

Welcome

Thank you for participating in this virtual open house for the above-ground aspects of the station designs prepared by the Broadway Subway Project Corporation.



The purpose of this open house is to present proposed final station designs which have been refined based on open house feedback and the City's design advisory process. Specifically, this open house provides additional information about:

- Street-level station design
- Urban integration
- Landscaping
- Station art locations
- How to stay involved



Feedback received will be considered in the context of Project scope, budget and requirements, to assist in finalizing the station designs.



Missed or want to revisit Open House #1? Materials are available on our [engagement site](#).



Note: The Station Design Advisory Process applies only to above-ground designs. The below-ground station designs are now final.

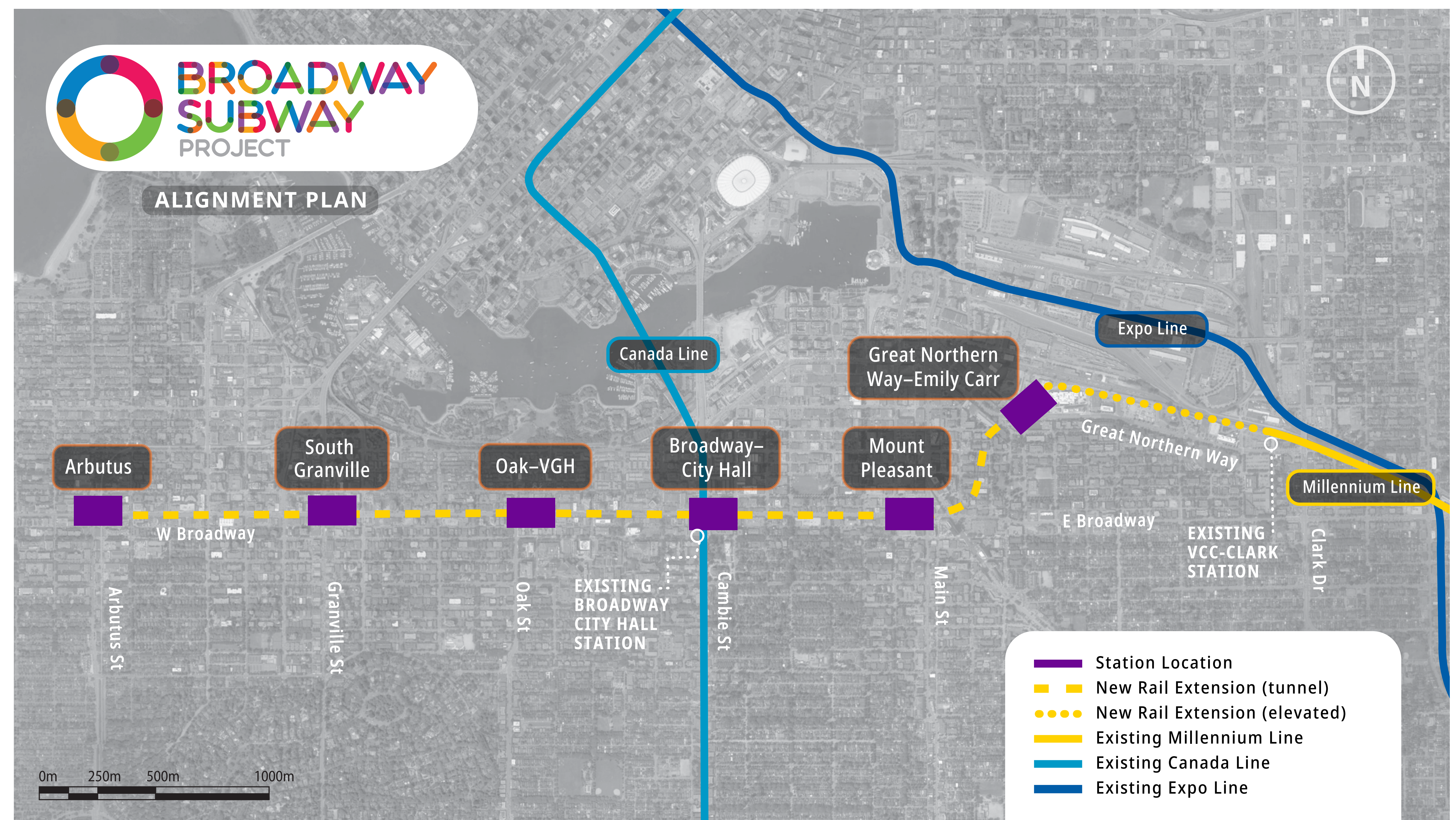
About the Project

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, emerging innovation and research hub, and growing residential communities.

Once opened, the trip 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 site preparation work, including the demolition of buildings on the sites and laydown areas of the future stations. Construction of the elevated guideway, stations, and tunnel portal is scheduled to begin later this spring, with the extension in service in 2025 (see [board 27](#) for next steps).

Our goal is to minimize disruption and maximize predictability for adjacent residents, businesses and their customers, and travellers. We are committed to maintaining access to businesses, services and residences on Broadway throughout construction. Traffic and construction notifications are provided in advance on the Project [website](#) and via [newsletter updates](#). Answers to frequently asked questions are available on the Project [website](#).



Station Design Philosophy

Station design has been influenced by many agencies and processes over a number of years, including TransLink's network standards, Project objectives and the City of Vancouver's Station Design and Urban Integration Principles. From these, the following Project design philosophy was developed to support station designs.



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



Facilitate ease of passenger movements



Facilitate enhanced passenger experience



Provide effective, pedestrian-scale lighting to ensure passenger safety



Promote and celebrate Indigenous and public art



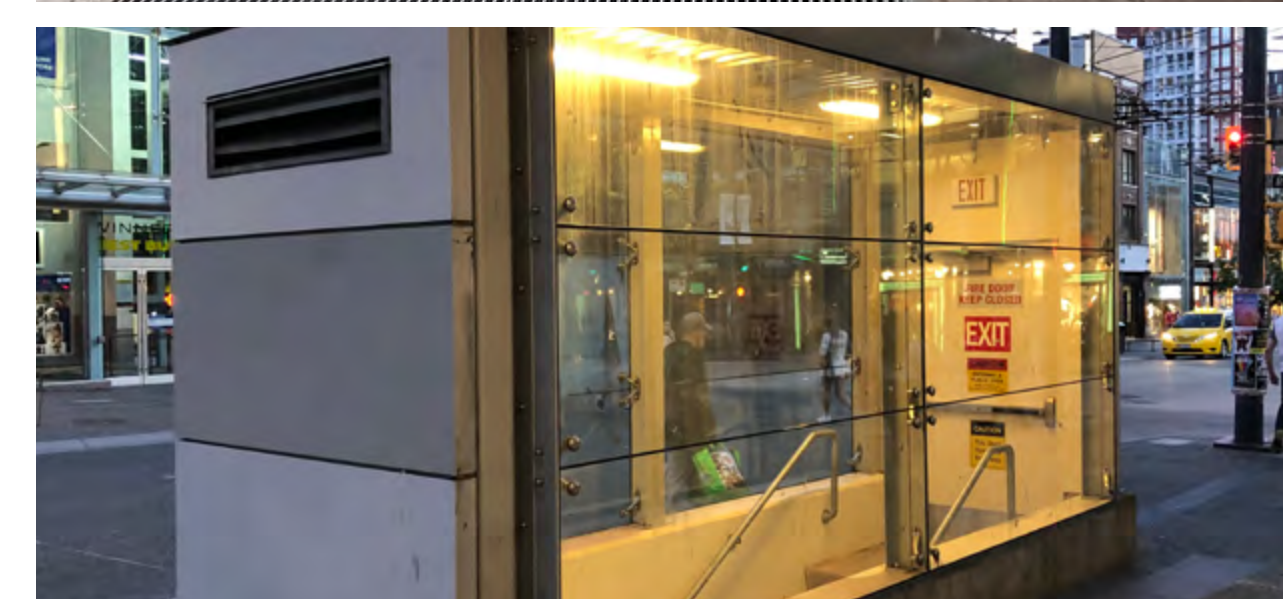
Establish public plazas with setbacks for safety and comfort



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

Response to What We Heard

During Open House #1 respondents indicated they thought the draft station designs were aligned with the design philosophy (54%) and are satisfied with the overall station designs (56%).

Feedback from Open House #1 and the design advisory process was considered in the updates to the station designs. Key areas suggested for improvement that are within the scope of this Project are summarized below and discussed further in the information boards that follow.

Suggestions	Responses
Better station integration with local areas, make them look less utilitarian and more unique	Within the requirement to maximize potential for integration with future developments around the station buildings, implemented enhanced urban design philosophy and new placemaking features including plans for public art. See board 6 and individual station boards for key design elements and see board 8 for public art locations.
Provide two entrances at each station	Great Northern Way-Emily Carr and Arbutus stations have two entryways. Provisions have been made for a future second entryway at street level at Mount Pleasant and Oak-VGH stations. Provision for a future second entryway at South Granville Station within a new development has already been confirmed by the City of Vancouver and the developer. Plans for Broadway-City Hall Station are dependent on the future development.
Enhanced Crime Prevention Through Environmental Design (CPTED) measures	More and better-integrated lighting treatments have been applied at all stations. This includes lighting within the overhang soffits at all stations, additional interior lighting, increased glazing to provide more natural light inside the stations, and adding light features to cube seating and exterior walkways as appropriate to create a holistic interior-exterior experience of increased comfort and safety.
Ensure stations are accessible for everyone	At all stations, accessible paving treatments (tactile, coloured, and slip resistant) have been added to make station access safer for all users.



Response to What We Heard

Suggestions	Responses
More cycling amenities	Improved grade at Great Northern Way-Emily Carr Station bike locker entrance to eliminate the need for a ramp and stairs, extended Arbutus Station bike parkade to both sides of station, updated layouts at several stations with differentiated paving to separate bike parking zones from other areas of the plaza.
Make exterior station plazas larger, incorporate seating and meeting areas	Added seating, wayfinding, placemaking features, and paving treatments to differentiate main entrance and plaza zones.
Incorporate green landscaping, stormwater retention and other sustainable design features	Incorporated sustainable landscape measures that align with the City of Vancouver's Citywide Integrated Rainwater Management Plan and Green Infrastructure Strategy. Introduced planters to capture rainwater drainage from emergency exit buildings.
Replace chain link fence at Broadway-City Hall	Improvements to plaza include CPTED measures, pedestrian flow and chain link fence removal.
Improve community integration with the new Arbutus bus loop	Enhanced CPTED features, adjusted to improve pedestrian flow on Broadway, seating areas re-positioned to the south side of the building.

The public engagement report for Open House #1 is available [online](#).



Urban Design and Landscaping Features

In response to the City of Vancouver's Station Design and Urban Integration and public feedback from Open House #1, these new design and landscaping features have been incorporated into the enhanced station designs.



Neighbourhood integration:

Visible, vibrant, expressions of sense of place for each station that are easy to construct and maintain.



Resilient vegetation: Adaptable, easy to maintain, and quick-draining plants, with seasonal changes and a variety of textures. Mix of plants will be used from the City's approved plants list.



Accessible, differentiating paving treatments:

Textural and visual cues that complement architecture and create different zones within the station plaza to enhance passenger flow while supporting meeting and waiting areas.



Green infrastructure: Maximize and integrate tree planting into the streetscape, capture and treat stormwater runoff with bioswales (landscaped channels that remove debris and pollution from stormwater).



Flexible, durable, attractive seating:



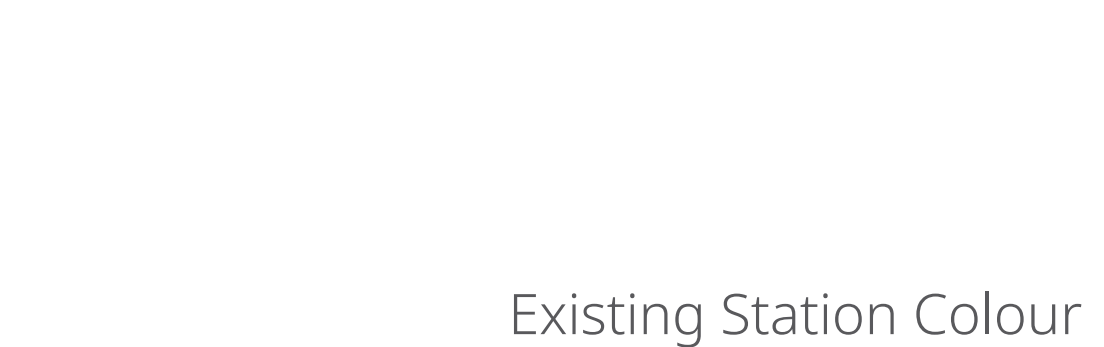
Combination of bench and cube seating to provide comfort and to enhance a sense of station identity.






Integrated lighting: Designed to increase safety, emphasize plaza design elements and seating, and prevent light pollution and glare.

Unique, Placemaking Station Identities

While each of the new Project stations are designed as a family of stations with a common look and amenity features, each station is also a part of a specific neighbourhood with a unique identity. To integrate each station within its neighbourhood, the following unique features have been incorporated into the proposed final designs (*see station-specific boards for details*).

