

Rupert SkyTrain Station Precinct Public Enhancements Plan

Draft January 17, 2000

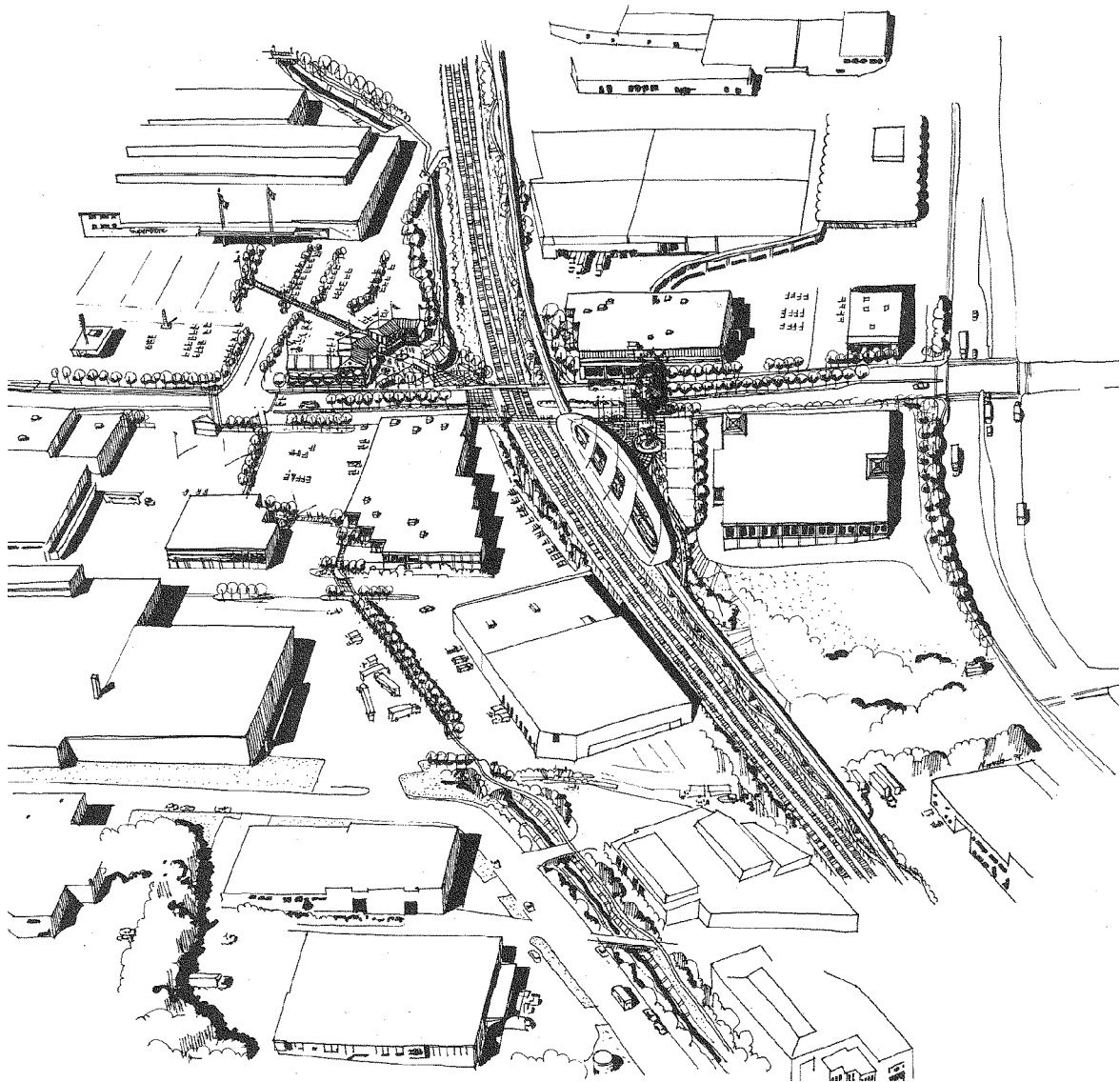


Table of Contents

Introduction

1. Purpose and Scope 2
2. Background and Context 2
3. Vision for the Area and Precinct 3
4. Key Issues and Challenges 5

Public Enhancements

1. Overview and Components 6
2. Cost Estimates 6

Adjoining Land Uses

1. Relationship to Public Enhancements 11
2. Policy Direction and Rezoning 11

Appendix

- A. Station Precinct Public Enhancement Costs 14
- B. Interim Rezoning Policies for SkyTrain Station Precincts 16

List of Figures

1. Station Precinct Boundaries Aerial Photo 1
2. Central Valley Greenway/Bikeway 1
3. Grandview/Boundary Preliminary Concept Plan 3
4. Urban Design Concept Plan 4
5. Station Precinct Public Enhancements Concept Plan 7,8
6. Station, Street and Guideway Sections 9
7. Station Precinct Site Plan of Public Enhancements 10
8. Examples of Infill Development: Superstore Site Adjacent to Still Creek 11
9. Expected Standards for Public Enhancements 13
10. Highlights of Zoning Provisions By Zone 17

