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VANCOUVER CITY CENTRE (FOR ADVICE)  
702 WEST GEORGIA STREET  
DE410872 - ZONE CD-1

AM/BB/LH

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

B. Boons (Chair), Development Services  
M. Thomson, Engineering Services  
L. Gayman, Real Estate Services  
R. Whitlock, Housing Centre  
T. Driessen, Vancouver Park Board

**Also Present:**

A. Molaro, Rapid Transit Office - UDPPC  
D. Wong, Rapid Transit Office

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**APPLICANT:**

InTransitBC  
SNC-LAVALIN Inc.  
Suite 1800,  
1075 West Georgia Street  
Vancouver, BC V6E 3C9

**PROPERTY OWNER:**

Canada Line Rapid Transit Inc. (CLCO)  
Suite 1650,  
409 Granville Street  
Vancouver BC V6C 1T2

**ARCHITECT:**

VIA Architecture  
301 - 1050 Homer Street  
Vancouver BC, Canada V6B 2W9

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**EXECUTIVE SUMMARY**

- **Proposal:** To construct a rapid transit station with an at grade entry and below grade platforms and guideway.

See Appendix A Standard Recommendations

Appendix B Standard Notes and Comments

Appendix C Applicant's Design Response

Appendix D Plans and Elevations

Appendix E Summary of Public Consultation and Open Houses Comments

Appendix F Illustration of Site plan and Below Grade Connections

Appendix G Draft Precinct Plan

Appendix H Approved Granville Street Redesign Concept

● **Issues:**

1. Public Realm Quality including Station Design
2. Interface with existing below grade retail mall(s), parkade and future development

● **Urban Design Panel: Workshop**

**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: SUPPORT**

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THAT the Board SUPPORT Development Submission No. DE410872 as submitted, the plans and information forming a part thereof, thereby allowing the construction of a rapid transit station including below grade platforms, subject to the following advice and comments:

**1.0 Prior to the construction of the rapid transit station, revised drawings and information shall be submitted responding to the following advice and comments:**

- 1.1 design development to the station entry house to achieve a more compelling, high quality architectural statement for this station entry house at this prominent location;

**Note to applicant:** Design development should eliminate the concrete fin wall. A more memorable, perhaps sculptural, dynamic form should be provided. Opportunities to increase daylighting into the concourse level of the station entry area should also be considered. Provision of large scaled elevations and sections demonstrating high quality materials and detailing is required.

- 1.2 design development to accommodate a pedestrian connection between Vancouver Centre and the ticketing concourse of the station;

**Note to applicant:** Legal arrangements should be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a connection into Vancouver Centre. Other legal arrangements will be required to close the existing pedestrian connection between the two malls. If the connection between Vancouver Center and the ticketing concourse is not in place when the station is open and operating, a knock-out panel should be provided to permit it a later date.

- 1.3 provision of the south and west elevations of the station entry house confirming a highly transparent structure, sections and site plan that fully illustrates the structure's interface with the existing plaza;

**Note to applicant:** Further design development recommendations may be required upon provision of this information.

- 1.4 design development to the sidewalk interface area, in particular, along the station's north, east and south frontages, to enhance its public realm interface by providing high quality material detailing, public seating opportunities, landscaping, etc.;

- 1.5 design development to enhance the accessibility of the station to/from Robson Street by making provision for a knock out panel at the south end on the station concourse level to allow for a future additional entry access into the station;

- 1.6 design development to relocate the emergency exit stair away from the important retail corner of Granville and Robson Streets;

**Note to applicant:** This exit stair should be located north of the west side sidewalk vents (approx. midblock along the blank portion of the Sears façade) and sited within 0.6 m of the curb to maximize the principal pedestrian walking area along Granville Street. The exit stair should be designed so that it can be rerouted into the adjacent development at a future date.

- 1.7 design development to minimize the impact of the vents located within the Granville Street sidewalk treatment;

**Note to applicant:** The size of the vents should be minimized and located flush with the sidewalk as close to the curb as possible to maximize sidewalk width within the Granville Street public realm treatment. The ventilation grates must be designed to support vehicle loadings equivalent to the design of the roadway.

1.8 provision of a public art component with the station site;

**Note to applicant:** Office of Cultural Affairs is available for assistance.

2.0 That the advice and comments set out in Appendix A and B be met prior to July 15, 2007.

3.0 That the Notes to Applicant and Recommendations of the Development Submission set out in Appendix A and B be supported by the Board.

• **Technical Analysis:**

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
<sup>1</sup> Floor Area	N/A	N/A	Station House - 164.4 sq. m. Emergency Exit Stair - 17.4 sq. m. <hr/> Total 181.8 sq. m.
Height	N/A	N/A	Station House Roof 4.7 m Station House Fin Wall 5.2 m Emergency Stair Roof 3.8 m
<sup>2</sup> Parking	N/A	Public Authority N/R	Public Authority 0 spaces
Bicycle Parking		Class A Class B Public Authority N/R N/R	Class A Class B Public Authority 0 0
Loading		Class A Class B Public Authority N/R N/R	Class A Class B Public Authority 0 0

The station and below grade structures are located within City streets and on zoned lands. For those portions located within zoned lands, zoning is not directly applicable. (See review/approval context , page 7 )

The zoning principles for those structures located on zoned lands were applied only for the purpose of assessing the proposed structures located at or above grade.

<sup>1</sup> **Floor Area :** Although not directly applicable on this application, the pending CD-1 zoning for Pacific Centre include provisions to exclude from floor area the entrance to the Canada Line rapid transit station, including the building above grade and the floor area below grade (See discussion on page 9).

<sup>2</sup> **Note on Parking:** The construction of the elevator through to the P1 and P2 levels of the parkade will result in a reduction of parking spaces that are currently existing. Recommendation A.1.2 seeks clarification on how many parking spaces would be affected and the submission of a separate application to detail the changes.

**Future Retail Area:** Potential retail floor area has been indicated one level down from grade at the concourse level. If located within the street-right-of-way, an application to the General Manager of Engineering Services is required. In addition, separate loading spaces may be required. (See Separate application requirements, page 10).

