



OAKRIDGE CENTRE Design Guidelines

DRAFT February 12, 2014



Client Owner:
Ivanhoe Cambridge and Westbank



westbank

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Jurisdiction:
The City of Vancouver, Vancouver Park Board and Vancouver Public Library



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1.0 Introduction



Oakridge Centre 1950's open-air retail design model



1950's construction photo



1984 Redevelopment - retail centre enclosure



Current Site Aerial View (2010)

1.1 Application and Intent

These Design Guidelines are to be used in conjunction with the associated CD-1 By-Law to guide redevelopment of Oakridge Centre. As well as assisting the development permit applicant, the guidelines will be used by City staff, the Development Permit Board, and the Urban Design Panel in evaluating development applications. The guidelines will ensure that the specific designs for the various components of the development and the public realm are compatible with the urban design concept and overall vision for Oakridge Centre.

Given the extended timeline for the redevelopment which will occur over a decade, the document has been designed to provide flexibility in the interpretation and application of the Guidelines to allow alternate approaches that will produce equivalent or superior results.

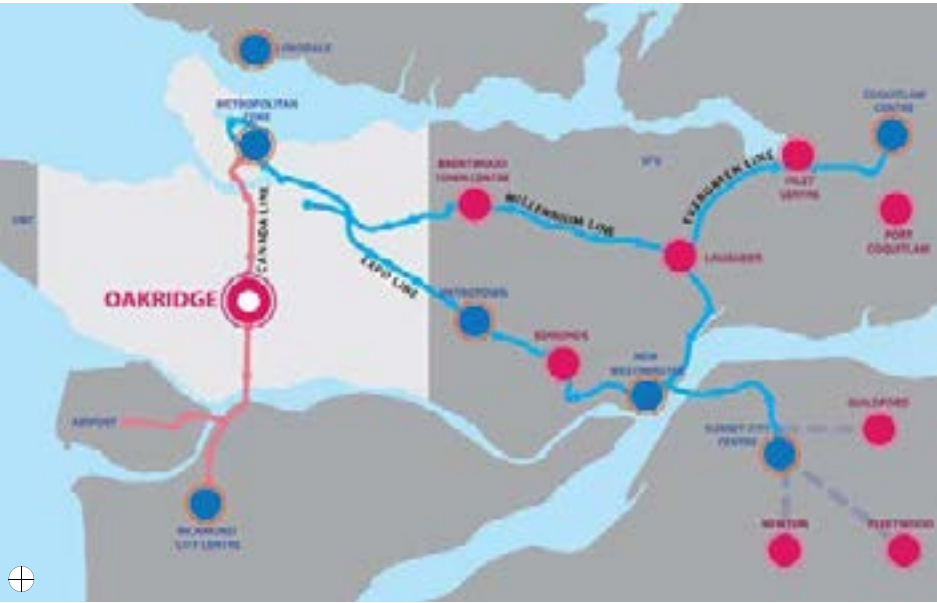
Address

650 West 41st Avenue
Legal Description
Lot 7, Block 892, Plan 20424
District Lot 526, New Westminster
Statutory Right of Way
LMP30023, PID 003128687

1.1.1 Regional Context

Oakridge Centre is designated as a Municipal Town Centre in the Metro Vancouver Regional Growth Strategy (RGS). Municipal Town Centres are intended to be among the region’s primary focal points in terms of concentration of residential density, job space, civic/cultural facilities, and transit service. Oakridge Centre is the only Municipal Town Centre identified within the City of Vancouver. In terms of the creation of a compact urban region, one of the key RGS goals are for Urban Centres to accommodate 40% of the new residential growth that will occur over the coming three decades and 50% of the new employment space.

- Regional Town Centres
- Municipal Town Centres



Map of Region

The Regional Growth Strategy defines Municipal Town Centres as appropriate locations that have or are:

- Generally within 800 metres of a rapid transit station or within 400 metres of TransLink’s Frequent Transit Network
- Hubs of employment, services, business and commercial activities, typically serving the municipal or local area
- Areas with Institutional, community, cultural and entertainment uses
- Areas that have high & medium density housing, including affordable housing
- Parks, green space and ecological areas
- Services and activities oriented to the local needs of the surrounding communities
- Municipal focus for community and cultural activities

The current developed form of Oakridge meets the majority of these criteria and all of the criteria will be met in the redeveloped scheme.



Figure 1.1a Satellite Image of Vancouver - Oakridge centrally located

1.1.2 City Context

Oakridge Centre is located in the centre of the City of Vancouver at the intersection of Cambie Street and 41st Avenue (Refer to Figure 1.1a). A major public transportation node—the Oakridge and 41st Avenue Canada Line SkyTrain Station—is located at the northeast corner of the site. Major bus routes also cross this area en route to UBC and the downtown core. The Transportation 2040 Policy identifies 41st Avenue as a frequent, high capacity transit corridor that includes bus and potential streetcar service.

1.1.3 Site Context

The site is situated in the Oakridge neighbourhood, which is predominantly comprised of single-family residences (Refer to Figure 1.1b). There are, however, significant commercial and office buildings surrounding the site along Cambie Street and 41st Avenue. A number of strata multi-residential units are located on both the west and south perimeters. The site is 28.3 acres (11.4 ha) with approximately 740,000 ft² (79,500 m²) of retail, service, and office use. The existing structure is surrounded by uncovered parking. The main entrance to Oakridge Centre shares the northeast corner with the Canada Line Station. It is flanked by two mid-rise buildings that accommodate office and residential units.



Figure 1.1b Site Aerial Plan

2.0 Vision and Key Principles



Oakridge Centre Perspective of Transit Plaza (at Cambie Street and 41st Avenue)



Oakridge Centre Existing Entrance at Cambie Street & 41st Avenue

2.0 Vision and Key Principles

The redeveloped Oakridge Centre will be a vibrant and sustainable mixed-use community, well-supported by parks and public amenities, with an appropriate density of housing, retail and office uses that takes advantage of the Centre’s excellent accessibility to two major transit corridors. It will be a place where retail, residential, office, transit and amenity are seamlessly integrated into a unified, transit oriented development.

2.1 City Wide Policy Summary

2.1a Oakridge Centre Policy Statement (2007)

The Oakridge Centre policy Statement 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 the Oakridge Centre Policy Statement were used to shape the rezoning application.

2.1b Greenest City 2020 Action Plan (2011)

The 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.

2.1c Cambie Corridor Plan, Phase II (2011)

The plan builds on the investment in rapid transit 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 represent the most significant concentration of urban uses and density.

2.1d 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. These 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.

2.1e Vancouver Economic Action Strategy (2011)

This action strategy focuses on creating a climate for economic growth, supporting business investment and trade, and attracting and retaining talent. 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.

2.1f Housing and Homelessness Strategy 2012-2021(2011)

This is a strategy for increasing the variety of affordable housing options across the entire housing continuum to improve choice and affordability for all residents within the City. The three strategic directions are:

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.

2.1g Priority Action Plan from the Mayor’s Task Force on Housing Affordability (2012)

The Task Force 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 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, such as:

- Market rental housing owned and operated by a non-profit housing provider.
- Market rental housing that is privately owned and operated.
- Innovative housing models that can demonstrate a significant level of affordability (e.g. affordable home ownership models).
- 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 affordable housing.

2.1h Transportation 2040

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 also reaffirms the transportation hierarchy listing walking and cycling first, and identifies 41st Avenue as a frequent, high-capacity transit corridor.

2.2 Municipal Town Centre

Oakridge Centre will fulfill its potential as a *Municipal Town Centre in the Metro Vancouver Regional Growth Strategy*. Municipal Town Centres are intended to be the among the region’s primary focal points in terms of concentration of residential density, job space, civic/cultural facilities, and transit service. Oakridge Centre is centrally located in Vancouver at an important crossroads of North - South rapid transit and East-West connectivity.

2.3 Civic Amenities and Public Realm

A network of civic amenities, public and green spaces, linked by pedestrian pathways will create opportunities for community interaction and support the social, physical and cultural life of the community. A new 70,000 ft² (6,500 m²) Civic Centre will co-locate a community centre, senior’s centre, library and childcare in one facility in the southeast area of the site and will become a focal point for the local community. A highly integrated, accessible and extensive Community Commons will welcome the public with outdoor enjoyment opportunities enlivened and overlooked by retail, restaurants, services, offices and residential. More information about the public spaces planned for Oakridge can be found in **Section 5: Public Places**, while further information about the Civic Centre can be found in **Section 6: Civic Centre**.

2.4 Housing

Oakridge Centre will be home to a diverse mix of residents by providing housing options for people of all ages and stages of life, accommodating a range of incomes and tenures including social housing, rental, market housing, as well as affordable ownership options (**Section 7: Affordable Housing**).

2.5 Retail, Office and Job Space

Oakridge Centre will contribute significantly to Vancouver’s Economic Action Strategy to enhance, increase, and densify employment spaces. Oakridge Centre will accommodate approximately 1,400,000 ft² (130,000 m²) of retail floorspace and 424,000 ft² (39,400 m²) of office space. At completion, the Centre will support an estimated 5,000 jobs. A variety of retail types and experiences will serve local and city-wide needs including an enhanced multi-level indoor retail mall, street-oriented retail and an outdoor pedestrian High Street.

2.6 Transportation

Oakridge Centre will embody the directions of the City’s *Transportation 2040 Plan*, placing transit supportive land uses and densities within a permeable and integrated network of paths and places that facilitate walking and cycling for all ages and abilities. Connections through the mall and via the Community Commons will offer convenient access to the Canada Line that will extend beyond the normal operating hours for the retail. A reduction in retail and office parking ratios will reflect the transit-oriented location of the site, and traffic impacts on the public realm and on the surrounding community will be minimized by the creation of an efficient multi-level below grade parkade with improved access from 41st Avenue and Cambie Street. Safe, attractive, separated off-street bike paths will line the perimeter of Oakridge and connect and complete surrounding bike routes and transit (**Section 4: Movement Plan**).

2.7 Sustainability

Sustainability strategies for Oakridge Centre address and underlie all aspects of its redevelopment. Oakridge Centre will be a LEED® Platinum Neighbourhood Development (ND) with individual office and residential buildings designed to meet LEED® Gold standards. Further information can be found in **Section 10: Sustainability Strategy**.

2.8 Placemaking

Oakridge Centre will transcend the traditional, single-use regional shopping centre model to become an integrated mixed use precinct, well-connected to the adjacent community and incorporating genuinely public routes and places. Highly public and legible access points will invite people up to the Community Commons. Routes through the mall will read like covered and uncovered, indoor and outdoor streetscapes. Major entry points to the mall from 41st Avenue and Cambie and High Street will be designed to bring heat lines back in from the street and create a blurring of interior and exterior space. Oakridge will have active and engaging urban street edges on both 41st Avenue and Cambie Street.

2.9 2007 Policy Statement

The 2007 Oakridge Centre Policy Statement established principles and objectives to guide the redevelopment of Oakridge Centre. The key planning principles in **Section 2.3** of the document were considered when evaluating the rezoning proposal, and will be used to shape subsequent Development Permit Applications.

2.9a Create a Neighbourhood and Municipal-Serving Centre

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

2.9b Create a Transit Hub

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

2.9c Create a Mixed-Use Node

- Retail: Provide for the expansion of retail uses at Oakridge Centre beyond the current expansion approvals. Encourage the development of animated street edges by orienting storefronts along public streets. Balance local and city-wide retail needs by creating a precinct within which there is a mix of commercial uses serving regional shopping, the local neighbourhood and transit riders alike.
- Housing: Develop housing choices suitable for families of all types, ages and incomes. Maximize the number of ground-oriented units wherever possible. Use residences to define, animate and overlook streets and public spaces.
- Office: Provide for and encourage an increase in the amount of office space on the site to serve local and city-wide needs and to support the transit hub with rapid transit access. Encourage the location of office uses in proximity to the transit station.

- Parks and Open Space: Make provision to complete outstanding parkland dedication obligations and to provide new park area contributions to support the anticipated mix of new uses. Also provide a range of high quality outdoor public and semi-private spaces for residents and visitors, located both at grade and on rooftops.
- Community Amenities: Maintain levels of service and amenity for the wider Oakridge community while providing appropriate amenities to support new uses, neighbourhood residents and visitors. Seek and develop opportunities to upgrade and expand the existing library, seniors’ centre, and child minding centre and consider opportunities for clustering of compatible community amenities.
- Parking: Provide safe and convenient parking for public and private uses. Develop a parking plan, with Transportation Demand Management (TDM) strategies appropriate for a transit-oriented development, while recognizing the regional-serving commercial functions of Oakridge Centre, and existing contractual and lease agreements.

2.9d Create an Amenity Rich Public Realm

- Permeability and Connectivity: Organize development on a more integrated pattern of streets and public ways to provide linkages to the immediate neighbourhood and through the Oakridge Centre site to transit. Links between the transit station, shops, parks, community facilities, schools, greenways, bikeways, and local streets are key to promoting pedestrian mobility and transit use.
- Pedestrian Network: Prioritize planning for pedestrians first as well as cyclists and transit riders to contribute to site sustainability. Integrate grade level uses with a pedestrian-scaled and universally accessible network of paths, sidewalks and public spaces.
- Street Network: Dedicate a new public street through the Oakridge Centre site connecting 41st and Cambie to serve the growing community and centre. Design parking and servicing systems to provide convenient access without off-loading impact onto existing public streets and sidewalks, pedestrian places and neighbouring areas.
- Cambie Street: Reinforce Cambie Street as one of Vancouver’s great streets, lined with buildings that provide a strong street presence, pedestrian interest, and a mix of local and regional serving shops overlooked by new residential

development. Enhance pedestrian and bike crossings to better connect to retail and other uses across Cambie Street. Expand the pedestrian realm along Cambie Street. Improve planting of the street edge and Heritage boulevard.

- 41st Avenue: Develop 41st Avenue as a mixed use street frontage with an enhanced pedestrian environment. Reduce the number of vehicle crossings for access and egress. Create new and convenient pedestrian and cyclist crossings to link the neighbourhood to the north.
- New “High Street”: Design the new public street through the site as an urban, pedestrian friendly shopping street, and the focus of the new mixed use Oakridge Centre neighbourhood.

2.9e Optimize Parks and Open Space

- Parks and Public Open Spaces: Provide parks and public open spaces to adequately serve new development and the surrounding community. Utilize parks and open spaces as organizing elements for the development of the site. Connect open spaces to adjacent areas with foot and bicycle paths to create an amenity-rich, walking and cycling friendly neighbourhood.
- Trees & Landscape: Retain existing healthy and significant trees where possible and provide new plantings and trees to define public spaces and provide shade as needed. Consider an overall stormwater management plan, integrating elements such as green roofs, surface swales and wetlands in new park areas to enhance site sustainability.

2.9f Enhance Built Form

- Street Presence: Improve all streets by bringing buildings, uses and store entrances to the street. Ensure that interior-oriented stores do not present blank exterior walls to the street. Wrap interior-oriented mall spaces and anchor stores with lively street-oriented uses and a public, pedestrian scaled environment.
- Built Form and Views: Design building massing to minimize the disruption of significant views from existing developments and public places, while supporting opportunities for the creation of new views from the site.
- Neighbourly Development: Ensure new development, parks, public places, and pedestrian linkages create a neighbourly transition to the adjacent community and invite people into the new neighbourhood.

2.10 Poetics and Programming

With the scale and duration of the redevelopment of Oakridge Centre, several key concepts should be considered while designing the buildings and the public realm. These concepts are summarized in the following.

2.10.1 A Meaningful Whole

Oakridge Centre is a place where retail, residential, office, transit, and amenities are seamlessly integrated in a meaningful whole, and a complete community. Uses and public places are connected and layered, distinctions between indoor and outdoor are blurred.



Figure 2.9a A Meaningful Whole Diagram

2.10.2 A Unified & Coherent Entity

The vision for Oakridge Centre is a place where retail, residential, office, transit, and amenities are seamlessly integrated into a unified development. The repetition of design elements throughout the development bring a sense of order and legibility visually and as a guide to the places and destinations. Design elements such as lamellar structured gallerias and earthwork landscape elements—conceptually bridge and unify the vertically layered building program. This painting of a Chinese landscape, which depicts a cloud linking heaven and earth, is a metaphor for the idea of using these devices to unify the new Oakridge Community (Refer to Figure 2.9b).



Figure 2.9b Image of a Chinese landscape depicting heaven and earth, unified with clouds

2.10.3 Hilltop Town

Oakridge Centre draws inspiration from San Gimignano, Italy where buildings of a variety of heights cluster at the top of a hill. The hilltop town becomes the skyline of the surrounding landscape (Refer to Figure 2.9c). This concept is discussed further in **Section 5.1 : Overall Public Realm Plan**.



Figure 2.9c Image of the hilltop town San Gimignano, Italy.

2.10.4 Mixed-Use

This design concept revolves around how the residential, retail, amenity, and office uses are seen as a coherent entity. They are completely formally integrated to create a sustainable whole (Refer to Figure 2.9d).

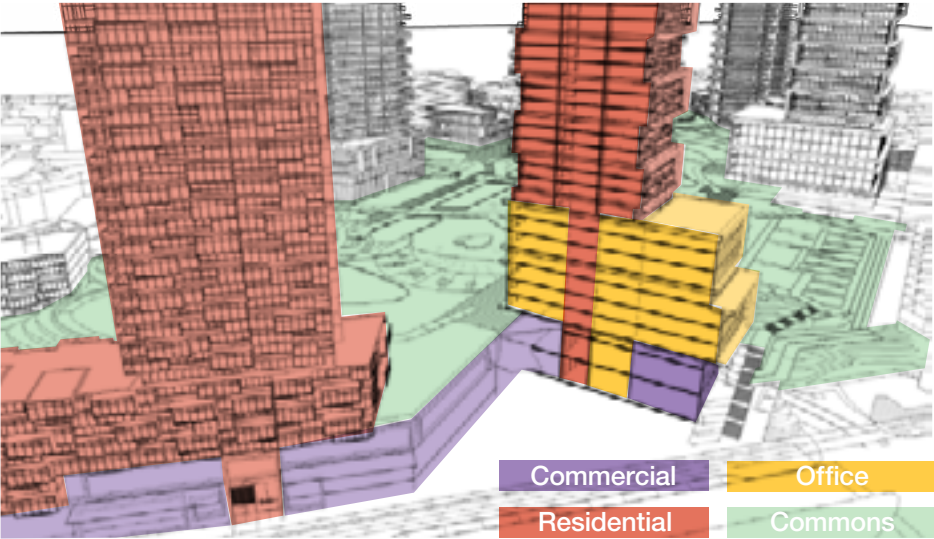


Figure 2.9d Mixed-Use section perspective diagram

2.10.5 Strong Street Walls

Street wall buildings at grade (lining High Street and New Street) and on the podium level help to create both enclosure and an urban experience similar to historical European cities. These street walls create a cadence across the building façades that enhances the pedestrian experience and unifies the entire site (Refer to Figure 2.9e)



Figure 2.10e Example of Strong Street Walls, Paris, France

2.10.6 Earthwork

The mountain’s natural stepped form translates into terraces across the entire project that embrace the indoor/outdoor West Coast experience. The undulating forms of the neighbouring North Shore Mountains provide the inspiration to create an architectural language of both horizontal and vertical transitions (Refer to Figure 2.9f).



Figure 2.9f Image of North Shore Mountains

2.10.7 Community Commons

The Community Commons are fully accessible and open to the public (Refer to Figure 2.9g). It’s a new typology of community open space located in an area that is typically unused—or, in the case of the existing Oakridge Centre, used as surface parking. Refer to **Section 5.2 : Public Commons**.



Figure 2.9g Precedent for Community Commons, Andre Citroen Park, Paris

3.0 Overall Development



Street View looking East on 41st Avenue

3.1 Summary Table(s) Uses and Floorspaces

Table 3.1a Overall Areas

	Gross Area [ft ² /m ²]	FSR Area [ft ² /m ²]
Retail	1,652,264 / 153,500	1,384,716 / 128,644
Office	424,260 / 39,415	424,260 / 39,415
Amenity	-	70,000 / 6503
Residential	-	2,721,485 / 252,826

Table 3.1b Retail Area

	Gross Area [ft²/m²]	FSR Area [ft²/m²]
Existing	737,404 / 68,507	604,512 / 56,161
New	914,860 / 84,993	780,204 / 23,781
Total	1,652,264 / 153,500	1,384,716 / 128,644

Table 3.1c Office Area

	Gross Area [ft²/m²]	FSR Area [ft²/m²]
Existing	136,796 / 12,709	136,796 / 12,709
New	287,464 / 26,706	287,464 / 26,706
Total	424,260 / 39,415	424,260 / 39,415

Table 3.1d Amenity Area

	FSR Area [ft²/m²]
Community Centre	36,970 / 3435
Library	23,880 / 2218
Childcare	9,150 / 850
Total	70,000 / 6503

Table 3.1e Residential Areas

	FSR Area [ft²/m²]
Existing	50,400 / 4,682
New	2,721,485 / 252,826
Total	2,771,885 / 257,508

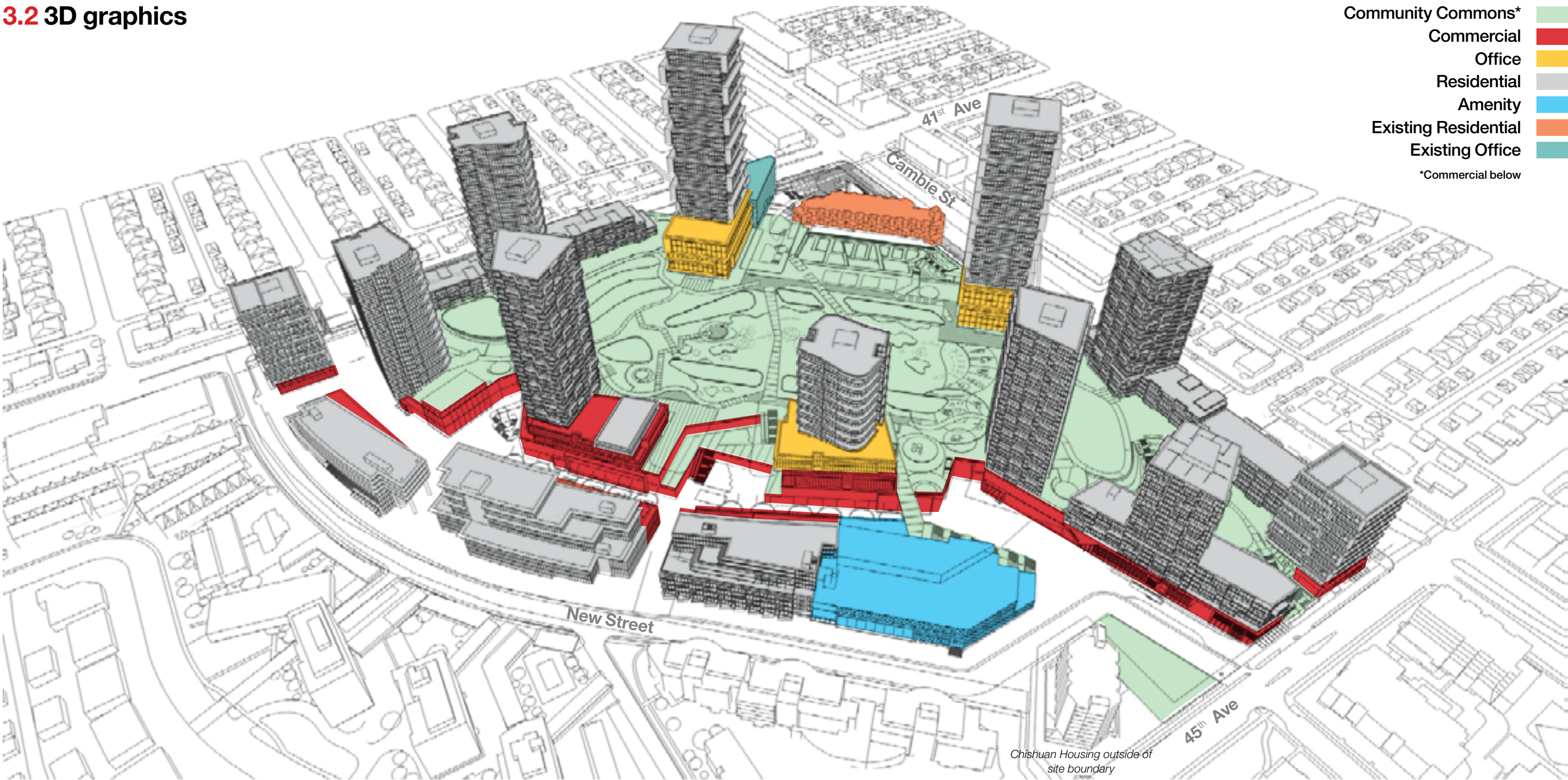
Table 3.1f Public Realm Areas

	Area [acres/ha]
Plazas/Streets	9.4
Community Commons	10.6
Total	20

Table 3.1g Residential Units

	Non-Market Units	Rental Units	Affordable Ownership	Sustainable Transit Oriented Market	Traditional Market Units	Total
Building 1	52	158	30	-	-	240
Building 2	-	-	70	217	-	287
Building 3	12	-	-	221	119	352
Building 4	-	-	-	81	84	165
Building 5	-	-	-	124	113	237
Building 6	134	226	-	-	-	360
Building 7	-	-	-	124	101	225
Building 8	-	-	-	73	41	114
Buildling 9	-	-	-	70	18	88
Building 10	-	-	-	121	33	154
Building 11	91	-	-	-	-	91
Building 12	-	-	-	83	125	208
Building 13	-	-	-	119	126	245
Building 14	-	-	-	148		148
Total	290	384	100	1,380	760	2,914

3.2 3D graphics



Programmatic Perspective Diagram looking North East

All drawings and renderings are approximate as per date and are subject to change

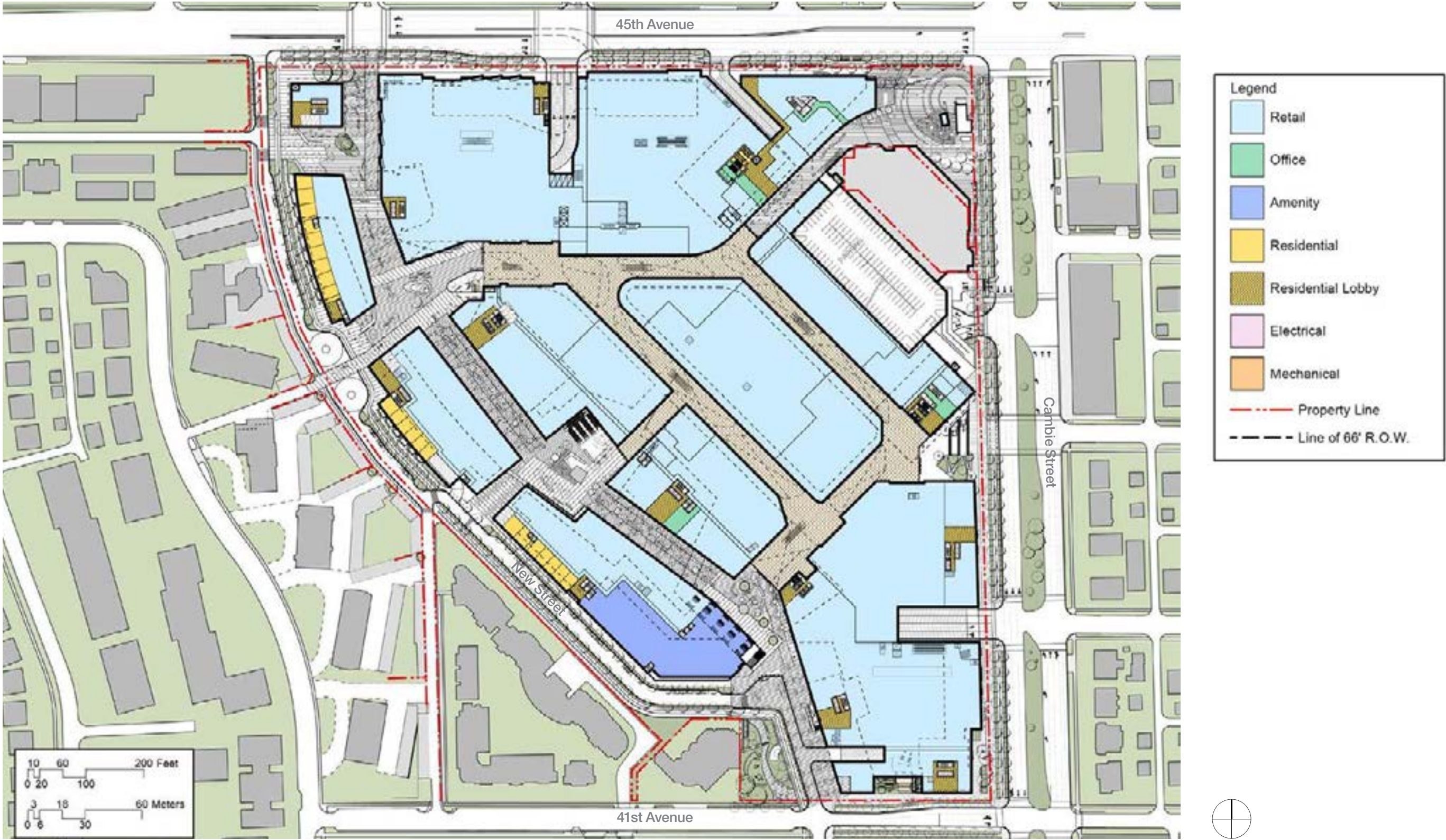


Programmatic Perspective Diagram looking South West

All drawings and renderings are approximate as per date and are subject to change

3.3 Overall Plans and Cross Sections

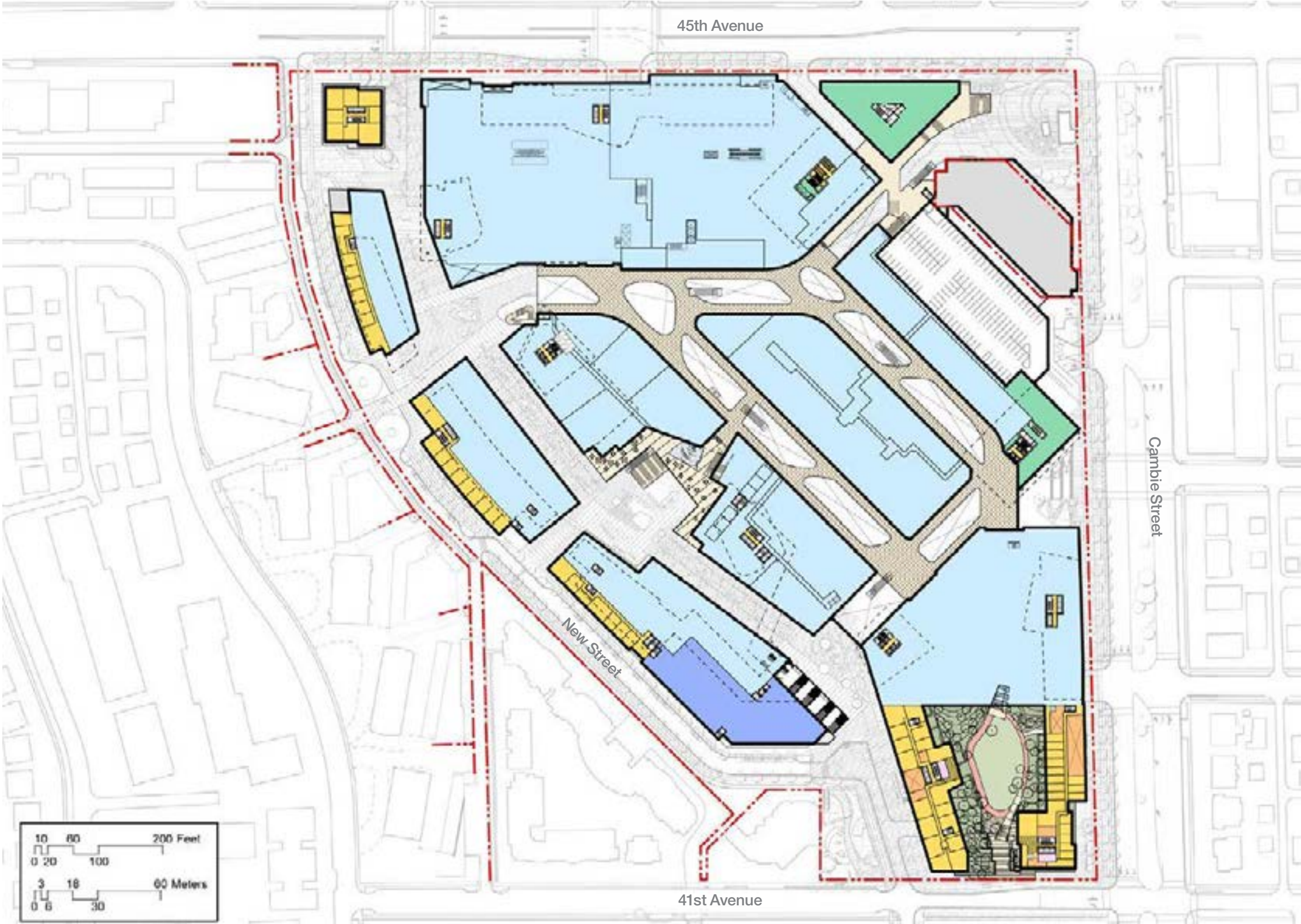
3.3a Ground Plan



All drawings and renderings are approximate as per date and are subject to change

Legend

- Retail
- Office
- Amenity
- Residential
- Residential Lobby
- Electrical
- Mechanical
- Property Line
- Line of 66' R.O.W.

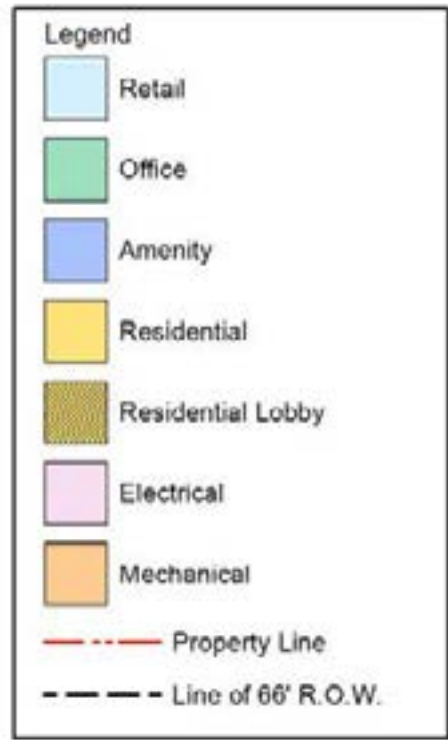


All drawings and renderings are approximate as per date and are subject to change

3.3c Level 3 Plan

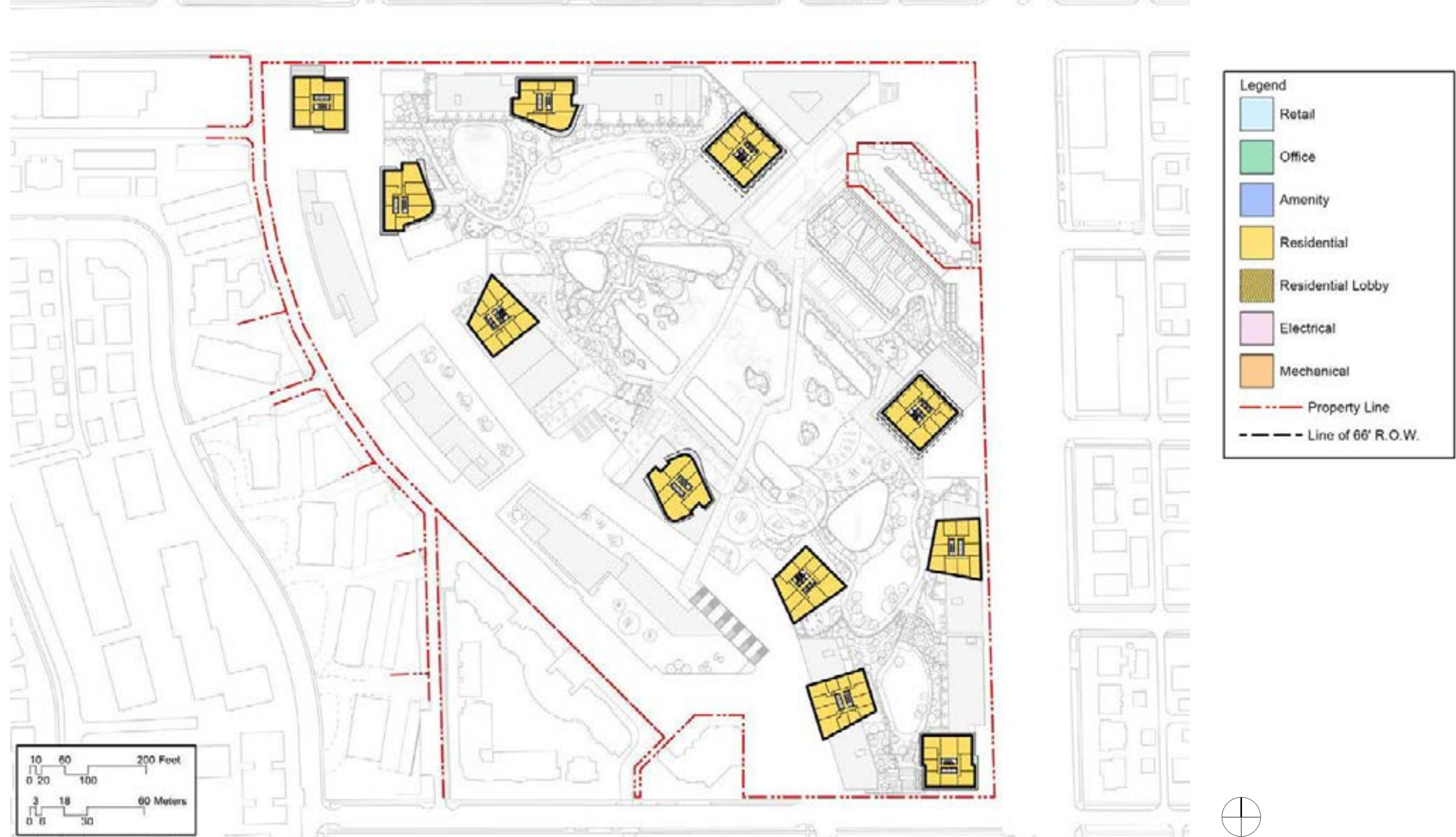


All drawings and renderings are approximate as per date and are subject to change



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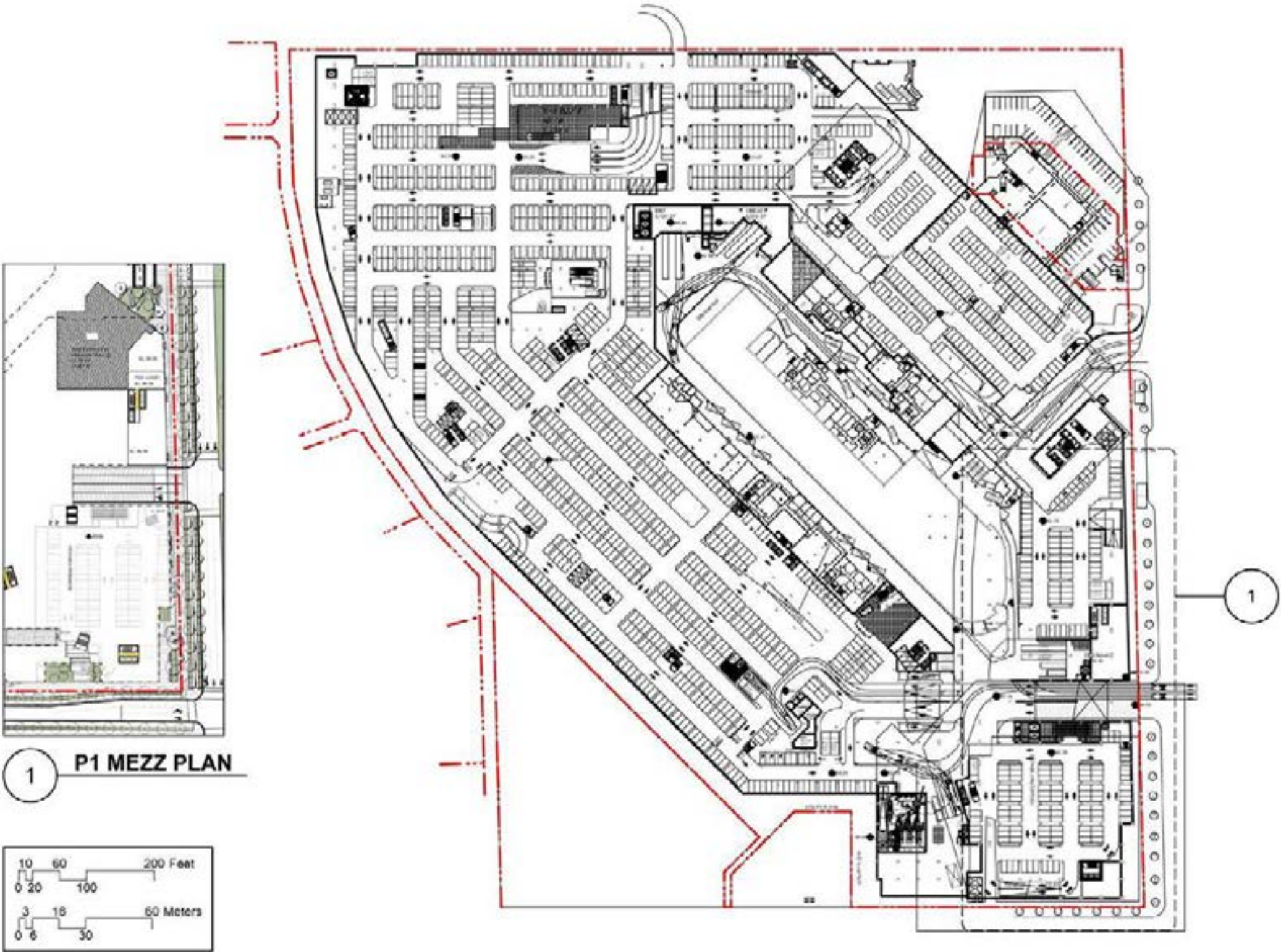
3.3e Highrise Plan



All drawings and renderings are approximate as per date and are subject to change

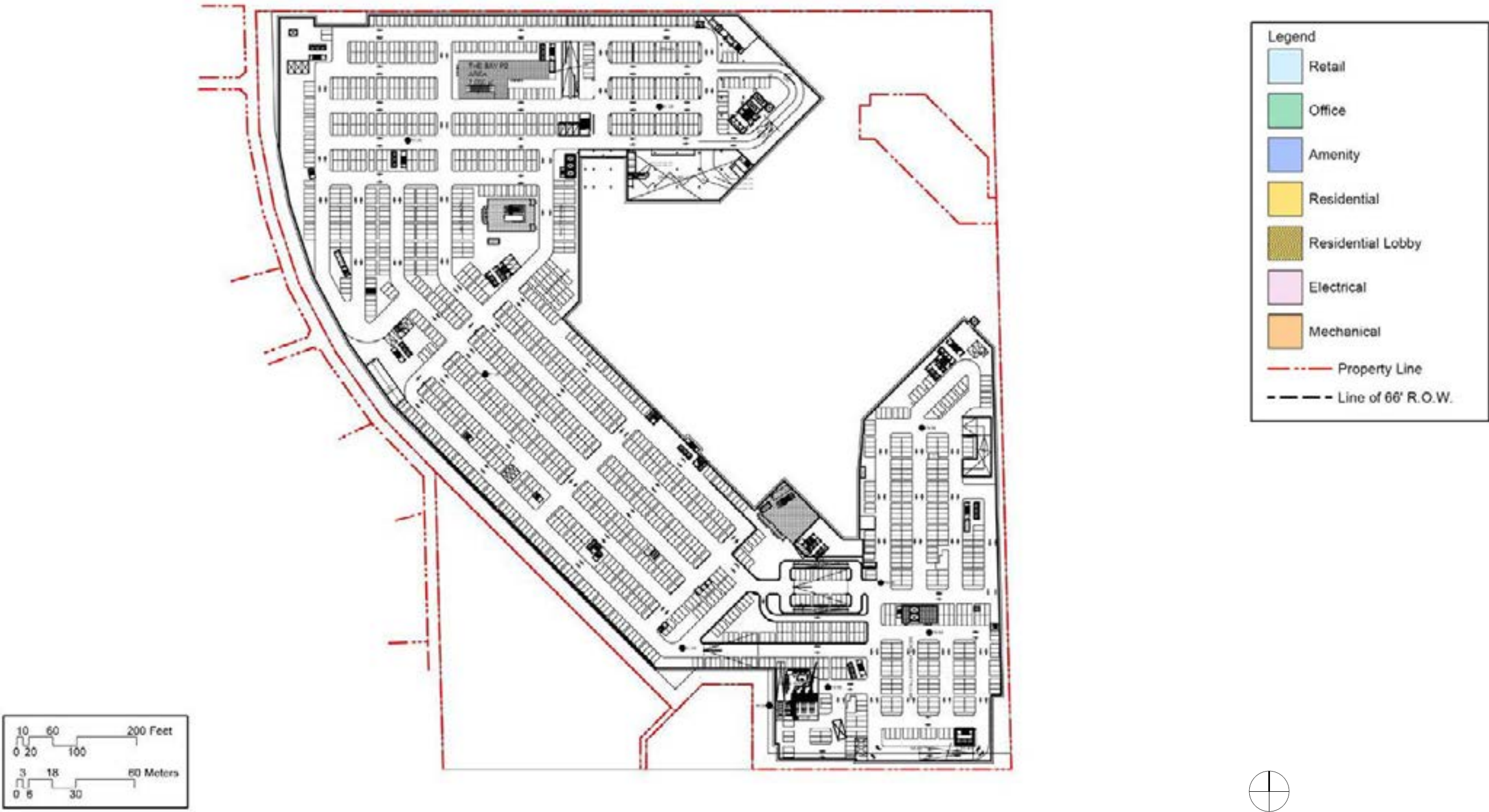
Legend

- Retail
- Office
- Amenity
- Residential
- Residential Lobby
- Electrical
- Mechanical
- Property Line
- Line of 66' R.O.W.

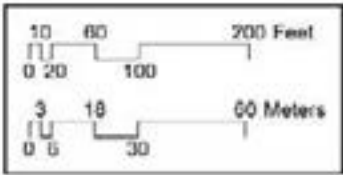
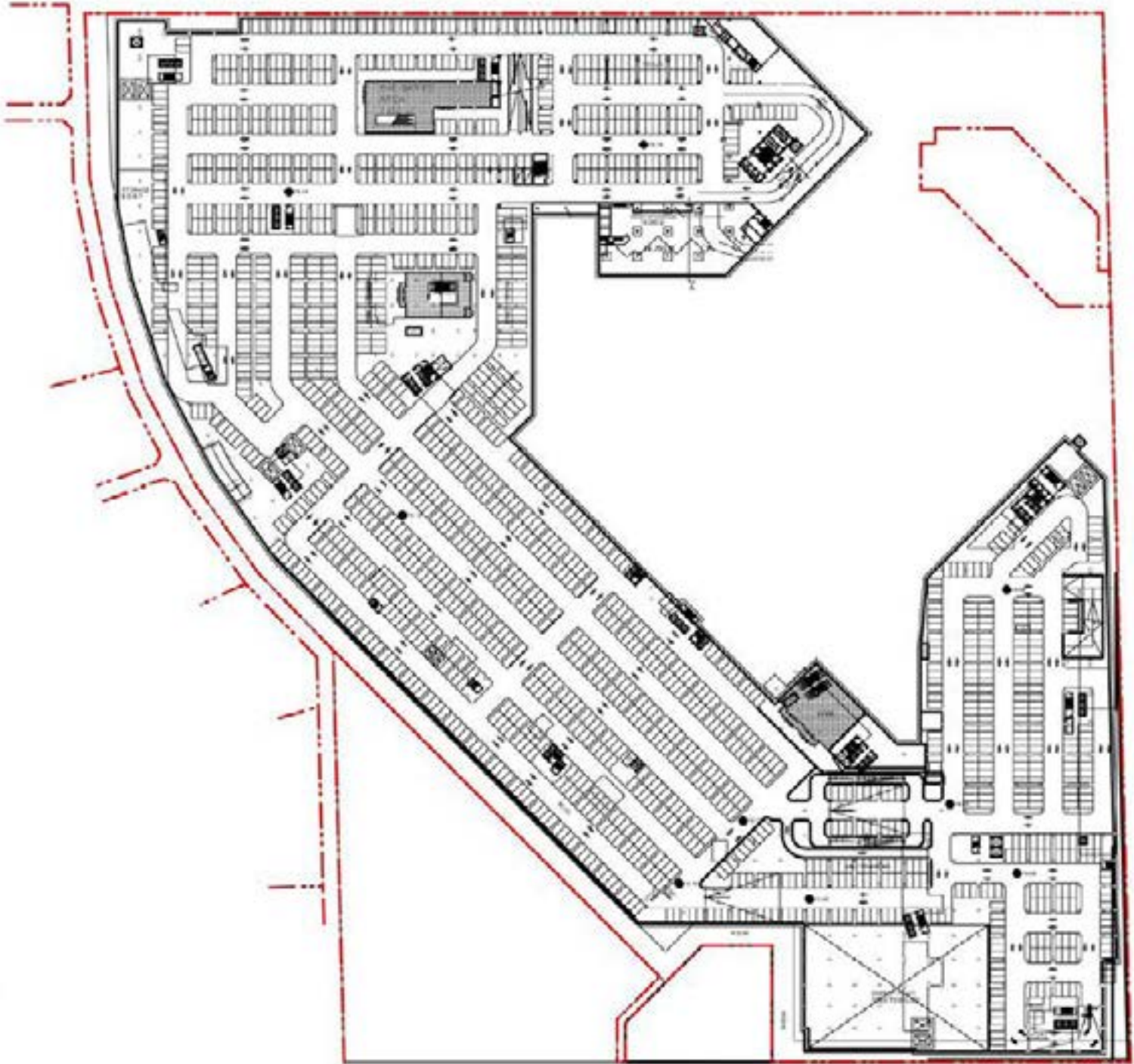
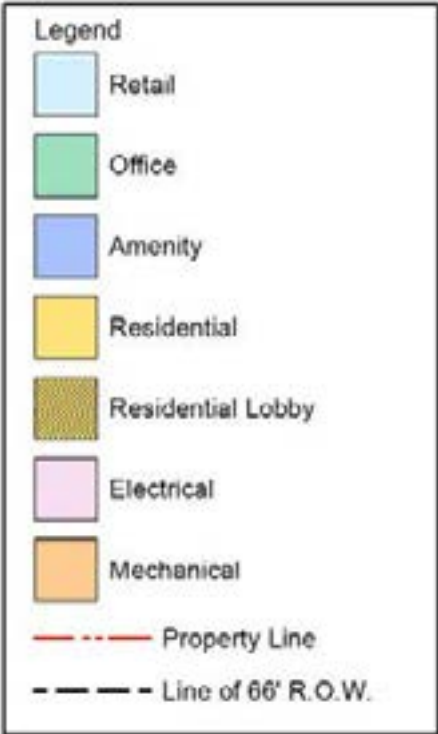


All drawings and renderings are approximate as per date and are subject to change

3.3g P2 Plan

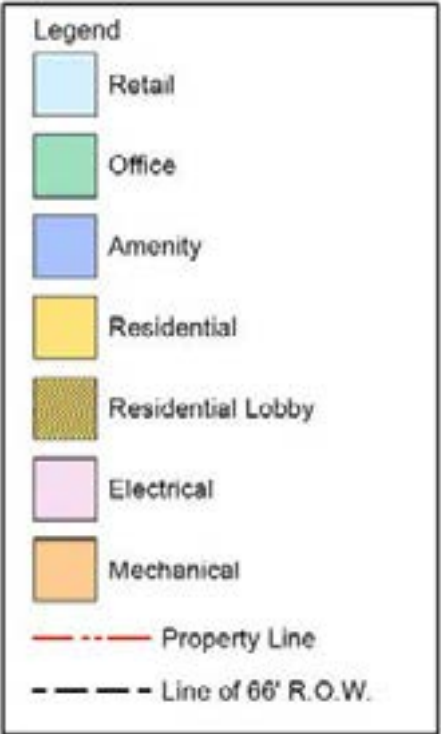
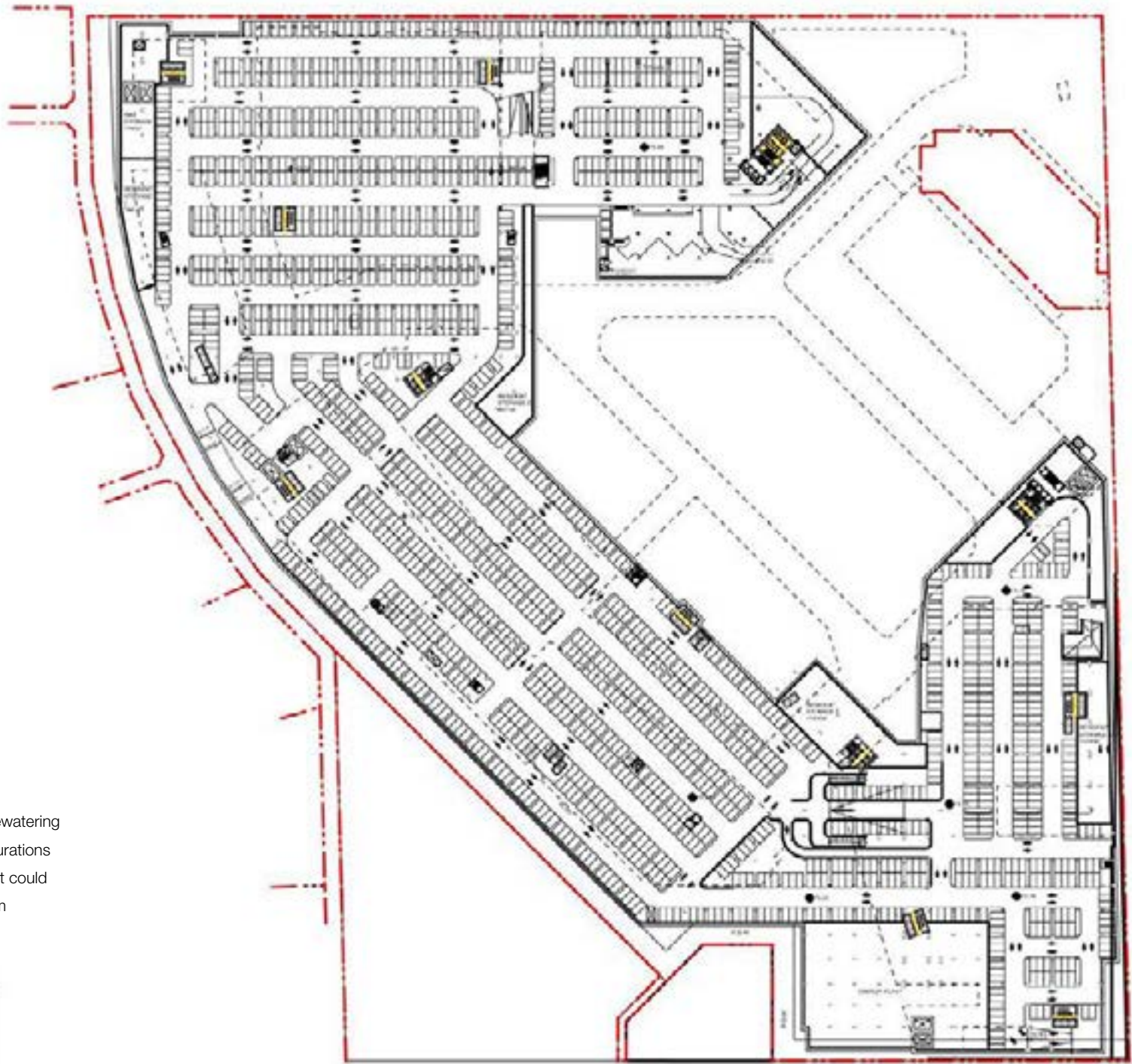


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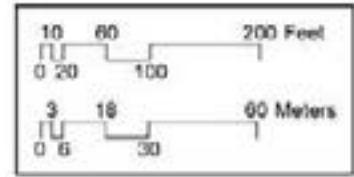


All drawings and renderings are approximate as per date and are subject to change

3.3i P4 Plan



Note: In an effort to avoid significant dewatering issues on site, alternate parking configurations are being explored by the applicant that could result in re-configuration of parking from contemplated in these guidelines.



All drawings and renderings are approximate as per date and are subject to change

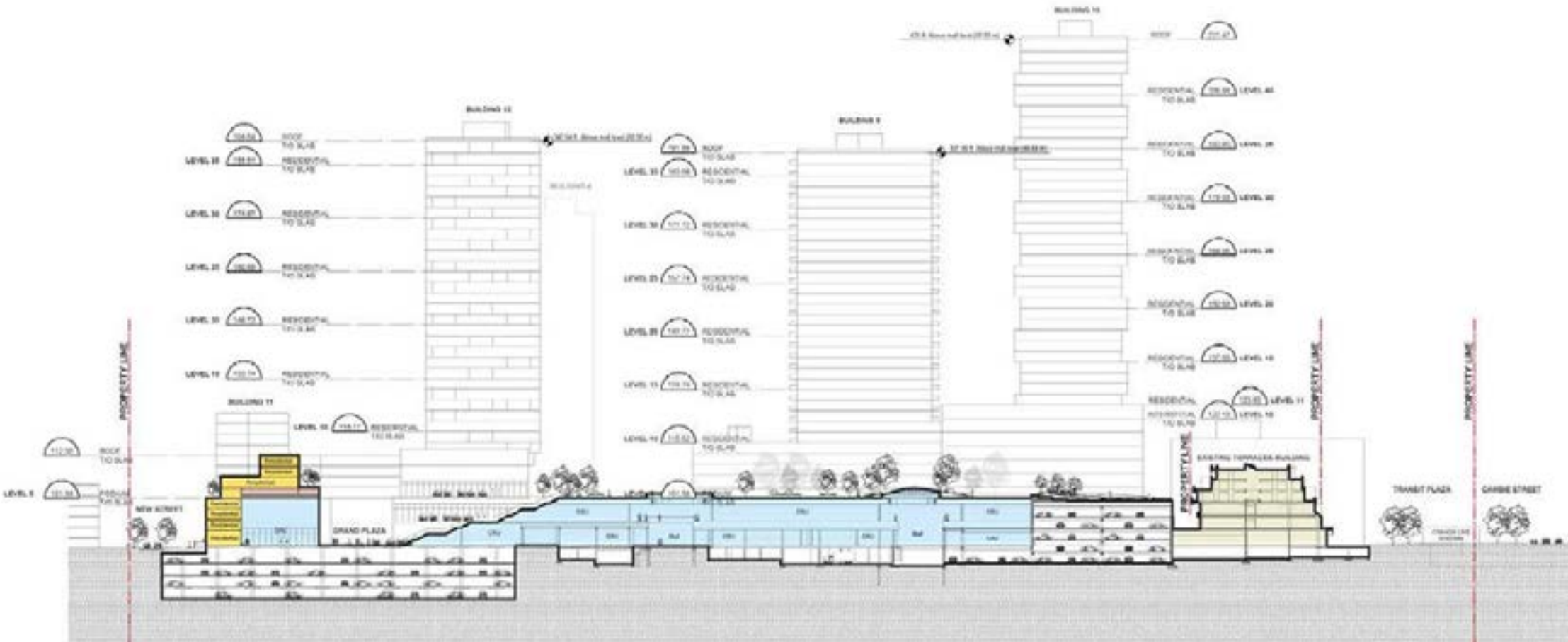


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3.3k Site Section A



KEY PLAN Not to Scale

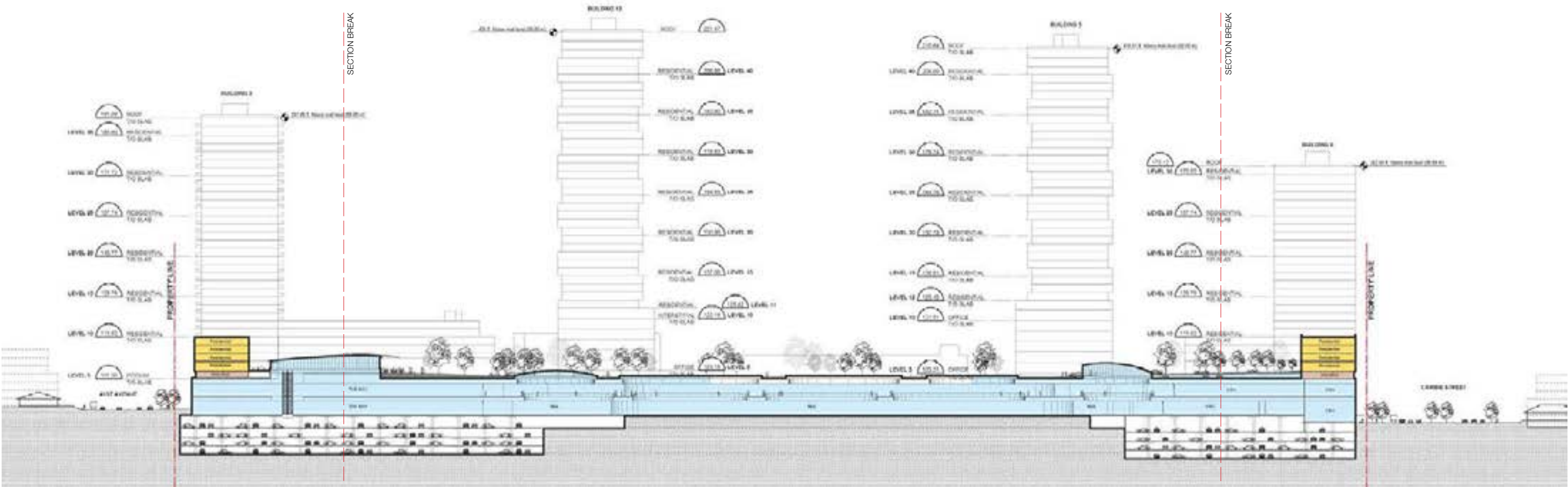


All drawings and renderings are approximate as per date and are subject to change

3.3I Site Section B



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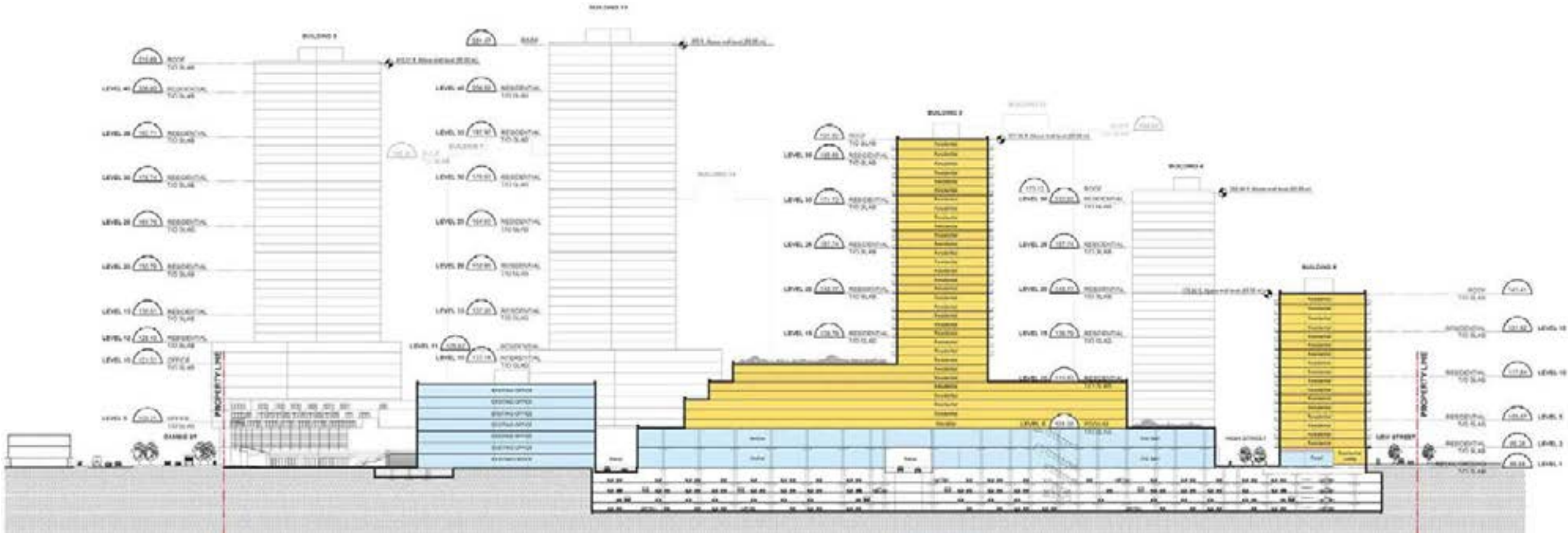


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3.3m Site Section C



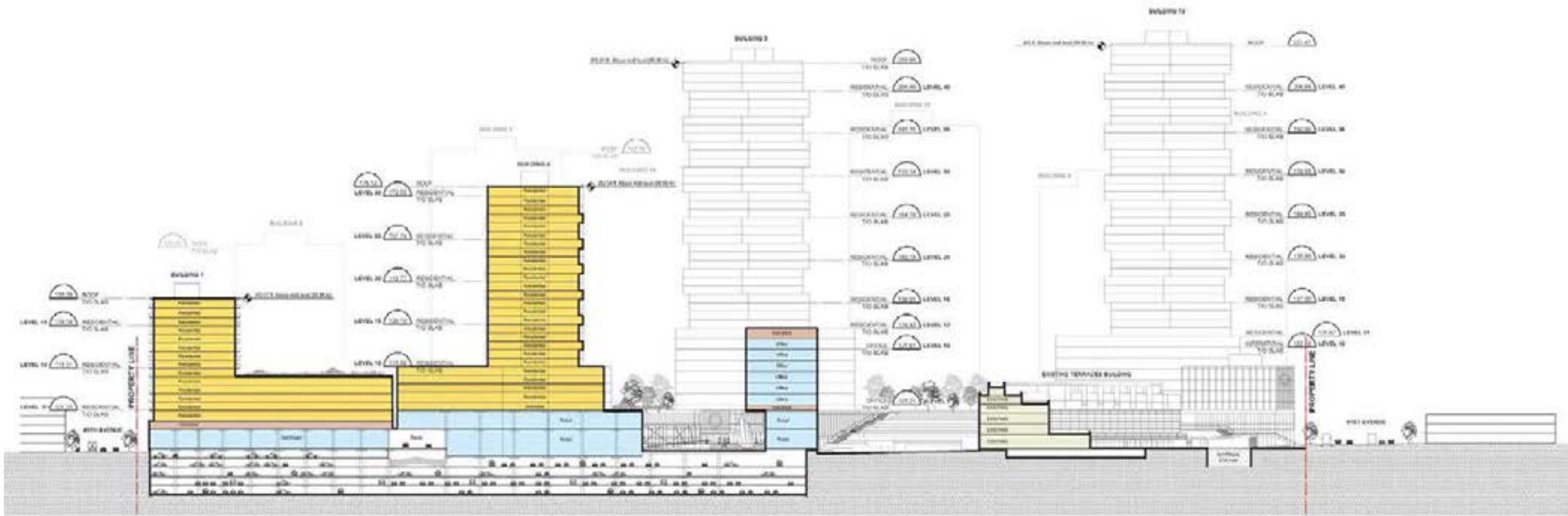
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All drawings and renderings are approximate as per date and are subject to change



KEY PLAN Not to Scale



All drawings and renderings are approximate as per date and are subject to change

3.4 Street Level Views and Studies

Key Overall Plan



Figure 3.4a Key Plan of View Points in Relation to the Oakridge Site

A 41st Ave and Oak Street
Looking East

Geodetic: +91 M
Distance to Centre of Oakridge: 750 M



B Queen Elizabeth Park
Looking South

Geodetic: +124 M
Distance to Centre of Oakridge: 990 M



C **41st Ave and Main Street**
Looking West

Geodetic: +80 M
Distance to Centre of Oakridge: 1,250 M



D **Columbia Park**
Looking West

Geodetic: +84 M
Distance to Centre of Oakridge: 530 M



E **49th Ave and Cambie Street**
Looking North

Geodetic: +75 M
Distance to Centre of Oakridge: 750 M



F **Tisdall Park**
Looking North

Geodetic: +83 M
Distance to Centre of Oakridge: 580 M



All images are for illustrative purposes only

4.0 Movement Plan



View of Oakridge Centre access from the Transit Plaza at the Northeast corner of the site

4.0 Movement Plan: Framework and Connections

Connectivity and Permeability are fundamental principles in the organization and redevelopment of Oakridge Centre. The current site, which consists of a monolithic building surrounded by a sea of parking, will be transformed into an urban mixed-use neighbourhood that is well connected to the surrounding community. There will be multiple access points through the site as well as clear and easy paths to access the roof-top commons. The movement plan will advance the *2020 Greenest City Action Plan* and *Transportation 2040*. It will reflect the City's transportation hierarchy of;

1. Walking
2. Cycling
3. Transit
4. Taxi / Commercial Transit / Shared Vehicles
5. Private Automobiles



View of Existing Oakridge Centre

4.1 Pedestrian Network

A network of ground level public spaces including the High Street and five plazas connect and align with city streets and lanes, and the Canada Line station, inviting pedestrians into and through the Oakridge Centre site. The five plazas mark entries to the mall and access to the roof-top Community Commons through a variety of grand stairs, terraces, escalators and elevators. A sixth gradual terraced access extends down to 45th Avenue. All accesses except the Cambie steps will provide a range of choices to serve all abilities. Entries into the mall at the five plazas will be pulled into the centre to create exterior retail streets that transition seamlessly into the interior. Two day and night access gallerias will provide after-hours access through the mall creating direct pedestrian links to the Civic Centre and the community from the Canada Line station. These gallerias will connect with cross-mall accesses to form the main circulation loop of the mall retail. Multiple locations within the mall interior will also provide vertical access to the Commons. Meandering paths through the commons will connect each of the access points while cross commons connections provide more direct access from transit to the civic centre. Secondary residential lobbies will connect to the pathway system of the Commons.

