

How can we rethink transportation for this site?

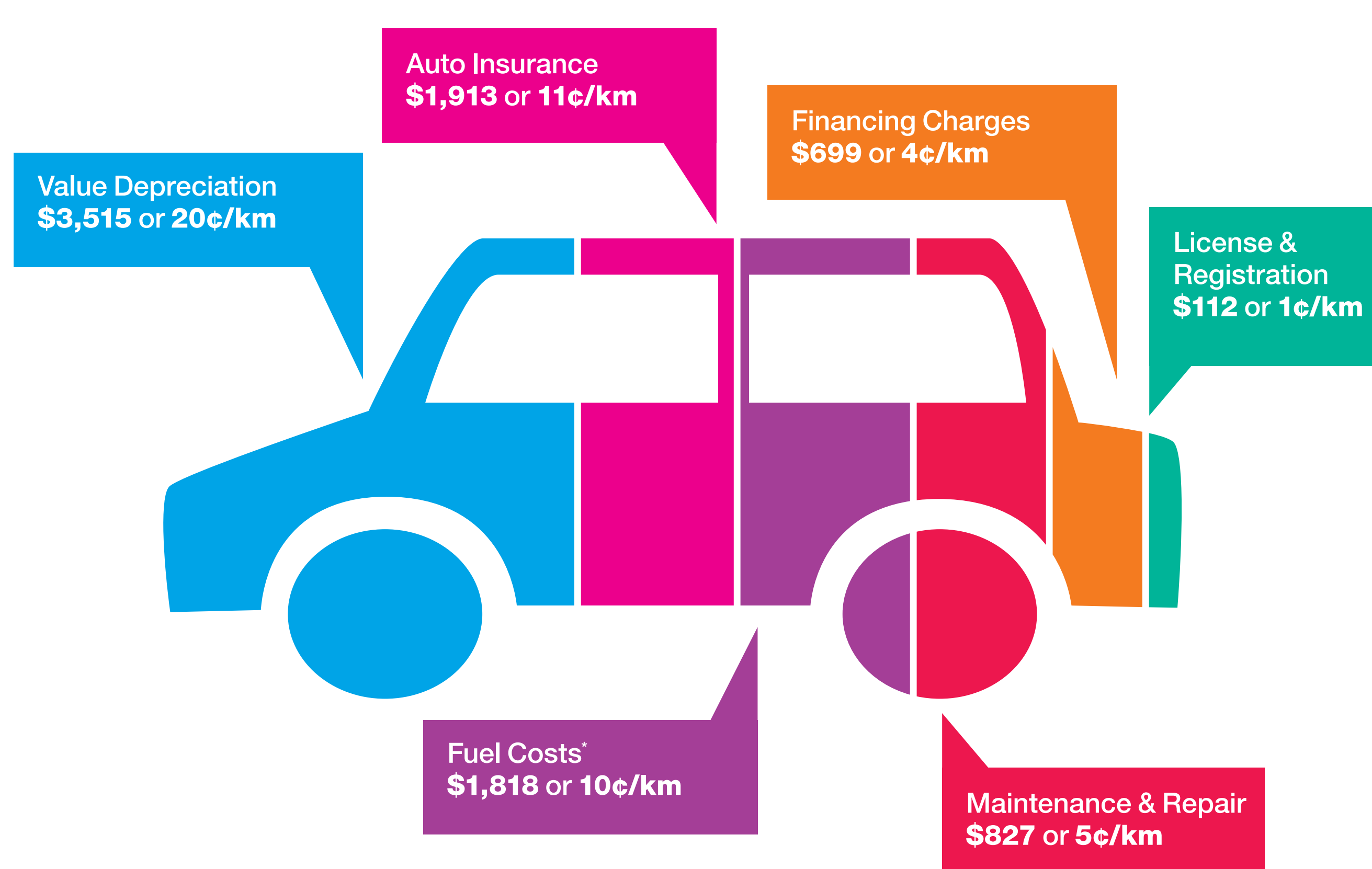
We have some innovative ideas about a local transportation-sharing network. A car share and a bike share could mean that future residents would not need to own either a car or a bicycle.

