INTRODUCTION

Design Advisory Process – City Roles and Responsibilities
In addition to the RAV Project Public Consultation Programme, InTransitBC will undertake further public consultation in conjunction with the Design Advisory Process, beginning in the fall of 2005. This will be Phase 4 of the overall consultation and is called the Detailed Design Consultation.

City of Richmond
The City of Richmond is responsible for planning, zoning, public works, traffic management and development control around stations in Richmond. Concurrent with the design of the RAV Project by InTransitBC, Richmond has initiated a No. 3 Road “Streetscape Visioning” and “Master Planning” process to develop the optimal strategy for reconstructing Richmond’s main commercial street. The City of Richmond is also advising and providing information to RAVCO and InTransitBC on entrances and design, including reviews by the Advisory Design Panel and the Development Permit Panel. The City is also assisting InTransitBC with the utility relocation process and providing input on the development of construction and traffic management plans.

City of Vancouver
The City of Vancouver is responsible for planning, zoning, development control, public works, parking and traffic management around stations. Precinct plans will be developed for each station area, in consultation with the public, to address neighbourhood-specific concerns and interests around parking, pedestrian and bike access, and station-related development. The City is also advising RAVCO and InTransitBC on entrances and design, including reviews by the Urban Design Panel and the Development Permit Board. The City of Vancouver will assist InTransitBC with the utility relocation process and providing input on the development of construction and traffic management plans.

Vancouver International Airport (YVR)
A development review process will also be undertaken for the airport stations through the Vancouver International Airport Authority.

Your Feedback
Welcome to the Preliminary Design Consultation for the Richmond•Airport•Vancouver Rapid Transit Project (RAVP), or RAV line.

• Please take some time to review the project information presented, talk to project team members and provide your feedback in the Discussion Guide and Feedback Forms that tear off from individual pages.

• The project team is seeking your assistance in furthering the development of the Preliminary Design for stations. Earlier phases of consultation have helped us get this far.

• This stage of the process, the Preliminary Design Consultation, seeks to inform residents and stakeholders about key preliminary design features of the approved RAV Line and to provide the public with the opportunity to give specific feedback on site plans and functional plans of stations and the Operations and Maintenance Centre.

KEY FACTS
• Length of Line: 19 km
• No. of Stations: 17
• Estimated Daily Riders:
  2010: 100,000
  2021: 143,000
• Journey Time:
  - from downtown Vancouver to Airport: 26 minutes max.
  - from downtown Vancouver to Richmond: 25 minutes max.
  (Transit journey times today approach 60 minutes and will likely exceed this by 2021 without the RAV Line.)
• Frequency at peak hours and midday:
  - Train every 6 minutes from Waterfront to Richmond City Centre
  - Train every 6 minutes from Waterfront to YVR
  - Train every 3 minutes from Waterfront to Bridgeport
• Construction Period:
  5 years: 2005 – 2009

Photos: Pre-design consultation October 2003 - April 2004 Open House

Photos: Project team members and stakeholders provide feedback during the Preliminary Design Consultation.
RAV Line Background

The RAV Project is a rail-based rapid transit line that will link central Richmond, the Vancouver International Airport, and Vancouver along No. 3 Road and the Cambie corridor to the major transportation hub at Waterfront Station.

The RAV line is a significant element in Greater Vancouver’s regional transportation network, providing needed connections between dense and growing residential areas and key employment, commercial, hospital and institutional centres. The line is 19 km long with 17 stations, and will improve existing rapid transit service. For example, it will connect with existing SkyTrain lines and the West Coast Express running through the eastern part of the region and the SeaBus serving the North Shore.

The Governments of Canada and British Columbia, the Greater Vancouver Transportation Authority (TransLink), the Vancouver International Airport Authority and the private sector are each investing in this project, which is also endorsed by the Cities of Vancouver and Richmond.

Phases in the Community Consultation Program

**Project Definition Consultation**

February – May 2003

Consultation on basic system elements such as proposed alignment, access, travel times, underground, at street level or elevated system, and cost.

Result: Decision to Proceed

**Pre-design Consultation**

October 2003 – April 2004

Consultation on design objectives related to station access and connections, safety and security, system design and station identity, stations in neighbourhoods and train guideway.

Result: Identification of 7 Key Design Objectives

**Preliminary Design Consultation**

June 2005

Consultation on specific elements of station design including station entrances, how station designs might reflect the local neighbourhood and how people get to the stations.

Consultation Process:

- A series of station-area meetings
- 4 open houses
- On-line feedback (www.ravrapidtransit.com)
- Consultation summary report

**Detailed Design Consultation**

Fall 2005

Detailed design consultation will involve discussion of fewer but very specific treatments related to access, lighting, landscaping and other considerations.

How preliminary design consultation input is used

Public feedback will be considered within technical and financial constraints and provide input to the InTransitBC design team to complete functional designs and prepare for the next design phase.
DESIGN OBJECTIVES AND DESIGN APPROACH

What we have heard so far about design

Seven Key Design Objectives
(Developed through community consultation in April 2004)
The seven key design objectives that emerged from the
Pre-Design Consultation are:
1. Safe and convenient pedestrian crossings to and from
   stations at street level or below street level
2. Clear identification of entries to underground stations
3. Minimize impacts to existing vehicle traffic on No. 3 Rd.
4. Telephones on each station level to heighten safety and
   security
5. Safe, easy and convenient access for disabled persons
6. Clear and easily recognized station entrances and
   stairwells
7. Convenient parking and drop-off areas close to stations

InTransitBC and city planners and engineers are using these
design objectives as the design of the RAV line proceeds.

