



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: March 9, 2006
Author: Douglas Scott
Phone No.: 604.873.7155
RTS No.: 05678
VanRims No.: 13-4200-40
Meeting Date: April 18, 2006

TO: Standing Committee on Transportation and Traffic

FROM: General Manager of Engineering Services

SUBJECT: Central Valley Greenway Section 2 - Detailed Design

RECOMMENDATIONS

- A. That Council approve the detailed design of Section 2 of the Central Valley Greenway, and staff report back on the awarding of the construction contract. Funding for the project to be provided from Streets Basic Capital Account CB2EA6D, approved by Council in 2004.
- B. That, commencing in 2007, Council approve the following increases to the Operating Budget, without offset, subject to the 2007 Budget Review:
 - \$53,260 to the Streets Operating Budget for horticultural maintenance;
 - \$6,350 to the Traffic Operating Budget for sign and paint maintenance;
 - \$3,700 to the Sanitation Operating Budget for litter collection and street sweeping; and
 - \$3,940 to the Electrical Operating Budget for street lighting.

GENERAL MANAGER'S COMMENTS

The General Manager of Engineering Services RECOMMENDS approval of A and B.

COUNCIL POLICY

On July 18, 1995, Council adopted the Vancouver Greenways Plan. The Central Valley Greenway was one of fourteen citywide greenways identified in the Plan.

On February 24, 2004 Council approved \$4.63 million for the Federal Government's Urban Transportation Showcase Program (Showcase), including the design and construction of the Central Valley Greenway.

On December 15, 2005 Council approved the Central Valley Greenway Section 1 - Detailed Design.

PURPOSE

The purpose of this report is to obtain Council approval of the detailed design and an increase to the Operating Budget, and to report back on the awarding of the construction contract for Section 2 of the Central Valley Greenway.

BACKGROUND

The Central Valley Greenway (Greenway)

The Central Valley Greenway is one of the fourteen greenways identified in the 1995 Vancouver Greenways Plan, and is an integral part of the Greater Vancouver Regional Greenway Vision. When complete the Greenway will provide residents of Greater Vancouver with a virtually flat, continuous 25 kilometre route linking key residential, employment and shopping areas, schools and post-secondary institutions in Vancouver, Burnaby and New Westminster.

The Vancouver portion of the Central Valley Greenway is divided into three sections:

- Section 1: Science World to Clark Drive
- Section 2: Clark Drive to Commercial Drive
- Section 3: Slocan Street to Boundary Road
- The portion of the Greenway between Sections 2 and 3, Commercial Drive to Slocan Street, was completed in 2002.

Urban Transportation Showcase Program (Showcase)

On November 26, 2003, Transport Canada announced that the Greater Vancouver Transportation Authority (TransLink) had been awarded up to \$8.8 million under Transport Canada's Urban Transportation Showcase Program. The City of Vancouver and TransLink are collaborating on six projects under the Showcase, the Central Valley Greenway being one project. The funding agreement with TransLink and Transport Canada requires that the entire Central Valley Greenway, including Section 2 between Clark and Commercial Drives, be complete by March 2007.

DISCUSSION

The Design

Section 2 of the greenway is located on Grandview Highway North between Clark and Commercial Drives. The design responds to suggestions from the community to improve the existing pedestrian and bicycle facility built in 1986 along the south side of Grandview Highway North. The major components of the greenway include: (Refer to Appendix A - Plan and Sections)

- a traffic island at Clark Drive;
- narrowing of Grandview Highway North;
- removal of portions of the on-street parking;
- normalization of the intersection of Grandview Highway North and 6th Avenue;
- bike lanes on the street;
- a 3.0 metre wide concrete walk along the south side of the street;
- relocation of the existing chain link fence along the edge of the Expo SkyTrain to increase green space;
- improved lighting along the walk and bike lanes;
- amenities areas;
- new landscape and trees.

The design includes three new amenity areas located at McLean, Woodland and Commercial Drives that incorporate benches, lighting, drinking fountains and landscaping. The proposed amenity areas were developed in consultation with the community through the open house process.

The City and TransLink are collaborating with PWL Partnership Landscape Architects, Earth Tech Engineering, and CitySpaces Planning to develop the design, manage the construction and conduct public consultation.

The Public Consultation Process

Two open houses were held, one to review the concept design, and one to review the detailed design. Three thousand two hundred and eighty invitations to the open houses were delivered to residents, businesses, and property owners in the area. Information about the open houses was also distributed through posters, newspaper ads and the City website.

The first open house was Thursday October 13, 2005, from 3:00 to 7:30 pm outside the Grandview/uuquinak'uuh School on Woodland Street. The Showcase funding agreement requires that the Central Valley Greenway be completed by 2007; therefore it was decided to proceed with the public process even though the school was closed due to the labour dispute. In order to maximize the public opportunity to participate in the process, the event was held in tents outside the school grounds. The school is located on the Mosaic Bikeway, one block from the intersection of the bikeway and the Central Valley Greenway. Sixty people attended the open house and forty-nine completed the questionnaire and provided input on the concept design. Many of those who attended the open house were cyclists and people walking by. Ninety-six percent of the people at the open house expressed support for the greenway.

The second open house, to review the detailed design, was held on Thursday January 19, 2006, 3:00 to 7:30 at the Grandview/uuquinak'uuh School. The detailed design was

developed based on the input received from the public at the first open house in October. A newsletter and survey (Appendix B - limited distribution) was delivered to residents, businesses and property owners, as well as those who attended the first open house. Thirty-two people attended the open house and provided input on the concept design. Thirty-two people returned a completed survey by mail, fax, and at the open house. In response to the survey question "Are you supportive of the plans for the Central Valley Greenway - Section 2 as proposed?" 87.5 % said yes, 9.5 % said no and 3.0 % were neutral. Those who did not support the Greenway were concerned about homelessness in the area. Generally, people were very positive about the changes the greenway would bring to their neighbourhood.

The design has been reviewed and approved by the Bicycle Advisory Committee (BAC), the Urban Transportation Showcase Steering Committee, the Central Valley Greenway Working Committee and TransLink. (The BAC recommendations will be incorporated where possible and are attached in Appendix C.)

FINANCIAL IMPLICATIONS

Funding for the design and development of the Central Valley Greenway under the Showcase Program was approved by Council in 2004. The total project budget is \$6.765 million, including planning, design and construction. The project funding is being shared by the City, TransLink and Transport Canada. The Showcase cost sharing agreement requires that the entire Greenway be completed by March 2007. The share of the funding is divided as follows:

Funding Partner	Share of Capital Funding
City of Vancouver	\$2.13 million
TransLink	\$2.76 million
Transport Canada	\$1.875 million
Total Project Budget	\$6.765 million

The City share of the funding for the project has been allocated from the 2004 Capital Budget under order group CB2EA6D. The City will be reporting to TransLink on a quarterly basis to recover costs during the Capital construction phase of the project.

The long term success of the Greenway will require annual maintenance and a corresponding increase to the Operating Budget. Funding increases, without offset, are recommended to the following Operating Budgets beginning in 2007 and subject to an annual review.

