

What We've Heard

- Respondents generally supported proposed access to the RAV station at the NW and SW corners of the 41st and Cambie intersection, but several suggested providing station access from all four corners of the intersection.
- Many respondents emphasize the need to consider safety and security at the proposed RAV station. Active 24 hour use at the station and in the surrounding area will help promote security.
- Some respondents also noted that there should be better bus service and coordination at the intersection of 41st and Cambie.
- Residents noted that it was important to be able to easily access RAV from residential areas and the mall. Suggestions included linking walkways and bike access in and around Oakridge to the RAV station.

Oakridge and Transit Oriented Design

Cambie Street and 41st Avenue will emerge as a key transit hub with the completion of the RAV transit line. Any expansion or redevelopment of Oakridge Centre will be assessed using *Transit Oriented Design Principles*.

Transit Oriented Design Principles

- **Station Location & Design:** Must maximize convenience for transit users. Integrate connections between transit transfer points.
- **Active Uses:** Concentrate development and activity around the new station to provide active uses to make it a safe and secure.
- **Pedestrian Comfort:** provide weather protection.
- **Wayfinding:** Maximize the visibility of the station entrance to pedestrian traffic at Cambie and 41st.



Draft Concept



- Improve linkages and more alternative modes will promote people living in the area to walk, bike, and to take transit.
- New housing within a 5 minute to RAV and bus connections will allow more people to connect to transit.
- Mix of uses and the addition of more neighbourhood servicing uses will encourage people living nearby to shop locally for daily needs.



Transit around Oakridge Centre



Facts

- Motorized vehicles account for nearly 40% of greenhouse gas emissions in our region.
- Over 9 million people visit Oakridge every year, of which 80 - 85 percent are Vancouverites. 10% of all visitors arrive by transit, compared with 30% at Metrotown.
- Approximately 3,000 people work at Oakridge Centre.
- Over 8000 people live within a 10-minute walk of Oakridge Centre.

Existing Policy

CityPlan, Central Area Plan, Vancouver Transportation Plan, and Downtown Transportation Plan

- 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.

Questions

- Do you think the draft Concept will help improve transit rider ship?
- Are there any other suggestions to improve linkages and connections to the RAV station and bus depot areas?