Design Approach

The RAV line is being designed to operate as a single system
with its own identity, even though passengers will experience
it as fully integrated with the existing regional transit
system. Passengers need to be able to use the RAV trains and
stations safely and with confidence, easily recognizing where
they are and where they are going. These considerations are
leading the design team to standardize a number of station
components to provide a sense of continuity throughout the
RAV system. These components are elements of continuity.

The public has identified an opportunity to establish the
segments so that they make up identifiable families of stations.
At the same time, each station is in a unique neighbourhood,
creating a further opportunity to reflect some aspects of
the local neighbourhood in stations by using components
that are distinct to that neighbourhood. These family and
neighbourhood components are elements of distinction.

The essential challenge is to achieve a balance between
the elements of continuity and the elements of distinction,
while building safe, functional and attractive stations on
time and on budget.

Richmond Stations
The RAVCO Pre-Design Consultation results identified the
public’s desire to see Richmond stations designed as a
unique family of stations. More advice on the family design
characteristics is needed, such as the form of the station roof,
materials, colours and other key aspects of the station design.
There is also a desire to see stations respond to the context
of the surrounding neighbourhood, which requires further
clarification of specific neighbourhood characteristics.

Vancouver Stations
The main design challenge for the Vancouver RAV stations
is creating entrances to stations that fit into existing or new
development. The goal is to make it easy for passengers
to identify the entrance in a busy streetscape of buildings,
storefronts, signs and traffic without overshadowing these
other elements. Since all but one of the Vancouver stations are
underground, another challenge is providing the right level of
station identity so that passengers can instantly see where they
are and where they want to go.

YVR Stations
These will be addressed in the fall of 2005.
Six Different Types of Station Prototypes

The design team has developed six different prototype designs for stations along the RAV line. Each station has a secondary emergency exit, a designated waiting area with furniture, and communication and emergency panels that serve passengers traveling in both directions. The following describe which prototype will be used at which station and how passengers will enter and move through each station to the platform.

1. Elevated Side Platform (Cambie and Alderbridge Stations)
   Two elevated platforms, one on either side of the standard dual-track guideway. Passengers enter through a ground-level ticket hall and take stairs, escalator or elevator to the platform.

2. Elevated Centre Platform (Marine Drive and Bridgeport Stations)
   Single elevated platform located between two single-track guideways on either side of the platform. Passengers enter through a ground-level ticket hall and take stairs, escalator or elevator up to the platform.

3. Elevated Single Platform (Richmond City Centre Station)
   Single elevated platform located beside a single-track guideway. Passengers enter through a ground-level ticket hall and take stairs, escalator or elevator up to the platform.

4. Underground Side Platform (Waterfront, False Creek South and Broadway Stations)
   Two underground platforms, one on either side of a dual-track tunnel guideway. Passengers enter through an entrance pavilion located on the street or integrated into adjacent development. Passengers take stairs, escalator or elevator to a mid-level ticket concourse and then continue down to the platform by stairs, escalator or elevator.

5. Underground Centre Platform (Robson and Yaletown Stations)
   Single underground platform located between two single-track tunnel guideways. Passengers enter through an entrance pavilion located on the street or integrated into adjacent development. They take stairs, escalator or elevator to a mid-level ticket concourse and then continue down to the platform by a second set of stairs, escalator or elevator.

6. Underground Stacked Platform (King Edward, 41st Avenue and 49th Avenue Stations)
   Two underground platforms, one located above the other, with a single-track tunnel guideway next to each platform. Passengers enter through an entrance pavilion located on the street or integrated into adjacent development. Passengers take stairs, escalator or elevator to a ticket concourse at the same level as the upper platform. They then move from the ticket concourse and upper platform to the lower platform by a second set of stairs, escalator or elevator.

Station Plan Components

The following pages introduce elements of preliminary design for 13 RAV line stations in Richmond and Vancouver and the Operations and Maintenance Centre. The station pages include:

- A context plan that shows the neighbourhood or commercial district surrounding the station, identifying local landmarks and recreational, educational or healthcare facilities, etc.
- A site plan that shows the type of station, its location and placement on the site, and its integration into the neighbourhood or district.
- A functional plan, with graphics and written descriptions, that indicates how the station will function on that site, addressing components such as point(s) of entry, connections to transit, and vehicle access, based on the station prototypes.
- A description of the design issues and areas for consultation.
- A tear-off feedback form to provide answers that will help to guide the design team in the next design phase.

Participants are encouraged to complete their review of this document before tearing off their feedback forms.

On each feedback sheet we ask you to identify the characteristics of the surrounding area you would like reflected in station design. By characteristics we mean things such as types of buildings, activities or landscape that give the area its distinctive character.
**Station Description**

- An underground side platform station located next to the existing Waterfront Station and under a reconfigured Granville Street right-of-way between Cordova and Hastings St. This is the terminus station of the RAV line in Vancouver. Note: the use of a centre platform is being considered.
- Landmarks include the existing Waterfront Station, Sinclair Centre, Granville Square and Canada Place.
- Main entrance via the existing Waterfront Station main hall; also a south entrance near Hastings St. to provide better access to the business district.
- Connects to SkyTrain Expo Line, Millennium Line, SeaBus, West Coast Express and HeliJet via the existing Waterfront Station and Cordova St. buses.
- On-street vehicle access for HandyDART and private vehicle passenger drop-off and pick-up on the street.