Operating Budget	Cost Centre/ Cost Element	Function	Funding Increase
Streets	37190/713103	Horticultural maintenance	\$53,260
Traffic	32700/709608	Sign and paint maintenance	\$6,350
Sanitation	35040/706000	Litter collection and street sweeping	\$3,700
Electrical	33090/707000	Street lighting maintenance	\$3,940

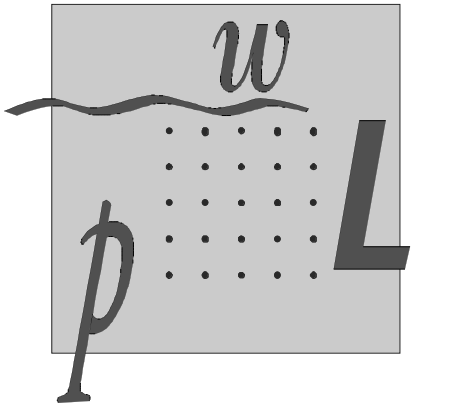
ENVIRONMENTAL AND SOCIAL IMPLICATIONS

The Urban Transportation Showcase Program is a key component of the Federal Government's *Action Plan of Climate Change*. The program calls for the creation of community showcase programs to demonstrate and evaluate ways of reducing greenhouse emissions from transportation and to address other urban challenges, such as air quality, congestion, safety and rising operating costs. The Central Valley Greenway addresses these challenges by providing alternate non motorized ways for people to travel around the city to work, shop, and recreate. The Greenway provides places for people to meet and socialize, improves air quality and provides wildlife habitat through increased plant diversity. Safety is improved through the use of Crime Prevention through Environmental Design (CPTED) principles such as lighting.

CONCLUSION

Section 2 of the Central Valley Greenway is a major step in developing a regional greenway system through the region's designated Growth Concentration Area. Based on the directive of the Council approved Vancouver Greenways Plan and the support of the residents for this design, staff recommend that the proposed measures for the Central Valley Greenway, as outlined in this report, be approved by Council for construction.

* * * * *



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REVISIONS AND ISSUES

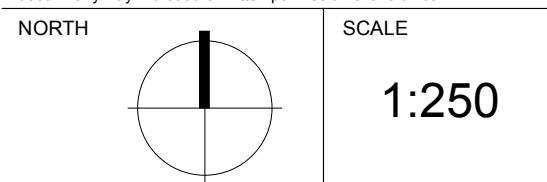
NO.	DATE	DESCRIPTION
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2	2006/01/20	Issued for City Review 60% Completion

PROJECT
**Central Valley Greenway
Section 2**

DRAWING TITLE

**Layout and
Materials Plan**

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FILE NAME	0536 060105 Section 2- P#1433C6
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L-100

CLARK DRIVE

MCLEAN DR.

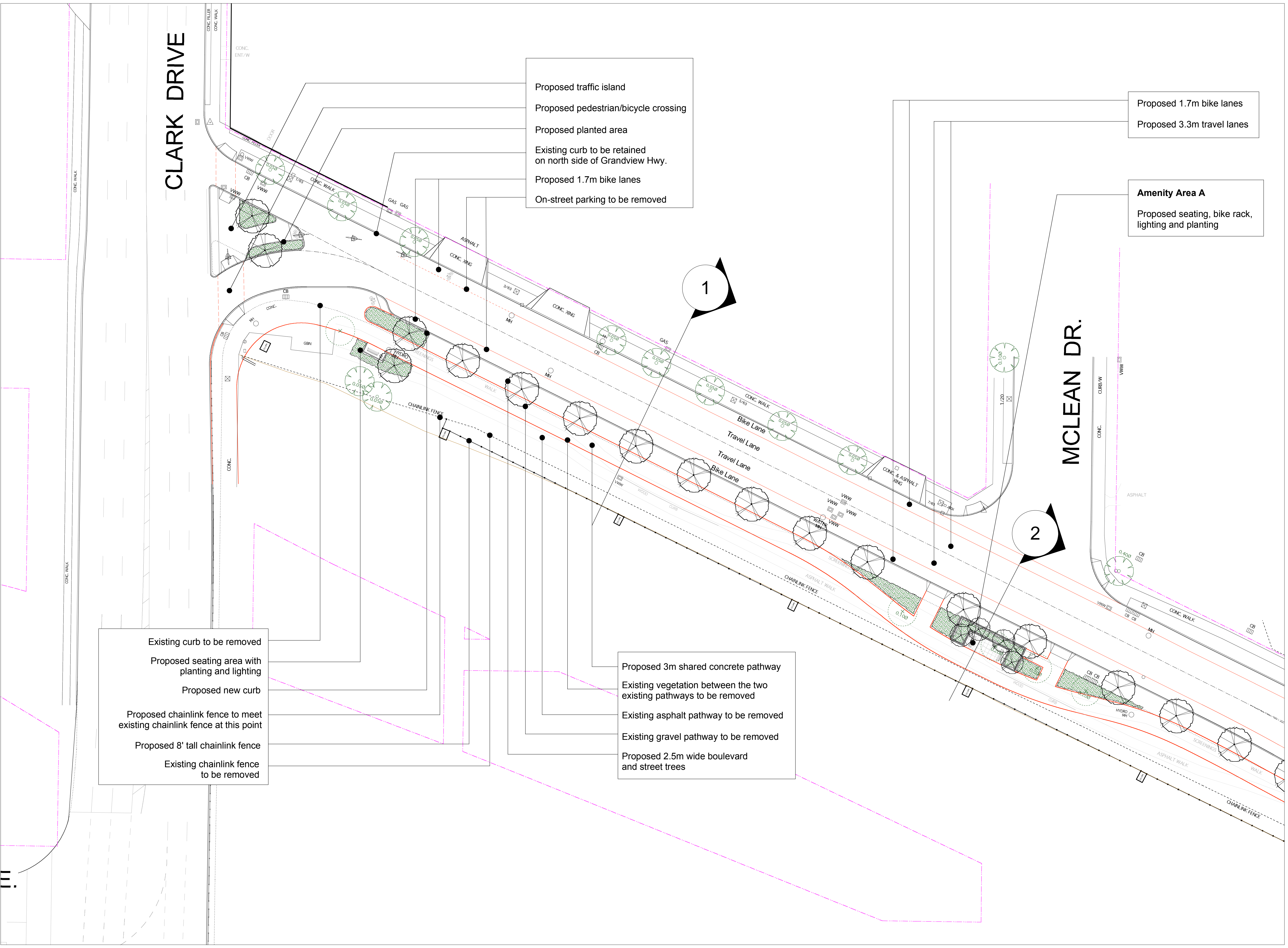
Proposed traffic island
Proposed pedestrian/bicycle crossing
Proposed planted area
Existing curb to be retained
on north side of Grandview Hwy.
Proposed 1.7m bike lanes
On-street parking to be removed

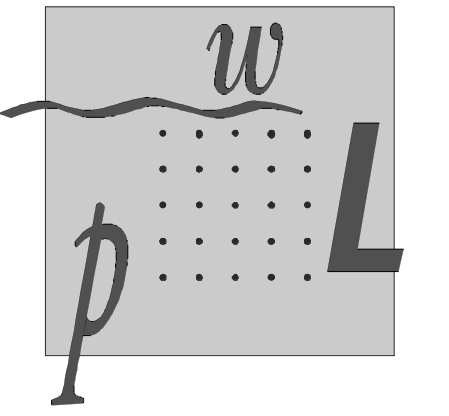
Proposed 1.7m bike lanes
Proposed 3.3m travel lanes

Amenity Area A
Proposed seating, bike rack,
lighting and planting

Existing curb to be removed
Proposed seating area with
planting and lighting
Proposed new curb
Proposed chainlink fence to meet
existing chainlink fence at this point
Proposed 8' tall chainlink fence
Existing chainlink fence
to be removed

Proposed 3m shared concrete pathway
Existing vegetation between the two
existing pathways to be removed
Existing asphalt pathway to be removed
Existing gravel pathway to be removed
Proposed 2.5m wide boulevard
and street trees