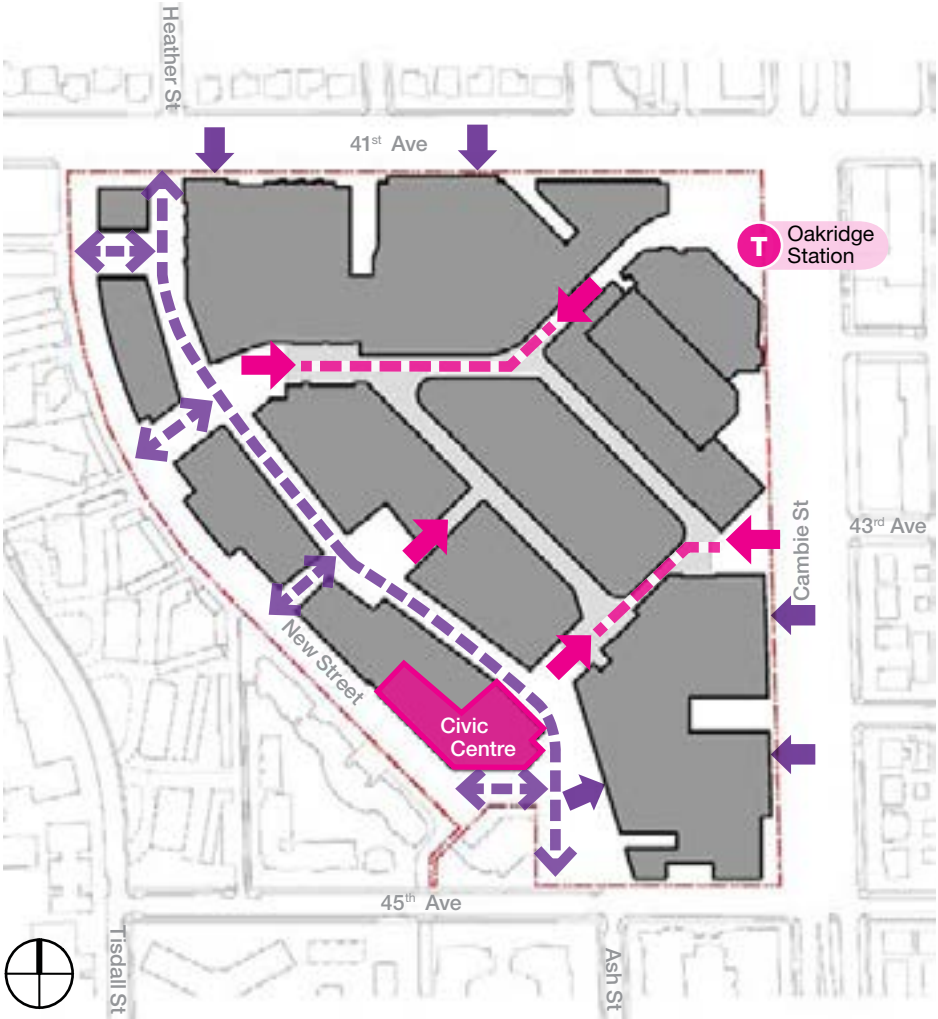
Walkability on the Cambie and 41st Avenue interfaces will be enhanced by street-oriented retail and activity, and a variety of public realm improvements. Pedestrian crossings on Cambie and 41st Avenue will support the pedestrian network and facilitate linkages to community destinations and retail located on the east side of Cambie Street.



Milan Galleria, Italy



Barcelona Pedestrian Paths

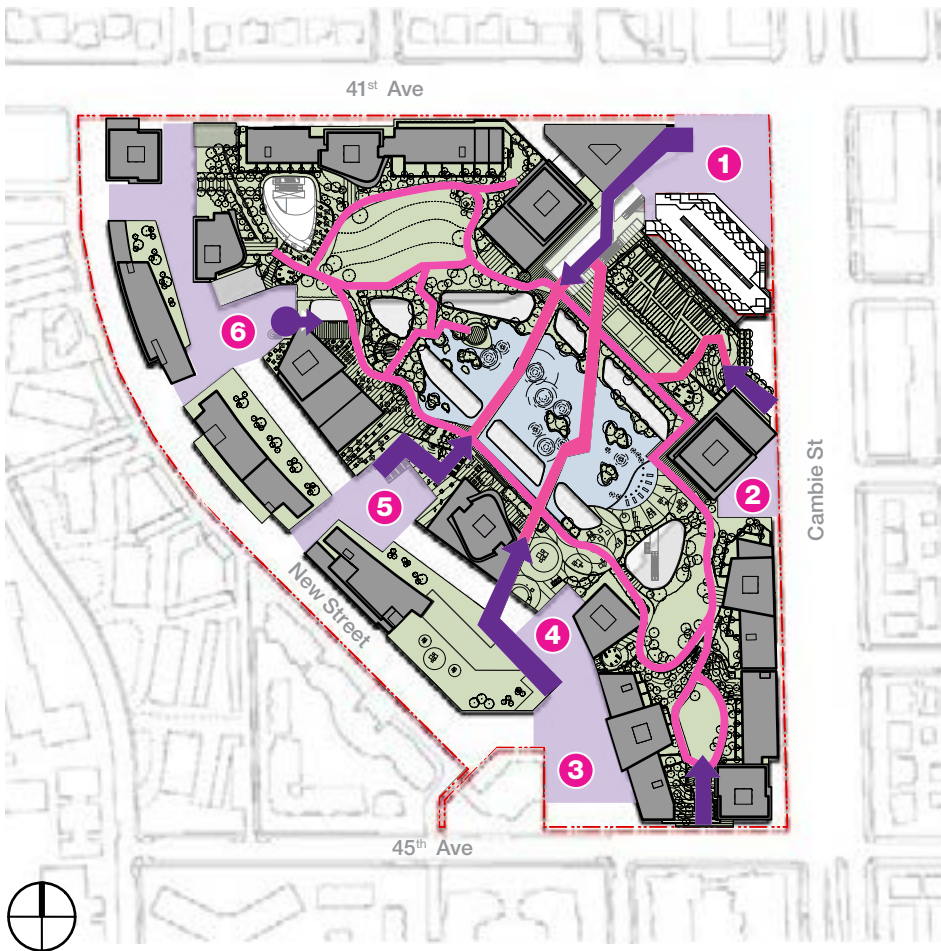


Pedestrian Network at Grade

- Legend**

 - Entrances Through Anchors
 - Retail Entrance
- High Street Pedestrian Route

After Hours Route



Pedestrian Network at Commons Level

- Legend**

 - Access from Grade to Commons
 - Paths across Rooftop Commons
 - Plazas
- 1 Transit Plaza
 - 2 Pocket Park
 - 3 Neighbourhood Park
 - 4 Neighbourhood Plaza
 - 5 Grand Dining Plaza
 - 6 Crossroads Plaza

4.2 Cycling Network

The cycling strategy plan represents one of the most important features of the overall transportation plan for the Oakridge Centre. The redevelopment of Oakridge Centre will advance *Transportation 2040* objectives by providing important connections to Vancouver’s existing cycling network, to transit, and to commercial, residential and civic destinations. The plan will support cycling for all ages and abilities in three off-street separated bike paths that line the perimeter of the site on 41st and Cambie shopping street frontages, and sections of the High Street and New Street. These dedicated paths will connect with the Heather Street and 45th Avenue bikeways, and offer a safe and convenient off-street alternative to the existing cycle network on 41st and Cambie, The High Street/New Street bike path will serve the Civic Centre. All three paths will create convenient opportunities for City bike share locations and bike racks at public plazas and destinations

Secure and supervised bicycle storage will be provided for shoppers, Civic Centre users, and office retail staff. This facility will be located off the new Cambie Street off-street bike path at the proposed ‘Pocket Park’, and may offer an on-site maintenance shop in addition to valet bike service. For residents, 3 dedicated high-speed bicycle storage elevators will offer direct access from grade to secure underground bicycle storage areas. The proposed locations of the elevators are preliminary and subject revision during the design development process.



Bike Share on-site



On-site Bicycle Storage

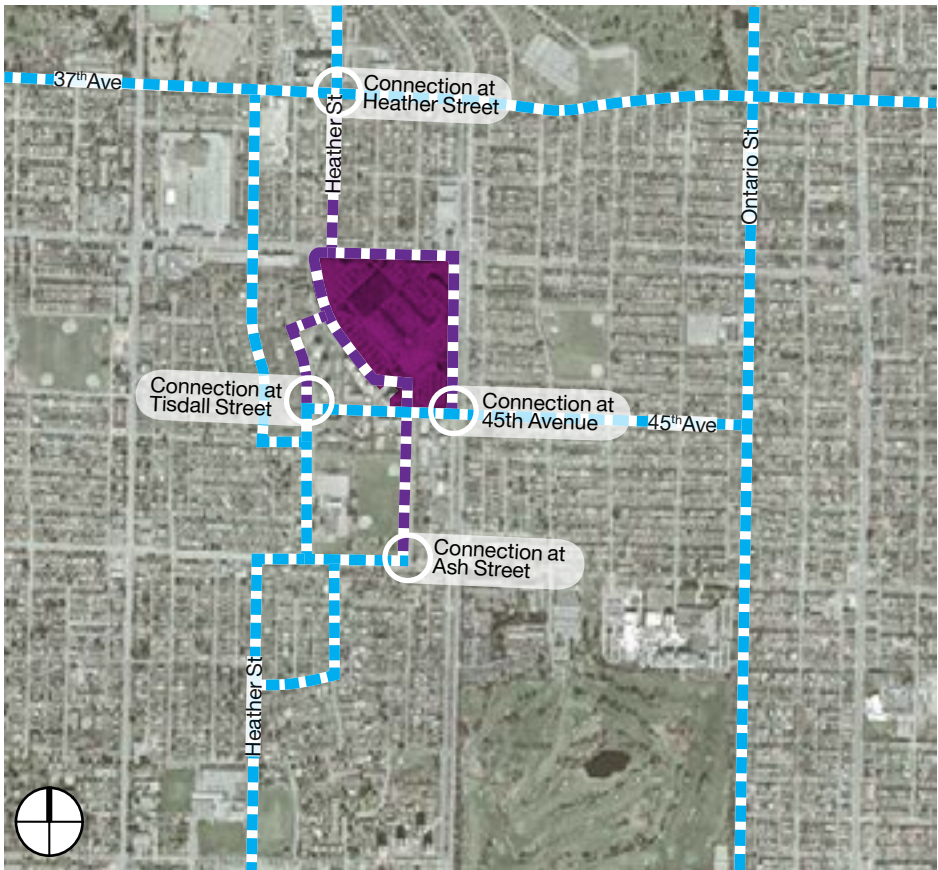


Figure 4.2a Overall Plan showing bike connections to the city context

Existing Bike Route Proposed Bike Route

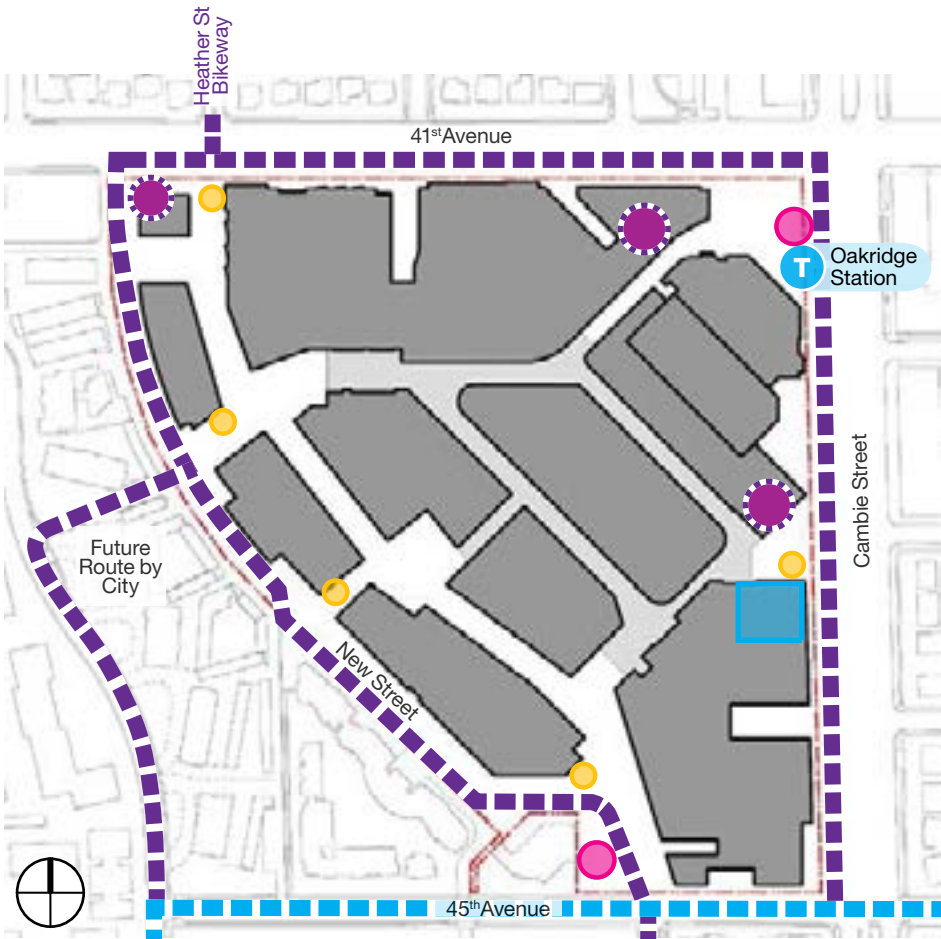


Figure 4.2b Enlarged Plan of bike routes on New Street, 41st Ave and Cambie Street

Existing Bike Route New 2-Way Bike Route Bike Elevator
Bicycle Share Bicycle Parking at Grade Commercial Bike Parking

4.3 Transit Connections

The location of the Canada Line Station entry at the corner of 41st and Cambie is a key organizing element of the Oakridge Centre master plan. Both the pedestrian and cycling networks are designed to facilitate access to and from this central destination and modal transfer point. For pedestrians connecting to transit, there are several routes through and up over the mall that are critical to creating an effective network and a permeable welcoming Centre. Two day and night access gallerias will provide after hours access through the mall creating direct pedestrian links to the Civic Centre and the community from the Canada Line station. Pedestrians may also access the Civic Centre via a path across the Community Commons that will directly connect to the Civic Centre childcare and roof-top garden.

In addition to the Canada Line, an important bus stop for the future B-Line rapid bus is located close to the transit node at the northwest corner of the site. Requirements for shelter design and sheltered waiting and significant queuing areas will be incorporated into this plaza space. As off-street bicycle routes will use this area, careful design will be required to ensure interactions between cyclists and pedestrians are minimized. In response to a significant future demand for public transportation, design around the 41st and Cambie area should anticipate the upgrading of Canada Line capacity, access and station platforms, and the expansion of transit operations on 41st Ave subject to identification of funding sources.

4.4 Vehicular Access, Drop-Off, Servicing and Loading

Parking and loading will be mainly located below grade. Primary vehicle access points to Oakridge will continue to be on Cambie Street and 41st Ave, while the vehicle access at 45th Ave will be more limited and will no longer be used for loading. There will be five points of access to the commercial underground below grade parking and loading. Truck access will be exclusively from Cambie St. other than maintaining Class B loading access to the North Tower along 41st Ave. and more shoppers will access the site from either 41st Ave or Cambie St. A new residential street proposed on the west and south edge of the Oakridge site is being designed specifically to limit new traffic movements through existing residential neighbourhoods, and will not allow shortcutting from 41st to 45th Avenue. A sixth underground parking access for residents only will be accessed from the new residential street, New Street. Underground parking accesses on 41st and Cambie will be designed with careful consideration of the interface with pedestrian and cyclist movements, and will include the redesign of existing access points to eliminate diagonal crossings, curb cuts oriented to vehicular movement, and other elements left-over from the car-centric past of the mall.

Other traffic calming measures on existing neighbourhood streets may also be implemented as needed to ensure that Oakridge Centre's local traffic impacts are minimized.

4.5 Wayfinding Above Grade

Entries to the mall and public spaces are marked by at grade plazas including the Transit Plaza at 41st and Cambie, the pocket park on Cambie, and the string of spaces along High Street. Vehicular access points have been consolidated to create better legibility for visitors.

4.6 Wayfinding Below Grade

Below grade, signage and prominent pedestrian connections to grade will improve legibility for visitors parking below grade.



Figure 4.3a Vancouver Canada Line connects Oakridge to Downtown, the Airport and Richmond.



Residential Car Share will be Available

5.0 Public Places



View of Podium Public Commons

5.1 Overall Public Realm Plan

The public realm for the Oakridge redevelopment is an innovative integration of at-grade streets, paths, and plazas with architecture and a highly accessible public Community Commons above the retail. The public realm will play a key role in achieving a highly connected community, contributing to the overall character and coherence of the development, assist in creating pedestrian friendly environments and offer a wide range of amenities and activities to site users and the surrounding neighbourhood. Oakridge will become a highly urban and complete community where people will live, work, play, and shop. It will be a social heart for Vancouver's municipal town centre. The Oakridge Canada Line station will become a place of arrival with clear and direct options to move into the mall or up onto the Community Commons.

A central place making idea for the Oakridge redevelopment is the concept of 'hilltop town'. The concept draws on the physical qualities of historic hilltop towns as a departure point and reference in the form and placement of buildings, grade transitions, steps and terraces, sequential views and progression and shaping of public places.

Major components of the public realm are:

- The elevated Community Commons
- Six plazas at grade providing connectivity to both mall and roof areas
- A pedestrian-oriented High Street at grade
- Animated streetscapes at the edges, including Cambie Street, 41st Ave and 45th Ave

Connectivity and permeability are key principles to gaining access across the larger site, overcoming the grade difference to the Community Commons, and the horizontal layers of uses. In addition to the highly public and legible access points to the Community Commons and bringing the Community Commons down to grade to assist wayfinding, the distinction between uses, horizontal layers, and inside/out will be blurred. Routes through the mall will read like covered and uncovered, indoor and outdoor streets as much as possible. 'Heat-lines' demarking physical entries to the interior space of the mall will be located and designed to bring outdoor space in. Similarly, vertical connections between the retail levels and the Commons above should express the presence of the Community Commons. Provision of vehicular access for servicing and emergencies will be considered. Public safety will be enhanced by delivering well connected, legible urban rooms and appropriate lighting design.



Figure 5.1a Hilltown public realm, Quebec, QC



Figure 5.1b Hilltown Public Realm - San Gimignano, Italy



Figure 5.1c Pedestrian Oriented and Animated streetscapes

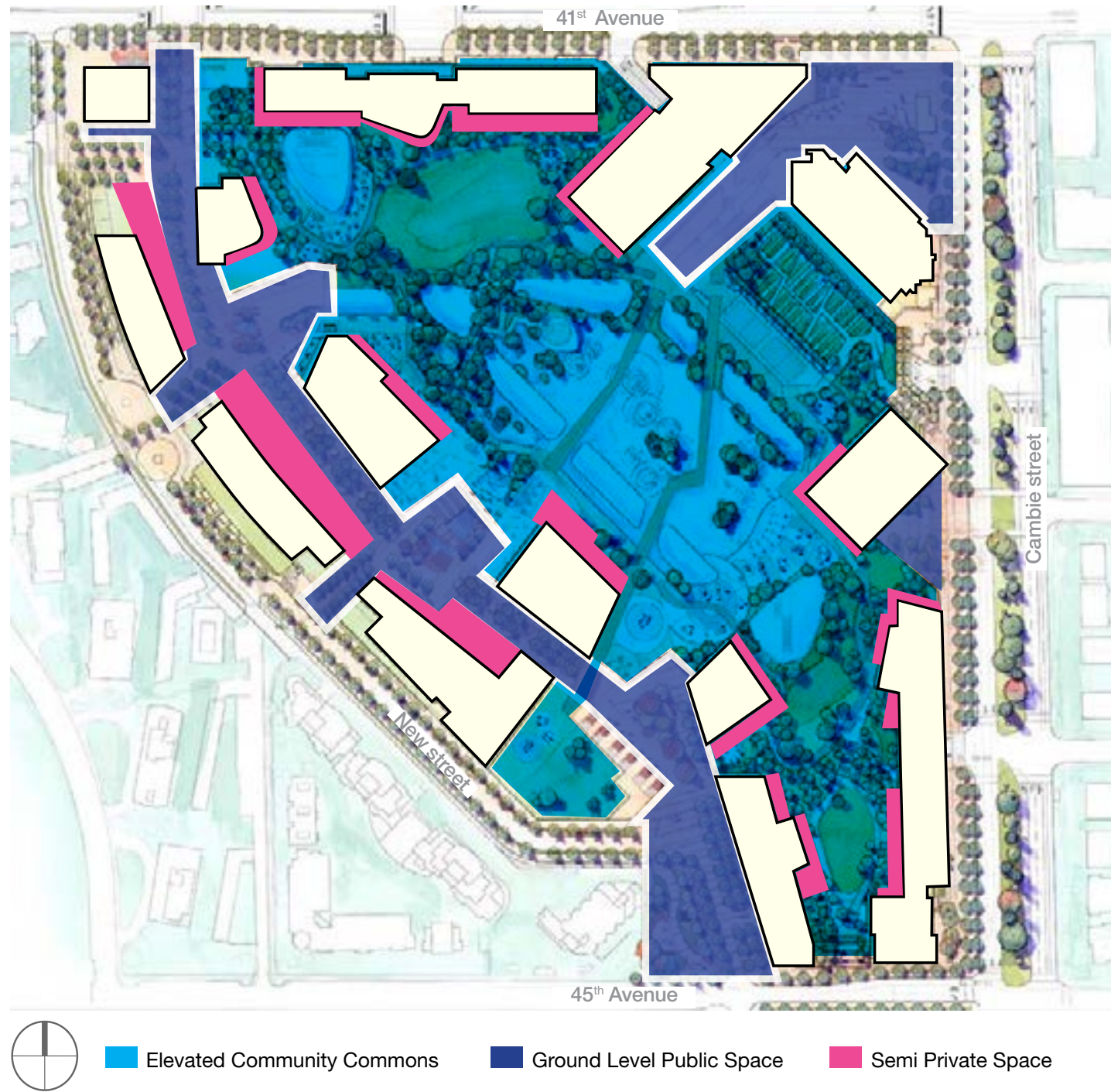


Figure 5.1d Site Plan highlighting community commons at grade and elevated about the retail



Figure 5.1e Landscape Plan

5.2 Community Commons

5.2.1 Design Intent

The Community Commons will read as a truly public space. The Community Commons will be accessible, programmable, and provide convenient connecting paths reflecting desire lines between the Community Commons accesses and major destinations such as the Civic Centre (Refer to Figure 5.1d).

The landscape plan and program of the Community Commons will continue to evolve over time as development permits for various phases are submitted. The landscape plan and program elements, and relative proportions of various program elements, may vary from those in the diagrams and renderings included in these design guidelines (Refer to Figure 5.1e).

Structural limitations resulting from the need to keep the existing mall operational throughout redevelopment may limit access and use of the central area of the Community Commons while under construction. A water garden will be used as a means to limit and control access to this area while providing a high quality visual amenity. The design will allow bridges and other accessible landscape elements to be introduced into the area to permit public access over the water garden. The evolving design will look to maximize the usable, accessible, and programmable area and adaptability of the Community Commons over time.



Millennium Park, Chicago, IL

5.2.2 Design Principles

The Community Commons will be designed to achieve the following overall design principles:

- Connections to the elevated Community Commons will be generous in scale, legible, inviting, offering intermediate levels, resting points, and convenient connections to destinations.
- Connections to the Community Commons are to provide convenient access for a variety of modes including wheelchairs, other wheeled users, and maintenance equipment.
- The relationship between elevated Community Commons open space and the surrounding development will be designed and held to the same standards as would be expected at grade and street level.
- The planes and access routes of the public spaces will be oriented towards adjacent streetscapes for visual access into these public spaces.
- The spaces on the Community Commons will be overlooked by adjacent residential uses for informal safety and security.
- Hours and times of sun exposure should be considered when siting program elements on the Community Commons, on terraces, and on plazas to match solar exposure to functions that benefit from it.
- Service elevator access for maintenance materials, maintenance vehicles, etc. The ½ mile promenade route should be driveable for maintenance vehicles.
- Lighting concepts providing for visibility and safety along public paths and areas while considering livability of surrounding residences.
- Community Commons spaces designed for public use will be accessible to the public. Hours of use and access will be defined in the Community Use Agreement.
- All residential towers located on commons will have direct access. Podium level units will have raised private patios facing the commons.
- All Office Towers located on commons will have direct access.



The High Line, New York, NY



Lincoln Centre, New York, NY



Variety of Play Opportunities



The Green



Community Gardens

5.2.3 Programming Principles

The Community Commons will be programmed to offer a variety of active and passive program opportunities for all ages and abilities. At the rezoning stage, the Community Commons program includes (Refer to Figure 5.2b):

- A ½ mile looped promenade with a variety of experiences along the route. The promenade will provide a comfortable width for social walking, passing groups of people, and spill-over from adjacent activity areas; a minimum width of 3.5 meters should be provided. Particular consideration will be given to this in the busy area between the fitness facility, food court, and water garden area.
- Fitness and stretching stations along the ½ mile loop.
- Multi-purpose activity courts.
- Several covered multi-purpose areas/pavilions to expand the usability of the roof podium in rainy weather.
- Children's play areas including child-friendly water play, kid run, and bumper tracks.
- An off-leash dog park area attached to the loop to enhance its social value and likely usage.
- Attractive, integral, and natural boundaries and means to keep people out of non-accessible water areas.
- Urban agriculture/community gardens and support facilities.
- Provision for active uses, casual games, and events in the lawn and garden areas of the Community Commons.
- Places to sit and enjoy the sun including in the bridge seasons and winter.

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1 Water/Art Garden</p> <ul style="list-style-type: none"> • Scenic water feature with gardens & art • Public art as focus | <p>6 Children's Play Area</p> <ul style="list-style-type: none"> • Major children's play area • Play opportunities & family gathering locations |
| <p>2 The Green</p> <ul style="list-style-type: none"> • Open-air performance/gathering space • Informal Play Space | <p>7 The Half-Mile Loop</p> <ul style="list-style-type: none"> • Walking, running loop with fitness stations • Links all activities |
| <p>3 Dining Terraces</p> <ul style="list-style-type: none"> • Dining in the park • Variety of restaurants w/ outdoor terraces | <p>8 Seasonal Gardens</p> <ul style="list-style-type: none"> • Walkways through passive public gardens • Seating, gathering and games area |
| <p>4 Community Gardens</p> <ul style="list-style-type: none"> • Urban Agriculture & Tool Storage • Plant exchange, compost, meeting place | <p>9 The Courts</p> <ul style="list-style-type: none"> • Possible lawn bowling to roller hockey |
| <p>5 The "Rec" Room</p> <ul style="list-style-type: none"> • Outdoor fitness/exercise area/ping pong etc. • Resilient surfaces | <p>10 Dog Park</p> |



Figure 5.2b Landscape Plan of Elevated Commons



Seating Stairs



Iconic Stairs connect to Commons

5.2.4 Community Commons Access, Major Connections, and Circulation

Each access from adjacent streets and plazas will have a different design character. Design strategies to differentiate among access routes will include integrated landscape and greening, water elements, seating and gathering areas. Transitional levels and terraces are intended to bring the green of the Community Commons down to grade and to link the surrounding streets visually with the upper levels of the mall.

There will be a minimum of five main access points from public realm at grade, each of which will offer elevator access, stairs and/or escalators (Refer to Figure 5.2c, 5.2d, 5.2e):

- A Transit Plaza at 41st and Cambie Street**
- B Crossroads Plaza on High Street in its northern section**
- C Grand Dining Plaza, centrally located on High Street**
- D Neighbourhood Plaza and Community Centre on High Street in its southern section**
- E West 45th Avenue**

A sixth access from Cambie Street (**F**) will be a terraced set of steps (Refer to Section 5.2.4f). There will be a minimum of two additional access points from the more central and internalized areas of the mall. These access points provide an opportunity to integrate the mall and the Community Commons through vertical integration of mixed use, natural light, and visual and physical access.

Referring to Figure 5.2c, there are seven major public spaces at grade:

- 1 Transit Plaza**
- 2 Crossroads Plaza**
- 3 Grand Dining Plaza**
- 4 Neighbourhood Plaza**
- 5 Pocket Park**
- 6 High Street**
- 7 Neighbourhood Park**

At each of these important nodes, there is a clear connection to the Community Commons.



Figure 5.2c Public Spaces at Grade

Plaza Connections and Community Commons Circulation



Figure 5.2d Major Connections to the Podium Level

Access to Community Commons

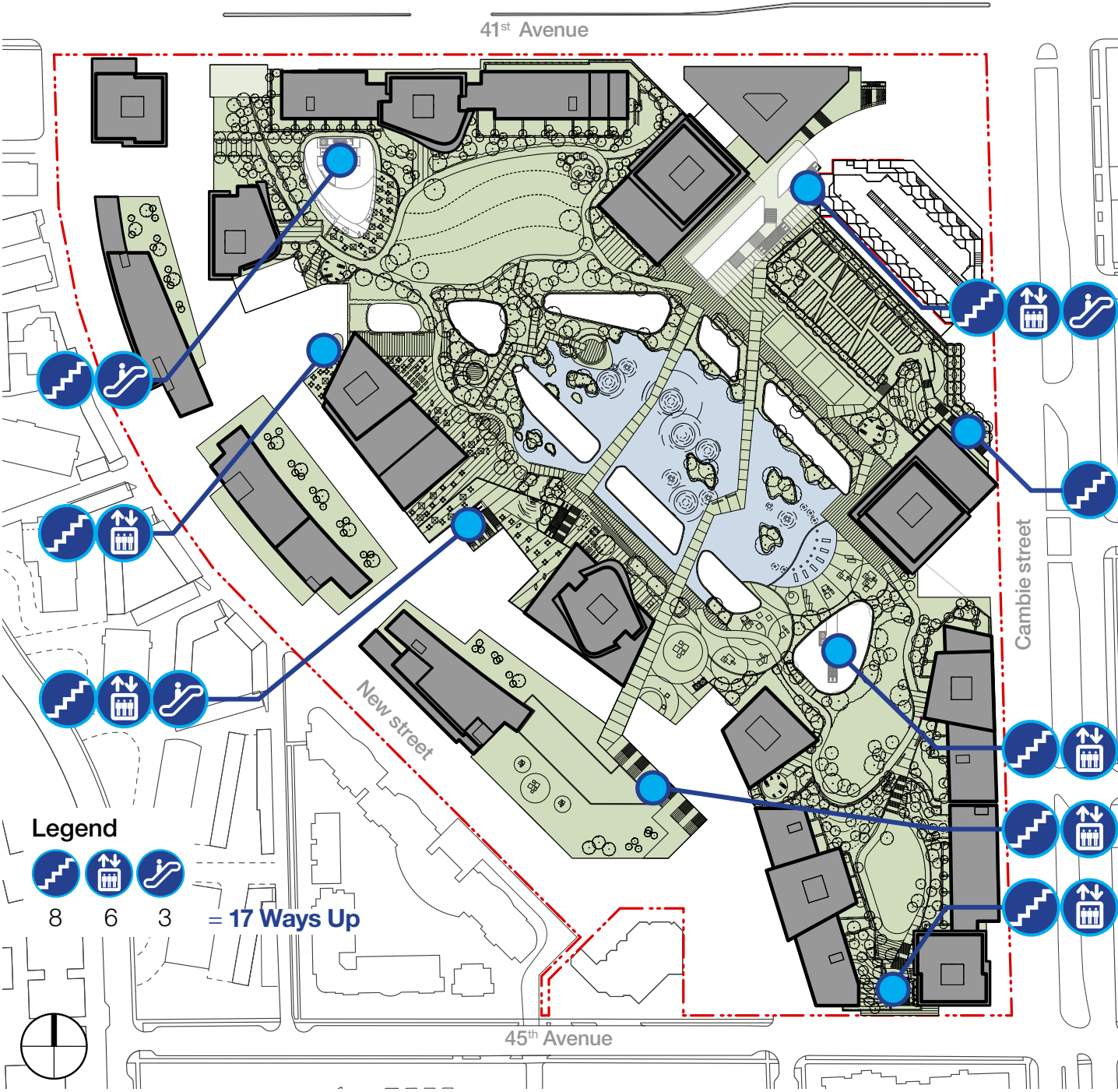


Figure 5.2e Community Commons Access Points



Rendered Perspective of the Transit Plaza

5.2.4a Transit Plaza at 41st and Cambie Street

Referring to Figure 5.2f, the Transit Plaza is intended to be a welcoming arrival plaza, framed by trees. This location offers direct access to the Community Commons as well as a major entry into the mall at grade from the Canada Line station and the key intersection of Cambie Street and West 41st Avenue. The Transit Plaza will be designed to offer a central, unobstructed visual zone to the entrances of the mall, the Crate and Barrel store and areas with site furnishings, trees, and landscape at the north and south edges with distinctive paving.

Design elements of the Transit Plaza should include:

- Canopies enhancing weather protection between the transit station
- Retail destinations and the Community Commons.
- Furnishings w/ lighting, ample seating - stair seating on the 41st Ave edge
- Bike storage
- Trees for shade

Efforts will be made to retain three existing mature London plane trees near 41st Avenue and two red oaks on Cambie as part of the landscape plan (**Refer to Section 5.6: Tree Retention**). Sites and supporting infrastructure (electricity and water supply) for food kiosks should be considered for inclusion within the edge areas. The ‘heat-line’ of the mall entry will be pulled deeper into the building to enable visual and physical access to Levels 2 and 3 through a wide set of external stairs that are dimensioned to permit both movement up and down and informal seating with views over the plaza and landing areas below to act as amphitheatre seating for programming on the plaza level as well as casual resting places for daily use. An escalator and convenient elevator access will be provided as an option for people with mobility limitations.

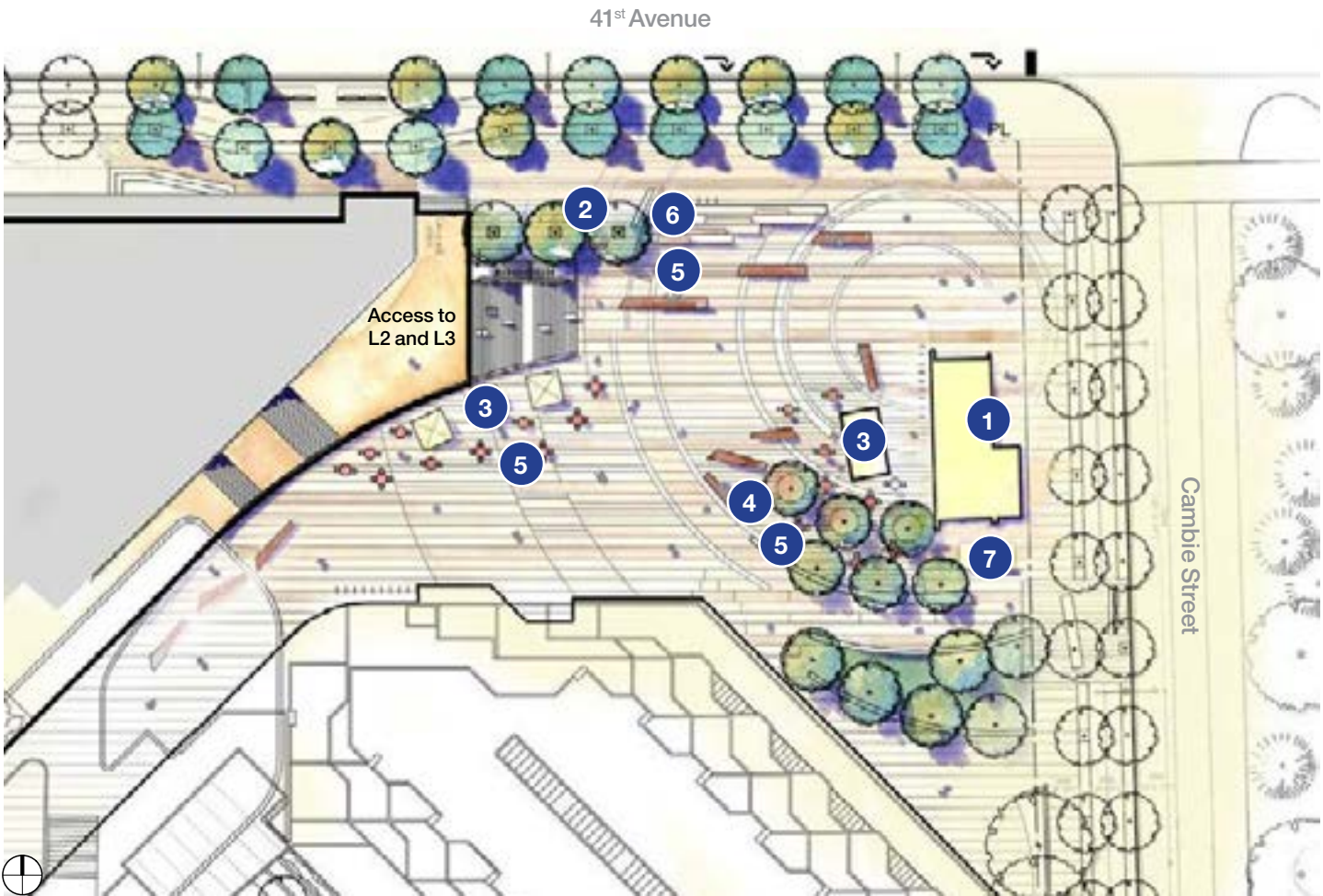
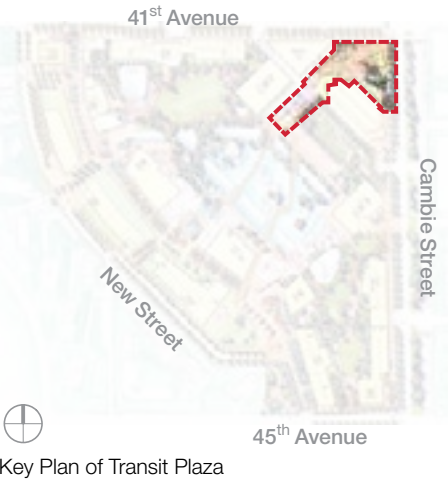


Figure 5.2f Enlarged Plan of Transit Plaza



1 Transit Station



2 Pocket park



3 Kiosks



4 Social - Casual Seating



5 Movable chairs



6 Amphitheatre seating



7 Public Bike Share

5.2.4b Crossroads Plaza at Northwest High Street and Mall Galleria

Crossroads Plaza is a key arrival and movement node on the High Street and the western end of the Transit Galleria at a major entry into the mall at grade (Refer to Figure 5.2g). The northern end of the High Street provides a direct pedestrian and cyclist crossing on 41st aligned with Heather Street and the Heather Street Bikeway. The Crossroads Plaza is also located at a node on the bike route where it transitions between the High Street and New Street at the periphery of the Oakridge Centre site. A vertical stair structure is envisioned to connect from grade to the Community Commons areas.

Design elements of the Crossroads Plaza should include:

- A focal feature in the form of a water feature /public art.
- Ample outdoor seating.
- Distinctive paving that should support wayfinding along desire lines from the neighbourhood into the site.
- Bollards or other furnishing and design details that separate the pedestrian zone adjacent to the mall from the drop off and vehicular circulation area.
- Trees along the edges to define movement routes, activity zones and provide continuity with the trees along High Street.
- A clearly delineated bi-directional bike path with a minimum width of 3.0m.

Sites and supporting infrastructure (electricity and water supply) for food kiosks should be considered for inclusion within the edge areas.

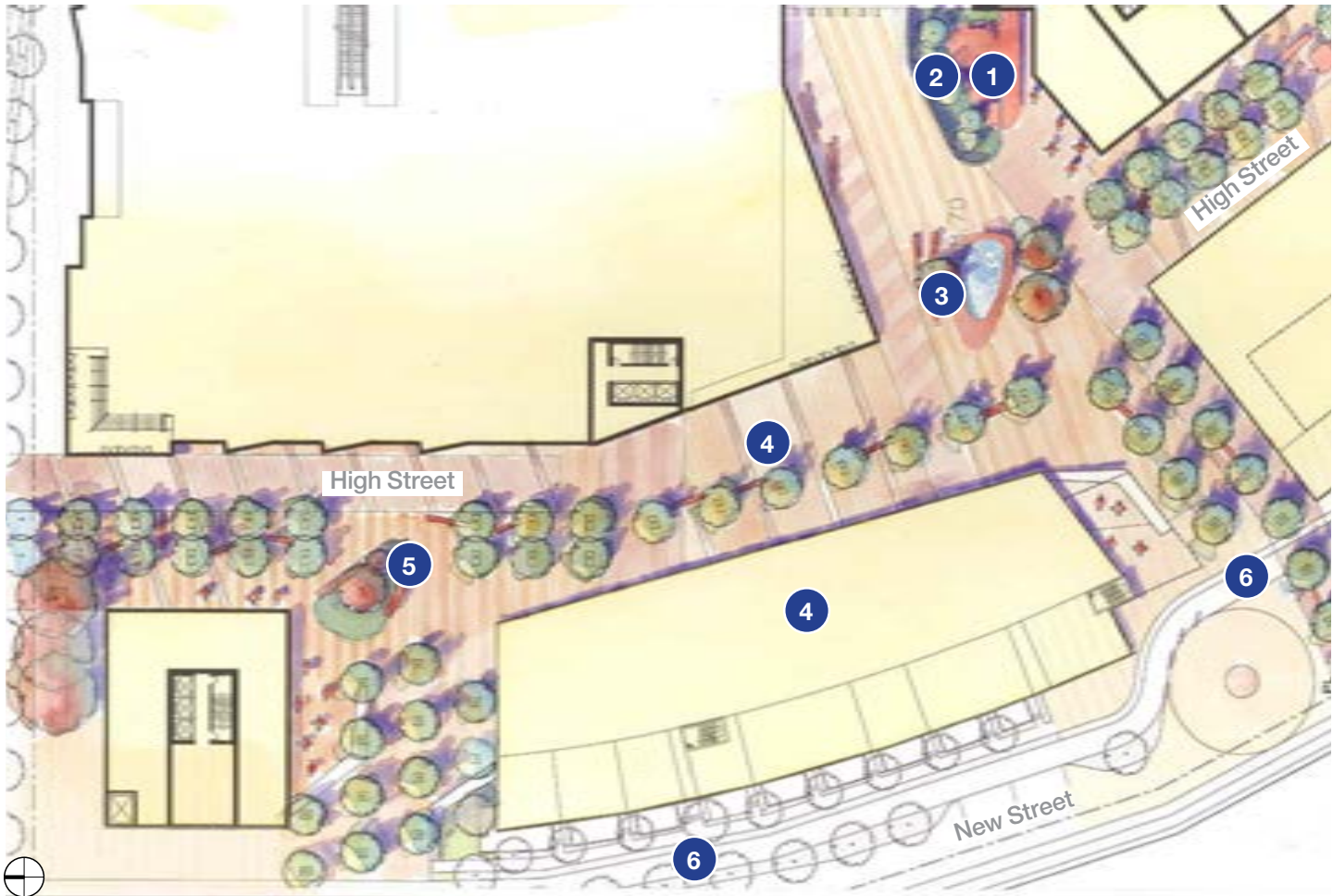


Figure 5.2g Enlarged Plan of Crossroads Plaza



1 Iconic Stairs



2 Connection to P1



3 Focal Feature



4 Feature Paving



5 Outdoor Seating



6 Bike Path

5.2.4c Grand Dining Plaza at Central High Street

The Grand Dining Plaza is conceptualized as a cluster of restaurant dining terraces on three levels (Refer to Figure 5.2h). The Plaza at grade is intended as a key event and gathering space along the High Street and for the mall. Movement from the lower plaza to the upper plazas will be facilitated by grand stairs of generous dimensions, escalators, and nearby access to public elevators within adjacent buildings.

Water is intended to be a major feature and connecting element of the Grand Dining Plaza. Water will be expressed in various forms from the Community Commons, the upper mall level, the ground level of the plaza, and possibly down to the P1 parking level below. Public art may also be integrated into the overall plaza design at all three levels.

Design elements of the Grand Dining Plaza should include:

- A focal feature that may incorporate water, a stage for events, trees and landscaping, and/or outdoor eating areas. A stage could be used for programming by community groups (dance, choir, etc.) and/or mall events (fashion show, seasonal entertainment, etc.) that would be programmed and managed by the mall operators.
- Tables and chairs for outdoor eating associated with food outlets around the plaza edges at all three levels.
- Seating and eating areas designed as terraces adjacent to the grand stairs.
- Temporary, (during good weather seasons) and/or permanent food kiosks.
- Distinctive paving extends out to continuous High street paving.
- Clear access to ground level mall entrance and appropriate transition between the inside and outside realm should be provided.
- A variety of seating opportunities.
- Trees and landscaping.
- Ample lighting into the nighttime hours; lighting may be reduced during late hours after closure of the SkyTrain station.
- Weather protection of some outdoor areas by architectural building elements.
- Access to the commons by stairs and escalators.

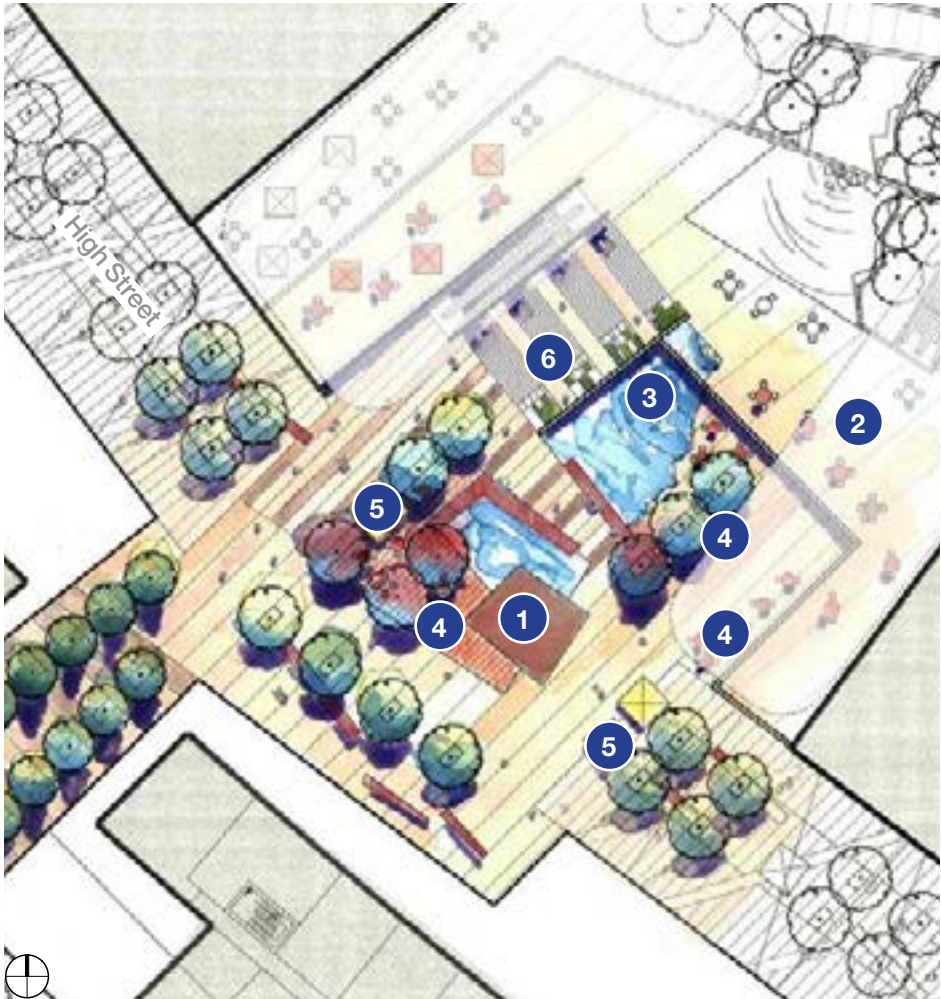


Figure 5.2h Enlarged Plan of Grand Dining Plaza



3 Water wall



4 Outdoor dining



1 Stage for events



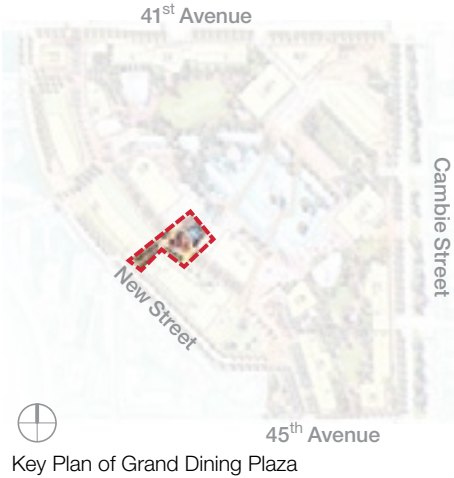
2 Dining Terraces



5 Kiosks



6 Stairs seating



5.2.4d Neighbourhood Plaza and Civic Centre at Southwest High Street

The Neighbourhood Plaza is the front door to the Civic Centre and the mall from the High Street and West 45th Avenue (Refer to Figure 5.2i). The Plaza will be flanked by a major entrance to the retail centre on the northeast and the front door to the Community Centre at grade on its west side. A Great Stair, integrated with the architecture, and connected by a bridge to the Community Commons is envisioned as the centrepiece of the design concept. It links the Neighbourhood plaza to the elevated Community Commons.

Between West 45th Avenue and the Neighbourhood Plaza is a vehicular access route, part of New Street, to the south side of the Civic Centre. The design and paving of this access route should be integrated with the Plaza to the north and traffic calmed by its narrow dimensions and street tree placement to read as part of the overall Plaza design. Short-term drop-off space will be provided for Civic Centre and childcare patrons with bollards or other furnishings to separate the vehicular zone from the pedestrian only area of the Plaza. A neighbourhood park is intended to occupy the area west of the access route and may include children’s play, seating areas, and landscaping.

Design elements of the Neighbourhood Plaza will include:

- Landscaped areas and ample seating.
- Outdoor tables and chairs associated with food services at grade.
- Informal seating and outdoor paved areas associated with the community centre including games tables and programmable space for outdoor activities.
- Highly visible and amply dimensioned stairs from level 3 to grade on the plaza connecting to the major crossing route at level 3. These stairs should be designed to include seating opportunities and integrated lighting.
- Civic Centre ‘front doors’ and access to elevators within the Civic Centre and/or mall for vertical access for people with mobility limitations.
- Wayfinding to access points into the residential towers.
- Sites and supporting infrastructure (electricity and water supply) for food kiosks should be considered for inclusion within the edge areas
- Unprogrammed space to permit seasonal uses such as Farmer’s Markets.
- Grade changes in the area adjacent to Oakridge House - Chishawn Housing Society will ensure continued level access to the Oakridge Centre site for residents with limited mobility.
- Civic centre entrances and public patios to integrate with grand stair to rooftop commons.
- Grade level entrances to civic centre and grading of neighbourhood plaza to be designed for friendly and easy accessibility for seniors, parents with strollers, etc.
- Interior circulation and vertical circulation of civic centre is to coordinate with the exterior entrances off the grand stair.



Figure 5.2i Enlarged Plan of Neighbourhood Plaza



3 Neighbourhood park



4 Café Patios



1 Community Activities



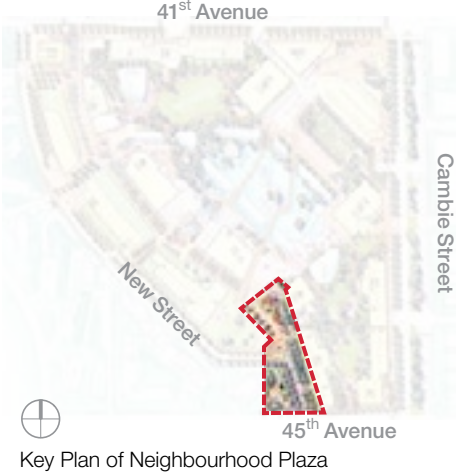
2 Seating/Planting



5 Seating lit Stairs



6 Potential Drop-off area



Key Plan of Neighbourhood Plaza

5.2.4e West 45th Avenue Access

Direct access to the Community Commons will be provided from 45th Avenue via a generous set of stairs that gradually ascends to the Community Commons. This route to the rooftop near the intersection of Cambie Street and 45th Avenue will be highly landscaped to create the appearance of green cascading from the Commons to ground level. These stairs will be an attractive place for informal seating, benefiting from a south exposure.

Elevator access to the rooftop, during operating hours, will be located within one of the adjacent commercial buildings. Flanking commercial and residential uses will overlook the stairs for informal surveillance opportunities. The stairs will be well lit at night and open to the public for use during the operating hours of the Commons which will be established in the Community Use Agreement.



Perspective Rendering of West 45th Avenue Entrance

5.2.4f Cambie Street Steps and Pocket Park

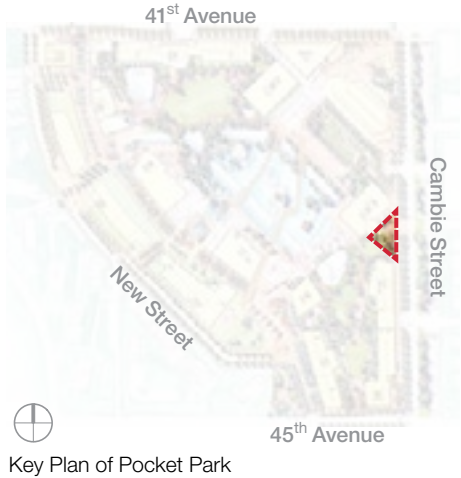
A Pocket Park will be located along the Cambie streetscape in the vicinity of the 43rd Avenue intersection as a node in the at-grade public realm (Refer to Figure 5.2j). It will provide a break in the retail and residential streetwall and invite pedestrians into the site, with entrances to the mall, offices, and residential uses fronting onto this space. A terraced set of stairs to the Community Commons will also be located in this area.

Design elements of the Pocket Park should include:

- Unobstructed sight lines to the mall entrances and to the vertical circulation to Level 2 of the retail and the Commons should be provided for clear wayfinding.
- Visual cues and design elements should connect the pocket park to the stairs leading up to the Commons.
- The change in elevation between the Cambie streetscape and the mall entrance should be resolved to ensure that wheelchair accessibility requirements of the City are met.
- A variety of seating opportunities should be available for the public including public benches and tables and chairs associated with outdoor eating at restaurants and cafes.
- Trees and low level landscaping elements should be incorporated in the overall design to soften the streetscape.



Figure 5.2j Enlarged Plan of Pocket Park



1 Seating/Planting



2 Cafe Seating



3 Accessible ramp



4 Social Spaces



5 Quiet Spaces



6 Urban Hideout

5.2.5 Community Commons Components

5.2.5a Paths and Connections

The Community Commons should be provided with a network of paths for movement among activity areas and for traversing the commons to destinations at the edge of the site or in adjacent neighbourhoods, including the Canada Line station, the Civic Centre, and High Street (Figure 5.2k).

These paths and connections should be designed to express a hierarchy with the two connections from the Canada Line station / Transit Plaza to the Neighbourhood Plaza and to the Grand Dining Plaza which should be the widest and most visually prominent circulation pathway. The second tier in the hierarchy should be the Half-Mile Loop (Refer to **Section 5.2.5b: The Half Mile Loop** and Figure 5.2d). Other paths should be considered to express their role in the movement network with appropriate surfacing materials, detailing, and level of night lighting. Minor paths that allow the public to move past the edges of residential buildings should be the lowest in this hierarchy.



Fitness Zones



Pedestrian Walkways

- 1 **Water Art Garden**
 - Water feature accessible through boardwalks, overlooks, & Tai Chi pavilion
 - Public art as focus
- 2 **Urban Agriculture**
 - Stepped terraces, full sun exposure
 - Community gardens
 - Fully equipped and accessible
- 3 **Seasonal Gardens**
 - Walkways through passive public gardens w/ seating, gathering & games areas
 - Horticulture focus for the “green thumbs”
 - Seasonal celebration of horticulture
- 4 **The Green**
 - Expansive lawn for open-air performance/gathering area
 - Suitable for a range of activities
 - Opportunity for informal recreation and play
- 5 **Tai Chi Pavilion**



Figure 5.2k Plan of Community Commons

5.2.5b The Half-Mile Loop

The Half-Mile Loop is intended to provide an opportunity for people to run, walk, or jog along a measured route (Refer to Figure 5.2I). At the same time, it will provide connectivity among activities and destinations on the Community Commons. It should be scaled to accommodate both types of use at a minimum width of 3.5 meters; it may be wider than the minimum in sections.

Due to its fitness function, the Loop should be designed to complement fitness-related activities (Section 5.2.5h: The ‘Rec Room’ Fitness Zone & Active Facilities). Sightlines should be adequate for runners to be able to see far enough ahead to move at speed along the Loop. Lighting levels should be appropriate for late afternoon and evening use in winter. Surfacing of the loop should be visually distinctive, possibly by colour, and suited to running and jogging.

