

Broadway Subway Project

Design Advisory Process

Open House #1

Public Engagement Report

December 2020

Prepared by: Broadway Subway Project Corporation





This Public Engagement Report was prepared by the Broadway Subway Project Corporation for the City of Vancouver's Design Advisory Process.

The report summarizes input received at the virtual open house for the Broadway Subway Project through online survey completions during the formal engagement period, from November 26 to December 9, 2020.

Any personal information collected through the online survey by the Ministry of Citizens' Services for the Minister of Transportation and Infrastructure is under the authority of section 26(c) and 26(e) of the Freedom of Information and Protection of Privacy Act for the purpose of informing the Broadway Subway Project. If you have any questions about the collection, use and disclosure of your personal information, please contact: Director, Citizen Engagement, PO Box 9409, STN PROV GOVT Victoria BC, V8W 9V1, 250-208-3591. If you have questions on the citizen engagement process, please email citizenengagement@gov.bc.ca.

Note: *The views represented in the survey feedback summarized in this report, reflect the interests and opinions of people who chose to participate in the engagement process. They may not reflect the views of the broader public and should not be considered a statistically-valid public opinion poll.*

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1 Engagement Highlights

The Broadway Subway Project (the Project) is a 5.7 km extension of the Millennium Line, from VCC-Clark Station to Broadway and Arbutus. It will provide fast, frequent and convenient SkyTrain service to B.C.'s second largest jobs centre, world-class health services, an emerging innovation and research hub, and growing residential communities.

The following is a summary of communications and engagement activities for the Design Advisory Process Open House #1 from November 26 to December 9, 2020.

Engagement and Interactions

Notification



1,124

stakeholders reached with the notification letter



3,013

subscribers reached with the e-Newsletter



7

social media posts by the Project team through Facebook and Twitter



1

advertisement placed in the Vancouver Sun



1

poster placed in the window of the community office

Participation



2,171

unique engagement site visits



730

introductory video views



1,168

image gallery views



359

online survey completions



8

public enquiries received

Summary of Feedback

Who Participated

Of the 359 people who completed an online survey, a majority of the respondents:

- Live in Vancouver (75%)
- Work or attend school in Vancouver (76%)
- Took transit at least once a week (94%) before the COVID-19 pandemic began

What We Heard

Satisfaction with draft designs for stations:

- Majority of respondents indicated they thought the draft station designs were aligned (very aligned or extremely aligned) with the design philosophy (54%), system consistency (62%), and enhanced passenger experience (52%)
- Majority of respondents (56%) indicated that they are very satisfied and somewhat satisfied with the overall station designs
- Respondents have the highest satisfaction with the draft designs for Great Northern Way–Emily Carr Station (61% very satisfied or somewhat satisfied) and Arbutus Station (56% very satisfied or somewhat satisfied)
- Respondents have the lowest satisfaction with the draft design for Broadway–City Hall Station (32% very dissatisfied or somewhat dissatisfied)

A total of 256 respondents provided comments as part of the survey. Key themes are summarized as follows:

- Concerns about the existing design, including a desire for the stations to better integrate with the local areas, with a less utilitarian look and feel
- Preference for at least two entrances at each station, particularly at Broadway–City Hall Station (due to anticipated volume), at Oak–VGH Station (with a land bridge to Laurel Street or direct access to the hospital), and at Great Northern Way–Emily Carr Station (to better connect with both Emily Carr University of Art + Design and Vancouver Community College)
- Support for Crime Prevention Through Environmental Design (CPTED) principles, particularly with respect to station lighting at night
- Support for passenger accessibility features, particularly anti-slip surfaces

- Suggestions for future-proofing that will support additional passenger capacity including additional elevators/escalators and faregates as well as larger plazas and entrances
- Desire for more cycling amenities, including bike lockers and covered/interior parking
- Interest in potential community impacts of the new Arbutus bus loop
- Suggestions to make the stations and exterior plazas larger to better accommodate anticipated future demand
- Support for use of stormwater retention, and suggestions for other sustainability initiatives

2 About the Project

2.1 Overview

The Broadway Subway Project is a 5.7 km extension of the Millennium Line, from VCC-Clark Station to Broadway and Arbutus. It will provide fast, frequent and convenient SkyTrain service to B.C.'s second largest jobs centre, world-class health services, an emerging innovation and research hub, and growing residential communities.

Once opened, the commute from VCC-Clark to Arbutus Station will take 11 minutes, saving the average transit commuter almost 30 minutes a day, and relieving congestion along Broadway.

Broadway Subway Project Corporation has started construction activities, including surveys and preparing to remove buildings required for stations and laydown areas. More information is available at broadwaysubway.ca/construction/current-work.

Construction of the elevated guideway, stations and tunnel portal is scheduled to begin in 2021. More information about construction activities, timing, traffic management, environmental management, and construction mitigation plans will be shared when available.

Broadway Subway Project Corporation's goal is to minimize disruption and maximize predictability for adjacent residents, businesses and their customers, and travellers.

Access to businesses, services and residences on Broadway Street will be maintained throughout construction. Construction updates will be provided in advance. More information about the Project is available at broadwaysubway.ca.

2.2 Project Partners

The Broadway Subway Project is funded and delivered by the Government of B.C., with contributions from the Government of Canada and the City of Vancouver.

The Project is a key part of the rapid transit program in Metro Vancouver's Mayors' Council 10-Year Vision. The Vision is funded by the governments of B.C. and Canada, TransLink, and local municipalities. Once constructed, the Project will operate as an extension of the existing Millennium Line and will be integrated with the regional transit network and operated and maintained by TransLink.

The Broadway Subway Project Corporation is a joint venture of ACCIONA-Ghella that will design and build the Project.



2.3 About the Design Advisory Process

The Design Advisory Process (DAP) is the process by which the City of Vancouver will provide comments on the design and urban integration of the Broadway Subway Project stations. The DAP only applies to the above-ground portions of the stations, including entrances, adjacent plazas, emergency exits and ventilation locations.

Design Advisory Process

The City of Vancouver's DAP steps are outlined in the following graphic. Timelines are subject to change.



3 Engagement Process

In partnership with the Government of B.C. and the City of Vancouver, the Broadway Subway Project Corporation is leading the two-phase engagement process to inform station designs.

This open house focused on the above-ground portions of the stations, including station entrance buildings, adjacent plazas, emergency exits and ventilation locations. Due to the COVID-19 pandemic and related safety requirements for physical distancing, the open house was held in an online environment. The public engagement period was open from November 26 through to December 9, 2020. Feedback received during this open house will be provided as input to the City of Vancouver's DAP Process to contribute towards the urban integration of the stations and will be considered by the Project in finalizing the station designs.

Additional engagement will take place in early 2021 to report back on comments received and present the final designs, with additional details about landscaping and available information on public art.

3.1 Purpose

The purpose of the engagement was to share information and receive feedback about the above-ground portions of the stations. This report summarizes public and stakeholder activities completed, and feedback received from November 26 to December 9, 2020.

3.2 Notification and Outreach

The Project team invited public participation through a variety of methods identified in the following tables. Copies of notification materials are included in *Appendix A*.

During the formal engagement period, the Project also leveraged earned media through online articles and social media.

Notification	Description	Date
Community office poster	Poster advertising the open house was displayed in the window of the community office	November 23, 2020
Newspaper advertisement	Public notice placed in the Vancouver Sun to advertise the Project open house dates	November 26, 2020
Engagement website	Launch of the engagement materials at broadwaysubwayproject.civilspace.io	November 26, 2020

Notification	Description	Date
Broadway Subway Project website	Engagement announced at broadwaysubway.ca/community/engagement	November 26, 2020
govTogetherBC website	Engagement announced at engage.gov.bc.ca/govtogetherbc/consultation/broadway-subway-project	November 26, 2020
City of Vancouver website	Engagement announced at vancouver.ca/streets-transportation/ubc-line-rapid-transit-study	November 26, 2020
Stakeholder emails	Notification from the Project email (broadwaysubway@gov.bc.ca) sent to 1124 stakeholders to announce the launch of the open house	November 26, 2020
BC Gov News information bulletin	BC Gov News information bulletin announcing the launch of the open house news.gov.bc.ca/23329	November 30, 2020
Twitter posts	Twitter posts through @TranBC <ul style="list-style-type: none"> • November 30 – 14 Likes • December 2 – 7 Likes • December 3 – 1 Like • December 8 – 1 Like • December 9 – 1 Like 	November 30, 2020 (start of Twitter posts)
Facebook posts	Facebook posts through TranBC <ul style="list-style-type: none"> • December 1 – 7 Likes • December 8 – 4 Likes 	December 1, 2020 (start of Facebook posts)
Newsletter email	Newsletter distributed to 3013 contacts who signed up for project updates through the website	December 3, 2020

3.3 Engagement Activities

3.3.1 Virtual Open House

Due to the COVID-19 pandemic, the Broadway Subway Project Corporation hosted a virtual open house on an online engagement platform at broadwaysubwayproject.civilspace.io. A contact email and phone number were provided to allow the public to ask questions about the Project.

Public engagement materials were available at the virtual open house and included:

- Nine-minute **introductory video** providing an overview of the information available on the engagement website and how the public can participate in the open house
- 45 **display boards** presenting information for each station on community integration, external design perspectives, urban design and local transportation integration, and passenger accessibility and safety, and next steps
- **Image gallery** with 79 detailed architectural drawings and renderings as shown on the display boards
- Link to the **online survey** to receive feedback about the station designs
- **Project timeline** outlining completed and upcoming activities
- Visitors to the page were invited to subscribe to the **Project newsletter** for updates
- **Frequently Asked Questions** (FAQs) about the Station Design Advisory Process and the Broadway Subway Project
 - FAQs were updated during the open house to address questions received from the public

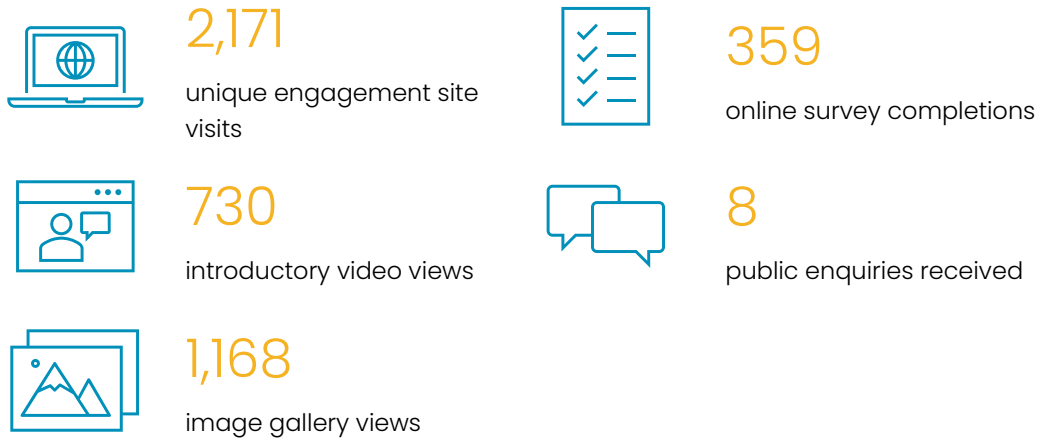
See *Appendix B* for a copy of the introductory video script, display boards, online survey, and the frequently asked questions.

3.3.2 Online Survey

An 18-question online survey was available throughout the public engagement period and asked participants to provide feedback on station designs. A copy of the survey is provided in *Appendix B* and a summary of the results is provided in Section 4.

4 Engagement Results

4.1 Participation Summary



4.2 Summary

The online feedback results presented in this report were collected using the Government of B.C.'s online survey tool, LimeSurvey, and hosted on the govTogetherBC website, from November 26 to December 9, 2020.

A high level summary is available in Section 1 and detailed results are provided in the following sections.

4.2.1 What We Heard

The opinions expressed by the 359 people who completed the online survey indicate general satisfaction with draft designs for stations:

- Majority of respondents indicated they thought the draft station designs were aligned (very aligned or extremely aligned) with the design philosophy (54%), system consistency (62%), and enhanced passenger experience (52%)
- Majority of respondents (56%) indicated that they are very satisfied and somewhat satisfied with the overall station designs
- Respondents have the highest satisfaction with the draft designs for Great Northern Way–Emily Carr Station (61% very satisfied or somewhat satisfied) and Arbutus Station (56% very satisfied or somewhat satisfied)

- Respondents have the lowest satisfaction with the draft design for Broadway–City Hall Station (32% very dissatisfied or somewhat dissatisfied)

A total of 256 respondents provided comments as part of the survey. Key themes are summarized below (*see Section 4.2 for additional information*):

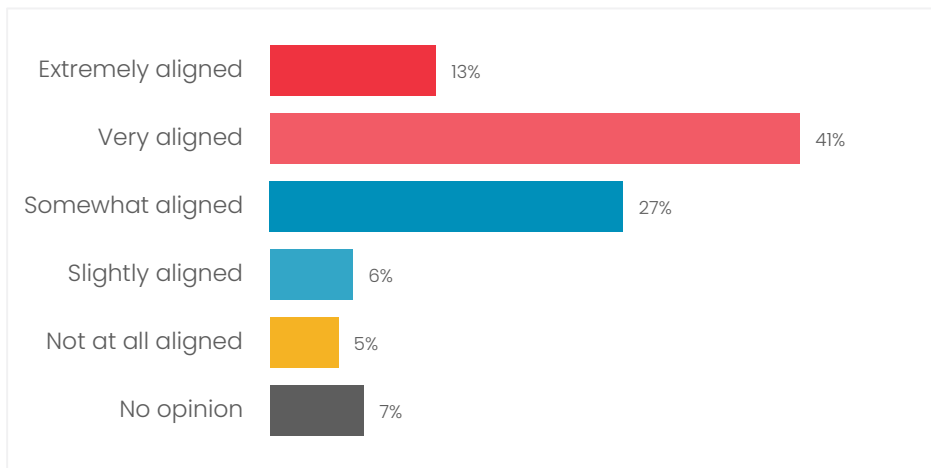
- Desire for the stations to better integrate with the local areas, with a less utilitarian look and feel
- Preference for at least two entrances at each station, particularly at Broadway–City Hall Station (due to anticipated volume), at Oak–VGH Station (with a land bridge to Laurel Street or direct access to the hospital), and at Great Northern Way–Emily Carr Station (to better connect with both Emily Carr University of Art + Design and Vancouver Community College)
- Support for Crime Prevention Through Environmental Design (CPTED) principles, particularly with respect to station lighting at night and anti-slip surfaces
- Desire for more cycling amenities, including bike lockers and covered/interior parking
- Concerns about potential community impacts of the new Arbutus bus loop
- Suggestions to make the stations and exterior plazas larger to better accommodate anticipated future demand
- Support for use of stormwater retention, and suggestions for other green initiatives or sustainable designs

4.3 Survey Results

1. Design Philosophy

In your opinion, how aligned are the station designs to the design philosophy as presented? (n=359)

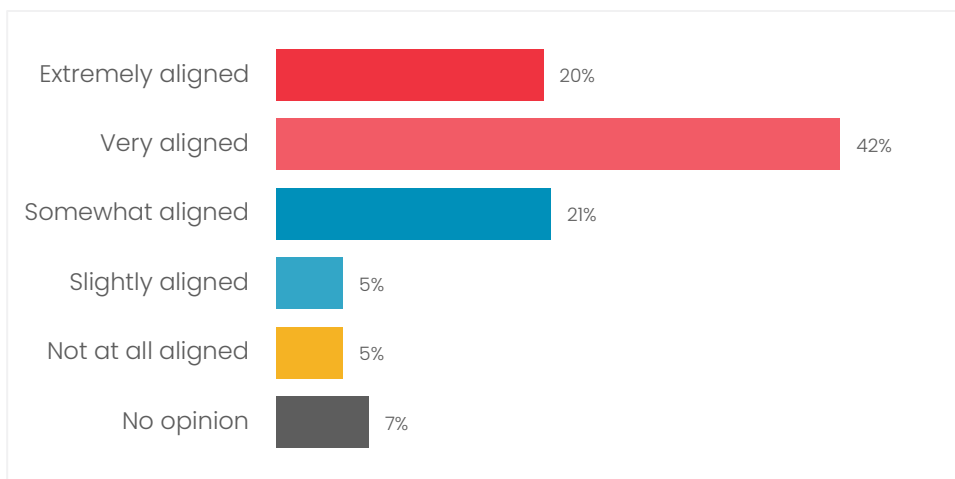
- 54% of respondents indicated that stations are very aligned or extremely aligned
- 33% of respondents indicated that stations are somewhat aligned or slightly aligned



2. System Consistency

In your opinion, how aligned are the station designs with the system consistency objectives as presented? (n=359)

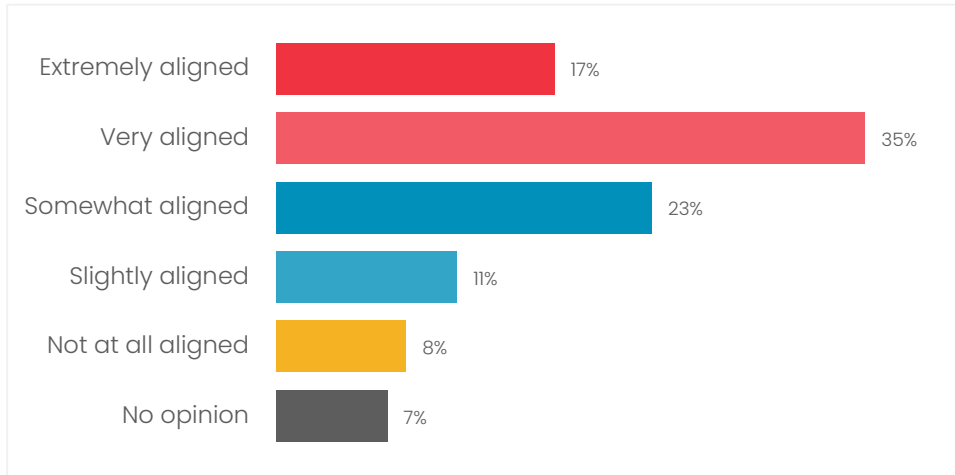
- 62% of respondents indicated that stations are very aligned or extremely aligned
- 26% of respondents indicated that stations are somewhat aligned or slightly aligned



3. Enhanced Passenger Experience

In your opinion, how aligned are the station designs with the enhanced passenger experience objectives as presented? (n=359)

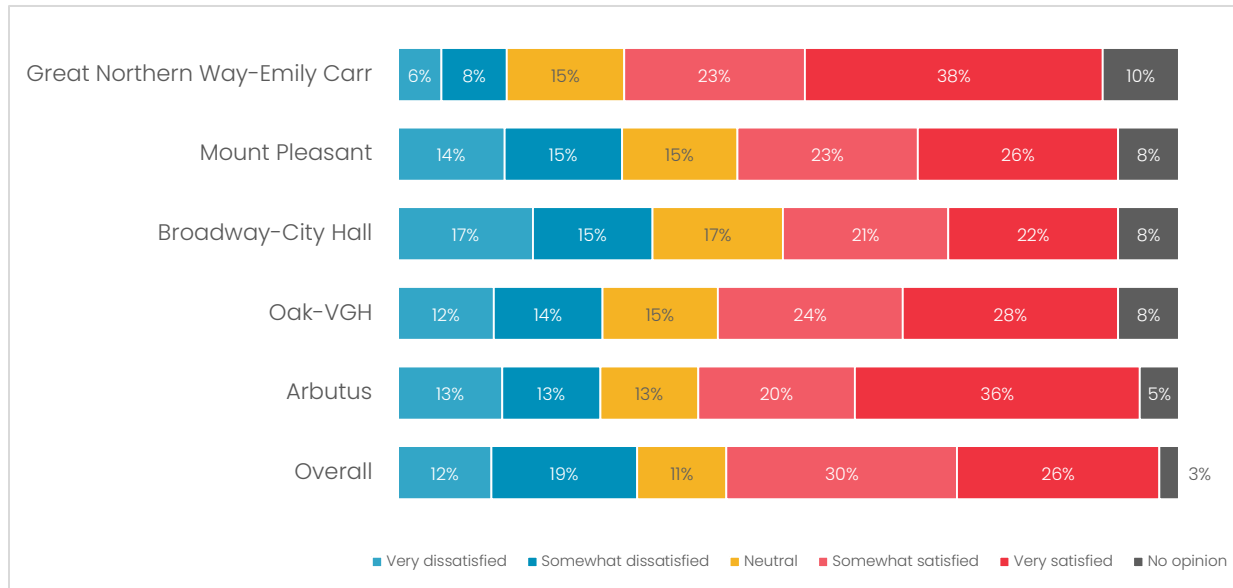
- 52% of respondents indicated that stations are very aligned or extremely aligned
- 34% of respondents indicated that stations are somewhat aligned or slightly aligned



4. Draft Station Designs

Which best describes your opinion of the draft design for each station, and your overall opinion for all stations? (n=359)

- Respondents have the highest satisfaction with the draft designs for Great Northern Way-Emily Carr Station (61% very satisfied or somewhat satisfied) and Arbutus Station (56% very satisfied or somewhat satisfied)
- Respondents have the lowest satisfaction with the draft design for Broadway-City Hall Station (17% very dissatisfied)
- 56% of respondents indicated that they are very satisfied and somewhat satisfied with the overall station designs



The survey advised that the South Granville Station entrance building is fully integrated within a new development already under construction and approved through the City of Vancouver's development permit process. As such, most of the station entrance features have already been determined through that process. The Project team did not request feedback on the design for South Granville Station.

5. Other Feedback

Is there anything else you would like us to consider? (n=256)

See *Appendix C* for a copy of the verbatim comments.

- In addition to general satisfaction with overall station designs, respondents offered a variety of feedback about specific aspects, particularly with respect to station aesthetics and local integration, entrances and exits, CPTED and safety elements, station plan/layout and cycling amenities (see *Section 5.1 and 5.2 below*).
- A total of 256 respondents provided comments. Comments were parsed by topic for a total of 447 unique comments, which were coded as "in-scope" (within the purview of the Design Advisory Process) or "out-of-scope" (outside of the Design Advisory Process).
- Most comments (244) were general to all stations. Comments specific to each station were also noted, as summarized in the following table.

Station	Number of Comments
Arbutus	65
Broadway–City Hall	50
Mount Pleasant	33
Oak–VGH	17
Great Northern Way–Emily Carr	13
South Granville	13
Multiple select stations	12

5.1 In-Scope Feedback

In-scope and similar comments were themed and compiled as follows:

Theme	Questions and Comments
Station aesthetics, local integration and sense of place <i>(64 comments)</i>	<ul style="list-style-type: none"> Concerns about existing design: too grey/beige, boring/utilitarian, cold/impersonal, box-like More design creativity to provide a unique sense of place, integrated with the local area or B.C. (use of colour, big timber, Indigenous art, public art) Greater integration with local businesses Increase visibility of stations from the street Station-specific: <ul style="list-style-type: none"> Great Northern Way-Emily Carr: More wood/less glass; space for temporary art displays by Emily Carr students Mount Pleasant: More greenery; reflect the artistic community Broadway-City Hall: Match to the existing station; dislike the fence shown Oak-VGH: More greenery; uninspiring Arbutus: improve the roof line
Entrances and exits, including emergency exits <i>(61 comments)</i>	<ul style="list-style-type: none"> More than one entrance to each station—to avoid crowding and for convenience—as not everyone is coming from the same direction Provide wider entryways Great Northern Way-Emily Carr: more direct access to Emily Carr University of Art + Design Mount Pleasant: add corner entrance at Main/Broadway Broadway-City Hall: second entrance needed <i>(23 comments)</i> Oak-VGH: second entrance at Laurel Street South Granville: confirm if there are entrances from both Broadway and Granville streets Arbutus: second entrance on the south side of Broadway Street Emergency exits <i>(8 comments)</i>: <ul style="list-style-type: none"> Locate them so that they can become a second entrance in the future Mount Pleasant: move to a new location (further north or to the southwest corner) Broadway-City Hall: move the eastern exit elsewhere – proposed location better suited for retail or to access the new City Hall Annex Arbutus: move away from the plaza to maximize space there

Theme	Questions and Comments
CPTED elements and general safety <i>(38 comments)</i>	<ul style="list-style-type: none"> • Concern about increased crime and potential for loitering in designated sitting areas • Incorporate community policing at all stations • Ensure CPTED principles are applied • Ensure stations are well lit at night • Ensure porcelain tiles are non-slip • Provide strong Wi-Fi signal, so cell phones work below ground • Show plans for interior lighting • Delineate designated train boarding locations • More commercial areas would help increase safety • Questions about safety provisions • Size of stairwells and platform areas relative to passenger volumes • Incorporate traffic calming measures at stations • Arbutus: capacity of Arbutus Street and sidewalks to accommodate increased demand; minimize traffic conflict between passengers and greenway users
Station design and plan/layout <i>(32 comments)</i>	<ul style="list-style-type: none"> • General positive comments about the design • Show the future development plan at all stations • Need for overflow areas in the event of train breakdowns • Larger awnings around stations, for improved weather protection • Provide covered waiting areas for bus passengers • Design for social distancing requirements • Keep plazas clear • Minimize impact of influx of passengers on adjacent local amenities • Expand to integrate more commercial services • Design roofs to avoid snow/ice dangers • Show location of fair paid zones • Question about noise, vibration and ventilation • Great Northern Way-Emily Carr: show location of the tunnel portal; relocate entrances to south and west, rather than south and east; provide crosswalk in front of main entrance; vent grilles are too close to adjacent residential area • Mount Pleasant: create a smaller footprint; relocate the stairs to avoid the Main Street downslope

Theme	Questions and Comments
	<ul style="list-style-type: none"> • Broadway–City Hall: provide a below-ground connection to/from Canada Line; extend concourse to facilitate passenger flow • Oak–VGH: provide direct connection to the hospital; Laurel Street land bridge • South Granville: too much glass along Granville
Bike amenities (25 comments)	<ul style="list-style-type: none"> • More bike parking at all stations • Bike parkades/indoor bike lockers attached to all stations, specifically at Arbutus and Broadway–City Hall stations • Locate bike parking to minimize conflict with other passenger flows • Covered parking areas/respice from the weather • More integration of rental active transportation (Mobi bikes, scooters) • Better integration with adjacent active transportation corridors • Clearly delineate cycle lanes/areas and slowdown areas—for improved passenger safety and to avoid active transportation corridors being used as pick-up/drop-off areas
Station and plaza size (18 comments)	<ul style="list-style-type: none"> • Stations are too small for future ridership, specifically Mount Pleasant, Broadway–City Hall, and Oak–VGH stations • Plazas are too small, specifically Oak–VGH Station • Incorporate easily extendable platforms to accommodate growth in ridership • Additional future entrance at South Granville Station • Additional faregates and ticket vending machines
Passenger amenities (17 comments)	<ul style="list-style-type: none"> • More retail outside of the Fare Paid Zone • Covered seating and waiting areas outside of the stations • More retail at the platform level • More food vendors in the stations • Provide water fountains • Provide public lockers • Provide Wi-Fi • Mount Pleasant: power hook ups in plaza areas for use during public festivals
Arbutus bus loop (13 comments)	<ul style="list-style-type: none"> • Impact of the selected location on the adjacent school and community park (noise, air emissions, potential for loitering and crime) • How will these impacts be addressed? • Room for articulated buses to turn • Covered waiting area for bus passengers

Theme	Questions and Comments
Wayfinding <i>(13 comments)</i>	<ul style="list-style-type: none"> • Visibility of “T” sign outside stations • Visibility of station name for passengers on trains when waiting at the platform • Colour coding for access to other transportation • Colour coding and directional arrows for up/down walking areas • More passenger etiquette signs • Designated priority area for bikes, strollers • Design for efficient passenger flow • Improve on existing TransLink wayfinding standards
Integration with other transportation <i>(11 comments)</i>	<ul style="list-style-type: none"> • Arbutus: ensure integration with future streetcar, address conflict with adjacent school pick-up/drop-off area, dedicated bus merge onto Broadway • Mount Pleasant: ensure road connection accommodates large volume of traffic; improve connection with route #22 • Oak-VGH: ensure drop-off areas are only on Broadway Street (not on Laurel Street and laneway behind the station) to minimize impact for emergency vehicles • Resolve conflicts with passengers awaiting buses blocking access to station entrances
Green initiatives and sustainable design <i>(11 comments)</i>	<ul style="list-style-type: none"> • Support for stormwater retention plan • More trees and landscaping (low maintenance) • Low carbon structures, carbon neutral buildings • Use zero emission buses • Green spaces, green roofs • Ensure flood mitigation • Apply BC Wood First policies • Which federal, provincial, and city sustainability policies have been applied?
Accessibility for persons with disabilities <i>(9 comments)</i>	<ul style="list-style-type: none"> • Apply universal design standards to ensure stations and trains are accessible to everyone, including easy-step access, tactile pathways, emergency support buttons, public address • Consider needs of seniors • Oak-VGH: consider additional wheelchair accessibility; steep grade from the station to the hospital precinct • Arbutus: long walk from HandyDART loading area to station entrance

Theme	Questions and Comments
Noise and air quality (5 comments)	<ul style="list-style-type: none"> Concern about noise and air quality—will the noise control and air quality strategies meet provincial and municipal health requirements? Suggestion for additional hard and soft-scaping at Arbutus Station and bus loop to minimize impacts for the adjacent school Suggestion not to have a west-facing exit at Emily Carr–Great Northern Way Station to minimize noise for the adjacent residential complex
Engagement process (5 comments)	<ul style="list-style-type: none"> Ensure local residents and businesses are aware of upcoming construction impacts How will feedback be considered? Engagement site did not work in large print format

5.2 Out-of-Scope Feedback

Out-of-scope and similar comments were themed and compiled as summarized in the table below, along with a brief explanation of why they are considered to be out-of-scope.

Theme	Out-of-Scope Response
Future development (31 comments): Suggestions for best use, densification, consideration of housing, and better integration with surrounding area; questions about future use for stations where build out is not identified	<ul style="list-style-type: none"> Not part of the DAP process; developments are approved through a separate City of Vancouver process Where future development is known and approved, future buildings are shown Where no development has been approved, the stations are shown on their own; all stations are designed to accommodate future development
Washrooms (27 comments): Strong desire to have washrooms available on opening day; suggestions for location within the station; requests for accessible design	<ul style="list-style-type: none"> All stations will be built with accessible washrooms TransLink will determine how these facilities are managed and made available
Escalators/elevators (18 comments): Requests for additional units	<ul style="list-style-type: none"> TransLink has previously identified requirements based on forecast demand volumes

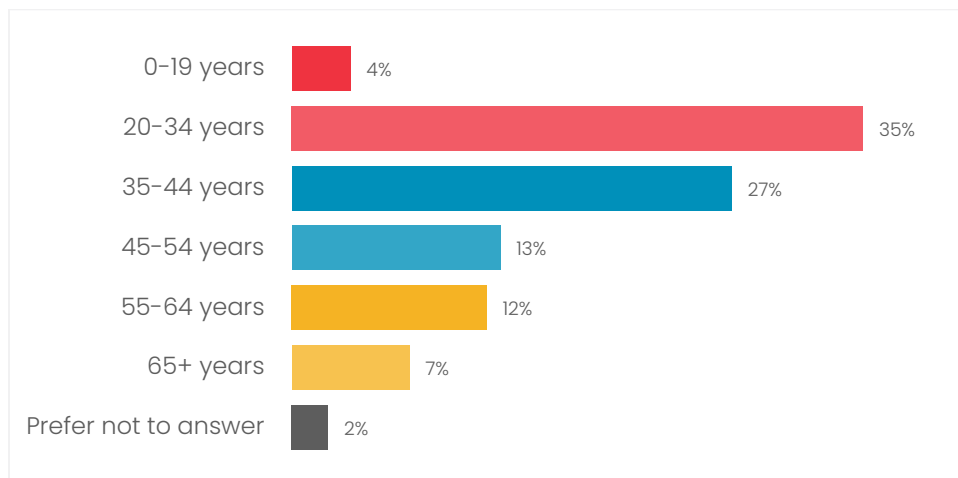
Theme	Out-of-Scope Response
Interest in public art <i>(15 comments)</i> : Support for incorporating Indigenous art; coordination with murals at Mount Pleasant and Broadway–City Hall stations; student art at Great Northern Way–Emily Carr Station	<ul style="list-style-type: none"> The Province is seeking to commission five professional artists or artist teams to create unique, highly integrated public artwork at all stations, except Arbutus Station which will feature Indigenous art. A final selection will be made in early 2021. A separate and parallel process in relation to Indigenous art and cultural recognition is also underway. Available information on public art will be shared at the next Design Advisory Process Open House in spring 2021.
Station names <i>(13 comments)</i> : Suggestions to incorporate Indigenous names; include “Cambie” in the Broadway–City Hall station name; add “station” to the “T” sign; shorten name of Great Northern Way–Emily Carr Station	<ul style="list-style-type: none"> Station names have already been determined and are consistent with TransLink’s naming system
Extend to UBC <i>(9 comments)</i> : Support for extending as soon as possible; future of the bus loop once the Millennium Line extends to UBC; suggestions for alternating express/local bus service to UBC	<ul style="list-style-type: none"> A decision was made by the mayors to fund and build rapid transit to UBC in two phases based on available funding. Funding is in place for the Broadway Subway Project, which is defined from VCC–Clark Station to Arbutus Station, with completion in 2025. The City, TransLink and UBC are involved in a planning initiative to extend the Millennium Line to UBC. In the meantime, the Arbutus Street terminus will be designed to allow for future rapid transit expansion to UBC.
Engagement process <i>(7 comments)</i> : Dissatisfaction that there was no neighbourhood-specific consultation during pre-design phase; request for a mitigation strategy for St. Augustine School (near Arbutus Station and bus loop)	<ul style="list-style-type: none"> All comments and suggestions have been noted for future consideration.

Theme	Out-of-Scope Response
Station locations <i>(4 comments)</i> : Suggestions to connect to the new St. Paul's Hospital; to move the Mount Pleasant Station to the southeast corner of Main and Broadway; to move the location of the Arbutus Station; and to make Arbutus Street one-way to help improve traffic flow	<ul style="list-style-type: none"> Station locations were developed through a separate process with the City of Vancouver. It is not possible to move the stations to a different site. Decisions regarding City streets are City of Vancouver jurisdiction. Suggestions to reorient a station within the designated site will be considered where feasible; however, all sites are constrained by a variety of factors including location of underground utilities and proximity to current and future developments.

