



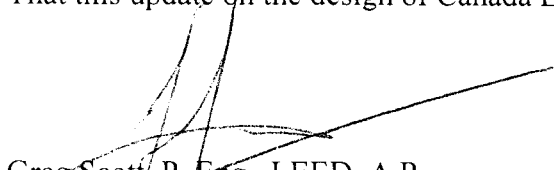
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**To:** Public Works & Transportation Committee      **Date:** October 11, 2006  
**From:** Greg Scott, P. Eng., LEED A.P.  
Director, Major Projects      **File:** 10-6525-07-01/2006-Vol 01  
**Re:** Canada Line Quarterly Update

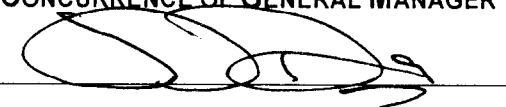
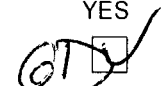
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**Staff Recommendation**

That this update on the design of Canada Line be received for information.



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

<b>FOR ORIGINATING DEPARTMENT USE ONLY</b>		
<b>CONCURRENCE OF GENERAL MANAGER</b>		
		
<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
<b>REVIEWED BY CAO</b>	YES 	NO <input type="checkbox"/>

## Staff Report

### Origin

This report is to provide Committee with a quarterly update on the Canada Line.

InTransitBC started construction of the Canada Line project in January 2006. The guideway footings and structures are anticipated to be complete by the fall of 2008, and the stations are expected to be complete by the summer of 2009. This report presents an overview of the following main topics:

- Construction Activity Update;
- Canada Line Stations;
- No. 3 Road Restoration Project Progress; and
- Future Steps.

### Discussion

#### 1. Construction Activity Update

##### *A. Footings, Columns & Elevated Guideway*

The majority of the footings and columns for the Richmond Segment of the Canada Line are erected in the area west of Bridgeport. Six sections of the guideway have been lifted into place just west and directly over Great Canadian Way near River Road. Sections of guideway have also been lifted onto the columns for the Middle Arm Bridge.

Traffic at the north end of No. 3 Road between Cambie Road and Sea Island Way is scheduled to be shifted into the bus lanes by the beginning of November 2006. Pile driving and footing construction will then begin to work its way down No. 3 Road.

InTransitBC, through its contractor RSL, has submitted a traffic management strategy and plan for the substructure and superstructure construction. City staff have approved both the strategy and the plan. RSL will be removing some of the medians to assist in managing traffic during construction. RSL will maintain 2 lanes of traffic in each direction on No. 3 Road except in the immediate construction area. In the immediate construction area, there will be one lane of traffic in each direction and left turn lanes.

##### *B. Utility Relocations*

Hydro and Telus utility relocations are complete over most of the project with the exception of Bridgeport Road between Great Canadian Way and No. 5 Road, as well as the segment between Alderbridge Way and Cambie Road. This segment is to be coordinated with watermain relocations and storm box culvert tie-ins in the same area. The third and final large storm drain box culvert relocation near Ackroyd Road started construction in October, and will take approximately 4 weeks.

This piece of work will likely have the most significant impact on traffic for the entire project, as No. 3 Road will be operating with one lane in each direction full time for the duration of this work.

### *C. Building Demolitions*

All building demolitions north of Bridgeport Road have been completed. Two buildings are scheduled to be demolished on the future Aberdeen Station property near Cambie Road in October. The only other demolitions remaining are at the Richmond-Brighouse Station location near Saba Road, scheduled for February 2007.

### *D. Tree Locations*

Approximately 325 trees have been transplanted from road rights-of way in Richmond to nearby parks or centre median locations. The final 25 median trees to be moved (12 north of Cambie Road and 13 south of Alderbridge Way) were transplanted to the Richmond Tree Nursery.