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

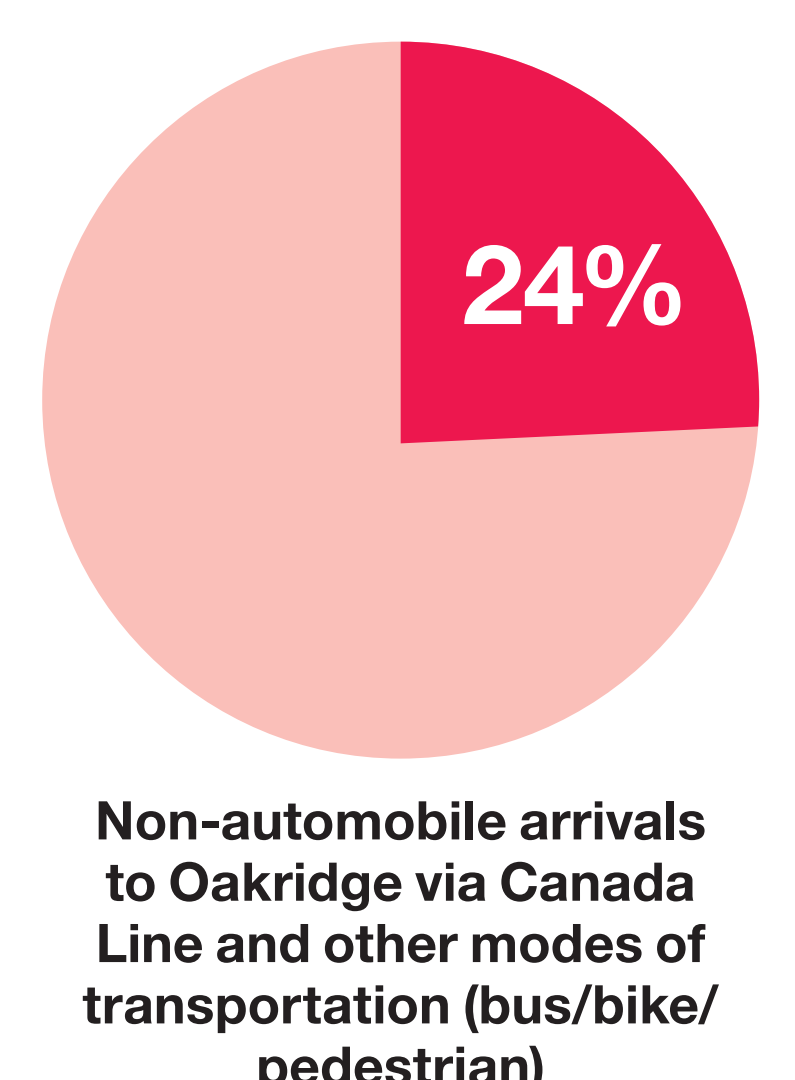
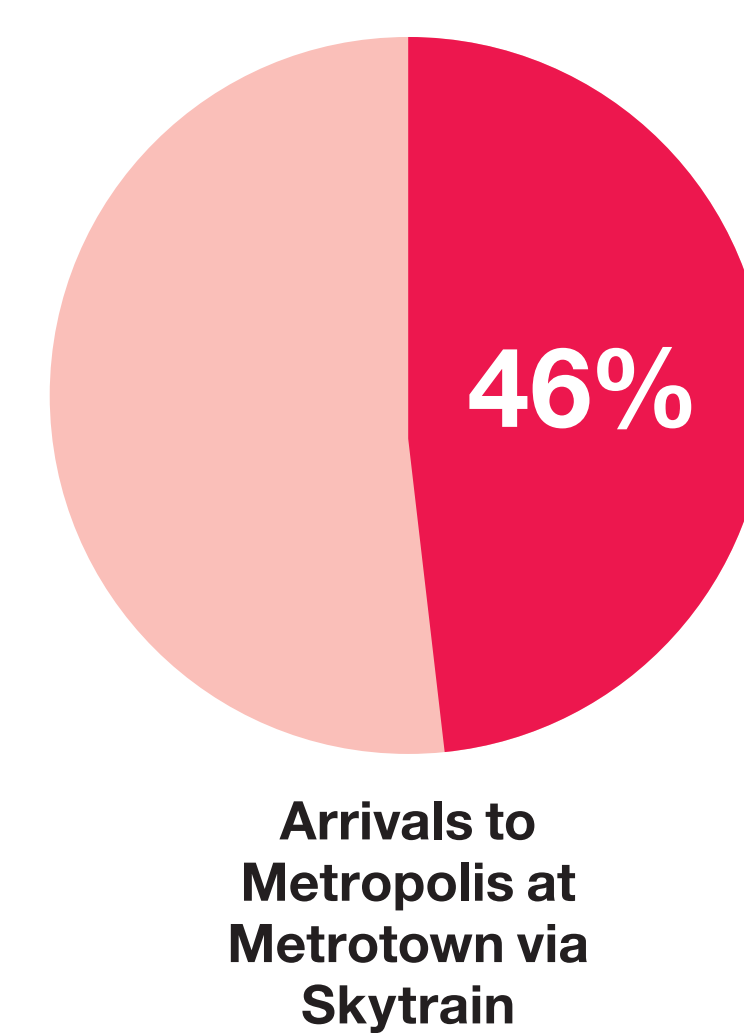
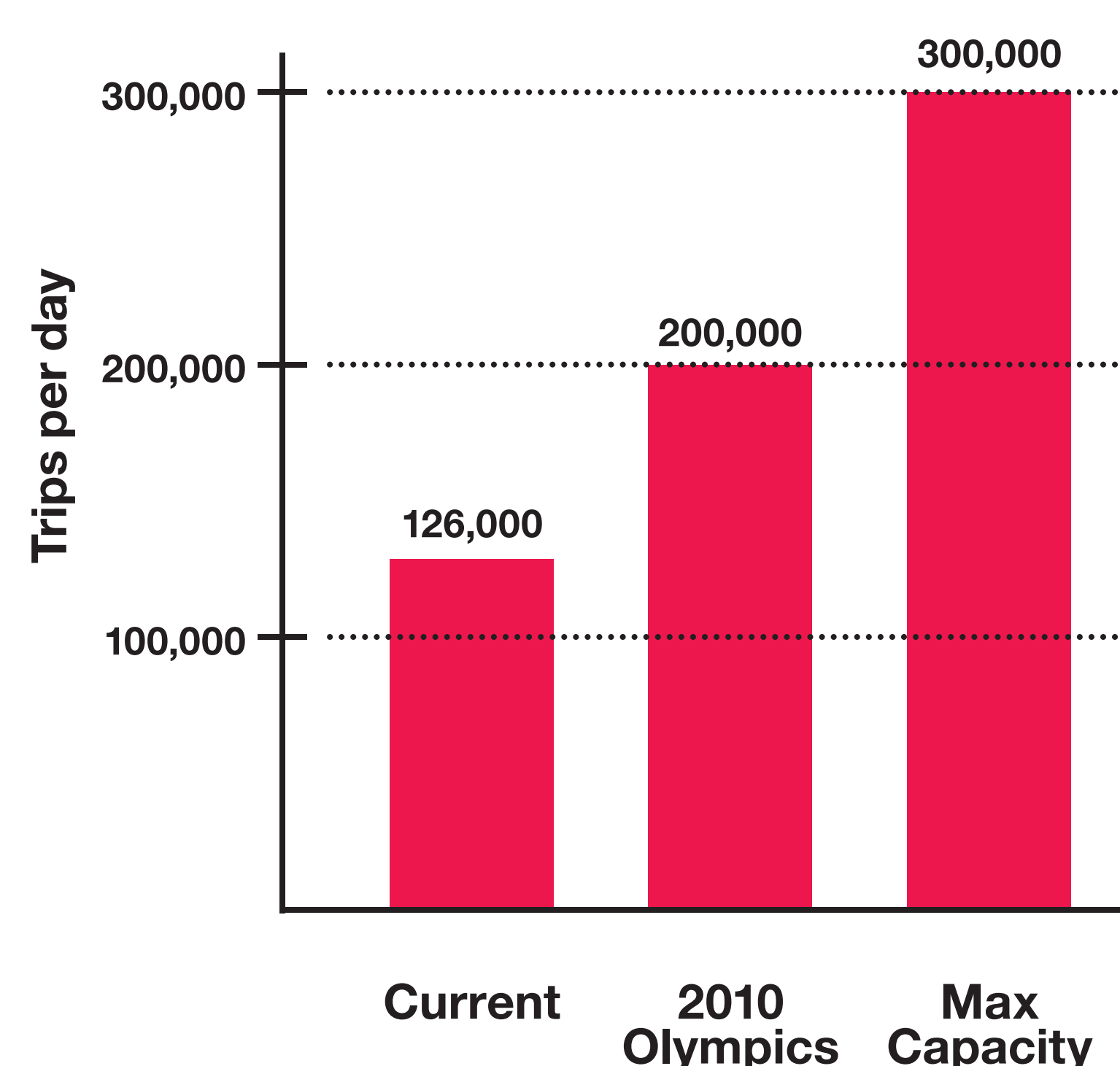
Based on 18,000 kms of driving per year