6. Age

How old are you? (n=359)

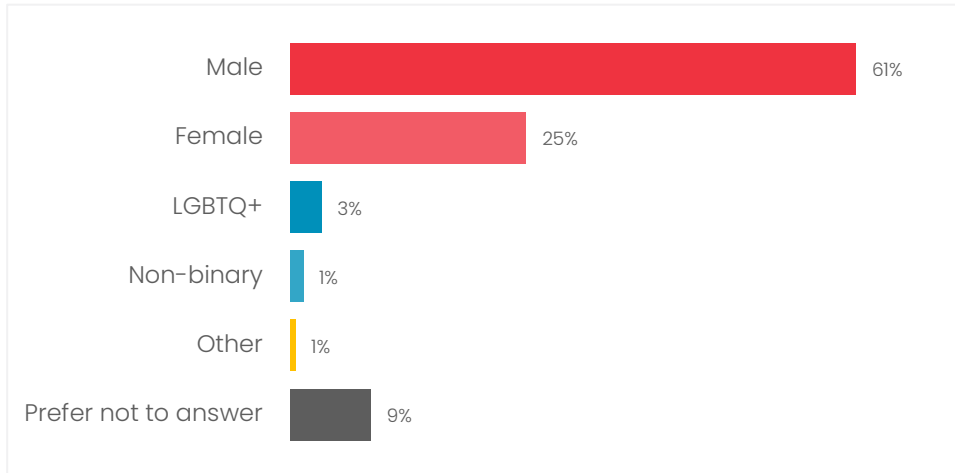
- 62% of respondents are between 20 to 44 years old



7. Gender

How do you describe your gender? (n=359)

- 61% of respondents selected male
- 25% of respondents selected female
- 14% of respondents selected from other available responses

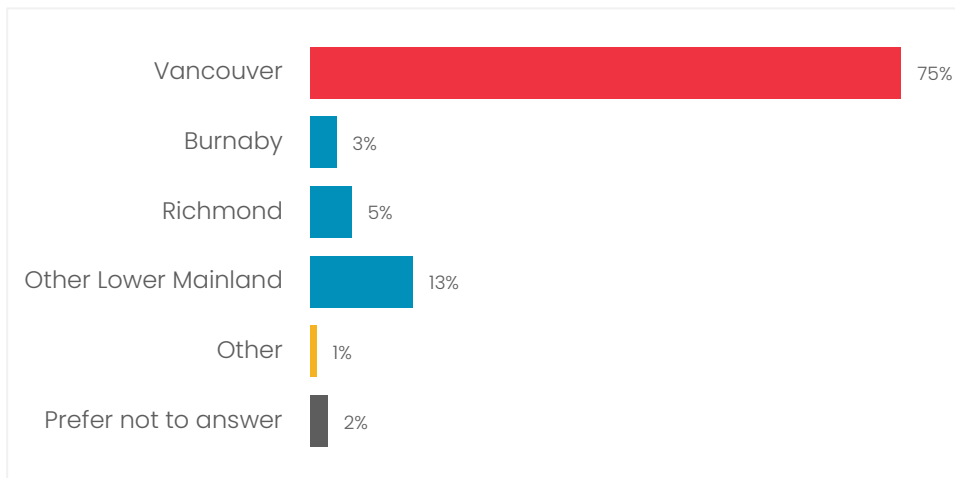


Note: an error was made in developing the potential responses for this question. The response “LGBTQ+” should have read “transgender”. The Project team apologizes for this error and for offending anyone as a result of this error.

8. Place of Residence

Where do you live? (n=359)

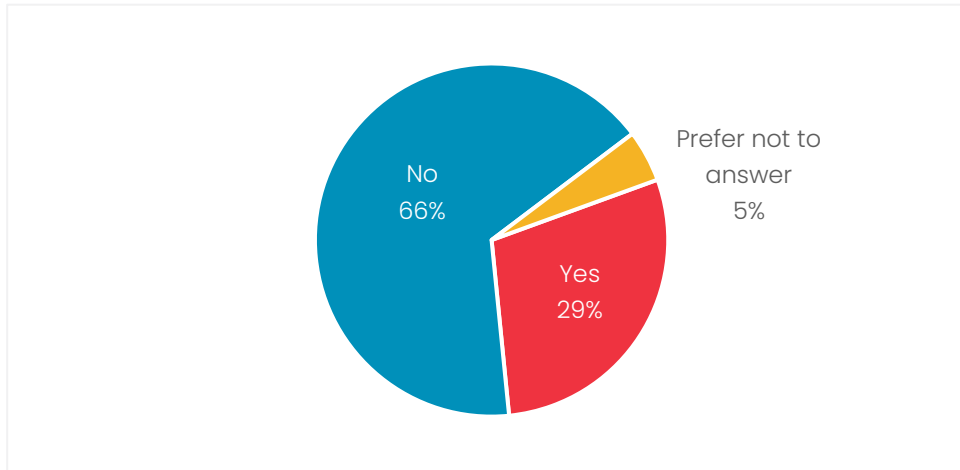
- Majority of respondents live in Vancouver (75%)



9. Proximity of Residence

Do you live within two blocks of one of the new stations? (n=359)

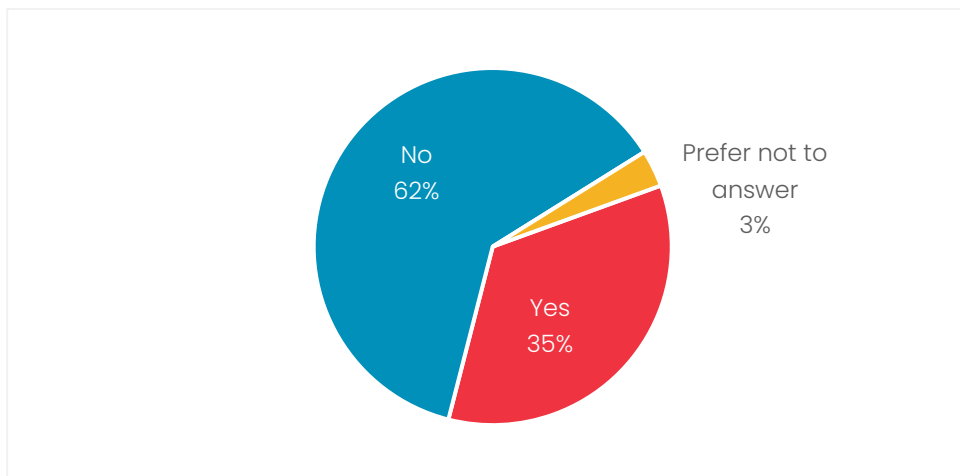
- Majority of respondents do not live within two blocks of one of the stations (66%)



10. Community Group/Organization

Do you or anyone in your household belong to a community group or organization located along the route of the Broadway Subway Project? (n=359)

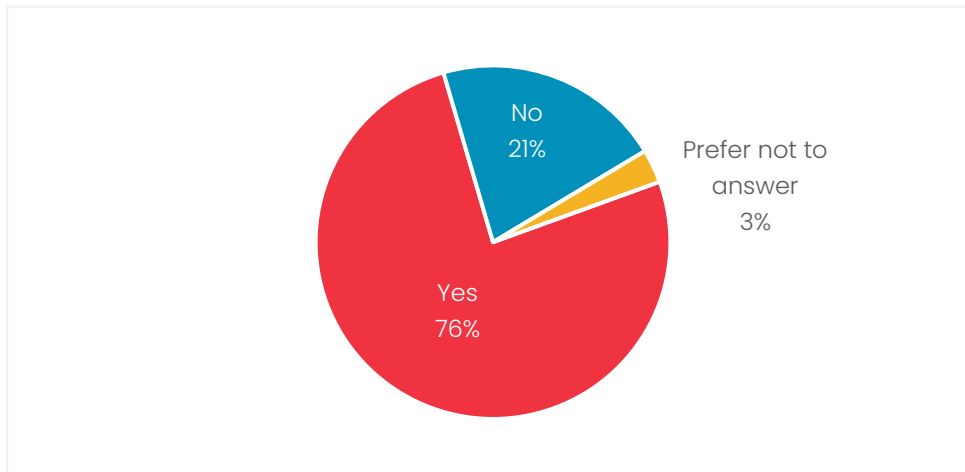
- Majority of respondents do not belong to a community group or organization located along the alignment (62%)



11. Work/School

Do you regularly work or attend school in Vancouver? (n=359)

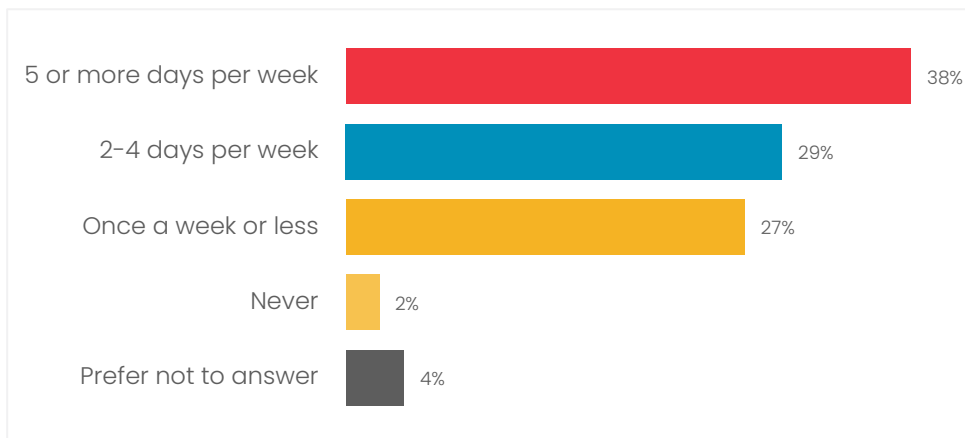
- Majority of respondents work or attend school in Vancouver (76%)



12. Transit Use

Before the COVID-19 pandemic began, how frequently did you use transit? (n=359)

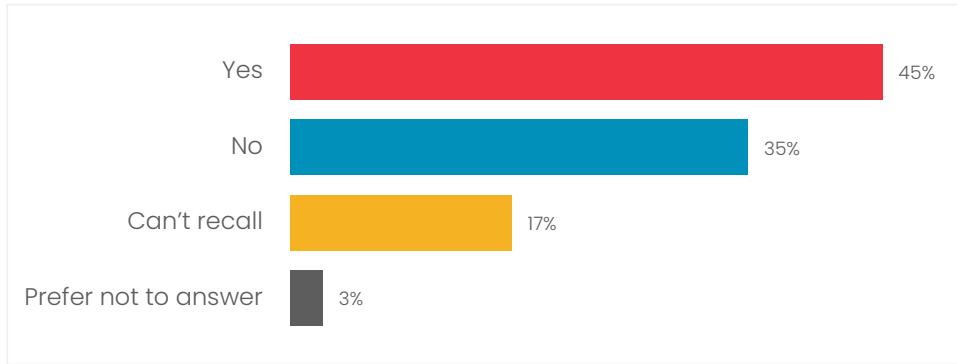
- Majority of respondents took transit at least once a week (94%) before the COVID-19 pandemic began



13. Past Community Events

Did you participate in previous community events for the Broadway Subway Project? (n=359)

- 45% of respondents have participated in previous community events



5 Next Steps

The Broadway Subway Project Corporation will consider all comments received and address feedback where it is feasible. In-scope comments that can be incorporated within the required schedule, budget and project requirements will be considered and reviewed with project partners including the Province, TransLink, and the City of Vancouver to confirm approval.

Changes made as a result of feedback received will be shared during the next phase of the Design Advisory Process, with an open house being planned for spring 2021.

In-scope comments will be considered subject to project budget and schedule, and technical requirements.

Out-of-scope comments that reflect decisions already approved or are unrelated to the project will not be considered, for the reasons outlined above.

For more information:

- Visit broadwaysubway.ca
- Email broadwaysubway@gov.bc.ca
- Call 1-844-815-6114



Appendix A Notification Materials

The following copies of notification materials are included:

- Newspaper advertisement
- Notification letter
- Newsletter
- Community office poster
- Sample social media posts

Notification Materials: Newspaper Advertisement

Public Notice of Open House Broadway Subway Project

The Ministry of Transportation and Infrastructure invites the public to attend a virtual open house regarding designs prepared by the ministry's contractor, Broadway Subway Project Corporation, for the new stations on the Broadway Subway Project. The project extends the Millennium Line 5.7 kilometres from VCC–Clark Station to the intersection of West Broadway and Arbutus Street.

The purpose of the open house is to share information and receive feedback about the above ground portions of the stations, including entrances and adjacent plazas.

Feedback received will be provided as input to the City of Vancouver's design advisory process and will be considered in finalizing the stations' designs. A second open house will take place in early 2021 to summarize the feedback received and present the final designs.

The virtual open house will run from
November 26, 2020, to December 9, 2020, at
broadwaysubwayproject.civilspace.io.

For more information, please visit
broadwaysubway.ca, or
contact the community office at **778 572-3544**,
or by email at **broadwaysubway@gov.bc.ca**.





Notification Materials: Notification Letter

A copy of the notification letter is provided on the following pages.



November 26, 2020

Dear Community Member,

The Broadway Subway Project team is participating in the City of Vancouver's Design Advisory Process (DAP) for the new stations. This involves the urban integration of the above-ground portions of entrances, adjacent plazas, emergency exits and ventilation locations.

The design-build contractor has prepared draft station designs that have been informed by project objectives, the City's design principles, and previous consultations conducted by TransLink and the City. Input was used to develop overall criteria for the new stations such as up and down escalators, elevators and safety and security measures.

While the draft designs will show both above and below ground portions, DAP only applies to the street-level aspects of the stations. The South Granville Station entrance is being integrated with a development that is currently under way through the City's standard permitting process.

We would like to invite you to attend our virtual open house, where you can see the proposed station designs and provide feedback through a survey. Due to the COVID-19 pandemic, this open house will be held online and you can participate at your convenience over a 2-week period.

- Dates: November 26 to December 9, 2020
- Link: **broadwaysubwayproject.civilspace.io**

Feedback will be compiled and considered in finalizing the station designs. A second open house will take place in early 2021 to report back on comments received and present the final designs, with additional details about landscaping and available information on public art.

More information about the construction of the subway will also be available in 2021. The contractor is developing these plans in more detail and will soon be in a position to share information about specific activities and timing before construction begins on the elevated guideway, stations and tunnel. For the remainder of this year, you may see surveying and other site preparation work along the project alignment. These updates are posted to the project website at broadwaysubway.ca, and you could also receive a notification, depending on the location and nature of the activity.

We value your feedback and hope you will be able to participate in this first open house for the station DAP.

If you have any questions, please let us know.

We look forward to hearing from you.

Sincerely,
Broadway Subway Project Team

Notification Materials: Newsletter

[View this email online](#)



Station Design Advisory Process - Virtual Open House

[Click Here To Participate](#)

You are invited to attend a virtual open house regarding designs prepared by the Province's contractor, Broadway Subway Project Corporation, for the new stations.

The purpose of the open house is to share information and receive feedback about the above ground portions of the stations, including entrances, adjacent plazas, emergency exits and ventilation locations. [Click to view the materials and complete a survey.](#)

You can provide feedback until 11:59 p.m. on December 9, 2020. Input will be provided to the City of Vancouver's design advisory process and will be considered in finalizing the stations' designs.

A second open house will take place in early 2021 to report on comments received and present the final designs, with additional details about landscaping and public art.

The Broadway Subway project is a 5.7-kilometre extension of the Millennium Line from VCC-Clark Station to Broadway and Arbutus, with six stations along the line. Once opened in 2025, the commute from VCC-Clark to Arbutus Station will take 11 minutes, saving the average transit commuter almost 30 minutes a day and relieving traffic congestion along Broadway.

Visit broadwaysubway.ca for more information.
Add info@broadwaysubway.ca to your contacts or safe sender list.

Broadway Subway Project Suite 1750 - 401 West Georgia Street Suite 1750 Vancouver BC V6B 5A1 CA
[Unsubscribe](#) | [Manage preferences](#)

Notification Materials: Community Office Poster



Virtual Open House

Station Design Advisory Process

You're invited to see and share your comments on the station designs for each of the six future stations for the new Broadway Subway Project.

The purpose of the open house is to share information and receive feedback about the above ground portions of the stations, including entrances and adjacent plazas.

Due to the COVID-19 pandemic, this open house will be held online so you can participate at your convenience from **November 26 to December 9, 2020**.

Feedback received will be provided as input to the City of Vancouver's design advisory process and will be considered in finalizing the stations' designs. A second open house will take place in early 2021 to summarize the feedback received and present the final designs.

Participate online:

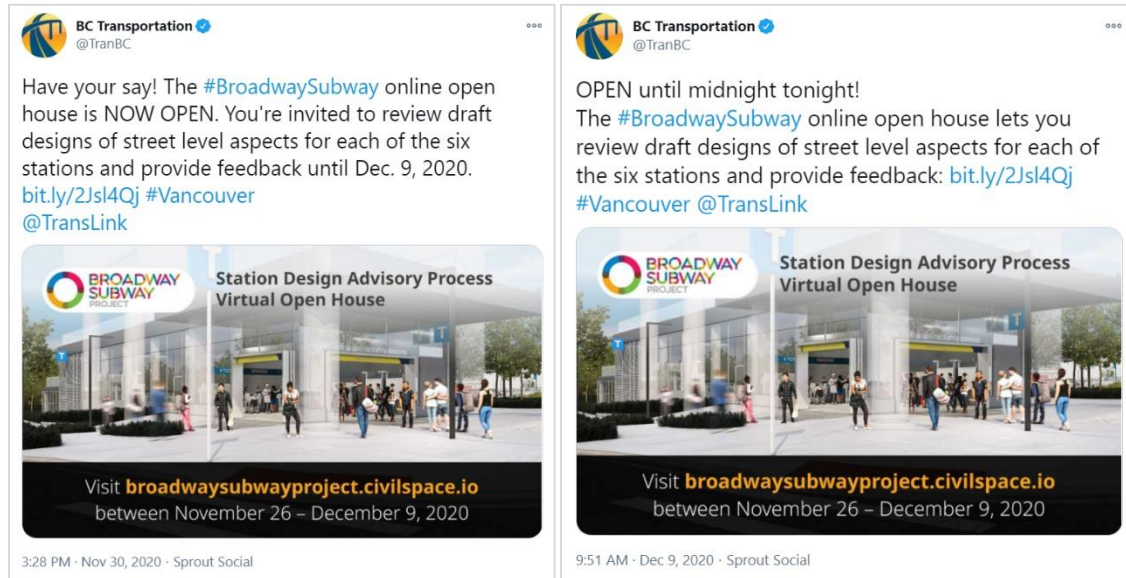
Visit **broadwaysubwayproject.civilspace.io** between
November 26 and December 9, 2020

For more information:

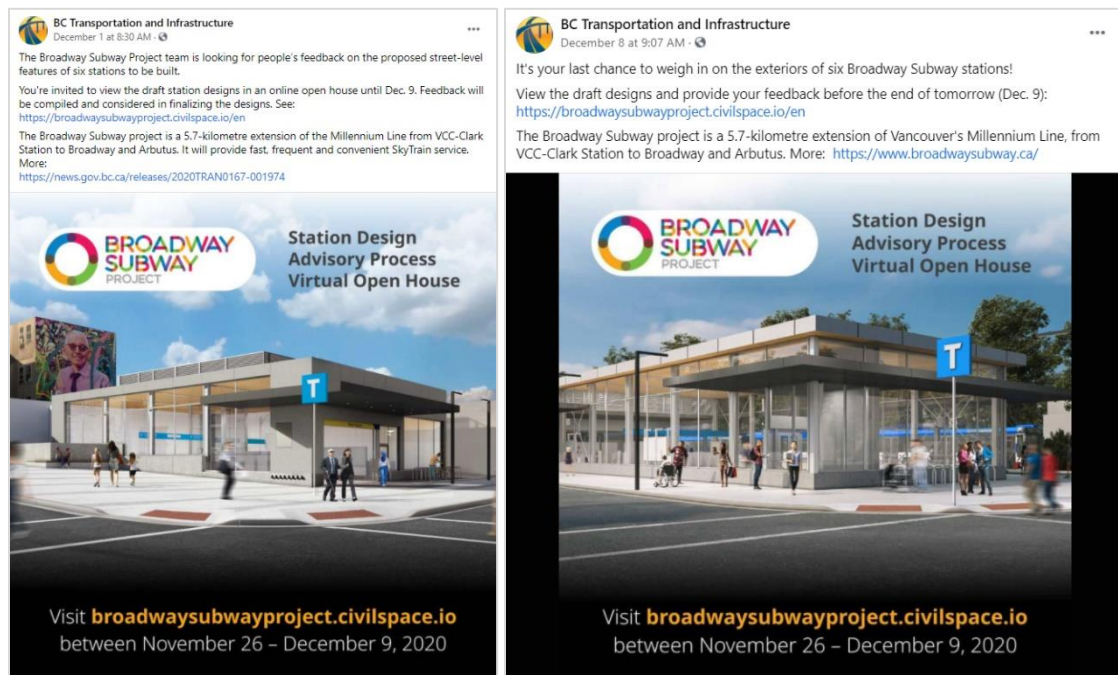
Email **broadwaysubway@gov.bc.ca**
Phone **1.844.815.6114**

The Broadway Subway Project is funded and delivered by the Government of B.C., with contributions from the Government of Canada and the City of Vancouver. TransLink will operate the line when it opens in 2025. The Broadway Subway Project Corporation has been awarded the contract for the design and construction of the project.

Notification Materials: Sample Social Media Posts



Sample Twitter posts



Sample Facebook posts



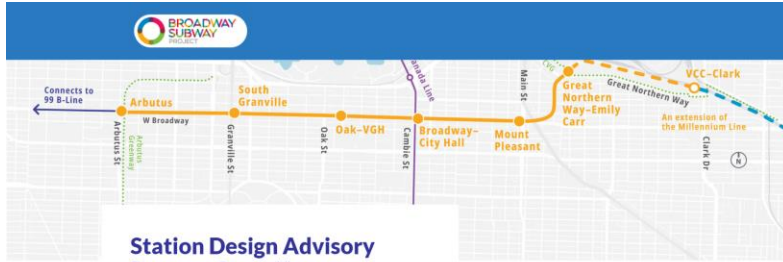
Appendix B Open House Materials

The following copies of open house materials are included:

- Screenshot of the engagement site
- Introductory video
- Introductory video script
- Display boards
- Survey
- Frequently Asked Questions

Open House Materials: Engagement Site

broadwaysubwayproject.civilspace.io



Station Design Advisory Process Open House

About the Broadway Subway Project

The Broadway Subway Project is a 2.7 km extension of the Millennium Line, from VCC-Clark Station to Broadway and Arbutus. It will provide fast, frequent and convenient Sky Train service to B.C.'s second largest jobs centre, world class health services, an emerging innovation and research hub, and growing residential communities.

- 700 metres will be elevated, extending from VCC-Clark Station to a tunnel portal near Great Northern Way
- Five kilometres will be tunneled below the Broadway Corridor from Great Northern Way to Arbutus Street
- Six underground stations will connect communities and the region, including a direct underground connection to the Canada Line at Cambie Street
- The 99 B-Line bus service will connect from Arbutus Street to the University of British Columbia

Early work has already begun. Construction of the elevated guideway, stations, and tunnel portal is scheduled to begin in 2021, with the line in service in 2025.

About the Virtual Open House

The purpose of the virtual open house is to **share information and receive feedback about the above ground portions of the stations**, including station entrance buildings, adjacent phone, emergency exits and ventilation locations.

Feedback received will be provided as input to the City of Vancouver's Design Advisory Process to contribute towards the urban integration of the stations and will be considered by the Project in finalizing the stations' designs.

A second open house will take place in early 2021 to report back on comments received and present the final designs, with additional details about landscaping and available information on public art.

How to Participate

The virtual open house will be available from November 26 to December 9, 2020.

Learn more about station designs:

- Watch the presentation (see below)
- View the display boards under **Supporting Documents** (see right or below, depending on your device)

Share your feedback:

- Complete the survey before December 9, 2020 11:59 pm.

Subscribe to receive **Project updates**:

Ask us questions at:

- broadwaysubway@gov.bc.ca or 1-844-815-5114

Partners

The Broadway Subway Project is funded and delivered by the Government of B.C., with contributions from the Government of Canada and the City of Vancouver.

The Project is a key part of the rapid transit program in Metro Vancouver's Mayors' Council 30 Year Vision. The Vision is funded by the governments of B.C. and Canada, TransLink, and local municipalities. Once constructed, the Project will operate as an extension of the existing Millennium Line and will be integrated with the regional transit network and operated and maintained by TransLink.

The Broadway Subway Project Corporation is a joint venture of ACCIONA-Ghedda that will design and build the Project.

PROJECT PHASES


- Funding confirmed 2018
- Project development and procurement 2018 - 2020
- Early works and construction 2019 - 2020
- Contract awarded 2020
- Station Design Open House #1 Winter 2020
- City of Vancouver Urban Design Panel Winter 2020
- Public art selection Winter 2020
- Station Design Open House #2 Spring 2021
- Target start of station construction Summer 2021
- Target completion 2025

IMPORTANT DATES

26 November 2020
Virtual Open House
The Station Design Advisory Process Virtual Open House will be available November 26 to December 9, 2020.

SUPPORTING DOCUMENTS

- Display Boards 1 To 7 General
- Display Boards 8 To 13 Great Northern Way Emily Carr Station
- Display Boards 14 To 19 Mount Pleasant Station
- Display Boards 20 To 25 Broadway City Hall Station
- Display Boards 26 To 31 Oak-VGH Station
- Display Boards 32 To 37 South Granville Station
- Display Boards 38 To 43 Arbutus Station
- Display Boards 44 To 45 Next Steps



OPEN

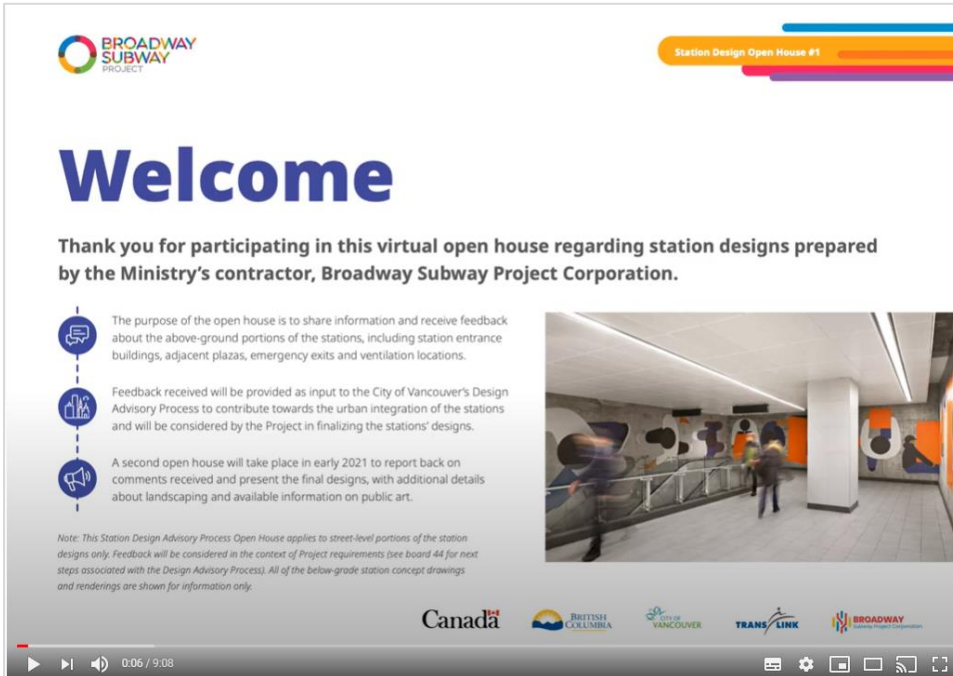
Image Gallery

Closes: December 31, 2021 - 11:59 am

View images for the stations designs

[Participate Now](#) Approximate time 7 minutes

Open House Materials: Introductory Video



BROADWAY SUBWAY PROJECT

Station Design Open House #1

Welcome

Thank you for participating in this virtual open house regarding station designs prepared by the Ministry's contractor, Broadway Subway Project Corporation.

- The purpose of the open house is to share information and receive feedback about the above-ground portions of the stations, including station entrance buildings, adjacent plazas, emergency exits and ventilation locations.
- Feedback received will be provided as input to the City of Vancouver's Design Advisory Process to contribute towards the urban integration of the stations and will be considered by the Project in finalizing the stations' designs.
- A second open house will take place in early 2021 to report back on comments received and present the final designs, with additional details about landscaping and available information on public art.

Note: This Station Design Advisory Process Open House applies to street-level portions of the station designs only. Feedback will be considered in the context of Project requirements (see board 44 for next steps associated with the Design Advisory Process). All of the below-grade station concept drawings and renderings are shown for information only.

Canada BRITISH COLUMBIA CITY OF VANCOUVER TRANS LINK BROADWAY Subway Project Corporation

0:06 / 9:08

Link: youtu.be/Q8gc47phaGM



Open House Materials: Introductory Video Script

Welcome

Welcome to this station design advisory process virtual open house for the Broadway Subway Project. Due to the COVID-19 pandemic and related safety requirements for physical distancing, this open house will be held only in an online environment. If you would like to provide your feedback by mail instead, please call us at 1-844-815-6114.

On behalf of the Government of British Columbia, project funding partners and the Broadway Subway Project Corporation design-builder, thank you for joining us.

The purpose of this open house is to share information and receive feedback about the above-ground portions of the stations, including station entrance buildings, adjacent plazas, emergency exits and ventilation locations. We are accepting feedback through December 9, 2020.

Feedback received will be provided as input to the City of Vancouver's Design Advisory Process to contribute towards the urban integration of the stations and will be considered by the Project in finalizing the stations' designs.

A second Open House will be held in early 2021 to report back on the comments received and present the final designs, with additional details about landscaping and available information on public art.

This brief video presentation will provide an overview of the information available to you and how you can participate at your convenience over the next two weeks.

About the Project

I would like to acknowledge that the Broadway Subway Project will be built on the traditional territories of the Musqueam Indian Band, Squamish Nation and Tsleil-Waututh First Nation.

The Project is a 5.7 km extension of the Millennium Line, from VCC-Clark Station to Broadway and Arbutus.

It will provide fast, frequent and convenient SkyTrain service to B.C.'s second largest jobs centre, world-class health services, an emerging innovation and research hub, and growing residential communities.

Once opened, the commute from VCC-Clark to Arbutus Station will take 11 minutes, saving the average transit commuter almost 30 minutes a day, and relieving congestion along Broadway.



Preliminary construction activity has already begun. Construction of the stations, elevated guideway and the tunnel will begin in 2021, and the line is scheduled to be in service in 2025.

More information is available on board #2 and at broadwaysubway.ca.

Design Influences

A number of agencies have been involved in planning this project, with public consultations on the alignment and technology dating back to 2017.

TransLink conducted engagement on station design features in 2017.

The City of Vancouver engaged on Station Design and Urban Integration Principles in 2018.

The Province assumed responsibility for delivery in September 2018 and used these inputs to develop criteria for the design-build contractor to achieve. The results are presented for feedback as part of this open house.

More information is available on board #3.

Design Approach

The station designs focus on three key areas:

- Design philosophy – including integration, familiarity, ease of passenger movements, minimized footprint, and celebration of art and culture
- Design consistency – with use of finishes and materials that create familiarity across the TransLink system, and provides safe, simple and highly visible station entrances, and efficient circulation for passengers
- (and) Enhanced passenger experience – including access to adjacent buses and bike routes, effective wayfinding, and other passenger conveniences.

More information is available on boards 4 through 6.

Broadway Street Re-Design Process

Concurrent with the Broadway Subway Project development, the City of Vancouver is undertaking a separate but coordinated process to re-envision the future street design along Broadway as a Great Street.

City-led public engagement specific to the Station Blocks Street Design will begin in early 2021.

That engagement will provide opportunities to influence the vision for public realm along Broadway and considerations such as sidewalk widths, street trees*, amenity spaces, and parking. More information is available on board 7.



Station Information Overview

Six new stations are being constructed as part of this project:

- Great Northern Way–Emily Carr
- Mount Pleasant
- Broadway–City Hall
- Oak–VGH
- South Granville
- (and) Arbutus

For each station, this open house presents information about the following:

- Community integration
- External design perspectives
- Urban design and local transportation integration
- (and) Passenger accessibility and safety

There are six information boards per station.

For participant's convenience, boards for each station are presented separately on our engagement site. We're going to show what they look like for Great Northern Way–Emily Carr—boards 8 through 13 of this open house. (And) you can then review each of the stations through the online engagement hub at your convenience.

Great Northern Way–Emily Carr Station

This is an artist's rendering of Great Northern Way–Emily Carr Station during the day and at night.

You can see that the station has been designed to integrate with a future development to be constructed over and around the station.

Note the wide plaza in front of the station and extensive use of glass, to make the station safe and inviting for passengers at all times of the day.



Great Northern Way-Emily Carr Station: Community Integration

This board is intended to show how the Great Northern Way-Emily Carr Station will look like from the street. You can see its elevation and profile in comparison to adjacent buildings.

This board highlights the key features of Great Northern Way-Emily Carr Station and illustrates what it will look like from above and inside.

Note that the images are high resolution so you can zoom in on the PDFs to look at any of the features on these boards in more detail. You can also view the images separately by accessing the online information gallery.

Great Northern Way-Emily Carr Station: External Design Perspectives

This board shows the exterior of the station from each angle – including the station itself as well as any of the emergency exits. The location of the emergency exits is shown on the next slide.

Finishes are highlighted in the call out images at the bottom of the board.

There is quite a lot of detail on this board, so remember to zoom in to have a more detailed look.

Great Northern Way-Emily Carr Station: Urban Design and Local Transport Integration

This board has two key images:

- One shows Great Northern Way-Emily Carr Station in the local street context, to illustrate integration with local transportation.
- The other shows external urban design features of note such as landscaping and external public amenities.

Again, there's a lot of detail on this board, so please zoom in to further explore anything that is of particular interest to you on the PDFs.

It's important to note that the landscaping plan will be further developed as part of the City's street re-design process next year.

Great Northern Way-Emily Carr Station: Passenger Accessibility and Safety

The design for each station has followed TransLink's established standards for accessibility, comfort and safety.

Because we know how important accessibility and safety are for passengers, this board provides detailed information on the interior station features and circulation to and from each level.



Next Steps

Feedback from this open house will be summarized for the City's Urban Design Panel which meets in January 2021. Feedback will be considered in the context of the Project requirements and decisions made to date as part of previous engagement processes.

Open house #2 next spring will present and seek comments on the final design, which will include additional information on landscaping and available information on public art.

Keep in Touch

Thanks for joining us for this introductory tour of the open house. Please take some time to:

- View the display boards – available in PDF form by station in the document library.
- Visit our image gallery to view the images as a slide show
- And complete a short survey to share your feedback

The survey will be open for input until December 9, and we hope you will take the time to complete it. We welcome your feedback and look forward to hearing from you.

And if you have any questions about the project that weren't answered in this open house, please feel free to contact us by email or phone which are displayed here on the screen.

Thank you and have a nice day.



Open House Materials: Display Boards

The display boards are provided on the following pages.

Welcome

Thank you for participating in this virtual open house regarding station designs prepared by the Ministry's contractor, Broadway Subway Project Corporation.



The purpose of the open house is to share information and receive feedback about the above-ground portions of the stations, including station entrance buildings, adjacent plazas, emergency exits and ventilation locations.



Feedback received will be provided as input to the City of Vancouver's Design Advisory Process to contribute towards the urban integration of the stations and will be considered by the Project in finalizing the stations' designs.



A second open house will take place in early 2021 to report back on comments received and present the final designs, with additional details about landscaping and available information on public art.

Note: This Station Design Advisory Process Open House applies to street-level portions of the station designs only. Feedback will be considered in the context of Project requirements (see board 44 for next steps associated with the Design Advisory Process). All of the below-grade station concept drawings and renderings are shown for information only.



About the Project

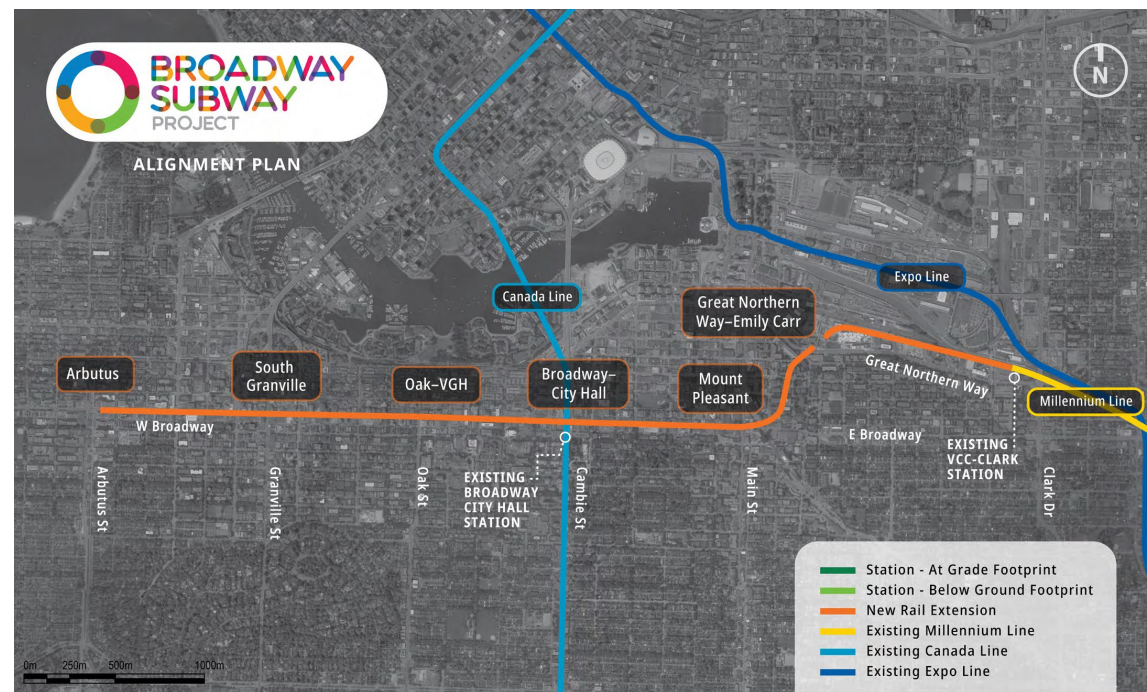
The Broadway Subway Project is a 5.7 km extension of the Millennium Line, from VCC-Clark Station to Broadway and Arbutus. It will provide fast, frequent and convenient SkyTrain service to B.C.'s second largest jobs centre, world-class health services, an emerging innovation and research hub, and growing residential communities.