**Design Issues and Approaches**

- The location of the south entrance to the station is a primary design issue. There are two approaches; either an on-street entrance, or an entrance integrated into existing or future development to avoid taking up sidewalk space.
  - An on-street entrance could be located in an island in the centre of Granville St. north of Hastings, on the east sidewalk or on the west sidewalk of Granville St.
  - An integrated entrance could be built in the Sinclair Centre, as part of development on the southeast corner (existing parkade site) or in future redevelopment south of Hastings St.

**Neighbourhood Context for the Station**

- Key hub station with interchange with SeaBus, WestCoast Express, Expo and Millennium Lines of SkyTrain and local buses. Serves Convention Center, Central Business District (CBD), Canada Place, Cruise Ship Terminal.

**Feedback Form • Waterfront Station**

For each question, please mark an “X” in one of the boxes to indicate your answer.

1. Waterfront Station’s south entrance could be located either on the street or integrated into existing or future development. Which location do you prefer?
   - On-street
   - Integrated into existing development
   - Integrated into future development

2. If you chose an entrance on the street, which location do you prefer?
   - In an island in the street
   - On the east sidewalk
   - On the west sidewalk

3. If you chose an entrance integrated into existing or future development, which location do you prefer?
   - In the Sinclair Centre
   - In potential new development on the southeast corner of Cordova St. where there is now a parkade
   - In future redevelopment south of Hastings St.

4. What characteristics of the surrounding area would you like to see reflected in the design of Waterfront Station?
   Check all that apply.
   - Heritage Buildings/historical setting
   - Working waterfront
   - Business/commercial activity
   - Cruise/convention facilities
   - Transportation hub
   - Other (please specify)

5. If your first access to the RAV line is Waterfront Station, how do you anticipate getting to this station?
   - Other transit
   - Bicycle
   - Foot
   - SeaBus
   - Passenger drop-off
   - Passenger drop-off
   - Other (please specify)

Other comments?
ROBSON STREET STATION

Station Description

• An underground centre platform station located under Granville St. between Robson and Georgia Streets. This is in the centre of the city’s commercial core. Landmarks include Sears, the Pacific Centre, Vancouver Centre, the Granville Entertainment District, and shopping along Robson and Granville.
• Single entrance halfway between Robson and Georgia Streets
• Connects to buses on street, including the West Vancouver and North Vancouver bus connections on Georgia
• On-street vehicle access for HandyDART, emergency and service vehicles

Design Issues and Approaches

• The type of station entrance is a primary design issue.
• One approach is an entrance on the street; the other is an entrance integrated in a building to conserve sidewalk space (similar to the existing SkyTrain Granville Station entrance in The Bay).
• There is also a possibility that a second entrance integrated into a building could be built in the future.
• Where to locate the on-street entrance – closer to Georgia St. or closer to Robson St. – is a second issue.

For each question, please mark an “X” in one of the boxes to indicate your answer.

1. There are two approaches to the type of station entrance. Which do you prefer?
   - On the street
   - Integrated in a building

2. Where would you prefer to have the entrance?
   - As close to Georgia St. as possible
   - Midway between Georgia and Robson streets
   - As close to Robson St. as possible

3. What characteristics of the surrounding area would you like to see reflected in the design of Robson Station?
   - Business/commercial
   - Office towers
   - Entertainment
   - Shopping
   - Other (please specify)

4. If you first access the RAV Line at Robson Station, how do you anticipate getting to this station?
   - Other transit
   - Bicycle
   - Foot
   - Passenger drop-off
   - Other (please specify)

Other comments?

Neighbourhood Context for the Station

Neighbourhood Context Map

Robson (Granville/Robson to Georgia)
Interchange with local buses, including West Vancouver and North Shore bus routes. Serves Central Business District, entertainment and retail districts.

Neighbourhood Context Map

Site Plan

Underground Centre Platform

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YALETOWN STATION

Station Description
- An underground centre platform station located under Davie St. between Pacific Blvd. and Mainland St.
- This is the heart of Yaletown, the former warehouse district turned shopping, business, residential and entertainment quarter.
- Single entrance in Bill Curtis Plaza at north end of station
- Connects to buses on street
- On-street vehicle access for HandyDART, emergency and service vehicles, and private vehicle passenger drop-off and pick-up

Design Issues and Approaches
- Station construction could require rebuilding the pavilion in Bill Curtis Plaza. To successfully integrate the station into the plaza, the design team needs to know how people currently use the area.

Neighbourhood Context for the Station

- False Creek
- Shopping/dining
- Historic Yaletown
- Design industries (fashion, software, art)
- Recreation opportunities
- Other (please specify)

Feedback Form • Yaletown Station

For each question, please mark an “X” in one of the boxes to indicate your answer.

