

# 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

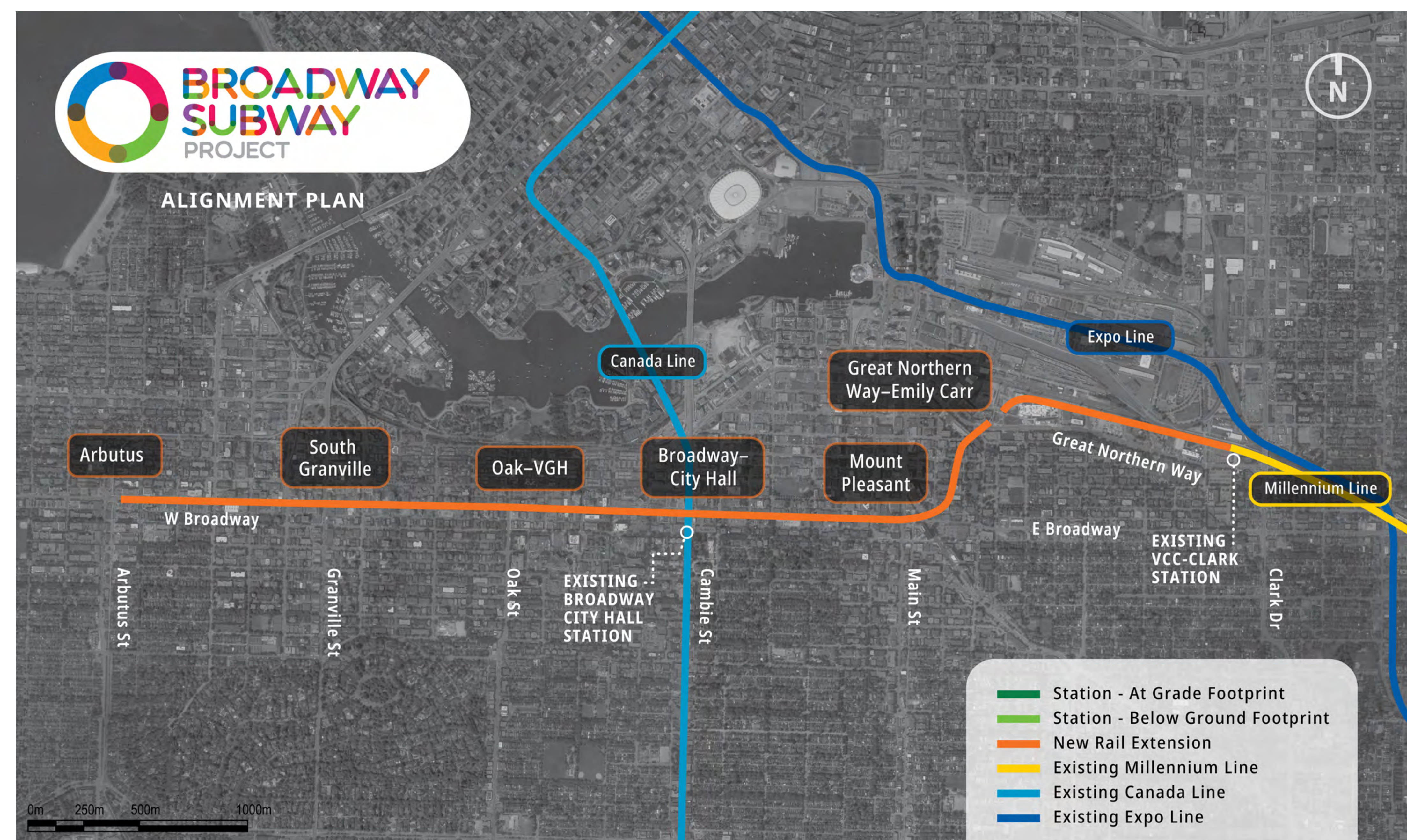
The Broadway Subway Project is a 5.7 km extension of the Millennium Line, from VCC-Clark Station to Broadway and Arbutus. It will provide fast, frequent and convenient SkyTrain service to B.C.'s second largest jobs centre, world-class health services, an emerging innovation and research hub, and growing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

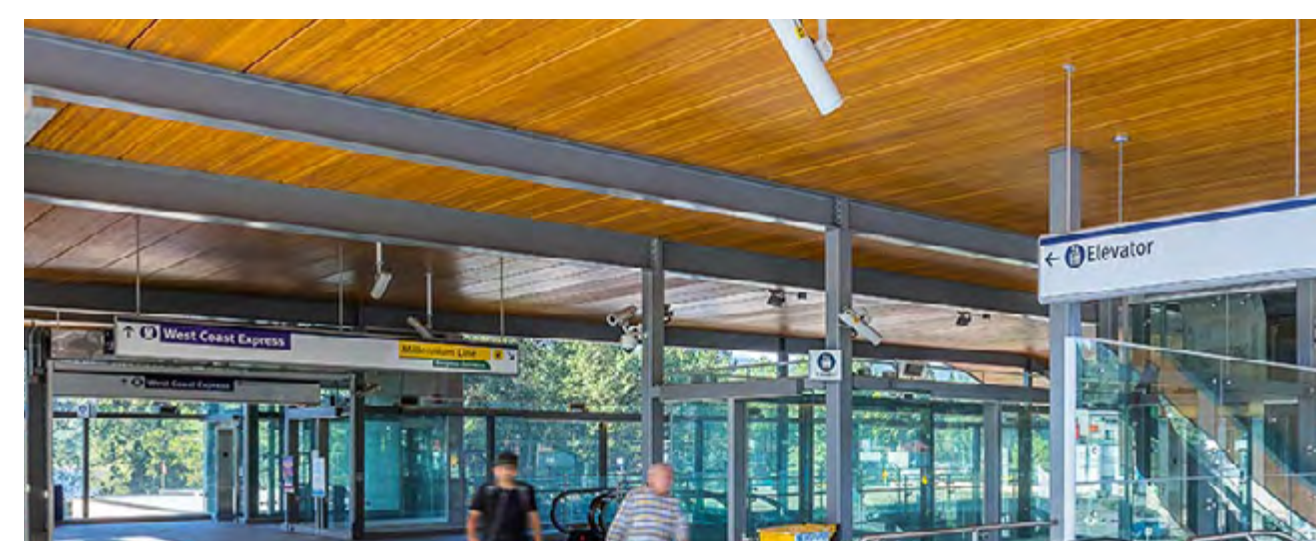
## Interior & exterior materials



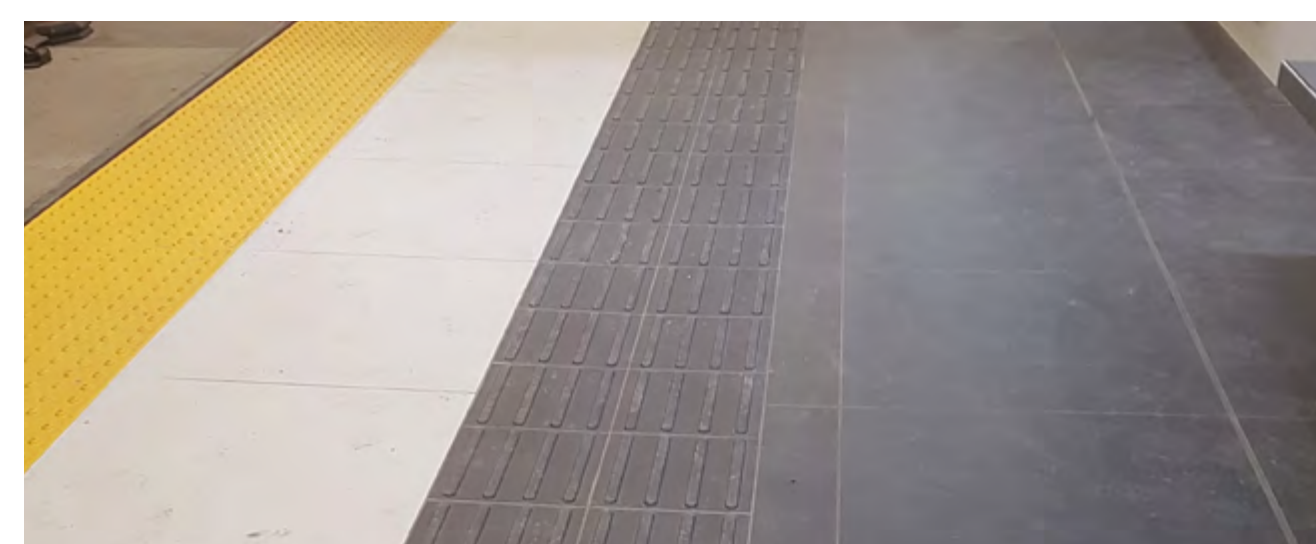
Incorporate modular, low-maintenance materials and finishes that are locally-sourced where possible



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

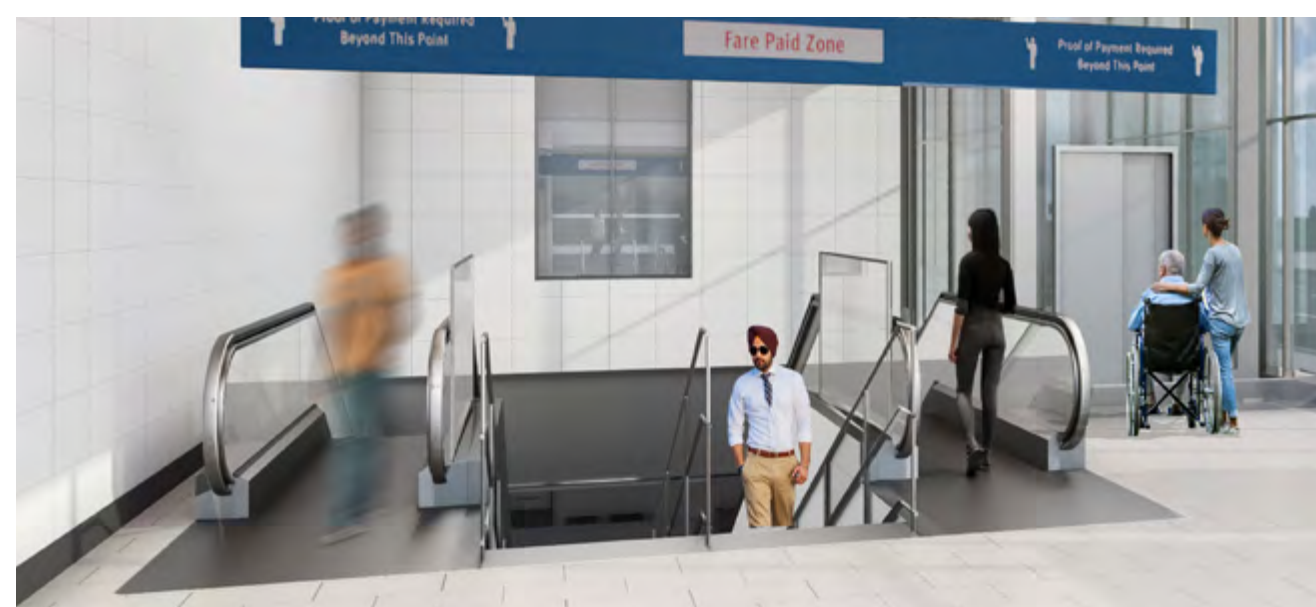
Key station features to enhance passenger experience are:



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



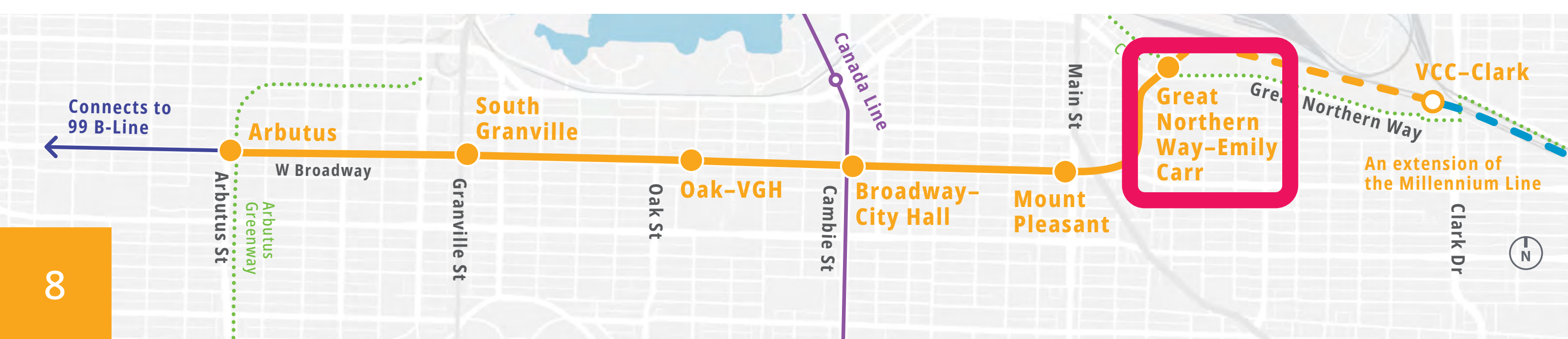
# Great Northern Way-Emily Carr Station



Artist's rendering of station entrance in the daytime



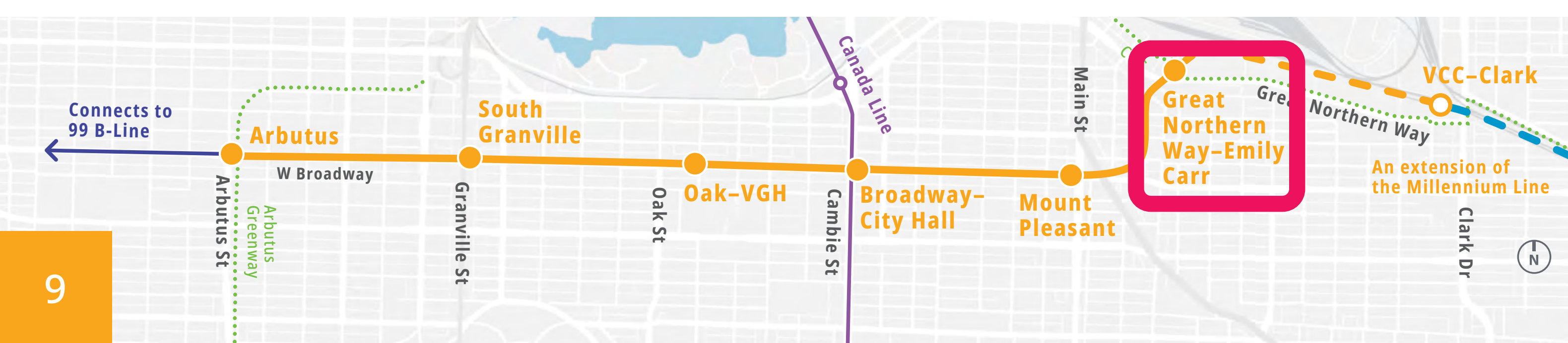
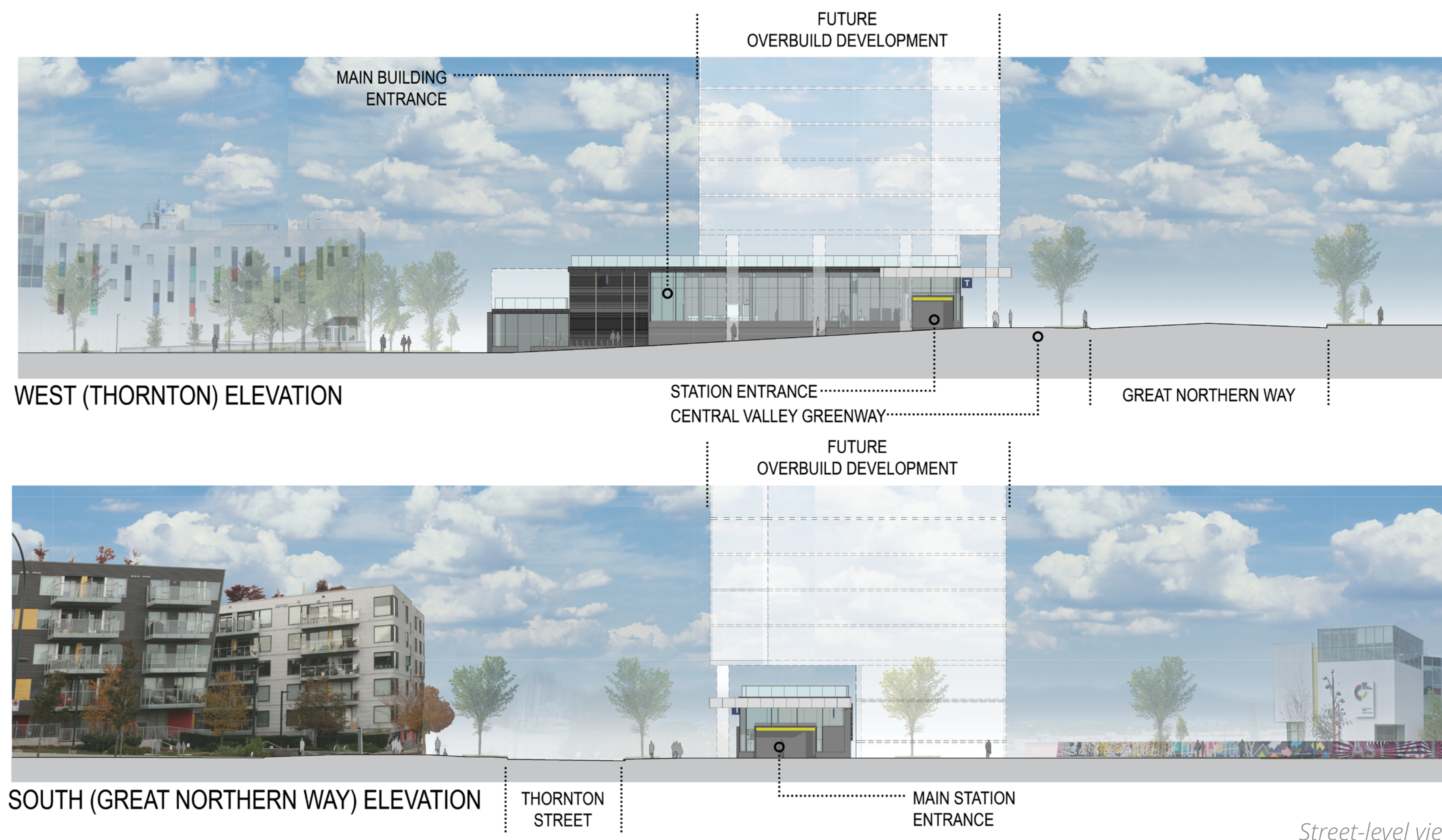
Artist's rendering of station entrance at night





# 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.

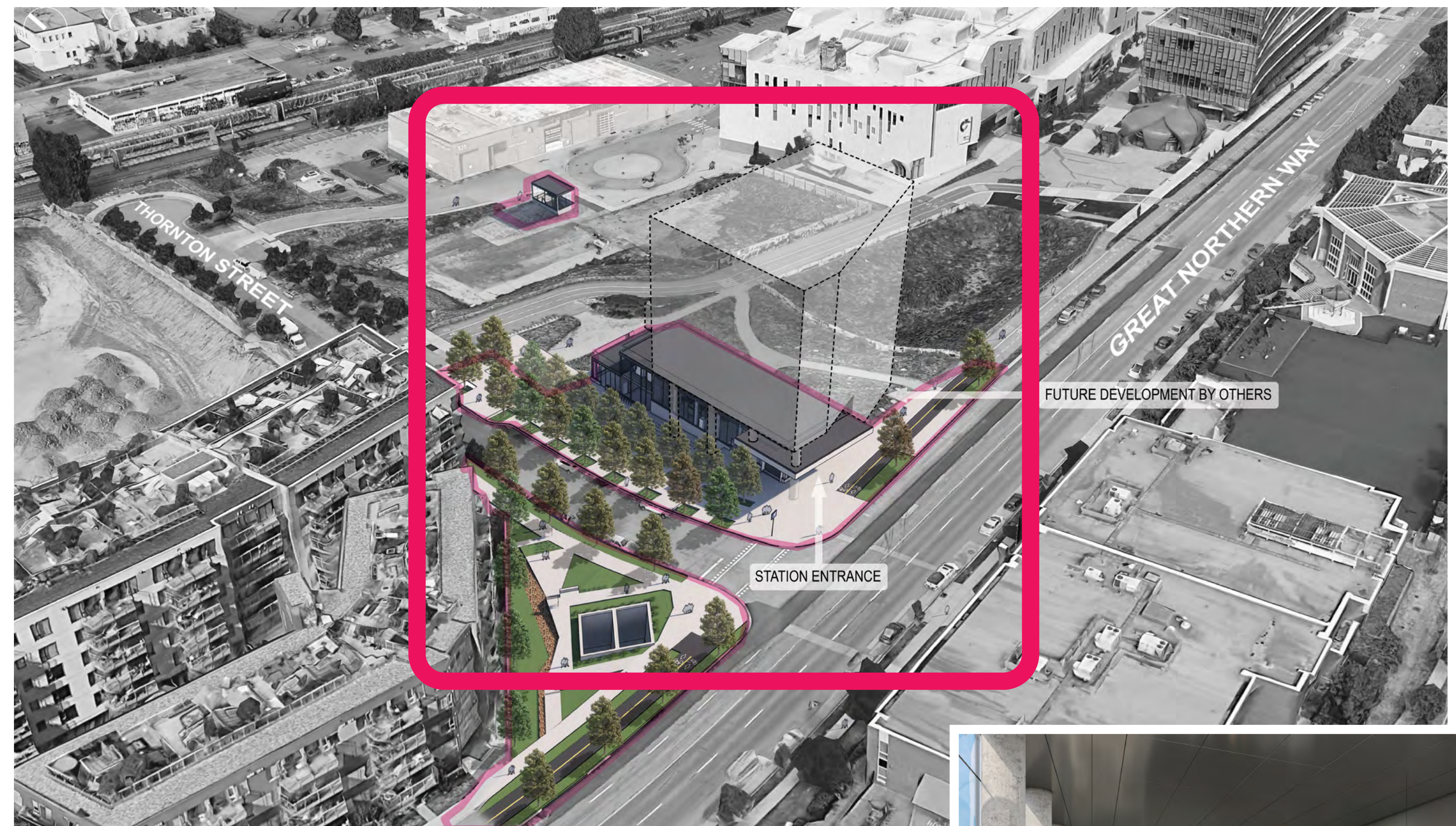




# Great Northern Way-Emily Carr Station: Community Integration

Key station-specific features include:

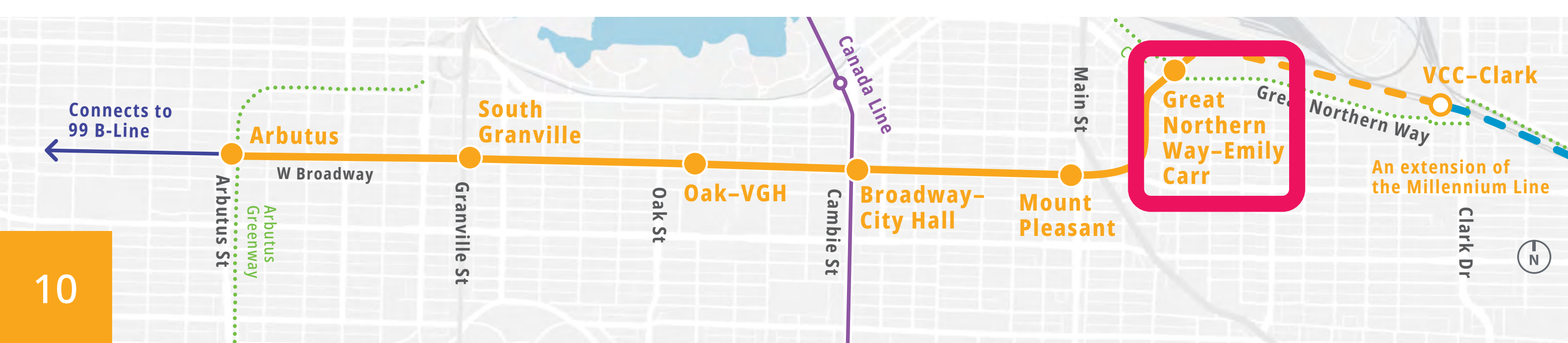
- The station's rectilinear roof will integrate with and serve as a deck area for future development adjacent to and above the station entrance
- Glass treatments to provide visibility and safety with the surrounding community
- Wide setback enhances the public plaza and integrates with the multi-use 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)



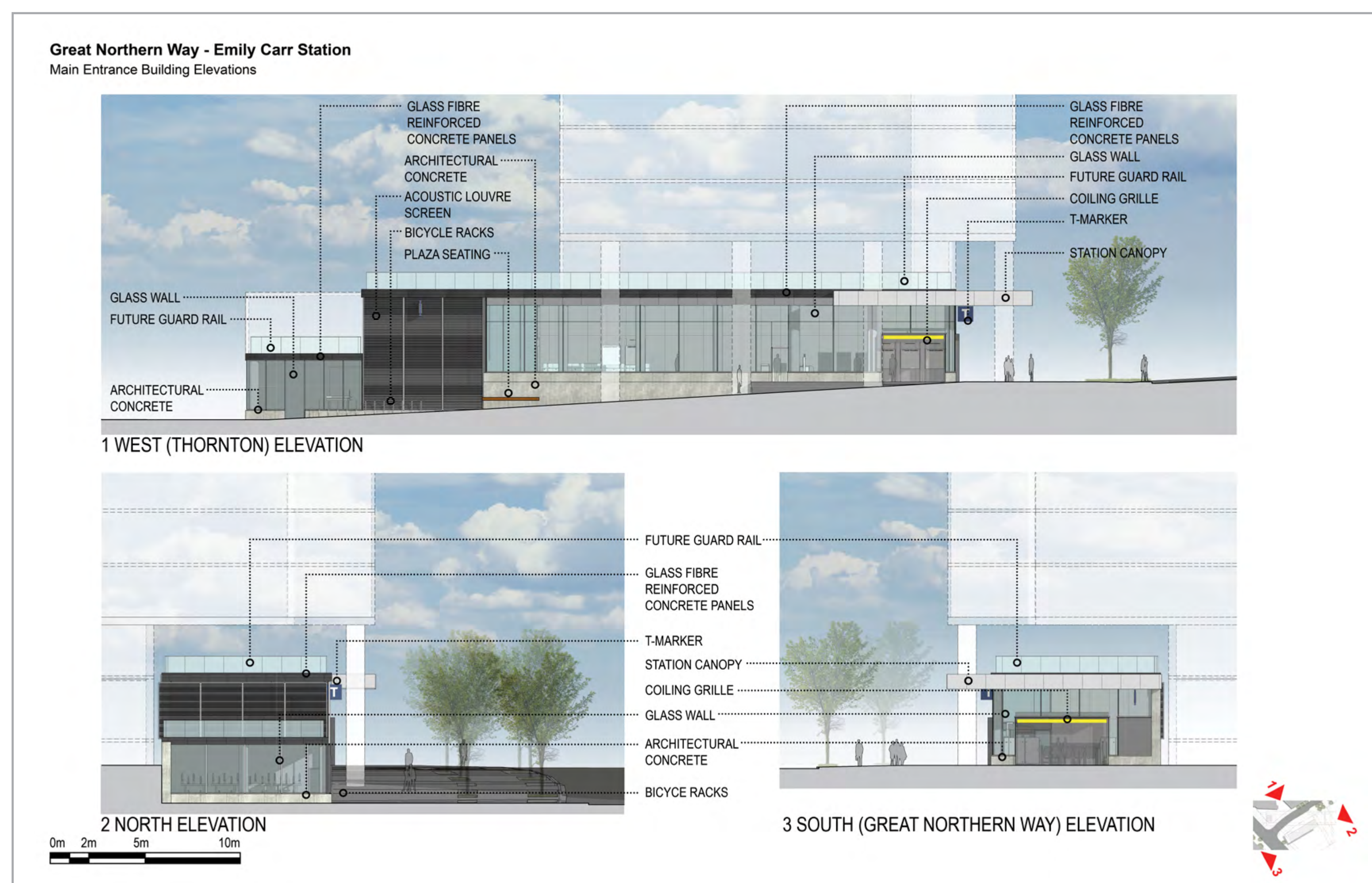
Artist's rendering of the station interior



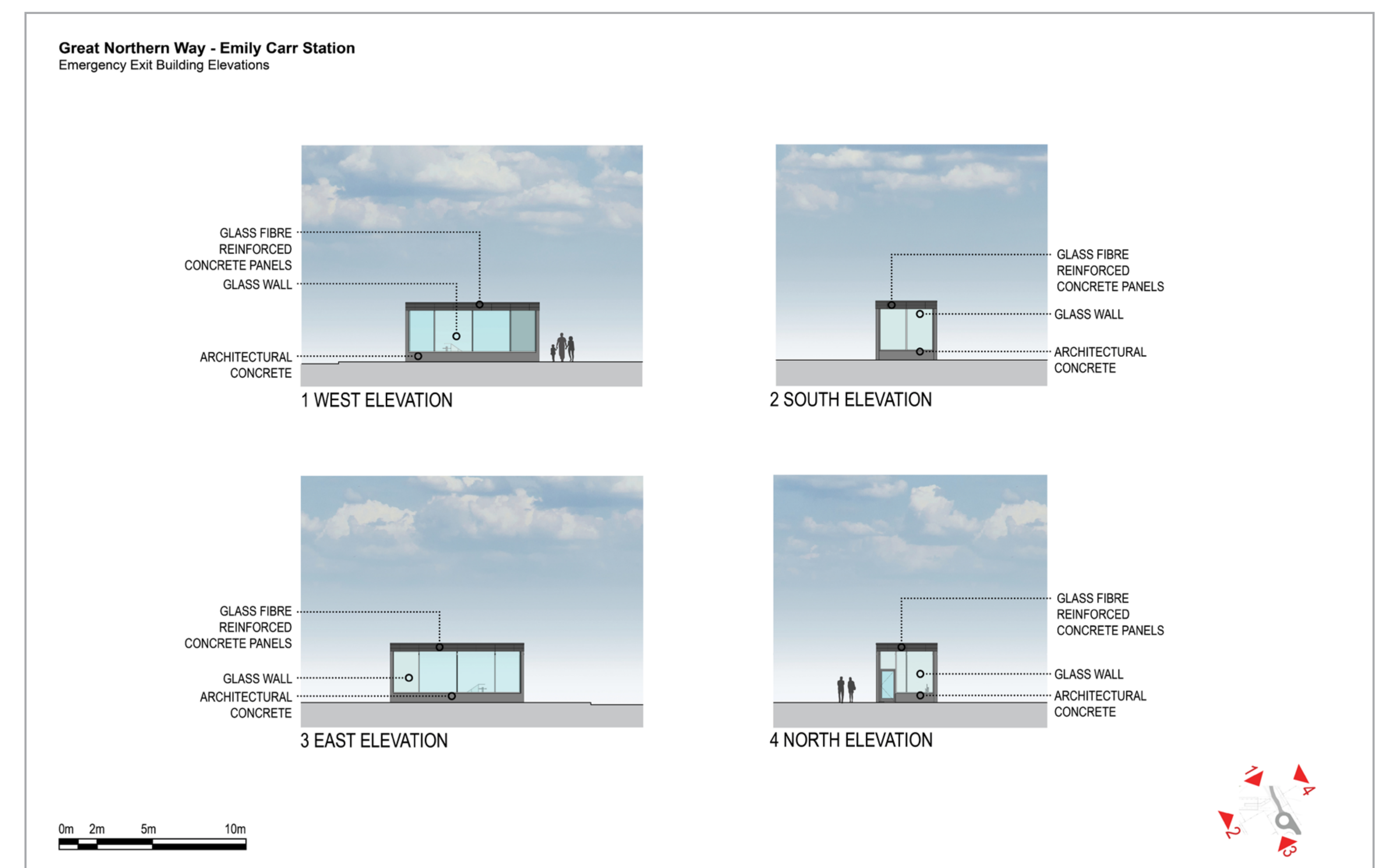


# Great Northern Way-Emily Carr Station: External Design Perspectives

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.



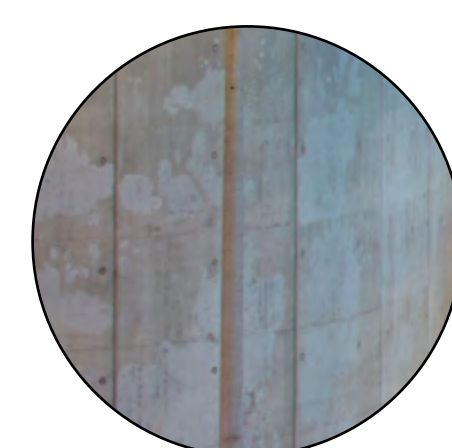
Station entrance elevations viewed from each side, see below for materials and finishes



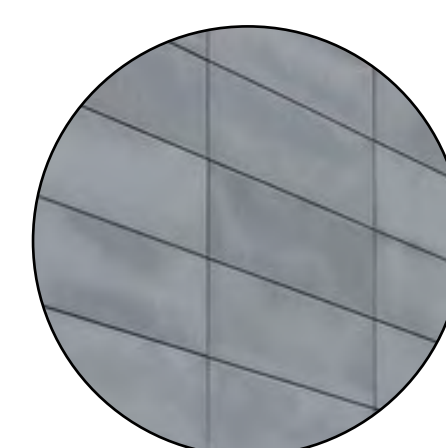
Emergency entrance elevations viewed from each side, see below for materials and finishes, see board 12 for locations



