



ADMINISTRATIVE REPORT

Report Date: May 21, 2009
Contact: K. Nguyen/D. Wong
Contact No.: 604.873.7813/
604.871.6690
RTS No.: 07946
VanRIMS No.: 08-2000-20
Meeting Date: June 2, 2009

TO: Vancouver City Council
FROM: General Manager of Engineering Services
SUBJECT: Pacific Boulevard Great Street Implementation - Drake Street to Cambie Street

RECOMMENDATION

- A. THAT Council approve the proposed improvements on Pacific Boulevard from Drake Street to Cambie Street at a cost of \$930,000, to be funded as follows:
- \$730,000 from debenture funding for 2009 Streets Basic Capital Budget (Major Projects), subject to approval of the 2009 Engineering Basic Capital Budget
 - \$200,000 from the GreenLinks Fund
- B. THAT staff continue to pursue opportunities to implement the Pacific Boulevard Great Street improvements for the remaining block of Pacific Boulevard, Homer Street to Drake Street.

COUNCIL POLICY

On April 23, 2002, Council adopted the *Urban Design and Streetscape Principles* for the re-design of Pacific Boulevard, adjacent sidewalk areas and frontages. In addition, Council also endorsed the *Preferred Schematic Design* for Pacific Boulevard. On April 10, 1990, Council adopted an "overall pedestrian and boulevard area treatment scheme for False Creek North" that included portions of Pacific Boulevard between Richards Streets and Griffiths Way.

The GreenLinks fund originated from a letter of agreement with Concord Pacific dated April 3, 1990, in which City Council agreed to reduce the number of parking spaces to be built around BC Place Stadium. The established GreenLinks fund represents an equivalent cash

payment in lieu for reduced parking spaces and is to be applied to integrate pedestrian, bicycle, and transit networks with the downtown area.

Council approves the allocation of Capital Plan funding through the annual Basic Capital Budget process. Allocation of funding in advance of the annual Basic Capital Budget approval requires Council approval.

PURPOSE

The purpose of this report is to seek Council approval for the detailed design and funding for the implementation of the centre median component of the streetscape improvements to Pacific Boulevard, between Drake Street and Cambie Street. Implementing these improvements at this time will allow the roadwork to be coordinated with the road restoration following Canada Line construction, reduce the overall level of disruption to businesses and residents, as well as, allow the City to capitalize on cost efficiencies.

BACKGROUND

In May 2002, staff presented Council with the re-design of Pacific Boulevard. The proposed concept from renowned street designers, Allan Jacobs and Elizabeth Macdonald, included elements such as a continuous centre median, narrower travel lanes, large closely spaced street trees in both the centre median and adjacent to the sidewalks, corner bulges for intersections, where possible, to reduce the distance for pedestrian crossings, and commuter bike lanes along the corridor. Council approved this proposal (shown in Appendix A) subject to the review of the final detailed design, costing, the review of revenue sources and public consultation.

In addition, in May 2002, Council approved a budget for a consultancy to finalize the design for Pacific Boulevard from Burrard Street to Nelson Street. Local landscape architect, Stacy Moriarity, was retained to complete the detailed landscaped plans, based on the Pacific Boulevard Great Street concept.

In August 2002, Council approved the geometric design for the Beach Neighbourhood sub-area (Seymour Street to Homer Street). In the summer of 2006 Concord Pacific Group Inc. constructed the first two blocks in this sub-area of the Pacific Boulevard in exchange for the release of Concord Pacific's obligation to pay the City for the 50 stadium parking stalls associated to its 900 Beatty development site, at an approximate value of \$534,550. This was an opportunity for the City to work with Concord Pacific to deliver this multi-way boulevard concept. The design features closely spaced trees in the median and adjacent to the sidewalks to provide a wall of green space creating a buffer zone between the vehicle traffic, the buildings, and a calmed access to the residences.

DISCUSSION

The construction of the Canada Line Yaletown Station has resulted in damage to curbs and medians along Pacific Boulevard, east and west of Davie Street. It is anticipated that the completion of the rapid transit station and associated road works would occur by mid summer of this year.

The ultimate design for Pacific Boulevard includes corner bulges, on street bike lanes, grade-separated areas along the curb that can both act as a parking lane or provide flexible sidewalk space when parking is restricted, and a planted centre median that includes street trees and sidewalk promenade. The final detailed design is outlined in Appendix B.

At this time, only the centre median is proposed to be constructed based on the extent of restoration required following Canada Line station construction.

