

## URBAN DESIGN PANEL MINUTES

**DATE:** Wednesday Jan 13, 2021

**TIME:** 4:00 pm

**PLACE:** WebX

**PRESENT:** MEMBERS OF THE URBAN DESIGN PANEL:

Alan Davies  
Angela Enman  
Michael Henderson  
Adrien Rahbar  
Sydney Schwartz  
Walter Francl  
Jennifer Stamp  
Karenn Krangle  
Marie-Odile Marceau  
Margot Long  
Brittany Coughlin  
Muneesh Sharma

**REGRETS:** Matt Younger

**RECORDING SECRETARY:** K. Cermeno

### ITEMS REVIEWED AT THIS MEETING

1. Broadway Subway Project (BSP)

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1. Address: Broadway Subway Project (BSP)  
Description: To develop six new underground skytrain stations and transit plazas as part of the Broadway Subway Project. Stations locations are as follows: GNW- Emily Carr, Mount Pleasant, Broadway City Hall (interchange station integrated with the existing Canada Line), Oak-VGH, South Granville and Arbutus. Note: This session will be non-voting meeting of the panel. The project is being delivered by the Province, therefore does not require a development permit and instead follows the Design Advisory Process (DAP).  
Application Status: Design Advisory Process (DAP) Non-voting Session  
Review: First  
Architect: IBI Group – Charlie Hoang  
DIALOG – Martin Nielson (GNW + Arbutus Station)  
BSP Rep: Jeff Spruston  
Staff: Michelle Lee-Hunt & Kevin Spaans
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## **EVALUATION: Non-Voting**

- **Introduction:**

Development Planner, Michelle Lee-Hunt, began by noting this UDP session will focus on the design and urban interface of the six new stations for the Broadway Subway Project.

The project is being procured and delivered by the Province, which means a development permit is not required. Instead, the project moves through a shadow process called the Design Advisory Process or DAP. Ms. Lee-Hunt noted this is the same process undertaken by the City as was followed for the review of the Canada Line Stations.

As such, the City's portion of the presentation focuses on the advice that has been provided to the consultants responsible for designing and constructing the Project, hereto known as Project Co. Although there will not be a vote of support or non-support, as always, Staff look to the panel to provide guidance that can further shape the design of the project.

Project Co will provide further detail on project limitations, but please note that there are number of technical requirements established by TransLink who will ultimately operate and maintain the system. Land Acquisition and financial considerations have also played a part in shaping the project.

Once the Urban Design Panel's recommendations have been received, their comments along with those of staff will be compiled into a report provided to Project Co who with then address what considerations can and possibly cannot be incorporated.

Project Co is required to provide the City with an updated drawing package in March reflecting their further design development of the stations.

Ms Lee-Hunt mentioned that the Panel has been provided with the municipal guidelines document along with the UDP presentation materials. Guidance contained in this document is advisory and based on the Council Approved Principles and Strategies for the Broadway Subway Project. The Municipal Guidelines document was developed by CoV staff and provided to Project Co to

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communicate the city's interests and priorities. The document is intended as an urban design framework to facilitate integration of the stations with their context and future development

From the City's perspective, the prime objective of this project is for transit to act as a catalyst for urban transformation and support development which in turn, delivers jobs, housing and community amenities

TransLink, through the Province, has set functional and technical requirements for the station designs that in turn, has defined the interior configuration, circulation, equipment placement, material and furniture selection. And for that reason, the UDP session won't delve into the interior layout of the stations.

From a City building perspective, there are reasons that integration with development is so important and there are also significant consequences of not doing so. The stations themselves are designed as 100 year buildings and will be a foundational aspect of our communities for years to come. If stations are not overbuilt, they will remain as standalone buildings and the City needs these parcels functioning at their full potential in order to deliver on housing, job space and community amenities.

While the stations are located within an existing context and community character, Broadway is evolving and will continue to evolve over time. It's imperative that the stations respond to the context they exist within on opening day and provide for a future high performing public realm.

What is required by future development applications in order to build above and beside the stations, in terms of structural span, offsets to and sprinklering requirements for rooftop equipment will determine whether or not overbuild will be feasible.

