



City of Richmond

Report to Council

To: Richmond City Council
From: Councillor Linda Barnes
Chair, Public Works & Transportation Committee
Date: January 20th, 2006
File: 10-6520-02-01/2006-Vol 01
Re: **CANADA LINE UPDATE – DECEMBER 2005 / JANUARY 2006**

The Public Works & Transportation Committee, at its meeting held on Wednesday, January 18th, 2006, considered the attached report, and recommends as follows:

Committee Recommendation

- (1) That staff prepare a strong letter to RAVCO, InTransitBC and TransLink regarding the need for retail space at the Richmond Canada Line stations.*
- (2) That the December 2005 and January 2006 Canada Line Project update be received for information.*

Councillor Linda Barnes, Chair
Public Works Committee

Attach.

VARIANCE

Please note that staff recommended the following:

That the December 2005 and January 2006 Canada Line Project update be received for information.

Staff Report

This report provides the December and January monthly updates to Council on the Canada Line project.

1. Communication and Public Consultation Processes

- RAVCO
 - Jan 5 Public Notice issued: Advises that public consultation for the detailed design of the Canada Line stations is scheduled to begin in late January 2006. More information, including where and when public open houses will be held, will be announce shortly. In addition, utility relocation work will occur in the Bridgeport area and along No. 3 Road between Granville Avenue and Westminster Highway starting February 2006. Pre-construction activity has begun at the eastern section of the YVR segment near the Arthur Laing Bridge.
 - Dec 15 Fact Sheet issued: Provides background to explain why the Canada Line alignment is on the east side of No. 3 Road. The RAVCO decision to locate the guideway on the east side of No. 3 Road included the following considerations: elevated stations would be smaller and less expensive, the majority of the elevated guideway is located within the existing northbound traffic lanes not on private property, the side alignment allows for better station integration opportunities and the area under the guideway is more accessible and useable for pedestrians.
 - Dec 5 Public Notice issued: Advises that beginning the week of December 12, 2005, work crews will start relocating train track and other utilities in the Bridgeport area. Some intersections in the Van Horne/River Drive area will be reduced to one lane on an occasional, alternating basis. Three buildings will also be demolished in the area at the same time. In January the work will move further west along Van Horne Way and will also take place in the No. 3 Road, Charles Street and River Road area. Most work will occur weekdays from 7 a.m. to 8 p.m..
 - Canada Line Official Launch: Took place on November 25 at the Vancouver International Airport. The new Canada Line name as well as the transit vehicle was launched, as was a new website: Canadaline.ca
 - Preliminary Station Design & Site Plans Public Consultation: The summary report of the joint RAVCO and InTransitBC public consultation on preliminary station design and site plans is now available on the Canada Line web site.
 - Board of Directors Meeting: in order to provide the public with on-going opportunities to offer their input and feedback on the project, RAVCO's Board of Directors will hear public delegations who wish to express their views at quarterly meetings specifically designated for this purpose. Their next Board meeting is scheduled in February 2006, however, it is not yet determined if public delegations are on the agenda.

- City:
 - Canada Line Launch: An internal communications plan was implemented the day of the official name change (Nov. 25). The plan covered updates to our website, advising staff via email and intranet, and the creation and distribution of collateral material to promote new name across organization.
 - No. 3 Road Streetscape stakeholder group meetings: Please see (4) No. 3 Road Corridor Streetscape Study.

