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To: "Direct to Mayor and Council - DL"

CC: "City Manager's Correspondence Group - DL"

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Subject: Memo: Broadway Subway Project and UBC Extension update

Attachments: ENG - Memo to Council - Broadway Subway Project and UBC Extension - July....pdf

Greetings Mayor and Council,

Please find attached a memo from Lon LaClaire regarding information that will be shared with the public about the Broadway Subway Project (BSP) and the UBC Extension (UBCX). This memo provides background information on these two projects as well as the upcoming key milestones for your awareness. A summary of key points is listed below:

- City Staff have been working with the BSP to support early works and to prepare for the start of construction later this year. Later this summer the Province will announce the selection of the design build contractor and staff will update Council.
- At the July 10th Regional Transportation Committee for the Mayors Council, TransLink staff will provide an update on the next steps for the technical work, preliminary work is summarized in the memo and consultation is expected to take place this fall.

For more information about the BSP or UBCX , please contact Lon LaClaire at 604.873.7336 or lon.laclaire@vancouver.ca.

Best,
Sadhu

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Pronouns: he, him, his



The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the Musqueam, Squamish, and Tsleil-Waututh peoples.

MEMORANDUM

July 10, 2020

TO: Mayor and Council

CC: Sadhu Johnston, City Manager
Paul Mochrie, Deputy City Manager
Karen Levitt, Deputy City Manager
Lynda Graves, Administration Services Manager, City Manager's Office
Rena Kendall-Craden, Civic Engagement and Communications Director
Rosemary Hagiwara, Acting City Clerk
Anita Zaenker, Chief of Staff, Mayor's Office
Neil Monckton, Chief of Staff, Mayor's Office
Alvin Singh, Communications Director, Mayor's Office
Gil Kelley, General Manager, Planning Urban Design and Sustainability
Paul Storer, Director of Transportation
Steve Brown, Manager, Rapid Transit Office
Chris Robertson, Assistant Director, City Wide and Regional Planning
Neil Hrushowy, Assistant Director, Community Planning

FROM: Lon LaClaire
General Manager, Engineering Services

SUBJECT: Broadway Subway Project and UBC Extension update

In the coming months, information will be shared with the public about the Broadway Subway Project (BSP) and the UBC Extension (UBCX). Specifically, the Province will announce the contractor selected to design and build the BSP, and TransLink will engage in public consultation on the UBC extension (UBCX) between Arbutus Street and UBC. This memo provides background information on these two projects as well as the upcoming key milestones for your awareness.

BACKGROUND

Phase One: Broadway Subway Project

The BSP is fully funded and currently in the procurement process to select the design-build contractor that will construct the extension of the Millennium Line SkyTrain from VCC–Clark station to Arbutus Street in a tunnel under Broadway. This extension was part of the Regional Mayors' Council 30-Year Vision that was approved by the region's mayors in 2014, which called for a rail extension to UBC. The BSP is the first phase of the project and will be delivered by the Province. City staff have been working with the Province to support the design and construction of the BSP.

Phase Two: UBC Extension

The Mayors' Council Vision called for all stakeholders to work together to conclude how and when to complete the second phase of rapid transit from Arbutus to UBC. In 2018, TransLink, the City and UBC undertook a detailed technical assessment of the options for a rail connection to UBC as part of the Rail to UBC Rapid Transit Study. In early 2019, both Vancouver City Council and the Mayors' Council selected SkyTrain as the preferred technology for connecting rail to UBC. The technical assessment clearly showed that SkyTrain was the only technology that would accommodate the expected ridership in the corridor (with 50 per cent of riders coming from outside Vancouver) and has the added benefit of providing relief to many parallel overcrowded bus routes.

From the City's perspective, a SkyTrain extension was determined to be the best way to meet the City's objectives related to Climate Emergency, mode-share targets, providing opportunities for affordable housing and contribute towards reconciliation efforts with the Musqueam, Squamish and Tsleil-Waututh Nations, if a station is built to serve the Jericho Lands.

Based on this regional endorsement, the Mayors' Council directed TransLink staff to undertake a study for the next phase of the project development to analyze alternative concept designs and to gather preliminary business-case inputs. Since September 2019, City staff have been working on the study in partnership with TransLink and project team members from Musqueam, Squamish, and Tsleil-Waututh Nations, UBC, Metro Vancouver, University Endowment Lands administration, the Ministry of Transportation and Infrastructure, and the Ministry of Municipal Affairs and Housing. The role of the City and other partner agencies is to review the technical analysis and provide input on alignment and station options.

