

## **Appendix 'A'**

### **Terms of Reference Downtown Granville Street Redesign**

The City of Vancouver, together with TransLink, is undertaking a conceptual redesign of downtown Granville Street. Many agree that its streetscape needs to be updated. On May 14, 2002, City Council adopted the following resolution:

“THAT the Director of Current Planning and General Manager of Engineering Services report back on terms of reference, budget and funding source for Allan Jacobs and Elizabeth Macdonald (Cityworks Consultants) in association with senior transportation engineering expertise to complete a redesign of Granville Street (Granville bridgehead to Waterfront Station) which may or may not introduce automobile traffic to the street but without any loss of transit efficiency in the Downtown and that also integrates improvements to the streetscape, greenway, entertainment district and retail/commercial activity all in consultation with landowners and commercial/residential stakeholders.”

Granville Street has long been one of Vancouver's main streets. It has also always been a diverse street with a variety of identities in its various parts. Granville Street also contains several notable heritage buildings that are the basis for many of the zoning regulations and revitalisation objectives for the street. In 1974 Granville Mall was created in an attempt to rejuvenate the street by restricting car access between Nelson and Hastings. In 1997, the blocks between Nelson and Georgia Streets were designated as part of the entertainment district where theatres, pubs and cabarets are encouraged to locate. Downtown Granville Street south of Nelson Street is seen as the major neighbourhood commercial street serving Downtown South. Current and proposed developments suggest progress in meeting both the commercial and revitalisation objectives for the street.

An overall urban design and streetscape concept for Granville Street will ensure that it emerges as one of Vancouver's greatest urban streets. Building upon past successes, the redesign study will ensure that buildings, street trees, the street and sidewalks, pedestrian movement, traffic and sidewalk activities can all positively work together to create a great street in which the public and all stakeholders will be proud.

#### **Study Purpose**

The purpose is to complete a redesign of the public streetscape of Granville Street (between Waterfront Station and Granville bridgehead) that integrates physical improvements with its role as a greenway, an entertainment district and a retail/commercial centre, as well as one of the image-defining public places of the downtown.

#### **Scope**

The following defines some of the key parameters for the study:

- options for the redesign of Granville Street may or may not include the introduction of autos to the mall portion of the street;
- redesign options shall not result in any loss of transit efficiency in the downtown;

- redesign options will consider potential future transportation needs for the downtown within the next ten years;
- extensive consultation with key stakeholders (land owners, business interests, community organisations, transit users, residents, pedestrians, cyclists, etc.) and the broader public will be required;
- the conceptual redesign shall focus along Granville Street from the Granville bridgehead to Waterfront Station and shall include all cross streets up to the rear lanes east and west of Granville Street within public rights-of-way;
- the study area will include all other downtown streets as necessary for an assessment of transit efficiency, access and transfers to future rapid transit stations, and other impacts;
- the design process will be an iterative and incremental process in which design solutions are evaluated to ascertain their impact on downtown transportation; and
- existing land uses and zoning policies should be assumed to remain largely unchanged.

### **Study Objectives**

- develop a streetscape and urban design “vision” for Granville Street within the parameters of existing city policies established by Council;
- identify key issues affecting Granville Street;
- identify alternatives for addressing existing problems and augmenting strengths;
- provide input for new street furniture to be installed on Granville Mall;
- develop and assess various streetscape design alternatives, including street plans and profiles, surface materials, street furniture and placement, landscaping and lighting;
- prepare a functional design plan for the recommended streetscape plan;
- estimate capital costs and transit and business impacts during construction;
- identify potential timing and phasing of improvements;
- identify a process for detailed design; and
- identify potential funding sources for capital improvements and ongoing maintenance.

### **Project Guidance**

A stakeholder group will be formed from selected representatives from business, residential, community and user groups. This group will meet with the project team on a regular basis that will be mutually established early in the process.

### **Project Team**

A joint team consisting of City and TransLink staff and consultants working closely together will undertake the project. City staff will guide the process and co-ordinate public meetings. Both City and TransLink staff will provide in-house expertise (planners, urban designers, civil engineers, landscape architects, arbourists, etc.) where applicable. A team of consultants with expertise in urban design, landscape architecture, traffic engineering and transit planning is required to complement the staff team. Consultants must also have skills in facilitating meetings and conflict management will be an asset.

The consultant team is presented as two parts to better define the major roles. However, the successful consultant(s) will be expected to co-ordinate their efforts with each other and staff, and work as a unit in support of the principal urban designer throughout the project.

#### Part A – Urban Design

Cityworks, led by Allan Jacobs, will be the principal urban design firm responsible for the conceptual design. Another urban design or landscape architecture firm is required to work with Cityworks to help formulate, detail and present the conceptual redesign for Granville Street. It should be assumed that Cityworks will be providing about 140 hours of time for this project.

