



REFERRAL REPORT

Report Date: October 6, 2020
Contact: Neil Hrushowy
Contact No.: 604.829.9622
RTS No.: 14077
VanRIMS No.: 08-2000-20
Meeting Date: October 20, 2020
[Submit comments to Council](#)

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezoning: 949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre)

RECOMMENDATION

- A. THAT the application by James KM Cheng Architects, on behalf of Modern Green Asset Holdings (Canada) Ltd. and 1069503 B.C. Ltd., the registered owners, to rezone 949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre) [*That Part of Block 866 in Reference Plan 15238, District Lot 526, Plan 7764, and Block 866 Except Part in Reference Plan 15238, District Lot 526, Plan 7764, and Lots 4-6, all of Block 867, District Lot 526, Plan 8454; PIDs: 010-328-700, 010-328-637, 004-338-367, 010-075-577 and 010-075-607, respectively*] , from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District to increase the floor space ratio (FSR) from 0.70 to 2.36 and the building height from 10.7 m (35 ft.) to 83.8 m (275 ft.) to permit a mixed-use development including:
- 17 buildings between 1 to 26 storeys in height;
 - 25,788.9 sq. m (277,589 sq. ft.) for social housing, equal to approximately 330 units;
 - 11,738.5 sq. m (126,352 sq. ft.) for secured rental housing units, at least 25% of which is moderate income rental housing. This is equal to approximately 180 units, including 45 moderate income rental units;
 - 95,856.3 sq. m (1,031,789 sq. ft.) for strata residential housing, equal to approximately 1,120 units;
 - 2,229.7 sq. m (24,000 sq. ft.) of commercial space;
 - a 69-space childcare; and
 - a 2-acre public park,

be referred to Public Hearing, together with:

- (i) plans prepared by James KM Cheng Architects, received July 26, 2019, with revisions submitted on May 8, 2020;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendix A;
- (iii) draft Oakridge Transit Centre Design Guidelines, generally as presented in Appendix F; and
- (iv) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B;

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

- B. THAT, if after the Public Hearing, Council approves in principle the rezoning and the Housing Agreements (Social Housing and Secured Rental Housing) described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-laws for enactment prior to enactment of the CD-1 By-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability.
- C. THAT, if the application is referred to a Public Hearing, the application to amend the Sign By-law to establish regulations for this CD-1, generally as set out in Appendix C, be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary Sign By-law amendment generally in accordance with Appendix C for consideration at the Public Hearing.

- D. THAT, subject to enactment of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C;

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

- E. THAT, subject to enactment of the CD-1 By-law, the Noise Control By-law be amended to include this CD-1 in Schedule B, generally as set out in Appendix C;

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

- F. THAT, at the time of enactment of the CD-1 By-law, the General Manager of Planning, Urban Design and Sustainability be instructed to bring forward for

approval the Oakridge Transit Centre Design Guidelines, generally as presented in Appendix F.

- G. THAT, if after the Public Hearing, Council approves in principle this rezoning application and the draft CD-1 By-law generally as set out in Appendix A, Council rescinds concurrently the previous rezoning approval in principle for 5469-5507 Willow Street, approved on May 16, 2017.
- H. THAT Recommendations A to G be adopted on the following conditions:
- (i) THAT the passage of the above resolution creates no legal rights for the applicant or any other person, or obligation on the part of the City, and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling the requirements imposed as a condition of rezoning are at the risk of the property owner;
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone 949 West 41st Avenue and 5469-5507 Willow Street, the former Oakridge Transit Centre site (referred to in this report as the “OTC” or the “Rezoning Site”) from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District under the *Oakridge Transit Centre and Adjacent Sites Policy Statement* (the “*OTC Policy Statement*”). The proposed rezoning would permit a mixed-use development of approximately 136,439.4 sq. m (1.468 million sq. ft.), consisting of:

- 17 buildings between 1 to 26 storeys in height;
- a maximum building height of 83.8 m (275 ft.);
- 25,788.9 sq. m (277,589 sq. ft.) for social housing, equal to approximately 330 units;
- 11,738.5 sq. m (126,352 sq. ft.) for secured rental housing units, at least 25% of which is moderate income rental housing. This is equal to approximately 180 units, including 45 moderate income rental units;
- 95,856.3 sq. m (1,031,789 sq. ft.) for strata residential housing, equal to approximately 1,120 units;
- 2,229.7 sq. m (24,000 sq. ft.) of commercial space;
- a 69-space childcare; and
- a 2-acre public park.

The Oakridge Transit Centre (OTC) Referral Report was considered by Council on July 23, 2020. Council referred the report back to staff and approved the following motion:

“THAT Council refer the Referral Report dated June 10, 2020, entitled “CD-1 Rezoning: 949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre)” back to staff to try to find more housing affordability, and ensure plans include measures to achieve climate emergency targets, and report back by October 2020.”

In response to this direction from Council, staff have completed additional analysis on multiple options to increase housing affordability in the proposal, as detailed in **5. Housing** and in Appendix J. Staff are recommending the following as a result of this analysis:

- Addition of 24,000 sq. ft. of social housing floor area on Building E-1 to increase the overall anticipated number of social housing units from 300 to 330.
- City staff and Modern Green have entered into discussion to secure a suitable site for Temporary Modular Housing (TMH) during buildout. This would enable the temporary relocation of an existing TMH building to the site once the CD-1 zoning is enacted, in order to address the more immediate housing needs for the city’s most vulnerable residents.

A detailed review of the *Climate Emergency Response* and the six Big Moves confirms that the OTC proposal will advance the City’s policies and objectives. Significant sustainability outcomes are highlighted below and described in **7. Environmental Sustainability** and in Appendix K:

- **Walkable City** – the proposal is to transform a 14.3-acre single-family site to provide approximately 1,630 units of multi-family housing and supporting amenities within an easy walk or roll of rapid transit, employment, services, amenities, and shopping within the Oakridge Municipal Town Centre.
- **Housing Options** – a mix of housing tenures are proposed, including 330 social housing units, 180 purpose-built rental housing units, and 1,120 strata units. The social housing is provided on a dedicated 2.47-acre site facing the park, designed to provide a common courtyard to serve the needs of families with children.
- **Public Life** – over 40% of the site is set aside for enhanced public life, including parks, public plazas, streets, pedestrian mews, and ecological corridors.
- **Access to Nature, Biodiversity and Green Infrastructure** – the new two-acre public park will contribute to a network of parks and green space within the area that includes VanDusen Garden, Oak Meadows Park and Queen Elizabeth Park. In the future, new park and open space in the Heather Lands are expected to further amplify biodiversity and this series of interconnected green spaces.
- **Amenities and Services** – a new two-acre park, local-serving commercial and retail space, and a childcare centre are provided to support the new residential neighbourhood.
- **Active Transportation** – the site is designed to encourage trips by walking and cycling. Each building will have direct access to the city-wide cycling network through protected bicycle paths or on low volume streets and lanes.

- **Access to Transit** – the site is well-served by public transit, including bus service on Oak Street and 41st Avenue and rapid transit provided by the R4 RapidBus. Residents will also be within a ten-minute walk of the Oakridge-41st Avenue Canada Line station.
- **Mode Split** – it is anticipated that over 2/3rds of trips will either be by active modes, such as walking or cycling, or by transit.
- **Green Building Design** – as a phased development with a 10-12 year buildout, each building will be designed to meet the City's green building standards in place at that time, incorporating the latest in design, green and low-carbon technology, and reduced parking requirements in support of the City's goal of reducing carbon emissions.
- **Carbon Reduction** – based on current standards, the operational carbon emissions in OTC buildings would be reduced by 70% reduction compared to the 2007 base case. This aligns with and supports the goals of the Climate Emergency to achieve carbon neutrality by 2050.

Staff have assessed the application to rezone the OTC and conclude that it generally meets the intent of the *OTC Policy Statement*. If approved, the OTC rezoning application would support a number of City objectives like the creation of walkable communities with safe and convenient active transportation and transit. It would also support the creation of new affordable housing units, including secured rental housing, moderate income rental housing, and social housing per Council direction and in alignment with the *Housing Vancouver Strategy*. Additionally, the application supports multiple City objectives with regards to sustainability, including the *Climate Emergency Response's Big Moves*, the *Greenest City Action Plan* and the *Rezoning Policy for Sustainable Large Developments*.

This is the first large site rezoning application to which incorporates the Council direction of the July 2019 *Issues Report: Direction for Intensification of Large Sites to Include Moderate Income Rental Housing*. The report allows for consideration of an additional 10% floor space for secured rental housing, including moderate income units. This is in addition to the social housing target of 20% of floor space called for in the *Rezoning Policy for Sustainable Large Developments*. Should this application be approved, staff would seek deepened affordability for the social housing through partnerships and funding opportunities at the time of implementation, as is done with other City-owned social housing projects.

Staff support the application, subject to the rezoning conditions outlined in Appendix B, and recommend that it be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to the Public Hearing, along with the conditions of approval outlined in Appendix B and the draft Oakridge Transit Centre Design Guidelines in Appendix F (the "OTC Design Guidelines").

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies and guidelines for this site include:

- *Oakridge Transit Centre and Adjacent Sites Policy Statement* (2015)
- *Issues Report: Direction for Intensification of Large Sites to Include Moderate Income Rental Housing* (2019)
- *Climate Emergency Response* (2019)
- *Rezoning Policy for Sustainable Large Developments* (2018)
- *Cambie Corridor Plan* (2018)

- *Housing Vancouver Strategy* (2017)
- *Metro Vancouver Regional Growth Strategy* (2011, last amended 2020)
- *Vancouver Regional Context Statement Official Development Plan* (2013)
- *Family Room: Housing Mix Policy for Rezoning Projects* (2016)
- *High-Density Housing for Families with Children Guidelines* (1992)
- *Tenant Relocation and Protection Policy* (2015, last amended 2019)
- *Childcare Design Guidelines* (1993)
- *VanPlay: Vancouver's Parks and Recreation Services Master Plan* (2019)
- *Green Buildings Policy for Rezoning* (2010, last amended 2018)
- *Public Art Policy for Rezoned Developments* (1994, last amended 2014)
- *Transportation 2040 Plan* (2012)
- *Community Amenity Contributions – Through Rezoning* (1999, last amended 2020)
- *Vancouver Development Cost Levy By-law No. 9755* (2008, last amended 2020)
- *Vancouver Utilities Development Cost Levy By-law No. 12183* (2018, last amended 2020)
- *Community Benefits Agreement Policy* (2018)
- *Urban Forest Strategy* (2014)
- *RS-1 District Schedule*
- *Rain City Strategy* (2019)
- *Biodiversity Strategy* (2016)

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The City Manager recommends approval of the foregoing. Planning for the Oakridge Transit Centre site has been underway since 2014 and has included considerable community planning and engagement for the area. The proposed rezoning application is a significant milestone in the process of creating a sustainable community development with diverse and affordable housing options and community amenities in close proximity to the Oakridge Municipal Town Centre and rapid transit. The proposed project meets City policy and with recently proposed updates highlighted in this report, exceeds requirements.

REPORT

Background/Context

1. Site and Context

The OTC is a 5.8 hectares (14.3 acres) site located in the Riley Park/South Cambie neighbourhood. The site has a street frontage of approximately 650 ft. along West 41st Avenue and West 38th Avenues and is approximately 930 ft. deep. The OTC also includes three lots facing Willow Street for approximately 180 ft. (see Figure 1). The site is relatively flat, with a slope of approximately 6 m (20 ft.) from the southwest corner to the northern edge.

Figure 1: Location Map – Site and Context



The OTC is located on the unceded traditional territories of the Musqueam, Squamish and Tsleil-Waututh Nations. The site was acquired from the Canadian Pacific Railway in 1948 by B.C. Electric for use as an electric trolley bus depot and administration offices. The bulk of bus depot activities were transferred to the Vancouver Transit Centre on Hudson Street in Marpole, near the Arthur Laing Bridge, in 2006. Today, the only remaining building on the former bus depot is a rectifier, which provides service to TransLink’s electrified trolleybus wires. The site is zoned RS-1, allowing for single-family residential development.

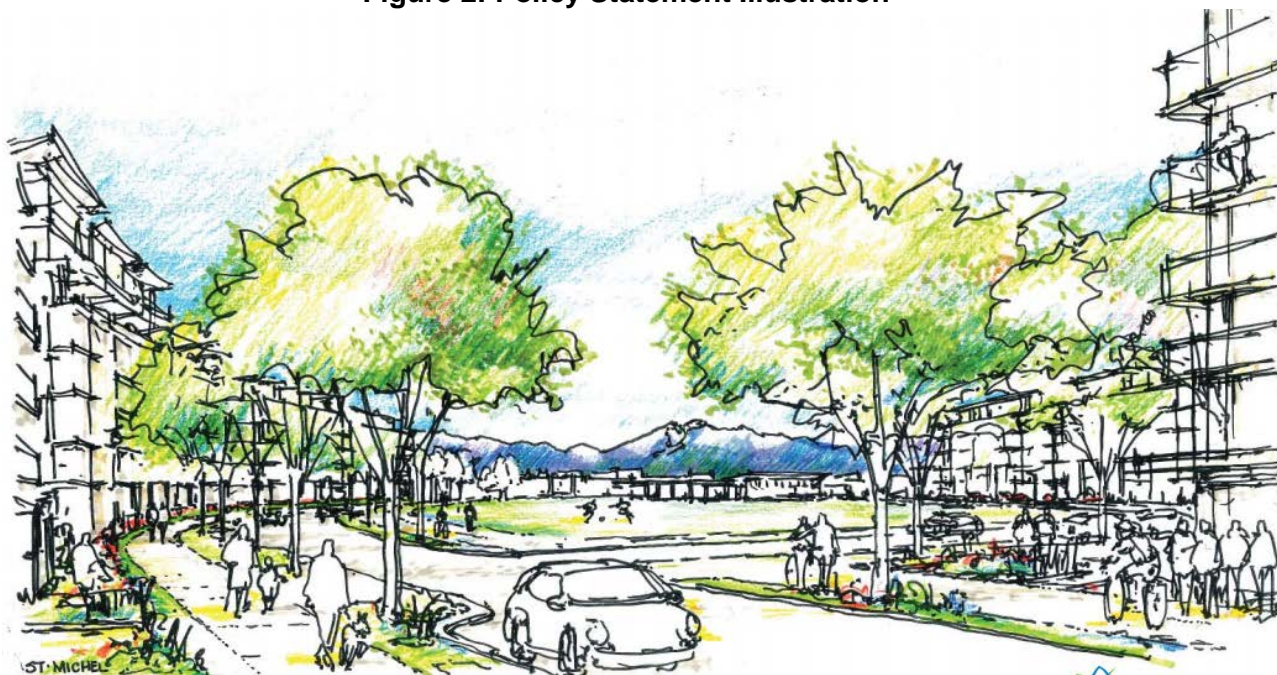
In addition to the former bus depot, three single-family lots at 5469-5507 Willow Street have been included in the rezoning application. An earlier rezoning application was approved for these lots in 2017, allowing for 20 townhouses, but that application was withdrawn and enactment was not pursued. The addition of the Willow Street lots will allow for an extension of 39th Avenue alignment westward into the OTC and increases the total area of the site by approximately 0.5 acres.

The OTC is one of a handful of large, contiguous sites within Vancouver that are held in limited ownership. As such, it represents an opportunity to develop a new community that will contribute to a number of City objectives, including affordable housing, sustainability, public parks and greenspace, childcare, and transportation. Major site redevelopments, like the OTC, are also unique opportunities to respond to and guide the evolving character of Vancouver neighbourhoods through the incorporation of intentional place-making elements.

The *OTC Policy Statement*, which is guiding redevelopment of the site, anticipates integrating with the surrounding neighbourhood through a diverse network of public spaces, mews, paths, and open spaces. The two primary new roads within the site reference the “Garden City” style of

the local area, with gently-curved streets lined with trees. Buildings are expected to actively engage the streets with diverse architecture and to provide views of the North Shore Mountains.

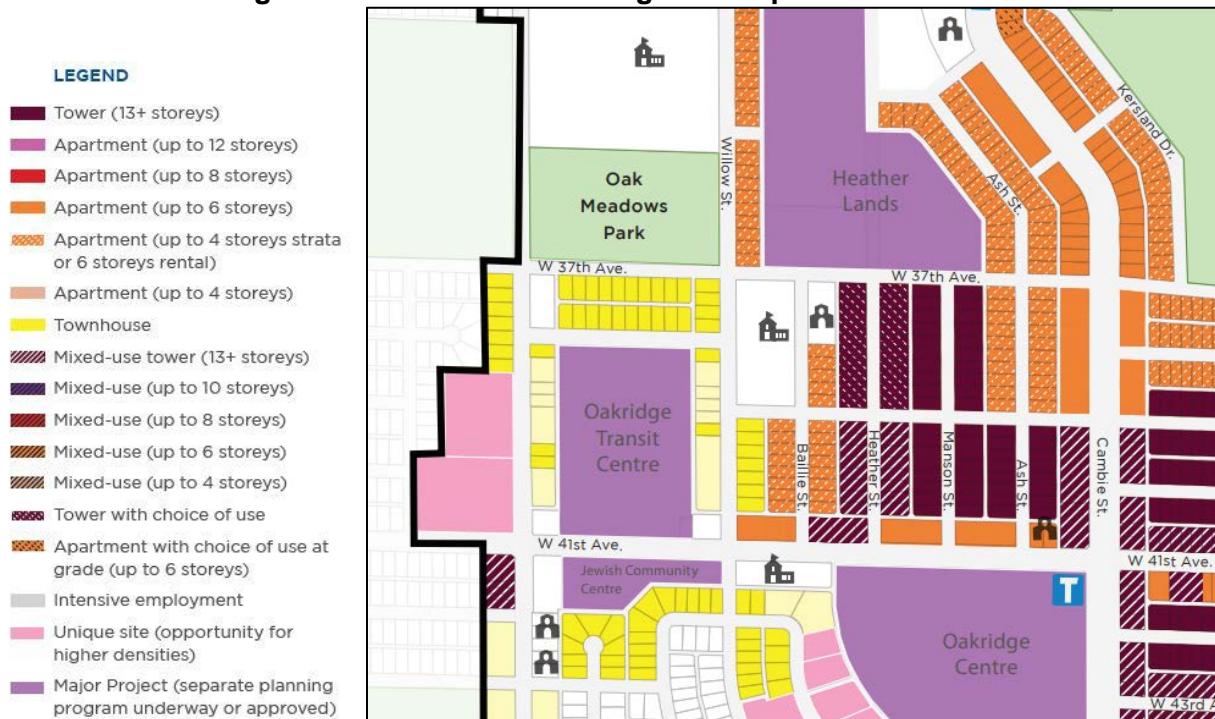
Figure 2: Policy Statement Illustration



The OTC is located within the Oakridge Municipal Town Centre neighbourhood identified in the *Cambie Corridor Plan* (the “*Cambie Plan*”), an area anchored by the Oakridge Centre mall and the Oakridge-41st Avenue Canada Line station (see Figure 3). The site is well-served by bus service, including the R4 41st Avenue RapidBus, connecting Joyce-Collingwood SkyTrain station and UBC, has stops at Cambie and Oak Streets. Existing and anticipated future development in the immediate area include:

- To the north: Across 38th Avenue are existing single-family houses which, under the *Cambie Plan*, may be rezoned to RM-8A, allowing for three-storey townhouses up to 1.2 FSR.
- To the west:
 - Across the lane is a mixture of single-family houses and three-storey townhouses. The *Cambie Plan* allows for rezoning to RM-8A, allowing for three-storey townhouses up to 1.2 FSR.
 - West across Oak Street, the Shawn Oaks and Louis Brier Home and Hospital are both considered ‘Unique Sites’ within the *Cambie Plan*. The *Cambie Plan* anticipates future redevelopment with opportunities for new community facilities, affordable housing, connections, and buildings up to 20 storeys.
 - The Petro-Canada gas station at the northeast corner of 41st Avenue and Oak Street may be considered for a mixed-use redevelopment up to eight storeys under the *OTC Policy Statement*.

Figure 3: OTC and the Oakridge Municipal Town Centre



- To the east:
 - Across the lane is a mixture of single-family houses and three-storey townhouses. The *Cambie Plan* allows for rezoning to RM-8A, allowing for three-storey townhouses up to 1.2 FSR along Willow Street.
 - The Oakmont Medical Centre, at 41st Avenue and Willow Street, is an existing office building that can be considered in the *OTC Policy Statement* for a mixed-use building up to six storeys. The *Issues Report: Direction for Intensification of Large Sites to Include Moderate Income Rental Housing* also allows for consideration of additional density and height to enable the inclusion of moderate income rental housing.
- To the south: Across 41st Avenue is the Jewish Community Centre (“JCC”). A rezoning application for the JCC was approved in 2018 allowing for a renewed community centre, commercial space, and 299 social housing units in buildings up to 26 storeys. This rezoning application was also considered under the *OTC Policy Statement*.

There are also two major sites within a ten-minute walk of the OTC: the Heather Lands (8.5 hectares or 21 acres) and Oakridge Centre mall (11.45 hectares or 28.3 acres).

2. Policy Context

There are a number of City policies that establish direction for the site. The rezoning application has been analysed by staff to ensure that policy directions are met. In addition to general policies, there are several site-specific directions which are outlined below.

Oakridge Transit Centre and Adjacent Sites Policy Statement – In December 2015, Council approved the *Oakridge Transit Centre and Adjacent Sites Policy Statement*, which provides policy to guide review of rezoning applications for the former transit centre and adjacent sites, including the Jewish Community Centre, Oakmont Medical Centre, and Petro-Canada Station. The policy considers the future mix of uses, building forms, public spaces, and parks and community facilities and envisions the future of the site with a range of housing and incomes, focused around a central public park and childcare centre, all served by local retail (see Figure 4).

Figure 4: Policy Statement Axonometric View



The future OTC will invite residents and visitors into and through the site, primarily as pedestrians and cyclists. The site will also achieve an exceptional standard of sustainability in both building and site design. The public realm will be enriched and provide increased access to green space to support the local community. Through the policy statement development, opportunities were also optimized within the site design to add substantial amounts of greenery and create views of the North Shore Mountains.

The *OTC Policy Statement* considers building heights up to 15 storeys with a gross floor space ratio (FSR) of 2.1, equivalent to approximately 117,500 sq. m (1,265,000 sq. ft.). The majority of the floor space is intended to be residential, with 20% of that space reserved for affordable housing. An estimate of 930-1,860 sq. m (10,000-20,000 sq. ft.) is for local-serving commercial space. Also included within the *OTC Policy Statement* are a new two-acre public park and 69-space childcare facility. Enhanced green mobility is anticipated through improved accessibility for pedestrians and cyclists, nearby complementary transit service, and new roads.

Issues Report: Direction for Intensification of Large Sites to Include Moderate Income Rental Housing – In July 2019, Council directed staff to consider additional height and density

as part of a rezoning application for the OTC. Additional density would be considered to enable the inclusion of new rental and moderate income rental housing as part of the redevelopment of the OTC. The intent of this Issues Report (the “July 2019 Issues Report”) was to better align previously existing policy statements for large sites, like the OTC, with the updated *Rezoning Policy for Sustainable Large Developments*, which includes additional rental housing requirements. As a result of the additional rental floor space for moderate income rental housing, the social housing now represents 19.3% of the total residential floor space. Staff note that without the moderate income rental floor space, social housing would exceed the policy requirement as 21.2% of total residential floor space. New secured rental and moderate income rental housing on the OTC would also help the City achieve the target of 20,000 new secured market rental units, outlined in the *Housing Vancouver Strategy*.

Climate Emergency Response – In April 2019, Council approved the *Climate Emergency Response* to accelerate the City’s efforts to reduce the impacts of climate change. Through six Big Moves and 53 Accelerated Actions, the *Climate Emergency Response* outlines updated targets to achieve a 45% reduction in carbon emissions from 2010 levels by 2030. By 2050, the target is net zero emissions, and following 2050, moving to net negative carbon emissions. City staff have been acting to implement the *Climate Emergency Response* since that time, and an update on the forthcoming *Climate Emergency Action Plan* is anticipated to go to Council in late 2020.

Rezoning Policy for Sustainable Large Developments – In July 2018, Council approved an updated *Rezoning Policy for Sustainable Large Developments*. The policy sets out criteria that large sites, defined as those larger than 8,000 sq. m (1.98 acres) or proposing more than 45,000 sq. m (484,375 sq. ft.) of new floor area, must address as part of a rezoning application. The policy requires defined plans or studies in eight different subject areas to demonstrate how the proposal will achieve the City’s sustainability goals. This policy is applicable to the subject site, which is considered a large site at 14.3 acres, and has been addressed as part of the application and staff review.

Cambie Corridor Plan – In 2018, Council adopted the *Cambie Corridor Plan*, which identifies the OTC as one of several large sites requiring site-specific policy direction to respond to the existing uses, unique characteristics, site size and local context. To the east of the OTC is the Oakridge Municipal Town Centre (“Oakridge MTC”), which is envisioned as a significant urban centre and activity hub in Vancouver, with a range of jobs, retail, cultural, public spaces, and housing options. It is also served by numerous transit options, including the Oakridge-41st Avenue Canada Line station, the R4 RapidBus, and other local bus lines.

While the *Cambie Corridor Plan* does not directly address redevelopment of the OTC, the *Plan* does provide specific guidance for the area surrounding the OTC, designated the Oakridge Municipal Town Centre (see Figure 3). The OTC will strengthen the Oakridge MTC as a walkable mixed-use urban centre and contribute additional public amenities and infrastructure to the neighbourhood.

Housing Vancouver Strategy and Action Plan – In November 2017, Council approved the *Housing Vancouver Strategy (2018-2027)* and *3-Year Action Plan (2018-2020)*. The strategy seeks to shift the supply of new homes toward the “right supply”, with targets for new units along a continuum of housing types. The Housing Vancouver targets are aspirational and were based on the core goals of retaining the diversity of incomes and households in the city, shifting housing production towards rental to meet the greatest need, and coordinating actions with partners to deliver housing for the lowest income households. Overall, 72,000 new homes are

targeted for the next 10 years, including 12,000 social, supportive and non-profit co-operative units and 20,000 purpose-built rental units. Nearly 50 per cent of the new units are to serve households earning less than \$80,000 per year, and 40 per cent are to be family-size units. This rezoning application will contribute towards the targets for secured rental housing, social housing, and units for families.

For large sites, such as the Oakridge Transit Centre (OTC), it is assumed that the buildout will be phased and occur over many years. Over time, City policies and regulatory tools may be amended by Council. Conditions within Appendix B ensure that future amendments to some City policies, such as the *Green Buildings Policy for Rezoning*s, will continue to apply to the OTC as each development parcel proceeds. Regulatory tools like the Vancouver Building By-law or Parking By-law also receive updates and amendments and it is anticipated that in the future, OTC parcels would also be subject to these amendments too. Collectively, this ensures that green building technological advances and sustainable transportation changes reflecting evolving best practice and City direction continue to apply and ensure high standards for the OTC. Other minor adjustments may be made through Development and Building Permit applications, or City-led street and Park Board-led park design processes.

Strategic Analysis

1. Proposal

The rezoning application proposes to rezone 949 West 41st Avenue and 5469-5507 Willow Street from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District to permit the development of 17 buildings, ranging in height from one to 26 storeys and with a maximum building height of 83.8 m (275 ft.). The application proposes a gross floor space ratio (FSR) of 2.36. This density represents a total of 136,439.4 sq. m (1,468,622 sq. ft.) and consists of:

- 133,683.7 sq. m (1,435,730 sq. ft.) for residential space, of which:
 - 25,788.9 sq. m (277,589 sq. ft.) for social housing,
 - 11,738.5 sq. m (126,352 sq. ft.) for secured rental housing, including 25% for moderate income rental housing (MIRH) units,
 - 95,856.3 sq. m (1,031,789 sq. ft.) for strata residential housing;
- 2,229.7 sq. m (24,000 sq. ft.) for commercial space;
- 789.7 sq. m (8,500 sq. ft.) for a new 69-space childcare facility.

The application proposes approximately 1,630 total residential units. 1,120 units are proposed for strata residential housing and approximately 330 social housing units. An additional 180 secured rental housing units are proposed, of which 25% of the floor area, or approximately 45 units, would be secured as MIRH units. All numbers are approximate and subject to refinement at subsequent development permit stages.

Site Plan - The master plan for the Oakridge Transit Centre (OTC) is organized around key structuring principles of sustainability, livability, public space and community connections (see Figure 5).

The site plan was created during the policy statement process and has been tested and refined through the rezoning process. There are a number of defining features. The site is located along the ridge, at the headwaters of two watersheds with water draining to both False Creek and the

Fraser River. To reduce demand on downstream infrastructure, the plan incorporates rainwater management on private parcels and the public lands.

Figure 5: OTC Site Plan



The plan incorporates raingardens on city streets, and a bioswale which is part of a blue-green network connecting beyond the site to emphasize and improve ecological health of the area. These elements strengthen connecting to existing key parks and green spaces such as VanDusen Garden and Queen Elizabeth Park and future green spaces planned as part of the Heather Lands redevelopment (see Figure 6). Solar performance and passive design of buildings has been considered in determining the orientation of buildings and the creation of courtyards as well as impacts on the park. Rainwater management, solar access and orientation, public views, green building design, sustainable food systems, green mobility and livability have all been considered in planning of the site.

The plan emphasizes integration to the broader community by providing new connections that prioritize walking and cycling over cars, while linking the new neighbourhood to public transit options.

The redevelopment proposes a new public park that is prominently located in the centre of the site, with the northern edge fronting 38th Avenue to ensure a sense of welcoming for the surrounding community. The proposed park has highly public edges and will facilitate views to

the North Shore Mountains, while optimizing the number of residences facing the park. The park is classified as a “Local Park”, as per the Park Board’s park classification criteria (VanPlay Report One 2018) intended to attract neighbourhood residents with a mix of passive-use and select amenities. The intent is to provide flexibility for a variety of park programming as determined through a Park Board-led public engagement and design process, while being complementary to a larger network of parks that includes Queen Elizabeth Park, VanDusen Botanical Garden, and Oak Meadows Park.

Figure 6: Role in Broader Ecological Network



The new park is bounded to the west by a new central north-south roadway (“Central Road”) connecting 38th Avenue with 41st Avenue and will include a youth playfield and two universal public washrooms. This connection will provide a new linear green open boulevard (the “bioswale”) with a significant number of trees and pedestrian paths. The park will be visible from 41st Avenue, inviting the public into the site and reinforcing the ecological connections in the neighbourhood, also referred to as the blue-green system.

To support the new neighbourhood, a City-owned 69-space childcare facility will be built along 38th Avenue, adjacent to the park, on a separate legal parcel. A portion of the childcare’s outdoor playground will be accessible to the general public outside of the childcare’s operational hours. Additionally, there will be two universal public washrooms attached to the childcare facility and available to parks users and the general public. The washrooms add approximately 36 sq. m (400 sq. ft.) to the size of the building. The childcare facility is intended to be an architecturally distinctive single-storey building that is visually integrated and complementary to the overall park design. The childcare facility will include overheight building elements to accentuate the roof or structure. This is in recognition of its visually prominent location within the OTC.

A new entry plaza along 41st Avenue has been created as the main access point to the development. The plaza is intended to be a place for public art, for heritage interpretation of the former Oakridge Transit Centre bus depot, and a variety of activities, such as a community market, that enhance the spatial quality, connectivity, and activation of the OTC neighbourhood.

Figure 7: View looking north along Central Road from 41st Avenue



To the east, the park is bounded by a new secondary public street (“Secondary Road”), which connects the Central Road to 38th Avenue. These new streets will be dedicated to the City and designed for comfortable and safe access. Traffic will be calmed, with the intent that any vehicles within the site have a purpose for being there, and designed to discourage shortcutting through the site. To ensure permeability, the site will include public pedestrian connections in addition to streets. Building courtyards will be visually permeable to the public and serve as commonly accessible spaces for building residents.

Three additional lots fronting Willow Street were included with the rezoning application in order to facilitate a new east-west connection aligned with 39th Avenue. This connection will provide a link for pedestrians and cyclists across the site, with new vehicle access from Willow Street to the existing lane. Additionally, the pedestrian commercial mews on the north side of the buildings along 41st Avenue, where commercial tenants could provide outdoor café and restaurant seating away from 41st Avenue (see Figure 7).

The proposed pedestrian commercial mews are shown in the rezoning application parallel to 41st Avenue and framed by a mixture of commercial and residential space. They present a unique opportunity to establish a distinctive character and unique space for the OTC (see Figure 8). Further, a small commercial space of approximately 2,000 sq. ft. is proposed near the park at the intersection of the Central and Secondary Roads within Building E-1. The intent of this space is to provide a small-scaled, local retail opportunity such as a café, corner store, or restaurant.

Consistent with the public benefits required in the *OTC Policy Statement*, a new 69-space childcare facility is proposed. The application also proposes enhancements to the existing network of streets and lanes, including new streets and lanes, and a new two-acre permanent park that forms the centrepiece of the new development.

Figure 8: 41st Avenue and Commercial Mews



The total timeline for completion of all new development of the OTC is approximately 10-12 years, subject to market conditions. Delivery of new infrastructure and public benefits would occur in conjunction with various phases, as illustrated in Figure 12 on page 21.

Adjustments to the Proposal - The proposal described above reflects the revised rezoning application that was received by the City on May 8, 2020. The resubmission includes modest changes to the application that reflect public feedback, Urban Design Panel advice and results of the staff review. The revisions to the application were related to the consolidation of social housing and an increase to the amount of proposed commercial space.

The original rezoning application proposed 23,559.2 sq. m (253,589 sq. ft.) of social housing, equivalent to approximately 300 units, spread out over buildings in separate phases of development. The revised application locates all of the social housing within Parcel E, which will be secured and transferred to the City as a fully remediated fee simple site(s). A consolidated social housing parcel enables management benefits to the non-profit operator who will be responsible for operating the social housing units. It also secures a valuable City asset that will benefit future generations of Vancouverites in perpetuity.

In response to the Council direction from July 23, 2020, staff are recommending a further 2,229.7 sq. m (24,000 sq. ft.) of floor space on building E-1 (see Figure 13). It is estimated that this will provide floor space for an additional 30 social housing units and increasing the amount of social housing on the OTC to 330 units. Approximately 175 of the 330 social housing units would be constructed by the developer and delivered turnkey to the City. If approved, the social housing contribution at the OTC would represent a significant contribution to Vancouver's social housing stock, all in a central location with access to daily needs, amenities and rapid transit. See **5. Housing** below for additional details.

Consolidation of social housing to Parcel E required adjustments to the locations of market density within the site. In the original application, the proposed market housing floor space in Parcel E was 29,287.5 sq. m (315,248 sq. ft.), exceeding the social housing requirement of

23,559.2 sq. m (253,589 sq. ft.). The excess floor space of 5,728.3 sq. m (61,659 sq. ft.) was shifted to other parcels within the OTC. The key results of this shift were increases to height for two buildings to 20 and 26 storeys, which now mirrors the maximum height approved for the Jewish Community Centre on the opposite side of 41st Avenue. The additional height proposed along 41st Avenue will not create an increase in shadows on the new public park.

The maximum building height for the site, situated along 41st Avenue, was increased from 70.1 m (230 ft.) to 82.3 m (270 ft.) in the revised application. The staff recommendation is for an additional 1.5 m (5 ft.) increase to the maximum building height to 83.8 m (275 ft.), to allow for greater floor-to-ceiling heights for the ground-level commercial units. The intent of this recommendation is to enable a greater variety of business and support the economic viability of future local-serving commercial businesses within the OTC.

The rezoning application supports Council direction for the recently approved *Climate Emergency Response*. The central location of the OTC, with proximity to shopping, schools, parks, and rapid transit, will support active travel and transit journeys, enabling future residents to reduce their carbon footprints. By providing new commercial retail space, a new park, new childcare spaces, and a new mobility network, the OTC also intends to contribute to the rich set of amenities both existing and emerging in the surrounding area. City regulations requiring low emissions green new buildings are in place and are expected to be updated over time to reflect increasingly rigorous sustainability standards. The site, which currently is mostly paved surface, will see a substantial increase in tree canopy coverage and vegetation. A more detailed discussion of the proposal in relation to the *Climate Emergency Response* can be found in **7. Environmental Sustainability**.

The other important revision is the increase in commercial space in the proposal. A net addition of 836.1 sq. m, (9,000 sq. ft.) of commercial space is proposed to support activation of the commercial mews and provide nearby shopping options for residents. This is an increase over the initial application containing 1,393.5 sq. m (15,000 sq. ft.), bringing the total commercial space to 2,229.7 sq. m (24,000 sq. ft.). This additional commercial space also responds to public comments seeking more shopping options in the OTC and reducing car reliance in the neighbourhood. When recommendations for both the additional commercial and social housing are included, the total gross FSR for the site is 2.36.

2. Land Use and Density

The site is currently zoned RS-1 (One-Family Dwelling), which allows for single-family houses. The *OTC Policy Statement* includes guidance for a predominantly residential neighbourhood with building heights up to 15 storeys and a floor area of 117,500 sq. m (1,265,000 sq. ft.), equivalent to a gross floor space ratio (FSR) of 2.1. Commercial space for retail and office uses is estimated to range between 930-1,860 sq. m (10,000-20,000 sq. ft.). Further, the policy statement requires a new two-acre public park and childcare facility.

All stated floor areas are gross floor space and the proposed CD-1 By-Law provides for a total floor area for all uses of 136,439.4 sq. m (1,468,622 sq. ft.). The draft CD-1 By-law includes minimum floor area standards for commercial, childcare, rental, and social housing floor space, ensuring that these requirements are included as the site develops. The proposed CD-1 By-law also provides a maximum floor area for combined residential uses.

This rezoning application under the *OTC Policy Statement* is for an initial form of development and sets maximum gross floor area and building heights, while enabling future flexibility through

site-specific design guidelines (see Appendix F). Pursuant to the *OTC Policy Statement*, the total gross floor area is measured across the entire site, including private development parcels, streets, park, and open space. This differs from net floor area, which is only for a private development parcel, and is more typically used for rezoning applications. As a result, the net floor area on the individual OTC parcels is higher than the site as a whole, ranging from approximately 1.21 to 7.13 FSR. The overall density and height have been increased from the *OTC Policy Statement* to enable the addition of secured rental housing, including moderate income rental units. The secured rental housing floor space is the only additional density allowed by the July 2019 Issues Report, and the provision of market and social housing are both unchanged by that report.

Draft design guidelines for this site are attached to this report in Appendix F. The final form of development will be established through the development permit processes for individual buildings in coordination with the design guidelines and the conditions outlined in Appendix B.

3. Height and Form of Development

(refer to application drawings in Appendix E and statistics in Appendix I)

Built Form – The proposal is for a new district with a variety of building types to enable an evolution of built forms providing higher density and taller towers along 41st Avenue, with mid-rise buildings framing the park and townhouses along the lanes. Height has been located to provide transitions to the existing and anticipated neighbouring buildings. The minimization of shadows on the park, in addition to the optimization of views to the park and the North Shore Mountains, guide building placement, form and height.

Typically, upper levels of buildings are stepped back above the fifth floor to create interest, improve light, facilitate outdoor opportunities and reduce apparent massing. Where feasible, rooftops are to include intensive green roofs or accessible roofs that contribute to the outdoor space and urban agriculture opportunities for residents. Common amenity space for building residents will be located on the rooftops and podiums of the mid-rise buildings, where possible.

Figure 9: Overview of Site From North

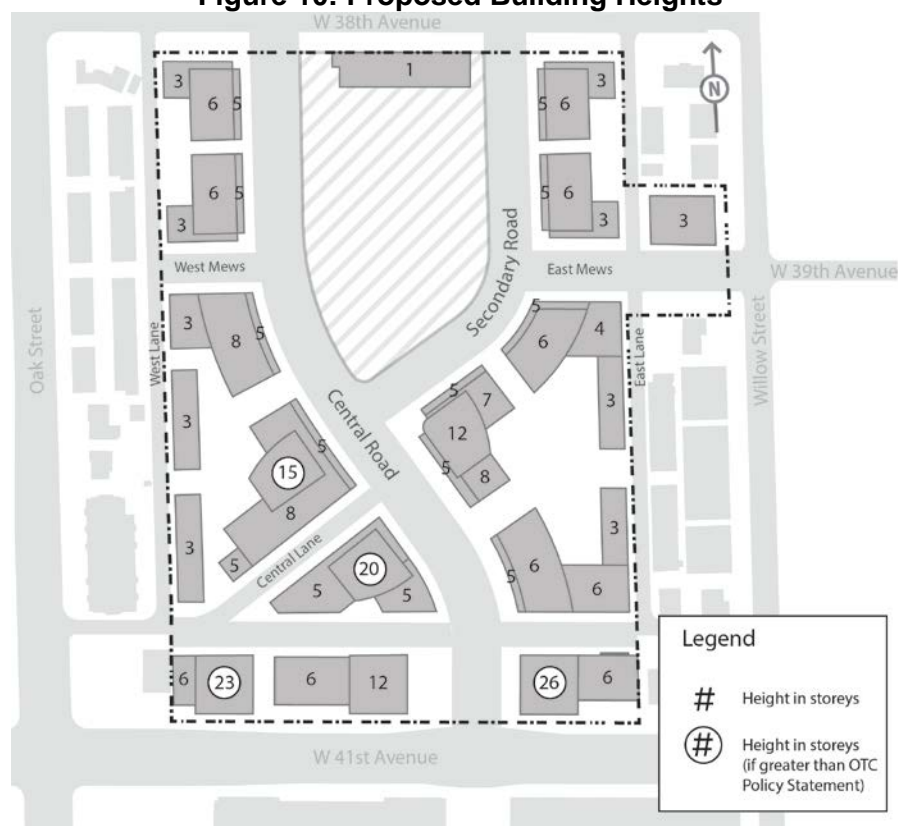


The ground levels of residential buildings will have unit entries and private patios in keeping with the predominantly residential context, and to provide activation of the streets and adjacent open spaces. Similarly, commercial storefronts will be highly transparent to provide visual interest, activating both the streets and public spaces of the site.

Building Heights – In 2019, Council approved the July 2019 Issues Report providing direction for staff to consider and evaluate rezoning applications proposing the addition of secured rental housing to major project sites, such as the OTC, with a priority to pursue opportunities that would allow for near-term delivery. An additional 10 per cent of the residential floor area, equivalent to 11,738.5 sq. m (126,352 sq. ft.), along with additional height, was proposed and considered as part of this rezoning application for the purpose of including secured rental housing.

Staff worked closely with the applicant to locate the additional density and height predominantly along 41st Avenue and near the centre of the site as those locations best preserve the intent and principles of the *OTC Policy Statement*. Heights have been increased on several buildings that exceed the heights prescribed in the *OTC Policy Statement*. The rezoning application proposes three buildings of 26-, 20- and 12-storeys along 41st Avenue as well as a 20-storey and 15-storey buildings along the Central Road, transitioning from 41st Avenue to the new park (see Figure 10).

Figure 10: Proposed Building Heights



By distributing the taller towers along 41st Avenue, the overall height of the site steps down to the north and provides adequate transitions to the existing and future townhouses immediately

east, west and north of the OTC. This variety of building forms and heights provides for a mix of housing and construction types.

Additional Density for Social Housing – In response to Council direction to increase affordable housing, staff undertook a planning and design exercise looking at options for additional housing while respecting the intent of the *OTC Policy Statement*, minimizing shadowing impacts and maintaining turnkey delivery of 175 social housing units. Through this evaluation, staff tested multiple concepts and approaches, arriving at a recommendation to add floor space for social housing to Building E-1. The additional 2,229.7 sq. m (24,000 sq. ft.) is equivalent to floor space for approximately 30 additional units, raising the total for the project to 330 social housing units. The draft CD-1 By-law and conditions have been updated to reflect the additional social housing. Further detail is provided in **5. Housing** and Appendix J.

Design Guidelines – As part of the rezoning submission, the applicant team has worked with staff to develop a comprehensive set of design guidelines. The design guidelines will provide a framework to shape the development of the public realm and individual parcels on the OTC during subsequent permitting and construction stages. Detailed design of the park will be determined through a public process led by the Vancouver Board of Parks and Recreation.

It is understood that final building designs may vary from the rezoning application stage as more detailed design is completed. The design guidelines will also set general intent on the massing, form and height of buildings at the OTC, while the CD-1 By-law will set limits on use, height and density across the site. Development permit applications on individual parcels within the OTC will include public notification and opportunities to provide input.

The draft design guidelines, contained in Appendix F, are included for Council's consideration as part of this application. The design guidelines will be finalized and brought forward to Council for subsequent approval prior to enactment of the CD-1 By-law for the site.

Figure 11: View looking East along Commercial Mews from Existing West Lane



Urban Design Panel – The Urban Design Panel (UDP) unanimously supported this rezoning application and their comments regarding the built form are contained in the November 27, 2019, meeting minutes (see Appendix D). The UDP requested that staff and the applicant return with each development permit for further review of the more detailed form and massing of the individual buildings.

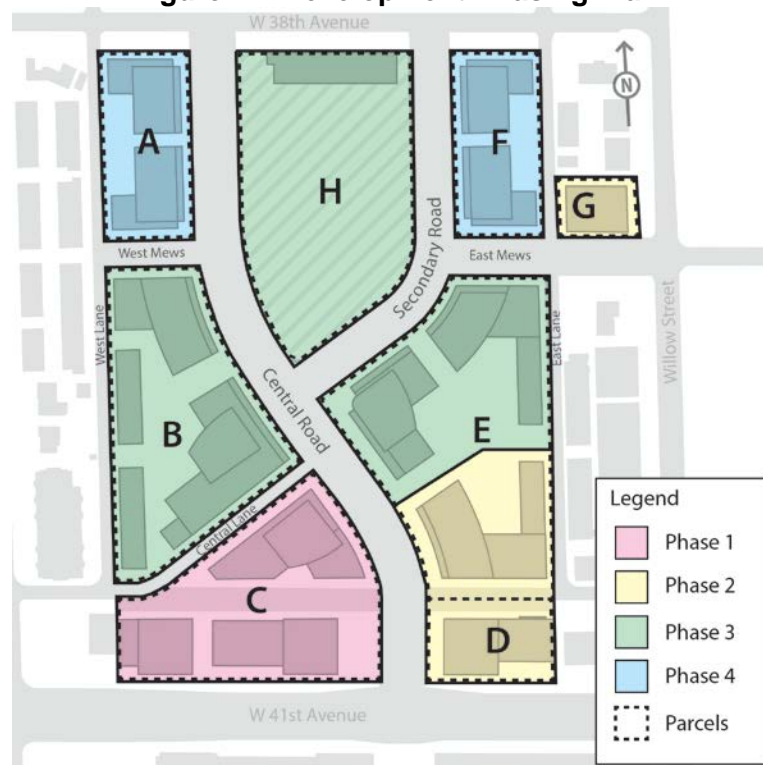
Staff conclude that the application generally reflects the built form, density and height principles of the *OTC Policy Statement*, while responding to subsequent direction for increased levels of development intensity and height from the July 2019 Issues Report. Staff support the application, subject to the conditions noted in Appendix B and the draft design guidelines in Appendix F, calling for improvements to the building designs at the development permit stage.

4. Phasing

The OTC is anticipated to be developed in four phases (see Figure 12 and Table 1) over a timeline of approximately 10-12 years. The phasing will begin in the southwest corner of the site along 41st Avenue and then move east and northward towards 38th Avenue as shown below.

The first phase of development will include construction of all the secured rental housing, including moderate income rental housing units, on the OTC. The first phase would also include approximately half of the commercial floor space and will be expected to provide all servicing, unless a refined phasing plan is provided by Engineering Services and included in the Services Agreement registered on title. Conditions in reference to the phasing of the OTC, including the four specific phases contemplated for the rezoning application and illustrated in Figure 12, are included within Appendix B.

Figure 12: Development Phasing Plan



The social housing site (Parcel E) will be dedicated to the City or transferred to the City, for the nominal price of \$1.00 prior to enactment of the CD-1 By-law, at the City's sole discretion, subject to it being fully remediated to the City's satisfaction and as described in Appendix B. Alternately, the City will have the option to purchase Parcel E for \$1.00 on conditions and terms satisfactory to the City. The applicant will also be required to construct and deliver to the City, at the applicant's sole cost, two buildings, with approximately 175 turnkey social housing units, during Phases 2 and 3 of the development process (see Figure 13). The remainder of the floor space to be used for social housing units, as per the draft CD-1 By-law in Appendix A, will be accommodated on Parcel E. The construction of this portion of the social housing will be led by the City, at the City's cost, at the discretion of the City and the Vancouver Affordable Housing Agency (VAHA), as explained further in **5. Housing** below.

The City and applicant will, subject to the conditions of the subdivision of the Rezoning Site, explore subdividing the Rezoning Site prior to the enactment of the CD-1 By-law to facilitate the transfer or dedication of land to the City to be used for social housing, the park, the childcare facility and new streets. Exact dates of completion of the development on each phase is dependent on a variety of factors including approvals, construction processes, and market conditions, the delivery of housing types and public benefits are generally outlined in Table 1.

Table 1: Development Phasing

Phase	Development Details	Parcel(s)	Approximate Floor Area
1	Market Housing	C	304,200 sq. ft.
	Rental Housing	C	126,400 sq. ft.
	Commercial Space	C	13,900 sq. ft.
	Commercial Mews and Plaza	C	n/a
2	Market Housing	D, G	214,300 sq. ft.
	Commercial Space	D	8,100 sq. ft.
	Commercial Mews	D	n/a
	Social Housing (turnkey)	E	75,700 sq. ft.
	Social Housing (bare parcel)	E	131,100 sq. ft.
3	Market Housing	B	318,100 sq. ft.
	Social Housing (turnkey)	E	70,800 sq. ft.
	Commercial Space (bare parcel)	E	2,000 sq. ft.
	2-acre Public Park	H	n/a
	69-space Childcare Facility	H	8,500 sq. ft.
4	Market Housing	A, F	195,200 sq. ft.

For the purposes of this report and the rezoning conditions in Appendix B, "Phase 1", "Phase 2", "Phase 3", and "Phase 4" shall be defined, respectively, to include the types of housing, commercial spaces, mews, public park, and childcare facility as noted in Table 1, including the respective floor area for each, subject to such adjustments as may be approved through the development permit process.

5. Housing

Social Housing – As required under the *OTC Policy Statement* and the *Rezoning Policy for Sustainable Large Developments*, and per Council direction to find more housing affordability, the application will allot 25,788.9 sq. m (277,589 sq. ft.) for social housing, equal to approximately 330 social housing units. The social housing is proposed to be on a consolidated 2.47-acre parcel facing the new park. The parcel is designed with three buildings framing a

central courtyard which creates a safe and versatile, semi-private space for families and building residents to meet, play and gather. The social housing buildings will achieve both Passive House and LEED Gold standards, setting a high bar for sustainable buildings. Additional detail on staff examination of more affordable housing is also included in Appendix J.

To secure these requirements, the conditions of enactment in Appendix B require the applicant to transfer to the City, for nominal consideration, fee simple ownership of all of Parcel E or dedicate to the City all of Parcel E, at the City's discretion, fully remediated, prior to enactment, to accommodate the social housing floor area. Alternatively, if Parcel E is not fully remediated at the time of enactment, the City may, in its sole discretion, accept an Option to Purchase for Parcel E for nominal consideration of \$1.00. This option may be exercised by the City at any time after rezoning enactment, as per the conditions in Appendix B. The dedication of Parcel E offers future long-term flexibility to the City in the case of eventual redevelopment of the site.

The conditions of enactment also require the applicant to design, construct and deliver turnkey social housing, at the applicant's cost, to the City of a minimum of 13,607.4 sq. m (146,469 sq. ft.), with delivery of two buildings (E-2 and E-3, shown in Figure 13) containing approximately 175 social housing units in Phases 2 and 3. The social housing in Phase 2 and Phase 3 will be constructed by the applicant and transferred into City ownership. The applicant will be required to enter into a Construction and Transfer Agreement with the City to build the turnkey social housing units and transfer to the City as a condition of enactment in Appendix B.

Figure 13: Social Housing on Parcel E



The balance of the social housing floor area requirement, also in Parcel E, is an additional 12,181.5 sq. m (131,120 sq. ft.), equivalent to approximately 155 units in Building E-1 (as shown

in Figure 13). The City will seek to work with senior levels of government and housing partners on a delivery and funding strategy for the remainder of the social housing units to be delivered by the City, the details of which will be the subject of a separate later report to Council. This reflects the staff response to the Council motion from July 23, 2020, to find more housing affordability. The future residents of the social housing buildings will be part of a vibrant community with options for daily needs within a close walk or roll, or accessible via nearby rapid transit.

At a minimum, the housing developed on Parcel E will need to meet the City of Vancouver's requirements for social housing with a priority towards low- to moderate-income households per the *OTC Policy Statement*. The minimum level of affordability required under the City definition of social housing is 30% of the units are to rent to households with incomes at or below BC Housing's Housing Income Limits (HILs), at rental rates of no more than 30% of income. These units would target single person households and families with incomes in the range of \$15,000 to \$73,500 per year. Up to 70% of the social housing units could rent at the Low End of Market, which would target singles with annual incomes up to \$74,150 and families with annual incomes up to \$113,040. 50% of the social housing units would be delivered as family units consisting of two- and three-bedroom units.

Figure 14: Locations of Secured Rental and Social Housing



While the definition of Social Housing sets the minimum affordability requirement, a key strategy of Housing Vancouver is to shift to the right supply of housing, targeting low and moderate income households. The social housing component of the project is anticipated to be managed as part of the Vancouver Affordable Housing Endowment Fund (VAHEF) portfolio. The target affordability for the social housing units will be set and approved by Council at a future date

taking into consideration Housing Vancouver objectives and VAHEF portfolio management strategies. Staff will also consider opportunities to deepen affordability through partnerships with senior levels of government and non-profit partners.

Prior to completion and delivery of each social housing building in Parcel E to the City, a non-profit organization would be selected through a Request for Proposals in line with the City's Procurement Policies to operate the social housing units. Recommendations on the operator of the social housing units, along with the key terms of any related agreements (including rents, operating and capital maintenance costs, and monitoring and reporting requirements) would be presented to Council in a future report for consideration and approval. The ultimate level of affordability achieved in the social housing units would be approved by Council at that time.

Staff will seek to maximize the delivery of family housing, and related uses, such as licensed family childcare units, through design development. 4-8 licensed family childcare units are sought through conditions in Appendix B. Licensed family childcare units are designed to support up to seven childcare spaces each and contribute to daycare options for parents of young children, providing between 28-56 additional new childcare spaces beyond the 69-space childcare facility at 38th Avenue.

Secured Market Rental and Moderate Income Rental Housing – In addition to the social housing site, the application will also secure a total of 11,738.5 sq. m (126,352 sq. ft.) of secured rental housing, equivalent to approximately 180 units. The secured rental housing floor space reflects the direction from the July 2019 Issues Report allowing consideration of additional density and height to support a greater spectrum of housing affordability and options within the *OTC Policy Statement*. The secured rental housing will be delivered by the applicant on Parcel C, as shown on Figure 14. These units will be required to be delivered in the first phase of the development and would be owned and operated by the applicant, or another private owner, secured for the longer of 60 years or the life of the building.

As contemplated in the July 2019 Issues Report, the additional density on the site, beyond what was considered in the *OTC Policy Statement*, is to enable the inclusion of rental housing, reflective of Council direction. The addition of rental housing does not impact the amount or proportion of market or social housing initially set out in the *OTC Policy Statement*. Per the July 2019 Issues Report, 25% of the secured rental housing floor space, equivalent to approximately 45 units, in Parcel C will be secured as moderate income rental units and targeted for rent to individuals with moderate household incomes which are currently defined as annual income between \$30,000 and \$80,000.

All market rental and moderate income rental units in the project will be secured as rental through a Housing Agreement and a Section 219 Covenant for the longer of 60 years or the life of the building. The agreement is to be enacted by Council by by-law and registered on title to secure starting rents for both the moderate income and market units, and will prohibit the stratification and separate sale of individual units.

The agreement will also limit the rates at which rents for the moderate income units may be increased, even after a change in tenant. Annual reporting on the operation of the moderate income rental housing units will be required and will contain information including rents and verification of tenant eligibility. The addition of new moderate income rental and secured rental housing units aligns with the *Rezoning Policy for Sustainable Large Developments* and contributes towards the *Housing Vancouver Strategy* targets. Conditions related to securing these units are contained in Appendix B.

Phasing and Delivery of Social and Secured Market Rental and Moderate Income Rental Housing – The total affordable housing component for the rezoning application comprises 37,527.4 sq. m (403,941 sq. ft.), or approximately equivalent to 510 social and affordable housing units (330 social housing units and 180 secured rental units, including MIRH units, see Figure 14). The proposed contribution of the 510 affordable housing units to the City's 10-year targets is summarized in Table 2.

Table 2: Progress Towards 10-Year Housing Vancouver Targets for Non-Market Housing and Purpose Built Rental Housing (as of June 30, 2020)

Housing Vancouver Targets	10-year targets (2018-2027) (A)	Units Approved Towards Targets (B)*	Gap (A-B)	This project (% of gap)
Social, Supportive and Co-op Housing**	12,000	4,863	7,137	330 (4.6%)
Purpose-Built Rental Housing	20,000	3,728	16,272	180*** (1.1%)
Total	32,000	8,591	23,409	510 (2.2%)

*Note that tracking progress towards 10-year Housing Vancouver targets began in 2017, figures include Temporary Modular Housing. Unit numbers exclude the units in this proposal, pending Council's approval of this application

** HVS set targets for 'Social, Supportive and Co-op Housing'. The proposal towards this target through the delivery of 330 social housing units.

***Includes 25% (45 units) Privately-Owned Below-Market Rental Housing

The 25,788.9 sq. m (277,589 sq. ft.) of social housing floor area permitted on Parcel E will meet the guidelines as set out in the *Social Housing Design and Technical Guidelines* and deliver a range of unit types targeting 20% studio units, 30% one-bedroom units and 30% two-bedroom units and 20% three-bedroom units designed for families with children. Further, a minimum of 5% of units are to be wheelchair accessible across all unit types. Design development in subsequent approval phases will seek to increase the family unit mix.

The application proposes the following rental and social housing unit mix:

Table 3: Proposed Affordable Housing Unit Mix

Unit Type	# of Units – Rental	% Mix – Rental	# of Units – Social	% Mix - Social
Studio	39	25%	66	20%
1-Bedroom	72	40%	99	30%
2-Bedroom	51	25%	99	30%
3-Bedroom	18	10%	66	20%
Total	180	100%	330	100%

Strata Residential Housing – The application proposes a total of 95,856.3 sq. m (1,031,789 sq. ft.) of market housing floor space across all phases of the development. Within each building or parcel, subject to phasing, the applicant will be required to provide a minimum of 35% of the market units as two and three bedrooms, including a minimum of 25% two-bedroom units and 10% three-bedroom units. The detailed unit mix breakdown will be required at the development permit stage and tracked across the development phases.

The applicant will be required to design the family units in accordance with the City's *High-Density Housing for Families with Children Guidelines*. These guidelines are currently under review in an aim to address current development patterns, housing affordability challenges, and to improve the overall diversity, flexibility and livability of family units. The family housing in each phase of this development will be required to respond to the latest version of the guidelines applicable at the time of the development permit application. In recognition of the

focus on creating accessible spaces within new development, the application will also be required to ensure that a minimum of 5% of all market units are accessible.

Temporary Modular Housing (TMH) – In addition to the mixture of social, rental and strata residential housing described above, staff have identified a development parcel within the OTC site that may be suitable to accommodate a temporary modular housing (TMH) building. The building would be relocated from another site for a five-year term, with potential for extension, while the OTC site builds out. TMH, which serves the most vulnerable residents in Vancouver by providing low cost housing, would be enabled by enactment of the CD-1 By-law for the site. Relocation of a TMH building to the site would be subject to the City and the landowner approving the use of the site for TMH and satisfactory lease terms being negotiated between the City and the landowner, BC Housing approvals, engagement with the local community as part of the development permit process and selection of an operator. Large multi-year development projects, such as the OTC, represent an opportunity to utilize land for an immediate housing need while permanent social housing is being delivered.

Existing Tenants – In July 2019, Council amended the *Tenant Relocation and Protection Policy* (the “*TRP Policy*”), extending policy coverage to projects involving consolidation of two or more lots that contain existing secondary rental. This includes detached homes, basement suites, duplexes, or individually-rented condos where new development is proposing five or more dwelling units. The *TRP Policy* exempts tenancies entered into after the purchase of the property that are of a length of two years or less as of the date of the rezoning application. This exclusion is intended to avoid penalizing applicants who are renting out units to comply with the City’s Empty Homes Tax during the process of assembling sites for redevelopment. Further, there is an exclusion where a previous owner of a house, strata, or equity co-op unit has sold the property to a developer, and is now occupying the unit as a tenant.

Two of the three existing houses are rented as two rental suites. The *TRP Policy* does not apply due to the exemptions related to length of tenancy. The tenants are aware of the rezoning application.

All tenancies are protected under the *BC Residential Tenancy Act* that governs how residential properties are rented, and includes specific provisions around ending tenancies. Any disputes would be resolved through the Residential Tenancy Branch.

6. Transportation and Parking

The rezoning application includes new dedicated streets and lanes linking with the existing road network in the surrounding area (see Figure 15). Pedestrians, cyclists and vehicles will have access through the site via the new roads and lanes, including dedicated cycling lanes on the new Central Road. Permeability for pedestrians and cyclists will be prioritized through the site, and neighbourhood access will be enhanced by new east-west connections.

A new commercial mews, secured by a statutory right-of-way, is proposed parallel to 41st Avenue and adjacent to the most intensive residential and commercial uses. An additional east-west non-vehicular mews, aligned with 39th Avenue, will be secured through a mixture of dedicated road and statutory right-of-way. Vehicle access to the existing laneway is provided from a new connection to 39th Avenue. Connecting walkways will be provided through the new park parcel as required and determined through the Park Board-led park development process. Loading and vehicle access is proposed from existing and new lanes, with a consolidated parking structure proposed for each development parcel.

Provisions for access and movement for all modes of travel through the site are included in the conditions in Appendix B and are to be addressed, as indicated, prior to enactment of the CD-1 By-law and at the development permit stages. Key considerations are the safe, efficient movement of people walking and cycling within the site, access to transit, effective goods movement, and ensuring accessibility for private vehicles.

Conditions include the provision of bicycle parking, new and enhanced protected bicycling facilities, public bike share stations, electric vehicle charging stations, new traffic signals and turn lanes, and provision of a green mobility and Transportation Demand Management (TDM) plan.

Engineering Services has reviewed the rezoning application and have no objections to the proposed rezoning provided that the rezoning conditions included in Appendix B are satisfied. Parking spaces are to be provided in accordance with the Parking By-law and the development will be effectively integrated into the surrounding road network during construction.

Figure 15: New Internal Mobility and Circulation Network



7. Environmental Sustainability

In January 2019, Council unanimously approved a motion declaring a climate emergency, recognizing the crisis facing the planet and the need for Vancouver to take greater steps to ensure that the City's climate actions are aligned with broader efforts to limit global warming to

1.5°C. As part of that motion, staff were directed to report back to Council with updated targets and timelines to accelerate efforts to tackle climate change. Overall, the City has committed to a 45% percent reduction in carbon emissions from 2010 levels by 2030, net zero emissions by 2050, and net negative carbon emissions after 2050.

In April 2019, Council approved the *Climate Emergency Response* proposed six Big Moves, a set of targets focused on pursuing key opportunities to mitigate climate change and its associated impacts. In addition to the Big Moves (see Figure 16), 53 Accelerated Actions were proposed to ramp up immediate efforts. The staff recommendations, with amendments, received support from Council. A progress update on the Climate Emergency Accelerated Actions was presented to Council on July 7, 2020. Later this year, staff will report back to Council with the *Climate Emergency Action Plan*, a set of strategies for reaching the Big Moves outlined in the *Climate Emergency Response*.

Figure 16: Climate Emergency Response – Six Big Moves



The six Big Moves outlined in the *Climate Emergency Response* will be enabled and supported by the City through its various regulatory and policy tools. Existing by-laws and policies will be updated to support the targeted carbon emissions reductions. This effort will be led by the PDS Sustainability group, in coordination with other City departments. Applicable by-laws, policies and guidelines are outlined below as part of each Big Move discussion. Further, the rezoning conditions attached to Appendix B of the Council report outline specific actions that would apply to the OTC site, if approved. Additional detail on how the OTC application supports the *Climate Emergency Response* is provided below and in Appendix K.

- Walkable Complete Communities (Big Move #1) – The intent of this Big Move is that 90% of Vancouver residents are able to walk or roll to nearby destinations in order to meet their daily needs. Mixed-use communities in amenity-rich areas, well served by public facilities and commercial space, are representative of how this is achieved. By virtue of both the site location and site design, future OTC residents will have most of their daily needs

within an easy walk or roll. The proposal will also deliver new amenities, such as retail space, childcare spaces, and a park that will put amenities within the reach of existing neighbours as well.

- Active Transportation and Transit (Big Move #2) – Vehicle emissions are a major component of carbon pollution in Vancouver. Active transportation, moving by foot or on a bicycle, and transit represent low pollution means of moving about the city. Big Move #2 includes a target of two thirds of trips by active transportation or transit. The OTC, with its highly porous walking and cycling network, will make active trips easier for neighbourhood residents. Additionally, the OTC is well-served by rapid transit, with stops for both the R4 RapidBus and the Canada Line within easy reach. As a result, the proposal will meet this target and contribute to the City's shift to low carbon travel modes.
- Zero Emissions Vehicles (Big Move #3) – Within ten years, it is expected that half of the kilometres driven in Vancouver will be by zero emissions vehicles. A major element of supporting this transition will be provision of appropriate infrastructure. Every residential parking space, and one-tenth of commercial parking spaces, will be equipped with an energized outlet capable of EV charging. Further, conditions in Appendix B require six DC Fast Charging Hub Stations to be located along the new Central Road, where members of the public will be able to charge EV vehicles.
- Zero Emissions Space and Water Heating (Big Move #4) – Carbon emissions from ongoing building operations are the largest single source of emissions in Vancouver. Transitioning heat and hot water systems to electricity will create significant reductions in carbon pollution, with a goal of cutting these emissions in half by 2030. New construction, such as the OTC proposal, will have to meet the City's *Green Buildings Policy for Rezoning*s, which sets a high bar for sustainability of building operations. As a result, building emissions on the OTC will be at least 70% less than the baseline scenario for Big Move #4 and help accelerate the transition to low-carbon electric building systems.
- Low Carbon Materials and Construction Practices (Big Move #5) – The process of building construction can generate a substantial amount of embodied carbon, as represented by the materials used in construction. Big Move #5 looks to reduce embodied carbon in new construction by 40% from baseline levels. Recent changes to the Vancouver Building By-law allow for taller mass timber construction, and the City will demonstrate leadership on the OTC through woodframe construction on at least two of the social housing buildings. The social housing and childcare buildings will also meet Passive House and LEED Gold green building standards. Through significant reductions in parking requirements, the OTC will also forgo 300-400 underground parking spaces and the associated excavation and concrete that such parkades construction requires. This will also mean reduced embodied carbon. Updates to City regulations and by-laws for green construction are expected in the near year and these updates will apply to the OTC. This will ensure that, as the site builds out over time, that buildings continue to meet or exceed the City's sustainability targets.
- Restored Coasts and Forests (Big Move #6) – A long-term direction to reduce carbon pollution is to restore coastlines and forests in Vancouver. The OTC is located centrally in Vancouver, near the high point of the city, and is not able to directly restore coast habitat. Rigorous standards to manage rain and stormwater will however ensure that a much more significant portion of water is detained and treated on-site than occurs today. This will have positive downstream impacts on the quality of water headed to the Fraser River. Additionally, the site proposes vegetative cover and tree canopy that will ultimately cover 20-25% of the site. This is a drastic improvement from the current, primarily paved site that exists today and will contribute to the goal of restoring forests.

Green Buildings – The *Green Buildings Policy for Rezoning* (amended by Council on May 2, 2018) requires that residential rezoning applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy. These new requirements are mandatory for all rezoning applications received on or after May 1, 2017.

This application has opted to satisfy the updated version of the *Green Buildings Policy for Rezoning* under the low emissions green buildings requirements. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces.

The applicant has submitted preliminary energy modelling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets. Additionally, all developments will need to meet rainwater management requirements for retention, rate control, cleaning and safe conveyance. Conditions are included in Appendix B.

Rezoning Policy for Sustainable Large Developments – Given the site size and the proposed floor area, the requirements of the *Rezoning Policy for Sustainable Large Developments* (2018) apply to the rezoning application. The policy requires defined plans or studies on eight different topic areas to demonstrate how the proposal will achieve the City's sustainability goals. As part of the proposal, the applicant has included details on how they plan to meet the eight requirements in the following ways:

- **Sustainable Site Design** – The OTC is considered, as a master planned site with a single rezoning application, to be a Type A site, and per this classification the applicant proposes to provide tree coverage and vegetation over 20-25% of the site. The existing site condition is largely devoid of vegetation and primarily composed of hardscaped surface from the former bus depot use. As a result, sustainable site design was a direction incorporated into the conceptual plan during the *OTC Policy Statement* planning process. The main sustainable site design attributes are: a new two-acre public park, tree canopy coverage, accessible green space on building podiums and rooftops, and enhanced pedestrian access through a series of public plazas and mews.
- **Sustainable Food Systems** – The application includes community gardens at ground level and on rooftops, edible landscaping on private sites, a community food market in the public plaza at the intersection at 41st Avenue and the Central Road, and on-site organics management. The latter strategy will also contribute to the site's proposed zero waste strategy.
- **Green Mobility** – The applicant has proposed providing an electric vehicle (EV) fast charging hub and a number of car share spaces. Enhanced cycling network and storage facilities, as well as two new Public Bike Share stations, are proposed and provide links to nearby cycling routes, including Willow Street and 37th Avenue. The application will contribute to complete street improvements along 41st Avenue between Willow and Cambie Streets to enhance the safety and experience of pedestrians and cyclists. The site is also served by a number of bus routes (R4, 17, and 41) and is within a ten-minute walk of the Oakridge-41st Avenue Canada Line station. The applicant has also provided a preliminary Transportation Demand Management (TDM) Strategy as part of the application.

- Potable Water Management – The application proposes to reduce potable water use through high efficiency irrigation design and the use of low-flow plumbing fixtures. Outdoor water use reductions are proposed through systems such as drip irrigation and moisture sensing controllers, and may be accompanied through careful plant selection. Conditions will also seek feasibility studies on the implementation of rainwater harvesting and reuse for non-potable water demand.
- Rainwater and Groundwater Management – The application proposes to meet the City's requirements for absorption and treatment of water on the site through a combination of absorbent landscaping, green roofs, and permeable pavers. Additionally the application includes a 5 m wide bioswale adjacent to a portion of the new Central Road intended to function as a central piece of green infrastructure and visually emphasize sustainability and the importance of water on the site.
- Zero Waste Planning – A Zero Waste Plan has been submitted outlining anticipated waste generation rates and a range of approaches to encourage zero waste. At the next stage of the project, the applicant will select at least seven initiatives in section 6.1.2 of the *Sustainable Large Sites* bulletin.
- Affordable Housing – The application proposes to dedicate or transfer fee simple ownership of Parcel E to the City for the nominal consideration of \$1.00 for the provision of approximately 330 social housing units. The application also contributes approximately 180 secured rental housing units (of which 25% of the floor area, equal to 45 units, will be reserved for moderate income households). The applicant will provide two social housing buildings, with a minimum of 13,607.4 sq. m (146,469 sq. ft.), to the City in the form of turnkey social housing units at no cost to the City. This is equal to approximately 175 of the 330 social housing units proposed for the OTC. Parcel E will be fully remediated, at the Applicant's sole cost and expense, for residential land use. This is in alignment with applicable City policies and will contribute to targets within the *Housing Vancouver Strategy* providing new housing across a spectrum of incomes.
- Resilience – At the time that individual development permit applications are submitted, the applicant will be required to submit a Resilience Worksheet. The Worksheet assesses the local risk, hazards and identifies consideration and mitigation strategies.

Staff have reviewed the applicant's overall response to the *Rezoning Policy for Sustainable Large Developments* and, in some instances, have recommended improvements to strengthen the response to the policy. Conditions to secure the delivery of these features prior to enactment or as part of subsequent development permit stage applications are included in Appendix B.

In addition to the Big Moves in the *Climate Emergency Response*, the OTC is designed to incorporate and advance other sustainability objectives, such as the *Rain City Strategy* and *Biodiversity Strategy*. The annual volume of rain falling on the site is about 86,600 m³, equivalent to about 30 Olympic-sized swimming pools. Today, the rainwater is directed into the City's storm and sewer system. The anticipated redevelopment of private sites and public spaces, like streets and parks, will utilize strategies such as green roofs, infiltration and planting zones, bioswales, raingardens, and other detention strategies to manage rainwater. The proposal also seeks to establish blue-green connections, enhancing biodiversity both within and beyond the site.

PUBLIC INPUT

Policy Statement – Three open houses were hosted as part of the planning process for the *OTC Policy Statement* from June 2014 to June 2015. These open houses had three primary functions: to introduce the planning program and gather early ideas, to develop guiding principles and concepts and to refine the concept plan and draft policies. In total, 338 people attended these events and 133 people completed questionnaires to provide feedback. Feedback received throughout this process was generally positive, particularly in relation to the provision of a new park, childcare facility, range of housing options, and retail spaces.

Pre-application Open House – On April 1, 2019, a pre-application open house was held at the VanDusen Botanical Garden Visitor Centre, located at 5151 Oak Street, to solicit early feedback on the rezoning proposal. Approximately 130 people attended this open house and 33 written comments were provided. The feedback indicated general support for the proposal, including the added affordable housing and the revised road connections.

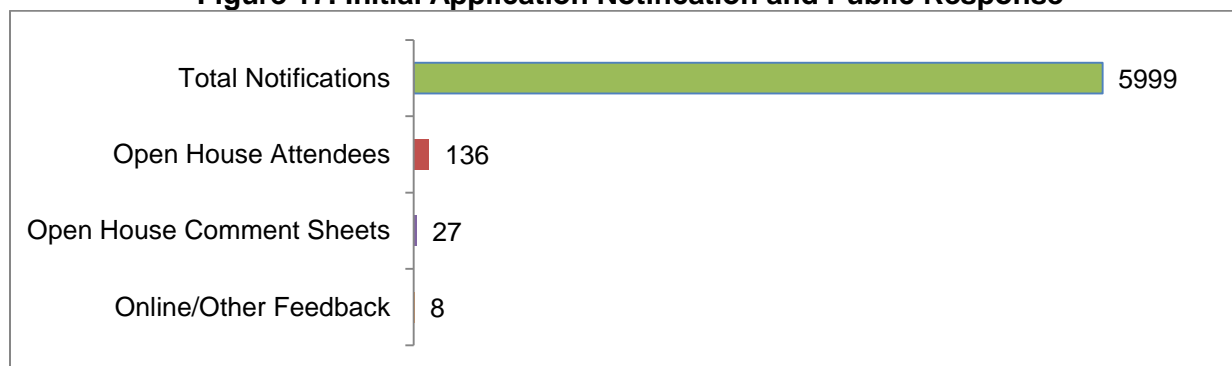
Initial Rezoning Application – July 2019 Submission

Public Notification – A rezoning information sign was installed on the site on August 22, 2019. Approximately 5,999 notifications were distributed within the neighbouring area on or about October 31, 2019. An additional 93 recipients on the Oakridge Transit Centre email list received digital notifications on November 5, 2019. Notification and application information, as well as an online comment form, were provided on the City's Rezoning Application webpage (vancouver.ca/rezapps) and linked on the Oakridge Transit Centre webpage (vancouver.ca/OTC).

Community Open Houses – The first community open house was held from 5:00-8:00 pm on November 18, 2019. The second community open house was held from 11:00 am-3:00 pm on November 23, 2019. Both open houses were held at the VanDusen Botanical Garden Visitor Centre, 5151 Oak Street. Staff, the applicant team, and a total of approximately 136 people attended to the open houses.

Public Comments – Staff received 35 responses regarding the rezoning application through open house comment sheets, e-mails, and online comment forms (see Figure 17). A short summary of public feedback is provided below; a full description of the public response is in Appendix D.

Figure 17: Initial Application Notification and Public Response



* Note that all reported numbers above are approximate

Support for the proposal cited the following themes:

- General project support
- New rental and social housing
- Project process and delivery
- New public park
- Site design

Concerns for the proposal cited the following themes:

- Transportation
- Social housing
- Lack of retail space

Revised Rezoning Application – May 2020 Submission

Public Notification – Following the submission of a revised application on May 8, 2020, further notification was sent to the surrounding area to inform them of the changes. Approximately 6,135 notification postcards were distributed within the neighbouring area on or about May 21, 2020. Additionally, 130 recipients on the Oakridge Transit Centre email list received digital notifications on May 22, 2020. A further 12 comments were received online following the second notification. The subsequent comments primarily addressed height and massing, transportation, housing, and the mix of uses. Generally, the feedback did not differ substantially from the feedback received after the November 2019 open houses.

Support for the proposal cited the following themes:

- Increased height
- Increased retail space

Concerns for the proposal cited the following themes:

- Transportation and transit
- Social housing
- Lack of retail space and community facilities

Response to Public Comments – Public feedback has assisted staff in assessment of the application. Response to key feedback is as follows.

Transportation – Review of the application, including public comments, includes conditions in Appendix B containing traffic calming measures and the addition of an electric vehicle charging hub. Parking requirements for vehicles and bicycles will meet the requirements of the Parking By-law. The road network is designed to provide local vehicle access but discourage shortcutting trips and limit overflow traffic into surrounding neighbourhood streets. Additionally, enhanced and new infrastructure, such as sidewalks and bike lanes, are proposed that would support pedestrian and cyclist movement. The OTC also is located near multiple bus lines, including the R4 RapidBus, and within a 10-minute walk of the Oakridge-41st Avenue Canada Line Station.

Social Housing – Approximately 330 social housing units are proposed in the rezoning application. This provision is aligned with the requirement contained in the *OTC Policy Statement* and will make a sizable contribution to the social housing target outlined in the *Housing Vancouver Strategy*. Additionally, approximately 180 secured rental housing units will

be delivered. Of these, 25% of the rental floor area, equivalent to 45 units, will be secured as moderate income rental housing and available at reduced rental rates.

Lack of Retail Space – The revised submission includes an additional 9,000 sq. ft. of retail space, raising the total proposed retail space to 24,000 sq. ft. This will support commercial vitality in this location and provide more opportunities to create local-serving retail within walking distance of residents. The additional retail space will also provide more activity and animation along 41st Avenue and the pedestrian mews behind.

A detailed summary of public comments in response to the rezoning application may be found in Appendix D.

PUBLIC BENEFITS

In response to City policies concerning changes in land use and density, this application addresses public benefits as follows:

Development Costs Levies (DCLs) – Development Cost Levies (DCLs) collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure.

This site is subject to City-wide DCLs and City-wide Utilities DCLs on the proposed 107,594.8 sq. m (1,158,141 sq. ft.) of strata and rental residential floor area and 2,229.7 sq. m (24,000 sq. ft.) of commercial floor area. The childcare facility is eligible for a \$10 nominal DCL charge under both City-wide DCL By-law and the City-wide Utilities DCL by-laws, respectively.

The residential floor area allocated to the social housing component, comprised of 25,788.9 sq. m (277,589 sq. ft.), is exempt from DCLs under provisions of the Vancouver Charter and DCL By-law. The value of the exemption for the social housing is estimated at \$7,780,820, including \$4,105,526 for the turnkey social housing, based on the rates in effect as of September 30, 2020.

The applicant has requested a waiver of both the City-wide DCLs and Utilities DCLs attributed to Building C-3's approximately 8,803.8 sq. m (94,764 sq. ft.) of secured rental residential floor area qualifying as "for-profit affordable rental housing" as defined in the By-law. A review of how the application meets the waiver criteria is provided in Appendix G.

In accordance with amendments to the Utilities DCL By-law effective as of September 30, 2020 a waiver of Utilities DCLs is no longer be available,.

Based on the rates in effect as of September 30, 2020, the value of the waiver of the City-wide DCLs for the secured rental housing in Building C-3, is approximately \$1,707,647.

The DCL By-law requires that where rents are determined under section 3.1A(d), they are to apply at initial occupancy. A final rent roll that sets out the initial monthly rents for the moderate income rental units will be required prior to issuance of the occupancy permit in order to ensure compliance with the DCL By-law. After occupancy, rents for the moderate income rental units will not be permitted to increase on an annual basis further than the Residential Tenancy Act (RTA) limits, even on a change in tenancy, as per the *MIRHP Program*. The City will ensure that

average unit sizes do not exceed the maximum thresholds set out by the DCL By-law through the Development Permit application process.

Based on the rates in effect as of September 30, 2020, total DCLs of approximately \$31,246,346 would be anticipated from this development.

DCL rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection from DCL rate increases, provided that an application has been received prior to the rate adjustment. See the City's DCL Bulletin for details on DCL rate protection.

Under in-stream rate protection this project will remain eligible for the Utilities DCL waiver on qualifying rental residential floor area, provided that the corresponding building permit is issued before September 30, 2021 (within 12 months of the effective date of the Utilities DCL By-law change).

Public Art Program – The *Public Art Policy for Rezoned Developments* requires rezonings having a floor area of 9,290 sq. m (100,000 sq. ft.) or greater to contribute public art or provide 80% cash in lieu as a condition of rezoning.

With an eligible floor area of 110,614.2 sq. m (1,190,641 sq. ft.), this project will contribute a public art budget of approximately \$2,357,465. Public art budgets are based on a formula of \$21.31 per sq. m (\$1.98 per sq. ft.) for areas contributing to the floor area calculation. The Public Art rate is finalized at the development permit stage and is subject to Council approval of periodic adjustments to address inflation. This multi-phased development will have a substantial public art commitment and will be considered in relation to development of Oakridge Centre mall and the Cambie Corridor. Per the *Public Art Policy for Rezoned Developments*, the proposed social housing floor area is exempted from the public art budget.

Community Amenity Contribution (CACs) – Within the context of the City's *Financing Growth Policy* and the *OTC Policy Statement*, an offer of a community amenity contribution to address the impacts of rezoning can be anticipated from the owner of a rezoning site. CAC offers typically include either the provision of on-site amenities or a cash contribution towards other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services.

The applicant has offered a total CAC package of \$80,711,050 consisting of in-kind and cash contributions as detailed below. Staff have reviewed the applicant's pro forma for this rezoning and have concluded that the CAC offered by the applicant is appropriate considering the scale of the development and the offered in-kind CAC contributions and recommend that the offer be accepted.

In-kind CAC Contributions- As part of this application, the applicant has offered:

City-owned Social Housing – The applicant has offered to dedicate to the City or transfer to the City, for the nominal consideration of \$1.00, at the City's sole discretion, all of Parcel E, comprising approximately 9,996.9 sq. m (107,606 sq. ft.), or 2.47 acres of land, fully remediated, to the City in fee simple ownership to accommodate the social housing floor area of 25,788.9 sq. m (277,589 sq. ft.), equal to approximately 330 social housing units. The City will receive two turnkey buildings with a minimum floor area of 13,607.4 sq. m (146,469 sq. ft.),

equal to approximately 175 turnkey social housing units within Parcel E, delivered as approximately 90 units in Phase 2 and 85 units in Phase 3, all built at the applicant's sole cost and expense and transferred to the City pursuant to a Construction Transfer Agreement, as per the conditions in Appendix B.

The turnkey social housing will also include 4-8 licensed family childcare units, equivalent to 28-56 childcare spaces. These are specialized residential suites that meet Provincial regulations and City design guidelines. Each licensed family childcare unit would accommodate up to seven licensed childcare spaces operated by the tenant.

The balance of the social housing floor space requirement of 12,181.5 sq. m (131,120 sq. ft.), approximately 155 units, would also be accommodated within Parcel E. The City will seek to work with senior levels of government and housing partners on a delivery and funding strategy for these remaining social housing units, which will be the subject of a separate report to Council.

Rental Housing – The applicant has proposed that 11,738.5 sq. m (126,352 sq. ft.) of residential floor space be secured as rental housing (non-stratified) for the longer of 60 years or the life of the building, and of which no less than 25% of the rental floor area will be secured as moderate income rental units. The public benefit accruing from this element of the application is the contribution to the City's secured rental housing stock serving a range of income levels.

Childcare Facility – The City will receive in-kind turnkey delivery, at the applicant's sole cost, of a 69-space childcare facility consisting of a minimum of 764 sq. m (8,224 sq. ft.) indoor floor area plus a minimum of 745 sq. m (8,019 sq. ft.) of outdoor space to comply with the *Childcare Design Guidelines* and *Childcare Technical Design Guidelines*, as per the conditions in Appendix B. The childcare facility ownership will be in the form of a fee simple, free-standing single-storey overheight building owned by the City and delivered by the applicant prior to the earlier of: occupancy of any building in Phase 3 or Phase 4 (other than a social housing building); or the issuance of a development permit or building permit for any building in Phase 4; or December 31, 2028. The fee simple parcel shall be dedicated or transferred to the City for nominal consideration of \$1.00 and fully remediated for childcare use. Staff will seek Council approval to appoint a non-profit operator(s) in a subsequent report.

Public Park – The City will receive in-kind delivery of a new permanent public park located at the north central portion of the Rezoning Site on a fully remediated fee simple parcel, at the applicant's sole cost and expense, with a minimum size of two acres (87,120 sq. ft.) in accordance with the conditions in Appendix B. The park design and delivery will be to the satisfaction of the Park Board. The park construction and delivery must be completed prior to the earlier of: occupancy of any building in Phase 3 or Phase 4 (except for any social housing buildings); any development permit or building permit being issued for any building in Phase 4; or December 31, 2028.

Cash Community Amenity Contributions (CACs) - As part of this application, the applicant has offered a cash CAC of \$1,800,000 which will be allocated to transportation improvements in the area to enhance the comfort and safety of pedestrians and cyclists, such as complete street improvements along the north side of 41st Avenue between Willow and Cambie Streets to improve access to the Oakridge-41st Avenue Canada Line station.

All CACs will be secured through terms to the satisfaction of the City as conditions of enactment as provided for in Appendix B.

FINANCIAL IMPLICATIONS

As noted in the Public Benefits section, the applicant has offered an overall CAC package of \$80,711,050, which includes the following:

In-kind CAC:

- Transfer or Dedication of Parcel E to the City as a fully remediated fee simple parcel with a minimum floor space of 25,788.9 sq. m (277,589 sq. ft., equivalent to approximately 330 units) for social housing;
- Construction and delivery of two buildings with 13,607.4 sq. m (146,469 sq. ft., equivalent to 175 units) of turnkey social housing in Phase 2 (\$34,056,000) and Phase 3 (\$31,855,050), all at the applicant's sole cost and expense;
- Construction and delivery of a turnkey purpose-built 69-space childcare facility on a fully remediated fee simple parcel (\$8,000,000) at the applicant's sole cost and expense; and
- Construction and delivery of a fully remediated fee simple two-acre parcel of public park (\$5,000,000) at the applicant's sole cost and expense.

