

MEETING RISING EXPECTATIONS BY BUILDING CONSENSUS AROUND TRANSIT AND MOBILITY

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DISCUSSION TOPICS

1. Visualize the 'vision'

- Understand the mission of each agency and find shared goals
- Create clear measures of success

2. Clarity of Roles and Responsibility

- Its never too early to figure this out
- Who pays? Who builds? Who operates? Who maintains?

3. Design the 'process'

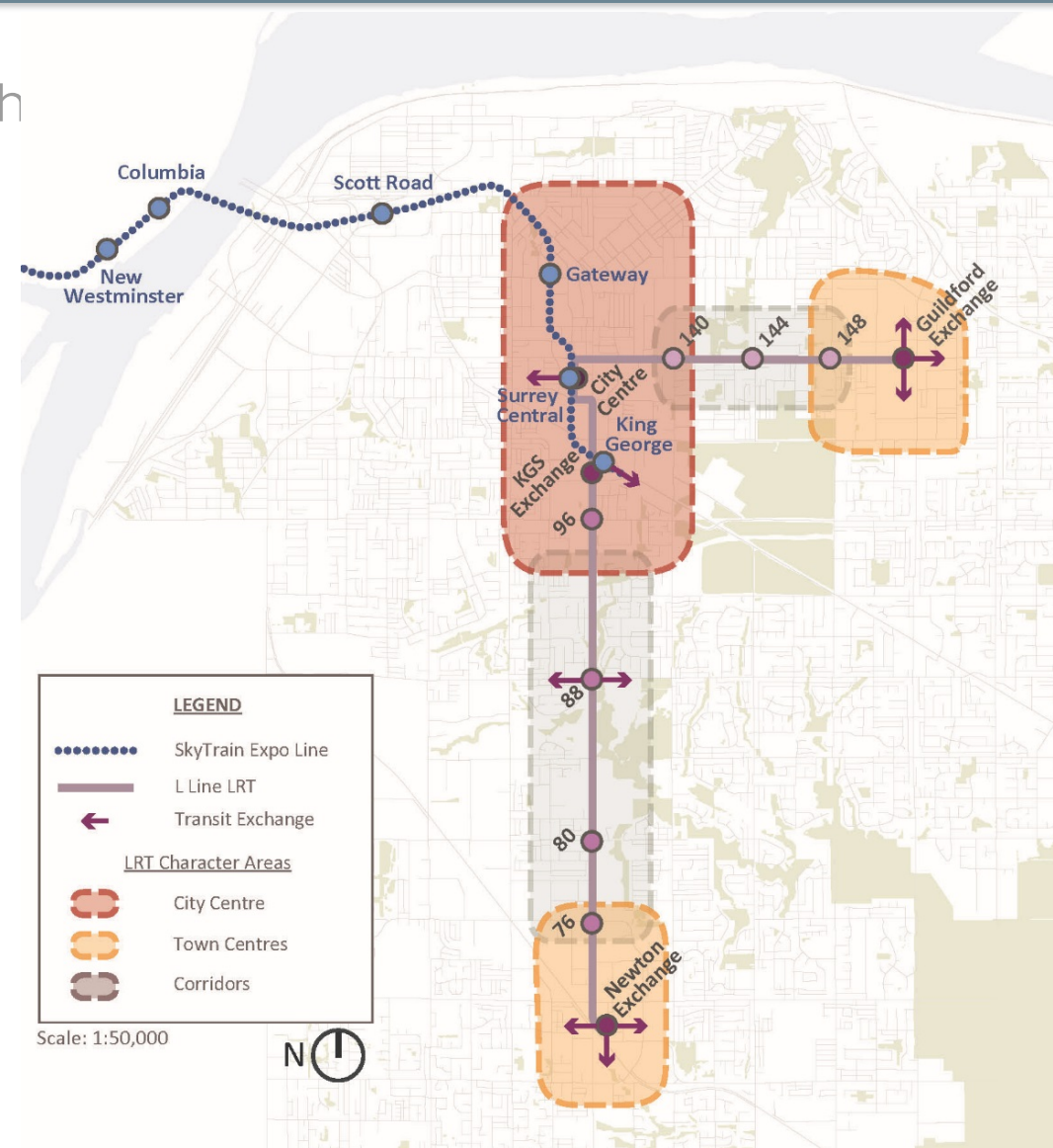
- Simplify RACI
- Involve decision-makers

