



Jan 28, 2013

Dwane Drobot,
Rezoning Planner
City of Vancouver

Re: HUB's Submission re Oakridge Centre Redevelopment

Dear Mr. Drobot:

HUB is a charitable organization whose mission is to make cycling an attractive choice for everyone in Metro Vancouver. This submission is HUB's feedback to the Oakridge Redevelopment proposal.

Background

Currently, Oakridge Centre is a very car-oriented mall which is welcoming to those arriving by motor vehicle, but appears to be quite unwelcoming to those arriving by other modes. The redevelopment proposal which was presented a few years ago was a small improvement, but was still very car-centric. We are pleased that the recent proposal does appear to propose a development which is more welcoming to pedestrians and cyclists. Many of the features suggested however, are mostly for future residents of the proposed development; ensuring adequate provision for customers is also important.

HUB suggests that it would be in the proponent's interest to make the development truly welcoming to those who arrive by bicycle. Well planned cycling infrastructure will be an attractive feature for prospective commercial tenants whose employees and customers may choose to cycle.

We present below, feedback on portions of the proposal which would affect the cycling community.

Heather St

We support the suggestion that the Heather Street bike route be realigned to take advantage of the New Street. The improvements on Heather will increase cyclist use. As part of the redevelopment, the City should consider adding pedestrian sidewalks on Heather (41st to 37th) to reduce cycling/pedestrian/car conflicts.

New Street

We support the proposed two way bike path parallel to New Street and the fact that no parking will be allowed on New Street.

- Care must be taken to design the motor vehicle crossings of the bike path in order that cyclist safety is maximized.



- In accordance with existing City policy on avoiding additional traffic on bike routes, we suggest New Street should intersect with Cambie St, not 45th. In any case, we strongly suggest that a separated bike path be created linking Cambie Street with Tisdall Street to mitigate the effects of the high volume of traffic in this area.
- The treatment of the bike path at 41st Ave is also crucial. Any mall entrance for motor vehicles should be east of Heather Street.
- Thought should be given as to how to prevent New Street from being used as a shortcut for drivers between Cambie/45th and 41st.
- Consideration should be given to making a cycling friendly connection between New Street and Tisdall via the lane connection as this would create a shorter connection between Heather and Tisdall than the current one which diverts cyclists to Willow St.

Cambie and 41st

- Separated bike lanes should be created on 41st between Cambie and at least Heather/New Street but preferably extending to Willow. Options include one way separated lanes on both sides of 41st or a two way separated bike path on the south side of 41st Ave. Separated paths would provide safe cycling access to the mall and to the Canada Line Station.

We understand that the City of Vancouver has policy in place to complete the Southbound Cambie lanes as properties are redeveloped. A separated bike lane should be added to Cambie Southbound between 41st and 45th and preferably extending between the 37th Ave. bike route and the existing bike lane south of 49th Ave. This should be looked on as the first phase of adding separated bike lanes along the length of Cambie Street. We notice that the City of Burnaby is planning to add separated bike lanes in support of the Brentwood Mall development. The separated bike lanes are on Lougheed and Willingdon and are part of their streetscape policy for Brentwood Town Centre. With significant development planned for the length of Cambie, now is the time to specify separated bike lanes in the streetscape design.

Cambie Station Access

- Given the large area of the site, a means to provide 24/7 access from New St to the Cambie Line station across the mall for pedestrians and cyclists should be proposed.

Bike Parking

There seems to be a strong focus on bike parking for residents and employees and there is mention of a possible bike share, valet bike parking, in-suite bike parking and there is even an image of an automated bike silo, but there is very little focus on bike parking for customers. Also, it is unclear how much bike parking will be available for mall customers and there is currently no plan by the proponent to supply secure bike parking for mall customers. We believe that it is in the interests of the proponents of developments like Oakridge Centre to provide extensive free bike parking, both secure for longer term parking and on street racks



for quick stops. Cycling customers free up limited road and parking space for driving customers as well as helping to create a safer and more pleasant experience for all development users. The City should encourage the provision of secure bike parking for customers at all large retail locations. For Oakridge Centre, this could be in the form of bike lockers or combined with the proposed valet or automated secure bike parking for residents. An automated bike silo near the Canada Line station entrance would serve both the Canada Line and Oakridge Centre. An example of an automated bike silo:

<http://www.dannychoo.com/post/en/1630/Japan+Bike+Storage.html>

If the mall structures near the Canada Line Station are to be re-worked, then this would provide an opportunity to improve bicycle parking for both Oakridge Centre and for Canada Line. Secure bike parking for both the mall and TransLink could be provided near the Canada Line station. There may also be an opportunity to establish a connection between either the sidewalk area south of the station or a lower level bike parking area and the concourse level of the Canada Line Station, thereby improving access to the Canada Line station for cyclists and those with mobility issues.

Conclusion

The redevelopment of Oakridge Centre offers an opportunity to improve cycling both in and around Oakridge Centre. We look forward to seeing Oakridge Centre as being cycling friendly and we look forward to improvements to cycling infrastructure in the vicinity of Oakridge Centre.

Sincerely Yours,

Arno Schortinghuis
Director, **HUB**: Your **Cycling** Connection
On behalf of the HUB Vancouver/UBC Committee

Cc:

Mayor and Council
Jerry Dobrovlny, Director of Transportation
Dale Bracewell, Manager, Active Transportation
Proponents of the Oakridge Centre Redevelopment proposal