

June 20, 2022

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westbank



QuadReal

Oakridge Design Guidelines

Client Owner

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Westbank

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Jurisdiction

City of Vancouver
Vancouver Park Board
Vancouver Public Library

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1.1 Application & Intent

These Design Guidelines are to be used in conjunction with the associated CD-1 By-Law to guide redevelopment of Oakridge. As well as assisting the development permit applicant, the guidelines will be used by City staff, the Development Permit Board, and the Urban Design Panel in evaluating development applications.

The guidelines will ensure that the specific designs for the various components of the development and the public realm are compatible with the urban design concept and overall vision for Oakridge. Given the extended timeline for the redevelopment which will occur over a decade, the document has been designed to provide flexibility in the interpretation and application of the Guidelines to allow alternate approaches that will produce equivalent or superior results.



Oakridge 1950s –
open-air retail design model



1950s construction photo



1984 Redevelopment –
retail centre enclosure



Site Aerial View (2010)

1.1.1 Regional Context

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

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

- Generally within 800 metres of a rapid transit station or within 400 metres of TransLink’s Frequent Transit Network
- Hubs of employment, services, business and commercial activities, typically serving the municipal or local area

- Areas with Institutional, community, cultural and entertainment uses
- Areas that have high & medium density housing, including affordable housing
- Parks, green space and ecological areas
- Services and activities oriented to the local needs of the surrounding communities
- Municipal focus for community and cultural activities

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

1.1.2 City Context

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

1.1.3 Site Context

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



Map of Region



Figure 1.1a Satellite Image of Vancouver

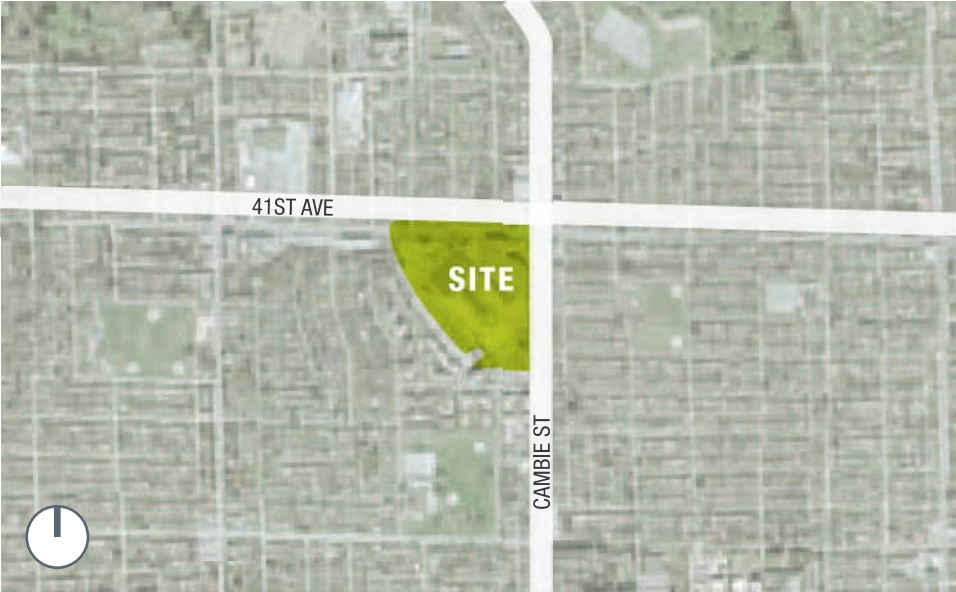


Figure 1.1b Site Aerial Plan





2.0

Vision & Key Principles

2.1 Vision & Key Principles

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



Oakridge Existing Entrance at Cambie Street & 41st Ave



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

2.2 City Wide Policy Summary

2.2a Oakridge Centre Policy Statement (2007)

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

2.2b Greenest City 2020 Action Plan (Part 2)

The plan outlines actions required to achieve a healthy, prosperous and resilient city – with the ultimate goal of becoming the world's greenest city by 2020. The plan calls for compact, complete communities and planning for mixed use areas with pedestrian-oriented public spaces so that goods and services are within a safe and enjoyable 10-minute walk from where people live.

The plan also supports planning for new development that supports existing transit infrastructure, as well as development of neighbourhood-scaled renewable energy systems, green construction and carbon neutral buildings.

2.2c Cambie Corridor Plan

The plan builds on the investment in rapid transit by linking land use, built form, transportation infrastructure, district energy systems, affordable housing, and other elements of sustainability to create compact communities along Cambie Street. The plan highlights the importance of integrating employment and residential uses with services and amenities near transit stations to promote transit ridership, facilitate sustainable growth, and help reduce our overall ecological footprint. The plan does not address the Oakridge site specifically, however it identifies the Oakridge area as a key node on the Canada Line, which along with the Marine Landing area (Cambie Street and Marine Drive) will represent the most significant concentration of urban uses and density.

Phase III of the plan was approved in 2018 and includes initiatives that address housing affordability, transit oriented developments, and the provision of community amenities, through increased height and density.

2.2d Cambie Corridor Public Realm Plan

The Cambie Corridor Public Realm Plan was approved along with the Cambie Corridor Plan in 2018. The Plan guides the design of public and semi-public spaces through the integration of urban elements, public art, and green spaces to establish a coordinated character along the entire Corridor and, at the same time, highlight and enhance the distinct neighbourhoods that it links together.

2.2e Metro Vancouver 2040: Regional Growth Strategy

Oakridge is designated as a Municipal Town Centre in the Metro Vancouver Regional Growth Strategy (RGS). Municipal Town Centres are intended to be among the regional primary focal points in terms of concentration of residential density, job space, civic, cultural facilities, and transit service. Oakridge is the only Municipal Town Centre identified within the City of Vancouver. In terms of the creation of a compact urban region, one of the key RGS goals are for Urban Centres to accommodate 40% of the new residential growth that will occur over the coming three decades and 50% of the new employment space. The region also identifies the Municipal Town Centres as areas with institutional, community, cultural or entertainment uses, high and medium density housing and parks, green space and ecological areas.

2.2f Vancouver Economic Action Strategy (2011)

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

2.2g Housing & Homelessness Strategy 2012–2021 (2011)

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

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

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

2.2h Action Plan from the Task Force on Housing Affordability (2012)

The Task Force provided recommendations to increase the supply and diversity of housing, enhance the City's and community's capacity to deliver affordable rental and social housing, protect the existing social and affordable rental stock, explore opportunities to renew and expand that stock, streamline and create more certainty and clarity in the regulation process, and improve public engagement. Council directed staff to implement a more flexible and creative approach to inclusive housing policies. The priority continues to be to secure 20% of the units in large developments as social housing for low-income households, but the City will consider a range of options to deliver affordable housing when adequate funding is not available, such as:

- Market rental housing owned and operated by a non-profit housing provider.
- Market rental housing that is privately owned and operated.
- Innovative housing models that can demonstrate a significant level of affordability (e.g. affordable home ownership models).
- Clear title to a land site that could accommodate 20% of the units in a development as affordable housing in cases where the City has a reasonable expectation of being able to develop the site in a timely way.
- Off-site provision of affordable housing.

2.2i Vancouver Housing Strategy

Vancouver's housing affordability crisis has escalated to the point of jeopardizing our city's diversity and long-term economic resiliency. This report, the 3-year Action Plan, and associated policies propose a new vision and concrete actions to guide a bold, urgent response to address the housing crisis. The goal is to provide 72,000 new homes across Vancouver – with 65% allotted for renters. Key steps include immediate action to address the rampant commodification of housing and speculative demand, shift our housing toward the 'Right Supply', and ensure affordability, protection, and support for our most vulnerable residents.

2.2j Transportation 2040

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

2.3 Municipal Town Centre

Oakridge will fulfill its potential as a Municipal Town Centre in the Metro Vancouver Regional Growth Strategy. Municipal Town Centres are regionally-significant urban centres that are transit-oriented communities with diverse populations, a wide range of job, retail, public and cultural spaces, and a variety of housing options including affordable choices. These characteristics make Municipal Town Centres ideal locations to accommodate growth in our region and create more complete, vibrant communities.

The area around Cambie Street and 41st Avenue is one of 17 regionally designated Municipal Town Centres in Metro Vancouver. The Oakridge Municipal Town Centre is a priority location for more concentrated growth in higher density forms of development. Urban design of these areas will promote a high-quality public realm with transit, cycling, and walking as the preferred modes of transportation.

2.4 Civic Amenities & Public Realm

A network of civic amenities, public and green spaces, linked by pedestrian pathways will create opportunities for community interaction and support the social, physical and cultural life of the community. A new 100,000 ft² (9,290 sm) Civic Centre will co-locate a community centre, senior's centre, library, youth and cultural space, and childcare in one facility in the northwest area of the site and will become a focal point for the local community. A highly integrated, accessible and extensive New Park will welcome the public with outdoor enjoyment opportunities enlivened and overlooked by retail, restaurants, services, offices and residential. More information about the public spaces planned for Oakridge can be found in Section 5: Public Places, while further information about the Civic Centre can be found in Section 6: Civic Centre.

2.5 Housing

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

2.6 Retail, Office & Job Space

Oakridge will contribute significantly to Vancouver's Economic Action Strategy to enhance, increase, and densify employment spaces. Oakridge will accommodate approximately 1,206,135 ft² (112,054 m²) of retail floorspace and 815,869 ft² (75,767 m²) of office space. At completion, the Centre will support an estimated 6,000 permanent on-site jobs. A variety of retail types and experiences will serve local and city-wide needs including an enhanced multi-level indoor retail mall, street-oriented retail and an outdoor pedestrian High Street.

2.7 Transportation

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

The Oakridge MTC is part of a Frequent Transit Development Area. This means it is a priority location for more concentrated growth in higher density forms.

2.8 Sustainability

Sustainability strategies for Oakridge address and underlie all aspects of its redevelopment. Oakridge will incorporate design, construction and operational strategies to reduce its carbon footprint, improve outdoor and indoor environments and ensure future resiliency and adaptability of the neighbourhood as a whole. Further information can be found in Section 9: Sustainability Strategy.

2.9 Placemaking

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

2.10 Oakridge Centre Policy Statement

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

2.10a Create a Neighbourhood & Municipal-Serving Centre

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

2.10b Create a Transit Hub

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

2.10c Create a Neighbourhood & Municipal-Serving Centre

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

dedication obligations and to provide new park area contributions to support the anticipated mix of new uses. Also provide a range of high quality outdoor public and semi-private spaces for residents and visitors, located both at grade and on rooftops.

- **Community Amenities:** Maintain levels of service and amenity for the wider Oakridge community while providing appropriate amenities to support new uses, neighbourhood residents and visitors. Seek and develop opportunities to upgrade and expand the existing library, seniors' centre, and child minding centre and consider opportunities for clustering of compatible community amenities.
- **Parking:** Provide safe and convenient parking for public and private uses. Develop a parking plan, with Transportation Demand Management (TDM) strategies appropriate for a transit-oriented development, while recognizing the regional-serving commercial functions of Oakridge, and existing contractual and lease agreements.

2.10d Create an Amenity Rich Public Realm

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

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

2.10e Optimize Parks & Open Space

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

2.10f Enhance Built Form

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

2.11 Urban Design Rationale

Oakridge is a Hybrid of the positive aspects of these urban design strategies that integrate nature within the city.

Hilltop Town

Using topography and tower forms to bridge the urban and the landscape



Garden City

+ Integrate nature within the urban environment



Radiant City

+ Tower forms add density while freeing the ground plane for nature and allowing for more light



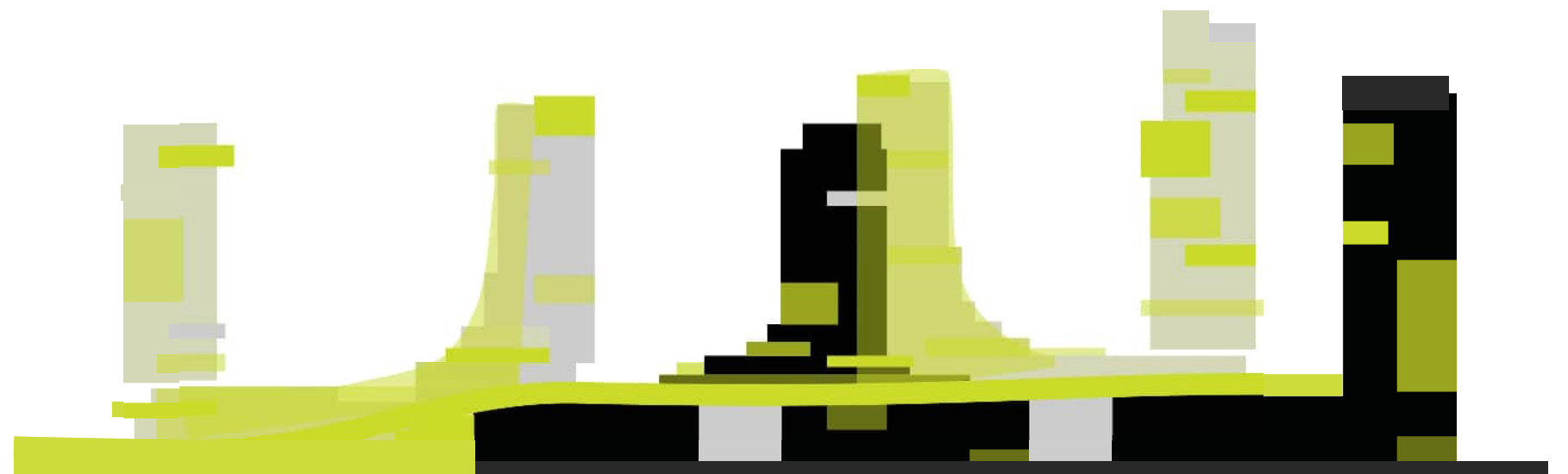
Urban Streetwall

Provide a retail streetwall with residential above to reinforce a vibrant street



An Organic and Topographical Approach

- A vibrant, street-oriented design that integrates nature and topography through a variety of complementary building forms. Situated at a major transit node, the project provides a variety of spaces for the public to live, work, shop and play.



2.11 Urban Design Rationale

2.11.1 Design Rationale

The following images illustrate a series of formal ‘operations’ that led to the current design, each of which responds to the objectives of reinforcing the urban fabric or creating a vibrant public realm that integrates nature and urban forms.

The resulting concept is a modern street oriented urban experience that integrates nature and topography to create an expression of architecture that emerges from the landscape. The genesis of the design narrative begins by reintroducing the lost first growth forest displaced by the original mall and then sculpts new retail street walls to define the perimeter of the site and the high street within, knitting together the surrounding urban fabric. Into this new landscape are sculpted retail galleries and public rooms which emerge and define the edges of the park above. From this topography of parks and plazas, the buildings rise out of the landscape, terracing upwards in sweeping organic earthwork forms or emerging as iconic point towers to act as gateways and landmarks and capturing views in all directions.

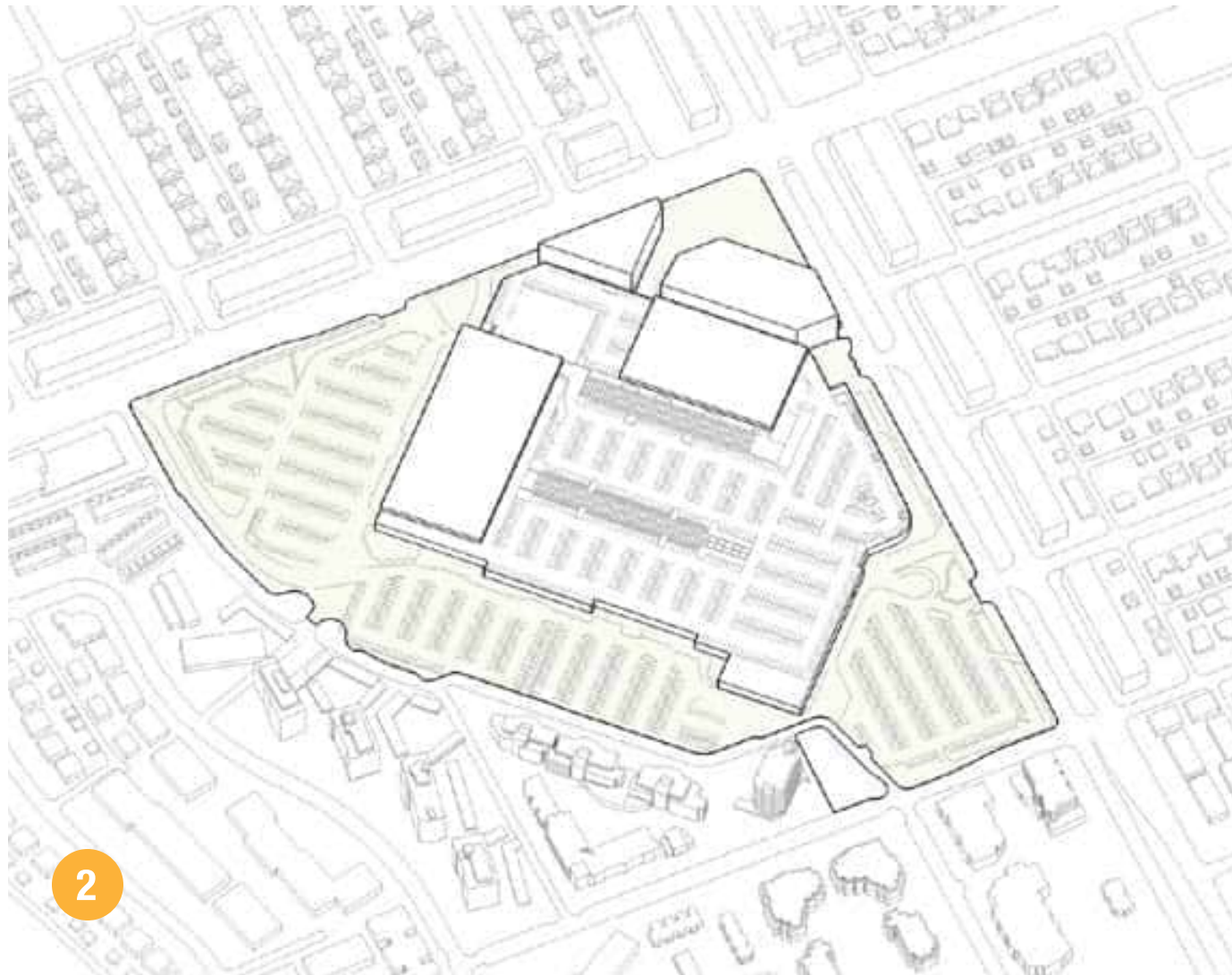
The Oakridge visitors will be citizens in a new organic micro city connected to both downtown to the north and the airport to the south by rapid transit, inhabiting one the most meaningful sustainable models of suburban mall redevelopments in the world.

