
1399 MAIN STREET
DE416346- ZONE CD-1

AM/PC/DA/LH

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
R. Thé, Engineering Services
T. Driessen, Park Board
D. Naundorf, Social Infrastructure

Also Present:

A. Molaro, Urban Design & Development Planning
B. Balantzyan, Development Services
D. Autiero, Development Services
C. Robertson, Strategic Transportation Planning
U. Arajs, Landscape Development Specialist

APPLICANT:

TransLink
Attention: George Martins
1600 - 4720 Kingsway
Vancouver, BC
V5H 4N2

PROPERTY OWNER:

West Side Station:
Vancouver City Savings Credit Union
183 Terminal Av
Vancouver, B.C.

East Side Station:
City of Vancouver
453 West 12 th Av
Vancouver, B.C.

EXECUTIVE SUMMARY

● **Proposal:** Interior and exterior alterations to upgrade the existing east and west sides of the Main Street SkyTrain station, including modifications to the concourse and platform levels, and installation of fare gates, bicycle storage and landscaping, and the addition of commercial (retail) areas associated with the east side of the Main Street SkyTrain Station.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Processing Centre - Building comments

Appendix D Plans and Elevations

Appendix E Applicant's Design Rationale

Appendix F Urban Design Panel Plans

● **Issues:**

1. Public Realm Quality including Station Design
2. Interface with adjacent developments

● **Urban Design Panel: SUPPORT**

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE/SUPPORT

THAT the Board **APPROVE** development submission No. DE416346 as submitted, the plans and information forming a part thereof, thereby permitting the proposed commercial (retail) areas associated with the west side of the Main Street SkyTrain Station, and **SUPPORT** the interior and exterior alterations to upgrade the existing east and west sides of the Main Street SkyTrain station, including modifications to the concourse and platform levels, and installation of fare gates, bicycle storage and landscaping, and the addition of commercial (retail) areas associated with the east side of the Main Street SkyTrain Station, subject to the following conditions and requirements:

1.0 Prior to the issuance of the development permit, revised drawings and information shall be submitted to the satisfaction of the Director of Planning, clearly indicating:

West side Main Street SkyTrain Station:

1.1 provision of the following development permit amendments and modifications to legal agreement(s) for the following:

a) modifications to 183 Terminal - VanCity: The applicant is advised that the removal and closure of the existing retail space that is currently accessed through the station will require an amendment to change the existing retail use to storage-ancillary for this building's development permit DE#214472. The amendment must also capture any building alterations on the VanCity property;

Note to Applicant: Modifications to the existing VanCity building such as the installation of a new wall and removal of the existing stair and ramp along the north side of the station may require an amendment to the building's development permit;

b) modifications to 1255 Main Street - Station Place: The modifications to the existing stair and ramp providing access along the north side of the station will require an amendment to this building's development permit DE#215861.

c) confirmation is required to determine if the changes to the easement area are acceptable under Pedestrian Access Easement BK74758 (as defined on Plan LMP27639) and to the satisfaction of the dominant tenement (Strata LMS2327). Modification or replacement of the agreement may be required;

Note to Applicant: The proposed structure will deny access over the Pedestrian Access Easement.

d) confirmation that the proposed structure will encroach into public utility SRW C27685 (as defined on Explanatory Plan 12623). The SRW will need to be modified, subject to confirmation from all engineering stakeholders;

Note to Applicant: The DE is issuable upon stakeholder confirmation; the registration of the agreement is to be completed prior to occupancy or final inspection.

- e) confirmation that the proposed features are acceptable under the easement agreement BH312437 to the satisfaction of the City and the dominant tenement (Strata LMS2327). Modification or replacement of the agreement may be required; and

Note to Applicant: A tree and a small portion of glass canopy are proposed within water-line Easement BH312437 (as defined on Plan LMP27636, & modified by BK74749).

- f) provision of written consent from BC Hydro for the proposed encroachments into BC Hydro SRW BH79718 (as shown on BC Hydro drawing no. 460-U12-B19);

- 1.2 arrangements for an independent security assessment and provision of mitigation measures, if required, to address the CPTED and security concerns related to loitering and vandalism within the existing passageway immediately adjacent to the north of the station;

Note to applicant: Staff recommended that the security assessment and mitigation measures be funded by Translink but the undertaking be administered by the adjacent property owners, in consultation with both Translink and city staff. If modifications are proposed, a separate development application amending 1255 Main (Station Place) development permit DE#215861 and 183 Terminal (VanCity) development permit DE#214472 and applicable legal agreements is required.

- 1.3 design development to maximize the sidewalk width along the Terminal Avenue frontage by the following:

- a) removal or relocation of existing flagpoles, trees, bike racks and other objects blocking the clear sidewalk space; and
- b) relocation of commercial (retail) units doors to minimize conflict with pedestrian movement.

Note to Applicant: This sidewalk frontage is a congested area and may be designated for cyclists to share the space in order to access the secure bike parking facility proposed on the east side of Main Street.

- 1.4 design development to the public realm treatment to better integrate the existing paving pattern treatment along Terminal Avenue;

Note to Applicant: An improved sidewalk treatment to simplify the paving band design by deleting the crossbands running north south and maintaining the double track guideway pattern only;

East side Main Street SkyTrain Station:

- 1.5 provision of a commitment is required from BC Transit to modify the BC Transit/ALRT Street Use Agreement for the station components on the east side of Main Street;

Note to Applicant: Upon completion of the station improvements, the applicant is to supply a full topographic as-built site survey of the works and make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services to modify the street use agreement dated January 2, 1987 to reflect the new construction on City streets;

- 1.6 arrangements are to be made to allow for retail use on City street proposed as part of the station improvements on the east side of Main Street, if approved by the General Manger of Engineering Services;

Note to Applicant: pursuant to the street use agreement dated January 2, 1987, the General Manger of Engineering Services must consent to any request for such use and therefore may require arrangements to modify the street use agreement including Council authority to permit retail use within City street.

- 1.7 arrangements are to be made, to the satisfaction of the General Manager of Engineering Services, to allow for the East Station to build over existing city sewers;

Note to Applicant: A letter to Translink dated April 28, 2009 outlined the requirements of Engineering Services to permit the East Station over the existing 600mm combined sewer and 600mm sanitary sewer.

- 1.8 design development to increase the sidewalk width to 5.5 m provided at the southern edge between the commercial (retail) unit and nearby guideway column by modifying the acute corner of the building;

Note to Applicant: The proposal appears to constrain pedestrian sidewalk space between the southwest corner of the building and nearby guideway column.

- 1.9 design development to achieve a more creative and enhanced interface of the north plaza with Thornton Park while minimizing its impact onto Thornton Park as follows:

- a) relocation of the plaza row of trees into the park lands (so that no trees are planted in pavement areas); and
- b) establishing a pedestrian link to the railway station where there is an existing worn footpath; (see Landscape Condition A.1.8) and
- c) widening of the path entry at the plaza interface (replacing the proposed additional pathway);
- d) maximize circulation between the park and north plaza area by relocating the bike lockers;
- e) provision of creative public realm treatment that provides a focus to the area.

Note to Applicant: Consideration to be given to a special interest feature within the plaza paving to create a focal area for pedestrians without impeding foot traffic.

- f) provision of seating areas for people to rest along the north edge of the station plaza at the Park edge;

Note to Applicant: Consider a seating wall or separate benches.

Note to Applicant: This design work could be further resolved through further discussions with the Park Board and Planning Staff. These changes could be completed in such a manner as to maintain the plaza area within the SRW and therefore reduces its impact to the adjacent park land and to limit the scope of change in the park to pathway modifications. Significant modifications to Thornton Park, as currently proposed, will require a modification agreement with Vancouver Park Board for any changes to Thornton Park is required. See condition A.1.x

- 1.10 consideration for design development to the upper massing of the east station entry house to achieve a more compelling, high quality architectural statement for this station in this prominent location;

Note to Applicant: This could be achieved by extending the wind wall to better conceal the pragmatic quality of the upper portion of the east station house.

- 2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.

3.0 • Technical Analysis:

	PERMITTED (MAXIMUM)	REQUIRED	EXISTING	PROPOSED
Site Size	-	-		Irregular
Site Area ¹	-	-		N/A
Floor Area ²	Total CD-1 site Retail Store 2,821.0 m ²	-	Total CD-1 site Retail 2,775.0 m ² West Transit Station Retail 222.4 m ² ----- East Transit Station Retail 0.0 m ²	Total CD-1 site Retail 2,789.9 m ² West Transit Station Retail 237.3 m ² ----- East Transit Station Retail 72.6 m ²
Height	Overall 94.0 m	Min. 7.0 m (along Main St.)	Overall 12.0 m±	Top of Parapet 12.6 m
Parking ³	-	West Transit Station Retail 3 East Transit Station Retail 1	West Transit Station Retail 0 East Transit Station Retail N/A	West Transit Station Retail 0 East Transit Station Retail 0
Loading ³	-	West Transit Station Class B Retail 1 East Transit Station Class B Retail 0	West Transit Station Class B Retail 0 East Transit Station Class B Retail N/A	West Transit Station Class B Retail 0 East Transit Station Class B Retail 0
Bicycle Parking ⁴	-	West Transit Station Class A Class B Retail 1 0 East Transit Station Class A Class B Retail 1 0	West Transit Station Class A Class B Retail 0 0 East Transit Station Class A Class B Retail N/A N/A	West Transit Station Class A Class B Retail 0 0 East Transit Station Class A Class B Retail 0 unknown

¹Note on Site Area: Site area is comprised of a West Station situated on a right-of-way at the south end of VanCity property (Lot 1 - 183 Terminal Avenue) and an East Station situated on a portion of City property at the northeast intersection of Main Street and Terminal Avenue. The West Station is regulated by the CD-1 (264) By-law, which includes the area bounded by Quebec Street, Milross Avenue, Main Street, and Terminal Avenue. The East Station is under the jurisdiction of the City's Engineering branch.

²Note on Floor Area: Transit Station is excluded from the computation of the floor area.

³Note on Parking and Loading: Considering the proximity of the commercial units to public transit, staff support relaxation of parking. Under DE400154, issued in 1995, required parking of 3 spaces and required loading of one Class B space were relaxed to zero for the westerly retail area under the Skytrain platform, which is part of the VanCity building site at 183 Terminal Avenue (DE214472). It was concluded that the amount of parking provided for DE214472 and on the adjacent site (DE215861) was sufficient for their own uses, and the additional 100 parking spaces for Science World, required by the CD-1 By-law, could make up for the shortfall of 3 spaces. Science World parking consists of 8 spaces at 183 Terminal Avenue (DE214472), 51 spaces at 1255 Main Street (DE215861), and 41 spaces at 1101 Main Street (DE210540). Access from Terminal Avenue to parking and loading areas was also deemed impractical under DE400154.

⁴Note on Bicycle Parking: The proposal is deficient in the number of Class A bicycle spaces, and Standard Condition No. A.1.3 seeks compliance. The Landscape Plans indicate provision of an unknown number of Class B bicycle spaces at the East Transit Station, and Standard Condition No. A.1.5 seeks clarification.

• **Legal Description**

West Station:
Lot 1, Except: Part Subdivided by
Air Space Plan LMP27646
East Station:
portion of Road dedicated by
Plan LMP4609

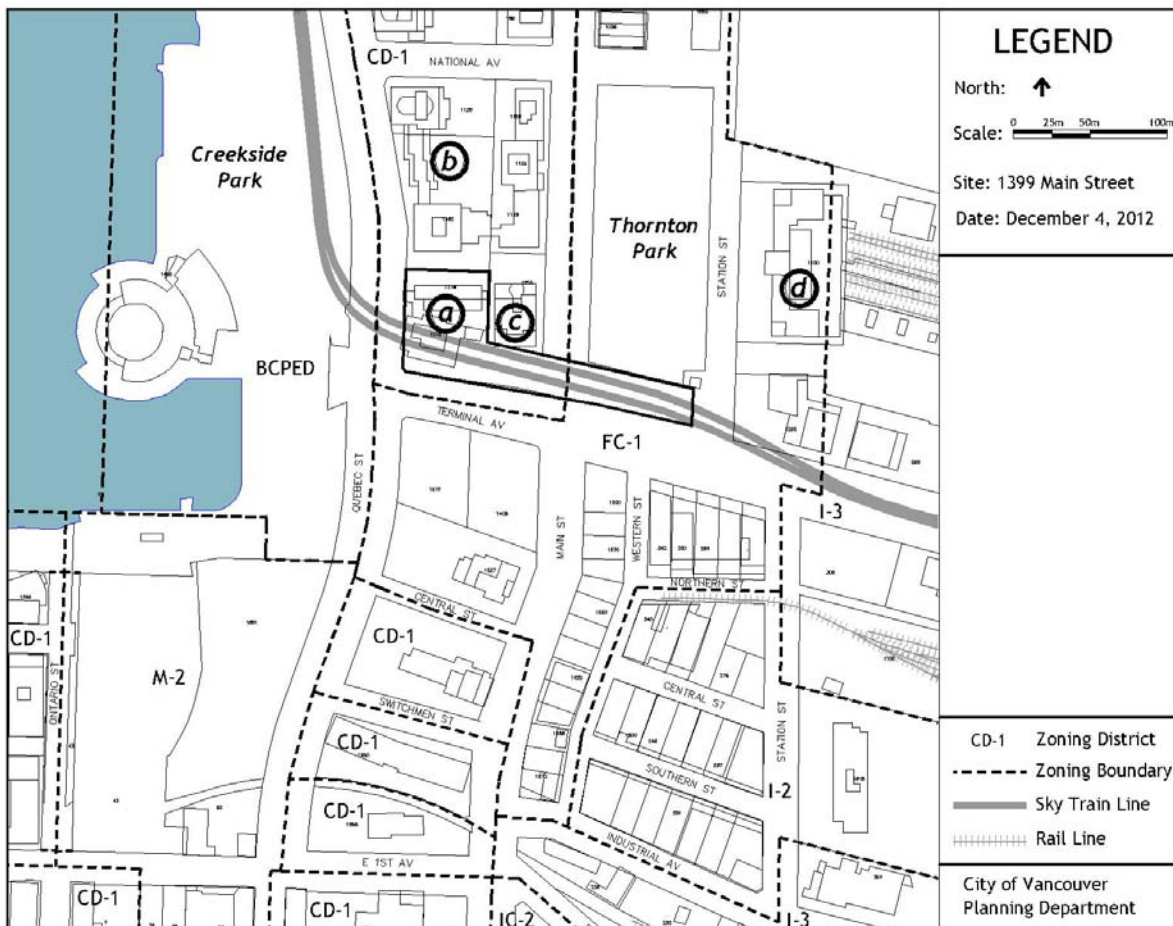
• **History of Application:**

12 11 20 Complete DE submitted
13 01 16 Urban Design Panel
13 01 30 Staff Committee Workshop
13 02 13 Development Permit Staff Committee

• **Site:** The site is located at the intersection of Main Street and Terminal Avenue. The station entry house and platforms are located on northwest corner and northeast corner of the intersection and are linked across Main street.

• **Context:** Significant adjacent development includes:

- (a) 183 terminal Avenue - VanCity Tower, 12-storey office tower
- (b) 1128 and 1182 Quebec Street - CityGate, 27 and 30- storey and podium residential buildings
- (c) 1255 Main Street - Station Place - 14-storey mixed-use building
- (d) 1100 Station Street - Train and Bus Station



● **Background:** In late 2011, City staff were advised that Translink intended to retrofit the existing Main Street SkyTrain Station including a second station house on the east side of Main Street. Staff have met with Translink sporadically over that past year to review the new concept for the expansion of the existing station. Through these discussions, staff recommended to Translink that, given the complexity of jurisdiction and ownership, and the importance of this Expo Line Station within the city built form context, that the proposal follow a similar process (DAP) undertaken by the Canada Line Stations. The Design Advisory Process (DAP) is the process by which the City of Vancouver provides advice to Translink on the design of the transit station. Any proposed retail use within the stations either on zoned lands or city streets requires city approval.

Review of this project involves a number of jurisdictions and ownerships including:

- General Manager of Planning and Development Services (Director of Planning) with regard to zoned lands;
- General Manager of Engineering Services, with regard to use of city streets;
- Vancouver Park Board, with regards to any modification of park land;
- Translink, existing right-of-way provisions;
- Adjacent property owners including:
 - VanCity, office building, 183 Terminal Avenue
 - Station Place, mixed use building, 1255 Main

The existing Main Street Station, was not designed as an independent structure and will require additional city permits to address changes to existing buildings and/or streets and modifications to existing legal agreements. Where possible staff have noted and identified these requirements for the applicant team to ensure that they are addressed.

While the advice provided by the Development Permit Board on the specific transit use facility does not constitute formal conditions, it is the City's understanding that Translink is participating in this process in good faith, intending to include, where reasonably possible the comments and recommendations of the Development Permit Board.

● **Applicable By-laws and Guidelines:**

- a) CD-1 (264), approved October, 1990
The west station house and adjacent land uses are governed by the CD-1 By-law (264). The by-law acknowledges transit use as an allowable exclusion. The proposed retail floor area is also a permitted use.
- b) FC-1 District Schedule
Thornton Park is located within the FC-1 District Schedule. The east station and elevated platforms over Main Street are located within street right-of-way.

Public Realm Quality including Station Design:

The Main Street SkyTrain Station is located in a prominent location in downtown Vancouver. Its location is at the crossroads of two primary vehicle and transit arterials, Main Street and Terminal Avenue serving the downtown core. The transit focus of this intersection is also supported by the close proximity of the train and bus station facility located across Thornton park on Station Street. Given the prominent location of this station, the proposed station expansion is an opportunity to achieve a significant architectural statement to highlight the importance of transit.

The revised station is comprised of three components, the west station house, the platforms over Main Street and the east station house.

West Station House: The application proposes a significant retrofit to the station that includes:

- Removal of the mezzanine level and associated stairs facing Terminal Avenue
- Provision of new vertical circulation components (stairs, elevator and escalator)
- Closure of the northerly pedestrian connection including ramps linking through to adjacent development and pedestrian walkway
- Removal of access to existing retail (Applebee Deli) within VanCity Building
- Relocation of existing retail (Starbucks) from Main Street frontage
- Addition of two new retail uses along Terminal City frontage
- Expansion of station entries including provision of fair gates
 - Station entry facing Main Street
 - Station entry facing Terminal Avenue

Platforms over Main Street: The application proposes an enclosure treatment to aid in passenger comfort while waiting on the platforms.

East Station House: The application proposes a significant retrofit to the existing emergency stairs that includes:

- Removal of existing exit stairs and provision of new vertical circulation components (stairs, elevator and escalator)
- Provision of two new station entries including provision of fair gates
 - Station entry facing Terminal Avenue
 - Station entry facing Thornton Park
- Provision of two new commercial retail units one of which has been identified to be occupied as a secured bicycle facility
- Provision of a washroom located within the fare paid zone

West Station House:

Interface with existing buildings: There are a number of concerns raised by the proposed changes and their impact on adjacent existing development that includes VanCity at 183 Terminal, Station Place at 1255 Main Street and Townhomes at Station Place at 1228 Quebec.

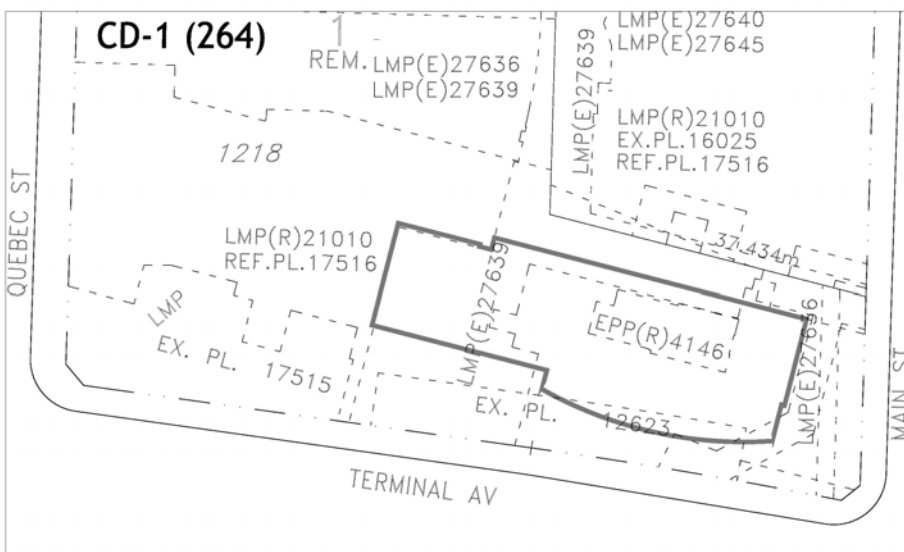
The introduction of fare gates will restrict public movement to/from the existing retail space (Applebee Deli) and an egress door from the loading area that is part of the VanCity development (183 Terminal). The applicant is advised that the modifications will require an amendment to this building's development permit DE#214472. (See Recommended Condition 1.1.a)

The closure of the station's north entry will restrict pedestrian movement access to/from the CityGate/Station Place complex interior courtyard passage way. This passageway allows for pedestrian movement north/south and east/west connecting through to Main Street, Quebec Street and National Avenue. In addition to some office space fronting this walkway, residents of the CityGate complex have noted that the north entry provides for a convenient access from this walkway. Staff understand the local residents desire to maintain the north entry, however, given the overall station improvements and upgrades contemplated under this application review (existing physical limitations including the change in grade compromises the ability to maintain this entry and to accommodate fair gates). Staff believe with the proposed north wall treated with a high degree of transparency will maintain some visual surveillance between the station and the passageway and support the closure of this entry. However, staff recommend that the applicant make arrangements to address the CPTED and security concerns related to loitering and vandalism within the existing passageway by undertaking an independent security assessment and the provision of mitigating measures for the passageway immediately adjacent north of the station. Staff believe that a reasonable solution may be to provide a security gate at the Main Street entry, that accommodates access during the day that can be secured

during non-opening hours. The applicant is advised that a separate development application is required. (See Recommended Condition 1.1)

Public Realm interface: The provision of commercial retail units along the Terminal frontage will contribute to an active animated street frontage which staff support. However, staff are concerned that this sidewalk frontage will be a congested area particularly if this sidewalk is designated for cyclists to share the space in order to access the secure bike parking facility proposed on the east side of Main Street. Staff are recommending measures, including the relocation of the retail entry doors, bike racks and benches to minimize conflicts with pedestrians and cyclists. (See Recommended Condition 1.3.)

