

The “T” in T.O.D.

Guy Akester

Director, Real Estate Programs & Partnerships

TransLink

June, 2017

Agenda

- **Conditions for TOD Success**
- **TransLink TOD/Adjacent & Integrated Development Programme**
- **Sample of current projects**
- **Outcomes & Today's TOD**
- **Questions**

Transit Oriented Development: conditions for success

1. Safe and reliable transit system
 - Frequent and convenient
2. Positive perception of transit
 - Cultural acceptance
3. Growing population
4. Synchronized land use and transportation strategies
 - Mutually supportive planning and implementation
 - Critical mass of density
5. A transportation authority that wants to integrate
 - TransLink has a dedicated and specialized real estate team to facilitate TOD



TOD planning and guidelines

Successful TOD, project characteristics:

1. The Plaza, Create a sense of Place
2. Modal integration
3. Pedestrian and cyclist flows
4. Mixed use environment



5. Integration with transit facilities
6. Discourage cars and parking
7. Encourage grade level animation, services and retail

Demand: Let's look at the numbers

- By 2045 we need housing for about 1.2m more people
- We (RGS) expect 60% of our population growth to live with very close proximity to rapid transit
- We therefore expect 720,000 new people to live adjacent to rapid transit
- Average household size in Metro Van is 2.5 people
- ...so we need about 288,000 new homes along rapid transit corridors or 9,600 a year for the next 30 years.
- that's 32 buildings every year (assuming average of 300 homes per building)

Transit Oriented Development Challenges & Benefits

Challenges:

- Asset life-span
- Asset-rejuvenation
- Operating costs
- Local community buy-in
- Finding developers partners

