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5099 JOYCE STREET (COMPLETE APPLICATION)  
DE418543 - ZONES C-2C / RS-1 / M-1

AMcL/JMB/UA/DA/AW/LH

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#### DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

**Present:**

J. Greer (Chair), Development Services  
M. Holm, Engineering Services  
Chris Robertson, Engineering Services

**Also Present:**

A. McLean, Urban Design & Development Planning  
J. Bosnjak, Development Services  
D. Autiero, Development Services  
A. Wroblewski, Development Services

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**APPLICANT:**

McFarlane Biggar Architects  
Attention: Nick Foster  
15b Chesterfield Place  
North Vancouver, BC  
V7M 3K3

**PROPERTY OWNER:**

BC Hydro & Power Authority  
Attention: Julia Dalla Gassa  
8475 128th Street  
Surrey, BC  
V3W 0G1

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#### EXECUTIVE SUMMARY

- **Proposal:** To renovate and expand the existing Joyce SkyTrain Station upgrades including a new expanded 875 square metre east station house with a ticket hall, concourse, escalators, elevator, bike storage room, ancillary retail spaces and provision for future public bathrooms, exterior surfaces to be re-clad, electrical systems replaced, a new transit plaza on Vanness Street, new pick-up and drop off, with landscape components and landscape lighting.

The application also illustrates a long-term plan that reconfigures the existing Joyce - Collingwood transit exchange to address multi-modal challenges and establishes an off-road route for the BC Parkway throughout the station area.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Plans and Elevations

Appendix D Landscape Plans and Rationale

Appendix E Applicant's Design Rationale and long term plan

Appendix F Property Ownership Plan

- **Issues:** No significant issues
  - **Urban Design Panel:** Support
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**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: SUPPORT**

THAT the Board SUPPORT Development Application No. DE418543 as submitted, the plans and information forming a part thereof, thereby permitting renovations and expansion of the Joyce Street SkyTrain station, including expansion of the east station house with a ticket hall, concourse, escalators, elevator, bike storage room, ancillary retail spaces and provision for future public bathrooms, recladding of exterior surfaces, electrical systems replaced, a new public plaza on Vanness Street, new pick-up and drop off, with landscape components and landscape lighting, subject to the following conditions:

**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:**

- 1.1 design development to improve pedestrian interest along Joyce Street by identifying use of "ancillary space" as an active use such as "accessory retail";

**Note to Applicant:** The building must be designed to enable a commercial use in the "ancillary" space including adequate fire separation to meet the VBBL and indication on drawings of the location of a future washroom in "ancillary space".

**In regards to the long term plan:**

- 1.2 commitment to design development, at the time of the development of the expanded transit exchange, to improve the pedestrian access and public realm adjacent to both station houses and along both sides of Joyce Street to facilitate safe and comfortable pedestrian circulation;

**Note to Applicant:** This can be accomplished by maximizing the sidewalk widths, clear of obstructions, around the station houses, in particular along the south frontage of the west station house. Along Joyce Street the extent of sidewalk treatment should be maximized to the edges of the transit exchange and BC Parkway route, in particular from the south side of Vanness Avenue to north side of the lane north of the station houses. Measures such as roll curbs, textured or painted ground treatments, bollards and landscaping should be utilized to minimize conflict between the multi-modal users. Convenient and accessible pedestrian access should be provided from the residential areas to the north east. The sidewalk treatment at the West Station House should match that proposed for the East Station House.

- 1.3 design development of the future landscape planning to maximize the green amenity of the site and neighbourhood by:
- Maintaining existing healthy trees wherever possible;
  - Increase landscape buffering between future transit exchange and BC Parkway;
  - Provision of new trees in clusters to soften the effect of hard surface areas upon the pedestrian environment.

**Note to Applicant:** Any fence provided in conjunction with the BC Parkway adjacent to the transit exchange should be designed so that it is an enhancement to the public realm and does not detract from the opportunity for enhanced green amenity in the area.