The Oakridge Redevelopment will:

- Reintroduce a strong urban streetwall.
- Create and reinforce connections to the surrounding urban fabric.
- Reintroduce the lost forest and topography to the site.
- Generate density at an important transit hub through buildings that emerge from the landscape.



1948 mature forest park within the city grid.



2

1950–1980: Site razed for **suburban mall** surrounded by parking lots.

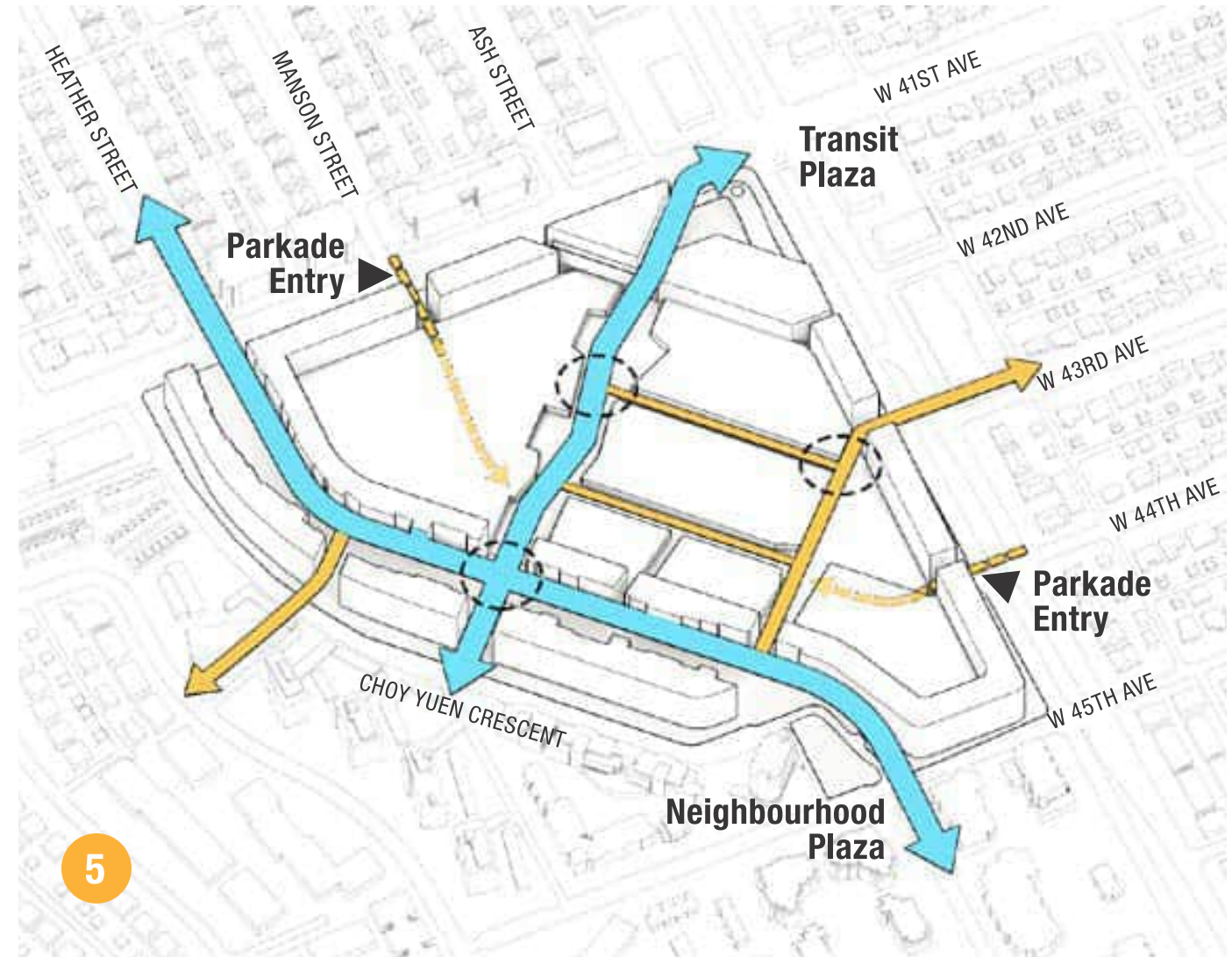


3

Establish **new urban streetwalls** along Cambie, West 41st Avenue and Choy Yuen Crescent by expanding the building footprint to fill the site.



High Street, a new outdoor pedestrian street is introduced to connect Heather and Ash Streets.



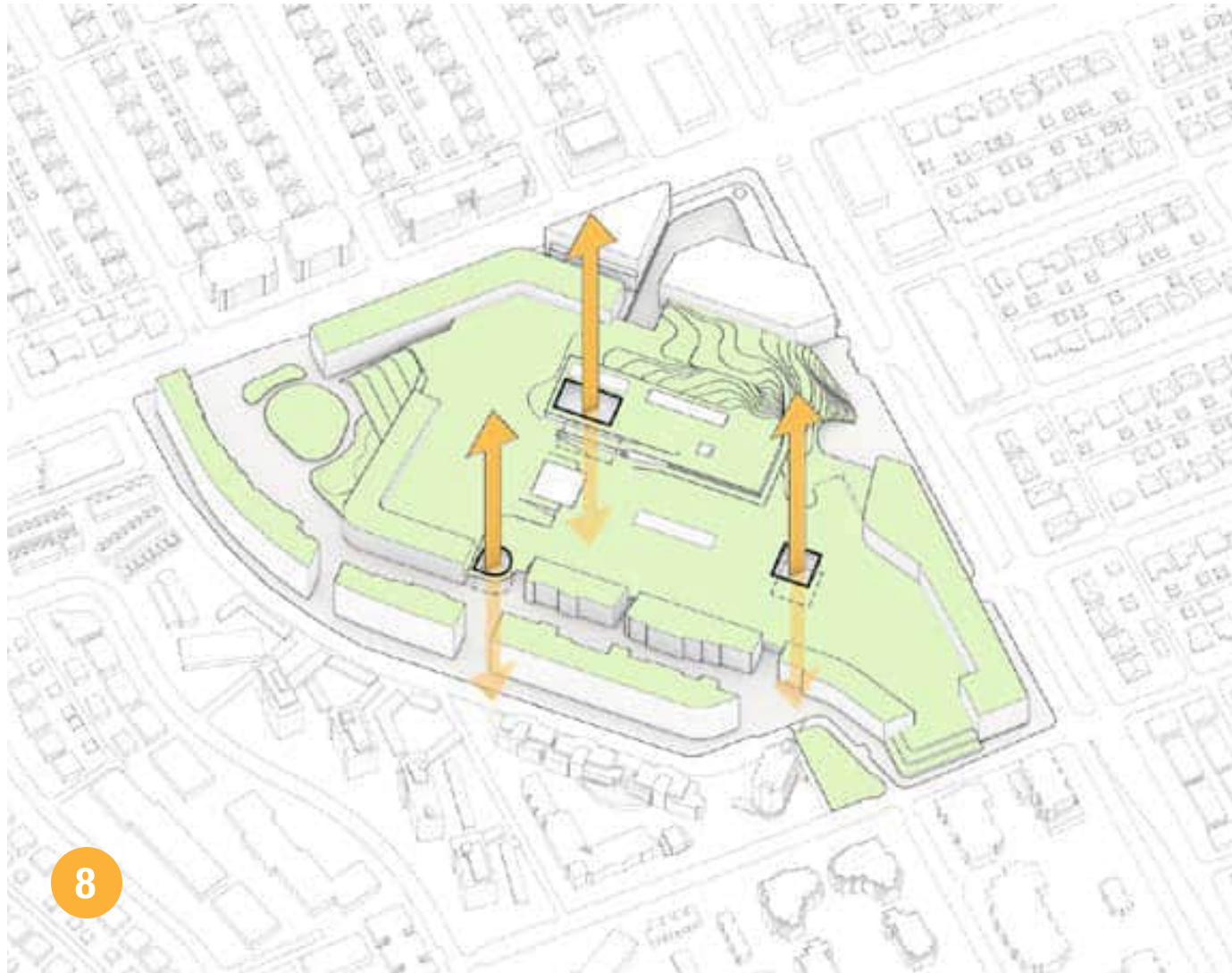
Secondary paths are established to connect to the existing street network locating plazas at major nodes.



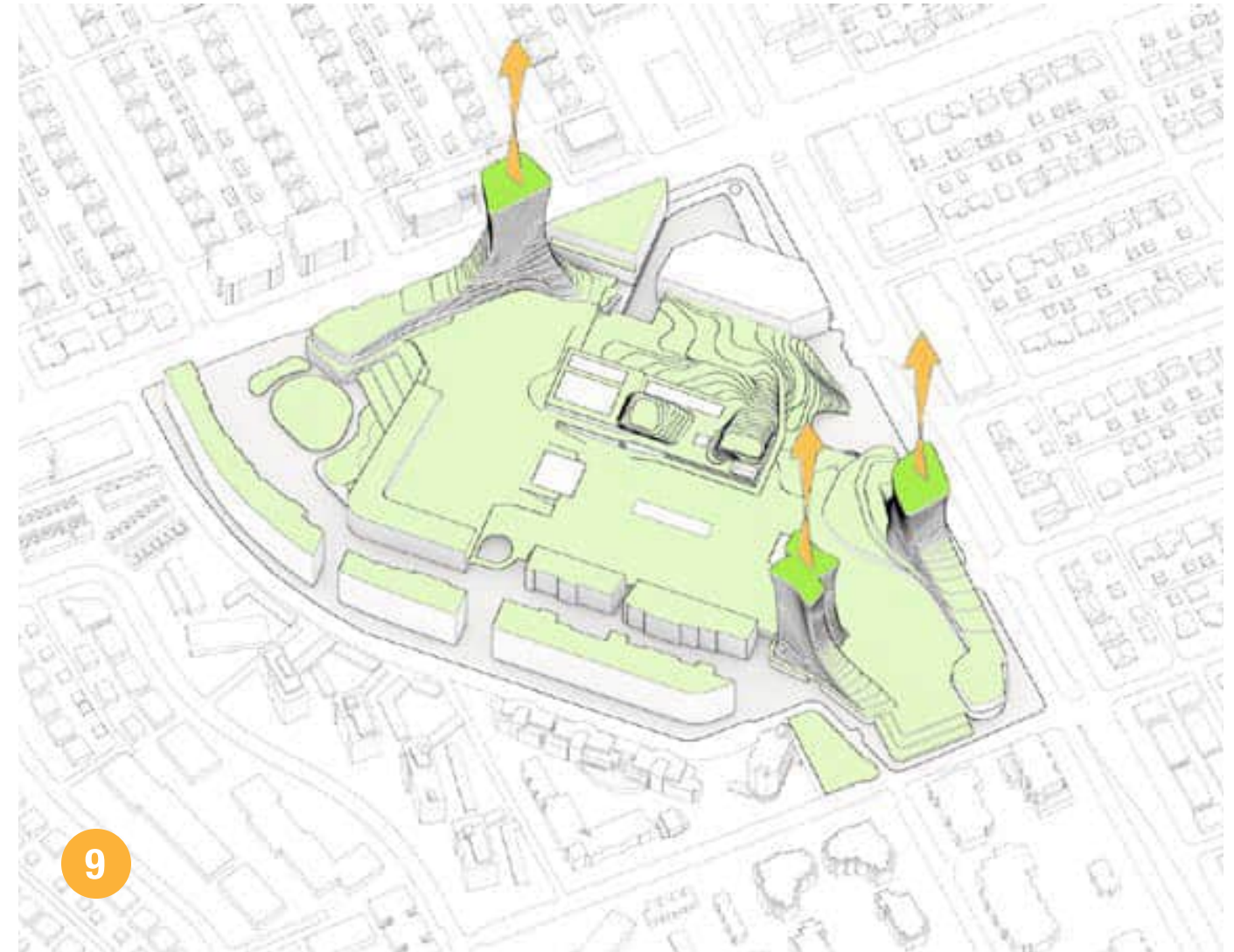
Reintroduction of **lost landscape** and **topography**.



The new **landscape skin** is manipulated and peeled to allow light to enter the mall below and folded to transition down to grade at the edges of the site.



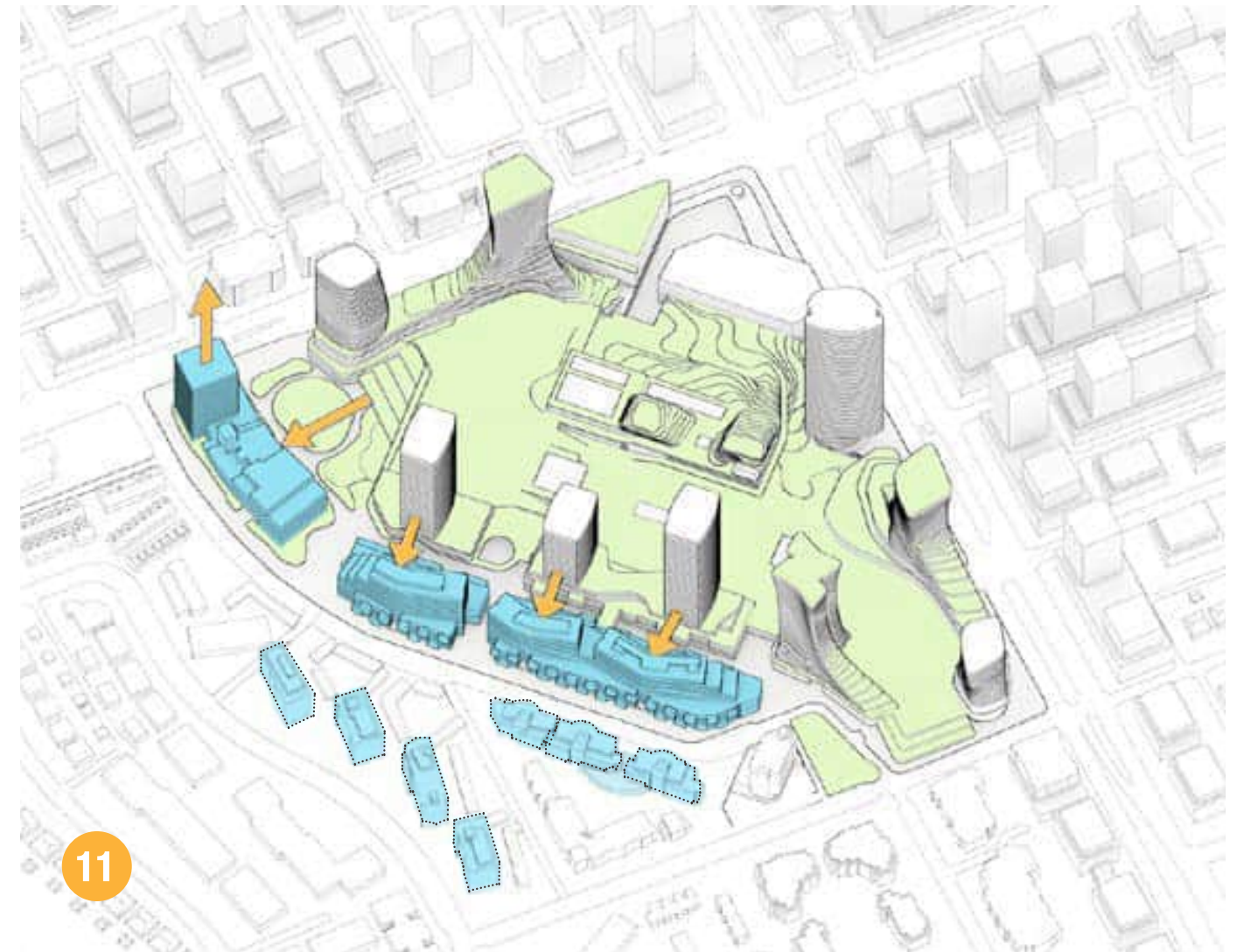
Vertical mixing chambers connect the parking levels through the mall and up to the park at the major internal intersections.