- The Half Mile Loop**
 - Half mile (0.8km) walking and running loop trail
 - Links key activities and fitness areas
 - Resilient surface
- Connections**
 - Connections to plazas and neighbourhood
- Fitness Zone**



Social Walking



Running Loop



Figure 5.2I Plan of Half Mile Loop and Connections

5.2.5c The Green

The Green will be one of the major garden areas on the Community Commons (Refer to Figure 5.2m). It should provide an expanse of well-manicured and maintained lawn for informal use including sitting, sunning, group gathering, and small scale activities and events like frisbee, hacky sack, and catch. Path access should be kept to the periphery to achieve an uninterrupted lawn area in the centre of this zone.



Figure 5.2m Enlarged Plan of the Green Lawn



1 Lawn



2 Small Scale Activities



3 Boot Camps



4 Group Gatherings

5.2.5d The Water Art Garden

The Water Art Garden should feature water as a powerful place making element, to create a destination in the landscape and open the landscape at the heart of the Community Commons (Refer to Figure 5.2n). The primary purpose of incorporating water is to bridge over a portion of the existing mall structure that may not be capable of being upgraded to accommodate live structural loading. While a powerful place making element, the extent and location of water should be minimized as much as possible to the area of the structural limitation so as to not compromise or displace the potential for usable and programmable rooftop area. Public art should be integrated into the overall design as means to add interest and focus and to attract use.

Design elements of the Water Art Garden should include:

- Public art at a sizeable scale which may take the form of sculpture, fountains / water features, light installations, or wall or ground plane surface treatments.
- One large public art feature should be considered as a ‘big idea’ and major attraction to the rooftop. Its scale should be capitalized on as a landmark for wayfinding.
- Opportunities for the public to engage with water should be part of the design and may be located in association with an adjacent children’s play area.
- Large expanses of water should be punctuated by islands that include landscaping, water jets, bridges and boardwalks, as well as other elements to add interest and varied ways to engage visually with the water.
- Skylights that bring light into the mall below should be designed to integrate with the water features to minimize their impact on the open landscape expression of the Community Commons.



Figure 5.2n Enlarged Plan of the Water Art Garden



1 Public Art Integration



2 Zero Threshold Skylights



3 Engaging Edges



4 Bridging over Water and Lookouts



5 Natural Landscapes and Islands

5.2.5e Community Gardens

Community gardens for public use may be part of the programming of the roof-top commons, and if provided may be located in the sunny roof-top area near 41st and Cambie, with a perennial landscaped buffer for year-round outlook and privacy screening for residents of the existing Terraces residential building. Community gardens will be in accordance with the City of Vancouver Urban Agriculture Guidelines. (Refer to Figure 5.2o).

Design elements of the Community Gardens should include:

- Raised beds with a high quality growing medium will be provided that are sized for gardening by individual residents of Oakridge and the surrounding local community.
- Water should be supplied at convenient walking distances at several locations.
- Some beds raised to a height for wheelchair users will be included.
- Work areas should be provided to support gardening including: tool storage shed(s), potting bench(es), and composting area with space for turning over and storage.
- Both paths to each raised bed and a wider path for public circulation should be incorporated into the design.
- Universal accessibility should be integrated into the circulation plan.



Figure 5.2o Enlarged Plan of Community Gardens



1 Community Garden



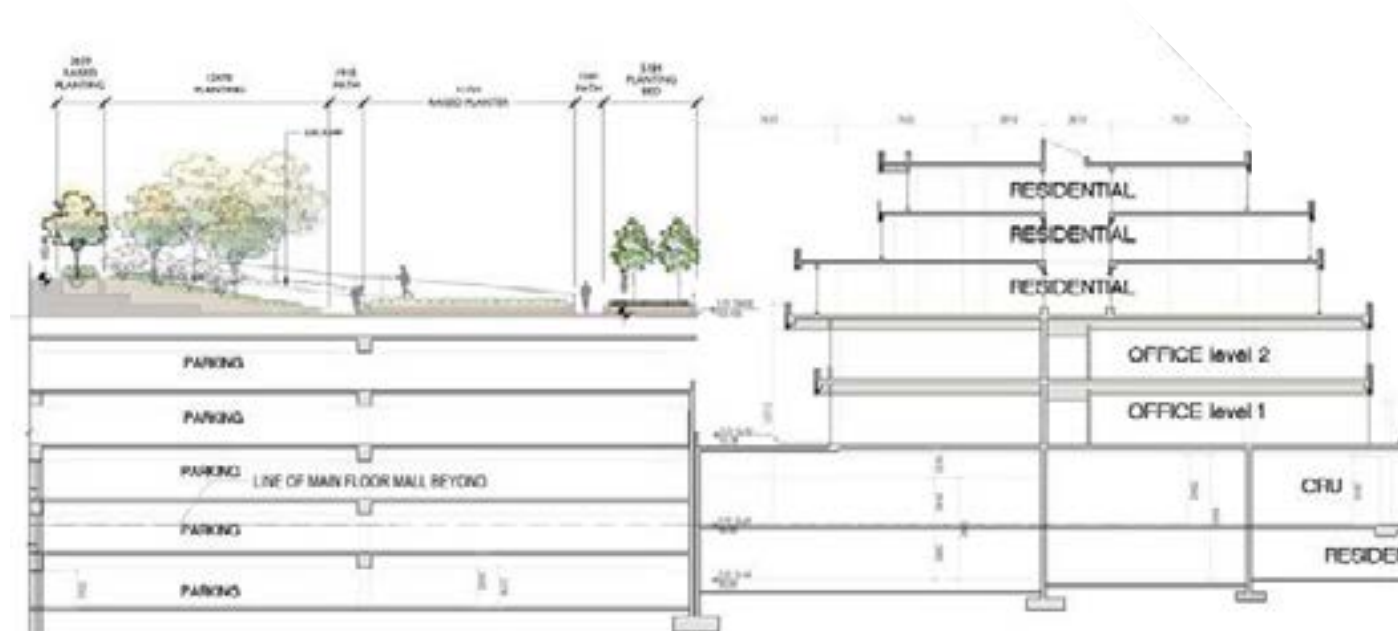
1 Community Garden



2 Community Activities



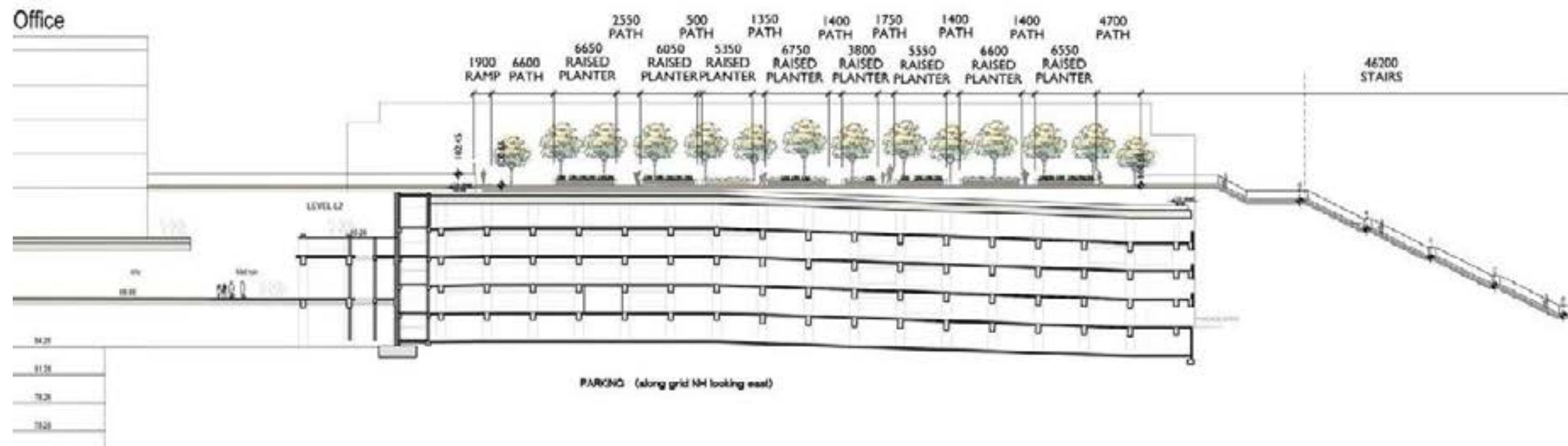
3 Accessible Planting and Pathways



Section A Community Garden



Key Plan



Section B Community Garden

5.2.5f Dining Terraces

A series of retail spaces and/or restaurants line the southwest edge of the Community Commons (Refer to Figure 5.2f). Restaurant uses should have an outdoor dining terrace oriented toward the active centre of the rooftop and the major water features. The dining terraces will create animation along the edges of the public realm and will be visually accessible to people circulating on the Half-Mile Loop and other public paths in their vicinity.

Consideration should be given to siting any dining terraces to use water as a means to manage public access while keeping sightlines free of intervening walls. The interior spaces of the rooftop restaurants should be designed to provide views into and over adjacent public realm and landscaped areas. Some outdoor eating areas should be provided with weather protection.

Consideration should be given to connecting the dining terraces to the food court to provide access between the mall interior and the Community Commons above. If possible, visual connections should be established between pedestrians on High Street and within the mall to the dining terraces above to promote connectivity.



Casual Seating and Outdoor Dining



Patio on Water Edge and Indoor/Outdoor Conditions

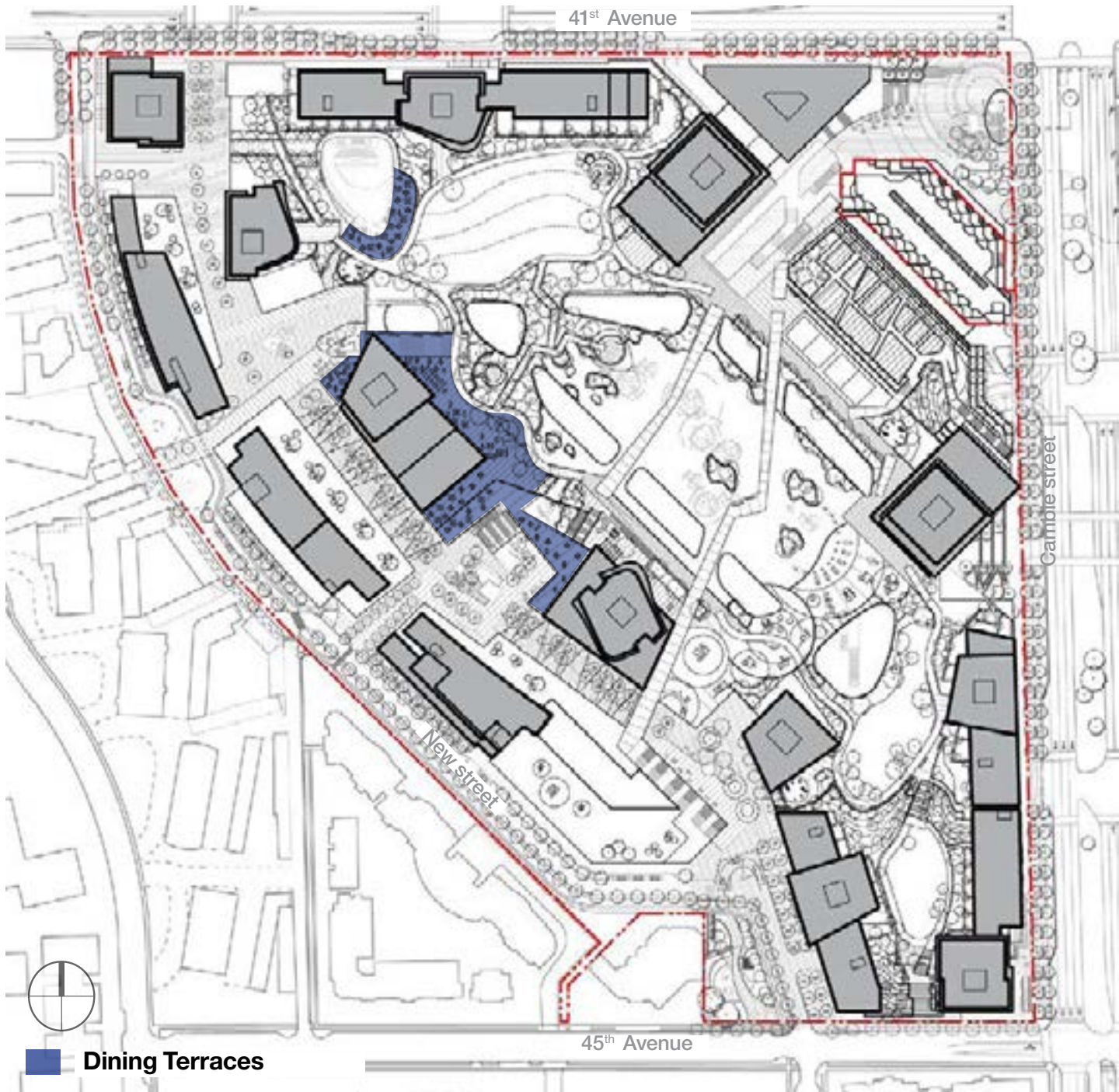


Figure 5.2f Plan of Community Commons

5.2.5g Seasonal Gardens

The Seasonal Gardens are identified as an area of predominantly soft landscaping at the south end of the Community Commons and edged by primarily residential uses (Refer to Figure 5.2q). These gardens should be designed and planted to provide interest over the seasons.

- Design elements of the gardens should include:
- Screening service areas and roof infrastructure from view.
 - Creation of areas with a more intimate scale to expand the variety of experiences offered on the rooftop.
 - Landscaping, in combination with walls, fences, and changes in elevation, to provide a separation and some privacy for private outdoor spaces of townhouse and apartment units at the level of the Community Commons.



Figure 5.2q Enlarged Plan of Seasonal Gardens



Private Public Separation



Accessible Gardens



Seasonal Gardens



Variety of Garden Experiences

5.2.5h The ‘Rec Room’ Fitness Zone & Active Facilities

The ‘Rec Room’ is intended to feature active recreation and be a co-location of fitness and children’s play facilities sited within the Community Commons in order to offer active options for use (Refer to Figure 5.2r and 5.2s). Specific active program elements could include: water play area, children’s play area, enclosed courts for street hockey and other sports, games (ping pong, volleyball, chess and checkers, etc.) The Fitness Zone is intended to include exercise stations for adults and/or children located in proximity to the Half-Mile Loop.

5.2.5i Dog Park

A dog off-leash area should be located on the rooftop where it can be fenced but remain visually accessible to the public. Dogs should be required to be on-leash within the Commons except within the off-leash park. The park should be designed with reference to City best practices for dog off-leash parks.

5.2.5j Edges and Interfaces to Adjacent Buildings

The Community Commons open space will be a focus of surrounding development and activity. Restaurants and other commercial uses will be located at roof level that invite people to sit, enjoy the space, and linger. Restaurants and dining terraces will be located along the edge of the Community Commons from the central food court area and High Street connection and above the major anchor in the northwest area of the Community Commons. The areas at the bases of the office buildings will engage the Community Commons taking advantage of sun exposure. Additional restaurant/food or beverage opportunities are encouraged in these locations.

Convenient routes will be provided across the roof to amenities and popular destinations. A key connection will be the desire line from the Transit Plaza to the Civic Centre. Secondary entry lobbies and resident amenity spaces will open to the roof so that residents and their visitors may use the roof as a route to and from transit and the High Street, making the Community Commons an integral part of the circulation patterns of daily life.

Public/private relationships from residential buildings to the rooftop open space will meet the standards expected along Vancouver streets, seawall edges and parks, i.e. entries to ‘grade-level’ units, private patios, landscape and grade transitions, etc.

Connections from roof space to surrounding development will be ‘seamless’, i.e. interstitial floors should be resolved in manner that does not inhibit connectivity, access, and visual amenity of relationship.



Outdoor Play



Tai Chi Pavilion



Water Play Area



Children’ Play Areas

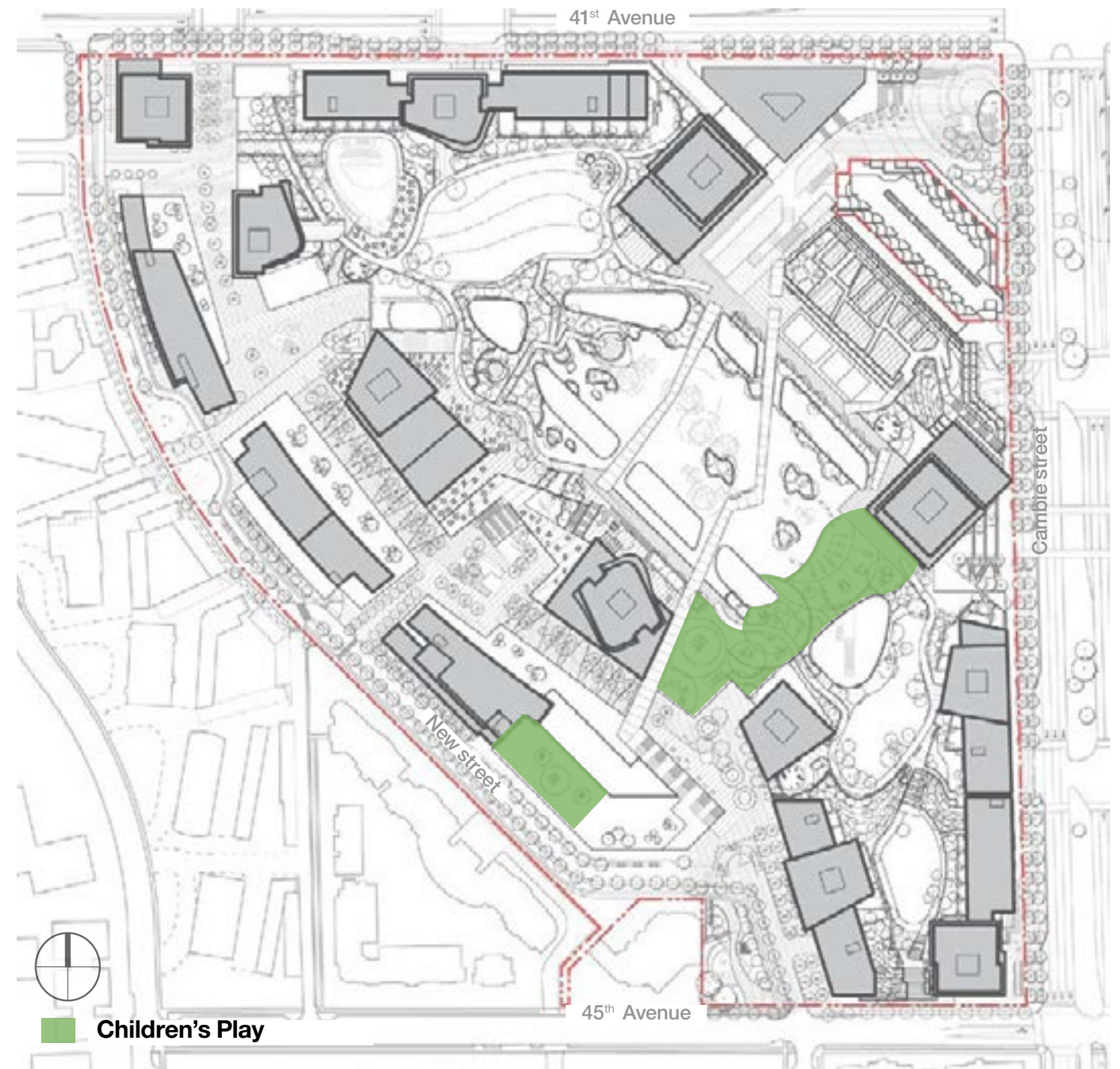
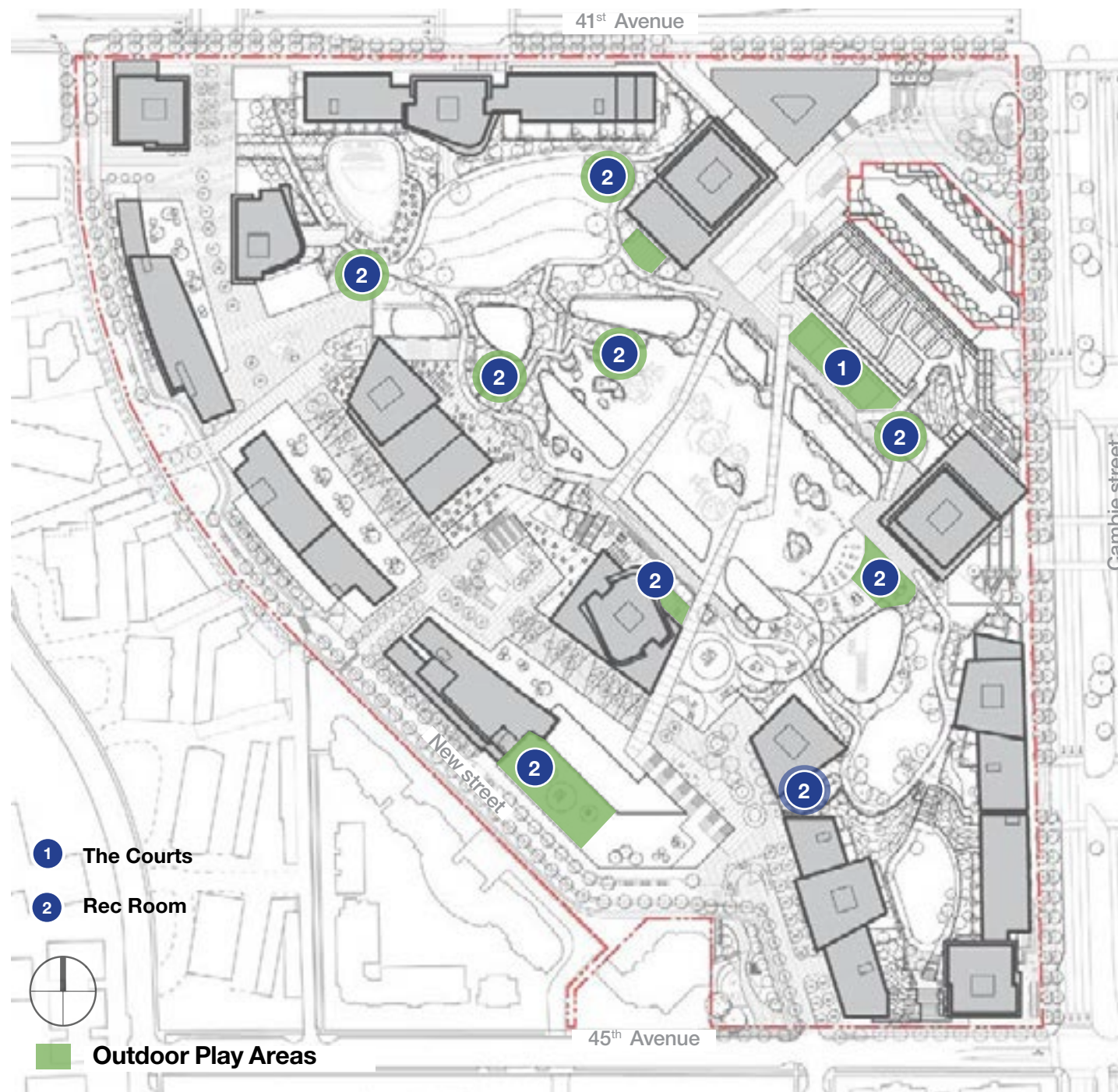


Figure 5.2r Plan of Community Commons

Figure 5.2s Plan of Rec Room Zone and Children's Play area

5.3 Streetscapes

5.3.1 Design Intent

The streetscapes in and around Oakridge should be designed for full functionality for all modes that each is intended to accommodate. The street design will enhance and promote a sense of place in response to developing a distinct identity for Oakridge and reinforce local character. The City streets and New Street will be designed to meet City standards and policies in place at the time of detailed design. The internal streets will remain in private ownership and have more flexibility in terms of scale, materials, and furnishings.

5.3.2 Design Principles

Streetscapes will be designed to achieve the following overall design principles:

- Design of streets will consider movement hierarchy and visual hierarchy aspects such as scale, enclosure, and street trees, etc
- The streetscape should be attractive, have its own identity and re-establish multi-functional spaces appropriate to the movement corridor’s need
- Movement zones will be generous in scale, legible, and inviting, appropriate to each segment of the public realm.
- Quality of public realm details (paving, street furniture, street, lighting and etc) should be in coordinated w/ both the architecture & public realm.
- Design of the boulevard zone along vehicular streets will vary based on adjacency to street crossings and entrance plazas and on-street parking, where hard surfaces should be provided between the curb and movement zone, and sections where soft landscaping can be considered because pedestrian activity across the boulevard need not be accommodated or is minimal.
- Sidewalks in City ownership will be broom finished saw cut concrete and exposed aggregate finishes, and there will be designed with patterns that relate to on-site architecture & circulation patterns (entrances, driveway entries to parking, etc.).
- Sidewalks on private property that are intended to be read as continuous extensions of the public realm sidewalk will be surfaced and detailed in the same treatment.
- In order to create a safe, inviting and special character streetscape for the Oakridge Centre, special lighting should be considered
- beyond the typical city street lighting standards. It should be of a pedestrian scale, provide for a unique character, and higher levels of lighting for safety particularly around major pedestrian areas such as the Canada Line station. It should be integrated in design with the context of the Cambie Corridor Public Realm study. It should serve both pedestrian and cyclist routes
- A coordinated lighting strategy that works with both the architecture and public realm should be implemented.
- Sidewalks and paths in private ownership may consider a wider palette of surface materials including concrete pavers, stone accent pavers, and both natural and synthetic wood in addition to poured in place concrete.
- The adjacent commercial and residential uses should be designed to overlook the streetscapes to provide for informal safety and security at all hours.
- Hours and times of sun exposure should be considered when locating site furnishings within streetscapes to optimize solar exposure to functions, such as benches and seating areas.



Dynamic City Streets



Bikeways around the site



Street Lighting and Furniture



High Street Rendered Perspective

5.3.3 Cambie Street and Cambie Heritage Boulevard

The redevelopment of Oakridge Centre will reinforce Cambie as a great street with a focus on pedestrian interest and vitality, frequency of street-oriented storefronts, mall and anchor entries, and shopping configured to support Cambie as a local shopping street. Further, the Cambie Corridor Public Realm Plan principles seek to re-establish Cambie Street as a Ceremonial Boulevard and to reinforce it as a unique north-south Street in the city. The Plan also notes that design directions and recommendations are to reinforce the *City of Vancouver’s Transportation 2040 Plan* and the *2020 Greenest City Goals*.

Anchor stores should be visually and physically permeable where expressed on Cambie, with inviting entries, views into and through the anchor space, and display windows.

The Cambie Streetscape will be punctuated by a series of public spaces; the transit plaza at 41st avenue, a pocket park in the mall entry aligned with 43rd avenue, and a retail plaza at 45th avenue that includes a grouping of Oaks that are being retained. Cambie Street should be designed to achieve the following design principles:

- The pedestrian experience throughout the street and at new and existing parking entries should be improved by consolidating and reducing lanes and removing concrete dividers.
- Pedestrian Crossings at 42nd , 43rd , and 44th Avenues should be integrated into the landscape plans and considered in the detailed design of the public realm.
- Coordination with the *Cambie Corridor Public Realm Plan* is required. Cambie Boulevard is called the ‘Green Carpet’ in the Cambie Corridor Plan and possible improvements to the boulevard are to be explored. In this section of Cambie, the boulevard character is described as ‘Urban Park’ and is envisioned with large scale trees, paths, pedestrian lights, etc. The boulevard should be considered as a potential new home for trees relocated from the Oakridge site or other City of Vancouver sites to increase biodiversity in the cultural landscape. One the central and side boulevards, opportunities for rain gardens and landscape elements supportive of biodiversity should be included. It is anticipated that the Cambie Corridor Public Realm Plan will be completed and available for use during detailed design.

- The Cambie streetscape plan respects the existing heritage boulevard curbs and planting. The disturbance of the existing curb alignments should be minimized aiming to have a covet loss of green space. For example, the existing access from 43rd will be closed and covered by landscape to increase the amount of heritage boulevard green space. Any proposed changes to the Cambie Heritage Boulevard will be reviewed in consultation with the Cambie Heritage Boulevard Society and the Vancouver Heritage Commision.
- The public realm along Cambie will accommodate a two way off-street bike route as per the *Cambie Corridor* and *Transportation 2040 plan*. Special consideration is to be given to crossing points and the relationship between pedestrian areas and the bike route to ensure a safe and enjoyable experience for pedestrians and cyclists alike
- The two-way bike route will be a minimum 3.0 meters in width and buffered on both sides by a boulevard strip of a minimum width of 1.5 meters with street trees, making cycling an attractive option on this street. The health and potential to reach maturity for these street trees should be carefully considered, including the use of silva cells or equivalent sub-surface installation to provide adequate volume for tree roots.
- Several oak trees have been identified for retention along the Cambie frontage near 45th Avenue and east of existing terrace building on Cambie to provide a focal point for the public realm at these corners. Buildings will be set back sufficiently to ensure continued health of the trees and to create a public seating area.
- To enhance the pedestrian environment and express the dynamic scale and rhythm, Cambie sidewalks will be designed to include high quality stone banding in concrete sidewalks. The sidewalks will incorporate design concepts related to the building and coordinated with the Cambie Corridor Guidelines.



Multi-function Spaces



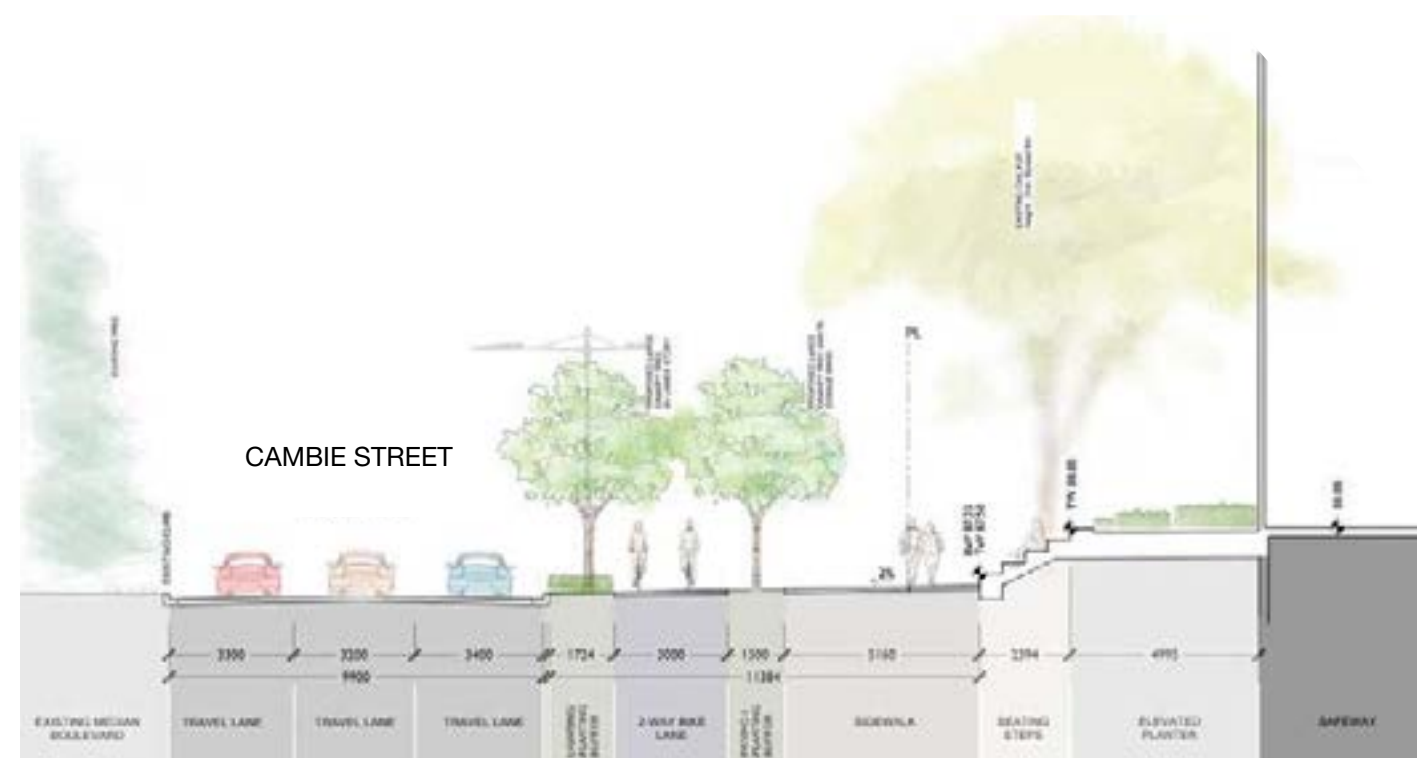
Stone Paving Bands Sidewalks



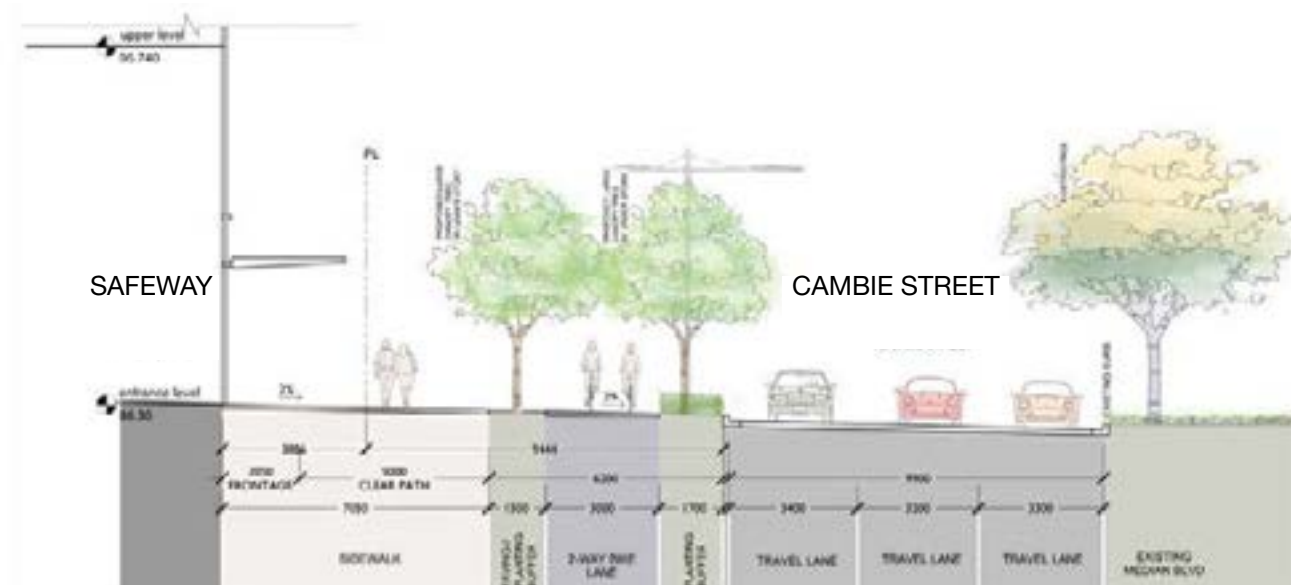
Two way Bike Lane



Section A Cambie Street near 45th Avenue
note: dimensions will be determined through detailed design



Section B Cambie Street near 45th Avenue
note: dimensions will be determined through detailed design



Section C Cambie Street near 45th Avenue
note: dimensions will be determined through detailed design

5.3.4 West 41st Avenue

West 41st Avenue is an important route for pedestrians and cyclists to and from Oakridge Centre and from the Canada Line station. The design of the West 41st Avenue streetscape should reinforce the Green/Blue Corridor concept introduced in the Cambie Corridor Plan that seeks to provide green connections between destinations. The public realm plan for this frontage should provide a welcoming, safe, green, and well landscaped experience for pedestrians and cyclists alike. Unlike Cambie, West 41st Avenue is not intended to function as a local shopping street with a frequency of stores and smaller shopfronts – but rather it is defined by the presence and expression of two major anchor stores. The anchor stores will however be visually and physically permeable with inviting entries, views into and through the anchor space, and display windows (Figure 5.3d-i).

A two-way cycle route along the south side of West 41st Avenue with a width of 3.0 meters will be provided. The cycle path will be buffered, for safety and separation from other movement routes, by a planting strip on both sides with street trees spaced at a minimum width of 1.5 meters where possible. Where space is not available, a 1.0 meter wide buffer with trees should be provided between the two-way cycle route and the roadway, with bollards separating the cycle route and the pedestrian sidewalk. The surface treatment of the buffer strip may vary to include landscaping in areas of low pedestrian activity but should be paved surfacing in areas of pedestrian cross-movements. Where possible, the width and treatment of green areas should be enhanced to reinforce the green connection concept of the *Cambie Corridor Plan*.



Two way bikeway



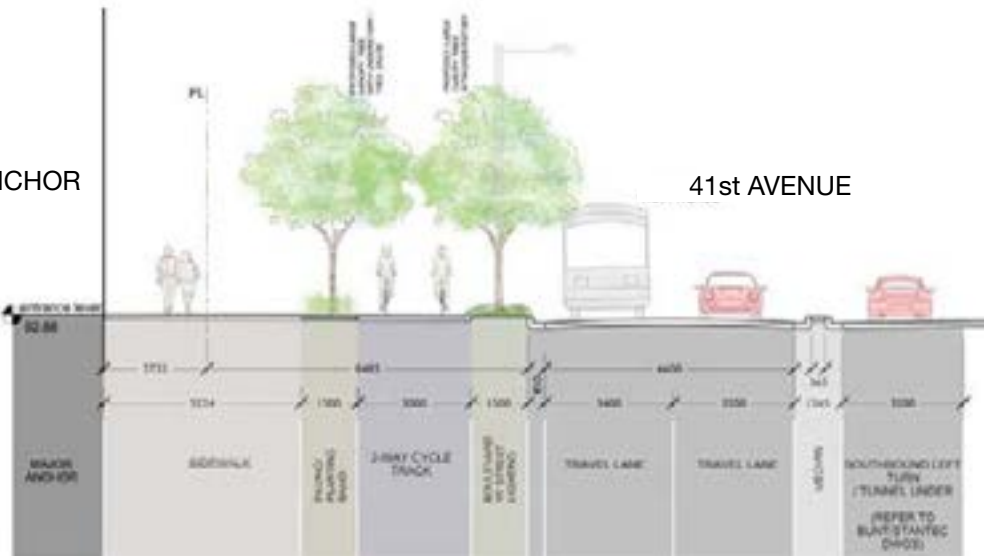
Retail Interface



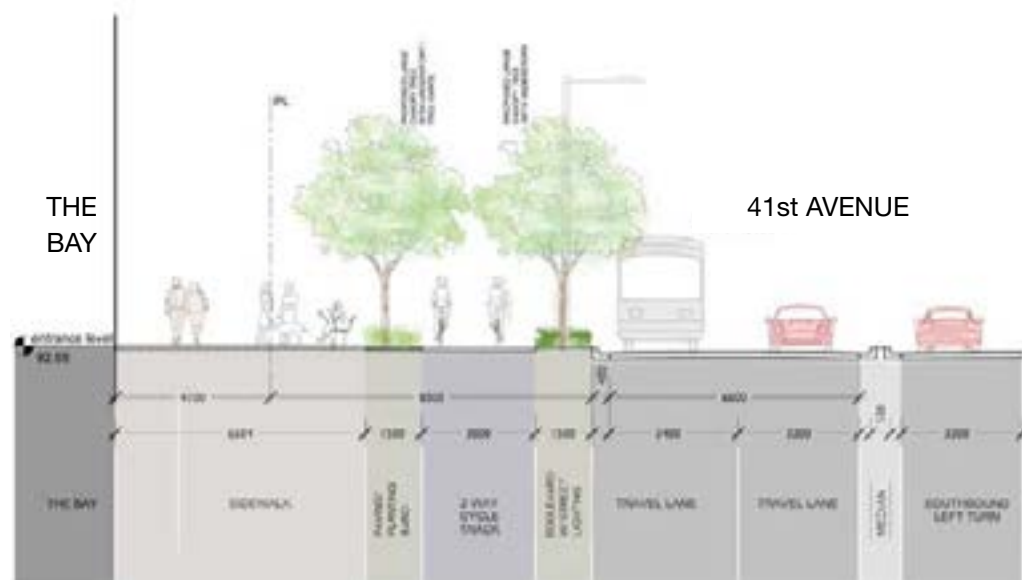
Concrete Sidewalks



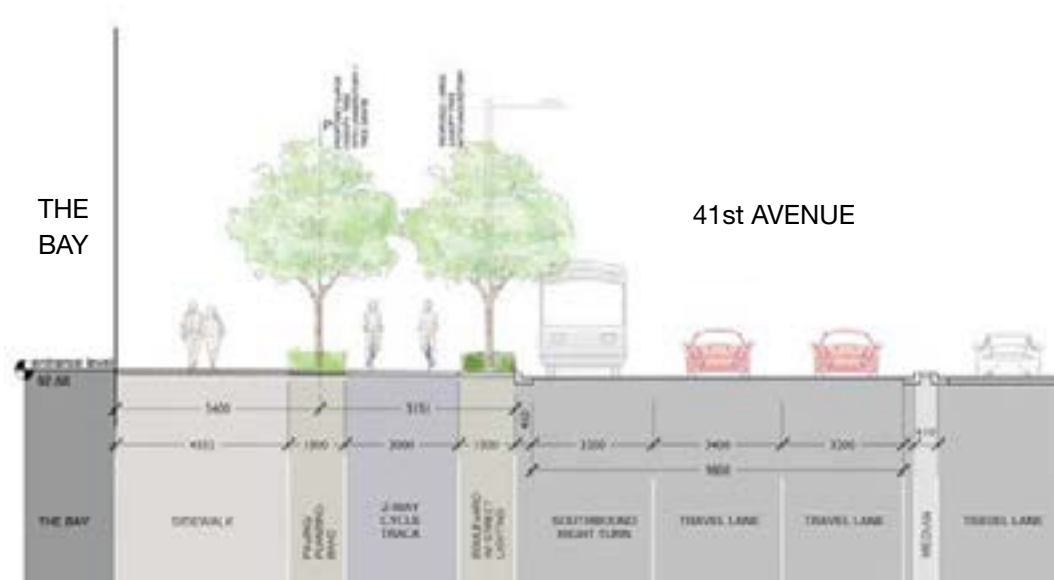
Section D 41st Avenue near Heather Street
note: dimensions will be determined through detailed design



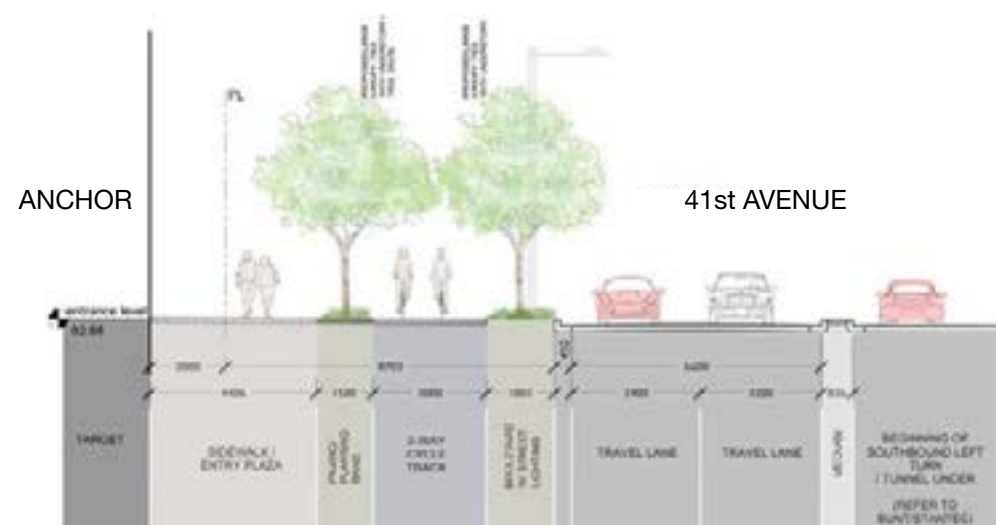
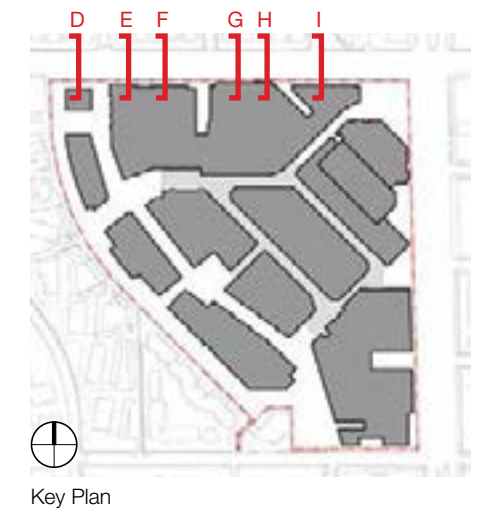
Section G 41st Avenue near Manson Street
note: dimensions will be determined through detailed design



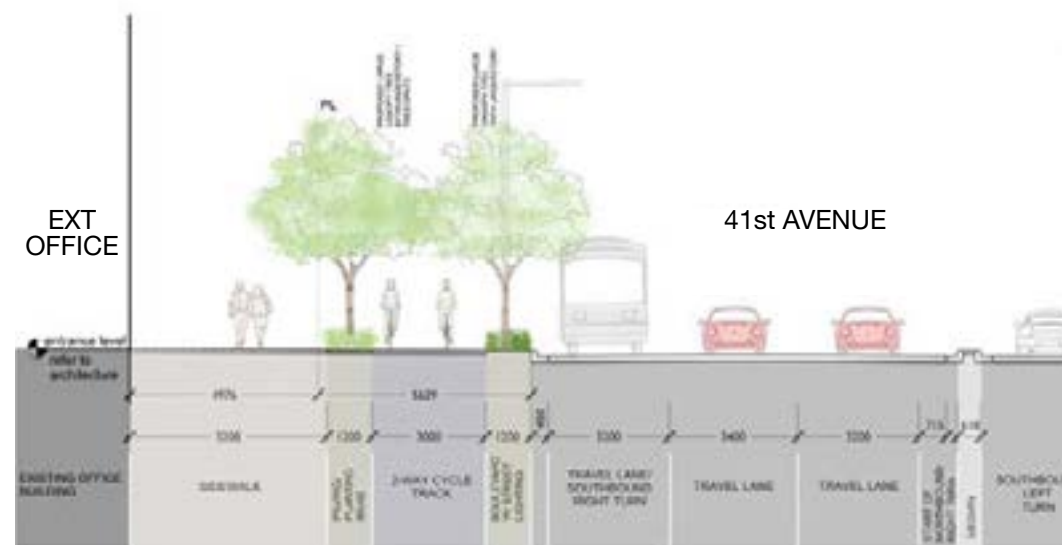
Section E 41st Avenue near Heather Street
note: dimensions will be determined through detailed design



Section F 41st Avenue between Manson and Heather Street
note: dimensions will be determined through detailed design



Section H 41st Avenue near Manson Street
note: dimensions will be determined through detailed design



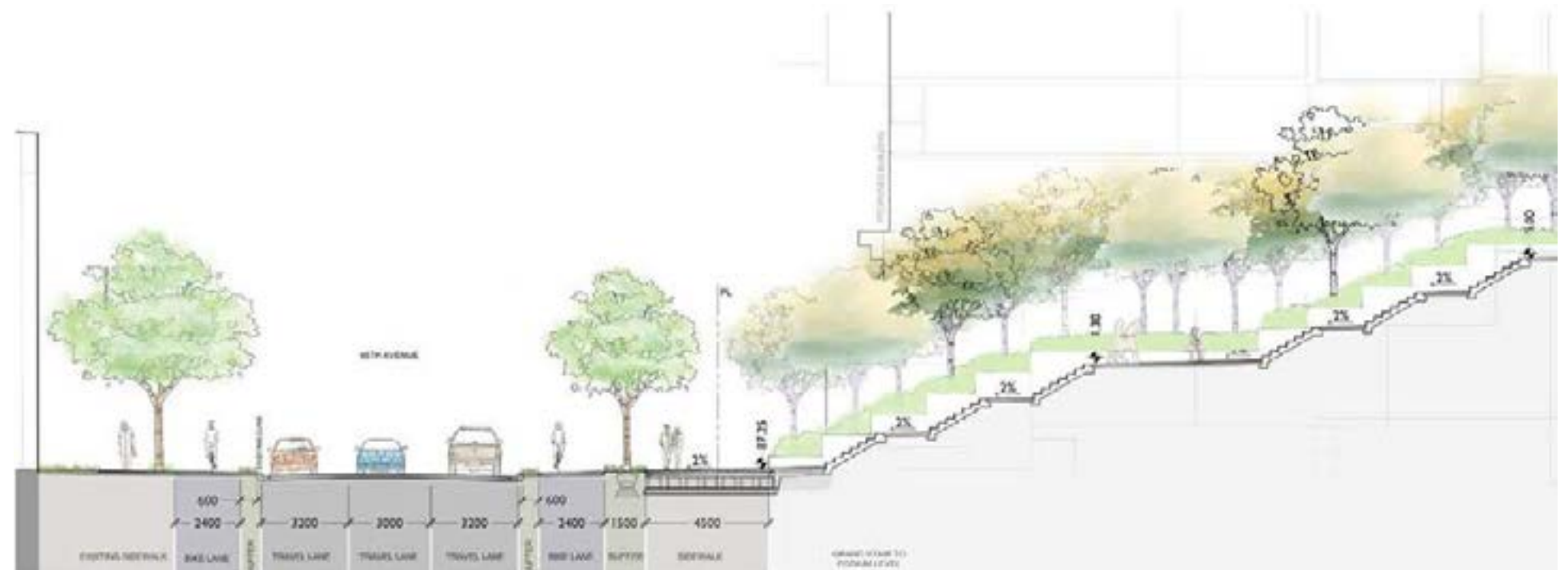
Section I 41st Avenue near Manson Street
note: dimensions will be determined through detailed design

5.3.5 West 45th Avenue

West 45th Avenue immediately south of the Oakridge Centre site will become an important focus of pedestrian and cyclist movement, and an important point of entry to the site from the surrounding community to the south, west and east. The public sidewalk on the north side of the street will be enhanced and expanded to extend to the base of the grand stair, complete with seating steps and green terraces that lead to the Community Commons. The redesign of the streetscape along this section of 45th Avenue will consider safe and convenient connections for cyclists from the 45th Avenue bikeway to the New Street and Cambie Street bike paths.



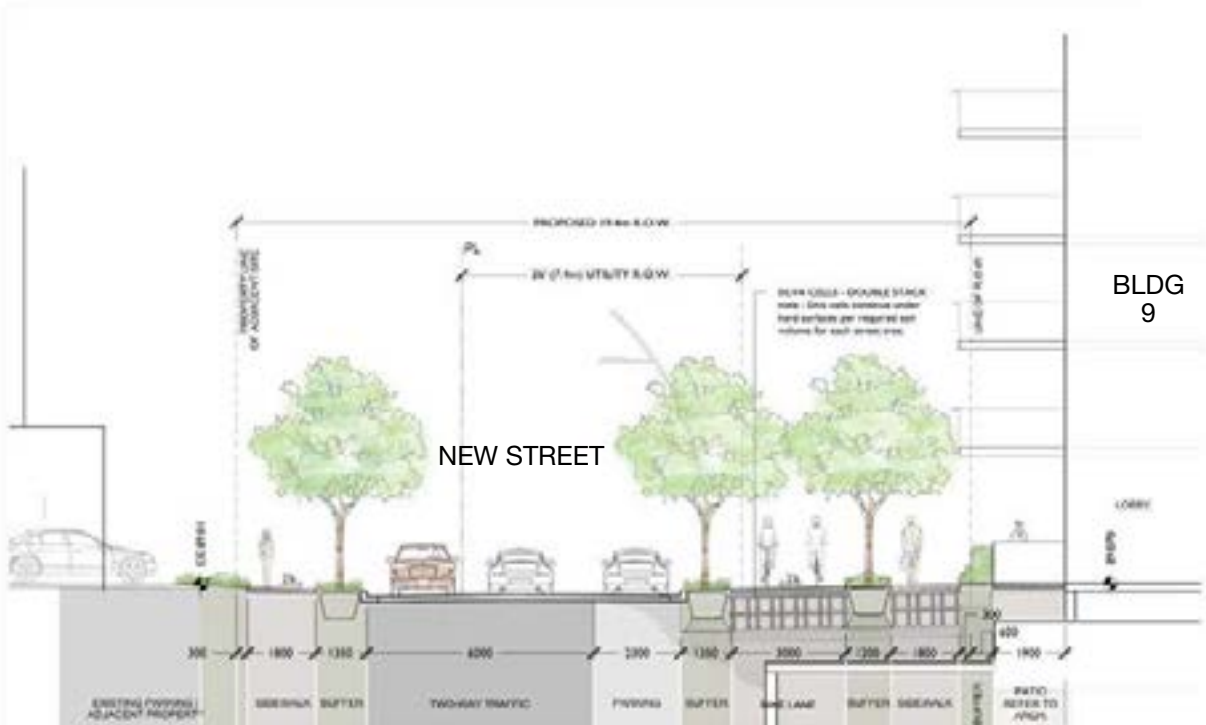
Rendered Perspective of Great Steps



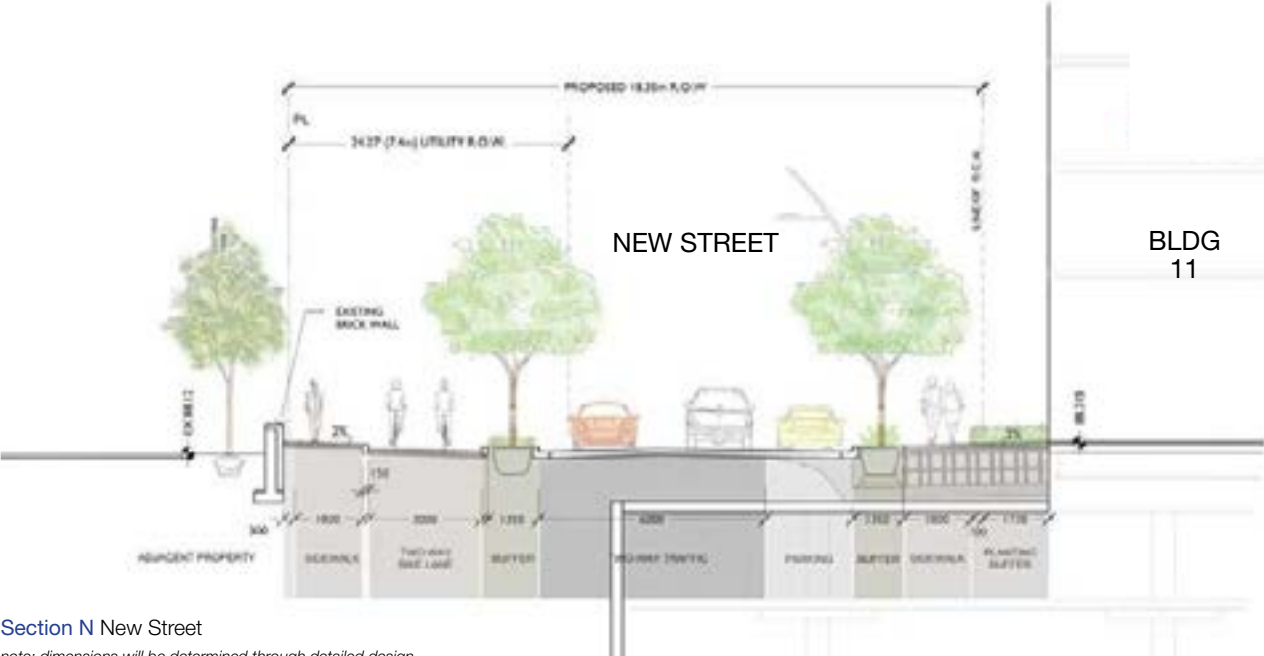
Section J 45th Avenue between Cambie and Ash Street
note: dimensions will be determined through detailed design

5.3.6 New Street

New Street will be an interface between the Oakridge redevelopment and adjacent properties. Cars will be allowed at all times but the character of the street should provide visual signals and cues to indicate priority for people walking and cycling. It is intended to have an asymmetrical cross-section with a minimum 1.8 meter wide sidewalk on both sides, two lanes with one lane for vehicles in each direction and parking on the east side for the full length of the street. Separated minimum 3.0 metre wide two-way off street bicycle paths will be provided. These buffer strips to the bicycle path may be paved or landscaped depending on the anticipated intensity of pedestrian and other crossings over the strip. On the north side, the public realm is intended to be built over parking structure; use of silva cells to support health of trees should be part of the street design.



Section K New Street
note: dimensions will be determined through detailed design



Section N New Street
note: dimensions will be determined through detailed design

5.3.7 High Street

High Street is envisioned as an open air shopping street open to the public at all times. High Street is intended to be a pedestrian realm with provision only for emergency vehicle access through its central section. High street has a diverse mix of shops, cafes, and restaurants, making it not only a popular destination but also an area on the site with a very distinct identity. With excellent connections to the surrounding neighbourhood, it is envisioned to become a new social hub for the centre and community. Vehicular access and drop-off will be provided at the north end of the High Street at Crossroads Plaza and the Neighbourhood Plaza by the Civic Centre, as well as connections to P1 drop-offs below.

High Street should be designed to achieve the following design principles:

- High Street should have a unified design expression between the public plazas that it links together (*Refer to Figure 5.3b*).
- Street trees to provide canopy protection from the elements should be a key feature in the unified design expression of High Street (*Refer to Figure 5.3a*).
- The healthy and long term viability of the canopy trees should be supported by ample rooting volumes to City standards or use of silva cells or other equivalent techniques for enhancing tree rooting in constrained areas.
- Pedestrian movement should be directed to the edges along the retail store frontage.
- Ample seating in a range of forms should be provided, focusing on the central zone where trees and other furnishings should be clustered.
- Weather protection should be provided and integrated with the architecture of the adjacent buildings. The installation heights of the weather protection must have a minimum clear height of 10'-0" (3.0 m). The access zone for the Fire truck will likely require a clear height of 13'-6" (4.1m) for any weather protection installed in this zone.
- Festive lighting of the trees along High Street should be designed into the concept and supported by adequate and convenient electrical supply.
- The central zone should be designed to support open air shopping and displays of merchandise in good weather.
- The inclusion of pedestrian lighting.



Art Lighting



Festive Lighting Around Trees



Multi-functional Spaces



Social Seating

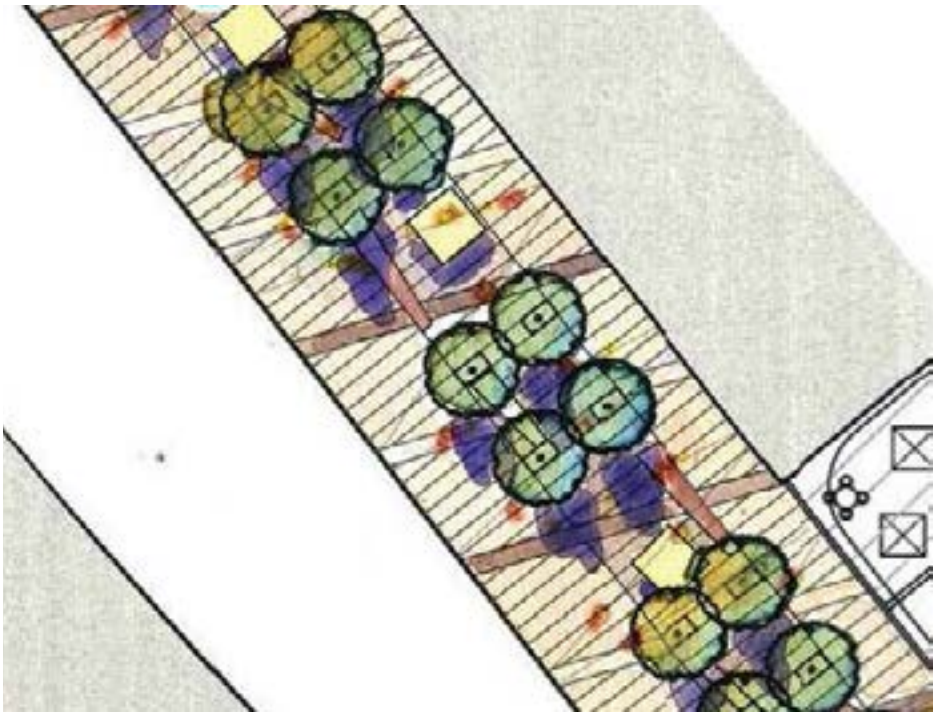


Figure 5.3b High Street Enlarged Plan



Key Plan

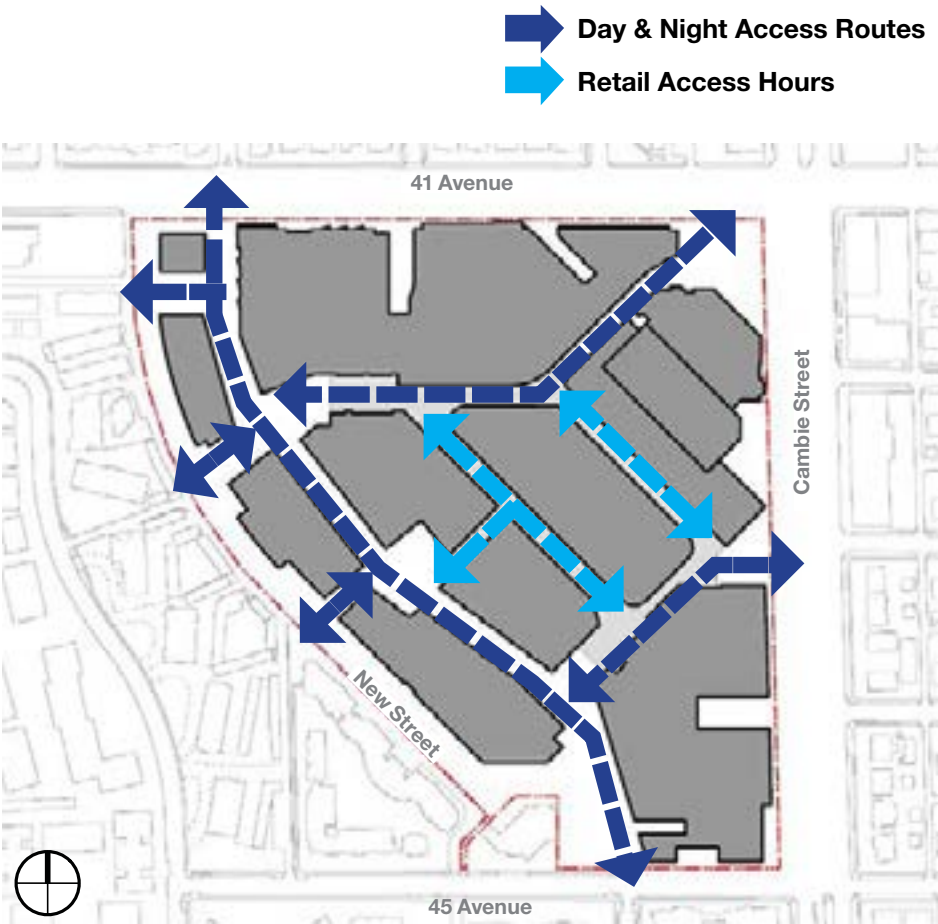


Figure 5.3a High Street Section
note: dimensions will be determined through detailed design

5.3.8 Transit Gallerias

Transit Gallerias are defined as cross-site, extended hours access routes to the Canada Line station through the mall and leading to transit. These routes should feel and function as public and welcoming, like covered and uncovered streets. These routes should anticipate use by people passing through the mall en route to other destinations, especially on rainy and cold days, as well as by shoppers.

Materials and furnishings, signage, and other wayfinding cues should be considered with potential for indoor-outdoor integration and continuity.



