



To: Richmond City Council
From: Joe Erceg, MCIP
Chair, Development Permit Panel
Date: June 22, 2006
File: 01-0100-20-DPER1-
01/2006-Vol 01
Re: **Development Permit Panel Meeting Held on June 14, 2006**

Panel Recommendation

1. That the revised plans be considered to be in General Compliance with Development Permit DP 05-292001 for an 84-unit multiple-family building at 6033 Katsura Street (formerly 9180, 9186, 9200 and 9220 Westminster Highway) that generally covers the following changes:
 - a) Addition of openings in the exterior parkade wall at the southwest corner of the parkade;
 - b) Deletion of the retaining wall and the landscape fill at the southwest corner of the site between the parkade and the property lines; and
 - c) Adjustment to the landscaping at the southwest corner of the project.

2. That Major Projects Office staff continue to work with CLCO (Canada Line representatives) to implement the design revisions outlined in the memorandum dated June 7, 2006 from Joyce Chang, Project Manager, Major Projects Team (**Attachment 1**) into the Bridgeport Station design.



Joe Erceg, MCIP
Chair, Development Permit Panel

JL/SB:blg
Att.

Panel Report

The Development Permit Panel considered the following item at its meeting held on June 14, 2006:

GENERAL COMPLIANCE RULING (DP 05-292001) – ADERA EQUITIES INC. –
6033 KATSURA STREET (FORMERLY 9180, 9186, 9200 AND
9220 WESTMINSTER HIGHWAY)

(June 14, 2006)

The Panel considered an application for a General Compliance ruling to accommodate openings in the exterior parkade wall at the southwest corner of the parkade and landscaping changes.

Mr. Norm Couttie, representing Adera Equities Inc., stated that the three changes requested are located at the southwest corner of the property. The changes are required due to geotechnical considerations and are intended to maintain an appearance consistent with the original Development Permit submission.

Staff stated that the applicant has been forthcoming and that all changes are in the spirit of the project.

There were no comments from the public on the proposal.

The Panel recommends that the changes be deemed to be in general compliance with the Development Permit (DP 05-292001) issued.

PRESENTATION BY CLCO (CANADA LINE REPRESENTATIVES) – CANADA LINE –
BRIDGEPORT STATION ON GREAT CANADIAN WAY

(June 14, 2006)

The Panel received a presentation on the proposed Canada Line – Bridgeport Station between Great Canadian Way and Charles Street as part of the Canada Line Design Advisory Process (DAP).

Mr. Edward LeFlufy, Canada Line Rapid Transit Inc., Mr. Chris McCarthy, architect, InTransit BC, and Graham McGarva, architect, VIA Architecture, provided a presentation of the project.

Staff from the City's Major Projects Office noted that the City prefers having a decentralized bus storage area and prefers that buses be spread out, rather than compiling into one loop area. Further, staff identified the need for a better feel for transportation movements with regard to the park-and-ride component, and questioned what impact those movements would have on pedestrian movement at the station. Staff stated that more design development was required to protect transit riders from rain and wind at all levels of the station. Staff also mentioned that, besides up escalators, down escalators should be considered. In closing staff referred the presenters to a memo to the Panel, dated June 7, 2006 from the Project Manager, Major Projects Team (**Attachment 1**), which outlined additional design considerations.

The Panel noted that this presentation was only for the station building which presented some difficulty because elements like the pedestrian apron at grade and the bus loop are the responsibility of others (i.e. Greater Vancouver Transit Authority) but will contribute to the success of the precinct. Overall, the Panel was pleased that the station will incorporate retail space and thought the design was acceptable. The Panel reminded the applicants that Council's vision for the project is to have a "family of stations" and directed Major Project Office staff to continue to work with CLCO to achieve this vision. It was noted that much more use of wood could be made and that this could be a significant element in contributing to the "family of stations" concept. The Panel supported the content of Ms. Chang's memo dated June 7, 2006 with regard to further design revisions.

