

Appendix B

Accessibility Summary



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Brewery District Transit Plaza

November 2021

ACCESSIBILITY SUMMARY

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INTRO AND DISCLAIMER

Accessibility Review

This summary report overviews the strengths and opportunities as reviewed by Marco and Karin Pasqua during site visits and document reviews during the Fall of 2021. All findings and recommendations are intended to provide insights on universal design best practices, to support the access needs of people who have mobility, visual, auditory or cognitive needs.

Assessment Scope

The Brewery District is located adjacent to the Sapperton Skytrain Station and Royal Columbia Hospital. The scope of this report highlights the transit plaza and exterior integration of public access routes to the Skytrain Station, from the hospital and commercial areas.

The scope of this report is a high-level overview summarizing accessibility best practices and providing insights to be used for future planning and submission in the development proposal.

Disclaimer

It is important to note that these are recommendations only, and not intended to replace any building codes, laws, or regulations. If in doubt, please consult a building code or legal professional.

Marco Pasqua Enterprises is not responsible for changes to the building or venue that happens as a result of this report. The owner, tenant, manager, or operator of the building or venue should use discretion when taking any action arising from this report.

ANALYSIS OF THE TRANSIT PLAZA



SUMMARY

Marco and Karin Pasqua, Accessibility Consultants with Marco Pasqua Enterprises (MPE) have reviewed the proposed plans for the transit plaza and the interim access to the Sapperton SkyTrain station as part of the Brewery District Masterplan from an accessibility and universal design perspective. We support Wesgroup's plan for their simplified interim solution for pedestrian routing and the proposed permanent solution.



SIMPLIFIED INTERIM SOLUTION

Accessibility Analysis

Switchback Removal

- ✓ The removal of the switchback is supported for the following reasons:
 - Though the switchback reduces the overall grade of slope connecting the Anvil building to the cross walk, the lift at RCH is not in service. The switchback therefore adds additional exertion and effort on behalf of a wheelchair user.
 - Utilizing the switchback is not immediately obvious for a user. At the last site visit, the entrance to the switchback was covered by leaves and therefore completely invisible, additionally the leaves significantly reduce traction.
 - The curb cut at the bottom of the switchback adds additional cross slope making accessing the switchback challenging and potentially dangerous for wheelchair users travelling alone, particularly poor weather conditions.

Accessibility Analysis – Continued

Crosswalk

- ✓ A new crosswalk creates a safer and more direct route to Royal Columbian Hospital (RCH) by accessing the hospital via wider sidewalks and an ability to enter the pedestrian access of the parkade.

Simplified Interim Solution

- ✓ The proposed simplified solution is safer for pedestrians, particularly at night (considering CPTED), as opposed to the use of a covered walkway.
- ✓ The solution will also allow the permanent infrastructure to be implemented sooner in the construction phase.
- ✓ The length of time that a longer, steeper route will be utilized to access the commercial area will be kept to a minimum.

HandyDart Drop-Off Location

- ✓ The HandyDART drop-off will be moved a few meters up the hill, to be as close to the curb cut as possible, removing some of the up hill travel distance for the user to access the SkyTrain Station and Transit Plaza.

Recommendations

Keary Street Route

- The route from the SkyTrain Station entrance, up Keary St. is a steep slope and can be mitigated using the following suggestions:
 - Add rest areas at regular intervals on the RCH side of Keary St. allowing a mobility device user to rest safely. These rest areas should be level areas of at least **1700 mm** wide to allow for a full turning radius. This exceeds CSA's B651-18's guidelines, creating a safe transition from the steep slope.
 - The addition of benches would also allow users to take a moment to rest on the route, an adjacent rest area of **850 mm wide and 1350 mm** deep.
 - Work with RCH and their parking security company to have the lift operate during business hours, allowing someone to access the reduced-grade slope and the hospital via the café entrance.

Wayfinding

- Ensure there is adequate signage and information available on appropriate websites informing the public on the most accessible routes and the construction timeline.
- Providing detailed information allows people to determine the most accessible route for themselves.





PERMANENT SOLUTION: TRANSIT PLAZA

Accessibility Analysis

Removal of the Ramp Along the Exterior of the Anvil Building

- ✓ The proposed plaza and ramp create a route that directly connects to the new cross walk and provides a gentler slope with a maximum grade of 5%. The pathway is wide and universally accessible.
- ✓ The removal of the ramp creates a logical flow of the plaza, creating more open space and eases congestion points. This also simplifies and streamlines the route to the entrance of the SkyTrain Station which is supportive for people with anxiety or cognitive disabilities with respect to wayfinding.
- ✓ The additional greenspace creates a greater sense of calm and may reduce noise pollution, supporting those who are hard-of-hearing.

