



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: June 22, 2006
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VanRIMS No.: 13-1400-20
Meeting Date: July 11, 2006

TO: Vancouver City Council
FROM: City Manager and General Manager of Engineering Services
SUBJECT: Canada Line - Broadway Station: Financial Contribution

RECOMMENDATION

- A. THAT, subject to Recommendations B and C, Council authorize the General Manager of Engineering Services to negotiate an agreement with TransLink and CLCO for the relocation of the Broadway Station to a mid-block location between 10th Avenue and Broadway on the following general terms and conditions and such other terms and conditions satisfactory to the City Manager, the Director of Legal Services, and the General Manager of Engineering Services:
- (a) the City's contribution to the re-location be conditional on equal funding (1/3, 1/3, 1/3) being provided by TransLink and CLCO;
 - (b) the City will not be responsible for any costs or liabilities associated with the re-location and will only be a funding contributor;
 - (c) TransLink and CLCO will bear all other costs of re-locating the Broadway Station;
 - (d) any cost overrun risks be allocated entirely to TransLink and CLCO;
 - (e) access rights and the associated legal risk allocations will be on terms and conditions generally consistent with those set out in the RAV Vancouver Access Agreement;

AND THAT the City contribution be a maximum of \$1.0 million; source of funds to be the Engineering Capital Budget - Transit and Safety Improvements (2006 Arterial Improvement Program).

- B. THAT, upon the City Manager, Director of Legal Services and General Manager of Engineering Services being satisfied as to the funding and other matters relevant to the re-location of the Broadway Station, that the City Manager and Director of Legal Services be authorized to execute and deliver the legal agreements necessary to implement such terms and conditions on behalf of Council.
- C. THAT no legal rights or obligations will be created or arise by virtue of Council's approval of Recommendation A unless and until the necessary legal agreements have been executed and delivered by the City Manager and Director of Legal Services.
- D. THAT, should the reallocation recommended in Recommendation A proceed, Council allocate \$1.0 million of City-Wide DCL funding to the 2006 Arterial Improvement Program in order to continue with the program as approved by Council in the 2006 Budget.

COUNCIL POLICY

The City's Transportation Plan (1997) and Transit Strategy (2002) all support increasing transit use into and within the City by improving transit service.

City Council has approved a recommendation that the Millennium Line be extended west from the existing VCC station at Clarke Drive and 6th Avenue via the False Creek Flats and the Broadway Corridor to Granville Street.

PURPOSE

This report recommends the City participate in a cost sharing arrangement with TransLink and Canada Line Rapid Transit Inc (CLCO) to relocate the Broadway Station platform from the current proposed location under Cambie Street at 10th Avenue to a location half a block north. This location offers superior pedestrian connections to buses, jobs and services on Broadway and a future underground pedestrian connection to the NW corner of Broadway and Cambie to be completed as part of a future Millennium Line extension.

BACKGROUND

The original location for the Broadway Station was for the train platforms to be under Cambie Street at 10th Avenue with the entrance to the station on the western edge of the City parking lot at the NE corner of 10th and Cambie. See Figure 1. A subsequent detailed technical review of the station entrance and platform locations concluded that a station entrance at the south-east corner of Broadway and Cambie with the station platforms located mid-block between 10th Avenue and Broadway offered a far superior location.

The **mid-block** location was superior for the following reasons:

- A shorter walking distance to buses and shops on Broadway. This is particularly important as there will be a very significant number of transfers between the Canada Line and buses on Broadway, particularly the existing 99 B-line service to UBC. As

well, the Broadway Station will serve the jobs and retail district of Central Broadway and by moving the station closer to Broadway will contribute even more to achieving the transit mode split targets to Central Broadway.

