

**CITY OF VANCOUVER  
ENGINEERING SERVICES**

**REQUEST FOR PROPOSAL  
to provide**

**PROFESSIONAL SERVICES  
for the development of the  
CENTRAL VALLEY GREENWAY**

**SECTION 1: SCIENCE WORLD to STATION STREET and  
SECTION 2: CLARK DRIVE BRIDGE to COMMERCIAL DRIVE**

## **1. INTRODUCTION**

The City of Vancouver (the City) is inviting proposals for Professional Services to complete a Greenway Corridor Plan, and provide contract documents, contract administration, construction inspections, and reporting for the Central Valley Greenway Section 1: Science World to Station Street and the Central Valley Greenway Section 2: Clark Drive Bridge to Commercial Drive (CVG Sections 1 and 2) project.

The Central Valley Greenway (CVG) is a linear corridor designed for pedestrians, commuter and recreational cyclists, and other alternative non-motorized transportation modes. When complete, the greenway will provide a safe, direct and relatively flat route between Science World\* and New Westminster.

The **principle goal** of the CVG project is to achieve a shift in travel mode to walking and cycling, reduce greenhouse gas emissions and improve connections to transit, community amenities and other greenways and bikeways. The project should demonstrate innovation, best practices in design, construction and maintenance, and be replicable throughout the region and Canada.

## **2. LOCATION**

This portion of the CVG corridor has been divided into two sections:

CVG Section 1 begins at the Seaside Greenway/Bikeway at Science World, travels along Terminal Avenue between Quebec and Station Streets, then south along Station Street to meet the existing greenway at the lane south of Terminal Avenue.

CVG Section 2 begins at the Clark Drive Bridge, crosses Clark Drive and travels along Grandview Highway North (GHN) to meet the existing greenway just east of Commercial Drive.

\* The Science World building was recently renamed, TELUSphere. For the purpose of this RFP, Science World refers to the western terminus of the CVG in False Creek.

## **3. BACKGROUND INFORMATION**

The CVG is one of fourteen routes adopted by Vancouver City Council in 1995 as part of the Vancouver Greenways Plan. The CVG plays a significant role in the Greater

Vancouver Regional Greenway network linking downtown Vancouver with Burnaby and New Westminster. The 22km route begins at the Science World in Vancouver, travels through the active railway lands in the False Creek Flats to the Clark Drive Bridge. From the Flats the greenway will rise 25 feet on a new pedestrian and cyclist bridge, which is not part of this RFP, to the intersection of Clark Drive Bridge and GHN. The route then follows GHN to Commercial Drive and beyond to Slocan Street. From Slocan Street the greenway leaves the street and continues under the SkyTrain guideway to Boundary Road, and then onto Burnaby and New Westminster.

Two sections of the CVG have already been completed:

1. the lane south of Terminal Drive between Station and Carolina Streets. The section between Carolina and Cottrell Streets will be designed and constructed in 2005/06.
2. GHN between Slocan Street and just east of Commercial Drive.

The CVG Section 1 and 2 project is being jointly funded by the City, the Greater Vancouver Transportation Authority (the GVTA), the Greater Vancouver Regional District (the GVRD), and Transport Canada as part of Federal Government's Urban Transportation Showcase Program. The goal of the Showcase Program is to encourage Canadian municipalities to adopt more energy-efficient transportation and land use patterns and practices, and to reduce the emission of greenhouse gases.

#### **4. PROJECT INFORMATION**

##### **4.1 Section 1: Science World to Station Street**

Several years ago the zoning within the False Creek Flats was reviewed and a long range plan was developed. The plan envisions the existing rail functions relocating out of the Flats. In the future, the area will be redeveloped with the CVG along a central boulevard between Quebec and Main Streets, and eventually to Glen Street. At that time, the greenway section between Science World and Station Street will no longer serve a primary function. Therefore, the design should reflect the temporary nature of this section of the greenway.

There is the potential for a series of projects to unfold in and around the Science World site in the next few years. Physical improvements to the connections between the Seaside route and the CVG will be incorporated into these projects. For the purpose of this RFP, improvements between Quebec Street and the Seaside route should be limited to signage, wayfinding and other short term measures.

##### **4.2 Section 2: Clark Drive Bridge to Commercial Drive**

The section on GHN between Clark and Commercial Drives was the focus of pedestrian and cyclist improvements during construction of the SkyTrain Expo Line in 1986. The improvements between the south curb and the guideway fence included separated gravel and asphalt paths for pedestrians and cyclists respectively, landscape, trees, and a small plaza at the south west corner of Commercial Drive.

This section will be re-designed to standards similar to the existing section of the CVG on GHN between Commercial Drive and Slocan Street. A short section of the greenway

has not been completed on the south side of GHN east of Commercial Drive, and is included as part of the scope of this project.

#### **4.3 Traffic Calming Study: GHN, Clark Drive Bridge to Commercial Drive**

The City undertook a traffic calming study of GHN between Clark and Commercial Drives in 2000. The results of this study have not been implemented and will provide the basis for the street design component of the project. A preliminary geometric will be provided by the City.

#### **4.4 Existing Greenway Wayfinding and Amenities**

The City's system for identifying greenways consists of distinct street signs, guide signs, directional signs, map boards, a greenway logo, in addition to standard bikeway route signs, arterial bikeway signs, a bike logo and pavement bike stencils. The City also employs a standard family of site furnishings and lighting, as well as public art installations.

The GVTA has hired a Consultant to develop a regional wayfinding and amenity system for the entire CVG from Vancouver to New Westminster. The results of the study are meant to complement and strengthen the existing design vision for the greenway. It is intended to build on existing design components and the municipal and regional greenway systems already in place, and provide creative, clear, and cost effective strategies and concepts for unifying them. The results of the study will be integrated into the project where appropriate.

#### **4.5 Public Art**

Funding for public art has not been included as part of the greenway budget. There is the potential for private funding opportunities for public art through a capital campaign being managed by Better Environmentally Sound Transportation (BEST) and through the City's public art program. Therefore, possible locations and opportunities for public art should be considered as part of the greenway plan.

### **5. PROJECT DESIGN AND REVIEW**

#### **5.1 Project Design**

The design of CVG Section 1 should provide for commuter and recreational cyclists on a multi-use path on the north and/or south side of Terminal Avenue, a modified street design on Station Street, an improved connection to the Seaside Greenway/Bikeway at Science World, and improved public realm treatments including but not limited to, landscaping, lighting, public art and seating areas.

The design of CVG Section 2 should provide for commuter cyclists on the street, recreational cyclists on a multi-use path, a modified street design to include traffic calming measures developed by the City and residents in 2000, and improved public realm treatments including but not limited to, landscaping, irrigation, lighting, public art, plazas and seating areas.

The design and construction of these sections should complement and strengthen the existing design vision for the greenway. It should build on existing design components

already in place, and provide elegant, innovative, creative, sustainable, cost effective, and replicable solutions.

## **5.2 Project Review**

The Consultant team will be working with City staff, and a City Project Manager who will provide direction for the project. The project will be reviewed at each stage by stakeholder groups including but not limited to, area residents and businesses, the Bicycle Advisory Committee (BAC) and the Central Valley Greenway Working Committee (CVGWC). Adequate time is to be left for review and approval at each stage. The BAC is an advisory group appointed by Vancouver City Council. The CVGWC is composed of representatives from the GVTA, the GVRD, the municipalities of Vancouver, Burnaby and New Westminster, and BEST. Approval for all stages of the project will be the responsibility of the City and the GVTA. Final approval for the project will be provided by Vancouver City Council.