Design of the Transit Plaza

- ✓ The design includes thoughtfully integrated benches, access to retailers and community gathering areas that all include universally designed access points.
- ✓ The layout is logical and allows for access around the plaza and through the centre of the space.
- ✓ Benches are included throughout for rest and community gathering.

Wayfinding

- ✓ In addition to signage, wayfinding is augmented with the use of art, landscape and stonework creating multi-modal wayfinding. For example, the walkways are of a different material than the center of the plaza which is white cane detectable.

Accessibility Analysis - Continued

HandyDART Drop-off

- ✓ The proposed relocation of the HandyDART drop-off area on Keary St. to directly adjacent the crosswalk and curb cut is safer and limits the distance that a user needs to navigate uphill.
- ✓ Locating the HandyDART drop-off below the crosswalk ensures that users are not blocking the bike path when boarding or disembarking.
- ✓ The proposed 7% grade ramp with handrails will directly connect a HandyDART user to the plaza while avoiding the significant slope of Keary St.

Ramp

- ✓ The proposed ramp, west of the Anvil Building, provides handrails on both sides, allowing for additional safety and security for the user.
- ✓ The ramp supports a user by avoiding the steep grade of Keary St. to access the transit plaza, particularly when arriving by HandyDART.
- ✓ The lighting plan for the ramp adds contrast and visibility.

Benches

- ✓ Including colour contrast ensures that someone with limited vision can locate the seating and to prevent injuries. This has been addressed by adding wood as a contrasting material to many of the seating areas. This has been addressed in the Brewery District Transit Plaza Renders – 2011.11.16.
- ✓ Considerations for additional lighting into the structure of the benches provides improved contrast at night. This has been addressed in the Brewery District Transit Plaza Renders – 2011.11.16.

Recommendations

HandyDART Drop-off

- Consider adding weather protection adjacent to the area.

Benches

- It is recommended for some benches to include backrests and for many to include armrests allowing for people with balance difficulties to be supported in standing.
- Ensure that some of the benches include adjacent areas of rest allowing a mobility device user or parent with a stroller to pull in.
- Consider adding benches or seating which allow the user to place their feet at less than a 90° angle to their knees to support with standing, especially if no armrests are available.

Wayfinding

- Utilizing icons in wayfinding is supportive for persons with limited English or who have cognitive disabilities.
- Where a route isn't accessible, ensure this is noted by either indicating where the accessible route is located or that there are stairs ahead.
- Consider installing signage at a universal height that can be read by a standing pedestrian or someone who is seated.
- It is recommended for signage to include tactile and Braille, where possible.
- Consider blade signage.

MEMORANDUM

RE: The Proposed Removal of the Linear Access Ramp

This summary offers accessibility insights, opportunities and considerations as provided by Marco and Karin Pasqua, Accessibility Consultants with Marco Pasqua Enterprises (“MPE”) for the proposed removal of the linear access ramp as part of the Brewery District Transit Plaza.

Memorandum of Support

As proposed by Wesgroup, the removal of the linear ramp along the Anvil building, will maintain intuitive access and improve universal design of the entrance to the Sapperton SkyTrain Station. As Accessibility Consultants and Rick Hansen Foundation Accessibility Certification Professionals, MPE fully supports this solution.

- ✓ The proposed plaza and ramps create a route that directly connects to the new cross walk and HandyDART drop-off, while providing a gentler slope with a maximum grade of 5% and an additional ramp with handrails of a slope of 7%.
- ✓ The proposed pathway is wide and universally accessible.
- ✓ The removal of the ramp creates a logical flow of the plaza, creating more open space and eases congestion points.
- ✓ The removal also simplifies and streamlines the route to the entrance of the SkyTrain Station which is supportive for people with anxiety or cognitive disabilities with respect to wayfinding.
- ✓ The additional greenspace creates a greater sense of calm and may reduce noise pollution, supporting those who are hard-of-hearing.

Marco Pasqua

Marco Pasqua

Accessibility Consultant



THANK YOU

for choosing Marco Pasqua Enterprises

We are pleased to work with you on this project and to present this review, which outlines the accessibility successes and our recommendations from mobility, hearing, cognitive and sight perspectives.

If there are any questions, please do not hesitate to reach out! We are here to help.

Thank you again,

Marco Pasqua

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