Day and Night cross site access



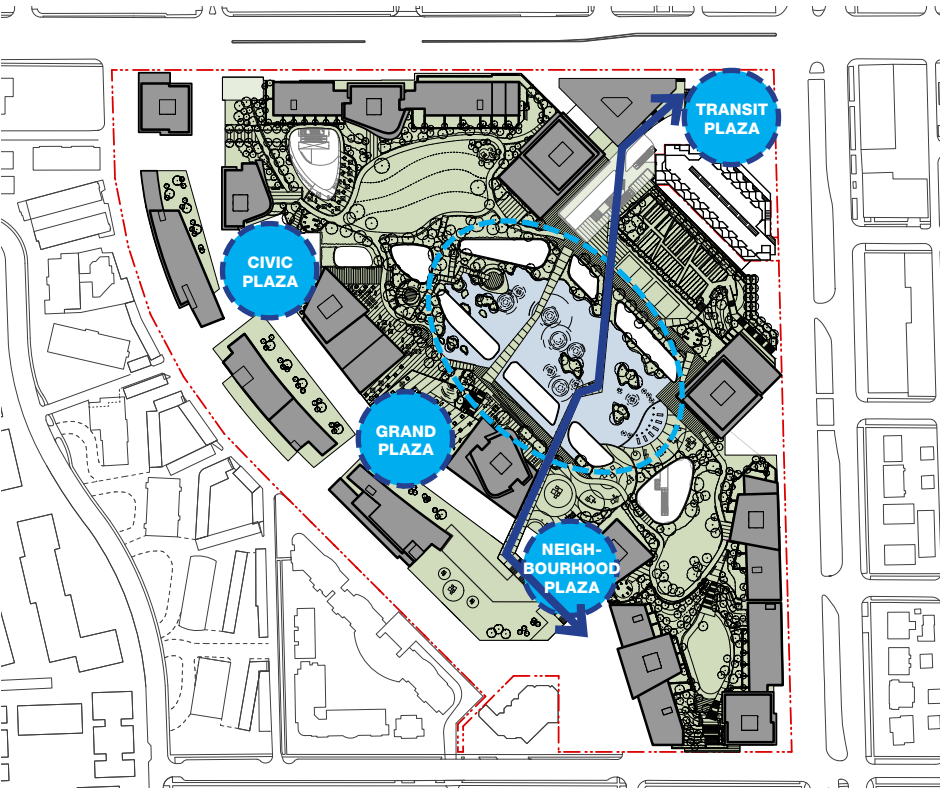
Retail space interior gallery

5.4 Public Art

The Oakridge Mall redevelopment offers an extraordinary, once in a lifetime opportunity for the City of Vancouver to commission public artwork of the greatest scale, scope and ambition.

Westbank, in partnership with Ivanhoe Cambridge, have developed a concept for the public art component based on the need for “wayfinding”. The Oakridge development centres on the unique public “Elevated Commons” at the development’s core, a large urban oasis where pedestrian and community use will have unimpeded privilege.

This “Elevated Commons” is anchored on the northeast corner by the Oakridge & 41st Canada Line Skytrain Station, and on the south corner by a newly appointed community centre. Joining these two key anchor points, a pedestrian pathway that transects the urban plaza, crossing over a signature water feature at the plaza’s core.



The Sequence - Brussel - 2008 - Artist : Arne Quinze



Bicycle Sculpture by Ai Weiwei



Nine Floating Fountains - Osaka - 1970 - Artist : Isamu Noguchi



Christo's gate by Christo Yavacheff and Jean Cloude

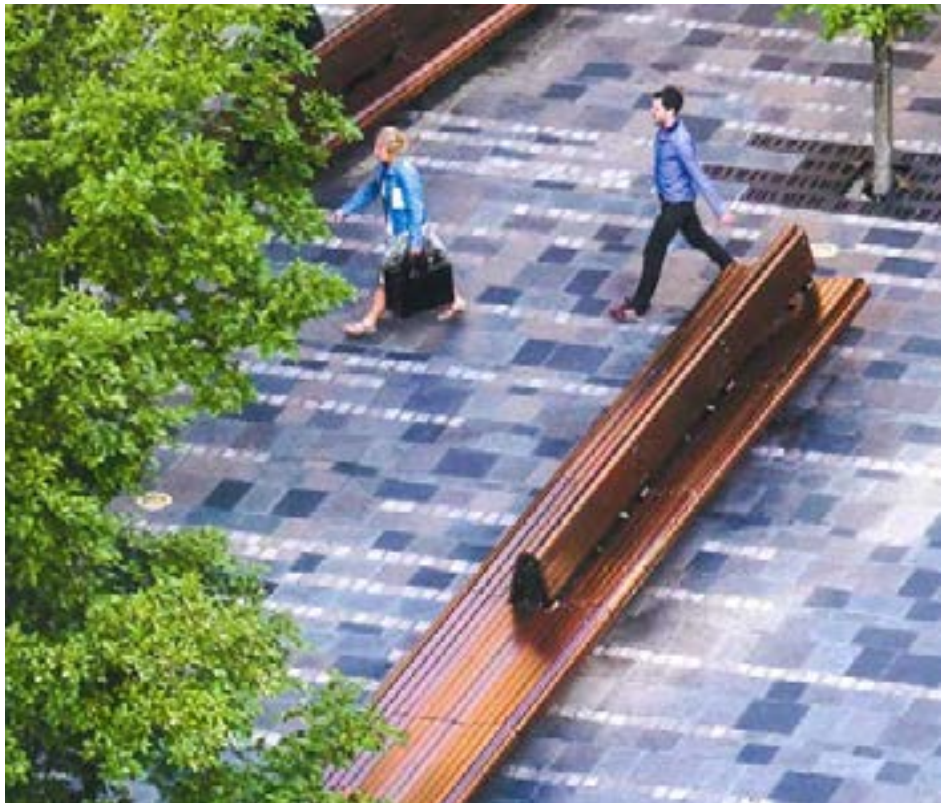
5.5 Site Furnishings and Materials

Site furnishing and materials for public streets surrounding the site will be selected in consultation with City staff. It is anticipated that the new streetscape guidelines for Cambie Street and 41st Avenue that will be implemented in the Cambie Corridor will be available for use during design development.

Site furnishings and materials for the public realm on private property are expected to coordinate with those on City property and may utilize a wider variety of materials.

Design principles for site furnishings and materials should include:

- The suite of furnishings should be coordinated across the entire site and should vary by application in keeping with location and function.
- High quality materials and construction of furnishings should be specified.



The suite of furnishings should be coordinated across the site



Materials for the public realm on private property should coordinate with those on city property



High quality of materials



5.6 Tree Retention and Relocation

The site includes a number of mature trees and shrubs. Three mature oaks should be retained along West 41st Avenue near the High Street entrance (Refer to Figure 5.6a). Four heritage oaks near the intersection of 45th and Cambie Street should be left in situ during redevelopment (Refer to Figure 5.6b). Finally a group of three london plane trees and two red oaks near West 41st Avenue (Refer to Figure 5.6c) are identified for retention within the design of the Transit Plaza. The potential should be explored to relocate other healthy and appropriate trees and shrubs to new sites including on the Cambie Heritage Boulevard.



Figure 5.6a 41st Ave & Heather
3 Red Oaks

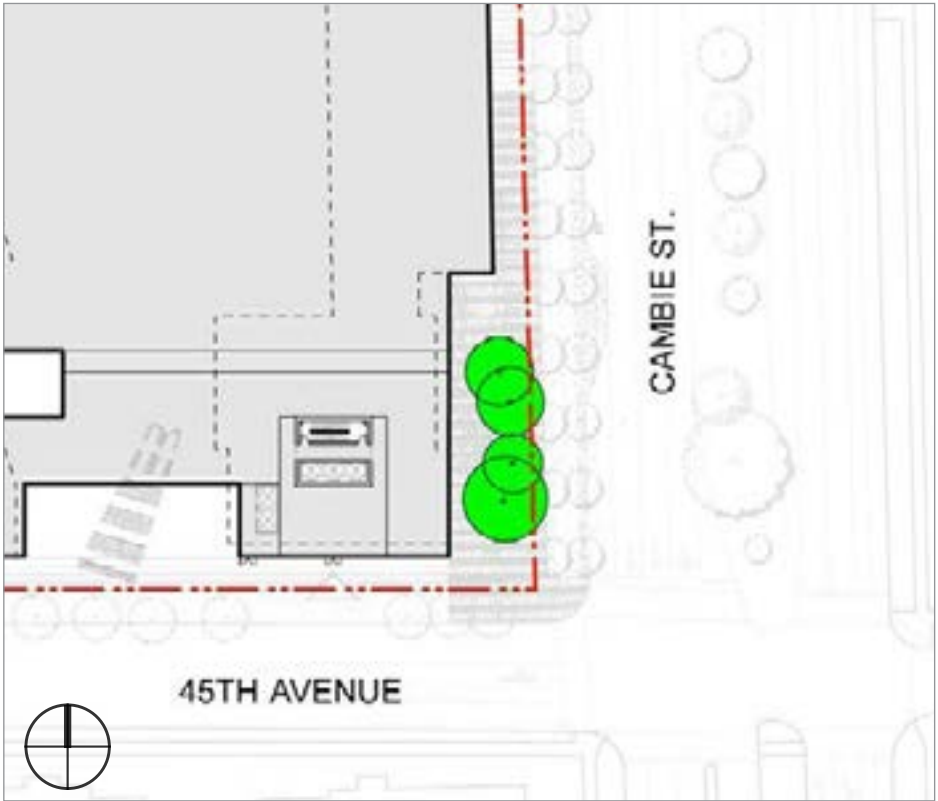


Figure 5.6b Cambie St & 45th Ave
3 English Oaks & 1 Red Oak

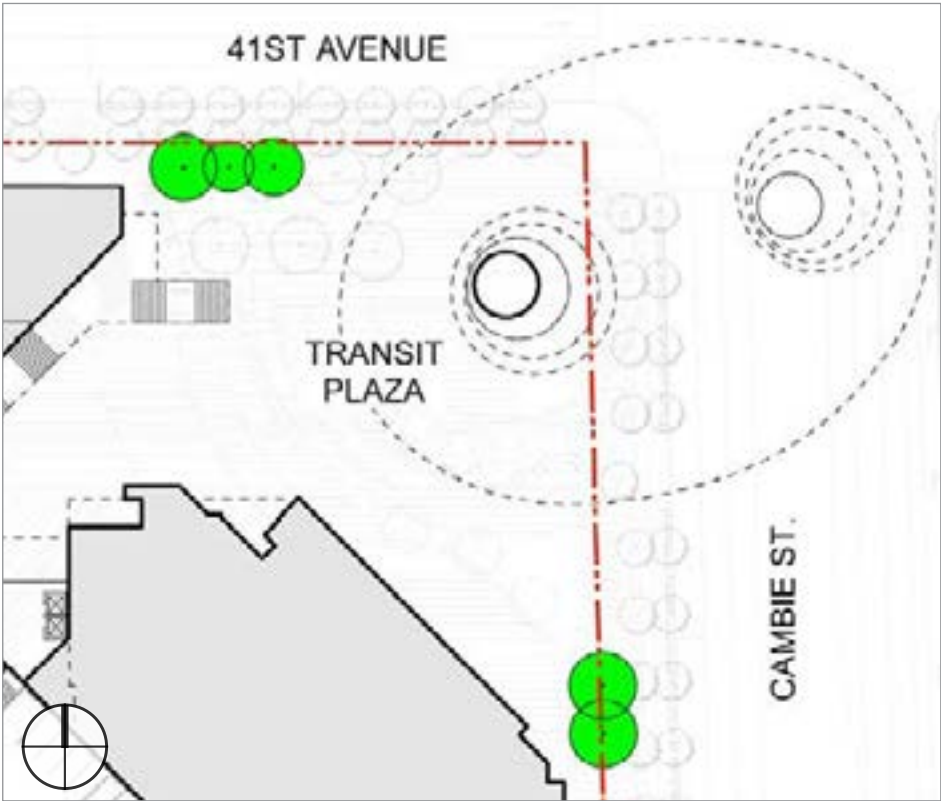


Figure 5.6c Transit Plaza
3 London Planes & 2 Red Oaks

6.0 Civic Centre



Perspective of Stairway on Community Centre to Community Commons and South entry to High Street

6.1 Civic Centre

The location of the Civic Centre establishes a clear identifiable presence and connection to the neighbourhood. Direct after hours access through the mall from the Canada Line Station facilitates access from transit, as does a clear and direct route across the Commons to the Civic Centre roof-top garden, 69 space childcare, and central elevator core.

The Civic Centre building follows from the 2007 Oakridge Centre Policy Statement in providing a consolidated community/senior’s centre, library, childcare and gymnasium in one co-located facility. The design concept is based on an integrated stair that provides access from all three levels of the Centre to the Community Commons. This publicly accessible outdoor stair will align with High Street and will be designed to maximize opportunities for public interaction. The incorporation of seating, different materials and creative lighting features will enhance this focal design feature and the adjacent Neighbourhood Plaza.



Library



Dance/Aerobics



Entertainment



Activity Rooms



Childcare



Gymnasium



Multipurpose Space



Outdoor Play Area

6.2 Program and Floorspace Allocations: Community Centre, Library, Childcare

The programmatic requirements of the Civic Centre will change with discussions with user groups the City and the Park Board. The design of the Civic Centre will meet the Childcare Design Guidelines, the Childcare Technical Guidelines, the Community Centre program and Library program as provided by City/ Library staff, and the Community Centre Construction Manual. Preliminary area allocations are as follows:

Community Centre	36,000 ft²
Lobby/Circulation	4,000 ft²
Administration	1,600 ft²
W/C and Change Rooms	1,600 ft²
Multipurpose Space	3,600 ft²
Activity / Meeting Rooms	1,600 ft²
Support / Service Rooms	3,600 ft²
Storage	1,000 ft²
Gymnasium	8,000 ft²
Fitness Centre	6,000 ft²
Dance / Aerobics	1,500 ft²
Seniors Centre	2,500 ft²
Kitchen	1,000 ft²

Library	25,000 ft²
Library Entrance Area	1,000 ft²
Community Circulation Area	7,400 ft²
Service Desk Area	500 ft²
Program Rooms	4,400 ft²
Adult Collection Rooms	3,400 ft²
Teen Collection Rooms	2,000 ft²
Children's Area	3,400 ft²
Back of House / Staff Area	2,900 ft²

Childcare	9,000 ft²
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TOTAL	70,000 ft²
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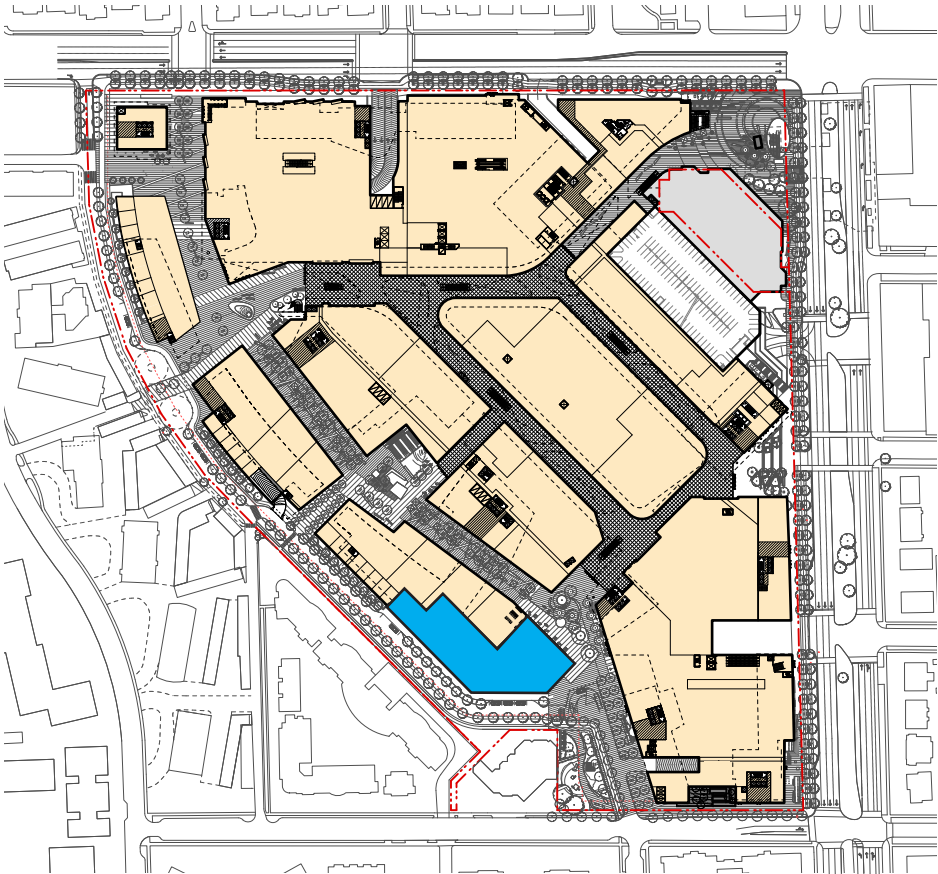
6.2.1 Childcare

The childcare facility will be fully fit, finished, equipped and supplied to meet the intent of the *City of Vancouver Childcare Design Guidelines*, with required outdoor space adjacent to the indoor space. The location on the rooftop of the third level of the civic centre maximizes the potential for secure outdoor play areas with good solar access, and facilitates access to the larger Community Commons.

6.2.2 Outdoor Areas

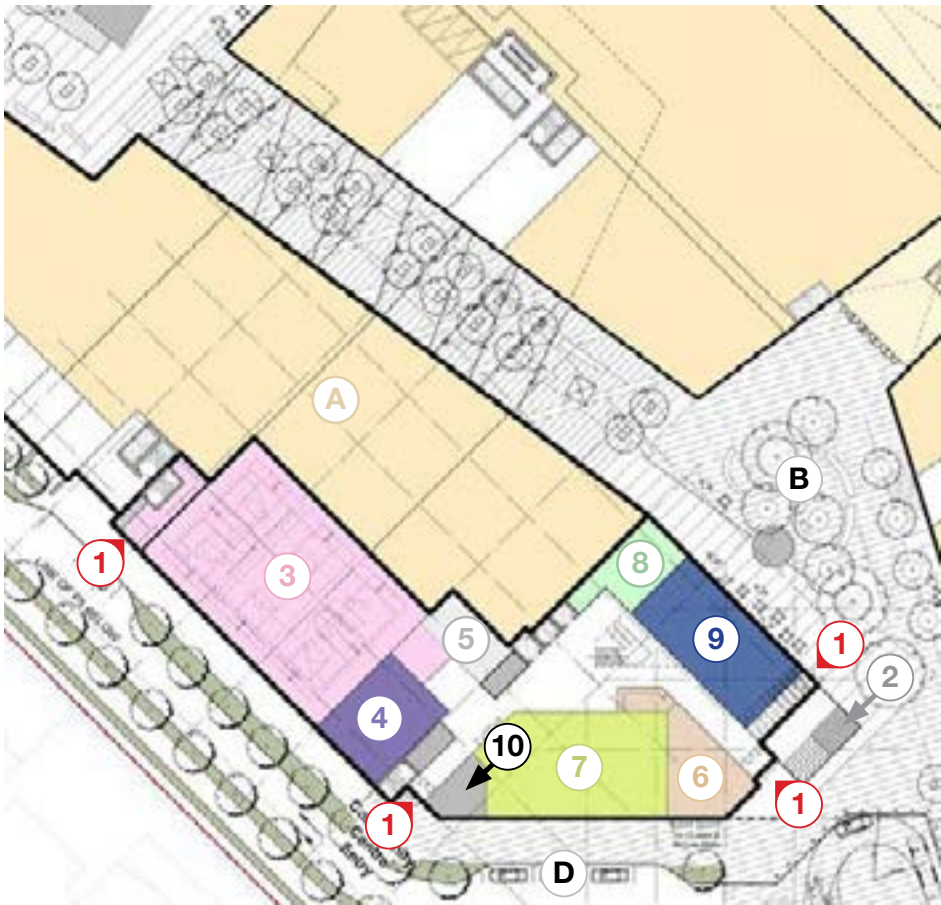
In addition to the indoor programmed areas, several outdoor decks, the external stair feature, and roof-top gardens will enhance the programmable space and activity areas of the centre. The design should maximize the potential for an outdoor deck adjacent to the fitness area. Consideration should also be given to designing the gymnasium to open out to the south maximizing usability for community events.

6.3 Concept Plans



Ground Floor Site Plan

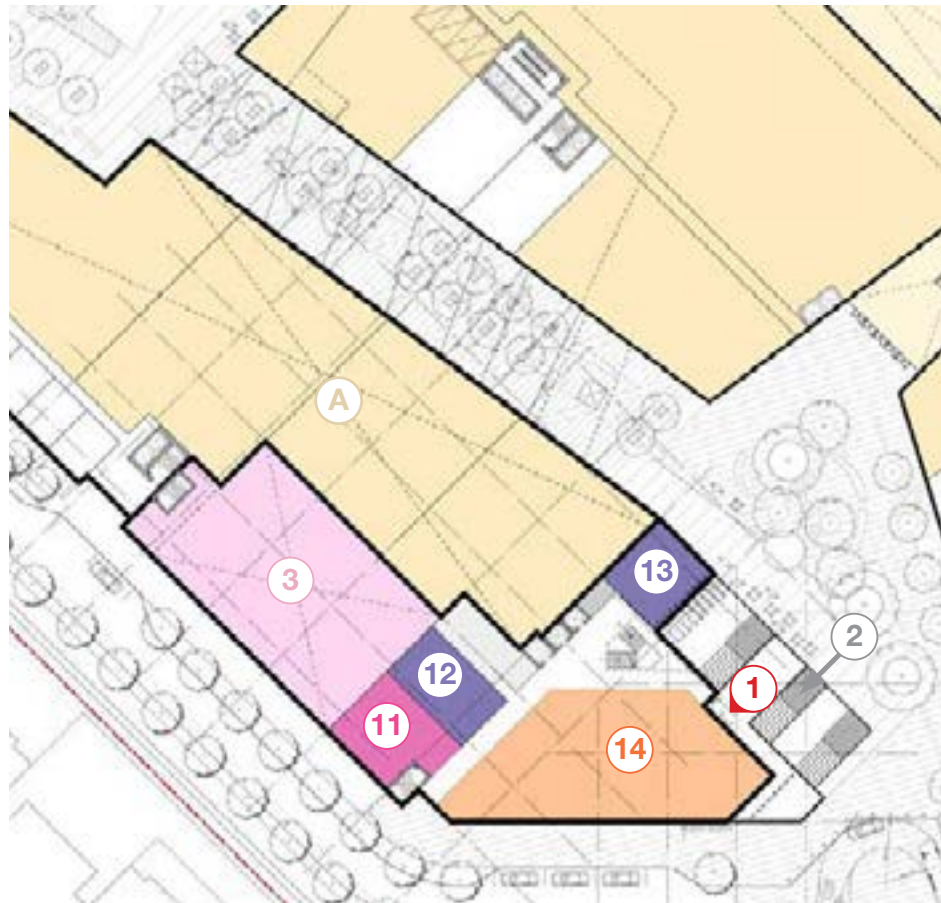
NTS



Level 1 +0'-0"

NTS

- | | | |
|-----------------------|------------------|-----------------------|
| 1 Building Entry/Exit | 6 Administration | A Adjacent Retail |
| 2 Grand Stairs | 7 Multipurpose | B Neighbourhood Plaza |
| 3 Gymnasium | 8 Kitchen | C High Street |
| 4 Meeting Room | 9 Seniors | D New Street |
| 5 Washroom | 10 Service | |



Level 2 +14'-0"

NTS

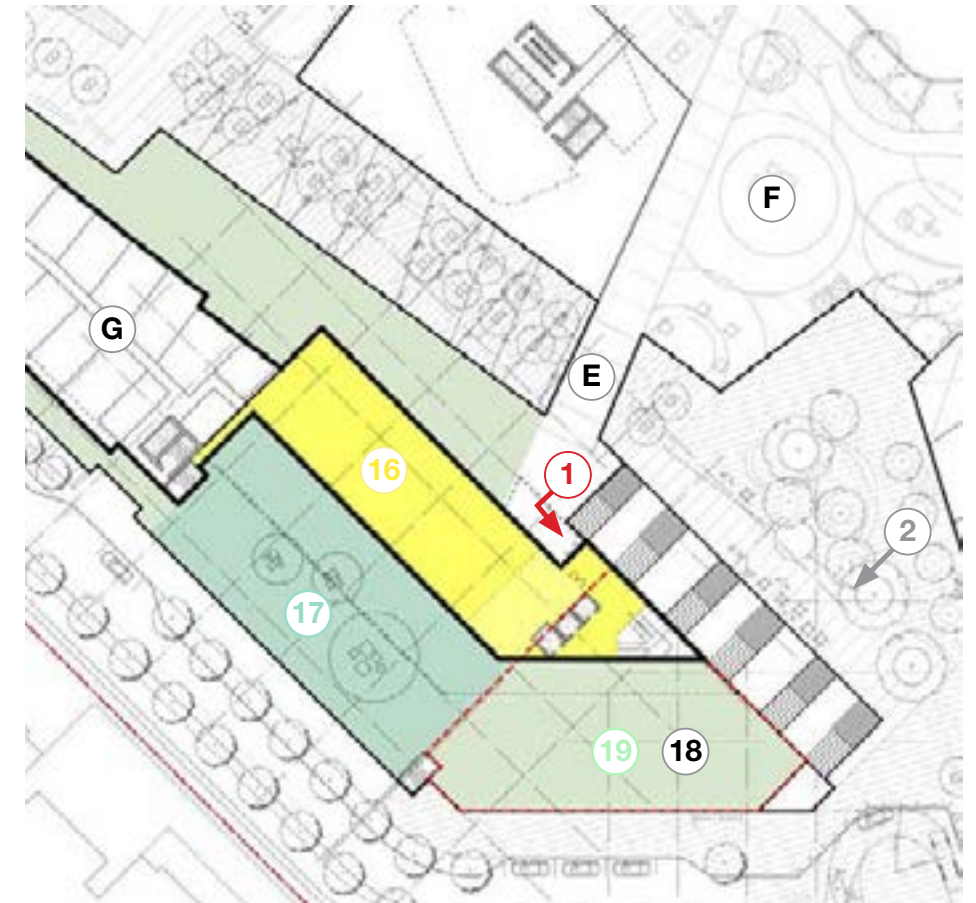
- | | |
|------------------------------|--------------------------|
| 1 Building Entry/Exit | A Adjacent Retail |
| 2 Grand Stairs | |
| 3 Gymnasium | |
| 11 Dance | |
| 12 Meeting Room | |
| 13 Meeting Room | |
| 14 Fitness Area | |



Level 3 +28'-0"

NTS

- | | |
|------------------------------|--------------------------|
| 1 Building Entry/Exit | A Adjacent Retail |
| 2 Grand Stairs | |
| 15 Library | |

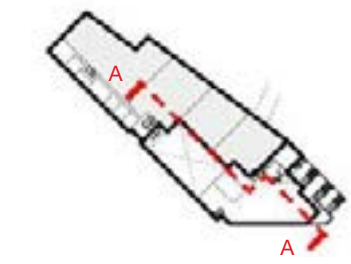


Level 4 +42'-0"

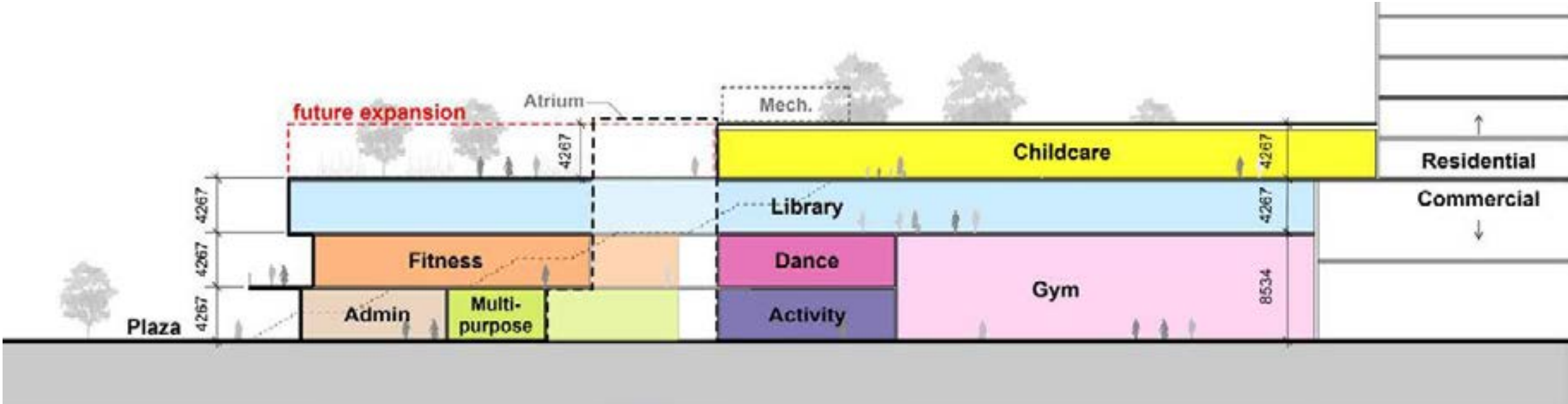
NTS

- | | |
|-------------------------------------|-----------------------------------------------|
| 1 Building Entry/Exit | E Bridge |
| 2 Grand Stairs | F Community Commons
Children's Area |
| 16 Childcare | G Non-Market Housing |
| 17 Childcare Play Area | |
| 18 Public Rooftop | |
| 19 Future Expansion
Space | |

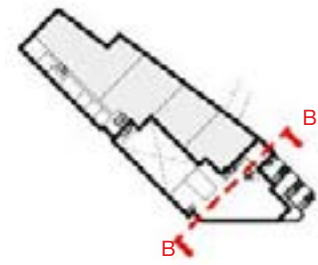
6.4 Sections



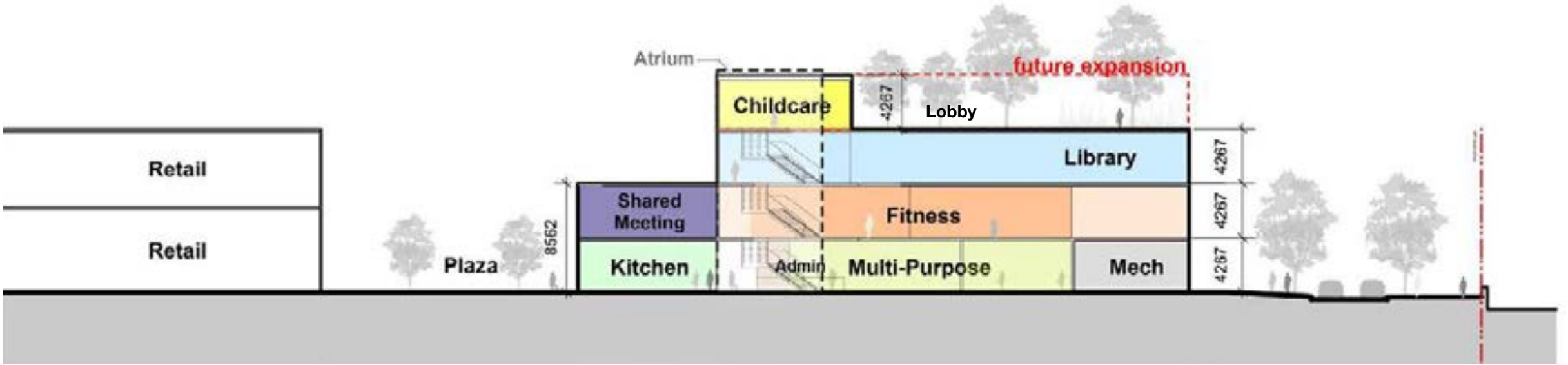
Section A Key Plan



Section A



Section B Key Plan



Section B

6.5 Entries and Circulation

The childcare, library, and Civic Centre will share a common set of elevators that provide access from the roof-top gardens through to the underground parking below. The elevator access will be located and organized to relate to entries integrated with the external stair, enabling centralized monitoring in the library. The Civic Centre will have entries on the High Street, New Street, and the Neighbourhood Plaza.

6.6 Drop off, Loading Parking and Bicycle Parking

Dropoff areas will be provided at grade at the Neighbourhood Plaza and on the first level of underground parking. The underground drop-off and dedicated loading area, will be organized around an elevator lobby area serving the Civic Centre. A bike room for civic centre staff will also be included in this centralized underground area. Drop-off underground will be fully accessible from the general mall parking area and include 9 spaces for the child-care, 3 Handi-dart spaces for seniors, and will be located such that drive aisles do not separate the drop-off spaces from the elevator lobby. General public parking for the centre will be integrated with retail centre parking. Bike share and other bike racks will be provided in the Neighbourhood Plaza area.

6.7 3D massing illustration

Refer to Figure 6.6a to understand general programmatic massing of the Civic Centre as well as stair access to Community Commons.

- Library

Daycare

Fitness

Kitchen

Meeting

Multipurpose

Seniors

Adjacent Retail



Plan showing Drop Off, Loading Oarking and Bicycle Parking

Ground Floor Site Plan
NTS

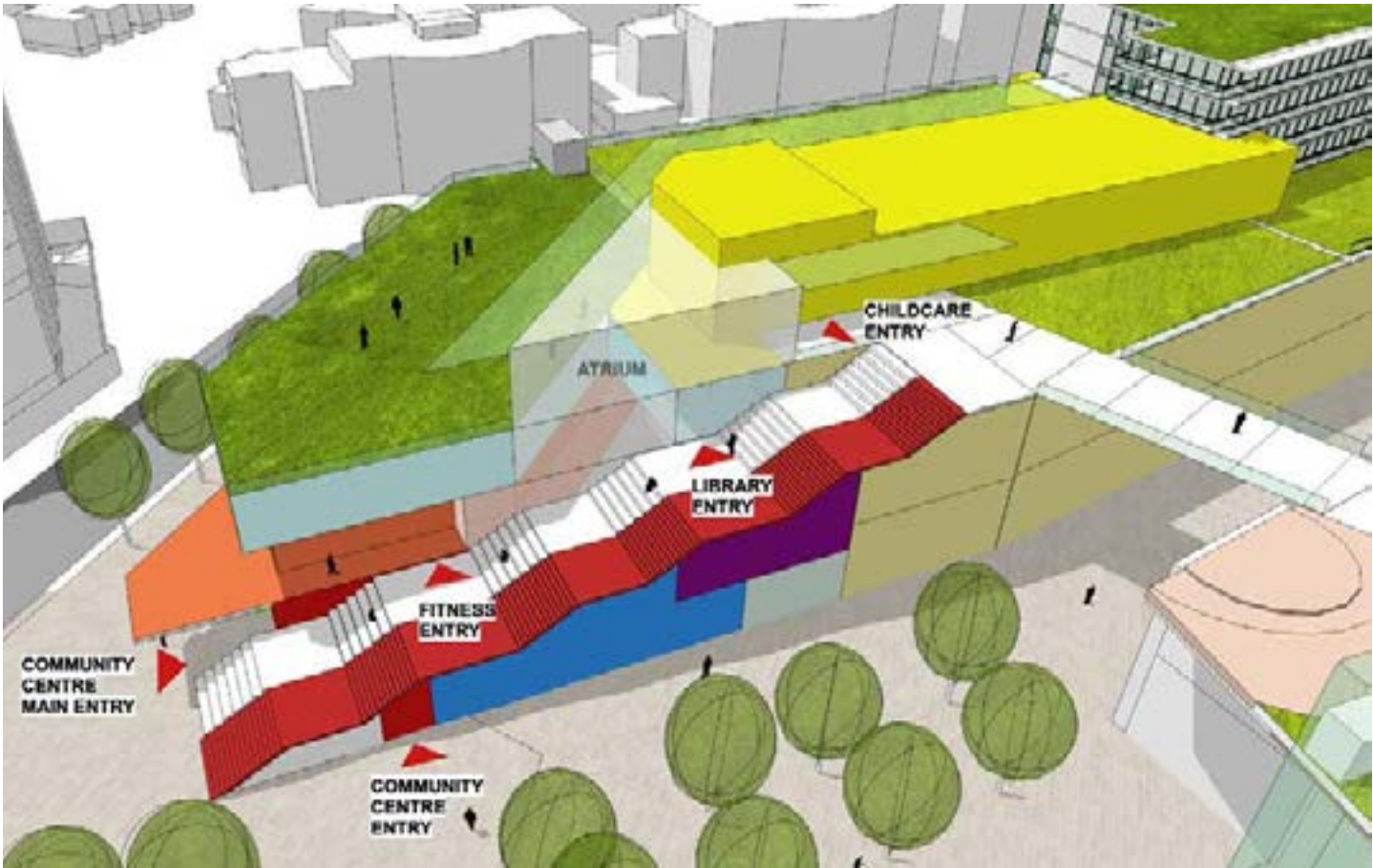


Figure 6.6a Civic Centre Massing

7.0 Affordable Housing

7.1 Program

A variety of affordable housing types will be provided across the site. By providing a mix of market and non-market housing, Oakridge Centre caters to a diverse array of household incomes and types. The vision of the housing types at Oakridge will be one that accommodates renters, first time home-buyers, families and seniors. Housing to be owned by the City of Vancouver will be designed to meet the City's Housing Design and Technical Guidelines.

7.1.1 Non-Market Housing

A mix of Non-Market Housing will be provided by the development that will be identified in conjunction with the City of Vancouver. The locations shown are preliminary and subject to change.

7.1.2 Rental Housing

Units rented out at rates determined by the private market. These units will range from studio units to 1BR, 2BR and 3BR units. The locations shown are preliminary and subject to change.

7.1.3 Affordable Ownership

Housing offered for sale at prices fixed below market. These units will be Studio, 1BR and 2BR units. The locations shown are preliminary and subject to change.



7.2 Locations

The Affordable Housing units are intended to be distributed across the site and span all phases of the project. The locations shown are preliminary and subject to change.

- Nonmarket Housing (290 Units)
- Rental (290 Units)
- Market Housing (2108 Units)



Housing Typology Distribution

note: the location shown for unit types are conceptual and subject to change

8.0 Phasing



Perspective of the Crossroads Plaza

8.1 Proposed Phasing

As a thriving retail destination, Oakridge Centre will remain operational during the complete construction phasing of the project. The phasing plan for the construction of the expansion is predicated on several factors that affect retail operations and the current centre's lease obligations. These factors include parking ratios during construction, overall parking efficiency, lease relocations during construction, minimum required retail area, constructibility and life safety considerations. These interrelated elements will require the parking, retail and residential to be phased independently during the course of construction.

Although the proposed phasing is current at time of rezoning, changes to construction strategy and methods, feasibility, retailer input and/or design strategy may modify the phasing plan. The intent, however, will remain the same; the retail centre will be constructed in the timeliest manner possible with the least amount of interruption to the current retail operation and adjacent neighbours.

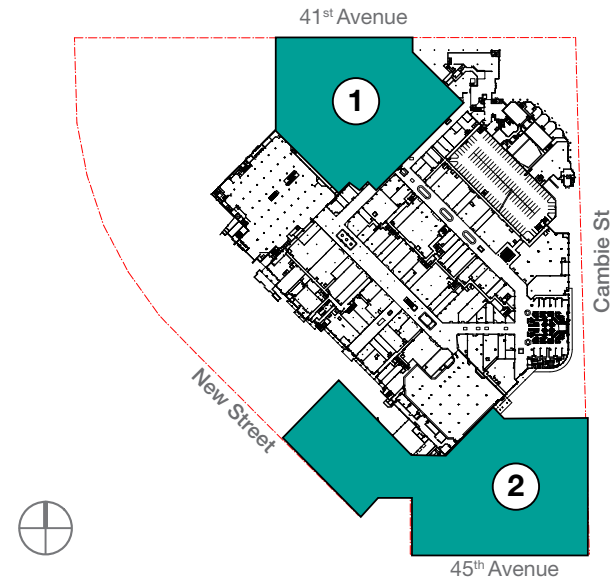
8.1.1 Retail Phasing

Lease requirements prescribe that a significant portion of the shopping area remains in continuous operations throughout construction and that parking ratios are maintained. These stipulations can only be met through a carefully sequenced series of expansion phases. The diagrams note the scale and sequence of the project phasing as currently planned.

8.1.2 Parking Phasing

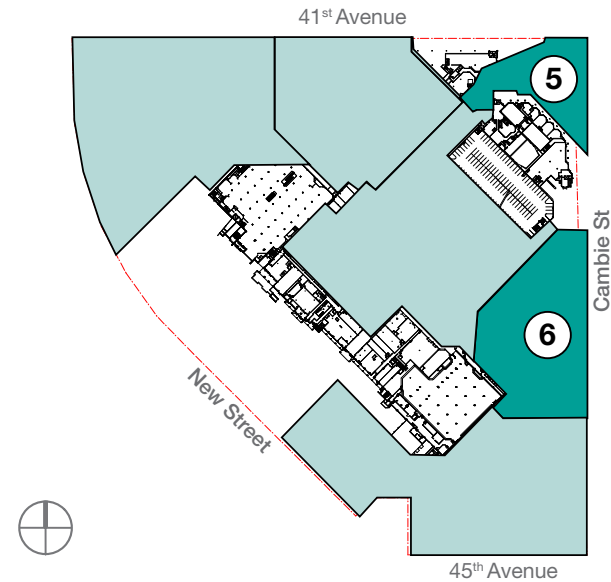
Constructibility requires the preparation of a detailed parking and access plan for every particular phase of the development to ensure that parking ratios are satisfied for retail, amenities and residential. This sequence starts by constructing the first phase of parking from the north-east corner continuing west, then portions of parking along southern edge and finally entire parking becomes interconnected by completing an infill planned for the last phase of the development.

Retail Phasing



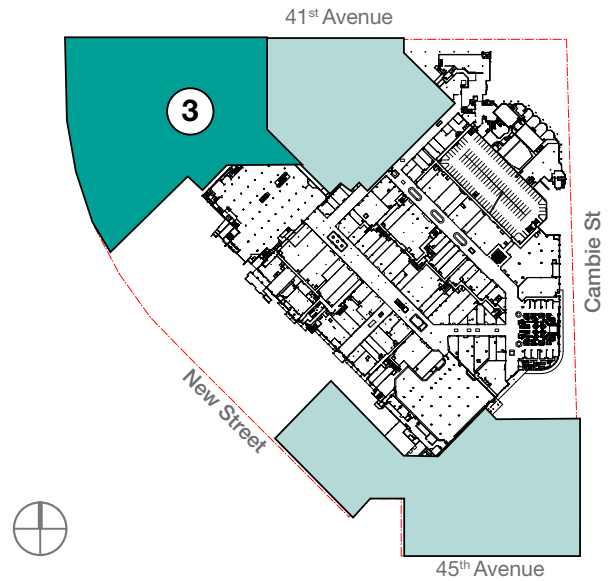
Safeway/Anchor Phase

- 1 The existing Zellers anchor site is demolished. New Anchor built in the place of the site.
- 2 Safeway is constructed in the surface parking lot on the southeast corner of the site. The majority of the Civic Centre is built and the site-wide mechanical room is constructed underneath the neighbourhood park.



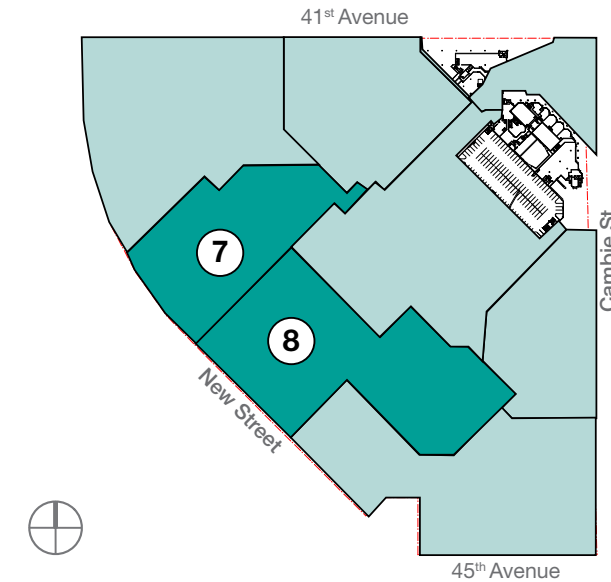
Transit Plaza & Food Court Phase

- 5 The Transit Plaza and entry to the retail centre are renewed.
- 6 The existing Food Court is demolished and new CRU is built.



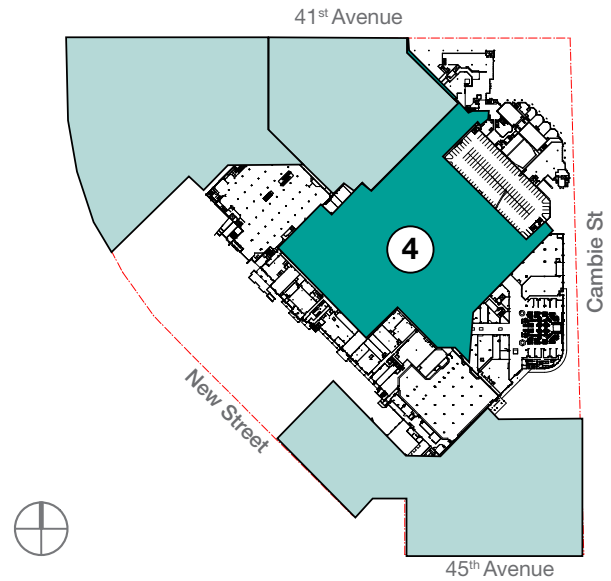
Bay Phase

- 3 The new Bay anchor is constructed along with the 41st Avenue portion of both New Street and High Street.



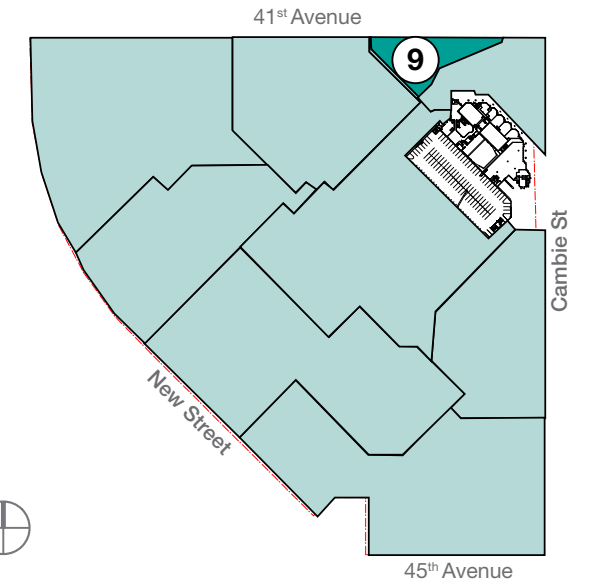
Bay Infill & West Mall Phase

- 7 The existing Bay shell is demolished and rebuilt with CRU's along with the north end of High Street.
- 8 The remaining surface parking to the south is demolished and High Street is completed. As well, the remaining portion of the Civic Centre is completed.



Level 2 CRU Phase

- 4 The second level CRU is constructed with temporary food court.



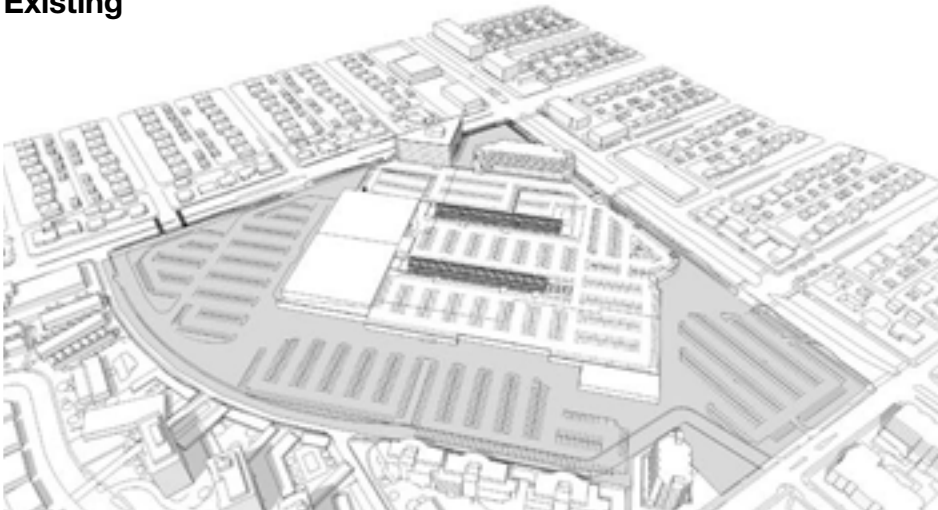
North Tower Phase

- 9 The North Tower is reclad.

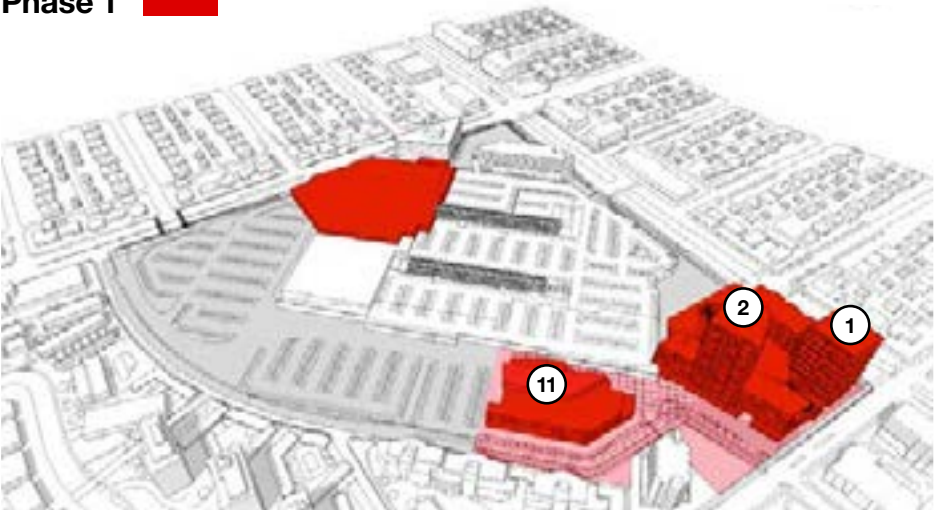
8.1.3 Residential Phasing

The residential phasing will be highly dependent on the phasing of both the retail and parking levels. The other factor which influences the phasing is to ensure that affordable housing is delivered in accordance with the agreement reached with the City.

Existing

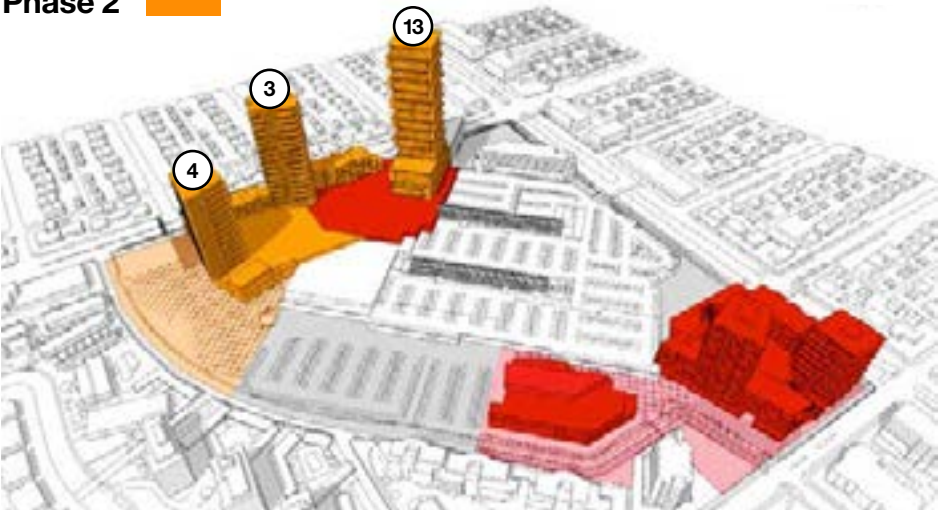


Phase 1



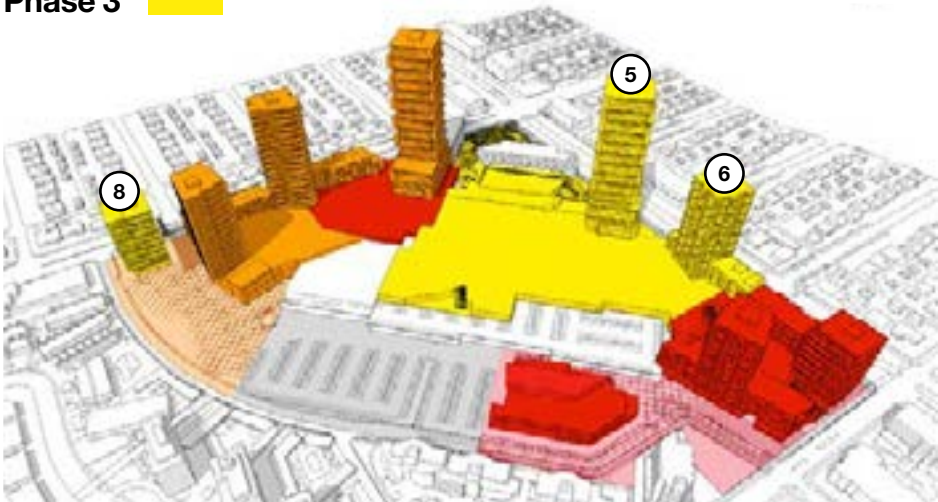
- 1 Low End of Market Rental, Rental Housing
- 11 Majority of Civic Centre

Phase 2



- 3 Non-Market Housing

Phase 3



- 6 Non-Market Housing
Rental Housing

Phase 4



- 11 Non-Market Housing

Phase 5



Elevated Commons Complete

8.1.4 Timing and Delivery of Amenities and Affordable Housing

Part of the timing for the delivery of the Amenity and Affordable Housing is based on the phasing outlined in Section 9.1.3 Residential Phasing.

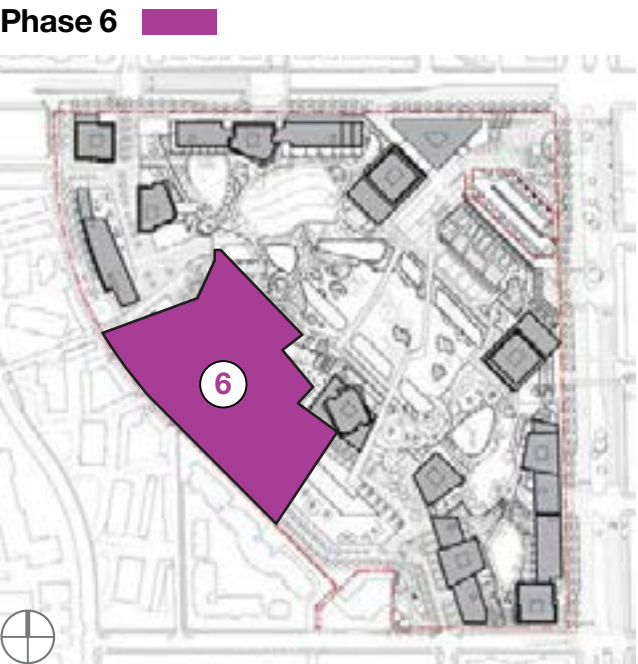
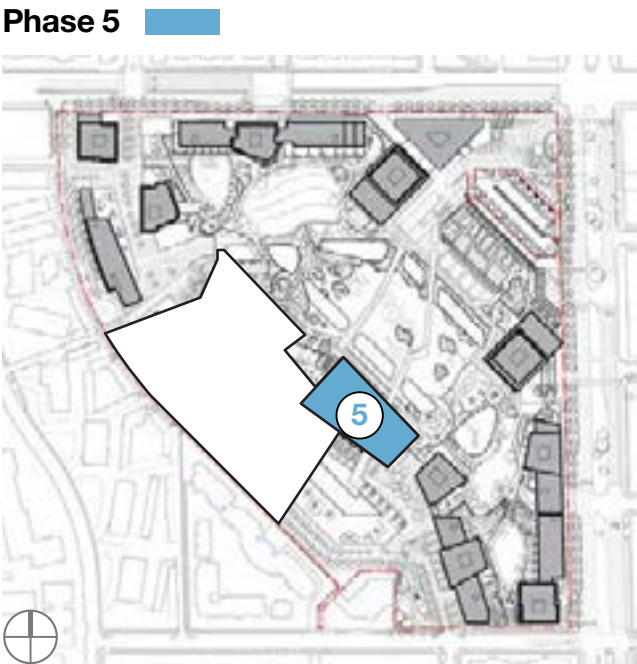
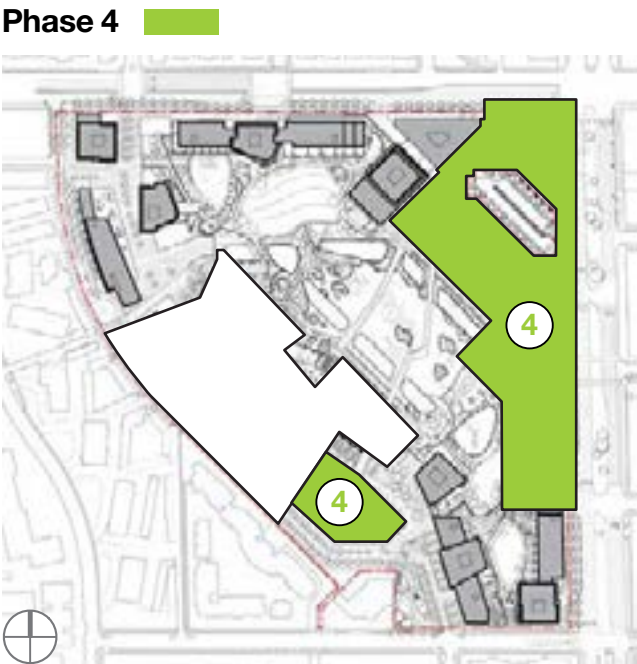
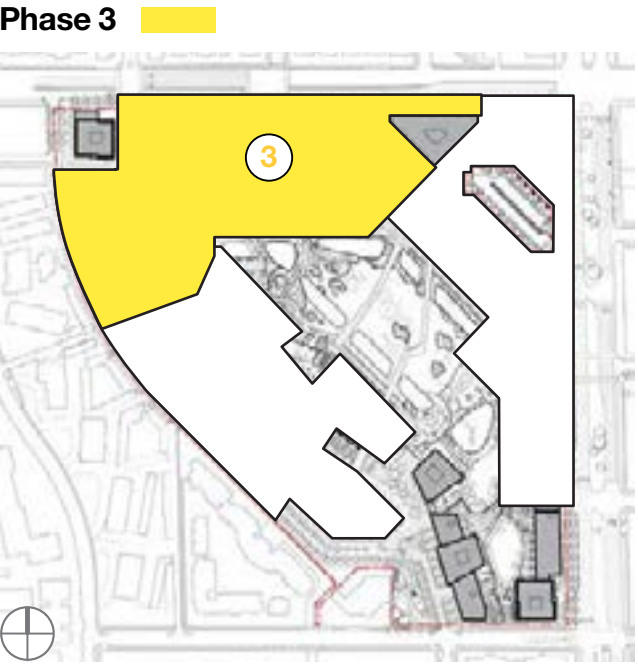
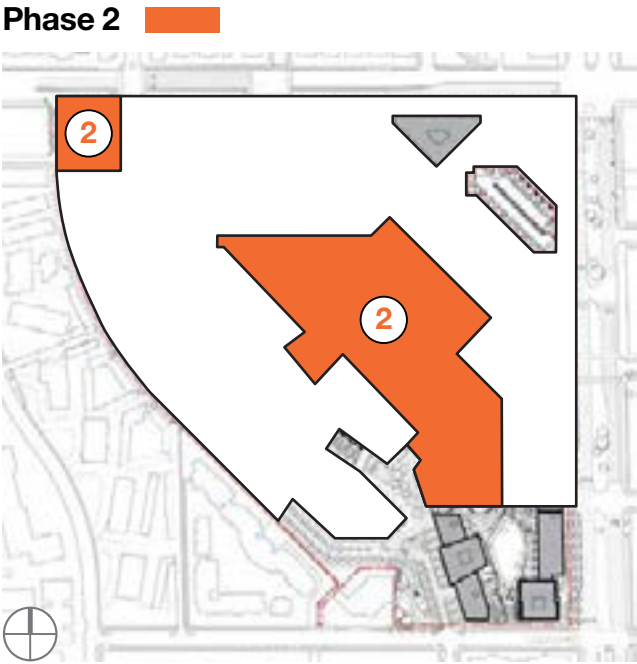
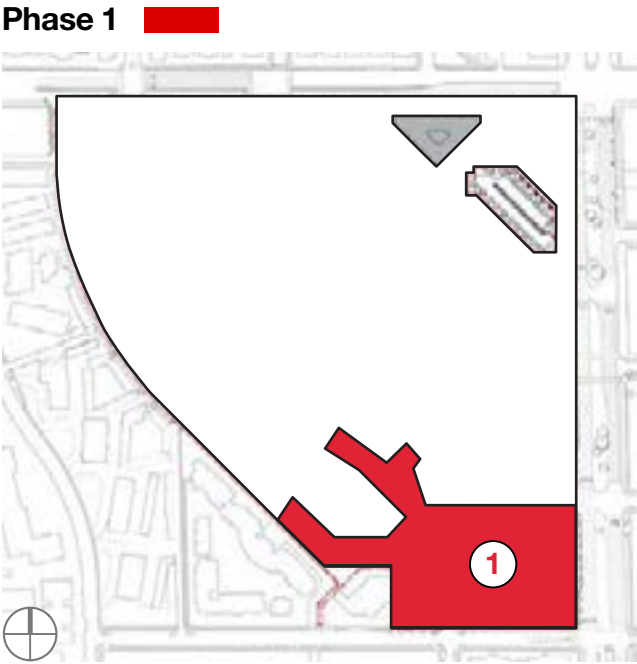
8.1.4a Amenities Delivery and Timing

The Community Commons will delivered in a number of phases throughout the construction process but will generally be completed in conjunction with the associated residential phases except where construction of an adjacent portion requires staging areas. The Civic Centre will be provided late in Phase 4. The Community Commons will not be available for access over the pedestrian bridge until Phase 5.