The wide centre median will provide crossing pedestrians with a refuge area and address public concerns over not having enough 'walk' time to cross Pacific Boulevard. This pedestrian enhancement would be especially beneficial upon service commencement of the Canada Line rapid transit station which is expected to increase pedestrian levels in the area.

The design of the centre median includes the flexibility to accommodate a future Downtown Streetcar. The median has been designed to accommodate a future streetcar station at Davie Street and the roadway geometry at the intersection of Drake Street and Pacific Boulevard is able to accommodate streetcar turning movements without the need for future modifications.

Sidewalk modifications, pedestrian corner bulges and flexible parking areas are not recommended to be constructed at this time as there is a strong likelihood that the roadway configuration and curb locations would change during the detailed design for a future Downtown Streetcar system. At that time, there would be an opportunity to consider any major changes to the design concept such as, but not limited to, further separation for cyclists on these blocks.

The proposed streetcar alignment is shown in Figure 2 below.

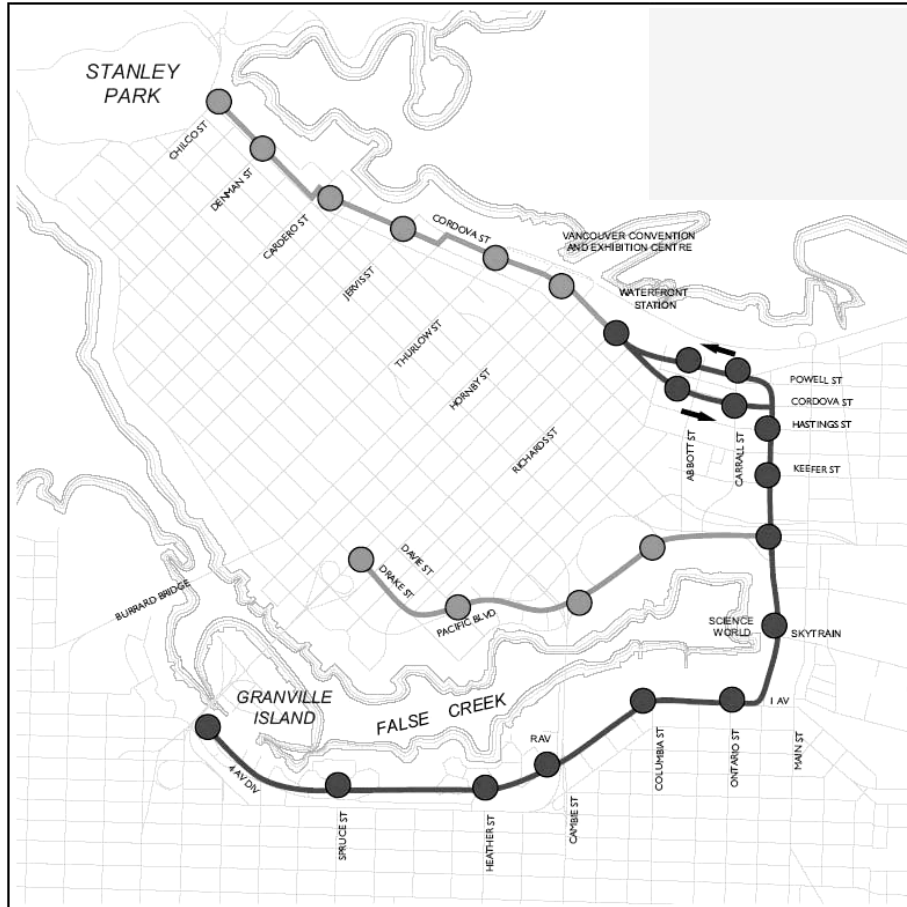


Figure 2: Proposed Downtown Streetcar Network

PUBLIC INVOLVEMENT

In the first phase of the redesign, three public open houses were held at the Roundhouse Community Centre where the project received strong public support. Various stakeholders, such as the Yaletown Business Improvement Association, the West End Residents Association and the Bicycle Advisory Committee also supported the proposal. This support led to Council's approval of the conceptual design.

Based on the conceptual design the first two blocks of Pacific Boulevard, between Seymour Street and Homer Street, were completed. Feedback from the public was positive and supported greening of the sidewalks, the multi-way boulevard and improvements for pedestrian and cyclists.

In 2006, two public open houses were held to discuss the detailed design of the Yaletown-Roundhouse Canada Line station. At these open houses, it was discussed that there existed the potential to coordinate the Pacific Boulevard improvements with the road restoration following station construction. This concept received strong public support by the residents and businesses.