1. How frequently do you use Bill Curtis Plaza?
   - Never
   - Almost every day
   - Once a week
   - Once a month
   - Other (please specify)

2. What do you use the plaza for? Check all that apply.
   - Shortcut
   - Dog walking
   - Break from work
   - Meeting spot
   - Eat lunch
   - Get to the underground parkade
   - Other (please specify)

3. What characteristics of the surrounding area would you like to see reflected in the design of Yaletown Station? Check all that apply.
   - False Creek
   - Shopping/dining
   - Historic Yaletown
   - Design industries (fashion, software, art)
   - Recreation opportunities
   - Other (please specify)

4. If you first access the RAV Line at Yaletown Station, how do you anticipate getting to this station?
   - Other transit
   - Bicycle
   - Foot
   - Passenger drop-off

Other comments?

www.ravapiditransit.com
FALSE CREEK SOUTH (2ND AVENUE) STATION

Station Description

• An underground side platform station located under the existing City-owned parking lot, with the south end of the station at West 2nd Avenue. It is close to the Olympic Village and future southeast False Creek neighbourhood, where an estimated 14,000 residents will eventually live. Landmarks include the Seawall, Heritage Streetcar, Cambie Bridge, and the Vancouver Police Department building.

• Entrance near 2nd Avenue, facing streetcar route

• Connections to buses and Heritage Streetcar

• On-street vehicle access for HandyDART, emergency and service vehicles, and private vehicle passenger drop-off and pick-up

• On-site bicycle lockers

Design Issues and Approaches

• Which way the station entrance faces – north, south, east, or west – and the connections to buses/streetcars are primary issues.

• The type of station entrance is a related design issue. One approach is a stand-alone entrance pavilion; the other is an entrance integrated into future development.

• Note: City of Vancouver intends to develop any residential property and will consult on that development.

Neighbourhood Context for the Station

Neighbourhood Context Map

False Creek South (2nd Avenue) (2nd Avenue, west of Cambie St.)
Will serve future Southeast False Creek development, the Vancouver Police Station, Granville Island, and surrounding residences.

Site Plan

2nd Avenue looking east
False Creek

Feedback Form • False Creek South Station

For each question, please mark an "X" in one of the boxes to indicate your answer.

1. From which direction would you approach the station?
   □ North (from False Creek and streetcar)
   □ South (from 2nd Ave.)
   □ East (from Southeast False Creek and existing development)
   □ West (from South False Creek)

2. There are two approaches to the type of station entrance. Which do you prefer?
   □ Stand-alone entrance pavilion
   □ Entrance integrated into future development

3. What characteristics of the surrounding area would you like to see reflected in the design of False Creek South (2nd Avenue) Station? Check all that apply.
   □ Waterfront
   □ Recreation
   □ Streetcar route
   □ Sustainable community
   □ Olympic Village
   □ Other (please specify)

4. If you first access the RAV Line at False Creek South (2nd Avenue) Station, how do you anticipate getting to this station?
   □ Other transit
   □ Bicycle
   □ Foot
   □ Seawall
   □ Passenger drop-off
   □ Aquabus
   □ Other (please specify)

Other comments?
BROADWAY STATION

Station Description
- An underground side platform station located under Cambie St. between Broadway and West 10th Ave. The area has a vibrant mix of commercial and residential development with a concentration of civic and healthcare institutions and medical offices. Nearby landmarks include City Hall, City Square, Vancouver General Hospital and the BC Cancer Agency.
- Proposed single station entrance on the east side of Cambie St. between West 10th Ave. and Broadway
- Connections to buses on street
- On-street vehicle access for HandyDART, emergency and service vehicles, and private vehicle passenger drop-off and pick-up
- On-site bicycle lockers

Design Issues and Approaches
- The City owns the entire block bounded by Broadway, Cambie, West 10th and Yukon Streets. Future redevelopment of the properties on this block, as well as on the other three corners of the Broadway/Cambie intersection, will bring even more vehicles and people into an already very busy intersection.
- Developing a design that will allow for flexibility in integrating the station into future development is a primary design issue.
- In order to make provisions for future connections, the design team needs to know how important direct underground connections are when compared with street-level crossings.

Neighbourhood Context for the Station
- An underground side platform station located under Cambie St. between Broadway and West 10th Ave. The area has a vibrant mix of commercial and residential development with a concentration of civic and healthcare institutions and medical offices. Nearby landmarks include City Hall, City Square, Vancouver General Hospital and the BC Cancer Agency.
- Proposed single station entrance on the east side of Cambie St. between West 10th Ave. and Broadway
- Connections to buses on street
- On-street vehicle access for HandyDART, emergency and service vehicles, and private vehicle passenger drop-off and pick-up
- On-site bicycle lockers

Neighbourhood Context Map
- Broadway (Cambie/Broadway at City Hall)
- Interchange with east/west buses and with possible future extension of Millennium Line. Serves Broadway, City Hall, City Square, Vancouver General Hospital and BC Cancer Agency.
Station Description

- An underground station with stacked platforms located under Cambie St. at the intersection of West King Edward Ave. This is primarily a residential neighbourhood with a small commercial area on Cambie. Queen Elizabeth Park is a five-minute walk south on the east side of Cambie St. Area landmarks include the Cambie Heritage Boulevard, Riley Park and Nat Bailey Stadium.
- Single entrance on the northwest corner of the intersection.
- Connections to buses on street
- On-street vehicle access for HandyDART, emergency and service vehicles, and private vehicle passenger drop-off and pick-up
- On-site bicycle lockers

Design Issues and Approaches

- Which street the station entrance faces – Cambie St. or King Edward Ave. – is the primary design issue. An entrance facing Cambie St. would make it easier to access buses travelling north and south, as well as provide easier access to Cambie St. businesses. An entrance facing King Edward would make it easier to access buses travelling east and west.
- A related issue is the type of station entrance. One approach is a stand-alone entrance pavilion; the other is an entrance integrated into future development.