Once opened, the commute from VCC-Clark to Arbutus Station will take 11 minutes, saving the average transit commuter almost 30 minutes a day, and relieving congestion along Broadway.

Broadway Subway Project Corporation has started construction activities, including surveys and preparing to remove buildings required for stations and laydown areas. More information is available at broadwaysubway.ca/construction/current-work/.

Construction of the elevated guideway, stations and tunnel portal is scheduled to begin in 2021. More information about construction activities, timing, traffic management, environmental management, and construction mitigation plans will be shared soon.

Our goal is to minimize disruption and maximize predictability for adjacent residents, businesses and their customers, and travellers. Access to businesses, services and residences on Broadway will be maintained throughout construction. Construction updates will be provided in advance. More information about the Project is available at broadwaysubway.ca.



Design Influences

Station design has been influenced by many agencies and processes:



TransLink engaged with the public and key stakeholders in 2017 regarding station design features. Feedback was considered alongside TransLink's passenger facility design guidelines, transit service manuals and SkyTrain design manual to create a draft station design.



The City of Vancouver developed draft Station Design and Urban Integration Principles (Principles) based on past experiences and best practices for rapid transit projects. These draft Principles were refined through public and stakeholder engagement, approved by Vancouver City Council in 2018, and provided to TransLink and the Province as recommended goals.



The Province assumed responsibility for Project delivery in September 2018 and considered input from TransLink and the City to outline station requirements in the design-build contract.

Broadway Subway Project Corporation has applied these requirements in drafting the station designs.

Design Philosophy

Considering TransLink's network standards, Project objectives, the City's Principles and local context, the following Project design philosophy was developed:



Integrate with current and planned future urban development, and minimize disruption to valued heritage buildings



Create a consistent, familiar design and passenger flow across stations (see board 5)



Facilitate ease of passenger movements



Facilitate enhanced passenger experience (see board 6)



Provide effective, appropriate-scale, safe lighting



Promote and celebrate Indigenous and public art



Establish setbacks with public plazas for safety and comfort



Incorporate stormwater retention



Minimize footprint and visual impact of vent shafts, coordinate vent locations along heritage building frontage, and minimize obstructions along the sidewalk where possible



Minimize the size of emergency exit buildings and position them to be easily incorporated into future development

Consistent Station Design

Features incorporated across all stations include:

Interior & exterior materials



Incorporate modular, low-maintenance materials and finishes that are locally-sourced where possible



Use transparent glass at entrances for natural light and visibility



Use wood where possible at entrances, for a feeling of warmth and comfort



Apply slip-resistant walking surfaces for passenger safety



Use tactile tiles for passenger safety

Architectural considerations



Use simple, rectilinear roof forms and station shapes to easily integrate with future development



Ensure station entrance is visible from all sides of the adjacent intersection



Create transparent, well-lit and welcoming entrances



Integrate engineering requirements for safety and security into the design

Vertical circulation



Ensure ease of passenger movement with clear sight lines, well-lit spaces and righthand flow movements



Provide escalators, stairs and elevators at all stations

Enhanced Passenger Experience

Key station features to enhance passenger experience are:



Provide convenient access to buses and connections to nearby bike routes



Apply Crime Prevention Through Environmental Design (CPTED) principles for safety and comfort



Escalators in both directions for ease of passenger movement to and from the trains



Provide simple, consistent and highly visual wayfinding and a clear and audible public address system



Construct urban plazas with space for circulation and to accommodate a surge of passengers



Provide accessible, Radio Frequency Identification (RFID) enabled fare gates (i.e., hands-free gate access for eligible customers with disabilities)



Use contrasting material to clearly mark station entrances



Establish space for commercial service/retail areas in paid areas where feasible

* Note: The final design of station plazas, including trees and landscaping will be coordinated with the City of Vancouver's Broadway Street Re-design Process (see board 7).

Broadway Street Re-Design Process

Concurrent with the Broadway Subway Project development, the City of Vancouver is undertaking a separate but coordinated process to re-envision the future street design along Broadway as a Great Street. Key aspects of this process are as follows:

- Specific attention will be paid to the station blocks where curbs must be reconstructed following station box construction and in coordination with the station design
- The feasibility of a four-lane configuration, plus turning lanes at busy intersections where necessary, is being explored as a long-term plan
- From earlier engagement as part of the City's Broadway Plan, the public identified pedestrian priority as a key consideration for the corridor vision
- The next phase of Broadway Plan Emerging Directions will launch in early 2021, with opportunities to influence the vision for the public realm along Broadway, including sidewalk widths, street trees*, amenity spaces, and parking

* The Project is committed to replacing any street trees that are impacted by construction.



Artist's rendering from the City of Vancouver Transportation 2040 Plan

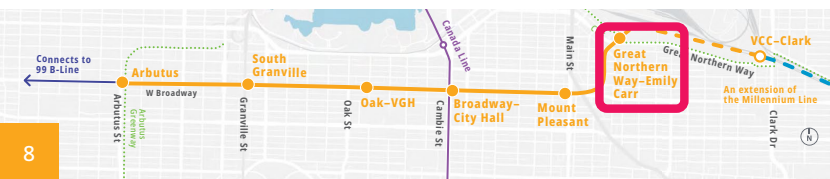
Great Northern Way-Emily Carr Station



Artist's rendering of station entrance in the daytime

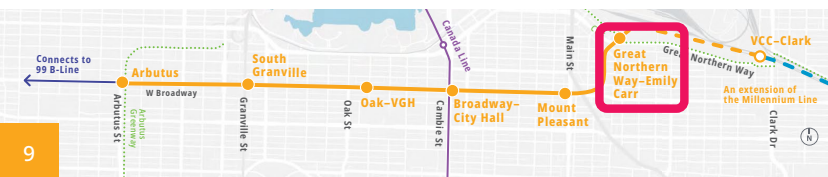
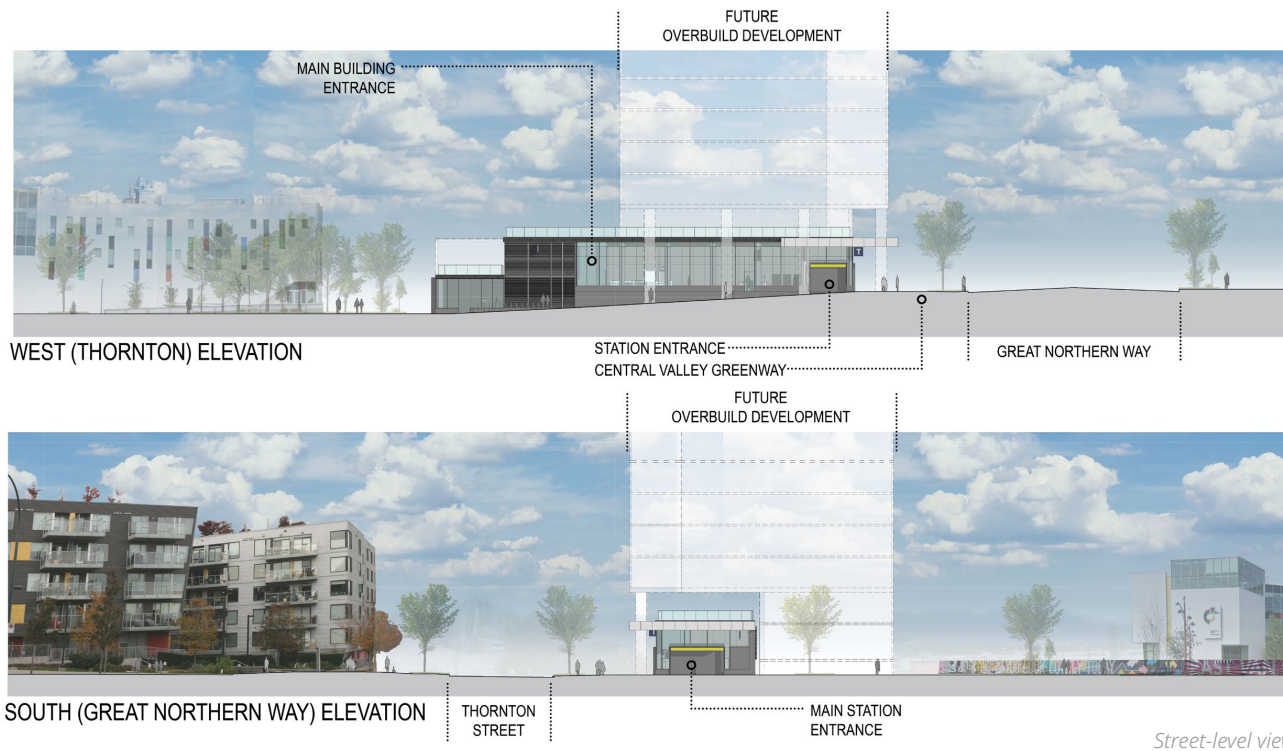


Artist's rendering of station entrance at night



Great Northern Way-Emily Carr Station: Community Integration

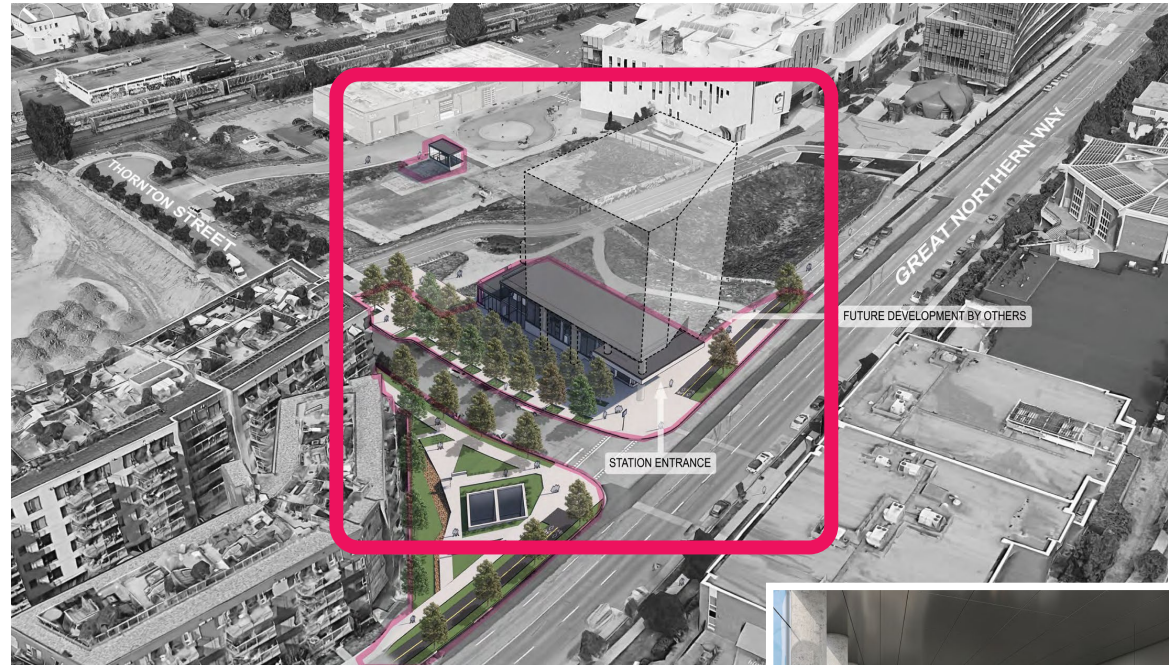
Great Northern Way-Emily Carr Station will be located on the east side of Thornton Street, just north of Great Northern Way. This station facilitates better access to Great Northern Way Campus including the Emily Carr University of Art and Design and the Centre for Digital Media, as well as the emerging creative economy hub in the False Creek Flats. The station entrance will be integrated into a future development.



Great Northern Way-Emily Carr Station: Community Integration

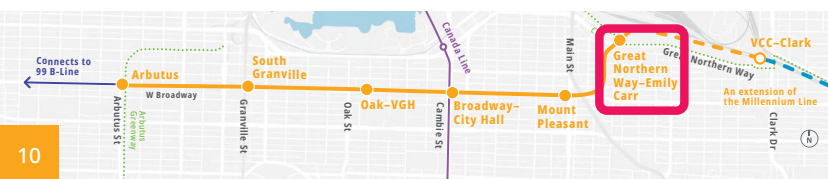
Key station-specific features include:

- The station's rectilinear roof will integrate with and serve as a deck area for future development adjacent to and above the station entrance
- Glass treatments to provide visibility and safety with the surrounding community
- Wide setback enhances the public plaza and integrates with the multi-use path and greenway
- Bike parkade with a separate entrance on the north side of the station entrance
- Vent shafts west of Thornton Street are integrated into planters and set back from the sidewalk



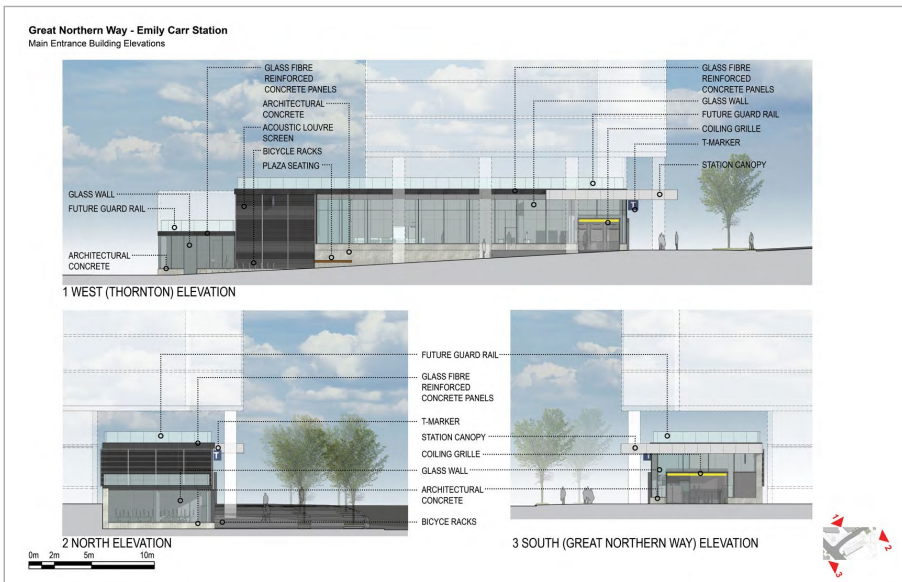
Station rendering, in situ (2020)

Artist's rendering of the station interior

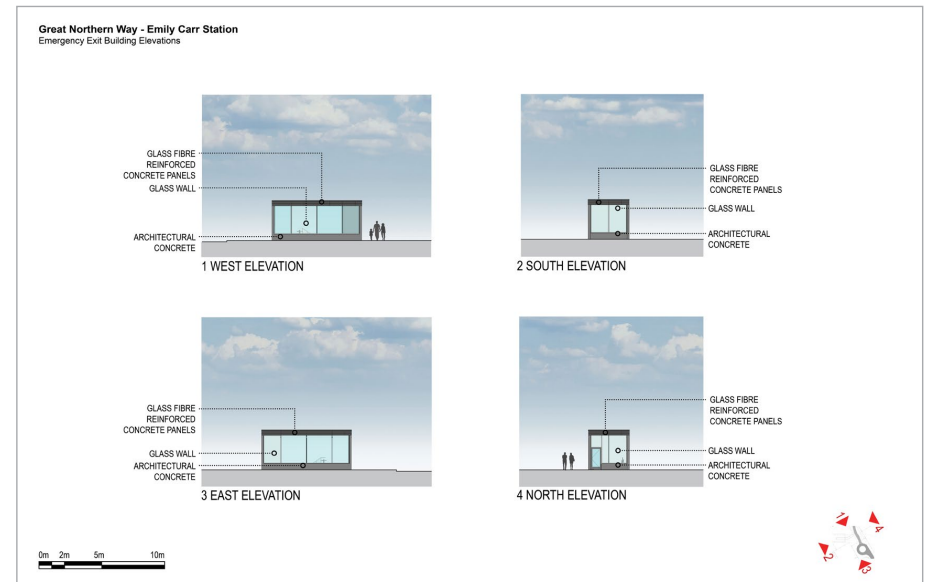


Great Northern Way-Emily Carr Station: External Design Perspectives

With a combination of concrete-fibre cement panelling, aluminum composite panels, and an abundance of transparent glass, the station's external features will provide a safe and inviting entrance for students and the broader community, and minimize potential for vandalism.



Station entrance elevations viewed from each side, see below for materials and finishes



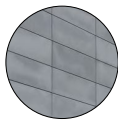
Emergency entrance elevations viewed from each side, see below for materials and finishes, see board 12 for locations



Acoustic louvre screen



Architectural concrete



Glass fibre reinforced concrete panel



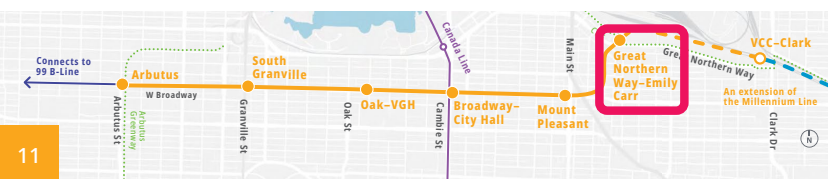
Glass wall



Station entrance coiling grille



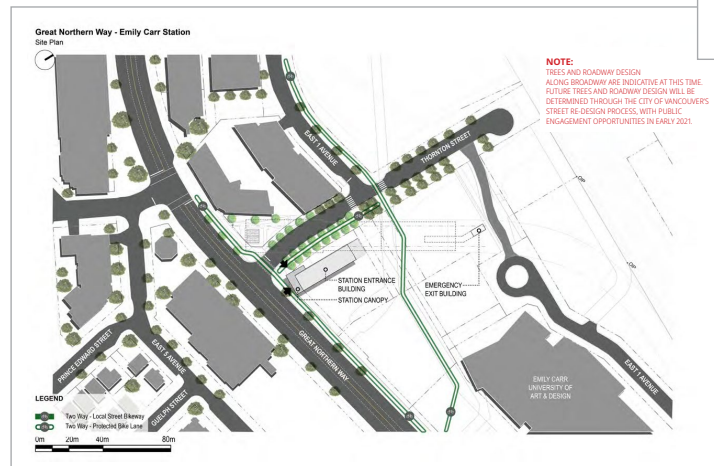
Ventilation grille



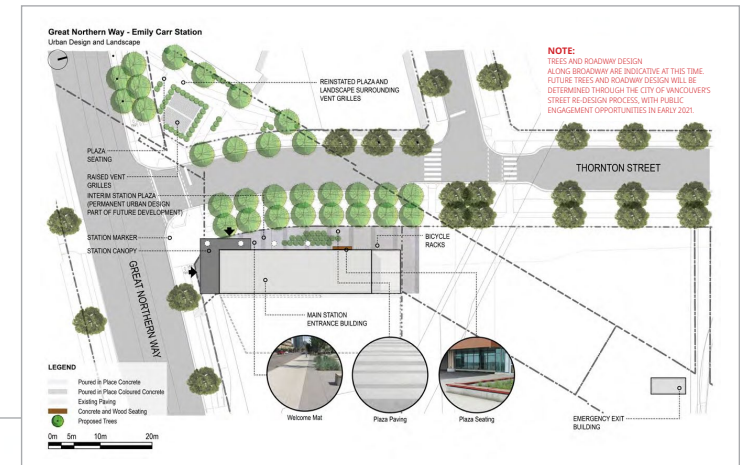
Great Northern Way-Emily Carr Station: Urban Design and Local Transport Integration

Specific features at this station include:

- Barrier-free circulation routes from sidewalk and multi-use path to the entrance
- Secure bicycle parking facility with separate access
- Direct connection from entrance to protected bike lanes on Great Northern Way, East 1st Avenue and multi-use trail adjacent to Thornton Street, including the Central Valley Greenway
- Landscaping along Thornton Street to be coordinated through the City's street re-design process

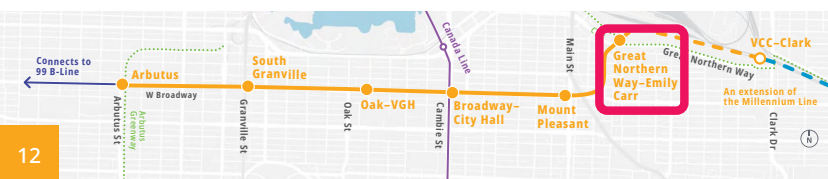


Station building and entrance within the local street context



Station landscaping and external public amenities

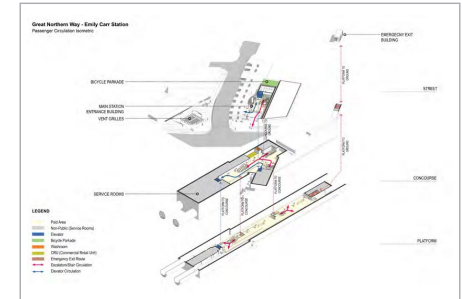
The City's street re-design process (see board 7) will determine the future streetscape including the number of lanes and future trees on station blocks. Tree impacts will be determined in the near future. The Project is committed to replacing all street trees impacted by construction.



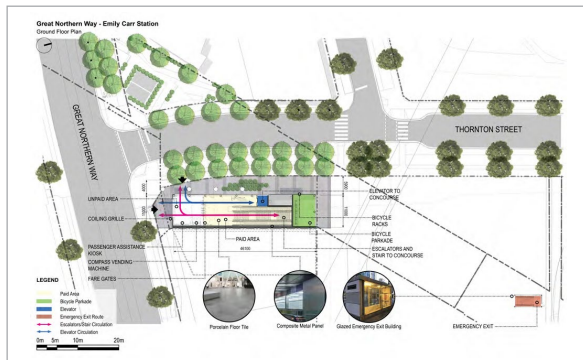
Great Northern Way-Emily Carr Station: Passenger Accessibility and Safety

The station design has followed TransLink's established standards for accessibility, comfort and safety, including:

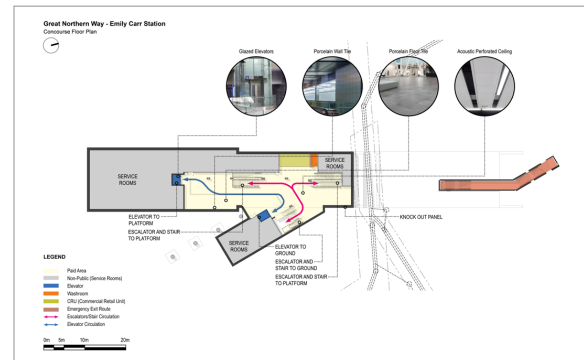
- Tactile pavement markings and sharp visual contrasts
- Barrier-free elevator access for patrons with mobility challenges, mobility devices and strollers
- Accessible fare gates and ticket vending machines located to avoid cross-flows, minimizing congestion
- CPTED features that enhance safety measures, and facilitate natural surveillance and access control (see board 8)
- Public address system and noise dampening materials to ensure signals and messages can be easily heard while minimizing overall noise levels
- Standardized, recognizable wayfinding, consistent with the rest of the system
- Security camera coverage inside and outside of the station



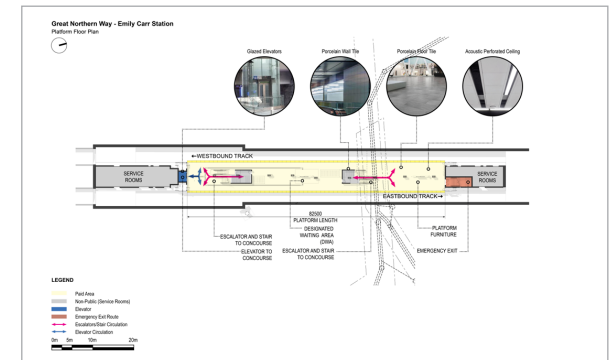
All-level floor plan, illustrating passenger circulation



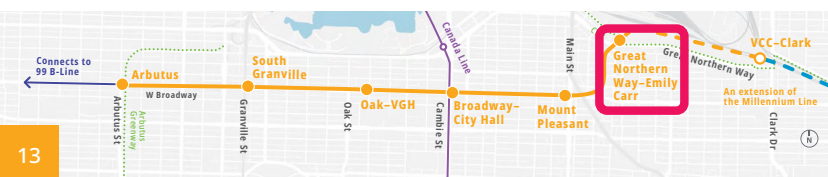
Street-level (entry way) floor plan



Concourse-level floor plan (retail and future development access)



Platform-level floor plan



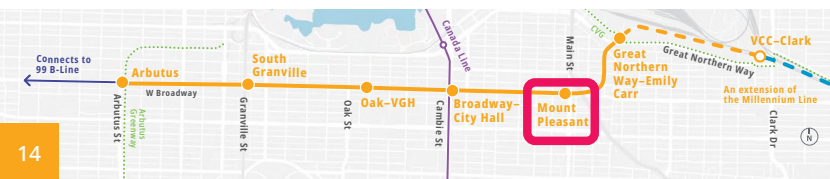
Mount Pleasant Station



Artist's rendering of station entrance in the daytime

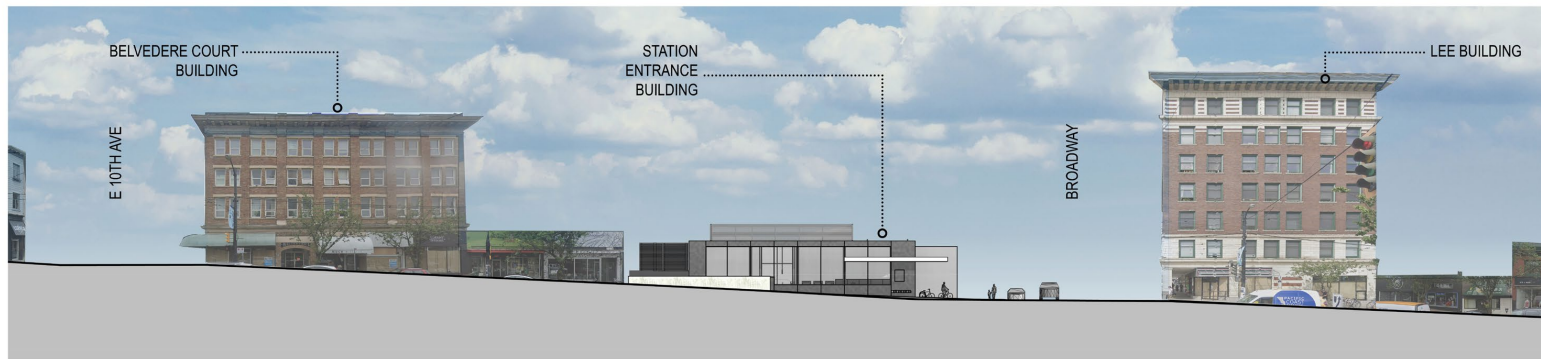


Artist's rendering of station entrance at night

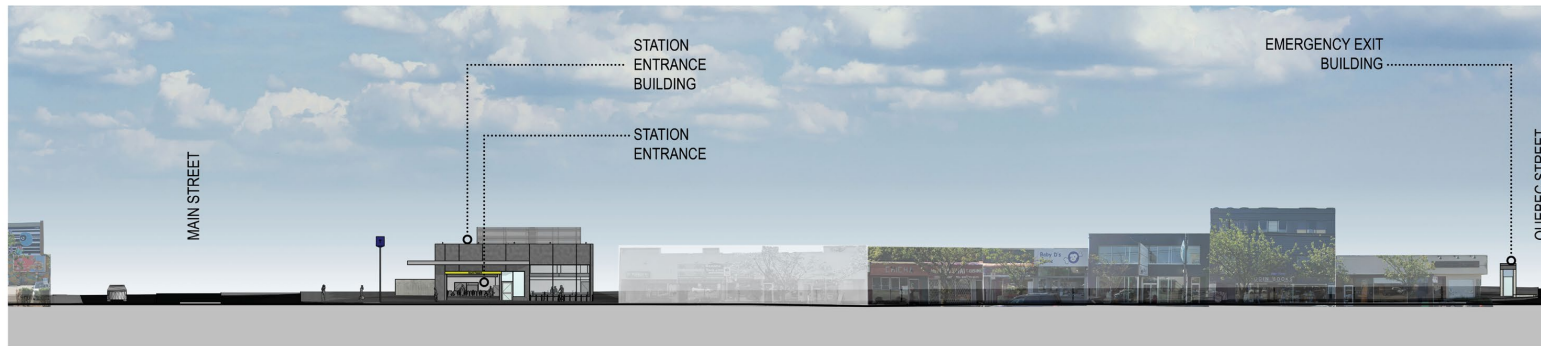


Mount Pleasant Station: Community Integration

Mount Pleasant Station will be located at the southwest corner of Broadway and Main Street with connectivity to the restaurants and shops of Main Street and the growing business and residential community in Mount Pleasant.

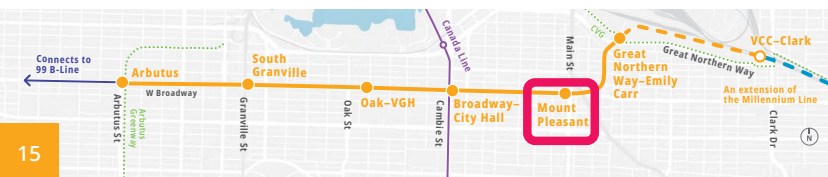


EAST (MAIN STREET) ELEVATION



NORTH (BROADWAY) ELEVATION

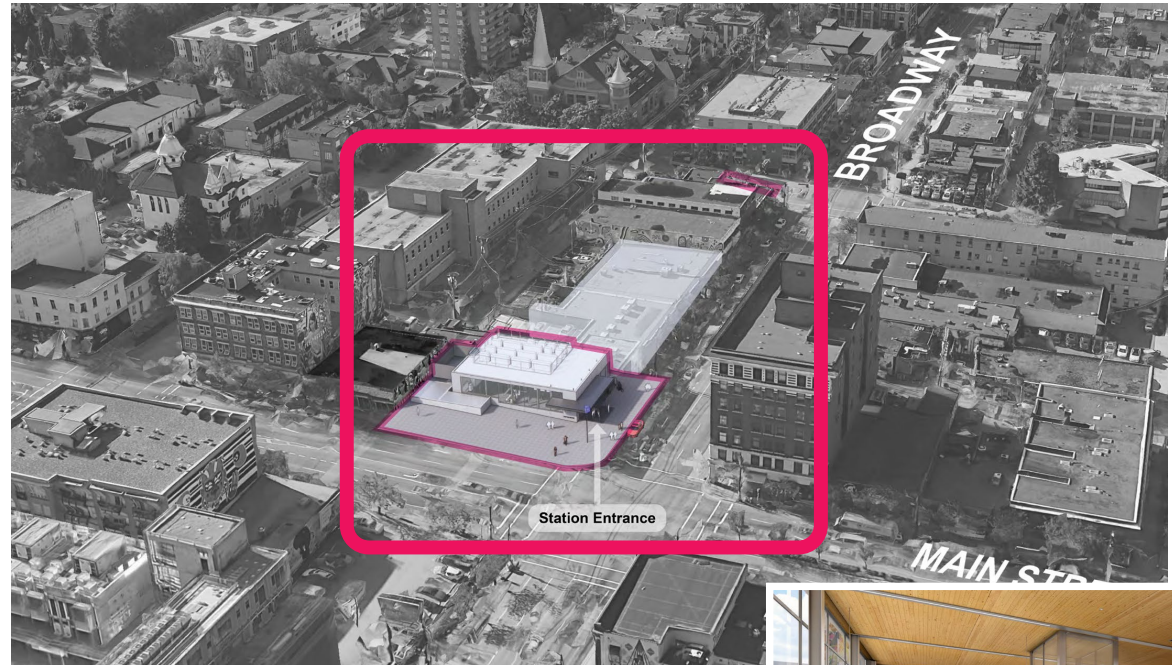
Street-level view



Mount Pleasant Station: Community Integration

Key station-specific features include:

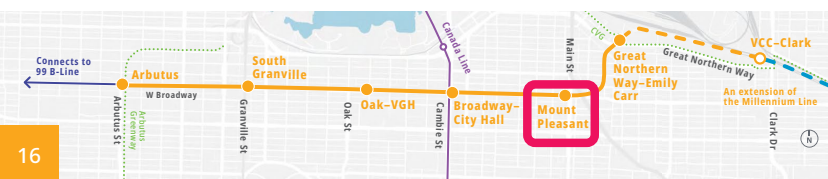
- Initially a standalone station, the design provides:
 - Direct connections to future development at the concourse level through removable walls (see “knock-out” panels on board 19)
 - A three metre-wide clear area directly east of the entry building at entrance level, to accommodate the future development building columns
- Station plaza at the entrance doors to support efficient passenger movements in all directions and to access other modes of transportation including bikes and buses



Station rendering, in situ (2020)

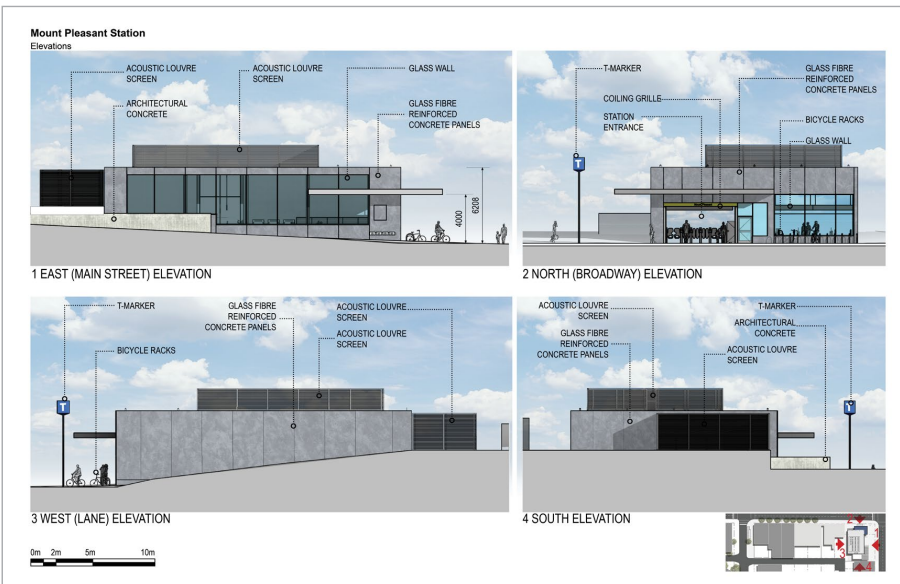


Artist's rendering of the station interior

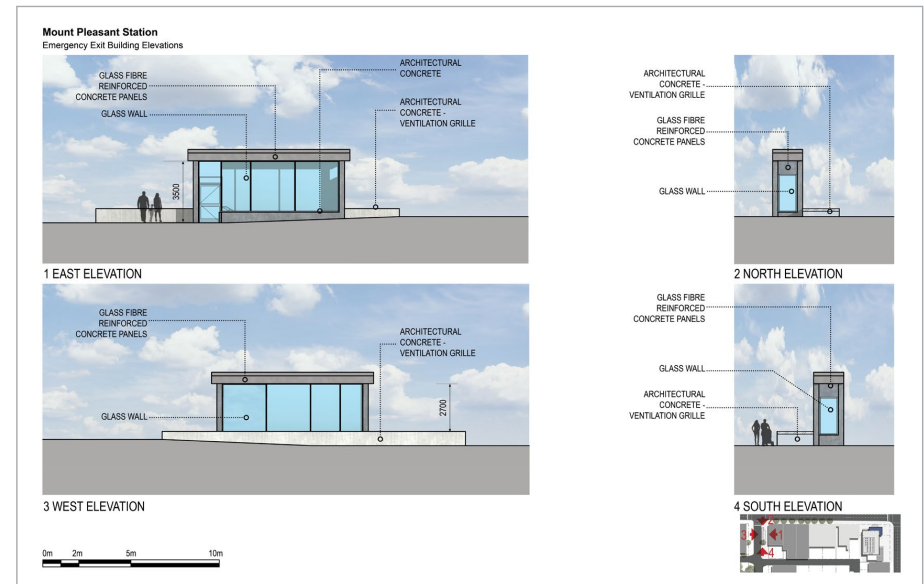


Mount Pleasant Station: External Design Perspectives

With a combination of neutral-coloured concrete and concrete-fibre cement panelling, transparent glass and visible wood ceiling, the station's external design provides warmth and a sense of safety.