The Terminal and Main Street frontages should also incorporate City standard commercial sidewalks. This will provide consistency and appropriate treatment for accessible users while also providing delineation from any special treatment proposed as part of the station design. The existing paving pattern treatment along Terminal Avenue should be integrated into a new public realm plan. (See Recommended Condition 1.3 and Engineering Condition A.2.4)



Legal agreements: The proposed station improvements impact multiple SRW and easement areas on the VanCity lands. Staff have identified the following agreements that should be acted upon:

- **Access Easements BK74758-60** secures specific rights for VanCity and Station Place to access portions of each other's property including a plaza area, common property area, and exercise facility. Closure of the station's north entry will deny access at the ground level impacting Easement BK74758. Staff are seeking confirmation that the changes are acceptable under the agreement and to the satisfaction of the dominant tenement (Station Place). See Recommended Condition 1.1 c).
- **Public Utility SRW C27685** secures an easement area on a portion of the VanCity lands for the purposes of public utilities. The easement area currently accommodates a City sanitary main and the proposed commercial retail units encroach into the easement area. Staff are seeking confirmation of the impacts and modification to the SRW area if acceptable to all utility stakeholders. See Recommended Condition 1.1 d).
- **Water Easement BH312437** secures the easement area on the VanCity lands for a potable waterline serving Station Place. Station improvements impact this easement area and therefore

staff are seeking confirmation that the proposed improvements are acceptable under the agreement and to the satisfaction of the City and to the Grantee (Station Place). See Recommended Condition 1.1 e)

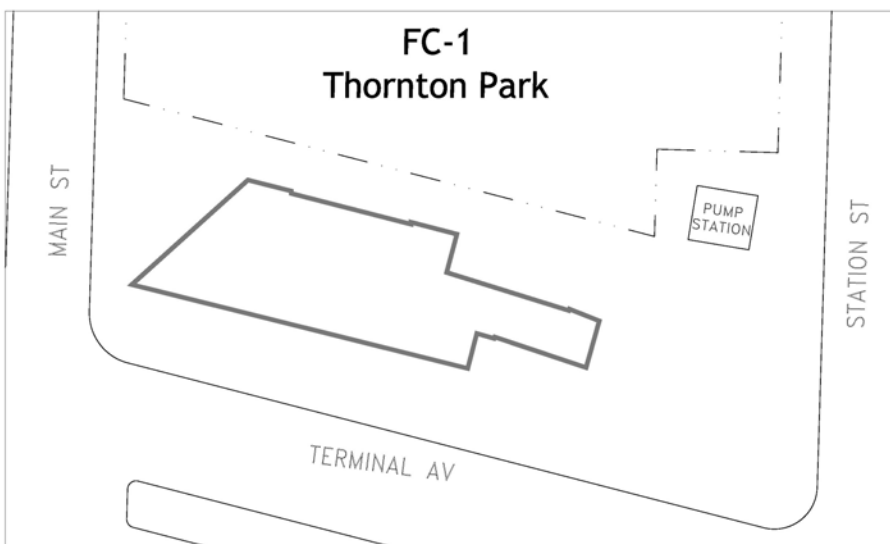
- BC Hydro SRW BH79718 secures an easement area for Hydro infrastructure on the VanCity lands. Written consent from BC Hydro is required for the proposed encroachments. See Recommended Condition 1.1 f)

East Station House:

Public realm interface with Thornton Park: The proposal indicates a portion of the plaza and a new shrub bed/walkway will be built on Park Board property. Staff recommend a modification of the proposal that would allow for the relocation of the plaza row of trees into the park lands (so that no trees are planted in pavement areas), establishing a pedestrian link to the railway station where there is an existing worn footpath, and widening of the path entry at the plaza interface (replacing the proposed additional pathway). This design work could be further resolved through further discussions with the Park Board and Planning Staff. These changes could be completed in such a manner as to maintain the plaza area within the SRW and therefore reduces its impact to the adjacent park land and to limit the scope of change in the park to pathway modifications. Any work that does effect Park Board's lands will require both approval from the Park Board and a license agreement (See Conditions A.1.16 and A.1.17). An accurate survey and arborist report of Thornton Park is to be provided concurrently with the revised plans.

Public Realm Quality including Station Design: The retrofit and addition of the east side station house is a significant improvement to this important SkyTrain Station providing enhanced access and active pedestrian interfaces. However, staff and the Urban Design Panel recommend that further design development be considered to achieve a more compelling architectural statement for this prominent station, particularly to the east station box, and/or to better integrate the two station houses with a simple dynamic expression. Although in many respects the proposal with the propose wind wall is attempting this further design development could consider extending the wind wall to better conceal the pragmatic expression of the east end station box. (See Recommended Condition 1.10).

The Terminal Street frontages should also incorporate City standard commercial sidewalks. This will provide consistency and appropriate treatment for accessible users while also providing delineation from any special treatment proposed as part of the station design. (See Recommended Condition 1.8 and Engineering Condition A.2.4)



Legal agreements: The proposed East Station will replace existing stairs down to a plaza area which is located entirely over City street right of way. While this portion of street does not contribute to the City's vehicular road network it currently serves as a public space and a utility corridor.

The existing street use agreement between BC Transit and the City does not allow for transit facilities within this area of street. Subject to the approval by the General Manager of Engineering Services, arrangements for the modification of the street use agreement and delivery of a topographic as-built survey are required. (See Recommended Conditions 1.5 and 1.6)

The East Station proposes to build over existing utilities impacting the City's ability to maintain these services. Arrangements to the satisfaction of the General Manager of Engineering Services are required to support these impacts. More information is provided within the Engineering section of this report and in Standard Engineering Conditions in Appendix A.

● **Conclusion:** The upgrade and architectural enhancement of the station is an important component to the overall transit system and civic infrastructure, particularly at this prominent location in downtown Vancouver. Given the prominent location of this station, the proposed station expansion is an opportunity to achieve a significant architectural statement to highlight the importance of transit and strongly encourage the applicant to strengthen the architectural and public realm aspects of the proposal. Staff recommend approval of the zoning aspects of the application and support for the transit related aspects, subject to the conditions and recommendations contained within this report, .

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on January 15, 2013, and provided the following comments:

EVALUATION: SUPPORT (6-3)

● **Introduction:** Anita Molaro, Development Planner, introduced the proposal for an upgrade to the Main Street SkyTrain Station. The work includes an extension of the platform over Main Street along with provision of a new point of access at the south end of Thornton Park. The east station

house includes two points of entry; one on the north side and one on the south side. The north side access will serve the bus/park and pedestrian access. Also proposed as part of the east end of the platform are two new retail spaces that may also include a bicycle storage space. At the west end of the station the interstitial mezzanine area is to be removed. While the south side entry will remain open, the north side entry will be closed off. The existing retail space within the station is being removed along with the Starbucks in order to accommodate a new entry facing onto Main Street.

Advice from the Panel on this application is sought on the following:

The urban design objectives for this station that staff would like the Panel to provide advice on include how the proposal responds to:

1. Achieving a strong sense of publicness: conveyed through the high quality architecture and materiality that also highlights access and openness.
2. Achieving good connectivity/accessibility for transit users, pedestrians and cyclists.
3. Achieving a safe environment both within and around the station.
4. Resolving/respecting the interface with existing adjacent development and uses (Citygate, VanCity and Thornton Park).
4. Achieving high quality public realm interface with high amenity sidewalk areas with active edges providing pedestrian interest and weather protection
5. Accommodating commercial/retail opportunities within or near station

Ms. Molaro took questions from the Panel.

- **Applicant's Introductory Comments:** Dale Rickard, Architect, further described the proposal. He noted that the station was the first one built in the early 80's and was built as a demonstration project for Expo 86. He added that it was built to standards that TransLink wouldn't consider today. Its massive concrete structure guideway cannot change but everything else can be changed so it becomes a brand new building using the bones of the old structure. Mr. Rickard noticed that TransLink asked them to consider safety and security when designing the station. TransLink is investing in a fair gate program throughout the whole system which will transform how the station is organized and operated. There has been a huge increase in ridership and this station was never planned to handle the number of people it now has to accommodate. The station also needs to accommodate bus traffic. Mr. Rickard mentioned that there needs to be better weather protection on the station and as well the addition of weather protection canopies on the sidewalks. Poor accessibility is another issue at the station with only one elevator on the west side and none on the east side, and also there currently isn't any place for HandyDART to park. In the new design there will be full accessibility to the station with new elevators, stairs, escalators and a parking area for HandyDART on Station Street. The platform is very narrow so there isn't any room to expand sideways, so the only way to expand the station is lengthwise. The new design will allow for two entrances; one on the west and one on the east with a new concourse on the east side. Mr. Rickard said that they have met with VanCity and the CityGate Tower to address the CPTED issues in the lane between their buildings and the station.
- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to the east station house to achieve a more dynamic expression;
 - Design development to unify the two stations; consider better integration of the east station box and the wind screen;
 - Consider adding weather protection at the buses on the east side of Main Street;
 - Design development to improve the path from the HandyDART area to the station;
 - Consider the history of the neighbourhood when planning the public art piece;
 - Design development to bring a better identity to the entrances at grade;
 - Consider a more contemporary landscape plan;

- Design development to improve the pedestrian access especially on the west plaza to improve circulation especially with respect to people gathering or waiting for other people.
- **Related Commentary:** The Panel supported the proposal.

The Panel thought the proposal was a huge improvement for this SkyTrain Station given the number of complex issues it needs to address. However, the Panel thought it was important that the station should have a simple dynamic expression that will unify the two stations. Although in many respects the design is achieving that, the Panel thought there was some design development needed on the wind wall expression. They noted that the wall seems to fall apart at the east end. They also thought the HandyDART pick up and drop off was weak considering the circuitous route they will need to take to get to the elevators.

The Panel was disappointed by the presentation materials. They found the drawings to be highly technical and had trouble identifying how it would come together. A number of Panel members thought there should be more colour in the renderings as well as a model to convey the pedestrian experience.

One Panel member recommended that the money for the art program be spent locally, perhaps working with at risk youth, and that it should be on the station and not the park area. As well it was suggested that there was a need for good public art on the side between Quebec and Main Streets as this will help to reduce the perception of crime. Another Panel member thought the neighbourhood and history of the location should be taken into consideration.

Some of the Panel couldn't comment on the commercial aspects of the station since there wasn't a model to define the space.

There was some concern with the interface with the public at the ground floor particularly the lack of ability to access the bus stops without getting rained on particularly on the east side of Main Street. As well, the Panel thought the canopies and weather protection could take further design development. Some Panel members thought the plaza patterns felt like an attempt to get a grid which seems to be an old solution and very much like the pattern on other streets in the city. They wanted to see a more modern approach.

A couple of Panel members thought the interface to City Gate needed gating at either end of the pathway. They also thought the paving pattern along Main Street could have a circular pattern and the circle could go around the station house.

Several Panel members though the west station plaza bands were a bit relentless and that there were a lot of barriers for pedestrians: bikes, garbage cans and street furniture. They suggested that there should be some opportunity for allowing people to gather since they are often meeting people at the station, and there could be buskers in the area.

Some Panel members thought the east plaza was awkwardly meeting the geometry of the park and that the applicant should find a way to make the access safer from the train station to the SkyTrain station.

Several Panel members were concerned that the public toilet was in the middle of the pedestrian path.

- **Applicant's Response:** Mr. Houseknecht thanked the Panel for their comments. Mr. Martins said they would take the Panel's comments into consideration. He added that the project is pretty far advanced and they are at the tender stage.

ENGINEERING SERVICES

Parking & Loading

The station improvements include a proposal to relocate two existing retail units at the West Station in addition to providing a new retail unit and bicycle facility at the East Station. Previous arrangements were made to relax the parking requirements of the two retail units at the West Station when the original development permit was applied for in 1995. Similarly, staff are supportive of a parking relaxation for the relocated units of comparable size given the previous relaxation and its proximity to transit. Staff also support the relaxation of the one parking space that is triggered by the retail unit and bicycle facility at the East Station.

Staff acknowledge the hardship in providing on-site loading to serve the retail units and station facilities however the Terminal and Main Street intersection is one of the City's busiest transportation nodes and proper management of the station's loading is critical to maintain a functioning intersection. Staff require a comprehensive loading strategy that outlines the anticipated demands, activities, and strategies that eliminate or reduce the reliance of City street. Any loading activities that may occur on-street cannot be guaranteed as street space is constrained in this area and may not be available long-term. See Condition A.2.2

Impacted City Utilities

There are three city mains below the proposed footprint of the East Station. Translink and the City have worked closely to determine the degree of impact as the station will restrict access if future maintenance is required. It was determined that one water main is to be relocated and that two sanitary mains may be left in place subject to an arrangement between Translink and the City that deals with potential costs that the station incurs if maintenance is required. (See Recommended Condition 1.7)

The recommendations of Engineering Services are contained in the prior-to conditions noted in Appendix A attached to this report.

LANDSCAPE

The success of this proposal hinges on the achievement of a high-quality public realm interface between the east Main Station plaza open space located adjacent to the established green space of Thornton Park and maintaining opportunities for open circulation and gathering for pedestrians and cyclists.

This application is proposing replacement paving, and the removal of existing trees within the sidewalk at the West Main Station Building and the introduction of new plaza trees within the east Station plaza with adjacent. Staff support the planting of new trees, however, recommend planting new trees within the Park and maintaining clear open space for people to move freely within the plaza area. Staff recommend consultation with an ISA Certified Arborist about the health and impacts to existing Park trees. Staff support the development of a stronger pedestrian link with the Park recommend further design development in consultation with Park Board staff in regards to paved pathways and new plantings on parkland.

PARK BOARD

The proposal indicates a portion of the plaza and a new shrub bed/walkway will be built on Park Board property. Staff recommend a modification of the proposal that would allow for the relocation of the plaza row of trees into the park lands (so that no trees are planted in pavement areas), establishing a pedestrian link to the railway station where there is an existing worn footpath, and widening of the

path entry at the plaza interface (replacing the proposed additional pathway). This design work could be further resolved through further discussions with the Park Board and Planning Staff. These changes could be completed in such a manner as to maintain the plaza area within the SRW and therefore reduces its impact to the adjacent park land and to limit the scope of change in the park to pathway modifications. Any work that does effect Park Board's lands will require both approval from the Park Board and a license agreement (See Conditions A.1.17 and A.1.18)). An accurate survey and arborist report of Thornton Park is to be provided concurrently with the revised plans.

Construction trailers will not be permitted on Park Board lands due the significant impacts to the heritage trees, loss of parkland for public use and enjoyment in a high density area and noting the availability of the adjacent paved roads for these trailers. (See Condition A.1.19)

PROCESSING CENTRE - BUILDING

This Development Application submission has not been fully reviewed for compliance with the Building By-law. The applicant is responsible for ensuring that the design of the building meets the Building By-law requirements. The options available to assure Building By-law compliance at an early stage of development should be considered by the applicant in consultation with Processing Centre-Building staff.

To ensure that the project does not conflict in any substantial manner with the Building By-law, the designer should know and take into account, at the Development Application stage, the Building By-law requirements which may affect the building design and internal layout. These would generally include: spatial separation, fire separation, exiting, access for physically disabled persons, type of construction materials used, fire fighting access and energy utilization requirements.

The applicant is responsible for ensuring that the design of the building meets the Building By-Law requirements or code criteria accepted by the City of Vancouver please provide written confirmation as to what standard you are applying for this project.

Further comments regarding Building By-law requirements are contained in Appendix C attached to this report.

NOTIFICATION

On January 16, 2013, 541 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website.

We have received six responses to the notification.

Notification summary:

Loading:

- provide parking for service vehicles (police ,delivery trucks, etc) as the curb lane for Quebec St North Bound coming off Terminal is always blocked with delivery trucks and Sky Train security vehicles
- Take away an area on the sidewalk to provide a loading zone. [north side of Terminal between Main and Quebec]

West side Station:

- Clear glazing be maintained on the north side of the west station to provide additional light for the ramp

- Security and Safety Assessment be undertaken to determine the impact to the revised station design will have on the existing access and egress points to the north of the station.
- closure of the north entrance will create a an "L-shaped" dead zone around the south and west sides of the adjacent buildings and townhouses (a protected area from rain and wind will be used by transients for shelter and other activities);
- Installation of the gates will block emergency exit from the Vancity loading dock/parking area and other alternatives need be undertaken.
- Noise pollution from the trains must be mitigated to provide a more livable space to the adjacent residents. Use of walls to mitigate any noise would be beneficial to the project.

Staff Response:

Loading:

- Staff are requesting a loading management plan. (See Engineering Condition A.2.2)

West side Station:

- The application proposes glazing along the north side of the station.
- Staff are requesting the provision of a security assessment for the north passageway area affecting by the closure of the north entry access. (See Recommended Condition 1.1)
- Staff are requesting an development application to address the modifications being made to the existing access/egress from the VanCity loading dock/parking area. (See Recommended Condition 1.1)
- The proposed wind screen will provide improved passenger comfort to the transit patrons. The station was built as an open air facility prior to the adjacent buildings being constructed.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

The Staff Committee has considered the advice and conditions laid out in the report and is satisfied that the commentary within provides good direction with respect to the design criteria for this major public project.

J. Greer
Chair, Development Permit Staff Committee

A. Molaro, MAIBC
Senior Development Planner

Berg Balantzyan
Project Coordinator

Project Facilitator: D. Autiero

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

The following is a list of conditions that must also be met prior to issuance of the Development Permit.

A.1 Standard Conditions

- A.1.1 design development to provide a Flood Construction Level not less than EL 4.5 m for all floor areas used for business or storage of goods damageable by floodwater, in accordance with City of Vancouver Flood-Proofing Policies;

Note to Applicant: The site is located in a designated flood plain, and will require a Flood Plain Covenant prior to Building Permit issuance.

- A.1.2 clarification of proposed commercial uses;

Note to Applicant: Proposed commercial uses should be specified according to permitted uses in the CD-1 (264) By-law, in connection with uses defined in Section 2 - Definitions, of the Zoning and Development By-law. Only one use per space should be shown on the plans;

- A.1.3 provision of bicycle parking in accordance with Section 6 of the Parking By-law, noting the following:

- i. one Class A bicycle space is required for the West Transit Station and one Class A bicycle space is required for the East Transit Station; and
- ii. one electrical receptacle shall be provided for each required Class A bicycle space;

- A.1.4 provision of clothing lockers for the required Class A bicycle spaces, in accordance with Section 6.5 - Clothing Lockers, of the Parking By-law;

Note to Applicant: A minimum of one clothing locker for each gender is required for each of the Class A bicycle spaces.

- A.1.5 clarification of the proposed number of Class B bicycle spaces at the south side of the East Transit Station, as shown on the submitted Landscape Plans;

- A.1.6 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;

- A.1.7 provision of the following notations on the submitted plans:

- i. "The design of the bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures shall be in accordance with the relevant provisions of Section 6 of the Parking By-law";
 - ii. "A minimum of one electrical receptacle shall be provided for each two bicycle spaces in the bicycle storage room"; and
 - iii. "Mechanical equipment (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555;
-

Standard Landscape Conditions

- A.1.8 formalization of the existing foot worn path to a maximum width of 2 m, running through the southeast corner of the Park and connecting to the station plaza at the east edge of the site by providing hard surface paving to a maximum width of 2 m , in consultation with Park Board staff;
- A.1.9 submission of an existing conditions Landscape Plan to illustrate the following areas:
- i) west and east Skytrain station,
 - ii) adjacent City-owned boulevards and
 - iii) Thornton Park (City property);

Note to Applicant: Ensure existing trees are accurately located.

- A.1.10 location and species of proposed trees located alongside the Skytrain guide way to be conflict-free and in consultation with Translink;
- A.1.11 deletion of proposed bike lockers from the plaza area on the Landscape Plan;
- A.1.12 improvements to the layout of the street amenities and furnishings adjacent to the Skytrain building at the west side of Main Street to ensure more open and clear passage for pedestrians;
- A.1.13 safe retention of adjacent trees located at the south edge of Thornton Park with the provision of dimensioned tree protection barriers;
- A.1.14 provision of an ISA Certified Arborist report to:
- i) verify the health, conditions and reasons for the removal of existing trees located on the development site; and to
 - ii) confirm the safe retention of existing park trees located at the south edge of Thornton Park with commentary about current tree health, dimensioned safe distance setbacks and impacts to tree health within the scope of the proposal;
- A.1.15 provision of enhanced boulevard planting along Terminal Avenue in the form of hardy long grasses and low broadleaf evergreen shrubs at the outer boulevard to replace lawn to the satisfaction of the General Manager of Engineering Services;
- A.1.16 design development of the public realm to improve the main pedestrian connections between the station plaza and the Park by expanding the width of the existing paved path and relocating the proposed shrub bed to the outside edges to reinforce this area as a gathering and circulation node for pedestrians and to the satisfaction of Park Board (see Recommended Condition 1.9);

Note to Applicant: Consultation and agreements with Park Board is required for planting in Thornton Park.

Park Board

- A.1.17 Provision of Park Board approval for any modifications to park lands;

Note to Applicant: Approval from the Board of Parks and Recreation will be required for any modification or alteration to the park lands.

A.1.18 arrangements to be made to the satisfaction of the Director of Legal Services and General Manager of the Park Board for a license agreement to allow for access to modify any park lands;

A.1.19 deletion of construction trailers and other similar structures from Parkland space;

A.2 Standard Engineering Conditions

A.2.1 Provision of updated plans showing correct property lines and all easement and SRW areas;

Note to Applicant: The current plans show incorrect property lines east and west of Main Street. Multiple easement and SRW areas appear to be impacted by the station upgrades and should be plotted to confirm impacts.

A.2.2 Provision of a servicing and loading plan to the satisfaction of the General Manager of Engineering Services that includes strategies to reduce or eliminate the reliance of street for the following:

- i. CRU spaces in the West Station;
- ii. CRU spaces in the East Station;
- iii. Transit Stations; and
- iv. Transit-related vehicles;

Note to Applicant: Staff acknowledge that providing on-site loading for the proposed CRUs and stations is challenged however proper planning to reduce impacts to city street must be conducted. The plan should demonstrate how Station and CRU loading, garbage and recycling is accommodated on site, where possible. The plan must also consider transit-related vehicle spaces including bus stops, HandyDART, community shuttle, transit police, maintenance, and other related vehicle stopping spaces. Any loading activities that may occur on-street cannot be guaranteed as street space is constrained in this area and may not be available long-term.

A.2.3 Provision of building grades and design elevations at all entrances;

Note to Applicant: Building grades are required for the West Station. Design elevations must be shown on all entrances of the stations and proposed retail units. Surveys must be approved prior to acceptance of the final grading plan.

A.2.4 Provision of updated landscape plans to reflect City standard treatment to the satisfaction of the General Manager of Engineering Services, including:

- i. minimum 1.8 m sidewalks to commercial standards;
- ii. exposed aggregate front boulevards;
- iii. 1-3% crossfall on all walkable surfaces;
- iv. installation of cold joints between the sidewalk and private or transit lands;
- v. standard notation for pedestrian drop ramps to City standards; and
- vi. standard notation for street trees to City standards and species to be confirmed by the Park Board;

Note to Applicant: sidewalks should transition well to existing treatment outside of work boundaries.

A.2.5 The General Manager of Engineering Services will require all utility services to be underground for this "conditional" development. All electrical services to the site must be primary with all electrical plant, which include but not limited to, junction boxes, switchgear, pad mounted

transformers and kiosks (including non-BC Hydro kiosks) are to be located on private property or within transit right-of-way.

Note to Applicant: It is presumed with your consultation so far with B.C. Hydro that area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.

- A.2.6 There is a 300mm water main available for servicing. The domestic water service and water meter locations must conform to current Waterworks Standards. 24 direct access to the water meter is required. To avoid any servicing delays, please have the mechanical designer contact the Water Design Branch (604-873-7311) prior to obtaining the building permit to confirm the water service and meter details.

A.3 Standard Licenses & Inspections (Environmental Protection Branch) Conditions:

- A.3.1 Arrangements to be made to the satisfaction of the Director of Legal Services and the Environmental Protection Branch for the Soils Agreement;

B.1 Standard Notes to Applicant

- B.1.1 The applicant is advised to note the comments of the Processing Centre-Building, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated January 30, 2013. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the "prior-to" response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **August 26, 2013**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development By-law or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.2 Conditions of Development Permit:

- B.2.1 All services, including telephone, television cables and electricity, shall be completely underground.
 - B.2.2 All approved street trees shall be planted in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit, or any use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.
 - B.2.3 If the development is phased and construction is interrupted, the project will require an amendment, to the satisfaction of the Director of Planning, to address how the incomplete portions of the development will be treated.
 - B.2.4 In accordance with Protection of Trees By-law Number 9958, the removal and replacement of trees is permitted only as indicated on the approved Development Permit drawings.
 - B.2.5 All approved off-street bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
 - B.2.6 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
 - B.2.7 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800
-

or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.