Acoustic louvre screen



Architectural concrete



Glass fibre reinforced concrete panel



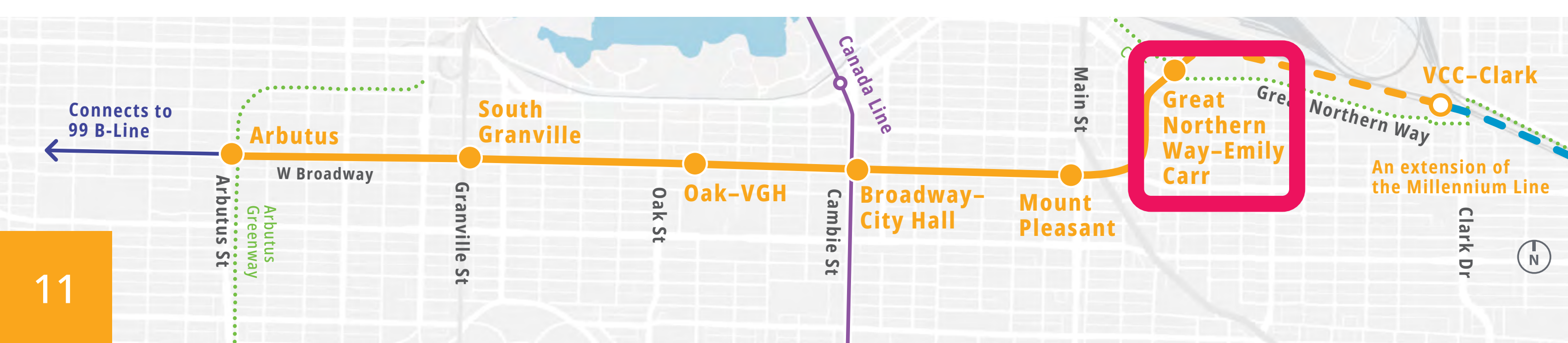
Glass wall



Station entrance coiling grille



Ventilation grille

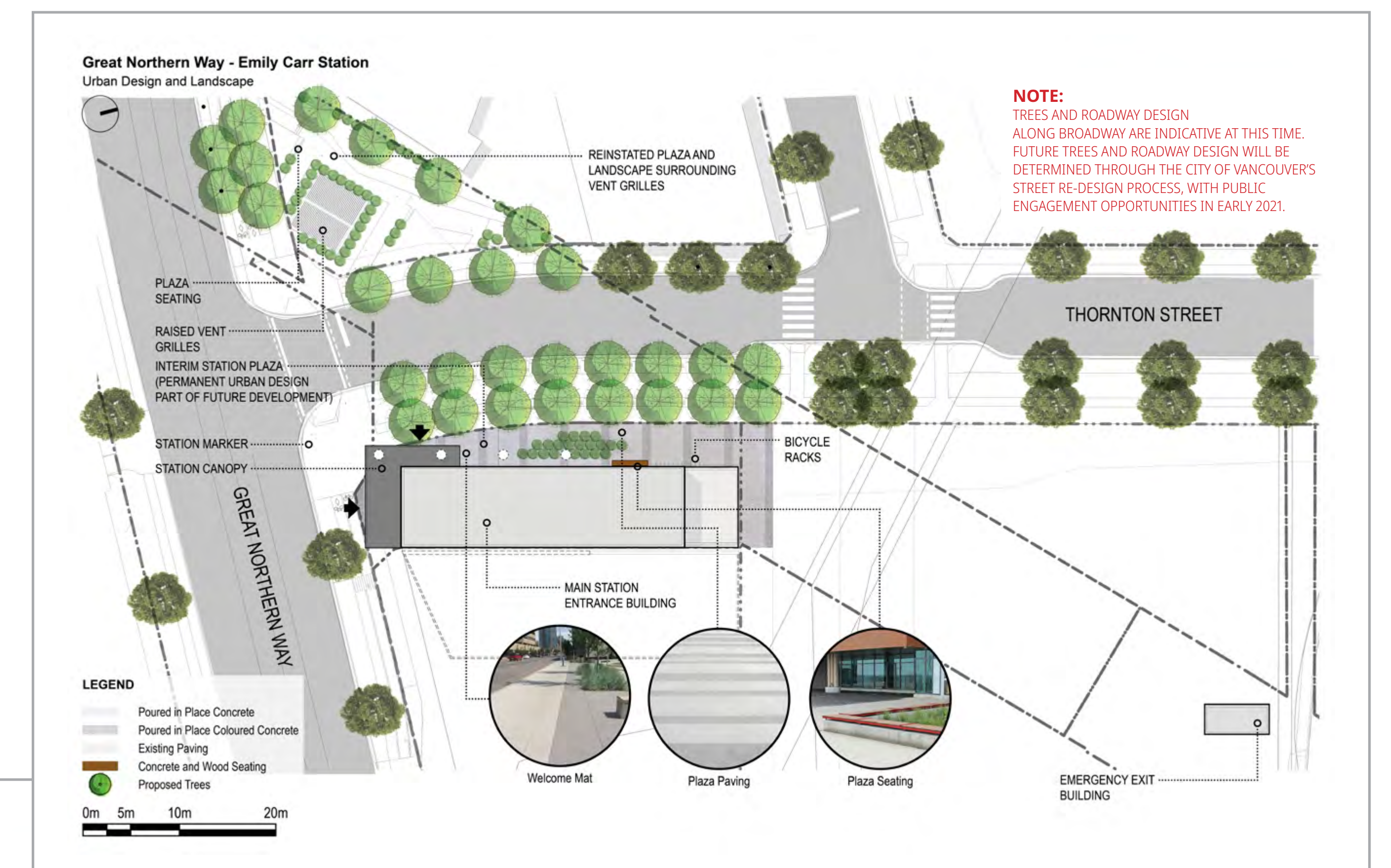




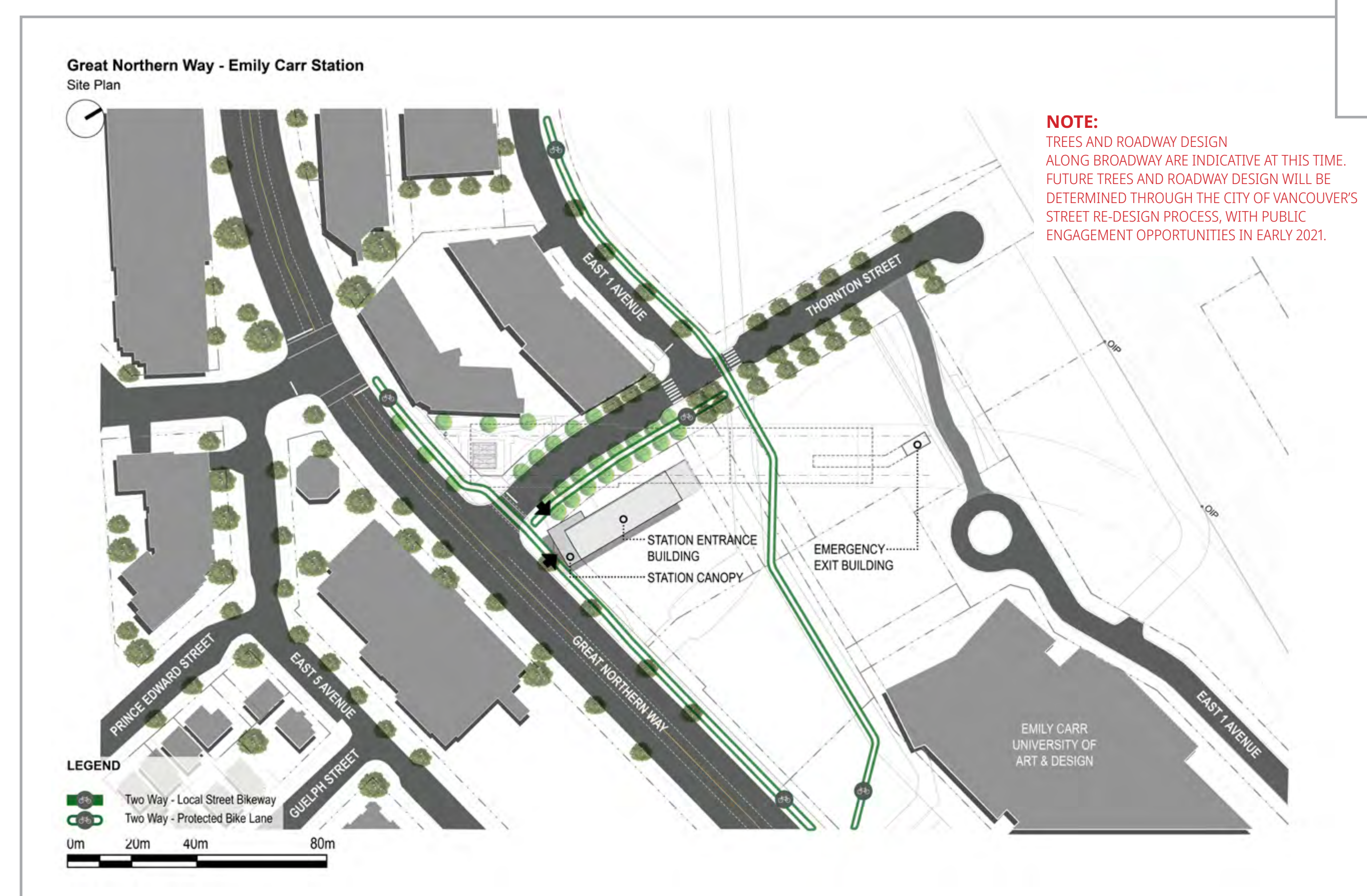
# Great Northern Way-Emily Carr Station: Urban Design and Local Transport Integration

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

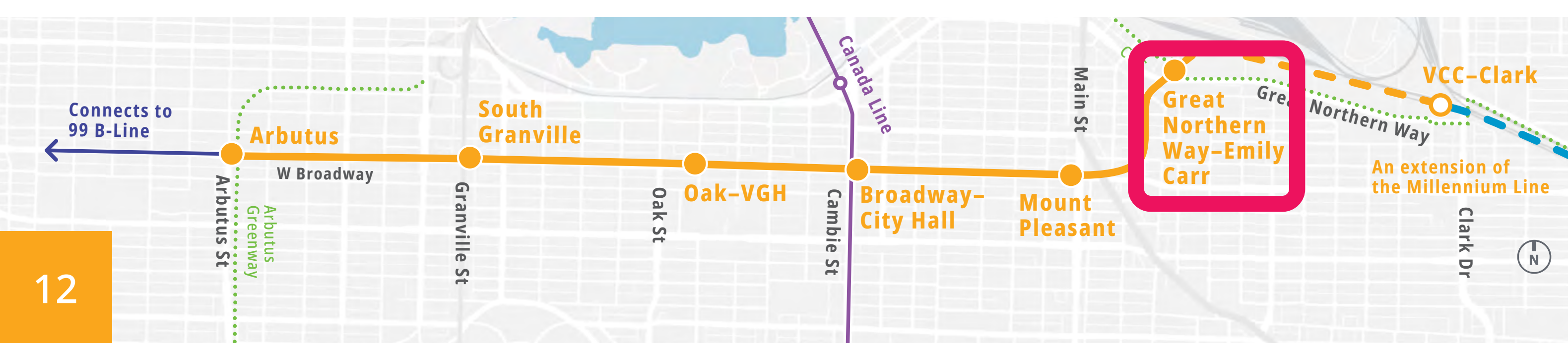


Station landscaping and external public amenities



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.

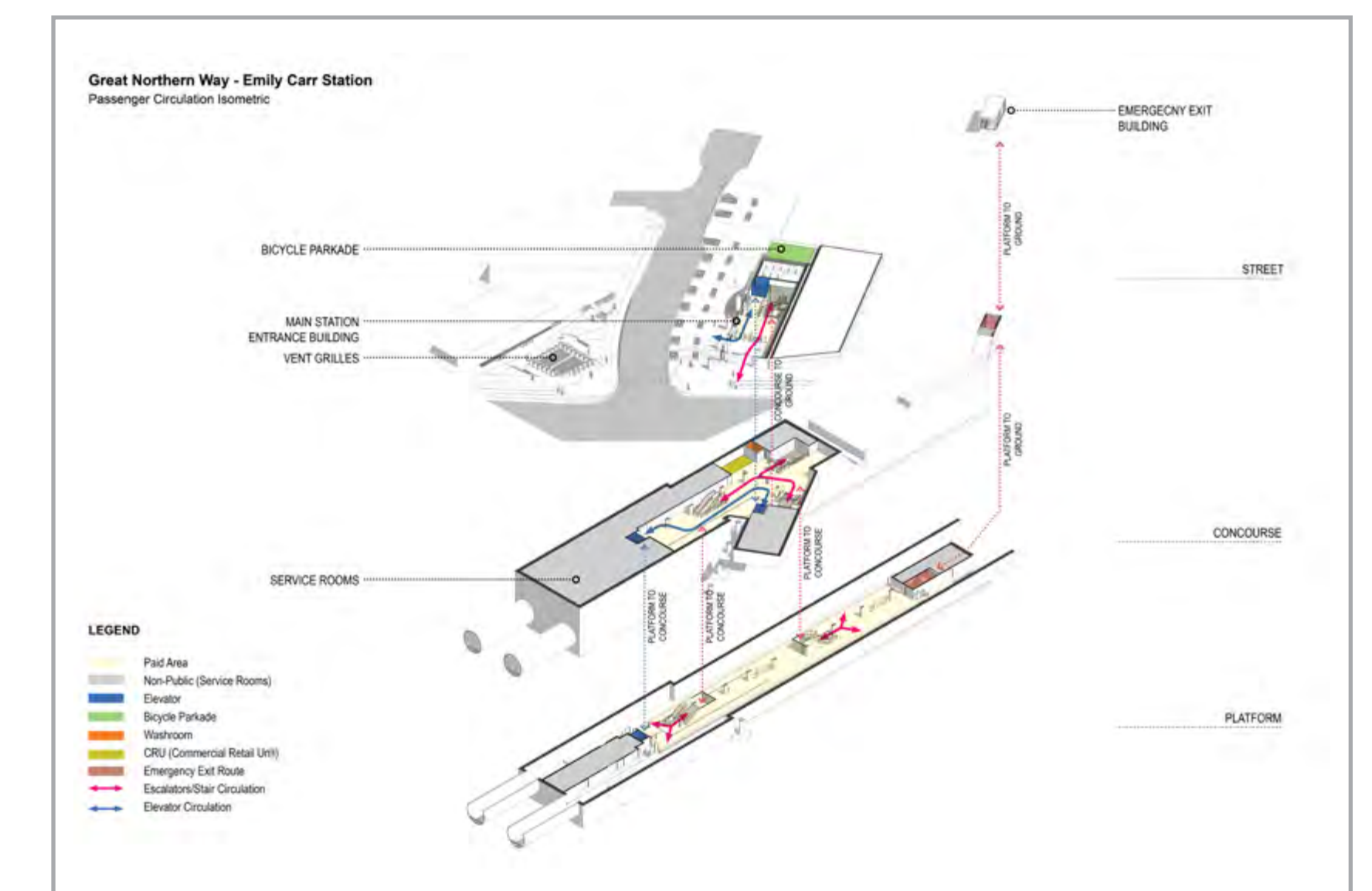




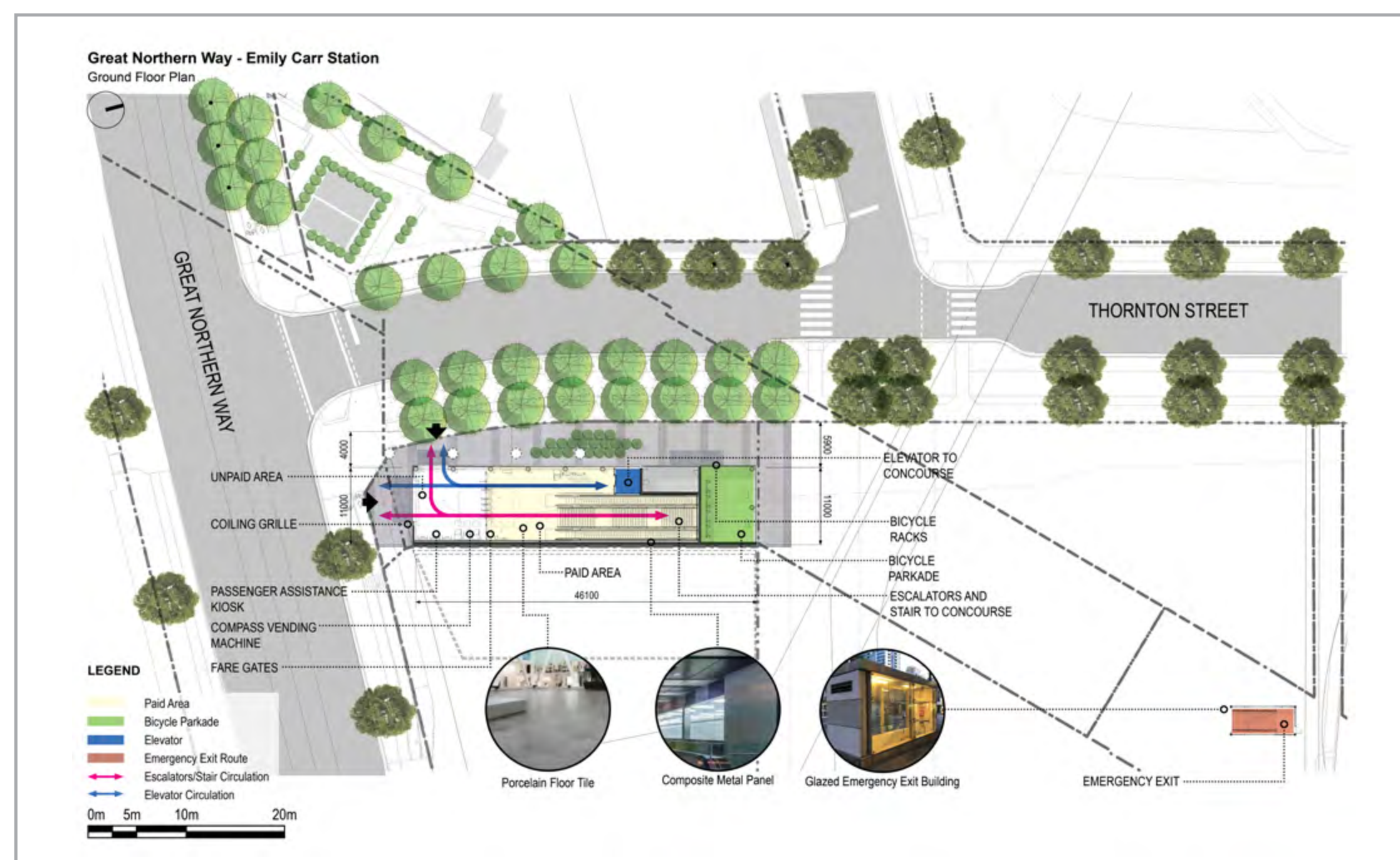
# Great Northern Way-Emily Carr Station: Passenger Accessibility and Safety

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

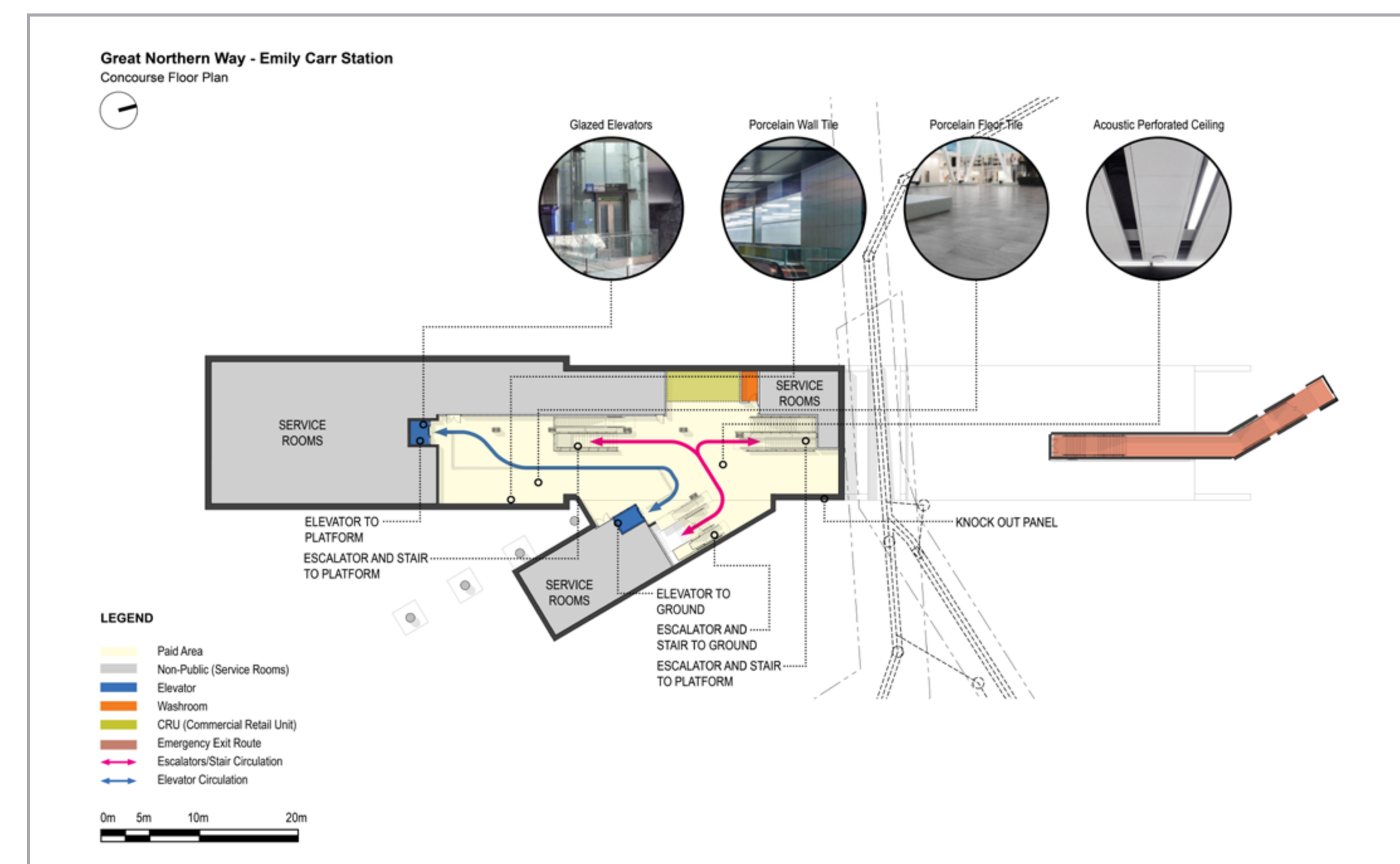
- Tactile pavement markings and sharp visual contrasts
- Barrier-free elevator access for patrons with mobility challenges, mobility devices and strollers
- Accessible fare gates and ticket vending machines located to avoid cross-flows, minimizing congestion
- CPTED features that enhance safety measures,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



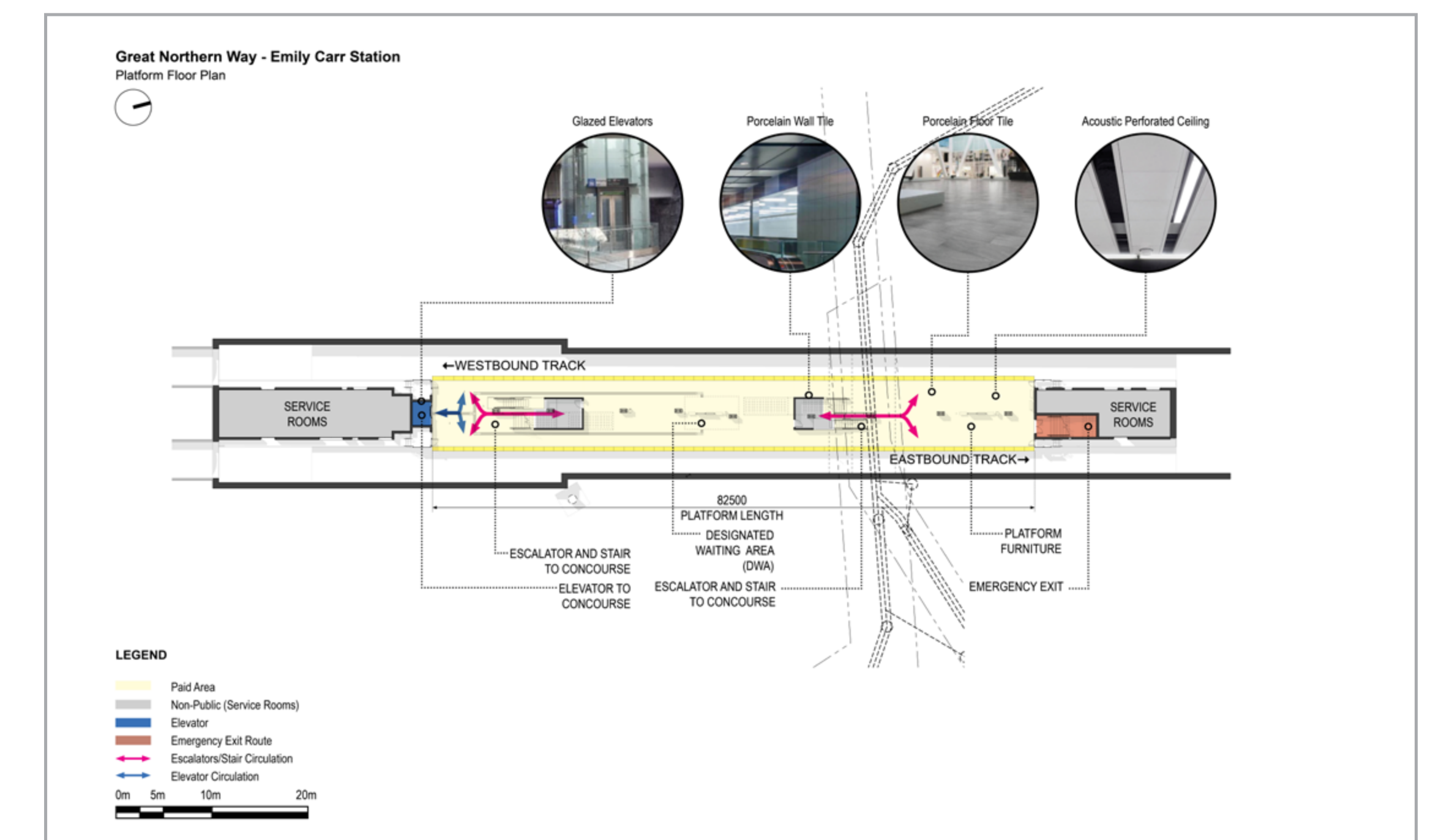
All-level floor plan, illustrating passenger circulation



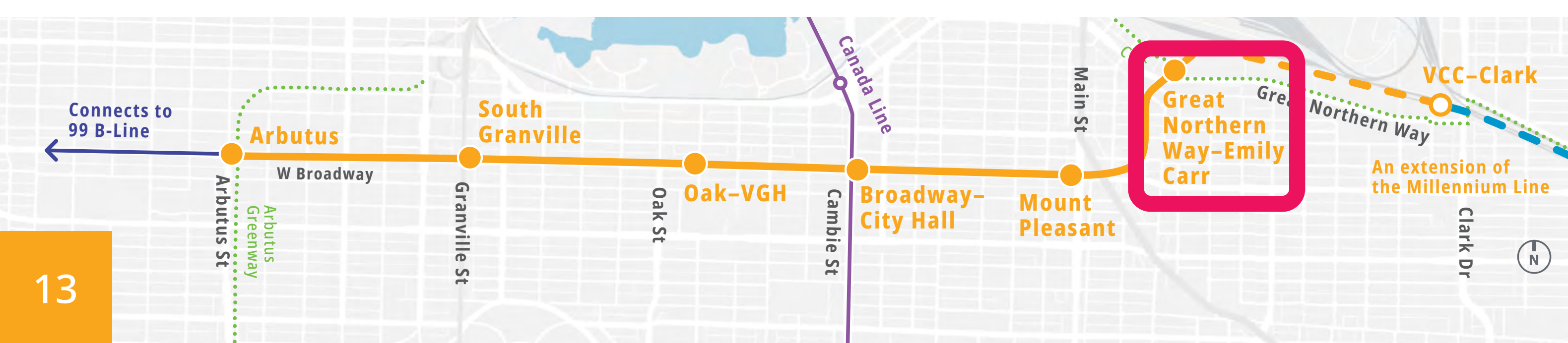
Street-level (entry way) floor plan



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



Platform-level floor plan





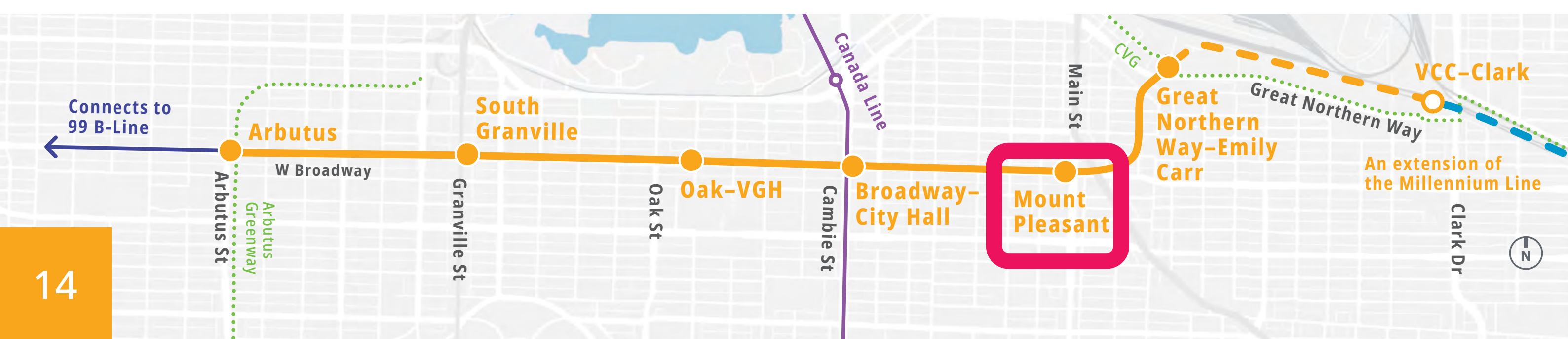
# Mount Pleasant Station



Artist's rendering of station entrance in the daytime



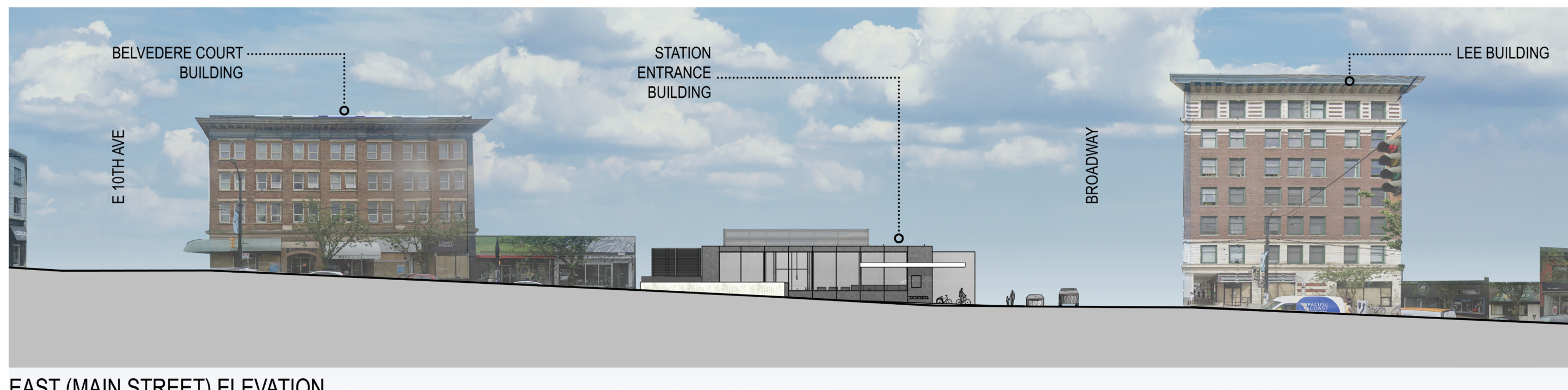
Artist's rendering of station entrance at night



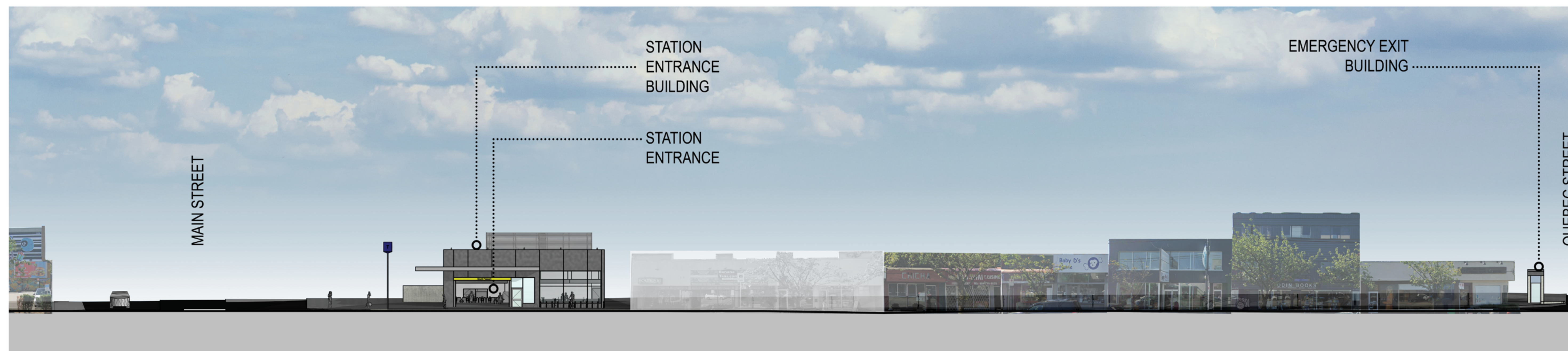


# Mount Pleasant Station: Community Integration

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.

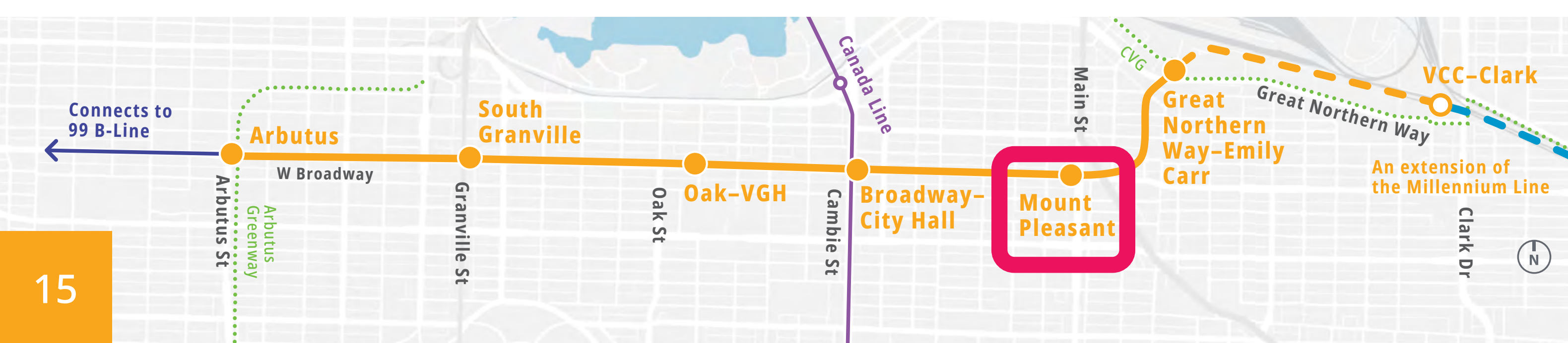


EAST (MAIN STREET) ELEVATION



NORTH (BROADWAY) ELEVATION

Street-level view

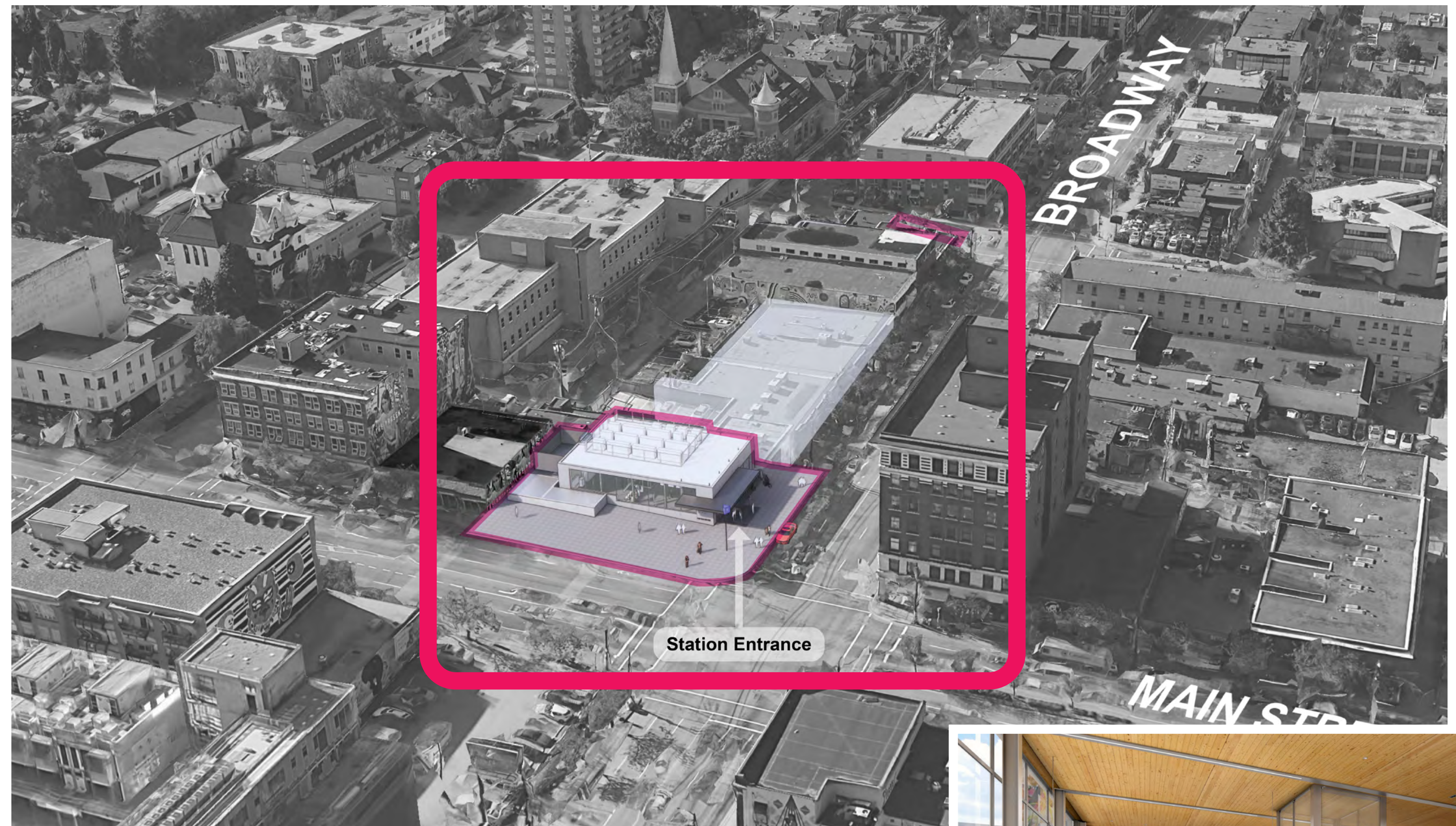




# Mount Pleasant Station: Community Integration

Key station-specific features include:

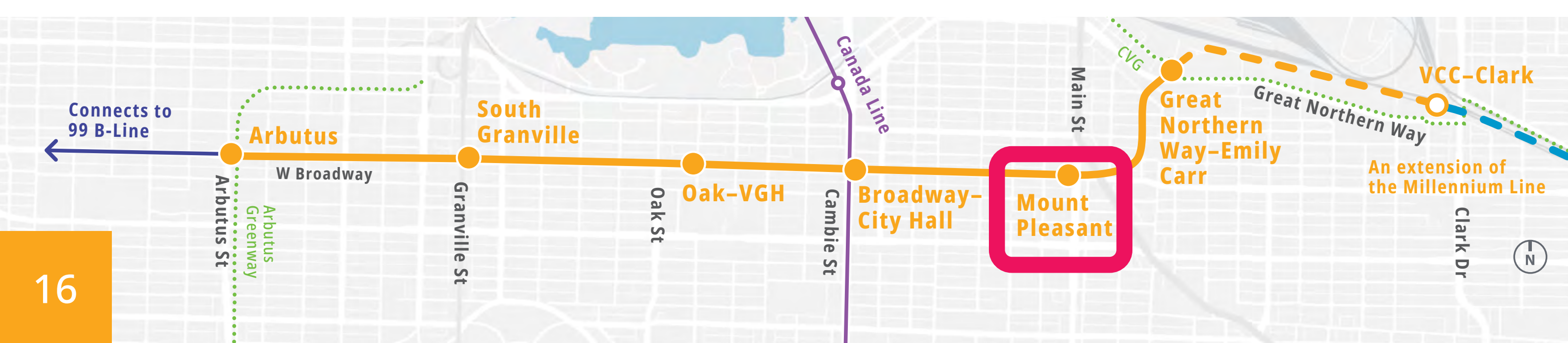
- Initially a standalone station, the design provides:
  - Direct connections to future development at the concourse level through removable walls (see “knock-out” panels on board 19)
  - A three metre-wide clear area directly east of the entry building at entrance level, to accommodate the future development 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)



