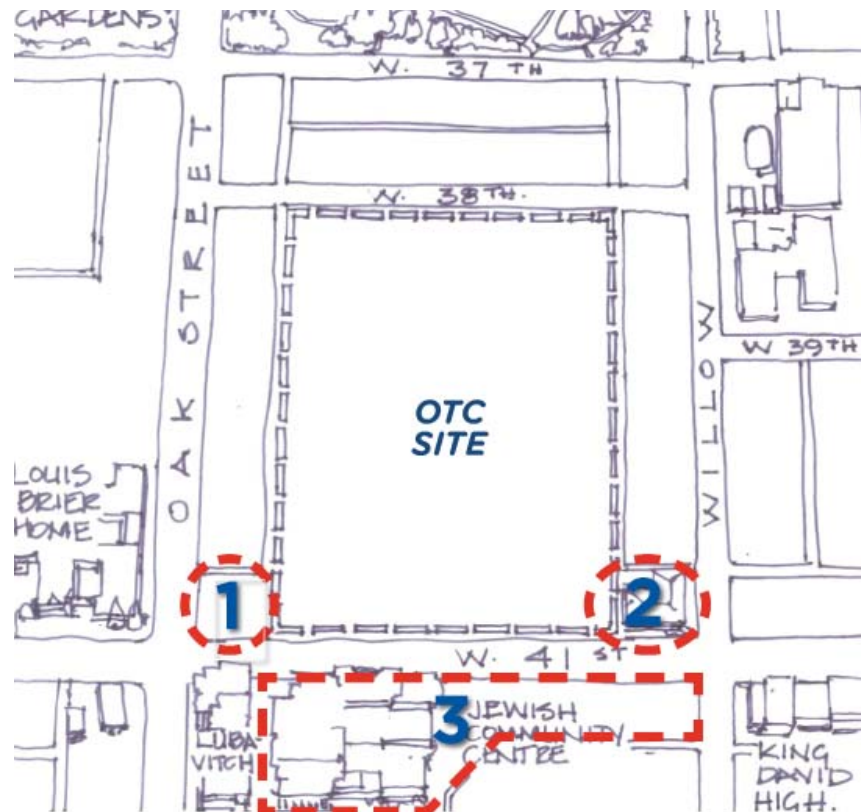
The gas station occupies a prominent location at the corner of Cambie Street and Oak Street. The site is zoned C-1 which allows for small-scale retail convenience uses. This site is not included in either the Oakridge Langara Policy Statement or the Cambie Corridor Plan.

An 8 storey mixed-use building will mark this important intersection and will provide scale transition to taller buildings on the OTC site. This site will be similar to building forms proposed for corner sites along the Cambie Corridor, e.g. King Edward Avenue.

2. OAKMONT MEDICAL BUILDING

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

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



Map of the OTC adjacent sites

9.0 ADJACENT SITES

9.1 BACKGROUND (CONT.)

3. JEWISH COMMUNITY CENTRE

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

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

Through the direction provided in this Policy Statement and the Cambie Corridor Phase 3 Interim Rezoning Policy, staff are recommending that a site-specific rezoning process be supported for the JCC. At the time of rezoning consideration will be given to: replacement of the existing community centre, expanded program, new uses, potential phasing challenges and neighbourhood context, which includes adjacent single-family houses and the OTC site across 41st Avenue; the City's goals of affordable housing, public benefits, amenities and sustainability; and design considerations for density and height, circulation and movement, scale and building type.

9.0 ADJACENT SITES

9.2 POLICIES

9.2.1 PETRO-CANADA AND OAKMONT SITES

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

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

9.2.2 PETRO-CANADA STATION

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

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

9.0 ADJACENT SITES

9.2 POLICIES (CONT.)

9.2.3 OAKMONT MEDICAL CENTRE

- The **net** density for this site is 2.0 to 2.5 FSR*.
- A residential or mixed-use building will be allowed up to 6 storeys.
- Above 5 storeys, upper floors will be stepped back from 41st Avenue.
- Buildings will activate and enhance the adjacent lane by providing active uses on the rear.
- Development proposals will include public realm improvements (e.g. street trees, weather protection, public plazas, seating areas).
- For additional guidance with respect to building form please refer to the Cambie Corridor Plan Section 5 *Built Form Guidelines*.
- Section 4.4.3 of the Cambie Corridor Plan (W41st Avenue: Willow – Columbia Street) provides additional context regarding the properties to the east of the Oakmont site.