Station	Responses
Great Northern Way-Emily Carr 	<p>Maximized use of glass to provide a transparent connection to the surrounding areas. The extended exterior canopy integrates with the overbuild roof and terrace design of the future development. The canopy will provide a generous overhang that coordinates with the interior finishes to create a streamlined finish that continues down the rear wall of the entrance, so the canopy, ceiling and wall appear as a folded, continuous plane. The colour of this plane will be a medium metallic grey. The Project team will be working with an Indigenous Group on art and cultural recognition components for the station.</p>
Mount Pleasant 	<p>Large-scale artistic murals and heritage buildings along Broadway and Main Street provided the bold and vibrant inspiration for the reflective gold accent trim colour at this station. Combined with the dark grey exterior façade, it creates a timeless, yet distinct and prominent, sense of place at this important community corner.</p>
Broadway-City Hall 	<p>This station is integrated into the existing Canada Line station and use of colours will be chosen to complement existing station colours.</p>

Station	Responses
Oak-VGH 	<p>The hospital zone's concrete buildings with sparks of colour, designed in a unique architectural style, are a defining feature in this neighbourhood. Oak-VGH Station will complement this cluster, with a feature colour that connects to the health care world. The colour green is proposed in consideration of the existing health infrastructure in the area. The Project team will be working with an Indigenous Group on art and cultural recognition components for the station.</p>
South Granville 	<p>This station's dark copper accent colour was selected to complement the adjacent developer's plans for a statement ceiling entrance which creates a seamless transition between the exterior and interior spaces.</p>
Arbutus 	<p>The accent colour for Arbutus Station is under development. The Project team will be working with an Indigenous Group on the implementation of art and cultural recognition components for the station. This process will also inform the final station colour, which will be selected to ensure a cohesive approach to artwork and colour for station placemaking and identity.</p>

Indigenous and Public Art

All six stations will incorporate art. Artists have been commissioned to create public artworks at four of the stations as illustrated below (proposed locations are highlighted in yellow).

The project team is working directly with Musqueam, Squamish and Tsleil-Waututh Nations to support a separate, parallel process in relation to Indigenous art and cultural recognition across the six stations with prominent Indigenous artworks planned for Great Northern Way-Emily Carr, Oak-VGH and Arbutus stations.



Great Northern Way-Emily Carr Station

This street-level glazed artwork will integrate with the station architecture. Emily Carr University of Art and Design is a community partner, and the artist will engage students in conceptual development and/or artwork production.



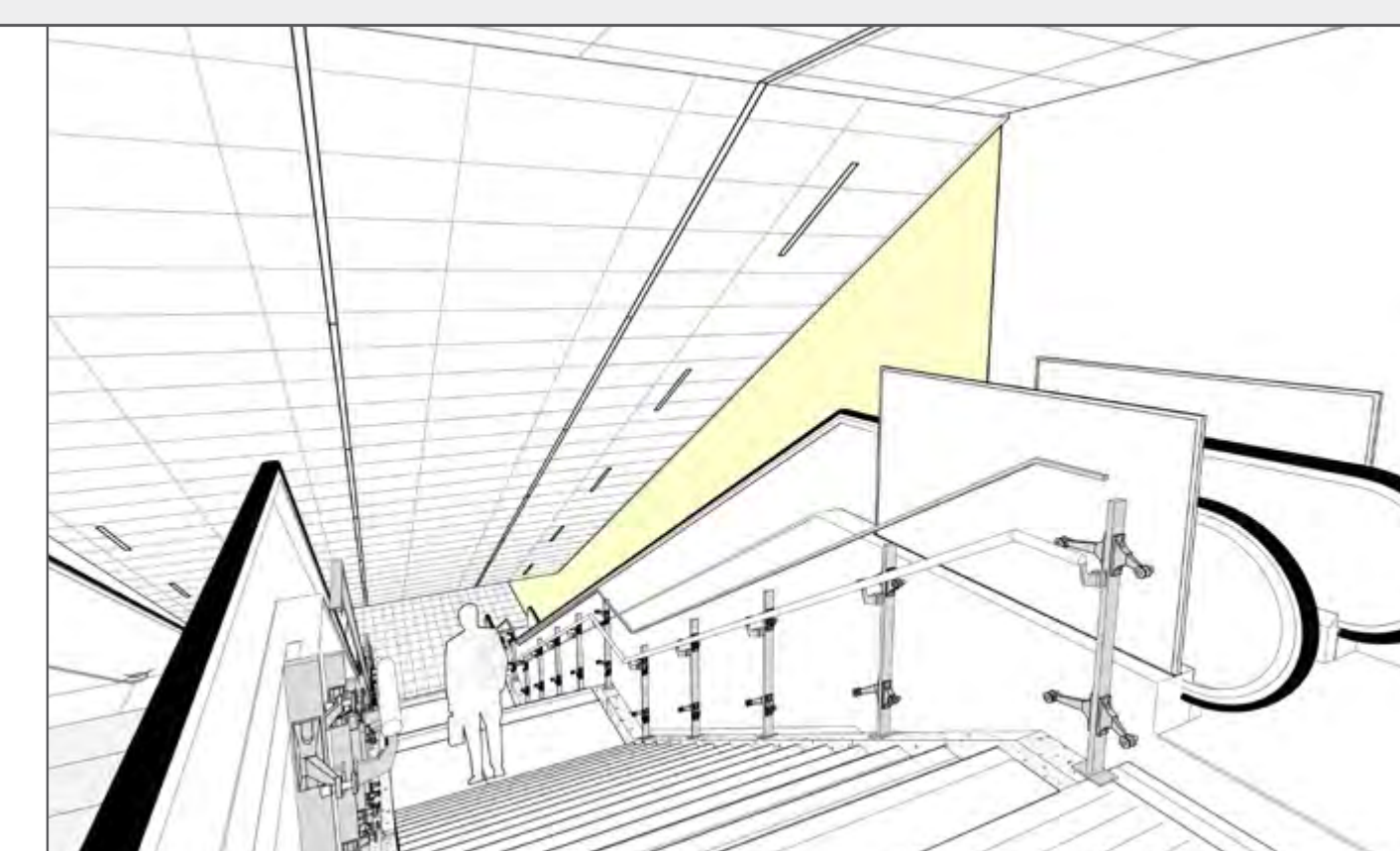
Mount Pleasant Station

The artwork will be a suspended three-dimensional piece that hangs from the ceiling, over the entrance level vertical circulation area.



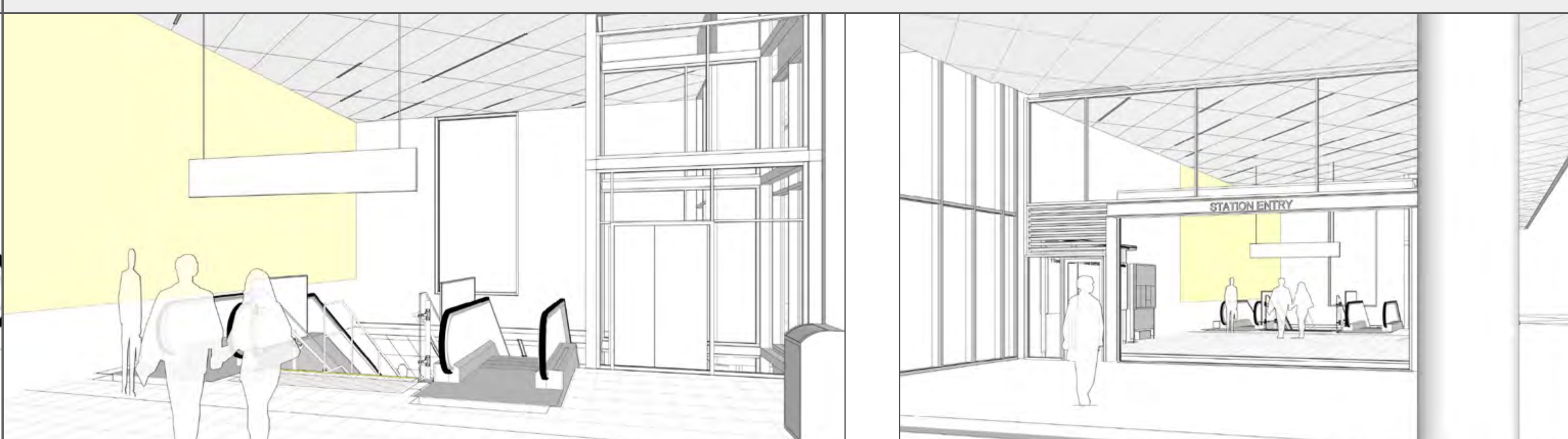
Broadway-City Hall Station

Located at the concourse level, this two-dimensional light and projection type artwork will integrate with the wall surfaces and along the vertical circulation area.



South Granville Station

This integrated two-dimensional applied art piece will run along the station wall at the entrance level.



Great Northern Way-Emily Carr Station

Updated station designs illustrated in these images include:

- Extended overhead canopy in light metallic grey provides added protection from the elements on all sides
- Medium grey cladding
- Medium metallic grey colour under the canopy and matching aluminum panel to create a streamlined finish
- 'T' marker that incorporates wayfinding and information signs used across the transit system
- Change in developer's proposed building design (columns removed)
- Increased use of lighting inside the station
- Sidewalk grading adjusted along Thornton Street to eliminate stair/ramp access to after-hours door and to change the grade of bike locker entrance



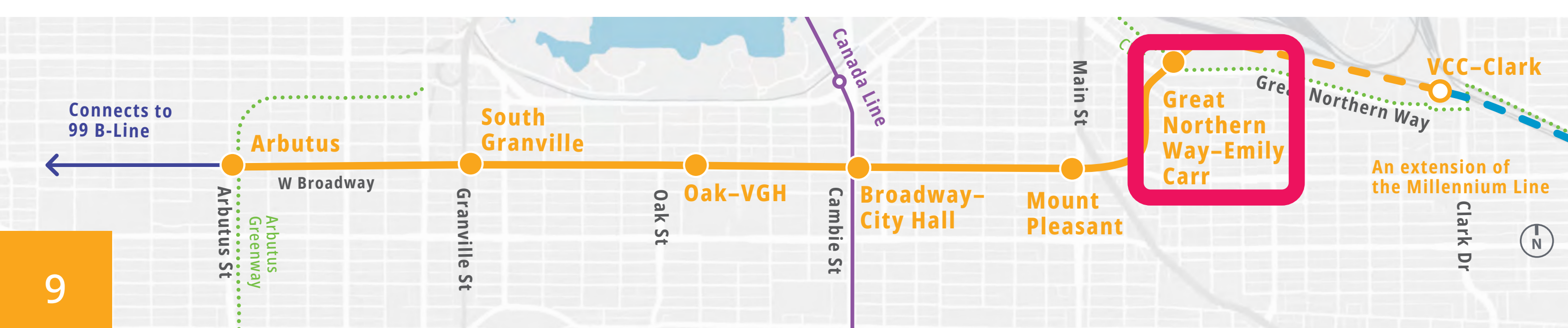
Great Northern Way-Emily Carr Station in the day



Great Northern Way-Emily Carr Station parkette



Great Northern Way-Emily Carr Station at night



Great Northern Way-Emily Carr Station: Community Integration

Updated station designs illustrated in these images include:

- Updated vent shaft configuration in the statutory right-of-way to integrate with adjacent building parkette design across Thornton Street
- New ceiling entry design – light metallic grey of the overhead canopy extends into the interior of the station
- Increased use of lighting inside the station