## **6. SCOPE OF WORK**

The Scope of Work has been divided into three phases which are described in the following sections:

### **6.1 Phase 1: Design Development**

#### **Research, Inventory and Site Assessment**

The Consultant will:

- a. Review and become thoroughly familiar with all City policies and plans pertinent to the project as well as any supporting background material.
- b. Visit and become thoroughly familiar with the existing conditions of the site and those sections of the CVG in Vancouver that have been constructed.
- c. Review current available land survey and traffic calming information as provided by the City.
- d. Compile research material on environmentally sustainable products and practises that can be integrated into the project to support the project goal of reducing greenhouse gas emissions.

#### **Concept Design (35% Completion Stage)**

The Consultant will:

- a. Develop and submit to the City a minimum of two and a maximum of three design concepts for review by staff and stakeholders. The designs will form the basis for public input at the workshops.
- b. Provide sketches, sections, text descriptions and plans for each concept.
- c. Develop preliminary class C cost estimates (+/- 30%) for each concept.
- d. Coordinate, facilitate, and prepare materials (illustrations, boards, etc) for two community-based open houses (one in each section) to introduce the project, illustrate the concepts and solicit community input.

- e. Coordinate, facilitate, and prepare materials (illustrations, boards, etc) for two community-based workshops (one in each section) to illustrate the concepts and solicit community input.

Note: The City will advertise and provide the venues and support staff for the open houses and workshops. Comment sheets and questionnaires will be provided and the results tabulated by the City.

### **Detailed Design (65% Completion Stage)**

The Consultant will:

- a. Develop and submit to the City detailed plans and a revised detailed Class C cost estimate for one design concept based on input from staff, stakeholders and workshop participants. The plans shall be clear, comprehensive and appropriate scaled landscape, civil and electrical drawings which will form the basis of the construction specification set.
- b. Coordinate, facilitate, and prepare materials (illustrations, boards, etc) for two community-based open houses (one in each section) to illustrate the concepts and gauge public support.
- c. Develop presentation material for one Council meeting, including a Power Point presentation of the design.
- d. Obtain City approvals following staff reviews and authorization to proceed to the next phase.

Note: The City will advertise and provide the venues and support staff for the open houses. Comment sheets, questionnaires or surveys will be provided and the results tabulated by the City. The City will prepare the Report and present the Power Point presentation to Council with the Consultant in attendance to answer questions.

### **Final Design (95% Completion Stage)**

The Consultant will:

- a. Prepare and submit to the City a construction cost estimate (+/- 10%) based on the Consultant's final design, and more specifically, information including site conditions, space requirements, construction materials, estimated labour costs, greenway layout, gross dimensions and gross specifications.
- b. Following the City's review and approval of the detailed design, and when the design effort, in the Consultant's opinion is 95 percent complete and ready to construct, prepare and submit to the City final design drawings and specifications for the City's review and approval. For further certainty, final design documents will be of a standard sufficient for incorporation into the technical requirements portion of the City's invitation to tender for a greenway construction contract, and shall include as a minimum, drawings of plans, profiles, sections and details.
- c. Obtain City approvals following staff reviews and authorization to proceed to the next phase.

## **6.2 Phase 2: Contract Documents**

### **Contract Documents**

The Consultant will:

- a. Develop a full set of working drawings illustrating all aspects of the project to be constructed, including but not limited to existing site conditions, materials and layout, grading, drainage, planting, irrigation, electrical street lighting, and all details required for construction.
- b. Develop a full set of specifications.
- c. Finalize the cost estimates.
- d. Obtain approvals to proceed with tendering phase.
- e. Revise all documents in preparation for printing and tendering.

## **6.3 Phase 3: Construction Tendering Process, Contract Administration/Construction Inspections and Reporting**

### **Construction Tendering Process**

The Consultant will:

- a. Prepare the documents for potential bidders, evaluate bids, issue addenda to bidders and be responsible for answering questions regarding the tender during the bidding stage.
- b. Respond to formal technical inquiries during the tendering process within a maximum one week of their submittal.
- c. Revise the tender documents/construction contract to incorporate any changes made as a result of formal tender inquiries, or by addenda issued during the tendering phase, and prepare the tender documents for re-issue prior to start of construction as contract documents to be "Issued for Construction".
- d. Act in the City's best interest to advise and assist the City in its evaluation and negotiations for a guaranteed maximum price construction contract.
- e. Develop presentation material for one Council meeting, including a Power Point presentation of the design for award of the contract.

Note: The City will tender the work, issue the documents, advertise for tender bids, supply the front end documents for the specifications, receive bids at the City Hall office and provide some of the specification sections to be modified by Consultant. The City will prepare the Report and present the Power Point presentation to Council with the Consultant in attendance to answer questions.

### **Contract Administration/Construction Inspections and Reporting**

The Consultant will:

- a. Manage the contract including progress and monitoring of the Contractor(s) as well as instructing the Contractor(s) as required.

- b. Share construction inspections with City staff including a minimum of one site meeting or inspection every two weeks for which the Consultant will provide minutes copied to all attending parties.
- c. Recommend the approval of progress draws from the Contractor based on observations at the site.
- d. Assist the City in situations pertaining to claims, disputes, and questions to do with the interpretation of the contract documents raised by the Contractor.
- e. Monitor both budget and scheduling; advising the City as adjustments may be required.
- f. Initiate and review Contemplated Change Orders in terms of appropriateness and cost; forwarding recommendations to the City.
- g. Make changes provided by the Contractor on the original drawings so as to provide the City with reproducible as-built drawings, as well as on computer discs, at the completion of construction.
- h. Determine Substantial Performance in conjunction with City staff and the Contractor, and prepare and maintain a deficiency list, including the value of the deficiencies.

#### **6.4 General Requirements**

The Consultant will:

- a. Develop a clear understanding of the City's requirements by consulting with the City for design input, and revising the design and other deliverables as required to incorporate the City's feedback.
- b. Meet and consult with the City, as necessary, to confirm design content, direction, and schedule progress, and to ensure that all the City's requirements are adequately understood and met.
- c. Identify any discrepancies, questions, or problems that arise, and promptly notify the City.
- d. Submit two paper copies (1 bound and 1 unbound) and 1 electronic copy (MS Word, MS Excel, or AutoCAD .dwg format) of all draft and final drawings, documents and construction specifications for City review and comment/approval at completion of each of the milestones outlined in the Consultant's proposal. City approval must be obtained prior to proceeding with the next phase of the work.
- e. Submit all electronic drawings in AutoCAD 2000 or a more recent version. A copy of City Of Vancouver Engineering Cadd Standards For Contractors shall be provided after the contract is awarded.
- f. Attend all project meetings and issue meeting minutes to all participants within three days of each meeting, record all decisions and justifications leading to the final design.
- g. Achieve all major milestones and regularly monitor and update the project schedule to ensure that it reflects the actual progression of the Consultant's services. Notifying the City immediately where critical activities have slipped beyond previously scheduled finish dates and provide a detailed plan outlining

how the Consultant intends to recover the lost time and ensure continued compliance with the schedule.

- h. Obtain and compile all technical, geotechnical, utilities, electrical, water and geometric information.
- i. Topographic survey work related to the design of the greenway is not the responsibility of the Consultant and is beyond the scope of this RFP. The City will provide the Consultant with survey data in AutoCAD electronic format.