- A technically less complicated and less costly future underground pedestrian connection between the station and the NW corner of Broadway and Cambie into the Crossroads development. As part of the approval of the Crossroads development, the owner is required to provide space for a future station entrance to better connect the station with westbound buses and shops on the north side of Broadway. A connection between Crossroads and the mid-block location would be via the "Dairy Queen" site (Figure 1). A connection to Crossroads from the platforms under 10th Avenue would require a more complicated and expensive excavation into the basement of the VanCity building.
- A location that is "balanced" with respect to future underground connections to a Millennium Line extension that could be under either 10th Avenue or Broadway
- An "accessible" connection that is less physically demanding for all transit users but particularly the disabled, the elderly and those with strollers and carrying suitcases, heavy packages, etc. A mid-block location requires less vertical change in elevation. The horizontal distance is also less.

DISCUSSION

Once a "functional" design was developed for a mid-block platform location, a detailed cost estimate revealed a cost in the order of \$3 million more than the original proposal with platforms under Cambie at 10th Avenue. This extra cost is largely a result of the additional excavation associated with moving the station box north (particularly moving the northern most tunnel vents to the north side of the Broadway) and other station construction costs.

This additional cost would be an "extra" under the contract between InTransitBC (the company building the Canada Line) and CLCO. Further, this is an extra cost that CLCO cannot support on its own as its contingency is very small given the nature of the fixed contract. Similarly, TransLink staff is not prepared to submit this extra \$3 million cost to its Board as they have little confidence the Board would support funding this "extra" given the existing financial constraints TransLink is under.

City staff has had significant discussions with CLCO and TransLink staff on this matter and all agree a mid-block platform location with a station entrance at the SE corner of Broadway and Cambie is superior to the 10th Avenue location. It is clear to City staff that the only way to achieve this option is for the City of Vancouver to take the initiative both as an advocate for the mid-block location and as a financial partner.

City staff has proposed a cost sharing arrangement that each agency contribute an equal share of \$1 million to achieve the mid-block relocation. The City's \$1.0 million contribution is available from the 2006 Arterial Improvement Program. In order to ensure that the program contemplated in the 2006 Capital Budget can be completed, it is also proposed that, should the relocation project proceed, Council allocate \$1.0 million from City-Wide DCLs to replace the recommended capital funding.

If Council is prepared to approve this contribution, then this position and contribution will be forwarded to the CLCO and TransLink Boards for their consideration and subsequent confirmation of similar contributions. Should either Board decide not to participate in this

cost sharing arrangement then the original design (under Cambie at 10th Avenue) would be carried forward by ITBC to detailed design and construction.

ALTERNATIVES/OPTIONS

The alternative to the above proposal is for InTransitBC to proceed to detailed design and construction of the "under 10th Avenue" platform option. This will result in a less desirable location that includes:

- an extra 35 metres of horizontal and 3 metres of vertical walking distance between the station platform and Broadway buses and shops
- a more costly future underground connection to the NW corner of Broadway and Cambie as it will be necessary to make the connection via the basement of the Van City building on the corner of 10th and Cambie
- a longer and more costly below grade pedestrian connection to a Millennium Line extension under Broadway
- a longer sloped connection for the disabled, elderly and those pushing strollers and carrying bags.

FINANCIAL IMPLICATIONS

In order to provide the proposed City contribution to the Broadway station relocation, it is proposed that Council reallocate \$1.0 million from the 2006 Arterial Improvement Program - \$800,000 from category A4a1 (Clark/Knight Corridor Improvements) and \$200,000 from category A4a2 (Transportation Improvements for Neighbourhood Centres). This is debenture funding approved by the electorate in November 2005, however, the proposed use is consistent with the purposes outlined in the borrowing question and the reallocation can be approved by a majority of Council.

The City Engineer is concerned that, if this reallocation proceeds, several important projects in the 2006 Capital Budget may not proceed. As these projects are DCL eligible and as there is funding available in the City-wide DCL reserve for transportation related projects, it is proposed to offset this contribution by allocating an additional \$1.0 million of City-Wide DCL funding to the Arterial Improvement Program.

CONCLUSION

A technically superior location for the Broadway Station platform exists north of the existing proposed location under Cambie and 10th Avenue. This location, half a block north will cost in the order of \$3.0 million more than the available funding. CLCO or TransLink do not have sufficient funds either individually or together to cover the extra funding required and so staff recommends the City "partner" with these other agencies to achieve the best solution.