Towers emerge from the **landscape topography**, twisting towards views and light.



Gateway and **Landmark towers** mark the major park access points.



The **Choy Yuen Crescent streetwall buildings** echo the scale of the neighbourhood blocks and respond to the new High Street towers.



12

The Oakridge Redevelopment



Artist's Rendering





3.0

Overall Development

3.1 Summary Table(s) Uses & Floorspaces Permitted

3.1a Overall Areas

Overall Areas	Gross Area (ft² / m²)	FSR Area (ft² / m²)
Retail	1,206,135 / 112,054	1,206,135 / 112,054
Office	810,436 / 75,292	810,436 / 75,292
Amenity	—	103,065 / 9,575
Residential	—	3,031,045 / 281,593



Aerial View looking South West

3.1b Retail Area Permitted

Retail Area	Gross Area (ft² / m²)	FSR Area (ft² / m²)
Existing	27,828 / 2,585	27,828 / 2,585
New	1,178,307 / 109,469	1,178,307 / 109,469
Total	1,206,135 / 112,054	1,206,135 / 112,054

3.1c Office Area Permitted

Office Area	Gross Area (ft² / m²)	FSR Area (ft² / m²)
Existing	47,276 / 4,392	47,276 / 4,392
New	763,160 / 70,900	763,160 / 70,900
Total	810,436 / 75,292	810,436 / 75,292

3.1d Civic Centre Areas

Amenity Area	Gross Area (ft² / m²)
Community Centre	69,219 / 6,431
Library	24,524 / 2,278
Childcare	9,322 / 866
Total	103,065 / 9,575

3.1e Residential Areas Permitted

Residential Areas	FSR Area (ft² / m²)
Existing	0 / 0
New	3,031,046 / 281,593
Total	3,031,046 / 281,593

3.1f Public Realm Areas

Public Realm Areas	Area (acres / ha)
Plaza/Streets	7.57
New Park	9.00
Total	16.57

3.1g Residential Units

Residential Units	Non-Market Units	Affordable Rental	Market Rental	Market Units	Total
Building 1	—	—	—	—	—
Building 2	187	—	—	—	187
Building 3	—	—	—	185	185
Building 4	—	—	—	289	289
Building 5	—	40	547	—	587
Building 6	—	—	—	231	231
Building 7	—	—	—	290	290
Building 8	—	—	—	286	286
Building 9	103	—	—	—	103
Building 10	—	90	26	—	116
Building 11	—	—	—	192	192
Building 12	—	—	—	300	300
Building 13	—	—	—	191	191
Building 14	—	—	—	366	366
Total	290	130	573	2,330	3,323

3.2 Building Program

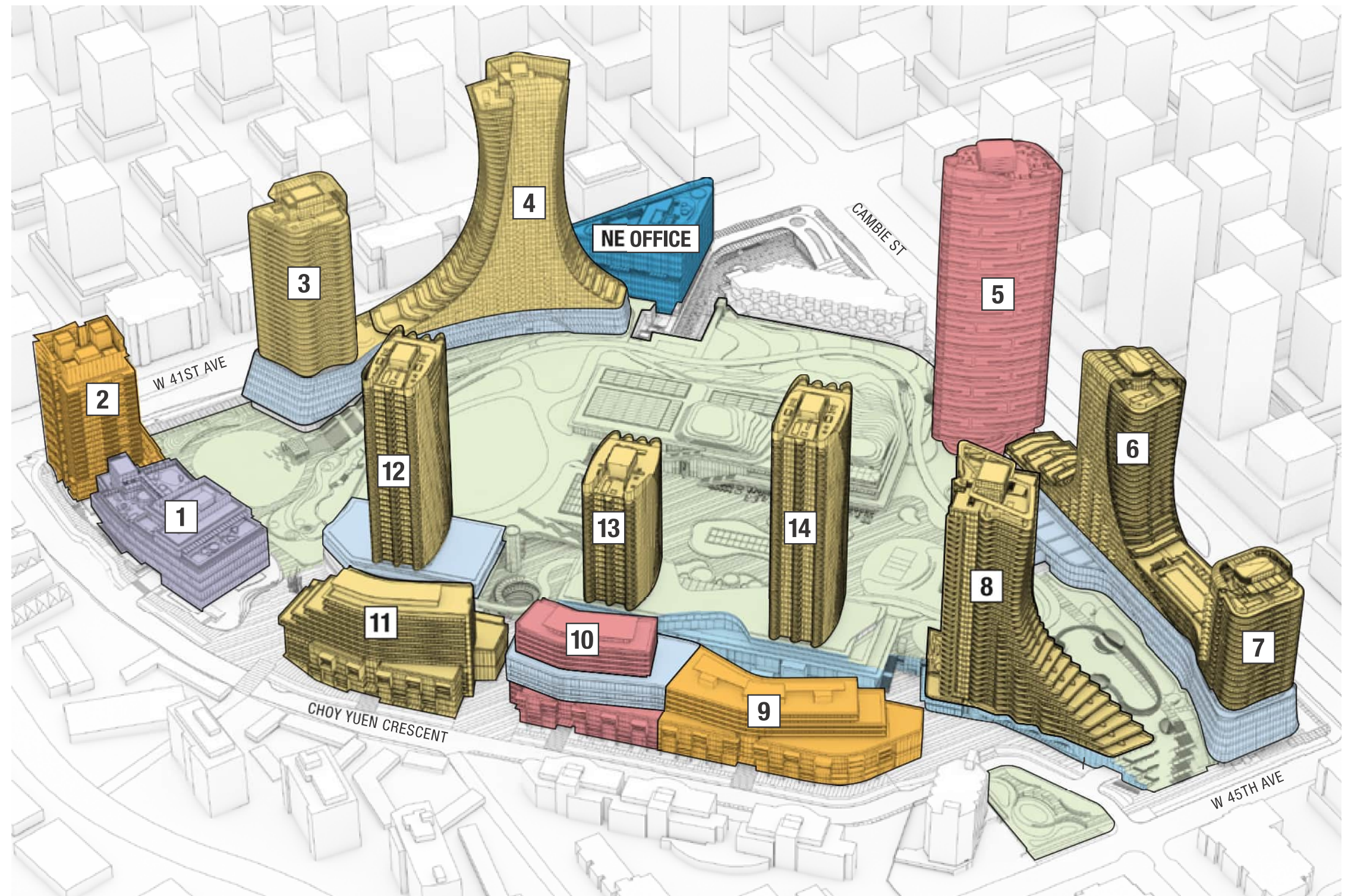
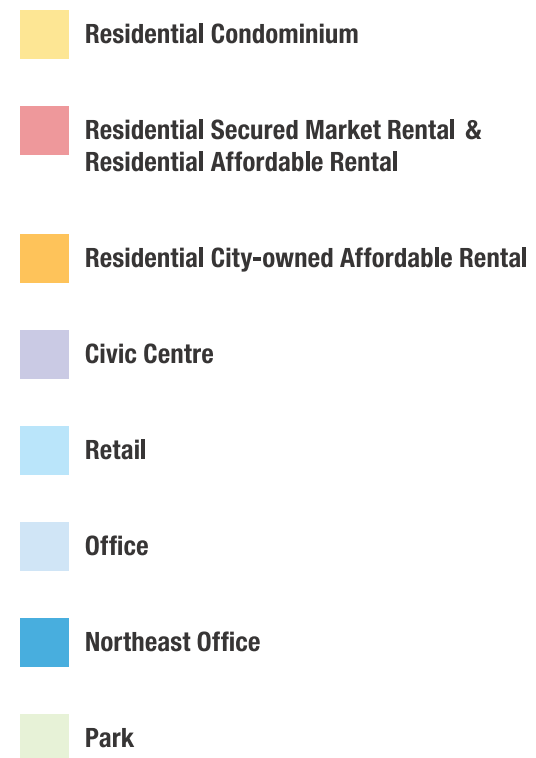


Figure 3.2a: Programmatic Perspective Diagram looking North East

All drawings and renderings are illustrative and intended to inform future stages of design development

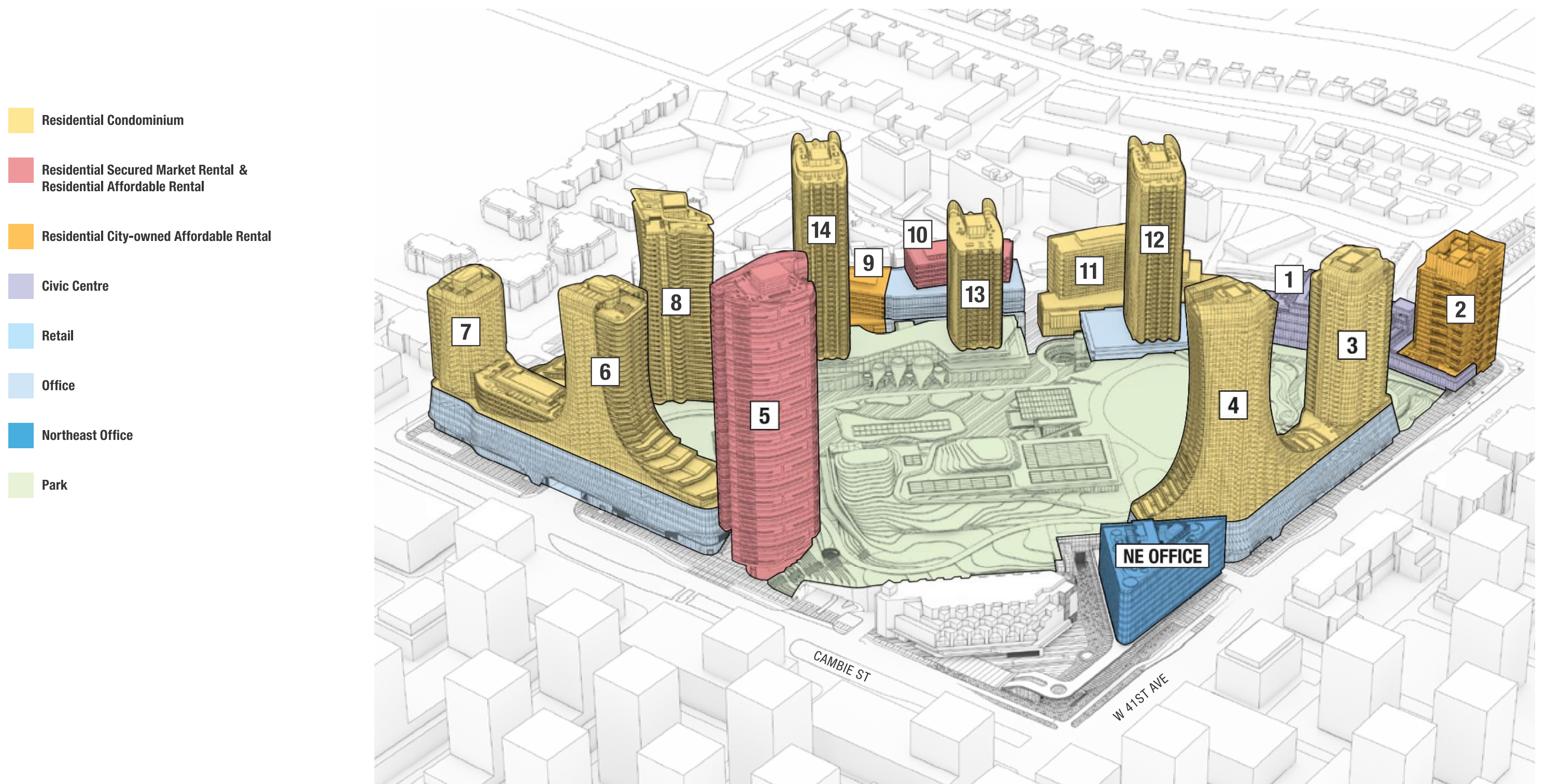


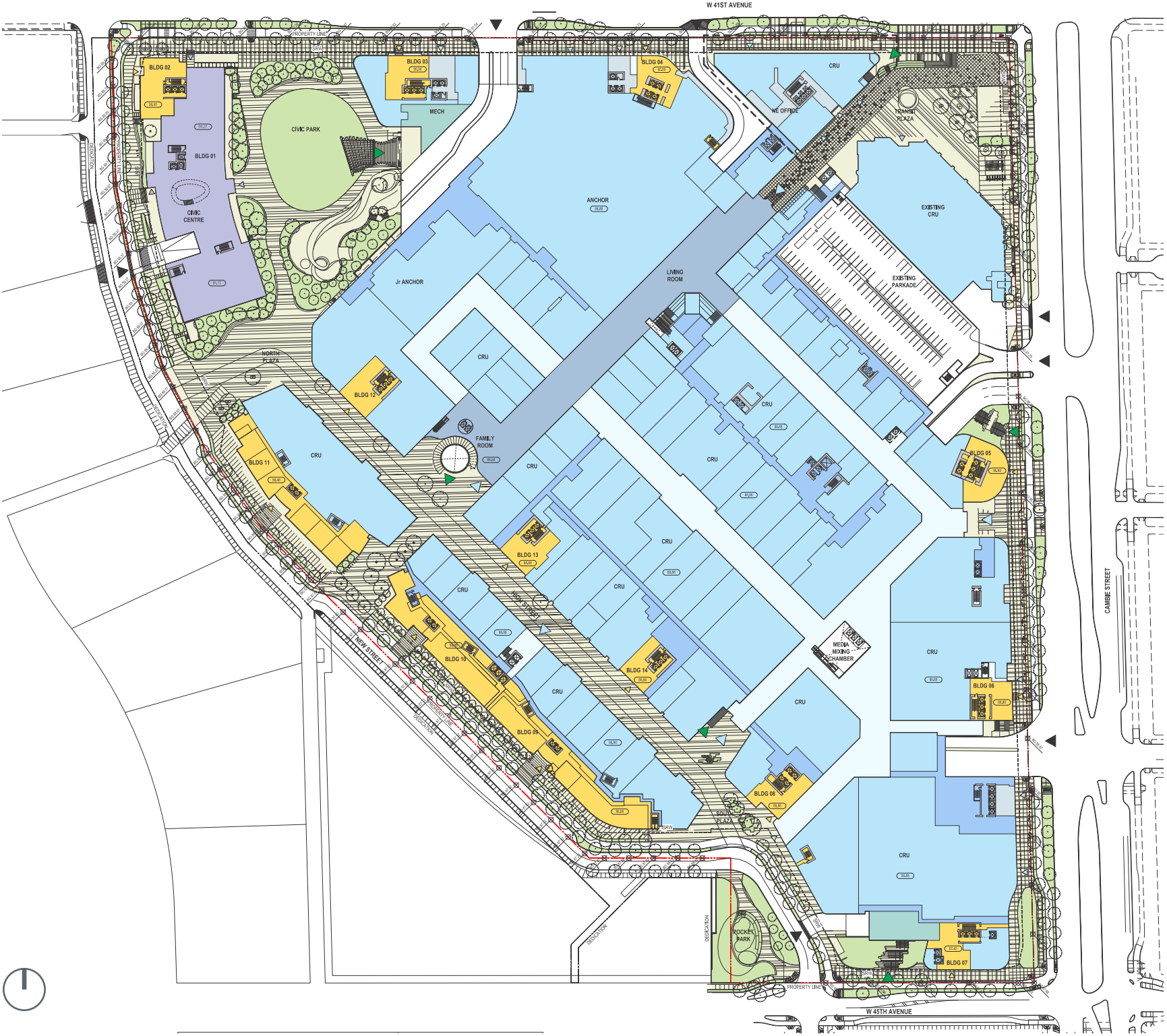
Figure 3.2b: Programmatic Perspective Diagram looking South West

All drawings and renderings are illustrative and intended to inform future stages of design development

3.3 Overall Plans & Cross Sections

3.3a Floor Plan Level 1

- Retail
- Office – Existing
- Office
- Civic Centre
- Residential
- Residential Amenity
- Circulation
- New Park/Landscaping
- Retail Entry
- Residential Entry
- Office Entry
- Up to Park
- Mall Entry
- Parkade Entry
- Property Line



All drawings and renderings are illustrative and intended to inform future stages of design development

3.3b Floor Plan Level 2

- Retail
- Office – Existing
- Office
- Civic Centre
- Residential
- Residential Amenity
- Circulation
- New Park / Landscaping
- Retail Entry
- Residential Entry
- Office Entry
- Up to Park
- Mall Entry
- Parkade Entry
- Property Line



All drawings and renderings are illustrative and intended to inform future stages of design development