Cash CAC:

- \$1,800,000 allocated to transportation improvements in the area.

Based on the rates in effect as of September 30, 2020, it is anticipated that the project will pay approximately \$31,246,346 in DCLs. The secured rental housing component of the project is expected to qualify for a waiver of City-wide DCLs of approximately \$1,707,647. The social housing component is exempt from DCLs totalling approximately \$7,780,820, including \$4,105,526 related to the turnkey social housing.

The applicant will be required to provide new public art on site with an estimated value of \$2,357,465, or make a cash contribution in accordance with the *Public Art Policy and Procedures for Rezoned Developments*. The final public art budget will be determined as part of the development permit issuance for each phase.

Approval and timing of specific projects will be brought forward as part of the Capital Plan and Budget processes.

The secured rental housing, equivalent to approximately 180 units, and secured by a Housing Agreement and Section 219 Covenant for 60 years or the life the building, will be privately owned and operated.

Social Housing – Consistent with Council policy, all non-market housing projects are expected to be self-sustaining and not require further operating subsidies, property tax exemptions, and/or financial guarantees from the City.

For the turnkey social housing units, the City will work with its housing partner(s) (to be selected through a Request for Proposals) on an operating model and tenant mix that optimizes long-term viability of the project, reflects the objectives of the *OTC Policy Statement* and the *Housing Vancouver Strategy*, and aligns with the needs/opportunities across within the Vancouver Affordable Housing Endowment Fund (VAHEF). The lease payment for the site will be based on affordability delivered. Any revenues generated from the project, lease payment

and future operating surpluses, will be reinvested to preserve and grow the affordable housing portfolio within VAHEF. The City also intends to work with senior levels of government to achieve deeper levels of affordability or increase the number of affordable units.

For the remaining 12,181.5 sq. m (131,120 sq. ft.) of social housing, approximately 155 social housing units, to be delivered by the City, staff will seek to work with senior levels of government and housing partners on a delivery and funding strategy, the details of which will be the subject of a future report to Council.

Childcare – Consistent with other City-owned childcare facilities and after a competitive process, staff would seek Council approval to appoint a non-profit childcare operator prior to completion of the facility. A typical model would entail an operator being responsible for operating costs, including administration and programming costs, and for facility operations. It is expected that these operating costs will be covered by parent fees, fundraising and senior levels of government grants. The City would typically be responsible for major repairs, lifecycle replacement of major systems and structural components of the childcare facility, funding for which would be considered as part of capital planning and budget processes.

CONCLUSION

This rezoning application represents a significant step in a multi-year process to redevelop the Oakridge Transit Centre site as a new sustainable community within the context of an active mixed-use Oakridge Municipal Town Centre neighbourhood and with access to high-quality rapid transit and public amenities. The application proposes diverse housing options and public benefits that will contribute to the City's objectives and targets for affordable housing, transportation, sustainability, and the climate emergency.

Staff conclude that the proposed form of development is an appropriate urban design response to the site and its context, and that the application, along with the recommended conditions of approval, is consistent with the *Oakridge Transit Centre and Adjacent Sites Policy Statement* and the *Issues Report: Direction for Intensification of Large Sites to Include Moderate Income Rental Housing*.

The General Manager of Planning, Urban Design and Sustainability recommends that the rezoning application be referred to a Public Hearing, together with a draft CD-1 By-law generally as set out in Appendix A. Further it is recommended that, subject to the Public Hearing, the application including the form of development, as shown in the plans in Appendix E, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

* * * * *

949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre)
DRAFT BY-LAW PROVISIONS

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

Zoning District Plan Amendment

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

[Note: Schedule A, not attached to this appendix, is a map that appends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]

Designation of CD-1 District

2. The area shown within the heavy black outline on Schedule A is hereby designated CD-1 ().

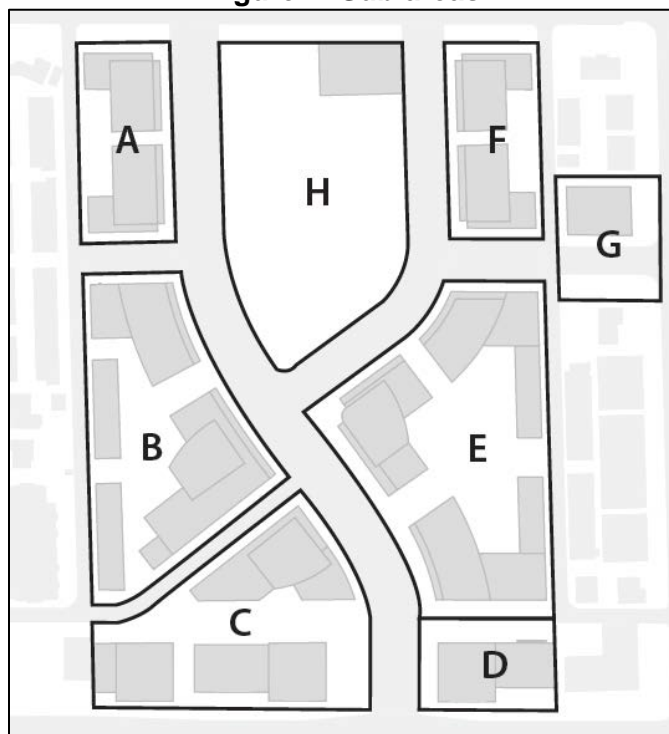
Definitions

3. Words in this By-law have the meanings given to them in the Zoning and Development By-law, except that:
 - (a) for the purpose of calculating the total dwelling unit area for section 6.4 of this By-law, "Dwelling Unit Area" is the floor area of each dwelling unit, measured to the inside of all perimeter walls excluding any floor area as required by section 7.8 of this By-law; and
 - (b) "Moderate Income Rental Housing Units" means dwelling units that meet the requirements of approved Council policies and guidelines for Moderate Income Rental Housing, as secured by a housing agreement registered on title to the property.

Sub-areas

4. The site is to consist of eight sub-areas generally as illustrated in Figure 1, solely for the purpose of establishing the conditions of use, floor area and density, and maximum permitted building heights for each sub-area.

Figure 1: Sub-areas



Uses

5. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
- (a) Dwelling Uses, limited to Dwelling Units in conjunction with any of the uses listed in this By-law, Multiple Dwelling, Seniors Supportive or Assisted Housing, and Temporary Modular Housing;
 - (b) Cultural and Recreational Uses, limited to Arcade, Artist Studio, Arts and Culture Indoor Event, Billiard Hall, Bingo Hall, Bowling Alley, Club, Community Centre or Neighbourhood House, Fitness Centre, Hall, Library, Museum or Archives, Park or Playground, and Theatre;
 - (c) Institutional Uses, limited to Child Day Care Facility, Church, Community Care Facility – Class B, School – Elementary or Secondary, School – University or College, and Social Service Centre;
 - (d) Manufacturing Uses, limited to Bakery Products Manufacturing, Brewing or Distilling, Clothing Manufacturing, Creative Products Manufacturing, Furniture or Fixtures Manufacturing, Printing and Publishing, and Shoes or Boots Manufacturing;
 - (e) Office Uses;

- (f) Retail Uses, limited to Farmers' Market, Furniture or Appliance Store, Grocery or Drug Store, Grocery Store with Liquor Store, Liquor Store, Public Bike Share, Retail Store, Secondhand Store, and Small-Scale Pharmacy;
- (g) Service Uses, limited to Animal Clinic, Auction Hall, Barber Shop or Beauty Salon, Beauty and Wellness Centre, Catering Establishment, Laundromat or Dry Cleaning Establishment, Neighbourhood Public House, Photofinishing or Photography Laboratory, Photofinishing or Photography Studio, Print Shop, Production or Rehearsal Studio, Repair Shop, Restaurant – Class 1, Restaurant – Class 2, School – Arts or Self Improvement, School – Business, and School – Vocational or Trade;
- (h) Utility and Communication Uses, limited to Public Utility and Radiocommunication Station; and
- (i) Accessory uses customarily ancillary to the uses permitted in this section.

Conditions of Use

- 6.1 All commercial uses permitted by this By-law shall be carried on wholly within a completely enclosed building except for:
 - (a) Farmers' Market;
 - (b) Neighbourhood Public House;
 - (c) Public Bike Share;
 - (d) Restaurant; and
 - (e) Display of plants, flowers, fruit and vegetables in conjunction with a permitted use.
- 6.2 Sub-areas A, B, F, and G are limited to Dwelling Uses, except that sub-area B may include a Community Care Facility – Class B.
- 6.3 Community Care Facility – Class B is limited to Sub-areas B and C.
- 6.4 A minimum of 25% of the total dwelling unit area for rental housing units must be Moderate Income Rental Housing Units.
- 6.5 The design and lay-out of at least 35% of all dwelling units, except for rental housing units and social housing units, shall:
 - (a) be suitable for family housing;
 - (b) include two or more bedrooms, of which:
 - (i) at least 25% of the total dwelling units must be two-bedroom units, and

- (ii) at least 10% of the total dwelling units must be three-bedroom units;
 - (c) comply with Council's "High-Density Housing for Families with Children Guidelines".
- 6.6 The design and lay-out of at least 35% of the rental housing units shall:
 - (a) be suitable for family housing;
 - (b) include two or more bedrooms; and
 - (c) comply with Council's "High-Density Housing for Families with Children Guidelines".
- 6.7 The design and lay-out of at least 50% of the social housing units shall:
 - (a) be suitable for family housing;
 - (b) include two or more bedrooms; and
 - (c) comply with Council's "High-Density Housing for Families with Children Guidelines".
- 6.8 No portion of the first storey of a building to a depth of 10.7 m from the West 41st Avenue frontage of the site and extending across its full width shall be used for residential purposes, except for entrances to the residential portion.

Floor Area and Density

- 7.1 The maximum permitted floor area for all uses is 136,440 m².
- 7.2 The floor area for all permitted uses in the sub-areas must not exceed the maximum permitted floor area set out in the following table:

Table 1: Maximum Permitted Floor Area

Sub-Area	Maximum permitted floor area (m²)
A, B, C, D, F, and G, combined	109,639
E	25,975
H	826

- 7.3 The maximum floor area for all dwelling uses in all sub-areas combined is 133,386 m², of which:
 - (a) the maximum floor area for all market strata housing units is 95,857 m²;
 - (b) the minimum floor area for all rental housing units is 11,739 m²; and
 - (c) the minimum floor area for all social housing units is 25,789 m².

- 7.4 The minimum floor area for Cultural and Recreational Uses, Institutional Uses, Manufacturing Uses, Office Uses, Retail Uses, and Service Uses is 2,993 m², of which:
- (a) a minimum of 185 m² must be located within sub-area E;
 - (b) a minimum of 2,044 m² must be located within sub-area C or D; and
 - (c) a minimum of 764 m² must be located within sub-area H.
- 7.5 Notwithstanding section 7.4, the maximum floor area for Community Care Facility – Class B is 13,935 m².
- 7.6 Residential floor area must include 3.7 m² of residential storage space for each dwelling unit.
- 7.7 Computation of floor area must include all floors, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.
- 7.8 Computation of floor area and dwelling unit area must exclude:
- (a) child day care facility within sub-area E;
 - (b) open residential balconies or sun decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
 - (i) the total area of all such exclusions in each sub-area must not exceed 12% of the permitted residential floor area in that sub-area, and
 - (ii) the balconies must not be enclosed for the life of the building;
 - (c) patios and roof gardens, only if the Director of Planning first approves the design of sunroofs and walls;
 - (d) where floors are used for off-street parking and loading, the taking on or discharging of passengers, residential storage area, bicycle storage, heating and mechanical equipment or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below the base surface, except that the exclusion for a parking space must not exceed 7.3 m in length.
- 7.9 Computation of floor area may exclude amenity areas, except that the total exclusion for amenity areas must not exceed 1,070 m².
- 7.10 The use of floor area excluded under sections 7.8 and 7.9 must not include any use other than that which justified the exclusion.

Building Height

- 8.1 Buildings, measured above base surface, and to the top of the roof slab above the uppermost habitable floor excluding parapet wall, must not exceed the maximum permitted number of storeys or the maximum permitted height in each sub-area, as set out in the following Table 2:

Table 2: Maximum Permitted Building Storeys and Building Height

Sub-Area	Maximum permitted storeys	Maximum permitted height
A	6	20 m
B	15	48 m
C	23	75 m
D	26	83.8 m
E	12	41 m
F	6	20 m
G	3	11 m
H	1	10 m

- 8.2 Despite section 8.1 of this By-law and section 10.18 of the Zoning and Development By-law, if the Director of Planning permits a common indoor rooftop amenity space in sub-areas A, F, or G, the height of that portion of the building used for the common indoor rooftop amenity space must not exceed:

- (a) 23 m in sub-areas A and F; and
- (b) 14 m in sub-area G.

Horizontal Angle of Daylight

- 9.1 Each habitable room must have at least one window on an exterior wall of a building.
- 9.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 9.3 Measurement of the plane or planes referred to in section 9.2 must be horizontally from the centre of the bottom of each window.
- 9.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement if the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council, and:
- (a) the minimum distance of unobstructed view is not less than 3.7 m; or
 - (b) the habitable room is within a unit assigned to moderate income households and containing a minimum of three bedrooms, where the horizontal angle of daylight requirement is relaxed for no greater than one of the habitable rooms in the unit.

- 9.5 An obstruction referred to in section 9.2 means:
- (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any site adjoining CD-1 ().
- 9.6 A habitable room referred to in section 9.1 does not include:
- (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit; or
 - (ii) 9.3 m².

Acoustics

10. A development permit application for dwelling uses must include an acoustical report prepared by a registered professional acoustic engineer demonstrating that the noise levels in those portions of the dwelling units listed below will not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq24) sound level and will be defined simply as noise level in decibels.

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

Zoning and Development By-law

11. Sections 2 through 14 of the Zoning and Development By-law apply to this CD-1 ().

* * * * *

949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre)
CONDITIONS OF APPROVAL

Note: If the application is referred to a Public Hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the hearing minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the Public Hearing of the proposed form of development is in reference to plans prepared by James KM Cheng Architects, stamped received July 19, 2019, and the revised plans received on May 8, 2020, and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with development applications.

THAT, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning who shall have particular regard to the following:

Urban Design

1. Design development to enhance the existing east and west lane interfaces to maximize pedestrian interest, comfort and to better relate to the scale of adjacent development.

Note to Applicant: Improve the interface between the proposed east and west townhouses at ground level and the existing lanes through increased setbacks and more intensive detailing. Entry porches, insets, projections and overhangs should be used to lend interest to the lane façade and to emphasize the presence of living space. Wherever possible, relocate and redesign the underground parking access such that it does not present prominently to the lanes.

2. Design development to buildings C-1, C-2 and D-1 to ensure the towers read as focal points within the overall site design.

Note to Applicant: A high standard of architectural design is expected, along with a distinct form and character relative to the overall site and context.

3. Design development to the ground floor elevations along 41st Avenue and the commercial mews parallel to 41st Avenue to better contribute to the street character and provide an inviting, engaging interface for pedestrians, including through the following design strategies:

- (a) Provide a minimum floor-to-floor height of 20 ft. for commercial uses;
- (b) Distinguish the residential entries from the commercial entries;

Note to Applicant: Commercial entrances should be clearly delineated with architectural features and fenestration patterns that emphasize an appropriate scale for neighbourhood-serving retail.

- (c) Maintain a cohesive architectural concept and expression and high-quality materials while diminishing any large, blank walls. This is for the extent of the 41st Avenue frontage, including retail entries and units, residential entries and lobbies, and the area containing the replacement rectifier.

Note to Applicant: A sense of visual accessibility to the public space should be prioritized, even when spaces are private, wherever possible. Facades should wrap around the building at every corner visible to the public. Design should be guided by frequent at-grade entries, appropriate façade treatments, and maximization of visual transparency. Long, unrelieved storefronts should be avoided.

- 4. Design development to the new entry plaza and the commercial mews parallel to 41st Avenue to strengthen and enhance the public use and character of the open space while improving the usability, as follows:

- (a) Ensure that any required parking access and surface loading is designed to minimize any negative impacts on the public area;

Note to Applicant: The proposal should minimize any negative impacts of vehicular entrances and/or loading areas through enclosure, screening, high-quality finishes, sensitive lighting, and landscaping. These measures should be clearly indicated on the drawings.

- (b) Enhance the plaza and central area of the commercial mews as gathering nodes and provide furnishings and informal play elements to create flexible programming opportunities; and
- (c) Use front patios to provide individual accesses from the commercial mews to dwelling units at grade.

Note to Applicant: The intent of this condition is to promote communal exchange, animate the grade level of the plaza and commercial mews while ensuring that the east-west permeability through the site occurs. The design and configuration of the public realm should be flexible and able to accommodate a range of activities and not only serve as a pathway.

- 5. Design development to improve the internal courtyards adjacent to residential buildings as follows:

- (a) Refine the courtyard open space and edge treatments to improve circulation, function, and spatial relationships, including opportunities for community gardens, children's play areas, provision of seating and other site furnishings within the on-site open space and a finer-grained treatment of the individual entries to private patios for residential units at grade and facing the courtyard;

Note to Applicant: Common garden courts are intended to serve residents of a group of surrounding buildings with outdoor amenity space. Substantial landscape planting to provide an adequate buffer between the semi-public courtyards and the private patios of the units at grade is required, emphasizing the scale and hierarchy of the different open spaces.

- (b) Use front patios to provide individual access from the courtyard to units at grade;
- (c) Provide a clearer path of travel and improved visual interest on the pedestrian paths leading from the public streets and mews to common internal courtyards; and
- (d) Provision of high-quality and durable materials.

Note to Applicant: The intent of this condition is to promote communal exchange, animate the grade level of the shared courtyards and ensure that pedestrian and bicycle permeability to and from the site occurs. The design and configuration of the internal courtyards should be flexible to accommodate a range of activities that offer opportunities for social interaction among residents.

- 6. Design development of the bioswale to incorporate limited opportunities for seating or other design elements for public enjoyment while celebrating the functionality of integrated rainwater management feature and rich planting to support biodiversity.
- 7. Design development to maximize common access and usability of residential rooftops for outdoor enjoyment, urban agriculture and extensive green roofs, etc. for the common use of building residents. Explore opportunities for integration of solar panels or other renewable energy systems as part of building design or on building rooftops.

Note to Applicant: Provide common roof deck access and green roofs at low- and mid-rise rooftops and on building podiums. Green roofs should meet the expectation of the *Roof-Mounted Energy Technologies* and *Green Roofs: Discretionary Height Increases* admin bulletins. An amenity room should be provided to support common roof decks. Amenity rooms should be modest in size and setback from the roof perimeter to reduce their visual prominence. Refer also to the OTC Design Guidelines in Appendix F.

- 8. Design development to provide universally accessible connections for pedestrians and people using wheelchairs or strollers, to all common open spaces throughout the site.
- 9. Design development to ensure the proposed rectifier will be located to minimize impacts to the built form and public realm treatment on 41st Avenue.
- 10. Ensure that a commitment to passive energy elements, glazing ratios, shading, etc., are integral to the architectural expression of the buildings, with particular focus on ensuring southern and western facades do not overheat.
- 11. Provision of a site plan for each parcel as part of each development permit application confirming:

- (a) Minimum distance between buildings;

Note to Applicant: The spacing between buildings should ensure visual porosity into the site at the pedestrian level. It is recommended to provide a clear dimension of at least:

- 24 ft. for buildings up to four storeys
- 40 ft. for buildings up to eight storeys

- 80 ft. for buildings nine storeys and taller

(b) Maximum building depth;

Note to Applicant: The average building depth should be 70 ft. except for towers, where the maximum floorplate should be no more than 6,500 sq. ft.

(c) Maximum building width;

Note to Applicant: Building should be designed to express a smaller incremental scale and avoid a long, monolithic appearance. Particular attention should be paid to buildings exceeding 150 ft. in frontage. Modulation of forms is anticipated, noting that shallow articulation of surface elements is generally ineffective in achieving adequate variation.

(d) Incorporation of the parking access into the building footprint to minimize the negative effects to neighbouring residential properties and public and semi-public courtyards and open spaces; and

(e) Extent of underground parking setbacks.

Note to Applicant: Where possible, create opportunities for seating areas, platforms and other design elements extending into the setback for the rainwater management strategies to provide unique and inviting places for the public to sit, enjoy and experience the associated landscape.

12. Provide a Public Realm Plan with each Development Permit application consistent with the public life role and desired use of all streets and open spaces as defined in the *OTC Policy Statement*. The Public Realm Plan should include details and, where necessary, updates to the public realm intent within the OTC Design Guidelines, including specific regard for the following areas:

- (a) A conceptual signage plan,
- (b) A landscape concept plan,
- (c) A comprehensive circulation and wayfinding plan,
- (d) A public art plan, and
- (e) A building and site lighting plan for streets, paths, mews, parks and public open spaces.

Note to Applicant: The public realm intent within the OTC Design Guidelines is to ensure the public life and conviviality of the open space network as envisioned in the *OTC Policy Statement* is reflected in the intentional design of the public realm. The OTC Design Guidelines should then inform all future development applications of individual site-specific responsibilities and implementation standards to ensure this vision is realized. The Guidelines should address intentions for treatments on City property, any Statutory Rights-of-Way and open space areas, including streets and crossings. An emphasis should be made to identify opportunities for reducing the amount of hard surface landscape treatment, for water, for fossil fuel use required to maintain open space, and for opportunities for rainwater management and retention. Provision of construction details, specification and related technical information, catalogue images, and their anticipated availability over time is required. The Guidelines should also

address the phasing, related public realm construction sequencing and respective obligations, and should clearly establish the obligations and expectations of the owner, future tenants or developers, and the City. The OTC Design Guidelines should be consistent with the Rainwater Management Plan.

- (f) A phasing plan and strategy with particular consideration given to public and construction access, interim site edge conditions and impacts on the public realm, and parking at all phases of construction.
- 13. Design development as needed to ensure that each parcel is compliant with the Vancouver Building By-law subsection 3.2.5 relating to firefighting access provisions at the time of development permit application.
- 14. Submission of a bird-friendly strategy for the design of the buildings as part of each development permit application.

Note to Applicant: Refer to the *Bird-Friendly Design Guidelines* for examples of built features that may be applicable. For more information, see the guidelines at: <http://guidelines.vancouver.ca/B021.pdf>.

Crime Prevention through Environmental Design (CPTED)

- 15. Design development to consider the principles of CPTED, having particular regard for:
 - (a) Theft in the underground parking;
 - (b) Residential break and enter;
 - (c) Mail theft; and
 - (d) Mischief in alcoves and vandalism, such as graffiti.

Landscape Design

- 16. Provision of site-wide landscape plans and documents at the time of the first development permit for the site that are in alignment with the OTC Design Guidelines in order to create an active, socially connective and beautiful public realm, and include:
 - (a) Overall public/private landscape plans that clarify landscape materials (soft and hard), ownership, public/semi-private/private access, programming, ecosystem layers, green infrastructure, planting, aspect, grading;
 - (b) Public realm plan, including but not limited to: neighbourhood and district defining landscape character elements, public art (location and details), hard and soft landscaping elements, sidewalk design, new street trees, retained trees, street furniture, paving, open space programming and design, water features, lighting, utilities, pedestrian weather protection and signage/wayfinding. Landscape features should be informed by the *Cambie Corridor Public Realm Plan*;
 - (c) Circulation and wayfinding plan;
 - (d) A building and site lighting plan, including lighting strategy, locations, and palette;

Note to Applicant: Consider CPTED principles and avoid any lighting that can cause glare to residents.

- (e) Landscape-related green infrastructure in coordination with the rainwater management plan;
- (f) Details and functioning of the urban agriculture and food systems program;
- (g) Rooftop and patio strategy and overlay plan for private property;

Note to Applicant: This should include a written description of intent for accessible and non-accessible roof spaces, amenity decks, private patios, vegetative types and cover targets.

- (h) Universal design principles throughout the open space plan; and

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

- (i) Provision of enhanced soils to maximize tree health in the public realm.

Note to Applicant: Subject to further review by the City Engineer, this may include continuous soil trenches, structural soils, and/or soil cells.

17. Verification that the project and each phase is on track toward meeting the goals and intent of the *Rezoning Policy for Sustainable Large Developments* including, but not limited to:

- (a) Rainwater management plans;
- (b) Reduction of impervious paving;
- (c) Urban forestry goals;
- (d) A robust tree canopy, vegetative replacement and layered planting plan at the ground level and upper level amenity areas and private terraces;
- (e) Extensive green roof coverage for non-accessible roof areas, wherever possible; and
- (f) Consideration to explore opportunities for green walls in the appropriate locations and to mitigate blank walls.

Note to Applicant: The above requirements are provided here as advance notice of possible future conditions of development. The responses should include, but not be limited to, evolved written rationale, updated canopy and vegetation cover targets for both the complete site and individual sites subject to future development permits. Updates will be required at each successive development permit stage.

18. Each development permit application is to include specific detail describing the proposed response to the site design guidelines and the site-wide plans including, but not limited to, the following:
- (a) Public/private landscape plans;
 - (b) Public realm plan;
 - (c) Circulation and wayfinding plan;
 - (d) Building and site lighting plan;
 - (e) Rainwater management plan, including landscape-related green infrastructure;
 - (f) Urban agriculture and food systems programs;
 - (g) Rooftop and patio strategy; and
 - (h) Open space plan.

Note to Applicant: The above detail and responses should reflect the intent of the respective plans submitted at the time of the first development permit application for the site, as noted in condition 12, and the intent of the site design guidelines.

19. Provision of a detailed Landscape Plan illustrating soft and hard landscaping as part of each development permit application.

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

20. Provision of detailed architectural and landscape cross sections (minimum 1/4" inch scale) through common open spaces, semi-private patio areas and the public-private realm as part of each development permit application.

Note to Applicant: The sections should illustrate the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscape treatment. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms.

21. Design development to the structural, landscape and grading plans to ensure highly compatible, pedestrian-friendly transition zones from public space to privately owned space throughout the site.

Note to Applicant: Special attention will be needed to ensure a seamless transition from park areas to the privately owned edges of buildings. Avoid leftover spaces and awkward connections between buildings and consider CPTED principles.

22. Development of the overall structural design of all applicable proposed buildings (limited to proposed landscaping on buildings or green roofs) to ensure adequate soil volumes and planting depths for trees, intensive, and extensive green roof treatment.
23. To help ensure the long-term viability of planting on slab and exposed upper roof conditions, soil depths shall meet or exceed the BCLNA planting standards. For new buildings, the project should be exemplary in this regard. At the ground level, avoid raised planter walls that can impede pedestrian flow and fragment space. This can be done through the following:
 - (a) Altering or lowering the slab at the junction of the outer wall and the ceiling of the underground parkade; and
 - (b) Lowering the slab below grade to create contiguous tree planting troughs such that the tree base is level with surrounding walking surfaces. Soil volume targets should be considered at a minimum of 16 cubic metres per tree with 1 m depth and 2 m radially (measured from the trunk). Private and semi-private terraces should offer planter sizes and soil volumes that can support long-term tree health and canopy cover. Soil cells, structural or enhance native soils and contiguous tree planning troughs should be explored. Fully integrated planters should be provided, rather than add-on moveable planters. Avoid the necessity to mound soils to obtain minimum soil depths. Further comments may be outstanding at the development permit stage.
24. Provision of plans, plan details and documentation/calculations that support integrated rainwater management, including absorbent landscapes, soil volumes and detention systems, as follows:
 - (a) A separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones;
 - (b) An overlay plan that shows the amount and ratio of vegetative cover (green roof); and
 - (c) Permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

Note to Applicant: This is applicable to private property and coordinated with rainwater management plans for the overall site and with City-owned park spaces. The strategy and plan are to be updated at the time of each successive development permit phase.

25. Design development to any private property onsite water feature, such as the proposed fountain at the corner of West 41st Avenue and Central Road, is to explore opportunities for demonstrating leadership in the creative use of recycled rainwater and/or low volume water basin solutions.

Note to Applicant: Water feature designs that rely on potable water as a primary water source are discouraged. The water supply can be integral to an overall rainwater harvesting system or by capturing water from nearby hard surfaces. Special attention will need to be given to the mechanical design to ensure the recycled water is cleaned and treated. Consider a water flow and basin design that is very shallow and aesthetically pleasing in times when the water supply may be shut off.

26. Design development to the location of site utilities and vents on private property is to be integrated discreetly into the building, avoiding landscaped and common areas.
27. Provision of high-efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 100 sq. ft.

Note to Applicant: This condition is applicable to private property. On the landscape plans, illustrate irrigation connection points and hose bib symbols accurately and provide a highlighted note to verify the irrigation is to be designed and constructed. Hose bibs are to encourage patio gardening and hand watering on private patio and amenity decks.

28. Provision of new street trees adjacent to the development site, where applicable.

Note to Applicant: Street trees are to be shown per the OTC Design Guidelines on the development permit plans and confirmed prior to the issuance of the building permit. Contact Street Engineering (604.871.6131) to confirm tree planting locations and Park Board (604.257.8587) for tree species and planting requirements. Provide a notation on the plan as follows: *"Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6 cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 ft. long and 18 in. in width. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion."*

29. Provision of enlarged, detailed elevations for all vertical landscape structures and features, such as green walls, trellis, pergola, privacy screens, etc.

Engineering Services

30. Construction dewatering is a water use purpose under the Water Sustainability Act requiring a provincial approval or license. Applications for provincial approvals or licences can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on the site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act. Provide a letter confirming acknowledgement of this condition.
31. The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct form) and be aware that a minimum 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.

32. Provision of any gas service(s) to connect directly to the building(s) without any portion of the service connection above grade within the road right-of-way.
33. Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual Section 02596 and Encroachment By-law No. 4243 Section 3A) and access around existing and future utilities adjacent your site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with any final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.
34. Provision of a finalized Transportation Assessment and Management Study (TAMS), including the following updates:
 - (a) Commentary on changes to the development plan as part of the subsequent development permit applications, as well as any required analysis; and
 - (b) Review of the parking and loading design considering vehicle and truck turning movements and show vehicle turning swaths for each development permit, considering:
 - (i) Largest anticipated design vehicles and loading vehicles, and
 - (ii) Loading to and from the lane.

Note to Applicant: For more information, please refer to the current TAMS Consultant Design Guidelines.
35. Provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services. Provide the TDM Plan as a separate package with complete information on TDM measures proposed, including the following clarifications:
 - (a) Improved Access to Class A Bicycle Parking: Provision of design details of improved Class A bicycle storage;
 - (b) Bicycle Maintenance Facilities: Provision of additional information outlining bicycle maintenance tools and supplies;
 - (c) Public Bike Share Spaces: Illustrate the size and location of the PBS spaces being provided and how the development project is meeting the PBS conditions for this application;
 - (d) Walking Improvements: This measure will not be accepted with the current form of development as its requirement for rezoning;

- (e) Multimodal Wayfinding Signage: Provision of design details of signage and proposed locations; and

Note to Applicant: Refer to the *OTC Design Guidelines* and the *Cambie Corridor Public Realm Plan* for guidance.

- (f) Car Share Vehicles and Spaces: Spaces are to be located with convenient, public access at-grade or on P1. Provide detailed information as to how and a design to enable members of the car sharing organization access into the building's underground parking 24 hours a day, 7 days a week.

Note to Applicant: These comments are provided in response to the draft TDM Plan provided for the entire site. Note that each subsequent development application will be required to provide an individual TDM Plan and to enter into separate TDM agreements.

36. The following information is required for drawing submission at each development permit application stage to facilitate a complete transportation review:

- (a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided;
- (b) All types of parking and loading spaces individually numbered and labeled on the drawings;
- (c) Dimension of column encroachments into parking stalls;
- (d) Show all columns in the parking layouts;
- (e) Dimensions for typical parking spaces;
- (f) Dimensions of additional setbacks for parking spaces due to columns and walls;
- (g) Dimensions of maneuver aisles and the drive aisles at the parkade entrance and all gates;
- (h) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps and security gates. These clearances must consider mechanical projections and built obstructions;
- (i) Areas of minimum vertical clearances labeled on parking levels;
- (j) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings;
- (k) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable;
- (l) Existing street furniture including bus stops, benches, etc. to be shown on plans; and

- (m) The location of all poles and guy wires to be shown on the site plan.
37. The following statement is to be placed on the Landscape Plan: *“This Plan is “NOT FOR CONSTRUCTION” and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive “For Construction” approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details.”.*
38. Sustainable Large Developments are expected to be leaders in waste minimization and waste diversion. Prior to the first development permit issuance, the applicant must provide a Zero Waste Design and Operations Plan that includes:
- (a) Adequate space for collection bins and zero waste initiatives in buildings is a requirement of section F.3.1 of the *Rezoning Policy for Sustainable Large Developments*. Mandatory requirements for Zero Waste initiatives:
 - (i) Solid waste storage amenities must be no more than one storey below grade. They must be designed to ensure all waste collection day activities occur on-site, as opposed to placing bins onto City property for collection,
 - (ii) The size of storage rooms must be in compliance with the guidelines set out in the *Garbage and Recycling Storage Amenity Design Supplement*, allowing a sufficient number of carts/containers to meet the needs of an entire building,
 - (iii) The space allotted must exceed the minimum set out in the guidelines to allow for waste diversion programs to ensure items banned from garbage are not put in garbage (e.g. electronics, plastic bags, foam packaging), and
 - (iv) There must be an infrastructure and maintenance plan to maintain a litter-free environment in exterior areas (e.g. public sidewalks and paths).
 - (b) Occupant/public communication and education program required, including a minimum of three items from the Occupant/Public Education and Outreach Actions list in section F.3.2 of the *Rezoning Policy for Sustainable Large Developments*.
 - (c) Additional zero waste actions: recycling, organics and waste collection systems. Buildings must incorporate zero waste efforts beyond the provision of standard recycling bins. The applicant must show how they plan to meet this objective from section F.3.3 of the *Rezoning Policy for Sustainable Large Developments* by choosing and implementing at least seven initiatives from a list of 18 items.
 - (d) Provide a Post-Occupancy Plan Implementation Report Plan per section F.3.4 of the *Rezoning Policy for Sustainable Large Developments*. The applicant must acknowledge intent to provide a Plan Implementation Report post-occupancy, with details regarding who will be responsible for submitting.

Note to Applicant: Prior to issuance of each development permit, the applicant must provide a Letter of Commitment to provide the Plan (18 months after occupancy).

39. Prior to the first development permit application, provide a phase specific Master Rainwater Management Plan (RWMP), including an infiltration report, prepared by the necessary qualified professionals. The Plan will include an overview of how the requirements will meet the *Rezoning Policy for Sustainable Large Developments* and provide concept details for rainwater management of public and private lands. Further parcel specific RWMP will be required for each individual development permit application meeting or surpassing the targets stated in the master plan.
40. The following should be included with each specific parcel Rainwater Management Plan submitted for each development permit stage:
 - (a) A specific Rainwater Management (RWM) Report which will include an overview of how the requirements will be met, pre and post site conditions specific to that phase, summary of the rainwater management approach being taken, calculations and assumptions to support any figures provided;
 - (b) A specific Site Plan which shows the surface types and identifies the rainwater management method that will be used in each area. The plan will indicate any rainwater routing into proposed practices, show the extents of underground parking and the location of any proposed practices. If landscaping will be used to capture any runoff, then area and depth of landscaping must be provided. If applicable, also include:
 - (i) Soil specification that is appropriate for absorbent landscape or biofiltration if appropriate, and
 - (ii) Details on the ponding depth and free board depth for planters if water will be directed to them.
 - (c) A Site Servicing and Grading Plan which shows the locations of all proposed rainwater management practices or devices with service connections to the municipal network and surface grading and drainage patterns;
 - (d) An Infiltration Report which supports any proposal for infiltration, prepared by a qualified professional. Any proposed infiltration practices must be designed based on site-specific conditions, including but not limited to, pollutant loading, groundwater elevation/contamination, infiltration rates, current code requirements, etc.;
 - (e) Detailed drawings for any proposed system or device being employed which could include tank and orifice specifications, raingarden, swale or tree trench design drawings. A typical detail for each green infrastructure practice must include inflow locations, flow dissipation, safe overflows, and sub-drains, if needed;
 - (f) Include a Construction Staging Plan which will ensure areas of proposed green infrastructure are protected as necessary before, during, and after construction;

- (g) Proprietary information for any proposed water quality treatment device, demonstrating that it meets either the Washington State Department of Ecology's Technology Assessment Protocol (TAPE) or ISO 14034 ETV certification. If the device is being used as a primary treatment tool for high pollutant surfaces, then it must have the 'basic treatment' certification for 80% TSS removal, otherwise lower performing devices can be used for pre-treatment or as part of a treatment train. The applicant may propose other technologies but must provide supporting information that shows the technology meets the standard;
 - (h) An Operation and Maintenance Manual (O&M Manual) for all rainwater systems (i.e. green infrastructure, tanks, etc.) must be submitted to the satisfaction of the Integrated Water Management (IWM) branch and will be included as a schedule in the covenant detailed below. The O&M Manual shall be tailored specifically for the Green Infrastructure practices proposed on-site and submitted as a standalone document. The applicant is welcome to contact IWM branch to discuss specific details. The O&M Manual shall include, but not be limited to, the following components:
 - (i) Phasing considerations (i.e. early stage requirements immediately following construction) and on-going requirements once the site is established,
 - (ii) A table or schedule that describes the level of effort and frequency of tasks required to maintain optimal performance for each individual component of the system,
 - (iii) Fact sheets (or similar reference material) for proposed plantings,
 - (iv) Contact information for any proprietary systems to be located on-site (for example oil/grit separators), and
 - (v) Checklists to assist non-technical persons in assessing operation and maintenance performance and requirements.
 - (i) Provision of a Section 219 Covenant restricting the issuance of a Building Permit Stage II until such time as the developer delivers a final Rainwater Management Plan (RWMP) acceptable to the City for the construction of the rainwater management system. Modification of previously approved rainwater management system post Building Permit Stage II issuance will require re-approval by the City and will be subject to holds on final occupancy.
41. The applicant will ensure the Public Realm Rainwater Management Report and Development Permit submissions include but are not limited to the following:
- (a) A Servicing and Landscape Plan should show the right-of-way surface grading, drainage patterns, locations and type of all proposed rainwater management practices or devices and their connection to the municipal network;
 - (b) Detailed drawings for any proposed rainwater management practice or device being employed which could include tree trench, raingarden, bioswale, or pervious paving drawings. A typical detail for each green infrastructure practice

should include inflow locations, area and depth, flow dissipation, soil specification, ponding depth, safe overflows, and sub-drains, if needed;

- (c) Detailed calculation on how the public realm volume capture and water quality targets will be met. Calculations and assumptions are to support any figures provided. The area of the park is assumed to manage itself and can be subtracted from the volume calculations;
- (d) Providing a phasing plan if the proposed rainwater management practices are to be implemented in phases. Identify area and size of the green infrastructure for each phase. Each phase of development application will trigger an updating of the Rainwater Management Plan within the overall strategy for the right-of-way;
- (e) Include construction staging considerations which will ensure areas of proposed green infrastructure are protected as necessary before, during, and after construction. Any damage to green infrastructure over the course of construction will be re-constructed, at the cost of the developer. If the green infrastructure will not be installed at the time of the construction of the road, an interim stormwater system will need to be designed (connecting to sewers) that can be decoupled redirecting stormwater to the green infrastructure features in the future; and
- (f) An Infiltration Report which supports any proposal for infiltration, prepared by a qualified professional. Any proposed infiltration practices must be designed based on site-specific conditions, including but not limited to, pollutant loading, groundwater elevation/contamination, infiltration rates, etc.

Note to Applicant: For further information, contact Eva Li, eva.li@vancouver.ca.

42. Prior to the first Development Permit, provide an updated Hydrogeological Study report which addresses the following:

- (a) Per the Hydrogeological Study dated May 13, 2019, a revised study must be submitted that includes: remote groundwater monitoring on-site for a minimum of three months to determine the influence of seasonal changes on groundwater conditions, hydraulic conductivity testing to determine the soil properties, and seepage analysis to estimate the groundwater inflow during and post construction;
- (b) Provide one visual conceptual model in the form of a profile or cross-section schematic which includes wells/test hole locations and screens, interpreted site stratigraphy, topography, static water level(s) (perched aquifer or otherwise), planned excavation depth, footing elevations, elevator shaft, parkades, cut off wall, etc.;
- (c) Provide detail of the proposed cut off wall including, but not limited to, materials, installation method, intended depths and expected permeability;
- (d) Provide a plan for managing any groundwater encountered (e.g. perched or other aquifers) that is acceptable to the General Manager of Engineering Services, and demonstrates that the two conditions in the *Groundwater Management Bulletin*

will be met. Include a statement to confirm that there will be no long-term (>2 years) groundwater discharge to the City's sewer system;

- (e) Provide a quantitative estimate (in litres per minute) of both the anticipated construction dewatering/drainage rate and the permanent (post-construction) dewatering/drainage rate; and
- (f) Provide a plan for monitoring and reporting on the flow discharged to the sewer during the construction dewatering period. The reported flow monitoring must include daily volume/flow measurements (or as requested) and can be submitted to utilities.servicing@vancouver.ca.

Note to Applicant: A phased approach to subdivision may be supportable subject to legal arrangements. It may be preferable to leave the development sites in whole blocks subject to further subdivision prior to development permit issuance. No development covenants and statutory right-of-way/Option to Purchase Agreements may be required to secure the subsequent subdivisions and road dedications.

Note to Applicant: An application for new public street names must be submitted to the Civic Asset Naming Committee (CIAN), care of The City Clerk's Office. Upon dedication of the roads to the City, CIAN will advance recommendations to Council for the formal amendment to the Street Name By-law. All new street names must be in place before the Building Permits can be issued.

Note to Applicant: Comments to the Preliminary Rainwater Management Plan (RWMP) should ensure that the public realm (rights-of-way and lanes) will be addressed separately from the private parcels in the RWMP and that the park is assumed to manage itself through the park planning process.

Childcare

- 43. Design development to ensure that the 69-space childcare centre is licensable by Community Care Facilities Licensing and meets the intent of the City's *Childcare Design Guidelines* and *Childcare Technical Guidelines*. Each program within the childcare centre is required to have an adequate amount of contiguous indoor and outdoor space.

Note to Applicant: Based on the City's *Childcare Design Guidelines*, a 69-space childcare centre will require a minimum indoor area of 8,224 sq. ft. and an approximate outdoor area of 8,019 sq. ft.

- 44. Design development to ensure that the indoor and outdoor spaces of the childcare centre are designed to maximize opportunities for healthy child development while ensuring an operationally sustainable facility for the non-profit operator.
- 45. Plans for outdoor space must show how the 3-5 year old playground can be made accessible to the public, while restricting access to the 0-3 playground. It must also ensure that there would be minimal impact on the safety, security and daily operations of the childcare programs.

Note to Applicant: A provincially licensed childcare facility must be secured at all times during operating hours, with access granted only to staff, children enrolled in the

childcare, and their caregivers at pick-up/drop-off. As this facility will share a portion of the outdoor playground with the public, additional measures may be required to ensure accessibility to the public while maintaining security for the childcare operations.

46. Design and construct the outdoor childcare space to ensure that the full outdoor area is able to be supervised and licensed. Storage must be accommodated on site for program equipment and strollers (for both parents' use and for program use).

Note to Applicant: All work pertaining to the design, construction, fit, furnish, equip and supply for the childcare centre shall be to the satisfaction of the City's Managing Director of Social Policy and Projects, the City's Director of Facilities Planning and Development, and to the Regional Manager of Community Care Facilities Licensing.

47. Design and construct the building to include two universal single-user public washrooms along with a janitorial/service space, totalling approximately 200-400 sq. ft. and accessible from the outside. The washrooms should not be internally connected to the childcare and there should be a clear, visible path from the park to the washroom that does not require access through the childcare playgrounds or program spaces.
48. Provide two staff parking spaces, either on the childcare parcel if the design is acceptable to the City, or contained within the parkade of Parcel F, dedicated and signed to the childcare. Additionally, provide signage for pick-up/drop-off parking spaces along West 38th Avenue, equivalent to nine parking spaces.
49. Design development to clarify the location of the garbage collection, and to provide appropriate measures to mitigate the visual impact of the back of house requirements on the park and outdoor play areas.
50. The childcare building will have public and shared components, such as public washrooms and a portion of the childcare outdoor playground, which are shared with the public outside of childcare operating hours. It should be designed to visually integrate with and complement the overall design of the park, including considerations for design, physical connections, materials, etc. The childcare building should achieve a distinctive design with a high-quality architectural standard.
51. Design development to provide 4-8 units within Parcel E designed to be suitable as licensed family childcare.

Note to Applicant: The social housing buildings in Parcel E are to provide 4-8 licensed family childcare units (equivalent to 28-56 childcare spaces), with the number and location of these spaces to be determined through design development to the satisfaction of the General Manager of Arts, Culture, and Community Services and the CEO of VAHA.

Social Policy

52. Fulfill, to the satisfaction of the Director of Social Policy, the Sustainable Food Systems requirement of the *Rezoning Policy for Sustainable Large Developments*, including provision of detailed design and layout for a minimum of three food assets reflective of the size of the proposed development and describe how the food assets fit within the site context and meet the City's food policies.

53. The food assets should have a significant presence because the site is larger than 10 acres. The applicant must provide a summary of arrangements for programming and maintenance of food assets for a minimum of five years.
54. Explore more impactful food assets to meet the requirements for a site over 10 acres and enhance the design of proposed food assets and seek to respond to existing food asset gaps in the neighbourhood. The integration of food assets into the overall site concept should be improved and a plan for programming provided.

(a) Community Food Market

- (i) Integrate into the site design and locate in a high-traffic area such as the public plaza or commercial mews. Additional design considerations for community food markets are included in the *Sustainable Large Developments Admin Bulletin*.

Note to Applicant: In the absence of securing a partnership with a community agency to program the community food market for a minimum of five years, this may not be accepted as a food asset meeting City requirements.

(b) Edible landscaping and urban agriculture

- (i) Provide a single plan at the time of the first development permit showing how all of the urban agriculture and edible landscaping elements are integrated within the parcels as key components of the overall landscaping plan for the site. The *Sustainable Large Development Admin Bulletin* provides design guidelines that must be followed, including number and size of plots
- (ii) Provide a management plan for any edible landscaping and urban agriculture plots, indicating who will have access to these assets for both use and management/maintenance purposes.

- (c) The proposed in-vessel bio-digester should have both its design and management integrated into the site's zero waste strategy. The digester type, capacity, and estimated percent of waste to be diverted should all be indicated, with an aim for a significant level of diversion.

Note to Applicant: Exploration of more impactful food assets should include review of any existing neighbourhood gaps. Other options that may be explored include a community kitchen, farmers market, or an urban farm. Design guidelines are included in the *Sustainable Large Developments* bulletin.

Housing

55. The design and layout of at least 35% of the dwelling units within each Development Permit application not used for social housing must:

- (a) Be suitable for family housing;

- (b) Include two or more bedrooms, of which:
 - (i) At least 25% of the total dwelling units must be two-bedroom units, and
 - (ii) At least 10% of the total dwelling units must be three-bedroom units; and
- (c) Comply with Council's *High-Density Housing for Families with Children Guidelines*.

Note to Applicant: The *High-Density Housing for Families with Children Guidelines* is currently under review. Future development permit applications will be expected to respond to the latest version of the guidelines at that time.

56. The design and layout of at least 50% of the dwelling units for social housing must be suitable for families with children as per the City's *High-Density Housing for Families with Children Guidelines*.

Note to Applicant: The City's objective is to maximize delivery of family oriented housing on this site. The Applicant will work with City staff to agree the final unit mix as part of each development permit application.

57. Design and construct the turnkey social housing units in line with the City's *Housing Design and Technical Guidelines*, including the requirement to deliver a minimum of 5% of units within each social housing building or parcel as wheelchair accessible.

Note to Applicant: Applicant to work with City staff to agree the location and unit type for the accessible units.

58. Design development of all buildings on Parcel E to ensure integration of Building E-1, including but not limited to parkade design, parking access, outdoor play space and the rainwater management opportunities associated with the bioswale.

59. Ensure no less than 35% of the market units, and the buildings containing such units, are designed in accordance with the *High-Density Housing for Families with Children Guidelines*, including but not limited to the provision of:

- (a) A children's play area of at least 130 sq. m (1,400 sq. ft.) in size;
- (b) Seating on the rooftop with direct line of sight to the play area if the play area is situated on the rooftop;
- (c) A minimum of 3.7 sq. m (40 sq. ft.) of bulk storage for each dwelling unit;
- (d) A balcony with 1.8 x 2.7 m minimum dimensions.

Note to Applicant: The *High-Density Housing for Families with Children Guidelines* is currently under review. Future development permit applications will be expected to respond to the latest version of the guidelines at that time.

60. Provide indoor multi-purpose amenity space, as follows:

- (a) Buildings with up to 90 units (excluding townhouse buildings) will provide at least 46.5 sq. m (500 sq. ft.);
- (b) Buildings with more than 90 units will provide at least 92.9 sq. m (1,000 sq. ft.);
- (c) Include a wheelchair accessible washroom and kitchenette;
- (d) Position on the roof adjacent to the children's play area to enable parental supervision of the amenity room on low and mid-rise buildings or on building podiums for buildings without a central courtyard; and
- (e) The minimum amenity space required per parcel is per the following table:

Parcel	Minimum Required Amenity Space
Parcel A	92.9 sq. m (1,000 sq. ft.)
Parcel B	185.8 sq. m (2,000 sq. ft.)
Parcel C	278.7 sq. m (3,000 sq. ft.)
Parcel D	92.9 sq. m (1,000 sq. ft.)
Parcel E (Social Housing)	278.7 sq. m (3,000 sq. ft.)
Parcel F	92.9 sq. m (1,000 sq. ft.)
Parcel G	46.5 sq. m (500 sq. ft.)
Total	1,068.4 sq. m (11,500 sq. ft.)

Note to Applicant: The required amenity space may be combined per parcel or for the entire development only if made available to all residents of the development.

- 61. Ensure that no less than 5% of the units in each development phase of the site, respectively including market housing, rental housing, and social housing tenures, are designed to be wheelchair accessible.
- 62. Prior to the issuance of development permits (subject to phasing), the applicant is to display a sign on the site, throughout construction, that acknowledges the secured market and moderate income rental housing and social housing is being provided as part of the City of Vancouver's initiatives. Sign design, format, and location to be approved by the City.

Parks

- 63. The applicant shall enter into a Park Development Agreement for the design and delivery of the park parcel to the satisfaction of the Park Board General Manager and as per Condition 36 in Appendix B, Part 2.
- 64. Achieve the rainwater clean and capture requirements set out in the *Rain City Strategy* for rainwater falling on the park parcel. Proposed direction of rainwater or groundwater to the park parcel from other public lands in the development must have prior approval by the Park Board General Manager.

- 65. The applicant is to work collaboratively with Park Board and City staff to ensure successful design and delivery of the outdoor playground shared between the park and adjacent childcare facility.
- 66. The applicant is to work collaboratively with the Park Board and City staff to design and construct a public washroom facility for the park. Refer also to condition 47.
- 67. No non-park building, non-park subsurface building structure, or non-park infrastructure shall be located within or otherwise encroach upon the 2.0 acre park parcel. The shared outdoor space associated with the childcare facility will be the only exception and is to be designed and delivered by the Applicant through a collaborative process involving Park Board and Arts, Culture and Community Services staff.

Sustainability

- 68. All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning*s (amended May 2, 2018), including all requirements for Near Zero Emissions Building (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>.

Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of permit. For phased developments, it is expected that the individual development permits will meet the requirements of the *Green Buildings Policy for Rezoning*s in effect at the time of the development permit application. For more detail on the above requirements and what must be submitted at each stage, refer to the most recent bulletin *Green Buildings Policy for Rezoning*s – *Process and Requirements* (amended April 28, 2017, or later).

- 69. All new buildings in the development that will be City-owned or Vancouver Affordable Housing Agency (VAHA) projects shall be certified to the Passive House standard, or an approved alternative zero emission building standard, and use no fossil fuels, in order to minimize energy consumption, or an alternate zero emission building standard or approach as accepted by the General Manager of Planning, Urban Design and Sustainability.
- 70. All new buildings in the development that will be City-owned or Vancouver Affordable Housing Agency (VAHA) projects will also be required to meet a minimum LEED Gold Certification. Refer to the most current LEED® Canada NC, CI, or other appropriate LEED standard.
- 71. All new buildings in the development that will be City-owned or Vancouver Affordable Housing Agency (VAHA) projects are required to calculate the life-cycle equivalent embodied carbon emissions through a whole-building life-cycle assessment (LCA) study and identify opportunities to reduce embodied carbon emissions by 40% compared to baseline.
- 72. Provide an updated Resilience Worksheet as part of each individual development permit submission. Refer to the *Sustainable Large Developments Administrative Bulletin* for the checklist template at <https://bylaws.vancouver.ca/bulletin/S011.pdf>.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services and the General Manager of Arts, Culture and Community Services (or successors in function), as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering Services

1. Subdivision of Block 866 Except Part in Reference Plan 15238, and that Part of Block 866 in Reference Plan 15238, Both of Plan 7764, and Lots 4 to 6, all of Block 867, Plan 8454; all of District Lot 526, including to the satisfaction of the Approving Officer, to create the park parcel, childcare parcel, Parcel E (social housing site) and the development sites, and to dedicate the Central Road, Secondary Road, East Mews, the Central Lane, and the extension of West 39th Avenue between Willow Street and the lane west of Willow Street. For certainty, the Subdivision Plan must create as legal parcels all lands to be dedicated or transferred to the City for social housing in Parcel E (as shown in Figure 13).
2. Registration of a Statutory Right-of-Way (SRW) over Parcel C for the Entry Corner Plaza (at the northwest corner of West 41st Avenue and Central Road) for pedestrian access and recreational use by the public. The SRW may be a blanket charge (defined by sketch plan) to be modified by volumetric plan based on the as-built conditions. The modifications are to be registered prior to occupancy of any building within Parcel C (as set out in Figure 12). Maintenance of this area is to be the responsibility of the adjacent property owners to the satisfaction of the City Engineer and shall be at their sole cost and expense.
3. Registration of a Statutory Right-of-Way (SRW) over Parcel D for the pedestrian/cyclist access route running between the Central Road and the lane west of Willow Street. The SRW may be a blanket charge (defined by sketch plan) and be modified to volumetric plan based on the as-built conditions. The modifications are to be registered prior to occupancy of any building on Parcel D (as shown on Figure 12).
4. Maintenance and encroachment agreements for any proposed street furniture will be required for the Statutory Right-of-Way (SRW) over Parcel D. An SRW will be required in order to provide for access to ground oriented units with entries facing onto the pedestrian/cyclist access route.
5. In the City's sole discretion, if the park parcel and childcare parcel are not dedicated or transferred to the City prior to enactment of the CD-1 By-law, the Owner shall grant and register in favour of the City an Option to Purchase agreement(s) with an exercise or purchase price of \$1.00 over the areas designated as City Park and for the childcare facility, respectively, all on terms and conditions to the satisfaction of the General Manager of Planning, Urban Design and Sustainability, the General Manager of Parks, and the Director of Legal Services. The Option to Purchase Agreement(s) will secure the transfer of the park parcel and childcare parcel, respectively, to the City remediated to numeric standards for park and childcare uses, respectively, as confirmed by separate Certificates of Compliance, all to the satisfaction of the City. The Option(s) will be exercisable by the City at any time following enactment.

6. In the City's sole discretion if Parcel E is not dedicated or transferred to the City for \$1.00 prior to enactment of the CD-1 By-law, the Owner shall grant and register in favour of the City an Option to Purchase agreement with an exercise or purchase price of \$1.00 over Parcel E to transfer the bare land parcel designated for social housing units, all on terms and conditions satisfactory to the General Manager of Planning, Urban Design and Sustainability, the General Manager of Community Services, the General Manager of Real Estate and Facilities Management, and the Director of Legal Services. The Option to Purchase will secure the transfer of Parcel E to the City remediated to numeric standards for residential uses, as confirmed by a separate Certificate of Compliance, all to the satisfaction of the City. The Option will be exercisable by the City at any time following enactment.
7. Make arrangements for a Statutory Right-of-Way (SRW) or the registration of an Option to Purchase agreement for the nominal purchase price of \$1.00 over the west 5 m bioswale on the western edge of Parcels D and E, to the satisfaction of the General Manager of Engineering Services, CEO of VAHA, and the Director of Legal Services. The Option may be exercised at any time after the submission of the first Development Permit application within the Rezoning Site.
8. Provision of a dedication of a 3.8 m wide area from the south side of the site (along West 41st Avenue) as street along the entire frontage.
9. Provision of a dedication for "Central Road" from West 41st Avenue to West 38th Avenue ranging from 21 m to 22.1 m wide. Dimensions of dedications to be determined based upon land use and approved cross sections in the sole discretion of the City Engineer.
10. Provision of overlapping 3 m x 15 m corner cut dedications on both the northeast and northwest corners of West 41st Avenue and "Central Road" measured from the intersections of the new property lines on West 41st Avenue and Central Road.
11. Provision of a 19 m wide dedication for "Secondary Road" from West 38th Avenue to "Central Road".
12. Provision of an 18 m wide dedication for an extension of West 39th Avenue from Willow Street to "Secondary Road", including "East Mews".
13. Provision of a 13 m wide SRW for "West Mews" from the existing lane east of Oak Street to "Central Road".
14. Provision of a 1.2 m wide Statutory Right-of-Way (SRW) on the west side of the existing lane for the full length of the "East Lane". The SRW will provide for pedestrian space free of any encumbrance such as structure, vents, stairs, planter walls, door swing, benches, chairs and tables, and bicycle parking and may accommodate the underground parking structure within the SRW agreement.
15. Provision of a 1.2 m wide Statutory Right-of-Way (SRW) on the east side of the lane for the full length of the "West Lane". The SRW will provide for pedestrian space free of any encumbrance such as structure, vents, stairs, planter walls, door swing, benches, chairs and tables, and bicycle parking and may accommodate the underground parking structure within the SRW agreement.

16. Provision of a 6.3 m wide dedication for “Central Lane” from the lane east of Oak Street to “Central Road”.
17. Provision of a 3 m x 3 m corner cut dedication to the northeast corner of “Central Lane” and “West Lane”.
18. Provision of a 3 m wide Statutory Right-of-Way (SRW) for public pedestrian use on both sides of the 6.3 m wide “Central Lane” dedication. The SRW will provide for sidewalks and treed boulevards and be free of any encumbrances such as structure, vents, stairs, planter walls, door swing, benches, chairs and tables, and bicycle parking and may accommodate the underground parking structure within the SRW agreement.
19. Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary to require the owner to prepare a detailed Transportation Demand Management (TDM) Plan for the approval of the General Manager of Engineering Services prior to the first development permit issuance for the Rezoning Site, including a requirement to enter into a further legal agreement to ensure that the owner of the lands will construct, install, operate and continuously maintain the TDM measures in the approved TDM Plan, at the owner's sole cost.
20. Arrangements for the execution and registration of agreements necessary to provide a Transportation Demand Management (TDM) Plan for each development permit, meeting the requirements for large sites as described in the *Transportation Demand Management for Developments in Vancouver Administrative Bulletin*. Without limiting the discretion of the General Manager of Engineering Services and the Director of Legal Services, this agreement shall include the following provisions:
 - (a) That no development permit for the Rezoning Site, or any portion thereof, or any improvements or building therein shall be issued until financial security in the form of a Letter of Credit or cash is provided to the satisfaction of the Director of Legal Services;
 - (b) Secures provision of funding towards long-term TDM monitoring fund in the amount of \$2 per square metre of gross floor area;
 - (c) Secures the provision of TDM measures on the site;
 - (d) Permits the City to access and undertake post occupancy monitoring of the TDM measures proposed; and
 - (e) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.

Note to Applicant: The above would include but not be limited to a Section 219 Covenant and Statutory Right-of-Way (SRW), subject to additional details being formalized through detailed design.

21. Provision for a surface Statutory Right-of-Way (SRW) where needed, as determined by the General Manager of Engineering Services, and pad to accommodate space for two Public Bike Share (PBS) stations meeting the following requirements:

- (a) At a minimum, two 16 m x 4 m sized stations shall be accommodated. The full length of the space is to be continuous. The physical stations with docked bicycles is 2 m wide and has a required bicycle maneuvering zone of 2 m for a total width of 4 m.
- (b) The stations must be clearly visible to the public with 24/7 public access and with easy access to the street. At a minimum, two stations must be accommodated on site:

- (i) One 16 m x 4 m (linear) or 8 m x 8 m (back-to-back) station near West 41st Avenue and new Central Road located on private property.

Note to Applicant: The proposed general location for one of the PBS stations as shown on the drawing "L3. Public Realm" in the shared semi-private residential pathway north of the Entry Corner Plaza and west of Central Road is acceptable provided the dimension of the PBS space meets the size requirement as identified in Condition 21.(a), and provision of adequate clearance in the pathway adjacent to the PBS space is maintained for pedestrians, cyclists, and emergency vehicles.

- (ii) One 16 m x 4m (linear) or 8 m x 8 m (back-to-back) station near West 38th Avenue and new Central Road located on public property.

Note to Applicant: The PBS space is to be located on public property but not located within the new proposed public park and will not encroach into the required acreage. Alternative public locations for this PBS station may be considered during subsequent phases of development. This may include a location on the East Mews, near the Secondary Road.

- (c) Consideration for placement of building elements (e.g. fire department connections, HVAC vents, hose bibs, etc.) and landscaping that requires frequent access and maintenance directly adjacent to the PBS space. These elements shall not be in conflict or cause frequent disruption to the PBS stations.
- (d) A hard surface, CIP concrete (saw cut or broom finished) is required with no utility access points (including vents, drains, etc.) within the PBS station footprint. Any utility access point within 1 m of the PBS space is to be identified and shown in a detailed drawing submitted. Other firm, hardscaped materials are subject to approval.
- (e) The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At a minimum, spot elevations at the four corners of the station must be provided.
- (f) There must be a minimum 5 m vertical clearance above each PBS space in order to maximize sun exposure as PBS stations operate on solar power. Ideally the stations should receive five hours of direct sunlight a day.

- (g) Provision of an electrical service and electrical power is to be available in close proximity to the PBS stations. Show power source connection on the landscape and site plans.
22. Provision of a Services Agreement to detail the on- and off-site works and services necessary or incidental to the servicing of the Rezoning Site (collectively called “the Services”) such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights-of-way for the Services are provided all to the satisfaction of the General Manager of Engineering Services. No development permit for the Rezoning Site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit, as security for the Services, is provided. The timing for the delivery of the Services, in respect of each phase of the development of the Rezoning Site, shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as the General Manager of Engineering Services deems necessary in his sole discretion. Except as explicitly provided in Condition 23, the Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement.
- (a) Provision of all proposed water mains as shown on the drawing 19-0651-KP (Rev 1), submitted by R.F. Binnie & Associates Ltd., dated June 24, 2019, except the proposed upgrade on West 41st Avenue, which is not required. The developer shall install 300 mm water mains, instead of 250 mm water mains shown on this drawing, unless approved otherwise by the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the proposed water main, including any and all upgrades or tie-in works required. The developer shall construct the water main and associated appurtenances to the City of Vancouver standards to the satisfaction of the General Manager of Engineering Services. In addition to the proposed water mains, the developer is also responsible for delivery of all associated water main appurtenances such as fire hydrants, air valves, service connections, etc.
 - (b) Based on the confirmed Fire Underwriter’s Survey Required Fire Flows and domestic flows submitted by R.F. Binnie & Associates Ltd. dated January 17, 2020, no water upgrades in addition to those noted above are required.

Note to Applicant: Should the development’s Fire Underwriter’s Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the water system.
 - (c) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project. Implementation of the development will require the following in order to maintain acceptable sewer flow conditions. The length and diameters of these improvements are approximate and subject to detailed design by the developer’s engineer.
 - (i) Construct 98 m of 250 mm sanitary main and 375 mm storm main on Central Road (near West 38th Avenue, between Parcel A and Public Park),

- (ii) Construct 67 m of 300 mm sanitary main and 525 mm storm main on Central Road (in between Parcel B and Public Park),
- (iii) Construct 86 m of 375 mm sanitary main and 675 mm storm main on Central Road (at the intersection of Central Road and Secondary Road, between Parcels C, D and E),
- (iv) Construct 78 m of 450 mm sanitary main and 750 mm storm main on Central Road from the intersection of West 41st Avenue and Central Road (near West 41st Avenue),
- (v) Construct 75 m of 450 mm sanitary main and 750 mm storm main on Central Road from the (MH_FJCP50) to New MH at the intersection of West 41st Avenue and Central Road,
- (vi) Construct 89 m of 200 mm sanitary main and 375 mm storm main on Secondary Road (near West 38th Avenue, in between Parcel F and Public Park),
- (vii) Construct 22 m of 250 mm sanitary main and 450 mm storm main on Secondary Road (at the intersection of Secondary Road and East Mews),
- (viii) Construct 73 m of 300 mm sanitary main and 525 mm storm main on Secondary Road (at the intersection of Secondary Road and Central Road),
- (ix) Construct 47 m of 200 mm sanitary main and 300 mm storm main on West Mews,
- (x) Separate and upgrade 113 m of 375 mm and 450 mm combined main to 450 mm sanitary and 750 mm storm main on West 41st Avenue from MH fronting JCC (MH_FJCP50) to the MH at the intersection of West 41st Avenue and Oak Street (MH_FJCP68),
- (xi) Construct 192 m of 525 mm sanitary main and 900 mm storm main on Oak Street from the MH at the intersection of West 41st Avenue and Oak Street (MH_FJCP68) to the MH at the intersection of Oak Street and West 43rd Avenue (MH_FJCP5W),
- (xii) Separate and upgrade 104 m of 450-900 mm combined main to 525 mm sanitary main and 900 mm storm main on West 43rd Avenue from the MH at the intersection of Oak Street and West 43rd Avenue (MH_FJCP5W) to the MH at the intersection of West 43rd Avenue and Fremlin Street (MH_GER6G5),
- (xiii) Decommission 27 m of four 300 mm combined main service connections on West 41st Avenue from (MH-FJCP50) to (MH_FJCP5P),
- (xiv) Decommission 18 m of 375 mm combined main on West 42nd Avenue from at the intersection of Oak Street and West 42nd Avenue (MH_FJCP5R) to Oak Street (MH_FJCP5Q),

- (xv) Decommission 50 m of 375 mm combined main on the south easement of 5750 Oak Street from MH_FJCP5Q to the MH on the L/W Oak Street (MH_FJCP5J), and
- (xvi) Decommission 51 m of 200 mm combined main on Oak Street from 5800 Oak Street (MH_FJCP5V) to West 43rd Avenue (MH_FJCP5W).

Note to Applicant: a minimum grade of 0.5% was used for local servicing upgrade.

- (d) The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.
- (e) The developer's engineer is to submit design brief, calculations and/or model, and design drawings to the City. All submittals including upgrade design drawings (90% design stage or better) are required to be reviewed and accepted by the City Engineer prior to development permit issuance.
- (f) Development is to be serviced to the proposed sanitary and storm sewers:
 - (i) Parcel A to be serviced to the proposed 250 mm sanitary and 375 mm storm sewers on Central Road,
 - (ii) Parcel B to be serviced to the proposed 300 mm sanitary and 525 mm storm sewers on Central Road,
 - (iii) Parcel C to be serviced to the proposed 450 mm sanitary and 750 mm storm sewers on Central Road,
 - (iv) Parcel D to be serviced to the proposed 450 mm sanitary and 750 mm storm sewers on Central Road,
 - (v) Parcel E to be serviced to the proposed 350 mm sanitary and 525 mm storm sewers on Secondary Road,
 - (vi) Parcel F and Parcel H to be serviced to the proposed 200 mm sanitary and 375 mm storm sewers on Secondary Road, and
 - (vii) Parcel G to be serviced to the proposed 200 mm sanitary and 300 mm storm sewers on the East Mews.
- (g) Provision of an extension of West 39th Avenue from Willow Street to the lane west of Willow Street, consistent with the OTC Design Guidelines, and including the following:
 - (i) Front boulevards with street trees;
 - (ii) Broom finish saw-cut concrete sidewalks;

- (iii) Curb ramps;
 - (iv) Concrete pedestrian lane crossings;
 - (v) Road construction to current standards including Green Infrastructure elements where feasible in the street design; and
 - (vi) Adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (h) Provision for the construction of the new “Central Road” consistent with the OTC Design Guidelines, and including the following:
 - (i) Front boulevards with street trees;
 - (ii) Protected bike lanes with buffer;
 - (iii) Broom finish saw-cut concrete sidewalks;
 - (iv) Back boulevard;
 - (v) Curb ramps;
 - (vi) Concrete pedestrian lane crossings;
 - (vii) Road construction to current standards including Green Infrastructure elements where feasible in the street design;
 - (viii) Bioswale from “Secondary Road” to commercial mews on Parcel D, subject to confirmation of a subdivision plan; and
 - (ix) Adjustments to all existing infrastructure to accommodate the proposed street improvements.
- (i) Provision for construction of the “Secondary Road”, consistent with the OTC Design Guidelines, and including the following:
 - (i) Front boulevards with street trees,
 - (ii) Broom finish saw-cut concrete sidewalks,
 - (iii) Curb ramps,
 - (iv) Concrete pedestrian lane crossings,
 - (v) Road construction to current standards including Green Infrastructure elements where feasible in the street design, and
 - (vi) Adjustments to all existing infrastructure to accommodate the proposed street improvements.

- (j) Provision of street improvements along West 38th Avenue adjacent to the site and appropriate transitions including the following:
 - (i) Front boulevard with street trees,
 - (ii) Protected bike lane with buffer,
 - (iii) Broom finish saw-cut concrete sidewalk,
 - (iv) Curb ramps,
 - (v) Concrete pedestrian crossings, and
 - (vi) Adjustment to all existing infrastructure to accommodate the proposed street improvements.

- (k) Provision of street improvements along West 41st Avenue adjacent to the site and appropriate transitions including the following:
 - (i) Front boulevard with street trees where practicable,
 - (ii) Protected bike lane with buffer,
 - (iii) Broom finish saw-cut concrete sidewalk,
 - (iv) Protected intersection corners,
 - (v) Curb ramps,
 - (vi) Curb and gutter, including any required road reconstruction to current standards, and
 - (vii) Adjustment to all existing infrastructure to accommodate the proposed street improvements.

Note to Applicant: The City will provide a geometric design for these street improvements.

- (l) Provision of Section 219 covenant(s) to restrict any development permit issuance until the provision of phase-specific road designs, including proposed building grades, with each development permit application.
- (m) Provision for the construction of the “East Mews” and “West Mews” for pedestrian and cyclist use.

Note to Applicant: Refer to West End Lanes 2.0 or similar City guidelines for design details.

- (n) Provision for the construction of the “Central Lane” to current City standards, including a minimum hardscaped width of 6.3 m.

- (o) Provision of improvements at the intersection of Central Street and West 41st Avenue including:
 - (i) Design and installation of a new traffic signal aligned with the JCC access, and
 - (ii) Installation of left turn bays and left turn arrows in all directions and associated enabling works to modify or relocate exiting infrastructure.
- (p) Provision of improvements at the intersection of Willow Street and West 41st Avenue including:
 - (i) Installation of left turn bays and left turn arrows on West 41st Avenue, and
 - (ii) Upgrades to the existing traffic signal including accommodating the geometric changes and associated enabling works to modify or relocate existing infrastructure.
- (q) Provision of improvements at the intersection of Oak Street and West 38th Avenue including:
 - (i) Design and installation of a new traffic signal,
 - (ii) Installation of left turn bay and left turn arrows on Oak Street, and
 - (iii) Provision of new curb ramps, LED lighting improvements, duct banks and associated enabling works to modify or relocate existing infrastructure.
- (r) Provision of new or upgraded street lighting (roadway or sidewalk) adjacent to the site to current City standards and IESNA recommendations for all existing and proposed new roads, lanes, mews and plazas.
- (s) Provision of lane lighting on standalone poles with underground ducts in the existing and new lanes.
- (t) Provision of traffic calming and safety improvements on Willow Street and West 38th Avenue and Willow Street and West 39th Avenue.

Note to Applicant: Consider safety improvements such as raised crosswalks or tabletop intersections.
- (u) Provide speed humps in the lanes adjacent to the site.
- (v) Provision of two pad mounted service cabinets/kiosks at West 38th Avenue and West 41st Avenue.
- (w) Provision of new or replacement duct banks adjacent the development site and along the “Central Road” that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in

conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

Note to Applicant: As-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

23. Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following works, which constitute excess and/or extended services:

- (a) Condition 22 (c) (x) to separate and upgrade identified combined mains;
- (b) Condition 22 (c) (xi) to construct identified sanitary and sewer main;
- (c) Condition 22 (c) (xii) to separate and upgrade identified combined mains;
- (d) Condition 22 (o) improvements at the intersection of Central Street and West 41st Avenue;

Note to Applicant: The benefiting area for these works is 949 West 41st Avenue and 950 West 41st Avenue.

- (e) Condition 22 (p) improvements at the intersection of Willow Street and West 41st Avenue;
- (f) Condition 22 (q) improvements at the intersection of Oak Street and West 38th Avenue.

Note to Applicant: The benefiting area for these works is 855 to 985 West 38th Avenue and 949 West 41st Avenue.

24. Arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the execution and registration of any agreements necessary for the provision of a minimum of six DC Fast Charging Hub stations on street in the rezoning application area.

Note to Applicant: Final configuration to be determined in conjunction with approved geometric design. It is anticipated that the stations shall be located north and south of the Central Lane.

25. Hub is to be comprised of a minimum of two direct current fast chargers (SAE DC Level 2 or higher, greater than or equivalent to 50 kW) station and one AC Level 2 (6.6 or 7.4 kW, depending on if they have one- or three-phase power) station. Consider chargers above 50 kW or future-proofing to be able to accommodate higher loads in the future as this technology is rapidly evolving and vehicles able to handle 125 kW and above are expected to enter the market in the near future, likely prior to build out of the development.

26. At the time of the first development permit application for the Rezoning Site, the applicant must provide the items listed in Section E.4 Submission Checklist within the

Rezoning Policy for Sustainable Large Developments and further elaborate on Section 5 of the *Sustainable Large Developments* bulletin.

- (a) The submission shall include a non-potable water budget for each phase of the development to assess the feasibility of implementing rainwater harvesting and reuse for non-potable water demand. The analysis shall be based on historical daily rainfall and atmospheric records with a time step equal to one day and for a period equal to the years of rainfall records available;

Note to Applicant: An example spreadsheet for the annual non-potable water balance has been provided previously.

- (b) There is a public realm (right-of-way and lanes) rainwater management volume retention target of the first 48 mm of rainfall (or 90% of average annual rainfall) falling on all streets be captured in 24 hours on-site by means of infiltration, evapotranspiration, or re-use to the greatest extent practical;
- (c) There is a public realm (right-of-way and lanes) rainwater management water quality target of the first 48 mm of rainfall (or 90% of average annual rainfall) falling on all streets to be treated to remove 80% total suspended solids by mass. It is assumed that rainfall captured on site meets the water quality target. For the proportion of the 48 mm that cannot be captured, it must be treated to remove 80% total suspended solids before release to the sewer;

Note to Applicant: There are no peak flow control requirements for the public realm. The above targets are provided in the City's *Rain City Strategy*;

- (d) For large development sites, it is expected that the above stated targets be met by Green infrastructure practices. Consideration should be given to an appropriate expression of capture and movement of rainwater across the site. Detention tanks are not acceptable within the public realm;
- (e) Current policy requires all infiltration areas to be setback a minimum of 5 m from building foundations. Where this requirement cannot be met, mitigation measures are to be put in place to protect surrounding structures;
- (f) Maximize green infrastructure opportunities on the north side of West 41st Avenue, the south side of West 38th Avenue and the entry corner plaza;

Note to Applicant: Close coordination is required between Transportation Planning, Street Design, and the Green Infrastructure branches to approve all infrastructure proposed within the right-of-way and plans for all these areas are to be submitted within the relevant development permit applications; and

- (g) Provision of a Section 219 Covenant restricting the issuance of a Building Permit Stage II until such time as the developer delivers a final Rainwater Management Plan (RWMP) acceptable to the City for the construction of the rainwater management system. Modification of previously approved rainwater management system post Building Permit Stage II issuance will require re-approval by the City and will be subject to holds on final occupancy.

27. Provide an updated hydrogeological study report which addresses the following:
- (a) Provide a copy of the Geotechnical Report by Golder and Associates dated April 12, 2016, that was referenced in the Study;
 - (b) Include legible borehole logs for investigations referenced in the Study, including for the actual site;
 - (c) Confirm the number of boreholes and active monitoring wells within the boundaries of the site as well as the number of additional boreholes or monitoring wells planned for the development site;
 - (d) Provide an updated site plan map showing the locations of all on-site boreholes and active monitoring wells, as well as proposed building footprints;
 - (e) Provide the number and description of proposed buildings for the site and confirm the number of levels of parkade;
 - (f) Provide the excavation depth, foundation depth, and static water level(s) depth/elevation in both metres below ground as well as geodetic elevations;
 - (g) Update the Impact Assessment section with other issues outlined in the *Groundwater Management Bulletin*, including, but not limited to, the proximity of the proposed development to any nearby wells in the area, and any potential impacts of the development on nearby property or infrastructure; and
 - (h) Provision of a well feasibility study and access to the groundwater source at the site including all necessary infrastructure to draw from the source.
28. A “no development” Section 219 Covenant will be registered on title, to be discharged at such time upon the owner providing the completed study and entering into legal agreements as determined necessary by the General Manager of Engineering Services and the Director of Legal Services, as required by the above condition 27.
29. Engineering Services will require all utility services to be underground for this development. All electrical services to the site must be primary with all electrical plant, which includes but is not limited to System Vista, Vista switchgear, pad mounted transformers and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features. The applicant shall provide written confirmation from BC Hydro that all required electrical plant is provided for on-site.

The proposed development is adjacent to existing BC Hydro electrical works. The applicant shall submit a surveyed clearance drawing to BC Hydro showing all BC Hydro plant and dimensioned clearances from the plant to the development. The applicant shall provide written confirmation from BC Hydro that all required clearances from BC Hydro plant have been satisfied. See Bulletin 2015-002-EL – Clearances from Existing BC Hydro High Voltage Overhead Conductors and Transformers for more information.

Note to Applicant: Submission of a Key Plan to the City for review and approval prior to submission of any third-party utility drawings. The Key Plan shall meet the specifications

in the City of Vancouver Engineering Design Manual Section 2.4.4. Key Plan. All third-party service lines to the development will be shown on the plan (e.g. BC Hydro, Telus, Shaw, etc.). The review of third-party utility service drawings will not be initiated until the Key Plan is defined. For questions on this requirement, please contact Utilities Management Branch at 604.829.9447 or at umb@vancouver.ca.

Childcare and Park Washrooms

30. Make arrangements to the satisfaction of the Director of Legal Services, in consultation with the Director of Finance, General Manager of Real Estate and Facilities Management, Managing Director of Social Policy and Projects, Director of Facilities Planning and Development and Director of Planning and Park Development, for the turnkey delivery of the 69-space childcare facility, including public washrooms, at the owner's sole cost, prior to the earlier of: issuance of any occupancy permit for any building in Phase 3 or Phase 4, except for any turnkey social housing building; or the issuance of any development or building permit for any building in Phase 4; or December 31, 2028, including satisfying the following provisions or requirements, all to be satisfied at no cost to the City:
- (a) Subdivision to create a separate legal parcel for the childcare facility;
 - (b) Applicant will be responsible for remediating the parcel to meet numeric standards under the *Environmental Management Act* for childcare use prior to transfer of the parcel to the City. The applicant will be required to deliver to the City a separate Certificate of Compliance for the Childcare parcel that meets standards to the City's satisfaction;
 - (c) The childcare parcel will be dedicated to the City or transferred to the City for \$1.00 prior to enactment of the CD-1 By-law or, at the City's sole discretion, prior to the issuance of any development permit for any building on the Rezoning Site; or the applicant shall, in the City's sole discretion, grant to the City an Option to Purchase the parcel for a nominal consideration of \$1.00 exercisable by the City at any time following enactment of the CD-1 By-law, all on terms and conditions satisfactory to the Director of Legal Services;
 - (d) The childcare facility is to meet the City's childcare specifications, and be licensable by Vancouver Coastal Health. The facility is to be comprised of a minimum of 8,224 sq. ft. interior space and a minimum of 8,019 sq. ft. of exterior space. It is to be located on the north end of the new park along West 38th Avenue, fully fit-out, finished and equipped (FF&E), including storage and any additional amenity spaces along with dedicated parking stall required per the *Childcare Design Guidelines* and *Childcare Technical Guidelines*;

Note to Applicant: All work pertaining to the design, construction, fit, furnish, equip and supply for the childcare centre shall be to the satisfaction of the City's Managing Director of Social Policy and Projects, the City's Director of Facilities Planning and Development, and to the Regional Manager of Community Care Facilities Licensing. For information purposes, the FF&E is estimated at \$2,500 per childcare space. At 69 spaces, the total cost of the FF&E is estimated to be approximately \$172,500.

Note to Applicant: A provincially licensed childcare facility must be secured at all times during operating hours, with access granted only to staff, children enrolled in the childcare, and their caregivers at pick-up/drop-off. As this facility will share a portion of the outdoor playground with the public, additional measures may be required to ensure accessibility to the public while maintaining security for the childcare operations.

- (e) Design and construct the building to include two universal single-user public washrooms along with a janitorial/service space, totalling approximately 200-400 sq. ft. and accessible from the outside. The washrooms should not be internally connected to the childcare and there should be a clear, visible path from the park to the washroom that does not require access through the childcare playgrounds or program spaces.
- (f) The Owner will enter into a Construction/Transfer Agreement with the City on terms satisfactory to the City for building and transferring the completed childcare facility to the City, free and clear of any financial charges, liens and other encumbrances;
- (g) The completed childcare facility will be delivered to the City by the earlier of:
 - (i) December 31, 2028, or
 - (ii) Prior to the issuance of any occupancy permit for any building in Phase 3 or Phase 4, except for any turnkey social housing building, or
 - (iii) Prior to the issuance of any development permit or building permit for any building in Phase 4.
- (h) The delivery of the facility is to be secured by a Letter of Credit (LC), or other security acceptable in the sole discretion of the City, provided to the City by the earlier of: July 1, 2026; or prior to a development permit or building permit issuance for any building providing market housing in Phase 3 or Phase 4; or the issuance of a building permit for the childcare facility. The amount of the Letter of Credit will be \$8,000,000. All LCs must be in compliance with the form set out in the City's Letter of Credit Policy: <https://policy.vancouver.ca/AF00202.pdf>;
- (i) The foregoing agreements will include holds on development permits, building permits, and occupancy permits, as noted above, to ensure that the parcel is delivered when anticipated/required by the City. The applicant will be responsible for any increase or escalation in costs to build the turnkey childcare facility.

Housing

Social Housing (Parcel E)

- 31. Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability, the General Manager of Real Estate and Facilities Management and the Director of Legal Services for the transfer or dedication of one fee simple site, Parcel E, comprising approximately 107,606 sq. ft. of land or an equivalent site suitable to accommodate 25,789 sq. m (277,589 sq. ft.) of social housing floor

space. To secure this condition, the applicant will enter into agreements with the City which will include, but may not be limited, to the following requirements, all to be satisfied at no cost to the City:

- (a) Subdivision to create Parcel E;
- (b) Parcel E is to be zoned for a minimum buildable area of at least 277,589 sq. ft. for social housing;

Note to Applicant: This floor area is equivalent to approximately 330 social housing units, subject to a final unit count as part of the development permit process for building on Parcel E.

- (c) Applicant will be responsible for remediating the parcel to meet numeric standards under the *Environmental Management Act* for residential land use prior to transfer of parcel to the City. The applicant will be required to deliver to the City a separate Certificate of Compliance that meets these standards to the City's satisfaction;
 - (d) Parcel E will be dedicated to the City or transferred to the City for \$1.00 prior to enactment of the CD-1 By-law or, in the City's sole discretion, prior to the issuance of any development permit for any building on the Rezoning Site; or the applicant shall, in the City's sole discretion, grant to the City an Option to Purchase over Parcel E for a nominal consideration of \$1.00, exercisable by the City at any time following enactment of the CD-1 By-law, all on terms and conditions satisfactory to the Director of Legal Services;
 - (e) Applicant will be responsible for providing necessary Services for Building E-1 concurrent with the delivery of Building E-2;
 - (f) Applicant will be responsible for complete design work to determine location of knock-out panels or other items required to coordinate development of Building E-1 with or following delivery of Building E-2; and
 - (g) The foregoing agreements will include holds on development permits, building permits, and occupancy permits, as required by the City in its discretion, to ensure that Parcel E is delivered when anticipated or required by the City.
32. Make arrangements to the satisfaction of the Director of Legal Services and the General Manager of Arts, Culture and Community Services to enter into a Housing Agreement for Parcel E for the longer of 60 years or the life of the building, which will contain the following terms and conditions:
- (a) A no separate sales covenant;
 - (b) A no stratification covenant;
 - (c) A provision that none of such units will be rented for less than one month at a time;

- (d) A requirement that all units comply with the definition of “social housing” in Vancouver DCL By-law No. 9755; and
- (e) Such other terms and conditions as the General Manager of Arts, Culture and Community Services and the Director of Legal Services may in their sole discretion require.

Note to Applicant: This condition will be secured by a Housing Agreement to be entered into by the City by by-law enacted pursuant to section 565.2 of the Vancouver Charter and a covenant pursuant to Section 219 of the Land Title Act.