4. Issues resolution

- Plan for the future
- Don't leave the most challenging issues to the end

VISUALIZE THE VISION

1. Visualize the 'vision': Understand the mission of each agency and find shared goals



VISUALIZE THE VISION

“Excellent transit through convenient, quick travel choice that connects all customers and builds ridership within a livable community.”

- Mission Statement, TransLink

“Street-oriented LRT will transform Surrey into connected, complete and livable communities, making the Metro Vancouver Region more vibrant, accessible, competitive and sustainable.”

- Vision for LRT, City of Surrey

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- 1976 The Livable Region
- Livable Region Strategic Plan (1993)
- Transport 2021 (1993)
- South of Fraser Area Transit Plan (2008)
- Metro Vancouver's Regional Growth Strategy (2011)
- TransLink's Regional Transportation Strategy (2013).
- Mayor's Council 10-year Vision

VISUALIZE THE VISION

Connected : Connecting people, places and communities quickly with great transit at the doorstep.



VISUALIZE THE VISION

Complete : Streets that are safe, attractive and comfortable for all to get around.



VISUALIZE THE VISION

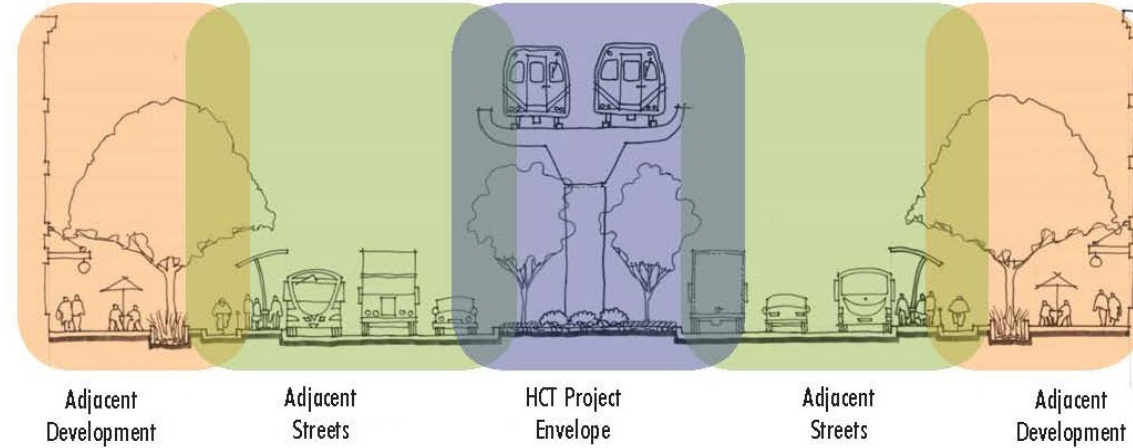
Liveable : Livable communities are unique, beautiful and healthy places where people and jobs want to be.