Great Northern Way-Emily Carr Station context plan



Great Northern Way-Emily Carr Station interior

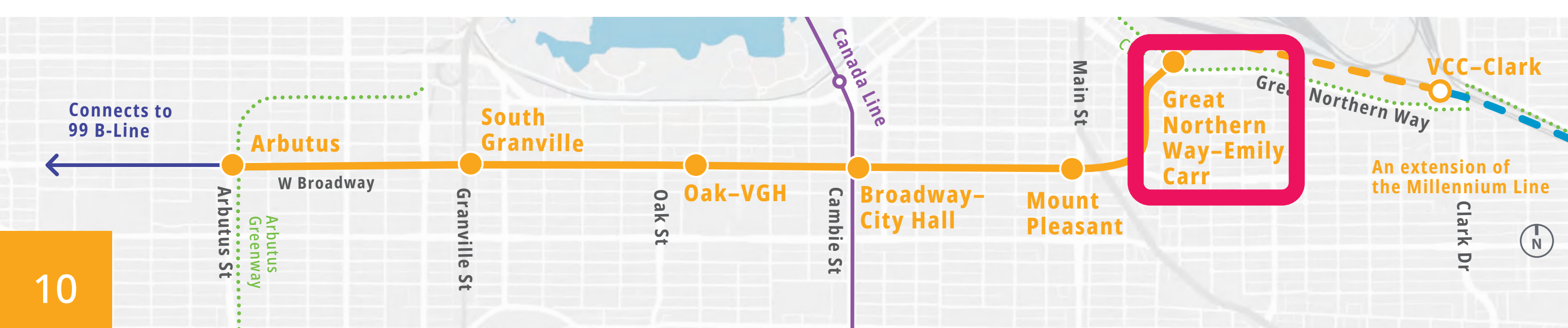


Great Northern Way-Emily Carr Station aerial overview



Great Northern Way-Emily Carr Station parkette

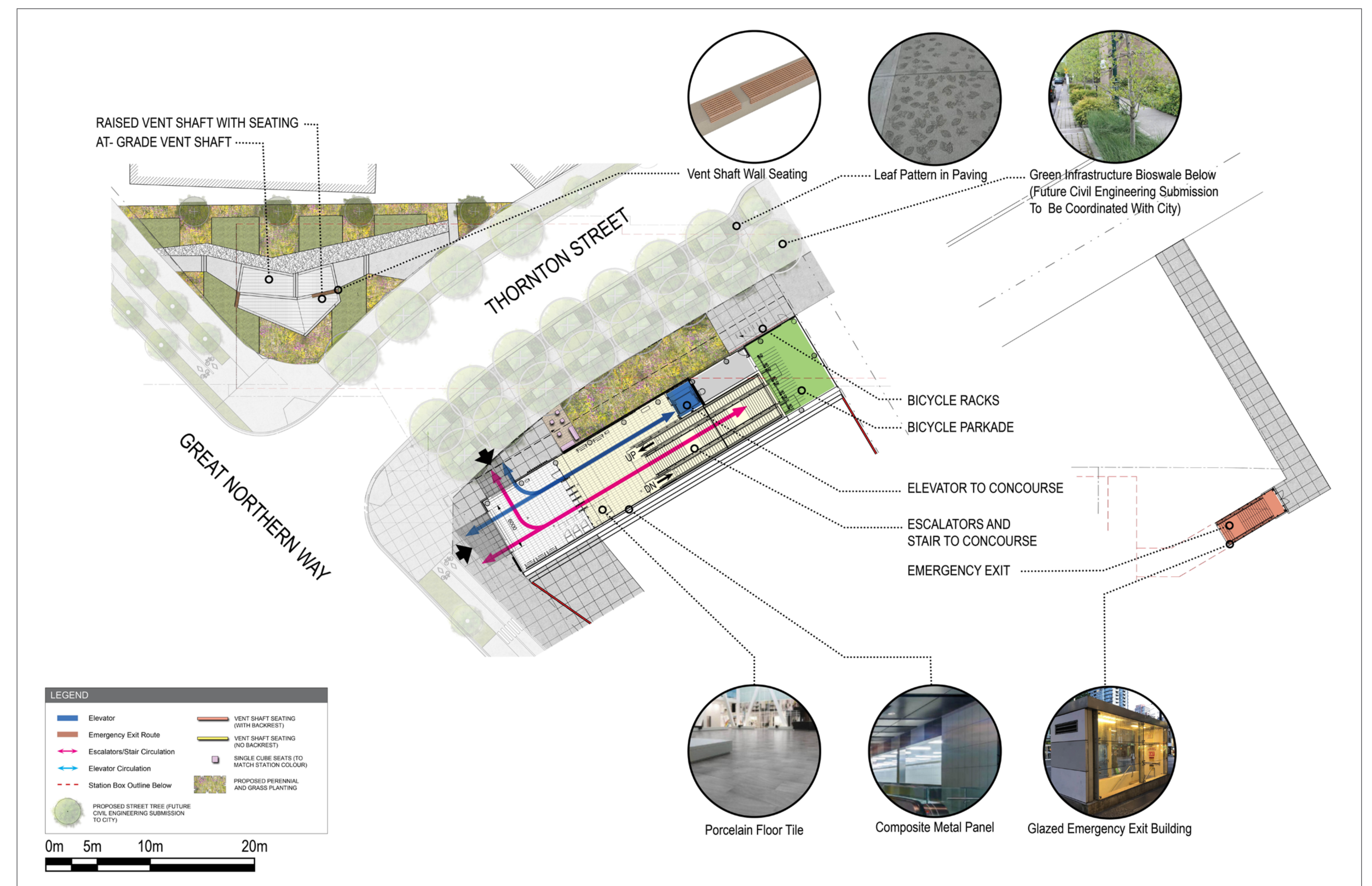
Note: Trees and roadway design along Great Northern Way and Thornton Street are indicative at this time.



Great Northern Way-Emily Carr Station: Landscaping and Amenities

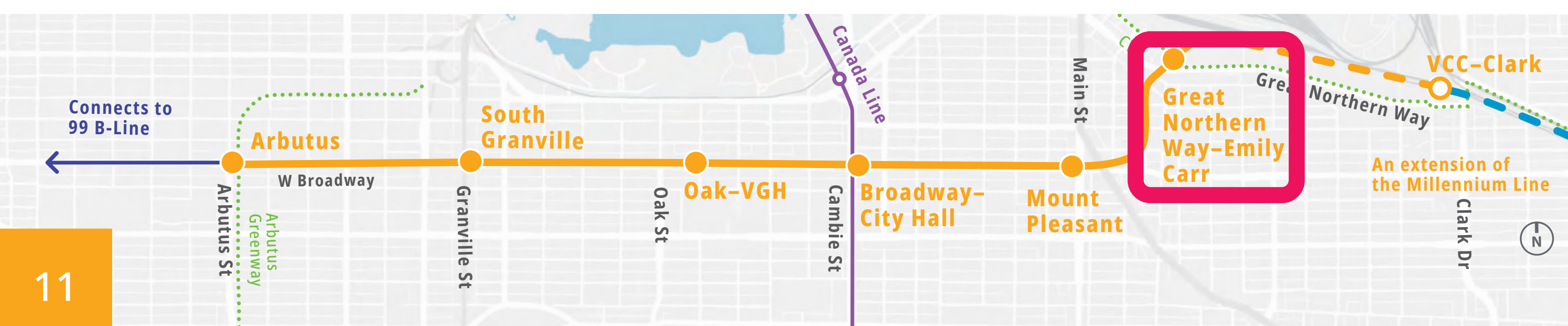
Updated station designs illustrated in these images include:

- Linear seating areas and new vent shaft seating areas, including in the statutory right-of-way parkette
- Grass planting areas
- Proposed street tree locations
- Differentiating concrete colours at seating areas, main station entrance area (welcome mat), street tree/trench drainage integration areas, and passenger/pedestrian movement areas
- Vent structures and grates have been reshaped to better reflect and integrate with the landscape design within the parkette
- Reconfigured bike rack layout



Great Northern Way-Emily Carr Station ground floor plan

Note: Trees and roadway design along Great Northern Way and Thornton Street are indicative at this time.



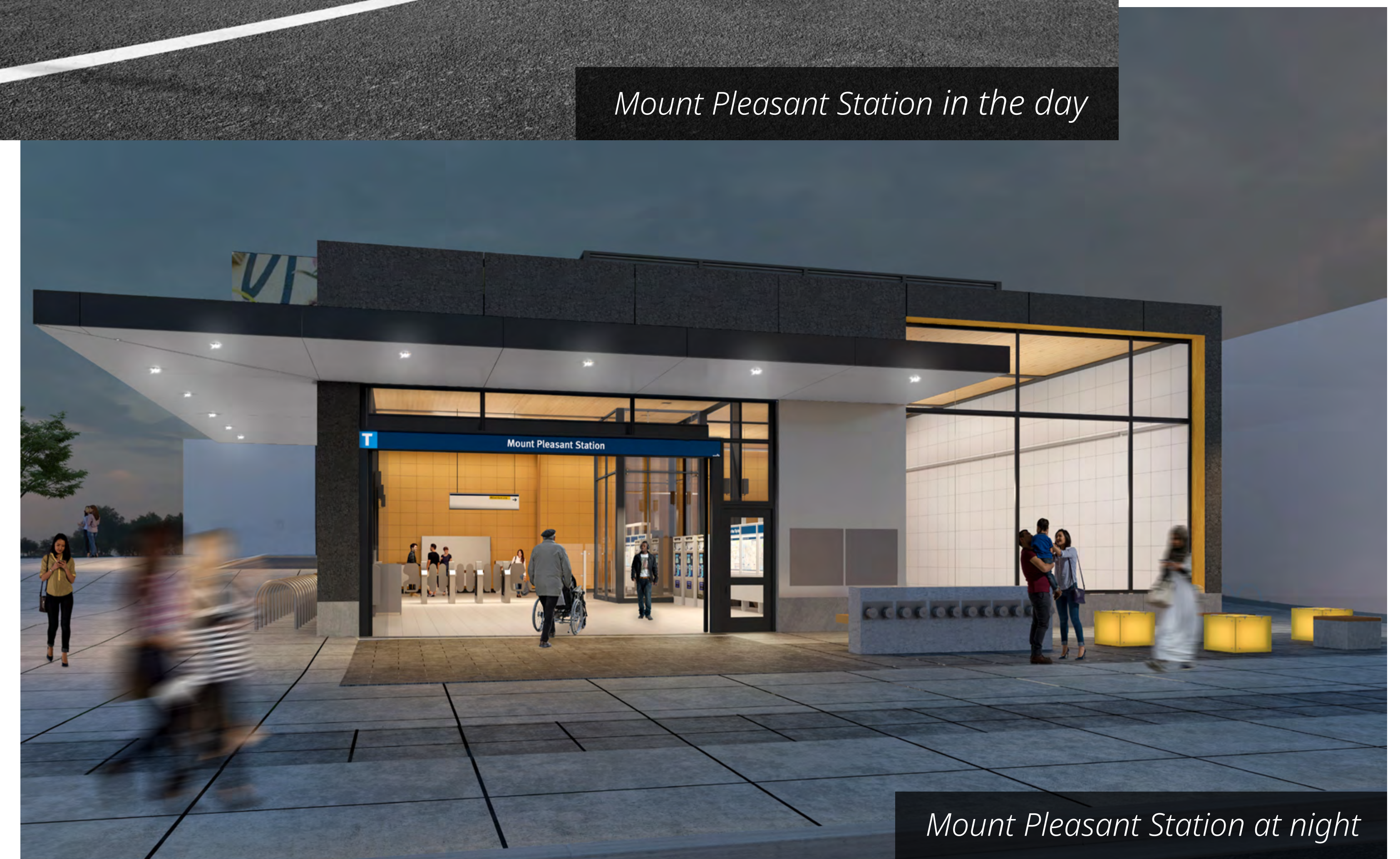
Mount Pleasant Station

Updated station designs illustrated in these images include:

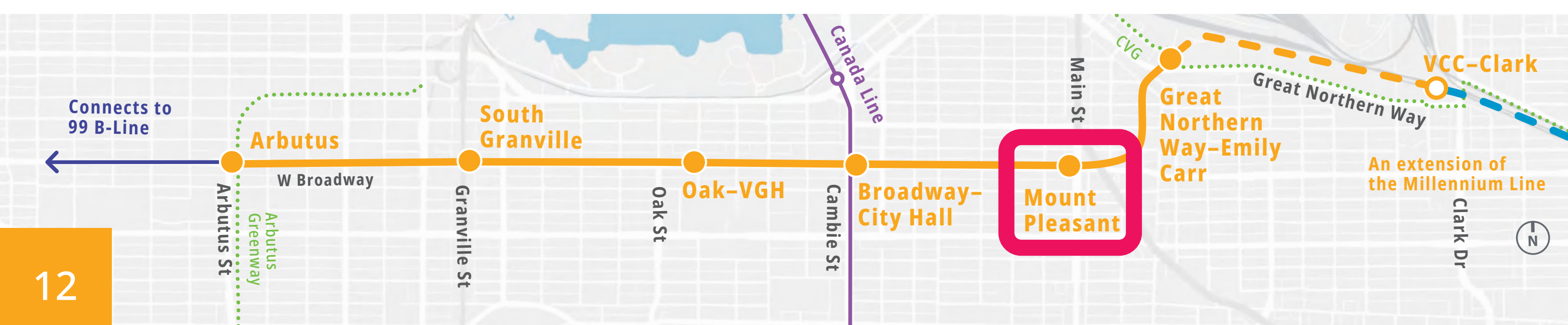
- Dark grey cladding and reflective gold accent trim, combined with yellow cladding at the entrance back feature wall are designed to frame the artwork inside and provide intuitive wayfinding
- Increased glass facing Broadway and Main Street, and above the entrance grille
- White colour under the canopy folds into a matching white aluminum wall panel adjacent the entrance to create a streamlined “folded-plane” finish
- Cube seating in accent colour, with integrated lighting at night
- ‘T’ marker with information panel that incorporates wayfinding and information signs used across the transit system
- Extended canopy facing Main Street for additional coverage from the elements
- Added provisions for a future second entryway from Main Street
- Weather protected bike racks and seating
- Reconfigured vent shafts to allow more space for pedestrian circulation