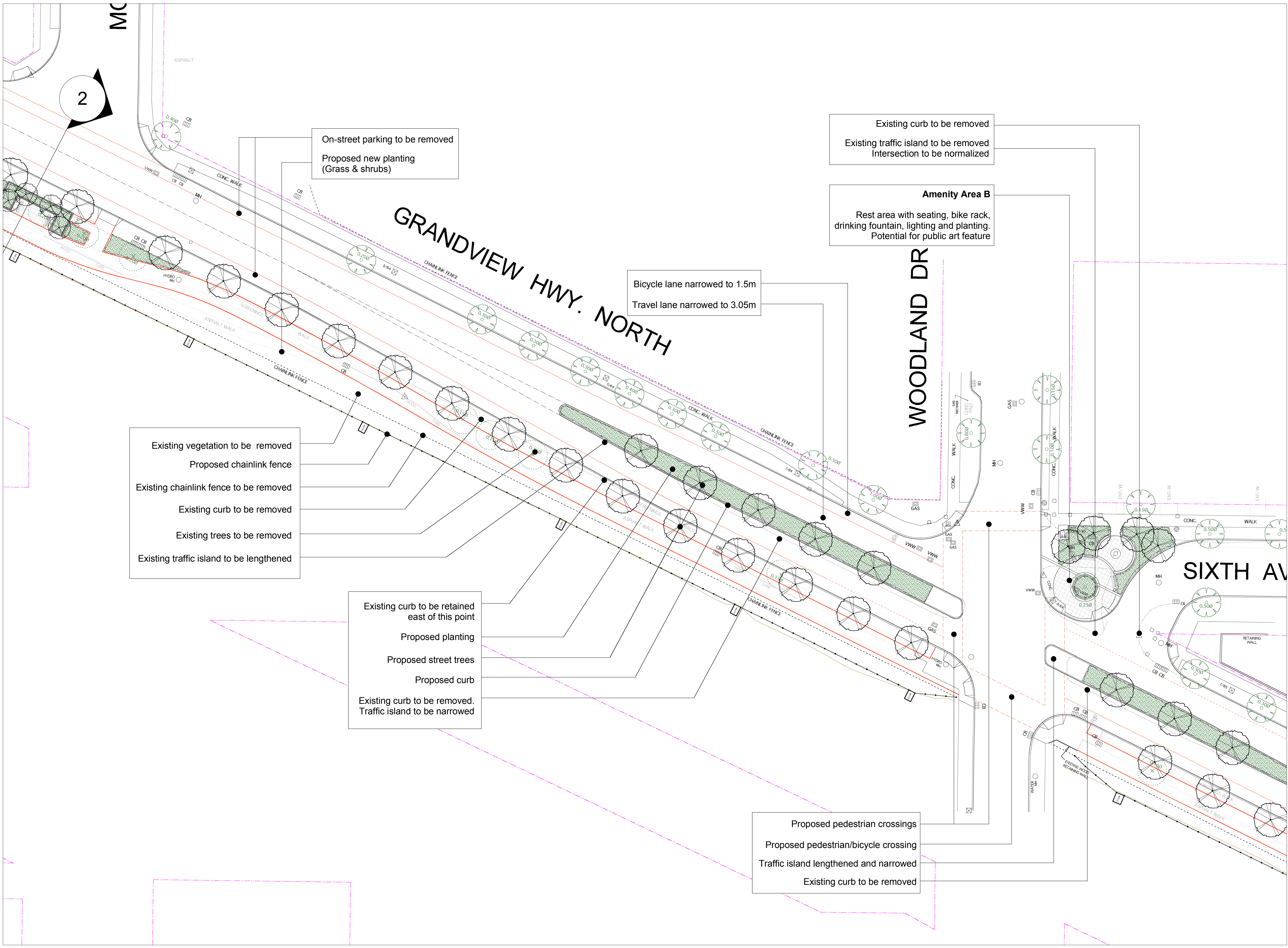




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PROJECT
Central Valley Greenway
Section 1

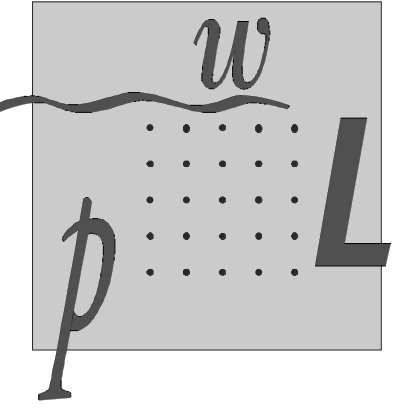
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NORTH SCALE
1:250

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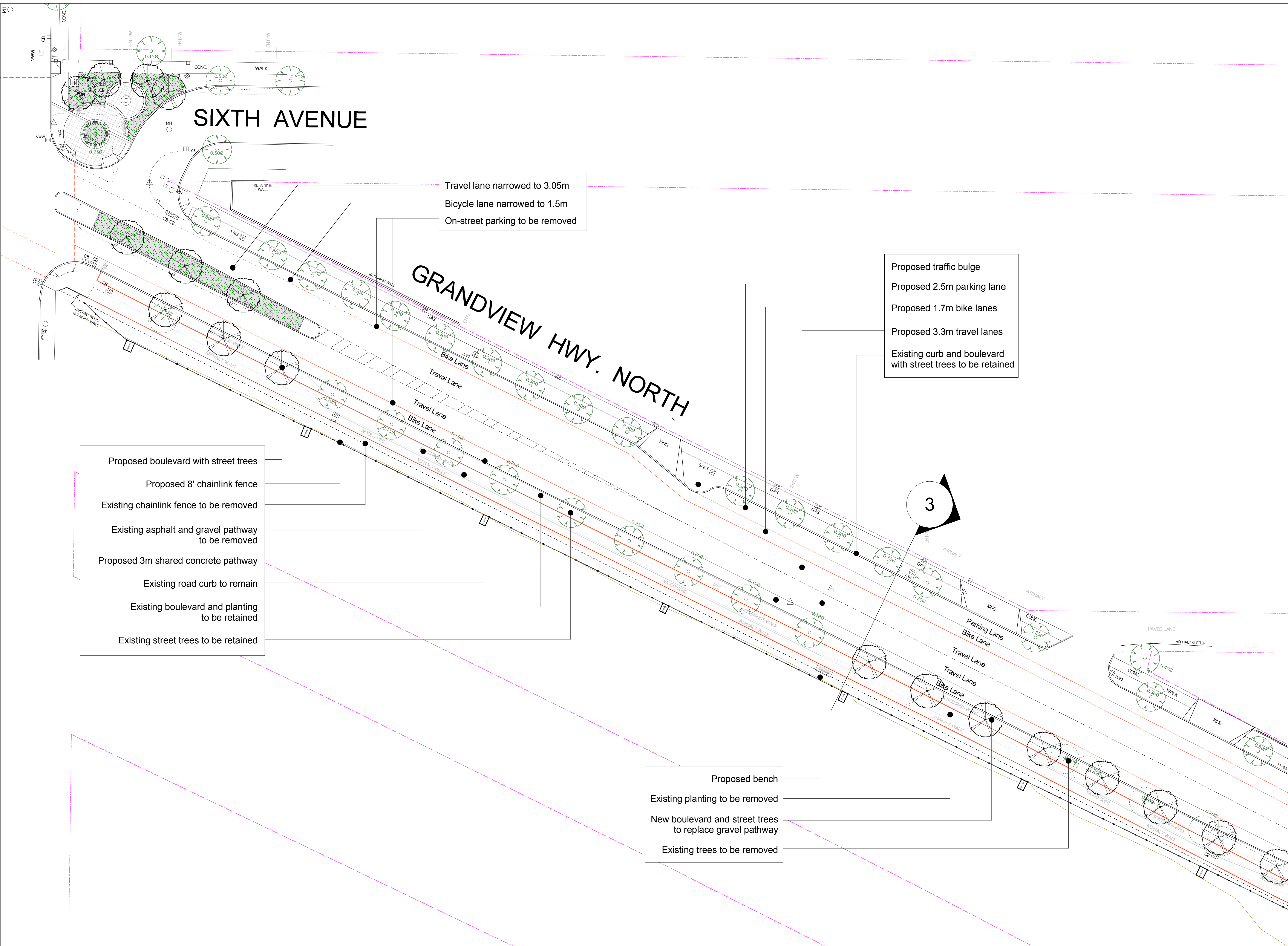
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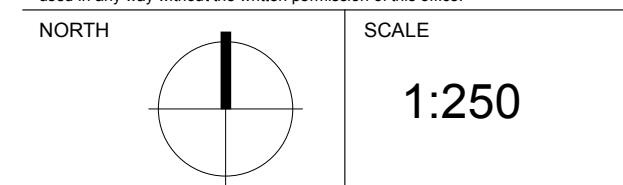
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PROJECT
**Central Valley Greenway
Section 1**

