



Supports Item No. 2
CS&B Committee Agenda
July 23, 2009

ADMINISTRATIVE REPORT

Report Date: July 10, 2009
Contact: Jerry Dobrovolny
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RTS No.: 07786
VanRIMS No.: 08-2000-20
Meeting Date: July 23, 2009

TO: Standing Committee on City Services and Budgets

FROM: General Manager of Engineering Services and General Manager of Business Planning and Services

SUBJECT: Canada Line Station Area Bicycle Parking and Connections

RECOMMENDATION

- A. THAT Council approve the development of permanent and interim off-street pedestrian and cycling connections through the Olympic Village Station site, as well as a weather-protected, secure bicycle parking facility, as outlined in this report, at an estimated cost of \$540,000; sources of funds to be the 2009 Streets Basic Capital Budget (Greenways) and 2009 Streets Basic Capital Budget (Bicycle Network).
- B. THAT Council approve the development of an interim off-street bicycle connection and a weather-protected, secure bicycle parking facility at Broadway/City Hall Station, as outlined in this report, at an estimated cost of \$313,000; sources of funds to be the 2009 Streets Basic Capital Budget (Bicycle Network) and the TransLink 2009 Bicycle Infrastructure Capital Cost Sharing program.
- C. THAT Council approve the restoration of the interim parking lot at Olympic Village Station, as outlined in this report, at an estimated cost of up to \$660,000; source of funds to be the Property Endowment Fund.

CITY MANAGER'S COMMENTS

The City Manager RECOMMENDS approval of the foregoing.

COUNCIL POLICY

The 1997 Transportation Plan, adopted by Council in May 1997, identifies walking and cycling as the top-priority transportation modes within the City.

The 1999 Bicycle Plan, adopted by Council, identifies 12 action items to improve cycling in Vancouver, including a network of bicycle routes on local streets throughout the City.

In April 2005, Council approved the Community Climate Change Action Plan that identified the critical importance of encouraging and supporting active transportation if Vancouver is to meet its greenhouse gas reduction target for 2012.

PURPOSE

The purposes of this report are to:

- report back on bicycle parking initiatives related to Canada Line completion, as requested by Council through the Standing Committee on Planning and Environment on June 11, 2009;
- seek approval for the development of off-street pedestrian and cycling connections and enhanced parking facility, as well as restoration of an interim parking lot, adjacent to the new Olympic Village Station; and
- seek approval for an off-street bicycle connection and enhanced parking facility at the Broadway/City Hall Station.

BACKGROUND

Construction of Canada Line is now nearing completion and staff have been working to identify pedestrian and cycling linkages to integrate with the rapid transit project and to improve connectivity around all stations in support of the City's transportation priorities - walking, cycling and transit.

At most stations, the Canada Line builder/operator is required to provide standard bicycle lockers as part of its contract with TransLink. All other bicycle accommodation will be provided by the City.

In 2008, Council approved several pedestrian and cycling improvements for all Canada Line stations, including local street bikeway connections for Marine Drive and Oakridge-41st Avenue Stations and an off-street cycling pathway on the south side of W 6th Avenue, improved pedestrian and cycling crossings, and bicycle racks for all station areas.

In April 2005, the City announced funding for the construction of a station on City-owned land north of W 6th Avenue and west of the Cambie Bridge. This station has since been named Olympic Village Station and will serve the existing False Creek South neighbourhood, as well as the emerging Southeast False Creek development. Construction of the station is to be partially funded through the future redevelopment of the surrounding City-owned property.

Also in 2008, Council approved track infrastructure upgrades and station construction to support the Olympic Line - Vancouver's 2010 Streetcar, which will operate between Olympic Village Station and Granville Island for a 60-day demonstration period in early 2010 using modern streetcar technology. The eastern terminus of the streetcar will be immediately north of the Olympic Village Station head house, and the two stations will be connected with a landscaped pedestrian pathway. After the 2010 Winter Games, the Downtown Historic Railway will continue to use the new tracks and station.

Also in 2008, Council approved funding for the Olympic and Paralympic Public Art Plan, which includes several legacy (permanent) projects. Relevant to this project is a planned light-based new media project under the south end of the Cambie Bridge. This project has the potential to attract pedestrians and cyclists to the Olympic Village Station area.

In the lead-up to and during the 2010 Winter Games, the Seawall through Southeast False Creek will be closed to the general public. During this period, all users of the Seawall will be diverted along Spyglass Place and through the Olympic Village Station site to reach W 2nd and W 5th Avenues. It is anticipated that thousands of visitors and residents will use this connection during the Seawall closure.

