

Rethinking Transportation

We have some innovative ideas about a local transportation sharing network. A car share and a bike share could mean that future residents would not need to own either a car or a bicycle.

Transportation planning is key to the success of Oakridge Centre. We will build on the popularity of the Canada Line and use the proximity of a rapid transit station to encourage the public to rethink their use of the automobile.



Canada Line Upgrades

Pursuing upgrades to the Canada Line station and plaza to ensure the design of the new Oakridge Centre encourages and optimizes transit use.



Reduced Parking Count

A substantially reduced parking count for the residential component compared to typical developments and a one-third lower commercial parking ratio than exists today.



Residential Car Co-Op

To supplement the transportation options of Oakridge residents who choose to live car-free, a private "car co-op" to provide access to vehicles when needed.



Bike Share Program

A bike share program for residents coupled with a bike for residents and visitors to encourage increased cycling.



Improved Bike Routes

Significant improvements to the designated bike routes that pass by or through Oakridge.



Traffic Calming

Traffic calming measures on New Street designed to provide access to the perimeter residential buildings and to serve as a buffer between the existing neighbourhood and the development while removing the option to short-cut across the site.



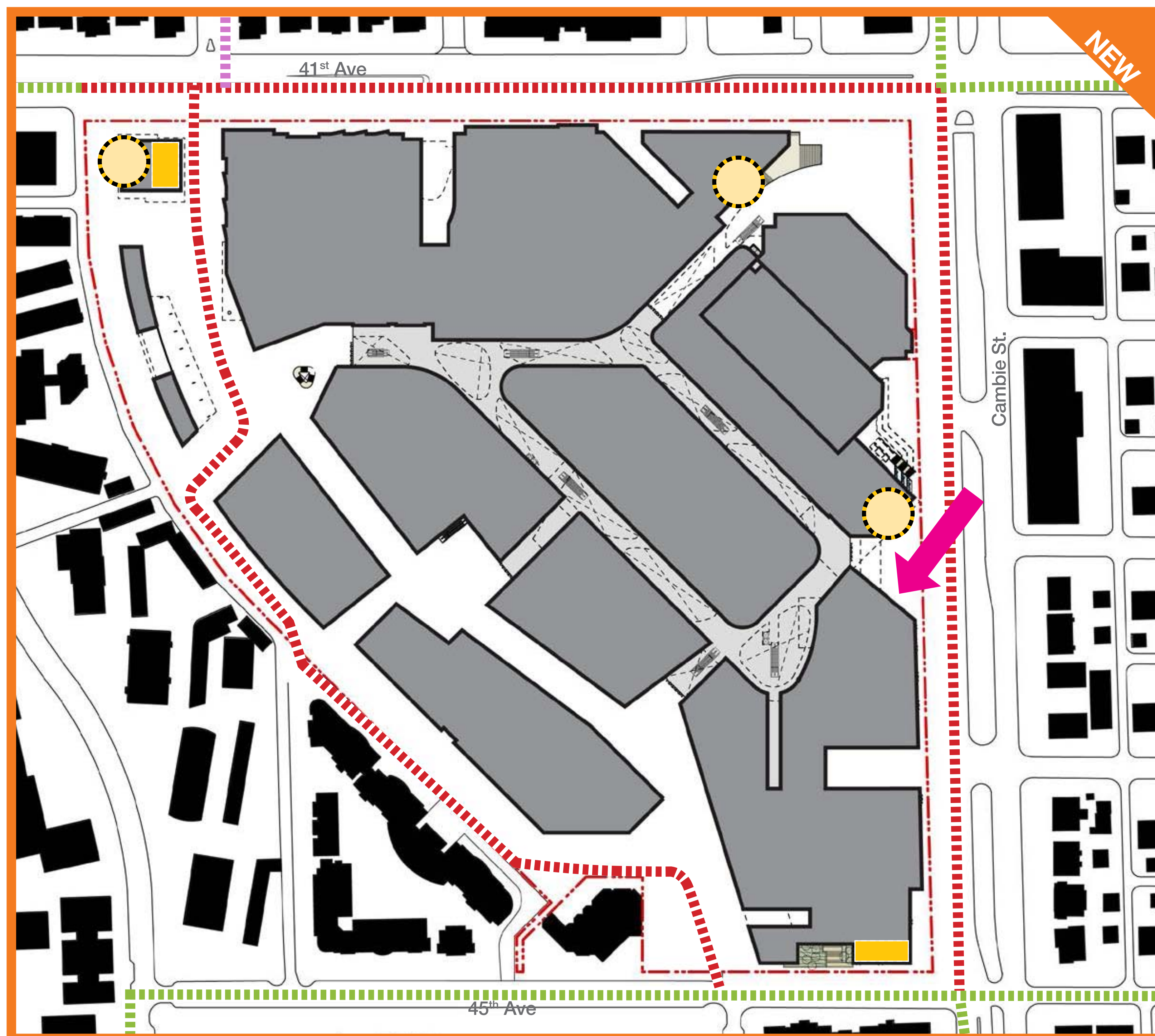
Efficient Parkade

An efficient, high-ceilinged and easily navigable parkade.

