



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: September 19, 2006
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VanRIMS No.: 13-4000-30
Meeting Date: November 14, 2006

TO: Vancouver City Council

FROM: General Manager of Engineering Services

SUBJECT: Central Valley Greenway: Consultant Services and Route Improvements

RECOMMENDATIONS

- A. THAT, subject to the conditions set out in Recommendations B, C, and D, the existing Professional Services Agreement with PWL Partnership Landscape Architects Inc., be amended to provide additional design development, design, costing and construction management services for the planned Central Valley Greenway Sections 1, 2, and 3 at a total cost of \$277,097 (plus any applicable GST and PST) with funding provided from the 2004 Streets Basic Capital Urban Transportation Showcase Program.
- B. THAT, the Professional Services Agreement be amended by way of a formal legal amendment agreement satisfactory to the Director of Legal Services and General Manager of Engineering Services.
- C. THAT, upon approval of the legal amendment agreement pursuant to Recommendation B above, the Director of Legal Services and General Manager of Engineering Services be authorized to execute and deliver same on behalf of City Council.
- D. THAT, no legal rights or obligations will be created by Council's adoption of Recommendations A, B and C above unless and until such legal amendment agreement has been executed and delivered by the Director of Legal Services and General Manager of Engineering Services.

- E. THAT a portion of Hebb Avenue, described in this report, be re-constructed at a cost of \$200,000, with funding provided from the 2006 Streets Basic Capital Budget - \$90,000 from the Rehabilitation Work Complementing Cut Restoration and Development Program and \$110,000 from the 2006 Bicycle Network Program.

COUNCIL POLICY

Council must authorize consultant fees which exceed \$30,000.

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

On April 12, 2005 City Council approved that the City enter into a Professional Services Agreement with PWL Partnership Landscape Architects Inc. to provide design, costing and construction management services for the Central Valley Greenway Sections 1, 2, and 3 at a cost of \$433,020.

On December 15, 2005 Council approved the detailed design of Section 1, and on April 18, 2006 Council approved the detailed design of Sections 2 and 3 of the Central Valley Greenway.

PURPOSE

This report seeks approval to amend a Professional Services Agreement with PWL in order to increase consultant fees resulting from a change in the scope of the project and for funding to cover the costs to improve a section of Hebb Avenue described in this report, but not included in the original scope of work.

BACKGROUND

The Central Valley Greenway (Greenway)

The Greenway is one of the 14 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 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

Urban Transportation Showcase Program (Showcase)

The City of Vancouver and TransLink are collaborating on six projects under Transport Canada's Urban Transportation Showcase Program, the Central Valley Greenway being one

project (Appendix A - Regional Map). Approximately two thirds of the costs are being funded through the Showcase Program, with the City funding the remaining costs.

DISCUSSION

Sections 1 and 2: Consultant Services to Accommodate Route Change

The design approved by Council in December 2005, connects Science World on False Creek with Clark Drive, but varies from the original Showcase proposal in how it accomplishes this. Originally, the Greenway was located in the False Creek Flats and included a pedestrian and cyclist bridge linking the Flats to Clark Drive. In response to the False Creek Flats planning initiative, the rail study and the timing requirements of the Showcase Program grant, it was decided to delay construction of the bridge. Staff in consultation with the public and various interest groups developed a new route which avoids the central rail area of the Flats and uses existing street rights-of-way along the southern border of the Flats, and generally follows Great Northern Way and 1st Avenue. The design maintains the original intent of the Showcase proposal to connect Clark Drive to Science World.

In order to keep the project on schedule PWL Partnership was asked to provide a proposal for an upset fee based on the same formula used in their original proposal. The original project was approximately 1.1 kilometres in length and was estimated to cost \$1.3 million. The project is now 3.0 kilometres in length and is estimated to cost \$3.6 million. Based on the same formula used in the consultant's original proposal the total fees are \$469,022, of which \$204,625 was approved and \$264,397 in additional fees is requested.

Section 3: Hebb Avenue Design Change and Associated Consultant Services

The Greenway generally follows an alignment under the SkyTrain guideway. A SkyTrain Propulsion Station is located under the guideway, on the south side of Hebb Avenue. In the original design the Greenway by-passed the Propulsion Station to the north by using a portion of Hebb Avenue. As a result, Hebb Avenue would have been narrowed to 4.5 metres to accommodate alternating two-way vehicle traffic in front of the Propulsion Station.

The design has been revised to provide more space for cyclists and vehicles on Hebb Avenue. The north curb will be re-located and the street widened to 7.2 metres to allow regular two-way traffic. This is consistent with the long term design of the street which would be coordinated with the redevelopment of the adjacent properties. The improvements are not within the scope of the Greenway, and therefore the \$200,000 estimated for construction will be funded by other Programs. In addition, the improvements have required a minor change in the scope of the project for which \$12,700 in additional fees for PWL Partnership is requested.

FINANCIAL IMPLICATIONS

Central Valley Greenway Sections 1 and 2

Based on the personnel hours and fees estimated by PWL Partnership Landscape Architects Inc., the consultant services for the work will require funding of \$264,397 excluding City overhead, a contingency, and GST. This funding is available in the 2004 Streets Basic Capital Urban Transportation Showcase Program.

Central Valley Greenway Section 3

Based on personnel hours and materials estimated for the proposed re-construction of Hebb Avenue, the work will require funding of \$200,000 including City overhead, a contingency, and GST. The funding requested is considered reasonable for this work. Funding in the amount of \$90,000 is available from the 2006 Streets Basic Capital Rehabilitation Work Complementing Cut Restoration and Development Program, and \$110,000 is available from the 2006 Streets Basic Capital Bicycle Network Program.

Based on the personnel hours and fees estimated by PWL Partnership Landscape Architects Inc., the consultant services for the work will require funding of \$12,700, excluding City overhead, a contingency, and GST. This funding is available in the 2004 Streets Basic Capital Urban Transportation Showcase Program

CONCLUSION

Due to the changes in scope of the project, additional consultant fees are recommended to ensure the successful completion of the project.

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URBAN TRANSPORTATION SHOWCASE PROGRAM
CENTRAL VALLEY GREENWAY - REGIONAL MAP

