

**TransLink**

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South Coast British Columbia
Transportation Authority

July 10, 2018

City of Vancouver
City Clerk's Department
435 West 12th Avenue, Third Floor
Vancouver, BC V5Y 1V4

Attention: Darren Lee, Project Facilitator

Dear Mr. Lee:

Re: Development Permit Application DP-2018-00166 for 650 West 41st Avenue (Oakridge Centre)

The City of Vancouver is considering a Development Permit Application request for Oakridge Centre to add more than 3.7 million additional square feet of residential, commercial and civic uses at the intersection of 41st Avenue and Cambie Street. The site is served by the Oakridge-41st Avenue Canada Line SkyTrain Station and frequent bus services on Cambie Street and 41st Avenue.

In lead up to the City's consideration of this application at the July 23, 2018 Development Permit Board meeting, TransLink would like to advise that the proponent has been engaged in TransLink's Adjacent and Integrated Development ("AID") program. In the proponent's Pre-DP Application Plans – UDP Edition dated May 16, 2018, Section 7.5 pertains to the Transit Plaza and notes:

"... A large civic style canopy covers the plaza and is visible from the major traffic arteries. A restaurant below grade connected to the station is proposed as well as an additional stairway connecting to the plaza...."

The plans also appear to show a rebuilding of the station house and a variety of vertical circulation and plaza changes including open areas below the canopy into the TransLink concourse.

On May 28, 2018, the proponent provided these plans to TransLink and advised of the evolving concept design and their desire to pursue concourse level integration.

In a preliminary review of the proposed physical alterations to our assets, with respect to the drawings provided at that meeting, we advised that while we are open to considering integration options, any potentially acceptable integration design would also need to:

- be secured at grade as well as from the proposed integration access point;
- resolve TransLink Building Code and fire separation requirements so that emergency exiting requirements associated with the development are not channeled through any of the station vertical circulation elements; and
- provide an electrical and mechanical capacity review to access any residual capacity and/or what additional provisions may be required to support the added infrastructure.

The proponent and TransLink have been working toward developing a mutually acceptable concept for possible station integration and the proposed Transit Plaza improvements. At this time, however with respect to the proposed Transit Plaza and integration concepts, TransLink is not in a position to support the proposal as presented in the DP Application Plans, given that concept agreement has not yet been achieved.

As also identified in TransLink's letter to the City dated March 10, 2014 (attached), the redevelopment of Oakridge Centre is expected to impact the capacity of Oakridge-41st Avenue Station and necessitate station improvements, given that this station is not designed to meet the increased demand projected to result from the redevelopment. While our current approved Investment Plan does not specify funding for upgrades to Oakridge-41st Avenue Station, the provision of station improvements to meet increased demand needs to be addressed before TransLink can be in a position to support the proposed application.

Given the above, TransLink will follow up with both the City and the proponent to engage on these issues, including funding for potential improvements to Oakridge-41st Avenue Station. We look forward to working with the City and the proponent to advance a mutually supported outcome for this significant redevelopment.

Sincerely,



Glen Bury
Development Manager, TransLink Real Estate Programs & Partnerships

CC Guy Akester, Director, TransLink Real Estate Programs & Partnerships
Sarah Ross, Director, TransLink System Planning, Transportation Planning & Policy
John Cordonier, Vice President, Development, QuadReal
Lon LaClaire, Director of Transportation, Engineering Services, City of Vancouver
Anita Molaro, Assistant Director of Planning, Urban Design & Sustainability, City of Vancouver



TransLink
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March 10, 2014

South Coast British Columbia
Transportation Authority

City of Vancouver
City Clerk's Department
435 West 12th Avenue, Third Floor
Vancouver, B.C. V5Y 1V4

Dear Mayor and Council,

Re: Rezoning Application for 650 West 41st Avenue (Oakridge Centre)

The City of Vancouver is considering a request to rezone Oakridge Centre to add more than 3.7 million additional square feet of residential, commercial and civic uses at the intersection of 41st Avenue and Cambie Street. The site is served by the Oakridge-41st SkyTrain Station and frequent bus services on Cambie Street and 41st Avenue.

During the rezoning application, TransLink worked with City of Vancouver staff and the proponent to study the impact of development on the station. This letter describes the Canada Line's capacity to meet future ridership demand and identifies the scope and cost of the needed upgrades to Oakridge Station to accommodate projected growth.