## **7. MEETINGS**

The following is a guide to anticipated project meetings:

### **Phase 1: Design Development**

- |    |   |          |
|----|---|----------|
| a. | Start-up meeting.                                     | 3 hours  |
| b. | Eight bi-weekly design meetings (3 hours per meeting) | 24 hours |
| c. | Public open houses #1                                 | 8 hours  |
| d. | Public workshops                                      | 8 hours  |
| e. | Public open houses #2                                 | 8 hours  |
| f. | Vancouver City Council Meeting (Design Approval)      | 2 hours  |

### **Phase 2: Contract Documents**

- |    |                                    |         |
|----|------------------------------------|---------|
| g. | Two meetings (3 hours per meeting) | 6 hours |
|----|------------------------------------|---------|

### **Phase 3: Construction Tendering Process And Contract Administration/Construction Inspections and Reporting**

- |    |   |          |
|----|---|----------|
| h. | Two meetings (3 hours per meeting)                    | 6 hours  |
| i. | Sixteen bi-weekly site meetings (2 hours per meeting) | 32 hours |



## **8. PROPOSED SCHEDULE**

<b>Proposal (RFP) Closing Date</b>	<b>March 14, 2005</b>
<b>Anticipated Award of Contract (City Council)</b>	<b>April 8, 2005</b>
<b>Start-up Meeting</b>	<b>April 11, 2005</b>
<b>Concept Designs (35%) Submitted</b>	<b>May 24, 2005</b>
<b>Public Open Houses #1</b>	<b>June 1-2, 2005</b>
<b>City, GVTA and Stakeholder Review #1</b>	<b>May 25–June 10, 2005</b>
<b>Community Workshops</b>	<b>June 8-9, 2005</b>
<b>Detailed Design (65%) Submitted</b>	<b>August 9, 2005</b>
<b>City, GVTA and Stakeholder Review #2</b>	<b>August 10-30, 2005</b>
<b>Public Open Houses #2</b>	<b>August 24-25, 2005</b>
<b>Council Meeting #1 (Detailed Design Phase)</b>	<b>November 1, 2005</b>
<b>Final Design (95%) Submitted</b>	<b>December 9, 2005</b>
<b>City, GVTA and Stakeholder Review #3</b>	<b>December 12-22, 2005</b>
<b>Contract Documents Submitted</b>	<b>February 1, 2006</b>
<b>Tender Issued</b>	<b>March 2, 2006</b>
<b>Council Meeting #2 (Tender Award)</b>	<b>April 25, 2006</b>
<b>Construction Begins</b>	<b>May 4, 2006</b>
<b>Construction Substantially Complete</b>	<b>November 13, 2006</b>
<b>Construction Complete (Total Performance)</b>	<b>December 11, 2006</b>

## **9. BUDGET & FEES**

The \$1.5 million budget for the CVG Sections 1 and 2 includes public consultation, design, demolition, construction, Consultant fees, disbursements and contingency. G.S.T. is excluded, as the City is exempt.

Fees for the project will include all aspects of the RFP outlined above, including estimated sub-Consultants fees and disbursements.

## **10. CONSULTANT TEAM**

The lead Consultant will be a registered landscape architect. The Consultant team shall be composed of professionals with the following expertise:

- a. Landscape Architecture including greenway design, public art, and public consultation.
- b. Engineering including electrical street lighting design, street geometric and grading design, traffic calming, traffic management and bicycle and pedestrian facility design.
- c. Planning including public consultation.

## **11. PROPOSAL REQUIREMENTS**

The Consultant's proposal shall include the following:

- a. A description of tasks proposed to fulfill the requirements of this project and a list of all deliverables, including an indication of the number of meetings and field visits budgeted for in the proposal.
- b. A list of personnel assigned to each task, with a brief description of their qualifications and related experience.
- c. A proposed task schedule, including the estimated staff time for each task and proposed commencement and completion dates.
- d. A brief indication of any special problems or considerations foreseen and how the Consultant would deal with them.
- e. A list of all sub-Consultants, testing and inspection services, etc. the Consultant would use.
- f. A clear and thorough description of all assumptions made for the completion of the letter proposal, including, but not limited to, a listing of all services the Consultant would require from the City throughout the term of the project.
- g. A fee schedule organized as follows:
  - 1) Proposed fee structure and maximum total of the fee and disbursements for proposed services divided into three subtotal amounts representing the three phases of the project: (1) Design Development, (2) Contract Documents and (3) Construction Tendering Process and Contract Administration/Construction Inspections and Reporting.

- 2) The proposed work shall be broken into tasks. Each task shall include a breakdown of hours for each team member assigned to complete the task. The total cost of each task shall also be included.
- 3) Description of all disbursements, and a maximum amount for each disbursement item.
- 4) Description of all costs associated with any sub-Consultants, testing and inspection services, etc. the Consultant would use.
- 5) Description of all costs, organized as above, for any additional proposed scope of work related to this project.

## **12. RESOURCES AND ADDITIONAL REQUIREMENTS**

Enclosed with this request for letter proposal are the following Attachments:

- |              |   |
|--------------|---|
| Attachment 1 | City Engineering Department Professional Services Agreement |
| Attachment 2 | Corridor Plan of CVG Sections 1 and Section 2               |

The Consultant will be required to enter a Professional Services Agreement (Attachment 1) with the City and must be able to meet all conditions in the Agreement.

In addition to the terms set out in the enclosed Professional Services Agreement, the following terms and conditions shall apply:

- a. Invoicing/Interest on Overdue Payments - The Design Consultant will invoice the City for each amount properly due under the Professional Services Agreement and the City will not be liable to pay interest so long as the invoiced amount is paid within 30 days of the due date. Any payment not made by the City within 30 days of the due date will bear interest from the 31st day to the date of payment at the Prime Rate.
- b. Canadian Currency - All amounts payable under the Professional Services Agreement are expressed in Canadian currency and are payable in Canadian dollars.
- c. Access to Records – The City will have the right, at the City’s expense and upon five (5) calendar days’ notice to the Consultant, to review and inspect the records of the Consultant relating to the performance of the project.
- d. Team Composition – The Consultant will utilize only those project team members named in the Consultant’s proposal.
- e. Team Substitutions - Except for substitutions required by circumstances not within its reasonable control, the Consultant may not make substitutions of project team members without the prior written consent of the City, whose consent will not be unreasonably withheld, delayed or conditioned.

