



POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: February 12, 2014  
Contact: Matt Shillito  
Contact No.: 604.871.6431  
RTS No.: 10430  
VanRIMS No.: 08-2000-20  
Meeting Date: February 18, 2014

TO: Vancouver City Council  
FROM: General Manager of Planning and Development Services  
SUBJECT: CD-1 Rezoning: 650 West 41st Avenue (Oakridge Centre)

**RECOMMENDATION**

A. THAT the application by Henriquez Partners and Stantec Architecture, on behalf of Ivanhoe Cambridge I Inc. and 7503059 Canada Inc. to amend CD-1 (1) By-law No. 3568 for 650 West 41st Avenue (Oakridge Centre) [*PID* 003-128-687, Lot 7, except Part in Air Space Plan 20425, Block 892, District Lot 526, Plan 20424] (referred to as the "Rezoning Site" or "Oakridge Centre"), to increase the permitted floor area from 80,438 m<sup>2</sup> (865,832 sq.ft.) to 424,600 m<sup>2</sup> (4,570,364 sq. ft.) and the height to 132.6 m (435 feet) to permit a mixed-use development with a floor space ratio of 3.71 and including:

1. 2,914 dwelling units totalling 256,541m<sup>2</sup> (2,761,388 sq.ft.), including 290 social housing units and 290 secured market rental housing units;
2. 168,059 m<sup>2</sup> (1,808,976 sq.ft.) of commercial space;
3. a 6,503 m<sup>2</sup> (70,000 sq.ft.) civic centre; and
4. a park;

be referred to Public Hearing, together with:

- (i) plans received September 20, 2013;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendix A;
- (iii) draft Oakridge Centre Design Guidelines, generally as presented in Appendix J;
- (iv) the recommendation of the General Manager of Planning and Development Services to approve, subject to conditions contained in Appendix B;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary amending by-law, generally in accordance with Appendix A, for consideration at the Public Hearing.

- B. THAT, as CD-1 (1) By-law No. 3568 includes zoning for lands other than the rezoning site referred to in Recommendation A, in addition to the application for the rezoning site, the General Manager of Planning and Development Services be instructed to make application to further amend CD-1 (1) By-law No. 3568 by removing 5733 Cambie Street [see *Appendix H for the legal descriptions of these lands*] (the “Terraces”) from the Oakridge Centre CD-1(1) By-law No. 3568 and establishing a new CD-1 zoning district for the Terraces, with a new CD-1 By-law containing zoning that supports the existing Terraces development, generally as set out in Appendix D, and that this second rezoning application be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law, generally in accordance with Appendix D, for consideration at the Public Hearing.

- C. THAT, as CD-1(1) By-law No. 3568 includes zoning for lands other than the rezoning site and the Terraces referred to in Recommendations A and B, in addition to the application for the rezoning site and the Terraces, the General Manager of Planning and Development Services be instructed to make application to further amend CD-1 (1) By-law No. 3568 by removing 635 -659 West 45th Avenue, 688 Fairchild Road and 5926-6076 Tisdall Street [see *Appendix H for the legal descriptions of these lands*] (collectively the “Southwest Properties” as shown in Figure 1) from the Oakridge Centre CD-1 (1) By-law and establishing a new CD-1 zoning district for the Southwest Properties, with a new CD-1 By-law containing zoning that supports the existing developments on the Southwest Properties, generally as set out in Appendix E, and that this third rezoning application be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law, generally in accordance with Appendix E, for consideration at the Public Hearing.

- D. THAT, subject to enactment of the CD-1 By-law in Recommendation A, the Noise Control By-law be amended to amend the address for CD-1 (1) in Schedule A, generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-law.

- E. THAT, subject to enactment of each of the CD-1 By-laws in Recommendations A, B and C, Schedule C of the Parking By-law be amended to include parking regulations for the CD-1 By-laws referred to in Recommendations A, B, and C, as set out in Appendix C

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Parking By-law at the time of enactment of the CD-1 By-law.

- F. THAT, if after public hearing Council approves in principle the rezoning in Recommendation A and the Housing Agreement described in section (c) of Appendix B,

the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the amendments to CD-1 (1) By-law No. 3568 contemplated by this report, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the Managing Director of Social Development.

- G. THAT, if after public hearing Council approves in principle the rezonings referred to in Recommendations A, B, and C and subsequently the applicant fulfills all of the prior to conditions for enactment of the amendments to CD-1(1) By-law No. 3568 and Council enacts the amendments to CD-1(1) By-law No. 3568, then Council deems the following outstanding obligation (arising from a previous rezoning) of the registered owner of the rezoning site to be satisfied: to transfer a 1.1 acre portion of the rezoning site to the City for 10% of market value.
- H. THAT, if after public hearing Council approves in principle the rezonings referred to in Recommendations A, B, and C and subsequently the applicant fulfills all of the prior to conditions for enactment of the amendments to CD-1(1) By-law No. 3568 and Council enacts the amendments to CD-1(1) By-law No. 3568, then Council deems the following outstanding obligation (arising from a previous subdivision) of the registered owner of the rezoning site to be satisfied: to transfer a 2.83 acre parcel of land to the City for park or recreational purposes.
- I. THAT Recommendations A through H be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
  - (ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
  - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

RECOMMENDATIONS A, B, AND C ARE SUBMITTED AS A PACKAGE FOR COUNCIL'S CONSIDERATION, THEREFORE IF THE PROPOSED BY-LAW IN RECOMMENDATION A IS APPROVED IN PRINCIPLE (AS IS OR AS AMENDED BY COUNCIL AT ITS DISCRETION), RECOMMENDATIONS B AND C MUST ALSO BE APPROVED IN PRINCIPLE.

### **REPORT SUMMARY**

This report evaluates an application to amend the existing CD-1 By-law for 650 West 41st Avenue, the location of Oakridge Centre (the "Rezoning Site"). The proposed rezoning would permit the construction of 11 towers and 3 mid-rise buildings over two floors of retail and service uses containing 2,914 residential units (including social housing), an increase in office and retail space from 80,438 m<sup>2</sup> (865,832 sq. ft.) to 168,059 m<sup>2</sup> (1,808,976 sq. ft.), a 9-acre

park, and a Civic Centre containing a new community centre, expanded library, seniors centre and a 69-space childcare facility.

If approved, the application to rezone Oakridge Centre would achieve a number of City objectives including the provision of increased job space which contributes to the City's *Economic Action Strategy*, affordable housing (consisting of social housing and secured market rental housing) which contributes to the City's affordable housing goals identified in the *Housing and Homelessness Strategy*, and the provision of increased density near frequent, high-capacity transit which aligns with the City's *Transportation 2040 Plan* and the *Greenest City 2020* goals.

If approved, the additional rezoning applications by the General Manager of Planning and Development Services referenced in Recommendations B and C would remove existing residential developments which were once owned by the previous owners of Oakridge Centre and are now separate parcels of land that are not part of the Rezoning Site and are therefore not subject to the revised zoning proposed for the Rezoning Site as set out in Recommendation A (See Figure 1). No additional density or changes are proposed to these existing developments. Rezoning of these sites to new CD-1 districts would mirror the current regulations that apply to these sites, setting out regulations which support the existing development.

Staff support the application to rezone Oakridge Centre, subject to rezoning conditions outlined in Appendix B, and recommend that it be referred to a Public Hearing, with the recommendation of the General Manager of Planning and Development Services to approve it, subject to the Public Hearing, along with the conditions of approval outlined in Appendix B and the draft Oakridge Design Guidelines in Appendix J (the "Design Guidelines"). Also recommended to be referred to the same Public Hearing are the proposed rezoning applications by the General Manager of Planning and Development Services to remove the existing residential developments on adjacent sites from the Oakridge Centre CD-1 By-law and to create new CD-1 districts and By-laws for these sites.

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

Relevant Council Policies for Oakridge Centre include:

- Civic Childcare Strategy (1992)
- High Density Housing for Families with Children Guidelines (1992)
- Oakridge Langara Policy Statement (1995)
- Riley Park South Cambie Vision (2005)
- Oakridge Centre Policy Statement (2007)
- Metro Core Jobs and Economy Plan (2007)
- Green Building Rezoning Policy (2010)
- Greenest City 2020 Action Plan (2011)
- Cambie Corridor Plan, Phase II (2011)
- Housing and Homelessness Strategy 2012-2021(2011)
- Metro Vancouver 2040: Shaping our Future (2011)
- Vancouver Economic Action Strategy (2011)
- Transportation 2040 (2012)
- Strategic Approach to Neighbourhood Energy (2012)

- Priority Action Plan from the Mayor's Task Force on Housing Affordability (2012)
- Rezoning Policy for Sustainable Large Developments (2013).

### ***GENERAL MANAGER'S COMMENTS***

This rezoning proposes a redevelopment with significant density and height at an appropriate location at a Municipal Town Centre and major transportation corridor. There have been significant changes to the proposal since Council approved the "Oakridge Centre: Issues and Directions Report". The recommendations in this report represent good planning and align with many of Council's strategic policies. The recommendation to refer this matter to Public Hearing is endorsed by the General Manager of Planning and Development Services.

### ***REPORT***

#### **Site and Context**

Oakridge Centre is situated at the southwest corner of Cambie Street and 41st Avenue, immediately adjacent to the Oakridge-41st Avenue Canada Line rapid transit station. The Rezoning Site is 11.5 hectares (28.3 acres) in size, roughly equivalent to eight city blocks. The Rezoning Site is currently developed with 68,870m<sup>2</sup> (741,308 sq. ft.) of retail and office space. Oakridge Centre also houses the Oakridge Branch of the Vancouver Public Library, as well as the Oakridge Seniors Centre. The Rezoning Site is located at the convergence of two transit lines – the Canada Line rapid transit line and high frequency bus service on 41st Avenue.

The existing CD-1 (1) District (By-law No. 3568) also regulates:

- a) six other residential developments on 2.7 hectares (6.6 acres) in the southwest portion of the district (the "Southwest Properties")
- b) the 32-unit strata (the "Terraces")

These lands are not part of the application to rezone Oakridge Centre. Instead, these sites are the subject of the applications by the General Manager of Planning and Development Services referenced in Recommendations B and C to remove them from the Oakridge Centre CD-1 District and enact separate CD-1 by-laws for each such site that reflect the existing developments.



Figure 1: Site and Context

Outside of the existing Oakridge Centre CD-1 District, mid-rise apartment buildings are located to the south and west, ranging in heights from five to 12 storeys. To the east is low-rise commercial development and low-density residential characterized by detached houses. To the north is more low-density residential, with commercial development at the corner of 41st Avenue and Cambie Street.

The context of the area is evolving, in accordance with the Cambie Corridor Plan. Sites along Cambie Street and 41st Avenue have been identified for higher density development under Phase 2 of the Cambie Corridor Plan, with further review of the low-density residential areas to be completed as part of Phase 3 of the Cambie Corridor Plan.

## Background

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) By-law. The open-air shopping centre was set in a large surface parking lot, anchored by a Woodward's department store. Four apartment buildings at 5926-6076 Tisdall Street (part of the Southwest Properties - see Figure 1) were also included in the initial CD-1 zoning and built at about the same time as the shopping centre. Zoning for the site was amended in 1983 to permit the development of a larger, enclosed mall with some underground parking. There was also a subdivision of the southwest corner of the site which generated new housing (the Chisuan Housing Society and Fairchild Residences - also part of the Southwest Properties). The subdivision also generated a requirement for conveyance to the City of 10% of the entire site

as park space. At the time, agreements were reached between the City and the Oakridge Centre owners to defer the obligation to transfer a parcel to the City for park.

In 1993, the CD-1 By-law was further amended to permit an expansion of retail uses on the Rezoning Site by 11,568 m<sup>2</sup> (124,524 sq. ft.) and of non-market residential use by 9,290 m<sup>2</sup> (100,000 sq. ft.), subject to conveyance to the City of a 1.1 acre parcel of land for a future non-market seniors housing development. Council permitted a reduction of the outstanding park obligation to 2.83 acres based on the acquisition of the 1.1 acre parcel, subject to a legal agreement to secure the outstanding obligation for dedication of park land. This expansion was never undertaken.

In 2007, Council adopted the Oakridge Centre Policy Statement which envisioned a vibrant, sustainable redevelopment of the Rezoning Site, with a greater intensity of housing, retail and office uses that takes advantage of Oakridge Centre's excellent transit accessibility, and is well supported by parks and public amenities. In 2011, the owners of Oakridge Centre (Ivanhoe Cambridge) partnered with Westbank Developments to redevelop the Rezoning Site.

In July 2012, Council directed staff to work with the proponent team to develop a rezoning proposal that varied from the built form and some of the policies contemplated in the Oakridge Centre Policy Statement. Council also directed staff to carry out an enhanced program of public consultation during the Oakridge Centre rezoning process that recognized its scale and strategic location. On October 15, 2012 a rezoning application was submitted on behalf of the proponent team.

In May 2013, Council approved the recommendations contained in the Policy Report dated May 21, 2013, entitled "Oakridge Centre Rezoning: Issues and Directions", which provided guidance to further refine the rezoning application. Council indicated it was willing to consider an intensification of Oakridge Centre beyond the density contained in the 2007 Oakridge Centre Policy Statement to include additional residential, office and retail space, tower heights of up to 45 storeys for the tower closest to the intersection of 41st Avenue and Cambie Street, and a public benefits package that included affordable housing and a City-owned Civic Centre. Council also directed staff to explore maximizing the social housing provided on site, to consider payment in lieu of the outstanding park dedication, and to further explore enhanced walking, cycling and vehicular access arrangements.

In response to Council's direction as well as comments provided by the community, the Urban Design Panel and staff, a revised application was received in September 2013 which included the following changes:

- Size of the Civic Centre increased from 43,000 to 70,000 sq. ft.
- Amount of social housing increased from 150 units to 290 units.
- Number of access points to the park increased from three to six.
- Scale of existing and new access points increased to provide better access to the rooftop park.
- Improved activation of the park through surrounding uses and integration with mall levels.
- Distance from the proposed towers to the existing Terraces residences building increased.
- Improved connections and alignments with surrounding streets and lanes for pedestrians and cyclists.

- Buildings at southwest corner of site sculpted to improve shadow and overlook.
- Variety in the setbacks and public spaces along the Cambie Street and 41st Avenue edges, including increased setbacks to retain significant oak trees.
- New street at west end of property redesigned to reduce the potential for shortcutting through site.
- Improved relationships of anchor stores to the 41st Avenue and Cambie Street frontages.
- Modification of longer slab form buildings to point towers to reduce shadowing and visual impact on Cambie Street.
- Location of Civic Centre moved to southwest location to provide more visibility and prominence.
- Size of Seniors Centre provided in Civic Centre increased to 2,500 sq.ft..
- Vehicular entrance relocated on 41st Avenue to improve the Heather Street Bikeway and the urban design of the High Street.

## Policy Context

In 1995, Council approved the Oakridge-Langara Policy Statement (OLPS) to guide growth in the Oakridge-Langara area. The OLPS indicated that, in the event of a rapid transit line along Cambie Street, the role of the Cambie and 41st Avenue area should be evaluated in terms of whether it should be considered a municipal town centre. The Riley Park South Cambie (RPSC) Vision approved in 2005 borders Oakridge Centre, and identifies 41st Avenue and Cambie Street as an important neighbourhood centre, major shopping destination and special community place that should be retained and strengthened.

In 2007, Council adopted a Policy Statement for Oakridge Centre which envisioned a vibrant, sustainable redevelopment of the site, with a greater intensity of housing, retail and office uses that takes advantage of the Centre's excellent transit accessibility and is well supported by parks and public amenities. The principles contained in Section 2.3 of the Oakridge Centre Policy Statement were used by the applicant to shape the rezoning application.

Since the 2007 Policy Statement, several City and Regional policies have been adopted by Council. These policies have been used to shape the rezoning application:

### *Greenest City 2020 Action Plan (2011)*

The Greenest City Plan outlines actions required to achieve a healthy, prosperous and resilient city, with the ultimate goal of becoming the world's greenest city by 2020. The plan calls for compact, complete communities and planning for mixed-use areas with pedestrian-oriented public spaces so that goods and services are within a safe and enjoyable 10-minute walk from where people live. The plan also supports planning for new development that supports existing transit infrastructure, as well as development of neighbourhood-scaled renewable energy systems, green construction and carbon neutral buildings.

### *Cambie Corridor Plan, Phase II (2011)*

The Cambie Corridor Plan builds on the investment in the Canada Line rapid transit line by linking land use, built form, transportation infrastructure, district energy systems, affordable housing, and other elements of sustainability to create compact communities along Cambie Street. The plan highlights the importance of integrating employment and residential uses with services and amenities near transit stations to promote transit ridership, facilitate sustainable growth, and help reduce our overall ecological footprint. The plan does not



address the Oakridge Centre site specifically, however it identifies the Oakridge area as a key node on the Canada Line, which along with the Marine Landing area (Cambie Street and Marine Drive) will be the most significant concentration of urban uses and density along the Canada Line.

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

The Regional Growth Strategy provides a framework for all municipalities in the Lower Mainland to accommodate projected growth - over 1 million people and 600,000 new jobs - by 2040. The strategy articulates five goals to manage this growth in a way that enhances the livability and sustainability of the region, including creating compact urban areas, developing complete communities, and supporting sustainable transportation choices. The Strategy designates the Oakridge area as one of the Region's Municipal Town Centres, and the only Municipal Town Centre in the City. These centres are intended to be hubs of activity within the municipality, served by frequent transit and offering employment, business, commercial, community and cultural activities, as well as high and medium density housing.

*Vancouver Economic Action Strategy (2011)*

The Vancouver Economic Action Strategy focuses on creating a climate for economic growth, supporting business investment and trade, and attracting and retaining talent. To attract and retain businesses and talented employees the Strategy highlights the importance of creating vibrant neighbourhoods with a dense mix of activities and people, walkable and bikeable public realm, access to amenities and services, a range of affordable housing options, and convenient, reliable transit. It also calls for stronger business and job growth in key commercial zones, and reduced business and employment leakage to other jurisdictions.

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

The Housing and Homelessness Strategy proposes to increase 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:

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

The associated *Three-Year Action Plan 2012-2014* directs staff to focus implementation of the City's long-standing 20% Affordable Housing Policy in new neighbourhoods on options that the City can undertake in the absence of senior government programs, as well as achieving secured market rental housing, and to use financial and regulatory tools to encourage a variety of housing types and tenures that meet the needs of diverse households.

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

The Task Force's Plan provided recommendations to increase the supply and diversity of housing, enhance the City's and community's capacity to deliver affordable rental and social housing, protect the existing social and affordable rental stock, explore opportunities to renew and expand that stock, streamline and create more certainty and clarity in the regulation process, and improve public engagement. Council directed staff to implement a more flexible and creative approach to inclusionary housing policies. The City's priority continues to be to secure 20% of the units in large developments as mixed affordable housing with a particular focus on increasing capacity for low- to moderate- income households by using various City tools such as Community Amenity Contributions (CACs) and Development

Cost Levies (DCLs), and partnership funding from senior government and non-profit organizations. The City will consider a range of options to deliver affordable housing for key target income groups as laid out in the 2011 Housing and Homelessness Strategy in the most cost-effective way, such as:

- Mixed income rental housing owned and operated by a non-profit housing provider or owned by the City and leased to a non-profit operator (City preference for land ownership versus airspace parcels).
- Market rental housing that is privately owned and operated.
- New models for affordable home ownership.
- Clear title to a land site that could accommodate 20% of the units in a development as affordable housing in cases where the City has a reasonable expectation of being able to develop the site in a timely way.
- Off-site provision of some of the affordable housing.

#### *Transportation 2040 (2012)*

Transportation 2040 is a long-term strategic vision for the city that guides transportation and land use decisions. The plan calls for prioritizing and encouraging a dense and diverse mix of services, amenities, jobs, and housing types in areas well-served by frequent, high-capacity transit. It reaffirms the goal of prioritizing walking, cycling, and transit, and identifies 41st and 49th Avenues as a future frequent, high-capacity transit corridor.

### ***Strategic Analysis***

#### **1. Proposal**

The application proposes a significant redevelopment of Oakridge Centre to a comprehensive mixed-use and transit-oriented development including 128,644 m<sup>2</sup> (1,384,716 sq. ft.) of retail and service uses, 39,415m<sup>2</sup> (424,260 sq. ft.) of office uses, and 256,541m<sup>2</sup> (2,761,388sq. ft.) of residential uses. The proposed development is comprised of 11 residential towers with heights between 17 and 44 storeys and three mid-rise buildings between 9 and 13-storeys in height. 2,914 residential units are proposed (including 290 units of social housing and 290 units of secured market rental housing). A 6,503 m<sup>2</sup> (70,000 sq. ft.) Civic Centre is proposed at the southwest corner of the site, including a community centre, expanded library, seniors centre, and 69-space childcare facility. A 9-acre rooftop park is also proposed as part of the redevelopment. The applicant has proposed a 10 - 15 year construction phasing for the proposal.

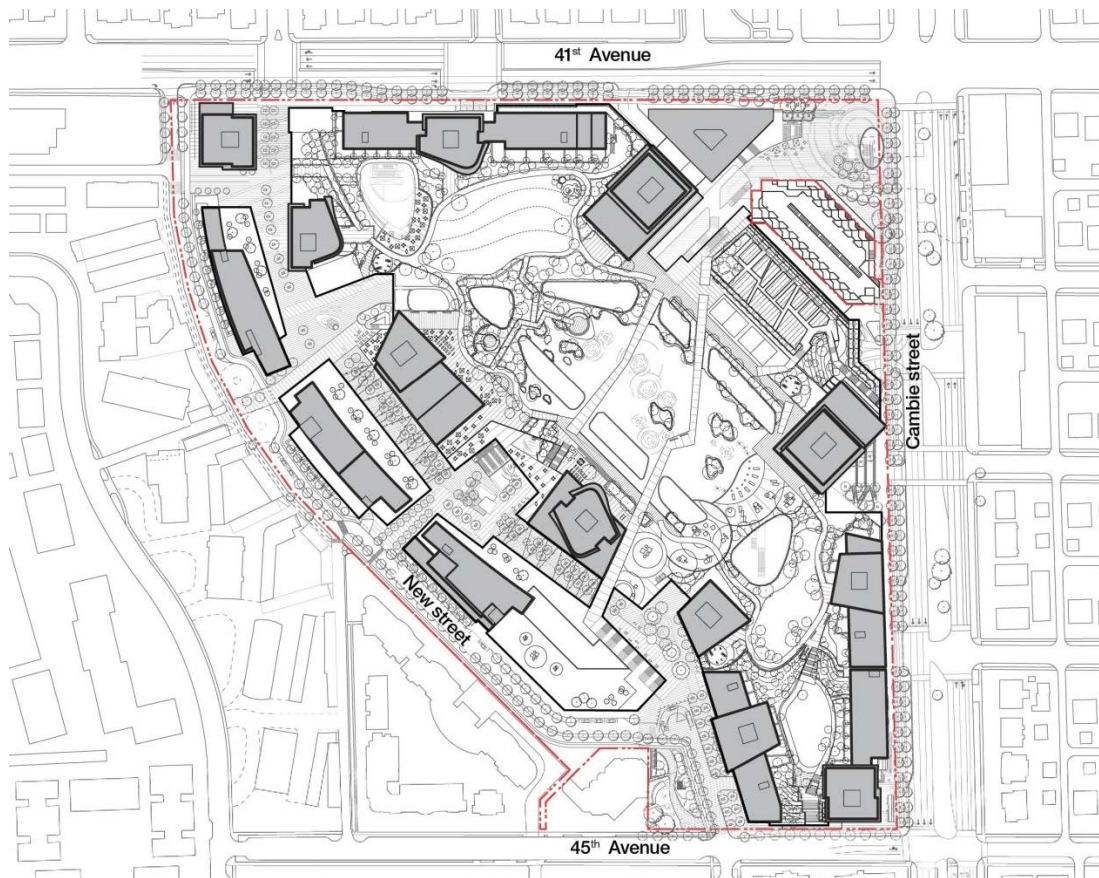


Figure 2 - Site Plan

## 2. Land Use and Density

- a) Residential — The application proposes 2914 residential units, with a total floor area of 256,541m<sup>2</sup> (2,761,388sq. ft.), including 19,754m<sup>2</sup> (212,632 sq.ft.) of social housing, and 18,430 m<sup>2</sup> (198,387 sq. ft.) of secured market rental housing. Of the 2914 units, 290 units would be social housing owned by the City and located in two or three air space parcels in the project, and a further 290 units would be secured market rental housing owned by the applicant and distributed throughout the project.

The breakdown of family units is as follows:

Table 1 - Breakdown of units

	# of Units	2-Bedroom Units	3-Bedroom Units
Social Housing Units	290	87	58
Market Rental Units	290	73	29
Market Strata Units	2,334	965	479
Totals	2,914	1124 (38%)	569 (19%)

As per City policy, the social housing units are required to include 50% of units with 2 or more bedrooms. The secured market rental units are required to provide 25% family

housing units, consistent with the Cambie Corridor Plan and Council's Guidelines for High Density Housing for Families with Children.

- b) Retail — The application proposes to increase the amount of retail floor space from 56,161m<sup>2</sup> (604,512 sq. ft.) to 128,644m<sup>2</sup> (1,384,716 sq. ft.). To assess the impacts of the proposed expansion of the mall at Oakridge Centre on the viability of existing shopping areas in Vancouver, staff retained Coriolis Consulting to carry out a Retail Impact Study, which focused on potential impacts of the proposed retail expansion on Downtown Vancouver, and nearby Business Improvement Areas whose local trade areas overlap with Oakridge Centre.

The study assessed current and future demand for local serving retail at Oakridge Centre, and how expansion would impact regional shopping patterns. According to the study, the City of Vancouver currently is underserved in retail space per capita compared with the regional average, and will continue to be underserved with increased population growth.

Coriolis also examined the proposed future retail tenant mix of an expanded Oakridge Centre. In all cases, the study showed that an expanded Oakridge Centre would have minimal, if any, impact on any local shopping areas within the primary trade area of Oakridge Centre. It also showed the proposed expansion would draw new clients that would normally travel to other shopping areas outside of Vancouver, including Metrotown and Park Royal. This achieves one of the goals of the Economic Action Strategy to reduce employment leakage to other jurisdictions.

- c) Office — The application proposes to increase the amount of office floor space from 12,709m<sup>2</sup> (136,796 sq.ft.) to 39,415m<sup>2</sup> (424,260 sq.ft.). Combined with the retail expansion, this would mean the total amount of floor space for jobs would increase from 68,870m<sup>2</sup> (741,308 sq.ft.) to 168,059m<sup>2</sup> (1,808,976 sq.ft.). Staff estimate that the number of jobs accommodated at Oakridge Centre would increase from 2000 to over 5000 following redevelopment. The 2007 Metro Core Jobs and the Economy Plan identified the need to accommodate approximately 24,000 additional jobs outside the Downtown and Broadway areas by 2031. The additional jobs provided at Oakridge Centre would help the City meet its job targets and would constitute approximately 3000 jobs toward this total (12.5%).
- d) Civic Centre — The application proposes a new 6,503m<sup>2</sup> (70,000 sq.ft.) Civic Centre on the Oakridge Centre site. This centre would fulfil the requirements of the 2007 Policy Statement, as well as meet future demand in the Oakridge area. The facility has been designed to enable a one-stop service delivery model for citizens through co-location and functional integration of complementary programs delivered through the community centre, library, and childcare facility. Included in the design is flexible space that can be shared among all the Civic Centre uses to achieve maximum economies of scale. The Civic Centre would be comprised of the following:
- A community centre of approximately 36,000 sq. ft., including a gymnasium, fitness centre, multi-purpose rooms, a dedicated seniors centre space, community kitchen, and circulation space.
  - An expanded branch for the Vancouver Public Library of approximately 25,000 sq. ft., including expanded programming, work and study spaces, which will help meet existing and future demand in the area.

- A 69-space childcare facility with adjacent outdoor play space.
- e) Density — The overall floor space ratio (FSR) proposed is 3.71. Staff's urban design assessment concludes that the proposed additional floor area can be appropriately accommodated, subject to the design development conditions in Appendix B.

### 3. Form of Development

The proposed form of development for Oakridge Centre supports its transformation from a suburban shopping centre model to a mixed-use urban precinct—where retail, residential, office, transit, and amenities are seamlessly integrated. The proposal would expand the retail program by adding a second floor of shops and expanding the existing mall outward, replacing parking lots with street-oriented buildings that activate the pedestrian realm along 41st Avenue and Cambie Street. Significant residential development and office expansion is proposed in a variety of building forms ranging from low and mid-rise buildings of 9 to 13 storeys, to towers of 18 to 44 storeys.

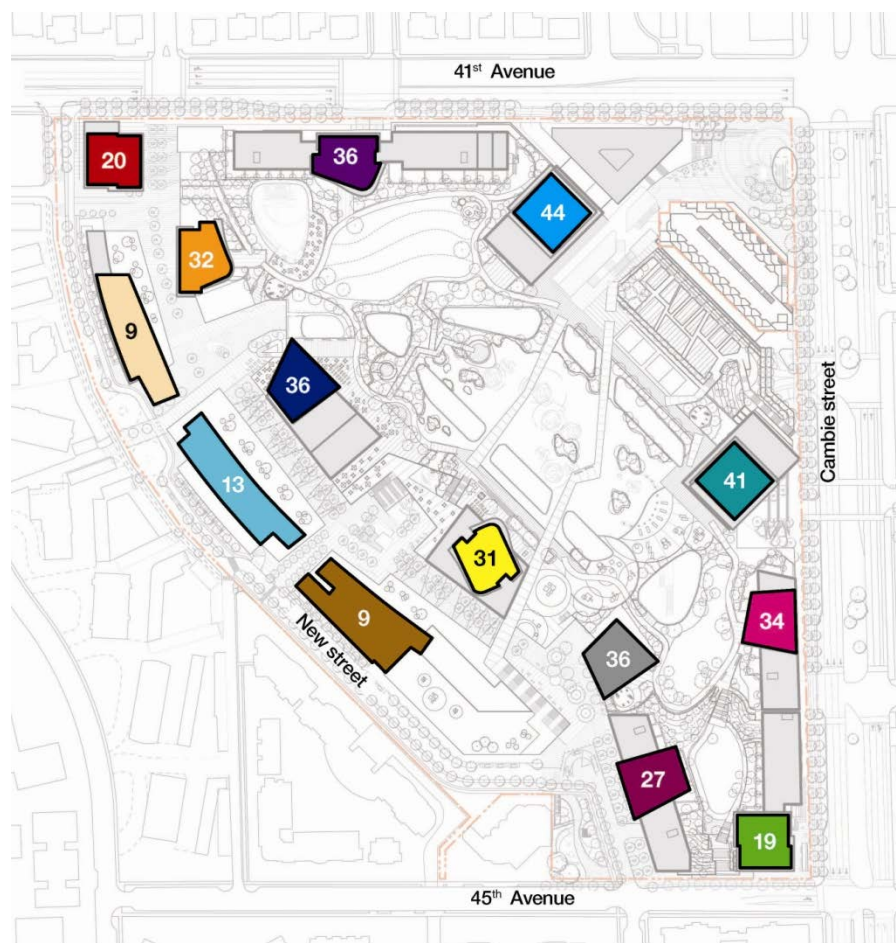


Figure 3 -Tower Heights (Number of Storeys)

In Vancouver and the region as a whole, planning policy emphasizes greater levels of development intensity and height at rapid transit stations and in key urban centres, reflecting



the increasing sustainability of locations that offer high walkability and decreased automobile reliance. Vancouver has recently approved developments up to 31 storeys at Joyce-Collingwood on the Expo Line, and up to 35 storeys at the Cambie and Marine Station on the Canada Line. Regionally, recent approvals at rapid transit locations are trending upwards to approximately 50 storeys, with up to 70 storeys at Burnaby's Brentwood Town Centre.