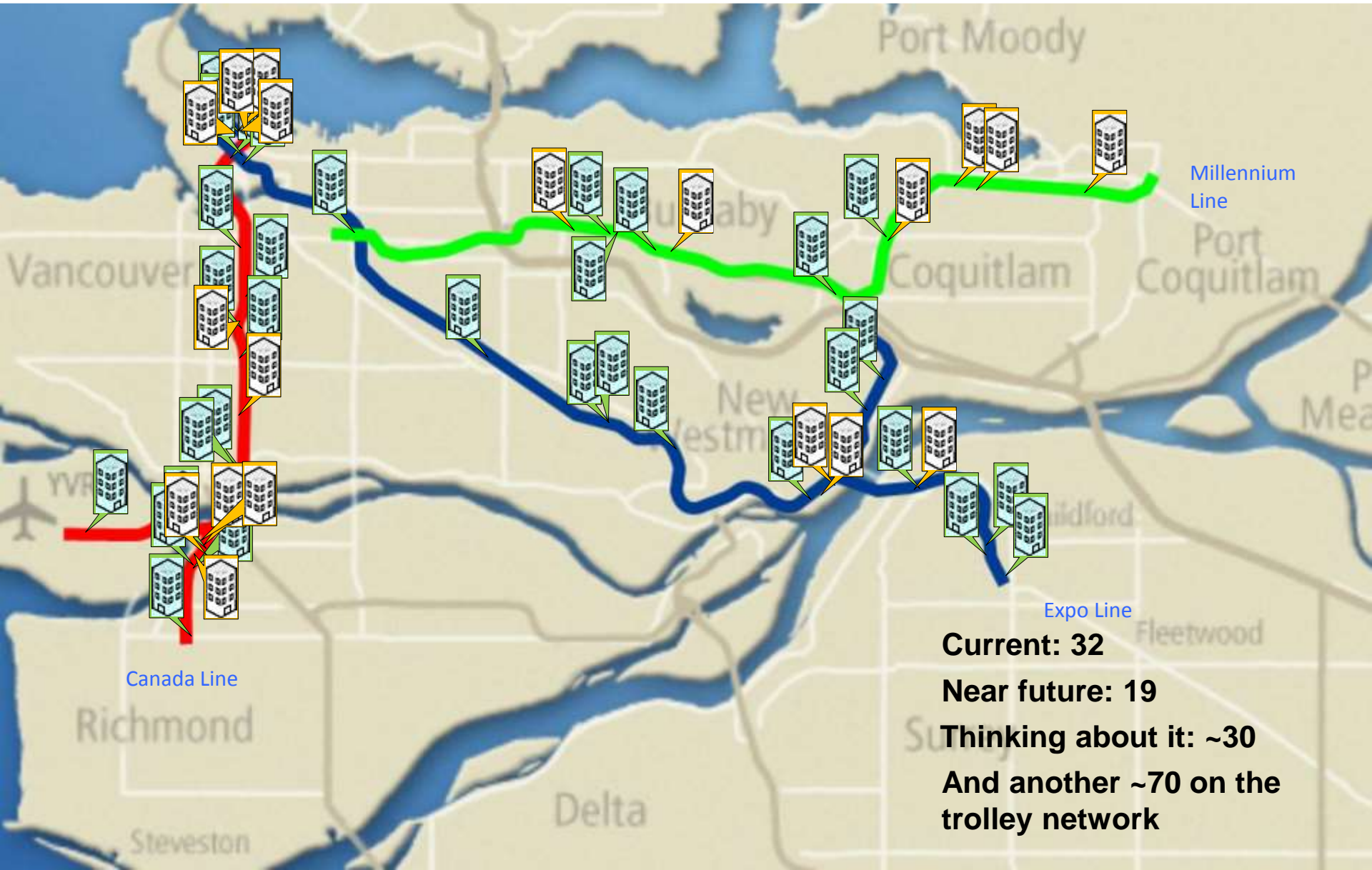


Benefits:

- More livable communities
- Increases ridership
- Reduces congestion
- Reduces urban sprawl
- Sustainable
- Spurs economic growth
- Increased transit efficiency
- Maximizes existing public infrastructure investments (schools, hospitals, roads, bridges, water, sewer etc)

So...where is TransLink in all this?

TransLink current & near-term 3rd Party Rail TOD



Millennium Line

Expo Line

Canada Line

Current: 32
Near future: 19
Thinking about it: ~30
And another ~70 on the trolley network