Based on Canadian Automobile Association 2010 Driving Costs *\$1.30/L



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:

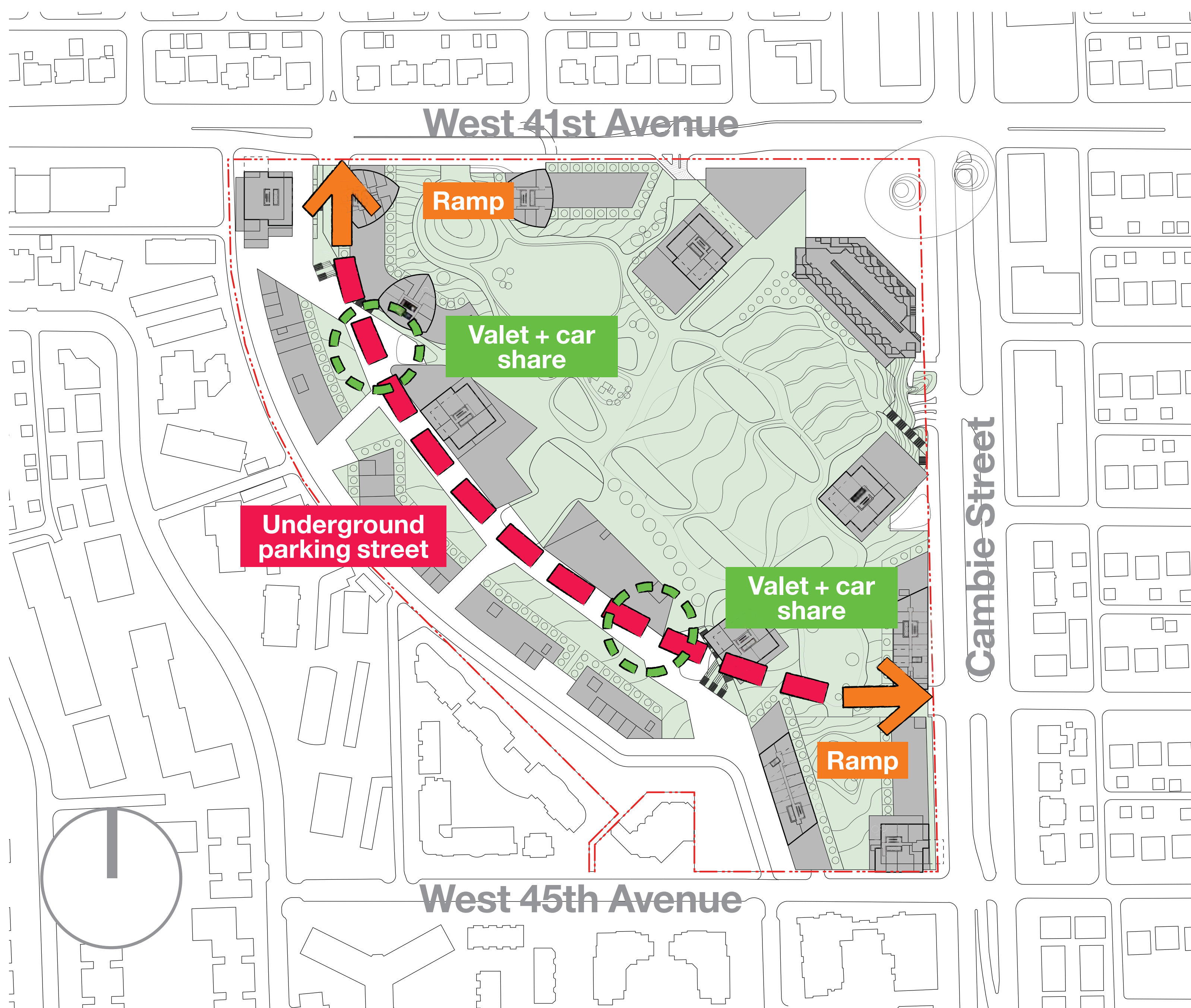
Some media reports are indicating that the Canada Line is "nearing capacity", as daily ridership levels climb closer to the 100,000 mark. This is certainly a milestone that has been reached much sooner than originally projected, but it is nowhere near the capacity of the system. 100,000 rides a day is 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.**

<http://www.translink.ca/en/About-Us/Media/2010/June/Addressing-Canada-Line-capacity-questions.aspx>