Neighbourhood Context for the Station

Neighbourhood Context Map

King Edward (Cambie/King Edward)
Interchange with east/west bus service. Serves Queen Elizabeth Park, hospitals, Nat Bailey Stadium, local commercial/retail and residential.

Site Plan

Underground Stacked Platform

Feedback Form • King Edward Station

For each question, please mark an “X” in one of the boxes to indicate your answer.

1. Which street should the entrance face?
   - [ ] Cambie St.
   - [ ] King Edward Ave.

2. There are two approaches to the type of station entrance. Which do you prefer?
   - [ ] Stand-alone entrance pavilion
   - [ ] Entrance integrated into development

3. What characteristics of the surrounding area would you like to see reflected in the design of King Edward Station? Check all that apply.
   - [ ] Single family residential
   - [ ] Commercial/small business
   - [ ] Parks
   - [ ] Recreation/sports
   - [ ] Heritage Boulevard
   - [ ] Other (please specify) ____________________________

4. If you first access the RAV Line at King Edward Station, how do you anticipate getting to this station? Check all that apply.
   - [ ] Other transit
   - [ ] Bicycle
   - [ ] Foot
   - [ ] Passenger drop-off
   - [ ] Other (please specify) ____________________________

Other comments?
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
Feedback Form • 41st Avenue Station

For each question, please mark an “X” in one of the boxes to indicate your answer.

1. There are two approaches to the station entrance. Which do you prefer?
   □ A stand-alone entrance pavilion
   □ An entrance integrated into planned redevelopment of Oakridge Centre

2. There are two approaches to linking the station to the northwest corner of the intersection of Cambie St. and West 41st Ave. Which do you prefer?
   □ Crosswalk
   □ Underground connection

3. What characteristics of the surrounding area would you like to see reflected in the design of 41st Avenue Station? Check all that apply.
   □ Oakridge Centre
   □ Local shopping area
   □ Business/commercial activity
   □ Educational/cultural activity
   □ Residential
   □ Other [please specify]

4. If you first access the RAV Line at 41st Avenue Station, how do you anticipate getting to this station?
   □ Other transit
   □ Bicycle
   □ Foot
   □ Passenger drop-off
   □ Other [please specify]

Other comments?

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Station Description

- Underground stacked platform station located under Cambie St. at the intersection of West 41st Ave. This is a transit exchange with busy commercial activity along Cambie, both north and south of the intersection. Oakridge Centre includes a prominent retail and medical office complex flanked by low-rise residential development. Oakridge Centre is currently undertaking a planning process for the future redevelopment of the site. The area further west is also undergoing redevelopment with new educational, residential and social/cultural buildings.

- Station entrance on the west side of Cambie St. south of West 41st Ave.

- Connections to buses on street

- On-street vehicle access for HandyDART, emergency and service vehicles, and private vehicle passenger drop-off and pick-up

- On-site bicycle lockers

Design Issues and Approaches

- The level of integration of the station entrance with Oakridge Centre is the primary design issue. There are two approaches; a stand-alone entrance pavilion, or an entrance integrated into planned redevelopment of Oakridge Centre.

- Another issue is the connection to the northwest corner of the intersection of Cambie St. and West 41st Ave. and buses traveling west to UBC. Like the intersection of Broadway and Cambie St., it is a busy transit exchange with anticipated future redevelopment. In order to make provisions for future connections, the design team needs to know how important direct underground connections are compared with street-level crossings.

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Neighbourhood Context for the Station

41st Avenue (Cambie/41st Avenue)
Interchange with east/west bus services. Serves Oakridge Centre and surrounding community, commercial/retail and residential.
Station Description

- An underground vertically stacked station located under Cambie St. at the intersection of West 49th Ave. This is a largely residential and educational area, with the Southside YMCA and Langara College to the east and the Langara Estates development and the Langara Golf Course to the south.
- Stand-alone entrance pavilion on the northeast corner
- Connections to buses on street
- On-street vehicle access for HandyDART, emergency and service vehicles, and private vehicle passenger drop-off and pick-up
- On-site bicycle lockers

Design Issues and Approaches

- Which street the station entrance faces – Cambie or West 49th Avenue – is the primary design issue. An entrance facing Cambie St. makes it easier to access buses travelling north and south. An entrance facing West 49th makes it easier to access buses travelling east and west.
- Given that this station is in a residential area and will not be a part of a larger development, it is important to ensure that the character of the entrance and related facilities reflect the neighbourhood.

Neighbourhood Context for the Station

Neighbourhood Context Map

49th Avenue (Cambie/49th Avenue)
Interchange with east/west buses. Serves Langara College and the surrounding residential community.

Other comments?

Feedback Form • 49th Avenue Station

For each question, please mark an “X” in one of the boxes to indicate your answer.