The Cambie Corridor Plan identifies Oakridge as the "centre" of both the city and the Canada Line, which should represent the most significant concentration of urban uses and density. The importance of Oakridge as a Municipal Town Centre, its location at an important crossroads, (noting that Transportation 2040 identified the 41st Avenue corridor for rapid transit in the next 30 years), and the singular scale of the Rezoning Site places it at the top of the hierarchy of Vancouver station areas outside the downtown. As such, staff consider that the building height range proposed for Oakridge Centre is consistent with directions in transit-oriented development in Vancouver and elsewhere in the region. In May 2013, Council directed staff to continue to consider up to 45 storeys for the tower closest to the intersection of 41st Avenue and Cambie Street with heights decreasing as the distance from the intersection increases. Staff recommend that the two tallest buildings proposed be considered under a special Higher Buildings Review process which will seek a significant and recognizable new benchmark for architectural creativity and excellence, leadership and advances in sustainable design, and advancement of the City's objective for carbon neutrality.

While the application proposes greater tower heights than in the 2007 Oakridge Centre Policy Statement, the pattern of height and massing is generally consistent with the principles in the Policy Statement. These principles called for tower forms with the highest buildings located closest to the Canada Line station and the major arterials, a variety of heights descending away from the station, and transitional building forms and heights along the southwest edge of the site adjacent to the existing community. The proposed height range gives greater ability to meet the principles of the policy for massing and transitions to the local neighbourhood while carrying a density appropriate to this significant transit-oriented site. Additionally, the height range and building forms proposed are important to achieving residential and job-space density while allowing the existing viable retail to remain open throughout all phases of redevelopment. Design development conditions have been added to limit the height and re-configure one of the two tallest towers to improve sunlight access on the Transit Plaza at 41st and Cambie Street. Flexibility has been added in the proposed CD-1 By-law to adjust the number of floors on the lower towers and mid-rise buildings through the development without increasing the overall residential density allowed on the Rezoning Site.

The retention and expansion of the mall places limitations on where and how residential and office buildings can be located, configured, and accessed. There are fewer places for building cores and entries than in a typical development. As a consequence, the proposal is for fewer, taller buildings spaced further apart than might otherwise be seen at a comparable density. Given the limited opportunities for tower placement and the greater distances between them, staff believe that a larger tower 'floorplate' of 7,600 to 8,500 sq. ft. is supportable. This floorplate size is larger than the City's more typical floorplate of 6,500 sq. ft. in other areas of the City, including False Creek and Marine Landing.

The surrounding properties adjacent to the Rezoning Site were analyzed based on their existing and future context within the Cambie Corridor. Staff believe the proposed built form for the Rezoning Site provides an appropriate transition to the evolving neighbourhood. While the taller buildings in the proposal cast longer shadows on the local neighbourhood, the

impact on immediately adjacent areas is minimized by the proposed tower forms and their placement on site.

The existing residential development most impacted is the Terraces, a 32 unit strata residential building at the northeast corner of the Rezoning Site immediately adjacent to the Canada Line station. Its context would be significantly altered by the proposed redevelopment. While acknowledging the degree of change, staff believe that the shadowing impacts and adjacencies are acceptable, and no greater than would be found in other high density areas of the City. Through the rezoning process, staff have worked with the applicant to increase the distance between the residential towers and the Terraces building. Design Development conditions have been added to direct further consideration of the Terraces in the more detailed design of the adjacent buildings and the rooftop park.

The application was initially reviewed at a workshop of the Urban Design Panel in December 2012. Subsequently, the Panel unanimously supported the application at its meeting of November 6, 2013 (see the Panel's comments in Appendix H).

As part of this rezoning package, the applicant team has worked with staff to develop a comprehensive set of draft Design Guidelines for Oakridge Centre. The Design Guidelines include the following sections: public places, architecture, movement, amenities and phasing. The Design Guidelines provide a design framework as Oakridge moves through the permitting and construction processes. The draft Design Guidelines, contained in Appendix J, are included for Council's consideration as part of this application.

Staff conclude that the application generally reflects the massing principles of the 2007 Oakridge Centre Policy Statement while responding to subsequent movement toward greater levels of development intensity and height at rapid transit and in key urban centres in the Lower Mainland. Staff support the application, subject to the conditions noted in Appendix B and the draft Design Guidelines in Appendix J, calling for improvements to the building design at the development permit stage.

A full analysis of height and built form can be found in Appendix G.

#### **4. Public Realm**

The proposed public realm for Oakridge Centre is an integration of at-grade streets, plazas, and an accessible rooftop park above the retail. The public realm will play a key role in achieving a highly connected community, and contribute to the overall character and coherence of the proposed redevelopment of Oakridge Centre. Specific details about the proposed design and components of the public realm are included in the Design Guidelines.

Major components of the public realm are the rooftop park and four acres of at-grade open space including:

- a redeveloped transit plaza at 41st Avenue and Cambie Street.
- a pedestrian-oriented High Street at grade with plazas at both ends.
- a pocket park at Cambie Street and 43rd Avenue.
- animated streetscapes along the public streets, including Cambie Street, 41st Avenue, and 45th Avenue.



Figure 4 - At-Grade Public Spaces

The application proposes a redesign of the 41st Avenue transit plaza adjacent to the Canada Line Station. The transit plaza would provide a welcoming area for people arriving at Oakridge, as well as provide for at-grade access to the retail and elevated access to the rooftop park. The redesign would also accommodate shelter design and queuing areas for transit users along 41st Avenue.

The proposed High Street is a pedestrian only open-air shopping street running through the Rezoning Site. It would contain a diverse mix of shops and restaurants, making it an area with a distinct identity, and a social hub for Oakridge Centre and the surrounding community.

## 5. Rooftop Park

The application proposes to utilize the 3.6 hectares (9 acres) of the expanded shopping centre's roof to create a park. The 2007 Oakridge Centre Policy Statement suggested exploring the potential to introduce some recreational uses on roof-top areas of the Centre, in close proximity to where many people shop, work, and live without any interference from motorised traffic.



Staff have encouraged the applicant to develop a conceptual plan using input from the City's public consultation. While the proposed uses for the park are subject to refinement through the Development Permit process, potential uses could include a half-mile looped walking path, children's play area, large green space for possible non-programmed active recreation, as well as restaurant seating areas to provide continuous activity. Other possible uses include a dog park, urban agriculture, and fitness stations along the half-mile loop. Staff explored active uses such as a soccer pitch, and tennis and basketball courts, but determined passive uses would be better in this location based on comments from the community as well as on appropriateness immediately adjacent to a high-density area. Staff have worked with the applicant to maximise the amount of park on the roof, including minimizing the amount of non-useable space above the portions of existing mall to be retained.



Figure 5 - Park

The applicant has significantly increased and improved the number of access points to the park since Council considered the Issues and Directions Report. The application proposes multiple welcoming connections to the elevated park from grade throughout the centre, using generous and inviting stairs, escalators, and elevators. The design also incorporates access from the residential towers to the park, with private terraces adjacent to the park.

A total of 6-acres of the rooftop park will be conveyed to the city as an air space parcel upon construction, with the remaining 3 acres of the park being provided as a statutory right-of-way. The park will be programmed and operated by the Park Board and will be maintained by the mall owner for the life of the park.

The City will grant an option to purchase in favour of the registered owner of the Rezoning Site to purchase the 6 acre air space parcel owned by the City and used for park, which option to purchase may only be exercised if the City approves a redevelopment of the entire Rezoning Site, but in any event may not be exercised before that date which is 60 years from the date such option to purchase is registered in the Land Title Office. The purchase price to be paid to the City will be the fair market value to be paid by the City to assemble and acquire in fee simple a 2.83 acre site which is within a 10 block radius of the Rezoning Site, plus the outstanding unamortized value of the capital improvements made in accordance with the rezoning conditions within the park space (for certainty, the park space includes the 6 acre air space parcel owned by the City and the 3 acre SRW in favour of the City included in the park space) and the value of the remaining term of 100 years of maintenance costs for same, the latter as determined in the reasonable discretion of the City Manager and the Director of Finance.

## 6. Transportation

The rezoning application offers an opportunity to redevelop an auto-oriented shopping centre into a high-density mixed-use site that is well served by transit and oriented towards walking and cycling. While the large shopping mall will continue, at least for the short term, to attract reasonably large volumes of vehicular traffic, it also provides the opportunity to accommodate a large number of residential units where most daily activities can be carried out on site and through walking, cycling, and transit use.

### a) Walking

The exterior of the Oakridge mall is currently not a highly walkable environment. The impermeability of the mall and the large area of surface parking make it unfriendly for pedestrians. One of the key goals of the rezoning is to integrate the development into the surrounding community by creating high quality walking links and environments. This will be accomplished by:

- Relocating the remaining existing surface parking underground.
- Creating an interesting, safe, and comfortable pedestrian High Street through the site.
- Designing generous sidewalks around the site, including along 41st Avenue and Cambie Street.
- Providing direct pathways through the mall which would be publically accessible at all hours that the Canada Line is in operation.
- Constructing pathway systems to and across the rooftop park.
- Taking advantage of opportunities to better connect the neighbourhood to the development and Canada Line station through existing pathways and lanes.
- Creating new signalized intersections on Cambie Street and 41st Avenue to allow pedestrians to more comfortably cross the major streets.

## b) Cycling

The Oakridge Centre site is currently a barrier to north-south cycling movement along Heather Street. When the Heather Bikeway extension south of 37th Avenue was approved in 2007, Willow Street was chosen as an alternate route because Oakridge Centre prevented a more direct connection. The 45th Avenue bikeway also runs along the southern edge of the site and would be improved as part of this proposal.

The rezoning proposal would improve cycling facilities by:

- Relocating the Heather Street Bikeway between 37<sup>th</sup> and 41st Avenues from Willow Street to Heather Street and through the proposed redevelopment.
- Constructing separated bike lanes on 41st Avenue and Cambie Street to facilitate cycling connections to the Rezoning Site and the Oakridge-41st Avenue Canada Line station.
- Improving the cycling facility on 45th Avenue.
- Providing high-quality commercial bike parking.

The applicant has also put forward a concept for a private bike share program for residents in addition to providing space for future Public Bike Share stations.

## c) Transit

Transit is integral to the success of the development. The site is well-served by transit including being adjacent to a Canada Line Station and on 41st Avenue, which has high frequency bus service. The #41 bus runs between Joyce-Collingwood Station and UBC and is an excellent east-west connection. A peak-period express bus (#43) also runs along 41st between UBC and Joyce-Collingwood Station. As identified in the Vancouver-UBC Area Transit Plan, B-line service is planned on the 41st Avenue corridor. Transportation 2040 also identified the 41st/49th Avenue corridor for rapid transit in the next 30 years. Connections to the Oakridge-41st Avenue Canada Line station and adjacent transit stops will be improved through the redevelopment of the site.

## d) New Street

The application proposes a new City street along the western boundary of the site, extending from the existing lane. The 2007 Policy Statement showed the new street connecting directly to Cambie Street and 41st Avenue at either end. The concept in the current rezoning proposal would have the new street connect to 45th Avenue on the south side of the site, which is a local street and designated bikeway. This will require additional transportation measures, including traffic calming and cycling facility improvements to protect the neighbourhood and adjacent bikeways from development-related traffic. Should rezoning be approved, staff will work with the applicant to develop and implement a traffic calming plan for the streets adjacent to the site.

The new street will have a portion dedicated as road, and a portion secured through statutory rights-of-way to allow parking to be constructed under the roadway. The road will primarily be for vehicular access to the new residential buildings and for circulation for people walking and cycling. Utilities to serve the site will be under the new road.

e) Vehicular access

The primary vehicular access points for all the commercial and residential parking is proposed to be on Cambie Street at 44th Avenue and on 41st Avenue at Manson Street. Both of these will be new signalized intersections, with the existing intersection and signal between 43rd Avenue and 44th Avenue removed. Additional, more minor, accesses will be from the new street, 41st Avenue, and Cambie Street. The tunnel on 41st Avenue is proposed to be retained, but would need to be modified to allow the new Manson Street intersection on the roadway above.

A Transportation Study provided by the applicant's consultant, (Bunt and Associates) was submitted with the application. The study analyzed the impact of the proposed development on traffic in the vicinity, and concluded that the traffic generated by the development will require improvements to the road network, including relocation of mall access points as well as signalization of various intersections. Staff concur with the results of the study, and have added conditions of enactment in Appendix B to secure these improvements.

With the addition of residential units and more retail floor area, there will be an addition of traffic to the area. While most of this traffic will be confined to the arterial road network, staff are recommending that, if the rezoning is enacted, the applicant be responsible for funding the creation and implementation of a traffic calming plan to mitigate the impacts of additional vehicular volumes on local streets.

The application proposes changes to the Cambie Heritage Boulevard to re-align the access points for the proposal. Staff are working with the Cambie Heritage Boulevard Preservation Society to ensure that any modifications do not detract from the heritage character and are working to improve areas that currently have deficiencies to mitigate the impacts of any modifications. The proposal alters the boulevard to re-claim space from the existing access points through the boulevard and use them as green space. An analysis of the boulevard from 41st to 46<sup>th</sup> Avenue identified an additional 85 m<sup>2</sup> (924 sq.ft.) of green space would added to the boulevard as a result of the redevelopment.

## 7. Parking

The rezoning application proposes 5400 parking spaces for the commercial component and 1570 parking spaces for the residential component, for a total of 6970 parking spaces.

With respect to the commercial parking, the Parking By-law does not include a specific standard for shopping centres and therefore does not necessarily offer an appropriate standard to meet the market demand for the proposed land use. The number of proposed retail spaces is based on the current parking use and is within a reasonable level when compared to other shopping and Municipal Town Centres.

Staff are proposing that the Parking By-law be amended for the Oakridge Centre site to require a minimum amount of multiple-residential parking equivalent to the standard applied at Marine Landing, where a similar residential parking demand would be expected. The implementation of this standard would result in delivery of the equivalent of approximately 1570 residential parking spaces, which would be partially achieved by using the shared vehicle incentive within the Parking By-law for 75 of the spaces. This number also includes parking for market rental and social housing within the project. The standard is a reasonable

compromise between constraining the residential parking supply to reduce vehicle ownership and minimizing parking impacts on the surrounding area.

The applicant has proposed a large pool of shared vehicles to help meet the transportation demands on the site. The Parking By-law allows substitution of shared vehicles and spaces for required parking spaces at a 1:5 ratio, with maximums of 2 vehicles per 100 units for multiple-residential and 4 per 100 units for rental. Since the site is a unique opportunity to try a large car-share fleet within a very large residential development, staff also recommend that the Parking By-law be amended to allow further car-share substitution beyond this, subject to securing an agreement with an approved car-share organization and approval by the General Manager of Engineering Services.

Staff are not recommending modifying the standard for commercial parking requirements. The proposed provision is above the existing By-law requirement and based on the specific land use.

The parking requirements in the draft amendments to the Parking By-law, as shown in Appendix C, carefully balance the transit orientation of the site and the needs of various commercial tenants to provide parking for customers and employees.

## **8. Canada Line Capacity**

Questions have been raised about the ability of the Canada Line to accommodate the additional demand that Oakridge and other development along the corridor will create. Since the Oakridge Centre: Issues and Directions Report was considered by Council in May 2013, TransLink has initiated a review of Canada Line to determine service and infrastructure requirements to meet demand in the long term.

Staff has worked closely with the applicant and TransLink to understand the impacts of the proposed Oakridge Centre redevelopment on the transit system. The work focused on the overall ability of the line to carry passengers (line capacity) and the ability of the station to facilitate the movement of passengers to and from the system (station capacity).

### **a) Line Capacity**

The line capacity is the ability of the system to carry passengers in the peak direction in the peak hour.

Under the current service plan, the design capacity of Canada Line is 6,100 passengers per hour per direction (pphpd) along the mainline. The table below shows the maximum capacity for the Canada Line with increases in the frequency of trains and an expansion to 3-car trains. The current demand in the peak hour is approximately 5,500 pphpd, which is below the current capacity over the peak hour, although variations within the peak hour create shorter periods of time where the system operates at capacity.

Table 2 - Canada Line Capacity

Train Configurations	Time between Trains	Maximum Capacity
2 car trains	3:20 minutes	6,100 pphpd
2 car trains	2:00 minutes	10,000 pphpd
3 car trains	2:00 minutes	15,000 pphpd

Demand in the near-to medium-term can be met by TransLink adding more 2 car train sets. Service levels are determined by TransLink and In-Transit British Columbia (ITBC), the Canada Line concessionaire.

TransLink's Regional Transportation Model has been used to develop ridership forecast for Canada Line in 2045 and to help identify service options that can meet future demand. During the peak hour in 2045, peak line volume (passenger volume in the busiest section of the line) is forecast to be 9,200 pphpd under a base growth scenario.

To assess the potential impact of increased population and job growth rates on the Canada Line ridership, the following scenarios have been considered:

- a. TransLink base forecast (using forecasts from the 2011 Regional Growth Strategy).
- b. TransLink high growth scenario, assuming 50% higher population and job growth (than the base forecast) within 800 metre catchment of Canada Line stations, including in Richmond beyond that contemplated in Richmond's Regional Context Statement.

The high-growth scenario includes a level of growth that is consistent with the build-out of developments along the corridor such as Oakridge Centre, the Marine Landing projects, Cambie Corridor projects, and the recently approved Pearson-Dogwood Policy Statement. The scenario would yield a ridership on the Canada Line in the order of 10,000 pphpd, which is well within the ultimate capacity of the line.

In terms of line capacity, the long-term peak demand could be met by increasing train length from 2-car to 3-car train sets, which was planned for in the design of the line, but would require infrastructure upgrades. In the short to medium term, demand could be met by increasing the number of current 2-car trains and increasing the service frequency.

#### b) Station Capacity

Station capacity is the ability of the station to allow enough pedestrian flow to meet the demand of people travelling to and from the trains. Station capacity requirements and the sizing of station elements are determined by peak passenger volumes and emergency evacuation requirements. Currently, Oakridge-41st Ave Station elements (stairs, escalators, walkways, faregates, and platforms), are functioning at acceptable level of service during peak periods, and will function at an acceptable level of service after full build-out of the proposal.

TransLink has completed detailed analysis to understand the impact of growth on the Oakridge-41st Avenue Station. By 2045, some significant upgrades to the station are anticipated to be needed in order to provide appropriate levels of service for transit passengers. These upgrades may include additional escalators, an increased number of

faregates, lengthened platforms, and a widened station entrance. Most of these changes will be needed because of overall regional and system-wide growth.

It is expected that these improvements would be funded through TransLink's capital program, however staff recommend that the developer also contribute \$600,000 towards transit improvements which improve the comfort and appeal of transit for people travelling to and from the Oakridge area.

## **9. Engineering**

The redevelopment of a suburban mall of this size requires an extensive network of new services and infrastructure. The services will have to be designed and constructed to service both the ultimate build-out as well as the individual phases as they proceed. The new services include surface infrastructure such as roads, bike lanes, and sidewalks as well as underground utilities such as sewer and water mains. All of the obligations to design and construct the new services will be the responsibility of the developer.

An underlying groundwater aquifer has been identified as a potential source for an energy system. Further studies are required to determine the feasibility of utilizing the existing groundwater aquifer for irrigation on the site. The proposed development and associated construction is not to impact the surrounding neighbourhood's groundwater. Groundwater may ultimately be discharged into the City's sewer system but must not increase volumes beyond what would already be if the systems were using potable water.

Engineering Services has reviewed the rezoning application and has no objections to the proposed rezoning provided that the applicant satisfies the rezoning conditions included in Appendix B.

## **10. Phasing of Construction and Amenities**

The application proposes multiple phases of construction and a 10-15 year build-out for the retail and residential development. The proposed phasing plan is based on several factors that affect retail operations and the current lease obligations.

The first phase of construction would be the demolition and expansion of retail and underground parking at the former Zellers location. There is enough retail capacity under the current CD-1 By-law to allow for this expansion to proceed prior to enactment of the amending By-law. The second phase of retail would be after By-law enactment at the corner of 45th Avenue and Cambie Street to accommodate an expanded Safeway, with a third retail phase along 41st Avenue to accommodate an expanded Hudson's Bay. The proposed retail phasing would maintain operation of the existing Safeway and Hudson's Bay until the new stores are constructed.

The application proposes 14 phases of residential construction. Timing of the residential construction is based on when the retail development below the towers has been completed. It is anticipated that the first residential towers would be built over the expanded Safeway store at 45th Avenue and Cambie Street. The phasing plan in the Design Guidelines allows for flexibility to construct residential towers in a different sequence than initially contemplated.

In order to ensure that the public amenities are provided in a timely manner as development proceeds, a phasing plan requiring provision of certain amenities based on total constructed square footage has been provided. At certain times in the redevelopment, amenities would be required to be provided to the City, secured as required by the Director of Legal Services. The following chart shows the requirements for amenities and the anticipated dates for delivery.

Table 3 - Timing of Amenities

Amenity	Cumulative Square footage constructed	Cumulative Number of Dwelling Units	Date for Delivery
125 units (minimum) of Social Housing	1,805,781 sq. ft.	937 Units	December 31, 2018
70,000 square foot Civic Centre	2,172,453 sq. ft.	1289 Units	June 30, 2019
1.5 Acres of completed Park space	2,561,768 sq. ft.	1,491 Units	December 31, 2019
1.5 Acres of completed Park pace	3,876,554 sq.ft.	2,615 Units	June 30, 2021
165 units of Social Housing	4,123,686 sq.ft.	2,615 Units	December 31, 2021
290 units of Secured Market Rental Housing	4,570,364sq.ft.	2,914 Units	December 31, 2022
Remainder of Park Space (6 Acres minimum)	4,570,364sq.ft.	2,914 Units	December 31, 2022

## 11. Environmental Sustainability

### a) Green Building Rezoning Policy

The Green Building Rezoning Policy (adopted by Council on July 22, 2010) requires that rezoning applications received after January 2011 achieve a minimum of LEED® Gold rating using the LEED® for New Construction (LEED® NC) rating sytem, including 63 LEED® points with targeted points for energy performance, water efficiency and stormwater management; along with registration and application for certification of the project.

The applicant has requested that the intent of the Green Building Policy be achieved by utilizing the LEED® for Neighbourhood Development (LEED® ND) rating system. The LEED® program for New Construction (LEED® NC) is not designed to accommodate a project of this complexity with a number of phases in a single building completed over a long period of time. The timeframe involved will create a challenge in attempting a LEED® 2009 certification in the year 2025 or beyond when the entirety of the project has been completed. As well, there are multiple phases and sub-phases to the shopping mall redevelopment with different contractors and design teams which creates great challenges to maintain the continuity of information required for LEED® NC.



The applicant has been in discussions with the Canadian Green Building Council, which has acknowledged that this is not a project that LEED® NC is designed to accommodate. The CaGBC's LEED® NC rating system is not designed to cope with the long term, sequential phasing and scope of such development that will be continually occupied throughout construction as proposed for the mall portion of Oakridge Centre. Staff are recommending to accept LEED® ND as the rating system under the Green Building Policy. The Oakridge Centre redevelopment is currently targeting a LEED® ND Platinum certification.

The Civic Centre, however, will be constructed and certified LEED® Gold, including a minimum of 6 points for optimised energy performance, 1 point for water efficiency, and 1 point for storm water, as required by the City of Vancouver for all newly constructed public buildings and tenant improvements. All buildings on lands conveyed to the City are required to achieve this standard.

#### b) Neighbourhood Energy

The Greenest City Action Plan seeks to reduce city-wide greenhouse gas (GHG) emissions by 33% or 1,110,000 tonnes of CO<sub>2</sub> per year by 2020. Neighbourhood Energy Systems (NES) are targeted to deliver 11% of this reduction by more efficiently delivering thermal energy to connected buildings while also incorporating low carbon energy sources into the NES network. 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 (May 2011) highlighted Oakridge Centre as one of several large redevelopment sites that has the best potential to support low carbon NES development in the Cambie Corridor. The Oakridge Centre Redevelopment District Energy Study – Phase 1 Screening Report (February 2013), commissioned by Ivanhoe Cambridge in partnership with the City and completed as a requirement under the Rezoning Policy for Sustainable Large Developments, confirmed Oakridge Centre as a critical load in supporting the successful establishment of a corridor-wide energy system.

The City is in the process of selecting a utility provider to complete technology and business planning and implement a corridor-wide NES in consultation with landowners. In the near term, large redevelopment sites, including Oakridge Centre, would be established as isolated nodes of neighbourhood energy, each requiring centralized on-site natural gas boiler plants to provide interim thermal energy. In the long-term, one or more low carbon energy centres will be established and these natural gas plants will serve a back-up and peaking energy function for the corridor-wide NES. Conditions of rezoning have been incorporated in Appendix B to support the development of, and connection to, a corridor-wide NES.

#### c) Rezoning Policy for Sustainable Large Developments

Rezoning proposals having either a total minimum site size of 8,000 m<sup>2</sup> (1.98 acres) or containing more than 45,000m<sup>2</sup> (484,375 sq. ft.) of new development floor area require defined plans or studies on 8 different areas to demonstrate how they achieve the city's sustainability goals. The applicant has submitted a study that addresses the 8 areas in the following way:

- Sustainable Site Design – The proposal retains mature trees along 41<sup>st</sup> Avenue and Cambie Street, and uses building design to maximize sunlight on the rooftop park and minimize shadow impact on adjacent properties

- **Access to Nature** - The application proposes 9-acres of park on the roof of the retail component of Oakridge Centre. The proposal also reclaims over 85 m<sup>2</sup> (924 sq.ft.) of the Cambie Heritage Boulevard for green space, and provides green space on all the rooftops of the residential buildings. The project will also be designed in accordance with the proposed Bird Friendly Design Guidelines.
- **Sustainable Food Systems** -- The proposed inclusion of a community kitchen in the Civic Centre is one of the features of the sustainable food system. The applicant has also proposed community gardens, and is exploring edible landscaping as part of the redevelopment.
- **Green Mobility** - The proposal provides separated cycling facilities along 41<sup>st</sup> Avenue, Cambie Street, and 45<sup>th</sup> Avenue, as well as along the proposed New Street. Pedestrian routes have been secured through the mall and the rooftop park, with wider sidewalks along all streets. The proposal also uses a large car co-op along with reduced parking ratios for the residential portion of the project.
- **Rainwater Management** - The proposal includes green roofs on all the residential buildings (as well as the rooftop park), and reduces the impervious surface of the site from 90% to 58%. The application proposes to reduce the rainwater runoff quantity while also improving the runoff quality.
- **Zero Waste Planning** -- The application proposes an integrated waste collection and management system, featuring a vacuum pneumatic system of pipes, inlets, and valves which will automatically collect waste from the Centre and the residents. Separate inlets will be provided for waste, recyclables, and organics to separate the waste streams at the source. They will then go to a single collection point to be hauled away.
- **Affordable Housing** - The applicant proposes that 20% of the total units be provided as affordable housing, including 290 units of social housing and 290 units of secured market rental housing.
- **Low Carbon Energy Supply** - A screening-level study was submitted to the city as part of the application. Further work remains to be completed to assess the feasibility of a larger neighbourhood scale energy system to which Oakridge Centre may be required to connect.

Staff have reviewed the applicant's proposed Sustainable Large Sites Study and will continue to refine the response to the study through the Development Permit process.

## 12. Public Input

An enhanced and customized program of public engagement was designed for this rezoning application. The engagement activities were designed to provide the general public with the information needed to provide input and comment on the application, as well as connect with those affected by the proposal - the neighbouring community, existing residents on site, mall patrons and merchants, adjacent BIAs, and other interest groups.

Working with the City's Communications Department, the process has taken advantage of a variety of tools to update and engage the public on the program. In addition to open houses, new opportunities for public participation were provided through online consultation, as well as a kiosk at Oakridge Centre with City staff and the developer's public consultation team in attendance. A webpage for Oakridge Centre was designed to provide all information on public events and documentation for the project.

Throughout the process, staff met with a variety of local and city-wide groups to receive comments, feedback and ideas on the rezoning application. The interest in the application was high, and included:

- Over 1,400 attendees at the November 15 and 17, 2012 open houses held at the Oakridge Centre Auditorium, with 339 comment forms received.
- Over 500 respondents to an on-line consultation in April 2013 to ask in-depth questions about amenities, housing, transportation, and built form.
- Over 2,300 attendees at the October 3 and 5, 2013 open houses held at the former Zellers location at Oakridge centre, with 342 comment forms received.
- 505 members of the public that viewed the presentation materials and answered the comment forms through the Talk Vancouver and Oakridge Centre redevelopment Websites in October 2013.
- Over 13,000 members of the public that engaged staff through a kiosk run at the mall 17 Saturdays from July 2013 to February 2014.

Based on the comments received throughout the process, the following key themes emerged:

- The redevelopment of Oakridge Centre is a good location for higher density development in the City.
- Concern over the appropriateness of 45 and 42-storey buildings at this location, especially the visual dominance in the location as well as shadow impacts.
- Concern about school and hospital capacity with the increased development along Cambie Street.
- Canada Line capacity and the ability to handle growth from developments in Vancouver and Richmond.
- Maintaining Oakridge Centre as a Municipal Town Centre and not a Regional Town Centre like Metrotown.
- Concerns about increased traffic along Cambie Street and 41st Avenue as a result of increased development.
- Ensuring that amenities provided were appropriate when considering a development of this scale, including social and affordable housing options.
- Ensuring the proposed rooftop park was as public as possible, and was not just an amenity for the residents but all members of the public.

As a result of community comments, the project was revised with the following changes:

- Size of the Civic Centre increased from 43,000 to 70,000 sq.ft.
- Increased number of access points and better design of access points to the rooftop park to allow for better public access.
- Options for activities in the rooftop park based on public feedback.
- Distance from the proposed towers to the existing Terraces residences building increased to reduce shadow impacts.