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

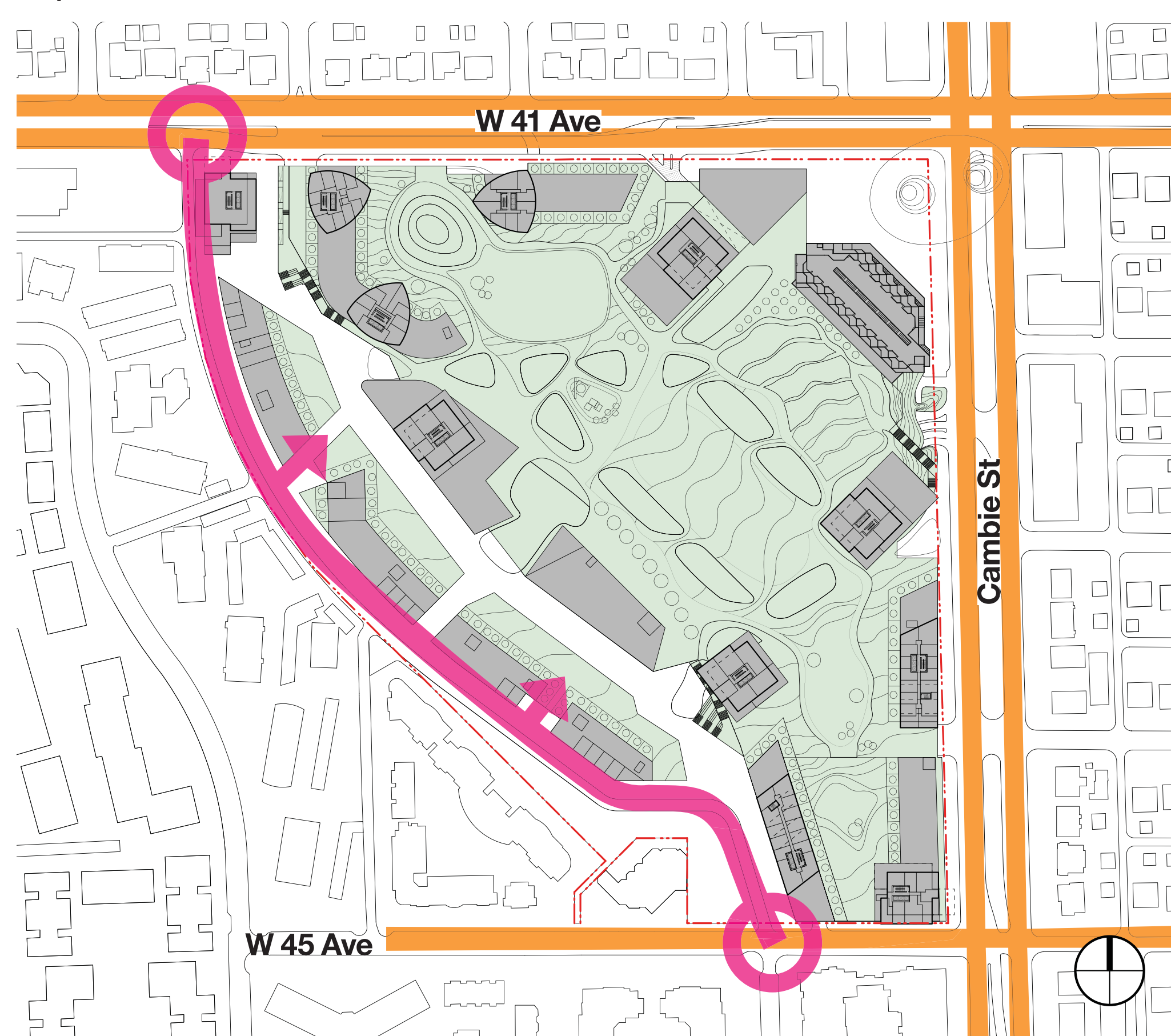
- + Two centralized valet locations serve both retail and residential users
- + Locations for residential car club pick-up and drop-off
- + Integrated with the mall above via elevators and stairs

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

Proposed

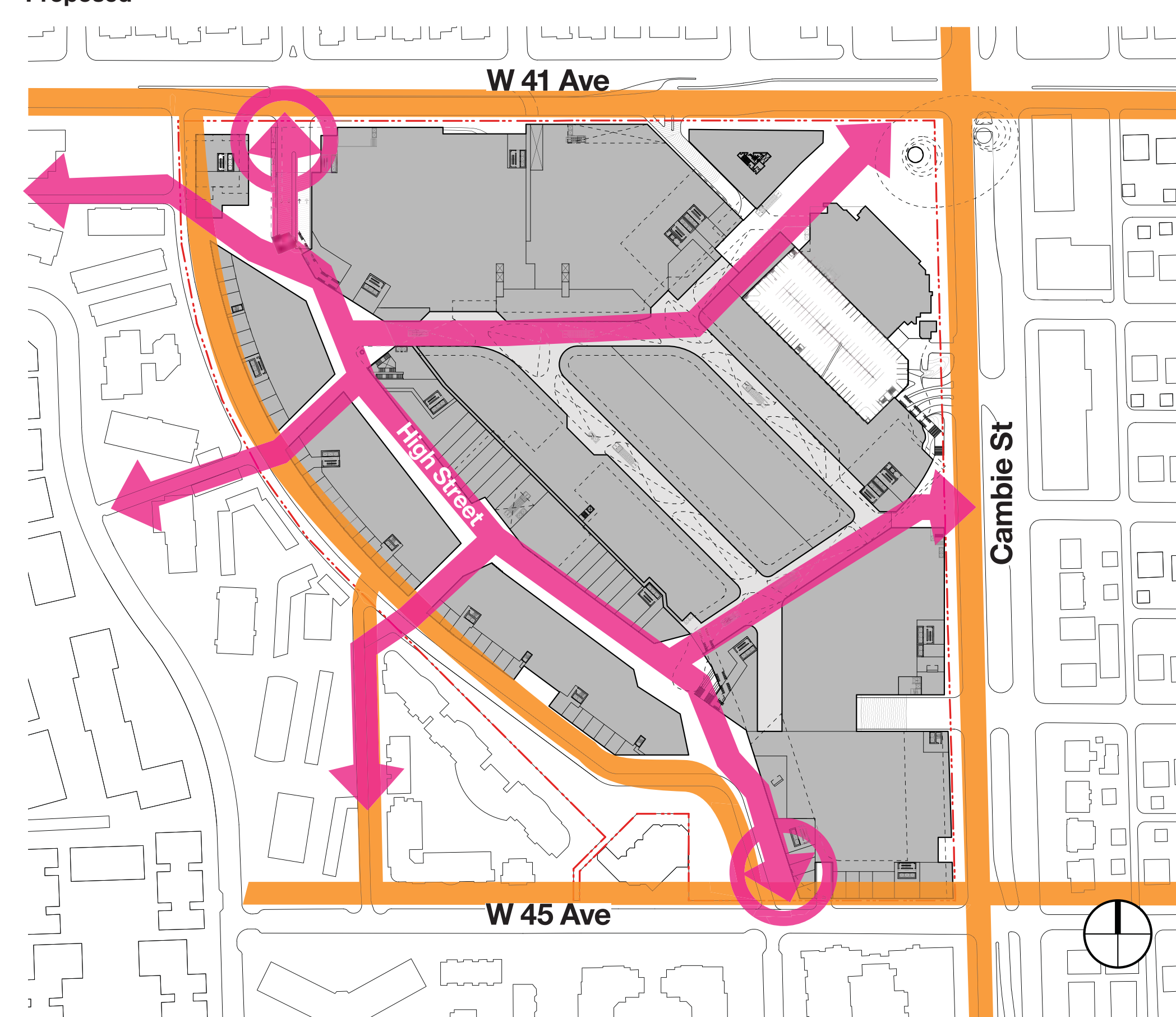


- New neighbourhood street linking West 41st Avenue with West 45th Avenue.
- Neighbourhood street for residents of Oakridge Centre that allows for low-speed entry to residential parking.
- Traffic-calmed street.