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

**3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.**

• **Technical Analysis:**

	PERMITTED (MAXIMUM)	EXISTING	PROPOSED		
Site Size	-	Irregular	Irregular		
Site Area <sup>1</sup>	-	Irregular	Irregular		
Floor Area <sup>2</sup>	-	West Station House	West Station House		
		Ground Level	297.58 m2	Ground Level	297.58 m2
		Mezzanine Level	47.76 m2	Mezzanine Level	47.76 m2
		East Station House		East Station House	
		Ground Level	144.3 m2	Ground Level	875.0 m2
		Mezzanine Level	0 m2	Mezzanine Level	0 m2
		<u>Platform Level</u>	<u>581.95 m2</u>	<u>Platform Level</u>	<u>738.33 m2</u>
Total	1071.59 m2	Total	1958.67 m2		
Height <sup>3</sup>	10.7 m	Top of Hoop Truss	13.12 m		
Bicycle Parking			East Station House		
			Top of Roof Truss	13.12 m	
			Total	Class A	Class B
				68	12

<sup>1</sup> **Note on Site Area:** Site area is comprised of an Existing West Station House and proposed expansion of the East Station House. The Station is regulated by the RS-1 By-law, which includes the area fronting along Vanness Avenue and Joyce Street.

<sup>2</sup> **Note on Floor Area:** Floor area of station in relation to the large parcel size conforms to the maximum floor area permitted in the RS-1 District Schedule.

<sup>3</sup> **Note on Height** - existing non-conforming to height is being extended to include the new escalator enclosure.

**Note on Parking & Loading Requirements:** Parking and loading spaces are required where retail spaces exceed 1,000 square feet of floor area. This proposal contains no retail spaces greater than 1,000 square feet.

• **Legal Description**

Those parts of DL 36, DL 37, and DL 51 in Reference Plan 2139; Block C, DL 37, Plan 10374; Lot M, Block 16, and Lot N, Block 15, both of DL 51, Plan LMP1293; Lot B, Block 14, DL 36 and 51, Plan LMP1293