The form of development we will see on Broadway will be determined by the upcoming Broadway Planning Process. Although we are not at the point when we can comment on future height and density changes, we are evaluating current and future proposals on Broadway in light of this future planning process.

System infrastructure-the mechanical and electrical equipment required for the stations and trains to function- can have a significant impact on the public realm. This is especially true in a constrained ROW such as the Broadway corridor.

For example, there are a number grilles for the tunnel ventilation system. They can land in the utility strip as flush grates but in some cases, where they are closer to the station CoV expressed early an interest to Project Co that they be integrated into the transit plaza.

Vents can be incorporated into stations or buildings within benches or public art. Note a larger size of vents is associated with transit infrastructure, ie 2.5mx10m typical. Other equipment, whether located on station rooftops or behind stations near the alley, is typically protected and screened by an enclosure or fencing. In the case of Mount Pleasant Station, where alleys are valued by the neighbourhood and often activated, the treatment of this equipment is especially important.

One of the principles that the City conveyed to Project Co was that it is important for their facilities to both anticipate and accommodate transit infrastructure in the public realm.

The City foresees these stations will become major activity hubs, with significant movement of people in and out of the stations.

The City therefore asked Project Co to ensure adequate space was provided in front of the stations in the transit plaza.

City staff undertook our own explorations to understand where enhanced setbacks were required in order to provide a high functioning public realm.

At transit priority streets, the City typically requests 7.5m from back of curb to accommodate a utility strip, bus shelter and a larger sidewalk for higher pedestrian and passenger volumes.

Ms. Lee-Hunt noted that many of the panel members will be familiar with the sidewalk space outside of the Crossroads building at Broadway and Cambie and this is what the City considers a functionally appropriate setback.

It is important to note that while the Subway will replace the Blaine, the local bus routes will continue to run on Broadway, and some people may find it more convenient to take the bus. The City is undertaking a separate but coordinated process to re-design the streetscape at the station blocks which will ultimately determine where the curb line is located, once the street is rebuilt following the construction of the below grade components of the stations.

In addition to right-sizing the plazas outside the stations, the City asked Project Co to think about these spaces in terms of areas for movement and repose.

Ms. Lee-Hunt noted that the images shown will be familiar to the Panel having reviewed the municipal guidelines document, further clarifying That the precedent images were meant to inspire design thinking that could be applied to the treatment of the transit plazas, albeit at a different scale.

The precedent images represent examples that while small, are high performing urban spaces that differentiate zones of movement through subtle changes in paving colour or texture, sympathetic treatment of edge conditions, manage rainwater while providing a green expression and strategies around planting that also frame site elements.

Ms Lee-Hunt continued by recounting that the City asked Project Co to think about the treatment of the space outside the stations in terms of being an urban room, with amenities scaled to suit the size of the space. To further enhance visibility, provision for lighting so that spaces outside the stations are illuminated year round through all seasons and weather conditions. Lighting can also serve to accentuate the architectural form and quality of the stations as well as highlight landscaping and site furniture.

The subway stations are all located at prominent intersections on Broadway, and how they punctuate the corner, condition is a key urban design decision. Thinking about the permeability of the station from these urban corners, and how the treatment of the entrance can serve to both visual and experientially expand the perception of the plaza space outside the stations. Additionally, how weather protection can create a sense of enclosure and definition of the entry, as well as providing a needed provision in our climate, specifically.

Ms. Lee-Hunt noted that all of the stations follow a similar program, and that it is important that there is a certain standardization of materials, signage and design approach. In the field of transit and corridor design, these similar components and treatments are known as elements of

continuity. From a design perspective, elements of continuity define a cohesive language for the transit system, and create a sense of predictability, familiarity and ease of use for transit customers. A discussion on how elements of continuity in transit design should exist in balance with elements of distinction and put forth a proposal that is both appropriate to and reflective of the distinct urban context in which it exists was the focus of the following slides.

Noted in the consideration of context, is that the Broadway Subway Project was conceived as an extension to the Millennium Line, as it connects to VCC-Clark Station. Although primarily elevated stations, the Millennium line is characterized by its distinctive architecture and stations which serve as reference points within their neighbourhoods.