8.1.4b Affordable Housing Delivery and Timing

The Affordable Housing will be delivered as follows:

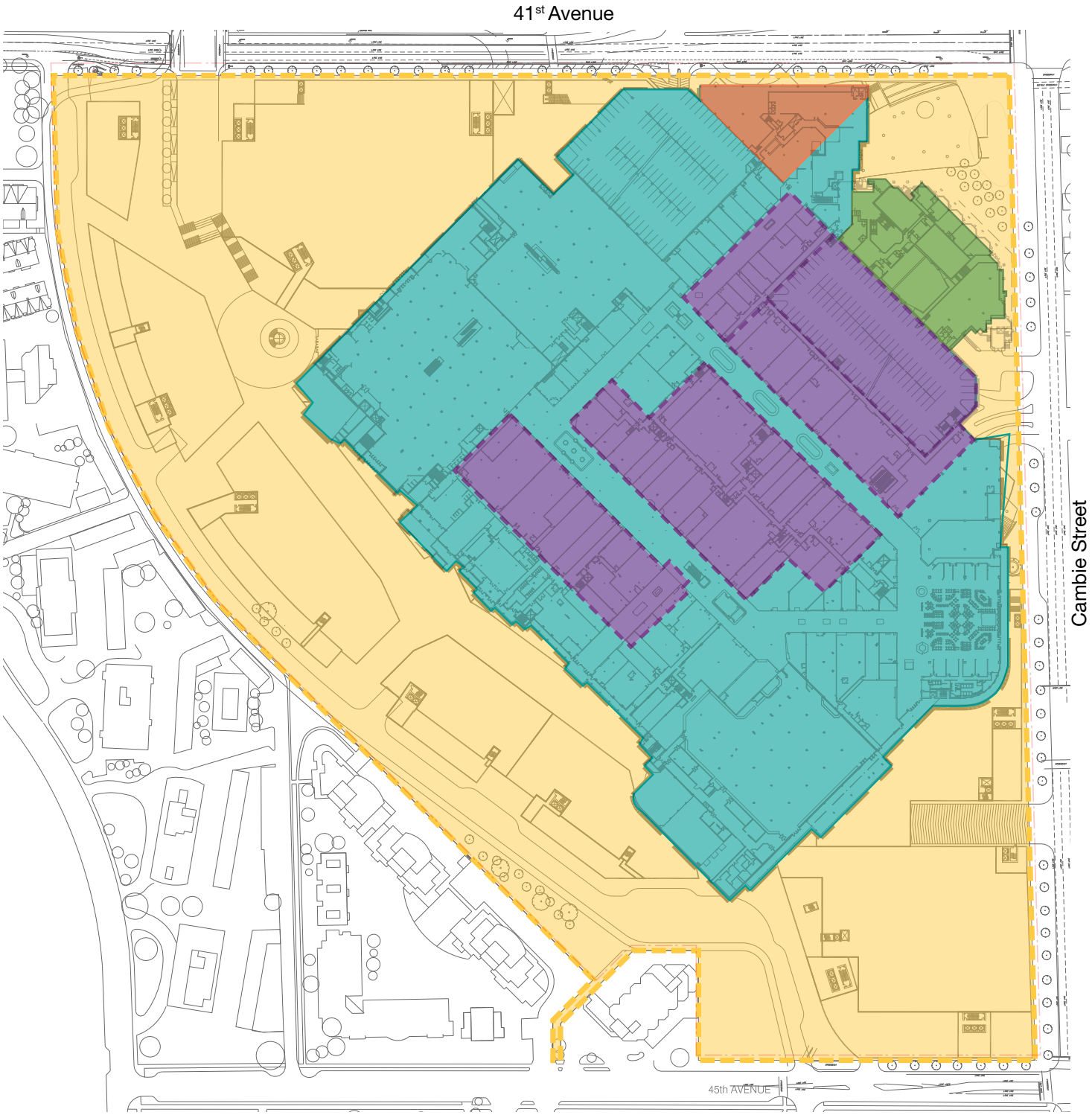
- Rental Housing - Phase 1
- Non-Market Housing - Phase 2
- Non-Market Housing - Phase 3
- Rental Housing - Phase 3
- Non-Market Housing - Phase 4



8.2 Continuity of Service

As discussed in **Section 8.1: Proposed Phasing**, the phasing of the project is based on providing both continuous retail for the community, as well as ensuring that a functional grocery store, major department store, library, auditorium and Seniors' Centre is operational throughout the construction process.

- Existing Construction**
- Preserved Upgraded Structure
 - Demolition
 - Existing Mixed-Use Building
 - Preserved Office
- New Construction**
- New Construction Area



8.3 Interim Development Phase Considerations

The project will be developed over time in a series of distinct phases. During the phased construction, a variety of issues will be considered and addressed to allow for a seamless construction.

Parking

- Retail parking ratios
- Retail connections to existing at-grade parking pools
- Retail underground parking access points
- Residential access points
- Residential parking stalls

Egress

- Retail egress paths
- Below grade parking paths
- Residential egress paths

Temporary service connections

- Potable water connection
- Sprinkler connections
- Sanitary connections
- Storm water connections
- Power (BC Hydro connections)
- Telephone/Cable/Internet
- Emergency Power connections

During the phased construction, temporary building facades and connections across and around the site will be clad with high quality materials to reduce the feeling of the site as an active construction zone. Open spaces and plazas will be built out to the fullest except those which are required for construction purposes.

Constructability

- Material staging
- Crane locations
- Material transport
- Dewatering
- Noise

Retail access

- Loading access
- Exterior access
- Interior access

Residential

- Lobby access
- Semi-private outdoor space access
- Residential Comfort



Existing Safeway

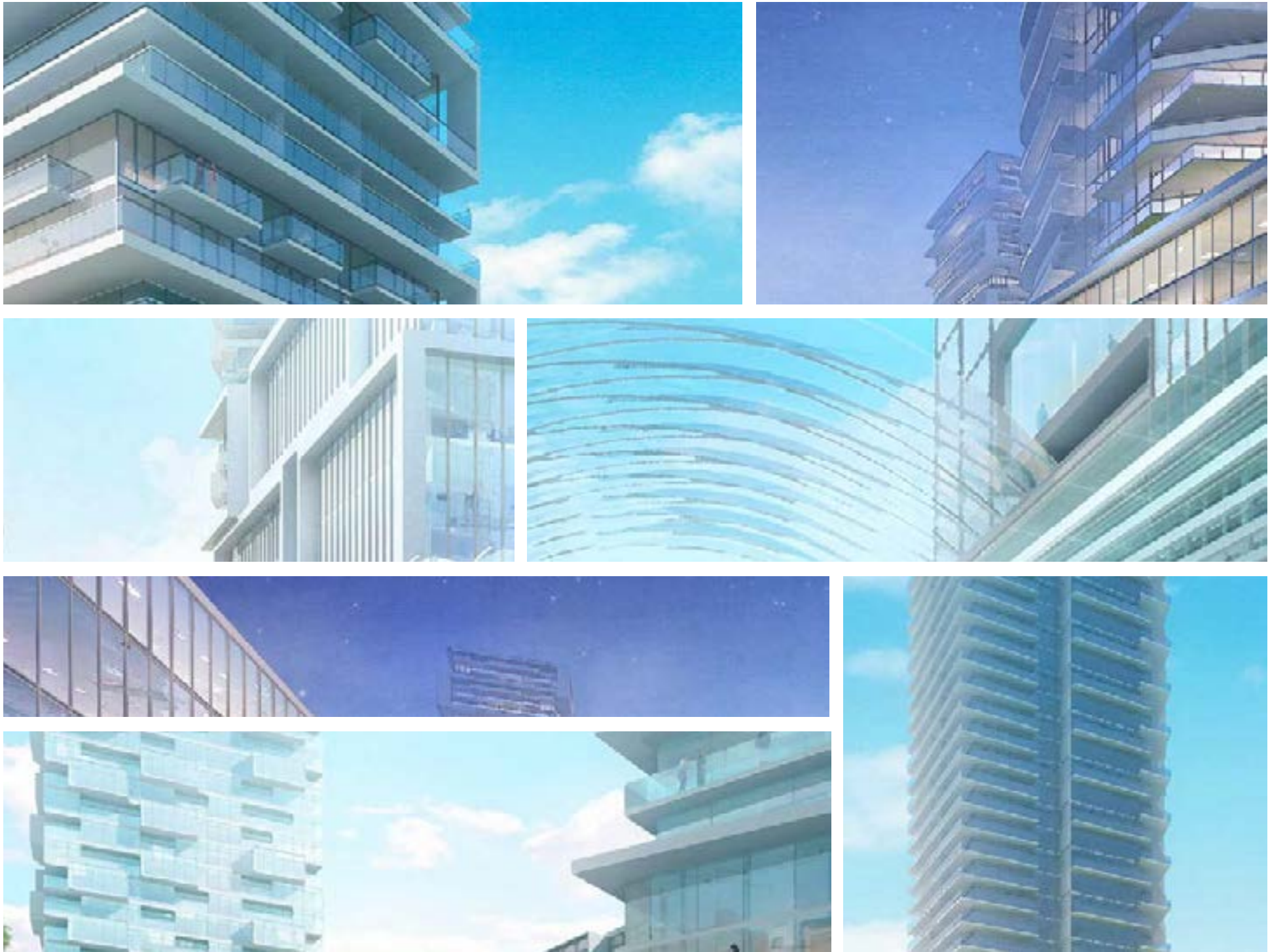


Existing Bay Retail Space



Existing Terraces Residential

9.0 Architecture



A sample of rendered initial ideas for building architectural expression

9.1 Retail and Commercial Architecture

The driving concept of the retail design is to ‘bring the city into the project’. By pushing the ‘heat-line’ of the retail centre entries in, the urban streetscape is extended, creating an active, permeable edge to Oakridge Centre. The urban extension eases the transition from streetscape to centre while reinforcing a clear interior circulation loop. Urban plazas celebrate the intersection of city streets and lanes, the new urban edge, and the retail centre (Refer to *Figure 9.1a*).

9.1.1 Urban Retail

The retail architecture should provide a clear connection between the residential towers above and the pedestrian scale of the streetscape below. The retail streetscape should be unified through material consistency, formal articulation and scale. Throughout the project, clearly defined frameworks will differentiate a more neutral building architecture from a tenant-designed and expressed storefront.

The Retail and Commercial Architecture will be designed to achieve the following overall design principles:

9.1.1a Orientation, Sightlines and Access

Tenants and tenant storefronts will be oriented toward the public way; clear sight lines into the project should be maintained to promote transparency and visual access throughout the project (Refer to *Figure 10.1b*).

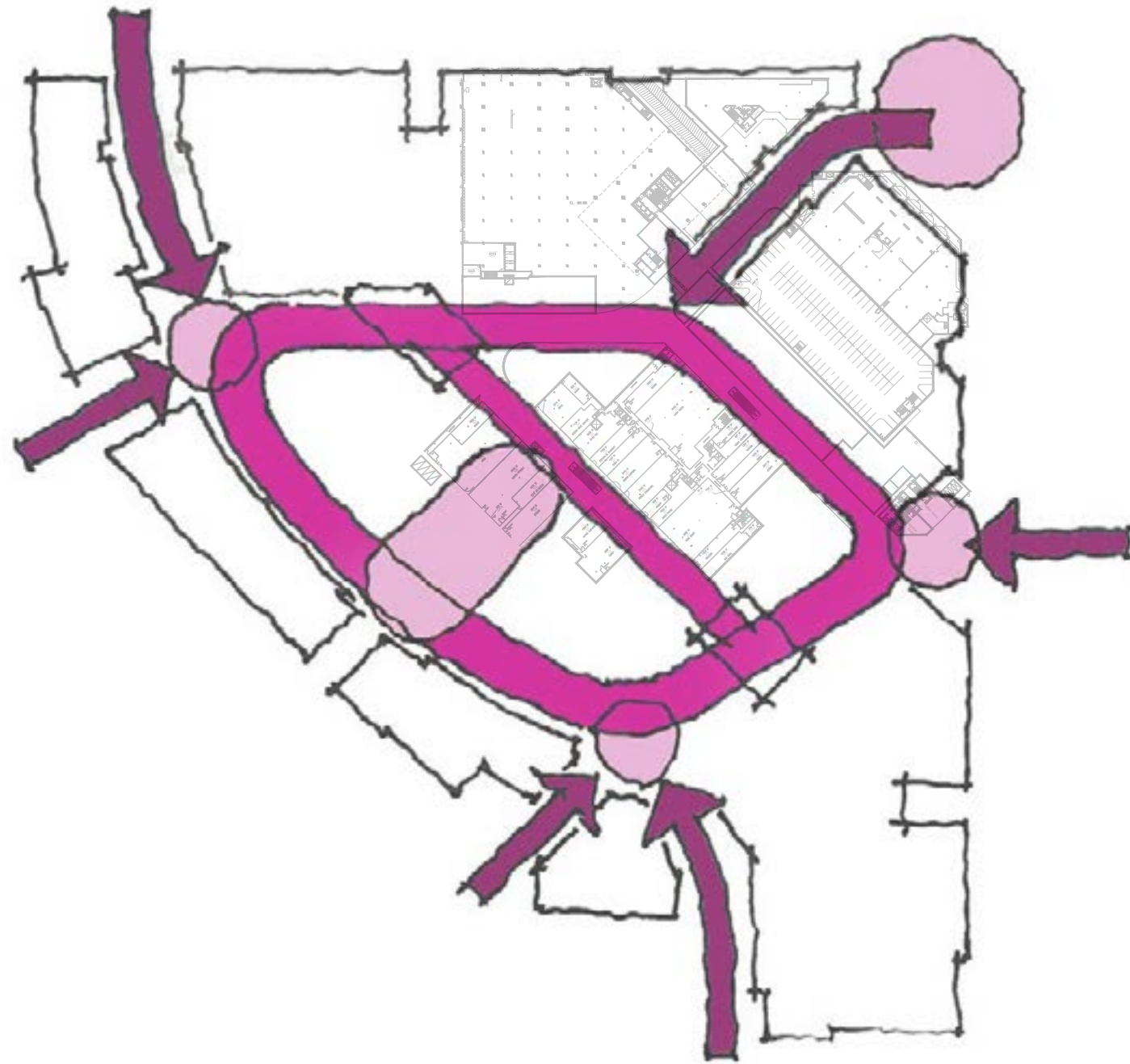


Figure 9.1a Diagram showing 5 main pedestrian entrances to retail, pulling inwards toward the mall at each of these entry moments extending the urban edge towards the project.

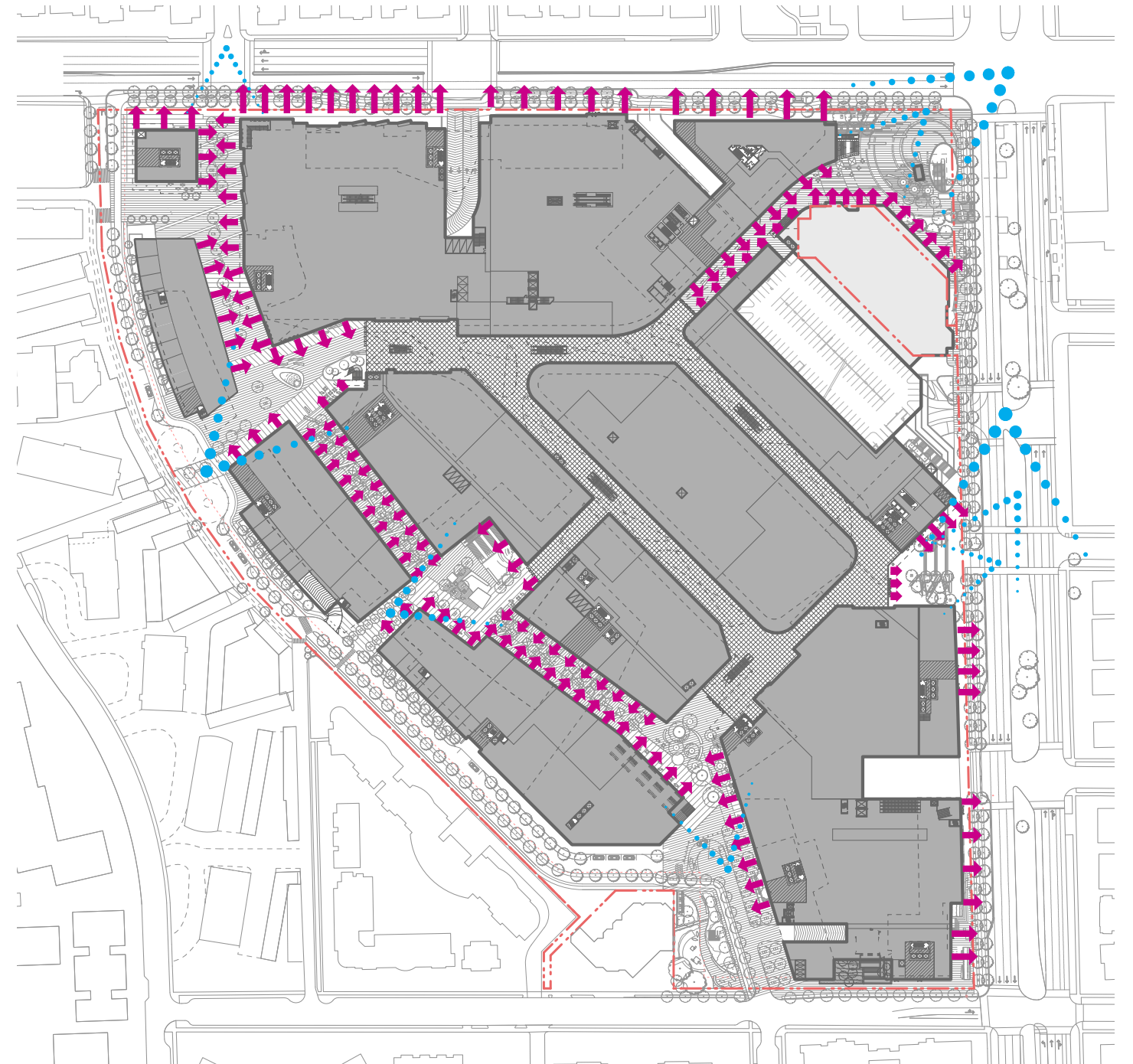


Figure 9.1b Retail Orientation: Retail storefronts oriented toward the street and public way to maximize visibility into and throughout the site.

9.1.1b Visual Interest

Visual interest and building differentiation will be achieved through architectural articulation. A consistent, but varied material palette should be utilized to create a common, cohesive language along the streetscape with visible variation (Refer to Figure 9.1c)

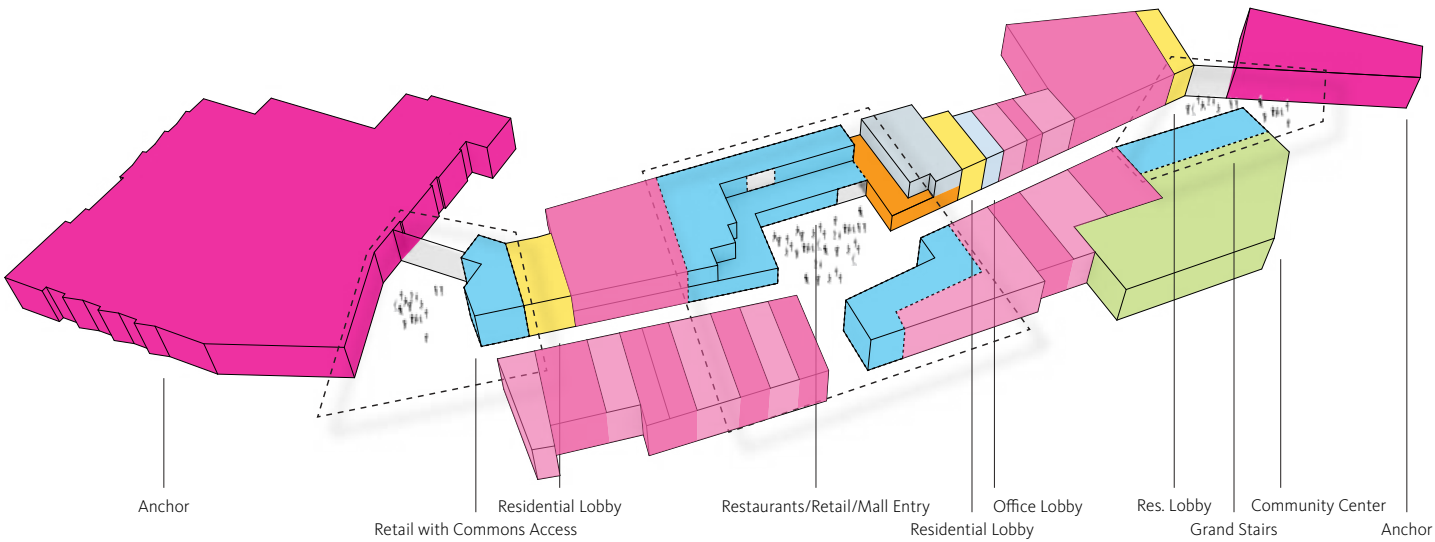


Figure 9.1c High Street Sample Massing: Differentiation through architectural articulation.

9.1.1c Neutral Retail Framework

Architecturally neutral retail frameworks, both interior and exterior, should allow tenant storefront expression. The Architectural rhythm along the retail storefronts should be flexible to allow for a variety of tenant sizes and changes in tenants over time. Neutral signage “banners” (a “banner” in retail is defined as a clear area within the retail facade where tenants may place their signage) should be provided, both on the interior and exterior, to allow for tenant signage and identification (Refer to Figure 9.1d). Signage throughout should comply with a given set of signage criteria as defined by the Landlord to maintain consistency in terms of size, material, lighting, and attachment methods while allowing for flexibility to meet Tenant’s desires for brand expression and identification.



Figure 9.1d Opportunities for placement of signage should be identified, both on the interior and exterior, to allow for tenant signage and identification.



Signage should comply with signage criteria



Storefronts to promote transparency & visual access



Architecturally neutral retail frameworks



Neutral signage banners

9.1.1d Weather Protection

Weather protection along the street-lined retail (Refer to Figure 9.1e) should be achieved through canopies and architectural overhangs, or a varied combination of the two.

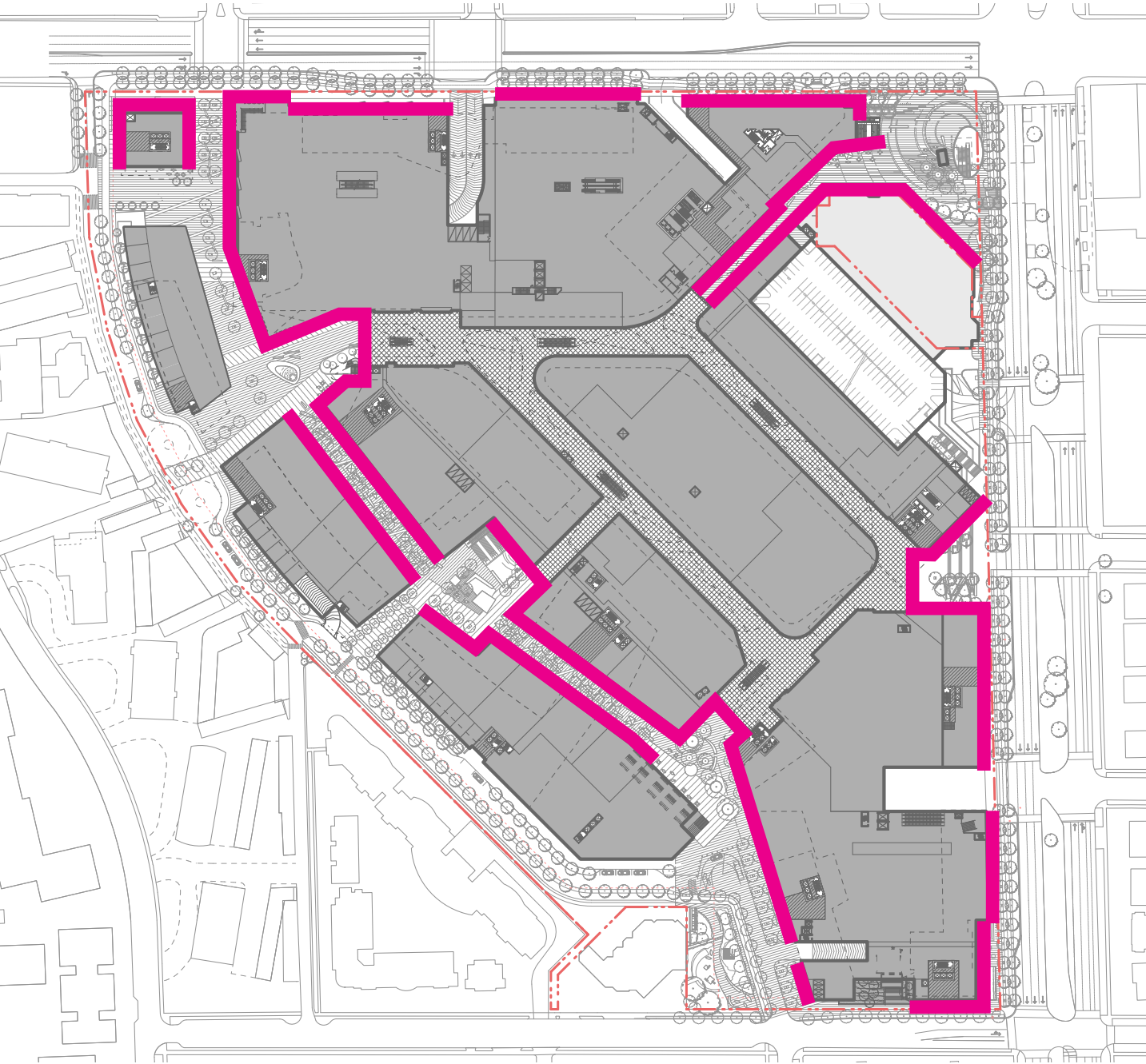


Figure 9.1e Continuous Weather Protection.

9.1.2 Mall Entrances: Inside/Outside Relationship/Heat Lines

There are five main, pedestrian mall entrances located at: 41st and Cambie (Transit Plaza), on Cambie between 41st and 45th (Pocket Park) and three along High Street at the north (Crossroads Plaza), central (Grand Plaza), and southern (Neighbourhood Plaza) locations. The mall entries, defined by the heat line, should be pulled away from the street to extend the urban edge of the project, inward toward the mall. Each mall entry should provide an edge for its respective adjacent plaza and provide the connection between the urban exterior and the mall interior (refer to Figure 9.1f).

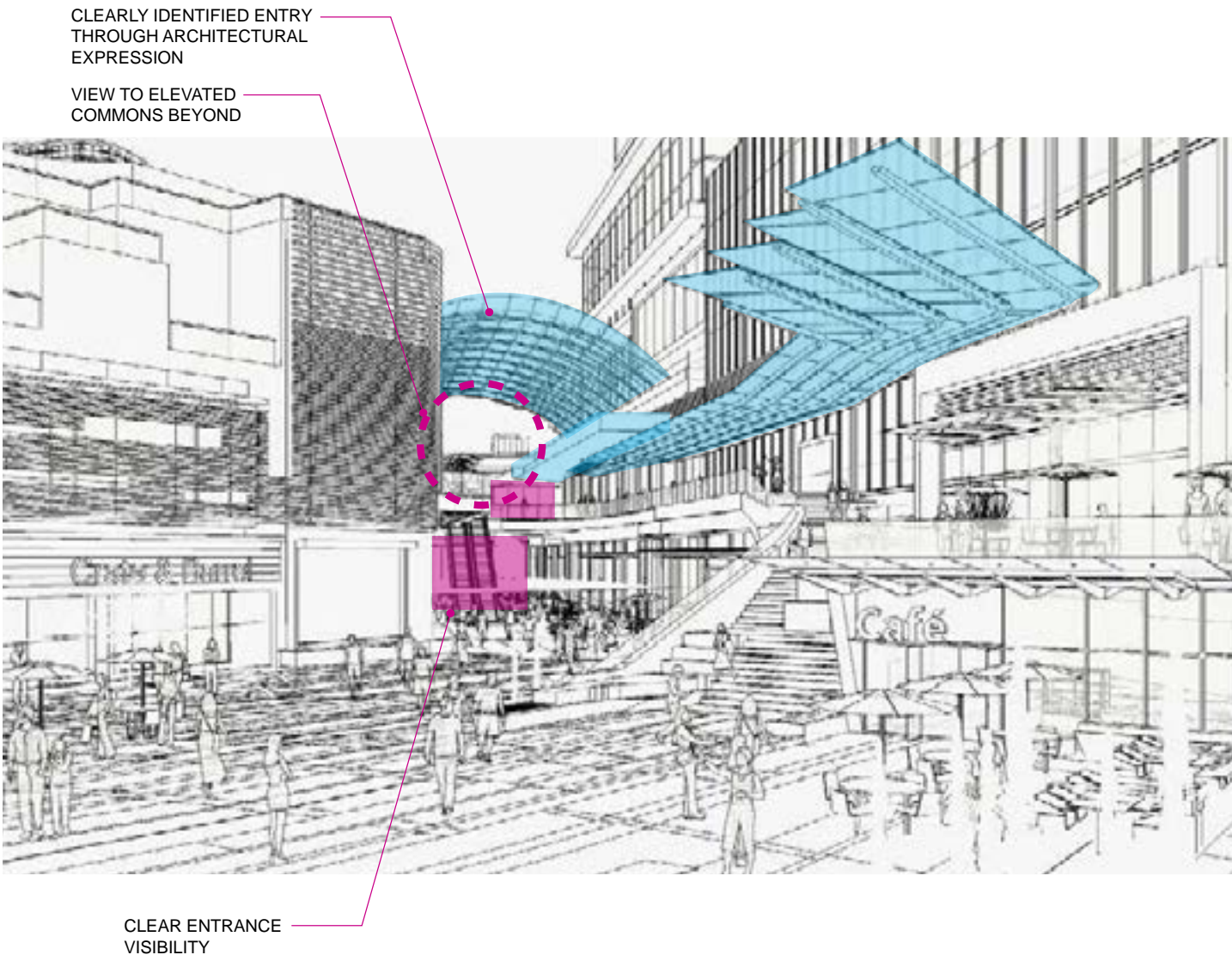


Figure 9.1f Mall Entrances - Inside/Outside Heatlines

The Mall Entrances will be designed to achieve the following overall design principles:

- The entries should have a large, weather protection element to demarcate the mall entry and provide visual interest along the streetscape.
- All entries should have a material and architectural consistency to unify the disparate entrances to the project.
- The major entries should allow visual access into the mall interior, and where applicable, a view to the Community Commons through skylights, terraces, or other visual cues to connect the Community Commons to the street below.
- Mall entrances should be further demarcated by feature paving patterns in the open space in front of the entry doors, feature architectural lighting, and signage.

9.1.3 Cross Mall Connections

The cross mall connections that offer after hours access through the mall will be designed to continue the sense of the city being extended into and through the mall:

- These connections should read as much as possible like indoor streets with extensive natural light, and generous walkways
- The connection from Cambie should offer a clear path from the mall entry to the High Street and the Civic Centre to assist with wayfinding and legibility.
- A visual and physical access to the Community Commons should be provided from this connection

9.1.4 Anchors

The Major Anchors at Oakridge are important project stakeholders. As one of the primary planning drivers, the Anchors have been moved to the street edges to accommodate their continuous operations during the construction. This move enhances the public / pedestrian interface along 41st and Cambie and respects the cross mall connections through the site. The overall retail area for the primary anchors is based on current lease requirements and existing site constraints including loading access, retail mall access, and maintained parking. A potential fourth Anchor location has been identified north of the Grocery store fronting onto Cambie St (Refer to *Figure 9.4a*). If a fourth Anchor is not secured, this area will be designed for a number of “Junior Anchors”.

The retail anchors will be designed to achieve the following:

- Anchor entries should be clearly identifiable from the street and articulated by clear architectural expression.
- Each anchor store design should prioritize transparency at the street level to allow for visibility into the store and clear tenant recognition from the street.
- The anchors should 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.
- The retail anchors should be permeable and inviting. Entries and access to anchors should be clearly defined and identifiable to the public.

9.1.5 Offices

Expansion of the workplace office space is one of the major goals of the mixed used project. Several additional locations have been identified on site to increase the overall office space across the site. These consist of two locations in close proximity to the Transit Plaza and a third location either in close proximity to the Civic Centre at the base of building 14 or in the lowrise of building 6. The westernmost new office location near the Transit Plaza will connect physically to the existing 7 storey office building fronting onto 41st Avenue. All three office buildings will have good access to public transit via Cambie street and cross mall connections.



Expansion of the office space

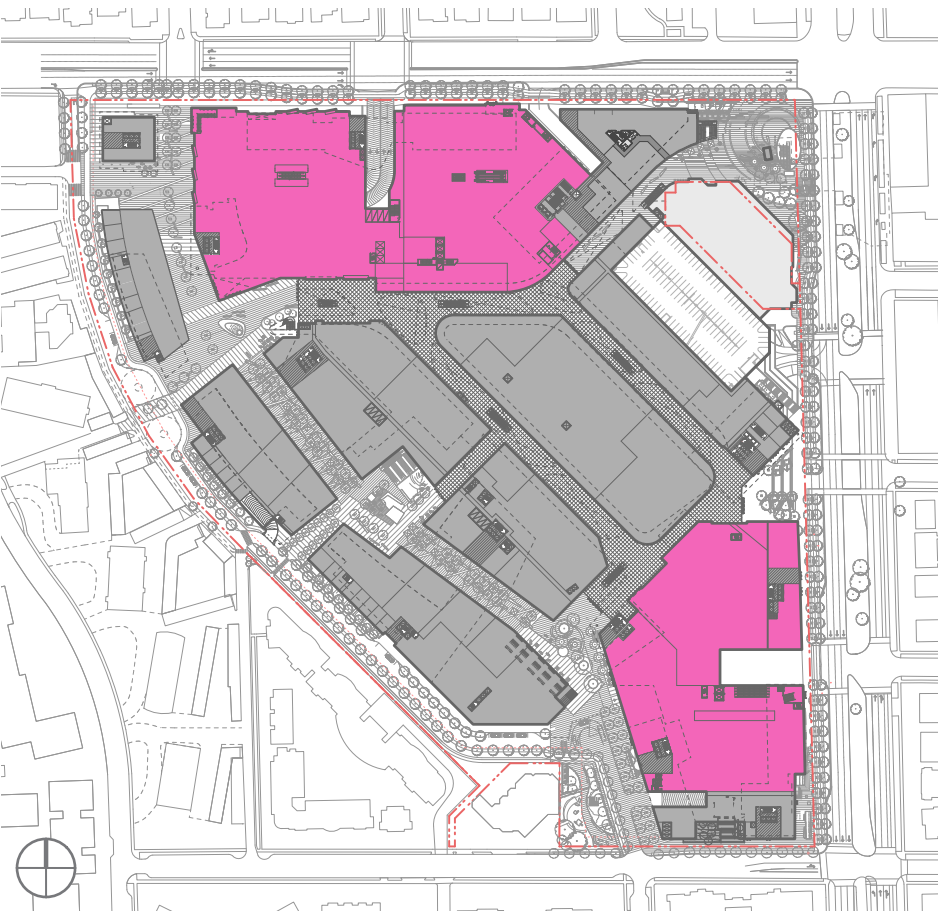


Figure 9.4a Anchor Locations

9.2 Residential Architecture

Oakridge Centre will be comprised of a family of buildings with a variety of heights, forms, and expressions. A diversity of architectural expression within a coherent whole is sought.

The concepts of ‘Hilltop Town’ and ‘Earthwork Terraces’ are central ideas to guide the design development and architectural expression of the buildings of Oakridge Centre. The interplay of vertical and horizontal elements both within and between buildings should be used both to unify and to express individuality. The concept of earthwork terraces is a strong wayfinding and legibility device expressed most visibly in the terraces that bring the roof-top commons down to grade, but that are echoed in the green terraces, stepbacks, cantilevered building elements, and balconies at upper levels that extend green horizontal layers upwards into the buildings integrating landscape and architecture, and varied building forms.

Across the Oakridge Centre site, there are six major housing forms that create a cohesive residential landscape. These buildings employ a design strategy grounded in context, urban design, and the relationship with the public realm.

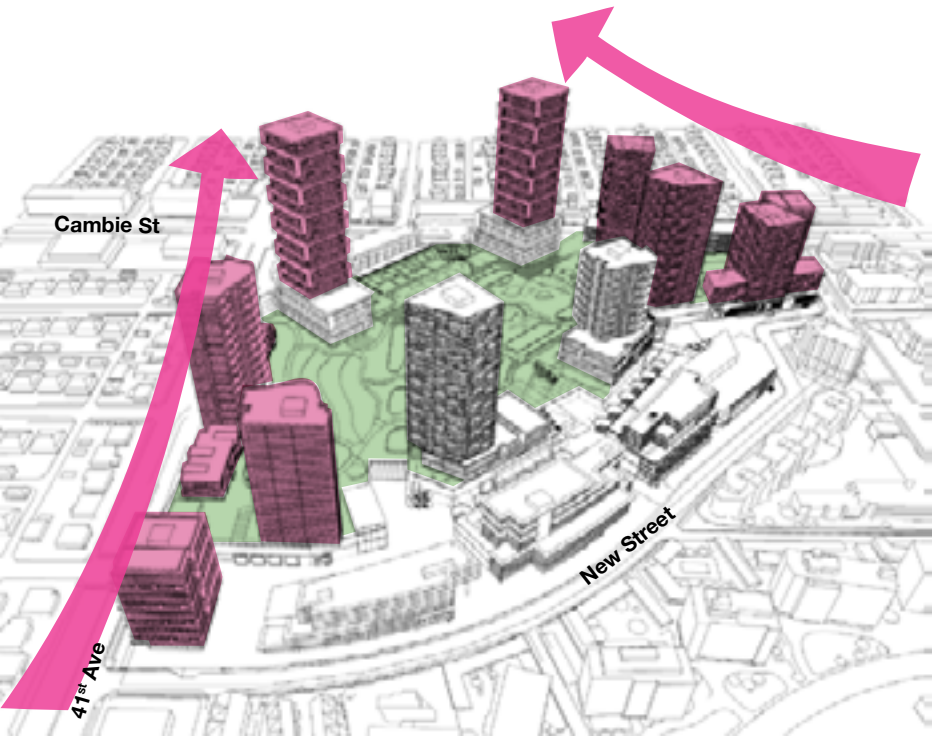


Figure 9.2a Hierarchy of Buildings

9.2.1 Hierarchy

The tallest buildings will be located nearest the corner of 41st and Cambie, marking this strategic transit portal and city crossroads (Figure 9.2a). Generally, building heights descend to the west and south.

9.2.2 Transition

Midrise buildings along the New Street transition in scale to the adjacent community. In addition to the transitional mid-rise height of buildings along this edge, the buildings will generally be stepped back and terraced above the fourth level.

9.2.3 Terracing and Step-backs

Mid-rise building forms will be terraced and stepped back at upper levels to create a transitional scale to the community, to integrate streetwall and tower forms, and to assist in bringing the expression of green from the Community Commons and upper levels to grade (Figure 9.2b). Terracing and step-backs will



Figure 9.2b Terracing of Lowrise Buildings

create opportunities for urban agriculture, green roofs, and private and semi-private outdoor space. Elements of upper level step-backs and terracing should be employed in the mid-rise building forms fronting 41st and Cambie to enhance solar access to the north and east sides of the streets.

Terracing and step-backs are important elements in connecting and integrating the high-rise, mid-rise, and streetwall forms and to expressing the concepts of a Unified and Coherent Entity, Hilltop Town, Earthwork Terraces, and Mixed Use outlined in the Poetics and Programming section.

9.2.4 Building Articulation and Length

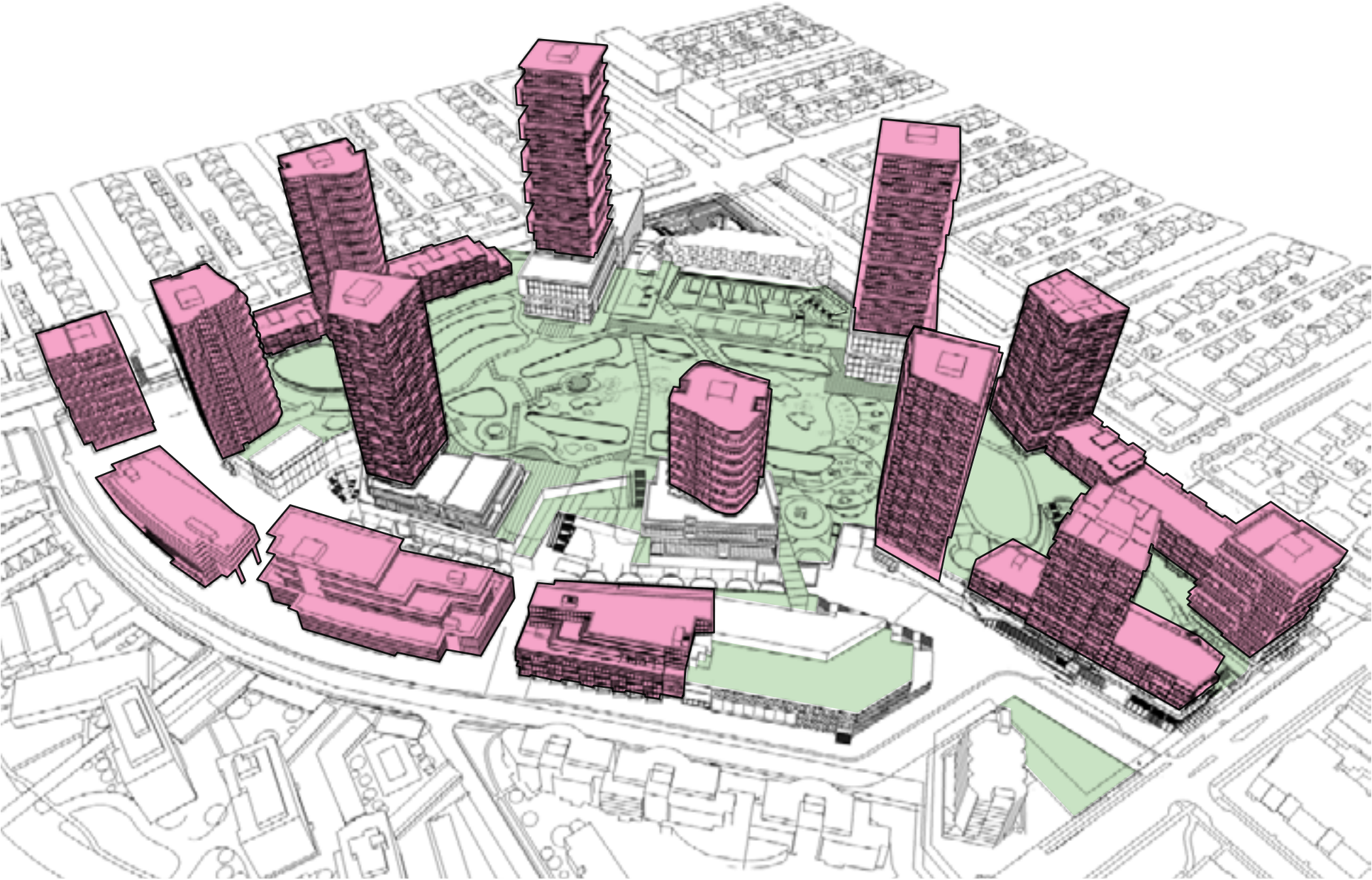
Strategies will be used to articulate mid-rise and tower forms and to decrease apparent scale and length including articulation into horizontal and/or vertical components, sliding or offset forms, contrasting curvilinear and organic elements, transformation through floor levels etc (Figure 9.2c).



Figure 9.2c Strategies will be used to articulate apparent scale & length

Legend

- Residential
- Community Commons



Residential Locations at Oakridge Centre

9.2.5 Neighbourliness

Buildings will be designed with consideration for privacy, livability, shadowing on public and semi-public space, access to daylight and outlook. A minimum 80’ separation should be provided between residential buildings over 10 storeys in height.

The Terraces is an existing six storey residential building at the NE corner of the Oakridge Centre site. The following relationships will be established:

- A minimum distance of 102’ will be provided between the Terraces and the proposed residential tower of building 13, with a minimum distance of 124’ between the closest facing windows.
- A minimum distance of 177’ will be provided between the Terraces and the proposed residential tower of building 5.
- The portion of the Community Commons adjacent to the Terraces building will be designed with consideration for the privacy and outlook of residents including physical separation and security and appropriate adjacent finished levels. A landscaped buffer with lower level perennial plantings and trees for screening and year-round visual enjoyment will be provided.
- The design of the Community Commons should provide an appropriate outlook and daylight access to the existing lower level offices of the Terraces building.
- In consultation with Terraces residents, consideration will be given to providing a direct, secure, accessible, and convenient link from the Terraces fourth floor lobby to the Community Commons.
- Detailed design of the residential buildings 13 and 5 such as building floorplate configuration, balconies and other projections will consider shadowing and the relationship to the Terraces.
- The buildings along New Street will be lower in height and terrace to relate to the residential buildings to the 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 Residences, the four residential mid-rises along Tisdall Avenue and

the 3 rowhouses adjacent to the site. The new street at the perimeter of the site mediates between these developments and Oakridge Centre, and mid-rise scale buildings create a transition in scale. A minimum setback of 66’ will be provided for residential buildings at the southwest edge of the site creating a distance of approximately 85’ between the Fairchild building and the lower levels of new development on the Oakridge Centre site. Step-backs and terracing above the fourth residential level will further increase the distance at upper levels.

9.2.6 Tower Forms: Floorplates

The retention and expansion of the mall places limitations on where and how residential 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. Given the limited opportunities for tower placement and the subsequent greater distances between them, a somewhat larger residential tower floor plate range of 7,500 ft² (700 m²) to 8500 ft² (790 m²) is supported. Tower floor plates include all interior space on a tower floor. Larger floor plates may be considered at lower levels in the interests of creating transitions from tower to open space, and extending landscape up into the built form layers.



Residential street oriented lobbies

9.2.7 Entries

Street-oriented residential lobbies should contribute to the vitality and activity of the street while minimizing impact on retail continuity on Cambie Street and the High Street.

Provide secondary entry lobbies and resident amenity spaces opening to the Community Commons so that residents and their visitors may use the Commons as a route to and from transit, the mall, the Civic Centre and High Street.

9.2.8 Residential Amenities

Amenity spaces should be provided in accordance with the City of Vancouver’s *High Density Housing for Families with Children Guidelines, March 24, 1992.*

9.2.9 Semi-public outdoor space

The public Community Commons will provide an important asset for the general public and for residents of Oakridge Centre. Additional semi-public outdoor space for residents should be provided creating opportunities for urban agriculture, gatherings, and play. Intermediate mid-rise and terraced rooftop levels should be utilized to provide these semi-public facilities.



Community commons provide an important asset to public/residents

9.2.10 Street/public space/Commons relationship

Residential units at grade along the new street and fronting onto the rooftop commons should be designed to address and enliven the adjacent public realm. ‘Ground-oriented’ units should be:

- raised somewhat above the adjacent grade to create a comfortable public/private relationship.
- designed with private outdoor patio space with transitional landscaping and screening
- where feasible, designed with a ‘front-door’ and direct access from the patio area to the adjacent public realm

Two storey ground-oriented units should be considered to maximize the number of townhouse-like units desirable for families with access to the Community Commons and to the New Street.



Raised private patio space with transitional landscaping and screening

9.2.11 Balconies

Larger balconies are encouraged and areas up to a maximum of 12% of floor area can be excluded. Balconies should be designed to support outdoor enjoyment, urban agriculture, visual greening, passive solar screening, and as important elements of the building expression and articulation.

9.2.12 Higher Buildings Review

Buildings over 350 feet will be considered under a special Higher Building Review process which will seek:

- a significant and recognizable new benchmark for architectural creativity and excellence, while making a significant contribution to the beauty and visual power of the city’s skyline
- leadership and advances in sustainable design and energy consumption
- advancement of the city’s objective for carbon neutrality for new buildings with a stated objective to achieve a 40 to 50% reduction in energy consumption from 2010 levels.



Balcony space can be used for urban agriculture



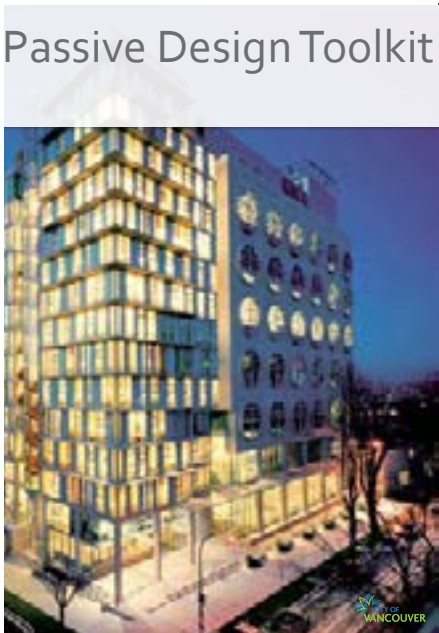
Buildings over 350 ft will be considered under Special Higher Building Review Process

9.2.13 Passive Solar Design

As discussed in greater depth in **Section 11**, the residential buildings will incorporate passive solar design concepts as outlined in the City of Vancouver document, *Passive Design Toolkit*. The design of the buildings should incorporate passive heating, daylighting and solar shading strategies. Lastly, a great consideration should be put to thermal mass and the overall tightness of the envelope.

9.2.14 Bird Friendly Design Guidelines

The architecture of Oakridge Centre shall be designed to enhance the natural environment and create the conditions for native birds to thrive in the City of Vancouver.



City of Vancouver’s document: Passive Design Toolkit - 2009



Passive solar energy concepts will be incorporated

9.2.15 Visible/Connected Green

Around the site, attempts to have the landscape of the Community Commons visible from the ground should be made. Vertical landscape (green walls) and/or visible integrated landscape on residential balconies are different ways to provide a visible connection from grade to the public rooftop landscaped space.

Along the six major pedestrian stairs up to the Commons, some type of landscaped element should be visible to indicate the existence of the public rooftop space. These landscaped elements could include terraced planting, trees and/or a water feature to help provide the public with visual cues of the outdoor spaces at the podium level.



Vertical landscaped green walls will provide for a visible connections from grade to the public rooftop



Neighbourhood Edge



Urban Streetwalls



Gateways



Park/Organic Residential



High Street Markers



Urban Residential

9.2.16 Mid-rise Typologies

9.2.16a Neighbourhood Edge

The buildings along New Street at the southern edge of the site are proposed as low to medium height blocks that respond to the scale of the adjacent residential neighbourhood. The buildings are terraced at the ends and stepped back from the street to break down the massing and provide planted roof decks.

9.2.16b Urban Streetwalls

Residential towers and podiums stretch along the major retail frontage on Cambie Street and 41st Ave as well as the southern edge of High Street, creating an urban mixed use streetwall. The facades are articulated through window bays and recessed balconies to reflect the scale of the individual units and create a varied textural expression.

9.2.17 Tower Typologies

9.2.17a Gateways

The two tallest residential towers flank the Transit Plaza and face the Cambie and 41st intersection. As the tallest buildings on the site, the sense of verticality should be expressed and enhanced, and while they form a gateway pairing, the individuality of the buildings should be accentuated. In these buildings, and in general with towers on the site, architectural elements should contribute to articulation and visual interest without increasing perceived mass.

Neighbourhood - The north and south corners of the site have two smaller gateway buildings that mark the connection to the surrounding neighbourhood.

9.2.17b Park/Organic Residential

The northwest towers along the Great Lawn are designed as hybrid buildings; The facades facing the Community Commons are curvilinear, relating to the organic forms of the park below and acting as a backdrop to the Great Lawn and Bay Restaurant below. The central tower along High Street is curvilinear on all sides, acting as a beacon at the symbolic centre of the Community Commons.

9.2.17c High Street Markers

Two residential towers at each end of High Street mark the main retail centre entries, Oakridge Community Commons access points and two major plazas.

9.2.17d Urban Residential

Paired simple tower forms at the northwest and southeast corners bookend the podium park while addressing the surrounding street edges.

9.2.18 Specific Building Design Guidelines

The particular makeup, language, and program of each building is unique. The following section discusses these issues in depth, along with the design narrative and site constraints.

9.2.18 Specific Building Design Guidelines

BUILDING 1

Gross Floor Approx Area [SM/SF]:

Office: 0
Residential: 16,468 / 177,255

Number of Levels: 19

Retail: 2*
Office: 0
Interstitial: 1
Residential (midrise/highrise): 5 / 11

Framework Family:

Urban Streetwall / Gateway

Affordable Housing:

Non-Market

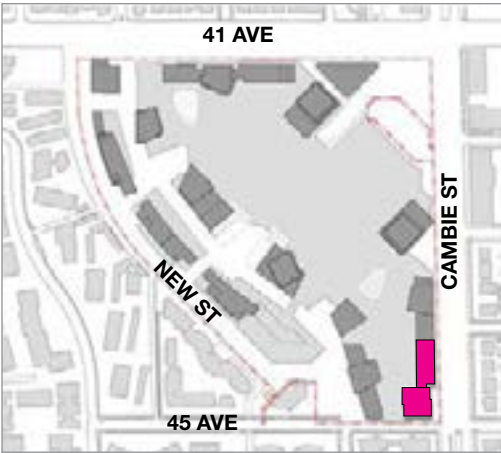
Maximum Height [M/Ft]:

143.9m Geod. / 180.51ft**

Maximum Tower Floorplate size

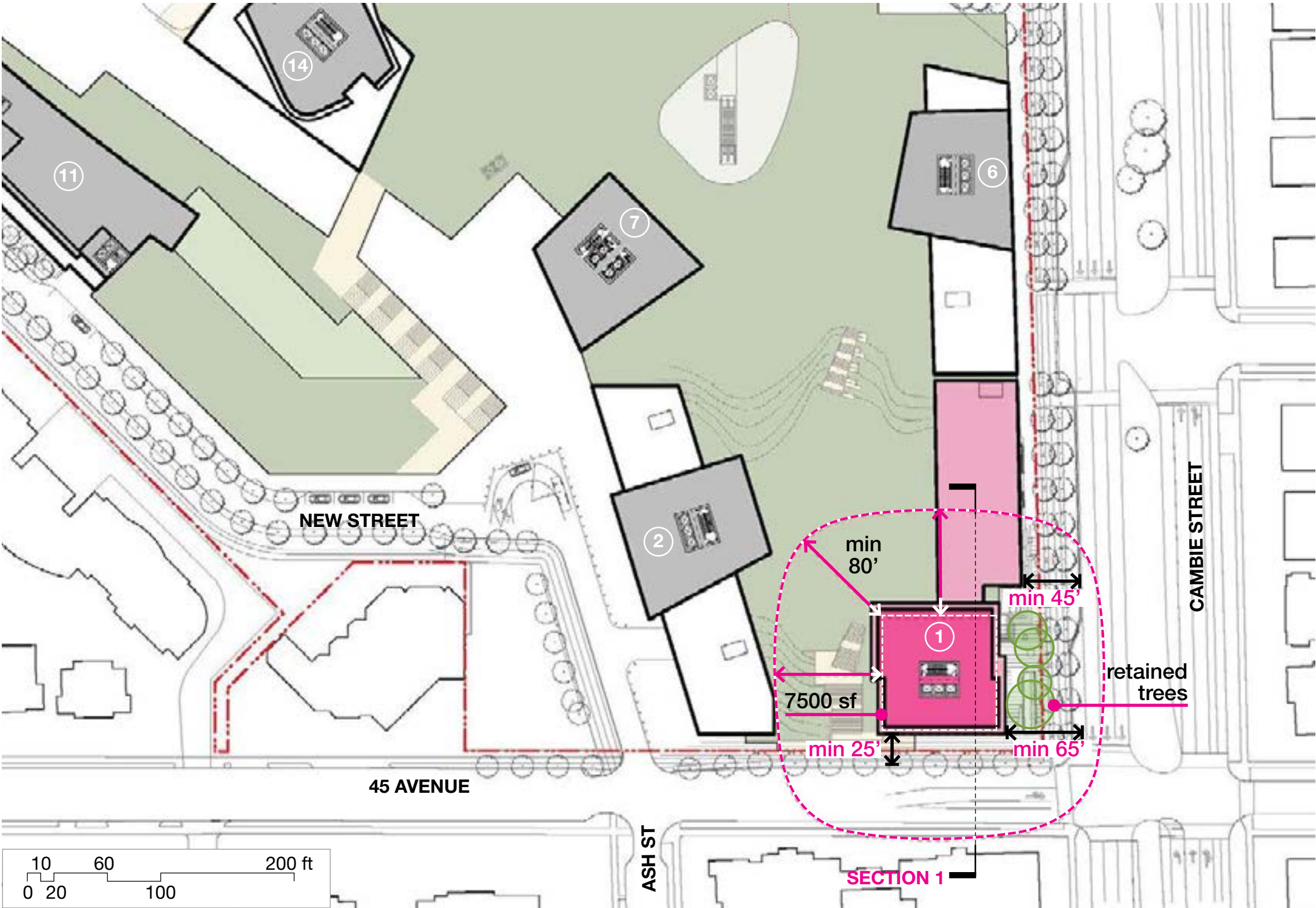
[SM/SF]: 706.1 / 7,600

* Each retail floor has been counted as two levels reflecting the 'double height' scale of the retail spaces.
** Heights measured from the main mall level geodetic of +88.88M to roof of slab of in habited space.



KEY PLAN

NTS

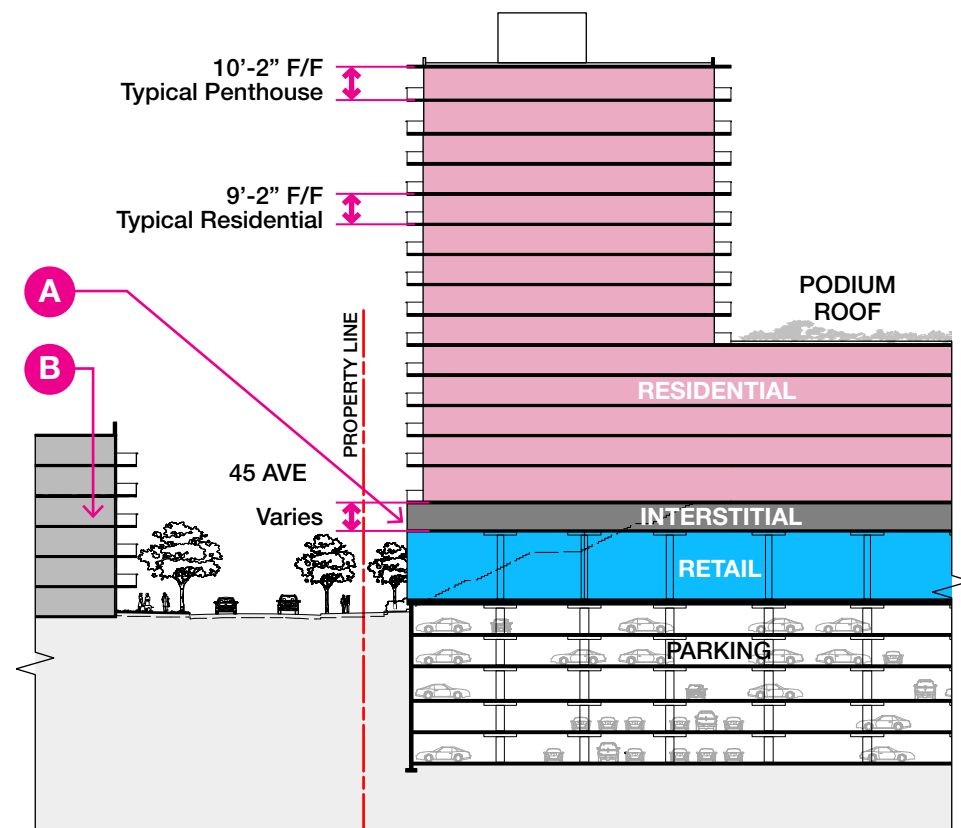


BUILDING 1 Plan Diagram

1:1000

Minimum dimensions represented in the diagram above does not include balconies



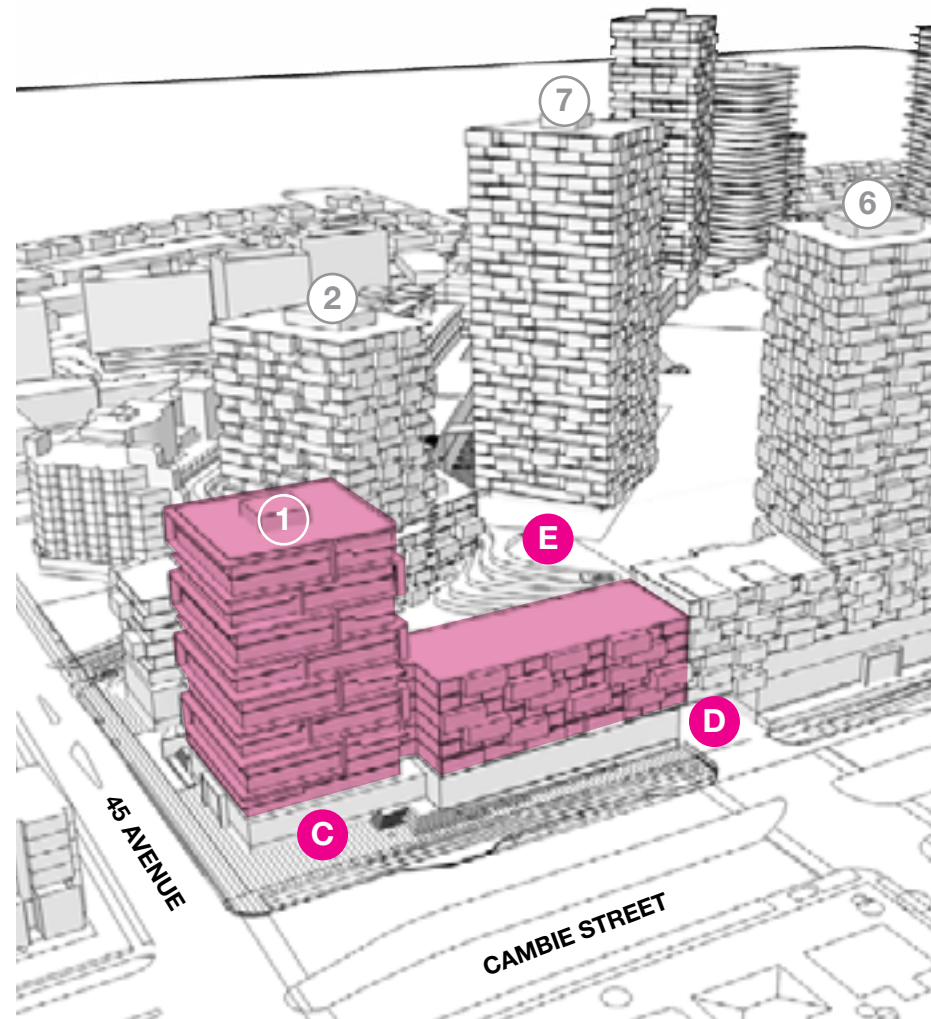


■ Residential
■ Retail
■ Service/Interstitial

A Interstitial Level
B Hemmingway Building

BUILDING 1 Section Diagram

1:700



View of Building 1 looking north west

C Building Setback to
Maintain Existing Trees
D Parkade Entry
E Elevated Commons

The 3D illustrative built form is intended as a guide and modification will result from design development during the development permit process.

BUILDING 1 Perspective

Not to Scale

Design Narrative

- Major view to the building is from Cambie Street heading north.
- The building should act as a marker for the entire project - a gateway building.
- The midrise portion of the building should interact with the midrise portion of Building 6 to provide a continuous streetwall vocabulary on both east and west facades.
- The west side of the midrise portion should have residential units which have direct access to the Elevated Commons (Seasonal Gardens) and consideration should be given to creating two level units to maximize the number of units with 'ground' orientation. Secondary lobby access should be provided at the Commons level.
- The design of the mid-rise portion of the building should be stepped and terraced in consideration of solar access on the east side of Cambie shopping street and to assist in bringing the expression of green from the Community Commons to upper levels. Terracing and step-backs will create opportunities for urban agriculture, green roofs, and private and semi-private outdoor space. A partial 6th mid-rise residential level may be considered to assist in achieving a superior response
- The tower portion should have a different architectural expression from the lowrise portion.
- The ground floor residential lobby will be accessed from 45th Avenue enabling retail on Cambie to wrap the corner of 45th. A public elevator and lobby space to access the commons will be located on the first and second levels of the tower and a second public elevator to access the main commons level will be located on the second and third levels of the mid-rise portion of the building.

Major Constraints

- The tower cannot overhang the podium portion to the east to protect multiple trees that will be retained.
- The tower core cannot shift to west as it will interfere with the location of the parking ramp on P1.
- An interstitial floor will be required between the retail and the first residential floor. The interstitial floor will accommodate structural transfers as well as provide a space for electrical, plumbing and mechanical from the residential to join together to reduce the number of penetrations through the ceiling of the retail below.
- Building setbacks and design will ensure retention and health of existing trees - the adequacy of setbacks and building relationships to be verified in consultation with the arborist at development permit.