Station entrance elevations viewed from each side, see below for materials and finishes



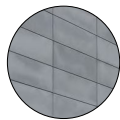
Emergency entrance elevations viewed from each side, see below for materials and finishes, see board 18 for locations



Acoustic louvre screen



Architectural concrete



Glass fibre reinforced concrete panel



Glass wall



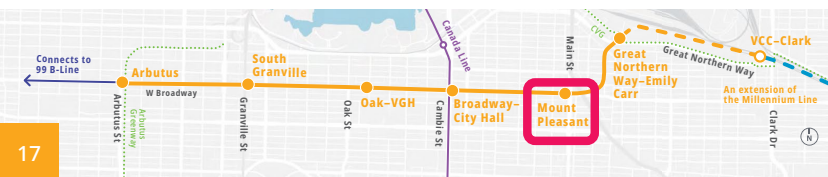
Station entrance coiling grille



Ventilation grille



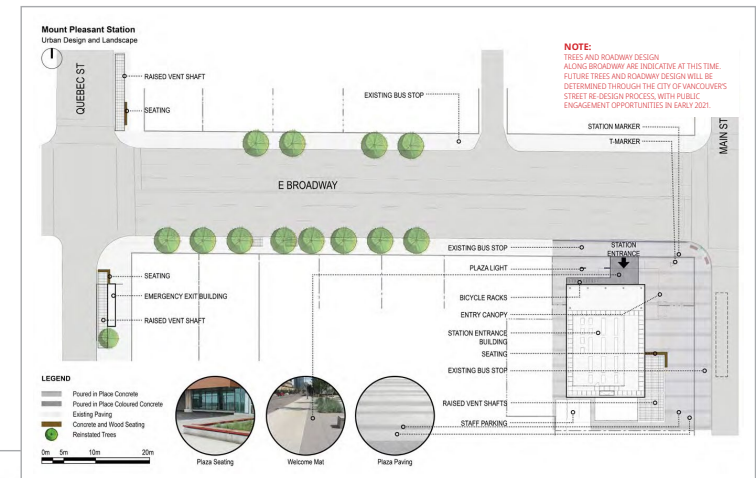
Wood ceiling



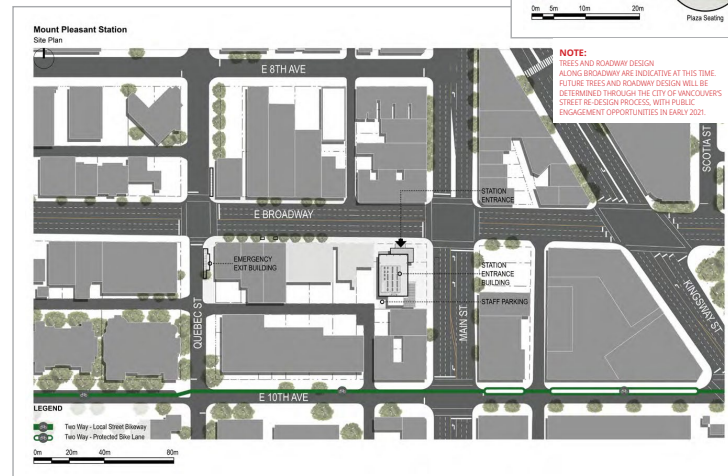
Mount Pleasant Station: Urban Design and Local Transport Integration

Specific features at this station include:

- Barrier-free circulation between road, curbside, station entry and the ground-level elevator (coordinated as part of the City of Vancouver's street re-design process) to enhance accessibility for patrons with mobility challenges, mobility devices and strollers
- Provisions for a potential active transportation link from 10th Avenue along the west side of the station
- Street-level access to transit adjacent to the station
- Plaza in front of the station entrance to provide effective public circulation
- Bicycle rack area adjacent to the station plaza
- Potential outdoor public seating and bus waiting area along Quebec Street at the station vent shaft

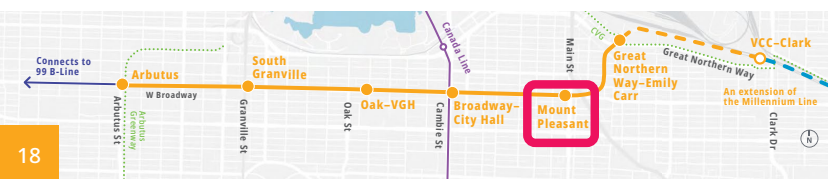


Station landscaping and external public amenities



Station building and entrance within the local street context

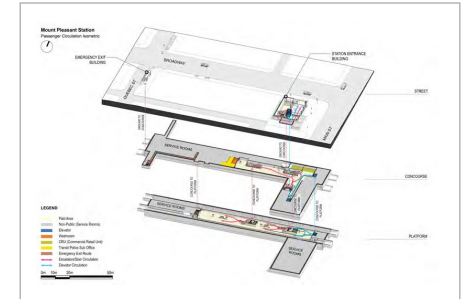
The City's street re-design process (see board 7) will determine the future streetscape including the number of lanes and future trees on station blocks. Tree impacts will be determined in the near future. The Project is committed to replacing all street trees impacted by construction.



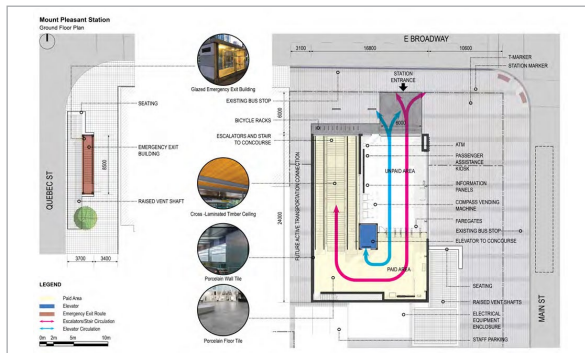
Mount Pleasant Station: Passenger Accessibility and Safety

The station design has followed TransLink's established standards for accessibility, comfort and safety, including:

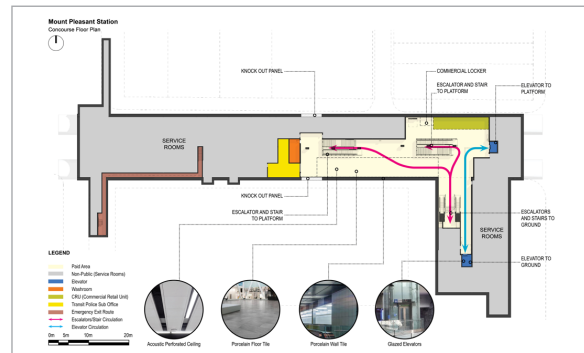
- Tactile pavement markings and sharp visual contrasts
- Barrier-free elevator access for patrons with mobility challenges, mobility devices and strollers
- Accessible fare gates and ticket vending machines located to avoid cross-flows, minimizing congestion
- Standardized, recognizable wayfinding, consistent with the rest of the system
- CPTED features that enhance safety measures, and facilitate natural surveillance and access control (see board 14)
- Public address system and noise dampening materials to ensure signals and messages can be easily heard while minimizing overall noise levels
- Security camera coverage inside and outside of the station
- Transit Police office



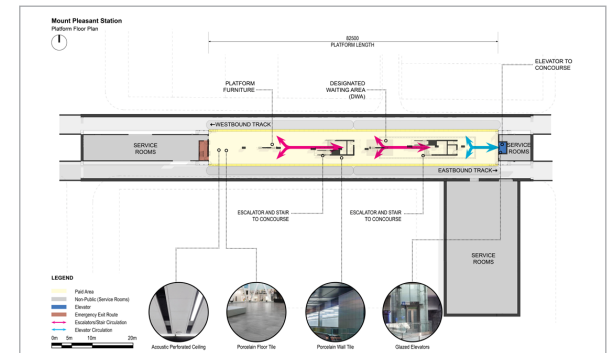
All-level floor plan, illustrating passenger circulation



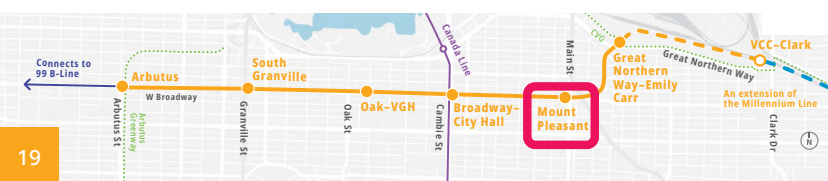
Street-level (entry way) floor plan



Concourse-level floor plan (retail and future development access)



Platform-level floor plan



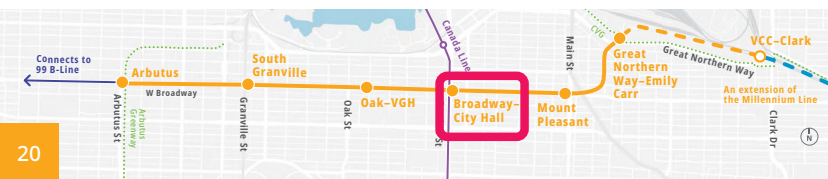
Broadway-City Hall Station



Artist's rendering of station entrance in the daytime



Artist's rendering of station entrance at night

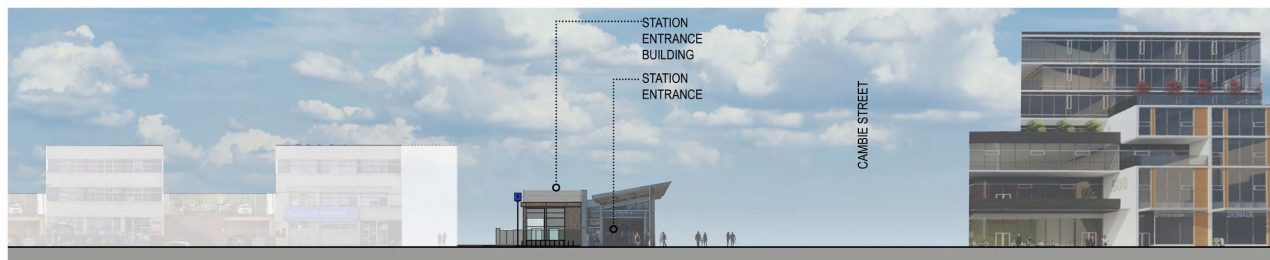


Broadway-City Hall Station: Community Integration

Broadway-City Hall Station will be located in the second largest job centre in the Province and close to Vancouver General Hospital, BC Cancer - Vancouver and Vancouver City Hall. Broadway-City Hall Station will use the existing entrance to the Canada Line at the southeast corner of Broadway and Cambie Street to ensure a convenient underground connection between the Millennium and Canada lines. The station will provide greater access to Vancouver City Hall, the Cambie Village area, and destinations along the Canada Line, including the Vancouver International Airport.

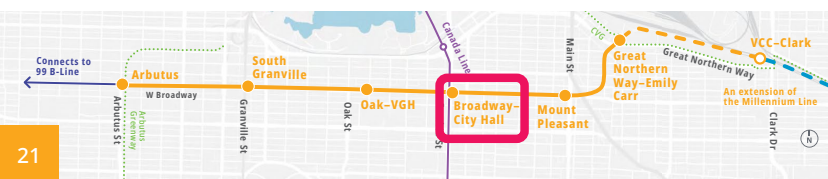


EAST (CAMBIE STREET) ELEVATION



NORTH (BROADWAY) ELEVATION

Street-level view



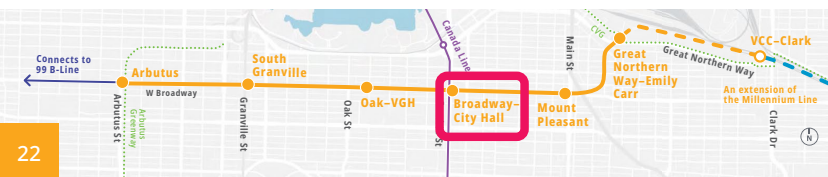
Broadway-City Hall Station: Community Integration

Key station-specific features include:

- Station entrance is integrated with existing Canada Line station
- Station entrance footprint is minimized, to keep as much land available as possible for future development
- Glass treatments to provide transparency between the street and the existing station
- New station entrance roof is designed to be removable or replaceable, to better connect the station with future developments
- Provisions for future underground connections are incorporated through removable walls at the concourse level (see “knock-out” panels on board 25)
- Stairs, escalators and elevators efficiently connect passengers between the Millennium Line and Canada Line below grade

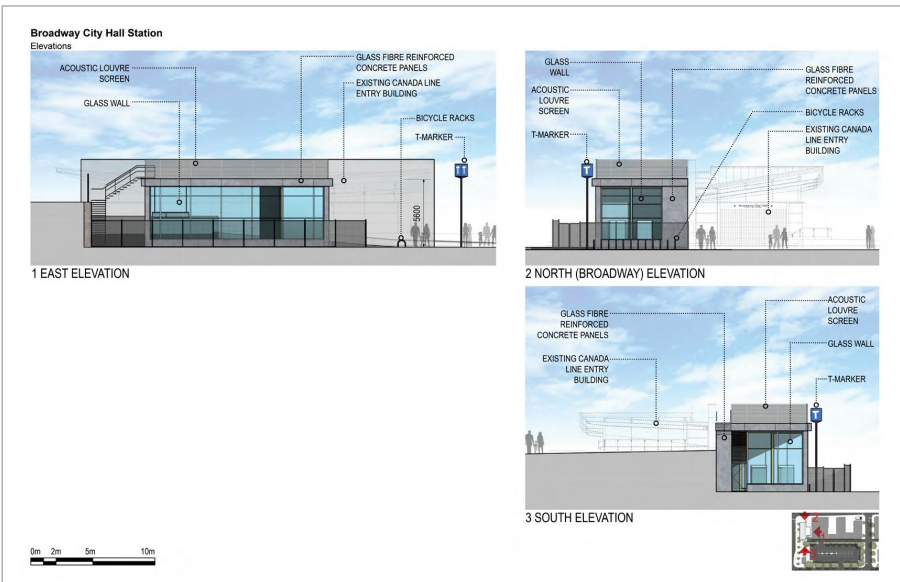


Station rendering, in situ (2020)

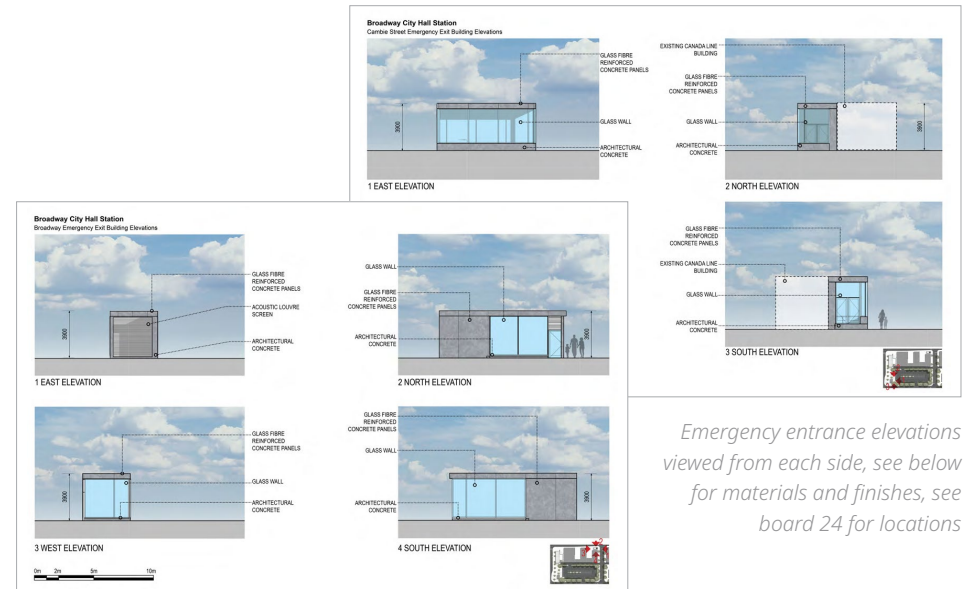


Broadway-City Hall Station: External Design Perspectives

The station's entrance is designed to complement the existing Canada Line station and surrounding commercial area, and to allow for future development integration.



Station entrance elevations viewed from each side, see below for materials and finishes



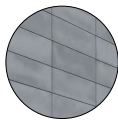
Emergency entrance elevations viewed from each side, see below for materials and finishes, see board 24 for locations



Acoustic louvre screen



Architectural concrete



Glass fibre reinforced concrete panel



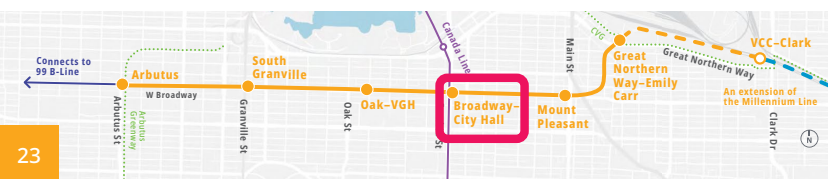
Glass wall



Station entrance coiling grille



Ventilation grille

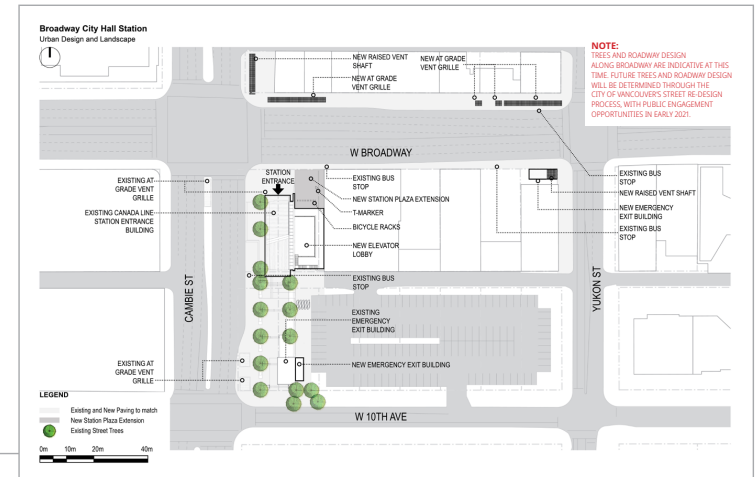


Broadway-City Hall Station: Urban Design and Local Transport Integration

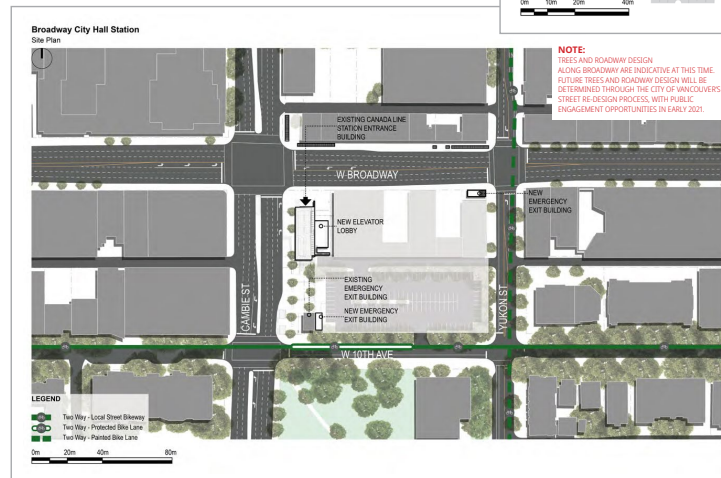
This station serves Vancouver City Hall, Mount Pleasant and the Mount Pleasant industrial area, the Vancouver General Hospital zone, and the Fairview neighbourhood. It provides a connection with the Canada Line between downtown Vancouver and Richmond, including the airport; Broadway, Cambie and Oak Street bus lines; and several bike lanes.

Specific features at this station include:

- Convenient underground connections between the Millennium and Canada Lines
- Entry is through the existing Canada Line station entrance to provide passenger familiarity and direct access to both lines
- Bike racks are provided at the station plaza
- Connections to the 10th Avenue bikeway active transportation facility

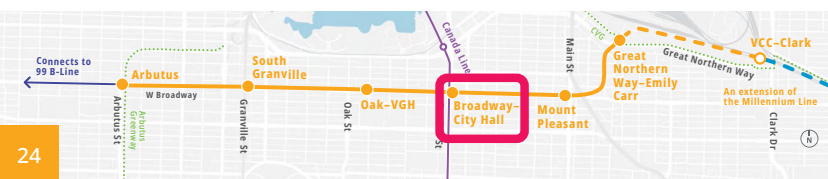


Station landscaping and external public amenities



Station building and entrance within the local street context

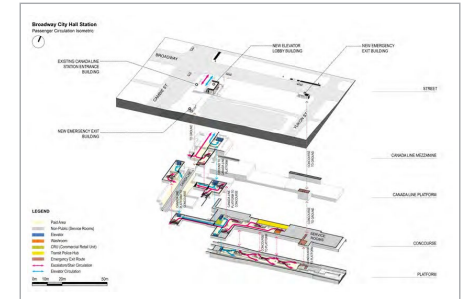
The City's street re-design process (see board 7) will determine the future streetscape including the number of lanes and future trees on station blocks. Tree impacts will be determined in the near future. The Project is committed to replacing all street trees impacted by construction.



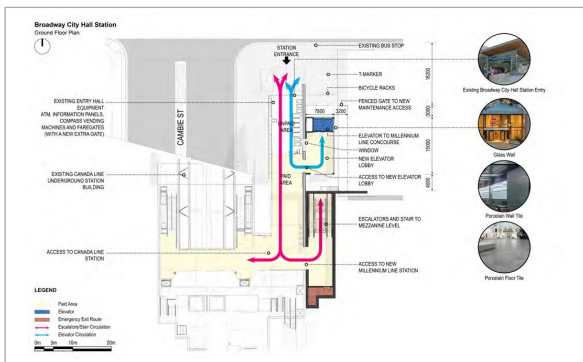
Broadway-City Hall Station: Passenger Accessibility and Safety

The station design has followed TransLink's established standards for accessibility, comfort and safety, including:

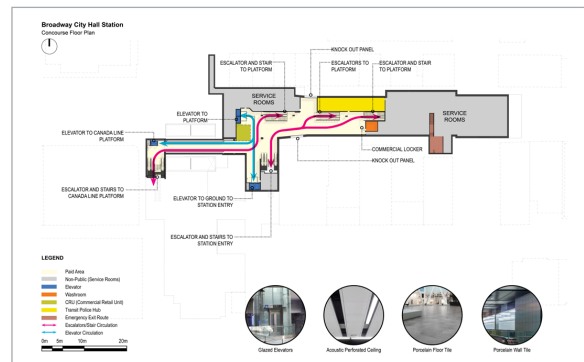
- Tactile pavement markings and sharp visual contrasts
- Dual barrier-free elevator access from entrance down to platform for patrons with mobility challenges, mobility devices and strollers
- Additional elevator from concourse-level to platform-level for the existing Canada Line
- Accessible fare gates and ticket vending machines located to avoid cross-flows, minimizing congestion
- CPTED features that enhance safety measures, and facilitate natural surveillance and access control (see board 20)
- Public address system and noise dampening materials to ensure signals and messages can be easily heard while minimizing overall noise levels
- Standardized, recognizable wayfinding, consistent with the rest of the system
- Security camera coverage inside and outside of the station
- Transit Police office



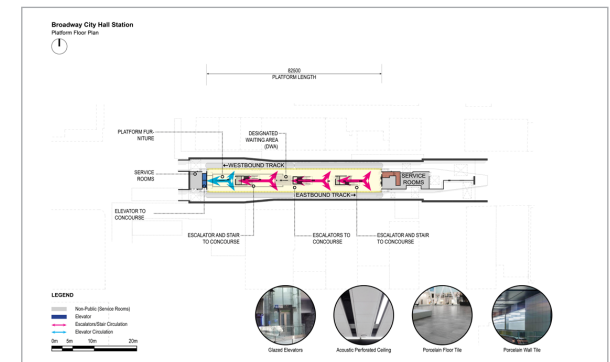
All-level floor plan, illustrating passenger circulation



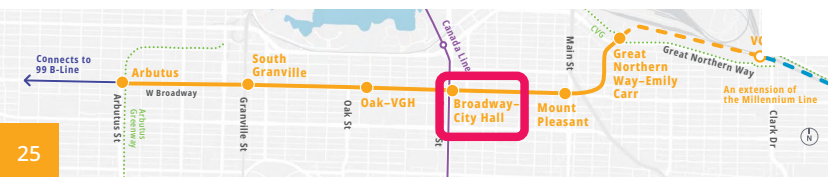
Street-level (entry way) floor plan



Concourse-level floor plan (retail and future development access)



Platform-level floor plan



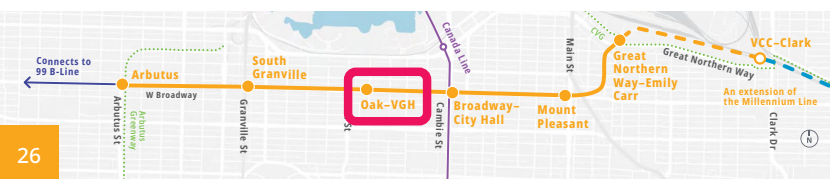
Oak-VGH Station



Artist's rendering of station entrance in the daytime

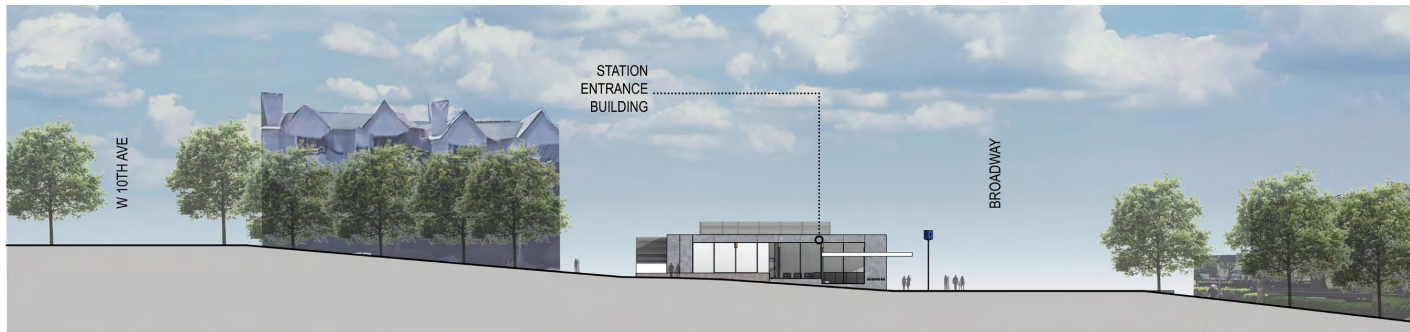


Artist's rendering of station entrance at night



Oak-VGH Station: Community Integration

Oak-VGH Station will be located in the southwest corner of Broadway and Laurel Street, near Oak Street, and will provide convenient access to Vancouver General Hospital (VGH), BC Cancer - Vancouver, numerous medical offices within the hospital zone, and to the Fairview neighbourhood.

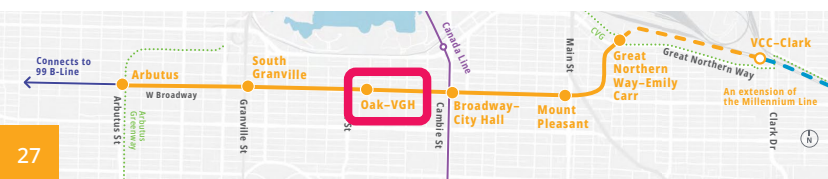


EAST (LAUREL STREET) ELEVATION



NORTH (BROADWAY) ELEVATION

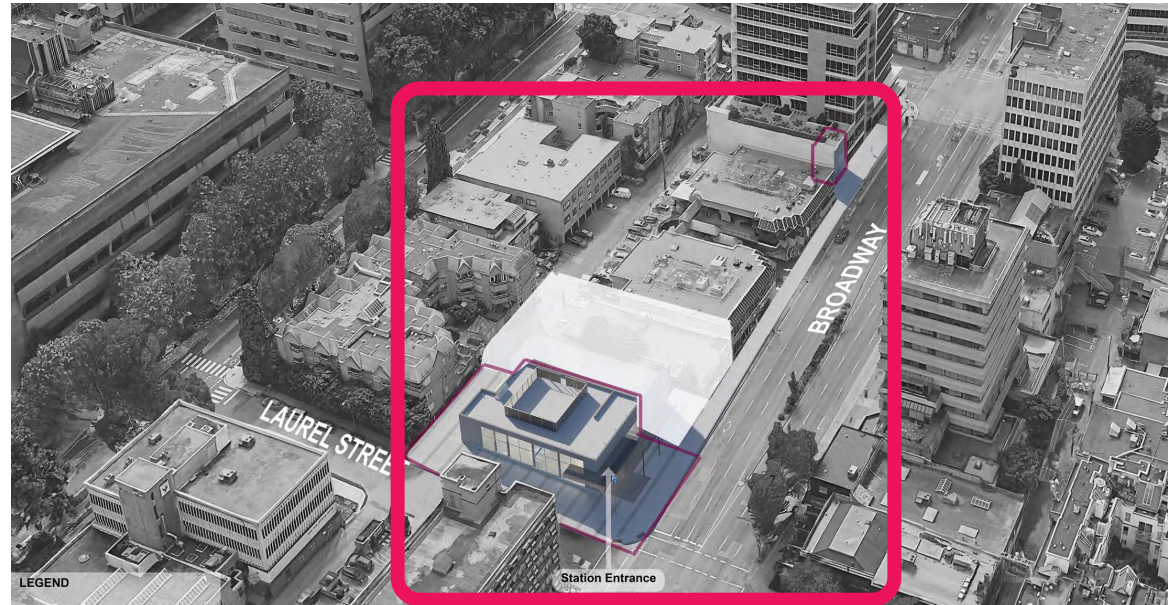
Street-level view



Oak-VGH Station: Community Integration

Key station-specific features include:

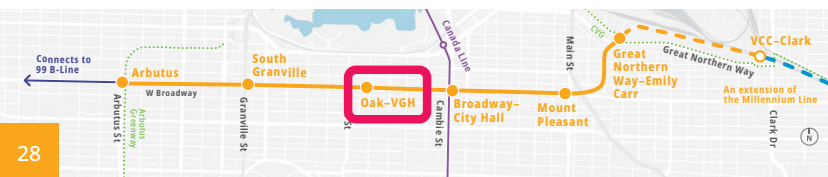
- Entrance will have minimal impact on developable lands
- Entrance is on a prominent corner that offers views to Broadway and Laurel Street through two glass walls
- Concourse-level will include space for future connections to new developments (see “knock-out” panels on board 31)
- Street-level entrance will include provisions for future connections to VGH and future developments (as above)



Station rendering, in situ (2020)

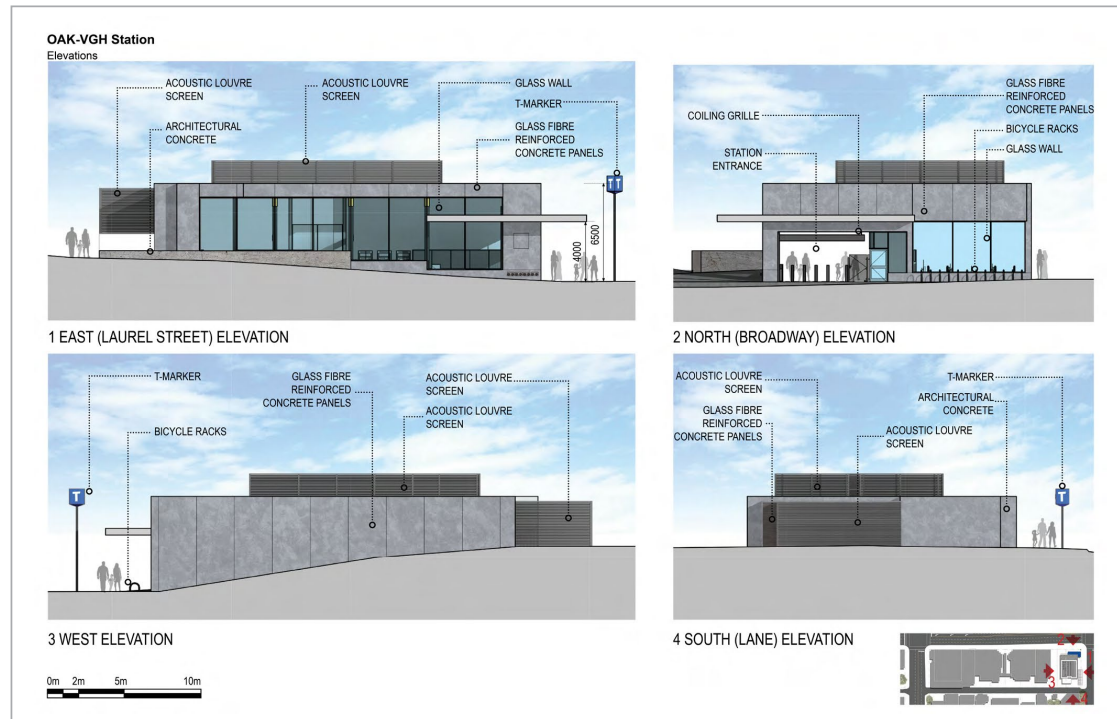


Artist's rendering of the station interior



Oak-VGH Station: External Design Perspectives

With a combination of neutral-coloured concrete and concrete-fibre cement panelling, transparent glass and visible wood ceiling, the station's external design provides warmth and safety.



Station entrance elevations viewed from each side, see below for materials and finishes

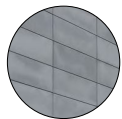
Note:
This station's emergency exit is incorporated within an existing building to the west, not shown here.



