



To: Public Works and Transportation Committee **Date:** April 24, 2015
From: Victor Wei, P. Eng.
Director, Transportation **File:** 10-6360-01/2015-Vol 01
Re: **Proposed Implementation Strategy for River Parkway: Gilbert Road to Cambie Road**

Staff Recommendation

1. That the proposed implementation strategy for River Parkway (Gilbert Road-Cambie Road), as described in the staff report dated April 24, 2015 from the Director, Transportation, be endorsed; and
2. That the project to extend River Parkway from 200 m northeast of Gilbert Road to Cambie Road be submitted for Council’s consideration as part of the City’s budget process.

Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

The interim realigned River Road at the south end of Dinsmore Bridge was opened to the public in August 2014. Since the opening, the City had received feedback from the public regarding the new roadway, particularly related to the long wait time at the new Gilbert Road/River Road traffic signal and the configuration of the interim roadway with the 90-degree turns at both ends. To date, a number of short-term traffic measures had successfully been implemented to address these concerns by reducing the overall wait time from all intersection approaches while planning work continued for the extension of River Parkway¹ further to the north to replace the interim realigned River Road.

This report outlines the proposed implementation strategy to expedite the River Parkway extension (along the former CP Rail corridor) north of Gilbert Road to Cambie Road as a long-term traffic improvement solution and an ultimate replacement of the existing River Road, which is consistent with the City Centre Area Plan.

Analysis

The construction of a new four-lane arterial roadway along the former CP Rail corridor from No. 2 Road to Capstan Way is a key component of the *City Centre Area Plan* (CCAP) in support of the City's vision to:

- improve public open space and access to the river by establishing and extending the Middle Arm Waterfront Park; and
- establish a continuous north-south major thoroughfare across the City Centre that provides an alternative route for through traffic.

To achieve the City's vision, such a roadway has been implemented sequentially starting from the south/west at No. 2 Road, either through City's capital program or as part of development frontage works. The most recent effort was the construction of a new roadway between Hollybridge Way and Gilbert Road that included a new temporary roadway immediately northeast of Gilbert Road and just south of the Dinsmore Bridge. This interim road transition is necessary to maintain network continuity and accommodate existing traffic flows along existing River Road until River Parkway is extended further to the north to provide a viable alternative to this existing road.

Project Objectives

The planned northward extension of River Parkway will fulfill the following objectives:

- enhance traffic operations of the existing River Road-Gilbert Road intersection by eliminating the interim roadway connection;
- improve overall network traffic operations in the City Centre by providing a continuous alternate route to No. 3 Road and existing River Road;

¹ The name "River Parkway" for this roadway section from Gilbert Road to Capstan Way was announced at the July 28, 2014 open Council meeting.

- facilitate the development of the Middle Arm Waterfront Park as well as the redevelopment of abutting properties by improving access;
- advance the implementation of the CCAP road network and minimize the amount of interim roadway construction that would be rendered obsolete; and
- complete the new roadway connection in advance of the expiry in 2028 of a City-YVR lease agreement that permits the City's interim road connection of the realigned River Road back to the existing River Road to cross YVR property located underneath the Dinsmore Bridge, and thus continue to accommodate existing road users traveling between West Richmond and Cambie Road.

Ultimate and Interim Standards

The interim standard for River Parkway proposed for this project would comprise a two-lane road with paved shoulders for cyclists and pedestrians, streetlights, and traffic control devices at intersections (see Attachment 1 for cross-section). The ultimate standard would comprise a four-lane major arterial road with turning lanes at intersections, centre median, curb and gutter, treed boulevard, directional off-street bike paths, and sidewalks (see Attachment 1 for cross-section). The interim standard will be upgraded to the ultimate standard as fronting properties redevelop.

Initial Construction via Development Process

The River Parkway section from Gilbert Road to 200 m northeast (see Attachment 2) will be constructed via the development process per a Council-approved rezoning application (i.e., RZ 11-585209). Generally, the developer (Onni) will construct the full road cross-section along the length of the north site frontage to the north curb inclusive, which includes two east- and two westbound travel lanes with grass and tree-lined boulevards on either side of an off-street eastbound bike path located between the eastbound vehicle lanes and sidewalk. This roadway section is to be completed as part of Phase 2 of the development, which is anticipated in the next two years.

Continued Extension via City Capital Program: Proposed Project Scope

Beyond the construction scope secured through the development process as described above, the overall scope for the further extension of River Parkway would continue from 200 m northeast of Gilbert Road to Cambie Road and have the following features (see Attachment 2).