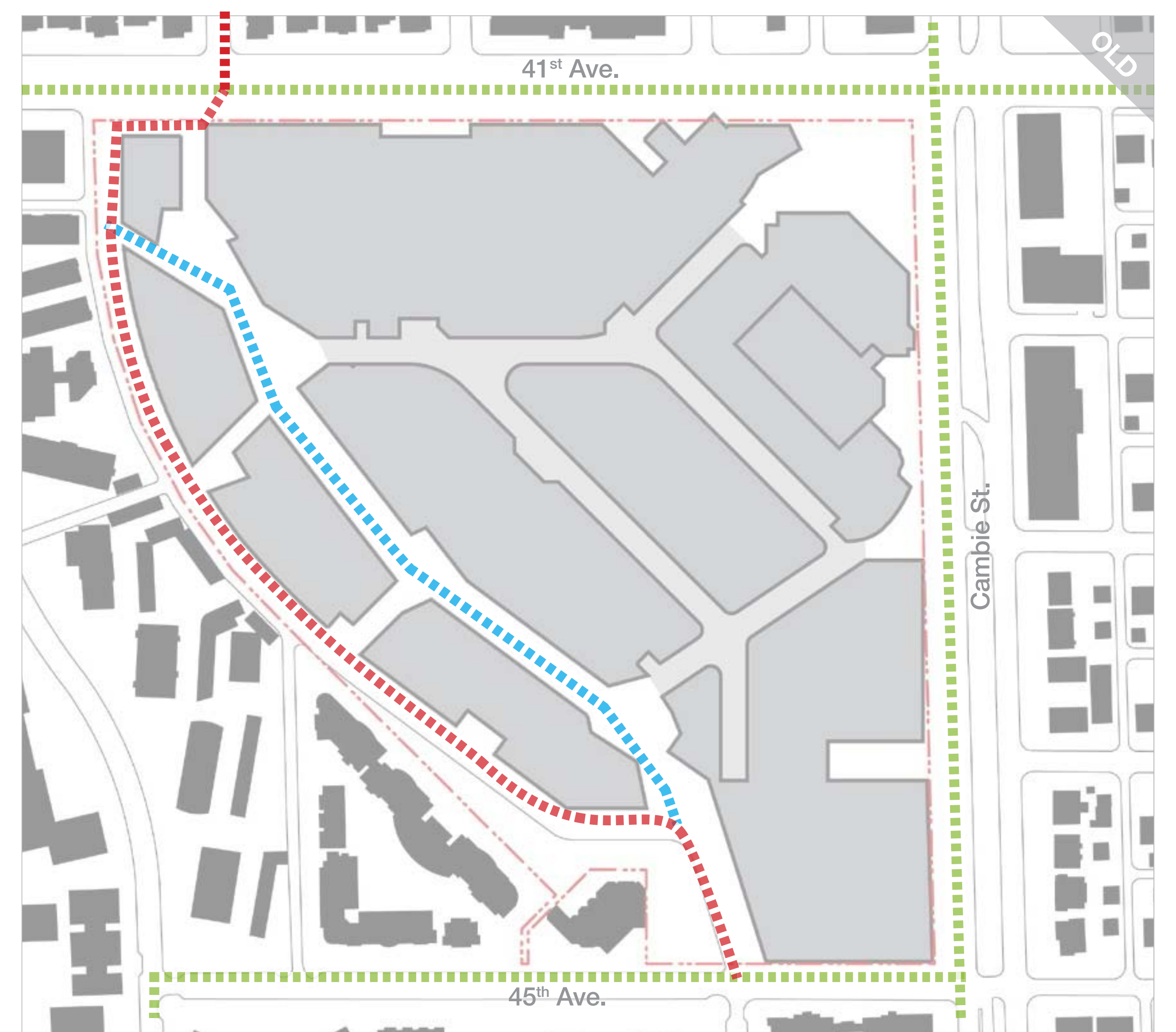
Bicycle Strategy

Introducing bicycles into the daily routine of visitors and residents of Oakridge is a priority. **Enhanced bicycle access to and through the site** will be created to encourage bicycle use for all ages and activity levels.

NEW PROPOSAL



Previous Proposal



Bicycle Strategy Legend

- Proposed Dedicated Two-Way Bicycle Route
- Proposed Informal Bicycle Route
- Proposed Extension of Heather St Bicycle Route from 37th Ave
- Existing Bicycle Route
- High-Speed Residential Bicycle Elevator from Grade to P4
- Commercial/Office Bicycle Parking Access to P1 Mezzanine
- Possible Bicycle-Focused CRU (retail/rental/service)

Providing **secure bicycle storage** for guests and users of the retail, office and amenity spaces was one of the most important cycling issues identified during public consultations.

Commercial and Office Bicycle Storage

The majority of the 570 bicycle stalls will be located in a secure P1 mezzanine bicycle parking area. This area will be secured and easily accessible for the major bicycle routes. There is an opportunity for additional parking at a bicycle-focused retailer at Oakridge Centre.