Acoustic louvre screen



Architectural concrete



Glass fibre reinforced concrete panel



Glass wall



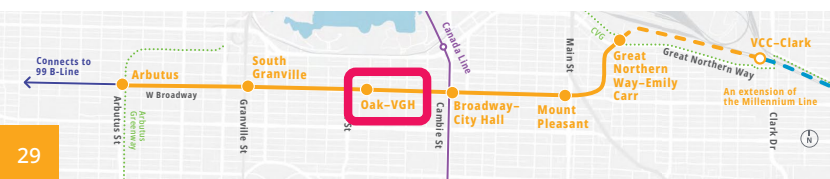
Station entrance coiling grille



Ventilation grille



Wood ceiling

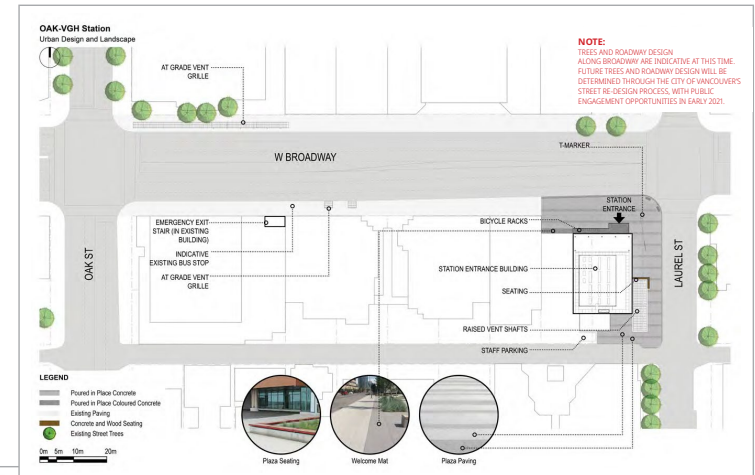


Oak-VGH Station: Urban Design and Local Transport Integration

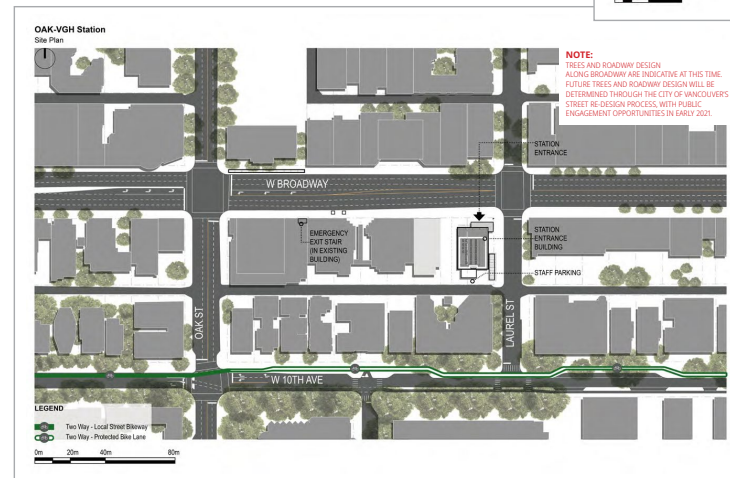
This station will provide better access to Vancouver General Hospital, and the rest of the hospital zone, and to the Fairview neighbourhood.

Specific features at this station include:

- The station's rectilinear roof will integrate with future development
- Glass treatments to provide visibility and safety with the surrounding community and VGH
- Bike racks adjacent to the station entrance
- Plaza in front and to the sides of the station entrance to provide accessible and barrier-free entry and exit from the station

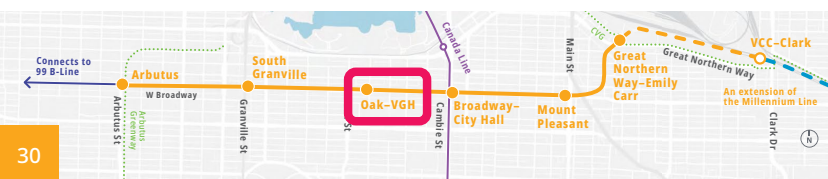


Station landscaping and external public amenities



Station building and entrance within the local street context

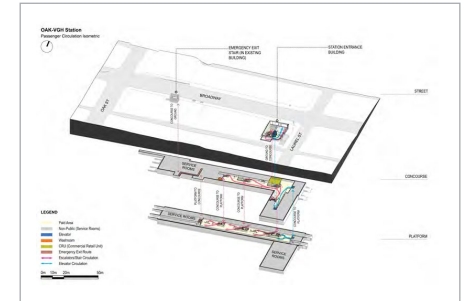
The City's street re-design process (see board 7) will determine the future streetscape including the number of lanes and future trees on station blocks. Tree impacts will be determined in the near future. The Project is committed to replacing all street trees impacted by construction.



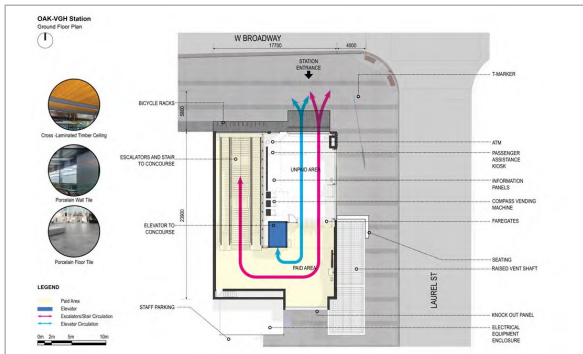
Oak-VGH Station: Passenger Accessibility and Safety

The station design has followed TransLink's established standards for accessibility, comfort and safety, including:

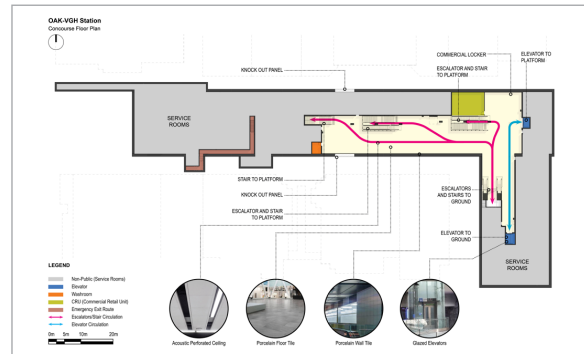
- Tactile pavement markings and sharp visual contrasts
- Barrier-free elevator access for patrons with mobility challenges, mobility devices and strollers
- Accessible fare gates and ticket vending machines located to avoid cross-flows, minimizing congestion
- CPTED features that enhance safety measures, and facilitate natural surveillance and access control (see board 26)
- Public address system and noise dampening materials to ensure signals and messages can be easily heard while minimizing overall noise levels
- Standardized, recognizable wayfinding, consistent with the rest of the system
- Security camera coverage inside and outside of the station



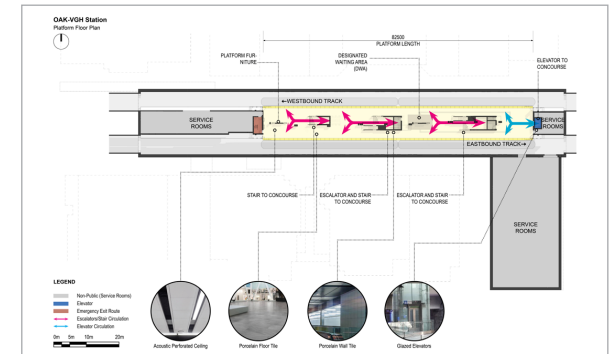
All-level floor plan, illustrating passenger circulation



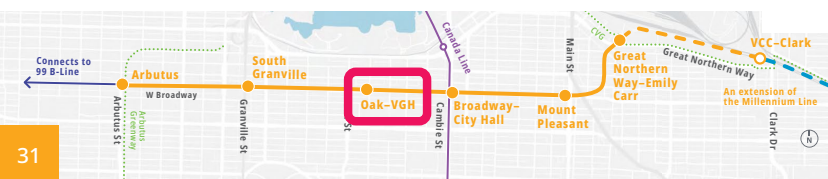
Street-level (entry way) floor plan



Concourse-level floor plan (retail and future development access)



Platform-level floor plan



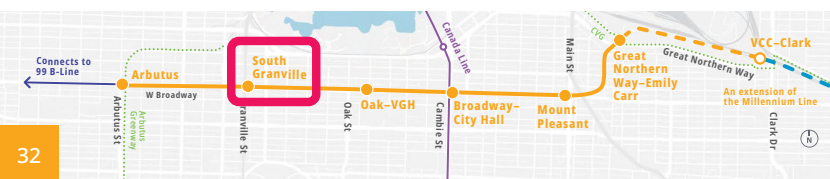
South Granville Station



Artist's rendering of station entrance in the daytime

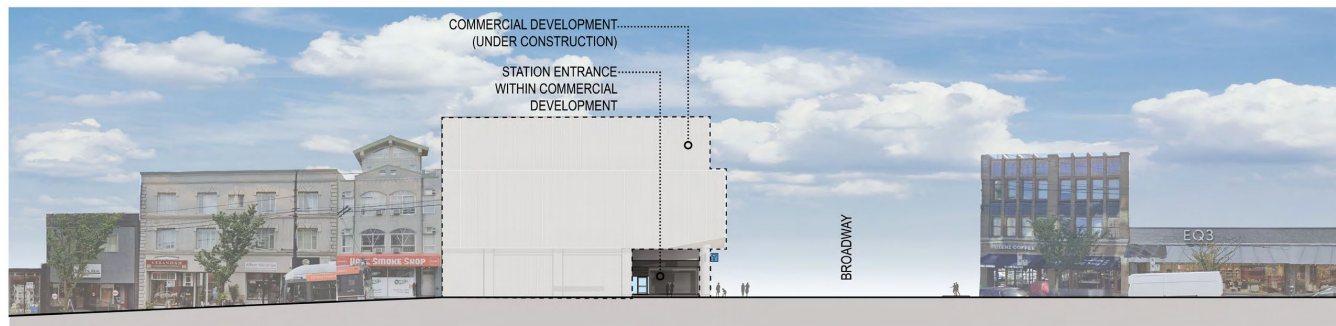


Artist's rendering of station entrance at night



South Granville Station: Community Integration

South Granville Station will be located on the northeast corner of Broadway and Granville Street near the South Granville, Burrard Slopes and Granville Island neighbourhoods. The South Granville station entrance building is fully integrated within a new development under construction, and approved through the City of Vancouver's development permit process. As such, most of the station entrance features were determined through that process.

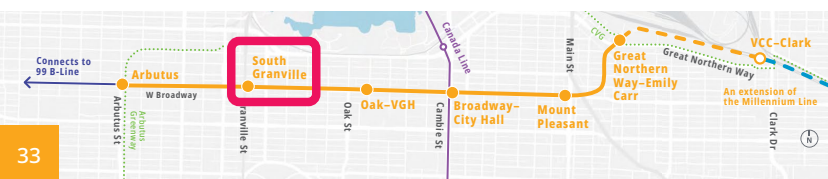


WEST (GRANVILLE STREET) ELEVATION



SOUTH (BROADWAY) ELEVATION

Street-level view

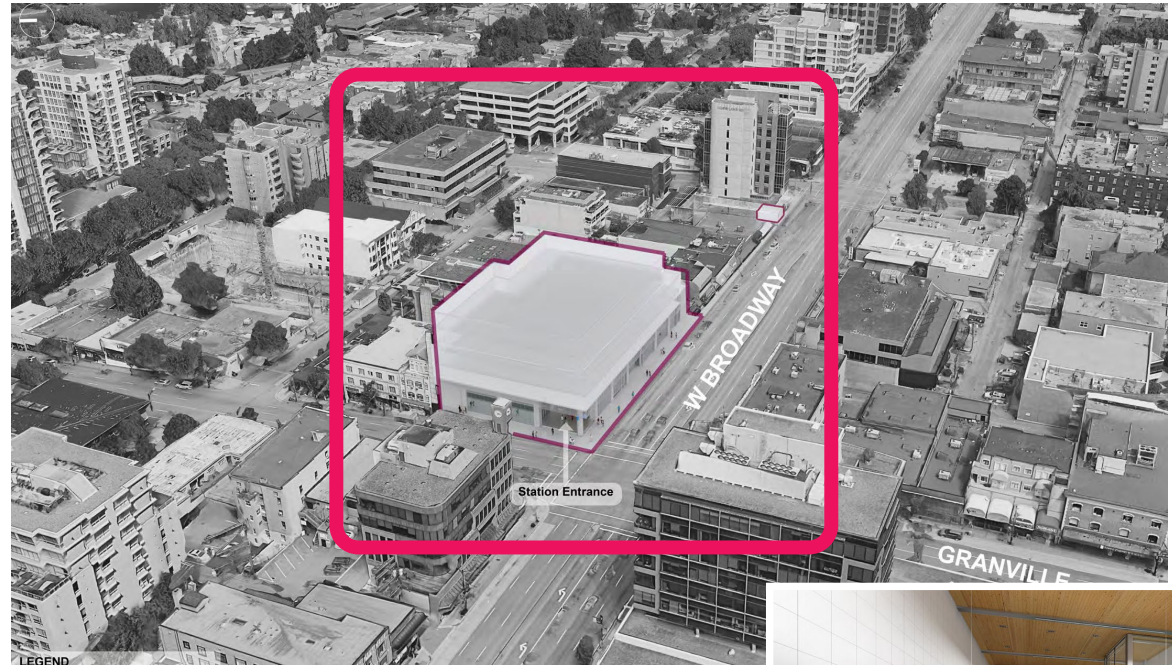


South Granville Station: Community Integration

This station directly integrates with a new development already under construction, which has already been approved through the City's development permit process. As such, most of the station features have already been determined through that process.

Key station-specific features include:

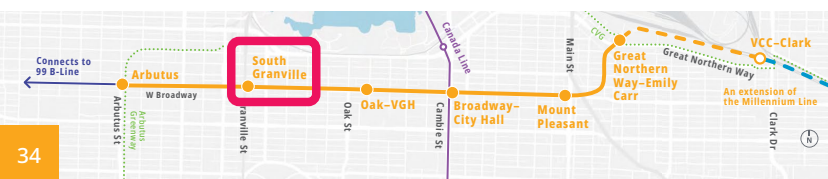
- Station location will maximize visibility and access from Broadway
- Exterior finishes will be completed by the developer
- Interior finishes are consistent with other Broadway Subway Project stations where possible
- Direct access to the development will be at the concourse level (see "knock-out" panel on board 37)



Station rendering, in situ (2020)

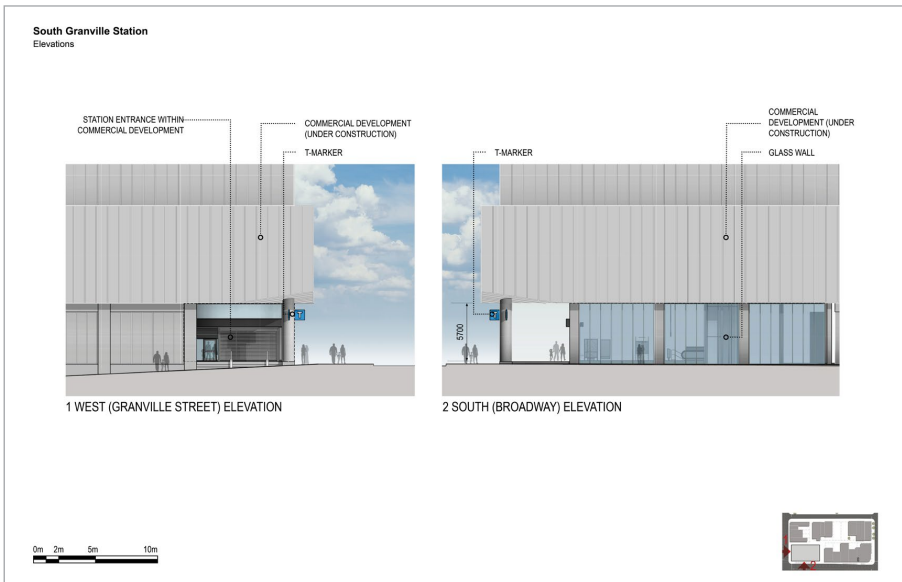


Artist's rendering of the station interior

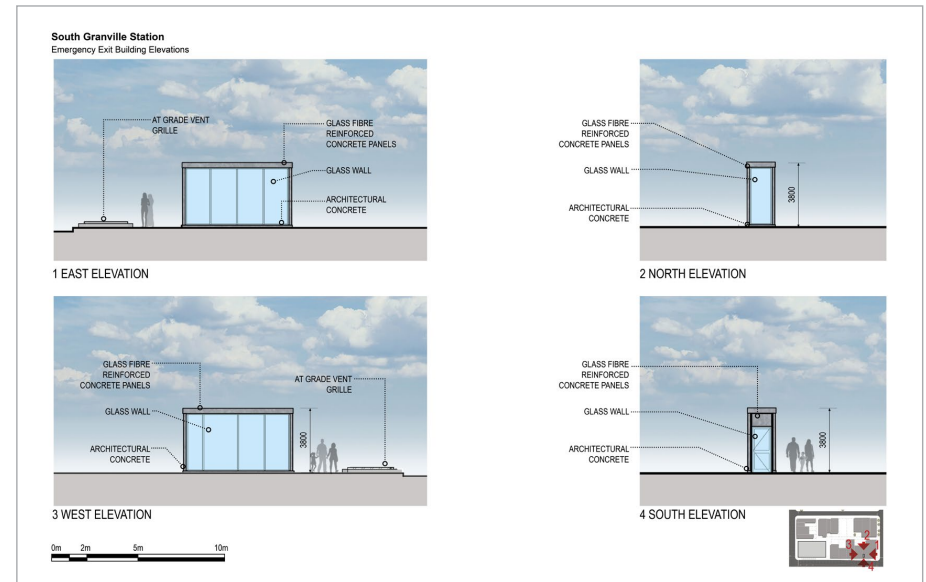


South Granville Station: External Design Perspectives

The station entrance will feature aluminum ceiling panels. Walls facing Broadway will be transparent glass, and the entrance from Granville Street will be inset into the future development, so that passengers will be protected from the elements by the development's building overhang.



Station entrance elevations viewed from each side, see below for materials and finishes



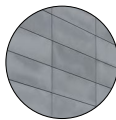
Emergency entrance elevations viewed from each side, see below for materials and finishes, see board 36 for locations



Acoustic louvre screen



Architectural concrete



Glass fibre reinforced concrete panel



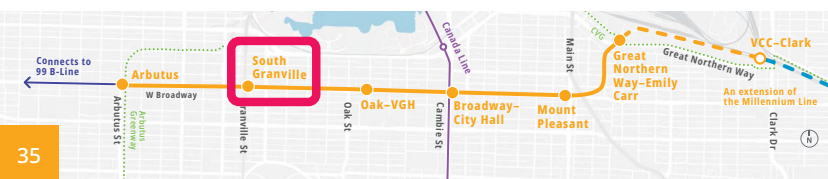
Glass wall



Station entrance coiling grille



Ventilation grille

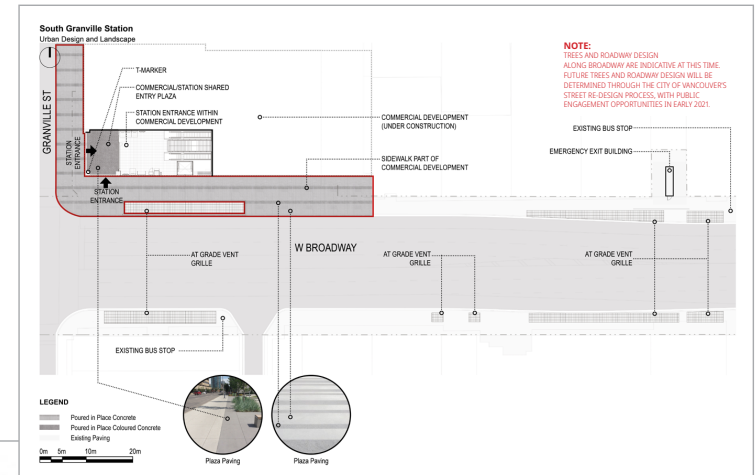


South Granville Station: Urban Design and Local Transport Integration

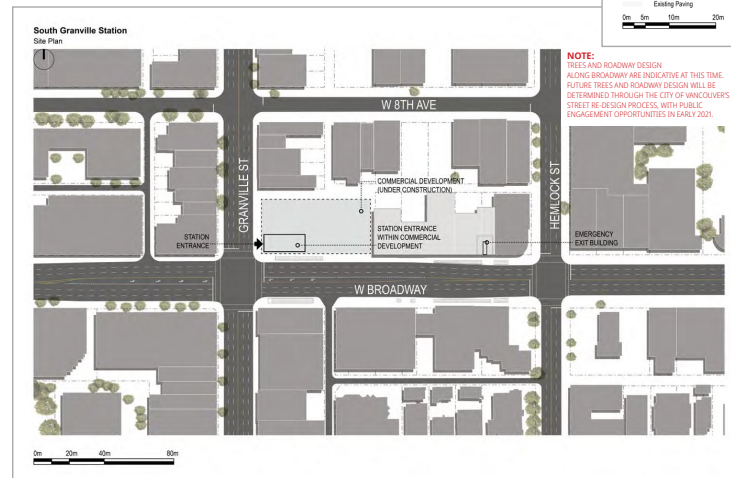
This station serves the Fairview, South Granville and False Creek neighbourhoods and is being integrated with a development already under way. It provides an interchange with Granville Street bus lines to downtown Vancouver and to Granville Island, one of Vancouver's busiest tourist attractions.

Specific features at this station include:

- Barrier-free circulation routes from the sidewalk at ground-level to the elevator, for access to the platform level
- Direct connection to other modes of transportation, including buses from Granville Street

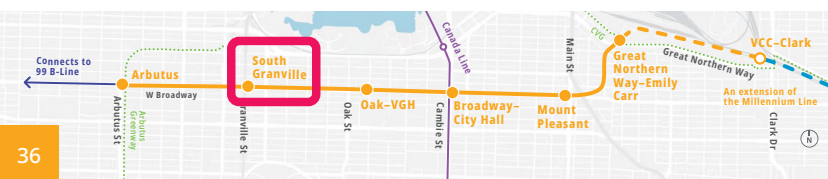


Station landscaping and external public amenities



Station building and entrance within the local street context

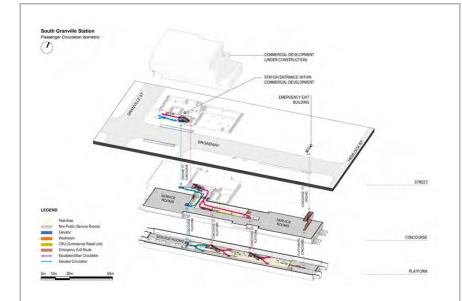
The City's street re-design process (see board 7) will determine the future streetscape including the number of lanes and future trees on station blocks. Tree impacts will be determined in the near future. The Project is committed to replacing all street trees impacted by construction.



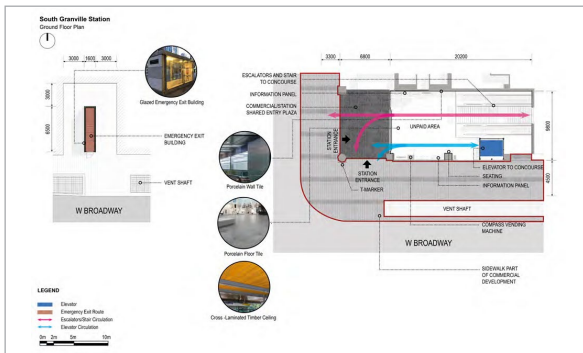
South Granville Station: Passenger Accessibility and Safety

The station design has followed TransLink's established standards for accessibility, comfort and safety, including:

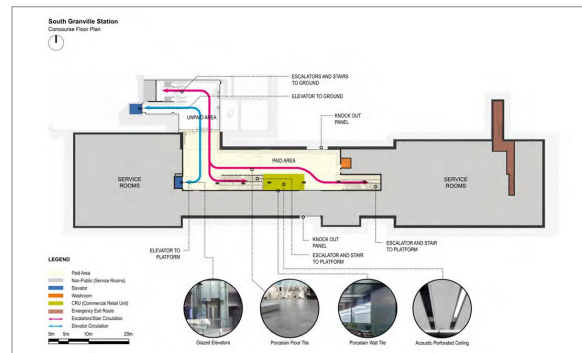
- Tactile pavement markings and sharp visual contrasts
- Barrier-free elevator access for patrons with mobility challenges, mobility devices and strollers
- Accessible fare gates and ticket vending machines located to avoid cross-flows, minimizing congestion
- CPTED features that enhance safety measures, and facilitate natural surveillance and access control (see board 32)
- Public address system and noise dampening materials to ensure signals and messages can be easily heard while minimizing overall noise levels
- Standardized, recognizable wayfinding, consistent with the rest of the system
- Security camera coverage inside and outside of the station



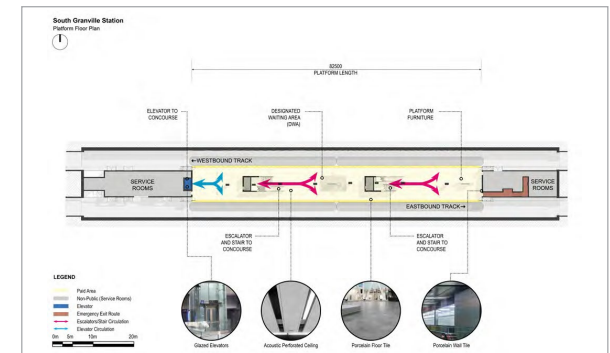
All-level floor plan, illustrating passenger circulation



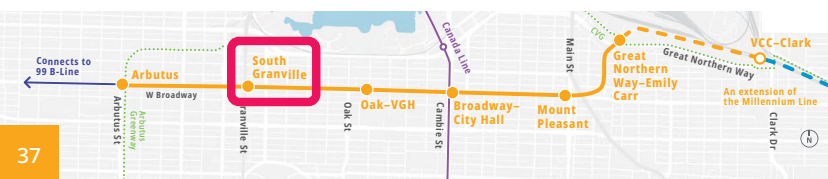
Street-level (entry way) floor plan



Concourse-level floor plan (retail and future development access)



Platform-level floor plan



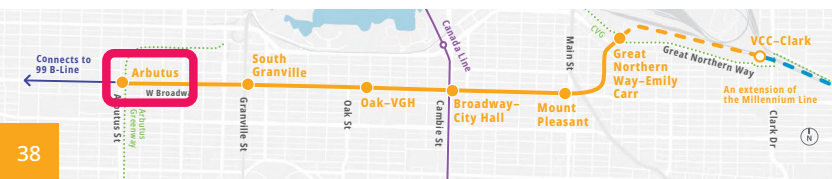
Arbutus Station



Artist's rendering of station entrance in the daytime

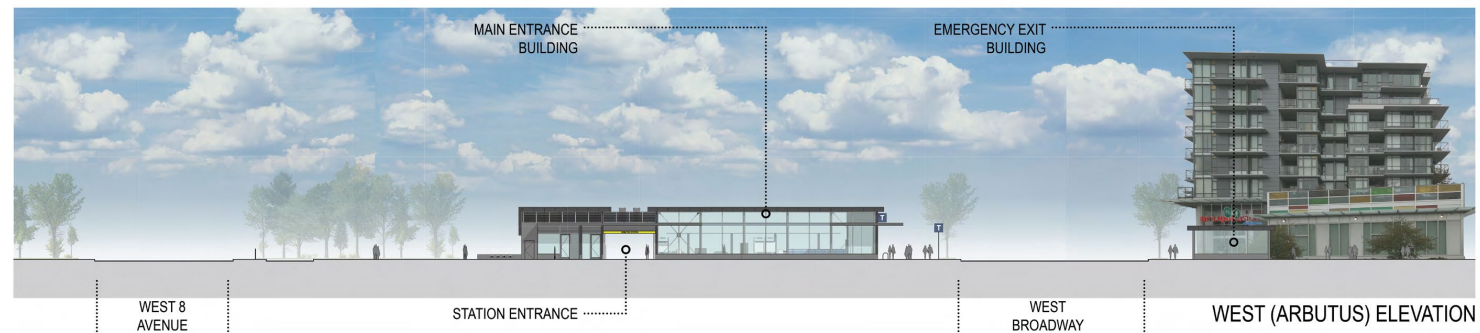


Artist's rendering of station entrance at night

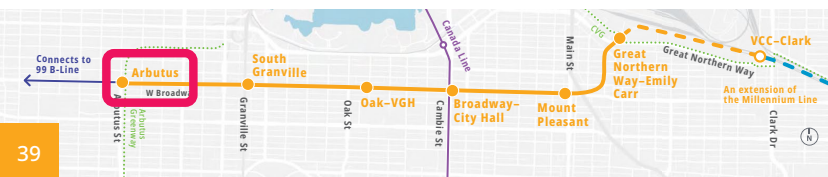


Arbutus Station: Community Integration

Arbutus Station and the bus loop will be located at the northeast corner of Broadway and Arbutus Street, and will be adjacent to the Arbutus Greenway. This station and bus loop will connect passengers with B-Line bus service between Arbutus and UBC, as well as serve the residents, retail, services, schools and jobs in this area of Kitsilano.



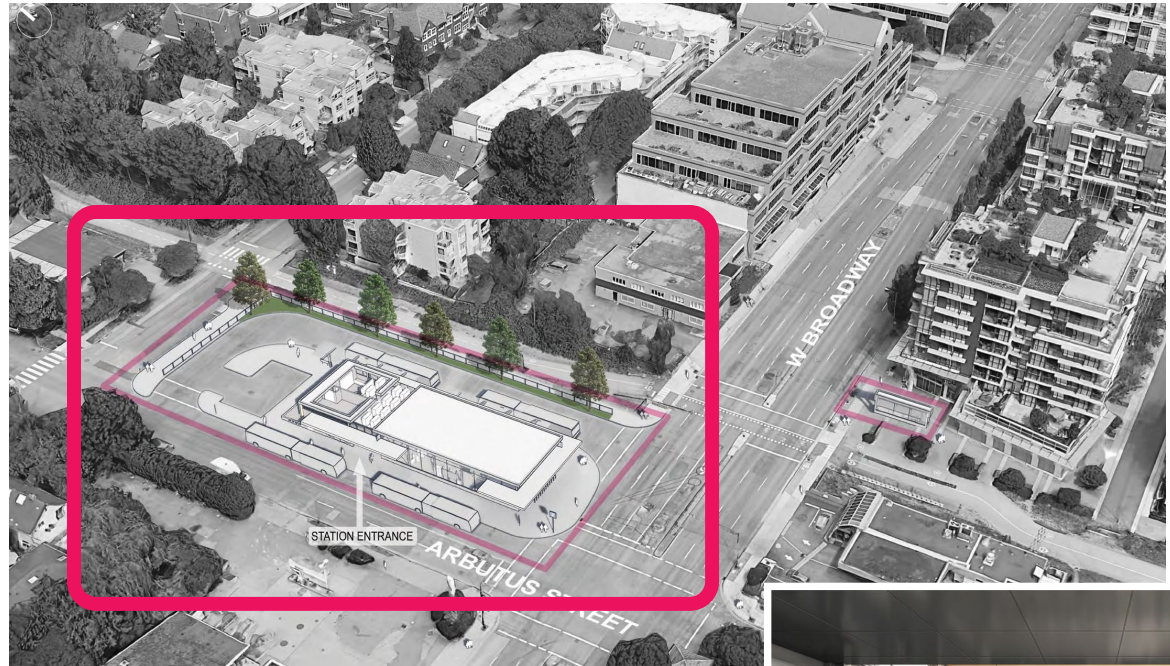
Street-level view



Arbutus Station: Community Integration

Key station-specific features include:

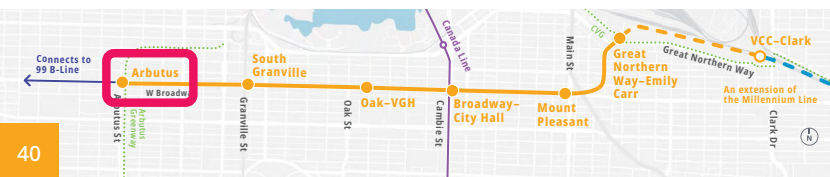
- Prominent standalone building entrance on opening day with no surrounding buildings
- Generous use of glass on three sides provides a full view of activity inside this station and bus activity outside the station
- Area around the station provides convenient access to buses and accommodates pedestrian flow and increased activity in and around this terminus station
- Convenient connections to the multi-use path and bike lanes
- Designed to minimize the impact of the station and bus loop on the local neighbourhood and nearby schools
- Provision for access to potential future development will be coordinated with the City of Vancouver (see “knock-out” panels on board 43)



Station rendering, in situ (2020)



Artist's rendering of the station interior



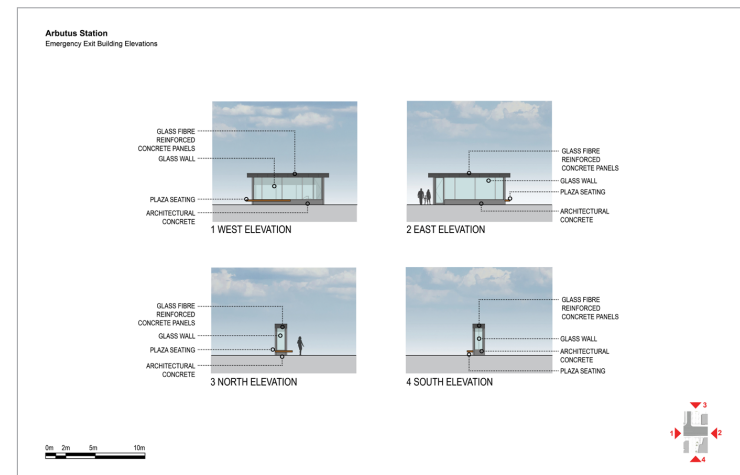
Arbutus Station: External Design Perspectives

The entrance is wrapped with a full canopy to provide maximum passenger protection from the elements and circulation between the station, bus waiting area and bicycle racks, and the visible wood ceiling provides a sense of warmth. The entrance is split into two sections:

- The station entry incorporates free passage from the sidewalk to the bus loop outside of the fare-paid zone, offering maximum street-level visibility and transparency
- The bicycle parking facilities and service areas, which shield the vent shafts, are located north of the entry



Station entrance elevations viewed from each side, see below for materials and finishes



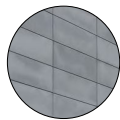
Emergency entrance elevations viewed from each side, see below for materials and finishes, see board 42 for locations



Acoustic louvre screen



Architectural concrete



Glass fibre reinforced concrete panel



Glass wall



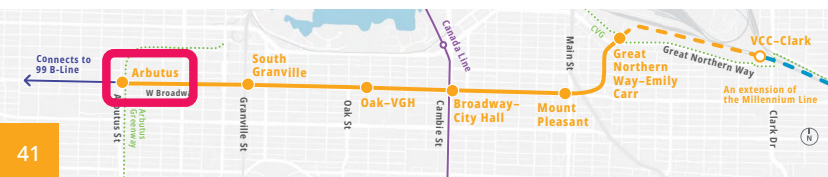
Station entrance coiling grille



Ventilation grille



Wood ceiling



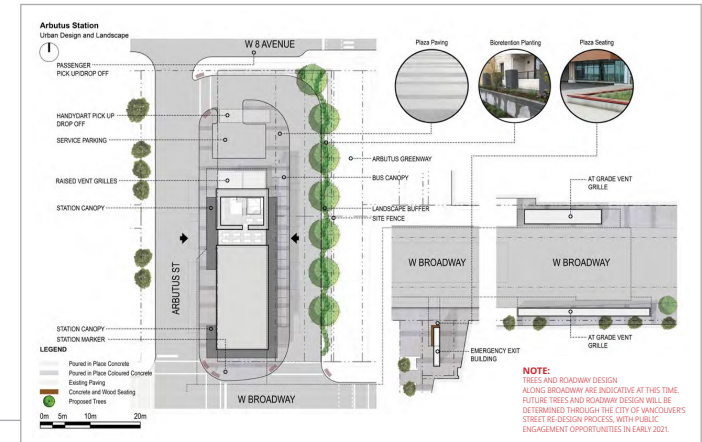
Arbutus Station:

Urban Design and Local Transport Integration

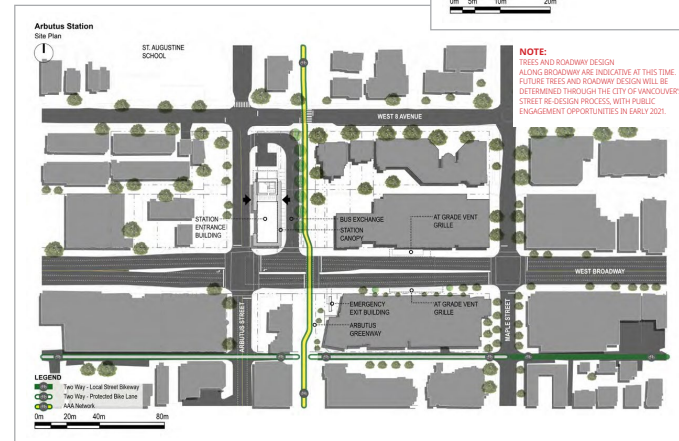
This station serves the Kitsilano neighbourhood, as well as the West Broadway and West 4th Avenue shopping areas. It provides an interchange with the Broadway and Arbutus Street bus lines, the 99 B-Line express bus to UBC and Pacific Spirit Regional Park, and the Arbutus Greenway multi-use path.

