

Date: Monday, August 9, 1999
Time: N/A
Place: N/A

PRESENT:

601 Canada Place Way - DE404106

Minutes
Motion

2698 Rupert Street - DE404346

Minutes
Motion

2799 Renfrew Street - DE404352

Minutes
Motion

Board:

F.A. Scobie, Director of Development Services (Chair)
L.B. Beasley, Director of Current Planning
B. MacGregor, Deputy City Manager
T. Timm, Deputy City Engineer

Advisory Panel

J. Cheng, Representative of the Design Professions (Urban Design Panel)
J. Hancock, Representative of the Design Professions
A. Gjernes, Representative of Development Industry (Present for Items 4 & 5)*
P. Kavanagh, Representative of Development Industry
D. Chung, Representative of General Public
B. Parton, Representative of General Public
R. Roodenburg, Representative of General Public

Absent

R. Mingay, Representative of General Public

ALSO PRESENT:

R. Segal, Senior Development Planner
N. Peters, City Surveyor
B. MacDonald, Parking Engineer (Item 3)
N. Chevalier, Projects, Engineering (Item 3)
A. Molaro, Development Planner (Item 3)
S. Hein, Development Planner (Items 4 & 5)
J. Bird, Project Manager, Rapid Transit Office (Items 4 & 5)
F. Ducote, Senior Planner, Rapid Transit Office (Items 4 & 5)
Sgt. B. Morris, Vancouver Police Department (Items 4 & 5)

Item 3 - 601 Canada Place Way - DE404106 (Convention Centre) and DE404108 (Parkade)

F. Musson, Musson Cattell Mackey Partnership
D. Galpin, Concert (Greystone) Properties

Item 4 - 2698 Rupert Street - DE404346

Mr. McGarva, Baker McGarva Hart Architects Inc.
E. LeFlufy, Consultant to Rapid Transit Project 2000

Item 5 - 2799 Renfrew Street - DE404352

Mr. McGarva, Baker McGarva Hart Architects Inc.
Mr. E. LeFlufy, Consultant to Rapid Transit Project 2000

CLERK TO THE BOARD:

Rick Page, Frontline Associates

1. MINUTES

It was moved by Mr. Beasley, seconded by Mr. Timm, and was the decision of The Board:

THAT the Minutes of the Development Permit Board and Advisory Panel Meeting of July 26, 1999 be approved.

2. BUSINESS ARISING FROM THE MINUTES

None.

**3. 601 CANADA PLACE WAY
DE404106 (CONVENTION CENTRE) - ZONE CWD (CD-1 PENDING)**

Applicant: Musson Cattell Mackey Partnership
DE404106 (PARKADE) - ZONE CWD (PART CD-1 PENDING)

Musson Cattell Mackey Partnership
(COMPLETE APPLICATIONS)

Request: To construct a below grade parkade with two-levels of parking over one-level of loading and a convention centre facility below the plaza and hotel with the primary entry off the plaza level.

It was agreed that Staff make a combined presentation regarding both Applications DE404106 (Convention Centre) and DE404108 (Parkade), then each proposal to be addressed separately by the Applicant.

Development Planner's Opening Comments

Mr. R. Segal, Development Planner, presented the applications which are the second and third in a series of six proposed applications to the Board. Mr. Segal noted the proposal is to construct a convention/exhibition facility, below the plaza and hotel with the primary entry off the plaza level, and a parkade, below the future Canada Place Way, with two levels of parking over one level of loading

Discussion

In response to a question from Mr. Beasley regarding the complicated ownership patterns surrounding a gap of land located outside the proposed parkade, Mr. Segal noted that all parties see the benefit in the closure of the gap and this is an issue which is currently being reviewed and further refined.

Also discussed were the uses for the proposed upper and lower level walkways, and Mr. Segal referred to plans posted in the Meeting Room.

Responding to a question from Ms. Parton regarding access to the lower walkway for conventioners, Mr. Segal advised that this area will be available for use of public pedestrians, as well as conventioners.

Applicant's Comments

A document entitled "Speaking Notes For Development Permit Board - Prior To's" was distributed (on file). This document detailed the comments of the Applicant regarding both the Convention Centre and the Parkade Proposals and was referred to by the Applicant.

