



## City of Richmond

## Report to Council

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**To:** Richmond City Council  
**From:** Councillor Linda Barnes, Chair  
Public Works and Transportation Committee  
**Date:** January 22, 2009  
**File:** 10-6525-08-01  
**Re:** **No. 3 Road Restoration Project – Funding Update and Proposed Scope of Works for Section 1 From Westminster Highway to Granville Avenue**

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The Public Works and Transportation Committee, at its meeting held on January 21, 2009, considered the attached report, and recommends as follows:

### Committee Recommendation

#### *That:*

- (1) the scope of work for Section 1 of the No. 3 Road Restoration Project be approved as outlined in the report dated January 14, 2009 from the Director, Major Projects; and*
- (2) staff review an alternative bike lane and connecting routes south on No. 3 Road until the permanent bike lane is constructed.*

Councillor Linda Barnes, Chair  
Public Works and Transportation Committee

Attach.

### VARIANCE

Please note that staff recommended Part (1) and Committee added Part (2).

## Staff Report

### Origin

The restoration of No. 3 Road, Section 4 - Bridgeport Road to Cambie Road was completed under budget in October 2008. Construction of the next section of No. 3 Road, Sections 2 and 3 - Cambie Road to Westminster Highway is currently underway and is scheduled to be complete by late summer 2009.

In a report to PWT Committee dated July 16, 2008 regarding Contract Award for Sections 2 and 3 from Cambie Road to Westminster Highway, staff noted that the overall budget deficit of \$1.52M would be addressed in the final design of the restoration of No. 3 Road, Section 1. - Westminster Highway to Granville Avenue.

This report outlines the scope of work proposed for Section 1 based on funding and technical constraints.

### Analysis

Section 1 is the most challenging to achieve the original streetscape vision (see Attachment 1) due to the narrower road right-of-way available.

Staff together with the design consultant and their team has assessed the existing road right-of-way widths (see Attachment 2) along this Section, in relation to the ultimate design cross section and note the following challenges:

- Reduction in pedestrian sidewalk width: For most of Section 1, the new raised bike lanes would eliminate an existing 1.5m wide boulevard consisting of unit pavers and street trees. The existing pedestrian walkway width would be effectively reduced from 3.3m to 1.8m. The exception to the above is the eastside of No. 3 Road from Westminster Highway to the new Bus Mall entrance (see attachment 3) i.e. this section of the Canada Line pedestrian corridor is sufficiently wide to accommodate the bike lane and the introduction of some small street trees.
- Elimination of City trees: All existing City trees along Section 1 would have to be eliminated if a bike lane was installed and would not be replaced until there is additional property acquisition from fronting property or re-development occurs along this section. The visual impact due to the loss of street trees would be particularly noticeable on the eastside of No. 3 Road especially from Park Road to Granville Avenue where the existing sidewalk extends to the face of buildings and there is only one row of trees.
- Impact to retail entrances: Due to the close proximity of retail shop entrances to the sidewalk on the eastside of No. 3 Road from Park Road to Granville Avenue, the raised bike lane concept would require reconstruction of all store entrances to address grade differences.
- At-Grade Bike Lanes: Due to grade differences and limited road right-of-way, the raised bike lane concept will not work at certain mid-block sections, specifically the westside of No. 3 Road from Westminster Highway to Saba Road and the eastside of No. 3 Road from Park Road to Granville Avenue. Coast Mountain Bus Company also requires two (2) bus stops in front of Richmond-Brighouse station, which requires the bike lane to be at-grade on the eastside of No. 3 Road from Saba Road to the new Bus Mall entrance as both users share it.
- Tight Curb Returns: The ultimate curb-return radii at intersections on Section 1 cannot be constructed due to limited road right-of-way at most signalized cross street locations.