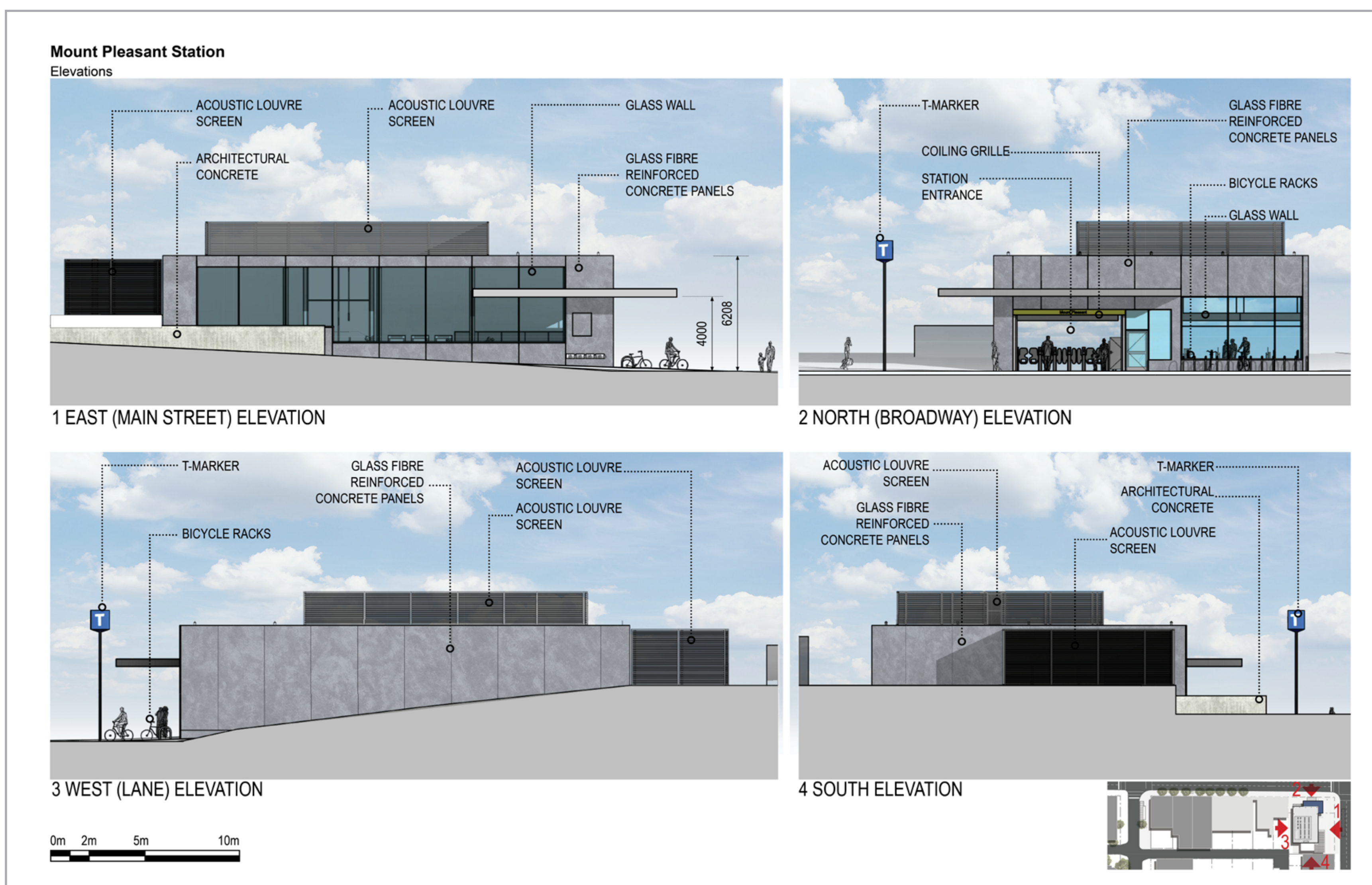
Artist's rendering of the station interior



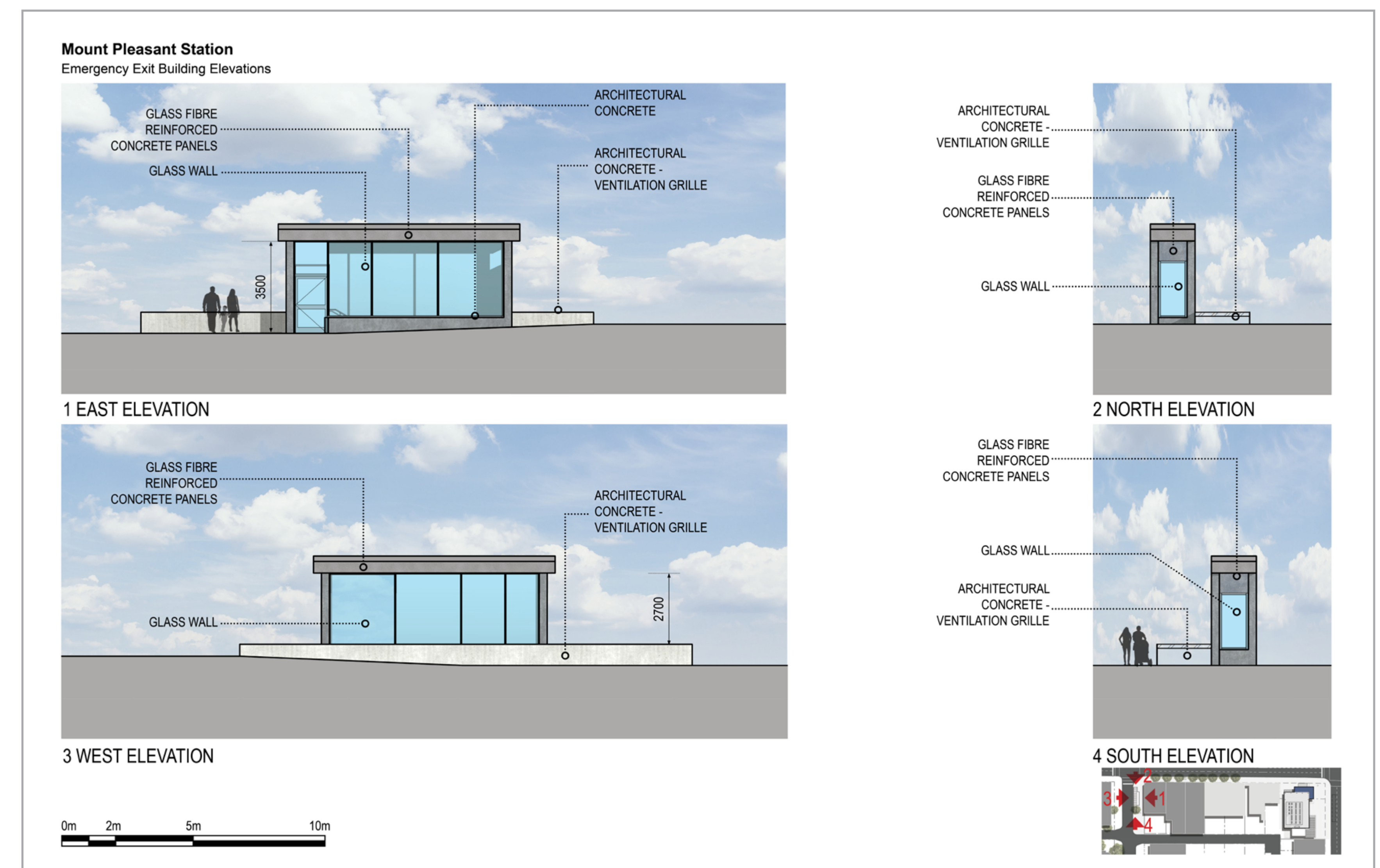


# Mount Pleasant Station: External Design Perspectives

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



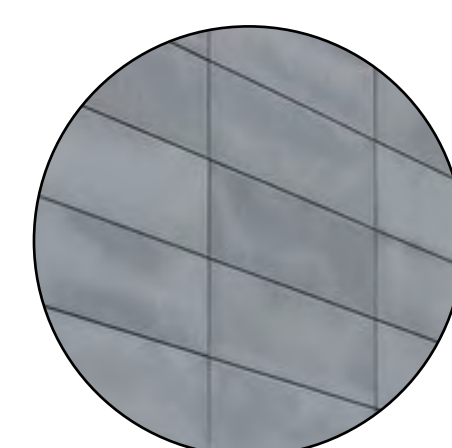
Emergency entrance elevations viewed from each side, see below for materials and finishes, see board 18 for locations



Acoustic louvre screen



Architectural concrete



Glass fibre reinforced concrete panel



Glass wall



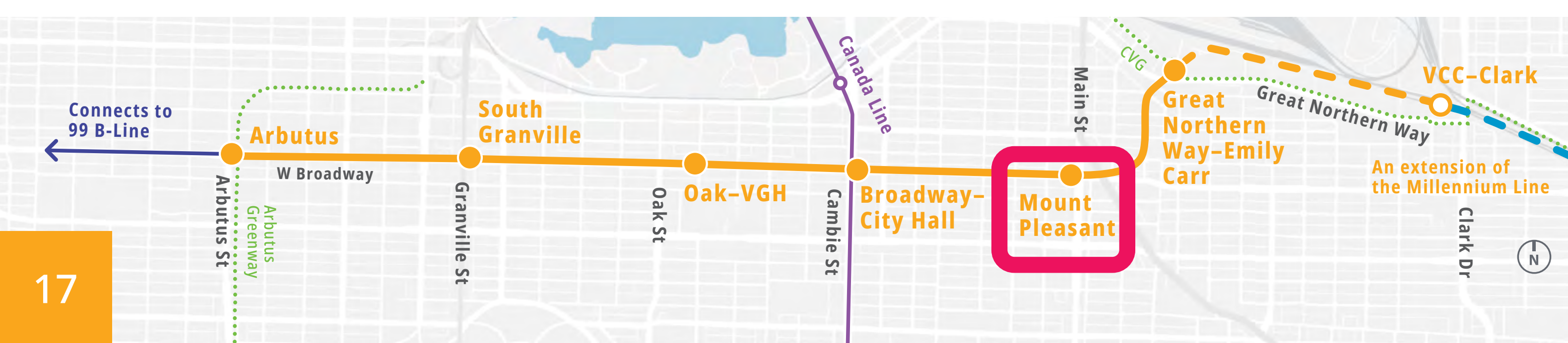
Station entrance coiling grille



Ventilation grille



Wood ceiling

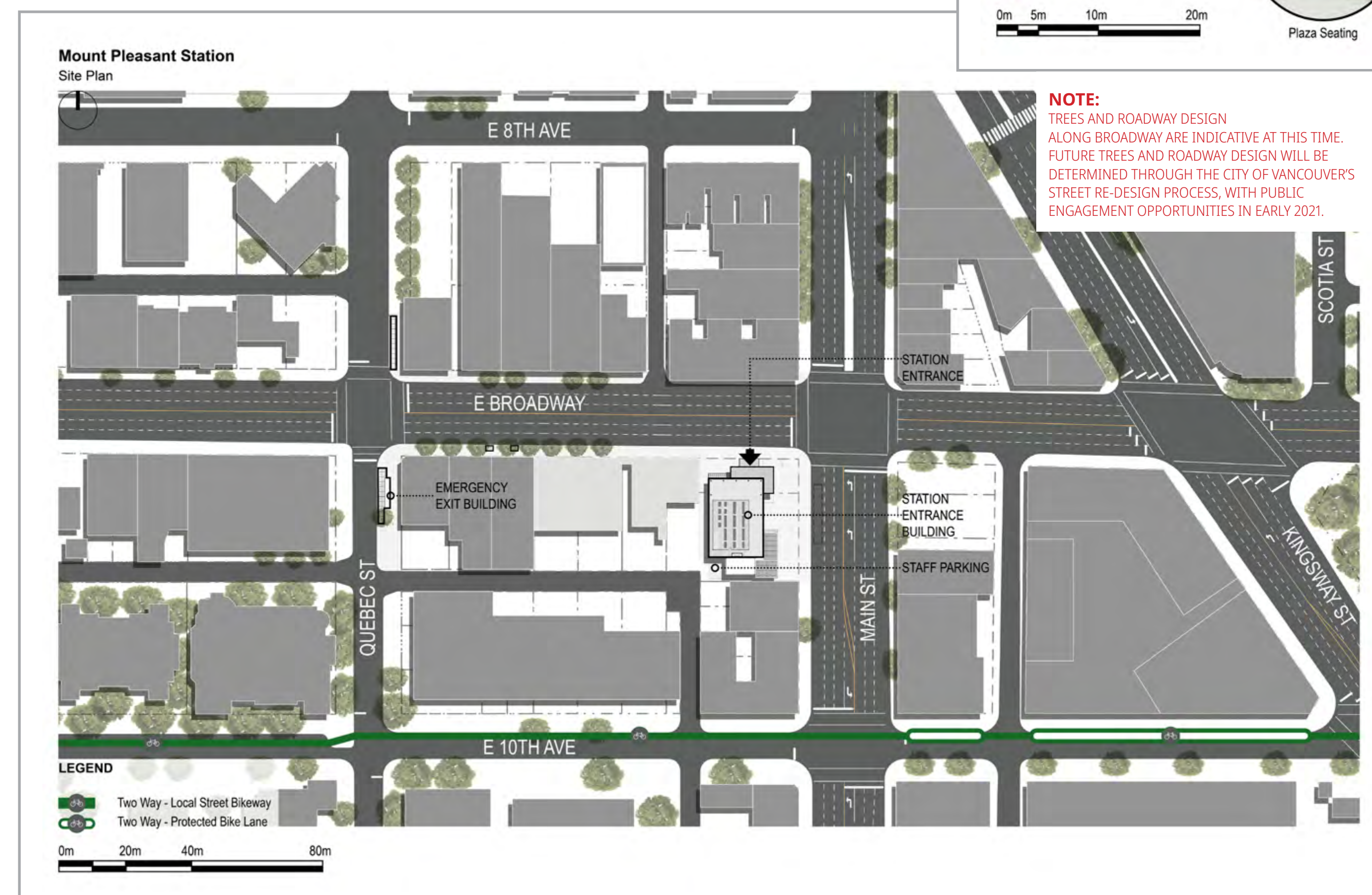
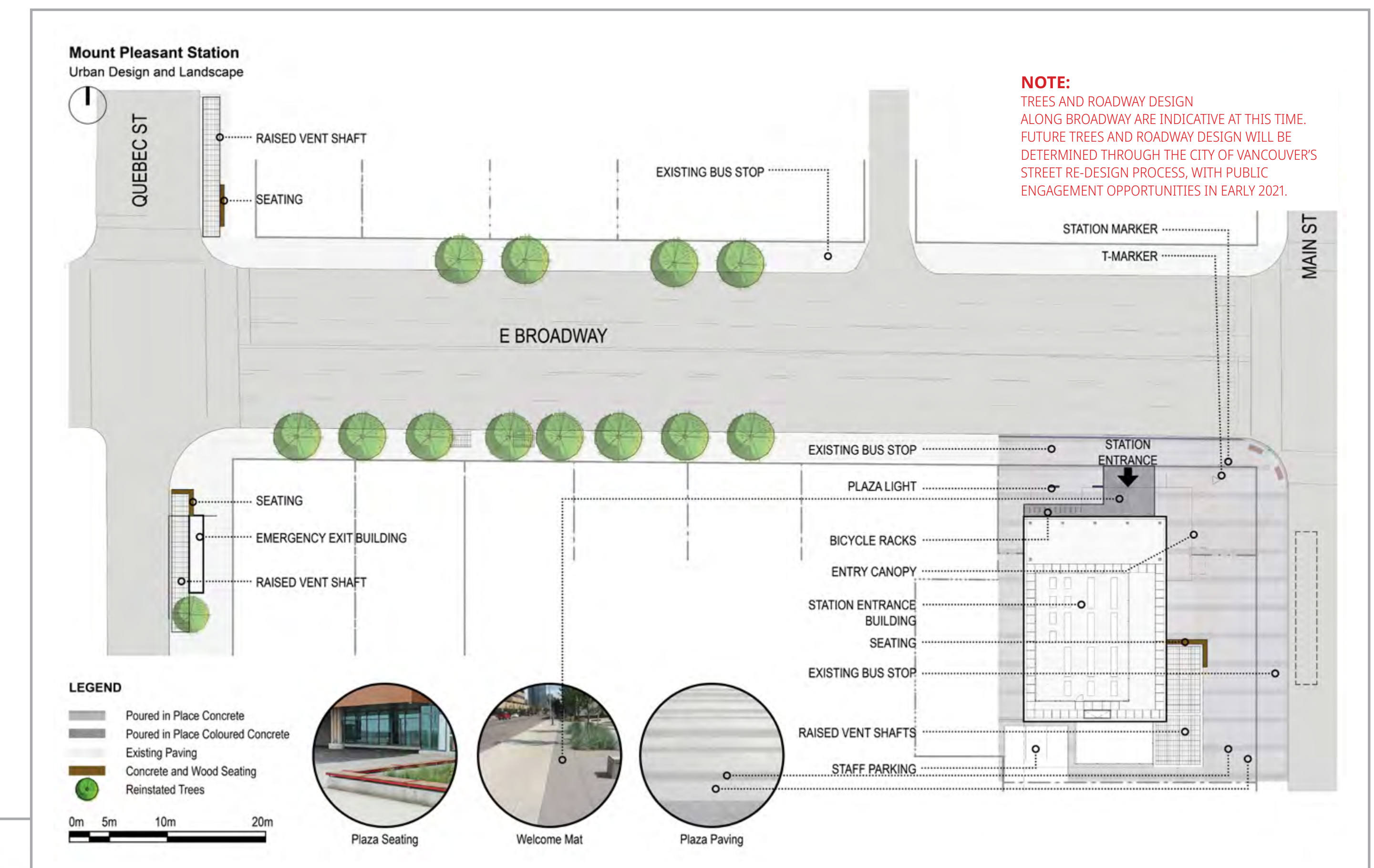




# Mount Pleasant Station: Urban Design and Local Transport Integration

Specific features at this station include:

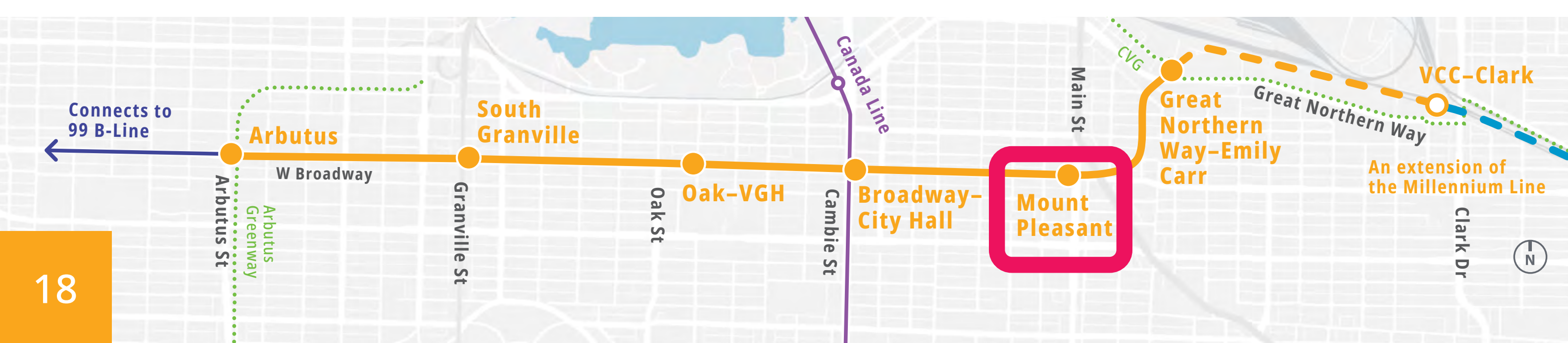
- Barrier-free circulation between road, curbside, station entry and the ground-level elevator (coordinated as part of the City of Vancouver's street re-design process) to enhance accessibility for patrons with mobility challenges, mobility devices and strollers
- Provisions for a potential active transportation 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

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.

Station building and entrance within the local street context

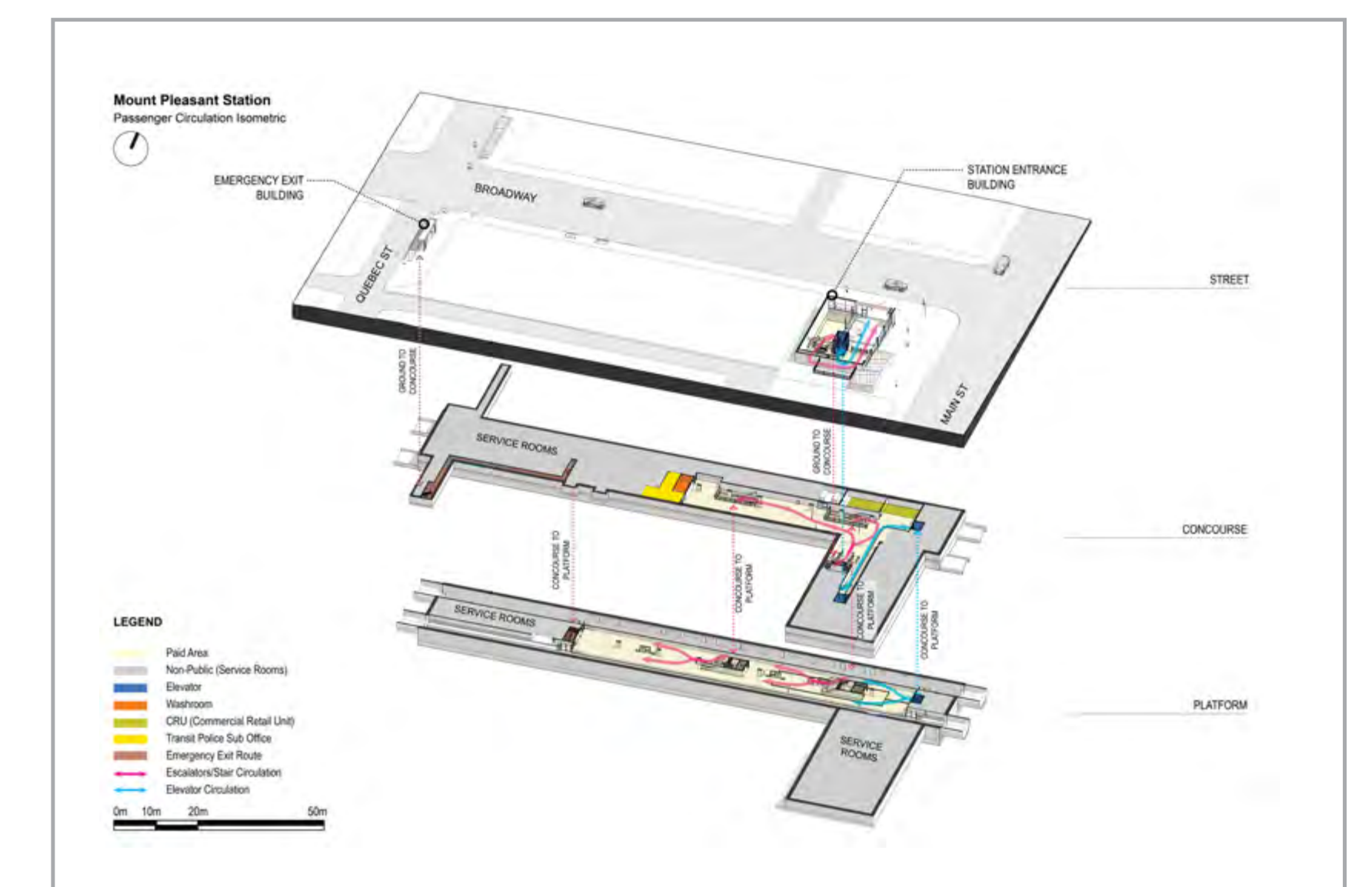




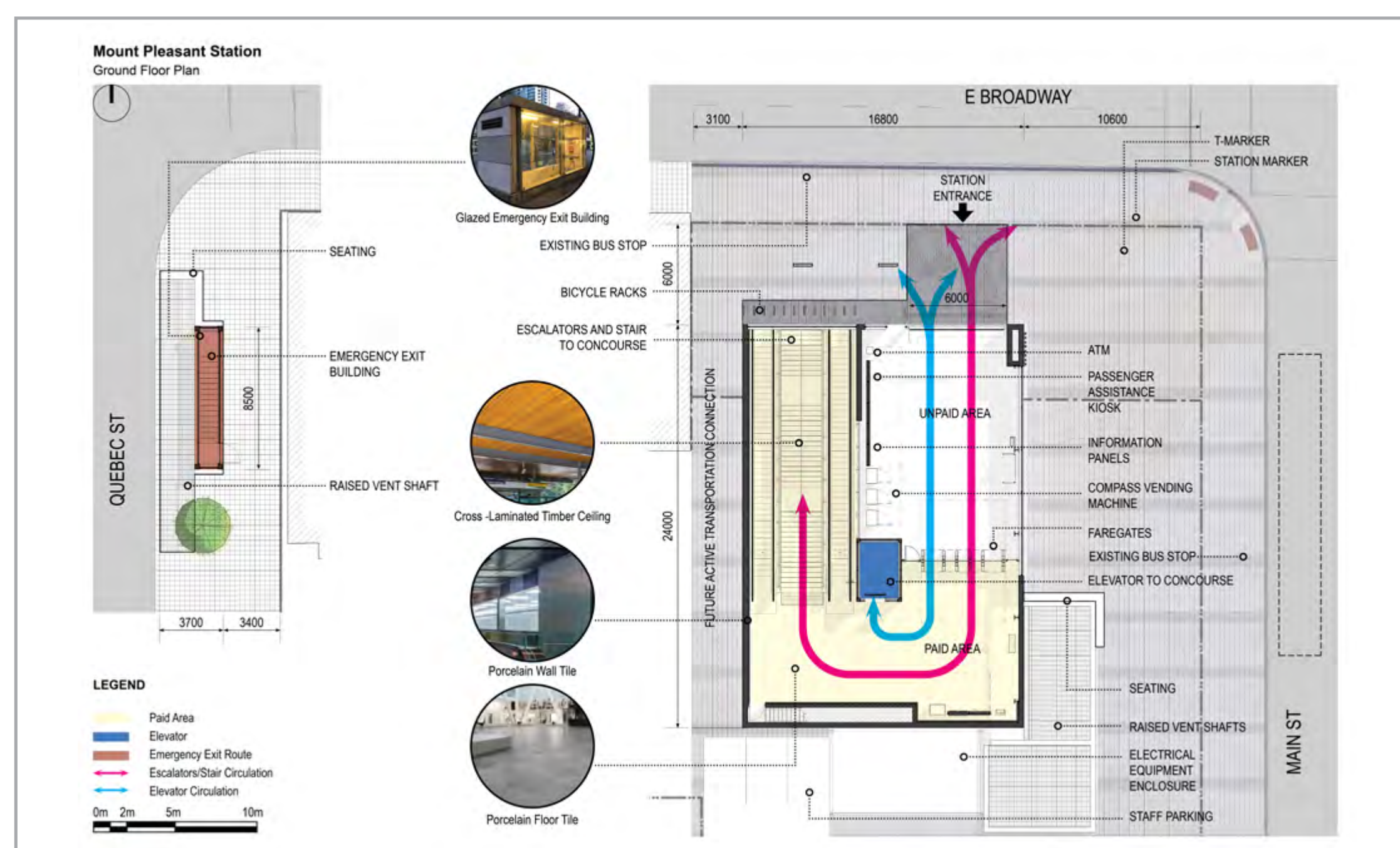
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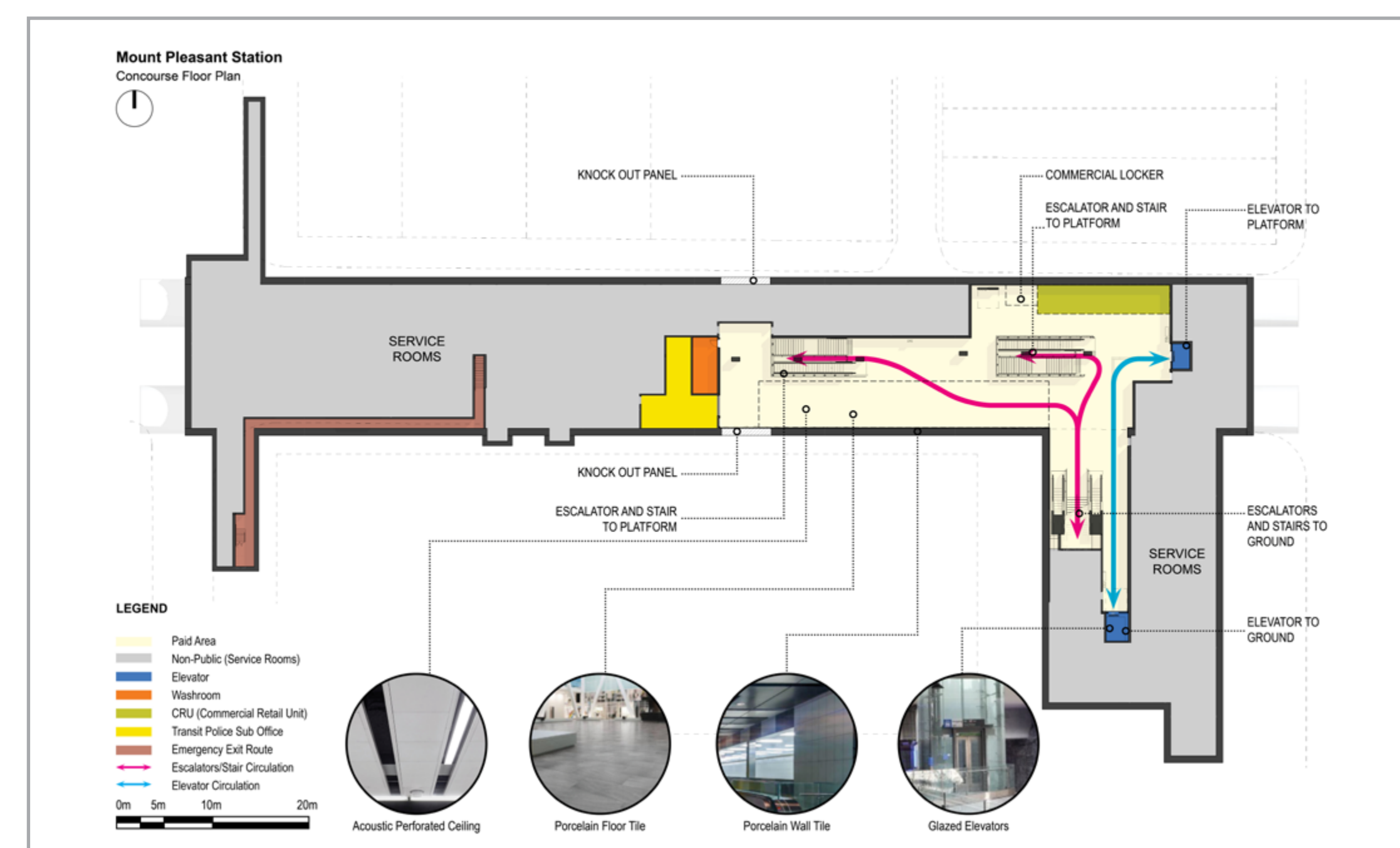
- Tactile pavement markings and sharp visual contrasts
- Barrier-free elevator access for patrons with mobility challenges, mobility devices and strollers
- Accessible fare gates and ticket vending machines located to avoid cross-flows, minimizing congestion
- Standardized, recognizable wayfinding, consistent 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



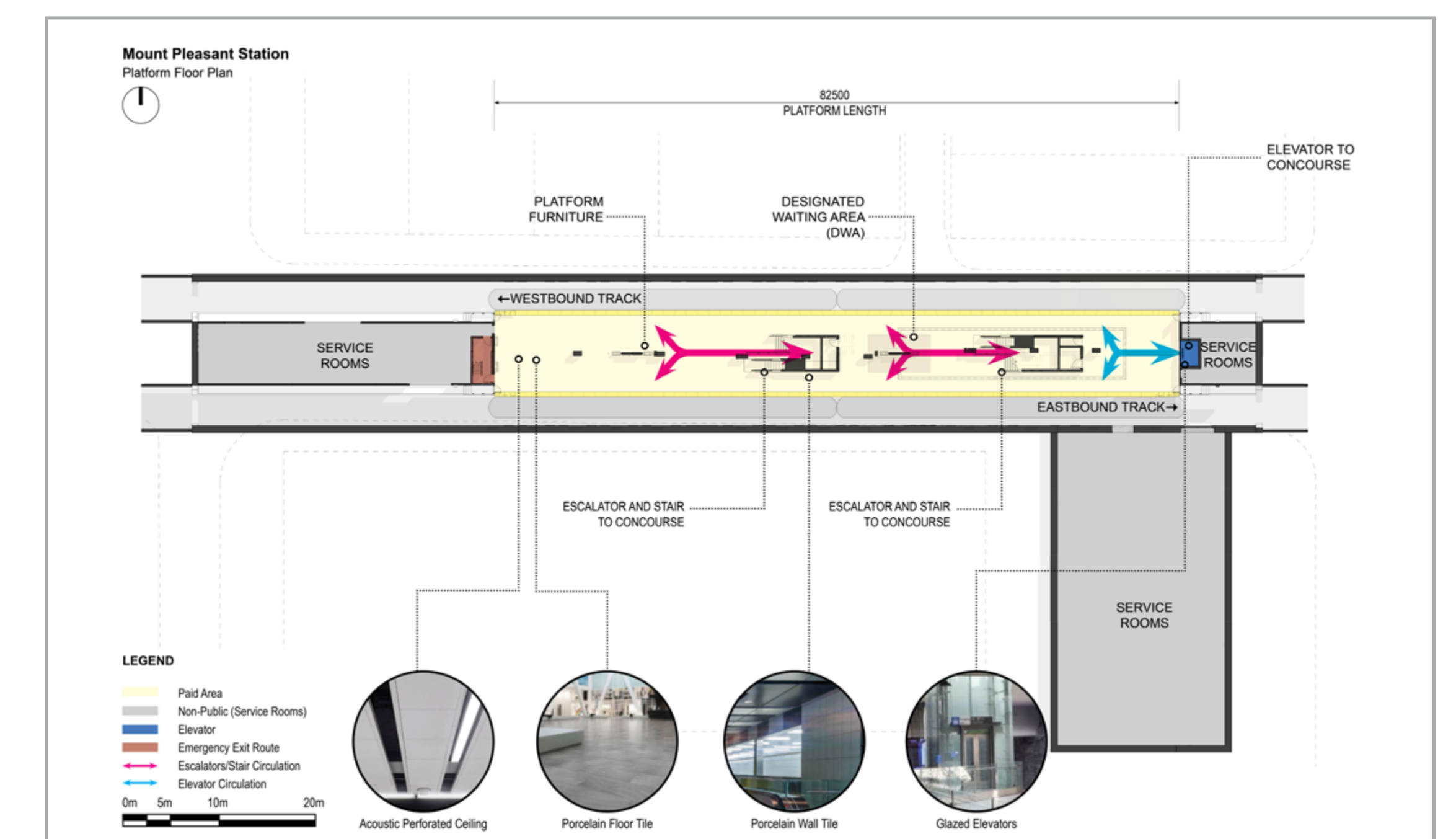
All-level floor plan, illustrating passenger circulation



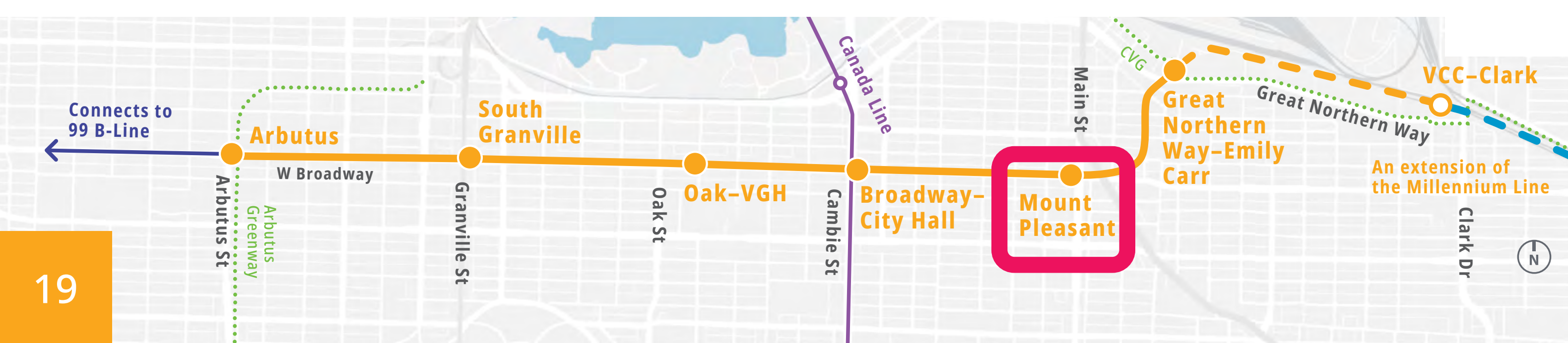
Street-level (entry way) floor plan



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



Platform-level floor plan





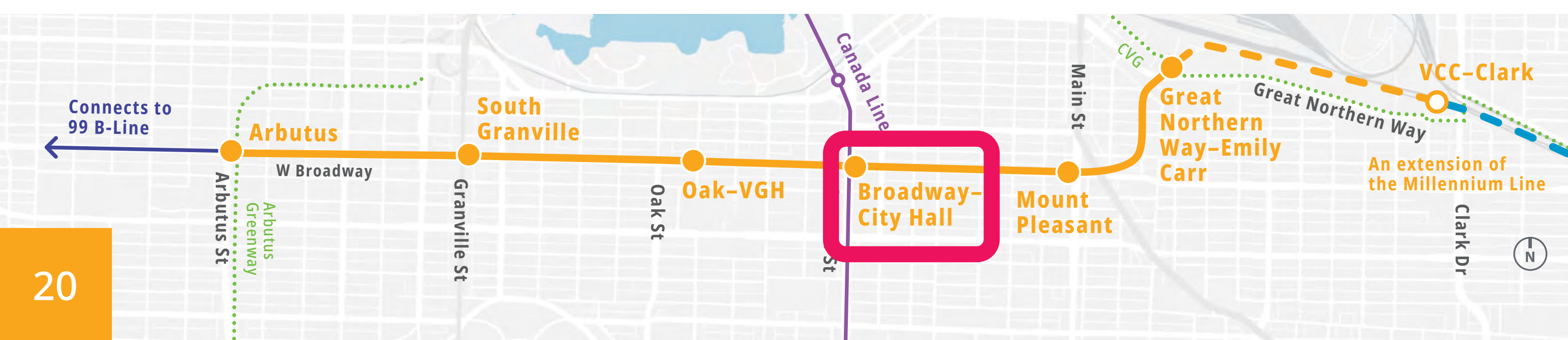
# Broadway-City Hall Station



Artist's rendering of station entrance in the daytime



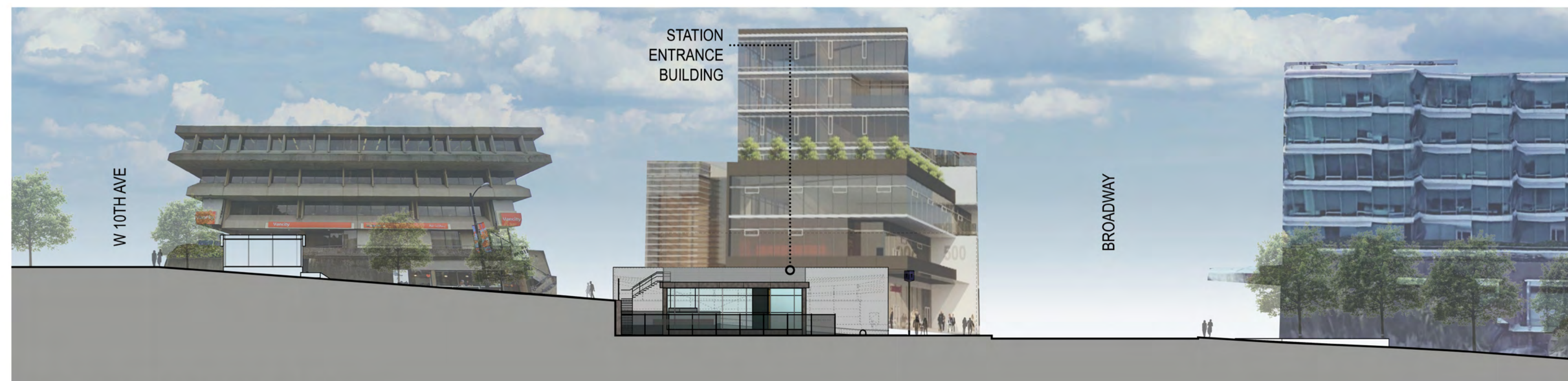
Artist's rendering of station entrance at night



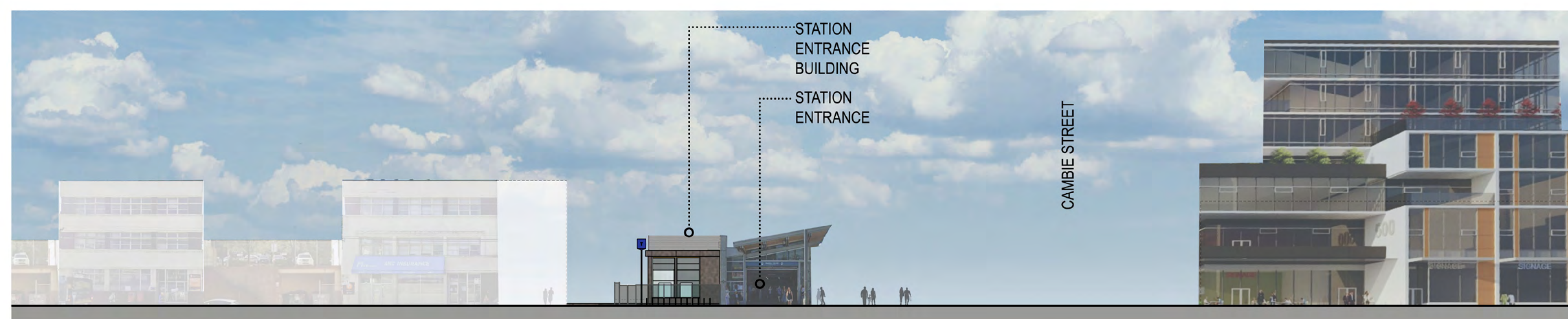


# Broadway-City Hall Station: Community Integration

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.