#### Part B – Transportation

The other part of the team will have expertise in transportation engineering analysis and transit service design. This expertise will be required to help evaluate the traffic and transit impacts of alternative streetscape designs. The ability to undertake micro-simulation analysis is required. Broad transit service design expertise is also required to formulate and assess alternative transit operations and routings. Experience with similar transit-oriented streets, such as Granville Street, would be an asset.

#### **Project Management**

A Senior Management Committee comprised of the Director of Current Planning, the General Manager of Engineering Services and representation from TransLink will provide the necessary guidance to bring forward the findings and recommendations of the study, including all public and stakeholder comments, to City Council and TransLink's Board of Directors.

#### **Timing**

The study time frame is eight months beginning February 2003 with the final schematic drawing being completed by the end of September 2003 and presentation to Council in October 2003.

#### **Major Study Components**

1. Project Initiation (1.5 months)
  - Start-up meeting to clarify the project goals and co-ordinate the roles and responsibilities of the consulting team and staff, and exchange background information and data;
  - Background review of all available information related to the project;
  - Provide preliminary input into the Street Furniture Program on Granville for the shorter term;
  - Project team workshop to discuss problems, issues, constraints and initial ideas. Prepare for the first workshop with the Stakeholders Group;
  - Assemble and create baseline streetscape plan; and
  - Develop baseline traffic model.
2. Streetscape Visioning (1.0 month)
  - Meeting with Stakeholder Group to outline process, hear various perspectives and begin discussion of issues and possible range of options;
  - Facilitate workshops with the Stakeholder Group and others experts (retail, real estate, etc.) in working towards a common streetscape vision and desired street programming;
  - Identify underlying issues;
  - Develop evaluation criteria for the project; and
  - Identify needs that are beyond the scope of the project for future follow-up.

3. High Level Screening (1.5 months)
  - Identify critical streetscape elements required to fulfil the common vision;
  - Identify and analyse streetscape options in which general traffic may be accommodated without diminishing transit efficiency and determine its benefits in addressing issues and relative impacts;
  - Document options and tradeoffs (including order of magnitude costs) between various alternatives;
  - Recommend a shortlist of two or three streetscape options to pursue; and
  - Present High Level Screening results and recommendations at a workshop with the Stakeholder Group and at a public Open House.
  
4. Streetscape Design Alternatives (2 months)
  - Further develop 2-3 conceptual streetscape design options;
  - Analyse strengths and weaknesses and compare costs among the design options;
  - Conduct a design charette with interested members of the public and the Stakeholder Group;
  - Present design options at a public Open House;
  - Council Workshop to update progress and obtain comments; and
  - Recommend a preferred design option to be developed as the final functional design.
  
5. Final Functional Design (2 months)
  - Meet with staff to co-ordinate final stage of project;
  - Prepare final functional design plans, including relevant cross-sections and diagrams;
  - Estimate costs;
  - Present final design to Stakeholder Group;
  - Present final design to general public at Open House;
  - Present to City Council and the TransLink Board; and
  - Seek approval from City Council.

### **Deliverables**

Key deliverables of this project will be:

1. A report documenting the vision for the future of downtown Granville Street that is acceptable to the widest possible spectrum of the public. It should summarize the issues and present the strengths, weaknesses, opportunities and threats to Granville Street;
2. Documentation of all the streetscape options considered along with the analysis, evaluation and recommendations leading to the final functional design plan;
3. Presentation drawings, functional design plans and diagrams for all public meetings including the design charette, City Council meetings and TransLink Board meeting;
4. Recommendations for a street furniture design consistent with the final streetscape design for Granville Street; and
5. A report that documents the traffic analysis of all options considered.

Nov. 12, 2002

**Data to be provided by the City and TransLink**

The City and TransLink will provide all background information available about Granville Street/Mall. All existing city policies (e.g. land use, heritage, urban design, and transportation), base plans, orthographic photos, traffic data, etc. will also be made available.



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November 12, 2002

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**VIA FAX**

Mr. Dave Rudberg  
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CITY OF VANCOUVER  
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Dear Messrs. Rudberg and Beasley:

CEO  
Pat Jacobsen

This will confirm that the Greater Vancouver Transportation Authority (GVTA) will share up to 50% (up to \$73,500) of the cost of undertaking a conceptual redesign of Granville Street, as proposed in the Downtown Granville Street Redesign Terms of Reference dated November 12, 2002. Our staff has reviewed the Terms of Reference and is in agreement with the study purpose, scope, objectives, guidance and general workplan.

We look forward to working with the City of Vancouver to improve Granville Street's appearance, function and vitality.

Sincerely,

for  
Glen Leicester  
Director, Implementation Planning