- New street at west end of property redesigned to reduce the potential for shortcutting through site.  
Size of Oakridge Seniors Centre provided in Civic Centre increased to 2,500 sq.ft.

Staff also worked with Vancouver Coastal Health, Vancouver School Board, and TransLink to ensure there was adequate capacity for Hospitals, Schools, and the Canada Line. A complete summary of the public engagement process and comments heard is attached as Appendix D. Staff thank the residents, citizens, business owners and mall staff, stakeholders and interest groups who participated in the public events and provided comments.

### 13. Public Benefits

In response to City policies which address changes in land use and density, this rezoning application offers the following public benefits.

#### Required Public Benefits:

**Development Cost Levies (DCLs)** – Development Cost Levies collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. The site is located in the City-Wide DCL area where the current rate is \$136.38/m<sup>2</sup> (\$12.67/sq. ft.).

The City's DCL By-law and DCL Administrative Bulletin are the two public documents providing guidance on this matter. Both documents indicate that there should be an exemption for replacing the existing retail floor area and that the DCL should be charged only on the net floor area added. This exemption is consistent with the first principle of DCLs, which is that DCLs should only be applied to help address the cost and impacts of growth. The replacement of existing floor area has little to no growth impact. DCLs do not apply to the social housing component of the development (19,754 m<sup>2</sup> or 212,632 sq. ft), representing a DCL exemption of \$2,694,047.

Based on the new floor area of 335,977m<sup>2</sup> (3,616,424 sq.ft.), and including the DCL exemption for social housing, a DCL of approximately \$45,820,092 would be anticipated. DCLs are payable at building permit issuance and their rates are subject to Council approval of an inflationary adjustment which takes place each year on September 30.

**Public Art Program** – The Public Art Program requires that rezonings involving a floor area of 9,290 m<sup>2</sup> (100,000 sq. ft.) or greater allocate a portion of their construction budgets (\$1.81/sq. ft.) to public art as a condition of rezoning. With 424,601m<sup>2</sup> (4,570,364 sq. ft.) of floor area proposed in this rezoning, a public art budget of approximately \$8,272,359 is anticipated. Based on the value, there would be multiple public art pieces on the Oakridge Centre site. The applicant has been in discussions with Cultural Services to provide a master plan for public art on site.

**Outstanding Park and Housing Obligations** – In 1983, the former owners of Oakridge Centre were given approval to subdivide the site and create a parcel of land for residential development (Chisuan Housing and Fairchild Residences). Pursuant to the Subdivision By-law, the subdivision triggered a requirement for the conveyance to the City of 3.085 acres of land (10% of the site) for park or recreational purposes. The City and owners agreed to a deferral

of the obligation to a future subdivision and a legal agreement was registered on title to secure this outstanding obligation.

In 1991, Council approved in principle a rezoning of the site which would permit additional density. In 1993 Council approved modifications to the conditions of the 1991 rezoning to allow the outstanding park obligation to be reduced from 3.085 acres to 2.83 acres subject to the owner transferring a 1.1 acre parcel of land (for seniors' housing) on the Oakridge site to the City for 10% of estimated market value.

The City and the registered owner entered into an agreement to secure the delivery of the 2.83 acre parcel of land for park or recreational purposes and the 1.1 acre parcel of land for housing which tied delivery of this land to a future phase in the development of Oakridge Centre. That development phase did not happen and accordingly, these two obligations remain outstanding to this day.

Regarding the outstanding park land obligation, staff recommend that if after public hearing Council approves in principle the rezonings referred to in Recommendations A, B, and C and subsequently the applicant fulfills all of the prior to conditions for enactment of the amendments to CD-1(1) By-law No. 3568 and Council enacts the amendments to CD-1(1) By-law No. 3568 then the outstanding park land dedication will be satisfied by the delivery to the City of a fully constructed 9 acre park, 6 acres of which will be in an air space parcel transferred to the City in fee simple and 3 acres of which will be secured through a statutory right of way granted to the City.

Regarding the outstanding housing land obligation, staff recommend that if after public hearing Council approves in principle the rezonings referred to in Recommendations A, B, and C and subsequently the applicant fulfills all of the prior to conditions for enactment of the amendments to CD-1(1) By-law No. 3568 and Council enacts the amendments to CD-1(1) By-law No. 3568 then the outstanding housing land obligation will be satisfied by the delivery to the City of a fully constructed turn-key civic centre and transfer to the City in fee simple of an air space parcel for the civic centre.

If Council does not enact amendments to CD-1(1) By-law No. 3568 as referred to in Recommendations A, B, and C then the outstanding park land obligation and the outstanding housing land obligation will remain as unfulfilled obligations of the registered owner of the rezoning site.

#### **Offered Public Benefits:**

**Civic Centre** – To fulfil the requirements of the 2007 Policy Statement, as well as future demand in the Oakridge area, staff is recommending a 6,503m<sup>2</sup> (70,000 sq.ft.) new Civic Centre be developed on the Oakridge Centre site. This Civic Centre would be comprised of the following:

- A community centre of approximately 36,000 sq. ft., including a gymnasium, fitness centre, multi-purpose rooms, a dedicated Seniors Centre, community kitchen, and circulation space.
- An expanded branch for the Vancouver Public Library of approximately 25,000 sq. ft., including expanded programming, work and study spaces, which will help meet existing and future demand in the area.

- A 69-space childcare facility with adjacent outdoor play space.

The facility has been designed to enable a one-stop service delivery model for citizens through co-location and functional integration of complementary programs delivered through the community centre, library, and childcare facility. Included in the design is flexible space that can be shared among all the Civic Centre uses to achieve maximum economies of scale.

As part of the needs assessment for the Civic Centre, staff and the applicant explored multiple locations on the site, based on criteria including prominence on site, ease of wayfinding to Canada Line, ability to provide required footprint and future expansion, ability to keep existing amenities in operation during construction, and solar access for childcare play areas. Based on these criteria, a location at the southeast corner of the site was the preferred option. Once completed, an air-space parcel containing the building and associated parking will be transferred to the City. The building, with a floor area of 6,503 m<sup>2</sup> (70,000 sq. ft.), is to be provided in turn-key condition (fit and finished). The existing Oakridge Branch of the Vancouver Public Library and Oakridge Seniors Centre would be anticipated to remain in operation through all phases of development.

Real Estate and Facilities Management staff estimate the cost of constructing, fitting, furnishing, equipping and supplying the Civic Centre facility to be \$46,000,000. The property owner has offered, as an in-kind contribution, to provide the Civic Centre to the City in “turn-key” condition, with a City contribution of \$2,000,000. If the cost of constructing, fitting, furnishing, equipping and supplying the Civic Centre facility exceeds \$46,000,000, any additional funding will be the responsibility of the applicant. The source of funds for the City’s contribution is existing Childcare DCL funds which are earmarked for such a purpose.

Programming for the community centre at Oakridge would be comprised of facilities found in most community centres: a full-sized gymnasium, a fitness centre, multi-purpose rooms designed to accommodate a range of activities, meeting rooms, and lobby and circulation space. The new civic center will also include a commercial quality kitchen capable of functioning as a teaching and community kitchen that supports programs and celebrations, and as provided for in the Rezoning Policy for Sustainable Large Sites. Further detailed design and functional programming will occur through the development permit process, with community consultation.

Included in the Civic Centre will be an area of approximately 2,500 sq. ft. of purpose-designed and built space at ground level to replace the existing Oakridge Seniors Centre. The Seniors Centre is located within the mall, and does not pay rent to Oakridge Centre for the use of their space. The functionality of the Seniors Centre will be enhanced by inclusion within the Civic Centre with its gym, library, multiple meeting rooms, and other multi-purpose spaces. The Seniors Centre will also benefit, as will the library, from improved visibility and accessibility within the development offered by the new location on the plaza and rooftop park. Staff will continue to support the good work of the Seniors Centre in preserving and enhancing their identity and capacity to serve the area’s older population.

The current Oakridge branch of the Vancouver Public Library is located in the basement of Oakridge Centre, paying market lease rates for the 1,208m<sup>2</sup> (13,000 sq. ft.) space. The library is one of the three busiest branches in the system in terms of annual visitors and the number of items borrowed. Despite its low-profile location in the basement of Oakridge Centre, the community heavily uses this branch for a variety of purposes. The branch provides

critical outreach services and reading enjoyment programs for teens, children and their caregivers. Program partnerships with health units, the Vancouver School Board and other community agencies are also a part of the Oakridge Library, with a special focus on working with vulnerable communities.

Based on research, by 2023, the Library anticipates that it will require approximately 20% less space for shelves for physical materials. However, with increasing densification, people are turning to the public library for work space, family space, and study space. Increased residential development and the expansion of civic and commercial amenities will see a further increase in the demand for space and programs offered by the Oakridge Library. The Library needs a space of approximately 25,000 sq. ft.. This space would be planned to allow for flexibility in adapting to different functions as the use of library space continues to evolve over the coming years.

Population growth at Oakridge Centre and within the Cambie Corridor will also generate additional demand for childcare. Along with the community centre, the requirement for a 69-space childcare has been identified as a need in this area. The space would be owned by the City of Vancouver, but managed by a non-profit operator with experience in operating childcare centres of this size. While there will be more demand for childcare in the area based on population growth, other opportunities will be explored throughout the Cambie Corridor including partnerships with VSB and the non-profit sector.

**Affordable Housing** — The City's inclusionary housing policy for large development rezonings applies to this application and sets a 20% affordable housing target for the Oakridge Centre redevelopment. As part of the final report of the Mayor's Task Force on Housing Affordability in October 2012, Council directed staff to implement a more flexible and creative approach to inclusionary housing policies. The priority continues to be to secure 20% of the units in large developments as social housing for low-income households, but the City will consider a range of options to deliver affordable housing when adequate funding is not available.

To fulfil the City's inclusionary housing policy requirements the applicant is proposing 20% of residential units as some form of affordable housing. The current proposed breakdown of residential units is as follows:

Table 4 - Oakridge Centre Proposed Affordable Housing Mix

	Units	% of Res Units
Market Strata Ownership	2334	80%
<b>Spectrum of Affordable Units</b>		
Secured Market Rental	290	10%
Social Housing	290	10%
<b>Sub-total Affordable Units</b>	<b>580</b>	<b>20%</b>
<b>Total Residential Units</b>	<b>2914</b>	<b>100%</b>

City staff have assessed this proposal against Council's inclusionary housing policy requirements and recommend that Council accept the applicant's affordable housing offer, subject to the conditions included in Appendix B and described in this section of the report.

Ten percent (290 units) of residential units in the development will be built as fully fit and finished social housing units and conveyed to the City. The proposed unit mix for the social housing includes 30% of the total units as 2-bedroom units and 20% of the total units as 3-bedrooms. The achievement of 290 turn-key social housing units would be a significant achievement through this rezoning, particularly given the absence of capital funding from other sources and the achievement of a major civic facility in addition to the affordable housing. The proposal also includes 290 units of secured market rental housing. Taken together, the proposal provides for 20% of residential units in the development to be built as a form of affordable housing that meets the objectives of the City's inclusionary housing policy for large developments.

The following provides additional information about the Oakridge Centre affordable housing proposal.

#### Social Housing

The affordable housing proposal includes 290 units of social housing, representing 10% of total residential units in the development, with a total area of 19,754m<sup>2</sup> (212,632 sq.ft.). These units will be conveyed to the City as completed units that are ready for occupancy.

These units will be designed and built according to the Oakridge Centre Design Guidelines and will respond to the City's Housing Design and Technical Guidelines. To address the needs of people with disabilities, particularly with mobility challenges, a minimum of 5% of the social housing units (15 units) will be built as fully accessible units. The social housing will be delivered in two phases of development; one phase early in the development of a minimum of 125 units, and the balance no later than December 2021.

All 290 social housing units will be rented at rates that are affordable to households with incomes below BC Housing's Housing Income Limits (HILs). Key priorities for these units include seniors, families with children and people with disabilities. The City will seek to include a portion of units rents set at the shelter rate of Provincial Income Assistance. However, the extent to which shelter rate units can be delivered will depend upon the availability of funding from other sources (e.g. Provincial rent supplements, non-profit equity contributions, etc.). The City will also seek to integrate a small number of scattered site supportive housing units in these projects, provided adequate rent supplements and support services are available on an outreach basis.

Table 5 - Typical Anticipated Rents in Social Housing at Oakridge Centre

	Shelter Rate (Income Assistance)	Housing Income Limits (2014)
Studio	\$375	\$875
1 Bedroom	\$375-\$540	\$990
2 Bedroom	\$570	\$1,200
3 Bedroom	\$660	\$1,400



Consistent with Council policies, the social housing is expected to be self-sustaining and will not require further operating subsidies, property tax exemptions, and/or financial guarantees from the City. The final rental mix would be established to ensure that the rental income would be adequate to offset operating and capital maintenance costs over the life of the building. If this application is approved, staff will report back to Council recommending a prepaid lease for operation of the social housing units that ensure achievement of Council's affordability targets. Staff may seek a single operator for all 290 units of social housing.

#### *Secured Market Rental Housing*

Rental housing provides a more affordable alternative to ownership for over half of all Vancouver households. The City's inclusionary housing policies, as well as the recommendations from the Mayor's Task Force on Affordable Housing allow for the consideration of privately-owned affordable market rental housing that addresses the target groups identified in the Housing and Homelessness Strategy in cases where there is insufficient funding to deliver 20% of residential units as social housing.

The applicant has proposed 290 units (10 per cent) of the 2,914 residential units as secured market rental housing with a minimum floor area of 18,430 m<sup>2</sup> (198,387 sq. ft.). This application is not being considered under the City's rental housing programs and no incentives are being requested.

If this rezoning application is approved, the rental housing would be secured through a Housing Agreement with the City. All residential units will be secured for month-to-month rental for 60 years or the life of the building, whichever is greater. Covenants will be registered on title to preclude the stratification and/or separate sale of individual dwelling units.

**Other CAC Contributions** - In addition to the in-kind contribution towards the construction of the Civic Centre, Social Housing, and rooftop park, the applicant has offered an additional cash CAC of \$2,530,000. \$1,100,000 is recommended for start-up, programing and capital maintenance costs for the 69 space child care.

The remaining balance of \$1,430,000 will remain unallocated pending completion of Phase 3 Planning for the Cambie Corridor. After review of the applicant's development pro forma for this rezoning application, Real Estate Services staff have concluded that the total CAC of \$148,700,000 offered by the property owners (comprised of in-kind and financial contributions) is appropriate and recommend that the offer be accepted.

See Appendix K for a summary of all of the public benefits for this application.

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

##### *Social*

The City addresses the social implications of new development through four inter-related areas of policy: housing, childcare, and social and cultural infrastructure.

### (i) Housing

Vancouver's Housing and Homelessness Strategy was adopted in 2011 and set long- and near-term targets for the achievement of affordable housing across the City. For social housing, the City set a 10-year target of 5,000 units, with 1,500 to be committed by 2014. The City has been advancing towards achievement of its near term target with 1,846 social units now proposed, in progress or completed. Should this application be approved, 290 new social units representing 10% of total units in the project would be added to the inventory thereby making a significant contribution towards closing the remaining gap towards the target. The contribution of these units as completed units that are ready for occupancy is accomplishment through this rezoning, given the economics of the project and the delivery of other important public benefits (i.e. the Civic Centre).

The Strategy also sets targets for the delivery of secured market rental housing (5,000 long-term and 1,500 near-term). Affordable market rental housing is critical to the social, cultural and economic vibrancy of the City, providing housing for those households that cannot afford home ownership in the City. This application would also contribute 290 secured market rental units towards these targets representing 10% of the total units in the project, and contributing to the applicants 20% affordable housing requirement on the site.

Table 1 shows the social and secured market rental housing targets for the City and the current metrics which include the units in this report. When the 290 units at Oakridge Centre are included as part of the "all other non-market housing units", the gap decreases from 539 units to 249 units.

**Table 6 - City of Vancouver Housing and Homelessness Strategy (2011) Targets**

	TARGETS <sup>1</sup>		CURRENT PROJECTS	GAP
	Long Term (2021)	Near Term (2014)	Committed, Under Construction and Completed	(2014 Target)
<b>Supportive Housing Units</b>	2,900	2,150	1,846	304
<b>All Other Non-Market Housing Units</b>	5,000	1,500	961	539
<b>Total Non-Market Housing Units</b>	7,900	3,650	2,807	843

(1) Targets are established in the 2011 City of Vancouver Housing and Homeless Strategy.

Council policy and practice has been to seek facilities for nonprofit uses that support a diversity of cultural, social and recreational activities. The City's policy is based on research showing that social infrastructure is essential for creating sustainable communities. New and/or expanding neighbourhoods require spaces and services that support social cohesion and local identity. Supporting the creation of inclusive, safe and tolerant communities has a direct impact on how well the local economy performs and how much pressure is put on local services like policing and specialized social supports for vulnerable populations.

## (ii) Childcare

On December 13, 2011, Council passed a motion renewing its commitment to increasing the number of childcare spaces in the City, setting a target of 500 new childcare spaces over the next three years. Since this motion was passed, 227 new childcare spaces have opened. With an additional 69 spaces committed at this site, 347 spaces have now been in the City (see Table 2)

Table 7: City of Vancouver Childcare Targets and Progress Against Targets

Council Target: New Spaces Between 2012-2014 500	Built Spaces 227	Committed Spaces 347	Total Built and Committed 574
--	---------------------	----------------------------	-------------------------------------

Childcare contributes to social sustainability in the following ways:

- Childcare supports the labour force participation of parents contributing to economic growth.
- For every dollar spent on childcare, there is a seven dollar return on social and health outcomes for children and families.
- Estimated contribution to the Gross Domestic Product of mothers with young children now in the labour force is estimated at five percent of the GDP.
- Quality care in early childhood supports school readiness and healthy child development.

A target of 6-10 of the social housing units will be designed to accommodate Licensed Family Childcare facilities. Licensed Family Childcare is childcare that is offered in a private home. Licensed Family childcare providers can care for up to seven children counting their own. Licensed Family Childcare offers an alternative to licensed group childcare for families who require a bit more flexibility in terms of hours or days than is often not possible with larger group facilities, and provides choice to parents who may prefer a home setting. It also offers a source of income for parents who wish to or need to stay at home with their own children. Licensed Family childcare is not included in the above table.

## *Financial*

### Community Amenity Contributions

As noted in the section on Public Benefits, the total value of the CAC is \$148.7 million, of which \$146.17 million will be delivered in-kind and \$2.53 million will be in cash. Of the in-kind CAC of \$146.17 million, \$44 million will be allocated towards the Civic Centre, \$79.17 million towards Social Housing, and \$23 million towards the rooftop park. Of the cash CAC of \$2.53 million, with \$1.1 million will be allocated to the childcare reserve fund and the balance of \$1.43 million will remain unallocated pending Phase 3 Cambie Corridor planning.

## (i) Civic Centre

A 70,000 sq. ft. Civic Centre will be constructed to City's specifications and conveyed to the City in turn-key condition. Included in the Civic Centre will be a community centre, a library and a 69-space childcare facility.

Table 8: Civic Centre Components, Costs &amp; Funding Sources

	Size (sq. ft.)	Maximum Construction Cost	Proposed Funding Sources
Community Centre	36,000	\$23.15M	In-kind CAC
Library	25,000	\$17.00M	In-kind CAC
69-space Childcare	9,000	\$5.85M	In-kind CAC \$3.85M CW Childcare DCL \$2.00M
Total	70,000	\$46.00M	
In-kind CAC Value		\$44.00M	
City Contribution - CW Childcare DCL		\$2.00M	

**Capital Costs** - The maximum construction cost of the Civic Centre is estimated at \$46 million. The City will contribute up to \$2 million of Citywide Childcare DCLs towards the 69-space childcare facility. The City will continue to work with the developer to value engineer and refine the budget. The final amount and timing of contribution will be reported to Council as part of the Capital Plan and Budget process.

**Ongoing Facility Costs** - Upon taking ownership of the Civic Centre (no later than 2021), the City will be responsible for ongoing facility operating costs estimated at \$16.61 per sq. ft. totalling approximately \$1 million per year. This will be partially offset by savings from termination of the lease for the existing Library space of \$0.5 million per year. The operating budget implications for the new facility will be further refined and considered as part of the annual budget process. Any future capital maintenance and rehabilitation costs will be considered and prioritized as part of the capital plan and budget processes.

**Ongoing Administrative & Programming Costs** - The Community Centre would be operated by the Park Board. Incremental administrative and programming costs are estimated at \$300,000 per year (net of program revenues and/or cost recoveries) based on comparable community centres.

The Library will be relocated from the existing leased site to the Civic Centre with little service interruption. It is anticipated that current staff level would be adequate to support future expansion with minimum budget implications.

Consistent with other City-owned childcare facilities, following a competitive process, staff would seek Council approval to appoint a non-profit childcare operator. It is expected that the operating costs, including facility maintenance, will be covered by parent fees (85%), fundraising and senior government grants (15%).

The operating budget implications resulting from ongoing administrative and programming for the community centre, library and childcare will be further refined and considered as part of the annual budget process.

## (ii) Social Housing

**Capital Costs** - 290 units of social housing comprising 19,754 m<sup>2</sup> (212,632 sq. ft.) will be constructed to City's specifications and conveyed to the City in turn-key condition in up to 3 air space parcels at an estimated cost of \$79.17 million (2014\$), which is equivalent to \$372 per buildable sq. ft. or \$273,000 per unit, including parking.

**Ongoing Operating Costs** - Consistent with Council policies, the social housing project is expected to be self-sustaining and will not require further operating subsidies, property tax exemptions, and/or financial guarantees from the City. Upon completion, the City would take ownership of the social housing and select one or more non-profit operators to lease and operate the units over the life of the project. Assuming all units will be rented at rates that are affordable to households with incomes below HILs, there is a potential to monetize the value of the lease(s) in the form of prepaid rents which can be used to further advance Council's housing objectives across the City. The final rental mix would be established to ensure that the rental income would be adequate to cover operating, mortgage financing and capital maintenance costs over the life of the project. Following a competitive process, staff would seek Council approval to appoint one or more housing operator(s), final rental mix and prepaid rents that ensure achievement of Council's affordability targets.

### (iii) Park

**Capital Costs** - 9 acres of rooftop park will be constructed to Park Board specifications at an estimated cost of \$15 million. 6 acres will be conveyed to the City and 3 acres will be secured in the form of Statutory Right of Way.

**Ongoing Maintenance Costs** - The property owner of the retail and/or office spaces will be responsible for the ongoing maintenance, rehabilitation and replacement of the rooftop park and open space through perpetuity. Annual maintenance cost is estimated at \$0.4 million based on a comparable size park, which is equivalent to \$45,000 per acre per year. The net present value is estimated at \$8 million.

### (iv) Other Public Spaces

Besides the rooftop park, the property owner will also be responsible for the ongoing maintenance of all public spaces on private property, including:

- the transit plaza at 41st Avenue and Cambie Street.
- the High Street at grade with plazas at both ends.
- the pocket park at Cambie Street and 43rd Avenue.
- the streetscapes along the public streets, including Cambie Street, 41st Avenue, and 45th Avenue.

### Required Public Benefits

If the rezoning application is approved, the applicant will be required to provide new public art on site at estimated value of \$8,272,359. (Note: The applicant has the option to make a cash contribution to the City for off-site public art.)

The site is within the City-wide DCL District. DCLs are payable on approximately 3,616,424 sq.ft. of additional retail, office and non-exempt residential areas. It is anticipated that the applicant will pay approximately \$45,820,092 in DCLs at current rate of \$12.67/square foot. DCLs are payable at building permit issuance and the rates are subject to Council approval of an annual inflationary adjustment which takes place on September 30th of each year.

## **CONCLUSION**

Staff assessment of this rezoning application has concluded that the proposed form of development represents an appropriate urban design response to the site and the policy context for this area. The proposed redevelopment achieves many of the goals of the Greenest City 2020 Plan, Transportation 2040, Vancouver Economic Action Strategy, Cambie Corridor Plan, and Housing and Homelessness Strategy.

A comprehensive pre-application and application review process has occurred with respect to this rezoning application. For over 18 months, the public has been engaged in discussion about the proposal and the application has evolved through an iterative process and it is now at a stage where staff has concluded that the application is supported, subject to conditions.

The General Manager of Planning and Development Services recommends that the rezoning application be referred to a Public Hearing, together with a draft amendment to CD-1 By-law No. 3568 generally as set out in Appendix A. Further it is recommended that, subject to the public hearing, the application, including the form of development as shown in the plans in Appendix I and the Design Guidelines in Appendix J be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

Staff also recommend that the General Manager of Planning and Development Services make application to further amend CD-1 (1) By-law No. 3568 by removing the Terraces and the Southwest Properties from such by-law and establish a new zoning district for each, generally as outlined in Appendices D and E, and that they be referred to the same Public Hearing.

\* \* \* \* \*

**650 West 41st Avenue (Oakridge Centre)  
DRAFT CD-1 BY-LAW PROVISIONS**

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

**Zoning District Plan amendment**

1. This By-law amends the indicated provisions of By-law No. 3568.
2. Council repeals section 1 and substitutes:

**"Zoning District Plan Amendment**

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-( ) attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, to By-law No. 3575."
3. Council strikes out the map marked as Schedule A forming part of By-law No. 3568 and substitutes the map attached as Schedule A to this By-law.
4. Council strikes out Sections 2, 3, 3.1 and 4.
5. Council renumbers section 5 as section 10.
6. After section 1, Council adds:

**"Definitions**

- 2 Words in this By-law have the meanings given to them in the Zoning and Development By-law except that:  
  
"Geodetic Datum, which means the current vertical reference surface adopted and used by the City of Vancouver."

**Sub-areas**

- 3 The site is to consist of 16 sub-areas approximately as illustrated in Figure 1, solely for the purpose of allocating height.

Figure 1 - Sub-Areas



## Uses

4.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 ( ).

4.2 Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 ( ), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:

- Cultural and Recreational Uses, limited to Arcade, Artist Studio, Arts and Culture indoor Event, Billiard Hall, Bowling Alley, Club, Community Centre or Neighbourhood House, Fitness Centre, Hall, Library, Park or Playground, Swimming Pool, or Theatre;



- Dwelling Uses in conjunction with any use listed in this section 4.2;
- Institutional Uses, limited to Child Day Care Facility, Church, Public Authority Use, Social Service Centre;
- Manufacturing Uses, limited to Brewing or Distilling;
- Office Uses;
- Parking Uses;
- Retail Uses, limited to Farmers' Market, Furniture or Appliance Store, Grocery or Drug Store, Liquor Store, Public Bike Share, Retail Store, Secondhand Store, Small-scale Pharmacy, or Vehicle Dealer;
- Service Uses, limited to Animal Clinic, Barber Shop or Beauty Salon, Beauty and Wellness Centre, Cabaret, Catering Establishment, Hotel, Laboratory, Laundromat or Dry Cleaning Establishment, Motor Vehicle Wash, Neighbourhood Public House, Photofinishing or Photography Laboratory, Photofinishing or Photography Studio, Print Shop, Production or Rehearsal Studio, Repair Shop - Class B, Restaurant, School - Arts or Self-Improvement, School - Business, School - Vocational or Trade, or Wedding Chapel; and
- Accessory Uses customarily ancillary to the above uses.

### Conditions of Use

5.1 All commercial uses permitted by this By-law shall be carried on wholly within a completely enclosed building except for:

- (a) Farmer's Market,
- (b) Restaurant,
- (c) Neighbourhood Public House, and
- (d) Display of plants, flowers, fruit and vegetables in conjunction with a permitted use.

5.2 The design and lay-out of at least 25% of the dwelling units shall:

- (a) be suitable for family housing;
- (b) include two or more bedrooms; and
- (c) comply with Council's "High Density Housing for Families with Children Guidelines".

5.3 No general office except for entrances thereto shall be located within a depth of 10.7 m of the front wall of the building and extending across its full width on that portion of a storey having an elevation within 2.0 m of street grade on the fronting street.

### Floor Area and Density

6.1 For the purposes of computing floor space ratio, the site is deemed to be 11.45ha being the site size at the time of application for rezoning, prior to any dedications.

- 6.2 The floor space ratio shall not exceed 3.71.
- 6.3 There shall be a maximum of 256,541 m<sup>2</sup> of floor area for dwelling use.
- 6.4 There shall be a minimum of 3,716m<sup>2</sup> of floor area for grocery or drug store use.
- 6.5 There shall be a minimum of 39,000m<sup>2</sup> of floor area for office use.
- 6.6 Computation of floor area shall include all floors having a minimum ceiling height of 1.2 m, including earthen floors and accessory buildings, both above and below ground level, measured to the extreme outer limits of the building.
- 6.7 Computation of floor area shall exclude:
- (a) open residential balconies or sun decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
    - (i) the total area of all such exclusions must not exceed 12 % of the residential floor area; and
    - (ii) no enclosure of balconies is permissible for the life of the building;
  - (b) patios and roof gardens, only if the Director of Planning first approves the design of sunroofs and walls;
  - (c) those floors or portions of floors used for heating and mechanical equipment or structural transfer;
  - (d) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below the base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;
  - (e) all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m<sup>2</sup> for a dwelling unit there will be no exclusion for any of the residential storage space above base surface for that unit; and
  - (f) floor area used for the purpose of a Child Day Care Facility, Library or Community Centre or Neighbourhood House.
- 6.8 Computation of floor area may exclude amenity areas, except that the total exclusion for amenity areas shall not exceed 2,600 m<sup>2</sup>.

- 6.9 The use of floor area excluded under section 6.7 or 6.8 shall not include any purpose other than that which justified the exclusion.

## Height

7.1 Building height on the site must be measured in metres referenced to Geodetic Datum.

7.2 Building height, measured from the top of the roof slab above the uppermost habitable floor, excluding parapet wall, must not exceed the maximum heights set out in the following table:

Sub-area	Roof Slab Elevation (m)
1	143.9
2	166.3
3	191.9
4	180.7
5	213.2
6	186.3
7	191.9
8	149.0
9	116.0
10	127.2
11	115.4
12	194.9
13	221.5
14	184.2
15	112.9
16	118.2

7.3 Despite the provisions of section 7.2, the Director of Planning may permit portions of buildings to exceed the permitted maximum height by no more than 7.6 m, if:

- (a) the Director of Planning first considers the location and sizing of such portions of buildings in relation to views, overlook, shadowing, and noise impacts;
- (b) the Director of Planning first considers all applicable Council policies and guidelines; and
- (c) those portions of buildings which exceed the permitted maximum height are:

- (i) mechanical appurtenances such as elevator machine rooms,
- (ii) access and infrastructure required to maintain green roofs or urban agriculture, roof-mounted energy technologies including solar panels and wind turbines,
- (iii) decorative roof and enclosure treatments provided that the roof and enclosure treatment enhances the overall appearance of the building and appropriately integrates mechanical appurtenances, or
- (iv) items similar to any of the above.