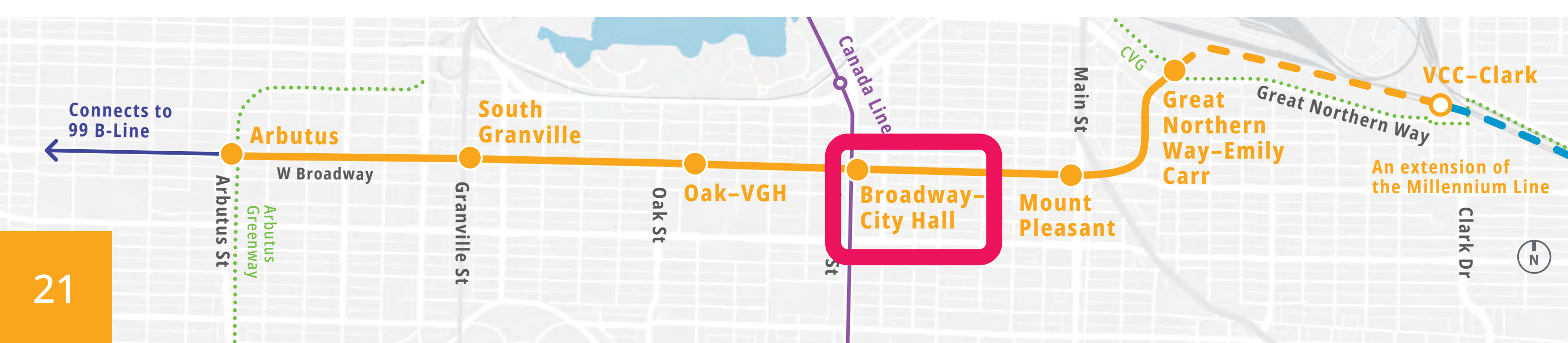


EAST (CAMBIE STREET) ELEVATION



NORTH (BROADWAY) ELEVATION

Street-level view





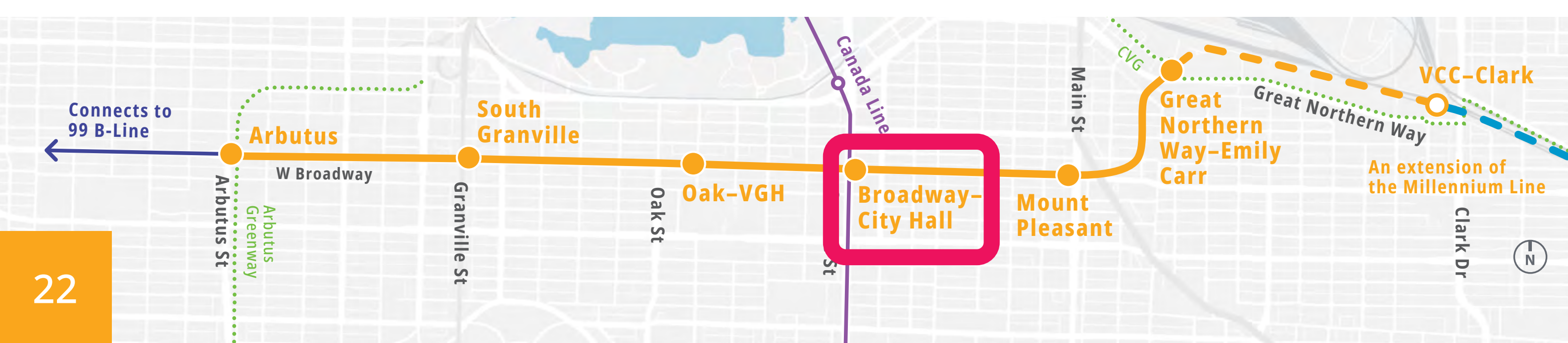
# Broadway-City Hall Station: Community Integration

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



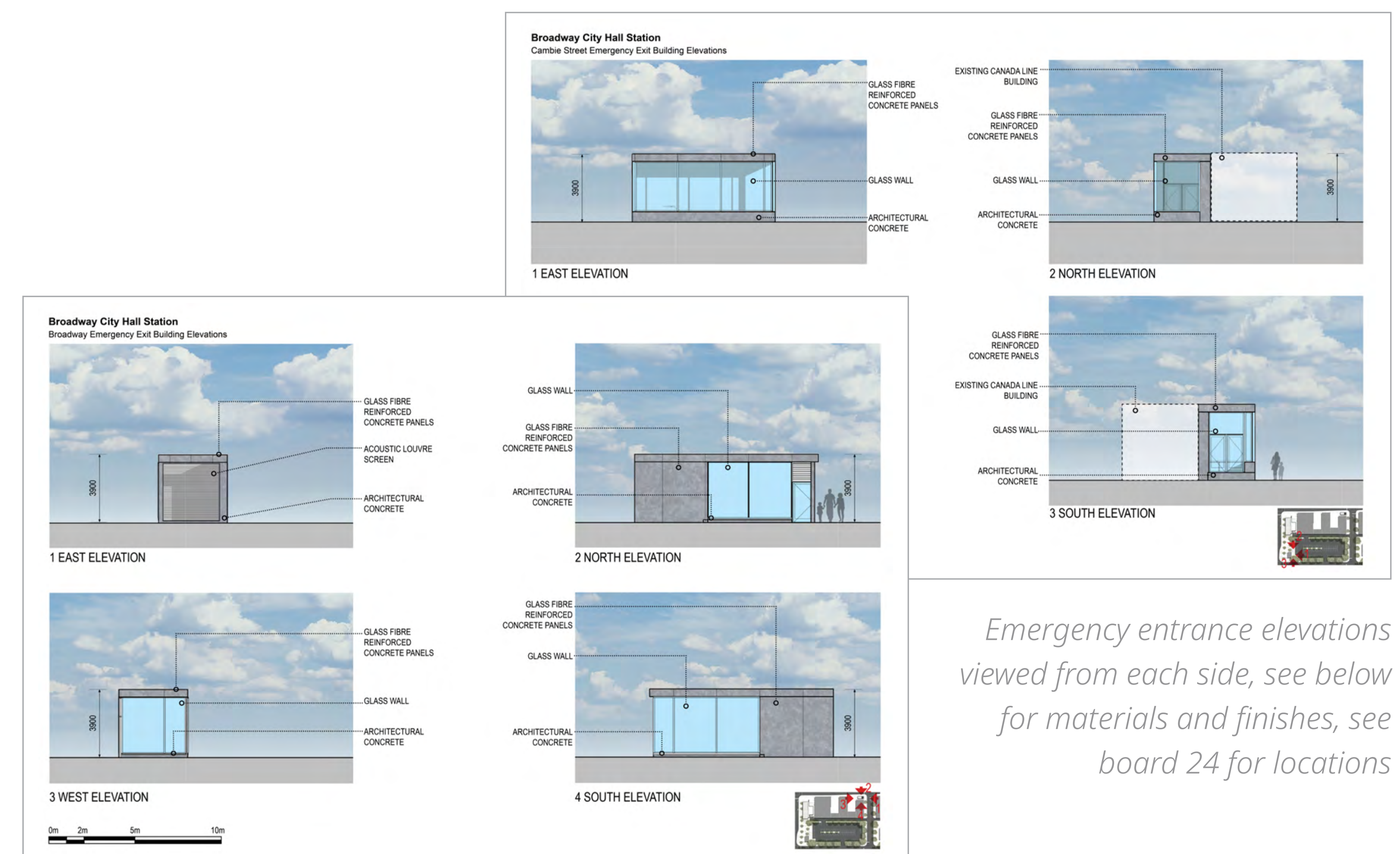
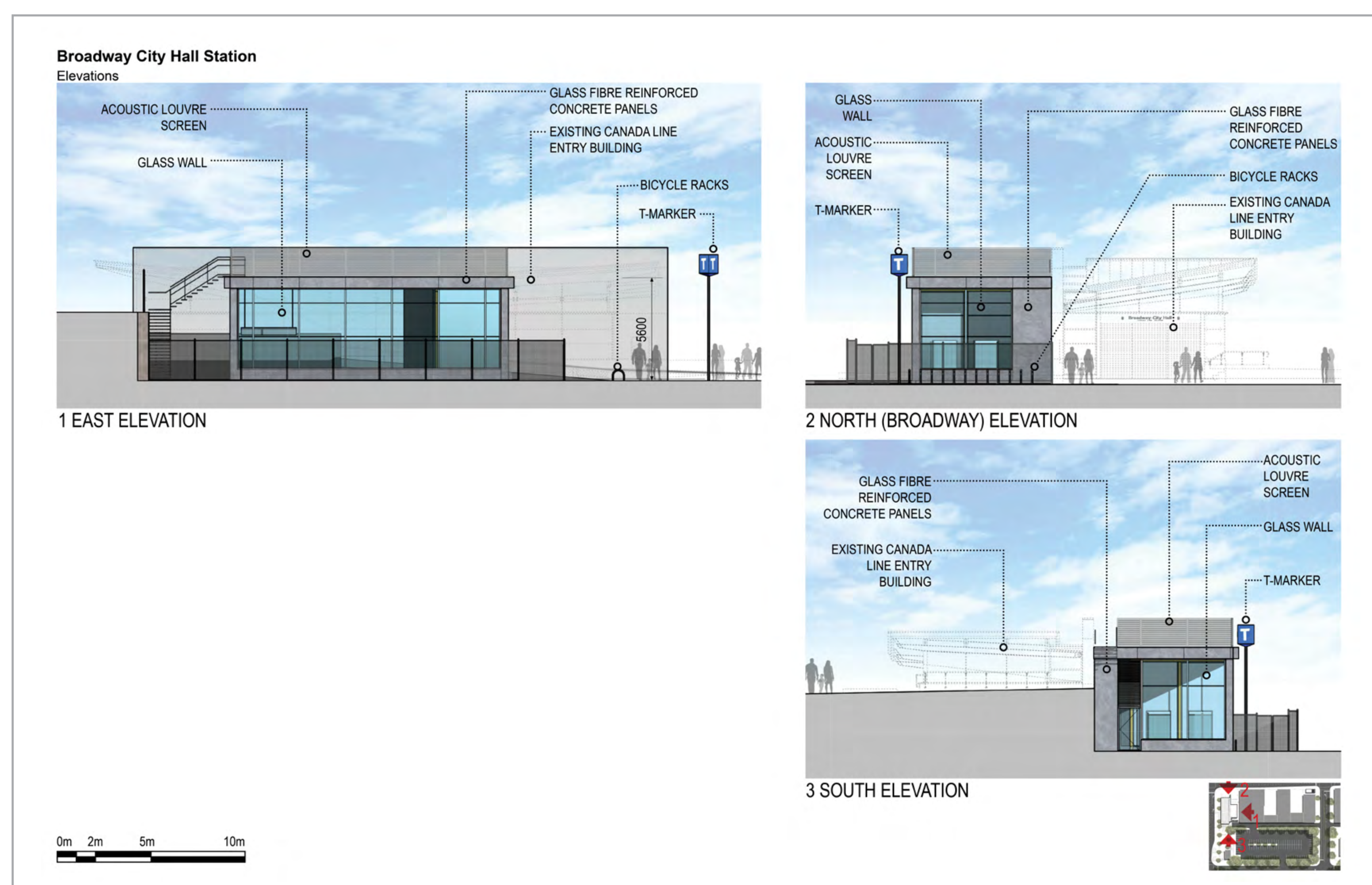
Station rendering, in situ (2020)





# 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.



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

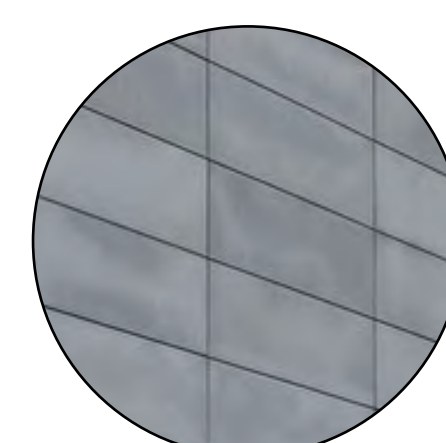
*Station entrance elevations viewed from each side, see below for materials and finishes*



Acoustic louvre screen



Architectural concrete



Glass fibre reinforced concrete panel



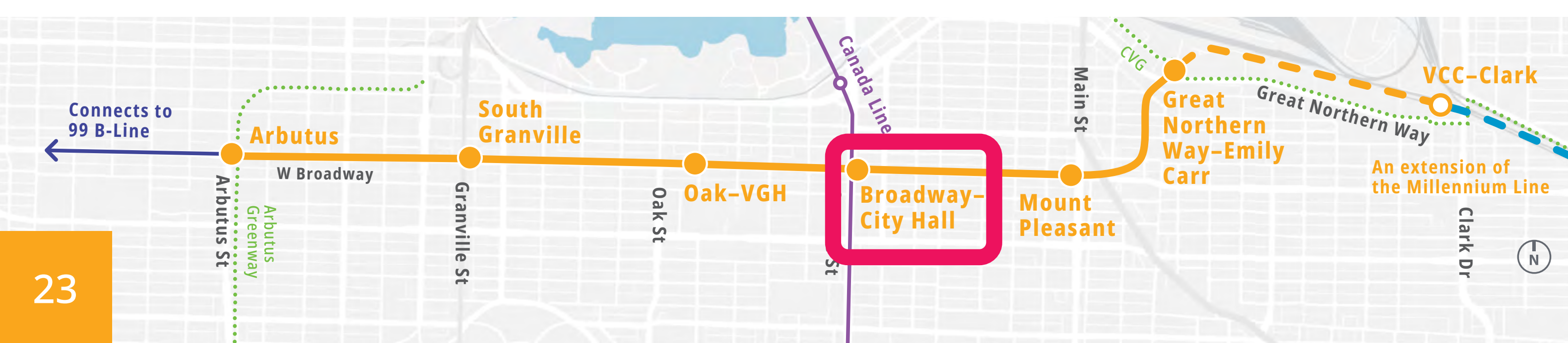
Glass wall



Station entrance coiling grille



Ventilation grille



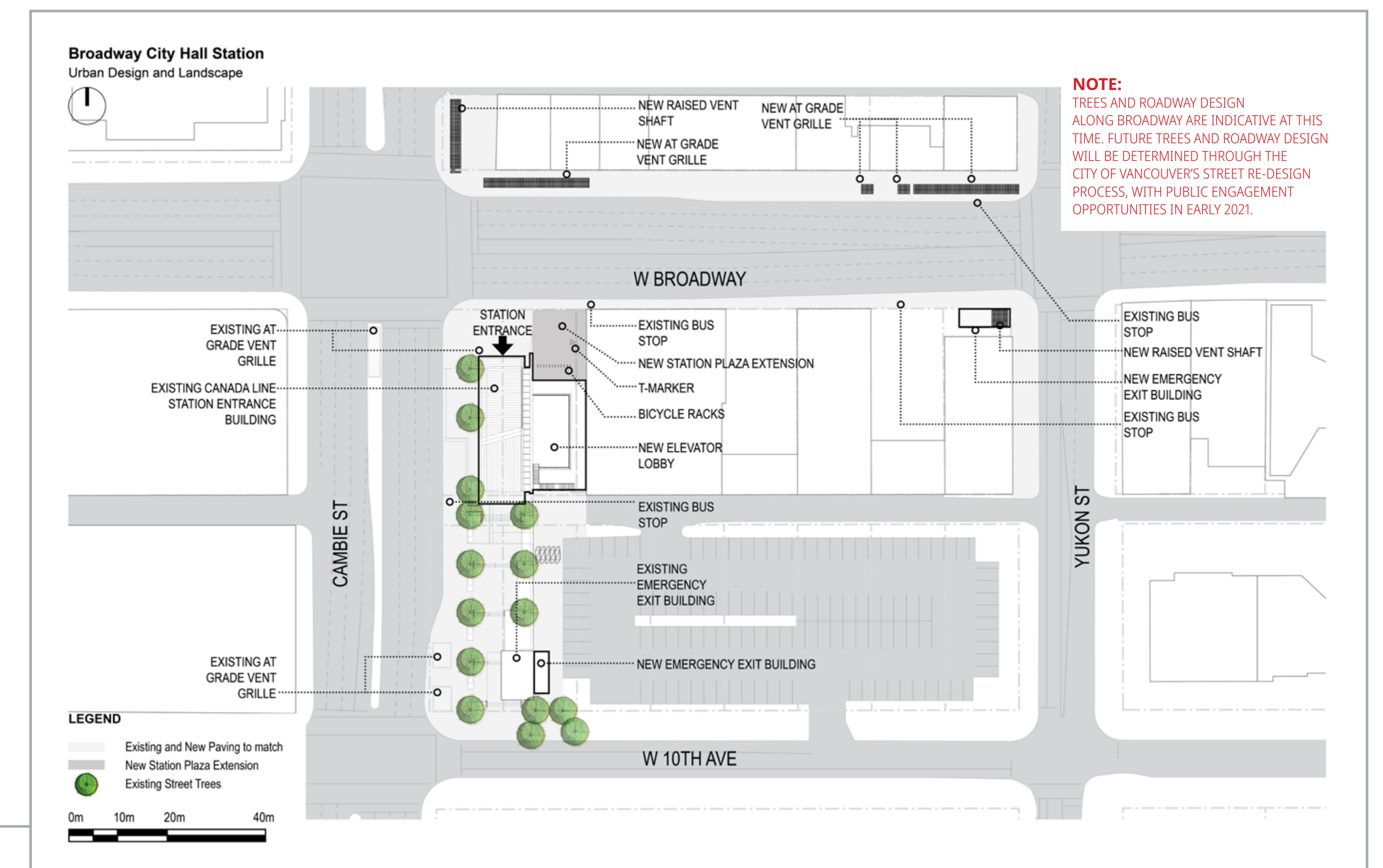


# Broadway-City Hall Station: Urban Design and Local Transport Integration

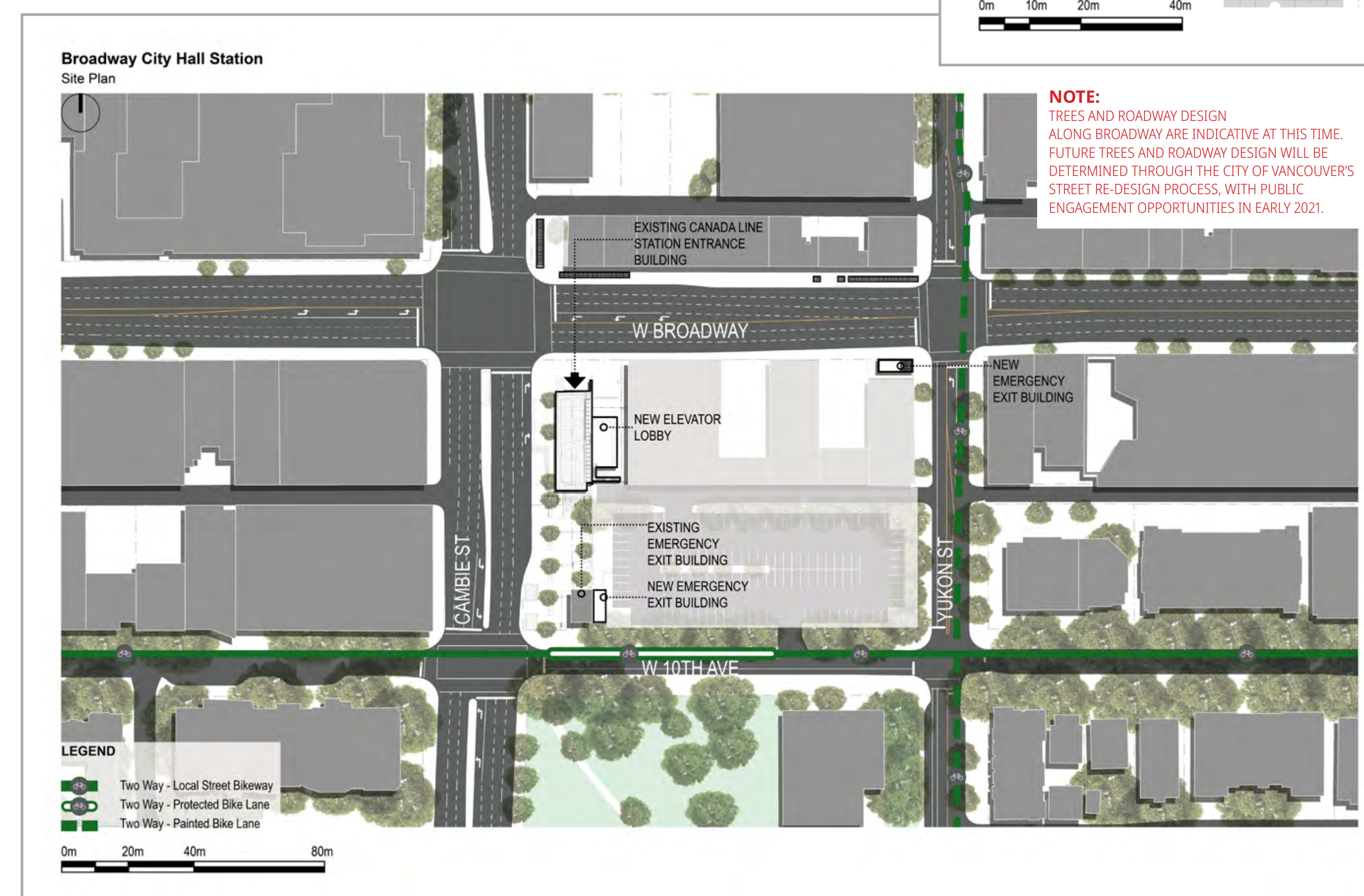
This station serves Vancouver City Hall, Mount Pleasant and the Mount Pleasant industrial area, the Vancouver General Hospital zone, and the Fairview neighbourhood. It provides a connection with the Canada Line between downtown Vancouver and Richmond, including the airport; Broadway, Cambie and Oak Street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

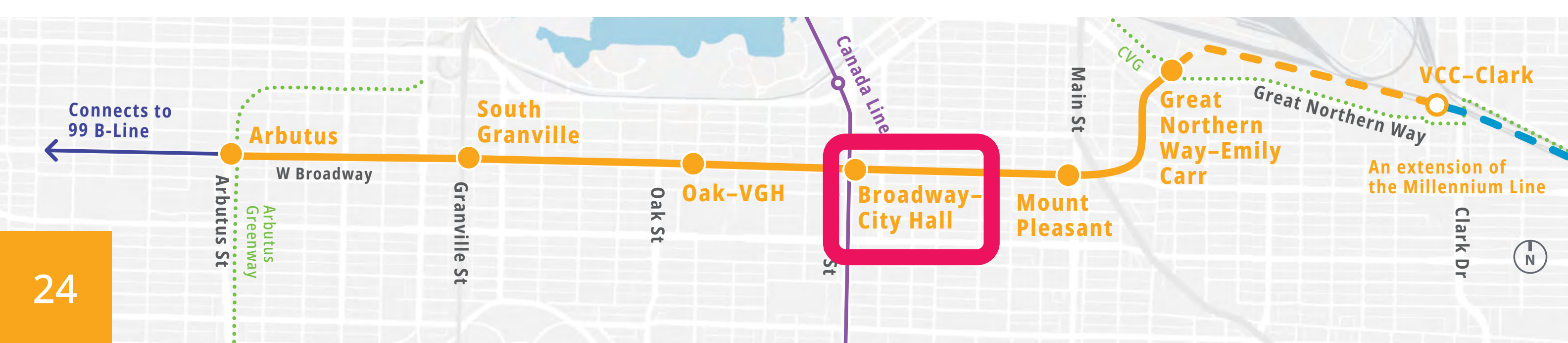


Station landscaping and external public amenities



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.

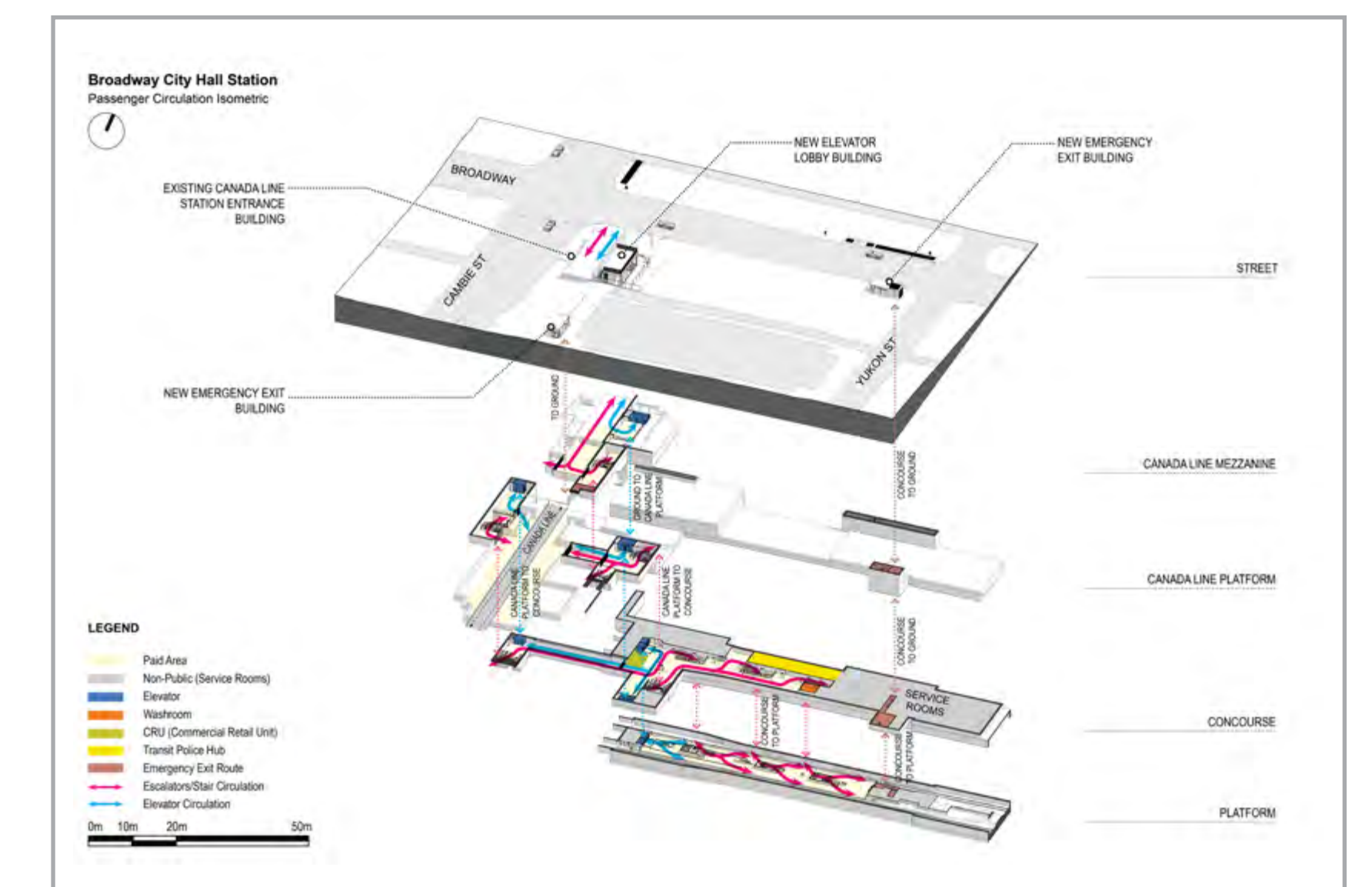




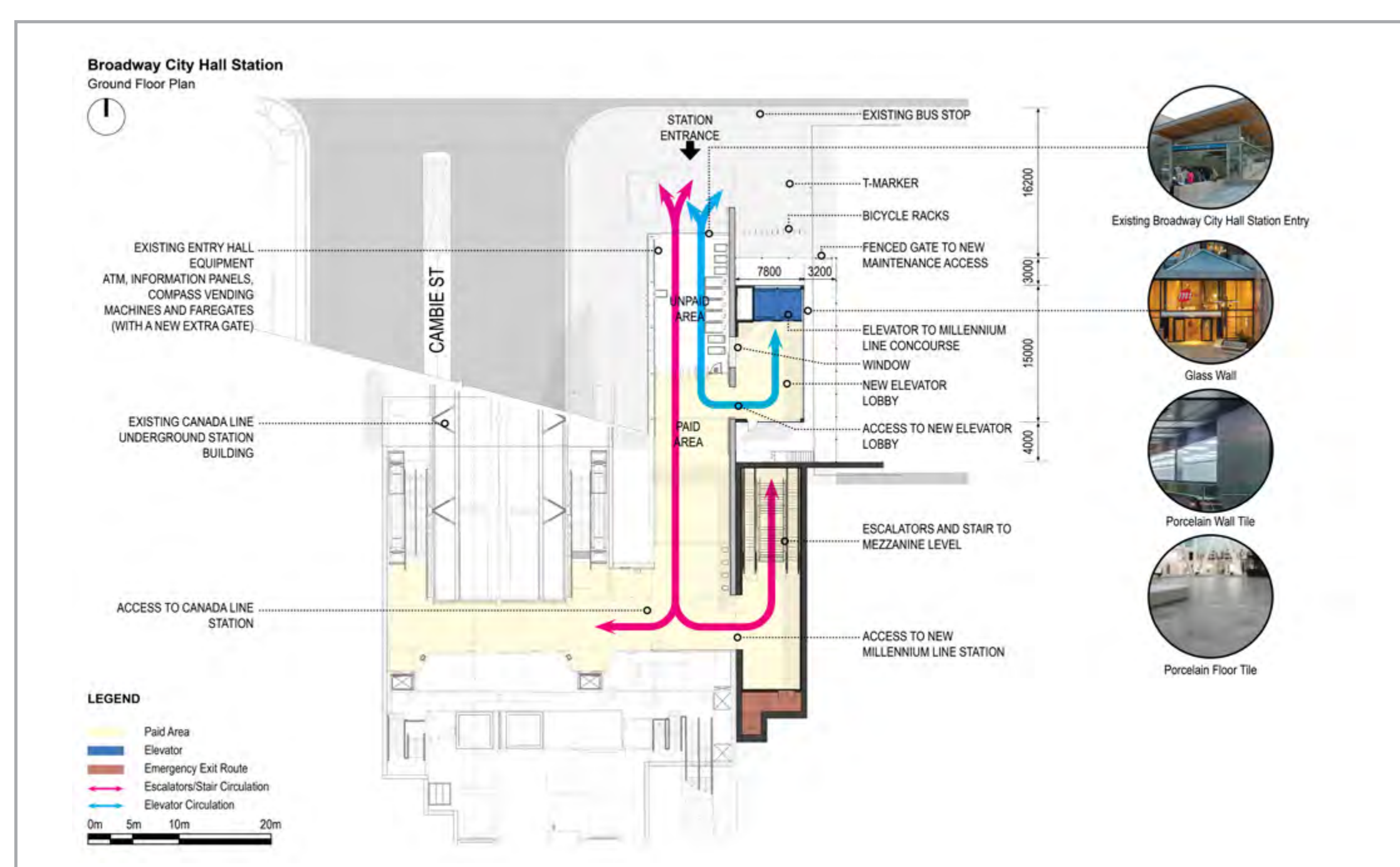
# Broadway-City Hall Station: Passenger Accessibility and Safety

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

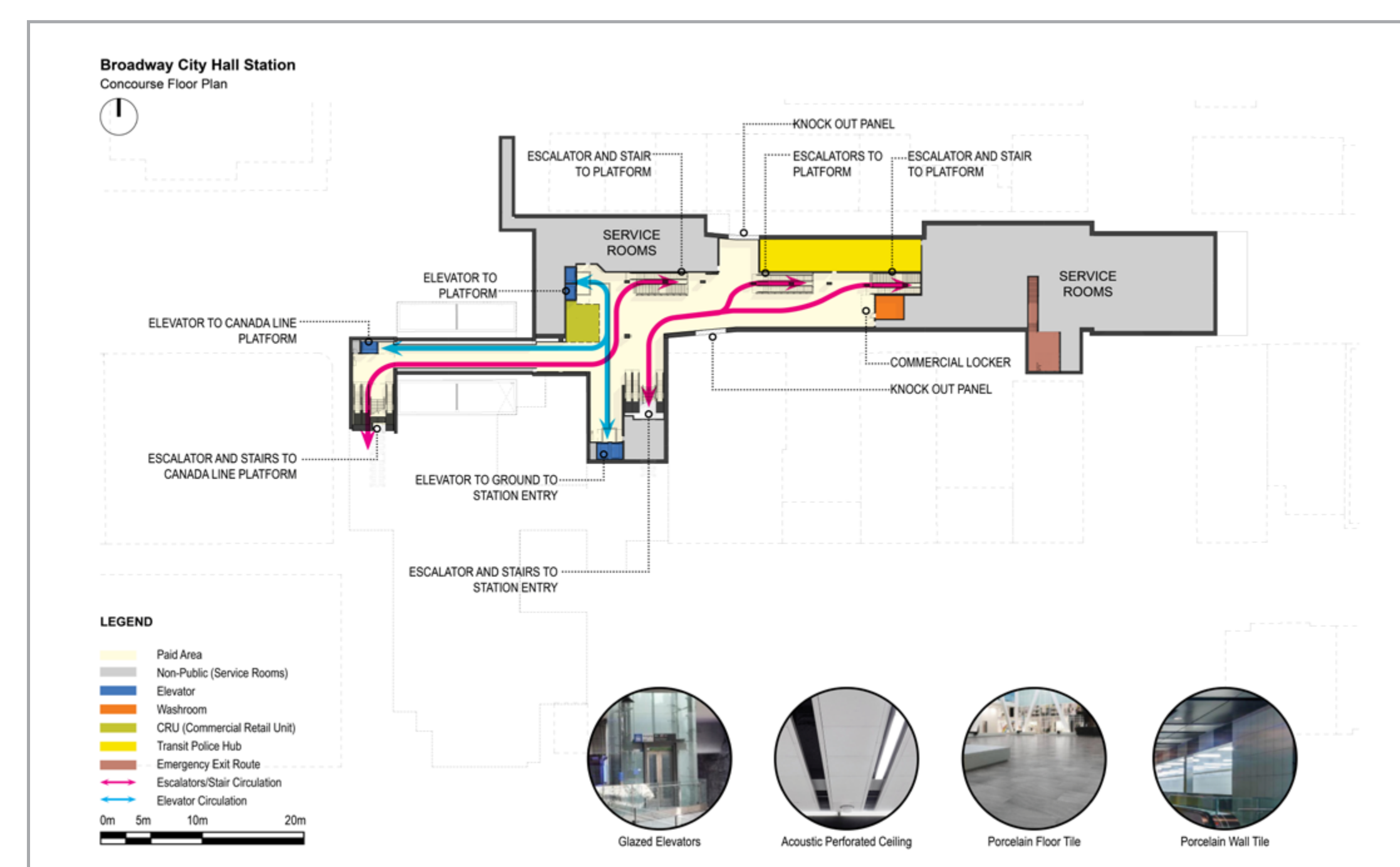
- Tactile pavement markings and sharp visual contrasts
- Dual barrier-free elevator access from entrance down to platform for patrons with mobility challenges, mobility devices and strollers
- Additional elevator from concourse-level to platform-level for the existing Canada Line
- Accessible fare gates 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