FINANCIAL IMPLICATIONS

The cost of the reconstruction will be approximately \$930,000. By performing this work coordinated with Canada Line road restoration, the City will save approximately \$50,000 and avoid disrupting the area with construction at a later date.

The 2009-11 Capital Plan includes \$1 million in debenture funding for Pacific Boulevard improvements. A request for an allocation of \$730,000 from this amount has been submitted as part of the 2009 Capital Budget process.

Staff recommend that the source of funds for this project be as follows:

- \$730,000 from debenture funding for 2009 Streets Basic Capital Budget (Major Projects), subject to approval of the 2009 Engineering Basic Capital Budget; and
- \$200,000 from the GreenLinks Fund.

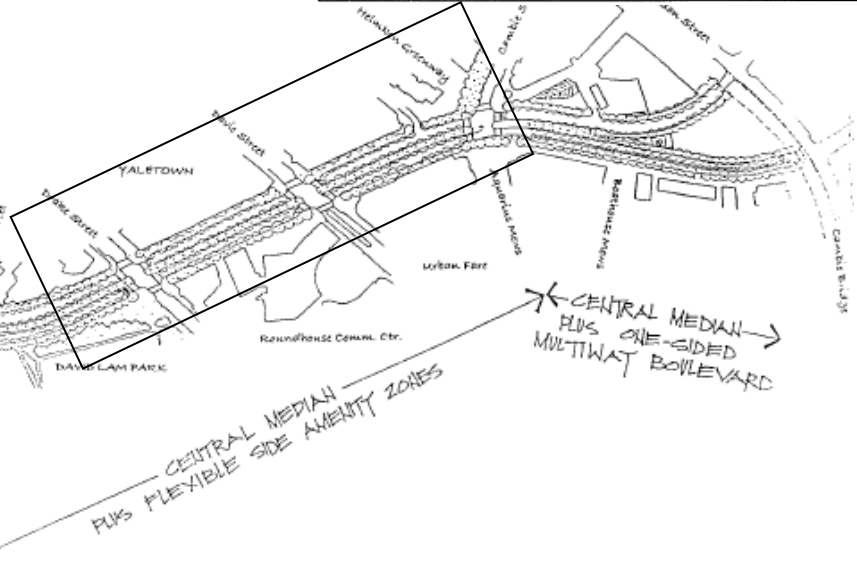
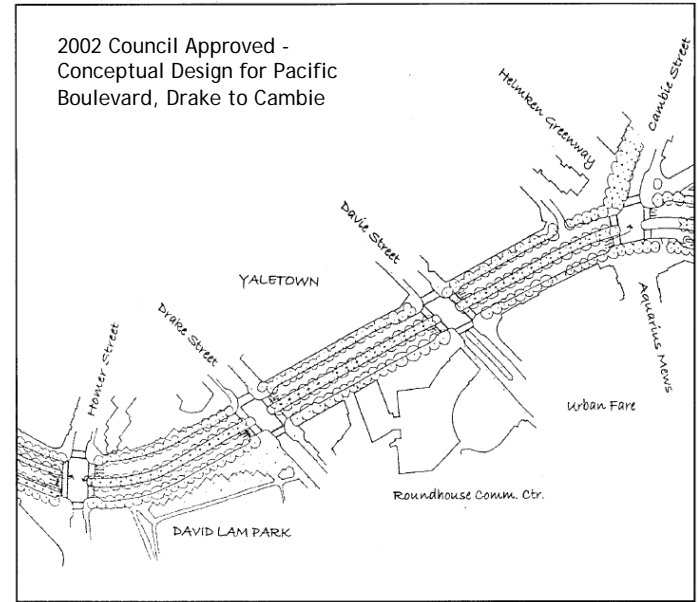
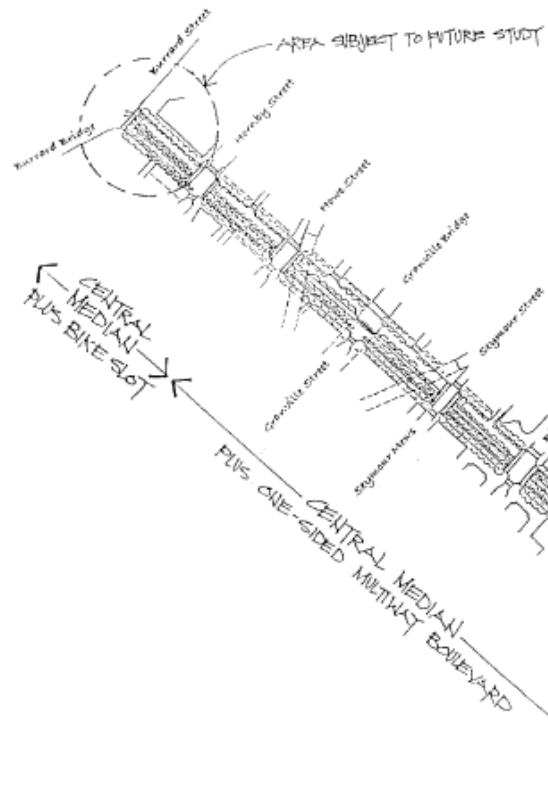
CONCLUSION