Social Housing (delivered turnkey to the City)

33. Make arrangements to the satisfaction of the General Manager of Community Services, the General Manager of Real Estate and Facilities Management, the Director of Finance, and the Director of Legal Services for the delivery to the City of turnkey social housing units in Phase 2 and Phase 3. To secure this condition the applicant will enter into agreements with the City which include, but may not be limited to the following requirements, all to be satisfied at no cost to the City:
- (a) Construction and delivery of Building E-3 (as shown in Figure 13) with no less than 7,030.9 sq. m (75,680 sq. ft.), equivalent to approximately 90 social housing units, to be designed, constructed and equipped in accordance with the City's Housing Design and Technical Guidelines in Parcel E of Phase 2 along with required parking, storage and amenity spaces by the earlier of:
 - (i) January 1, 2026, or
 - (ii) Prior to the issuance of any occupancy permit for any building in Phase 2, except for any turnkey social housing building, or
 - (iii) Prior to the issuance of any development permit or building permit for any building in Phase 3 or Phase 4, except for any turnkey social housing building.
 - (b) The Owner shall enter into a Construction/Transfer Agreement on terms and conditions satisfactory to the City for the foregoing;
 - (c) The delivery of the Phase 2 turnkey social housing units is to be secured by a Letter of Credit (LC), or other security acceptable in the sole discretion of the City, provided to the City by the earlier of January 1, 2024; or prior to any development permit or building permit issuance for any market housing or commercial space in Phase 2; or the issuance of any building permit for the Phase 2 turnkey social housing building. The amount of the Letter of Credit will be \$34,056,000. All LCs must be in compliance with the form set out in the City's Letter of Credit Policy: <https://policy.vancouver.ca/AF00202.pdf>.
 - (d) The City will be entitled to hold issuance of occupancy permits for market housing and commercial space in Phase 2 and all development and building permits for Phase 3 or Phase 4 of the development in its sole discretion until

such time as the Phase 2 turnkey social housing units have been completed and transferred to the City;

- (e) Construction and delivery of Building E-2 (as shown in Figure 13) with no less than 6,576.5 sq. m (70,789 sq. ft.), equivalent to approximately 85 social housing units to be designed, constructed and equipped in accordance with the City's Housing Design and Technical Guidelines in Parcel E of Phase 3 along with required parking, storage and amenity spaces by the earlier of:
 - (i) July 1, 2028, or
 - (ii) Prior to the issuance of any occupancy permit for any building in Phase 3, except for any turnkey social housing building, or
 - (iii) Prior to the issuance of any development or building permits for any building in Phase 4.
- (f) The Owner shall enter into a Construction/Transfer Agreement on terms and conditions satisfactory to the City for the foregoing;
- (g) The delivery of the Phase 3 turnkey social housing units is to be secured by a Letter of Credit (LC), or other security acceptable in the sole discretion of the City, provided to the City by the earlier of July 1, 2026; or prior to any development permit or building permit issuance for market housing in Phase 3 or Phase 4; or prior to the issuance of a building permit for the Phase 3 social housing building (E-2). The amount of the Letter of Credit will be \$31,855,050. All LCs must be in compliance with the form set out in the City's Letter of Credit Policy: <https://policy.vancouver.ca/AF00202.pdf>.
- (h) The City will be entitled to hold issuance of occupancy permits for market housing in Phase 3 and development and building permits for all buildings in Phase 4 of the Rezoning Site, in its sole discretion, until such time as the Phase 3 turnkey social housing units have been completed and transferred to the City;
- (i) Registration of a shared access agreement between the applicant and the City for vehicular traffic between Buildings E-3 and D-1, as indicated on the applicant's plans, to the satisfaction of the General Manager of Engineering Services and the General Manager of Planning, Urban Design and Sustainability. Provision of a knockout panel at the appropriate location along the vehicular entry ramp and appropriate arrangements (legal agreements) to secure access to underground parking for both Building E-3 and D-1;
- (j) The foregoing agreements will include holds on development permits, building permits and occupancy permits, as required by the City in its sole discretion, to ensure that the parcel is delivered when anticipated/required by the City. The applicant will be responsible for any increase or escalation in costs to build the turnkey social housing units.

Secured Rental Housing (including 25% MIR)

34. Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and/or Section 219 Covenant to secure a minimum of 126,352 sq. ft., equivalent to approximately 180 residential units, for secured rental housing, including at least 25 per cent of the residential floor area that is counted in the calculation of the dwelling unit area per the CD-1 By-law (at least 31,588 sq. ft.). The rental housing is to be secured as moderate income units subject to the conditions set out below for such units and in accordance with the requirements set out in the Moderate Income Rental Housing Pilot Program, for the longer of 60 years or the life of the building, and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require. The agreement or agreements will include but not be limited to the following terms and conditions:
- (a) A no separate sales covenant;
 - (b) A no stratification covenant;
 - (c) A provision that none of such units will be rented for less than one month at a time;
 - (d) All rental units will be secured as rental for a term of 60 years or the life of the building, whichever is greater;
 - (e) That a rent roll will be provided indicating the agreed initial monthly rents for each moderate income rental unit, which the Housing Agreement is entered into and again prior to development permit issuance;
 - (f) That the average initial starting monthly rents for each moderate income rental housing unit, which comprise at least 25% of the residential floor area that is counted in the calculation of the floor space ratio, will be at or below the following rents, not subject to adjustment, as set out in Section 3.1A(d) of the Vancouver Development Cost Levy By-law and Section 2A of the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives Administration Bulletin*:

Unit Type	Proposed Average Starting Rents
Studio	\$950
1-bed	\$1,200
2-bed	\$1,600
3-bed	\$2,000

And that a rent roll indicating the agreed maximum average initial monthly rents for the units secured at moderate income rates will be required prior to development permit issuance, and again prior to the issuance of an occupancy permit, to the satisfaction of the General Manager of Planning, Urban Design and Sustainability (or successor in function) and the Director of Legal Services;

- (g) That rent increases for the moderate income units will be capped at the Residential Tenancy Act maximum annual allowable increase, as published by the Province of British Columbia, regardless of a change in occupancy;
- (h) The applicant will verify eligibility of new tenants for the units secured at moderate income rates, based on the following:
 - (i) For new tenants, annual household income cannot exceed four times the annual rent for the unit (i.e. at least 25% of household income is spent on rent), and
 - (ii) There should be at least one occupant per bedroom in the unit.
- (i) The applicant will verify the ongoing eligibility of existing tenants in the units secured at moderate income rates every five years after initial occupancy:
 - (i) For such tenants, annual household income cannot exceed five times the annual rent for the unit (i.e. at least 20% of household income is spent on rent), and
 - (ii) There should be at least one occupant per bedroom in the unit.
- (j) On an annual basis, or at the request of the City, the applicant will report to the City of Vancouver on the operation of the moderate income rental housing units which will ensure that the City can confirm that the units are being operated as agreed, will include a rent roll for the moderate income units, and a summary of the results of the eligibility testing for these units; and
- (k) Such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability (or successor in function) and the Director of Legal Services may require in their discretion.

Note to Applicant: this condition will be secured by a Housing Agreement to be entered into by the City at by-law enactment pursuant to Section 565.2 of the Vancouver Charter and/or a Section 219 Covenant.

The applicant must deliver all of the secured rental housing to the City prior to issuance of any other Phase 1 occupancy permit.

35. The applicant will allocate the required moderate income units required by providing a minimum of at least 25% of the residential floor area in each of Building C-2 and C-3 that is counted in the calculation of the rental housing dwelling unit area per the CD-1 By-law, in each of Buildings C-2 and C-3 (being the buildings with a rental component), as moderate income units, the allocation of which will be subject to adjustment at the discretion of the General Manager of Planning, Urban Design and Sustainability.

Parks

36. The applicant is to make arrangements to the satisfaction of the General Manager of Parks and Recreation, in consultation with the General Manager of Planning, Urban Design and Sustainability, General Manager of Community Services, the Director of

Finance, and the Director of Legal Services, for the delivery of a minimum 2.0 acre permanent park. To secure this condition, the applicant will enter into agreements with the City, including a Park Development Agreement, which will include, but may not be limited to, the following requirements, all to be satisfied at no cost to the City:

- (a) Subdivision to create a contiguous 2.0 acre dedicated, permanent park parcel;

Note to Applicant: The minimum east-to-west width of the park parcel is to be no less than 78 m (256 ft.).
- (b) The applicant will be responsible for ensuring that the parcel meets *Environmental Management Act* numeric standards of remediation for intended use prior to transfer of the park parcel to the City. The Applicant shall be required to deliver to the City a separate Certificate of Compliance that meets these standards to the City's satisfaction;
- (c) The park parcel is to be transferred to the City free and clear of any financial charges, liens, and other encumbrances;
- (d) The park parcel will be dedicated to the City or transferred to the City for \$1.00 prior to enactment of the CD-1 By-law or, in the City's sole discretion, prior to the issuance of any development permit for any building on the Rezoning Site, or the applicant shall, in the City's discretion, grant to the City an Option to Purchase the Park Parcel for a nominal purchase price of \$1.00, all on terms and conditions satisfactory to the Director of Legal Services which option shall be exercisable at any time following enactment of the CD-1 By-law;
- (e) Design, public engagement, and delivery of the 2.0 acre park will be undertaken by the applicant through a Park Board-led process and will be undertaken at the sole cost of the applicant;
- (f) The applicant will be responsible for servicing the 2.0 acre park parcel;
- (g) The design and construction of all the improvements on the 2.0 acre park parcel are to be constructed and transferred to the City prior to the earlier of:
 - (i) December 31, 2028, or
 - (ii) Prior to the issuance of any occupancy permit for any building in Phase 3 or Phase 4, except for any turnkey social housing building, or
 - (iii) Prior to the issuance of any development permit or building permit for any building in Phase 4.
- (h) If the constructed park is not transferred to the City by December 31, 2028, then the City will be entitled to hold issuance of development and building permits across Phase 4 or for any occupancy permits for any building in Phase 3 or Phase 4 of the development in its sole discretion;

Note to Applicant: The public washrooms associated with the park will be delivered as with the childcare building.

- (i) If the applicant is otherwise in default in completing any or all of the 2.0 acre park, the City and Park Board may commence the design, construction and completion of any or all of the remaining park works all at the Applicant's sole cost and expense;

Note to Applicant: Costs to cover remaining work will be at the sole cost of the applicant, will be lodged as a cash deposit by the applicant, and will be estimated by the Park Board.

- (j) The delivery of the park is to be secured by a Letter of Credit (LC), or other security acceptable in the sole discretion of the City, provided to the City by the earlier of: July 1, 2026; or prior to any development permit or building permit issuance for market housing in Phase 3 or Phase 4; or prior to the issuance of any development permit or building permit for the construction of the park. The amount of the Letter of Credit will be \$5,000,000. All LCs must be in compliance with the form set out in the City's Letter of Credit Policy:
<https://policy.vancouver.ca/AF00202.pdf>.
- (k) The foregoing agreements will include holds on development permits, building permits and occupancy permits, as required by the City in its sole discretion, to ensure that the parcel is delivered when anticipated/required by the City. The applicant will be responsible for any increase or escalation in costs to build the turnkey park.

Sustainability

- 37. The applicant will enter into an agreement with the City, on terms and conditions acceptable to the Director of Sustainability and the Director of Legal Services, that requires the future building owner(s) to report energy use data, on an aggregated basis, for the building as a whole and certain common areas and building systems. Such an agreement will also provide for the hiring of a qualified service provider to assist the building owner(s) for a minimum of three years in collecting and submitting energy use data to the City.

Community Benefits Agreement

- 38. Enter into a Community Benefits Agreement as per the City of Vancouver's *Community Benefits Agreement Policy* on terms and conditions satisfactory to the General Manager of Arts, Culture and Community Services and the Director of Legal Services, which will require the applicant and its development partners to:
 - (a) Participate in a First Source Hiring program, in consultation and partnership with community stakeholder groups and the City, making new entry level jobs available to equity seeking community members in Vancouver first and striving for an overall target of 10% of labour (including that for contractors, sub-contractors and other possible vendors) sourced from low-income communities and equity seeking groups across the city, including women in trades, Indigenous people, racialized communities, and others facing barriers to opportunity due to discrimination, exclusion and stigmatization;

- (b) Demonstrate best efforts to procure a minimum of 10% of material goods and services from third party certified social impact and/or equity seeking businesses and social enterprises, across the entire lifecycle of the development site, prioritizing Vancouver-based ventures but extending through supply chains regionally and outside the Province and the Country where and when required. This includes, where applicable, post-occupancy and ongoing service needs;
- (c) Demonstrate best efforts to attain 10% procurement of materials, good and services from Vancouver companies or companies located in Metro Vancouver or British Columbia. These may or may not also be equity seeking third party certified businesses as defined in the policy;
- (d) Retain the services of an independent third party to the satisfaction of the City in order to assist in monitoring and reporting on the progress towards reaching these goals on an agreed upon timeline with the City of Vancouver during and upon completion of the projects and its various development phases. This may include, where applicable and where possible, post-occupancy and ongoing service needs; and
- (e) Section 219 is applicable to the entirety of the *CBA Policy* insofar as they:
 - (i) Participate in the city-wide CBA working group community of practice,
 - (ii) Retain the services of an independent third party to assist with achieving the targets established in the policy and monitoring and reporting on them and by doing so, and
 - (iii) Demonstrate Best Efforts to achieve the targets in the CBA Policy to the satisfaction of the General Manager of Arts, Culture and Community Services.

Note to Applicant: Agreeing to these conditions as per the City of Vancouver *CBA Policy* does not preclude the applicant from entering into any additional agreements with communities including ones geographically located nearby the development site, or sites, or with First Nations.

Public Art

39. Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services for the provision of public art in accordance with the City's *Public Art Policy*, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide the provide the Public Art Checklist with development details to the satisfaction of the Head of Public Art.

Note to Applicant: Please contact Erick Frederickson, Head of Public Art, 604.871.6002 or eric.fredericksen@vancouver.ca, to discuss your application.

Environmental Contamination

40. If applicable:

- (a) Submit a site profile to Environmental Services (Environmental Protection);
- (b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
- (c) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, have been provided to the City, including without limitation separate Certificates of Compliance which confirm remediation to the applicable numeric standards for the proposed use of all parcels to be dedicated or transferred to the City for social housing, Park, and Childcare to the satisfaction of the City.

Community Amenity Contribution – Cash Payment

41. Pay to the City a Community Amenity Contribution of \$1,800,000 which the applicant has offered to the City, to be allocated to public realm and transportation improvements in the area to enhance the experience and safety of pedestrians and cyclists, and specifically including the north side of 41st Avenue between Willow and Cambie Street. Payment is to be made prior to enactment of the CD-1 By-law in the form of a bank draft, certified cheque or wire transfer, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services.

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

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject sites as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-laws. All transfers or dedications of any legal parcels shall be free and clear of all liens, charges and encumbrances.

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

* * * * *

949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre)
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENT TO THE SIGN BY-LAW NO. 11879

Amend Schedule A (CD-1 Zoning Districts Regulated by Part 9) by adding the following:

“949 West 41st Avenue [CD-1 #] [By-law#] C-2”

DRAFT AMENDMENT TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete that Part of Block 866 in Reference Plan 15238, District Lot 526, Plan 7764, and Block 866 Except Part in Reference Plan 15238, District Lot 526, Plan 7764, and Lots 4-6, all of Block 867, District Lot 526, Plan 8454; PIDs: 010-328-700, 010-328-637, 004-338-367, 010-075-577 and 010-075-607, respectively from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

DRAFT AMENDMENT TO THE NOISE CONTROL BY-LAW NO. 6555

Amend Schedule B (Intermediate Zone) by adding the following:

“[CD-1 #] [By-law#] 949 West 41st Avenue”

* * * * *

**949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre)
ADDITIONAL INFORMATION**

1. URBAN DESIGN PANEL

The Urban Design Panel (UDP) reviewed this rezoning application on November 27, 2019. The application was supported.

EVALUATION: SUPPORT (6-0)

- **Introduction:**

Rezoning Planner, Zachary Bennett, noted this is a rezoning application for the Oakridge Transit Centre (OTC) site. It is a rectangular site, with a small addition on the eastern edge, facing Willow Street. A workshop session with UDP was held during the policy statement planning stage in June 2015.

The site is currently zoned RS-1. The majority of the site is undeveloped, with the exception of three single-family houses along Willow Street. It is approximately:

- 14.3 acres, or 623,675 sq. ft.
- The frontage along 38th and 41st Avenues is approx. 650 ft.
- The site is approximately 930 ft. deep
- The three lots fronting on Willow Street are 180 ft.

The existing zoning in the area is complex and varied, which reflects that it is an area of ongoing transition. Along Oak St. these are a mixture of older CD-1s and new townhouses considered under the *Oakridge Langara Policy Statement*. On 41st Ave, are a number of six-storey residential buildings from the earlier version of the *Cambie Corridor Plan*.

The remaining sites are a mixture of C-1 (at the intersection of Oak St. and 41st Ave.) and RS-1 in the surrounding neighbourhoods, with a handful of CD-1 sites to the east and west of the site developed with townhouses.

Adjacent sites are included within the *OTC Policy Statement*. The Jewish Community Centre (JCC) is directly to the south, with recent approval of a rezoning for 26- and 24-storey social housing buildings and a 9-storey replacement JCC.

The *OTC Policy Statement* also includes the Oakmont Medical building and allows up to 6 storeys with choice of use at grade and the Petro-Canada station at 41st Ave. and Oak St., at up to 8 storeys with commercial at grade.

The site is also close to Oak Meadows Park and VanDusen Botanical Garden. Within a 10-15 minute walk of the site are the Oakridge-41st Canada Line station, Oakridge Centre, Heather Lands, and Queen Elizabeth Park. There are also a number of approved policy areas around the subject site.

Oakridge Centre Mall, at the intersection of 41st Ave. and Cambie St., is a 28-acre site that received rezoning approval in 2014.

Heather Lands, northeast of the subject site, is a 21-acre site with an anticipated density of 2.50 gross FSR. It will include four acres of public green space, a new Musqueam, Squamish and Tsleil-Waututh cultural centre, childcare, and a mix of residential and commercial space in buildings up to 24 storeys.

The recently approved *Cambie Corridor Plan* allows consideration of buildings within the Oakridge Municipal Town Centre (MTC) between townhouses (adjacent to OTC) to 18-storeys to 33-storeys near Oakridge Centre mall at Cambie St.

All of these policies, taken together, constitute the ongoing and intentional transformation of the area around 41st Ave. and Cambie St. and including the OTC site, from suburban neighbourhoods into a dense urban town centre.

There are two policies that provide guidance for the OTC site: the *Oakridge Transit Centre and Adjacent Sites Policy Statement* and the July 23, 2019 Issues Report entitled "Direction for Intensification of Large Sites to include Moderate Income Rental Housing".

The *OTC Policy Statement*, approved in 2015, establishes a vision for the site, including a significant neighbourhood park of at least two acres, a variety of building forms from townhouses to mid-rise buildings and towers, a minimum of 20% of the units for affordable housing with a priority on City-owned social housing, and shops and services to serve the local population. Connections to the site are intended to tie it into the surrounding neighbourhood and invite people in.

The *OTC Policy Statement* was developed over a year and a half through a comprehensive process including public engagement and review by Council committees, technical staff review and consideration for landowner aspirations. As part of the process, staff held a workshop with UDP to seek advice on development of the plan. The *OTC Policy Statement* had strong public support and was unanimously approved by Council in December 2015.

A policy statement sets a high-level framework and requirements which are used to evaluate a rezoning application. The concept contained in the *OTC Policy Statement* illustrates how the policies and requirements within the policy can be achieved.

The July 2019 Issues Report allows consideration of additional height and density (up to 10%) to enable the addition of moderate income rental housing. This is in response to direction from Council and in recognition of the ongoing housing affordability crisis within Vancouver. Direction from the Issues Report includes up to 10% additional density for secured rental housing, including moderate income rental, as well as consideration of additional height. The rezoning proposal before us incorporates the Issues Report.

The proposal is for a phased development with an approximate 12-year buildout. It includes new residential and mixed-use buildings, 2.34 acres of park and open space, and a 69-space childcare. The rezoning proposal is consistent with the Council-approved *OTC Policy Statement* and the July 2019 Issues Report.

There are two key changes to note:

- The addition of three lots facing Willow St., allowing for an extension of 39th Ave. into the OTC and facilitating greater connectivity with the surrounding area, in spite of the lack of a full grid.

- The inclusion of additional density and height to accommodate the addition of secured rental housing.

Development Planner, Haizea Aguirre, noted this application is to rezone from RS-1 to CD-1 to permit development of 17 buildings between 3 and 23 storeys including a childcare facility, retail space, rental housing, social housing, and a public park and open space. The proposal consists of approximately 1,120 market residential units, 180 secured market rental units (including 45 Moderate Income Rental Units), and 300 social housing units.

This is a master plan rezoning and as such is at a lower level of resolution than we have typically been seeing for smaller site specific rezoning applications. The reason for that is that this master plan is intended to act as an indicative framework for the future design development of the site.

All parcels will be returning to the Urban Design Panel as part of their individual Development Permit applications, where staff will seek more nuanced direction on matters related to architectural expression, materiality, quality of the public realm, design and sustainability strategies, and fit within the overall Master Plan.

There are two policies informing this rezoning. First is the *OTC Policy Statement* reviewed and approved by City Council in December 2015. This Policy Statement set the general framework for the form of development on the new OTC site including:

- Mix of uses
- Density and height
- The parcelization of the site
- Building forms
- Parks and public spaces
- Road network, pedestrian circulation and movement
- Facilities to serve the new and existing community

The OTC will be primarily residential and designed to accommodate a range of housing types and incomes. To ensure transitions to surrounding single family dwellings and townhouses, along the northern, eastern and western edges of the site a mix of ground-oriented row and stacked townhouses (up to 3 storeys) and low-rise apartments (up to 6 storeys) units are proposed along these edges. Mid-rise buildings (up to 12 storeys) and the tallest towers (up to 23 storeys) are located centrally or along 41st Ave. to reduce impacts to the surrounding neighbourhood and shadowing on open public spaces. Local-serving shops and services will be located primarily along 41st Ave., except for a 1,750 sq. ft. retail space located fronting the park and the linear green boulevard. A total of 15,000 sq. ft. of commercial uses are proposed.

Two of the important principles of the *OTC Policy Statement* are green spaces (the location and configuration of the public park and other open spaces) and community connections (the idea is to empathize the sense of porosity to integrate the OTC site into the neighbourhood by providing new connections that prioritize walking and cycling over cars, while connecting the new community to existing and anticipated public transit systems).

Based on these two principles, the redevelopment proposes a new public park that is prominently located in the center of the site, with the north edge fronting 38th Ave. to ensure a sense of ownership by the whole surrounding community. This is a two acre park, which has an adjacent childcare facility and its associated outdoor play space. The proposed park has highly

public edges and will facilitate views across the site to the North Shore Mountains, while maximizing the number of residences overlooking the park. The intent is to provide flexibility for a variety of park programming (active and passive activities such as under-12 soccer field) while contributing to a larger network of parks that include sensitive ecological areas in Queen Elizabeth Park, VanDusen Botanical Garden, and Oak Meadows Park.

To the west, the park is bounded by a new central north-south roadway connecting 38th Ave. with 41st Ave. This connection will provide a new linear green open boulevard with significant amount of trees and pedestrian paths, the park will be visible from the 41st Ave. inviting the public into the site and reinforcing the ecological connections in the neighborhood. To the east, the park is bounded by a secondary public street connected to the primary one to the south of the park. These new streets, dedicated to the City, will prioritize people walking and cycling over motorized vehicles. The site will be comfortably and safely accessed by people of all ages and abilities. Traffic will be highly calmed; the intent is that any vehicles on the site have a purpose in being there, not simply shortcutting. To ensure permeability, ungated public paths connecting between buildings and through development parcels will be provided, as well as additional diagonal movement possibilities through the site.

The *OTC Policy Statement* established a maximum gross density of 2.1 FSR over the entire site (including roads, open space and the park). The predominant building form being mid-rise (up to 12 storeys), with two opportunities for 15 storey buildings on 41st Ave. or the site's interior.

Related to density and height, the second more recent policy direction informing this rezoning is the Issues Report entitled "Direction for Intensification of Large Sites to include Moderate Income Rental Housing".

In July this year Council approved direction for staff to accept and evaluate rezoning applications to add moderate income rental housing to major project sites (specifically OTC and Pearson-Dogwood) with a priority on opportunities that can be delivered within the near term. This allows consideration of an additional 10% residential floor area and additional height.

Staff worked closely with the applicant in terms of locating the additional density and height mostly along 41st Avenue and the center of the site to meet the intent and principles of the *OTC Policy Statement*.

There have been changes from the *OTC Policy Statement* to the rezoning application:

- Extra FSR and Height
 - An additional 10% residential floor area (approx. 125,000 sq. ft.) beyond the approved Policy Statement to add moderate income rental housing has been proposed to a total of 2.3 FSR.
 - A single, 23-storey affordable rental building of approximately 11,600 sq. m (125,000 sq. ft.) has been proposed to be located on 41st Ave. This moderate-income rental building is located within the proposed first phase of the development and could be delivered within the next five years.
 - The market density will be retained and shifted to other parcels within the OTC site.
 - To accommodate the additional density, building heights have increased on several parcels exceeding the height maximums established in the policy statement (12 storeys with two buildings up to 15 storeys). The rezoning proposes three towers of 23, 22 and 18 storeys respectively.

- 39th Ave. connection
 - Three new lots fronting Willow St. have been added at the rezoning stage to facilitate a new east/west pedestrian connection aligned with 39th Ave. that will fully connect Oak St. to Willow St. through the site.
- Shifting of the primary roadway
 - The main roadway has been shifted to align it with the Jewish Community Centre driveway between the two buildings to the south.
 - A new entry plaza along 41st Ave. has been created as the main entry to the site, now connected to the public park.
- Commercial mews parallel to 41st Ave.
 - In addition to the 39th Ave. connection, a second pedestrian mews has been provided on the north side of the buildings along 41st Ave., in which commercial tenants could provide for outdoor café and restaurant seating away from the noise and traffic of 41st Ave.

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

1. Does the Panel support the proposed additional 10% density and the distribution of additional height?
2. Adjustments to the vehicular-pedestrian connections and the resultant changes to the built form.
3. Further design development and changes to the public realm interface, with particular regard given to the following:
 - a. Introduction of commercial mews to the rear of buildings along 41st Ave. and new entry plaza at 41st Ave.
 - b. East-West 39th Ave. connection
4. Please provide feedback to inform the design development of the OTC site during future phase(s).

The planning team then took questions from the Panel.

• **Applicant's Introductory Comments:**

The applicant noted their direction with the site is improving the concept as previously presented. The applicant noted previous comments suggest a stronger conceptual framework, more connection with the surrounding neighbourhood, and a centerpiece park for the new development.

The applicant noted they folded the site back to allow for a left turn lane along 41st Ave. The curving road reflects the curving road on 41st Ave. and of streets to the south. The policy suggests the highest point be at 41st Ave., therefore from here the site tapers down to the park. This also reflects the approved rezoning heights at the JCC to the south. The applicant noted their goal is to invite the neighbourhood in.

The site has a new alignment that allows a vista to the park from a distance, with a clear visual link between 41st Ave. intended to invite pedestrians and others in, There will also be a coffee shop near the park for social gathering and respite.

The plan now offers more generous open spaces and daylight access to the buildings fronting the primary north-south street and facing the green boulevard. The applicant noted they have created a pedestrian mews parallel to 41st Ave. where the retail is double fronted. This allows for additional pedestrian space removed from the noise and dust of 41st Ave. and for better circulation through the site.

There is a five-storey datum line for the building podiums that encircle the park and along the primary road from 41st Ave. to the park. Inspiration for this element includes the Royal Crescent in Bath. This creates both a defined green space and a formal entry to the site.

The park will ultimately be designed by the Park Board and will include a soccer field, gathering space and child care. The design will be finalized at a future stage as part of a separate public process

The main street through the site will be green, including additional 5 m bioswale along the eastern edge of the main road. The project has a lot more openings and is more permeable than before, providing better connections for pedestrians, bikes, and vehicles.

Lanes and their interface with the existing context is one the key urban design factors of the master plan. While the east lane behind Oak St. has numerous townhouse entrances facing it, the west lane behind Willow St. has a more suburban appearance marked by garage entries. This may generate different design strategies and responses to the public realm interface along the western and eastern edges of the site.

All the garbage pick-up and loading has been contained within the projects. There is a green strip for rain water infiltration demarcated by parkade setbacks of at least 1.5 m from the property lines.

The energy strategy will be responsive to changes in policy over time, with ultimate standards determined at the development permit stage for each building. This allows for the increase of sustainability standards over the build out of the site.

A positive feature is that the precise use of each parcel retains flexibility, allowing for adaptation as needed over buildout. Social housing will be provided per policy requirements and the applicant is proposing a form of senior housing that is not yet fully defined. The most adequate location will be explored during the development process to place these key uses within the best parcel and surrounding context.

The applicant team then took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**

Having reviewed the project it was moved by Ms. Ockwell and Ms. Avini-Besharat and was the decision of the Urban Design Panel:

- THAT the Panel **SUPPORT** the project.

- **Related Commentary:**

The Panel supported the project.

The Panel noted it is a well-considered and developed masterplan with many positive improvements from the policy statement workshop.

The entire project is sensitive to its adjacency and context. The changes over the policy statement are subtle however important.

The number of social units and inclusion of MIRHPP units are great.

The Panel noted the height transition to the lower density surrounding areas is nice.

The breakdown of the unrelenting city grid within the site provides a great respite. The added porosity, new bike lanes, and visual alignment from 41st Ave. to the park are very welcoming.

The Panel supports the proposed network of paths, mews and ungated semi-public courtyards to reinforce the connection to the neighborhood.

The pedestrian mews with adjacent commercial space is an excellent additional feature. Strategies should be explored to maximize solar access.

The water infiltration feature and moving the parking back is good. The Panel commended the commitment of client to a flexible sustainability strategy that can adapt over time.

The Panel supported the additional 10 percent density, and noted that the project could consider more density and height while still achieving all the project goals. A panelist suggested including accessibility-ready units.

The Panel suggested working with Engineering to create an innovative approach to the lanes so pedestrians feel more comfortable through paving treatments or sidewalk/paths. The goal is to promote active laneways to make them places to walk, live and work, while still serving commercial loading/unloading and waste management routes similar to what *Mount Pleasant Public Realm Plan* proposes.

In addition to the east and west mews consider an additional node running north and south, aligning with the existing lanes, connecting to the park and creating a network of pedestrian streets/mews for different manifestation without affecting traffic.

Panelists noted consideration of unstructured play areas in addition to the structured areas when the park design is further resolved.

Presently the daycare is underwhelming. Consider more programming and opportunities to work with the City to create a demonstration program, including integration of park facilities, such as equipment storage or public washrooms. Additionally consider roof accessibility for the daycare.

Consider future use of the streets for bikes and ride share queuing and loading spaces. Consider the underground parkades and how these may be converted into other spaces in the future. Consider options to introduce natural light going into the parking garage.

- **Applicant's Response:**

The applicant team thanked the Panel for their comments.

2. PUBLIC CONSULTATION SUMMARY

Policy Statement – Three open houses were hosted as part of the planning process for the *OTC Policy Statement* from June 2014 to June 2015. These open houses had three primary functions: to introduce the planning program and gather early ideas, to develop guiding principles and concepts, and to refine the concept plan and draft emerging policies. In total, 338 people attended these events and 133 people completed questionnaires to provide feedback. Feedback received throughout this process was generally positive, particularly in relation to the provision of a new park, childcare facility, range of housing options, and retail spaces.

Pre-application Open House – On April 1, 2019, a pre-application open house was held at the VanDusen Botanical Garden Visitor Centre, located at 5151 Oak Street, to solicit early feedback on the rezoning proposal. Approximately 130 people attended this open house and 33 written comments were provided. The feedback indicated general support for the proposal, including the added affordable housing and the revised road connections.

Initial Rezoning Application – July 2019 Submission

Public Notification – A rezoning information sign was installed on the site on August 22, 2019. Approximately 5,999 notifications were distributed within the neighbouring area on or about October 31, 2019. An additional 93 recipients on the Oakridge Transit Centre email list received digital notifications on November 5, 2019. Notification and application information, as well as an online comment form, were provided on the City's Rezoning Application webpage (vancouver.ca/rezapps) and linked on the City of Vancouver Oakridge Transit Centre webpage (vancouver.ca/OTC).

Figure 1: Notification Area



Community Open Houses – The first community open house was held from 5:00-8:00 pm on November 18, 2019. The second community open house was held from 11:00 am-3:00 pm on November 23, 2019. Both open houses were held at the VanDusen Botanical Garden Visitor

Centre, 5151 Oak Street. Staff, the applicant team, and a total of approximately 136 people attended to the open houses.

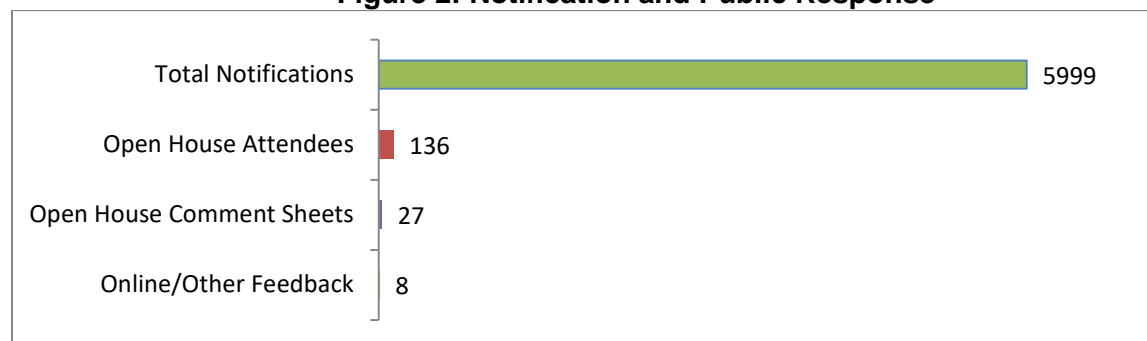
Public Response

Public responses to this proposal have been submitted to the City as follows:

- 27 comment sheets, and 8 letters, e-mails, online comment forms, and other feedback were received from the public in response to the November 18 and 23, 2019 open houses.

The majority of the responses received were supportive of the general project, provision of new rental and social housing, the ongoing public engagement process, and the addition of a new neighbourhood park. The most frequent concern expressed was about the potential increase in traffic related to both construction and the future completed site. Respondents suggested greater consideration for additional community-serving retail on-site, in addition to providing recommendations for the site's new park, landscaping, and transportation options.

Figure 2: Notification and Public Response



* Note that all reported numbers above are approximate

Note: Each comment form or online response can include a number of comments which may reference points in support, potential concerns and questions or neutral/general statements; therefore, staff focus on qualitative theming of comments. Overall percentages are not provided.

Some duplication of responses may result where respondents chose to provide feedback to a rezoning application more than once using a number of mediums (open house comment sheet, online feedback, form letter, petition, etc.).

Below is a summary of all feedback received from the public by topic, and ordered by frequency:

Generally, comments of support fell into the following areas:

- **General support:** Respondents were enthusiastic and supportive of the project.
- **New rental and social housing:** Respondents favoured the proposed on-site affordable rental and social housing.

- **Project process and delivery:** Respondents were satisfied with the public engagement thus far and encouraged expedited project approval. Additional comments regarding the amenity and parking provision were also included.
- **New public park:** Respondents were supportive of the new park and associated amenities. Recommendations for kid-friendly amenities and water features were received. Additional comments regarding amenity and parking provision were also discussed.
- **Site design:** Respondents were generally supportive of the site design, building height, massing, and density. Some respondents were also supportive of additional height and density on the site.

Generally, comments of concern fell into the following areas:

- **Transportation:** Respondents were concerned with the potential increase in traffic and shortcutting, both during construction and after completion. Recommendations provided include adding electric vehicle charging stations, reducing parking requirements on the site, and increased bike storage and infrastructure. A few respondents suggested additional traffic studies and implementation of traffic calming measures.
- **Social housing:** Respondents expressed concern with the delivery of social housing and the present number of units being proposed.
- **Lack of retail space:** There was a desire for more local-serving retail to serve existing and future residents and provide shopping options that do not require using a car.

General comments of support:

- Supportive of the new childcare facility.

General comments of concern:

- The capacity of local schools was questioned.
- Current and future noise was a concern.
- Approval times and the potential impact on the project timeline was raised.

Neutral comments/suggestions/recommendations:

- Suggestion to increase landscaping, including rooftop communal amenity space, and vegetation across the site.
- Recommendations to increase the number of rental units provided to public servants.
- Interest in dedicating additional floor space for office use.

Revised Rezoning Application – May 2020 Submission

Public Notification – Following the submission of a revised application on May 8, 2020, further notification was sent to the surrounding area to inform them of the changes. Approximately 6,135 notification postcards were distributed within the neighbouring area on or about May 21, 2020. Additionally, 130 recipients on the Oakridge Transit Centre email list received digital notifications on May 22, 2020. A further 12 comments were received online following the second notification. The subsequent comments primarily addressed height and massing, transportation,

housing, and the mix of uses. Generally, the feedback did not differ substantially from the feedback received after the November 2019 open houses.

Support for the proposal cited the following themes:

- **Increased height:** The height increases were found to be acceptable, noting that minimizing additional shadows on the park was supported and that nearby developments will be similar in scale or taller.
- **Increased retail space:** The additional retail space was viewed positively.

Concerns for the proposal cited the following themes:

- **Transportation and Transit:** There was concern about increased traffic congestion, including cutting through neighbourhood streets. The ability of transit capacity to meet need was questioned, and there was an interest in providing for bus turnaround space on-site. A concern was raised about the need for broader transportation planning work along Oak Street.
- **Social housing:** Consolidation of the social housing onto a single large parcel was an area of concern for some. There was a desire to ensure good, high-quality urban design for the buildings so they will not stand out as social housing. There was also a concern about stigmatization of the social housing residents and a lack of social integration.
- **Lack of retail space and community facilities:** Some comments expressed an interest in further additional retail space. Further, there was interest in additional community facilities beyond the park and childcare facility.

Below is a summary of all feedback received from the public on the revised rezoning application by topic, and ordered by frequency:

General comments of support:

- Location of social housing is positive.
- Moderate income rental housing is supported.

General comments of concern:

- Too much parking is being provided.
- Desire to include garden plots.
- Question of school capacity.

Neutral comments/suggestions/recommendations:

- Suggestion to increase landscaping, including opportunities for urban agriculture and gardening plots.

3. SENIORS' ADVISORY COMMITTEE

On September 15, 2020, staff presented the Oakridge Transit Centre (OTC) proposal to the Housing Subcommittee of the Seniors' Advisory Committee. The presentation by staff was requested by the committee, who also asked questions to staff following the presentation.

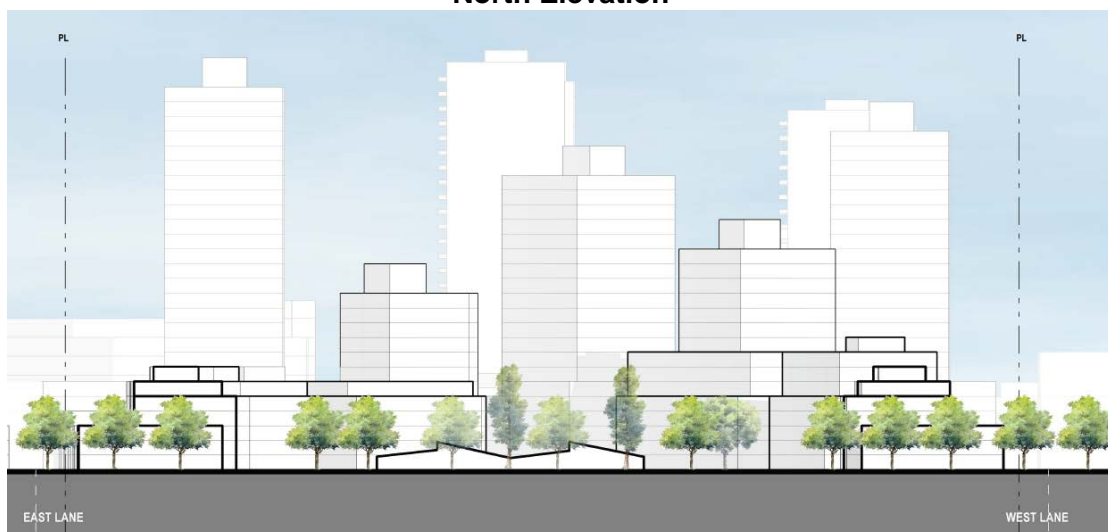
* * * * *

**949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre)
FORM OF DEVELOPMENT**

Site Plan



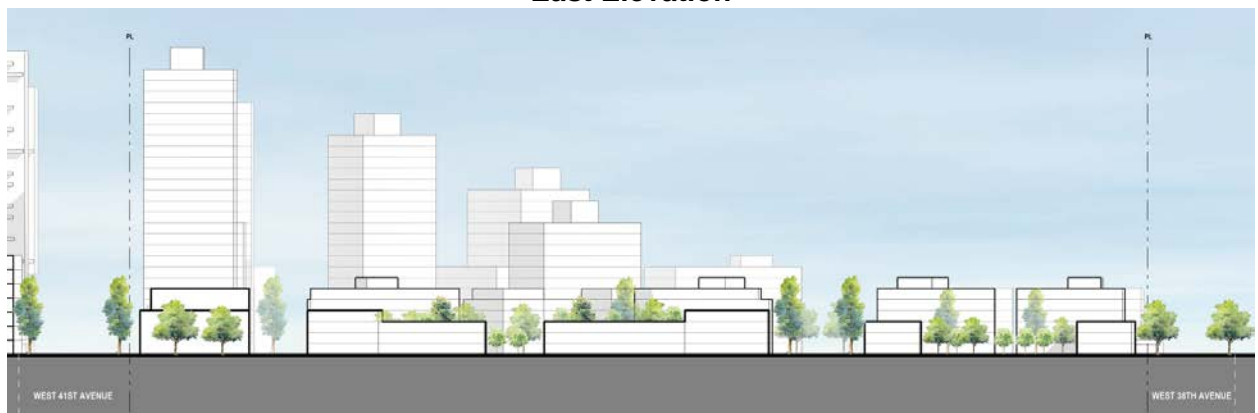
North Elevation



South Elevation



East Elevation



West Elevation



Shadow Study – Fall Equinox



10am



12pm



2pm



4pm

Shadow Study – Spring Equinox



10am



12pm



2pm



4pm

Shadow Study – Summer Solstice



10am



12pm

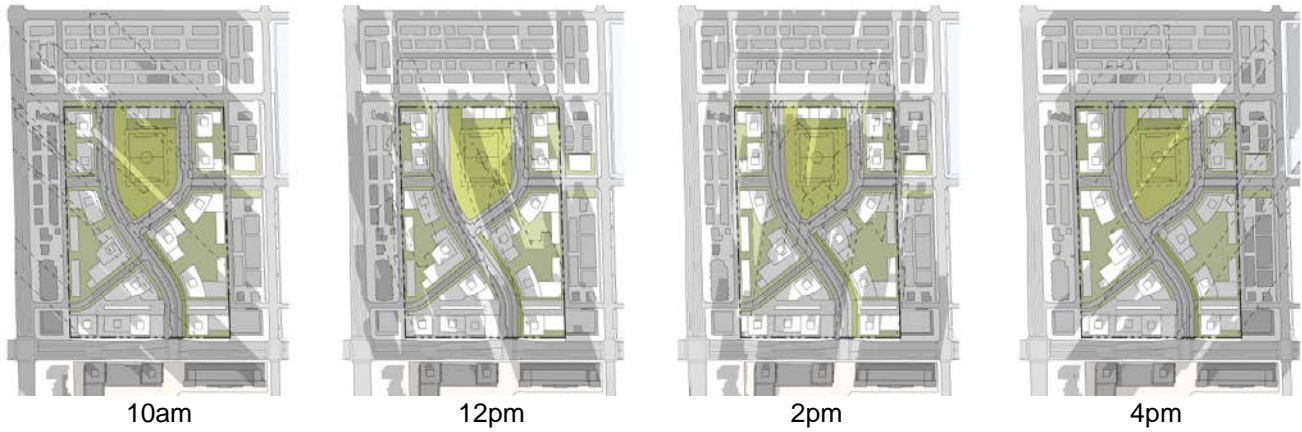


2pm



4pm

Shadow Study – Winter Solstice



Overview from North



Park View from North



View looking east along Central Lane to Parcel E



View looking North along Central Road from 41st Avenue



View looking East along Commercial Mews from Existing West Lane



OAKRIDGE TRANSIT CENTRE

CD-1 DRAFT DESIGN GUIDELINES

Former Oakridge Transit Centre (OTC)

929 to 949 West 41st Ave. + 5469, 5489, & 5507 Willow St., Vancouver, B.C.

September 16, 2019

01

1 - INTRODUCTION

Application & Intent
Heritage Interpretation

02

5 - GUIDING PRINCIPLES & VISION

Oakridge Transit Centre (OTC)
Guiding Principles

03

13 - URBAN DESIGN PRINCIPLES

Introduction
Massing
Land Use
Circulation Network
Public Realm & Connectivity
Movement Network

- Pedestrian and Cycling
- Vehicular

Elevations

04

11 - PUBLIC PLACES AND PRIVATE SPACES

Overview - Open Space Plan
Greenway
Street Sections
Mews
Landscape Planting Strategy

04

PUBLIC PLACES AND PRIVATE SPACES

Public & Private Open Spaces

- Entry Courtyards
- Entry Corner Plaza
- New Park
- Childcare Open Space
- Private Courtyards
- Private Patios
- Rooftop Gardens

05

67 - PARCELS, STREETS AND BUILDINGS

Subdivision Plan
Site Plan & Project Data
Parcels
Streets
Buildings
Underground Parking and Loading
Commercial Use

06

93 - SUSTAINABILITY

Overview
Habitat Restoration
Stormwater Management
Heat Island Mitigation
Light Pollution Mitigation
Social Sustainability
Low Carbon Neighbourhood
Green Building Design
Biodiversity and Habitat
Environmental Education
Water Conservation & Quality
Sustainable Food Systems
Zero Waste and Operations
Affordable Housing



01

Introduction

INTRODUCTION

APPLICATION & INTENT

These design guidelines should be used in conjunction with the associated CD-1 By-Laws to guide development of the former Oakridge Transit Centre (OTC) site. As well as assisting the development permit applicant, the guidelines will be used by City staff, Development Permit Board, and the Urban Design Panel in evaluating proposed developments. The guidelines will ensure that the public realm and individual developments are compatible with the urban design concept for this area and the overall vision for the former OTC site. Flexibility is intended in the interpretation and application of these Guidelines where it can be clearly demonstrated that an alternate approach will produce a superior result architecturally or with respect to sustainability.

The OTC site is comprised of 5.6 hectares (13.8 acres), demarcated by 41st Avenue on its south edge, 38th Avenue on its north edge, with the laneway east of Oak Street and laneway west of Willow Street comprising the site's western and eastern edges. Additionally, three single-family lots totalling 0.5 acres have been included to potentially provide future roadway access from the east side of the site, overall making this one of the last large-scale, centrally-located developments of its kind in the city. Located on the traditional territory of the Musqueam, Squamish and Tsleil-Waututh peoples, the land was acquired from the Canadian Pacific Railway in 1948 for B.C. Electric to establish its electric trolley bus depot, along with offices for the administration of the system. With the completion of a new transit centre on the Eburne lands in 2006, the site has since 2008 served limited use and is ready for reactivation.

Starting in 2014, Vancouver City Council approved a planning program for the OTC site, at which time Council directed staff to engage in a policy planning process with TransLink to develop policies to guide site planning, conduct a public consultation process to establish and evaluate guiding principles, and report back to council with a policy statement for the OTC site.

In December 2015, this policy statement was adopted by Vancouver City Council and forms the basis for the site's rezoning and development, with further allowances in regards to density and massing received by Council in a July 2019 Issues Report. The outcome of this Issues Report allowed for an increase in building heights, as well as an increase in the overall FSR from 2.1 to 2.3. Along with these modifications, the OTC guiding policy statement considered the future mix of uses, density and height, building forms, parks and public spaces, circulation and movement, along with community amenities to serve both the new and existing community.

Consideration in these policies has also been given to the future of the sites adjacent to the OTC, including the current redevelopment of the Jewish Community Centre site directly to the south, along with the Oakridge Mall redevelopment to the east, as well as the future potential of the Shawn Oaks, Louis Brier, and Heather Lands sites to the west and north of the site.

In addition to the policy statement, several other policy frameworks have likewise provided guidance for the former OTC site. They include: Cityplan (1995); the Cambie Corridor Plan (2011); the Housing and Homelessness Strategy (2011); the Transportation 2040 Plan (2012); the Greenest City 2020 Action Plan (2011); the Green Buildings Policy for Rezoning (2014); and the Rezoning Policy for Sustainable Large Developments (2013).

The proposed uses as outlined in the OTC Policy Statement are primarily residential and commercial, including a new public park and childcare centre, along with ample communal green space. These uses are consistent, and compatible, with the existing uses approved under the Cambie Corridor Plan Phase Three Vision which provides overall guidance for the range of ground-oriented housing types, including townhouse, stacked townhouses, low-rise and mid-rise buildings that will be provided in the former OTC master-plan.

HERITAGE INTERPRETATION

STATEMENT OF SIGNIFICANCE

The Statement of Significance for the Oakridge Transit Centre was prepared in October 2014 by Donald Luxton and Associates, and was undertaken while the site still retained many elements of its role as a transit centre, including its buildings and other operational features. In the interim, most of the buildings have been removed and the site has been readied for redevelopment.

Currently, the remaining facility on site is the two-storey concrete rectifier at the southeast corner of the site built in the early 1950s. This structure is noted as a character-defining element in the Statement of Significance, and will be retained during the first stage of redevelopment and replaced in the second stage by streetfronting commercial along 41st Avenue. A few artifacts are in storage, including several large, industrial light standards, which will be reinstalled on site as a reference to its transit centre history.



THE RECTIFIER AND TROLLEY BUSES IN 1955

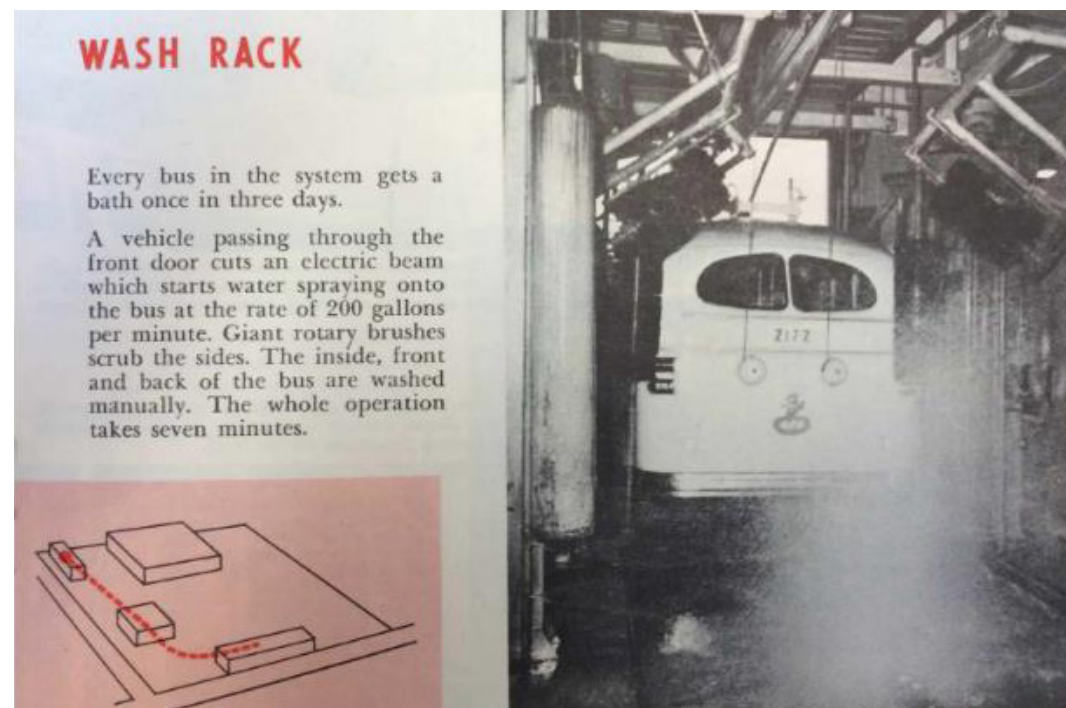


OAKRIDGE TRANSIT CENTRE IN 1952

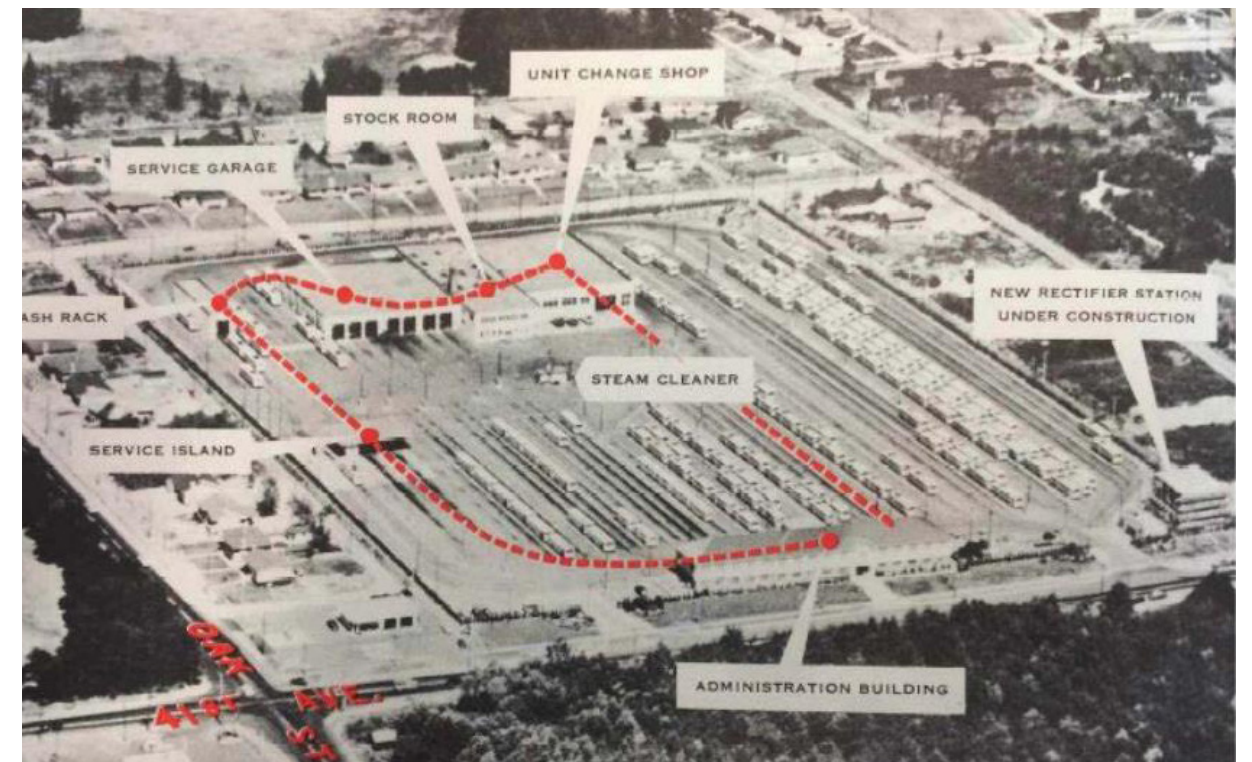
APPROACHES TO HERITAGE INTERPRETATION

Three approaches to interpretation of the Oak Green site are proposed:

1. Interpretive panel(s) within the corner plaza adjacent to the main street entry from 41st Avenue, integrated into the overall plaza design, that tell the story of its former use as the Transit Centre based on the material in the Statement of Significance and utilizing some of the key historic photographics and graphics.
2. Use of decorative and functional furnishings and materials across the site that replicate or reference the character of the Transit Centre. These include:
 - Cast replicas of the OTC sewer grates that were in use across the site
 - Paving patterns inspired by historic aerial photographs of buses parked in lines on the asphalt yard surface abstracted into a pattern of light rectangles on a dark background
 - Application of the graphic bus promotional ads from the 50s, in colour or stamped as patterns into surfaces, as decoration on vertical or horizontal surfaces in the public realm.



STEAM CLEANING BUSES AT THE OAKRIDGE TRANSIT CENTRE



OAKRIDGE TRANSIT CENTRE BROCHURE, CIRCA 1952, CITY OF VANCOUVER ARCHIVES. FROM OAKRIDGE TRANSIT CENTRE: STATEMENT OF SIGNIFICANCE. OCTOBER 2014. DONALD LUXTON AND ASSOCIATES INC.



EXAMPLES OF GARAGE DOORS WITH GRIDDED GLAZING FROM THE OAKRIDGE TRANSIT CENTRE

HERITAGE INTERPRETATION ELEMENTS



PLAY STRUCTURE WITH A BUS THEME



MIST FEATURE INSPIRED BY THE BUS STEAM CLEANING



LARGE GARAGE DOORS WITH GLAZING



PAVING PATTERN INSPIRED BY BUSES GRAPHICS



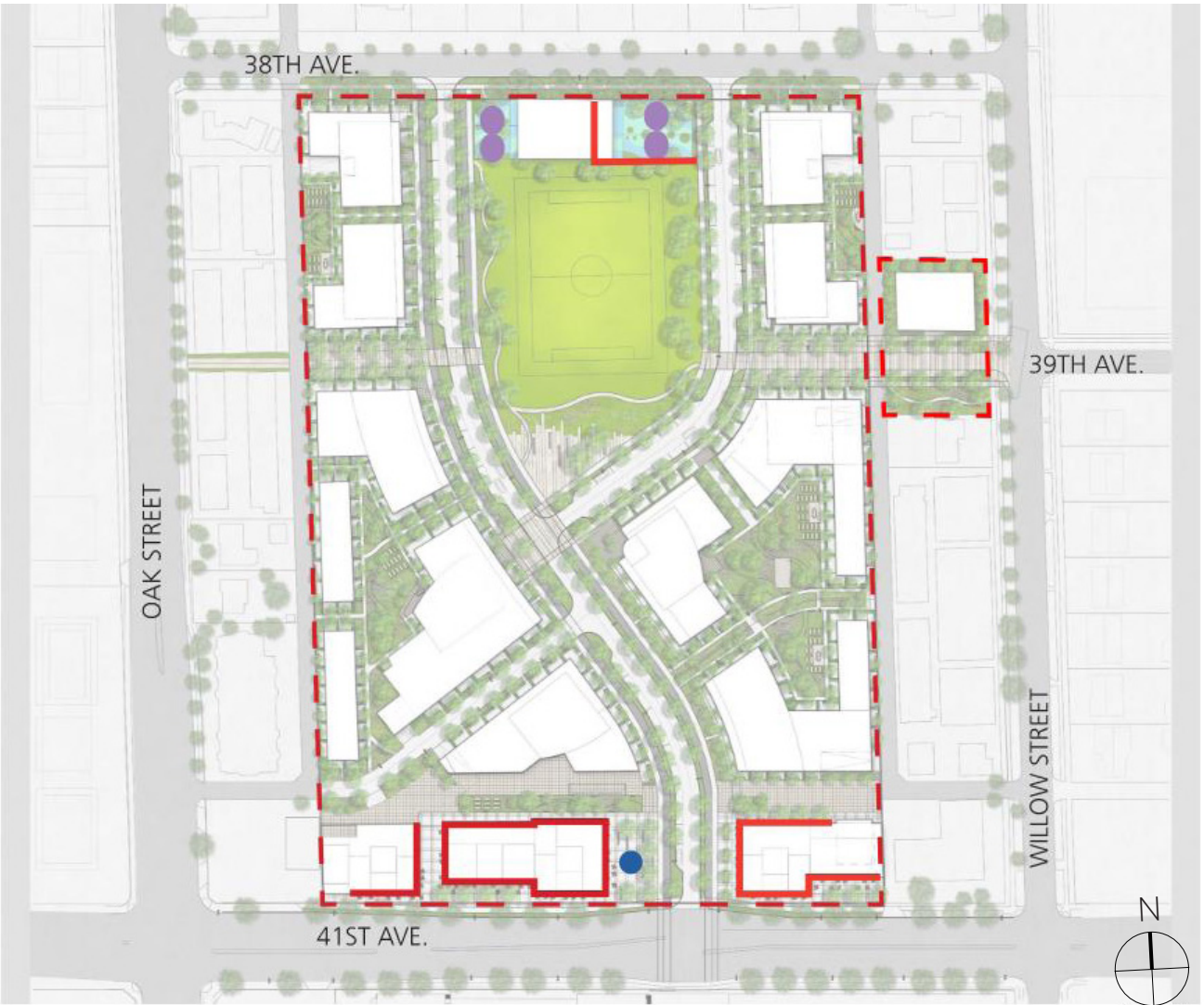
LIGHT SCULPTURE



REPLICATED OTC DRAINS

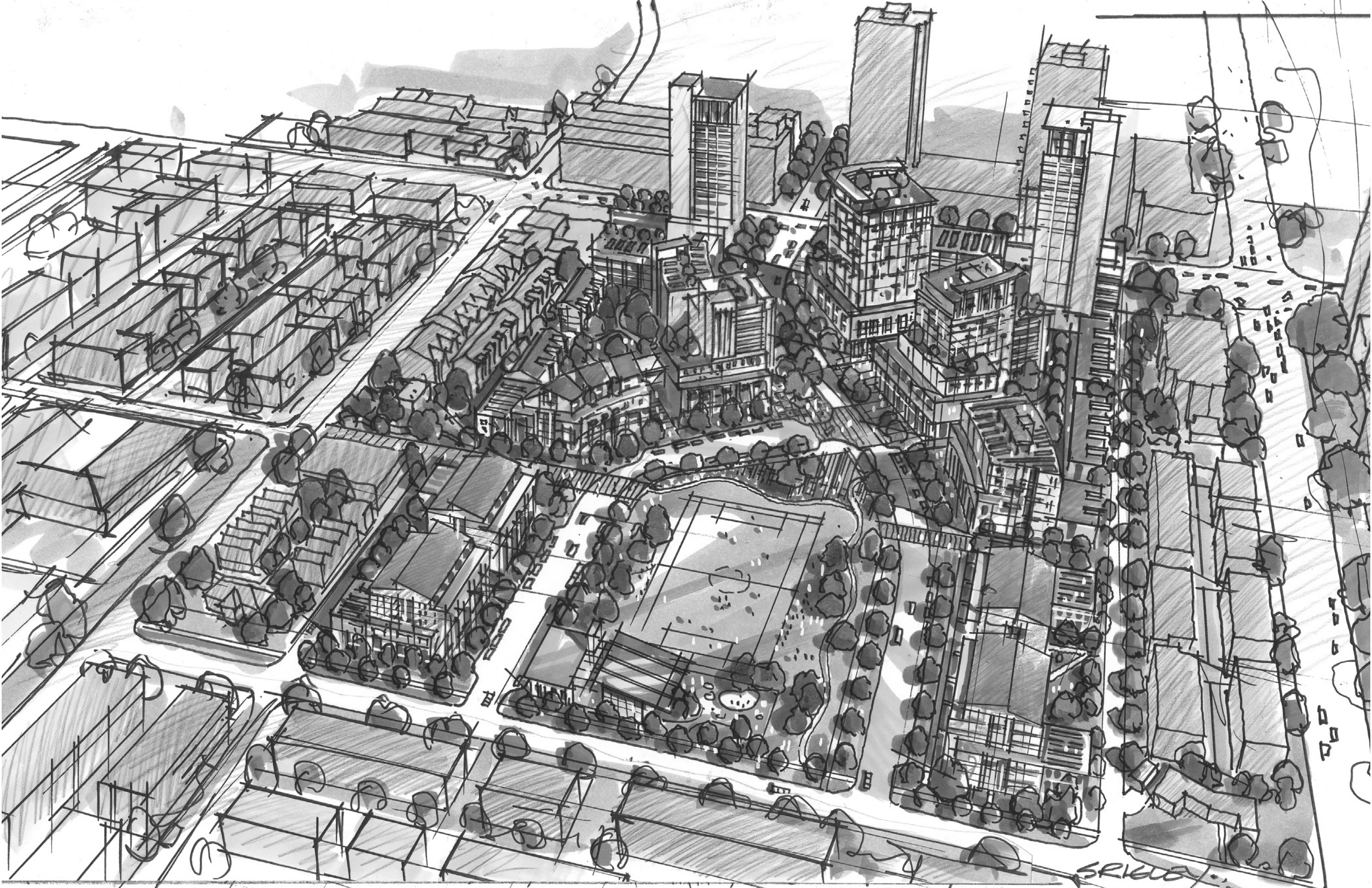


MURALS AND SIGNAGE BASED ON HERITAGE GRAPHICS



- Legend
- Play Structure
 - Mist Feature
 - Garage Doors on Commercial Buildings and/or Daycare Building

PAVING, LIGHT SCULPTURES, OTC DRAINS, AND MURALS AND SIGNAGE LOCATED THROUGHOUT SITE



SRIGUA

02

Guiding Principles & Vision

OVERVIEW

OAKRIDGE TRANSIT CENTRE (OTC) POLICY STATEMENT GUIDING PRINCIPLES

The plan uses a principled approach to shape how and where the development occurs and the appropriate built form. The following urban design principles provide structure and guidance to the OTC site, along with the additional policies, guidelines and regulations for the Oakridge Municipal Town Centre (MTC) area which are laid out in the current Cambie Corridor Plan and which will ensure the successful integration of the OTC site into the broader community.



NEIGHBOURHOOD IDENTITY

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



GREEN SPACE

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



NEIGHBOURHOOD SERVING RETAIL

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



MID-RISE DISTRICT

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



HOUSING VARIETY AND AFFORDABILITY

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



SUSTAINABLE SYSTEMS AND GREEN INFRASTRUCTURE

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



SENSITIVE AND RESPECTFUL TRANSITIONS

Tall buildings along 41st Avenue will gradually step down as one moves north through the site, providing views to the park and North Shore Mountains, as well as stepping down at the site edges to match surrounding townhouse building heights.



COMMUNITY CONNECTIONS

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



NEW GREAT STREET

As an important arterial in the Oakridge Municipal Town Centre area, 41st Avenue has the potential to become a new great street between Oak and Cambie Street, providing for pedestrian, transit, cycling, and car use, with a strongly defined street wall and a new public plaza at the entry to the OTC site.



VARIED BUILT FORM

Building massing throughout the site will be in a variety of forms and heights to enable an "organic" evolution of built form, providing higher densities and taller towers along 41st Avenue, with low and mid-rises filling out the remainder of the site.

ADDITIONAL GUIDELINES & POLICIES

Planning Documents

CityPlan - June 1995

Transportation 2040 Plan - 2012

Cambie Corridor Plan - 2011

Guidelines & Strategies

Housing and Homelessness Strategy - 2011

Vancouver Neighbourhood Energy Strategy and Energy Centre Guidelines - 2012

Vancouver Park Board Strategic framework - 2012

City of Vancouver Policies

OTC Policy Statement - December 2018

Oakridge Langara Policy Statement - 1995

Green Buildings Policy for Rezoning - 2014

Greenest City 2020 Action Plan - 2011

Priority Action Plan from the Mayor's Task Force on Housing Affordability - 2012

Rezoning Policy for Sustainable Large Developments - 2013







03

Urban Design Principles

OVERVIEW

INTRODUCTION - CONNECTING THE COMMUNITY WITH THE FORMER OTC SITE

Centrally located in Vancouver at the south end of the South Cambie neighbourhood, the former Oakridge Transit Centre site represents approximately 13.8 acres of land located north of 41st Avenue and east of Oak Street, to be combined with 0.5 acres of three single-family lots along Willow Street, providing for a total of 14.3 acres. The area is served primarily by 41st Avenue on its south edge, with both the Oak Meadows Park and VanDusen Botanical Gardens to the north, with the Jewish Community Centre (currently undergoing redevelopment) located directly to the south of the site. The Oakridge Centre shopping mall and Canada Line station is a short ten-minute walk to the east of the site, with the Queen Elizabeth Park another ten minutes further to the north by foot. With the former Oakridge Transit Centre having occupied the site since 1948, Oak Green is poised to welcome city residents back to the site, providing the opportunity for a transformative project that will result in a significant city-building opportunity for the area.

The new area plan will provide many benefits, including but not limited to: reconnecting both cyclists and pedestrians into and through the site; creating a new vibrant public plaza along 41st Avenue at the entry to the site; providing 2.3 acres of new public park and open spaces; allocating a significant portion of the new built form to both social and affordable rental housing; provision for a new childcare centre to be located in the park.



MASSING

The development of OTC is envisioned as a predominantly residential neighbourhood with a mid-rise form of development, in keeping with the OTC Policy Statement, which states that the majority of building heights will be between six and twelve storeys, with an emphasis on ground-oriented units.

Subsequent to the policy statement approval, in July of 2019 Vancouver City Council approved an Issues Report in which the site would be permitted an additional 0.2 FSR, with the building height of the two taller towers along 41st Avenue increased from 15 to 23 and 26 storeys, providing for the addition of purpose-built rental housing along with the social housing provided in the original policy statement.

With the distribution of taller towers along 41st Avenue, the overall massing of the site steps down as one moves north through the site, providing for the transition to adjacent existing and future townhouses along the east and west lanes, along with the existing single-family houses and future townhouses to the north of the site.

Access to sunlight, in addition to views to the park and North Shore mountains, have guided the urban design of the OTC, especially in order to prevent shadowing of the new park.



DIAGRAMS

LAND USE

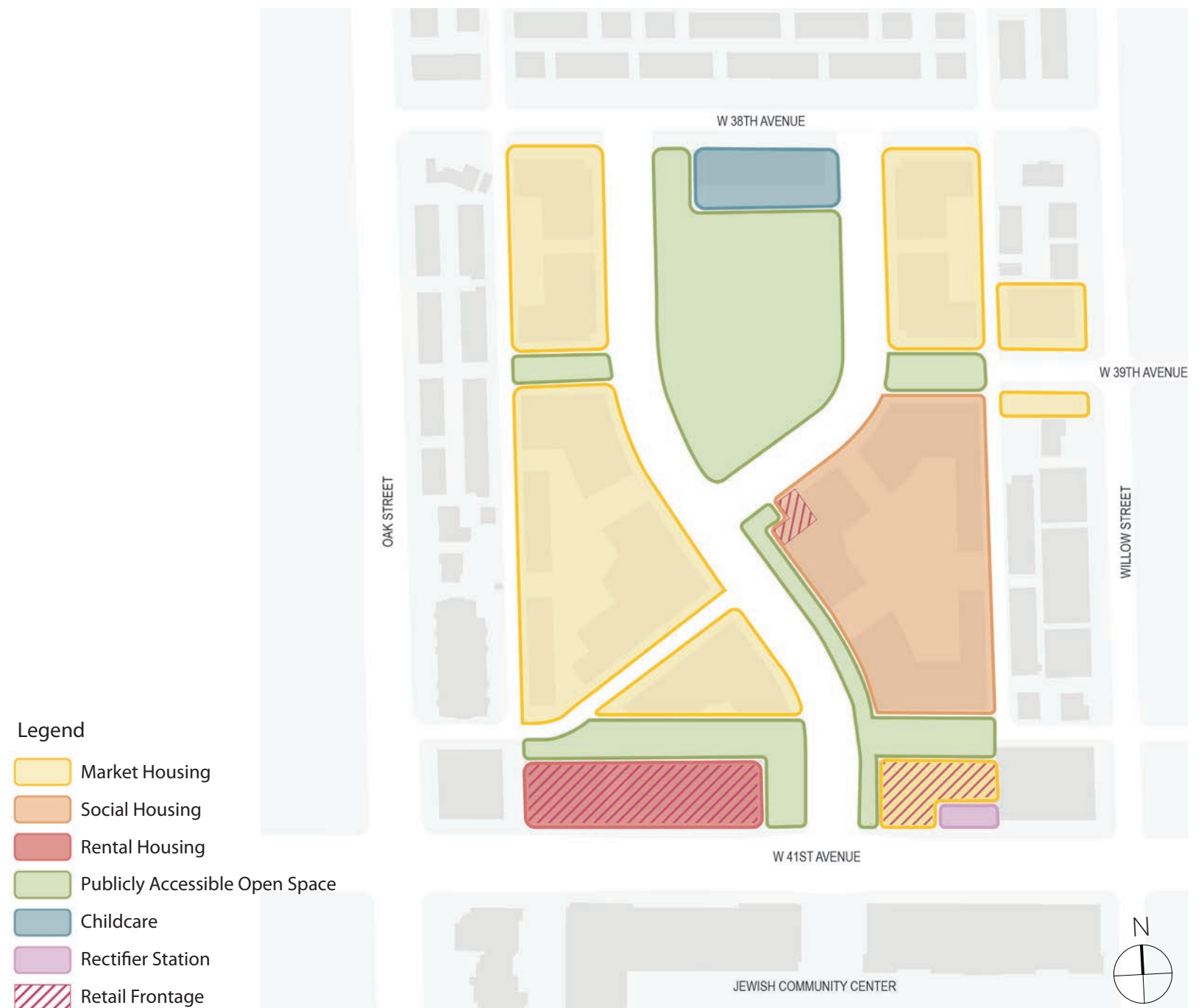
Intended as a new residential neighbourhood, the 2.3 FSR has been distributed throughout the seven parcels primarily through three building typologies - townhouses, mid-rises, and high-rises. As per the City of Vancouver's Large Sustainable Sites and Green Building Rezoning policies, 20% of the site will be dedicated to social housing. Additionally, with the outcome of the July 2019 Issues Report, 10% of the site will also be allocated to rental housing.

Townhouses will enhance the variety of housing types while making a respectful transition to the existing low-rise apartments and townhouses along the lanes. And as defined in the Cambie Corridor Plan, block deaths will be established by combining apartments and townhouses.

In addition to the residential buildings, the development will also provide 24,000 sq.ft. of commercial retail space, to be primarily located along 41st Avenue to animate the south edge of the site. Several green spaces will also provide access to nature for the site, including a new 2.3 acre park and childcare facility, which will be connected to 41st Avenue by a 16' wide greenway.

The site will also have two pedestrian and cycling Mews to provide east-west connections through the site, with one aligned with 39th Avenue and another directly north of the buildings along 41st Avenue, with this latter Mews connected to a new public plaza at the vehicular entry to the site from 41st Avenue.

A new underground rectifier station is also to be built at the southeast corner of the site prior to the development of that parcel.



PUBLIC REALM AND CONNECTIVITY

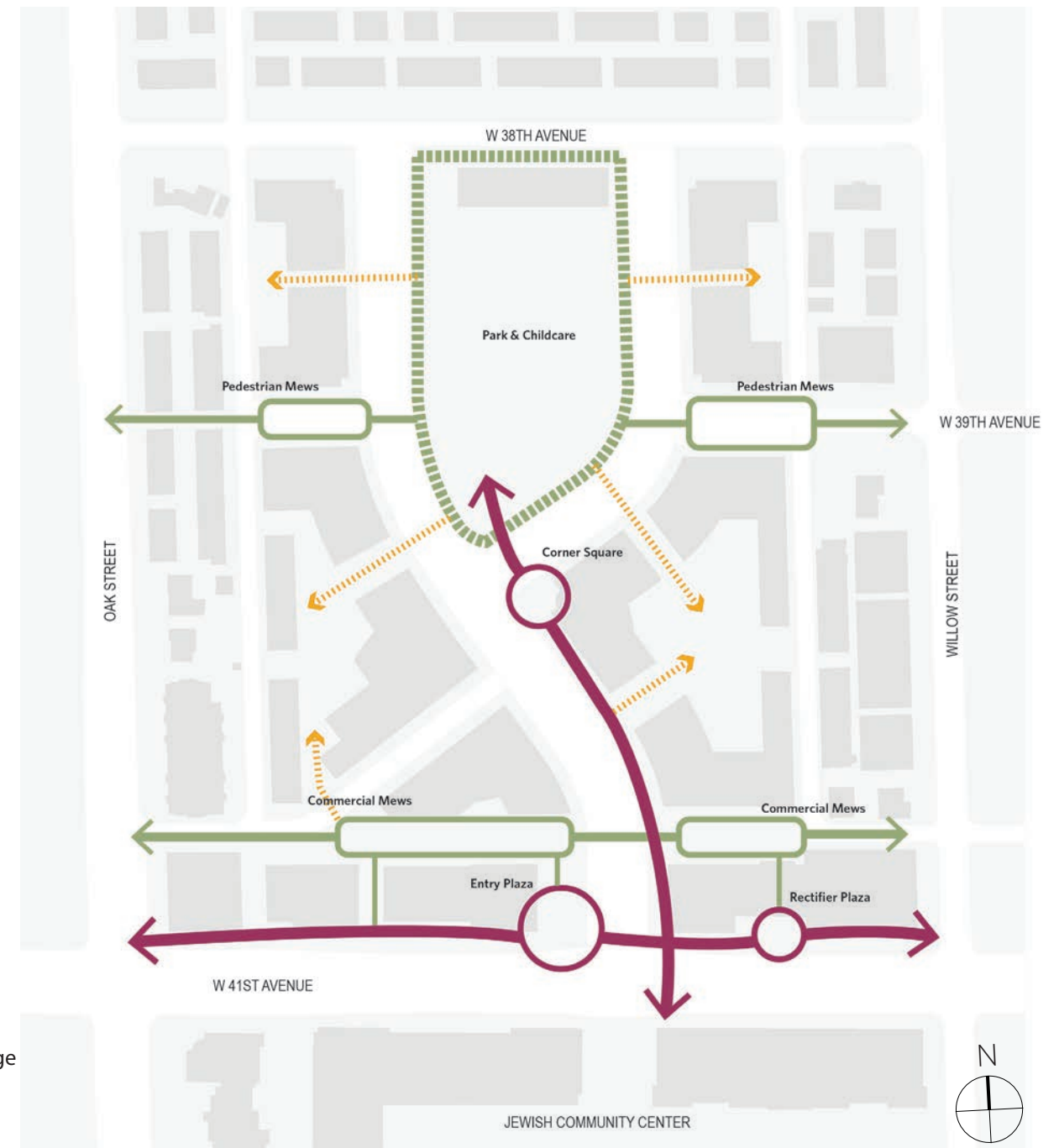
The circulation network for the OTC site is the primary organizing element of the site. The network provides local access for vehicles, bicycles and pedestrians and links a series of diverse amenities that play a key role in achieving a welcoming neighbourhood that is highly integrated with the surrounding community.

The local park is the centrepiece of the public realm and an entry plaza provides a complementary hard surface, urban public space at the intersection of West 41st Avenue with the new central road. A 5.0 meter wide greenway along the east side of the central road provides a linear, landscaped link between the plaza and the park.

Two mews aligned with 39th Avenue allow pedestrians and cyclists to connect from the park both east and west to the surrounding neighbourhood. The west mews will be a statutory right-of-way to become part of the public realm and provide connectivity to the existing SROW that passes between the new apartments to the west to access Oak Street, while the eastern Mews will be a dedication to provide for its future conversion from a pedestrian and cycling pathway to a vehicular roadway should the transportation demand require it.

Legend

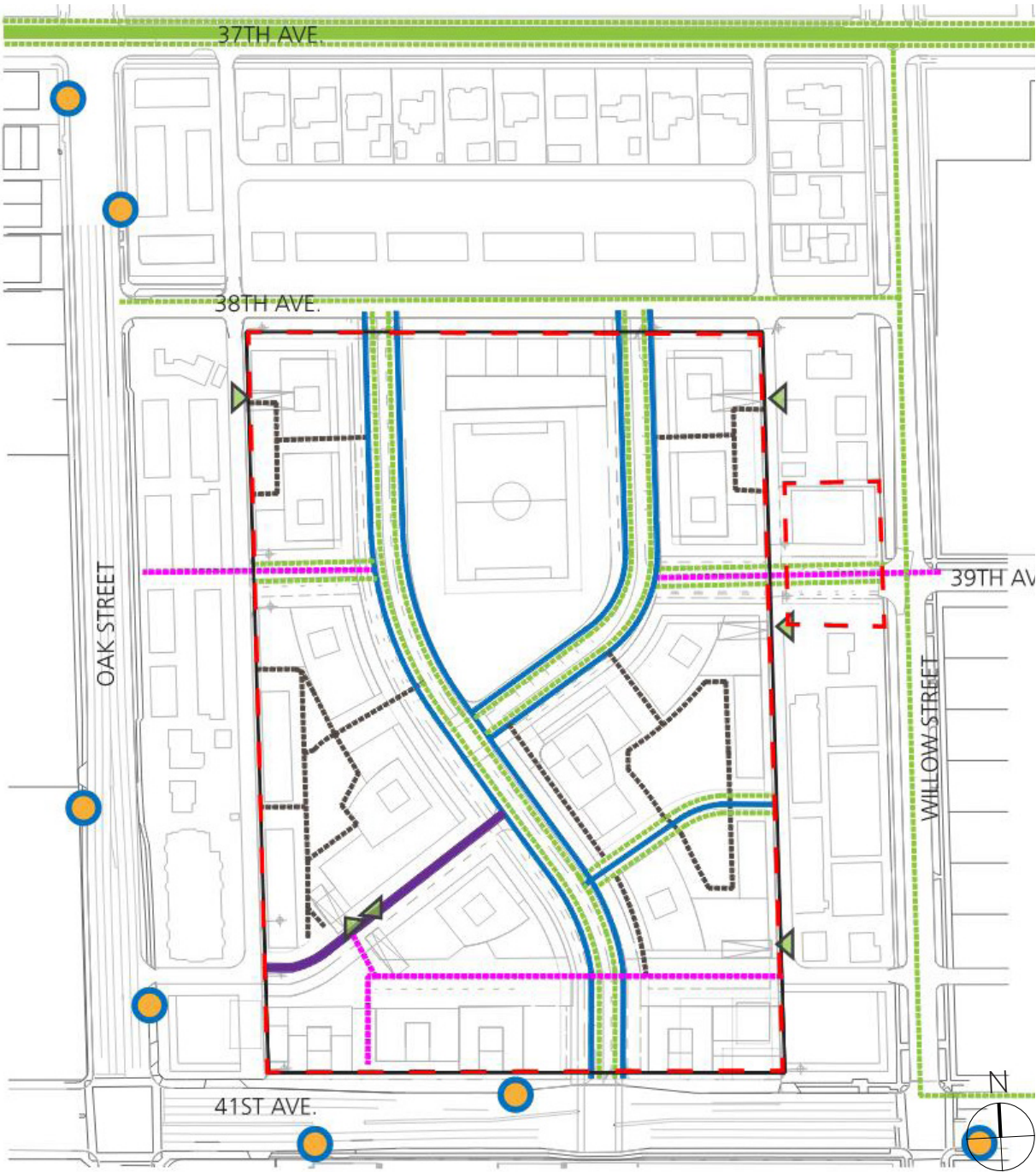
- Plaza
- ▭ Mews
- ▭ Park
- ➔ Access to Park and Retail Frontage
- ➔ Access to Mews
- ➔ Access to Courtyards



MOVEMENT NETWORKS (PEDESTRIAN AND CYCLING)

Pedestrian movements are prioritized throughout the site through a combination of on-street sidewalks, a primary north-south central street and a series of pedestrian mews and pathways that provide a fine grain of connections throughout the site. The mews function as public space while also increasing site permeability for pedestrians and cyclists.

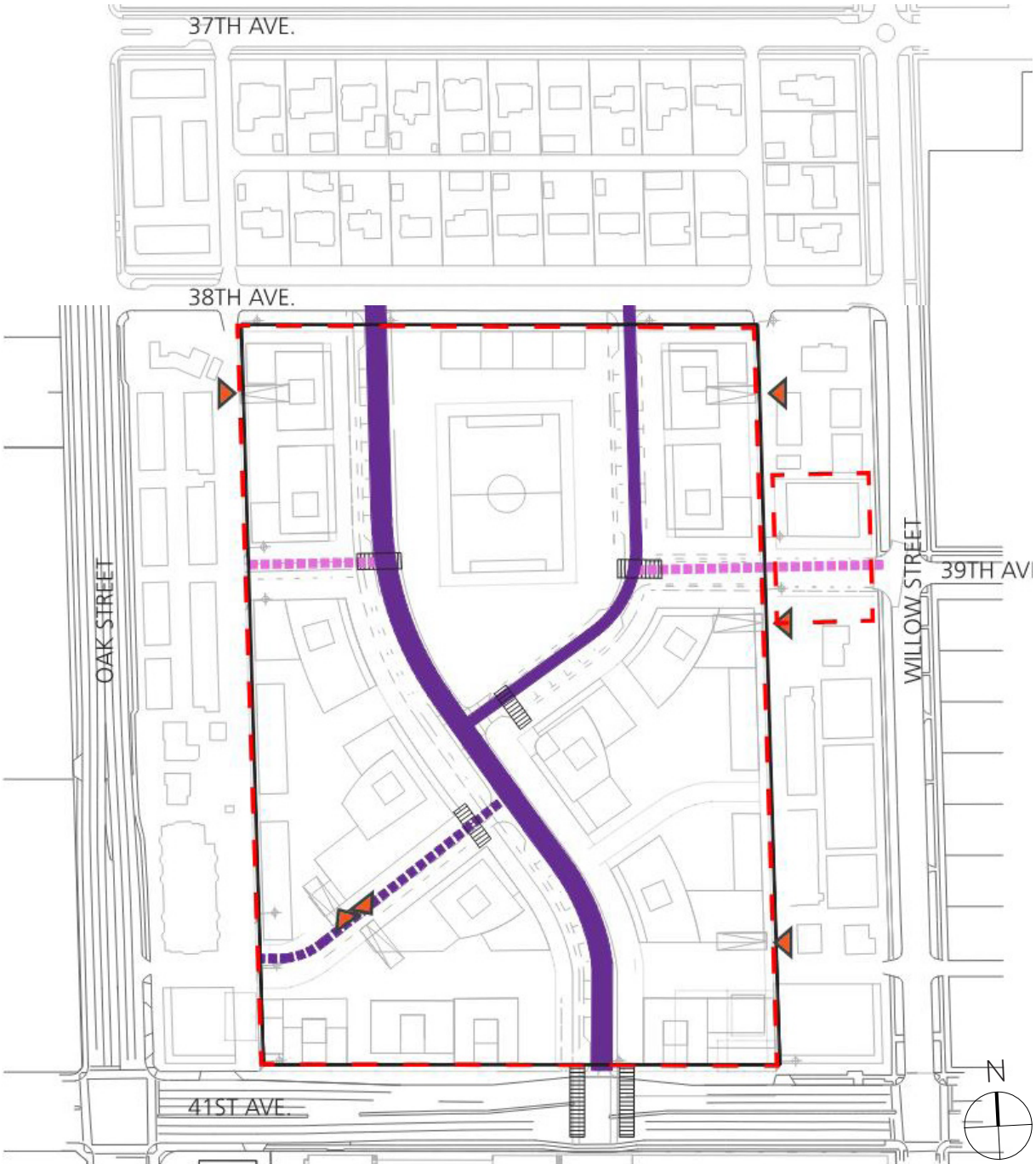
- Legend
- Greenway
 - Bikeway
 - Sidewalks
 - Shared Semi Private Residential Paths
 - Public Pedestrian Paths
 - Laneway Connections
 - Bike Access to Parking Amenities
 - Bus Stop
 - Project Boundary



MOVEMENT NETWORKS (VEHICULAR)

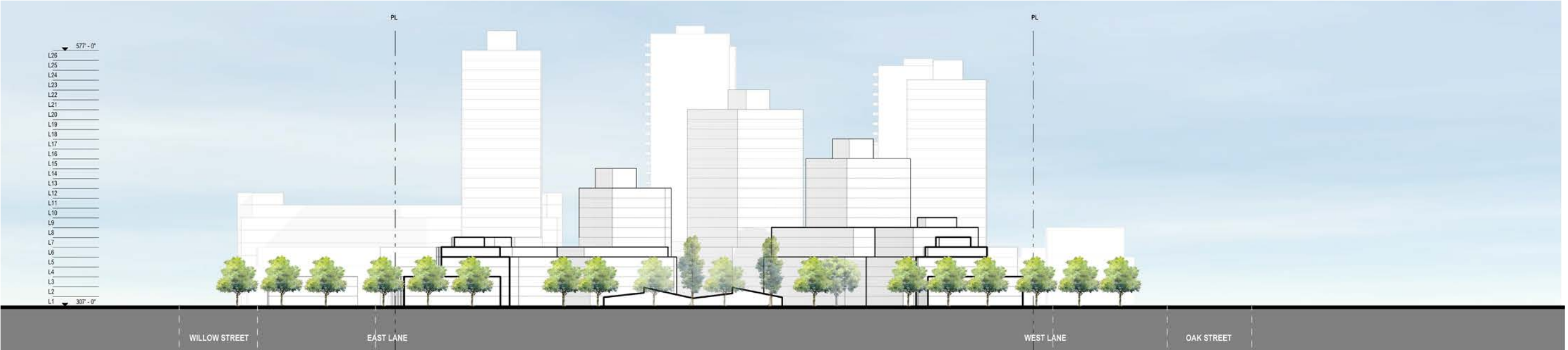
Vehicular circulation occurs on the new central street and the connecting minor roads, lanes, and mews. Vehicles enter underground parking near the site boundaries in order to reduce the number of vehicles in the vicinity of the park.

