

Date: Monday, February 25, 2013
Time: 3:00 p.m.
Place: Town Hall Meeting Room, City Hall

PRESENT:**Board**

V. Potter Director of Development Services (Chair)
K. Munro Assistant Director of Planning
P. Judd General Manager of Engineering Services
J. Dobrovlny Director of Transportation

Advisory Panel

G. Borowski Representative of the Design Professions (Urban Design Panel)
F. Rafii Representative of the Design Professions
J. Stovell Representative of the Development Industry
S. Chandler Representative of the Development Industry
D. Wlodarczak Representative of the General Public

Regrets

K. Busby Representative of the General Public
K. Chen Representative of the General Public
J. Miletic-Prelovac Representative of the General Public
K. Maust Representative of the Vancouver Heritage Commission

ALSO PRESENT:**City Staff:**

J. Greer Assistant Director of Processing Centre - Development
R. The Engineering Services - Projects Branch
A. Molaro Development Planner
A. Malczyk Development Planner
D. Autiero Project Facilitator

300-550 ROBSON STREET - DE416314 - ZONE DD

B. Yee Onni Development
M. Bruckner IBI/HB Architects

1399 MAIN STREET - DE416346 - ZONE DD

D. Rickard VIA Architecture
P. Houseknect VIA Architecture
J. McLean TransLink

Recording Secretary: L. Harvey

1. 300-550 ROBSON STREET - DE416314 - ZONE DD
(COMPLETE APPLICATION)

Applicant: Onni Development

Request: To enclose a portion of an outdoor roof deck on the 34th floor and convert it to 1,985 square feet of additional office space (via Heritage Density transfer) for this existing office tenant at #300-550 Robson Street in this building.

Development Planner's Opening Comments

None.

Questions/Discussion

None.

Applicant's Comments

None.

Questions/Discussion

None.

Comments from other Speakers

None.

Panel Opinion

None.

Board Discussion

None.

Motion

It was moved by Mr. Judd and seconded by Mr. Dobrovlny and was the decision of the Board:

THAT the Board APPROVE Development Application No. DE416314, in accordance with the Staff Committee Report dated February 25, 2013.

4. 1399 MAIN STREET - DE416346 - ZONE CD-1
(COMPLETE APPLICATION)

Applicant: TransLink

Request: 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, relocation and addition of commercial units and installation of fare gages, bicycle storage and landscaping.

Development Planner's Opening Comments

Anita Molaro, Development Planner, introduced the proposal for interior and exterior alterations to the Main Street SkyTrain Station. She noted that the west station house is located at the corner of Terminal Avenue and Main Street and the existing station house on the ground floor has steps to a mezzanine level. As well there is a small retail unit that is associated with the VanCity development and there is a retail area at the front of the station on Main Street. Immediately to the north of the station is a pedestrian connection with stairs that go up to the passage way that provides a link between VanCity and Station Place tower. There is a handicapped ramp as well and BC Hydro transformer.

Ms. Molaro described the changes being proposed which includes the removal of the mezzanine and the retail areas. The retail areas will be relocated along the Terminal Avenue frontage on the east side. The mezzanine is being removed and new vertical circulation (stairs and escalators) are being provided up to the platform level. The pedestrian stairs and the handicapped ramp are also being removed. Ms. Molaro mentioned that faregates are being proposed for the station at the new entries facing onto Main Street.

On the east side of the station will be a new station entry on the north side with a second entry on the south side of the station facing Terminal Avenue. As well there will be some retail components. A potential bicycle storage facility is also proposed as well as a washroom that will be located within the fare paid zone on the east side.

Ms. Molaro stated that there are some issues that have been identified with the application including the public realm quality as well as the station design and interface with the adjacent developments. There are a number of jurisdictions associated with the station. The transit related facility is the jurisdiction of TransLink while uses within the site that are not transit related, as well as work on City streets, are the jurisdiction of the City. In this case there is an important relationship with VanCity and Station Place and include statutory rights-of-way agreements.

Ms. Molaro reviewed the recommendations contained in the Staff Committee Report dated January 30, 2013. The recommendation was for support of the proposal, subject to the conditions contained in the Staff Committee Report.

Questions/Discussion

In response to questions raised by the Board and Panel, the following clarifications were provided by Ms. Molaro:

- Extending the station on the east side will improve the pedestrian comfort to the station.
- In 2009 the City worked to improve the conflicts with the water and sewer mains on this site. The water main was relocated in 2009 at Translink's cost. The City supported Translink's request to leave the two sewer mains in place only if an agreement was

formalized on terms acceptable to the City including payment for any additional costs incurred due to their station being built over.