2. Business Liaison Processes

- Business Liaison: RAVCO has established the Richmond Business Liaison Communication Committee, which held its inaugural meeting on November 16 and its second meeting December 6. The following representatives are on the newly formalized committee:
 - Precinct 1: Lorelie Guthrie (Lansdowne Centre—Colliers), Chad Ishikawa (Richmond Centre North), Mark Walman (London Drugs), Shirley Wong-Chong (Richmond Centre—Cadillac Fairview);
 - Precinct 2: Allan Ho (Yaohan Centre), Trent Holfeld (Canadian Tire), Bob Kin Yip Tai (Oodles Technology—Parker Place Mall)
 - Precinct 3: Walter Soo (River Rock Casino), Jeff Rank (National Association of Independent Officer Properties—Bentall)
 - At Large: Craig Jones (Richmond Chamber), Tracy Lakeman (Tourism Richmond), Josh O’Conner (Richmond Review), Doug Symons, (Chamber Transportation Committee)
 - City of Richmond: Lee Malleau (Manager of Economic Development)
 - RAVCO: Richard Sawchuck (Director of Community Relations), Raymond Louie (Technical Manager)
 - InTransitBC: Steve Crombie (VP Public Affairs)
 - Resources: Cliff Cheng (Chinese InforMedia Consulting Group Inc.), Karen Peterson Ivanick (Independent Project Director for Business Liaison Committees)
- The role of the committee is to help examine and implement options that will minimize disruption to business during construction of the Canada Line, and act as the primary communication vehicle between RAVCO/InTransitBC and the business community. The next meeting is being held January 18, 2006.
- Property Acquisitions: The City continues to provide support to the business community throughout the land acquisition phase. Currently, RAVCO’s Properties Group is focused on concluding negotiations with business owners whose property is required as full takes by December 2005 in order to begin construction on the Operations and Maintenance Centre in the Bridgeport area. At this time most of the property acquisition negotiations have been completed, though there are a few outstanding property discussions going on and the City has taken every possible step to facilitate the relocation of businesses that require assistance.

3. Guideway and Stations

Staff continue to attend workshops with RAVCO and InTransitBC staff to finalize the preferred alignment of the guideway. Recent activities include:

Guideway Alignment – RAVCO forwarded a new guideway alignment from InTransitBC to Richmond on November 25, 2005. This new alignment provides an improved and straighter guideway alignment between the Cambie and Lansdowne Stations avoiding major utility conflicts north of Alderbridge Way. Richmond staff signed off on this December 5, 2005.

RAVCO has supported the City of Richmond's efforts in obtaining a straight guideway located within No. 3 Road with the least community disruption. The City has endorsed the new guideway alignment with the understanding that RAVCO will endeavour as much as possible to obtain the required right-of-way for a sidewalk on the west side of No. 3 Road north of Alderbridge Way using the following options and with any additional cost incurred from this alignment for road relocation being at the cost of the Canada Line project:

1. RAVCO negotiates with the Vancouver International Airport and the owner of 7931 Alderbridge Way (i.e. Sport Mart site) to allow for limited residential development on the property. City staff would work with the owner on the re-zoning application in return for the required property to achieve the ultimate cross section. This process will require the support of City Council and staff propose to take a report forward to Planning Committee once initial discussions with YVR have proven positive; or
2. RAVCO purchases the required right-of-way for a minimum 1.65 m sidewalk, clear of obstructions with a reconfiguration of the parking lot; or
3. RAVCO works with InTransitBC to look at an option to hold the alignment but use an offset column that would cantilever to support the guideway to gain additional right-of-way width in this area.

Bridgeport and Brighthouse Stations – Richmond, RAVCO and TransLink have reached consensus on conceptual land development strategy around each station. Further revisions have been made to the development strategy for the residual parcel at the Brighthouse Station in order to provide a prominent street address for future commercial/retail development at grade adjacent to the transit station. RAVCO continues to negotiate with Great Canadian Casinos who are interested to acquire portions of the residual property around the Bridgeport Station to develop a new hotel as well as the transit park and ride facility.

Alderbridge/Lansdowne Stations – InTransitBC drawings continue to show that this station has been shifted south close to Lansdowne Road with the assumption that the Station name will be changed to Lansdowne Station. InTransitBC has not reported any cost implications associated with this change. This revised station location has been discussed with representatives of the Lansdowne Shopping Mall with no major objections voiced.

Cambie Station – It has been reported that the owner of the property at the Cambie Station will sell the remainder of this site to RAVCO. RAVCO will organize a meeting with representatives of the Aberdeen Mall to explore the possibilities of integrated or associated development with the Cambie Station.

Capstan Station – InTransitBC has been requested to clarify the requirements of the Power Traction Power Station (TPS) at this location with Pinnacle (i.e. the developer of the adjacent site) in order to accommodate the TPS within the building envelop of the proposed development.