Existing Road
New Neighbourhood Road

Neighbourhood Connections

Proposed

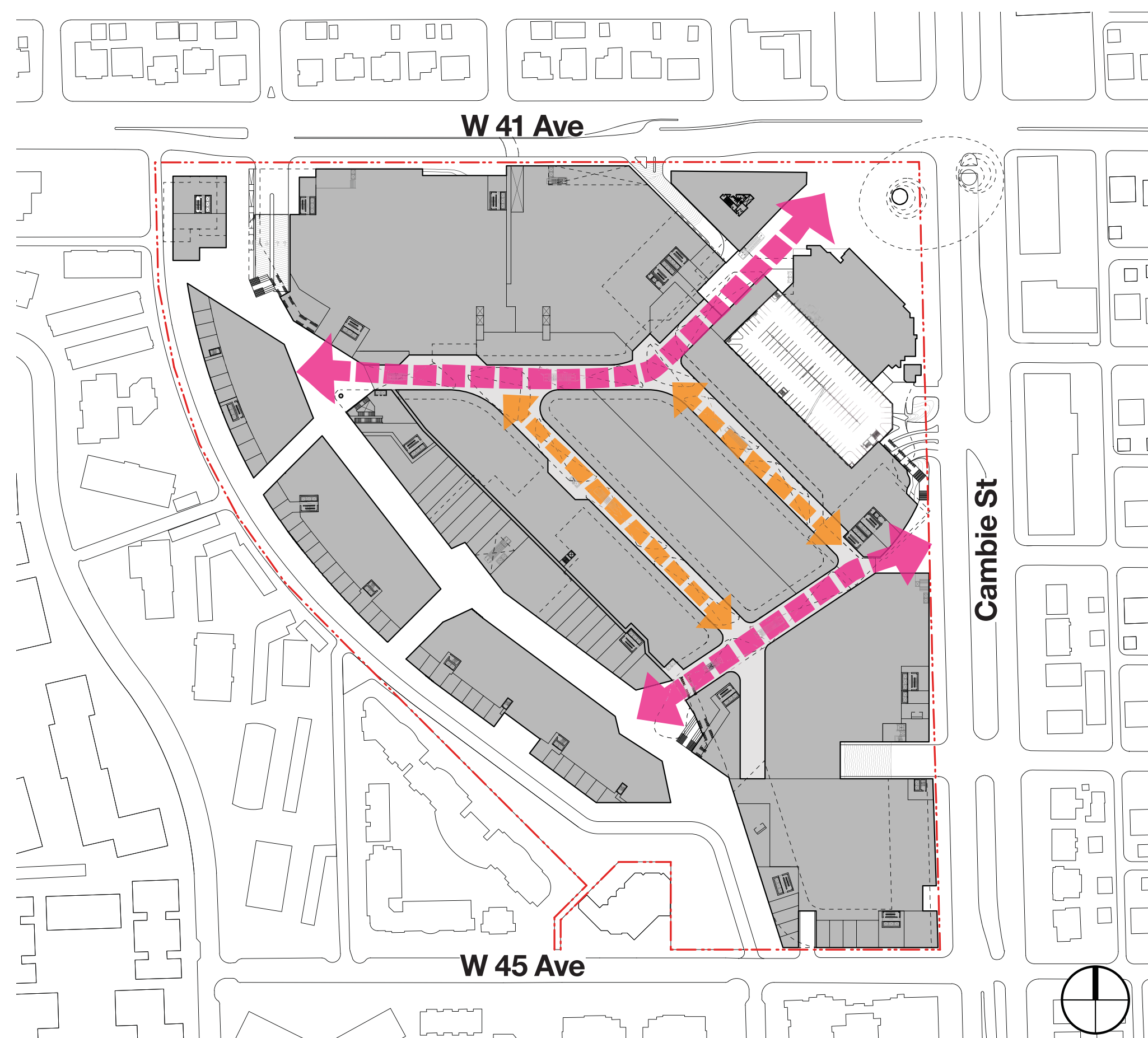


- New pedestrian-only High Street.
- Connects the neighbourhood from the southwest to West 41st and 45th avenues.
- Porous street with connections to the retail centre as well as various neighbourhood walking routes.

Existing Pedestrian Routes
High Street Pedestrian Routes

Oakridge Centre is Porous

Proposed



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

Day and Night Access Through Oakridge Centre
Cross-Mall Access Through Oakridge Centre During Business Hours

Vertical Retail and Podium Connections

Proposed



- Plazas indicate where there is vertical circulation (stairs, elevators, escalators) permitting public access to the Rooftop Commons.