Context specific design includes a consideration of the palette of materials characteristic of a specific community. Looking at the various materials used in heritage or other high value buildings to determine appropriate cladding for the station exterior, for example, that is reflective of the existing neighbourhood character.

The City asked that an integrated approach to public artwork be considered in the station design- for example, works that elevate the finish of the station, such as the tiled mosaic as a wall finish shown within the presentation.

Ms. Lee-Hunt clarified that the public art for the transit stations will be managed through a separate coordinated process and that there is a separate consultant onboard who will select the artwork and the placement of the artwork within the stations. A selection committee and evaluation panel has been created to evaluate the works as well as a technical team to assist with integration.

The Province is working with Musqueam, Squamish and Tsleil-Waututh nations in relation to cultural recognition and Indigenous art for the Project. Indigenous art will be featured at the Arbutus Station plus additional stations, still to be determined in consultation with these nations.

Ms. Lee-Hunt outlined that the review of the stations that followed had been broken up into two parts. Firstly, stations where development was not currently known and anticipated to take place at a future date once the station was built (Mount Pleasant, Oak-VGH and Arbutus)

### **Mt. Pleasant Station**

The context surrounding the proposed station includes a mix of low and midrise development, heritage buildings as well as newer more recent development. Brick cladding, weather protection and murals are also characteristic of the area.

Ms. Lee-Hunt relayed that what the City has heard from the community in the early stages of the Broadway plan, is that Main Street is by far the most valued high street to people in Vancouver. In terms of context specific design, the City relayed to Project Co in the Municipal Guidelines about the Mount Pleasant station area was the importance of:

- Typified by laneways, some of which are activated by festivals other events;
- The role that murals and public art contribute to the overall graphic of the community;
- And that Mount Pleasant is home to a diverse community that values art and cultural activities, as noted in the Mount Pleasant Community Plan.
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Arguably more so than any other station area, a destination, where people come to dine, shop and socialize

Mount Pleasant is a location where the City anticipates future overbuild of the station. Provision for overbuild has been made in the following ways:

- Space and clearance provided for a line of future columns away from the foundation extents, for future development to span over the station.

With development, Ms. Lee-Hunt noted, the condition at Main Street will change. The colonnade as shown, will not be there on opening day and will instead be built with future development.

Ms. Lee-Hunt also noted also, that pending public engagement and the Broadway Planning Process, the idea of an active transportation link running alongside the west of the station has been proposed, which would take cyclists and pedestrians from 10<sup>th</sup> avenue to the station entrance

## **OAK VGH STATION**

Ms. Lee-Hunt continued with the next station for review by the panel: Oak-VGH. The context surrounding Oak – VGH station, forms the health precinct.

To the north, leading to the Laurel street land bridge, buildings here are characterized by a mix of medical offices, hotels, and retail spaces.

There is a considerable slope north to south on the Laurel street frontage.

The City expects to see a high degree of change on Broadway in this area, with a number of new developments being considered in close proximity to the station.

The City relayed to Project Co that accessibility was a key consideration as many passengers arriving to the station may have mobility, visual or auditory challenges.

The City wanted the design of the public realm to reinforce the connection of this station to south false creek via the Laurel Street land bridge.

Ms. Lee-Hunt noted that Oak VGH Station is almost identical to Main Street station in terms of the entry, transit plaza and equipment placement, however overbuild will only be possible from the west, and in a much more limited way due to some of the underground constraints.

## **ARBUTUS STATION**

Next, Ms. Lee-Hunt introduced Arbutus Station. At this station site in particular, the City felt there was the opportunity for more robust and extensive green infrastructure, in part to mitigate the impact of the bus loop.

Through some initially studies, the City's take was that there is limited development potential of this site, for a number of reasons, including:

- The required setbacks to reclaim width for the greenway;

- The potential for the future streetcar (which would further constrain development).

And the fact there is really no development potential until the time that the bus loop is able to be decommissioned.

For those reasons, the City initially conceived of this station as a standalone station, seeing an opportunity for form-making, for example, with a roof expression sympathetic to the adjacent greenway.

As with many of the other stations in the project, there will be a mezzanine level above the station to house the station's rooftop equipment.