- Legend
- Public Street
 - New Lane
 - Mews (Emergency Vehicular Access)
 - Vehicular Access to Parking Amenities
 - Pedestrian Crossing
 - Project Boundary

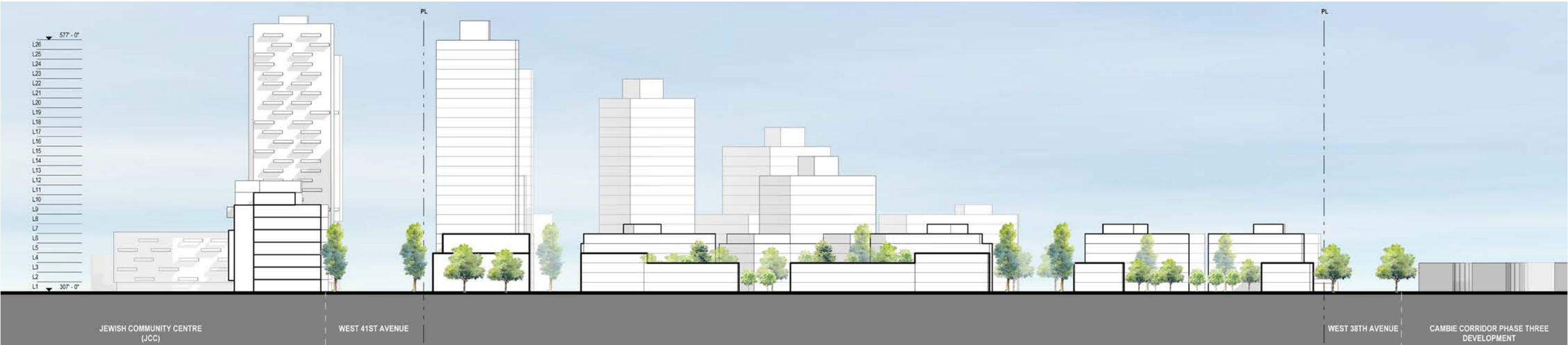


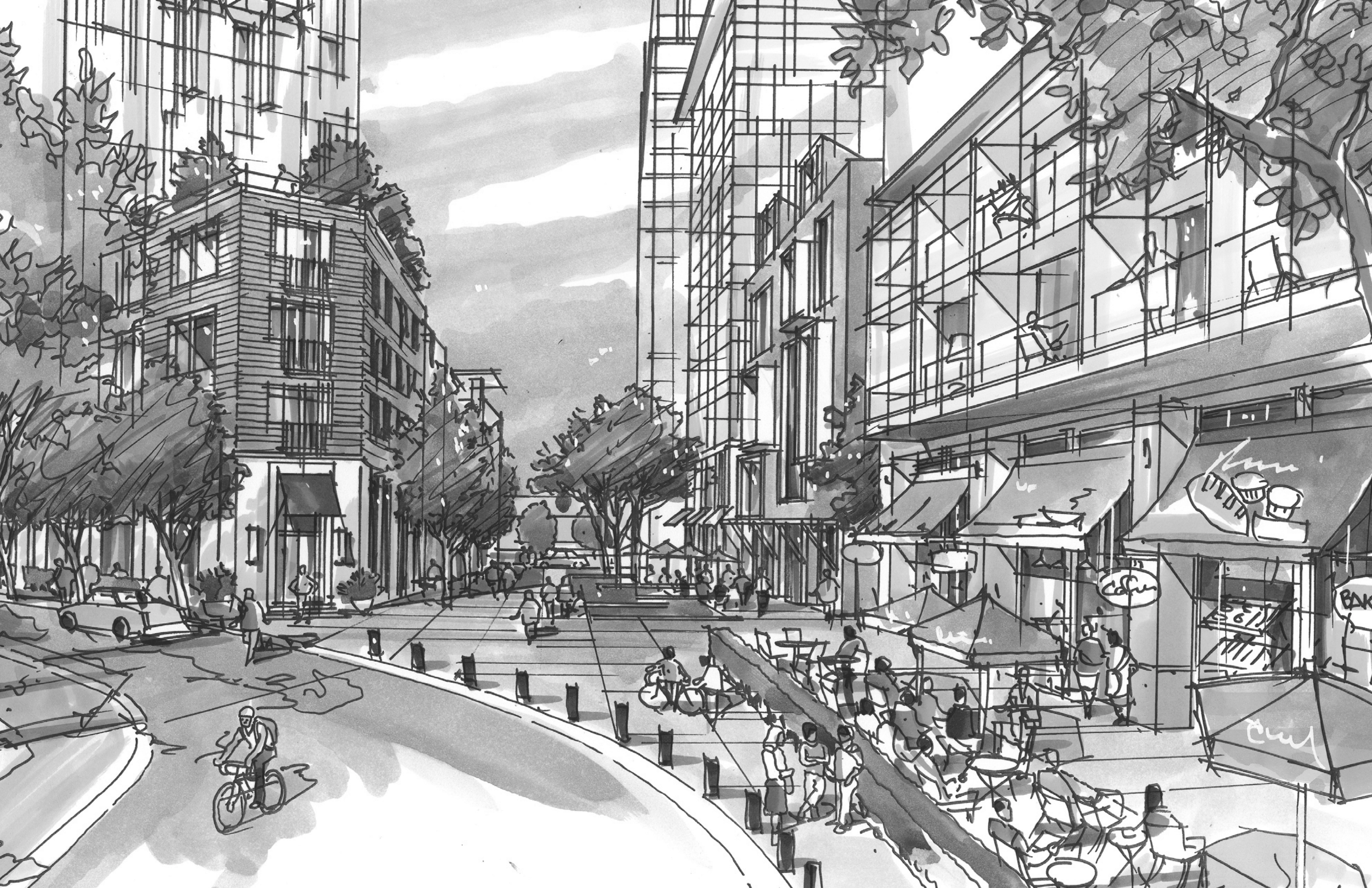
ELEVATIONS

NORTH & SOUTH ELEVATIONS



EAST & WEST ELEVATIONS





04

Public Places and Private Spaces

OVERVIEW

OPEN SPACE PLAN

The public realm concept for the OTC site integrates a clear and accessible movement network with public spaces for social engagement. The site is edged on its south side by West 41st Avenue and on its north side by West 38th Avenue. The east and west sides both abut lanes of long blocks: a block fronting Oak Street to the west and one fronting Willow Street to the east. The three small parcels along Willow Street facing 39th Avenue are also included in this project.

A new internal movement network was established in the Policy Statement that includes a central north-south road and secondary roads intersecting with it for access to development sites within the OTC site.

A local park is created along the north edge of the site with frontage on West 38th Avenue, the new central road and a secondary road - both accessed from West 38th Avenue.

Pedestrian greenways, mews and publicly accessible courtyards provide a diversity of open spaces throughout the OTC site.

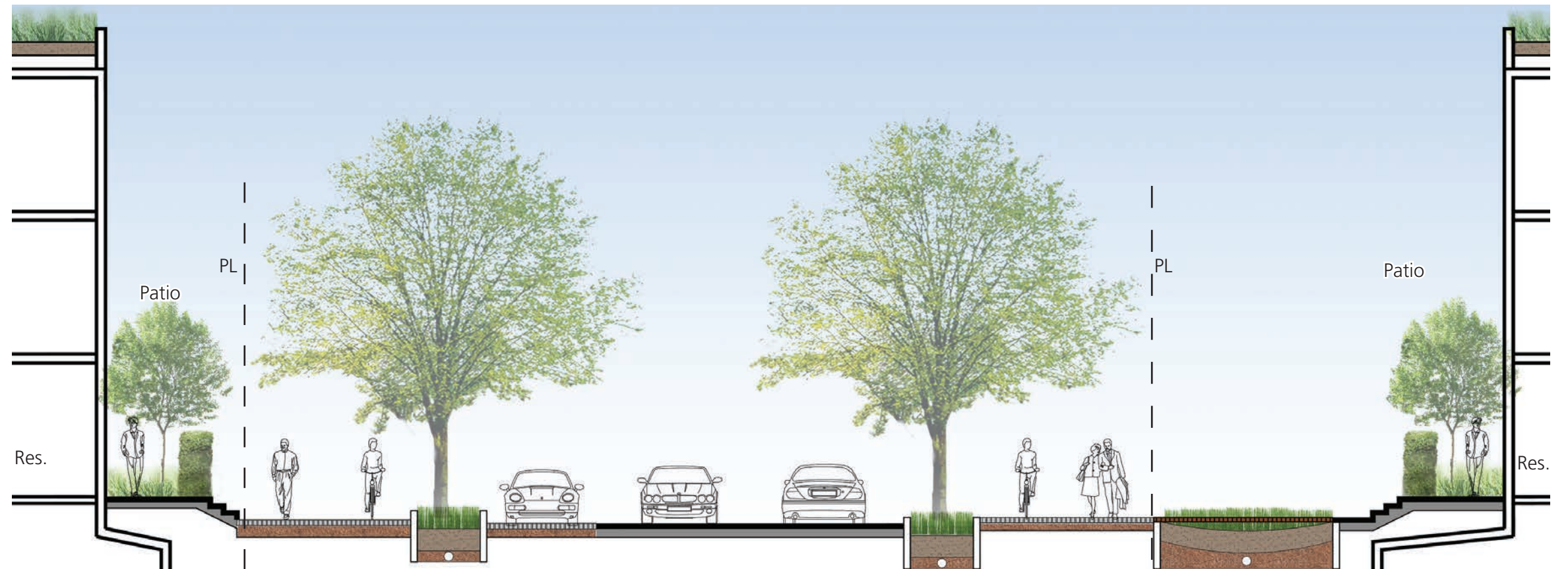


PUBLIC OPEN SPACES

GREENWAY

The OTC will provide a dedicated 16.4' (5.0 m) wide linear open space on the east side of the new Central Road running from 41st Avenue to the new park. This new dedicated greenway will be comprised of a landscaped building setback, and will be secured as a statutory right-of-way with the City.

Design of the greenway will provide for enhanced vistas to the park and north Shore Mountains, as well as provide for retail uses in strategic locations to animate the public realm. The greenway has also been utilized in the sustainable design of the OTC (see Chapter 08 for a detailed description), and will contribute to the site-wide Stormwater Management Plan.



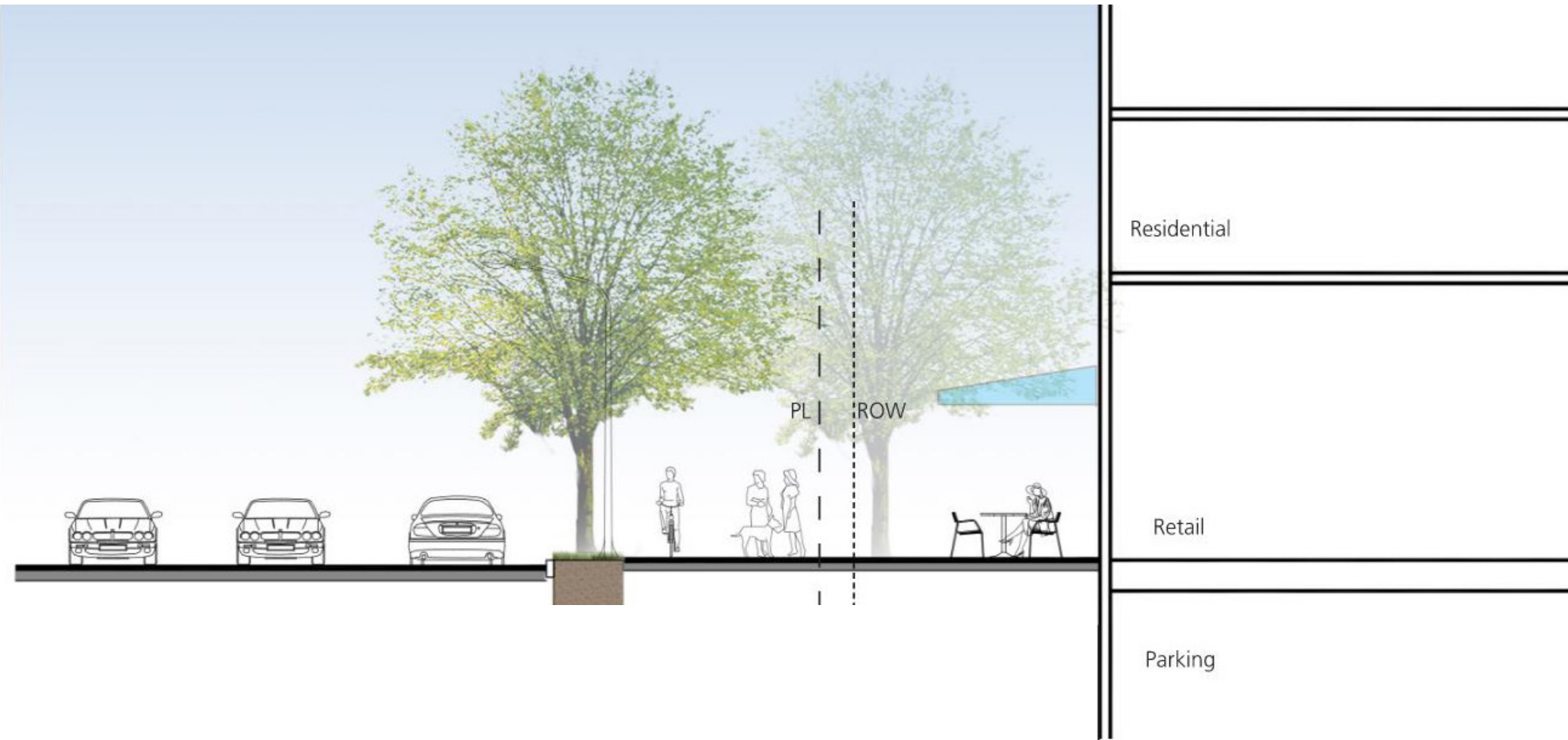
STREET CROSS-SECTION: 41st AVENUE



PRECEDENT IMAGE



KEY PLAN



*Note:
Parkade walls are within the property lines and the final locations will be decided at the time of each parcel's DP application.*

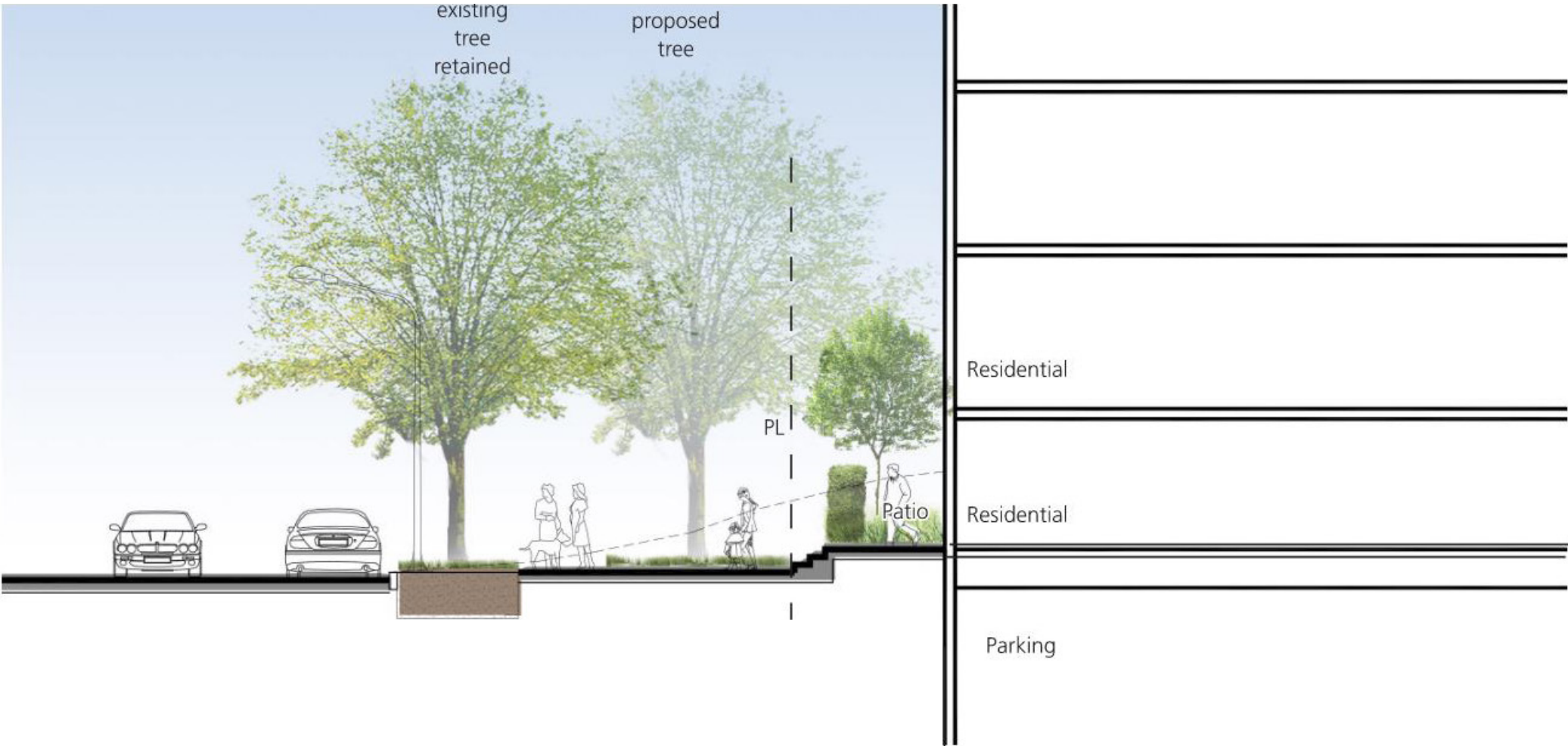
STREET CROSS-SECTION: WEST 38th AVENUE



PRECEDENT IMAGE



KEY PLAN



*Note:
Parkade walls are within the property lines and the final locations will be decided at the time of each parcel's DP application.*

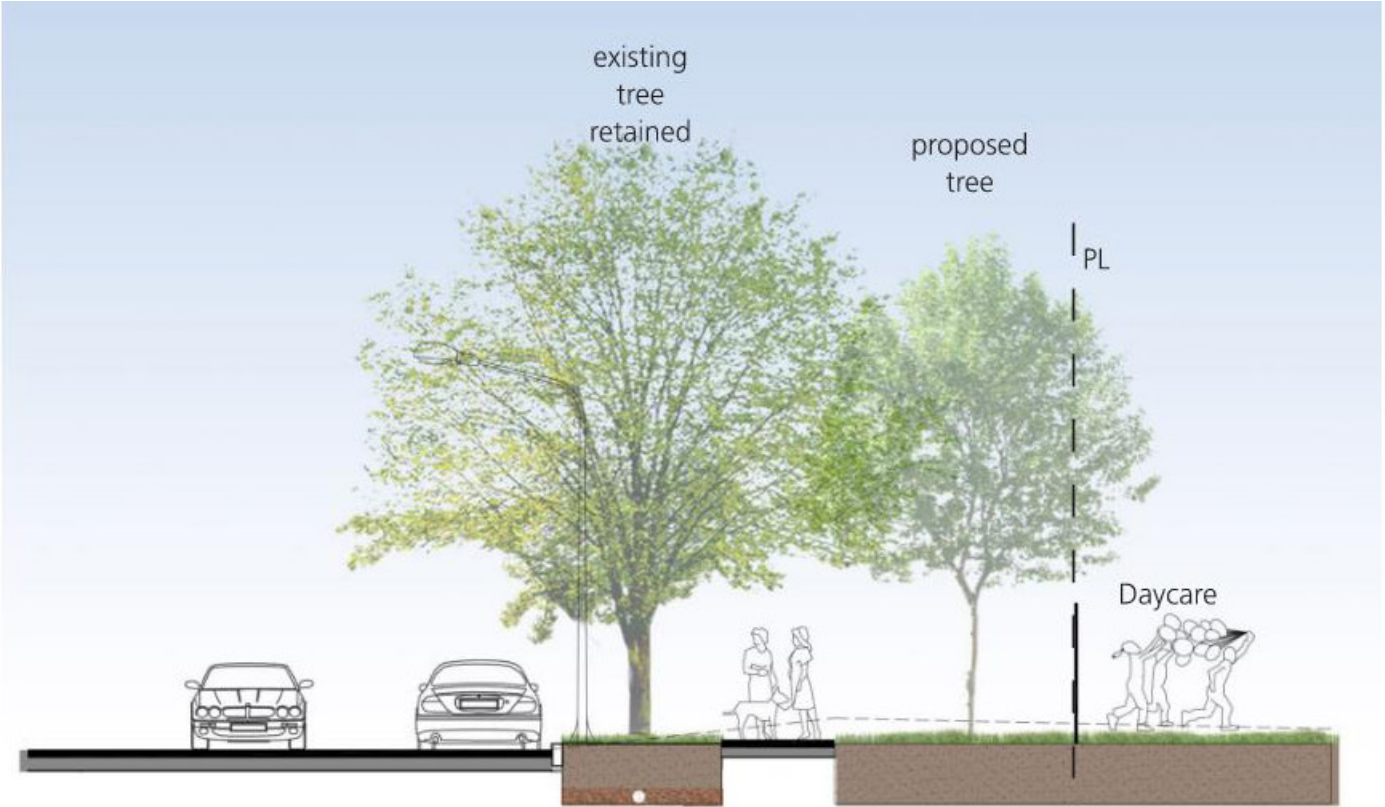
STREET CROSS-SECTION: WEST 38th AVENUE AT THE PARK



PRECÉDENT IMAGE



KEY PLAN



*Note:
Parkade walls are within the property lines and the final locations will be decided at the time of each parcel's DP application.*

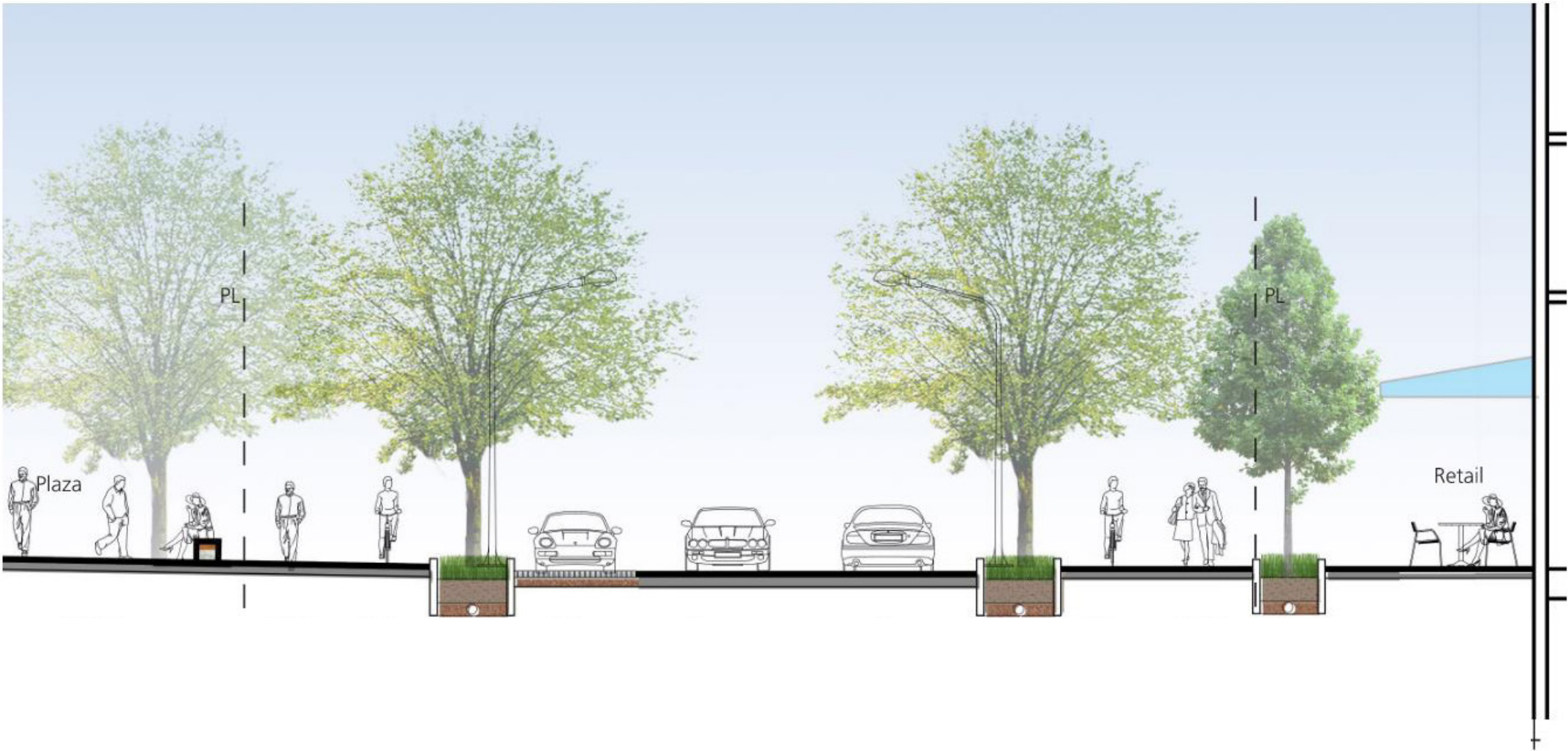
STREET CROSS-SECTION: NEW CENTRAL ROAD



PRECEDENT IMAGE



KEY PLAN



Note:
Parkade walls are within the property lines and the final locations will be decided at the time of each parcel's DP application.

STREET CROSS-SECTION: NEW CENTRAL ROAD



PRECEDENT IMAGE

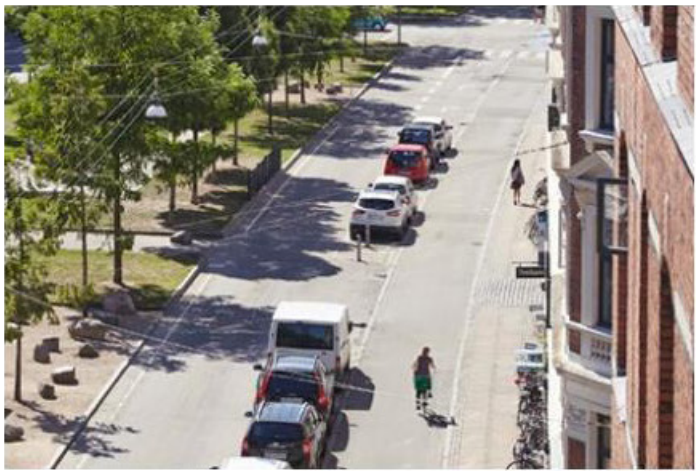


KEY PLAN



*Note:
Parkade walls are within the property lines and the final locations will be decided at the time of each parcel's DP application.*

STREET CROSS-SECTION: NEW CENTRAL ROAD



PRECEDENT IMAGE



KEY PLAN



*Note:
Parkade walls are within the property lines and the final locations will be decided at the time of each parcel's DP application.*

STREET CROSS-SECTION: NEW SECONDARY ROAD



PRECEDENT IMAGE



KEY PLAN



*Note:
Parkade walls are within the property lines and the final locations will be decided at the time of each parcel's DP application.*

LANE CROSS-SECTION: MEWS WEST



PRECEDENT IMAGE



KEY PLAN



Note:
Parkade walls are within the property lines and the final locations will be decided at the time of each parcel's DP application.

LANE CROSS-SECTION: MEWS EAST



PRECEDENT IMAGE



KEY PLAN



*Note:
Parkade walls are within the property lines and the final locations will be decided at the time of each parcel's DP application.*

LANE CROSS-SECTION: CENTRAL LANE



PRECÉDENT IMAGE



KEY PLAN



Note:
Parkade walls are within the property lines and the final locations will be decided at the time of each parcel's DP application.

LANE CROSS-SECTION: EXISTING EAST LANE



EXISTING EDGE

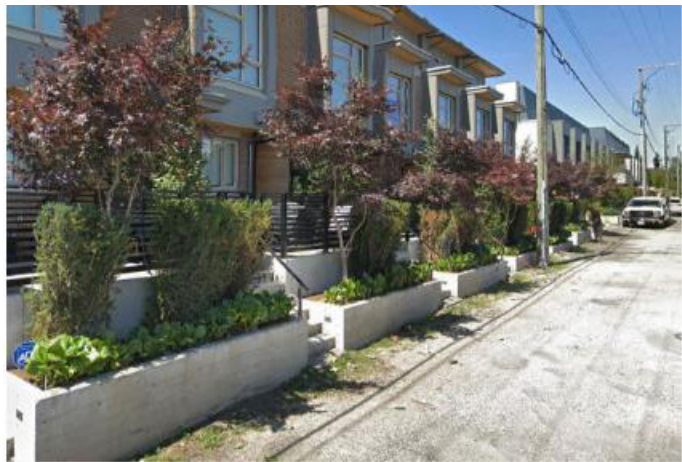


KEY PLAN



*Note:
Parkade walls are within the property lines and the final locations will be decided at the time of each parcel's DP application.*

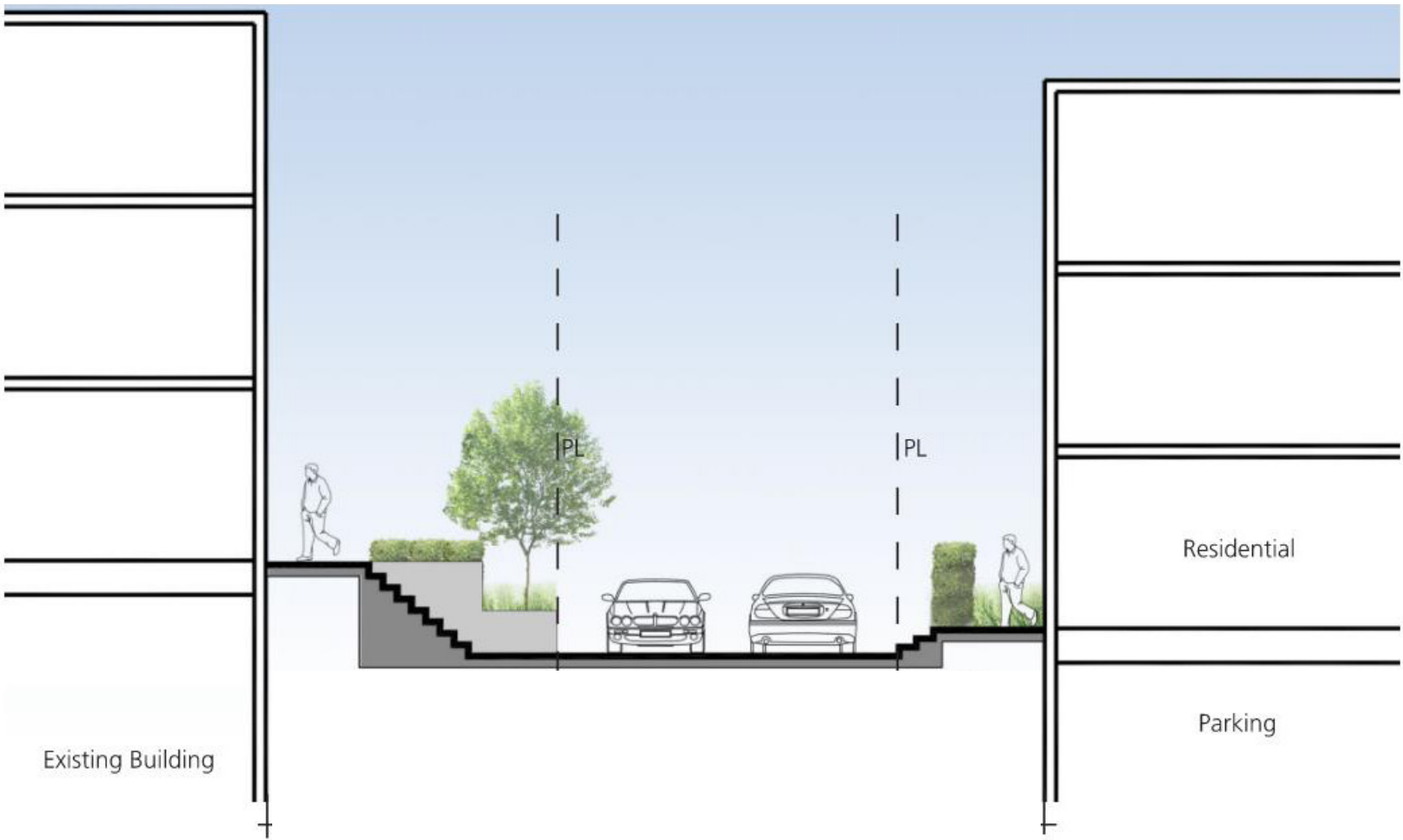
LANE CROSS-SECTION: EXISTING WEST LANE



EXISTING EDGE



KEY PLAN



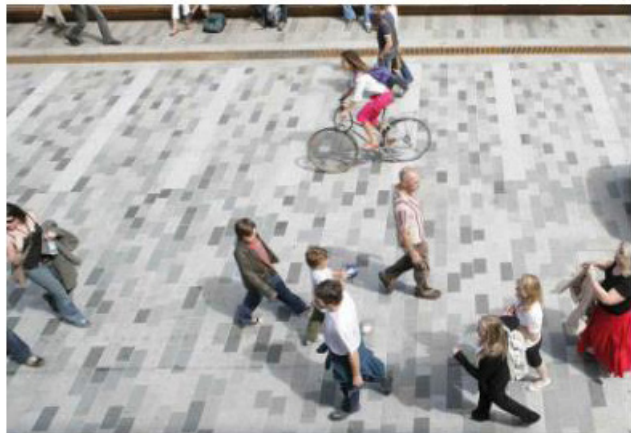
Note:
Parkade walls are within the property lines and the final locations will be decided at the time of each parcel's DP application.

MEWS

The two mews are designed to be inviting and accessible public open spaces lined with residences and their private patios to the north and south and with pavers patterned to express the heritage of the bus barn site. The mews occupy rights-of-way that have the potential to be converted into local streets in the future if traffic warrants and the private sites needed to complete these links are acquired by the City for this purpose.



PRECEDENT- MEWS LINED WITH RESIDENCES



PRECEDENT- PATTERNED PAVING



Mews - West



LANDSCAPE PLANTING STRATEGY



PARK - AMELANCHEIR CANADENSIS, SERVICEBERRY



ROAD - CERCIDIPHYLLUM JAPONICUM, KATSURA



MEWS - COURTYARD- PRUNUS SERRULATA, CHERRY



CITY STREET - ZELCOVA SERRATA 'GREEN VASE', ZELCOVA TREE



LANE - FAGUS SYLVATICA DAWYCK, FASTIGIATE BEECH



PATIO - MAGNOLIA JANE TREE

- Existing Trees Retained
- Existing Trees Removed
- Proposed Trees
- Project Boundary





Note: Refer to the Arborist report and plans for tree management








LANDSCAPE PLANTING STRATEGY

PRPOSED TREE LEGEND








LARGE TREES

-  Fraxinus spp. (matching existing)
-  Acer platanoides
-  Acer cappadocium 'Rubrum'
-  Zelcova serrata 'Green Vase'




MEDIUM TREES

-  Acer Rubrum 'October Glory'
-  Fraxinus ornus
-  Davidia Involucrata
-  Carpinus betulus
-  Parrotia persica



SMALL TREES

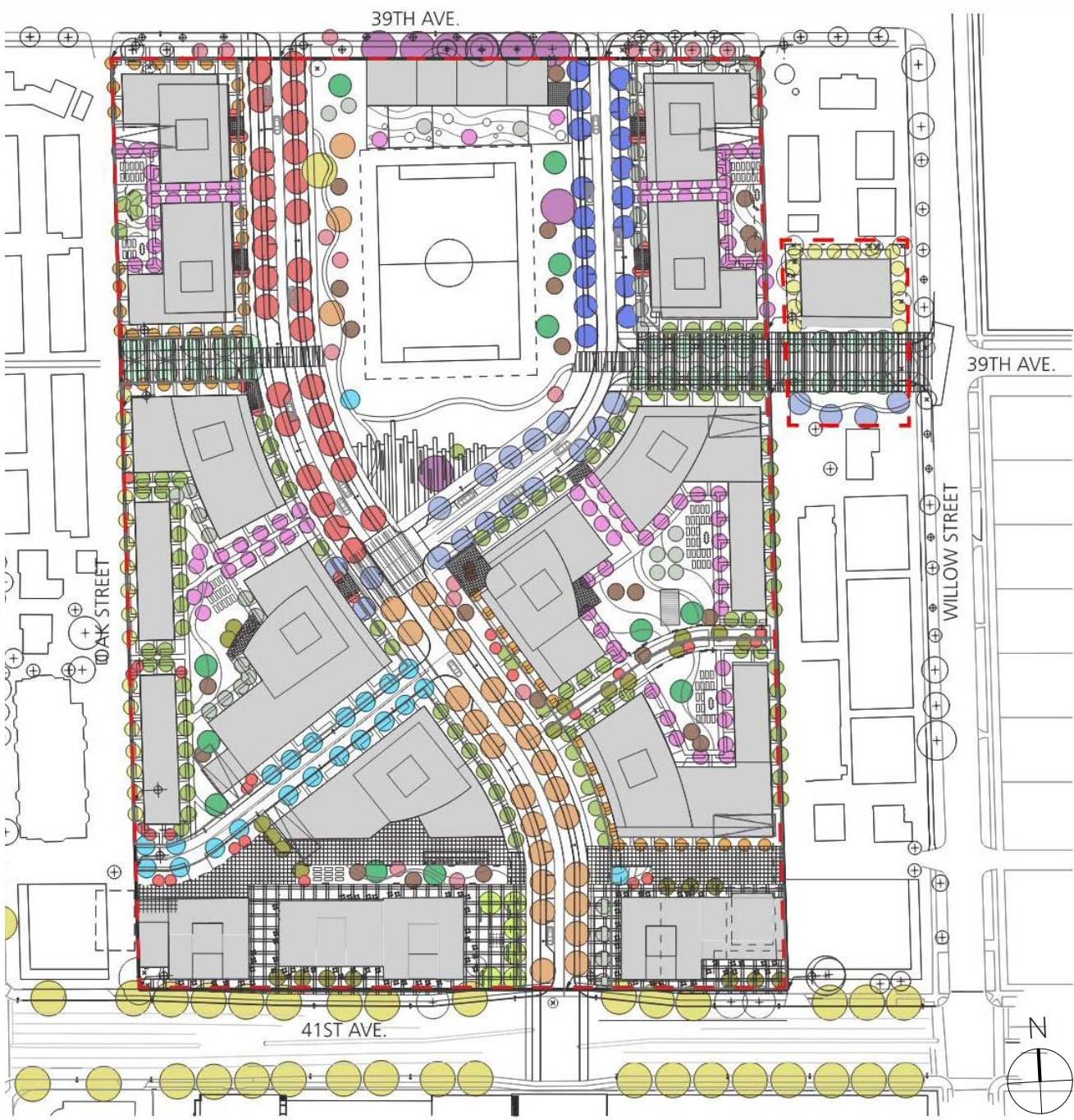
-  Cornus nutalli 'Eddie White Wonder'
-  Magnolia Stellata
-  Amelanchier canadensis 'Princess Dianna'
-  Crataegus x lavallei
-  Hibiscus Syriaca
-  Cercis canadensis
-  Prunus cerasifera (matching existing)

CONIFERS & COLUMNAR TREES

-  Acer Nigra 'Green Column'
-  Chamaecyparris nootkatensis
-  Thuja picata

EXISTING TREE LEGEND

-  Trees to be removed
-  Trees to be retained



ENTRY COURTYARDS

Paved areas at building entries are treated with special paving to add interest to the pedestrian experience and aid in wayfinding for visitors.

To use material change such as precast concrete pavers, stones or high finish concrete to define the entry courtyard at front doors and special places.



PRECEDENT- PAVING PATTERNING



PRECEDENT- PATTERNED PAVING



ENTRY CORNER PLAZA

The Entry Corner Plaza is located at the northwest corner of the intersection of the Central Road and West 41st Avenue within a streetscape of buildings with retail and restaurant uses at the ground floor level. It is designed to permit outdoor eating spilling out of adjacent food outlets.

The plaza is intended to be the place for public art, for heritage interpretation of the former Oakridge Transit Centre and a variety of opportunities to sit and enjoy the space.



PRECEDENT



PRECEDENT

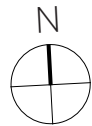
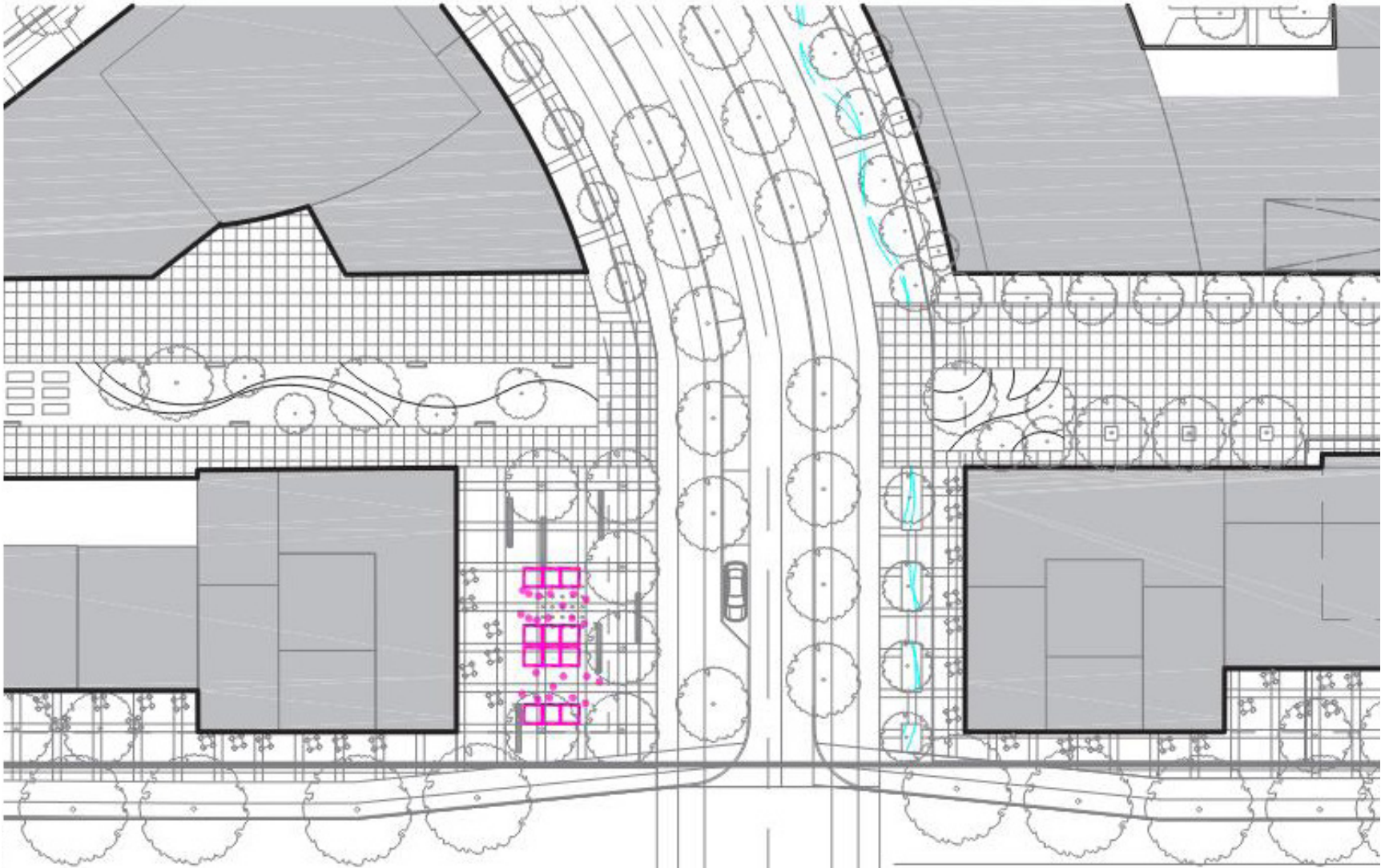


The new entry plaza at OTC will be placed on the west side of the site's new north-south street at its intersection with 41st Ave. With the Greenway running along the east side of the north-south street, the new entry plaza will provide a break in the street wall, demarcating the entry to this new neighbourhood from the adjacent arterial, set to become a new 'great street' in the Oakridge MTC.

It is envisioned that the plaza could be used on weekends for a public farmers' market, providing the new community with an urban heart in addition to the new park on the north side of the site.



PLAZA - MARKET



NEW PARK

The New Park is a 2.0 acre dedicated public park located at the north end of the site adjacent to West 38th Avenue. The park's proposed elements include natural play features, enhanced plantings, infiltration areas and an informal gathering space. East-west connections are provided along the north and south edges. Private spaces facing the Park have elevated patios (stoops) and landscape buffers for adequate privacy and separation while still having direct access to the park.

The park will be planned and designed by the Vancouver Park Board through a separate process, including community consultation. An 7,605 sq.ft. daycare and an 9,945 sq.ft. outdoor play area (0.4 acres total) is located adjacent to the park.



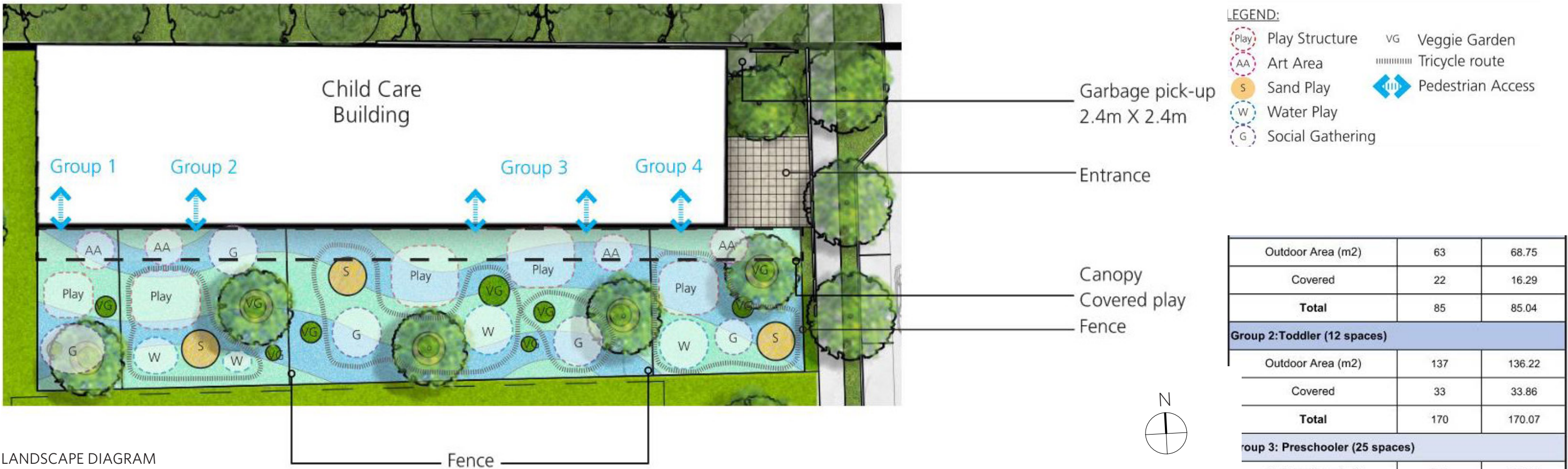
PRECEDENT



PRECEDENT



CHILDCARE OPEN SPACE



LANDSCAPE DIAGRAM



PLAYGROUND REFERENCE PICTURES

Outdoor Area (m2)	63	68.75
Covered	22	16.29
Total	85	85.04
Group 2: Toddler (12 spaces)		
Outdoor Area (m2)	137	136.22
Covered	33	33.86
Total	170	170.07
Group 3: Preschooler (25 spaces)		
Outdoor Area (m2)	305	279.93
Covered	45	72.49
Total	350	352.42
Group 4: Preschool (20 spaces)		
Outdoor Area (m2)	107	110.67
Covered	33	29.83
Total	140	140.50
TOTAL (m2)	745	748.03
TOTAL (ft2)	8019.2	8051.8

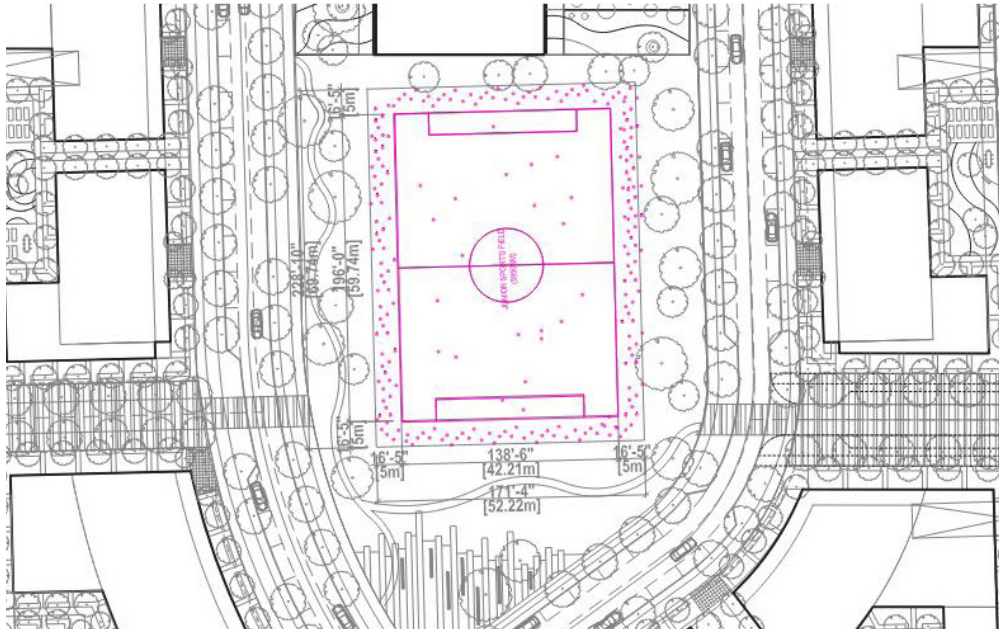
OPEN SPACE - PARK

The local park will be detailed designed and implemented by the Vancouver Park Board. The size of the park is appropriately scaled for an under 12 soccer practice field and performances and special events such as a harvest festival, as illustrated by the size exploration diagrams below. The south corner plaza is programmed for daily used and for small community farmers' market. These diagrams estimate event space capacity based on:

- Standing, tight crowd = 0.4 sqm/ person
- Standing, loose crowd = 0.9 sqm/ person
- Seated crowd = 1.5 sqm / person.
- Tent size = 1.73m x1.73m = 3 sqm



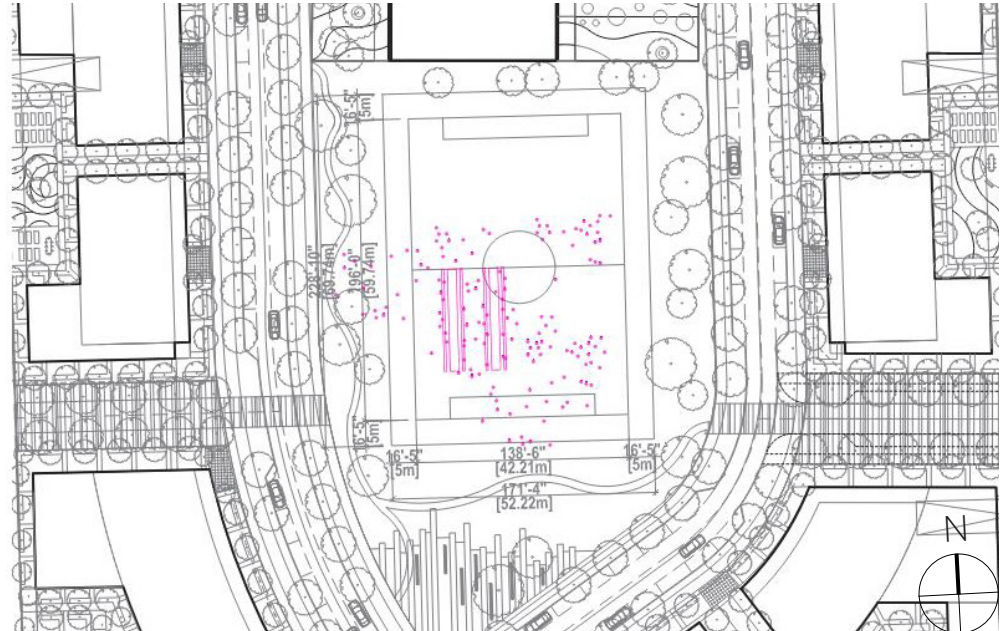
PARK - SOCCER U12 42X60M



PARK - PERFORMANCE EVENT



PARK - COMMUNITY EVENT



PRIVATE OPEN SPACES

COURTYARDS

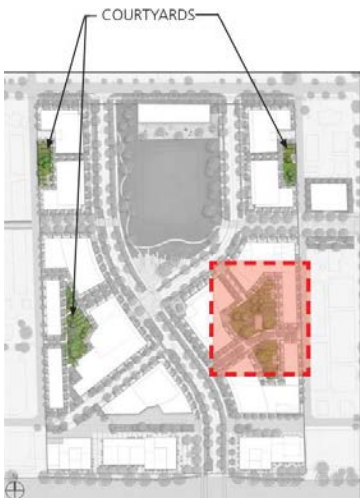
Internal Courtyards are intended to serve as common spaces for residents uses. They would include community gardens, social meetings spaces children’s play, green spaces, walkaway at the edge of ground floor units, private patio spaces with direct access to the courtyard.



PRECEDENT - COMMUNITY GARDEN

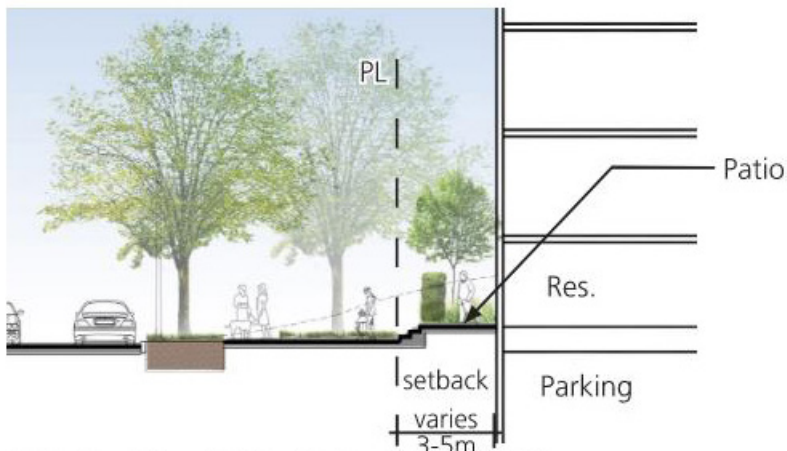


PRECEDENT - COURTYARD WITH CHILDREN’S PLAY

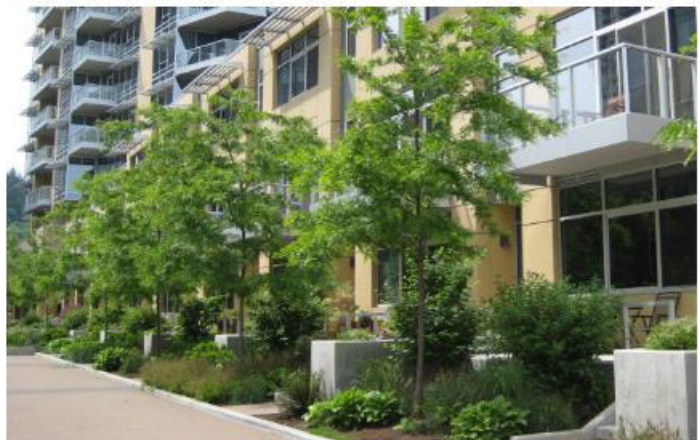


PRIVATE PATIOS

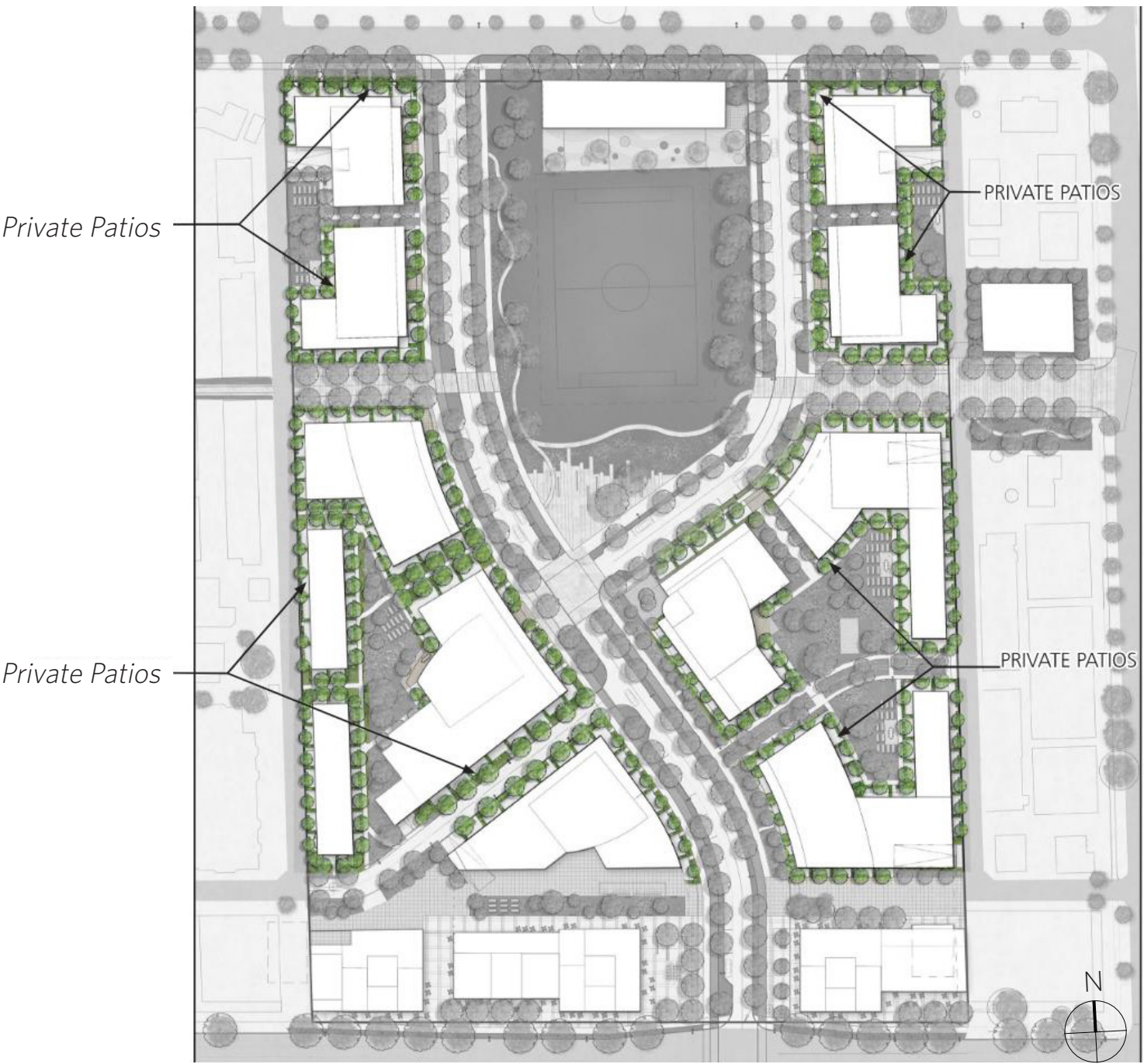
Private patios line many of the streetscapes, pedestrian routes and courtyards in Oak Transit Centre. Design guidelines will encourage these private patios to be elevated above adjacent public realm routes to ensure privacy for residents.



TYPICAL SECTION - PRIVATE PATIOS ALONG A PUBLIC SIDEWALK



PRECEDENT IMAGE - PRIVATE PATIOS ALONG A PUBLIC WALKWAY



ROOFTOP GARDENS

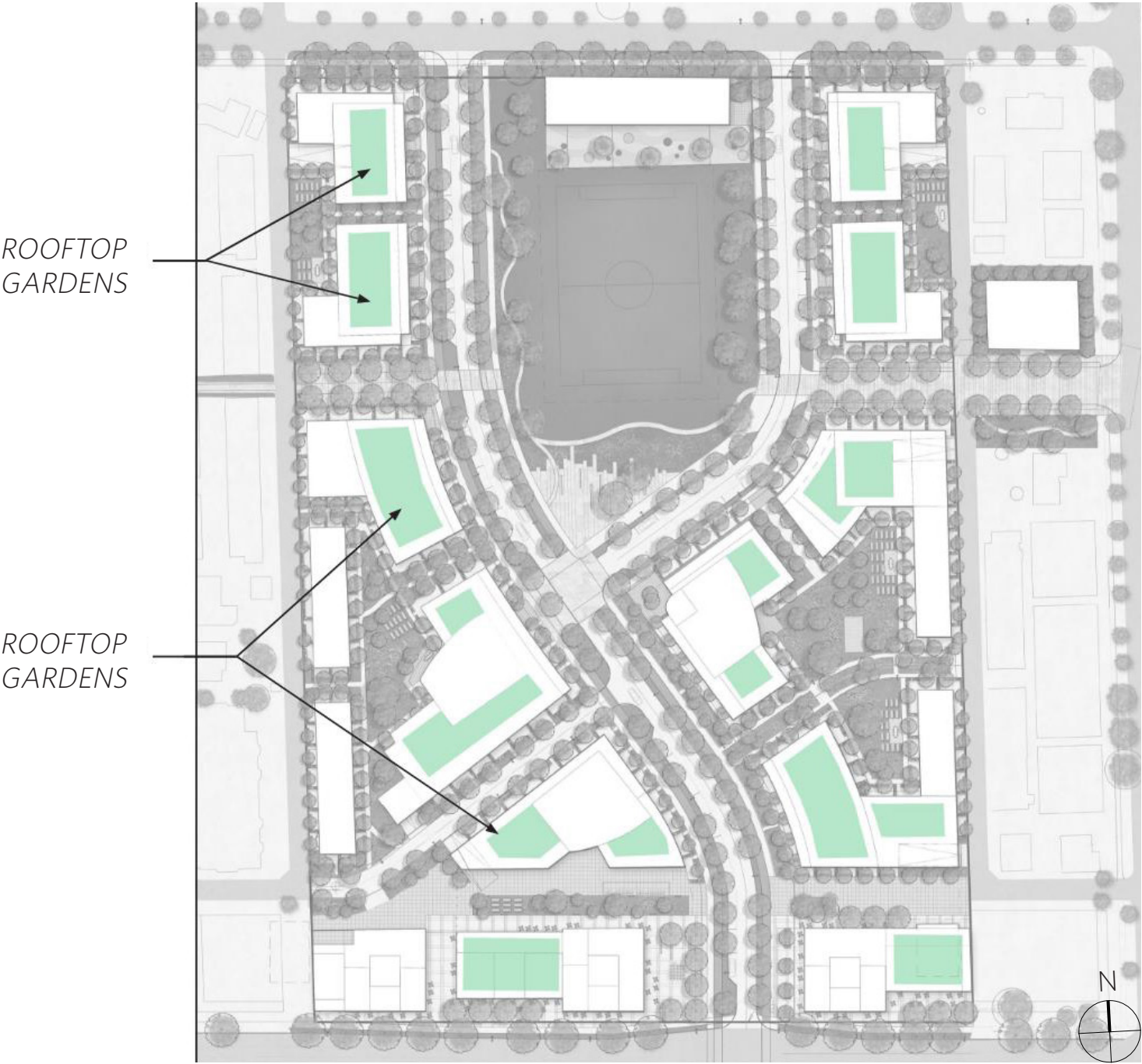
All residential buildings have accessible rooftops that are programmed as social spaces for residents.



PRECEDENT - ROOFTOP SOCIAL SPACE



PRECEDENT - GREEN SPACES AT ROOFTOP





05

Parcels, Streets and Buildings

PARCELS

SUBDIVISION PLAN

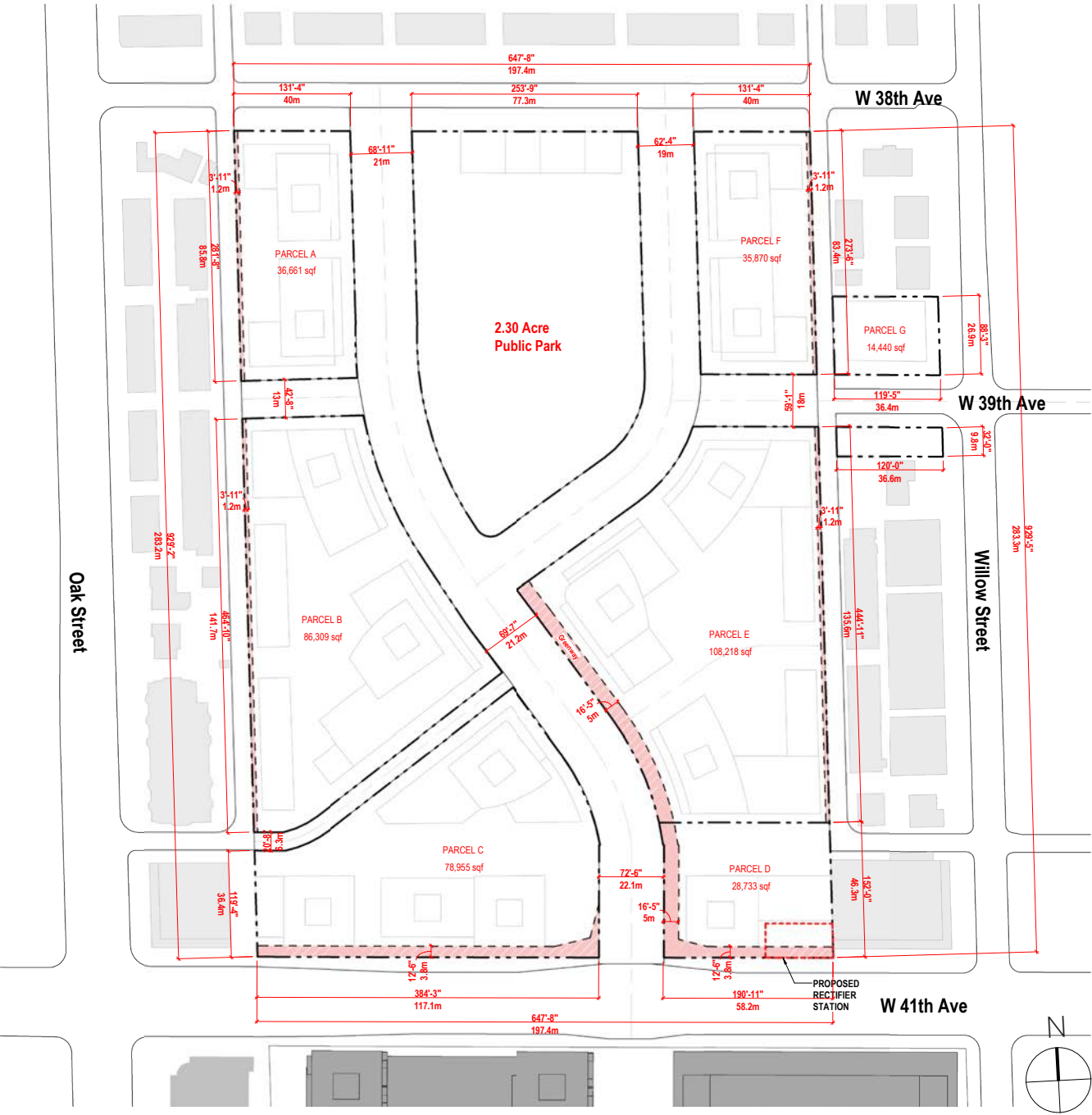
The following section identifies and provides development direction for the individual parcels and buildings of the project.

Parcel subdivision

The project is subdivided into 7 parcels, each with their own underground parking. These parcels can be subdivided further into separate buildings and different phases facilitating participation by multiple architects.

It is anticipated that there will be a master architect overseeing and coordinating design of the multiple buildings within each parcel and integration with the common underground parking structure and servicing area.

Preliminary development permit reviews are recommended for each parcel to ensure coordination between individual buildings and their architects, and to best enable the design to be developed in response to emerging directions and considerations for livability and overlook.



PROJECT DATA

Total Site Area:	623,275 sqf (57,904.1 sqm)
Combined OTC & Willow St. FSR :	2.32
Total Gross Floor Area :	1,444,229 sqf (133,179.6 sqm)
Total Commercial Area :	24,000 sqf (2,229.7 sqm)
Total Childcare Area :	8,500 sqf (789.7 sqm)
Total Net Residential Density Area:	1,411,729 sqf (130,996.3 sqm)
Total Social Housing Provided - 20%:	253,589 sqf (23,559.2 sqm)
Total Rental Housing Provided - 10%:	126,352 sqf (11,738.5 sqm)

Total Market Residential Area:	1,031,789 sqf (95,856.3 sqm)
--------------------------------	------------------------------

Parcel&Building	Storeys	Material	Residential sq.ft.	Commercial sq.ft.	Daycare sq.ft.	Total sq.ft.	Height ft(m)	Est. No. of Units
A-1 (apartment)	6	conc.	47,033			47,033	60' (18.3)	54
A-2 (apartment)	6	conc.	51,765			51,765	60' (18.3)	60
B-1 (apartment)	8	conc.	85,884			85,884	80' (24.4)	98
B-2 (apartment)	15	conc.	202,256			202,256	150' (45.7)	231
B-3 (townhouse)	3	wood	14,423			14,423	30' (9.1)	11
B-4 (townhouse)	3	wood	15,529			15,529	30' (9.1)	12
C-1 (apartment)	20	conc.	180,543			180,543	200' (61.0)	184
C-2 (apartment)*	23	conc.	155,227	3,630		158,857	230' (70.1)	180
C-3 (rental apt.)*	12	conc.	94,764	10,295		105,059	120' (36.6)	125
D-1 (apartment)	26	conc.	196,877	8,075		204,952	260' (79.2)	222
E-1 (social hsg.)	12	conc.	107,120	2,000		109,120	120' (36.6)	149
E-2 (social hsg.)	6	conc.	70,789			70,789	60' (18.3)	91
E-3 (social hsg.)	6	conc.	75,680			75,680	60' (18.3)	91
F-1 (apartment)	6	conc.	49,985			49,985	60' (18.3)	57
F-2 (apartment)	6	conc.	46,422			46,422	60' (18.3)	53
G-1 (townhouse)	3	wood	17,434			17,434	30' (9.1)	13

* Rental apartment: 75% market rental (97,764 sq.ft.) + 25% moderate income rental (31,588 sq.ft.), with the MIRH to be located in first six storeys of Building C-2
Note: Car parking, bicycle storage, and loading numbers are to be provided as per the TDM calculations

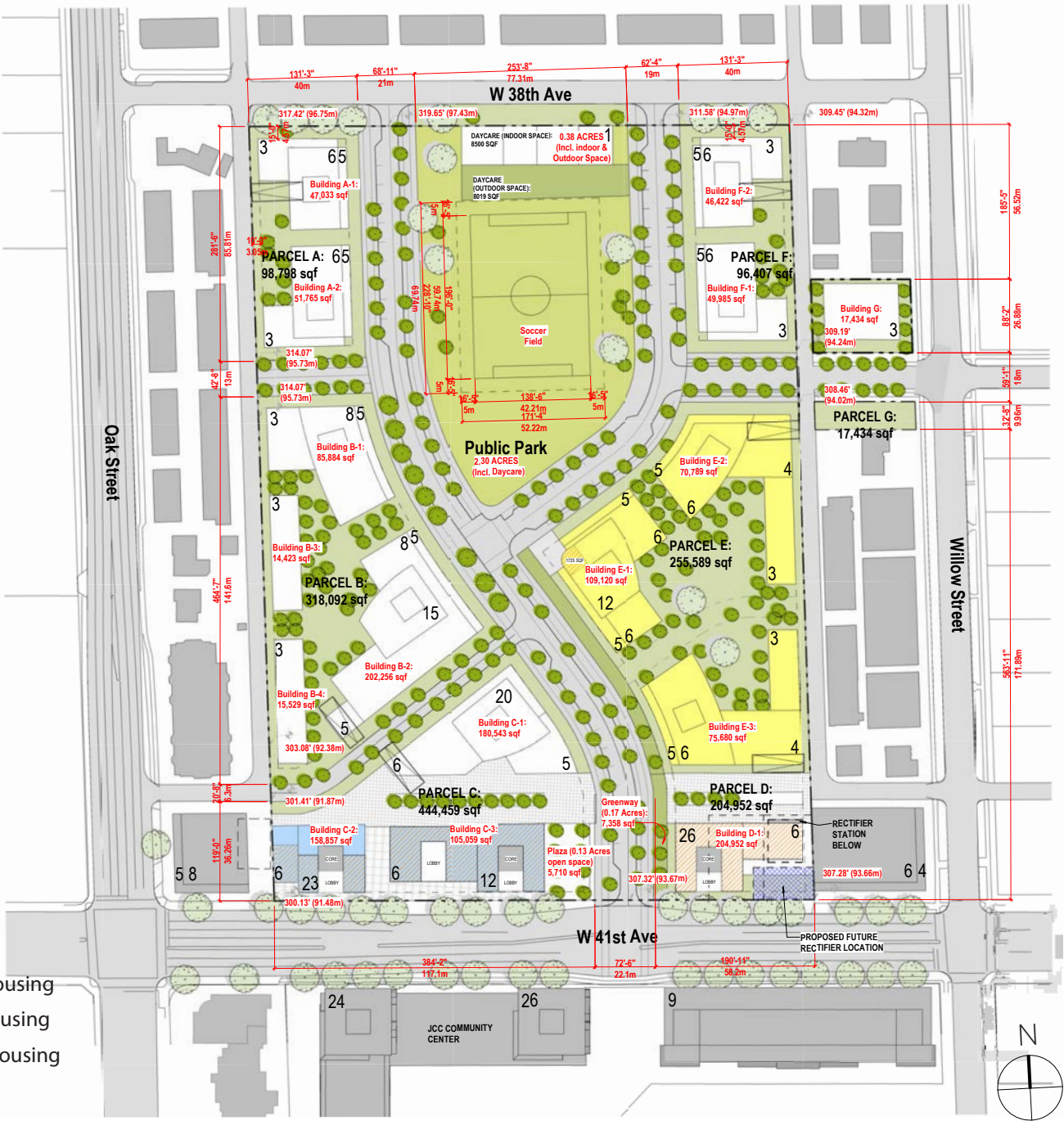
Legend

Rental Housing

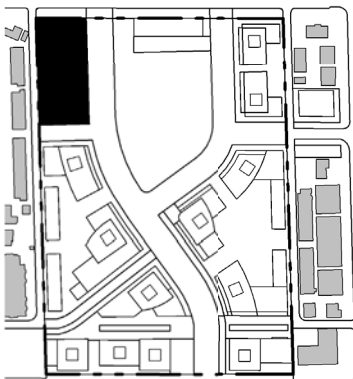
Social Housing

Market Housing

Retail



PARCEL A



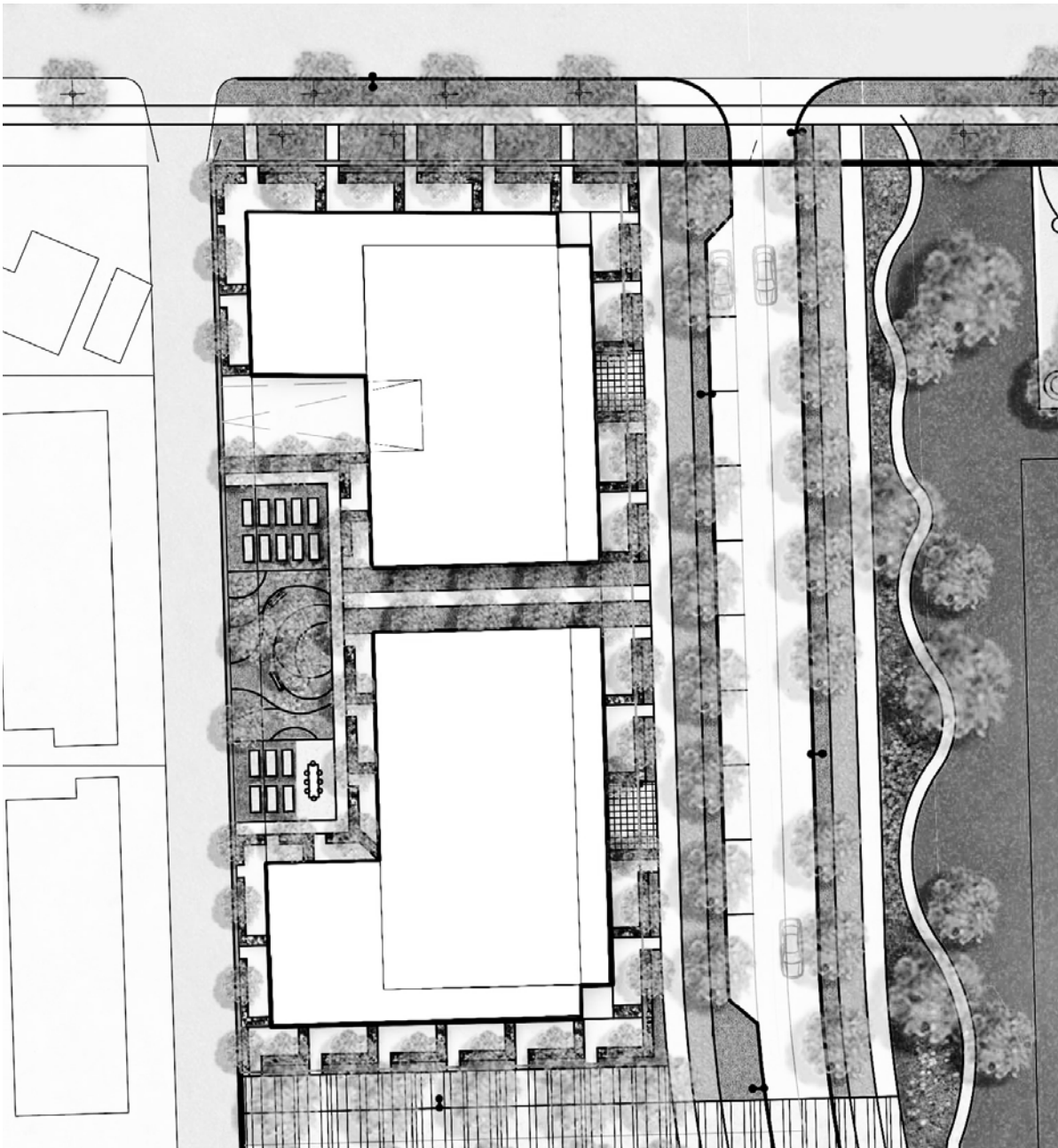
Urban Design Role

Similar to Parcel F on the northeast corner of the OTC site, Parcel A and its buildings will anchor the northwest corner of OTC, with a maximum building height of six-storeys providing a transitional edge between future townhouse developments to the north and mid-rises to the south.

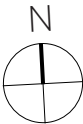
Characteristics

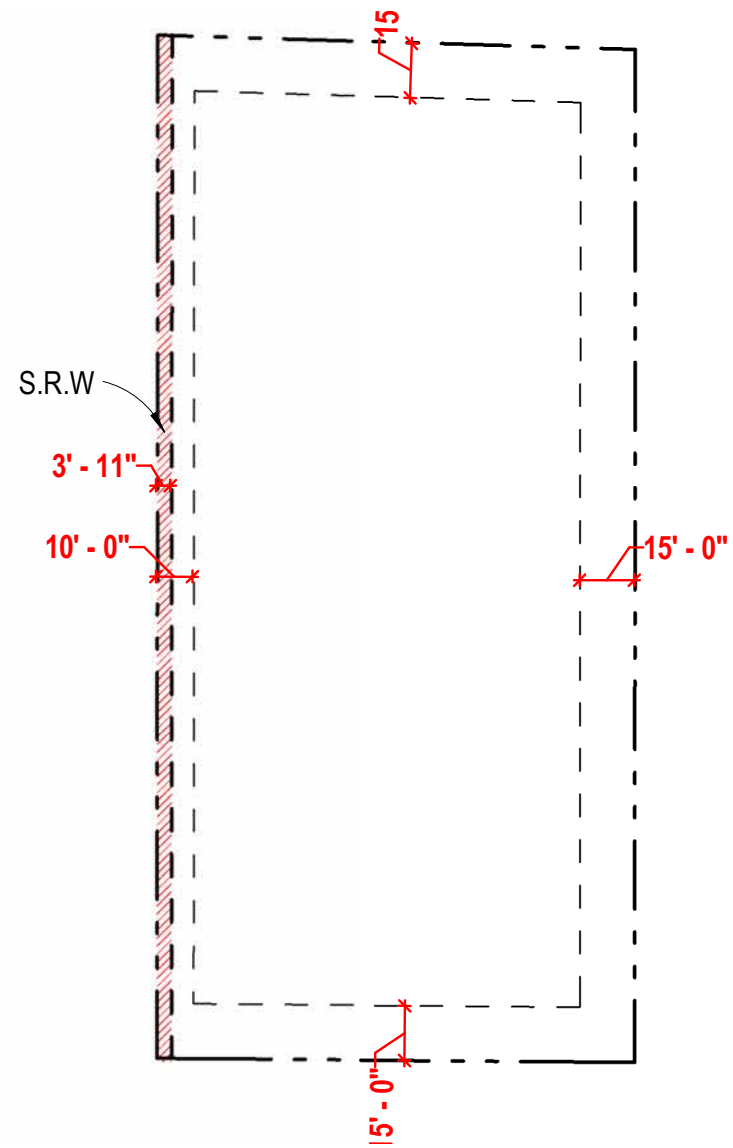
- Perimeter patios fronting all four sides of the site will be 2'to 3' above grade and landscaped to provide for a semi-private realm for ground floor units.
- A 20' wide breezeway between the north and south buildings will provide connectivity between the park and the parcel's inner courtyard.
- Building massing to step back at the fifth storey on the park side to minimize shadowing of the park, while the lane side of the buildings will step down to three storeys to transition to the three storey townhouses on the west side of the lane.
- Parking entrance to be off the rear lane close to the entry off of 38th Avenue.