• **Legal Description**

Lot:  
Block: 52  
Plan: 210  
District Lot: 541

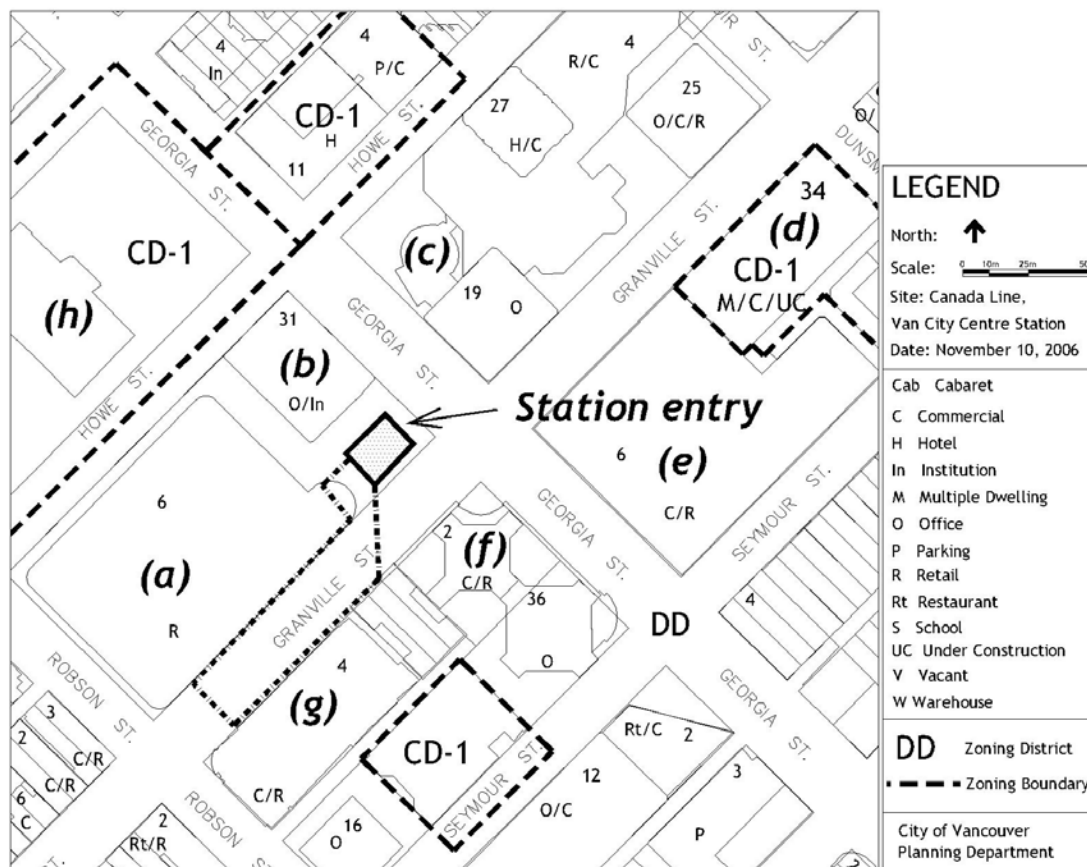
• **History of Application:**

06 03 15 Urban Design Panel Workshop  
06 12 08 Drawings Submitted for Review  
07 01 03 Development Permit Staff Committee

• **Site:** The station entry is located within the existing plaza at the southwest corner of the intersection of Georgia and Granville Streets. Below-grade retail, part of the Pacific Centre Mall exists under this plaza. The station platforms are located within the street right of way of Granville Street between Robson and Georgia Streets.

• **Context:** Significant adjacent development includes:

- (a) 701 Granville Street, "Sears Store", part of the Pacific Centre complex
- (b) 700 West Georgia Street, "TD Tower", retail/office building, part of the Pacific Centre complex
- (c) 609 Granville Street, "Pacific Centre", retail including below grade retail mall, hotel and office
- (d) 610 Granville Street, "The Hudson", mixed use, retail, office and residential development
- (e) 674 Granville Street, "Hudson Bay Store"
- (f) 753 Seymour Street, "Vancouver Centre", retail including below grade retail, and office
- (g) 798 Granville Street, "Future Shop and Winners", retail building
- (h) 800 Hornby Street, "Vancouver Art Gallery"



● **Background:** The Canada Line rapid transit system is a 19 km automated system linking the transit hub at Waterfront Centre in Vancouver with the heart of Richmond's civic precinct and the Vancouver International Airport. The system includes 16 stations, 9 within the City of Vancouver, two bridges, parking and bus facilities and transit capacity equivalent to 10 road lanes. The Canada Line is an important link in the regional transportation network.

In Vancouver, the system travels underground from Waterfront Station to south of West 64<sup>th</sup> Avenue where the transit line transitions from underground to an elevated guideway. Of the nine Vancouver stations, eight are underground (Waterfront, Vancouver City Centre, Yaletown-Roundhouse, Olympic Village, Broadway-City Hall, King Edward, Oakridge-41<sup>st</sup> Avenue, and Langara-49<sup>th</sup> Avenue). Marine Drive Station located south of SW Marine Drive, on the former ICBC Claim Centre site, is the only elevated station in the Vancouver segment of the system.

The Canada Line project is overseen by Canada Line Rapid Transit Inc. (CLCO), a subsidiary of TransLink and is being designed, built, operated, maintained and partially financed by InTransitBC, a joint venture company owned by SNC-Lavalin, the Investment Management Corporation of BC (IMBC) and the Caisse de Depot et Placements de Quebec.

The major funding partners are the Government of Canada, Government of British Columbia, the Greater Vancouver Transportation Authority (TransLink), and the Vancouver International Airport Authority with additional support coming from the Cities of Vancouver and Richmond.

City staff have been working with CLCO and InTransitBC over the past two years providing advice on the system alignment, station locations and station design. City staff have also been assisting InTransitBC with utility relocation and the development and approval of construction and traffic management plans. City staff are also participating in CLCO's Business and Community Liaison Program, meeting with business, residents and local groups to provide information and to understand interest and concerns related to the construction phase of the project.

As part of the Canada Line Project, the City has developed two planning processes to address the City managed components around the stations. These processes are referred to as Precinct Planning and Station Area Planning.

Beyond the extent of each station site, the City will be pursuing a number of improvements to the areas surrounding each station, referred to as station precincts. These precinct improvements will increase the accessibility of the station by improving connections by pedestrians, cyclists, and transit transfers and support the station's fit into the communities in which they are located through improvements to the public realm and management of traffic flows within the precinct.

Following the precinct planning process, the City will initiate a more detailed planning and land-use review around each station. This planning study will address land-use and development related issues for a broader area around the stations. These reviews will be informed by planning programs completed or underway. The first Station Area Planning program will likely begin in early 2007.

Translink has recently announced that the name of this station will be Vancouver City Centre Station. Staff note that the previous working name for this station has been Robson Station.

● **Council Policy:** Through a policy report, "Richmond/Airport- Vancouver Rapid Transit Project" (April 2003), Council provided advice to Translink regarding the design, construction, partial financing, and operation of a Richmond/Airport-Vancouver rapid transit line. The recommendations sought to ensure that the City's interests are reflected in the design of the system and that the rapid transit project

would be a significant asset to the transportation network while meeting the needs of the communities it would serve. The relevant Principles for new Rapid Transit Projects established and approved in this council report include:

- F. THAT the RAV Project meet the highest standards in station and system design, for example, crime prevention through environment design (CPTED), neighbourhood fit and public art.
- G. THAT the City and the RAV Project agree on a mutually acceptable review process of the design and construction program and such process shall involve the private sector partner. This may include review by the Urban Design Panel and Development Permit Board of stations and vents, and by City Council in regard to changes to the Cambie Heritage Boulevard, if necessary, through a Heritage Alteration Permit.
- J. THAT the stations on the line be designed for maximum integration into the city's transit, pedestrian and cycling networks, as well as to complement and enhance the communities they will serve. Where underground stations are provided, efforts should be made in order that pedestrians should not have to cross major streets at grade to make frequently used connections. Opportunities to integrate stations into adjacent development should be pursued.
- K. THAT the system and all stations be fully accessible to persons using wheelchairs and other mobility devices, persons with sight and hearing disabilities and passengers with small children.
- M. THAT the RAV Project be designed to accommodate bicycles on board all transit and provide bicycle parking facilities at all stations. Provision of secure, enclosed, short-term bicycle parking is encouraged where feasible.