Ms. Lee-Hunt clarified that one thing that is different about this station as compared to the other stations, is that Arbutus is showing the screening of this equipment following the edge of the roof of the station in line with the streetwall façade of the conceptual future development, versus around only the perimeter of the equipment.

Additionally, Project Co will speak more about the cantilever required for overbuild.

Part two of the presentation covered stations where development over the station was known or planned. As the panel would have (or already had) the opportunity to review these stations in more detail during a future urban design panel session for the development, the introduction of these station areas was briefer.

## **BROADWAY CITY-HALL STATION**

Ms. Lee-Hunt reminded the Panel that this will be an Interchange station with the existing Canada Line. The City owns the land around this station and will be developing it as part of the City Hall precinct under the Office Accommodation Program. The site for the station will be next to the existing Canada Line station and is expected to anticipate development in this area, some of which is under construction.

Ms. Lee-Hunt noted a change in materials between the new station enclosure and the existing Canada Line station with respect to the cladding and glazing system.

## **GREAT NORTHERN WAY – EMILY CARR STATION**

Ms. Lee-Hunt noted that this station resides in the campus of Emily Carr University with the Central Valley Greenway located around the station. The station is surrounded by existing midrise and the campus precinct itself, and the campus precinct is filling out with development per the false creek flats structure plan.

Overbuild of the station planned here, currently working with a developer looking at overbuild options and scenarios from the False Creek Flats structure plan. Of note are the dual aspect entrance doors at this station as well as the enhanced landscaping treatment in and around the pedestrian realm.

Ms. Lee-Hunt reiterated that when this project comes in, the Panel will see this project in more detail.

## **SOUTH GRANVILLE STATION**

Ms. Lee-Hunt noted that this project would be familiar to panel members as it has recently come to the panel for review. The context of South Granville is as a shopping high street and gateway to the south Granville District. This is the station with the highest degree of integration with development in the project currently.

### **Advice from the Panel on this application is sought on the following:**

#### **1. Overbuild and Integration Potential**

Do the proposed station designs provide optimal conditions for overbuild and integration with future development (With a focus on Mount Pleasant, Oak-VGH and Arbutus Stations, which will not be integrated with development on opening day or shortly thereafter)?

#### **2. Interface with Public Realm**

Please provide feedback on the quality of the public realm at each station, with particular consideration given to the public plaza, as well as the relationship between station infrastructure and the public realm, and its impact on/ integration with the streetscape (With particular focus on setbacks, ventilation grilles, emergency exits, equipment).

#### **3. Reflecting Neighbourhood Character**

Does the station design sufficiently respond to the surrounding context and reflect individual neighbourhood character in terms of materiality, fit, finish and landscaping?

### **Applicant's Introductory Comments:**

The applicant noted they incorporated feedback from the open house in late November into the design and that they have also worked with the City and the Province to make the project as successful as possible.

The main comments from the public open house feedback included increase and improve entrances and increase transparency of the station enclosures.

Allow for paving contrast for passenger and cyclist wayfinding.

Look at different cladding colours.

Consider green initiatives; look at adding rainwater management retention system.

Include public amenities such bike racks, seating and lighting.

The applicant relayed the project vision and principles, stating the idea is to create transit that is accessible to everyone.

The concept is to create a family of stations using simple elegant forms.

The module of family stations will be incorporated in the construction and in the materiality.

The overall experience is to connect plaza to platform.

The creation of family station will still allow room for future developments.

The applicant highlighted it was important to ensure the design provides a safe environment that is comfortable for passengers.



The applicant noted they used elements of continuity on each station to enhance the idea of a family stations.

All the entrances are transparent to enhance interaction from inside to outside.

The applicant noted some of the stations have specific elements that are a little different from others such as the artwork.

The applicant noted the design of the stations had to work with location and site.

There are three form-making options at each station, minimal, partial, to open. This is to accommodate services from the ground level, fire protection, while still allowing transparency from the public realm to the stations.

The applicant noted it was important to ensure station entries are operational, important elements are in full view and vertical separations are defined. Individuals should be able to see the elevators, fare gates, escalators and stairs.

The electrical equipment closure is in the back to ensure all stations have clear sight lines, passage movement that is safe and accessible, and to allow for more public space and plaza in the front.