Mount Pleasant Station in the day



Mount Pleasant Station at night



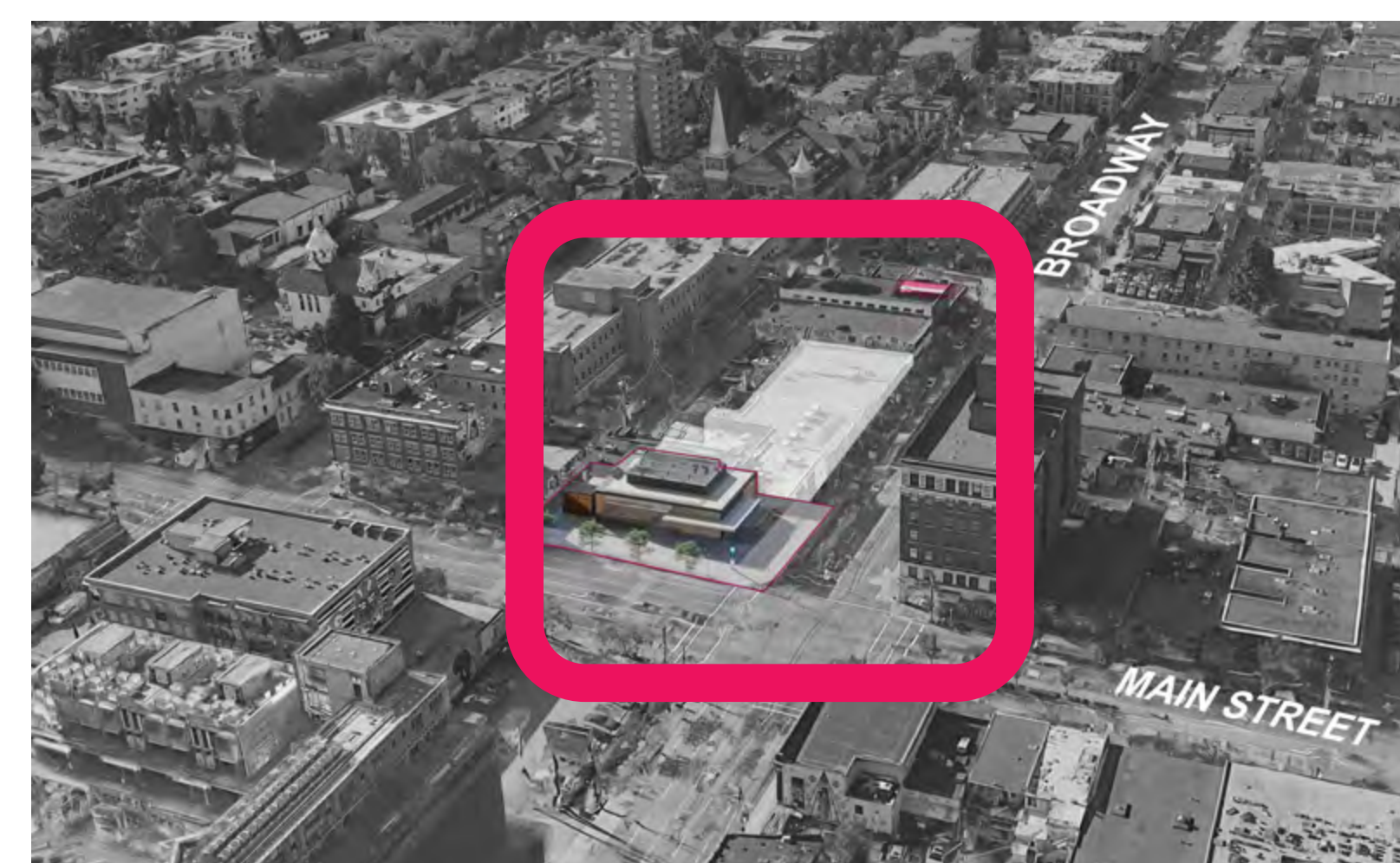
Mount Pleasant Station: Community Integration

Updated station designs illustrated in these images include:

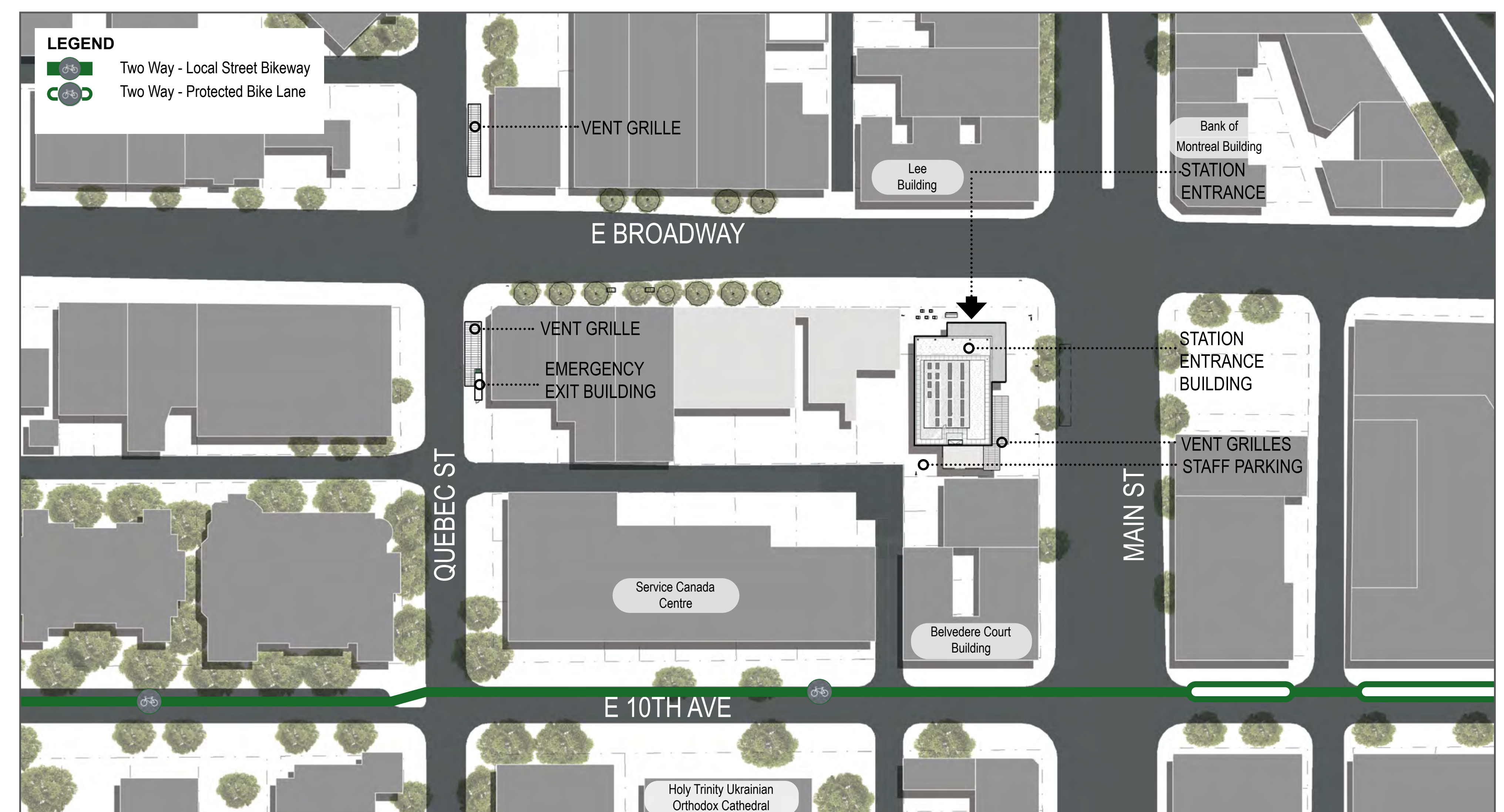
- Dark structural steel (columns and beams) instead of grey inside the station to match the dark colour of the exterior façade
- Updated station plaza design
- Updated vent shaft dimensions and size (adjusted to make them flush with the sidewalk and to coordinate with the City of Vancouver's revised streetscape along Broadway)



Mount Pleasant Station interior

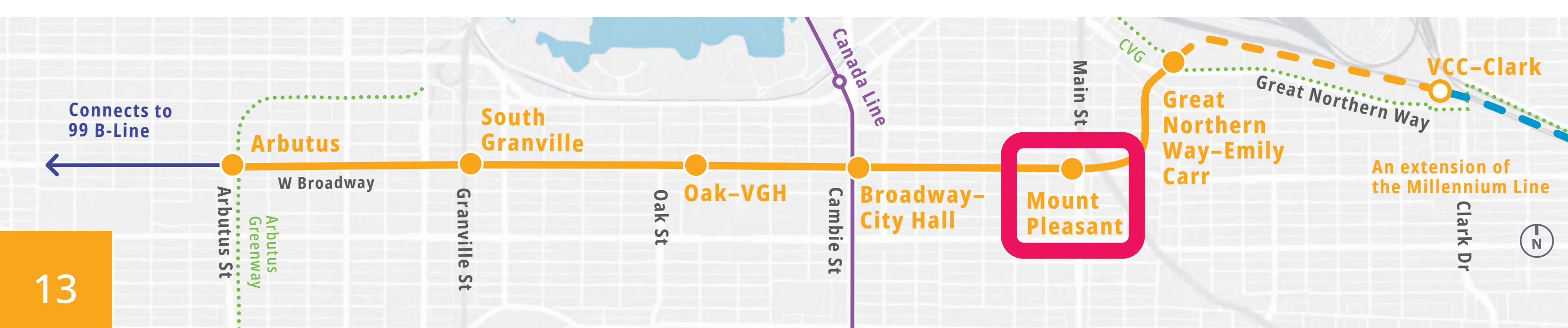


Mount Pleasant Station aerial overview



Mount Pleasant Station context plan

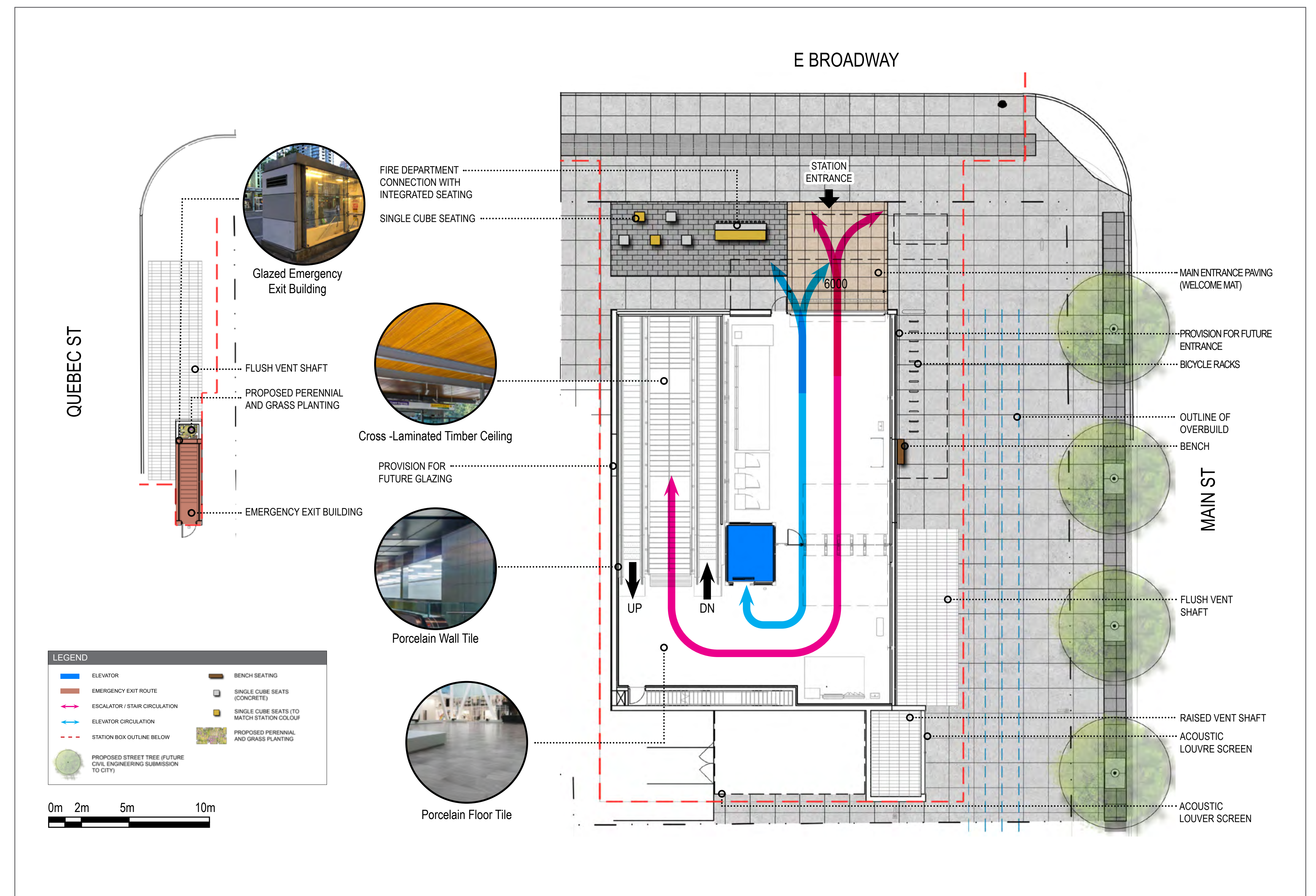
Note: Trees and roadway design along Broadway are indicative at this time. Future trees and roadway design will be determined through the City of Vancouver's street redesign process.



