

B.3

MOTION

3. Clarity and Transparency Around a Future Canada Line Station at 57th and Cambie

MOVER: Councillor Affleck

SECONDER:

WHEREAS

1. The City of Vancouver is committed to openness and transparency and prides itself on being at the forefront of efforts to increase access to information, including establishing the first open data policy for a major city in Canada;
2. On July 25, 2017, Vancouver City Council unanimously approved the rezoning of the Pearson Dogwood Lands (500-650 West 57th Avenue);
3. Council's approval of the Pearson Dogwood rezoning commits the applicant to a Community Amenity Contribution (CAC) of \$20,000,000 toward construction of a future Canada Line station at 57th Avenue and Cambie Street;
4. The Conditions of Approval for the Pearson Dogwood rezoning include a note to the applicant stating that, "Should the station not be attainable in the long-term future, the financial contribution towards a future station would be re-allocated to address the amenity priorities identified for Pearson Dogwood and those in and around the Cambie Corridor consistent with the respective public benefit strategies.";
5. The Pearson Dogwood Policy Report presented to Council at the Tuesday, June 27, 2017, Regular Council meeting states that City staff will seek similar CAC contributions from future major project rezoning proposals adjacent to the Pearson Dogwood site, while also pursuing opportunities and discussions with TransLink and other key stakeholders, to pursue the potential to realize a future station at 57th Avenue;
6. The Pearson Dogwood Policy Report presented to Council at the Tuesday, June 27, 2017, Regular Council meeting states that the Pearson Dogwood site is already considered to be "transit-oriented" with "existing transit access" and is "within 800-1000 metres of existing Canada Line stations at 49th Avenue and Marine Drive respectively, with frequent bus service along Cambie Street.";
7. Following the Pearson Dogwood Lands Open House, which took place on Tuesday, February 23, 2016, TransLink sent a letter (dated February 26, 2016) to the City of Vancouver regarding the Potential for a new Canada Line Station at 57th Avenue;
8. TransLink's February 26, 2016, letter states that, based on TransLink staff's interactions with the public and "observation of materials" at the Pearson Dogwood Lands Open House, TransLink staff became concerned about "the extent of the public expectation that a new station will be built on the Canada Line at 57th Avenue.";

9. TransLink's February 26, 2016, letter to the City states that a station at 57th Avenue and Cambie is not in The Mayors' Council on Regional Transportation 2014 plan and that "TransLink's long term plans do not include a new station at this location.";
10. TransLink's February 26, 2016, letter to the City identifies "more train cars and upgrades and expansions to existing [Canada Line] stations" as the only Canada Line investment priorities in The Mayors' Council on Regional Transportation 2014 plan, and that "a funding solution for the Mayors' Plan will not change that.";
11. TransLink's February 26, 2016, letter to the City states that "Constructing a new below grade station on operable tracks is unprecedented and presents significant engineering challenges that increase the complexity of station construction.";
12. The Pearson Dogwood Policy Report presented to Council at the Tuesday, June 27, 2017, Regular Council meeting acknowledges that a station at 57th Avenue is "not considered a regional priority" and is considered to be "a longer term possibility", and that any future construction is "anticipated to be technically complex and highly costly" due to the various challenges identified by City staff and TransLink staff.
13. TransLink's February 26, 2016, letter to the City states that, if the City of Vancouver wants to pursue a new Canada Line station at 57th Avenue at any point prior to it becoming a priority for TransLink, "the station project would require full funding from a third party" and that "Such funding would be required to cover all costs, including (but not necessarily limited to)" all capital costs - "including station construction, additional fleet to maintain service hours to account for longer travel times, upgrades to train control and power systems, and changes to system wayfinding" - as well as all operating costs, all planning, engineering and implementation costs (including the cost of maintaining service during construction), and all costs to amend various agreements (e.g., with YVR and the Canada Line owner), and costs "associated with service disruption or slower total travel times resulting from station construction."
14. TransLink's February 26, 2016, letter to the City states that the cost of an "underground infill station on the Canada Line is not known" but references a meeting with the City in 2014, at which time TransLink offered a "ballpark" construction cost estimate of \$90 million;
15. TransLink's February 26, 2016, letter to the City states that recent (i.e., 2016) cost estimates for "underground stations for the Millennium Line extension on the Broadway corridor are on the order of \$100 million.";
16. TransLink's February 26, 2016, letter to the City states that, "even if the [57th Avenue] station is fully funded by a third party, the implementation timeline is expected to be no less than ten years and may be prolonged" due to significant engineering challenges that would increase the complexity of station construction;

