

File No.: 04-1000-20-2017-458

June 19, 2018

s.22(1)

Dear s.22(1)

Re: Request for Access to Records under the Freedom of Information and Protection of Privacy Act (the "Act")

I am responding to your request of November 16, 2017 for:

Any records, including but not limited to internal and external emails, letters, memos, meeting notes, briefing notes, and reports, involving potential future Canada Line Sky Train stations from January 1, 2014 to November 16, 2017.

All responsive records are attached. Some information in the records has been severed, (blacked out), under s.13(1), s.14, s.15(1)(l), s.17, s.21(1) and s.22(1) of the Act. You can read or download this section here:

http://www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/96165_00

Under section 52 of the Act you may ask the Information & Privacy Commissioner to review any matter related to the City's response to your request. The Act allows you 30 business days from the date you receive this notice to request a review by writing to: Office of the Information & Privacy Commissioner, info@oipc.bc.ca or by phoning 250-387-5629.

If you request a review, please provide the Commissioner's office with: 1) the request number assigned to your request (#04-1000-20-2017-458); 2) a copy of this letter; 3) a copy of your original request for information sent to the City of Vancouver; and 4) detailed reasons or grounds on which you are seeking the review.

Please do not hesitate to contact the Freedom of Information Office at foi@vancouver.ca if you have any questions.

Yours truly,



Barbara J. Van Fraassen, BA
Director, Access to Information & Privacy

Barbara.vanfraassen@vancouver.ca
453 W. 12th Avenue Vancouver BC V5Y 1V4
Phone: 604.873.7999
Fax: 604.873.7419

Encl.

:ma

From: ["Ronalds, Lil" <Lil.Ronalds@vancouver.ca>](mailto:Lil.Ronalds@vancouver.ca)

To: ["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)

Date: 6/9/2016 9:21:07 AM

Subject: cambie

<http://vancouver.ca/files/cov/cambie-corridor-plan-spring-expo-information-displays.pdf>

Lil Ronalds MSc. MCIP RPP | Senior Planner

Vancouver South Division | City of Vancouver

T: 604.871.6964 | E: lil.ronalds@vancouver.ca

From: ["Freeman, Dan" <daniel.freeman@translink.ca>](mailto:daniel.freeman@translink.ca)

To: ["Storer, Paul" <paul.storer@vancouver.ca>](mailto:paul.storer@vancouver.ca)

Date: 7/8/2013 10:53:26 AM

Subject: Canada Line - 57th Ave Station

Attachments: 57th Avenue.pdf
57th Stn - section.pdf

Paul,

Attached are electronic copies of the 57th Ave Stn conceptual design drawings distributed at the meeting on Friday.

DF

-











-----Original Message-----

From: Klimchuk, Don

Sent: Tuesday, February 02, 2016 2:46 PM

To: Peacocke, Neal; Pecarski, Randy; Robertson, Chris; MacPhee, Ian; LaClaire, Lon; Haid, Susan; Johnson, Ben

Cc: Oehlschlager, Kelly

Subject: RE: Canada Line - Understanding the Contractual Rights of TransLink vis a vis the Concessionaire re: Adding New Stations

Thanks Neal. Using Chrome rather than Explorer to open the original link from TransLink worked for me.

-----Original Message-----

From: Peacocke, Neal

Sent: Tuesday, February 02, 2016 1:34 PM

To: Pecarski, Randy; Robertson, Chris; MacPhee, Ian; Klimchuk, Don; LaClaire, Lon; Haid, Susan; Johnson, Ben

Cc: Oehlschlager, Kelly

Subject: RE: Canada Line - Understanding the Contractual Rights of TransLink vis a vis the Concessionaire re: Adding New Stations

Hi everyone,

Just following up on this e-mail chain to let everyone know that we do have a version of the Canada Line Concession Agreement (as a result of the links provided from TransLink) that I've uploaded to VanDocs. Of course VanDocs has now crashed on me twice and I've had to rewrite this e-mail twice as a result, and I still can't attach the file which is over 10MB. It can be found on VanDocs with the following record name: ENG - STP - TransLink - Canada Line Concession Agreement

I haven't gone through it in any detail, but it's about 120 pages and I'm unsure if it excludes any information that may have been deemed sensitive for commercial purposes.

Regards,

Neal

-----Original Message-----

From: Oehlschlager, Kelly

Sent: Tuesday, February 02, 2016 1:11 PM

To: Peacocke, Neal

Subject: FW: Canada Line - Understanding the Contractual Rights of TransLink vis a vis the Concessionaire re: Adding New Stations

Nope - sorry - still waiting for something from Susan I think....

-----Original Message-----

From: Haid, Susan

Sent: Tuesday, January 26, 2016 6:51 PM

To: Oehlschlager, Kelly; Pecarski, Randy; Robertson, Chris; LaClaire, Lon; Johnson, Ben; Peacocke, Neal

Subject: RE: Canada Line - Understanding the Contractual Rights of TransLink vis a vis the Concessionaire re: Adding New Stations

Sent a follow up note to Guy Akester at TransLink requesting a functional link which will fwd once rec'd.

Cheers,
Susan

-----Original Message-----

From: Oehlschlager, Kelly

Sent: Tuesday, January 26, 2016 3:12 PM

To: Haid, Susan; Pecarski, Randy; Robertson, Chris; LaClaire, Lon; Johnson, Ben; Peacocke, Neal

Subject: RE: Canada Line - Understanding the Contractual Rights of TransLink vis a vis the Concessionaire re: Adding New Stations

Hi All,

When I open this document, only the title page shows up - the remaining 122 pages are blank. But, based on the title page, this looks like the real McCoy!

If someone can get a better link or PDF file that would be awesome.

Cheers,
Kelly

-----Original Message-----

From: Haid, Susan

Sent: Friday, December 18, 2015 6:41 PM

To: Oehlschlager, Kelly; Pecarski, Randy; Robertson, Chris; LaClaire, Lon; Johnson, Ben; Peacocke, Neal

Subject: FW: c-line concession agreement

Is this what we're looking for?

Had trouble opening it however Guy Akester indicated he could follow-up.

Happy reading and holidays too...

Susan

-----Original Message-----

From: Akester, Guy [mailto:Guy.Akester@Translink.ca]

Sent: Wednesday, December 16, 2015 8:05 PM

To: Haid, Susan

Subject: c-line concession agreement

let me know if this link doesn't work

s.15(1)(l)



Best

Guy

Sent from my iPad

This e-mail and any attachments may contain confidential and privileged information. If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this e-mail and destroy any copies. Any dissemination or use of this information by a person other than the intended recipient is unauthorized and may be illegal.



From: ["Ronalds, Lil" <Lil.Ronalds@vancouver.ca>](mailto:Lil.Ronalds@vancouver.ca)

To: ["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)

Date: 6/9/2016 9:20:47 AM

Subject: canada line

Upcoming transit
improvements

Millenium Line Broadway Extension

- Planned extension from VCC-Clark Station to Arbutus Street.

- Will relieve pressure on crowded eastwest bus routes in the Corridor (e.g. 25, 33, 41, 43, 49)

41st Avenue Bus Routes

- TransLink's 2016 Transit Network

Consultation process recommends shifting more peak period buses from the 41 service to the express 43 service to reduce crowding (anticipated June 2016)

- The Mayor's Council Plan prioritizes the following, which will be implemented when funding is secured and demand warrants:

- Introduce all day frequent B-Line service along 41st Avenue

- Increase frequency of bus service on all routes, reducing overcrowding in the Corridor

Canada Line

- The Canada Line has been very successful, with high ridership throughout the day. Currently two-car trains operate every 3 minutes and 9 seconds in both directions during peak periods

- Four stations serve the Corridor with two potential future stations considered at 57th Avenue and 33rd Avenue

- Capacity of the Canada Line can be more than doubled by running more frequent service, purchasing longer trains, and undertaking station upgrades.

Once funded, the Mayors' Council Plan includes fleet, station and system upgrades, which will reduce crowding on the system

Lil Ronalds MSc. MCIP RPP | Senior Planner

Vancouver South Division | City of Vancouver

T: 604.871.6964 | E: lil.ronalds@vancouver.ca

From: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)

To: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)

["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)

["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)

["Winterbottom, Graham" <graham.winterbottom@vancouver.ca>](mailto:graham.winterbottom@vancouver.ca)

["Busby, Jeffrey \ \(Jeffrey.Busby@translink.ca\)" <Jeffrey.Busby@translink.ca>](mailto:Jeffrey.Busby@translink.ca)

["Craig, Matt \ \(Matt.Craig@translink.ca\)" <Matt.Craig@translink.ca>](mailto:Matt.Craig@translink.ca)

Date: 10/19/2016 12:32:57 PM

Subject: CONFIRMED: 57th Avenue Station Meeting

UPDATE (2016-10-19 – 1:30PM): Jeff Busby from TransLink will be joining us.

UPDATE (2016-10-19 – 9:30AM): There are no meeting rooms that fit our time frame from 10 – 11:30, so all I could get was “City Hall - Main Floor - Town Hall RM 114” from 10:15 to 12:00. At least it covers off the hour with MMM (and some buffer on the end, if required).

Hi ya'll,

After a quick discussion with MMM, we've decided to proceed with an initial kick off meeting on Friday, then follow-up with more intense workshop next Thursday. Invite on the way....

Our CoV internal plan is to meet with Matt Craig from TransLink beforehand (10:00-10:30) then have the meeting with MMM from 10:30-11:30.

During the meeting with MMM, we should (within reason) get all our thoughts out on the table including scheduling implications for the big sites near Cambie & 57th.

As is the new tradition in CrossRoads, it's next to impossible to book a meeting unless you are lucky enough to book it a month in advance, or willing to bribe your colleagues for the room so I'll need to spend the rest of my day trying to find a room.

Stay tuned,
Neal



From: ["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)

To: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)

Date: 3/21/2016 1:35:35 PM

Subject: Emailing: 57th Ave Station IM edit

Attachments: 57th Ave Station IM edit.docx

Hey Neal,

Can you review this draft and if possible, answer the questions I have left in the comments? If you don't know the answer to these questions, just leave them. Someone (Randy, Susan...) should know the answers. Once I hear back from you I'll forward it to Randy. Thanks!

Ian

Your message is ready to be sent with the following file or link attachments:

57th Ave Station IM edit

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.






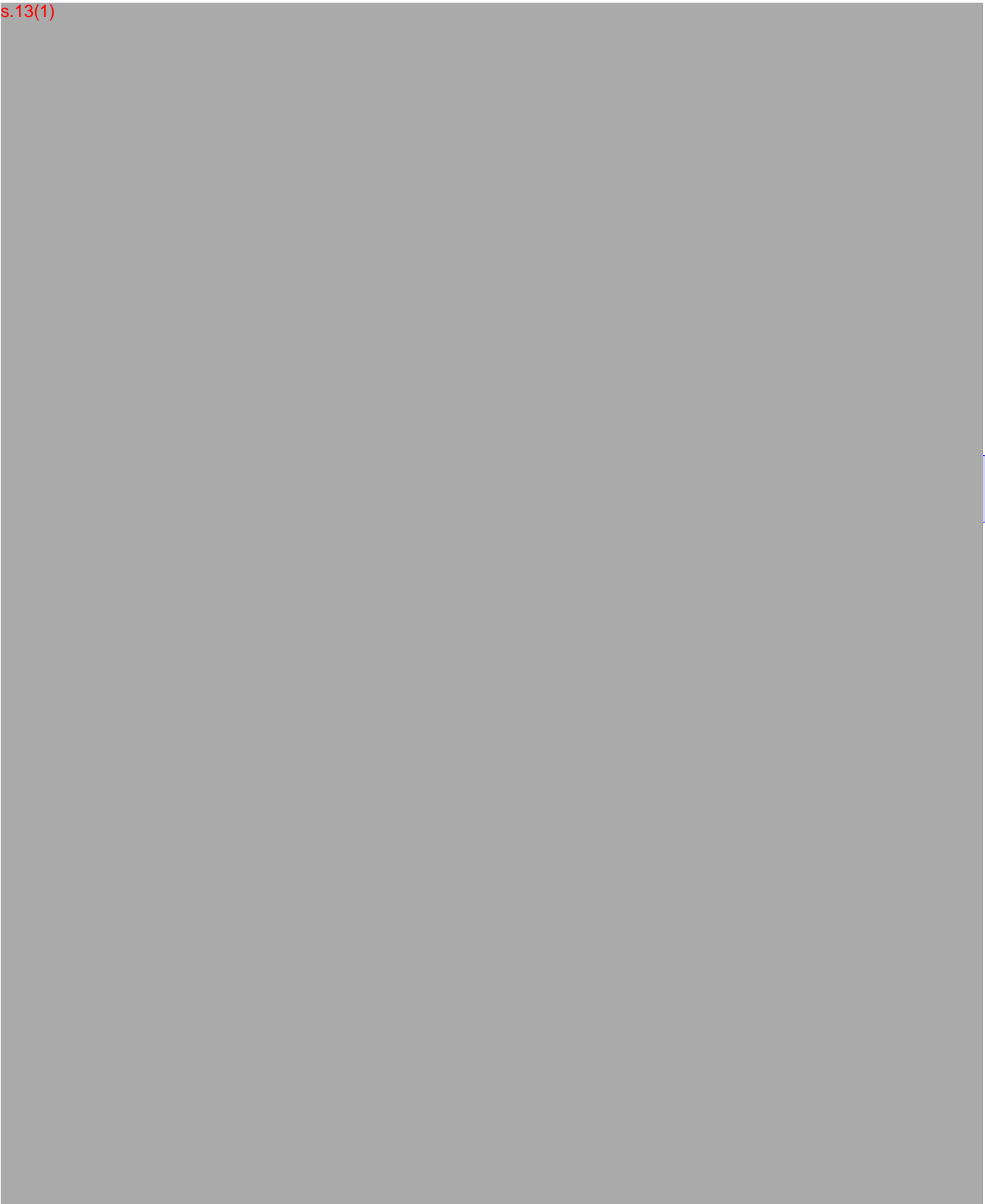
From: ["MacPhee, Ian" <lan.MacPhee@vancouver.ca>](mailto:lan.MacPhee@vancouver.ca)
To: ["Pecarski, Randy" <randy.pecarski@vancouver.ca>](mailto:randy.pecarski@vancouver.ca)
Date: 3/24/2016 10:12:53 AM
Subject: Emailing: 57th Ave Station IM NP edit
Attachments: 57th Ave Station IM NP edit.docx

Hello Randy,

Attached is a draft letter to Tim Savoie regarding 57th Avenue Station. Chris took the first stab at it and Neal and I have made some changes. Note that there were a couple of items that I am hoping you or someone else can fill in such as ^{s.13(1)}

 Please
review and give me a call if you'd like to discuss.

Ian



From: ["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)

To: ["Popescu, Bianca" <bianca.popescu@vancouver.ca>](mailto:bianca.popescu@vancouver.ca)

Date: 5/13/2016 12:58:59 PM

Subject: Emailing: Cambie Corridor transit notes

Attachments: Cambie Corridor transit notes.docx

Hello Bianca,

Attached is a word document containing draft text for the boards. The existing text will be for the transit board and once I have the map, we can adjust it to clearly show the routes. The expansion text tries to summarize the improvements planned. So will you provide me with a draft board to run past TransLink on Monday? Let me know if you have any questions or need anything more for now.