Mount Pleasant Station: Landscaping and Amenities

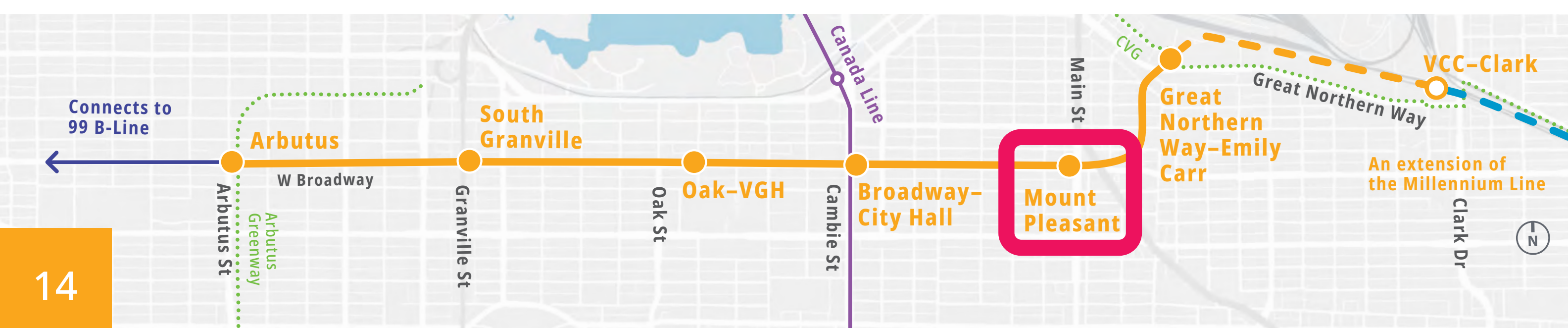
Updated station designs illustrated in these images include:

- Linear and cube seating areas and vent shaft seating areas
- Proposed street tree locations (final locations to be determined through the City of Vancouver's street redesign process)
- Differentiating concrete colours at seating areas, main station entrance area (welcome mat), street tree/trench drainage integration areas, and passenger/pedestrian movement areas
- Locations of noise dampening vent screens (acoustic louvres)
- Bike rack areas reconfigured to face Main Street and now have protection from the weather
- Provision for a future second entryway from Main Street
- Planters introduced to capture rainwater drainage from the emergency exit building



Mount Pleasant Station ground floor plan

Note: Trees and roadway design along Broadway are indicative at this time. Future trees and roadway design will be determined through the City of Vancouver's street redesign process.



Broadway-City Hall Station

Updated station designs illustrated in these images include:

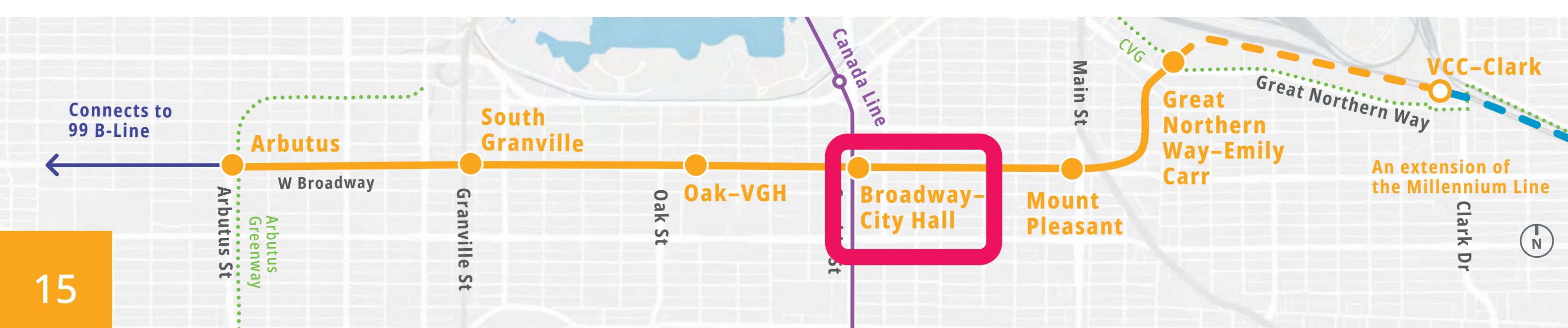
- Rooftop equipment relocated, removing the need for chain link fencing
- Grey glazing panel adjacent to the concrete wall between the existing station and the new elevator lobby
- Paving treatment in front of elevator lobby to identify seating areas
- Increased use of internal and external lighting
- Grey cladding to match existing Canada Line station (no change)
- Glass/glazing to roofline
- Integrated seating and planters, planter behind the new elevator lobby captures roof drainage
- Wooden benches and grey cube seating, with integrated lighting at night
- Reconfigured bike rack area
- Reconfigured stairway to and from car park



Broadway-City Hall Station in the day



Broadway-City Hall Station at night



Broadway-City Hall Station: Community Integration

Updated station designs illustrated in these images include:

- Updated vent shaft dimensions and size (adjusted to make them flush with the sidewalk and to coordinate with the City of Vancouver's revised streetscape along Broadway)
- Paving treatment in front of elevator lobby

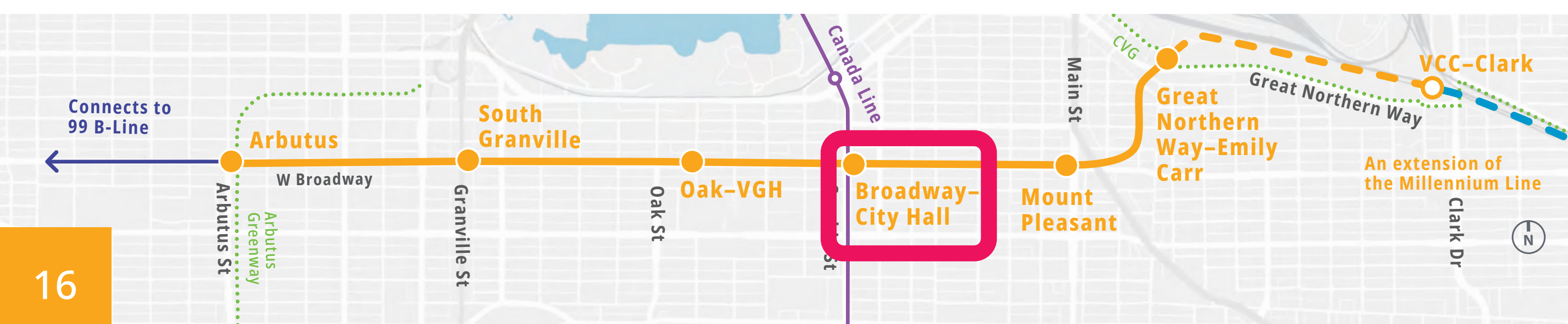


Broadway-City Hall Station aerial overview



Broadway-City Hall Station context plan

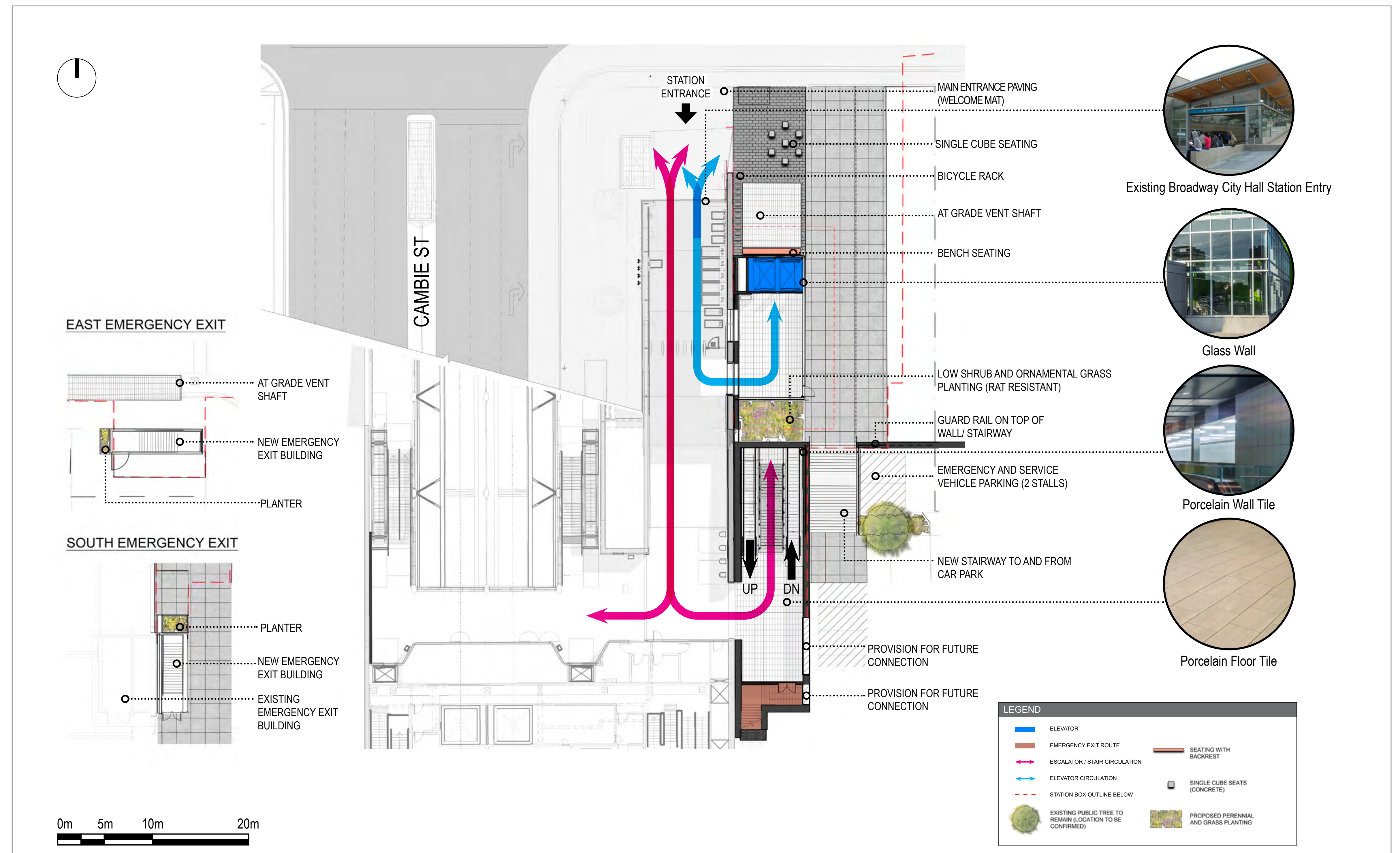
Note: Trees and roadway design along Broadway are indicative at this time. Future trees and roadway design will be determined through the City of Vancouver's street redesign process.



Broadway-City Hall Station: Landscaping and Amenities

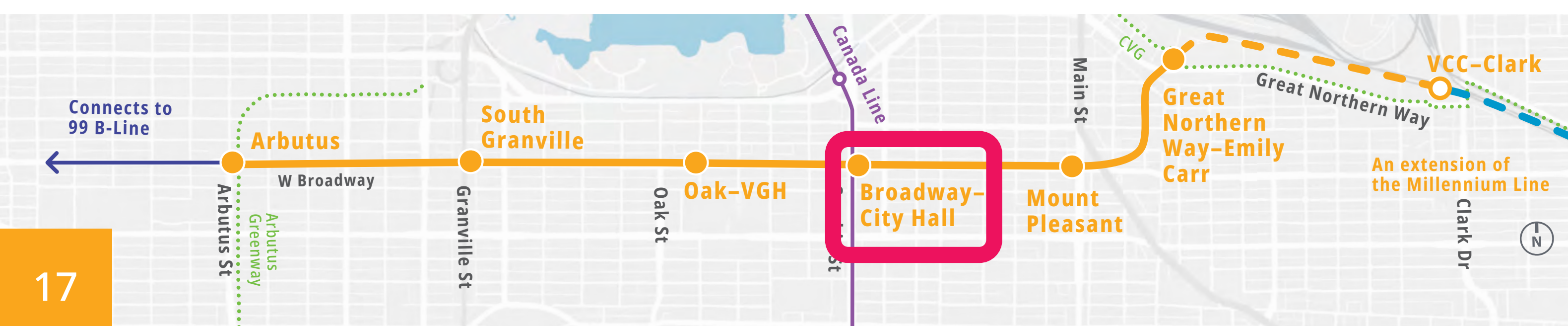
Updated station designs illustrated in these images include:

- Bench and cube seating areas and vent shaft seating areas
- Grass planting areas
- Relocated bike rack areas
- New stairway to and from car park
- Differentiating concrete colours at seating areas, main station entrance area (welcome mat), passenger/pedestrian movement areas, and along walkway to new stairway
- Planters introduced to capture rainwater drainage from the emergency exit building



Broadway-City Hall Station ground floor plan

Note: Trees and roadway design along Broadway are indicative at this time. Future trees and roadway design will be determined through the City of Vancouver's street redesign process.