1. Which street would you use to approach the station?
   - Cambie St.
   - West 49th Ave.

2. What characteristics of the surrounding area would you like to see reflected in the design of 49th Avenue Station?
   - Residential
   - Educational
   - Recreational
   - Other (please specify)

3. If you first access the RAV Line at 49th Avenue Station, how do you anticipate getting to this station?
   - Other transit
   - Bicycle
   - Foot
   - Passenger drop-off
   - Other (please specify)

Other comments?
Station Description

- An elevated centre platform station located on the east side of Cambie St. at the western edge of the ICBC site. The area is a mix of light industry, residential and commercial development.
- Entrance via street-level ticketing concourse along Cambie St.
- Connections to a bus loop east of the station on the ICBC site. Note: Bus loop design is under review with ICBC and TransLink.
- On-street vehicle access for HandyDART, emergency and service vehicles, and private vehicle passenger drop-off and pick-up
- On-site bicycle lockers

Design Issues and Approaches

- There is a need to minimize the amount of light and sound coming from the station that could affect people living nearby. There are two main approaches to minimizing the impact: design and build the station to minimize the sound and light the station emits, or use landscaping to serve as a buffer between the station and residential development.
- ICBC may be redeveloping its site east of the station. As a result, there is a need to determine which approach might best serve the neighbourhood for integrating the station into any future development. There are two basic approaches:
  - adjacent to new development
  - part of new development

Neighbourhood Context for the Station

- There are two approaches to minimizing the impact of station activity. Which do you prefer?
  - Design and build the station to reduce light and sound emitted by the station
  - Use landscaping as the primary means of buffering residential development from light
  - Both

- There are two main approaches to integrating Marine Drive Station into future development. Which do you prefer?
  - Adjacent to new development
  - Part of new development

- What characteristics of the surrounding area would you like to see reflected in the design of Marine Drive Station? Check all that apply.
  - Fraser River
  - Local shopping area
  - Light industrial
  - Residential
  - Other (please specify)

- If you first access the RAV Line at Marine Drive Station, how do you anticipate getting to this station?
  - Other transit
  - Bicycle
  - Foot
  - Passenger drop-off

Other comments?

Other (please specify)

Other comments?
CAMBIE HERITAGE BOULEVARD

Description
The majority of the Cambie Heritage Boulevard will be unaffected by the RAV Line since the line will be constructed under the northbound travel lanes of Cambie Street. Areas that will be temporarily altered must be restored to the same or better condition. Areas that will be permanently altered will involve a comprehensive design program in consultation with local residents, businesses and interest groups. Any changes that will be required to accommodate the system and its construction, particularly the portal near 63rd Avenue and the stations at 41st and 49th Avenues, will be managed through the City’s Heritage Alteration Permit process.

To facilitate the Heritage Alteration Permit process, RAVCO has completed a corridor study and a Statement of Significance for the Boulevard, which is meant to raise awareness of the heritage characteristics of the Boulevard and to provide a tool for managing changes to it. The Statement of Significance provides a description of what has been formally recognized as heritage, explains why the site is historically important and defines the key elements that create the heritage value. This approach to heritage conservation shifts attention from just the technical aspects of heritage to the conservation of the heritage value of the Boulevard.

The Statement of Significance identifies the Cambie Boulevard as an important landscape which is typical of early 20th century planning and which reflects the unique development of Vancouver from the late 1920s to the late 1950s. The Cambie Heritage Boulevard serves as a valuable asset in terms of our experience of the city. The Statement of Significance also identifies broad variations in the quality and nature of the character-defining elements.

THE TUNNEL PORTAL

Description
The RAV line will run underneath the northbound lanes of Cambie Street. Near West 63rd Avenue, the line makes a transition from a tunnel under the street to an elevated guideway over Marine Drive via the Cambie Boulevard. The point where the RAV Line makes the transition to the surface is called a “portal”. Although the design of the portal has not been completed, we know that the portal will have an effect on the Cambie Boulevard.

Design Issues and Approaches
• Replacing any lost green space and integrating the portal into the neighbourhood are the two main design issues.
• There are two basic approaches to integrating the portal into the neighbourhood: landscaping and public art.
• There are three basic ways to replace lost green space: improve existing parks in the neighbourhood, increase green space in the street by removing parking lanes, and acquire additional property in the neighbourhood.

YVR RAV LINE STATIONS

Future Consultation on Design of YVR Stations
RAVCO, with the Vancouver International Airport Authority and InTransitBC, will consult key stakeholders – including local residents – and the public on the preliminary design of the Sea Island RAV stations in the fall of 2005. The consultation program for the airport segment will be consistent with that provided to stakeholders and the public regarding other RAV Line segments.

Feedback Form • Tunnel Portal
The Tunnel Portal
For each question, please mark an “X” in one of the boxes to indicate your answer.
1. There are two basic approaches to integrating the portal into the neighbourhood. Which do you prefer?
   - Landscaping
   - Public art
   - A combination of the above (please specify)

2. How should any green space lost to the portal be replaced?
   - Improve existing parks in the neighbourhood
   - Increase green space by removing parking lanes
   - Acquire additional property in the neighbourhood

3. How would you like to be consulted on the design of the portal?
   - As part of the Marine Drive Station design consultation
   - As part of the Heritage Boulevard restoration consultation
   - As part of a separate consultation on the portal alone

Other comments?
Operations and Management Centre

The Operations and Management Centre (OMC) is a facility and train yard on about 8 hectares (20 acres) just east of and beneath the south end of the Oak Street Bridge and bordered by River Road and Van Horne Way. The RAV line is operated from the OMC, which also provides maintenance, repair and storage services for the trains.