On July 20, 2004, Council authorized the granting to Translink access to City Streets and lands on which the Richmond Airport Vancouver Rapid Transit Line may operate and also authorized the General Manager of Engineering Services and the Director of Legal Services to negotiate and conclude an access agreement with Translink for the RAV Line utilizing the principles and terms and conditions set out in the City's existing access agreement for the Expo and Millennium Lines as the basis for the Access Agreement.

● **Review/Approval Context and Development Permit Board Role:**

The authority to enable the design and construction of the Richmond-Airport-Vancouver rapid transit project is established within the provincial Municipalities Enabling and Validating Act (No.3). This act, grants the Greater of Vancouver Transportation Authority (GVTA), its subsidiary or contractor, the ability to establish processes and conditions, within an agreement, instead of permits, approvals or authorizations and any related processes or conditions that would otherwise be required under the Vancouver Charter, in relation to the project within the municipality.

The agreement (the "Access Agreement" between City of Vancouver and CLCO [RAVCO]) sets out that CLCO agree that in respect of official development plan approvals, zoning approvals and development permit requirements under the City's official development plan, by-laws and Zoning and Development By-law, that all transit related RAV (Canada Line) infrastructure located on City Street and all transit related infrastructure located outside of City Street, including without limitation, entry halls, corridors, vents, shafts, that no approvals or permits are required from the City. And further, that the Stations are exempt from such related processes or conditions and instead, will be dealt with in accordance with the Design Advisory Process.

The Design Advisory Process (DAP) is the process by which the City of Vancouver will provide advice to the Canada Line project on the design of the transit stations. The DAP applies to the facilities directly

related to the access and operation of the transit station. Any proposed retail use within the stations, either on zoned lands or city streets, requires a separate city approval.

The Access Agreement also establishes, in respect to permit requirements under the City's Building By-Law, that all transit related infrastructure located on City Street or outside City Street will be constructed in accordance with the process contained in the Construction Approval Process (See Processing Centre - Building comments, page 15).

Many of the station entries are not designed as independent structures or built on vacant land and will require additional city permits to address changes to existing buildings and/or streets. Where possible, staff have noted and identified these requirements for the applicant team to ensure that they are addressed.

The DAP simulates the Development Permit process and requires each of the proposed stations to be considered by the Development Permit Board for advice and comment. While this advice does not constitute formal conditions, it is the City's understanding that CLCO and InTransitBC are participating in this process in good faith, intending to include, where reasonably possible, the comments of the Development Permit Board.

• **Zoning, Context, Current Policy and On-Going Precinct and Station Area Development:**

**Proposal:** The station entry house is located on the south west corner of the Georgia/Granville intersection. Below grade centre platform and ticketing functions (concourse level) are located within the street right-of way of Granville Street between Robson and Georgia Streets.

• **Applicable Policies, By-laws and Guidelines:**

1. Central Area Plan (1991)
2. Vancouver Transportation Plan (1997)
3. Downtown (Except Downtown South) Design Guidelines
4. West Georgia Street Tree and Sidewalk Design Guidelines
5. Granville Street Redesign Concept (2006)
6. CD-1 Rezoning - pending enactment  
(701 Granville Street, 701 West Georgia Street, 777 Dunsmuir Street, and 700 West Pender Street - Pacific Centre)

• **Response to applicable Policies, By-laws and Guidelines:**

The Central Area Plan and Vancouver Transportation Plan supports nodes where concentration of jobs, housing and services provide a focus for transit services. A station located in the central core of the Downtown District will provide access for the Central Business District, cultural and recreational facilities, sports venues and shopping districts. Granville Street is also the primary transit corridor in the downtown core. This also emphasizes the importance of this location for a rapid transit station as part of the overall transit system.

Both in-street and out-of-street station entry concepts were explored through the design development process. To address Council's objective to integrate stations into adjacent development, staff working with CLCO and InTransitBC, with representatives from both Cadillac Fairview (Pacific Centre Mall) and Great West Life (Vancouver Centre Mall), explored various configurations to achieve an integrated station entry into their existing developments.

Through this consultative exercise, the benefit of locating the station's entrance on the south-west corner of Granville and Georgia Street was recognized as it would not only achieve Council's objective to have the station entry located out of the street right-of-way and but could also be integrated into the lower level Pacific Centre Mall complex improving transit passengers accessibility to the rapid



transit system. Transit passengers will have two methods of accessing the station either through the entrance pavilion at street level or through a corridor from Pacific Centre Mall lower level near the present entrance to the Sears store at the south end of the mall. The concourse level and ticketing area of the station are at the same elevation of Pacific Centre Mall.

Another key objective for this station was to improve the connectivity from this Canada Line Station to other transit facilities, specifically Expo Line - Granville Station. While an existing circuitous connection exists between Pacific Centre Mall and Vancouver Centre, a more direct connection from this Canada Line station into Vancouver Centre Mall is envisioned to better connect through to the lower level of Hudson's Bay through to Granville Station. Discussions are still ongoing with Vancouver Centre to achieve this connection. When this connection into Vancouver Centre Mall is achieved, the existing corridor between Pacific Centre and Vancouver Centre can be closed. Refer to Appendix F. Staff are recommending further design development to ensure that this connection from the Canada Line Station into Vancouver Centre can be achieved (Recommendation 1.2).

Through this consultative design process, Pacific Centre identified a need to resolve some existing and outstanding zoning issues spanning over the three blocks that link Pacific Centre Mall. Council recently approved this rezoning which anticipates that there will be future retail expansion within the plaza area at both Georgia/Granville corner (Block 52) and the Georgia/Howe corner (Block 42). In addition, design development conditions were established to incorporate and integrate the Canada Line transit station entrance in a manner which is functional, architecturally evocative while conveying a sense of publicness and accessibility. No specific form of development was proposed at the time of the rezoning as it was deferred to the development permit process. This rezoning is currently pending enactment.

While the long term vision is to have the station entry integrated within an expanded Pacific Centre development that will occupy the existing plaza at this intersection, there is no time commitment identified for this to occur. As a result, this station entry may remain as a stand alone structure for an extended period of time.

• **Public realm quality including station design**

The Vancouver City Centre Station is located in the central core of downtown Vancouver. Its location is at the crossroads of the ceremonial street of Georgia Street and the important transit and retail shopping street of Granville Street. Given the location of this station, at the heart of the City's centre, this station entry house is an opportunity to achieve a significant architectural statement for the Canada Line.