Implementing the improvements recommended in this report at this time will allow the roadwork to be coordinated with the road restoration following Canada Line construction. This will reduce the overall level of disruption to businesses and residents, as well as, allow the City to save costs.

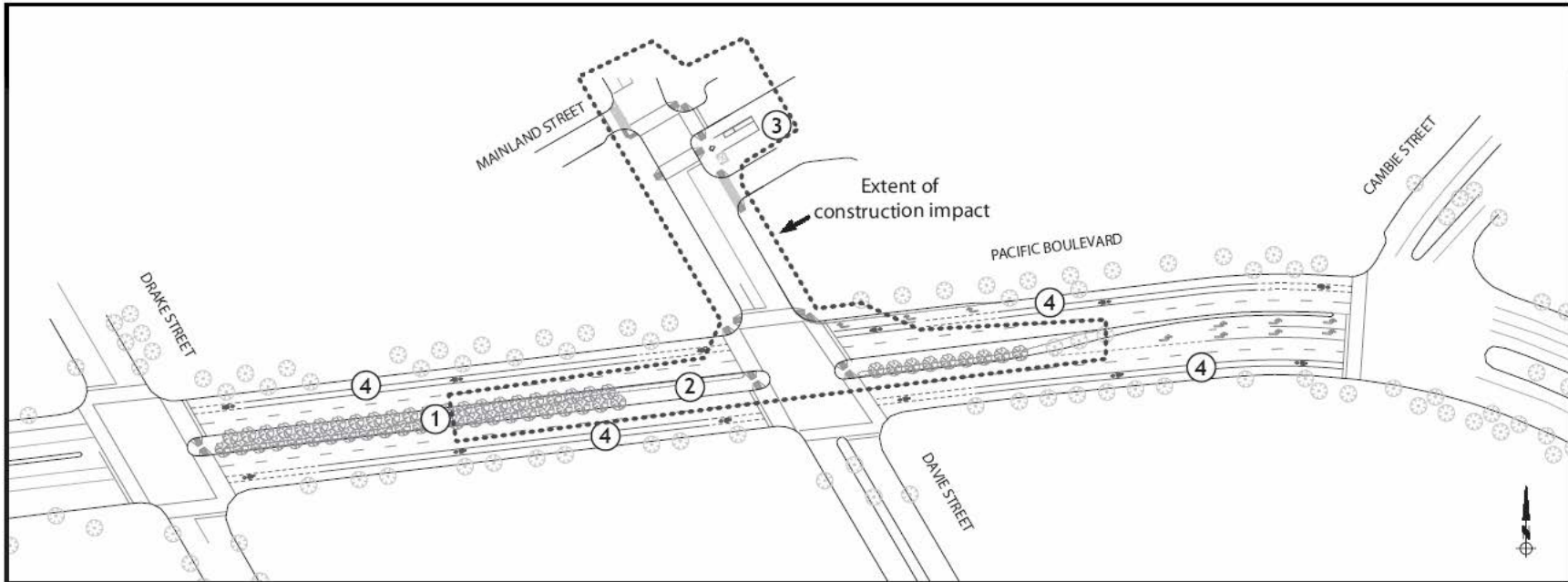
For the remaining work on Pacific Boulevard, staff will report back to Council on the implementation and funding strategies at a later date.

* * * * *

Appendix A - Schematic Design Plan, as approved by Council April 2002



Appendix B - Geometric and Streetscape Design for Pacific Boulevard, Drake to Cambie Streets



LEGEND

- ① Median Trees - Cleveland Norway Maples at 5 metre spacing
- ② Future Streetcar Station
- ③ Yaletown Station
- ④ Proposed Bike Lanes