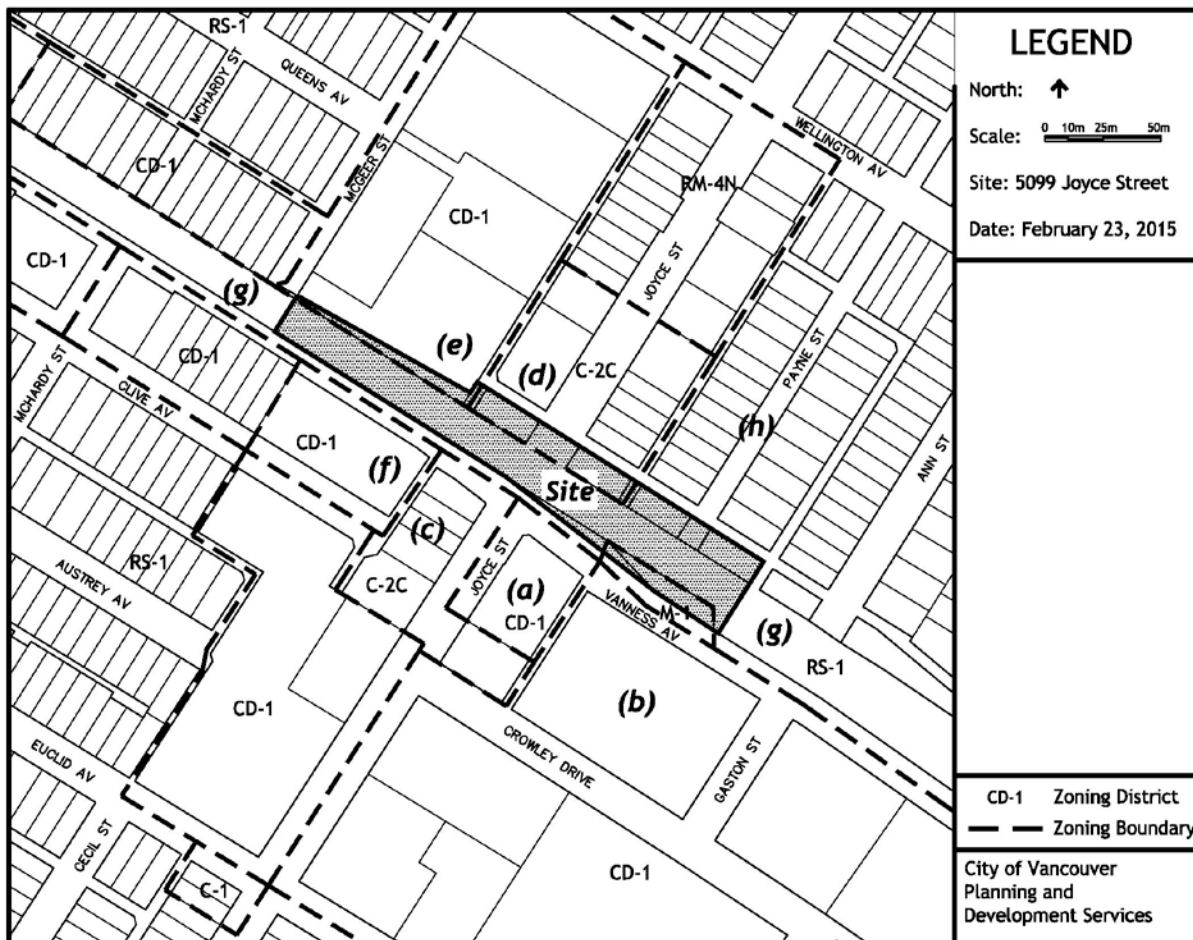
• **History of Application:**

14 11 07 Complete DE submitted  
14 12 10 Urban Design Panel  
15 02 11 Development Permit Staff Committee

• **Site:** The site is located at the intersection of Joyce Street and Vanness Avenue. The station entry houses and platforms are located on the northwest corner and northeast corner of the intersection and are linked across Joyce Street.

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

- (a) 3438 Vanness Avenue - 15-storey mixed-use building
- (b) 3488 Vanness Avenue - 20-storey and 4-storey multiple dwelling buildings
- (c) One and two-storey mixed-use buildings (C-2C)
- (d) 5055 Joyce Street - 3-storey commercial building (YMCA, CNIB)
- (e) 3455 Ascot Place - 14-storey multiple dwelling building
- (f) 3362 Vanness Avenue - 12-storey mixed-use and 3-storey multiple dwelling buildings
- (g) BC Parkway - parallel to guideway
- (h) Single-family dwellings (RS-1)



● **Background:** In 2014, City staff were advised that Translink intended to retrofit the existing Joyce Collingwood SkyTrain Station, including an expanded station house on the east side of Joyce 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 street 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;
- Translink, existing right-of-way provisions;
- BC Hydro - property owner

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 and intending to include, where reasonably possible, the comments and recommendations of the Development Permit Board.

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

RS-1 District Schedule

The east and west station houses are located in the RS-1 District. This district generally permits single-family residential uses, but has conditional provisions for Public Authority Use. The proposed "ancillary" spaces may be permitted as Accessory uses ancillary to the Public Authority use. The maximum height permitted in RS-1 is 10.7m. The maximum proposed height of 13.12m matches the height of the existing non-conforming to height hoop truss structure.

M-1 District Schedule

The proposed transit plaza is partially located within a remnant portion of the M-1 District. The area to the south of Vanness Avenue was zoned M-1 prior to its rezoning to CD-1 in 1993. This district generally permits industrial uses and conditionally permits Public Authority use.

C-2C District Schedule

The northern portion of the proposed future work falls within the commercial district C-2C which also conditionally allows for Public Authority use.

● **Current proposal and Long-term vision**

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

**West Station House:** The application proposes no change to the ground level of this station house. The existing metal mesh enclosure of the platforms above are proposed to be replaced with glazing within the existing hoop truss system.

**Platforms over Joyce Street:** The application proposes the replacement of the metal mesh enclosure with glazing within the existing hoop truss system and an expansion of this level to include service walkways and passenger circulation area to connect to the escalators. The roof above the platforms are proposed to be replaced. The new roof system will include several skylights.