Ian

s.13(1)



From: ["Ronalds, Lil" <Lil.Ronalds@vancouver.ca>](mailto:Lil.Ronalds@vancouver.ca)

To: ["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)

Date: 6/9/2016 9:26:51 AM

Subject: Emailing: Item 5.1 Canada Line Upgrade Strategy - RTAC briefing (2)

Attachments: Item 5.1 Canada Line Upgrade Strategy - RTAC briefing (2).pdf

This is from TransLink,

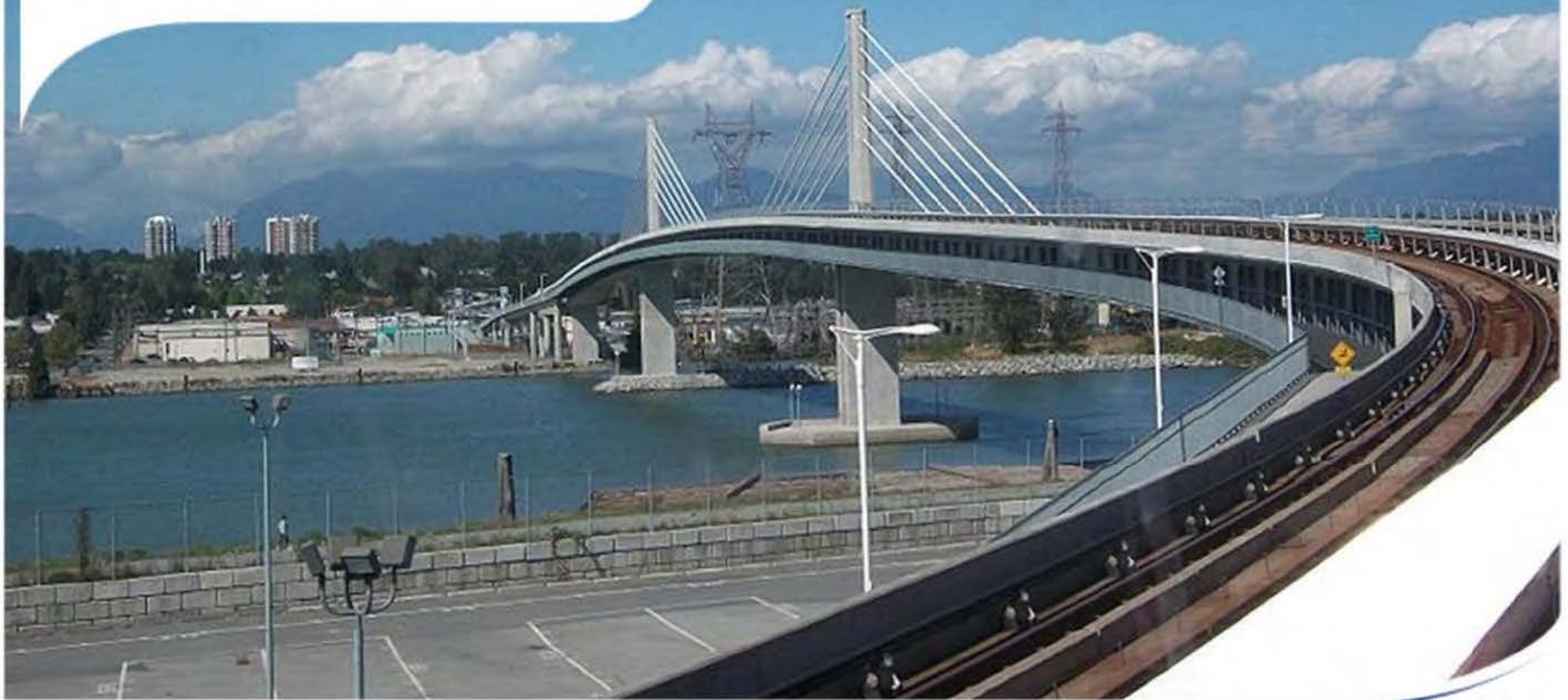
s.13(1)

s.13(1)

Canada Line Upgrade Strategy

RTAC

May 26, 2016



Overview

- Current status of Canada Line service and infrastructure
- Summary of recent study focused on long-term need for capital improvements
(Canada Line Upgrade Strategy, Nov 2014)
- Approach for upgrades
(2014 Mayors' Council Plan v. 2016 Funding Strategy)

The Canada Line



8 underground stations

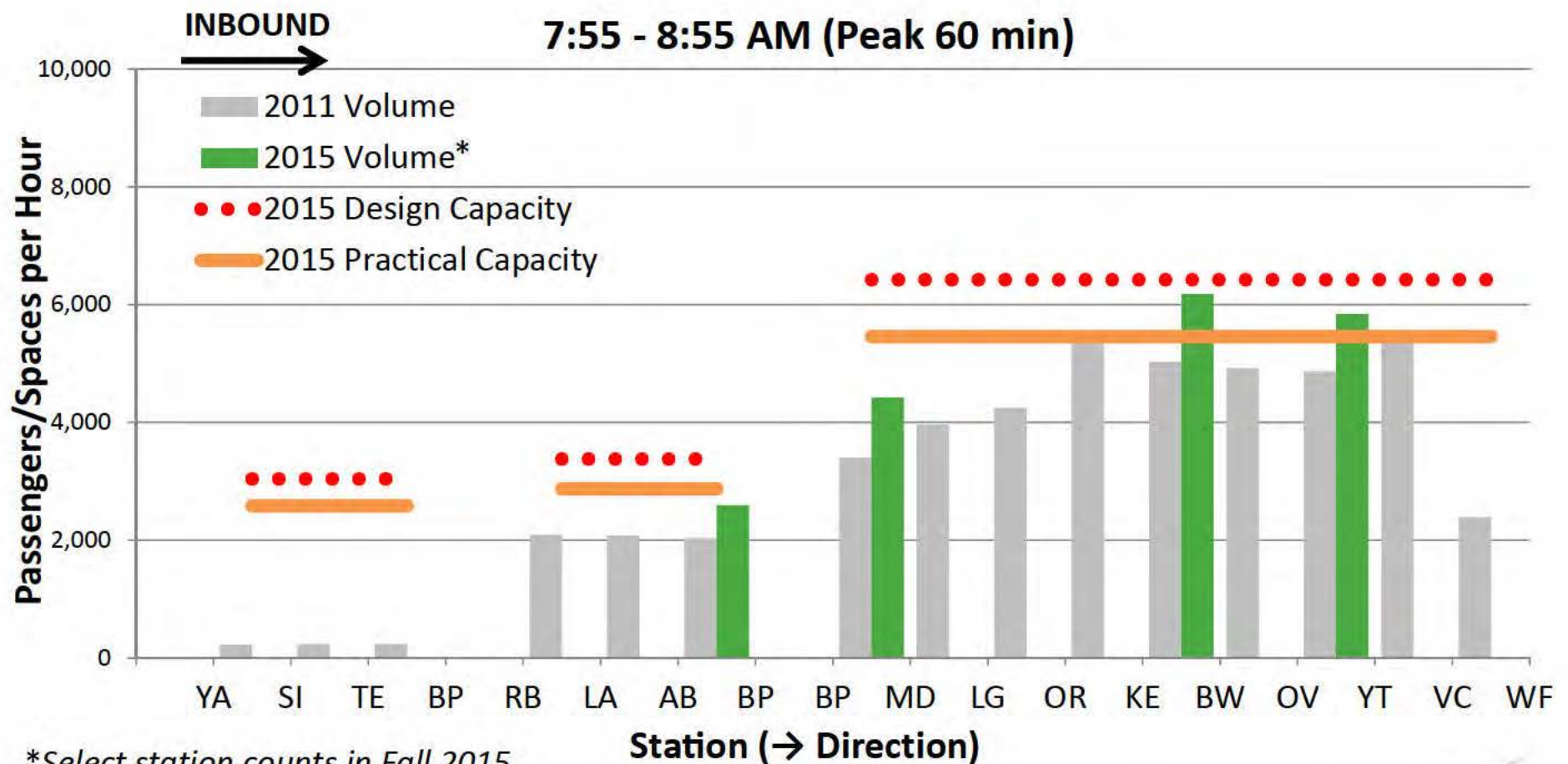
8 at-grade and elevated stations

Line Capacity: Current & Ultimate

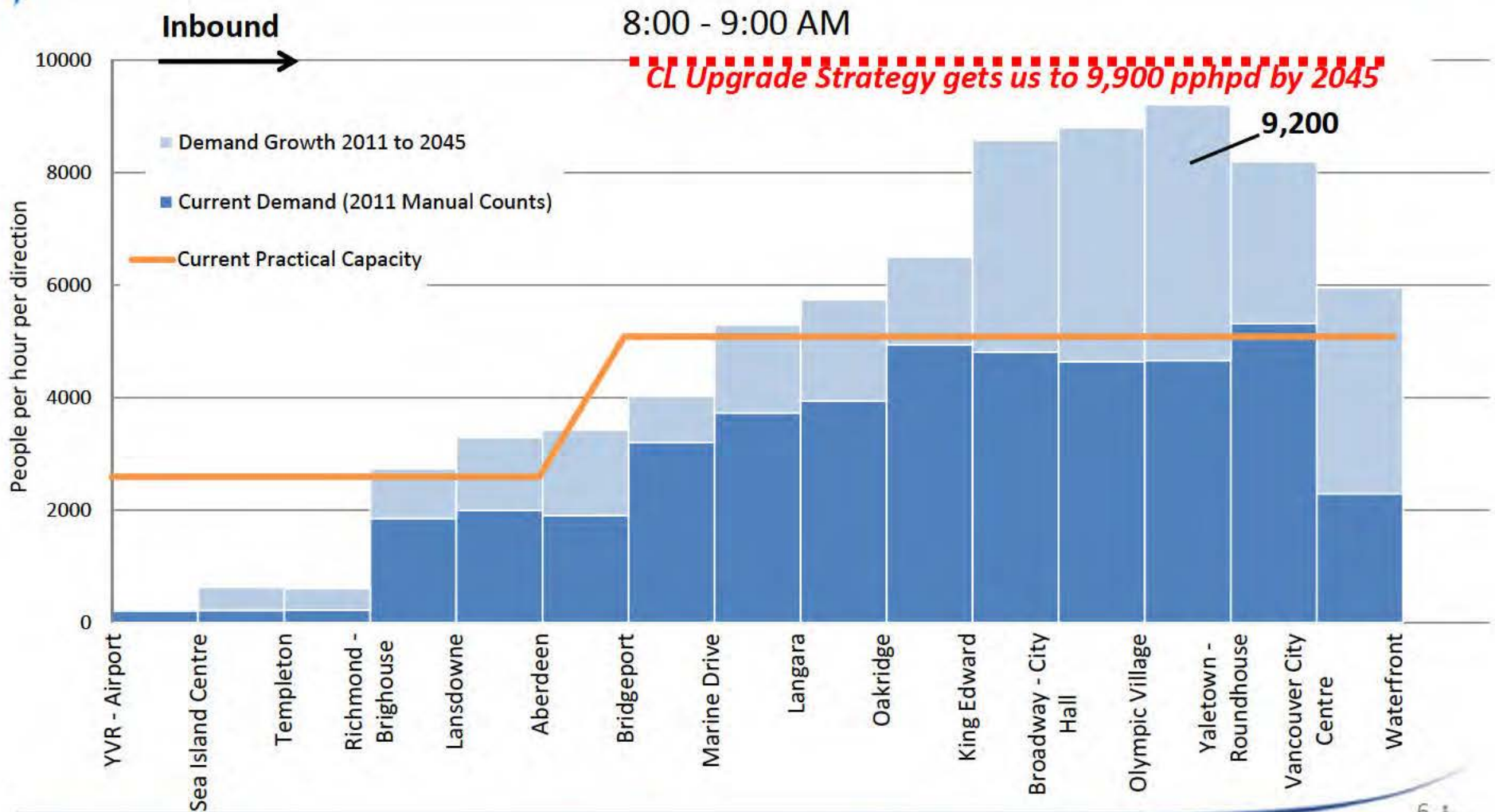
	Current Capacity AM Peak	Ultimate Capacity Assumptions <i>Per concessionaire agreement</i>
Peak Headway	3:20 (3:09*) minutes	2:00 minute
# of Trains	20 x 2-car trains	34 x 3-car trains
Train Design capacity (AW2 – 4 standees / m ²)	338 passengers	500 passengers
System <u>Design</u> Capacity	6,100 (6,400*) pphpd	15,000 pphpd
System <u>Practical</u> Capacity (85% of system design capacity)	5,200 (5,450*) pphpd	12,750 pphpd

*Since Sept 2014, one more train has been added at 7:55 AM, departing Richmond–Brighouse to Waterfront.

Current demand exceeds practical capacity; approaching design capacity



Future demand must be planned for: 2011 and Forecasted (2045)



Station capacity also needs attention: Station Performance (2012)

	Peak 15 min Level of Service (LOS)		
Stations	Circulation	Platforms	Faregates
Waterfront	LOS E-F or V>C	LOS D or V=C	North: LOS E-F or V>C South: LOS A-C or V<C
Vancouver City Centre	LOS E-F or V>C	LOS E-F or V>C	LOS A-C or V<C
Broadway – City Hall	LOS A-C or V<C	LOS A-C or V<C	LOS D or V=C
Oakridge – 41 st	LOS A-C or V<C	LOS A-C or V<C	LOS A-C or V<C
Bridgeport	LOS A-C or V<C	LOS D or V=C	LOS A-C or V<C
Richmond-Brighouse	LOS D or V=C	LOS E-F or V>C	LOS A-C or V<C



Challenges adjusting service patterns to better match demand

- **The current fleet of 2-car trains cannot meet 2045 demand.**
 - Shortfall of 600 pphpd.
- **Short-turn trips from Waterfront to Bridgeport are not feasible** without major infrastructure upgrades at Bridgeport.
 - Any future track work is expected to be complex and disruptive.
 - Short-turn trips address the crowding issue along the mainline, but not Richmond.
- **Even distribution of service to the branches is the most practical option.** Providing 2/3 capacity to Richmond better matches capacity to demand, but:
 - It requires double-tracking of the Richmond terminus: disruptive + costly.
 - We may not meet the terms of our funding agreement w/ YVR: 7:30 min service.

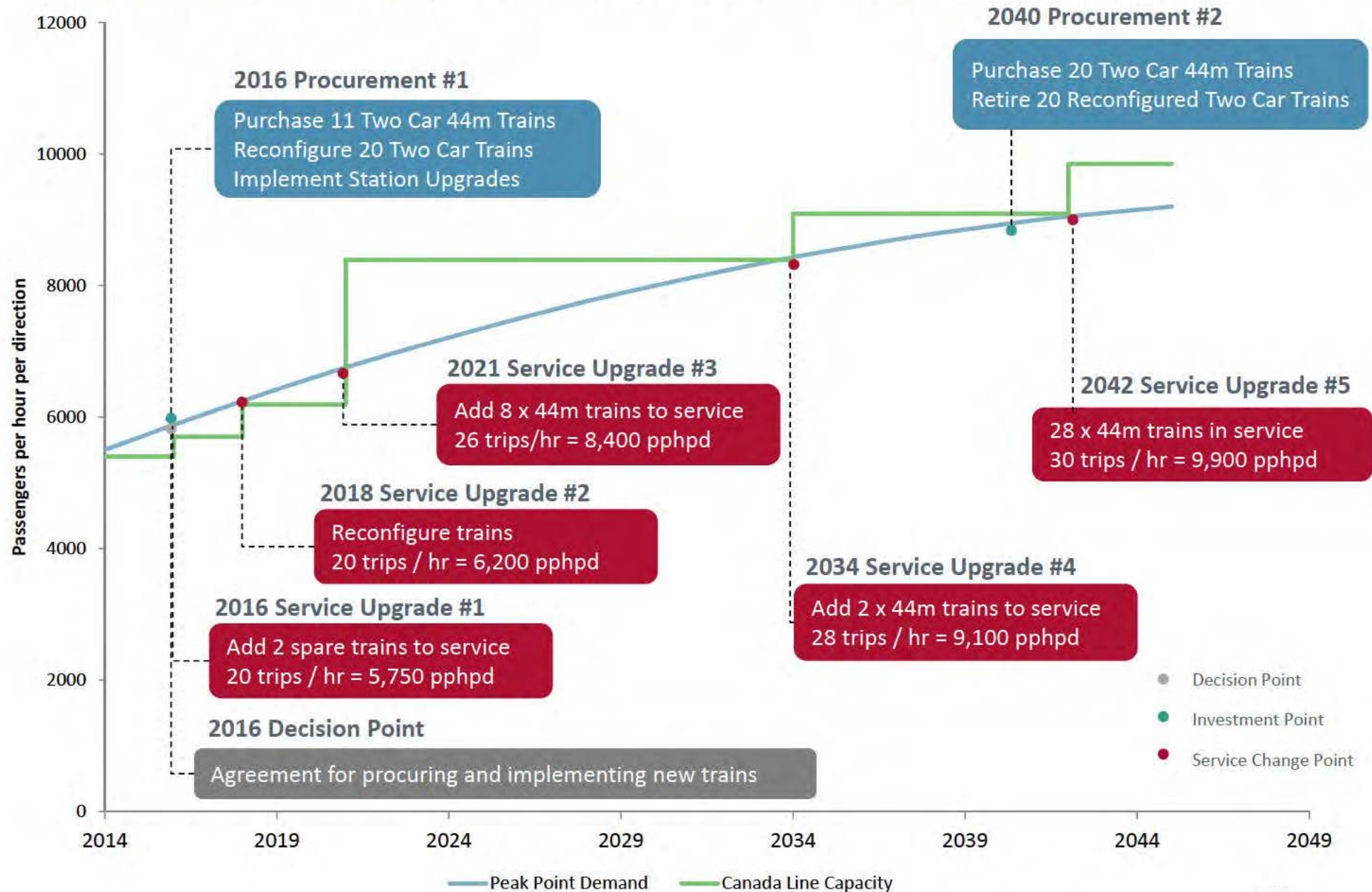
Fleet types considered to meet 2045 demand

Train Description	Train Capacity	Line Capacity [pphpd]	Meets 2045 demand?
Current 2-car train	338	8,600	No
Reconfigured 2-car train	364	9,300	Yes
New 2-car train (44m)	415	10,600	Yes+
New 3-car train (54m) - per our calculations	460	11,800	Yes+

- 2-car options with 44m can provide enough capacity to meet 2045 demand, while deferring significant upgrade costs to after 2040.
- With the 3-car options, we will be investing in significant infrastructure upgrades upfront, while providing more capacity than is needed.

2045 Base Demand: 9,200 pphpd

Recommended Upgrade Path (CL Upgrade Strategy, 2014)



Capital Cost: MC Plan v. Funding Strategy

Scope of Upgrades	2014 MC Plan (prior to CL upgrade strategy)	Est. Cost (\$2014)	2016 Funding Strategy (CL Upgrade Strategy)	Est. Cost (\$2014)
Reconfigure existing fleet	none	\$0M	20 x 40m trains	\$10M
New fleet	10 x 40m trains	\$60M	11 x 44m trains	\$77M
Station upgrades	3 new escalators	\$1.2M	5 new escalators	\$8M
	16 new faregates	\$1.6M	16 new faregates	\$2M
	4 new emergency exit	\$8M	4 new emergency exits	\$12M
	Platform extensions to 50m	\$30M	Other station upgrades	\$30M
OMC yard expansion	Allowance to accommodate new fleet	\$10M	Allowance to accommodate new fleet	\$10M
Capital Cost*		\$111M		\$149M

*\$2014 costs without inflation.

Discussion

From: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)

To: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)

Date: 9/9/2016 3:31:47 PM

Subject: ENG - TPL - 57th Ave Capital Cost Estimate - Scope of Work

Attachments: ENG - TPL - 57th Ave Capital Cost Estimate - Scope of Work.docx

Hi Neal

My comments attached.