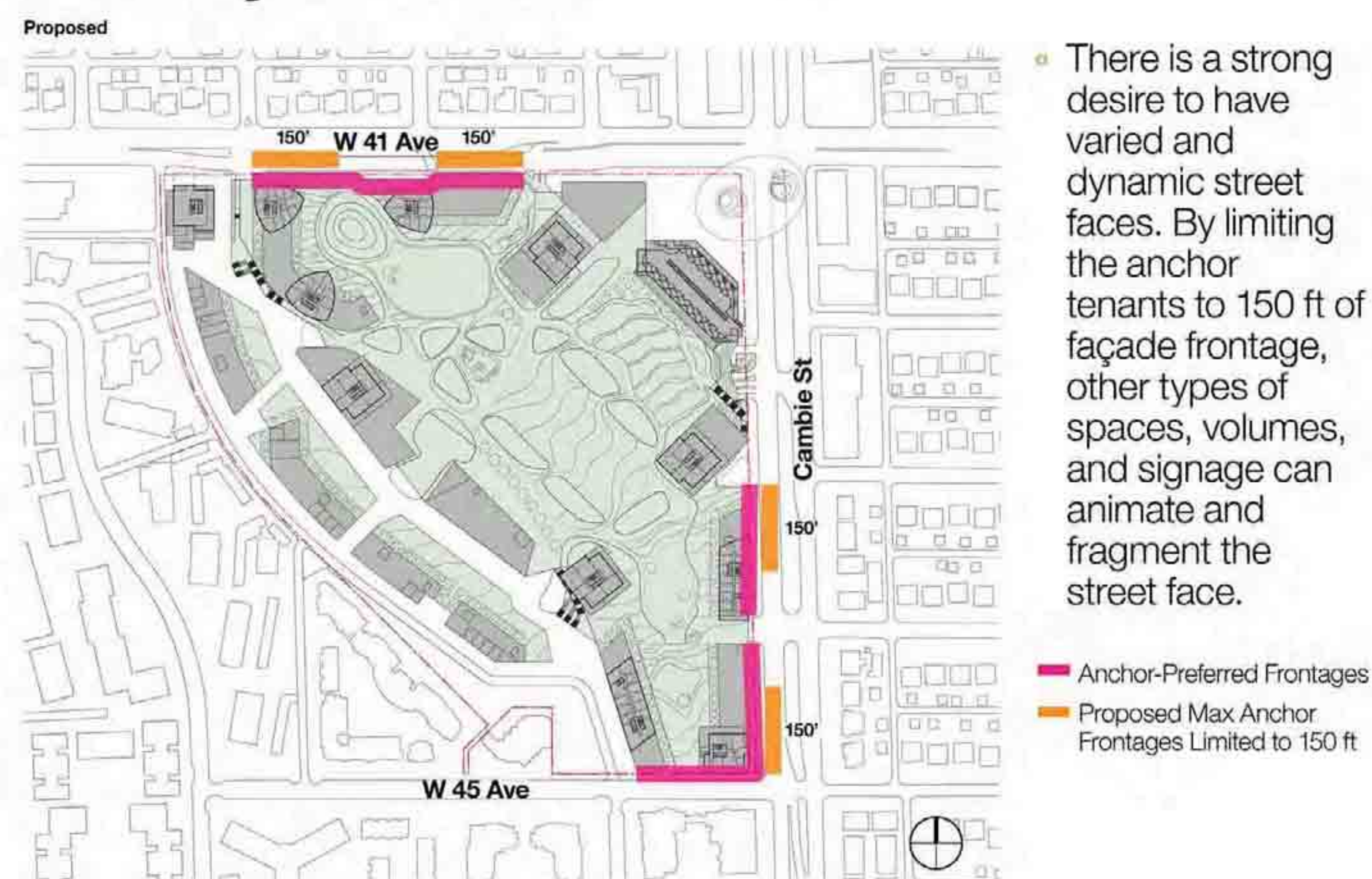
Major Pedestrian Route
Minor Pedestrian Route
Vertical Circulation (Stairs, Elevators, Escalators)