Parcel&Building	Storeys	Total Floor Area sq.ft.	Total Floor Area sq.m.	Usage
A-1 (apartment)	6	47,033	4,370	Market Housing
A-2 (apartment)	6	51,765	4,809	Market Housing
Grand Total		98,798	9,179	

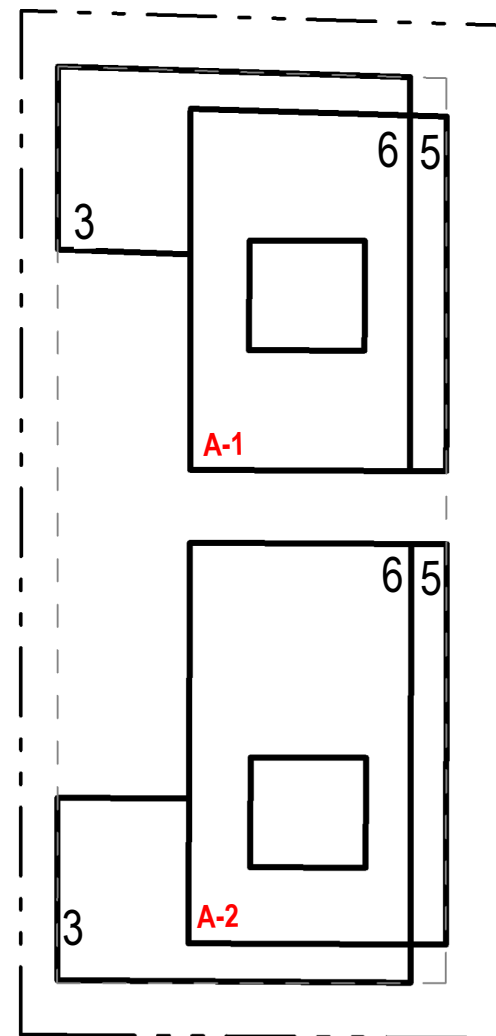


LANDSCAPE PLAN

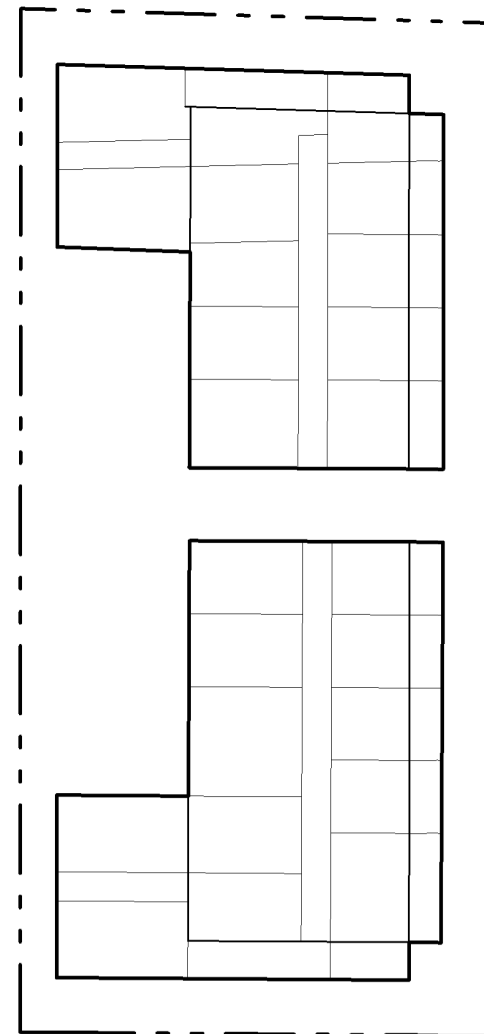




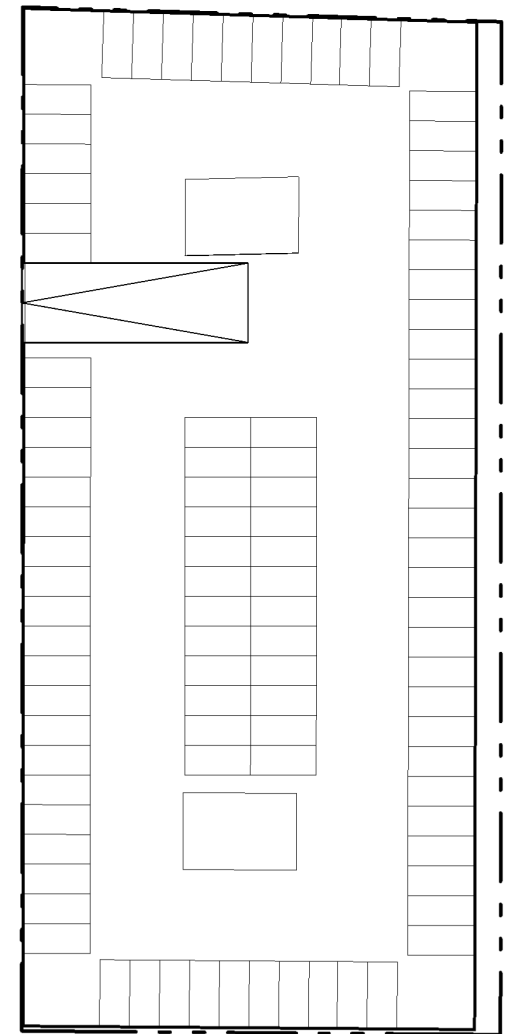
PARCEL SETBACK



ROOF PLAN

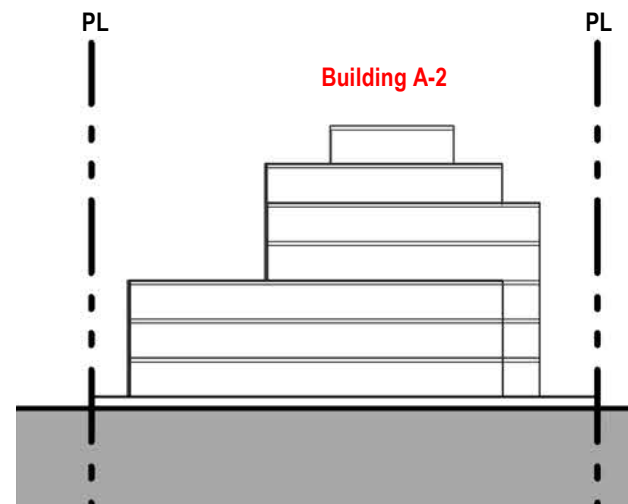


TYP. FLOOR PLAN

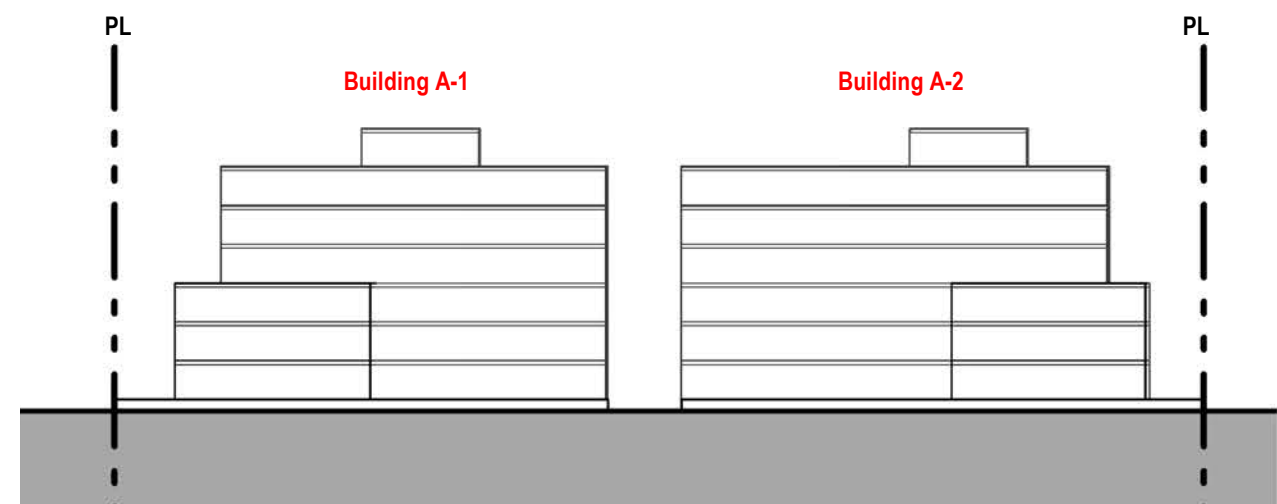


PARKING PLAN

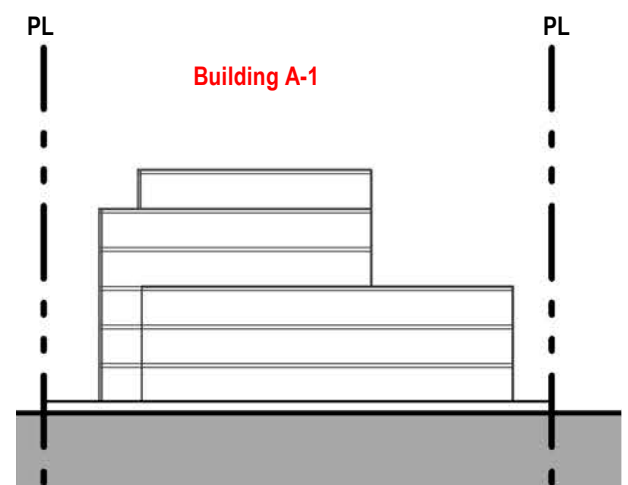
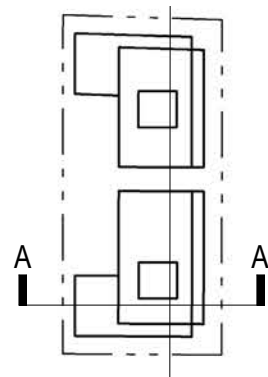




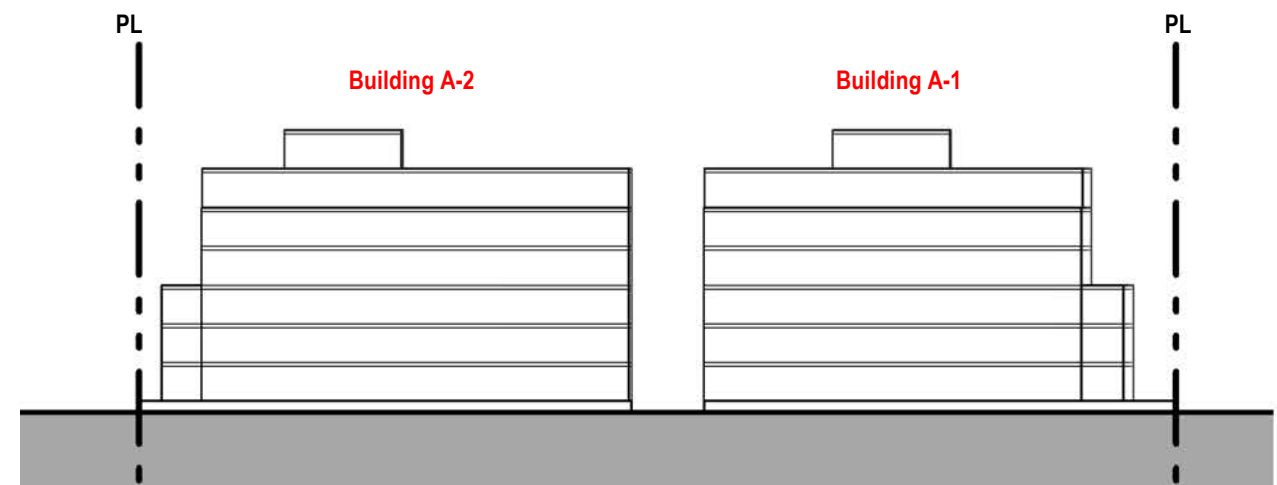
SOUTH ELEVATION



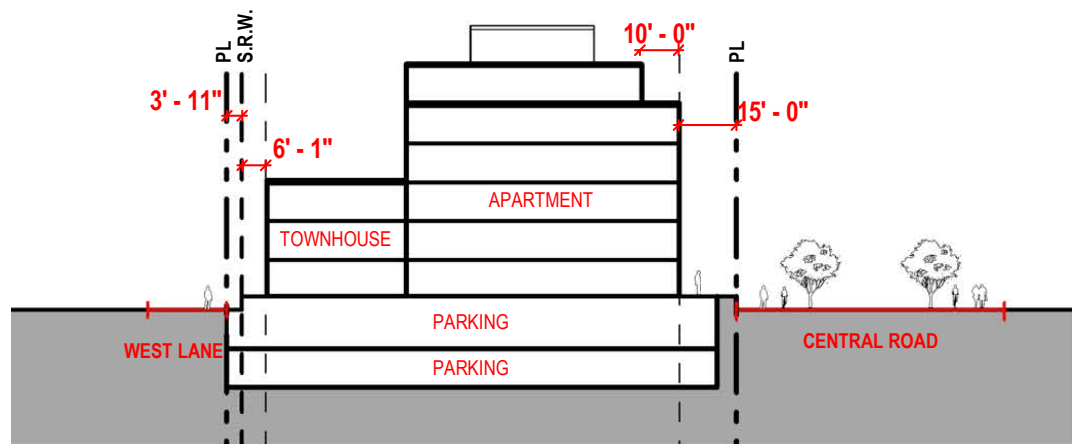
WEST ELEVATION



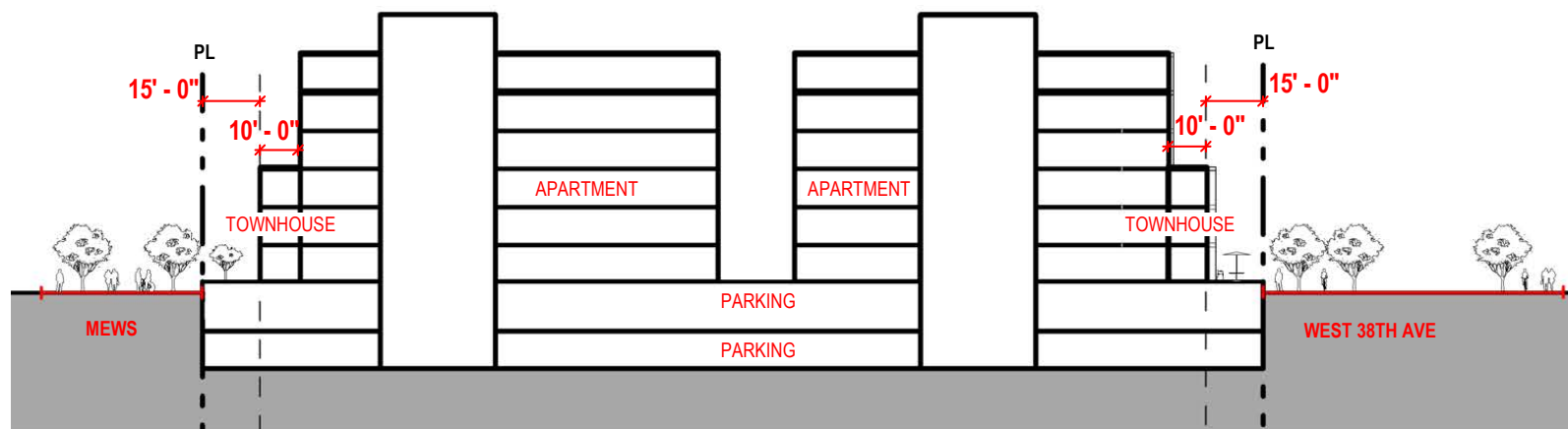
NORTH ELEVATION



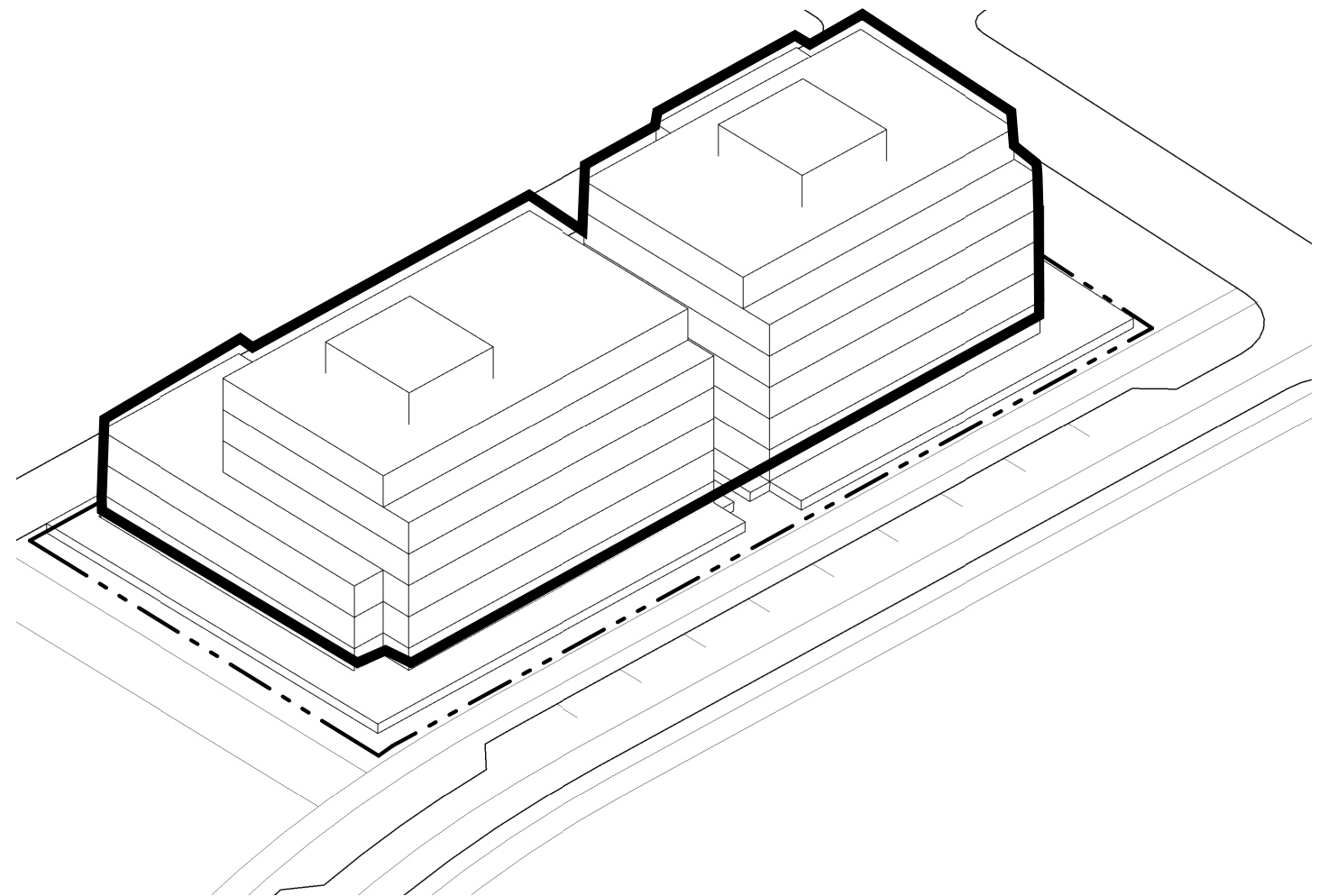
EAST ELEVATION



SECTION A-A

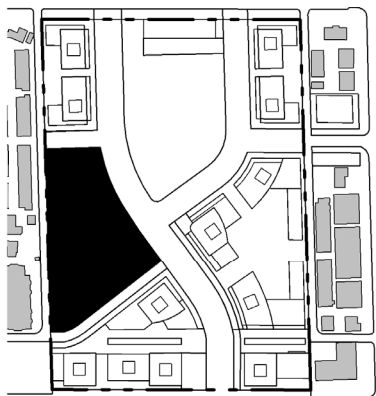


SECTION B-B



SOUTHEAST VIEW

PARCEL B



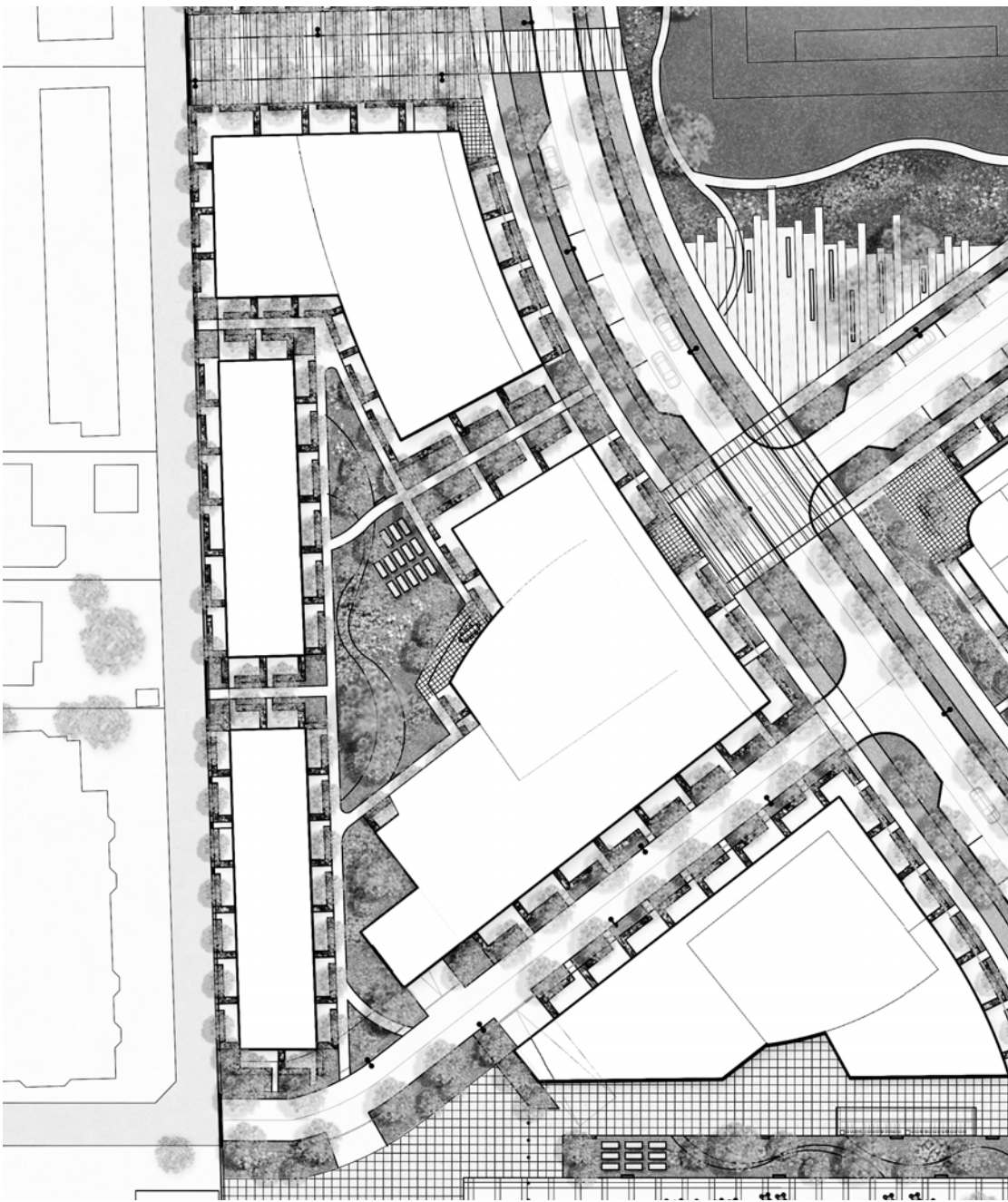
Urban Design Role

Parcel B anchors the western edge of the site, providing for a mix of building types, including three-storey wood frame construction along with reinforced concrete low- and mid-rise buildings, all surrounding a generously landscaped inner courtyard for the parcel’s residents.

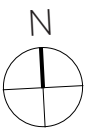
Characteristics

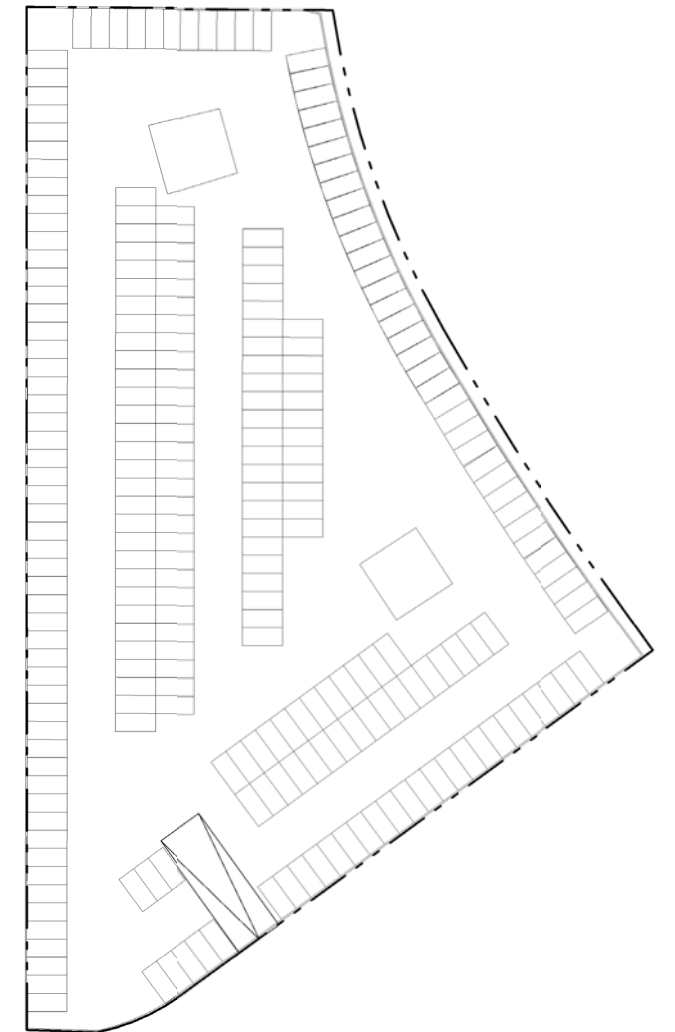
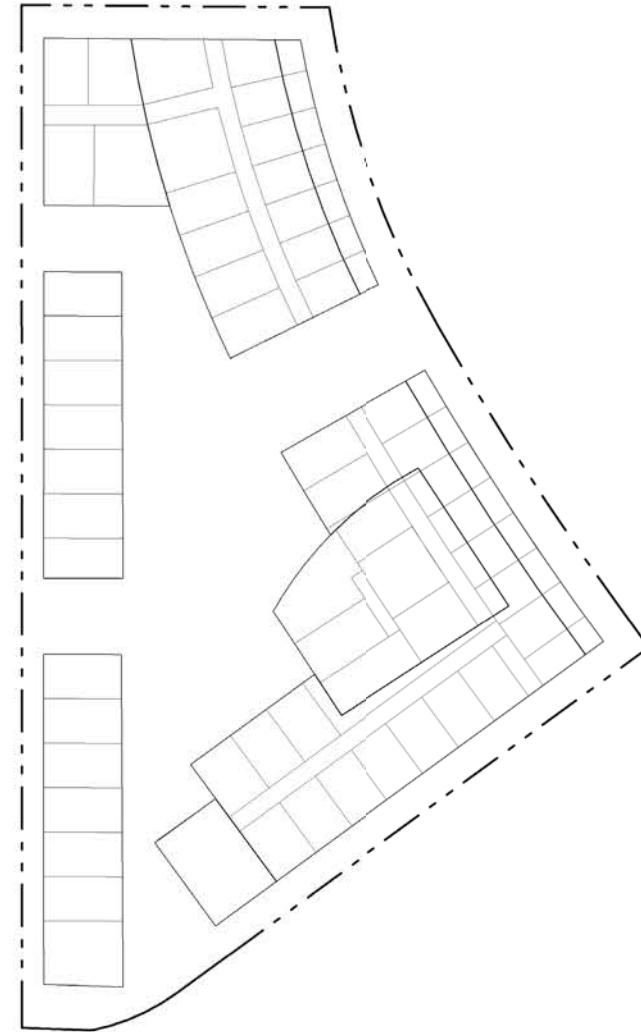
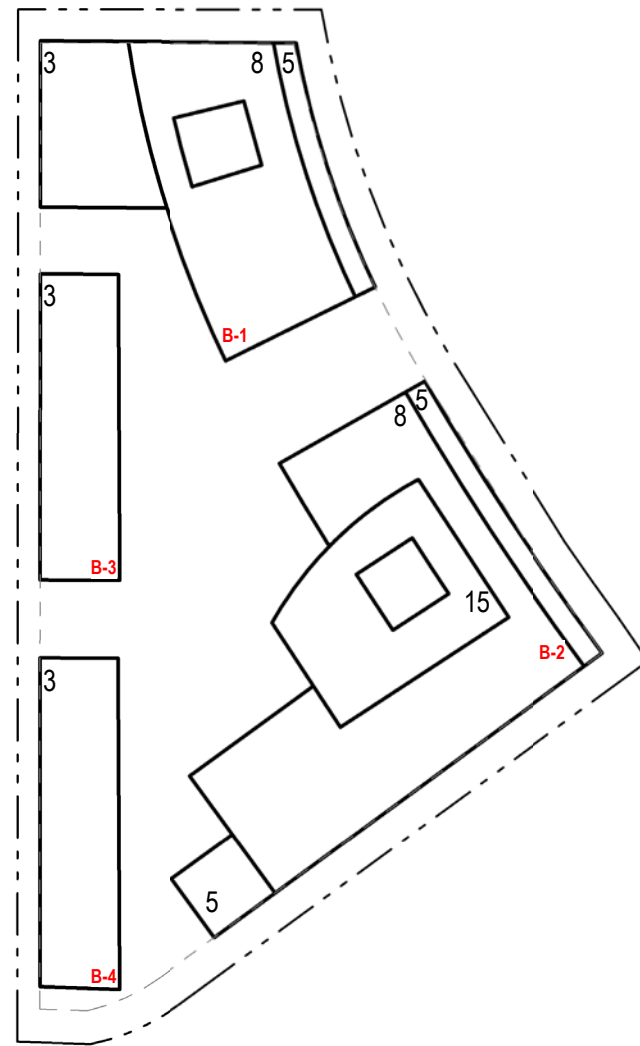
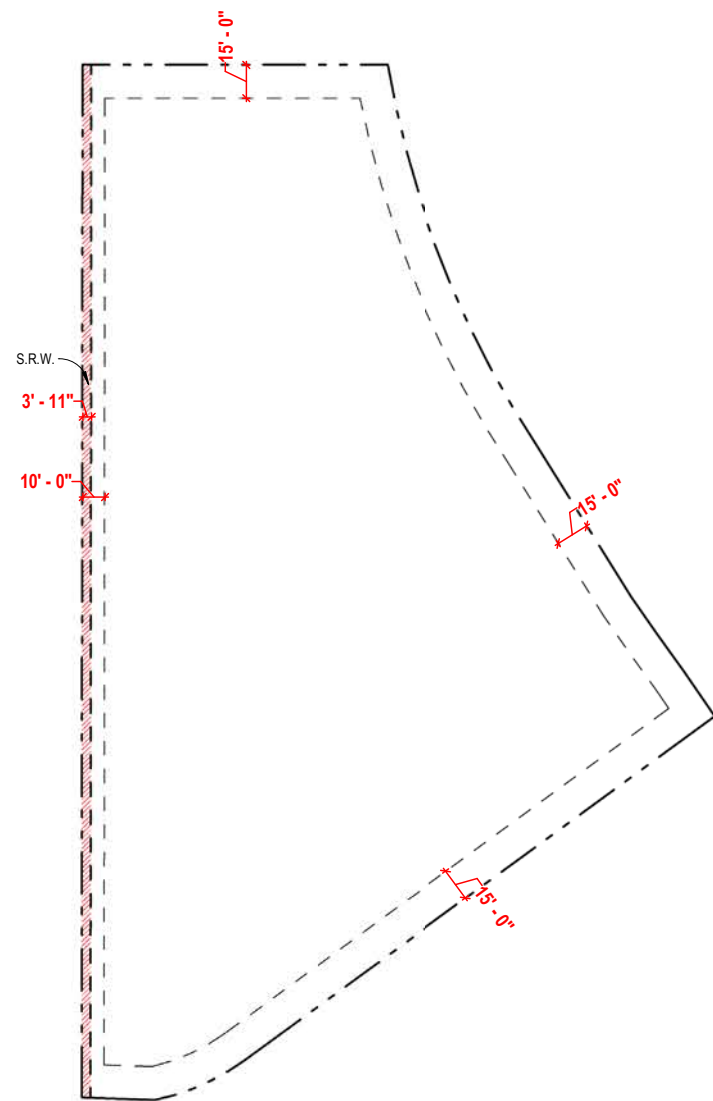
- Perimeter patios fronting all four sides of the site, as well as the inner courtyard, will be 2’ to 3’ above grade and landscaped to provide for a semi-private realm for ground floor units.
- A 20’ wide breezeway between the north and south buildings facing the park will provide connectivity between the park and the parcel’s inner courtyard.
- Building massing to step back at the fifth storey on the park side to minimize shadowing of the park, while the lane side of the buildings will step down to three storeys to transition to the three storey townhouses on the west side of the lane.
- Parking entrance to be off the new diagonal laneway on the south side of the parcel.

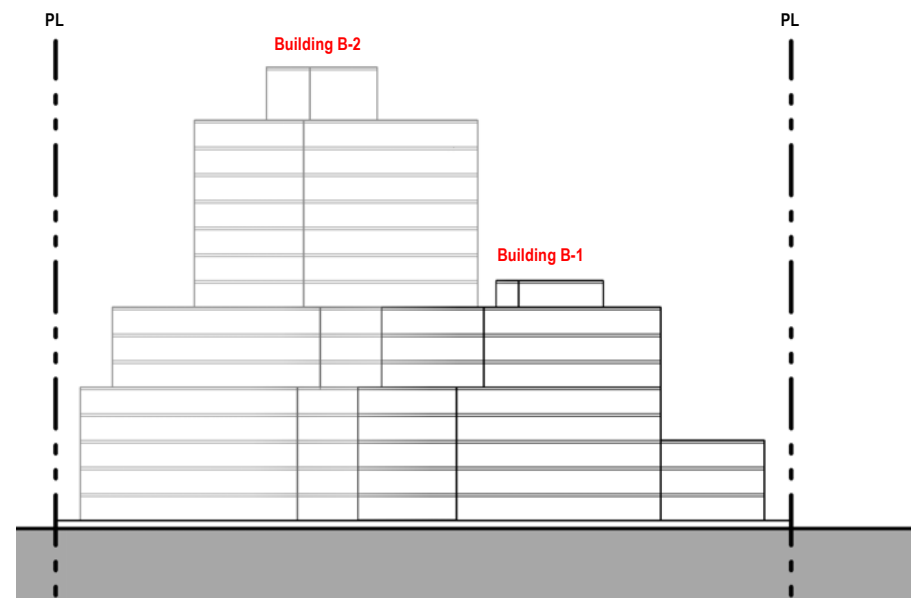
Parcel&Building	Storeys	Total Floor Area sq.ft.	Total Floor Area sq.m.	Usage
B-1 (apartment)	8	85,884	7,825	Market Housing
B-2 (apartment)	15	202,256	18,431	Market Housing
B-3 (townhouse)	3	14,423	1,313	Market Housing
B-4 (townhouse)	3	15,529	1,414	Market Housing
Grand Total		318,092	29,552	



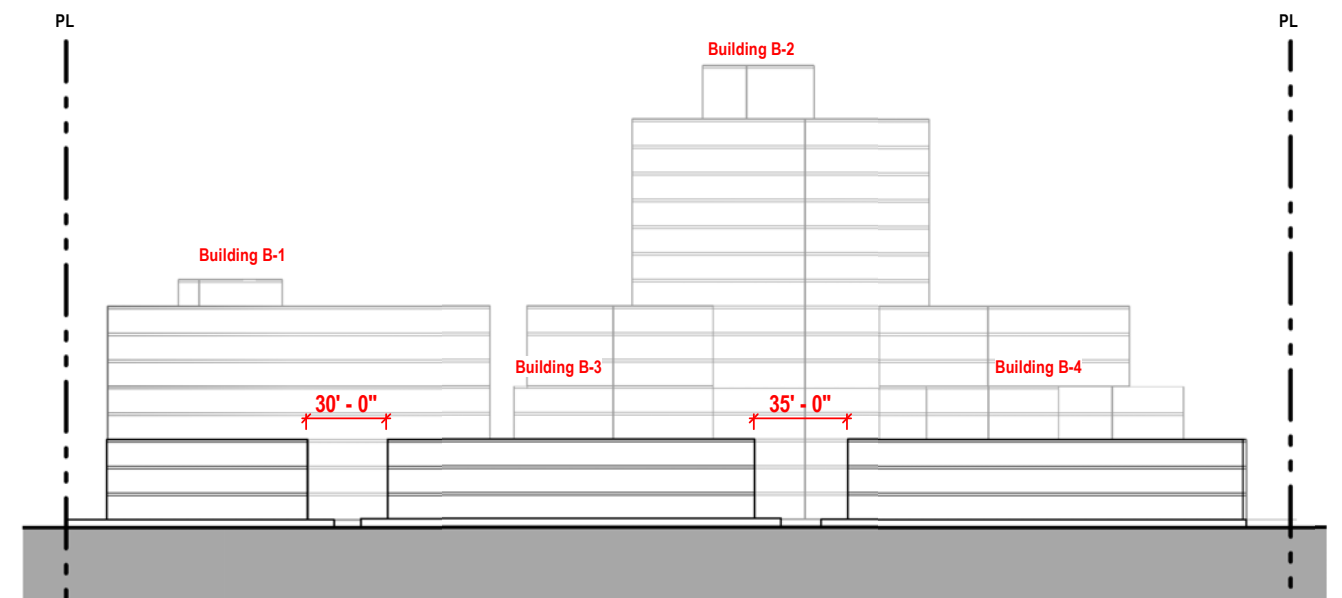
LANDSCAPE PLAN



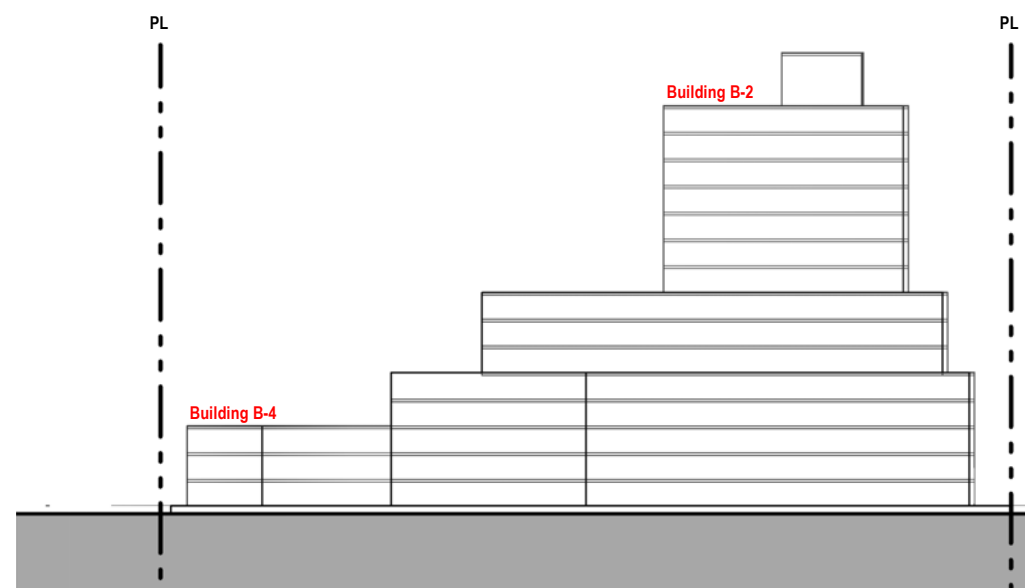
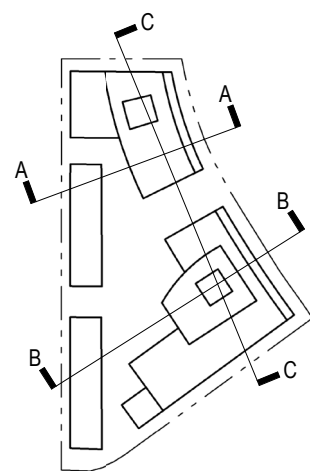




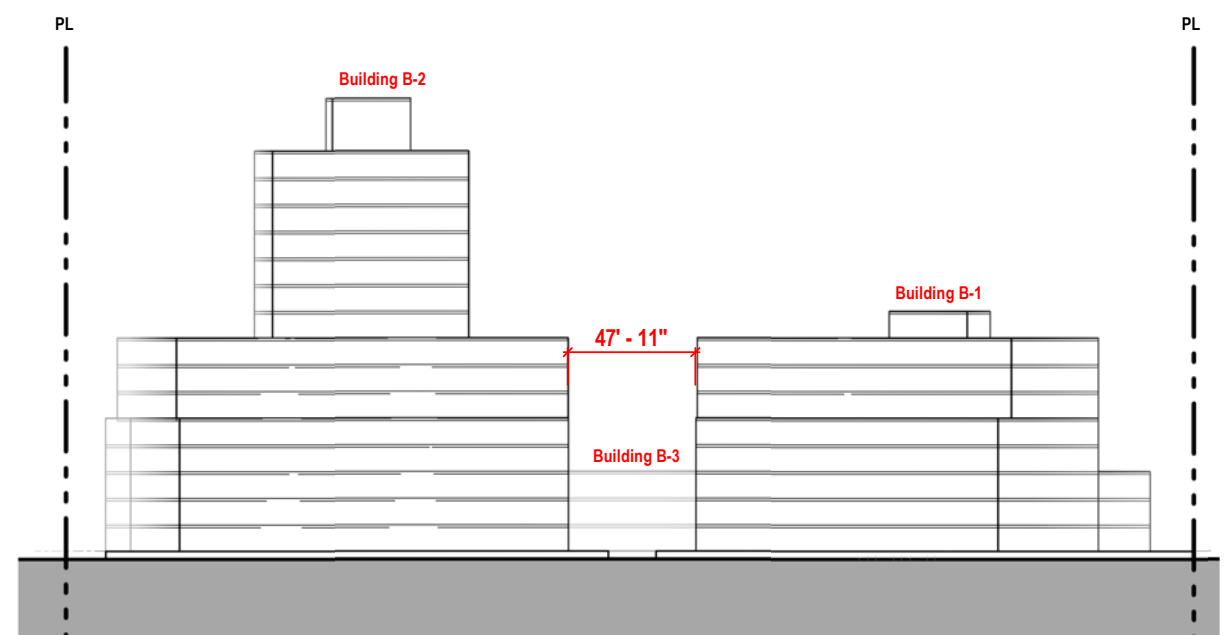
NORTH ELEVATION



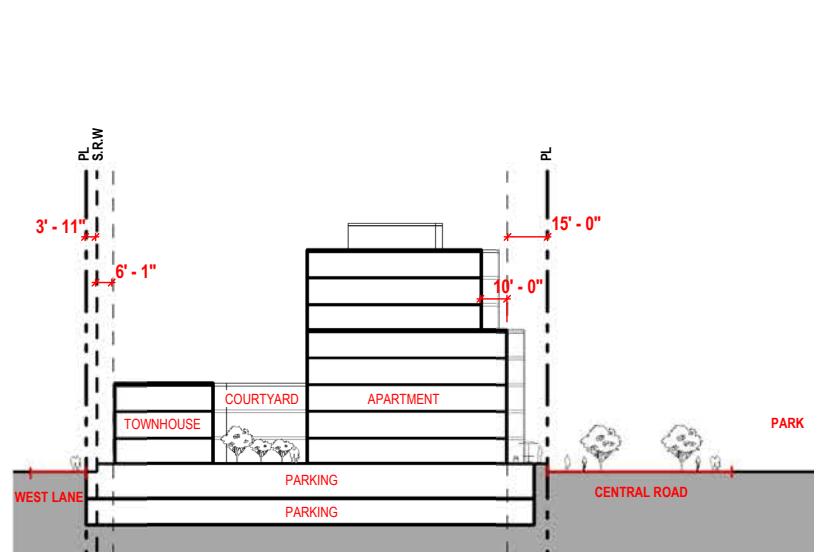
WEST ELEVATION



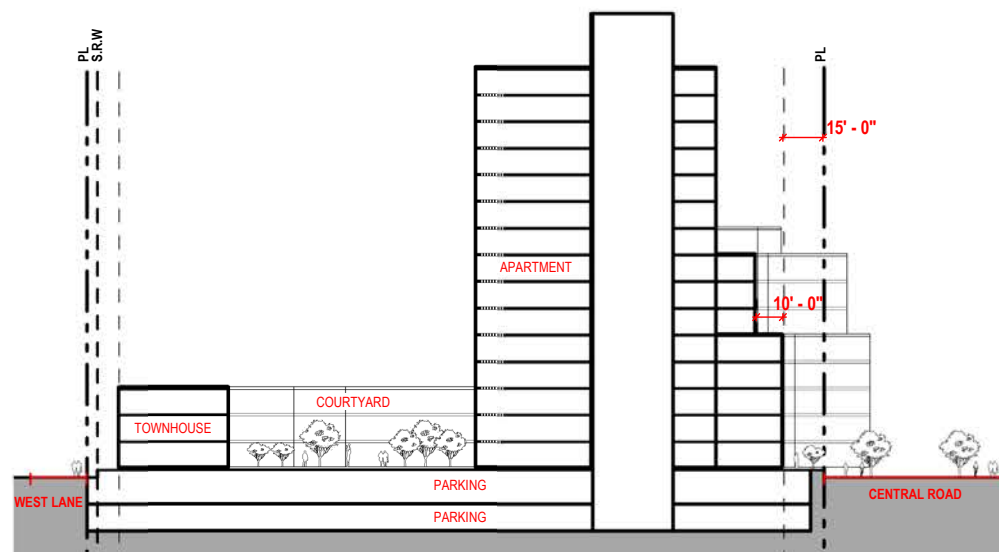
SOUTH ELEVATION



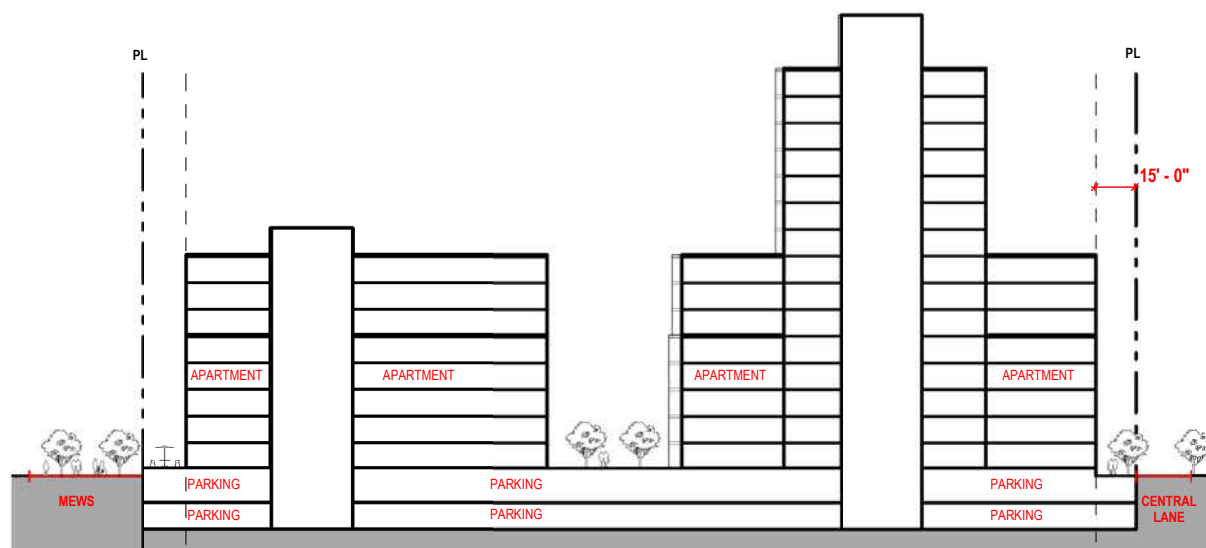
EAST ELEVATION



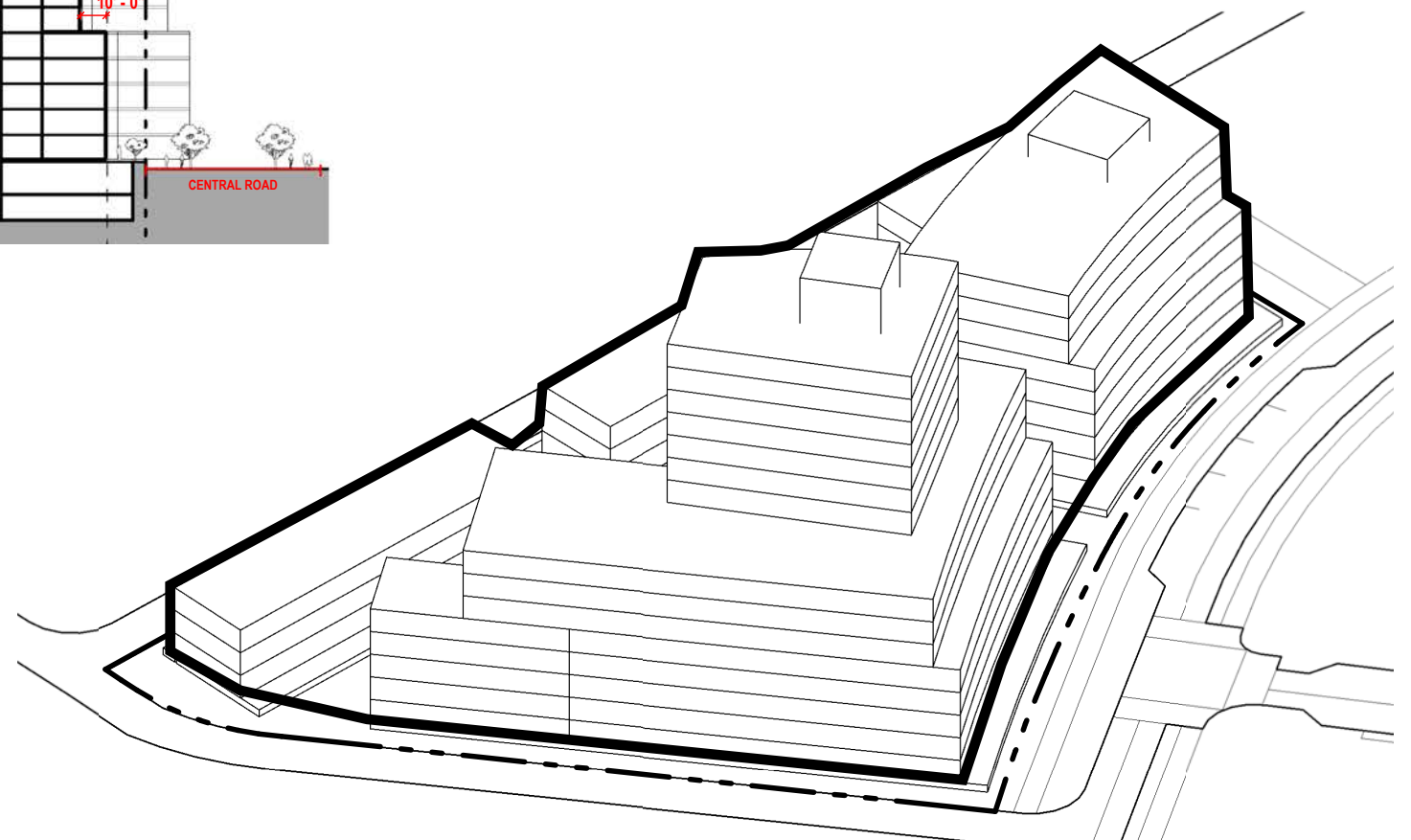
SECTION A-A



SECTION B-B

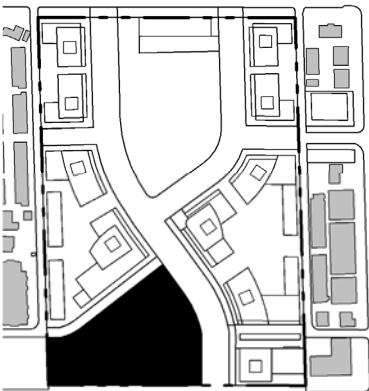


SECTION C-C



SOUTHEAST VIEW

PARCEL C



Urban Design Role

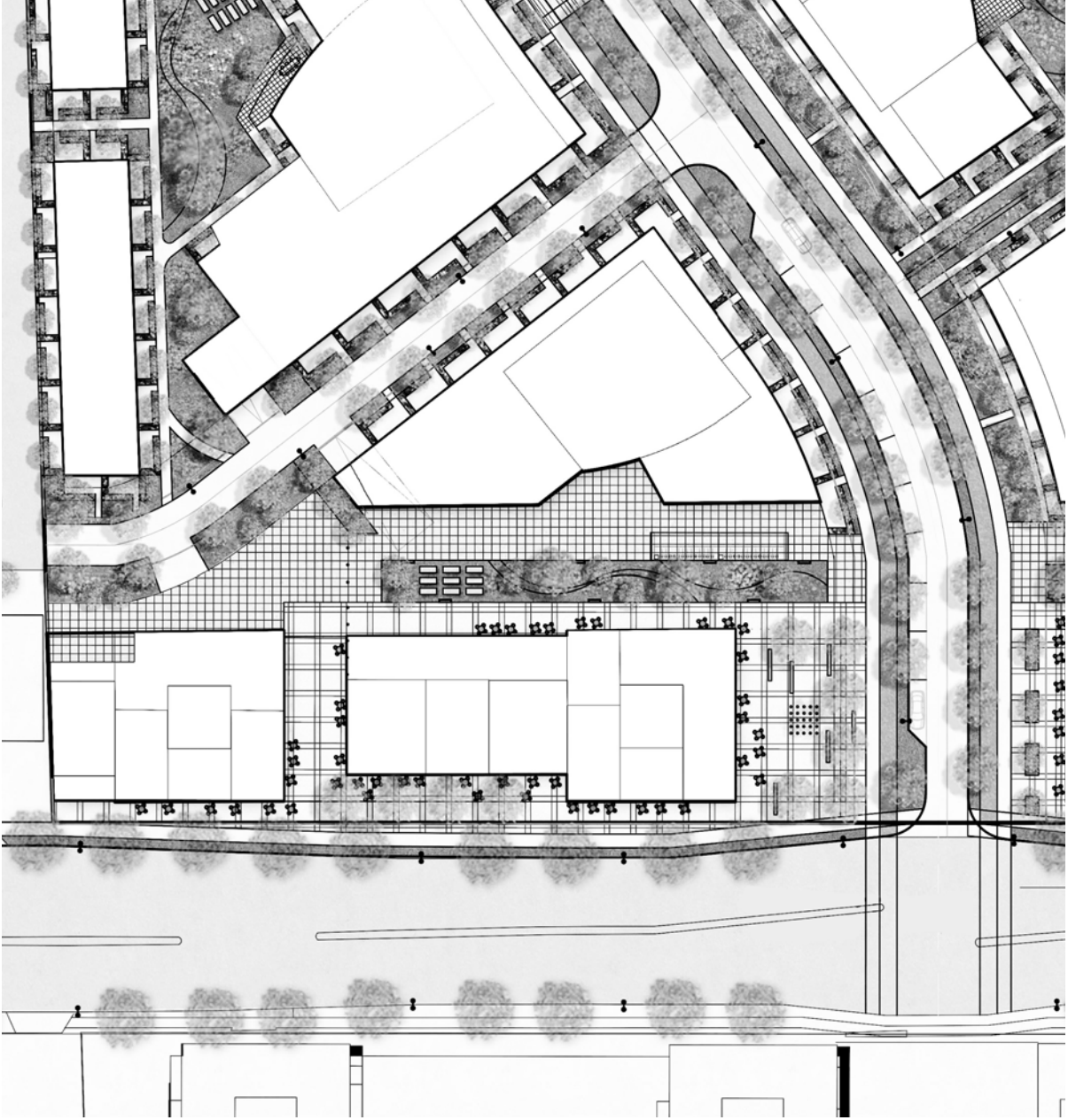
Parcel C will anchor the southwest corner of the OTC site and is intended to be one of the densest parcels in the development, comprised of a 23 and 12 storey tower, set atop a six-storey podium which will provide for continuous retail at grade along 41st Avenue. The buildings along 41st Avenue will also contain both the market and moderate income rental housing to be provided at OTC. At the back of the parcel, a 20 storey market tower on a five-storey podium will fill out the remainder of the parcel. The parcel will also contribute to the public realm by providing both a commercial mews and entry plaza.

Characteristics

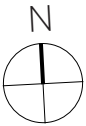
- Perimeter patios fronting the north side of the site will be 2’ to 3’ above grade and landscaped to provide for a semi-private realm for ground floor units.
- A 60’ wide non-vehicular commercial mews located on the north side of the buildings along 41st Avenue will provide for east-west pedestrian and cycling access, with continuous retail at grade, punctuated at the new central road by the entry plaza.
- A 30’ wide opening is also to be provided between the 23-storey tower and six-storey podium to provide mid-block pedestrian access to the commercial mews from 41st Avenue.
- Parking entrance to be off the new diagonal laneway on the north side of the parcel.

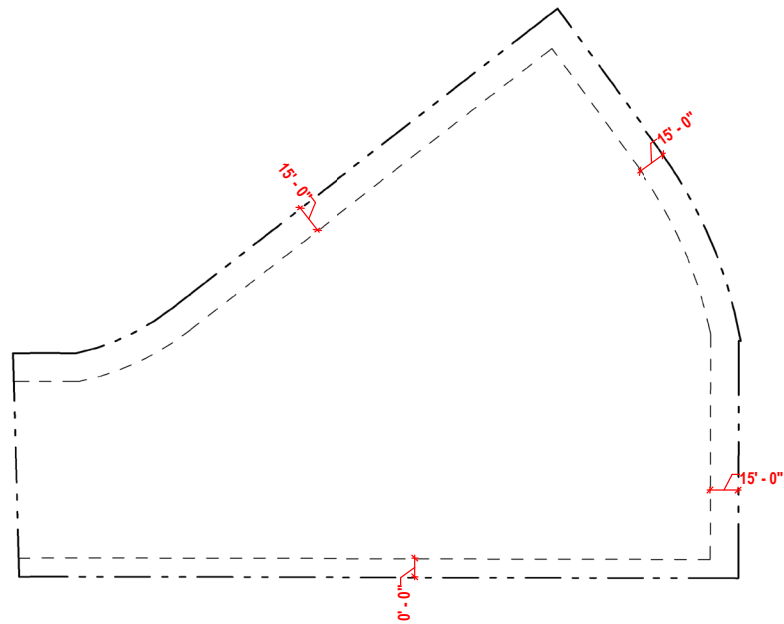
Parcel&Building	Storeys	Total Floor Area sq.ft.	Total Floor Area sq.m.	Usage
C-1 (apartment)	20	180,543	16,773	Apartment
C-2 (apartment)*	23	155,227	14,421	Apartment
C-3 (Rental apt.)*	12	94,764	8,804	Market Rental
		10,295	956	Commercial
Grand Total		444,459	41,292	

* Rental apartment: 75% market rental (97,764 sq.ft.) + 25% moderate income rental (31,588 sq.ft.), with the MIRH to be located in first six storeys of Building C-2

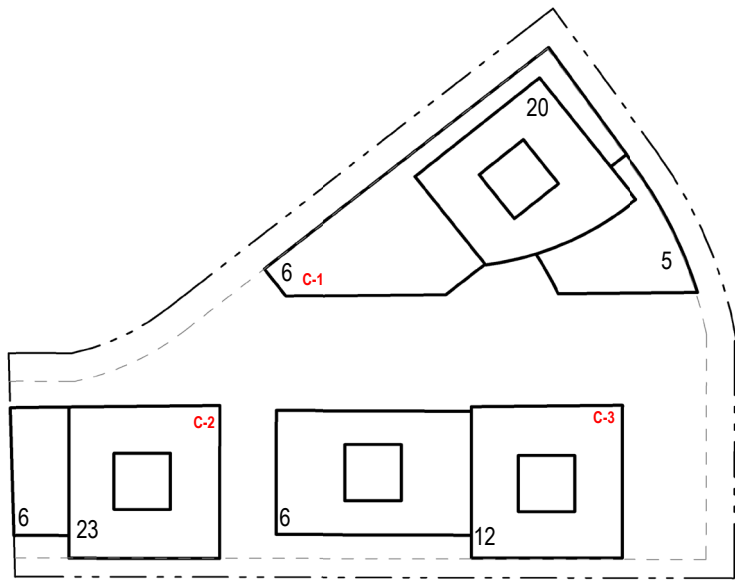


LANDSCAPE PLAN

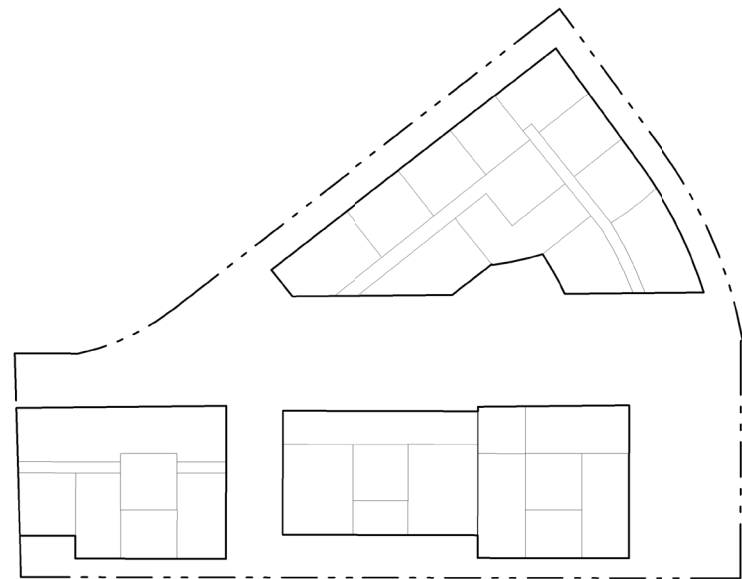




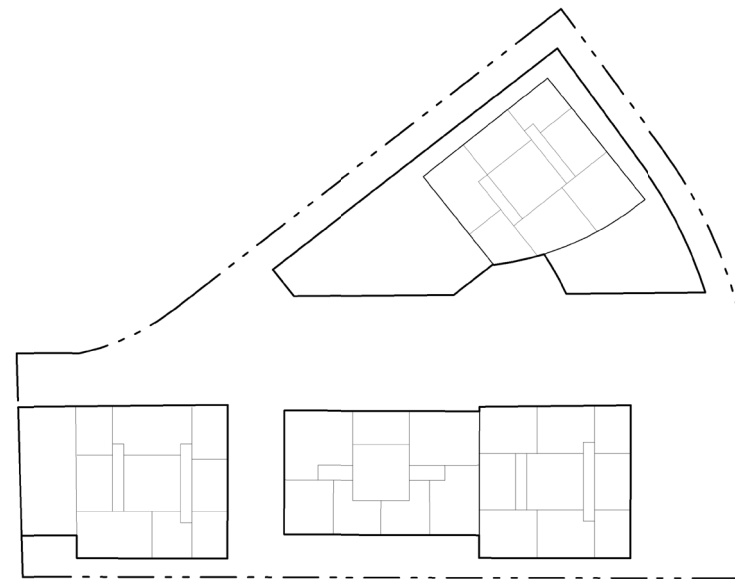
PARCEL SETBACK



ROOF PLAN



FLOOR PLAN - GROUND FLOOR

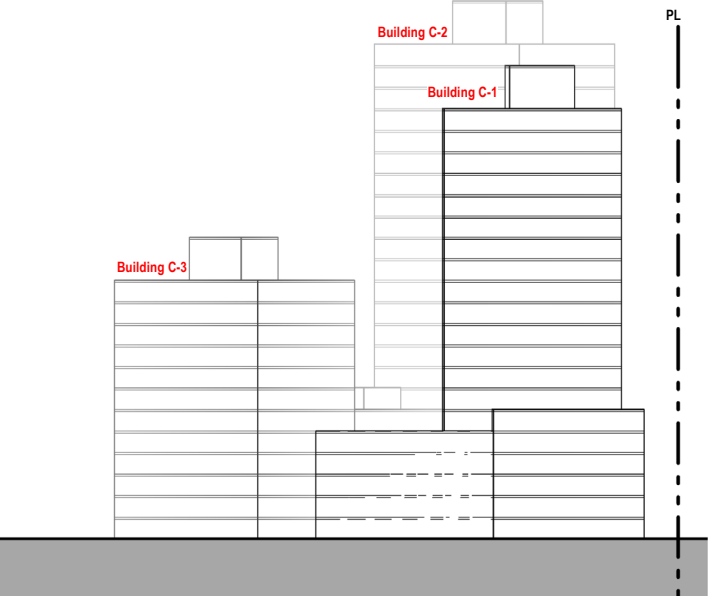


FLOOR PLAN - TOWER FLOOR

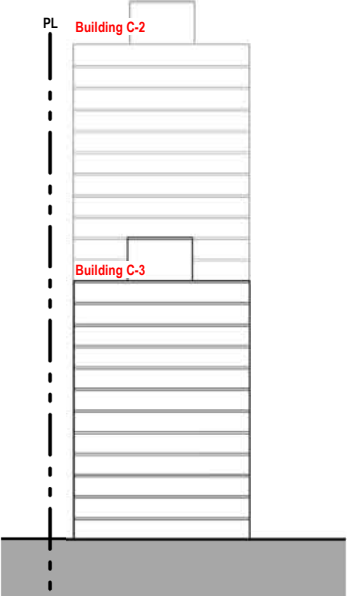


PARKING PLAN

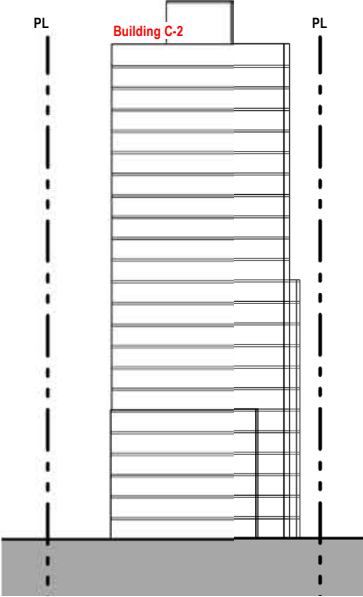




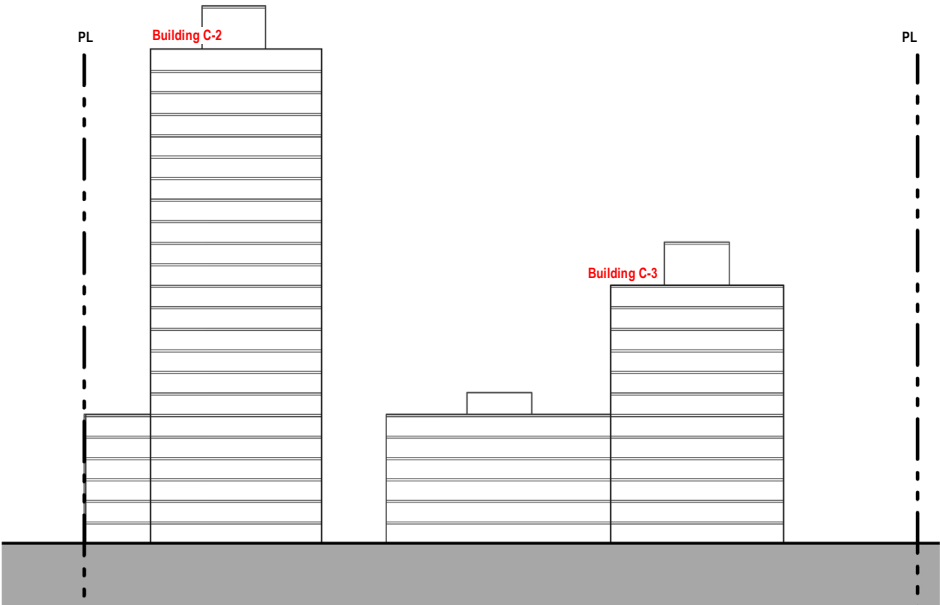
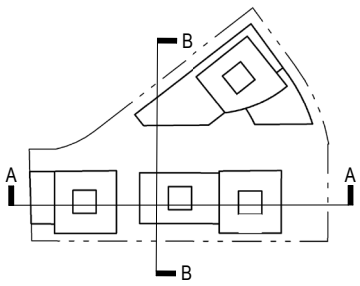
NORTH EAST ELEVATION



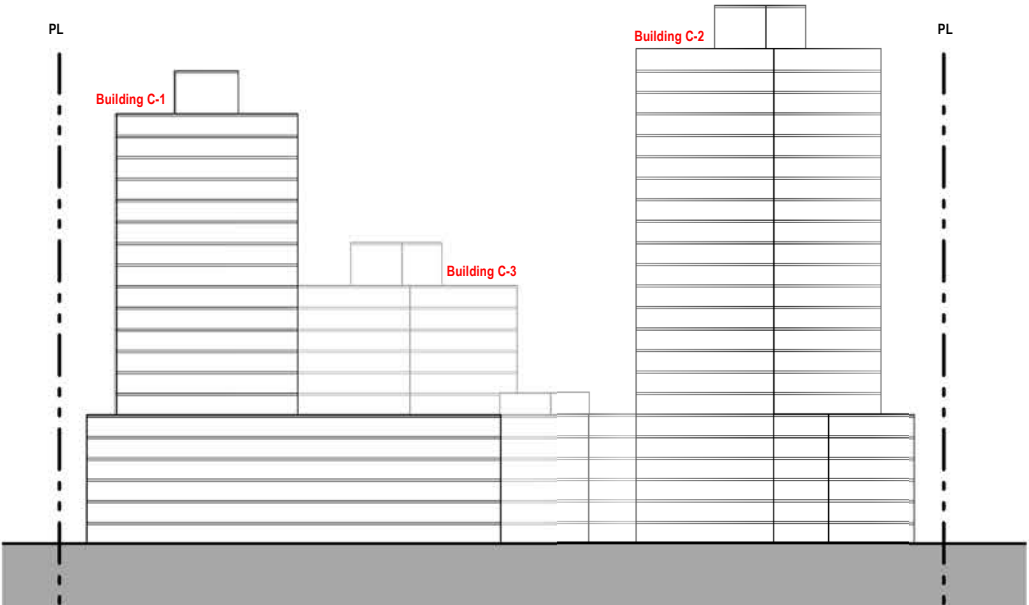
EAST ELEVATION



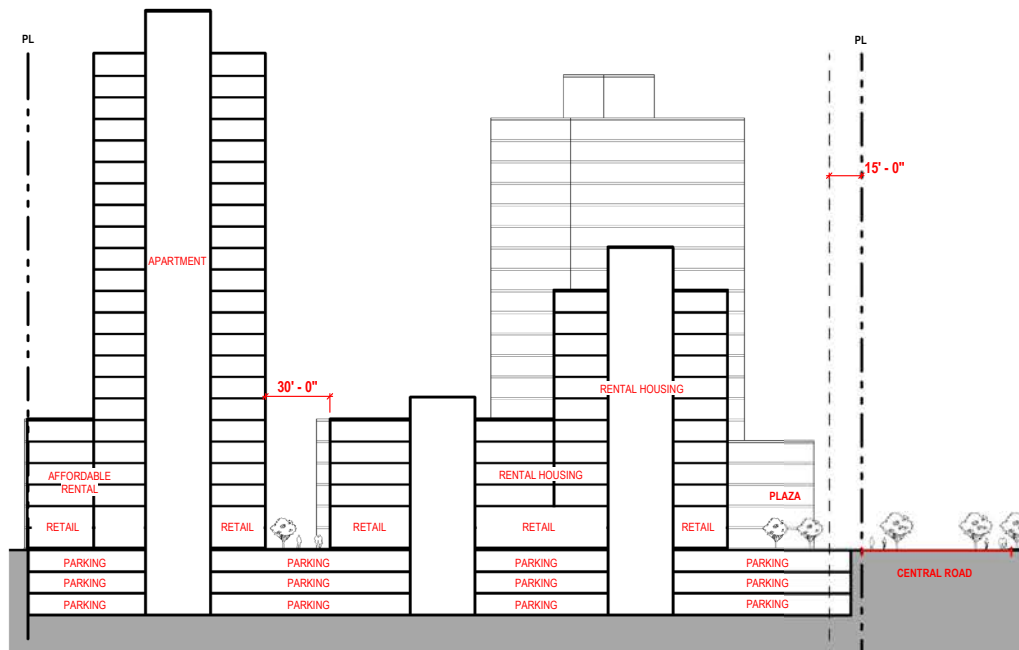
WEST ELEVATION



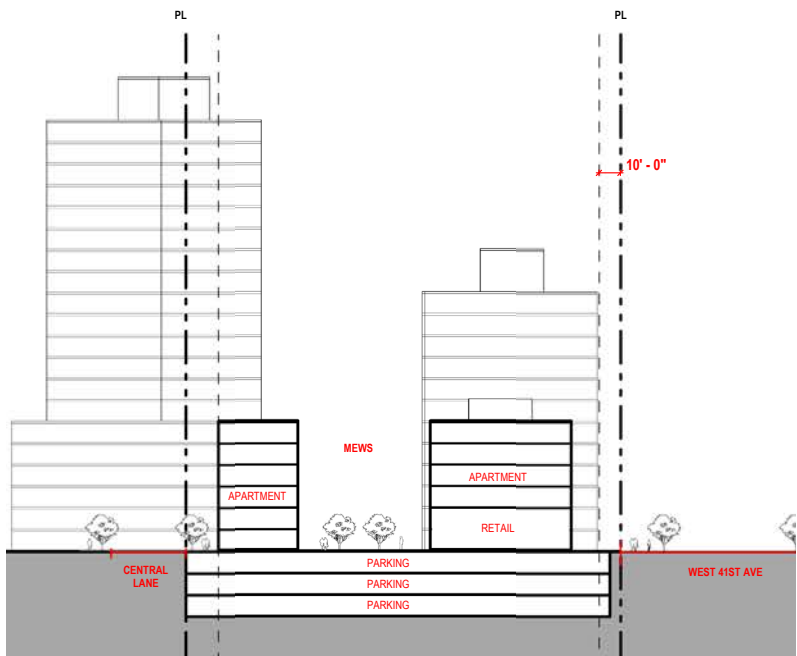
SOUTH ELEVATION



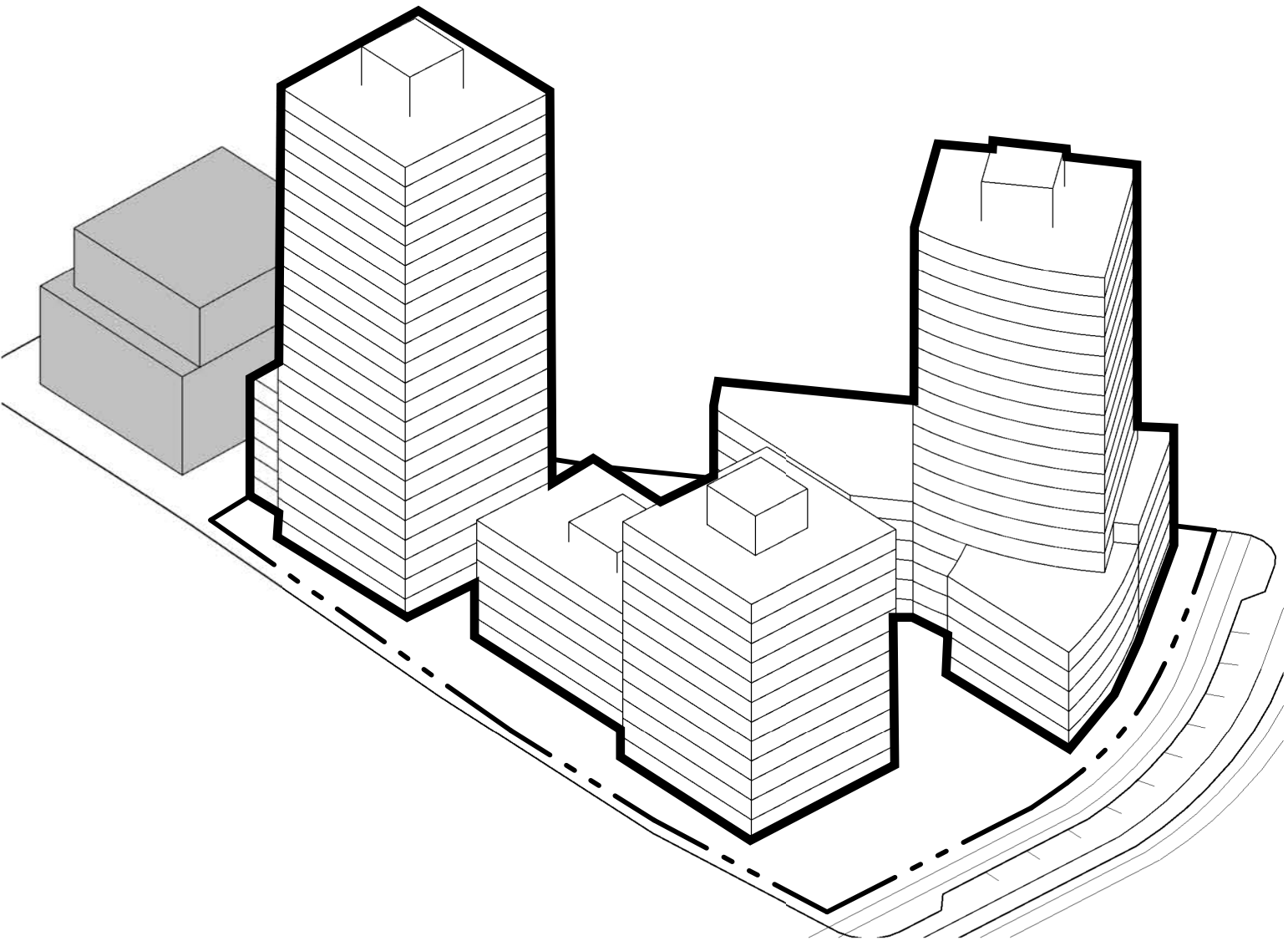
NORTHWEST ELEVATION



SECTION A-A

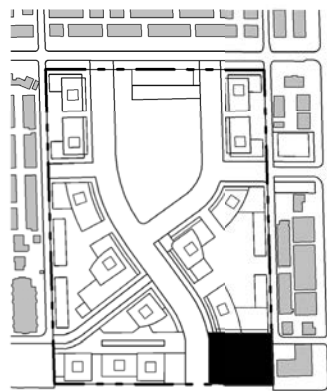


SECTION B-B



SOUTHEAST VIEW

PARCEL D



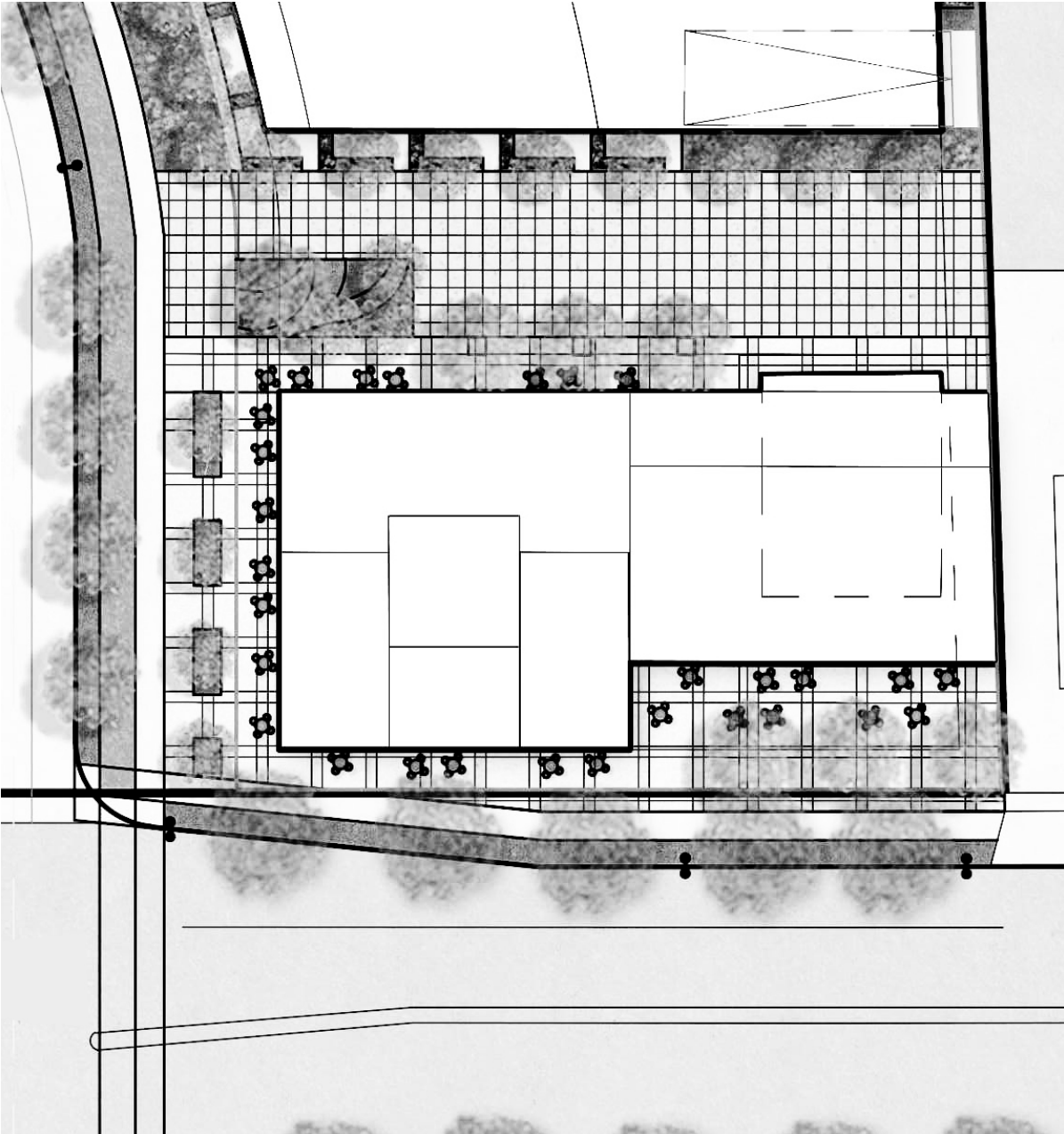
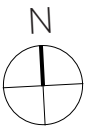
Urban Design Role

Parcel D will anchor the southeast corner of the OTC site and, while being one of the smallest parcels in the development, it is also one of the densest giving that it is comprised of a 26 storey tower, set atop a six-storey podium which will provide for continuous retail at grade along 41st Avenue. Parcel D is also home to TransLink’s existing and operational rectifier station, which is set to be replaced by a new below ground recitifier, to be located between the existing one and 41st Avenue.

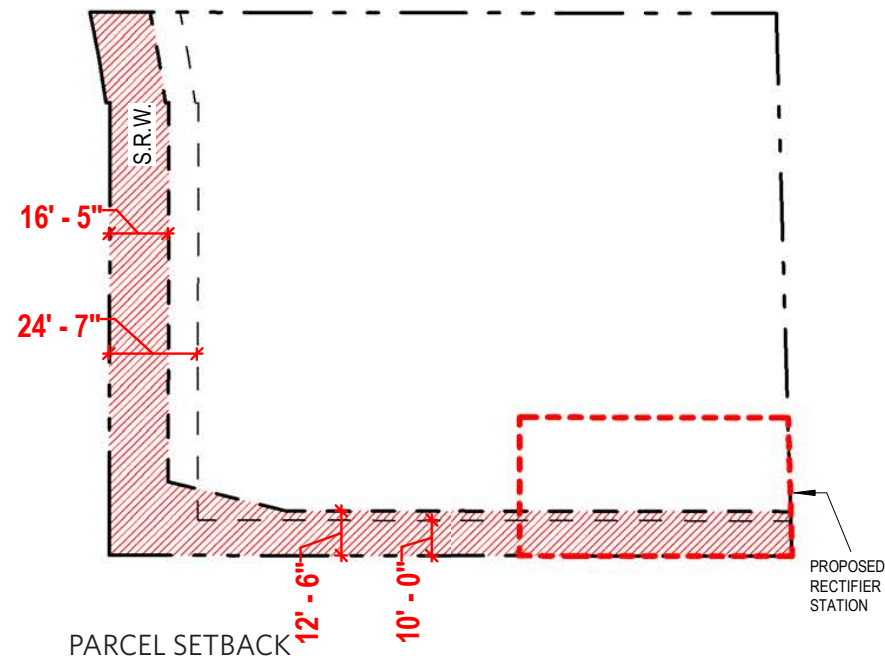
Characteristics

- The base of the tower demarcates the entry to OTC off of 41st Avenue, along with the Parcel C plaza across the street, and is intended to have commercial retail wrapping around the west side of the tower.
- A 60’ wide non-vehicular commercial mews on the north side of the parcel will provide for east-west pedestrian and cycling access, with continuous retail at grade, punctuated at the new central road by the entry plaza.
- A new urban plaza is also intended to occupy the space above the proposed new rectifier.
- Parking entrance to be off the existing laneway on the east side of the parcel.