Due to the above constraints, staff recommend the portion of Section 1 south of the Bus Mall entrance be built in phases (see Attachment 4). The first phase in Section 1 is proposed to be constructed as follows:

- Bike lanes and sidewalk with new pedestrian lights on both sides of No. 3 Road from Westminster Highway to the new Bus Mall entrance (i.e. to the end of the Canada Line). Due to recent fronting property redevelopment and increased building setbacks along this portion of Section 1, an acceptable pedestrian sidewalk (3m and greater in width) can be provided.
- Centre medians from Westminster Highway to Granville Avenue complete with landscape improvements (i.e. street trees, shrubs, floral displays at intersections, tree lights) and double-davit street lighting. This will result in an overall project improvement of: 366 new street trees and relocated 277 existing street trees; a continuous centre median (3.4 km) complete with new decorative street lighting, banners and hanging baskets;
- New intersection signals at Westminster, Saba and Bus Mall entrance that are consistent with the rest of No. 3 Road. The pedestrian signal near Anderson Road will also be upgraded while the signals at Cook Road and Park Road will be slightly modified due to road right-of-way constraints.

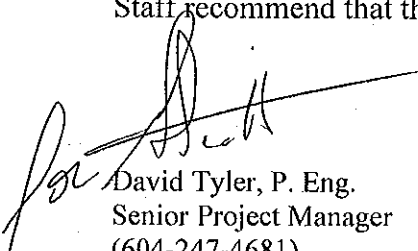
Construction of the bike lanes will necessitate reconstruction of the boulevard and sidewalk on both sides of No. 3 Road from Westminster Highway to the new Bus Mall entrance. The above proposal also ties-in with the restoration required along the eastside sidewalk, which is currently in poor condition. As previously noted, there are no existing trees on the eastside north of the new Bus Mall entrance but unfortunately all of the existing large 14 trees on the westside will be either transplanted or removed. Any loss of trees will be compensated with new trees and soft landscaping. In addition, the introduction of a new landscaped centre median complete with street trees will further enhance this portion of Section 1 as well as the entire corridor south of Westminster Highway. Detailed design for Section 1 is now complete and allows for the implementation of the above and the ultimate configuration south of the new Bus Mall entrance. The City will use these drawings when dealing with future fronting development along this section of No. 3 Road.

### Financial Impact

Funding for Section 1 is included in the 2009 Capital Plan. Based on the proposed scope of work for Section 1, staff estimate the overall project to be about \$0.7M under budget (see Attachment 5 for more details). However, this cost saving may be negated by some funding and/or grant reductions related to the Section 1 scope reduction.