- 1 The Ridge Pathway
- 2 Cloud Walk Pathway
- 3 The Loops Pathway

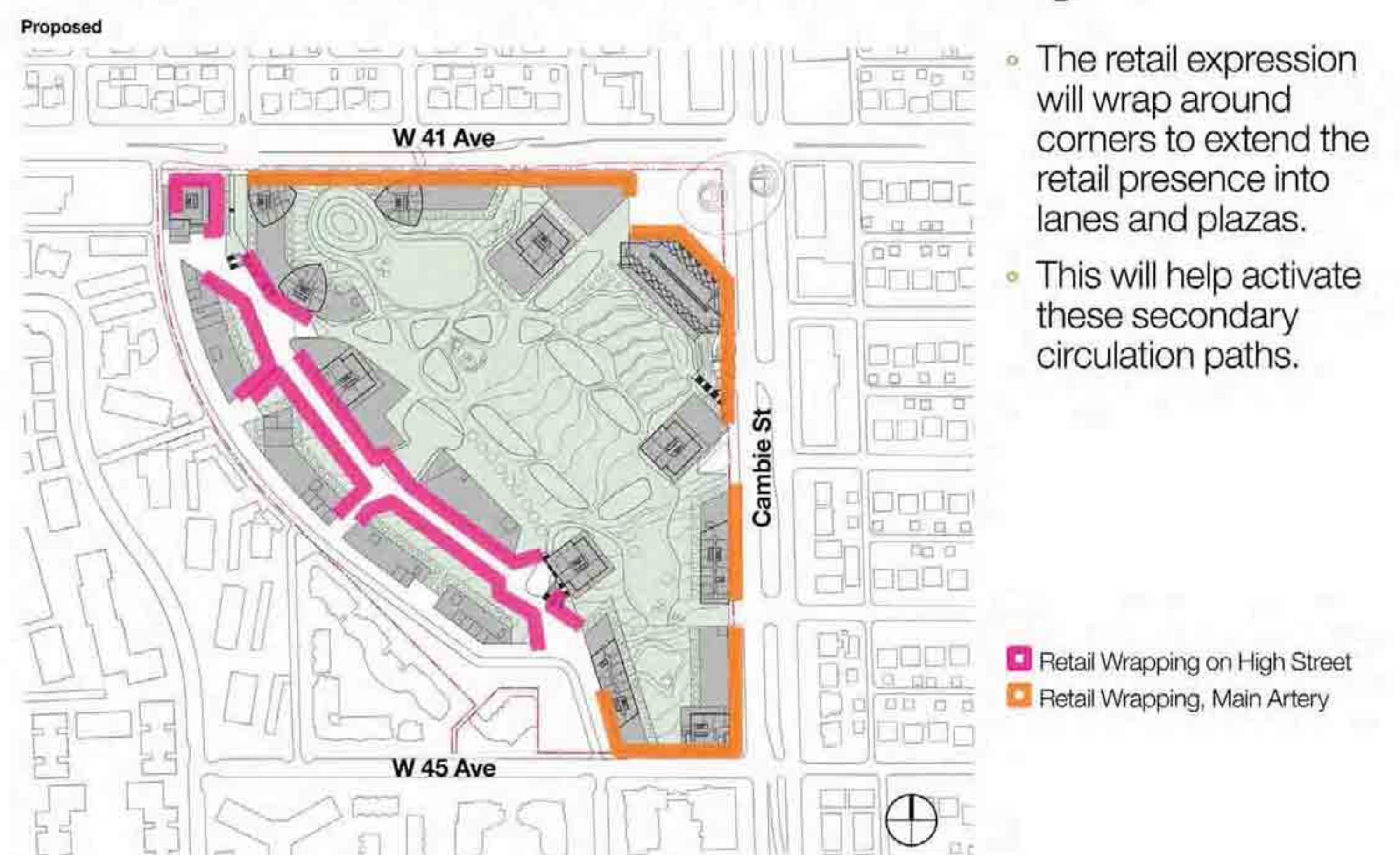
Urban Design Issue: Street Edges

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



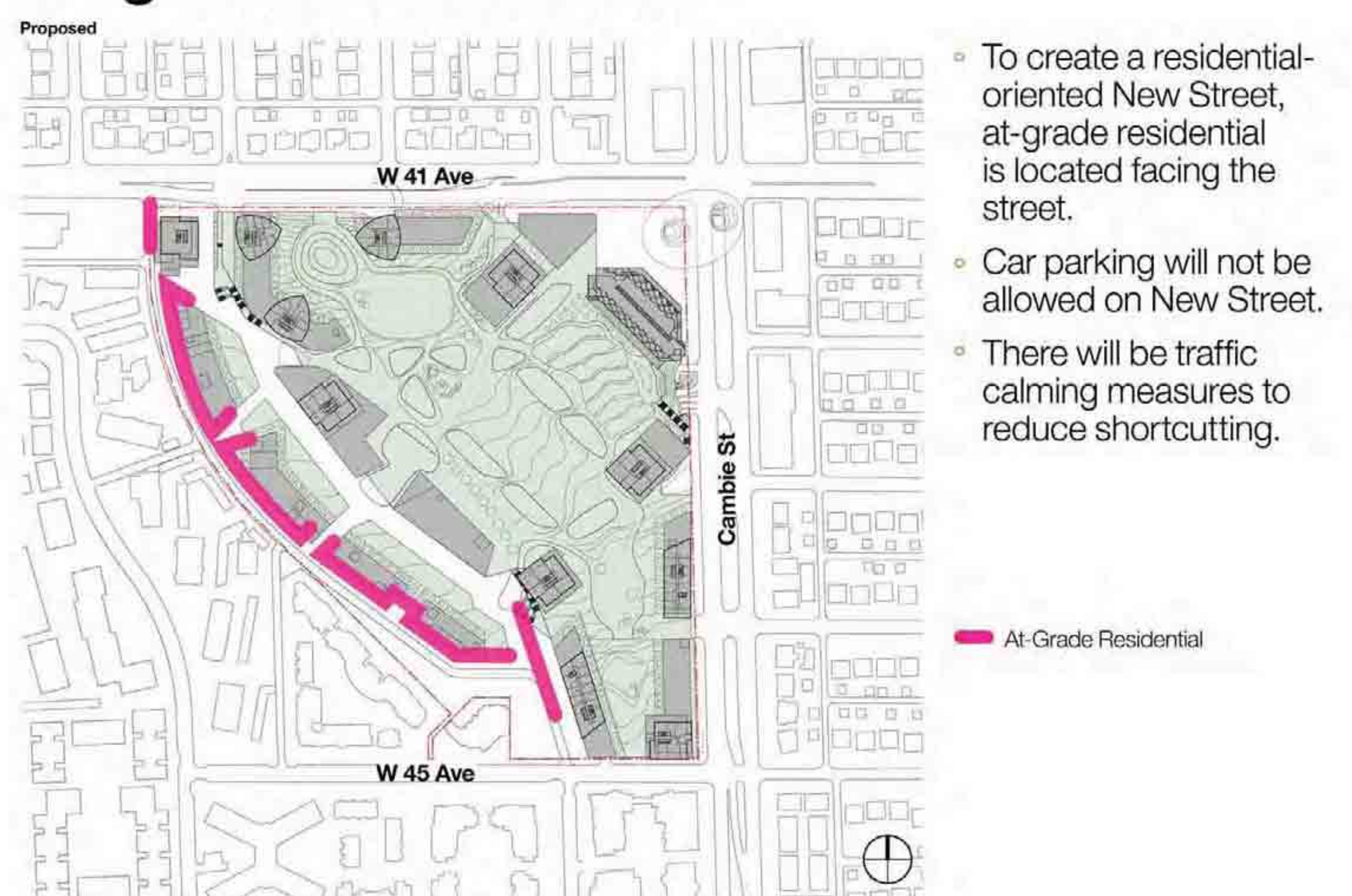
Retail Wrapping Around High Street Terminations + Main Artery