Figure 1: Station Precinct Boundaries Aerial Photo

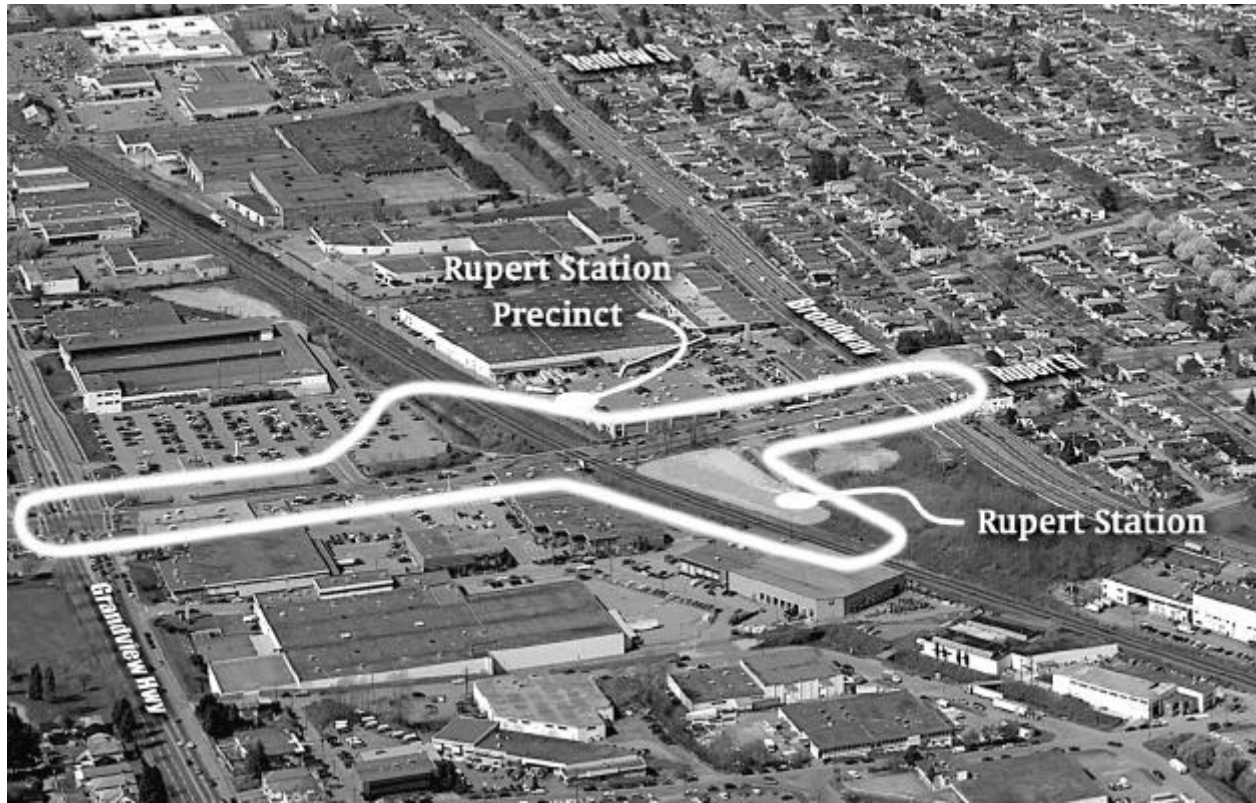
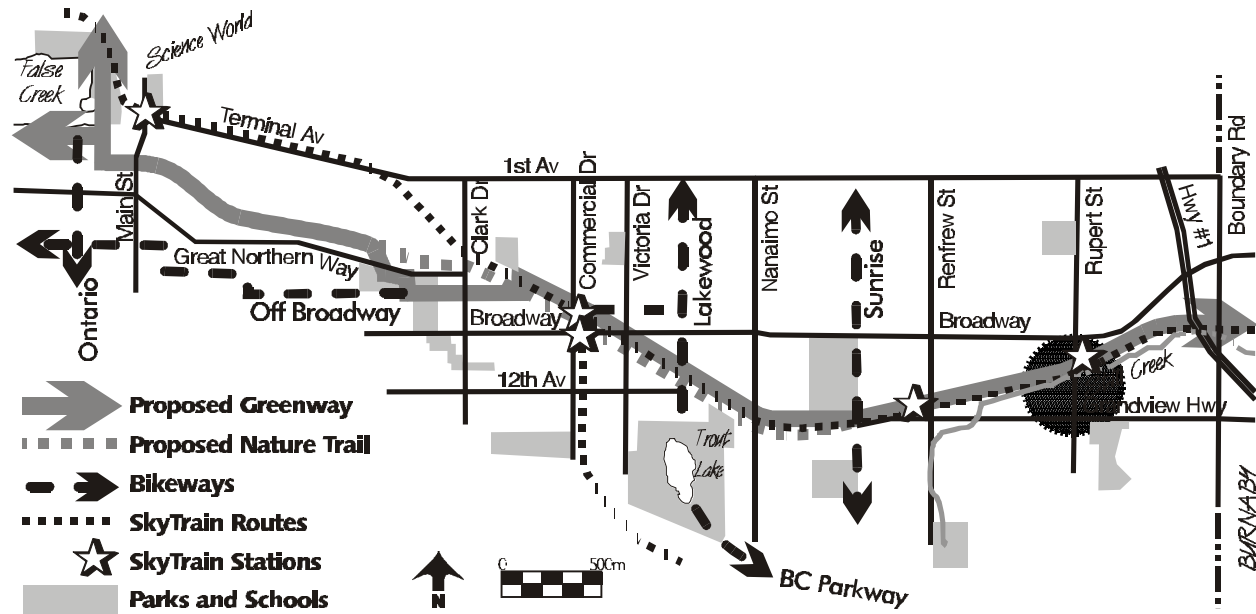


Figure 2: Central Valley Greenway/Bikeway



Introduction

1. Purpose and Scope

The purpose of the Station Precinct Public Enhancements Plan is to coordinate improvements with the various agencies and owners involved with the development in the SkyTrain Station Precinct area (Figure 1). The stakeholders include the Provincial Rapid Transit Project Office (RTPO), the City of Vancouver, TransLink and adjoining land owners.

The Public Enhancements Plan includes input received from the general public, nearby residents and business owners during various station meetings in 1999 and also responds to the conclusions of the Special Commission SkyTrain Review of May 1999. Both the general public and Special Commission SkyTrain Review emphasized the need for an integrated transit system that creates safe and efficient transfers to other transportation modes. They also emphasized the importance of integrating SkyTrain stations into the neighbourhood.

