



City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg, MCIP
Chair, Development Permit Panel
Date: October 4, 2006
File: 01-0100-20-DPER1-
01/2006-Vol 01
Re: **Development Permit Panel Meeting Held on July 26, 2006**

Panel Recommendation:

1. That staff continue to work with CLCO to incorporate design changes to the Aberdeen, Lansdowne and Richmond-Brighthouse Stations (as outlined in the memorandum dated July 19, 2006 from Joyce Chang, Project Manager, Major Projects Team – Attachment 1); and
2. That staff reinforce with CLCO representatives that CLCO be requested to revisit the down escalator issue; and
3. That staff reinforce with CLCO representatives that CLCO make provisions for retail activity at the Aberdeen, Lansdowne and Richmond-Brighthouse Stations.


Joe Erceg, MCIP
Chair, Development Permit Panel

Att:1

Panel Report

The Development Permit Panel considered the following item at its meeting held on July 26, 2006:

PRESENTATION BY CLCO (CANADA LINE REPRESENTATIVES) – CANADA LINE – ABERDEEN, LANSDOWNE AND RICHMOND BRIGHOUSE STATIONS

(July 26, 2006)

The Panel received a presentation on the proposed Canada Line – Aberdeen, Lansdowne, and Richmond-Brighouse Station on No. 3 Road as part of the Canada Line Design Advisory Process (DAP).

Staff advised that the design of these stations falls outside the regular City of Richmond Design review process. The Richmond Access Agreement (RAA) exempts the Canada Line project from the normal City of Richmond Development and Building Permits process.

The Chair summarized the discussion by saying that the City has passed a formal recommendation requesting that CLCO reconsider the provision of down escalators at all three (3) stations, and reiterate Richmond's strong preference for the provision of both retail kiosks and a commercial-retail unit at each of the three (3) stations for opening day of the Canada line. CLCO was commended on the quality of the presentation.

Staff from the Major Projects Office and Development Applications Division expressed concerns regarding:

General transit station design issues CLCO has been requested to address at all stations:

- Identify any changes to property lines/easements.
- Extend escalators to the boulevard grade to eliminate stairs and ramps at the entrance to stations and if escalators do not extend to boulevard grade provide additional funding to address this design discrepancy.
- Provide escalators in both directions (up and down) between the station platforms and the street boulevard.
- Provide both retail kiosks and commercial retail units in close proximity to station entries.
- Provide any details available regarding the InTransitBC public art programme at transit stations including the associated budgets.
- Ensure that service/utility connections as well as any cabling will be hidden from view and not tacked to the exterior of the guideway, columns or stations.
- Advance the glazing design, define the 'coloured' cladding material enclosing the ancillary space and consider reducing the amount of ancillary space under the station to maximize visibility through the station at grade.
- Incorporate bicycle runnels (stair gutters) in the design of all stairways and clarify the number and type of bike lockers at each station.
- Provide bus shelters in the vicinity of each transit station along No. 3 Road.
- Ensure adequate bike and pedestrian circulation space around each transit station.
- Contribute to the cost of the station plaza design and construction.
- Incorporate station façade treatments that facilitate maintenance particularly the removal of graffiti and explain the station maintenance program including any limits of work, frequency of litter pick-up, removal of graffiti, repairs to equipment and furnishings, etc.

Aberdeen Station:

- Fairchild Developments Ltd. have formalized an agreement to purchase the residual CLCO property surrounding the Aberdeen Station. Fairchild's design consultant, Bing Thom Architects have begun to explore the retail/commercial potential of the residual lands with the intent to create a purpose built Transit-Oriented Development (TOD) and to integrate with the station to the highest degree possible. Fairchild's intention is to proceed quickly with rezoning/development permit applications on the residual portion of 4020 No. 3 Road and preliminary meetings have already taken place.
- CLCO has been requested to locate the traction power station off the No. 3 Road right-of-way away from the Aberdeen Station and to locate Passenger Pick-Up and Drop-Off (PPUDO) parking spaces along the south side of Cambie Road west of No. 3 Road in locations approved by Richmond Transportation staff and within the parking structure associated with the residual lands. Any service parking spaces should be located within the parking structure associated with the development of the residual lands.

Lansdowne Station:

- Locate Passenger Pick-Up and Drop-Off (PPUDO) as well as service parking spaces within the Lansdowne Mall parking lot.
- Indicate with drawings and illustrations how the transition from dual to single guideway south of the Lansdowne Station will be addressed.
- CLCO has agreement in principle from the property owner of 7931 Alderbridge Way to acquire additional property to permit the reinstatement of an existing sidewalk along the west side of No. 3 Road north of Alderbridge Way. The commercial terms of this land negotiation are currently under discussion between CLCO and the property owner.

Richmond-Brighthouse Station:

- CLCO is currently underway with detailed land negotiations with additional property owners surrounding this station with the intention to deliver an improved and expanded transit-oriented development scheme for this station that would connect Buswell Street and No. 3 Road with a bus mall and provide additional residual land for redevelopment. CLCO has agreed to update the City appropriately as these negotiations progress.
- Ensure that the traction power station at the Richmond-Brighthouse Station is located off the No. 3 Road right-of-way and preferably accommodated within the parking structure of any future development on the residual property for the station.