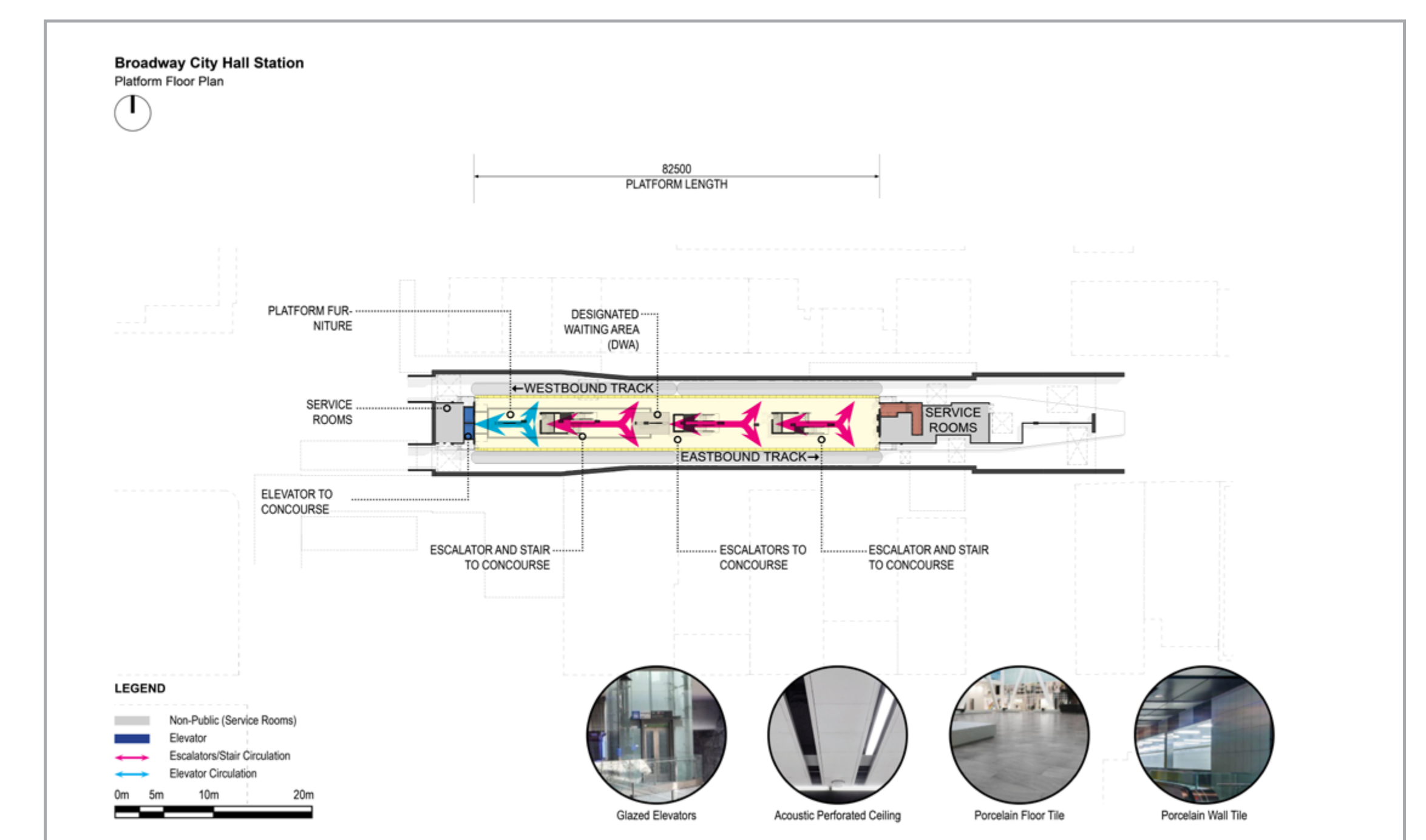
All-level floor plan, illustrating passenger circulation



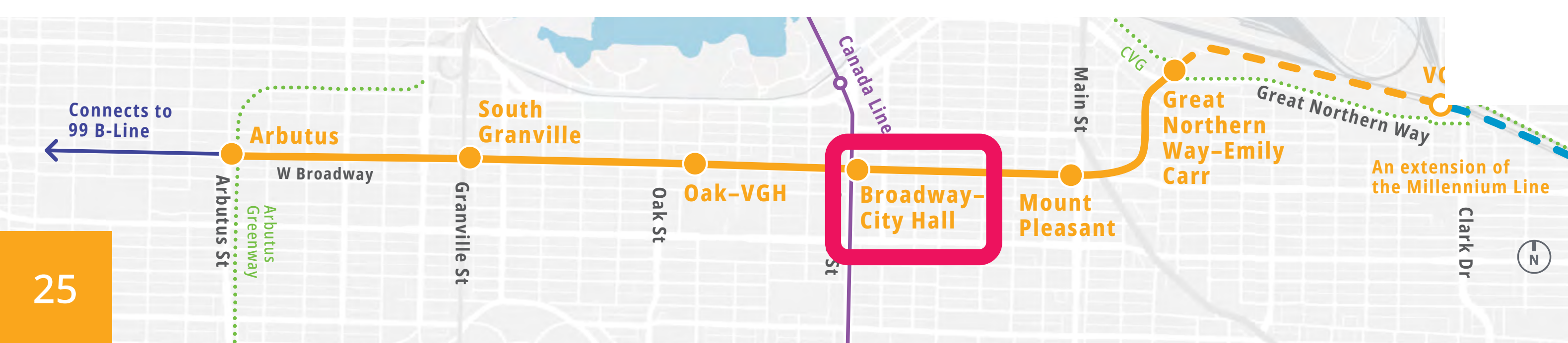
Street-level (entry way) floor plan



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



Platform-level floor plan





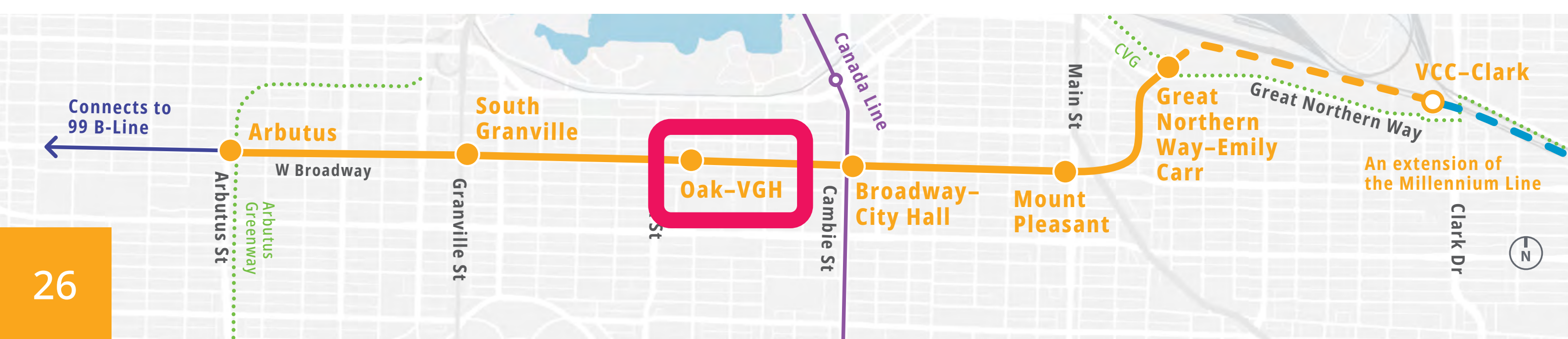
# Oak-VGH Station



Artist's rendering of station entrance in the daytime



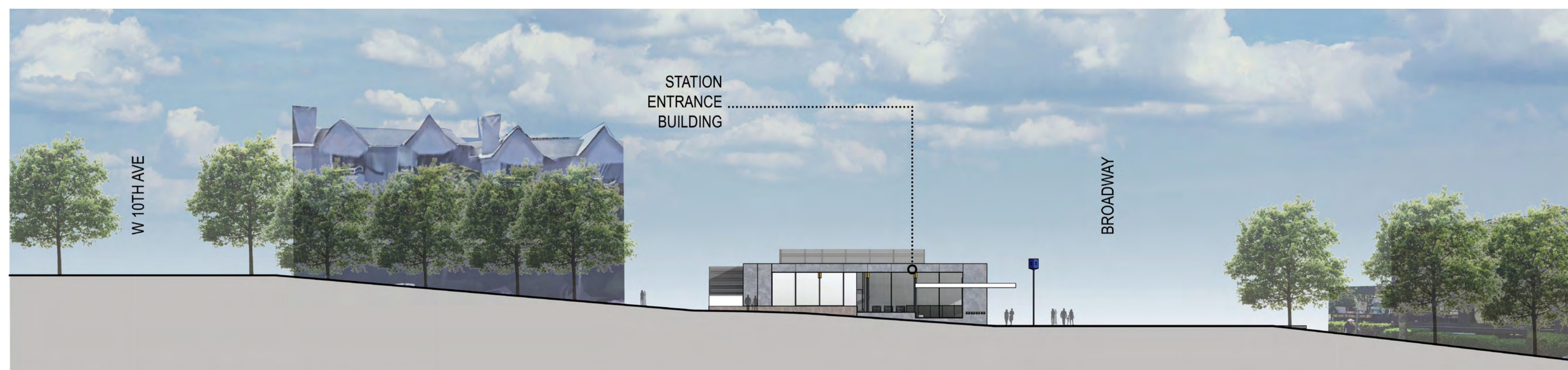
Artist's rendering of station entrance at night





# 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.

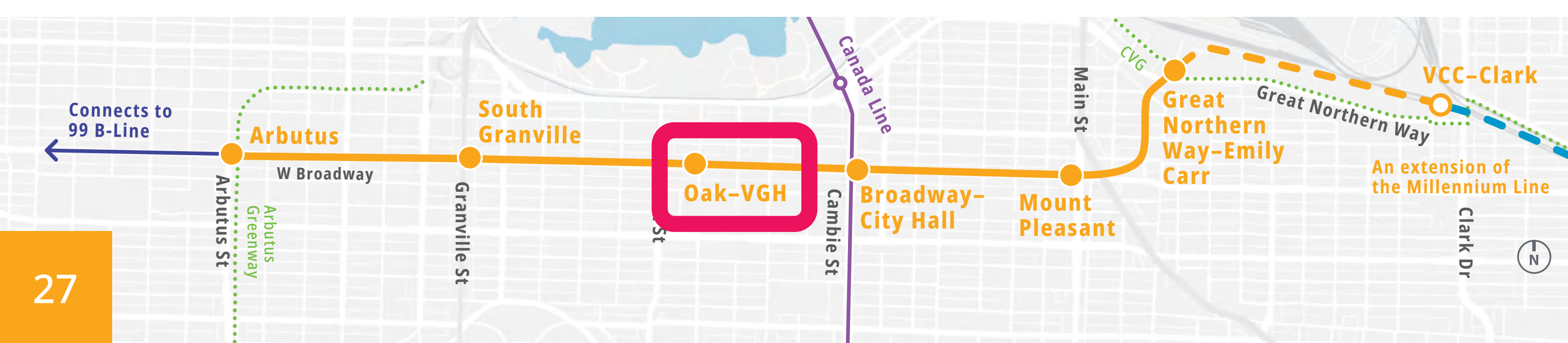


EAST (LAUREL STREET) ELEVATION



NORTH (BROADWAY) ELEVATION

Street-level view

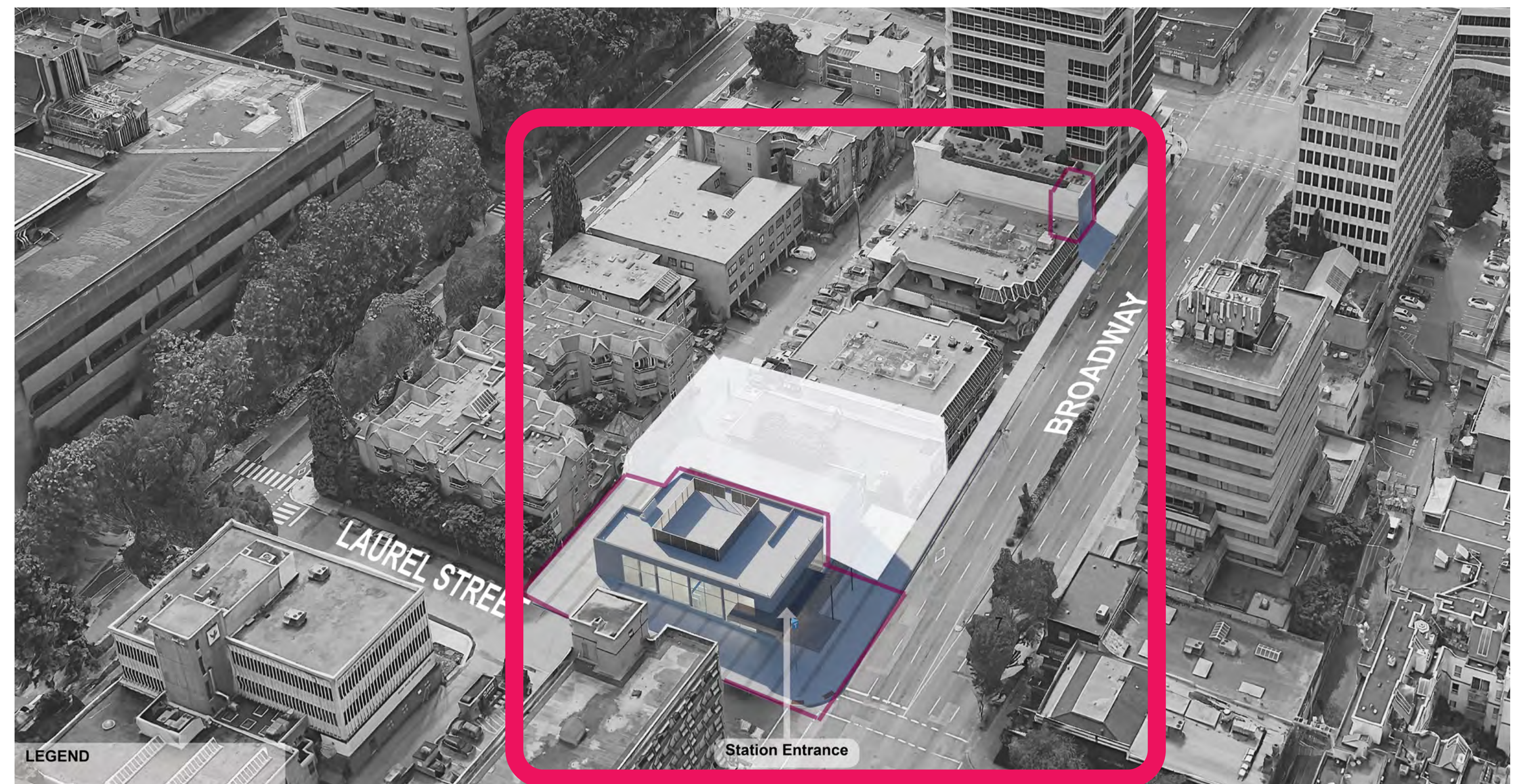




# Oak-VGH Station: Community Integration

Key station-specific features include:

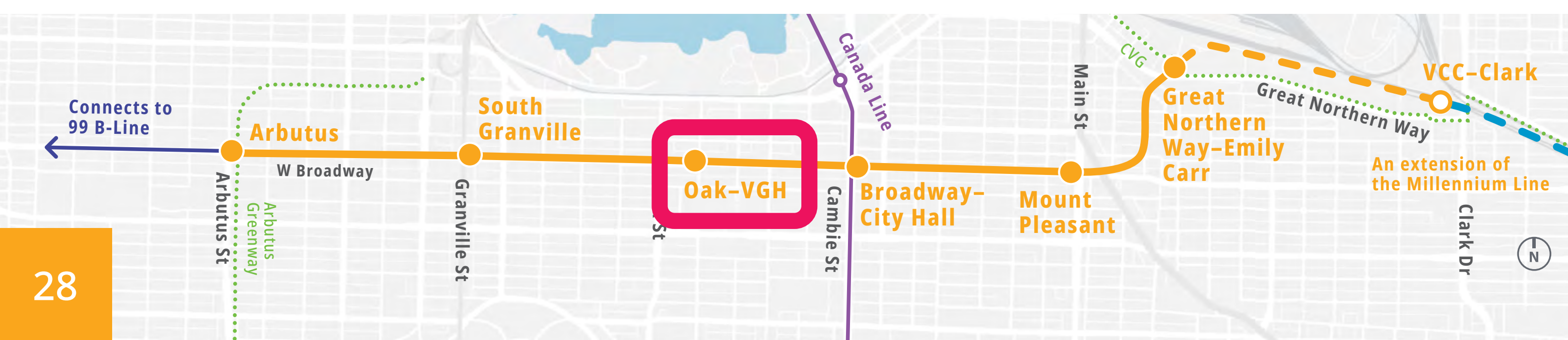
- Entrance will have minimal impact on developable lands
- Entrance is on a prominent corner that offers views to Broadway and Laurel Street through two glass walls
- Concourse-level will include space for future connections to new developments (see “knock-out” panels on board 31)
- Street-level entrance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



Station rendering, in situ (2020)



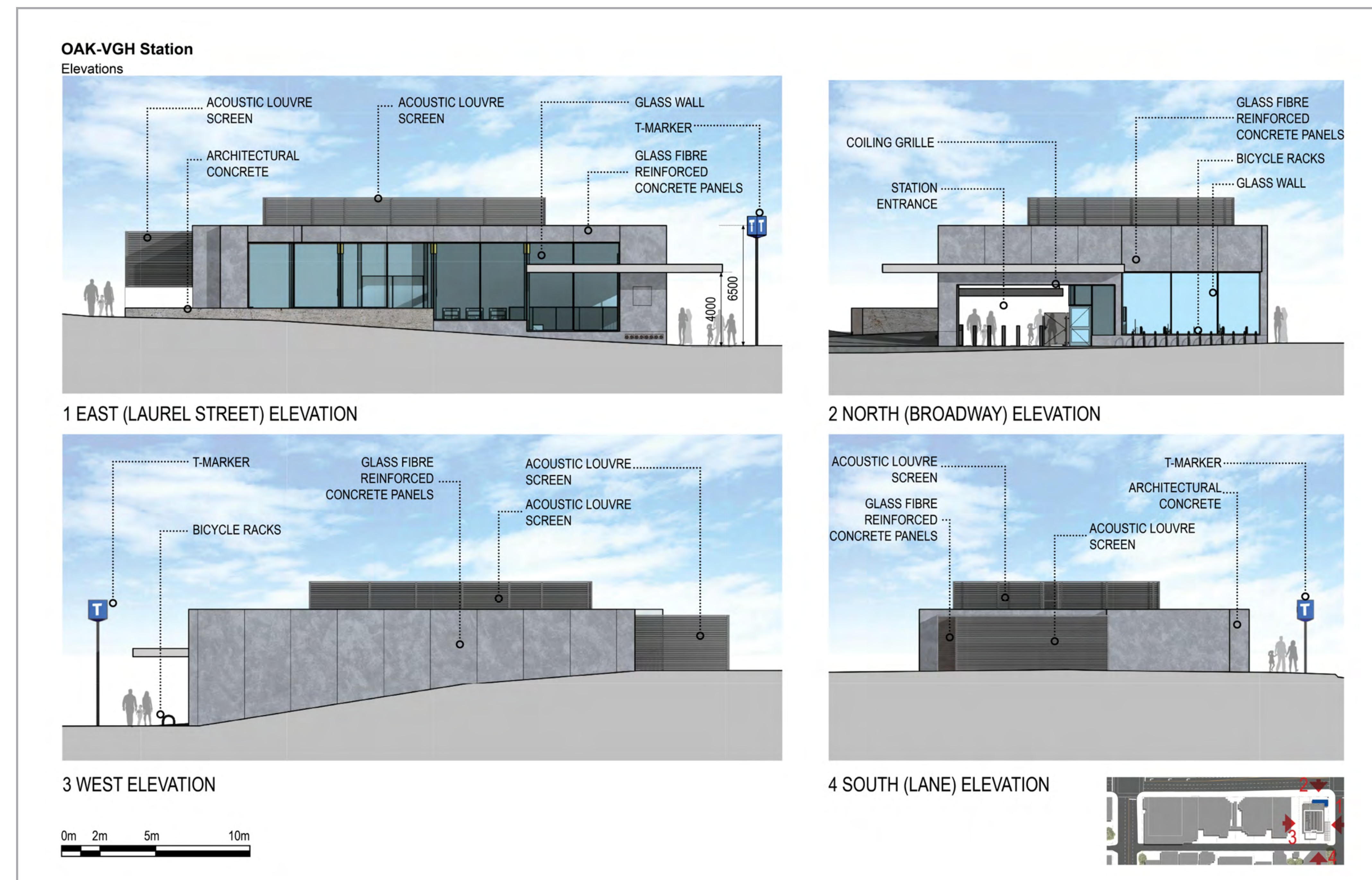
Artist's rendering of the station interior





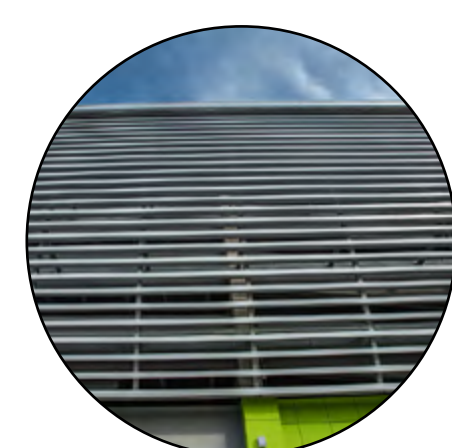
# Oak-VGH Station: External Design Perspectives

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

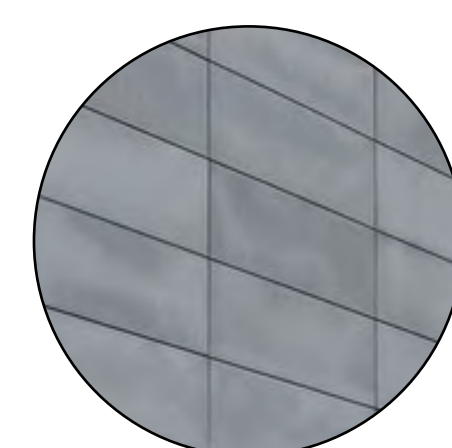
Note:  
This station's emergency exit is incorporated within an existing building to the west, not shown here.



Acoustic louvre screen



Architectural concrete



Glass fibre reinforced concrete panel



Glass wall



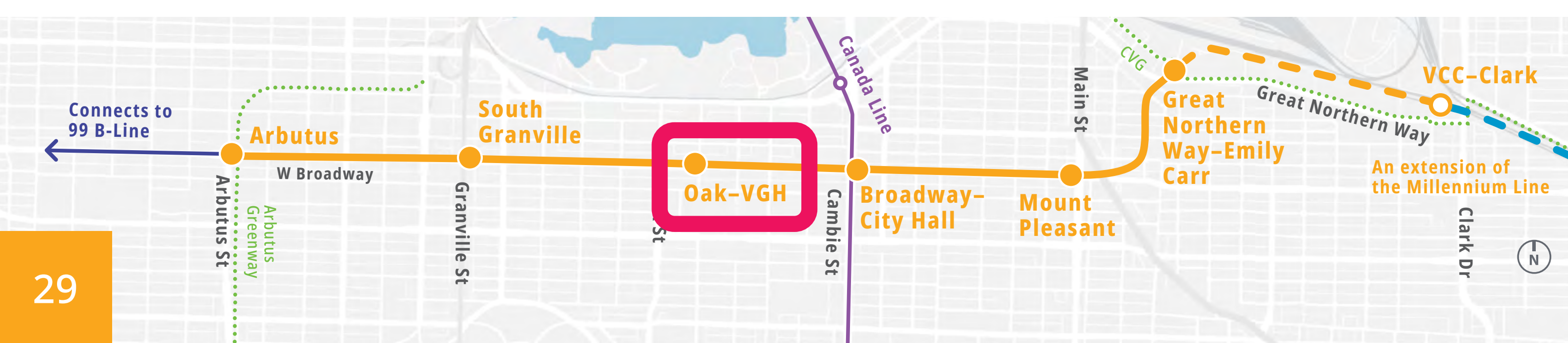
Station entrance coiling grille



Ventilation grille



Wood ceiling



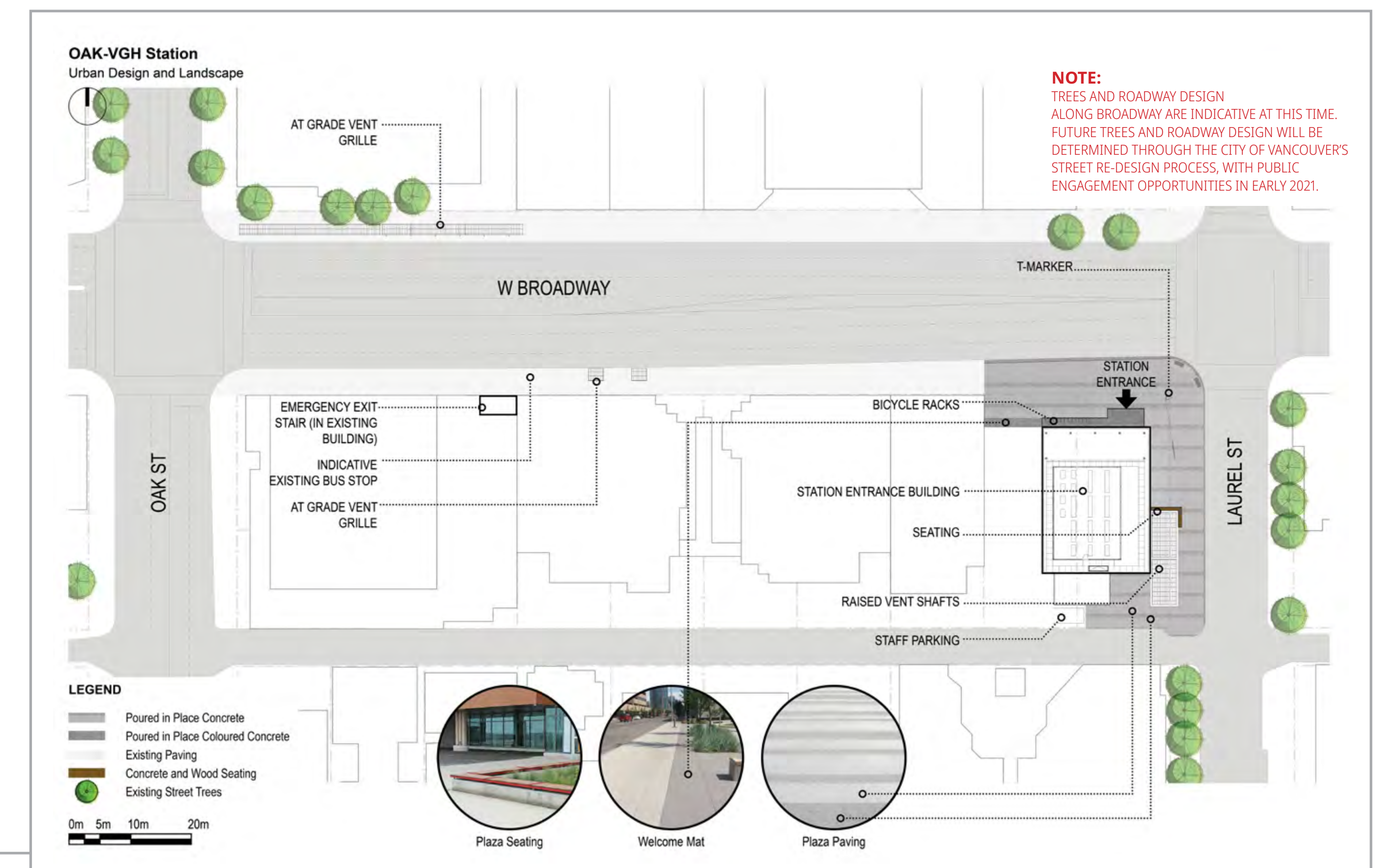


# Oak-VGH Station: Urban Design and Local Transport Integration

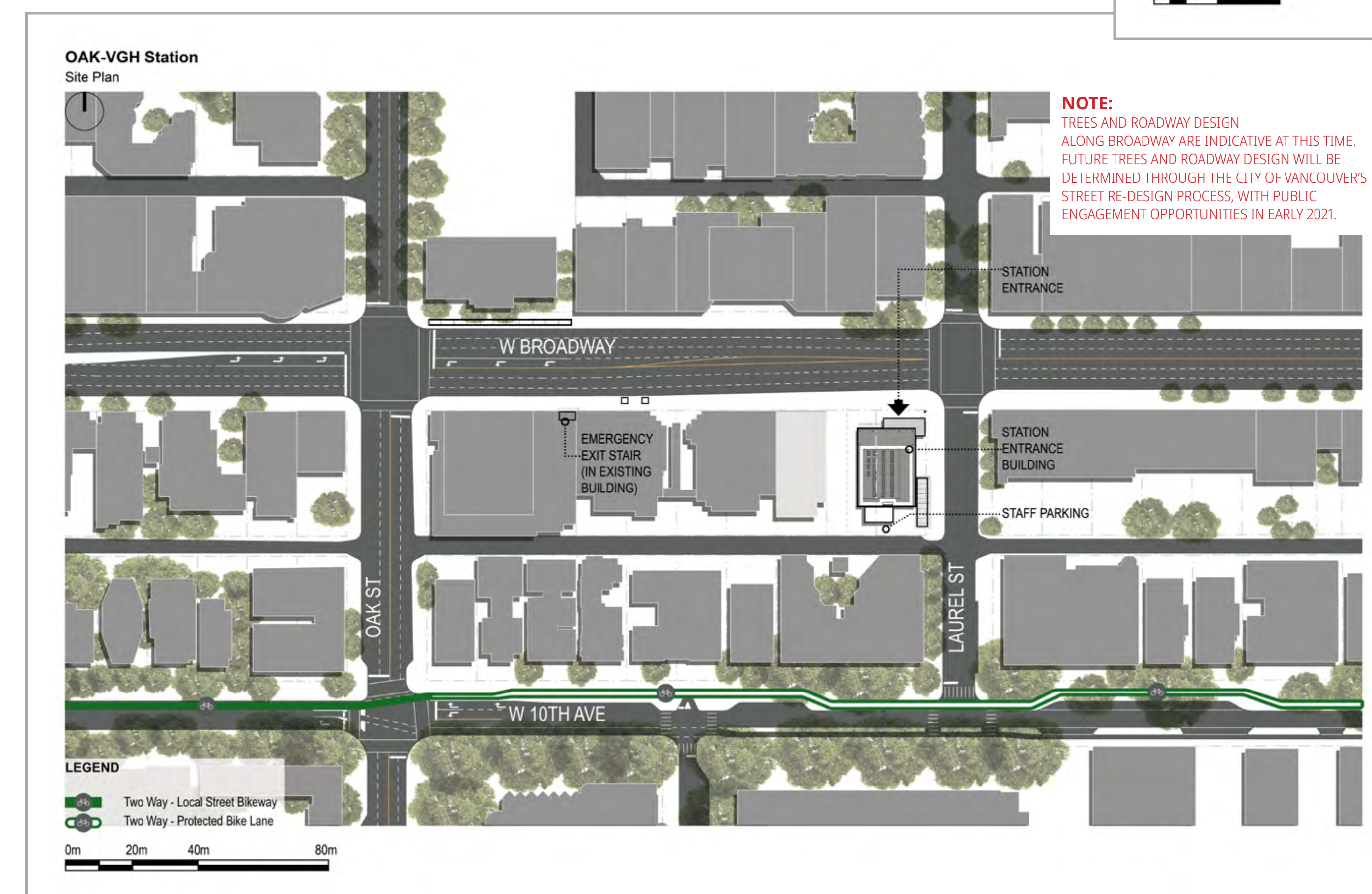
This station will provide better access to Vancouver General Hospital, and the rest of the hospital zone, and to the Fairview neighbourhood.

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

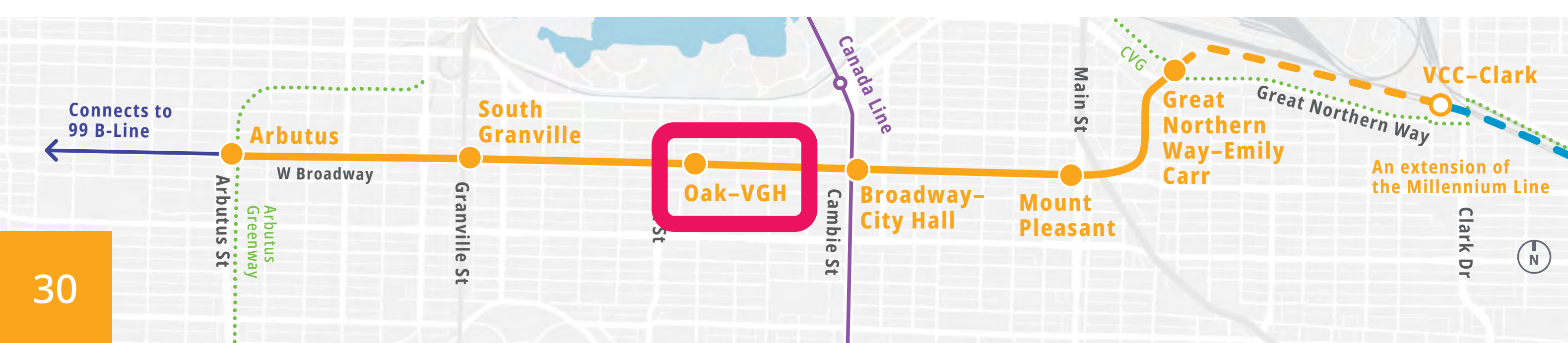


Station landscaping and external public amenities



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.