Specific features at this station include:

- Barrier-free circulation between the sidewalk, station entrance and the bus loop
- Incorporates a HandyDART stop within the bus loop
- Station entrance and bus facility are visible from the street so passengers can anticipate their path in and out of the station
- Fare-free passage along Arbutus Street allows passengers access to the station entrance and buses with convenient, protected transfers away from the busy pedestrian and vehicle traffic along Broadway
- Secured bike parking facility with separate access, at the north end of the station
- Connections to the adjacent Arbutus Greenway multi-use path
- Landscaping along the bus loop to provide visual barrier to the adjacent property
- Designed to allow for a future extension west towards UBC with minimal disruption to future transit services

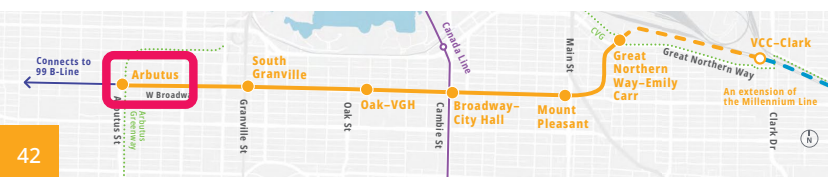


Station landscaping and external public amenities



Station building and entrance within the local street context

The City's street re-design process (see board 7) will determine the future streetscape including the number of lanes and future trees on station blocks. Tree impacts will be determined in the near future. The Project is committed to replacing all street trees impacted by construction.

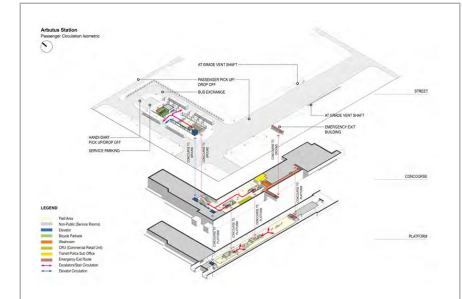


Arbutus Station: Passenger Accessibility and Safety

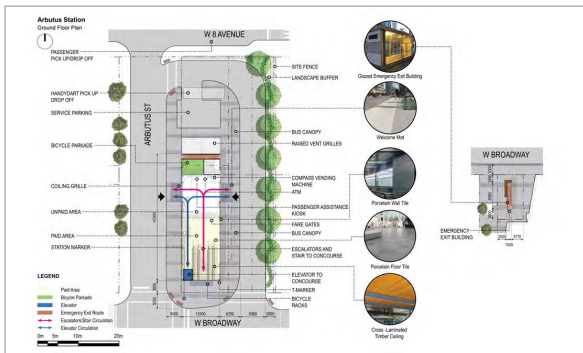
The station design has followed TransLink's established standards for accessibility, comfort and safety, including:

- Tactile pavement markings and sharp visual contrasts
- Barrier-free elevator access for patrons with mobility challenges, mobility devices and strollers
- Accessible fare gates and ticket vending machines located to avoid cross-flows, minimizing congestion
- CPTED features that enhance safety measures, and facilitate natural surveillance and access control (see board 38)

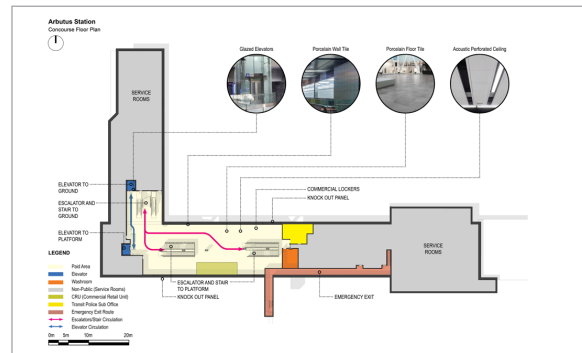
- Public address system and noise dampening materials to ensure signals and messages can be easily heard while minimizing overall noise levels
- Standardized, recognizable wayfinding, consistent with the rest of the system
- Security camera coverage inside and outside of the station
- Transit Police office



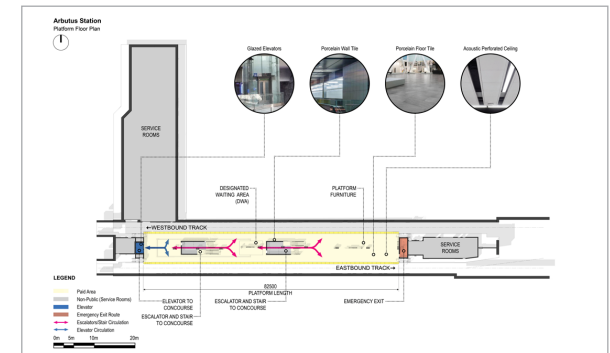
All-level floor plan, illustrating passenger circulation



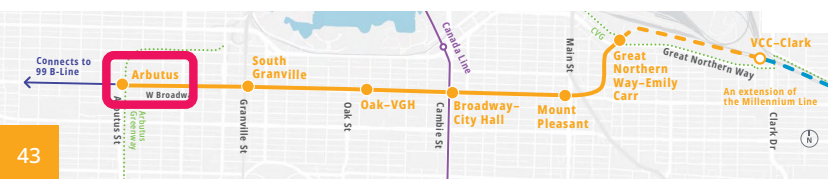
Street-level (entry way) floor plan



Concourse-level floor plan (retail and future development access)



Platform-level floor plan



Next Steps

WE ARE HERE

FALL
2020

WINTER
2020

SPRING
2021

SUMMER
2021

ONGOING *Engagement with the community, businesses and stakeholders*

Station Design Open House #1

Feedback from this open house will be summarized for the City's Urban Design Panel. Feedback will be considered in the context of the Project requirements, budget and schedule, and decisions made to date as part of previous engagement processes.

City of Vancouver Urban Design Panel

Similar to the City's standard process for development permitting, this expert panel will review the Project's designs and public comments received from Open House #1, and provide observations for consideration.

Public Art Selection

Public art is a key component of the SkyTrain system and is featured at many stations and/or station plazas along the SkyTrain alignment and at all existing Millennium Line stations. The Province is seeking to commission five professional artists or artist teams to create unique, highly integrated public artwork at all stations except Arbutus Station, which will feature Indigenous art. A final selection will be made in early 2021. A separate and parallel process in relation to Indigenous art and cultural recognition is also under way.

Station Design Open House #2

This open house will present and seek comments on final designs, which will include additional information on landscaping and available information on public art.

Target for start of station construction

Keep in Touch

To reach the Broadway Subway Project team:



- Subscribe to receive project updates:
broadwaysubway.ca



- Email: **broadwaysubway@gov.bc.ca**



- Call: 24/7 phone line **1-844-815-6114**



- Book a virtual appointment: call the
Community Office at **778-572-3544**
(Monday-Friday, 9:00 am-5:00 pm)





Open House Materials: Survey

A copy of the survey questions is provided on the following pages.

Broadway Subway Project Station Design Open House #1 – Feedback Form



Thank you for participating in this station design virtual open house for the Broadway Subway Project. Feedback received will be provided as input to the City of Vancouver's Design Advisory Process to contribute towards the urban integration of the stations and will be considered by the Project in finalizing the stations' designs.

Please provide your feedback by December 9, 2020.


About the Station Designs

A presentation slide titled "Station Design Open House #1". At the top left is the Broadway Subway Project logo. The main heading is "Design Philosophy". Below it, a line of text states: "Considering TransLink's network standards, Project objectives, the City's Principles and local context, the following Project design philosophy was developed:". The slide features two columns of design principles, each with a small image and a text description. The left column includes: "Integrate with current and planned future urban development, and minimize disruption to valued heritage buildings" (with an image of a street scene); "Create a consistent, familiar design and passenger flow across stations (see board 5)" (with an image of a station interior); "Facilitate ease of passenger movements" (with an image of a station interior); "Facilitate enhanced passenger experience (see board 6)" (with an image of two people smiling); and "Provide effective, appropriate-scale, safe lighting" (with an image of a station entrance). The right column includes: "Promote and celebrate Indigenous and public art" (with an image of a red wall with art); "Establish setbacks with public plazas for safety and comfort" (with an image of a street scene); "Incorporate stormwater retention" (with an image of a street scene); "Minimize footprint and visual impact of vent shafts, coordinate vent locations along heritage building frontage, and minimize obstructions along the sidewalk where possible" (with an image of a street scene); and "Minimize the size of emergency exit buildings and position them to be easily incorporated into future development" (with an image of a station entrance). At the bottom of the slide are logos for Canada, British Columbia, City of Vancouver, TransLink, and the Broadway Subway Project.

In your opinion, how aligned are the station designs to the design philosophy as presented?

- ☐ Not at all aligned
- ☐ Slightly aligned
- ☐ Somewhat aligned
- ☐ Very aligned
- ☐ Extremely aligned
- ☐ No opinion


Broadway Subway Project Station Design Open House #1 - Feedback Form




Consistent Station Design

Features incorporated across all stations include:


Interior & exterior materials



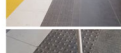
Incorporate modular, low-maintenance materials and finishes that are locally-sourced where possible




Use transparent glass at entrances for natural light and visibility



Use wood where possible at entrances, for a feeling of warmth and comfort




Apply slip-resistant walking surfaces for passenger safety




Use tactile tiles for passenger safety


Architectural considerations




Use simple, rectilinear roof forms and station shapes to easily integrate with future development



Ensure station entrance is visible from all sides of the adjacent intersection




Create transparent, well-lit and welcoming entrances




Integrate engineering requirements for safety and security into the design






Vertical circulation



Ensure ease of passenger movement with clear sight lines, well-lit spaces and righthand flow movements




Provide escalators, stairs and elevators at all stations


In your opinion, how aligned are the station designs with the system consistency objectives as presented?

- ☐ Not at all aligned
- ☐ Slightly aligned
- ☐ Somewhat aligned
- ☐ Very aligned
- ☐ Extremely aligned
- ☐ No opinion




Enhanced Passenger Experience


Key station features to enhance passenger experience are:




Provide convenient access to buses and connections to nearby bike routes




Apply Crime Prevention Through Environmental Design (CPTED) principles for safety and comfort




Escalators in both directions for ease of passenger movement to and from the trains




Provide simple, consistent and highly visual wayfinding and a clear and audible public address system




Construct urban plazas with space for circulation and to accommodate a surge of passengers



Provide accessible, Radio Frequency Identification (RFID) enabled fare gates (i.e., hands-free gate access for eligible customers with disabilities)








Use contrasting material to clearly mark station entrances



Establish space for commercial service/retail areas in paid areas where feasible

* Note: The final design of station plazas, including trees and landscaping will be coordinated with the City of Vancouver's Broadway Street Re-design Process (see board 7).

In your opinion, how aligned are the station designs with the enhanced passenger experience objectives as presented?

- ☐ Not at all aligned
- ☐ Slightly aligned
- ☐ Somewhat aligned
- ☐ Very aligned
- ☐ Extremely aligned
- ☐ No opinion

**Broadway Subway Project
Station Design Open House #1 - Feedback Form**



Which best describes your opinion of the draft design for Great Northern Way-Emily Carr Station?

- ☐ Very dissatisfied
- ☐ Somewhat dissatisfied
- ☐ Neutral
- ☐ Somewhat satisfied
- ☐ Very satisfied
- ☐ No opinion



Which best describes your opinion of the draft design for Mount Pleasant Station?

- ☐ Very dissatisfied
- ☐ Somewhat dissatisfied
- ☐ Neutral
- ☐ Somewhat satisfied
- ☐ Very satisfied
- ☐ No opinion

**Broadway Subway Project
Station Design Open House #1 - Feedback Form**



Which best describes your opinion of the draft design for Broadway-City Hall Station?

- ☐ Very dissatisfied
- ☐ Somewhat dissatisfied
- ☐ Neutral
- ☐ Somewhat satisfied
- ☐ Very satisfied
- ☐ No opinion



Which best describes your opinion of the draft design for Oak-VGH Station?

- ☐ Very dissatisfied
- ☐ Somewhat dissatisfied
- ☐ Neutral
- ☐ Somewhat satisfied
- ☐ Very satisfied
- ☐ No opinion

**Broadway Subway Project
Station Design Open House #1 - Feedback Form**



Which best describes your opinion of the draft design for Arbutus Station?

- ☐ Very dissatisfied
- ☐ Somewhat dissatisfied
- ☐ Neutral
- ☐ Somewhat satisfied
- ☐ Very satisfied
- ☐ No opinion



The South Granville Station entrance building is fully integrated within a new development already under construction, and approved through the City of Vancouver's development permit process. As such, most of the station entrance features have already been determined through that process.

**Broadway Subway Project
Station Design Open House #1 - Feedback Form**

Is there anything else you would like us to consider?

Do not include any personally identifiable information about yourself or others in your responses.

Which best describes your overall opinion of the draft designs for all stations?

- ☐ Very dissatisfied
- ☐ Somewhat dissatisfied
- ☐ Neutral
- ☐ Somewhat satisfied
- ☐ Very satisfied
- ☐ No opinion

About You

We want to hear from everyone who will use the new Broadway Subway extension. Help us understand who is responding to our survey by responding to the following demographic questions.

How old are you?

- ☐ 0-19 years
- ☐ 20-34 years
- ☐ 35-44 years
- ☐ 45-54 years
- ☐ 55-64 years
- ☐ 65+ years
- ☐ Prefer not to answer

Where do you live?

- ☐ Vancouver
- ☐ Burnaby
- ☐ Richmond
- ☐ Other Lower Mainland
- ☐ Prefer not to answer
- ☐ Other, please specify: _____

Do you live within two blocks of one of the new stations?

- ☐ Yes
- ☐ No
- ☐ Prefer not to answer

Do you or anyone in your household belong to a community group or organization located along the route of the Broadway Subway Project?

- ☐ Yes
- ☐ No
- ☐ Prefer not to answer

Do you regularly work or attend school in Vancouver?

- ☐ Yes
- ☐ No
- ☐ Prefer not to answer

Before the COVID-19 pandemic began, how frequently did you use transit?

- ☐ 5 or more days per week
- ☐ 2-4 days per week
- ☐ Once a week or less
- ☐ Never
- ☐ Prefer not to answer

Broadway Subway Project
Station Design Open House #1 - Feedback Form

How do you describe your gender?

- ☐ Male
- ☐ Female
- ☐ LGBTQ+
- ☐ Non-binary
- ☐ Other
- ☐ Prefer not to answer

Did you participate in previous community events for the Broadway Subway Project?

- ☐ Yes
- ☐ No
- ☐ Can't recall
- ☐ Prefer not to answer

Thank you for your input!

A second open house will take place in early 2021 to report back on comments received and present the final designs, with additional details about landscaping and available information on public art.

Subscribe to receive project updates at broadwaysubway.ca.

Open House Materials: Frequently Asked Questions

The following are the Frequently Asked Questions posted to the engagement site.

Station Design Advisory Process

How will my feedback on station designs be used?

- The purpose of this virtual open house is to share information and receive feedback on the above-ground portions of the stations, including station entrance buildings, adjacent plazas, emergency exits and ventilation locations.
- Input will be provided as part of the City's Design Advisory Process to contribute towards the urban integration of the stations, and will be considered in finalizing the station designs.

Will you be asking for feedback on the below-grade designs at another time?

- Station designs have been informed by past consultations, including Project consultation conducted by TransLink and the City in 2017.
- All of this input was used to develop the criteria that has informed the design of the stations. This included escalators in both directions, elevators, and safety and security measures.

What other engagement is planned?

- In early 2021, a second station design open house will be held to present and seek comments on final designs, which will include additional information on landscaping, and available information on public art.
- Communications and engagement are key aspects of the Project and will be ongoing as details emerge and before construction begins.

Will there be escalators in both directions?

- Consistent with all SkyTrain station upgrades, escalators will be available in both directions (up and down) for ease of passenger movement to and from the trains at all stations.

How has accessibility for patrons with mobility challenges, mobility devices and strollers been considered?

- The stations will provide accessible, Radio Frequency Identification (RFID) enabled fare gates (i.e., hands-free gate access for eligible customers with disabilities), accessible ticket vending machines, and barrier-free elevator access.
- Tactile tiles will be incorporated at all stations for passenger safety and to support those with visual impairments.
- Stations will incorporate a clear and audible public address system to support those with audio impairments.

Do the station designs consider high passenger volume, especially at Broadway-City Hall Station?

- The stations are designed to accommodate peak passenger flow volumes. Key features include:
 - Station plazas will support efficient passenger movements in all directions.
 - Accessible fare gates and ticket vending machines will be located to minimize congestion and avoid cross-flows.
 - Multiple escalators will be provided in both directions to each platform.
 - Areas in front of escalators, elevators and stairs will allow sufficient queuing for the safety and comfort of passengers.
 - Clear sight lines and right hand flow movements will minimize cross-flows and other obstructions.
- Specific to Broadway-City Hall Station, the majority of passengers currently using the street level entrance at the existing Broadway-City Hall Station are transferring to and from the 99 B-Line. Once the new subway replaces the B-Line, most of these above-ground transfers will discontinue. It's estimated 75% of Canada Line and new Millennium Line passengers will transfer underground.

Will washrooms be available?

- The new stations on the Broadway Subway Project will have single occupancy washrooms accessible from the public areas of the stations with the assistance of a SkyTrain attendant, similar to the existing situation throughout the SkyTrain network.
- The design and construction of the stations for the Broadway Subway Project follow TransLink's policies on washrooms.
- The Broadway-City Hall Station, as a future major transit exchange, and Arbutus Station, as a future interim terminus station, will be built to accommodate accessible washrooms in the fare paid zone in the future.

What facilities will be available to cyclists?

- Great Northern Way-Emily Carr Station and Arbutus Station will provide indoor bike parkades, with capacity for 34 bikes at each station.
- Mount Pleasant Station, Broadway-City Hall Station and Oak-VGH Station will have 12 bike racks available outside each station.

When can we see more landscaping ideas for each station?

- A second open house will be held in early 2021 which will provide additional information on landscaping.
- Trees and landscaping will be coordinated with the City of Vancouver's Broadway Street Re-design Process.

How are you incorporating public art into the stations?

- Public art is a key component of the SkyTrain system and is featured at many stations and/or station plazas along the SkyTrain alignment and at all existing Millennium Line stations.
- The Province is seeking to commission five professional artists or artist teams to create unique, highly integrated public artwork at all stations except Arbutus Station, which will feature Indigenous art. A final selection will be made in early 2021.
- A separate and parallel process in relation to Indigenous art and cultural recognition is also under way.



General Broadway Subway Project

Why is this project needed?

- The 99 B-Line route is the busiest bus route in North America and can no longer effectively meet demand. Buses get caught in traffic congestion and people are often passed up by full buses.
- The Broadway Subway Project will replace the 99 B-Line service, with capacity to move three times as many people, and with greater reliability, as population and employment in this area continue to grow.
- Once in service, the trip from VCC-Clark to Arbutus will take 11 minutes, saving the average transit commuter almost 30 minutes a day and relieving congestion along Broadway.
- As an extension of the Millennium Line, it will connect seamlessly to the wider SkyTrain network, including Expo and Canada Lines, and will integrate with the regional bus network.
- This will make it easier to live, work, travel, shop and access services along the Broadway Corridor, adding to regional livability.

When will construction begin? How long will it take?

- Site preparation work has already begun and will continue through early 2021.
- Construction of the stations, the elevated guideway and the tunnel portals is planned to start in 2021.
- Tunneling is expected to start in 2022 and the project is on schedule for the extension to the Millennium Line to open in 2025.

What construction impacts can I expect?

- Once construction plans are developed in more detail, we will share information about specific construction activities and timing before work begins.
- For the remainder of the year, work will focus on ongoing utility relocations, completion of design, surveys, site preparation, and starting to remove buildings required for the stations and laydown areas.
- Construction of the stations, the elevated guideway and the tunnel portals is planned to start in 2021, with tunneling expected to start in 2022.
- Detailed construction environmental management plans will be developed to minimize impacts to the extent possible. However, typical things to expect for a construction project of this size and scope are: noise, vibration, lane closures and cycling detours, parking changes, ground excavation and utility works.
- The Project team aims to complete most work during the day. Plans for activities will be developed to minimize impacts to the extent possible.
- Access will be maintained to all businesses, services and residences on Broadway throughout construction.
- We will provide ongoing updates about construction in advance, through traffic news outlets, social media and posts on the Project website at broadwaysubway.ca



Appendix C Survey Data (verbatim comments)

The following is a record of the verbatim comments received from the survey question:

Is there anything else you would like us to consider?

ID	Is there anything else you would like us to consider?
71	Increased accessibility for wheelchairs and those that have mobility challenge - in particular at the Oak Station near VGH. There will be so many people with various health challenges accessing that station including those needing to visit the Mary Pack Arthritis Centre and the Eye Care Centre.
81	<p>1. For almost all the stations except for Broadway/Cambie's, I think there's not enough bike parking available that's shielded from the weather. Especially the Arbutus Station given its proximity to the Greenway as well as being the terminus station.</p> <p>2. The paid area CRUs are always underutilized as all of them are on the concourse level which isn't where the fare gates are and not where people usually wait for the train. The concourse level is essentially a corridor/hallway and I don't think the retail would survive there. If the CRU was at the fare gate level (street level) and was integrated with the building allowing both commuters and non-commuters to utilize the CRU, I think it would be more successful.</p> <p>3. I know this is silly but can you make the "T" sign on the street corner spin?</p>
86	<ul style="list-style-type: none"> - The stairwell at Granville station looks much too narrow for the volume of people. - What is west of VGH station head in the greyed out area? - Do all train stations need to look so sad? - Are there doors on both the Broadway and Granville frontage of the Granville station? (diagrams conflict?) - Do you pay before you use the elevators? - Any reason why the Arbutus station looks so much nicer than the other stations? - Any future use of the bus loop area being considered yet? - Will buses merge out onto westbound Broadway into a dedicated lane from Arbutus station? <p>Why does Arbutus station address the bus loop directly, and not the main intersection?</p> <p>Opening up a strong sight line to the mural wall behind Mount Pleasant station seems like a good opportunity to display public art!</p> <p>Thanks, and I am looking forward to this opening up!</p>
91	N/A
96	<p>Consideration should be made for "Best use". Most of the stations are shown as single level (at grade). This in accordance with the COV mandate is not "best use". Additional development above the station itself should be considered and approved. Similar to the presentation slides for Granville and Broadway.</p> <p>Has consideration been made to include affordable housing above this single level stations? Retail? Office?</p>
101	It is an exciting project. Let's get started. Also, let's extend the line to UBC as soon as possible.
111	The project is excellent and increase the possibility to connect UBC with our stay train system

ID	Is there anything else you would like us to consider?
121	<p>For the expected passenger volume, the stations are way too small.</p> <p>I'd like to see where possible: wider entranceways and passageways; multiple down and up escalators to each platform; two or more surface exits (especially at Broadway–City Hall Station), or at least the provision to have second exits from the mezzanine level added through redevelopment, which appears to be completely missing at all of the stations. Keep in mind how much this helps at existing major hubs like Commercial–Broadway & Lougheed TC Stations.</p> <p>Now that the Surrey–Langley SkyTrain will be built all the way to Langley City, the design needs to reflect higher ridership expectations. The design of the stations is a constant problem on the Canada Line today, with lengthy transfers in cases where there should have been a second station exit (such as at Oakridge–41st on the east side of Cambie St).</p> <p>Basically, I believe that if the stations are built like this, the stations will be at capacity on opening day.</p>
126	<p>The Mount Pleasant station should be unique and respond to the neighbourhood by using exterior materials that respect the area. The station should act as if it has been a part of the fiber of the community for years. A modern glass box built for low maintenance fails the integrity of the area and weakens its presence. The location would be better served with a building with less plaza space, social housing above and exterior elements that respond to the adjacent heritage buildings.</p>
131	<p>Unclear if the washrooms will be public-facing... are you able to clarify?</p>
136	<p>It appears that platform–concourse escalators will be provided in one direction only (alongside stairs) at all locations except for one set at Broadway–City Hall. This feels short-sighted when considering passenger flows at some existing Translink stations, recent escalator upgrades, and the new Canada Line station which incorporates escalators in both directions.</p> <p>Additionally, it is not clear if the public art will include large, architectural features. If not, some station designs suffer from the rectilinear "development proof" approach and may not integrate well or provide a landmark for the area prior to additional development at some unknown time in the future. Involving Indigenous and other artists at the design stage could allow for better integration of public art into the stations.</p>
141	<p>There seems to be a lack of faregates at most stations, particularly City Hall, besides from Arbutus. This should be seriously reconsidered as traffic will only continue to increase, and there are enough backlogs at faregates today currently as it is. Consider also leaving provisions for future 2nd entrances to certain stations, again in the event that traffic increases to numbers that makes a single entrance per station unsustainable.</p>

ID	Is there anything else you would like us to consider?
146	<p>1) I'd like to see one or two more bike parkades attached to a station</p> <p>2) Broadway–City Hall will be two stations – it needs two entrances</p> <p>3) Oak–VGH stationhouse seems too small</p>
156	<p>Please add water fountains in the station area, especially next to the bike racks. Cyclists that travel along the Arbutus Greenway, 8th, or 10th Ave sometimes run out of water during the summer. Having a water bottle refill at 1 or 2 of the stations would help!</p>
201	<p>1. An additional up escalator should be built at Broadway–City Hall from the southbound Canada Line platform to the exit level. In addition, the Canada Line platforms at Broadway–City Hall should be expanded (extend to 50m and widen) because the platform was already fairly crowded in the pre-pandemic times, and adding a SkyTrain connection will worsen that crowding.</p> <p>2. Many passengers on the 22 bus transfer to the 99, and at street level that is a fairly accessible transfer. With the Broadway Extension, anyone travelling on the 99 would instead use the Millennium Line, and 22 bus transfers to/from the M Line will happen at Clark and 6th Ave. However, that transfer is not very accessible, as it involves a steep hill between Clark Dr and Keith Ave. In addition, it is a large detour of going down the hill, north on Keith Ave, and then up stairs/escalators again. I would like to see an additional station entrance for VCC–Clark Station, going east from the platforms towards Clark Dr.</p>
206	<p>Really excited for this project! Would have loved to see more attention/ideas around green initiatives for each of the stations or some considerations into how they can reflect the communities they serve. I understand the modularity is required for future development which restricts options to creative enhancements but it would be nice to see more community personality.</p>
211	<p>Two entrances from the street-level should be made, especially on a busy interchange station like the Broadway–City Hall Station.</p>
221	<p>Overall, the designs are pretty decent. My biggest concern is Broadway/Cityhall Station. The lack of second entrance or any plans to add more fare gates is pretty shortsighted. This is one of the busiest station on the Canada Line and during rush hours it is common to see passengers lining up to get through the fare gates. It is a big mistake to assume most transfers will happen inside the paid area between two lines. This is major interchange station so it is foolish to funnel all foot traffic to the same entrance.</p>

ID	Is there anything else you would like us to consider?
231	I think that while many of the aims of the design process are quite sensible – low maintenance materials, integration with future possible development projects – that most of these stations lack architectural ambition. They don't articulate a sense of place. The plazas look forlorn. It would be great to see more creativity e.g. in the integration of public and/or First Nations art into the stations e.g. via sculpted entrance ways, (rotating?) murals. I feel that the Broadway–City Hall stop is an exception to this as it has real toughness and personality and integrates well with what is already there. The glass box at Arbutus is also a nice design idea. Otherwise this work looks both excessively polite and cheap for such an important civic project.
256	Please ensure universal design in order to make sure stations and trains are accessible to all people. For example, having a specific sections/markings on the platform dedicated to wheelchair users or others with disabilities so they can easily and safely embark/disembark from the train, using strong colours or tactile pathways for floors would help those with visual impairments, and audio announcements for when train has stopped and doors have opened/closed for those with visual impairments.
276	Seems like many of the station designs have escalators (that go down to the train tracks) located further away from the entrance. Feels like the ones closest to the entrance will be used more often/end up being more crowded than others. Big stations such as Cambie could use designs with multiple entrances at the cambie/broadway intersection so pedestrians don't have to all cross to the south east corner. The high volume of pedestrians crossing also affects car traffic at the busy corner.
286	Consider making a second station entrance for Broadway–City Hall. 1. To reduce pedestrian crossing a busy intersection 2. To ease crowding – it's already bad enough
296	I would like to see more integration with local businesses and stores in the station design.
301	The space for retail services inside the paid zone might be better used to provide washrooms. Provide retail outside of the paid zone instead (Coffee Kiosks in the plaza space outside stations for example). Bike parkades would be a great addition, especially to Arbutus where people might choose to use the greenway to get to the subway!
306	I would love to see this design language extended even further west, with stations along Broadway all the way to UBC.

ID	Is there anything else you would like us to consider?
346	<p>Stations are very dull - that's ok, saves money but wayfaring and other signage is really bad:</p> <p>T for Transit - why not a universally understood icon.</p> <p>Fonts are too small.</p> <p>No color coordination eg blue for directions to buses, green to bikes.</p> <p>Station names should always be visible from train interiors through the windows when seated and they're not.</p> <p>These are surprisingly basic things to have missed.</p>
356	<p>I would like to see neighbourhood/context specific design features or art elements. Some of these concepts feel like they completely ignore the adjacent surroundings.</p>
376	<p>Secondary entrance for Broadway-City Hall station.</p> <p>Expedite further study of a seamless extension to UBC.</p>
386	<p>-The blank wall near The Mt. Pleasant one seem ripe for a mural.</p> <p>-More seating around some?</p> <p>-no mention of Mobi stations</p> <p>-at Arbutus, it seems as if those buses will be pretty tightly packed</p> <p>-why not have pedestrian exits on opposite sides of the streets (eg near Granville or Cambie) to reduce the pedestrian crosswalk traffic</p>
411	<p>The vent grilles are way too close to condos at Great Northern way station. Some people live right above it and will be inconvenienced by the noise and smell.</p>
421	<p>The entrance and concourse for the Broadway station look too narrow affecting foot traffic flow and unimpeded ingress and egress. With only one entrance there needs to be ample space in the station.</p> <p>Do not repeat the Canada line mistakes and under build</p>
431	<p>I am disappointed that the stations don't reflect local character that much. They're very nice and similar to the Evergreen Line which I like, however I would like Mount Pleasant Station to reflect the artistic vibrancy of the area, and Emily Carr Station to show off that new high-tech district and perhaps echo the red tulip pavilion nearby. Hopefully this can be achieved through well curated public art if not through architecture.</p>

ID	Is there anything else you would like us to consider?
451	<p>***Ensure signs at station are visible at all times to passengers on train. Prefer large visible sign non just electronic also make stations/ look distinct to help wayfinding</p> <p>Eg. Canada line tunnel wall signs completely covered when train in station, difficult to see scrolling sign on in-train display, difficult or impossible to see station sign on waiting platform. Electronic signs too small to be seen from all parts of train.</p> <ul style="list-style-type: none"> - Need additional entrance for Broadway city hall - current entrance already inadequate for crowds trying to get through fare gates. - Each station should have more than 2 fare gates both directions - Ensure platform capacity (eg. Canada Line platforms get too crowded to point where it feels dangerous. - Washrooms - All Stations particularly Emily Carr station improved creativity in design not just temporary art displays especially if the roofs must be flat for future development etc., try adding unique features and this also useful for wayfinding
461	<p>Maybe put more than one washroom stall per station in the busier stations (like Arbutus, Mount Pleasant, Broadway-City Hall). I also think that some of the emergency exits could instead become secondary/tertiary entrances. For example, the 10th Ave. emergency exit at Broadway-City Hall should become a secondary entrance for the station. This can provide quicker access for hospital workers of VGH, people who work at City Hall, and those accessing the station by bike through the 10th Ave. Bikeway. Also, the eastern emergency exit for Broadway-City Hall could be put somewhere else. It is currently proposed to be on a corner site, which could have better uses. I would rather see corners be an actual entrance or be filled with commercial/retail spaces.</p>
471	<p>Make the designs architecturally unique and inviting</p>
476	<p>Broadway Station needs another entrance (add one across from the existing Canada-Line entrance). Using the existing Canada-Line entrance is a very short term solution. Imagine all the extra people coming out of the same entrance and then need to walk across Broadway and Cambie intersection just to access the North sidewalk of Broadway. With another entrance on the north side of Broadway, it could handle future passenger growth plus reduce the amount of people crossing the Broadway (reduce accident / traffic). Thank you.</p>

ID	Is there anything else you would like us to consider?
501	<p>The Station at Laurel and Broadway looks like an eye shore shaped like a block of concrete which will impact the inspiring look of the proposed hotel across the street on the SE corner of Laurel and Broadway. The use of more timber and addition of a facade made up of horizontal lines could make a significant positive difference.</p> <p>Moreover, the impact of "drop-off" traffic needs to be seriously considered. I am concerned Laurel and the laneway between 10th and Broadway, will attract heavy drop off traffic as well as more homeless. This may also impact the ability for emergency vehicles to reach the hospital quickly. Evidently there needs to be a concerted effort to limit cars on Laurel, 10th, and the laneway between 10th and Broadway. Drop off traffic, including taxis, should only occur on Broadway and Oak.</p>
506	<p>The Emily Carr station is right across the street from a residential complex. Noise (once up and running) is a huge concern to us. Please, if at all possible, do not have a west-facing exit. Instead have an exit facing South and East (towards Emily Carr), or move the station a bit further towards Emily Carr itself.</p>
511	<p>While Broadway-City Hall might not need a second entrance yet, it IS going to be a major hub (jobs, housing, amenities), not just an interchange. Consider adding more than two knockout panels for potential connections to the NW and SW corners.</p>
531	<p>I feel strongly that these should be multi-storey buildings, with the station on the ground floor. It seems a great waste of space - and contrary to the principles of "densifying" to have them as stand alone structures rather than as anchors for a mixed use commercial/residential (rental) building, especially along Broadway. Such taller/larger buildings would surely help pay for the land and the line. The buildings are very pleasant but miss the opportunity to add anything to the neighbourhoods. I see them as highly functional but public buildings should also help shape culture. The fact that they are largely interchangeable in appearance (while that may be necessary on the functional side) is disappointing.</p>
536	<p>Bike racks at the South Granville Station</p>
546	<p>NONE</p>
551	<p>The traffic from buses and extra pedestrians will cause gridlock at Arbutus and Broadway (already regularly jammed under normal circumstances). Traffic patterns need to be analyzed and streets around this area should have barriers installed or have a one-way system put in place to control traffic. In addition, people exiting the station should be able to exit on the south side to reduce pedestrians crossing Broadway.</p>