### Horizontal Angle of Daylight

8.1 Each habitable room must have at least one window on an exterior wall of a building.

8.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24 m.

8.3 Measurement of the plane or planes referred to in the section above must be horizontally from the centre of the bottom of each window.

8.4 If:

- (a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
- (b) the minimum distance of unobstructed view is not less than 3.7 m;

the Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement.

8.5 An obstruction referred to in section 8.4 means:

- (a) any part of the same building including permitted projections; or
- (b) the largest building permitted under the zoning on any site adjoining CD-1 (---).

8.6 A habitable room referred to in section 8.1 does not include:

- (a) a bathroom; or
- (b) a kitchen whose floor area is the lesser of:
  - (i) less than 10% of the total floor area of the dwelling unit, or
  - (ii) less than 9.3 m<sup>2</sup>.

### Acoustics

9. All development permit applications require evidence in the form of a report and recommendations prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise levels in those portions of dwelling units listed below do not exceed the noise level set opposite such portions. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

Portions of dwelling units	Noise levels (Decibels)
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

\* \* \* \* \*

650 West 41st Avenue (Oakridge Centre)  
DRAFT CONDITIONS OF APPROVAL

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for the Public Hearing.

**CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT**

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by Henriquez Partners, Stantec Architecture, and Gensler on behalf of Ivanhoe Cambridge and Westbank Development Corp. and stamped "Received City Planning Department, September 20, 2013", provided that the General Manager of Planning and Development Services may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the General Manager of Planning and Development Services, who shall have particular regard to the following:

**Urban Design**

1. Design development to Building 13 and Building 5, the two tallest buildings proposed:
  - to achieve a significant and recognizable new benchmark for architectural creativity and excellence, leadership in sustainable design, and advancement of the city's objective for carbon neutrality as outlined in Design Guideline 10.2.12 Higher Buildings Review
  - to articulate and enhance the sense of verticality and to ensure that architectural elements contribute to articulation and visual interest without increasing perceived mass
  - to accentuate the individuality of the buildings within a common language recognizing the gateway pairing of the two buildings
  - to limit the height to 132.6m (435') for Building 13 and 124.3m(408') for Building 5, measured from the mall floor level of 88.88m to the roof of the uppermost inhabited level.
  - to configure and shape the building floorplates, and sculpt at upper levels with consideration for reduced shadowing at the equinox on the Transit Plaza at 41<sup>st</sup> and Cambie and reduced shadowing and improved relationships with the adjacent existing Terraces building.  
Note to applicant: accomplishing this will likely require reduced and stepped back floorplates at upper levels of Building 5.
2. Design development to introduce greater articulation and terracing of mid-rise buildings along Cambie Street and 41st Avenue to reduce apparent massing and improve solar access to the sidewalks of these important city-serving streets.
3. Design development to configure and shape the mid-rise and residential tower of Building 2 to improve morning sun on the neighbourhood plaza, and the Civic Centre.

4. Design development to strengthen the expression of the 'hilltop town' analogy and 'earthwork' concepts referenced in the draft Design Guidelines.

Note to applicant: The Urban Design Panel appreciated the concept of the Hilltop Town analogy and thought that strengthening this imagery was important in the further development of the design. The architecture should seek to integrate built form and open space by extending landscape up into the built form layers and the transition from tower to open space should be further developed.

5. Design development to bring the expression of green and the presence of the rooftop park down within the northwest area of the shopping centre.

Note to applicant: The strongest moves during the rezoning process have been in the public placemaking of the project and in particular in bringing the park down to the ground and making it accessible. While ideally a 7<sup>th</sup> access from grade to the park would be provided from 41st Avenue, it is recognized that the constraints of the retail program would not facilitate this. Nonetheless, the design and needs of the anchor spaces should accommodate a visual connection and expression to the park.

6. Prior to first Development Permit, provide a Phasing plan and strategy to illustrate how the public access and park is constructed in phases, ensuring public access and use of these phases as constructed.
7. Design development to ensure that the entirety of the Civic Centre can be constructed in one phase early in the development, including the exterior stairs, related spaces and accesses. It is recognized that the timing of completion of the bridge connection across the High Street to the roof-top park will likely be a subsequent phase.
8. Design development to reconfigure Building 4 to eliminate the overhang of the High Street, in the interests of creating a welcoming, appropriately scaled, and sunny public realm along this section of the High Street.

Note to applicant: In process drawings received indicate potential future retail on the west side of the High Street which would leave less than 24' between the two storey retail base and the tower. A reconfiguration of the tower and potentially a relocation of its core is needed to create the desired public realm condition on the High Street.

9. Design development to reduce the size of the water feature in the rooftop park, in favour of areas that people can access and use, and introduce more variety and interest in the landscape along the important bridge connections that cross it.
10. Design development to setback the residential frontages of proposed buildings 9, 10, and 11 along the new street by 2 metres or sufficient distance to enable private outdoor space for residential units and any steps providing access to the units and their open space. All private outdoor space, railings, balconies, steps, etc. serving the units should be located outside of the Right-of-Way for the new street.

11. Design development to provide direct access from the elevator office cores to the roof-top park.
12. Design development to ensure that retail anchor spaces along 41st Avenue and Cambie Street:
  - prioritize transparency at the street level to allow for visibility into the store.
  - have considerable architectural expression and visual variety; there should be no blank walls facing any public view. Facades should wrap around the building at every corner visible to the public.
  - are permeable and inviting. Entries and access to anchors from the street should be clearly defined and identifiable to the public.
13. Design development to ensure a minimum of 5.5m of pedestrian sidewalk space in front of the anchor stores on 41st Avenue.

Note to Applicant: 5.5m of pedestrian sidewalk space may include the space required to accommodate street trees and boulevard but must be to the face of the building. This does not include space required for the cycle track.
14. Design development to eliminate the surface level parking area by the Bay anchor store.
15. Design development to ensure that the New Street turnaround referenced in Engineering condition (b) 30. is a well-integrated, intentional urban design element, rather than an auto-oriented cul-de-sac.
16. Design development to delete those portions of building that are overhanging onto City property.
17. Design development to provide semi-private common outdoor spaces and urban agriculture facilities and for residents on the mid-rise roof-tops.

Note to applicant: Semi-private common outdoor spaces and urban agriculture facilities should be provided in accordance with the High Density Housing for Families with Children Guidelines, and Urban Agriculture Guidelines. In general, urban agriculture spaces in the roof-top park should be additional to these requirements and available for use by the general public.
18. That prior to first development permit, the Design Guidelines are revised to reflect the conditions referenced in this Appendix.
19. That Prior to issuance of first Development Permit, provide the following:
  - Signage and Wayfinding plan
  - Public Art Plan
  - Lighting Plan
  - Security and CPTED plan



## Landscape Review

20. Design development to site grades, retaining walls, walkways and structural slab design, such as underground parking, to maximize soil volumes (exceed BCLNA Landscape Standard) to ensure long term plant health:

Note to Applicant: Wherever possible, take advantage of natural soils and the water table by locating new trees at grade beyond the edge of buildings. Planted areas on slab should be designed to maximize soil depths using methods of slab engineering, tree wells and soil mounding. To avoid raised planters at or near to the corners of underground parking structures, angle the slab downward (1 m across and 1.2 m downward) to maximize contiguous soil volumes.

21. Design development to ensure the successful retention of trees throughout the site;

Note to Applicant: while the proposal indicates that existing trees have been retained and integrated, further arborist reporting at the development permit stage will be necessary. Trees or tree groupings that are owned or co-owned with the City will require coordination with Engineering Services and Park Board.

22. Provision of enhanced soils to maximize tree health in the public realm;

Note to Applicant: subject to further review by the City Engineer, this may include continuous soil trenches, structural soils and/or soil cells. Further consultation with the project arborist may be necessary.

23. Design development to consider location of utilities that will not conflict with the public realm;

Note to Applicant: avoid the awkward placement of utilities (pad mounted transformers, "Vista" junctions, underground venting) in the public realm. Every effort should be made to integrate utility access into structures and behind lockable, decorative gates or screened with landscaping.

24. Provision of universal design principles in all public spaces;

Note to Applicant: walkways should be surfaced in consideration to the physically disabled. Provide benches near entrances and at reasonable intervals within plazas and walkways.

25. As part of a healthy landscapes and rainwater strategy, provision of high efficiency irrigation for all planted areas on slab on and near to buildings. Hose bibs should be specified for all private patios of 100 sq. ft. (9.29 sq. m) and urban agriculture areas;

26. At time of first development permit, provision of

- a. A public realm plan;

Note to Applicant: refer to Oakridge public realm guidelines. The public realm plan presentation should include, but not limited to, public art, water features, sidewalk design, new street trees, retained trees, street furniture, paving, lighting, utilities and pedestrian weather protection.

- b. Provision of a detailed Landscape Plan illustrating soft and hard landscaping;

Note to Applicant: The plans should be at 1/8": 1 ft. scale minimum. Phased development should include separate landscape plans for individual buildings and adjacent open space. The Plant list should include the common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Landscape Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers and utilities such as lamp posts, hydro poles, fire hydrants.

- c. A phased "Tree Removal/Protection/Replacement Plan" in coordination with arboricultural services, including the assessment of existing trees, retention value rating, retention feasibility, remediation recommendations, site supervision and letters of undertaking.

Note to Applicant: given the size and complexity of the site, provide a tree plan that is separate from the landscape plan. The plan should clearly illustrate all trees to be removed and retained, including any tree protection barriers and important construction management directives drawn out of the arborist report(s). Tree replacements to be shown on separate landscape master plans and detailed landscape plans at each phase.

- d. A "Construction Management Plan" outlining methods for the retention of existing landscapes and trees during construction;

Note to Applicant: the Plan should include, but not limited to, the location of construction materials, temporary structures, utilities, site access, development phasing, neighbor impact reduction measures and temporary irrigation.

- e. Provision of detailed cross sections (minimum 1/4" inch scale) through all proposed common open spaces and the residential interface (typical);

Note to Applicant: the sections should illustrate to scale the relationship between the underground slab, soil, tree root ball, retaining walls, steps, and part of the building.

## Engineering

27. Design development to the new access on West 41st Avenue at Manson Street.

Note to Applicant: Clarify laning, including whether the left turn lane is required, as vehicles wishing to head westbound on 41st Avenue will also be able to exit via the tunnel.

28. Design development to remove the proposed motor vehicle connection between the New Street and the existing laneway.

Note to Applicant: Street traffic should not be directed down a laneway. Means of turning vehicles around must be provided through a cul-de-sac or similar measure.

29. Design development to improve safety and minimize the potential for short-cutting traffic created by the connections from lanes and parkade accesses onto the New Street.

30. Design development to 41st Avenue and Cambie Street to include:

- a. Concrete bus pads in the curb lane at the eastbound bus stop on West 41st Avenue, west of Cambie Street. The bus pad shall be of sufficient length to accommodate two articulated buses (approximately 60m);
- b. A concrete bus pad in the curb lane for the eastbound bus stop on West 41st Avenue, east of Heather Street. The bus pad shall be of sufficient length to accommodate one articulated bus (approximately 30m);
- c. Sidewalk space for transit passenger queuing 5m deep by 60m long adjacent to the curb at the eastbound bus stop on West 41st Avenue, west of Cambie Street. Modification of the proposed separated bike facility so that it meanders around this area is also required;
- d. At the eastbound bus stop on West 41st Avenue, east of Heather Street, provide sufficient space to accommodate a bus shelter;
- e. Relocation of the existing southbound bus stop and bus shelter on Cambie Street, south of 43rd Avenue, to be situated just south of the existing development access proposed between 42nd and 43rd Avenues; and,
- f. A concrete bus pad for a new (relocated) southbound bus stop on Cambie Street, just south of the development access at 42nd /43rd Ave.

31. Removal of all the proposed parking laybys shown along Cambie Street.

Note to Applicant: Parking may be provided in the curb lane, where appropriate.

32. Design development to address conflicts between motor vehicles, cyclists, and pedestrians at the new access on Cambie Street at 44<sup>th</sup> Avenue.

33. Removal of the at-grade loading bays accessed off of 41<sup>st</sup> Avenue west of Cambie Street.

Note to Applicant: If removal is not achievable, consideration may be given to alternative solutions that reduce the number of crossings and potential conflicts.

34. Design development to the two-way cycle tracks on the south side of 41st Ave from Heather Street to Cambie Street and on the west side of Cambie Street from 41st Avenue to 45th Avenue.

Note to Applicant: The edge treatments adjacent to the 3 metre wide cycle track should be delineated or beveled to provide cues to people walking that they are entering the cycle track and to people on bicycles that they are leaving the cycle track and entering the sidewalk.

35. Design development to the unidirectional cycle tracks on 45th Avenue between Cambie Street and the end of the site boundary and potentially to Tisdall Street, based on traffic calming plan.

36. Design development to improve the cycling connection between the Heather/41<sup>st</sup> Ave intersection and the east-west lane leading to Tisdall Street.

Note to Applicant: Where the cycling facility is in pedestrian space, the edge treatments adjacent to the two-way 3 metre wide cycle track should be delineated or beveled to provide cues to people walking that they are entering the cycle track and to people on bicycles that they are leaving the cycle track and entering the sidewalk.

37. Provision of a minimum 9.8m southbound road width on Cambie Street comprising of a 3.4m curb lane and 3.2m travel lanes.

Note to Applicant: These lanes widths are to accommodate transit vehicles and trucks as the corridor is both a bus and truck route.

38. Provision of a minimum 3.4m curb lane and 3.2m travel lane along the eastbound lanes adjacent the site on 41st Avenue.

Note to Applicant: These lanes widths are to accommodate transit vehicles and trucks as the corridor is both a bus and truck route.

39. Design development to improve the driveway crossing designs where sidewalks and cycling facilities cross parkade driveways.

Note to Applicant: crossing designs should be standard in nature and provide cues for pedestrians and cyclists where potential conflicts exist.

40. Design development to facilitate safe walking and cycling crossings at the median on 41st Avenue at the intersection of Heather Street.

41. Removal of the existing mid-block crosswalk on 41st Avenue just east of Manson Street.

42. Design development to 45th Avenue west of Cambie Street.

Note to Applicant: This is expected to include a single vehicle travel lane in each direction on 45<sup>th</sup> Avenue with the exception of the eastbound approach at Cambie Street which should retain an exclusive left and right turn lane.

43. Clarification of Section A5 (Page 23, Rezoning booklet), as it does not match the New Street enlarged plan (Page 22, Rezoning booklet). Clarify if the proposed two-way bicycle lane is on the west or east side of the New Street.
44. Provision of further information/analysis regarding the vehicle access and circulation between the new street and existing lanes that connect to Tisdall Street and 45th Avenue.
45. Provision of minimum 1.8m wide sidewalks on the New Street and on 45th Avenue.
46. Clarification of 41st Avenue design, including:
  - a. the design on Section A10 (Page 29, Rezoning booklet), as it does not match the 41st Ave. enlarged plan (Page 27, Rezoning booklet).
  - b. section A11 on page 30 which indicates no boulevard separation between the cycle track and the travel lane. This contradicts the plan.
  - c. section A11 (Page 30, Rezoning booklet), as it shows a westbound left turn lane into the proposed major entrance on W. 41st Av. Similarly, the Parking Access Plan (Page 41, Rezoning booklet) highlights this as well as the westbound exit ramp from Oakridge Centre located west of Manson Street. Today, the westbound ramp from Oakridge Centre exits immediately at Manson Street. Clarify how the westbound left turn lane and the existing westbound exit ramp will integrate at this location.
  - d. illustrations on pages 27 and 31 which indicate trees and front boulevards of varying widths along the full length of the 41st Avenue frontage. The applicant will provide updated plans and sections.
  - e. clarification of section A12 on page 32 which indicates bollards and trees on the curb and very little if any boulevard separation between the cycle track and the travel lane. This contradicts the plan illustration on page 31 which shows trees and a wide front boulevard.
  - f. provision of a one crossing to the eastern parking access for both entrance and exit lanes. The proposed separate east bound slip lane, island and east bound exit lane are not supported.
  - g. clarification as to why the travel lane widths vary between cross sections.
47. Where cycle tracks are provided, they should be constructed 50mm below adjacent sidewalks, buffers, and boulevards with textured surfaces on the buffers and boulevards on either side of the cycle tracks.
48. Provision of a bicycle parking design including the following:
  - a. Dedicated high speed elevators, connecting the ground level to the parking level with the residential parking spaces, sized to accommodate multiple bikes with trailers, trikes, and cargo bikes.
  - b. Convenient, comfortable routes for residents to access residential bicycle parking.
  - c. Clear access routes between the street and the high speed elevators.
  - d. A bicycle storage area layout plan clearly shown on the Residential Parking Floor Plan for 3,500 Class A residential bicycle stalls.

- e. A clear access route between the entry to P1 mezzanine and the 364 to 570 Class A bicycle stalls for retail, office and community use.
  - f. A bicycle storage area layout plan clearly shown on A1.04 - P1 Mezzanine Parking Floor Plan for 364 to 570 Class A bicycle stalls for retail, office and community use.
  - g. Convenient, safe and secure bicycle parking for people visiting the mall or community amenities in a quantity that is appropriate.
49. Clarification of maintenance responsibilities and/or agreements for the proposed Silva Cells and of any landscape on public property.

Note to Applicant: Any approved use of soil cells or similar systems on City property must not fall on the responsibility of the City to maintain.

50. Provision of Class B residential loading as required in the Parking By-law clearly noted on submitted plans.
51. If shared vehicles are proposed to meet the requirements of the Parking By-law, provision, operation, and maintenance of shared vehicles and the provision and maintenance of parking spaces for use exclusively by such shared vehicles is required.

Note to Applicant: The following will be required prior to development permit issuance:

- a. developer will be required to secure the provision of each required shared vehicle with delivery of a \$50,000.00 refundable security deposit prior to issuance of the related development permit;
  - b. management services to be provided by the professional shared vehicle organization subject to an agreement to be entered into with the developer on terms and conditions satisfactory to the City;
  - c. the provision of, prior to issuance of any development permit, details on arrangements that will allow members of the shared vehicle organization access to the car share parking spaces.
  - d. shared vehicle spaces are required to be a minimum width of 2.9m
52. Design development to provide direct and convenient bicycle access to all residential bicycle parking spaces.

Note to Applicant: Residential bicycle parking facilities are proposed to be accessed through several shared elevators and corridors. Appropriate access must be maintained at all times.

### **Sustainable Large Sites Policy**

53. Provide a Sustainable Food System Plan to include a minimum of three food systems assets as described in the Rezoning Policy for Sustainable Large Developments, to the satisfaction of the Director of Social Policy.

Note to applicant: the proposed community kitchen in the Civic Centre, the proposed multi-purpose facilities for additional group activities and celebrations, can be counted as required elements in the Sustainable Food System Plan.

54. At time of development permit application and related phases of development, additional requirements that address the Rezoning Policy for Sustainable Large Developments including, but not limited to;
- reduction of lawn cover (to reduce chemical use and energy inputs associated with maintenance);
  - creation of habitat (access to nature) by adding pockets of native and adapted plants that specifically attract birds and insects;
  - maximize tree planting or contributions toward planting trees offsite;
  - financial bonding to ensure tree retention success;
  - a rainwater management plan, in whole, or in part (for example, cistern details);
  - reduction of impervious paving;

Note to Applicant: these requirements are listed here as advanced notice of possible future conditions of development permit, subject to review by the Director of Planning. Refer to administration bulletin, "Rezoning Policy for Sustainable Large Developments".

55. Provision of a revised Transportation Demand Management Strategy and Green Mobility Strategy that includes the requisite infrastructure where appropriate to prioritize sustainable transportation modes including walking, cycling, public transit, and provisions for low carbon vehicles (e.g., electric vehicles), completed to the satisfaction of the General Manager of Engineering Services, and the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services.

Note to Applicant: The Strategies must include mode share targets and measures to achieve them. Ongoing monitoring and adjustment of the TDM measures will be required at intervals determined by the General Manager of Engineering Services. Measures, including the bike co-op, will be secured through legal agreements. See Administrative Bulletin for more information:

<http://former.vancouver.ca/commsvcs/BYLAWS/bulletin/R019.pdf>

56. Provision of a revised Rainwater Management Plan that utilizes sustainable strategies to allow for infiltration, retention, treatment and utilization of rainwater where applicable and appropriate on site.

Note to Applicant: The application package show a significant number of water features (ponds, fountains) as well as rain gardens and rooftop landscaping. The City will need a clear understanding of how such systems will affect the potable water demand and water quality. Detailed information must also include the development's water balance strategy i.e. achievement of lowering the stormwater load while simultaneously increasing the sanitary load. Any requests for alternative solutions to the Vancouver Building By-law should be noted early in the process. See Administrative Bulletin for more information:

<http://former.vancouver.ca/commsvcs/BYLAWS/bulletin/R019.pdf>

57. Provision of a revised Zero Waste Design and Operations Plan that addresses waste diversion in all solid waste generating activities within the complex;

Note to Applicant: The Strategy must identify/provide space, infrastructure and an operational approach to divert organics and recyclables from the waste stream, and minimize the vehicle trips required for collection, to the satisfaction of the General Manager of Engineering Services, and prior to Development Permit issuance the completion of any agreements required by this Plan on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services. See Administrative Bulletin for more information:

<http://former.vancouver.ca/commsvcs/BYLAWS/bulletin/R019.pdf>

### Civic Centre

58. Design development to the Civic Centre to the satisfaction of the Director of Facilities Planning and Development in consultation with the General Manager of Parks and Recreation, Chief Librarian of Vancouver Public Library and Managing Director of Social Development to ensure that the functional requirements of the library, childcare and community centre can be met.

Note to applicant: Design development to ensure that the childcare is licensable by CCFL and meets the intent of the City's Childcare Design Guidelines and Childcare Technical Guidelines.

### Housing Policy

59. Design Development to ensure as many units as possible be designed to be suitable for families with children, with 2 or more bedrooms, throughout the development, maximizing the location of such units within the first 8 floors of grade or a podium level, and optimising the number of such family units with direct physical or visual access to grade or podium outdoor space. All buildings with family units are to include common indoor and outdoor amenity consistent with the intent of the "High Density Housing for Families with Children Guidelines."

Note to applicant: Family units are defined as 2-bedrooms or more

60. Make arrangements to design, construct, equip, and finish the 290 units of social housing comprising not less than 19,754m<sup>2</sup> (212,632 sq. ft.) of gross floor space and associated parking of 0.33 stalls per unit, and common amenity spaces as per Council approved guidelines, to the satisfaction of the Managing Director of Social Development, the Director of Facilities Planning and Development, the Director of Real Estate Services and the Director of Legal Services.

Note to applicant: the average unit sizes shall be as follows:

Studio Units:	32.5m <sup>2</sup> (350 sq.ft.)
One-Bedroom Units:	46.5m <sup>2</sup> (500 sq ft.)
Two-Bedroom Units:	67.3m <sup>2</sup> (725 sq.ft.)
Three-bedroom Units:	86.0m <sup>2</sup> (925 sq.ft.)



## Sustainability

61. Identification on the plans and elevations of the built elements contributing to the development's sustainability performance in achieving LEED® Platinum equivalency, as the equivalent to the LEED® Gold for buildings standard required by the *Green Buildings Policy for Rezoning*s.

Note to Applicant: Provide a LEED® checklist confirming the above; a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development, and notation of the features on the plans and elevations. The checklist and description should be incorporated into the drawing set. Registration and application for certification of the project are also required under the policy.

62. The proposed approach to site heating and cooling, developed in collaboration with the holder of the City's designated Neighbourhood Energy utility provider, where feasible, shall be provided in detail prior to the issuance of any development permit, to the satisfaction of the General Manager of Engineering Services.
63. The campus thermal energy system shall be designed to be compatible with, and easily connectable to, a hot water distribution Neighbourhood Energy System, when available, for supply of all heating and domestic hot water requirements of the development, other than that provided through heat recovery from cooling.

Note to Applicant: Refer to the District Energy Connectivity Standards for general design requirements related to Neighbourhood Energy compatibility at the building scale, where applicable. The applicant is encouraged to work closely with City staff during the planning and design of the campus energy system to ensure compatibility with a neighbourhood-scale system.

64. Detailed HVAC and mechanical design as well as energy plant location must be to the satisfaction of the General Manager of Engineering Services and shall adhere to the following general requirements:
- a. space heating and ventilation make-up air shall be provided by hydronic systems without electric resistance heat, distributed heat generating equipment, including gas fired make-up air heaters or heat producing fireplaces;
  - b. heat recovery from cooling shall be incorporated, where feasible; and
  - c. a centralized natural gas boiler plant shall supply all interim heating and domestic hot water thermal energy requirements, beyond that supplied through heat recovery from cooling, to all buildings within the development, unless otherwise approved by the General Manager of Engineering Services.
65. Central plant and/or building design shall include adequate space and design provisions to support connection to the NES, to the satisfaction of the General Manager of Engineering Services.

Note to applicant: At the building permit stage, the applicant will be required to submit final detailed drawings for review. Design shall provide suitable space for the installation of the equipment with adequate provisions for connection to outside neighbourhood energy system distribution piping and communications conduit. Such equipment may include, but is not limited to energy transfer stations, a steam-to-hot water converter station, and/or boiler equipment. Space requirements will consider the larger energy concept for the development and corridor.

#### CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services and to the General Manager of Planning and Development Services, the General Manager of Engineering Services, the Managing Director of Cultural Services and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

##### Engineering

1. Provision of a charge summary for Lot 7 to be prepared, to satisfaction of the General Manager of Engineering Services, to explain the impact of all registered charges and legal notations on the proposed development and how each charge will be addressed. In particular, but not limited to, the charge summary should address:

- a. SRW 236105M (Ref. Plan 4727), SRW L79450 (Ref. Plan 16686), and SRW L121311 (Ref. Plan 16903) in favour of GVWD for water mains.

Note to Applicant: The agreements do not allow the placement of structures within the SRW area as are being proposed.

- b. E&I 357072M - Crossing agreement (10 crossing locations), in favour of the City, to be released prior to occupancy of the development (to be addressed via the development permit process).
  - c. SRW K77258 and Equitable Charge K77258A in favour of the City.

Note to Applicant: Impacts of redevelopment to the 41st Avenue tunnel and related works may require modification or replacement. See also Engineering condition (c) 3.

- d. Covenant L114050 in favour of the City to secure conveyance of 10% of Oakridge lands for Park use.
  - e. SRW M97558 (Ex. Plan 17475) in favour of Telus, the agreement does not allow the placement of structures within the SRW area as is being proposed.
  - f. Covenant N28619, in favour of the City, restricts buildable square footage on the lands.

- g. SRW R126667, Covenant R12668 , in favour of the City, is with respect to the southwesterly wall of existing office building (to remain) which may have to be brought up to code when adjacent portion of parkade is demolished.
  - h. SRW BG195338 (Plan LMP10663), in favour of the City for public access and access to LMS1751. Subject to the ultimate transportation configuration the agreement will likely require modification or replacement. This driveway access is shown as being removed but access provisions for LMS1751 still need to be provided.
  - i. Covenant BG316670, in favour of the City, for a requirement to subdivide 1.1 acres from southeast corner of the site for seniors housing, prior to issuance of building permit.
  - j. Covenant BG316678, in favour of the City, regarding rental terms and operation of the seniors housing.
  - k. Covenant BG316674, in favour of the City, regarding requirements for a soils remediation plan for areas of site not currently occupied by mall and parking structures.
  - l. SRW BK293845 (Plan LMP30023), in favour of Telus. Telus requires notice of any construction or renovation within the SRW area.
  - m. SRW BA209095 (Plan BCP25863; see BA546134), in favour of GVTA, an SRW for Transit facilities. Improvements within the SRW area will require approval in writing from GVTA.
2. Arrangements to the satisfaction of the Director of Legal Services in consultation with the General Manger of Engineering Services for the modification of the Tunnel Agreement (SRW K77258 and Equitable Charge K77258A) .

Note to Applicant: Modification must occur to clearly identify 41st Avenue as a future rapid transit corridor, as identified in the Transportation 2040 plan. The agreement must not limit the ability to provide future transit provisions.

3. Dedication for road purposes for the New Street to the satisfaction of the General Manager of Engineering Services and Director of Legal Services.

Note to Applicant: New streets should generally be 20 m unless it can be demonstrated that the full width isn't required for utility or transportation purposes. The design will require sidewalks and boulevards on both sides, separated bike lane(s), and sufficient space for two-way motor vehicle traffic, including emergency vehicles. An SRW in favour of the City may be acceptable to reduce the dedication area in order to accommodate portions of the below-grade parkade if the below-grade structure meets surface loading specifications (Truck CL-625 standards).

4. Registration of a one or more Statutory Rights of Way and other agreements to the satisfaction of the General Manager of Engineering Services and Director of Legal Services that provides for public access to the following areas at grade:
  - a) Public plazas
  - b) High Street
  - c) Pocket Park at 43rd Avenue and Cambie Street
5. Provision of a statutory right-of-way to the satisfaction of the General Manager of Engineering Services and Director of Legal Services for that provides for public access through the site in order to access the Oakridge Canada Line Station.

Note to Applicant: Public access through the site will include passageways at the roof level and mall level. The final SRW area will respect the private mall corridors as well as hours in keeping with Canada Line operating hours. These are to be provided in coordination with public amenity and public plaza spaces right of way arrangements.

6. Provision of a statutory right-of-way to the satisfaction of the General Manager of Engineering Services and Director of Legal Services for any cycling connections required by the General Manager of Engineering Services on site.

Note to Applicant: These are to be provided in coordination with public amenity and public plaza spaces right of way arrangements.

7. Provision of a statutory right-of-way to the satisfaction of the General Manager of Engineering Services and Director of Legal Services for public access and cycling facilities along streets including but not limited to 41st Avenue, 45th Avenue and Cambie Street.

Note to Applicant: Statutory right-of-ways will be required where sidewalks are proposed on private property.

8. Provision of statutory rights-of-way to accommodate Public Bike Share (PBS) Stations;
  - a. Size: A 39.5m x 4m or 19.5m x 8m station must be accommodated at the transit plaza and 16m x 4m stations must be accommodated at other locations. The physical station with docked bicycles is 2 m wide and has a required bicycle maneuvering zone of 2 m for a total width of 4 m. The 2 m maneuvering space may be shared with pedestrian space.
  - b. Location: The station must be located on private property while still clearly visible to the public with 24/7 public access. The preferred locations beyond the 41st Avenue transit plaza are at 41st Avenue and Heather Street, and adjacent to the Civic Centre.
  - c. Surface treatment: A hard surface is required with no utility access points within 150 mm. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval.