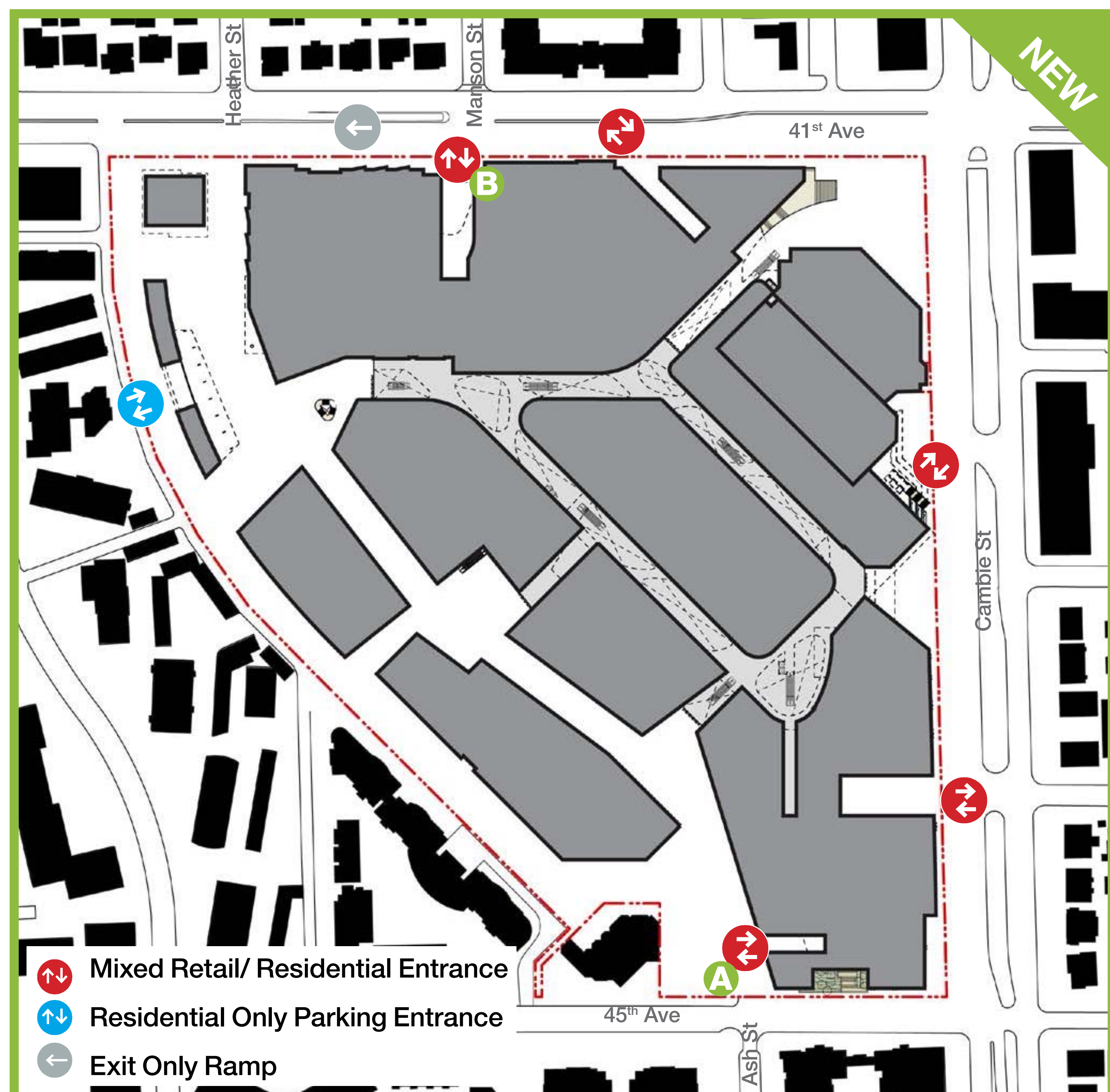
Residential Bicycle Storage

The +/- 3500 bicycle stalls will be accommodated with in-suite storage and three direct elevator-accessed storage facility on P4.

Parking

To make Oakridge more pedestrian friendly, retail and residential vehicle access were moved underground.

NEW PROPOSAL



Previous Proposal



A 45th Ave Parking Entrance Relocation

To reduce the traffic congestion and conflicts on 45th Ave, one of the parking entrances was relocated to New Street. Along with the creation of a real intersection at Ash St, West 45th will be a safer and more usable city street.

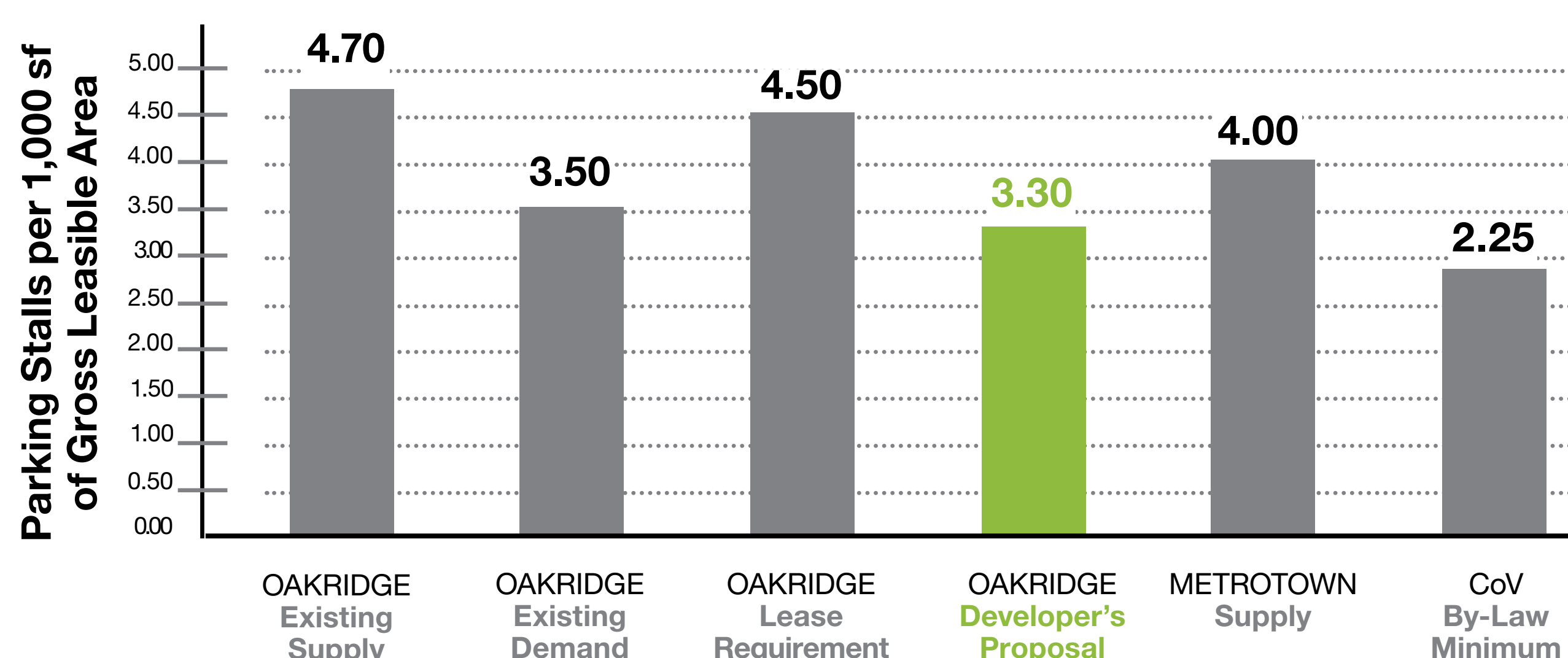
B Heather St Parking Entrance Relocation

To reduce conflicts between pedestrians, cyclists and automobiles, the parking entrance at Heather St was relocated to Manson St.