There were no comments from the public on the proposal.

The chair notes that a detailed status report on station/OMC design is expected to be presented at the Public Works & Transportation Committee meeting on October 18, 2006. The OMC and station designs were presented to the Panel before design development was complete. The designs for the OMC and Bridgeport Station were approximately 10% complete and the designs for the No. 3 Road Stations were approximately 30% complete when presented to the Panel as part of the Canada Line Design Advisory Process (DAP).

The Panel recommended:

1. That staff continue to work with CLCO to incorporate design changes to the Aberdeen, Lansdowne and Richmond-Brighthouse Stations (as outlined in the memorandum dated July 19, 2006 from Joyce Chang, Project Manager, Major Projects Team - Attachment 1); and
2. That staff reinforce with CLCO representatives that CLCO be requested to revisit the down escalator issue; and
3. That staff reinforce with CLCO representatives that CLCO make provisions for retail activity at the Aberdeen, Lansdowne and Richmond-Brighthouse Stations.



City of Richmond
Administration

Memorandum

To: Development Permit Panel **Date:** July 19, 2006
From: Joyce Chang **File:** 10-6525-07-01/2006-Vol 01
 Project Manager, Major Projects Team
Re: **Canada Line – Aberdeen, Lansdowne and Richmond–Brighthouse Stations**
Memo to Development Permit Panel for July 26, 2006

Origin:

The design of the Canada Line Aberdeen, Lansdowne and Richmond - Brighthouse Stations are scheduled for presentation to the Richmond Development Permit Panel on July 26, 2006.

Background:

The City of Richmond, Canada Line Rapid Transit Inc. (CLCO), and TransLink executed the Richmond Access Agreement (RAA) on November 30, 2004. 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 DAP identifies an 8 step process with a 16 week timetable that involves 2 public open houses, 1 presentation to the Richmond Advisory Design Panel (ADP) and 1 presentation to the Richmond Development Permit Panel (DPP) by Canada Line representatives (CLCO). Richmond cannot require the Canada Line project to comply with the City's preferences regarding the design of fixed facilities for the rapid transit project but Richmond assumes that Canada Line project will act in good faith and attempt to address Richmond suggestions and requests. The final step in the DAP is a Design Report prepared by the proponent (ITBC) which will include 30 to 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 Canada Line Aberdeen, Lansdowne and Richmond - Brighthouse Stations 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 Aberdeen, Lansdowne and Richmond - Brighthouse Stations.

1. How do the Aberdeen, Lansdowne and Richmond - Brighthouse Station designs comply with the Vision adopted by Council for the line at the Council workshop of April 2005?

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

Aberdeen Station – CLCO has now acquired 4020 No. 3 Road to locate the Aberdeen Station and there is a significant amount of residual land not required for the station. CLCO continues to negotiate with developer(s) regarding the redevelopment of residual land surrounding the Aberdeen Station. Richmond is not involved in these negotiations. CLCO indicates that one proponent is interested to develop a mixed-use project with a retail podium and an office tower including strong integration with the transit station. However, no drawings are yet available to describe this potential project.

Lansdowne Station – This is a stand-alone station and CLCO has made no mention of a request from a development interest for a direct connection with this station at present.

Richmond – Brighthouse Station – CLCO continues to negotiate with developer(s) regarding high-rise office development over the bus loop and an alternate scheme that includes the construction of a 'bus mall' between Buswell Street and No. 3 Road. There are no proponent drawings available to describe these alternative development scenarios at this time.

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

Comments: Richmond's BAFO design guidelines identified a series of preferences regarding the design of the Canada Line stations on No. 3 Road. The following Richmond BAFO preferences are followed by a description of how CLCO/InTransitBC have responded.

- Maintain continuity in the general appearance of Richmond stations – The three stations along No. 3 Road are similar in appearance.
- Make stations visually distinct from the Airport and Vancouver segments – The No. 3 Road stations are elevated and incorporate a distinctive roof form.
- Strengthen Richmond's identity as a distinct community and contribute towards a unique image for the City – The use of a wood roof form on the No. 3 Road stations is unique to Richmond and reflects the use of wood in other major projects such as the Olympic Oval.
- Station design should aid in way finding – The extensive use of glazing on the No. 3 Road stations will aid in the identification of landmarks around stations. The detailed design of the station plazas are the responsibility of the City and can further assist in way finding.
- Create a 'family of stations' for the Canada Line Richmond segment that share a set of characteristics that are different from those in Vancouver – InTransitBC have proposed a family of stations with a hierarchy created for single versus dual platform stations.
- The stations should include, among other things, an extensive use of glass for the sides and roofs of stations and associated weather protection – InTransitBC has proposed a relatively transparent design for the No. 3 Road stations.
- Establish a consistent base building colour palette, roofline and/or building profile, signage format, wind/rain protection – The wood roof element will add distinction to the station platform and should be visible from the street. The colour scheme has not yet been addressed. The background information and rationale to verify that the roof element will provide adequate weather protection has not been provided. An integrated signage strategy with preliminary typical signs has not yet been developed.
- Incorporate features that make it quick and easy for passengers on trains to determine, both day and night, when they are on the Richmond segment of the Canada Line (i.e. extensive use of glass to allow views out of the stations – The high degree of transparency in the No. 3 Road transit station will help orient passenger regarding the time of day and location along the transit line.