- d. Grades: The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.
  - e. Sun exposure: No vertical obstructions, to maximize sun exposure, as station operates on solar power. Ideally the station should receive five hours of direct sunlight a day.
  - f. Power: Provision of an electrical service and electrical power is to be available in close proximity to the PBS station with the development responsible for the on-going supply and cost of electricity to the PBS station.
9. Provision of a traffic calming plan and construction of all recommended measures, in consultation with the surrounding neighbourhood and to the satisfaction of the General Manager of Engineering Services, for 45th Avenue, the New Street, the lanes connecting to the New Street, Manson St (north of 41st Ave), and any other locations identified by the General Manager of Engineering Services where new short-cutting may occur.
10. Provision of up to \$500,000, at the discretion of the General Manager of Engineering Services, for traffic calming to mitigate impacts of the development's traffic on the neighborhood. Measures are to be determined within 5 years of occupancy of the last building pursuant to this rezoning and are subject to neighborhood consultation where appropriate.
- Note to Applicant: A letter of credit or cash deposit in the value of \$500,000 is required to be delivered prior to By-law enactment. Any balance of unused funds may be returned after 5 years of occupancy of the last building.
11. Provision of a \$600,000 payment to the City prior to by-law enactment to be used towards transit improvements to the Oakridge/41st Avenue Canada Line Station.
- Note to Applicant: This is expected to be allocated to items which improve comfort for transit passengers and promote the use of transit.
12. Provision of a \$500,000 payment to the City prior to by-law enactment for the relocation and provision of measures to protect the Heather bikeway from Willow Street to Heather Street and Tisdall Street between 37th Avenue and 45th Avenue.
- Note to Applicant: These works are required based on the impacts of development and realignment of the Heather bikeway.
13. Provision of the contemplated subdivision scheme, phasing plans and site servicing plans to the satisfaction of the General Manager of Engineering Services which proposes the timing of delivery of all required works.

Note to Applicant: The applicant must provide each future individual parcel with its own set of sewer and water services connected to public infrastructure and enter into any utility rights-of-way to preserve a reasonable corridor for main construction, maintenance, and ultimate replacement. Sewer and water upgrades and/or installation are required along 41st Avenue, Cambie Street, 45th Avenue, and the New Street. The entire development must have fully separated storm and sanitary plumbing and connections.

14. Provision of a groundwater management strategy to the satisfaction of the General Manager of Engineering Services by a professional consultant able to confirm the development does not adversely impact the surrounding neighbourhood during or post construction.

Note to Applicant: Groundwater shall be managed as required by the Vancouver Building By-law, Sewer and Watercourse By-law, and applicable provincial and federal regulations.

15. Clarification of the site's existing and proposed uses of groundwater sources.

Note to Applicant: It is understood that groundwater is currently used to partially cool the existing development; additional detail is sought regarding the developer's intent to use this source, including proposed extraction rates, any proposed infrastructure refurbishments, groundwater disposal strategy, and opportunities to offset potable water demand. Use of groundwater cannot adversely impact the neighbourhood's groundwater aquifer and must meet all Provincial requirements. Groundwater may ultimately be discharged into the City's sewer system but must not increase volumes beyond what would already be if the systems were using potable water.

16. Arrangements are to be made, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, for a feasibility study and access to the groundwater source at the site including all necessary infrastructure to draw from the source from City street.

Note to Applicant: In 1997, a letter was sent from the City of Vancouver to the Manager of Oakridge Centre (Attn: Doug MacDougall) regarding emergency access to the four operational groundwater wells. The letter references access routes and other improvements to facilitate access. It is expected that access provisions be communicated to the Water Design Branch and Vancouver Fire and Rescue Services at all times including through the construction phases of the development and that necessary arrangements are made.

17. Make arrangements to the satisfaction of the Director of Legal Services and General Manager of Engineering Services for an agreement to maintain the public realm at no cost to the City along the site frontages.

Note to Applicant: The mall operator is required to enter into a Maintenance Agreement for any proposed public realm treatment within City street that is not standard treatment but acceptable to the General Manager of Engineering Services.

The site frontages include, but not limited, to the New Street, Cambie Street, 41st Avenue, and 45th Avenue.

18. Provision of a Services Agreement that facilitates a phased approach to development, to detail the delivery of all on-site and off-site works and services necessary or incidental to the servicing of the subject site (collectively called “the Services”) such that they are designed, constructed and installed at no cost to the City, and that all necessary street dedications and rights-of-way for the Services are provided. The services shall include:
  - a. The redesign and reconstruction of Cambie Street from 41st Avenue to 45th Avenue, 41st Avenue from Cambie Street to the New Street, and 45th Avenue from Cambie Street to Tisdall Street including but not limited to sidewalks, curb, vehicle lanes, separated bicycle lane(s), transit stops, signage, street and pedestrian-scale lighting, parking lane(s), treed boulevards, center medians, street furniture (bike racks, benches, litter containers, etc.), concrete bus pads, road painting and increased crosswalk widths including any property dedications and/or statutory right-of-way arrangements.
  - b. Design and construction of the New Street on the western edge of the site including but not limited to sidewalks, curb, vehicle lanes, separated bicycle lane(s), signage, street and pedestrian-scale lighting, parking lane(s), treed boulevards, road painting including any property dedications and/or statutory right-of-way arrangements.
  - c. Upgrade and optimization of traffic signals at Cambie Street and 41st, Cambie Street and 45th Avenue, and at 41st Avenue and Heather Street to reflect redesigned streets, site-generated traffic, new bikeway connections, and integration of separated bicycle lanes.
  - d. Design and construction of new traffic signals and related infrastructure at the following locations, including operational analysis. Signal timing must allow sufficient time for pedestrians to cross the entire width of Cambie Street in one cycle.
    - i. 41st Avenue and Manson Street
    - ii. Cambie Street and 42nd /43rd Avenue entrance
    - iii. Cambie Street and 43rd Avenue
    - iv. Cambie Street and 44th Avenue
  - e. Provision of Public Realm improvements to the Cambie Street and 42nd Avenue and the Cambie Street and 44th Avenue intersections, generally consistent with the Cambie Corridor Public Realm Plan.
  - f. Provision of a revised transportation study at each phase of development or as requested by the General Manager of Engineering Services.

Note to Applicant: The updated studies will revise demand estimates based on updated data. The first update is required with the first development permit and

should include a full analysis of access to the various buildings and through the site for pedestrians and cyclists. Access to bike parking must also be identified.

- g. Removal of the existing traffic signal and related infrastructure at the intersection of Cambie Street and the current mall access between 43rd and 44th Avenue.
- h. Improvements to the Cambie Street access at 42<sup>nd</sup> Avenue.

Note to Applicant: The existing vehicular access points are not designed well to provide a good pedestrian realm and to minimize conflicts between vehicles, cyclists, and pedestrians. Improvements to this entry are required.

- i. Reconfiguration or removal of the existing vehicle access directly off 41<sup>st</sup> Avenue west of Cambie Street.

Note to Applicant: If the existing vehicle access at this location is proposed to remain, it must be normalized to improve safety. Individual loading off of an arterial is not supported.

- j. Redesign and reconstruction of the plaza at the southwest corner of 41st Avenue and Cambie Street to accommodate walking, cycling, and transit operations and connections to the satisfaction of the General Manager of Engineering Services and Director of Planning.
- k. Provision of publicly accessible drinking water to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: As part of the Greenest City Action Plan, the City is encouraging a greater number of opportunities to provide public access to water. These points are generally located at major pedestrian hubs or along active transportation routes like greenways and bikeways. As such, it is requested that additional detail be provided regarding sites for publicly accessible drinking water - via water fountains or bottle filling stations. Staff are currently seeking locations at the 41st Avenue and Cambie Street intersection as well as various points along the High Street. Water fountains and stations should be connected directly to the City's water mains and be operated by the City.

- l. Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicant's mechanical consultant to determine if water system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.

Note to Applicant: A preliminary review shows a need to construct or upgrade the following water mains:



- i. Construction of 600mm water main on Heather Street from 33rd Avenue to 41st Avenue;
  - ii. Upgrading the existing 150mm water main to 300mm on the west side of Cambie Street from 41st Avenue to 45th Avenue;
  - iii. Upgrading the existing 200mm water main to 300mm on 41st Avenue from Baillie Street to Cambie Street; and,
  - iv. Construction of 300mm water main on the New Street.
- m. Provision of adequate sewer services for this site. The applicant is to provide further details on the project to determine the size of sewer mains required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any sewer system upgrading that may be required.

Note to Applicant: A preliminary review shows a need to construct or upgrade the following sewers:

- i. Construction of separated sewers on 45th Avenue from New Street to Ash Street;
  - ii. Construction of separated sewers on Cambie Street from 41st Avenue to 45th Avenue, tying in at Ash Street; and,
  - iii. Construction of separated sewers on the New Street.
- n. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks) are to be located on private property with no reliance on public property for placement of these features. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.

Note to Applicant: It is presumed with your consultation so far with B.C. Hydro that area has been defined within the development footprint to accommodate such plant. Please confirm that this space has been allocated and agreement between both parties has been met. At this time there seems to be no allocation of such plant shown on the detailed ground floor plan A1.05.

### **Rooftop Park**

19. Enter into one or more agreements, as required by the Director of Legal Services and Park Board General Manager to secure the applicant's obligation to design, build, maintain, repair and replace a 9 acre park on the roof of the commercial portion of the rezoning site. This agreement or agreements will address but not be limited to the following issues:

- a. conveyance in fee simple to the City of an air space for 6 acres of the park with the balance of the 9 acres to be secured by a statutory right of way granted to the City; The SRW is to be a blanket charge (defined by sketch plan) and to be modified to volumetric plan based on the as-built conditions. The modification is to be registered prior to occupancy of the final residential building;
- b. the entire 9 acre park will be permanent public park for the life of the development;
- c. obligation to repair, replace and maintain will be included in air space reciprocal easement and cost sharing agreements and owner will not be permitted to pass along the costs of repair, maintenance or replacement to any of the residential portions of the development;
- d. Park design must be approved by Park Board following a Park Board public consultation process;
- e. the City will be responsible for programming, operation and control of the park and hours of access to the park in its sole discretion;
- f. the park will function like any other park in the City of Vancouver with respect to access, use, and hours of operation;
- g. there will be a minimum of 6 points of entry to access the park from the street and or mall, including access points which are open during non-mall hours;
- h. there will be no distinction between the City's rights to program, operate and control the portions of the park within the air space parcel versus the portions of the park within the statutory right of way;
- i. the fully constructed 9 acre park must be operational and delivered to the City (including transfer of the air space parcel and registration of statutory right of way) no later than December 31, 2018; delivery of park by December 31, 2018 will be secured by a letter of credit. If the Park is not completed and operational by December 31, 2018 then City may elect to cash letter of credit;
- j. park will be designed, constructed, maintained, repaired and replaced at the sole cost of the applicant;

Note to Applicant: the owner of the retail and commercial portion of the development (likely the remainder owner) will be responsible for maintenance, repair and replacement of the park for the life of the development.

20. Prior to enactment, applicant will deliver a letter(s) of credit to the City, in a form and on terms acceptable to the Director of Legal Services, in the amount of \$48,500,000 to secure delivery of the park by December 31, 2018.

21. Grant an option to purchase the park air space parcel to the City for 6 acres of the 9 acre park.
22. Grant a blanket statutory right of way to the City for the balance of the 9 acres of the park which statutory right of way will be reduced and defined by plan upon completion of construction of the park.
23. The City will grant an option to purchase in favour of the registered owner of the Rezoning Site to purchase the 6 acre air space parcel owned by the City and used for park, which option to purchase may only be exercised if the City approves a redevelopment of the entire Rezoning Site, but in any event may not be exercised before that date which is 60 years from the date such option to purchase is registered in the Land Title Office. The purchase price to be paid to the City will be the fair market value to be paid by the City to assemble and acquire in fee simple a 2.83 acre site which is within a 10 block radius of the Rezoning Site, plus the outstanding unamortized value of the capital improvements made in accordance with the rezoning conditions within the park space (for certainty, the park space includes the 6 acre air space parcel owned by the City and the 3 acre SRW in favour of the City included in the park space) and the value of the remaining term of 100 years of maintenance costs for same, the latter as determined in the reasonable discretion of the City Manager and the Director of Finance.

#### Civic Centre

24. Enter into one or more agreements, as required by the Director of Legal Services in consultation with the Director of Facilities Planning and Development, General Manager of Parks and Recreation, Chief Librarian of Vancouver Public Library and Managing Director of Social Development, to secure the applicant's obligation to design, build and deliver to the City a turn-key 70,000 square foot civic centre which will include a library, community centre (which will include a seniors' centre), and childcare facility. This agreement or agreements will address but not be limited to the following issues:
  - a. civic center will be designed and constructed at the sole cost of the applicant;
  - b. civic center will include parking and loading spaces as required by City by-laws. If the parking and loading spaces are not included with the City's air space parcel then the tenure for such spaces must be acceptable to the City and at no cost to the City;  
  
Note to Applicant: parking and loading spaces will be in addition to the 70,000 square foot civic centre.
  - c. location and design of the civic center must be approved by the City;
  - d. applicant will subdivide rezoning site to create a separate air space parcel for the civic centre;

- e. civic centre will be delivered as early as possible but not later than the issuance of occupancy permits for the first 1,200 residential units in the development or December 31, 2021, whichever occurs first.
- f. delivery of the civic center by December 31, 2021 will be secured by arrangements acceptable to the Director of Legal Services including no development and no occupancy covenants;
- g. If the applicant has not delivered the civic centre by December 31, 2021 then the City may elect to construct the civic centre at the applicant's cost. This requirement will be secured through arrangements acceptable to the Director of Legal Services including an option to purchase an air space parcel (or dirt site if preferred by the applicant) to house the civic centre and letters of credit (or a mortgage over the remainder) to secure the construction cost of the civic centre.
- h. Upon acceptance of the Civic Centre and transfer of the air-space parcel to the City, the City will pay its contribution of \$2,000,000.

Note to Applicant: Source of funds is the Childcare DCL fund.

- 25. Grant an option to purchase the Civic Centre air-space parcel to the City upon completion of construction of the Civic Centre. Purchase price will be nominal consideration.
- 26. Grant an option to purchase an air space parcel (or dirt site if preferred by the applicant) to house the Civic Centre if the applicant has not delivered the Civic Centre by December 31, 2021 and the City has elected to proceed with the construction of the Civic centre itself, at the applicant's cost. Purchase price will be nominal consideration;

### Social Housing

- 27. Enter into one or more agreements, as required by the Director of Legal Services in consultation with the Managing Director of Social Development, the Director of Facilities Planning and Development and the Director of Real Estate Services, to secure the applicant's obligation to design, build and deliver to the City 290 units of turn key social housing. The agreement or agreements will address but not be limited to the following issues:
  - a) Total number of units must be at least 290 with a minimum area of at least 19,754m<sup>2</sup> (212,632 sq.ft.).
  - b) Breakdown of unit types (i.e. 1 bedroom units, 2 bedroom units, 3 bedroom units, etc.), parking numbers and finish specifications must be as per City's Housing Specifications.
  - c) The applicant may choose to locate all these social housing units in one or more buildings; however, however, the unit mix must be acceptable to the City and each

- building each building containing such units will not have fewer than 90 units (with no air space parcel comprising less than 3,400 m<sup>2</sup> or 36,600 sq. ft.), with each set of social housing units contained within a particular building to be within a separate airspace parcel conveyed in fee simple to the City.
- d) These social housing units must be delivered to the City by the following dates:
    - i. 125 units by December 31, 2018; and
    - ii. the balance of the 290 units by December 31, 2021.
  - e) Delivery by the foregoing dates will be secured through arrangements acceptable to the Director of Legal Services including no development and no occupancy covenants.
  - f) If the applicant has not delivered all of the 290 social housing units by December 31, 2021 then the City may elect to construct the balance of the social housing units at the applicant's cost. This requirement will be secured through arrangements acceptable to the Director of Legal Services including an option to purchase one or more air space parcels (or dirt sites if preferred by the applicant) to house the balance of undelivered units and letters of credit (or a mortgage over the remainder) to secure the construction cost of the undelivered units.
28. Grant one or more options to purchase the air space parcels for the social housing to the City upon completion of construction of the social housing. Purchase price will be nominal consideration.
29. Grant one or more options to purchase air space parcels (or dirt sites if preferred by the applicant) to house any undelivered social housing units if the applicant has not delivered all 290 social housing units by December 31, 2021 and the City has elected to proceed with the construction of the balance of the social housing units itself, at the applicant's cost. Purchase price will be nominal consideration.

Note to Applicant: Design development will be required through the Development Permit process, and should respond to the Oakridge Centre Design Guidelines and the City's Housing Design and Technical Guidelines. The air space parcels for the social housing are to be designed to be as autonomous as possible, with locations and design considerations maximizing the efficiency and minimizing the cost of operations over the life of the project and within the larger development.

Note to Applicant: The development is to include a number of licensed family child care spaces to be delivered within the City-owned social housing floor space. The number and locations of these spaces will be determined through design development to the satisfaction of Managing Director of Social Development. A target of between 6 - 10 of these spaces should be designed into the social housing.

### **Secured Market Rental Housing**

30. Enter into one or more agreements, including a housing agreement, as required by the Director of Legal Services in consultation with the Managing Director of Social Development to secure the applicant's obligation to design and build 290 units of

market rental housing with a minimum total net area of 18,430 m<sup>2</sup> (198,387 sq. ft.) gross floor space, plus related parking and other indoor and outdoor amenity space, consistent with relevant Council adopted guidelines. The agreement or agreements will address but not be limited to the following issues:

- a) The 290 units will be secured as market rental through a housing agreement for a term of 60 years or the life of the building, whichever is greater;
- b) all market rental units will be contained within a separate air space parcel or parcels, with a minimum number of 20 units per air space parcel;
- c) that such air space parcel may not be subdivided by deposit of a strata plan;
- d) that none of such units may be separately sold;
- e) that none of such units will be rented for less than one month at a time;
- f) that the number of units may be varied at the discretion of the Managing Director of Social Development to provide for more family units; and
- g) the 290 units of market rental housing must be completed and ready for occupancy by December 31, 2022. Delivery by the foregoing dates will be secured through arrangements acceptable to the Director of Legal Services including no development/no occupancy covenants.

Note to applicant: a by-law enacted pursuant to section 565.2 of the Vancouver Charter will be required to authorize the housing agreement.

### **Community Amenity Contribution**

- 31. Make arrangements with the City, to the satisfaction of the Director of Legal Services, to pay to the City prior to enactment of the rezoning by-law a \$2,530,000 cash contribution for facility reserves and start-up costs for the childcare with the remainder to be unallocated.

### **Public Art**

- 32. Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager (a checklist will be provided). Note to applicant: Please contact Bryan Newson, Program Manager, 604.871.6002, to discuss your application.

### **Sustainability**

- 33. Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connection to the Cambie

Corridor Neighbourhood Energy System (NES), which may include but are not limited to agreements which:

- a. Require that the development's thermal energy generation and distribution equipment, including by not limited to the central energy centre, thermal distribution piping which interconnects buildings within the development, and thermal energy transfer stations within individual buildings, be owned and operated by the City-designated utility provider for the Cambie Corridor South Service Area;
- b. Require that buildings within the development connect to the City-designated NES prior to occupancy or post-occupancy through a deferred services agreement in cases where the General Manager of Engineering Services determines at the time of development permit issuance that a system will not be available for immediate connection.
- c. Require that all space heating and domestic hot water requirements of all buildings within the development be supplied by the City-designated NES. However, the General Manager of Engineering Services may allow for the recovery of waste heat from cooling for individual buildings, or by way of a neighbourhood scale approach if supplied by the City's designated NES provider;
- d. Grant the city-designated NES utility provider access to the development's central energy centre, private streets, NES customer buildings and any other spaces as required for the purpose of installing, operating and maintaining NES-related utility infrastructure and services.

Note to Applicant: Until a City-designated NES utility provider has been identified, the Applicant will be prohibited from entering into any energy supply contract for thermal energy services.

## Soils

34. If applicable:

- a. Submit a site profile to Environmental Planning, Real Estate and Facilities Management (Environmental Contamination Team);
- b. As required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
- c. If required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Planning, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance satisfactory to the City for the on-site and

off-site contamination, issued by the Ministry of Environment, has been provided to the City.

Note to applicant: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as Covenants pursuant to Section 219 of the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-law.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

\* \* \* \* \*



650 West 41st Avenue (Oakridge Centre)  
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE NOISE BY-LAW NO. 6555

[Deletions are struck-through. Additions are in **bold and underlined**.]

Amend Schedule A (Activity Zone) with the following:

"CD-1 (1) By-law 3568 ~~5733 Cambie Street~~ **650 West 41st Avenue**"

DRAFT AMENDMENTS TO THE PARKING BY-LAW NO. 6059

Add the CD-1 to Schedule C of the Parking By-law with the following provisions as Parking Requirements:

"Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Parking By-law on *[date of enactment of CD-1 By-law]*; except that:

Parking, loading and bicycle spaces in accordance with by-law requirements on *[date of enactment of CD-1 by-law]*, except that there shall be:

- (a) a minimum of 0.40 residential parking spaces per dwelling unit plus one space for each 285 m<sup>2</sup> of gross floor area and a maximum of 0.55 residential parking spaces per dwelling unit plus one space for each 220m<sup>2</sup> of gross floor area;
- (b) the General Manager of Planning and Development Services or General Manager of Engineering Services may allow for substitution of shared vehicles and shared vehicle parking spaces for required parking spaces at a ratio of 1:5, on conditions satisfactory to that city official; and
- (c) Provision of Class A residential loading at a rate of 0.01 space per dwelling unit up to and including 300 dwelling units and at a rate of 0.008 space per dwelling unit for any number of units greater than 300 units.

Amend Schedule C by adding the following

625 West 45th Avenue	By-law No. [ ]	CD-1 ( )	A minimum of one space for every six dwelling units
635-659 West 45th Avenue and 688 Fairchild Road	By-law No. [ ]	CD-1 ( )	A minimum of one space for every 67.35m <sup>2</sup> of gross floor area of residential use.
5926 Tisdall Street	By-law No. [ ]	CD-1 ( )	A minimum of one space for every dwelling unit

5976 Tisdall Street	By-law No. [ ]	CD-1 ( )	A minimum of one space for every dwelling unit
6026 Tisdall Street	By-law No. [ ]	CD-1 ( )	A minimum of one space for every dwelling unit
6076 Tisdall Street	By-law No. [ ]	CD-1 ( )	A minimum of one space for every dwelling unit

\* \* \* \* \*

650 West 41st Avenue (Oakridge Centre)  
DRAFT CD-1 BY-LAW PROVISIONS FOR 5733 CAMBIE STREET

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

**Zoning District Plan Amendment**

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-\_\_\_\_\_ (\_\_\_\_) attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, to By-law No. 3575.

**Uses**

2. The only uses permitted within the area described in Section 1 above, subject to the regulations herein and to such conditions as Council may by resolution prescribe, and the only uses for which development permits will be issued are:

- (a) Dwelling uses; and
- (b) Accessory buildings and accessory uses customarily ancillary to the above uses.

**Conditions of Use**

3. Dwelling uses are limited to a maximum of 35 dwelling units.

**Floor area**

4.1 There shall be a maximum of 4,683 m<sup>2</sup> of floor area.

4.2 Computation of floor area shall exclude

- (a) the area of floors used for off-street parking and loading; and
- (b) where exterior walls greater than 152 mm in thickness have been recommended by a Building Envelope Professional as defined in the Building By-law, the area of the walls exceeding 152 mm, but to a maximum exclusion of 152 mm thickness, shall be excluded in the computation of floor space ratio; except that this section shall not apply to walls in existence prior to March 14, 2000.

650 West 41st Avenue (Oakridge Centre)  
DRAFT CD-1 BY-LAW PROVISIONS FOR 625 - 659 WEST 45TH AVENUE, 688 FAIRCHILD  
ROAD, AND 5926-6076 TISDALL STREET

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

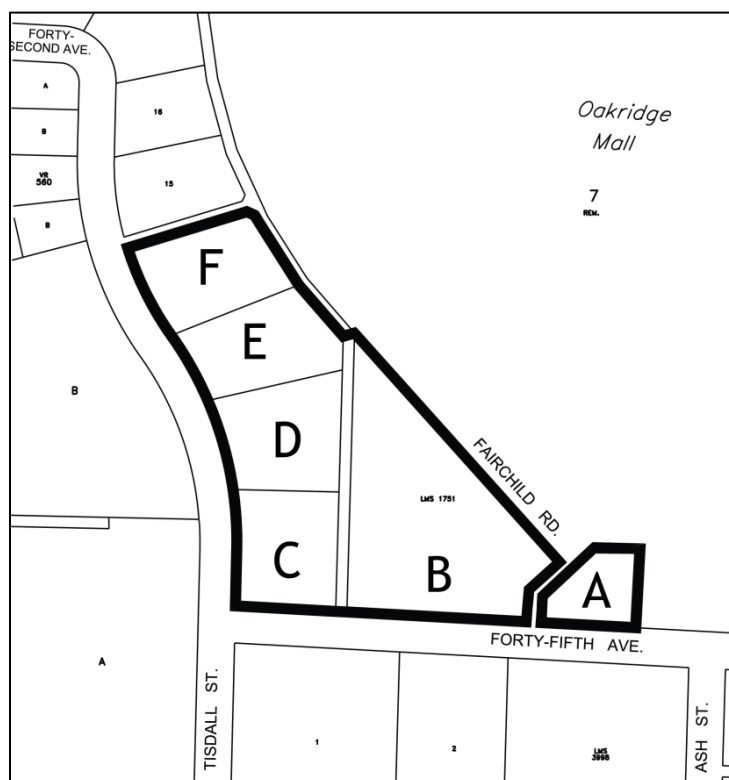
**Zoning District Plan Amendment**

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-\_\_\_\_\_ (\_\_\_\_\_) attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, to By-law No. 3575.

**Sub-areas**

2. The site is to consist of 6 sub-areas approximately as illustrated in Figure 1, for the purpose of allocating uses, floor area and density, height, and parking standards under the Parking By-law.

Figure 1 - Sub-areas



## Uses

3. The only uses permitted within each sub-area of CD-1 ( ), and the only uses for which the Director of Planning will issue a permit are those uses set out in the following table:

Sub-area	Permitted Uses
A	<p>Dwelling uses, limited to:</p> <p>(a) Apartment building containing a minimum of 70 and a maximum of 80 dwelling units, subject to the following:</p> <ul style="list-style-type: none"> <li>(i) all units are to be eligible for or funded under the <b>National Housing Act</b> Assistance to Low-Income Households Program, and</li> <li>(ii) all dwelling units are to be designed for senior citizens, and</li> <li>(iii) a minimum of 5 % and a maximum of 10 % of all dwelling units are to be designed for handicapped persons, the total number and design of units to be to the satisfaction of the Director of Social Planning; and</li> </ul> <p>(b) Accessory buildings and accessory uses customarily ancillary to the above uses.</p>
B	<p>Dwelling uses, limited to:</p> <p>(a) A maximum of 135 dwelling units, which may be in the form of townhouses or of dwelling units in one or more apartment buildings, or a combination thereof, subject to the following:</p> <ul style="list-style-type: none"> <li>(i) a minimum of one-third of the total number of dwelling units developed under this clause shall have a minimum of three bedrooms, to facilitate family accommodation;</li> </ul> <p>and</p> <p>(b) Accessory buildings and accessory uses customarily ancillary to the above uses.</p>
C	<p>a) Dwelling Uses; and</p> <p>(b) Accessory buildings and accessory uses customarily ancillary to the above uses.</p>
D	<p>(a) Dwelling Uses; and</p> <p>(b) Accessory buildings and accessory uses</p>

	customarily ancillary to the above uses.
<b>E</b>	(a) Dwelling Uses; and (b) Accessory buildings and accessory uses customarily ancillary to the above uses.
<b>F</b>	(a) Dwelling Uses; and (b) Accessory buildings and accessory uses customarily ancillary to the above uses.

#### Floor area and density

4. The permitted floor area and density within each sub-area of CD-1 ( ) shall be as set out in the following table:

Sub-area	Maximum Density
<b>A</b>	A maximum floor area of 4 553 m <sup>2</sup> , excluding the area of floors used for off-street parking and loading.
<b>B</b>	A maximum floor area of 14 323 m <sup>2</sup> , excluding the area of floors used for off-street parking and loading.
<b>C</b>	A maximum floor space ratio of 1.33.
<b>D</b>	A maximum floor space ratio of 1.33.
<b>E</b>	A maximum floor space ratio of 1.33.
<b>F</b>	A maximum floor space ratio of 1.33.

## Height

5. The maximum permitted height within each sub-area of CD-1 ( ) shall be as set out in the following table:

Sub-area	Maximum height
A	A maximum of 9 storeys
B	A maximum of 6 storeys
C	A maximum of 12 storeys
D	A maximum of 12 storeys
E	A maximum of 12 storeys.
F	A maximum of 12 storeys.

\* \* \* \* \*

## 650 West 41st Avenue (Oakridge Centre) PUBLIC CONSULTATION SUMMARY

As one of the largest rezoning applications in the City's history, public engagement and consultation was a critical part of the Oakridge Centre process. The process has taken advantage of a variety of methods to engage the public on the proposal.

A specialized project webpage was created at [www.vancouver.ca/oakridge](http://www.vancouver.ca/oakridge). The Oakridge Centre Redevelopment webpage provided comprehensive information relating to the project; it overviewed the background, relevant projects, initiatives and policies, the rezoning process itself as well as up-to-date materials about the evolving application and how to get involved. An electronic mailing list was set-up to provide an additional notification option; opportunities to join this list were provided on the project webpage and at public open houses. Finally, a project email account was set up as another venue through which the public could communicate with staff and provide feedback.

The City of Vancouver Rezoning Centre webpage included notification and information about the application, as well as an online comment form. Notification signs were also posted on the site.

### Phase One - Initial Application

#### *Open Houses*

On November 15 and 17, 2012, Staff held open houses at the Oakridge Centre to introduce the rezoning proposal to the public and gather initial comments from the community. Notification flyers were mailed out to 10,000 households with details of the time, date, location and project web and email addresses; these details were also emailed to a list of 1,900 addresses.



submitted a questionnaire, 48% responded that they were opposed to the Oakridge proposal as presented and 44% were supportive.

#### *On-line Consultation*

Based on comments from the Open Houses, staff identified a number of questions that required further input from the public. Based on the attendance at the open house and the interest in the application, staff opted to host a comprehensive consultation through the City's website. This "on-line" consultation ran from April 18 to May 16, 2013 and asked questions about community facilities, housing, built form, public open spaces, and active transportation. Over 500 responses (including 50 in Chinese) were received to the questionnaire.

#### *Targeted Consultations*

Targeted consultations were also held with the Riley Park/South Cambie Vision Implementation Committee, Oakridge-Langara Area Residents, Oakridge Seniors Centre, Translink, the Terraces Residents, various cycling groups, the Urban Development Institute, and Urban Land Institute. Staff also hosted a consultation with planning and architecture students at UBC.