East Station House: The proposal includes significant expansion to the existing east station house. The newly expanded station house will include escalator access and an enclosed circulation area to the platforms, bike storage facility at the east end, new washrooms within the fare paid zone, and an ancillary use adjacent to Joyce Street that could serve as future retail. The escalator enclosure is proposed at the same height as the existing hoop trusses which extends the non-conforming height.

Site works around the East Station House: Proposal includes a large new transit plaza that will serve as a queuing area for bus boarding as well as public use. The construction of the plaza will remove the existing off-street "pick-up/drop-off" parking area. New short term "pick-up/drop-off" parking spaces and taxi stalls are proposed south along Vanness Avenue.

Future Expansion of Transit Exchange and BC Parkway: Expanded bus service is planned for the Joyce Collingwood Station. A long term vision plans for a streamlined exchange between bus and SkyTrain services through the provision of a new bus drive aisle around the east station house. Once implemented, the existing west bus drive aisle will become a dedicated bus drop-off area and the east station plaza a queuing and bus passenger pick-up area. Future work will include revisions to the vertical circulation in the west station house and improvements to the sidewalks adjacent to that station house.

The long term vision also proposes a dedicated routing of the BC Parkway north of the station and transit exchange with a controlled crossing over Joyce Street.

- **Station Design and Public Realm Interface:** The retrofit and expansion of the station is an important improvement to this transit interchange providing improved access and circulation. The design concept proposed integrates with the existing hoop-truss design respecting the discipline of the system and improving transparency to the platform and ground level area of the east station house. The proposed height of the escalator enclosure extends the non-conforming height existing at the hoop trusses and is treated in a simple architectural form. Staff support the approach but recommend conditions suggested by the Urban Design Panel to refine the expression of this portion of the building (Standard Condition A.1.4).

While the current proposed design improves visibility through and around the east station house, Staff are recommending design development to the north of the station house to ensure pedestrian comfort and safety (Standard Condition A.1.10). A sense of safety can also be provided by the presence of non-transitory users. Staff are requesting that the proposed "ancillary" space be used as an active retail space (See Recommended Condition 1.1). This use will also serve to link the Joyce Street shopping area that is divided by the station.

The proposed future expansion of the bus drive aisles is key to improved and expanded service at this station. Staff are supportive of conceptual proposal. However, more detailed work is requested ahead of construction to ensure convenient access to the station, and the safety and comfort of all transit users, pedestrians and cyclists. (See Recommended Condition 1.2)

- **Conclusion:** The upgrade and architectural enhancement of the station is an important component to the overall transit system and civic infrastructure, and a meaningful addition to the immediate neighbourhood. The proposed station expansion has taken the opportunity to achieve a significant architectural statement to highlight the importance of transit. The applicant is encouraged to further strengthen the public realm aspects of the proposal and long term plan. Staff recommend support 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 December 10, 2014, and provided the following comments:

**EVALUATION: SUPPORT (5-0)**

- **Introduction:** Ann McLean, Development Planner, introduced the proposal for upgrades and additions to the Joyce-Collingwood Station. Along with the Development Permit Application there is a proposal for a long term layout for the station area. As part of the current proposal the west station house will be removed and the east station house will be renovated and expanded. Most of the existing east station house, which is quite small, will be removed. The proposal includes the removal of the “kiss and ride” parking lot as this area is proposed as a plaza and queuing area for buses. The drop off area will be relocated further east, in a layby arrangement. Ms. McLean described the context for the area noting that to the north and across Joyce Street is C-2C zoning with heights of 45 feet. To the south is CD-1 with a 16-storey residential tower on a 3-storey mixed-use podium. To the northeast is RS-1 single family zoning. Along the guide-way to the east is the BC Parkway.

Ms. McLean explained that the site is zoned RS-1, which is primarily a single family residential zone, but is also the zoning for most schools and parks. There are no guidelines for this zone. The C-2C zone has guidelines that encourage the success of a local shopping street. As well it encourages a pedestrian friendly streetscape including continuous storefronts and weather protection. The new east station house will be 230 feet long and will open onto a new open space. The building includes an ancillary space adjacent to Joyce Street which staff would like to see as a CRU and bike storage area at the east end.