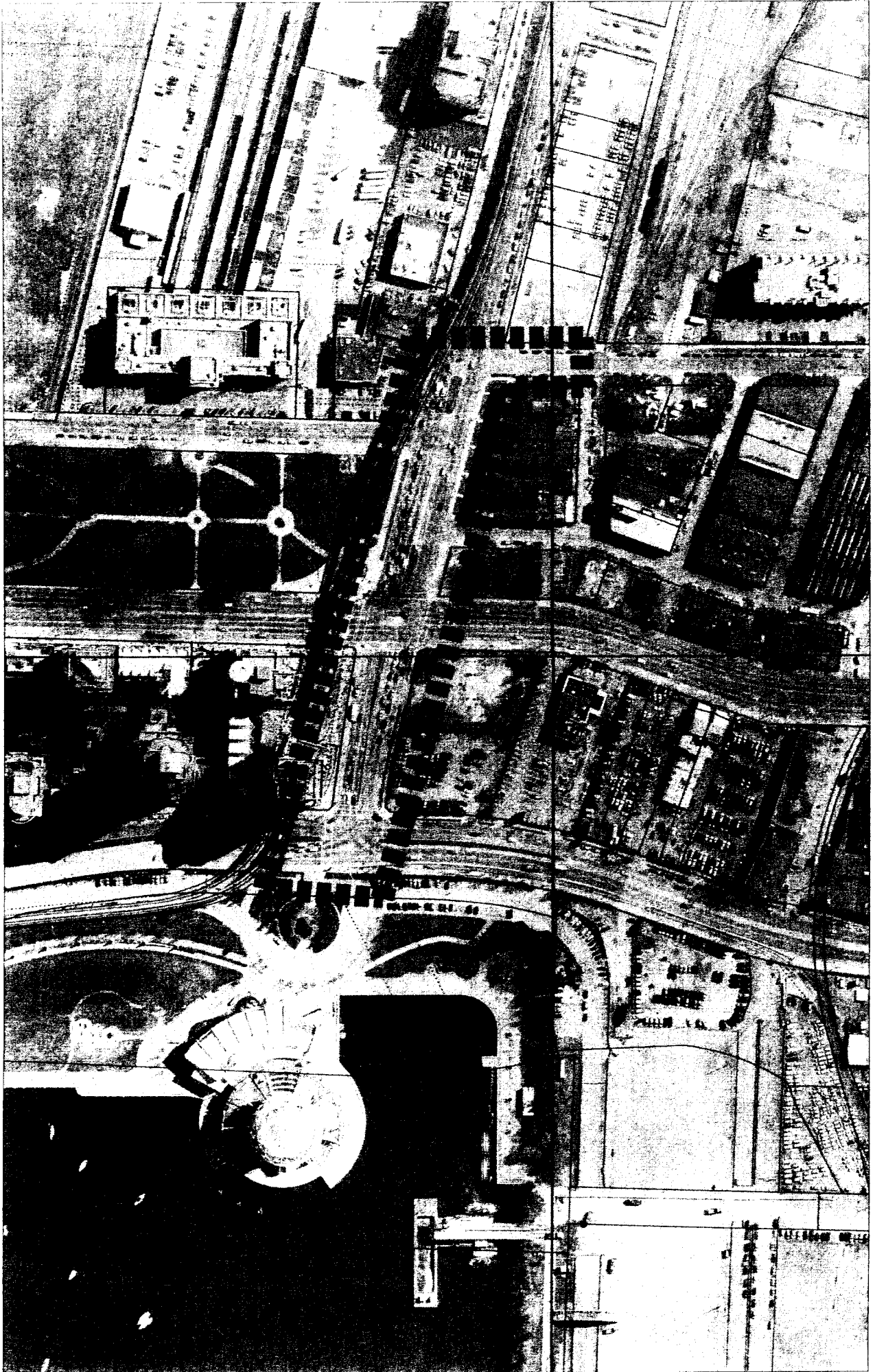
For the purposes of this section, “substitutions required by circumstances not within its reasonable control” mean substitutions required by virtue of illness, death, injury, pregnancy, medical leave, or termination of employment or contract but expressly exclude situations where the project team member is called upon to perform services for another client of the Consultant or its affiliates.

- f. **Substitution Request** - The City may, with stated reasons and acting reasonably, request that the Consultant replace a project team member. The Consultant will, subject to scheduling and staffing considerations, make commercially reasonable efforts to replace the individual with someone of substantially similar competency and experience.
- g. **Cost of Substitution** - Regardless of whether or not the City consents to a substitution, or requests a substitution, the City will not be liable to pay additional compensation to the Consultant for any replacement project team member.
- h. **Sub-Consultants** - Sub-Consultants shall be to the satisfaction of the City Engineer.
- i. **Assignment** - The Consultant will not assign in whole or in part any part of the Professional Services Agreement except with the prior written consent of the City, which consent will not be unreasonably withheld, delayed or conditioned. Any attempt to assign the Professional Services Agreement without such consent will be void and of no effect. However, the Consultant will be permitted to assign the Professional Services Agreement to any entity into, by or with which the business or assets of the Consultant has been merged, acquired, consolidated or re-organized or any entity which purchases all or substantially all of the business or assets of the Consultant, provided always that the Consultant:
  - (a) first provides the City with reasonable particulars of the transaction (permitting the City to independently verify the nature of the transaction), and
  - (b) first provides the City with a legal enforceable covenant from the new entity confirming that it is legally bound to the City to perform the Professional Services Agreement.

**SECTIONS 1 AND 2**



**SECTION 7: SCIENCE WORLD TO STATION STREET**



**SECTION 2: CLARK DRIVE BRIDGE TO COMMERCIAL DRIVE**



**CITY OF VANCOUVER  
ENGINEERING SERVICES**

**REQUEST FOR PROPOSAL  
to provide  
PROFESSIONAL SERVICES  
for the development of the  
CENTRAL VALLEY GREENWAY  
SECTION 3: SLOCAN STREET to BOUNDARY ROAD**

## **1. INTRODUCTION**

The City of Vancouver (the City) is inviting proposals for Professional Services to complete a Greenway Corridor Plan, and provide contract documents, contract administration, construction inspections and reporting for the Central Valley Greenway Section 3: Slocan Street to Boundary Road (CVG Section 3) project.

The Central Valley Greenway (CVG) is a linear corridor designed for pedestrians, commuter and recreational cyclists, and other alternative non-motorized transportation modes. When complete, the greenway will provide a safe, direct and relatively flat route between Science World and New Westminster.

The **principle goal** of the CVG project is to achieve a shift in travel mode to walking and cycling, reduce greenhouse gas emissions and improve connections to transit, community amenities and other greenways and bikeways. The project should demonstrate innovation, best practices in design, construction and maintenance and be replicable throughout the region and Canada.

## **2. LOCATION**

CVG Section 3 begins at the eastern end of the existing greenway on Grandview Highway North (GHN) and Slocan Street, travels east under the Skytrain guideway to Refrew Station, along Hebe Street to Lillooet Street, then continues under the guideway to Boundary Road.

## **3. BACKGROUND INFORMATION**

The CVG is one of fourteen routes adopted by Vancouver City Council in 1995 as part of the Vancouver Greenways Plan. The CVG plays a significant role in the Greater Vancouver Regional Greenway network linking downtown Vancouver with Burnaby and New Westminster. The 22km route begins at the Science World in Vancouver, travels through the active railway lands in the False Creek Flats to the Clark Drive Bridge. From the Flats the greenway will rise 25 feet on a new pedestrian and cyclist bridge, which is not part of this RFP, to the intersection of Clark Drive Bridge and GHN. The route then follows GHN to Commercial Drive and beyond to Slocan Street. From Slocan Street the greenway leaves the street and continues under the SkyTrain guideway to Boundary Road, and then onto Burnaby and New Westminster.



Two sections of the CVG have already been completed:

1. the lane south of Terminal Drive between Station and Carolina Streets. The section between Carolina and Cottrell Streets will be designed and constructed in 2005/06.
2. GHN between Slocan Street and just east of Commercial Drive.

The CVG Section 3 project is being jointly funded by the City, the Greater Vancouver Transportation Authority (the GVTA), the Greater Vancouver Regional District (the GVRD), and Transport Canada as part of Federal Government's Urban Transportation Showcase Program. The goal of the Showcase Program is to encourage Canadian municipalities to adopt more energy-efficient transportation and land use patterns and practices, and to reduce the emission of greenhouse gases.

## **4. PROJECT INFORMATION**

### **4.1 Section 3: Slocan Street to Boundary Road**

This section of the greenway is located mainly under the SkyTrain guideway. The property under the guideway is owned by the City. Property to the north is privately held by various owners and use is primarily light industrial. Property to the south is owned by Burlington Northern Santa Fe Railroad (BNSF) and provides the primary east west rail connection into the City of Vancouver. The City owned property is approximately 7.5 metres wide. The guideway columns are approximately 2.5 metres wide and their location within the City property varies along the length. Columns are spaced every 37 metres along the corridor. Private property to the north is generally fenced.

Currently cyclists use the corridor under the guideway and along the BNSF rail corridor as an informal connection between Boundary Road and the existing CVG at Slocan Street. This informal pathway follows the path of least resistance and crosses the boundary between the City owned land and the BNSF rail corridor depending on grades and column placement. The proposed greenway will be entirely within the City owned lands. Some differences in elevation may require small retaining walls to maximize the use of available space.

As properties north of the greenway are re-developed, a landscape setback along the greenway will be required and possible connections north to Broadway/Lougheed Highway will be explored.