The strategy to allow for setbacks is to allow setbacks for sidewalks and clearance for buffer from sidewalk to the station, but also provide transparency from the main street to side streets to the station. When considering setbacks, it is important there is an allowance for future columns to be built

Setbacks and forms, and module are paid attention to for present and future development strategies.

When considering the plaza, the applicant kept in mind that there is a lot of movement back and forth from station therefore ensured there is enough buffer from plaza to station.

The applicant's intent was to design the paving so the entrance to the station is clear.

At all stations the applicant stated they made sure the utility strip is around and away from the station, defining the curb line.

When considering materiality, materials that are low maintenance and durable are preferred.

The applicant looked to using local materials as much as possible. Slip resistance is very important for paving and flooring material. The applicant looked to keep materials as consistent as possible amongst the stations for maintenance purposes.

Storm water management from the rainwater will run off the canopy of the roof and plaza. Using planters for roof drainage at the emergency exits. Areas of drainage will use a transferring system so that the water is not running to the station entrance.

Public lighting and artificial lighting is very important to this project for wayfinding and safety and comfort of individuals. The applicant looked to incorporate most lighting fixtures in the roof to avoid vandalism. Luminaires will be high-quality LED. The proponent is looking at illuminating the plaza where possible.

The applicant stated that artwork is part of the vibrancy of the public realm and will be located in areas where it is visible and low maintenance. There will be a separate program for indigenous art work at some of the stations. Public artwork will be part of the wayfinding so that it is very visible.

Vents are very important for the technical requirement of these stations. The applicant noted that they would try to integrate with the streetscape and stations as much as possible. The applicant intends to integrate vents with the station entrances as much as possible, but when not possible at the entrances have them integrated with planters and, as a last resort, will have at sidewalks.

### **Panel's Consensus on Key Aspects Needing Improvement:**

- Address the City Guidelines and push enhancing the public realm. The public realm needs to be championed. It needs to be extremely high performing and it currently is not meeting this requirement.
- The overbuild potential is well considered. The applicant teams should consider how far the overbuild can be pulled back so it doesn't overwhelm the station. Consider allowing more public amenity by not building to the max.
- The plazas are minimal and the vents take up a lot of space in the plazas. Consider ways to further minimizing the impact of the vents as they have a tremendous impact on the station plaza and streetscape generally.
- With regard to the character of the small plaza spaces, consider more planting, benches, rain protection, integrated seating, planting and enhanced landscaping features
- The project should go back and reflect on the unique community character and identity of each neighbourhood. There is no nod in the each station design to the respective neighbourhood character or context in which it is located.
- While rapid transit is itself highly sustainable, the applicant is encouraged to consider further sustainability strategies
- Consider more exploration of colour. Champion the public realm, bring in some unique character, which may not happen with the architecture. Do not always want to rely on public art to create uniqueness at station areas.
- Each station needs a meeting point, or unique feature

### **Mount Pleasant**

- This station is recognized as being contextually unique, particularly in terms of the lane activation culture of Mount Pleasant.
- Consider a ground level CRU to help animate the station on the Main Street facade, and ensure the overbuild will positively contribute to the public realm.
- Consider adding some glazing to the active laneway connection; many panelists were not supportive of seeing the active link to the lane covered with overbuild.

### **City Hall**

- Consider increasing the station's presence in the civic heart of the civic precinct. The following measures should be explored as a means to strengthen civic pride.
- Keep link to city hall open,
- consider matching the materiality of the existing station design in terms of glazing and cladding systems.
- The fencing provided outside of the station seemed out of place and should be removed
- more of a meeting place needs to be created, more of a pause point with seating and planting

### **OAK VGH**

- Consider ways to have more planting and stepped seating along Laurel, as for individuals coming up the hill on Fairview it can be strenuous.

#### ARBUTUS

- Allow for the overbuild to address the Greenway
- Strongly encourage a more direct at grade connection to the Greenway.
- There needs to be more engagement with the Greenway.
- Further, design development to the exit stairs in the centre of the plaza (across Broadway to the south) adjacent to the BC Liquor Store as their current orientation creates a division or barrier in the open space.

#### GNW:

- The station at Emily Carr is well done and will be incorporated into a future building, this is a great site for some future public art.
- In the open space across the street (to the west) consider disguising the vent as a focal point with seating, or as public art.