- Incorporate a bold use of colour, murals, art and materials including other features that are distinctive for Richmond and easily visible from train windows upon entering a station) – InTransitBC is developing a programme for public art at the stations as on the Millennium Line and CLCO has agreed to contribute \$2 million towards the integration of the elevated guideway with the urban fabric along the east side of No. 3 Road.
- Within Richmond's 'family of stations' provide for design variations that celebrate the special roles, characters, and opportunities of each location and unique neighbourhood (i.e. in architectural features, associated public open spaces, public art) – The Canada Line project scope split between Richmond and CLCO/InTransitBC places the responsibility for station plaza design with Richmond. The design of public spaces including station plazas will occur in the preliminary and detailed design phases regarding the restoration of No. 3 Road.

c) Issue: Connection Cost with Adjacent Development

Comment: It is the understanding of Richmond staff that if direct pedestrian connections will be made between adjacent development and any Canada Line station, that all costs associated with these additional connections to any station would be the responsibility of the relevant developer/property owner (i.e. not the City of Richmond, CLCO or InTransitBC).

d) Issue: Transit Plaza Design

Comment: The Canada Line project scope split between Richmond and CLCO/InTransitBC places the responsibility for station plaza design with Richmond. The design of public spaces including station plazas will occur in the next preliminary and detailed design phases regarding the restoration of No. 3 Road.

e) Issue: Station Location – The Lansdowne Station has been relocated.

f) Issue: Site Planning – Site planning is addressed in more detail below.

g) Issue: Construction Timing / Capstan Station – CLCO continue to negotiate provisions for the future Capstan Station with the landowner however land and timing issues are unresolved.

2. What Aberdeen, Lansdowne and Richmond - Brighthouse Station design changes have already been made by CLCO and InTransitBC, as result of discussions with Richmond staff?

General Station Comments

- Straddle bents have been eliminated along No. 3 Road.
- Dual guideway has been restored between Bridgeport and Aberdeen Stations.
- The guideway alignment along No. 3 Road has been straightened.
- The guideway cross-over of No. 3 Road near the terminus station has been avoided.
- CLCO has provided \$2 million in additional funding to enhance guideway integration with fronting development along No. 3 Road.
- A cost saving measure by CLCO to construct a single guideway between Lansdowne and Richmond-Brighthouse Stations has the effect of reducing the mass and visual impact of the elevated guideway structure in the heart of Richmond City Centre.
- CLCO has funded extra consulting work to investigate alternative development strategies around the Aberdeen and Richmond-Brighthouse Stations to advance TOD principles.

- CLCO has provided regular updates on land negotiations with other parties however these negotiations have not been concluded.
- CLCO has funded redevelopment studies of the fronting property at 7931 Alderbridge Way (guideway/roadway pinch-point) in an attempt to replace the existing sidewalk and to provide space for a bike lane on the west side of the street. While negotiations continue, the main impediment to a land use solution in this location is the recently negotiated aircraft noise policy that precludes residential development on the subject property. Accordingly, YVR will not support a partial rezoning of this property to permit residential land use.
- Station design has allowed for retail space and has incorporated wood elements into the roof.
- TransLink has agreed to cost-share landscape improvements as part of the Major Road Network (MRN) program in the restoration of No. 3 Road.
- CLCO have negotiated provisions for the future Capstan Station with the land owner.

Aberdeen Station Comments

- CLCO has renamed the Aberdeen Station (formerly Cambie).
- CLCO continues to negotiate with developer(s) regarding the redevelopment of residual property at the Aberdeen Station in an attempt to achieve associated or integrated development adjacent to this station.

Lansdowne Station Comments

- CLCO has agreed to shift the location of the Alderbridge Station closer to Lansdowne Road in recognition of the new importance for this cross street and connections to other facilities.
- CLCO has agreed to change the name of the Lansdowne Station (formerly Alderbridge).
- CLCO is currently investigating the relocation of the large Pin Oak trees along the Lansdowne Mall frontage of No. 3 Road into the reconfigured centre medians.

Richmond – Brighthouse Station Comments

- CLCO has agreed to incorporate 'Brighthouse' in the name of the south terminus station.
- CLCO has agreed to relocate the traction power station off the No. 3 Road right-of-way.
- Reoriented the station entry to the south to better address pedestrian access from the south in recognition of shortening the Richmond segment of the Canada Line.
- CLCO/InTransitBC have agreed to reconfigure the 'base case' bus loop configuration to eliminate bus access from Saba Road through the rear lane.
- CLCO continue to negotiate with developer(s) regarding the development of an office tower over the 'base case' bus loop at this station.
- CLCO/InTransitBC/Richmond continue to negotiate an alternate, more comprehensive redevelopment scenario surrounding this station that would create a 'bus mall' connecting Buswell Street and No. 3 Road south of the station.