Both retail and residential parking ratios are significantly less than typical developments in Vancouver.

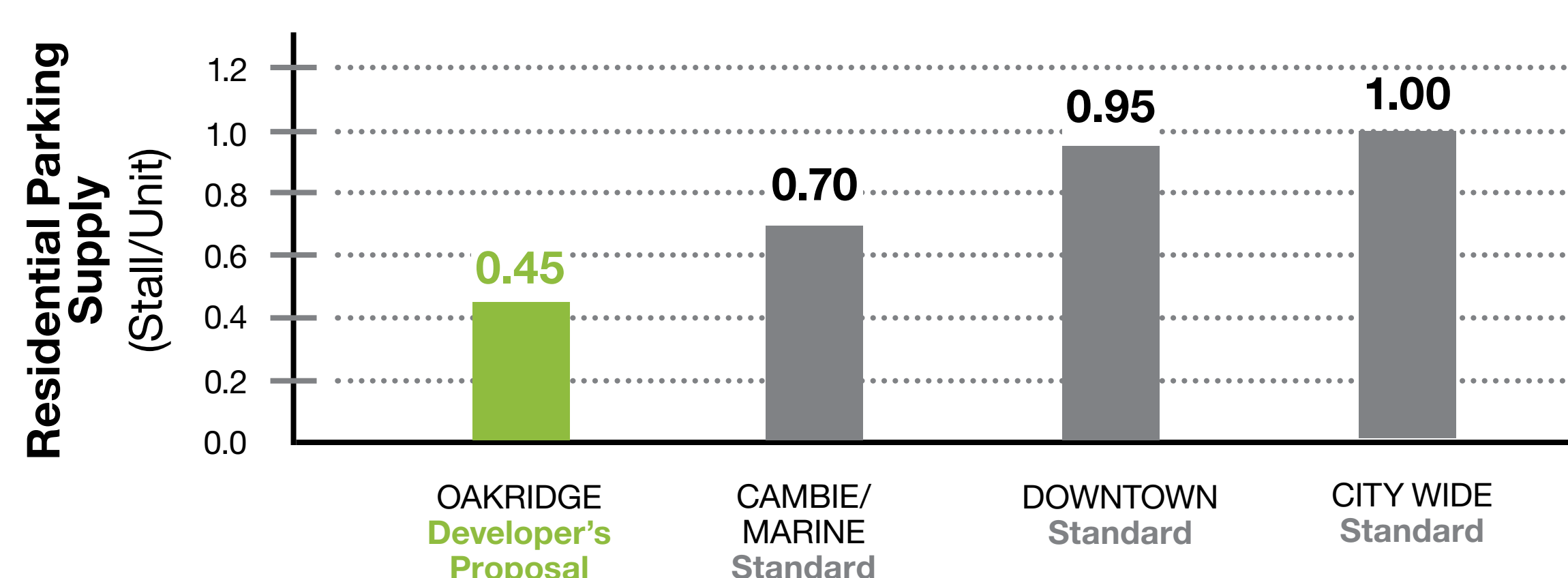
Commercial/Office/Amenity Parking Ratio

There has been a dramatic shift in the way that people are arriving to Oakridge Centre since the Canada Line has been operational. This trend is likely to continue reducing the need for traditional car parking.



Residential Parking Ratio

With more than half of the residential units having little to no parking stalls, an effective car co-op, bicycle share program, amenities and shopping within walking distance, and increased use of public transportation will radically shift how people move to and from their homes.



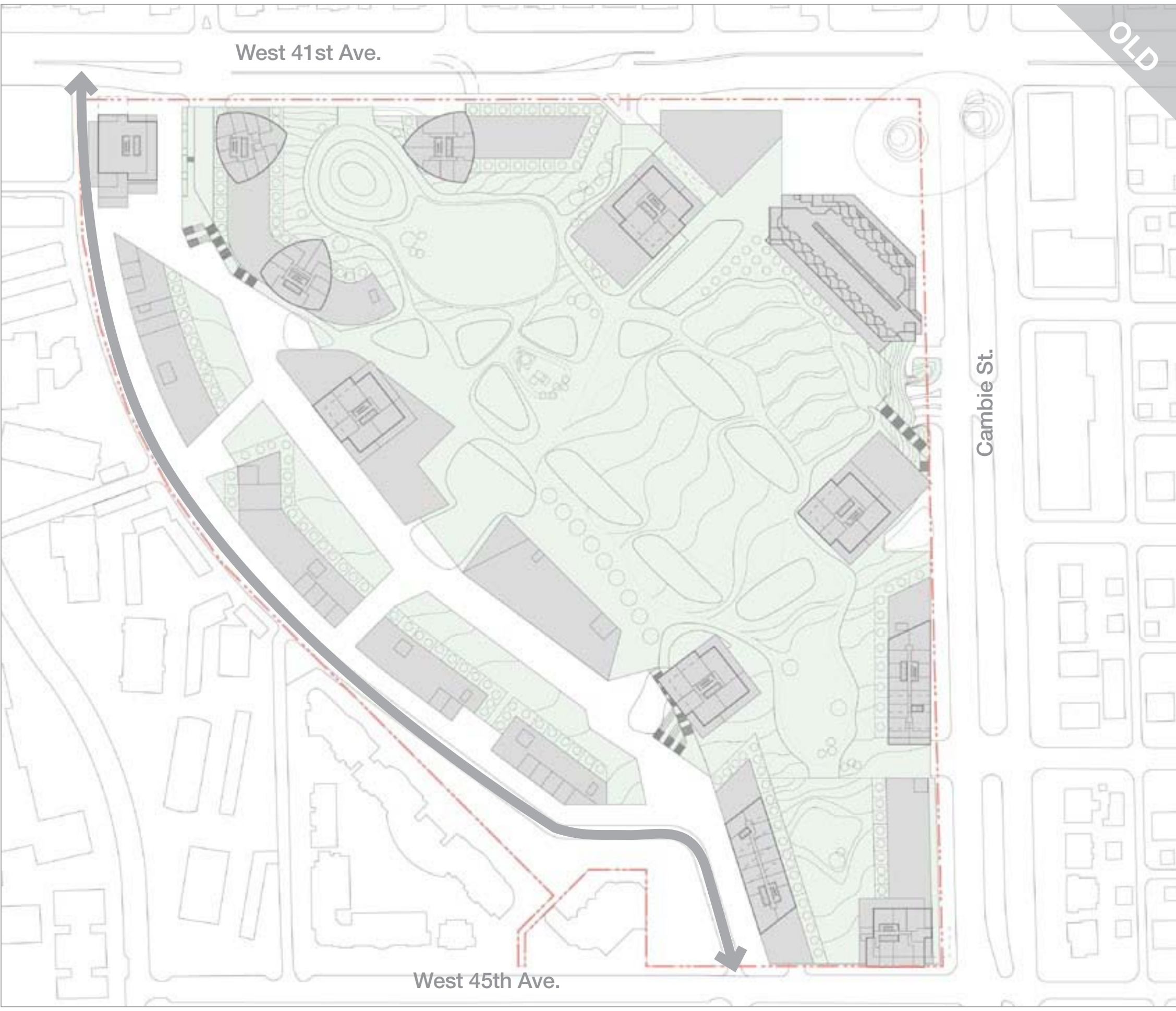
New Street & Increased Commons Connectivity