Processing Centre - Building comments

The following comments have been made by the Processing Centre - Building Branch and are based on the preliminary architectural drawings submitted by Bingham & Hill Architects, dated November 20, 2012 for the proposed Development Permit application. This is a preliminary review in order to identify issues which do not comply with Vancouver Building By-Law (2007) #9419 and includes a review of Subsection 3.2.5. "Provisions for Fire Fighting".

The applicant is responsible for ensuring that the design of the building meets the Building By-Law requirements or code criteria accepted by the City of Vancouver please provide written confirmation as to what standard you are applying for this project.

1. The proposed development appeared to be an interior and exterior alteration to the existing Main St. ALRT station and to construct a new station on the north-east corner of Main St. and Terminal Ave.
2. *This site is located in a designated flood plain area. The design of the buildings must conform to Sentences 2.2.8.1.(1) and 1A.6.1.9.(1) of Division C of the Vancouver Building By-law (VBBL), and Appendix Clause A-1.4.1.2.(1) of Division A for "designated flood plain" of the VBBL. (Note: All services- e.g. Mechanical room, electrical room, storage space, entries, etc. shall be located above the flood control level or the entire below ground structure shall be designed as flood proofing structure.).
3. * Flood-plain restrictive covenant is required and should be initiated at development permit application stage.
4. *Geotechnical Report will be required during building permit application stage.
5. This site is in the areas identified as being subject to potential liquefaction. The Geotechnical Report should address this, and contain specific recommendations pertaining to the foundation design and subsurface drainage.
6. Separate address shall be provided for each building.
7. Location and distance of fire hydrant is required to show on site plan.
8. Fire department's connection will be required and shall be within 5m of each principle entrance.
9. * All details and requirements of fire-fighting access and paths of travel to the satisfaction of the Chief Fire Prevention Officer. (RE: cut-off portion under Vancity building).
10. All buildings are required to provide access to persons with disabilities to all public areas, common areas, bicycle storage, and to areas could reasonably be expected to be performed by persons with disabilities.
11. * Spatial separation and the construction of the exposing building face to comply with Rapid Transit Building Code Equivalency requirements.
12. A Letter of Acceptance from TransLink will be required.
13. Construction of fire separation between commercial /retail unit and train station shall comply with Rapid Transit Building Code Equivalency requirements.
14. Buildings are required to be fully sprinklered.
15. Exit analysis from building code consultant is required.
16. Building Code Compliance Report and Building Code Analysis is required to confirm existing exits, equivalencies and alternate solutions are not compromised or defeated.
17. * Part of the commercial unit W1 is constructed over city property.
18. Separate building permit will be required for tenant improvement of the commercial units.
19. All new architectural, mechanical and electrical components are required to comply with the Energy Utilization requirements of the Vancouver Building By-law No.9419 and ASHRAE standard 90.1-2007.

Notes:

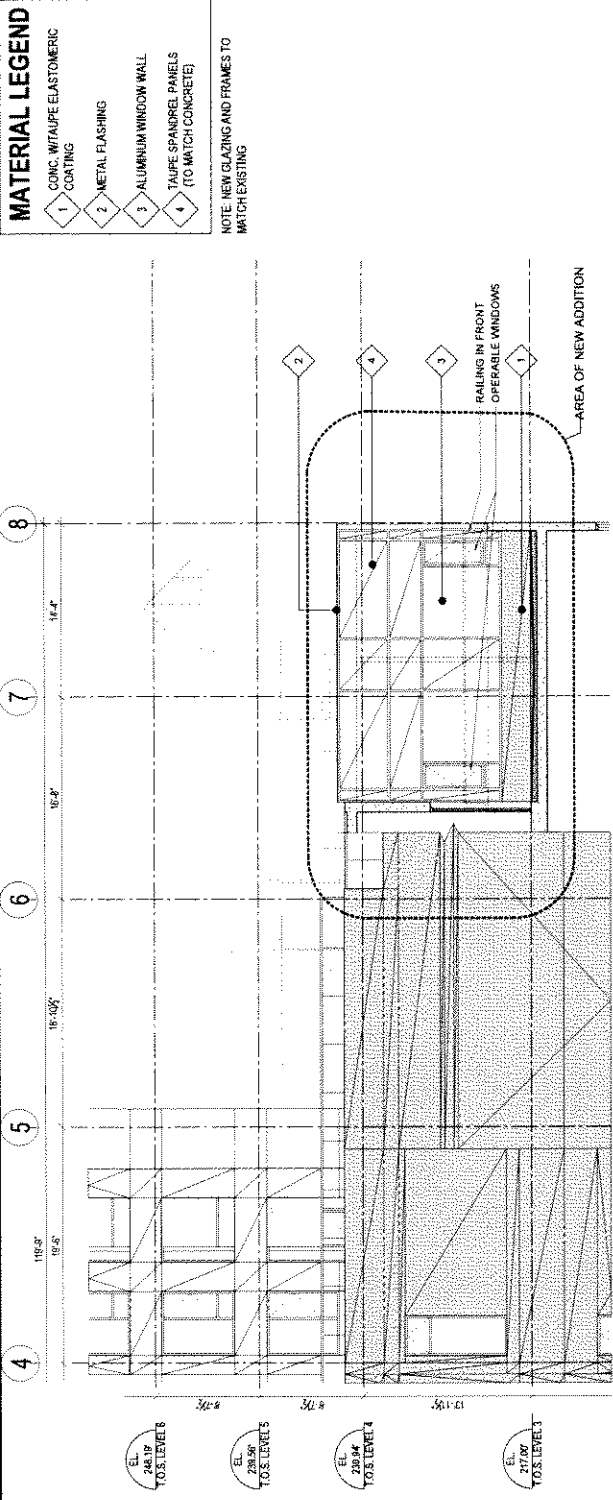
1. Items marked with asterisks (*) have been identified as important non-conforming Building By-law issues.
-

2. Written confirmation that the applicant has read and has understood the implications of the above noted comments is required and shall be submitted as part of the "prior to" response.
 3. The applicant may wish to retain the services of a Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the proposal. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal
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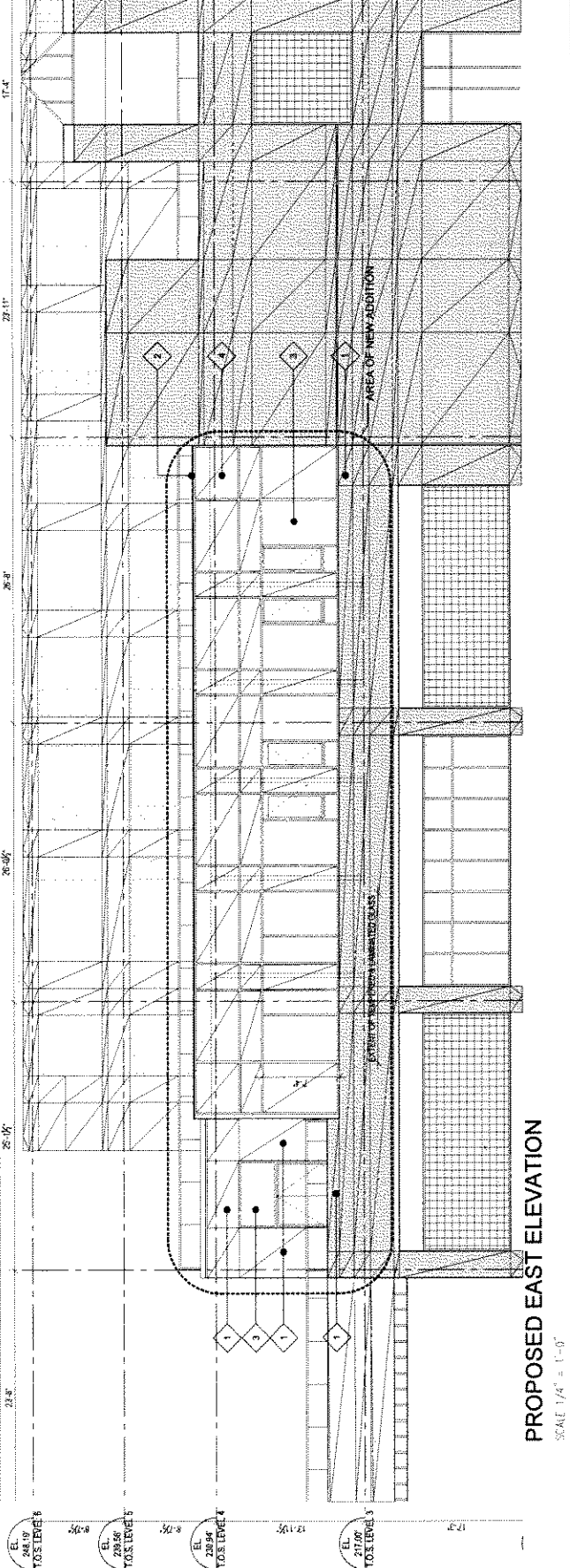
1	CONC. WITH TAUPE ELASTOMERIC COATING
2	METAL FLASHING
3	ALUMINUM WINDOW WALL
4	TAUPE SPANDREL PANELS (TO MATCH CONCRETE)

NOTE: NEW GLAZING AND FRAMES TO MATCH EXISTING



PROPOSED SOUTH ELEVATION
SCALE 1/4" = 1'-0"

PROJECT NO.	1516	
DATE	02/11/15	
DRAWN BY	AC	
CHECKED BY	AC	
SCALE	AS SHOWN	
SHEET NO.	02 OF 03	
PROJECT NAME	ONNI OFFICE 550 Robson St., Vancouver	
ARCHITECT	IBI GROUP	
PROJECT LOCATION	550 Robson St., Vancouver	
PROJECT TYPE	OFFICE	
DATE OF ISSUE	02/11/15	
DATE OF REVISION		
REVISION		
NO.	DATE	DESCRIPTION
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PROPOSED EAST ELEVATION
SCALE 1/4" = 1'-0"



1	PROJECT NO.	2018-001
2	PROJECT NAME	ONNI OFFICE
3	PROJECT ADDRESS	55 FURUSH S. HIGHWAY
4	PROJECT CITY	HOUSTON, TX
5	PROJECT STATE	TX
6	PROJECT ZIP	77057
7	PROJECT DATE	2018.04.21
8	PROJECT DRAWN BY	MM
9	PROJECT CHECKED BY	MM
10	PROJECT DATE	2018.04.21

1	NO.	DATE	DESCRIPTION

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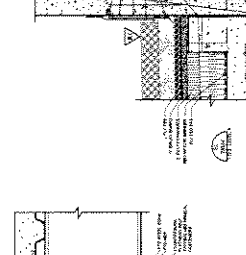
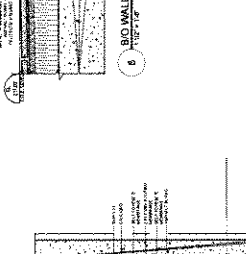
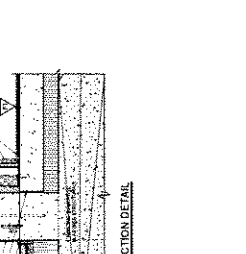
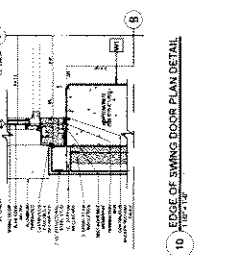
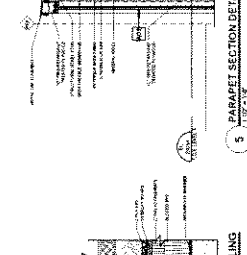
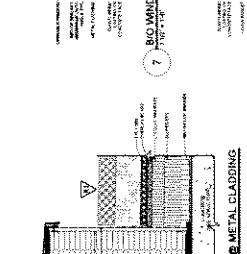
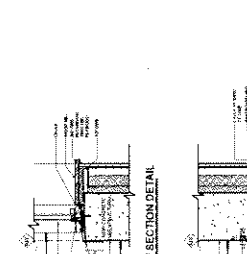
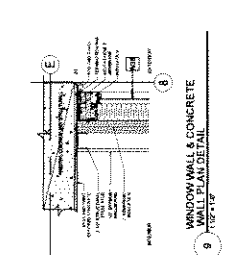
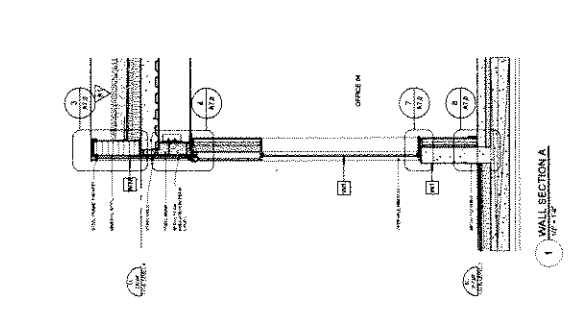
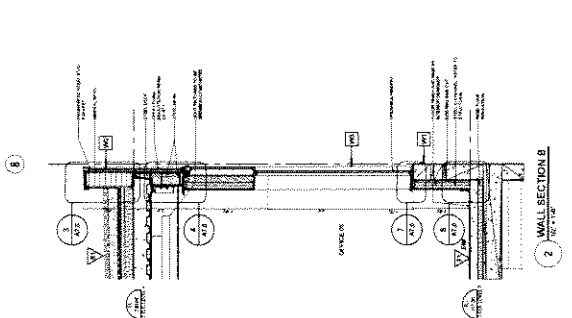
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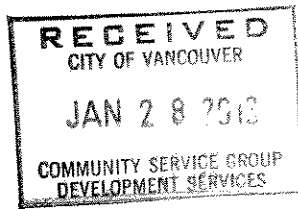
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 ONNI OFFICE
 55 FURUSH S. HIGHWAY
 HOUSTON, TX 77057
 PHONE: 281.441.1111
 WWW.ONNIARCHITECTS.COM



Schedule "A"

Letter "A" - Transfer of Heritage Density
(to accompany development application)

January 21, 2013 (date)

City of Vancouver
Development Services
453 West 12th Avenue
Vancouver, BC V5Y 1V4

Attention: Project Facilitator

Dear Sir or Madam:

Re: Transfer of Heritage Density

300-550 Robson St. (receiver site)
receiver site address

133 Keefer St. (donor site)
donor site address

This is to confirm that a conditional agreement has been reached between ^{Two} by Four Developments Ltd., the registered owner of a heritage donor site at 133 Keefer St. (address), to sell 985 (amount) sq. ft. of heritage density to 605559 B.C. Ltd., the registered owner of the above receiver site at 300-550 Robson St. (address), at a price of \$37 per sq. ft. and total value of \$73,445. This agreement is subject to the City's approval of the Development Application for the receiver site.

The Donor Site Owner and the Receiver Site Owner both agree that the City has no responsibility to ensure payment or the fulfilment of any condition of our agreement. We also agree that the City has no obligation to effect the transfer. The decision to transfer is within the City's discretion to refuse or approve, as it will, without recourse by any party.

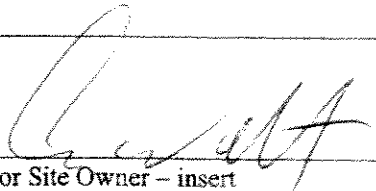
Both the Donor Site Owner and the Receiver Site Owner are aware that the City cannot, and will not, effect a density transfer until all conditions for release of the density from the donor site have been fulfilled including:

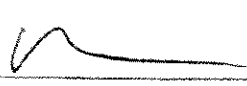
- the donor site is possessed of the density which is the subject of this agreement (that is, that the zoning by-law is enacted, or the Heritage Agreement is enacted and registered on title and the related Development and Building Permits are issued); and
- the density from the donor site is available for sale to the Receiver Site Owner; and
- the Donor Site Owner has completed the rehabilitation of the heritage building, or given the City a letter of credit therefore, or completed sufficient donor site rehabilitation to warrant a partial release of density, and fulfilled any other requirement as set out in the legal agreements with City; and
- submission of a fully executed Letter B in the form acceptable to the City.

Donor Site Table

(Note: Owner of Donor Site is responsible for ensuring data in table is correct.)

A. Total transferable density awarded to the Donor Site by the Heritage Agreement or Rezoning			◆ ft ²
Transfers approved to date (that is, receiver site's Development Permit or Rezoning approved with conditions)			
Address of receiver site(s)	DE# / RZ#	Amount transferred	
◆	◆	◆ ft ²	
◆	◆	◆ ft ²	
◆	◆	◆ ft ²	
◆	◆	◆ ft ²	
◆	◆	◆ ft ²	
B. Total transfers approved to date			◆ ft ²
C. Total density available for transfer (A - B)			◆ ft ²
D. Other transfer agreements not yet approved by the City			◆ ft ²
E. Transfer amount proposed in this transaction			1,985 ◆ ft ²
F. Total density available after proposed transfer (C - (D + E))			◆ ft ²


 (Donor Site Owner – insert complete legal name)
 Two by Four Developments Ltd.
 cc: Heritage Planning Analyst, Heritage Group
 Development Officer, Real Estate Services


 (Receiver Site Owner – insert complete legal name)
 60559 B.C. Ltd.

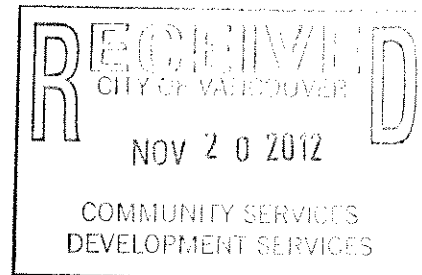


TransLink
1600 – 4720 Kingsway
Burnaby, BC V5H 4N2
Canada
Tel 604-453-4500
Fax 604-453-4637
www.translink.bc.ca

November 19, 2012

South Coast British Columbia
Transportation Authority

David Autiero
Project Facilitator, Development Services
City of Vancouver, City Hall – 3rd Floor, East Wing
2675 Yukon Street
Vancouver, BC V5Y 3P9



Dear Mr. Autiero:

DE 4 1 6 3 4 6

**Re: Main Street SkyTrain Station Upgrade Project
Development Approval Process - Submission**

This letter forms the basis of our submission under the Development Approval Process (DAP) to the City of Vancouver for the Main Street SkyTrain Station Upgrade Project. Accompanying this letter are the following items:

1. An application form
2. A cheque for \$4,146.75 to cover the development permit fee (as per email attached from David Jung of November 7, 2012)
3. Thirteen (13) full-size sets of architectural and landscape drawings have been couriered to you under separate cover.
4. A DE checklist
5. Site profiles, one each for the West side and the East side
6. Background documents:
 - i. 1994 Building Code Analysis Report for Vancity building by Gage Babcock and Associates; plus April 27, 2012 email to Vancity regarding door from loading bay into station area
 - ii. Reports from three public meetings held September 9, 2008, November 18, 2008 and August 23, 2012; including our current contact list of stakeholders and interested parties
 - iii. Area Calculations or existing and new station and retail spaces

- iv. Urban Racks Bicycle Parking System "Stacker Rack" – which will be used in the new bike storage facility, East stationhouse
- 7. A CD of electronic copies of the drawings, including mechanical drawings, architectural renderings and proposed site plans for construction phases.

PROJECT SUMMARY

The scope of the project is to complete the construction of upgrades to the Main Street SkyTrain Station to address significant access issues. The scope of work includes:

1. **Eastside:**
 - Remove the existing staircase and associated structure and landscaped plaza
 - Construct a new glazed station house, which includes:
 - a new staircase to the platform level
 - a new up escalator to the platform level
 - a new elevator to the platform level
 - a CRU space within the station house
 - a bike storage facility within the station house
 - Provide for gating and Compass Card implementation
 - Include landscaping at the concourse level
2. **Platform:**
 - Create a new platform level at east station house, which forms the roof of structures below to accommodate new escalator, stair and elevator
 - Remove existing pavers and provide floor tiles
 - Provide glazing on both the north and south sides of the station, on the outside of the guideways
 - Remove existing chain link barrier as indicated on demolition drawings
 - Include all associated lighting design as indicated
3. **Westside**
 - Remove existing mezzanine level, including existing stair and escalator to platform and related structure
 - Remove existing entrance and stairs from Terminal Avenue
 - Remove existing Starbucks retail space, and related existing other structure under the mezzanine level.
 - Add one staircase from concourse to platform
 - Add two escalators (one up and one down) from concourse to platform

- Upgrade existing elevator
- Provide a new entrance directly off west side of Main into station concourse providing a direct visual link between the vertical circulation to the platform level and the major bus offloading and loading point
- Provide a new wide plaza entrance off Terminal Avenue into station concourse providing a direct visual link between the vertical circulation to the platform level and activity on Terminal Avenue
- Provide for gating and Compass Card implementation
- Add new retail space on Terminal Avenue side of stationhouse to replace existing space (dependent on reaching an agreement with Vancity, the property owner)
- Include landscaping at the concourse level, particularly in the area of the plaza on Terminal Avenue

The Main Street SkyTrain Station Upgrade project has been vetted through and approved by our accessibility group.

DESIGN RATIONALE

Main St. Station is proposed to be substantially rebuilt as a prominent civic infrastructure building that will have a dramatic position spanning over Main Street as a bridge structure. Although it will have two entry buildings separated by the street, it is designed to be read as one unified station that follows the curving geometry of the existing guideway.

Each of the entry buildings have two entries that are as widely open and welcoming as possible including on each side an entry that faces public open space. The West Entry faces south to a small urban hard-surface plaza defined by a proposed retail extension to the station and by the existing VanCity tower. The East Entry by contrast faces north to Thornton Park, a formally organized city block of green and treed landscaping.

Main Street Station functions as a major transfer point for both the north and south bound buses with morning and evening rush hour pedestrian flows. The entries and fare gates on each side are designed to smoothly facilitate this flow from bus stop to platform and platform to bus stop. In addition, the station is designed to be a hub for bicyclists with a major secure storage facility. A Handydart parking space will be designated on Station Street leading to a Terminal Avenue entry primarily for accessible entries. Full accessibility will also be provided with elevators on both sides and tactile paths at platform level.

The station design emphasises Crime Prevention Through Environmental Design (CPTED)

principles, applied to both the inside areas and the exterior landscaping, with clearly defined public and secure zones, a high degree of transparency throughout the architecture, clear sightlines, and an avoidance of hiding places.

The form and character of the architecture emphasizes a modern and straightforward approach to design intended to be timeless, appropriate for a civic building that will be functional for a 100 years or more. The materials will be primarily clear glass, expressed steel structure, and a granite-clad ancillary space relating to Thornton Park, with all the materials in a neutral colour palette.

Retail is proposed to be included at both entries as an integral part of the architectural form, further providing CPTED surveillance and enlivening the sidewalk experience.

Patron comfort will be emphasised with a curved wind wall mounted at platform level to the outside of the two guideways providing protection from wind and rain.

Main Street Station as a bridge structure can be seen as connecting communities: the recently built residential areas of False Creek to the west and the emerging developments in the railway lands to the east. This station currently is an important civic building and will become an even more significant community focus as this part of Vancouver evolves in coming decades.