3. What changes are Richmond staff still seeking to improve the Aberdeen, Lansdowne and Richmond - Brighthouse Station designs that could be accommodated easily?

a) Aberdeen Station

Issue	City of Richmond Specific Requests
Site Planning	<ul style="list-style-type: none"> • Illustrate Richmond's streetscape concept plan (Option C) on the station site plan. • Indicate existing and proposed property lines and easements. • If escalators do not extend to boulevard grade provide site plan to address grade transition and include an allowance for design and construction costs.
Transportation Integration	<ul style="list-style-type: none"> • Dimension precisely the space for sidewalk and bike lane connections around the station. • Ensure adequate circulation space for the bike lane (1.5m lane + 0.5m shy distance) on the west side of the Aberdeen station. • Locate Passenger Pick-Up and Drop-Off (PPUDO) parking spaces along the south side of Cambie Road west of No. 3 Road in locations approved by Richmond Transportation staff or within any future adjacent development parking structure with agreement by property owner. • Locate any service parking on nearby cross streets in locations approved by Richmond Transportation staff or within the parking structure of any future redevelopment of the adjacent residual land. • Show how the station passenger ground connections enhance the sidewalk and adjacent development. • Specify the type, number and location of bicycle lockers on site plan.
Station Design	<ul style="list-style-type: none"> • Ensure that service and utility connections as well as any cabling will be hidden from view and not tacked to the exterior of the guideway, columns or station. • Advance the glazing design and detailing. • Reduce the amount of ancillary space on the ground plane under the station, if possible to maximize visibility through the station at grade. • Define the 'red' cladding material enclosing the ancillary space 'architectural concrete block'. Consider higher quality cladding material. • Indicate what provisions will be incorporated to all façade materials to facilitate maintenance and the removal of graffiti. CLCO indicates that 'scratchitti film' will be used on glazing and finished 'soldice block' will be used on solid walls. • Incorporate bicycle runnels (stair gutters) in the design of all stairways. • Explain the annotation 'potential future retail below station'.
Transit Integration	<ul style="list-style-type: none"> • Provide preliminary anticipated bus route plans to explain transit integration. • Identify the number and location of bus bays and stops, if any, for transit integration. • Identify the number and location of HandyDART stops. • Provide bus shelters in the vicinity of each bus stop near the Aberdeen Station.
Transit-Oriented Development	<ul style="list-style-type: none"> • Advance the redevelopment of residual land surrounding the Aberdeen Station to achieve associated or integrated development with the station to the podium level for opening day of the Canada Line. • If any of the existing retail/commercial buildings are to remain in the short term (i.e. November 2009) for the opening of the Canada Line then reconfigure the interim parking to conform with the City of Richmond design guidelines for parking lots (i.e. 1 tree for every 2 parking spaces).
Other Related	<ul style="list-style-type: none"> • Explain the CLCO/InTransitBC station maintenance program including any limits of work, frequency of litter pick-up, removal of graffiti, repairs to equipment and furnishings, etc. • Ensure that the future traction power station at the Aberdeen Station is located off the No. 3 Road right-of-way and preferably accommodated within the parking structure of any future redevelopment.

b) Lansdowne Station

Issue	City of Richmond Specific Requests
Site Planning	<ul style="list-style-type: none"> • Illustrate Richmond's streetscape concept plan (Option C) on the station site plan. • Indicate existing and proposed property lines. • Define property acquisition, easements and rights-of-way required for construction of the Lansdowne Station. • Provide clarification of pruning required for the large Pin Oak trees along the Lansdowne Mall frontage on No. 3 Road. • If escalators do not extend to boulevard grade provide site plan to address grade transition and include an allowance for design and construction costs. • Contribute to the cost of the station plaza design and construction.
Transportation Integration	<ul style="list-style-type: none"> • Dimension precisely the sidewalk and bike lane space around the station footprint. • Ensure adequate circulation space for the bike lane (1.5m lane + 0.5m shy distance) on the west side of the Lansdowne station. • Locate Passenger Pick-Up and Drop-Off (PPUDO) parking spaces within the Lansdowne Mall parking lot in the short term and eventually along the north side of Lansdowne Road west of No. 3 Road in locations approved by Richmond Transportation staff. • Locate any service parking within the Lansdowne Mall parking lot in the short term or within the parking structure of any future redevelopment of the adjacent residual land. • Show how the station passenger ground connection enhances the sidewalk connections to adjacent development including the future east-west greenway along Lansdowne Road and the Lansdowne Mall. • Specify the type, number and location of bicycle lockers on site plan.
Station Design	<ul style="list-style-type: none"> • Show pedestrian amenities in the station, seating, litter receptacles, signage at station platform level. • Advance the glazing design and detailing. • Ensure that service and utility connections as well as any cabling will be hidden from view and not tacked to the exterior of the guideway, columns or station. • Reduce the amount of ancillary space on the ground plane under the station, if possible to maximize visibility through the station at grade. • Define the 'green' cladding material enclosing the ancillary space. • Indicate what provisions will be incorporated to all façade materials to facilitate maintenance and the removal of graffiti. CLCO indicates that 'scratchitti film' will be used on glazing and finished 'soldice block' will be used on solid walls. • Incorporate bicycle runnels (stair gutters) in the design of all stairways. • Explain the annotation 'potential future retail below station'.
Transit Integration	<ul style="list-style-type: none"> • Provide bus route plans to explain transit integration. • Identify the number and location of bus bays and stops, if any, for transit integration, including future frequent shuttle buses to Oval and DFO land • Identify the number and location of HandyDART stops. • Provide bus shelters in the vicinity of each bus stop.
Transit-Oriented Development	<ul style="list-style-type: none"> • Consult with Lansdowne Mall representatives regarding the incorporation of retail use(s) in the station for opening day. • Ensure adequate circulation space around the station with connections to Lansdowne Mall.
Other Related	<ul style="list-style-type: none"> • Indicate with drawings and illustrations how the transition from dual to single guideway south of the Lansdowne Station will be addressed. • Acquire from the property owner of 7931 Alderbridge Way (guideway/roadway pinch-point) and provide additional land to the City along this frontage on the west side of No. 3 Road to replace the existing sidewalk and to provide space for a bike lane on the west side of the street. • Explain the CLCO/InTransitBC station maintenance program including any limits of work, frequency of litter pick-up, removal of graffiti, repairs to equipment and furnishings, etc.