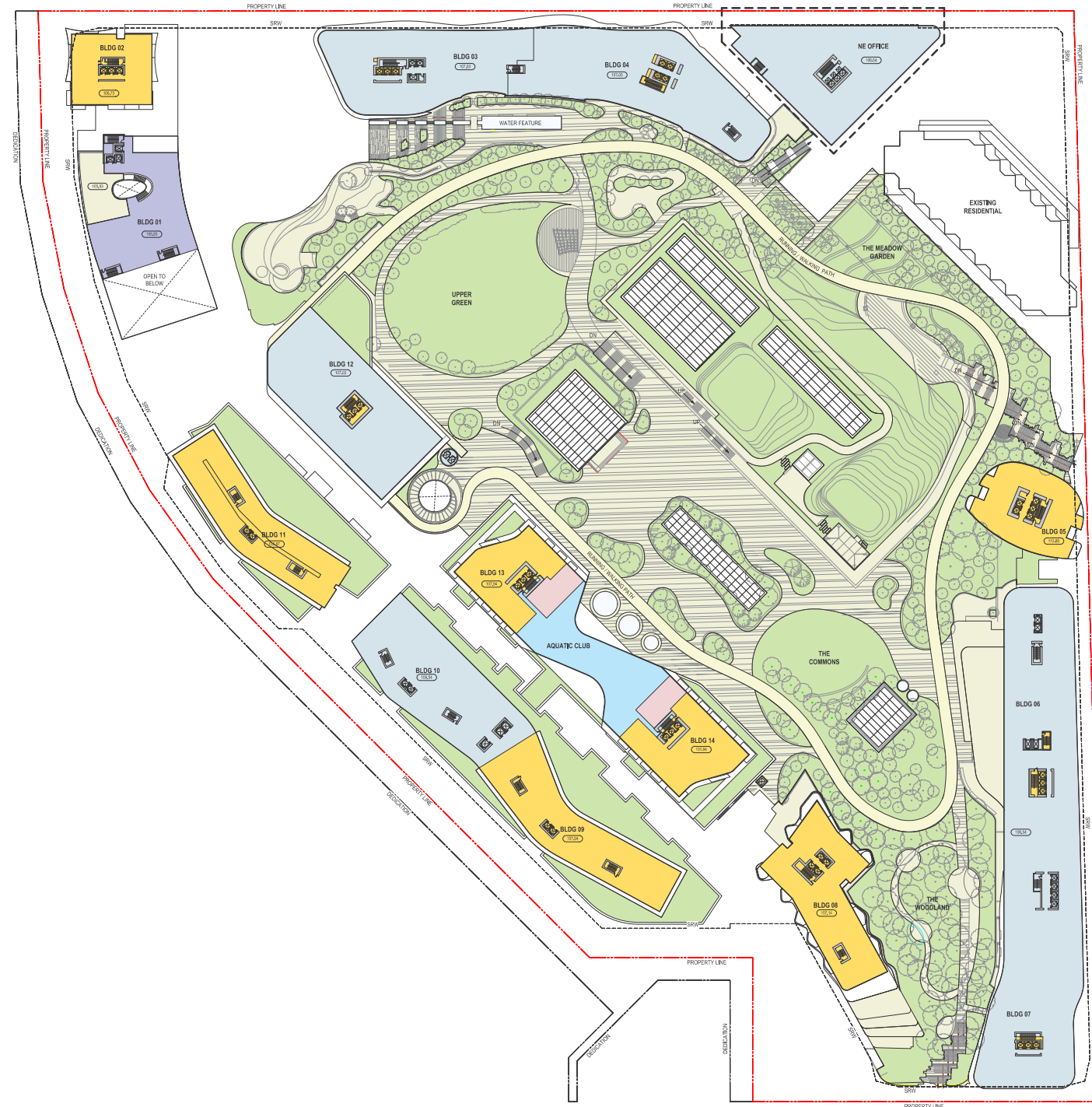
	Retail		Retail Entry
	Office – Existing		Residential Entry
	Office		Office Entry
	Civic Centre		Up to Park
	Residential		Mall Entry
	Residential Amenity		Parkade Entry
	Circulation		Property Line
	New Park / Landscaping		



All drawings and renderings are illustrative and intended to inform future stages of design development

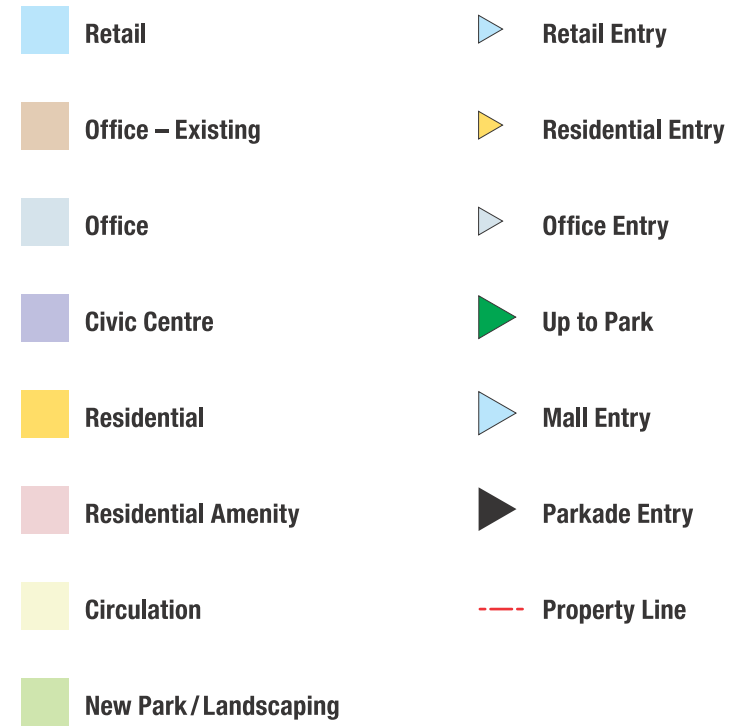
3.3d Floor Plan Level 4

- | | |
|--|---|
|  Retail |  Retail Entry |
|  Office – Existing |  Residential Entry |
|  Office |  Office Entry |
|  Civic Centre |  Up to Park |
|  Residential |  Mall Entry |
|  Residential Amenity |  Parkade Entry |
|  Circulation |  Property Line |
|  New Park / Landscaping | |



All drawings and renderings are illustrative and intended to inform future stages of design development

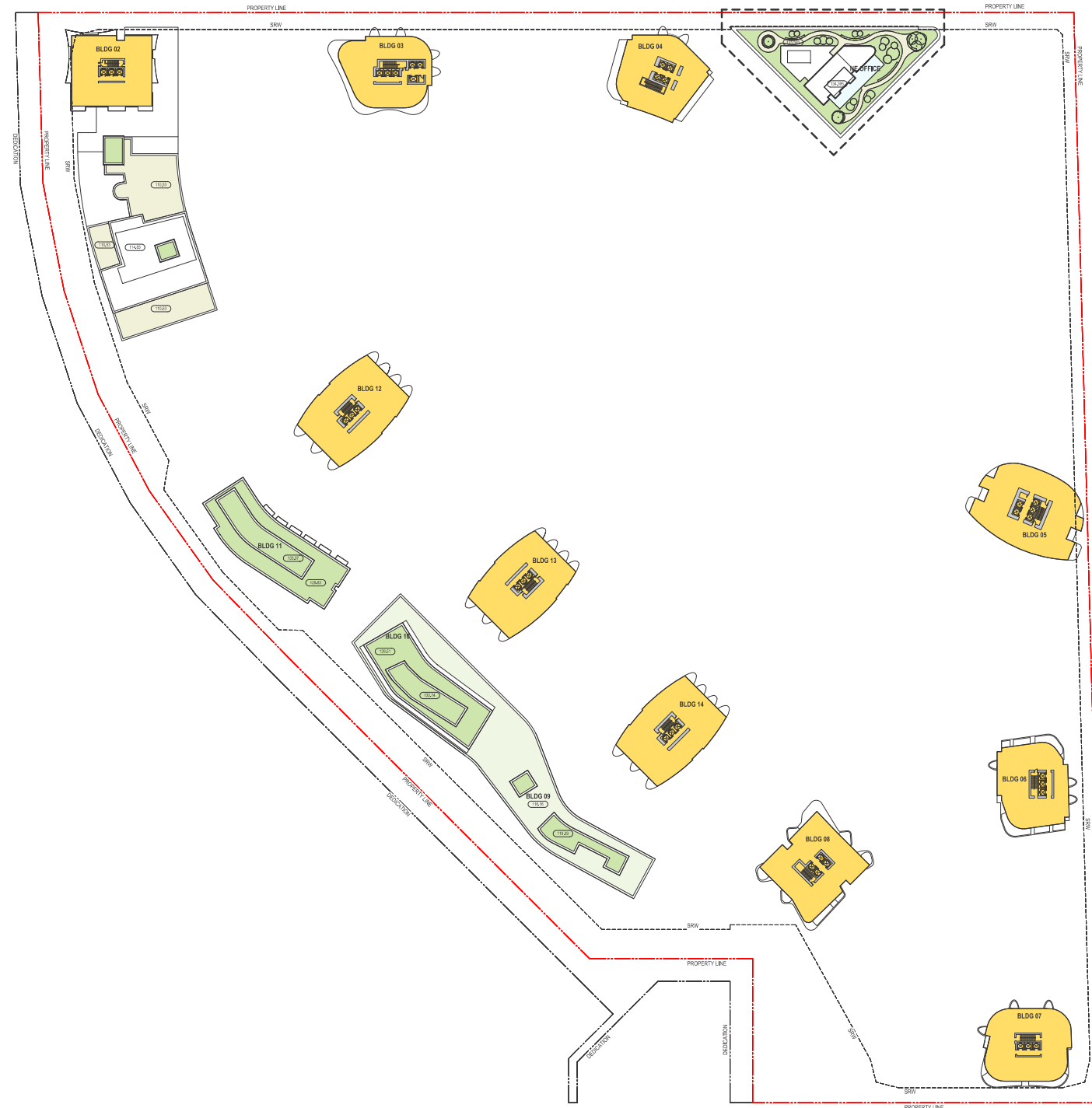
3.3e Floor Plan Level 5



All drawings and renderings are illustrative and intended to inform future stages of design development

3.3f Typical Floor Plan

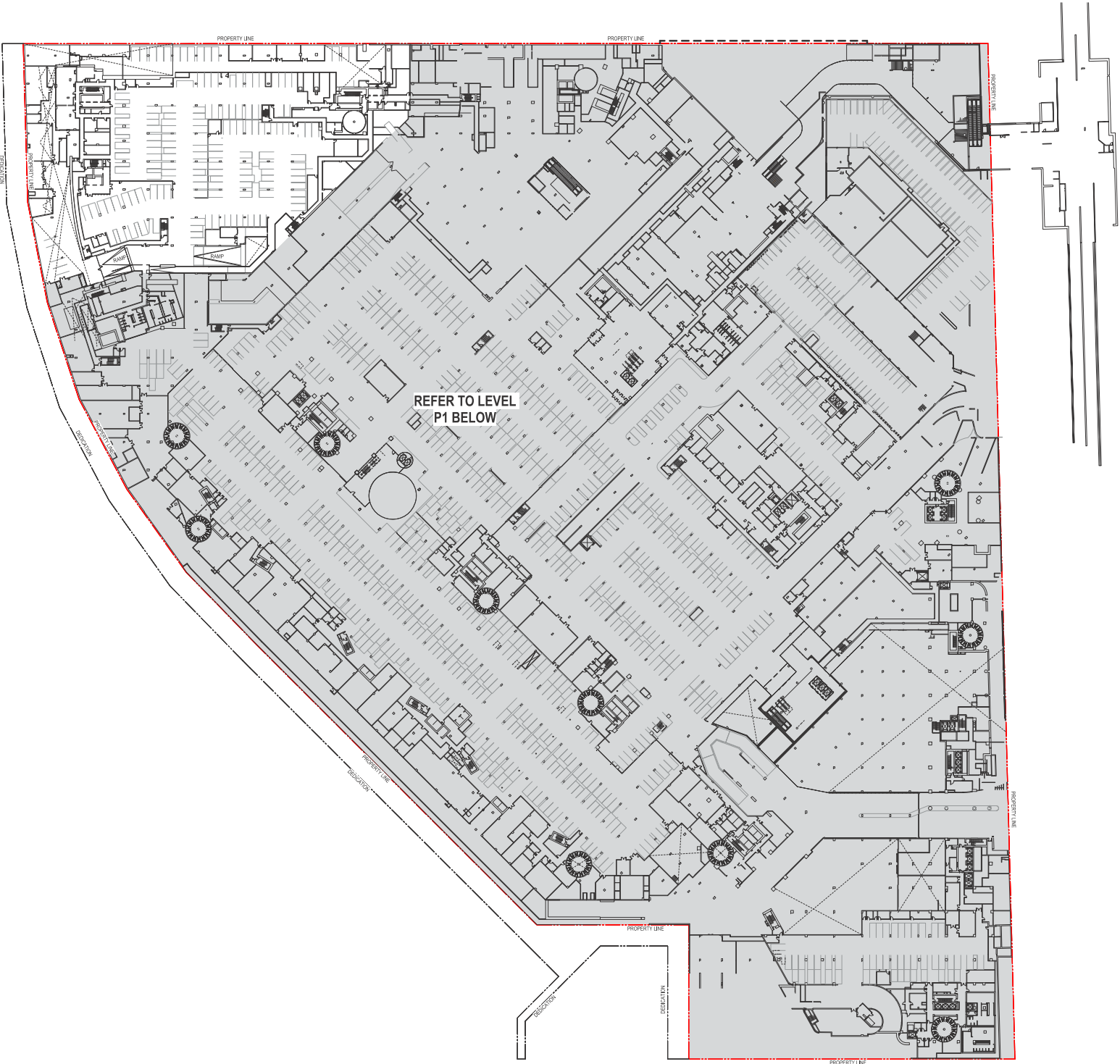
- | | |
|--|---|
|  Retail |  Retail Entry |
|  Office – Existing |  Residential Entry |
|  Office |  Office Entry |
|  Civic Centre |  Up to Park |
|  Residential |  Mall Entry |
|  Residential Amenity |  Parkade Entry |
|  Circulation |  Property Line |
|  New Park / Landscaping | |



All drawings and renderings are illustrative and intended to inform future stages of design development

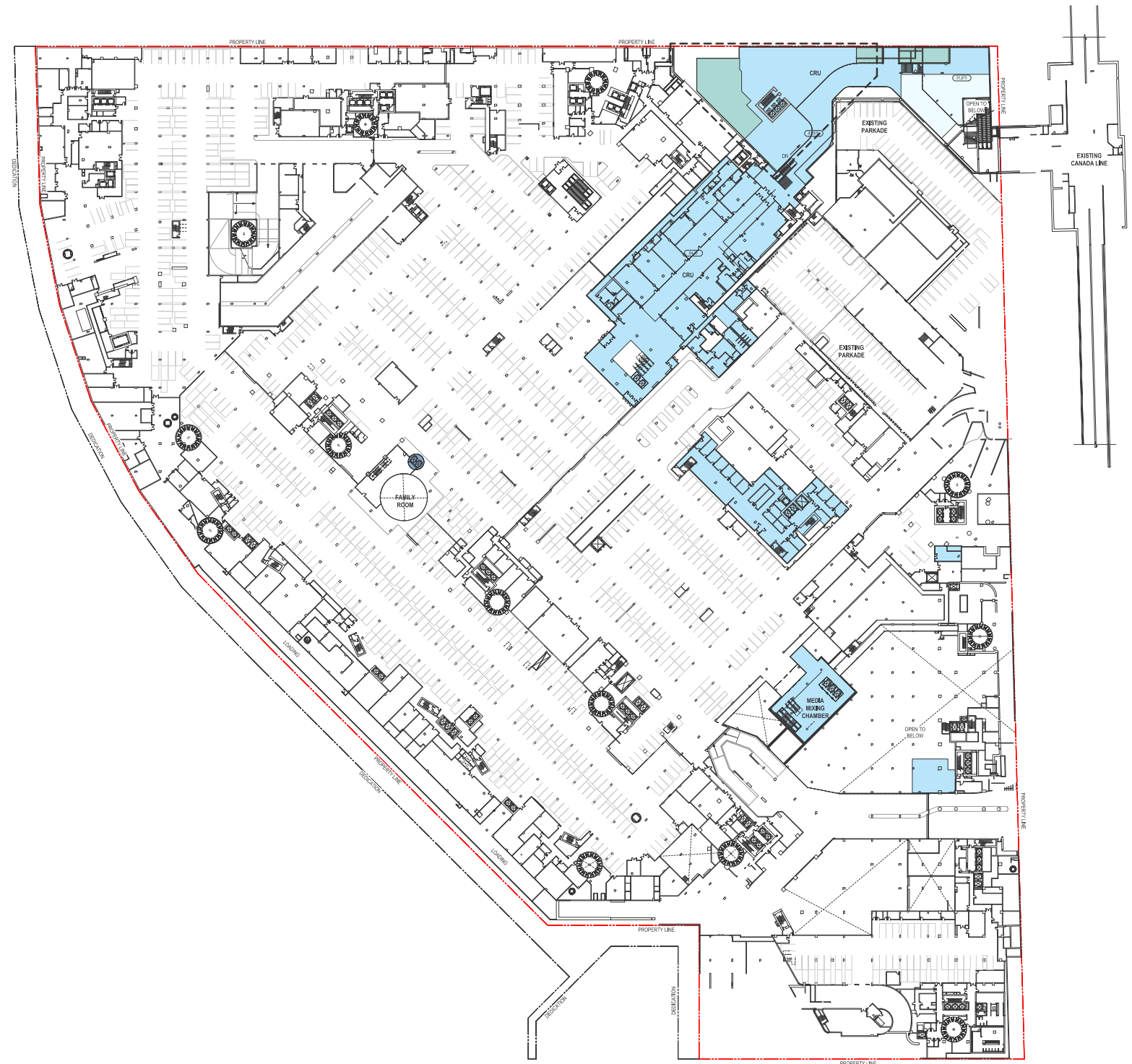
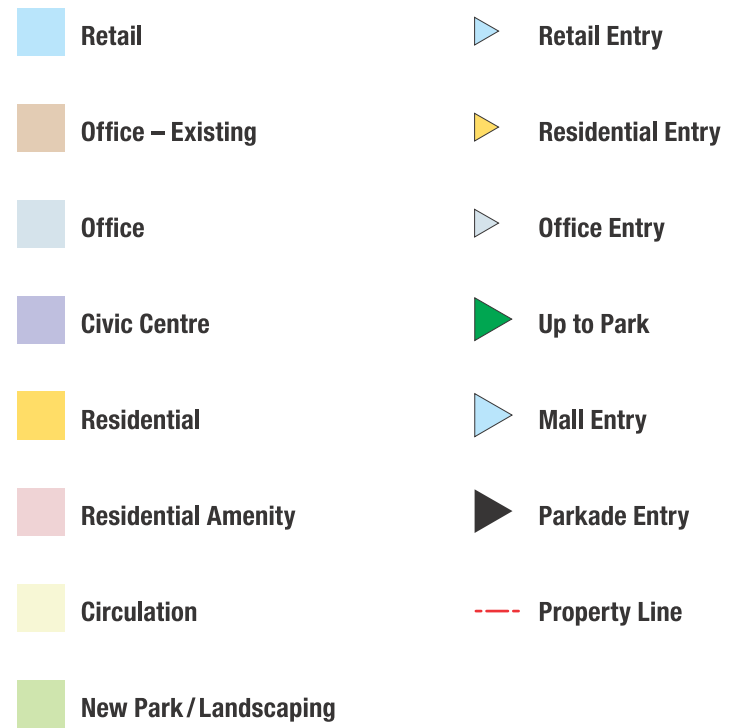
3.3g Parking Level 1a Plan