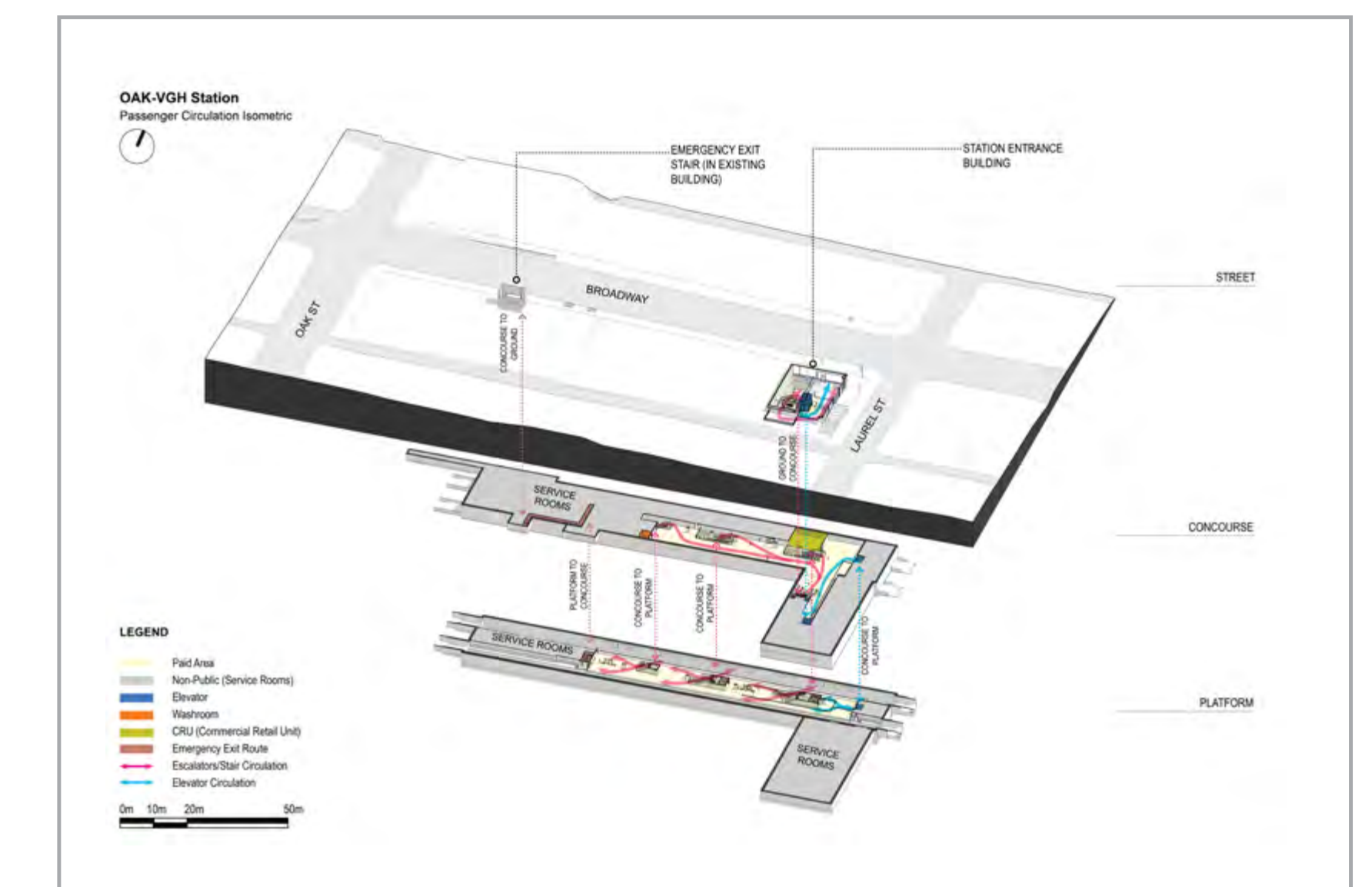




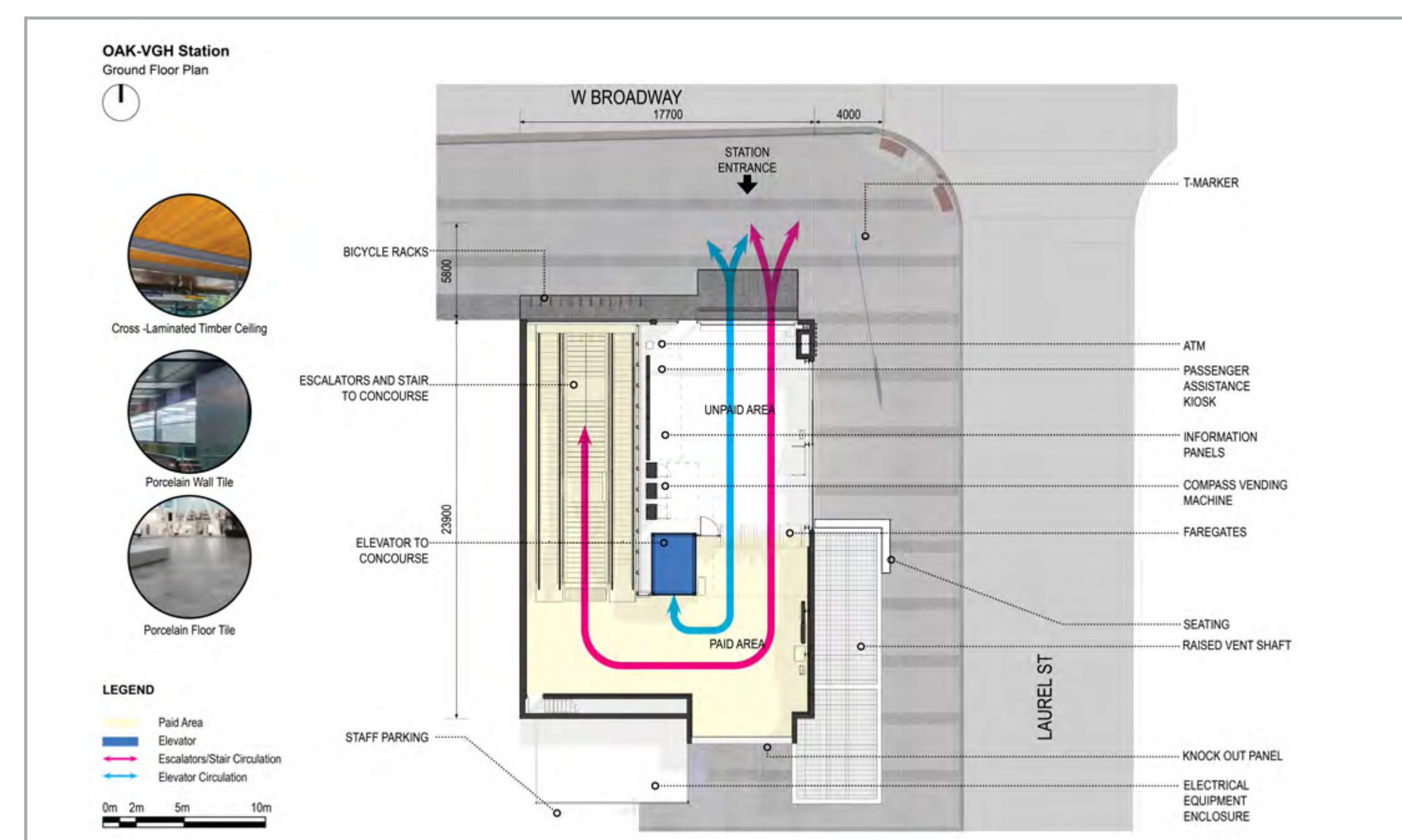
# Oak-VGH Station: Passenger Accessibility and Safety

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

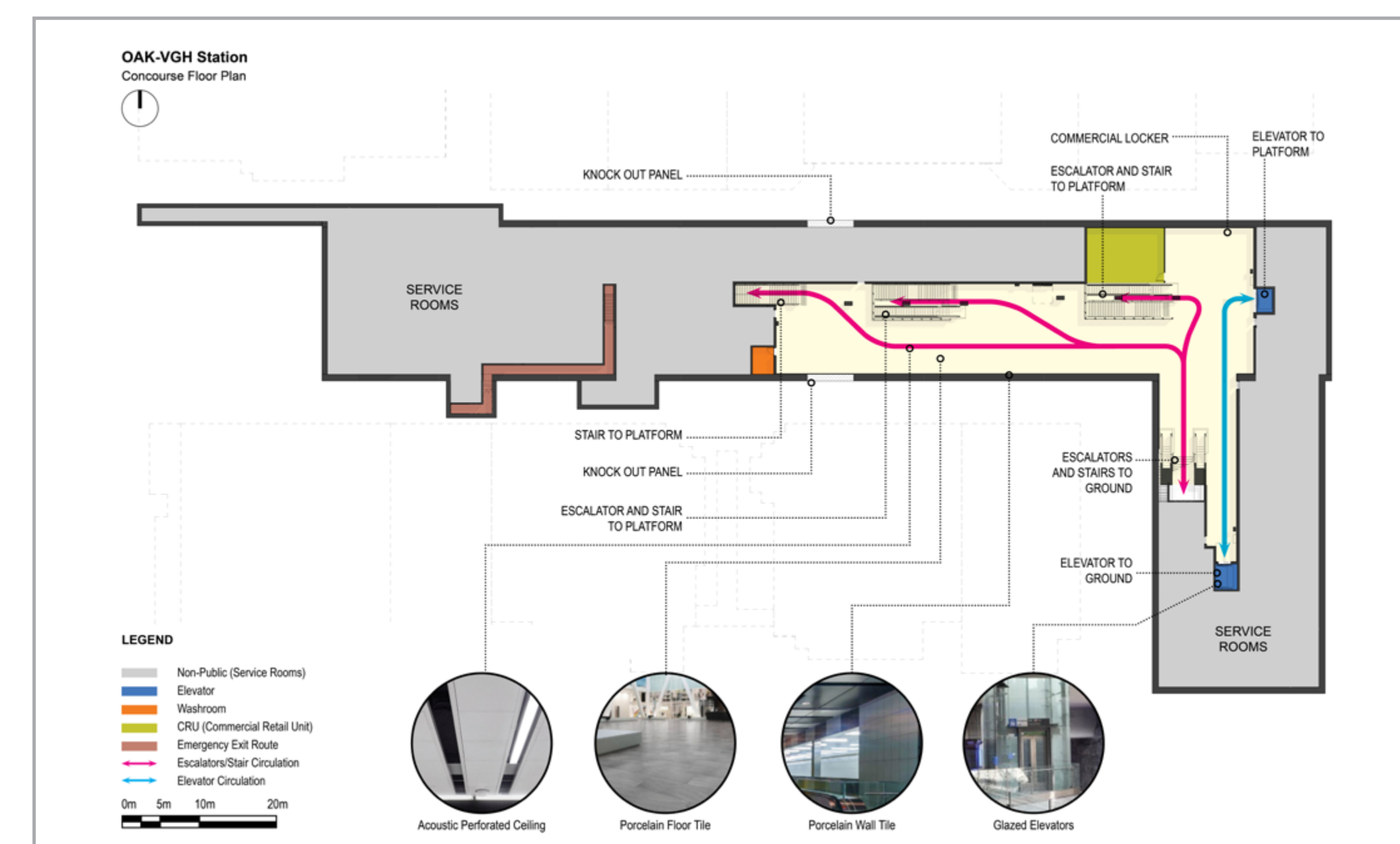
- Tactile pavement markings and sharp visual contrasts
- Barrier-free elevator access for patrons with mobility challenges, mobility devices and strollers
- Accessible fare gates and ticket vending machines located to avoid cross-flows, minimizing congestion
- CPTED features that enhance safety measures,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



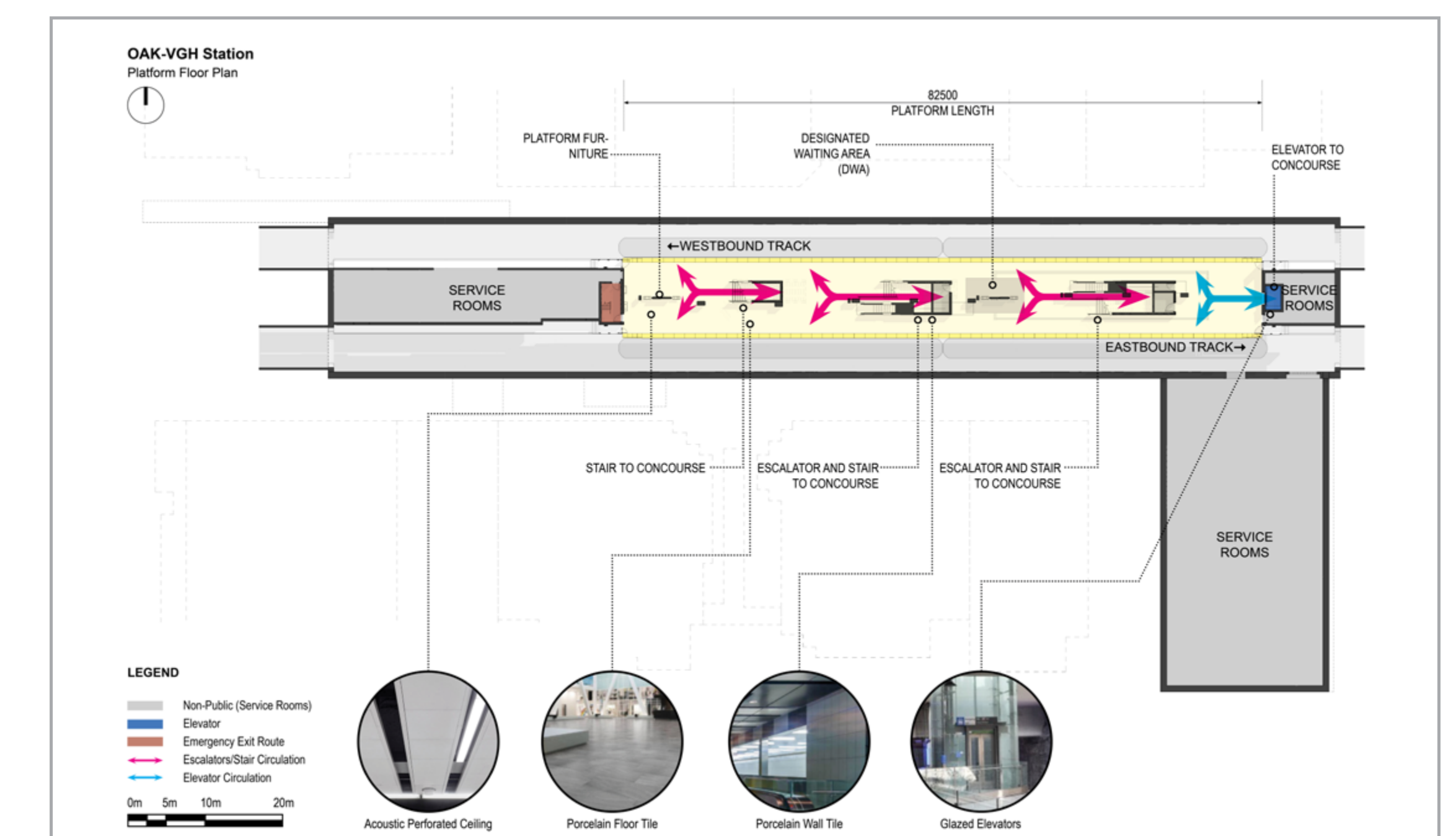
All-level floor plan, illustrating passenger circulation



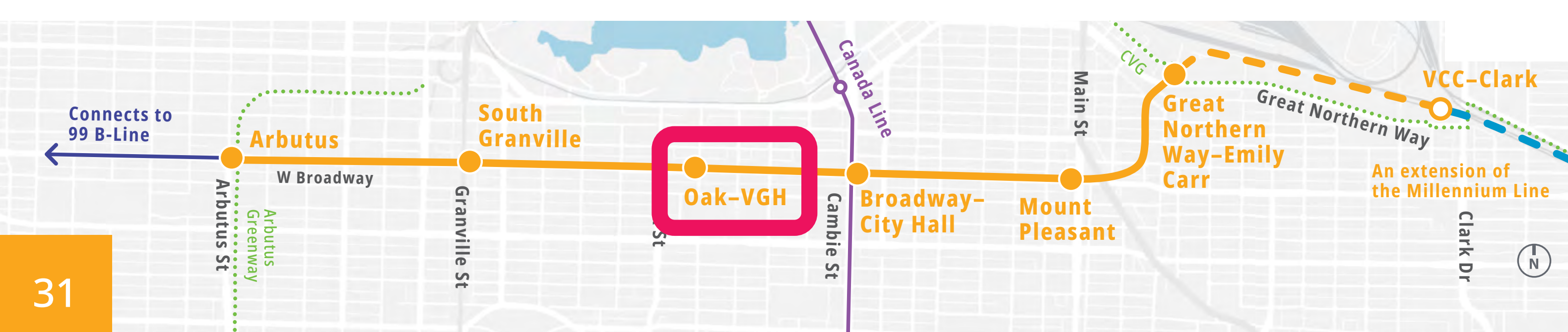
Street-level (entry way) floor plan



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



Platform-level floor plan





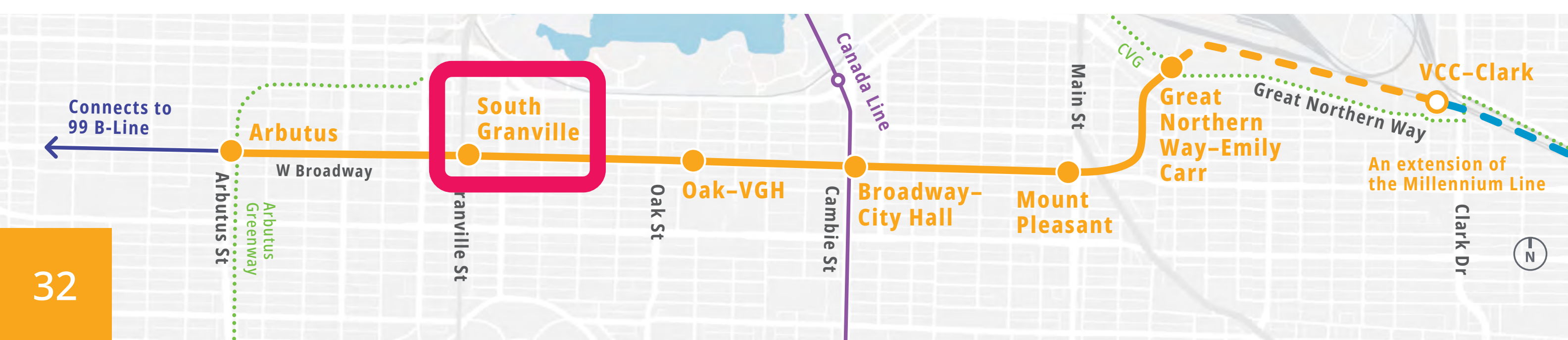
# South Granville Station



Artist's rendering of station entrance in the daytime



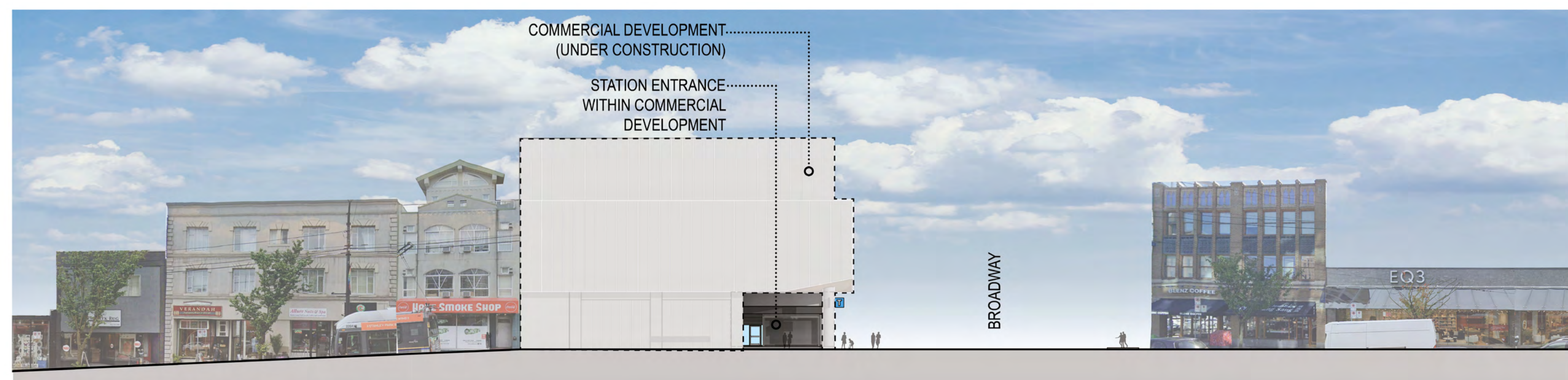
Artist's rendering of station entrance at night



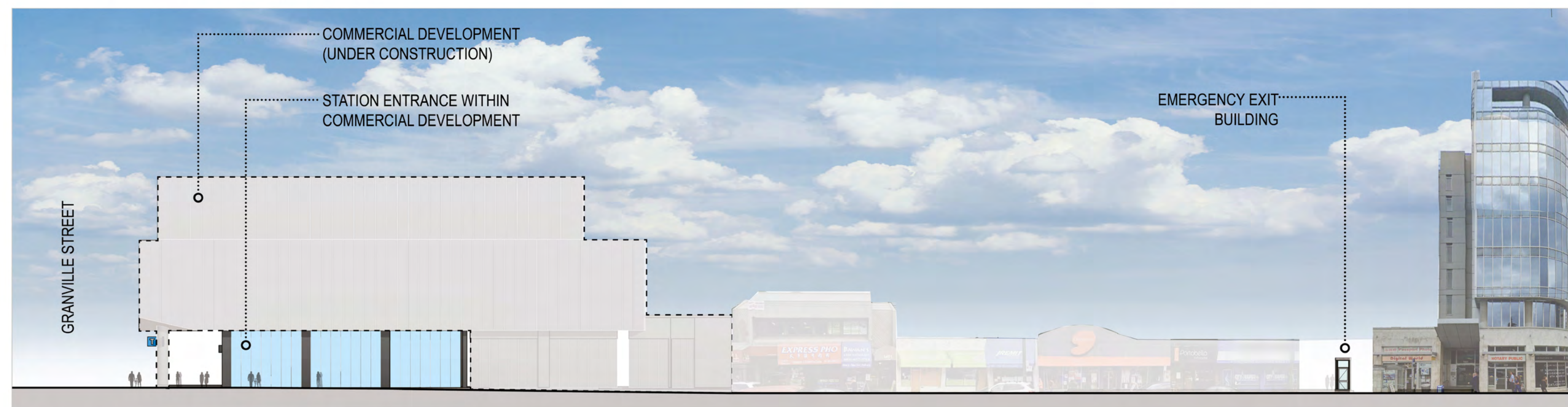


# South Granville Station: Community Integration

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.

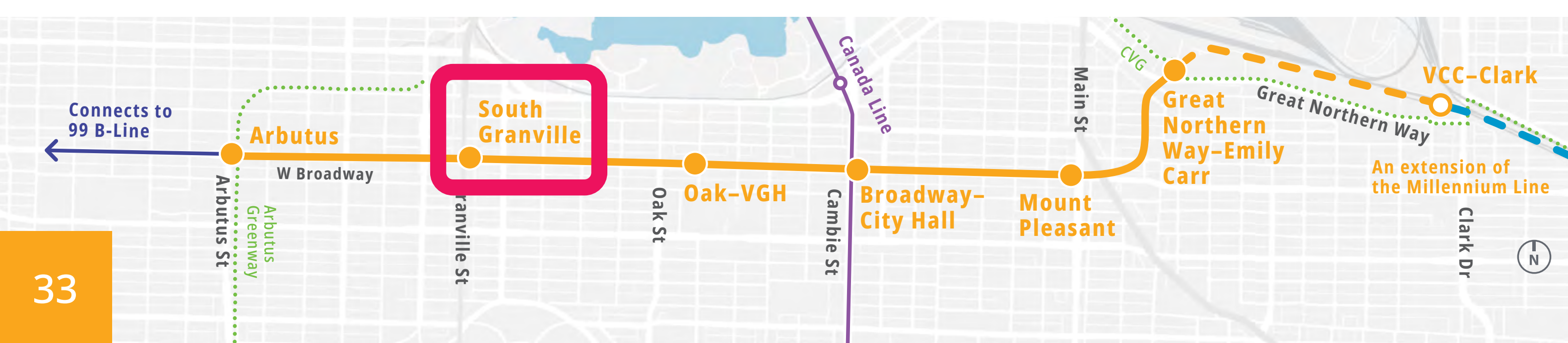


WEST (GRANVILLE STREET) ELEVATION



SOUTH (BROADWAY) ELEVATION

Street-level view



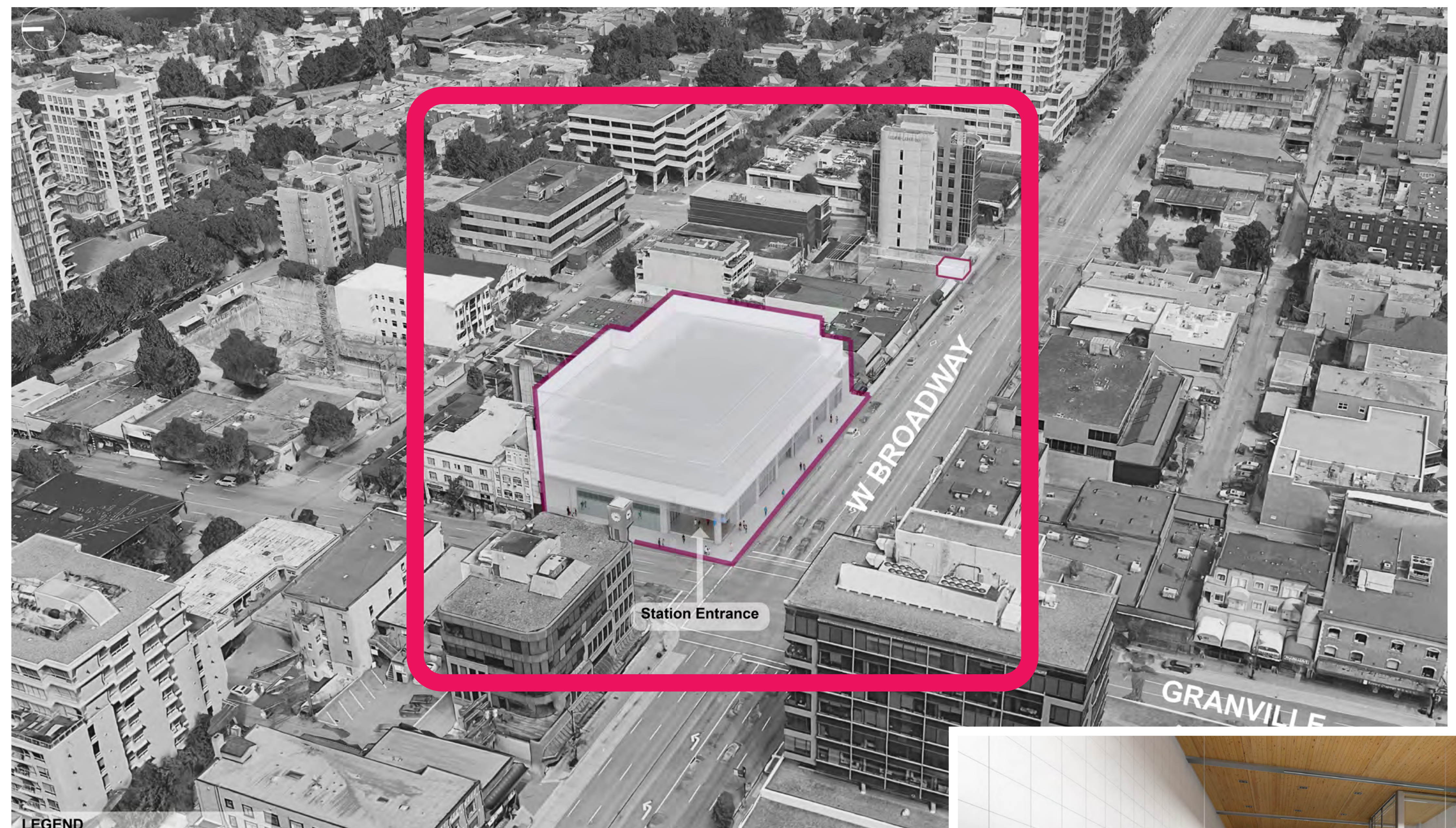


# South Granville Station: Community Integration

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.

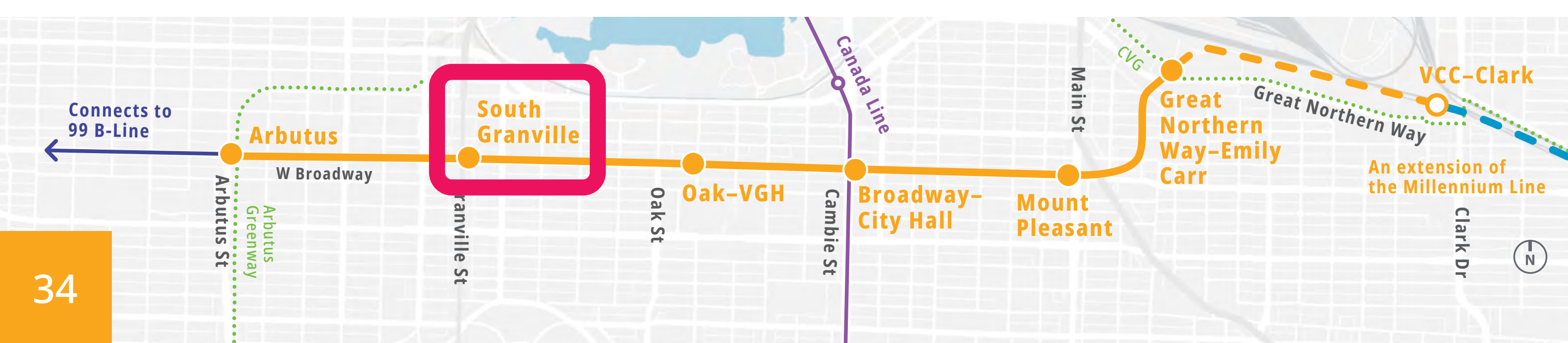
Key station-specific features include:

- 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)

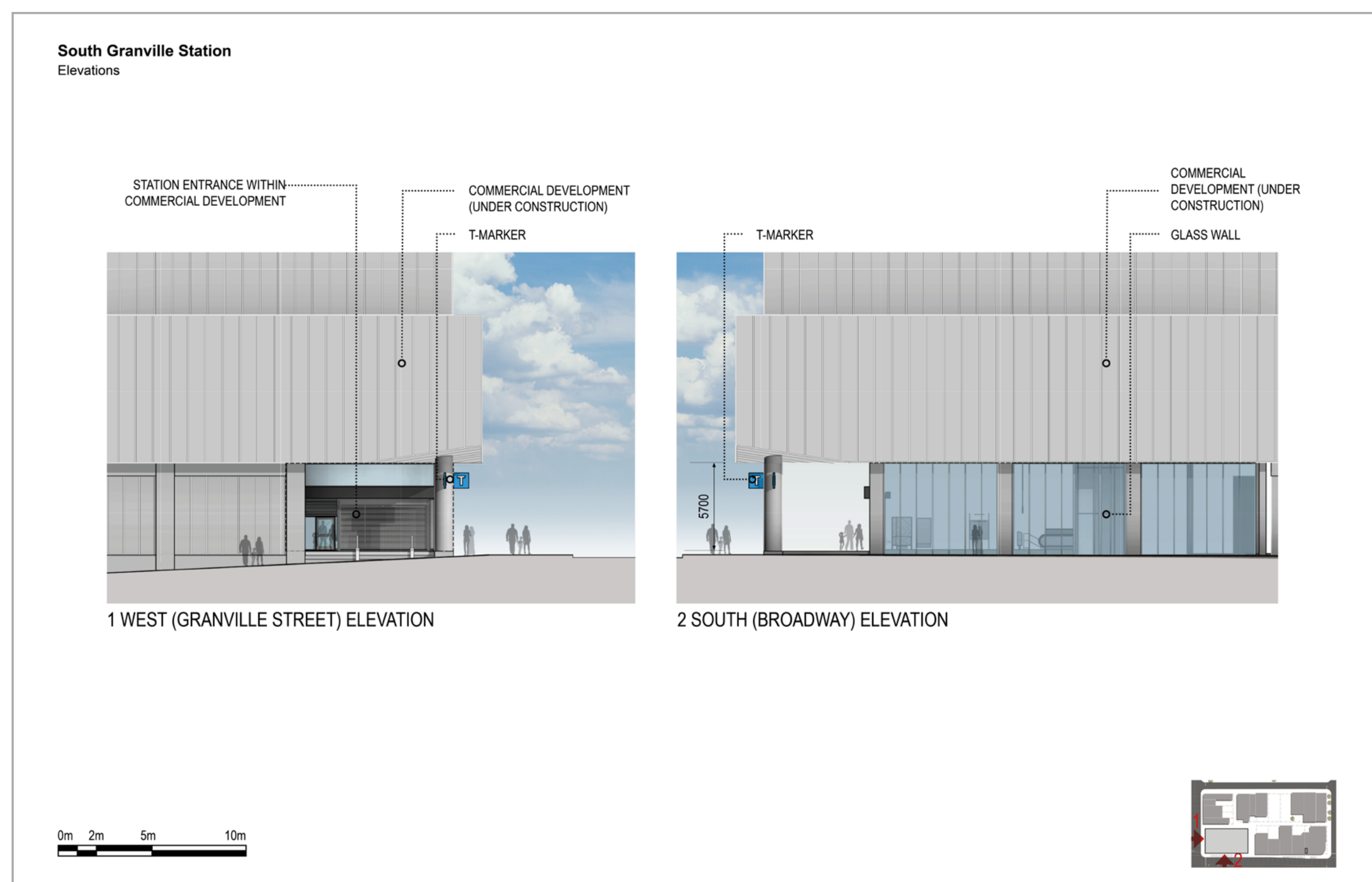
Artist's rendering of the station interior



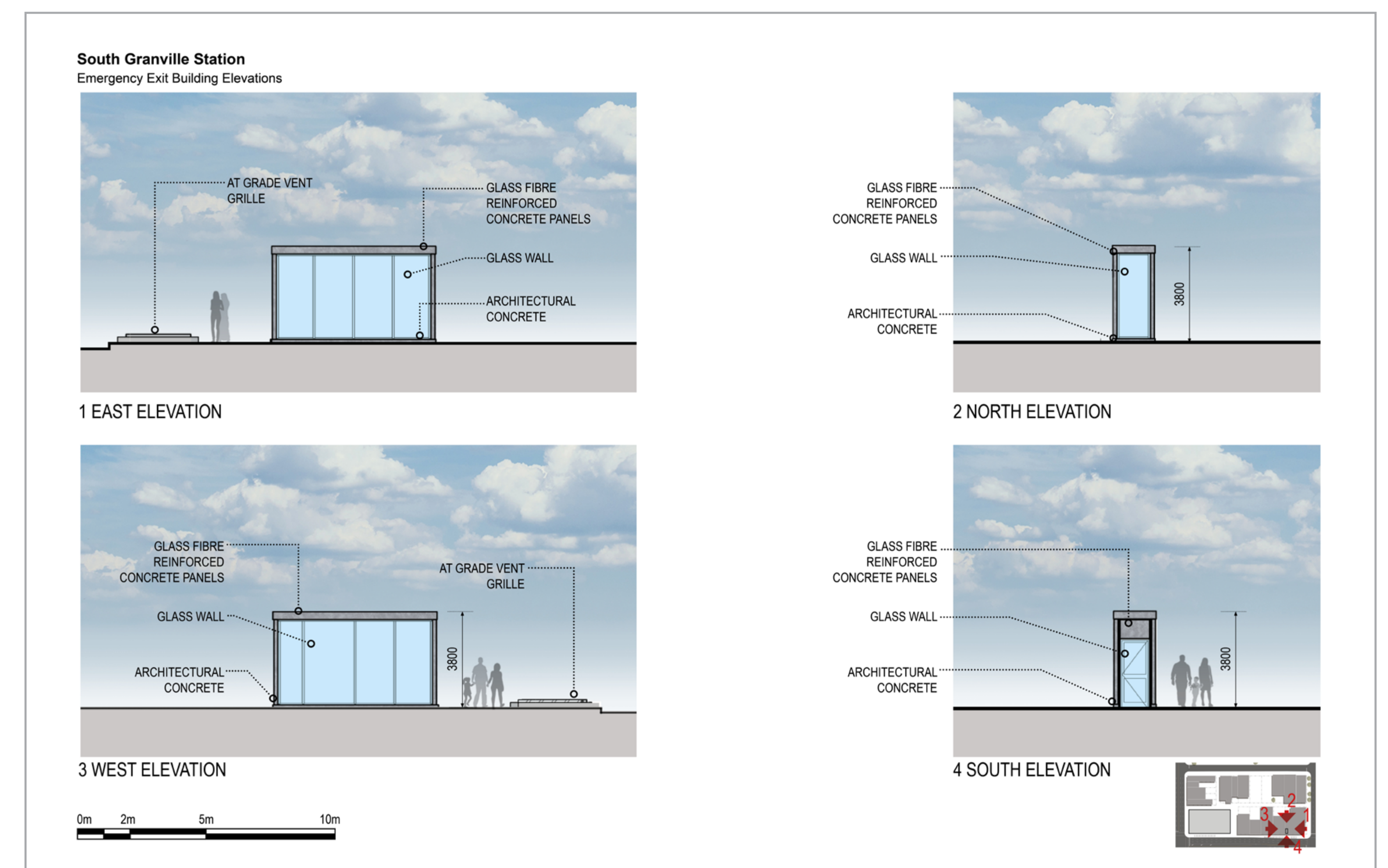


# South Granville Station: External Design Perspectives

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



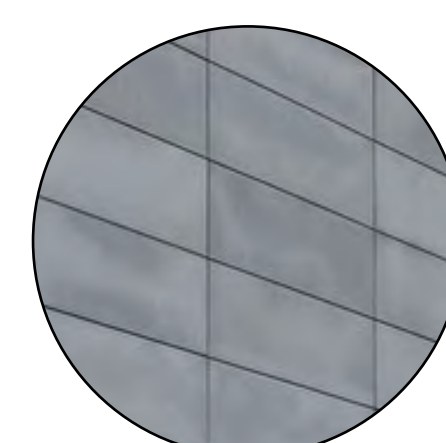
Emergency entrance elevations viewed from each side, see below for materials and finishes, see board 36 for locations