c) Richmond-Brighthouse Station

Issue	City of Richmond Specific Requests
Site Planning	<ul style="list-style-type: none"> • Illustrate Richmond's streetscape concept plan (Option C) on the station site plan. • Indicate existing and proposed property lines. • If escalators do not extend to boulevard grade provide site plan to address grade transition and include an allowance for design and construction costs. • Contribute to the cost of the station plaza design and construction. • Provide an update on CLCO negotiations with adjacent property owners regarding integrated/associated development.
Transportation Integration	<p>Bus Loop Option</p> <ul style="list-style-type: none"> • No bus access from Saba Road through the north-south rear lane. • Superimpose bus turning radius on the bus loop to demonstrate adequate space. • Provide traffic signal and left turn bay at intersection with No. 3 Road. • Locate any service parking on nearby cross streets in locations approved by Richmond Transportation staff or within the parking structure of any future development. • Indicate lighting for the bus loop and security provisions for the station environment. • Provide PPUDO spaces in locations approved by Richmond Transportation staff. • Dimension the space for sidewalk and bike lane connections around the station. • Demonstrate how an additional 3.0 m is accommodated along the site's eastern edge for a sidewalk along the back lane for pedestrian connection to the bus exchange and station. • Show precisely how pedestrians circulate between buses and the station entrance. • Specify the type, number and location of bicycle lockers on site plan.
Station Design	<ul style="list-style-type: none"> • Reduce the amount of ancillary space on the ground plane under the station to maximize visibility through the station at grade. • Advance the glazing design and detailing. • Ensure that service and utility connections as well as any cabling will be hidden from view and not tacked to the exterior of the guideway, columns or station. • Incorporate bicycle runnels (stair gutters) in the design of all stairways. • Indicate what provisions will be incorporated to all façade materials to facilitate maintenance and the removal of graffiti. CLCO indicates that 'scratchitti film' will be used on glazing and finished 'soldice block' will be used on solid walls defining ancillary spaces. • Explain the annotation 'potential future retail below station'.
Transit Integration	<ul style="list-style-type: none"> • Provide detailed site plans for the bus loop and bus mall options. • Identify all active / storage bus bays and stops for the transit exchange options. • Identify the number and location of HandyDART stops.
Transit-Oriented Development	<ul style="list-style-type: none"> • Provide a comprehensive TOD approach to the Richmond-Brighthouse Station that would incorporate more property acquisition by CLCO and create an east-west bus mall connecting Buswell Street and No. 3 Road to the south of the transit station. • If CLCO proceeds with the 'Base Case' bus loop design then Richmond prefers that the bus loop be designed and constructed to permit the future development of a residential or office tower over top of the bus loop. Provide the concept design for a theoretical high-density development on the residual station lands to demonstrate future development potential in conjunction with the terminus station.
Other Related	<ul style="list-style-type: none"> • Ensure that the traction power station at the Richmond-Brighthouse Station is located off the No. 3 Road right-of-way and preferably accommodated within the parking structure of any future development on the residual property for the station. • Explain the CLCO/InTransitBC station maintenance program including any limits of work, frequency of litter pick-up, removal of graffiti, repairs to equipment and furnishings, etc.