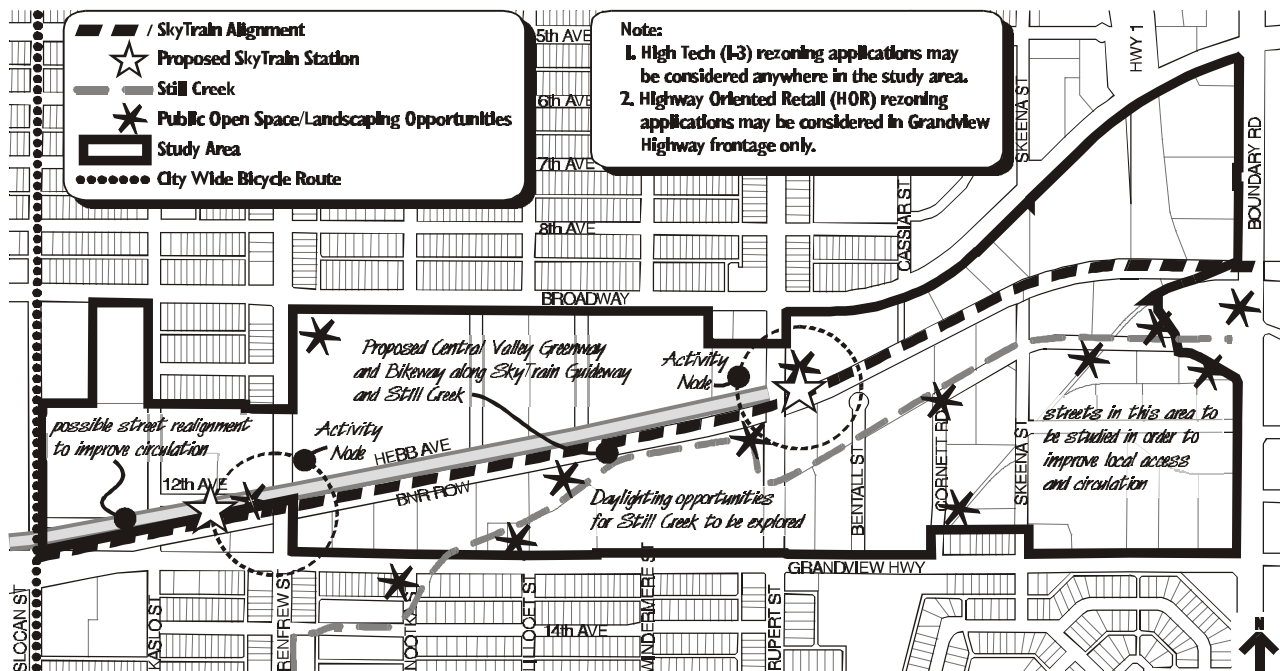
2. Background and Context

- ! **SkyTrain Plans.** In June 1998, the Provincial government approved a 21 kilometer phase 1 extension of the existing SkyTrain including a 4 kilometer Vancouver section that will extend from Boundary Road, via the BNSF Railway right-of-way and the Grandview Cut, to Vancouver Community College. Within the length of the approved guideway, three stations were selected - Rupert, Renfrew and Broadway/Commercial, each station's name reflects its street location along the SkyTrain alignment.
- ! **Area Planning.** Council has approved interim rezoning policies and guidelines to direct owner-initiated rezoning and conditional development applications in the Grandview/ Boundary Industrial area to support high technology uses and station area development. These interim regulations and guidelines will be finalized as part of a longer term area planning process.
- ! **Central Valley Greenway/Bikeway.** The Central Valley Greenway/Bikeway (Figure 2) will run from False Creek to Boundary Road to link into Burnaby's greenways network when it is complete. As an important regional connector for pedestrians, bicycles and inline skaters, it will follow near or under the SkyTrain guideway through both the Renfrew and Rupert SkyTrain Stations. The integration of the Central Valley Greenway/Bikeway into the station designs is an important aspect of the proposed public enhancements and a lasting legacy of the SkyTrain extension.

3. Vision for the Area and Precinct

Area Vision. The Grandview/Boundary Industrial area, which forms the greater context for the Renfrew and Rupert Stations, is intended to evolve into a home for high technology (Figure 3). Traditional industrial uses may remain along with the highway-oriented retail along Grandview Highway. This high tech campus-like environment will be linked by a network of bikeways and greenways to the SkyTrain stations. Grandview Highway will remain the focus of highway retail and mixed use activity, while the other areas redevelop over time to create a concentrated high technology area.