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**Layout and
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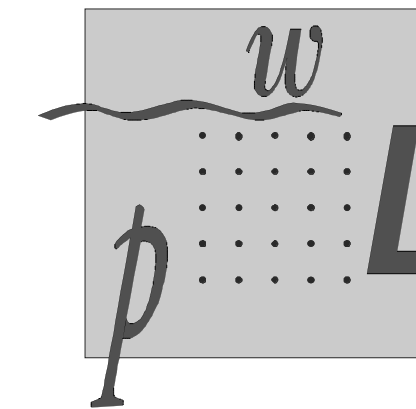
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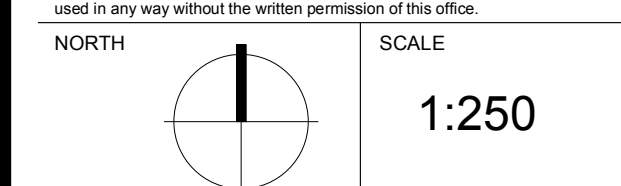
Existing planting to be removed
 Existing road curb to be removed
 Proposed new road curb
 Existing SkyTrain propulsion station

Amenity Area C
 See sheet L-104
 for detailed description

PROJECT
 Central Valley Greenway
 Section 1

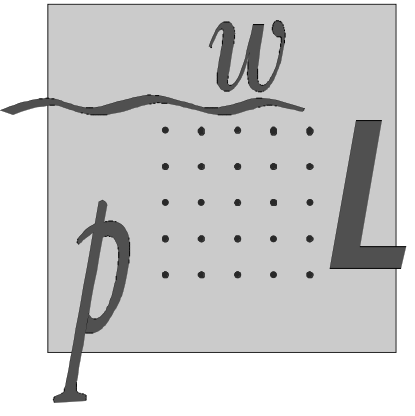
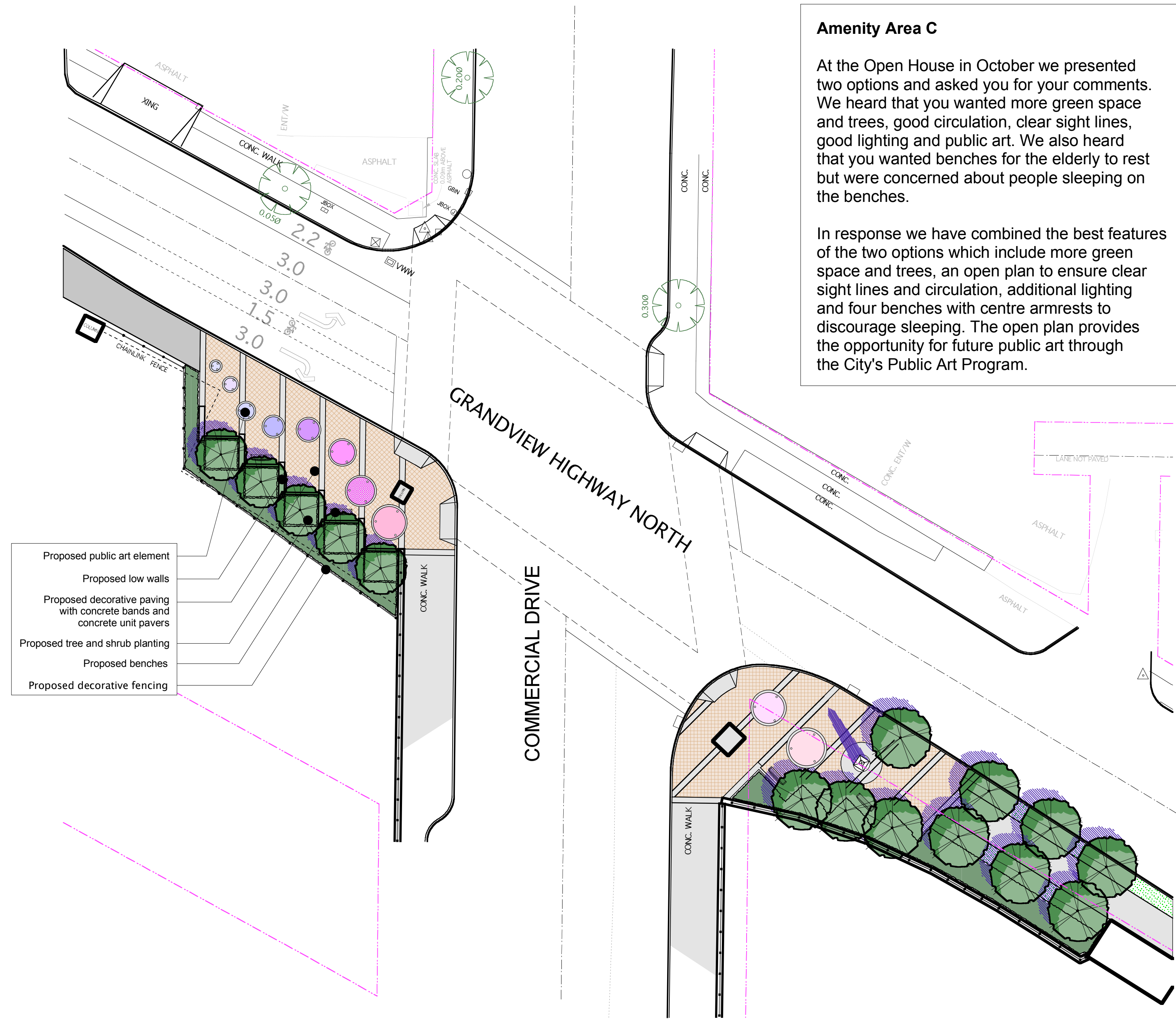
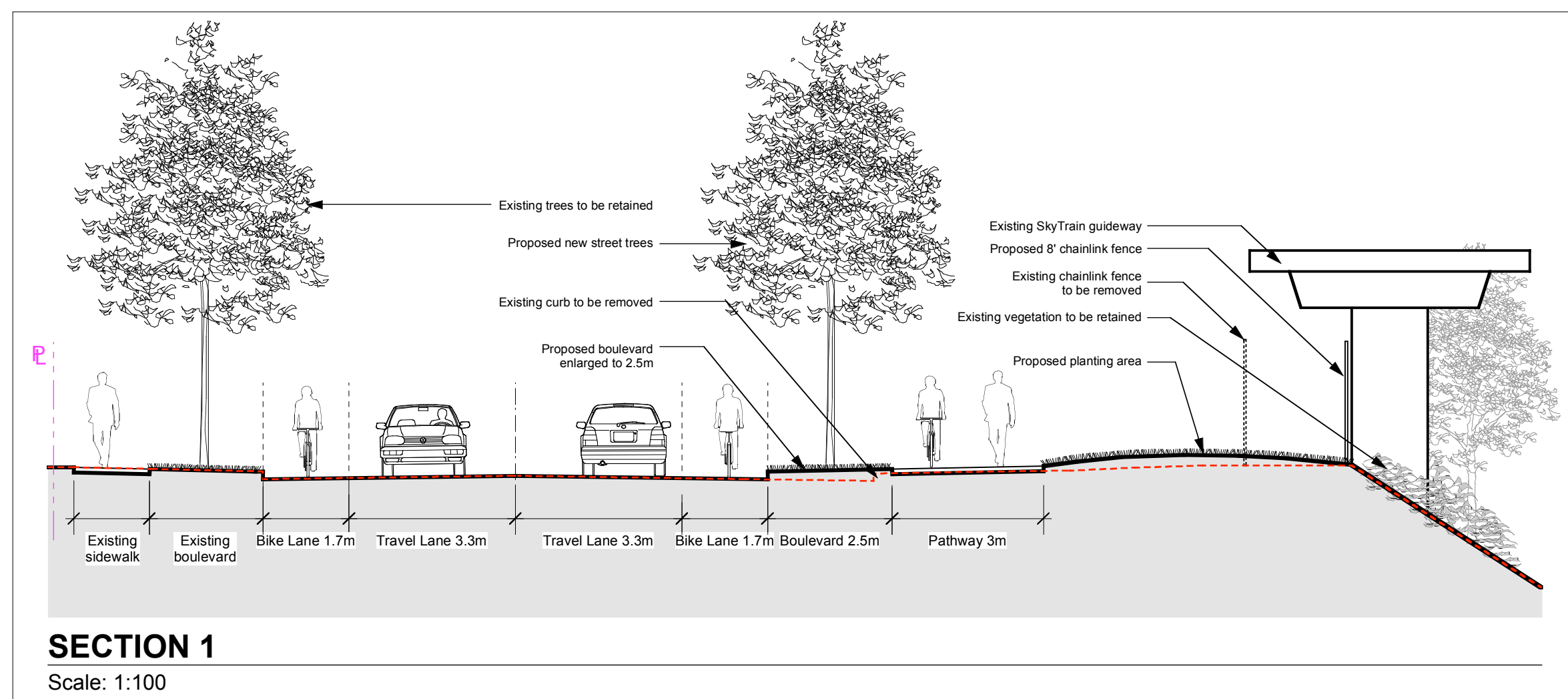
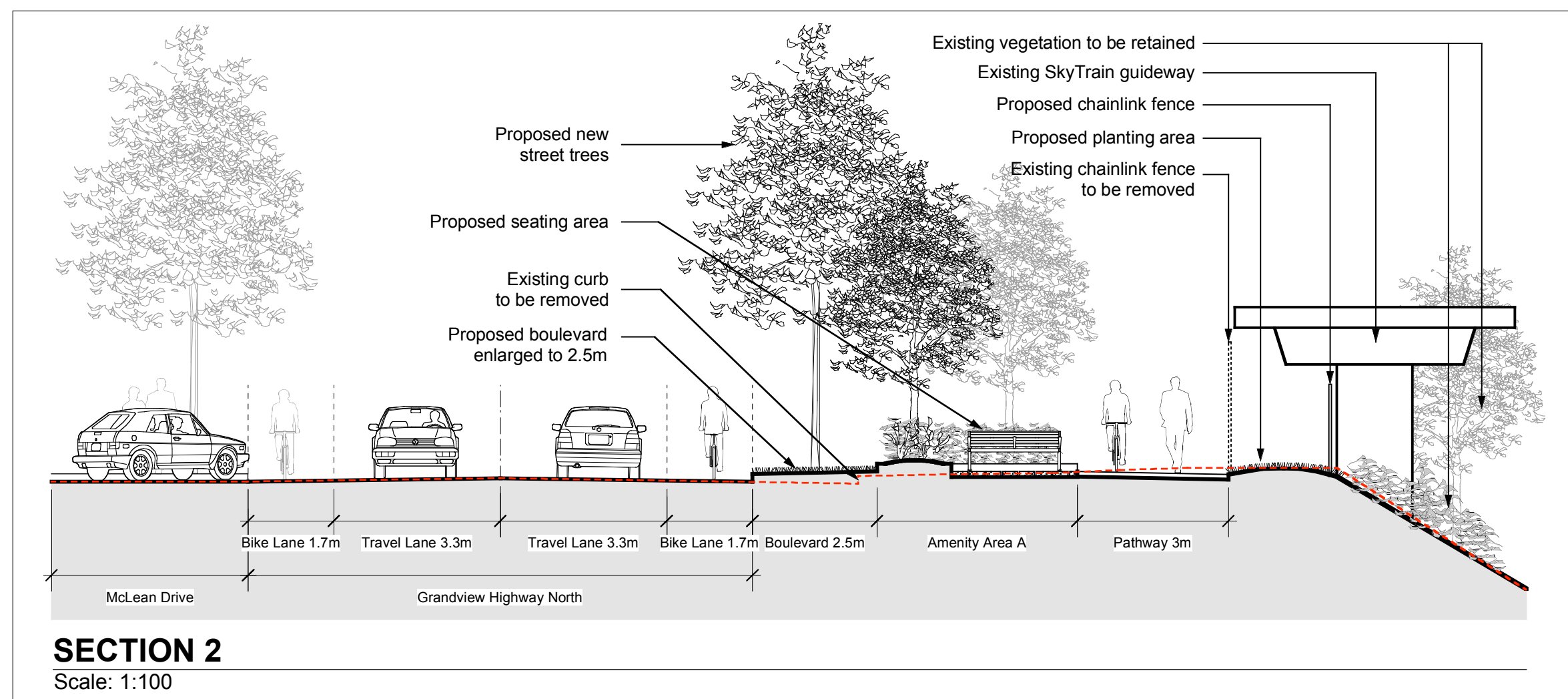
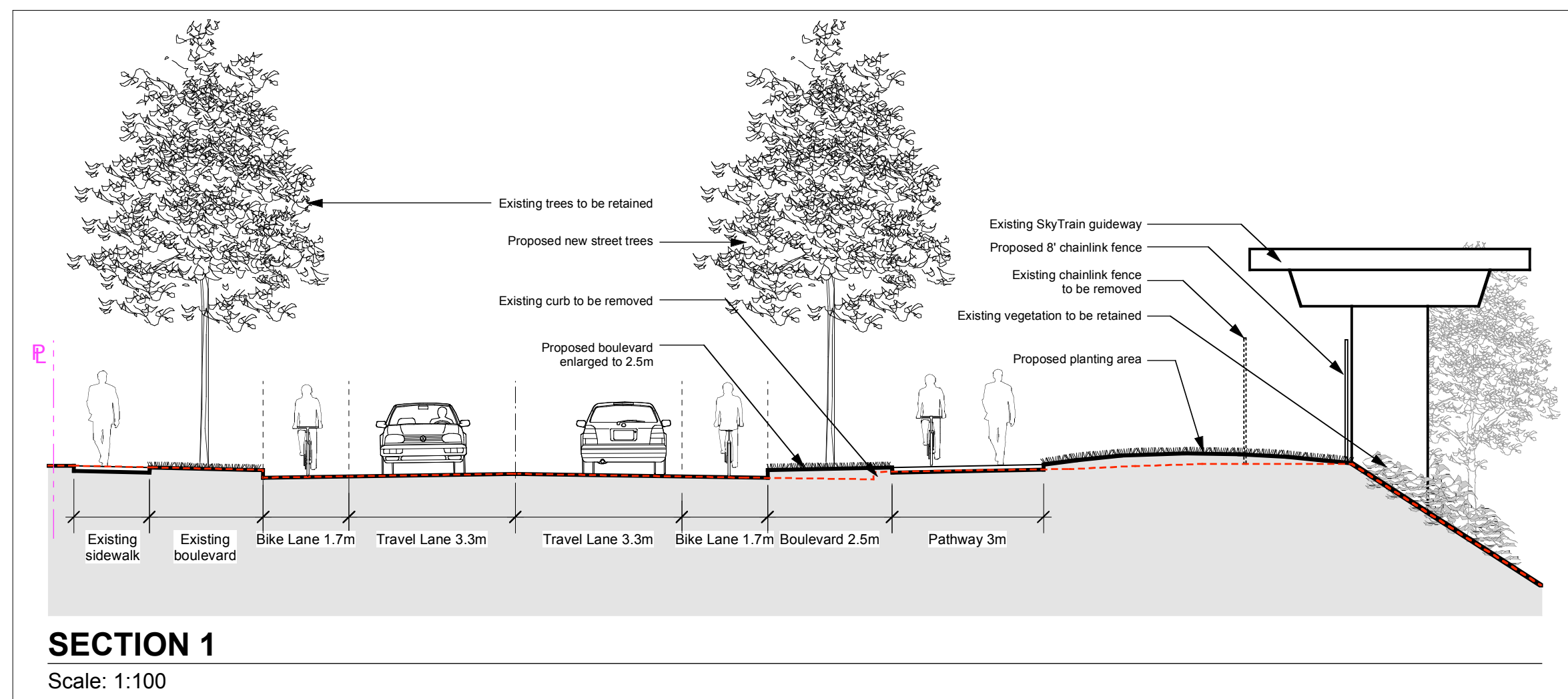
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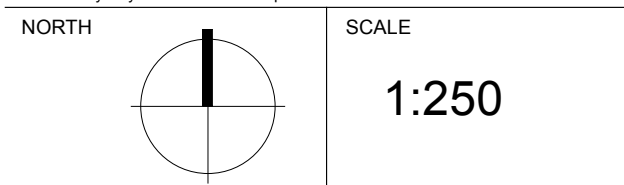
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PROJECT
**Central Valley Greenway
Section 1**

