



City of Richmond
Administration

Memorandum

To: Development Permit Panel **Date:** June 7, 2006
From: Joyce Chang **File:** 10-6525-07-04-03/2006-Vol 01
Project Manager, Major Projects Team
Re: **Canada Line – Bridgeport Station Memo to Development Permit Panel**

Origin:

The design of the Canada Line Bridgeport Station is scheduled for presentation to the Richmond Development Permit Panel on June 14, 2006.

Background:

The City of Richmond, Canada Line Rapid Transit Inc. (CLCO), and TransLink executed the Richmond Access Agreement (RAA) on November 30, 2006. The RAA grants TransLink access to City streets and lands on which the Canada Line rapid transit system will operate. The RAA is similar to the access agreements with other jurisdictions including the City of Vancouver and the Vancouver International Airport Authority regarding the Canada Line. The RAA exempts the Canada Line project from rezoning, development permit and building permit approvals for all transit related infrastructure and fixed facilities within the City of Richmond.

The Design Advisory Process (DAP) identified within the RAA is the process by which the City of Richmond will provide advice to the Canada Line project on the design of fixed facilities, primarily transit stations. The details and process for this station is the same as the previous memo prepared for Development Permit Panel for the Canada Line Operations and Maintenance Yard.

The final step in the DAP is a Design Report prepared by the proponent (ITBC) which will include 30% - 35% design drawings and a response to the Development Permit Panel advice.

Summary:

In general, the design information provided by CLCO, InTransitBC and TransLink regarding the proposed Bridgeport Station does not provide the equivalent level of design development or detailed design information that is normally provided by other applicants as part of the normal development review process in the City of Richmond. CLCO's intent for requesting early commentary by the Richmond Advisory Design Panel and the Development Permit Panel was to facilitate incorporation of advice during design development noting that the completion date for the project is fixed – November 30, 2009. Given the above qualification, Richmond staff have addressed four (4) specific questions from the Development Permit Panel regarding the Bridgeport Station.

Bridgeport Station and Bus Loop

1. How does the Bridgeport Station design comply with the Vision adopted by Council for the line at the Council workshop of April 2005?

a) Issue: Transit-Oriented Development (TOD) Direction

Comment: CLCO has funded a site planning exercise focused on improving residual land efficiencies at the Bridgeport Station but agreements, commitments and intent regarding the 1,200 stall park and ride facility as well as the future development of Canada Line residual lands surrounding the Bridgeport Station have not been finalized to date. CLCO has verbally agreed to update the City of Richmond when these negotiations have been concluded.

b) Issue: Achievement of Richmond's Best and Final Offer (BAFO) Design Guidelines:

Comment: Richmond provided BAFO design guidelines to CLCO in the summer of 2004; however the architectural design of the Bridgeport Station is at a conceptual stage. TransLink has provided short and long term schemes for the design bus loop. Concerns persist with the design of the bus loop under the Bridgeport Station and Richmond staff continue to prefer bus bays relocated to curbside location on surrounding streets to improve the pedestrian environment at and under the Bridgeport Station. However, TransLink does not support the storage bus relocation. The 1,200 stall park-n-ride facility is still under negotiations between CLCO and Great Canadian Casinos (GCC) along with the proposed hotel. No drawings have been submitted that represent the intent of these negotiations. When these negotiations are complete CLCO has verbally agreed to update the City of Richmond. The down stream traffic and transportation impacts of the bus loop and the park and ride facility have not been explored with an appropriate traffic study. Consequently, any required road improvements to support the bus loop and the park and ride facility have not been identified. CLCO indicates that this is a Greater Vancouver Transportation Authority (GVTA) responsibility.

c) Issue: Connection Cost with Adjacent Development

Comment: The design of the park and ride facility has been transferred out of InTransitBC's scope of work and is currently the subject of negotiations between CLCO and Great Canadian Casinos (GCC). CLCO has indicated that there will be an elevated walkway connection between the park-n-ride facility and the mezzanine level of the transit station but the negotiations between CLCO and GCC regarding the park and ride facility are not complete. Consequently, there are no current drawings available that provide the details regarding this elevated pedestrian link between the park and ride facility and the mezzanine level of the station. The extent to which retail will be incorporated into the park and ride facility remains unclear. Pedestrian and bike friendly linkages to fronting streets have been defined but not detailed. TransLink agrees that high quality pedestrian treatment of the bus loop is required but the design process is not sufficiently advanced to indicate the specific treatment of pedestrian realm associated with the bus loop. There appears to be a 'pinch-point' between the bus loop and the park and ride facility. It is not apparent that adequate space for pedestrian circulation has been provided in this location.