CLARITY OF ROLES / RESPONSIBILITY

HIGH CAPACITY TRANSIT SYSTEM, HONOLULU HI

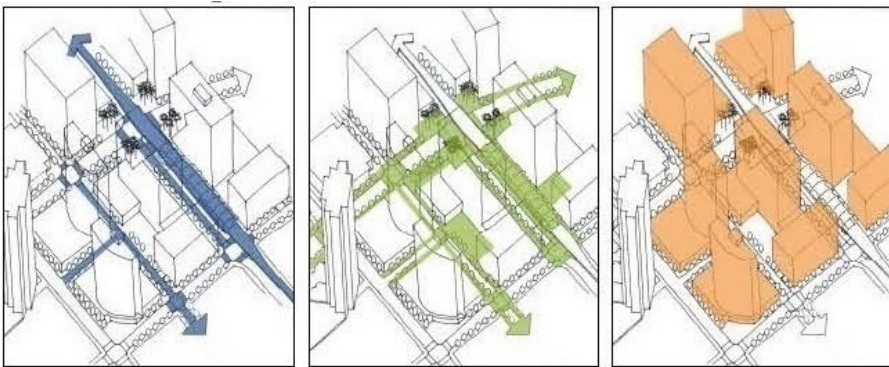
PROJECT VISION



Seven Principles of Urban Design

- 1 Places for People**
For places to be well-used and well-loved, they must be safe, comfortable, varied, and attractive.
- 2 Reflect Context - Make it Better**
New development should reflect and enrich the best qualities of existing places.
- 3 Create Urban Structure**
Inter-relationships between blocks, streets, buildings, open spaces, and landscape matter.
- 4 Provide Connections**
Places need to be easy to get to and integrated physically and visually with their surroundings.
- 5 Mix Use and Form**
Interesting, convenient, and desirable places meet a variety of needs and weave together different building forms and uses.
- 6 Well Detailed**
Buildings, streets & spaces between contain many finish treatments. Best places coordinate design details so that this interface is attractive and welcoming.
- 7 Flexible & Maintained**
Responsibility for care & maintenance is an essential consideration, and flexibility in the use of property allows for response to future conditions.

URBAN DESIGN ELEMENTS



Make Transit Work

Create a Place

Connect to Community

TRANSIT PROJECT ROLE

- 1** Consider a unique aerial center platform station at this location.
 - A center platform is preferred when right-of-way flexibility exists – possible given the current low intensity of development on adjacent parcels.
 - Station composition is less complicated (compared to aerial side platform stations).
 - A single station canopy is easier to create - providing opportunity for strong design image / station character.
 - Number of vertical devices is optimized, providing straightforward orientation, and minimal duplication of circulation and furnishing elements.
 - Integrated station design with streetscape unifies both elements, improving visual character.
 - Will still require coordinating all elements of transit infrastructure to minimize the appearance of massive and/or bulky elements.
- 2** Integrate station design with Halekauwila Street.
 - Flexibility of right-of-way and street cross section design exists given the current low intensity of development on adjacent parcels.
 - A unique streetscape is possible, such as a “waxman”. (Dutch word for an area where motorists and other users share the street without boundaries such as lanes and curbs; people on bikes and on foot have access to the whole street, not just sidewalks).
 - A generous median will provide pedestrian refuge when crossing the street.
- 3** Provide a high quality, direct pedestrian connection to South Street – make this the station “front door”.
 - Take advantage of potential center median in Halekauwila Street to create a generous pedestrian refuge and entry plaza to the station.
 - Orientation to South Street provides the most direct pedestrian connection mauka and Ewa to the civic center destinations.
 - Use neutral colors on all heavy transit infrastructure elements (beams, columns, guideway, etc.), unless color emphasis is applied effectively to highlight station entries.
- 4** Plan and design station to integrate with adjacent TOD.
 - Allow for a high quality, direct station connection to adjacent TOD from a future mezzanine above the platform that directly connects down to the station platform.

T	P	C
X	X	
X	X	
X	X	
X	X	X
X	X	X

- 5** Make pedestrian oriented intersection improvements.
 - At a minimum, the creation of wide sidewalks and generous street crossings that include bold crosswalk striping, “count down” timers, and clear pedestrian oriented signage.
 - Median refuges, decorative paving, decorative lighting, high quality landscaping, and bollards are also desirable.
- 6** Integrate bus shelter and bicycle parking facilities to create a seamless overall design.
 - Locate bus shelter in coordination with adjacent development.
 - Coordinate design of shelter and furnishings with adjacent development to create an integrated design that is mutually supportive and pedestrian friendly.
- 7** Provide signage within 1 block of station to guide pedestrians and bicyclists to area transit facilities as well as landmarks and other places of importance.