- 200 m North of Gilbert Road to Cambie Road: two-lane road approximately 0.95 km in length built to the interim standard with paved shoulders for cyclists and pedestrians, streetlights, and traffic control devices at intersections.
- Intersecting Streets: there would be a connection at Leslie Road on opening day. Staff investigated the potential to establish a connection at Browngate Road as part of this project but recommend that this link be deferred due to limited right-of-way availability (i.e., only approximately 8.5 m wide) and no material benefit at this time given the close proximity of the Cambie Road intersection (i.e., approximately 220 m further north). A connection at Browngate Road would be made in the future as part of frontage works by abutting development as per the CCAP. The intersection configurations at Gilbert Road, Leslie Road and Cambie Road would be further assessed and their exact alignments reported back via the 5-Year Capital Program process.

- Driveways: no private access would be provided to fronting properties at this time. The approved Onni development described earlier will have access from River Parkway via Cedarbridge Way, which will be extended from Alderbridge Way as part of the development requirements.
- Private Crossing: there is an existing private crossing over the road right-of-way for the Ebco site, which is bisected by the former railway corridor. As part of the proposed project, staff would work with Ebco to incorporate any necessary enhancements at the crossing to ensure that it meets current crossing standards.
- West End of Existing River Road: a turn-around will be provided at the west end of the existing River Road alignment near the Dinsmore Bridge (i.e., the existing interim road connection between Gilbert Road and River Road would be closed).

Proposed Implementation Strategy

Staff propose to include the extension of River Parkway from 200 m northeast of Gilbert Road to Cambie Road for implementation starting in 2018 as part of future 5-Year Capital Programs, which are subject to Council approval.

The order of magnitude project cost is anticipated to be \$11.3 million by 2019. The updated project scope and costs will be incorporated into the upcoming review of the DCC Program, which will be brought forward to Council for consideration.

The significant expenditure for this project noted above cannot be accommodated within a two-year design and construction period by the Roads DCC Program as allocating this amount would have a significant impact on other transportation projects funded annually by the Program (e.g., Neighbourhood Walkway Program, Traffic Calming Program, Traffic Signal Program, Transit-Related Roadway Improvement Program, Arterial Roadway Improvement Program). The reduction in funding level would also constrain the City's ability to address community-based traffic concerns as they arise as well as limit the opportunities to undertake improvements in the short-term to further other goals of the Official Community Plan.

Therefore, staff will examine various options for a funding strategy, such as borrowing internally or externally, for implementing this project as part of 2016-2020 Five-Year Capital Program process. Should Council wish to implement this project earlier than 2018, staff would include options such as borrowing earlier to secure the necessary project funding to meet the preferred timeline.

Potential Need for Soil Remediation

As the corridor is a former railway line, a contaminated site study would be undertaken to determine the extent of any soil remediation required. Staff note that a contaminated site study completed for the development at the northeast corner of Gilbert Road and River Parkway described earlier found that only minor soil remediation was required.

Public Consultation

Should the detailed design process identify that any fronting businesses may be impacted by the works, staff would undertake direct consultation with those business owners/operators. Consultation with the general public would be undertaken via the City's annual capital projects

open house and associated notices (e.g., local newspaper advertisements, information on City's website).

Financial Impact

None at this time. The financial impact associated with implementation of the project will be presented as part of the City's budget process, which is subject to Council's approval.

Conclusion

Endorsement of the proposed implementation strategy for the northward extension of River Road as River Parkway will enable the timely construction of this key link in the City Centre road network, thereby significantly advancing the vision, goals and objectives of the *City Centre Area Plan*.