Chris

s.13(1)



s.13(1)



s.13(1)



s.13(1)



From: ["Naundorf, Daniel" <daniel.naundorf@vancouver.ca>](mailto:daniel.naundorf@vancouver.ca)
To: ["Clibbon, Chris" <Chris.Clibbon@vancouver.ca>](mailto:Chris.Clibbon@vancouver.ca)
Date: 1/20/2017 1:34:44 PM
Subject: FW: MPSC - Jan 20 - 57th Ave Canada Line Stations

s.13(1)

From: Schouls, Michelle
Sent: Friday, January 20, 2017 12:50 PM
To: Robinson, Kirsten; Garrison, Dan (COV); McCaw, Bethan; Szeto, Nelson; Winterbottom, Graham; Sears, Brian; Naundorf, Daniel; Amon, Katy; Cheng, Alina; Pickersgill, Mark; Martinez, Sean; Bell, Scott; Robertson, Chris; Peacocke, Neal; Wong, Juliana; Turecki, John; Francis, Andrew
Cc: Cheng, Grace; Shearer, Doug
Subject: RE: MPSC - Jan 20 - 57th Ave Canada Line Stations
Importance: High

Hi all,
Sorry this is late, I'm just catching up on everything...

s.13(1), s.17(1)

Thanks
Michelle

From: Robinson, Kirsten
Sent: Thursday, January 19, 2017 7:42 AM
To: Garrison, Dan (COV); McCaw, Bethan; Szeto, Nelson; Winterbottom, Graham; Sears, Brian; Naundorf, Daniel; Amon, Katy; Cheng, Alina; Pickersgill, Mark; Schouls, Michelle; Martinez, Sean; Bell, Scott; Robertson, Chris; Peacocke, Neal; Wong, Juliana; Turecki, John; Francis, Andrew
Cc: Cheng, Grace; Shearer, Doug
Subject: FW: MPSC - Jan 20 - 57th Ave Canada Line Stations

Hi all,

Attached is the briefing note for the 57th Ave station. s.13(1)

I know some of you are trying to brief your GMs - sorry about not getting this to you sooner.

Based on the Jerry/Gil meeting there are still a couple key items to work in. But this is the gist of the challenge:

s.13(1), s.17(1)

I'm out of the office today, but Scott will send the link to the presentation. I was editing a couple slides and will have to tweak tonight and tomorrow morning. The meeting is at 1:00 (I think).

Kirsten
call my cell if you need to chat s.15(1)(l)

From: "Peacocke, Neal" <Neal.Peacocke@vancouver.ca>

To: "Robertson, Chris" <chris.robertson@vancouver.ca>

"Robinson, Kirsten" <kirsten.robinson@vancouver.ca>

"Winterbottom, Graham" <graham.winterbottom@vancouver.ca>

Date: 1/23/2017 1:09:18 PM

Subject: FW: 57th Ave Station - Presentaton

Attachments: 5016246 City Presentation-redacted.pdf

Hi,

Sorry I didn't send this to you sooner. Got distracted in advance of all the MPSC drama.

This looks pretty good to me. Let me know if you have any concerns.

Thanks,

Neal

From: Calder, Ryan [mailto:CalderR@mmm.ca]

Sent: Thursday, January 19, 2017 12:22 PM

To: Peacocke, Neal

Subject: 57th Ave Station - Presentaton

Hi Neal:

Here is a draft presentation for the developers. Let me know if it is suitable. I have kept the dollar values out for the time being and want to know if you want that discussed at all?

Regards,



Ryan Calder, P.Eng., PMP

Project Manager, Major Projects, Transportation

MMM Group Limited

1045 Howe Street, Suite 700

Vancouver, BC V6Z 2A9 Canada

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F +1 604-683-8655

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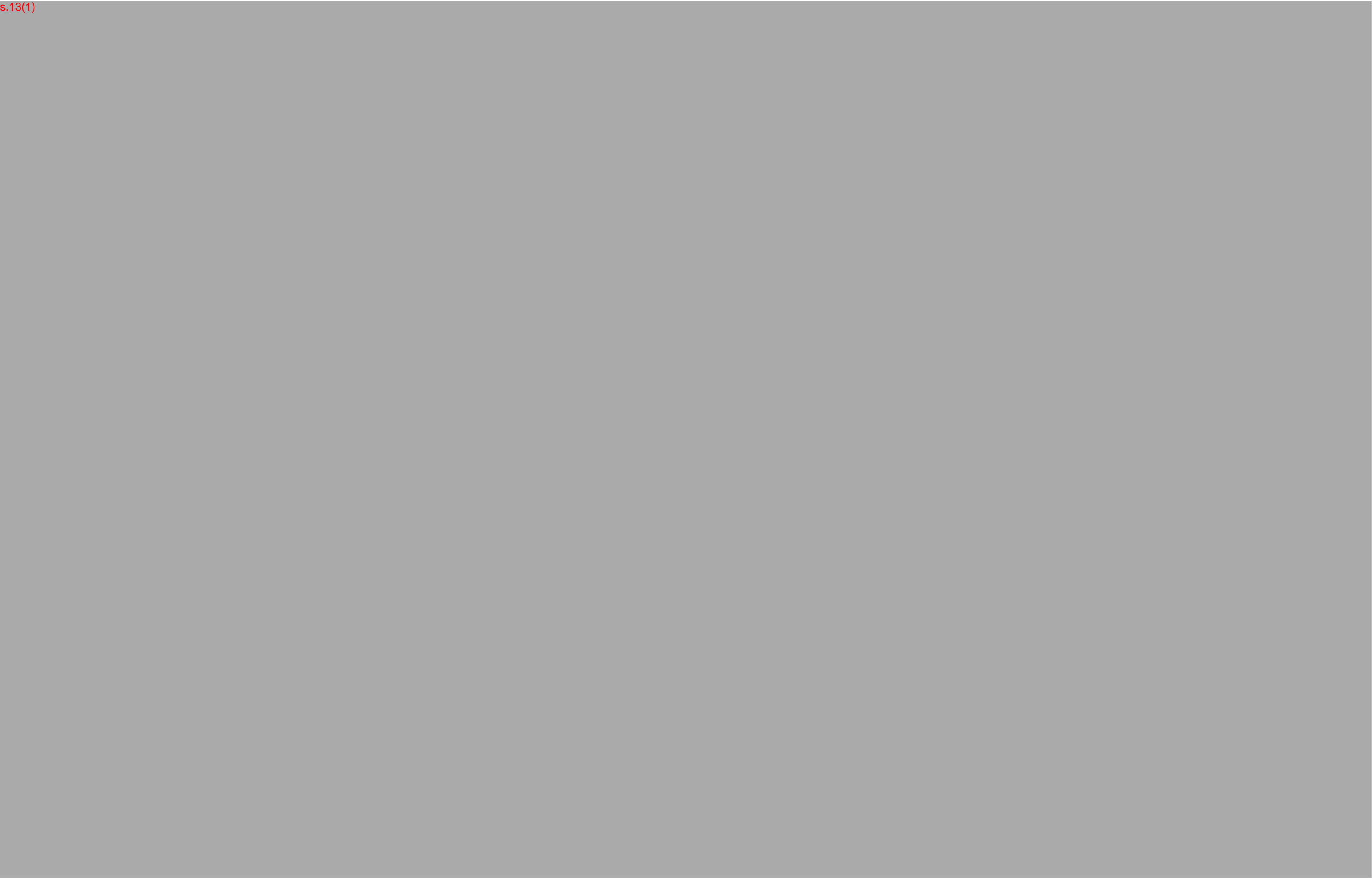






[Redacted Content]













From: ["Barton, Tim" <Tim.Barton@vancouver.ca>](mailto:Tim.Barton@vancouver.ca)
To: ["Bracewell, Dale" <dale.bracewell@vancouver.ca>](mailto:dale.bracewell@vancouver.ca)
Date: 1/6/2017 9:50:00 AM
Subject: FW: 57th Ave Station Canada Line Ridership Estimates
Attachments: 20170106_57thAve_Station_Transit_ridership_TB.xlsx

Dale,

This is updated. Ian has reviewed. Any comments before it goes to Kirsten?

It is all caveated!

Tim

Tim Barton
City of Vancouver
t. 604.296.2866

From: MacPhee, Ian
Sent: Friday, January 06, 2017 9:48 AM
To: Barton, Tim
Subject: Re: 57th Ave Station Canada Line Ridership Estimates

Nicely done **s.13(1)** On the Canada line now. See you in 5-10.

Ian

Ian

On Jan 6, 2017, at 9:26 AM, Barton, Tim <Tim.Barton@vancouver.ca> wrote:

Updated!

Tim Barton
City of Vancouver
t. 604.296.2866

From: MacPhee, Ian
Sent: Friday, January 06, 2017 9:17 AM
To: Barton, Tim
Subject: Re: 57th Ave Station Canada Line Ridership Estimates

s.13(1)

Ian

On Jan 6, 2017, at 8:57 AM, Barton, Tim <Tim.Barton@vancouver.ca> wrote:

From: Bracewell, Dale
Sent: Friday, January 06, 2017 8:38 AM
To: Barton, Tim
Subject: RE: 57th Ave Station Canada Line Ridership Estimates

yes please

From: Barton, Tim
Sent: Friday, January 06, 2017 8:24 AM
To: MacPhee, Ian
Cc: Bracewell, Dale
Subject: 57th Ave Station Canada Line Ridership Estimates

Ian,

Would you like to review the attached before I send it on to Kirsten?

Tim

Tim Barton, M.Sc. MCIP RPP Eng.L.
Senior Transit Planning Engineer
Transportation Planning | City of Vancouver
507 West Broadway, Vancouver BC, V5Z 0B4

t. 604.296.2866 | m. 604.679.6811
tim.barton@vancouver.ca | www.vancouver.ca

<20170106_57thAve_Station_Transit_ridership_TB.xlsx>

From: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)

To: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)
["Johnson, Ben" <ben.johnson@vancouver.ca>](mailto:ben.johnson@vancouver.ca)
["Bracewell, Dale" <dale.bracewell@vancouver.ca>](mailto:dale.bracewell@vancouver.ca)

Date: 5/31/2016 1:06:37 PM

Subject: FW: 57th Ave Station Costing

Fyi.

-----Original Message-----

From: Busby, Jeffrey [mailto:Jeffrey.Busby@translink.ca]

Sent: Thursday, May 26, 2016 6:07 PM

To: Robertson, Chris

Subject: Re: 57th Ave Station Costing

The request is in with our Adjacent and Integrated Development team (Guy Akester) for rates and an estimate. I'll remind them.

JB

On May 26, 2016, at 5:55 PM, Robertson, Chris

chris.robertson@vancouver.ca [<mailto:chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca) wrote:

Hi Jeff,

Have you had chance to review how much time the Phase 1 station capital costing might for TransLink time and ITBC? Ideally we'd budget amount for both agencies.

Chris

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From: ["Robinson, Kirsten" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)
To: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
Date: 1/4/2017 11:30:13 AM
Subject: FW: 57th Ave Station presentation

Hey Neal,

You may want to sit in on this meeting as well as you are far more up to speed on the 57th Avenue piece. I can handle things if you are not available.

Ian

-----Original Appointment-----

From: Robinson, Kirsten

Sent: Wednesday, January 04, 2017 10:09 AM

To: Robinson, Kirsten; MacPhee, Ian; Barton, Tim

Cc: Winterbottom, Graham

Subject: 57th Ave Station presentation

When: Wednesday, January 04, 2017 1:00 PM-2:00 PM (UTC-08:00) Pacific Time (US & Canada).

Where: break out room over here (VanCity 2nd floor)

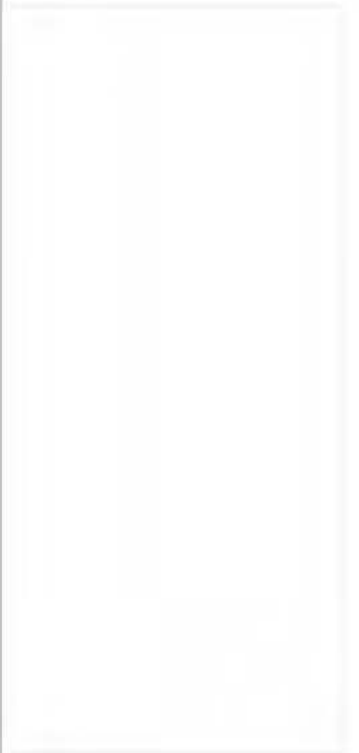
Hi Ian,

s.13(1)



I'll also forward you the link to the draft presentation.

Kirsten
86889



From: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)
To: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
Date: 7/18/2016 3:15:09 PM
Subject: FW: 57th Avenue Canada Line Station Study

Neal,

What's the latest? [s.13\(1\)](#)

Chris

From: Johnson, Ben
Sent: Wednesday, July 13, 2016 9:56 AM
To: Michael Guenter
Cc: Robertson, Chris
Subject: RE: 57th Avenue Canada Line Station Study

Hi Michael,

The project lead from planning (Chris Robertson) is out of the office until next week, but I believe that Engineering is working on finalizing things with the consultant.

Chris – can you provide an update to Michael when you're back in the office?

Ben

From: Michael Guenter [<mailto:MGuenter@concertproperties.com>]
Sent: Wednesday, July 06, 2016 2:59 PM
To: Johnson, Ben; Craig Watters
Subject: RE: 57th Avenue Canada Line Station Study

Hi Ben,

Have you heard any update from the consulting team about timelines and when we would be reviewing the first draft?

Michael Guenter | Development Manager

CONCERT PROPERTIES LTD.

9th floor, 1190 Hornby Street
Vancouver, BC V6Z 2K5

D: 604.602.3796

T: 604.688.9460

F: 604.688.6882

E: MGuenter@ConcertProperties.com

www.ConcertProperties.com

From: Johnson, Ben [<mailto:ben.johnson@vancouver.ca>]
Sent: Friday, June 10, 2016 1:52 PM
To: Michael Guenter; Craig Watters
Subject: RE: 57th Avenue Canada Line Station Study

Thanks Michael. I will let you know when I have hands on the cheque and when I have sense around timelines.

Have a good weekend

Ben

From: Michael Guenter [<mailto:MGuenter@concertproperties.com>]
Sent: Friday, June 10, 2016 1:45 PM
To: Johnson, Ben; Craig Watters
Subject: RE: 57th Avenue Canada Line Station Study

Hi Ben,

I'll have a cheque prepared and sent to your attention.

Please let us know when the 8-week process begins.

Have a good weekend,

Michael Guenter | Development Manager

CONCERT PROPERTIES LTD.

9th floor, 1190 Hornby Street
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T: 604.688.9460

F: 604.688.6882

E: MGuenter@ConcertProperties.com

www.ConcertProperties.com

From: Johnson, Ben [<mailto:ben.johnson@vancouver.ca>]
Sent: Friday, June 10, 2016 11:03 AM
To: Craig Watters
Cc: Michael Guenter
Subject: RE: 57th Avenue Canada Line Station Study

Hi Craig.

Thank you again for agreeing to cost-share the station study. As soon as you can provide the funds we can begin the procurement process (we have the other 50% in hand). The cheque can be made out to "City of Vancouver" and sent to me, and I'll get it into the right account. Any questions, please let me know.

Thanks
Ben

From: Craig Watters [<mailto:CWatters@concertproperties.com>]
Sent: Wednesday, June 01, 2016 12:47 PM
To: Johnson, Ben
Cc: Haid, Susan; Robinson, Kirsten; Michael Guenter; Robertson, Chris
Subject: RE: 57th Avenue Canada Line Station Study

Thanks for the follow-up Ben on my questions. We agree obtaining a reliable cost estimate for the station cost is important. We will agree to fund 50% of the capital study, which is \$32,323 on the expectation we will have a participatory role in the process as you have outlined below.

Hope your Council meetings today go well.

Best regards,

Craig

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9th floor, 1190 Hornby Street
Vancouver, BC V6Z 2K5

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T: 604.688.9460

F: 604.688.6882

www.ConcertProperties.com

From: Johnson, Ben [<mailto:ben.johnson@vancouver.ca>]

Sent: June 1, 2016 11:08 AM

To: Craig Watters

Cc: Haid, Susan; Robinson, Kirsten; Michael Guenter; Robertson, Chris

Subject: RE: 57th Avenue Canada Line Station Study

Hello Craig,

1. When we defined the consultancy line item in the program budget, we anticipated a typical major projects process with typical consultant needs (which is essentially the third-party financial analysis and sometimes smaller consultancies like a heritage study). The need for a consultancy to develop an accurate cost of the transit station is very much unique to the Langara Gardens/Pearson-Dogwood projects and therefore requires additional funds. The need for a reliable station cost estimate is fundamental to the economic analyses for both projects as we need to understand the level of financial commitment required by each. The Council program report for Langara Gardens - and other major projects - recognizes that costs may need to be adjusted if the scope of work is refined to address project specific issues. This is one of those cases.
2. Onni has tentatively agreed, subject to 50/50 cost-sharing with Concert/Peterson. At this time there are no other funds available for this study.
3. We would anticipate that Concert and Onni would be given the opportunity to review the scope of work and the draft study in order to provide input to the consultant prior to the final draft.

The planning for Pearson Dogwood and Langara Gardens has recognized a potential future Canada Line station at 57th and associated potential transit-oriented land use and density (what Onni is proposing in their rezoning application and you are aspiring to in policy). In order to move forward on assessing the potential for a future station with TransLink, accurate cost analysis is essential. This work would not be triggered without the current rezoning application and policy planning processes requested by Onni and Concert/Peterson.

Sorry to not respond to your voicemail on the issue yet – I am in Council this morning/early afternoon.

Regards

Ben

From: Craig Watters [<mailto:CWatters@concertproperties.com>]

Sent: Tuesday, May 31, 2016 5:15 PM

To: Johnson, Ben

Cc: Haid, Susan; Robinson, Kirsten; Michael Guenter

Subject: RE: 57th Avenue Canada Line Station Study

Hi Ben

I will reach out to you tomorrow to discuss further. In advance, here are a few points/questions I would like to discuss:

- i. Why is this capital study not part of the program budget and \$710,000 in fees we already pay to the City?
- ii. Has Onni agreed to fund 50% of these costs?
- iii. If we contribute to the cost of this study, what role would we have through the process i.e. participation in the discussions, etc.

Thanks Ben.