17. TransLink's February 26, 2016, letter to the City includes a request that the City "incorporate the contents of this [the TransLink] letter into the City's messaging during the Pearson Dogwood rezoning application process" and give a copy of the letter to the "applicant / property owner";
18. As recently as November 15, 2017, an article in the Vancouver Sun made reference to future underground stations along the Canada Line at 33rd Avenue and 57th Avenue, along with two future above ground stations in the City of Richmond;
19. The November 15, 2017, Vancouver Sun article cites a cost of "about \$27.8 million" for the above ground Canada Line station at Capstan Way in Richmond, of which the City of Richmond has reportedly collected \$19.36 million from developers near the proposed station over the past six years in the form of amenity contributions;
20. The City of Richmond has reportedly transferred \$3.5 million to TransLink to pay for design work for a new above ground Canada Line station at Capstan Way.

THEREFORE BE IT RESOLVED THAT Vancouver City Council direct staff to report back to Council with a written memo within 30 days that responds to, but is not limited to, the following questions:

- i. Whether TransLink's current position regarding the potential for a new Canada Line station at 57th and Cambie differs from the position outlined in their February 26, 2016, letter to the City - namely, that "TransLink's long-term plans do not include a station at this location."
- ii. What the timeframe is for determining that a new Canada Line station at 57th and Cambie is not attainable (should that be the case) such that the Community Amenity Contribution(s) towards the station's cost would be re-allocated to address other amenity priorities identified for Pearson Dogwood and other amenity priorities in and around the Cambie Corridor.
- iii. What the total projected financial contributions might be from future major project rezoning proposals adjacent to the Pearson Dogwood site, along with information regarding the nature of the Amenity Contribution "opportunities" referenced in the Pearson Dogwood Policy Report presented to Council at the Tuesday, June 27, 2017, Regular Council meeting.
- iv. Information regarding any and all current discussions with TransLink and other key stakeholders regarding the potential to realize a future Canada Line station at 57th Avenue station.
- v. What TransLink's timeframe is for the addition of new train cars to the Canada Line, and the timeframe for upgrades and expansions to existing Canada Line stations, as per the investment priorities outlined in The Mayors' Council on Regional Transportation 2014 plan and referenced in TransLink's February 26, 2016, letter to the City.

- vi. A current total cost estimate to realize a new Canada Line station at 57th Avenue and Cambie should the City of Vancouver opt to construct a station at this location independent of TransLink, whereby the City would be required to cover all costs, including all station construction costs, the cost of additional fleet to maintain service hours to account for longer travel times, the cost to upgrade train control and power systems and changes to system wayfinding, all operating costs, all planning, engineering and implementation costs (including the cost of maintaining service during construction), all costs to amend various agreements (e.g., YVR and Canada Line owner), and all costs associated with service disruption or slower total travel times resulting from station construction as outlined in TransLink's February 26, 2016, letter to the City.
- vii. Information regarding funding mechanisms the City might contemplate and/or employ, such as incurring debt or raising taxes, in order to realize a new Canada Line station at 57th Avenue and Cambie if the City of Vancouver were to opt to construct a station at this location on its own and independent of TransLink.
- viii. A comparative estimate of the incremental cost to TransLink, and to the City of Vancouver, to enhance existing transit access to the Pearson Dogwood site given that the site is already considered to be "transit-oriented" and "within 800-1000 metres of existing Canada Line stations at 49th Avenue and Marine Drive respectively, with frequent bus service along Cambie Street."
- ix. Whether the recent election of an NDP government provincially has or will change the parameters of The Mayors' Council on Regional Transportation 2014 plan, and any potential funding solutions, such that a new Canada Line station at 57th and Cambie would become a transportation and funding priority for TransLink.
- x. An estimated in-service date for a new Canada Line station at 57th and Cambie, should TransLink or the City of Vancouver proceed with construction, given the indication in Translink's February 26, 2016, letter to the City that an implementation timeline is expected to be "no less than ten years" and may be prolonged due to significant engineering challenges that would increase the complexity of station construction.

* * * * *