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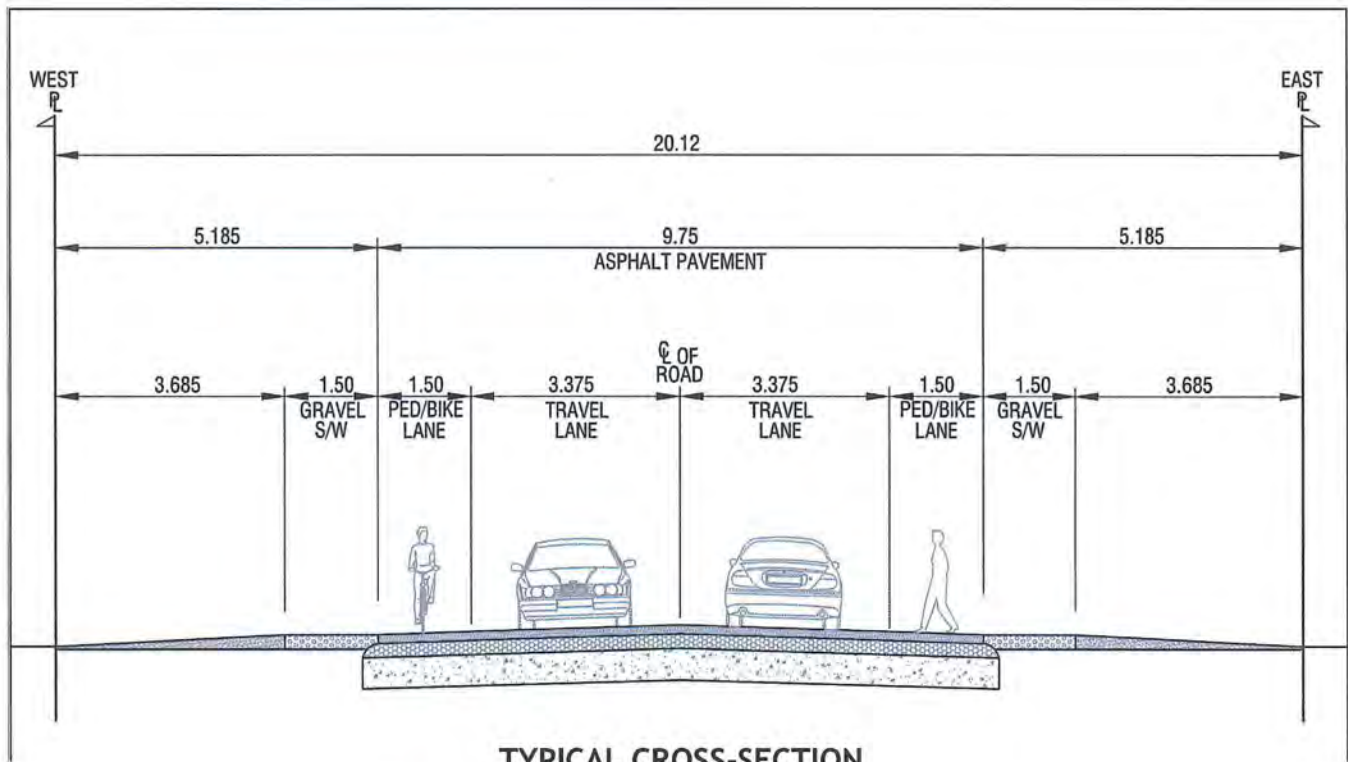


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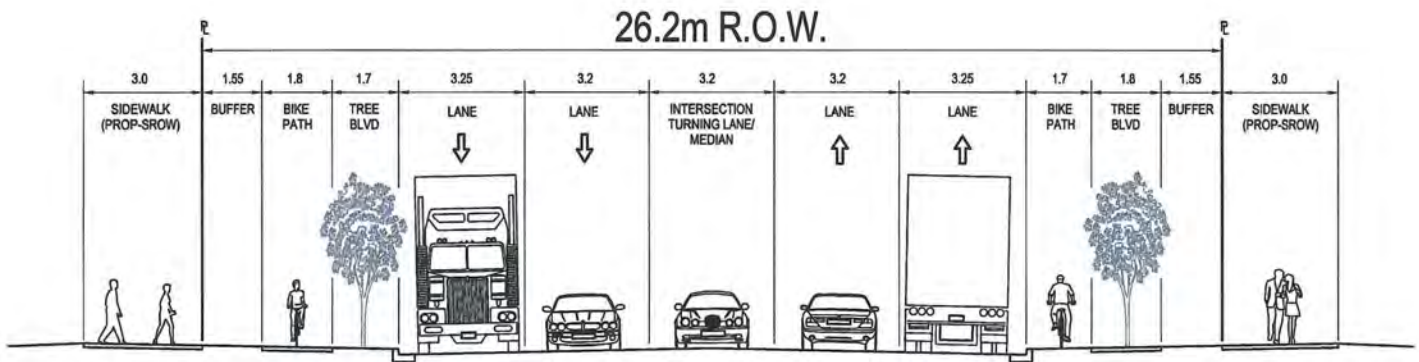
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- Att. 1: Interim and Ultimate Proposed Cross-Sections of River Parkway
- Att. 2: River Parkway: Proposed Project Scope

