



DRAFT PRINCIPLES

- Provide and locate a broad mix of uses in a way that encourages multi-purpose trips, reinforces pedestrian accessibility and walkability, and encourages transit ridership and RAV usage.
- Provide a choice of convenient, highly amenable public ways and pedestrian connections to public transit stops and the RAV station.
- Design the RAV station and the area around it to be a safe, secure, bright and visible public place in the city, and a well integrated connection to Oakridge Centre and other destinations at 41st and Cambie.

EXISTING POLICY

- The City's land use and transportation policies encourage locating jobs near transit to increase transit usage and to reduce reliance on the private automobile. They also call for the creation of neighbourhood centres so people can work and shop within a short distance of home. Relevant policies include: *CityPlan, Central Area Plan, Vancouver Transportation Plan, and Downtown Transportation Plan*
- An enhanced transit system and improved traffic management. Arterial street system would continue to provide flexibility for an expanding transit system through the area.. - *Oakridge Langara Policy Statement*

Visitors: Approximately 9 million people visit Oakridge every year, of which 80 - 85 percent are Vancouverites. These figures are expected to increase with RAV. Ten percent of all visitors currently arrive by transit, compared with 30 percent at Metropolis in Burnaby.

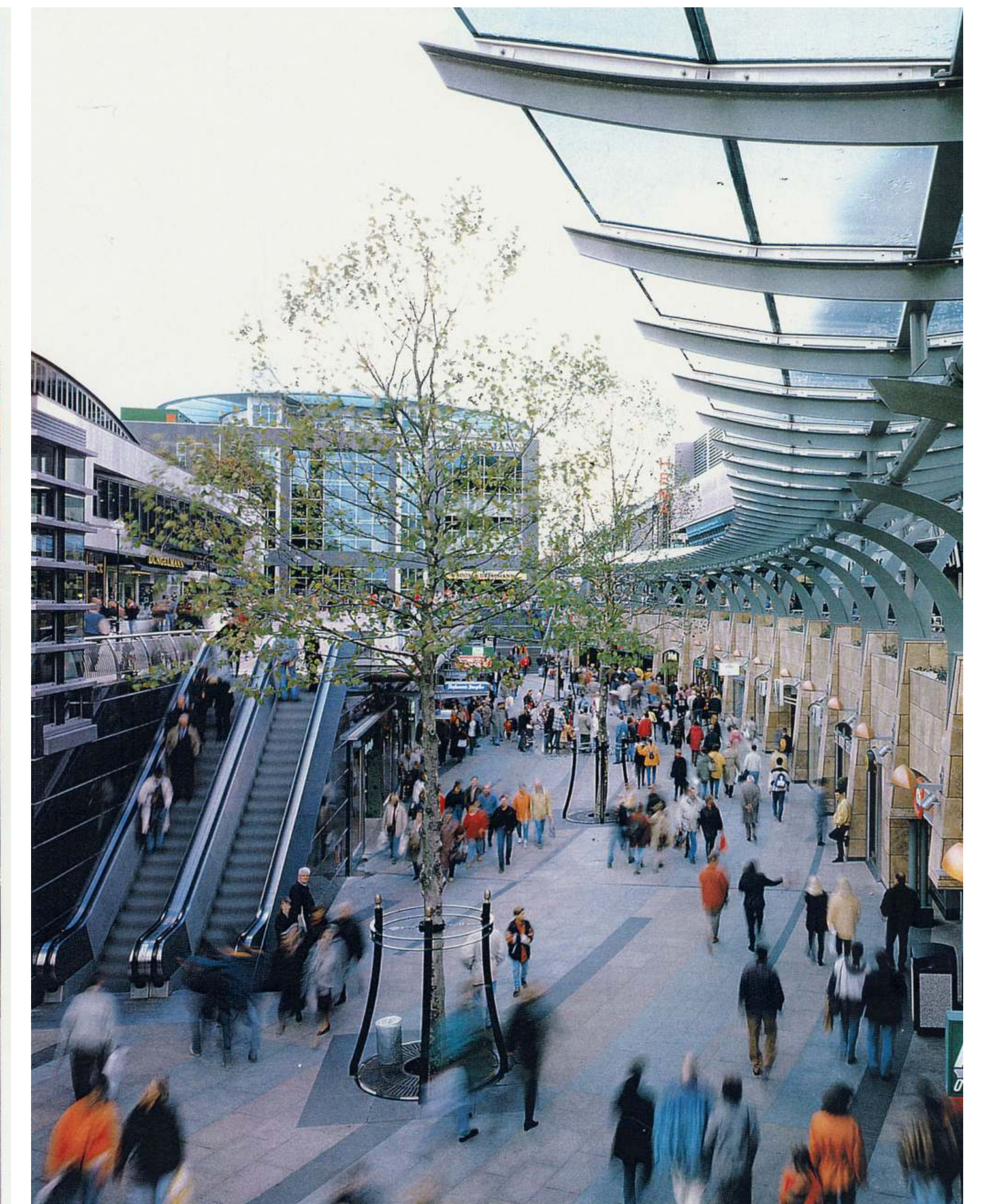
Workers: Approximately 3,000 people work in the shops, restaurants and offices at Oakridge Centre.

Residents: Over 8000 people currently live within a 10-minute walk of Oakridge Centre.

RAV: Projections for RAV ridership are 6,500 passengers embarking / disembarking daily at 41st and Cambie.



Pedestrian connections to transit



Transit around Oakridge Centre



PEOPLE'S IDEAS

- Potential for crime associated with the station is a concern. Active uses and good urban design is needed.
- Parking around the future station needs to be well thought out. People will park in the mall lots to take transit; if they do not park in the mall, they will park in the community.
- Direct underground access to the mall from the Station
- Access from residential areas to future RAV station should be convenient

THINGS TO THINK ABOUT...

- What will help make a safe, secure, and attractive station area?
- What should be a priority to be located at the RAV station?
- What are desirable access routes to the Station?