- The passageway on the west side has a reciprocal access agreement between the VanCity and Station Place properties to allow access to portions of each other's property including a plaza area and common property that gains access through to Terminal Avenue.
- The north wall of the station (on the west side) is going to be fully glazed with views out onto the walkway. The Hydro kiosk will be relocated.
- It is proposed that a gate which could be open during the day but closed at night be located at either end of the passageway.
- The passageway has multiple ownerships and rights granting access to adjacent developments.
- The access to the station and Terminal Avenue from the passageway has been proposed to be closed due to the station modifications.
- TransLink thought it was appropriate to have two station entries as they recognized the future of the False Creek flats and developments to the south. As well it accommodates the HandyDart dropoff and pickup location on the east side of the station.
- There are various jurisdictions within the city that give advice regarding the development. The retail space on private lands would be referred to the Director of Planning while the street treatments, sidewalks, and retail space on city street are referred to the General Manager of Engineering Services. As well City Council and the Board of Parks and Recreation would be involved.

Applicant's Comments

Dale Rickard, Architect, further described the application. He stated that with the renovation of the station there will be better security and lighting behind the faregates. He noted that the wall on the north side of the west station will be glass the whole length of the station and will provide overview to the passage way. He said that this will help with CPTED issues in the passage way. He mentioned that on the east side the station has been planned to respond to bus traffic and as well they felt it was important to animate the north side of the station at the park. There is another entry on the east that responds to the HandiDart drop off as well as new stairs/escalators and elevators which makes the station fully accessible.

Jennifer McLean, Project Manager, reviewed the conditions in the Staff Committee Report and asked staff to explain the jurisdictions regarding the conditions in the Staff Committee Report. She indicated that it is not TransLink intent to ask for a building permit.

Ms. McLean stated that whatever is required from a legal point of view they will cover regarding the west side of Main Street and they are prepared to work with VanCity and Station Square regarding the passageway. She said she was unclear with the intent in Condition 1.1 (b) but that they would provide confirmation regarding Condition 1.1 (d) with respect to the public utility. Regarding Condition 1.1 (e), Ms. McLean agreed to meet the condition. She noted that they have been working with BC Hydro for sometime and felt they wouldn't have any problem getting their consent regarding the proposed encroachments.

Mr. Rickard said they support Staff's recommendations in Condition 1.2 and would work with Station Square to identify the appropriate person's to undertake the work and they will consider the results of that study.

Regarding the sidewalk in front of Terminal Avenue and the landscape treatments on either side of Main Street, Ms. McLean said they were open to relooking at that to satisfy the conditions in the report (Condition 1.3 (a)). As well they will also consider the relocation of the retail unit doors.

Ms. McLean said they will be able to meet Condition 1.5. She said they are aware for sometime that they need to modify the street agreement and will do what is required to be able to lease retail space on the east side.

Regarding Condition 1.7, Ms. McLean said they appreciate the City's cooperation with the sewer lines considering that they are very deep and would have been very expensive to move. She said they are still negotiating with the City regarding the financial implications which are being looked after by their Legal department. She added they are working towards an agreement.

Ms. McLean said that increasing the sidewalk width as asked for in Condition 1.8 was a significant change for them. They are willing to assess the situation to see what the impacts would be but she said they would have to get back to the staff after looking at the ramifications.

Ms. McLean said that regarding Condition 1.9 she didn't see any issues and was willing to work with City and Park Board staff to meet the condition.

Ms. McLean said that regarding Condition 1.10 they are in the midst of developing a design for consideration as recommended by the Urban Design Panel.

Mr. Rickard said that regarding Condition A.1.1. they have retail on the east side that is couple of inches above the flood plane so they are very close and they will study this further with the possibility of meeting the condition.

Ms. McLean said she understood that Condition A.1.3 and A.1.4 is from the bicycle bylaw. They are putting in a bicycle storage facility on the east side and will work with staff to see if some alterations were possible.

Mr. Houseknect said they are likely going to be seeking a variance on the change station as they are invisioning the bicycle storage facility that would as a new facility. It will be secure storage that will be available to the members of the public without prior reservation.

Ms. McLean said they could meet the requirements in Condition A.1.5.

Ms. McLean stated that regarding Condition A.1.6 she all their equipment is already enclosed on the east end of the station. There is a fenced in area with a gate and will house the new transformer that is being relocated from the west side.

Ms. McLean said she didn't see any issue with Condition A.1.7. She added that they will work with the Park Board regarding Condition A.1.8. Regarding the existing landscape plans, Ms. McLean said she thought their Landscape Architect would have those plans.