The initial design proposal for Broadway-City Hall Station included 20 bike lockers adjacent to Broadway in the City-owned interstitial space between the station head house and 456 W Broadway, with the remaining area between the buildings to be graded and fenced. The design did not contemplate connections between the locker area and nearby bike routes.

DISCUSSION

The development of Canada Line provides a new opportunity to integrate cycling with rapid transit and to facilitate multi-modal travel in Vancouver and the region. Some of this work has been led by TransLink and the developers of Canada Line, although Council has also previously approved several elements of the cycling integration strategy led by the City. The following sections outline this previous work, as well as new elements of the cycling integration strategy now being brought forward by staff and future considerations for bike parking at or near stations.

Previous Work

The following elements of the Canada Line cycling integration strategy have already been approved or addressed:

1. As part of the Canada Line development contract, TransLink has required the builder/operator to provide secure bicycle lockers at all stations outside of Downtown. These lockers will be operated and maintained by a TransLink contractor and are available for rent on a three-month basis.
2. In 2007, Council approved the implementation of bike lanes on Cambie Street between W 29th Avenue and W Kent Avenue North.
3. In 2008, Council reviewed and approved bicycle connections for most of the stations. These include new local street bikeways on W 63rd/64th Avenues and W 42nd Avenue to connect to the Ontario and Heather Bikeways, bike lanes on a block of Davie Street, as well as bike crossing facilities at most stations. It also includes an off-street pathway on the south side of W 6th Avenue to facilitate bike access to Olympic Village Station.
4. In 2008, Council approved funding for 21 bike racks for placement at all Canada Line stations in the City.

Olympic Village Station

Staff in various departments have been working together over the past year to develop a plan for the Olympic Village Station precinct. The site was initially one of the candidate sites for the Vancouver House Host City Pavilion during the 2010 Winter Games. Although the Central

Library was selected as the preferred pavilion site, this location will remain an important transportation hub during and after the Games. The site will be a focus for rail-based transit, walking and cycling, and provides an opportunity to showcase the City's commitment to sustainable forms of transportation.

Upon completion of Canada Line, the City-owned site at 595 West 2nd Avenue, adjacent to the Olympic Village Station and the streetcar station, will be redeveloped by Real Estate Services as an interim parking lot. This property was developed as a car park prior to being used for construction of the Canada Line. When the site is vacated by Canada Line, it will be reconfigured as a car park allowing for the new station head house and improved pedestrian connectivity. The work is being shared by Canada Line, who will re-grade, asphalt and build the drainage on the site, and the Property Endowment Fund, which will pay for the balance of the work, including landscaping, lighting and curbing. Following the Games, the parking lot will be used as a revenue-generating facility to fund property maintenance and station construction. In the longer term, the property will be rezoned and redeveloped with transit-oriented uses and design. The timeframe for redevelopment is currently unknown.

It is expected that the Canada Line station will generate approximately 4,000 trips per day, although this is expected to be much higher during the 2010 Winter Games. The Olympic Line streetcar will have a capacity of approximately 2,800 passengers per hour during peak times throughout the Games. All of these passengers will use some of the pedestrian and cycling facilities on the site. The site will also provide connections to neighbourhoods to the north and south, as well as to the Seawall, Cambie Bridge and the walking and cycling network to the south.

In the longer term the site will continue to be a hub for sustainable transportation modes. The planned redevelopment will be oriented to the transit facilities on site, including the Canada Line and the potential Downtown Streetcar. The integration of pedestrian and cycling facilities into this development will be a critical planning and design consideration. As such, the current restoration of the site offers an opportunity to create several pedestrian and cycling links that will ingrain transportation behaviours that endure beyond the site's use as a parking lot. The installation of a new-media art piece under the Cambie Bridge will further attract pedestrians and cyclists, including tourists.

The proposed plan, illustrated in Appendix A, facilitates cycling and pedestrian links between the Seawall, Spyglass Place, the Cambie Bridge, the Off Broadway Bikeway, and the developing pedestrian promenade on the east side of Cambie Street. The plan includes a permanent, high-quality pedestrian and cycling facility under the Cambie Bridge. This will be the primary connection on the site and will be the focus of the planned public art piece. Higher quality materials, consistent with other pedestrian facilities and Greenways throughout the City, are planned for this element of the plan, as it is expected to be a permanent facility that will be incorporated into the future development. The pathway will include energy-efficient pedestrian-scale lighting that complements the public art piece.