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

- The proposed building design for the station renovation and expansion;
- The interaction at ground plane with the Joyce shopping street and Vanness Avenue;
- The interim public realm design pathways and plazas and their success in achieving safety and clarity with regard to the multi-modal uses (transit, pedestrian, bike);
- The long-term public realm and bus loop design and its success in achieving transit function, and safety and clarity for multi-modal uses.

Ms. McLean and Mr. Robertson took questions from the Panel.

- **Applicant’s Introductory Comments:** Nick Foster, Architect, further described the proposal and mentioned that the intent of the station upgrades is to accommodate the increase in ridership. The station needs to extend in length to accommodate longer trains. That triggered the need for additional circulation, vertical conveyance and exit capacity. At the same time there is also an objective to revisit and recreate a new identity for the station that integrates better into the context. All the bus activities currently don’t have enough public realm to accommodate all the traffic so they are looking at including a dedicated bus drop off area and as well a dedicated pickup area. The existing structure is recognizable and speaks to an important part of the city’s history but at the same time the construct doesn’t really allow it to nestle into the context. The station lacks a neighbourhood identity and public realm and also the station reads big as a solid mass. Mr. Foster described the response architecturally which has been to not replicate the existing station but to showcase some of the legacy elements of the existing station. They want the forms to be simple and legible and showcase the activities in and around the station. The building is glazed on the ground level and they have consolidated all the service spaces in the station behind solid elements. As well there will be a retail unit and bicycle storage room. The entrance is marked with high level landscaping and they have made the platform more transparent with the use of glazing for wind screening. He mentioned that the material palette is mostly concrete but they are looking at introducing laminated wood panels to the soffit and the use of metal panels with a fine grain expression for the building elements. There are new skylights along the whole roof of the station.

Doug Shearer, Landscape Architect, described the landscaping plans and noted that there are two aspects in terms of phasing. The plaza sets the tone and then future phase work that deals with the

parkway and how it fits into the larger landscape to the east. In terms of the immediate work, they are proposing the addition of trees in the plaza that are tall and narrow. They have two types of seating in the plaza. One is a basic cast in concrete seat wall that is under the canopy and the other kind will be a round seating feature made from either cast in concrete or precast concrete. The top will likely be a painted metal that provide some colour in the plaza. Underneath the guide way there is space for a seating if there is a café or coffee shop. Around the west side there is also space that could be used for seating. The back of the building has soft landscaping that will be clean up to improve the circulation.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**

- Consider a lighter colour palette;
- Consider improving the wayfinding in particular around the west side of the station;
- Consider adding side by side escalators;
- Consider a more pure form for the box volume;
- Consider adding soft landscaping around the bus loops;
- Consider improving the parkway in the first phase.

- **Related Commentary:** The Panel supported the proposal and thought the design was well handled.

The Panel thought the proposal and how it deals with the existing building with the use of screens, skylights and a sense of lightness was commendable with one exception and that is the colour of the panels. They wanted to see a toning down of the colours. They liked how the applicant was dealing with the iconic structure as they thought it was treated sensitively.

With regard to the additions to the existing building, the Panel saw it as a counterpoint to the existing building and relatively successful. They had some concerns with the purity of the form and the windows. Several Panel members thought the box expression was intriguing particularly with the punched windows, although a couple of members thought it would be cleaner without the windows.

Some Panel members thought the wayfinding could be improved and that the west station should have the same type of paving treatment as the east side to acknowledge entry. A couple of Panel members wanted to see a side by side pair of escalators and that since the applicant is making an adjustment to the platform they could make room for them at the end of the platform. Most of the Panel thought there was a good solution for the transit bus loops as well as the movement from the station to the buses. A couple of Panel members were concerned with the amount of pavement around the bus loops and wanted to see more soft landscaping in those areas.

Several Panel members thought the scale at grade from the transparency to the entry and landscaping worked very well. They wanted to see the landscape help to decrease the amount of asphalt that is bookended by the parkway and the station. Several Panel members recommended that the parkway be improved as part of the first phase rather than waiting as this would help to establish the landscape elements that will be permanent. As well, they wanted to see more trees added into the landscape especially along Vanness Avenue.

The Panel appreciated the material palette and thought the laminated wood panels would make the soffits a very prominent element.