The Panel also directed Major Projects Office staff to continue discussions with the Greater Vancouver Transit Authority (GVTA) to ensure that the pedestrian apron is of high quality materials, there is variety of materials used for the bus loop, and that pedestrian access across the bus loop to the station is carefully considered.

The Panel also noted that the success of this precinct will be heavily dependent on how the adjacent parkade and development sites are developed. In response to a question from the Panel regarding a parkade which is not part of this presentation, Mr. LeFlufy advised that the Canada Line is in negotiation with a third party, the parking structure will satisfy transit needs and additional needs and may exceed 1,200 spaces. The Chair encouraged the negotiating parties to consider a mixed-use project with commercial use at grade rather than just a parkade. It was noted that City staff have already met with the third party (Great Canadian Casinos) to discuss and encourage a mixed-use project.

There were no comments from the public on the proposal.

The Panel recommends that staff continue to work with CLCO (Canada Line representatives) to implement the design revisions outlined in the memorandum dated June 7, 2006 from Joyce Chang, Project Manager, Major Projects Team (**Attachment 1**) into the Bridgeport Station design.



City of Richmond
Administration

Memorandum

To: Development Permit Panel
From: Joyce Chang
Project Manager, Major Projects Team
Date: June 7, 2006
File: 10-6525-07-04-03/2006-Vol 01
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?

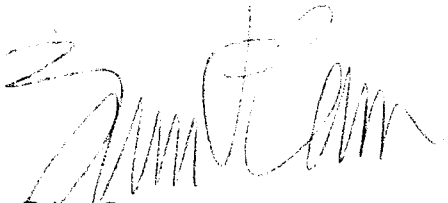
Issue	City of Richmond Specific Requests
1. Site Planning	<ul style="list-style-type: none"> • Incorporate the Passenger Pick-up and Drop Off (PPUDO) within the limit of work related to the station and bus loop. (Done) • Indicate property lines and ownership on the site plan. The conceptual parcelization 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', written in a cursive style.

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

A handwritten signature in black ink, appearing to read 'Joyce Chang', written in a cursive style.

Joyce Chang
Project Manager - Major Projects Team
(4681)

BG/JC:bg
Attachments



Development Permit Panel

Wednesday, June 14, 2006

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Jeff Day, General Manager, Engineering and Public Works
Robert Gonzalez, Director, Engineering

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on May 24, 2006, be adopted.

CARRIED

2. Development Permit DP 05-306362

(Report: May 17, 2006 File No.: DP 05-306362) (REDMS No. 1681857, 1894153)

APPLICANT: G.A. Construction Ltd.

PROPERTY LOCATION: 6551 No. 4 Road

INTENT OF PERMIT:

1. To permit the construction of 12 townhouse units at 6551 No. 4 Road on a site zoned Comprehensive Development District (CD/155); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the north side yard setback from 3 m to 2 m to accommodate portions of the building;
 - b) Reduce the south side yard setback from 3 m to 2 m to accommodate portions of the building.

Applicant's Comments

Mr. Yoshi Mikamo, representing Tomizo Yamamoto Architect Inc., noted that the site is surrounded by many single family homes and that the architect's goal is to reduce the mass of the proposed buildings to avoid the appearance of invading the area. For this reason, the massing of the proposed development has been reduced to a two-storey form along the length of both side-yard adjacencies in order to better interface with existing single-family residences.

Mr. Mikamo stated that the design introduces many traditional features, such as hip/gable roof forms to better respond to the homes already in the area. He remarked that the buildings include a materials palette that will generate visual interest by the use of wood grain vinyl siding, painted wood shingles and painted rake boards.

Referring to the landscape element, Mr. Mikamo reported that the site will be well presented with landscape elements such as trees and shrubs.

In response to a question to staff, Jean Lamontagne, Director of Development, noted that the applicant applied for rezoning before the City's tree bylaw was enacted. There were no comments regarding tree preservation during the Rezoning process or during the associated Public Hearing.