PROJECT HISTORY

The Main Street SkyTrain Station Upgrade Project was originally planned for construction starting in 2008. However, the project was put on hold that same year due to funding constraints. In 2009, construction of the East Stationhouse only was contemplated, to be followed by construction of the West Stationhouse after the February 2010 Olympic Games in Vancouver. Again, due to funding constraints, the project was "shelved". Late in 2011, construction funding was approved and the project is now proceeding to the construction phase. The City of Vancouver has been involved in the design process since 2008, and has been supportive of the project from its inception. The current design that is proceeding to construction has not changed significantly from the original design reviewed by the City in 2008, with the exception of the addition of infrastructure and equipment for the implementation of faregates and Compass Card, and upgrading of the existing west elevator.

PROJECT SCHEDULE

Our current project schedule is as follows:

- January 2013 – East Station house site setup (hoarding, trailers, etc.)
- February 2013 – East Station house construction starts – including demo of stairs, soil anchors, etc. (east access to station shut down)

- April 2013 – Windscreen installation work starts along the full platform length, both sides of the guideway
- October 2013 – New East stationhouse opens, West Stationhouse work begins (west access to station shutdown and 4 month period with 2 car train shuttle begins)
- August 2014 – Construction complete.

INTENTION FOR THE WEST CRUs

The project involves renovation of the existing West Station house, and the new construction of a East Station house across Main Street. This submission includes drawings and references to the proposed CRUs on the Terminal Avenue side of the West Station house. TransLink and Vancity are still supportive of the CRUs and if an acceptable cost-sharing solution for these CRUs can be found with Vancity, the CRUs will go forward. If an agreement cannot be reached with Vancity, the CRUs will be removed from the West Stationhouse design and updated drawings will be submitted that reflect that change for review by the City.

STAKEHOLDER AND PUBLIC OPEN HOUSE MEETINGS

A number of stakeholder and public open house meetings have been held since 2008, when this project originally was approved by TransLink for construction. The City of Vancouver was present at the majority of those meetings. Minutes of the three significant meetings held, including attendees and feedback are provided with this letter:

- September 9, 2008 – Public Information Meeting
- November 18, 2008 - Public Open House
- August 23, 2012 - Stakeholder Update Meeting

There is a final open house planned currently for January 8, 2013 to present the project and plans during the construction phase, under our current modified DAP process agreed to with the City of Vancouver.

Also included in this package is our current contact list for stakeholders and other interested parties as a result of our public meetings.

FLOOR AREA

Included in this package is a summary of the floor area of the new station design, including existing and new CRU space, and the area of the bike storage facility.

BIKE STORAGE RACKING SYSTEM

There is a bike storage facility included in the scope of the East stationhouse design, located on the south side of the building along Terminal Avenue. The space is approximately 980 sq ft and is designed with a specific racking system that can provide accommodation for approximately 80 bikes. Access will be provided through a Terminal Avenue entrance door with use of a Compass Card. Please refer the architectural drawings for the details of the space. The specific racking system to be used (from Urban Racks) is included in this submission package.

LOADING AND GARBAGE ACCESS FOR RETAIL

There is retail space included in the East Stationhouse (approximately 880 sq ft). It is understood that an agreement with the City is required prior to leasing this space for retail use; this will be pursued as a separate item. Loading and garbage access options for this retail space are straightforward due to the room available on this side of Main, and include the use of nearby Station Street to the east.

Loading and garbage access for the proposed retail space on the west will be subject to the current discussions and negotiations with Vancity, and will be reviewed with the City of Vancouver once resolved.

VANCITY LOADING DOCK DOOR - CODE REVIEW

Currently there is a ground level door access from the Vancity loading dock on the west side of the station that opens into the area under the mezzanine level of the station, just north of the elevator. Vancity has been using this door for loading and garbage access for their retail units. Both the south portion of the loading dock, as well as the area the door opens into, is fully within TransLink's Statutory Right of Way.

In response to Vancity's claim that this door is an emergency exit for their development, we had our code consultants review the original 1994 building code analysis report prepared by Gage Babock & Associates for the Vancity development, as well as the current conditions on site. Their conclusion is that the door in question was never designated in the report as an emergency exit, and that there are alternative exits available to Vancity. The pertinent emails and reports are included in this submission package.

FIRE DEPARTMENT ACCESS AND CONTROL PANELS

The design was vetted through and approved by the Vancouver Fire Chief during the design process. The current firefighters' command post located to the left of the existing elevator on the

west side is being relocated to the west wall of the CRUs. The existing Siamese connections located on the west end of the smoke shop will be relocated to a position in the south plaza in front of the west station house. Please refer to the architectural drawings for details.

NORTH ENTRANCE TO WEST STATIONHOUSE

The existing station on the west side has a passageway under the mezzanine level, at grade, from Terminal Avenue through to the area to the north of the station. This access will be closed off under the new design. The upgraded station will be brighter, more open and with less dark spaces, including a full glass wall running along the north side of the station concourse providing maximum visibility into this area through the glazed walls. In our opinion, the new station design will provide a much more secure environment than currently exists.

REMARKS on ORIGINAL SCOPING DOCUMENT (refer to letter from City of Vancouver dated January 9, 2009) – As applicable

1. Land Survey

- All existing utilities are shown on the mechanical drawings supplied
- All east side development is located on dedicated road. As requested, an as-built site survey of the completed works will be provided, and arrangements made to modify the existing BC Transit/ALRT Street Use Agreement to reflect the new construction on City Streets.

2. Sewer Design

- The East side stationhouse location impacts two of the City's existing sewer lines (will be built overtop of the 6 meter deep lines). A draft letter was provided to TransLink April 28, 2009 from Ryan The of the City of Vancouver outlining the City's requests in this matter. Shortly after this letter was received the station upgrade project was shelved due to lack of funding. We are now in a position to finalize this agreement and will be providing the City with our review comments on this letter so it can be resolved.

3. Waterworks Design

- The 300mm water main was relocated by the City at TransLink's cost in 2009. The mechanical drawings reflect the as-built water main as supplied by the City.

4. Streets Administration

- The existing public toilet is not being relocated.

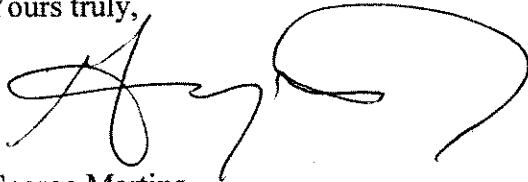
November 19, 2012

Page 8 of 8

- There is a washroom in both station houses that is accessible to the public with the assistance of a SkyTrain attendant.

We look forward to the City of Vancouver's response to this project. Please contact the undersigned with any questions or if you need further information. Thank you.

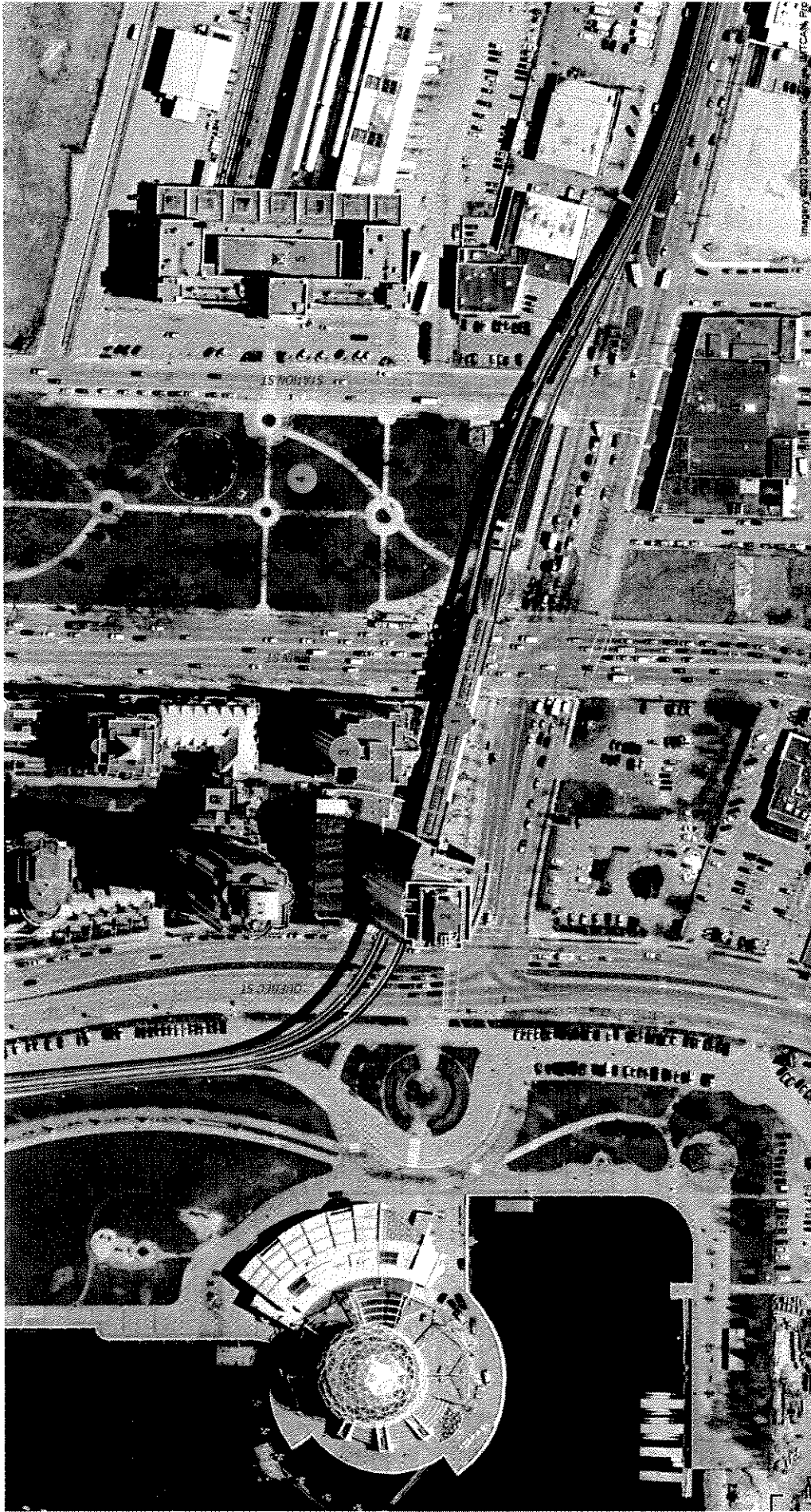
Yours truly,

A handwritten signature in black ink, appearing to read 'George Martins', with a large, sweeping flourish extending to the right.

George Martins

Project Manager, Engineering and Project Services

cc: RMC



1. EXISTING

1. CONTEXT PLAN - EXISTING STATION

LEGEND

- 1. MAIN STREET SKY TRAIN STATION
- 2. CENTRAL STATION
- 3. SOUTH CENTRAL STATION

Image © 2012 DigitalGlobe, GeoEye, Earthstar, etc.

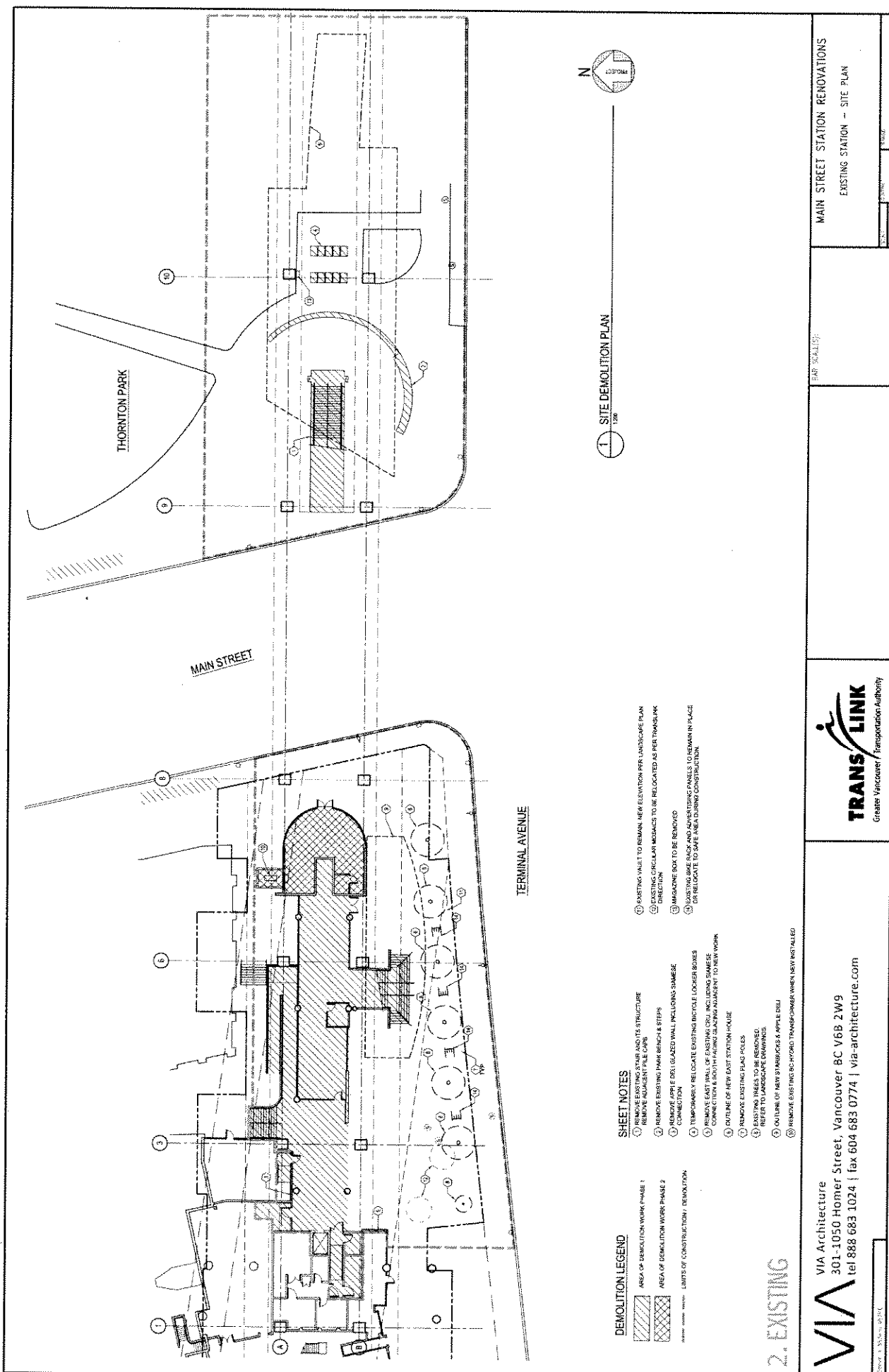
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VIA Architecture
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tel 888 683 1024 | fax 604 683 0774 | via-architecture.com

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MAIN STREET STATION RENOVATIONS
EXISTING CONTEXT - AERIAL PHOTO

DATE: 10/20/12



1. SITE DEMOLITION PLAN
1:500



- DEMOLITION LEGEND**
- AREA OF DEMOLITION WORK PHASE 1
 - AREA OF DEMOLITION WORK PHASE 2
 - LIMITS OF CONSTRUCTION / DEMOLITION
- SHEET NOTES**
- 1) REMOVE EXISTING STAIR AND ITS STRUCTURE
 - 2) REMOVE EXISTING PALE CARP
 - 3) REMOVE EXISTING PARK BENCH & STEPS
 - 4) REMOVE APPLE DELI GLAZED WALL INCLUDING SHAMISE CONNECTION
 - 5) TEMPORARILY RELOCATE EXISTING BICYCLE LOCKER BOXES
 - 6) REMOVE EAST WALL OF EXISTING CIRCULAR CONNECTION & SOUTH FACING GLAZING ADJACENT TO NEW WORK
 - 7) REMOVE EXISTING PLAS POLES
 - 8) EXISTING BASES TO BE REUSED, REFER TO LANDSCAPE DRAWINGS
 - 9) OUTLINE OF NEW 9' BICYCLES & APPLE DELI
 - 10) REMOVE EXISTING HYDRO TRANSFORMER WHEN NEW INSTALLED
 - 11) EXISTING WALL TO REMAIN, NEW ELEVATION PER LANDSCAPE PLAN
 - 12) EXISTING CIRCULAR MESSAGES TO BE RELOCATED AS PER THORNTON DIRECTION
 - 13) MAGAZINE BOX TO BE REMOVED
 - 14) EXISTING SIDE FASER AND MAGAZINE PANELS TO REMAIN IN PLACE OR RELOCATE TO SAFE AND DURING CONSTRUCTION

2. EXISTING

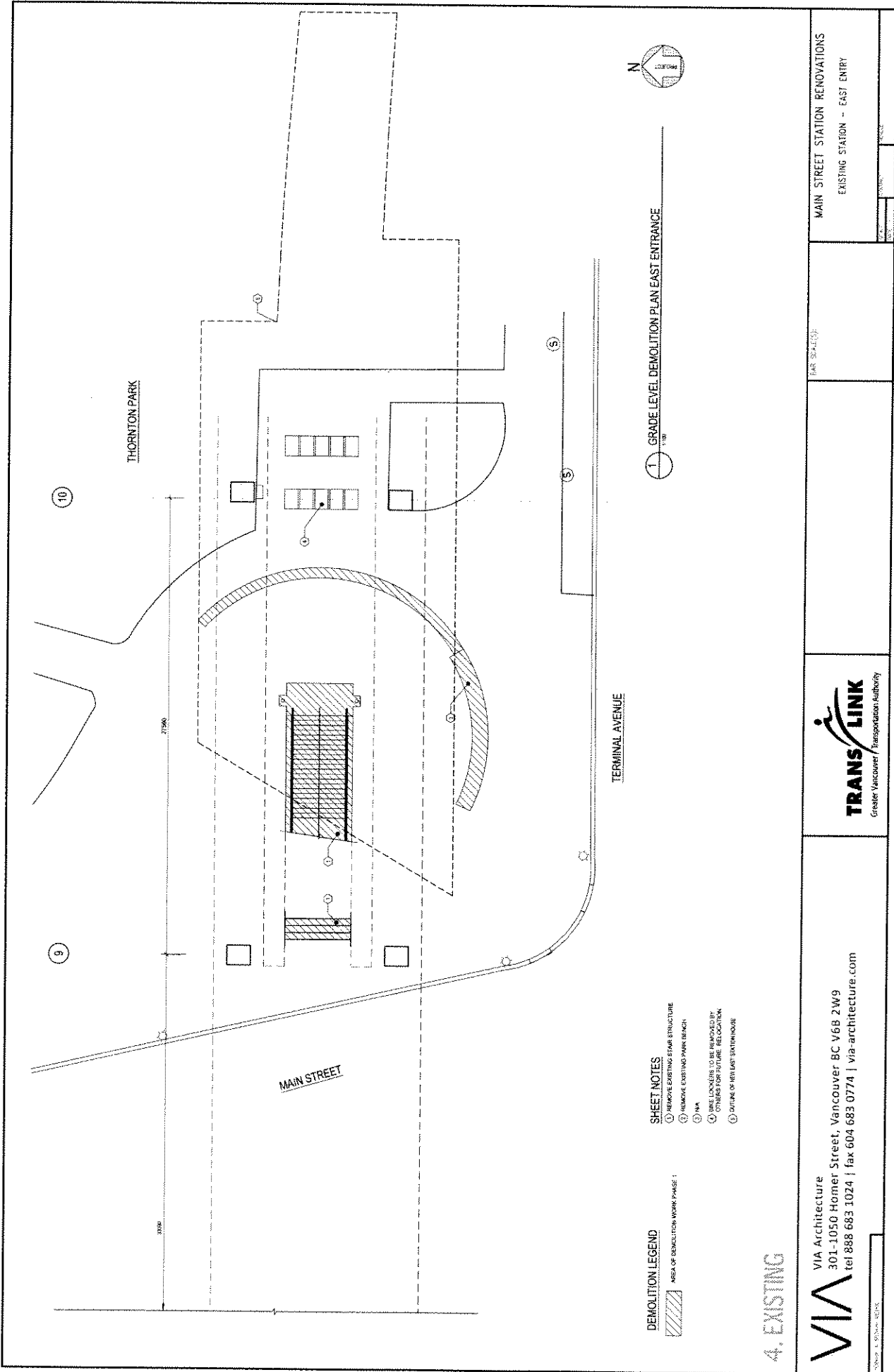
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MAIN STREET STATION RENOVATIONS
EXISTING STATION - SITE PLAN

DATE: 11/20/2013
SCALE: 1:500
SHEET NO: 1

Appendix F; page 2 of 33



- SHEET NOTES**
- ① REMOVE EXISTING STAIR STRUCTURE
 - ② REMOVE EXISTING PARK BENCH
 - ③ N/A
 - ④ AREA TO BE RELOCATED BY OTHERS FOR FUTURE RELOCATION
 - ⑤ OUTLINE OF FUTURE ENTRANCE

DEMOLITION LEGEND

- ▨ AREA OF DEMOLITION WORK PHASE 1

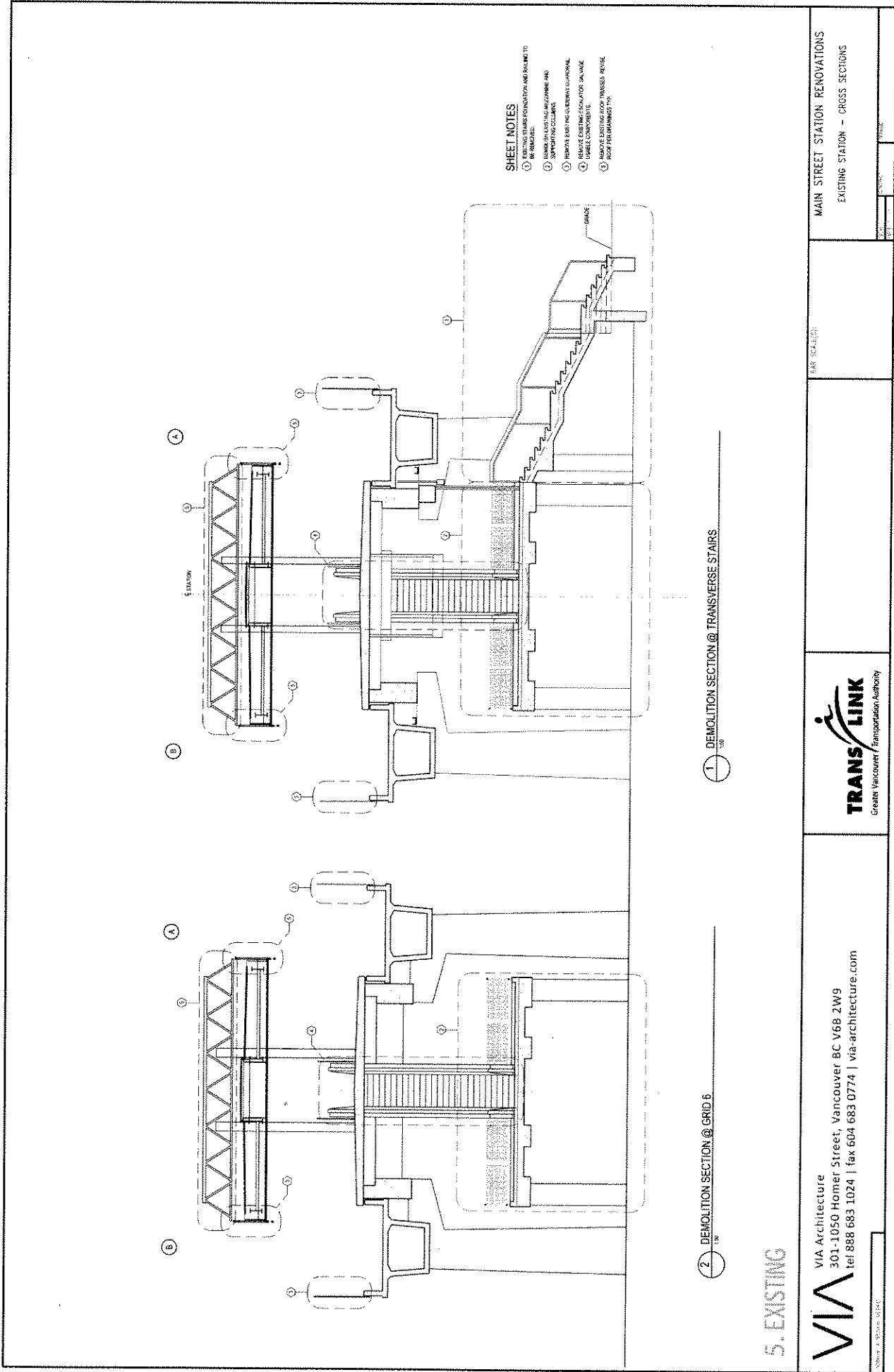
4. EXISTING

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DATE: 01/11/2011

MAIN STREET STATION RENOVATIONS
 EXISTING STATION - EAST ENTRY



- SHEET NOTES**
- 1 EXISTING STAIRS FOUNDATION AND RAILING TO BE REMOVED.
 - 2 DEMOLISH EXISTING MEZZANINE AND SUPPORTING COLUMNS.
 - 3 REMOVE EXISTING OVERWAY GUARDRAIL.
 - 4 REMOVE EXISTING ELEVATOR SHAFTS AND EMBLEM COMPONENTS.
 - 5 REMOVE EXISTING ROOF TRUSSES, RIBS, AND ROOF PERIMETER FINISH.

