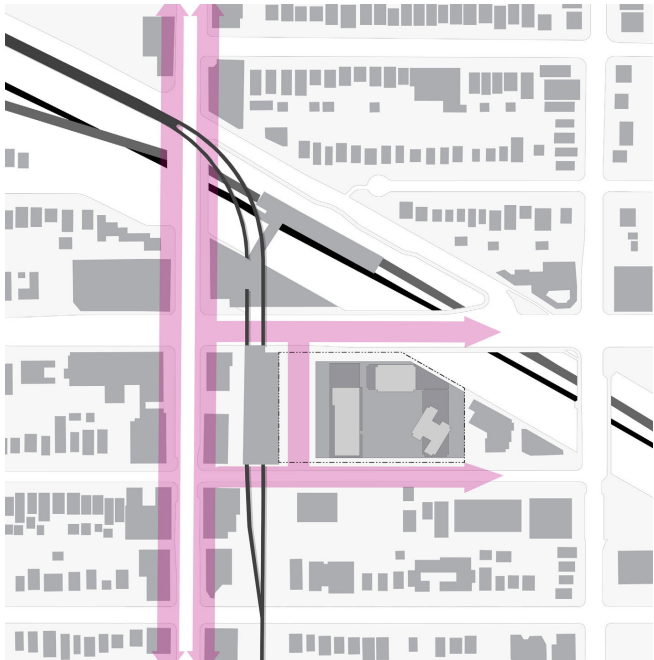


7.2 URBAN DESIGN OBJECTIVES



STRENGTHEN PEDESTRIAN LINKAGES

Due to its optimal location at a confluence of neighbourhood and regional transit networks, the site design must prioritize pedestrian connections. Bringing people to and through the plaza with ease is critical for the smooth function of this central space.



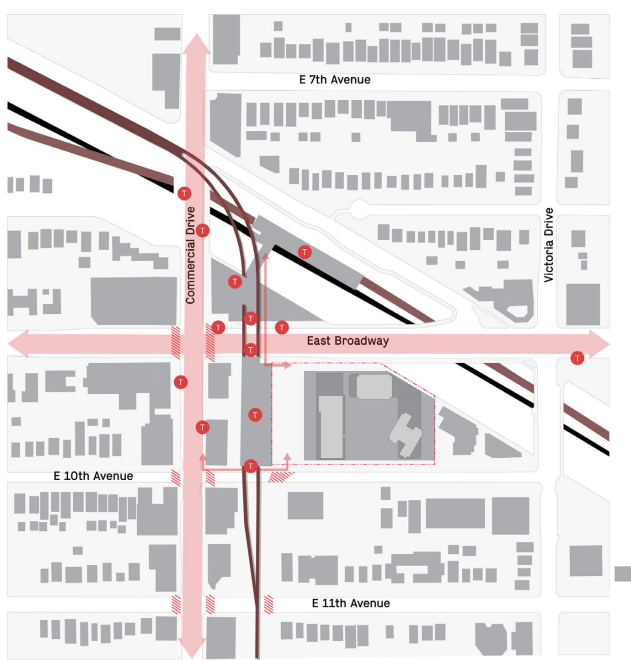
REINFORCE A CONTINUOUS STREET WALL

The unique urban rhythm along Commercial Drive should be brought into the site to help stitch the plaza into its context. By encouraging a cluster of tightly spaced retail and amenity frontages the plaza can tie into the vibrancy that exists along the drive.



ACCESS TO NATURE

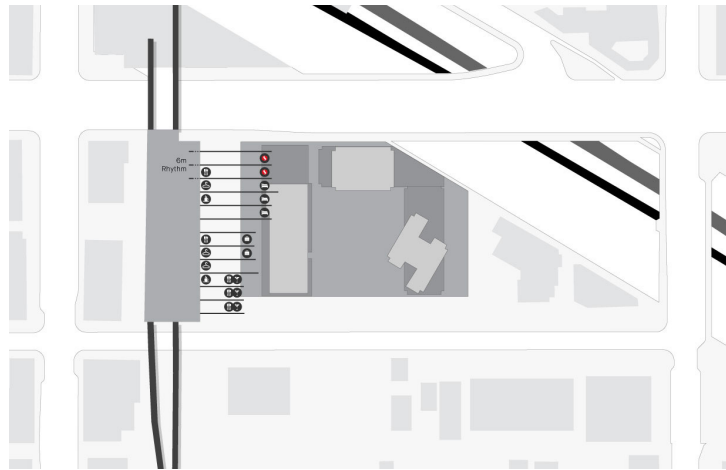
The site is located next to the lush Grandview Cut, a rail corridor with edges that have been left to nature's devices. To the south the plaza marks the culmination of a series of informal public green spaces that run parallel to the Expo Skytrain line and stretch out to John Hendry Park and along the BC Parkway. The site's adjacent connection to 10th Ave allows for easy access to the Central Valley Greenway to the east and along Vancouver's busiest cycling street to the west.



CONNECTION TO TRANSIT

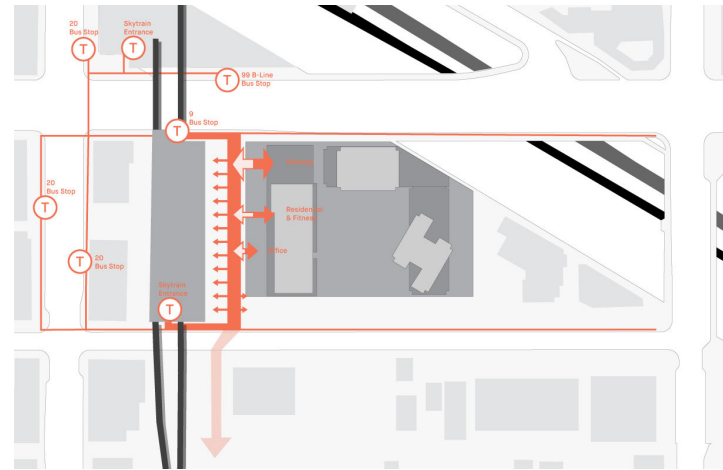
The development site is a stone's throw from both the Millennium and Expo Skytrain lines, from the terminus stop for the 99 B-Line bus along Broadway, and from neighbourhood buses along Broadway and Commercial. The site is perfectly situated to connect via transit to anywhere in the city. Anticipating the Broadway Skytrain extension, this hub of connectivity will only strengthen over time and the demands put on the public realm will only increase.