Acoustic louvre screen



Architectural concrete



Glass fibre reinforced concrete panel



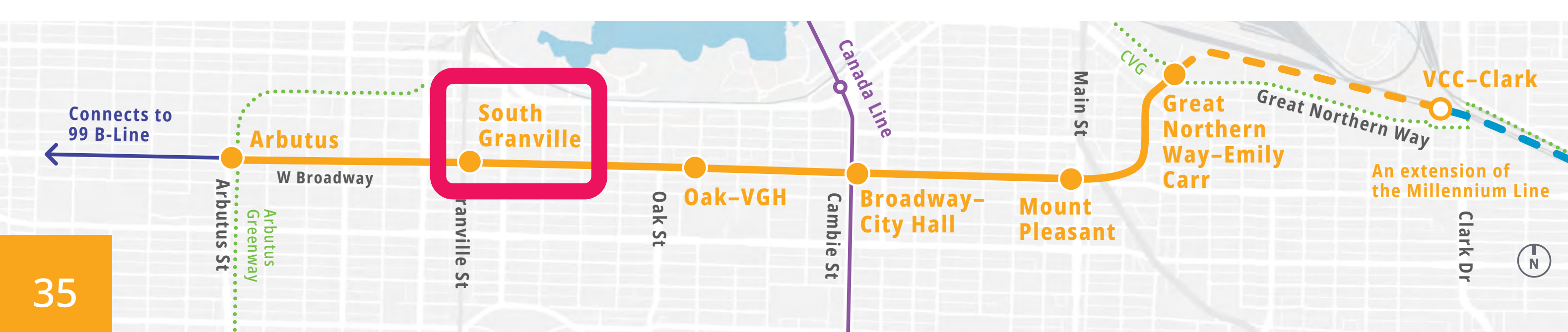
Glass wall



Station entrance coiling grille



Ventilation grille





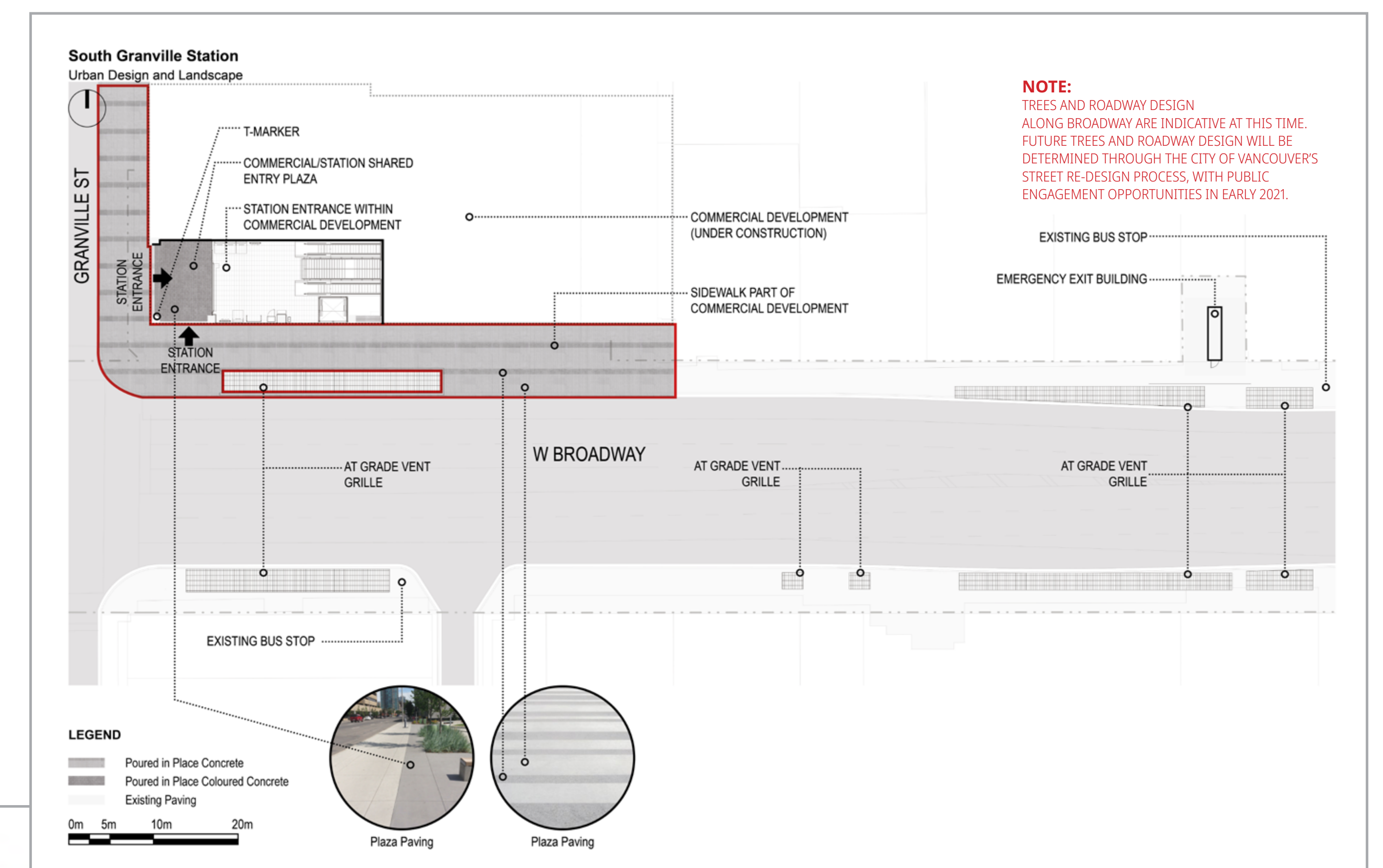
# South Granville Station:

## Urban Design and Local Transport Integration

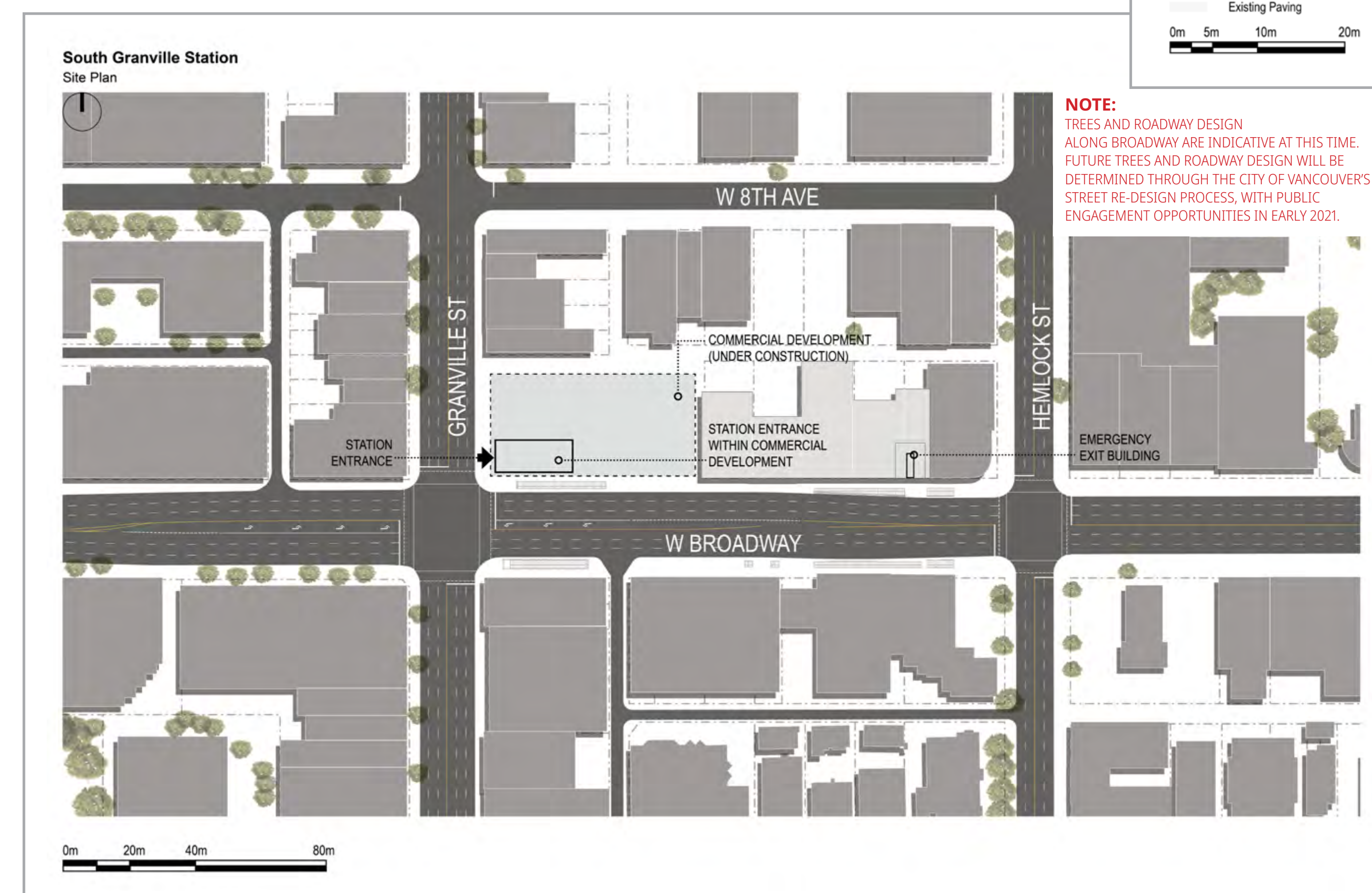
This station serves the Fairview, South Granville and False Creek neighbourhoods and is being integrated with a development already under way. It provides an interchange with Granville Street bus lines to downtown Vancouver and to Granville Island, one of Vancouver's busiest tourist attractions.

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

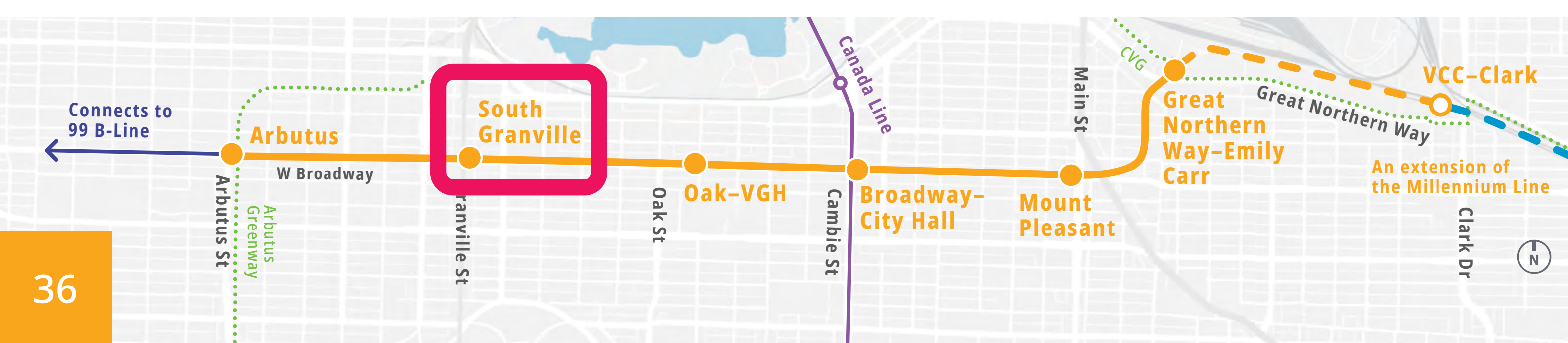


Station landscaping and external public amenities



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.

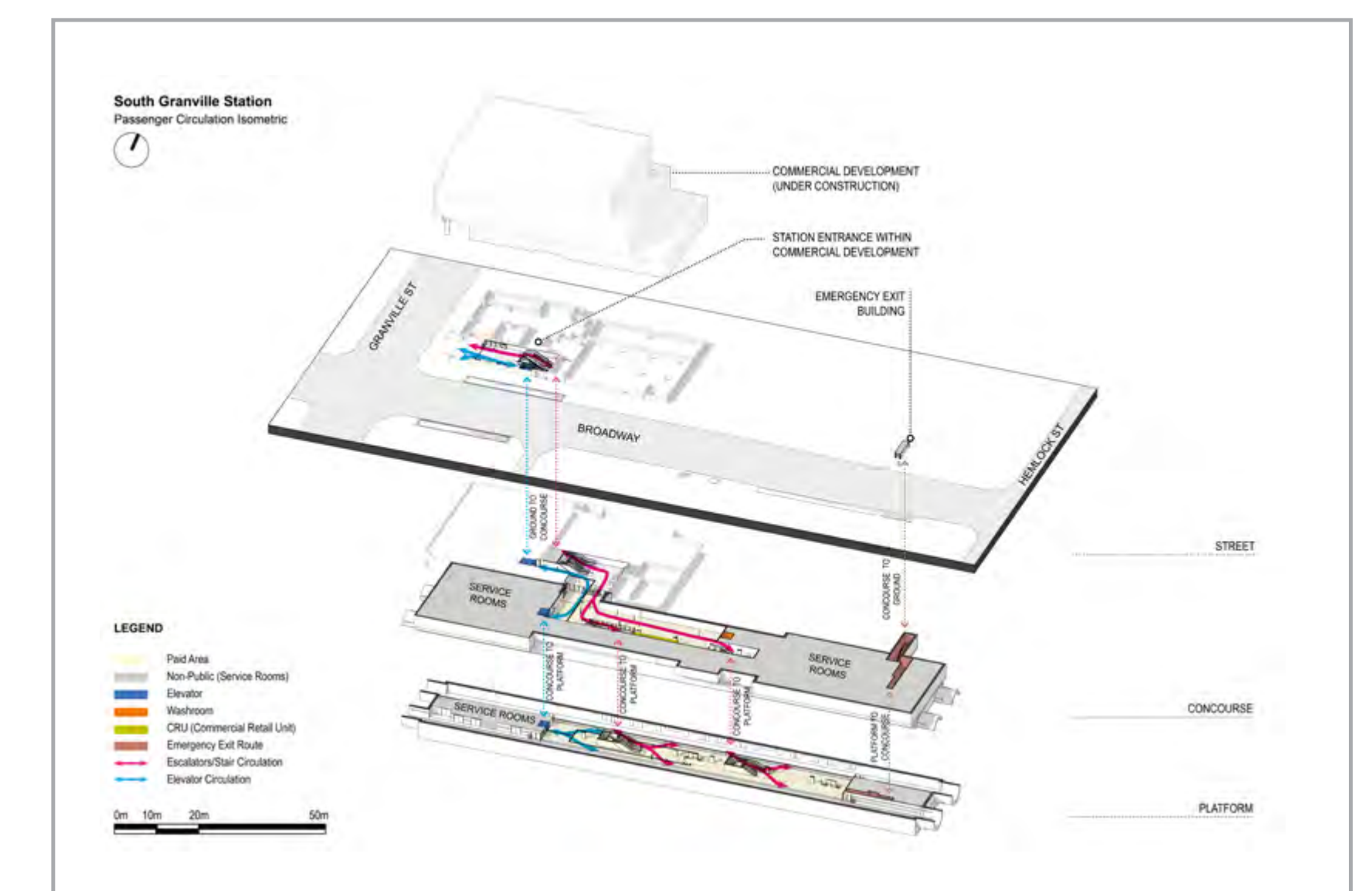




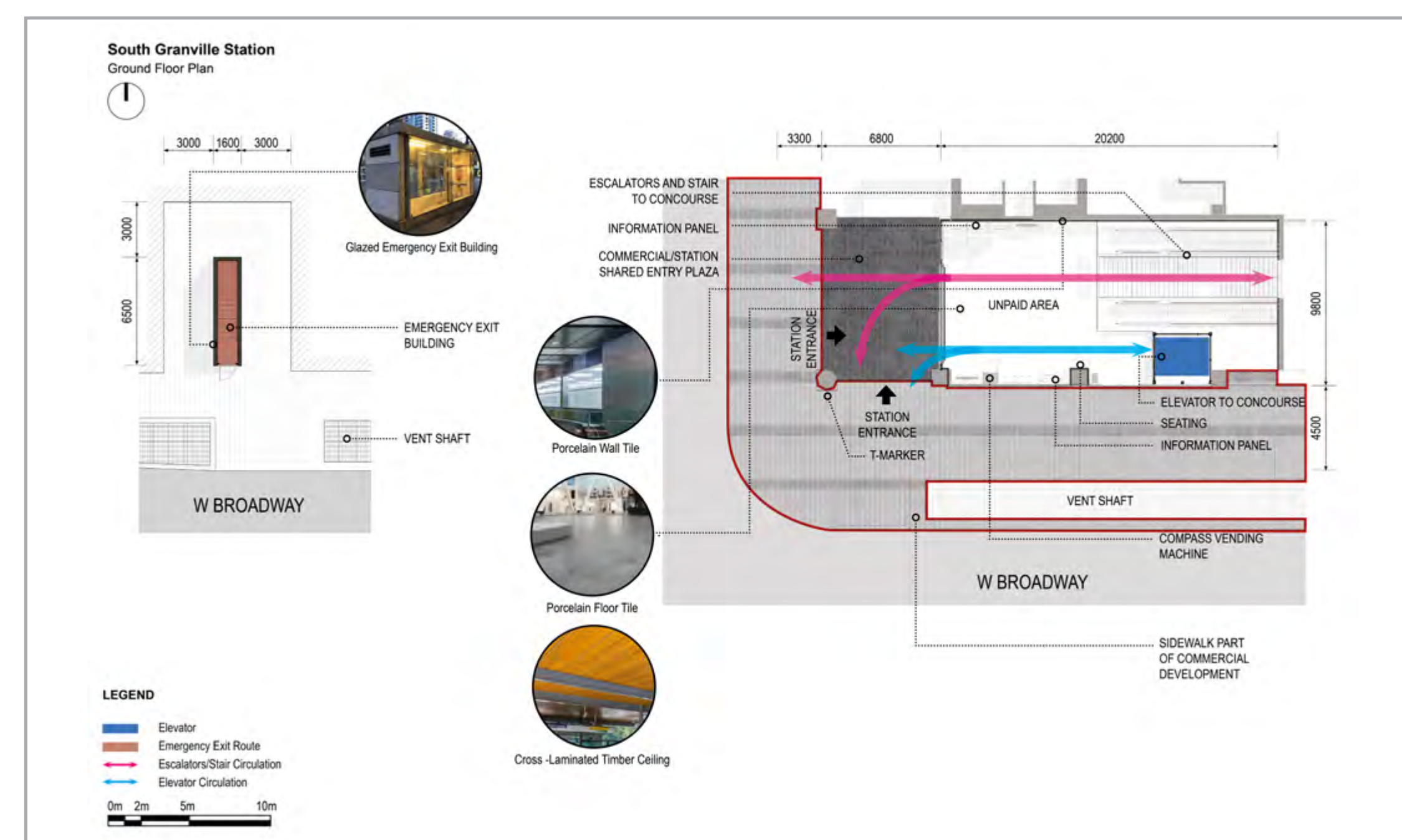
# South Granville Station: Passenger Accessibility and Safety

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

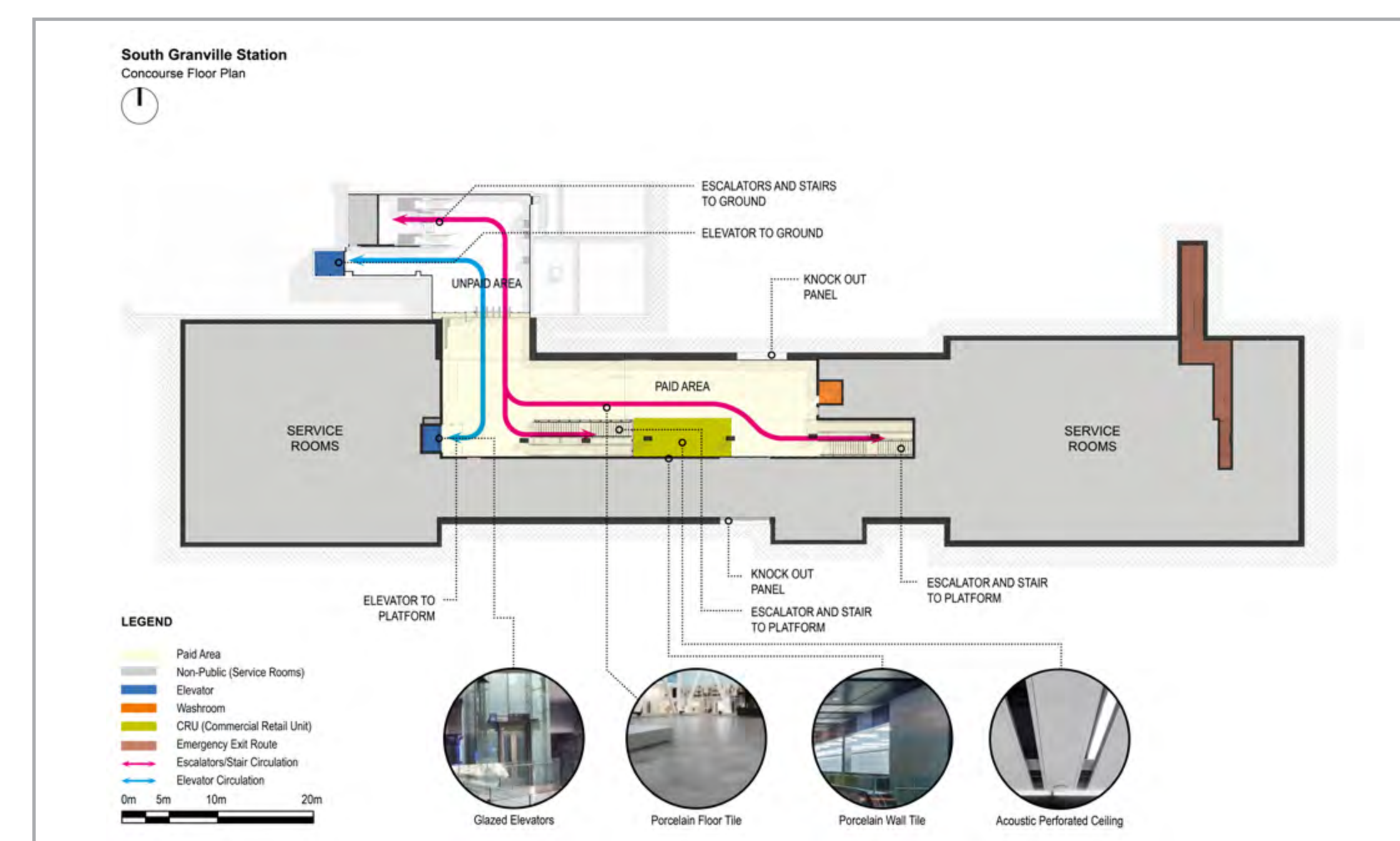
- Tactile pavement markings and sharp visual contrasts
- Barrier-free elevator access for patrons with mobility challenges, mobility devices and strollers
- Accessible fare gates and ticket vending machines located to avoid cross-flows, minimizing congestion
- CPTED features that enhance safety measures,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



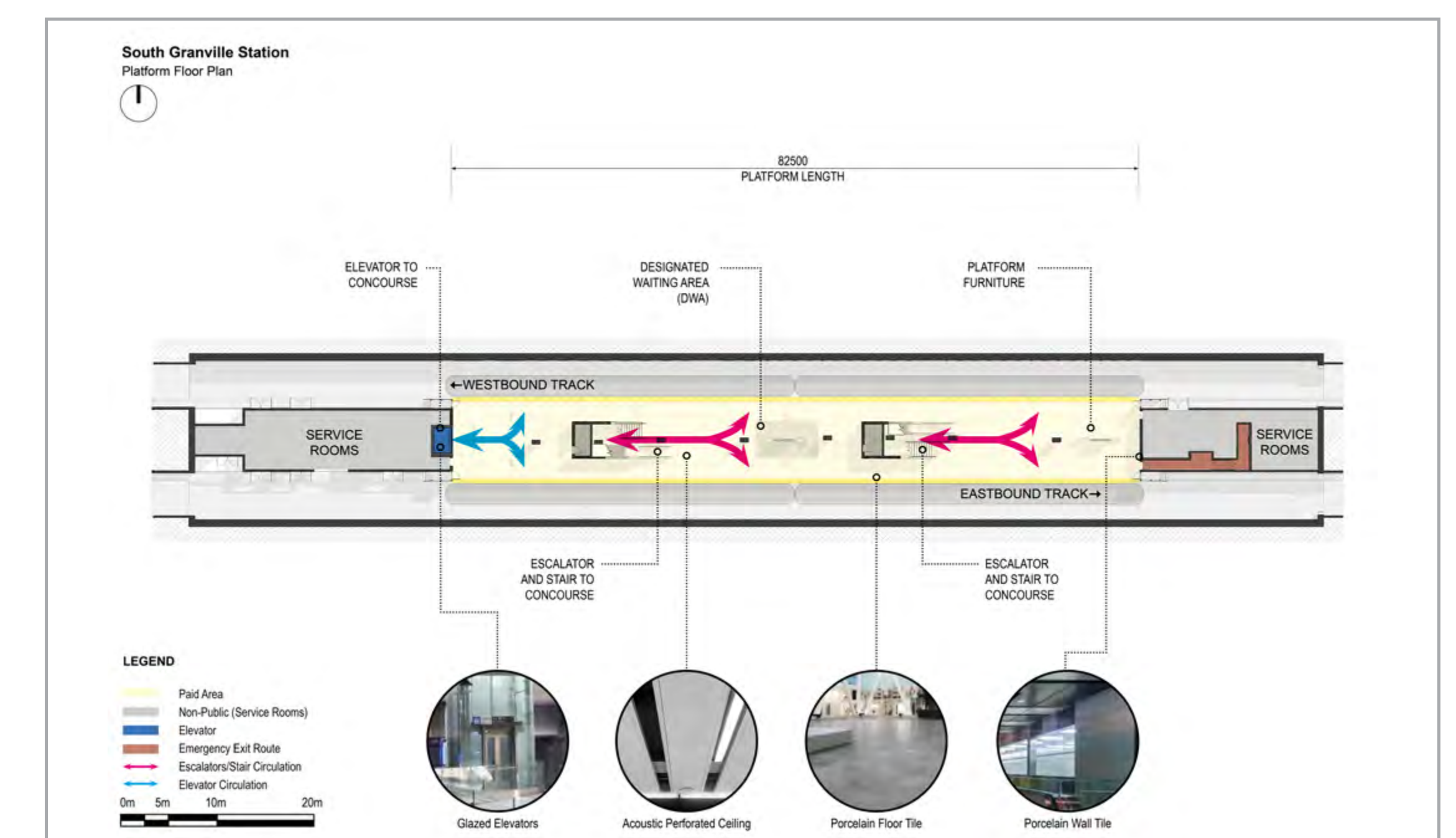
All-level floor plan, illustrating passenger circulation



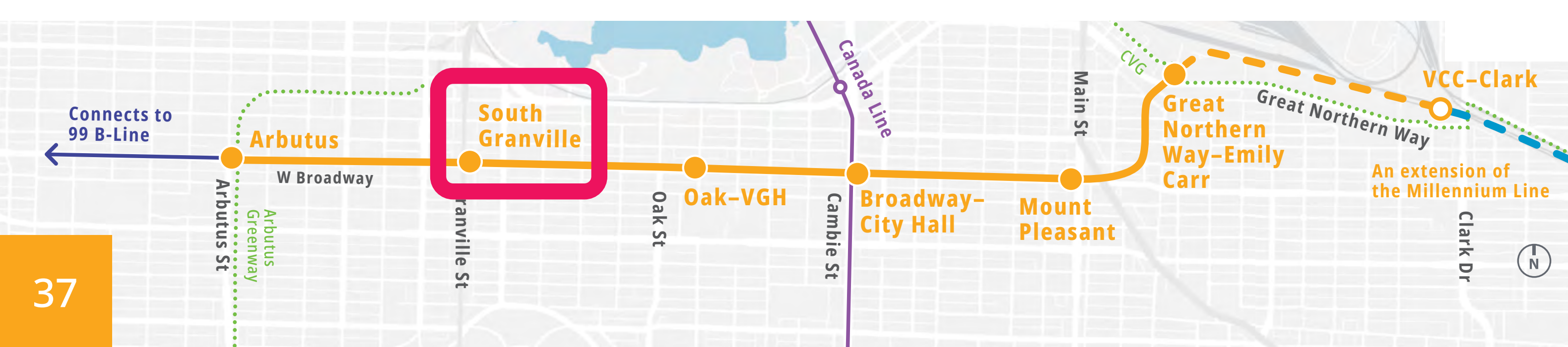
Street-level (entry way) floor plan



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



Platform-level floor plan





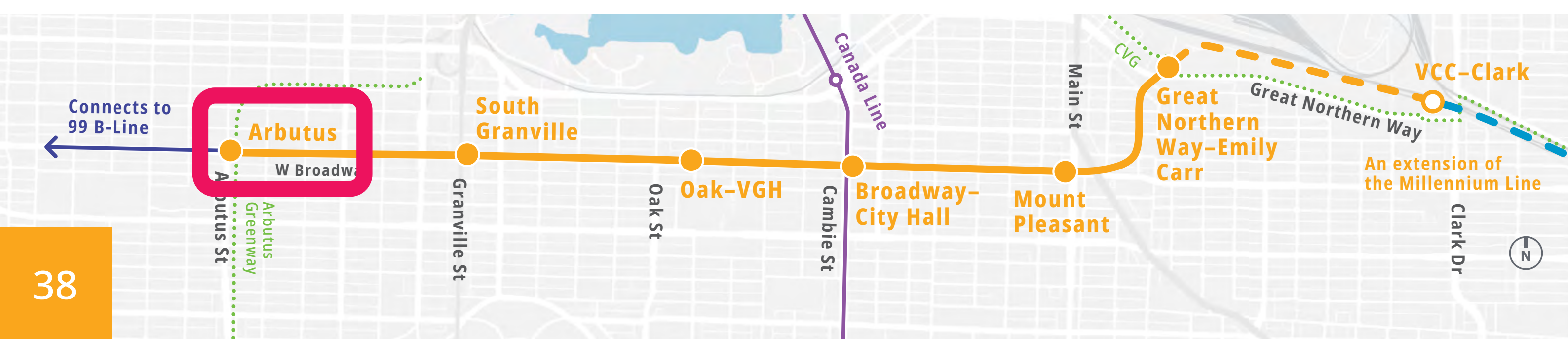
# Arbutus Station



Artist's rendering of station entrance in the daytime



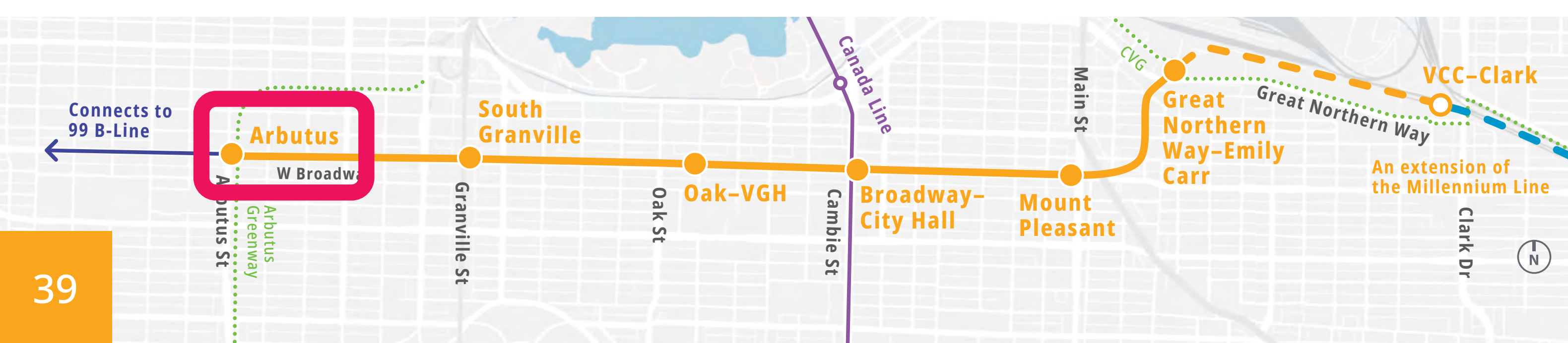
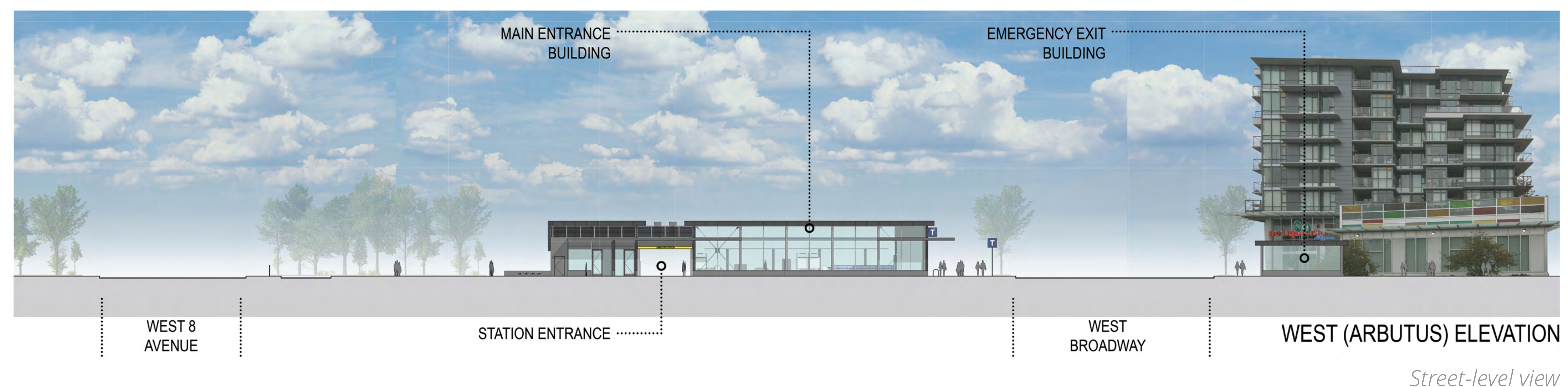
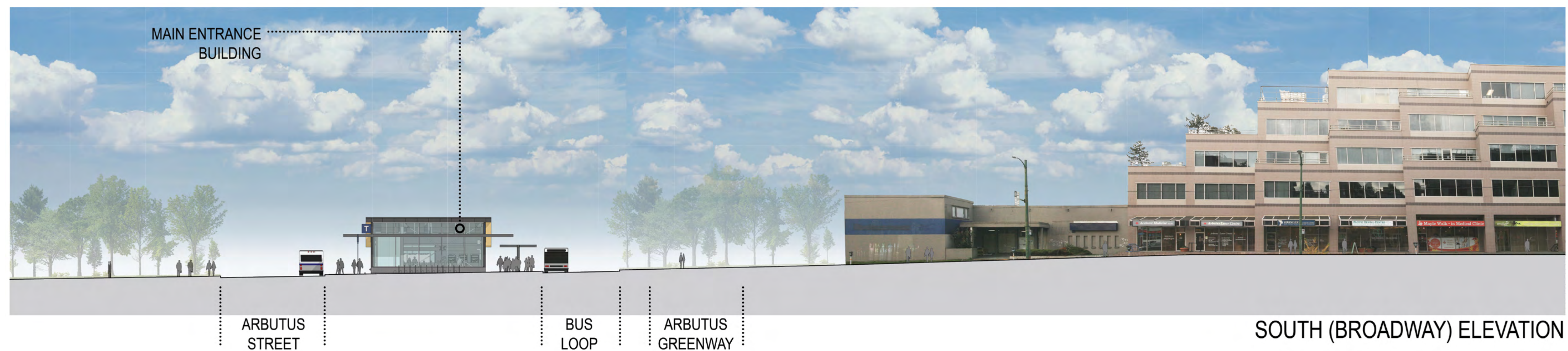
Artist's rendering of station entrance at night





# 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.

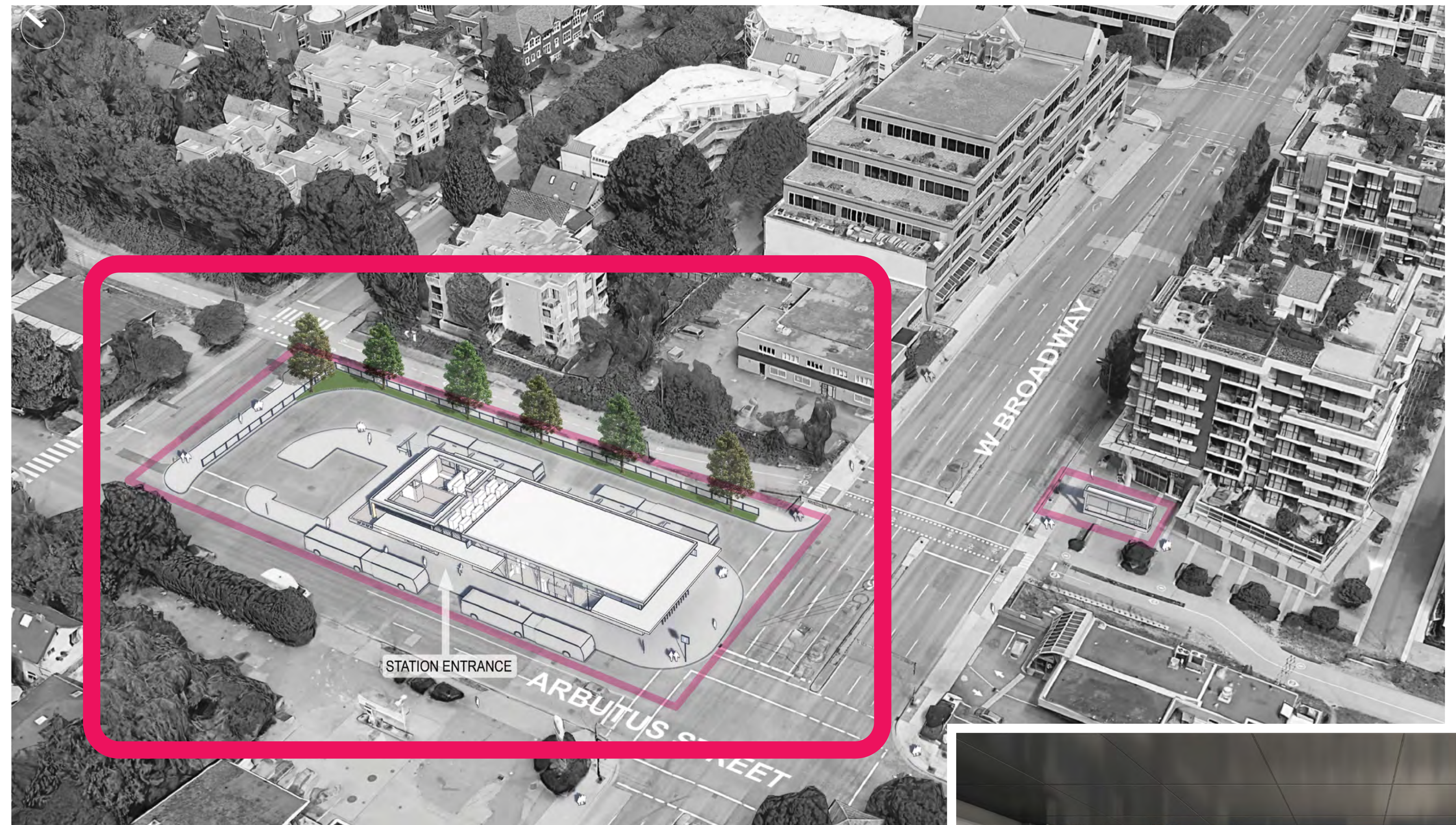




# Arbutus Station: Community Integration

Key station-specific features include:

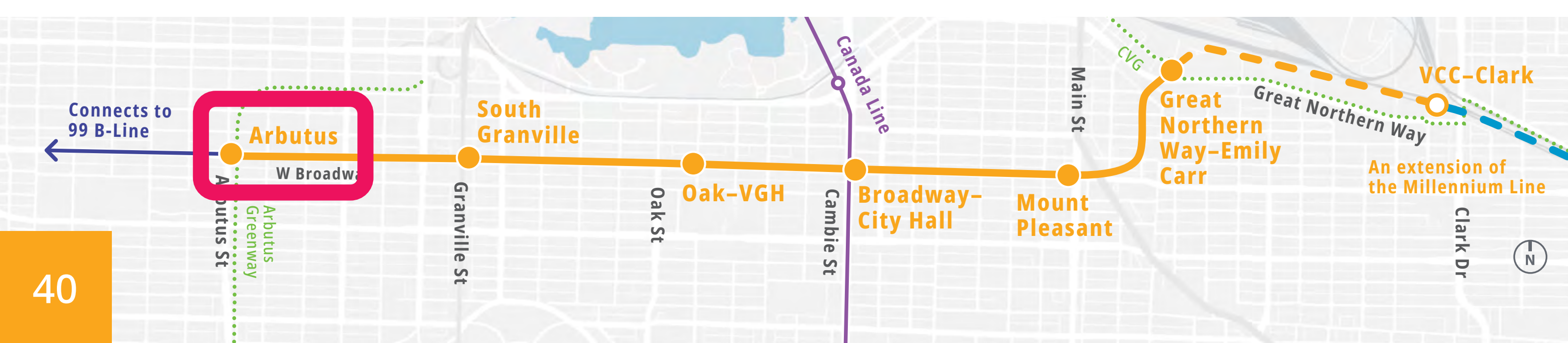
- Prominent standalone building entrance on opening day with no surrounding buildings
- Generous use of glass on three sides provides a full view of activity inside this station and bus activity outside the station
- Area around the station provides convenient access to buses and accommodates pedestrian 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