### **4.2 Existing Greenway Wayfinding and Amenities**

The City's system for identifying greenways consists of distinct street signs, guide signs, directional signs, map boards, a greenway logo, in addition to standard bikeway route signs, arterial bikeway signs, a bike logo and pavement bike stencils. The City also employs a standard family of site furnishings and lighting, as well as public art installations.

The GVTA has hired a Consultant to develop a regional wayfinding and amenity system for the entire CVG from Vancouver to New Westminster. The results of the study are meant to complement and strengthen the existing design vision for the greenway. It is intended to build on existing design components and the municipal and regional

greenway systems already in place, and provide creative, clear, and cost effective strategies and concepts for unifying them. The results of the study will be integrated into the project where appropriate.

### **4.3 Public Art**

Funding for public art has not been included as part of the greenway budget. There is the potential for private funding opportunities for public art through a capital campaign being managed by Better Environmentally Sound Transportation (BEST) and through the City's public art program. Therefore, possible locations and opportunities for public art should be considered as part of the greenway plan.

## **5. PROJECT DESIGN AND REVIEW**

### **5.1 Project Design**

The design of CVG Section 3 should provide for commuter and recreational cyclists primarily on a multi-use path under the guideway, with on-street use along Hebe Street between Renfrew and Lillooet Streets, and improved public realm treatments including but not limited to, landscaping, lighting, seating areas and public art.

The design and construction of this section should complement and strengthen the existing design vision for the greenway. It should build on existing design components already in place, and provide elegant, innovative, creative, sustainable, cost effective, and replicable solutions.

### **5.2 Project Review**

The Consultant team will be working with City staff and, a City Project Manager who will provide direction for the project. The project will be reviewed at each stage by stakeholder groups including but not limited to, area residents and businesses, the Bicycle Advisory Committee (BAC) and the Central Valley Greenway Working Committee (CVGWC). Adequate time is to be left for review and approval at each stage. The BAC is an advisory group appointed by Vancouver City Council. The CVGWC is composed of representatives from the GVTA, the GVRD, the municipalities of Vancouver, Burnaby and New Westminster, and BEST. Approval for all stages of the project will be the responsibility of the City and the GVTA. Final approval for the project will be provided by Vancouver City Council.

## **6. SCOPE OF WORK**

The Scope of Work has been divided into three phases which are described in the following sections:

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- a. Review and become thoroughly familiar with all City policies and plans pertinent to the project as well as any supporting background material.

- b. Visit and become thoroughly familiar with the existing conditions of the site and those sections of the CVG in Vancouver that have been constructed.
- c. Review current available land survey information as provided by the City.
- d. Compile research material on environmentally sustainable products and practises that can be integrated into the project to support the project goal of reducing greenhouse gas emissions.

### **Concept Design (35% Completion Stage)**

The Consultant will:

- a. Develop and submit to the City a minimum of two and a maximum of three design concepts for review by staff and stakeholders. The designs will form the basis for public input at the workshops.
- b. Provide sketches, sections, text descriptions and plans for each concept.
- c. Develop preliminary class C cost estimates (+/- 30%) for each concept.
- d. Coordinate, facilitate, and prepare materials (illustrations, boards, etc) for one community-based open house to introduce the project, illustrate the concepts and solicit community input.
- e. Coordinate, facilitate, and prepare materials (illustrations, boards, etc) for one community-based workshop to illustrate the concepts and solicit community input.

**Note:** The City will advertise and provide the venues and support staff for the open house and workshop. Comment sheets and questionnaires will be provided and the results tabulated by the City.

### **Detailed Design (65% Completion Stage)**

The Consultant will:

- a. Develop and submit to the City detailed plans and a revised detailed Class C cost estimate for **one** design concept based on input from staff, stakeholders and workshop participants. The plans shall be clear, comprehensive and appropriate scaled landscape, structural and electrical drawings which will form the basis of the construction specification set.
- b. Coordinate, facilitate, and prepare materials (illustrations, boards, etc) for one community-based open house to illustrate concepts and gauge public support.
- c. Develop presentation material for one Council meeting, including a Power Point presentation of the design.
- d. Obtain City approvals following staff reviews and authorization to proceed to the next phase.

**Note:** The City will advertise and provide the venues and support staff for the open house. Comment sheets, questionnaires or surveys will be provided and the results tabulated by the City. The City will prepare the Report and present the Power Point presentation to Council with the Consultant in attendance to answer questions.

## **Final Design (95% Completion Stage)**

The Consultant will:

- a. Prepare and submit to the City a construction cost estimate (+/- 10%) based on the Consultant's final design, and more specifically, information including site conditions, space requirements, construction materials, estimated labour costs, greenway layout, gross dimensions and gross specifications.
- b. Following the City's review and approval of the detailed design, and when the design effort, in the Consultant's opinion is 95 percent complete and ready to construct, prepare and submit to the City final design drawings and specifications for the City's review and approval. For further certainty, final design documents will be of a standard sufficient for incorporation into the technical requirements portion of the City's invitation to tender for a greenway construction contract, and shall include as a minimum, drawings of plans, profiles, sections and details.
- c. Obtain City approvals following staff reviews and authorization to proceed to the next phase.

## **6.2 Phase 2: Contract Documents**

### **Contract Documents**

The Consultant will:

- a. Develop a full set of working drawings illustrating all aspects of the project to be constructed, including but not limited to existing site conditions, materials and layout, grading, drainage, planting, structural, electrical street lighting, and all details required for construction.
- b. Develop a full set of specifications.
- c. Finalize the cost estimates.
- d. Obtain approvals to proceed with tendering phase.
- e. Revise all documents in preparation for printing and tendering.

## **6.3 Phase 3: Construction Tendering Process, Contract Administration/Construction Inspections and Reporting**

### **Construction Tendering Process**

The Consultant will:

- a. Prepare the documents for potential bidders, evaluate bids, issue addenda to bidders and be responsible for answering questions regarding the tender during the bidding stage.
- b. Respond to formal technical inquiries during the tendering process within a maximum one week of their submittal.
- c. Revise the tender documents/construction contract to incorporate any changes made as a result of formal tender inquiries, or by addenda issued during the tendering phase, and prepare the tender documents for re-issue prior to start of construction as contract documents to be "Issued for Construction".

- d. Act in the City's best interest to advise and assist the City in its evaluation and negotiations for a guaranteed maximum price construction contract.
- e. Develop presentation material for one Council meeting, including Power Point presentation of the design for award of the contract.

Note: The City will tender the work, issue the documents, advertise for tender bids, supply the front end documents for the specifications, receive bids at the City Hall office and provide some of the specification sections to be modified by Consultant. The City will prepare the Report and present the Power Point presentation to Council with the Consultant in attendance to answer questions.

### **Contract Administration/Construction Inspections and Reporting**

The Consultant will:

- a. Manage the contract including monitoring the progress of the Contractor(s) as well as instructing the Contractor(s) as required.
- b. Share construction inspections with City staff including a minimum of one site meeting or inspection every two weeks for which the Consultant will provide minutes copied to all attending parties.
- c. Recommend the approval of progress draws from the Contractor based on observations at the site.
- d. Assist the City in situations pertaining to claims, disputes, and questions to do with the interpretation of the contract documents raised by the Contractor.
- e. Monitor both budget and scheduling; advising the City as adjustments may be required.
- f. Initiate and review Contemplated Change Orders in terms of appropriateness and cost; forwarding recommendations to the City.
- g. Make changes provided by the Contractor on the original drawings so as to provide the City with reproducible as-built drawings, as well as on computer discs, at the completion of construction.
- h. Determine Substantial Performance in conjunction with City staff and the Contractor, and prepare and maintain a deficiency list, including the value of the deficiencies.