Oak-VGH Station

Updated station designs illustrated in these images include:

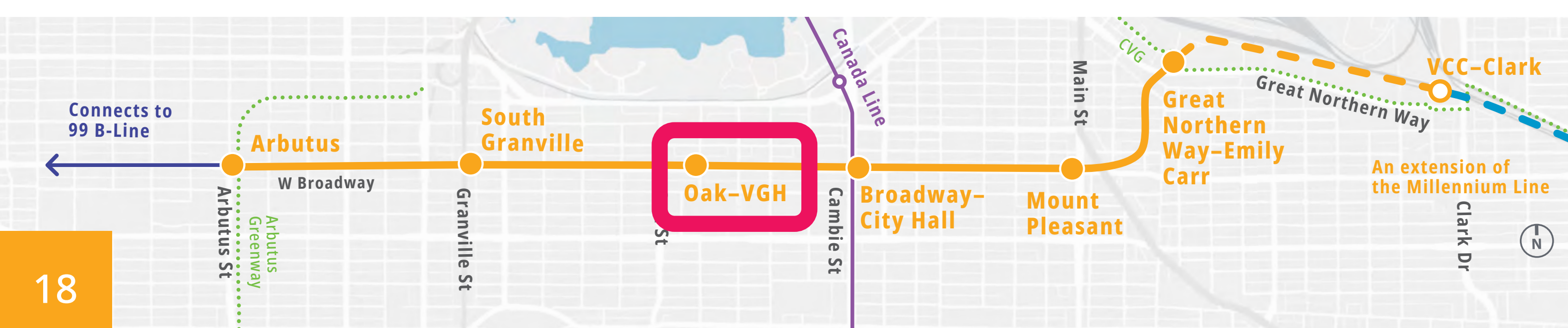
- Light grey cladding and green accent trim
- Increased glass/glazing facing Broadway and Laurel Street and above entrance grille
- White colour under the canopy folds into a matching white aluminum wall panel adjacent the entrance to create a streamlined “folded-plane” finish
- Extended canopy facing Laurel Street for additional weather protection
- Wooden benches and cube seating in accent colour, with integrated lighting at night
- Proposed street tree locations along Laurel Street (final locations to be determined through the City of Vancouver’s street redesign process)
- ‘T’ marker with information panel that incorporates wayfinding and information signs used across the transit system
- Weather protected bike racks and seating
- Added provisions for a future second entryway from Laurel Street to accommodate future development (not shown here)
- Reconfigured vent shafts to allow more space for pedestrian circulation



Oak-VGH Station in the day



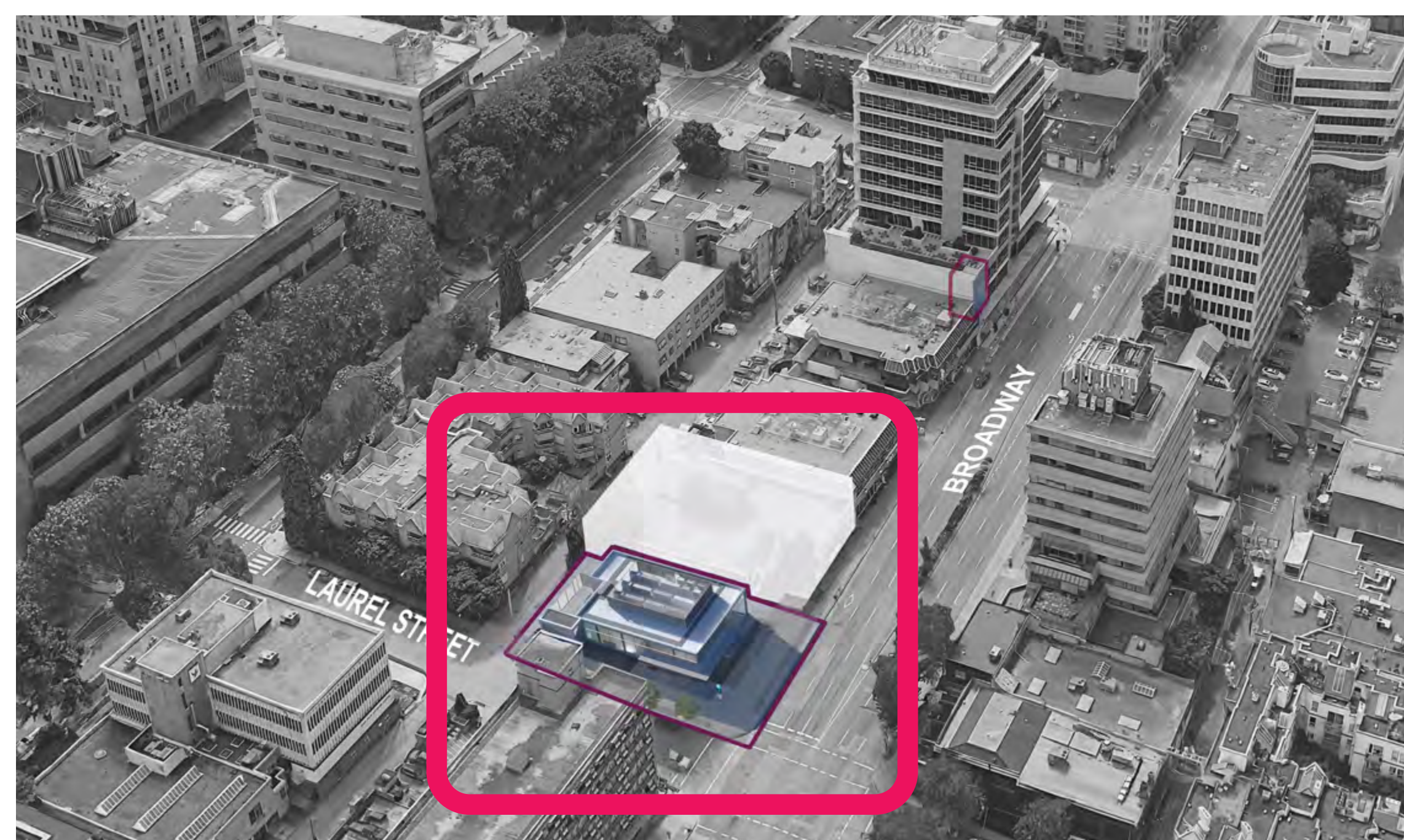
Oak-VGH Station at night



Oak-VGH Station: Community Integration

Updated station designs illustrated in these images include:

- Updated vent shaft dimensions and size (adjusted to make them flush with the sidewalk and to coordinate with the City of Vancouver's revised streetscape along Broadway)

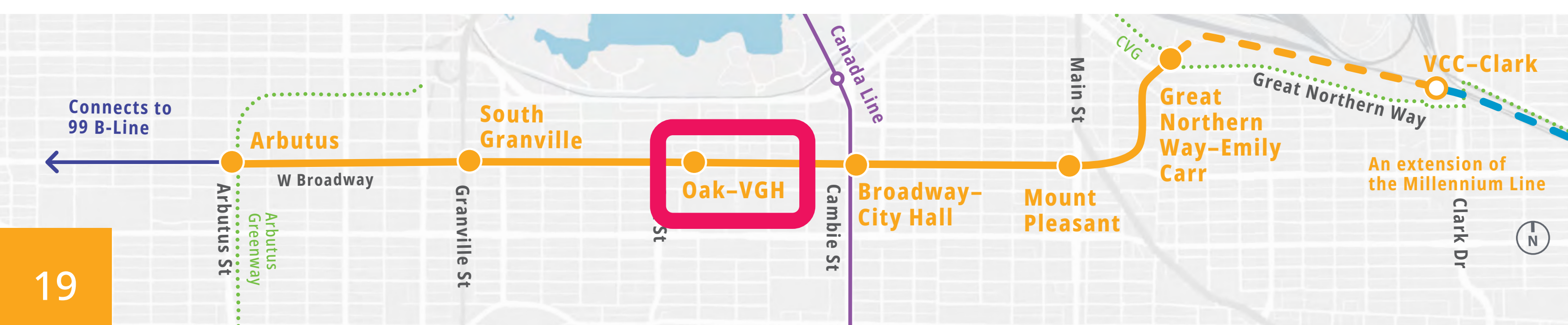


Oak-VGH Station aerial overview



Oak-VGH Station context plan

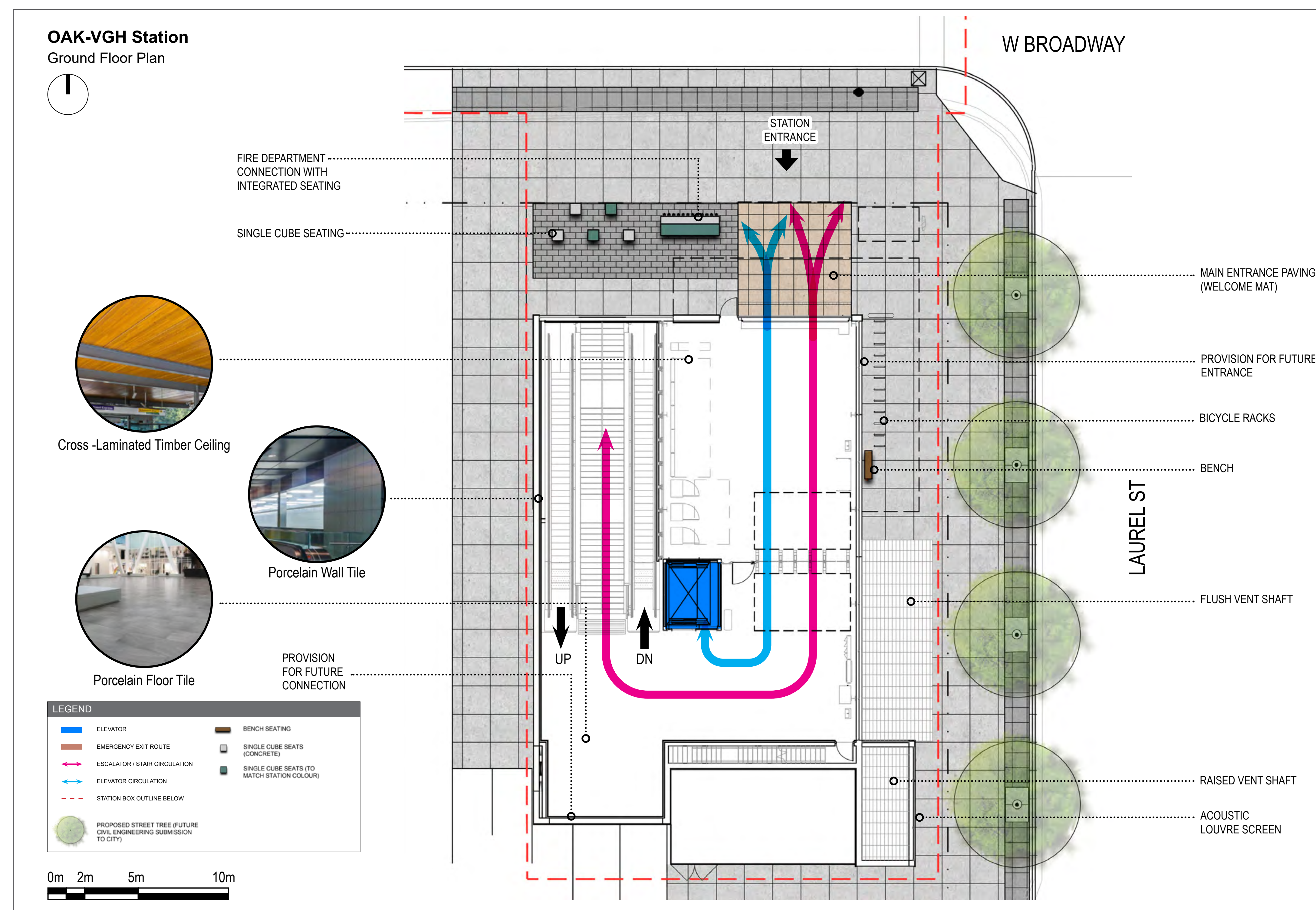
Note: Trees and roadway design along Broadway are indicative at this time. Future trees and roadway design will be determined through the City of Vancouver's street redesign process.