The applicant's design rationale describes the three downtown stations as a family of stations shaped in response to individual contexts, but with shared ideas, forms, materials and detail components. Further that the three downtown stations echo the dynamic movement of transit and use shafts of light (natural and artificial) to enhance openings that passengers pass through. The applicant also refers to the robust flexibility that this station must achieve, where it functions as an independent pavilion, as well as an integrated component of a future infill and overbuild development. The station design responds to this requirement for robust urban design with flexibility, with a 'tip of the iceberg' concept. That implies the presence of the transit tunnel without creating an immodest landmark.

The station utilizes the same materials, frameless glazing, canted roof structure and wood soffit seen on many of the station designs, particularly the other two downtown stations, Yaletown and Waterfront. Though identity and continuity of the system are important attributes, staff are concerned, that the proposed station entry house does not embrace its individuality within this highly urban, important and unique context with a compelling architectural statement. Staff acknowledge, that there is a challenge to developing a station house design that may be integrated, either in whole or in part, within a future retail development, but also see this as an opportunity for the station entry house to express this evolutionary potential. While the long term vision is to have the station entry

integrated within an expanded Pacific Centre development, this station entry may remain as a stand alone structure for an extended period of time. Staff believe that these two urban design objectives, compelling architectural statement and flexibility, is achievable without any significant increase in cost to the station house entry structure (Recommendation 1.1).

Little information has been provided in the submission detailing the interface between the existing plaza as well as the surface treatments between the station entries and public sidewalk. Staff are seeking further design development to provide a high quality public realm treatment around the perimeter of the station entry house. In addition, provision of all the elevations of the station structure confirming a highly transparent structure, sections and a site plan need to be provided in order to fully assess the proposal (Recommendations 1.3 and 1.4).

To achieve improved pedestrian access from Granville Mall to the City-operated parkade below Pacific Centre, the City has contributed funds (\$1,000,000) to have the station elevator extend down through to the P1 and P2 levels of the below grade parking. As part of the Pacific Centre rezoning, a feasibility study for a bikade within this parkade, is to be undertaken with this elevator providing access to this future facility.

Robson Street is one of the most important on-street shopping areas in the Downtown centre. To further enhance the accessibility of this station for pedestrians staff are recommending that an additional knock-out panel be provided at the south end of the concourse level of the station. This would allow for a future entry connection from the Sears portion of the site into the station (Recommendation 1.5).

The glazed emergency exit stairs for the station have been located near the corner of Granville Street and Robson Street. While the long term vision is to have these stairs relocated within an adjacent development, the proposed location implies that this will occur within close proximity of this important retail corner. Staff recommend that the below grade circulation of the exit stair be reconfigured to allow the exit stair to be located in a midblock location of the west sidewalk (Recommendation 1.6).

This station has numerous vents located within the sidewalk treatment of Granville Street. Staff support their general locations because they are located out of the principal pedestrian walking area along curb edges. Staff want to ensure that the presence of the vents is minimized and are seeking further design development to minimize their size and to locate them as close to the curb line as possible to maximize the sidewalk width. Final locations of the vents will also need to be coordinated with the Granville Street public realm treatment, landscaping, bus stops, and loading zones along this block (Recommendation 1.7).

• **Separate Applications:**

Modifications to Pacific Centre including plaza, retail mall below and parkade: The submission package provides minimal information on station entry house interface with the existing plaza, below grade retail and parkade. Further detailed information and development and building permit applications and approvals will be necessary to reflect the proposed changes to these existing structures (Recommendation A.1.2).

Retail use within the station: As noted within the technical table future retail floor area is located below grade at the concourse level within the street right-of-way. This retail use will require an approval to and approval from the General Manager of Engineering Services to allow for this use. The applicant should be aware that loading space provisions may be required and will be assessed at the time of an application (Recommendation A.2.6).

• **Precinct Planning Engineering Considerations:**

Beyond the extent of the station site, the City will be pursuing a number of improvements to the areas surrounding each station, referred to as station precincts. These precinct improvements will increase

the accessibility of the station by improving connections by pedestrians, cyclists, and transit transfers and support the stations' fit into the communities in which they are located through improvements to the public realm and management of traffic flows within the precinct.

While these improvements will occur off of the station site, the inclusion of the specific details of these improvements provides additional context with which the development can be evaluated as it is intended to help in describing how the station site will interface with the sidewalk, boulevard and street.

The applicant is generally required to reinstate the roadworks that have been impacted by the construction of the Canada Line alignment and stations. However, for the case of Waterfront Station and Vancouver City Centre Station that abut Granville Street downtown, the City is responsible for the final surface restoration and enhancement as part of the Granville Street Redesign project. The capital cost of rebuilding Granville Street from Granville Street Bridge to Cordova has been approved as part of the 2006-2008 Capital Plan.

Precinct improvements beyond Granville Street will require Council approval and the associated allocation of capital funds required for implementation.

Public consultation for precinct improvements has taken place through two progressive open houses and resulted in the development of a draft precinct plan of conceptual improvements shown graphically in Appendix G and described below. It is expected that precinct improvements will continue to be refined as the detailed design of these improvements advances to completion.

#### Pedestrian (Patterns/Connections)

The projected ridership at Vancouver City Centre Station is the second greatest amongst the Vancouver Canada Line stations resulting from its proximity to the Central Business District and popular shopping destinations in the area. The reconstruction of Granville Street downtown to a new streetscape design concept will encourage greater pedestrian activity in the future. Sidewalks on Granville Street, between Robson and Georgia Streets will be some of the most generous in the city at 8.5 m wide. Specific enhancements will include wider sidewalks, street furniture, pedestrian level lighting and a landscaping plan.

Convenient underground connections from Vancouver City Centre Station to Pacific Centre allow connections to these properties without requiring pedestrians to exit to grade. An underground connection to Pacific Centre is described in the applicant submission, however, the underground connection to Vancouver Centre has been labeled as a "future connection". The applicant is encouraged to finalize the details of this underground connection as it will provide an added level of service for the transit passenger, pedestrians wishing to take advantage of the weather protection provided by the Centre en route to other destinations and to customers of businesses located within Vancouver Centre. In addition, staff believe that the coordinated construction of this connection at this time would result in cost savings and avoid a second round of disruption to one of the most important transit corridors in the city.

A review of crosswalks along Granville Street and of traffic signal timings at intersections to provide adequate crossing time for pedestrians will also be conducted. Pedestrian improvements along Granville Street will be funded through allocations approved in the 2006-2008 Capital Plan.

Furthermore, crosswalk widths and traffic signal timings at Georgia and Robson Streets will be reviewed to facilitate pedestrian access to the station. Approval and capital funding allocation will be sought from City Council. Opportunities for cost sharing from regional funding sources will also be explored.

### Bicycles

Precinct cycling improvements will focus on facilitating connections between existing bicycle routes identified as part of the Downtown Bicycle Network and the station entry at Georgia. Cycling will be accommodated on Granville Street within the carriageway; however, provision of dedicated bicycle lanes was not included in the conceptual design for Granville Street approved by Council. The Council-approved concept for Granville Street reconfirms its role as an important transit corridor and that it will remain a pedestrian-oriented street. Transport on the street will be at a pedestrian's pace and the roadway widths will be designed to maximize the width of sidewalks. This allows sharing of all modes of transportation rather than favouring one mode over another.