Best regards,

Craig

Craig Watters | Vice President, Development

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D: 604.602.3755

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From: Johnson, Ben [<mailto:ben.johnson@vancouver.ca>]

Sent: May 31, 2016 10:18 AM

To: Craig Watters

Cc: Haid, Susan; Robinson, Kirsten; Michael Guenter

Subject: 57th Avenue Canada Line Station Study

Hi Craig,

The City has drafted a scope of work for a consultancy to generate an accurate cost estimate for the construction of the Canada Line station at 57th Avenue. RML Solutions Ltd is the preferred consultant to complete this work. RML has a proven track record and its key team members were directly involved in the Canada Line project. I have attached the scope of work for your reference. TransLink has reviewed the scope of work and is familiar with RML's experience. Please note at this time we will be focusing the work on the station direct capital costs, not the optional scope elements. TransLink has an interest in understanding the optional elements, but at this point we are limiting the scope to the capital costs. A review of the optional elements could form part of a future study phase.

As a clear understanding of the station's cost requirements is fundamental to the City's financial analysis of the Langara Gardens redevelopment, we would like to request that Concert/Peterson fund 50% of the \$64,645 capital study, which is \$32,323. Onni, as the applicant for the rezoning on the Pearson-Dogwood Lands, will be responsible for funding the other 50%.

Please contact me at your convenience to discuss further.

Regards

Ben

Ben Johnson

Senior Planner, Vancouver South Division, Planning and Development Services
City of Vancouver
t 604.871.6943 | ben.johnson@vancouver.ca

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From: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)

To: ["Haid, Susan" <Susan.Haid@vancouver.ca>](mailto:Susan.Haid@vancouver.ca)
["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)
["Pecarski, Randy" <randy.pecarski@vancouver.ca>](mailto:randy.pecarski@vancouver.ca)
["McNeill, Yardley" <yardley.mcneill@vancouver.ca>](mailto:yardley.mcneill@vancouver.ca)

Date: 9/12/2016 4:05:38 PM

Subject: FW: 57th Avenue Station Costing Work

Attachments: ENG - TPL - 57th Ave Capital Cost Estimate - Scope of Work.docx

Hi all,

The shopping cart request for the capital costing is out for approval. Next step is to finalize and release the RFP. Neal has completed a draft of the RFP and Kirsten and I received copies. I have reviewed and made some suggestions and I'm attaching here for your review and comment.

Chris

From: Peacocke, Neal

Sent: Monday, September 12, 2016 3:54 PM

To: Bracewell, Dale

Cc: MacPhee, Ian; Robertson, Chris; LaClaire, Lon

Subject: 57th Avenue Station Costing Work

Importance: High

Hi Dale,

s.17(1)

I'd appreciate your quick review and approval. Please let me know if you have any questions.

Thanks,

Neal Peacocke, P.Eng.

City of Vancouver | Engineering

Projects & Development Services

507 W Broadway | Vancouver, BC V5Z 0B4

tel: 604.871.6472 | Fax: 604.873.7212

e-mail: neal.peacocke@vancouver.ca



From: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)

To: ["Johnson, Ben" <ben.johnson@vancouver.ca>](mailto:ben.johnson@vancouver.ca)
["Klimchuk, Don" <don.klimchuk@vancouver.ca>](mailto:don.klimchuk@vancouver.ca)
["LaClaire, Lon" <lon.laclaire@vancouver.ca>](mailto:lon.laclaire@vancouver.ca)
["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
["Molaro, Anita" <anita.molaro@vancouver.ca>](mailto:anita.molaro@vancouver.ca)

Date: 10/9/2015 10:26:02 AM

Subject: FW: 57th Station Concept

Attachments: 57th Avenue.pdf
57th Stn - section.pdf
016876-1210-41DD-VA-1003_5.pdf
016876-1210-41DD-VA-1103_4.pdf

Hi everyone,

I just received this from Jeff Busby. It's a station concept for 57th (see section) and despite my involvement in the Canada Line construction, I don't ever recall seeing it. I've asked Jeff to clarify whether this information was used by Dialog to develop the concept VCH used for station costing.

Chris

From: Busby, Jeffrey [mailto:Jeffrey.Busby@translink.ca]

Sent: Friday, October 09, 2015 9:52 AM

To: Robertson, Chris

Cc: Agneessens, Pieter; Espinosa, Marisa

Subject: 57th Station Concept

Hi Chris,

Concept developed by InTransitBC as discussed. Entry is on the SW corner of 57th. I also recall a station concept developed by Dialog for the health authority. I believe this concept was used to develop a cost estimate, which we thought was very low.

Cheers,
JB

JEFFREY BUSBY

Senior Manager
Project Development

Desk: 778-375-7845

Mobile: s. 22(1)

TransLink

South Coast British Columbia
Transportation Authority
400-287 Nelson's Court
New Westminster, BC V3L 0E7
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From: ["MacPhee, Ian" <lan.MacPhee@vancouver.ca>](mailto:lan.MacPhee@vancouver.ca)
To: ["Popescu, Bianca" <bianca.popescu@vancouver.ca>](mailto:bianca.popescu@vancouver.ca)
Date: 5/17/2016 12:40:43 PM
Subject: FW: Cambie Corridor board content
Attachments: Cambie Corridor transit notes - TransLink Comments.docx

Here you go! I'll clarify the piece on double or triple the capacity.

Ian

-----Original Message-----

From: Forrest, Tessa [mailto:Tessa.Forrest@Translink.ca]
Sent: Tuesday, May 17, 2016 11:26 AM
To: MacPhee, Ian
Cc: Craig, Matt; Ross, Sarah
Subject: RE: Cambie Corridor board content

Hi Ian-

Thanks for sending the text for the transit board, it's great to align our messaging to be as clear as possible for community members. I've attached our comments; there are no suggested changes to the maps.

Thanks also for sending the Oakridge Boards. The numbers are a bit different now, so what you're showing in you proposed board is good.

Best,

Tessa Forrest MCIP, RPP
Planner, Partner Consultation
Transportation Planning & Policy, TransLink t. 778 375 7856 e. tessa.forrest@translink.ca
www.translink.ca P Please consider the environment before printing this e-mail

-----Original Message-----

From: MacPhee, Ian [mailto:lan.MacPhee@vancouver.ca]
Sent: May-16-16 5:14 PM
To: Forrest, Tessa; Craig, Matt
Subject: RE: Cambie Corridor board content

You've got it. Again, sorry for the quick turnaround.

I did find that document and used it as the basis for the messaging. See slide 10:
<http://vancouver.ca/files/cov/presentation-boards-OTC-open-house-2014-06-06.pdf>

Ian

-----Original Message-----

From: Forrest, Tessa [mailto:Tessa.Forrest@Translink.ca]

Sent: Monday, May 16, 2016 4:44 PM
To: MacPhee, Ian; Craig, Matt
Subject: RE: Cambie Corridor board content

...I see your deadline is noon tomorrow. We will get you comments by then.

Tessa Forrest MCIP, RPP
Planner, Partner Consultation
Transportation Planning & Policy, TransLink t. 778 375 7856 e. tessa.forrest@translink.ca
www.translink.ca P Please consider the environment before printing this e-mail

-----Original Message-----

From: MacPhee, Ian [<mailto:ian.MacPhee@vancouver.ca>]
Sent: May-16-16 3:44 PM
To: Craig, Matt; Forrest, Tessa
Subject: Cambie Corridor board content

Hello Matt and Tessa,

As promised attached is a word document with suggested text for our transit boards for the Cambie Corridor Phase 3 expo. Note that there will be one board dedicated to existing transit services and will include the map attached as well. The second board will be focussed on transportation improvements (including transit expansion). I've attached a second map that shows all transportation improvements. Transit improvements are the blue dashed lines (please ignore the stretch of line along Marine Drive - it has been removed, but I haven't received the latest version yet). Note that many of the improvements are less clear and will be noted in a text box rather than on the map (i.e. with funding secured for Mayors Council Plan, there will be some unknown increase in service on bus routes). Please review the improvements and make sure that they are as accurate as they can be. If you are able to be more specific with any of the improvements, that would be great!

We are hoping to have comments back around noon tomorrow. I hope this is doable on your end. Give me a call if you want to discuss anything.

Thanks!

Ian

-----Original Message-----

From: MacPhee, Ian
Sent: Friday, May 13, 2016 1:59 PM
To: Popescu, Bianca
Subject: Emailing: Cambie Corridor transit notes

Hello Bianca,

Attached is a word document containing draft text for the boards. The existing text will be for the transit board and once I have the map, we can adjust it to clearly show the routes. The expansion

text tries to summarize the improvements planned. So will you provide me with a draft board to run past TransLink on Monday? Let me know if you have any questions or need anything more for now.

Ian

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s.13(1)



From: ["Ronalds, Lil" <Lil.Ronalds@vancouver.ca>](mailto:Lil.Ronalds@vancouver.ca)
To: ["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)
Date: 6/9/2016 9:24:24 AM
Subject: FW: Cambie Corridor Spring Expo events

From: Ronalds, Lil
Sent: Wednesday, June 01, 2016 6:16 PM
To: Perry, Ryan (PDS)
Subject: FW: Cambie Corridor Spring Expo events

As an FYI.

From: Forrest, Tessa [<mailto:Tessa.Forrest@Translink.ca>]
Sent: Wednesday, June 01, 2016 4:44 PM
To: Ronalds, Lil
Cc: Ross, Sarah; Agar, Denis
Subject: RE: Cambie Corridor Spring Expo events

Hi Lil,

Please find below our responses to the comments from the public in previous phases of your project, in the event your staff wish to address some transit questions at these meetings.

Best,

Tessa

Canada Line Capacity

(already at or beyond, or will be exceeded with new development)

- ☐ The Canada Line is only at capacity at peak times and places (morning and afternoon rush hour between downtown and Broadway City Hall).
- ☐ The Mayors' Plan identifies increased capacity so this will happen as demand warrants and funding allows.
- ☐ There is presently no funding to increase the capacity.

Bus service

Improvement need to bus services on King Ed, 41st, 49th, Granville, Oak, Cambie

- ☐ The Mayor's Council Plan prioritizes the following, which will be implemented when funding is secured and demand warrants: Introduce B-Line service along 41st Avenue, improve and expand frequent all day bus service on all routes and increase NightBus and Custom Transit service.
- ☐ TransLink's 2016 Transit Network Consultation process recommends a) shifting more peak period buses from the 41 service to the express 43 service to reduce crowding and b) redesigning the #49 route along 49th to reduce travel times and address overcrowding (anticipated June 2016).

33rd Ave Station

(is needed, or how will it get delivered, or will it happen if more density happens?)

57th Ave Station

When will it come? How?

- ☐ These stations are not identified as a priority for investment in any of TransLink's approved plans.
- ☐ TransLink does not have funding for these stations.
- ☐ TransLink is currently focussed on the delivery of established regional project priorities, such as the Millennium Line extension on the Broadway Corridor.

At existing stations: Need dedicated parking (park & ride)

- ☐ This would not be the highest and best use for land adjacent to rapid transit

stations in Vancouver.

and pick up/drop off locations close to stations;

- ☐ TransLink and the City of Vancouver can consider these comments and work together to determine if there are opportunities to provide these amenities in key locations.

Improvement/access to existing Canada Line Stations (alternate access points i.e., on kitty corner locations)

- ☐ These improvements are not currently in TransLink plans but comments regarding access should be noted.

General

Improve transit, more affordable, other.

- ☐ The Mayors' Plan is the transportation vision for the region that clarifies the costs, priorities and phasing for transportation investment and actions.

Tessa Forrest MCIP, RPP

Planner, Partner Consultation

Transportation Planning & Policy, TransLink

t. 778 375 7856

e. tessa.forrest@translink.ca

www.translink.ca



Please consider the environment before printing this e-mail

From: Ronalds, Lil [<mailto:Lil.Ronalds@vancouver.ca>]

Sent: May-27-16 5:01 PM

To: Forrest, Tessa

Cc: Ross, Sarah; Agar, Denis

Subject: RE: Cambie Corridor Spring Expo events

Hi Tessa,

Thanks for the update and we'll look forward to having you there.

Below is a very high level summary of the key public comments regarding transit:

Canada Line Capacity
(already at or beyond, or will be exceeded with new development)
Bus service
Improvement need to bus services on King Ed, 41st, 49th, Granville, Oak, Cambie
33rd Ave Station
(is needed, or how will it get delivered, or will it happen if more density happens?)
At existing stations: Need dedicated parking (park & ride) and pick up/drop off locations close to stations;
Improvement/access to existing Canada Line Stations (alternate access points i.e., on kitty corner locations)
General
Improve transit, more affordable, other
57th Ave Station
When will it come? How?

Feel free to give me a call if you have any questions.

Best,

Lil

Lil Ronalds MSc. MCIP RPP | Senior Planner
Vancouver South Division | City of Vancouver
T: 604.871.6964 | E: lil.ronalds@vancouver.ca

From: Forrest, Tessa [<mailto:Tessa.Forrest@Translink.ca>]
Sent: Thursday, May 26, 2016 11:01 AM
To: Ronalds, Lil
Cc: Ross, Sarah; Agar, Denis
Subject: RE: Cambie Corridor Spring Expo events

Hi Lil,

My Partner Consultation colleague, Dennis Agar and I will be attending the event next Thursday June 2, and Dennis will be attending the event on Saturday June 4.

Could you please send the summary of key public comments / questions regarding transportation from earlier stages of your process, as referenced in our meeting?

Best,

Tessa Forrest MCIP, RPP
Planner, Partner Consultation
Transportation Planning & Policy, TransLink
t. 778 375 7856
e. tessa.forrest@translink.ca
www.translink.ca



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From: Ronalds, Lil [<mailto:Lil.Ronalds@vancouver.ca>]
Sent: May-19-16 6:10 PM
To: Forrest, Tessa
Cc: Craig, Matt; Ross, Sarah
Subject: RE: Cambie Corridor Spring Expo events

Thanks Tessa – we'll look forward to hearing from you next week.
Have a great long weekend!

Lil

From: Forrest, Tessa [<mailto:Tessa.Forrest@Translink.ca>]
Sent: Thursday, May 19, 2016 2:49 PM
To: Ronalds, Lil
Cc: Craig, Matt; Ross, Sarah
Subject: RE: Cambie Corridor Spring Expo events

Hi Lil, thanks for inviting us to provide input on how to communicate the existing and planned transit service in the Cambie Corridor at your upcoming open houses. I will get back to you early next week to confirm who from TransLink will be attending the events. In the meantime, I've been in touch with Ian MacPhee to provide comments on the board materials.

Best,

Tessa Forrest MCIP, RPP
Planner, Partner Consultation
Transportation Planning & Policy, TransLink
t. 778 375 7856
e. tessa.forrest@translink.ca



From: Ronalds, Lil [<mailto:Lil.Ronalds@vancouver.ca>]

Sent: May-19-16 9:33 AM

To: Forrest, Tessa

Cc: Craig, Matt; Ross, Sarah

Subject: Cambie Corridor Spring Expo events

Hi Tessa,

Thanks for our meeting last week and for offering to come to our Cambie Corridor Spring Expo events. I just got a call from a community member who was thrilled to hear TransLink would be there.

As a reminder, the events are:

- [Thursday, June 2, 4:00pm – 8:00pm at Oakridge Centre Auditorium](#)
- [Saturday, June 4, 11:00am – 3:00pm at Oakridge Centre Auditorium](#)

When you get a chance, could you let me know who from your group will be attending?

Many thanks,

Lil

Lil Ronalds MSc. MCIP RPP | Senior Planner

Vancouver South Division | City of Vancouver

T: 604.871.6964 | E: lil.ronalds@vancouver.ca

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From: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)
To: ["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)
Date: 7/27/2016 12:02:40 PM
Subject: FW: Canada Line Station Cost Study

Hi Kirsten,

s.13(1)

Chris

From: Peacocke, Neal
Sent: Monday, July 25, 2016 10:01 AM
To: Robertson, Chris
Cc: MacPhee, Ian
Subject: RE: Canada Line Station Cost Study

If we finalize the scope of work this week and get it released next week to the three pre-qualified consultant teams for response, and set a two week turnaround time (minimum), then we could have them on board by the week of August 15th. Then likely 6 weeks of work to complete the direct capital cost work. Best case scenario, we've got a number by end of September.

-Neal

From: Robertson, Chris
Sent: Friday, July 22, 2016 5:08 PM
To: Peacocke, Neal
Cc: MacPhee, Ian
Subject: FW: Canada Line Station Cost Study

Any chance we can layout the timeline for getting to award of contract by Monday?

Chris

From: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)

To: ["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)

Date: 1/26/2016 4:54:36 PM

Subject: FW: Confirmed- 57th Station Feasibility and Cost Estimate Study -- Next Steps

Attachments: Agenda -57th Station Feasibility and Cost Estimate Study -- Next Steps.docx
2015-11-30 - 57 Ave Station Feasibility + Cost Study TOR DRAFT_v3 - Clean Draft.docx

Fyi.

From: Busby, Jeffrey [mailto:Jeffrey.Busby@translink.ca]

Sent: Monday, November 30, 2015 4:00 PM

To: LaClaire, Lon; Robertson, Chris; Pecarski, Randy; Peacocke, Neal; Johnson, Ben; Haid, Susan; Ross, Sarah

Cc: 'canisius.chan@ch2m.com'; Hyslop, Adam

Subject: RE: Confirmed- 57th Station Feasibility and Cost Estimate Study -- Next Steps

Attached is the agenda for the meeting tomorrow and the draft study terms of reference (agenda item 4a) for discussion. Dial-in information at the bottom of this email for those joining by phone.

