



April 1, 2016

Yardley McNeill, Rezoning Planner, City of Vancouver

Jamie Vaughan, Onni Group

**Re: Pearson Dogwood Redevelopment - HUB Feedback**

HUB Cycling is a key stakeholder in the City of Vancouver for transportation related issues as we represent everyone who enjoys cycling in the city. We would appreciate being added to any future stakeholder outreach on this and all other significant projects that have transportation impacts.

The proposed Pearson Dogwood Lands redevelopment is bounded by one designated bike route and two greenways. As such, it presents an opportunity to improve cycling on the adjacent streets in addition to the opportunity to create a model bike-friendly site which conforms to the City's Pearson Dogwood Policy Statement on Transportation:

"Creating publicly-accessible connections through the site that minimize traffic impacts and prioritize mobility for pedestrians, wheelchairs, cyclists and transit users." This includes a future potential transit station at 57th Avenue.

**Improved cycling on the adjacent streets**

The proposed separated cycling paths for both 59th Ave and Heather are very welcome. Also, the proposed separated cycling paths for 57th Ave would be a welcome addition to the cycling network.

However, there still remains the challenge of cycling between the 58th Ave greenway at Cambie and points toward the north and west of Heather and 57th Ave. If nothing is changed, then the only option would be to use the bike lanes on Cambie Street between 57th Ave and the 58th Ave alignment. This could easily be improved by extending the protected two way path on the east side of Cambie Street to 57th Ave.

***HUB suggestion: Extend the protected two-way bike path on the east side of Cambie north to 57th Ave.***



The west side of Cambie currently has bike lanes outside of a parking lane. Since retail is proposed along this portion of the site, parking movements will increase. Also, AAA access to the shops would be problematic.

***HUB suggestion: Transition Cambie bike lane to be a protected bike lane between 57th Ave. and 59th Ave.***

Note that a protected bike lane could also be added along the section of Cambie adjacent to the Langara Gardens site to the north which is also in planning stages.

### **Creating a model bike-friendly site.**

In the rezoning application, section 3.3.2 Bicycle Network provides these statements:

“New, separated cycle paths are provided on 57th Avenue, linking directly with the proposed transit station and within the site’s open space to provide a north-south connection between 57th and 59th Avenues and an east-west connection at the middle of the site. Residences and commercial establishments within the site, if not located on the bicycle network, will have convenient and safe connections to it by way of the internal local streets and internal pathways.”

Unfortunately, the associated Figure 3-22: Bicycle Network shows very little in terms of cycling infrastructure for the site.

In section 6.4 Green Mobility, the following City Policy and Project Targets are presented:

City policy dictates that:

- Walking, cycling and public transit should be prioritized over automobile use.

Project targets suggest that the site design will:

- Encourage walking and biking over driving.
- Connect cyclists with the network of bike paths on city streets:



However, when one reads the Project overview under “Project Description & Redevelopment Goals” it states that the plan is to:

Prioritize safe pedestrian and wheelchair mobility internal to the site; ensure bike facilities are available for all ages and abilities surrounding the site.

This perspective is evident in that the proposed site plan has very little to encourage cycling except for city dictated end of trip facilities and some short cycling paths connecting roadways and pedestrian paths to some residences. If there is no way to safely or conveniently cycle from one’s residence on the site to the adjacent greenways, then very few people will consider cycling as a transportation option. Families with children would be especially hesitant to cycle on any of the site’s roadways.

#### ***HUB Suggestions***

- ***Create cycling paths where the rezoning proposal suggests that paths are cyclist dismount paths.***
- ***Create separated cycling paths on all internal streets.***
- ***Ensure that every resident has a safe and convenient way of cycling between their residence, the adjacent greenways and the transit hub and that everyone using the public facilities and on site retail will likely choose cycling over driving due to comfort, safety and ease of access for cycling.***



## Conclusion

The Pearson Dogwood Lands redevelopment has the potential of creating a model bike friendly community which is directly adjacent to city greenways. This can only happen if the site plan adheres to city policy for large developments in general and to the Pearson Dogwood development in particular. We encourage the city to ensure that this redevelopment results in a truly bike-friendly site.

Sincerely,

Lisa Slakov and Jeff Leigh

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## About HUB Cycling

HUB makes cycling better through education, action and events. More people cycling means healthier, happier, more connected communities. HUB is leading the way in making cycling an attractive transportation choice for everyone.

HUB is a charitable non-profit that has been removing barriers to cycling in Metro Vancouver since 1998, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that benefit current and future bike commuters. For more information, please visit [bikehub.ca](http://bikehub.ca).