During the operating period of the Olympic Line, the two Downtown Heritage Railway streetcars may be temporarily stored under the Cambie Bridge. These will be a point of interest along the north-south pathway. During the Games, this pathway will connect directly north-south across land that is currently owned by Canadian Pacific Railway. Staff have negotiated temporary access across this land for the Games period. Post Games, pedestrians and cyclists will be directed around the CPR lands on the existing pathway alignment.

Soft surfaces adjacent to the pathways and exposed to sunlight and precipitation will be landscaped. Those soft areas under the bridge not conducive to plant growth will be surfaced with an aggregate dressing.

In addition to the bike lockers and racks already planned for the station, staff are also proposing to develop a secure, weather-protected bike parking facility for approximately 50 bikes near Olympic Village Station. Details of the operation are yet to be finalized, but could take the form of swipe card or keyed access. This variety of bike parking options in one location will provide maximum flexibility for users, expand the availability of parking, and allow the City and others to evaluate different facilities and their usage.

Secure, climate-protected bike parking such as this is recommended by the Greenest City Action Team in *Quick Start Recommendation #24*. This facility, along with similar facilities proposed for Broadway-City Hall Station (below) would be the first of its kind developed by the City and could be a demonstration for similar or more advanced bike parking facilities in the City and region.

Broadway-City Hall Station

Located within a significant employment centre, Broadway-City Hall Station is expected to be among the busiest on the Canada Line. It is also located adjacent to one of the busiest bike routes in the City along 10th Avenue.

Recognizing the need for bike access to the station and to discourage cycling on sidewalks in the vicinity of the station, staff have been investigating opportunities to connect our existing bike network to the station. This report proposes an interim off-street pathway in the City-owned space between the station and 456 W Broadway (Appendix B) to connect Broadway to the rear lane to the south. The bike lockers initially proposed for this area would be relocated to a corner of the City Hall parking lot at the top of the pathway.

Integrated with this pathway, and in addition to the bike lockers, would be an enclosed bike parking facility located near the foot of the ramp adjacent to the station head house. With stacked parking, this enclosure could accommodate approximately 48 bikes in a covered, secure facility. Details of the operation are yet to be finalized, but could take the form of swipe card or keyed access. To provide maximum variety for users, additional bike racks may be included in other locations within this space.

Upon eventual redevelopment of these sites, a permanent bike connection and parking facility will be pursued.

Downtown Stations

The Downtown stations (Waterfront, Vancouver City Centre, Yaletown-Roundhouse) will initially be served by existing bicycle parking located throughout the Central Business District and Yaletown. The station areas themselves are highly constrained, with little sidewalk space available to provide additional bicycle parking without compromising pedestrian circulation.

Staff continue to pursue opportunities for one or more “Bike Centres” in Downtown Vancouver that provide large quantities of off-street parking as well as ancillary services for cyclists, such as showers, lockers and repair services. To date, we have been unsuccessful in

establishing a centre, but continue to seek opportunities with the private sector through conversion of existing space or within new developments.

Staff are also investigating potential locations throughout the City to convert existing on-street car parking spaces to bicycle parking, and to establish off-street bike parking facilities within City-owned parkades.

Other Stations

At the other four stations on the line (King Edward, Oakridge-41st Avenue, Langara-49th Avenue, Marine Drive), there are currently limited opportunities for additional bicycle parking apart from that already being considered (outlined above in "Previous Work"). This is primarily due to space constraints at each site. There are also no opportunities for bike parking on-street in the immediate vicinity of these stations because all on-street space on major streets is used for moving traffic during peak periods.

- King Edward Station - lower bike parking demands are anticipated at this station, but opportunities for incorporating additional bike parking will be sought through potential redevelopment of the adjacent property
- Oakridge-41st Avenue Station - opportunities for additional bike parking will be sought through potential redevelopment of Oakridge Centre and other adjacent properties
- Langara-49th Avenue Station - lower bike parking demands are anticipated at this station and there are limited opportunities for additional parking on site; many cyclists will likely be going to/from Langara College, which provides significant off-street bike parking facilities
- Marine Drive Station - likely to be among the stations with the highest demand for bike parking, opportunities for additional bike parking will be sought through redevelopment of the adjacent property (pending further zoning review)

FINANCIAL IMPLICATIONS

Staff are seeking a funding approval of \$853,000 to implement enhancements to the bicycle and pedestrian connections at two Canada Line stations.