d) Issue: Design Character of Stations

Comment: The incorporation of retail space within the Bridgeport Station remains unclear. Station design drawings are not dimensioned. Building materials particularly façade materials have not clearly specified. Adequate weather protection at the platform level has not been substantiated. The architectural character of the Bridgeport Station does not relate strongly to the design of other Richmond segment stations. As the 'junction' between the Richmond and YVR segments of the Canada Line, the Bridgeport Station should act as a portal or gateway to and from Richmond. This unique aspect of the

Bridgeport Station is not adequately encompassed in the architectural design. Key architectural design elements should be distinctive and contribute to the establishment of Richmond's unique identity. CLCO maintains that the station will be unique by virtue of its configuration, roof form and height.

e) Issue: Transit Plaza Design

Comment: Comprehensive transit station design consists of both a station hall and a station plaza. The scope of the station design assignments has been limited to the drip line of the station building envelopes with the responsibility for the design of the area immediately surrounding the station transferred to others. The bus loop designs and connections to fronting streets are the responsibility of TransLink (i.e. Bridgeport and Brighthouse Stations). This complicates the process of achieving a seamless integration of the station hall and bus loop urban design. Richmond has had little success to date in communicating to TransLink the importance of the pedestrian experience and the need for high quality fit and finishes throughout the transit exchanges and bus loops. The focus of discussion with TransLink regarding the bus loops has been on bus movement and location rather than on the form and character of the facility or pedestrian circulation and amenities. There are no landscape layout, grading, paving, planting and irrigation drawings or landscape details for the bus loops.

f) Issue: Station Location

Comment: CLCO has made a subtle but important revision to the functional design of the Bridgeport Station that permits a more efficient utilization of residual property and efficiencies in the design of the bus loop under the transit station.

g) Issue: Site Planning

Comment: Richmond supports improvements to the Canada Line project that enhance the pedestrian experience and connections to the community. The Bridgeport Station is surrounded by a 27 bus bays including 13 storage bus bays. This concentration of bus bays at this station effectively separates the transit hall from the surrounding streets and the nearby neighbourhood. Richmond prefers a strategy that distributes all of the bus bays to more remote locations on a variety of fronting streets in an effort to improve the pedestrian environment around the transit station. However, TransLink is not willing to relent on this issue.

2 What Bridgeport Station design changes have already been made by CLCO and InTransitBC, as result of discussions with Richmond staff?

- CLCO has funded extra consulting work to investigate alternative development strategies around the Bridgeport Station to advance TOD principles.
- CLCO/InTransitBC have compressed the footprint of the park-n-ride facility and reconfigured residual land around the Bridgeport Station to create a potential development site for a future hotel in close proximity to the station. This change is anticipated to increase the height of the parkade.
- CLCO have indicated that they are currently in negotiations with Great Canadian Casinos (GCC) to build and operate the park-n-ride facility. The RAA exempts the park-n-ride facility from Richmond's development approval process. However, if GCC proposes to increase the number of parking stalls to serve the casino and/or hotel development then the park-n-ride facility will require development permit approval by the City.
- CLCO indicates that retail uses will wrap around a portion of the 1,200 stall park-n-ride facility at grade but no details are currently available. Note this concept was generated by the CoR/CLCO study by IBI Group but the design development of the parkade is by others. Details will be provided the park and ride facility application.

- InTransitBC has incorporated provisions into the design of the Bridgeport Station for a permanent retail space at grade under the station but no commitment has been made that retail use(s) will be present at the Bridgeport Station on opening day of the Canada Line.
- Pedestrian and bike access points to the bus exchange and transit station have been provided but there is little detail regarding the form and character of these connections.
- CLCO/TransLink have moved the Passenger Pick-Up and Drop Off closer to the station.
- CLCO have provided regular updates on the status of land negotiations with other parties however these negotiations have not been concluded consequently the details not understood by Richmond staff.

3. What changes are Richmond staff still seeking to improve the Bridgeport Station design that could be accommodated easily?