As such, bicycle accommodations will explore options to allow cyclists to access Granville Street from existing bicycle routes and to allow cyclist access the station site from road level without dismounting. Staff also recommend that wheel ramps be included in all public stairs (Recommendation A.2.4) and that there is confirmation of the adequacy of station elevators to accommodate cyclists (Recommendation A.2.1). Design of bicycle facilities will be conducted by the City. Approval and capital funding allocation will be sought from City Council.

A feasibility study to construct a bicycle parkade within the existing EasyPark vehicle parkade underneath Pacific Centre will be undertaken as a part of the Pacific Centre rezoning application. This bicycle parkade would provide both bicycle parking amenities for the general public to complement our Downtown Bicycle Network and also for those cyclists that choose to continue their trip via the transit system.

Prior to opening of the line, the City will also review the bicycle parking demands at this site to determine an appropriate number of bicycle lockers and/or bicycle racks for short term bicycle parking to be provided at grade. If adequate parking amenities cannot be provided by the bicycle parkade, appropriate amenities should be provided by the applicant at grade or within the station. Additionally, bicycle parking amenities may be provided through the City's Street Furniture Program. Cost sharing opportunities through provincial and regional funding sources will be investigated.

### Bus Routes and Integration (TransLink Bus Service)

Upon road restoration, Granville Street will resume its role as the spinal cord of downtown bus service accommodating upwards of 60,000 passengers daily. Bus stop locations and passenger amenities such as shelters, way finding, litter containers, benches will be specified, in conjunction with TransLink and Coast Mountain Bus Company, as part of the detailed design of Granville Street. Opportunities to provide these amenities through the City's Street Furniture Program and cost sharing with regional funding sources will be explored.

HandyDART loading and unloading will be permitted in loading zones along Granville at sidewalk level.

### Public Realm Improvements - Granville Street Redesign Project

The design of the at-grade entry elements to Vancouver City Centre station will acknowledge a new streetscape plan for Granville Street downtown, to be developed in 2007. The amenity of the Canada Line station on Granville Street will endorse the street's role as a prime retail street and centre of downtown activity and their design should not detract from the character of the street.

On April 18, 2006 Vancouver City Council, following extensive public consultation, approved the "Modified Enhanced Existing" conceptual street layout for the redesign of Granville Street. Highlights of this concept include:

- Widened sidewalks south of Nelson Street that will allow parking between street trees at certain times of day,

- Straightening of the existing curvilinear roadway north of Smithe Street to allow the development of a consistent public realm,
- Two continuous lines of street trees along the length of the corridor,
- Increasing occasional vehicle access of Granville Mall through expanding eligibility of Granville Mall access permits, and
- A two-block civic place centred at Georgia Street, anticipated to be the centre of commercial activity and street life in the downtown.

A sample graphic of the approved street concept is shown in Appendix H.

Detailed design and further public consultation will take place in 2007 to determine streetscape details that may include, but are not limited to, sidewalk and pavement treatments, soft and hard landscaping, street furniture style and layout, way-finding signage, provision of banner and hanging basket hardware, and pedestrian, roadway, and tree lighting. Furthermore, particulars regarding availability of sidewalk parking, administration of available sidewalk space for patios and kiosks, expanding the eligibility of Granville Mall access permits and overall management and maintenance of the street will be developed.

• **Response to Council's Principles for New Rapid Transit Projects:**

Council's principles for new rapid transit projects applicable to the design of the station component including the design review process, has generally been satisfied except that a public art component has not been included within the scope of the station design. Staff recommend that a public art component be provided for the station (Recommendation 1.8).

Staff will continue the ongoing precinct planning work to ensure the accessibility of the station for pedestrians, cyclists and transit transfers and to support the station's fit into the communities in which they are located through improvements to the public realm and management of traffic flows and parking protection within the precinct.

• **Conclusion:** The proposal generally reflects the ongoing discussions and arrangements with city staff and adjacent property owners for this station's integration into Pacific Centre. Staff believe that significant design development is necessary to achieve a station of high quality architecture at this important city centre location. Staff support the proposal with the advice and comments provided.

## URBAN DESIGN PANEL

The Urban Design Panel participated in a workshop on March 15, 2006 for three stations, Yaletown Station, Robson Station and Waterfront Station. For clarity purposes, only those comments pertaining to the Robson Station (Vancouver City Centre Station) have been included.

- **Introduction:** Anita Molaro, Urban Design Planner, introduced this workshop discussion and briefly explained the City's role which is to provide advice on issues relating to the alignment, stations, station entries and connectivity. Each of the stations will be taken through a design advisory process which is based largely on the typical major development application process. The stations will be reviewed by the Panel in the form of a workshop and reported to the Development Permit Board for advice only since the stations do not require a development permit. In addition to the design advisory process around each of the stations, City staff will be undertaking a Precinct Planning Exercise to ensure appropriate bicycle and pedestrian access and dealing with traffic, parking and other issues in and around the stations. The early concepts were to help the public understand the scale and mass of the stations within their immediate context. Since the detailed design of the stations is in its early phase this workshop is an opportunity for the Urban Design panel to provide creative urban design and architectural advice into the station designs as they are being developed.

The following are the City's urban design objectives for the station designs on which the advice/comments of the Panel is sought:

- achieve a strong sense of publicness, conveyed through the highest quality architecture, also highlighting access and openness;
- achieve good connectivity/accessibility for transit users and pedestrians;
- achieve a safe environment both within and around the station;
- achieve high quality public realm interface with high amenity sidewalk areas with active edges providing pedestrian interest and weather protection;
- allow for future commercial/retail opportunities within or near stations.

These stations provide an opportunity to be a statement of public architecture and an extension of the public realm for many years to come. The Panel is asked to consider and advice on the public nature of these stations given the highest quality architecture is the goal.

- **Applicant's Introductory Comments:** Allen Parker, SCN Lavalin, briefly described the overarching design considerations. He advised that the stations must be in operation by 2009 and the overall budget has been established and is fixed. The alignment is fixed and the locations of the stations and their functions and configurations have been established. Mr. Parker said that there is a commitment to creating a coherent architectural identity while responding to each station context. He reviewed the three basic principles which are: the human experience, the architectural philosophy should be rooted in what is unique about Vancouver's natural context, and the system should have a quality of timelessness. Mr. Parker advised that light, and the quality of light, is a very important element in all of the stations. The applicant team wants to ensure that light penetrates the depths of the stations as much as possible.

Graham McGarva, VIA Architecture, briefly reviewed each of the stations. He advised that the architecture will be subtle and timeless rather than historical or fashionable. There is heritage context in two of the sites.

