How can we rethink transportation for this site?

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.

Average Annual Cost of Owning a Car: $8,884
Based on 18,000 kms of driving per year
Based on Canadian Automobile Association 2010 Driving Costs $1.30/L

Value Depreciation $3,615 or 20¢/km
Auto Insurance $1,913 or 11¢/km
Financing Charges $699 or 4¢/km
License & Registration $112 or 1¢/km
Fuel Costs $1,818 or 10¢/km
Maintenance & Repair $627 or 5¢/km

Canada Line Success
The success of the Canada Line has shown that given the opportunity, people will choose to use transit. The Canada Line’s success as a transit hub can also help facilitate the expansion of transit to other areas of the city.

From the Translink Webpage:
Some media reports are indicating that the Canada Line is “nearing capacity”, as daily ridership levels climb closer to the 100,000 mark. This is certainly a milestone that has been reached much sooner than originally projected, but it is nowhere near the capacity of the system. 100,000 rides a day is considered a milestone in that it is the financial break-even point for that service: the point at which fare revenues cover operating costs.

- 100,000 rides per day equates to about 5,000 rides per hour
- The Canada Line can handle 15,000 rides per hour at the current service levels.
- During the Olympics, the line often had all 20 trains in operation and easily handled over 200,000 riders per day.

Reducing parking

To make Oakridge more pedestrian friendly, vehicle access will be pushed below grade. In addition, an innovative car-sharing program will dramatically reduce the number of residential parking spaces.

Underground parking street
+ Mirrors the high street above
+ Filled with light from above
+ Lined with commercial spaces
+ Composed of high-end materials

Ramp
+ Located at both ends of the site for easy access
+ Will accommodate 1,500 cars per hour
(As per Bunt Engineering’s preliminary Traffic Analysis)

Valet + car share
+ Two centralized valet locations serve both retail and residential users
+ Locations for residential car club pick-up and drop-off
+ Integrated with the mall above via elevators and stairs
Urban Design Issue: Permeability & Connectivity

The site will have multiple access points. Clear and easy paths will provide access to the Rooftop Commons and connect Oakridge Centre to the neighbourhood.

New Neighbourhood Street

- New neighbourhood street linking West 41st Avenue with West 45th Avenue.
- Neighbourhood street for residents of Oakridge Centre that allows for low-speed entry to residential parking.
- Traffic-calmed street.

Neighbourhood Connections

- New pedestrian-only High Street.
- Connects the neighbourhood from the southwest to West 41st and 45th avenues.
- Porous street with connections to the retail centre as well as various neighbourhood walking routes.

Oakridge Centre is Porous

- Pedestrian routes through Oakridge Centre connect public spaces during transit hours.
- Cross-mail routes act as streets during business hours.

Vertical Retail and Podium Connections

- Plazas indicate where there is vertical circulation (stairs, elevators, escalators) permitting public access to the Rooftop Commons.
Urban Design Issue: Street Edges

The proposed development creates vibrant street fronts through variation in the height and depth of the street face and interjections of public art and landscaping.

Limiting Anchor Frontage on the Major Streets
- There is a strong desire to have varied and dynamic street faces. By limiting the anchor tenants to 150 ft of façade frontage, other types of spaces, volumes, and signage can animate and fragment the street face.

Retail Wrapping Around High Street Terminations + Main Artery
- The retail expression will wrap around corners to extend the retail presence into lanes and plazas.
- This will help activate these secondary circulation paths.

Street-Oriented Retail on Cambie Street
- There are multiple types of retail/Commercial Retail Unit street fronts on Cambie Street adding to its dynamism and diversity. Residential and office lobbies further break down the scale.

Residential At Grade on New Neighbourhood Street
- To create a residential-oriented New Street, at-grade residential is located facing the street.
- Car parking will not be allowed on New Street.
- There will be traffic calming measures to reduce shortcutting.