- Retail
- Office – Existing
- Office
- Civic Centre
- Residential
- Residential Amenity
- Circulation
- New Park/Landscaping
- Retail Entry
- Residential Entry
- Office Entry
- Up to Park
- Mall Entry
- Parkade Entry
- Property Line



All drawings and renderings are illustrative and intended to inform future stages of design development

3.3h Parking Level 1 Plan



All drawings and renderings are illustrative and intended to inform future stages of design development

3.3i Parking Level 2 Plan

Retail

Office – Existing

Office

Civic Centre

Residential

Residential Amenity

Circulation

New Park/Landscaping

Retail Entry

Residential Entry

Office Entry

Up to Park

Mall Entry

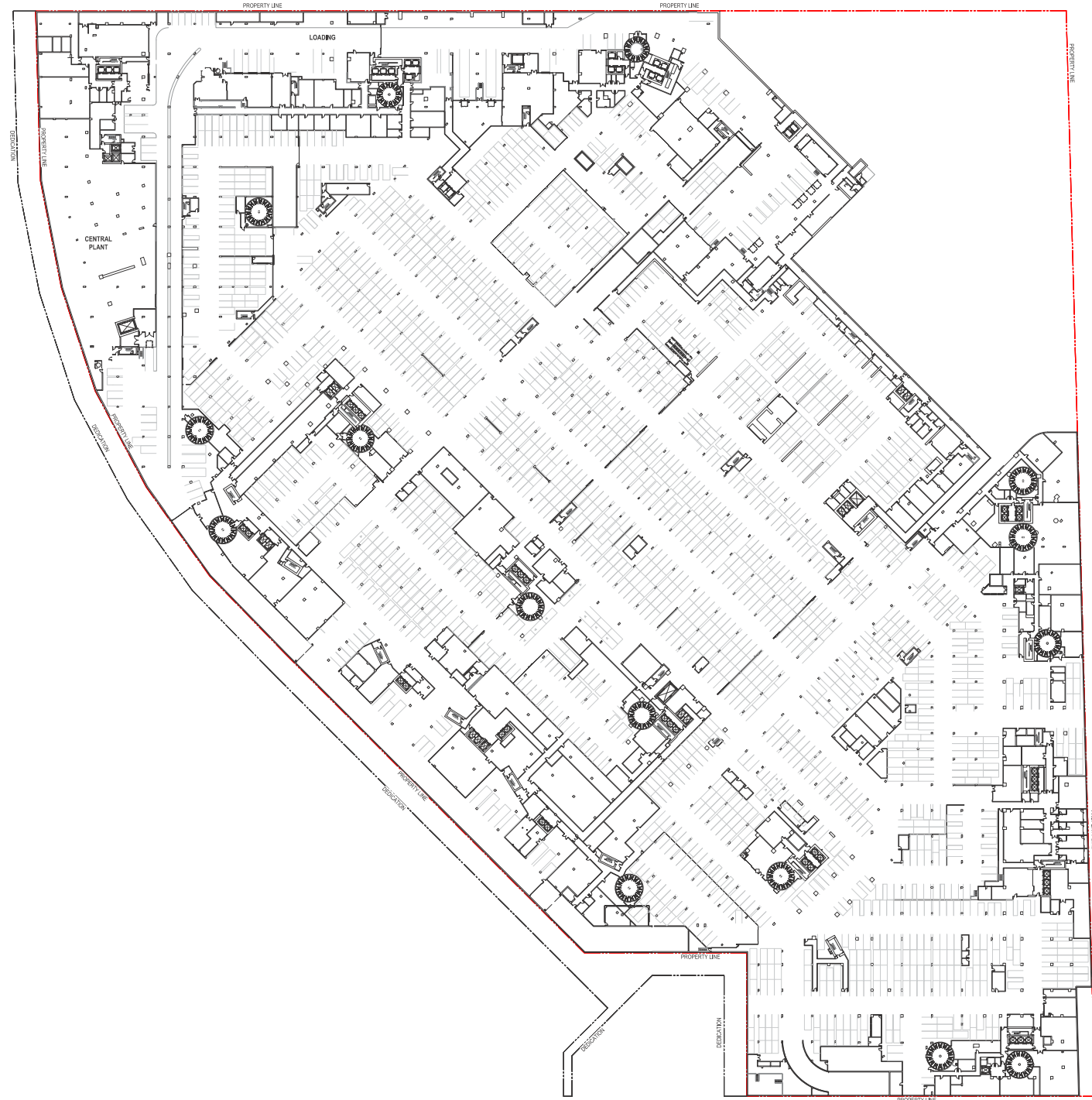
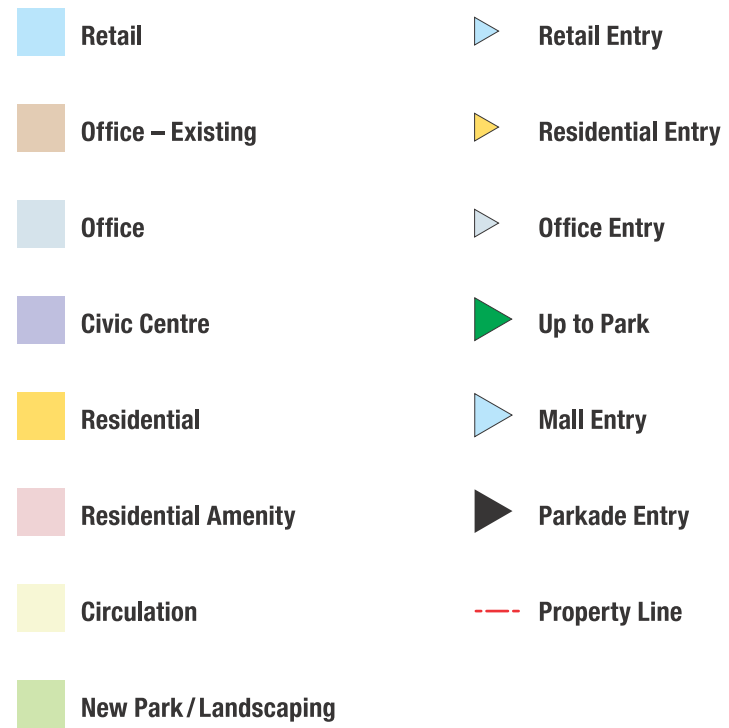
Parkade Entry

Property Line



All drawings and renderings are illustrative and intended to inform future stages of design development

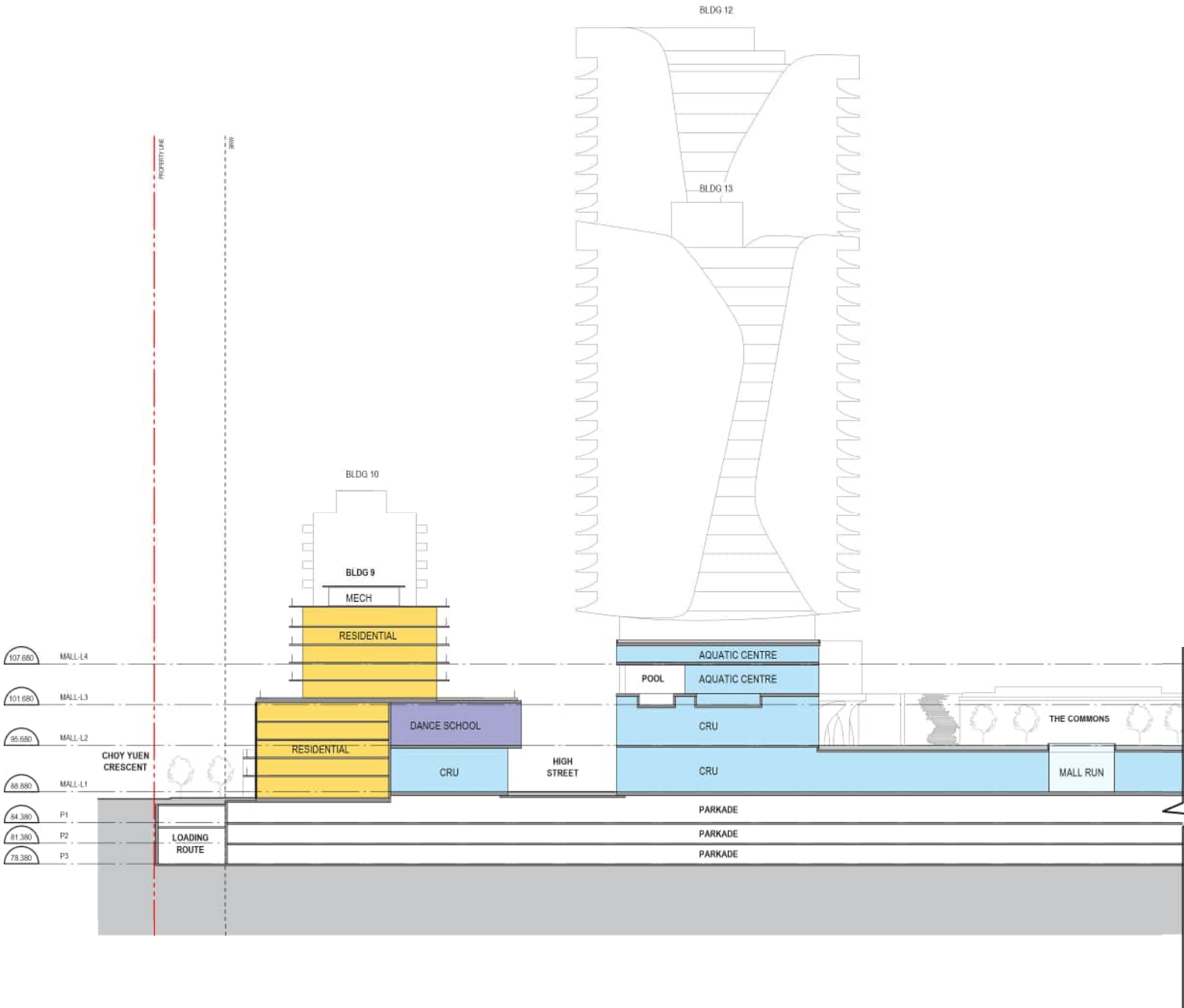
3.3j Parking Level 3 Plan

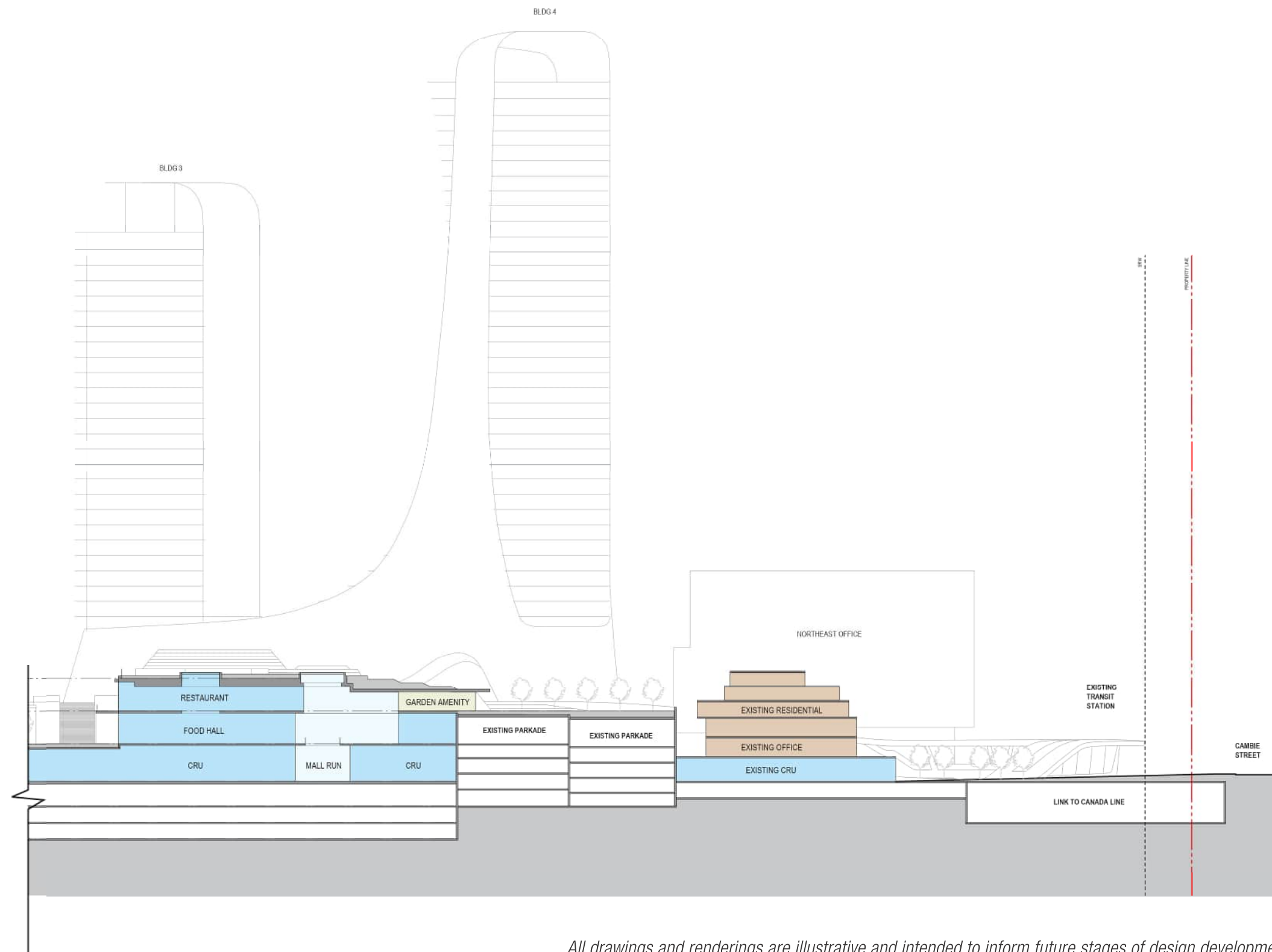


All drawings and renderings are illustrative and intended to inform future stages of design development

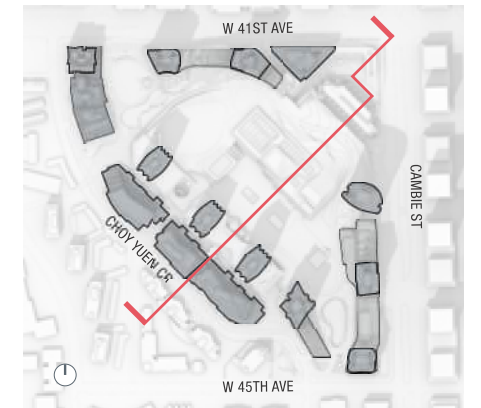
3.3k Site Section A-A

- Retail
- Office / Residential – Existing
- Civic Centre
- Residential
- Residential Amenity
- Circulation