Cheers,
JB

-----Original Appointment-----

From: Talib, Selina **On Behalf Of** Busby, Jeffrey

Sent: November-24-15 2:05 PM

To: Busby, Jeffrey; Hyslop, Adam; Ross, Sarah; 'canisius.chan@ch2m.com'; 'Lon.laclaire@vancouver.ca'; 'chris.robertson@vancouver.ca'; 'Randy.pecarski@vancouver.ca'; 'Neal.Peacocke@vancouver.ca'; 'ben.johnson@vancouver.ca'; 'Susan.Haid@vancouver.ca'; 'canisius.chan@ch2m.com'; 'Lon.laclaire@vancouver.ca'; 'chris.robertson@vancouver.ca'; 'Randy.pecarski@vancouver.ca'; 'Neal.Peacocke@vancouver.ca'; 'ben.johnson@vancouver.ca'; 'Susan.Haid@vancouver.ca'

Cc: Wittgens, Margaret

Subject: Confirmed- 57th Station Feasibility and Cost Estimate Study -- Next Steps

When: December-01-15 9:00 AM-10:00 AM (UTC-08:00) Pacific Time (US & Canada).

Where: TransLink Offices Sapperton - Room 419 / Conference Call

Thank you for your quick response. This meeting is now confirmed.

Please hold this time until confirmed by everyone.

Thank you,
Selina
21-11-15

Please report to reception on the 4th floor to sign in.

Attached agenda-

Please note for those who cannot attend this meeting you could dial in the conference number provided below .

Location: TransLink Sapperton

Conference Call – s.15(1)(l)

Conference Code

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Agenda

57th Station Feasibility and Cost Estimate Study -- Next Steps

Location: TransLink Sapperton

Conference Call **s.15(1)(l)**

Conference Code

ATTENDEES:

- Chris Robertson
- Lon LaClaire
- Ben Johnson
- Randy Pecarski
- Neal Peacock
- Susan Haid
- J. Busby
- M. Wittgens *or* S. Ross
- A. Hyslop
- C. Chan

Agenda:

1. Planning context (by CoV)
2. Timelines for concurrent processes (by CoV)
3. Existing information (by TL)
4. Feasibility and Cost Estimate Study Steps and Responsibility (All)
 - a. Draft statement of work for feasibility and cost study for Concessionaire (InTransitBC)
 - b. Present statement and request proposal from InTransitBC through Ancillary Works Agreement
 - c. Review InTransitBC proposal and budget with CoV
 - d. Execute funding agreement between TL and CoV to reimburse cost of study
 - e. InTransitBC completes study
 - f. Review results with CoV









From: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)

To: ["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)

Date: 6/10/2015 12:38:10 PM

Subject: FW: Cut and Cover Tunnel Alignment - 57th Future Station

Attachments: 016876-1330-42DD-VA-1022_(2).pdf
016876-1330-42DD-VA-1029_(1).pdf

From: Robertson, Chris

Sent: Monday, August 20, 2012 10:57 AM

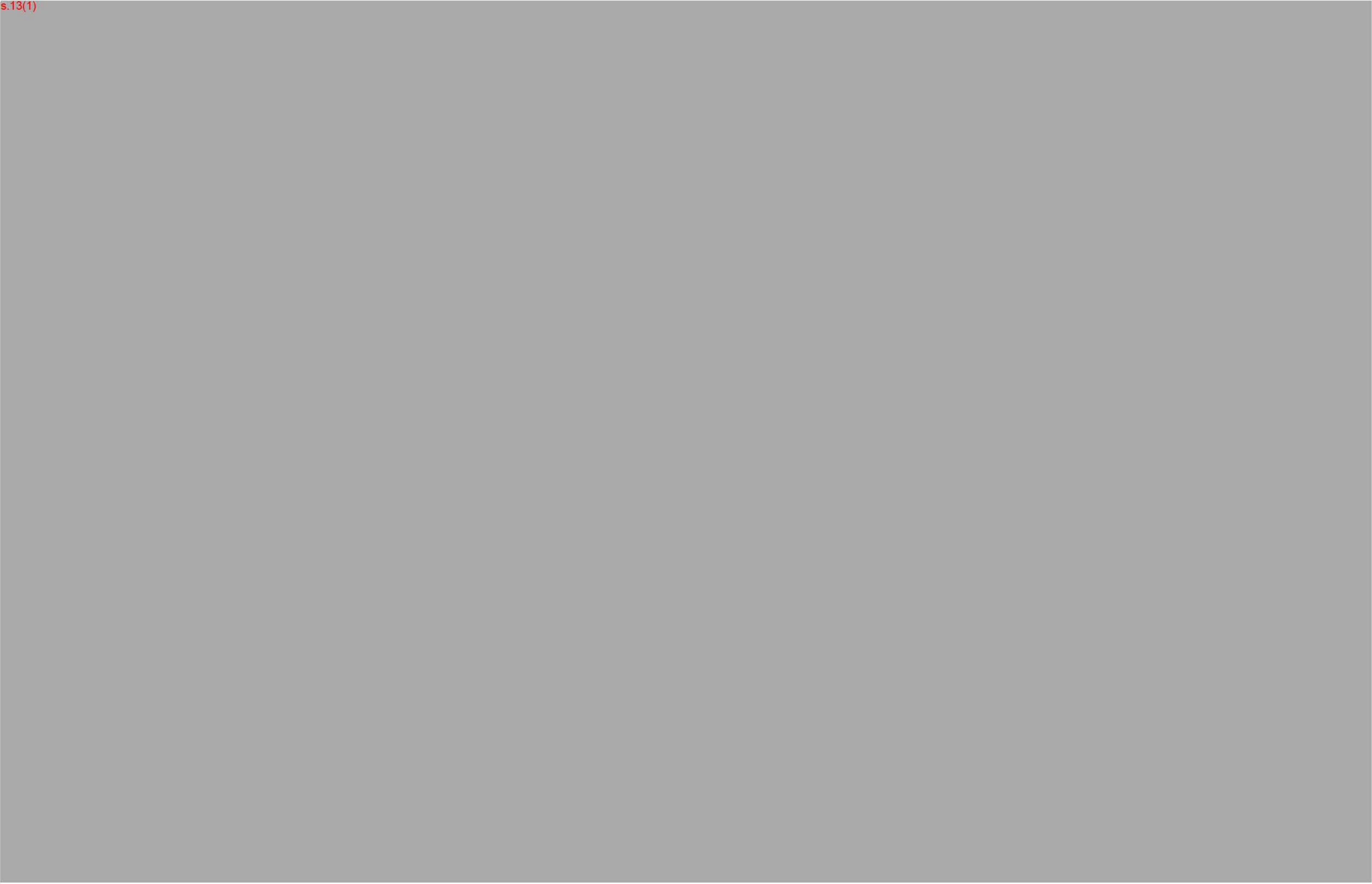
To: Baillie, Kirsten

Subject: FW: Cut and Cover Tunnel Alignment - 57th Future Station

Kirsten,

Attached are drawings showing the future stations at 33rd and 57th. Let me know if you need anything else.

Chris





From: "Robertson, Chris" <chris.robertson@vancouver.ca>
To: "Espinosa, Marisa \ (Marisa.Espinosa@Translink.ca)" <Marisa.Espinosa@Translink.ca>
Date: 11/3/2015 11:26:52 AM
Subject: FW: Future 57th Avenue Station

Hi Marisa,

Thanks for this. I understand the resourcing issue and if we can be of any assistance please let us know. In advance of the ITBC discussion I think it would be helpful to meet with Susan Haid and Ben Johnson from our Planning group to review where things are currently, the rezoning schedule/timing, general strategy, etc. For this conversation we wouldn't need all the ITBC details or costing to be sorted, just a general understanding of the steps. Let me know if we can schedule this and enjoy your TO/DC trip.

Chris

-----Original Message-----

From: Espinosa, Marisa [mailto:Marisa.Espinosa@Translink.ca]
Sent: Tuesday, November 03, 2015 10:44 AM
To: Robertson, Chris
Cc: Klimchuk, Don; Peacocke, Neal; Johnson, Ben
Subject: Re: Future 57th Avenue Station

Hi Chris,

I have spoken with Jeff about this. I have made initial contact with ITBC following our conversation.

As a second step, i need a broader discussion on the details (to be scheduled) but this will likely require an outlay of \$\$\$. I am trying to identify \$\$.

I also need to secure an internal TransLink PM to act as "reviewer" per ITBC's request.

This is very in the weeds but i hoped to provide you some insights on the steps.

Appreciate your patience as i am down a person the month of November so moving on this as fast as i can.

This is not yet the time to convene a TL and COV working group until the steps above are secured. But certainly once those advance.

s.22(1) [REDACTED] but have things in place to move forward on those steps s.22(1) [REDACTED]

Best,
Marisa

Sent from my iPhone

On Nov 2, 2015, at 6:15 PM, Robertson, Chris
<chris.robertson@vancouver.ca<mailto:chris.robertson@vancouver.ca>> wrote:

Hi Marisa,

Following up on our conversation from a couple weeks ago, I'm wondering if you've had a chance to check-in with Fred about sharing the Canada Line upgrade strategy?

s.13(1)



Chris

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From: "Robertson, Chris" <chris.robertson@vancouver.ca>
To: "Robinson, Kirsten" <kirsten.robinson@vancouver.ca>
"Winterbottom, Graham" <graham.winterbottom@vancouver.ca>

Date: 1/10/2017 10:37:49 AM

Subject: FW: HP TRIM Document : DOC/2015/310589 : CMO - MPSC Briefing Note - 57th Ave Oct 7 2015

Found a link to the 57th Ave MPSC document.

Chris

From: Haid, Susan

Sent: Monday, October 05, 2015 2:19 PM

To: Robertson, Chris; Pecarski, Randy; LaClaire, Lon; Johnson, Ben; Klimchuk, Don

Subject: RE: HP TRIM Document : DOC/2015/310589 : CMO - MPSC Briefing Note - 57th Ave Oct 7 2015

I have made some further minor, non-substantive changes to the briefing note to address Brian Jackson's feedback:

s.13(1)

I'm submitting the briefing note to Mary Ann in CMO's now as it was due at noon. I think we can speak to any aspects edited out for brevity at the MPSC meeting. Let me know if any concerns with the refined version.

Thanks,
Susan

-----Original Message-----

From: Robertson, Chris

Sent: Monday, October 05, 2015 12:07 PM

To: Pecarski, Randy; Haid, Susan; LaClaire, Lon; Johnson, Ben; Klimchuk, Don

Subject: RE: HP TRIM Document : DOC/2015/310589 : CMO - MPSC Briefing Note - 57th Ave Oct 7 2015

Hi Ben,

I also made some edits.

Chris

-----Original Message-----

From: Pecarski, Randy

Sent: Monday, October 05, 2015 9:14 AM

To: Haid, Susan; LaClaire, Lon; Johnson, Ben; Klimchuk, Don; Robertson, Chris

Subject: HP TRIM Document : DOC/2015/310589 : CMO - MPSC Briefing Note - 57th Ave Oct 7 2015

s.13(1)

-----< HP TRIM Record Information >-----

Record Number : DOC/2015/310589

Title : CMO - MPSC Briefing Note - 57th Ave Oct 7 2015

From: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
To: ["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)
Date: 6/7/2016 11:52:30 AM
Subject: FW: Media request: Cambie corridor - Urgent

From: McCuaig, Amanda
Sent: Tuesday, June 07, 2016 12:52 PM
To: Peacocke, Neal
Subject: RE: Media request: Cambie corridor - Urgent

Since the rumour about this station is very overt, let's go ahead and address it and give her some tools to respond to those questions.

Recommended key messages:

s.13(1)



Amanda McCuaig | Communications Coordinator
Corporate Communications | City of Vancouver
t. 604.673.8185 | fax 604.873.7884
amanda.mccuaig@vancouver.ca

From: Peacocke, Neal
Sent: Tuesday, June 07, 2016 12:41 PM
To: McCuaig, Amanda
Subject: FW: Media request: Cambie corridor - Urgent

fyi

From: MacPhee, Ian
Sent: Tuesday, June 07, 2016 12:38 PM
To: Peacocke, Neal; Robertson, Chris
Cc: Oehlschlager, Kelly
Subject: RE: Media request: Cambie corridor - Urgent

Hello all,

Ian

From: Peacocke, Neal
Sent: Tuesday, June 07, 2016 12:16 PM
To: MacPhee, Ian; Robertson, Chris
Subject: RE: Media request: Cambie corridor - Urgent

Some suggested edits in red.

Wow, 1:00 is soon!

From: MacPhee, Ian
Sent: Tuesday, June 07, 2016 12:06 PM
To: Peacocke, Neal; Robertson, Chris
Subject: RE: Media request: Cambie corridor - Urgent
Importance: High

Hey Neal and Chris,

Here is a draft response to the station issue at 33rd. Please review and get back to me as soon as we can. They have a deadline of 1 pm. Who else should we try and vet this messaging past? Will Lon need to review or can acting Branch Manager Peacocke approve the messaging? Neal has identified that the risk of not responding is perhaps greater than the risk of not having the wording 100%. I tend to agree with him.

Ian

From: Perry, Ryan (PDS)
Sent: Tuesday, June 07, 2016 11:31 AM
To: MacPhee, Ian; Peacocke, Neal
Cc: Ronalds, Lil
Subject: FW: Media request: Cambie corridor - Urgent

Hi Ian and Neal,

We received a media request which included questions about the potential station location at Cambie and W. 33rd. Could you please provide current messaging regarding potential locations for a station at W. 33rd to support Susan's response.

Sorry for the short notice, but the reporters deadline is 1pm today.

Thank you,

Ryan

From: Agnieszka Krawczynski [<mailto:akrawczynski@rcav.org>]
Sent: Tuesday, June 07, 2016 9:36 AM
To: Perry, Ryan (PDS)
Subject: Media request: Cambie corridor

Good morning Ryan,

Thank you for your reply. There's a church across the street from Queen Elizabeth Park called Holy Name of Jesus. Some members are concerned that the Cambie Corridor Phase 3 plans, like a potential SkyTrain station, would affect the church property and they are looking forward to a meeting with the city on Wednesday.

I'm looking for a comment ahead of the meeting. Are city planners also looking forward to discussing this issue with the church members? What exactly is the proposal regarding a new Skytrain station at 33rd?

My deadline is 1:00 p.m. today. _____

Thank you for your help,


Agnieszka

Agnieszka Krawczynski

Reporter/Photographer

The B.C. Catholic

Archdiocese of Vancouver

 www.bccatholic.ca

John Paul II Pastoral Centre

4885 Saint John Paul II Way, Vancouver, BC V5Z 0G3 T: 604 683

0281 E: akrawczynski@rcav.org

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From: "Perry, Ryan (PDS)" <Ryan.Perry@vancouver.ca>
Date: Monday, June 6, 2016 at 6:13 PM
To: Agnieszka Krawczynski <akrawczynski@rcav.org>
Subject: RE: Media request

Hello Agnieszka,

Thank you for the email. We just picked up your request as we were out of the office this afternoon at a Cambie Corridor 'coffee chat' consultation event. If you still need a response, a member of our team would be happy to connect with you in the morning.

If you have specific questions it would be great if you could please forward them in advance with information regarding your deadline.

Thank you,

Ryan

Ryan Perry, MCIP | Planner

Vancouver South Division | City of Vancouver

T: 604.873.7189 | E: ryan.perry@vancouver.ca

From: Agnieszka Krawczynski [<mailto:akrawczynski@rcav.org>]
Sent: Monday, June 06, 2016 2:58 PM

To: Cambie Corridor Planning Program

Subject: Media request

Good afternoon,

I'm a reporter for The B.C. Catholic newspaper and I'm looking for someone on the Cambie Corridor project Phase 3 to comment. I've heard from a church group who is concerned about part of the project and are optimistic about an upcoming meeting with city planners.

Please give me a call back ASAP. My extension is 50333 and I'll be in the office until 4:30.

Thank you,

Agnieszka



Agnieszka Krawczynski

Reporter/Photographer

The B.C. Catholic

Archdiocese of Vancouver

www.bccatholic.ca



John Paul II Pastoral Centre

4885 Saint John Paul II Way, Vancouver, BC V5Z 0G3 T: 604

683 0281 E: akrawczynski@rcav.org

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From: "Perry, Ryan \ (PDS\)"
To: "MacPhee, Ian" <Ian.MacPhee@vancouver.ca>
"Peacocke, Neal" <Neal.Peacocke@vancouver.ca>
Date: 6/7/2016 10:31:14 AM
Subject: FW: Media request: Cambie corridor - Urgent

Hi Ian and Neal,

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Sorry for the short notice, but the reporters deadline is 1pm today.

Thank you,
Ryan

From: Agnieszka Krawczynski [mailto:akrawczynski@rcav.org]
Sent: Tuesday, June 07, 2016 9:36 AM
To: Perry, Ryan (PDS)
Subject: Media request: Cambie corridor

Good morning Ryan,

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I'm looking for a comment ahead of the meeting. Are city planners also looking forward to discussing this issue with the church members? What exactly is the proposal regarding a new Skytrain station at 33rd?

My deadline is 1:00 p.m. today.

Thank you for your help,

Agnieszka


Agnieszka Krawczynski
Reporter / Photographer
The B.C. Catholic
Archdiocese of Vancouver www.bccatholic.ca
John Paul II Pastoral Centre
4885 Saint John Paul II Way, Vancouver, BC V5Z 0G3
T: 604 683 0281 E: akrawczynski@rcav.org

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From: "Perry, Ryan (PDS)" <Ryan.Perry@vancouver.ca>
Date: Monday, June 6, 2016 at 6:13 PM
To: Agnieszka Krawczynski <akrawczynski@rcav.org>
Subject: RE: Media request

Hello Agnieszka,

Thank you for the email. We just picked up your request as we were out of the office this afternoon at a Cambie Corridor 'coffee chat' consultation event. If you still need a response, a member of our team would be happy to connect with you in the morning.

If you have specific questions it would be great if you could please forward them in advance with information regarding your deadline.