### *E. Temporary Works on No. 3 Road*

There has been further clarification to CLCO of its responsibilities regarding temporary and permanent construction of various roadway elements. Regarding traffic signals, CLCO will be responsible for the design, erection, maintenance and removal of any temporary signalization that it deems necessary. It is the City's position that it is CLCO's responsibility to install permanent signalization, which must be acceptable to the City. It is CLCO's responsibility to install permanent roadway lighting, which will involve the probable reuse and retrofit of existing light roadway light standards and fixtures. Regarding traffic medians, it is the City's position that CLCO can remove existing medians as needed during construction, but is required replace them at no cost to the City.

### *F. Business Signage*

Of the 37 signs originally identified by CLCO as likely to be impacted by Canada Line construction, CLCO now advises that, in its opinion, only 12 businesses are likely to be impacted.

The strategy for signage remains that private signs impacted by the Canada Line for construction or operation of the transit line will be dealt with as part of the property negotiations by CLCO. Once the construction of the guideway is completed, it is likely that business signs other than the 12 identified by CLCO will have reduced visibility from No. 3 Rd. City staff will assist CLCO and businesses with commercial signs through expeditious processing of the sign bylaw.

Impacted businesses may be seeking locations beyond their property or on the guideway and/or columns for signage. City staff recommend, and have confirmed to CLCO, that no signage will be allowed on the guideway or columns.

## **2. Canada Line Stations & Operations & Maintenance Centre**

Since the beginning of July 2006, staff have had extensive meetings with CLCO to address the City's outstanding concerns related to the Canada Line Stations and the Operations and Maintenance Centre. Roughly twelve meetings have been held with CLCO representatives, generally on a weekly basis.

### *A. Down Escalators*

At the July 24<sup>th</sup> meeting of Council, a resolution was passed stating that down escalators at all Richmond Stations be strongly considered. In response to this resolution, City staff met with CLCO representatives in September. Following are the key findings:

- It is not typical for stations along a system such the Canada Line with small train sets operating at frequent intervals to have down escalators;
- Current station designs meet applicable accessibility standards and the requirements of the Concession Agreement;
- There will be down escalators in the YVR stations, to address airport operations concerns; these escalators will be funded by Vancouver International Airport Authority;
- It would be possible to add down escalators to Aberdeen and Lansdowne Stations at the City's or another party's cost;
- Addition of down escalators to the above stations would require further land acquisition and would affect the No. 3 Rd. streetscape design.

### *B. Retail Development at Stations*

Through the Design Advisory Process, CLCO has identified the following potential scenarios for retail development:

- in future park and ride structure adjacent to Bridgeport Station;
- at Aberdeen and Lansdowne Stations;
- potential forecourt to adjacent retail development at Richmond-Brighouse Station.

Staff have requested further commitment from CLCO on retail development but no additional information has been provided. A CLCO representative will be present at the Public Works & Transportation Committee meeting on October 18<sup>th</sup> to address this issue.

CLCO has agreed to provide service connections for retail development at the stations, and has asked the City to identify locations.

### *C. Operations and Maintenance Centre (OMC)*

In an August 8<sup>th</sup> letter, CLCO maintains that it will not adopt some but not all Development Permit Panel (DPP) recommendations arising from the May 24<sup>th</sup> DPP presentation. Following are the changes that CLCO has agreed to make to date:

- The main entry has been modified to pull the fence back from Van Horne Way and more landscape has been added; a minimum of 48 trees will be planted to comply with development permit guidelines for parking that fronts Van Horne Way;
- The landscape concept plan has been revised to add a landscape area in the parking lot adjacent to the south entry;
- The perimeter fence and landscape treatment will include view opportunities into the train yard where deemed appropriate;
- Overall massing of the OMC Building has been significantly developed since the DPP presentation but is consistent with the previously proposed roof form and building materials.

The City awaits delivery of the final design report from CLCO for the OMC (as well as for the four stations), to confirm status of CLCO response to City concerns raised by the DPP. CLCO has tentatively stated the design report for the OMC will be submitted by the end of October.