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

9.0 ADJACENT SITES

9.2 POLICIES (CONT.)

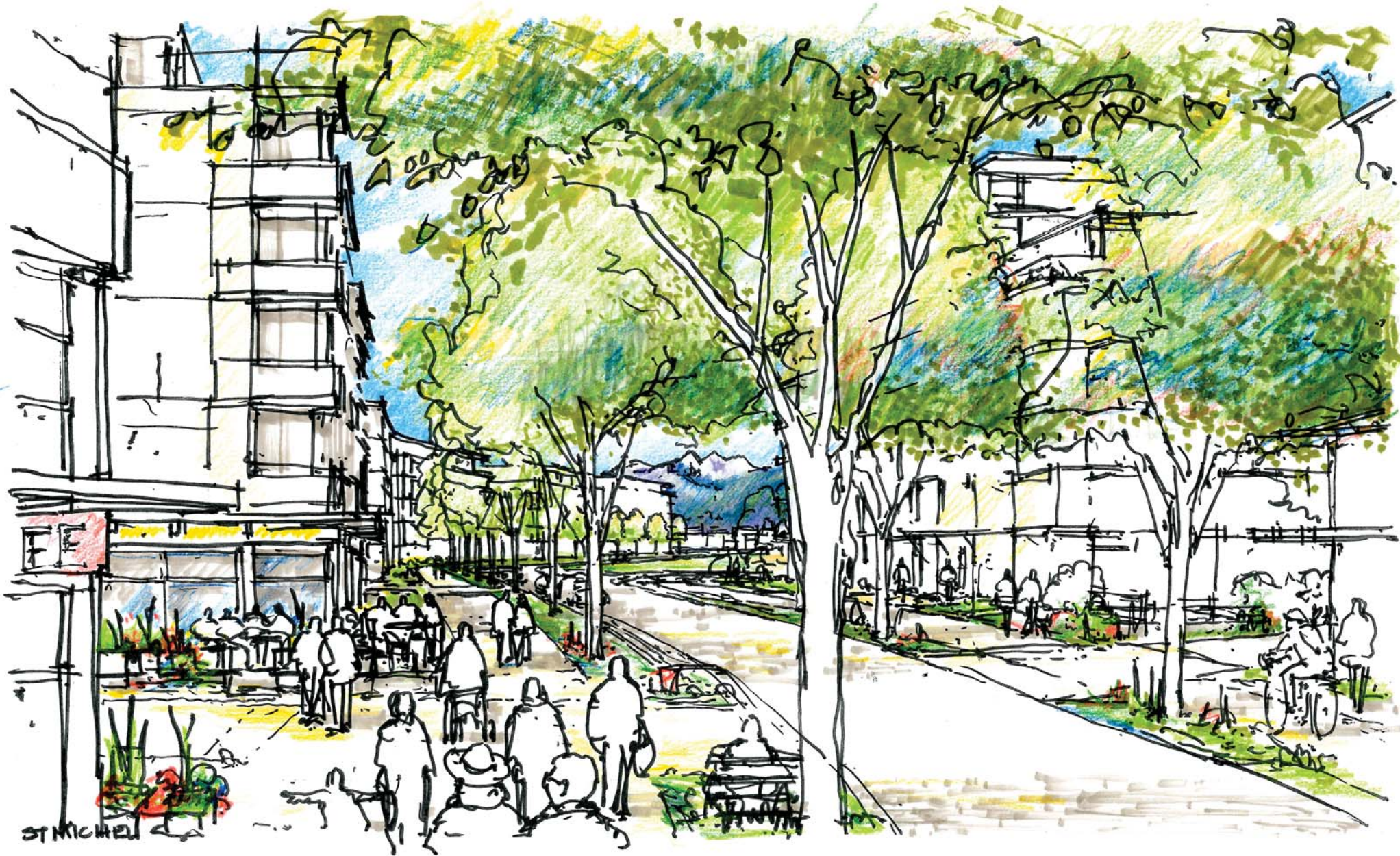
9.2.3 JEWISH COMMUNITY CENTRE

- Support submission of a rezoning application to allow for renewal and expansion of the JCC to meet the Centre's programmatic aspirations and City goals around cultural and recreational services, affordable housing, public benefits and sustainability.
- The following will be considered during the rezoning process:
 - » **Mix of Uses** - establish an appropriate mix of recreational and cultural, residential, office and retail uses that support the JCC's renewal program while also meeting City objectives around affordable housing and sustainability.
 - » **Neighbourhood Context** - establish building heights for both the parking lot and wider western portion of the site that is respectful of the existing and future neighbourhood context. Properties to the south of the parking lot are identified for further study as part of the Cambie Corridor Phase 3 planning.
 - » **Permeability and Connections** - given the site's extensive frontage

along 41st Avenue, ensure buildings are designed to allow permeability and provide connections to the surrounding neighbourhood.

- » **Transitional Edges** - Provide appropriate building height and massing transitions to the single-family housing south of the JCC site.
- » **Synergies with the OTC site** - Provide active ground-level uses that relate to the OTC site and ensure that building placement, massing and heights are complementary across 41st Avenue.
- » **Massing** - Buildings should minimize apparent massing and shadowing on pedestrian areas on the north side of 41st Avenue through forms and heights reflecting relevant design principles embodied in the OTC Policy Statement and Cambie Corridor Plan, such as stepbacks and terracing.
- » **Public Realm** - Development will include public realm improvements (e.g. street trees, weather protection, public plazas, seating areas).