#### **Robson Station (Robson/Georgia)**

Ms. Molaro advised that two options are being considered for the entry to this station which is located between Robson and Georgia Streets. The first is a series of circulation elements (stairs, elevator and escalators) located within the street along the Sears building façade. A second option is being explored with Cadillac Fairview, owners of Pacific Centre, which would have the station entry located within the Pacific Centre plaza. A rezoning inquiry has been made by Cadillac Fairview which shows the entry within the Pacific Plaza with new retail. If this proposal is pursued it will be reviewed by the Panel as a rezoning application. In the meantime, the Panel's initial response to the opportunity this presents for Georgia and Granville for a piece of iconic architecture is requested. The Panel is also asked to consider the alternative entry location on Robson Street if the Pacific Plaza location does not come to fruition.

Mr. McGarva briefly described the proposal for the in-street entry option and responded to questions from the Panel.

#### **Panel Commentary:**

The following comments were made by the Panel on the in-street option for the station entry:

- are there ongoing discussions or is there potential for the owners of the Sears building to make modifications to their building?

Ms. Molaro advised that Cadillac Fairview also owns the Sears building and leases it to Sears. They are not prepared to enter into discussions about modifying the building.

- the three isolated elements should be made a single experience.

- There could be a vertical expression of some kind in front of the side of the building (not necessarily attached).
- Care should be taken to not limit the future of the Sears building because there is the potential to ultimately convert it to offices.

Further to the above, a rezoning application for Pacific Centre sites was made that was not reviewed by the Urban Design Panel as it illustrated only a very general form of development for infilling the plaza with retail integrated with the station entry. The Urban Design Panel will review the form of development in more detail at the time of a development permit application.

## **ENGINEERING SERVICES**

### Design and Protection of Proposed Ventilation Grates

The sidewalk level ventilation grates must be designed to support vehicle loadings equivalent to the design vehicle of the roadway. While it is not expected that vehicles will actively travel over or park on the ventilation grates, their location adjacent to the mountable curb necessitates this requirement. The aesthetics of these vent grates must acknowledge the Granville Street Redesign concept, must not detract from the character of the street, and their design will be subject to the approval of the Director of Planning and the General Manager of Engineering Services.

### Down Escalator, Concourse to Platform Level

City Centre Station is located in the heart of the shopping, office, and hotel precinct for the city and region. As such it will be the second busiest of all the rapid transit stations in the network. The station also enjoys considerable freedom spatially for its design, as it is less constrained than other stations, such as Canada Line's Waterfront Station between Pender and Hastings. As the companion of Granville Station, which also is linked internally with Pacific Centre, City Centre Station will serve informally as a transfer point between the Canada and Expo Lines. Thus, it should have a maximum of features to serve the public.

City Centre Station features elevators linking the street grade with the concourse and platform levels, as well as the City's parkade serving Pacific Centre [the City contributing to the elevator funding]. For pedestrians, two-way escalators are provided between street grade and the concourse level. Between the concourse and platform levels, however, only an "up escalator" is indicated, despite the efficiency and demands of the centre platform design [which combines loadings for both inbound and outbound trains] and any lack of spatial constraint. This could prove to be a deficiency in the functioning of the station, and it is recommended that two-way escalator service be included to provide consistent and proper service for this key station (Recommendation A.2.2). The second escalator should be able to run either up or down, such that during those times when the other escalator is out of service, the station would have the flexibility to still function at a basic level of service rather than being impaired.

The recommendations of Engineering Services are contained in the prior-to conditions noted in Appendix A attached to this report.

## **CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

Similar to the Expo and Millenium rapid transit lines, the opportunity for increased crime and nuisance activity exists given the nature of the use. Many of these issues can be resolved through increased security presence and control of the transit systems. The dialogue for this is outside the scope of this work and therefore will not be the focus of this CPTED review. However, for public safety purposes staff would support any increase in security and surveillance on this system such as a dedicated video surveillance system for the Greater Vancouver Transit Authority Police Service or other increase in the policing/security resources.

The physical features of the proposed station building and site can also have positive impacts on undesirable activity such as vandalism, mischief, robbery and assault as well as fear of crime.

The provision of retail associated with the stations is considered positive, especially in the proposed location outside the fare paid zone.

Several detailed design features still require improvement as noted in the conditions of this report.

### **PROCESSING CENTRE - BUILDING**

The Office of the Chief Building Official staff have been in discussions with the applicant team on the Construction Approval Process. This process has been defined in the Concession Agreement between CLCO and InTransitBC. In general, InTransitBC is responsible for ensuring that the project is carried out in accordance with the requirements of the applicable Building Code as amended by this Construction Approval Process. InTransitBC is responsible for retaining a Building Code review Agent to monitor construction for substantial compliance with the applicable building code.

The applicant is responsible for ensuring that the design of the building meets the Building By-law requirements or code criteria accepted by the City of Vancouver. To ensure that the project does not conflict in any substantial manner with the Building By-law, the designer should know and take into account, at the Development Application stage, the Building By-law requirements which may affect the building design and internal layout. These would generally include: spatial separation, fire separation, exiting, access for physically disabled persons, type of construction materials used, fire fighting access and energy utilization requirements.

The drawings do not indicate to which building code or standard the stations are to be built. Based on a preliminary review of the drawing prepared by SNC-Lavalin/PBK/Via Architecture dated Dec 8, 2006 for the proposed development it was noted that the following issues may not comply with the literal requirements of the Vancouver Building By-law.

#### Vancouver Centre Station

- New work within the property lines of private properties shall comply with the Vancouver Building By-law.
- Provision for exits after hours is required.
- \*At least two fire-protected exits with sufficient exit capacity are required from each storey of a building.
- \*Interconnected floor spaces of the station shall comply with Articles 3.2.8.3 to 3.2.8.9 of the VBBL.
- Access for persons with disabilities shall be provided to areas where the public is admitted and to all public facilities such as ticket dispensers.
- At least one washroom complying with 3.7.4.8(9) to be provided for persons with disabilities
- \* Station building crosses a property line to the existing building; requires a firewall, or compliance to Article 2.1.7.3. of the VBBL.
- \* Exiting from the station building crosses a property line to the existing building - not permitted.

#### Existing Building

- All alterations to existing buildings require a building permit.
- Maintain sufficiency of exits in the existing building. Exits from the existing building (Sears, RW+Co, Jacob, Sony Store, Roots, etc.) to be made good.
- Upgrade of existing building to be in accordance with Part 10 of the VBBL.

\*Items marked with an asterisk have been identified as serious non-conforming Building By-law issues.



## VANCOUVER COASTAL HEALTH AUTHORITY

The VCHA advises the applicant to take note of the following:

- (i) The garbage storage area is to be designed to minimize nuisances;
- (ii) The underground stations shall be adequately ventilated to prevent the build-up of noxious gases;
- (iii) The underground parking is to be adequately ventilated to prevent the build-up of noxious gases;
- (iv) Any future applications for food service, food retail and amenity spaces, detailed drawings are to be submitted for review by the Environmental Health Division for compliance with Health By-law #6580 and the Food Premises Regulation prior to construction.
- (v) All fresh-air intake portals are to be located away from driveways and parking loading areas in order to prevent vehicle exhaust from being drawn into the stations;

## NOTIFICATION AND PUBLIC CONSULTATION

Through the Design Advisory Process, InTransitBC has undertaken public consultation on the Detailed Design phase of the project. Opportunity for public input occurred through two open houses, the first held at the beginning of the detailed design phase on March 7, 2006, held at the plaza lounge at UBC Robson Square and a second open house held on May 1, 2006, held at the Scotiabank Dance Centre. These public input sessions were scheduled prior to the final submission package that has been reviewed by staff. The public are notified of the Detailed Design Consultation Open Houses through the newspaper, mail drops, and email notifications. The City of Vancouver staff also participated in these Open Houses seeking input on precinct planning issues.