#### *D. Bridgeport Station*

CLCO has not yet responded to the comments arising from the June 14<sup>th</sup> DPP presentation and from the City staff memo of June 7<sup>th</sup>. The final design report for the Bridgeport Station has not been submitted; CLCO has indicated it will not be submitted until the end of October at the earliest. Staff will continue to work with CLCO to implement the recommended design revisions.

#### *E. Aberdeen, Lansdowne & Richmond-Brighouse Stations*

Aberdeen, Lansdowne and Richmond-Brighouse Stations were presented to Development Permit Panel (DPP) on July 26<sup>th</sup>, 2006. CLCO has not yet responded to the DPP comments and from the City staff memo of July 19<sup>th</sup>. The final design report for the Aberdeen, Lansdowne and Richmond-Brighouse Stations has not been submitted; CLCO has indicated it will not be submitted until the end of October at the earliest. Staff will continue to work with CLCO to implement the recommended design revisions. It is anticipated that, since the DPP submission was only at around 10% design completion, resolution of design issues will extend beyond the submission of the final design report.

Fairchild Developments Ltd. has formalized an agreement to purchase the residual CLCO property surrounding the Aberdeen Station, and intends to create a purpose-built transit-oriented development (TOD) integrated with the station.

CLCO is expropriating the required lands on the Lansdowne Mall for the Canada Line Station. Once CLCO has completed the property acquisition, the City will develop the station plaza design as part of the preliminary and detailed streetscape design process.

GVTA, CLCO and the City have agreed to contribute toward land acquisition, design and construction for a bus mall located between road and Buswell Street south of the station. The bus mall will address concerns that the bus loop, as originally proposed by CLCO, had negative urban design implications. CLCO is currently underway with land negotiations with property owners around the station site, and has agreed to update the City as these negotiations progress.

### 3. No. 3 Road Restoration Project Progress

The No. 3 Road Restoration Project has 3 phases:

1. No. 3 Road Streetscape Conceptual Design – completed August 2006
2. No. 3 Road Restoration Preliminary Design – to be completed December 2006
3. No. 3 Road Restoration Detailed Design – to be completed August 2007

#### *A. No. 3 Road Streetscape Conceptual Design*

The No. 3 Road Streetscape Conceptual Design was completed in August. The streetscape vision represented by this design was adopted by Council on June 10, 2006. The final open house for the Conceptual Design was held at the City Hall on July 6, 2006.

#### *B. No. 3 Road Restoration Project Preliminary and Detailed Design*

On July 19<sup>th</sup>, two proposals were received in response to the public proposal call issued June 28, 2006, for the preliminary and detailed design for No. 3 Road. The proposal asked for the work to be broken into two parts: preliminary design, and detailed design / tender document production.

Staff evaluated the two proposals and recommended that IBI Group be awarded a contract in the amount of \$392,130.00 for preliminary design. This work is anticipated to be complete by December 2006. At this point, the City has retained IBI Group for the preliminary design work only.

### 4. Future Steps

The following is list of important upcoming events:

#### **October 2006**

- Completion of all watermain, and Hydro and telus relocations in Richmond
- Start of storm box culvert relocation at Ackroyd Road
- Start of pile driving and column construction south of Sea Island Way and moving south
- Implementation of Traffic Management Plan
- Ongoing CLCO property negotiations

#### **November 2006**

- Continuation of pile driving and column construction, moving south toward Aberdeen Station
- Ongoing CLCO property negotiations

#### **December 2006**

- Anticipated completion of No. 3 Road Preliminary Design

### **Financial Impact**

There is no financial impact.

### **Conclusion**

City staff continue to meet and work with CLCO and InTransitBC on a weekly basis to resolve design and construction issues. This effort, together with the ongoing No. 3 Road Restoration design, will ensure that the City's interests are advanced and that the opportunities for Richmond that the Canada Line represents are realized to the fullest extent possible.



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