Reconfigured New Neighbourhood Street

NEW PROPOSAL

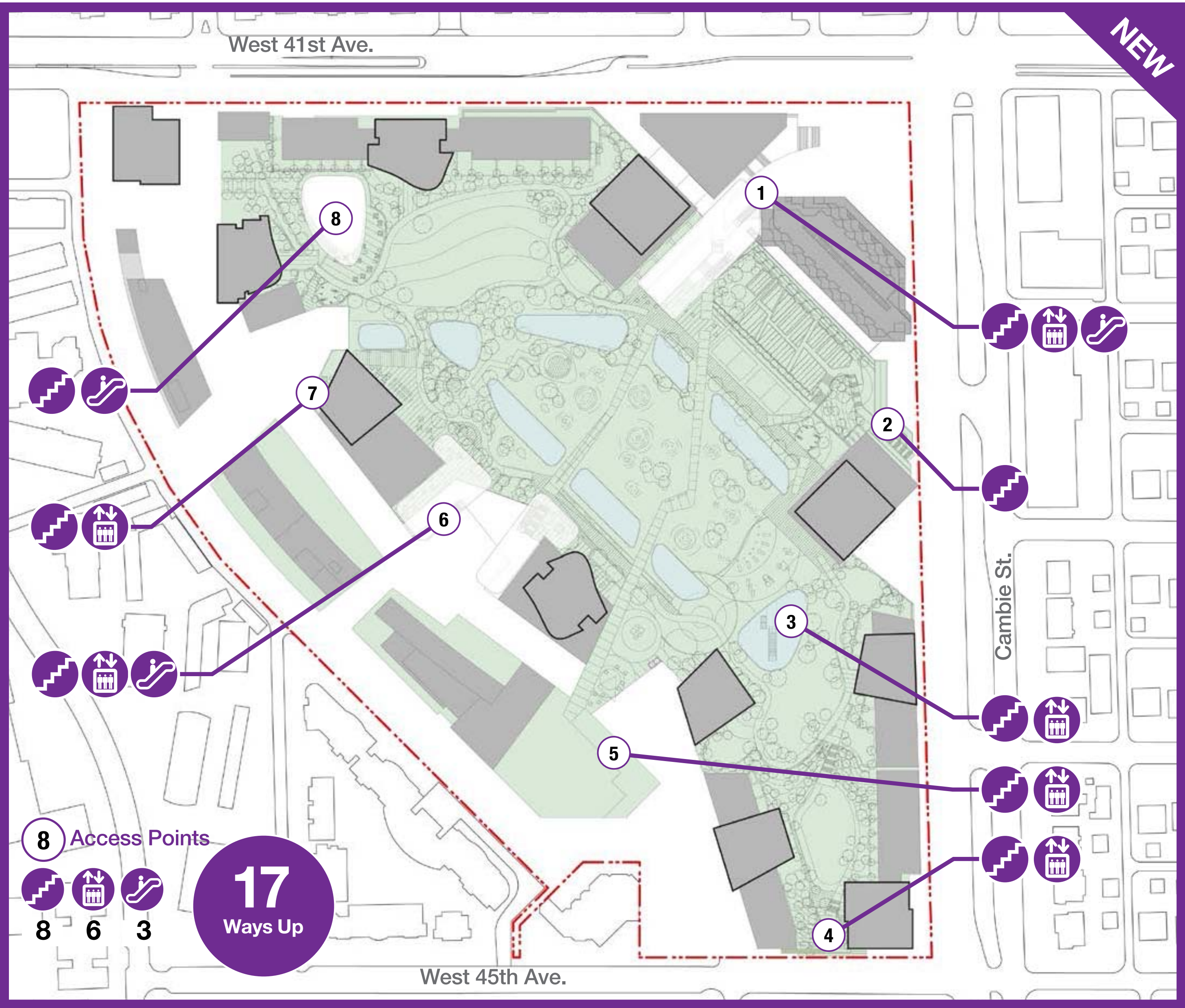


Previous Proposal

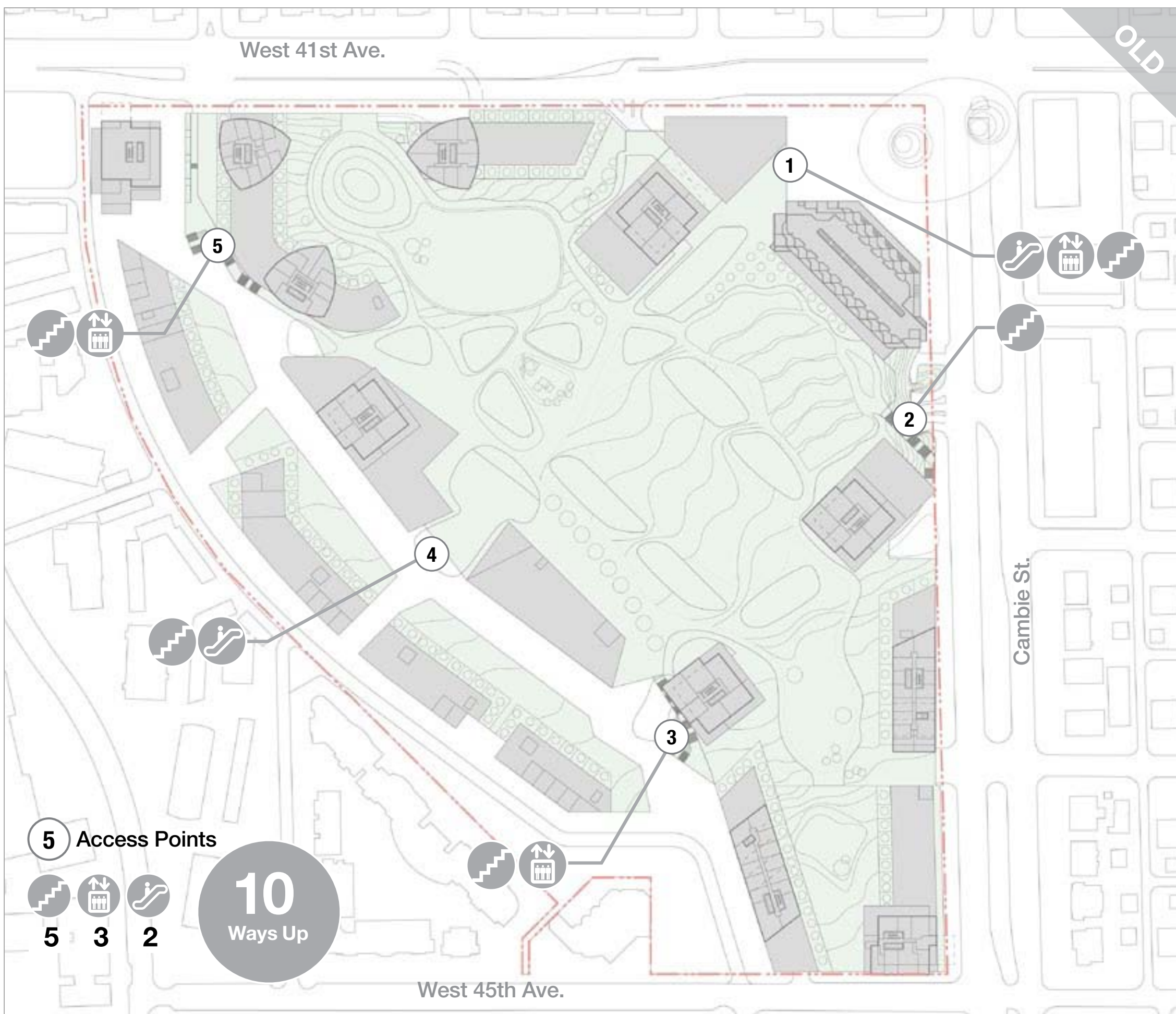