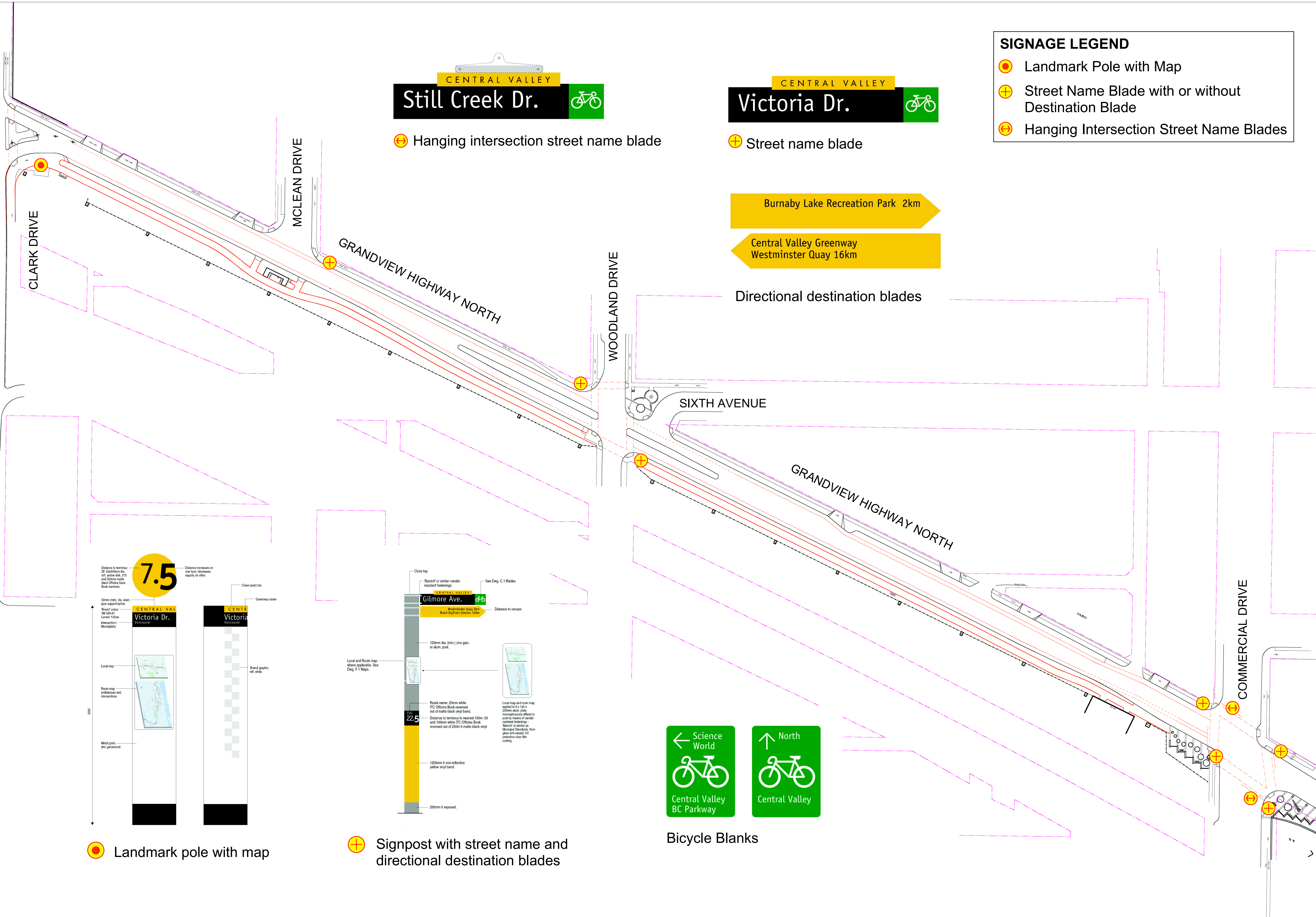
DRAWING TITLE
**Detail Plans &
Sections**

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L-104



SIGNAGE LEGEND

- Landmark Pole with Map
- ⊕ Street Name Blade with or without Destination Blade
- ⊕ Hanging Intersection Street Name Blades

CENTRAL VALLEY
Still Creek Dr.