In response to a question, Mr. Mikamo noted that each building has a convertible unit and with some structural changes, a chairlift can be introduced to the B1 units to convert them to fully accessible units. A chairlift can be accommodated in a unit's washroom with minimal changes to the walls (no plumbing changes are required), and there is potential for future installation of grab bars and handrails to further aid the disabled.

Staff Comments

None.

Correspondence

None.

Gallery Comments

Mr. Fred Carron, 9820 Alberta Road, stated that his property is immediately north of the site and that recently he has watched three major developments be built in the neighbourhood and is concerned about the number of trees that have come down as a result. He believes that it behoves developers to replace trees with significant trees. With respect to the property at 6551 No. 4 Road, Mr. Carron requested the following:

- a) that the applicant plant significant trees on the property to replace trees that were taken down;
- b) that in addition to installing the proposed 6-foot fence along the property line, the applicant also plan a cedar buffer between his property and 6551 No. 4 Road (and that similar treatment be undertaken for other affected properties);

- c) that indoor amenity space be provided instead of accepting cash in lieu to accommodate birthday parties, etc. and that the City continue its efforts to introduce public amenity space into the neighbourhood; and
- d) that at the time the remaining parcels proceed with development, the variance considerations granted to recent projects are similarly granted.

In response to Mr. Carron's comments the Chair asked Mr. Mikamo if trees had been taken down on city land as a result of this proposed development.

Mr. Mikamo responded that an arborist had been hired who had identified the number of trees and the size of the trees on site, but the arborist's report identified no trees that should be retained. He further stated that the applicant has followed the City's tree bylaw and has replaced each tree taken down with two trees.

When asked by the Chair if staff had seen the arborist's report for this development, Mr. Lamontange responded that staff has not seen such a report.

The Chair stated that it was in the best interest of the applicant to deal further with the issue of replacement trees before the Development Permit be issued.

When asked by the Chair if the applicant was willing to address Mr. Carron's suggestion of a hedge adjacent to a fence, Mr. Mikamo responded that they would be willing to take a look at the suggestion.

Panel Discussion

None.

Panel Decision

It was moved and seconded

That Development Permit DP 05-306362 be referred back to staff to:

- a) meet with the applicant to ensure the City's two trees to replace one tree policy is upheld; and*
- b) to investigate if a significant hedge can be placed along the north side of the property; and*
- c) refer Development Permit DP 05-306362 to the June 28 2006 Development Permit Panel.*

CARRIED

3. General Compliance – Application by Adera Equities Inc. for a General Compliance at 6033 Katsura Street (formerly 9180, 9186, 9200 and 9220 Westminster Highway)

(Report: May 16, 2006 File No.: DP 05-292001) (REDMS No. 1884667)

APPLICANT: Adera Equities Inc.

PROPERTY LOCATION: 6033 Katsura Street (formerly 9180, 9186, 9200 and 9220 Westminster Highway)

Applicant's Comments

Norm Couttie, of Adera Equities Inc., stated that the three changes requested are located at the southwest corner of the property. The changes are intended to maintain an appearance consistent with the original Development Permit submission.

Staff Comments

Jean Lamontagne, Director of Development stated that the applicant has been forthcoming and that all changes are in the spirit of the project.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

None.

Panel Decision

It was moved and seconded

That the revised plans be considered to be in General Compliance with Development Permit DP 05-292001 for an 84-unit multiple-family building at 6033 Katsura Street (formerly 9180, 9186, 9200 and 9220 Westminster Highway) that generally covers the following changes:

- a) Addition of openings in the exterior parkade wall at the southwest corner of the parkade;*
- b) Deletion of the retaining wall and the landscape fill at the southwest corner of the site between the parkade and the property lines; and*
- c) Adjustment to the landscaping at the southwest corner of the project.*

CARRIED

4. Canada Line – Bridgeport Station Design

(Memo: June 7, 2006 File No.: 10-6525-07-04-03/2006-Vol 01) (REDMS No. 1898478)

Edward LeFluffy, Canada Line Rapid Transit Inc. (CLCO), stated that they are seeking advice from the Development Permit Panel as they move forward on the architectural design of the Bridgeport Station so that they can complete the final design report. He mentioned they have had the benefit of staff input and they will continue to work with staff.