4. What changes are Richmond staff still seeking to the Aberdeen, Lansdowne and Richmond - Brighthouse Station designs that may be more difficult to accommodate?

a) Aberdeen Station


Issue	City of Richmond Specific Requests
Site Planning	<ul style="list-style-type: none"> Contribute to the cost of the station plaza design and construction.
Traffic & Transportation	<ul style="list-style-type: none"> Richmond prefers a station design which is fully integrated into adjacent development with retail presence to enhance passenger circulation and personal safety.
Station Design	<ul style="list-style-type: none"> Extend the escalators to the elevation of the adjacent boulevard eliminating the $\pm 0.54\text{m}$ grade change and the need for stairs and ramps to access the station from the street (i.e. lower the elevation of the ticket hall from 2.44m to 1.9m). Provide escalators in both directions (up and down) between the station platforms and the street boulevard. Provide details and budget associated with the InTransitBC public art programme at this transit station.
Transit Integration	<ul style="list-style-type: none"> Show the revised bus routes that will link with the terminus bus loop and assign the bus bays to specific bus routes.
Transit-Oriented Development	<ul style="list-style-type: none"> Ensure retail use(s) are incorporated into this transit station for opening day. Work with the Aberdeen Mall to provide convenient pedestrian connections. Develop a purpose built TOD on residual land adjacent to the transit station.
Other Related	<ul style="list-style-type: none"> Provide a station attendant during the first 5 years of operation to ensure a safer station environment during the introduction phase of the Canada Line.

b) Lansdowne Station

Issue	City of Richmond Specific Requests
Site Planning	<ul style="list-style-type: none"> Contribute to the cost of the station plaza design and construction.
Traffic & Transportation	<ul style="list-style-type: none"> Generous space for pedestrians and cyclists to flow-through around the immediate transit station footprint.
Station Design	<ul style="list-style-type: none"> Extend the escalators to the elevation of the adjacent boulevard eliminating the $\pm 0.54\text{m}$ grade change and the need for stairs and ramps to access the station from the street (i.e. lower the elevation of the ticket hall from 2.44m to 1.9m). Provide escalators in both directions (up and down) between the station platforms and the street boulevard. Provide details and budget associated with the InTransitBC public art programme at this transit station.
Transit Integration	<ul style="list-style-type: none"> Show the revised bus routes that will link with the terminus bus loop and assign the bus bays to specific bus routes.
Transit-Oriented Development	<ul style="list-style-type: none"> Ensure purpose built retail uses are incorporated into the station design opposite to the station entry for opening day (i.e. in addition to kiosks at the station entry). Work with the Lansdowne Mall to provide convenient pedestrian connections.
Other Related	<ul style="list-style-type: none"> Provide a station attendant during the first 5 years of operation to ensure a safer station environment during the introduction phase of the Canada Line.

c) Richmond-Brighthouse Station

Issue	City of Richmond Specific Requests
Site Planning	<ul style="list-style-type: none"> • Contribute to the cost of the station plaza design and construction.
Traffic & Transportation	<ul style="list-style-type: none"> • Provide ample sidewalk space around the station footprint to allow relatively high volume of pedestrians and transferring passengers to circulate. • Ensure convenient and safe kiss & ride spaces in close proximity of the station • Strong retail presence to enhance personal safety.
Station Design	<ul style="list-style-type: none"> • Extend the escalators to the elevation of the adjacent boulevard eliminating the $\pm 0.54\text{m}$ grade change and the need for stairs and ramps to access the station from the street (i.e. lower the elevation of the ticket hall from 2.44m to 1.9m). • Provide details and budget associated with the InTransitBC public art programme at this transit station.
Transit Integration	<ul style="list-style-type: none"> • Minor geometric modifications at the intersection of the proposed bus exchange access on No. 3 Road as part of the signalization work. • Comprehensive, high quality pedestrian amenities for waiting bus passengers. • Richmond prefers an east-west bus mall concept to integrate bus circulation into an open street environment
Transit-Oriented Development	<ul style="list-style-type: none"> • Richmond prefers that CLCO develop and construct a larger more comprehensive transit-oriented development at the terminus station than the 'Base Case' scenario. Encompass a larger land assembly than the 'Base Case' scenario' with a higher concentration of mixed-uses (retail, commercial, office and residential) development in close proximity to the station. • Provide a reconfigured bus exchange at the terminus station including an east-west bus mall connecting Buswell Street and No. 3 Road. • If CLCO proceeds with the 'Base Case' scenario for the terminus station then construct a high-density mixed-use (retail, commercial and/or office) development at the Richmond-Brighthouse station on terminus station residual land for opening day of the Canada Line. • At a minimum ensure retail use(s) are incorporated into this transit station for opening day.
Other Related	<ul style="list-style-type: none"> • Provide a station attendant during the first 5 years of operation to ensure a safer station environment during the introduction phase of the Canada Line.


 Joyce Chang
 Canada Line - Project Manager,
 (247-4681)


 Brian Guzzi, MCIP, MCSLA
 Urban Design Coordinator,

BG/JC:bg

Attachments from Canada Line regarding the Aberdeen, Lansdowne and Richmond-Brighthouse Stations

Correspondence

None.

Gallery Comments

None.

Panel Discussion

In response to a query from the Panel, Mr. Lamontagne stated that the cedar hedge would be along the north property line in response to the Panel's specific request, and that along the south property line there would be a tree and shrubs.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

- (1) Permit the construction of 12 townhouse units at 6551 No. 4 Road on a site zoned Comprehensive Development District (CD/155); and*
- (2) 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.*

CARRIED

4. Canada Line – Aberdeen, Lansdowne and Richmond – Brighthouse Stations
(Report July 19, 2006 File No. 10-6525-07) (REDMS No. 1889578)

Edward LeFlufy, Canada Line Rapid Transit Inc., introduced Mr. Chris McCarthy, Architect, InTransitBC and Eric Steadman, Architect, of the firm Busby Perkins and Will.