4. No. 3 Road Corridor Streetscape Study

Work on the Streetscape Study continues on two parallel topics:

- Streetscape: Assuming the newly revised Canada Line guideway alignment, Richmond's Streetscape Study consultant (IBI Group) continues to work on two roadway relocation strategies for No. 3 Road (i.e. short term roadway reconfiguration for the opening of the Canada Line in November of 2009 and a long term roadway configuration for No. 3 Road beyond the Canada Line project). The objective is to place priority on pedestrians and cyclists first, then commercial and lastly vehicles.
- Fronting Buildings: Current work on fronting buildings includes an exploration of alternative building massing strategies for each of the 5 character zones along No. 3 Road. These alternative built form responses to the guideway include the possibly of building under the guideway, adjacent to the guideway, over the guideway, infilling between the guideway and existing buildings and setting buildings back from the guideway. Building massing strategies will be recommended along both sides of No. 3 Road based on existing built form and setbacks as well as the objectives for each of the 5 character zones.
- Upcoming Meetings: Stakeholders, January 12, 2006 - Public Open House, January 19, 2006

Streetscape Study 1st Public Open House – Summary of Results: The results of first public open house will be summarized in a document and posted on Richmond's website before January 12, 2006. However preliminary results indicate support for the 12 guiding principles identified during the initial phase of the Streetscape Study and is summarized below:

- 93% agree with convenient linkages to transit stations and bus stops.
- 90% agree with a simple, informative system of outdoor signage.
- 89% agree with a coordinated, understated and timeless approach to outdoor furniture.
- 87% agree with incorporating street facing retail facilities to encourage pedestrian activity.
- 87% agree with incorporating Transit-Oriented Development urban design principles.
- 84% agree with CPTED principles applied to the design of public open space on the street.
- 82% agree with continuous high quality sidewalks on both sides of No. 3 Road.
- 74% agree with incorporating Great Streets urban design principles.
- 70% agree with incorporating public art in the streetscape design along No. 3 Road.
- 64% agree with the minimizing the number of driveway access point where possible.
- 63% agree with continuous, raised and separate cycle paths on both sides of the street.
- 56% agree with on street parking in association with street front retail and as a buffer.

5. Traffic Management

- Traffic Management Strategy – InTransitBC submitted the Traffic Management Strategy (TMS) on December 19, 2005. Richmond staff are currently working on a report regarding the TMS for the January 16, 2006 meeting of General Purposes Committee.

6. Controlled Access to Stations

At its December 7, 2005 meeting, the TransLink Board of Directors considered a TransLink staff report that recommends that the Board direct staff to:

- ensure that the Canada Line is designed such that controlled access can be accommodated in the future and implemented as a future Change Order within the Concession Agreement;
- maintain and enhance the ongoing and planned program of safety and security initiatives such as the GVTA Transit Police and participation in Transport Canada's Immediate Action Plan to enhance the security of passenger rail and public transit systems;
- consult with regional stakeholders, customers and the public in developing new programs and initiatives to enhance human and electronic "eyes and ears" presence for SkyTrain, with emphasis on targeting particular locations and hours of operation; and
- maintain and enhance the established strategy for managing fare evasion including continuing to move toward prepaid fares through pricing initiatives and further introduction of Pass Programs.

The TransLink staff report estimates that the cost of installing turnstiles for the Canada Line (both entry and exit points) is \$16.6 million with annual operating and maintenance payments of \$5.1 million. The TransLink Board rejected the installation of turnstiles on the Canada Line.

7. Construction Works

InTransitBC has let a tender for utility relocations in the Bridgeport north and OMC area. Relocations will begin with BC Hydro under-grounding along Van Horne Way and include relocations of all other utilities in the general area. Specific locations with significant relocations are: the intersections of No 3 Road and River Road, No 3 Road and Charles Street, No 3 Road and Beckwith Road, No 3 Road and Bridgeport Road, Great Canadian Way and Van Horne Way and Van Horne Way and River Road. Demolition of buildings has begun on the north side of Van Horne Way near the Oak Street Bridge.

The Major Projects and the Parks department have started work with InTransitBC to plan the management strategy for relocation of trees and other street furnishings. An inventory of trees along the east side of No 3 Road as well as the area around the OMC has been done. Replanting locations for these trees in other medians around the City Centre area are being reviewed.