Figure 3: Grandview/Boundary Preliminary Concept Plan

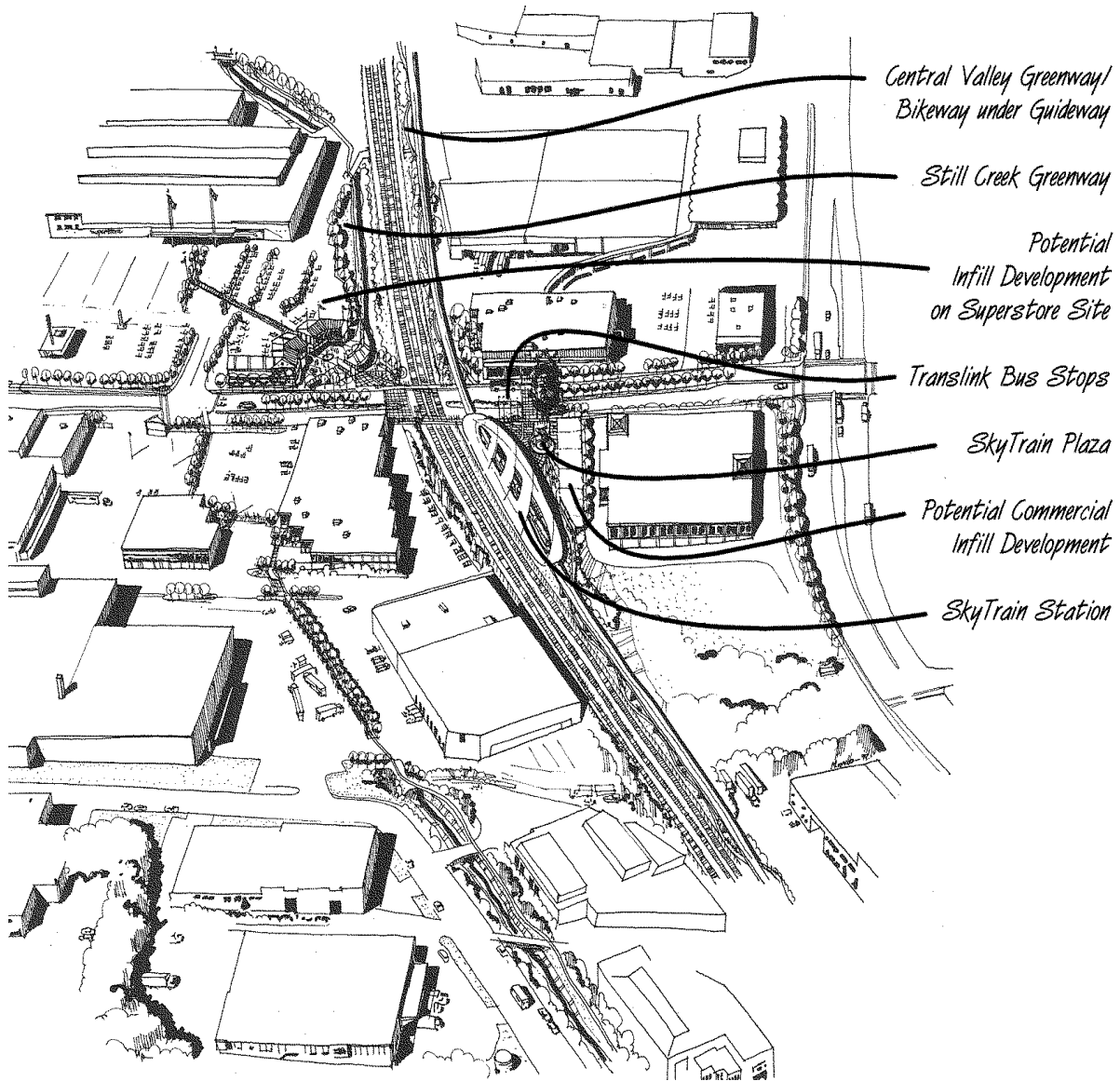


Rupert Precinct Vision. The vision for the Station Precinct is to create a safe, vibrant and accessible neighbourhood place that is connected with other transit modes and the community around it (Figure 4). Integrating the Central Valley Greenway with the station design and guideway will help provide a smooth flow of pedestrian and bicycle traffic through the station plaza, supported by other enhancements including pedestrian signals, sidewalks and crosswalks. TransLink bus service will be located to provide convenient access along Rupert Street.

In the longer term, potential supportive commercial uses on the north side of the station site along the edge of the proposed plaza could provide convenient services for the transit users and local workers. The Still Creek Greenway, located south of the station, offers another opportunity to provide a pedestrian link to the surrounding neighbourhood.

Additional commercial activity, set back from Still Creek but in an underutilised portion of Great Canadian Superstore site, could also further enhance the pedestrian and bicycle orientation of the precinct area around the station.

Figure 4: Urban Design Concept Plan



4. Key Issues and Challenges

As with the other stations, the Rupert Station development faces unique issues and challenges. It also shares the common challenge with other stations to create a safe and comfortable neighbourhood place, especially given projected lower transit boardings, as compared to other stations like Broadway and Commercial.

Issues and Challenges:

- ! ***Access from a Steep Hill and Arterial Traffic:*** design safe at grade access from the street to the station and provide TransLink bus stops as well as a temporary drop-off area along Rupert Street.
- ! ***Rail Crossings:*** improve the railway crossings for pedestrians and bicycles.
- ! ***Supportive Uses:*** encourage the development of supportive uses adjacent to the station house on the north side of the site and adjoining the station.
- ! ***Pedestrian and Bicycle Flows:*** provide a functional and safe route for pedestrians and cyclists through the site as part of the continuous Central Valley Greenway/Bikeway with links to the Still Creek Greenway.
- ! ***Grandview and Broadway Improvements:*** improve road crossings at Grandview/Rupert and Broadway/Rupert to better connect the residential communities to the station.
- ! ***Residential Connections:*** enhance the pedestrian walkways and environment to the adjoining residential communities.
- ! ***Great Canadian Superstore Connections:*** provide safe connections across to the Superstore and through its parking lot.
- ! ***Bicycle Orientation:*** encourage bike use in accessing transit by providing on-site bike racks and secured bike lockers.
- ! ***Safe Neighbourhood Place:*** create a safe environment in and around the station that does not encourage undesirable activities.

Public Enhancements

1. Overview and Components

The plans and maps that follow (Figures 5 and 7) illustrate the location and types of specific public enhancements that are necessary to integrate the Rupert Station into the community. These enhancements are classified under five sub-areas:

1. Rupert Station Site;
2. Adjoining Sidewalks and Street Areas;
3. Major Intersections and Connecting Streets;
4. Circulation and Access; and
5. Adjoining Site Redevelopment.

2. Cost Estimates

Cost estimates for the public enhancements are included in Appendix A. The Rupert Station site enhancements are not included in the cost estimates as they are exclusively the responsibility of the Provincial Rapid Transit Project Office (RTPO). The only exception is the proposed bikeway option south of the station. It is included in the cost estimates, subject to the approval of Burlington Northern Sante Fe Railway (BSNF). Adjoining site redevelopment enhancements are also not included in the cost estimates as they will be part of specific owner-initiated rezonings.

Figure 5: Station Precinct Public Enhancements Concept Plan Index



Precinct Boundary



1. Rupert Station Site

- a. Street Furniture: bike racks, bike lockers, lighting, benches and litter bins
- b. Landscape/Open Space; significant tree retention, public space trees, Central Valley Greenway/Bikeway
- c. Other; Public art



2. Adjoining Sidewalks and Street Areas

- a. Construct Rupert Translink Bus Stops (includes benches, bus shelters, bus bulges, etc.)
- b. Improve Rupert sidewalks, rail crossing, medians (Includes median and boulevard trees)
- c. Construct Rupert pedestrian Greenway and Bikeway crosswalk (includes pedestrian signal, special surface treatment, etc.)
- d. Review lighting (improve where necessary)



3. Major Intersections and Connecting Streets

- a. Review Rupert/Grandview and Rupert/Broadway intersections
- b. Improve Superstore pedestrian connections at intersection



4. Circulation and Access

- a. Improve Superstore pedestrian connection at Still Creek
- b. Enhance Still Creek Greenway
- c. Construct Central Valley Greenway/Bikeway
- d. Review neighbourhood connections
- e. Implement short term parking drop off/pick up zones (Includes review of parking regulations on all adjacent streets)