#### *Business Improvement Areas*

On June 26, 2013, City staff as well as staff from Coriolis Consulting and Site Economics met with Business Improvement Areas (BIAs) whose trade areas overlap with Oakridge Centre to discuss the Retail Impact Study. Representatives from South Hill, South Granville, Marpole, Downtown, Fourth Street, Mount Pleasant, and Point Grey Village were in attendance.

### **Phase Two - Revised Application**

#### *Open Houses*

The second phase of open houses presented a revised rezoning application, with changes based on commentary from the community, Urban Design Panel, and staff. The first was held on the evening of October 3<sup>rd</sup> and the second all day on October 5<sup>th</sup>, 2013 at the former Zellers storefront in Oakridge Centre. Over the course of both days over 2,300 people attended. City of Vancouver staff and the applicant team were available to talk to attendees; both Cantonese and Mandarin translation opportunities were provided. The City presented information boards explaining the process and providing information regarding planning in the area and capacity. The applicant team displayed boards overviewing details of the revised application.

Prior to the second phase of open houses, notification flyers were mailed to 10,000 residences with details of the time, date and location of the open houses, the project website and email address, as well as high level facts about the revised proposal. Additional copies of these flyers were dropped off at local community destinations, including the Jewish Community Centre (JCC), Oakridge Library, and Marpole-Oakridge, Sunset, and Hillcrest Community Centres.

A questionnaire was available at the open house as well as online for a period of 20 days. The questionnaire asked participants to evaluate the revised proposal with questions targeted around topics of concern that arose in the previous consultation

phase. A total of 342 hard-copy questionnaires were submitted. Additional comments were posted on a "community message board" during the open house. Of those that submitted a questionnaire at the open houses, 49% indicated that they own and live in the Oakridge area, 7% indicated they rent in the Oakridge area and 31% indicated that they live outside the area. For the open house submissions, 40% of respondents showed their support for the revised proposal as presented and 42% were against the revised proposal as presented. An additional 99 questionnaires were dropped off following the open houses based on a booth located at Hillcrest Centre with only community members present (no City staff) with the majority of respondents (84%) against the revised proposal.

#### *Talk Vancouver*

Following the open house, consultation continued through the on-line questionnaire, which was available through the project website as well as Talk Vancouver for 20 days. A total of 505 submissions were received on-line (326 through Talk Vancouver and 179 through the project website). Of those that submitted a questionnaire on-line, 16% indicated that they own and live in the Oakridge area, 4% indicated they rent in the Oakridge area and 56% indicated they live outside the area. For the online submissions, 62% of respondents showed their support for the revised proposal as presented and 23% were against the revised proposal as presented.

#### *Targeted Consultations*

Further targeted consultations were also held with the Riley Park/South Cambie Vision Implementation Committee, Oakridge Seniors Centre, Translink, adjacent condos (Terraces, Hemmingway, and Fairchild Residents), Langara College Planning students, and the Board of trade.

#### *Oakridge Centre Mall Kiosk*

From July 2013 to January 2014, staff participated with the applicant's consultation team at a kiosk at Oakridge Centre. Over the course of 17 Saturdays, patrons of the mall were able to view the model, ask questions of City staff or the consultation team, and receive information directing patrons to the City's Website. On average, over 800 people per Saturday session stopped to view the model and ask questions (between 13,000-14,000 people in total).

**For the comments received in opposition to the project, key concerns were:**

- **Height:** Many felt that the proposed tower heights of up to 45 storeys are inappropriate in the context of the single-family neighbourhood. The main concern was that the towers would be too visible and dominant in the neighbourhood. Residents felt the height should be limited to the 24-storeys contained in the 2007 Oakridge Centre Policy Statement.

*Staff Comment:* Staff have included conditions of approval to provide more sculpting and visual interest to all the buildings on site to reduce shadowing and visual impact. While people are concerned about the height, staff recommended to Council that based on development in the City and Region, the height is appropriate in this location

- **Density:** Many felt that the proposed density for the development was too great for the site, with the primary focus being too much residential density rather than retail or office density.

*Staff Comment:* Staff recommend the density as proposed based on the form of development, as well as the site's location on rapid transit. As the City's only Municipal Town Centre identified in the Regional Growth Strategy, the site is anticipated to have high and medium density.

- **Canada Line Capacity -** Many residents were concerned that the Canada Line is already at capacity, and that with the increases in population projected for both Vancouver and Richmond the line would not be able to accommodate the increased growth.

*Staff Comment:* As detailed in the report, staff have worked with TransLink to determine line and station capacity for Oakridge. The stations have been designed to accommodate three-car trains, and there is an ability to increase the number of trains on the line to accommodate ridership. Translink has noted that based on population projections to 2045, the Canada Line can accommodate anticipated growth.

- **School and Hospital Capacity:** Residents were concerned that the overall development along the Cambie Corridor would strain the existing hospitals and

*Staff Comment:* At the October 2013 open houses, staff presented information regarding capacity in collaboration with the Vancouver School Board and Vancouver Coastal health. The VSB is in the process of seismically upgrading schools in the area, and has options to accommodate growth including reducing cross-boundary students. Vancouver General Hospital and BC Women and Children's hospital are expanding, with a new community health centre proposed for the Pearson/Dogwood site.

- **Impacts on adjacent Business Improvement Districts:** Concerns were raised by BIAs that saw many shops locate in their area because there was no room in Oakridge Centre. In particular, the representatives from South Granville commented that their area has become very successful over the years based on chain stores that have stores located in other Ivanhoe/Cambridge malls. The main concern is that these stores would leave the BIA area and relocate to the expanded Oakridge Centre. Concerns were also raised that the Oakridge expansion will fetter their chances of attracting new retail to a BIA.

*Staff Comment:* As part of the proposal, staff commissioned an independent retail analysis for the project. The analysis indicated that Vancouver is underserved by retail when compared to the regional average, and that will continue as Vancouver's population increases. The analysis also showed there would be no major impacts on the adjacent BIA areas.

- Views and Privacy: Members of the public expressed concern regarding views from Queen Elizabeth Park looking south.

*Staff Comment:* Staff did an assessment of the views from the southern locations at Queen Elizabeth Park. Unlike views to the downtown, north shore mountains, and Mount Baker, the view to the southwest is not accessible or expansive from the main public areas of the summit, and is somewhat difficult to access from the lower level platform due to obstruction by adjacent trees. As well, any building above 9 or 10 storeys at Oakridge would impact the view from Queen Elizabeth Park to the Gulf Islands. The Cambie Corridor Plan calls for heights of up to 12 storeys adjacent to 41st Avenue.

- Traffic: Concerns were raised by the public regarding the traffic generated by Oakridge Centre and the impact on Cambie Street and 41st Avenue. There were also concerns regarding the cumulative impacts of the developments on Cambie Street (Pearson, Langara, etc), with some members of the public asking for a comprehensive traffic study.

*Staff Comment:* The City's transportation plan (Transportation 2040), developed a set of strategies and actions needed to accommodate the anticipated regional growth of 1 million residents and 600,000 jobs by 2040, all with a reduction in motor vehicle traffic on city streets. Over the past 15 years, the City has seen an 18% growth in population and a 16% growth in jobs, while vehicles entering the City have decreased by 5%. Transportation 2040 anticipates further decreases in the future. Development-specific transportation studies are essential to help understand local transportation impacts, to determine changes needed to integrate the development into the overall transportation network, and to address existing and future operational and safety issues. Staff have reviewed the applicant's transportation analysis, which recommended that motor vehicle traffic changes could be mitigated through modifications to the street, including signal timing changes and better managing mall access points.

- Parking: Members of the public were concerned with the low residential parking numbers contemplated as a part of the rezoning. There was also concern about spillover traffic into the neighbourhood. Some members of the public expressed concern with the commercial parking ratio, indicating it was too high for a development that was as well-served as Oakridge Centre.

*Staff Comment:* As discussed in the report, Staff have recommended that the minimum parking ratio for the project be the same as the standard for the Marine Landing district at Cambie Street and Marine Drive. Staff are also recommending parking reductions based on the 75-stall car club. The commercial parking number is 3.5 stalls per 93m<sup>2</sup> of gross floor area (1,000 sq. ft.), which is lower than parking standards for comparable shopping centre developments in the lower mainland, and is reduced from the current 5 stalls per 93m<sup>2</sup> of gross floor area. Should the rezoning be approved, Staff will monitor parking in the neighbourhood as the development proceeds and work with residents to address issues if they arise.

- Pools: Members of the public asked whether a pool would be located on the Oakridge Centre site, noting that Hillcrest is the closest city facility and is a rather busy pool.

*Staff Comment:* Staff note there are three pools within the area. While Hillcrest Community Centre is the closest city-operated public pool, the Jewish Community Centre and the South Slope YMCA both have pools that are open to the public. The Park Board's Aquatic Services review did not recommend a City-owned pool at Oakridge Centre.

- Outstanding Park Obligation: Some members of the public were opposed to the proposal to consider cash-in-lieu of the outstanding 2.83 acre park obligation at Oakridge Centre. Those members that were concerned felt that the rooftop open space should not be substituted for the outstanding obligation.

*Staff Comment:* As part of the Oakridge Centre: Issues and Directions Report presented to Council, staff noted that there were three large parks within walking distance of Oakridge Centre (Columbia Park, Tisdall Park, and Oak Meadows Park). Staff are recommending an air-space parcel for 6 acres of rooftop space to fulfil the outstanding obligation, with an additional 3 acres of open space secured by statutory right-of-way.

- Rooftop Park: Members of the public were concerned about the park space, including the location 40 feet from grade, and the lack of access. Members of the public also were concerned with some of the proposed uses, including active play fields.

*Staff Comment:* Staff have worked with the applicant to increase the amount of access points to the roof and increase the scale of the access points. Staff also recommended more passive uses for the park such as a walking trail and seating areas based on community comments from the public consultation.

**Comments from those in support of the application included the following:**

- Density: Many respondents highlighted Oakridge Centre as an ideal site for this level of density as a transit oriented development. Many respondents were enthusiastic about the creation of a mixed-use node including amenities and a diversity of residential unit types in the Oakridge area.
- Additional Retail: Many members of the public were pleased that there is an expansion of stores at Oakridge Centre. Some members were looking forward to a diversity of shops beyond what is existing at the mall. There were also comments about how the mall needed to be updated and expanded.
- Public Benefits: Many members of the public were pleased at the inclusion of a Civic Centre, noting that all uses were needed in the area. Members of the public were pleased that a child-care would be operated in this location.

- Oakridge Seniors Centre: Members of the public were pleased that the Oakridge Seniors Centre would be included in the Civic Centre. Members of the Seniors Centre wanted to ensure that they had a space that could accommodate their current programming, and allow for expansion in the future. The inclusion in the Civic Centre allows for access to many multi-purpose rooms that can be secured for programming offered by the Centre.
- Diversity of Housing: Many members of the public were pleased at the inclusion of affordable housing on site, with particular comments regarding the inclusion of social housing on the site. Some members of the public wanted staff to ensure that the housing was focused primarily on seniors and families.
- Walking and Cycling: Members of the public were pleased with the inclusion of separated bicycle lanes within and adjacent to Oakridge Centre. Members were also pleased that Oakridge Centre would provide access routes through the mall during hours of operation of the Canada Line.
- Sustainability: Members of the public were pleased with the sustainability measures incorporated into Oakridge Centre, including the community garden. Members of the public also wanted staff to ensure that there were car-share options provided on site for the general public beyond the “car club” offered to residents.
- Rooftop Park: Many members of the public were pleased with the rooftop open space, noting that they saw the potential for an amenity for the neighbourhood as well as the residents on site.

## Oakridge Centre Rezoning URBAN DESIGN ANALYSIS

In 2007, Council adopted a Policy Statement for Oakridge Centre which envisions a vibrant, sustainable redevelopment of the site, with a greater intensity of housing, retail and office uses that takes advantage of the Centre's excellent transit accessibility. The policy statement supports a variety of uses and building forms including low and mid-rise buildings of 3 to 8 storeys, and towers from 14 to 24 storeys, with an overall floor area of approximately 2,500,000 sq.ft.

Since 2007 Vancouver has developed several key strategies and action plans regarding affordability, the economy, sustainability and the environment. The owners of the site would now like to pursue development beyond what was contemplated in 2007, and the new proposal could make a more significant contribution to the City's goals. The current proposal for Oakridge is for a variety of building forms ranging from low and mid-rise buildings of 9 to 13 storeys, to towers and terraced buildings of 18 to 44 storeys. The overall floor area proposed is approximately 4,500,000 sq.ft.

### *Tower heights*

In assessing the proposed height and form of development to determine what is appropriate on the site, Oakridge Centre should be considered in the context of:

1. Metro Vancouver Region
2. Vancouver and the Canada Line
3. Local Surroundings and Policy

#### *a) Metro Vancouver Region*

Since 2007, there has been much redevelopment interest and a strengthening realization of the desirability and benefits of living near transit - particularly rapid transit systems such as the Canada Line and the SkyTrain system. Recent directions set at major station sites in the lower mainland reflect a general trend towards more intense development and greater height.

Oakridge Centre is designated as a Municipal Town Centre in the Metro Vancouver Regional Growth Strategy (Fig 1). Municipal Town Centres are intended to be the among the region's primary focal points for concentrated growth and transit service. Outside of downtown Vancouver, the metro core of the region, Oakridge is the only urban or Municipal Town Centre identified in Vancouver.

Brentwood on the Millenium Line in Burnaby is also identified as a Municipal Town Centre. The approved masterplan for the Brentwood mall site (similarly sized to Oakridge Centre at 27 acres, and situated adjacent to single family housing to the north) supports a range of uses and building forms including residential towers of 45 to 70 storeys. Other developments in the Brentwood area currently under construction range from 39 to 49 storeys. Recent approvals in Surrey's transit-oriented City Centre range from 24 to 48 storeys, and 35 to 57 storeys in Burnaby's Metrotown.

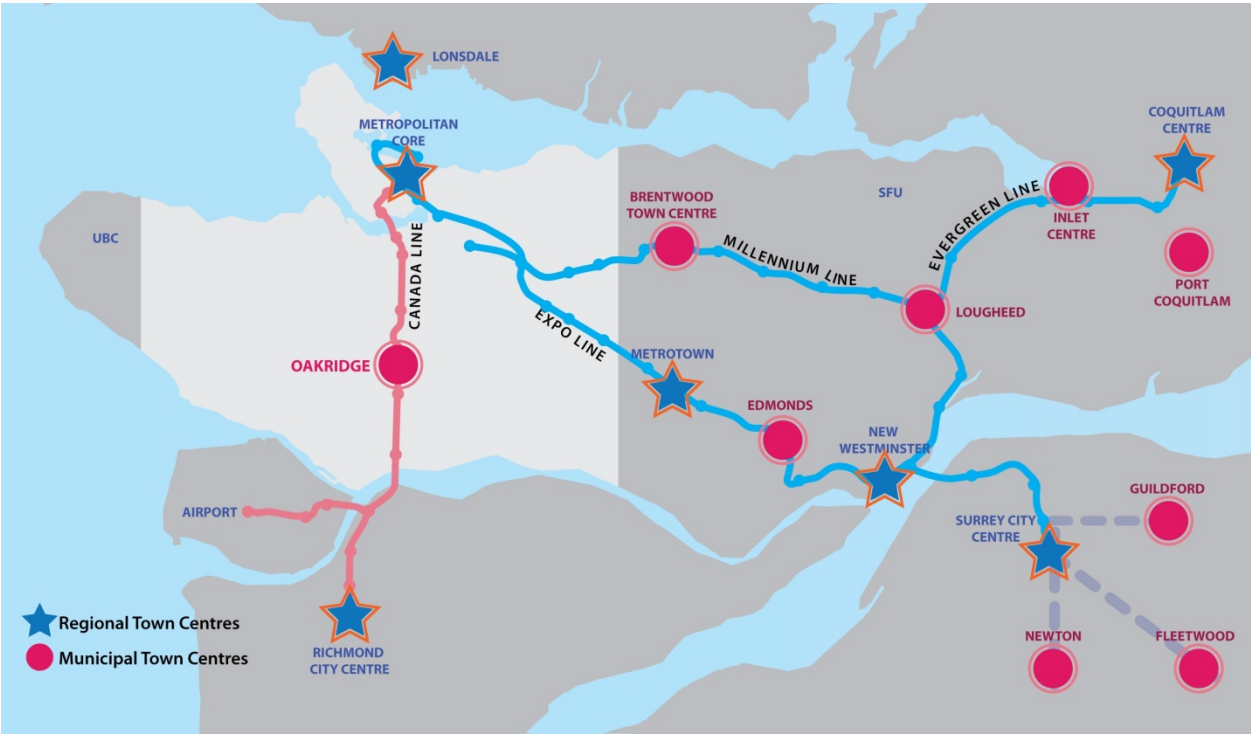


Fig 1: Oakridge Centre in the context of Metro Vancouver Region

*b) Vancouver and the Canada Line*

Residential tower development in Vancouver's downtown of the past two decades has most typically been up to about 300 to 350 feet in height. Vancouver's taller downtown buildings range upwards of this to the current tallest structure of 600 feet and 58 storeys. (Fig 2)

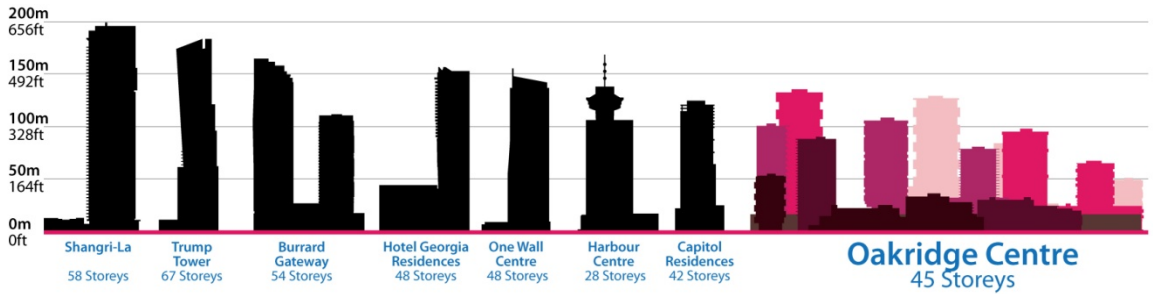
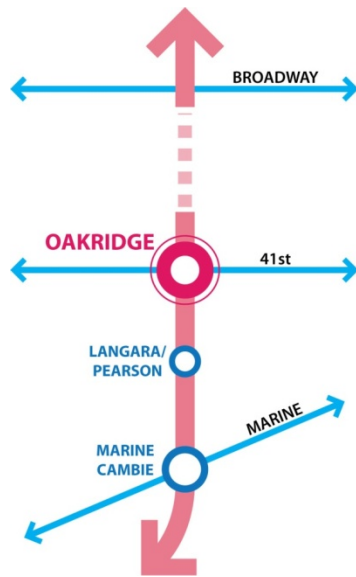


Fig 2: The proposed Oakridge Centre compared to other taller buildings in Vancouver





Outside the downtown, on larger sites associated with rapid transit, Vancouver has recently approved developments up to 31 storeys at Joyce-Collingwood on the Expo Line, and up to 35 storeys at the Cambie and Marine Station on the Canada Line.

The Cambie Corridor Plan identifies Oakridge as the “centre” of the city and Canada Line which, along with Marine Drive station area, represents the most significant concentration of urban uses and density (Fig 3). The importance of Oakridge as a municipal town centre, its location at an important crossroads (noting that 41<sup>st</sup> Avenue is a priority for future rapid transit), and the singular scale of this transit-oriented site places it at the top of the hierarchy of Vancouver station areas outside the downtown. (Fig 3b)

**Fig 3a: Oakridge Centre is the most significant centre in the context of the Cambie Corridor**



**Fig 3b: The Proposed Oakridge Centre is first in the hierarchy of major developments along the Cambie Corridor**

### *c) Local Surroundings and Policy*

In directing staff to consider proposals that varied from the specific building height and form parameters of the 2007 Policy Statement, Council asked that proposals be considered in the context of the following principles based on the policy:

- Creating variety in building forms and heights, within a coherent whole.
- Use of sculpting, setbacks and smaller floorplates to reduce the apparent mass of buildings at upper levels.
- Respectful transitions between the site and surrounding properties, for example, in terms of views, overlook, privacy, and shadowing.

Prior to the rezoning application the design team explored massing options within a lower overall height. These options were composed of long slab building forms within a more limited range and variety of height, typically 20 to 26 storeys, with a few taller buildings of 30 to 36 storeys. The long slab buildings were much bigger and longer than Vancouver’s typical tower forms. The consequence of this approach would be more extensive shadowing through more times of the day on the immediate surroundings and public places such as Cambie Street, an extensive ‘wall’ of taller massing around the perimeter of the site, limited variety in height and form, and a

lack of a transition in scale to the south and west. The taller range of height currently proposed gives more flexibility to achieve variety, scale transitions, and the more slender tower proportions that the principles of the 2007 Policy Statement envisage.

With respect to shadowing, the proposed building forms do not shadow surrounding public parks or school yards at key times of the day and year (10:00 to 4:00 at the equinox)(Fig 4a, 4b, 4c, 4d), with the exception of King David Private High School to the immediate west of the site on 41<sup>st</sup> Avenue at 10:00 am, Daylight Savings time. Staff consider the shadow impacts on the high school grounds acceptable as the use is not tied to standard recess periods, or concentrated as an elementary school playground with play structures. With respect to the further extent of shadowing cast by taller buildings on the surrounding neighbourhoods, while the taller buildings cast longer shadows, the more distant shadows move more quickly, and the impact on immediately adjacent areas is reduced. During the rezoning process, some of the building forms along Cambie were modified to reduce the sense of mass along Cambie and to improve solar access to the shopping street and sidewalk on the east side of the street. Staff will be looking to further improve solar access and reduce visual impact of upper level massing along Cambie Street and boulevard through shaping, terracing and stepbacks at time of development permit (see Conditions in Appendix B and the draft Design Guidelines).

Transitions to the surrounding area are an important principle in the 2007 Policy Statement. While overall heights are taller in the proposed development, it demonstrates a height pattern consistent with the policy, with greatest heights approaching the transit station, and a transition downwards to the surrounding community to the west and south.

To the north and east where the greatest height is placed, are neighbourhood areas that are part of the Cambie Corridor Plan. Change is already underway to six storey buildings along the north side of 41<sup>st</sup> Avenue. The Cambie Corridor plan supports 12 storey buildings at the corners of 41<sup>st</sup> Avenue and Cambie Street, and Council recommended considering height beyond this when planning for Phase 3 in the neighbourhoods behind occurs. As such, the tallest buildings are placed in closer proximity to those of areas of the surrounding context that are likely to see the greatest change in the future. (Fig 5)

The proposed building heights of Buildings 5 and 13, the two tallest buildings, have increased somewhat during the rezoning process, in part due to interstitial levels to transfer structure and services between office, residential and retail uses. The proposed increase in height combined with changes to the illustrated massing of Building 5 resulted in increased shadowing at the equinox of the Transit Plaza at 41<sup>st</sup> Avenue and Cambie Street from the original application. Design conditions in Appendix B require design development to reduce the overall heights and to configure and shape the buildings to improve solar access on the Transit Plaza. Further analysis of shadowing on developments in the immediate context follows later in this appendix.

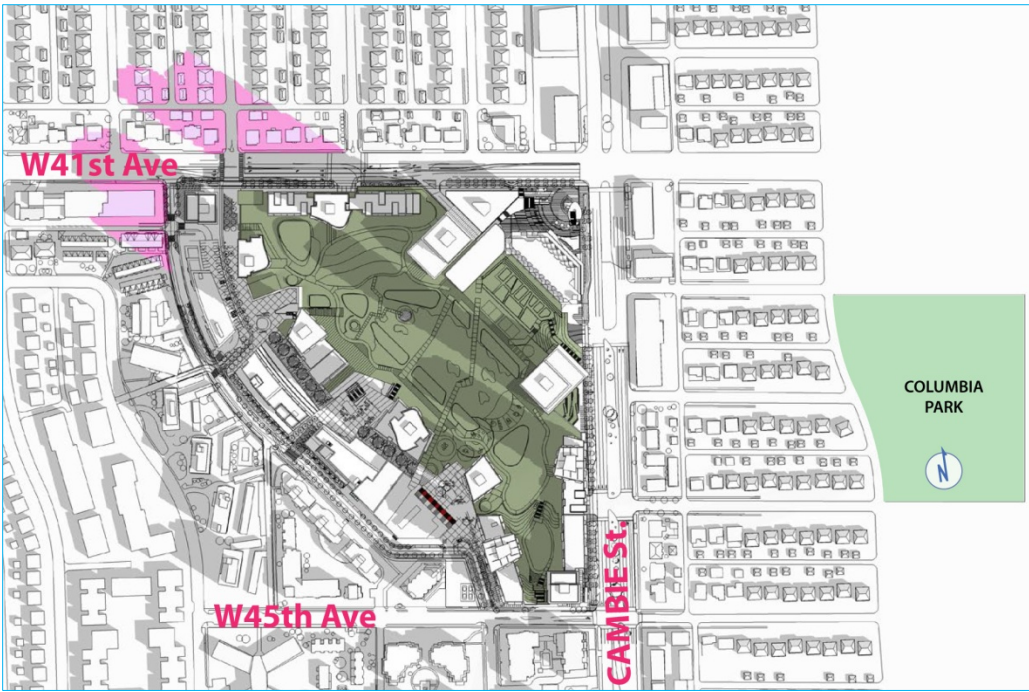


Fig 4a: Shadow Study (Equinox, 10am)

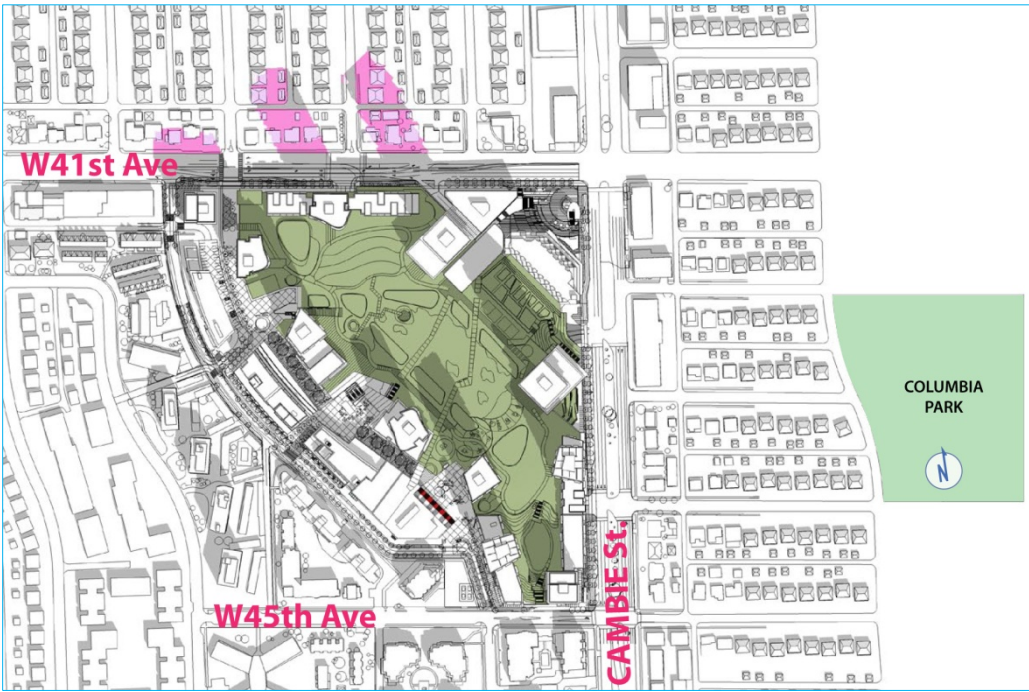


Fig 4b: Shadow Study (Equinox, 12noon)



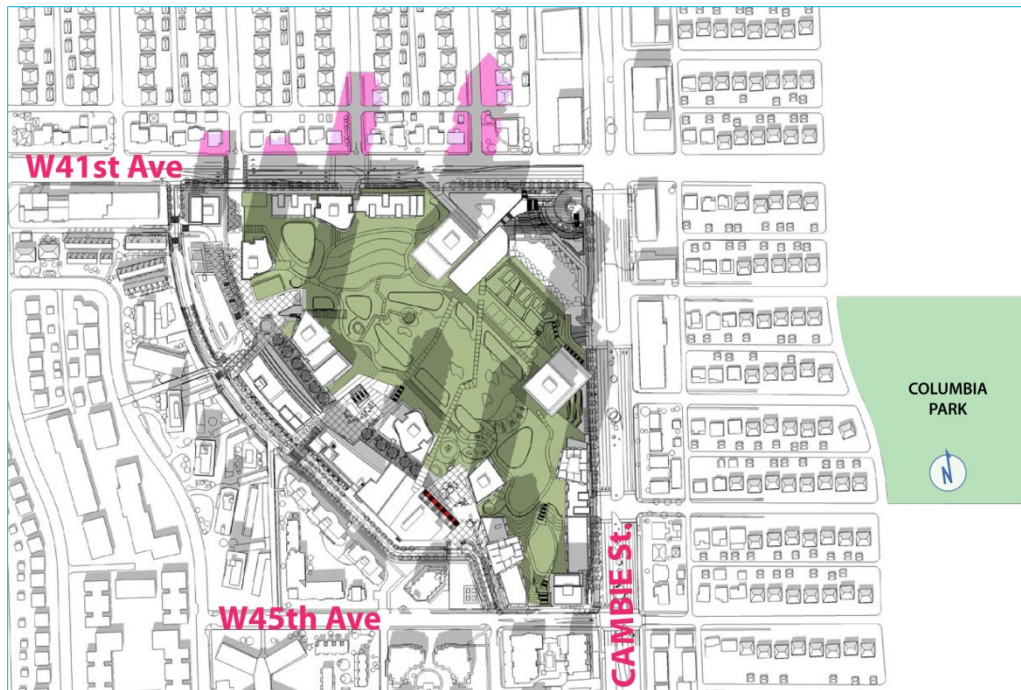


Fig 4c: Shadow Study (Equinox, 2pm)

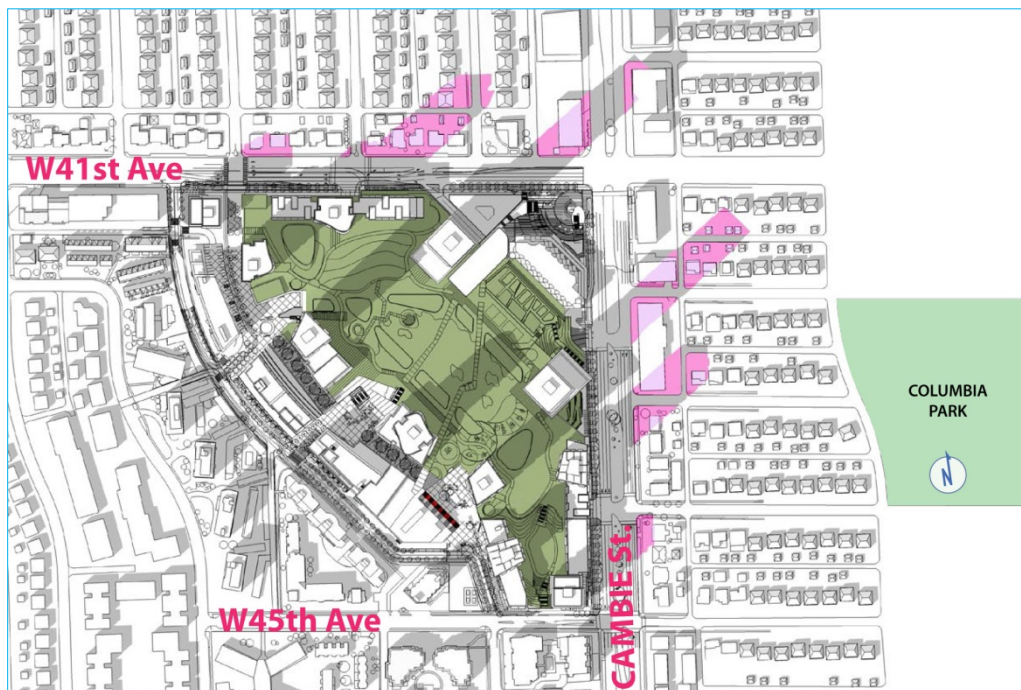


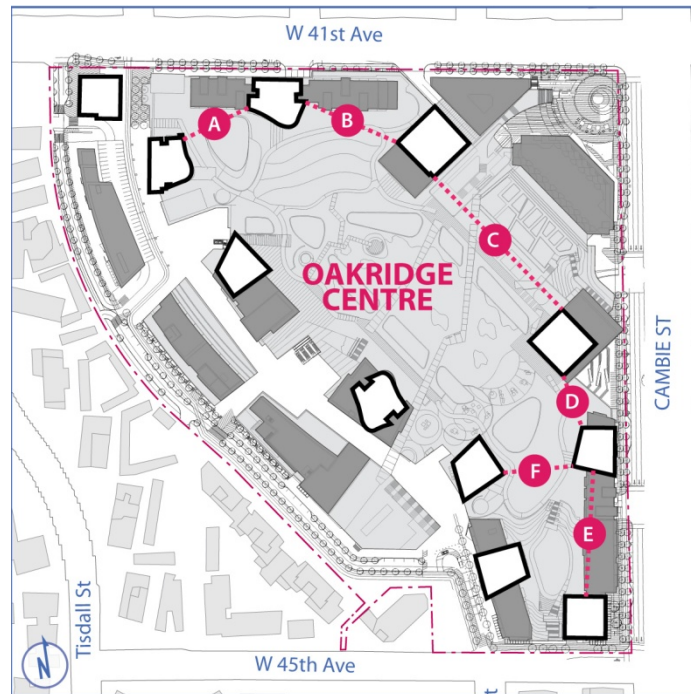
Fig 4d: Shadow Study (Equinox, 4pm)

### *Tower Floorplates and Placement*

The 2007 Policy Statement calls for buildings of the more slender proportions typical of Vancouver towers. This is measured by 'floorplates' (basically the floor area of a typical level). The policy statement limits tower floorplates to 6500 ft<sup>2</sup>. The current proposal is for towers with floorplates of 7600 to 8500 ft<sup>2</sup>. In assessing this proposal, a comparison to a more typical area of the city with towers is instructive. Figure 5 illustrates the footprint and tower locations proposed for Oakridge Centre with a portion of Downtown South at the same scale (Fig 5).