7.3 SITE OBJECTIVES



RHYTHM AND EDGES

Tying into the dense and vibrant character of The Drive, the scheme mimics the street's 6m rhythm through the plaza. This provides opportunity for a diverse mix of small retail and amenity options that activate the edges of the space.



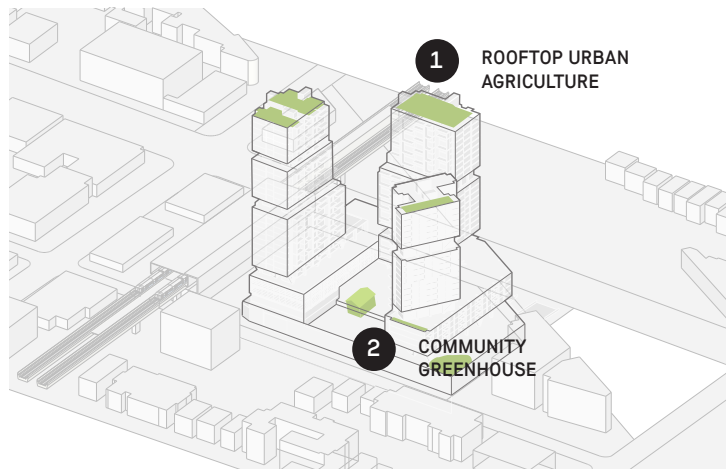
PEDESTRIAN CONNECTIVITY

Significant volumes of people will flow to and through the plaza. Their destinations will be diverse, moving between transit connections, Safeway, residences, fitness, daycare, office, and retail options along the developments edges. The design must reflect the needs of the occupants and accommodate diverse uses seamlessly.



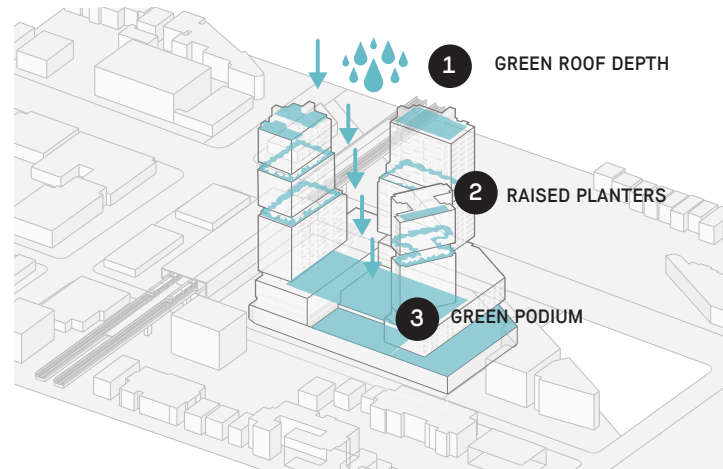
BICYCLE AND VEHICULAR CIRCULATION

Hemmed in between the vehicle-heavy Broadway and the bicycle highway along 10th Ave, the site can be structured to respond to both these modes of transportation. The south side of the site along 10th is an opportunity for more bike-friendly programming, including Mobi bike racks and the potential for bicycle-themed retail on the plaza neighbouring the Skytrain station's own bike storage facility.



PLANTING AND FOOD STRATEGY

Space allocated for planting and food production is forthcoming

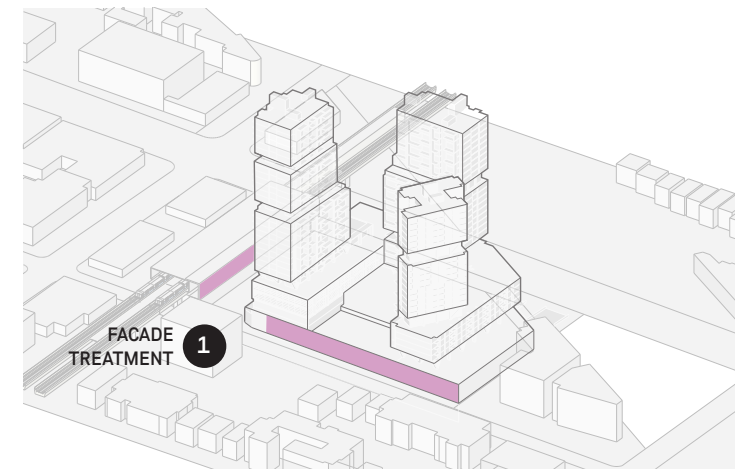


RAINWATER MANAGEMENT

Working with the Sustainable Development of Large Sites requirements, the strategy for rainwater management on site will employ several methods to minimize water leaving the site.

Methods include:

- Increasing depth of or storage beneath growing medium on green roof assemblies
- Increased depth of landscape planters
- Rain water harvesting tanks that can be used for irrigation



PUBLIC ART OPPORTUNITIES

The site presents potential for public art as a gateway/bookend feature at either end of the linear plaza, in addition to potential along the wall of the skytrain station. There is also potential for a catenary lighting canopy to provide a lit ceiling to the space.