Design Issues and Approaches

• Experience at other transit line centres has shown that people have a strong interest in seeing what goes on inside the yard. The design team would benefit from advice about whether to design an enclosure that provides opportunities for people to see the activity inside the yard from bordering streets and properties, or one that does not provide such visual access.

Richmond Family of Stations

1. Which design elements would you like to see used to establish the family character of Richmond stations?
   - Shape of the roof
   - Exterior wall treatments
   - Colour
   - Landscaping
   - Use of specific building material (please specify)

Other comments?

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SkyTrain Operations and Management Centre, Burnaby
BRIDGEPORT STATION

Station Description

• An elevated centre platform station located near the River Rock Casino and Hotel on the south side of River Road in Richmond. The area is changing from light industrial to a new commercial and entertainment district. Area landmarks include the new River Rock Casino and Hotel, other hotels and the Oak Street Bridge.

• Bridgeport Station also functions as a branch point where southbound trains will route either to Vancouver International Airport or to Richmond.

• Connections to buses on street and off-street in a bus loop.

• The station will also have the line’s only multi-storey park and ride facility, housing 1,200 cars.

• On-site vehicle access: for HandyDART, emergency and service vehicles, private passenger drop-off and pick-up, and bicycle lockers.

Design Issues and Approaches

• Bridgeport Station integrates a transit stop, a bus loop, on-street bus access, a parkade, and could open onto three streets. Determining where the main entrance or “front door” of the station faces is a primary design issue.

• Another issue is the park-and-ride facility, for which there are two approaches:
  - A taller parkade with smaller areas on each level
  - A shorter parkade with larger areas on each level

  The design team needs to know passengers’ preferences to create the optimum balance between parkade height and parkade footprint.

Neighbourhood Context for the Station

Neighbourhood Context Map

Bridgeport (River Road/Great Canadian Way)
A key hub station with a significant bus interchange with connections to areas south of the Fraser River. Serves Bridgeport commercial/retail and residential community and River Rock Casino Resort.

Other comments?

Feedback Form • Bridgeport Station

For each question, please mark an “X” in one of the boxes to indicate your answer.

1. Which street do you prefer that the main entrance or “front door” to the station face?
   - Facing north to River Road
   - Facing east to Great Canadian Way
   - Facing south to Charles Street
   - Facing west to No. 3 Road
   - No preference

2. There are two approaches to the park-and-ride facility. Which do you prefer?
   - Up to a 4-storey tower
   - Up to an 8-storey tower
   - No preference

3. What characteristics of the surrounding area would you like to see reflected in the design of Bridgeport Station?
   - Check all that apply.
   - Entertainment and commercial
   - Office and business
   - Hotel and tourism
   - Riverfront and marine
   - Other (please specify)

4. If you first access the RAV Line at Bridgeport Station, how do you anticipate getting to this station?
   - Other transit
   - Bicycle
   - Foot
   - Auto
   - Other (please specify)
   - Passenger drop-off

Other comments?

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CAMBIE ROAD STATION

Station Description
- An elevated side platform station located on the southeast corner of Cambie and No. 3 Roads, immediately west of the Aberdeen Centre and south of the Yaohan Centre. The middle arm of the Fraser River is a block to the west. The area has extensive low-rise commercial development with more large-scale projects anticipated.
- Entrance via street-level ticketing concourse
- Connections to buses on street
- On-street vehicle access for HandyDART, emergency and service vehicles, private passenger vehicle drop-off and pick-up
- On-site bicycle lockers

Design Issues and Approaches
- The land not required for the Cambie Road Station could be developed as a mixed-use commercial, retail and/or office project. The Cambie Road Station entrance could be ‘integrated’ with the adjacent development or this station could be developed as a ‘stand-alone’ station surrounded by an entry plaza.
- The orientation of the station (i.e., the direction the station faces) is a primary design issue. It is expected that there will be considerable new residential development along No. 3 Road north of the Cambie Road Station. Should the Cambie Road Station entry orient to the north or south?
- The area surrounding the Cambie Road Station is developing an international flavor. Should the Cambie Road Station reflect the emerging international flavour of the surrounding area, or some other neighbourhood design characteristic?

Neighbourhood Context for the Station

Feedback Form • Cambie Road Station

For each question, please mark an “X” in one of the boxes to indicate your answer.

1. There are two approaches to the station entrance. Which do you prefer?
   - A stand-alone entrance pavilion
   - An entrance integrated into planned redevelopment on the site

2. Which way should the station entrance face?
   - North
   - South

3. What characteristics of the surrounding area would you like to see reflected in the design of Cambie Road Station? Check all that apply.
   - International retail
   - Riverfront
   - Cultural diversity
   - Entertainment
   - Other [please specify]

4. If you first access the RAV Line at Cambie Road Station, how do you anticipate getting to this station?
   - Other transit
   - Bicycle
   - Foot
   - Passenger drop-off
   - Other [please specify]

Other comments?