### Conclusion

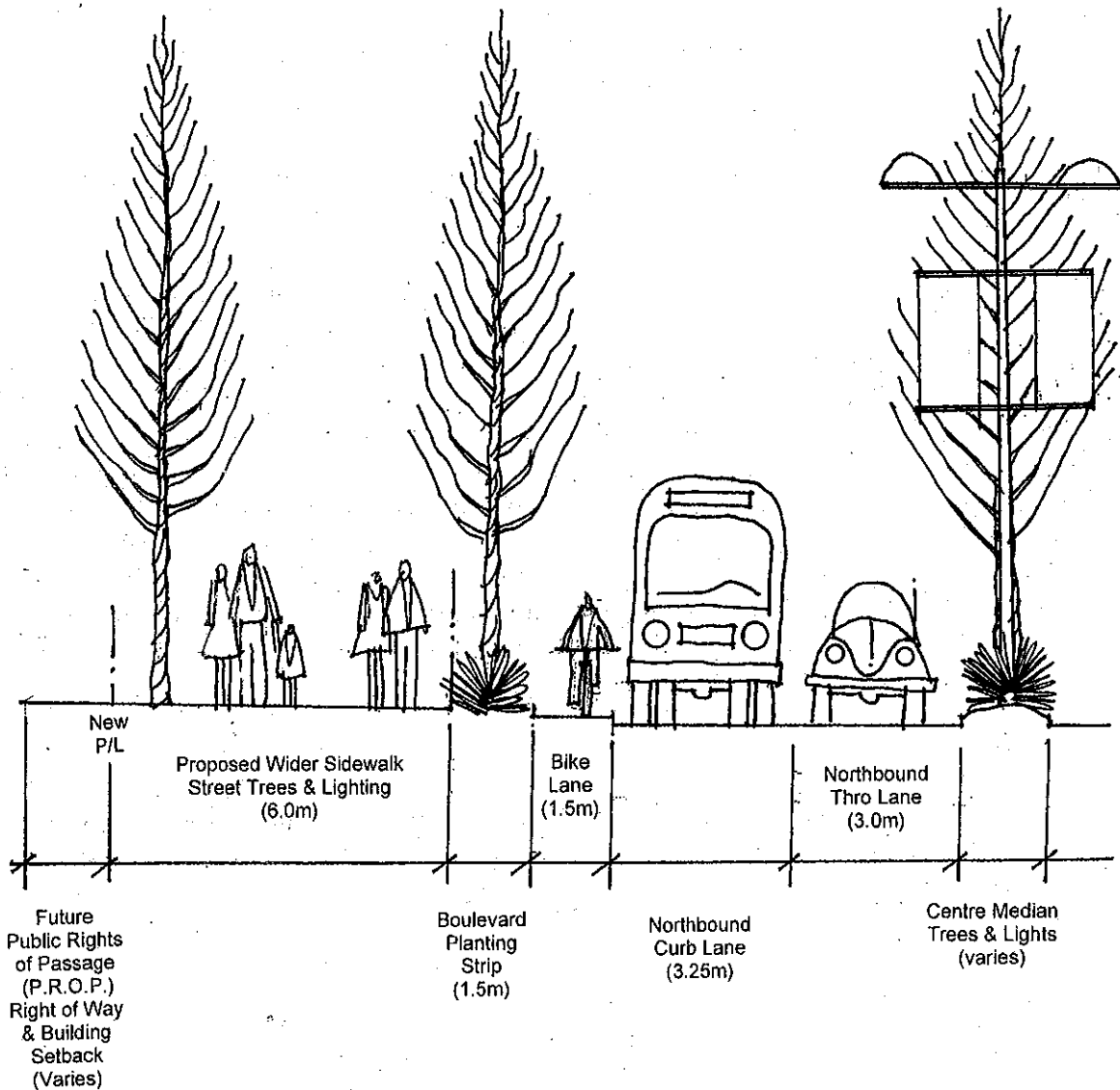
Staff recommend that the City proceed with the revised scope of work for Section 1.



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DT:bg

**Attachment 1:**



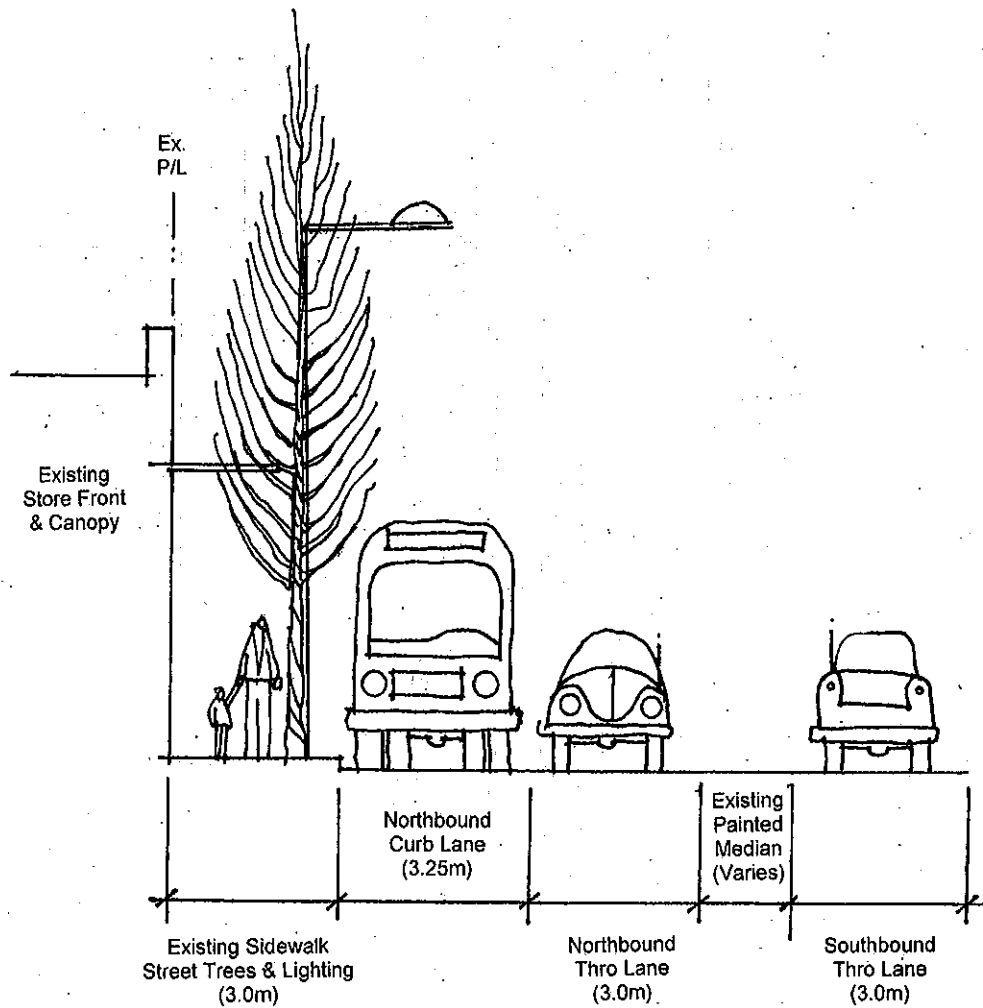
**No. 3 Road – East Boulevard – Typical X-Section**