All drawings and renderings are illustrative and intended to inform future stages of design development

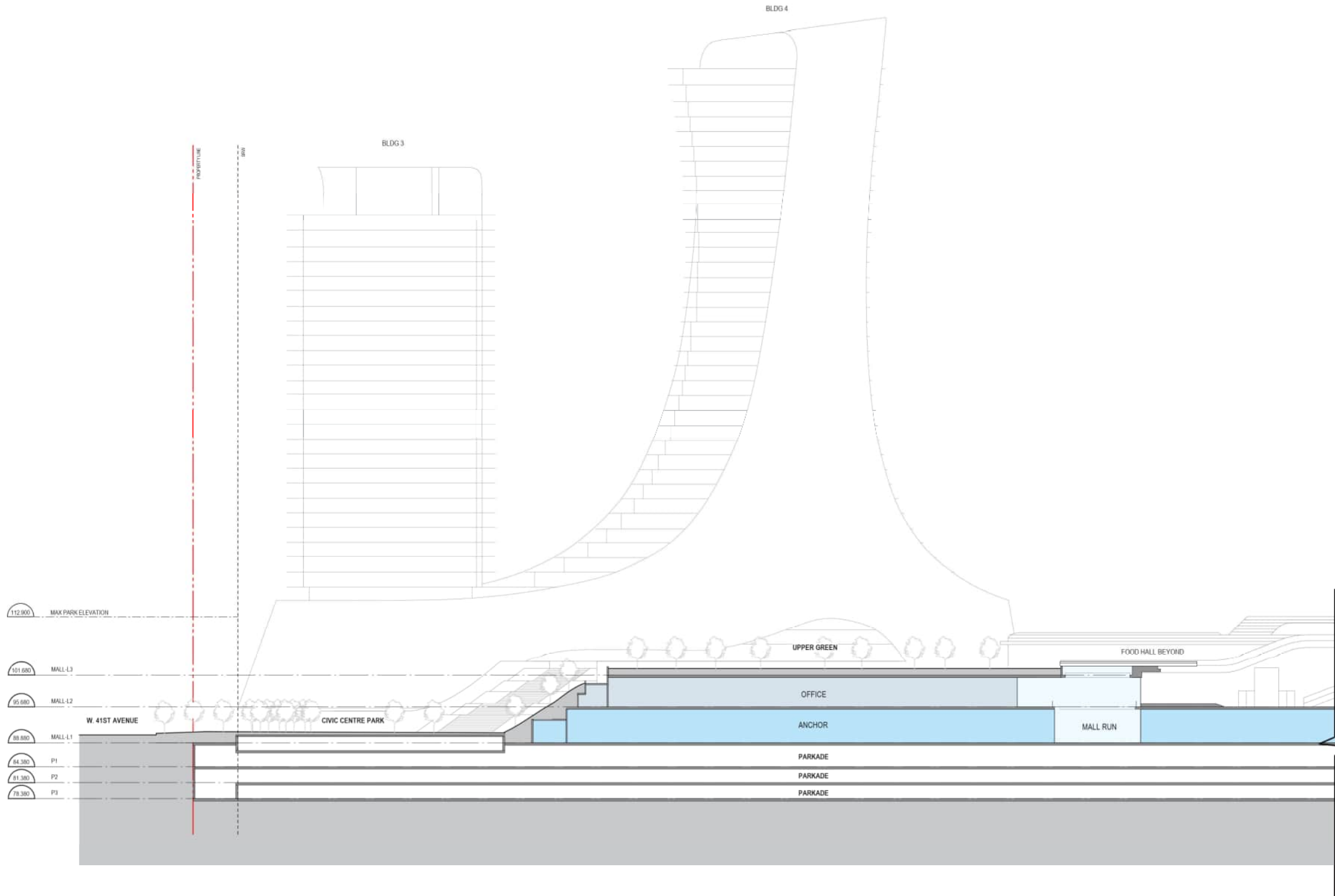


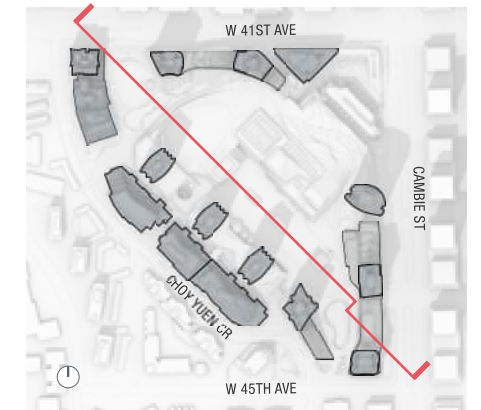
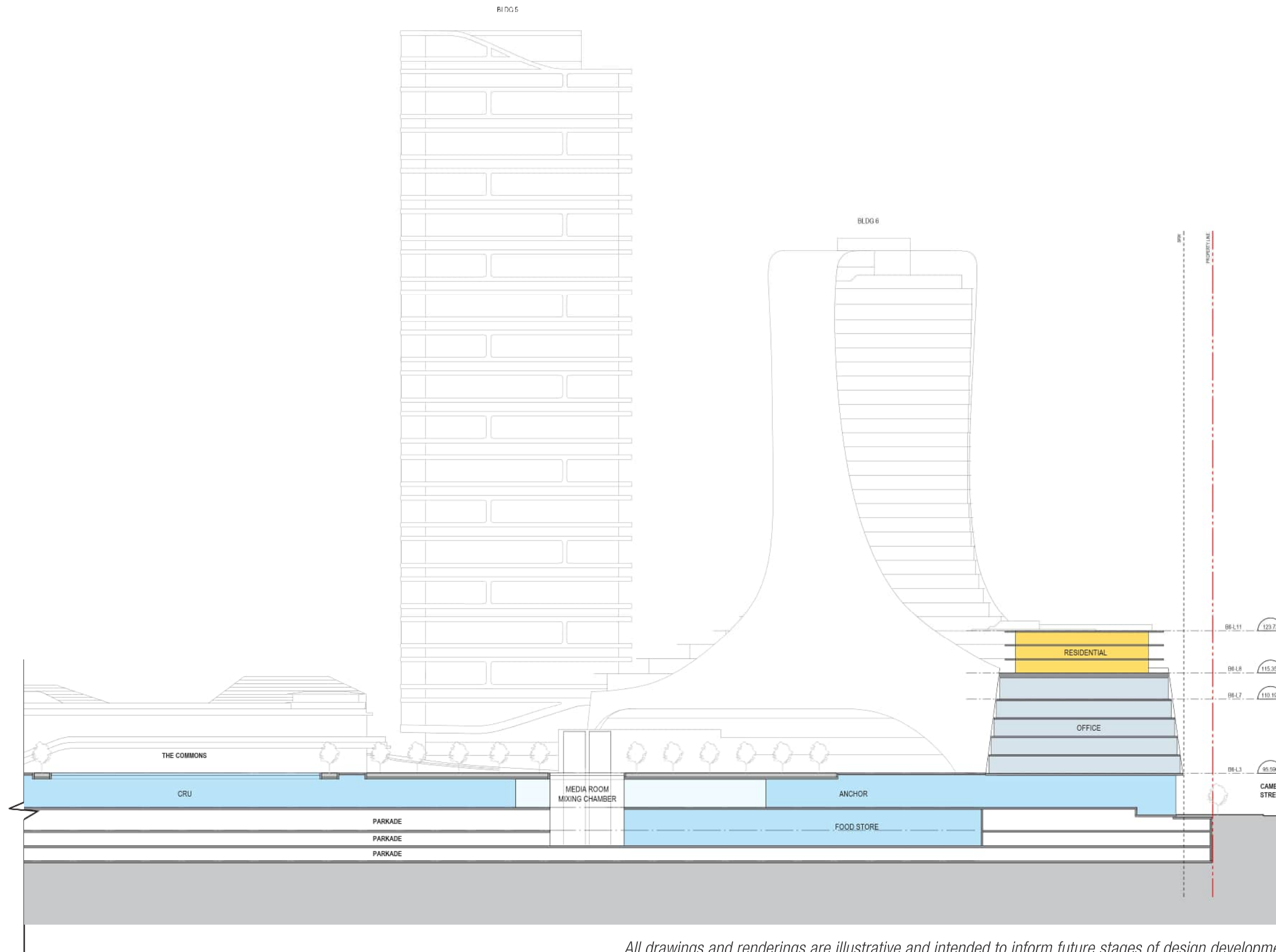
Key Plan

Not to Scale

3.3| Site Section B-B

- Retail
- Office / Residential – Existing
- Civic Centre
- Residential
- Residential Amenity
- Circulation



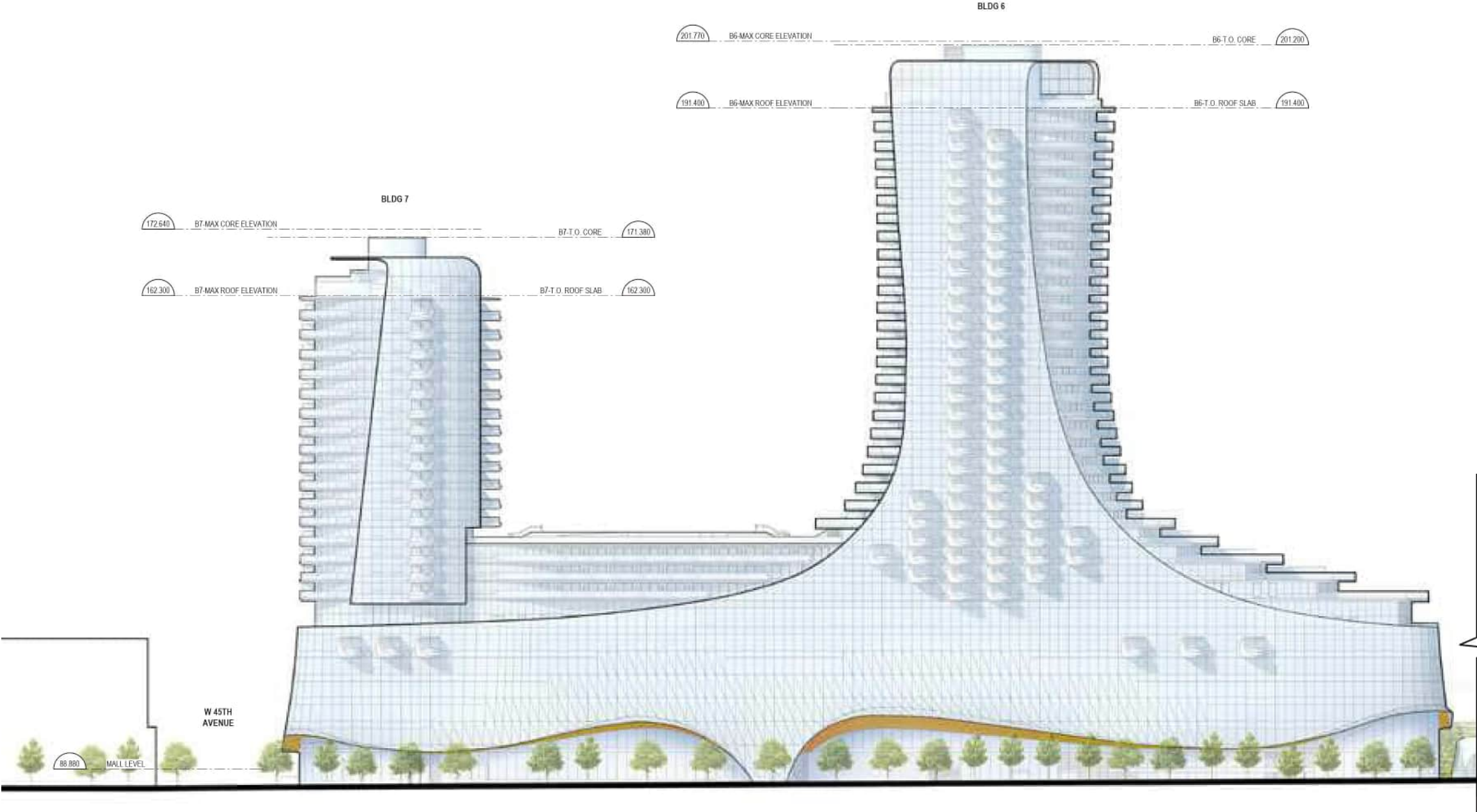


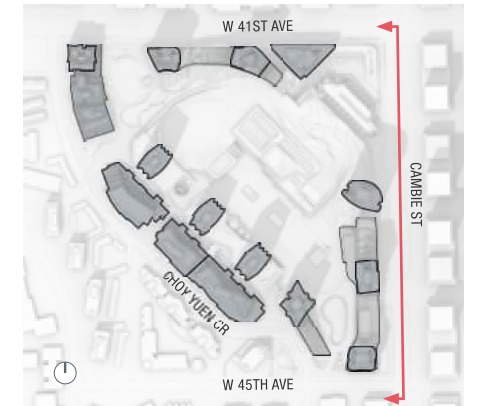
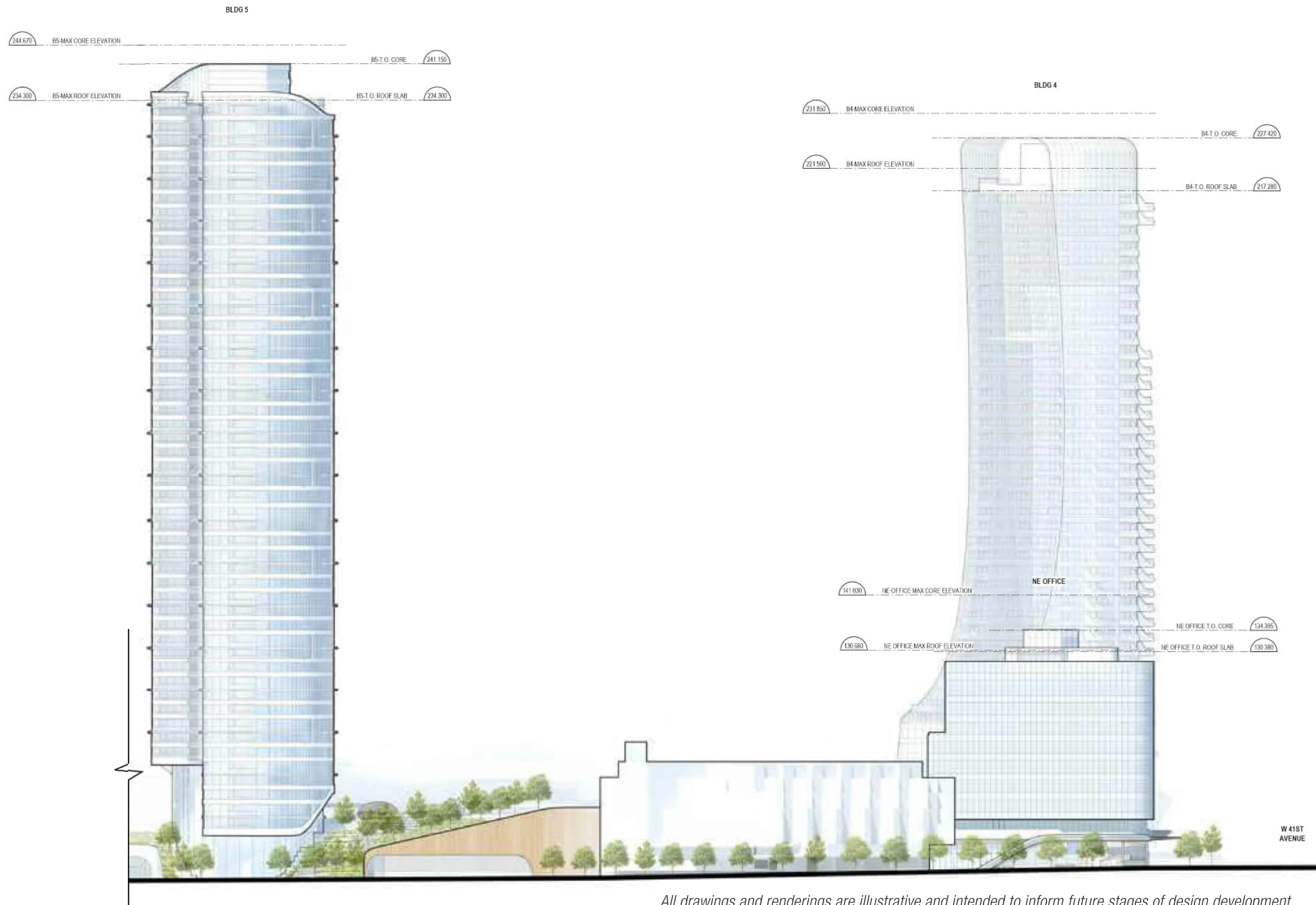
Key Plan