- **Applicant's Response:** Mr. Foster thanked the Panel for their really good comments.



## ENGINEERING SERVICES

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

## CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The proposed design improves visibility through and around the east station house, Staff are recommending design development to the north of this station house to include additional lighting, to ensure pedestrian comfort and safety (See Standard Condition A.1.10).

## LANDSCAPE

This application is proposing the removal of 14 trees with health and structural concerns as well as trees in conflict with the overhead Skytrain structure. Staff recognize the reason for tree removal for site improvements, however the provision of tree planting is encouraged wherever possible. New tree planting should be an important consideration as part of the future planning of the BC Parkway and bus loops area to enhance the pedestrian environment and green amenity of the neighbourhood. This has been addressed in Recommended Condition 1.3.

New trees are proposed within the plaza at the south side of the East Station House at Vanness Avenue. Staff support the planting of trees at this location and recommend increasing the quantity to create a denser colonnade for the enjoyment of the pedestrian environment. This has been addressed in Standard Condition A.1.6.

## 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.

## NOTIFICATION

On Dec 11, 2014, 1,449 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website.

One letter was received commenting on the importance of landscaping and requesting consideration to have the applicant use Cherry Blossom trees.

## STAFF RESPONSE:

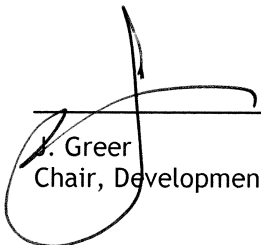
As part of the long term plan, landscape areas and treed medians areas are proposed along the BC Parkway north of the west station house. Staff are recommending new trees in clusters to soften the effect of the paved areas. Tree species will be considered at that time. (See Recommended Condition 1.3)

**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law it requires decisions by both the Development Permit Board and the Director of Planning.


With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

The Staff Committee has considered this application and supports the proposal with the conditions contained in this report.



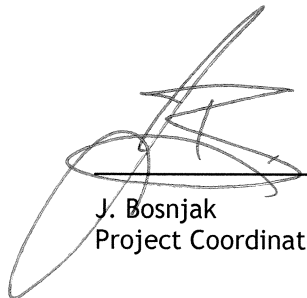
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J. Greer  
Chair, Development Permit Staff Committee



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A. McLean  
Development Planner



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J. Bosnjak  
Project Coordinator

Project Facilitator: D. Autiero/A. Wroblewski

## 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 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.1.2 an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;
- A.1.3 written confirmation shall be submitted by the applicant that:
- the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
  - adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and
  - mechanical (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;
- A.1.4 consideration to refine the design of the escalator enclosure of the east station house by further simplifying the expression and considering the use of a lighter colour for the exterior cladding;

**Note to Applicant:** The design of the panel-clad escalator is simple, however its expression can be further streamlined by limiting the fenestration to east end of the enclosure. The use of a lighter colour cladding will minimize the visual impact to adjacent properties.

- A.1.5 notation on the elevations of the proposed location for signage for the station and the accessory space facing Joyce Street for coordination purposes;

**Note to Applicant:** The Director of Planning does not have discretion within the Sign By-law. A separate Sign Permit application will be required. In this RS-1 zone all signs that do not conform to Schedule A of the Sign By-law will need to seek approval at the Board of Variance.

### Standard Landscape Conditions

- A.1.6 further design development to increase the quantity of proposed plaza trees along the south side of the East Station House at Vanness Avenue by incorporating additional trees to enhance the green amenity for pedestrian enjoyment and environmental benefits;

**Note to Applicant:** Consider the placement of a pair of trees to flank the special paving at the south pedestrian station entry. Tree spacing may need to vary to allow for the siting of lamp standards.