Mr. McCarthy used a power point presentation to highlight the following points: (Schedule 9).

- 3.3 km of the Canada Line are served by the Aberdeen, Lansdowne and Richmond-Brighthouse stations along No. 3 Road, which link three major retail destinations;
- the Richmond-Brighthouse station is the south terminus of the Canada Line and will be served by a bus mall;
- a station-oriented retail strategy is being completed;
- it is estimated that by the year 2021 the estimated peak hour ridership at Aberdeen will be 260 passengers; at Lansdowne, 300 passengers; and at Richmond Brighthouse, 2,280 passengers;

- with regard to roles and responsibilities of the parties involved in the Canada Line, the City of Richmond's role is that of development control within the City, while InTransitBC is responsible for the stations and guideway, CLCO is responsible for property negotiation, and TransLink is responsible for detailed design and construction of the bus loops;
- the project design accomplishments include a straightened guideway alignment along No. 3 Road, guideway bent structures have been eliminated north of Capstan Way, a dual elevated guideway is provided between Bridgeport Station and Aberdeen Station, and a single elevated guideway is provided south of Lansdowne Station;
- the Aberdeen Station has shifted to the south in order to improve the guideway alignment, and there has been a relocation and re-orientation of the Alderbridge station to the new Lansdowne station site;
- the Richmond-Brighouse station is located on the east side of No 3 Road; the station has been reoriented with its entry to the south; there is a bus mall scheme agreement newly in place; the station has up and down escalators, which was possible, as this station has a single platform design;
- with regard to design of the Richmond stations, the general approach has been to create a 'family of stations' that are visually distinct from Vancouver and Airport stations; the design principles include openness and transparency for safety and views and transit-oriented development;
- the three stations have distinctive roof forms as well as glazing that emphasizes transparency and openness.

Mr. Steadman described the stations and noted the following points:

- the stations are considered civic buildings and their importance was taken into consideration during the design process;
- the stations have been designed with safety and comfort in mind so that the stations will encourage the use of transit and a reduction of dependence on cars;
- the stations will incorporate such elements as curved wood roof structures, a glazing system, and high quality finish materials to clearly identify them as a family of stations;
- the wood elements will relate the stations to other high quality civic spaces in the City of Richmond, such as Richmond City Hall and the Olympic Speed Skating Oval;
- in addition, wood refers to Richmond's industrial and seafaring heritage and will provide contrast to harder concrete elements of the Canada Line, such as the guideway;
- glazing is key as it will emphasize transparency at the platform level which will assist passengers as they find their way from the station and to the surrounding neighbourhood;

- light steel framing supports the glazing and roof structures;
- there is a consistent base building design supplemented with bold colours to differentiate the elements of the stations and one station from another, similar to a strategy that may be employed for the ancillary block cladding;
- public areas of the stations will incorporate durable tile floor finishes and metal panel wall finishes;
- station signage is incorporated into system-wide service chaseway elements at the platform and concourse level.

Edward LeFlufy stated that the station concourses were approximately 600 mm higher than the adjacent sidewalk level. For the purpose of this Panel meeting, Canada Line had contracted Phillips Farevaag Smallemberg to prepare a hypothetical study to illustrate how this grade difference could be addressed using the Lansdowne Station as an example. It showed the appearance of the station concourses as they could be developed. He advised that site analysis had been undertaken and that landscape elements such as urban orchards, water features, open spaces, vestibules, etc., could be incorporated in the forecourts at the stations in the future.

He reported that at the Richmond-Brighouse Station, a third party would be developing residual properties.

Staff Comments

Joyce Chang, Project Manager, Major Projects Team spoke briefly, and said that overall the work done on integrated development at the stations has been very positive. She stated that the City is pleased with the bus mall at the Richmond-Brighouse station and the City would like to see integrated or associated development at all the stations. She commented positively that the guideway alignment had been straightened, that the dual guideway had been restored, and that there would be a single guideway from Lansdowne Station to the Richmond-Brighouse Station.

She referred the Panel to her memo, dated July 19, 2006 (Schedule 9) and highlighted four points:

- down escalators are an essential way to move people at the station and the City strongly requests CLCO to consider down escalators in all stations;
- the City would prefer to see a financial contribution by CLCO or efforts made by InTransitBC towards integrating the grade difference in the station concourse level and grade level of the boulevard for greater passenger convenience; it is appreciated that information has been provided on concepts to address grade transition at stations but it is important for the City to be informed on how these ideas will be implemented and at what cost;
- the City has indicated to InTransitBC a strong preference for retail at each of the No. 3 Road stations, and the City is seeking a commitment that a retail component will be included by opening day.