ILLUSTRATIVE DEVELOPMENT CONCEPT 10.0



10.0 ILLUSTRATIVE DEVELOPMENT CONCEPT

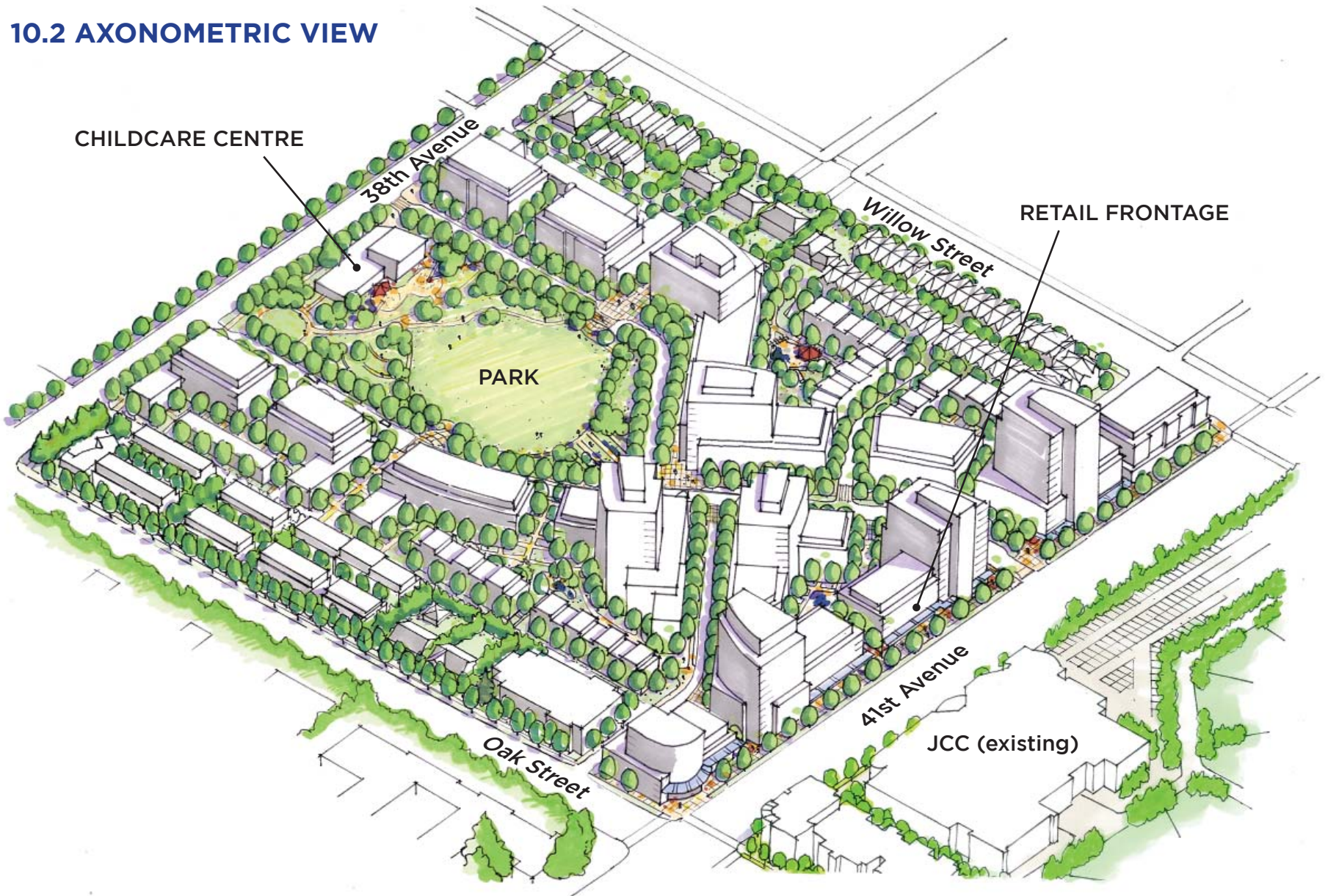
10.1 ILLUSTRATED PLAN

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



10.0 ILLUSTRATIVE DEVELOPMENT CONCEPT

10.2 AXONOMETRIC VIEW



11.0 APPENDICES

ILLUSTRATED BRAINSTORMING

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

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

SITE DESIGN

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



Drawing showing active open space

11.0 APPENDICES

ILLUSTRATED BRAINSTORMING (CONT.)

PARKS AND OPEN SPACE

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

HOUSING

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



Drawing demonstrating housing ideas

11.0 APPENDICES

ILLUSTRATED BRAINSTORMING (CONT.)

NEIGHBOURHOOD SHOPS AND SERVICES

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

NEIGHBOURHOOD CHARACTER

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