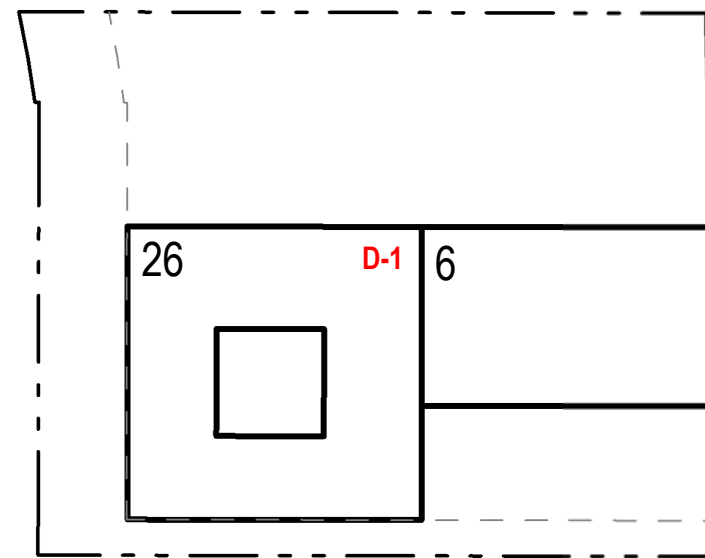
Parcel&Building	Storeys	Total Floor Area sq.ft.	Total Floor Area sq.m.	Usage
D-1 (apartment)	26	196,877 8,075	18,290 750	Market Housing Commercial
Grand Total		204,952	19,040	



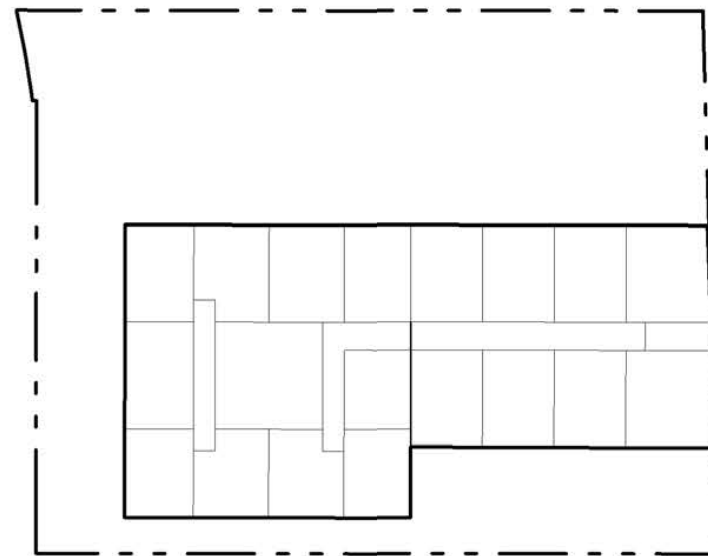
LANDSCAPE PLAN



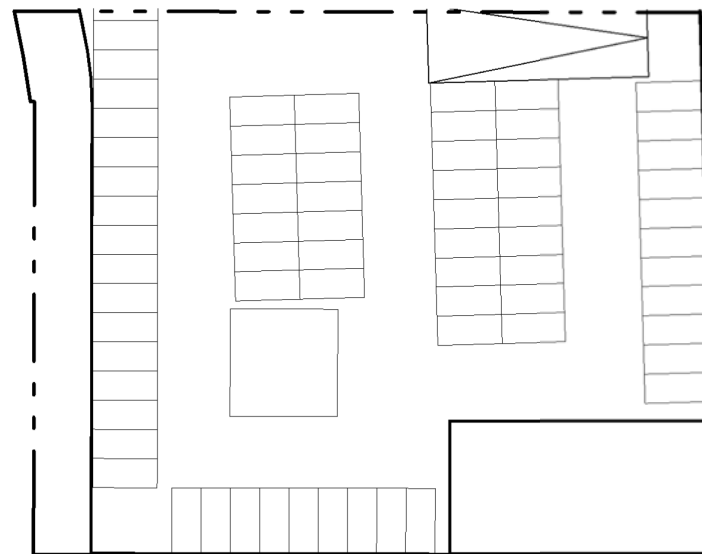
PARCEL SETBACK



ROOF PLAN

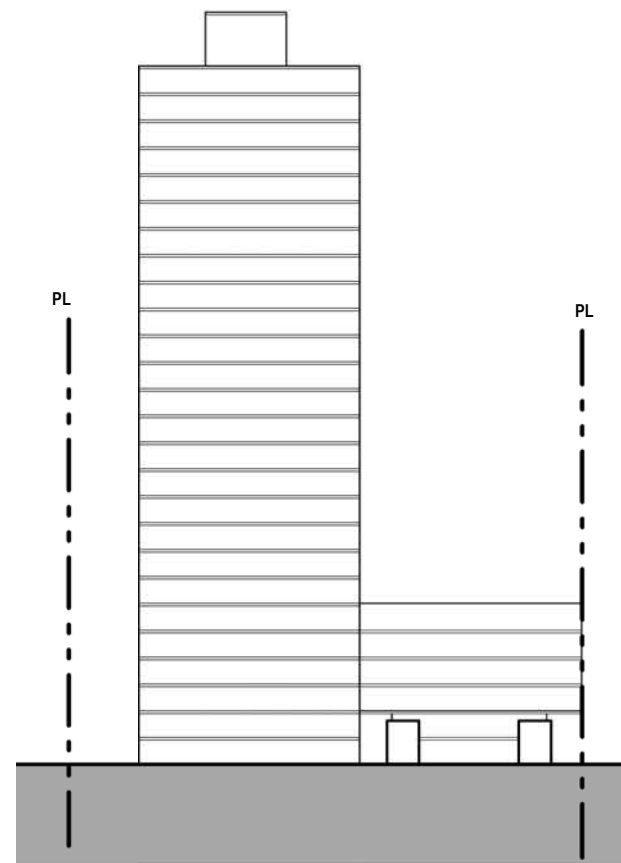


UNIT LAYOUT - TOWER FLOOR

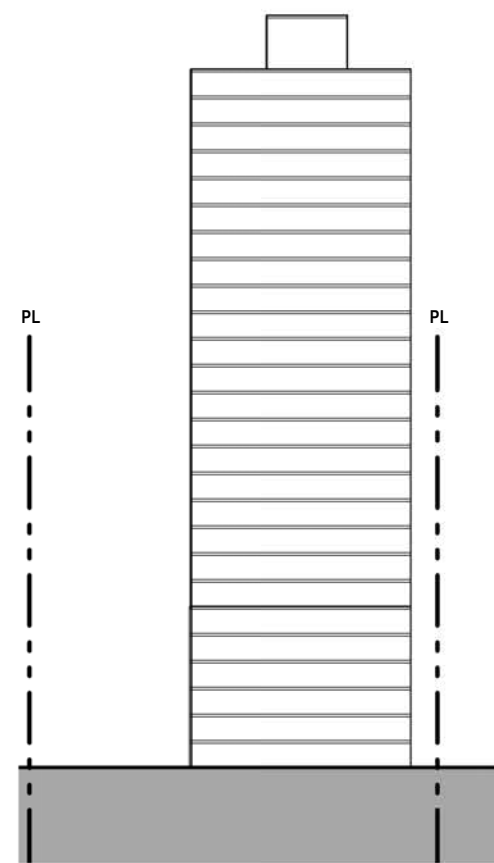


PARKING PLAN

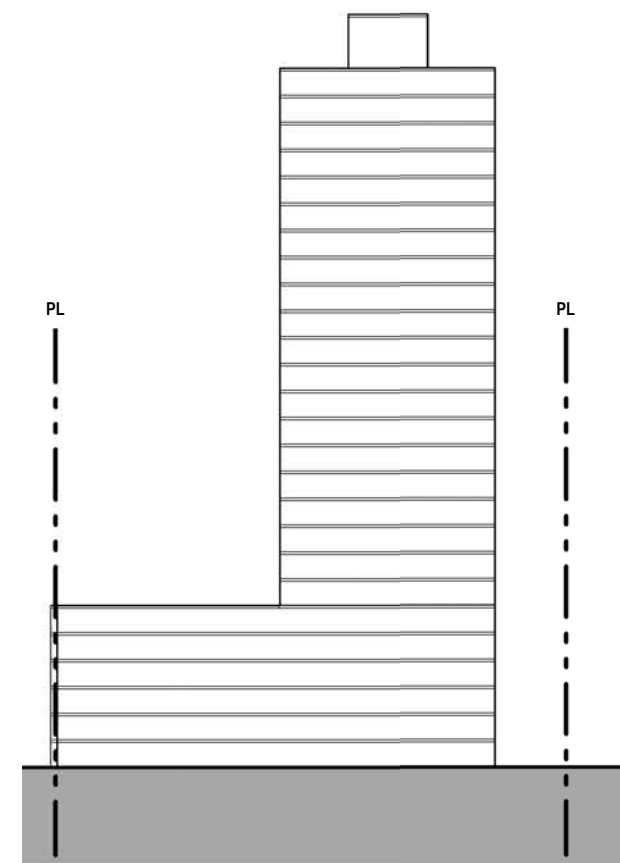




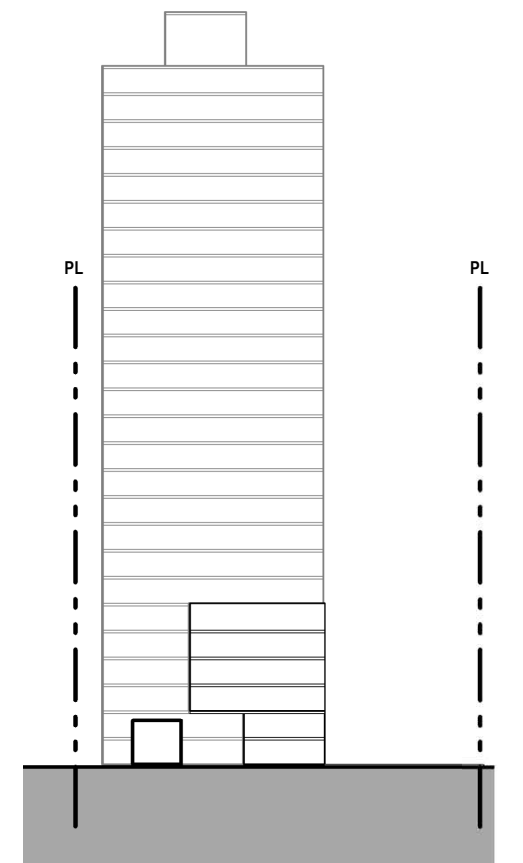
NORTH ELEVATION



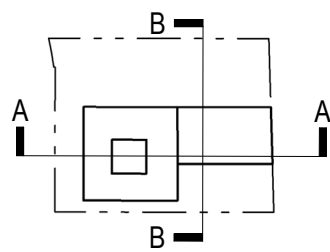
EAST ELEVATION

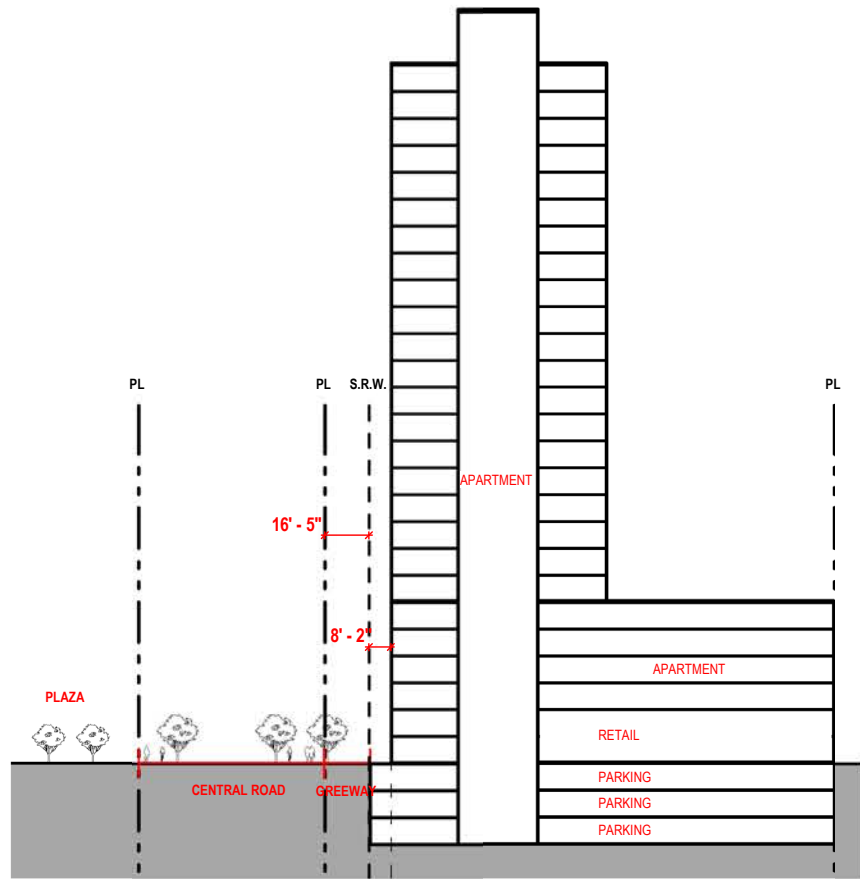


SOUTH ELEVATION

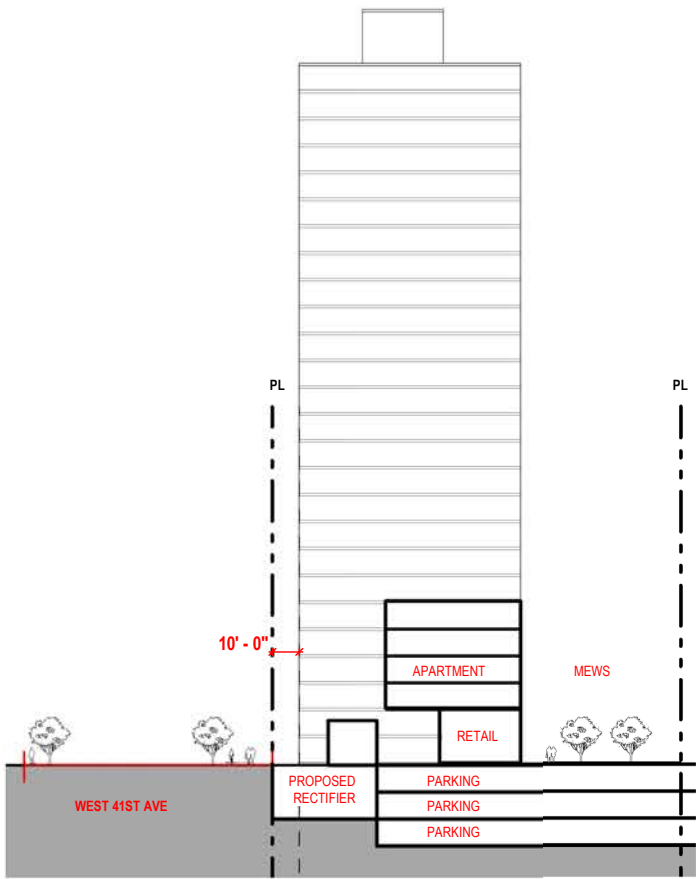


WEST ELEVATION

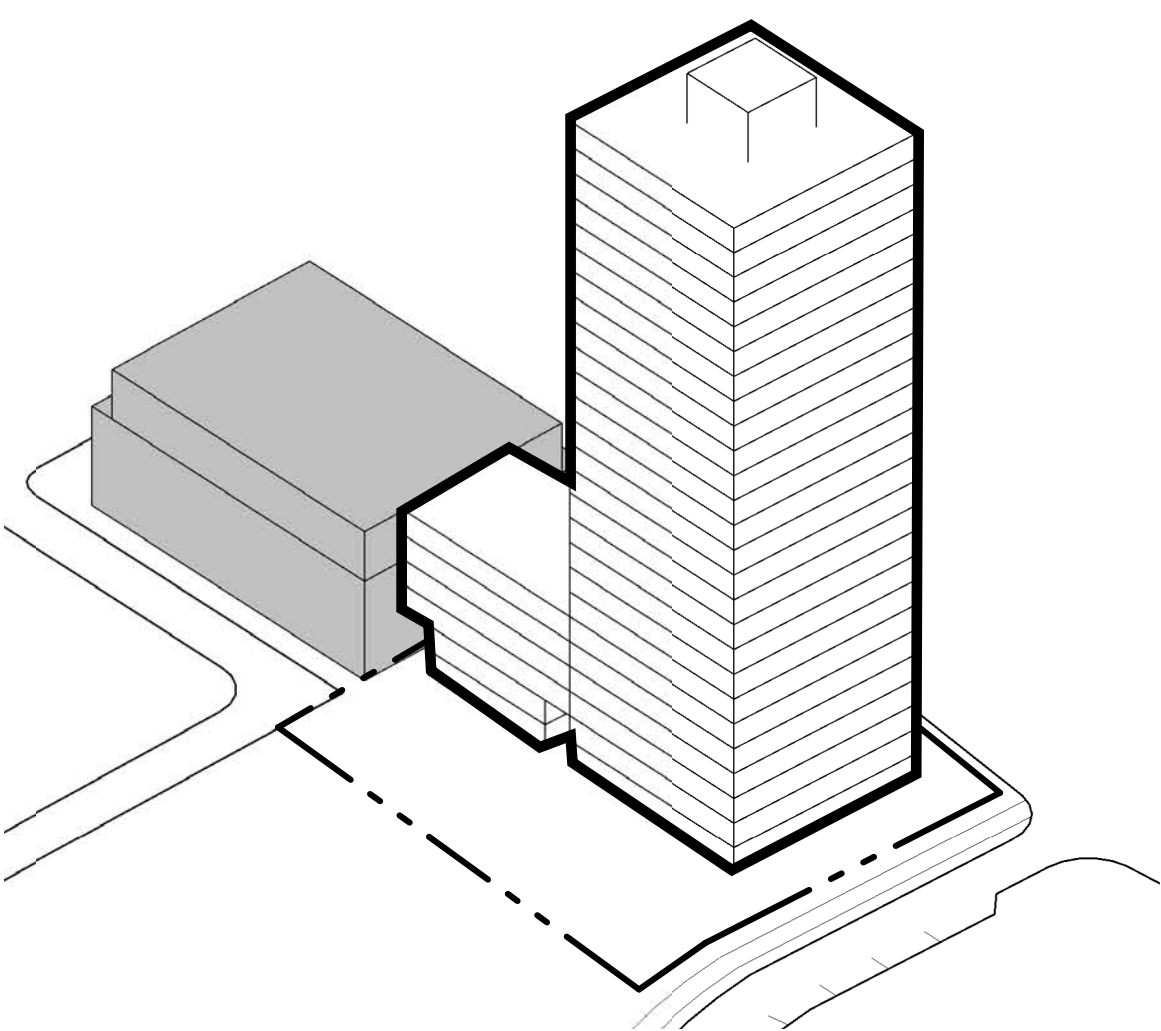




SECTION A-A

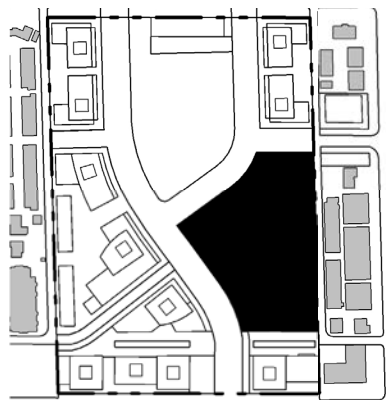


SECTION B-B



NORTHWEST VIEW

PARCEL E



Urban Design Role

Centrally located on the east side of the site, Parcel E occupies a large portion of the OTC site overall and will be home to the entirety of social housing in the development. Comprised of a mix of low and mid-rise buildings, the reinforced concrete mid-rise buildings - which vary between six and twelve storeys - step down to three-storey wood frame structures along the lane. A large inner courtyard is intended to provide the building's residents with access to nature, along with a 35' wide opening between the north buildings to visually connect the new park to the inner courtyard.

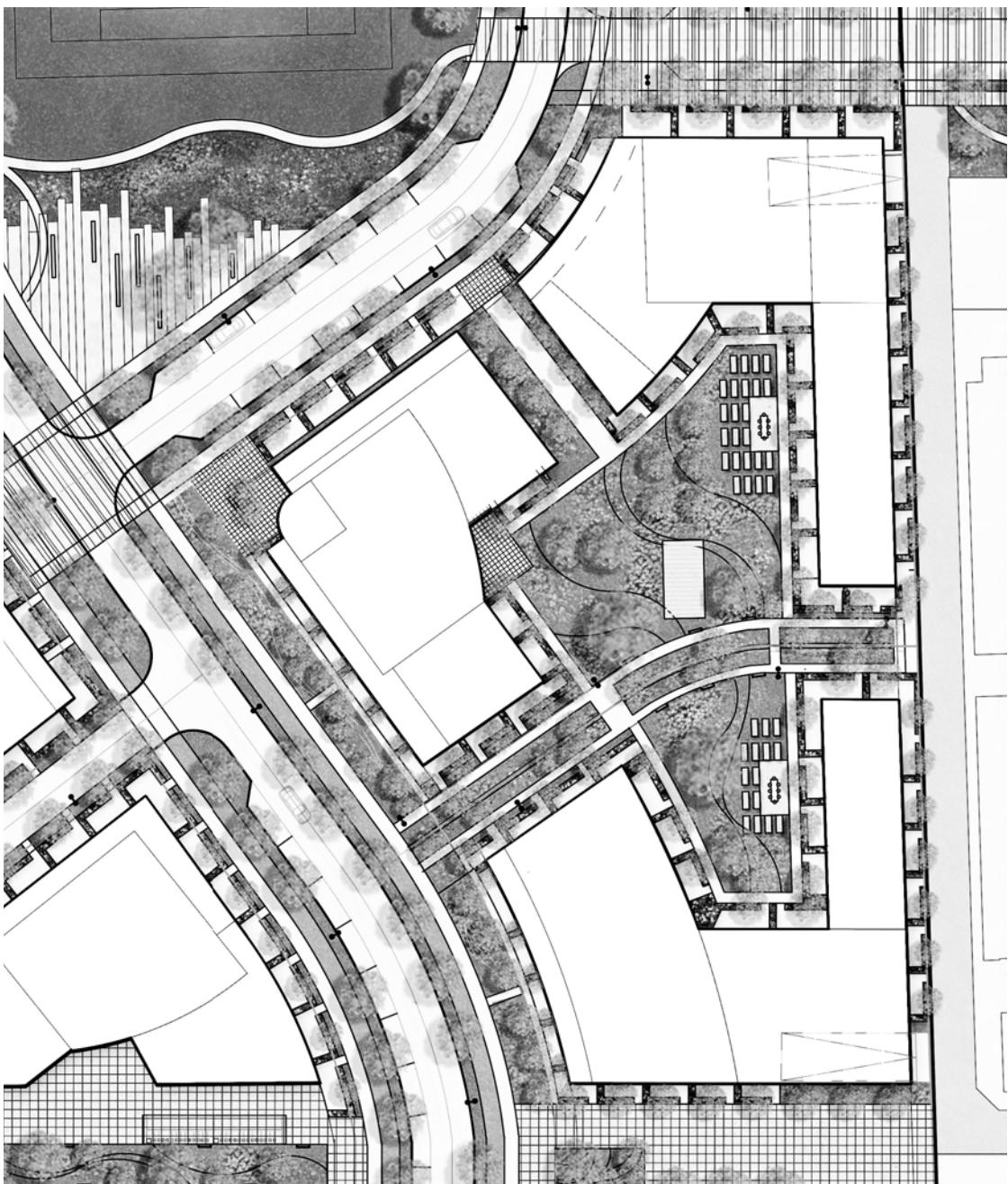
Characteristics

- Perimeter patios fronting the north

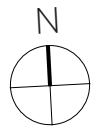
and west sides of the site, as well as those lining the inside of the inner courtyard, will be 2' to 3' above grade and landscaped to provide for a semi-private realm for ground floor units.

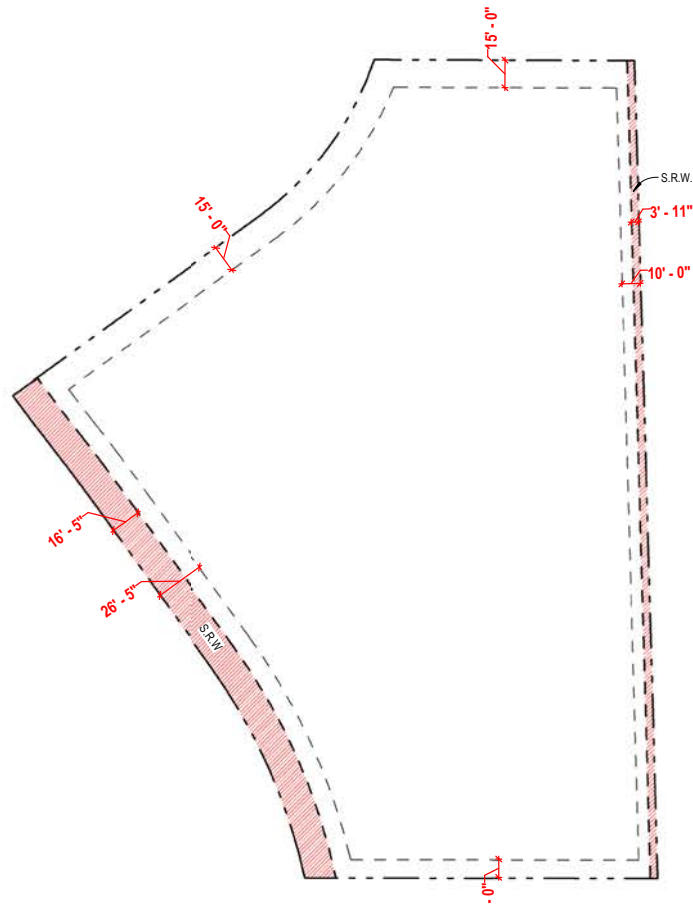
- The two buildings on the north side of the site are to step back at the fifth storey to minimize shadowing on the park. The two buildings fronting the central roadway are similarly also to step back at the fifth storey.
- The 12-storey building at the northwest corner of the site will have a 2,000 sq.ft. commercial retail unit at its base.
- Openings in the streetwall are to be provided on three sides of the site, with the fourth side fronting the commercial mews to the south.
- Parking entrance to be off the existing laneway on the east side of the parcel.

Parcel&Building	Storeys	Total Floor Area sq.ft.	Total Floor Area sq.m.	Usage
E-1 (apartment)	12	107,120 2,000	9,952 186	Social Housing Commercial
E-2 (apartment)	6	70,789	6,577	Social Housing
E-3 (apartment)	6	75,680	7,031	Social Housing
Grand Total		255,589	23,745	

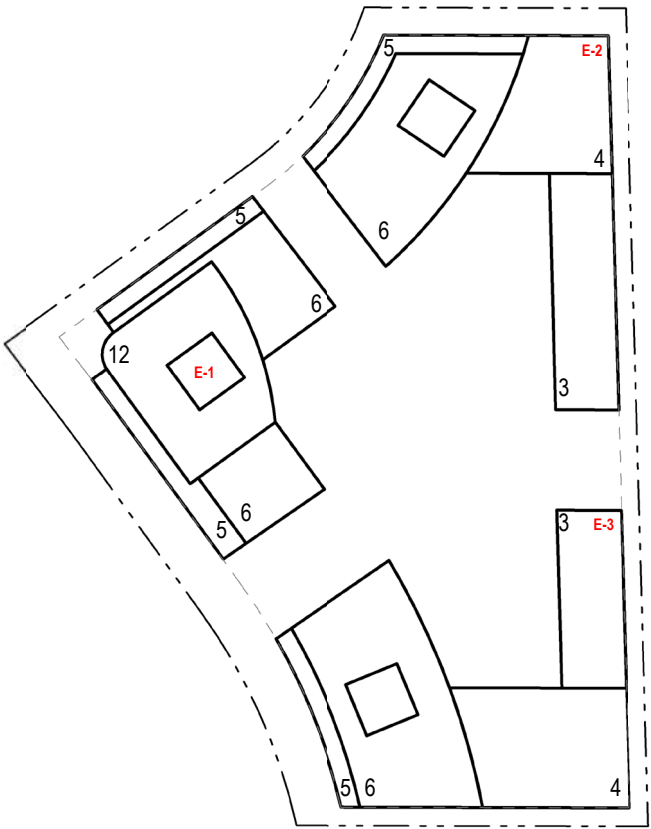


LANDSCAPE PLAN

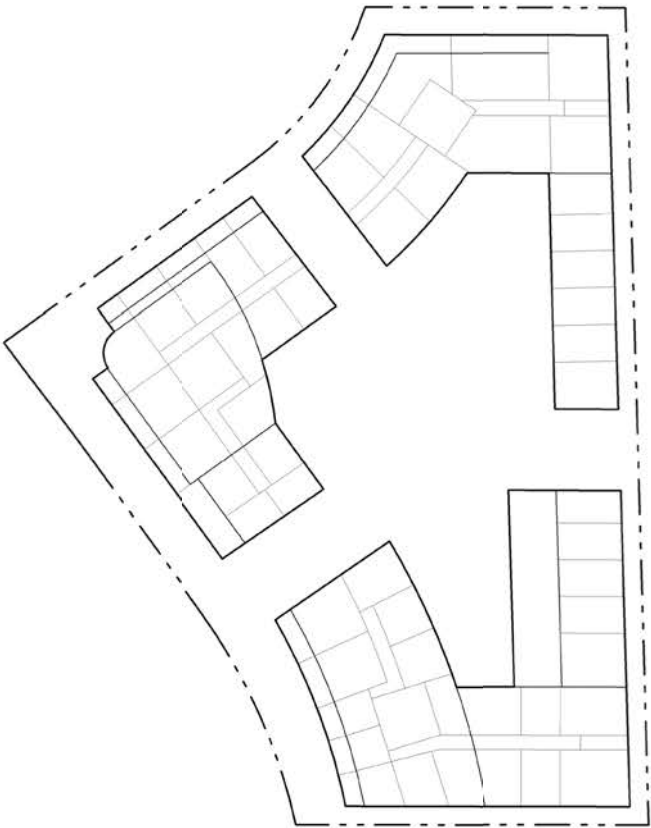




PARCEL PLAN



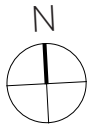
ROOF PLAN

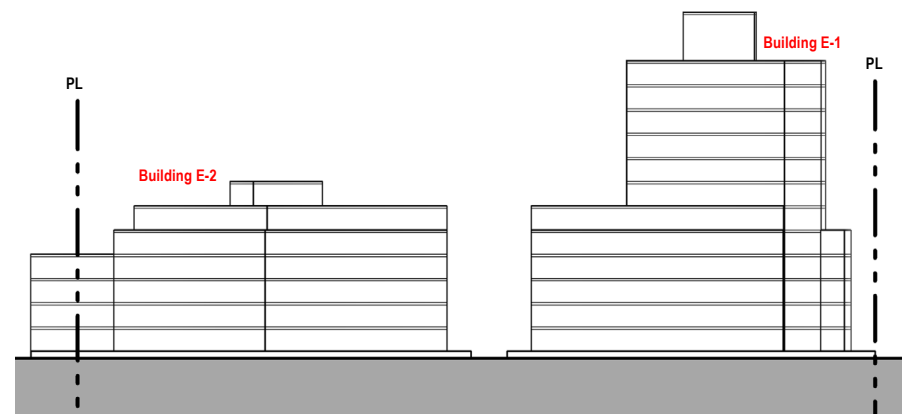


TYP. FLOOR PLAN

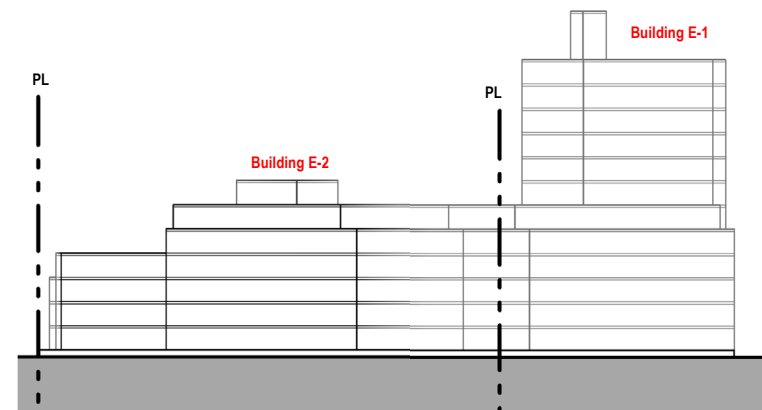


PARKING PLAN

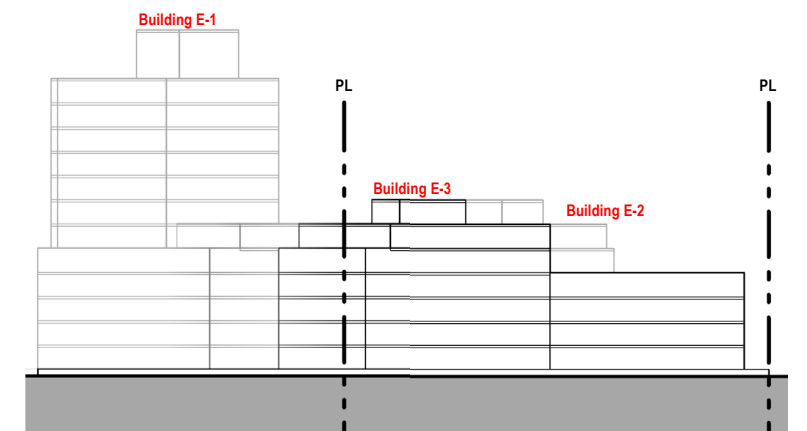




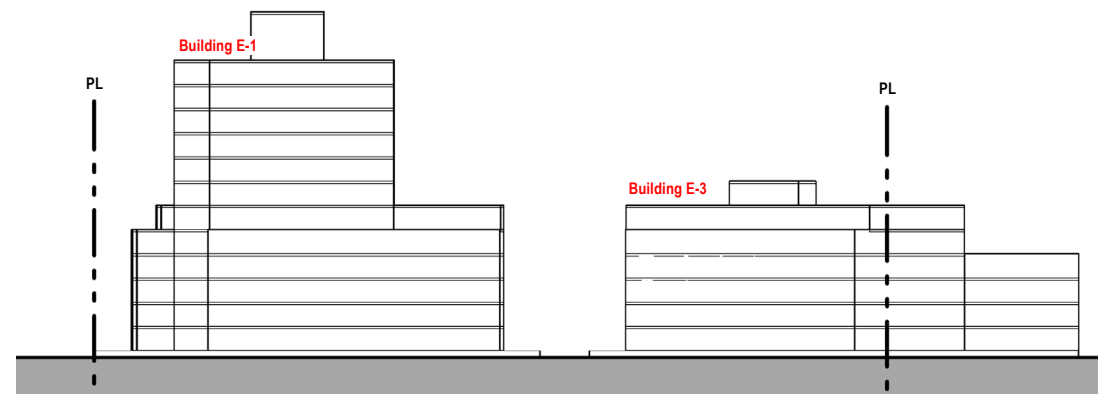
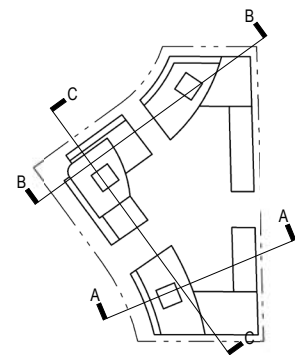
NORTHWEST ELEVATION



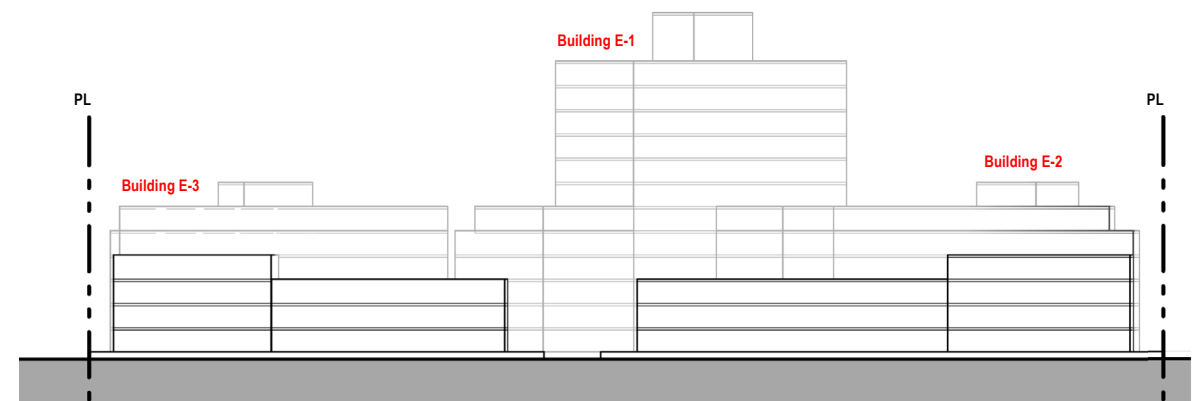
NORTH ELEVATION



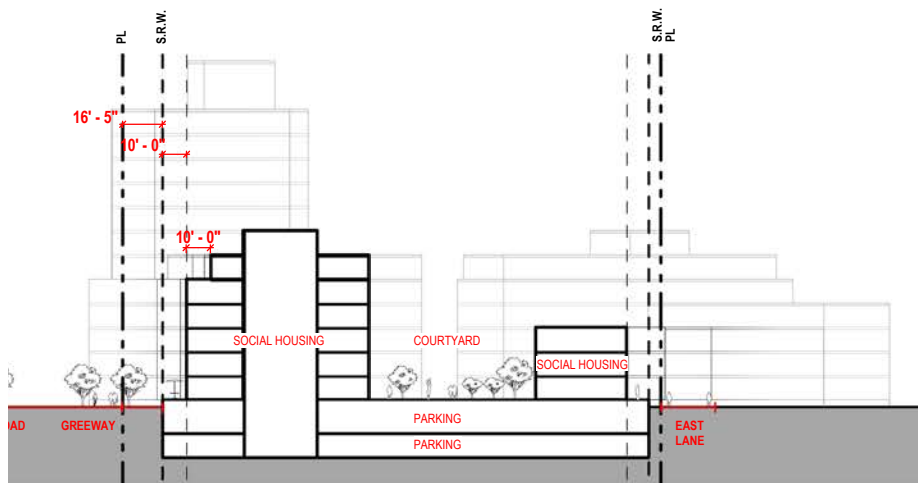
SOUTH ELEVATION



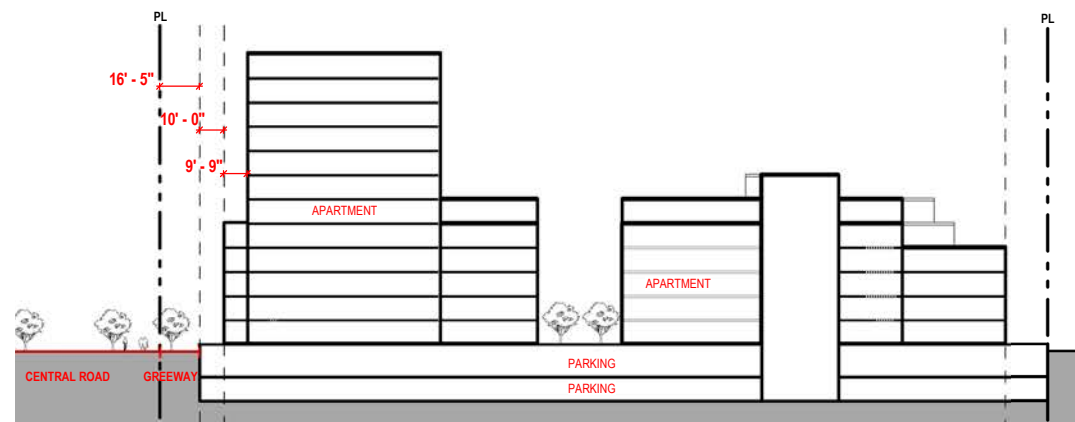
WEST ELEVATION



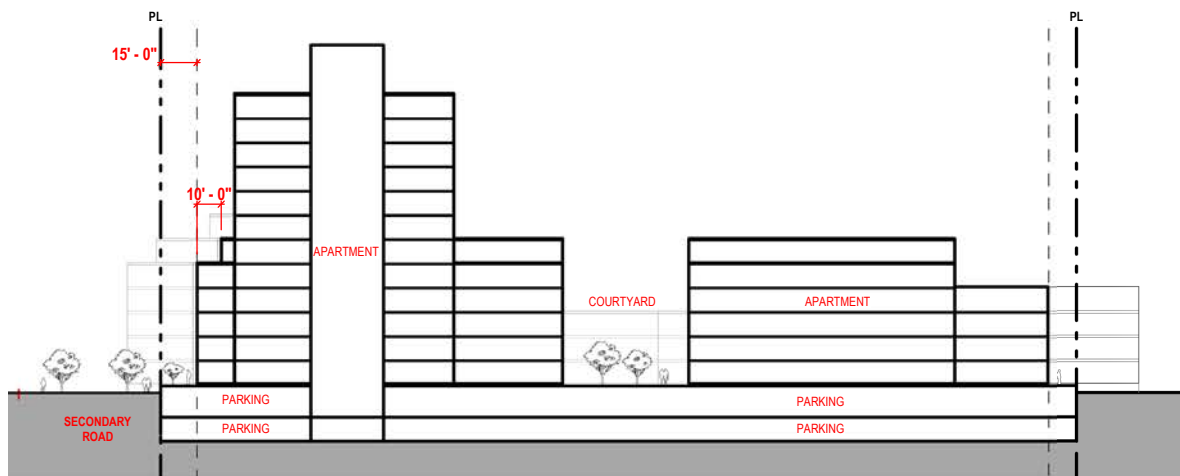
EAST ELEVATION



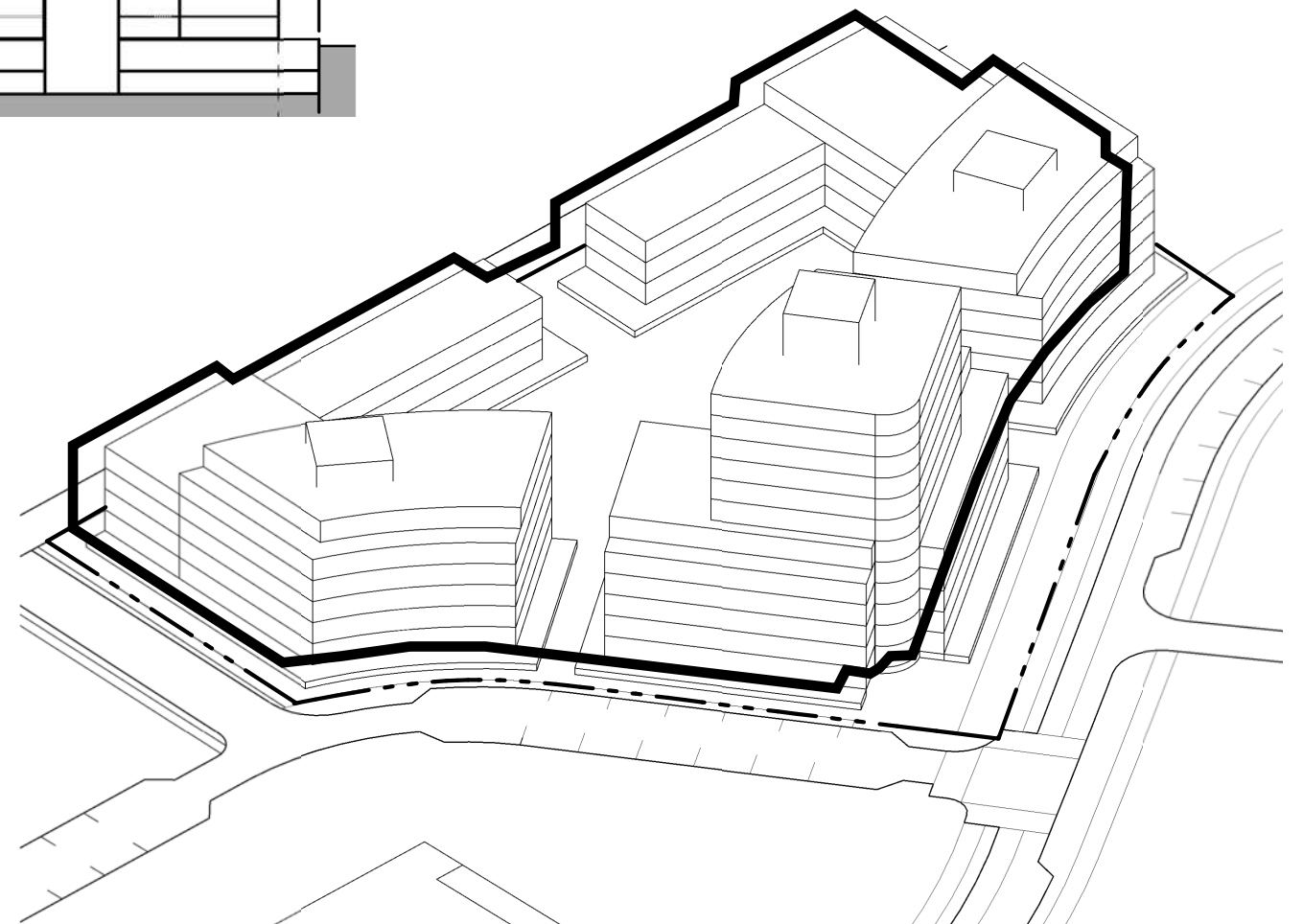
SECTION A-A



SECTION B-B

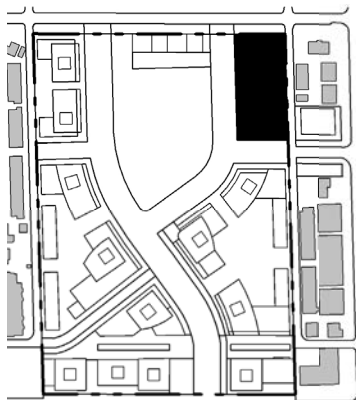


SECTION C-C



NORTHWEST VIEW

PARCEL F



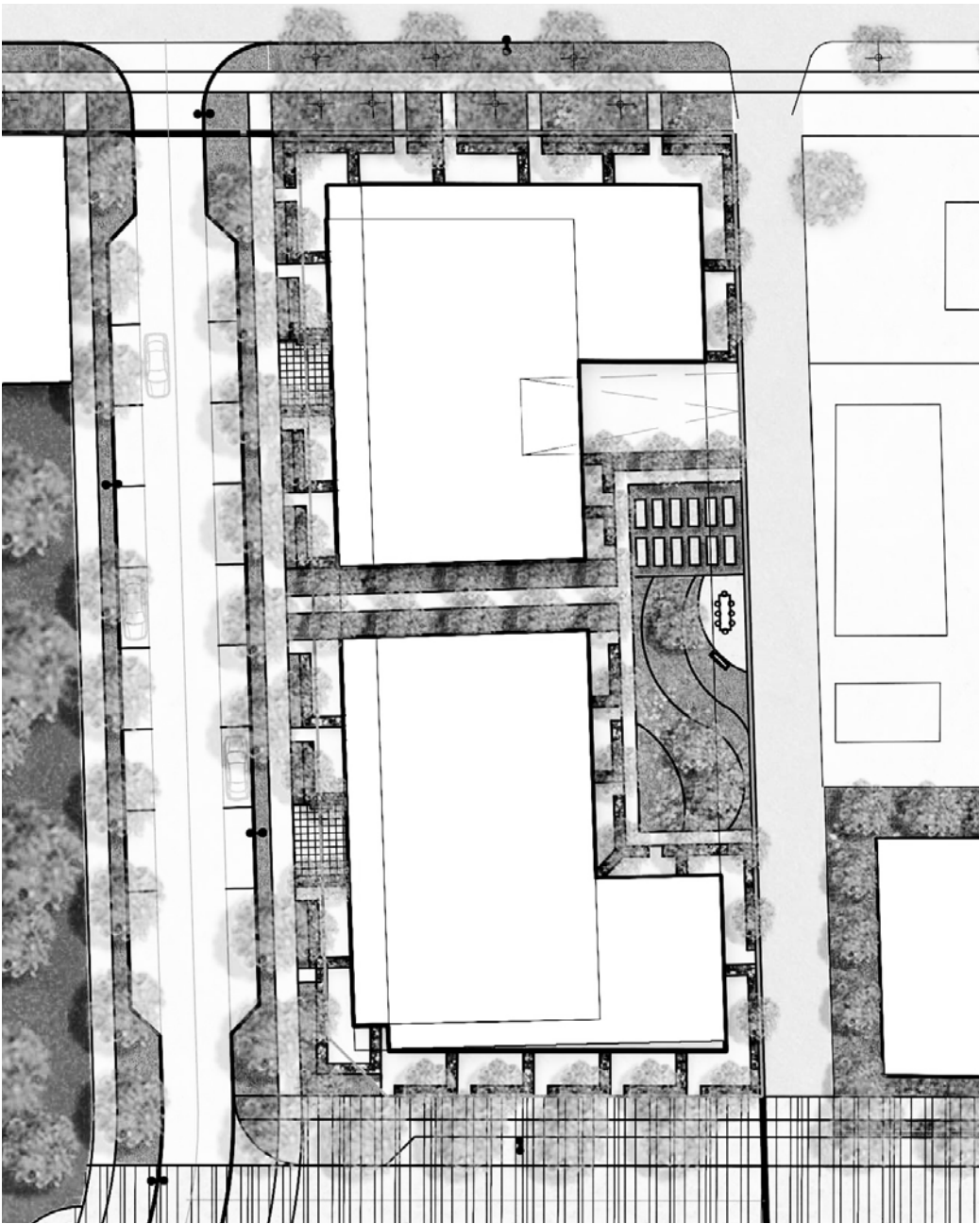
Urban Design Role

Similar to Parcel A on the northwest corner of the OTC site, Parcel F and its buildings will anchor the northeast corner of OTC next to the new park, with a maximum building height of six-storeys providing a transitional edge between future townhouse developments to the north and mid-rises to the south.

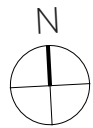
Characteristics

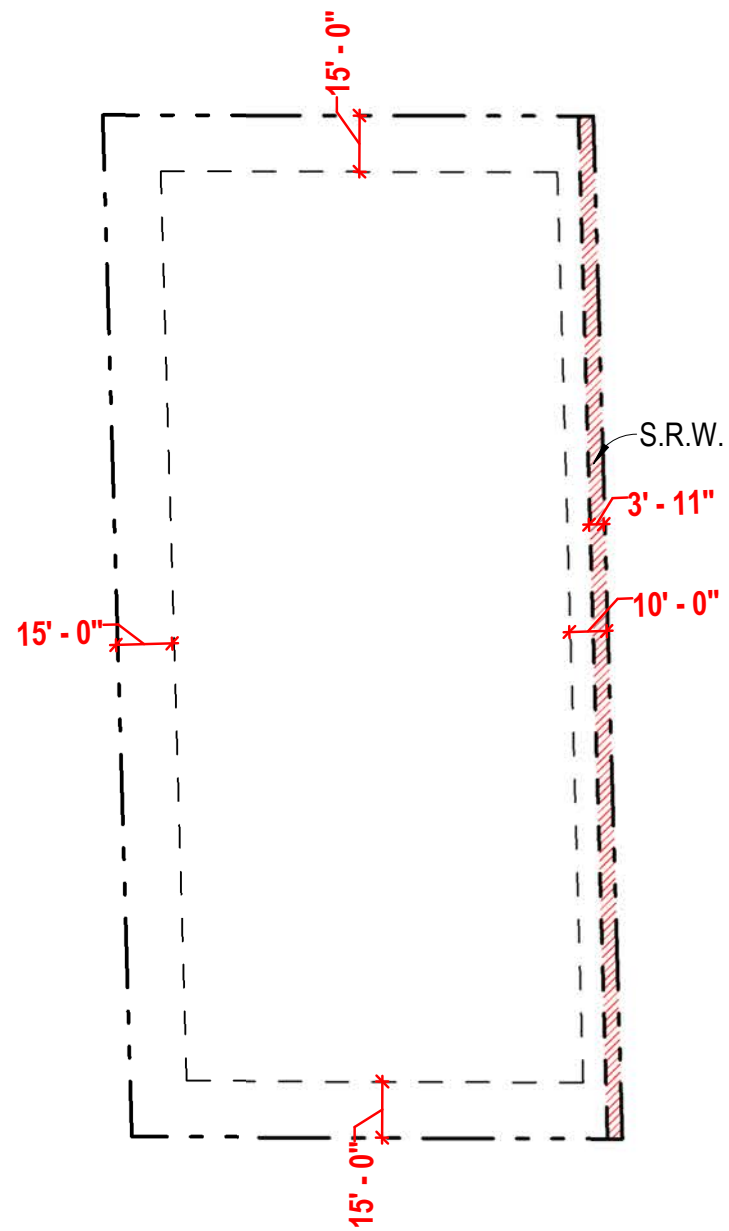
- Perimeter patios fronting all four sides of the site will be 2’ to 3’ above grade and landscaped to provide for a semi-private realm for ground floor units.
- A 20’ wide breezeway between the north and south buildings will provide connectivity between the park and the parcel’s inner courtyard.
- Building massing to step back at the fifth storey on the park side to minimize shadowing of the park, while the lane side of the buildings will step down to three storeys to transtion to the three storey townhouses on the west side of the lane.
- Parking entrance to be off the rear lane close to the entry off of 38th Avenue.

Parcel & Building	Storeys	Total Floor Area sq.ft.	Total Floor Area sq.m.	Usage
F-1 (apartment)	6	49,985	4,646	Market Housing
F-2 (apartment)	6	46,422	4,313	Market Housing
Grand Total		96,407	8,959	

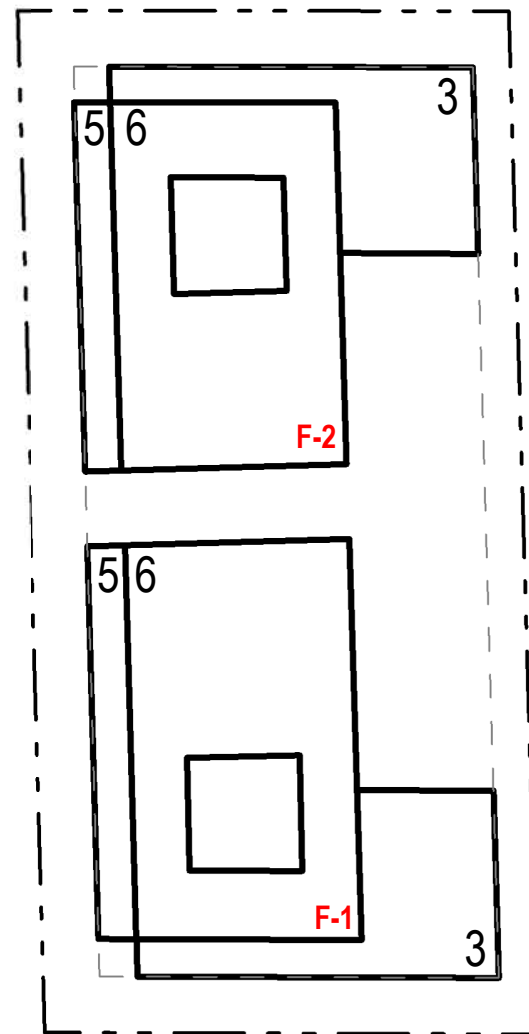


LANDSCAPE PLAN

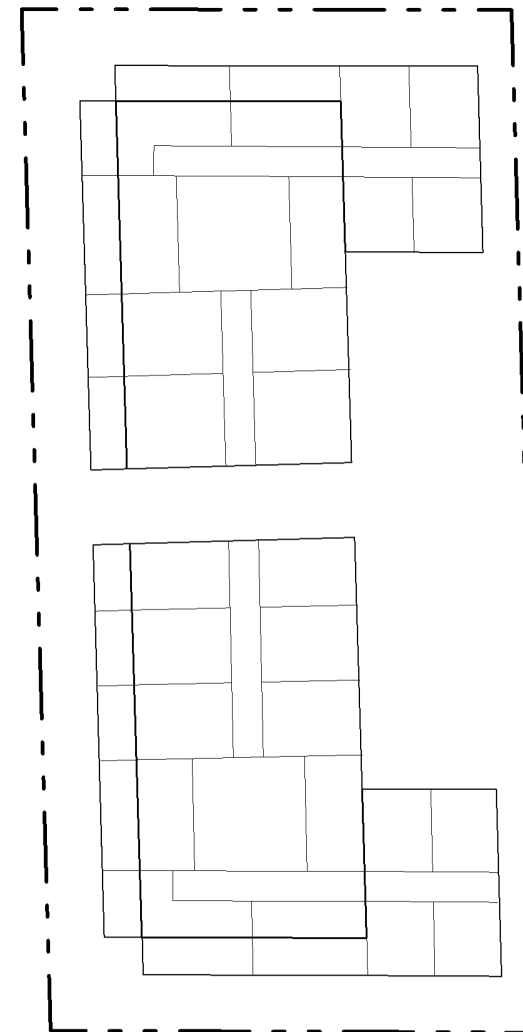




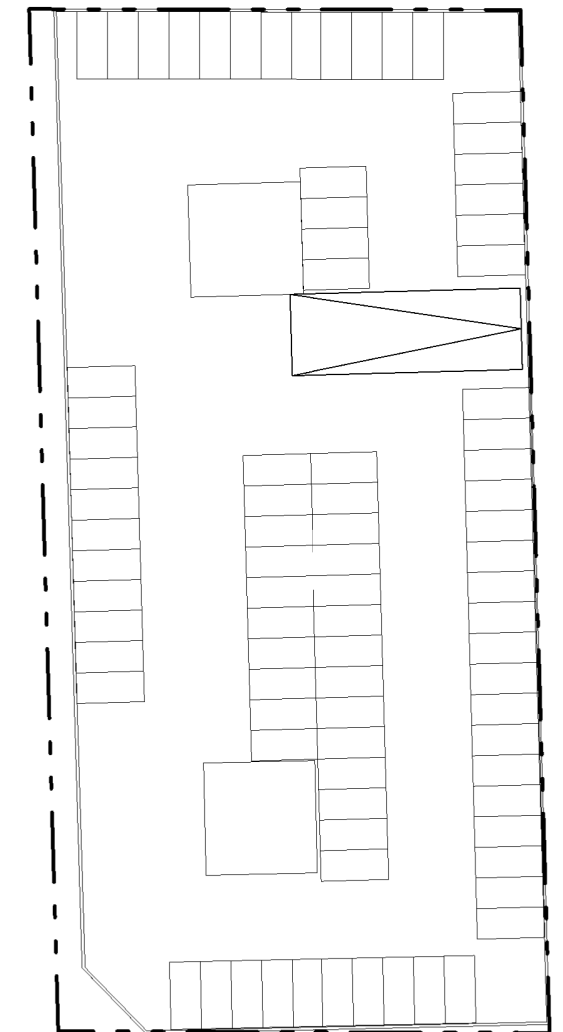
PARCEL SETBACK



ROOF PLAN

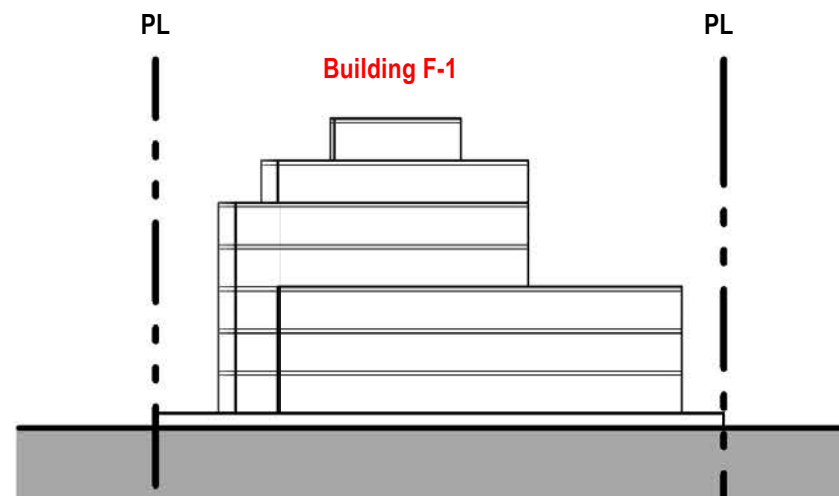


TYP. FLOOR PLAN

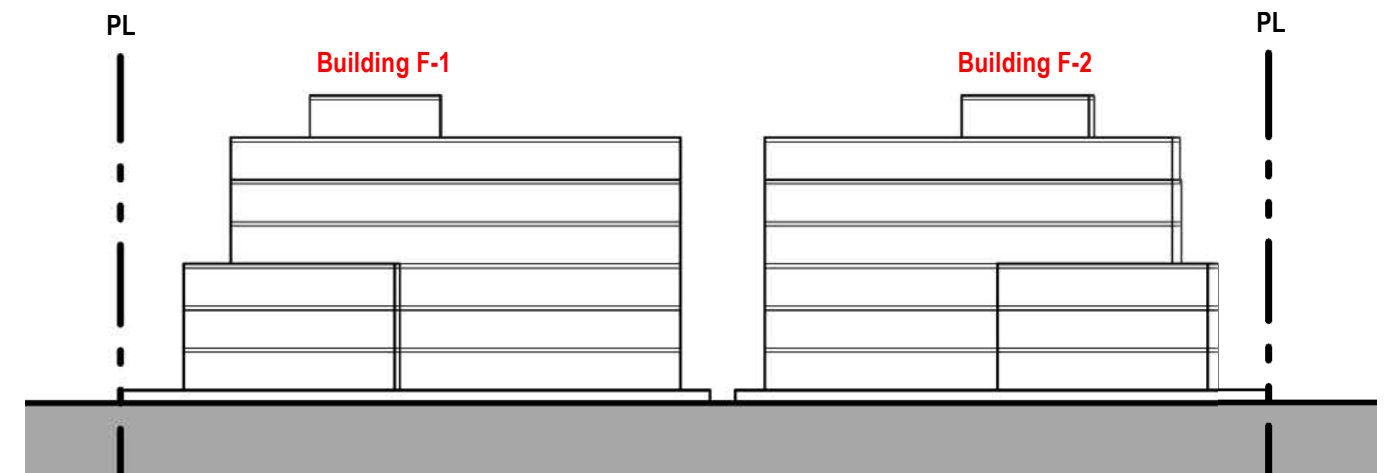


PARKING PLAN

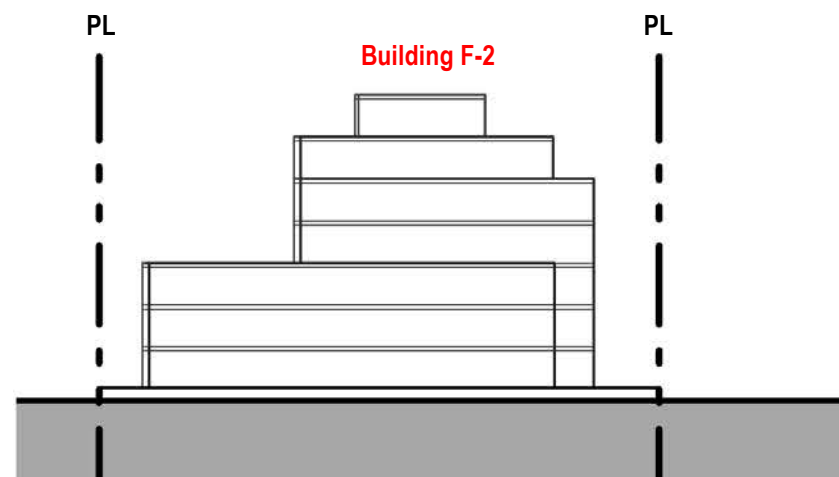
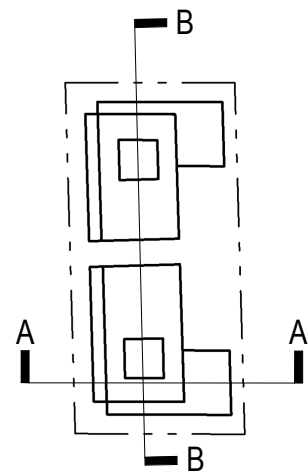




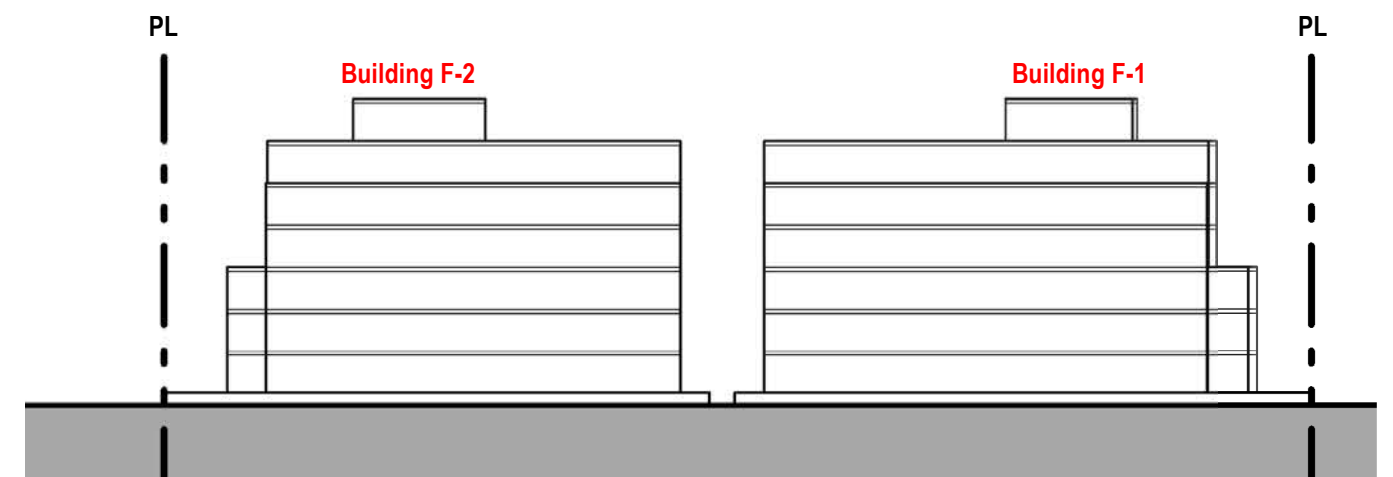
SOUTH ELEVATION



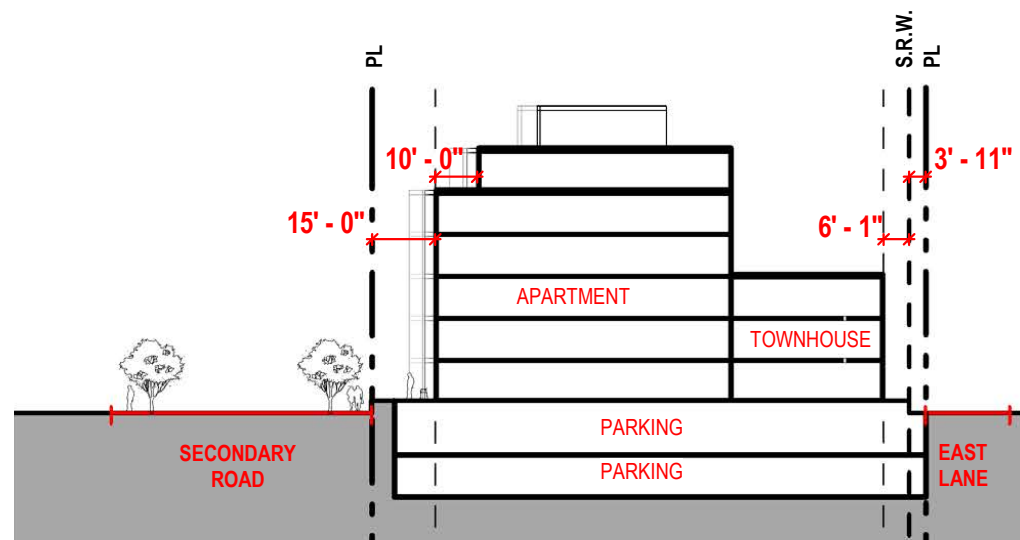
EAST ELEVATION



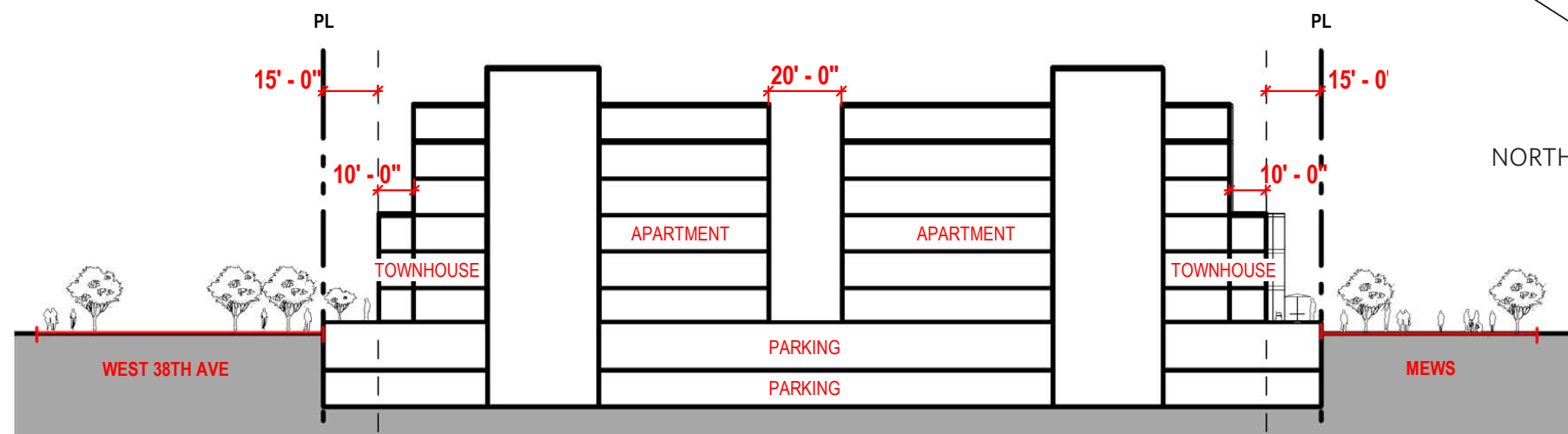
NORTH ELEVATION



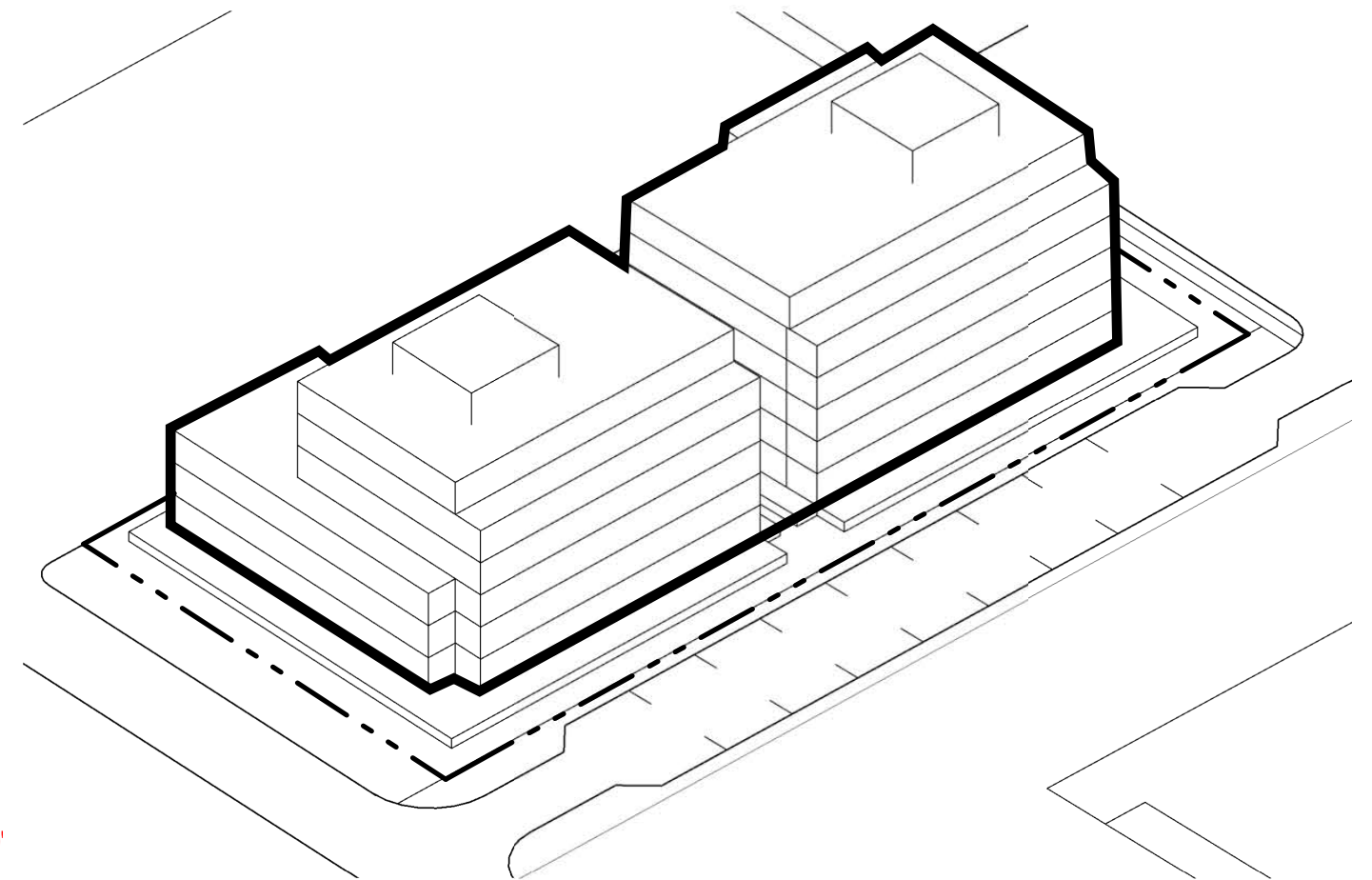
WEST ELEVATION



SECTION B-B



SECTION A-A



NORTHWEST VIEW

PARCEL G



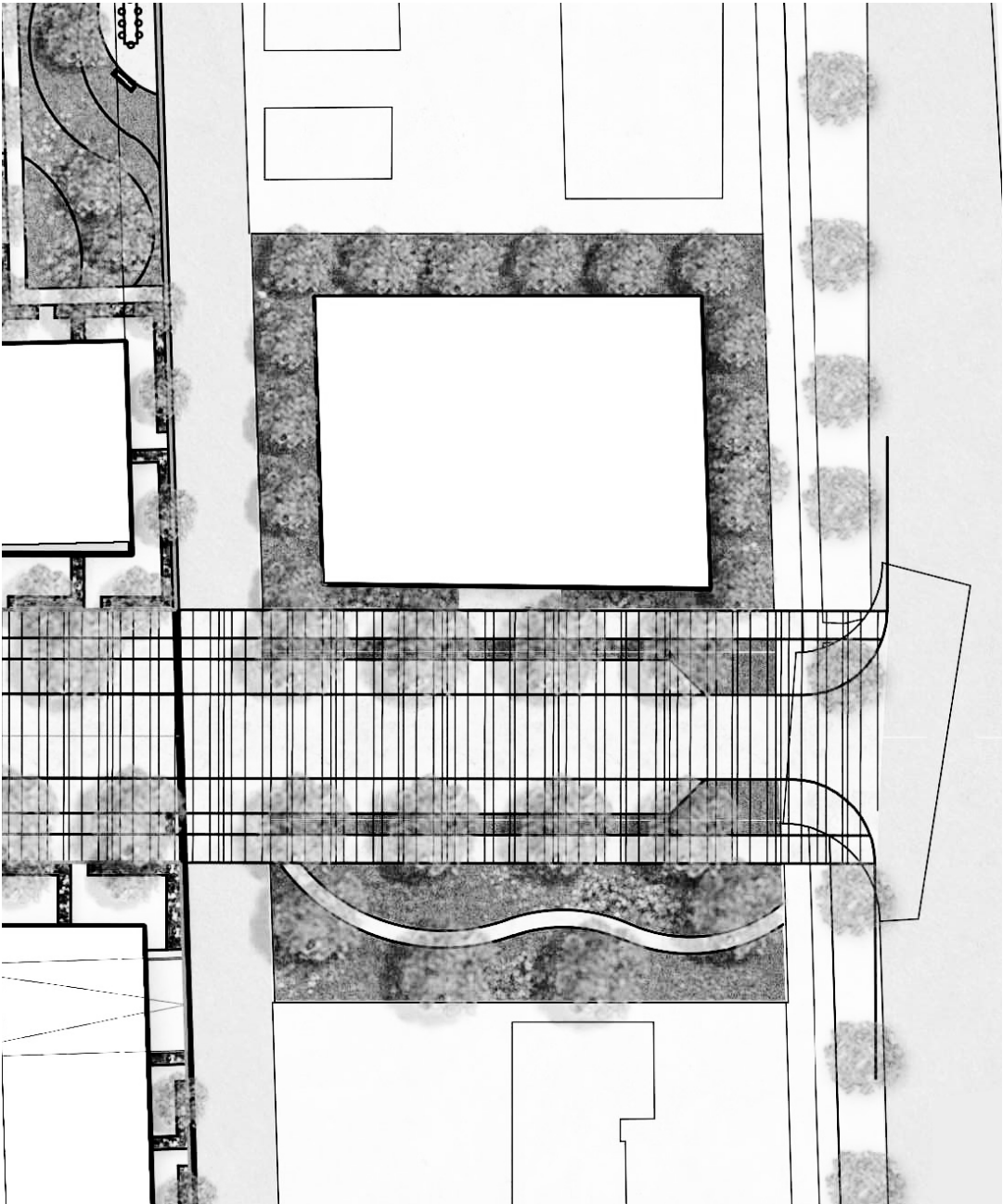
Urban Design Role

Parcel G is the only parcel outside the original OTC site, and has been added to the development to provide for vehicular access to the site from 39th Avenue and Willow Street. The three former single-family housing sites will now provide for the 39th Avenue extension, with the remainder of the site to contain a three-storey wood-framed townhouse, in keeping with the Cambie Corridor Phase Three plan envisioned for the area to the north and east of OTC.

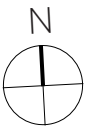
Characteristics

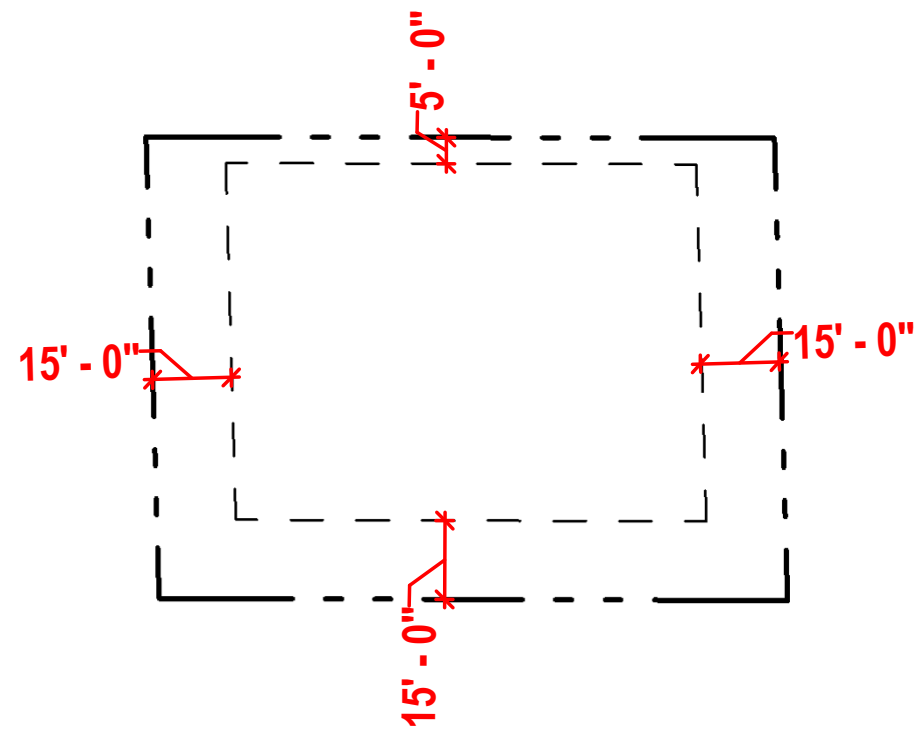
- Landscaping of the street to be match exzisting tree planting on existing street, to be carried into the pedestrian and cyclisng mews to the west of the lane.
- Parking possibly at-grade off the lane, though also possible to excavate and provide one level of parking below grade.

Parcel & Building	Storeys	Total Floor Area sq.ft.	Total Floor Area sq.m.	Usage
G-1 (townhouse)	3	17,434	1,620	Market Housing
Grand Total		17,434	1,620	

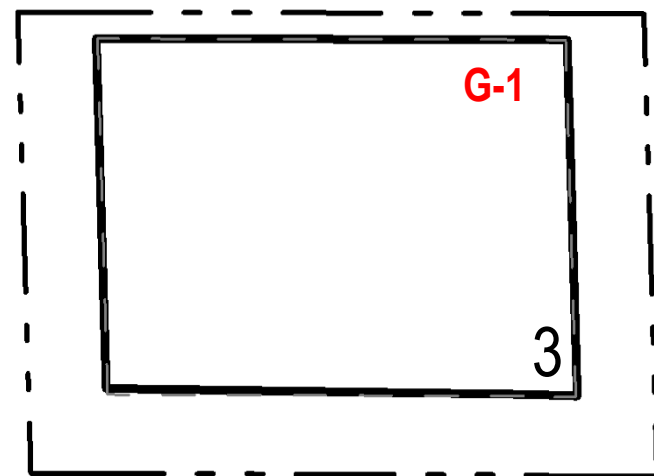


LANDSCAPE PLAN

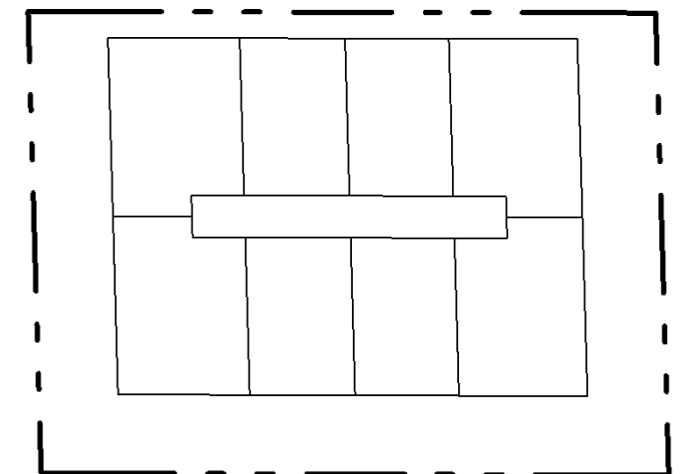




PARCEL SETBACK

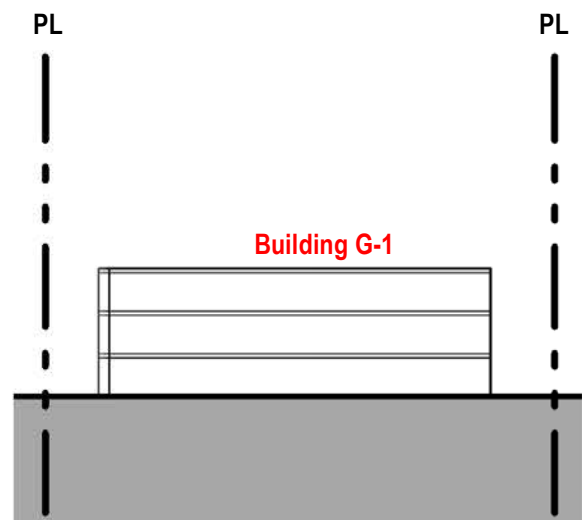


ROOF PLAN

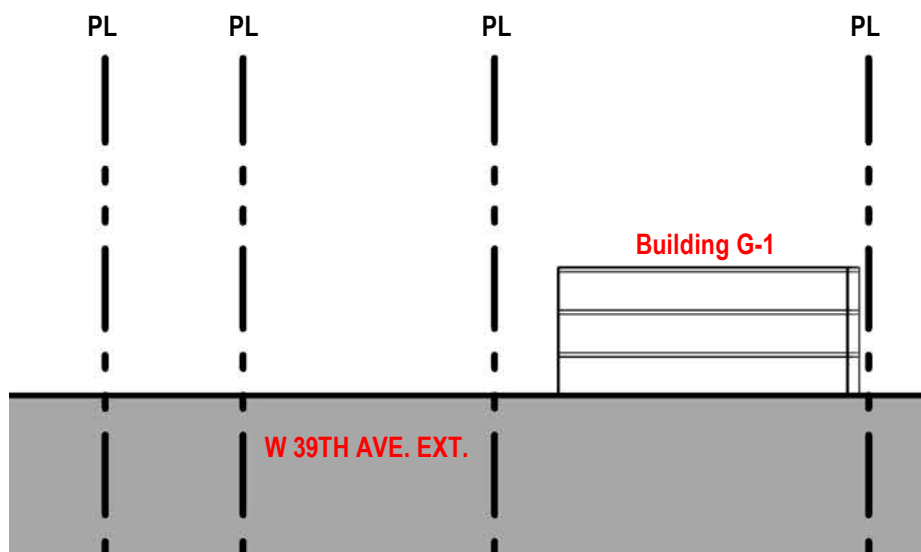
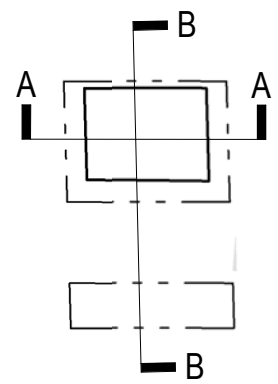


UNIT LAYOUT

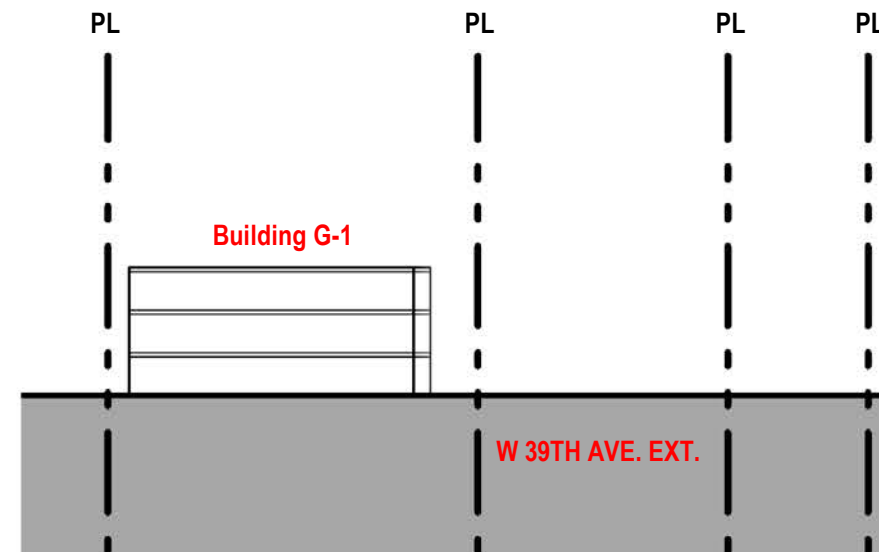




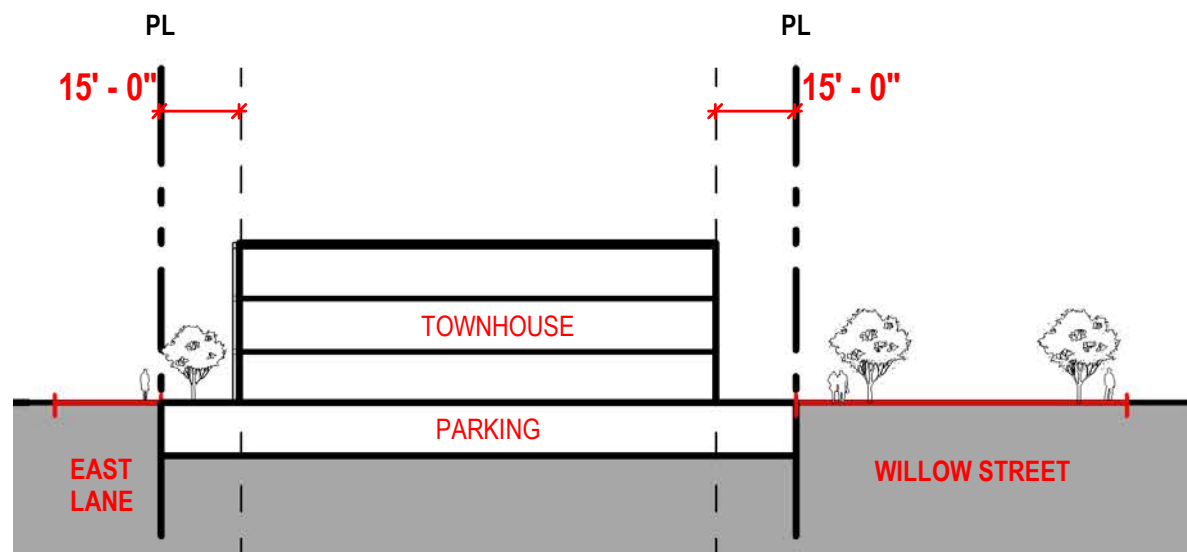
SOUTH ELEVATION



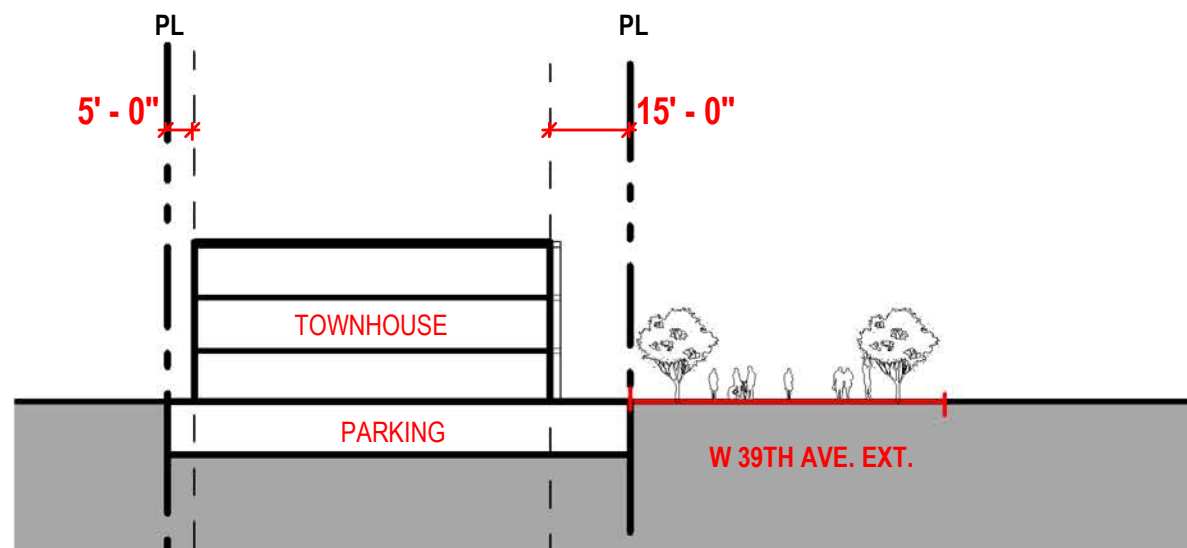
EAST ELEVATION



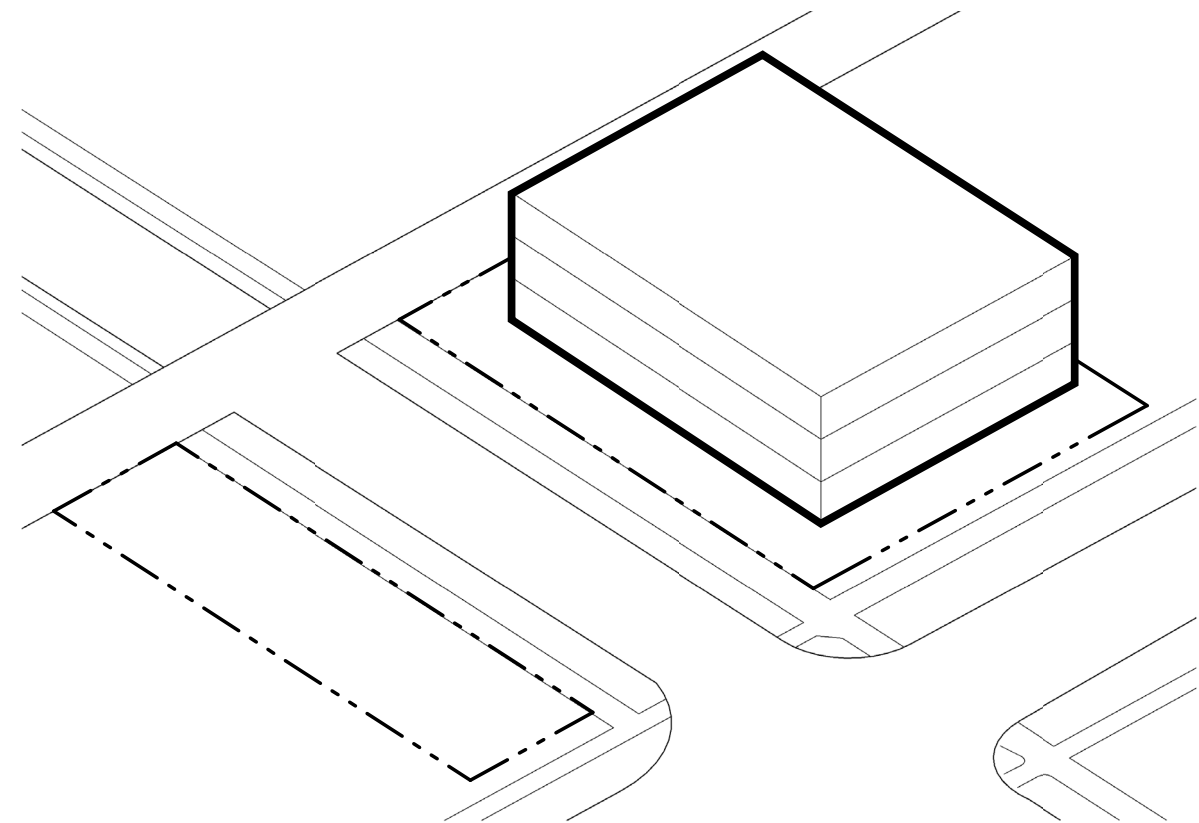
WEST ELEVATION



SECTION A-A

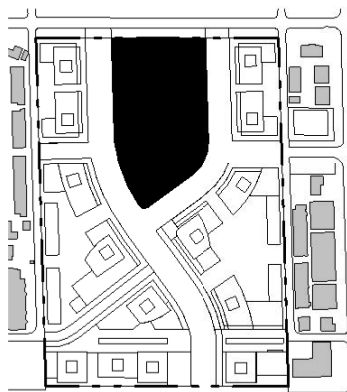


SECTION B-B



SOUTHEAST VIEW

PARK PARCEL



Urban Design Role

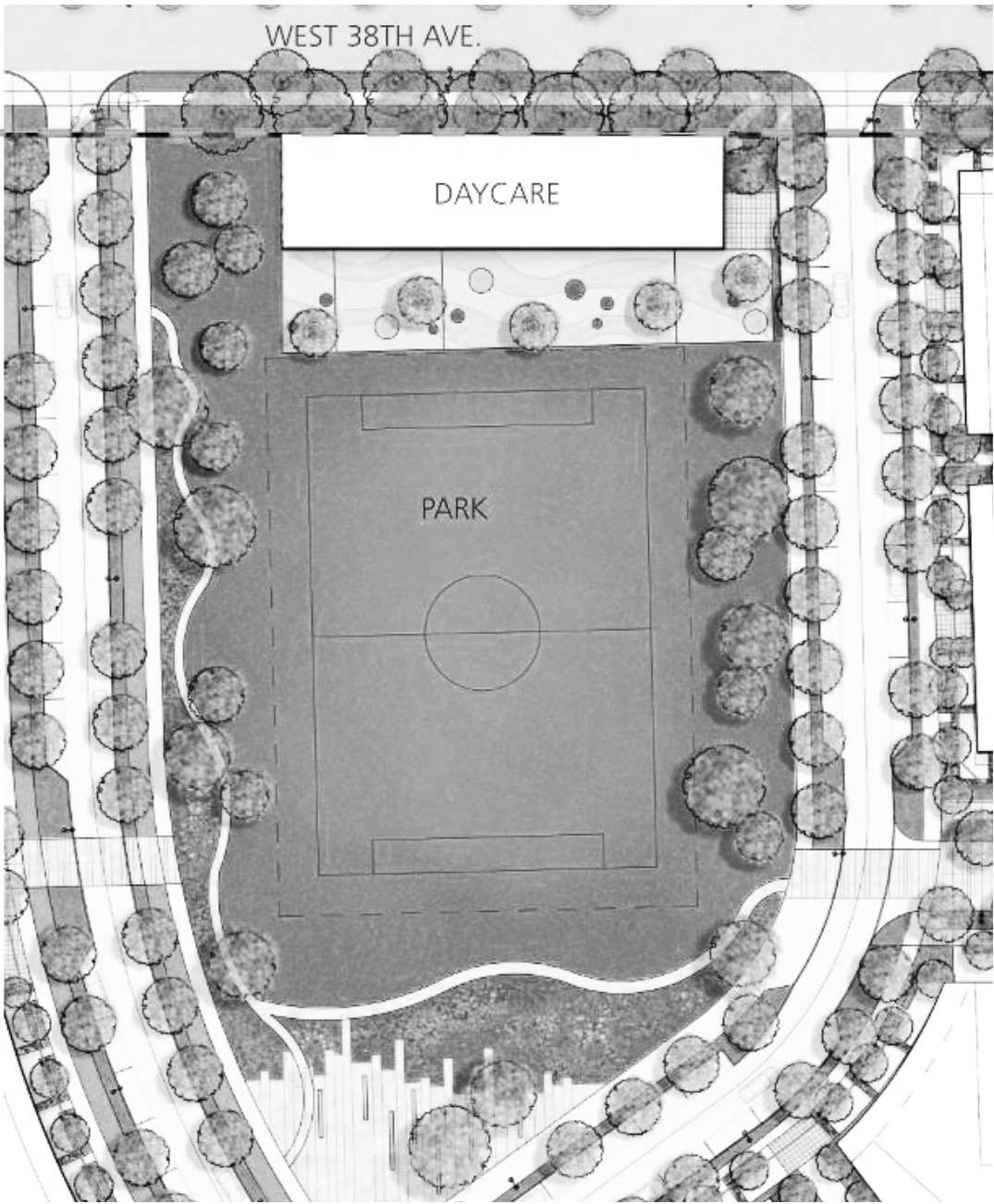
The new park is intended to be the heart of OTC, with many of the new buildings fronting it, and even more provided with views to it. At 2.3 acres, the park will be a well-used amenity by local residents, and will also provide a U12 soccer field for use by nearby schools and youth leagues. Also, on the north side of the park along 39th Avenue, the OTC development will include a 69-seat childcare facility, approximately 8,500 sq.ft. in size with a dedicated play area on its south side of 8,019 sq.ft.