Background

TransLink is Metro Vancouver's regional transportation authority, and is responsible for planning and managing the region's transportation system for both passenger and goods movement. As described in our earlier correspondence, TransLink co-manages and co-funds the Major Road Network (MRN) along with municipalities in Metro Vancouver, and is also responsible for regional transit, cycling and commuting options, and the AirCare air quality program.

As outlined in the Regional Transportation Strategy Strategic Framework, TransLink is generally supportive of development focused around frequent transit consistent with the Regional Growth Strategy. This type of development encourages people to drive less and walk, cycle and take transit more and is critical to achieving regional goals.

Canada Line has been a successful transit investment since service started in August 2009 with ridership growing to 120,000 boardings on an average weekday. The rapid transit line is designed to accommodate many decades of future growth in transit use. TransLink is currently conducting a review of Canada Line to determine the current and future service and infrastructure needs of the system. The outcome of the review will be used to identify a strategy and implementation plan for future investment in Canada Line.

The capacity of the line and individual elements at stations are considered when assessing the capacity of a rapid transit system to meet future demand. The capacity of the Canada Line and Oakridge-41st Station are assessed in detail below.

Canada Line Capacity and Meeting Future Demand

Line capacity is defined as the people carrying capacity of the system during the peak hour. With its current fleet of 16 2-car trains operating every 3:20 minutes, Canada Line can carry 6,100 passengers per hour per direction (pphpd). At its busiest point, the line currently carries about 5,500 pphpd during the peak hour in the peak direction. Variation in demand over the peak hour results in crowding and some pass-ups.

Canada Line is designed to ultimately accommodate much higher passenger volumes than it currently carries. System capacity can be expanded by increasing train frequency and train length along with associated upgrades at stations and supporting systems. Through these measures, the design capacity of the system can be expanded to 15,000 pphpd.

Ridership forecasts for 2045, including City of Vancouver's estimates for growth along the Cambie Corridor and further development in Richmond Centre, indicate that the peak hour demand for Canada Line could reach 9,000 to 10,000 pphpd. This demand is well within the system design capacity and can be accommodated through adjusting service plans and upgrades as demand warrants and funding allows.

Oakridge – 41st Ave Station Capacity Upgrades and Costs

Oakridge-41st Ave Station is Canada Line's 6th busiest station and is currently used by an average of 16,000 passengers on an average weekday. The proponent's transportation consultant worked with City staff and TransLink to assess the ability of station elements – stairs, escalators, faregates, passageways and platforms – to accommodate passenger flow through the station¹. Today, all station elements accommodate passenger demand within TransLink's level of service guidelines for transit passenger facilities. The proponent's transportation consultant developed future forecasts of passenger demand to assess station conditions should Oakridge Centre be rezoned.

The assessment of the future station conditions found that without modification, some station elements would experience crowding and provide sub-standard level of service upon completion of the initial phase of redevelopment. To avoid crowding and accommodate the additional ridership generated by the Oakridge Centre rezoning the following station improvements are recommended:

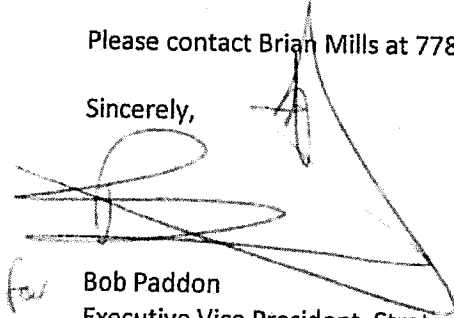
- Addition of 2 escalators between street level and concourse.
- Expansion of the station house by approximately 5 metres to facilitate the addition of escalators.
- Addition of 5 faregates.
- Finishing the inbound and outbound platforms to 50 m.

¹ *Oakridge Centre Rezoning: Transportation Assessment report, Bunt & Associates, October 25, 2013*

The estimated cost for these upgrades is \$7.7M. Funding for upgrades to Oakridge-41st Station is not identified in TransLink's 2014 Base Transportation and Financial Plan covering a funded 3-year period and 10-year outlook.

Please contact Brian Mills at 778-375-7721 should you have any questions or wish to discuss further.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to be 'Bob Paddon', is written over the word 'Sincerely,' and extends into the typed name below.

fw
Bob Paddon
Executive Vice President, Strategic Planning and Public Affairs