The total cost to implement these connections at Olympic Village Station is estimated at approximately \$540,000. The sources of funding are to be:

- \$410,000 from the 2009 Streets Basic Capital Budget (Greenways); and
- \$130,000 from the 2009 Streets Basic Capital Budget (Bicycle Network).

The total cost to implement a bicycle connection and parking facility at Broadway-City Hall Station is estimated at approximately \$313,000. Staff have secured \$7,500 in cost sharing through the TransLink Bicycle Infrastructure Capital Cost Sharing program, and propose that the remainder of funding (\$305,500) for Broadway-City Hall Station come from Debenture funding from the 2009 Streets Basic Capital Budget (Bicycle Network).

Consideration will also have to be given to the operational impact of this expanded cycling infrastructure in the development of the 2010 Operating Budget.

Staff are pursuing additional cost-sharing funds from TransLink and various Provincial and Federal programs. To date, staff have secured \$7,500 in TransLink funding, but additional external funding will be sought.

The cost of the Olympic Village Station car park redevelopment, to be funded through the Property Endowment Fund, is estimated to be up to \$660,000.

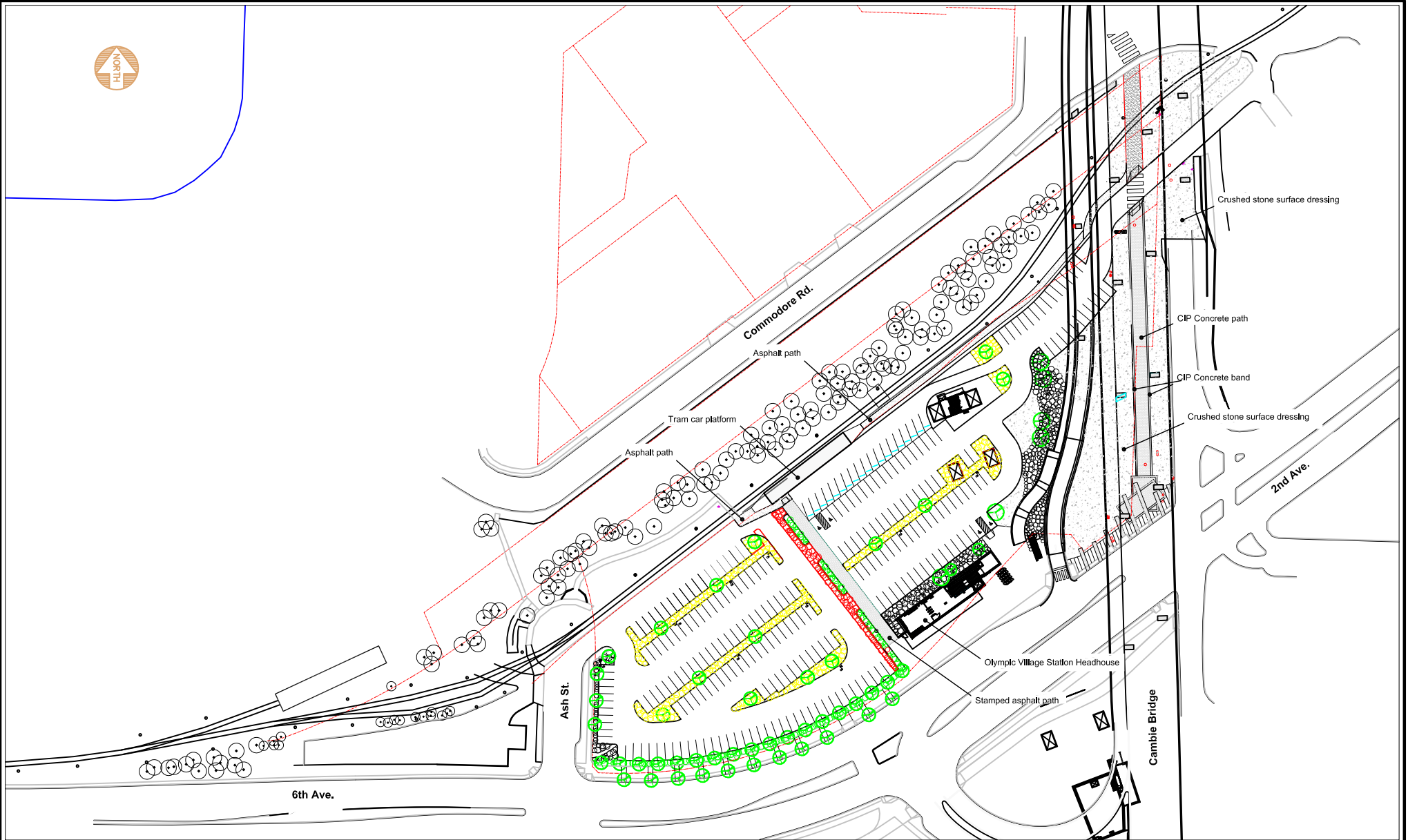
CONCLUSION

Bicycle connections and parking at Canada Line stations will support the integration of cycling and transit for travel within the City of Vancouver.

The Olympic Village Station site will be a focus for various sustainable transportation modes during and after the 2010 Winter Games. The planned public artwork and detouring of all Seawall traffic during the Games will bring thousands of pedestrians and cyclists through the site. The current restoration of the site offers an opportunity to create pedestrian and cycling links that will ingrain sustainable transportation behaviours that endure beyond the anticipated redevelopment of the site.

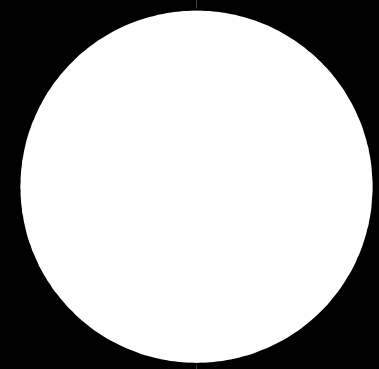
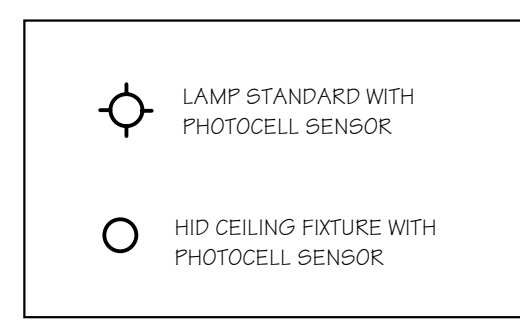
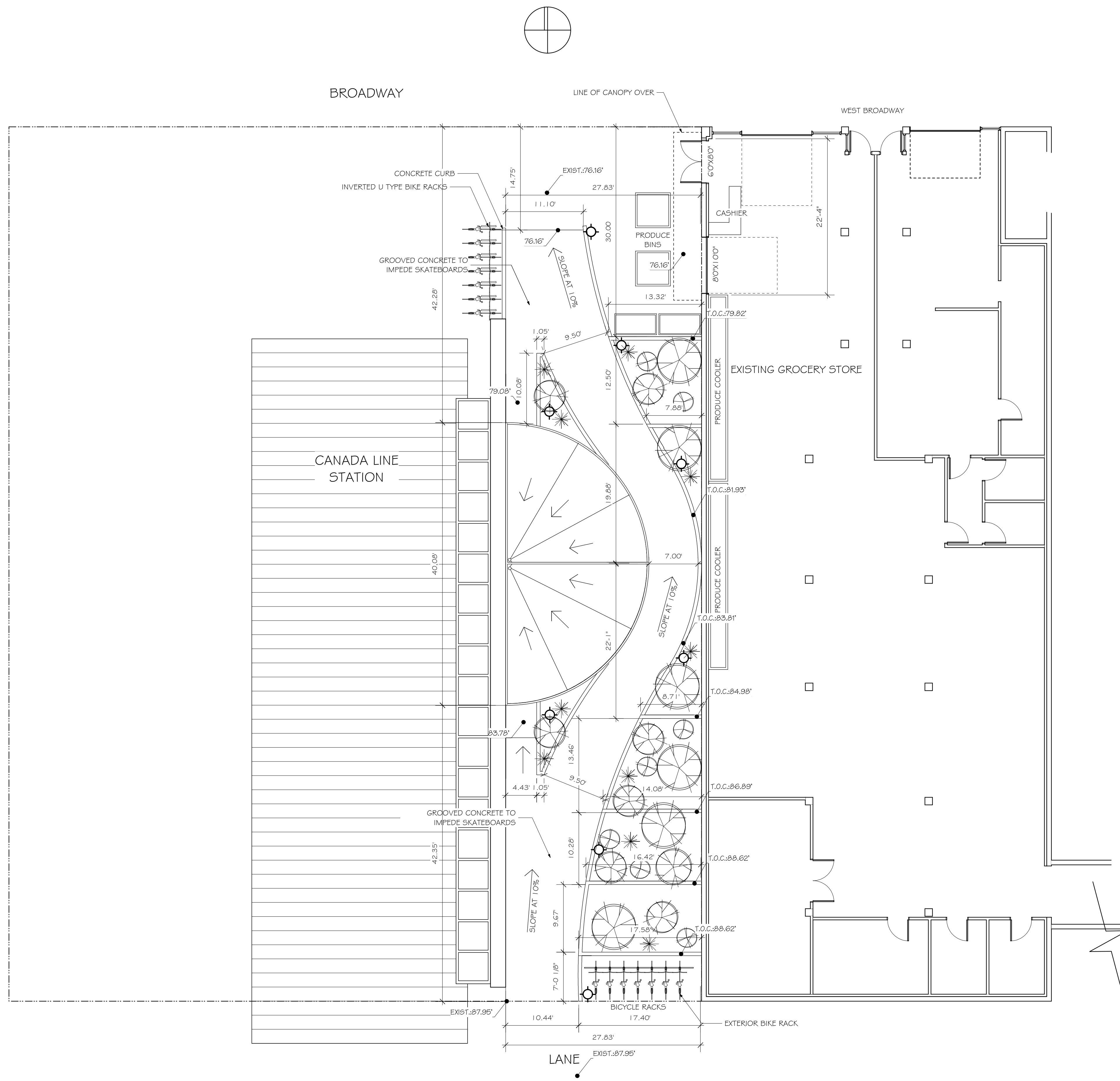
The provision of an enhanced bike connection and weather-protected parking at Broadway-City Hall Station will significantly enhance access to one of the busiest stations on the line.