5. Adjoining Site Redevelopment

- a. Proposed Mini-Warehouse
- b. Potential Superstore infill development

 Note: 1 and 5 are not included in Appendix A: Rupert Station Precinct Public Enhancements Costs

Figure 5: Station Precinct Public Enhancements Concept Plan

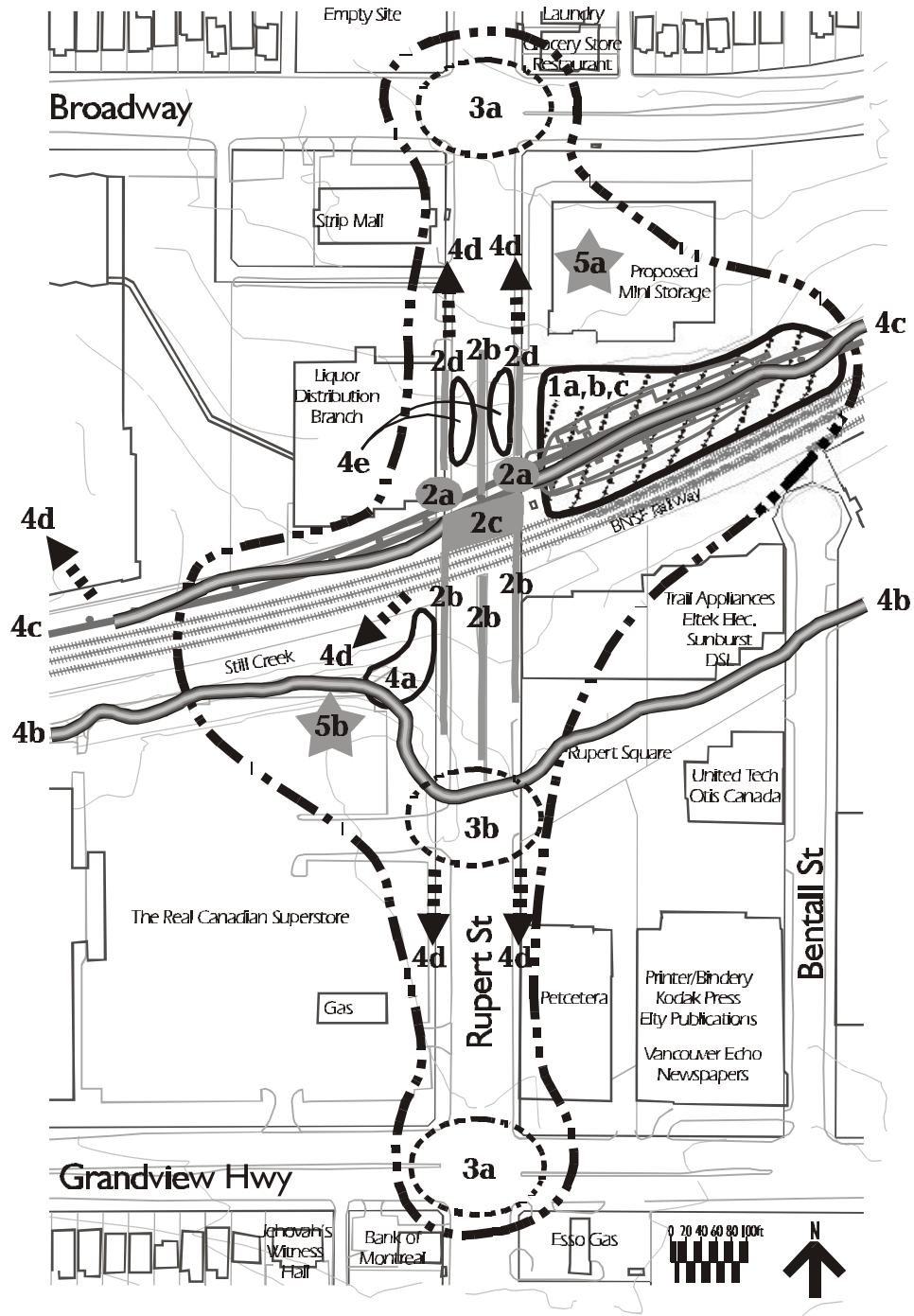
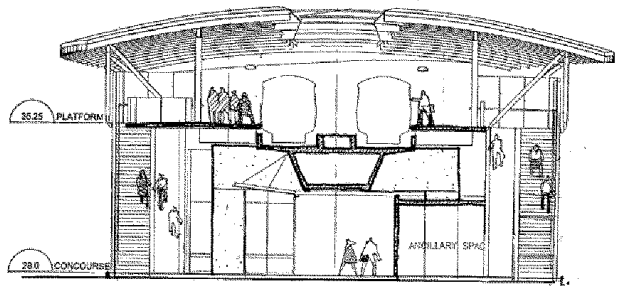
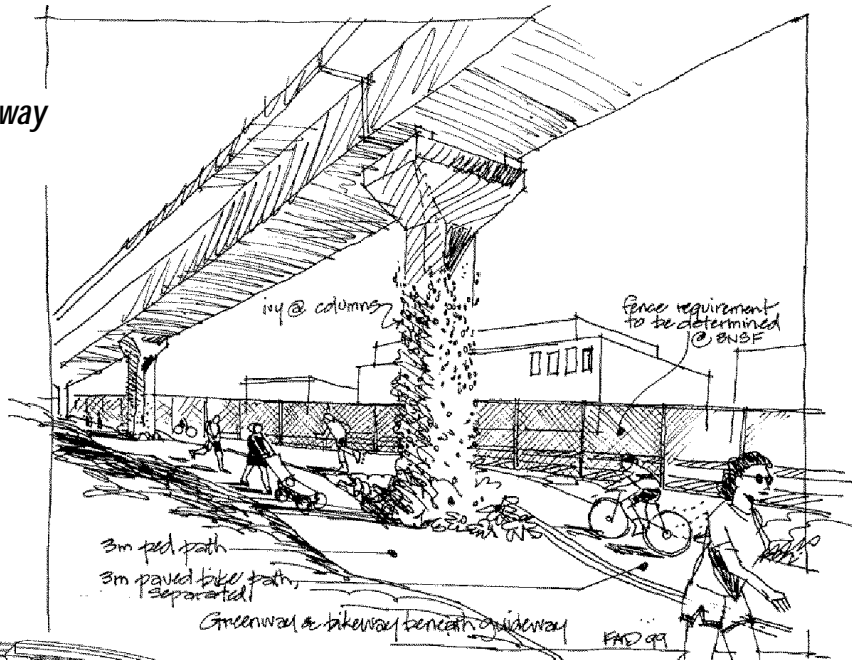