Previous to the Detailed Design consultation phase there were three other phases of community consultation that were undertaken by CLCO (RAVCO). These were the Project Definition Consultation February/May 2003, Pre-Design Consultation Phase October through April 2004, and the Preliminary Design Consultation in June 2005.

City staff, CLCO, and InTransitBC have also had individual meetings with adjacent property owners.

In addition to the public open houses specific for the Canada Line system, an open house was held for the Pacific Centre rezoning, which was held on Nov, 9, 2006 in the Rotunda at Pacific Centre.

In summary, station design comments received through the public consultation process include:

- Preference for an architectural identity of the downtown stations to be unique.
- Stations' architecture should reflect the history and heritage of surrounding areas
- Very important for this station entrance to have a substantial presence at street level

In summary, precinct planning comments received through the Detailed Design public consultation process included:

- Enhance pedestrian safety and cyclist access to the station - create safe and comfortable routes and crossings for pedestrians and cyclists accessing the station
- Provide safe, comfortable and convenient transit facilities and connections to adjacent and future bus routes and the future streetcar line
- Balance transit and local neighbourhood and business needs in locating passenger drop-off and pick-up areas and short term parking spaces
- Enhance safety, comfort and community ownership of the station by providing landscaping and public amenities like benches, lighting, sidewalk cafes and water fountains in and around the station

**Staff response to Notification:**

Station Design: Staff are recommending further design development to the station entry to have a more compelling architectural statement (Recommendation 1.1).

Precinct Planning: Ongoing planning and engineering work will be undertaken to achieve precinct improvements that will increase the accessibility of the station by improving connections for pedestrians, cyclists, and transit transfers and support the stations' fit into the communities in which they are located through improvements to the public realm and management of traffic flows and parking protection within the precinct.

**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

The Staff Committee has considered the advice and comments sought by this proposal and concluded that with respect to the considerations of the Development Permit Board, the advice and commentary within this report provides a sufficient level of review for the relevant station design portions of this major public project.

The Staff Committee would note however, that the ultimate success of how well these stations are integrated into the local neighbourhoods will also rely significantly on the important City responsibilities for a number of improvements to the areas surrounding the stations including improved connections for pedestrians, cyclists, and transit travellers and re-designs to the public realms and the management of traffic flows within the surrounding precincts.

The Staff Committee endorses, for this station, given its significant downtown location, a design that includes a more compelling, high quality architectural expression.

Also, Staff Committee acknowledged that staff continue to struggle with RAV submissions that are received very late in the process, often with significant information lacking or incomplete. Given the extent to which the organisation has gone to ensuring these station sites are processed in a timely fashion, this is particularly frustrating. Also, it was noted that many of these station reports contain repetitive and recurring conditions (i.e. Recommendation 1.8 seeking provision of Public Art). For the most part this is because to date there has been no response from the applicants to any of the previous recommendations and advice provided on earlier reports.

Finally, Staff Committee would urge the applicants to look closely at the complex existing legal agreements that affect this particular site to ensure they can be resolved in as timely a fashion as possible.

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B. Boons  
Chair, Development Permit Staff Committee

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A. Molaro, MAIBC  
Development Planner

## DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

The following is a list of recommendations that should also be met.

### A.1 Standard Recommendations

- A.1.1 provision of complete and fully dimensioned drawings;
- A.1.2 provision of separate development application(s) fully illustrating any changes to Pacific Centre's plaza, below grade mall and City owned parkade;
- A.1.3 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impact on the building's open space and the Public Realm;

### Standard Landscape Recommendations

- A.1.4 provision of large scale (1:50) section showing tree pits or planting trench along Granville Street;

**Note to applicant:** To ensure adequate soil depth for street trees, continuous planting trenches with a minimum depth of 1.0 m and a minimum width of 1.5 m. above the below grade portions of the station should be provided.

### Crime Prevention Through Environmental Design (CPTED)

- A.1.5 design development to improve surveillance opportunities from the security and multi-purpose rooms;
- A.1.6 provision of a conceptual lighting plan for the site and overspill areas to integrate with the existing plaza lighting;
- A.1.7 provision of a security rationale for the exhaust/intake grilles related to reducing opportunities for depositing hazardous or noxious materials or other methods of possible harm to the transit system or patrons;

### A.2 Standard Engineering Recommendations

- A.2.1 confirmation that the proposed elevator size from the parking level to grade can accommodate at least 2 adult cyclists with bicycles, in serving a future bicycle parkade;
  - A.2.2 provision of both an "up" and "down" escalator between the platform and concourse levels;  
**Note to applicant:** Only one up escalator is shown but the southerly stairs do not show a down escalator, rather a void space.
  - A.2.3 provide details of the proposed emergency stair egress onto the City sidewalk, in connection with the plans for Granville Mall's redesign, and the location and design of any building structure covering it;
  - A.2.4 design development to provide a wheel ramp for bicycles on all public stairs for the station;
-

- A.2.5 make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for access over Block 52, including those portions of the plaza as required;
- A.2.6 make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for any proposed retail use within those areas of the station complex situated within road;
- A.2.7 confirm location of guideway (vertically) in relation to Volumetric Parcel J;

**Note to applicant:** Ensure all construction is below Parcel J, or make appropriate arrangements.

- A.2.8 arrangements to the satisfaction of the General Manager of Engineering Services will be required for all utility work;

**Note to applicant:** All station servicing should be underground and all power transformers should be located on private property and not rely on secondary voltage from the existing overhead network. The design drawings should show all existing utilities and proposed utility locations.

- A.2.9 clarify garbage/recycling storage areas and pick-up operations;
- A.2.10 mechanical plan review will be required for all City servicing, plans should provide all proposed service locations and details for sewer and water including information such as fire and domestic flow rates, water service size, offsets of services from ultimate property lines and water meter locations;

### A.3 Standard Vancouver Coastal Health Authority Conditions

- A.3.1 notation required on plans that mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize noise impact on the neighbourhood and to comply with Noise By-law #6555. The mechanical equipment will be designed and located to reduce adverse air quality on the neighbourhood.
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**B.1 Standard Notes to Applicant**

- B.1.1 The applicant is advised to note the comments of the Processing Centre-Building, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated January 3, 2007.
  - B.1.2 It should be noted that if advice and comments contained in 1.0 and 2.0 should be resolved by July 15, 2007.
  - B.1.3 Revised drawings will not be accepted unless they fulfill all advice and comments noted above. Further, written explanation describing point-by-point how recommendations have been met, must accompany revised drawings.
  - B.1.4 A new development submission will be required for any significant changes other than those required by the above-noted conditions.
-

## PUBLIC CONSULTATION SUMMARY

### OPEN HOUSE #1 - March 7, 2006 (held at Plaza Lounge at UBC Robson Square)

#### Station Design – Summary of Questionnaire/Comments prepared by InTransitBC

- The downtown stations can be part of an architectural identity along the Canada Line. 60% felt that the downtown stations should be unique with their identity.
- Neighbourhoods are continually changing and reshaping their identity. Given that stations represent public architecture that will last for decades. 54% felt that the stations' architecture should reflect the history and heritage of surrounding areas.
- In response to the importance of the station entrance to have a substantial presence at street level 49% felt it was very important and 46% felt it was somewhat important.