8. Disposal of Surplus Excavated Material

Richmond staff are working on a report to Planning Committee for January 17, 2006.

No. 3 Road Streetscape Stakeholder Involvement: The first stakeholder meeting for the No. 3 Road Streetscape Study is scheduled for January 12, 2006. The following organizations have been invited to participate in upcoming Stakeholder meetings:

- RAVCO Richmond Business Liaison and Communications Committee
- Richmond Advisory Committee on the Environment
- Richmond Chamber of Commerce – Transportation Committee
- Richmond City Centre Community Association
- Richmond Child Care Development Board
- Richmond Committee on Disabilities
- Richmond Community Cycling Committee
- Richmond Economic Advisory Group
- Richmond Fire and Rescue
- Richmond Intercultural Advisory Committee
- Richmond Mental Health Consumers and Friends Society
- Richmond Parking Advisory Committee
- Richmond Public Art Commission
- Richmond RCMP
- Richmond School Board No. 38
- Richmond Seniors Advisory Council
- Richmond Tourism
- Richmond Visually Impaired
- Richmond Youth
- SUCCESS
- Urban Development Institute

Public Art Update: Richmond staff organized a tour of Seattle and Tacoma with the Richmond Public Art Commission hosted by Barbara Luecke, the Public Art sub-consultant to the Streetscape Study in order to view various transit related public art installations.

Urban Development Institute Update: Richmond staff also attended a recent Urban Development Institute (UDI) Transportation Committee meeting to present an update of the Streetscape Study. UDI were interested to understand staff assumptions regarding the funding of the Canada Line and No. 3 Road streetscape improvements. The following information was provided:

- Funding of transit infrastructure is a TransLink responsibility;
- Reconstruction of No. 3 Road is the responsibility of the Canada Line Project and included in InTransitBC's scope of work.
- Re-establishing No. 3 Road medians and boulevards is a shared Richmond and TransLink responsibility through the Major Road Network (MRN) program. This \$8 million of funding will provide base level streetscape improvements.
- The TOD fund will be used to enhance the base level of streetscape improvements on medians and boulevards along No. 3 Road.

9. Retail at Stations

The Canada Line Richmond Access Agreement dated November 30, 2004 does not allow for 'Non-Transit Related Uses' at stations, which include retail uses without a prior written agreement between the City and RAVCO or any Concessionaire. It is understood that RAVCO staff support the inclusion of small retail spaces in stations however InTransitBC seems to interpret this as adding schedule and cost risks to the project and therefore do not propose retail uses within stations on the Canada Line. The lack of retail in stations may not be an issue provided Richmond is successful at integrating mixed-use Transit-Oriented Development at stations. Nevertheless, Richmond stations would be better with the inclusion of small, retail spaces since they add more informal surveillance and contribute to enhance safety and security. Accordingly Richmond staff continue to support and encourage RAVCO/InTransitBC to consider the incorporation of small retail spaces within stations.