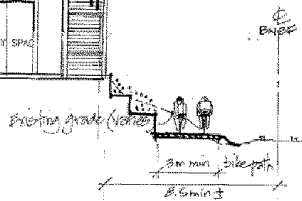
Figure 6: Station, Street and Guideway Sections

Central Valley Greenway/Bikeway
under SkyTrain Guideway



Rupert Station looking east

Rupert Station - looking east



Rupert Street looking north

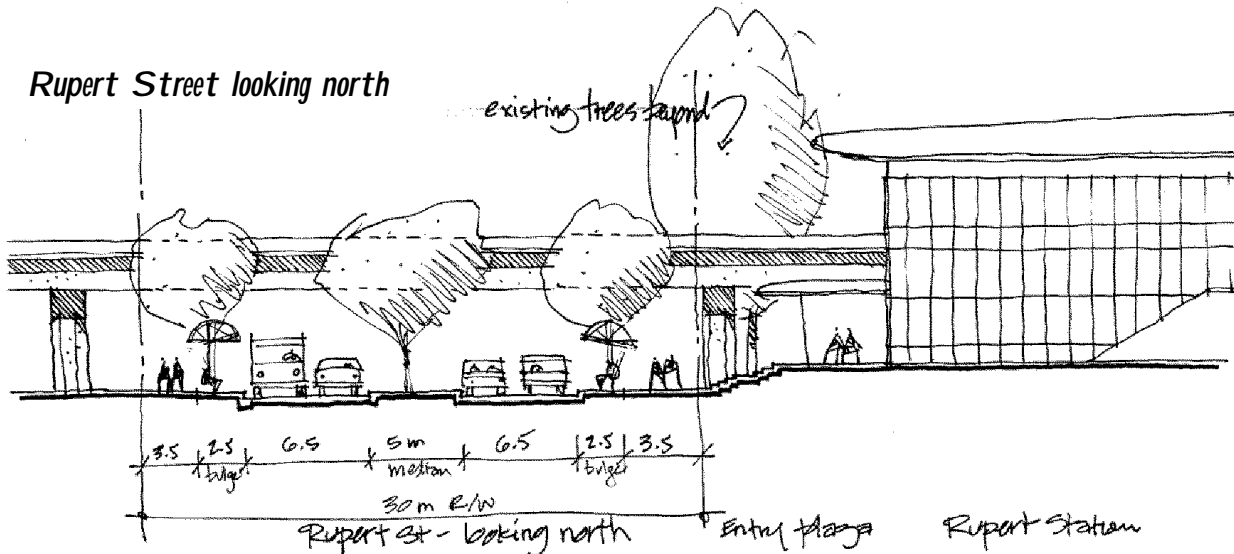
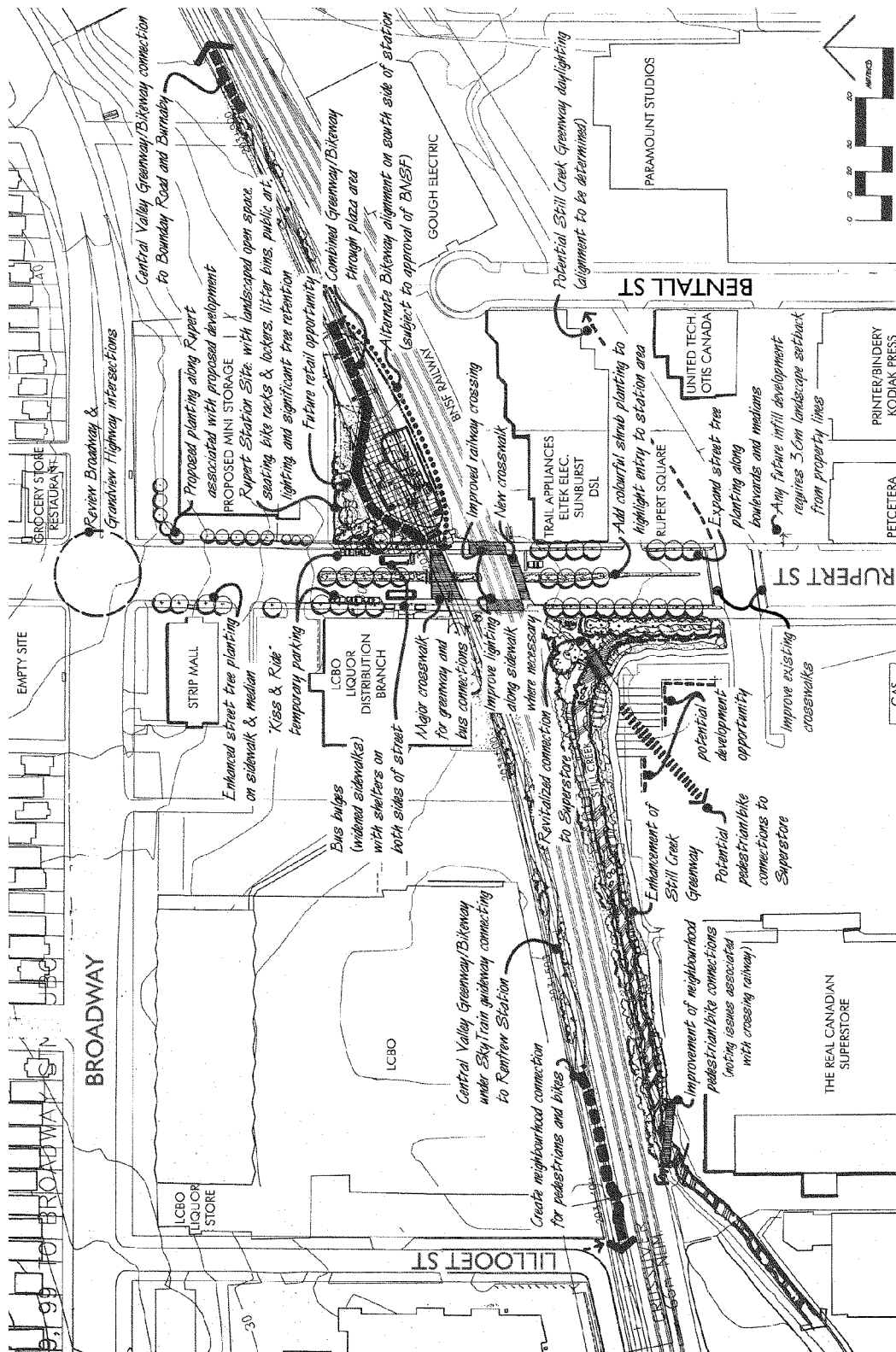