City staff recommends Vancouver contribute \$1.0 million towards the extra cost subject to satisfactory negotiation of an equal funding arrangement with the CLCO and InTransitBC.

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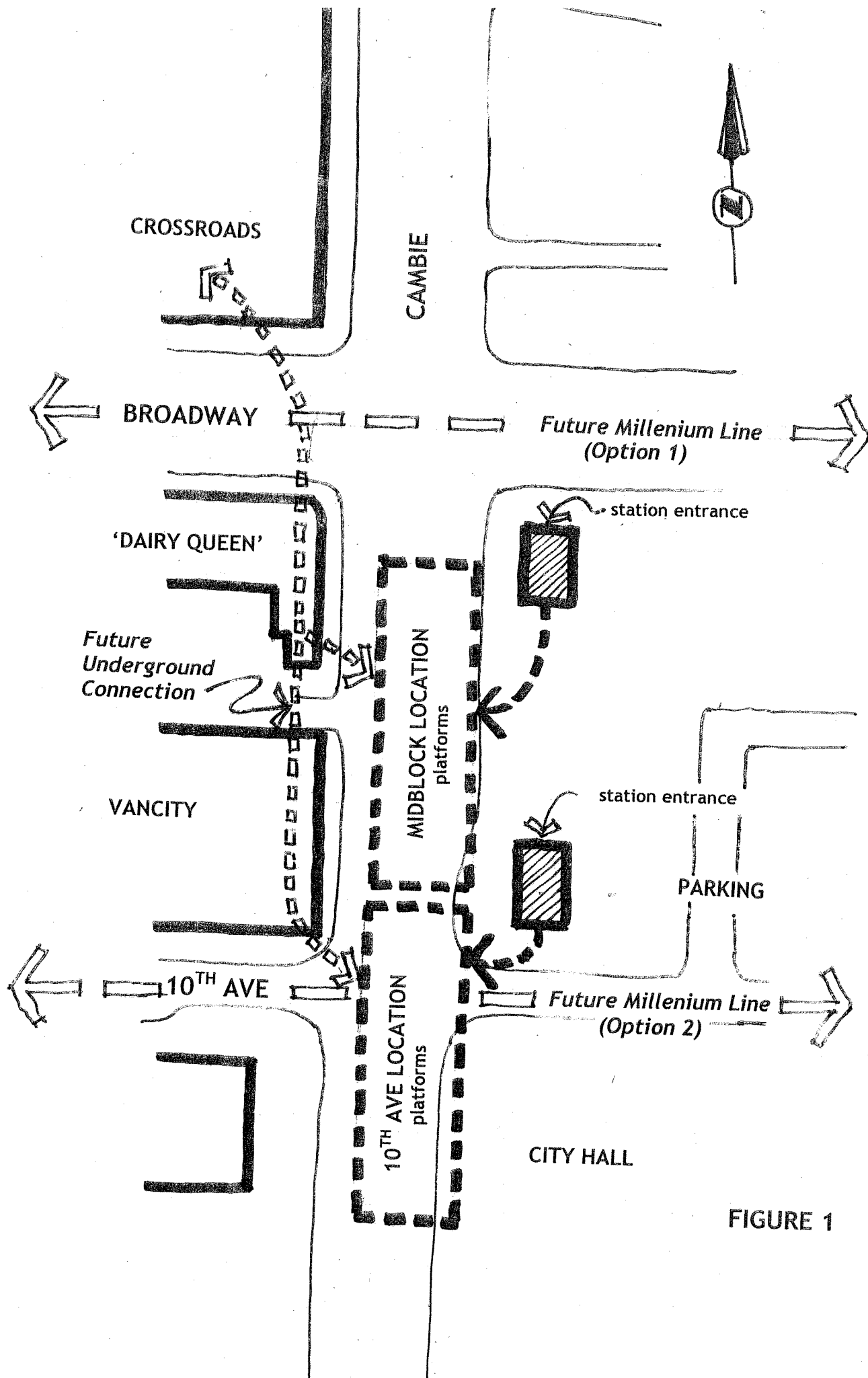


FIGURE 1