9.2.18 Specific Building Design Guidelines

BUILDING 2

Gross Floor Approx. Area [SM/SF]:

Office: 0
Residential: 22,718 / 244,530

Number of Levels: 27

Retail: 2*
Office: 0
Interstitial: 1
Residential (midrise/highrise): 5 / 19

Framework Family:

Urban Streetwalls / Urban Residential

Affordable Housing:

None

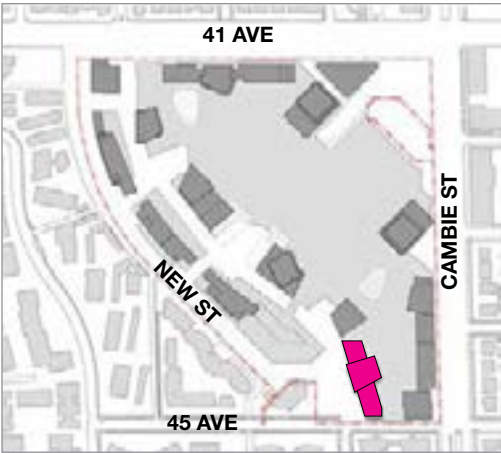
Maximum Height [M/Ft]:

166.29m Geod. / 253.96**

Maximum Tower Floorplate size

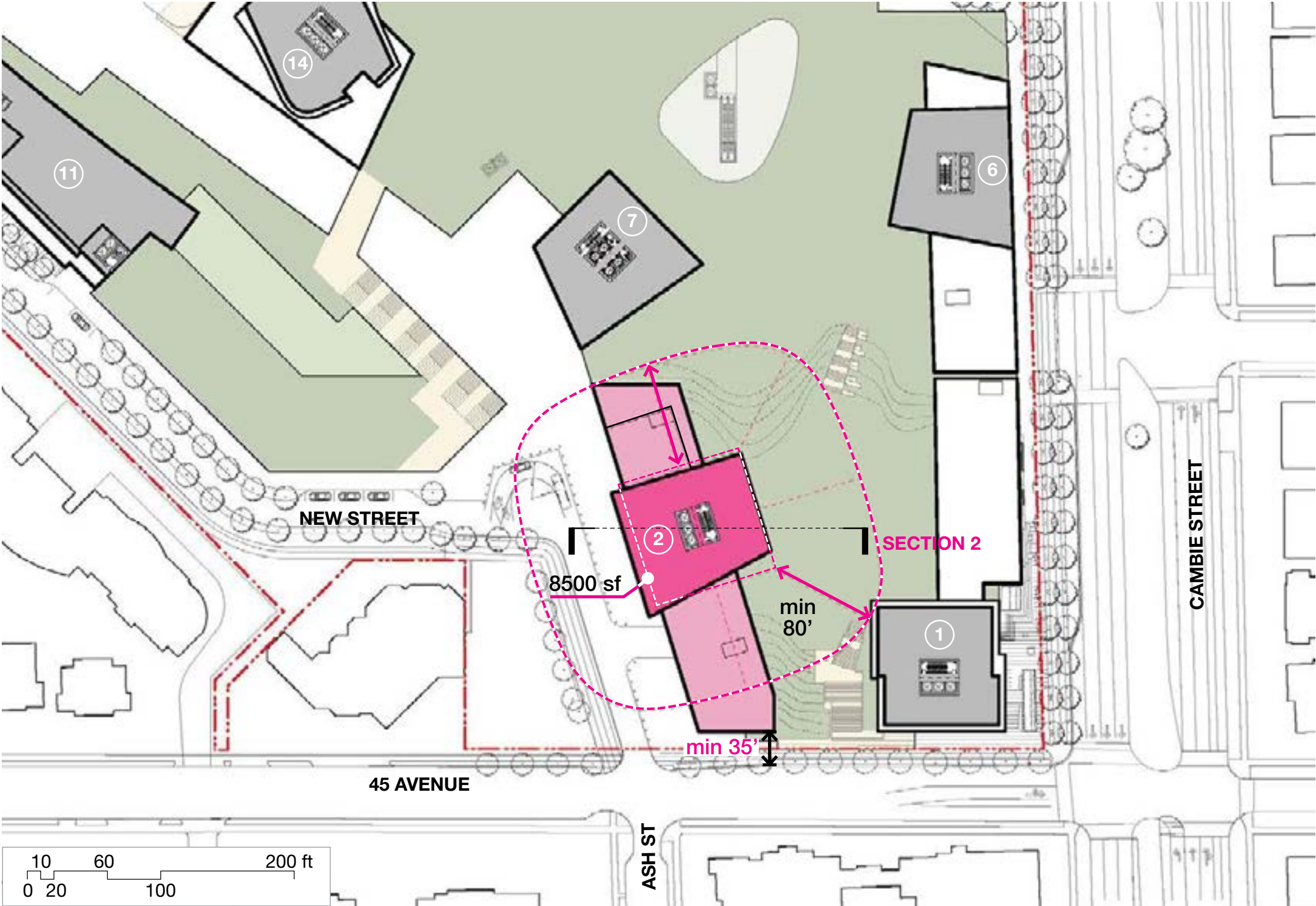
[SM/SF]: 789.7 / 8,500

* Each retail floor has been counted as two levels reflecting the 'double height' scale of the retail spaces.
** Heights measured from the main mall level geodetic of +88.88M to roof of in habited space.



KEY PLAN

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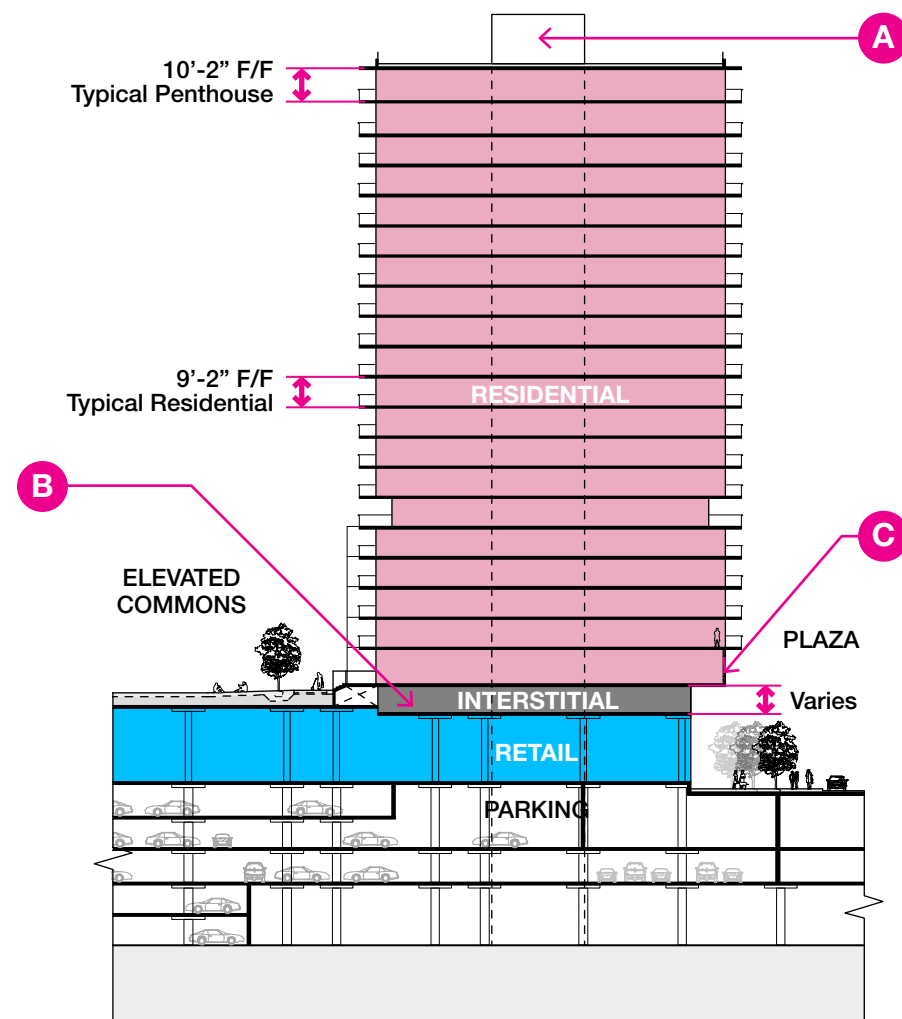


BUILDING 2 Plan Diagram

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Minimum dimensions represented in the diagram above does not include balconies



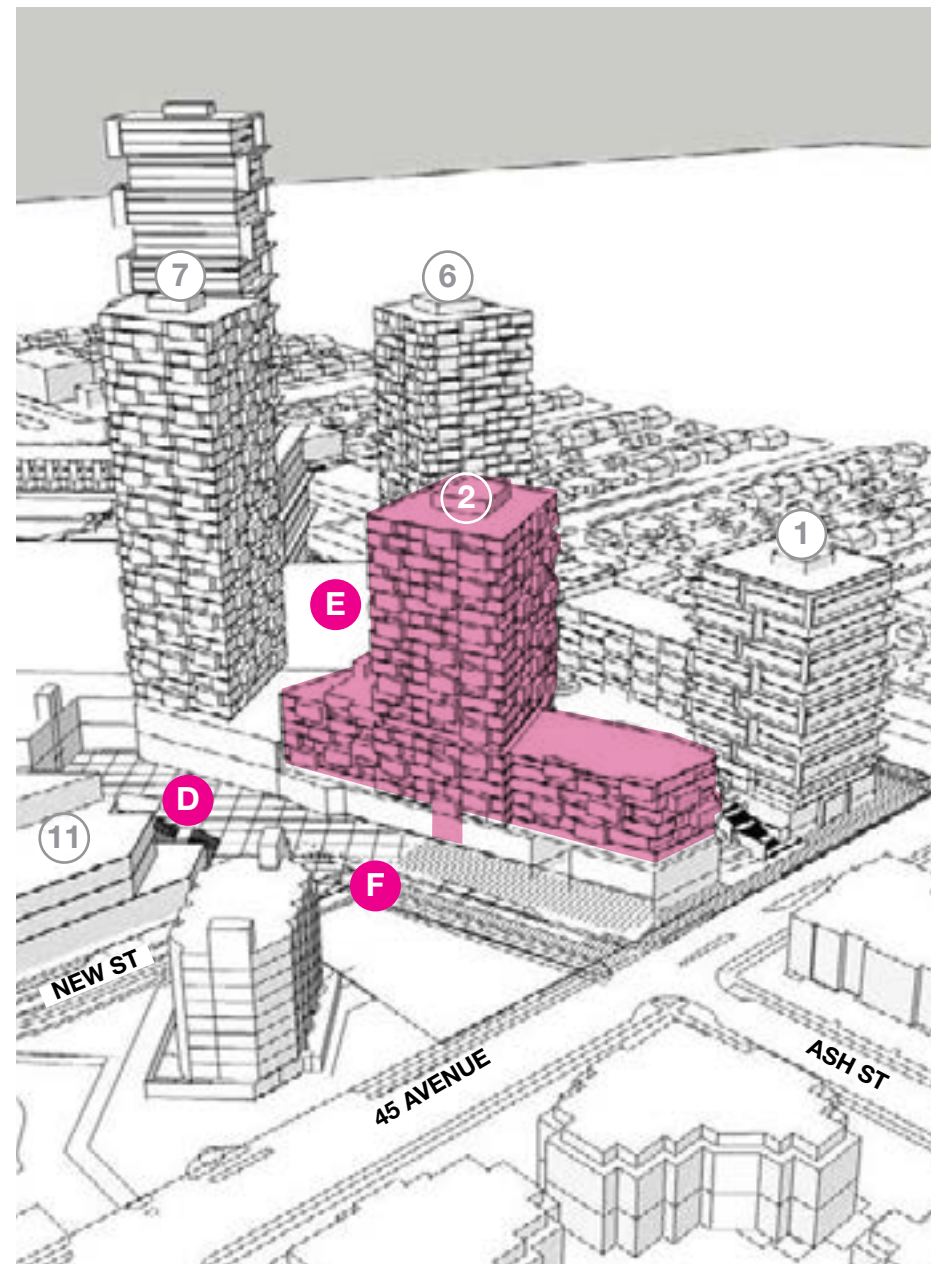


■ Residential
■ Retail
■ Service/Interstitial

A Core Location cannot Shift West
B Interstitial Level
C Building Overhang

BUILDING 2 Section Diagram

1:700



View of Building 2 looking north east

D Plaza
E Elevated Commons
F Passenger Drop Off

BUILDING 2 Perspective

Not to Scale

Design Narrative

- This building relates directly to the Neighbourhood Plaza directly to the west of the building.
- The east side of the midrise portion should have residential units that have direct access to the Elevated Commons (Seasonal Gardens) and consideration should be given to creating 2 level units to maximize the number of units with 'ground' orientation. A secondary lobby access should be provided at the commons level.
- The detailed design and configuration of the tower and the mid-rise portion of the building should consider solar access on the Neighbourhood Plaza and the exterior steps and landings of the Civic Centre. The design of the mid-rise portion of the building should be stepped and terraced in consideration of solar access on these important public spaces and to assist in bringing the expression of green from the Community Commons to upper levels. A partial 6th mid-rise residential level may be considered to assist in achieving a superior response.
- The tower portion should have a different architectural expression from the lowrise portion.
- Building 2 is on axis with Ash St - the High Street important vistas should be acknowledged in the massing of the building.

Major Constraints

- The stair/elevator core cannot shift east/west due to of the location of the drive aisles on the parking levels.
- Anchor tenant requirements dictate additional restrictions to the location of the stair/elevator core.
- An interstitial floor will be required between the retail and the first residential floor. The interstitial floor will accommodate structural transfers as well as provide a space for electrical, plumbing and mechanical from the residential to join together to reduce the number of penetrations through the roof of the retail below.

The 3D illustrative built form is intended as a guide and modification will result from design development during the development permit process.

9.2.18 Specific Building Design Guidelines

BUILDING 3

Gross Floor Approx. Area [SM/SF]:

Office: 0
Residential: 34,065 / 366,672

Number of Levels: 36

Retail: 4*
Office: 0
Interstitial: 1
Residential (midrise/highrise): 6 / 25

Construction Phase:

2nd Residential Phase

Framework Family:

Commons / Organic Commons / Urban Residential

Affordable Housing:

None

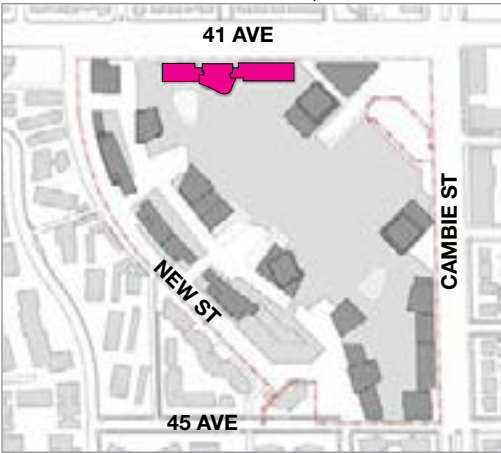
Maximum Height [M/Ft]:

191.9m Geod. / 337.99ft**

Maximum Tower Floorplate size

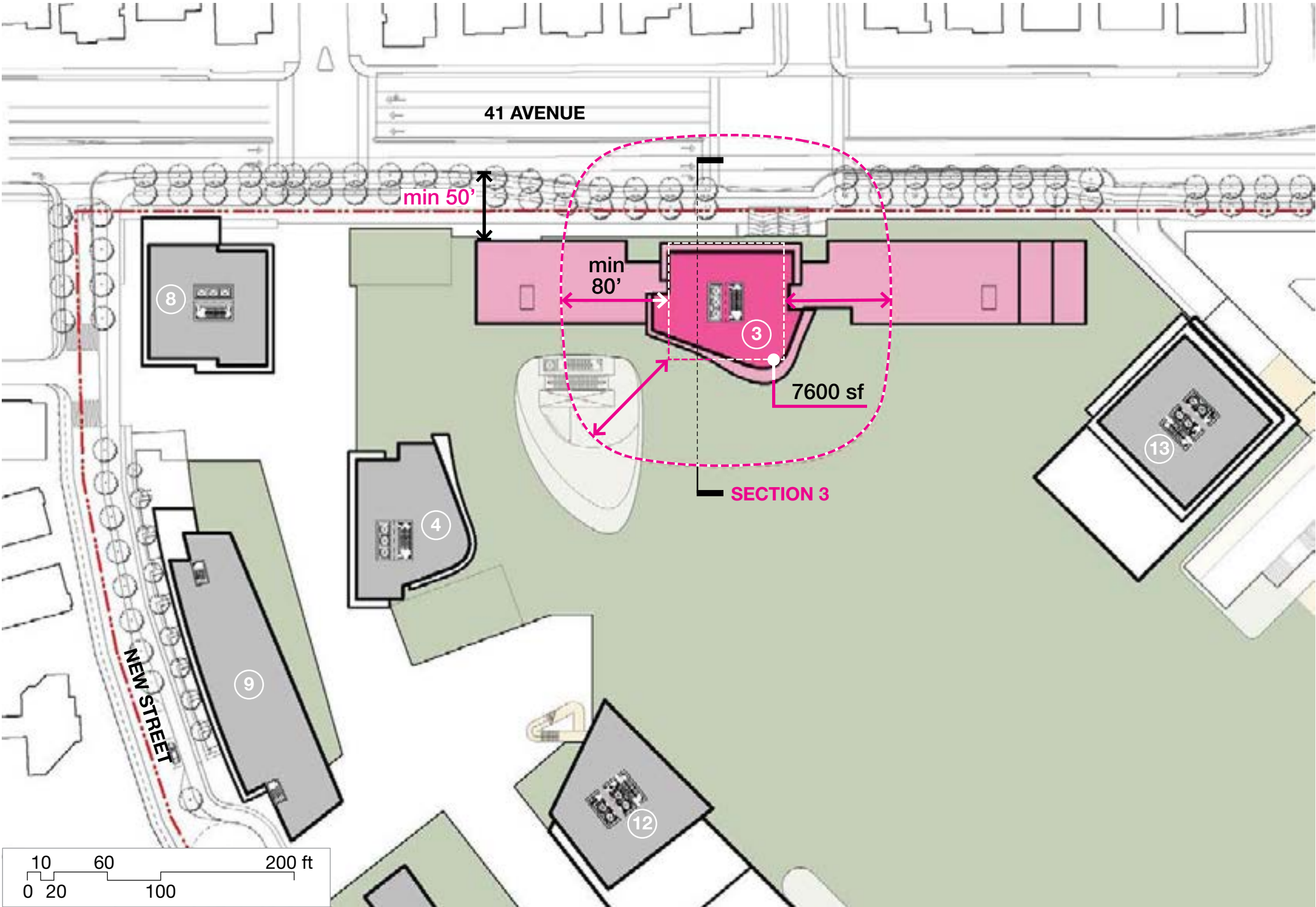
[SM/SF]: 706.1 / 7,600

* Each retail floor has been counted as two levels reflecting the 'double height' scale of the retail spaces.
** Heights measured from the main mall level geodetic of +88.88M to roof of in habited space.



KEY PLAN

NTS

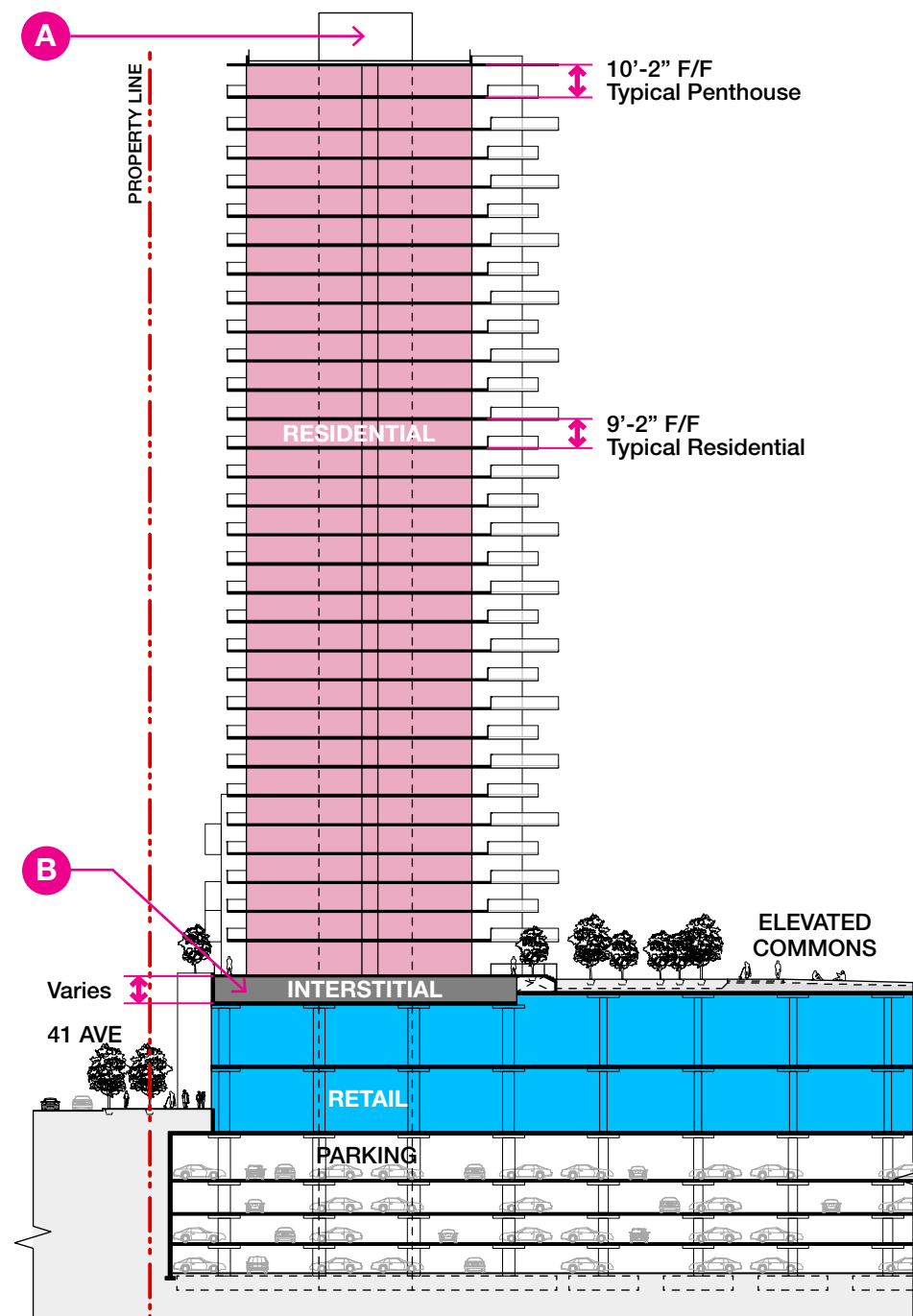


BUILDING 3 Plan Diagram

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Minimum dimensions represented in the diagram above does not include balconies

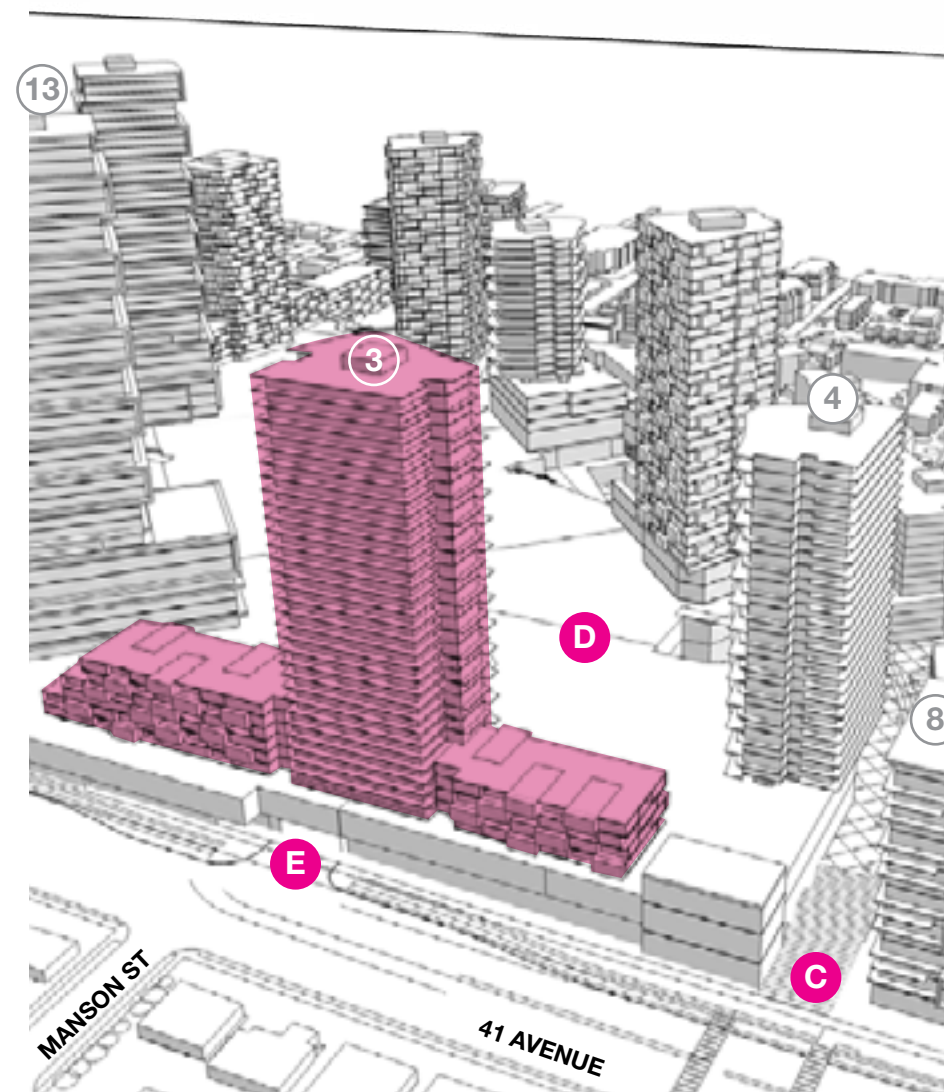




- Residential
- Retail
- Service/Interstitial

- A Little Flexibility with Core Location
- B Interstitial Level

BUILDING 3 Section Diagram
1:700



View of Building 3 looking south east

- C North Entry of High Street
- D Community Commons
- E Major Parkade Entry on 41st Ave

BUILDING 3 Perspective
Not to Scale

Design Narrative

- The south side of the midrise portion should have residential units that have direct access to the Community Commons and consideration should be given to creating 2 level units to maximize the number of units with 'ground' orientation. A secondary lobby access should be provided at the commons level.
- The design of the mid-rise portion of the building should assist in bringing the expression of green from the Community Commons to upper level, and in bringing the green of the community commons visually to 41st. A partial 5th or 8th mid-rise residential level may be considered to assist in achieving a superior response
- The midrise portion of the building will be a streetwall building.
- The side of the tower facing 41st Avenue (north side) and the side facing the Elevated Commons (south side) should have a different architectural expression from one another.
- The eastern edge of the tower is aligned with Manson Street and the detailed design of the building should consider views from this street alignment
- The side of the tower facing 41st Ave should be conceptually an extension of the lowrise portion of the building.
- The side facing the Commons should conceptually bring the greenery of the landscape up the building.
- With the tower taking a predominantly east-west siting, the broad south façade should utilize large balconies and/or additional shading devices to provide passive solar shading. The detailed design of the building should seek to minimize shadowing on areas to the north.
- There is an opportunity to share the architectural expression with Building 4 to the southwest.

Major Constraints

- Because the tower core is located directly between the two anchor tenants below, and outside the parking level drive aisles, there is little to no flexibility in where the core can be located.
- An interstitial floor will be required between the retail and the first residential floor. The interstitial floor will accommodate structural transfers as well as provide a space for electrical, plumbing and mechanical from the residential to join together to reduce the number of penetrations through the roof of the retail below.

The 3D illustrative built form is intended as a guide and modification will result from design development during the development permit process.

9.2.18 Specific Building Design Guidelines

BUILDING 4

Gross Floor Approx. Area [SM/SF]:

Office: 0
Residential: 18,626 / 200,498

Approx. Number of Levels: 32

Retail: 4*
Office: 0
Interstitial: 1
Residential (midrise/highrise): 0 / 27

Framework Family:

Commons / Organic Commons / Urban
Residential

Affordable Housing:

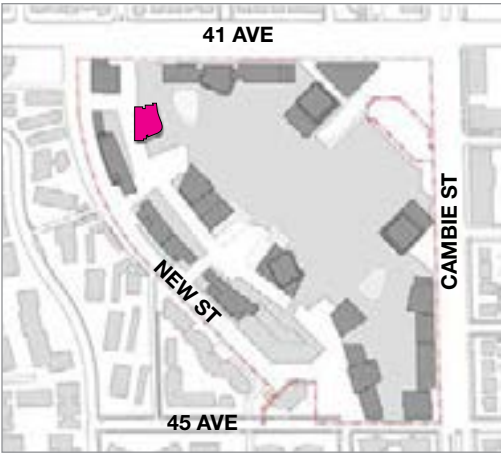
None

Maximum Height [M/Ft]:

180.7m Geod. / 301.25ft**

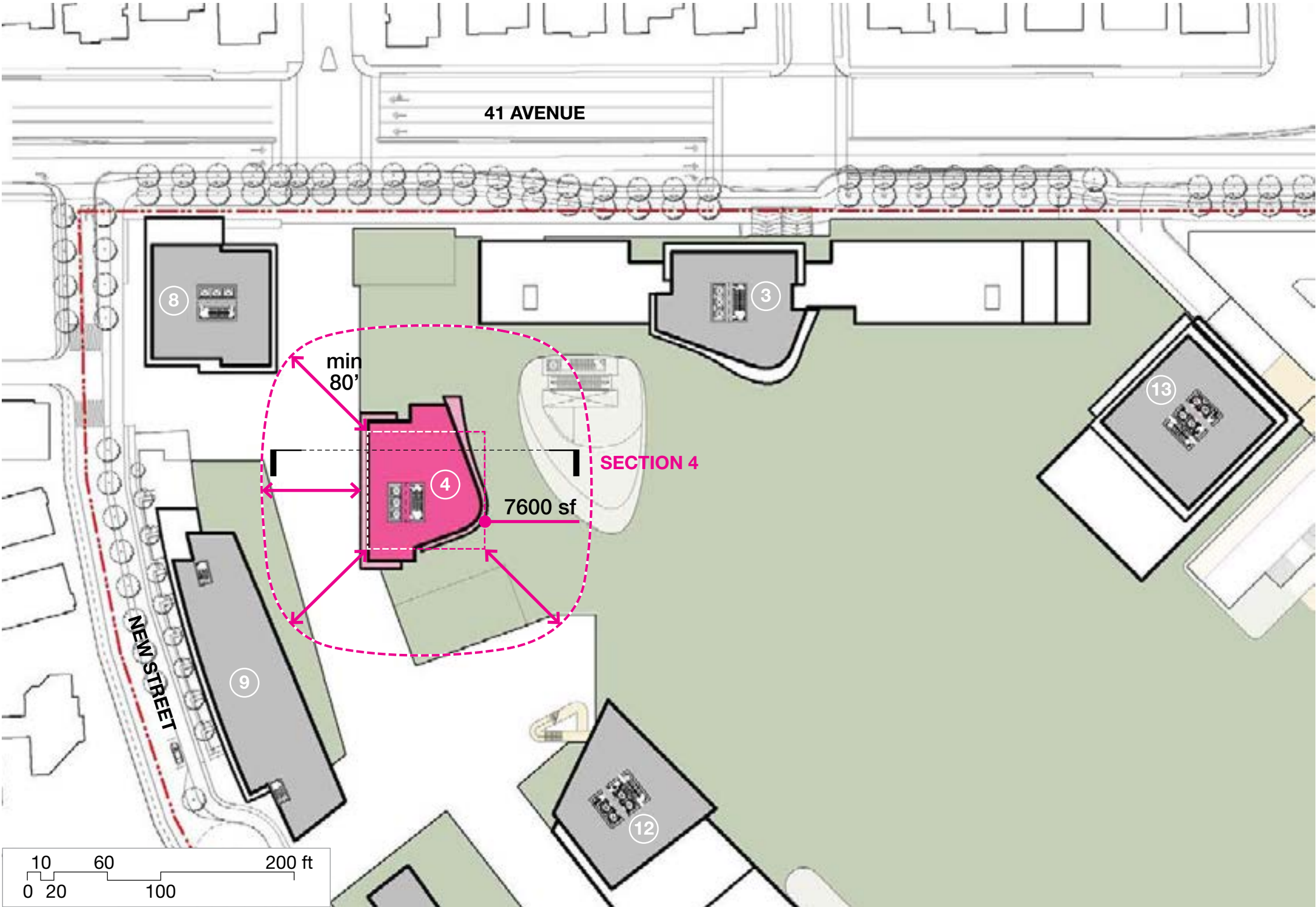
Maximum Tower Floorplate size
[SM/SF]: 706.1 / 7,600

* Each retail floor has been counted as two levels reflecting the 'double height' scale of the retail spaces.
** Heights measured from the main mall level geodetic of +88.88M to roof of in habited space.



KEY PLAN

NTS

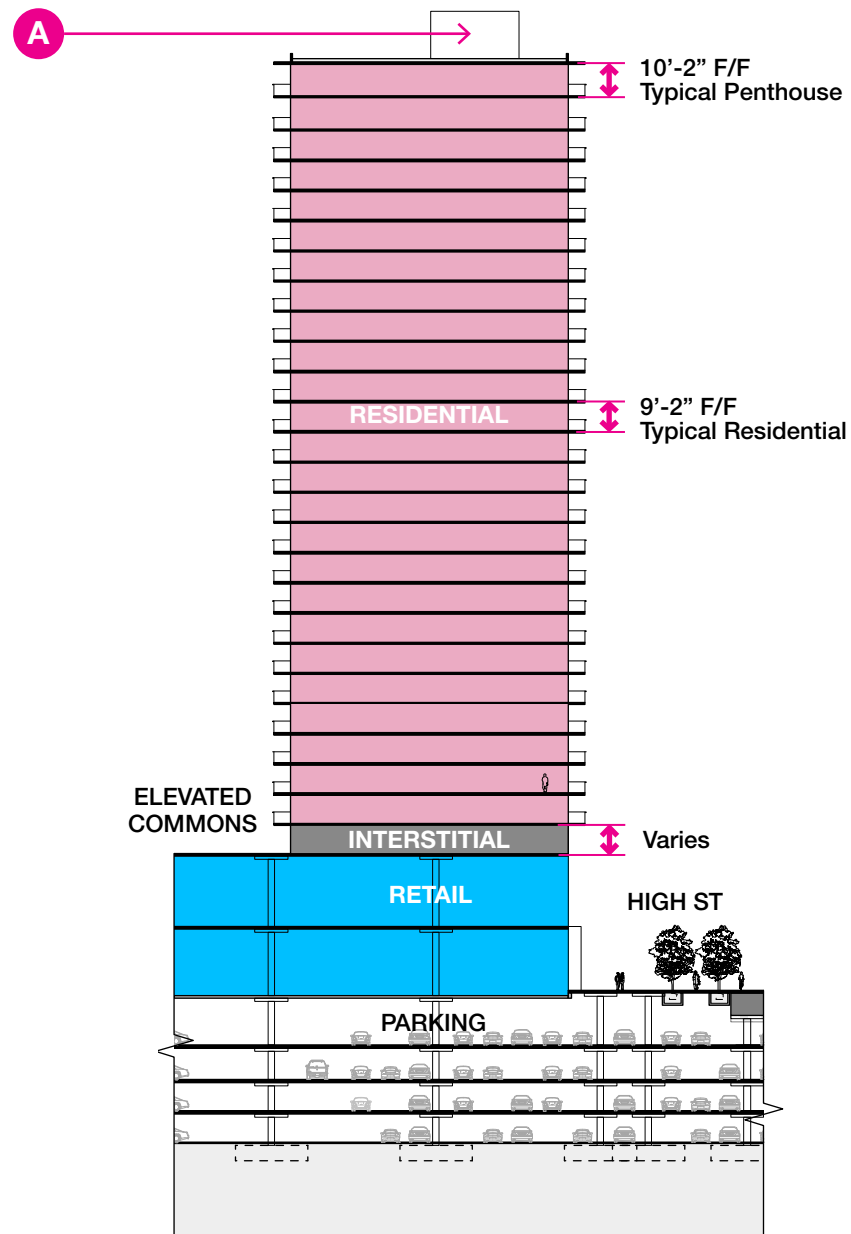


BUILDING 4 Plan Diagram

1:1000

Minimum dimensions represented in the diagram above does not include balconies



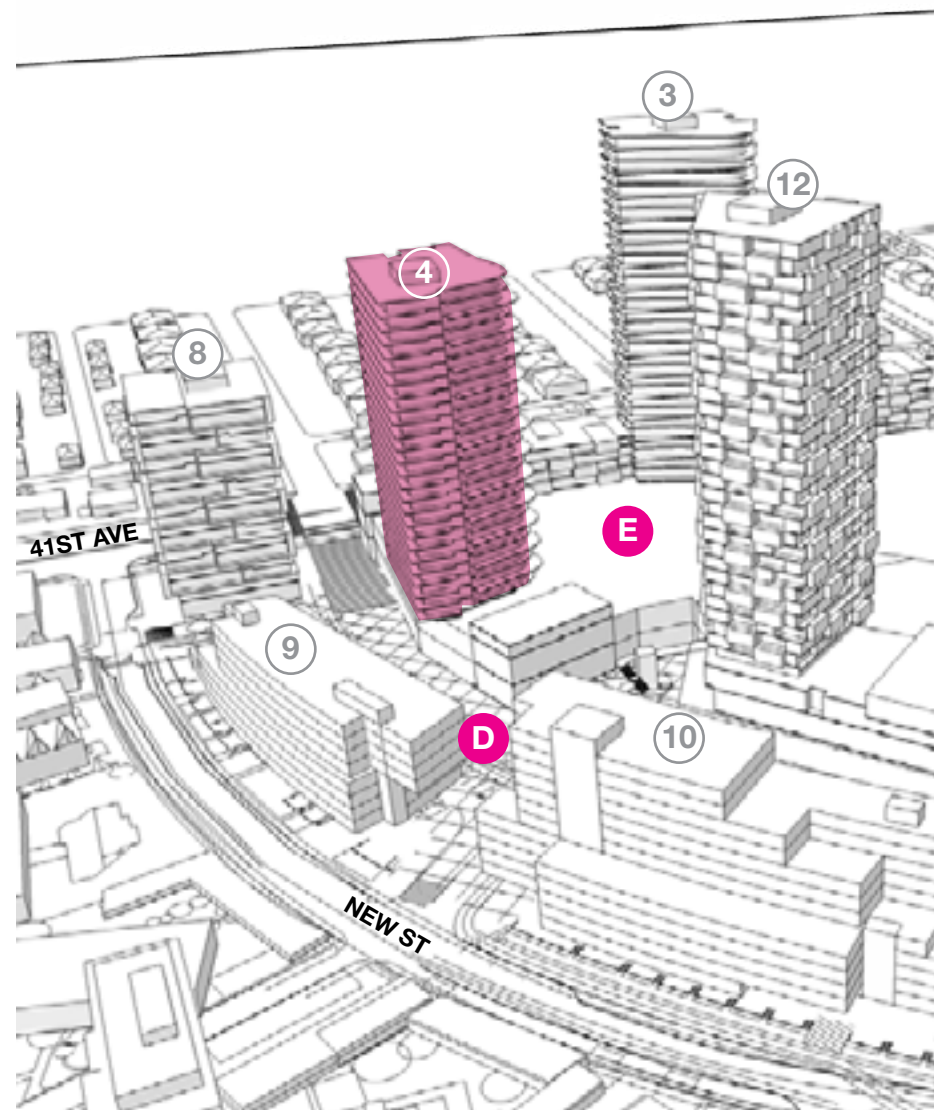


- Residential
- Retail
- Service/Interstitial

A Core Location Constrained

BUILDING 4 Section Diagram

Not to Scale



View of Building 4 looking north

- D** Crossroads Plaza
- E** Community Commons

BUILDING 4 Perspective

Not to Scale

Design Narrative

- This building will frame one side of the High Street extension. It should be massed, especially at the lower floors, to frame this gateway.
- Amenity space and a secondary lobby access should be provided at the Commons level.
- The western edge of the tower is aligned with Heather Street and the detailed design should consider views from this street alignment.
- The side of the tower facing High Street (west side) and the side facing the Elevated Commons (east side) should have a different architectural expression from one another.
- The side of the tower facing the street should align with the edge of the Anchor tenant below.
- The side facing the park should conceptually bring the greenery of the Commons up the building.
- There is an opportunity to share the architectural expression with Building 3 to the northeast and be treated as one half of a pair.
- The lowest level of residential units should allow direct access onto the Elevated Commons.

Major Constraints

- The elevator/stair core of the building is highly constrained being surrounded by the Anchor tenant on three sides and the extension of High Street to the west, there is little opportunity to shift this core.
- An interstitial floor will be required between the retail and the first residential floor. The interstitial floor will accommodate structural transfers as well as provide a space for electrical, plumbing and mechanical from the residential to join together to reduce the number of penetrations through the roof of the retail below.

The 3D illustrative built form is intended as a guide and modification will result from design development during the development permit process.

9.2.18 Specific Building Design Guidelines

BUILDING 5

Gross Floor Approx. Area [SM/SF]:

Office: 9,675 / 104,138
Residential: 27,463 / 295,614

Number of Levels: 41

Retail: 4*
Office: 6
Interstitial: 1
Residential (midrise/highrise): 0 / 30

Framework Family:

Urban Streetwall / Gateways

Affordable Housing:

None

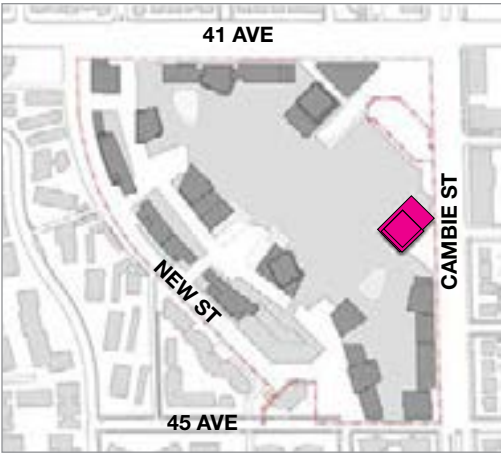
Maximum Height [M/Ft]:

213.20m Geod. / 407.87**

Maximum Tower Floorplate size

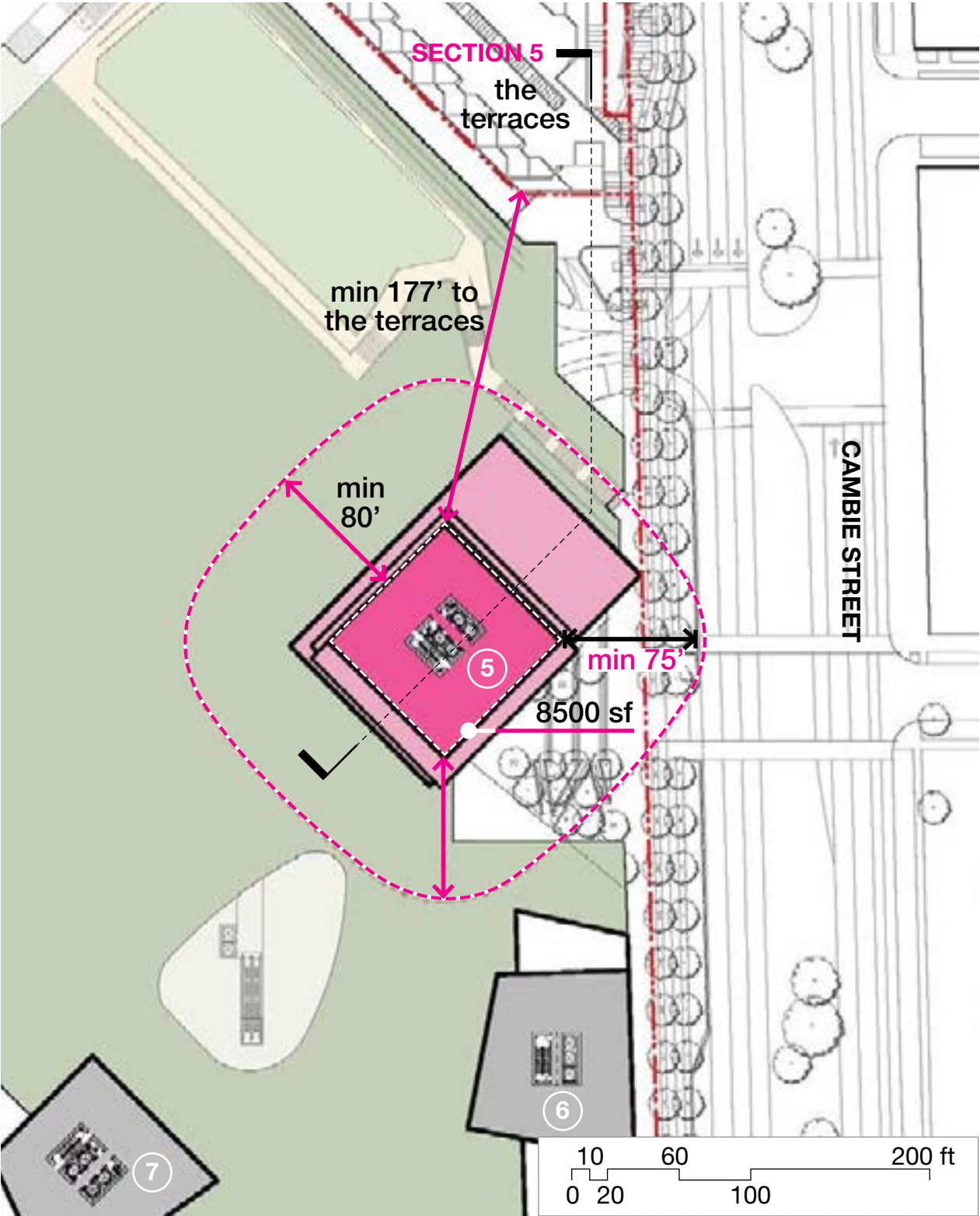
[SM/SF]: 789.7 / 8,500

* Each retail floor has been counted as two levels reflecting the 'double height' scale of the retail spaces.
** Heights measured from the main mall level geodetic of +88.88M to roof of in habited space.



KEY PLAN

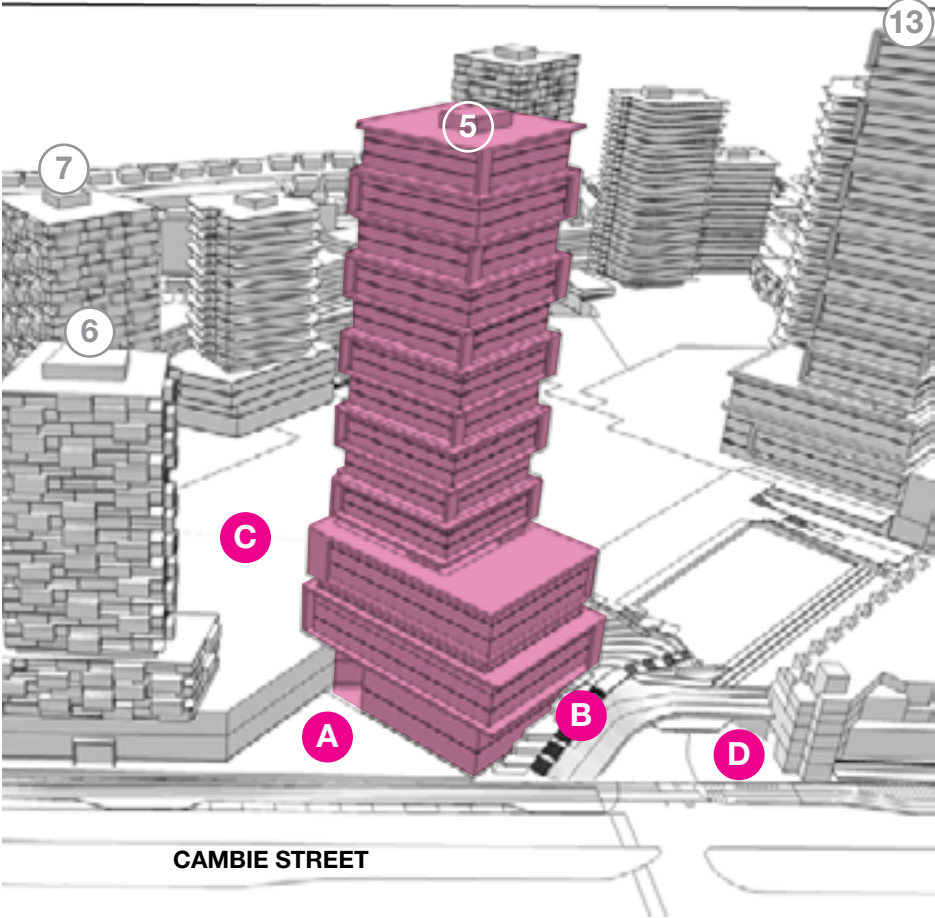
NTS



BUILDING 5 Plan Diagram

1:1000

Minimum dimensions represented in the diagram above does not include balconies



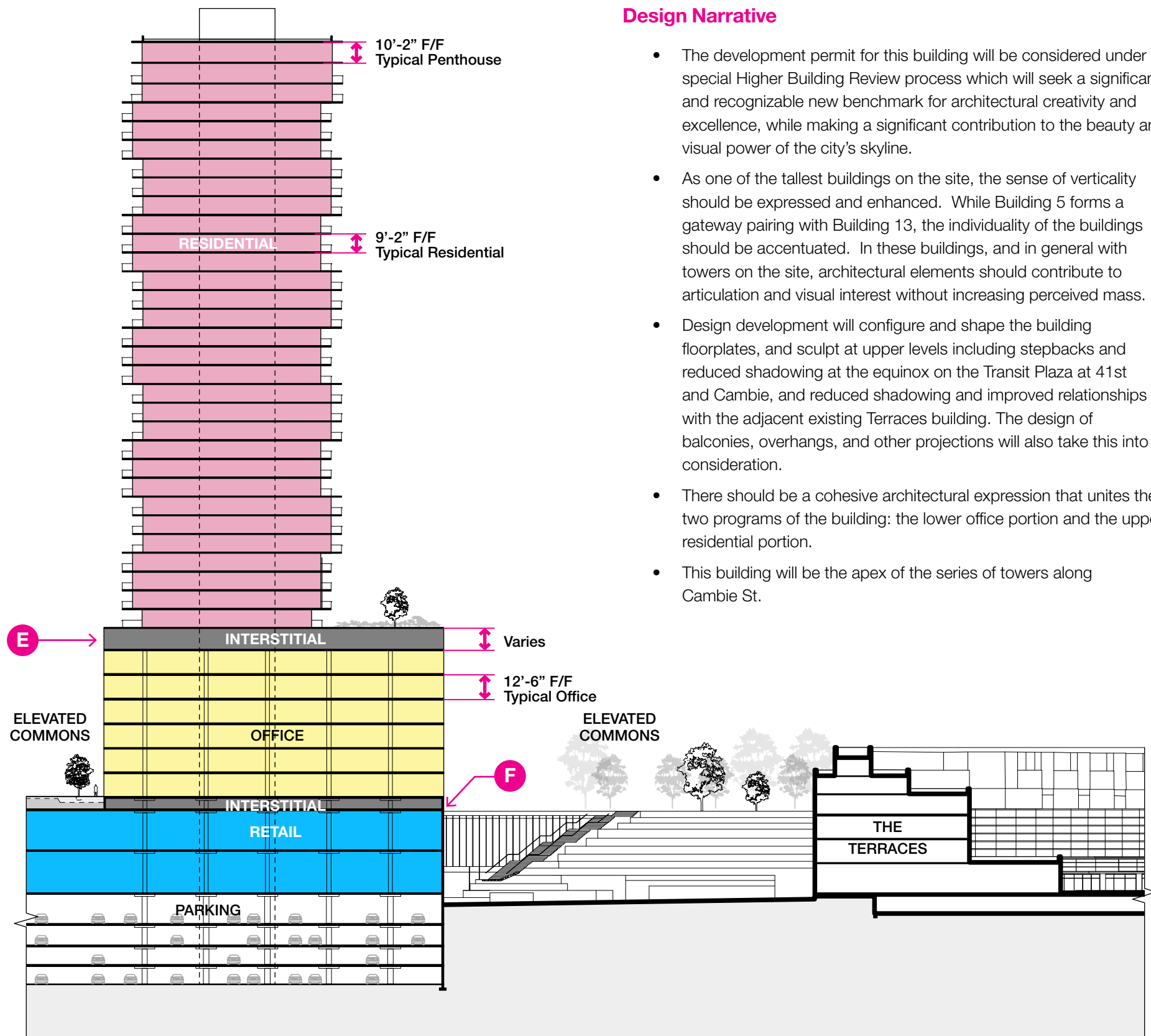
View of Building 5 looking north

- Residential
- Retail
- Service/Interstitial
- Office

- A Pocket Park/ Entry Lobbies
- B Stair Access to Commons
- C Community Commons
- D Parkade Entry
- E Interstitial space between Office & Retail
- F Interstitial space between Residential & Office

BUILDING 5 Perspective

Not to Scale



Design Narrative

- The development permit for this building will be considered under a special Higher Building Review process which will seek a significant and recognizable new benchmark for architectural creativity and excellence, while making a significant contribution to the beauty and visual power of the city's skyline.
- As one of the tallest buildings on the site, the sense of verticality should be expressed and enhanced. While Building 5 forms a gateway pairing with Building 13, the individuality of the buildings should be accentuated. In these buildings, and in general with towers on the site, architectural elements should contribute to articulation and visual interest without increasing perceived mass.
- Design development will configure and shape the building floorplates, and sculpt at upper levels including stepbacks and 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. The design of balconies, overhangs, and other projections will also take this into consideration.
- There should be a cohesive architectural expression that unites the two programs of the building: the lower office portion and the upper residential portion.
- This building will be the apex of the series of towers along Cambie St.

- The language of the tower should extend down to grade with the office and residential lobby.
- The building will, conceptually, act as a gateway to the project in conjunction with Building 13.
- Building 5 acts as a backdrop to the Pocket Park on Cambie Street.
- The office floor at the level of the Community Commons should access and take advantage of this public open space.
- The office level that meets the commons should be designed to activate and engage the commons including publicly accessible uses if possible. Access from the office elevator core should be provided to the commons.
- A secondary residential lobby should be provided at the commons level.
- Semi-private roof-top amenity space should be provided for residents at the rooftop level of the office building.
- The design of the base of the office building on Cambie should facilitate visual and physical connection between the pocket plaza and the stepped access to the Commons.
- The residential tower should be well setback from Cambie to assist with variation in massing along this edge.

Major Constraints

- The orientation is set by the existing building conditions immediately adjacent to the building. The South tower (including the Terraces residential) is oriented at 45° to the city grid and this building, like Building 13, will share this relationship.
- The entrances and elevator/stair core locations for both the residential and office are highly constrained with the arrangement of the retail below. There is little if any flexibility for movement without rearranging the circulation and program of the retail below.
- Two interstitial floors will be required between the retail and the first office floor and between the top office floor and lowest residential floor. These interstitial floors will accommodate structural transfers as well as provide a space for electrical, plumbing and mechanical from the above to join together to reduce the number of penetrations to the spaces immediately below.

The 3D illustrative built form is intended as a guide and modification will result from design development during the development permit process.

BUILDING 5 Section Diagram NTS

9.2.18 Specific Building Design Guidelines

BUILDING 6

Gross Floor Approx. Area [SM/SF]:

Office: 0
Residential: 22,594 / 243,208

Number of Levels: 34

Retail: 4*
Office: 0
Interstitial: 1
Residential (midrise/highrise): 4 / 21

Framework Family:

Urban Streetwall / Gateways

Affordable Housing:

Non-Market
Rental

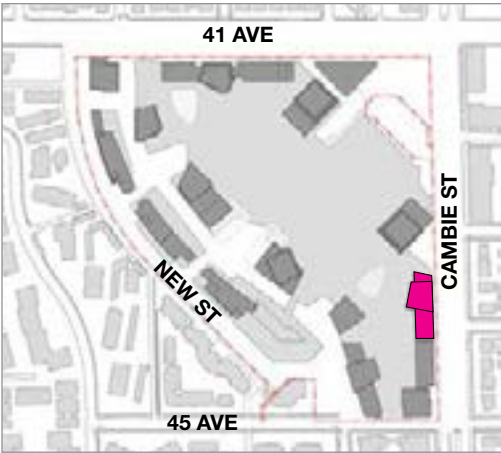
Maximum Height [M/Ft]:

186.29m Geod. / 319.58 ft**

Maximum Tower Floorplate size

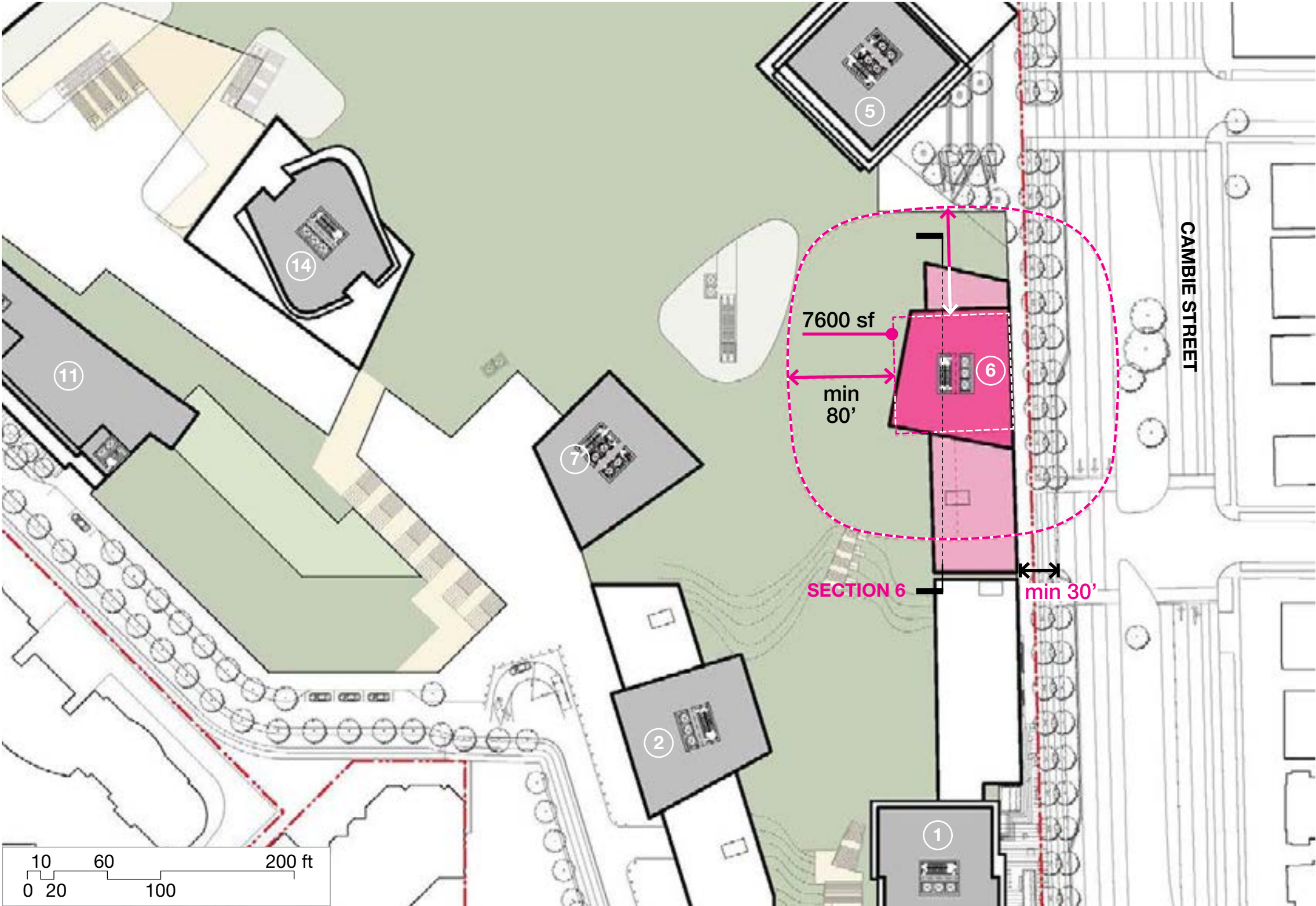
[SM/SF]: 706.1 / 7,600

* Each retail floor has been counted as two levels reflecting the 'double height' scale of the retail spaces.
** Heights measured from the main mall level geodetic of +88.88M to roof of in habited space.