Not to Scale

All drawings and renderings are illustrative and intended to inform future stages of design development

3.3m Cambie Street Elevation



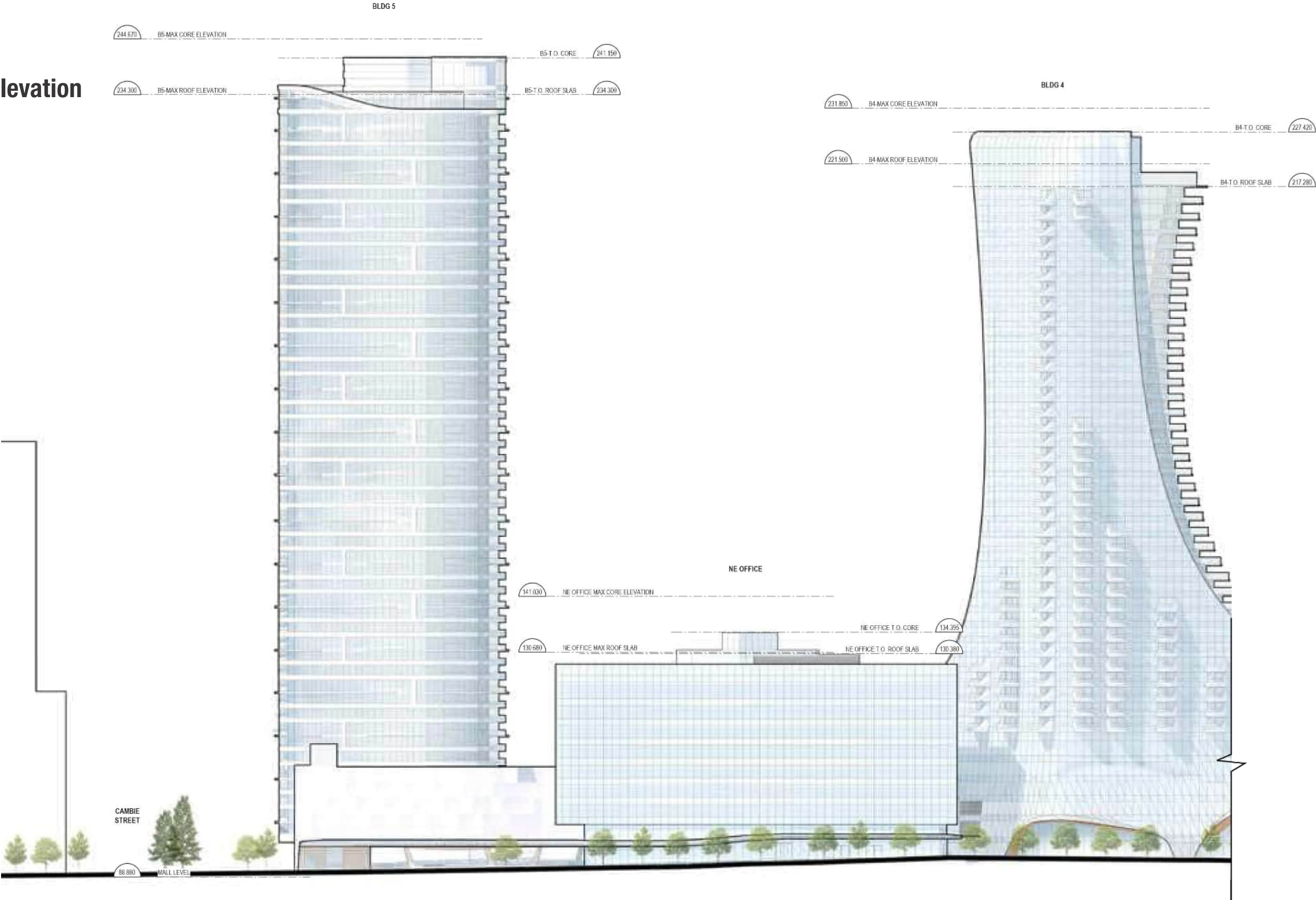


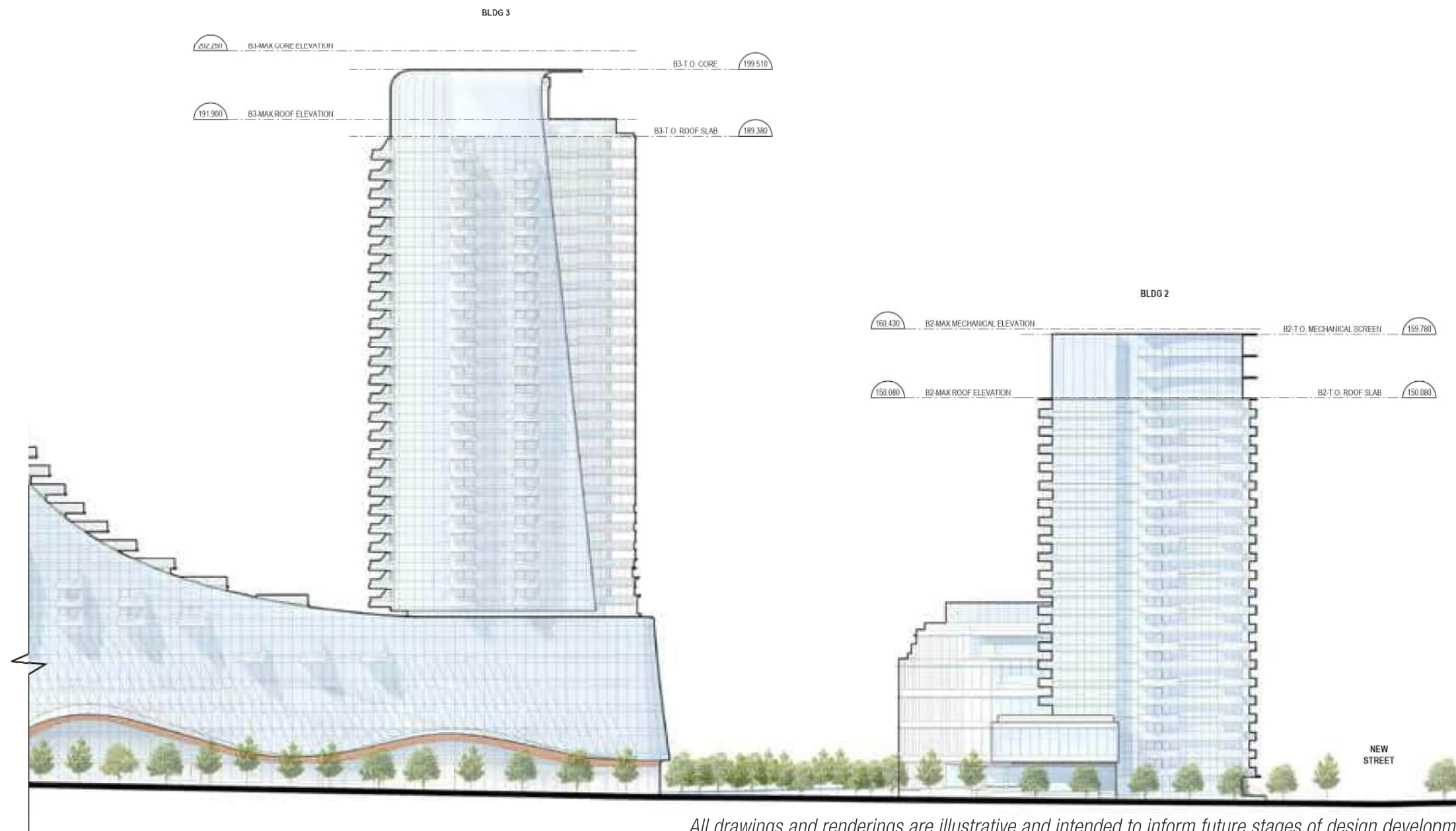
Key Plan

Not to Scale

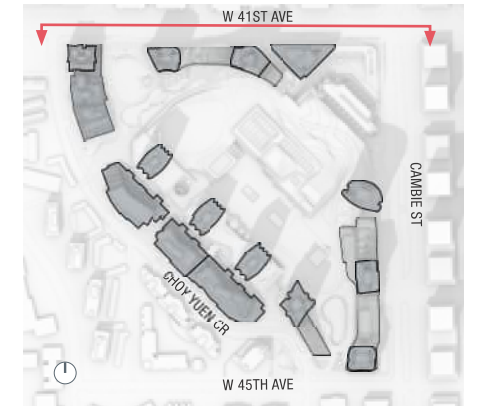
All drawings and renderings are illustrative and intended to inform future stages of design development

3.3n West 41st Avenue Elevation





All drawings and renderings are illustrative and intended to inform future stages of design development



Key Plan

Not to Scale

DRAFT Work with Vancouver Park Board is ongoing

3.30 Landscape Plan



All drawings and renderings are illustrative and intended to inform future stages of design development

3.3 Street Level Views & Studies

Key Overall Plan

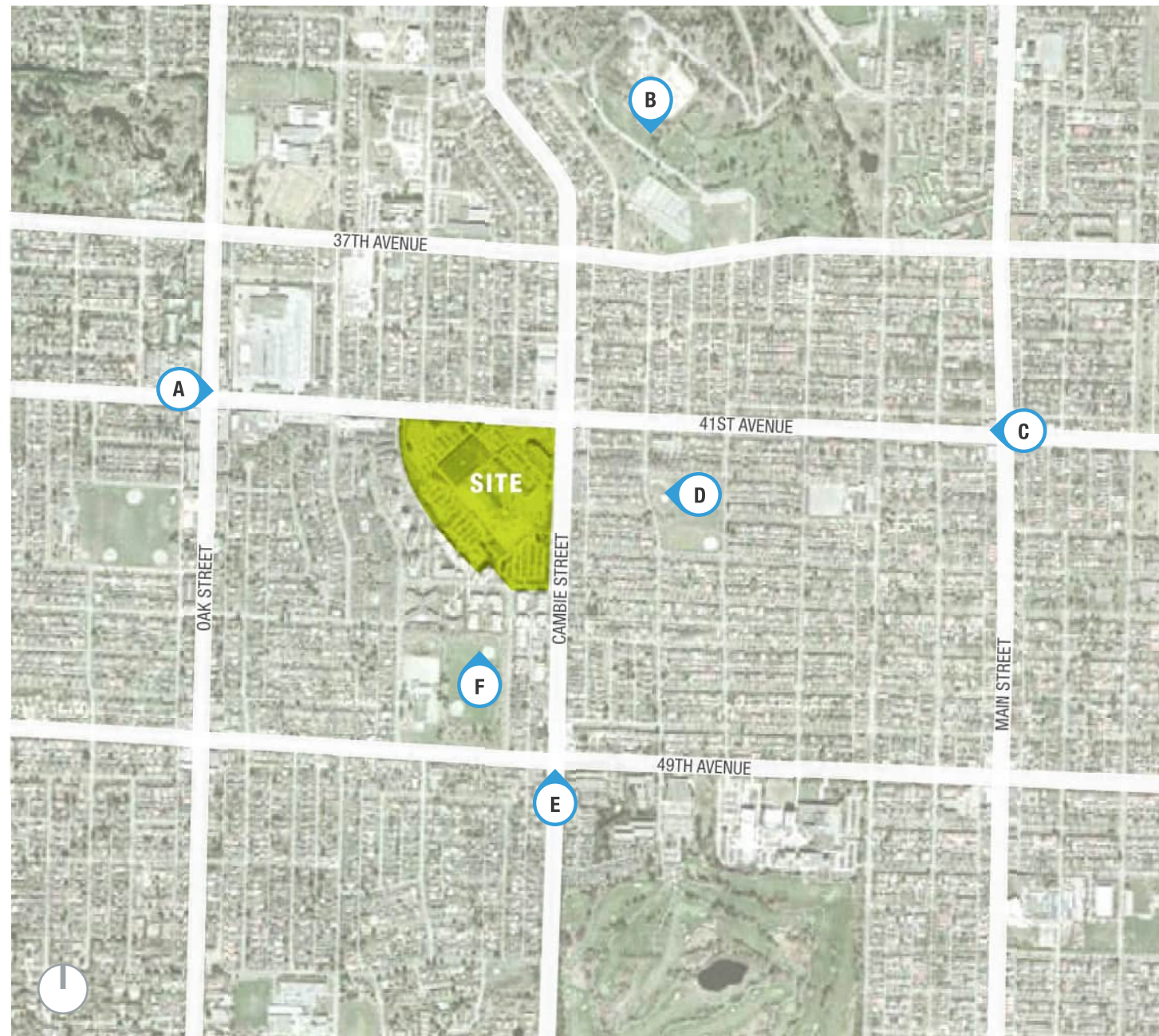


Figure 3.3: Key Plan of View Points in Relation to the Oakridge Site

Not to Scale

A 41st Ave and Oak Street Looking East

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



B Queen Elizabeth Park Looking South

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



C 41st Ave and Main Street Looking West

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

**D Columbia Park Looking West**

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

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

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

**F Tisdall Park Looking North**

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



All images are for illustrative purposes only





4.0

Movement Plan

4.1 Movement Plan

Connectivity and permeability are fundamental principles in the organization and redevelopment of Oakridge. The current site, which consists of a monolithic building surrounded by a sea of parking, will be transformed into an urban mixed-use neighbourhood where mobility is enhanced by public transit, bicycles and shared vehicles & designed to evolve in response to the changing dynamic of vehicle ownership. There will be multiple access points through the site as well as clear and easy paths to access the roof-top New Park. The movement plan will advance the 2020 Greenest City Action Plan and Transportation 2040. It will reflect the City's transportation hierarchy of:

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



View of Existing Oakridge



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

4.2 Pedestrian Network

A network of ground level public spaces including the High Street and five plazas connect and align with city streets and lanes, and the Canada Line station, inviting pedestrians into and through the Oakridge site. The five plazas mark entries to the site and access to the roof-top New Park through a variety of grand stairs, terraces, escalators and elevators. A sixth gradual terraced access extends down to 45th Avenue. All accesses except the Cambie steps will provide a range of choices to serve all abilities. Entries into the site at the five plazas will be pulled into the centre to create exterior retail streets that transition seamlessly into the interior. One day and night access galleria will provide after-hours access through the mall creating direct pedestrian links to High Street and the surrounding community from the Canada Line station (Refer to Figure 5.3.3.3a). The galleria will connect with cross-mall accesses to form the main circulation loop of the ground floor mall. Multiple locations within the mall points will also provide vertical access to New Park. Meandering paths through the New Park will connect each of the access points. Secondary residential lobbies will connect to the pathway system of New Park allowing residents direct access to the park program, running track and community gardens.

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

-  Vehicular Connections to City Streets
-  Parking Access
-  Pedestrian Network
-  Street Network

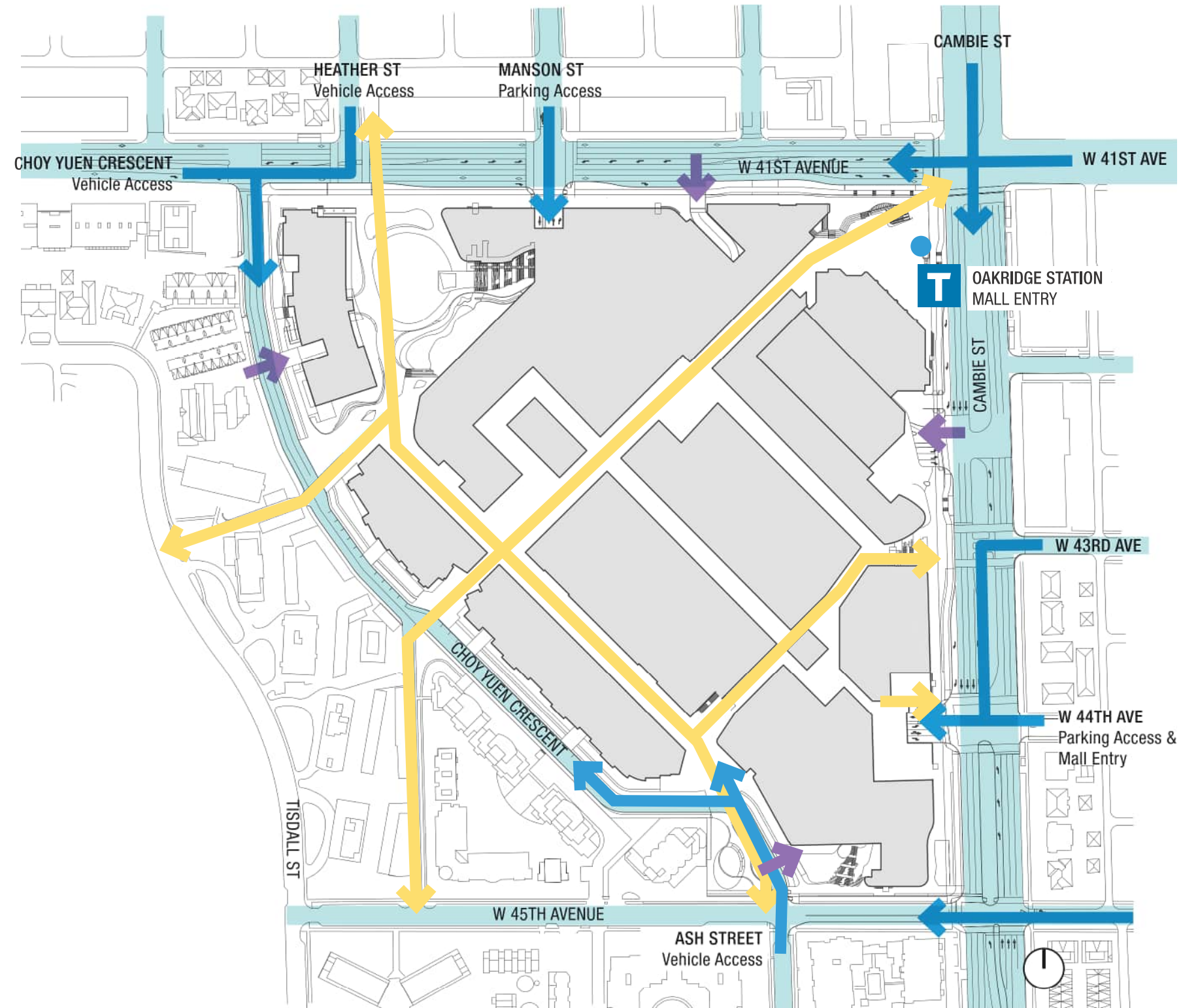


Figure 4.2a: Pedestrian Network at Grade

4.2 Pedestrian Network

The project re-establishes connections to the surrounding urban fabric, and integrates into existing pedestrian, bicycle, transit and traffic networks.