#### South Granville:

- Overall the South Granville station is well done.

#### Related Commentary:

##### Overall proposal Commentary:

- Overall, the panel was happy to see progress on this much needed transportation infrastructure project.
- The Panel commended the applicant team and City staff for the excellent presentations and well prepared booklets. The development principles were well defined and expressed. The overall design is an appropriate response
- Many panel members agree with the kit of parts approach to the station architecture. The proposed materials are of high quality and durable.
- It's an appropriate design response of components and design consistency and a recognition of stations for users.
- The consistent architectural language is appropriate as the stations are below grade, not above grade.
- The urban integration is well handled.
- The project is so technically complex but it seems so simple – kudos to the design team.
- There is a disconnect between the guidelines/precedent imagery and what is proposed. The guidelines make reference to urban rooms, and speak of active gathering spaces that will generate neighbourhood spirit and character, however the proposed station design does not do this.
- Other panelists liked different design options that allow the station to have character and visibility. The materials, palette, transparency, and form makes the station fit the area. They also mentioned they were encouraged to see a provision for a second entry door at several of the stations, and that equipment could be relocated to facilitate development.
- Others noted the architecture was too quiet and the designs could be taken to the next level to allow for some individuality and a unique expression of each station as well as to respond to the future conditions more. Presently the buildings are modular, quiet, still and recede. Consider some colour for interest and legibility.

#### Overbuild + Integration Potential:

- There was concern with overbuild and integration, and the panel advised that the applicant consider how overbuild and any required structure impact the station and plaza space. The overbuilt concept could be scaled back from the “maximum” shown to allow for building articulation. Some panelists noted they would like to see an articulated roof form where overbuild would be challenged or is not anticipated. A panelist noted generally the vent shafts in the plaza spaces look massive and complicate the overbuild potential.
- The most successful overbuilds are the ones that do not overwhelm the station and allow the building character to be seen.
- The overbuild will need to be treated uniquely in light of the upcoming City of Vancouver Broadway Plan.
- At GNW the overbuild takes over the plaza and there is no commercial addition at grade.
  - The overbuild will possibly reflect the neighbourhood character. The Mount Pleasant station and Oak/VGH station rely on the overbuild and public art to integrate the station design into the context.
  - At the Arbutus station the structural overbuild is difficult (requiring a huge cantilever) and will result in a limited frontage on Broadway, and limited underground parking potential (which may limit the overbuild possible). Also the overbuild needs to address/recongrue the Greenway.
  - The overbuild at Mount Pleasant will take over the plaza, and there is no commercial at grade to help animate the plaza (that has a huge building overhanging the space). The station should have commercial at grade to help activate the plaza. Consider a colonnade similar to the Lee Building across Broadway.
  - Mount Pleasant and Arbutus stations need to have the overbuild controlled so that there is more public amenity
  - The overbuild at south Granville is well executed. The allowances of some of the station design elements to be below grade have contributed to this.

#### Interface with the Public Realm:

- While the station building has been well developed, the proposal falls apart at the public realm. The development of the public realm is light and would benefit from attention.
- The vents overwhelms and dominates the limited open space at each station. The venting needs to be shifted away so it does not negatively effect the public realm as it currently does.
- There is a lack of seating in the public realm – more seating should be added. There are few benches and lots of concrete.
- Tree canopy is important to help define the plaza. Currently there is little tree canopy provided. Trees in the bus zone should be encouraged.
- Each station needs its own meeting point/landmark to meet friends.
- Consider canopy/rain protection design – currently it is limited and it shouldn't be. More weather protection should be provided and it should cover waiting areas and bike racks.
- Improve plantings in the public realm. Soft landscape should be about more than just rainwater management.
- The ‘welcome mat’ is a nice paving idea.
- Panel was not convinced that a kit of parts was appropriate for the public realm. It was felt that the public realm treatment could be a means to make each station more unique, rather than relying on the promise of public art (which is an unknown). For example the

Mount Pleasant station should follow the Public Realm Guidelines (which it currently doesn't).