KEY PLAN

NTS

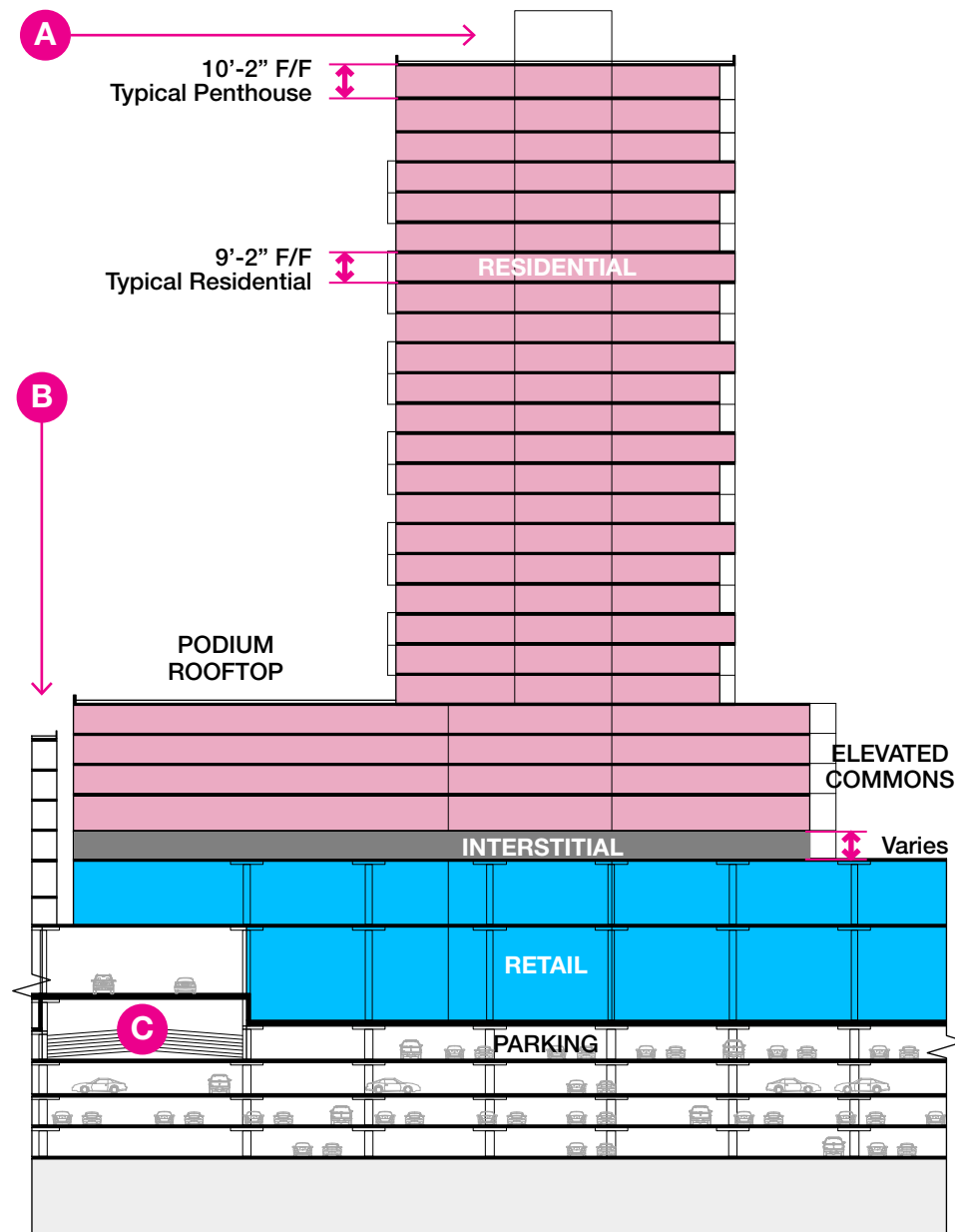


BUILDING 6 Plan Diagram

1:1000

Minimum dimensions represented in the diagram above does not include balconies



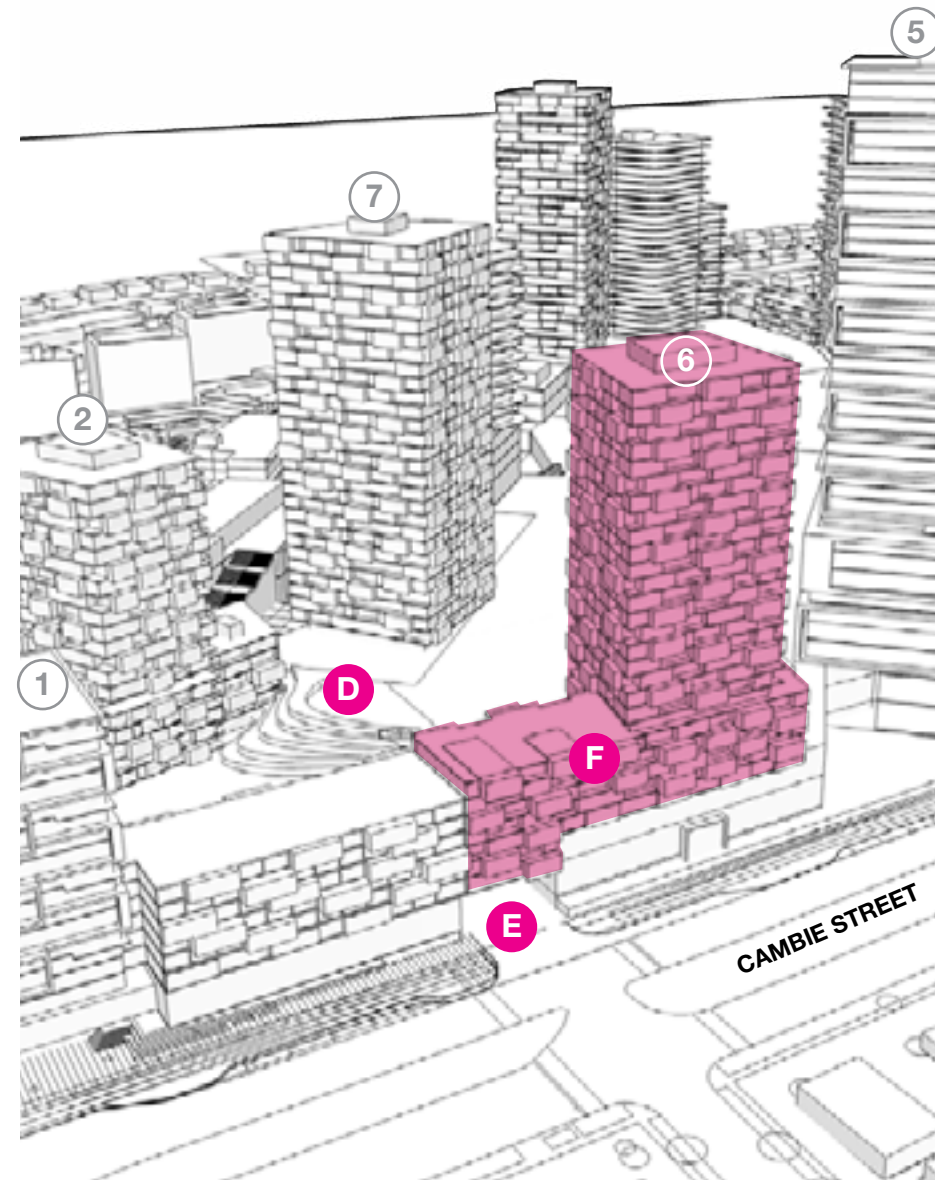


- Residential
- Retail
- Service/Interstitial

- A Constrained Core
- B Adjacent Building 1
- C Major Parking Entrance

BUILDING 6 Section Diagram

Not to Scale



View of Building 6 looking north west

- D Community Commons
- E Major Parking Entrance from Cambie St
- F Alternate Office Use

The 3D illustrative built form is intended as a guide and modification will result from design development during the development permit process.

BUILDING 6 Perspective

Not to Scale

Design Narrative

- The midrise portion of the building should interact with the lowrise portion of Building 1 to provide a continuous streetwall vocabulary on both east and west facades. Detailed design is to consider the visual impact and shadowing on Cambie Street, with emphasis on articulation to breakdown the expanse along this frontage
- The west side of the midrise portion should have residential units which have direct access to the Elevated Commons and consideration should be given to creating 2 level units to maximize the number of units with 'ground' orientation. A secondary lobby access should be provided at the commons level
- The architectural language of the midrise portion facing 41st Avenue should extend down to the street.
- The residential building expresses the entrance to the street to provide a sense of place and "address", punctuating the urban retail streetscape.
- The tower portion should have a different architectural expression from the lowrise portion.
- There should be some design elements that acknowledge this important location.
- The lowrise portion could contain office uses.

Major Constraints

- The stair/elevator core is constrained by the drive aisle on the parking levels. The core, however, can relocate north or south if required, as long as it does not impinge on minimum tower separation to adjacent buildings.
- An interstitial floor will be required between the retail and the first residential floor. The interstitial floor will accommodate structural transfers as well as provide a space for electrical, plumbing and mechanical from the residential to join together to reduce the number of penetrations through the roof of the retail below.
- The design of the mid-rise portion of the building should be stepped and terraced in consideration of solar access on the east side of Cambie shopping street and to assist in bringing the expression of green from the Community Commons to upper levels. Terracing and step-backs will create opportunities for urban agriculture, green roofs and private and semi-private outdoor space. A partial 6th mid-rise residential level may be considered to assist in achieving a superior response.

9.2.18 Specific Building Design Guidelines

BUILDING 7

Gross Floor Approx. Area [SM/SF]:

Office: 0
Residential: 24,043 / 258,794

Number of Levels: 36

Retail: 4*
Office: 0
Interstitial: 1
Residential (midrise/highrise): 0 / 31

Framework Family:

High Street Marker

Affordable Housing:

None

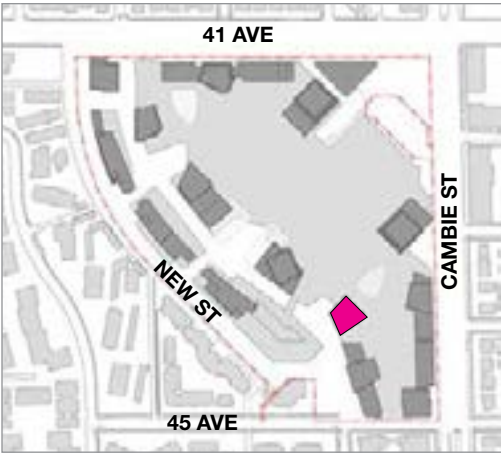
Maximum Height [M/Ft]:

191.9m Geod. / 337.99ft**

Maximum Tower Floorplate size

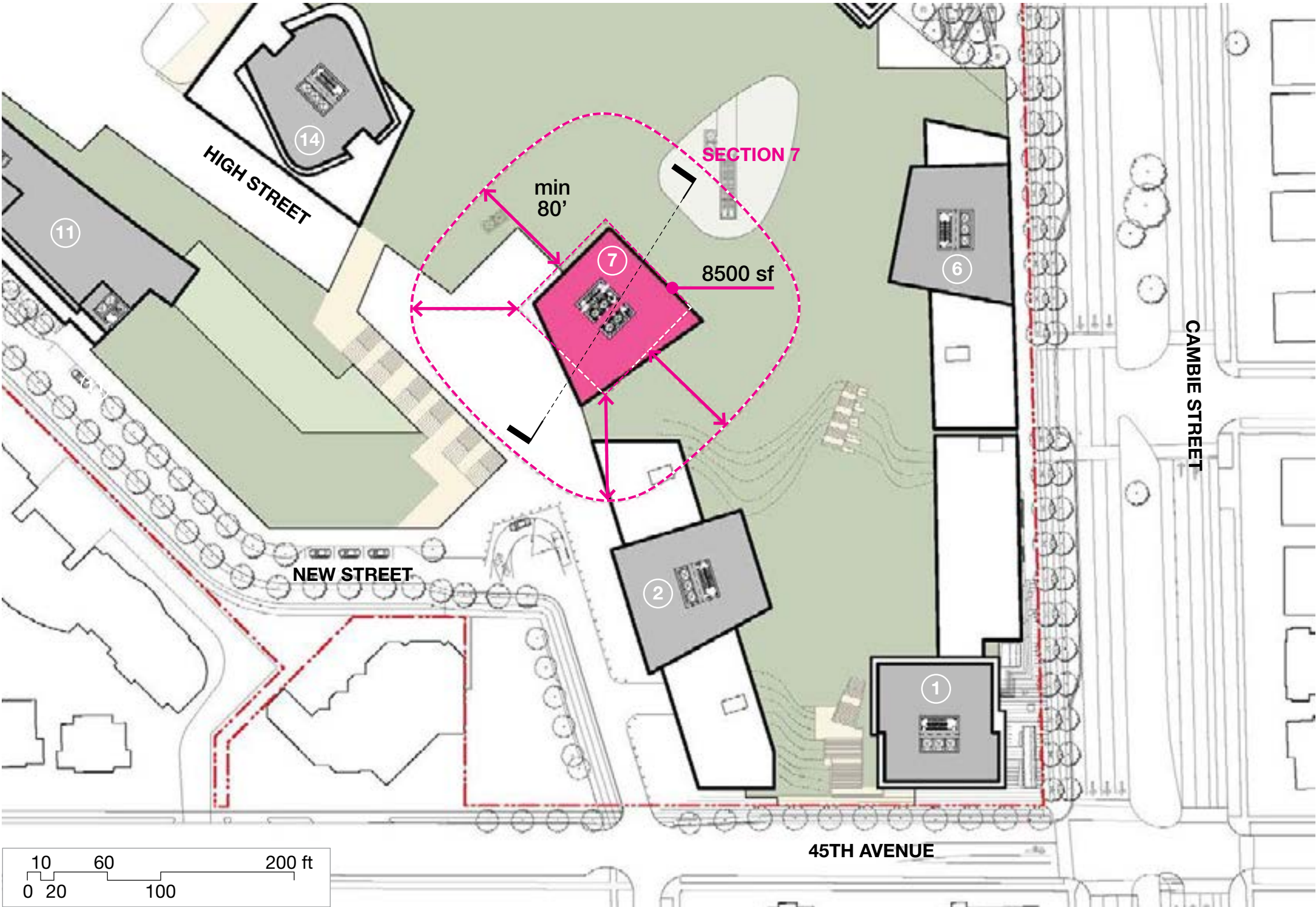
[SM/SF]: 789.7 / 8,500

* Each retail floor has been counted as two levels reflecting the 'double height' scale of the retail spaces.
** Heights measured from the main mall level geodetic of +88.88M to roof of in habited space.



KEY PLAN

NTS

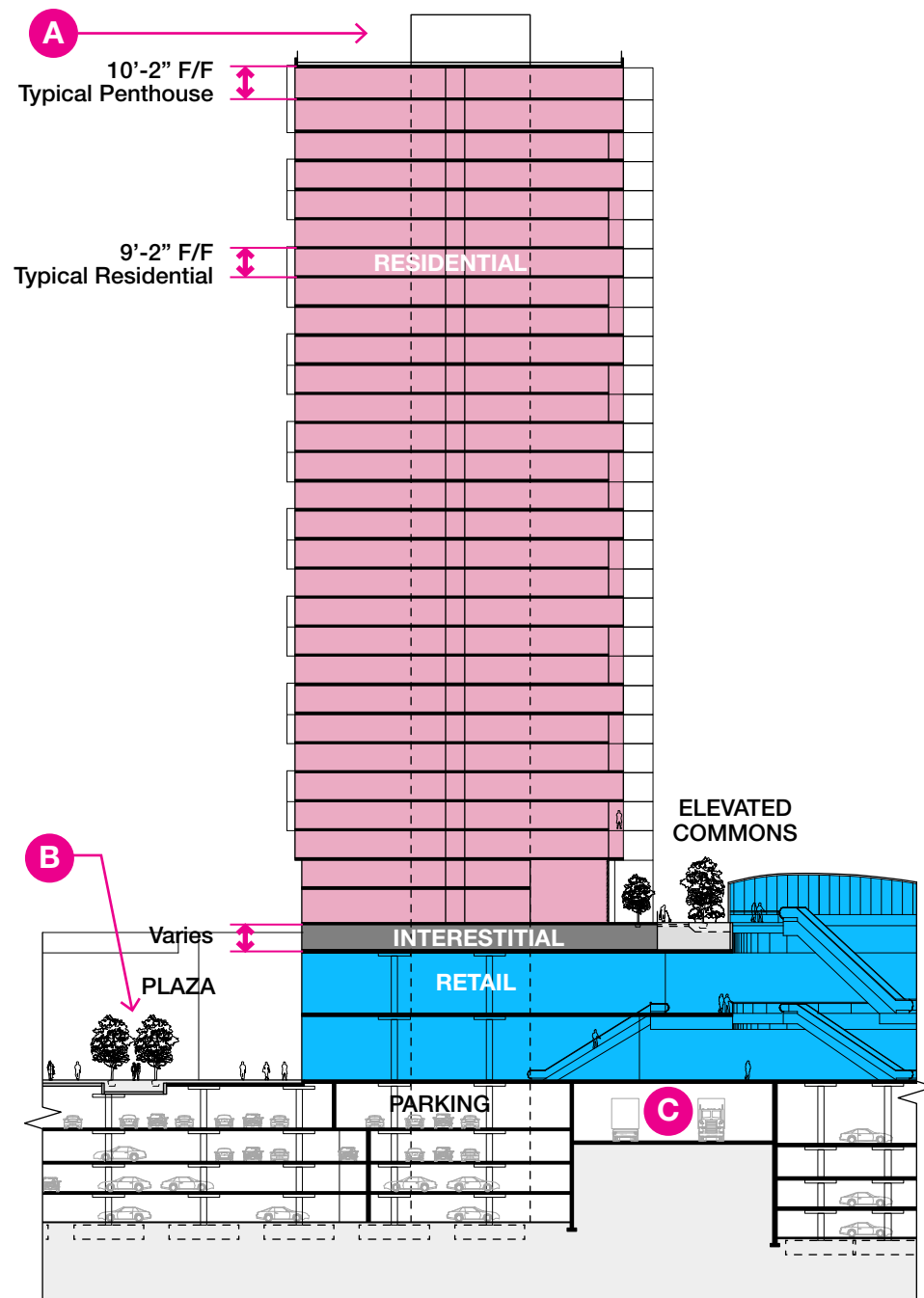


BUILDING 7 Plan Diagram

1:1000

Minimum dimensions represented in the diagram above does not include balconies



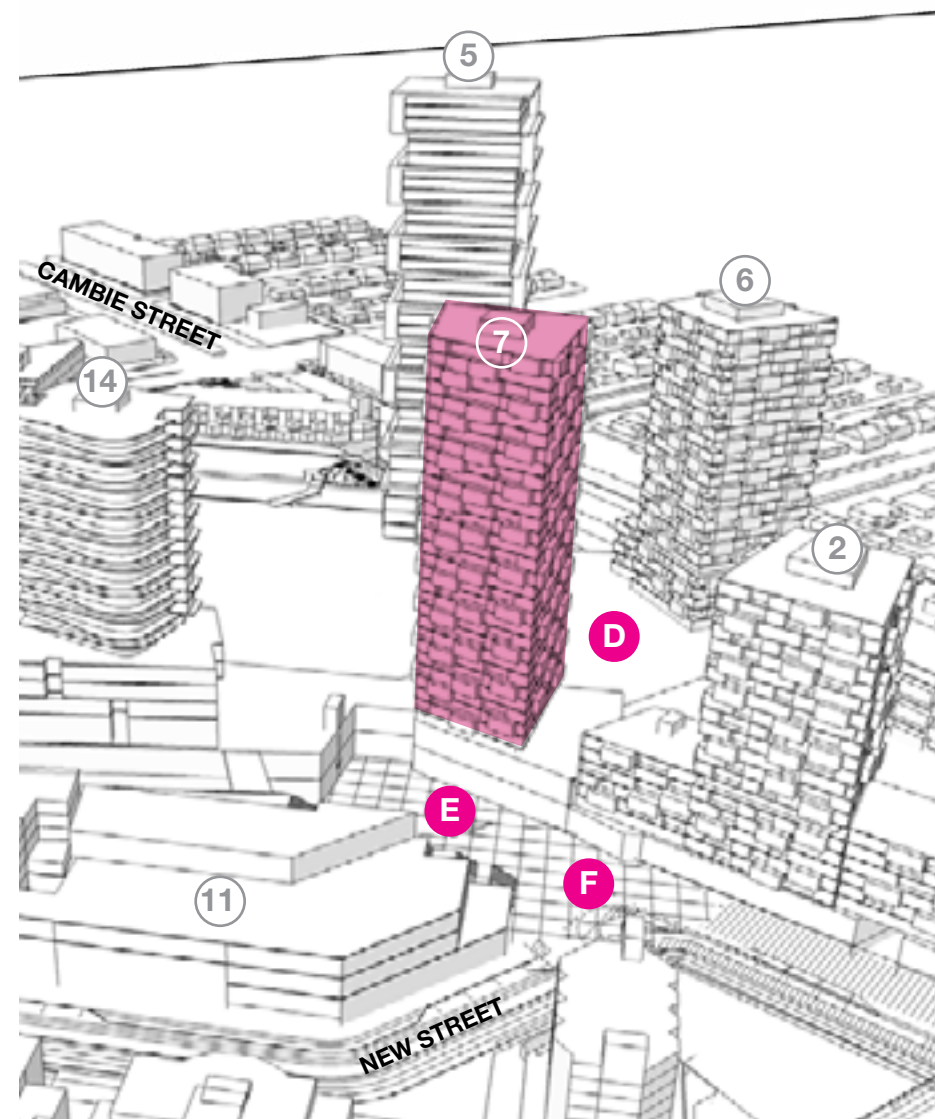


■ Residential
■ Retail
■ Service/Interstitial

A Constrained Core
B Crossroads Plaza
C Parking Ramp

BUILDING 7 Section Diagram

Not to Scale



View of Building 7 looking north east

D Community Commons
E Neighbourhood Plaza
F Parking Drop-Off for Civic Centre

BUILDING 7 Perspective

Not to Scale

Design Narrative

- As this building will mark the Neighbourhood Plaza, detailed design and tower configuration must consider solar access and visual impact on this public space.
- The western edge of the building should not extend over the edge of the retail façade below and the western façade will be an important element in the plaza.
- The predominant and most unobstructed view is to the southwest.
- There should be consideration to the utilization of deep balconies and/or shading devices to control solar gain in the summer.
- The lowest level of residential units should allow direct access onto the Community Commons. A secondary lobby access should be provided at the commons level.

Major Constraints

- The location of the stair/elevator core is fairly constrained with the anchor tenant programmatic and loading requirements, and parking layout below.
- An interstitial floor will be required between the retail and the first residential floor. The interstitial floor will accommodate structural transfers as well as provide a space for electrical, plumbing and mechanical from the residential to join together to reduce the number of penetrations through the roof of the retail below.

The 3D illustrative built form is intended as a guide and modification will result from design development during the development permit process.

9.2.18 Specific Building Design Guidelines

BUILDING 8

Gross Floor Approx. Area [SM/SF]:

Office: 0
Residential: 12,235 / 131,693

Number of Levels: 20

Retail: 1
Office: 0
Interstitial: 0
Residential: 19

Framework Family:

Gateways

Affordable Housing:

None

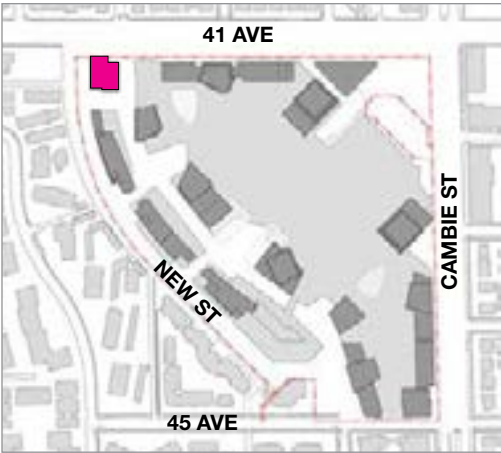
Maximum Height [M/Ft]:

149.0m Geod. / 197.24 ft*

Maximum Tower Floorplate size

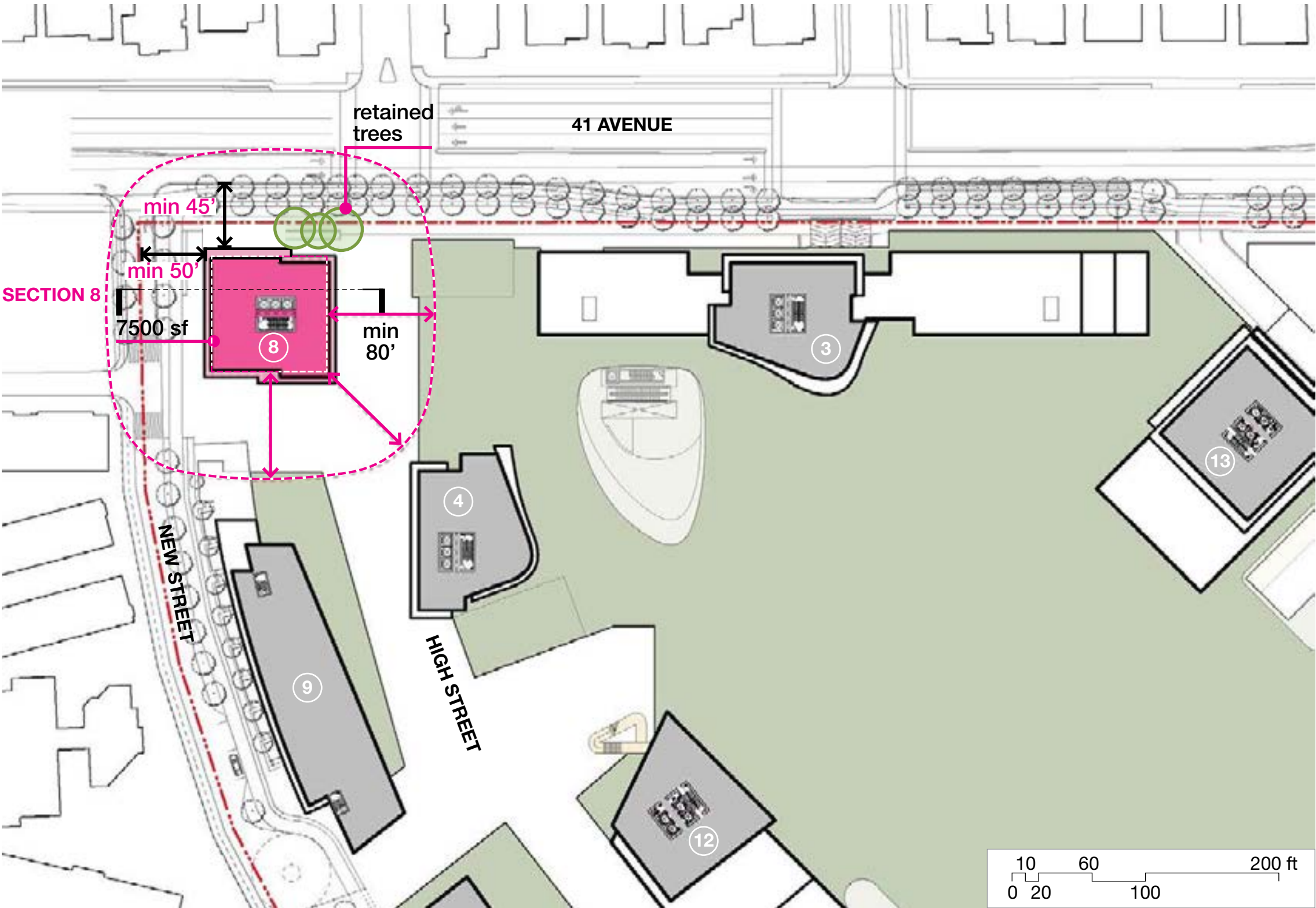
[SM/SF]: 706.1 / 7,600

* Heights measured from the main mall level geodetic of +88.88M to roof of in habited space.



KEY PLAN

NTS

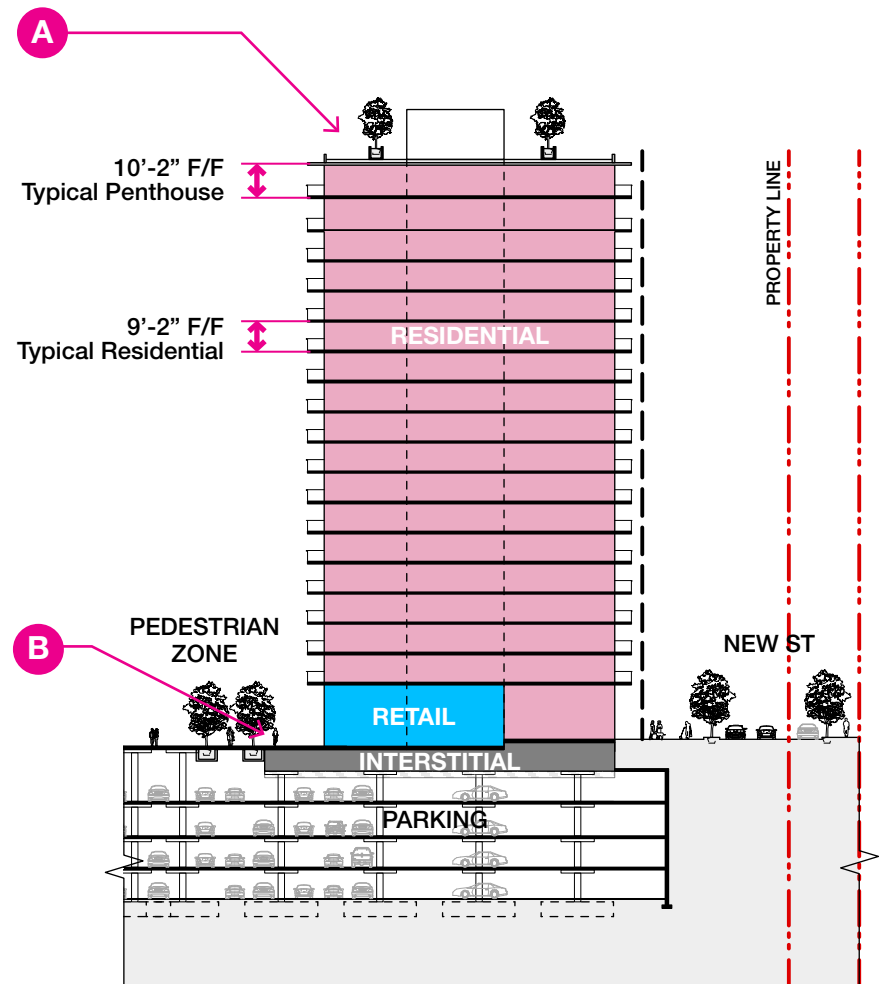


BUILDING 8 Plan Diagram

1:1000

Minimum dimensions represented in the diagram above does not include balconies



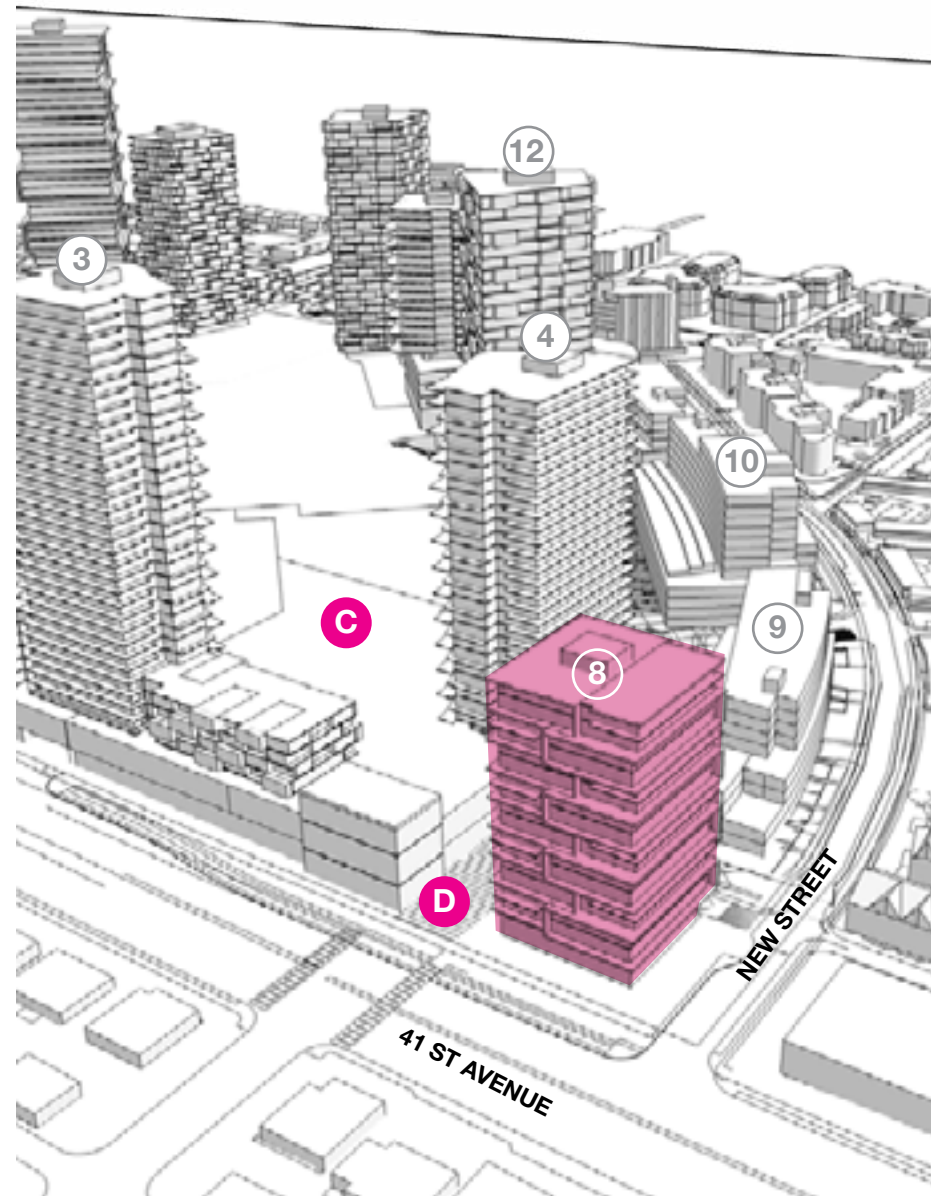


- Residential
- Retail
- Service/Interstitial

- A Constrained Core
- B Dedicated Bicycle Lane

BUILDING 8 Section Diagram

Not to Scale



View of Building 8 looking south east

- C Community Commons
- D North End of High Street

BUILDING 8 Perspective

Not to Scale

Design Narrative

- Major view to the building is from 41st Ave heading east.
- The building should act as a marker for the entire project - a gateway building.
- The residential portion of the building (Level 2 upwards) may overhang the retail portion (Level 1) on the east side of the building. A large overhang on the east side would compress the northern extent of High Street.
- There should be some type of acknowledgment of the design concept of Building 1 - both act as important markers to the site.
- The building language and concept should align with the High Street facing buildings 9, 10 and 11.

Major Constraints

- The building is the only building bounded by three different roads; 41st Avenue, High Street and New Street. The location of the core is limited by the parking below, but the building is highly constrained because of the proximity to the adjacent streets.
- The extension of the Heather Street bicycle lane continues on the east side of the site adding complexity to this portion of High Street. The dedicated bicycle lane cannot shift significantly from this location.
- There will be a high-speed dedicated residential bicycle elevator integrated into the building, further reducing the flexibility to shift the building extents.
- A setback from 41st Avenue is required to protect existing trees being retained. Building setbacks and design will ensure retention and health of existing trees - the adequacy of setbacks and building relationships to be verified in consultation with an arborist at development permit.

The 3D illustrative built form is intended as a guide and modification will result from design development during the development permit process.

9.2.18 Specific Building Design Guidelines

BUILDING 9

Gross Floor Approx. Area [SM/SF]:

Office: 0
Residential: 7,840 / 84,396

Number of Levels: 9

Retail: 0
Office: 0
Interstitial: 0
Residential: 9

Framework Family:

Neighbourhood & Civic Centre

Affordable Housing:

None

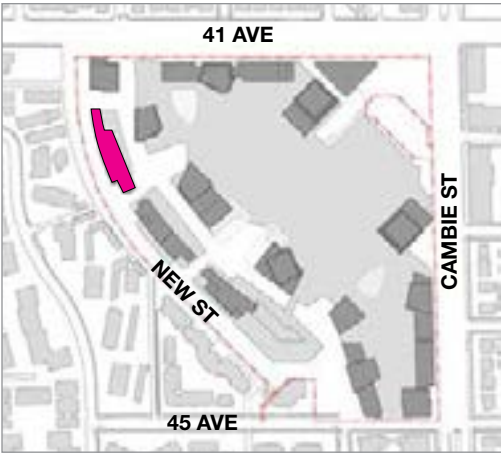
Maximum Height [M/Ft]:

116.0m Geod. / 88.98 ft**

Maximum Floorplate size

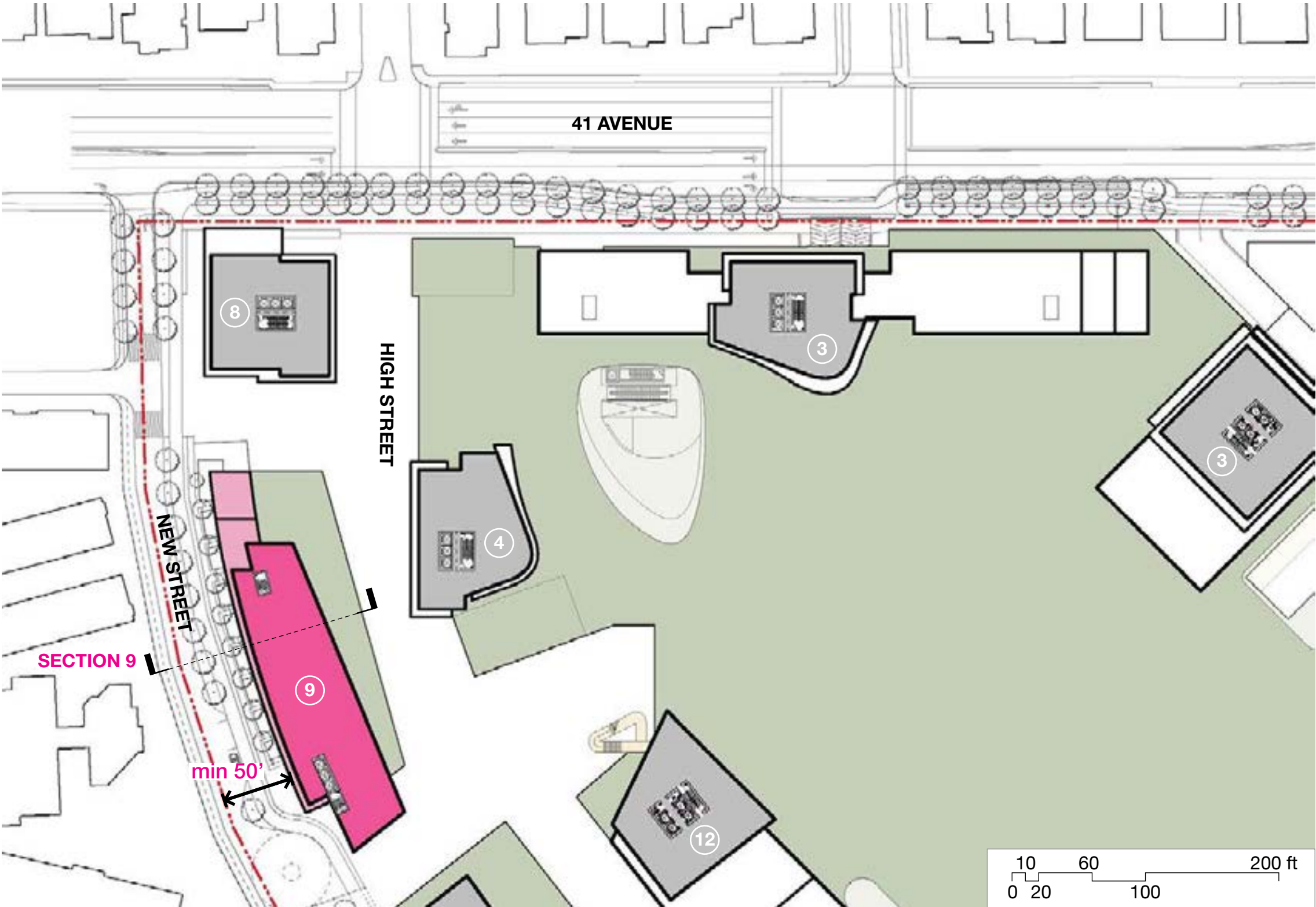
[SM/SF]: N/A

* Heights measured from the main mall level geodetic of +88.88M to roof of in habited space.



KEY PLAN

NTS

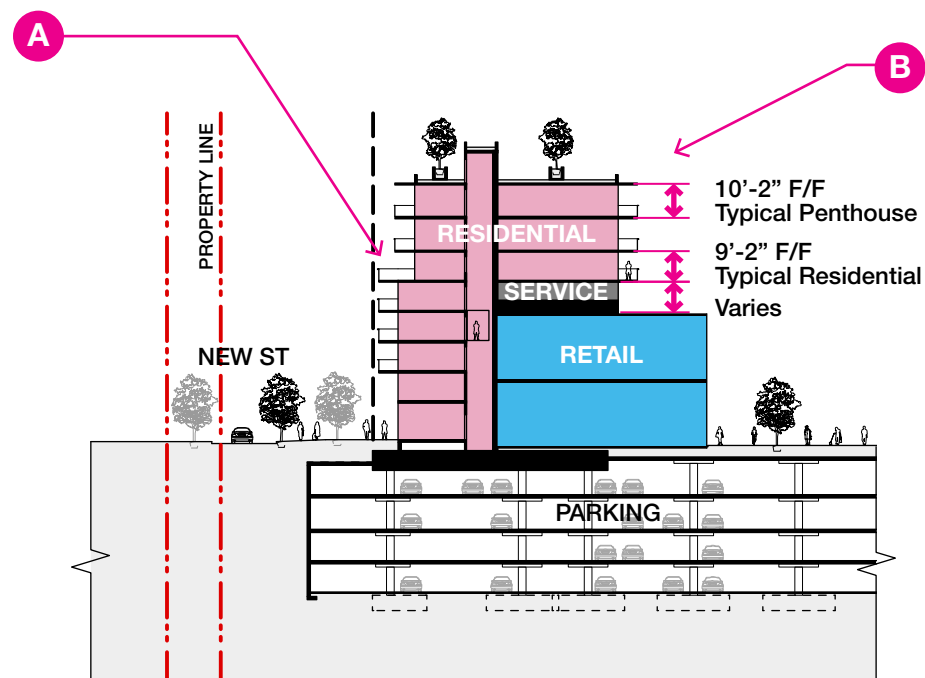


BUILDING 9 Plan Diagram

1:1000

Minimum dimensions represented in the diagram above does not include balconies



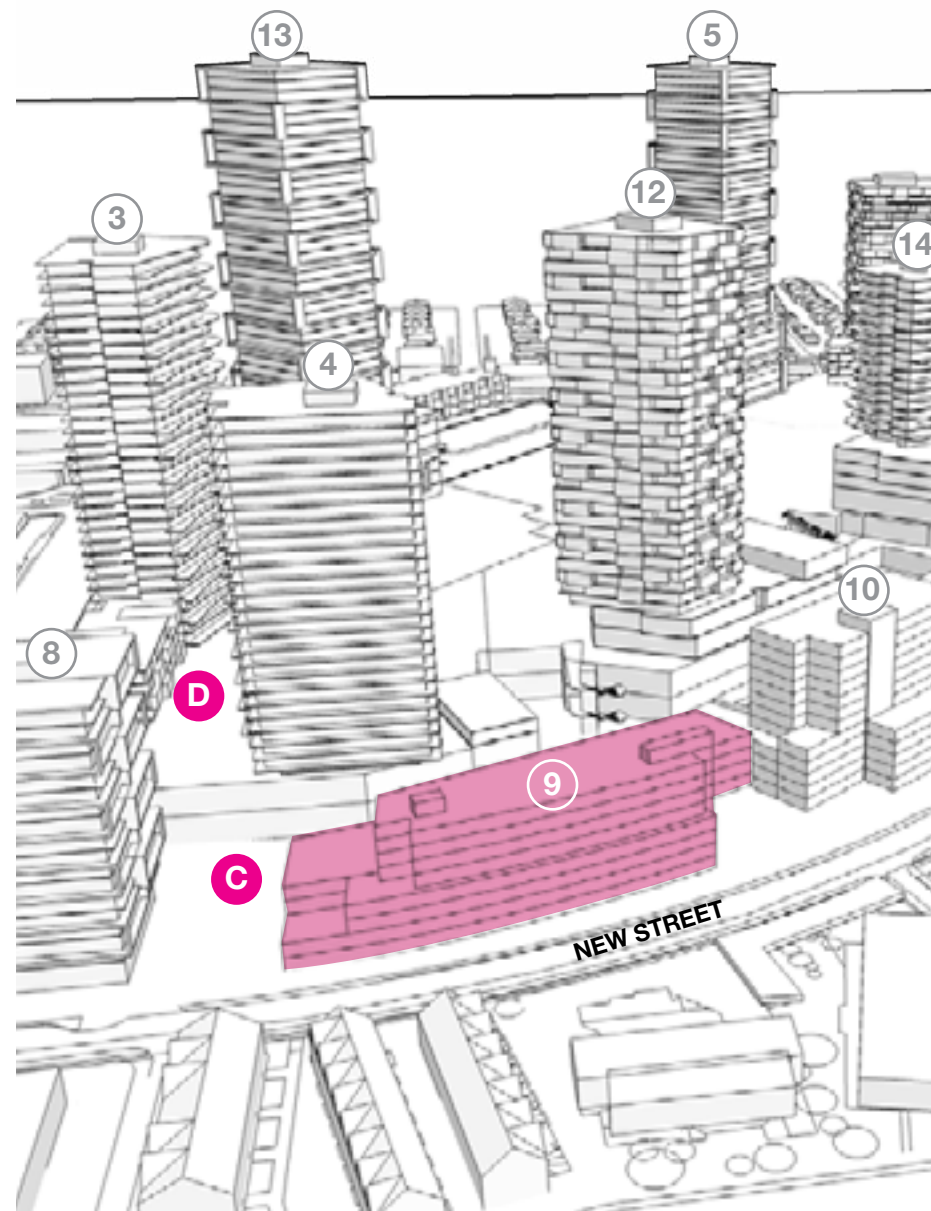


- Residential
- Retail
- Service/Interstitial

- A Terraced Upper Floors
- B Private Rooftop Space

BUILDING 9 Section Diagram

Not to Scale



View of Building 9 looking east

- C Crossroads Plaza
- D Community Commons

The 3D illustrative built form is intended as a guide and modification will result from design development during the development permit process.

BUILDING 9 Perspective

Not to Scale

Design Narrative

- This building, along with Buildings 10 and 11 relate directly to the existing residential buildings to the southwest across New Street.
- The building is to be designed and setback to ensure that all private outdoor space, railings, balconies, steps, etc. serving the units are located outside of
- The massing of the upper levels (above the 4th floor) should be terraced away from New Street to reduce the apparent massing from grade. The building should incorporate multiple terracing levels along its length and to create a transition to the existing townhouses across the 'New Street'.
- The terracing further reduces upper level massing of the building. Terracing will allow for private residential roofdecks on upper levels, also increasing the penetration of light to High Street.
- The lowest level of High Street facing residential units should have direct access to the adjacent roofdeck.
- The at-grade residential units facing New Street should establish a consistent vertical rhythm of building elements that continue to Building 8 to the north, and Buildings 10 and 11 to the south, and will acknowledge the pedestrian nature of New Street. This vertical rhythm will help to create a comfortable pedestrian path along New Street. Lower level units should typically be 2 level townhouse units with more 'public' living rooms at grade, maximizing the number of ground level units.
- The language of the building facing High Street (above the retail level) should contrast with the design concepts of the retail below to accentuate that the upper massing of High Street is residential in nature.
- The language of the building facing New Street (above the first residential levels) should be horizontal in nature to accentuate the slow sweeping curve of High Street.
- With the predominant façade facing southwest, the horizontal language should provide sun shading opportunities.

Major Constraints

- The elevator/stair core is somewhat constrained because of the drive aisles on the parking levels. There is some flexibility in two directions, but there is much less in the other two.
- The building is to be designed and setback to ensure that all private outdoor space, railings, balconies, steps, etc. serving the units are located outside of the designated r.o.w. for the new street.

9.2.18 Specific Building Design Guidelines

BUILDING 10

Gross Floor Approx. Area [SM/SF]:

Office: 0
Residential: 13,381 / 144,036

Number of Levels: 13

Retail: 0
Office: 0
Interstitial: 0
Residential: 13

Framework Family:

Neighbourhood & Civic Centre

Affordable Housing:

None

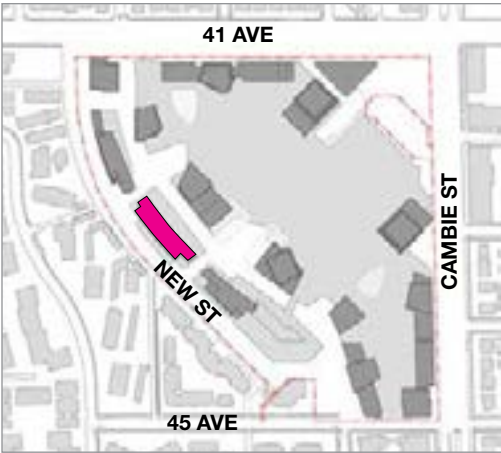
Maximum Height [M/Ft]:

127.2m Geod. / 125.72ft*

Maximum Floorplate size

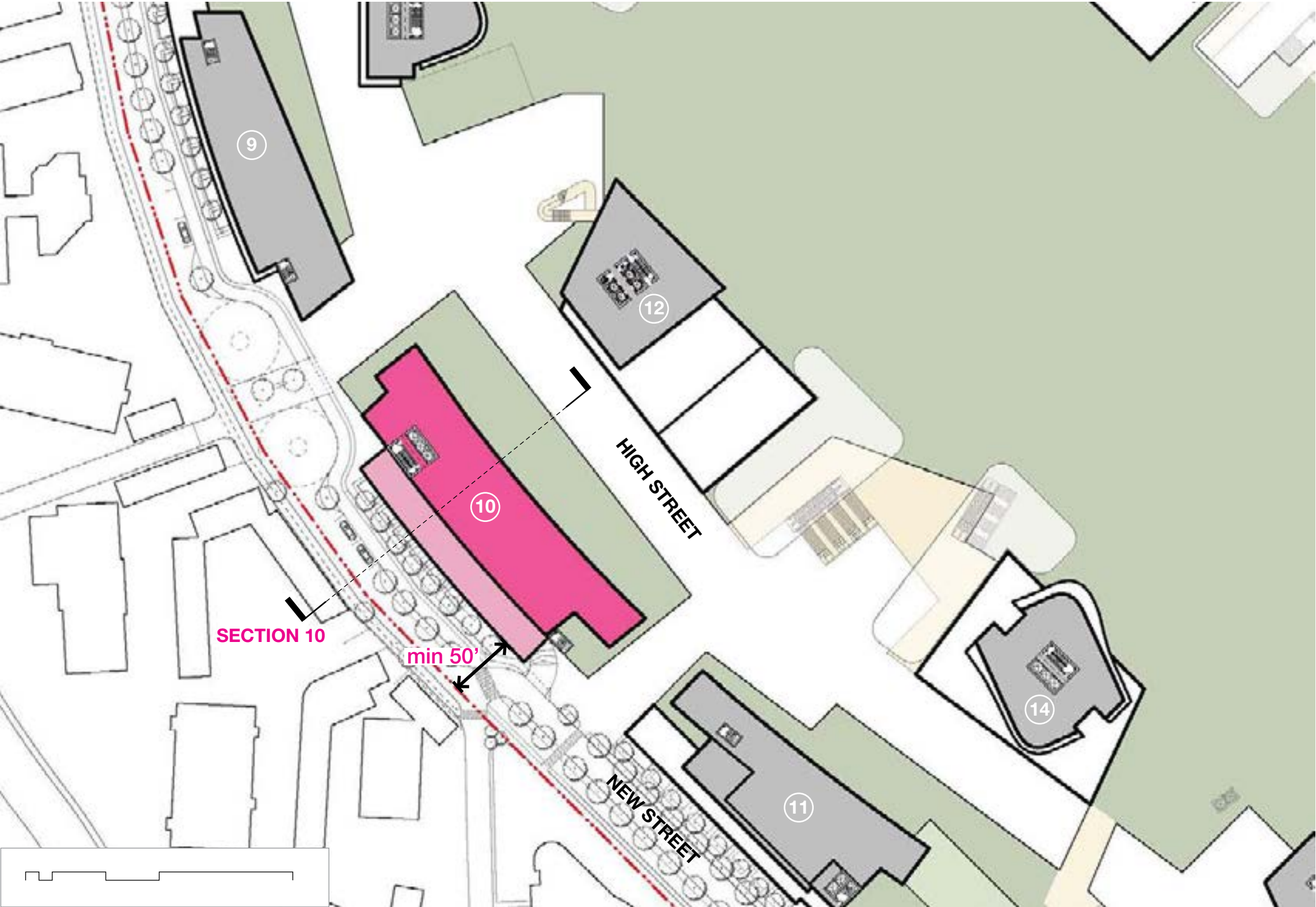
[SM/SF]: N/A

* Heights measured from the main mall level geodetic of +88.88M to roof of in habited space.



KEY PLAN

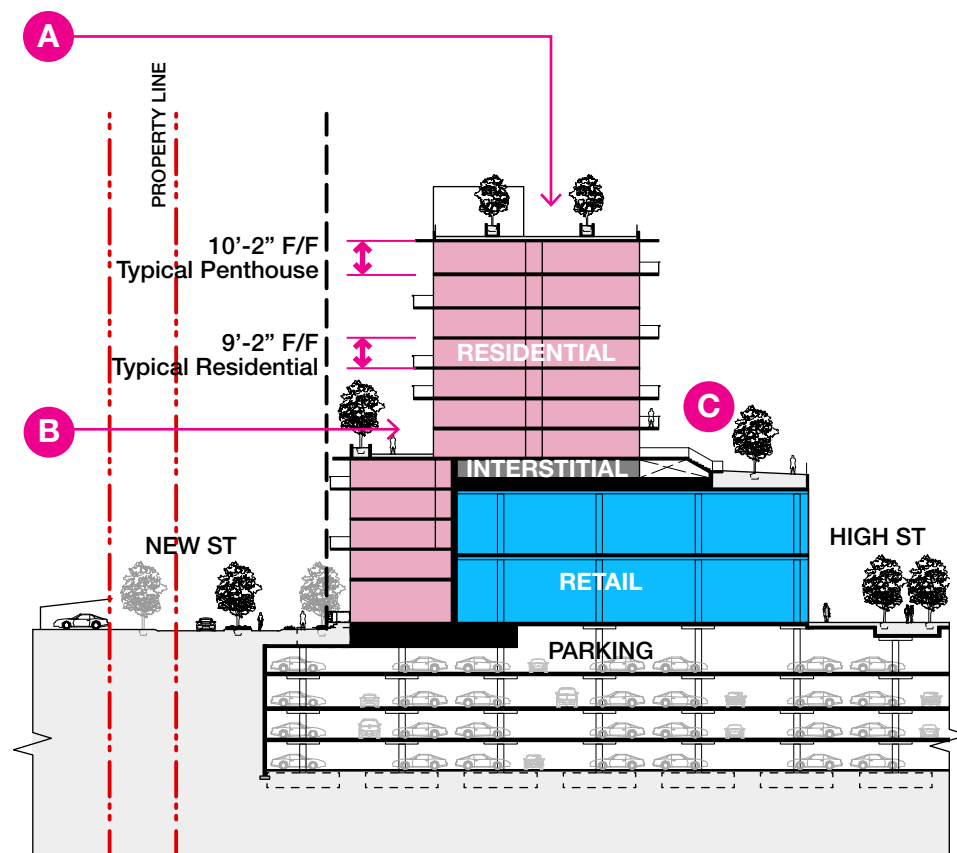
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BUILDING 10 Plan Diagram

1:1000

Minimum dimensions represented in the diagram above does not include balconies

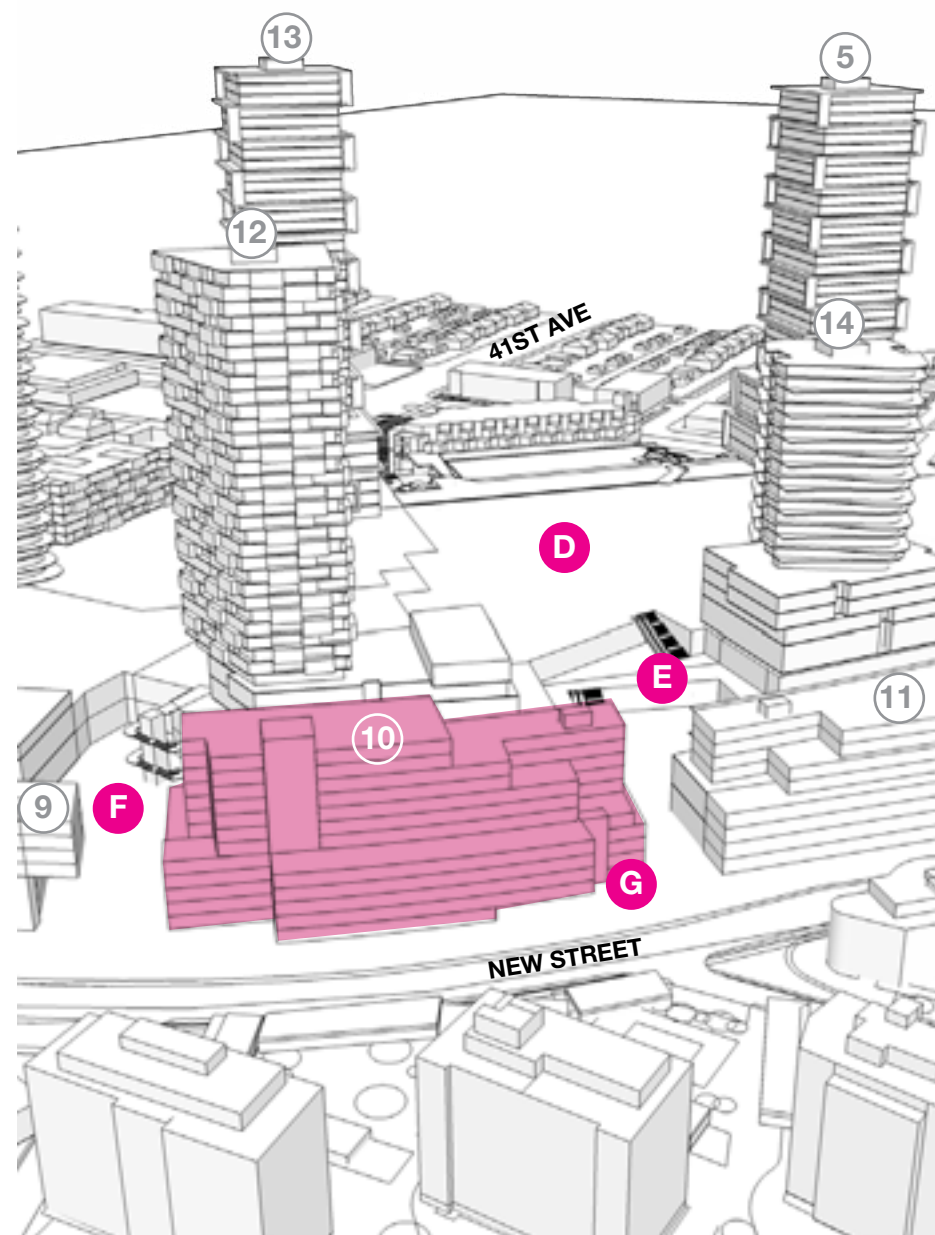


■ Residential
■ Retail
■ Service/Interstitial

A Private Rooftop
B Terraced Upper Levels
C Rooftop Semi-Public Space

BUILDING 10 Section Diagram

Not to Scale



View of Building 10 looking east

D Community Commons
E Central Court
F Crossroads Plaza
G Residential Parking Access

BUILDING 10 Perspective

Not to Scale

The 3D illustrative built form is intended as a guide and modification will result from design development during the development permit process.

Design Narrative

- This building, along with Buildings 9 and 11 relate directly to the existing residential buildings to the southwest across New Street.
- The massing of the upper levels (above the 4th floor) should be terraced away from New Street to reduce the apparent massing from grade.
- The building should incorporate multiple terracing levels along the length of the buildings. This terracing reinforces the Earthwork Concept Design (**Refer to Section 2.10.6**). The terracing further reduces upper level massing of the building. Terracing will allow for private residential roofdecks on upper levels, also increasing the penetration of light to High Street.
- The lowest level of High Street facing residential units should have direct access to the adjacent roofdeck.
- The at-grade residential units facing High Street should establish a consistent vertical rhythm of building elements that continue to Building 8 and 9 to the north, and Building 11 to the south. This vertical rhythm will help to create a comfortable pedestrian path along New Street. Lower level units should typically be 2 level townhouse units with more 'public' living rooms at grade, maximizing the number of ground level units. This vertical rhythm will help to create a comfortable pedestrian path along New Street.
- The language of the building facing New Street (above the retail level) should contrast with the design concepts of the retail below to accentuate that the upper massing of High Street is residential in nature.
- The language of the building facing New Street (above the first residential level) should be horizontal in nature to accentuate the slow sweeping curve of High Street. With the predominant façade facing southwest, the horizontal language should provide sun-shading devices.

Major Constraints

- The elevator/stair core is somewhat constrained due to of the drive aisles on the parking levels. There is some flexibility in the east/west directions.
- The building is to be designed and setback to ensure that all private outdoor space, railings, balconies, steps, etc. serving the units are located outside of the designated r.o.w. for the new street.
- The entrance to the direct residential parking ramp is located mid-block of Building 10. This ramp location will ultimately affect the rhythm and layouts of the residential adjacent and above the ramp aperture. The size and impact of this opening should be mitigated through Architectural and Landscape screening.

BUILDING 11

Gross Floor Approx. Area [SM/SF]:

Office: 0
Residential: 7,248 / 78,015
Amenity: 6503 / 70,000 (FSR)

Number of Levels: 9

Retail: 2*
Office: 0
Interstitial: 1
Residential: 8
Amenity: 4**

Framework Family:

Neighbourhood & Civic Centre

Affordable Housing:

Non-market

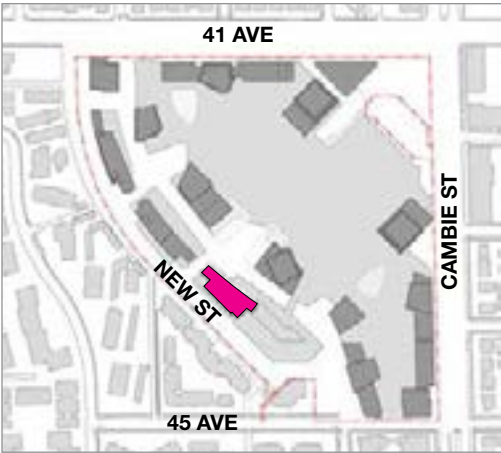
Maximum Height [M/Ft]:

115.4m Geod. / 87.01 ft.***

Maximum Floorplate size

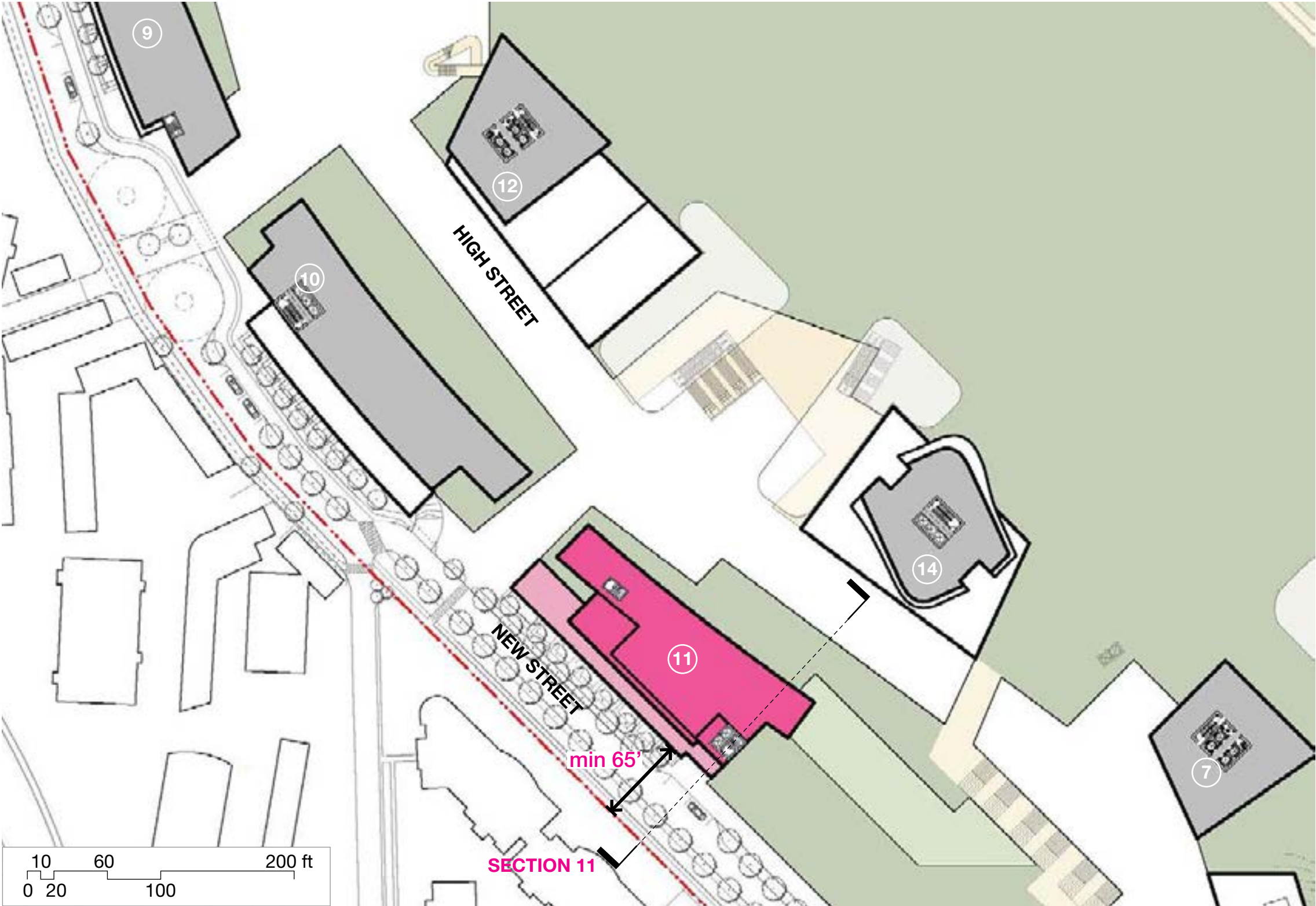
[SM/SF]: N/A

* Each retail floor has been counted as two levels reflecting the 'double height' scale of the retail spaces.
** Amenity levels adjacent to retail/residential levels
*** Heights measured from the main mall level geodetic of +88.88M to roof of in habited space.