1 DEMOLITION SECTION @ TRANSVERSE STAIRS

2 DEMOLITION SECTION @ GRID 6

5. EXISTING

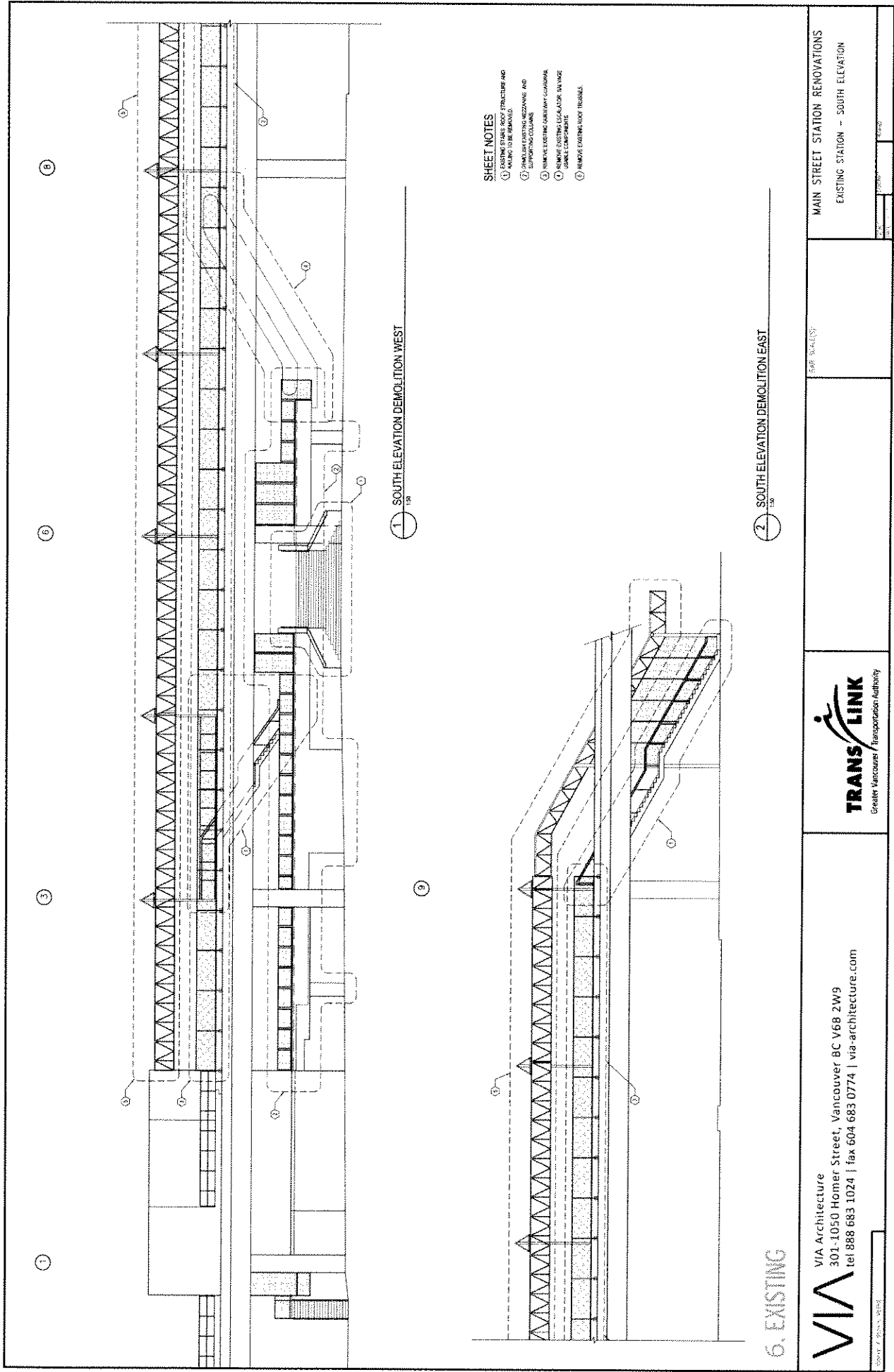
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BAR SECTION

MAIN STREET STATION RENOVATIONS
 EXISTING STATION - CROSS SECTIONS

Appendix F; page 5 of 33



- SHEET NOTES**
- 1. EXISTING STAIRS, ROOF STRUCTURE AND MASONRY TO BE REMOVED.
 - 2. DEMOLISH EXISTING MEZZANINE AND SUPPORTING COLUMNS.
 - 3. REMOVE EXISTING GAMBRIEL GUARDRAIL.
 - 4. REMOVE EXISTING ESCALATOR ON WIDE GABLE COMPARTMENT.
 - 5. REMOVE EXISTING ROOF TRUSSES.

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 tel 888 683 1024 | fax 604 683 0774 | via-architecture.com

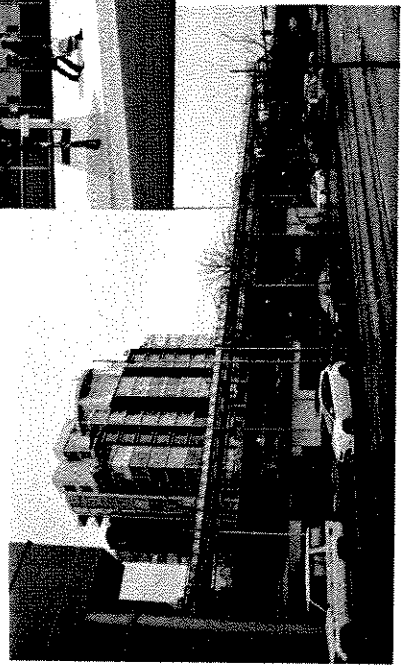


DATE: 12/15/11
 SCALE: 1/8" = 1'-0"

MAIN STREET STATION RENOVATIONS
 EXISTING STATION - SOUTH ELEVATION



PROPOSED



9. EXISTING

VIA Architecture
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 tel 888 683 1024 | fax 604 683 0774 | via-architecture.com

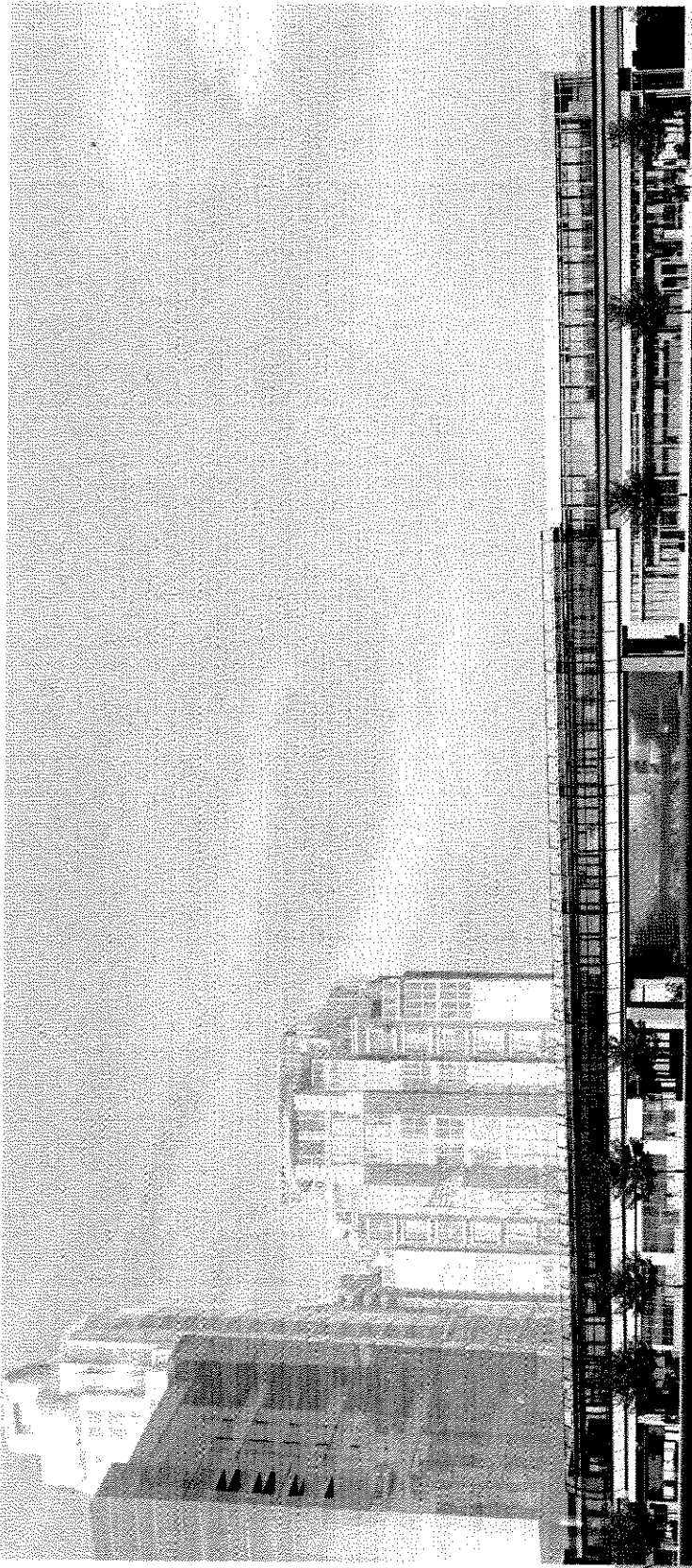


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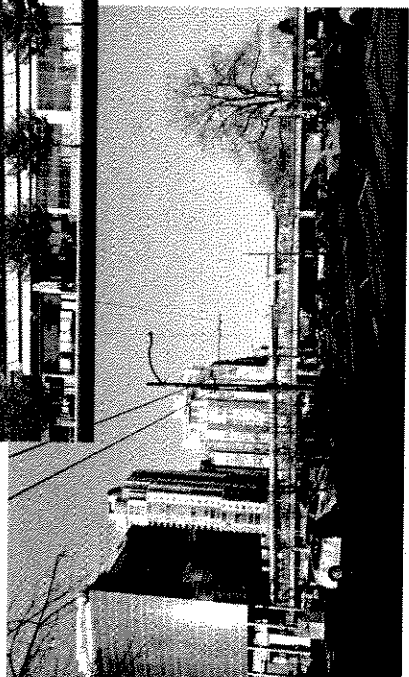
MAIN STREET STATION RENOVATIONS
 EXISTING + PROPOSED
 VIEW FROM SOUTH WEST

DATE: 11/11/11
 DRAWN BY: [illegible]
 CHECKED BY: [illegible]

Appendix F ; page 9 of 33



PROPOSED



10. EXISTING

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 Tel 888 683 1024 | Fax 604 683 0774 | via-architecture.com

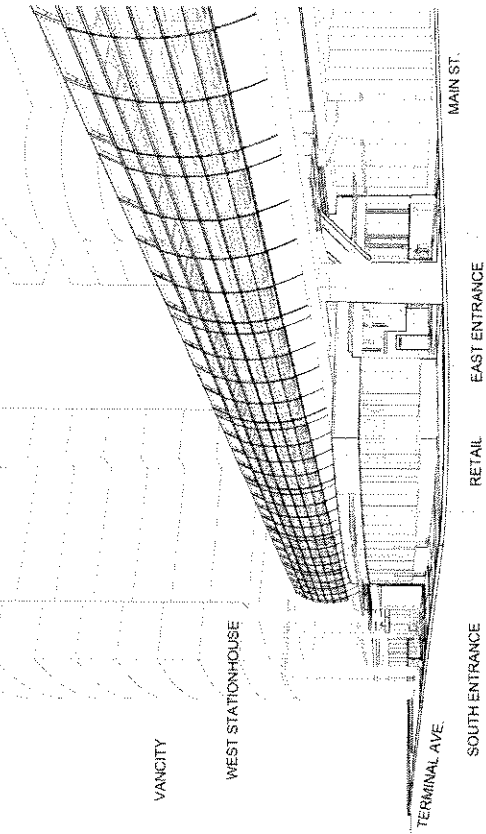


FOR QUALITY

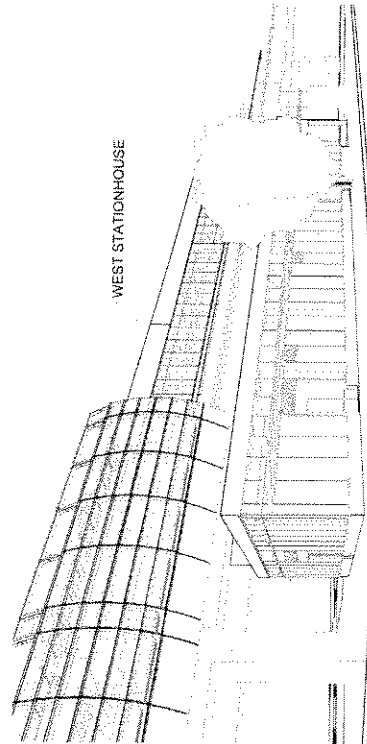
MAIN STREET STATION RENOVATIONS
 EXISTING + PROPOSED
 VIEW FROM SOUTH EAST

DATE: 10/13/2014
 SCALE: 1/8" = 1'-0"

Appendix F; page 10 of 33

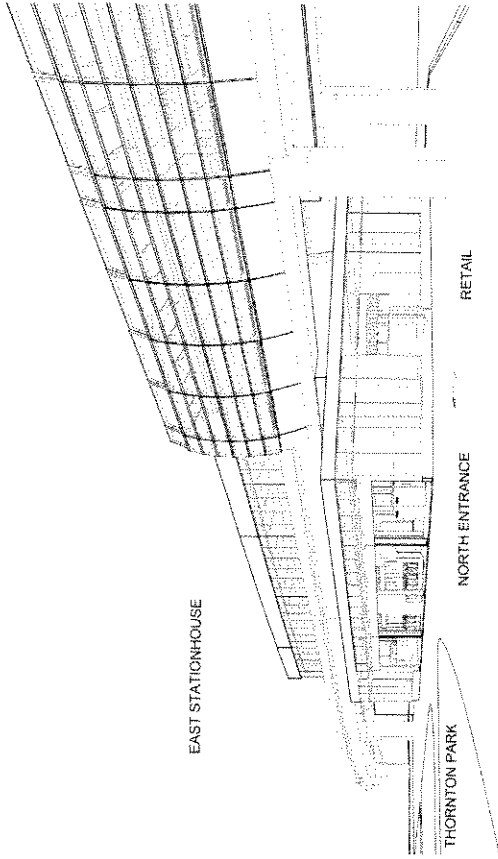


WEST CONCOURSE VIEW FROM MAIN ST. LOOKING NORTH-WEST

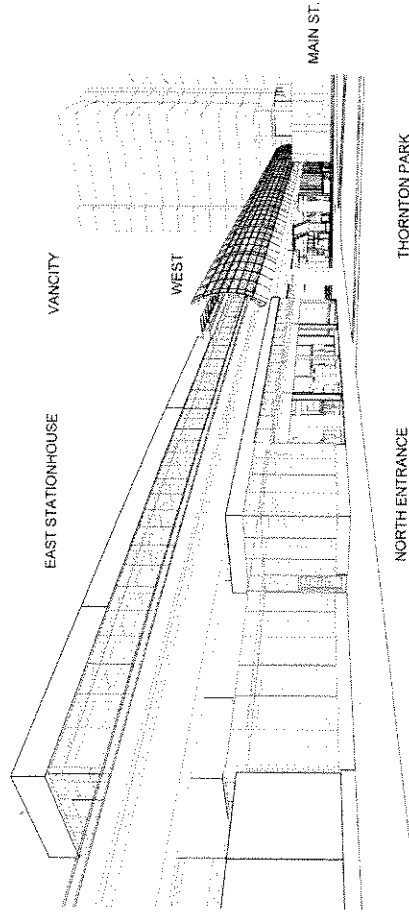


EAST CONCOURSE RETAIL + BIKE FACILITY LOOKING NORTH-EAST

11. PROPOSED



EAST CONCOURSE VIEW FROM BUS STOP LOOKING SOUTH-EAST



EAST CONCOURSE THORNTON PARK ENTRANCE LOOKING SOUTH-WEST

VIA
 VIA Architecture
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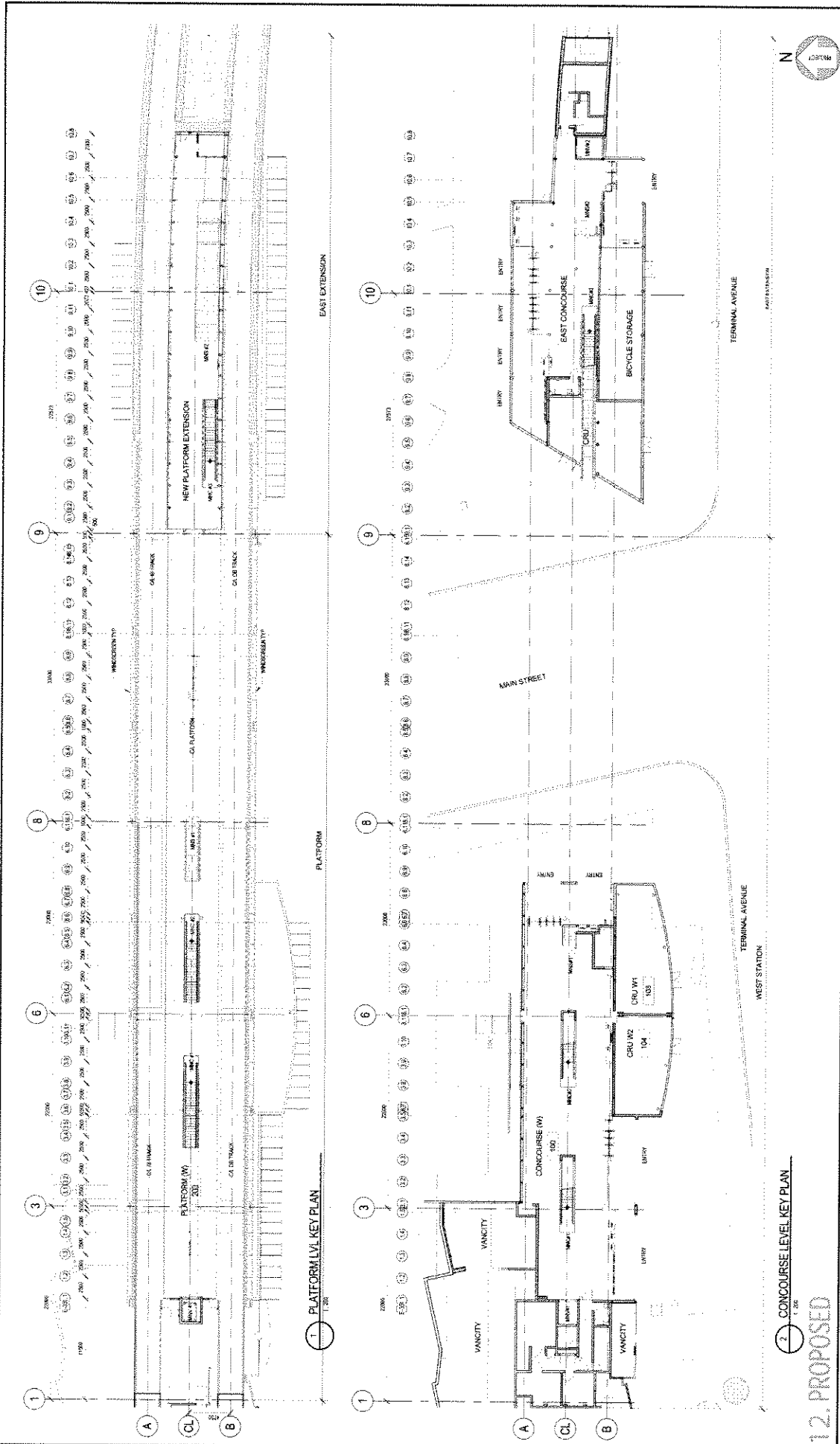
TRANS LINK
 Greater Vancouver Transportation Authority

DATE: 03/10/10

MAIN STREET STATION RENOVATIONS
 WEST + EAST ENTRIES - DETAIL VIEWS

PROJECT: 10-0000-0000

SCALE:



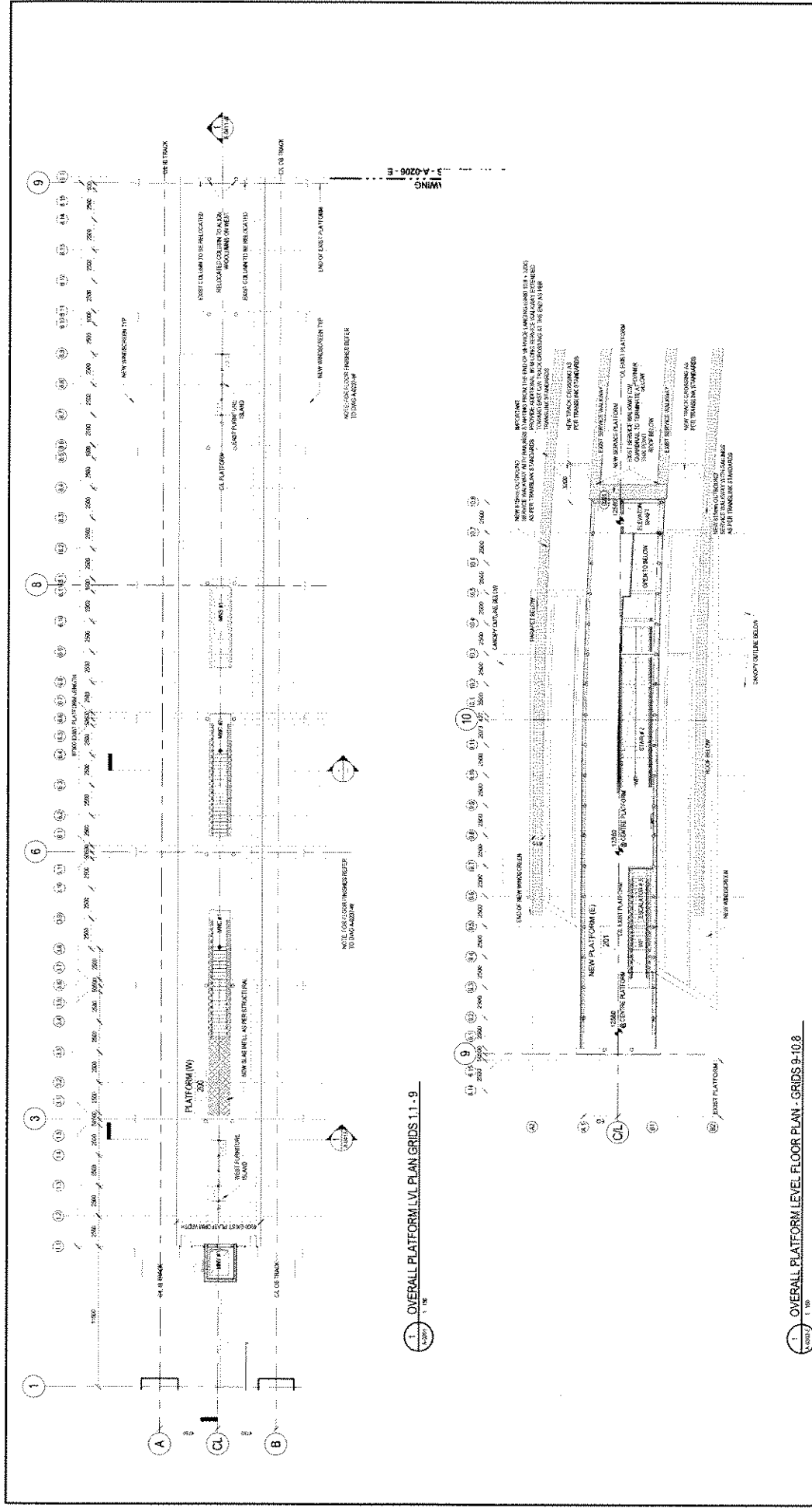
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 Greater Vancouver Transportation Authority

MAIN STREET STATION RENOVATIONS
 PROPOSED STATION -
 GRADE LEVEL + PLATFORM PLANS

DATE: 12/15/2011
 FILE NO: 11-001-0001
 SHEET NO: 11-001-0001-001

Appendix F; page 2 of 33



1 OVERALL PLATFORM LEVEL PLAN GRIDS 1.1 - 9
1:100

1 OVERALL PLATFORM LEVEL FLOOR PLAN - GRIDS 9-10.8
1:100

15. PROPOSED

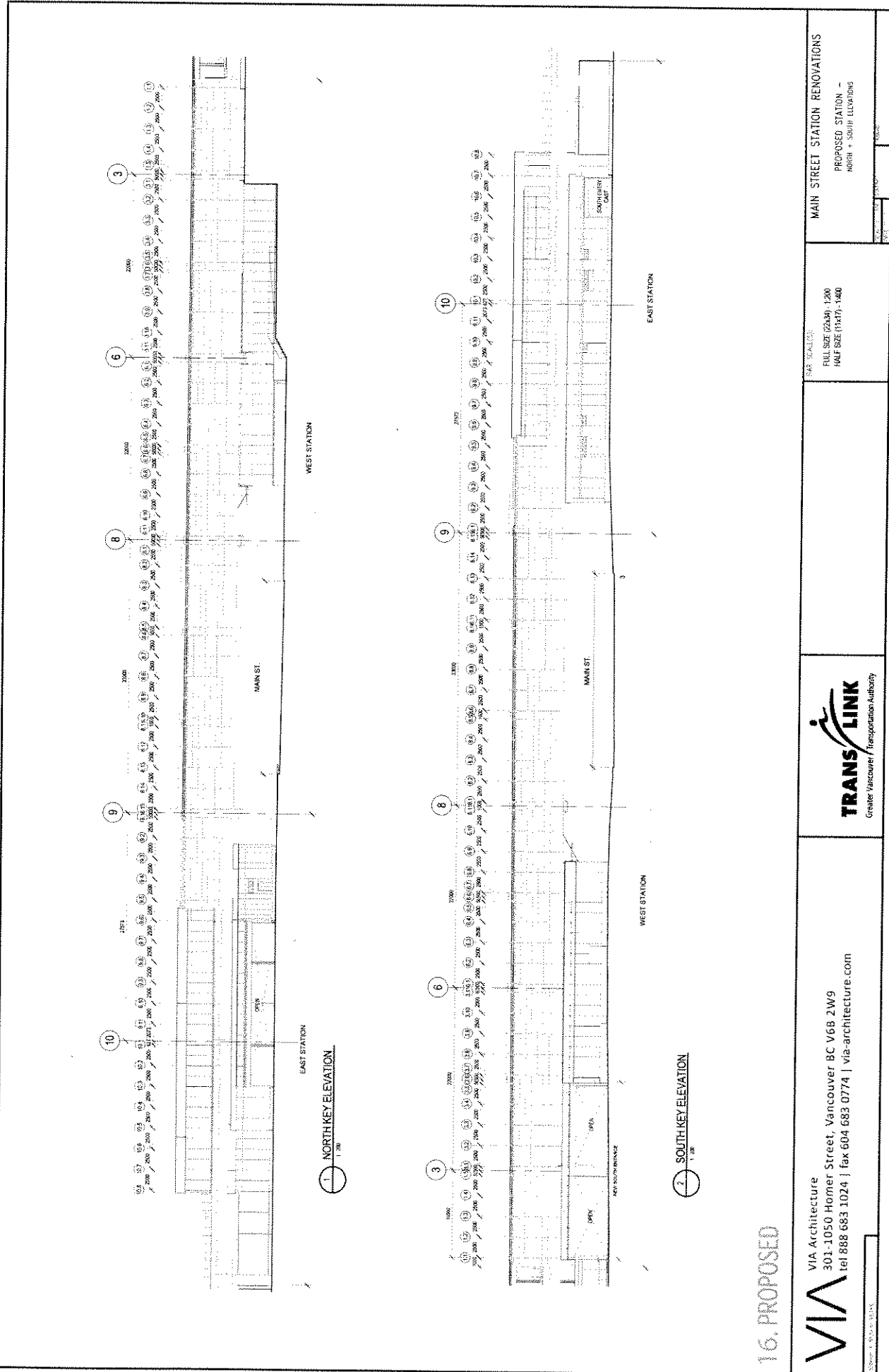
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5/8 SCALE (S)
FULL SIZE (20X30) - 1:150
HALF SIZE (11X17) - 1:300

MAIN STREET STATION RENOVATIONS
PROPOSED STATION - PLATFORM LEVEL

Appendix F; page 15 of 33



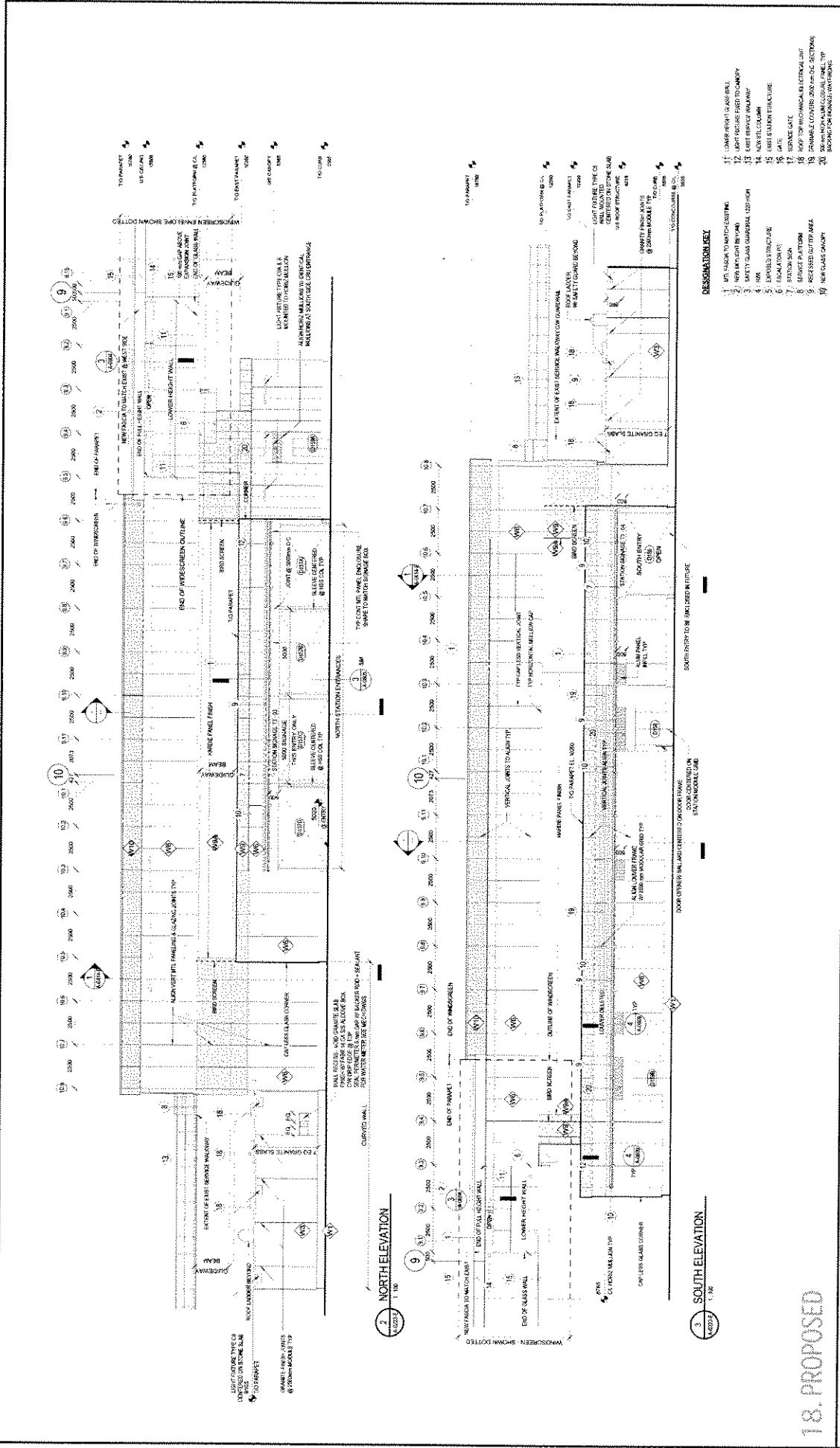
16. PROPOSED

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BAR SCALE:
 FULL SIZE (2440) 1:200
 HALF SIZE (1147) 1:400

MAIN STREET STATION RENOVATIONS
 PROPOSED STATION -
 MURPHY + SHUBB LLOYD/ARIS



18. PROPOSED

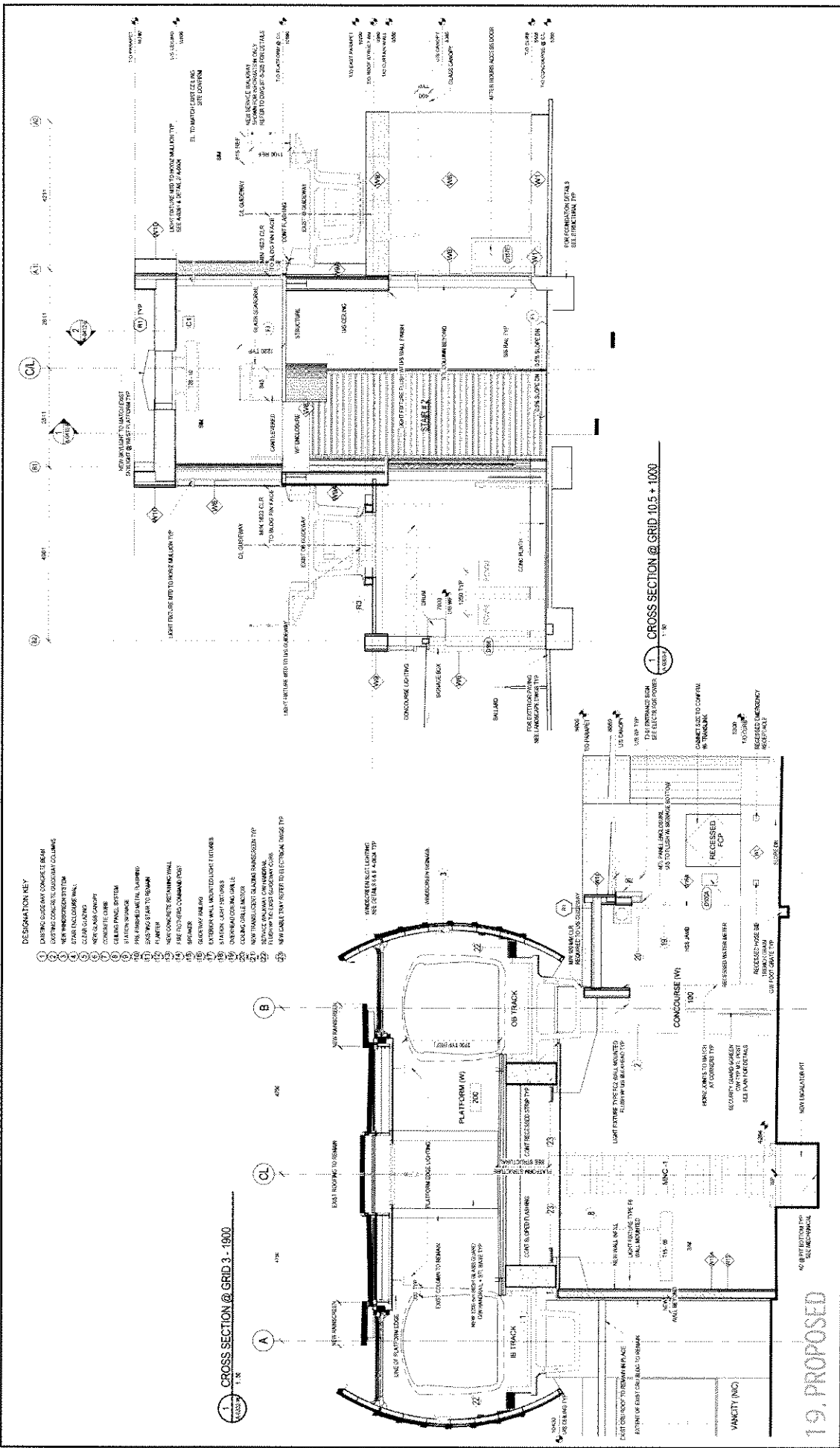
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 Greater Vancouver Transportation Authority

MAIN STREET STATION RENOVATIONS
 PROPOSED STATION -
 EAST ENTRY ELEVATIONS

SHEET NO. 18.01
 FULL SIZE (2200H x 1100)
 HALF SIZE (1100H x 550)

Appendix F : page 18 of 33



- DESIGNATION KEY**
1. EXISTING CONCOURSE CONCRETE BEAM
 2. NEW CONCOURSE CONCRETE COLUMN
 3. NEW CONCOURSE CONCRETE WALL
 4. NEW CONCOURSE CONCRETE WALL
 5. NEW CONCOURSE CONCRETE WALL
 6. NEW CONCOURSE CONCRETE WALL
 7. NEW CONCOURSE CONCRETE WALL
 8. NEW CONCOURSE CONCRETE WALL
 9. NEW CONCOURSE CONCRETE WALL
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 12. NEW CONCOURSE CONCRETE WALL
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 19. NEW CONCOURSE CONCRETE WALL
 20. NEW CONCOURSE CONCRETE WALL
 21. NEW CONCOURSE CONCRETE WALL
 22. NEW CONCOURSE CONCRETE WALL
 23. NEW CONCOURSE CONCRETE WALL
 24. NEW CONCOURSE CONCRETE WALL
 25. NEW CONCOURSE CONCRETE WALL

1. CROSS SECTION @ GRID 3 - 1000
1:8

1. CROSS SECTION @ GRID 10.5 + 1000
1:8

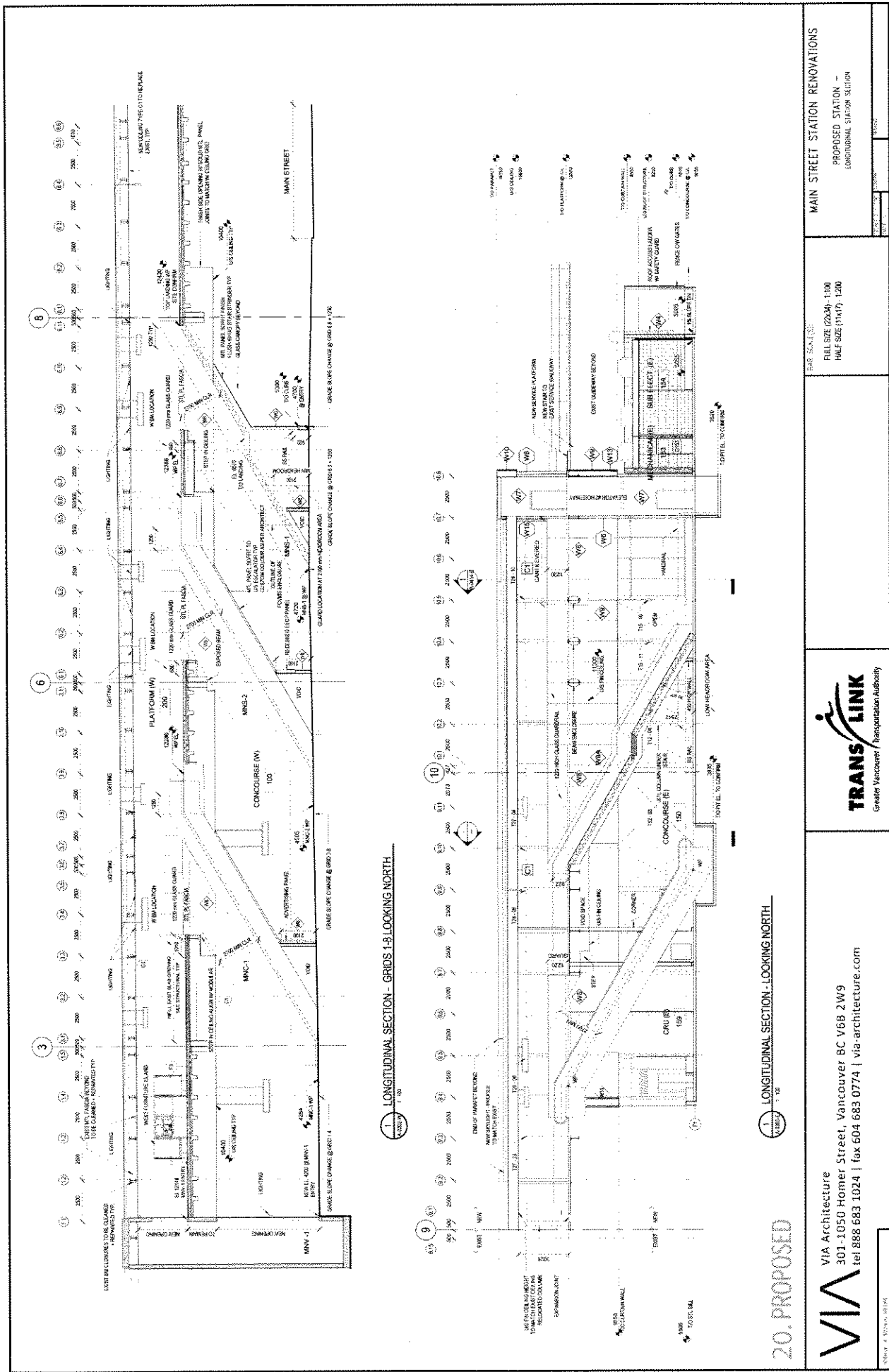
TRANS LINK
Greater Vancouver Transportation Authority

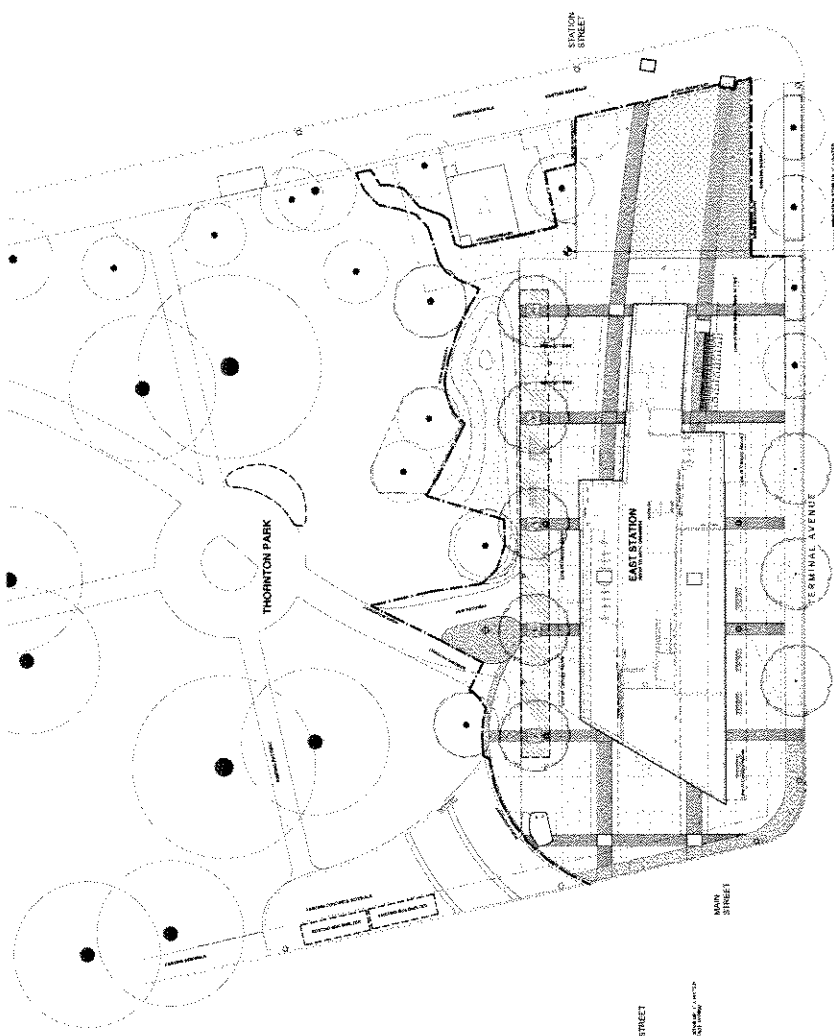
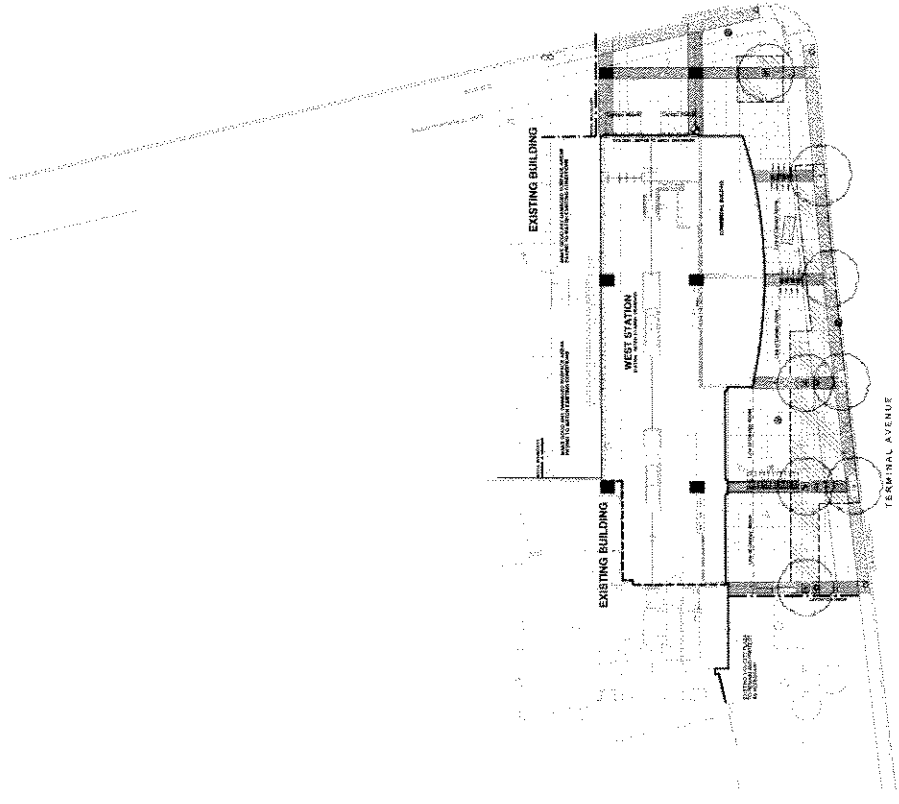
MAIN STREET STATION RENOVATIONS
PROPOSED STATION - CROSS SECTIONS