- A.1.7 provide large-scale detail at 1:40 to show longitudinal section plaza tree planting detail;
- A.1.8 provision of larger scale sectional drawings showing proposed new sidewalk at "Passenger Pick up/Drop off" area on Vanness Avenue;

**Note to Applicant:** Drawings at a minimum of 1:40 scale must be provided.

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### Crime Prevention Through Environmental Design (CPTED)

- A.1.9 design development to the north elevation to reduce opportunities for nuisances such as graffiti;

**Note to Applicant:** Large blank walls in less visible areas should be treated with an anti-graffiti treatment.

- A.1.10 design development to improve security and visibility adjacent to the station houses by provision of adequate exterior lighting;

**Note to Applicant:** Note lighting locations on the site plan, north elevations, or other drawings as appropriate.

- A.1.11 confirmation on the site plan of the location of trash receptacles on the east station transit area;

**Note to Applicant:** The number of trash receptacles should be coordinated with the number of future passengers anticipated to use the transit plaza and to be located adjacent to the west station house, outside the fare-paid zone.

### A.2 Standard Engineering Conditions

- A.2.1 modification of the Expo Line access agreement (Street Use agreement) by the following:

- a) A new sketch identifying the portions of Vanness Avenue being utilised for the plaza as designated street is required;
- b) A new sketch identifying any portions of the public sidewalk (both existing and proposed) on Vanness east of the proposed plaza which straddle the south PL of BC Hydro lands.

- A.2.2 arrangements for the modification of the Corridor License Agreement to accommodate the addition of pathways proposed for the north side of the station;

- A.2.3 arrangements for the modification of the Statutory Right of Way Agreement registered as 294814M (and modified by 357553M) to allow the limited encroachments proposed;

**Note to Applicant:** The agreement is in favour of the City of Vancouver and must be modified to accommodate door-swing, portions of the elevated guideway housing, and proposed roofline of the East Station House that encroach into the area.

- A.2.4 provision of written confirmation from BC Hydro that they have no concerns with the development with regards to SRW M64506 and M64507 (see charge summary items #3 & #4).

- A.2.5 provision of a plan illustrating both the interim and long term pedestrian circulation and bus queuing patterns for bus loading at the East Station House on Vanness Ave. between the curb and the station;

**Note to Applicant:** This is required prior to approval of the street furniture and tree locations.

- A.2.6 provision of exposed aggregate utility strip between the curb and the sidewalk on the north side of Vanness Avenue between the East Station House and Gaston Street;

**Note to Applicant:** Crushed rock is no longer acceptable.

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- A.2.7 provision of an improved BC Parkway cyclist extension that better aligns with the future East Bus Loop exit onto Vanness Ave. and ensures that vehicles cannot park and obstruct the path of cyclists onto Vanness Ave;
- A.2.8 provision of improved street lighting on Vanness Avenue in front of the station to meet acceptable current standards;
- A.2.9 clarification and notation on plans where the existing maintenance vehicle and police vehicle parking will occur in the interim and the long term;

**Note to Applicant:** additional road space is not supported for these uses.

- A.2.10 provision of a bulge and curb ramp on the north-west corner of Vanness and Gaston Street;
- A.2.11 arrangements to the satisfaction of the General Manager of Engineering Services for the design and installation of signage on the north side of Vanness;

**Note to Applicant:** Modification is required to the proposed taxi spaces and Pick-up and Drop-off area. The current proposal intrudes into the legal unmarked crosswalk at this "T" intersection of Vanness and Gaston Streets.

- A.2.12 provision of a pedestrian crossing design and location on Vanness Street to the satisfaction of the General Manager of Engineering Services;
- A.2.13 clarification of existing and future loading needs to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** Details of loading requirements for service vehicles that serve the station and any proposed ancillary uses is required.

- A.2.14 consideration of integration of a Public Bike Share station within the station area;

**Note to Applicant:** Staff recommend exploring placement of a minimum 25m x 4m PBS station within the transit station area. The station is to be provided an electrical service. It must be level with a maximum cross slope of 3% and longitudinal grade of 5% and be located to maximize exposure to direct sunlight. A continuous hard surface is required with no utility access points within 150mm.

- A.2.15 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 Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features. 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.3 Standard Licenses & Inspections (Environmental Protection Branch) Conditions:

- A.3.1 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during any future subsurface work.
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**B.1 Standard Notes to Applicant**

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **August 10, 2015**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw 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.1.3 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.1.4 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 approved off-street vehicle parking, loading and unloading spaces, and 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.2.2 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.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
  - B.2.4 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 12<sup>th</sup> 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.
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