Characteristics

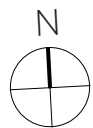
- Park to be planned and designed by the Vancouver Park Board through a separate process, including community consultation.
- Childcare facility to be planned and designed in accordance with City of Vancouver Childcare Design Guidelines.

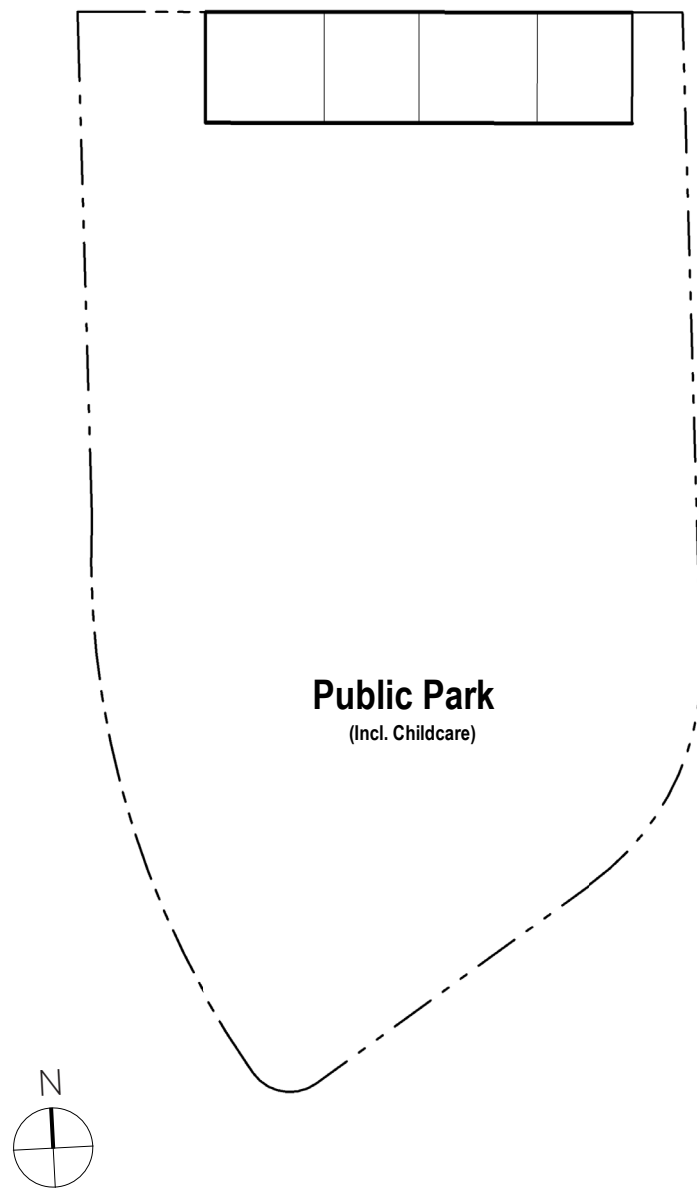
Parcel & Building	Storeys	Total Floor Area sq.ft.	Total Floor Area sq.m.	Usage
Park	-	83,680	7,774	Park
Childcare	1	8,500	790	Daycare
Childcare Outdoor Area*	-	8,019	745	Daycare
Grand Total	-	100,199	9,309	

*3,485 sq.ft. of Park intended to be shared with Childcare Outdoor Area

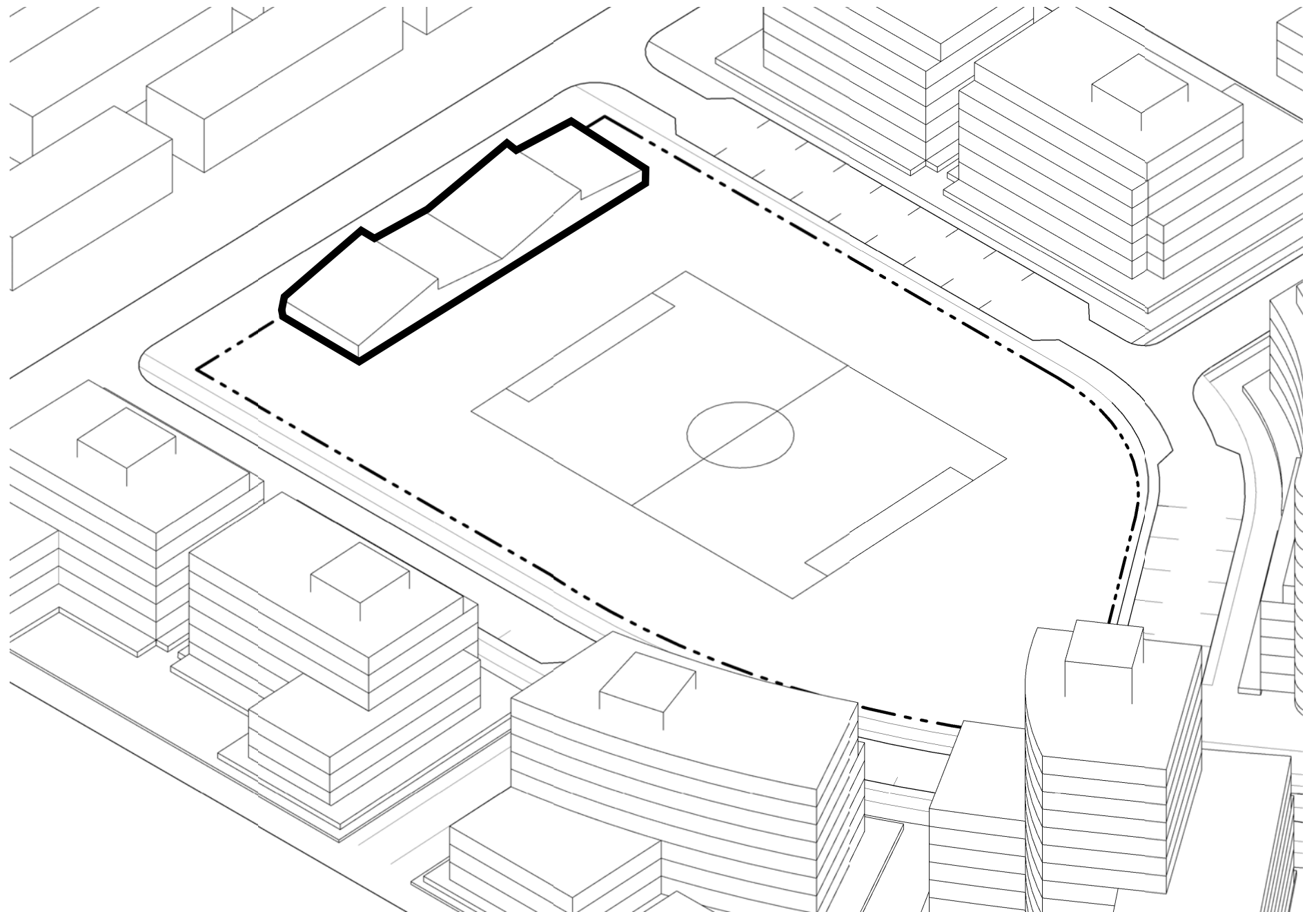


LANDSCAPE PLAN





ROOF PLAN



NORTHWEST VIEW

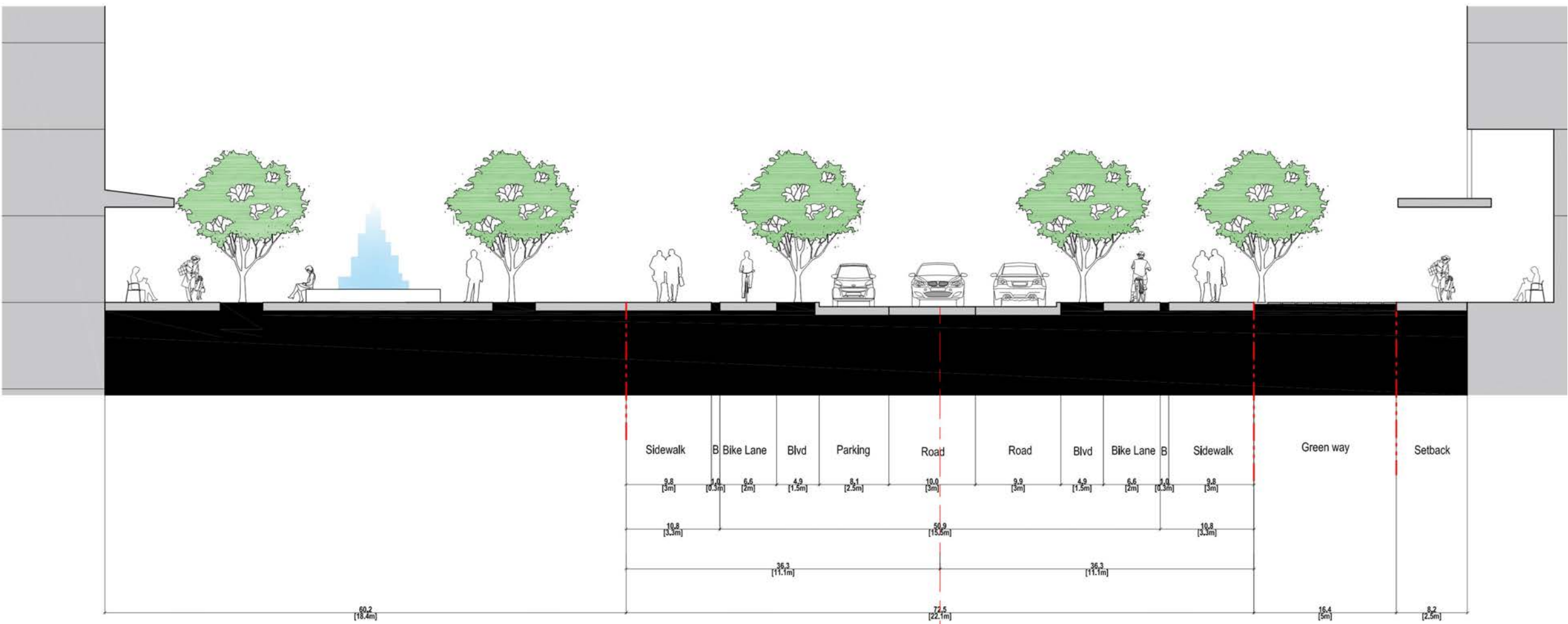
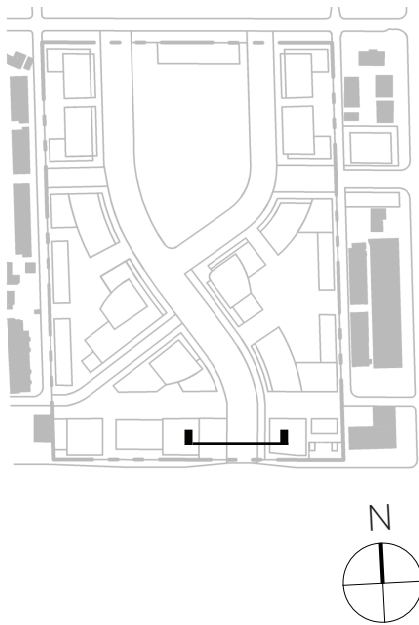
PARCEL BUILDING STATS

COMBINED OTC & WILLOW ST. FSR:	2.32
Site area (sq ft):	623,275
Total Gross area (sq ft):	1,444,229 *
Total Commercial area (sq ft):	24,000
Total Childcare area (sq ft):	8,500
Total Net Residential Area (sq ft):	1,411,729 *
Total social housing provided (sq ft):	253,589 *
Total rental housing provided (sq ft):	126,352 *
Total Market Residential area (sq ft):	1,031,789 *
Moderate Income Rental Housing (25%) = 31,588 Rental Housing (75%) =97,764	
*CALCULATION AS PER CITY'S 'REVISED APPROACH' JUNE 19/19	

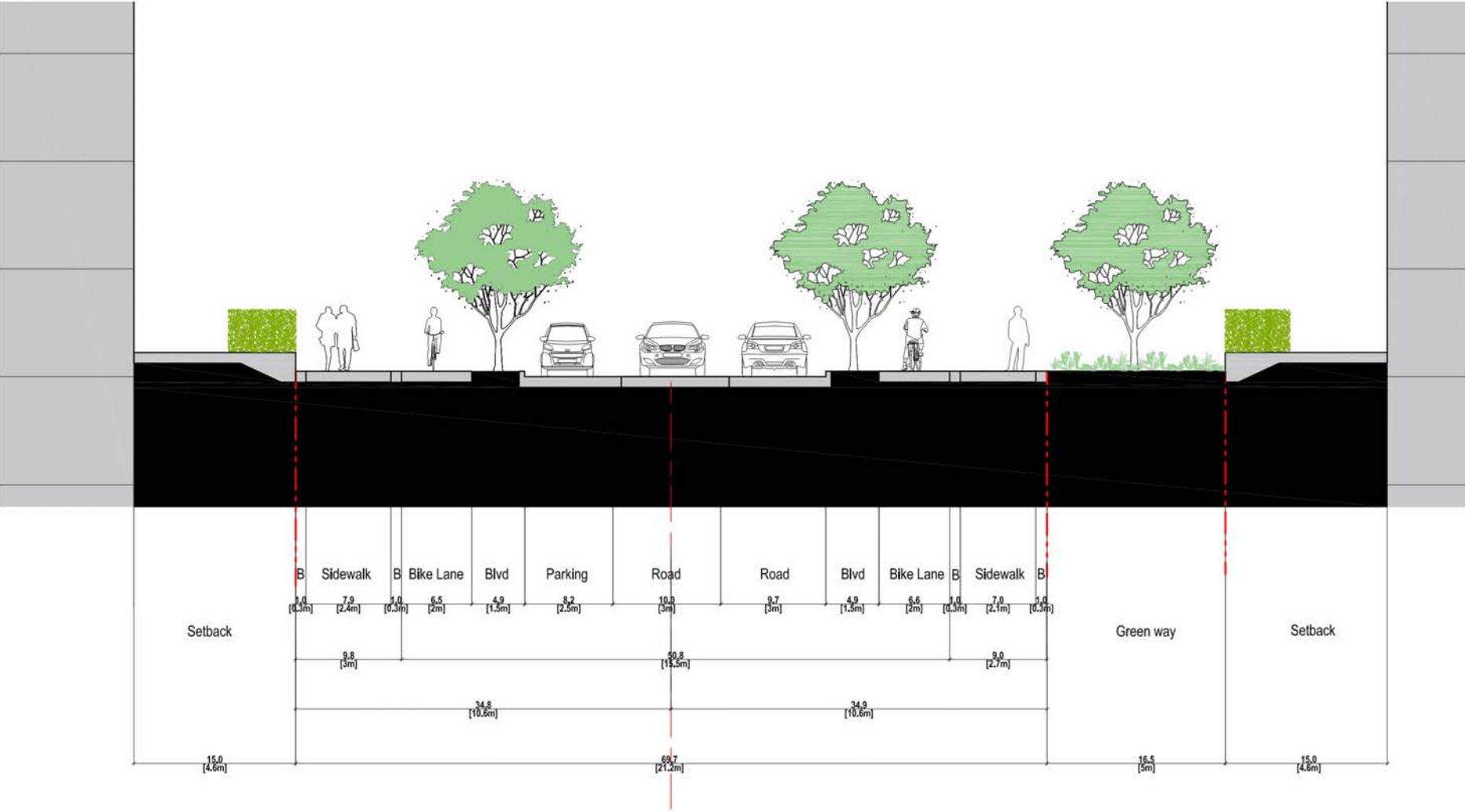
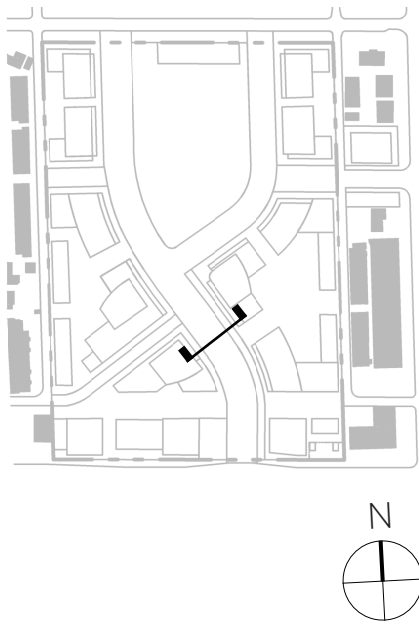
Parcels	FSR Parcel Floor Area sq.ft.	Building	FSR Total Floor Area sq.ft.	FSR Retail Area sq.ft.	FSR Social Housing Area sq.ft.	FSR Rental Area sq.ft.	FSR Market Residential Area sq.ft.
A	98,798	A-1	47,033				47,033
		A-2	51,765				51,765
B	318,092	B-1	85,884				85,884
		B-2	202,256				202,256
		B-3	14,423				14,423
		B-4	15,529				15,529
C	444,459	C-1	180,543	3,630 10,295		31,588 94,764	180,543
		C-2	158,857				123,639
		C-3	105,059				
D	204,952	D-1	204,952	8,075			196,877
E	255,589	E-1	109,120	2,000	107,120		
		E-2	70,789		70,789		
		E-3	75,680		75,680		
F	96,407	F-1	49,985				49,985
		F-2	46,422				46,422
G	17,434	G-1	17,434				17,434
H	8,500	Daycare	8,500				
Total	1,444,229		1,444,229				1,031,789

STREETS

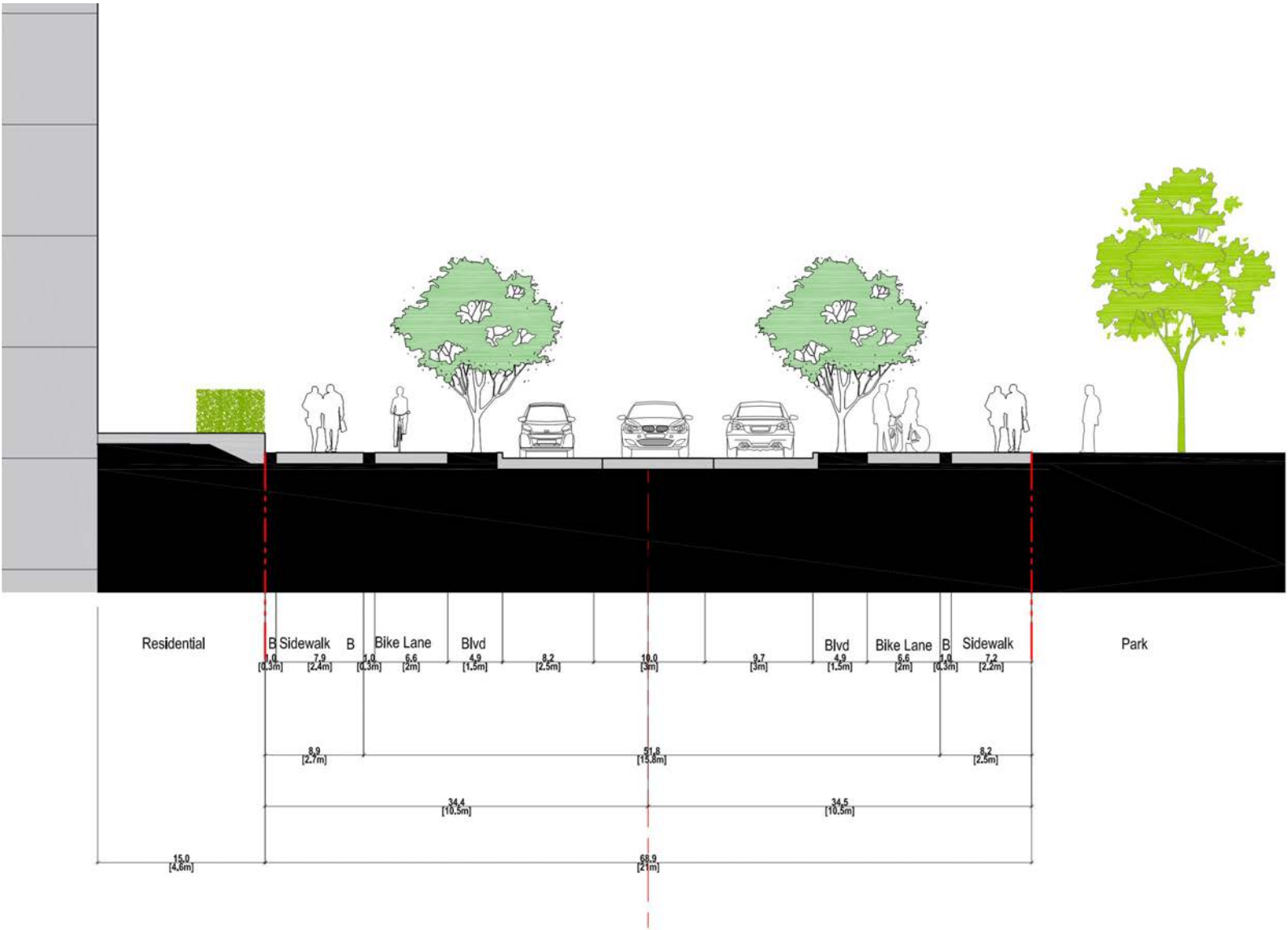
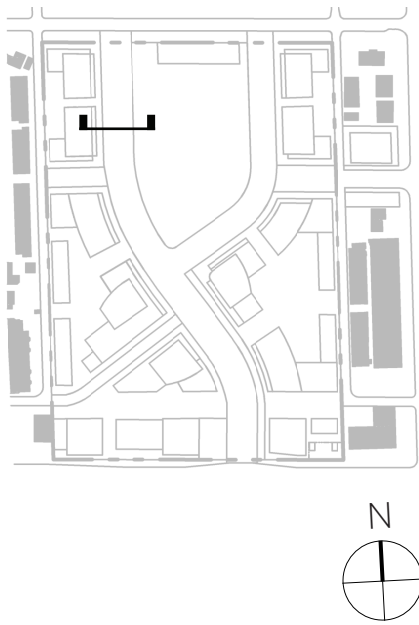
CENTRAL ROAD - COMMERCIAL AREA (22.1 M)



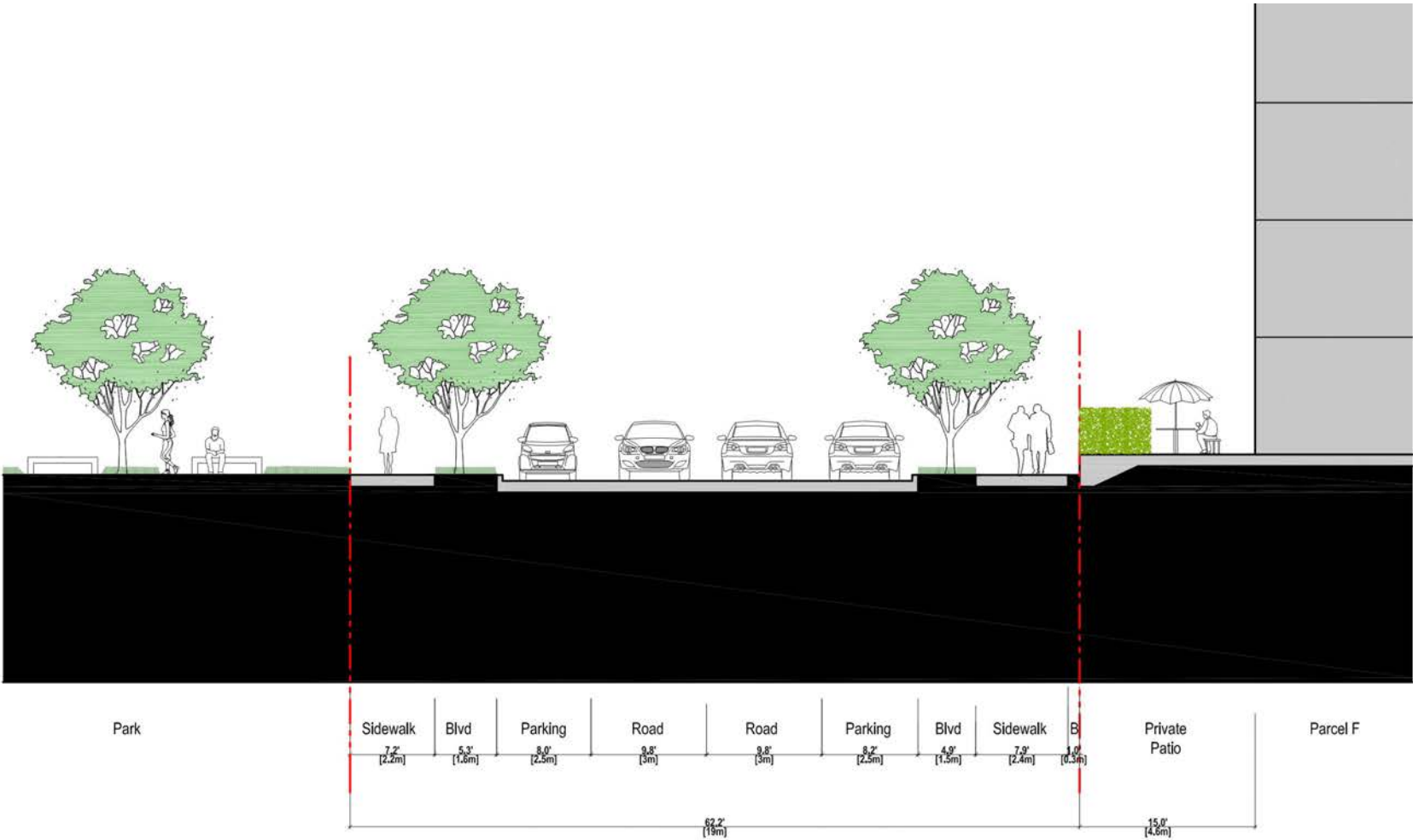
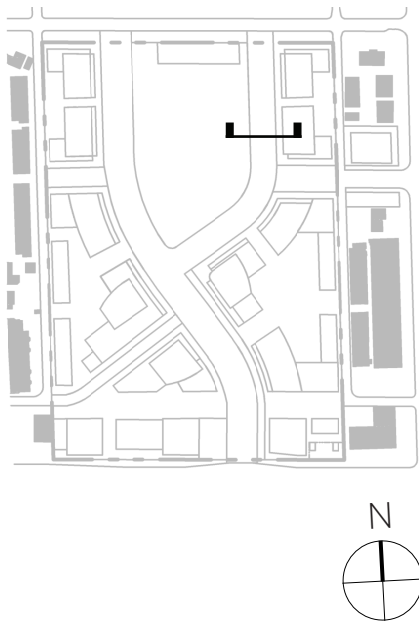
CENTRAL ROAD - BETWEEN SECONDARY ROAD AND COMMERCIAL (21.2 M)



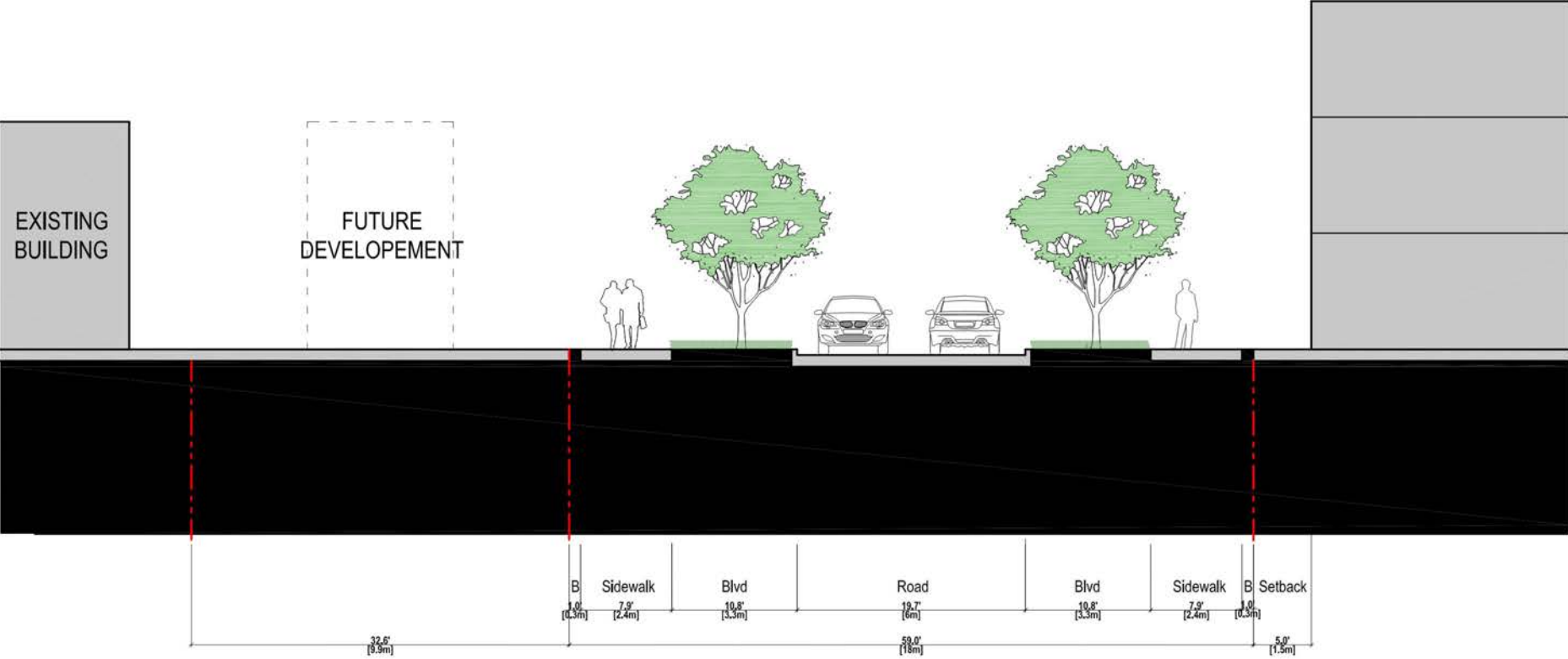
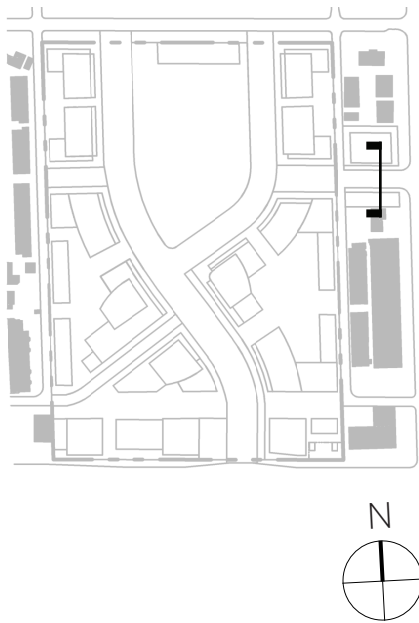
CENTRAL ROAD - PARK ADJACENT (21 M)



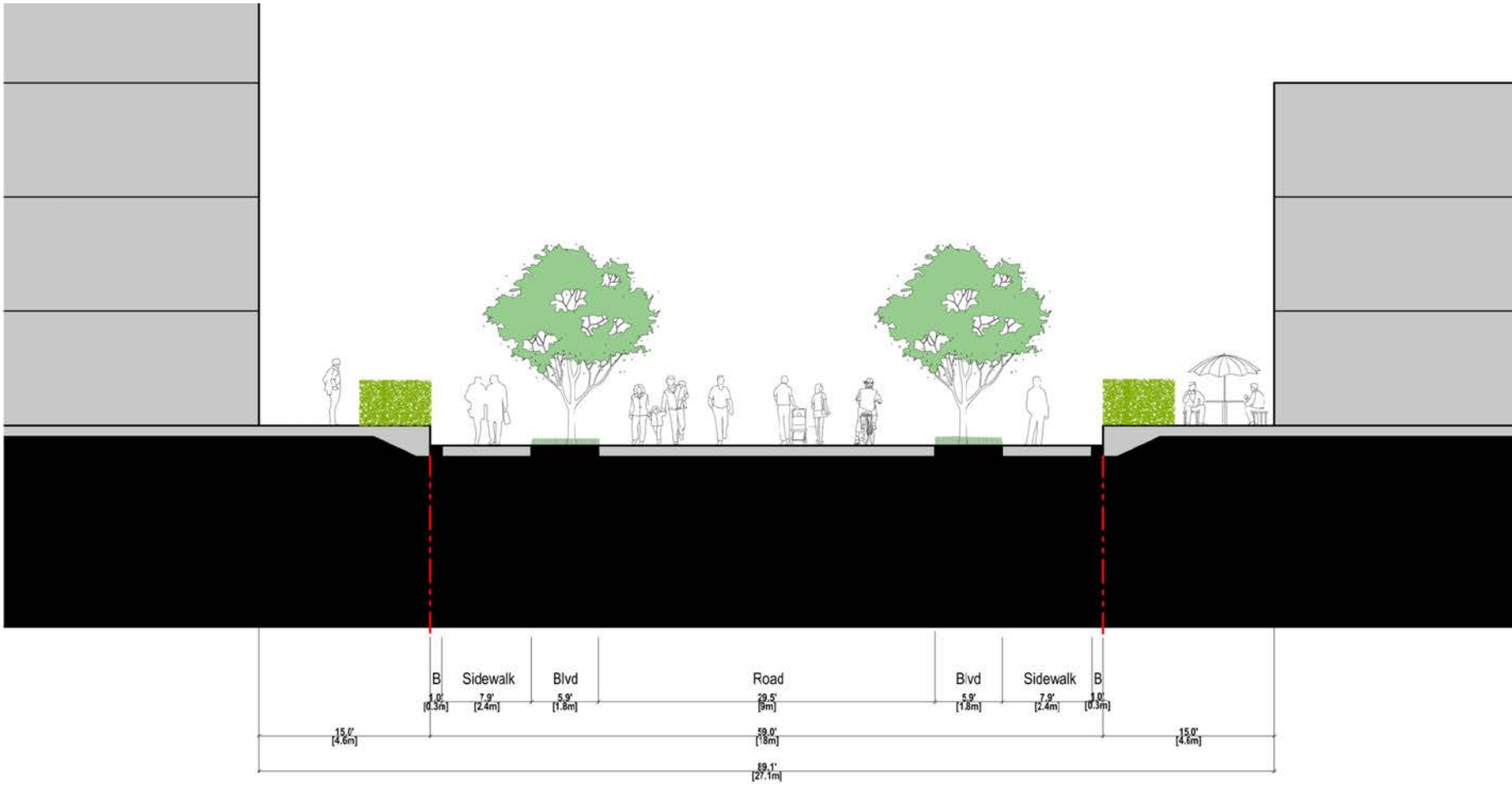
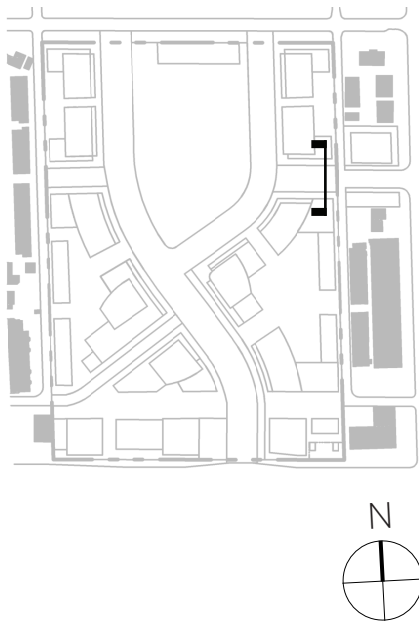
SECONDARY ROAD (19 M)



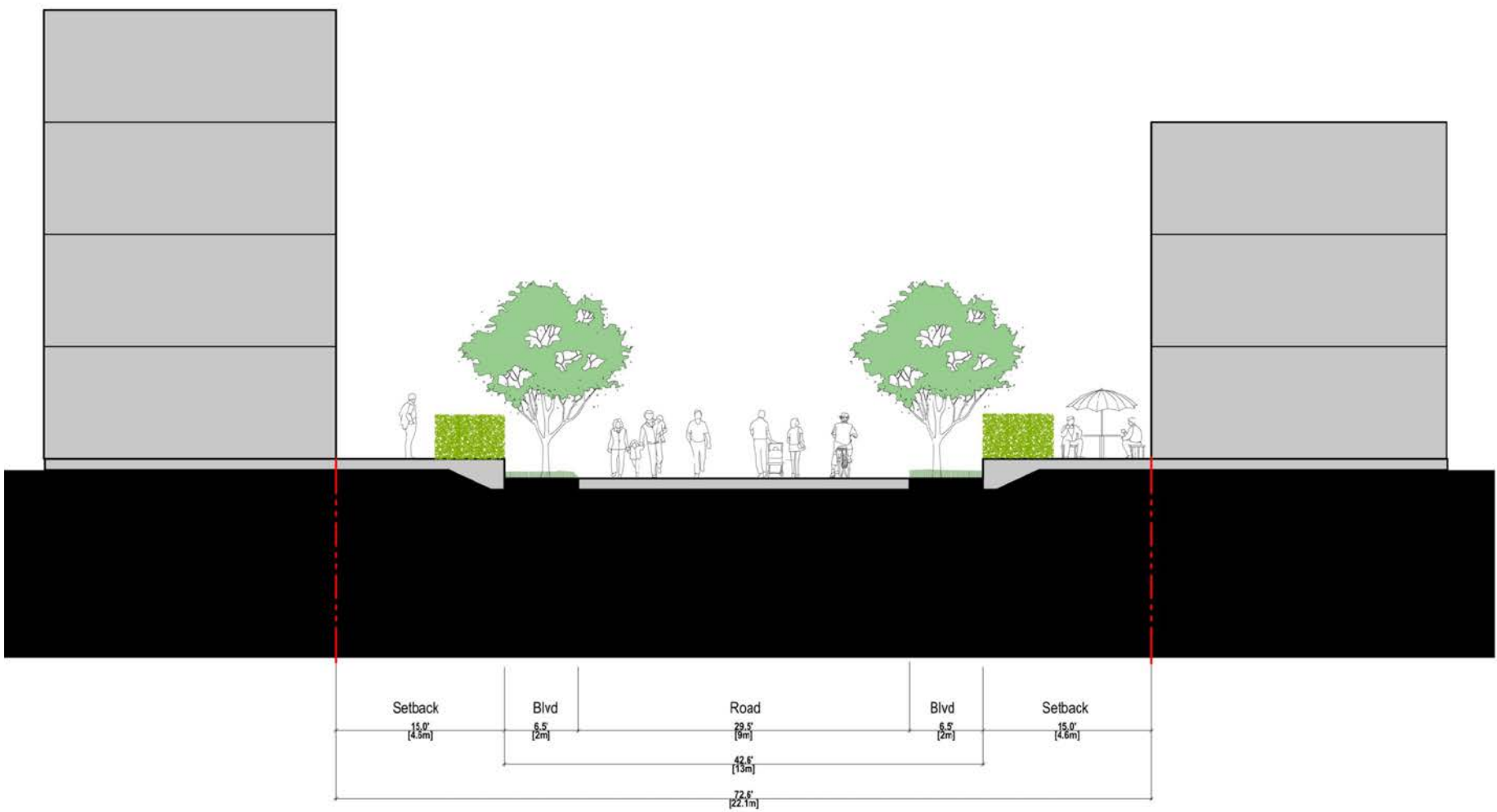
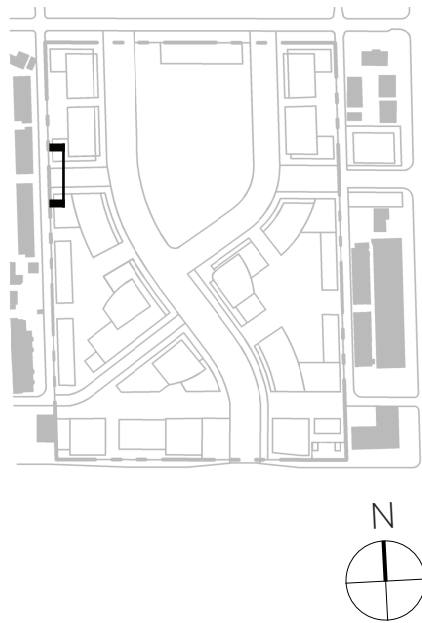
W 39TH AVE. EXTENSION (18 M)



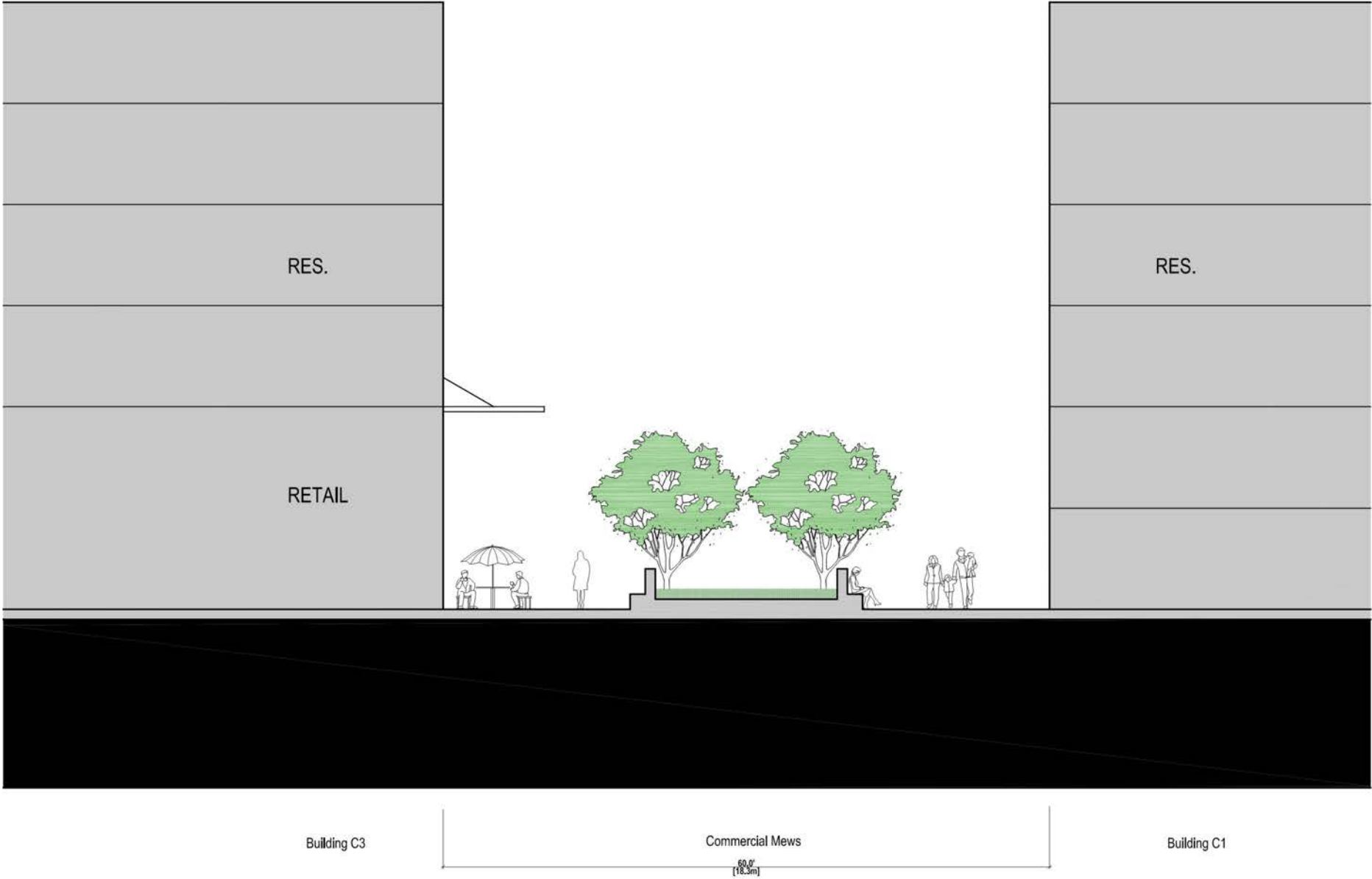
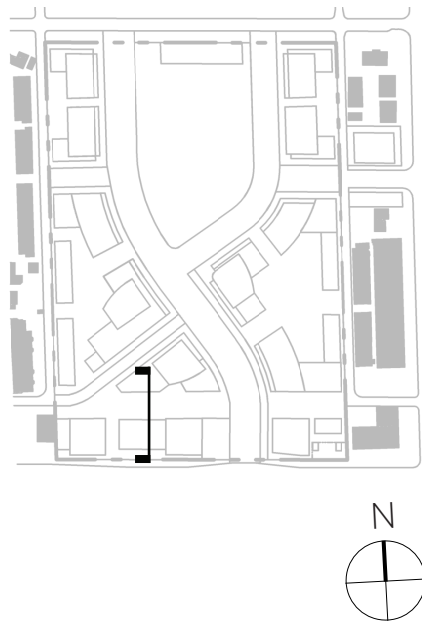
EAST 39TH AVE. MEWS (18 M)



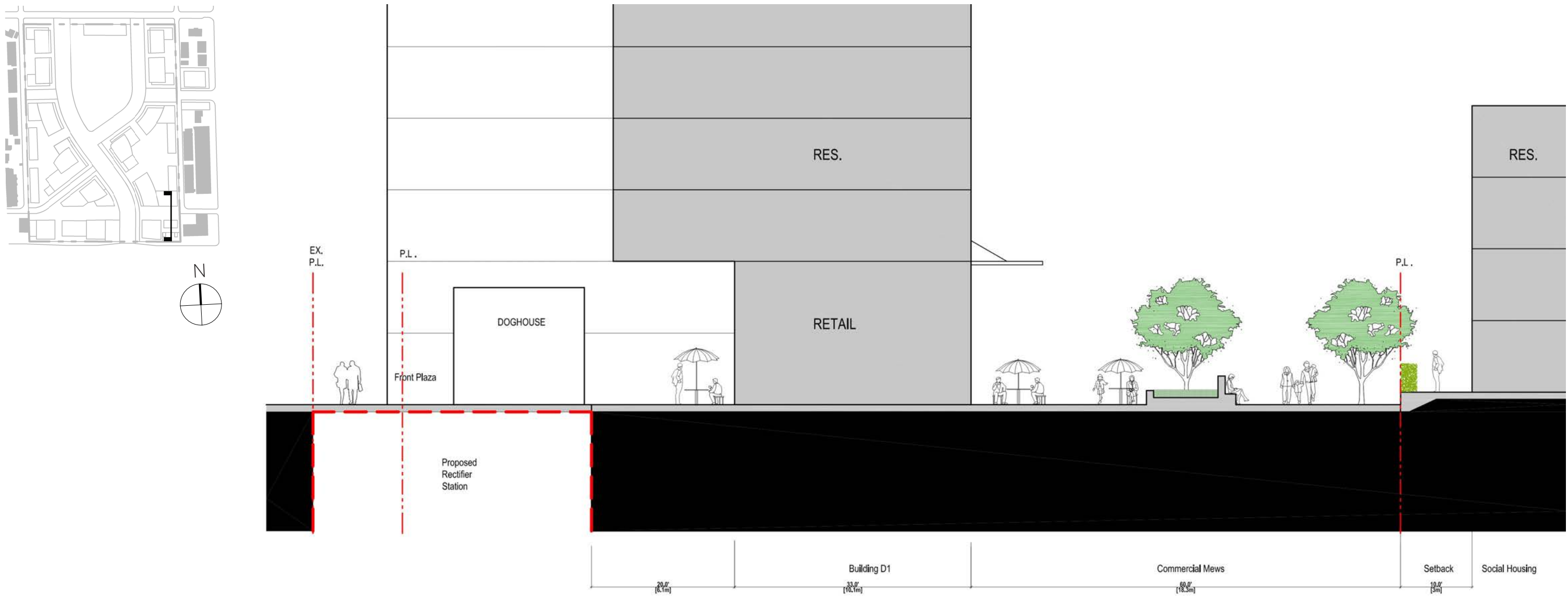
WEST 39TH AVE. MEWS (13 M)



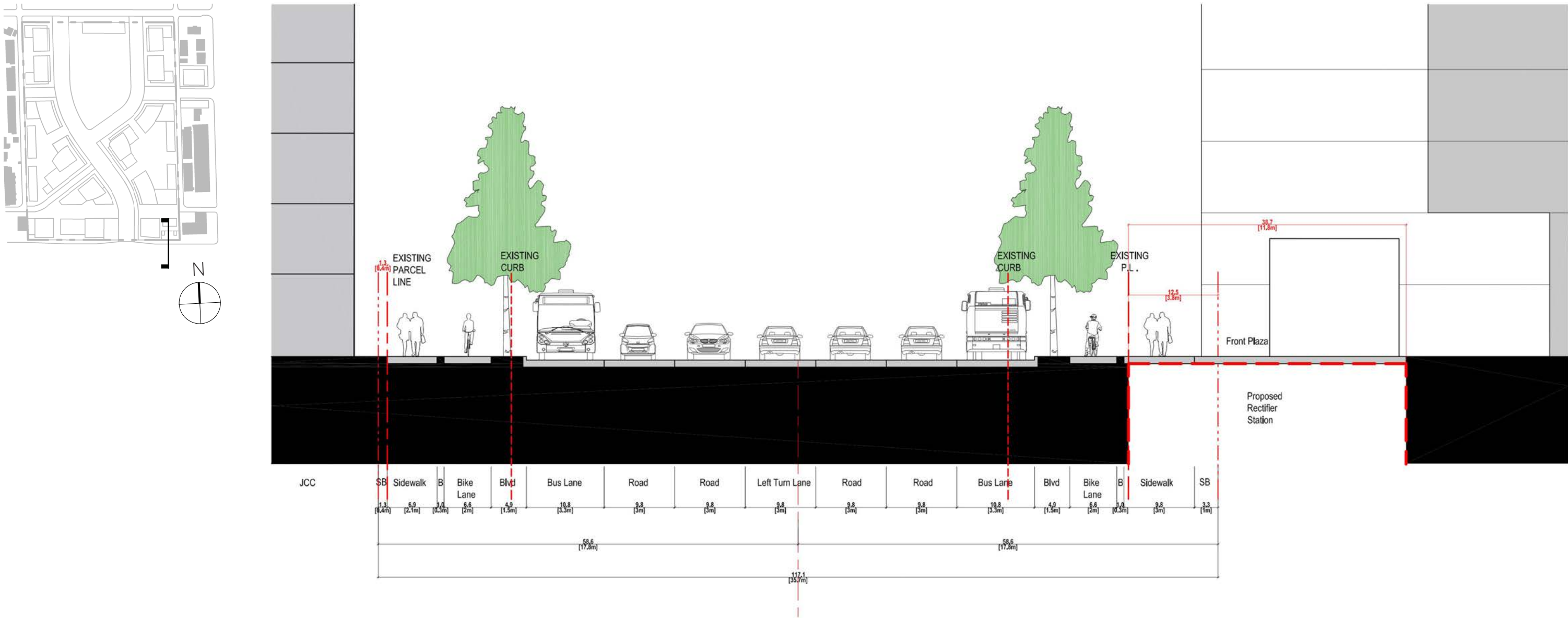
WEST COMMERCIAL MEWS (60 M)



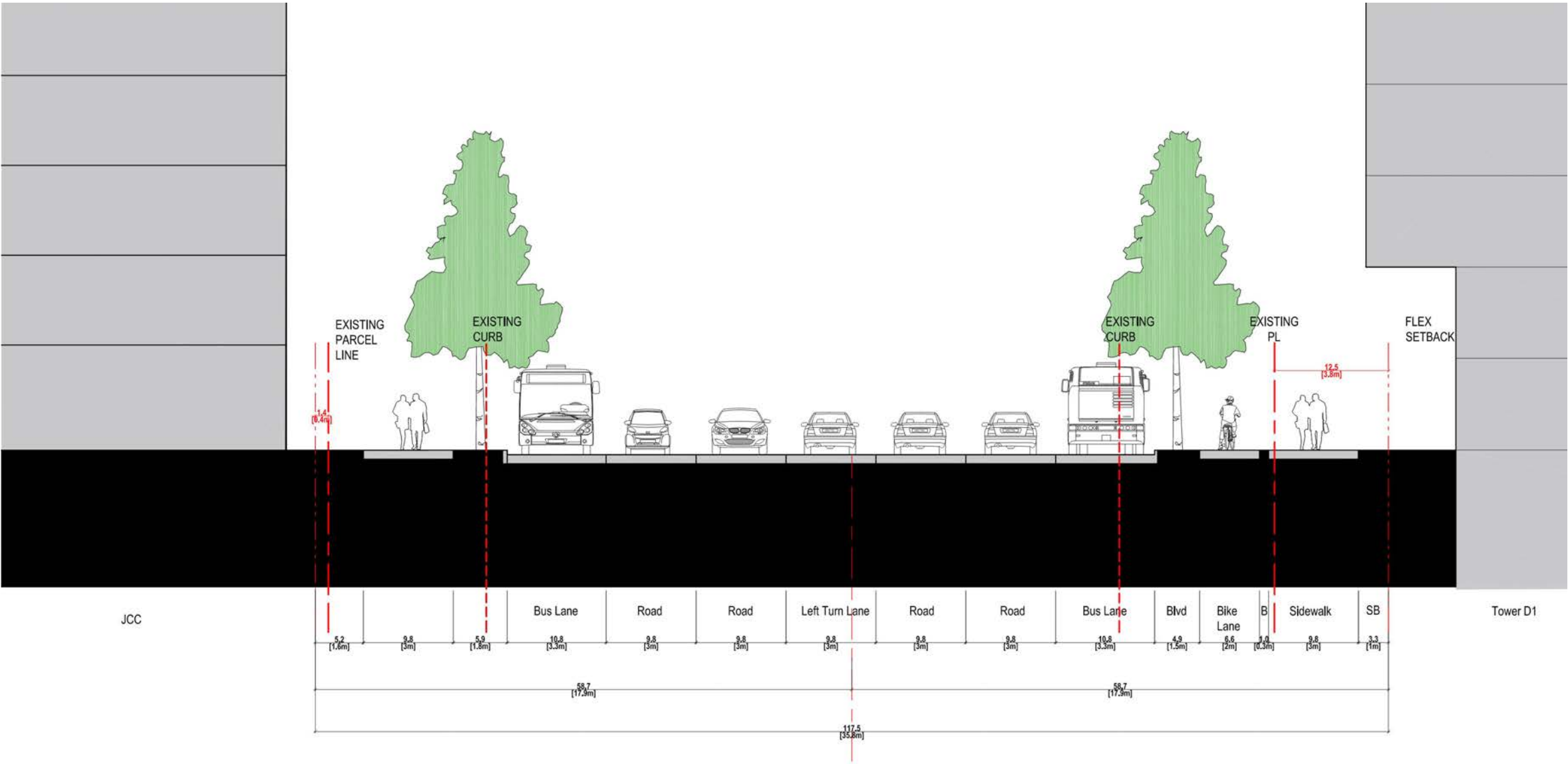
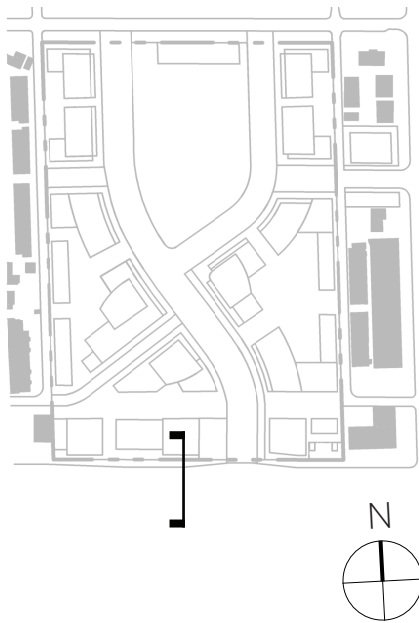
EAST COMMERCIAL MEWS (60 M)



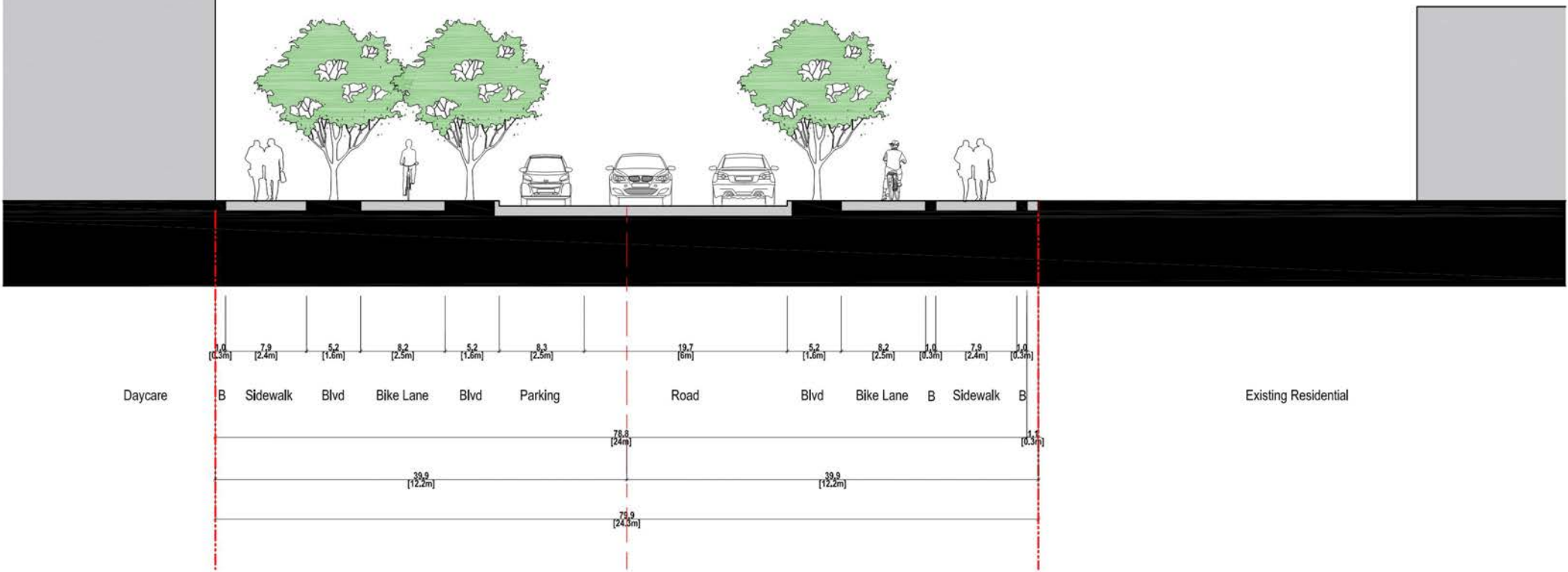
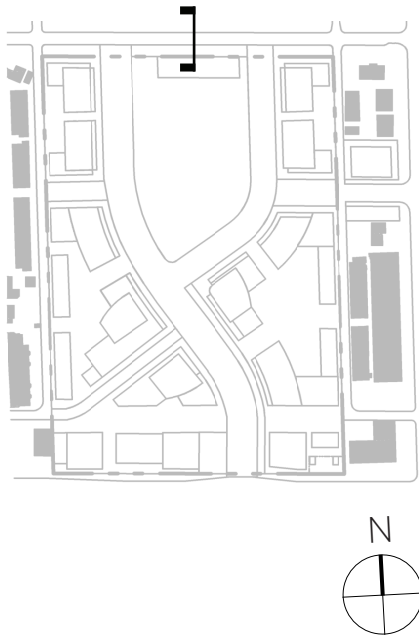
W 41ST AVE - EAST (35 M)



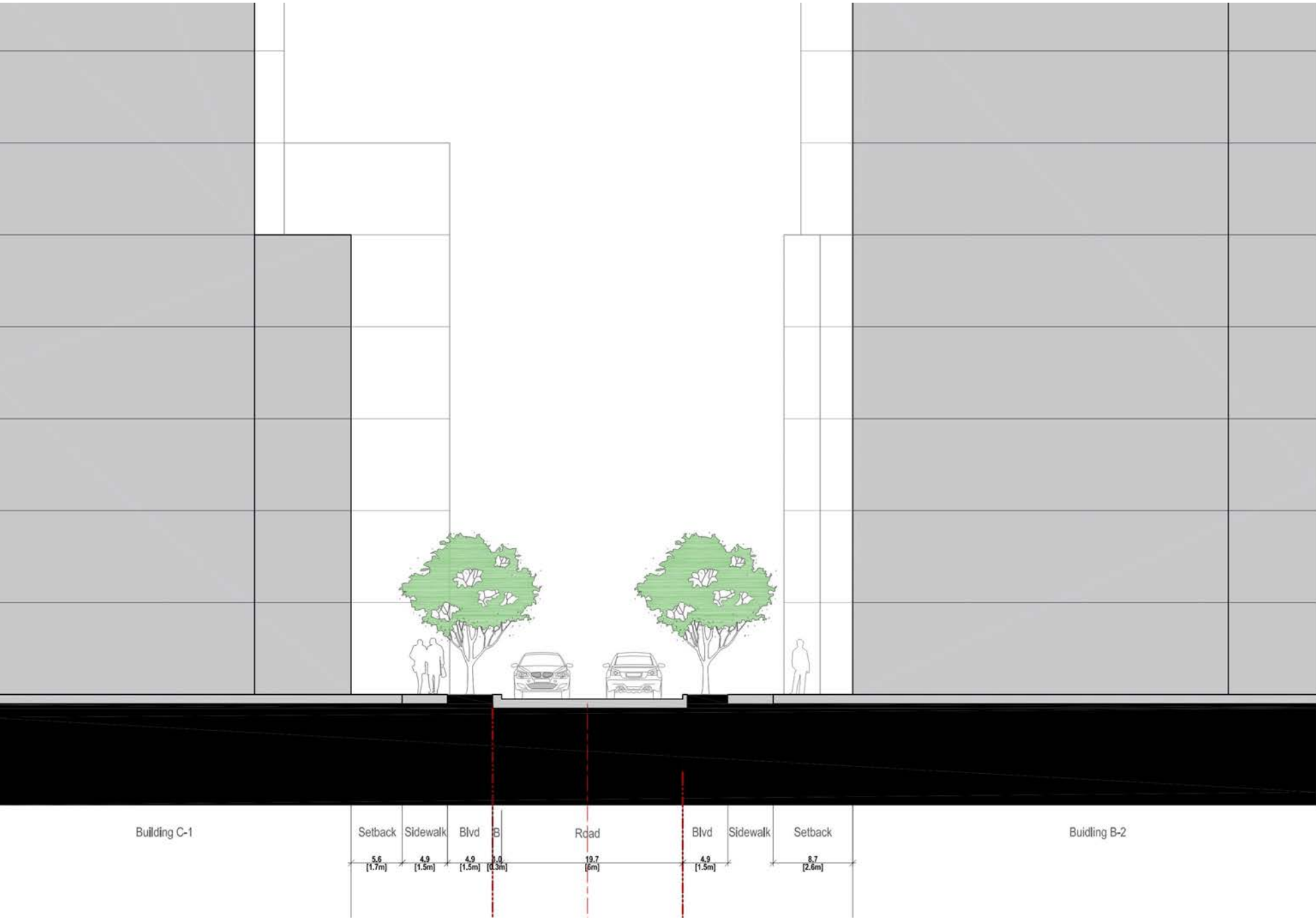
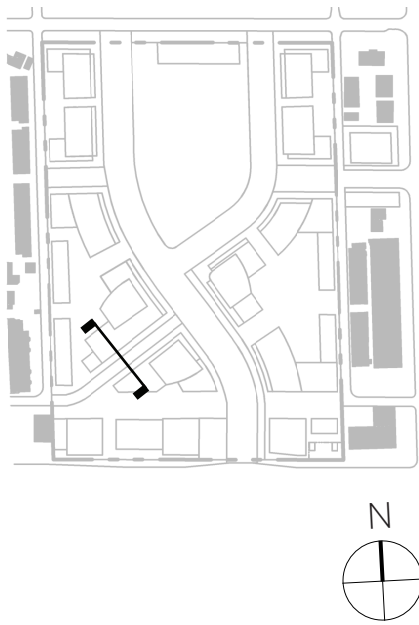
W 41ST AVE. - WEST (35 M)



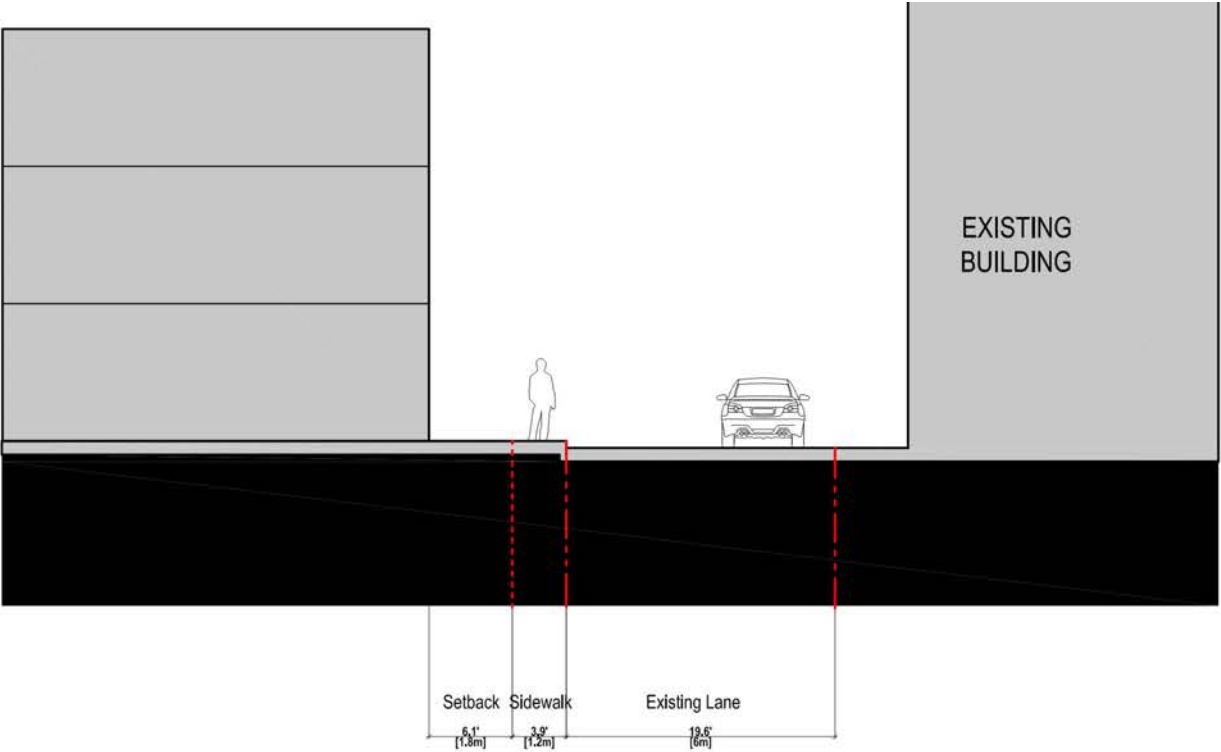
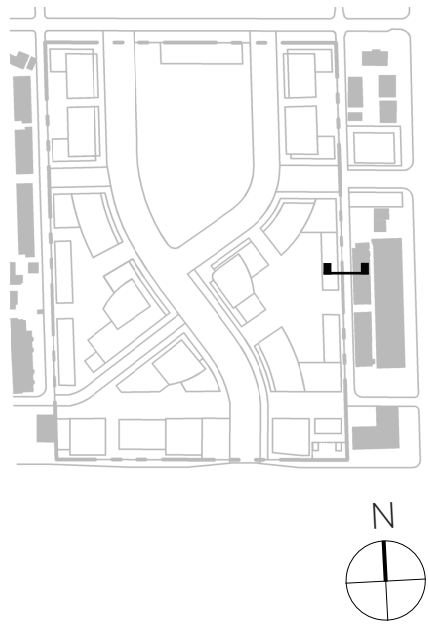
W 38TH AVE. (24 M)



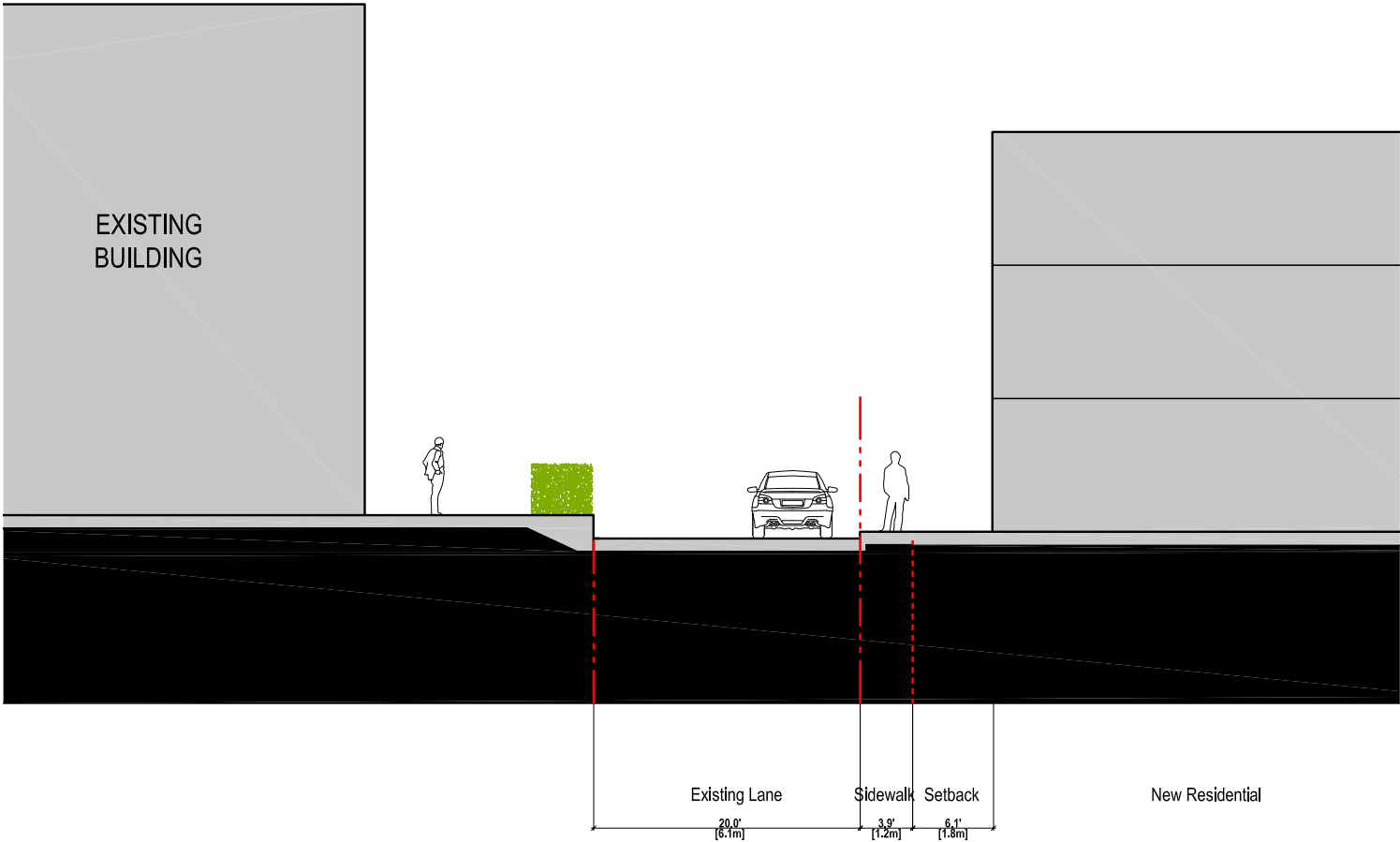
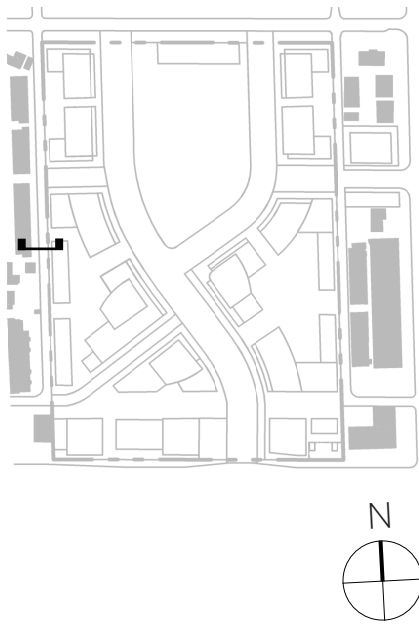
CENTRAL LANE (6.3 M)



EAST LANE (6 M)



WEST LANE (6 M)



BUILDINGS

INTRODUCTION AND INTENT

The parcel studies contained in this document reflect the goals to create a diverse and highly legible urban fabric clearly defining a public realm network. Comprised of streets, plazas, promenades, and open green spaces, this network reinforces the identity of the Oakridge Municipal Town Centre, encouraging walking and contributing to a high level of livability.

This document demonstrates the general viability of the development in each of the parcels in terms of density, use and access. The intention of these studies is to provide a general framework giving different architects the opportunity to contribute a higher level of diversity in the OTC development.

While the illustrative built form is intended as a demonstration and guide to the further development of each parcel, there may be potential to accomplish the key urban design role and meet the guidelines in an alternate form. Consideration may also be given through the Development Permit process to modest reallocation of floorspace between parcels. Of primary concern to considering variations in massing and floorspace allocation will be ensuring that key urban design objectives are met, and that the scale and definition of the streets and public spaces is not diminished by the changes.

NET FLOORSPACE/ FSR

Building areas have been calculated based on the gross floorspace indicated by the solid line at the perimeter of building plans. There are no exclusions accounted for in these areas, and the plans are deliberately simple, with minimal articulation to provide an easily understood base case. The simplified building footprints have been set with sufficient

room in the parcel to accommodate articulations anticipated during the Development Permit process.

While the plans are illustrated simply, a high level of architectural articulation is sought, and the three-dimensional massing illustrations begin to demonstrate how further design development might see the building form evolve.

In the following massing parameters, the grey shaded area illustrates possible articulation of the gross floor area.

BUILDING SETBACKS & STREETWALL ENVELOPES

Setbacks, indicated by a dashed red line, establish the frontages for the public realm and set the extent for building projections. Simple building footprints are illustrated with a space between the building and the setback. This space is called the streetwall envelope. The streetwall envelope provides for design flexibility to ensure a richly diverse development, a means to achieve the spatial qualities anticipated for the public realm, and room to accommodate additional building mass generated by areas excluded from floorspace calculations.

Envelopes have not been defined for the interior faces of blocks, as there is greater room for flexibility in building placement and massing in these locations, and the interior block faces do not for the most part affect or define the spatial quality of the public realm. However, the mid-block open spaces are an important aspect of the OTC's urban fabric and although building configurations demonstrated in the development parcels are expected to evolve in design development, the general approach to open spaces is strongly encouraged.

Projections into Streetwall Envelope:

Projections of interior floor areas into the streetwall envelope are limited to 50% of the building frontage (not including outdoor balconies, architectural elements, solar shading devices, and other similar features).

Projections into Setback:

Consideration may be given to extending outdoor balconies into the setback provided the spatial qualities of the public realm, the amenity and usability of street gardens (including solar access and rain exposure), and the amenable relationship of dwelling to street are maintained.

Statutory R.O.W.:

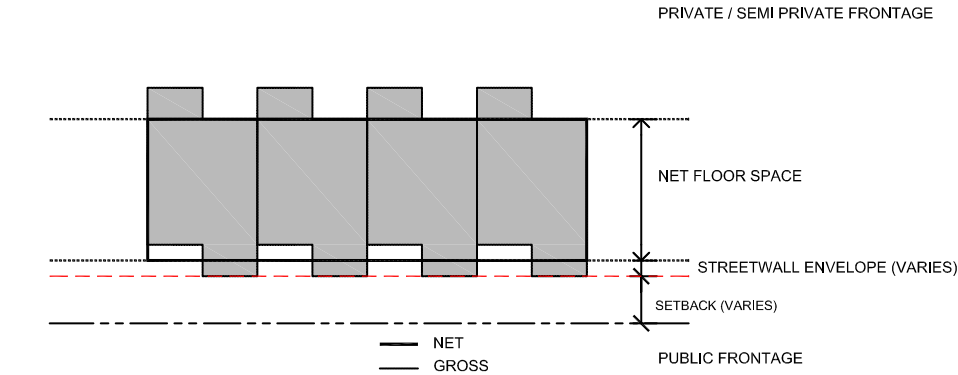
The lanes, mews, pedestrian paths and breezeways between buildings and blocks are an important part of the fine-grained pedestrian network that facilitates movement through the development. Key connections are indicated with a public r.o.w. indicated with red hatched lines, for which the precise width and location will be determined at development permit.

MAXIMUM HEIGHT, ROOFTOP ACCESS, & ARTICULATION

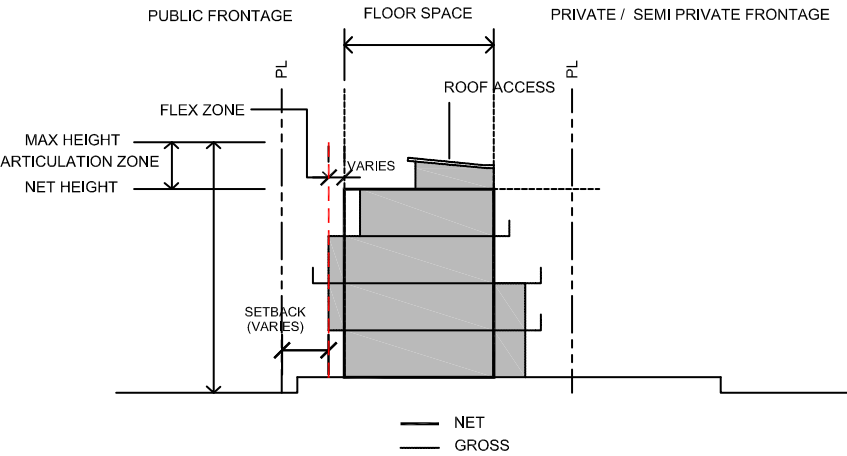
The general height for all building types assumes a floor-to-floor height of generally 3m (10') for residential with retail height up to 6.0m (20'). To encourage a high degree of articulation at tops of buildings, and to facilitate roof-top access and use for residents, an additional 3m is included in the maximum heights. Projections into this top 3m will be limited in a building to no more than 40% of floor area below. Partial development associated with roof top access at this level will not be considered as a storey for purposes of the CD-1 by-law.

TOWNHOUSES

PLAN



- **Plans:** Townhouses are intended to have a high degree of articulation. For most of the units, a streetwall envelope of 1m is set for the front of the unit while more flexibility is anticipated at the rear of the unit where projections and recesses may be introduced to optimize outdoor use.