Thank you,

Ryan

Ryan Perry, MCIP | Planner

Vancouver South Division | City of Vancouver

T: 604.873.7189 | E: ryan.perry@vancouver.ca

From: Agnieszka Krawczynski [<mailto:akrawczynski@rcav.org>]

Sent: Monday, June 06, 2016 2:58 PM

To: Cambie Corridor Planning Program

Subject: Media request

Good afternoon,

I'm a reporter for The B.C. Catholic newspaper and I'm looking for someone on the Cambie Corridor project Phase 3 to comment. I've heard from a church group who is concerned about part of the project and are optimistic about an upcoming meeting with city planners.

Please give me a call back ASAP. My extension is 50333 and I'll be in the office until 4:30.

Thank you,

Agnieszka

Agnieszka Krawczynski

    / Photographer

The B.C. Catholic

Archdiocese of Vancouver www.bccatholic.ca

John Paul II Pastoral Centre

4885 Saint John Paul II Way, Vancouver, BC V5Z 0G3

T: 604 683 0281 E: akrawczynski@rcav.org

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From: ["Haid, Susan" <Susan.Haid@vancouver.ca>](mailto:Susan.Haid@vancouver.ca)

To: ["Murray, Mary Ann" <MaryAnn.Murray@vancouver.ca>](mailto:MaryAnn.Murray@vancouver.ca)

Date: 1/12/2017 4:28:13 PM

Subject: FW: MPSC - Jan 20 - 57th Ave Canada Line Stations

Attachments: MPSC Request - 57th Ave Canada Line Stations.docx

Hi Mary Ann,

I have added the requested information to the attached form indicating:

- Lead GMs Accountable: Gil Kelley and Jerry Dubrovlny

We will prepare a DARCI framework on this initiative as well.

Thanks
Susan

Susan Haid, **MCIP, CSLA, RPP**
Assistant Director Planning | Vancouver South | Planning, Urban Design & Sustainability
CITY OF VANCOUVER
t: 604.871.6431 | e: susan.haid@vancouver.ca

From: CMOOffice
Sent: Thursday, January 12, 2017 9:05 AM
To: Haid, Susan; LaClaire, Lon
Subject: MPSC - Jan 20 - 57th Ave Canada Line Stations
Importance: High

Hello,
Please let me know the answer to question #2 on the new MPSC request form:

A DARCI framework is required for projects going forward. Identify lead GM and corresponding DARCI role (either Accountable or Decider).

Thanks,
Mary Ann

From: Murray, Mary Ann
Sent: Monday, January 09, 2017 9:14 AM
To: Haid, Susan; LaClaire, Lon
Cc: Robinson, Kirsten
Subject: MPSC - Jan 20 - 57th Ave Canada Line Stations

Hello,

The process for MPSC has changed for 2017, and there's a new request form. I've attached the form and filled in what has been received thus far.

Please take a look at the form and fill in the answers for #1 and #6, and return to me as soon as possible. Also, please review the "Important to note" bullets at the bottom of the form.

There will be a new briefing note template to use also, which I will send later today.

If you have any questions, please give me a call.

Many thanks,
Mary Ann

Mary Ann Murray
Administrative Assistant
Office of the City Manager | City of Vancouver
t. 604.873.7939 | maryann.murray@vancouver.ca

From: ["Haid, Susan" <Susan.Haid@vancouver.ca>](mailto:Susan.Haid@vancouver.ca)

To: ["LaClaire, Lon" <lon.laclair@vancouver.ca>](mailto:lon.laclair@vancouver.ca)

Date: 6/2/2017 5:22:46 PM

Subject: FW: MPSC 17-01 57th Ave Canada Line Stations - Pls review asap

Attachments: MPSC - Briefing Note - 57th Ave Canada Line Stations - Jan 20 2017.docx

Lon and all,

Remember way back in Jan when we discussed this at MPSC? We need to submit the completed briefing note with outcomes (way late).

I've drafted this for your quick review ASAP pls. Kept it high level as it was at the meeting.

Tx Susan

From: Murray, Mary Ann

Sent: Thursday, May 18, 2017 1:30 PM

To: Haid, Susan; LaClaire, Lon

Subject: MPSC 17-01 57th Ave Canada Line Stations

Hello,

The updated briefing note MPSC 17-01 was due January 25.

Please update the attached briefing note, and send to CMOffice@vancouver.ca by Tuesday, May 23.

Kind regards,

CMOffice@vancouver.ca

From: ["Winterbottom, Graham"](#)
To: ["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](#)
Date: 6/6/2017 2:48:41 PM
Subject: FW: Pearson council report - 57th Ave

FYI
(squirm.....squirm...)

From: Haid, Susan
Sent: Monday, June 05, 2017 6:07 PM
To: Winterbottom, Graham; Peacocke, Neal
Cc: LaClaire, Lon
Subject: RE: Pearson council report - 57th Ave

Graham, a further suggested word tweak (editorial) in highlight below.

Tx
S

From: Winterbottom, Graham
Sent: Monday, June 05, 2017 4:46 PM
To: Peacocke, Neal
Cc: Haid, Susan; LaClaire, Lon
Subject: RE: Pearson council report - 57th Ave

Great, thanks Neal. We are still writing the report but hope to get a Q & A going next week sometime.

G

From: Peacocke, Neal
Sent: Monday, June 05, 2017 4:18 PM
To: Winterbottom, Graham
Cc: Haid, Susan; LaClaire, Lon
Subject: RE: Pearson council report - 57th Ave

Hi Graham,

I think that's very well worded and consistent with the progress over the last year. I just have a suggested project name update for Broadway, shown in red.

Although I don't think it's necessary for inclusion in the report, I think we should be prepared to answer questions related to the Cost Study work we did with MMM. Do you have a Q&A document going for this Council Report that these could be included in? I'm guessing Council and others will be interested to know what we learned and what we can share. I'd be happy to assist with this and brief the appropriate transportation staff in advance of the Council report.

Thanks for the opportunity to review this and provide comment. Good luck with the rest of your Council Report review.

Regards,
Neal

From: Winterbottom, Graham
Sent: Monday, June 05, 2017 1:23 PM
To: Peacocke, Neal
Cc: Haid, Susan; LaClaire, Lon

Subject: Pearson council report - 57th Ave
Importance: High

Hi Neal,

The Pearson Dogwood rezoning report is now in Sharepoint for a referral date of Jun 27th and public hearing July 18th.

As we know, the 57th Ave station will be a hot topic. Could you please review the report body text below and let me know this week if you have any edits or comments this week.

Thanks
Graham

s.13(1)



thanks
Graham Winterbottom, MCIP, RPP
Planner, Vancouver South Division
Planning, Urban Design & Sustainability, City of Vancouver
p. 604.829.4217
graham.winterbottom@vancouver.ca

From: ["Storer, Paul" <paul.storer@vancouver.ca>](mailto:paul.storer@vancouver.ca)
To: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)
["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
Date: 5/20/2015 1:52:33 PM
Subject: FW: Pearson Hospital (57th Ave Station)

From: Busby, Jeffrey [mailto:Jeffrey.Busby@translink.ca]
Sent: Wednesday, September 05, 2012 10:34 AM
To: Storer, Paul
Cc: Robertson, Chris; LaClaire, Lon; Akester, Guy; COOK DENNIS
Subject: RE: Pearson Hospital (57th Ave Station)

Paul,

Please see my responses below and happy to discuss further.

Cheers,
JB

From: Storer, Paul [mailto:paul.storer@vancouver.ca]
Sent: Tuesday, September 04, 2012 8:52 PM
To: Busby, Jeffrey
Cc: Robertson, Chris; LaClaire, Lon
Subject: Pearson Hospital (57th Ave Station)

Hi Jeff,

Pearson Hospital (on Cambie between 57th and 59th) is considering moving ahead with a comprehensive proposal to redevelop the site to include the current health programming as well as a high density residential neighbourhood. There has been a lot of interest in using this development to fund construction of the "future" Canada Line station at 57th.

We'd like to explore the possibility of using the development to help fund construction of the station, and have a few questions to start.

- 1) We understand that Capstan Station in Richmond is going to be constructed from developer funding, but don't know the details - can TransLink share those with us?

The general terms of the Capstan deal are as follows: Development fees are collected on a per unit basis by the City of Richmond via the rezoning and permitting process and held in an account administered by the City. We understand that the City of Richmond is offering bonus FSR to developers coming forward early in the process who will be subject to the fees. When the City of Richmond has collected \$1M, TransLink may request these funds to commence preliminary design; when another \$2M is collected, TransLink may then request the funds to commence detailed design. When the balance of the remaining funds are collected and handed over to TransLink, and TransLink will have up to 30 months to construct the station.

The cost of the station is indexed to 2010 dollars, inflated against CPI. City of Richmond is coming forward with all lands required pre-, during-, and post-construction. TL accepts the risk of overage on construction, and accordingly will retain any savings if the station comes in under. TransLink will also accept the operating cost of the station through a change order to our concession with InTransitBC. The agreement provides for an accelerated delivery of the station if the City or the developers front the costs and are reimbursed by the fund as development occurs over time. I've copied Guy Akester in our Real Estate group who will lead development of similar agreements for 57th.

- 2) Would TransLink be interested in construction of the station? Is there any work that would need to be done to determine the effects on the system?

We're always willing to consider proposals for projects that our strategic goals. It is unlikely that the station would rank highly for TransLink funding in two respects. First, our investment plan priorities are *maintaining existing service*, achieving a *state of good repair*, and *upgrades*, followed by *expansion*. The new station would be considered an expansion project and our current plans do not have sufficient funding for some higher priority state-of-good-repair and upgrade projects. Infill stations like Capstan in Richmond and Lincoln on the future Evergreen Line are supported by our prioritization framework because they are funded by others. Second, on initial assessment, it's not obvious that many new transit trips would be generated by the station given the proximity of the other stations and the lack of east-west connecting service. The benefit of a station is likely to be that it will allow for more intensive development than would otherwise have occurred. We're supportive of this, especially institutional or job-space development, but it is not central to our mandate of increased mode share and GHG reductions. If TransLink funding support is sought, this could be explored further in a joint business case process similar to the work we completed with SFU and SFU Trust on the gondola proposal.

Beyond the considerations above, an assessment will be needed on whether the additional station results in an increased fleet requirement either through increased cycle times or through increased peak-period, peak-direction demand beyond status quo forecasts.

3) Is there an estimate for what the station might cost?

We don't have a design to guide the cost estimates, but our early, order-of-magnitude estimate is \$40-50M. We'd want to do more work to confirm these as part of developing an agreement. We also do not have a good sense of what InTransitBC/ProTrans will seek in terms of compensation for construction interruption or ongoing operations, but this would be identified in due course.

4) Does ProTrans need to be involved in the conversation at this point? Are there any contractual arrangements that would complicate moving this forward?

I've copied Dennis Cook, TransLink's contract manager for the Canada Line contract. Any agreements regarding Canada Line would be negotiated with TransLink as the owner and we, in turn, would negotiate a change-order with our concessionaire InTransitBC (ProTrans provides operations and maintenance under contract to InTransitBC). This is consistent with our approach on faregates, Marine Gateway and other projects.

Any other information that you have concerning this would be helpful.

Thanks - please let us know if you'd like to book a meeting to discuss this.

We've had some early contact with the Health Authority . I'll defer to Guy on how he wants to move forward on this.

Cheers!

Paul

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From: ["The, Ryan" <Ryan.The@vancouver.ca>](mailto:Ryan.The@vancouver.ca)

To: ["Storer, Paul" <paul.storer@vancouver.ca>](mailto:paul.storer@vancouver.ca)
["Badelt, Brad" <Brad.Badelt@vancouver.ca>](mailto:Brad.Badelt@vancouver.ca)

Date: 1/10/2014 3:55:01 PM

Subject: FW: Pearson Policy - Transit wording

Fyi

Paul, brad is confirming the changes and I will be sending to the Peter cc directors for concurrence once completed.

Ryan Thé, P. Eng.

Engineering Services, City of Vancouver
tel 604 873 7792 | fax 604 873 7395

From: Johnson, Ben

Sent: Friday, January 10, 2014 3:53 PM

To: The, Ryan

Subject: FW: Pearson Policy - Transit wording

Changes to the Council Report made as per my email to Matt below.

All changes to the Policy Statement from Brad have been made.

Sharepoint Report and Appendix A are up-to-date.

From: Shillito, Matt

Sent: Friday, January 10, 2014 2:39 PM

To: Johnson, Ben

Subject: RE: Pearson Policy - Transit wording

Yes, thanks.

From: Johnson, Ben

Sent: Friday, January 10, 2014 2:38 PM

To: Shillito, Matt

Subject: RE: Pearson Policy - Transit wording

The report currently states:

s.13(1)

So ok to change it to:

s.13(1)

From: Shillito, Matt
Sent: Friday, January 10, 2014 2:27 PM
To: Johnson, Ben
Subject: FW: Pearson Policy - Transit wording

FYI

From: Jackson, Brian (PDS)
Sent: Friday, January 10, 2014 2:20 PM
To: Shillito, Matt
Subject: Fw: Pearson Policy - Transit wording

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Judd, Peter
Sent: Friday, January 10, 2014 2:03 PM
To: Jackson, Brian (PDS); Impey, Patrice
Subject: RE: Pearson Policy - Transit wording

Ok then modify like this so it isn't ambiguous:

s.13(1)



From: Jackson, Brian (PDS)
Sent: Friday, January 10, 2014 1:07 PM
To: Judd, Peter; Impey, Patrice
Subject: RE: Pearson Policy - Transit wording

Peter

s.13(1)



Brian

From: Judd, Peter
Sent: Friday, January 10, 2014 12:59 PM
To: Impey, Patrice
Cc: Jackson, Brian (PDS)
Subject: Re: Pearson Policy - Transit wording

s.13(1)



From: Impey, Patrice
Sent: Friday, January 10, 2014 12:20 PM
To: Judd, Peter
Cc: Jackson, Brian (PDS)
Subject: RE: Pearson Policy - Transit wording

Yes I reviewed this yesterday and like it – we did go back with one change... just remove the reference to development in once sentence(see below). In the last line we reference looking for sources of funding, and I think that is sufficient.

Would that work for you?

s.13(1)

From: Judd, Peter
Sent: Friday, January 10, 2014 11:57 AM
To: Impey, Patrice
Cc: Jackson, Brian (PDS)
Subject: Fw: Pearson Policy - Transit wording

s.13(1)

Can we put this in instead.

From: Storer, Paul
Sent: Friday, January 10, 2014 11:27 AM
To: Judd, Peter; The, Ryan
Subject: Pearson Policy - Transit wording

Hi Peter and Ryan,

Below is the proposed transit wording in the draft Pearson report, as we discussed earlier and supported by Jerry. We will send along the draft wording to Planning with other comments and await decision on this issue.

Cheers,

Paul

s.13(1)

Paul Storer P.Eng.
Neighbourhood Parking and Transportation
City of Vancouver Engineering Services
p: 604 873 7693
m: 604 763 5619
paul.storer@vancouver.ca

From: ["Bracewell, Dale" <dale.bracewell@vancouver.ca>](mailto:dale.bracewell@vancouver.ca)

To: ["Anderson, Mike" <Mike.Anderson@vancouver.ca>](mailto:Mike.Anderson@vancouver.ca)
["Draper, Jennifer" <Jennifer.Draper@vancouver.ca>](mailto:Jennifer.Draper@vancouver.ca)
["Gould, Brian" <Brian.Gould@vancouver.ca>](mailto:Brian.Gould@vancouver.ca)
["Guilbault, Lynn" <Lynn.Guilbault@vancouver.ca>](mailto:Lynn.Guilbault@vancouver.ca)
["Kong, Carol" <Carol.Kong@vancouver.ca>](mailto:Carol.Kong@vancouver.ca)
["Krueger, Paul" <Paul.Krueger@vancouver.ca>](mailto:Paul.Krueger@vancouver.ca)
["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)
["McNeely, Stephanie" <Stephanie.McNeely@vancouver.ca>](mailto:Stephanie.McNeely@vancouver.ca)
["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)

Date: 6/27/2016 8:55:12 AM

Subject: FW: Planning & Engineering Coordination (June 27)

Resending – first sent to the previous AT Leads (oops)

FYI – I'm including Lon and Paul who weren't here today. Cheers, Dale

Staffing Announcements

- * Jennifer, Paul, and Devan

Council Reports & Briefings

- * Little Mountain
- * Langara Gardens
- * Development Building & Fees
- * GCAT Update (July 12)
- * PBS and Park Board (July 4)

Upcoming Work Plans

- * Downtown 2050 Vision motion by Council this week
 - o includes Metro Core? scope not known
 - o staff will be asked to report back this year
 - o potential resource commitments

Major Public Engagement Events

- * Grandview Woodland
- * Jim Deva launch end of month
- * PBS engaging local businesses
- * PBS launch in a few weeks

MPSC & CMT Briefings

- * Centerm for MPSC

* s.17(1)

* s.17(1)

Roundtable

- * Regional Updates:
 - o Massey Tunnel motion at Metro VCR
 - o Tim Savoie leaving TransLink
 - o 10Yr investment plan deadlines
- * Mayor's subcommittee WG with staff?
- * Joyce & Burrard station upgrades
- * King Edward bike parking
- * Broadway bus line canopy
 - o Draft automated vehicle paper coming in July
 - o Mixed income rental affordability transit study
 - o early transit ridership route by route results
- * RCMP Planning staff for site review:
 - o s.17(1)
- * 57th Avenue future station capital cost work
- s.17(1)
- * Vancouver bike share racks now going into place
 - o official launch once 50 stations are ready?
- * s.17(1)
- * Point Grey Road rally yesterday
- * Don is retiring ! Best wishes to him

Dale Bracewell, MAsC, PEng
Manager, Transportation Planning
604-871-6440

From: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
To: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)
["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)
["Winterbottom, Graham" <graham.winterbottom@vancouver.ca>](mailto:graham.winterbottom@vancouver.ca)
["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)
Date: 11/8/2016 10:59:03 AM
Subject: FW: PS20161483 - Cost Consultant 57th Avenue Station - Technical Memo
Attachments: Transmittal.pdf
57th_Ave_MMM_Technical_Memo.pdf

Hi all,

Please review ASAP and get back to me with any comments/questions. I will also forward this to Marco at TransLink for his review.