Increased Access Points to Oakridge Community Commons

NEW PROPOSAL



Previous Proposal

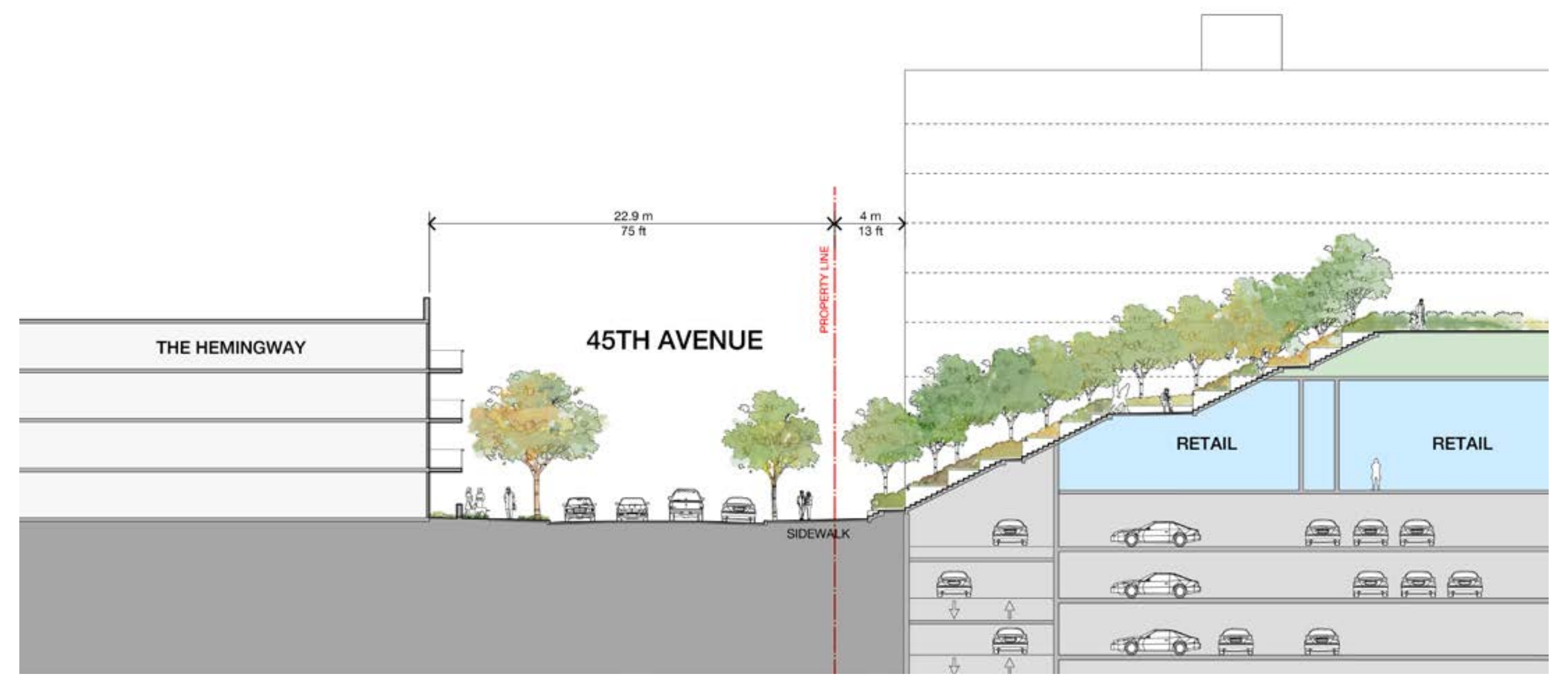


Streetscapes

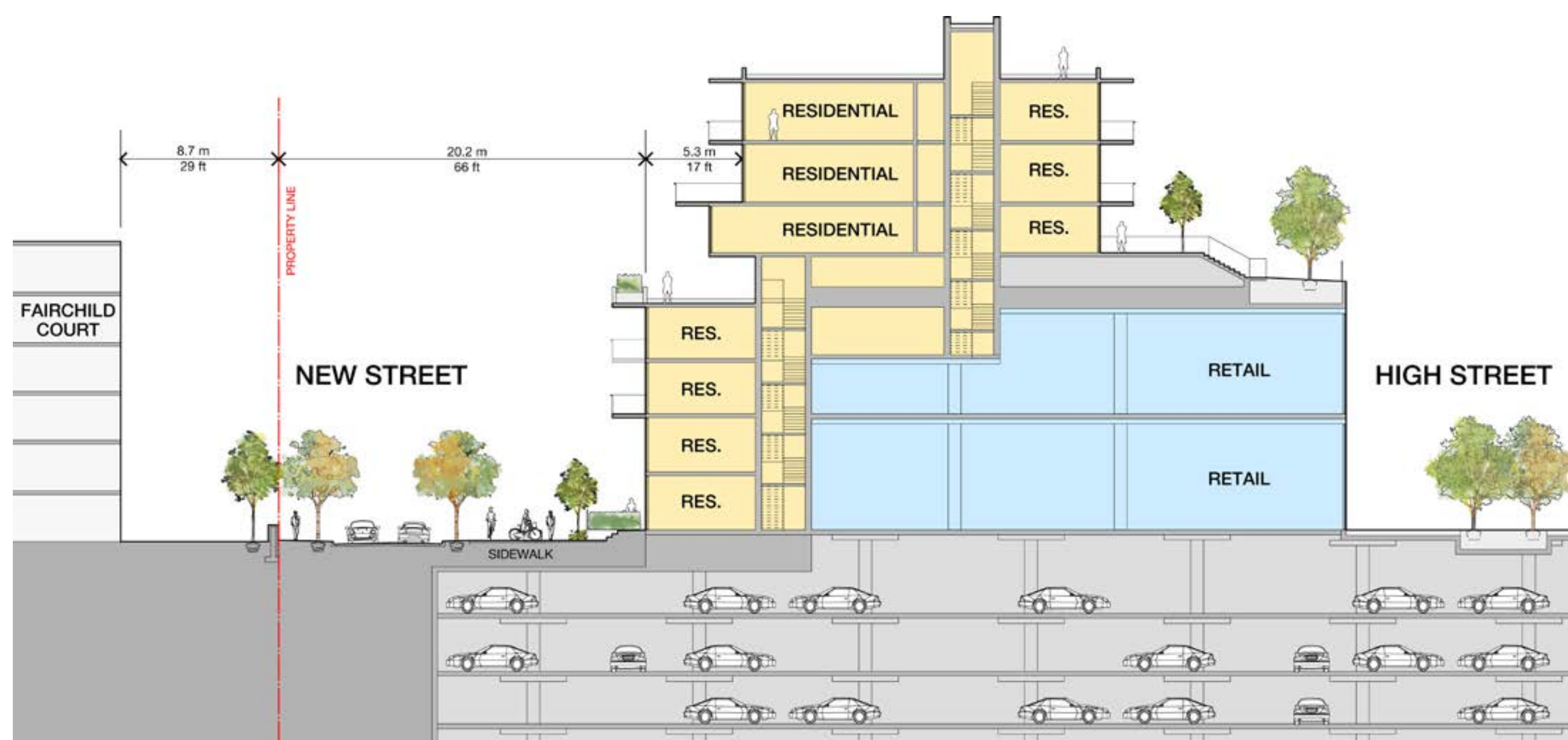
The relationship between adjacent streets and neighbouring buildings were important factors influencing height and massing of the proposed buildings.