⊕ Hanging intersection street name blade

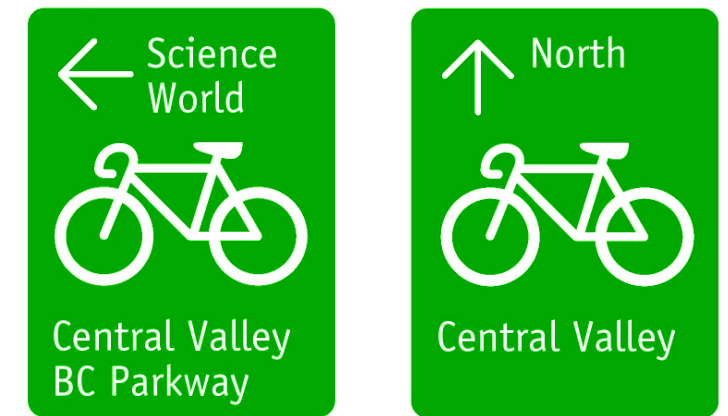
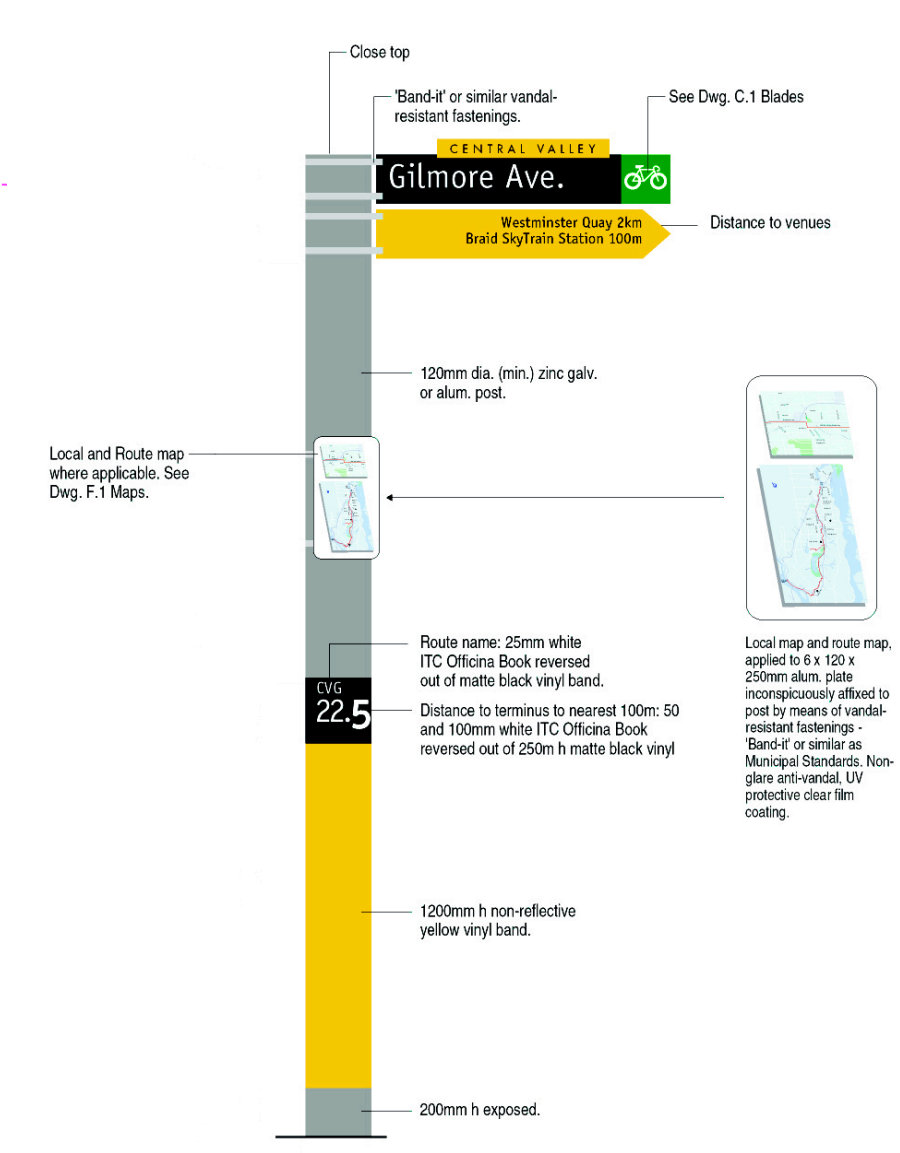
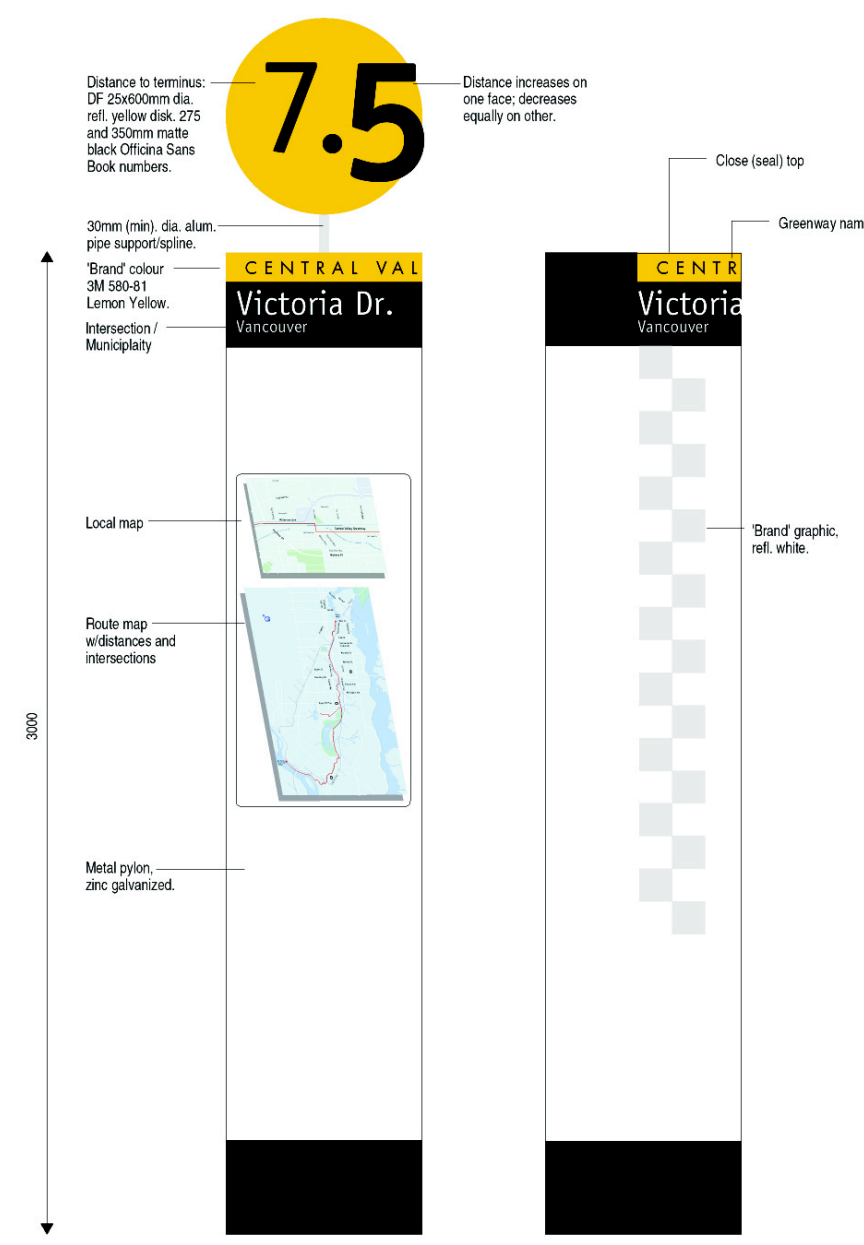
CENTRAL VALLEY
Victoria Dr.

⊕ Street name blade

Burnaby Lake Recreation Park 2km

Central Valley Greenway Westminister Quay 16km

Directional destination blades



● Landmark pole with map

⊕ Signpost with street name and directional destination blades

Bicycle Blanks

REVISIONS AND ISSUES

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PROJECT
Central Valley Greenway Section 1

DRAWING TITLE
Signage Plan

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NORTH

SCALE
 1:750

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L-105

How does this affect me?

Vancouver's portion of the Greenway runs from Science World to Boundary Road. You live or work in the vicinity of Section 2 of the Greenway, which runs from Clark Drive to Commercial Drive along Grandview Highway North. Section 2 connects your neighbourhood to the region-wide network of Greenways.

Construction of the Greenway will affect the layout of the street or sidewalk along Grandview Highway North. New lighting, seating, signage and landscaping will be installed as part of the Greenway.

What's been done so far?

The design team prepared concept plans for Section 2 and presented them at an Open House held on October 13th outside Grandview/uuquinak'uuh School.

At the Open House you gave us your ideas about the route and, since then, the design team has been refining the Greenway design with your comments in mind.

What did you tell us at the Open House?

More than 60 people attended the Open House and 49 returned a questionnaire. Of those responding, 96% were supportive of the Greenway. Many anticipated using it for multiple purposes, such as cycling, walking, in-line skating and jogging.