At Oakridge Centre, the retention and expansion of the mall places limitations on where and how residential and office buildings can be located, configured, and accessed. There are fewer places for building cores and entries than in a typical piece of the city with a grid street system. As a consequence, the proposal is for fewer and taller buildings, spaced further apart than might otherwise be seen at a comparable density. Given the limited opportunities for tower placement and the subsequent greater distances between them, staff believe that generally a larger floorplate is supportable.

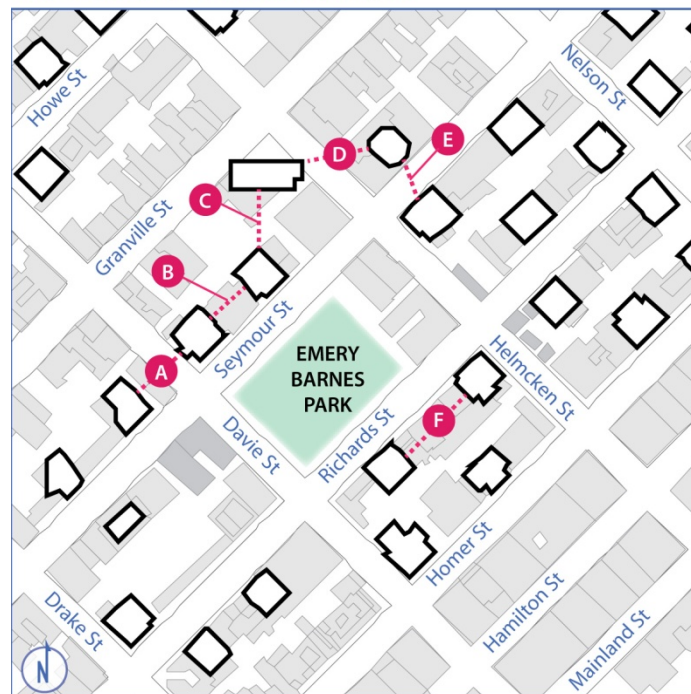
It should be noted that the representations of the massing of the buildings is preliminary in nature. Section 10.0 - Architecture - of the draft Design Guidelines provides direction for the evolution and more detailed design of the proposed buildings. For the residential towers, the design guidelines seek to shape and articulate the buildings to



*Proposed Oakridge Centre Building Footprint*

Approximate distances between towers

- A 155'
- B 220'
- C 405'
- D 100'
- E 280'
- F 155'



*Downtown South Building Footprint*

Approximate distances between towers

- A 145'
- B 105'
- C 135'
- D 150'
- E 95'
- F 190'

decrease apparent scale, and to reduce impacts such as shadowing on existing buildings in the context. Architectural excellence and enhanced environmental performance is expected of the two tallest towers which will be assessed at development permit through a special Higher Building Review.

### *Views*

The Policy Statement speaks to consideration of view impacts on the surrounding area. There are no Council approved public view corridors that affect the site, however, during the rezoning process, questions were raised regarding views from Queen Elizabeth Park. Staff assessed the views from the southern locations at Queen Elizabeth Park. In assessing the impacts, staff also considered existing policy such as the Oakridge Centre Policy Statement (2007) and the Cambie Corridor Plan (2011).

Unlike views from QE Park to the downtown, north shore mountains, and Mount Baker, the view to the southwest is not accessible or expansive from the main public areas of the summit, and is somewhat difficult to access from the lower level platform due to obstruction by adjacent trees. As such, staff's assessment is that views to the southwest are not as substantive or significant as those protected by the existing view cones and policies.

With respect to the implications of maintaining this southwest view, any building above 9 or 10 storeys at Oakridge would impact the view from Queen Elizabeth Park to the Gulf Islands, noting that the existing 2007 Oakridge Centre Policy Statement calls for varying heights of up to 24 storeys, while the Cambie Corridor Plan calls for heights of up to 12 storeys adjacent to 41st Avenue, in order to provide density to take advantage of the Canada Line rapid transit station at that location.

With regard to impacts on private views from developments around Oakridge Centre, it should be noted that extension of the large mall footprint to two levels, approximately 45 feet in height, will obstruct distant views over the site from much of the surrounding development. Additionally, the lack of a street grid and the angled orientations of the mall and developments to the southwest prevents the creation of shared view corridors across the site.

### *Public Placemaking*

One of the most notable aspects of the proposed redevelopment is the extent of the public realm, in particular the extensive continuous roof and the opportunity it presents for public open space – the rooftop park. Approximately 50% of the 28 acre site, will be comprised of public roof-top open space, and public realm at grade including public plazas, and the High Street.

Given the elevation of the park above grade, visibility and accessibility are key to its success- the park should be visible from the street, the transit plaza and the southeast and northeast corners of the site. Its success as public open space will also be dependent on the degree to which it is activated by the uses within and around it.

During the rezoning process, there have been significant improvements in public placemaking, connectivity and permeability, and particularly in the number, scale and design of access points to public roof-top open space. There are now six locations proposed with access from the public realm to the roof-top with a variety of steps, escalator and elevator access. Designs are more generous in scale, and integrated with landscape, levels and uses - bringing the sense of green down to grade. At grade, entrances - or 'heat-lines' - have been pulled back into the mall allowing more gradual transitions to the roof-top park, and improved visibility and expression of its presence. Restaurants and other uses have been added to the roof-top level to activate the space, and two further accesses have been integrated into the interior circulation of the mall. Secondary lobbies for residential and office buildings will have direct access to the roof-top open space enabling residents, workers and their visitors to use the roof-top as part of their daily routine.

At grade level, changes through the rezoning process resulted in enhancements to the streetscapes along Cambie and 41<sup>st</sup>: improved connections and alignments with surrounding streets and lanes for pedestrians and cyclists; variety in the setbacks and public spaces along the Cambie and 41<sup>st</sup> edges including increased setbacks to retain significant oak trees; introduction of smaller shops in places along Cambie; and improved relationships of anchor stores to the 41<sup>st</sup> and Cambie frontages. A significant new terraced public access point to the park has been created from 45th Avenue along with smaller retail unit's activating this sunny frontage and important link to the neighbourhood.

The pedestrian High Street has been reconfigured to connect to Heather Street, and the parking entry has been moved eastward giving priority to pedestrians and cyclists at this important juncture. Off-street separated bike routes are now proposed all around the perimeter of the site. The Civic Centre has been relocated to the High Street where it is more visible and has a greater sense of identity and public presence. A bridge over the High Street will connect the Civic Centre to the park, and an exterior stair integrated into the building design will provide access to the various levels and uses of the Centre.

Two extended hour accesses through the mall providing convenient access from the Civic Centre and the neighbourhood to the south west through to the Canada Line station will be available for public use throughout the hours that the Canada Line is running. Use and access will be secured through legal agreements as per conditions in Appendix B.

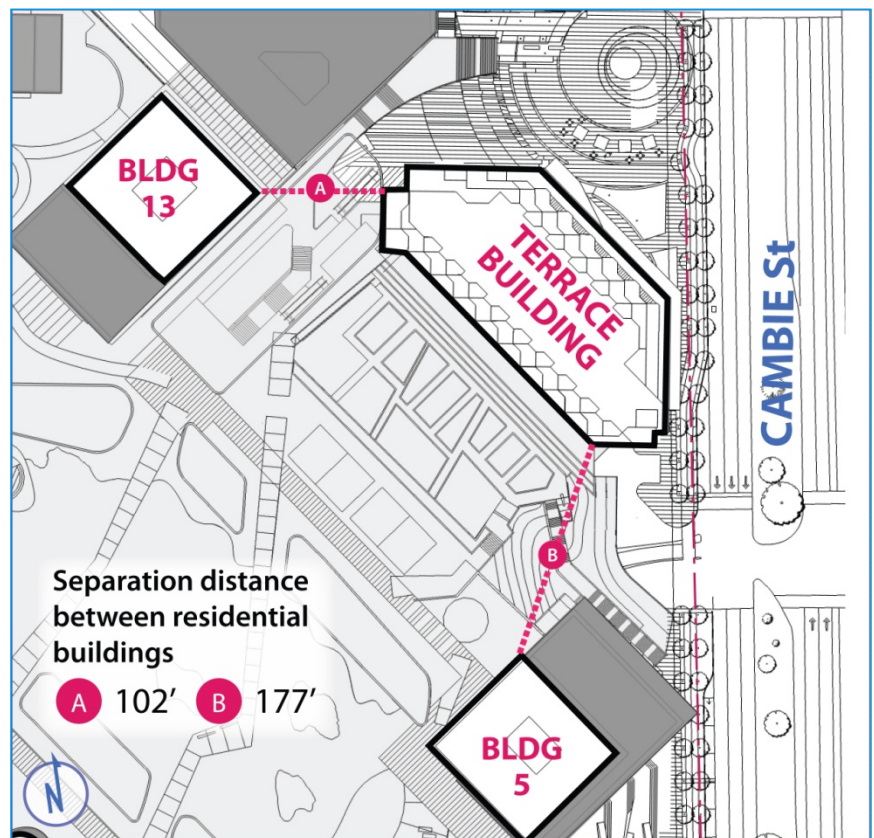
Section 5.0 Public Places of the proposed draft Design Guidelines deals extensively with the design qualities, characteristics and criteria of the proposed public realm, and will be used to guide and assess development over time. Section 10.0 Architecture provides direction for architecture and design of the retail and other frontages that shape and define the public places.



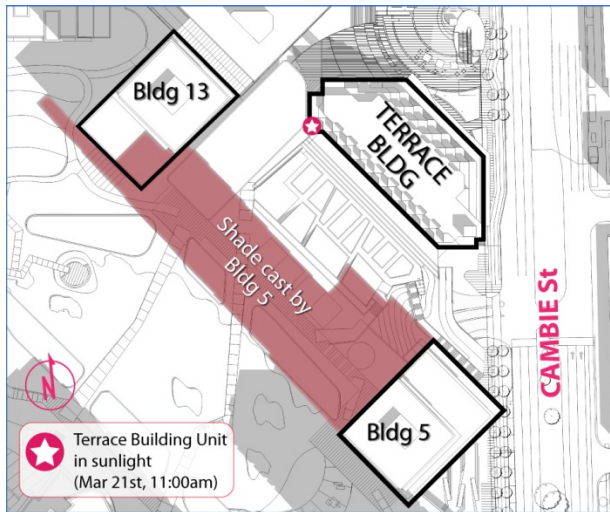
### *Relationship to the Terraces*

With respect to relationships between the proposed redevelopment and existing properties, the residential development most impacted is the Terraces, a 32 unit residential strata building at the northeast corner of the Oakridge site immediately adjacent to the Canada Line station. It is located in the top three floors of a mixed use six storey building. The immediate context of the residences on the north side of the building overlooking the transit station and plaza will not change much with redevelopment of Oakridge Centre other than through landscape and other improvements to the plaza and station entry. However, the context of the residences on the south side will be more affected.

A 42 storey (416 ft.) tower, Building 5, is proposed to the south of the Terraces (Figure 6). Both buildings are set on the diagonal, with no overlap across the primary faces of the buildings. During the rezoning process the horizontal distance between the Terraces and the proposed residential tower of Building 5 has increased by 7 ft., giving 177 ft. between any portions of the residential buildings. - A 44 storey (435 ft.) tower, Building 13, is proposed to the west of the Terraces. During the rezoning process the horizontal distance between the Terraces and the residential tower of building 13 has increased 12 ft., giving 102 ft. between any portions of the residential buildings and 124ft. between the closest facing windows.

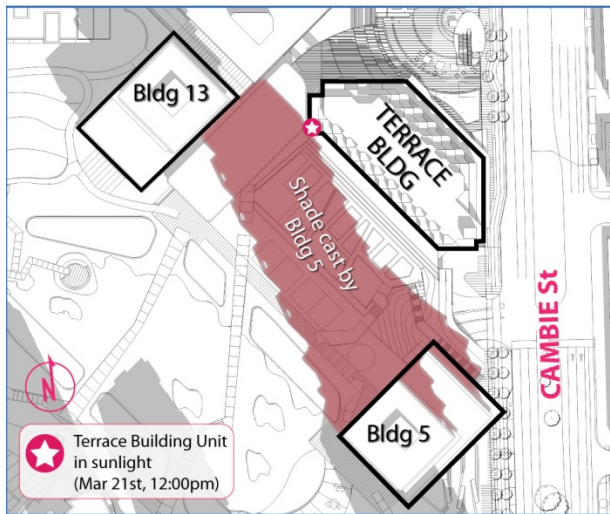




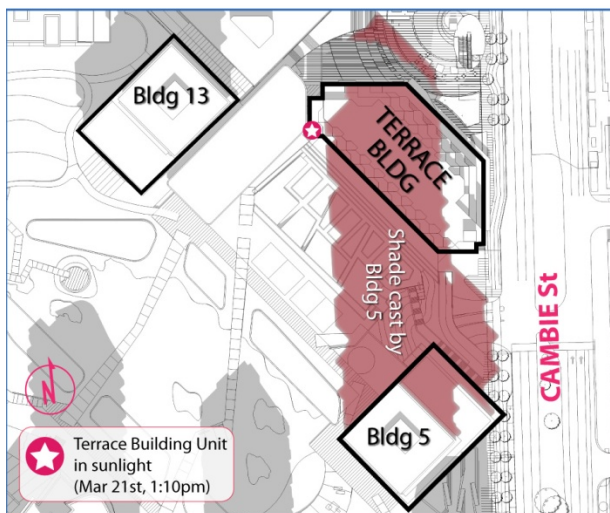


While this is clearly a significant change from the current context in which the Terraces sit, the distances between the buildings compares favorably with the standard sought in Vancouver's downtown, where the minimum separation between residential towers is 80 feet. Downtown guidelines do not specify a distance between residential and office uses.

With respect to shadowing, the proposed tower to the south of the Terraces will shadow the units and balconies around mid-day at the equinox (Fig 7). From the perspective of each individual terrace or balcony, the length of time in shadow is approximately an hour and a quarter. As the season advances, the shadow impact decreases.



The proposed building heights of Buildings 5 and 13 have increased somewhat during the rezoning process, in part due to interstitial levels to transfer structure and services between office, residential and retail uses (staff note that summary tables of heights submitted with the original application and referenced in various materials, were incorrect and not consistent with the sections, model, and physical representations of the proposal). In addition, the massing illustrated for Building 5 in the original submission stepped away from the Terraces at the uppermost levels, whereas the current resubmission does not. The design of the upper levels particularly makes a difference to sunlight access on the south end of the Terraces around the summer solstice, and to the Transit Plaza at mid-day at the equinox.



Conditions in Appendix B will limit the heights to 132.6m (435ft) for Building 13 and 124.3m(408 ft) for Building 5 and require design development to configure and shape the building floorplates, and sculpt at upper levels with consideration for reduced shadowing at the equinox on the Transit Plaza at 41st and Cambie and reduced shadowing and improved relationships with the adjacent existing Terraces building.

It should be noted that the current foreground view of the south facing terraces is of the extensive asphalt and concrete roof-top parking areas of the Centre. While redevelopment of Oakridge Centre will alter the context of the Terraces creating shadow and a reduced sense of privacy, redevelopment of the centre will also see the primary outlook significantly enhanced as the roof-top becomes a high amenity landscaped area and/or public open space.

The context of the Terraces will be significantly altered by the proposed redevelopment, going from an expansive, relatively suburban setting to a distinctly urban one with associated adjacencies and shadow impacts. While acknowledging the degree of change, staff believes that the shadowing impacts and adjacencies are acceptable with proposed conditions and draft Design Guidelines.

#### *Relationships to existing developments to the south and southwest*

There are several existing buildings ranging from three, six, and nine storeys at the south and west edges of the site including the Chishaun Seniors Housing, the Fairchild, and four residential mid-rises along Tisdall across the existing lane from Oakridge Centre. Proposed development on the Oakridge Centre site will be separated at grade from existing developments along the southwest edge by a new street designed to provide drop-off and limited access to the Civic Centre and residential development. Building 11, a four to eight storey building, which includes the Civic Centre, will be setback 66 feet from the property line across from the six storey Fairchild giving a minimum of approximately 90 feet between the building faces. At upper levels from 5 to 8 storeys, the proposed residential building face will be stepped back and terraced increasing the separation distance.

To the east of the Fairchild is the Chishaun Seniors Housing, which currently has a pedestrian bridge across a sunken area that gives access to lower level parking and servicing at Oakridge. In the proposed redevelopment the sunken area would be brought up to grade and new direct level access for persons with disabilities would be created. A green public open space will be provided directly adjacent to the childcare on the ground floor of the Chishaun building.

The existing nine storey buildings along Tisdall are set at a variety of orientations angling towards the southeast and are a minimum of 175ft from a proposed twelve storey building which is the closest development on the Oakridge Centre site. Separation distances increase sharply as the buildings angle away from each other and as stepbacks and terracing are introduced at upper levels on the proposed development. The remaining residential buildings along the westerly edge are typically 3 storey apartments and townhouses with unit orientations primarily to the north and south, rather than overlooking the Oakridge Centre site. Across the lane on

the Oakridge Centre site, a transitional scale stepped and terraced eight storey building is proposed.

*Conclusion*

Staff consider the form of development proposed appropriate to Oakridge Centre considering its role and place in the region and the city, and in the hierarchy of major transit-oriented sites in Vancouver. From a local perspective, the height range gives greater ability to meet the principles of the 2007 Policy Statement while carrying a density appropriate to this most significant transit-oriented site and Municipal Town Centre. It should be emphasized that Oakridge is the only Municipal Town Centre in Vancouver, and that the heights and densities supportable here should be considered at the top of the hierarchy of existing and future station areas in the city.

The proposed form of development for Oakridge Centre supports the transformation of Oakridge Centre from a suburban, single-use shopping centre model to an integrated mixed use urban precinct. One of the most notable aspects of the proposed redevelopment is the extent of the public realm, in particular the extensive continuous roof and the opportunity it presents for public open space. During the rezoning process, there have been significant improvements in public placemaking, connectivity and permeability, and staff believe the proposed redevelopment fulfills the potential of this significant transit-oriented site.

650 West 41st Avenue (Oakridge Centre)  
ADDITIONAL INFORMATION

1. Legal Information

5733 Cambie Street (Terraces)

Parcel Identifier	Address	Legal Description
006-692-028	401 - 5733 Cambie Street	Strata Lot 1 Plan VAS1499 District Lot 526
005-218-284	402 - 5733 Cambie Street	Strata Lot 2 Plan VAS1499 District Lot 526
006-692-044	403 - 5733 Cambie Street	Strata Lot 3 Plan VAS1499 District Lot 526
004-498-496	404 - 5733 Cambie Street	Strata Lot 4 Plan VAS1499 District Lot 526
004-604-946	405 - 5733 Cambie Street	Strata Lot 5 Plan VAS1499 District Lot 526
006-692-052	406 - 5733 Cambie Street	Strata Lot 6 Plan VAS1499 District Lot 526
006-692-087	407 - 5733 Cambie Street	Strata Lot 7 Plan VAS1499 District Lot 526
006-692-117	408 - 5733 Cambie Street	Strata Lot 8 Plan VAS1499 District Lot 526
004-525-302	409 - 5733 Cambie Street	Strata Lot 9 Plan VAS1499 District Lot 526
002-426-722	410 - 5733 Cambie Street	Strata Lot 10 Plan VAS1499 District Lot 526
002-452-588	411 - 5733 Cambie Street	Strata Lot 11 Plan VAS1499 District Lot 526
006-692-141	412 - 5733 Cambie Street	Strata Lot 12 Plan VAS1499 District Lot 526
006-692-168	413 - 5733 Cambie Street	Strata Lot 13 Plan VAS1499 District Lot 526
006-828-035	414 - 5733 Cambie Street	Strata Lot 14 Plan VAS1499 District Lot 526
004-600-797	501 - 5733 Cambie Street	Strata Lot 15 Plan VAS1499 District Lot 526
006-692-176	502 - 5733 Cambie Street	Strata Lot 16 Plan VAS1499 District Lot 526
006-692-192	503 - 5733 Cambie Street	Strata Lot 17 Plan VAS1499 District Lot 526
004-245-334	504 - 5733 Cambie Street	Strata Lot 18 Plan VAS1499 District Lot 526
004-245-288	505 - 5733 Cambie Street	Strata Lot 19 Plan VAS1499 District Lot 526
006-692-214	506 - 5733 Cambie Street	Strata Lot 20 Plan VAS1499 District Lot 526
003-626-148	507 - 5733 Cambie Street	Strata Lot 21 Plan VAS1499 District Lot 526
004-119-789	508 - 5733 Cambie Street	Strata Lot 22 Plan VAS1499 District Lot 526
003-386-694	509 - 5733 Cambie Street	Strata Lot 23 Plan VAS1499 District Lot 526
004-228-499	510 - 5733 Cambie Street	Strata Lot 24 Plan VAS1499 District Lot 526
006-692-249	511 - 5733 Cambie Street	Strata Lot 25 Plan VAS1499 District Lot 526
006-692-265	512 - 5733 Cambie Street	Strata Lot 26 Plan VAS1499 District Lot 526
003-247-074	513 - 5733 Cambie Street	Strata Lot 27 Plan VAS1499 District Lot 526
003-355-691	601 - 5733 Cambie Street	Strata Lot 28 Plan VAS1499 District Lot 526
002-736-624	602 - 5733 Cambie Street	Strata Lot 29 Plan VAS1499 District Lot 526
002-860-074	603 - 5733 Cambie Street	Strata Lot 30 Plan VAS1499 District Lot 526
006-692-281	604 - 5733 Cambie Street	Strata Lot 31 Plan VAS1499 District Lot 526
006-692-311	605 - 5733 Cambie Street	Strata Lot 32 Plan VAS1499 District Lot 526

635 - 659 West 45th Avenue and 688 Fairchild Road (Fairchild Residences)

019-108-940	112 - 688 Fairchild Road	Strata Lot 1 Plan LMS1751 District Lot 526
019-108-958	111 - 688 Fairchild Road	Strata Lot 2 Plan LMS1751 District Lot 526
019-108-966	110 - 688 Fairchild Road	Strata Lot 3 Plan LMS1751 District Lot 526
019-108-974	107 - 688 Fairchild Road	Strata Lot 4 Plan LMS1751 District Lot 526
019-108-982	106 - 688 Fairchild Road	Strata Lot 5 Plan LMS1751 District Lot 526
019-108-991	105 - 688 Fairchild Road	Strata Lot 6 Plan LMS1751 District Lot 526
019-109-008	104 - 688 Fairchild Road	Strata Lot 7 Plan LMS1751 District Lot 526
019-109-016	103 - 688 Fairchild Road	Strata Lot 8 Plan LMS1751 District Lot 526
019-109-024	102 - 688 Fairchild Road	Strata Lot 9 Plan LMS1751 District Lot 526
019-109-032	108 - 688 Fairchild Road	Strata Lot 10 Plan LMS1751 District Lot 526
019-109-041	113 - 688 Fairchild Road	Strata Lot 11 Plan LMS1751 District Lot 526
019-109-059	212 - 688 Fairchild Road	Strata Lot 12 Plan LMS1751 District Lot 526
019-109-067	211 - 688 Fairchild Road	Strata Lot 13 Plan LMS1751 District Lot 526
019-109-075	210 - 688 Fairchild Road	Strata Lot 14 Plan LMS1751 District Lot 526
019-109-083	207 - 688 Fairchild Road	Strata Lot 15 Plan LMS1751 District Lot 526
019-109-091	206 - 688 Fairchild Road	Strata Lot 16 Plan LMS1751 District Lot 526
019-109-105	205 - 688 Fairchild Road	Strata Lot 17 Plan LMS1751 District Lot 526
019-109-113	204 - 688 Fairchild Road	Strata Lot 18 Plan LMS1751 District Lot 526
019-109-121	203 - 688 Fairchild Road	Strata Lot 19 Plan LMS1751 District Lot 526
019-109-130	202 - 688 Fairchild Road	Strata Lot 20 Plan LMS1751 District Lot 526
019-109-148	201 - 688 Fairchild Road	Strata Lot 21 Plan LMS1751 District Lot 526
019-109-156	209 - 688 Fairchild Road	Strata Lot 22 Plan LMS1751 District Lot 526
019-109-164	208 - 688 Fairchild Road	Strata Lot 23 Plan LMS1751 District Lot 526
019-109-172	213 - 688 Fairchild Road	Strata Lot 24 Plan LMS1751 District Lot 526
019-109-181	312 - 688 Fairchild Road	Strata Lot 25 Plan LMS1751 District Lot 526
019-109-199	311 - 688 Fairchild Road	Strata Lot 26 Plan LMS1751 District Lot 526
019-109-202	310 - 688 Fairchild Road	Strata Lot 27 Plan LMS1751 District Lot 526
019-109-211	307 - 688 Fairchild Road	Strata Lot 28 Plan LMS1751 District Lot 526
019-109-229	306 - 688 Fairchild Road	Strata Lot 29 Plan LMS1751 District Lot 526
019-109-237	305 - 688 Fairchild Road	Strata Lot 30 Plan LMS1751 District Lot 526
019-109-245	304 - 688 Fairchild Road	Strata Lot 31 Plan LMS1751 District Lot 526
019-109-253	303 - 688 Fairchild Road	Strata Lot 32 Plan LMS1751 District Lot 526
019-109-261	302 - 688 Fairchild Road	Strata Lot 33 Plan LMS1751 District Lot 526
019-109-270	301 - 688 Fairchild Road	Strata Lot 34 Plan LMS1751 District Lot 526
019-109-288	309 - 688 Fairchild Road	Strata Lot 35 Plan LMS1751 District Lot 526
019-109-296	308 - 688 Fairchild Road	Strata Lot 36 Plan LMS1751 District Lot 526
019-109-300	313 - 688 Fairchild Road	Strata Lot 37 Plan LMS1751 District Lot 526
019-109-318	412 - 688 Fairchild Road	Strata Lot 38 Plan LMS1751 District Lot 526
019-109-326	411 - 688 Fairchild Road	Strata Lot 39 Plan LMS1751 District Lot 526
019-109-334	410 - 688 Fairchild Road	Strata Lot 40 Plan LMS1751 District Lot 526
019-109-342	407 - 688 Fairchild Road	Strata Lot 41 Plan LMS1751 District Lot 526
019-109-351	406 - 688 Fairchild Road	Strata Lot 42 Plan LMS1751 District Lot 526
019-109-369	405 - 688 Fairchild Road	Strata Lot 43 Plan LMS1751 District Lot 526
019-109-377	404 - 688 Fairchild Road	Strata Lot 44 Plan LMS1751 District Lot 526