10. Outstanding Issues to Resolve with RAVCO

1. Alderbridge/Lansdowne Station Location: RAVCO continues to indicate its intention to relocate the Alderbridge Station approximately 150 m south, closer to Lansdowne Road and to rename this station, the Lansdowne Station. However, RAVCO has not yet made a formal decision or announcement regarding this issue.
2. Cambie and Lansdowne Station Area Planning: Richmond staff and consultants have demonstrated the potential to add value to the Canada Line Project at both the Bridgeport and Brighthouse Stations and accordingly have made a further funding request to RAVCO for a more comprehensive investigation of both the Cambie and Lansdowne Stations. This proposal has been discussed with RAVCO since the fall of 2005 and appeared to have the support of RAVCO's property manager but Richmond has not been given final authorization to proceed with this work.
3. Urban Integration Committee: Final resolution of the Urban Integration Committee has not been achieved including the commitment of the \$2 million promised by RAVCO in the draft Memorandum of Understanding dated November 29, 2004. These funds were intended to improve the integration of the elevated guideway with the urban fabric along No. 3 Road. Richmond has designated Greg Scott, Director – Majors Projects, as it's representative for the Urban Integration Committee. It is understood that RAVCO and TransLink have not yet designated representatives and this work has not begun.
4. Future Extension of Sexsmith Road north of Beckwith Road: Richmond has provided a plan to RAVCO indicating how the City prefers to extend Sexsmith Road (i.e. using 8720 Charles Street). See Plan Attachment 1. InTransitBC has located columns on this City owned lot. Richmond has requested that RAVCO ensure that the City can extend Sexsmith Road in the future at no additional land acquisition costs to Richmond. RAVCO has not clarified its intentions regarding how Sexsmith Road will be extended. In addition, if RAVCO/InTransitBC continues to impact the subject City owned lot (i.e. 8720 Charles Street) then Richmond will seek compensation from RAVCO.
5. Possible Future Extension and Upgrade of No. 3 Road north of Bridgeport Road: It is a recommendation of the Streetscape Study that No. 3 Road be widened and extended to the Fraser River in the future. This will be reviewed by Richmond Transportation staff as part of the City Centre Transportation Plan Update scheduled for 2006. There are property issues associated with the future extension and upgrade of No. 3 Road. It is understood that RAVCO has purchased the following properties on the west side of No. 3

Road north of Bridgeport Road 2671, 2611, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road. Richmond staff anticipate that No. 3 Road will need to be widened in the future if and when the Lehigh Cement and Aggregate property at the north end of No. 3 Road redevelops. See Plan Attachment 1. In addition, other property will be required in the future to extend No. 3 Road. Also, some relocation of guideway columns on the west side of No. 3 Road is required to ensure the future extension of No. 3 Road. Richmond staff continue to negotiate with RAVCO regarding this issue.

6. Credit for Relocation of Existing Street Trees

Richmond has agreed to allow RAVCO/InTransitBC to relocate existing street trees from No. 3 Road to the medians on nearby streets and within some City Parks. Richmond staff believe that this will save the contractor money and are seeking a credit. Any credits would be applied to new trees for No. 3 Road. InTransitBC will provide a Tree Management Plan by the end of January and information regarding the management of street trees will be provided to Council in subsequent updates.

10. List of Upcoming Meetings

he following is a list of important upcoming meetings:

- No. 3 Road Streetscape Study Stakeholder Meeting – January 12, 2006
- Meeting with Mr. Lee regarding Radisson President Hotel – January 13, 2006
- Report on Traffic Management – General Purposes Committee – January 16, 2006
- Report on Canada Line surplus fill disposal - Planning Committee – January 17, 2006
- RAVCO presentation - Public Works and Transportation Committee – January 18, 2006
- No. 3 Road Streetscape Study Public Open House # 2 – January 19, 2006

11. InTransitBC Schedule of Canada Line Project Milestones October 2005 – June 2009

December 2005	
▲	<i>Demolition of existing buildings on Van Horne for the OMC</i>
▲	<i>Railway tracks on Van Horne will be relocated</i>
▲	<i>Hydro under grounding to start along Van Horne and along River Drive</i>
February 2006	
▲	<i>Start - Utility Relocations on No. 3 Road north of Granville Avenue</i>
▲	<i>Move the 98 B-Line from the dedicated bus lanes to the curb lanes on No. 3 Road between Cambie and Ackroyd Roads</i>
▲	<i>InTransitBC public meeting regarding the Bridgeport Station regarding functional design tentatively scheduled for January 17, 2006</i>
April 2006	
▲	<i>Foundations and Substructure for the guideways</i>
December 2006	
▲	<i>Start of building structure for Bridgeport Station</i>
August 2007	

January 13, 2006

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▲ *Cambie and Alderbridge/Lansdowne Stations started*