Oak-VGH Station: Landscaping and Amenities

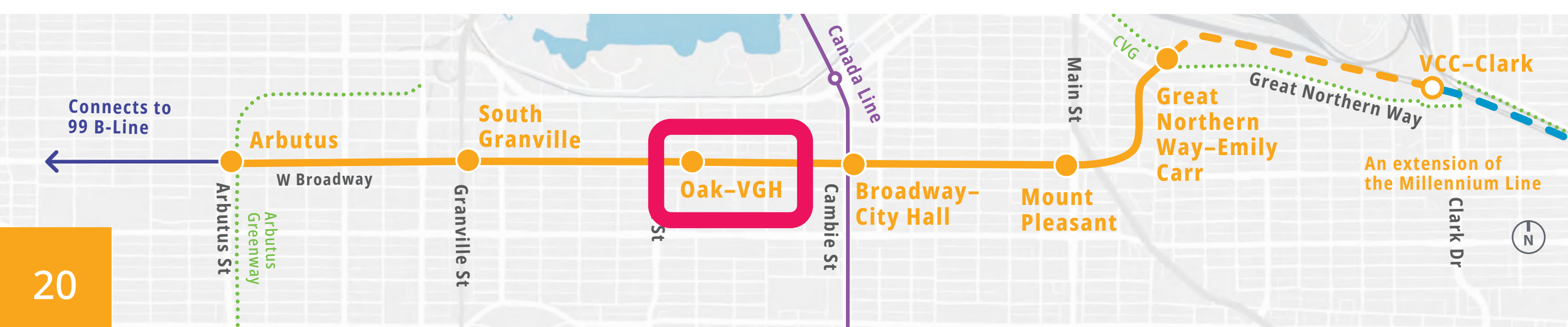
Updated station designs illustrated in these images include:

- Bench and cube seating areas
- Proposed street tree locations (final locations to be determined through the City of Vancouver's street redesign process)
- Differentiating concrete colours at seating areas, main station entrance area (welcome mat), street tree/trench drainage integration areas, and passenger/pedestrian movement areas
- Locations of noise-dampening vent screens (acoustic louvres)
- Provision for a future second entryway from Laurel Street
- Bike parking areas reconfigured to face Laurel Street and now have protection from the weather



Oak-VGH Station ground floor plan

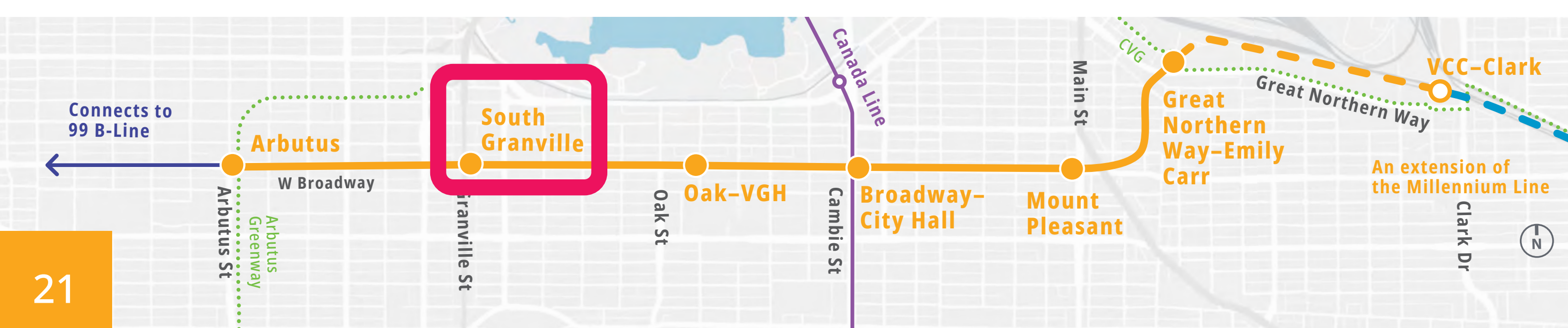
Note: Trees and roadway design along Broadway are indicative at this time. Future trees and roadway design will be determined through the City of Vancouver's street redesign process.



South Granville Station

Updated station designs illustrated in these images include:

- Increased glass/glazing above entrance grille is planned, pending coordination with the developer
- Illuminated standard 'T' marker (no change)
- Updated ceiling in dark copper to match the developer's canopy soffit design and provide a seamless transition between interior and exterior



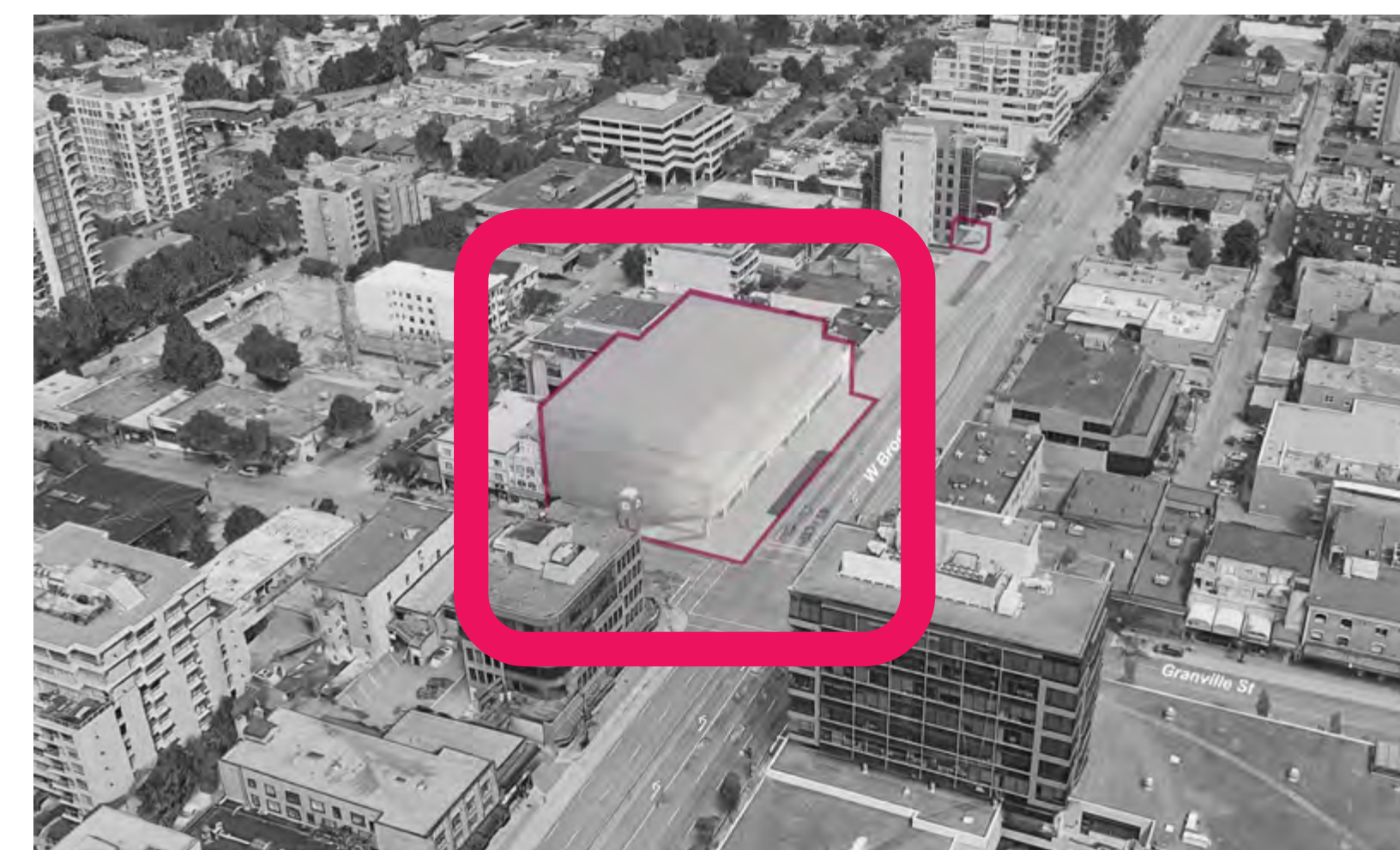
South Granville Station: Community Integration

Updated station designs illustrated in these images include:

- Increased glass/glazing, pending coordination with the developer
- Updated ceiling colour in dark copper and ceiling panels orientation to match the developer's canopy soffit design and provide a seamless transition between interior and exterior
- Increased lighting in the station interior
- Updated vent shaft dimensions and size (adjusted to make them flush with the sidewalk and to coordinate with the City of Vancouver's revised streetscape along Broadway)



South Granville Station interior

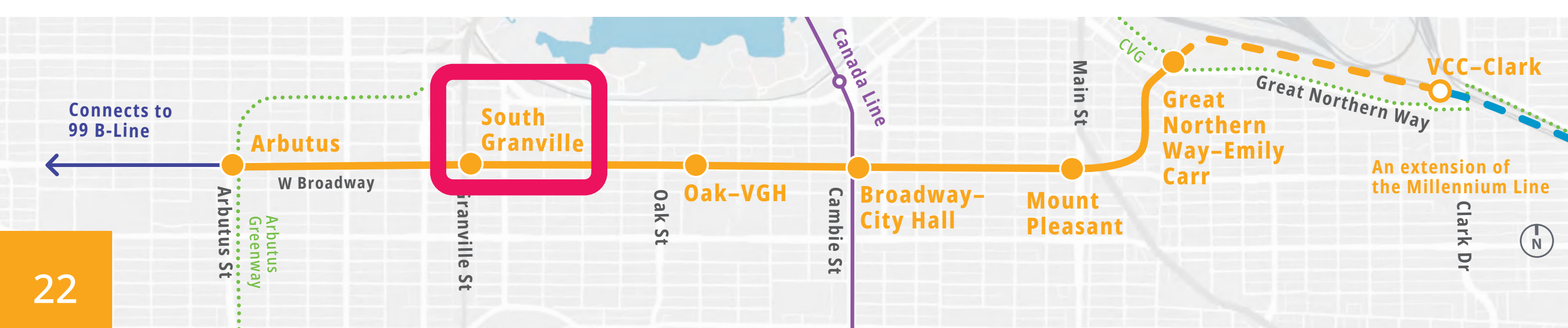


South Granville Station aerial overview



South Granville Station context plan

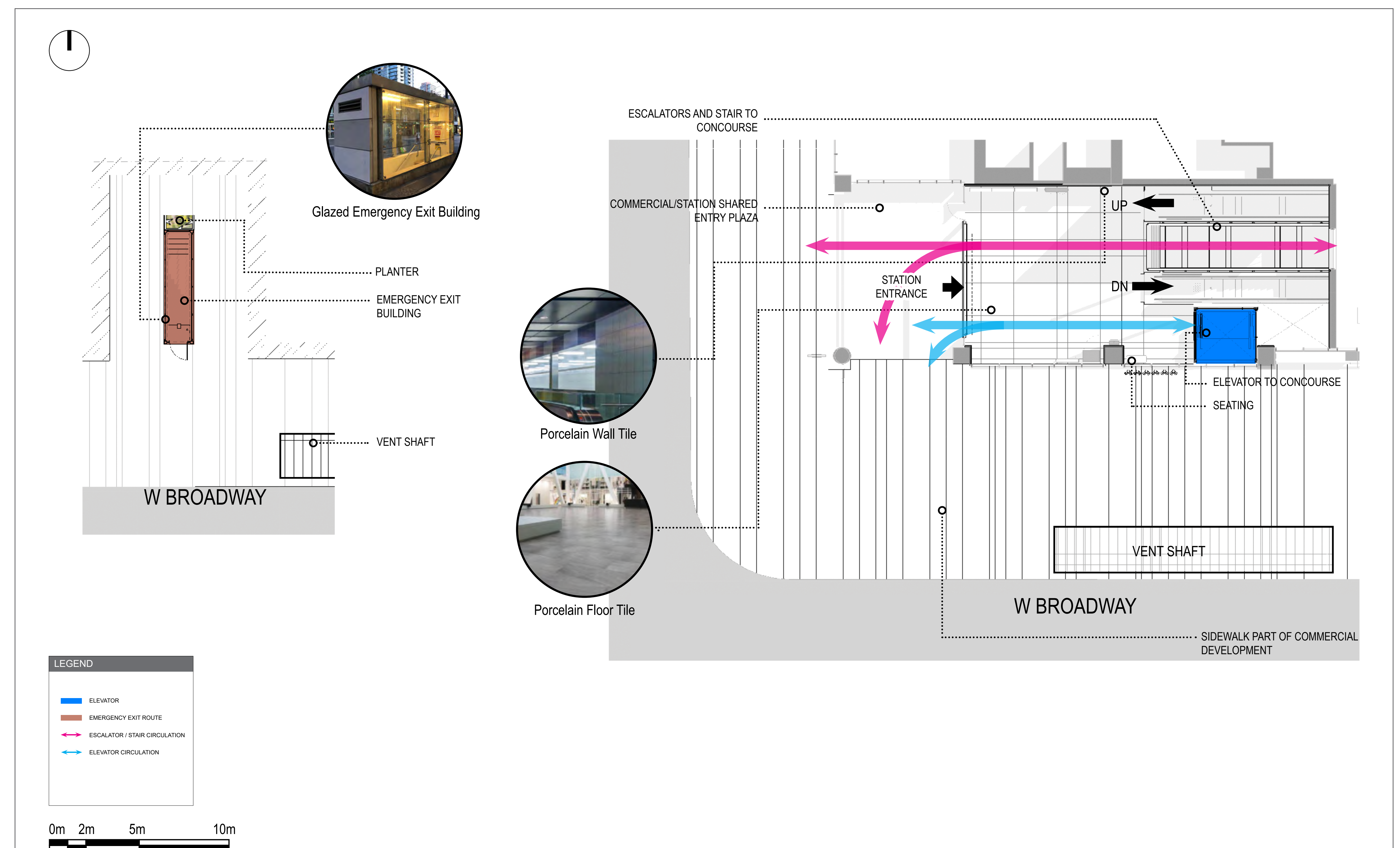
Note: Trees and roadway design along Broadway are indicative at this time. Future trees and roadway design will be determined through the City of Vancouver's street redesign process.