Mr. Chris McCarthy, Architect, InTransit BC, stated that the focus of the presentation was Bridgeport Station's bus loop and the passenger pick up and drop off areas. The station site design used to have a broader bus loop, but through development and discussion, the bus loop has been narrowed to make it tighter, more efficient, and to create better pedestrian movement.

Stating that the station is due to be complete by July, 2008, Mr. McCarthy used a power point presentation to draw the Panel's attention to the following:

- the creation of a development parcel of land on the north east corner of the site;
- the development of a car parkade negotiation;
- the station entry has been reconfigured and flipped;
- the CP rail track has undergone reconfiguration and negotiation, and once CP rail lands are released, that will allow for consolidation of parcels of land;
- site and context issues include configuration, interface, pedestrian connections, bus island configuration and traffic issues;
- station design discussions include station character as well as materials and colour;
- there are 13 bays on the bus loop, accommodating 17 major bus routes;
- the storage capacity is on the south side of the bus loop;
- the site bicycle access is primarily from the south;

In response to a question from the Panel regarding the parkade, Mr. LeFlufy advised that the Canada Line is in negotiation with a third party and that the parking structure will satisfy transit needs and additional needs. He reported that the third party has aspirations for mixed-use and more than the 1,200 parking spaces required, some of which are exclusively for transit riders, and some of which are for the use of the third party. He stated that finalized letters of intent should be forthcoming in the next few weeks. The Chair encouraged the negotiating parties to consider a mixed-use project that will integrate appropriately with the existing Casino.

The station site context was addressed by Graham McGarva of VIA Architecture using power point images. In describing the station design he noted the following:

- Bridgeport Station is unique along the Canada Line because it is the "knuckle" where the alignment splits into two routes, and will be perceived as the major intermodal transit hub of the Canada Line;
- the station has an exposed platform 13 metres above the ground;
- a sheltering roof form and a glass enclosure will provide protection from the prevailing east and south winds;
- the primary access to the station has shifted from the west to the east;
- from the northwest there will be a bridge connecting the station to the parkade;
- the parkade will be taller than the station platform;

- transit riders can use stairs, or an escalator to access the station platform;
- the neighbourhood for the Bridgeport Station is in transition, but has a history of river-oriented industrial buildings so the station is intended to be evocative of this heritage, using a visible steel structure, expressed trusses, metal skin and simple functional forms;
- protection from wind and wind-driven rain at all levels is provided by glazed walls and overhanging roofs;
- the skeleton structure of the station, with as much glazing as possible, will maximize views at each level;
- the glazing will enhance transparency and visibility which will increase transit riders' sense of security;
- continuous security provided by roving security personnel will make transit riders feel safe in the station;
- the station will celebrate visual ingenuity of architectural structure, where metallic and concrete products are presented elegantly to enhance the station's identity;

Discussion ensued and questions from the panel were addressed regarding details of the station design:

- retail space has been incorporated into the station;
- the architect is considering a vertical glaze at the north end of the station to protect transit riders from significant and discomforting northwest winds;
- the architect is addressing how to protect transit riders from prevailing air currents coming from the east as riders wait on the platform, and preventing the platform from becoming a wind tunnel;
- the glazing is likely to be clear without any elements such as frosting;
- the pedestrian bridge will be complete by the station's opening day;
- the view from the north side of the station is the parkade, and it is too early to judge what the parkade's appearance will be;
- open spaces with potential for landscaping will be identified at the development permit stage;
- the study of transit stations points to activity spaces, not open spaces, as the best option;
- the development permit will apply only if a deal is completed with the third party in negotiation for building the parkade;
- the stations along Richmond's No. 3 Road are a cluster, or family of stations, but the Bridgeport Station has unique characteristics since it is located in a distinct neighbourhood at the north end of No. 3 Road and is removed from the commercial district to the south. The Panel encouraged the use of wood to establish a connection with other stations within the City;