CITY ROLE

- 8** Coordinate design of entry plazas for TOD to emphasize station entrances.
 - Alignment and orientation of adjacent TOD building entries should promote visual and functional connections to transit station.
 - Large, more generous plaza spaces should be required on the Diamond Head side of South Street – especially within 200’ of the station entry.
 - Seating, tables and chairs, shelter, and landscaping should be included to provide additional pedestrian amenity and interest.
 - Active ground floor uses, like shops and restaurants, should be land use components of the built edges of the entry plazas.
- 9** Promote high quality station area streetscapes along both sides of South and Halekauwila Streets.
 - To the extent possible, continue pedestrian related improvements at least one to two blocks in all directions from station entry.

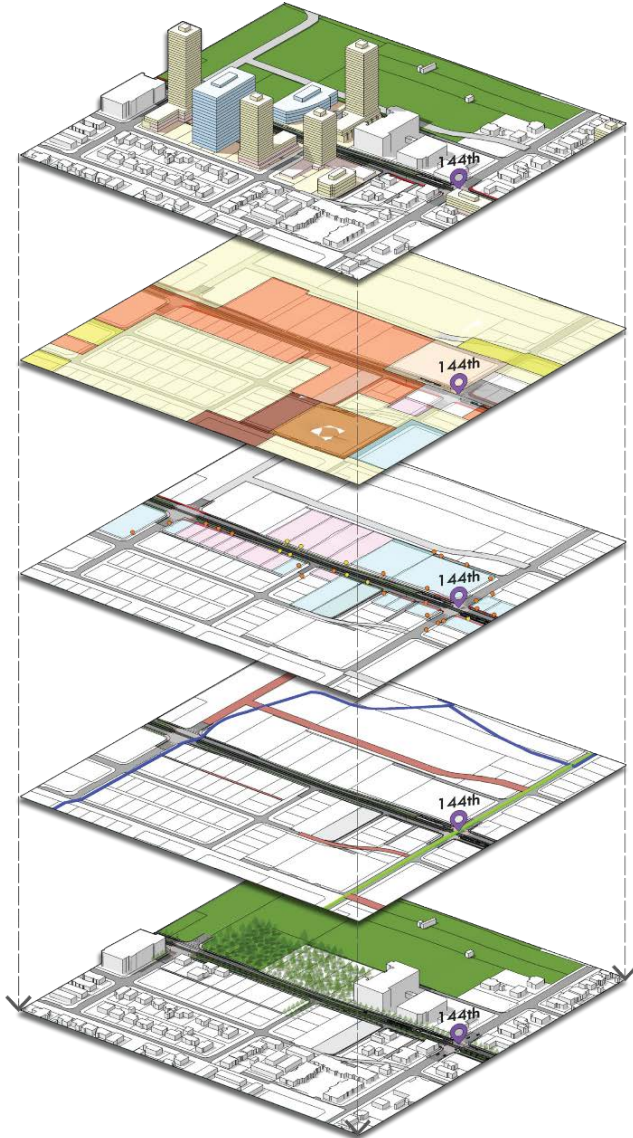
T	P	C
X	X	
X	X	
X	X	X
X	X	X
X	X	X

- 10** Reduce pedestrian/vehicular conflicts by actively managing vehicular access.
 - Require service and parking access to be from side streets (created by new TOD) and off of Keawe Street.
 - Avoid (or prohibit) service and parking access off of South and Halekauwila Streets.
- 11** Extend Reed Lane Diamond Head from South Street through future TOD to (but not through) Mother Waldron Park.
 - Smaller blocks promote pedestrian connectivity and create additional vehicular access.
- 12** Require adjacent TOD to address station and pedestrian needs along South and Halekauwila Streets since there will be a significant increase in pedestrian usage of this area.
 - Adjacent uses should spill out onto the adjacent sidewalks and/or have a direct visual connection between the interior spaces and the adjacent street. This will improve around the clock safety and security, as well as improve the pedestrian experience.
- 13** Continue to improve Mother Waldron Park.
 - Provide additional streetscape improvements and internal park improvements to support character and function as a significant open space amenity for this area.