Thanks,
Neal

From: Calder, Ryan [mailto:CalderR@mmm.ca]
Sent: Monday, November 07, 2016 3:13 PM
To: Peacocke, Neal
Subject: PS20161483 - Cost Consultant 57th Avenue Station - Technical Memo

Hi Neal:

Please find attached our technical memo for your review and distribution.

Feel free to contact me for any clarification or feedback.

Regards,



Ryan Calder, P.Eng., PMP
Project Manager, Major Projects, Transportation

MMM Group Limited
1045 Howe Street, Suite 700
Vancouver, BC V6Z 2A9 Canada
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C +1 604-367-8761

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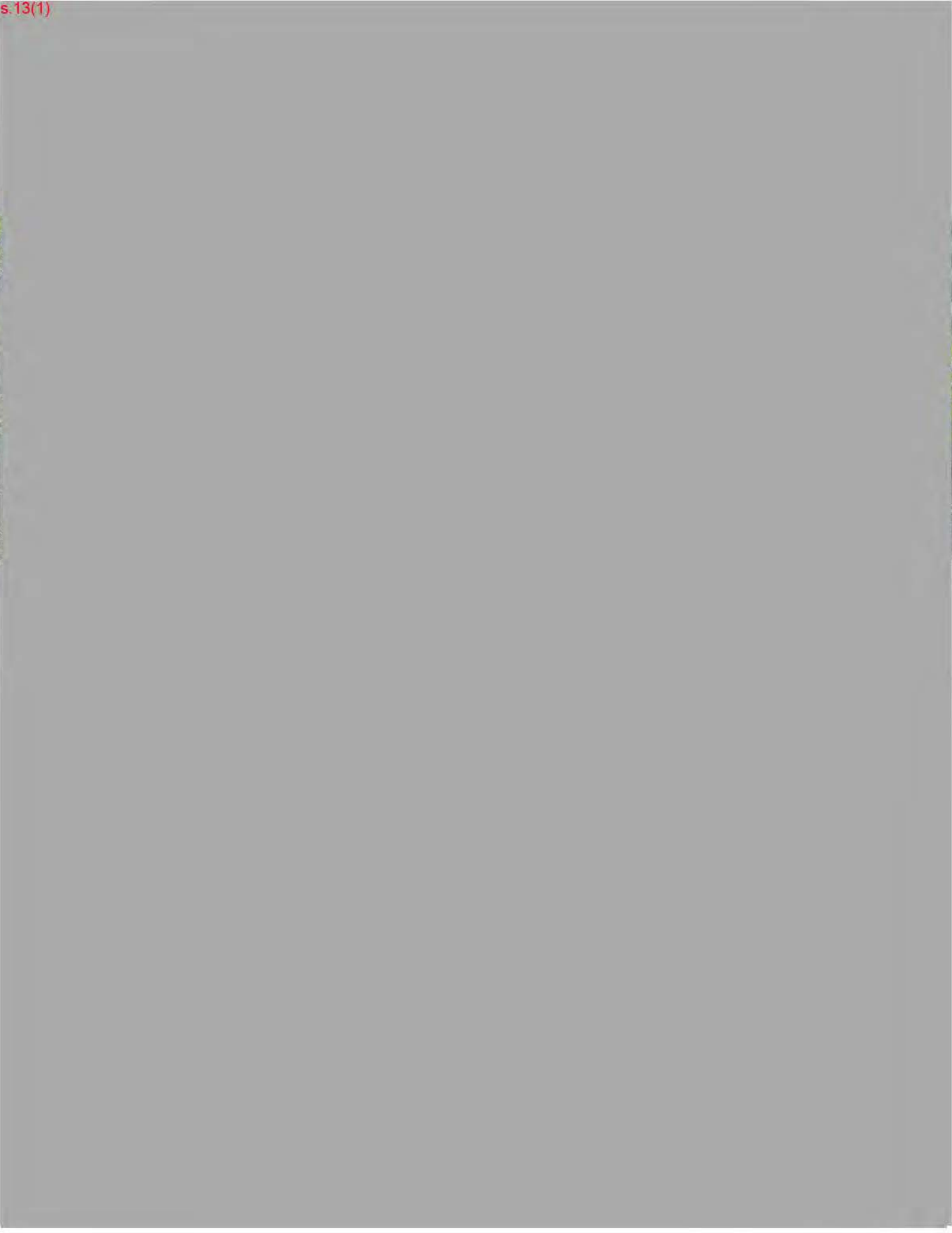
To: Mr. Neal Peacocke
From: Ryan Calder
Subject: COST CONSULTANT – 57TH
AVENUE STATION
– Technical Memo

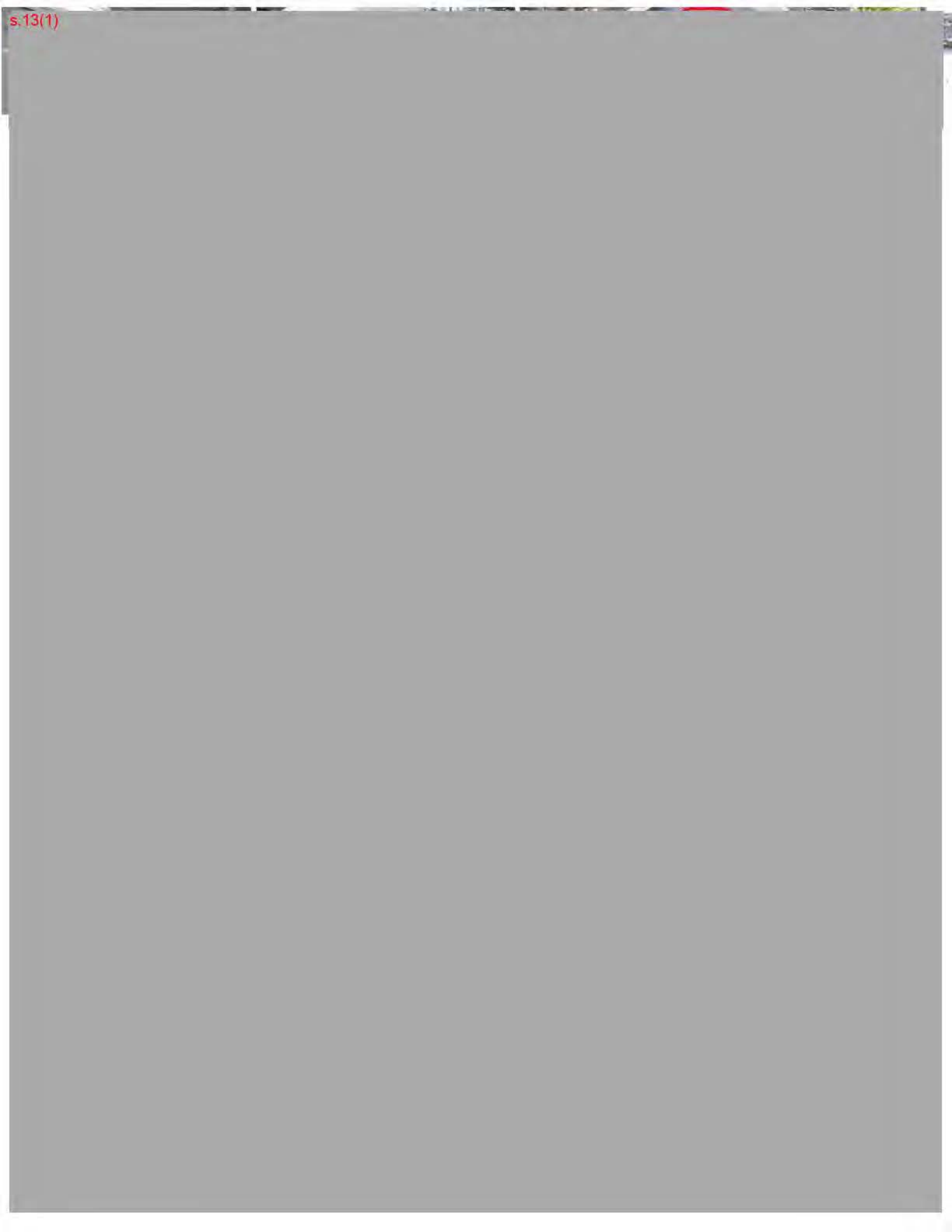
Date: November 7, 2016
Job No.: 5016246-001
CC:

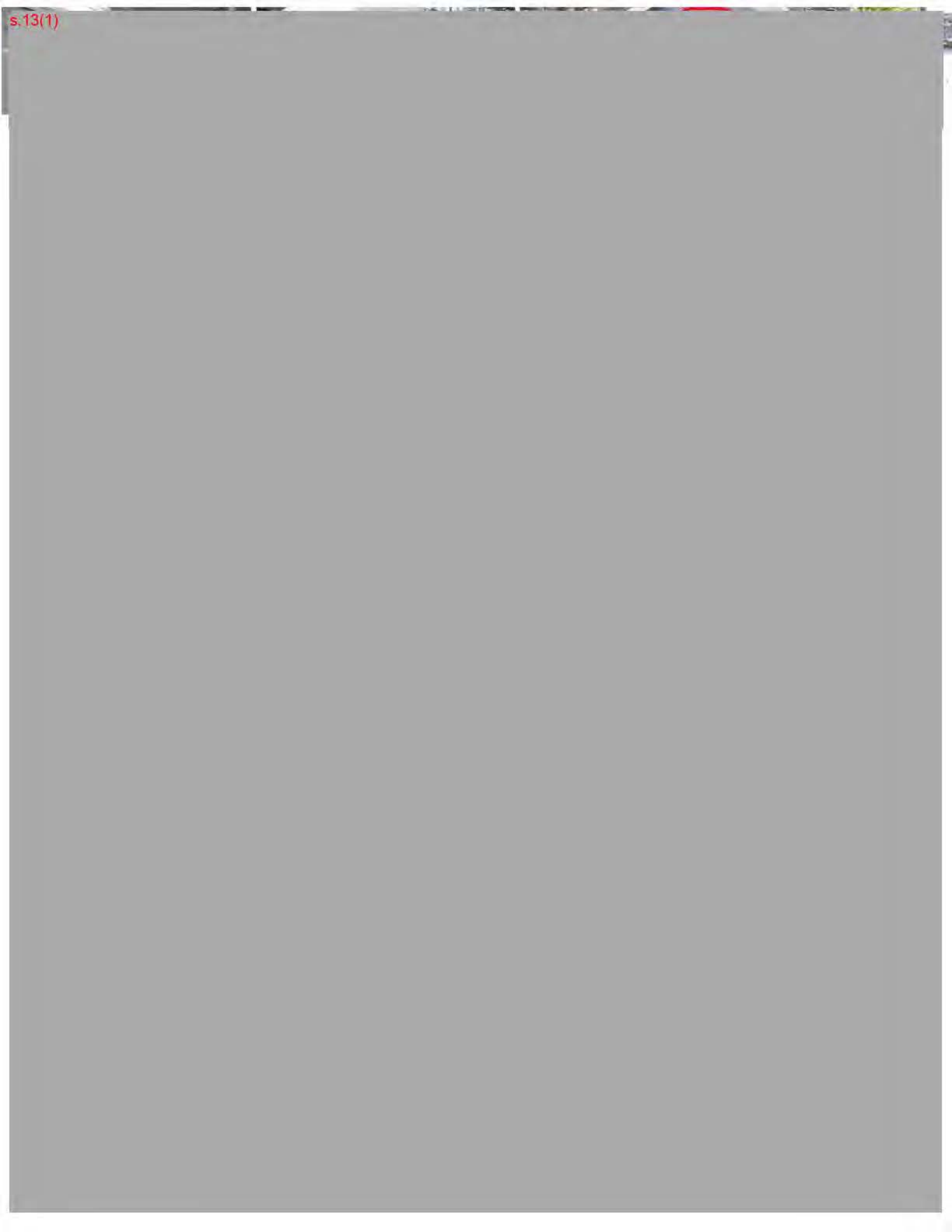
Please find attached technical memo for recommended modifications to the Canada Line 57th Avenue station and assumptions for construction for your review. Highlighted in the appendices is one item noted on further encroachment of the Pearson Dogwood parking level.

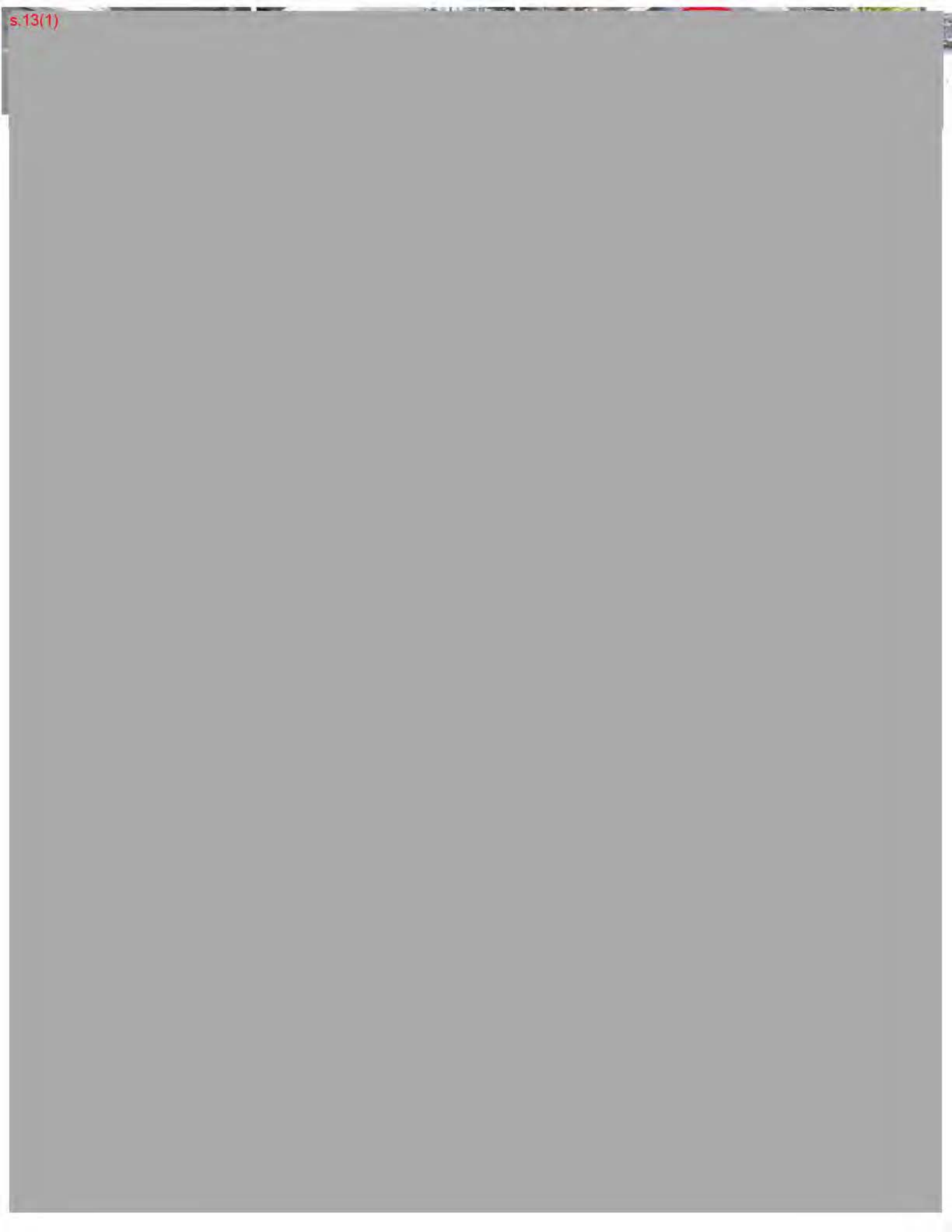
As we are proceeding to price with this concept please inform us at your earliest convenience if there are further requests or refinements required.

Thank you,















)
)
)



From: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)

To: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)
["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)

Date: 4/5/2016 8:18:08 AM

Subject: FW: Scope of Work proposal

Attachments: RML Proposal_Canada Line 57th Ave Station_Draft (CoV rev2) RML Revised
Mar31.docx

From: rml_consulting@telus.net [mailto:rml_cons@telus.net]

Sent: Thursday, March 31, 2016 5:16 PM

To: Peacocke, Neal

Subject: Re: Scope of Work proposal

Hi Neal,

Sorry for the delay with Spring Break. Please see the attached revised proposal with changes and responses to address the City's comments.

Please call me to discuss if you have any questions.

Thanks,
Raymond.

Raymond Louie, P.Eng.
Principle
RML Solutions Ltd.
6764 Vivian Street, Vancouver, BC V5S 2T6
Tel: 604.323.6188 Email: rml_consulting@telus.net

From: "Neal Peacocke" <Neal.Peacocke@vancouver.ca>

To: "RML Solutions" <rml_consulting@telus.net>, "rml_consulting@telus.net" <rml_cons@telus.net>

Sent: Wednesday, March 30, 2016 4:09:52 PM

Subject: RE: Scope of Work proposal

Hi Raymond,

Just wondering if you had an update on this. I realize my comments might have been pretty confusing, so please let me know if you need any clarity.

Thanks,
Neal

From: RML Solutions [mailto:rml_consulting@telus.net]

Sent: Wednesday, March 09, 2016 6:19 PM

To: Peacocke, Neal; rml_consulting@telus.net

Subject: Re: Scope of Work proposal

Thanks Neal.

I'll review your comments and get back to you shortly.

Raymond

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Peacocke, Neal
Sent: Wednesday, March 9, 2016 10:12 AM
To: rml_consulting@telus.net
Subject: RE: Scope of Work proposal

Hi Raymond,

Was hoping to get this back to you sooner, but got tied up with a few other issues.

