



CITY OF VANCOUVER

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ADMINISTRATIVE REPORT

A8

Report Date: May 13, 2008
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VanRIMS No.: 13-4000-30
Meeting Date: May 27, 2008

TO: Vancouver City Council
FROM: General Manager of Engineering Services
SUBJECT: Central Valley Greenway: Consultant Services

RECOMMENDATION

- 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 for additional design development, structural engineering review and construction management services for the planned Central Valley Greenway Sections 1&2 at a total cost of \$25,040 (plus any applicable taxes), source of funding to be the approved Capital Budget for the Central Valley Greenway.
- 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 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.

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 Partnership Landscape Architects Inc. in order to increase consultant fees resulting from a change in the scope of the project.

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 section of the Greenway between Commercial Drive and Slocan Street was completed in 2002. The remaining 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 is one of these projects.

DISCUSSION

Sections 1&2: Consultant Services to Accommodate Clark Bridge Review

The Greenway design approved by Council in December 2005, connects Science World on False Creek with Clark Drive. The Greenway route uses existing street rights-of-way along the southern border of the False Creek Flats, and generally follows 1st Avenue and Great Northern

Way to Clark Drive. There, it crosses the Clark Drive Bridge and continues along Grandview Highway North. On the bridge, the greenway reclaims 1.5 metres of street to widen the existing concrete sidewalk on the east side of the bridge. During the design phase it became apparent that additional information was required in order to evaluate the impact of the proposed sidewalk widening on the existing bridge structure. PWL Partnership and their sub-consultant EarthTech Engineering were asked to provide a structural review of the bridge and the proposed sidewalk widening.

In order to keep the project on schedule PWL Partnership was asked to provide a proposal for an upset fee based on these changes in the scope of the project. PWL has given an upset fee in the amount of \$25,040 for the change in the scope of the services. Therefore, authorization for that expenditure is requested.

FINANCIAL IMPLICATIONS

Central Valley Greenway Sections 1&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 \$25,040 plus any applicable GST and PST. Source of funding to be the approved Capital Budget for the Central Valley Greenway.

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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