### **6.4 General Requirements**

The Consultant will:

- a. Develop a clear understanding of the City's requirements by consulting with the City for design input, revising the design and other deliverables as required to incorporate the City's feedback.
- b. Meet and consult with the City, as necessary, to confirm design content, direction, and schedule progress, and to ensure that all the City's requirements are adequately understood and met.

- c. Identify any discrepancies, questions, or problems that arise, and promptly notify the City.
- d. Submit two paper copies (1 bound and 1 unbound) and 1 electronic copy (MS Word, MS Excel, or AutoCAD .dwg format) of all draft and final drawings, documents and construction specifications for City review and comment/approval at completion of each of the milestones outlined in the Consultant's proposal. City approval must be obtained prior to proceeding with the next phase of the work.
- e. All electronic drawings must be submitted in AutoCAD 2000 or a more recent version. A copy of City Of Vancouver Engineering Cadd Standards For Contractors shall be provided after the contract is awarded.
- f. Attend all project meetings and issue meeting minutes to all participants within three days of each meeting, record all decisions and justifications leading to the final design.
- g. Achieve all major milestones and regularly monitor and update the project schedule to ensure that it reflects the actual progression of the Consultant's services. Notifying the City immediately where critical activities have slipped beyond previously scheduled finish dates and provide a detailed plan outlining how the Consultant intends to recover the lost time and ensure continued compliance with the schedule.
- h. Obtain and compile all technical, geotechnical, utilities, electrical, water and geometric information.
- i. Topographic survey work related to the design of the greenway is not the responsibility of the Consultant and is beyond the scope of this RFP. The City will provide the Consultant with survey data in AutoCAD electronic format.

## **7. MEETINGS**

The following is a guide to anticipated project meetings:

### **Phase 1: Design Development**

- |    |   |          |
|----|---|----------|
| a. | Start-up meeting.                                     | 3 hours  |
| b. | Eight bi-weekly design meetings (3 hours per meeting) | 24 hours |
| c. | Public open house #1                                  | 4 hours  |
| d. | Public workshop                                       | 4 hours  |
| e. | Public open house #2                                  | 4 hours  |
| f. | Vancouver City Council Meeting (Design Approval)      | 2 hours  |

### **Phase 2: Contract Documents**

- |    |                                    |         |
|----|------------------------------------|---------|
| g. | Two meetings (3 hours per meeting) | 6 hours |
|----|------------------------------------|---------|

### **Phase 3: Construction Tendering Process And Contract Administration/Construction Inspections and Reporting**

- |    |   |          |
|----|---|----------|
| h. | Two meetings (3 hours per meeting)                    | 6 hours  |
| i. | Sixteen bi-weekly site meetings (2 hours per meeting) | 32 hours |

## **8. PROPOSED SCHEDULE**

<b>Proposal (RFP) Closing Date</b>	<b>March 14, 2005</b>
<b>Anticipated Award of Contract</b>	<b>April 8, 2005</b>
<b>Start-up Meeting</b>	<b>April 12, 2005</b>
<b>Concept Designs (35%) Submitted</b>	<b>May 24, 2005</b>
<b>Public Open House #1</b>	<b>May 30, 2005</b>
<b>City, GVTA and Stakeholder Review #1</b>	<b>May 25-June 10, 2005</b>
<b>Community Workshop</b>	<b>June 6, 2005</b>
<b>Detailed Design (65%) Submitted</b>	<b>August 9, 2005</b>
<b>City, GVTA and Stakeholder Review #2</b>	<b>August 10-30, 2005</b>
<b>Public Open House #2</b>	<b>August 22, 2005</b>
<b>Council Meeting #1 (Detailed Design Phase)</b>	<b>November 1, 2005</b>
<b>Final Design (95%) Submitted</b>	<b>December 9, 2005</b>
<b>City, GVTA and Stakeholder Review #3</b>	<b>December 12-22, 2005</b>
<b>Contract Documents Submitted</b>	<b>February 1, 2006</b>
<b>Tender Issued</b>	<b>March 2, 2006</b>
<b>Council Meeting #2 (Tender Award)</b>	<b>April 25, 2006</b>
<b>Construction Begins</b>	<b>May 4, 2006</b>
<b>Construction Substantially Complete</b>	<b>November 13, 2006</b>
<b>Construction Complete (Total Performance)</b>	<b>December 11, 2006</b>



## **9. BUDGET & FEES**

The \$2.0 million budget for the CVG Section 3 includes public consultation, design, demolition, construction, Consultant fees, disbursements and contingency. G.S.T. is excluded, as the City is exempt.

Fees for the Project will include all aspects of the RFP outlined above, including estimated sub-Consultants fees and disbursements.

## **10. CONSULTANT TEAM**

The lead Consultant will be a registered landscape architect. The Consultant team shall be composed of professionals with the following expertise:

- a. Landscape Architecture including greenway design, public art, and public consultation.
- b. Engineering including electrical street lighting design, structural design, traffic management and bicycle and pedestrian facility design.
- c. Planning including public consultation.

## **11. PROPOSAL REQUIREMENTS**

The proposal shall include the following:

- a. A description of tasks proposed to fulfill the requirements of this project and a list of all deliverables, including an indication of the number of meetings and field visits budgeted for in the proposal.
- b. A list of personnel assigned to each task, with a brief description of their qualifications and related experience.
- c. A proposed task schedule, including the estimated staff time for each task and proposed commencement and completion dates.
- d. A brief indication of any special problems or considerations foreseen and how the Consultant would deal with them.
- e. A list of all sub-Consultants, testing and inspection services, etc. the Consultant would use.
- f. A clear and thorough description of all assumptions made for the completion of the proposal, including, but not limited to, a listing of all services the Consultant would require from the City throughout the term of the project.
- g. A fee schedule organized as follows:
  - 1) Proposed fee structure and maximum total of the fee and disbursements for proposed services divided into three subtotal amounts representing the three phases of the project: (1) Design Development, (2) Contract Documents and (3) Construction Tendering Process and Contract Administration/Construction Inspections and Reporting.
  - 2) The proposed work shall be broken into tasks. Each task shall include a breakdown of hours for each team member assigned to complete the task. The total cost of each task shall also be included.

- 3) Description of all disbursements, and a maximum amount for each disbursement item.
- 4) Description of all costs associated with any sub-Consultants, testing and inspection services, etc. the Consultant would use.
- 5) Description of all costs, organized as above, for any additional proposed scope of work related to this project.

## **12. RESOURCES AND ADDITIONAL REQUIREMENTS**

Enclosed with this request for letter proposal are the following Attachments:

Attachment 1      City Engineering Department Professional Services Agreement.

Attachment 2      Corridor Plan of CVG Section 3

The Consultant will be required to enter a Professional Services Agreement (Attachment 1) with the City and must be able to meet all conditions in the Agreement.

In addition to the terms set out in the enclosed Professional Services Agreement, the following terms and conditions shall apply:

- a. **Invoicing/Interest on Overdue Payments** - The Design Consultant will invoice the City for each amount properly due under the Professional Services Agreement and the City will not be liable to pay interest so long as the invoiced amount is paid within 30 days of the due date. Any payment not made by the City within 30 days of the due date will bear interest from the 31st day to the date of payment at the Prime Rate.
- b. **Canadian Currency** - All amounts payable under the Professional Services Agreement are expressed in Canadian currency and are payable in Canadian dollars.
- c. **Access to Records** – The City will have the right, at the City’s expense and upon five (5) calendar days’ notice to the Consultant, to review and inspect the records of the Consultant relating to the performance of the project.
- d. **Team Composition** – The Consultant will utilize only those project team members named in the Consultant’s proposal.
- e. **Team Substitutions** - Except for substitutions required by circumstances not within its reasonable control, the Consultant may not make substitutions of project team members without the prior written consent of the City, whose consent will not be unreasonably withheld, delayed or conditioned.