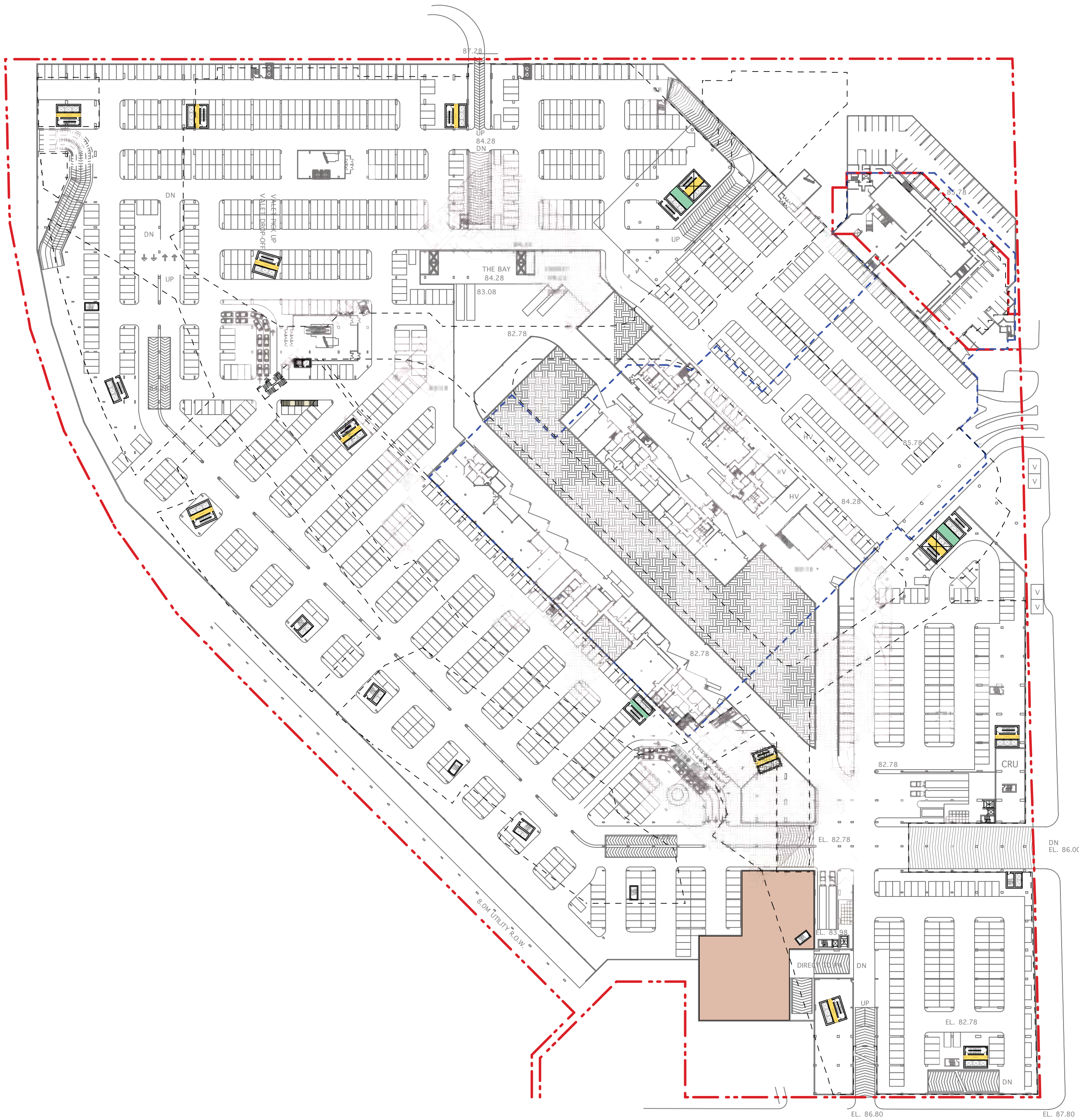
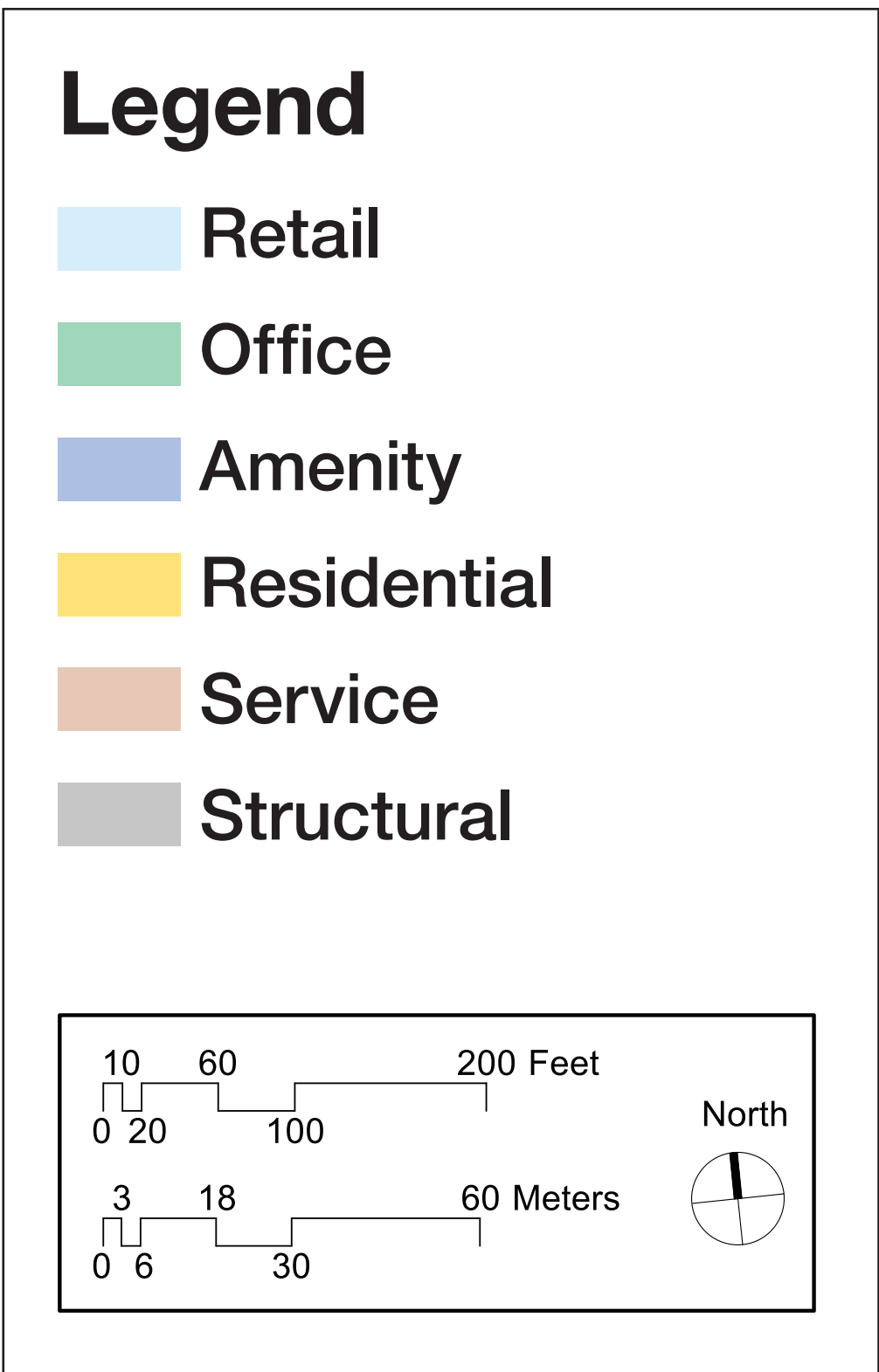
Street-Oriented Retail on Cambie Street



Residential At Grade on New Neighbourhood Street



P1 Parkade Plan



First Level Plan