#### Precinct Planning - Summary of Comments from City of Vancouver feedback forms

*Italic text - them of the majority of comments*

*\* This comment was repeated this many times*

#### Pedestrian/Cyclists Concerns, Issues and Opportunities

- *Enhance pedestrian safety and cyclist access to the station by creating safe and comfortable routes and crossings for pedestrians and cyclists accessing the station*
- Create an underground crossing for Georgia
- Provide good bicycle connections from the station to adjacent bike routes
- Provide lots of bike parking
- Provide pedestrian bulges on Georgia
- Build wider sidewalks around the station
- Keep Granville Street as pedestrian, bike, and bus only in the section adjacent to the station

#### Transit Concerns, Issues and Opportunities

- *Facilitate safe, efficient and comfortable transferring from the station to the existing Expo Line and adjacent bus routes*
- Include signage for transfers to the Granville Expo Line Station from Robson Station
- Create bus stops adjacent to the station for convenient access
- Create an underground connection between Robson and Granville Stations
- Locate the entrance/exit close to Georgia to facilitate transfers to the north shore buses
- Provide for more convenient transferring to the Granville Station than is anticipated now

#### Traffic and Parking Concerns, Issues and Opportunities

- none

#### Other Concerns, Issues and Opportunities

- Supply landscaping and public art in and around the station
  - Provide for connection between the existing underground malls and the station
  - Make this station the "Gallery" station with constantly changing exhibitions and installations (could advertise the current exhibitions) - e.g. use the walls for visual art, the platforms for sculpture and 3D art, and the guideway for light installations
  - Concerned about an increase in homeless, junkies, crime, etc. around the station
  - Very important to provide underground access from the station to the adjacent malls
  - Would prefer the station entrance to be set into the Sears building wall in order to animate this "dead zone" of Granville Street
-

## OPEN HOUSE #2 – May 1, 2006 (held at Scotia Dance Centre)

### Station Design - Summary of Questionnaire/Comments prepared by InTransitBC

- the visibility to the entry to Vancouver City Centre Station, if integrated into Pacific centre, should be achieved with an architectural element such as a canopy

Summary of general comment received:

- Include pay toilets
- Add down escalator
- Two entrances - at Georgia Street and near Robson Street
- Locate entrance closer to Georgia to minimize traffic on Granville
- Link to Granville Station passageway
- Uniform signage for all stations
- Granville Street entrance is too far by foot.

### Precinct Planning – Summary of Comments from City of Vancouver feedback forms:

In response to a draft precinct plan presented the following comments were received:

#### Pedestrian Improvements

- I think two station entrances are needed for this stop
- Each station should have a prominent passenger drop off zone that could be used without blocking traffic
- Like bulged intersections

#### Bicycle Connectivity

- Not enough

#### Bus Stop Locations

- None

#### Traffic Changes

- None

#### Public Realm

- Bright and green
- Lots of colour, lights, trees, flowers and benches

#### Other Comments

- I hope this station will have access to Sears, London Drugs and Pacific Centre
  - Prefer the Georgia St. station entrance option\*
  - Acoustic panel additions to dampen sound
  - Up and down escalators\*
  - Toilets
  - Why not a SkyTrain entrance/exit at Robson for South of Robson traffic?
-



Figure 1 - Canada Line Rapid Transit Station Entrance: Street Level

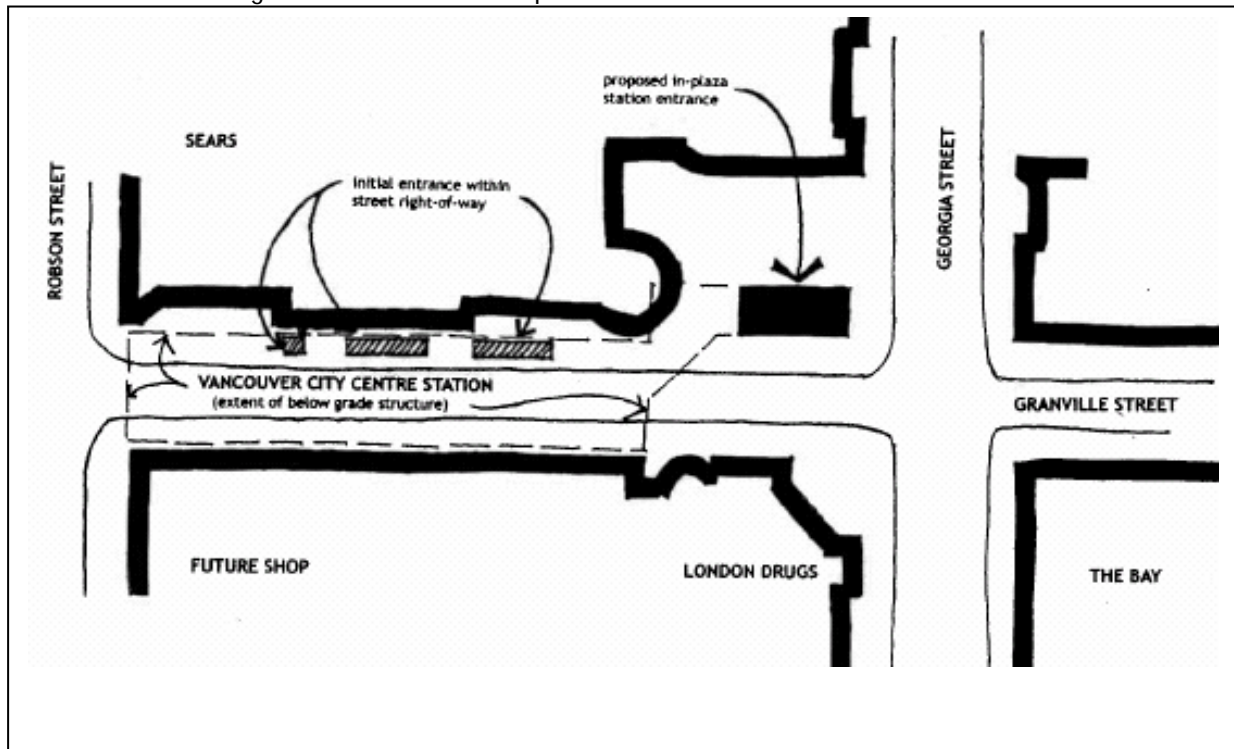


Figure 2 - Canada Line Rapid Transit Station Entrance: Mall Level