Figure 7: Station Precinct Site Plan of Public Enhancements



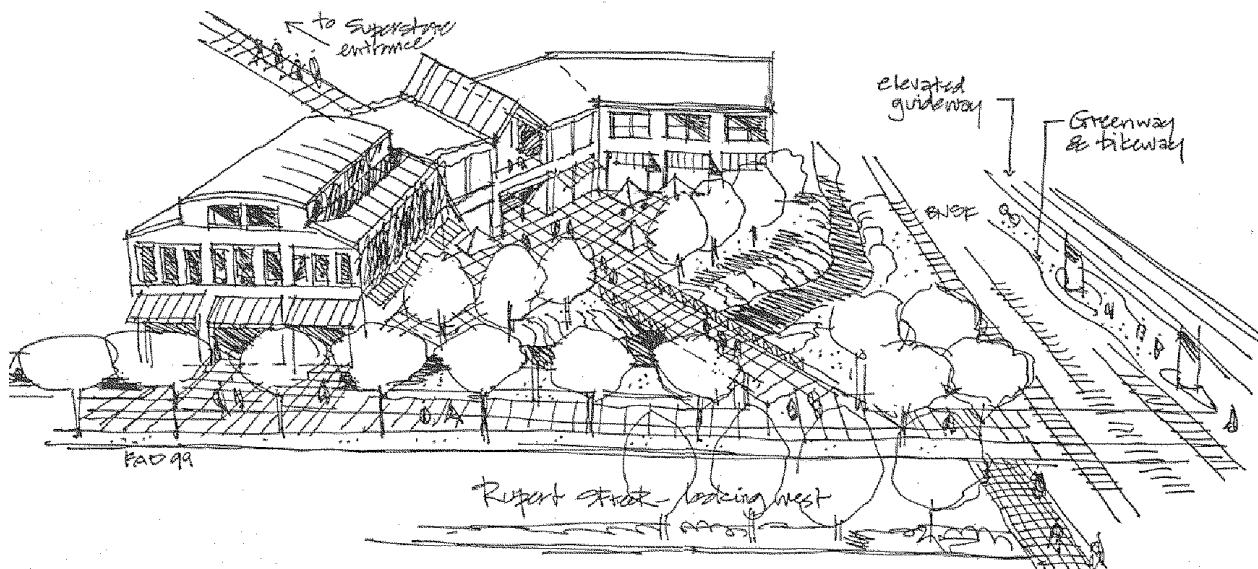
Adjoining Land Uses

1. Relationship to Public Enhancements

The land uses surrounding the station and their further development will be important for the creation of a station precinct that blends into and supports the surrounding neighbourhood. Generally, rezonings of adjoining properties will be required to contribute to public enhancements as terms of redevelopment.

Although all the sites around the Rupert SkyTrain Station are either developed or undergoing redevelopment, there are potential commercial infill opportunities that could complement the station development. For example, there is an opportunity to develop an under utilized corner of the SuperStore site near Still Creek southwest of the Rupert Station.

Figure 8: Example of Infill Development: Superstore Site Adjacent to Still Creek



2. Policy Direction and Rezonings

Land owners in the station precinct area should refer to the Grandview/Boundary Interim Land Use and Design Guidelines approved by City Council on July 22, 1999 for direction regarding land use, zoning and design. A specific section within these Land Use and Design Guidelines addresses the specific requirements within the station precinct area. This section is attached as Appendix B for reference.

Appendix

A. Station Precinct Public Enhancement Costs

B. Interim Rezoning Policies for SkyTrain Station Precincts

Figure 9: Expected Standards for Public Enhancements



Paving/Crosswalks/Sidewalks



Public Art



Tree Grates



Tree Planting



Plaza Design



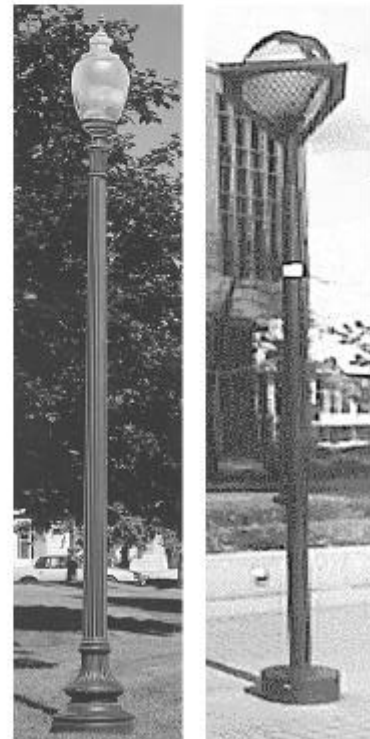
Benches



Bicycle Racks



Guideway Column Landscaping



Lighting: Greenway & Station



Bicycle Lockers



Bus Shelters

Appendix A: Rupert Station Precinct Public Enhancement Costs

Note: The following categories correspond to the precinct sub-areas.