019-109-385	403 - 688 Fairchild Road	Strata Lot 45 Plan LMS1751 District Lot 526
019-109-393	402 - 688 Fairchild Road	Strata Lot 46 Plan LMS1751 District Lot 526
019-109-407	401 - 688 Fairchild Road	Strata Lot 47 Plan LMS1751 District Lot 526
019-109-415	409 - 688 Fairchild Road	Strata Lot 48 Plan LMS1751 District Lot 526
019-109-423	408 - 688 Fairchild Road	Strata Lot 49 Plan LMS1751 District Lot 526
019-109-431	413 - 688 Fairchild Road	Strata Lot 50 Plan LMS1751 District Lot 526
019-109-440	512 - 688 Fairchild Road	Strata Lot 51 Plan LMS1751 District Lot 526
019-109-458	511 - 688 Fairchild Road	Strata Lot 52 Plan LMS1751 District Lot 526
019-109-466	510 - 688 Fairchild Road	Strata Lot 53 Plan LMS1751 District Lot 526
019-109-474	507 - 688 Fairchild Road	Strata Lot 54 Plan LMS1751 District Lot 526
019-109-482	506 - 688 Fairchild Road	Strata Lot 55 Plan LMS1751 District Lot 526
019-109-491	505 - 688 Fairchild Road	Strata Lot 56 Plan LMS1751 District Lot 526
019-109-504	504 - 688 Fairchild Road	Strata Lot 57 Plan LMS1751 District Lot 526
019-109-512	503 - 688 Fairchild Road	Strata Lot 58 Plan LMS1751 District Lot 526
019-109-521	502 - 688 Fairchild Road	Strata Lot 59 Plan LMS1751 District Lot 526
019-109-539	501 - 688 Fairchild Road	Strata Lot 60 Plan LMS1751 District Lot 526
019-109-547	509 - 688 Fairchild Road	Strata Lot 61 Plan LMS1751 District Lot 526
019-109-555	508 - 688 Fairchild Road	Strata Lot 62 Plan LMS1751 District Lot 526
019-109-563	513 - 688 Fairchild Road	Strata Lot 63 Plan LMS1751 District Lot 526
019-109-580	613 - 688 Fairchild Road	Strata Lot 64 Plan LMS1751 District Lot 526
019-109-598	608 - 688 Fairchild Road	Strata Lot 65 Plan LMS1751 District Lot 526
019-109-601	601 - 688 Fairchild Road	Strata Lot 66 Plan LMS1751 District Lot 526
019-109-610	107 - 651 West 45th Avenue	Strata Lot 67 Plan LMS1751 District Lot 526
019-109-628	108 - 651 West 45th Avenue	Strata Lot 68 Plan LMS1751 District Lot 526
019-109-636	109 - 651 West 45th Avenue	Strata Lot 69 Plan LMS1751 District Lot 526
019-109-644	110 - 651 West 45th Avenue	Strata Lot 70 Plan LMS1751 District Lot 526
019-109-652	101 - 651 West 45th Avenue	Strata Lot 71 Plan LMS1751 District Lot 526
019-109-661	102- 651 West 45th Avenue	Strata Lot 72 Plan LMS1751 District Lot 526
019-109-679	103 - 651 West 45th Avenue	Strata Lot 73 Plan LMS1751 District Lot 526
019-109-687	104 - 651 West 45th Avenue	Strata Lot 74 Plan LMS1751 District Lot 526
019-109-695	105 - 651 West 45th Avenue	Strata Lot 75 Plan LMS1751 District Lot 526
019-109-709	106 - 651 West 45th Avenue	Strata Lot 76 Plan LMS1751 District Lot 526
019-109-717	207 - 651 West 45th Avenue	Strata Lot 77 Plan LMS1751 District Lot 526
019-109-725	208 - 651 West 45th Avenue	Strata Lot 78 Plan LMS1751 District Lot 526
019-109-733	209 - 651 West 45th Avenue	Strata Lot 79 Plan LMS1751 District Lot 526
019-109-741	210 - 651 West 45th Avenue	Strata Lot 80 Plan LMS1751 District Lot 526
019-109-750	201 - 651 West 45th Avenue	Strata Lot 81 Plan LMS1751 District Lot 526
019-109-768	202 - 651 West 45th Avenue	Strata Lot 82 Plan LMS1751 District Lot 526
019-109-776	203 - 651 West 45th Avenue	Strata Lot 83 Plan LMS1751 District Lot 526
019-109-784	204 - 651 West 45th Avenue	Strata Lot 84 Plan LMS1751 District Lot 526
019-109-792	205 - 651 West 45th Avenue	Strata Lot 85 Plan LMS1751 District Lot 526
019-109-806	206 - 651 West 45th Avenue	Strata Lot 86 Plan LMS1751 District Lot 526
019-109-814	307 - 651 West 45th Avenue	Strata Lot 87 Plan LMS1751 District Lot 526
019-109-822	308- 651 West 45th Avenue	Strata Lot 88 Plan LMS1751 District Lot 526
019-109-831	309 - 651 West 45th Avenue	Strata Lot 89 Plan LMS1751 District Lot 526
019-109-849	310 - 651 West 45th Avenue	Strata Lot 90 Plan LMS1751 District Lot 526
019-109-857	311 - 651 West 45th Avenue	Strata Lot 91 Plan LMS1751 District Lot 526

019-109-865	301 - 651 West 45th Avenue	Strata Lot 92 Plan LMS1751 District Lot 526
019-109-873	302 - 651 West 45th Avenue	Strata Lot 93 Plan LMS1751 District Lot 526
019-109-881	303 - 651 West 45th Avenue	Strata Lot 94 Plan LMS1751 District Lot 526
019-109-890	304 - 651 West 45th Avenue	Strata Lot 95 Plan LMS1751 District Lot 526
019-109-903	305 - 651 West 45th Avenue	Strata Lot 96 Plan LMS1751 District Lot 526
019-109-911	306 - 651 West 45th Avenue	Strata Lot 97 Plan LMS1751 District Lot 526
019-109-920	407 - 651 West 45th Avenue	Strata Lot 98 Plan LMS1751 District Lot 526
019-109-938	408 - 651 West 45th Avenue	Strata Lot 99 Plan LMS1751 District Lot 526
019-109-946	409 - 651 West 45th Avenue	Strata Lot 100 Plan LMS1751 District Lot 526
019-109-962	410 - 651 West 45th Avenue	Strata Lot 101 Plan LMS1751 District Lot 526
019-109-989	411 - 651 West 45th Avenue	Strata Lot 102 Plan LMS1751 District Lot 526
019-110-006	401 - 651 West 45th Avenue	Strata Lot 103 Plan LMS1751 District Lot 526
019-110-022	402 - 651 West 45th Avenue	Strata Lot 104 Plan LMS1751 District Lot 526
019-110-031	403 - 651 West 45th Avenue	Strata Lot 105 Plan LMS1751 District Lot 526
019-110-049	404 - 651 West 45th Avenue	Strata Lot 106 Plan LMS1751 District Lot 526
019-110-057	405 - 651 West 45th Avenue	Strata Lot 107 Plan LMS1751 District Lot 526
019-110-065	406 - 651 West 45th Avenue	Strata Lot 108 Plan LMS1751 District Lot 526
019-110-073	655 West 45th Avenue	Strata Lot 109 Plan LMS1751 District Lot 526
019-110-081	657 West 45th Avenue	Strata Lot 110 Plan LMS1751 District Lot 526
019-110-090	659 West 45th Avenue	Strata Lot 111 Plan LMS1751 District Lot 526
019-110-103	637 West 45th Avenue	Strata Lot 112 Plan LMS1751 District Lot 526
019-110-111	635 West 45th Avenue	Strata Lot 113 Plan LMS1751 District Lot 526

#### 625 West 45<sup>th</sup> Avenue (Chisuan Housing)

006-937-837	625 West 45 Avenue	Lot 6 Block 892 Plan 19924 District Lot 526 NWD of Lot A
-------------	--------------------	--

#### 5926 Tisdall Street (Oakmont Plaza)

009-611-436	5926 Tisdall Street	Lot 1, Block 892 Plan VAP9935 District Lot 526
-------------	---------------------	--

#### 5976 Tisdall Street (Shannon Tower)

009-611-452	5976 Tisdall Street	Lot 2, Block 892 Plan VAP9935 District Lot 526
-------------	---------------------	--

#### 6026 Tisdall Street (Oakridge Towers)

009-611-509	6026 Tisdall Street	Lot 3, Block 892 Plan VAP9935 District Lot 526
-------------	---------------------	--

#### 6076 Tisdall Street (Mansion House)

009-611-541	6076 Tisdall Street	Lot 4, Block 892 Plan VAP9935 District Lot 526
-------------	---------------------	--

## 2. Urban Design Panel

The UDP reviewed this application on two occasions:

- December 5, 2012 (non-voting workshop)
- November 6, 2013 (supported)

#### UDP Minutes - November 6, 2013 (Support 8-0)

- **Introduction:** Dwayne Drobot, Rezoning Planner, introduced the proposal for development of Oakridge Centre. He gave a brief history of the site noting that it was built in 1956 and was the first open air shopping center in Vancouver. The mall was enclosed in 1983 with further renovations done in 1993. The site is at the convergence of two transit lines. Mr. Drobot noted some key actions including planning for mixed-use areas with pedestrian-oriented public spaces so that goods and services are within a safe and enjoyable 10-minute walk from where people live. As well the development need to supports existing and new transit infrastructure.

Pat St. Michel, Development Planner, further described the proposal for the Oakridge Centre and provided some background on development at the other station. Ms. St. Michel also described the initial rezoning submission from 2012, comments made at the Urban Design Panel workshop in December 2012 and responses and changes made in the resubmission.

While considering higher density and taller building forms, the proposal is intended to reflect key principles of the 2007 Policy Statement. Ms. St. Michel described the initial rezoning submission from 2012 and how it related to and varied from the policy statement. She reminded the Panel that there was a workshop in December 2012 where the Panel provided comments and advice on three main areas: Density Height and Massing, Connectivity and Permeability and Public Place-making. The Panel had commented that the density was aggressive, but felt it could be accommodated on the site. The Panel thought the 45-storey height was in the realm of taller buildings in Vancouver and needed to be looked at in the broader context. The location of the tallest buildings at the northeast corner close to transit was thought to be the right approach. It was commented that there was no better place to do this proposal given the transit lines and the scale of the site. The larger tower floor plates were thought to be appropriate, however there was concern regarding the monolithic scale of buildings on Cambie Street.

The Panel thought that visibility and accessibility were key to the success of the public open space on the roof, that it should be visible from the street, the transit plaza and the southeast and northeast corners of the site. The public open space needed to come down to grade, bringing the landscape down to the street. The Panel made references to the Spanish Steps and terraced rice paddys. In general, the redevelopment needed to be less internalized and connected in a stronger way to the surrounding community.

It was suggested that the community centre/public buildings might better be a separate building, with a stronger identity and sense of destination.

Ms. St. Michel then described the changes in the resubmission. While the overall density and height remain the same, changes were made to the massing. Large



slab buildings were reconfigured to be point tower forms with height increases of 2 and 5 storeys. Towers proposed are 7,500 to 8,500 square foot floor plates. A tower has been relocated from West 41st Avenue to the High Street, and further variety, setbacks, and public spaces have been introduced along the Cambie Street and West 41st Avenue edges. Several oak trees will be retained on Cambie Street near West 45th and West 41st Avenues near Heather Street. Smaller CRUs have been introduced along Cambie Street and at West 45th Avenue by the relocated Safeway.

There are significant changes in public place-making and connectivity, particularly the number and design of access points to public roof-top open space. There are now six locations with access from the public realm to the roof-top. Designs are more generous and integrated with landscape, levels and uses. Restaurants and other uses have been added to activate the space. The High Street has been reconfigured to connect to Heather Street and the parking entry has been moved eastward giving priority to pedestrians and cyclists. Off-street bike routes are now proposed all around the perimeter of the site. The Civic Centre has been relocated to the High Street where it can have a greater presence.

Advice from the Panel is sought on the following:

- **Density Height and Massing:** Is this an appropriate building form, height, and density for a redeveloped Oakridge Centre?
  - The proposed intensity and height as a transit-oriented development, a municipal town centre, and in the context of the evolving neighbourhood.
  - Scale and massing of the varied building types and tower floor plates.
  - Comment on massing changes made in the resubmission.
- **Connectivity and Permeability:** How well integrated, permeable and connected is the proposed redeveloped centre with its context and with transit?
- **Public Place-making:** How public are the public places on the site?
  - How successful is the proposal, and the changes made in the revised application, in making the proposed roof-top park a welcoming, accessible, visible and highly public place?
  - How successful are the public street interfaces of West 41st Avenue and Cambie Street?

Mr. Drobot and Ms. St. Michel took questions from the Panel.

- **Applicant's Introductory Comments:** Greg Henriquez, Architect, further described the proposal using a power point presentation and gave an overview of the history of the site. He noted that the project is unique in that the mall has to remain open during the construction. The development should take about ten years to complete. The site will be LEED™ Platinum neighbourhood with a site wide utility management system dealing with environmental issues. He mentioned that the social sustainability strategy includes a mix of people that will inhabit the site and that the economic sustainability means making sure the mall grows with retail as well as office space for jobs. As well he talked about including cultural sustainability with the community centre, civic center, day care and library. Mr. Henriquez described the layout of the site noting that they want to make sure

there is a strong streetwall that creates and defines space and creates the public realm. He described the public commons that is the centre of the project and allows the neighbourhood as a whole to use the space.

Mr. Henriquez described the changes since the last review that include the access to the roof, the new access from West 45th Avenue and a better connection in the middle of the site. He noted that the slab buildings have been replaced with smaller point tower forms in order to get better light into the space behind them. He explained that there are many access points into the site and with the new design they shifted the access to the parking over to the east. As well Safeway now has its own parking entrance and the connectivity to the mall has been increased. A new street has been created that is against the neighbourhood with trees on both sides. As well there is a major transit plaza, a new pocket park on Cambie Street, a neighbourhood plaza beside the community centre, a new grand plaza which has all the restaurants spilling out onto it and also a cross-roads plaza on the north side that is a major entrance in from the neighbourhood. Mr. Henriquez mentioned that the massing hasn't changed since the last review as well as the number of storeys hasn't changed for the tallest tower which remains at 45-storeys. He added that towers have been moved away from West 41st Avenue and have added more density inboard of the site to reduce shadowing impacts.

Chris Phillips, Landscape Architect, described the landscaping plans for the proposal noting that the public realm plays a key role in achieving the idea of a complete community. It will be fully accessible and well connected to transit and the different areas of the site. A wide range of recreation and amenity will be developed. The roof top provides a unique opportunity to provide an open space with a wide range of recreational opportunities. The commons consists of a number of elements. The circulation is organized around a half mile loop and links a series of different outdoor rooms including the water art garden in the centre, the great lawn, community gardens and the "rec room" which is an outdoor area for fitness and children's play. As well dining terraces will be off a series of restaurants and there are seasonal gardens around the commons. There is even a dog park proposed on the east side of the commons. Mr. Phillips mentioned that there is a large public art budget and they intend to use public art as a connector that links the site from the south to the north maybe through sculpture, light, water fountains and other elements. The idea is to bring in a major artist to make this a city wide destination. Mr. Phillips said they have increased the connectivity through the site and to the roof top and they are well connected to grade level, and are legible and visible. There are major public spaces at ground level including the transit plaza at the corner of Cambie Street and West 41st Avenue, the pocket park on Cambie Street, a neighbourhood plaza at the Community Centre and dining courts.

Duncan Paterson, Architect, described the proposal regarding retail design. They are looking for a diversity of retail types and services including after-hours retail, active night retail especially to the transit plaza. As well the retail should spill onto the street by creating pedestrian zones that spill in and out of the site. He said they are also looking for a variety of retail including creative retail, new forms of dining that will complement the activities on the site. He added that letting the

pedestrians always have clarity on coming back and through the site is important. Having a central plaza space at the High Street is fundamental to establish the identity of the neighbourhood. The anchor retail is important as that allows a pedestrian thoroughfare that will draw people around the site.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - Strengthen the expression of the hilltop town analogy;
  - Consider draping the upper level public space down to grade along the northwest of West 41st Avenue frontage;
  - Improve the legibility and connectivity of afterhours movement through the site to transit and make the internal passages read as streets;
  - Allow the anchor stores to be fully expressed on the West 41st Avenue frontage – West 41st Avenue should not try to be like a local shopping street.
  - Design development to reduce the size of the water feature.

**Related Commentary:** The Panel supported the proposal and complemented the clear and comprehensive approach to a very challenging and complicated project. The Panel thought the changes made to the planning since the 2012 workshop greatly improved the over-all composition of the main design elements of the project. **The Panel supported** the density, height and massing as well as the mix of uses proposed. The Panel also believed the balance of jobs and households on the site were appropriate response to the crossroads transit location and to the City's goal of creating and supporting a town centre. The Panel thought that the arrangement of heights, with the tallest towers at Cambie Street and West 41st Avenue was appropriate to the transit oriented location of the site. Some Panel members thought that the two towers had become heavier in expression, and should be refined to express greater verticality. Concern was also expressed about the symmetry of the two towers and it was thought this approach should be reviewed. They further believed that the terraced and lower edge transition to the southwest was the correct urban response.

With respect to the tower relocated from West 41st Avenue to the High Street, the Panel response was varied. One member preferred the previous openness and thought it would be better to add greater height buildings closer to transit and questioned why the height was limited to 45 storeys. Another Panel member thought adding height at the transit corner made sense, while reducing of some tower heights along High Street creating a steeper transition to the southwest. Other Panel members fully supported the arrangement of heights and building locations. The Panel thought the massing changes of the two previously larger and longer floorplate buildings to point tower forms was a positive move.

The Panel discussed the language of the architecture and how the various towers related to each other and to the rest of the development. The Panel appreciated the poetic concepts, especially of the Hilltop Town analogy and thought that strengthening this imagery was important in the further development of the design. One Panel member commented that the architecture could better integrate built form and open space by extending landscape up into the built form

layers and that the transition from tower to open space could be further developed. One Panel member thought that the architectural expression should move either to a more common language, or to greater variety. Another thought that there were groupings of towers that should be expressed as communities. Other recommendations included bringing the expression of residential down to the street through the retail layers.

The Panel thought the public placemaking of the project was very successful and that the strongest moves were in the public realm, particularly in bringing the commons down to the ground and making it accessible. The new access from the south was especially well received. The Panel thought that the accessibility and legibility of the 'hilltop' would be enhanced by another access at the northwest corner. The Panel acknowledged the high percentage of the site given to public open space. With respect to the design of the roof-top commons, Panel members recommended decreasing the extent of water garden in the interests of increasing areas that people could access and use. The excessive length of important bridge connections was also noted. It was thought that creating more unprogrammed open green space would better serve and be more flexible over time. One Panel member questioned the design and geometries of 'pocket park' on Cambie Street and wondered whether pedestrians could be engaged in a more natural setting. Another member thought the roof-top access to the north of the pocket park could be better connected to this space.

There was discussion around the relocated Civic Centre site; one Panel member thought it needed to be located at the transit corner, while most thought the new location gave it greater presence and ability to serve the local community. The Panel thought that achieving connectivity, a really clear public way, through the ground floor of the retail centre to the Civic Centre, the high street and the community to the southwest is essential. Movement through the ground floor, particularly after hours, needs to be more clear, and the internal passage should read as a street. Wayfinding is an important next step in the project's design development.

The Panel acknowledged the differences between the Cambie Street and West 41st Avenue frontages and encouraged the anchor stores on West 41st Avenue to be fully expressed, rather than trying to reference the scale and rhythm of a local shopping street.

One Panel member encouraged taking full advantage of the energy potential and transfer from the mixed uses and building types on the site, and of the potentials of the ground water under the site.

- **Applicant's Response:** Mr. Henriquez thanked the Panel for all the commentary.

#### **UDP Minutes - December 5, 2012 (Non-voting Workshop)**

- **Introduction:** Dwayne Drobot, Rezoning Planner, introduced the proposal for the site at the corner of West 41st Avenue and Cambie Street regarding the 28 acre Oakridge Shopping Centre. The centre was originally built in 1956 as an open air

centre, and was enclosed in 1983. Mr. Drobot described the context for the area noting the single family homes to the north and east of the site as well as the multi-family dwelling to the south and the west, with heights of 6 and 11-storeys. Currently there is 650,000 square feet of retail with 1.4 million square feet proposed. There is also currently 120,000 square feet of office space with 425,000 proposed and 50,000 square feet of residential with 2.7 million square feet proposed. Heights are at 7-storeys currently with proposed heights to 45-storeys.

Mr. Drobot noted that in 2007, Council adopted the Oakridge Centre Policy Statement. The Policy Statement establishes principles and objectives to guide the redevelopment of Oakridge Centre over the next 10 to 20 years. Since 2007, there have been a number of other city wide and area policies adopted by Council including the Cambie Corridor Plan.

Pat St. Michel, Development Planner, further described the proposal noting that in moving ahead with the redevelopment of Oakridge Centre, it becomes the most significant and comprehensive opportunity for change along the Cambie Corridor. In assessing the application, Ms. St. Michel stated that there is a potential to have Oakridge become a municipal town centre serving the broader community, be a transit-oriented development at a key crossroads, and a neighbourhood serving focal point for the existing and evolving community.

Ms. St. Michel described some of the key aspects of the 2007 Policy Statement including the following:

- Permeability and connectivity were two important principles in the policy plan. One of the key organizing elements was a new dedicated public High Street that would become part of the city's street network, a dedicated public shopping street (cars, pedestrians and bicycles) with residential above and linked to West 41st Avenue and Cambie Street at Heather Streets and at West 44th Avenue.
- The policy recognized the continued presence of the mall, but sought to make it more permeable and accessible through a direct connection from the station plaza area through to the High Street. This connection would be open to the public throughout the operating hours of the Canada Line.
- Two other diagonal cross routes that lead to two dedicated public park spaces at grade.
- Retail: Mall expansion to a second level, with anchor spaces extending out towards the site edges. Site edges 'wrapped' in street-oriented retail on Cambie Street, supporting a local shopping street.
- Continuation of mall operations meant limited ability to alter the central portion of the site, carry a second level, and it could not support active uses on the roof. An extensive green roof was envisioned in the central portion.
- Opportunity for greatest change in areas of completely new construction including two clusters of towers of varied scales 12 - 24 storeys, transitioning downward in height from the corner towards the neighbourhood. Tower floor plates consistent with downtown south and new waterfront neighbourhoods of 6,500 square feet.

- Mid-rise street wall residential primarily along the southwest seam with the existing community.

Ms. St. Michel described the current proposal noting the High Street configuration with a proposed connection from Heather Street on West 41st Avenue. This space would be for pedestrians and not vehicles but accessible to bicycles, and access would be secured with a statutory right-of-way and not a dedicated public street. Major underground parking entries are proposed, along with two connections at grade through the mall. Also proposed is an upper level of retail with anchor spaces expanding out towards Cambie Street and West 41st Avenue. One of the biggest changes from the 2007 plan is the active publicly accessible and programmable open space on the roof. The roof will be activated with connections and linkages with community amenities, the community centre, auditorium, childcare and library. Ms. St. Michel added that there will be a higher intensity of residential, retail and office uses with more buildings and more variety of building types. Five types of residential buildings are described in the application, eleven towers of three types ranging in height from 18 to 45 storeys.

Advice from the Panel on this application is sought on the following:

1. Density Height and Massing: What is an appropriate building form, height and density for a redeveloped Oakridge Centre?
  - the proposed intensity of development (residential and retail) as a transit-oriented development and a municipal town centre;
  - the proposed heights in the context of the evolving neighbourhood; and
  - scale and massing of the varied building types (gateway, terracing streetwall, point towers, earthwork towers).
2. Connectivity and Permeability: How well does the proposed development connect and integrate with its context?
  - directness and permeability of public routes through the site. Connections to transit; and
  - connections and integration with the surrounding neighbourhood - the city grid to the north and east; the off-grid alignments and lanes of the area to the south and west.
3. Public Place-making: How public are the public places on the site?
  - accessibility and visibility of the roof-top open space. Transitions to grade;
  - the design and nature of the High Street;
  - animation of the Cambie Street frontage as a pedestrian and local shopping street; and
  - edge conditions along 41st Avenue.

Mr. Drobot and Ms. St. Michel took questions from the Panel.

- **Applicant's Introductory Comments:** Gregory Henriquez and Thomas Lee, Architects, made a Power Point presentation that discussed the commercial and residential aspects of the project. Some of the highlights of the presentation included:

- the public realm with a rooftop commons spanning the entire footprint of the Oakridge Centre with numerous programmable spaces;
- major anchors include the Bay, Target, Safe and another major store to be named;
- office space includes three office components in locations chosen for proximity to transit and ease of pedestrian access;
- transportation and circulation with a new high street bisecting the site to increase permeability and accessibility and to reduce the presence of automobiles;
- retail that includes both neighbourhood-serving and destination retail;
- residential with a range of housing types and forms located strategically across the site;
- amenities include a new library, seniors centre, community centre and daycare.

Chris Phillips, Landscape Architect, described the landscape plans noting that the internal streets will have no traffic and will be used by pedestrians and cyclists. There will be approximately eleven and a half acres on the roof top which will be publicly accessible. There are a number of key elements in the public realm including children's play areas, several different plazas along with gardens and seating areas. Public art is included in the site, including the structure at the corner of West 41st Avenue and Cambie Street.

The applicant team took questions from the Panel.

- **Related Commentary:**

Density Height and Massing:

- It's an aggressive scheme but the density can be accommodated;
- Height and massing needs to be looked at in a broader context;
- At 42-storeys, it is getting into the realm of the tallest buildings in downtown Vancouver;
- With 23 acres along a transit line there is no better place to do this proposal than here;
- Tower floor plates are the correct square footage as anything over 6,500 square feet is exciting and anything less is not efficient;
- The site could benefit from increased density in the north east corner;
- A higher residential component on the north east corner would be an improvement by perhaps stepping down sharply to lessen the impact;
- There might be too much density on Cambie Street and seems too monolithic;
- Do there need to be three office buildings with the same vocabulary.

Connectivity and Permeability:

- There shouldn't be any physical barriers so security needs to be thought about in a different way;
- The internal streets and external streets seem the same and perhaps it is worth thinking about having some covered and uncovered streets;
- Feels like the design is internalized and not connecting in a strong way to the community;

- Find other ways to access the roof without using just stairs, escalators and elevators by bringing the landscaping down into the street;
- The park does need to come down to grade as a way to become part of the neighbourhood;
- The park needs to be visible from the street, at the transit plaza and the southeast and northwest corners of the site;
- People should be able to ride their bike or use a wheel chair from one side of the site to the other;
- Important to research how people will arrive to the site;
- Is there is a possibility of a net zero community in one of the phases or a way to look into going beyond LEED™ Platinum;
- The image of the terraced rice paddy is the right one.

#### Public Place-making

- No discussion regarding the West 41st Avenue and Cambie Street edges;
  - Could be an interesting relationship between the west and east sides of Cambie Street;
  - Is a big box storefront the right kind of use on the street edge to match the smaller scale retail further north on Cambie Street;
  - When do you stop making a street a retail integrated street; perhaps this portion of West 41st Avenue should just be an expression of what is happening in the internal spaces;
  - Don't think West 41st Avenue could support retail shops but it could still be a pedestrian street;
  - Safeway would have street presence on Cambie Street;
  - The Community Center might need to be a separate building and could be facing the public space while still adjoining the southeast side of the site;
  - The buildings look randomized but the ordering of identify of the public buildings could give a sense of destination.
- **Applicant's Response:** Mr. Gillespie said he appreciated the Panel's comments. It is a very big project, and important project and they will take all the comments under consideration. He added that the team has had similar conversations regarding the project but some great new ideas had come out of the workshop.



650 West 41st Avenue (Oakridge Centre)  
FORM OF DEVELOPMENT

REVISED REZONING 20 SEPTEMBER 2013



650 West 41st Avenue (Oakridge Centre)  
OAKRIDGE DESIGN GUIDELINES

650 West 41st Avenue (Oakridge Centre)  
PUBLIC BENEFITS SUMMARY

**Project Summary:**

A comprehensive mixed-use development including retail and service, office, and residential uses, with 11 residential towers and three mid-rise buildings. A total of 2914 residential units are proposed

**Public Benefit Summary:**

A Civic Centre (comprised of a community centre, Oakridge Seniors Centre, library, and 69-space childcare), 290 units of social housing, a 9-acre rooftop park, DCL payment and public art contributions.

	Current Zoning	Proposed Zoning
Zoning District	CD-1	CD-1
FSR (site area = 11.45ha/28.3ac)	0.70	3.71
Buildable Floor Space (sq. ft.)	865,832 sq. ft.	4,570,364 sq. ft.
Land Use	Residential/Commercial	Residential/Commercial

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide)	\$10,970,096	\$45,820,092
	DCL (other)		
	Public Art	\$1,567,156	\$8,272,359
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities (with \$1.1M Reserve)		\$4,950,000
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		
	Affordable Housing		\$79,170,000
	Parks and Public Spaces		\$23,000,000
	Social/Community Facilities		\$23,150,000
	Unallocated		\$1,430,000
	Other (Library)		\$17,000,000
TOTAL VALUE OF PUBLIC BENEFITS		\$12,537,252	\$202,792,451

**Other Benefits:**

290 units of Market Rental Housing

\* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-wide DCL, revenues are allocated into the following public benefit categories: Parks (41%); Replacement Housing (32%); Transportation (22%); and Childcare (5%). Revenue allocations differ for each of the Area Specific DCL Districts.

650 West 41st Avenue (Oakridge Centre)  
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	650 West 41st Avenue
Legal Descriptions	Lot 7, except Part in Air Space Plan 20425, Block 892, District Lot 526, Plan 20424
Developer	Ivanhoe Cambridge, Westbank Development Corp
Architect	Henriquez Partners, Stantec Architecture, and Gensler
Property Owner	Ivanhoe Cambridge Inc.

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	CD-1 (1)	CD-1 (1)
SITE AREA		11.45ha (28.3ac)
USES	Retail, Service, Office, and Residential	Retail, Service, Office, and Residential
FLOOR AREA	Retail 56,161m <sup>2</sup> (604,512 sq.ft.) Office 12,709m <sup>2</sup> (136,796 sq.ft.) Total 68,870m <sup>2</sup> (741,308 sq.ft.)	Retail 128,644m <sup>2</sup> (1,384,716 sq.ft.) Office 39,415m <sup>2</sup> (424,260 sq.ft.) <u>Residential 256,541m<sup>2</sup> (2,761,388sq.ft.)</u> Total 424,600m <sup>2</sup> (4,570,364sq.ft.)
Floor Space Ratio (FSR)	0.70	3.71
DWELLING UNITS		Social Housing Units 290 Market Rental Units 290 Market Strata Units 2,334 TOTAL Dwelling units 2,914
HEIGHT	7 Storeys	44 Storeys 132.62m (435 feet) when measured from the Mall Geodetic Elevation of 88.88m
PARKING, LOADING, AND BICYCLE SPACES	3300 Commercial Spaces	5400 Commercial Spaces 1495 Residential Spaces 75 Car-share space 6970 Total Spaces