Panel Discussion

Discussion ensued with the Panel receiving the following information:

- the architects will look at all options for cladding materials, including opaque glazing; the architects were encouraged to consider polycarbonate cladding for the ancillary space;
- CLCO is open to City recommendations regarding the distinguishing colours for each station;
- the maintenance schedule is the responsibility of the operations and maintenance group, once the stations are built; anti-graffiti coatings for glass were proposed in the stations, and wood elements would be kept out of reach yet still visible; this strategy has proven effective on the Millennium Line; CLCO understood the significance of the use of wood;
- street trees and the design of the stations' entry plazas is the responsibility of the City;
- CLCO is developing an advertising program which is primarily targeted at the guideway level;
- bicycles will be accommodated on the trains, and in the 2,500 lb capacity elevators, which are the same as other stations; without down escalators at the stations, some transit riders would need to use the elevator which conflicts with cyclist use of elevators; CLCO was strongly urged to reconsider use of bicycle runnels parallel to the stairwells, but the idea was rejected by the operator; bicycle racks and lockers will be provided in each of the stations;
- pick up and drop off ("kiss and ride") locations will be considered for each station;
- there is a gap between the station roofs and the exterior glazing which is larger on the west elevations as the prevailing winds come from the east; there is a roof overhang to mitigate the impacts of wind and wind-driven rain;
- the stations were designed to be distinctive from one another; in response to public input, Richmond stations were designed to be a "family of stations";
- the curbside sidewalk at the Lansdowne Station in the landscape concept is too narrow, adjacent to the bike path and bus stops; pedestrians should be rerouted to the east side of the station through the "urban garden";
- at other existing stations, light levels are programmed to lower at night;
- there may be an opportunity to look at incorporating an illumination display similar to that used in Torino, Italy, through the Urban Integration Fund;
- the material study model would be made available for display at City Hall;

The Chair summarized the Panel discussion by saying that the City has passed a formal recommendation requesting that CLCO reconsider the provision of down escalators at all three stations, and reiterated Richmond's strong preference for the provision of both retail kiosks and a commercial-retail unit at each of the three stations for opening day of the Canada Line. CLCO was commended on the quality of the presentation.

Panel Decision

It was moved and seconded

- (1) *That staff continue to work with CLCO to incorporate design changes to the Aberdeen, Lansdowne and Richmond-Brighthouse Stations (as outlined in the memorandum dated July 19, 2006 from Joyce Chang, Project Manager, Major Projects Team) and;*
- (2) *That staff reinforce with CLCO representatives that CLCO be requested to revisit the down escalator issue, and;*
- (3) *That staff reinforce with CLCO representatives that CLCO make provisions for retail activity at the Aberdeen, Lansdowne and Richmond-Brighthouse Stations.*

5. Date Of Next Meeting:

It was moved and seconded

That the Development Permit Panel meeting tentatively scheduled for Wednesday, August 16, 2006 be cancelled, and that the next Development Permit Panel is scheduled for 3:30 p.m., Wednesday, August 30, 2006.

CARRIED

6. Adjournment

It was moved and seconded

That the meeting be adjourned at 5:35 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, July 26, 2006.

Jeff Day
Chair

Sheila Johnston
Committee Clerk



Development Permit Panel

Wednesday, September 27, 2006

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Jeff Day, Chair
Cathryn Volkering Carlile, General Manager, Parks, Recreation and Cultural Services
Andrew Nazareth, General Manager, Business and Financial Services

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 September 13, 2006, be adopted.

CARRIED

2. Development Permit 05-311765

(Report: September 11, 2006 File No.: DP 05-311765) (REDMS No. 2015810, 1693859) (Referred from the August 30, 2006 DPP meeting) (REVISED SEPTEMBER 25TH, 2006 TO INCLUDE ADDITIONAL ATTACHMENTS)

APPLICANT: Alan Clark

PROPERTY LOCATION: 10351 Palmberg Road

INTENT OF PERMIT:

To permit the construction of a single-family dwelling and accessory buildings at 10351 Palmberg Road on a site zoned Agricultural District (AG1) and designated as an Environmentally Sensitive Area.

Applicant's Comments

None.

Staff Comments

Jean Lamontagne, Director of Development, advised that the applicant had satisfactorily responded to the Development Permit Panel's concerns, expressed at the August 30, 2006 panel meeting. The applicant had pulled the development closer to Palmberg Road, thereby leaving a larger vegetated strip between the dwelling and the farmed area. In addition, enhancement planting, specifically oriented to supporting wildlife, had also been incorporated to further offset the development impacts on the site's habitat. For these reasons staff supports the application.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a single-family dwelling and accessory buildings at 10351 Palmberg Road on a site zoned Agricultural District (AG1) and designated as an Environmentally Sensitive Area.

CARRIED

3. Date Of Next Meeting:

It was moved and seconded

That the Development Permit Panel meeting tentatively scheduled for Wednesday, October 11, 2006 be cancelled, and that the next Development Permit Panel is scheduled for 3:30 p.m., Wednesday, October 25, 2006.

CARRIED

4. Adjournment

It was moved and seconded

That the meeting be adjourned at 3:35 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, September 27, 2006.

Jeff Day
Chair

Sheila Johnston
Committee Clerk