- KEY ELEMENTS**
- T:** Make Transit Work
 - P:** Create a Place
 - C:** Connect to Community
 - #:** See Urban Design Concept Plan

T	P	C
X	X	X
X	X	X
X	X	X
X	X	X
X	X	X

CLARITY OF ROLES / RESPONSIBILITY



FUTURE

- Redevelopment opportunities
- Catalyst sites
- Short, medium and long-term opportunities

ZONING

- Existing zoning (Heights, FSR, Setbacks)
- Official community plan

ACCESS

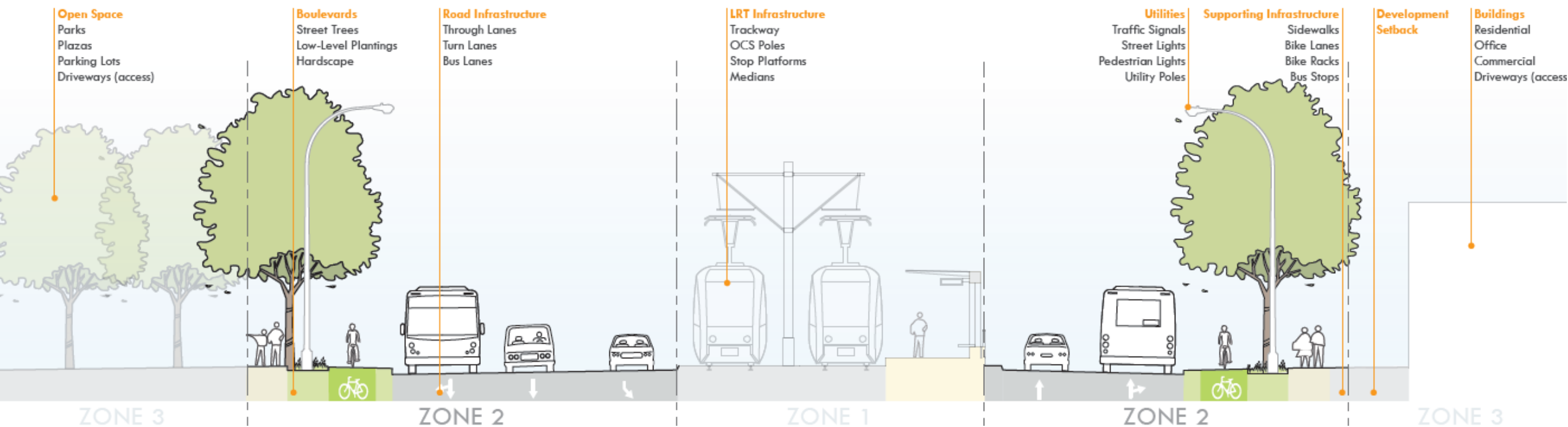
MOBILITY

- Proposed roads
- Bicycle network (existing + future)
- Pedestrian network

ASSETS

- Parks and open space
- Community centers, churches and schools
- Existing buildings and infrastructure

CLARITY OF ROLES / RESPONSIBILITY



Clarifying role of *Project (TransLink)* vs. regulatory responsibilities (*City of Surrey*)

DESIGN THE PROCESS



Operations and Maintenance Facility East

- Sound Transit worked with City of Bellevue to site and plan the light rail maintenance facility.
- This was in the immediate aftermath of the city adopting a major TOD overlay for the Bel-Red corridor.
- Once it became clear the city's priority was development capacity in the station walk shed, ST led a facilitated stakeholder process to re-imagine the facility to accommodate the city's land use vision.
- The final project scope was substantially modified and able to serve as leverage to consolidate the property needed to catalyze TOD within the Spring District station area.

DESIGN THE PROCESS



- Focus on project priorities + long term goals.
- **Fundamental tenet of design solution** to achieve the vision = complete separation between OMF and TOD while meeting project requirements.

DESIGN THE PROCESS



- OMF = increases operational efficiency through uninterrupted functionality
- TOD = tested and feasible due to maximum development flexibility without extraordinary infrastructure costs.

DESIGN THE PROCESS



- TOD concept = a very unique project
- Through sensitive design it 'creates a place' that will attract people to want to live, work and play.
- This project also connects to the surrounding community via links to pedestrian/ bikes trails and open spaces, fully optimizing the projects potential.


ISSUES RESOLUTION

- Plan for the future



ISSUES RESOLUTION





Thank you!
Questions?