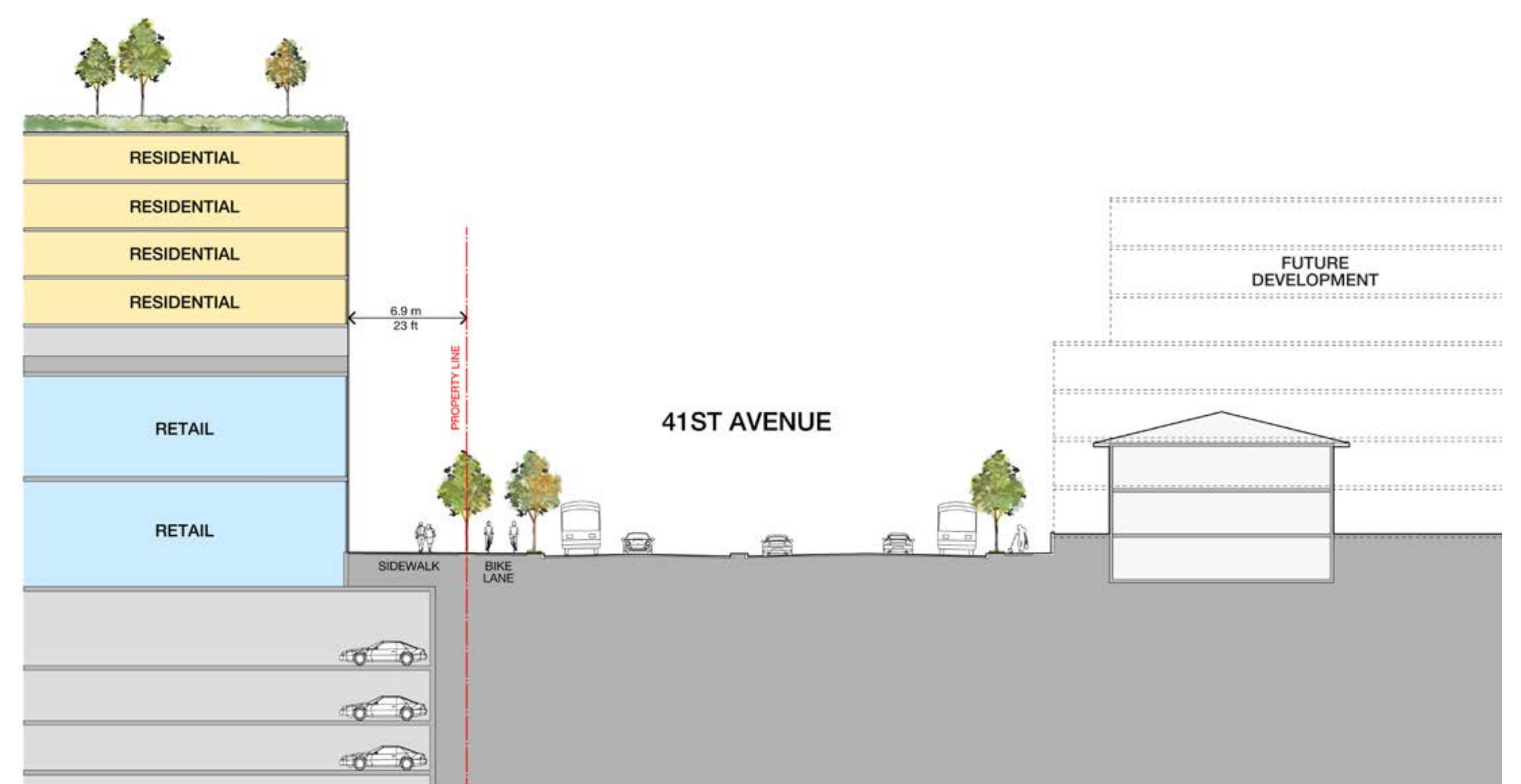
A Section at Cambie Street



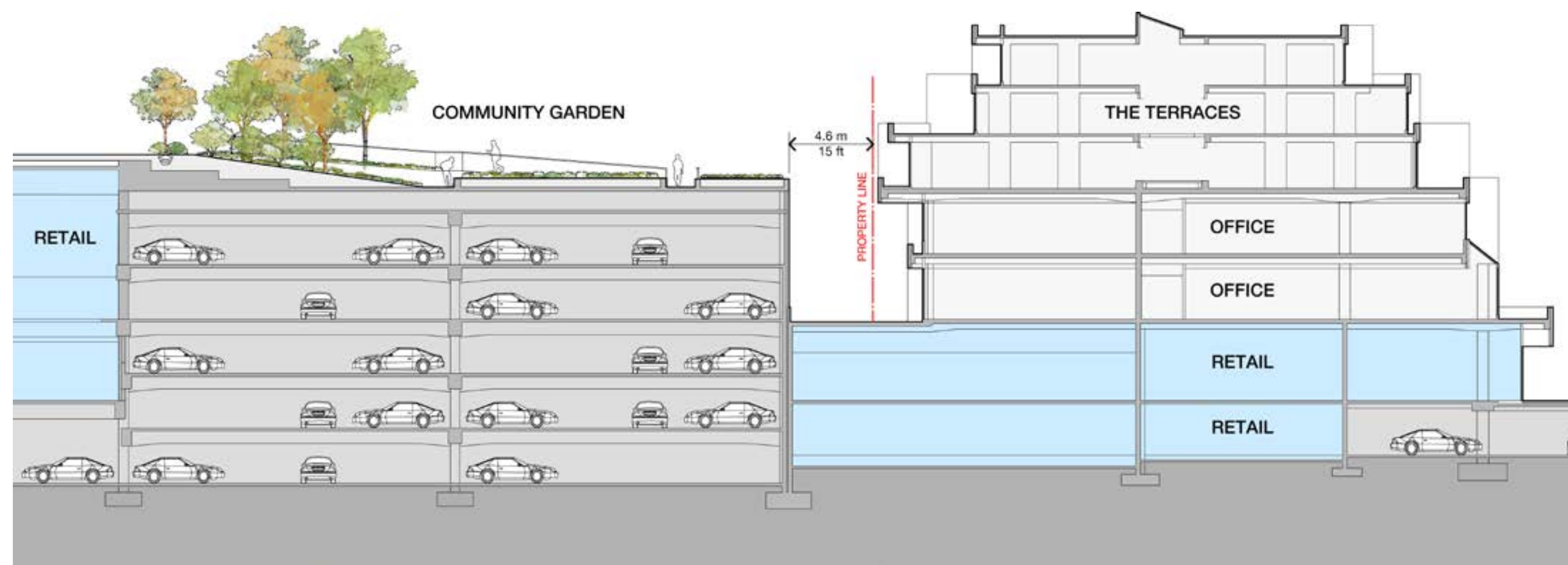
B Section at 45th Avenue



C Section at New Street



D Section at 41st Avenue



E Section through Transit Plaza

