

MEMO

DATE: April 25th, 2017
 PROJECT NO: 4020.55
 PROJECT: Post Office Rezoning
 SUBJECT: Green Mobility Plan Input

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The following briefly summarizes the main aspects of the Green Mobility Strategy for the Post Office as part of the Urban Design Panel submission package. This memo provides transportation planning input specifically on the key green mobility strategies in support of the development within the context of the City's rezoning policies for sustainable large developments, such as:

- Pedestrian Facilities
- Bicycle Facilities (Enhanced Bicycle Access, Parking, and End-of-Trip Facilities;
- Transit Facilities and Connections
- Sustainable Vehicle Elements (i.e. Electric vehicle charging, car-sharing, ride-sharing)

1. INTRODUCTION

In conjunction with the City of Vancouver's Greenest City 2020 Action Plan, the *Rezoning Policy for Sustainable Large Developments (August 1, 2013)* requires all development applications that involve land of 1.98 acres or more (or 45,000 m² or more) to define plans or studies to address the following:

- Sustainable Site Design;
- Access to Nature;
- Sustainable Food Systems;
- Green Mobility;
- Rainwater management;
- Zero Waste Planning;
- Affordable Housing; and,
- Low Carbon Energy Supply



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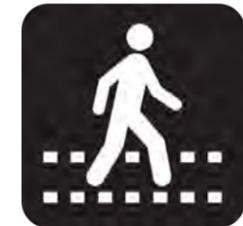
The objective of these studies is to ensure large site developments will be able to achieve higher sustainability standards to positively influence the built environment of the City.

The following presents the Green Mobility elements being contemplated for the proposed Post Office redevelopment. The GMP which will follow with the Rezoning Application will highlight the development's design features that prioritize and promote sustainable modes of transportation.

The following sections are ordered in terms of priority based on the City's "hierarchy of modes" from the Transportation 2040 Plan.

2. PEDESTRIAN FACILITIES

Walking is an everyday activity whether part of a single-purpose journey or linked with transit and driving. People are typically willing to walk up to 15-minutes for certain activities such as commuting for work, school, or for shopping or recreation. The average typical walking distance for such trips is 400 to 800 meters (5 to 10 minute walk).



Some easy to implement design elements that support pedestrian comfort, and accessibility include:

- Improved pedestrian scale lighting around the site
- Oversized, and continuous awnings providing protection from the elements
- Benches and complimentary street furniture at site features or areas of refuge around the site
- Enhanced wayfinding for pedestrians and cyclists around the site
- Enhanced shelter and seating for transit connections adjacent to the site

3. BICYCLE FACILITIES

Cyclists can generally travel 3 to 4 times the distance that pedestrians can travel over a similar period of time, suggesting 4-5 kilometres coverage for trips made to/from the site by bicycle. Cycling is increasingly becoming a more popular travel mode in Vancouver for work and leisure, and improvements to cycling infrastructure in the City are helping make it both more convenient and safer for cyclists.



Bicycle facilities are likely to have the biggest impact on how future residents, employees, and visitors choose to travel to/from the site. Some key measures that could be implemented with the development include:

- Providing additional Class A and Class B bicycle parking above and beyond the City's bylaw requirement to meet the increasing demand for cycling

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- Create enhanced Class A bicycle parking facilities that are centrally located to the site with convenient access to the street and with high quality design to enhance the cyclists experience upon arrival or departure of the site (i.e. at-grade, or separate access from cars, and include automatic doors with fob access, wide access aisles and hallways for bikes entering and exiting simultaneously, low grade ramps for easy access).
- Provide high quality and functional end-of-trip-facilities beyond the City's bylaw requirement for cyclists including additional showers, change rooms, clothing dryers, as well as bicycle repair equipment, air pumps, benches and other supporting items.
- Providing a state of the art Class A bicycle parking facility such as an automated secure bicycle parking system for residents, employees and visitors. Such a facility could also be made accessible to the general public to act as a public benefit for the broader area.
- Where possible, provide Class A bike parking for non-standard bicycle related equipment including cargo bikes, trailers and recumbent bikes.
- Provide short term bicycle rack parking at all building entrances (well lit and protected, within view of lobbies for residential visitors and patrons).
- Contribute funds towards a public bike share station (Mobi) at an adjacent site, and provide Mobi memberships for residents for the first year.

4. TRANSIT FACILITIES AND CONNECTIONS

Given the location of the site within Downtown Vancouver close to numerous bus routes and within walking distance from Canada Line, and Expo/Millennium Line stations the site is well positioned to benefit from a high proportion of transit use for future residents, employees and visitors. To ensure best usage of transit mode share for the site, a number of transit related site improvements and incentives should be considered including:

- Enhanced transit shelter, waiting areas, accessibility features and wayfinding around the adjacent transit stops.
- Install electronic transit scheduling information boards at key locations throughout the site to display real time transit schedule information for buses servicing the site.
- Provide funding for improvements to adjacent bus stops, such as benches and shelters at existing bus stops adjacent to site.
- Provide monthly transit passes to new residents/employees upon move-in for a period of time.



5. SUSTAINABLE VEHICLE ELEMENTS

While private automobiles are the lowest priority on the City's transportation mode hierarchy, they continue to be the most prevalent travel mode in Vancouver. To help reduce their environmental impact there are a number of sustainable vehicle measures that could be implemented with the project including:

- Provide car-share vehicles above the bylaw requirement, and utilize City's parking requirement credits.
- Provide electric vehicle charging infrastructure above the bylaw requirement (i.e. greater than 20% of the parking spaces)
- Provide where possible, electric car share vehicles
- Provide designated car-share vehicle parking spaces and in particular for one-way car share vehicles (i.e. Car2Go and Evo).
- Provide car-share memberships or driving time for residents and/or employees for a period of time and up to a certain amount
- In addition to the electric vehicle charging requirements, provide rapid charging stations for short term users to the site.
- Promote ride-sharing services for residents and employees
- Develop a employee ride-share program for the larger retailers and employers with preferential parking.

6. OTHER MEASURES TO CONSIDER

There are a myriad of other TDM and sustainable transportation measures that could help reduce the mobility impacts of the development. Many of which are summarized below and would be considered "soft measures" including:

- Appoint a TDM Site Coordinator responsible for developing, implementing and maintaining a site wide TDM program
- Establish mode split targets, monitoring methods and surveys and reporting to measure effects of TDM strategies.
- Prepare marketing materials to attract residents who want a car-free lifestyle.
- Provide a Welcome Brochure, with an information package on transportation alternatives that is issued to all new residents/employees and posted in common areas.
- Participation in Bike to Work Week and other community and regional promotions/events for sustainable transportation.
- Employers offer alternative or flexible work schedules and allow for telecommuting.

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