- Laneway development could help distinguish each station.
- With increased ridership the public realm will become important for city building and neighbourhood identity. The last 3 skytrain lines are well integrated; they have good CPTED, public art, neighbourhood fit and station design, but the public realm is poor. It's assumed by Translink that outside the station the city requirements will take over (or not) and the public realm will be robust and interesting, but it isn't. The City of Vancouver public realm requirements are basic at best. The public realm is a huge forgotten and lost opportunity on past lines and it needs to do more at future lines/stations.
- The Mount Pleasant station has lots of vents at grade. Concerns were raised over how the street will be animated. Granville station presence at grade has been minimized – the paid zone is below grade which frees up the commercial frontage.
- Overall the panel is supportive of the lighting, transparency and glazing.
- The bio retention areas are insignificant. They are too small

#### Reflecting Neighbourhood Character:

- The panel had conflicting commentary about neighbourhood character.
- Some panel members felt that the station design was an appropriate, restrained and elegant response. Furthermore these members felt that the neighbourhood would not be enhanced by an individual design.
- Some other panel members felt that the stations don't speak to the neighbourhood form or identity, nor express civic pride. These panel members felt that the station design did not acknowledge the context/community.
- It was felt that GNW did the best to integrate into the community.
- City Hall station did not contribute to civic pride, nor did it relate to the existing station in its design.
- Mount Pleasant station paid not homage to the heritage buildings immediately adjacent to it; no nod in the design of use of a similar or complementary material, or contextual colour.
- The unified look is consistent – a recognizable modern expression can be more repetitive and bold for the future.
- The stations should be bolder and future looking. The current proposed design is an evolution of what we have and it doesn't speak to today. The technology should be pushed.
- Public art will assist in reflecting neighbourhood character.
- There is a total lack of colour and individuality.

#### Station Specific Commentary:

##### GNW/Emily Carr

- This station is well done.
- The large vent in the park begs for public art and its size/configuration needs to be reconsidered as it takes up a lot of the public amenity for the neighbourhood.
- The bike racks are far from the station entry

##### Mount Pleasant

- Concern with connection to active transit link on the west side of the station. Consider adding glazing on the west for CPTED, as well as lighting and public art to activate the link.
- The vents in the plaza overtake the space

- Mount Pleasant Area plan as a starting point for material selection for the Mount Pleasant station and plaza design.

#### City Hall

- The plaza is recessed in the overbuild. Prefer the walkway going up.
- The fence in the public plaza (to keep people away from the mechanical equipment) is poor design. Incorporate the mechanical equipment into the overall building design. The fencing also gives the building a temporary appearance.
- The station design should share/match some materiality to the existing Canada Line station.
- Align the elevator with the north end of the big concrete wall

#### OAK/VGH

- Is well handled
- Consider stepped seating and planting along Laurel Street for pedestrians coming up the hill south towards VGH

#### South Granville

- This station is well done

#### Arbutus

- There is a lot going on in a small footprint.
- The station is well handled, so is the linkage and transparency
- Explore a more direct connection between the station and the Greenway.
- The station presence along Broadway needs more emphasis, and Broadway needs more activation.

#### Other:

- Consider colour to signify subway or bus.
- There is a disconnect with sustainability. A sustainability approach could be more embedded in the project. Other sustainability measures should be explored, for example an embodied carbon study.
- Nice to see public art included in a meaningful way.
- What are lessons learned from past transit lines that can be applied to the Broadway line, acknowledgement of how people use the spaces? For example King Ed station has no place to wait for the bus; the platforms on the Canada Line are too short; the neighbourhood engagement needs to talk about future density coming to the neighbourhood (and this needs to be communicated to residents).
- The work is competently done. Encourage the BSP to let their very capable architects take the station design to the next level.
- Additionally, some panelists noted they would like more information on how the parking scenario could be managed or its treatment enhanced behind the station.
- It was also noted that signage is important to keep in mind, as wayfinding is a key consideration of station design.

**Applicant's Response:** The applicant team thanked the panel for their comments.

**City Response:** The City thanked the panel and noted that future development at station sites would be brought to the panel for review, and development was anticipated at these sites despite

the remaining challenges to overbuild. The City additionally clarified that the streetscape design process did not include the plaza space outside of the station, which would fall to the applicant in terms of urban realm enhancements.