



To: Richmond City Council
From: Greg Scott, P. Eng., LEED A.P.
Director, Major Projects
Re: **Richmond-Brighthouse Bus Mall**

Date: July 17, 2006
File: 10-6525-00/Vol 01

Staff Recommendation

It is recommended that:

- (1) the following recommendation and associated report be forwarded to open Council; and,
- (2) Council approve the Jointly Funded Scope for the Richmond-Brighthouse Bus Mall to be cost shared by all three parties: Greater Vancouver Transportation Authority, the Canada Line Rapid Transit Inc., and the City of Richmond. The total cost increase is estimated at \$6 million to be cost shared at approximately \$2 million per party.

Greg Scott, P. Eng., LEED A.P.
Director, Major Projects
(4372)

Att.

FOR ORIGINATING DEPARTMENT USE ONLY					
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER		
Transportation.....	Y <input type="checkbox"/>	N <input type="checkbox"/>			
Budgets & Accounting.....	Y <input type="checkbox"/>	N <input type="checkbox"/>			
REVIEWED BY TAG	YES <input type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Statutory Closed Meeting Criteria:

This report meets the following statutory closed meeting criteria:

90(1)(e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality

90(2)(b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party

Recommendation on Disclosure

It is recommended that this recommendation and associated report be forwarded to open Council for consideration.

Origin

City staff are concerned over the potential negative impact the current minimal bus loop design will have over the appeal of the City Centre if it is built.

The City of Richmond and Canada Line Rapid Transit Inc. (CLCO) has been exploring options for the configuration of the Richmond-Brighouse station and bus loop to better meet the long term urban design objectives of the City of Richmond. In late 2005, the City and CLCO jointly funded a study by IBI Group to document the base case bus loop design and to develop a bus mall design.

Analysis

Base Case Bus Loop

The Base Case bus loop is a suburban type, off-street bus loop located along the east side of No. 3 Road south of Saba Road. Currently the approved bus loop has no integrated development. This bus loop:

- Precludes purpose built transit oriented development adjacent to the station.
- Degrades the pedestrian environment around the station.
- Increases safety and security concerns at the transit station and bus exchange area.
- Creates a negative appeal to the City Centre and is sterile use of the land.

The Base Case bus loop has the potential for integrated development with overbuilding of the bus loop. CLCO has been exploring opportunities on possible development options on these properties. Both mixed use residential/commercial development options and a single use commercial office tower option. Following further analysis, it was concluded that a single use

commercial office tower is a more viable development option. This concept has not been determined to be feasible. In addition, although this can create some level of integration, the City prefers the bus mall concept because it creates better accessibility, provides for mixed use development, provides better security by creating more eyes on the street, and potential to achieve a new public road.

Bus Mall

The bus mall option creates a transit mall in the vicinity of the termination of the Canada Line. There would be a new public street in the future for pedestrian and future integration of a laneway to the south to allow passenger pick-up and drop-off facilities as part of the re-development of the adjacent properties. The proposed bus mall concept would also introduce bus services on Saba Road between No.3 Road and Buswell Street which is not currently being served by transit. In the 2 parcels where the bus loop is located, a mixed use residential/commercial development would occur, integrated with the Canada Line station.

The integrated development could consist of a commercial podium and 2 residential towers. The City prefers this option because it achieves the following City objectives:

- Provides for a mixed use development in the City centre integrated with the Canada Line station.
- Supports the City's objective of creating new connections in the City centre allowing increased pedestrian and vehicle accessibility, breaking the large blocks into a finer road network, and increasing activity with more street frontages.
- Eliminates the construction of an off-street bus loop facility in the City centre that is sterile and potentially a safety and security concern.
- Supports densification in urban core areas thus results in more sustainable development.
- Creates neighbourhoods more oriented to pedestrians, cyclists and transit thus contributing to a more liveable City.

The bus mall land will be transferred to the City of Richmond to be dedicated as a future new road between No. 3 Road and Buswell Road. The City will grant GVTA a Statutory Right-of-Way or a licence to occupy for the use of a portion of the bus mall lands for transit purposes.

Financial Impact

The incremental cost is estimated at approximately \$6 million and it is proposed that the increased cost be funded by all 3 parties: City, GVTA, and CLCO. The City's \$2 million funding for this project would be added to the 2007 Capital projects as part of the regular budgeting process funded from the Revolving Fund.

The estimated contribution of \$2 million would contribute to the cost of bus mall land to be used for a future new road between No.3 Road and Buswell Road.

Both CLCO and GVTA have acquired approval from their Board of Directors. GVTA's report to their board of directors is attached.

Conclusion

The bus mall concept will meet City objectives of integrated development, creation of a new road to increase pedestrian and vehicle accessibility, and provide a much more pleasant and safer environment for the community.

If the City does not take the advantage of this opportunity to benefit from CLCO and GVTA's approved funding for the bus mall concept, it is likely there will not be another opportunity.

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AB:jc