KEY PLAN

NTS

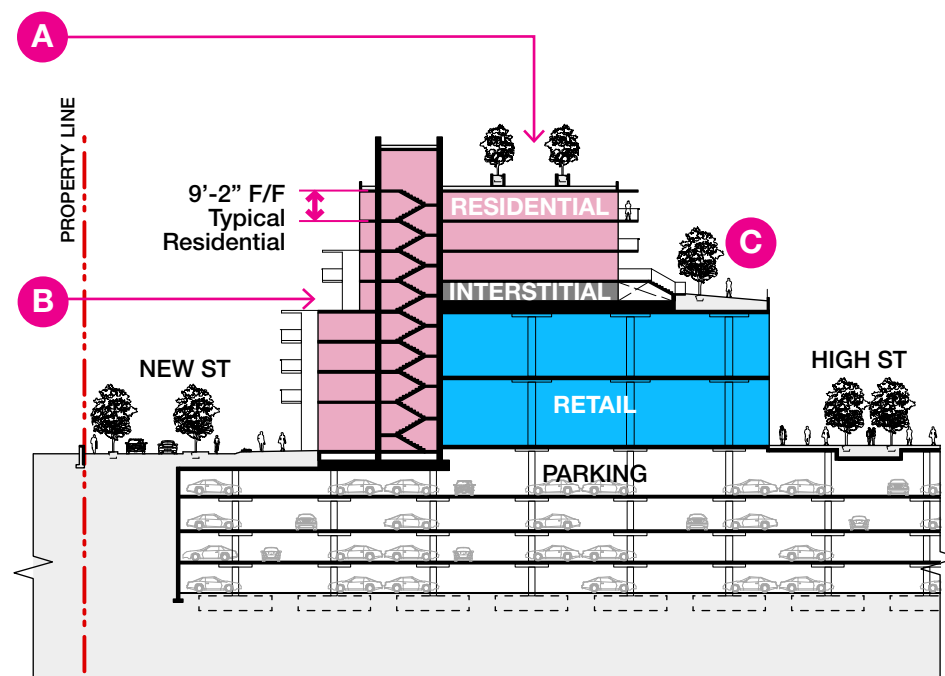


BUILDING 11 Plan Diagram

1:1000

Minimum dimensions represented in the diagram above does not include balconies



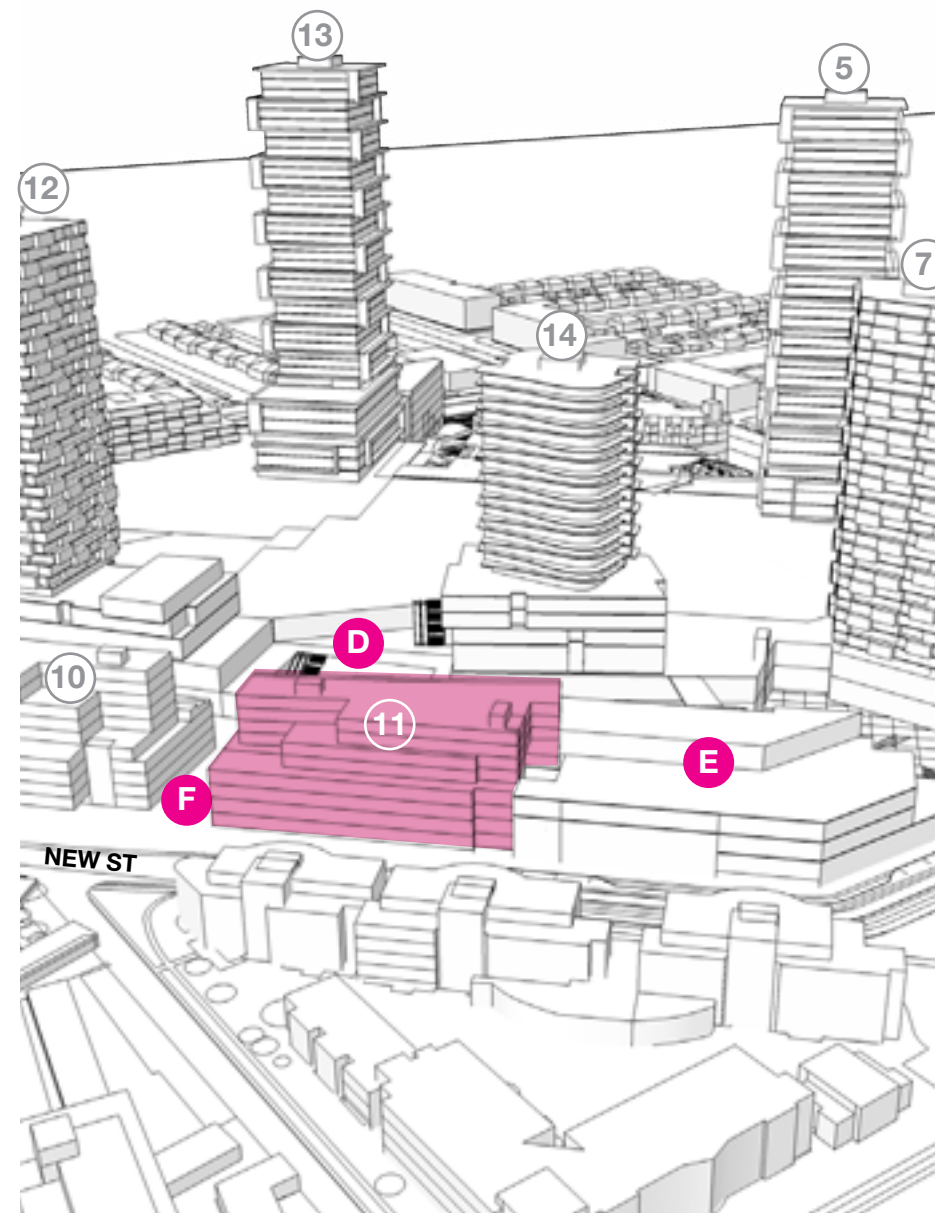


■ Residential
■ Retail
■ Service/Interstitial

■ A Private Rooftop
■ B Terraced Upper Levels
■ C Semi-Public Rooftop

BUILDING 11 Section Diagram

Not to Scale



View of Building 11 looking north east

■ D Central Court
■ E Civic Centre
■ F Street to Central Court

BUILDING 11 Perspective

Not to Scale

The 3D illustrative built form is intended as a guide and modification will result from design development during the development permit process.

Design Narrative

- This building, along with Buildings 9 and 10 relate directly to the existing residential buildings to the southwest across New Street.
- The massing of the upper levels (above the 4th floor) should be terraced away from New Street to reduce the apparent massing from grade.
- The building should incorporate multiple terracing levels along the length of the buildings. This terracing reinforces the Earthwork Concept Design (**Refer to Section 2.10.6**).
- The terracing further reduces upper level massing of the building. Terracing will allow for private residential roofdecks on upper levels, also increasing the penetration of light to High Street.
- The lowest level of High Street facing residential units should have direct access to the adjacent roofdeck.
- The at-grade residential units facing New Street should establish a consistent vertical rhythm of building elements that continue to Building 8, 9 and 10. This vertical rhythm will help to create a comfortable pedestrian path along New Street. . Lower level units should typically be 2 level townhouse units with more 'public' living rooms at grade, maximizing the number of ground level units.
- This vertical rhythm will help to create a comfortable pedestrian path along New Street.
- The language of the building facing High Street (above the retail level) should contrast the design concepts of the retail below to accentuate that the upper massing of High Street is residential in nature.
- The language of the building facing New Street (above the first residential level) should be horizontal in nature to accentuate the slow sweeping curve of High Street. With the predominant façade facing southwest, the horizontal language should provide sun-shading devices.

Major Constraints

- The elevator/stair core is somewhat constrained because of the drive aisles on the parking levels. There is some flexibility in the east/west directions.
- The building is to be designed and setback to ensure that all private outdoor space, railings, balconies, steps, etc. serving the units are located outside of the designated r.o.w. for the new street.
- Immediately adjacent to residential portion of Building 11 is the Civic Centre. The interface between the two buildings is an important consideration dealing with sightlines, acoustics, and access between the two buildings (possibly on the rooftop). The Civic Centre must have a distinct identity from the residential building.

9.2.18 Specific Building Design Guidelines

BUILDING 12

Gross Floor Approx. Area [SM/SF]:

Office: 0
Residential: 25,215 / 271,413

Number of Levels: 36

Retail: 4*
Commercial: 2
Interstitial: 1
Residential (lowrise/highrise): 0 / 29

Framework Family:

High Street Marker

Affordable Housing:

None

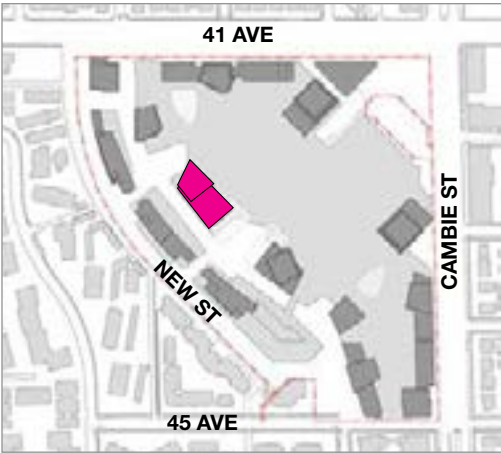
Maximum Height [M/Ft]:

194.9m Geod. / 347.83ft**

Maximum Tower Floorplate size

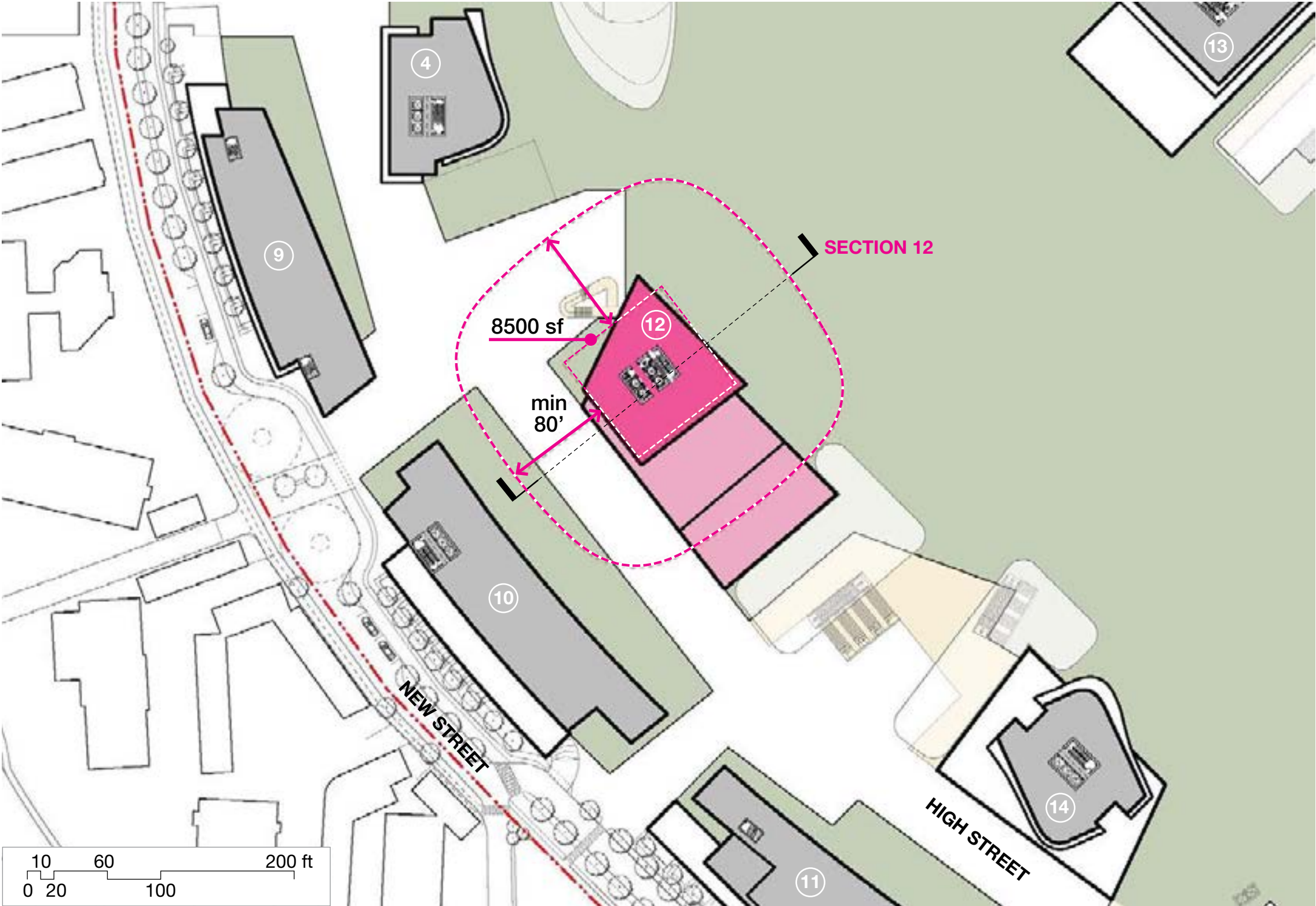
[SM/SF]: 789.7 / 8,500

* Each retail floor has been counted as two levels reflecting the 'double height' scale of the retail spaces.
** Heights measured from the main mall level geodetic of +88.88M to roof of in habited space.



KEY PLAN

NTS

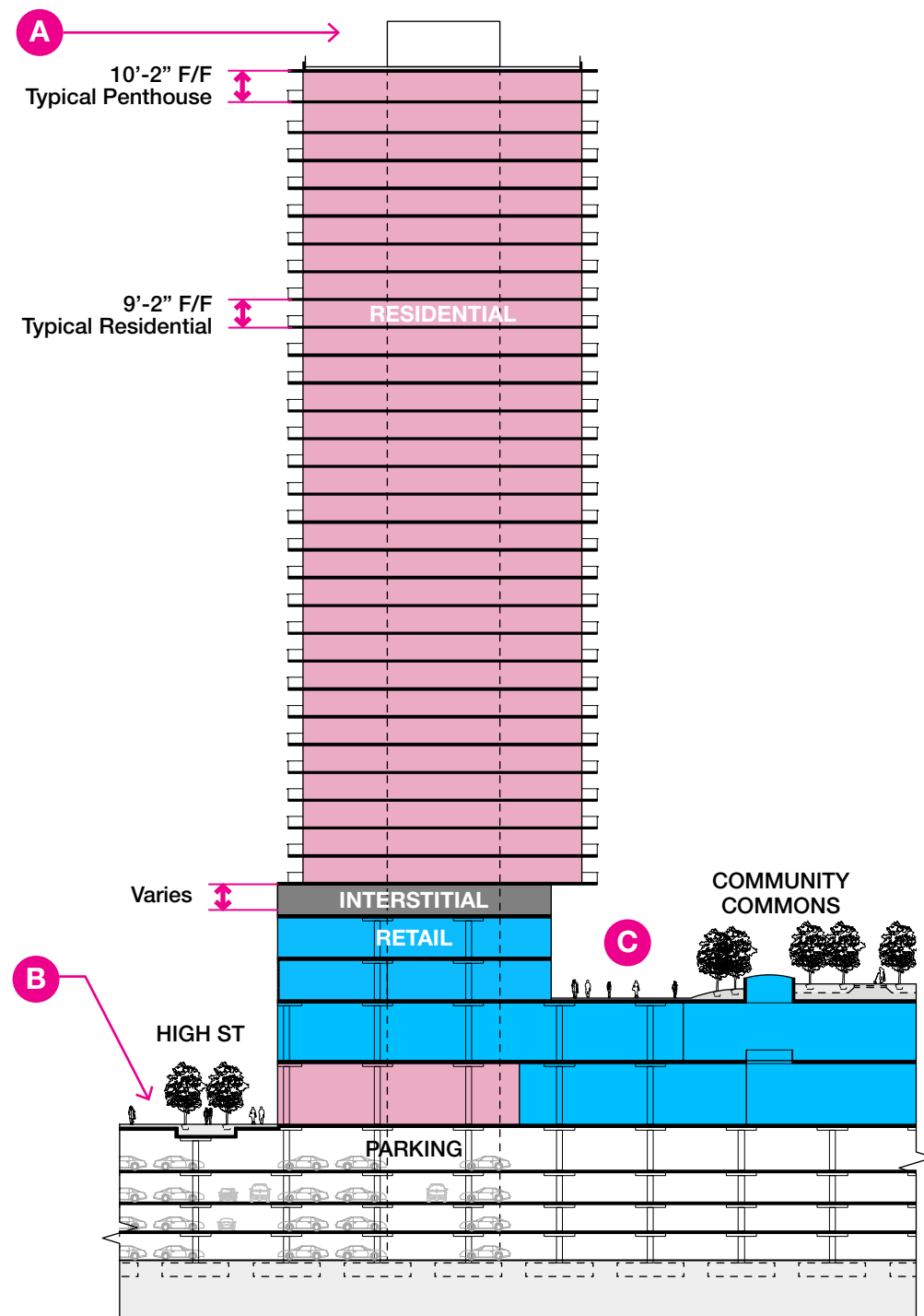


BUILDING 12 Plan Diagram

1:1000

Minimum dimensions represented in the diagram above does not include balconies



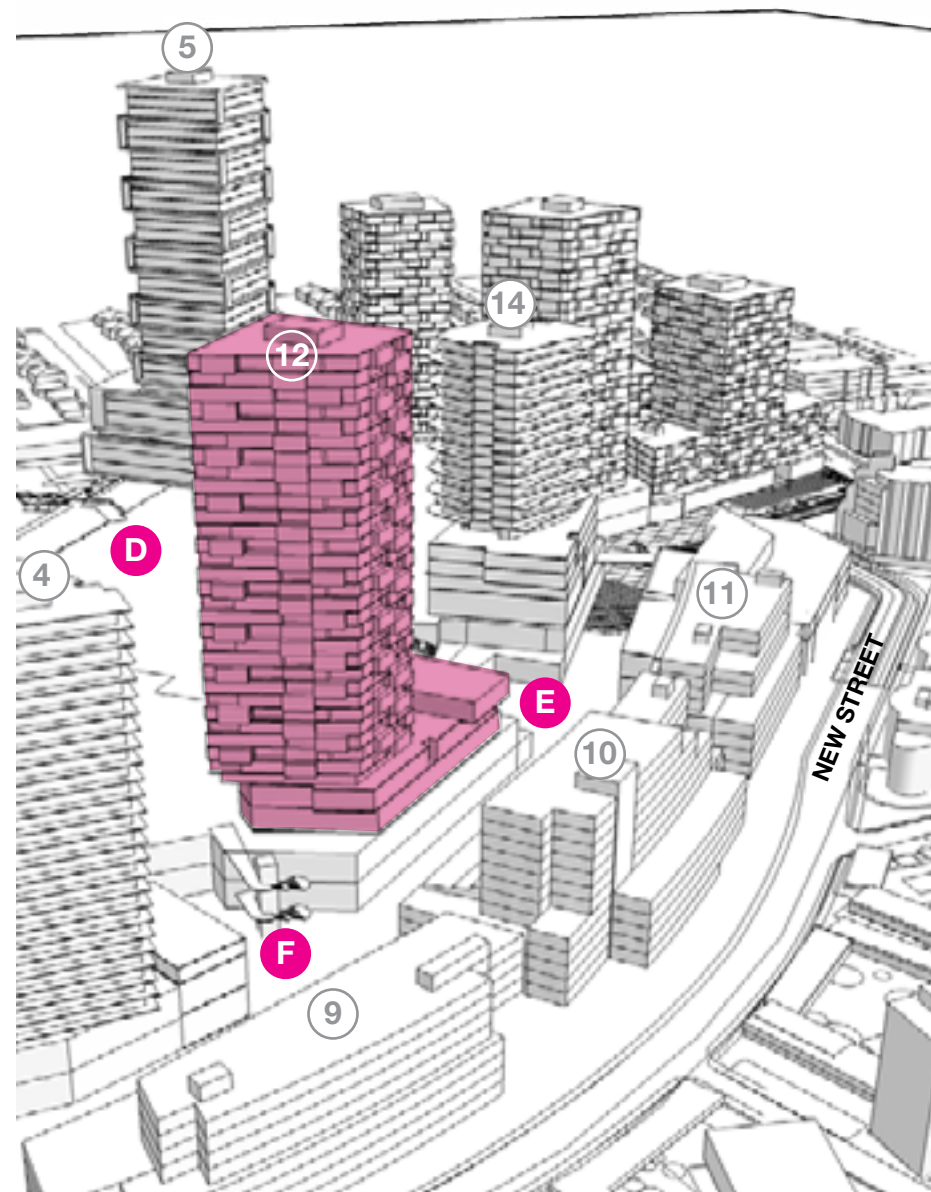


■ Residential
■ Retail
■ Service/Interstitial

A Constrained Core
B High Street
C Community Commons

BUILDING 12 Section Diagram

Not to Scale



View of Building 12 looking south east

D Community Commons
E Central Court
F Crossroads Plaza

BUILDING 12 Perspective

Not to Scale

Design Narrative

- There should be a cohesive architectural expression that unites the two programs of the building: the lower retail portion and the upper residential portion.
- This building will be the apex of the series of towers along High Street. Immediately adjacent to Building 12 is the public stair at the Crossroads Plaza
- The building should be connected with the stair (formal or visually). The building should help frame the edge of the Crossroads Plaza with strong design elements connecting upwards to the Commons above.
- The lowrise portion of the building should mediate between the residential above and the retail below, providing a scale that is between the large apertures of the retail below and the smaller residential units above.

Major Constraints

- The elevator/stair core is highly constrained by the drive aisles of the parking below.
- An interstitial floor will be required between the retail and the first residential floor. The interstitial floor will accommodate structural transfers as well as provide a space for electrical, plumbing and mechanical from the residential to join together to reduce the number of penetrations through the roof of the retail below.

The 3D illustrative built form is intended as a guide and modification will result from design development during the development permit process.

9.2.18 Specific Building Design Guidelines

BUILDING 13

Gross Floor Approx. Area [SM/SF]:

Office: 8,181 / 88,057
Residential: 30,161 / 324,647

Number of Levels: 44

Retail: 4*
Office: 5
Interstitial: 1
Residential (midrise/highrise): 0 / 34

Framework Family:

Urban Streetwall / Gateways

Affordable Housing:

None

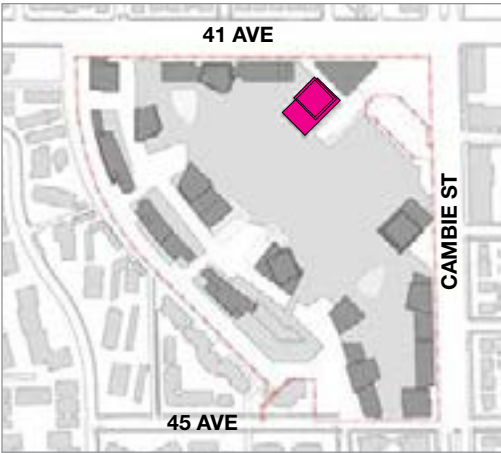
Maximum Height [M/Ft]:

221.5m Geod. / 435.10 ft**

Maximum Tower Floorplate size

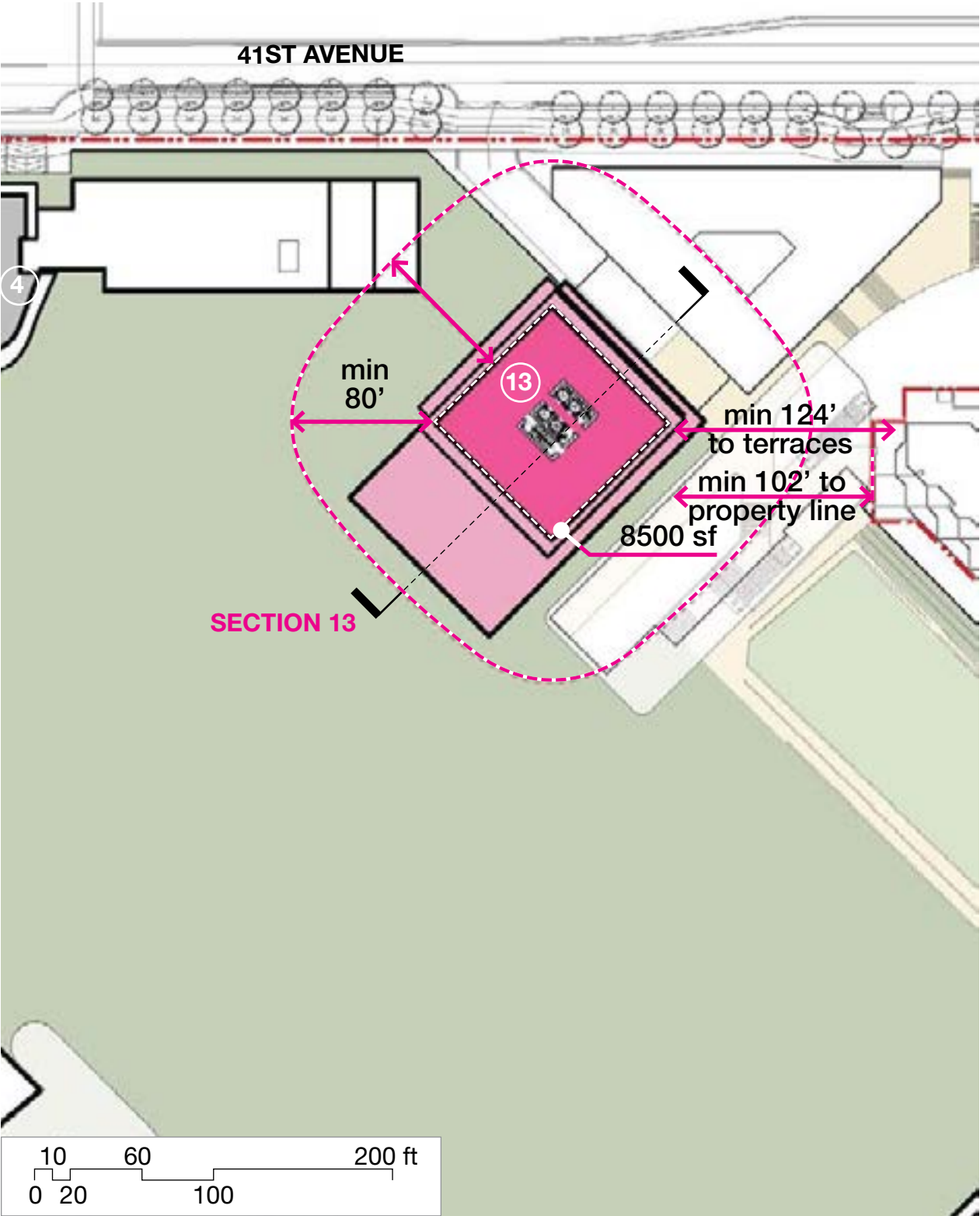
[SM/SF]: 789.7 / 8,500

* Each retail floor has been counted as two levels reflecting the 'double height' scale of the retail spaces.
** Heights measured from the main mall level geodetic of +88.88M to roof of in habited space.



KEY PLAN

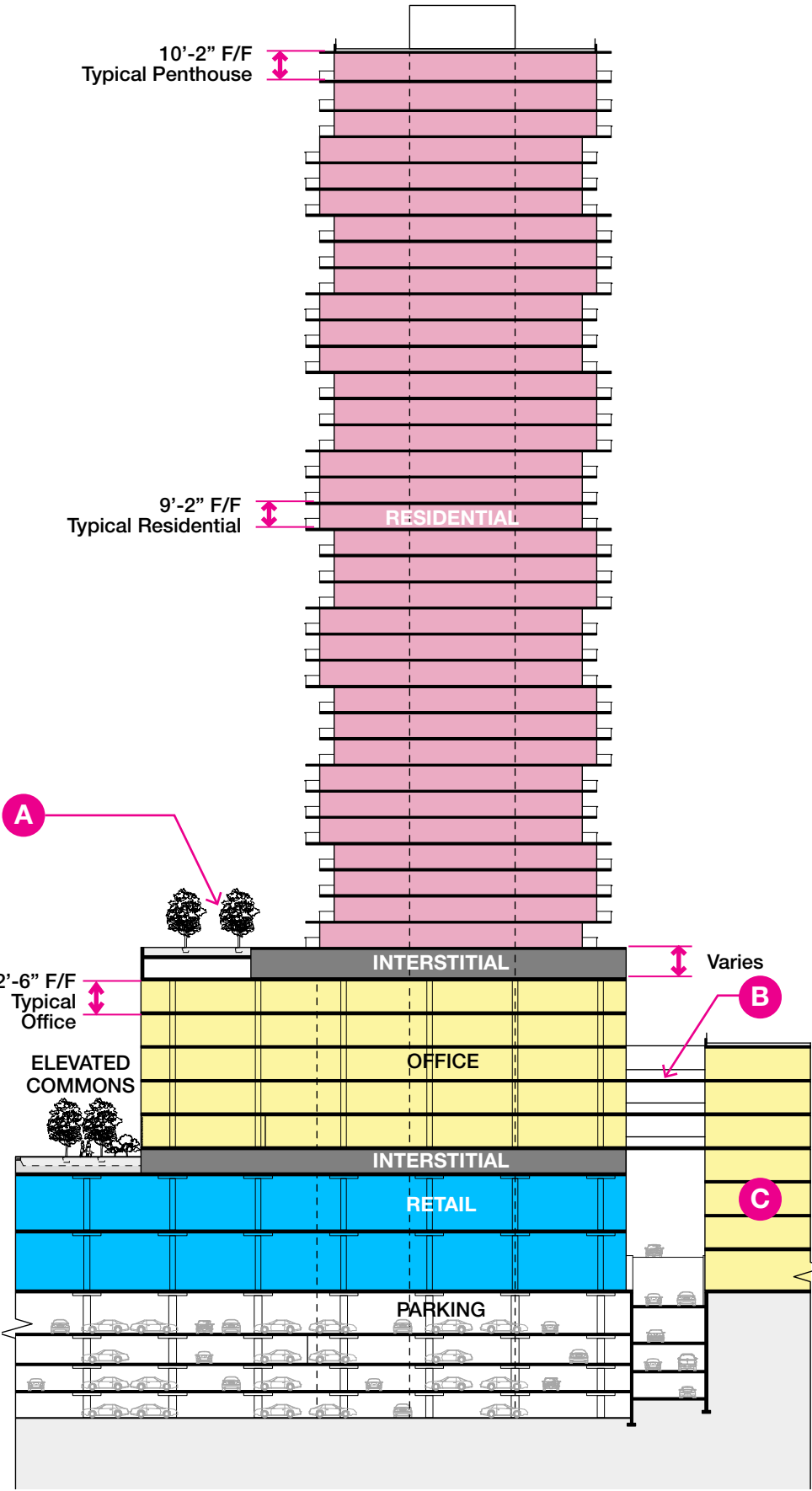
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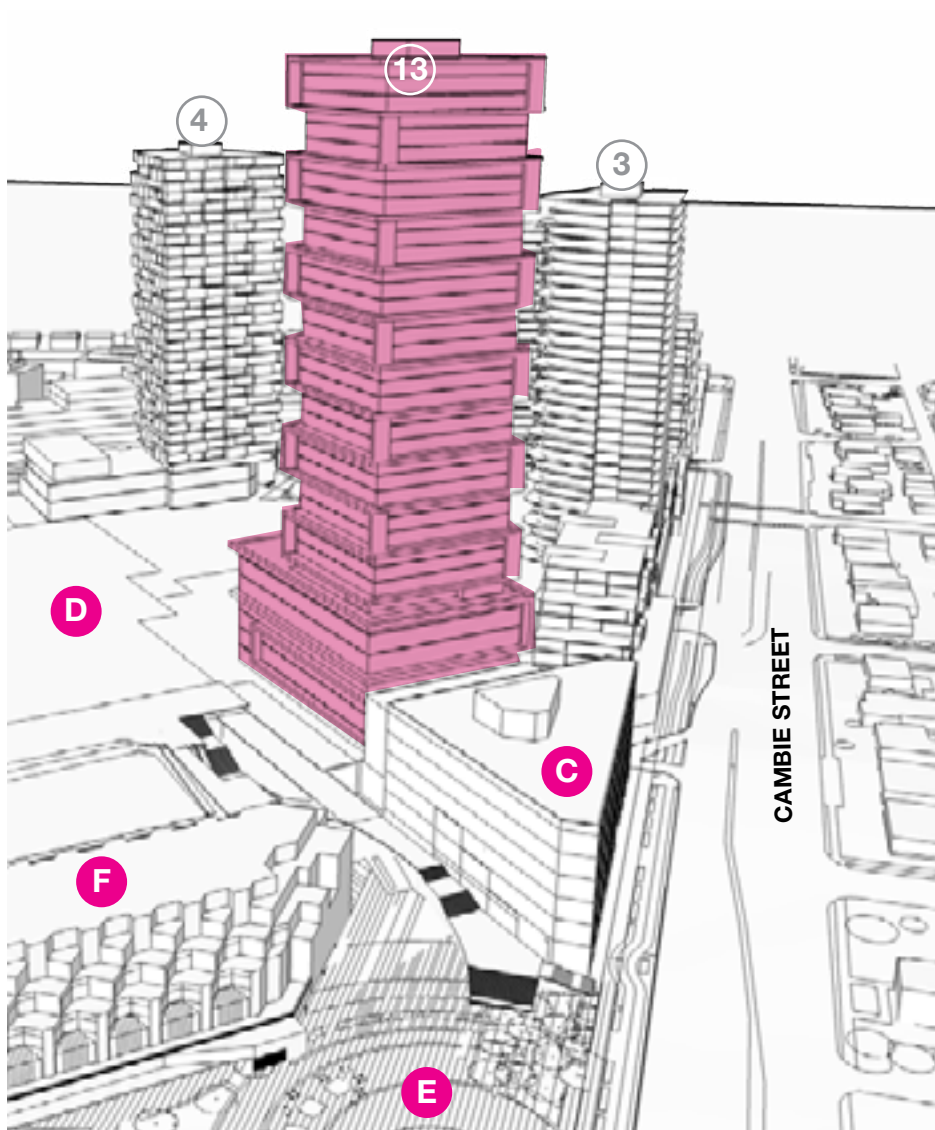
BUILDING 13 Plan Diagram

1:1000

Minimum dimensions represented in the diagram above does not include balconies



BUILDING 13 Section Diagram Not to Scale



View of Building 13 looking west

- Residential
- Retail
- Service/Interstitial
- Office

- A Private Rooftop Space
- B Connections to Existing North Tower
- C Existing North Tower
- D Community Commons
- E Transit Plaza
- F Existing Terraces Residential Building

BUILDING 13 Perspective

Not to Scale

Design Narrative

- This is the tallest and most visible project on the site. It is the first building that is visible from Cambie heading south, and from 41st heading west and on arrival at the Canada Line Station. This building acts as a major marker for Oakridge as well as a non-formal civic marker for the Oakridge neighbourhood. The development permit for this building will be considered under a special Higher Building Review process which will seek a significant and recognizable new benchmark for architectural creativity and excellence, while making a significant contribution to the beauty and visual power of the city's skyline.
- As one of the tallest buildings on the site, the sense of verticality should be expressed and enhanced. While Building 13 forms a gateway pairing with Building 5, the individuality of the buildings should be accentuated. In these buildings, and in general with towers on the site, architectural elements should contribute to articulation and visual interest without increasing perceived mass.
- There should be a cohesive architectural expression that unites the two programs of the building: the lower office portion and the upper residential portion.
- The office level that meets the Commons should be designed to activate and engage the commons including publicly accessible uses if possible. Access from the office elevator core should be provided to the Commons.
- A secondary residential lobby should be provided at the Commons level.
- Semi-private roof-top amenity space should be provided for residents at the rooftop level of the office building.
- Detailed design of the residential building such as building floorplate configuration, balconies and other projections will consider shadowing and the relationship to the Terraces. The minimum distance from the residential building to the Terraces will be 102', with a minimum distance of 124' between facing windows.

Major Constraints

- The orientation is set by the existing building conditions immediately adjacent to the building. The existing North tower and neighbouring South tower are aligned at a 45° angle from Cambie Street.
- The entrances and elevator/stair core locations for both the residential and office are highly constrained with the arrangement of the retail below. There is little if any flexibility for movement without rearranging the circulation and program of the retail below.
- This building is conjoined with the existing North Tower and careful consideration is required to enable connectivity (physical or vertical) between the new and existing towers.
- Two interstitial floors will be required between the retail and the first office floor and between the top office floor and lowest residential floor. These interstitial floors will accommodate structural transfers as well as provide a space for electrical, plumbing and mechanical from the above to join together to reduce the number of penetrations to the spaces immediately below.
- The residential entrance requires access through the existing North tower to 41st Avenue for egress and addressing.

The 3D illustrative built form is intended as a guide and modification will result from design development during the development permit process.

9.2.18 Specific Building Design Guidelines

BUILDING 14

Gross Floor Approx. Area [SM/SF]:

Office: 7,206 / 77,568
Residential: 12,887 / 138,717

Number of Levels: 31

Retail: 4*
Office: 0
Commercial: 6
Interstitial: 1
Residential: 20

Framework Family:

Urban Street Walls and Commons /
Organic Residential

Affordable Housing:

None

Maximum Height [M/Ft]:

184.19m Geod. / 312.69ft**

Maximum Tower Floorplate size

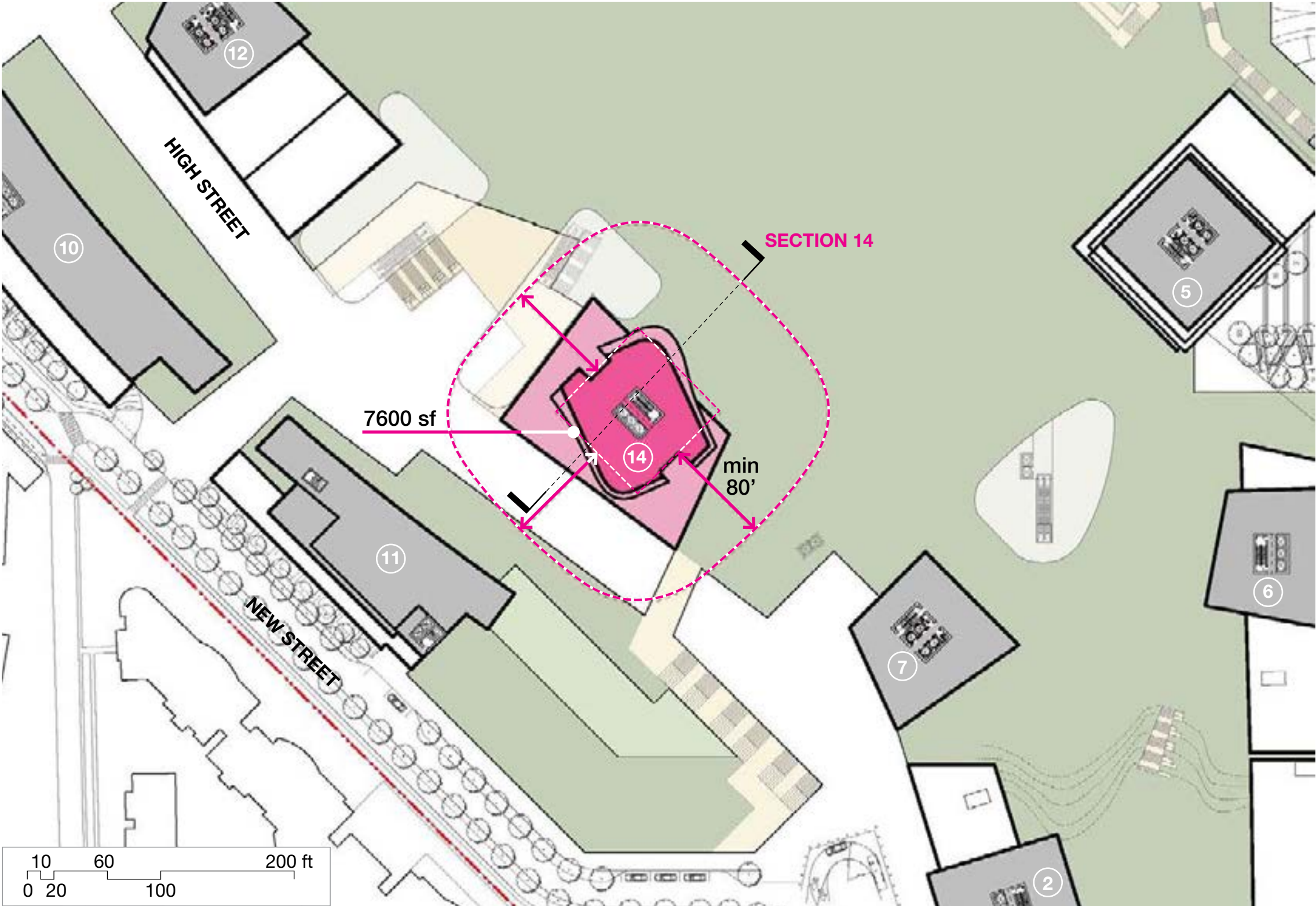
[SM/SF]: 706.1 / 7,600

* Each retail floor has been counted as two levels reflecting the 'double height' scale of the retail spaces.
** Heights measured from the main mall level geodetic of +88.88M to roof of in habited space.



KEY PLAN

NTS

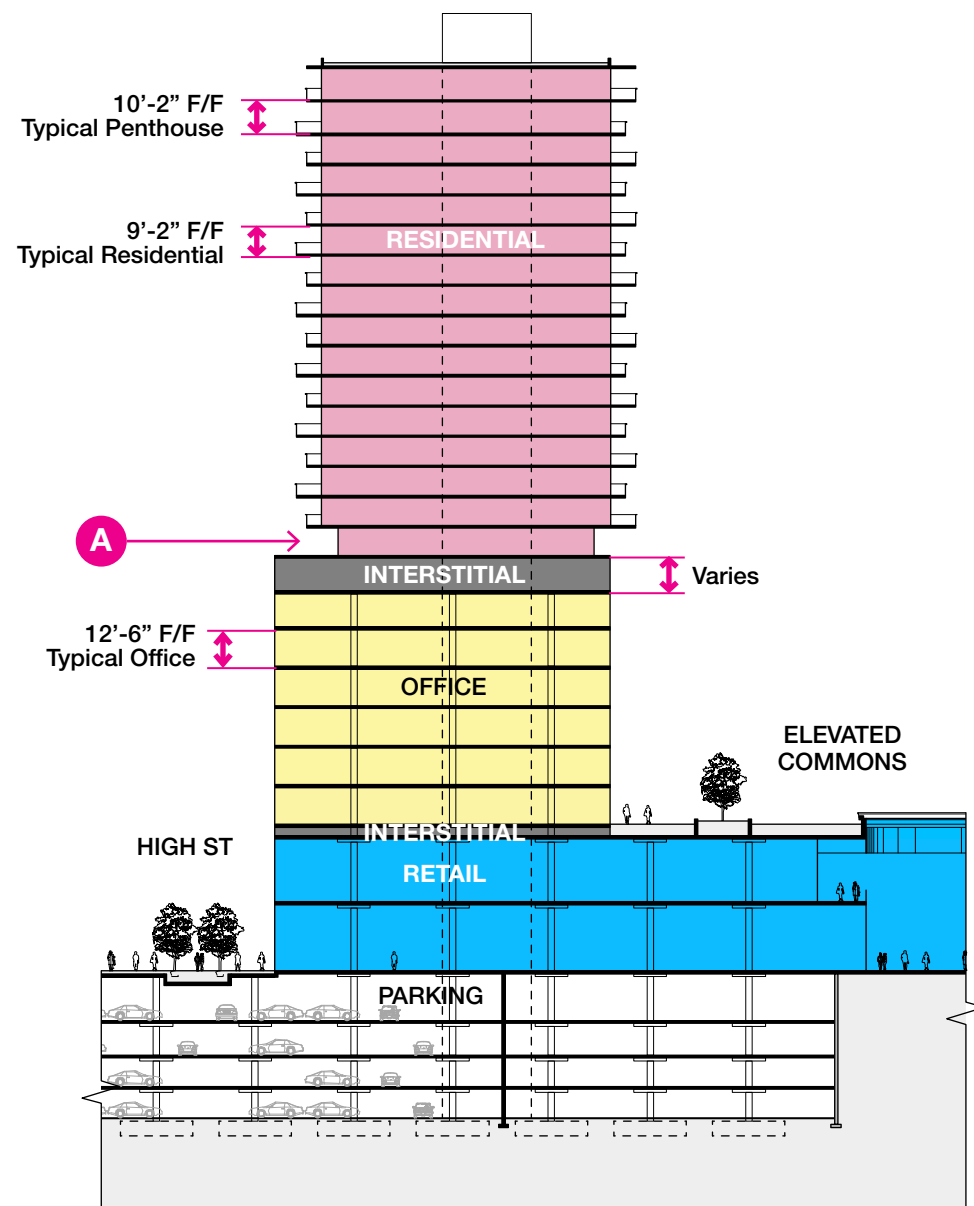


BUILDING 14 Plan Diagram

1:1000

Minimum dimensions represented in the diagram above does not include balconies



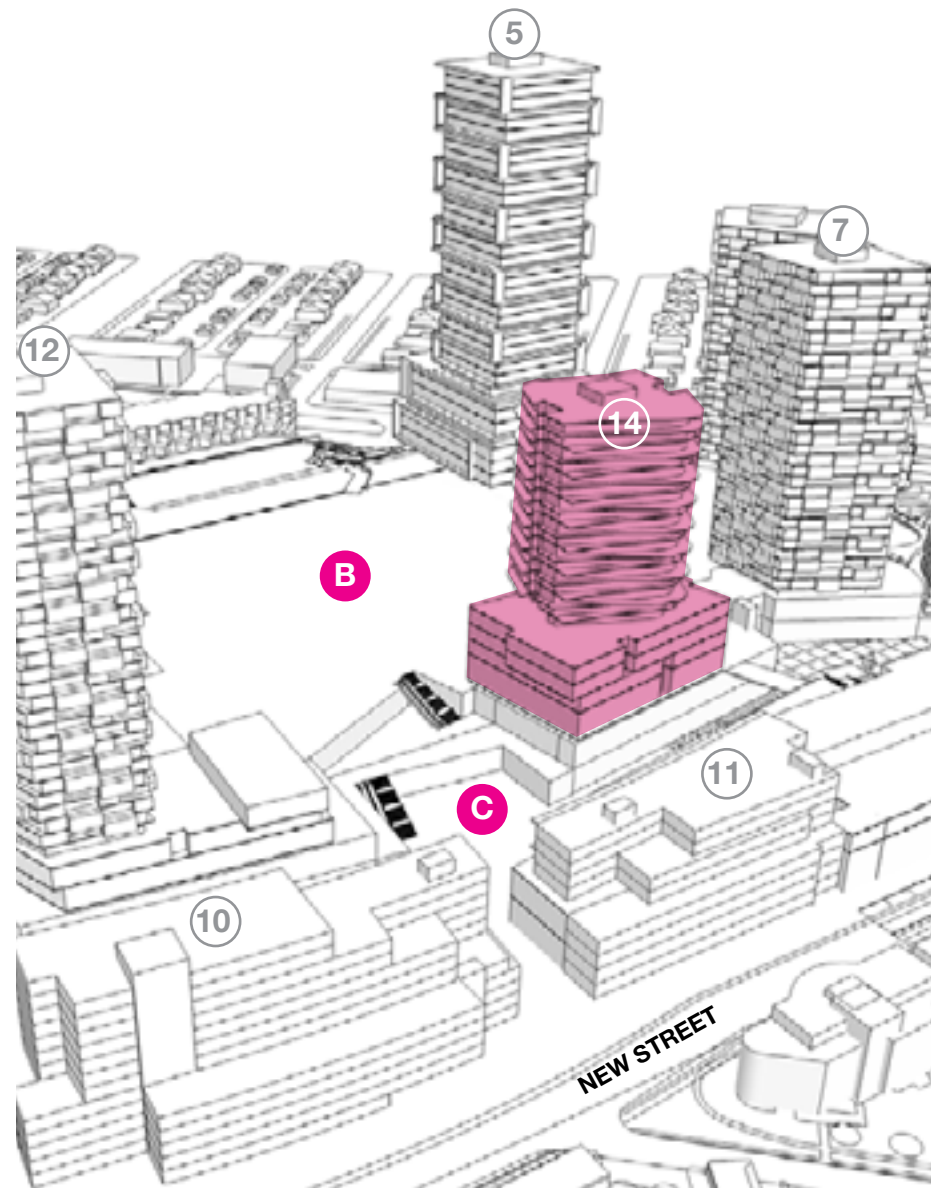


- Residential
- Retail
- Service/Interstitial
- Office

A Architectural Reveal

BUILDING 14 Section Diagram

Not to Scale



View of Building 14 looking north east

- B Community Commons
- C Central Court

BUILDING 14 Perspective

Not to Scale

Design Narrative

- Building 14 is situated against High Street and the Neighbourhood Plaza.
- Large balconies should be located on the south and west to provide passive solar shading.
- The side facing the Commons should conceptually bring the greenery up the building.
- The lower office portion of the building, faces a number of conditions - a different architectural expression may be required on each facade: To the west, it frames the edge of the Dining Terraces in the Central Court; To the east, it frames the bridge extending from the Civic Centre; To the south, it creates a sense of enclosure and streetwall for High Street; To the north, it helps to frame the Children's Play area and Water Art Garden.

Major Constraints

- To create an efficient office, the combined residential/office stair/ elevator cores should be located near the centre of the building.
- The joint elevator/stair cores are on the edge of the new portion of the parkade and cannot relocate further north than shown.
- The extent of the office portion of the building is constrained on all four sides.
- Creating an efficient and effect office layout is important for the viability of this building.

The 3D illustrative built form is intended as a guide and modification will result from design development during the development permit process.

9.2.19 Precinct Building Heights

Sub-area	Roof Slab Elevation Geodetic(m)
1	143.9
2	166.29
3	191.9
4	180.7
5	213.2
6	186.29
7	191.9
8	149.0
9	116.0
10	127.2
11	115.4
12	194.9
13	221.5
14	184.19
15	112.9
16	118.2



9.3 Parking, Servicing and Access

The main goal of the proposed development is to ensure that traffic strategies are environmentally, financially and socially sustainable. Important points of the plan are to:

- provide legible and highly efficient network for vehicular circulation
- establish urban principles and framework of “walkable city” for the site and future adjacent developments
- reduce the need for using cars to travel to and within the site
- provide a safe environment to pedestrians with minimized vehicular traffic
- allow and encourage pedestrian and bicycle movement across and within the site

9.3.1 Access and circulation, drop-off

The proposed circulation around and within the site represents a very simple concept that accommodates major parking and servicing in the underground with a legible framework of access points. The underground parking will be accessible primarily from Cambie and 41st Avenue with signalized intersections to ensure safe and efficient circulation.

There are multiple drop-off locations proposed close to the mall, office and residential entrances. A mall sponsored valet parking service may be provided as part of a drop-off program for the retail to improve parking stall utilization and provide visitors with a high end parking service that will enhance the shopping experience at the mall. Valet parked vehicles should be located in the least popular areas of the parking. Additionally, several of the anchor tenants may operate their own valet service for their customers to facilitate rapid parking within their respective parking pools and enhance customer experience.

9.3.2 Wayfinding

The graphic and architectural wayfinding elements together with the criteria for organisation and design of urban spaces, landscape and buildings will contribute to a legible urban environment. All entries to the centre and proposed buildings, starting from the Transit Plaza in the north east corner, shall use visual elements such as clearly defined paths, nodes, street markers, and signage. Access to the Community Commons should integrate landscape elements such as planters, green walls, and water to echo the landscape above,

Wayfinding signage for vehicular circulation is to be located at all entrances. The consolidation of parking entries into fewer but higher capacity accesses makes wayfinding easier and creates opportunities for stronger street frontages with fewer interruptions for pedestrians using the sidewalk.

As most of the parking areas are interconnected with multiple entry points, implementation of clear wayfinding paths in a highly visible format will be important in helping to navigate through the parking, especially for temporary visitors but also residents on P4 level. This will be achieved by using different graphic themes to define dedicated parking zones, and, where required, illuminated signage and clearly identified vertical circulation nodes throughout the underground parking.



Colour as Wayfinding Device



Colour as Wayfinding Device

9.3.3 Vertical Connections and Integration

Vertical Connections within the parkade shall be located and designed to be legible and reflect the qualities of the spaces above. Multiple modes of transport including stairs, elevators and escalators shall connect to the mall and public domain above. Where possible, connections shall be associated with openings to above to allow natural light and create visual connections. In order to make a clear separation from the residential function, a parking and access for residents will be located on the dedicated lowest P4 level with numerous points of access to the building cores.

9.3.4 Commercial Parking

The primary access points to the Commercial parking are from major streets, two from Cambie Street and two on the north side from 41st Avenue. Commercial parking is accommodated on parking levels P1 to P3 with an additional parking on a mezzanine level under the proposed anchor in the south-east corner. A portion of the existing commercial parkade structure to the West of the South Tower is also maintained in redevelopment (Refer to Figure 9.3a).

Current and proposed conditions allow commercial parking ratios at Oakridge Centre to be reduced by approximately one-third of current levels. This reduction is facilitated by improved transit ridership to the Centre, expected increases in ‘walk-up’ traffic by on-site and local area residents, and the sharing of parking with office tenants, the community centre and retail. The commercial parking will also be available for use by visitors to the residential buildings as the peak visitor demand typically occurs in the evening period when commercial parking activity is lower.

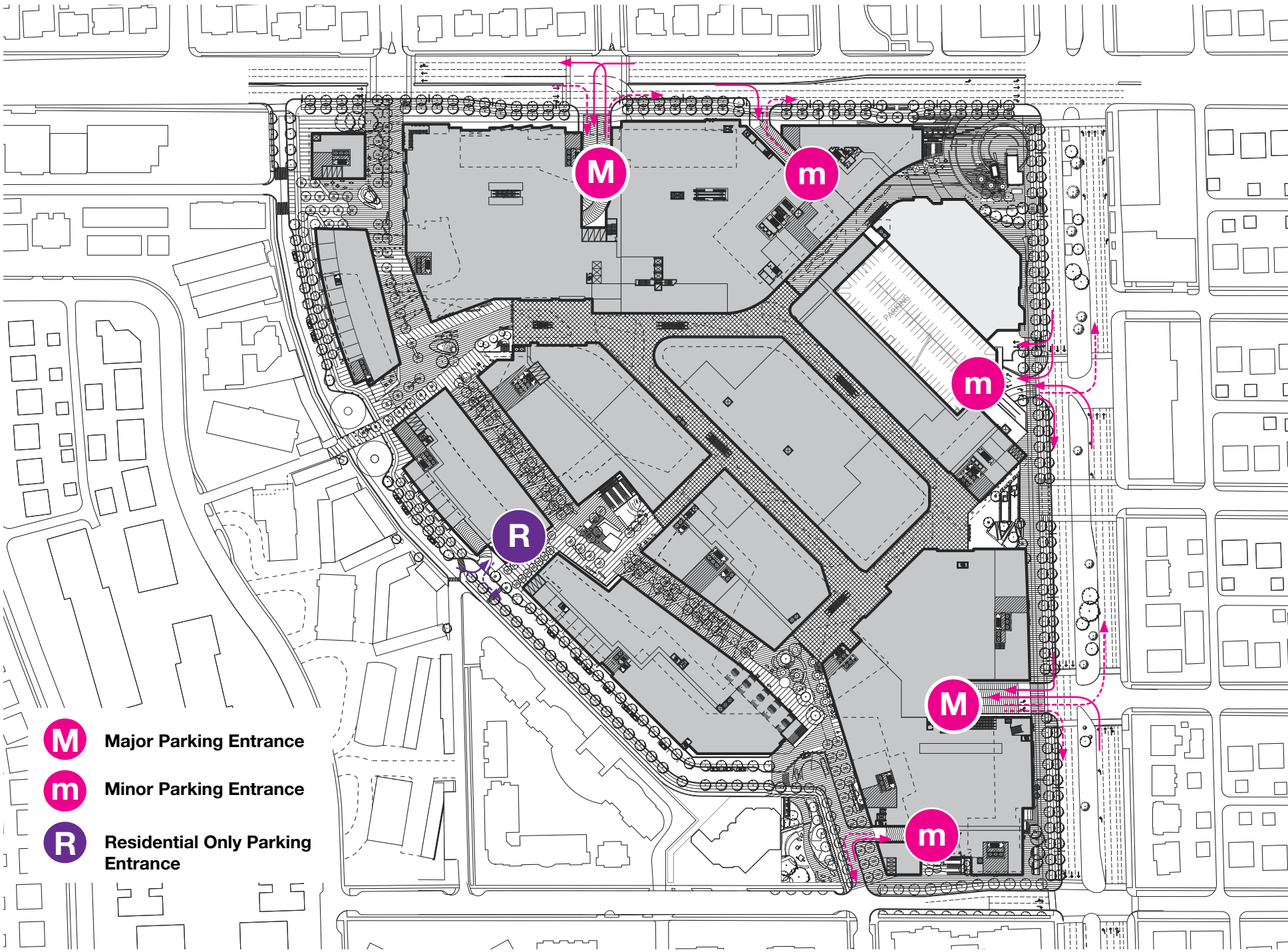


Figure 9.3a Parkade Entrance/Exits

9.3.5 Residential Parking

All residential parking is located below the P2 level. There will be one “express” ramp from grade to the residential parking level located on New Street (Refer to Figure 9.3a), while the other access points to residential parking will be from the upper parking levels accessed with security gates at the commercial parking level directly above. The security gate from the “express” ramp should be located at the top of the ramp at grade.

Elevator lobbies shall be located under all residential buildings and will meet City of Vancouver CPTED design guidelines. Any Residential storage and bicycle areas should be clearly marked with lighting and signage corresponding to **Section 9.4.2.**

Residential visitor parking will be accommodated in the commercial parking pool.

9.3.6 Safety and Security

A sense of safety and security is an important life-quality factor in high density environments. Special attention is required especially when combining and integrating residential and non-residential uses for the future development at the Oakridge centre. The design will fully reinforce strategies outlined in CPTED program starting from considering appropriate integration of various design elements at a large scale, up to the implementation of infrastructure for innovative security systems.

There will be multiple program zones with either shared or segregated access with different times of operation that represent a framework when considering security strategies for the future development:

- Public interface zones at grade (spaces surrounding the proposed buildings linking plazas at the major nodes, building entrances and the High Street zone)
- Retail and shopping mall area on two levels with four major entry points at grade
- Residential –towers, mid-rise, townhouses, amenities and semi-public and private zones on the roof level
- Roof commons (Public and semi-public zones)
- Commercial parking serving shoppers, office staff and visitors (P1 to P3)
- Residential parking (P4)
- Community centre and public amenities
- Office component in three locations with pedestrian access off the Transit Plaza, Cambie Street and the High Street

Well considered and appropriate security strategies will be developed during next design phases and applied for a particular zone based on *Crime Prevention Through Environmental Design* (CPTED) standards in order to satisfy various program groups and also public safety requirements.

9.3.6a Secured path through the Mall

A secured path provided from the Transit Plaza for the public through the mall during hours of operation of the Canada Line that will help residents to cross the site safely.

9.3.6b The High Street

Although views from residential buildings could help to oversee certain parts of the High Street after hours, an enhanced security plan will have to be introduced for this secluded zone with eliminated vehicular traffic. These safety measures, such as frequent patrolling in combination with high-end surveillance systems; include also considering appropriate building articulation, landscape and proper lighting in order to make environment safe that offers better natural surveillance without hidden places and blind spots.

The High Street retail will be primarily serviced from the P1 parking level. The east side of High Street will be serviced from the main loading loop on P1 via shared retail internal service corridors. Each retail block on the west side of High Street will be serviced by separate loading elevators and connected service corridors. These separate loading elevators will connect P1 to L1.

9.3.6c Access to parking and securing parking areas

There will also be monitoring throughout all the parking areas via surveillance camera systems and security services to improve safety especially in areas with public access. The residential parking will be equipped by automatic parking gates secured by a remote and/or card access together with camera surveillance when accessing ramps to the segregated zone on the P4 level dedicated to residents.

10.0 Sustainability Standards



10.0 Sustainability Strategy

Oakridge Centre will address the major issues outlined in the City of Vancouver document, *Rezoning Policy for Sustainable Large Developments* published August 1, 2013. Following is a brief summary of highlights of the Oakridge Centre Sustainability Strategy. The various strategies in detail are available online at vancouver.ca/oakridge.



10.1 Sustainable Site Design

A high level of sustainability will be achieved through the commitment to LEED® Neighbourhood Development (ND) Platinum certification. Sustainable site design of the public realm should consider:

- Water conservation including exploring the potential to use non-potable water sources for irrigation including ground water wells.
- Sustainable food systems including a well programmed and highly functional community gardens.
- Green infrastructure including both accessible green roofs and green walls.
- Rainwater collection on building roofs above the level of the Community Commons.
- Design strategies in the public realm to bring people, especially neighbours, into social contact.
- Provision of waste receptacles for categories of recyclables that are supported in the city.

10.2 Access to Nature

Access to nature for residents, workers, and visitors to the Oakridge site is a key driver of the Community Commons concept with the intent to integrate acres of open space into the overall redevelopment plans. Substantial areas of green space will contribute to air quality and moderate energy use through shade. Potential strategies to enhance access to nature should include:

- A variety of plant species in landscapes including ones that attract birds and bees.
- Reducing hazards to bird populations will be a consideration in the detailed design of the building particularly at lower levels.
- Inclusion of areas within the overall landscape for quiet contemplation in gardens.
- Ensuring that some edges of water features are designed to permit people, especially children, to touch and engage with water.

10.3 Sustainable Food Systems

The community gardens for the entire site have been combined in one central location and are intended to be provide with supporting infrastructure to ensure their productivity refer to **Section 5.2.5e: Community Gardens**.

10.4 Green Mobility

A number of strategies may be used to prioritize more sustainable travel to and from the site such as:

- Provision of a dedicated residential car share program.
- Integration of bike share locations.
- Bike valet and repair shop for visitors traveling by bicycle.

10.5 Rainwater Management

Rainwater may be collected and stored on rooftops that are not part of the public realm, where feasible. Use on non-potable sources of water, such as the subsurface aquifer source on site, are considered a key strategy for obtaining water for irrigation purposes that does not use potable supply.

10.6 Zero Waste Planning

Solid Waste management will be addressed by with a system that sorts and separates and transports waste and recyclables from each residential component as well as the retail and amenity components to a centralized waste facility on site prior to off-site transport.

10.7 Affordable Housing

The development will include a range of Affordable housing options that may include:

- Non-Market (family, senior's and accessible)
- Low-End of Market Rental

Affordable housing is discussed further in **Section 7: Affordable Housing**.

10.8 Low Carbon Energy Supply

A centralized energy plant will create opportunities for heat exchange between commercial, institutional and residential uses throughout the site and as part of a District Energy strategy. The site will use both existing and expanded geoechange infrastructure to further reduce the project's carbon footprint. The intention for the design of the energy plant is to maintain interoperability with the future district energy systems on the Cambie Corridor (south).

10.9 LEED® (ND)

The project will promote the creation of walkable streets within a compact mixed-use neighbourhood by providing basic services and job opportunities in proximity to housing. In conjunction with the adjacent rapid transit connections, the project has the opportunity to reduce reliance on the use of cars for transportation.

The scale of the project qualifies as a LEED® ND, with the intention of achieving Platinum certification upon completion of the build-out.



Living Walls



Vertical Shades



Heat Exchange



Hot Water Collectors