What Greenway ideas did you like best?

- It separates bikes from cars, making it a safer route.
- Public art and better landscaping.
- Opportunities for increased public usage, lighting and beautifying the Greenway.
- It replaces a fairly weak and poorly designed bike route.

What were your ideas and how do the plans reflect them?

- **Traffic calming along Grandview Highway North.** The proposed design narrows the roadway between Clark Drive and Woodland Drive, helping to slow down traffic. The intersection improvements at Clark Drive and Grandview Highway North limit left turns onto both streets, improving safety and reducing traffic volumes. This completes the traffic calming plan initiated



SECTION 2 OF THE GREENWAY RUNS FROM CLARK DRIVE TO COMMERCIAL DRIVE.

in 2001, which removed Grandview Highway North from the City's Major Truck Route Network.

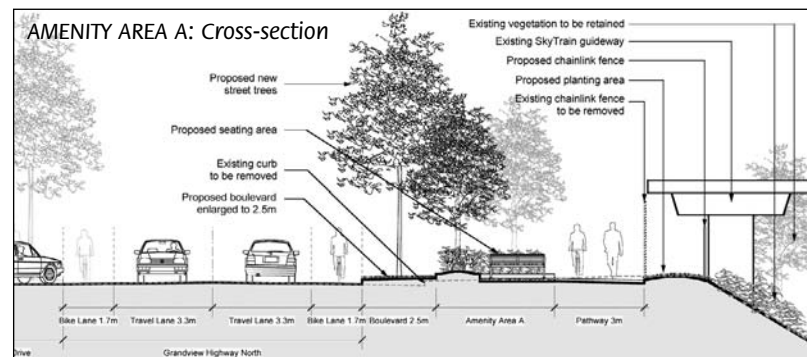
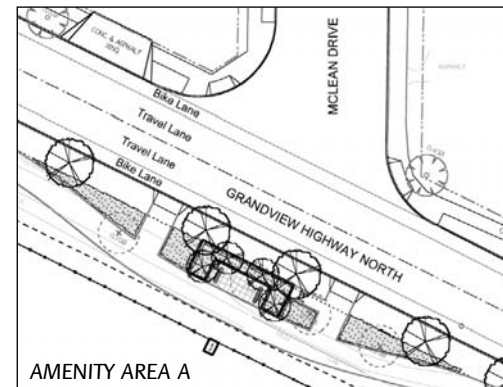
More garbage cans

Garbage cans will be provided at key locations along the Greenway.

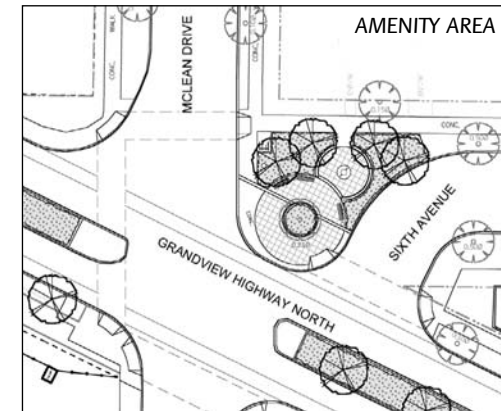
What did you think about the three proposed amenity areas?

At the Open House we showed you three proposed amenity areas and asked for your opinion on them.

- **Amenity Area A** is located at McLean Drive and Grandview Highway North. It included seating, lighting, a bike rack and planting. Of those responding to the question, 60% supported the amenity area as shown, 20% were not definite and 20% did not support it.

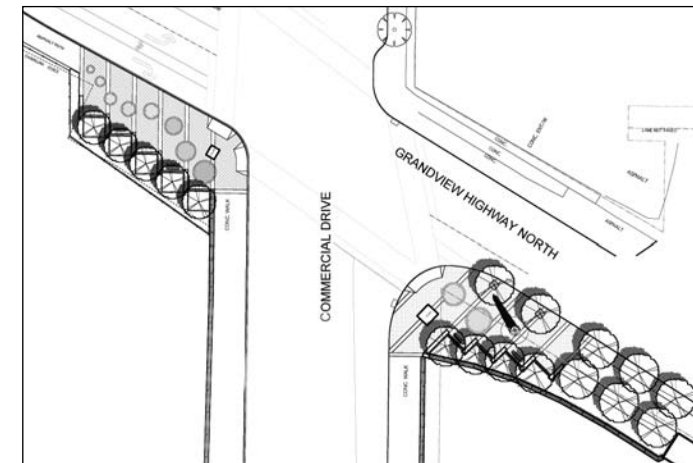


- **Amenity Area B** is located at the Woodland/East Sixth/Grandview Highway North intersection. It included the reconfiguration of the intersection to create a space that could have seating, a bike rack, drinking fountain, lighting, planting and potential for public art. Of those responding to the question, 67% supported the amenity area, 16% were not definite and 16% did not support it. Many people liked this proposal because it reconfigured the intersection, creating a safer access to Grandview Highway North.



- **Amenity Area C** is located on the southeast and southwest corners of the Commercial Drive/Grandview Highway North intersection. We showed you two options.

You told us that you wanted us to increase the green space and soften the hard landscaping in the area. You also wanted an open space that minimized opportunities for loitering, overnight sleeping and general inappropriate behavior. The drawing below illustrates a new proposal.



AMENITY AREA C

A place to meet and rest. The paved and planted plaza is designed to allow free movement of pedestrians and cyclists at street corners. Potential for public art elements, creating a gateway feature.

How do I get involved?

We're looking for your involvement! Here's how:

1. **You are invited to attend an Open House to review the refined and more detailed plans for Section 2.**

Thursday, January 19th, 2006

Grandview/uuquinak'uuh School

(2055 Woodland Drive)

3:00 to 7:30 p.m.

Representatives from the City of Vancouver, TransLink and the design team will be there to answer your questions and listen to your suggestions.

Fill out the survey form on the back of this newsletter and hand it in at the Open House, OR

2. **If you cannot attend the Open House:**

Fill out the survey form and return it by fax, mail or e-mail to the City of Vancouver. A self-addressed envelope is enclosed with this newsletter for your convenience.

Key parts of the plans are reproduced for you in this newsletter. If you'd like further information, please do not hesitate to contact:

DOUGLAS SCOTT, City of Vancouver
604.873.7155 tel | 604.871.6193 fax
e-mail: central.valley.greenway@vancouver.ca

What's Next?

1. Review the comments from the Open House and the survey
2. Revise the plans, taking into consideration comments received
3. Present the revised plans to City Council for approval in March 2006
4. Start construction during summer 2006



MEMORANDUM

February 16, 2006

TO: Douglas Scott, Landscape Architect, Greenways
FROM: Nicole Ludwig, Meeting Coordinator
SUBJECT: Motions from the Bicycle Advisory Committee meeting on February 15, 2006

At its meeting on February 15, 2006, the Bicycle Advisory Committee Meeting received a presentation from staff on Sections 2 and 3 of the Central Valley Greenway, and passed the following resolutions:

RESOLVED

THAT the Bicycle Advisory Committee support the design for Section 2 of the Central Valley Greenway between Clark Drive and Commercial Drive, with the following enhancements:

- Cyclist westbound crossing at Clark Drive;
- Parking area bulge at the lane west of Commercial Drive; and,
- Dotted bike lanes eastbound, west of Commercial Drive.

CARRIED UNANIMOUSLY

RESOLVED

THAT the Bicycle Advisory Committee support the design for Section 3 of the Central Valley Greenway noting a signalized crossing at Boundary Road is imperative due to the use of the greenway by families with small children.

CARRIED UNANIMOUSLY

Nicole Ludwig
Meeting Coordinator

Phone: 604.871.6399
Fax: 604.873.7419