1. Rupert Station Site

The station house site should integrate into the precinct, emphasizing public open space in order to allow ample room for the movement of pedestrians and bicycles through and adjacent to the site. These costs are the responsibility of the Provincial RTPO. The extension of the Central Valley Bikeway will proceed, if possible, south of the station at an additional estimated cost of:

asphalt	30,000.00	
lights	17,500.00	
trees	7,600.00	
landscaping (\$70/m ²)	<u>21,000.00</u>	
		\$76,000.00

2. Adjoining Sidewalks and Street Areas

Integration of the station into the precinct will also be achieved through the installation of special treatment sidewalks, bus bulges, trees, lighting and improved access. A pedestrian signal will also be installed on Rupert Street together with two bus stops.

The estimated cost for this work is:

benches	2,400.00	
trees	8,200.00	
bulges, curb	48,000.00	
shelters/bins	5,600.00	
signal	(100,000.00)	
cross-walk	115,000.00	
lighting	<u>24,000.00</u>	
		\$203,000.00

3. Major Intersections and Connecting Streets

A comprehensive review will be undertaken of the major intersections within the precinct, as well as pedestrian connections to adjacent developments. A preliminary review has identified needed improvements at the Rupert Street/Superstore intersection entailing modifications to the existing curb ramps, sidewalks, etc., and a major upgrade to the traffic signal at Rupert Street and Broadway.

The estimated cost for this work is:

curb, sidewalk	10,000.00	
signal	<u>120,000.00</u>	
		\$130,000.00

4. Circulation and Access

A review of the neighbourhood connections will be undertaken separately including the Still Creek greenway (costs are not included).

Also, the Central Valley Greenway/Bikeway will be extended west to the Renfrew Station and 50% of this cost (remaining 50% is included in the Renfrew Precinct), is:

asphalt	260,000.00	
lights	112,000.00	
trees	50,000.00	
landscaping	140,000.00	
benches	<u>12,000.00</u>	
sub-total	<u>574,000 ÷ 2</u>	
		\$287,000.00

TOTAL Rupert Precinct \$696,000.00

Note: The Central Valley Greenway/Bikeway will also be extended east to Boundary Road from the station at an estimated cost of approximately \$510,000.00, including half the cost of a ped/bike signal at Boundary Road. This cost is not included in the above estimate.

Appendix B: Interim Rezoning Policies for SkyTrain Station Precincts

Intent

The intent of this interim policy is to provide for a range of ground-oriented businesses within and immediately adjacent to SkyTrain stations for the convenience of area workers, transit users, and the nearby community. This will help to create a walkable, comfortable, safe and attractive street environment and public realm conducive to transit use.

Automobile-oriented uses and those requiring extensive loading facilities are discouraged.

Policy 1. Extent of the Precinct Station: For the purpose of these policies, sites within the Grandview/Boundary study area presently zoned I-2 or Still Creek CD-1, and either abutting or directly across a street or railway right-of-way to a SkyTrain station.

Policy 2. Location: Uses subject to these interim policies should be located at grade, either within a station, on a station site, or on street faces on Rupert, Renfrew, Hebb Avenue or East 11th Avenue, directly adjacent to or across from a station.

Policy 3. Uses: Generally small-scale uses which help make a station environment more vibrant and also feel safer, and which do not tend to either generate destination automobile traffic or require large off-street loading facilities. These may include:

- Convenience stores and services (e.g., news stands, local grocery store)
- Small cafes
- Professional/community services and offices
- Light manufacturing
- Artist studio (excluding associated residential component)

Policy 4. Density: The floor area under the provisions of these policies will not exceed 232.2 m² (2,500 sq. ft.) per subject site. However, the total allowable density within a mixed use development comprised of I-3 or HOR uses will be governed by those uses.

Policy 5. Height:

- (a) if as a stand alone use (i.e., if no other I-3 or HOR uses as per these interim policies): 9.2 m (30 ft.);
- (b) if incorporated into a mixed use development with I-2, Still Creek CD-1 or I-3, then as per relevant District Schedule.

Policy 6. Built Form:

- (a) small storefronts with entries facing identified streets
- (b) transparency at grade facing street(s)
- (c) no blank walls exceeding 1.0 m in length
- (d) weather protection on street elevation(s)
- (e) materials: generally as included in I-3 interim design guidelines

Policy 7. Off-Street Parking: None required for floor area developed under Policy 5.

Policy 8. Mixed Use Development: These station precinct policy directions may also be achieved as an integral component of a mixed use development in an I-3, HOR or I-2/I-3 Conditional Use application. In such an event the height and density

limits of the base schedule would apply. Please refer to the applicable policies and guidelines.

Note: Depending on the specific location of the subject site, the application should describe how the Central Valley Greenway and Bikeway, Still Creek, traffic and circulation requirements and utilities are to be accommodated.

Figure 10: Highlights of Zoning Provisions By Zone

ZONE BASE REGULATION	I-2 Industrial	I-3 High Tech	HOR Highway- Oriented Retail	SkyTrain Station Precinct
Land use emphasis	Manufacturing Warehousing Some high technology uses	High Technology light industry, information technology	Large Format Retail Can be combined with I-2 and I-3	Street-oriented convenience shops and services
Ancillary or Conditional Use directions	a) Ancillary retail & office; b) Conditional recreational, educational & institutional cultural	a) Ancillary retail & office b) Limited recreational, educational & institutional cultural	As per I-2 and I-3 Schedules	As per I-2 and I-3 schedules
Location	In I-2 and Still Creek CD-1 zones of Study Area	In I-2 and Still Creek CD-1 zones of Study Area	Grandview Highway frontage, Renfrew to Boundary Road	At grade on street faces near Rupert & Renfrew station entrances
Size and/or Density (FSR)	3.0	3.0	Minimum 929 m ² (10,000 sq. ft.), plus maximum FSR of 0.6 for HOR, 2.4 for other I-2 or I-3 uses, 3.0 max	Floor area exempt from FSR limits not to exceed 232.3 m ² (2500 sq. ft.) for an eligible site
Height : outright	18.3 m (60 ft.)	18.3 m (60 ft.)	12.2 m (40 ft.)	under base provisions of I-3, HOR or I-2/I-3
conditional	30.5 m (100 ft.)	30.5 m (100 ft.)	conditional to 18.3 m (60 ft.) as part of mixed use development	

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