Regarding the landscape conditions, Ms. McLean said there weren't any issues and there was lots of time for them to refine those plans. As well, they are willing to work with the Park Board regarding any plantings in Thornton Park. She also said they are aware that the Park Board won't allow construction trailers in the park and they are looking for an alternative location.

Ms. McLean said they will supply updated plans as asked for in Condition A.2.1. She said they are aware of the conflict on the street regarding loading (Condition A.2.2) and doesn't know what the answer will be but they will come up with a loading plan.

Regarding Condition A.2.3 Ms. McLean said that if this isn't already on their drawings they are prepared to get the information to staff. As well they can satisfy Conditions A.2.4, A.2.5 and A.2.6. As well she said they will make arrangements to get a letter from the Minister of Environment regarding a soils agreement.

Questions/Discussion

In response to questions raised by the Board and Panel, the following clarification was provided by the applicant team:

- Ms. Molaro stated that only the retail component requires a development permit. Since the station is not on a stand alone site it has interfaces with adjacent properties. If there are consequential impacts to adjacent properties as a result of the station those impacts require amendments to the development permit and possible building permits. Condition 1.1 (a & b) addresses these impacts. She added that if there are consequential impacts to adjacent properties then they legally need to be addressed.
- Condition 1.2 is the arrangement condition regarding the CPTED and security concerns in the passage which impacts the adjacent properties as a result of TransLink changing access to the station. Staff are asking Translink to work with their neighbours to resolve any issues.
- Condition 1.3 falls under the jurisdiction of the General Manager of Engineering Services because it concerns streets in maximizing the sidewalk width along Terminal Avenue.
- The part of City streets regarding public realm treatment is under the jurisdiction of the General Manager of Engineering Services.
- Condition 1.5 is under the jurisdiction of the General Manager of Engineering Services. In terms of any proposal on City streets, the existing Street Use Agreement between Translink and the City outlines the rights and type of transit uses permitted on city streets. Within that agreement there are designated streets identified where Translink has the support of the General Manager of Engineering Services to build transit facilities on. Any improvements are subject to the review of the General Manager of Engineering Services and the terms of the agreement which does not currently include uses such as retail.
- Condition 1.10 is a consideration item regarding the massing of the east station entry since this is part of the transit infrastructure.
- Condition A.1.1 regarding flood construction level, is in the report for information as the City is reviewing flood construction levels.
- Since TransLink will be providing bicycle parking they will be required to meet those conditions.
- Condition A.1.6 is a standard condition regarding emergency generators.
- Condition A.1.7 is a standard condition regarding the parking bylaw.
- Condition A.1.8 is asking for an improved pedestrian connection.
- Condition A.1.9 is asking for a landscape plan.
- Condition A.1.12 is under the jurisdiction of the General Manger of Engineering Services.
- Condition A.1.13 is asking to ensure that the trees are properly protected through the construction exercise.
- Condition A.1.14 is to provide a report on the health of the trees.
- Condition A.1.15 is under the jurisdiction of the Manager of Engineering Services.
- Condition A.1.16 asked to improve the interface between the station and the park.
- Condition A.1.17 requires Park Board approval if there are any changes to the park.
- Condition A.1.19 is part of a construction plan that was being contemplated where construction trailers and other structures are contemplated in the park which can not be supported.

- There is some flexibility in meeting the requirements in Conditions A.1.3 and A.1.4. and staff will work with the applicant to make sure the provision of bicycle parking meets the requirements. Public bicycle parking needs to be separate from the commercial bicycle parking for various security reasons.
- The glazing is on two levels as it rises up the staircase and ramp on the north side of the west side of the station.
- Washrooms are available for staff only although members of the public can request access. TransLink is not proposing to change their policy to allow public access to washrooms.
- The existing public toilet on the east sidewalk will remain.
- Transit stations do don't require a review by the Building Department as the Vancouver Building Bylaw doesn't address transit systems.

Comments from other Speakers

Devon Knight, who lives in City Gate, was concerned with the access to the station being closed from the passageway as a number of local residents use the passageway to access the station. She said she was pleased to hear that TransLink will be conducting a security assessment regarding the closing of the access.

Mervin Therriault gave out a handout requesting a walkway over Quebec Street be built to allow for pedestrian access to the other side of the street.

David Peterson, who lives in Station Place, said he was concerned about the passage from a Block Watch perspective. After the closure there will be less ways out of the area. He said he was also concerned with the trees in Thorton Park as some have heritage status. He added that he was also curious as to where BC Hydro would relocate the kiosk.