January 2008

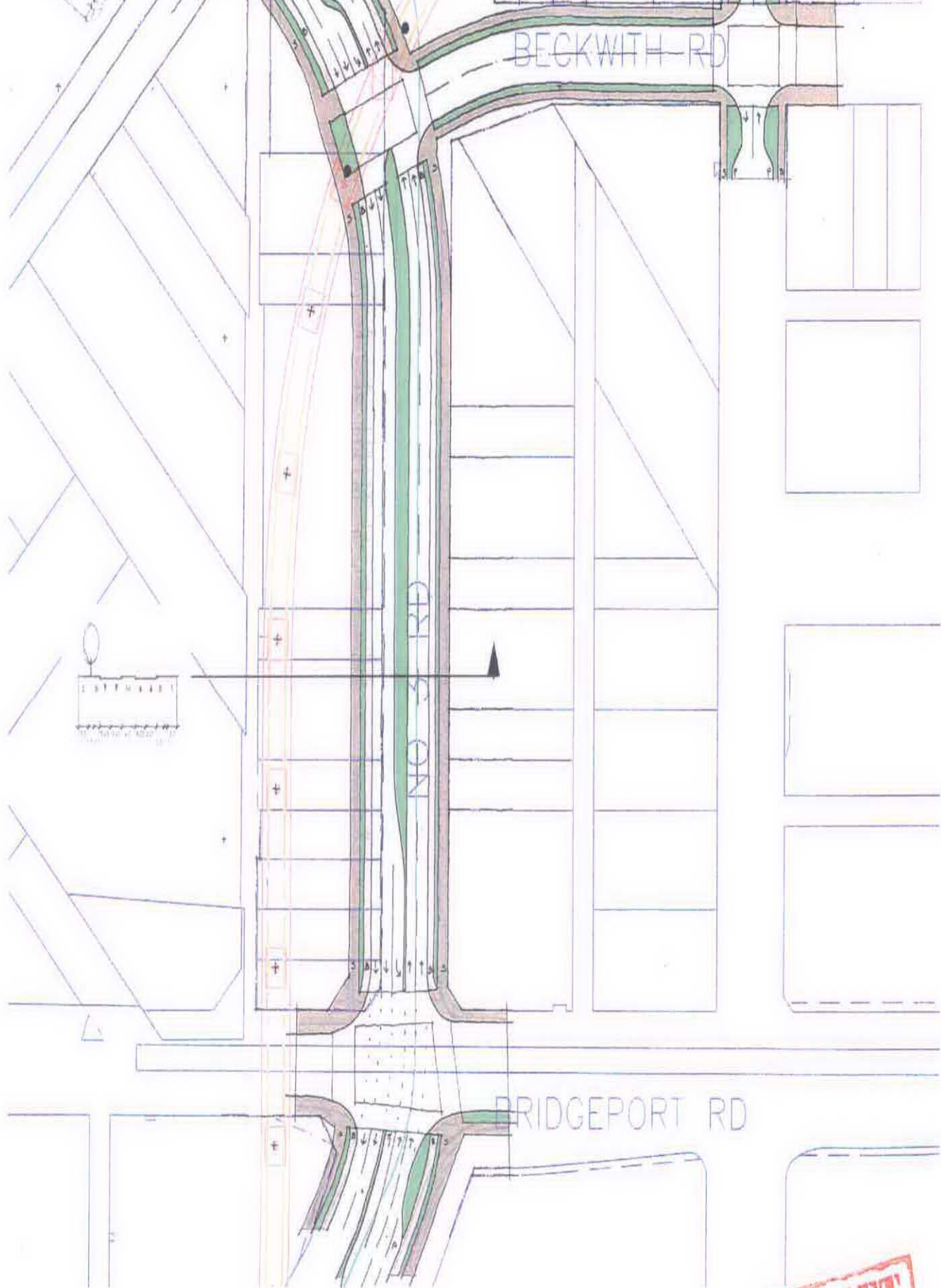
▲ *Richmond City Centre Station starts*

End of June 2009

▲ *Project Completion Date*

For clarification of any of the items discussed in this memorandum, please contact me at 604-276-4372.


for: Brian Guzzi, MCIP, MCSLA
RAV Project - Urban Design Coordinator
(4393)
Att. 1
pc: TAG
Canada Line Core Team



DRAFT
FOR DISCUSSION PURPOSES ONLY



City of Richmond No. 3 Road Corridor Streetscape Study

IBI Group with Don Wuon Design James KM Cheng Architects Inc. Ward Consulting Group and GEHL Architects

Road Pattern—Bridgeport Road North

December 2005