Regarding the Convention Centre - DE404106

The Chair summarized the Applicant's Commentary and noted the Applicant recommended the following to the Board:

- Delete conditions 2.1.2 and 1.5.5 regarding design development to increase the width of the upper waterfront walkways west of the SeaBus Station, up to approximately 7.0 meters.
- Note to Applicant 2.1.3 should be amended deleting the stipulated "5.0 meters" and substituted with the words "depth for adequate pedestrian flow".
- Condition 2.1.5 should be amended to read "temporary use of a stair"
- Amend condition 2.4 to replace "provide continuous" with the words "consider increasing" before the words "pedestrian access".
- Request that the Note to Applicant regarding A1.2.4(h), be deleted or amended to reflect staff comments.

Regarding the Parkade - DE404108

- The Applicant requested that the Note to Applicant under condition 1.5.5, detailing design and location of the bicycle routes through and adjacent to the site, be deleted.
- Regarding condition 2.2, seeking the design development to the parkade interior finishes (ceilings, walls, lighting, etc) to ensure a "finished" appearance as seen through the openings from the south, the Cordova connector and the SeaBus link, the Applicant requested that the condition, and particularly the Note to Applicant, be deleted.
- Condition A2.2.2(d), regarding rights-of-way for public passage, the Applicant asked that the clause "parkade access routes" be deleted.
- Condition 2.2.4(d), regarding design development of the parkade circulation, the Applicant requested that the condition and the Note to Applicant be deleted.
- The Applicant further requested that condition A2.2.4(o) and the Note to the Applicant regarding further design development of the parkade pedestrian access routes to and from the Canada Place Way extension, be deleted.

The Board took a short time to review the plans

Comments from Other Speakers

Mr. Don Larson, representing the Water for Life Society, noted the following concerns:

- The proposed Canada Place development impacts will be felt on bordering communities, especially on the Downtown East Side.
- Due to the size of this project, it is likely that up to 1,000 units of housing could be lost in the DTES.
- Some of the prime hotels, currently occupied as residential, will be lost to tourist use, due to the project.
- DERA concurs with statistic of the loss of 1,000 housing units.
- Requested that the Board and Staff consider a "1 for 1 conversion bylaw" to assist with housing which needs to be protected.
- Crab Portside Park B a connecting walkway continues to be of concern. A waterfront walkway is good but not all the way to Crab Portside Park. (Staff noted that the proposed walkway for the Convention Centre would not extend to the Crab Portside Park).
- Traffic using the Main Street Overpass would increase.
- Further study is needed regarding the diesel emissions from vehicles passing by Crab Portside Park.
- It would not be good idea to move the Maritime Museum to the downtown.
- Consideration is also being given to a "Fast Ferry" docking in the Portside development. This is not a good idea due to the traffic impacts.
- A buffer zone is needed between the Park and the proposed construction.
- Hazardous cargo by rail adjacent the proposed development is of concern in the case of an explosion, which could significantly damage a large portion of the downtown core.

The Chair reviewed and clarified the comments of Mr. Larsen in the context of the applications currently being considered and the jurisdiction of the Board.

Mr. Beasley noted he had reviewed a telephone request from the Tenants Rights Action Coalition requesting he share with the Board and Advisory Panel its concerns as a delegation could not attend. Mr. Beasley advised that TRAC's concerns echo the comments of Mr. Larsen regarding how new development will affect existing and future housing in the Downtown East Side.

Panel Opinion

Mr. Cheng, on behalf of the Urban Design Panel, expressed enthusiasm about proposal. The following recommendations were made:

- Condition 2.1.2 delete reference to bicycles in the Note to Applicant but he supports the staff recommendation to increase the walkway to 7.0 meters from 4.0 meters.
- Supports condition 2.1.3, but changing of the Note to the Applicant to replace "5.0 meters" with "depth for adequate pedestrian flow".
- Agrees with the waterfront walkway being fixed at 4.0 meters.
- Suggests that the Parkade interior design wording be revised to comply with standards. It is important for the parking garage to be consistent in the interior finish design in all three sections.

Mr. Hancock concurred with most of the comments of Mr. Cheng and noted the following:

- Suggested that in condition 2.1.1 the 4 meter minimum is appropriate
- Regarding condition 2.1.2, Mr. Hancock agrees that walkway is not a bike route and the width should not increase to 7.0 meters.

- Agreed with the applicant regarding conditions 2.1.3; 2.1.5; 2.1.4; and A1.2.4(h)
- Condition 1.5.5 should be deleted.
- Consistency of parkade design and development of interior finishes is important.
- Condition A2.2.2(d) is unclear as to intent and needs to be clarified with more discussion.
- Ramps/access to hotel parking and street needs to be addressed.