- as a result of public input at an open house, metal is being proposed as the material of choice for all Richmond stations, although no decision has been made and wood soffits might be used;
- glazing and glazing module could be a point of commonality for all Richmond stations, as could horizontal and slender elements in the stations' designs;
- honed concrete block with stone panel finish could be the materials used in washrooms to make them less plain;
- InTransit BC has a retail program that has identified retail opportunities at each station; many buses using Bridgeport Station point to retail opportunity at the station; activity has to be generated around a station to support retail at a station;
- the finishing details being considered for pedestrian areas include porcelain ceramic tiles of high quality; the Chair encouraged the GVTA to carefully consider materials used in the pedestrian areas so that the station does not end up being surrounded by a sea of asphalt;
- the configuration of the bus loop as presented in the site plan is considered the most balanced and conceptually to be the best one;
- there will be ten bicycle lockers located on the bus exchange island under the station.

Staff Comments

Joyce Chang, Project Manager, Major Project Team noted that the City prefers having a decentralized bus storage area and prefers that buses be spread out rather than compiling into one loop area. Further, she identified the need for a better feel for transportation movements with regard to the park-and-ride component, and questioned what impact those movements would have on pedestrian movement at the station. She stated that more development had to be done on ideas to protect transit riders from rain and wind at all levels of the station. She also mentioned that, besides up escalators, down escalators should be considered. In closing she referred the presenters to her memo to the Development Permit Panel, dated June 7, 2006. (Schedule 1)

The Chair stated that he wants to hear back from the presenters on the issues of: the use of wood at the station, the platform apron, proposed materials for the station, and pedestrian connections.

It was moved and seconded

That staff continue to work with CNCL to implement the design revisions to the Bridgeport Station (as outlined in the memorandum dated June 7, 2006 from Joyce Chang, Project Manager, Major Projects Team).

CARRIED

5. New Business – None.

6. Date Of Next Meeting: June 28, 2006

7. Adjournment

It was moved and seconded

That the meeting be adjourned at 5:05 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, June 14, 2006.

Joe Erceg
Chair

Sheila Johnston
Committee Clerk



City of Richmond
Administration

Memorandum

To: Development Permit Panel
From: Joyce Chang
Project Manager, Major Projects Team
Date: June 7, 2006
File: 10-6525-07-04-03/2006-Vol 01
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?

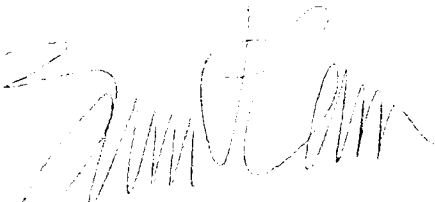
Issue	City of Richmond Specific Requests
1. Site Planning	<ul style="list-style-type: none"> • Incorporate the Passenger Pick-up and Drop Off (PPUDO) within the limit of work related to the station and bus loop. (Done) • Indicate property lines and ownership on the site plan. The conceptual parcelization 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?

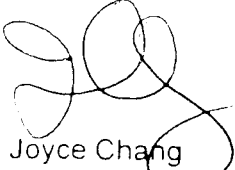
Issue	City of Richmond Specific Requests
1. Site Planning	<ul style="list-style-type: none"> • Complete a comprehensive master plan for all CLCO land surrounding the Bridgeport Station including the Transit Station, Bus Loop, Park and Ride Facility, and all residual land that incorporates the intent 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', written in a cursive style.

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

A handwritten signature in black ink, appearing to read 'Joyce Chang', written in a cursive style.

Joyce Chang
Project Manager - Major Projects Team
(4681)

BG/JC:bg
Attachments