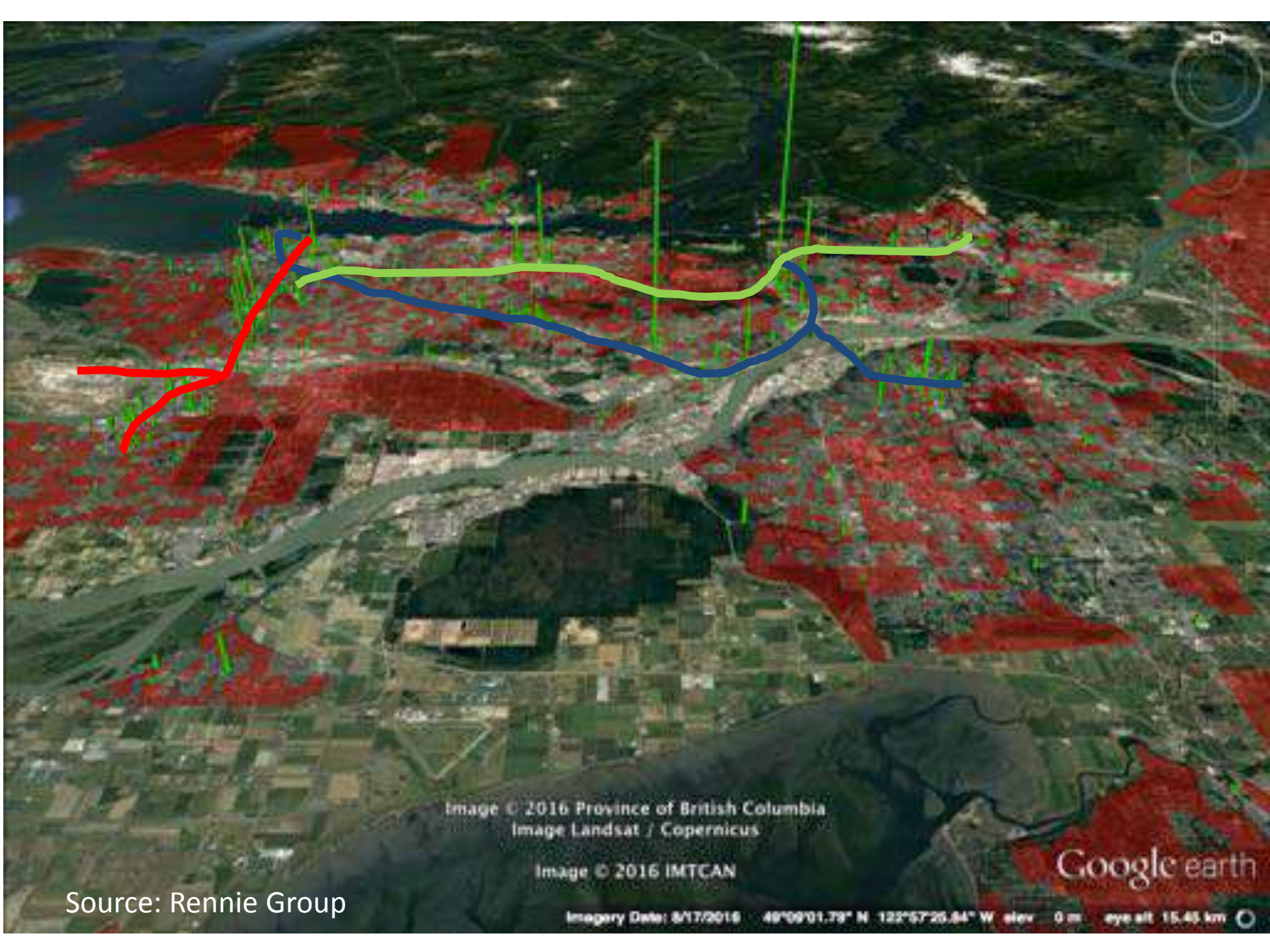


Image © 2016 Province of British Columbia
Image Landsat / Copernicus

Image © 2016 IMTCAN

Google earth

Source: Rennie Group

Imagery Date: 8/17/2016 49°09'01.79" N 122°57'26.84" W elev 0 m eye alt 15.45 km

TransLink's TOD Programme (April 2016)



43 million
square feet of **development**



95x
Telus Garden



7.2 million
square feet of **new retail**



space for
18,000 new jobs



7.9 million
square feet of **new office**



space for
52,600 new jobs



38,190
new homes



space for
95,000 people to live



\$14.1BN
in construction value



338,400
new construction job man years

\$18.7BN in total program value

TransLink's Adjacent and Integrated Development process



TransLink's AID/TOD Programme Support Documents

Adjacent and Integrated Developments (AID) Project Review Process

Guide for Developers

translink.ca



Equipment Limits of Approach

Contractor Safety While Working Near SkyTrain

Contractor Hazards

Overview

SkyTrain is an automated rail transit system carrying over 150-180,000 passengers per day on busy peak hours traveling at speeds of up to 80 km/h. With potentially 400 people on board each train, colliding with an object or a person could lead to catastrophic events. The procedures contained in this document are intended to ensure the safety of those people working near the SkyTrain system and the safety of SkyTrain's passengers and employees.

Potentially Hazardous Work

Work activities occurring close to SkyTrain can create hazards to trains, tracks, passengers or employees.

Work of particular concern includes activities that might:

- result in a collision with SkyTrain's buildings, gateway columns or beams; and especially trains;
- involve heavy equipment working within 10 meters of the gateway (i.e. cranes or excavator equipment);
- involve the storage of flammable products such as gasoline or combustible materials such as wood; and
- lead to persons entering Automatic Train Control (ATC) territory either unintentionally or purposefully.

Examples include:

- scaffolding erected adjacent to stations or tracks;
- tall equipment next to the gateway such as cranes or bucket trucks;
- a new building that provides easy access or results in materials falling onto the gateway;
- parking of stations or buildings adjacent to the gateway;
- cranes working above ATC territory while transporting materials;
- work that blocks emergency escape routes; and
- any work creating smoke, fumes, or other airborne hazards which could enter the stations.

Prior to any work commencing in the vicinity of the SkyTrain system, the responsible parties preparing to commence work must determine which of these may be a possibility and take adequate precautions.

translink.ca



A Guide to Working Adjacent to and Above SkyTrain

Guide for Developers

translink.ca



www.translink.ca/realestate

What do we look at?

Two Forms of Review: Asset Integrity & Operational Integrity

- Code: post-disaster, fire
- Construction work plan
- Debris management
- Encroachment of land rights
- Geo-tech: settlement, heaving
- Impact on future upgrades
- Risk management: Insurance & indemnities
- Structural integrity
- Concession Agreement: change order & costs
- Customer environment
- Long-term monitoring requirements & costs
- Maintenance costs
- Operating efficiency
- Passenger flow
- Safety

www.translink.ca/realestate

Brentwood Mall

Brentwood Town Centre Station



Marine Gateway Marine Drive Station



Living on the edge



Managing the love



Construction Impacts

Robot trains assume the guideway is safe, stable and free of obstructions



www.translink.ca/realestate

Construction Impacts



Thank You

The “T” in T.O.D.



Guy Akester

Director, Real Estate Programs & Partnerships

TransLink

www.translink.ca/realestate