Questions/Discussion

In response to questions raised by the Board and Panel, the following clarification was provided by the speakers, applicant team or staff:

- The current walking traffic uses the passageway to access the station. Residents to the north of the station may still use the passageway to access the station from Main Street.
- TransLink has never considered adding a pedestrian walkway over Quebec Street. This is not something they could consider at this time because of the cost.
- The CPTED review would identify the need for lightings, glazing along the north wall and the removal of the BC Hydro kiosk.

Panel Opinion

Mr. Borowski noted that the application was reviewed by the Urban Design Panel and supported. He said the Panel was excited to see that the station will be renovated and access added on the east side of Main Street. He added that he was glad to see the extension of the wind screen over the east and west sides of Main Street was part of the conditions in the staff report. He then summarized the Panel's key aspects needing improvement and was pleased to see the openness of the applicant regarding extending the security report for the passageway. Mr. Borowski recommended support for the application.

Mr. Chandler said the presentation and indepth answers to questions from the Board and Panel had satisfied any concerns he had regarding the renovation of the station. He said he was pleased to see the attention to the public realm and animation of the retail on the ground floor. As well he liked the treatment on the east side of Main Street and what will happen with the park edge. He said he thought the CPTED review and animation of the public realm made it a worthwhile project.

Mr. Stovell said the station reminded him of Marine Gateway and thought it was sad to see TransLink putting up barriers to the station. He said he wasn't convinced that there had been enough study done to keep the passageway connection open. He thought there could be an emergency access added into the station with an alarm on the door. He said he liked the work that had been done to improve the public realm.

Mr. Rafii noted that this is the most important transit station on the line as it is very busy with all the connecting buses and thought it was great that the station was being improved. He recommended approval for the application.

Mr. Wlodarczak noted that this improvement to the station was a long time coming. He said he thought it was a great upgrade and would like to have seen the windwall expression across the entire station. He agreed with the Urban Design Panel's comment regarding adding weather protection over the bus stops on the east side of Main Street. Mr. Wlodarczak recommended approval for the application.

Board Discussion

Mr. Judd thought it was an important improvement to the station particularly the access on the east side of the Main Street. He said that in a normal course of action with this type of development the applicant would be required to relocate the sewer mains. It is usually not permissible to build or keep major sewer lines under a building because ultimately repair and replacement of the mains will cost the taxpayer a lot of more money. He added that they agreed to keep them under the station in 2009 and will continue to support that only on the basis that the taxpayers are no worse off when repair or replacement is required. That was a condition that was made in a letter to TransLink in 2009 and still remains unsigned. Mr. Judd moved for approval of the recommendations in the Staff Committee Report with a couple of amendments.

Mr. Munro supported the motion. He said he was satisfied in knowing that there are a number of significant improvements to the station. He said he would like to see more lighting on the adjacent passageway and clear glass but acknowledged that the new design would eliminate all the nooks and crannies in the area. He was also glad to see the sidewalk would be widened as it was important to keep the area around the station as open as possible. He said he heard the applicant's concerns that it would impact the commercial but felt it was important considering the amount of people that will access this station. He added that he hoped the applicant would address the condition to the best of their ability.

Mr. Dobrovolny agreed that the station was tired and inadequate noting that it was ironic that TransLink was a victim of their own success. He mentioned that this was the fastest growing transit system in North America. Mr. Dobrovolny added that he was happy that TransLink was making an effort to go through the City's process. He thought that doing an independent assessment of the possible CPTED issues in the passage was important and agreed that an emergency exit into the station would be an innovative way to handle that area. Mr. Dobrovolny seconded the motion.

Motion

It was moved by Mr. Judd and seconded by Mr. Dobrovolny and was the decision of the Board:

THAT the Board APPROVE Development Application No. DE416346, in accordance with the Staff Committee Report dated January 30, 2013, with the following amendments:

Amend Condition 1.2 to read as follows:

arrangements for an independent security assessment and provision of mitigation measures, if required, to address the CPTED and security concerns *exacerbated by the proposed station upgrades within the existing passageways to the north of the station*;

Amend Condition 1.7 to read as follows:

arrangements are to be made *for relocation of the impacted sewer mains that would be under east station or alternate arrangements*, to the satisfaction of the General Manager of Engineering Services, to allow for the East Station to build over existing city sewers;

Delete Condition A.1.11 and renumber the conditions (A.1.12 to A.1.16 becomes A.1.11 to A.1.15).

4. OTHER BUSINESS

None.

5. ADJOURNMENT

There being no further business, the meeting adjourned at 5:13 PM.

L. Harvey
Assistant to the Board

V. Potter
Chair