(looking south - between Park Road & Granville Avenue)

**Proposed Ultimate Treatment**

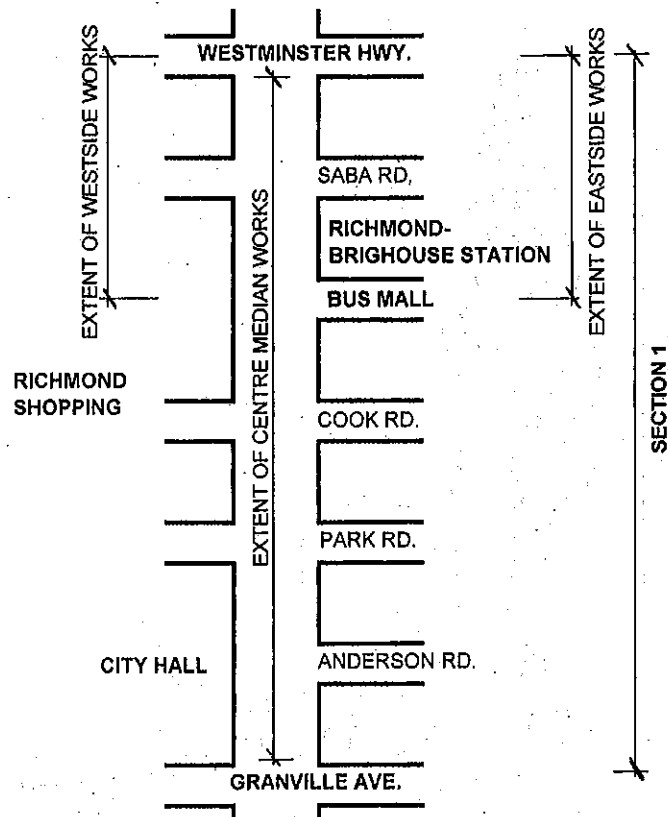
(new centre median with boulevard improvements & additional road RoW)