CURRENT STATE

Broadway Subway Project

City staff have been working with the Province on the project's early works and in preparation for the start of construction later this year. The early works have included the rerouting of trolley buses that travel along portions of Broadway and the relocation of utilities. The project website provides highlights of the work: <https://engage.gov.bc.ca/broadwaysubway/whats-happening-now/>.

Engagement with key stakeholders, including the three affected BIAs, is being led by the Province and has been ongoing. Additionally, both the Province and City have gathered information on businesses that may be affected by BSP construction in order to help minimize construction impacts and monitor business turnover throughout construction.

Later this summer, the Province will announce selection of the design-build contractor. Staff will provide an update to Council when this occurs.

UBC Extension

At the July 10th Joint Regional Transportation Planning Committee of the Mayors' Council, TransLink staff will provide an update on the next steps of the technical work. The Study is at approximately the midpoint of its technical analysis. Phase 1 of the study focused on a technical exploration of the options for extending the Millennium Line to UBC. These options include

different routes (i.e., horizontal alignment) and whether it's above or below ground (i.e., vertical alignment). In phase 2 of the Study, further technical work will be done on developing the design, cost estimation, and benefits assessment.

Station Locations

TransLink has indicated that at minimum two stations between Arbutus and UBC will be required - at Alma and Macdonald Streets. These locations would have strong ridership and provide system connectivity to the regional bus network. Previous analyses had assumed an additional station within the City of Vancouver at Sasamat Street. City staff have recommended that a third station should continue to be considered as the minimum number within the City of Vancouver. Without a third station (potentially at Sasamat Street or on Jericho Lands), there will be an almost 5-km gap between stations, which is much larger than typical station spacing and does not serve the West Point Grey community.

The Phase 1 analysis predicts low ridership for a station at Sasamat. The potential for greater ridership would be with Jericho Lands, a 90-acre site that is set to be redeveloped in the coming years through a joint venture of the MST Development Corporation (MSTDC) and the Canada Lands Corporation (CLC). The site is the largest integrated development site on the west side of Vancouver. As well as having greater ridership demands, a station at Jericho Lands could provide a key opportunity for construction staging, including for launch and servicing of tunnel-boring equipment. A station at Jericho could also serve the West Point Grey Village.

More detailed work is needed to establish that an alignment serving Jericho Lands is the best option. However, based on the work conducted to date, City staff expect that an alignment serving the Jericho Lands could advance multiple project objectives, including ridership, significant city-building opportunities associated with access to new housing (including affordable housing), shops, services, employment, and new and existing public parks and beaches. A station on the Jericho Lands would advance the City's reconciliation efforts and MST landowner objectives around First Nations employment and economic development.

Vertical Alignment

During the development of the Mayors' Council Vision, there was discussion about when rapid transit lines should be underground versus elevated, due to the extra cost of underground construction. The Mayors agreed that the decision to put a line underground would be based on technical feasibility (i.e., it would be built below ground if it wasn't physically possible to build above ground within existing rights of way, due to grades, etc.) or functional feasibility (i.e., excessive impacts on the existing transportation network and existing development within the corridor that were not designed in response to an elevated guideway).

Work to date on the UBCX Study has established the technical/geometric feasibility of both elevated and below-grade alternatives through the City of Vancouver between Arbutus Street and Blanca Street along Broadway and W 10th Avenue. The project team is currently analyzing the functional feasibility of all alternatives and will deliver detailed analysis in the fall. The preliminary findings are that an elevated alignment would result in a similar range of impacts and disbenefits as those found in the more detailed 2018 analysis of the Broadway Subway Project to Arbutus, which resulted in the requirement for it to be underground. This analysis noted impacts to the existing transportation network, impacts to existing buildings (both residential and commercial/retail) and limits future growth potential on Broadway.

In addition, alignment options that make a direct connection to the Jericho Lands would prohibit an elevated guideway to the east due to right-of-way constraints on the narrower approach alignments in and out of the Jericho Lands site. City staff will work with the project on a more detailed stream of work in Phase 2, to validate this provisional assessment and to better quantify the cost and impact of the elevated alternative, relative to below grade options, and will update Council on these findings.

Public Consultation

The first phase of the Study has been primarily technical in nature and focused on work with government and agency partners to establish the Study's initial understanding of design constraints and opportunities. TransLink is planning broader public and stakeholder engagement for fall of this year to inform recommendations with respect to a preferred alignment for the Project. This engagement will focus on confirmation of the project objectives and the evaluation process for alignment alternatives. Once there is more information on what the consultation will look like for the fall, staff will provide an update.

If you would like any further information, please do not hesitate to contact me.



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