PART SCALE:
FULL SIZE (2346) : 150
HALF SIZE (1173) : 100

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tel 888 683 1024 | fax 604 683 0774 | via-architecture.com

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2.2. PROPOSED

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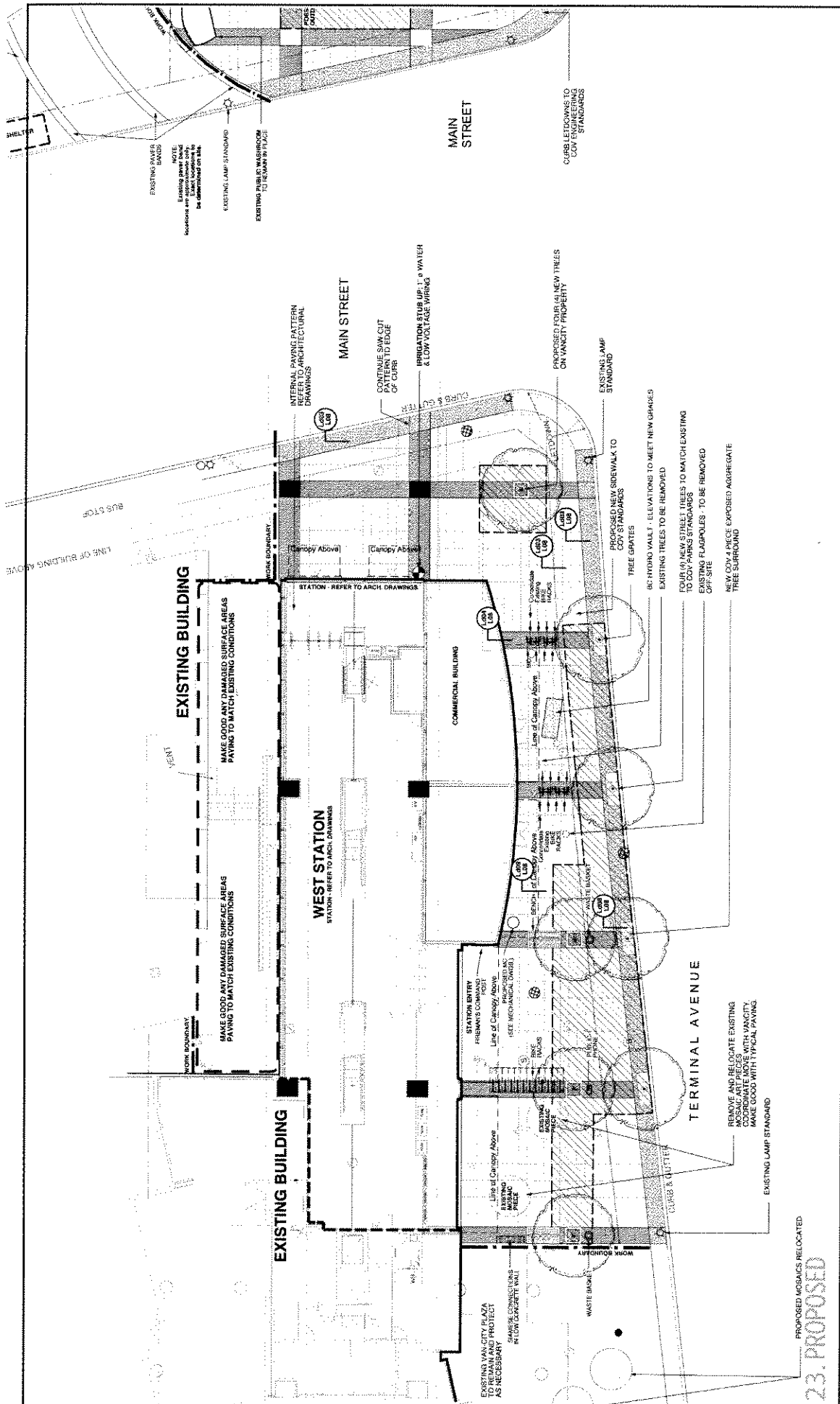


PREPARED BY:
durante 
 Duran KMA LLC
 100-10714 43rd Ave
 Vancouver BC V6V 1J6
 TEL: 604 261 8811
 FAX: 604 261 0777
 WWW.DURANTE.COM

SCALE:

MAIN STREET STATION RENOVATIONS
 PROPOSED STATION -
 LANDSCAPE SITE PLAN


Appendix F : page 22 of 33



PROPOSED

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TRANS LINK
 Greater Vancouver Transportation Authority

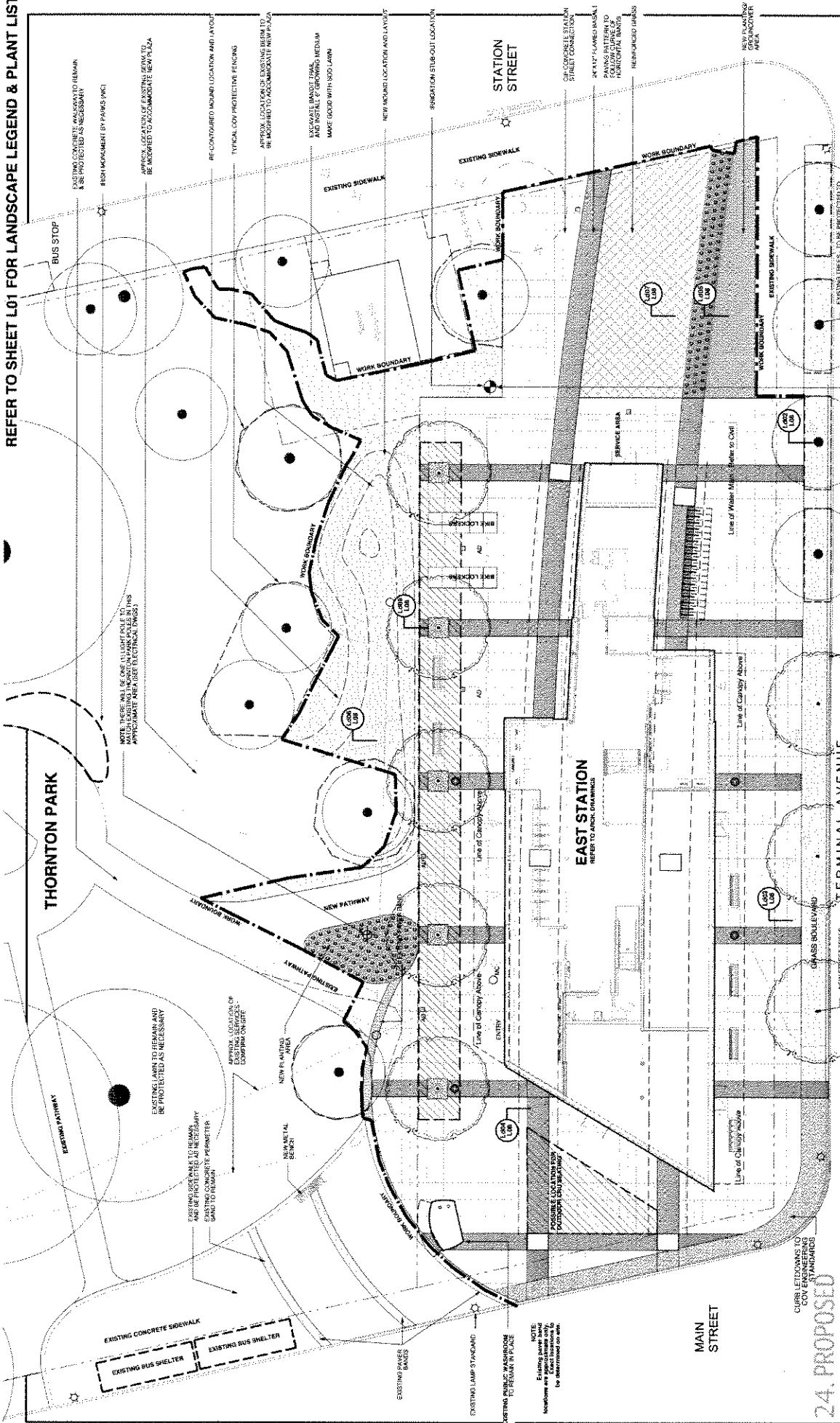
PREPARED BY: **durante** 

DATE: 02-11-2010

MAIN STREET STATION RENOVATIONS
 PROPOSED STATION -
 LANDSCAPE WEST ENTRY

Appendix F : page 23 of 33

REFER TO SHEET L01 FOR LANDSCAPE LEGEND & PLANT LIST



THORNTON PARK

EAST STATION
REFER TO ANCH. DRAWINGS

TERMINAL AVENUE

MAIN STREET

STATION STREET

MAIN STREET STATION RENOVATIONS

PROPOSED STATION -
LANDSCAPE LAST ENTRY

PREPARED BY:

durante

1-800-661-8777
www.translink.ca

TRANS LINK
Greater Vancouver Transportation Authority

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tel 888 683 1024 | fax 604 683 0774 | via-architecture.com

24. PROPOSED

Appendix F : page 24 of 33

BENEFITS

The upgrading and extensions to Main Street Station will provide improvements to the neighborhood with the following benefits:

- * Much improved safety and security in and around the station with a focus on CPTED concerns for improved lighting, clear visibility and sightlines, securely controlled interiors.
- * 2 new landscaped concourses east and west will animate and enliven both sides of Main Street and the surrounding + Plaza sidewalk areas.
- * East concourse integrated into Thornton Park with improved pedestrian connections to the CN train terminal and new landscaping.
- * West concourse upgraded with removal of entry stair, mezzanine level and unsafe lower area
- * New urban plaza on West side with street trees, lighting, seating and bike racks
- * Both West and East concourses, fully accessible with 2 elevators and new HandyDart location on street + removal of mezzanine.
- * Windwall specialty lighting artwork adds interest to interior + exterior at night.

- * Full bike facility on the East side with secure storage for 80 bikes plus outdoor racks.

- * Station with 4 entries, 2 facing Terminal Ave and 2 facing Main Street create a welcoming integration with pedestrian environment.
- * Direct bus transfer movement between Northbound and Southbound Main Street Bus stops and station entries.
- * Both West and East concourses include retail units for amenity convenience and to improve "Eyes on the street" + street activation.
- * VANCTY Passageway improved with new lighting, removal of "working areas", and surveillance through glass from station interior. Possible security gates have been proposed.
- * Greatly improved weather protection at platform level with new glazed windwall and canopy extensions.
- * Improved aesthetic appearance of the elevated station for drivers approaching along Terminal Ave and drivers passing under the guideway at Main St.



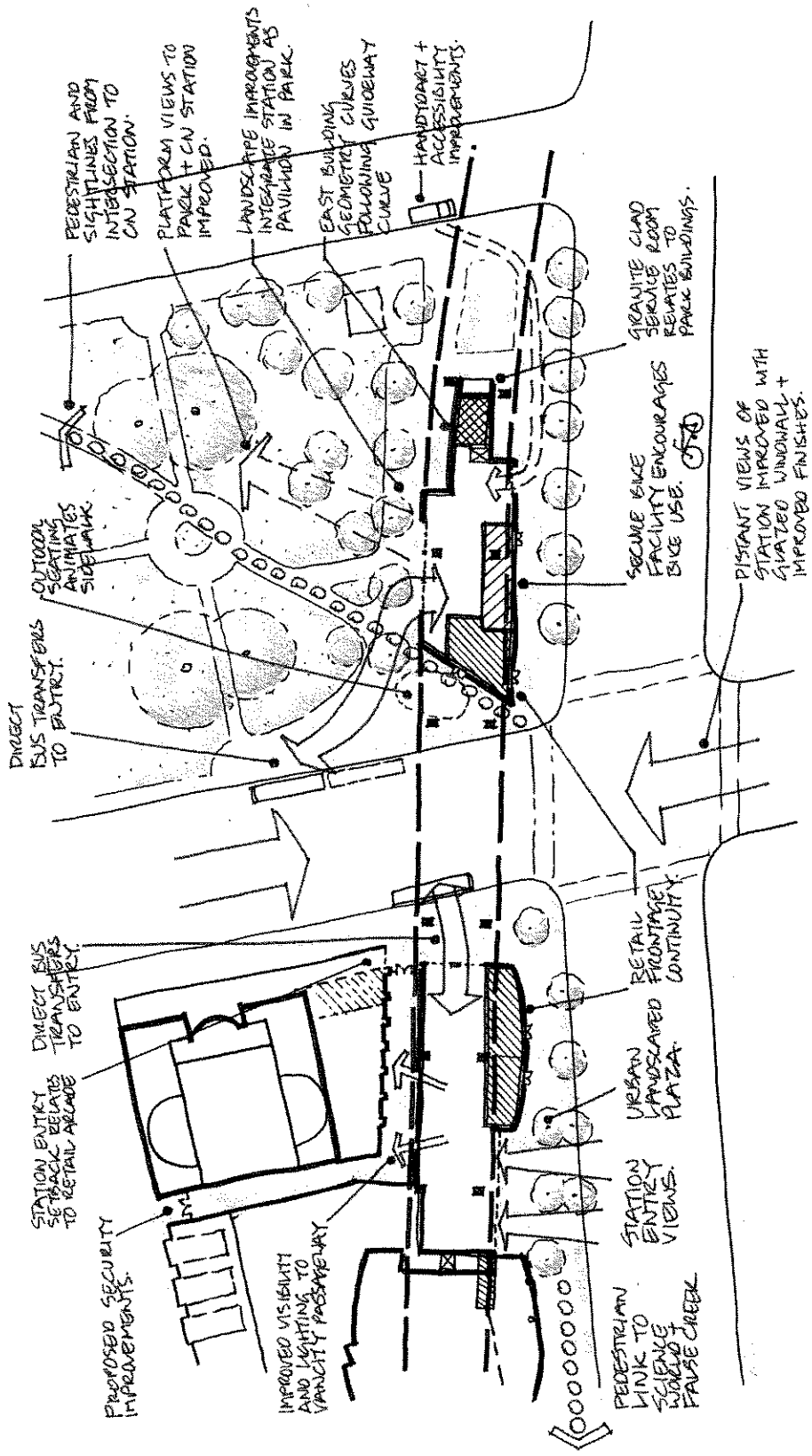
VIA Architecture
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DATE: 06-10-15

MAIN STREET STATION RENOVATIONS

PROPOSED BENEFITS



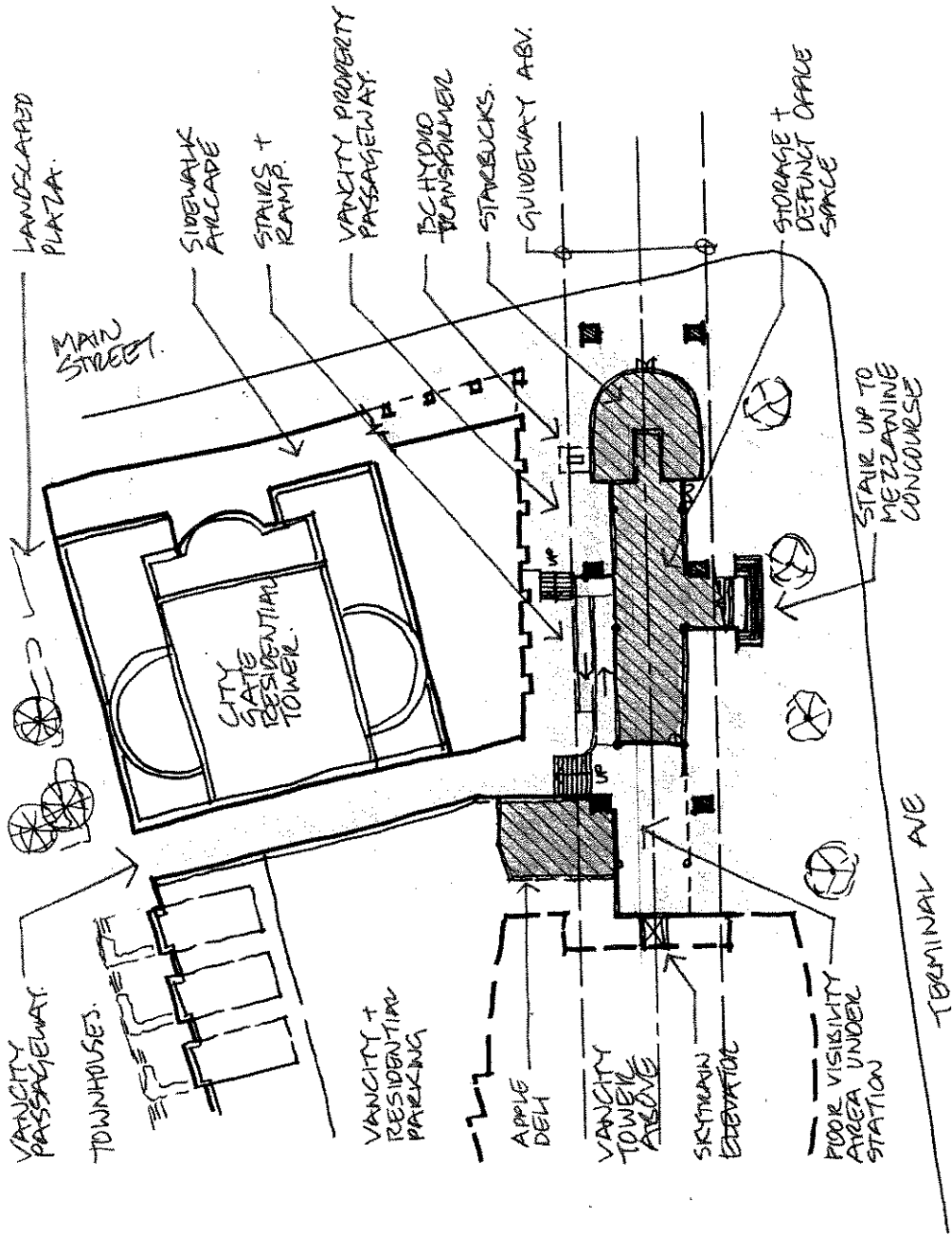
26. PROPOSED

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648 SCALE

MAIN STREET STATION RENOVATIONS
 URBAN DESIGN BENEFITS



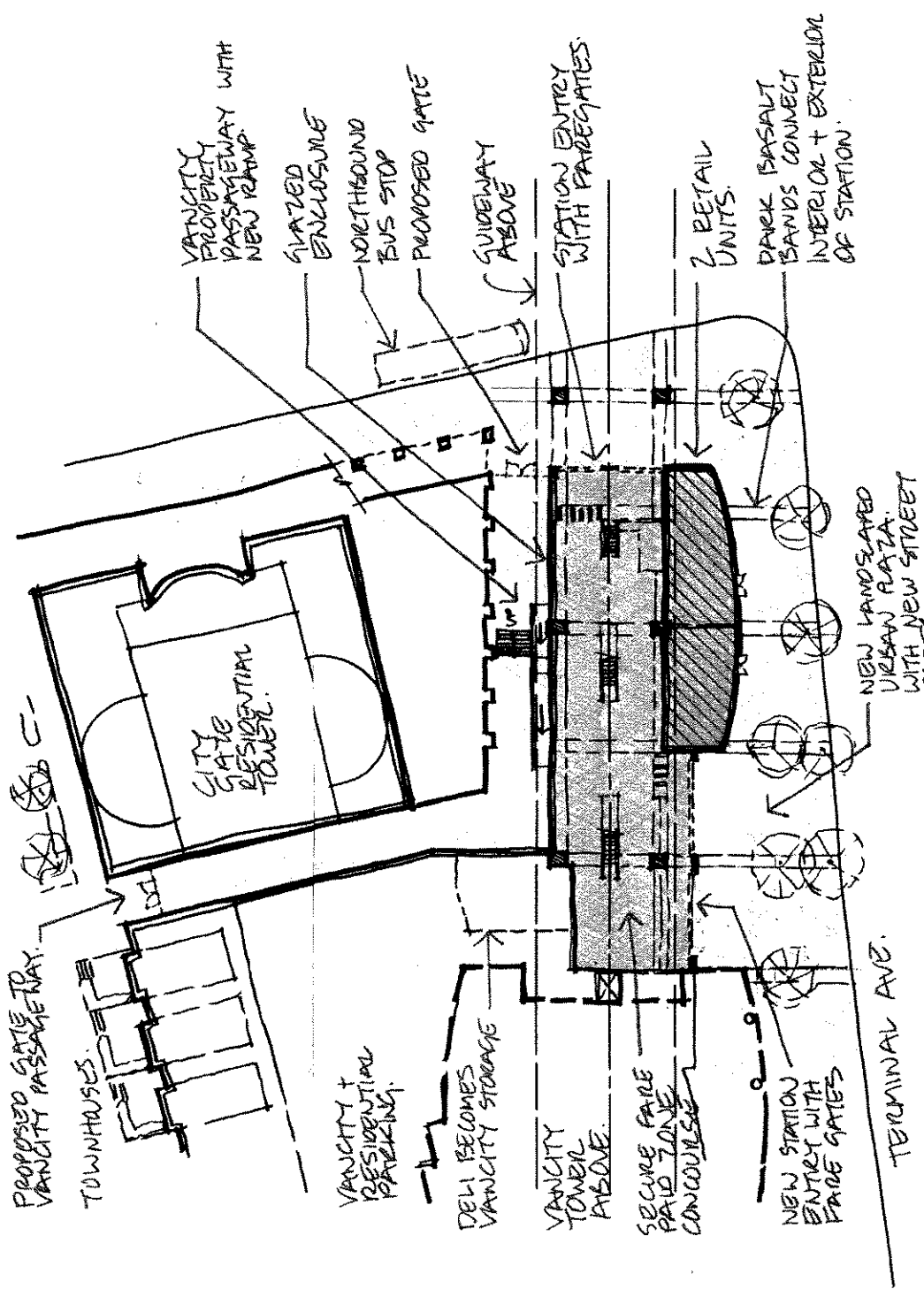
27. EXISTING

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BAR SCALE:

MAIN STREET STATION RENOVATIONS
 EXISTING - PLAN



28. PROPOSED

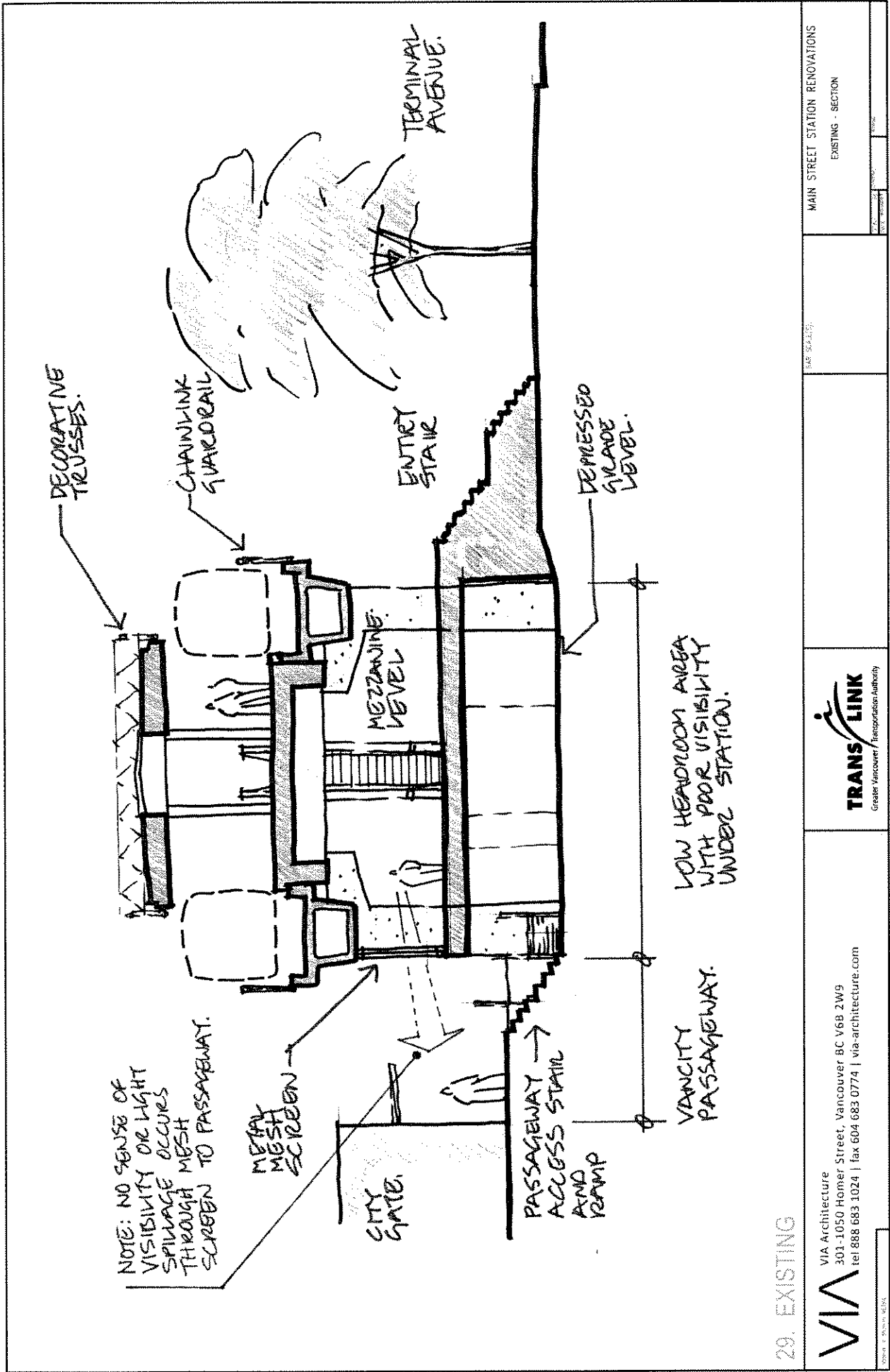
VIA
 VIA Architecture
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DATE: 04/11/11

MAIN STREET STATION RENOVATIONS

PROPOSED - PLAN



NOTE: NO SENSE OF VISIBILITY OR LIGHT SPILLAGE OCCURS THROUGH MESH SCREEN TO PASSAGEWAY.

29. EXISTING

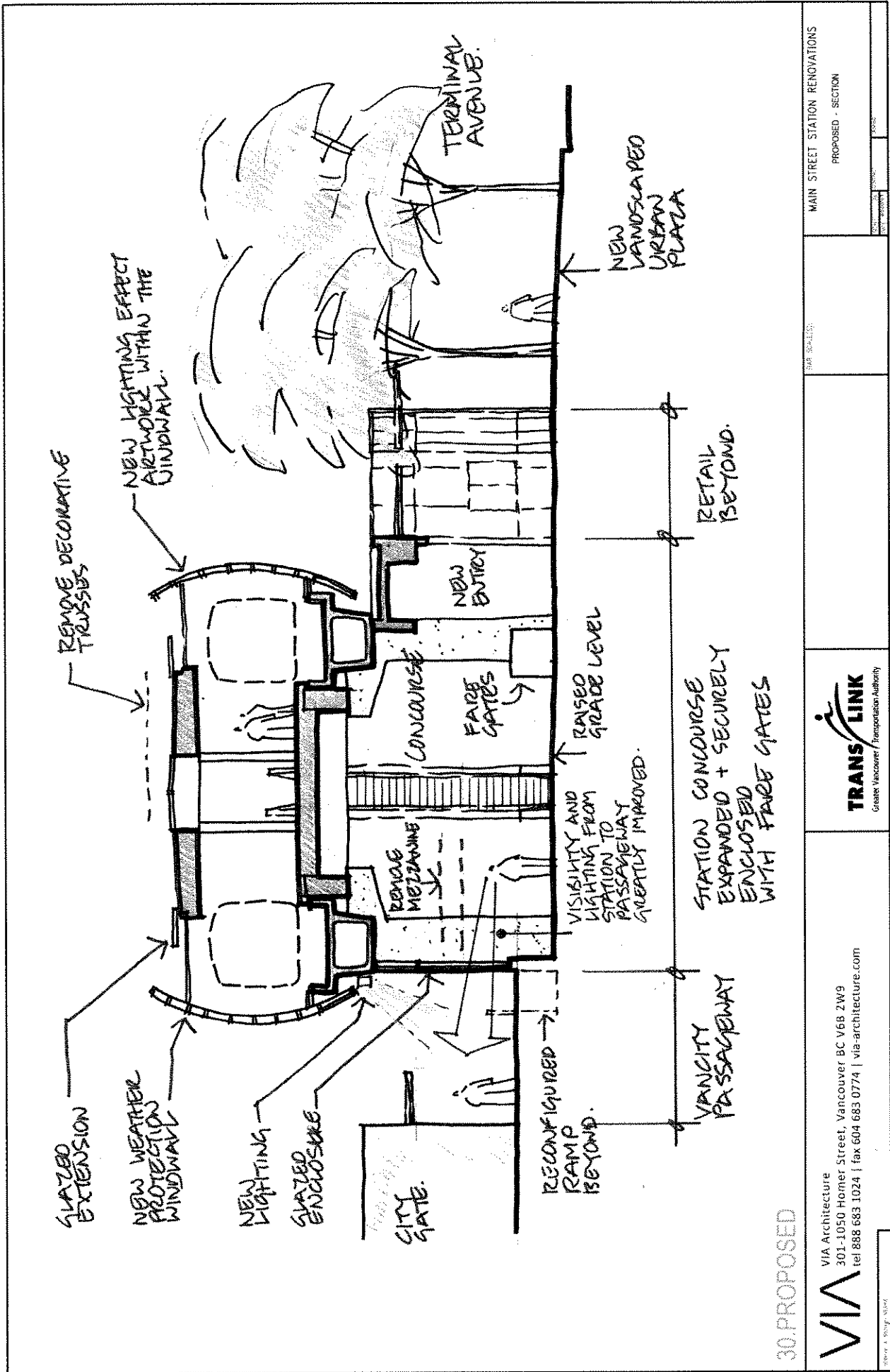
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TRANS LINK
 Greater Vancouver Transportation Authority

DATE: 04/15/11

MAIN STREET STATION RENOVATIONS

EXISTING - SECTION



30 PROPOSED



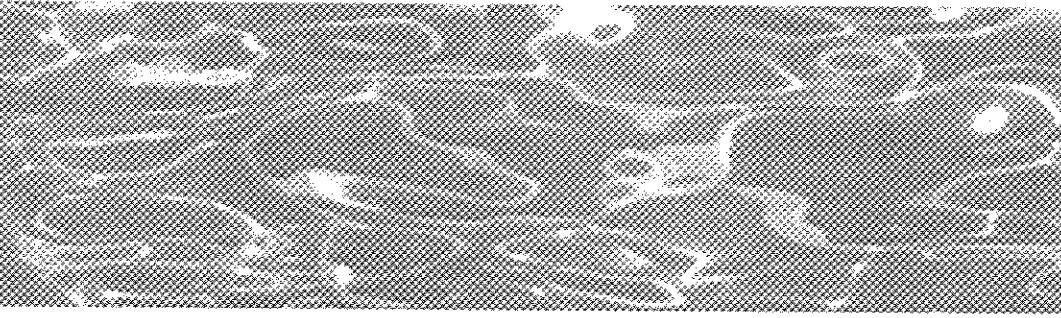
VIA Architecture
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DATE REVISED:

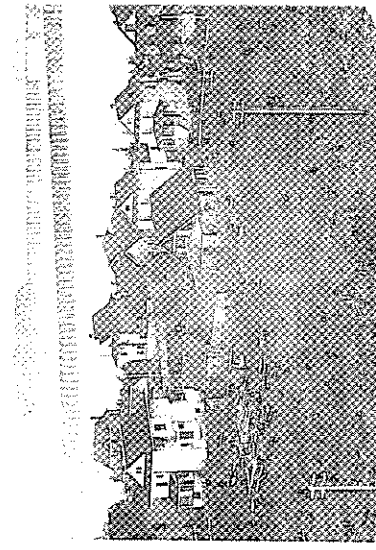
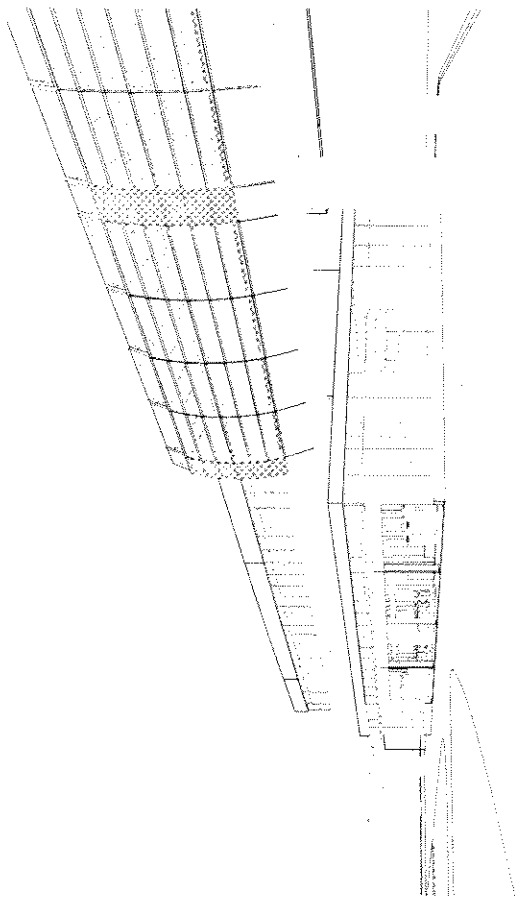
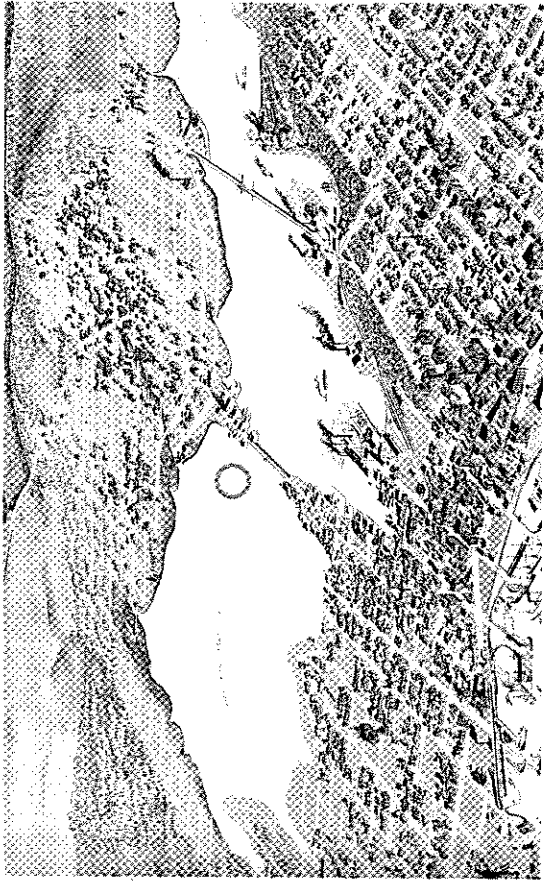
MAIN STREET STATION RENOVATIONS

PROPOSED - SECTION



PROPOSED ARTWORK

The proposed artwork is a large-scale, high-contrast, black and white graphic design. It features a central, stylized figure or shape that is reminiscent of a person or a structure, set against a background of fine, repeating patterns. The design is intended to be a prominent visual element at the station, reflecting the architectural and urban context of the site.



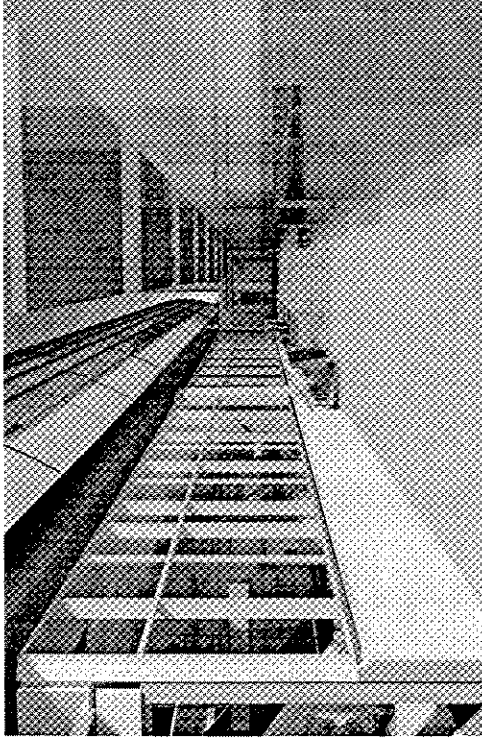
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VIA Architecture
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 tel 888 683 1024 | fax 604 683 0774 | via-architecture.com

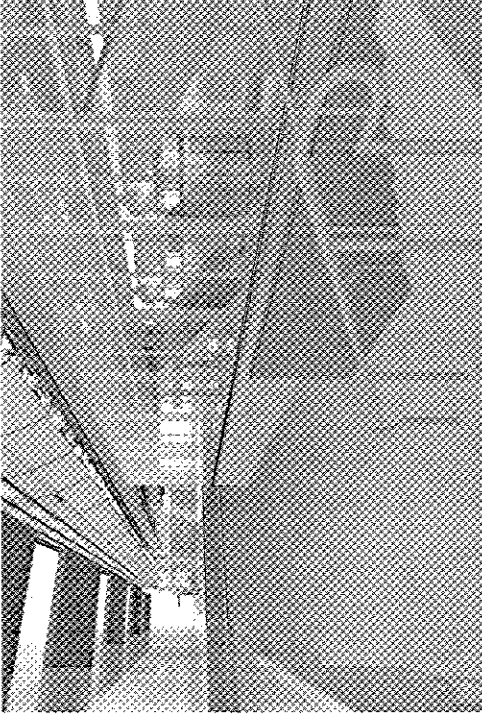


ARTWORK

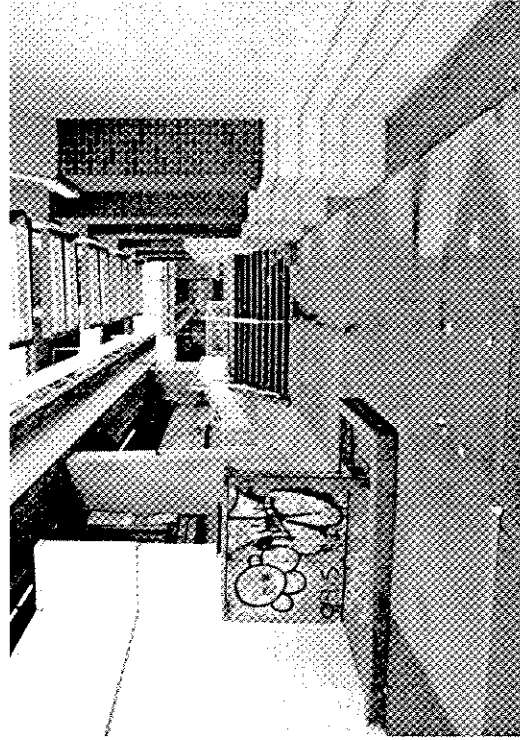
MAIN STREET STATION RENOVATIONS
 PROPOSED ARTWORK



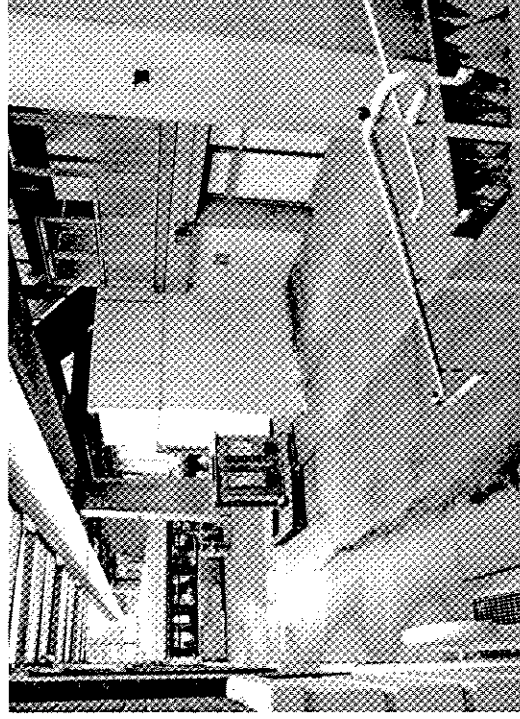
PROPOSED - VIEW OF VANCITY PASSAGEWAY



PROPOSED - VIEW OF VANCITY PASSAGEWAY



EXISTING - VIEW OF VANCITY PASSAGEWAY



EXISTING - VIEW OF VANCITY PASSAGEWAY

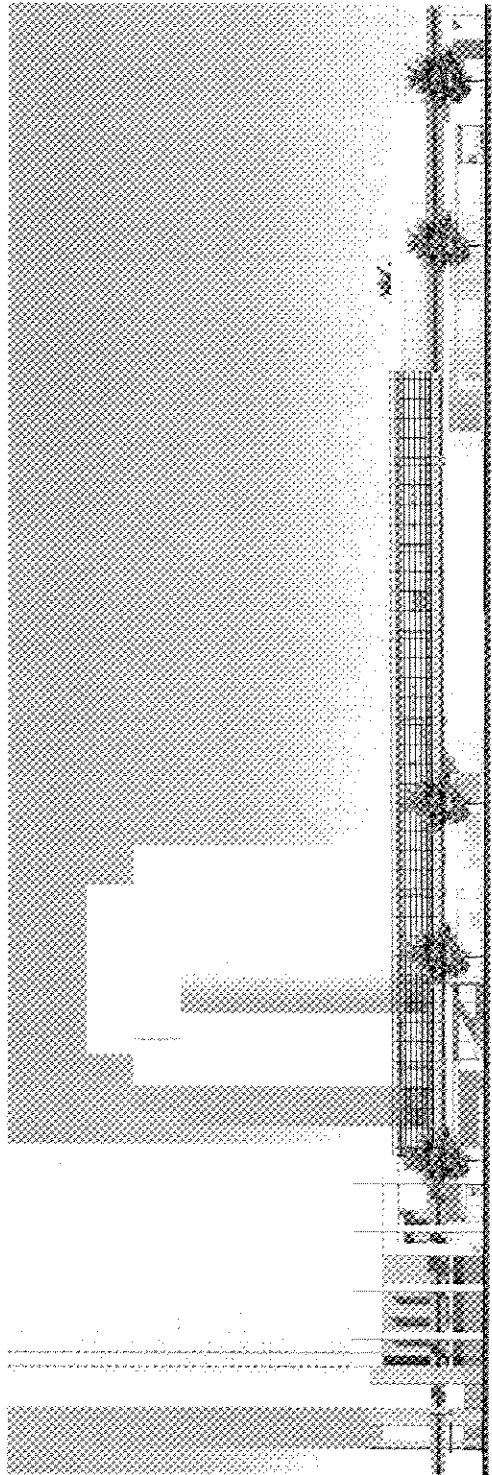
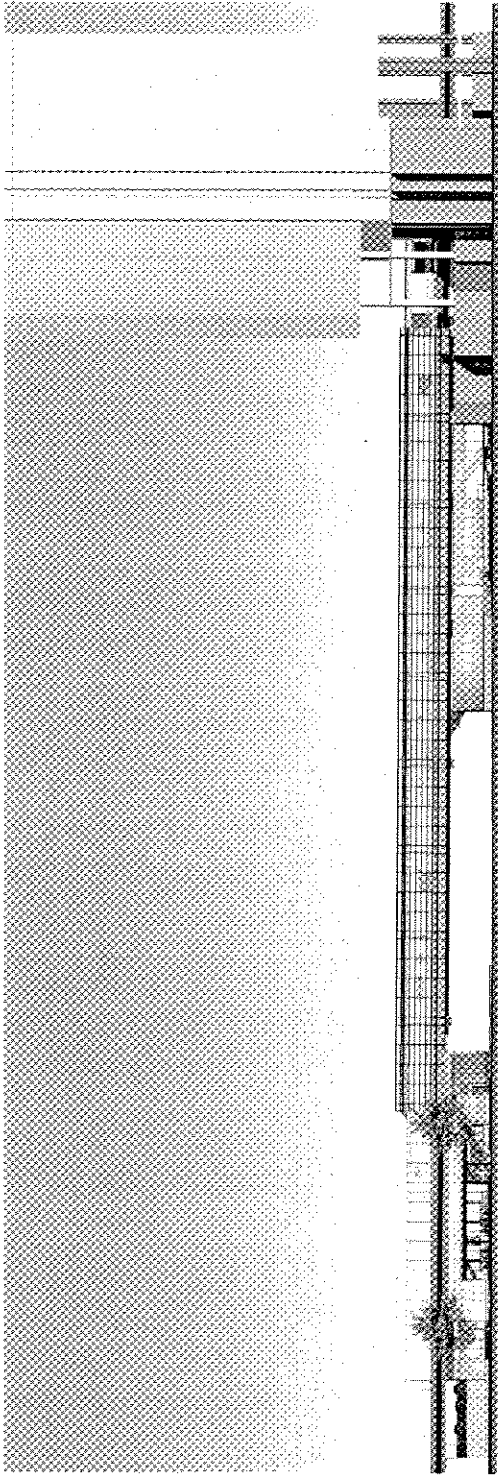
VIA ARCHITECTURE

VIA ARCHITECTURE
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MAIN STREET STATION RENOVATIONS

EXISTING + PROPOSED



33 PROPOSED

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MAIN STREET STATION RENOVATIONS
 PROPOSED - ELEVATIONS