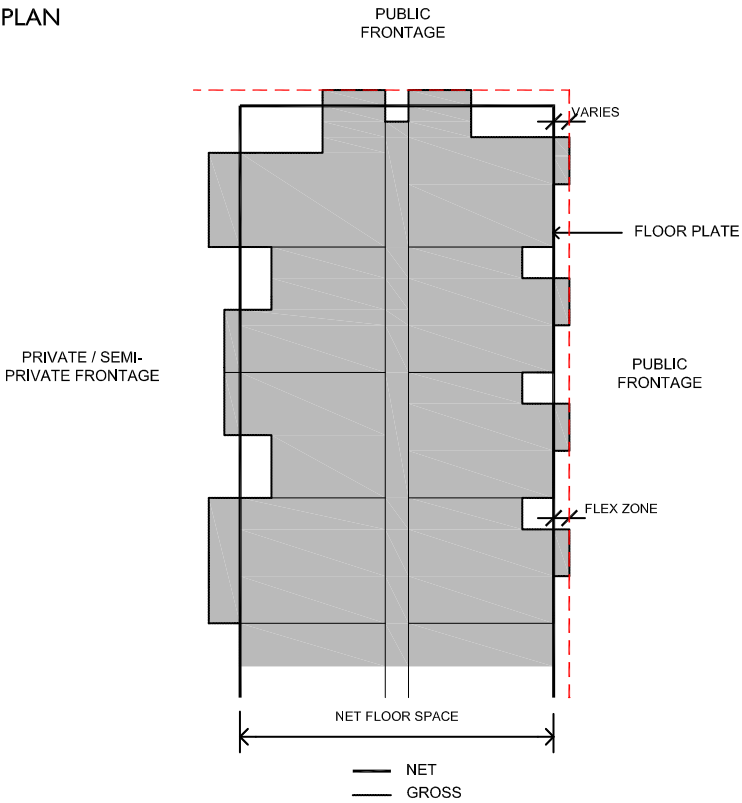


SECTION - 3 and 4 STOREYS

- **Sections:** Floor-to-floor heights in townhouses are generally 3m (10') with the exception of the ground and uppermost floors which vary. Similar to the tower and mid-rise buildings, a net height provides the general height whereas certain appurtenance are anticipated for areas and increased articulation. Refer to note on "Maximum Height".

LOW AND MID-RISE BUILDINGS

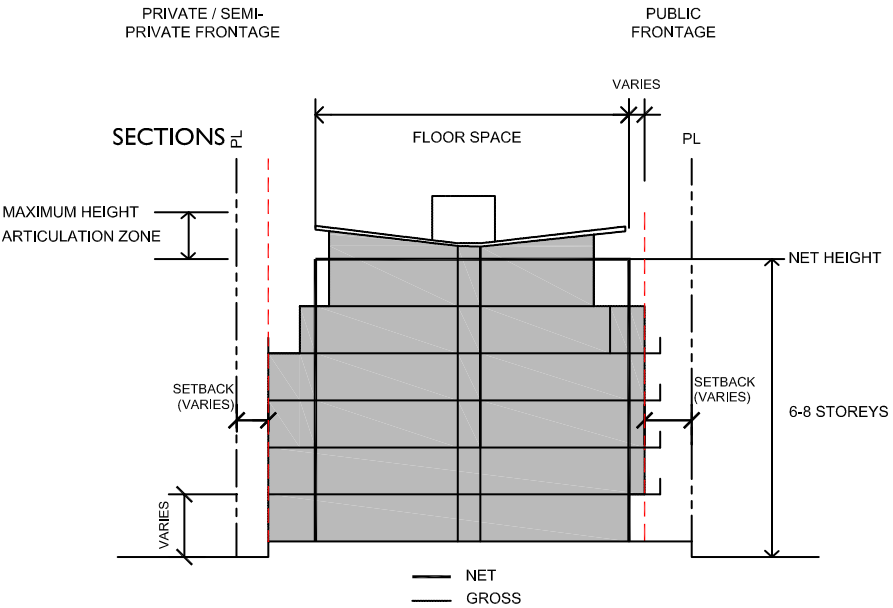
PLAN



TYPICAL FLOOR PLAN, (PARTIAL)

- **Plan:** Generally, the streetwall envelope is established at 1m beyond the net floorspace for the public frontages of a block to ensure a well-defined public realm. The plan diagram demonstrates how projections and recesses from the net floorspace can be accommodated within the envelope (dashed line) at the public frontage.
- Note :**The net floorspace for low and mid-rise buildings is generally indicated as 18m to 20m in width.

SECTIONS



RESIDENTIAL

- **Sections:** Residential uses at grade would make use of overheight space for lobbies and may require additional height to reconcile frontages with sloping grades. Middle storeys are indicated as 3m for residential. At top floors, where a high degree of articulation is encouraged, heights are expected to vary, allowing for an additional 3m to achieve this.
- In general, recessing of floors above three storeys from the streetwall should be considered.

TERRACED BUILDINGS

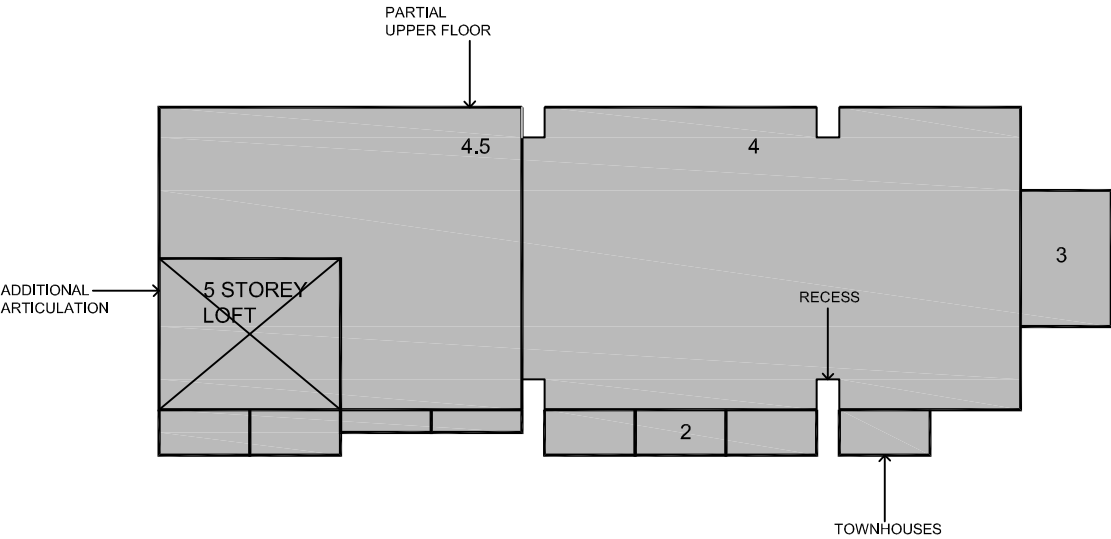
General

It is anticipated that some buildings may be of wood construction. To maintain the terracing nature proposed for some buildings, the following principles should be considered in their design

Wood Frame Terraced Buildings

Principles

- Clear vertical and horizontal articulation
- Horizontal - intent is to break down the length of the building to achieve a more comfortable massing; may be achieved with projections and recesses in the general wall plane as well as transition in scale towards waterfront
- Vertical - a clear transition from street to lane; stepping to reinforce urban design - raised/projecting volumes at scale of units to add further richness to five storey form
- Townhouses generally projecting beyond the 3rd and 4th storeys by 1 to 2 meters
- 4.5 storey height is intended to provide additional articulation for four storey wood frame buildings, allowing increased ceiling heights for partial upper floors
- Additional articulation may be achieved using 5 storey loft volumes to punctuate key building corners
- Buildings should resolve in a three storey expression at the lanes.

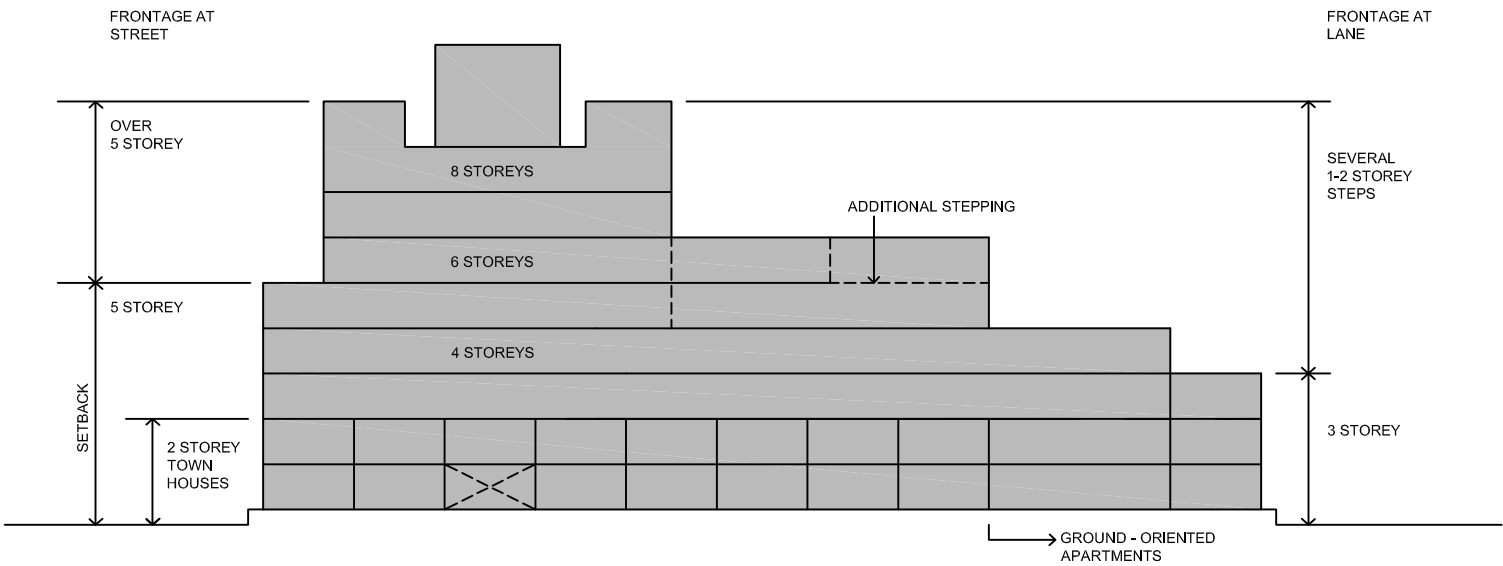


SAMPLE PLAN

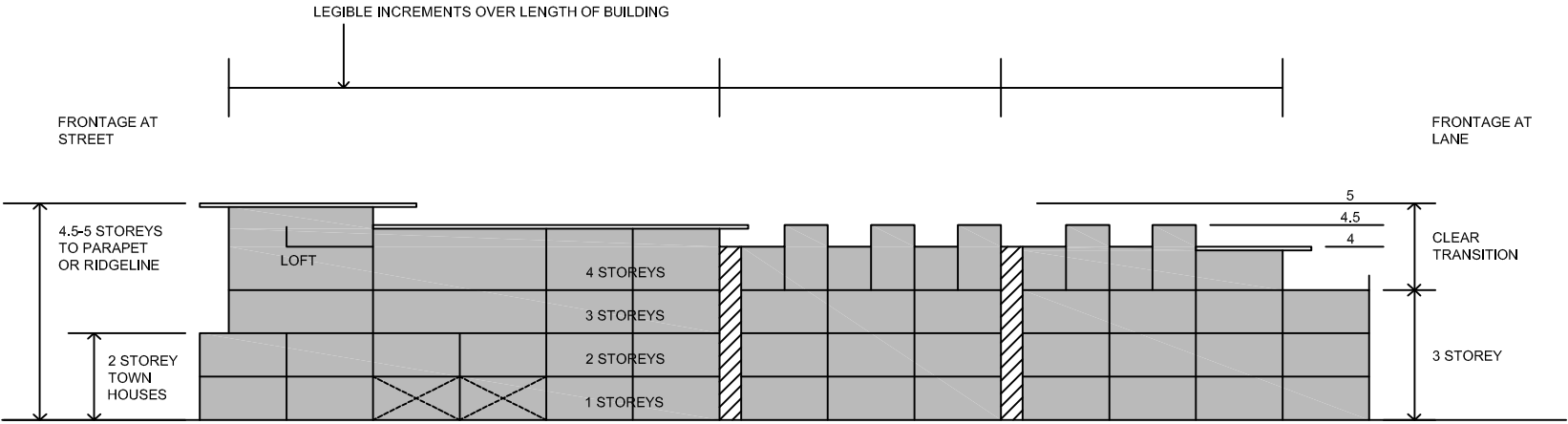
Concrete Terraced Buildings

Principles

- Intent is for terraces allowing enhanced outdoor space
- 'Steps' - horizontal dimension greater than vertical
- A series of steps to give terraced form legibility



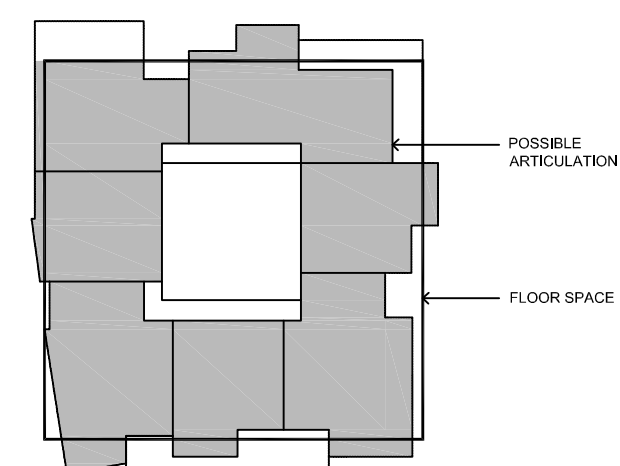
SAMPLE SECTION



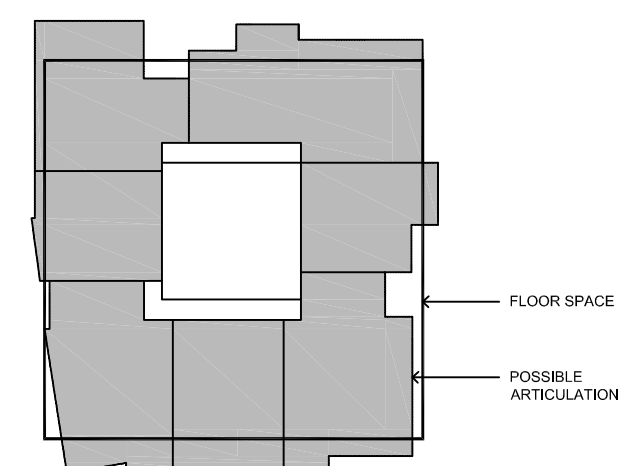
SAMPLE SECTION

SCALE 1:500

EXAMPLE 1:

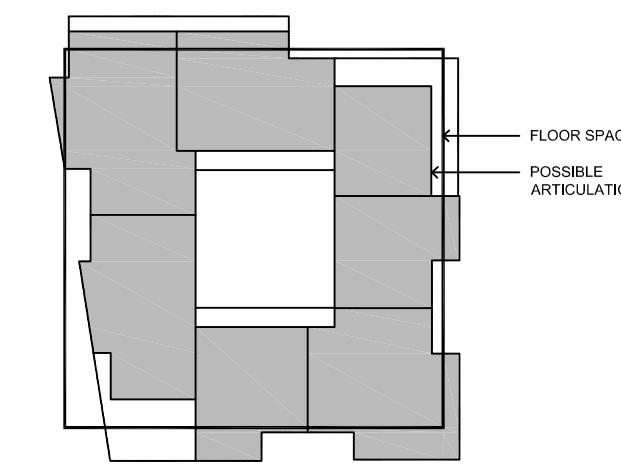


TYPICAL FLOOR PLAN, UPPER STOREYS

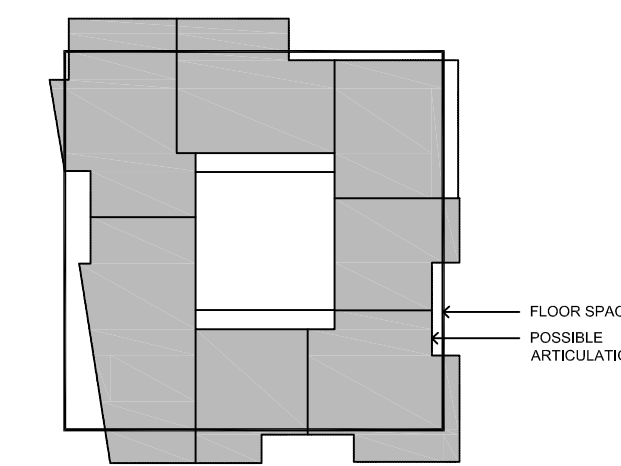


TYPICAL FLOOR PLAN, LOWER STOREYS

EXAMPLE 2:



TYPICAL FLOOR PLAN, UPPER STOREYS



TYPICAL FLOOR PLAN, LOWER STOREYS

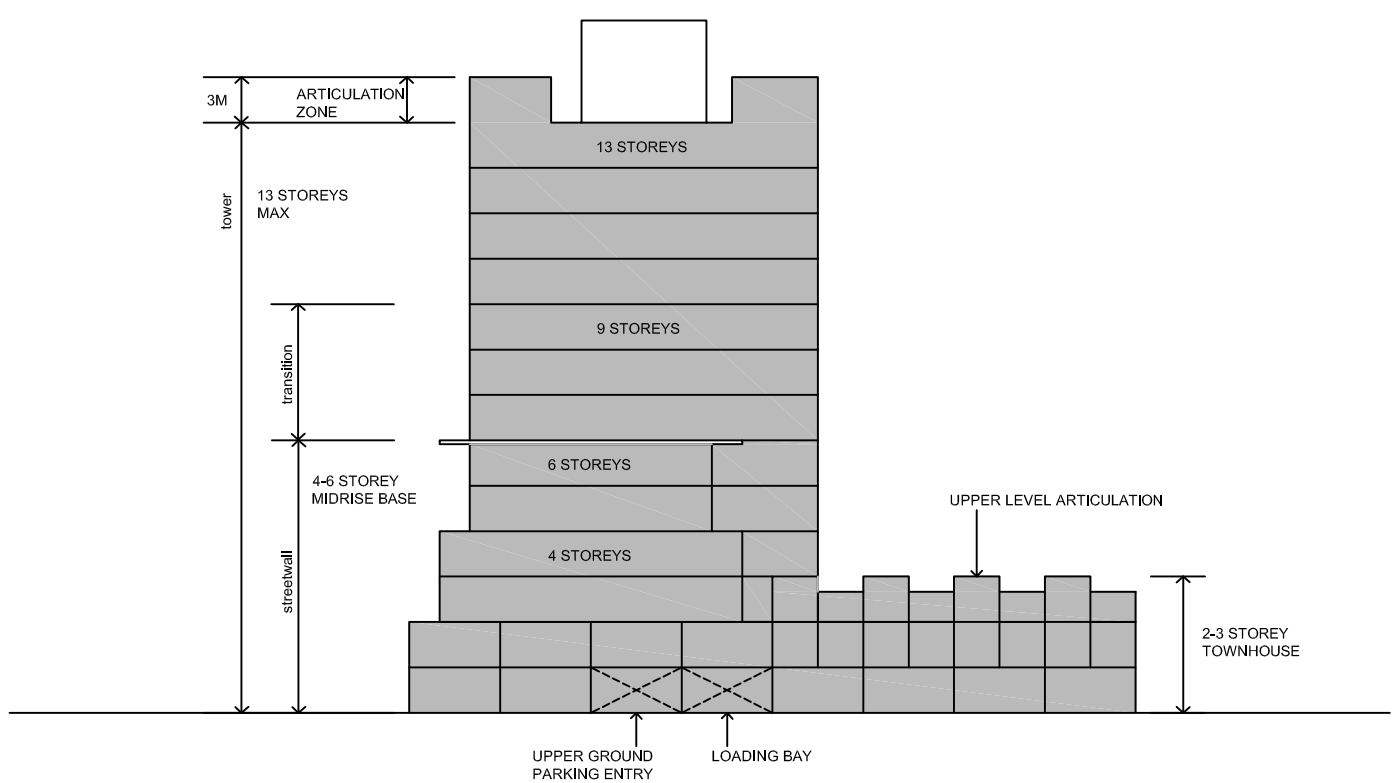
— NET
— GROSS

TOWERS

- **Plans:** Examples of upper and lower floor plans for two towers are provided on this page to demonstrate possible articulation and the intent for reducing tower mass at upper levels.
- **Section:** Towers in OTC are generally integrated into a lower mid-rise building base. Massing for towers is anticipated to have a high degree of articulation with a reduction of mass at the upper levels. To achieve this, tower design should take the following vertical zones into consideration:
- **Streetwall zone** - up to 6 storeys
The tower is integrated into the mid-rise building streetwall, generally following mid-rise massing parameters. (Note: This does not preclude some legibility of the tower in this zone.)
- **Transition zone** - from streetwall up to 8 storeys.
There is flexibility in this transition zone for a variety of massing approaches: Extended mid-rise base; simple low, mid-rise base or small secondary tower element.
- **Tower zone** - 9th floor and higher
Reduced floorplates, up to a minimum of 6,500 sq.ft., create a slimmer tower profile at upper levels and articulation of top floors provides architectural interest and a distinctive identity. Floor-to-floor heights for towers are generally indicated as 3m for typical floors. However, as in mid-rise buildings at ground floor and penthouse levels, a range is provided. At grade, this increased height is intended to encourage higher entry lobbies. At the top floor, screening of the mechanical penthouse and a more interesting architectural expression is the aim.
- **Articulation zone** - At the top floor of towers, an increase of up to 3m above typical 3m floor to floor height is intended to allow for a more interesting architectural expression as well as screening of elevator/mechanical penthouse

Principles:

- 6-8 storey midrise to provide a consistent streetwall, with a step back above Level 5.
- Design and massing for these relatively small towers requires special care to achieve a high level of architectural interest through articulation, roof form and plate configuration
- For townhouses integrated with midrise, massing and architecture treatment to provide distinct legibility
- Standalone townhouses to complement those integrated with midrise; additional articulation, especially at the roof line is encouraged to provide rich frontages to mews and garden courts



SAMPLE SECTION

SCALE 1:500

UNDERGROUND PARKING AND LOADING

All loading areas and parking for the OTC will be located underground, with each parcel planned to be served by a combined underground parking area. Vehicle and bicycle parking will meet the City of Vancouver Parking By-laws. Provisions will be finalized at the Development Permit phase for each parcel.

Vehicle parking

Based on a projected 1629 residential units to be built over the entire OTC site, vehicle parking demand based on the City of Vancouver's current parking bylaw will need to provide for 939 parking stalls in total, of which 50 will need to be accessible spaces.

Charging Stations

The target is to provide the following charging stations :

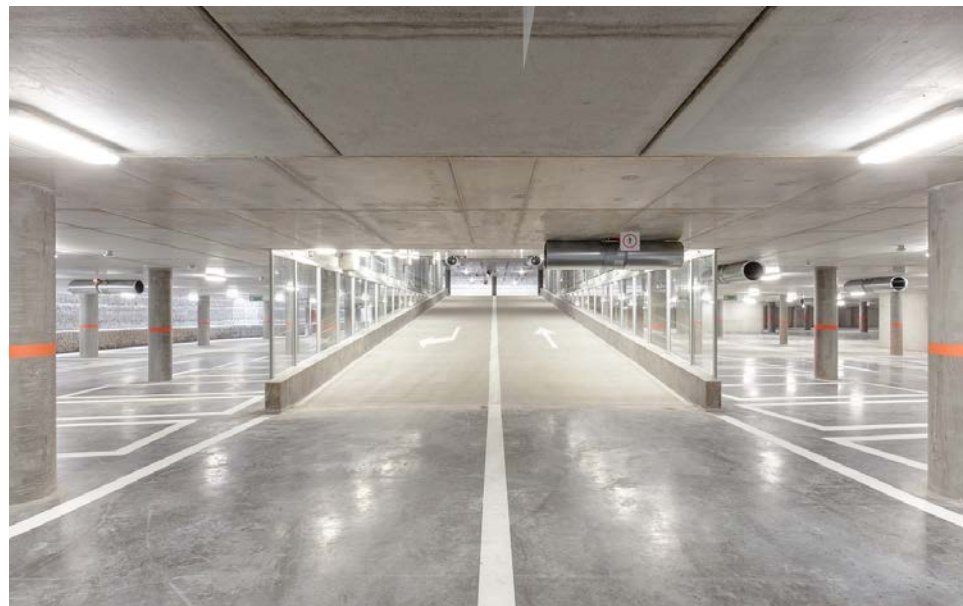
- 20% of total residential parking spots
- 10% of commercial parking spots

Bicycle Parking

- Targeting a minimum of 3515 bike parking spaces

Loading

- Overall the OTC site will need to provide for 14 Class A and 12 Class B loading spaces.



UNDERGROUND PARKING



EV CHARGING STATION



UNDERGROUND BICYCLE PARKING



CAR SHARE

COMMERCIAL

The OTC development will provide for 15,000 sq.ft. of retail area to animate the street along 41st Avenue, in addition to a small commercial retail unit adjacent to the park. Given the close proximity of the Oakridge shopping centre, this amount of dedicated commercial area has been determined adequate to support local neighbourhood retail activities that will fit with the character of the development and serve residents in a two to three block radius.

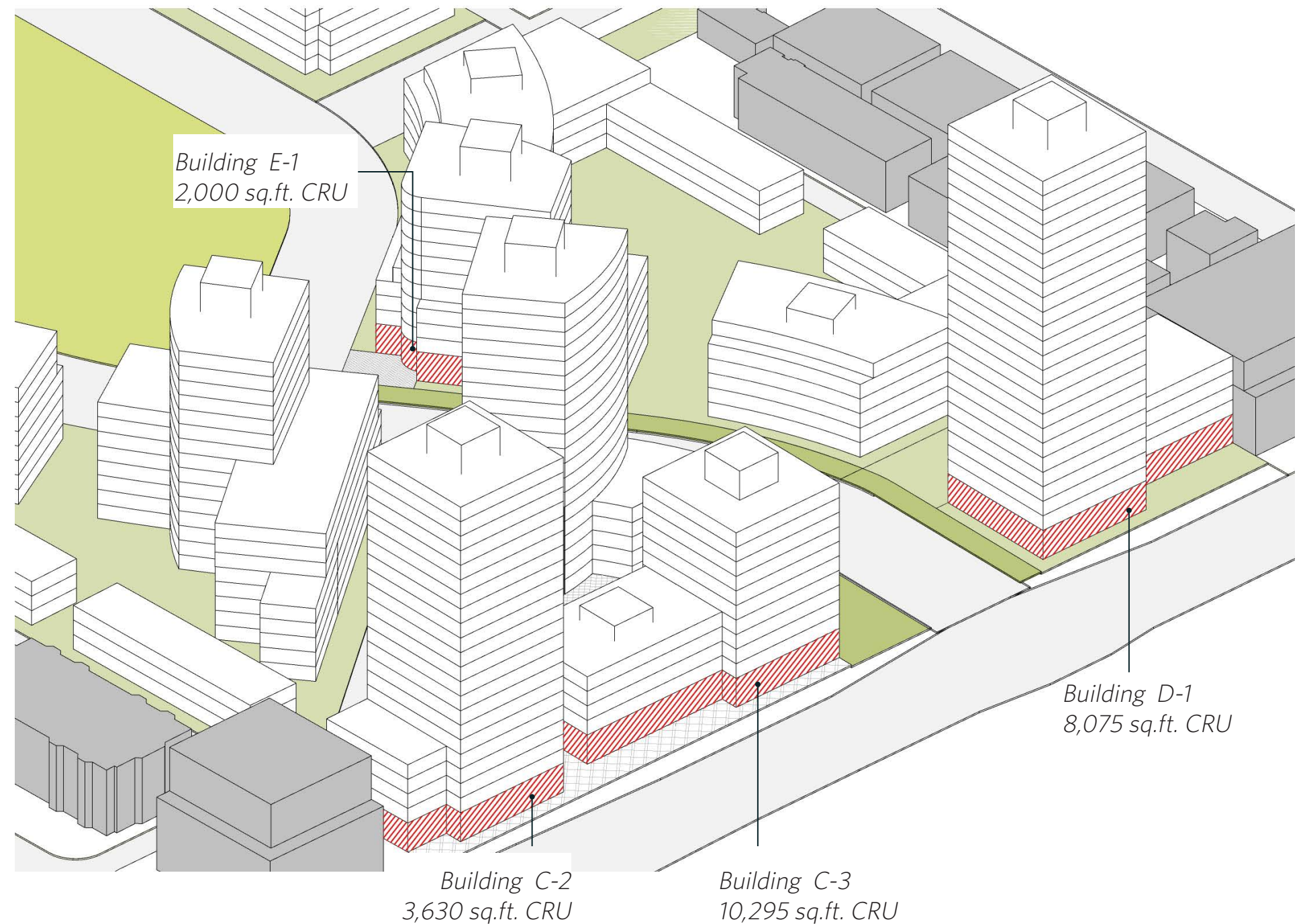
This area will also provide for a variety of local job opportunities. All retail is intended to be curated to allow for maximum vibrancy. A Retail Curation Strategy will be provided at the Development Permit stage.

Diversity of Use & Scale

Potential commercial uses include, but are not limited to the following:

- Coffee Shop
- Flower Shop
- Restaurants
- Drinking establishments
- Grocery Store
- Bakery

CRU's will have provided 18' floor-to-ceiling clear heights to provide for HVAC installation and dropped ceilings. With a typical depth of 65', some units will have the opportunity to have entries from both 41st Avenue and the Mews, the latter of which will provide for outdoor seating away from the noise and exhaust of traffic on 41st Avenue.





SRILEY/0.

06

Sustainability

SUSTAINABILITY

The intent is to use sustainability principles to evolve and guide a design concept.

1 - Habitat Restoration

2 - Open Space

3 - Stormwater Management

4 - Heat Island Mitigation

5 - Light Pollution Mitigation

6 - Landscape Resiliency

7 - Social Sustainability

8 - Sustainable Food Systems

9 - Zero Waste Design

10 - Affordable Housing

11 - Heritage Interpretation

AIR FILTRATION

Vertical greening and increase tree canopy provide natural filtration of air pollution

SOLAR ACCESS

Massing optimized for solar exposure in public realm with architectural and vegetative shading for summer and future climate change resilience

URBAN ORCHARD

Bird-friendly trees provide fruit for community and wildlife. Root systems will be supported with tree cell to encourage optimized canopy growth and rainwater infiltration and treatment management

ONGOING WASTE MANAGEMENT

Zero waste planning includes on-site organics management and multi-stream waste collection and reuse of organic compost in Urban Agriculture areas

DAYLIGHTING

Massing and solar shading optimized for passive design and daylight availability within + beyond site boundary

LANDSCAPE SUSTAINABILITY

HABITAT RESTORATION

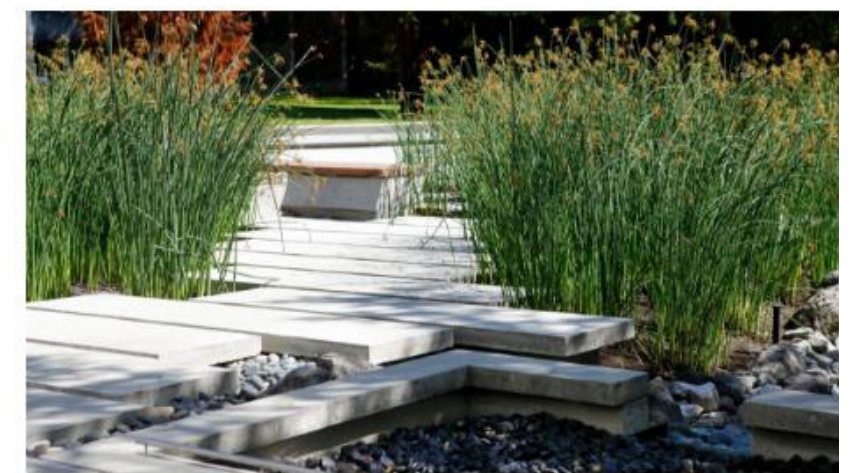
- Prioritize the retention of healthy existing trees
- Select native and adaptive planting to support local ecology
- Provide diverse planting and different heights
- Enhance existing habitat corridors to the surrounding community
- Improve upon the existing site condition of vegetation

OPEN SPACE

- Provide exciting and encouraging outdoor spaces for occupants
- Provide different ecologies including ponds to engage people
- Improve site permeability and accessibility
- Provide community connection spaces like plazas, green way, community gardens, and courtyards

STORMWATER MANAGEMENT

- Provide an opportunity maintain and enhance the existing site hydrology
- Celebrate rainwater on site through rain gardens, bioswales, and pervious pavement
- Improve stormwater quality and retention through landscape first and through retention and treatment systems after
- Educate occupants to the benefits of the rainwater management



LANDSCAPE SUSTAINABILITY

HEAT ISLAND MITIGATION

- Replace existing concrete with a higher mix of vegetation
- Utilize landscaping and hardscape to reduce solar gains
- Providing vegetated roofing to reduce Urban Heat Island Effect

LIGHT POLLUTION MITIGATION

- Selecting lighting to reduce light spillage onto the adjacent neighborhoods
- Eliminate direct up-lighting to reduce night-time light pollution

LANDSCAPE RESILIENCY

- Select planting accustomed to the local climate and available rainwater sources
- Utilize efficient irrigation and controller selection to reduce water usage for irrigation
- Identify rainwater harvest and re-use opportunities for irrigation

SOCIAL SUSTAINABILITY

Supporting a larger dialog around sustainability for the community through an extended review of other sustainable design elements:

- Pedestrians and cyclist emphasis
- Linkage to public amenities, parks, bike ways, transits and shoppings
- Bird friendly
- Bird friendly

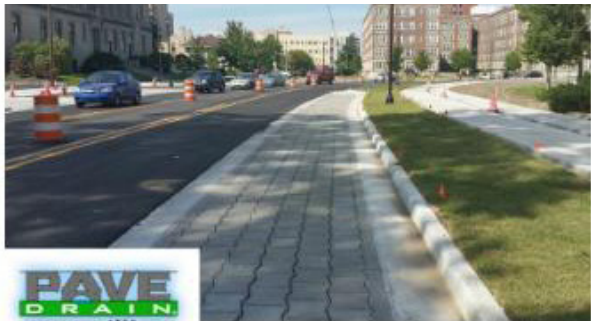


PRECEDENTS FOR SURFACE STORMWATER FEATURES

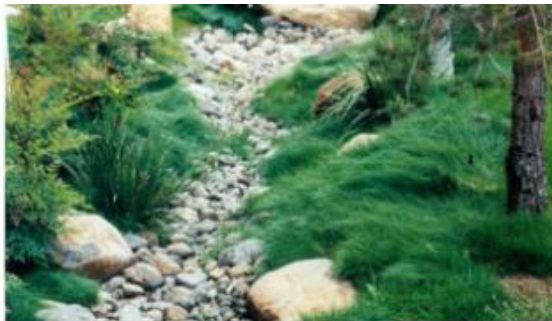
STORMWATER MANAGEMENT - ROAD



SIDEWALK BIOSWALE TRENCH



PERMEABLE PAVERS ALONG PARKING LANE

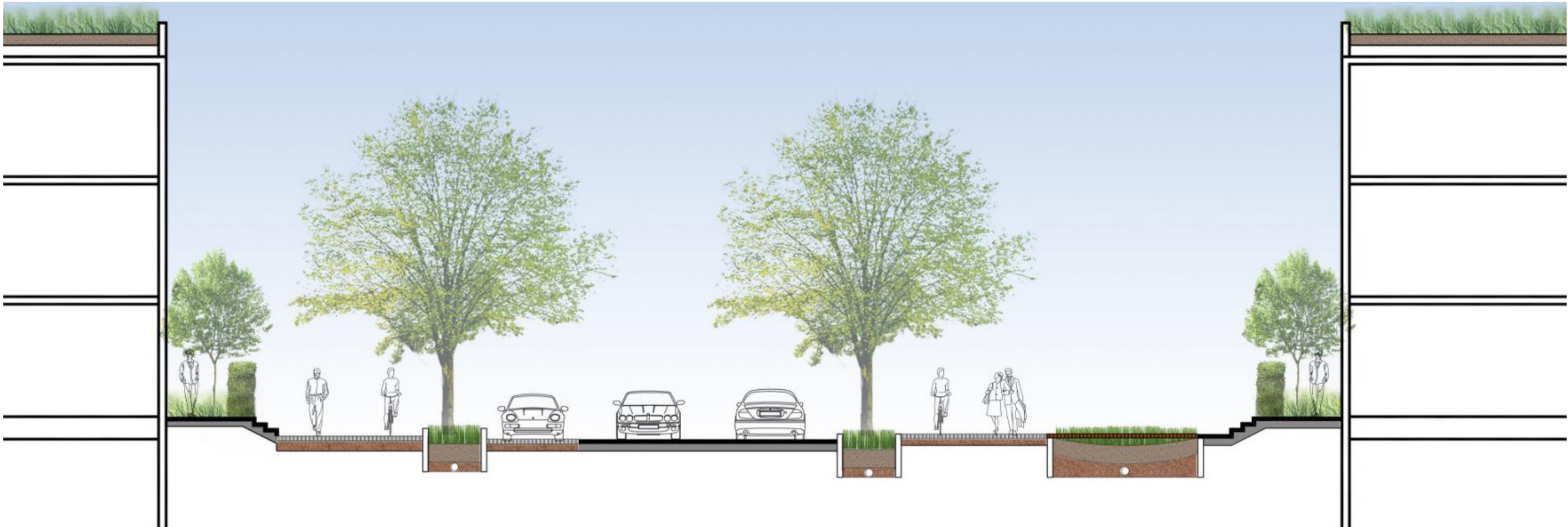


STORMWATER MANAGEMENT AT PARK



RAIN GARDEN AT A CURB BULGE

STORMWATER MANAGEMENT - PRIVATE PROPERTY



SIDEWALK BIOSWALE TRENCH



PERMEABLE PAVERS AT PARKING LANE



5M GREEN WAY BIOSWALE



GREEN ROOF PRECEDENT

STORMWATER MANAGEMENT - PLAZA



SIDEWALK BIOSWALE TRENCH



PERMEABLE PAVERS AT PARKING LANE



GREEN WAY BIOSWALE WITH PATIO SEATING

LOW CARBON NEIGHBORHOOD ENERGY SYSTEMS & SUPPLY

The OTC is targeting a carbon neutral design to set a benchmark for the next generation of sustainable community projects. Buildings are responsible for over 41% of the greenhouse gas emissions in Vancouver.

Energy demand can be significantly reduced by way of low carbon energy supply, sophisticated envelope design, passive considerations on each facade, heat recovery, solar hot water systems etc.

Buildings will be ready for connection to a district energy utility unless they meet the Passive House standard for energy consumption. Waste energy will also be utilized to further reduce the overall carbon footprint of the development.

Monitoring and reporting through the Post Occupancy Study (POS) submission requirements three years following occupancy of each building to track the successes of the sustainability plan.

AMAGER BAKKE SKI SLOPE CONCEPT, BJARKE INGELS GROUP,
COPENHAGEN, DENMARK.



GREEN BUILDING DESIGN

Childcare Centre - Passive House Certification

To increase the value of this public asset, the building will be designed to meet Passive House standards and will target net zero potable water use by way of a rainwater capture and reuse system. Other opportunities will be explored to ensure this component of the OTC site shines a spotlight on sustainable design.

Sustainable Site Design Plan

- Maximize passive daylighting with higher than usual floor-to-floor heights
- Tailor the position and massing of buildings to maximize sun penetration throughout the day, allowing the capture of solar gains on south-facing facades and reducing winter heating demand
- Explore unique solar shading treatments for each unique orientation of the building
- Include architectural shading, vegetation and large tree canopies to provide protection from sun and rain
- Allow generous and diverse tree species to provide added benefits of climate change adaptation and improved air quality from increased number and size of tree plantings

Enhanced Indoor Environmental Quality

- Provide outdoor air ventilation to all occupied indoor spaces
- Ventilation design to reduce occupant exposure to indoor pollutants
- Select healthier material ingredient options for interior finishes and coatings to limit the quantities of harmful volatile organic compounds (VOCs)
- Conduct testing for formaldehyde, particulates, ozone, total volatile organic compounds and carbon monoxide, and share results with the City of Vancouver

Enhanced & Ongoing Building Performance

- Airtightness Testing
- Enhanced Commissioning
- Energy System Sub-Metering and Reporting

Low Emissions Green Buildings

Buildings that are not meeting the Passive House standard will meet the High Performance Buildings policy as outlined in the “Low Emissions Green Buildings” section of Green Buildings Policy for Rezoning. Thermal bridging, air tightness and ventilation are critical factors in building envelope design.



THE AUSTRIA HAUS, WHISTLER, BY TREBERSPURG & PARTNER ARCHITEKTEN, (FIRST REGISTERED PASSIVHAUS BUILDING IN CANADA)

BIODIVERSITY AND HABITAT

Overview

The OTC development intends to improve the health and wellbeing of the community, making space for new and existing habitats to enhance ecosystem functions and services, while improving public access to nature, creating spaces for socialization.

Increase Vegetated Biomass

Diversity of local tree plantings in accordance with City requirements along street and public spaces, will provide shading, aesthetic, air quality and habitat benefits. Trees will be included at grade locations where possible but also on slab with appropriate growing mediums. Intensive and extensive vertical greening of the built environment will exceed current rooftop garden requirements.

- Provide Residential tenants access to the open and green spaces
- Ensure all plantings have increased soil depths to support resilient plant growth and contribute to rainwater management at the site
- Select plantings based on their ability to facilitate resting, nesting and foraging birds

Revive the former Oakridge Transit Centre site

The OTC development will contribute to habitat creation and restoration through appropriate establishment of an ongoing ecological management plan to ensure the new vegetation planted in the area is protected and improved. A Qualified Environmental Professional must be involved for this process.

- Provide habitat for urban wildlife and birds
- Create habitat viewing opportunities for residents and visitors.
- Include native vegetation appropriate for shading the area to provide habitat for terrestrial species such as song birds especially for the new park area

ENVIRONMENTAL EDUCATION

Overview

The ongoing performance of the site is heavily dependent on building occupant and visitor participation. Where innovative technology is used, a robust education program accessible to the general public will be included.

General Public Sustainable Education

- Signage and wayfinding to explain environmental systems and their associated benefits.
- Public art and environmental design to illustrate the OTC's overarching sustainability principles

Where permanent installations of public art or signage is not possible, the project commits to developing a long-term operations management and environmental education program, identifying the costs associated and establishing funding opportunities either through municipal, provincial, federal government initiatives or through private investment.

Consider using a representative from the community to champion sustainability measures in the development such as the Greencierge concept. The Greencierge can capture requirements from many areas of the Plan like Zero Waste, IRMP, Green Building (commissioning and reporting) Green mobility Food Systems and composting.

WATER CONSERVATION & QUALITY

Rainwater Management Plan Overview

To satisfy the exact requirements of the Rezoning Policy for Sustainable Large Developments, the project will focus on a combined effort to increase the amount of vegetation on site while also investigating reusing rainwater within building for non-potable water uses. These solutions aim to go above and beyond the requirements for reducing the volume of stormwater runoff while also providing opportunities for settling rainwater to remove sediments and further treating the water through mechanical filtration prior to exiting the site.

Ground water management has been reviewed and a preliminary hydrological study has been prepared by the geotechnical consultant. The report originally suggests groundwater management is required as the parkades would likely interfere with the water table. As only two storeys of parkade are now being considered, and assuming 3 m height per parkade, the 7.8 m deep water level stated in the hydrological report would likely not be impeded. Further information can be found in Appendix F – Rain and Ground Water Management Plan.

The predevelopment conditions of the site are that of a highly urbanized site that has no site permeability. All rain water hitting the site is currently directed into a storm sewer. To respond and improve upon the existing site condition, the OTC project will aim to implement vegetation for rainwater management equal to an area equivalent to

~75% of the site. Although not found to be necessary at this point, this strategy can be further supported through a rainwater capture and reuse. Furthermore, the site has been remediated as a part of the development and land use process and is no longer contaminated.

Green infrastructure considerations

- Include sufficient soil and plant species quality, depth and variety to successfully intercept and retain rainwater in vertical greening terraces.
- Optimize tree growth and manage stormwater from adjacent hardscape areas with tree well structures
- Collect rainwater from inaccessible and non-vegetated surfaces and diversion to a cistern for reuse through irrigation applications.
- Utilize bioretention facilities in the park to capture and filter runoff from adjacent impervious surfaces

Water Conservation

- Target the supply low flow fixtures and EnergyStar appliances in residential and commercial spaces
- Install water efficient drip irrigation only when necessary. (The planting species selected will be generous, diverse, drought-resistant and tolerant to climate variability to ensure the vegetation scheme is adaptable to climate change and suitable for the project's water conservation goals.)
- Connect the high efficiency drip irrigation system to a rainwater reuse system to ensure no potable water is

required. Use smart controls and sensors to reduce the volume of water required for landscaping.

- Utilize and recycle rainwater for any water features
 - Include water sub-meters throughout the development to ensure the reduced water demand fixtures and water reuse systems are functioning appropriately and the development is reaching its water conservation targets
 - Incorporate conservation measures like rainwater conservation for irrigation and toilet flushing
-
- Rainwater Management Plans should state targets for capture, clean and convey of pre-development volumes
 - Consider setting targets for residents and businesses for per capital reduction of potable water

SUSTAINABLE FOOD SYSTEMS

Overview

The OTC development will incorporate local and sustainable food assets to boost social sustainability and improve resiliency within the community.

Garden waste composting and edible landscapes are a few examples of sustainable food system amenities that could be provided.

Edible Landscapes

- Edible plant species throughout terraces, courtyards, and green roofs will provide a local source of harvestable food for building occupants
- Signage to be included where edible plant species are provided to educate passersby's of the opportunity for food harvesting

Edible plants may include species such as:

- Oregon grape
- Coastal strawberry
- Evergreen huckleberry
- Hazelnut
- Thimbleberry
- Salmon berry
- Apple tree

Plants that provide food to local fauna may include species such as:

- Flowering currant nectar
- Pacific dogwood

Community gardens

The target is to have a minimum of 30% of residents to have access to plots on private lands.

Community Food Market

The Central Plaza will be used as a site for a local Farmers' Market or Food Trucks, promoting the consumption of sustainable, locally harvested goods and socialization of the site

On-Site Organics Management and Storage

Due to the scale of the development, the OTC will utilize an on-site, in-vessel bio-digester to manage organic waste resulting from the preparation and consumption of food in the commercial retail units, as well as from residential occupants. On-site organic storage such as the Molok underground storage system, will also be utilized for use in public and private gardens. This type of technology protects against common issues with pests and odors.

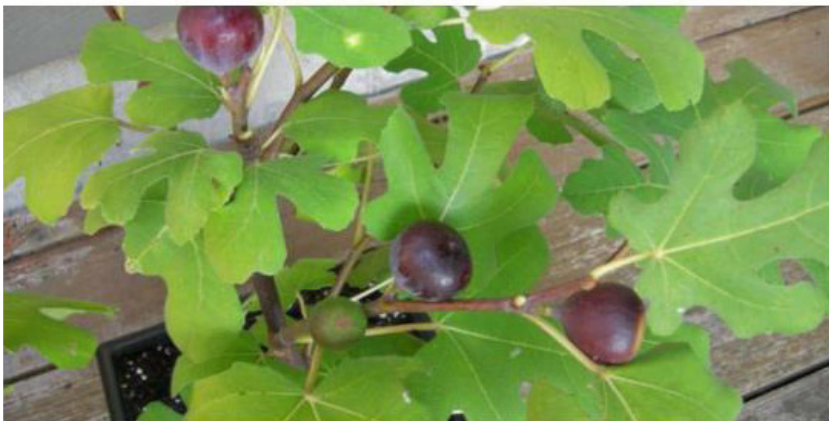
The on-site organics collection system will be:

- Accessible to all building occupants
- Allow building occupants to easily identify and divert organic materials from the garbage waste stream



EDIBLE GARDEN PRECEDENT

SUSTAINABLE FOOD SYSTEMS



ZERO WASTE DESIGN AND OPERATIONS PLAN

Overview

Foster ongoing waste reduction and increased diversion of products and materials from the waste stream through re-use, composting and recycling.

The City requires a Zero Waste Design and Operations Plan that considers deconstruction, infrastructure design and post-construction operations.

Consider the use of the “Greencierge” concept if applicable in the coordination of these goals in conjunction with other sustainable strategies.

Construction waste management

Beginning with green demolition of existing structures, construction waste management will be an integral part of the building process, firstly through source minimization, smart product selection, packaging and transport. Furthermore, waste generated on site during construction will be addressed through a comprehensive waste management plan, detailing recycling facilities and documenting the diversion of standard debris from landfill.

Construction materials

Recycled content and regionally sourced materials will be preferred through the selection process, focusing on wood, CLT, steel, concrete and glass components, reducing the impact of extracting of virgin resources. These materials retain their high value in the recycling chain and so once the service life of the proposed building comes to an end, re-use and integration into new building materials is a viable option.

Diversion of recyclables and organics

On-site organics management and multi-stream waste collection will be standard for all building designs.

Collection areas in the parkade, lobbies, and common spaces will be utilizing signage and color coding to visually distinguish each waste stream from the others. Signage will include visual cues of the appropriate items for each waste stream to aid in the identification and separation of materials by both staff and occupants.

A potential reduction of single use containers in local businesses to be considered.

Target a minimum of 70% waste diversion on site.

AFFORDABLE HOUSING

Overview

To address the demand for more housing affordability, types and choices within the City of Vancouver, the project will include:

- A range of unit types to accommodate individuals and families of all ages and abilities
- Housing for individuals and families that fall under the Housing Income Limits published by BC Housing
- Purpose-built rental housing for moderate income households
- Turn-key social housing deliverable to the City as per City Bylaws

949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre)
DEVELOPMENT COST LEVY WAIVER ANALYSIS

To qualify for any waiver of the Development Cost Levy (DCL) for the residential floor space in Building C-3, the application must meet the criteria set out in the relevant DCL By-Law under section 3.1A. This application qualifies as outlined below.

- (a) All dwelling units proposed in Building C-3 will be secured as rental through the Housing Agreement called for in the Conditions of Approval (Appendix B).
- (b) None of the proposed dwelling units will be strata units, as required through the Housing Agreement.
- (c) The average size of all the proposed dwelling units will not be greater than specified in the DCL By-law.

Unit Type	No. units proposed	DCL By-law maximum average unit size	Proposed average unit size
Studio	13	42 m ² (452 sq. ft.)	41.8 m ² (450 sq. ft.)
1-bedroom	51	56 m ² (603 sq. ft.)	55.7 m ² (600 sq. ft.)
2-bedroom	25	77 m ² (829 sq. ft.)	77 m ² (829 sq. ft.)
3-bedroom	9	97 m ² (1,044 sq. ft.)	97 m ² (1044 sq. ft.)

- (d) The average initial rents for moderate income rental units do not exceed rents specified in section 3.1A(d) of the DCL By-law. The following data reflects the DCL Waiver Request Form submitted by the applicant.

Unit Type	No. units proposed	DCL By-law maximum average unit rent	Proposed average unit rent
Studio	4	\$950	\$950
1-bedroom	17	\$1,200	\$1,200
2-bedroom	8	\$1,600	\$1,600
3-bedroom	4	\$2,000	\$2,000

By way of the Housing Agreement, the tenure of the housing will be secured as rental for the longer of the life of the building or 60 years, and the initial rents at occupancy will be secured to meet the averages set out under (d) above

* * * * *

949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre) **PUBLIC BENEFITS SUMMARY**

Project Summary:

A mixed-use, multi-phased development with 17 buildings between 1- and 26-storeys, with commercial space, a two-acre public park, 69-space childcare facility, 1,031,789 sq. ft. of strata-titled residential space, 277,589 sq. ft. of social housing and 126,352 sq. ft. of secured rental housing, of which a minimum of 25 per cent of the secured rental floor area is dedicated to moderate income units.

Public Benefit Summary:

The proposal would provide a new two-acre public park, a 69-space childcare facility, approximately 107,606 sq. ft. of land with 277,589 sq. ft. of floor area for approx. 330 units of social housing, including the turnkey delivery of 146,469 sq. ft. (approx. 175 units) of social housing to the City. The project would also generate DCLs and a \$1.8 million cash CAC.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 57,904.2 sq. m (623,275 sq. ft.))	0.70	2.36
Buildable Floor Space (sq. ft.)	436,294	1,468,230
Land Use	Residential	Commercial, Institutional and Residential

Summary of development contributions expected under proposed zoning

City-wide DCL ¹	\$19,527,104
City-Wide Utilities DCL ^{1, 2}	\$11,719,242
Public Art	\$2,357,465
In-kind turnkey social housing	\$65,911,050
In-kind 69-space childcare facility	\$8,000,000
In-kind 2-acre public park	\$5,000,000
Cash CAC contribution	\$1,800,000
TOTAL	\$114,314,861

Other Benefits (non-quantified components):

- Approximately 107,606 sq. ft. of land for approximately 330 social housing, including the minimum 175 turnkey units accounted for above and approximately 131,120 sq. ft. of floor area for City to deliver remaining 155 units.
- Approximately 180 units of secured rental housing in which a minimum of approximately 45 (25 per cent) is dedicated to moderate income units.

¹ Based on rates in effect as at September 30, 2020; rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection; see the City's [DCL Bulletin](#) for details.

² Based on rates in effect as of September 30, 2020; however, under in-stream rate protection this project will remain eligible for the Utilities DCL waiver on qualifying rental residential floor area, provided that the corresponding building permit is issued before September 30, 2021 (within 12 months of the effective date of the Utilities DCL By-law change).

949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre) APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

PROPERTY INFORMATION

Street Address	Property Identifier (PID)	Legal Description
929 West 41st Avenue	010-328-700	That Part of Block 866 in Reference Plan 15238, District Lot 526, Plan 7764
949 West 41st Avenue	010-328-637	Block 866 Except Part in Reference Plan 15238, District Lot 526, Plan 7764
5469 Willow Street	004-338-367	LOT 4, Block 867, District Lot 526, Plan 8454
5489 Willow Street	010-075-577	LOT 5, Block 867, District Lot 526, Plan 8454
5507 Willow Street	010-075-607	LOT 6, Block 867, District Lot 526, Plan 8454

APPLICANT INFORMATION

Applicant	James KM Cheng Architects
Property Owner	Modern Green Asset Holdings (Canada) Ltd. and 1069503 B.C. Ltd.
Architect	James KM Cheng Architects

SITE STATISTICS

Site Area	57,904.2 sq. m (623,275 sq. ft.)
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DEVELOPMENT STATISTICS

	Permitted Under Existing Zoning	Proposed	Recommended (Other Than Proposed)
Zoning	RS-1	CD-1	--
Uses	Residential	Commercial, Institutional, and Residential	--
Floor Space Ratio (FSR)	0.70 FSR	2.32 FSR	2.36 FSR
Floor Area	40,533.0 sq. m (436,294 sq. ft.)	Market strata 95,856.3 sq. m Market rental 11,738.5 sq. m Social housing 23,559.2 sq. m Commercial 2,229.7 sq. m Childcare 789.7 sq. m Total 134,173.4 sq. m	Market strata -- Market rental -- Social housing 25,788.9 sq. m Commercial -- Childcare 826.0 sq. m Total 136,439.4 sq. m
Maximum Height	10.7 m (35.0 ft.)	82.3 m (270 ft.)	83.8 m (275 ft.)
Unit Mix*	N/A	Studio 1BR 2BR 3BR Social housing 20% 30% 30% 20% Market rental 25% 40% 25% 10% Market strata 65% 25% 10%	--
Parking Spaces	Per Parking By-law	Per Parking By-law	--

*The unit mix proposed in the rezoning application secures the minimum policy requirements for family units. The precise unit mix will be determined on a building-by-building basis at the development permit application stage.

* * * * *

**949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre)
HOUSING MEMO**

PLANNING, URBAN DESIGN & SUSTAINABILITY
General Manager's Office

**Refers to Referral Report RTS 14077
Council meeting of October 20, 2020**

MEMORANDUM

October 13, 2020

TO: Mayor and Council

CC: Sadhu Johnston, City Manager
Paul Mochrie, Deputy City Manager
Karen Levitt, Deputy City Manager
Lynda Graves, Administration Services Manager, City Manager's Office
Rena Kendall-Craden, Civic Engagement and Communications Director
Rosemary Hagiwara, Acting City Clerk
Anita Zaenker, Chief of Staff, Mayor's Office
Neil Monckton, Chief of Staff, Mayor's Office
Alvin Singh, Communications Director, Mayor's Office
Susan Haid, Deputy Director, Strategic & Long Range Planning
Neil Hrushowy, Assistant Director, Planning
Dan Garrison, Assistant Director, Housing
Kirsten Robinson, Senior Planner, Major Projects
Annie Mauboules, Senior Planner, Housing Projects
Templar Tsang-Trinaistich, Issues Manager, Planning
Jeff Greenberg, Assistant Director, Legal Services
Sandra Singh, General Manager, Arts Culture and Community Services
Ryan Bigelow, CEO, Vancouver Affordable Housing Agency

FROM: Gil Kelley
General Manager, Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezoning: 949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre) – Delivery of Social and Affordable Housing – RTS 14077

The Oakridge Transit Centre (OTC) Referral Report was considered by Council on July 23, 2020. Council did not refer the report to Public Hearing but requested that staff further explore issues related to housing affordability and the climate emergency. The following memo summarizes the staff response to the housing portion of the July 23, 2020 Council Resolution regarding increasing housing affordability as part of the project.

COUNCIL RESOLUTION:

At the July 23, 2020, Council meeting, Council made the following motion:

“THAT Council refer the Referral Report dated June 10, 2020, entitled “CD-1 Rezoning: 949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre)”, back to staff to try to find more housing affordability, and ensure plans include measures to achieve climate emergency targets, and report back by October 2020”

HISTORICAL APPROACH TO INCLUSIONARY HOUSING ON MAJOR PROJECT SITES:

The City of Vancouver has a long history of securing the delivery of affordable housing on major projects sites (also referred to as Sustainable Large Development sites). Since 1988, the City has required that 20% of new housing in these new communities be available for affordable housing development. This approach to securing housing for low to moderate income residents has proven to be successful in adding much needed supply to the City's stock of social and affordable housing. The goal of this Inclusionary Housing (IH) policy is to ensure that low and moderate income households are able to live in complete and sustainable communities with convenient access to employment, amenities and transportation options.

Initially, the IH policy was applied to new neighbourhoods that were created through the rezoning and redevelopment of former industrial lands. These lands included False Creek North, Coal Harbour, South East False Creek and East Fraser Lands. In those projects, the IH policy required the developer to set aside land for affordable housing, with the development and any operating subsidies expected to be funded through Federal and Provincial affordable housing programs. Several of these communities are still delivering affordable housing under these policies, including East Fraser Lands, False Creek North and Coal Harbour.

More recently, the IH policy was applied to large sites in areas of the City where policy plans enabled redevelopment, particularly the Cambie Corridor. These sites include Oakridge Centre, the Pearson Dogwood Lands, the Heather Lands and the Oakridge Transit Centre. By the early 2000s, senior government funding programs had been cancelled or become unreliable. In response, the application of the IH policy in these areas sought to secure both land and the construction of “turnkey” social housing. The extent to which social housing was delivered turnkey depended on available Community Amenity Contributions (CACs), after accounting for the delivery of other Public Benefits (e.g. parks, community centres, child care centres, etc). The policy was further amended in 2018 to require an additional 10% of units to be secured as rental housing with a portion of units set aside for households with moderate incomes.

The Oakridge Transit Centre rezoning (OTC) provides the most recent opportunity to advance the delivery of affordable housing through the City's IH policies. The developer has offered to provide the City with land to accommodate 20% of the residential floor area as affordable housing, to deliver over half of that floor area as turnkey social housing buildings to be transferred to City ownership, and to secure 10% of the residential floor area as rental housing with 25% of units set at moderate income rents. With this public benefit offering in response to the IH policy, the OTC represents a significant contribution to the legacy of developing socially diverse new neighbourhoods through major project planning programs.

RELEVANT POLICY CONTEXT:

The *Housing Vancouver Strategy* (HVS) (2018-2027) targets a delivery of 12,000 social and supportive housing units by 2027, as well as 20,000 units of secured rental housing (4,000 of which should rent to households with moderate incomes). HVS recognises the importance of inclusionary housing policies for meeting housing needs, seeking to *‘Increase the use of inclusionary housing policies and improve city processes to deliver affordable housing for low income households* (Strategy 3, HVS pg. 42).

The importance of IH policies is reflected in data on recent social housing delivery in Vancouver. Between 2017 and 2019, of the 4,500 social and supportive housing units approved, 30% (1,350 units) were secured through inclusionary housing policies. In addition, approximately 3,700 units of social housing are currently planned through recently approved policy statements or rezonings on large site developments including Oakridge Centre, Little Mountain, Pearson Dogwood, Langara Gardens, Heather Lands, East Fraser Lands and the OTC.

The proposed OTC social and affordable rental housing that is being secured by the City and outlined in the Council Report advances the implementation of the following IH policies:

A. OTC Policy Statement (2015):

- The *OTC Policy Statement* states as a key principle, that “*It is Council policy to achieve 20% of all units on large sites as affordable housing, with a priority for social housing targeted to low-to-moderate income households. The 20% requirement for this site is expected to yield approximately 250,000 square feet of affordable housing, or about 250 to 300 units depending on the unit mix, at the OTC.*”
- The *OTC Policy Statement* also states at Policy 8.2.4 (20% Affordable Housing) that “*The affordable housing units will be provided on serviced, subdivided and vacant dirt sites, conveyed to the City for nominal cost, that are unencumbered by market development and can be constructed independently of adjacent projects. The City’s priority is to secure turnkey social housing units constructed by the developer on the vacant sites, with the lands and buildings to be owned by the City..*”

B. Rezoning Policy for Sustainable Large Developments (2018):

- The *Rezoning Policy for Sustainable Large Developments* requires that 20% of the residential floor area be set aside for Social Housing. In 2018, the policy was updated to include an additional requirement that 10% of the residential floor area be provided for moderate income rental housing targeted to incomes of \$30,000 to \$80,000 per year. This change post-dates site specific OTC related policy. The housing policy requirements are also established in site specific policy, in this case the *Oakridge Transit Centre and Adjacent Sites Policy Statement*, approved in 2015.

C. Issues Report – Intensification of Large Sites of MIR Units (2019)

- In July Council provided approval for staff to accept and evaluate a rezoning application from Modern Green Development Corp. proposing an intensification of development on the Oakridge Transit Centre (OTC) site and adjacent sites on 41st Avenue beyond density envisaged in the *OTC and Adjacent Sites Policy Statement* (2015) to include additional moderate income rental housing as generally outlined in this report, noting that the final density will be refined and analysed through the rezoning process, which will include additional public consultation and a Public Hearing.

OTC RESPONSE TO INCLUSIONARY HOUSING POLICIES:

The OTC rezoning application advances the implementation of the City’s IH policies in three key ways. First, the application sets aside land that can accommodate at least 20% of the residential floor area of the development, and transfers fee simple unencumbered ownership of that land to the City of Vancouver. This land, noted as Parcel E in Figure 1 below, will accommodate 23,559.2 sq. m (253,589 sq. ft.) of social housing, or approximately 300 units. This land, and the

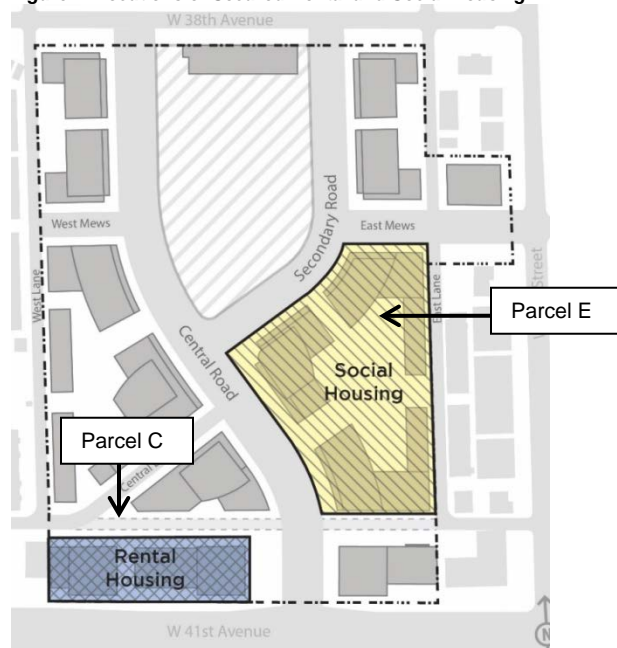
buildings constructed on it, will become part of the VAHEF portfolio, contributing to the delivery of affordable housing across the City's portfolio of non-market housing assets.

Second, as a condition of enactment, the applicant will deliver a minimum of 13,607.4 sq. m (146,469 sq. ft.) of turnkey social housing of with delivery of two buildings (E-2 and E-3) containing approximately 175 social housing units in Phases 2 and 3. For the remaining balance of social housing floor area, 9,951.8 sq. m (107,120 sq. ft.), equivalent to approximately 125 units in Building E-1, it is anticipated that the Vancouver Affordable Housing Agency will work with senior levels of government and community housing partners to fund and deliver the remainder of the social housing units.

Third, the proposal includes 180 units as secured rental housing, with 45 units secured at moderate incomes rents and subject to vacancy control in perpetuity, responding to Council's 2019 policy for the intensification of large sites for MIR units. These units will be secured in Parcel C as indicated in Figure 1 below.

Finally, the delivery of the Social Housing on a consolidated Parcel E in a courtyard typology creates a unique opportunity to address the needs of affordable housing for families with children, and for intergenerational housing. Through design development, staff will seek to maximize the delivery of family housing and related uses, such as licensed family childcare units.

Figure 1: Locations of Secured Rental and Social Housing



Taken together, these elements of the OTC affordable housing proposal provide a robust response to the City's Inclusionary Housing policies for sustainable large developments.

PROFORMA ANALYSIS:

While the IH policy sets out the City's objectives related to affordable housing delivery on large sites, the method of delivering the housing is also informed by pro forma analysis and the financial capacity of the project to deliver all of the needed Public Benefits. Real Estate analysis and negotiations inform how much social housing can be delivered turnkey, with any remaining

housing obligations secured on the land and subsequently financed by the City through partnerships with senior governments.

In the case of the OTC, Real Estate staff have reviewed the applicant's pro forma for this rezoning and have concluded that the CAC offered, including the amount of turnkey social housing to be constructed, is appropriate.

INCREASING HOUSING AFFORDABILITY IN THE OTC:

In response to Council's referral motion to seek more affordability through the OTC rezoning, staff explored four options.

1. Increase the amount of turnkey social housing to be delivered on Parcel E (**Not Recommended**)

The current proposal is to deliver approximately 175 of the 300 total social housing units as turnkey housing, to be constructed and transferred to the City at the applicant's cost. Staff reviewed the ability to increase this number beyond 175 units. However, staff found that the negotiated CAC that includes the delivery of the 175 turnkey units, the park dedication and development and the child care centre already maximizes the public benefit the project can reasonably afford to deliver. As a result, this option was not pursued further.

2. Convert more strata condominium housing to social and/or rental housing (**Not Recommended**)

Staff also explored converting market condominium floor space to affordable housing floor space, either social housing or private rental housing. Staff note that the market condominium floor space creates the value that enables the delivery of the public benefits package (i.e. the CAC offering). Real Estate Services staff confirm that any reduction in the market floor space would result in a reduction in the ability to support the existing public benefits package, let alone add additional affordable housing. Therefore, this approach is not recommended.

3. Increase the amount of floor space available for social housing that can be built on Parcel E (**Recommended**)

Within Parcel E, two buildings (Buildings E-2 and E-3) are proposed to be built as turnkey social housing accommodating 175 units, constructed by the developer with ownership transferring to the City. There is insufficient CAC to build out the remaining building, Building E-1, so the land to accommodate this building accommodating approximately 125 units will be transferred to the City and developed at a later date, relying on partnerships with senior governments. Staff explored whether it is possible to increase the amount of floor area in this building to accommodate a larger number of social housing units. This review resulted in an opportunity to add 24,000 square feet to Building E-1 without negatively impacting the urban design performance of the overall plan. This additional floor space will result in approximately 30 additional social housing units, increasing the total number to approximately 330 units.

4. Deepen the affordability requirements for the turnkey social housing units to be delivered to the City (**Not Applicable at Rezoning Phase**)

Council requested that staff provide more information on how to deepen the level of affordability proposed for the social housing being delivered turnkey to the City. While Council has a significant amount of control over the ultimate depth of affordability in these units, determining those rent levels is not part of the rezoning process. Rezoning is a regulatory process between the City as regulator and the developer as applicant. In relation to turnkey social housing, the applicant's obligation in this regulatory process is to commit to construct and deliver the social housing buildings to the City's technical specifications. It is not the developer's responsibility, nor does the developer have any rights, to determine the level of affordability for these units.

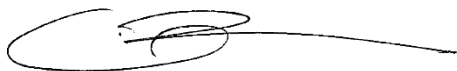
Once Council has approved the acquisition of the units through the rezoning, a separate process is initiated to determine the operating parameters for the social housing. This process involves the selection of a non-profit operator through a public procurement process. Typically, the selected non-profit society will then manage the building on the City's behalf under terms and conditions that are set out in a long-term lease. The terms of this lease, including required levels of affordability, are approved by Council prior to building occupancy.

In the case of the OTC social housing buildings, Council will have two key opportunities to provide direction to staff and ultimately decide on the level of affordability. First, the social housing component of the project is anticipated to be managed as part of the Vancouver Affordable Housing Endowment Fund (VAHEF) portfolio. The target affordability for the social housing units will be set and approved by Council at a future date taking into consideration Housing Vancouver Strategy objectives and VAHEF portfolio management strategies. In developing these strategies for Council consideration, staff are evaluating opportunities to enhance affordability with alternative contractual models for turnkey housing assets. These will be presented to Council for direction and approval in the coming months.

Second, and as outlined above, the level of affordability will be set out in the lease terms between the City and the operator. The terms of the lease will be based on the VAHEF portfolio strategies, and will require specific Council approval in any event.

CONCLUSION:

Should Council direct staff to proceed with the Referral Report, the housing requirements outlined in this memo will form the recommendations for Council consideration at a future Public Hearing date.



Gil Kelley, FAICP
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* * * * *

**949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre)
CLIMATE EMERGENCY RESPONSE MEMO**

PLANNING, URBAN DESIGN & SUSTAINABILITY
General Manager's Office

**Refers to Referral Report RTS 14077
Council meeting of October 20, 2020**

MEMORANDUM

October 13, 2020

TO: Mayor and Council

CC: Sadhu Johnston, City Manager
Paul Mochrie, Deputy City Manager
Karen Levitt, Deputy City Manager
Lynda Graves, Administration Services Manager, City Manager's Office
Rena Kendall-Craden, Civic Engagement and Communications Director
Rosemary Hagiwara, Acting City Clerk
Anita Zaenker, Chief of Staff, Mayor's Office
Neil Monckton, Chief of Staff, Mayor's Office
Alvin Singh, Communications Director, Mayor's Office
Susan Haid, Deputy Director, Strategic and Long Range Planning
Neil Hrushowy, Assistant Director, Planning
Kirsten Robinson, Senior Planner, Major Projects
Templar Tsang-Trinaistich, Issues Manager, Planning
Doug Smith, Director, Sustainability
Brad Badelt, Assistant Director, Sustainability
Jeff Greenberg, Assistant Director of Legal Services

FROM: Gil Kelley
General Manager, Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezoning: 949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre) – Response to Climate Emergency Targets – RTS 14077

The Oakridge Transit Centre (OTC) Referral Report was considered by Council on July 23, 2020. Council did not refer the report to Public Hearing but requested that staff further explore issues related to housing affordability and the climate emergency. The following memo summarizes the staff response to the housing portion of the July 23, 2020 Council Resolution regarding achieving Climate Emergency targets as part of the project.

COUNCIL RESOLUTION:

At the July 23, 2020, Council meeting, Council made the following motion:

“THAT Council refer the Referral Report dated June 10, 2020, entitled “CD-1 Rezoning: 949 West 41st Avenue and 5469-5507 Willow Street (Oakridge Transit Centre)”, back to

staff to try to find more housing affordability, and ensure plans include measures to achieve climate emergency targets, and report back by October 2020'

BACKGROUND ON THE CLIMATE EMERGENCY RESPONSE

Vancouver residents and government celebrate a long history of action combating carbon emissions and climate change. These efforts date back three decades, to the “Clouds of Change” task force and the action taken by the Council of that day. Over time, the City of Vancouver has continued to adapt existing policies and regulations or create new ones to reflect a greater understanding of the risks accompanying climate change and the evolution of the tools to combat it. These efforts continued in January 2019 when Council unanimously declared a climate emergency, recognizing the crisis facing the planet and the need for greater efforts in Vancouver to limit global warming to 1.5°C.

In April 2019, Council approved *Climate Emergency Response*, which set forth six Big Moves (see Figure 1). The Big Moves are a set of targets that pursue key opportunities to mitigate climate change and its associated impacts. In addition to the Big Moves, 53 Accelerated Actions were proposed to ramp up immediate efforts. Overall, the City has committed to a 45% percent reduction in carbon emissions from 2010 levels by 2030, net zero emissions by 2050, and net negative carbon emissions after 2050.

Figure 1: Climate Emergency Response – Six Big Moves



Since that time, staff have continued this work. A Climate Emergency Accelerated Actions update was presented to Council on July 7, 2020. Later this year, staff will report back to Council with the Climate Emergency Action Plan, a set of strategies for achieving the Big Moves outlined in the *Climate Emergency Response*.

The six Big Moves will be supported by the City through regulatory and policy tools. Updates to existing by-laws and policies will support the targeted carbon emissions reductions and are intended to be continuously adapted over time to reflect technological advance and civic leadership.

During the anticipated 10-12 year buildout of the OTC site, each building will be subject to current policy and regulations at the development permit stage. This ensures that at each stage of buildout, individual buildings will remain aligned with the City's objectives and most up-to-date standards for achieving Climate Emergency targets at the time of construction. Conditions to this effect are also included in Appendix B of the Referral Report.

CLIMATE EMERGENCY RESPONSE - SIX BIG MOVES

Big Move #1

A walkable city



By 2030, 90% of people live within an easy walk/roll* of their daily needs.

**Walking or other pedestrian-scale mobility devices like wheelchairs.*

A complete and connected neighbourhood is a place with a variety of housing options and a well-connected network of services and daily needs accessible through an easy walk or roll. Mixed-use communities, which place residences and homes close to shopping, education, amenities, and work, amplify those opportunities to walk or roll to destinations. A walkable, complete neighbourhood, as a result of design, also produces less carbon emissions from transportation, and to some extent from buildings. Through Big Move #1, the City aims to reduce carbon pollution by planning for more complete neighbourhoods that have daily destinations within walking/rolling distance of where people live.

Achieving this target will require considerations such as increasing housing choice and amenities in neighbourhoods across the city, updating urban design requirements, and enabling easy, safe, and comfortable connections. Walking is characterised by the ability to access a diverse range of destinations or daily needs by traveling short distances on safe streets and pathways. While people walk at different paces, A five-minute walk is considered to be 400 m, while a 10-minute walk is 800 m. Destinations within 1200 m are generally considered to be a 15-minute walk or 5-minute ride by bicycle, skateboard or scooter.

These criteria, when applied to the OTC rezoning, demonstrates that future residents will have many of their daily needs in close proximity to their door (see Figure 2). The OTC's central location, access to high-capacity transit, and proximity to growth areas (such as Oakridge Centre mall and the Heather Lands) ensures that future residents will have many daily needs within a ten-minute walk. Over time, it is anticipated that nearby development, new and improved community amenities, and a greater selection of retail and commercial spaces will further contribute to the ease of walking or rolling to daily needs.

Figure 2: Walkability and Destinations from the OTC Site



The OTC will also provide some daily needs on the site itself: childcare, a park, and new commercial and retail space. The mobility network within the OTC will provide numerous safe and accessible paths for active travel. Overall, future residents of the OTC will live within an easy walk or roll of many of their daily needs, whether on site or within the larger neighbourhood.

Big Move #2

Safe and convenient active transportation and transit



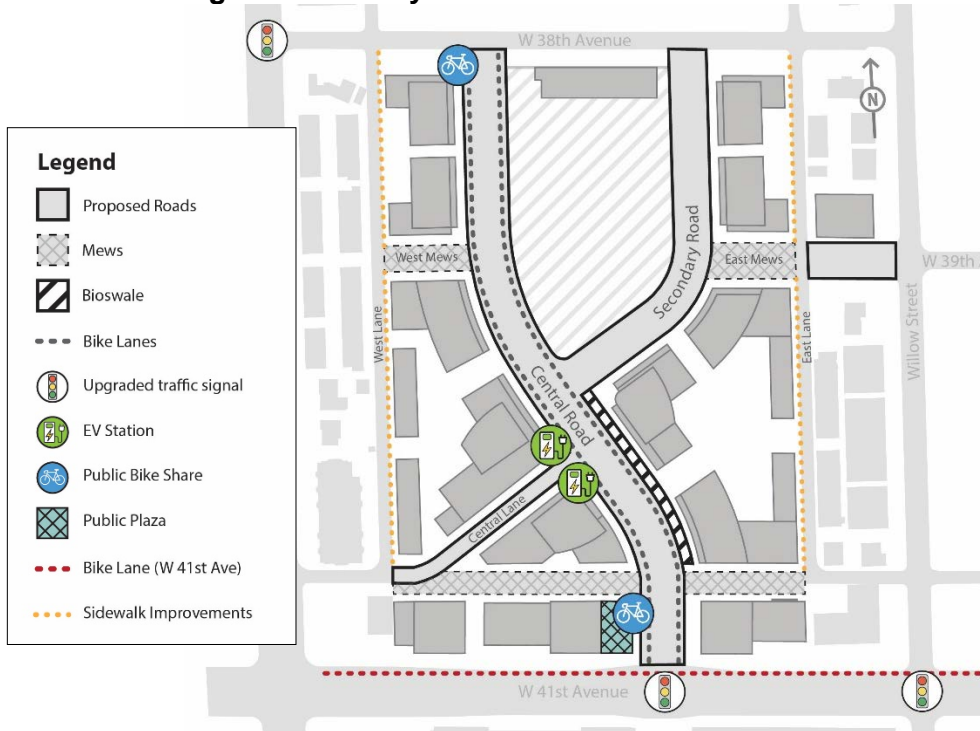
By 2030, two thirds of trips in Vancouver will be by active transportation and transit

Big Move #2 seeks to shift travel modes to more sustainable forms by raising the proportion of trips by active transportation, such as walking and cycling, or transit, to two thirds of all trips by 2030. This is an increase over the current rate of 45% of all trips in Vancouver by transit or

active transportation. The OTC, through both site design and location, will contribute to achieving Big Move #2 in Vancouver.

The OTC site is well-served by existing transit, with easy walking proximity to bus lines along both Oak and Cambie Streets. The R4 RapidBus provides frequent service along 41st Avenue, providing a high-capacity connections between UBC, the Canada Line and the Expo Line. The is also within a ten-minute walk of the Oakridge-41st Avenue Canada Line station (see Figure 2), which provides frequent service to job- and amenity-rich parts of the region: downtown Vancouver, central Broadway, Richmond, and Vancouver International Airport. New trains being delivered will offer a 35% boost in Canada Line capacity.

Figure 3: Mobility and Circulation Network Enhancements



Active transportation is also supported by the OTC rezoning, as shown on Figure 3. On-site cycling facilities will be provided, along with upgrades to the nearby Willow Street bike route, two Public Bike Share stations, and a \$1.8 million contribution for nearby pedestrian and cycling improvements. The road network within the site will include sidewalks, curb ramps, street trees and lighting to current Engineering standards. The proposal also includes two east-west mews through the site. The first is aligned with 39th Avenue, providing access between the Oakridge MTC, the new park, and Oak Street. The second is a commercial mews parallel to 41st Avenue and punctuated by a public plaza at the intersection with the Central Road and 41st Avenue.

The OTC also has a Transportation Demand Management (TDM) Plan with measures to reduce car use and reliance. The TDM Plan allows for significant reductions in on-site parking in exchange for measures supporting alternative travel. One measure proposed is the inclusion of 23 dedicated carshare spaces throughout the OTC, reducing the need for personal vehicle ownership. As a provision of the rezoning, the applicant will also contribute to a TDM monitoring fund, which would measure the effectiveness of the TDM measures after occupancy and recommend improvements, if needed.

Based on the transportation model developed for this site, more than 2/3 of trips taken by future residents living on the OTC development site will be by walking, cycling and transit. As such, the OTC rezoning application aligns with and will support achieving the Big Move #2 target.

Big Move #3

Pollution-free cars, trucks and buses



By 2030, 50% of the kilometres driven on Vancouver's roads will be by zero emissions vehicles.

Carbon pollution from vehicles is a significant portion of overall emissions generated in Vancouver. The aim of Big Move #3 is to ensure that, by 2030, half the kilometres driven in Vancouver are by zero emissions vehicles.

The OTC application supports Big Move #3 by providing significant on-site EV charging infrastructure. The Parking By-law requires that all new private residential parking spaces, with the exception of visitor parking, be equipped with an energized outlet capable of EV charging. Further, the Parking By-law requires a minimum of one in ten commercial spaces to be similarly equipped. Both these measures will serve new residents and visitors who drive to the OTC to shop or use the new amenities.

For the broader public the OTC rezoning also includes conditions to provide at least six DC Fast Charging Hub stations. It is anticipated that the charging stations would be located along the Central Road, adjacent to the Central Lane (see Figure 3). These fast chargers will help advance the city-wide EV charging network. The developer is also responsible for the replacement and commissioning of a replacement rectifier, which supports the ongoing use of TransLink's low-emissions trolleybuses by distributing electricity.

It's not possible to determine whether the site's residents will meet the target for Big Move 3 (50% of kilometres travelled will be by zero emissions vehicles). However, by providing a range of public and private EV charging infrastructure on site, the OTC development is meaningfully contributing to the City achieving this target.

Big Move #4

Zero emissions space and water heating



By 2030, the carbon pollution from building operations will be cut in half from 2007 levels.

Buildings are the greatest source of carbon pollution in Vancouver, generating nearly 60% of the total. Significant carbon reductions can be realized by transitioning building heat and hot water systems to electricity. Big Move #4 aims to cut carbon pollution from building operations in half from 2007 levels by the year 2030.

For new buildings, the rigour of the *Green Buildings Policy for Rezoning*s will continue to apply and ensure that new construction meets higher standards for environmental sustainability. The OTC application proposes to use highly energy-efficient electric heat pumps for building heating/cooling systems, as well as for the delivery of domestic hot water. There is also a condition requiring reporting on energy use data for buildings after occupancy to ensure the success of the low emissions building pathway.

Recognizing the long-term buildout of the OTC, the rezoning condition will also require that, when a building proceeds to a development permit application, it will not only meet today's *Green Buildings Policy for Rezoning*s standard, but also comply with any updates to that policy between now and the time of development permit application. This ensures that advances in green technology and best practice will remain part of the OTC as it builds out.

The City of Vancouver has also committed through the rezoning conditions to leadership in support of Big Move #4. The new City-owned buildings planned for the OTC, the childcare facility and social housing buildings, will be built to both Passive House and LEED Gold standards.

Overall, the OTC buildings will emit approximately 70% lower emissions than for buildings built in 2007, exceeding the target of Big Move #4.

Big Move #5

Lower carbon construction materials and designs



By 2030, the embodied emissions in new buildings and construction projects will be reduced by 40% compared to a 2018 baseline.

Buildings also generate carbon emissions through the embodied carbon related to their construction. Building materials, like cement, steel, insulation, plastic and glass, all have associated pollution related to their production during extraction, manufacturing and assembly. Big Move #5 aims to reduce these embodied emissions from new construction by 40% by 2030.

The OTC rezoning application and subsequent development on the site will be subject to both the *Green Buildings Policy for Rezoning*s and the Vancouver Building By-law. These regulatory tools are envisioned as the primary levers supporting Big Move #5, with policy updates anticipated in the next year to further codify and ensure rigorous standards.

Embodied carbon in buildings is an area where the City will lead by demonstration on the OTC. The four new City-owned buildings planned on the site, the childcare facility and three social housing buildings, will be subject to a life-cycle analysis that examines the embodied carbon emissions of each building over its lifetime and identifies specific opportunities to reduce the

embodied emissions by 40%. The City also recently amended regulations to allow for tall timber buildings of up to 12 storeys, which will lead to opportunities for both City and private buildings at the time of development permit application.

The cumulative effect of the City's Parking By-law and the OTC's TDM Plan result in a significant reduction of parking spaces across the application. By eliminating the need for approximately 300-400 parking spaces located in underground parking structures, the amount of concrete needed for parkade construction at the OTC will be reduced. Future changes to the Parking By-law may further reduce the parking requirements and thus embodied carbon emissions at the time of development permit applications for individual buildings and parcels.

Big Move #6

Restored forests and coasts



By 2030, restoration work will be completed on enough forest and coastal ecosystems in Vancouver and the surrounding region to remove one million tonnes of carbon pollution annually by 2060.

The restoration of coastlines and forest ecosystems within the City is a long-range move that will support the removal and sequestration of one million tonnes of carbon pollution annually by 2060. The restoration work on the respective ecosystems will be completed by 2030, with the recognition that the long-term benefits of carbon sequestration through natural systems require time for maturation of vegetation and tree canopy.

Figure 4: Park and Green Space Ecological Connections and Network



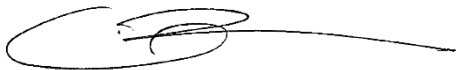
The OTC, situated centrally within Vancouver, is far from the city's shorelines and cannot directly contribute to shoreline restoration. However, through the *Rain City Strategy*, the OTC will meet water retention and treatment standards, including a signature 5 m bioswale along a portion of the Central Road, which will mean improved water quality downstream within the watershed flowing to the Fraser River. This is a significant improvement today, as the site is composed of largely impervious material from its previous bus depot use.

Similarly, the percentage of tree coverage and vegetation on the OTC will total between 20-25% of the site. A significant number of new trees are proposed on the OTC, along with green roofs on buildings and opportunities for urban agriculture. The new two-acre park will also provide new community greenspace in addition to vegetation and tree cover, as well as strengthen the existing and emerging ecological network of parks and green spaces in the immediate area (see Figure 4). This represents a sharp contrast from the present paved condition of most of the site.

No action is required by Council.

CONCLUSION:

Should Council direct staff to proceed with the Referral Report, the assessment and means of how the OTC rezoning application supports the City's Climate Emergency targets, as outlined in this memo, will be reflected in the recommendations for Council consideration at a future Public Hearing date.



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