| Issue | City of Richmond Specific Requests |
|-----------------------------|--|
| 1. Site Planning | <ul style="list-style-type: none"> • Incorporate the Passenger Pick-up and Drop Off (PPUDO) within the limit of work related to the station and bus loop. (Done) • Indicate property lines and ownership on the site plan. The conceptual parcelization is shown. The final legal description(s) are subject to the final arrangement with 3rd parties. • Provide clarification on "by others" regarding the 1200 park and ride facility. • Provide clarification on "by others" regarding the future development site. |
| 2. Traffic & Transportation | <ul style="list-style-type: none"> • Sexsmith Road south of Charles Street should be labelled 'future'. (Done) • Sexsmith Avenue north of Charles Street should be labelled 'no later than opening day for the Canada Line'. • CLCO/InTransitBC have indicated that no bus traffic will occur on Charles Street between the bus loop entry/exit on Charles Street and Great Canadian Way in the short term. The short term in this case is understood to mean until the triangular property to the south of the CPR ROW – 8991 Charles Street is developed. Given the above, CLCO should clarify what roadway improvements will be completed on Charles Street between the bus loop entry/exit on Charles Street and Great Canadian Way in the short term for opening day of the Canada Line. • Show all bus and PPUDO vehicle movements assumed for the operation of the bus loop. • Relocate the Mini-Bus Stop on River Road to eliminate the obstruction to west bound through traffic on River Road. (Done) |
| 3. Bridgeport Station | <ul style="list-style-type: none"> • Supplement the platform natural lighting with bright night lighting with good colour rendition. • Provide the rationale for not providing a glazing wall on the north side of the station at the platform level to ensure adequate passenger weather protection from both rain and wind. • Indicate what provisions will be incorporated to all façade materials to facilitate maintenance and the removal of graffiti. CLCO indicates that 'scratchitti film' and finished 'soldice block' will be used. • Explain the annotation 'retail by others'. |
| 4. Bus Loop | <ul style="list-style-type: none"> • Include a separate site plan enlargement of the bus exchange island under the transit station. (Done) |
| 5. Other Related | <ul style="list-style-type: none"> • Provide high quality façade treatment of the Traction Power Station under the elevated guideway north of Bridgeport Road. |

4. What changes are Richmond staff still seeking to the Bridgeport Station design that may be more difficult to accommodate?

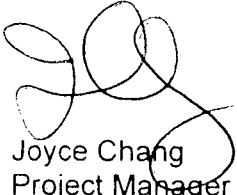
| Issue | City of Richmond Specific Requests |
|-----------------------------|---|
| 1. Site Planning | <ul style="list-style-type: none"> • Complete a comprehensive master plan for all CLCO land surrounding the Bridgeport Station including the Transit Station, Bus Loop, Park and Ride Facility, and all residual land that incorporates the intent of other land owners who are currently in negotiations with CLCO regarding the use and development of related lands. CLCO has verbally agreed to provide a master plan when related land negotiations are complete. • Provide high quality, landscape design development of the ground plane under the transit station and all pedestrian corridors to fronting streets complete with landscape layout, grading, paving and planting plans complete with details. Specify proposed surface materials, finishes, furnishings, appointments, landscape treatments, lighting, seating, security provisions, safety provisions, etc. Attention should be paid to the creation of a high quality pedestrian environment throughout the bus loop and transit exchange. This is a TransLink responsibility and information will be provided when the design is advanced |
| 2. Traffic & Transportation | <ul style="list-style-type: none"> • Complete a comprehensive traffic study in the West Bridgeport Area to identify any roadway impacts resulting from the bus loop plus the park and ride facility. • Recommend roadway and intersections improvements in the West Bridgeport Area to support the bus loop and park-n-ride facility. These improvements should include all affected precinct roads, as well as vehicle access and egress to the bus loop / transit exchange and the Passenger Pick-Up and Drop-Off (PPUDO) area. |
| 3. Bridgeport Station | <ul style="list-style-type: none"> • Provide sky-lights in the roof to increase day light penetration to the centre platform passenger waiting area. • Introduce wood on the under side of the roof ceiling. • Substitute higher quality façade materials for the exterior treatment of the ancillary space under the station on the bus exchange island. • Provide escalators in both directions from all levels in the station. • Provide a retail space on the bus exchange island and ensure it is open when the Canada Line opens. Explain annotation 'retail by others'. • Provide continuous security presence at the Bridgeport Station. • Amend TransLink policy to provide improved access and supervision of washrooms at the station. |
| 4. Bus Loop | <ul style="list-style-type: none"> • Allow more space between the Park and Ride Facility and the Bus Loop to provide sufficient room for pedestrian circulation between these 2 facilities. • The bus bays in the bus loop should be relocated to curb-side locations on adjacent fronting streets. |
| 5. Park and Ride Facility | <ul style="list-style-type: none"> • Show all anticipated vehicle entry and exits points for the park and ride facility. |
| 6. Residual Land | <ul style="list-style-type: none"> • Allow for a centrally located pedestrian connection from the bus exchange island to the south for a link with any future development on the privately owned parcel of land to the south of the existing CPR railway. |
| 7. Other Related | <ul style="list-style-type: none"> • Dedicate a 20 m wide roadway right of way under the guideway between columns R93 and R94 to permit the possible future extension of Douglas Street. • Dedicate a 10 m wide roadway right of way along the west side on No. 3 Road north of Bridgeport Road from CLCO residual lands. |

June 7, 2006

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A handwritten signature in black ink, appearing to read 'Brian Guzzi', with a stylized flourish at the end.

Brian Guzzi, MCIP, MCSLA
Urban Design Coordinator – Major Projects Team
(4393)

A handwritten signature in black ink, appearing to read 'Joyce Chang', with a stylized flourish at the end.

Joyce Chang
Project Manager - Major Projects Team
(4681)

BG/JC:bg
Attachments