Excerpt showing neighbourhood shops and services



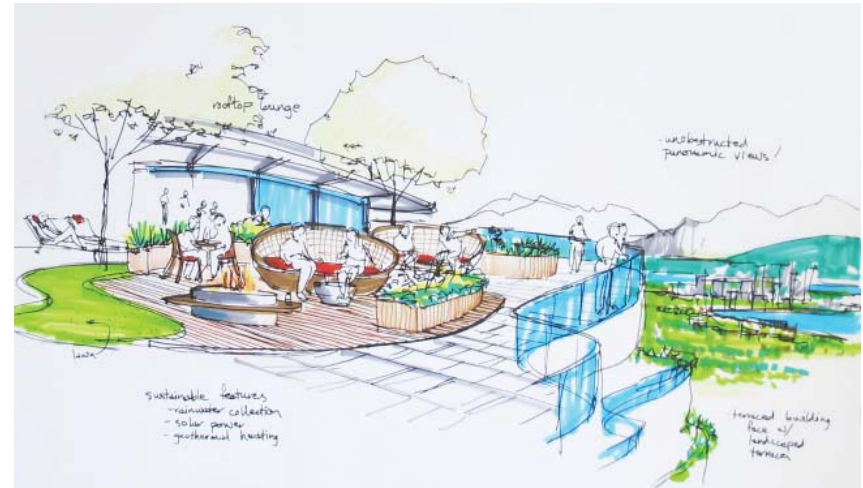
Drawing demonstrating neighbourhood character

11.0 APPENDICES

ILLUSTRATED BRAINSTORMING (CONT.)

BUILDING DESIGN

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



Drawing showing aspirations for building design

SUSTAINABILITY FEATURES

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

11.0 APPENDICES

11.1 CONCEPT DEVELOPMENT

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

CONCEPT A: GREEN PROMENADE

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



11.0 APPENDICES

11.1 CONCEPT DEVELOPMENT

CONCEPT B: PARK AND MEWS

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



11.0 APPENDICES

11.1 CONCEPT DEVELOPMENT

CONCEPT C: CENTRAL GREEN

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



11.0 APPENDICES

11.2 ACKNOWLEDGEMENTS

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

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