**Attachment 2**

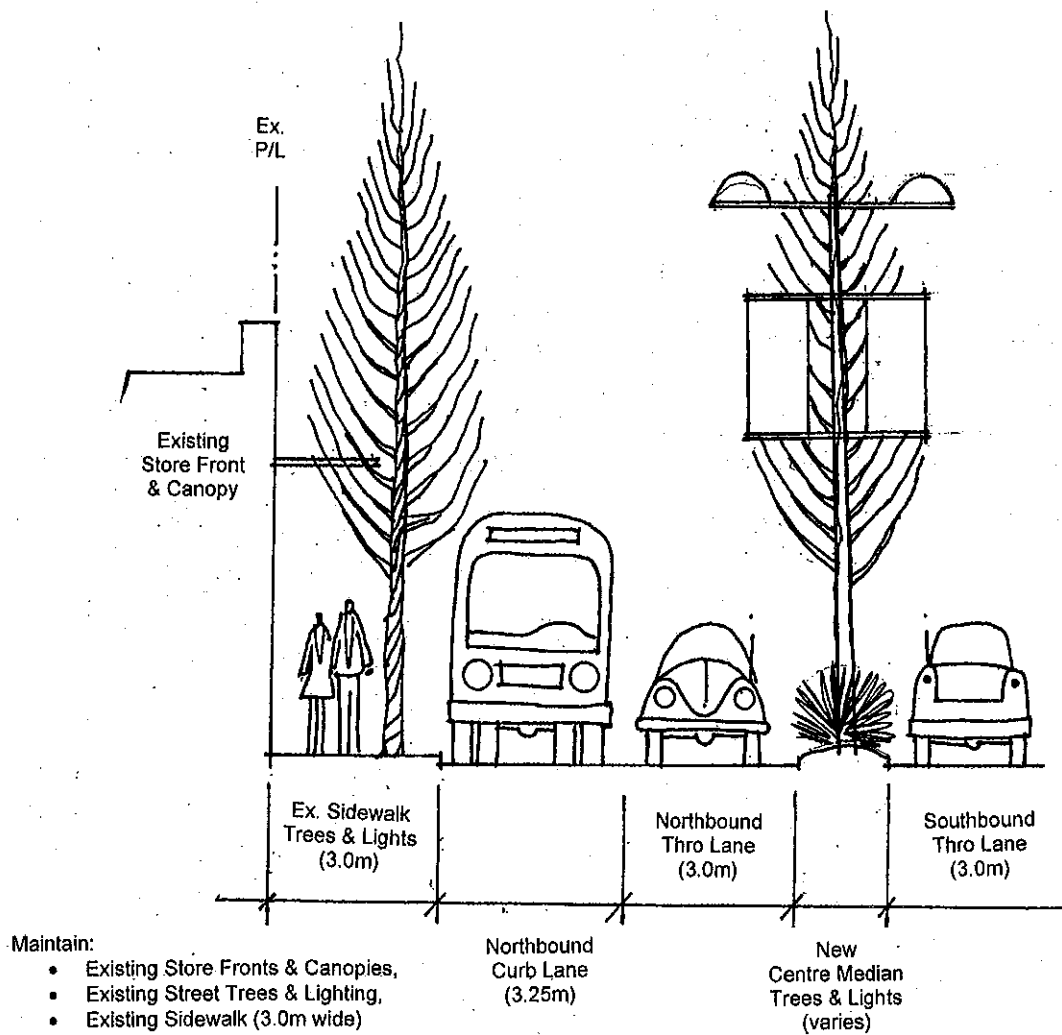


**No. 3 Road – East Boulevard – Typical X-Section**  
 (looking south - between Park Road & Granville Avenue)  
**Existing Condition**

Attachment 3



**Attachment 4**



**No. 3 Road – East Boulevard – Typical X-Section**

(looking south - between Park Road & Granville Avenue)

**Proposed Interim Treatment**

(new centre median but no boulevard improvements within the existing road RoW)

**Attachment 5****No. 3 Road Funding Available**

<b>Funding Entity*</b>	<b>Amount</b>
Richmond	\$9,855,000
Translink	\$8,767,639
Clco	\$2,853,400
UBCM	\$2,037,400
Developers	\$213,629
<b>Total</b>	<b>\$23,727,068</b>

\*includes 2009 Capital Plan

**No.3 Road Revised Budget-Expenditure Table**

<b>No. 3 Road Restoration Phasing by Section</b>	<b>Original Budget</b>	<b>Revised Budget</b>	<b>Projected Costs</b>
Section 4 - Bridgeport Rd to Cambie Rd	\$5.2M	\$4.5M	\$4.3M
Sections 2 & 3 - Cambie Rd to Westminster Hwy	\$12.9M	\$14.6M	\$14.5M
Section 1 - Westminster Hwy to Granville Ave.	\$5.9M	\$4.6M	\$4.2M
<b>Total</b>	<b>\$24.0M</b>	<b>\$23.7M</b>	<b>\$23.0M</b>