ID	Is there anything else you would like us to consider?
556	Roof slopes: ensure they don't allow rain, snow and ice to fall in the entrance of the stations like it does at Commercial and Broadway station. Put in gates that don't allow people to push their way through without paying/tapping (current disability gates are a joke – anyone can walk through them)
571	There should be a second entrance from Day 1, specifically from the West side of granville, preferably from the NW and SW corners. Bus passengers coming south on Granville need to cross once (routes that turn towards UBC) or twice routes like 20 that continue south in order to transfer to skytrain...since I assume all routes to UBC are likely to end, it will be twice. The design appears to allow only for future second entrance (knock out panels) directed east or SE. the vestibule just outside the fare gates appears to be too small as it will get crowded when the escalator backs up and does not leave room for a Compass machine for those that go down the escalators missing the machines at the top. There are no fare machines inside paid area for those that need to add value to their cards. Need larger washroom accessible to public.
581	there is no information here about how the massive quantity of buses that will be coming and going from Arbutus will affect the residents, traffic flow and air quality in this neighbourhood. this is the busiest bus corridor in North America and you are dropping in a bus loop that will be dealing with hundreds of buses daily without any transparent info to the public, not even mentioned here other than to gloss over it. poor communication on what the ramifications are, obviously trying to minimize negative feedback from the residents.
591	Most/all stations are located on corner streets. All stations should have entrances to both streets for easy accessibility.
596	<p>- Architecture and finishes Are very uninspiring. Concept of simple rectilinear forms is a good strategy, especially for ease of future overbuild. However material pallet should be high quality, and details of these pavilions should be considered carefully. Canopies and parapets feel heavy</p> <p>- Broadway City Hall entrance addition, even though it is temporary, is very undeveloped and has much More potential to add to The existing station headhouse. The fact that it is temporary is not an excuse not to design it and consider it contribution to The public realm for The time it is visible.</p> <p>- Emergency exits should be planned in such a way that they can evolve into secondary entrances in future, with connections to future development and nearby major intersections (ie. Oak and Broadway)</p> <p>- is main and Broadway contemplated as a potential future overbuild? if not it should be, in order to maximize The value of The site. future overbuild should always be ghosted in The renders to show intent.</p>

ID	Is there anything else you would like us to consider?
616	<p>Room for more fare gates at VGH and City Hall in the future? These two stations are already a jam fest during rush hour. We need to stop building infrastructure that only works for like 5 years....</p> <p>Is there evidence that hyphenated station names are more effective than the shorter names in the past? They're a mouthful to say, long on announcement speakers and visually (Great Northern Way-Emily Carr is long yet doesn't make it any easier to identify and remember than just Emily Carr).</p>
621	<p>It bothers me that the Broadway-City Hall station addition is inconsistent with the design of the existing entrance to the Canada Line station. It looks like a box got smashed onto the existing station with no consideration of the design motifs (the angled roof design etc) of the existing station. Further, the fenced area around the addition creates a dead space in a busy urban area. Further, I am worried that the single station entrance will be come congested and wonder why the design did not consider the addition as an expanded station entrance. Finally, I am curious about the integration with the existing Canada Line platforms at station level. In earlier station mock ups it was quite clear that passengers could access the northbound Canada Line platform directly from the mezzanine level of the new Millennium line station but the circulation diagrams included in this open house do not clearly include such movement.</p>
626	<p>At 80 I still use transit (once COVID is over) to access services such as medical at/near VGH. From Broadway the grade/walk from the station to VGH is a long steep hike. What support/assistance will be available for elderly-disabled people to access VGH from Broadway station stop?</p> <p>Some stations have higher density uses indicated above. All stations should be designed for high density development above.</p> <p>Unclear what you expect from this questionnaire. How will you determine what concerns people who check 'dissatisfied' have?</p>
631	<p>Mt. Pleasant Station should have a second entrance on Main Street. Oak-VGH Station should have a second entrance on Laurel Street. Arbutus Station and City Hall Station should have bike parkades. City Hall Station should also have down escalators to the Canada Line platforms to provide a consistent experience and better passenger circulation.</p>
661	<p>I'm concerned that the stations, especially the terminus station at Arbutus, do not have enough bicycle racks. If the SkyTrain is supposed to be in operation for several decades, then sufficient bike locking area or storage is needed to meet expected bicycle use 20-30 years from now.</p> <p>The number of fare gates also appears to small at the stations that are likely to be the busiest, like Broadway/City Hall and Arbutus, for the same reason.</p>

ID	Is there anything else you would like us to consider?
666	<p>It is 200% beyond insane that you haven't proposed putting in two entrances to Broadway–City Hall. Broadway and Cambie is a major retail/office destination and your hand-waving dismissal that "most people will be transferring underground and so the existing entrance is fine" is pure crap: many passengers will want to get out and shop, return to transit from shopping, or get to their jobs at that station. The existing Mickey Mouse entrance is insufficient for just the Canada Line volumes (as it has been since opening day on that severely underbuilt line)—adding one fare gate is not going to address the problem when Millennium Line passenger volumes start running through the same minuscule opening! This is the kind of "design" and thinking that created the unfixable Canada Line problem. It is ALWAYS cheaper to build additional capacity now rather than attempting to add it later.</p>
671	<p>Public washrooms in stations</p> <p>Significant lighting for safety at night</p> <p>Security at stations</p>
681	<p>It seems like a bizarre decision to not put a second entrance in at Broadway – City Hall. Even if there's going to be a ton of transferring between trains – more than people exiting, maybe – just one entrance for a hub station seems like cheaping out.</p>
686	<p>Make more than one entrance to stations especially broadway city hall.</p>
696	<p>Great Northern one needs a crosswalk in front of the main entrance. The ones that cross the street are way too far in walking distance from the main entrance. If being a main road doesn't allow so "close together" then main entrance shouldn't face main road.</p>
731	<p>It seems Mt Pleasant, VGH and Arbutus should have been built to incorporate a High density use above (residential or office) and seems rather stilly to have only a one store station. The emergency exit at Arbutus in an existing plaza compromises that space. Can the emergency exit not be located elsewhere to save this open space to its intended purpose?</p>
736	<p>The Broadway – City Hall station entrance is already very congested with one Skytrain line, and two lines will make this much worse. A second entrance (ideally across Broadway to reduce pedestrian traffic crossing the street) should be included in the design.</p>
776	<p>Why is GNW station so bland and boring.. being next to a major school for art you would think this is an excellent opportunity to team up with Emily Carr students to create a stand out station. It could incorporate the history of the area or have the option to showcase public art either in the station or public space outside. I also believe that Mt. Pleasant station could be improved maybe we some more colour and more exciting and engaging plaza outside the station. The rest of the stations are fine and do the job. Also curious as to why they aren't planning on more fare gates and additional entrances. Broadway City hall looks like a disaster waiting to happen with only one entrance/exit.</p>

ID	Is there anything else you would like us to consider?
791	Secondary entrances — particularly at Broadway city hall. In places like London and New York they have multiple stairway entrances often in addition to a main entrance — this is a cheaper way of making the station more easily accessible.
811	Maybe build a second entrance for the Broadway-City Hall station?
821	The station entrance at Mount Pleasant station should face both Main St. and Broadway similar to the entrance at Great Norther Way-Emily Carr station.
826	<p>These stations are pretty underwhelming in terms of visual appeal and they seem like they're being underdeveloped again and won't be able to withstand population increases just like the current Canada Line stations. Why concrete everywhere? There should be more integration of the wood features that are recommended for interior for some of the external design, as well as some integration of greenery/green space on the outer concourses while still allowing for foot traffic surges -- this may create more attractive station appearances and more natural integration with the the environment.</p> <p>The Arbutus Station looks like it's going to be a traffic disaster. Ending the Canada Line extension here continues to be one of the most short sighted planning decisions of recent history in Vancouver. All this is doing is moving the bottleneck to a different congested area with lower traffic capacity where the entrance/exit of 99 Buses to the loop will further tie up traffic in a messy area.</p>
841	Make sure there is an escalator that goes both up and down at every station. It is such a pain to have to carry heavy items down stairs or up stairs. Waiting for an elevator is way too time consuming. Also, platforms should be wider/longer to accommodate more people at them.
846	Toilet Facilities
851	Interchanging between Millienium and Canada line at Broadway requires too many escalator rides. There should be a single-ride connection between the two.
871	<p>Remove the ugly fence around the exterior of the entrance building extension. What the heck is it for? Looks like a temporary construction fence.</p> <p>Thank you for the washrooms. Could we please have them in other Skytrain stations _ especially Waterfront Station?</p>

ID	Is there anything else you would like us to consider?
881	<p>Mount Pleasant Station – The proposed emergency exit is in an undesirable location. It is located between a residential/commercial building and the historical Mount Pleasant Optometry building. The area is already a space where loitering happens due to a bench presiding in the same area (across the street by the Subway) and the alley way behind the optometry building. There are bright lights (some with sensors) that try to deter loitering in the area but unfortunately it does very little. My concern is that this area will become a desirable spot for groups to loiter, litter hide and possibly sleep. I propose two spots for considerations of a new emergency exit spot, the area by the Vancouver Animal Wellness hospital (north of the currently proposed exit) or the south west corner of Main street by the future La Canapa boutique.</p>
886	<p>Crime prevention for the neighborhood. With sky train comes crime..please consider this</p>
901	<p>While it is exciting to see this process underway, it is important to note that both the City and the Province should be striving for a much higher design standard for public infrastructure projects. The station designs are cold and bland, and I feel this is a largely missed opportunity to engage the public realm in a more meaningful and welcoming way.</p>
921	<p>Broadway–City Hall Station – Extension of concourse and/or additional street entrance to NW corner of intersection to better facilitate pedestrian flow to bus connections.</p>
926	<p>It is such a shame that this fantastic opportunity to design the transit station of the future is being missed completely. The stations look outdated and do not respond to the need to incorporate sustainable design, low carbon structures, looking to the host nation for inspiration and guidance, providing green spaces and infrastructure, enhancing and modernizing the transit experience, or become an example to the world about the future of transit. I am disappointed to see that these stations are just more of the same concrete, glass, gray bottle necks. There is such an opportunity to make the stations a pleasant, breathable, landscaped experience. I don't think the design of any of the stations aligns with Vancouver's Greenest City Action Plan or with B.C.'s Climate Action Plan.</p>
931	<p>All the stations should be fully integrated into future developments of the city. Unfortunately, the station headhouses alone are eyesores for this city and it seems there have been no lessons learned from the mistakes from the Cambie Line. Poor planning and coordination from the province is evident within these proposals. Why wasn't there any thought and vision to the true legacy and vision these new subway stations will build upon for the city of Vancouver. These station designs are more suited for a rural suburb town.</p>

ID	Is there anything else you would like us to consider?
936	<p>Broadway Station: the fence is very unfortunate, the circulation to the Broadway train seems very pinched.</p> <p>VGH Station: the ability to incorporate this station into a larger development in the future seems very limited.</p> <p>Indigenous Art: not sure how this is addressed, currently seems more of a token inclusion, and not inherit, maybe this could influence the design of the station, such as the ceiling.</p> <p>Porcelain Tiles: the floor tiles currently used in stations becomes overly slippery in the rain, need to use something with more texture and slip resistance.</p>
966	<p>One way street at Arbutus to avoid congestion.</p>
971	<p>What are those ugly things on the roof of the City Hall and Mount Pleasant stations? City Hall looks like an afterthought add-on beside the big concrete wall, and how is anything supposed to be built on top of that? Same thing with Mount Pleasant, what can be built on that? And where is the second entrance at Mount Pleasant and Laurel - people in wheelchairs or who are blind coming from VGH have to walk all the way around to an entrance facing Broadway? There should be corner entrances at both these locations - especially since Main St. is such a busy street! Also, why are we asked to comment on whether the designs meet the art requirements when there is no art shown anywhere? The one I like most is the Granville Station - well integrated, looks modern, like a real city.</p>
976	<p>Interior lighting is not illustrated in most of the renderings; I realize that these are conceptual, but don't repeat the Canada Line failure of having to retrofit circulation spaces with (random) suspended light fixtures.</p> <p>When possible (Emily Carr only, probably), elevator should go from ground level to platform level.</p> <p>Having to take two separate elevators on all stations (necessitated by track alignment and roadways above) is a nuisance to disabled users.</p> <p>Monolithic design of station buildings is dour and dull. Colours may be dated and/or too trendy, but come-on! Be a little more adventurous! Take a look at CPH Metro.</p>
991	<p>More exits!</p> <p>These stations are all boring as hell. Just glass boxes.</p>
996	<p>The proposed station designs are exceedingly bland. It seems like the greatest priority for design was the ease of integration into future high-rise overbuilds. None of these stations speak to the history, character, diversity, or artistry of Vancouver's many Indigenous and immigrant communities. Nor do they represent a Vancouver identity in any way. They loudly proclaim what appear to be the City's main current values: profit over beauty, floor-space over livability.</p>

ID	Is there anything else you would like us to consider?
1016	<p>The Arbutus station is so poorly located - it is across an elementary and Montessori schools!! How are you expecting to protect the safety of young children while having big buses and high traffic areas?!? Why not make the main bus loop on the South Side of the Broadway street??</p> <p>Also, this is a dense residential area - this really needs to be considered in the design. Let's not sterilize every area of the city --- how are you designing the station to embrace the uniqueness of the neighbourhood? I appreciate the need for consistency, but what about localizing the space to make the change management easier? Also, it's about honouring the past and embracing the future - so how is this reflected??</p>
1026	<p>The station designs are SO boring, particularly the Mount Pleasant one, which is such a dynamic neighbourhood.</p>
1031	<p>Include a possible underground walkway directly to the hospital at VGH Station. Royal Columbian Hospital has something similar.</p>
1076	<p>At Emily Carr, Mount Pleasant, Oak-VGH, and Arbutus stations, since there are separate elevators connecting Street, Concourse, and Platform levels, either the fare gates be moved to Concourse and Street access escalators, stairs, and elevator be moved closer to the entrance instead like South Granville station, or have the elevator serving the Platform level be also serving Street level and possibly eliminate the Concourse level to eliminate redundancies that can drive up costs and increase passenger travel times unnecessarily. Also, every center island station must also provision an extra pair of tracks adjacent to the current tracks so express and 24/7 SkyTrain service can be implemented at a later time (as according to these ideas: "Express Tracks on all SkyTrain lines" - https://engagetranslink.ca/transport-2050/brainstormers/share-your-ideas/ideas/8891; "24/7 network-wide SkyTrain" - https://engagetranslink.ca/transport-2050/brainstormers/share-your-ideas/ideas/9005).</p>
1086	<p>The stations feel very much like cookie-cutter concrete prefab structures, limiting the already low amount of uniqueness. They have the classic (and somewhat boring) "Vancouver glass-and-concrete" style but offer little if anything in terms of valuable architectural merit.</p>
1096	<p>Include First Nations artwork in the stations as it adds to the West Coast theme. I love the overall designs though, but try and add more multi-use areas in the stations or around the stations such as retail or small shops or restaurants.</p>
1101	<p>buildings are ugly and industrial looking not modern and creative at all. very sad to see in this city of such creative architecture . these are long term buildings make them a pleasure to look at</p>

ID	Is there anything else you would like us to consider?
1106	<p>I am a senior living near the Arbutus station on the south side of Broadway. I was hoping there would be room for an entrance on the south side so that I wouldn't have to cross Broadway. Having seen the chaos at Broadway and Commercial with buses, cars, bikes and pedestrians, I would feel safer if I could cross under Broadway. Could you expand and use the place where the emergency exit is planned?</p>
1111	<p>Identify opportunities to actively build public buildings (community health centers, service canada office replacement for mount pleasant, social housing, community rec centers, public sector office space, publicly owned retail, market rentals). It is not clear that these stations can be designed to be incorporated into future developments. We need to build them into concurrent development</p>
1121	<p>Asking for people's opinions on the accessibility of something using a webpage and display boards that don't work in large print is really problematic. Not surprising, but problematic. Here's a hint: train your IT staff to create accessible webpages. Once you've done that, ask again and I'll give you constructive and helpful feedback on your project. For now, all I can say is "no opinion" because you haven't provided me with any information I read about the project.</p> <p>it's 2020 and I shouldn't have to explain to you that you need to provide an accessible webpage.</p>
1136	<p>I am concerned that Translink has continued its lack of support for the public's need for public washrooms. The plan for Broadway City Hall does show a washroom, but for a major interchange of two lines, the space looks hardly adequate. This is a problem that must be addressed not only on this new extension, but also at other stations. Washrooms should be at the ends of all lines and at major interchange points. This is a minimum standard on mass transit systems I have used in Japan, France, and the UK. We should do equally as well. Remember, mass transit systems last for a very long time. Parts of The Underground in London are well over 150 years old. Those tunnels are still being used! We must plan for the long term.</p>
1156	<p>All stations along Broadway Subway extension should have multiple entrances, with one on each side of Broadway.</p> <p>This station is missing an opportunity for an entrance on the south side of the Broadway/Granville intersection.</p> <p>Stations should include indoor bike lockers and other bike amenities to complement the bike lane on 7th.</p>

ID	Is there anything else you would like us to consider?
1161	<p>These stations look incredibly cheap, dull, and completely unfriendly / out of context. As a resident of Mount Pleasant, who lives near Main St and regularly travels along Broadway, I'm actually pretty insulted that this is the best we're getting considering these stations are going in urban neighbourhoods with character. Main St is especially bad, in my opinion, considering it's a busy shopping area. Granville and Great Northern are fine, but both could be better. I'm really disappointed that in a world class, affluent city we're getting worse station designs than I've seen in some developing countries.</p>
1166	<p>Why are there no bathrooms at our skytrain stops? The city of Vancouver conveniently uses Singapore tolls as a mechanism to take money from citizens which they like to call "environmental management". FYI, Singapore doesn't call it that, they are more honest with their citizens. So if you are going to follow suit with other major advance cities, why don't you copy the fact that Singapore also provides public washrooms at their skytrain stops? Also they don't charge base on zones which makes absolutely no sense for those who happen to travel one stop of a zone line.</p>
1171	<p>do all the stations in a privet building to off set the coast</p>
1181	<p>Please have a second entrance at Broadway-City Hall as it's a transfer station.</p>
1196	<p>is the line going o go over the new St Paul's Hospital? That would be busy and convenient.</p>
1206	<p>I would suggest finding some additional ways to integrate active transportation connectivity into the Arbutus Station to include micro-mobility (e.g. scooters) as these tend to take up less space and would connect well with the adjacent neighborhood for shorter trips.</p>
1211	<p>I think that there needs to be as many options in and out as possible. As in the cam or station. Can more than one entrance be considered?</p>
1221	<p>These designs are architecturally pretty uninspiring, but I guess you're going for function over form. Which is fine, but what's the function of, say, having the entrance of GNW-Emily Carr open to the south and west, rather than the south and east? The campus is to the east, after all. I'm also surprised that all the stations have a single entrance, especially Broadway-City Hall, which is already rather crowded with everyone squeezing in to only a few faregates. This subway extension is supposed to be replacing the busiest section of the busiest bus line in North America and goes through what is essentially Vancouver's second CBD. It is going to become one of Skytrain's "hub" station. The existing hub stations, Waterfront, Commercial-Broadway, Columbia, and Lougheed have 3, 4, 2, and 2 entrances, respectively. Vancouver City Centre, Granville, and Metrotown are also important stations on the network which all have 3 entrances. Even the under-used Inlet Station has two entrances. C'mon.</p>
1226	<p>public washrooms a the transfer and terminus stations</p>

ID	Is there anything else you would like us to consider?
1236	Easy step access for disabled from train to platform and to street level. 2 options to get to street level as elevators don't work at times. Entrance barriers to provide wide space access. Emergency support buttons on platforms for disabled and on elevators and escalators . Emergency assistance 24/7 if required. Green grass roof for heat reduction etc.
1246	It would be cool if the stations matched each areas character, currently they are all very boring and dull For example, incorporate murals into the design of the station of mount pleasant , interior and exterior Also, besides the giant blue T, it is hard to tell from a distance that three are in fact transit stations, especially if they are going to have buildings on top of them.
1261	Please establish more space for commercial/retail services in paid areas, this will then allow for public washrooms which retail/commercial owners can provide cleaning for. In addition, with additional commercial/retails services, they will also provide security and especially if they are open 24 hours. With the addition of staff from commercial and retail services, the station will be safer for all passengers.
1266	N/A.
1286	The plazas look way too small – especially at Oak-VGH. There are washrooms on the pictures showing the underground portions but they aren't mentioned anywhere. Are there bathrooms? I see no evidence of stormwater retention but this is one of the design principles. There appears to be only one elevator for most of the stations. This is challenging for anyone with a bike, luggage, stroller, or more importantly, people in wheelchairs. What happens as the line gets busier (which it will!) or an elevator breaks down (which it will!). The awnings around the stations are too small. They don't provide enough weather protection. Broadway City Hal looks terrible. New portion doesn't match older part of station and the fence and concrete wall behind the station are terrible.
1306	Each station has a unique street access – which is such a wasted opportunity. Turn the emergency exits into secondary entrances/exits like almost all other mass transit stations across the rest of the world. Having a single access point forces many pedestrians to cross roads in order to get to the transit – providing pedestrian routes that avoid conflicts with vehicle traffic would be a way better choice. Almost every station could accommodate a secondary access point that is on the opposite side of the major arterial road that the station is adjacent to (e.g. City Hall/Broadway – put a secondary access on the north east corner of Cambie & Broadway (where the advertizing hoarding is adjacent to A&W) and/or on the northwest corner of Yukon & Broadway). Better still but an access point into the Crossroads building on the north west corner of Cambie & Broadway.

ID	Is there anything else you would like us to consider?
1311	<p>Why are the only stations that have built in plans for density Emily Carr and City Hall? Between the climate crisis and housing crisis building density on top of transit makes so much sense. Not to mention as a tax payer the proceeds can go towards funding more transit or paying down the cost of this project. Please add density on top of all stations as appropriate!</p>
1321	<p>Would be amazing if Vancouver were to learn from Singapore's MRT designs, particularly those that are well-integrated with food stalls, retail businesses, health clinics, in the station / hall of the station itself. The design proposed right now is mostly simple station design. A more integrated station design with easy access to small businesses in the station would be awesome!</p>
1341	<p>Mt. Pleasant station - 1. There is no highlighting of the "Active Transportation Connection" that runs along the west side of the building. It is imperative this "active connection" gets constructed with optimal lighting, sight lines, safe interaction of peds/cyclists/delivery trucks, will it be unintentionally used as a drop off zone? Unfortunately, many people experiencing homelessness CAMP overnight here TODAY which might further complicate the intended use of this connection</p> <p>2. Bike racks should be considered along the east side of the building, to decrease potential for cyclist/ped conflicts at the intersection (node) of Main/Bdwy.</p> <p>3. Why is the emergency exit all the way on Quebec? During an emergency, people will have no clue where they are. Consider EasyPark lot?</p> <p>4. No second entrance, possibly on the north side of Bdwy? It'll decrease potential for pedestrian collisions from NB Left turn vehicles.</p> <p>5. Pls no stairs outside the downslope of Main. Look at Cambie/Bdwy.</p>
1351	<p>I work as an architect and lives along with this Broadway extension, so it is quite an exciting project for me. In general, I think the stations lack character and refinement. It could serve as a functional station, but as a piece of public infrastructure, I think we can do more by enhancing the design. The stations consider using more wood and mass timber wherever possible. The artist's involvement should also start at an early stage and informed by the architecture, and not just a wall given to the artist at the very end. With this long-awaited project, it will be a pity to be done without enough consideration for its potential in place making.</p>
1371	<p>The Arbutus station does nothing to allay the concerns of nearby residents and the elementary schools which have already been communicated to the City. There has been no attempt to blend the station with the surroundings and address concerns with noise and additional traffic. The station as it is currently is completely unsuitable for the area.</p>

ID	Is there anything else you would like us to consider?
1386	<p>The main St at Broadway station does not look like it will accommodate the traffic coming in/out of that station. This is a high traffic area in the city with major bus links running north/south along main. The exterior design seems small. I would suggest this receive additional consideration.</p> <p>Is the terminus starting going to connect with a bus loop? Again, does the exterior design accomodate for the large amount of traffic for that area??</p>
1391	<p>I'm disappointed that there aren't any secondary entrance/exits, particularly at the key stations (Granville and Cambie). This is a major missing feature from the Canada Line stations and I was hoping it wouldn't be duplicated again. Secondary entrance/exits, particularly at busy stations avoids congestion from pedestrians crossing the street at grade to get to the opposite corners. I really would've liked to see integration particularly at the Cambie station with the NW corner, where my understanding is the existing development was built with knock-out access to a future station. At least there are knock-out panels in most stations for future secondary integration at concourse level. I would strongly encourage these to be pursued.</p> <p>I would also encourage integration of stations with development above/around in all stations where that isn't currently considered. Aside from Arbutus, where it makes sense next to the greenway, there is no value in having a standalone station building.</p>
1396	<p>It's extremely disappointing to see the lack of station integration with future development. The Province has expressed a focus on delivering affordable housing and employment space in conjunction with the MLBE, but this is not supported by the proposed design. The Province should be designing the stations in a manner that is compatible with integrated development to leverage public land assets. I'd also like to see more underground floor area for full retail opportunities.</p> <p>I'm also concerned with the language around CPTED, which is often code for defensive architecture to restrict certain people from these areas. Things like caps and spikes on benches, etc. should not be included in the design.</p> <p>Less importantly and more of a personal preference: I don't like the monotony and sameness of each station. The glass exterior isn't our only option.</p>
1401	<p>To integrate the stations more with the surrounding area. The stations that were surrounded by more high density shopping and office were not integrated in the surrounding environments. Those stations could have been designed under developments as they look temporary and take up too much space for the size of each station. It would look more appropriate to put higher density development above the stations in higher density areas and low to no development above them in low density areas.</p>

ID	Is there anything else you would like us to consider?
1411	Including secondary, tertiary entrances, especially at busier stations such as Cambie, Mt. Pleasant and South Granville
1421	The Canada Line station should be called The Cambie and it should get an uplift.
1441	Where are the public bathrooms? These stations look dull and depressing.
1446	Single entrance to stations is inefficient and just poor planning. Canada Line is a nightmare at some stations. Langara 49 especially where the complicated go down to go up layout is very difficult for those with mobility or cognitive difficulties or anyone not familiar with the station. Every major transit system I have been to has multiple access points. Single entrance is stupid.
1451	would like to see the station design to be integrated with the local street/area design/theme, while still maintaining the aligned philosophy
1461	More food Vendors in the stations. 🍔
1511	You need MULTIPLE ENTRANCES and way more fare gates for each station. In addition, every station should have a secure bike parkade, not just a bike rack.
1516	Broadway City Hall Station will now be a major transfer point and have way more traffic than it already has. You need to look at how much traffic and how many entry points there are on Commercial station. The single entry point and no additional "turnstiles" will cause a backlog of people. You have not provided enough entry for movement from ground level to subway terminal. This is very disappointing that the city and the architects did not notice this.
1531	I think the City Hall Broadway station, should be named City Hall-Cambie Village Station.
1536	Add washrooms to stations. Ensure that passengers seated in a SkyTrain car can see the station name on the platform. Currently, on the Canada Line, it is very difficult to see the signs with the station name on the platform from within the SkyTrain car, making it hard to know what station you are arriving at.
1551	Many cities celebrate their subway systems with station interiors and exteriors that embrace individuality, giving them a sense of place and special qualities that make them memorable. Each one could be a unique experience, drawing on a larger palette of features, colours, art etc. Our current Skytrain station designs suffer from a pervasive and brutal blandness that offer no stimulation, no surprise, no way to engage with the design. We live in a city that generally has drab weather for a significant portion of the year and travelling underground exacerbates that dreariness. Why can't these new stations embrace any positivity or respond to their locations in even a cheerful way. Yes, the proposed designs are very consistent but to their detriment. Why does everything have to be so agonizingly boring?
1556	The whole plan looks excellent. Considering the Main St Station location, which in my mind is one of the most interesting neighborhoods in the city, I want that station to be a little more "exciting" than a boilerplate translink transit station.

ID	Is there anything else you would like us to consider?
1561	Please add secure bike parkades at every station. No one can park a bike securely at a train station all day without this key feature. The outdoor staple racks in your renderings are great to have outside shops for quick lockup but we need something better for longer term parking at transit stations.
1576	Great Northern Way-Emily Carr: the cycle lane needs to be clearly delineated (with pedestrian crossings) and continued across Thorton Street. Mixing pedestrians and cyclists is dangerous. Broadway-City Hall: a second entrance to the station should be included on the northern side of Broadway. Having just one entrance for a major interchange seems short-sighted.
1581	I would love to see the Broadway City Hall station include Cambie Village in the name.
1586	Accessible public lockers at stations for temporary storage, for example, luggage storage for day tourists. Refillable water stations. More seating and covered waiting area outside of the stations. Less concrete/grey tones and less rectilinear lines. More curved lines. More greenery around the stations.
1596	I personally would like to see at minimum 2 entrances to each station on this extension, with Broadway-City Hall having 3. Having only one entrance to each station contradicts your philosophy of ease of passenger movement and circulation. Station designs are rather basic. The new Capstan Way station is a fat better design than these.
1616	Having secure bike storage. Public bike racks are not good enough.
1636	Emily Carr name should not be in the names during to the extreme poor labour relations practised of the University
1641	Each station needs pedestrian access points from all four corners of the intersection and each corner needs to allow construction of high rise office buildings. These station designs are not fully integrating the station into future development and access thereto around the station. Why is the station even taking up any above ground space? There should be nothing more than an access point to a station that resides under the intersection.
1646	Please include secure bike parkades, not simple bike racks, at every station!
1651	over build developments in all cases feasible.
1666	the designs for mount pleasant and oak station are terrible! so uninspiring. no landscaping, nothing that makes the stations stand out or be different or unique. very boring. there is no space outside the stations either! where is the plaza?

ID	Is there anything else you would like us to consider?
1691	<p>The stations themselves are just one part. You need to ensure that sidewalks, crosswalks, lights, etc. exist blocks in every direction to ensure that people entering/exiting the stations are safe and able to travel.</p> <p>Several of these stations are difficult to reach even if you live only a few blocks away. There are intersections a block or two away that do not have traffic lights or crosswalks.</p> <p>In addition, you've created a flat station with nothing on top. What can be more wasteful in our densest city than building 1 storey on a parcel of expensive land? Next you'll be telling us to eat cake. Each station presents an opportunity to create a retail plaza with commercial and residential on top. How can we reduce emissions if we build nothing beside/ontop of transit. Each transit centre should maximize density and urbanization. The stations should be earners not losers.</p> <p>It honestly feels like the designers have their head in the clouds and don't care about the people below.</p>
1701	Add another entrance to Broadway City Hall!
1716	<p>There may be increased wheelchair access needed at the VGH station, data from existing bus ride wheelchair access use near this location would be a good indicator. Yet there is just the single set of elevators to access the platform. Double up!</p>
1731	<p>It is hard to know just from these pictures how things like venting (from a noise and air pollution point of view), vibration, or sanitation will be addressed. would like to know more as living in the neighbourhood just how much these stations will create their own microenvironment. Crime around stations is also known to go up... what is the city planning to do about that.</p>
1736	<p>Please consider either stations that are more dynamic or more easily blended into the design of over station development. Maybe the public art will change how I feel, but compared to the stations of other cities these are kind of embarrassing. Especially Arbutus station since it's always going to be its own thing, and could have an awesome roof line built into the bus station / future streetcar area</p>
1766	<p>In general Plans look good. However, it is imperative that CPTED measures continue to be a high priority. This includes maximizing commercial activities and other public amenities within each station to keep them from becoming dead zones in lower traffic periods. Also strong lighting and security measures outside of the stations as well. While it may be outside of TransLink's jurisdiction, I'd like to see some commitment to work with the City of Vancouver to ensure that stations are well integrated into the surrounding neighbourhood and consideration is given, for example to the impacts that will come from increased foot traffic around stations, such as, for example, along the Arbutus Greenway.</p>

ID	Is there anything else you would like us to consider?
1771	<p>I think these stations should be multi-storey building and include mixed uses as part of their design. I do not understand why efforts haven't been taken to maximise the real estate opportunity and to provide additional services – commercial, office and residential. Other than the Emily Carr station this is a missed opportunity that I cannot understand.</p>
1776	<p>1. The line should continue to UBC, and that should be included in this part of the project instead of delaying it until later.</p> <p>2. Escalators in both directions are a very good idea.</p> <p>3. There should be free public washrooms in all stations.</p> <p>4. There should be a tunnel and elevators linking the VGH station to the hospital. Ill and disabled people have to walk two blocks up a very steep hill as it is now.</p>
1786	<p>None of the stations appear to have opportunities to extend the platforms or otherwise adapt to future growth of ridership.</p> <p>All of the station designs are, to put it mildly, pedestrian. There is no imagination, no pride in the this civic addition. The designs should be more ambitious. They say little about Vancouver; and, what they do, is not complementary. Compare these designs to something like the subway in Naples, Italy.</p> <p>Station access should be on at least two corners of the intersections.</p> <p>Increase the width of escalators and stairways.</p> <p>Many members of the public believe that because this line will be tunnelled, there will be minimal disruption along Broadway. These designs indicate that there will be significant excavation work on multiple lanes of Broadway at each of the stations. Although nearby businesses will still be accessible, travel along Broadway will not be practical. Please start getting the public used to this message.</p>
1806	<p>1) The predominance of grey as an exterior colour is depressing in a city that is grey so much of the year. Bright friendly colour especially on the entrance canopy and portals around the entry, should be used to easily identify location and point of entrance. The unfortunate grey concrete of the Canada Line stations should be taken as a lesson learned. Finishes should be easily washable. 2) The rectilinear concept seems to be cost driven – for the freestanding stations more inspiring architecture would be welcome. Please ensure adequate covered space at each station to wait for bus/other mode transfer. 3) Multiple elevator access for seniors and wheelchair bound passengers is unfortunate but a difficult problem for which there is no easy solution. Are there escalator technologies available that can accommodate wheel chairs? 4) The Canbie street station looks to be potentially very congested and confusing to navigate. Clear colour coded way finding & signage important.</p>
1816	<p>Consider impact to the park across the street from the proposed Arbutus station.</p>

ID	Is there anything else you would like us to consider?
1821	<p>Yes, please consider putting indicators on train platforms indicating where passengers should stand while they are waiting for the next train. Too often, crowds form in front of doors and passengers cannot exit safely and there is always a mad dash to get on the trains. It would be better to indicate where passengers should stand on the platform (eg. form lines on either side of the train doors; look to Hong Kong and Chinese rail stations for examples) so that neat and orderly onboarding lines become the expectation of passenger conduct. Supporting signage in all stations should be used in conjunction with directional arrows on the physical platforms. There is very little signage that encourages passenger etiquette both in Skytrain stations and on the trains themselves and the signage that does exist frames etiquette as a suggestion, whereas etiquette needs to be the expectation for the safety and comfort of all passengers.</p>
1831	<p>If feasible, the Mount Pleasant station would be best located on the southeast corner of the intersection between Main Street and Broadway East, where the surface parking lot current occupies. There would then be no need to demolish the existing building to build the station, and it would also allow better access for residents and businesses located in Mount Pleasant East around the Kingsgate Mall area.</p>
1836	<p>The City of Vancouver has an enormous problem with a lack of accessible public bathrooms. People with disabilities and those who live in poverty absolutely need more public bathroom space in the Translink system. Currently, there is almost none. In fact, I can't think of a SINGLE skytrain station with a public bathroom.</p> <p>The fact that you all have heard from disability rights activists, anti-poverty activists, etc FOR YEARS about this issue and still there are no bathrooms in these renderings....it's really incredible.</p> <p>At some point, disability rights advocates and those who live with poverty will start to see this as willful and deliberate on your part.</p> <p>You MUST be well aware that the lack of bathrooms are a huge issue. So why do these new stations have 0 bathrooms?</p> <p>Really unbelievable.</p>
1841	<p>Allow for multiple entrances and/or wider entrance to Broadway City Hall Station, since it's going to be a busy interchange, like Commercial Broadway.</p>
1851	<p>Please make the stations actually nice to look at and visually engaging. The stations are effectively concrete boxes as they are currently designed. This is a good opportunity to showcase local art and architecture and add visual flair to the city.</p>
1861	<p>subway stations bring huge amounts of crime to the nearby area, including assaults and property damage/theft in surrounding neighbourhoods. you must put in measures to minimize the criminal activity around these stations.</p>

ID	Is there anything else you would like us to consider?
1866	<p>Especially at Broadway station, the limited # of fare gates is a bottleneck for passenger flow; it's already bad on Canada Line. Canada Line stations have 4-5 gates, while half the hallway is filled with an access door or stationary glass pane. Fill the whole hallway with fare gates so we don't queue entering and exiting stations. Broadway entrance needs substantially more fare gates to accommodate - there is already a large bottleneck.</p> <p>Broadway station has a confusing passenger flow for entering from the street level, and new transit users will get stuck and impede the flow of others. Easy in-station transferring between the Canada Line and Millennium Line feels horrible. I'd bet over half of station users will transfer between these two trains, rather than leave above ground. So the station needs a connection between those two platforms that is wider to accommodate more passengers transferring at the same time; more direct in distance; and requires fewer stairs.</p>
1871	<p>Keep seniors in mind. Their vision, hearing, and mobility are declining and that must be accommodated .</p>
1886	<p>there is a huge amount of crime localized to subway stations in Vancouver, including physical assault, sexual assault, theft and property damage. you must integrate design strategies that reduce these areas as crime hot spots. I live within two blocks of one of the station, there are lots of schools nearby and people are very concerned that crime rates will increase once the station is built.</p>
1901	<p>Hopefully the arbutus to UBC extension gets funded</p>
1911	<p>Try to develop the stations to not look so square!</p>
1921	<p>With six underground states in a row, each should have a distinct identity, especially at the platform level, to aid in orientation. Toronto figured this out in the 1950s with distinct tile colours for each station so they could be quickly recognized without the need to see signage. Too many of the renderings show grey, grey and more grey from walls to floors, from street to platform.</p>
1931	<p>It would be incredibly useful and inclusive to incorporate public bathrooms into these new stations. I believe that accessibility is a priority to public transit and the lack of public bathrooms in the city not only disadvantages able-bodied people but can be exclusionary to those with disabilities. Public bathrooms are a basic amenity that would be very useful and placing them in the new stations would not only be a strategic location (as transit hubs), but also allow everyone to access safe, comfortable, and easy commutes.</p>
1936	<p>Bike parkades at every location would be hugely appreciated and helpful. They're much, much safer than outdoor bike racks and will encourage a lot more people to commute by bicycle and transit vs just driving.</p>

ID	Is there anything else you would like us to consider?
1961	The integration to active transportation, specifically cycling, appears weak. There are parkades at two of the stations, which is good, but the rest are missing. The balance of the stations should have similar bike parkades, and more bike parking (consider also bike share stations).
1966	Broadway–City Hall Station should have a second entrance in the northwest corner of Broadway and Cambie. Also, the bus loop at Arbutus Station isn't very necessary since the SkyTrain will be extended to UBC shortly after the Broadway Extension opens. The 99 B-Line can just terminate at South Granville Station and developments can be built around Arbutus Station.
1976	mount pleasant area - it's a vibrant area - is it possible to add some color? or even more greenery, shrubs, trees.
1996	Please add a bigger wider station entrance at Broadway City Hall. And please provide a 2nd station entrance. As a major transfer station between 2 Skytrain lines this station needs 2 entrances. Otherwise I think all the other station designs are adequate for the expected passenger volumes. And please finish off the extension to UBC as quickly as possible. For the 99B Line from Arbutus to UBC, will they consider having buses that alternate between nonstop to UBC like a 99E Express and the regular route with all stops at Macdonald, Alma, Sasamat and UBC?
2001	Please add public washrooms to at least some of the stations, particularly at major transit intersections (Main, Cambia, Granville, Arbutus). Public washrooms are essential for accessibility for both people with disabilities and seniors. Without access to public washrooms, many people will continue to choose other modes of transportation, particularly the automobile .
2016	The designs shown for the stations look brutal, impersonal, and cold. They are all very alike and have no personality.
2031	Why do yo have to change elevators at the concourse? Why can't elevators go right from ground to the station platform ?
2036	Bike parkades are SO important and need to be incorporated Bike racks are not secure and if we want to encourage people to use transit and utilize active transportation options we need to make it secure and convenient. Why would we leave bike parkades out of such significant projects? Thanks
2041	Re: the Broadway station - Strong WiFi and cell service while underground, coffee shops at the station. Security and well lit.
2046	Provide more seating, and provide public washroom access. Translink is not doing enough to consider the needs of the aging population.
2071	Commercial retail in stations please no 5G until research shows it's truly safe thanks!