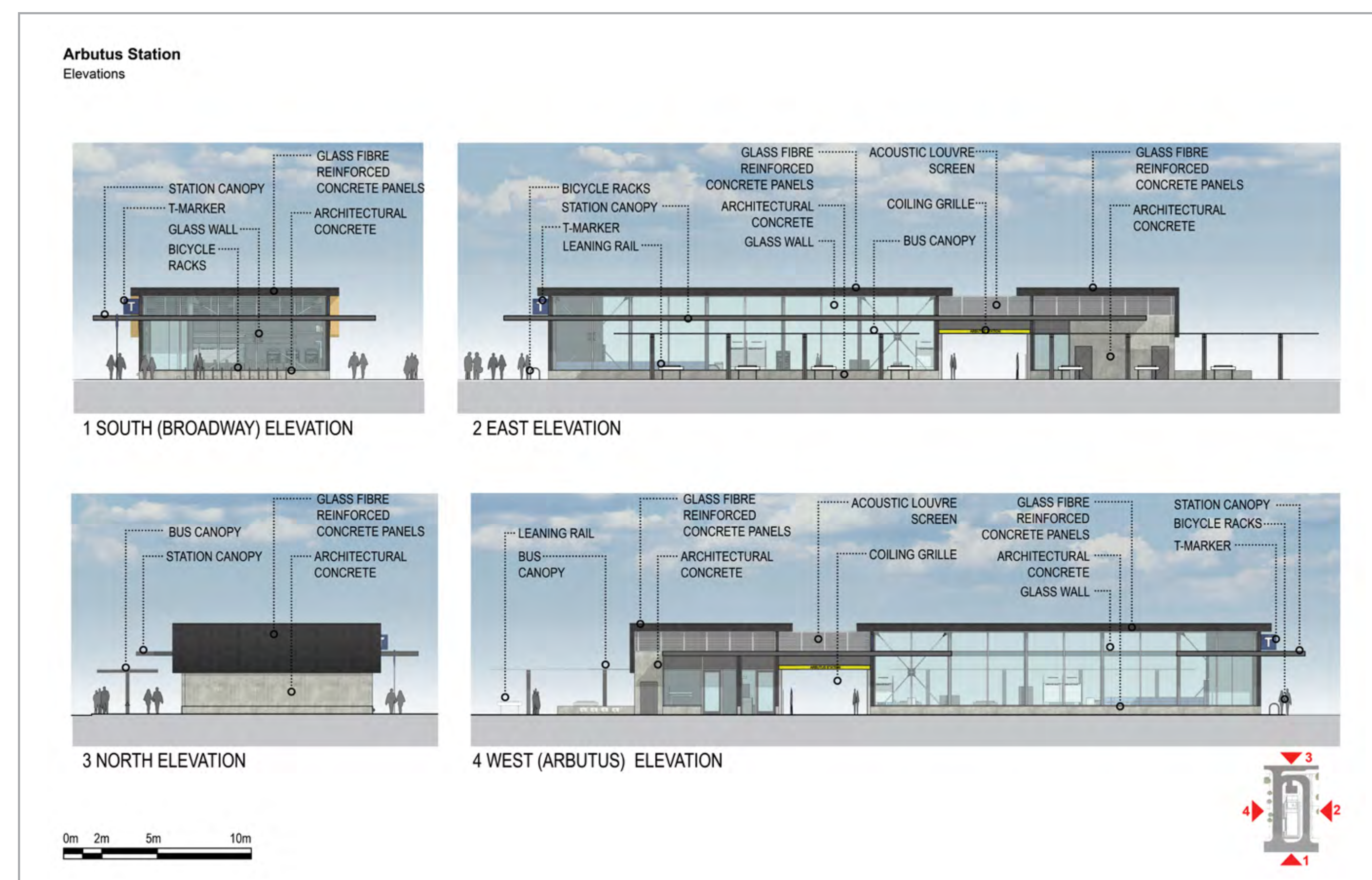




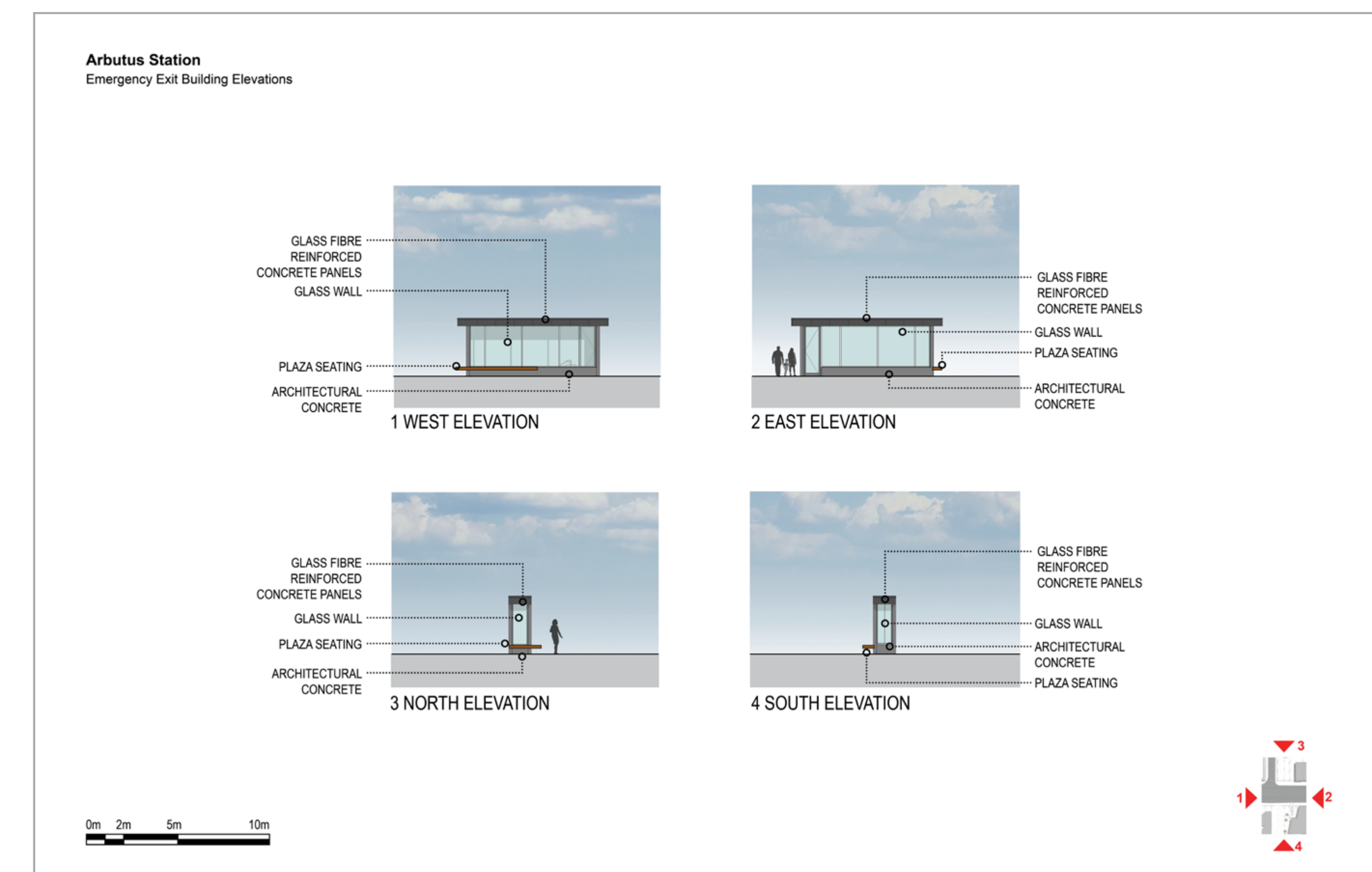
# Arbutus Station: External Design Perspectives

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



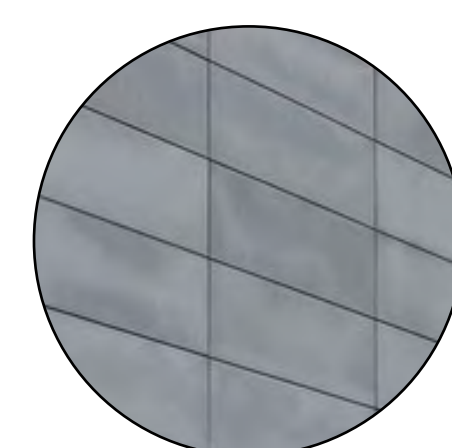
Emergency entrance elevations viewed from each side, see below for materials and finishes, see board 42 for locations



Acoustic louvre screen



Architectural concrete



Glass fibre reinforced concrete panel



Glass wall



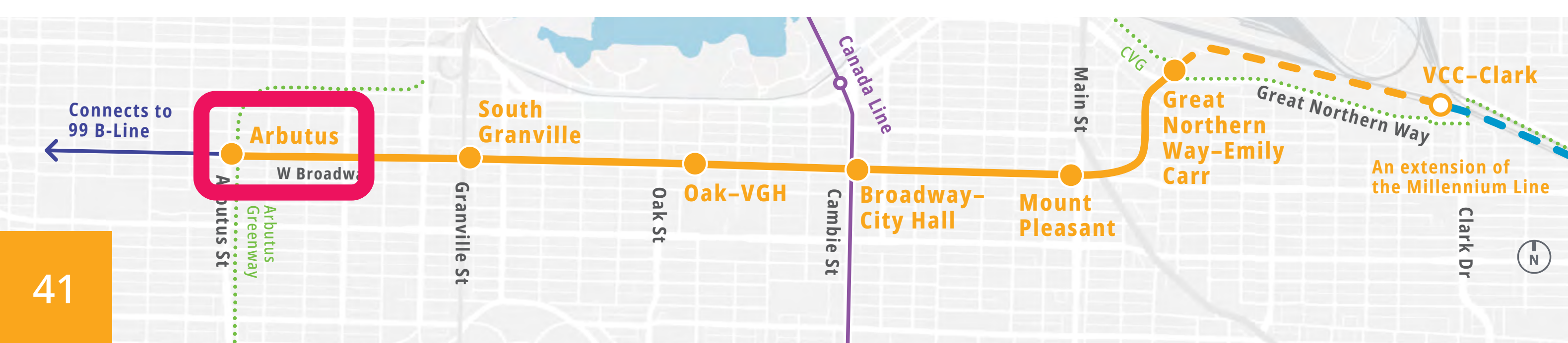
Station entrance coiling grille



Ventilation grille



Wood ceiling





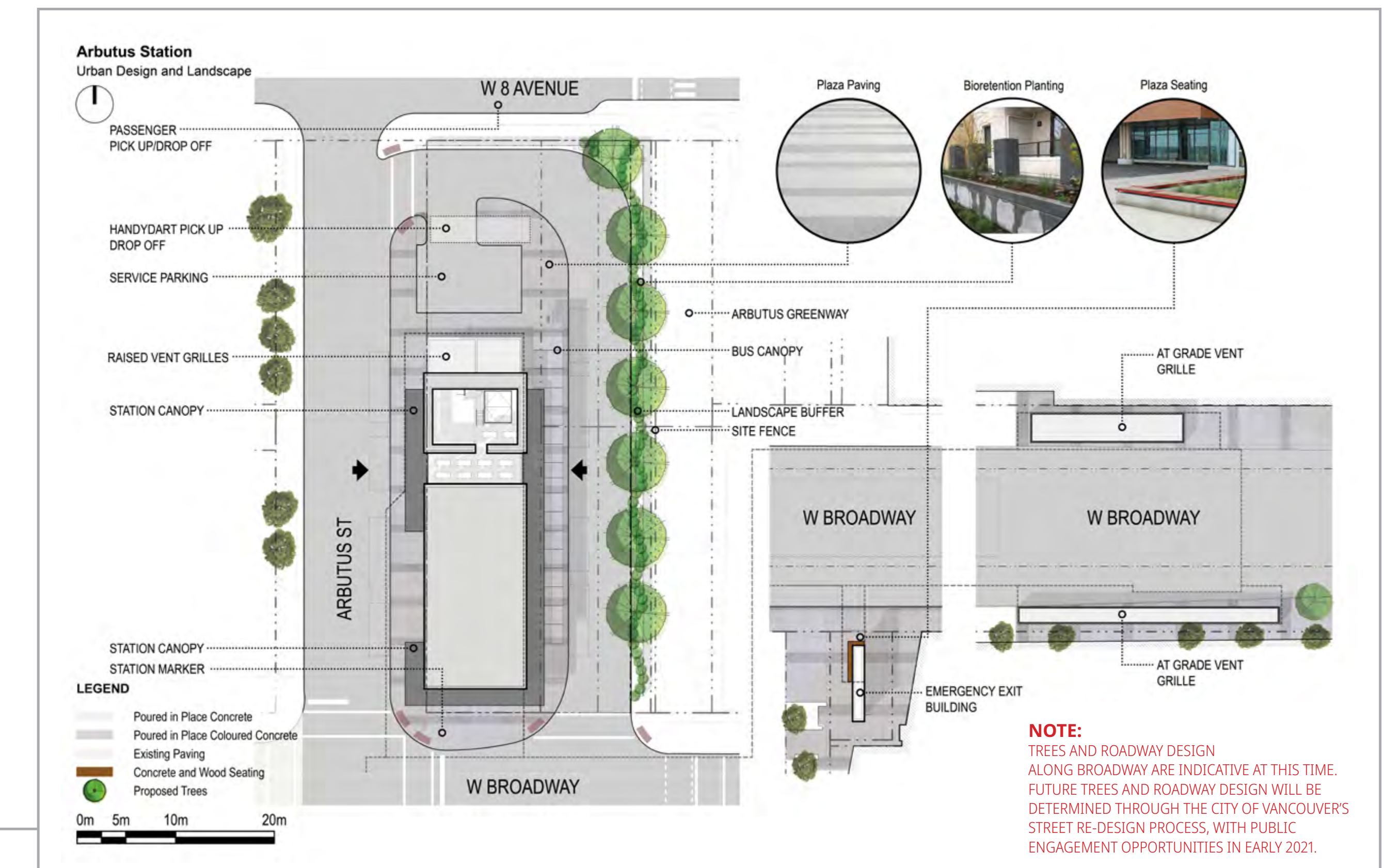
# Arbutus Station:

## Urban Design and Local Transport Integration

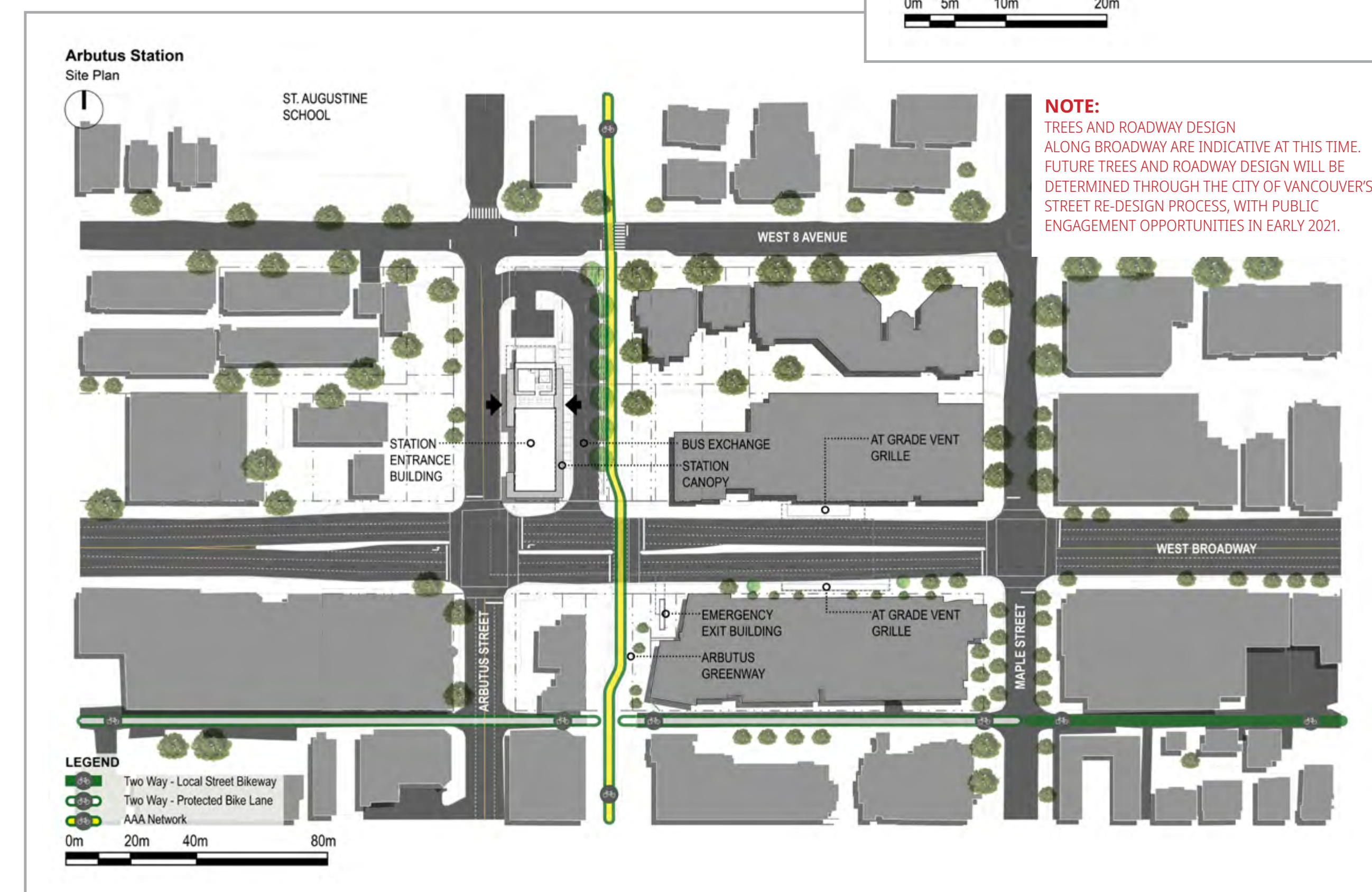
This station serves the Kitsilano neighbourhood, as well as the West Broadway and West 4th Avenue shopping areas. It provides an interchange with the Broadway and Arbutus Street bus lines, the 99 B-Line express bus to UBC and Pacific Spirit Regional Park, and the Arbutus Greenway multi-use path.

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

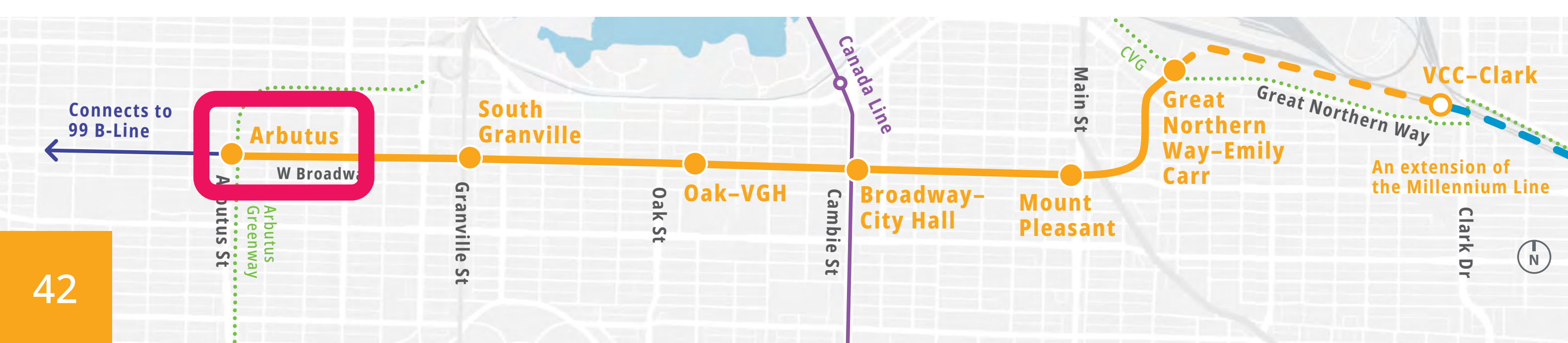


Station landscaping and external public amenities



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.

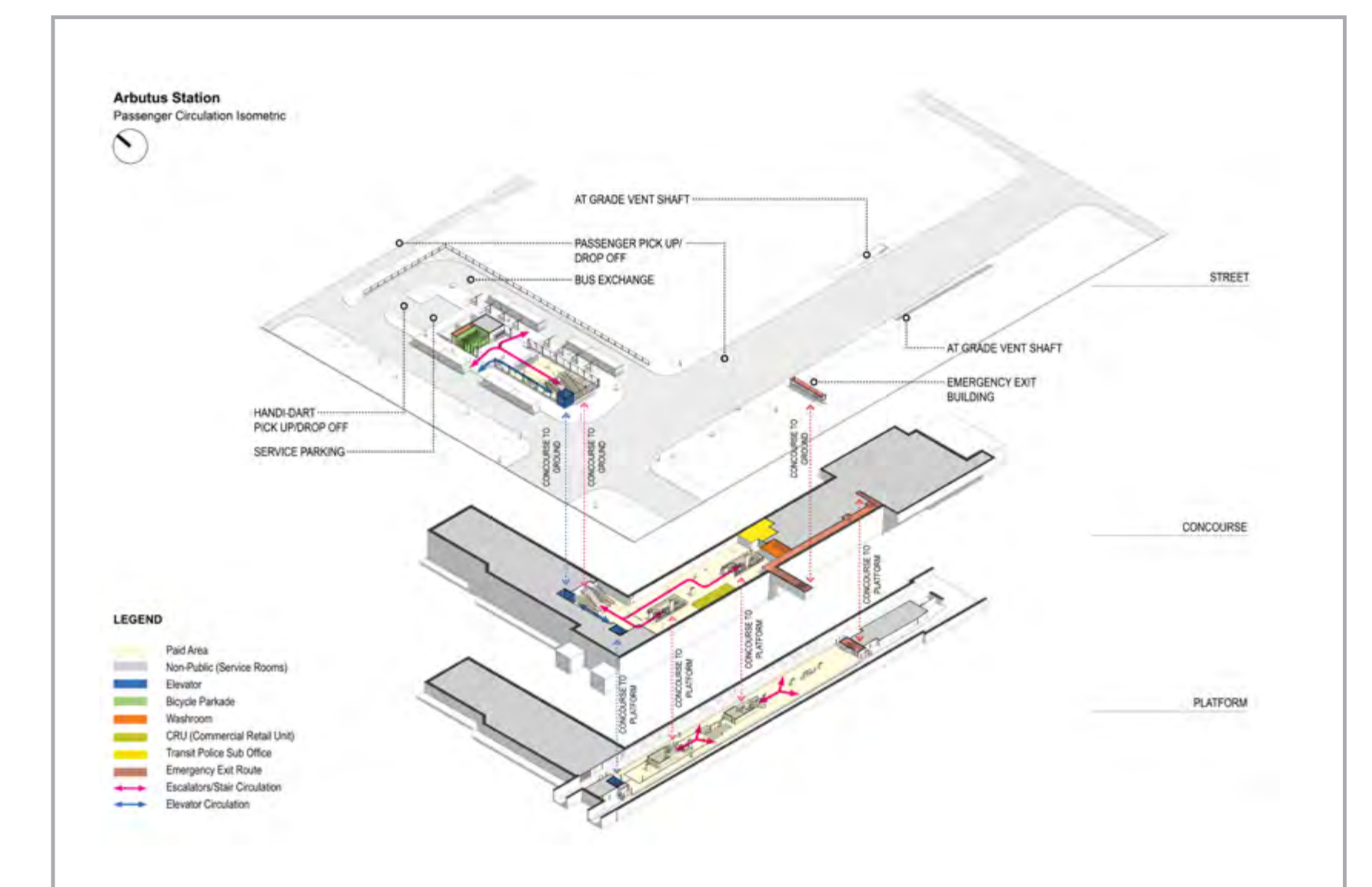




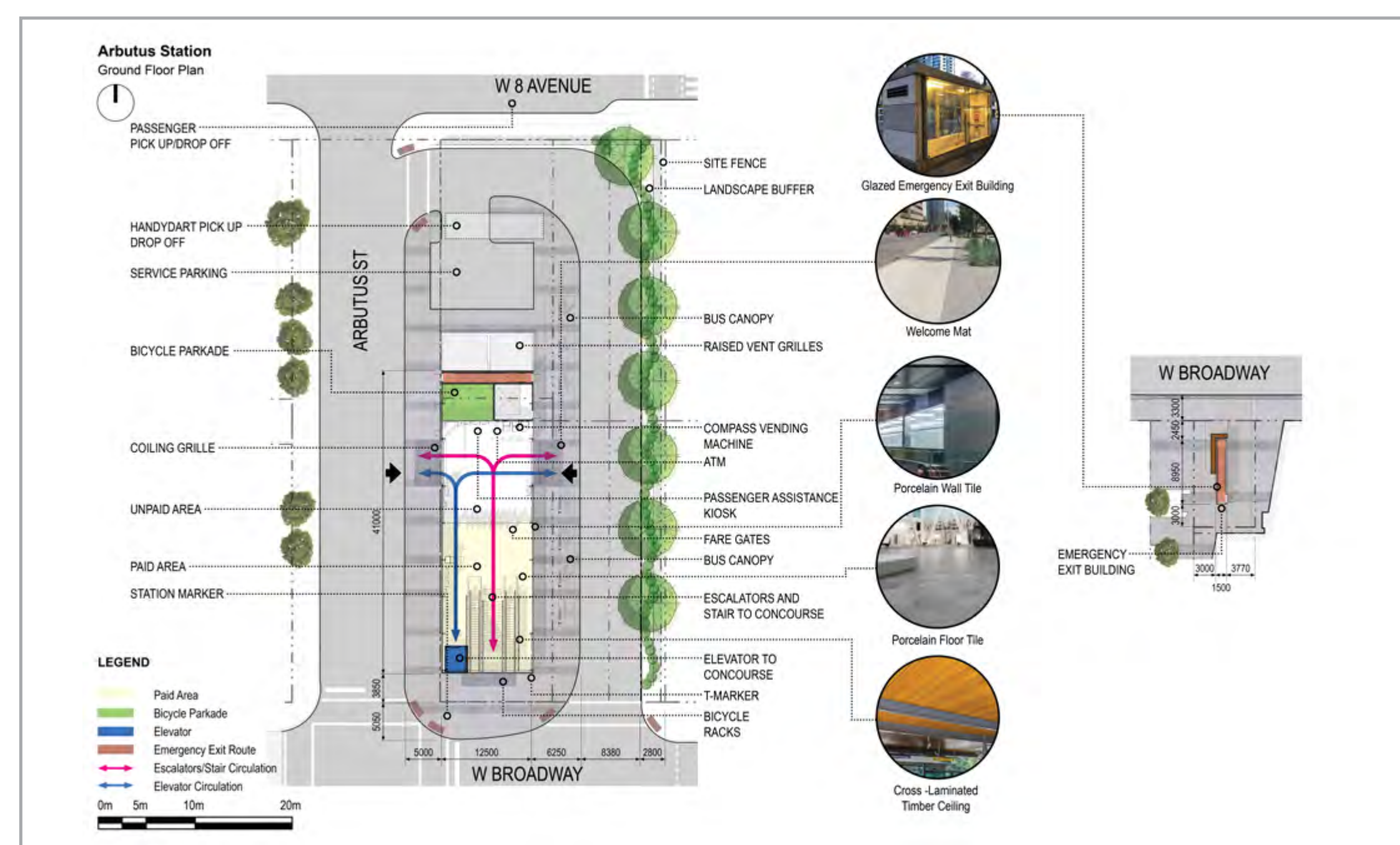
# Arbutus Station: Passenger Accessibility and Safety

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

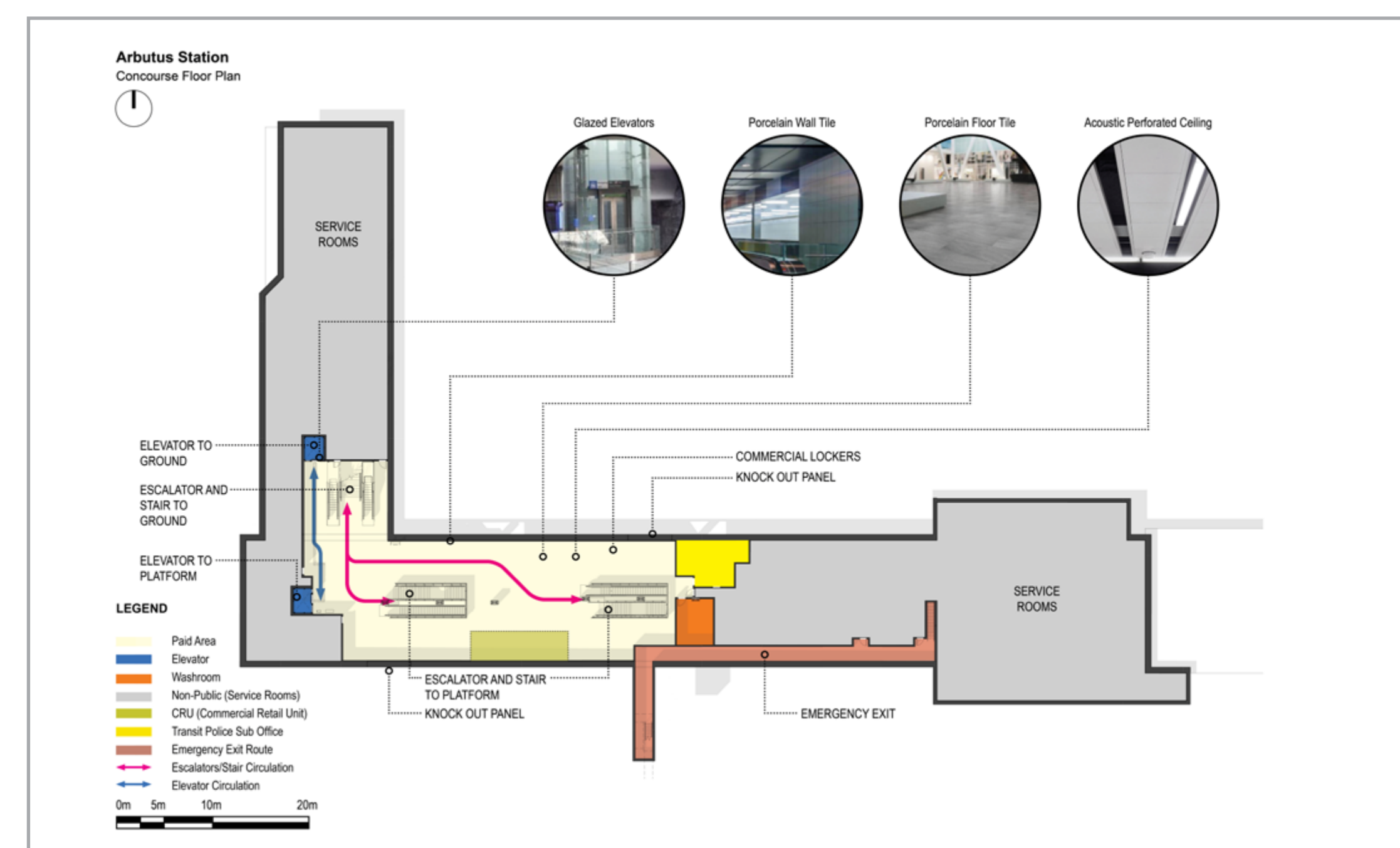
- Tactile pavement markings and sharp visual contrasts
- Barrier-free elevator access for patrons with mobility challenges, mobility devices and strollers
- Accessible fare gates and ticket vending machines located to avoid cross-flows, minimizing congestion
- CPTED features that enhance safety measures,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



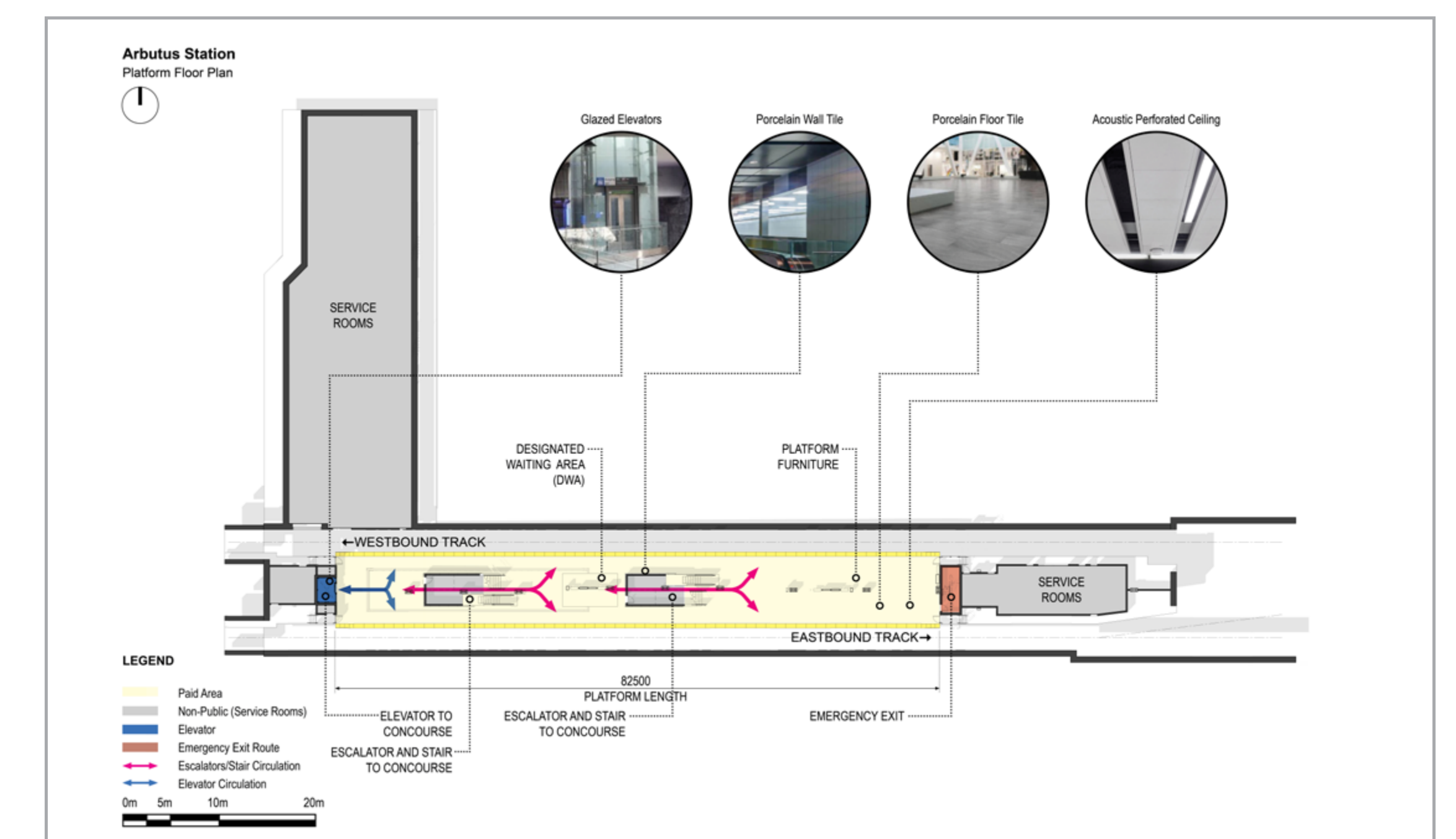
All-level floor plan, illustrating passenger circulation



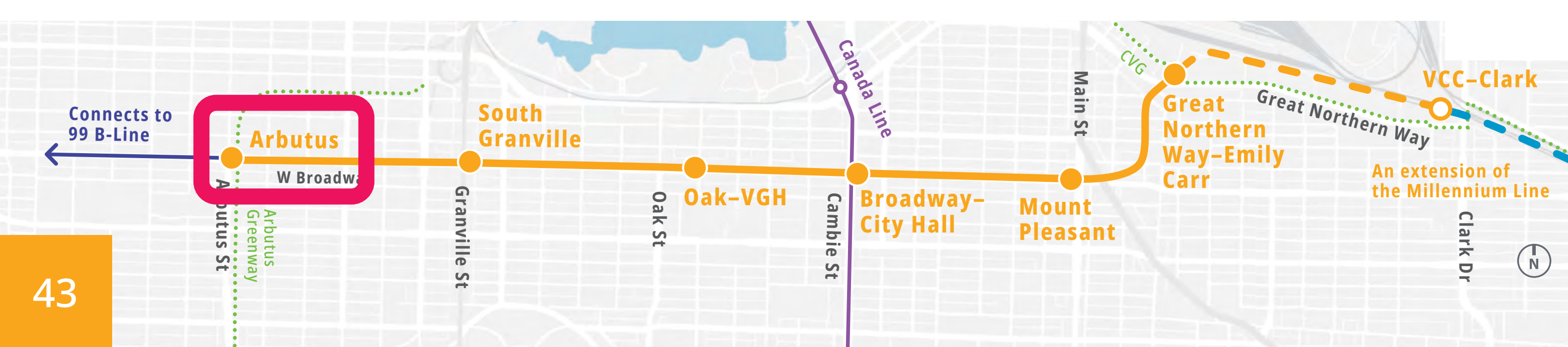
Street-level (entry way) floor plan



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)