New full movement traffic intersections at Manson Street, 44th Avenue and Choy Yuen Crescent will facilitate parking access. New dedicated bicycle and pedestrian traffic lights at Heather Street and 43rd Avenue will be added. Openings into the site will align with existing lanes, acknowledging local pedestrian traffic patterns.

One day and night access galleria will provide after-hours access through the mall creating direct pedestrian links to High Street and the surrounding community from the Canada Line station (Refer to Figure 5.3.3.a). The galleria will connect with cross-mall accesses to form the main circulation loop of the ground floor mall.

- | | |
|-----------------------------|---------------------------------|
| ① Transit Plaza | ➔ Access from Grade to New Park |
| ② Cambie Street Steps Plaza | ➔ Connections to Neighbourhood |
| ③ Civic Centre Park | — 1-km Running Loop |
| ④ Upper Green | ■ Plazas |
| ⑤ The Meadow Gardens | ■ Parks at Grade |
| ⑥ The Commons | ⬆ Park Elevator Access |
| ⑦ The Woodland | |
| ⑧ Pocket Park | |

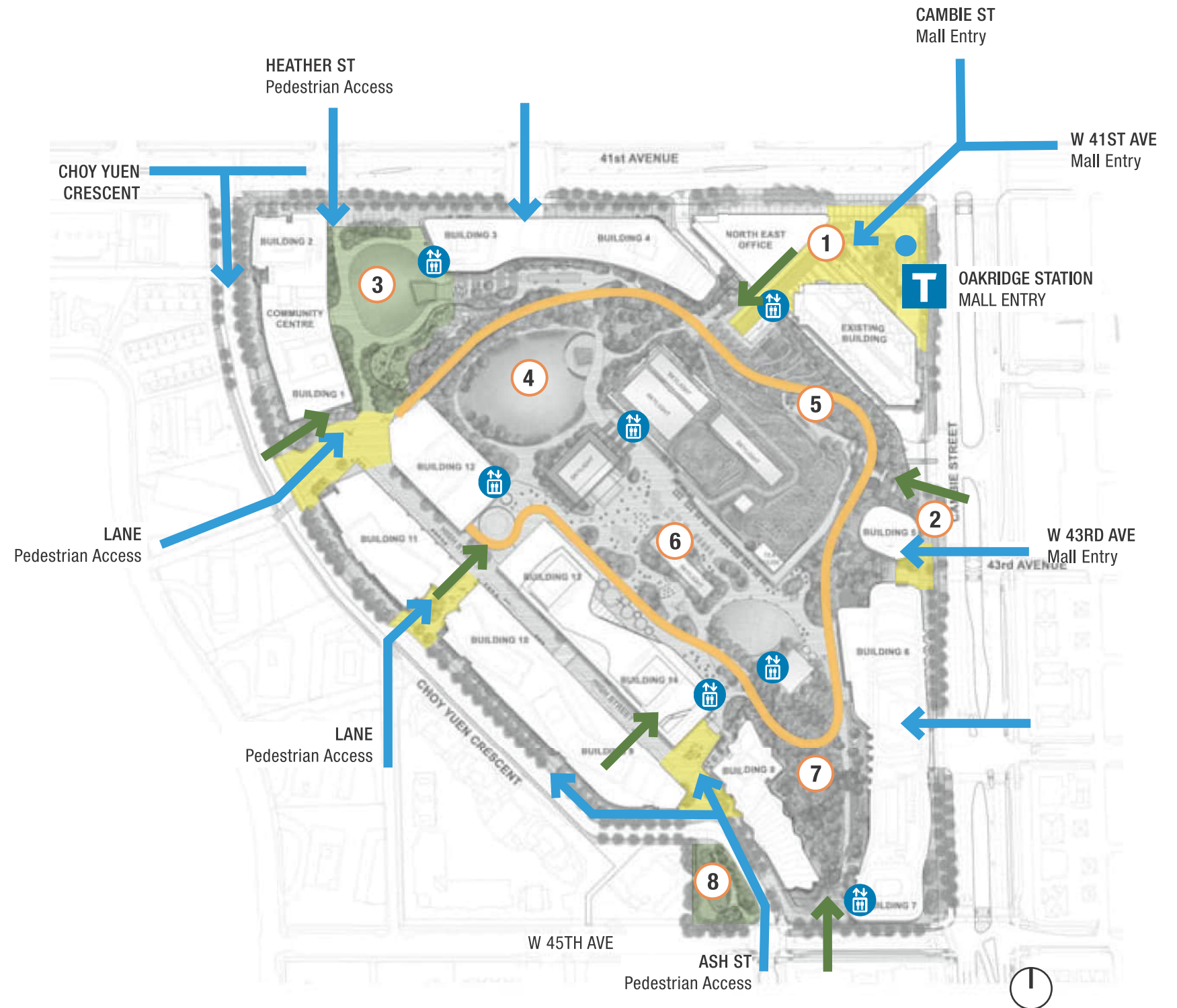


Figure 4.2b: Pedestrian Network at Park level

4.3 Cycling Network

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

Secure and supervised bicycle storage will be provided for residential, Civic Centre users, office, and retail staff. The bicycle storage will be a combination of 'State of the Art' bike silos which mechanically store and retrieve your bicycle from street level. Bike silos are a safe and convenient way of storing bikes designed to encourage cycling use. The proposed locations of the silos are preliminary and subject to revision during the design development process. Conventional bike storage will be accessed via a dedicated bike ramp to the first level of parking below grade or via bike elevators which connect to the appropriate underground storage room.



Bicycle Share On-Site



Bicycle Silo

- Existing Bike Route
- Proposed Bike Route

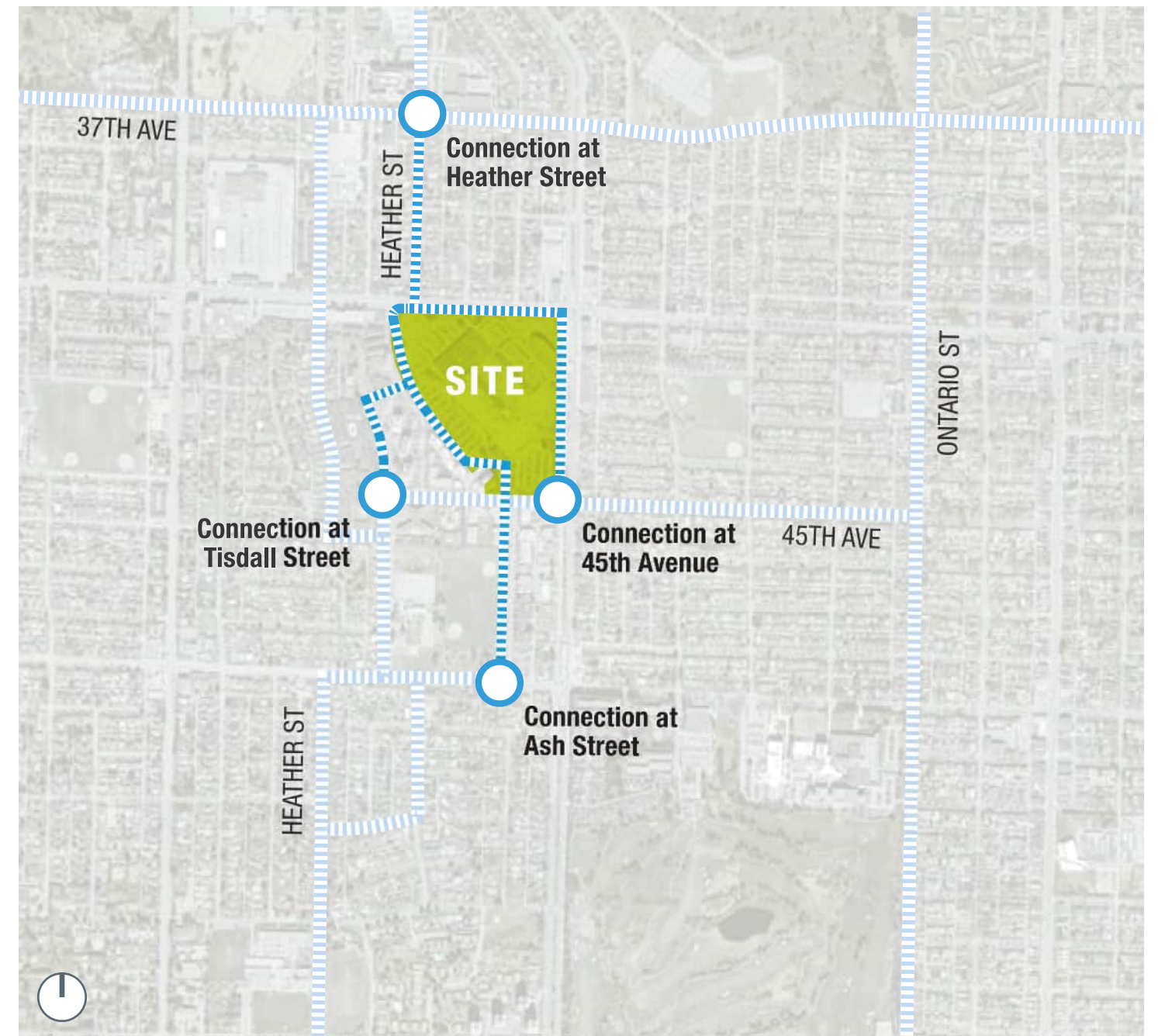


Figure 4.3a: Overall Plan showing bike connections to the city context

Not to Scale

4.3 Cycling Network

- Existing Bike Route
- New Bike Route
- Bicycle Share
- Bicycle Parking at Grade
- Bicycle Silo
- Bicycle Elevator
- Bicycle Ramp

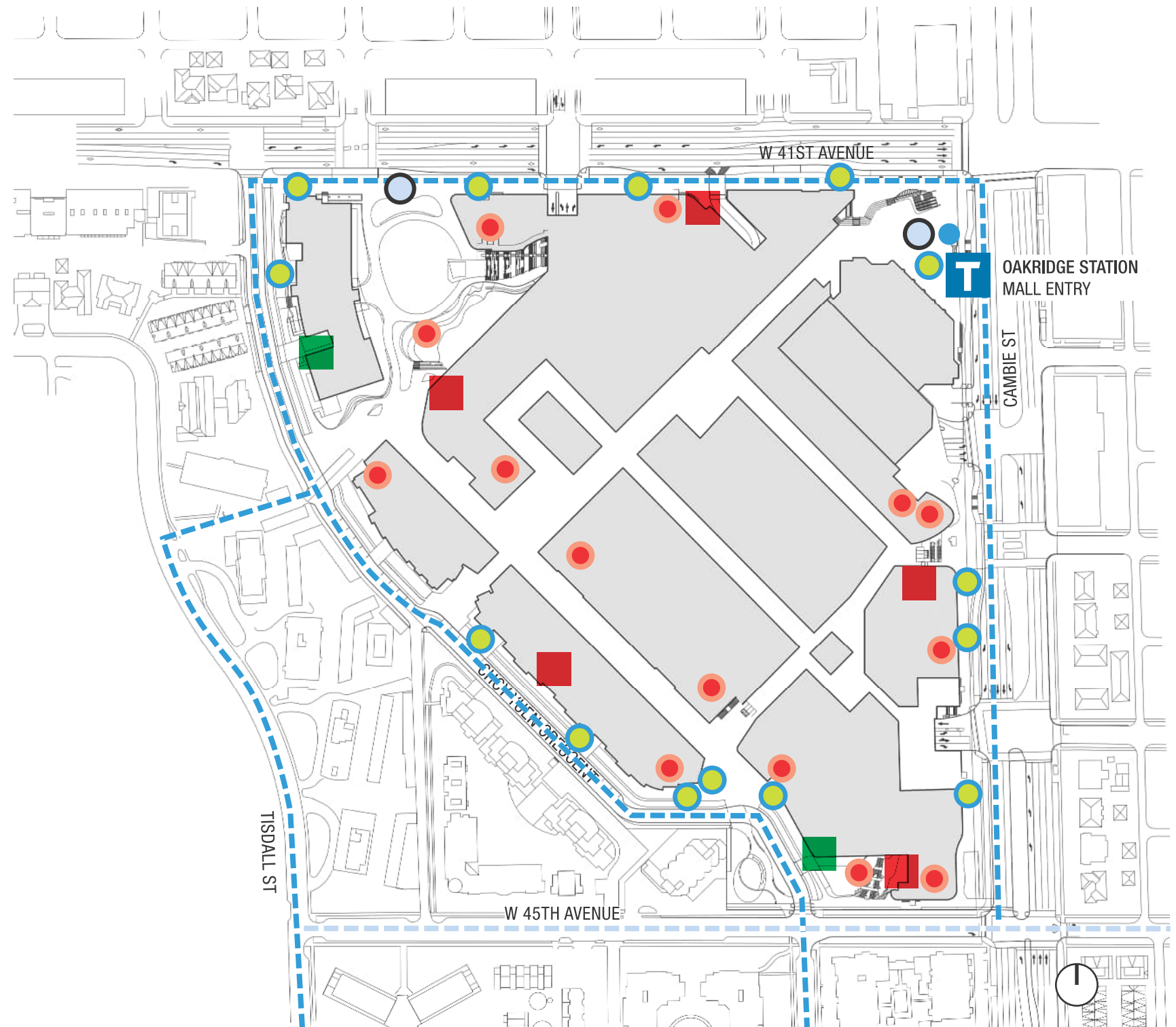


Figure 4.3b: Enlarged Plan of bike routes on Choy Yuen Crescent, 41st Ave and Cambie Street

Not to Scale

4.4 Transit Connections

The location of the Canada Line Station entry at the corner of 41st and Cambie is a key organizing element of the Oakridge master plan. Both the pedestrian and cycling networks are designed to facilitate access to and from this central destination and modal transfer point. For pedestrians connecting to transit, there are several routes through the park that are critical to creating an effective network and a permeable welcoming Centre. A day and night access galleria will provide transit hours access through the mall creating a direct pedestrian link to the Civic Centre and the community from the Canada Line station (Refer to Figure 5.3.7a).

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

4.5 Taxis and Shared Vehicles

Taxi and drop off zones should be considered for the Civic Centre. Residential taxi drop off could be on P1 at the mixing chamber drop-offs to provide service for individual residential towers.

The project will include a number of public car share vehicles as well as residential car share vehicles that can be used by Oakridge residents.

4.6 Vehicular Access & Private Vehicles

Parking will be mainly located below grade. Primary vehicle access points to Oakridge will continue to be on Cambie Street and 41st Ave, while the vehicle access at 45th Ave will be limited to residential and office guests. There will be three major points of access to the commercial underground below grade parking and loading and more shoppers will access the site from either 41st Ave or Cambie St. Truck access will be exclusively from Cambie St. Two underground parking accesses for residents will be accessed from 41st Ave and 45th Ave. An access point from Choy Yuen Crescent at the Civic Centre leads to its own parking field on Level P1a. Underground parking accesses on 41st and Cambie will be designed with careful consideration of the interface with pedestrian and cyclist movements, and will include the redesign of existing access points to eliminate diagonal crossings, curb cuts oriented to vehicular movement, and other elements left-over from the car-centric past of the mall.

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

The proposed residential car share service in conjunction with the project's strategic location together with the strategic location next to Oakridge Transit Station and the proposed B-Line service on 41st Avenue, and the nature of mixed use community with housing, employment, recreation and shopping opportunities all located together, it is expected that the overall residential parking demand can all be accommodated within the site with no reliance on parking out into the neighbourhood.



Vancouver Canada Line connects Oakridge to Downtown, the Airport & Richmond.



Residential Car Share will be Available