Appendix C: Survey Data (verbatim comments)

ID	Is there anything else you would like us to consider?
2076	design excellence.... as represented: very vanilla, not representative of vancouver community values... boring
2081	where and how can we forward additional comments on these designs?
2086	these designs do not contribute to the communities.... boring, industrial park, bottom of the barrel cheap developer solutions.... yawn... so much for vancouver leading the way in greening, urban design, community driven values + responsible infrastructure.... where is the character, mass timber, colour.... vs engineering beige + grey... blah blah blah... we have lowered the bar in canada.... ottawa, toronto, calgary recent transit stations shame us....
2091	Integration with other potential future mobility options, ie. shared scooters/bikes. As movement is the key, keep plazas clear, like shown on the drawings, ie. limited news boxes, no panhandling. I look forward to more info about public art. Thank you for this opportunity.
2096	Will the project be constructed of mass timber per enacted City + BC Wood First policies made in support of the provincial forestry industry and sustainability goals? How do the designs, mtl's and construction methods address the City, BC and Gov of Canada greening, sustainability and climate emergency initiatives? Not a single mention of this... why is sustainability a guiding principle as per govt policy? appears these designs were lifted from another project ?in another country or jurisdiction?... strange considering all the policies in place by City of Vancouver, Province of BC + Govt of Canada... ie the project sponsors?
2101	Ensure sufficient space in waiting areas (platforms, bus queues) to accommodate pedestrian flow as well as potential social distancing requirements.
2106	If it's running underground it's critical to have wifi. Would also be awesome to have a few shops at the stations to grab a coffee on my commute.
2121	What will happen to the bus loop land at Arbutus Station when the line is eventually extended to UBC?
2126	My main disappointment with the project is that it fails to reach UBC (where I work). There are just some vague words on board 42: "Designed to allow for a future extension west towards UBC with minimal disruption to future transit services" but nothing to substantiate this. Is there enough room for buses 99 to turn around in their shuttle to UBC (or are passengers offloading the subway at arbutus just waiting for buses 99 to come from the east (and see that 9 out of 10 say "sorry full") is there room for some 400 students to wait for their bus to UBC at 8: 30 in the morning? where? (in the rain? or dry?)

ID	Is there anything else you would like us to consider?
2131	<p>The renderings lack any substantial green space around the stations (e.g. trees), grass, planter boxes. Other than a few trees here and there (which is vastly insufficient, in contrast to the majority glass-metal-concrete stations), it is hard on the eyes to look at so much concrete. To soften the visual aspect of the design, I would like to see much more wood/natural materials used, as is already the case with the Broadway-City Hall station.</p>
2136	<p>great northern way-emily carr Station: Please add wood elements - I see next to none in the posters. Esthetically, the station is a square, glass box. Might be OK for a prototype mid-century modern, uninhabitable house but pretty dull for a key civic structure like a subway station - where's the stylistic vision of the tiled London entrances, the Art Nouveau Parisian entrances, the Mucsovite station and escalator tunnel elegance? This is a once in a lifetime chance to make an architectural statement and, during this time of reconciliation, let's reach out to Indigeous architects, artcist and crafts people to not such prettify the place but to make the very bones and skin of it authentically rise from this uncaded land.</p>
2141	<p>Doesn't appear to be enough bike racks generally. I think non-SkyTrain users also take advantage of racks at stations as they provide a well lit, high traffic option to bike parking in the immediate area. Though I know it's not represented in the presentation, I'd love to see a variety of artwork -- from large monumental artwork at station entrances, to much smaller, intimate works of art inside stations.</p>
2161	<p>Although there is bike parking at the Arbutus station, there do not seem to be bike lockers for secure storage, something that seems very needed beside the widely popular Arbutus Greenway. There also doesn't seem to be space for a Mobi bike share station, also important for last mile connections. Finally it is not clear how the greenway-to-station access will be made safe for people walking and biking to and from the station. It looks as though they will need to cross the bus turnarounds which seems needlessly dangerous, especially for the young and old and those with mobility issues. Surely the access can be designed without such a conflict.</p>
2166	<p>WASHROOMS. TOILETS. LOO. BATHROOMS. WATER CLOSETS RESTROOMSwhere are they?</p>
2176	<p>I was hoping to see more in terms of entrances and circulation (particularly in stations where circulation is poor like City Hall). In terms of entrances I'd be looking for greater openings on more sides of the building especially when buildings are located on corners. I'm disappointed to not see any cross street entrances, while not needed everywhere I think there is room to make improvements at City Hall. I hope the renders don't express the materials that will be chosen. The Canada Line has very bland and middle of the road material choices. It feels like other jurisdictions are more sure of their design sensibilities (Montreal, Toronto, all Australian cities) - their designs are exciting and I feel like ours are just meh</p>

ID	Is there anything else you would like us to consider?
2181	<p>Great Northern Way</p> <ul style="list-style-type: none"> - A more direct connection to Emily Carr would benefit students, and reduce pressure on the main entrance. <p>Main St / Mount Pleasant</p> <ul style="list-style-type: none"> - Public art needs to be part of the experience, look at working with the Mural Festival - Add service hook ups at the plaza for vendors on Car Free Day, the Mural Festival, and to allow street food trucks to have clean source of power. <p>Cambie / City Hall</p> <ul style="list-style-type: none"> - Again a mural on the blank southwall between the new and old station would be wonderful <p>Laurel / VGH</p> <ul style="list-style-type: none"> - Look at a way to provide an improved connection the Laurel Landbridge to the south - Consult with those behind the 888 W Broadway development on the their envisioned plaza, and underground performance space can tie into the new station <p>Granville St</p> <p>I STRONGLY support the including the station into the new development, and hope to see this at all future stations.</p> <p>Arbutus</p> <ul style="list-style-type: none"> - Consider how the future streetcare will be accommodated - Look at better connections to the greenway
2186	<p>Panel 40 on Community Integration indicates that the station is “Designed to minimize the impact of the station and bus loop on the local neighbourhood + nearby schools “... What were the specific strategies / design elements applied to minimize + address impacts on the school immediately across the street at 8th + Arbutus: ie: traffic volume increase control, heightened public + children's safety, bus loop noise reduction and bus loop emission reduction or elimination? Was the school engaged in a meaningful way in the early stages of the planning and then design of this station + bus loop?</p>

ID	Is there anything else you would like us to consider?
2191	<p>What were the specific mitigating solutions designed and applied to the bus loop location, layout and design to address the following for the area north of Broadway (Arbutus north, Arbutus @ 8th intersection, 8th Ave – west and east, 7th ave west and east....:</p> <ul style="list-style-type: none"> • Pick up + Drop off area design + queuing control for the station, and that design solution's alignment with the current school drop off + pickup queuing situation + prearrangements with the city (?large traffic volume solutions: school zone, speed calming, cross walk visibility...) • Noise + acoustic control strategies to meet min city/ministry/health authority noise levels for a bus loop next to a school yard? (?studies, tests, simulations, acoustic walls, hard/soft landscaping at station) • Car + bus emission control + reduction strategies to meet minimum city/ministry/health authority air quality levels for a bus loop next to schoolyard? (ie: studies, metrics, tests, simulations, diesel vs electric buses)
2196	<p>The panels show + describe the station building design principles, proposed solutions, materials etc., however, information is not provided on the active bus loop design, bus flow and integration of such into the neighbourhood,,, ie: – flow – entry – exit – sequencing – queuing – gates – shielding of noise / emissions – visibility – high level and low level lighting – wayfinding/signage post locations – transparency – safety considerations – solutions to the crossing points between bus vs pedestrian vs traffic flow... none of the panels discuss the bus loop.....few of the panels show any of the buses drawn / located in context.....out of six panels, 2 panels show 2 buses.... out of 18 images presented of the station solution, 2 show a bus and 16 others left them out of plans, sections + elevations and narrative??? – is the bus loop not ‘a’, if not ‘the’ major / critical aspect of the arbutus station design, its urban integration and its success or failure in the community / neighbourhood?</p>
2201	<p>Panel 43 addresses the ‘station building’ design accessibility, noise and safety, why are the ‘bus loop’ design accessibility, noise and safety aspects not addressed or provided?</p> <p>Will the building + bus loop be carbon neutral, and will the buses be zero emission to align with City, Provincial + Federal greening / sustainability / ghg reduction policies + goals?</p> <p>Panel 42 indicates that “landscaping along the bus loop to provide visual barrier to the adjacent property”. The site plan only shows landscaping on the east side. Why were the north and west sides of the bus loop not screened as well? What noise barriers are being provided on the three sides to protect adjacent neighbours’ noise impact health, and specifically to protect the children in the school yard to the immediate north west of the bus loop from being harmed.</p>
2216	<p>Less impact on local businesses when is proceeding with this project.</p>

ID	Is there anything else you would like us to consider?
2221	Please have a MINIMUM of two elevators per station, given the increasing demand for elevators and social distancing restrictions right now. If one elevator is broken, people with disabilities and seniors do not have to change their plans if there is another elevator available. For the Broadway City Hall and Oak Street-VGH Stations, there will be many individuals who will have mobility challenges and will have crucial, life-threatening medical appointments at VGH, so missing appointments due to having elevators out of service is not an option.
2226	The station designs are ugly, brutalistic and out of keeping with the neighbourhoods in which they will be placed. The subway itself is an inappropriate and destructive form of transportation that will kill neighbouring businesses and neighbourhood character. All the concrete needed for the proposed station designs and construction of the subway itself will contribute GHGs and increase climate change. It is likely that, if an analysis were done, any GHGs saved by cars taken off the road by a subway would be outweighed by subway construction. The whole project is the type of growth that benefits powerful elites but not the City as a whole. It should be shelved while there is still time and replaced by environment, neighbourhood and small-business friendly LRT at 1/3 the cost and 10x the benefits.
2231	Ensure that public and indigenous art on station walls at track level are specific to the station area so riders can easily identify their station when on trains. I like the integration of stormwater retention. Ensure that any flood mitigation measures are addressed by engineering, if required. Public washrooms (accessible by Compass cards and staffed by station staff/security where required) should be included at key stations to start (Broadway-City Hall, South Granville, Arbutus) and eventually integrated to other key stations on the Millennium and Expo lines - this is a clear deficit on the system.
2246	I expect that autonomous shared electric vehicle fleets will provide economical services for most residents of Metro Vancouver starting in 2023 so that by the time these new transit facilities are completed in 2025, they will be seen as primarily of interest to tourists and other casual users. It is too bad that they were not built 10 years ago and now will be white elephant's like the Oil & Gas industry and privately owned combustion engine vehicles.
2251	Please consider adding more secure bike parking and facilities to all stations. Encouraging bike connections is very important and an outdoor bike rack does not provide a secure lock-up for bikes. I would be more inclined to use rapid transit if there was more secure bike parking at each station.

ID	Is there anything else you would like us to consider?
2266	<p>Great Northern Way</p> <ul style="list-style-type: none"> - It would be great if there was also easy access to/from the station to Emily Carr , as it would really help students. <p>Main St / Mount Pleasant</p> <ul style="list-style-type: none"> - Given this is the locus for mural fest, would like to see Public art incorporated - I think the plaza space here is perfect given the festivals Main St. holds yearly. Service hook ups for vendors would let them have a clean source of power. <p>Cambie / City Hall</p> <ul style="list-style-type: none"> - I would like to see a mural incorporated. <p>Laurel / VGH</p> <ul style="list-style-type: none"> - I think more could be done to connect this with the Laurel Landbridge down the hill - Given the new hotel/plaza space to the East, and the underground performance space it includes, it would be nice if this connected to the station <p>Granville St</p> <ul style="list-style-type: none"> - I really think having the station included in the new development is a great idea, and I hope this is how the other station <p>Arbutus</p> <ul style="list-style-type: none"> - Work should be done to ensure this plan can accommodate the future streetcar connection, & better connect to the greenway
2286	<p>Hello, I would love to see much more bike parking, as well as more seating and casual gathering spaces around the stations. I am happy to see public washrooms will be included. I would like to insist that the names of the stations have a culturally significant Indigenous word or words added to the already determined names. It would be much more efficient to have indications on platforms, or elsewhere, to show where to line up if you have a bike/wheelchair/stroller. If a station is full of people waiting to board, it is not easy to get through the crowd to the designated area once the train has stopped. Priority for bikes, wheelchairs and strollers at the appropriate train doors needs to be taught by campaign and/or signage. Finally, please look to other cities such as Amsterdam, Delft, Utrecht in the Netherlands to observe how stations are set up to accommodate bikes—for example there are special ramp style escalators that are used by people walking their bikes. Thank you.</p>
2291	<p>Covered Space for people meeting people.</p>
2301	<p>Just opinion that consistent look doesn't meaning no variety at all in terms of design manipulation</p>

ID	Is there anything else you would like us to consider?
2306	<p>Proposed sitting area near emergency exit on Quebec Street at the Mt. Pleasant station will likely be a place for loitering, much as is currently the case behind the Broadway/City Hall Station.</p> <p>Broadway/City Hall station has issues with pedestrians passing through line-ups for the Broadway buses (bus passengers blocking east-west pedestrian travel on Broadway). How will this be addressed for the situation at Mt. Pleasant station with bus passengers lining up for Main Street buses?</p>
2311	<p>I support the subway wholeheartedly, all the way to UBC, but by god we need you to build Paris, not Houston and these low slung station areas look as if they are being designed for Houston. The design is fine, who really cares, what matters is how we make use of the land and knocking down old dense buildings for new less dense buildings is what got us into this mess.</p> <p>It is absurd that we are constructing one storey buildings in the heart of a city in the midst of a desperate housing shortage. Each of these stations should have 20-40 storeys on top of them. It's depressing to see that in many cases, you will be demolishing 2+ storey buildings and replacing them with a 1 storey station. I'm shocked, happy, but shocked, that some planner who would prefer to live in Houston, hasn't tacked on 40 levels of underground parking, or god forbid, a few hundred acres of surface parking surrounding each station.</p> <p>Paris not Houston</p> <p>Vienna not Phoenix</p> <p>Thanks and good luck.</p>
2321	<p>-Designing for flow of individuals: people do not know how to line up, give space, do not follow norms etc. it has be be EXTREMELY explicit. More clear signage and painted lines for people to stand and space for cross traffic pedestrians.</p> <p>-Designing for when trains breakdown - where will people gather, stand when the lines get insanely long? Is there shelter form the rain etc. when folks are waiting? It will be raining 9/month out of the year.</p> <p>-You must have data on types of commuters. Have you planned for where people with walkers or wheelchairs will go? people with recycling bottles? strollers? Lots of luggage? people with bikes? - the trains aren't designed well for this currently. There should be specific train cars designed for specific needs/commuters. There will be less animosity between commuters.</p>
2331	<p>I would suggest, as I expect others have, that public washrooms be considered for inclusion at key transfer points, such as at the Broadway-Cambie and Broadway-Arbutus stations. Otherwise, I am very impressed with the station designs and layouts.</p>

ID	Is there anything else you would like us to consider?
2341	<p>the proposed Arbutus design of this station is NOT consistent with the stated goals: "Designed to minimize the impact of the station and bus loop on the local neighbourhood and nearby schools." Major concerns include health (emissions/noise) and safety (traffic congestion/speed control) impacts on the school children and area residents north of Broadway. Lack of neighbourhood pre-design consultation</p>
2346	<p>At the Arbutus station, consider no buses.</p> <p>I feel the bus loop will attract more crime and homelessness as we have already seen increasing in the area. I believe the city of Vancouver will not be able to monitor it. Traffic and pollution from the bus as well as increased traffic jams due to buses in an area that is already beginning to get full.</p> <p>The bus loop is going to directly effect the school across the street. Pollution and children should be put forward much more than they have. Addressing the problems of crime and homelessness these bus terminals bring.</p>
2351	<p>Arbutus has major safety issues and only station near a school. Needed is: permanent community policing; expanded sidewalks, greenway underpass; lit/sound crosswalks; 30km speed limit; electric buses; restore left-hand turn to Yew/Broadway; lighting along Delamont park; Busloop noise reduction wall; liquor store relocated (BCLC liquor store)</p>
2356	<p>Top priority is the safety of more than 400-500 children at the schools within 25 metres of the Arbutus station and bus loop.</p> <p>Solutions:</p> <ol style="list-style-type: none"> 1.Traffic management respecting school pick-up/drop-off zones 2.Station pick-up/drop-off relocated to SE corner of Arbutus/Broadway 3.Widened sidewalks on Arbutus 4.Re-establish left turn to Yew street from (East Bound) Broadway 5.Community Policing Centre in vicinity of school 6..Extra lighting and security on school property 7.Lighting for Arbutus greenway and Delamont Park] 8.Relocation of Liquor store on Broadway 9..Procurement of electric buses or adoption of other diesel-avoidance options 10.Pedestrian safety barrier along Arbutus 11.Additional HVAC filters for school 12.Barrier, sound-proof barriers at school and station 13.Traffic calming: speed bumps, raised crosswalks, controlled lights

ID	Is there anything else you would like us to consider?
2361	<p>"Designed to minimize the impact of the station and bus loop on the local neighbourhood and nearby schools." How is this goal being met for the Arbutus station? There are major concerns about the impact of the Arbutus bus loop with the neighbourhood and school. Nothing has been communicated for how this goal will be accomplished and many of us are waiting to see how you make this right.</p>
2371	<p>1. Community policing station and the transit police station needs to be included at the Arbutus Station. A number of Elementary schools are in the area.</p> <p>2. Lighting in the areas of Arbutus Greenway, St Augustine's School, and the corner of Arbutus and Broadway to be enhanced to promote safety and security.</p>
2381	<p>Not enough has been done to mitigate the effects of a transport hub its size (arbutus station) to St. Augustine school. Vehicular emissions of the magnitude expected at this hub have serious health consequences and this has not been adequately addressed.</p>
2386	<p>The proposed design and architecture of the stations meets the objectives for providing a consistent aesthetic. However, I feel the stations look too much the same and could better reflect the character of the neighbourhoods the stations are located in. There is an opportunity to provide a consistent framework but apply stronger and more interesting design features (artwork, large-scale environmental graphics, public artwork integrated into landscaping or public plazas) to this framework to create a friendlier, more approachable identity for each station that would enhance user experience. It would also help differentiate each station, while still keeping consistent framework, to help with user wayfinding.</p>
2396	<p>I felt the proposed Emily Carr Station did not indicate where and how the SkyTrain track would be going underground. This is a concern for myself as we live in close proximity to this area (reside at Canvas building on corner of Thornton and 1st Ave). Can more schematics be provided in the future?</p>
2401	<p>One of the stated goals was "Designed to minimize the impact of the station and bus loop on the local neighbourhood and nearby schools." The safety, health (emissions), and traffic around the school near Arbutus station are not adequately addressed here.</p>
2406	<p>Opportunities for integration with a larger development on the station site, such as at Broadway and Granville should be considered at all stations.</p>

ID	Is there anything else you would like us to consider?
2411	<p>1. I was disappointed to note only 2 of the renderings anticipated substantive buildings above the stations (Carr and Cambie?). My apologies if I am mistaken. However, the airspace above the stations is worth LOT of money and the station designs should anticipate this ensuing development if not only the potential revenue but the above ground developments' increased density to also potentially enhance the street scape. None of the stations are inherently worthy enough to be the ONLY above ground presence on their respective sites.</p> <p>2. This is probably a next round kind of comment, but I was grateful to see the washrooms included in the schematics. I would like to suggest they all be in fare paid zones (I think they are) AND that they all be unisex with only the toilets being completely private. To be blunt there is a huge exposure to the inclusion of washrooms which I totally get, but eyes and ears are the great civilizer. The sinks, dryers, and mirrors should be visible.</p>
2421	<p>My children attend St Augustine and we are very worried about the foot traffic and safety. We feel we should not have to pay to enhance the security measures we will need to get to protect our kids from all the foot traffic. Gates, security cameras etc should not be at our expense. We do not feel that translink consulted with our school enough. Please help and do something about it. Thank you.</p>
2431	<p>Please listen to and ACT ON the concerns of St. Augustine's School. There is NO elementary school so close to any Skytrain station in the Lower Mainland. Special consideration and consultation needs to be made immediately. The lack of consultation with the school within a stone's throw of a unique station - with the presence of major construction and then Route 99 articulated buses every couple of minutes turning onto an already very congested high traffic area - has resulted in a situation with numerous health and safety concerns for children and families. A mutually agreeable mitigation strategy must be a high priority for the BSP executive leadership. What keeps the children at St. Augustine's safe and healthy will ensure that those of us who reside in the neighbourhood are also safe and healthy.</p>
2436	<p>I think that you should change the name of the Broadway City Hall Station as the whole line runs of Broadway. I would call it Cambie City Hall.</p>
2446	<p>The proposed design of the Arbutus station is not consistent with one of the stated goals: "Designed to minimize the impact of the station and bus loop on the local neighbourhood and nearby schools." This is too close to an elementary school & preschool. Having a station here (especially a terminus station) brings in a massive flow of people to this neighbourhood with concerning implications in terms of traffic, school safety/security, and health. Unfortunately, there has been a serious lack of consultation and planning around the direct impacts of this large transportation infrastructure on the school community, which should have been involved in the Project's Environmental Socio-Economic Review where many concerns could have been addressed at a much earlier stage.</p>

ID	Is there anything else you would like us to consider?
2451	<p>The proposed design of the Arbutus station is not consistent with one of the stated goals: “Designed to minimize the impact of the station and bus loop on the local neighbourhood and nearby schools.” This is too close to an elementary school & preschool. Having a station here (especially a terminus station) brings in a massive flow of people to this neighbourhood with concerning implications in terms of traffic, school safety/security, and health. Unfortunately, there has been a serious lack of consultation and planning around the direct impacts of this large transportation infrastructure on the school community, which should have been involved in the Project’s Environmental Socio-Economic Review where many concerns could have been addressed at a much earlier stage.</p>
2456	<p>The fact that the Arbutus Station is adjacent to an elementary school presents a host of environmental and safety issues. The high volume of bus traffic is not compatible with current traffic generated weekdays by the school. The Projects decision not to consult with the school community as required by the regulatory process has led the project to design a project that clearly ignores the safety of many families and children.</p> <p>The project team, the Province of BC and the Government of Canada should recognize this failure and accept that a fresh approach to design of this terminus station with a goal of properly mitigating these impacts.</p>
2466	<p>I’m very concern about the safety and health of the children at the Elementary School across Arbutus station. Having a liquor store 1 blk away from station and hundreds of buses going in and out all day (fumes, traffic), while children across in recess. Great negative impact for neighbourhood. Who decided this was the best place? This wouldn’t have happened if the school were to be public. Very dissapointed and worried. Your design is great. The location of Arbutus Station a terrible decision.</p>
2471	<p>No</p>
2481	<p>I am the parent of two students attending St. Augustine’s school located on Broadway/Arbutus station. The proposed design of this station is not consistent with one of the stated goals: “Designed to minimize the impact of the station and bus loop on the local neighbourhood and nearby schools.” None of the proposals sent by the school were incorporated in the design of the station.</p>
2486	<p>I don’t agree with th proposed design of the arbutus station is not consistent with one of the stated goals: “Designed to minimize the impact of the station and bus loop on the local neighbourhood and nearby schools.” My children go to school right across the street, this should be the main concern in the design of the station and more importantly the bus loop.</p>

ID	Is there anything else you would like us to consider?
2491	Are the station designs being so boring so they can be completely encompassed in some future high density developments that will be built over and around the stations? Are they purposely being designed so that the public will become desperate for a renovation in 10 years time?
2496	I answered less than very satisfied for some of the questions because I was disappointed in the scale of the stations -- some key stations like Broadway City Hall and Main St stations don't match my personal vision of what they could be. I would encourage us to "think big" and future-proof our station designs for growth. We've already made the mistake with the original Canada Line and ridership (pre-pandemic) blew away all estimates, with overcrowding along platforms, pedestrian spaces, and entrance areas on a daily basis before COVID. I'd like all the stations to incorporate more commercial and public space, or at least have them primed for future development like at VCC station -- particularly at Broadway City Hall, an obvious hub.
2501	Concerned that the Arbutus Station and bus loop designs don't do enough to minimize the impact on the local neighbourhood and nearby schools, including traffic management (already a busy area), increased bus emissions, safety and security near the school.
2516	It is disappointing that there is no opportunity now to give feedback on South Granville Station and it was not made clear earlier. It would be nice if the plaza area was clear for two stories, rather than one to allow for use of that space. Also not impressed with the wall of glass along Granville St which creates an inactive half block. Also requires no pay, public bathroom. This is critical in light of the pandemic for this sort of infrastructure.
2596	I am concerned about the safety, noise and pollution for the school children near the Arbutus Broadway station. What measures are you putting in? Traffic calming, noise barriers, lighting, community policing? It appears from your plans and design none of this has been taken in to account. Which other stations terminate so close to a school? Please explain the measures taken in the next open house,
2601	For Emily Carr station, it is absolutely essential that Emily Carr students can display their work.
2646	A more imaginative design
2656	I like the integration of development with stations. I think of most big city subways, and they all provide access from multiple locations as well as through shopping mall mezzanines and other indoor public areas. It would be great to see more of that design strategy in Vancouver. Also, the TransLink grey and blue is boring. Each station has the opportunity to be unique by capturing the character of the surrounding neighbourhoods. Mount Pleasant could feature professional graffiti. Let's see more Indigenous art.

ID	Is there anything else you would like us to consider?
2661	Please make good urban design and integration with surrounding buildings a priority. These stations will likely be in place for 70 years or more - the sides and roofs of the stations must be designed to permit construction right up against the transit stations as though they were a continuous facade. There is no reason for having gaps to accommodate air vents or side doors on Mount Pleasant, City Hall or VGH stations. Conversely the Arbutus station will need to be a standalone station - give it some architectural interest and make it a real "place" for this portion of our community
2666	Please have the people who do your renderings use TransLink's current wayfinding standards for the signage shown; don't use a mix of old Canada Line and Millennium Line signage. The locations of the elevators at Mount Pleasant and Oak-VGH between street level and the mezzanine place it down a hallway on the mezzanine level, which may not be the best CPTED-wise. The fence on the east side of Broadway-City Hall's entrance doesn't seem to be good urban design.
2671	I understand the need for consistency, but they seem consistently boring. Too utilitarian. Too much cement and hardscaping, not enough landscaping, vibrancy and acknowledgement of local neighbourhood in which each station is located. The best and most memorable stations are those that strive to be interesting. Tile (coloured, mosaics, artworks) is a very versatile and low maintenance finish that could be used in the interiors to distinguish each station from the next. And another comment about landscaping, unless it is maintained it is a waste of money. The concrete "planters" by the current Broadway Canada Line station are currently empty and what planting that is still there consists of weeds and dead plants. Landscaping needs to be low maintenance but vibrant and maintained after construction.
2716	The station designs are very underwhelming and have poor architectural design. The stations don't reflect distinct neighbourhood character or inspire good city building. Very disappointing.
2721	Looks good so far.
2731	Please ensure up and down escalator, and if possible a 3rd reversible escalator that can be used during maintenance (so there is generally always 2 in operation).
2741	Concerned re. Arbutus station and the close distance to diesel bus emissions, noise impacts and safety of children at St. Augustine elementary school. Please consider traffic mgmt mitigation strategies and community policing in proximity to Arbutus station.

ID	Is there anything else you would like us to consider?
2756	<p>I would like to see COVERED BIKE PARKING (rain does horrible things to bikes sitting in the wet). This should be a priority for the city as multi-modal transportation is quite common. I am a UBC student and travel all around the city for errands and for work. I often will bike to the bus stop, lock my bike, bus, then walk to my final destination.</p> <p>Additionally, I'd like to see more PLANTS/greenery in general. I understand that Translink/City of Vancouver wants to keep the style of the train stations similar, but I think there is so much cement in this city that greenery would really spice things up nicely. I saw that the building plans had notes of using wood for a calm feel. I think that's a great idea but actual plants/trees could be nice as well! Maybe finding some low maintenance trees could be an option :)</p>
2766	<p>I am not happy about the size of the Mount Pleasant station....it is too big. It is not a feature, and at this size, it appears so. The station head should be smaller, and will eventually fade into the background. It looks like Cambie station, but should look more like the small footprint of the Yaletown station. Also, the lack of public washrooms is a huge concern. The statement that the washrooms align with Translink's policy is an issue, as Translink writes it's own policy....to serve it's own purpose. This is not serving the public good, yet, Translink receives public money.</p>
2776	<p>Many of the stations are heinous and of suburban quality or worse. All stations should, at a bare minimum, be designed to integrate with surrounding context (i.e. no blank concrete walls and parking pads) and have at least some architectural merit. Stations should all be designed to be user-friendly and accessible, but that doesn't preclude them from being integrated into their context and having unique architecture to support wayfinding and the identity of each station area. The Mount Pleasant station design is just offensive.</p>
2786	<ul style="list-style-type: none"> - Will Broadway-City hall have more turnstiles than it currently does? And will Arbutus have more turnstiles than the other stations given it's at the end of the line? - Concrete doesn't provide a feeling of "warmth and safety", especially when it gets dirty and discoloured like the current Broadway-City Hall station. - Do the porcelain floor tiles get slippery when people track in water? - Has the potential added volume of accessibility needs been considered at Oak-VGH? - Is there a safe slowdown zone on the Arbutus Greenway to allow cyclists to safely enter the station and not block other cyclists? - Is it possible to have an entrance to the Mount Pleasant Station from the Main St side as well? - Can any of the emergency exits also act as functioning entrances to limit congestion at the main entrances? - It might help tourists who aren't familiar with Translink to have more than just a T and the name of the station visible. Add "station" or "subway" or "transit"
2796	<p>Arbutus Station: It is not designed to reduce emissions/noise and provide traffic/speed control for the school children and area residents north of Broadway.</p>

ID	Is there anything else you would like us to consider?
2801	<p>I did notice that you will be providing some rubber flooring in some locations to protect against passengers slipping and falling on wet floors. When the floors do become wet they are indeed very slippery and it is quite easy for people to fall in an instant. Rubber mats and surfaces would not only help to reduce the incidence of falling but would also soften the landing. So please do try to locate them as widely as possible. Not only on flat floors but also as stirps on the edge of stair climbing surfaces. I think that this may now be standard procedure for newly built stairs. On stairs it would be a very good idea to use colors and directional arrows to direct traffic flow up one side and down the other as much as possible. This is being done as part of Social Distancing during the pandemic but would be helpful to continue as standard procedure. I can't quite tell if at Broadway City Hall the new passengers will have their own separate entrance or share the existing one.</p>
2806	<p>These stations look like cookie cutter war bunkers. Where is the concept of neighbourhood character? Where is the opportunity to use these stations as an addition to the urban landscape. It feels like we have lost a lot. Consider the personality of the stations on the London Tube or the Paris Metro. These designs scream utility and do not add to the dignity of the system customers.</p>

ID	Is there anything else you would like us to consider?
2811	<p>1) Elevators are at the end of corridors and do not have good sightlines. Accessibility appears to not have been at the forefront of the design (i.e. HandyDart drop-off at Arbutus is at the back of the station and creates a long path to the entrance).</p> <p>2) Broadway-City Hall station house is setback too far from the street. Consideration should be given to providing a canopy for weather protection. The emergency exit is situated on a corner that would be better suited to an entrance for the new City Hall Annex building or a CRU space (in other words, move it away from the corner). Also, add more faregates.</p> <p>3) Consideration should be given to allowing overbuild of the station houses. For Mount Pleasant Station, the station may become out of scale with future developments, being located on a prominent corner. Street noise may discourage use of the plaza, which is also quite harshly hardscaped. It is recommended to soften the plaza hardscape and provide a canopy for weather protection.</p>
2816	<p>Arbutus Station negatively impacts school with traffic congestion, pollution and potentially unwanted attention. Recall beheadings in Catholic Church in Nice. There is an Imam in Victoria promoting hatred: https://www.journaldemontreal.com/2020/10/30/un-imam-canadien-decrit-samuel-paty-comme-une-sale-excuse-detre-humain#cdnpoli. A community police station is essential.</p>

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