For the purposes of this section, “substitutions required by circumstances not within its reasonable control” mean substitutions required by virtue of illness, death, injury, pregnancy, medical leave, or termination of employment or contract but expressly exclude situations where the project team member is called upon to perform services for another client of the Consultant or its affiliates.

- f. **Substitution Request** - The City may, with stated reasons and acting reasonably, request that the Consultant replace a project team member. The Consultant will, subject to scheduling and staffing considerations, make commercially reasonable

efforts to replace the individual with someone of substantially similar competency and experience.

- g. Cost of Substitution - Regardless of whether or not the City consents to a substitution, or requests a substitution, the City will not be liable to pay additional compensation to the Consultant for any replacement project team member.**
- h. Sub-Consultants - Sub-Consultants shall be to the satisfaction of the City Engineer.**
- i. Assignment - The Consultant will not assign in whole or in part any part of the Professional Services Agreement except with the prior written consent of the City, which consent will not be unreasonably withheld, delayed or conditioned. Any attempt to assign the Professional Services Agreement without such consent will be void and of no effect. However, the Consultant will be permitted to assign the Professional Services Agreement to any entity into, by or with which the business or assets of the Consultant has been merged, acquired, consolidated or re-organized or any entity which purchases all or substantially all of the business or assets of the Consultant, provided always that the Consultant:**

  - (a) first provides the City with reasonable particulars of the transaction (permitting the City to independently verify the nature of the transaction), and**
  - (b) first provides the City with a legal enforceable covenant from the new entity confirming that it is legally bound to the City to perform the Professional Services Agreement.**

**SECTION 3: SLOCAN STREET TO BOUNDARY ROAD**



## Skytrain Phase 1: Boundary Rd. To VCC

### Impacts of Closing Grandview Highway North to Traffic

**Background:**  
 The Grandview(U)ginal with Elementary School has asked for a one-block closure of Grandview Highway North between Woodland Drive and McLean Drive. The school sees the one-block closure as increasing safety for children crossing Grandview Highway North at Woodland Drive and for expanding the school yard area.  
 Lower traffic volumes and an increase in available space would also benefit the Central Valley Greenway/Bikeway being planned for Grandview Highway North.  
 The City has looked at Grandview Highway North to see if such a closure would be appropriate - we don't think so; here are our reasons:

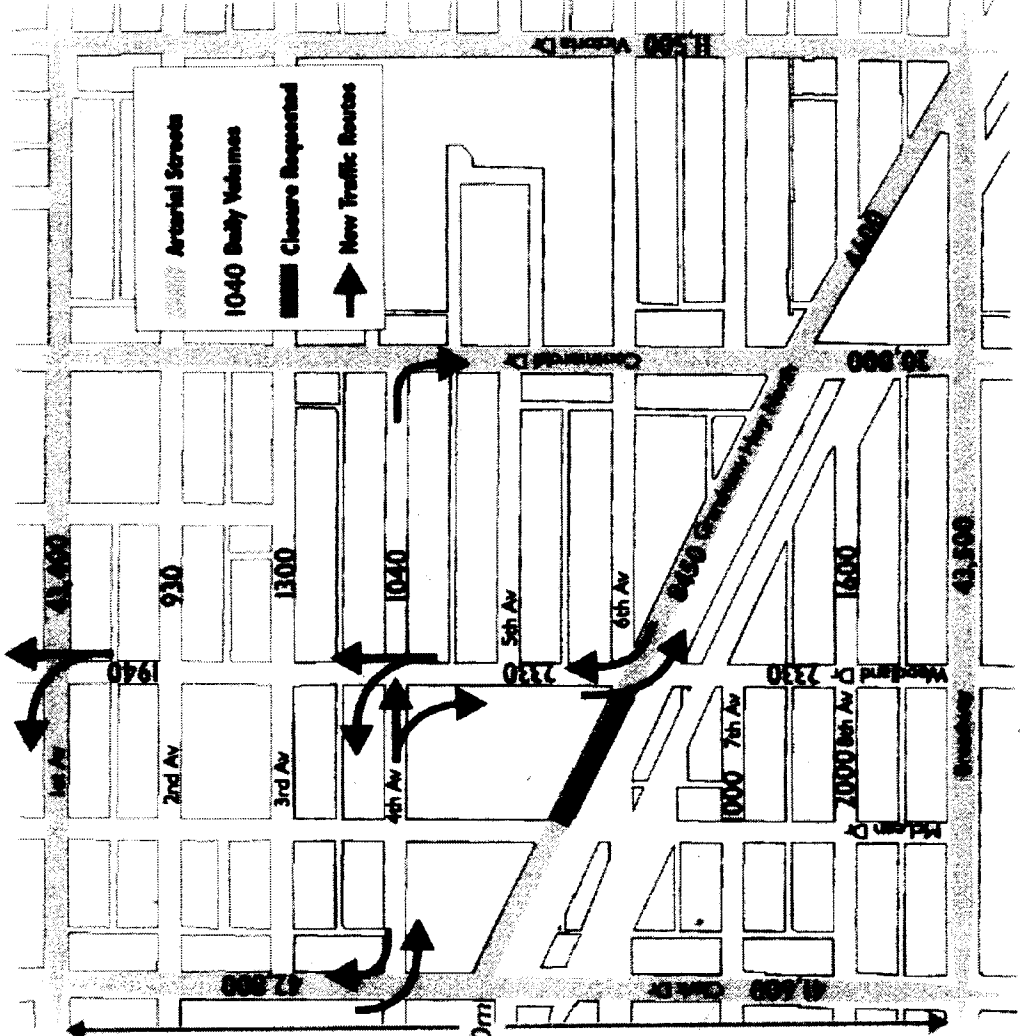
**Traffic Will Shift**  
 The closure of Grandview Highway North between Woodland Drive and McLean Drive will cause traffic to divert onto the local streets. The majority of traffic is expected to divert onto Woodland Drive and 4th Avenue. Both of these roads are next to the school, and Woodland Drive is a recent addition to the City's bike route network.  
 The road closure will increase traffic volumes in the residential areas of the community where roads are narrower and homes front onto the streets.

**Arterial Road Network**  
 The City's road system is made up of various road types. Each road type does different things to get people and goods to where they want to go. Arterial roads carry large volumes of traffic and provide an efficient way to travel large distances. Grandview Highway North is a designated arterial road.

Other arterial roads in this area are 1st Avenue, Broadway, Commercial Drive and Clark Drive. These streets cannot accommodate traffic currently using Grandview Highway North. As a result, any traffic diverted from Grandview Highway North is expected to use the local streets.

**Adjacent Land Uses**  
 Of all the streets in this neighbourhood, Grandview Highway North is best suited to carry through traffic because there aren't very many homes on the street. It is bounded to the south by the Grandview Cut and on the north side the buildings are primarily commercial, industrial, or institutional. A section of multi-family residential abuts this road but much of the frontage is off-street parking.

**Safe Crossings of Grandview Highway North**  
 There is only one place between Commercial Drive and Clark Drive where children, pedestrians, and cyclists need to cross Grandview Highway North: Woodland Drive. As a result, the crossing is well used and drivers are accustomed to pedestrians and cyclists at this location.  
 In 1989, a short section of median was installed at this crossing to improve safety for pedestrians. Pedestrians can focus their attention on traffic travelling in one direction at a time since the median allows the road to be crossed one-half at a time.