Neighbourhood Context Map

Cambie Road (No. 3 Road/Cambie Road)
Serves primarily Aberdeen Mall and adjacent commercial developments

Site Plan

Elevated Side Platform
ALDERBRIDGE STATION

Station Description

- An elevated side platform station located off Alderbridge Way on the east side of No. 3 Rd., along the edge of Lansdowne Centre parking lot. This is one of Richmond’s retail and commercial focal points, located at the north end of the downtown commercial core. To the west along Lansdowne Rd. is the site of the future Olympic Speed Skating Oval, and to the east is Kwantlen University College and future recreational and other urban development anticipated east of Garden City Way.
- Entrance via street-level ticketing concourse at the south end of the station facing Lansdowne Rd.
- Connections to buses on street
- On-street vehicle access for HandyDART, emergency and service vehicles, private vehicle passenger drop-off and pick-up
- On-site bicycle lockers

Design Issues and Approaches

- The orientation of the station (i.e., the direction the station faces) is a primary design issue. The recently concluded Aircraft Noise Study has precluded residential development along No. 3 Road generally between Alderbridge Way and Cambie Road (i.e., to the north of the station). However, it is expected that there will be considerable new residential development along No. 3 Road south of the Alderbridge Station generally between Lansdowne Road and Westminster Highway. Should the Alderbridge Station entry be oriented to the north or south?
- The area surrounding the Alderbridge Station is located in the north half of the Richmond downtown core area. Should the Alderbridge Station reflect the emerging character of the downtown core area or some other neighbourhood design characteristic?

Neighbourhood Context for the Station

Neighbourhood Context Map

Alderbridge (No. 3 Road/Alderbridge) Interchange with east/west buses. Serves Kwantlen College, Lansdowne Centre and adjacent commercial/retail businesses.

Site Plan

Elevated Side Platform

Feedback Form • Alderbridge Station

For each question, please mark an “X” in one of the boxes to indicate your answer.

1. From which direction would you approach the station?
   - From the north
   - From the south

2. What characteristics of the surrounding area would you like to see reflected in the design of Alderbridge Station?
   - Retail and commercial
   - Sports and recreation
   - Downtown core
   - Kwantlen University College
   - Other (please specify)

3. If you first access the RAV Line at Alderbridge Station, how do you anticipate getting to this station?
   - Other transit
   - Bicycle
   - Foot
   - Passenger drop-off
   - Other (please specify)

Other comments?

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RICHMOND CITY CENTRE STATION • South terminus station for the RAV line

Station Description
- An elevated single side platform station located on the east side of No. 3 Rd. between Saba and Cook Roads, across the street from the Richmond Centre Mall at the south end of the downtown commercial core. The Richmond Civic Precinct, including the School Board, RCMP, recreational and cultural facilities, is located on the east side of No. 3 Rd. between Saba and Cook Roads. There is increasing residential growth surrounding the City Centre and most people living in this area are within walking distance of the station.

- Single entrance via a street-level ticketing concourse at the north end of the station
- Connections on-street and via an off-street bus loop
- On-street vehicle access for HandyDART, emergency and service vehicles, private vehicle passenger drop-off and pick-up
- On-site bicycle lockers

Design Issues and Approaches
- Establishing an appropriate balance between on-street and off-street bus connections in a way that enhances Richmond’s increasingly urban character is a primary design consideration.
- Which way the entrance faces is another issue; north to Saba Road, or south, with a strong link on the east side of No. 3 Rd. to a future promenade leading to the Civic Precinct.
- The area surrounding the Richmond City Centre Station is located in the south half of the Richmond downtown core area. Should the Richmond City Centre Station reflect the emerging character of the downtown core area – or some other neighbourhood design characteristic, perhaps reflecting on the past history of this area?

Neighbourhood Context for the Station
- Richmond City Centre (No. 3 Road/Saba) Major bus terminal with services to south/east/west Richmond. Serves Richmond Centre Mall, City Hall, and adjacent commercial/retail and residential communities.

Feedback Form • Richmond City Centre Station
For each question, please mark an “X” in one of the boxes to indicate your answer.

1. From which direction would you approach Richmond City Centre Station?
   - From the north (Westminster Highway)
   - From the south (City Hall)

2. Which way should the station entrance face?
   - North to Saba Road
   - South to a future promenade leading to Richmond City Hall

3. Balancing on-street and off-street bus connections is a primary design consideration. Which do you prefer?
   - More on-street bus connections
   - More connections in a bus loop

4. What characteristics of the surrounding area would you like to see reflected in the design of Richmond City Centre Station? Check all that apply.
   - History of Richmond
   - Downtown core
   - Civic and cultural precinct
   - Retail and commercial
   - Other (please specify)

5. If you first access the RAV Line at Richmond City Centre Station, how do you anticipate getting to this station?
   - Other transit
   - Bicycle
   - Foot
   - Passenger drop-off
   - Other (please specify)

Other comments?

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STAYING INVOLVED

How Your Feedback on Preliminary Design Will be Used

Your feedback will become part of a Consultation on Preliminary Design Summary Report. This summary provides consultation participants, the public, elected officials and agency decision-makers with a quantitative and qualitative summary of public feedback regarding preliminary design proposals. Your feedback will be considered within technical and financial constraints and, where possible, will help to guide the design team to advance station design.

The Next Step

The Detailed Design Consultation Programme

The Detailed Design Consultation Programme will focus on station character and aesthetics, involving choices of construction materials, landscaping and furniture, including features such as exterior lighting and bike racks. This phase of consultation is scheduled for the fall of 2005.

Staying Involved

You can contact the Project office at …

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Photos: Pre-design consultation October 2003 - April 2004 Mall Display