South Granville Station: Landscaping and Amenities

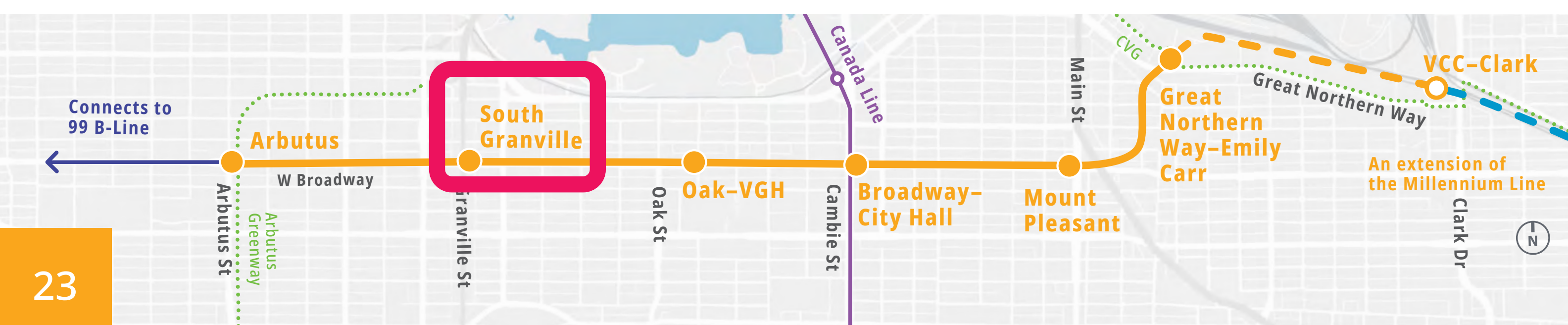
Updated station designs illustrated in these images include:

- Updated vent shaft dimensions and size (adjusted to make them flush with the sidewalk and to coordinate with the City of Vancouver's revised streetscape along Broadway)
- Planters introduced to capture rainwater drainage from the emergency exit building



South Granville Station ground floor plan

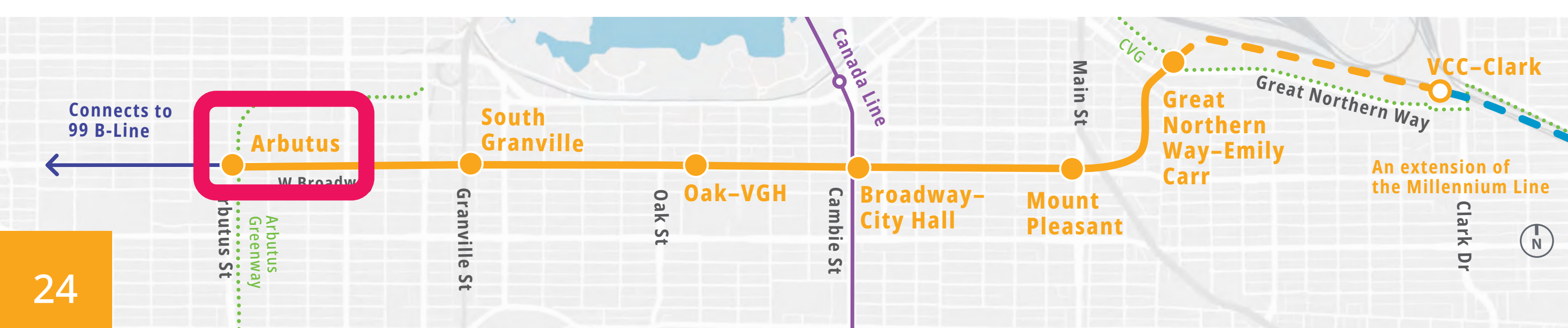
Note: Trees and roadway design along Broadway are indicative at this time. Future trees and roadway design will be determined through the City of Vancouver's street redesign process.



Arbutus Station

Updated station designs illustrated in these images include:

- Light grey cladding
- White colour under the canopy
- Maximized use of glass/glazing
- The selected accent colour will be featured at the back wall of the station and will be clearly visible through the glass walls and illuminated at night. The colour shown here is for illustrative purposes only and will be adjusted in response to the artwork to be provided at this station.
- Updated entrance furniture layout (focused on the south side of the station, away from Arbutus and Broadway to improve circulation), with integrated seating and planters at vent shafts
- Cube seating in a single accent colour (to be confirmed), with integrated lighting at night
- 'T' marker that incorporates wayfinding and information signs used across the transit system



Arbutus Station: Community Integration

Updated station designs illustrated in these images include:

- Updated interior ceiling at entry to match the white exterior canopy and create seamless transition between interior and exterior
- Placement of trees along the Arbutus Greenway is aligned with City of Vancouver greenway design
- Updated emergency exit location and dimensions
- Updated vent shaft dimensions and size (adjusted to make them flush with the sidewalk and to coordinate with the City of Vancouver's revised streetscape along Broadway)



Arbutus Station interior

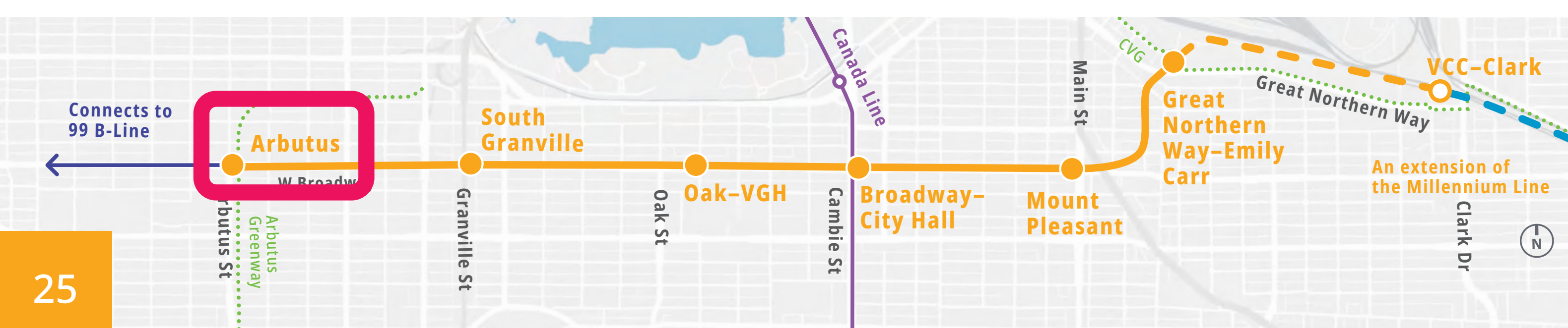


Arbutus Station aerial overview



Arbutus Station context plan

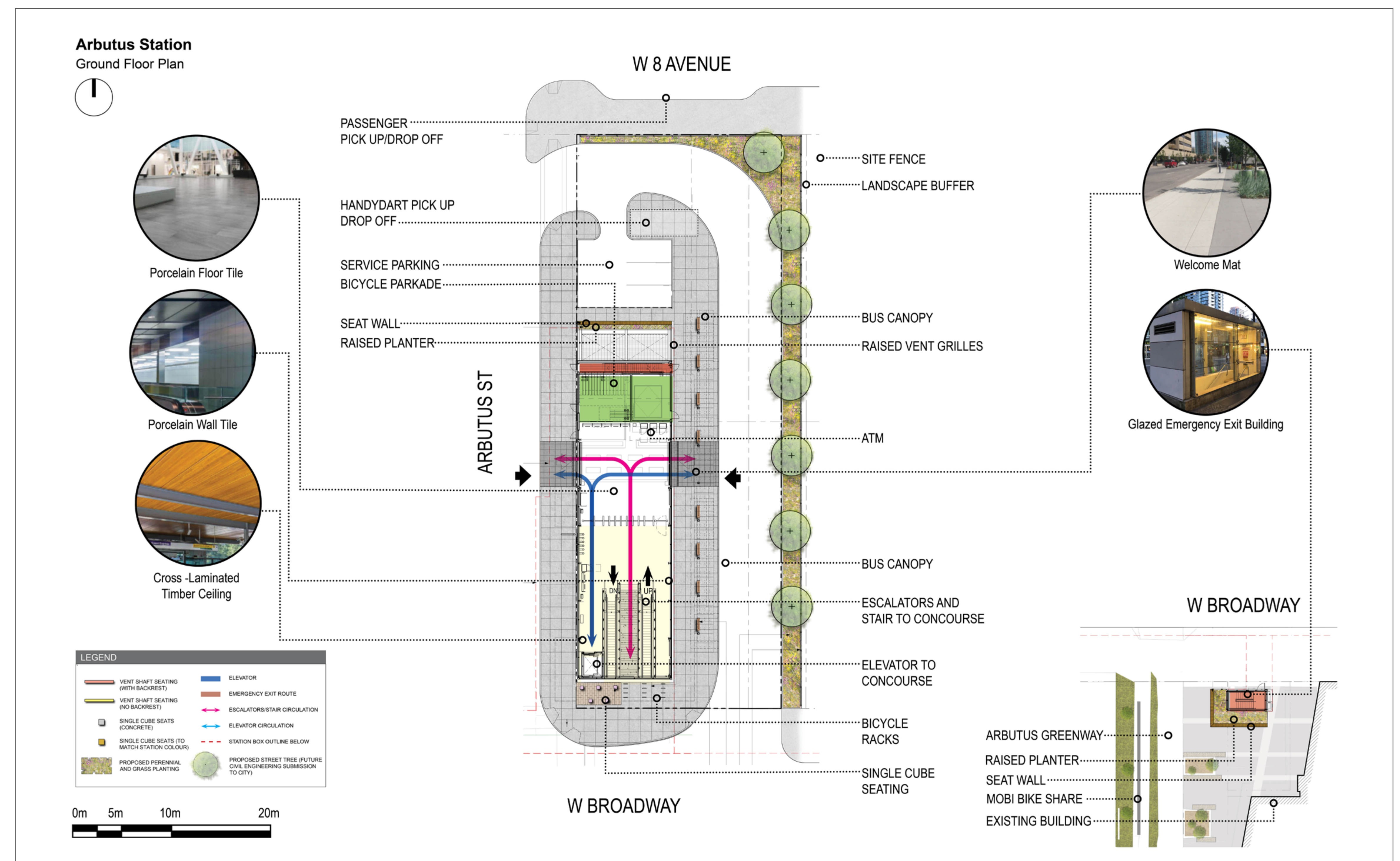
Note: Trees and roadway design along Broadway are indicative at this time. Future trees and roadway design will be determined through the City of Vancouver's street redesign process.



Arbutus Station: Landscaping and Amenities

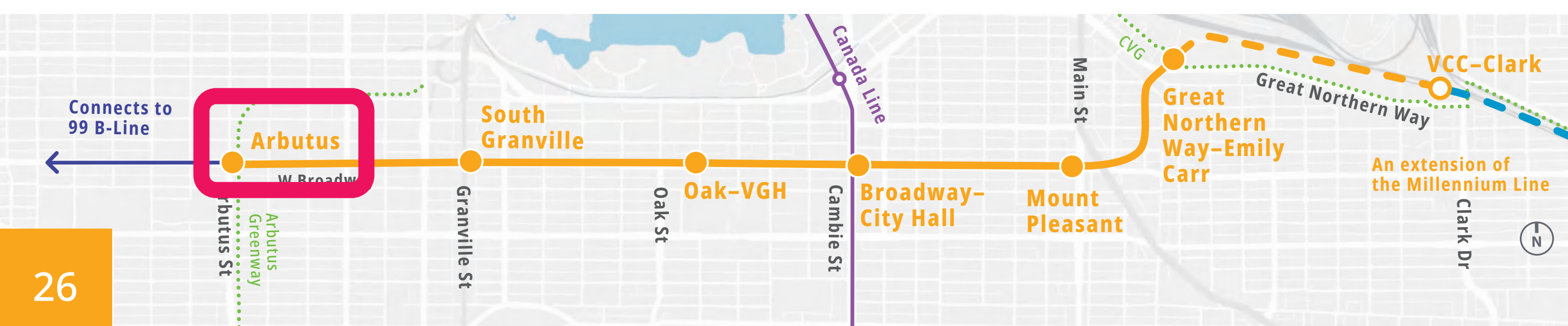
Updated station designs illustrated in these images include:

- Linear and cube seating areas and vent shaft seating areas, all placed on the south side of the station
- Grass planting area/landscape buffer
- Differentiating concrete colours at seating areas and main station entrance area (welcome mat)
- Reduced the amount of at-grade vent shafts on Broadway to increase pedestrian circulation
- Location of bike parking areas
- Original exit structure was located in the plaza space on the south side of Broadway in a long and narrow configuration oriented north-south. This has been revised to a shorter and wider structure oriented east-west and placed closer to Broadway, resulting in a more functional plaza space for pedestrian circulation.



Arbutus Station ground floor plan

Note: Trees and roadway design along Broadway are indicative at this time. Future trees and roadway design will be determined through the City of Vancouver's street redesign process.



Next Steps

ONGOING Engagement with the community, businesses and stakeholders

COMPLETE

**FALL
2020**

Station Design Open House #1

Feedback from this Open House was summarized and considered in the context of the Project requirements, budget and schedule, and decisions made to date as part of previous engagement processes to refine station designs.

COMPLETE

**JANUARY 13
2021**

City of Vancouver Urban Design Panel

In compliance with the City's development permitting process, this expert panel reviewed the Project's designs and public comments received from Open House #1, and provided observations for consideration.

COMPLETE

**FEBRUARY 22
2021**

City of Vancouver Development Permit Board

This City staff board received the Urban Design Panel's report and provided additional comments. All feedback from the City of Vancouver, along with public comments received in Open House #1, helped inform the proposed final designs.

WE ARE HERE

**APRIL - MAY
2021**

Station Design Open House #2

Feedback received will be considered in the context of Project scope, budget, and requirements to assist in finalizing station designs for construction.

**SPRING
2021**

**Target start
of major
construction**

2022

**Target launch of
tunnel boring
machines**

2023

**Target start of
above-ground
station construction**

2024

**Target start of track
installation**

2025

**Target
completion**



Keep in Touch

To reach the Broadway Subway Project team:



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



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- Book an appointment:
Community Office **778-572-3544**