Mr. Kavanagh agreed with the revisions suggested by the Applicant as follows:

- Delete condition 2.1.2.
- Revise conditions 2.1.5 and 2.1.4 as recommended by the Applicant, and delete the last phrase of condition A2.2.2(d).
- Condition 1.5.5: clarification of use of the word "route".
- Conditions 2.2 and A2.2.4(d) should be a consideration items.
- Condition A2.2.4 (o) delete Note to Applicant.

Mr. Roodenberg generally concurred with comments of the other Board Members confirming the following:

- Condition 2.1.1: should increase by 1.0 meter maximum or leave as is.
- Condition 2.1.2: leave walkway the way it is.
- Condition 2.1.3: 5.0 meter width should be deleted and replaced per applicant's comment.
- Agrees with applicant's recommendations regarding conditions 2.1.5 and 2.4.
- Condition 2.2: parkade issue - does not support increase in opening size.
- Conditions A2.2.2 (d) and A2.2.4(d) should be a consideration items.

Mr. Chung suggested the following:

- Condition 2.1.2: not necessary to increase to 7.0 meters.
- Condition 2.1.3: amend the Note to Applicant to provide a depth for adequate visitor flow.
- Condition 2.4: agrees that there should be a continuous walkway on terrace roof garden.
- Condition 2.2: agrees that visible parts of parkade be painted.
- Condition A2.2.4 (d): suggested that additional parking spaces are necessary; however, an extra ramp may not be necessary.

Ms. Parton noted her enthusiasm for the proposed project; however, found it unfortunate that the new Convention Centre is so far from the SeaBus access. Regarding condition 2.1.1, Ms. Parton agreed with leaving the area at proposed size and suggested that walkway described in condition 2.1.2 should be increased to 7.0 meters. Ms. Parton did not agree that bicycles be mixed with pedestrians in the walkway area. Regarding condition A2.2.4(d), the issue of an additional ramp to the underground parkade, Ms. Parton emphasized her support for an extra ramp. Further, concerning condition 2.2, she suggested that the parkade be painted in bright colours or that a white concrete be used in all areas. Ms. Parton's last concern was regarding bus loading/unloading and that busses would leave their engines running for long periods. It was suggested that a "holding area" be created for the busses.

Mr. MacGregor suggested that bicycle routes around the proposed Convention Center site will be considered by City Council at a future date. He concurred with the suggested removal of 7.0 meters from condition 2.1.2, leaving this area for pedestrians, and further suggested that Council may consider this area a part of the plaza design study.

Mr. MacGregor also suggested that regarding condition A2.2.2(d), the reference to parkade access and convention centre lobby roof area be deleted. He confirmed agreement with linking pedestrian access throughout the complex. Mr. MacGregor made the following additional suggestions:

- Condition 2.1.1: agrees with the condition minimum of 4.0 meters.
- Agrees with the proposed change to condition 2.1.5 regarding temporary use of the staircase.
- Agrees with the proposed condition 2.2 regarding the parkade with the Note to Applicant amended to the effect that all areas be painted in accordance with CPTED principles.
- Regarding Condition A2.2.4(d), a change to the ramp to lower level requires more discussion between the applicant and staff. If the ramp redesign results in a minor loss of parking (up to 10 spaces), consideration should be given to relaxing the parking provision.
- Regarding condition 2.1.3 and the walkway width for pedestrian flow, Mr. MacGregor suggested that the addition of a "holding area" would be beneficial.

Motion

It was moved by **Mr. Beasley** and seconded by **Mr. Timm**, and was the decision of the Board:

THAT the Board APPROVE Development Application No. DE404106 as submitted, the plans and information forming a part thereof, thereby permitting the construction of a convention/exhibition facility, in accordance with the Development Permit Staff Committee dated July 28, 1999, subject to the following amendments:

Condition 1.5.5: Amended to read "Design and location for bicycle routing through and adjacent to the site, acknowledging that all is subject to the approval of City Council".

Condition 2.1.2: Amended to add clause as a part of the first paragraph: ". . . up to approximately 7.0 meters, unless an alternative acceptable bike routing is determined acceptable in the Plaza Design Proposal", and in the Note to Applicant the last sentence will be removed so that the Note will read "This walkway, north of the Infinity Pool, may have to be increased from the 4.0 meters proposed to up to 7.0 meters, to allow shared bicycle/pedestrian access."

Condition 2.1.3: The Note to Applicant is revised to read: "The threshold area should be a width for adequate pedestrian access and holding needs".