* * * * *



APPROVALS		INITIALS	REVISIONS / DESCRIPTION	INITIALS	ENGINEERING SERVICES - CITY OF VANCOUVER - GREENWAYS		SCALE: 1:500 @ Arch D
GREENWAYS LANDSCAPE ARCHITECT					DESIGNED BY:	APL	DATE: July 2009
GREENWAYS ENGINEER					DRAFTED BY:	APL	DWG. NO. 2009-150-05
STREETS ENGINEER					CHECKED BY:	MA	REV. NO. 0
STREETS SUPERINTENDENT					FILE NAME:	OLYMPIC VILLAGE STATION	SHEET: 1 OF 1
			DIRECTORY: H:\STRUCTURES&GREEN\GREENWAYS\RW\ECAD	<p align="center">OLYMPIC VILLAGE STATION LANDSCAPE PROPOSALS</p> <p align="center">Overall Landscape Proposals</p>			





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Consultants :

Job No: 05-39

PROPOSED BICYCLE
PATH WITH PADDOCK
458 WEST BROADWAY
AVENUE, VANCOUVER

Revisions / Submissions:

Drawn: CM

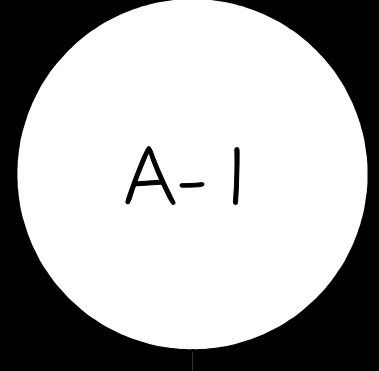
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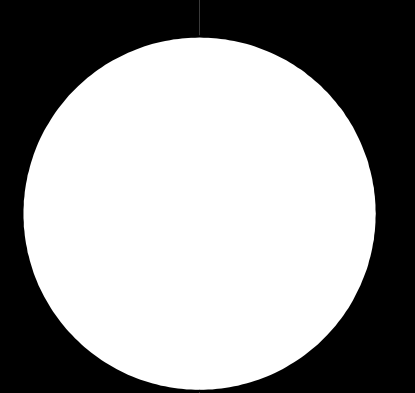
Scale: AS SHOWN

Checked:

Drawing Title:

SITE PLAN,
SCHEME A





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Consultants :

Job No: 08-39

PROPOSED BICYCLE
PATH WITH PADDOCK
458 WEST BROADWAY
AVENUE, VANCOUVER

Revisions / Submissions:

Drawn: CM

Date Printed: FEB 12, 2009

Scale: AS SHOWN

Checked:

Drawing Title:

SECTIONS AND
ELEVATIONS,
SCHEME A