River Parkway: Proposed Cross-Sections

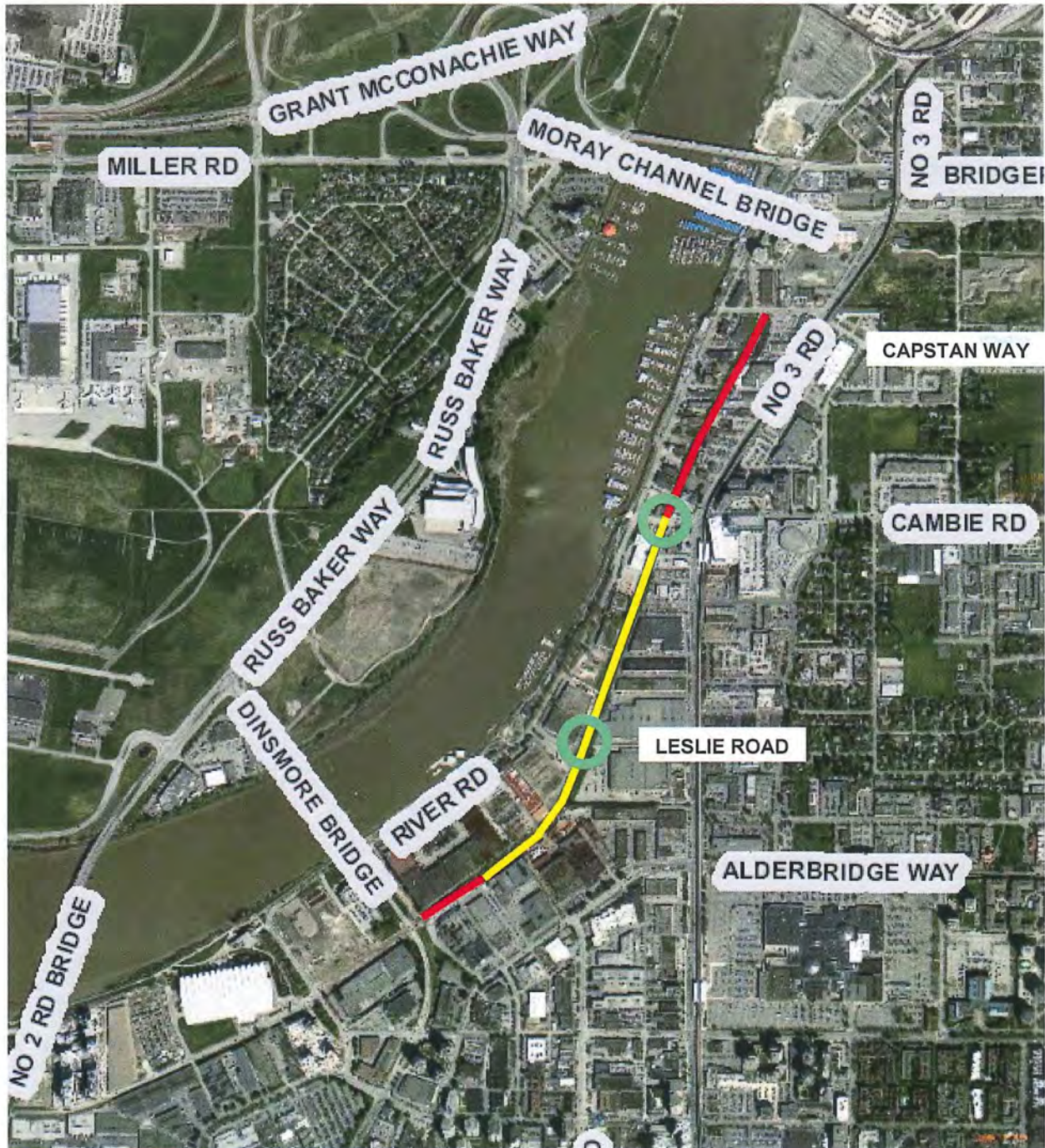





TYPICAL CROSS-SECTION
INTERIM STANDARD



TYPICAL CROSS-SECTION
ULTIMATE STANDARD

River Parkway: Proposed Project Scope



-  To be Constructed via Development Process to Ultimate Standard
-  To be Constructed by City to Interim Standard (Proposed 2018-2019) and to Ultimate Standard as Adjacent Development Occurs
-  New Intersection as Part of City Construction