## Existing Daily Traffic Volumes

## ADMINISTRATIVE REPORT

Date: June 22, 2001  
Author/Local: W.  
Pledger/7346

RTS No. 2153

CC File No. 5757

T&T: July 31, 2001

TO: Standing Committee on Transportation and Traffic  
FROM: General Manager of Engineering Services in consultation with the Director of  
City Plans  
SUBJECT: Grandview Highway North - Greenway/Bikeway Planning

### **RECOMMENDATION**

***A. THAT Council approve the traffic calming plan for Grandview Highway North between Victoria and Clark drives for permanent construction as outlined in this report.***

***B. THAT Council approve \$30,000 from the Streets Basic Capital Unappropriated Account No. 30000134 (City Greenway) for temporary staff to design and conduct public consultation of the Central Valley Greenway/bikeway on Grandview Highway North between Commercial and Clark drives.***

***C. THAT staff continue to work with residents and the Rapid Transit Project 2000 on the Central Valley Greenway/Bikeway between Victoria and Clark drives and report back.***

### **COUNCIL POLICY**

***On July 18, 1995, Council adopted the Vancouver Greenways Plan, which identified the Grandview Cut corridor for future Greenway development.***

*The City of Vancouver Transportation Plan, approved by Council on May 27, 1997, identified Grandview Highway North from Clark Drive to Victoria as having potential for increased priority for pedestrians, cycling and transit.*

## **PURPOSE**

The purpose of this report is to recommend a traffic calming plan for Grandview Highway North that will form part of the new Greenway/bikeway that is being developed as part of the Millennium SkyTrain Line. As well, the report recommends approval of additional City funding to complete the design and public process leading to a final report back on the design and remaining City cost to complete the Greenway/bikeway.

## **BACKGROUND**

The City has been working with Rapid Transit Project 2000 Ltd. (RTPO) on the planning and design of the Millennium SkyTrain Line within Vancouver.

On December 15, 1999, TransLink approved the deletion of Grandview Highway North from the Vancouver truck route network following a Council recommendation of October 5, 1999.

On February 1, 2000, Council approved construction of a Greenway/bikeway on Grandview Highway North as part of an amenity package the Province will be providing the City.

On March 14, 2000, Council approved a traffic calming plan for Grandview Highway North from Slocan Street to Victoria Drive as part of the Greenway/bikeway. The Province is designing the landscaping elements of this portion of the Greenway/bikeway and is scheduled to begin construction of the traffic calming and landscaping elements this Fall.

## **DISCUSSION**

Traffic calming elements remain to be approved by Council for Grandview Highway North between Clark Drive and Broadway/Victoria. This remaining portion can be divided into two sections as follows:

1. Between Victoria and Commercial, the Province is committed to design and construct the Greenway/Bikeway. See Appendix 'A' for the recommended traffic calming design.
2. Between Commercial and Clark, the City is responsible for the design and construction of the Greenway/bikeway with a \$300 000 contribution from the Province as part of the Amenity Package. A traffic calming plan will be presented when Council considers this report.

The intent of traffic calming along this section is to exclude trucks from entering at either end, and by virtue of this design, discourage, but not exclude other through traffic. In addition, to further control speeds along the street and provide additional area for Greenway landscaping, the street will be narrowed in places by removing the parking lane. As well, a much-improved

cycling environment will be provided through the elimination of trucks, a reduction in the volume and speed of general traffic, and the provision of painted bike lanes.

This balanced accommodation of improving the cycling and pedestrian environment but still accommodating some through traffic recognizes that Grandview Highway North in this area must continue to function as an integral part of the street system. Broadway cannot accommodate an increase in traffic; it is especially important to minimize traffic increases at Broadway and Commercial where there will be many more buses turning through this intersection once the Millennium SkyTrain line opens.

As well, it also recognizes that further restrictions on Grandview Highway North could result in some through traffic diverting through the residential area to the north on either side of Commercial Drive and around Grandview Elementary School at Woodland Drive.

### **West of Clark Drive**

Staff is still exploring options between Clark Drive and the False Creek flats. A consultant study is underway on the feasibility and cost of a bridge structure. This consultancy is also exploring the feasibility of a ramp option on the south side of the Grandview Cut. Staff will be reporting to Council on the results of this study.

## **CONSULTATION**

### **Traffic Calming between Commercial and Clark**

Two public meetings were held in the neighbourhood to discuss traffic calming in this area: one at the Grandview Elementary School on September 26, 2004 and another at Queen Alexandra Elementary School on November 30, 2004, as part of a forum on Greenway options west of Commercial Drive. In addition, there were meetings with representatives of the Vancouver School Board and Grandview Elementary School to discuss their proposal to close Grandview Highway North at the school from Woodland to McLean, to allow for an expansion of teaching and gardening facilities.

A number of residents and school representatives felt there should be more diversionary elements along the street to eliminate through traffic. However, after discussing the potential impacts, they agreed they could support keeping Grandview Highway North open to non-local traffic rather than risk short cutting through the residential neighbourhood and around the school.

### **Traffic Calming between Victoria and Commercial**

A number of meetings were held with nearby residents to discuss traffic calming along this section of Grandview Highway North, as well as TransLink's proposal for a crew room/washroom for their bus drivers.

The initial design of the Greenway/bikeway included a major traffic calming element at Broadway to reduce westbound through traffic and to physically prevent trucks from turning



onto Grandview Highway. The Greenway/bikeway was shown on the **south** side of Grandview Highway North.

The neighbours wanted the Greenway to help address the impact of buses on Grandview Highway North. They also wanted to resolve the continuing eastbound shortcutting problem that exists in the lane south of 8<sup>th</sup> Avenue. As well, they raised the closure of Grandview Highway North westbound at Broadway to eliminate through traffic.

These discussions resulted in adding a median to eliminate shortcutting traffic in the lane and creating a wide boulevard on the north side of Grandview (moving the Greenway across the street) to accommodate a more substantial landscaping buffer between the residents and the buses. Staff was not supportive of the complete closure of Grandview Highway North due to the impacts this would have on the Broadway/Commercial intersection and the potential for increased traffic in the neighbourhood to the north.

A number of options for the TransLink crew facility were reviewed and discarded. The residents recognized the need for a facility given the lack of nearby options. Following these discussions, the crew facility will be a small building south of Grandview Highway and east of Commercial Drive.

### **Additional Consultation**

Additional consultation with local residents will be undertaken in both sections to review the landscape elements of the Greenway/bikeway.

### **FINANCIAL CONSIDERATION**

The Greenway/bikeway work between Victoria and Commercial is fully funded by the Rapid Transit Project.

The section between Commercial and Clark is not. The Access Agreement provides \$300 000 that may be applied:

- To improvements to the Greenway/Bikeway from Commercial Drive west; or
  - To other improvements under the existing SkyTrain guideway between 10<sup>th</sup> and 12<sup>th</sup> Avenues;
- or
- To other Greenway connections between Commercial and Clark.

Staff concludes that the \$300 000 Provincial contribution should be spent improving the cyclist and pedestrian connections between Commercial and Clark. However, this will likely not fund all the Greenway/bikeway improvements. Following public consultation on the Greenway/bikeway design, staff will report back on the additional City funding required to complete and maintain the work.

Staff recommends that Council approve \$30,000 from the Streets Basic Capital Unappropriated Account No. 3000134 (City Greenway) for public consultation and design of the Central Valley

Greenway/bikeway on Grandview Highway North between Commercial and Clark (See Recommendation B).

## CONCLUSION

The public has been consulted on the traffic calming elements of the Greenway/bikeway between Victoria and Clark and is supportive of the proposed work. Staff recommends that Council approve the street design concepts to a permanent standard. Further discussions with the community will be undertaken on the design of the Greenway/bikeway. Staff will then report back on the final design, and on the necessary City funds to complete the western segment from Commercial Drive to Clark Drive.

\* \* \* \* \*