The attached version has some questions/comments included for your consideration. Most of them are minor. s.13(1)

Please let me know if you have any questions, and apologies in advance for the "conversations" within our edits.

Regards,

Neal Peacocke, P.Eng.

City of Vancouver | Engineering
Strategic Transportation Planning | Transit Office
507 W Broadway | Vancouver, BC V5Z 0B4
tel: 604.871.6472 | Fax: 604.873.7212
e-mail: neal.peacocke@vancouver.ca

From: rml_consulting@telus.net [mailto:rml_cons@telus.net]
Sent: Friday, February 26, 2016 8:54 AM
To: Peacocke, Neal
Subject: Re: Scope of Work proposal

Hi Neal,

As discussed, please see the attached draft proposal and scope of work for discussion.

Please give me a call to discuss if you have any questions.

Regards,
Raymond.

Raymond Louie, P.Eng.
Principle
RML Solutions Ltd.
6764 Vivian Street, Vancouver, BC V5S 2T6
Tel: 604.323.6188 Email: rml_consulting@telus.net

From: "Neal Peacocke" <Neal.Peacocke@vancouver.ca>
To: "RML Solutions" <rml_consulting@telus.net>
Sent: Tuesday, February 23, 2016 9:10:05 AM
Subject: RE: Scope of Work proposal

Thanks for the update, Raymond. And the reminder about the Evergreen Line Station tour.

-Neal

From: RML Solutions [mailto:rml_consulting@telus.net]
Sent: Monday, February 22, 2016 3:39 PM
To: Peacocke, Neal
Subject: Re: Scope of Work proposal

Hi Neal,

Sorry, I've been tied up on other matters. I should have something to you by mid week.

Also, let me know when it's a good time to do an Evergreen Line Station tour and Mark III vehicle visit, and I'll start making the arrangements.

Thanks,
Raymond

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Peacocke, Neal
Sent: Monday, February 22, 2016 11:23 AM
To: RML Solutions
Cc: Robertson, Chris; rml_consulting@telus.net
Subject: RE: Scope of Work proposal

Hi Raymond,

Just wondering if you have an update that you could share at this time on the draft scope of work.

Thanks,
Neal

From: Peacocke, Neal
Sent: Tuesday, February 09, 2016 12:47 PM
To: 'RML Solutions'
Cc: Robertson, Chris; rml_consulting@telus.net
Subject: RE: Scope of Work proposal

Hi Raymond,

Please find the attached concept plans for the potential future station at 57th Avenue for the Canada Line.

Let me know if you have any questions.

Cheers,
Neal

From: RML Solutions [mailto:rml_consulting@telus.net]
Sent: Friday, February 05, 2016 9:12 AM
To: Peacocke, Neal; rml_consulting@telus.net
Cc: Robertson, Chris
Subject: Re: Scope of Work proposal

Please call my desk line at s.22(1)

Thanks
Raymond

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Peacocke, Neal
Sent: Friday, February 5, 2016 9:06 AM
To: rml_consulting@telus.net
Cc: Robertson, Chris
Subject: RE: Scope of Work proposal

Thanks Raymond. It's possible that Chris and I will be calling from a meeting room, so if you have a number we could call you at, that would be helpful.

Cheers,

Neal
Cell: s.15(1)(l)

From: rml_consulting@telus.net [mailto:rml_cons@telus.net]
Sent: Thursday, February 04, 2016 4:48 PM
To: Peacocke, Neal
Cc: Robertson, Chris
Subject: Re: Scope of Work proposal

I will give you a call at 10:00 am tomorrow morning if that works for you.

thanks,
Raymond.

From: "Neal Peacocke" <Neal.Peacocke@vancouver.ca>
To: "rml_consulting@telus.net" <rml_cons@telus.net>
Cc: "Chris Robertson" <chris.robertson@vancouver.ca>
Sent: Thursday, February 4, 2016 11:56:47 AM
Subject: RE: Scope of Work proposal

Hi Raymond,

Could we chat tomorrow morning? Looks like Chris and I are both available between 9:00-11:00.

Thanks,
Neal

From: rml_consulting@telus.net [mailto:rml_cons@telus.net]
Sent: Thursday, February 04, 2016 11:47 AM
To: Peacocke, Neal
Cc: Robertson, Chris
Subject: Re: Scope of Work proposal

Hi Neal,

Hope you're doing well. Do you have some time this afternoon or tomorrow for a call to discuss?

thanks,
Raymond.

Raymond Louie, P.Eng.
Principal
RML Solutions Ltd.
6764 Vivian Street, Vancouver, BC V5S 2T6
Tel: 604.323.6188 Email: rml_consulting@telus.net

From: "Neal Peacocke" <Neal.Peacocke@vancouver.ca>
To: "rml consulting" <rml_consulting@telus.net>
Cc: "Chris Robertson" <chris.robertson@vancouver.ca>
Sent: Tuesday, February 2, 2016 12:13:49 PM
Subject: Scope of Work proposal

Hi Raymond,

Hope all is going well with you.

Chris and I are interested in setting up a time, at your convenience (and hopefully soon), to chat about some potential costing work for a potential station at 57th Avenue on the Canada Line. We can provide a bit more background over the phone, but essentially we are looking at getting a cost estimate prepared from an existing design that was completed back during the initial RAV project phase. We are not sure if you've seen these before, but we could forward them along for reference. I'll have to dig them up.

If this is something you are potentially interested and could accommodate, please let us know.

Cheers,

Neal Peacocke, P.Eng.

City of Vancouver | Engineering
Strategic Transportation Planning | Transit Office
507 W Broadway | Vancouver, BC V5Z 0B4
tel: 604.871.6472 | Fax: 604.873.7212
e-mail: neal.peacocke@vancouver.ca



















From: "MacPhee, Ian" <Ian.MacPhee@vancouver.ca>

To: calderr@mmm.ca
knausm@mmm.ca

Date: 10/21/2016 3:41:33 PM

Subject: FW: Second Platform Construction details

Hello Monty and Ryan,

It was good to meet you today. As promised here are some contacts who have information on constructing stations (or platforms) around operational underground transit lines.

Toronto: Union Station
Malcolm MacKay, P.Eng., PMP
Project Manager
Engineering, Construction & Expansion Group
Toronto Transit Commission
416-393-7877 (o)
s.22(1)

San Francisco: Embarcadero Station
Luis Zurinaga luis.zurinaga@sfcta.org

I summarized some of my research in a previous email (copied below). I hope this helps.

Regards,

Ian MacPhee
Planner, Transit Projects and Policy
City-wide and Regional Planning Division
City of Vancouver
Tel: 604.829-4228

Elevated:

- Washington DC has one station built and one planned for the near future
- Chicago has built 3 elevated infill stations since 2012
- London has built a number of elevated infill stations on their DLR (Docklands Light Rail) network

At grade:

- London: Wood Lane Station built a new at grade station on an operating line (Circle/Hammersmith & City Lines) and directly above Central Line tunnels. Construction took place primarily at night using prefabricated materials to avoid disruptions.

Underground:

- Seoul has 6 underground infill stations that have been built since 2004. I haven't had any luck finding any information on these projects in English
- San Francisco Embarcadero Station: BART built in 1973 downtown, station built in 1976 along with Market Street Subway. BART tracks lie under Subway tracks with a median platform. Used cut and cover construction. Haven't found anyone yet to speak to the construction of this station.
- San Francisco Embarcadero Station side platforms: A planned improvement to add side platforms (saddlebags as they are calling them) to the BART tracks. Estimated to be \$900M and take 5 years to build. Spoke with Luis Zurinaga, a consultant engineer hired to oversee the project. The Embarcadero station saddlebags and related vertical access is planned to be mined to avoid disrupting the very busy wide sidewalk above. They looked to Saint Petersburg in Russia who recently did a similar exercise to connect to stations that were built underground, but never provided access from above. With respect to our Canada Line infill stations, Luis felt that side platforms would be easier to accomplish and would likely require cut and cover. He assumed slurry wall construction and felt that the best course of action would be to build the new station around the existing tunnel and rather than demolish the existing tunnel through the station, cut out openings for the doors, which would create additional doors (see Jubilee Line extension in London for examples). Given the automated system and exact stopping locations, this is possible. He couldn't provide an incremental cost but felt you could estimate it by looking at the costs that would be increased. For example, the protection of existing track and other infrastructure, duplicated work (slurry wall, demolition, utilities, excavation, street level rebuilding).
- Toronto Union Station: Spoke with Malcolm MacKay, Project Manager at the TTC seconded from Parsons. Adding a second underground platform to the Yonge Eglinton Line. The existing centre platform will be used for University bound trains only, while the new platform will serve only Yonge bound trains. The track is roughly 12 m below grade. Construction was cut and cover and had significant impacts on Front Street above. It was necessary to move utilities away from the construction site. Trains are not automated so the "cut out" method planned for the Embarcadero saddlebags project would not be possible. Instead, construction methods involved removing every third piece of subway wall and connecting this cut out section into the new platform and station box. Once each section was secured, they removed the next panels along and tied that into the new platform and station box. Finally the last panels were removed and tied in. While this was more complex and costly than cutting out spaces for the doors like Embarcadero's plans, the advantage is to maintain flexibility with respect to future vehicle purchases. Requiring the doors to be in the same place on a fleet update would likely require a custom order, adding to procurements costs later down the road. Construction took place without affecting scheduling or normal operations, both on trains and in the station.

In summary, it seems like the Toronto and San Francisco projects show that adding a station on a functioning line can be done with minimal impact to service. In both cases, it seems like the shallow nature of 33rd and 57th and side platforms would make constructing these stations easier than deeper or centre platforms.

From: ["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)

To: ["Bassett, Joshua" <Joshua.Bassett@vancouver.ca>](mailto:Joshua.Bassett@vancouver.ca)

Date: 5/6/2016 11:29:33 AM

Subject: FW: Summary of transit related comments

Attachments: Cambie Phase 3 - Transportation Comments - summary.xlsx

And here are the comments...

From: Behler, Kirsten

Sent: Friday, May 06, 2016 12:08 PM

To: MacPhee, Ian

Cc: Ronalds, Lil; Tamashiro, Kati; Robertson, Chris; Peacocke, Neal

Subject: Summary of transit related comments

Hi Ian,

Here is a summary of the comments we heard at our workshops last fall (sorry, VanDocs issues, have to send the excel file).

Please note that the workshops were about our focus areas for ground oriented housing and unique (larger) sites. In order for people to be able to write down comments on other topics (such as transportation, amenities, etc), we provided boards at the back of the room where people could "park" comments for future consultation events.

Let me know if you have any questions.

Thanks!

Kirsten

Kirsten Behler, RPP, MCIP

City of Vancouver

Planning and Development Services

Phone: 604-873-7904

Canada Line Capacity (already at or beyond, or will be exceeded with new development)	16
Bus service Improvement need to to bus services on King Ed, 41st, 49th, Granville, Oak, Cambie	12
33rd Ave Station (is needed, or how will it get delivered, or will it happen if more density happens?)	9
At existing stations: Need dedication parking (park & ride) and pick up/drop off locations close to stations	6
Improvement/access to existing Canada Line Stations	5
General Improve transit, more affordable, other	5
57th Ave Station (developer should fund)	1

Transportation Comments - Workshop Theme Boards - Cambie Fall Workshop Series 2015

1A Cambie Village	1B Cambie Village	2A Queen Elizabeth	2B Queen Elizabeth	3A QE & Oakridge	3B QE & Oakridge	4A Oakridge - Langara (west)	4B Oakridge Langara (west)	5A Oakridge-Langara East	5B Oakridge-Langara (east)	6 Marpole Buffer	7 Make-Up All Areas
Traffic calming for the streets right off Cambie	Canada Line capacity at King Ed(??) Oakridge/Marine density	Put station on SE Corner of 33rd & Cambie	High density near train stations. Get builders to build 33rd station	Station entry at 33rd	High density near transit & easy access	Canada Line already packed	Increased traffic Oak + W. 49. Need traffic circles Fremlin/Laurel/Heather/W 52nd	Parking concerns in the neighbourhood. We live across from the focus area described today. The parking and traffic congestion along 48th Avenue is already very heavy & inconvenient for residents - we must even entertain guests without the threat of their being (?)	Ped safety - more lighting needed (mugging occurred last year)	Parking with increased density?	Train needs more frequency/cars
Transportation isn't great on Oak	Keep bike + pedestrian connections	Reduce cut - thru traffic on Heather bike route	Improve pedestrian/cycle connections along 33rd QE Park to Oak	East-west connections through neighbourhood	Will all the increased density city needs to provide bicycle parking & account for transit density (people waiting)	Where will traffic go?	Speed bumps in Oakridge apt. area for people (seniors) safely crossing street	Major concern is the scale of increased density & traffic and lack of green amenities/space	Desire increased walkability in corridor.	Traffic increases & impacts around school & park with density.	Increase transit relative to density. Canada Line already too crowded
Transportation? The Canada Line is jammed!	Pedestrian friendly lanes + make Cambie more ped friendly	Parking issues around hospital - parking clearances violated - construction parking a concern	Provide safe bike parking at transit hubs & new development	Station at 33rd needs to be planned for QE Park	Need more transit service on 41st	Increase routing network for 5-tonne trucks/retail supply logistics.	49th Ave 2 lanes needed. E-W travel	Managing traffic at 49th Ave	Transit. If Canada Line will not contribute to 57 & 33 stations - then restore #5 bus to downtown.	Consider additional storeys of parking on 8100 block for park and ride.	Biking is dangerous (car doors) now on Cambie St. Not enough room. What will it be like with more density?
Restore Cambie trolley bus from SW Marine to Downtown	Due to high volume of car traffic on Cambie, the pedestrian experience is not ideal. I often walk along Tupper since the traffic is off-putting	Increase Canada Line capacity - more cars - longer platform - increased cycle times	Increase available parking near transit nodes	39th Ave + Cambie review	Traffic concerns - increased population will mean increased auto traffic (not everyone will use bikes for public transit)	How many using the Cambie bike lane? Is it needed?	49th needs more pedestrian crossings	Increased density should have designed platform for Canada Line to accommodate more people.	Bike lanes.		Transportation needs to move along arterial roads. Expand Oak and W 41st w/ parking regulation and/or expand width of roads or remove left turn lane to move cars/trucks.
Assuming Canada Line will NOT be able to serve the high density along Cambe AND Richmond, it will be necessary to consider Plan B ie. Restore Camie trolley bus	No bikes lane on major arterial roads	Transity - carry the people - More dialogue b/w planning & transit	Consider effects on transportation flow with more people	Sidewalks Heather St	Provide car share surface parking	Advocate for bus service on Oak St.	Increase capacity for Canada Line. Increase 49 bus frequency	Concern for street parking in the area currently. Will this be addressed with increased density?	If Canada Line capacity is increasing, how are increased volumes of foot traffic going to be accommodated?		
Parking improvement + regulation	Increased demand on parking + traffic in densified areas	Parking (permit parking passes)	Traffic increase of 6 houses slated for redevelopment 500 blk south side King Edward. 600 blk north side King Edward. The redevelopment signs indicate 65 parking spots in apt. in 500 blk and 35 or more in 600 blk. Out of 6 tear down houses where 12 cars may have been there will now b over 100 car parking stalls.	Heather St challenging - busy	Provide covered pedestrian access to transit hubs	Push Translink to increase services along the corridor.	Canada Line exits and entrances need to be coordinated with development ie. 41st & 49th	Need to look at transportation & amenities at same time as density options.	Traffic safety concerns at 41st & Cambie (all modes).	Need to ensure good crossing & environment at Cambie & SW Marine for pedestrians.	
Traffic improvement measures	How will parking and traffic be addressed?	33rd & Willow traffic/intersection issues	Higher density near stations for ridership and traffic flow	Definitely need train station at 33rd Ave & Cambie. Access to QE and future amenities & retail shops	Transit improvements from stations to hospitals	Parking by SkyTrain Station	Canada Line will not be able to serve huge increase in population along corridor to Richmond. Vanc. Should plan to bring back #15 bus (Cambie) to downtown full service	Pedestrian safety?	Concern re: capacity of Canada Line (too full).	Keep in mind we wil still have cars!!	
Queue lengths for Kin Ed bus long with additional density consider additional pressures on this bus	Need drop-off temporary parking near SkyTrain	What drives the creation of the possible transit station at 33rd - is more density needed to make it viable	Increase parking availability at W&C hospital site	Developers fund stations at 33rd and 57th	(?) transportation and traffic	Bike routes - better on local streets rather than arterials.	Limiting on street parking (future discussion)	Bike lanes concern there are too many should consider movement of other people lanes for senior movement.	Expand 49th, too narrow.	Cars left turns from 60th to 64t Aves onto NB Cambie long waits/close calls.	

1A Cambie Village	1B Cambie Village	2A Queen Elizabeth	2B Queen Elizabeth	3A QE & Oakridge	3B QE & Oakridge	4A Oakridge - Langara (west)	4B Oakridge Langara (west)	5A Oakridge-Langara East	5B Oakridge-Langara (east)	6 Marpole Buffer	7 Make-Up All Areas
Traffic around Emily Carr and Talmud Torah schools	Public transit	Canada Line is packed like sardines with pass ups already. Cannot accommodate new development's residents on subway	Why don't we have residential above the SkyTrain stations?	Parking for hospital needs to be addressed	Greenway on 37th Ave VanDusen to QE	Increased neighbourhood traffic!	See an increase in people using Fremlin to drop kids off at school. Can we traffic calm.	Parking. Many people park in neighbourhood to ake SkyTrain - need parking regulations or park & ride.	Need another entrance to Canada Line Station at 41st & Cambie.	How will the Canada Line support increased density in this subarea 6? I understand the system cannot handle more cars/longer trains.	
Parking is a problem now and will only get worse.	How will the impacts of change (eg. Densification) and transportation be managed	No overall plan for traffic! We can't accommodate new vehicles coming from new developments	Provide exempt squire footage for bike parking	Escalator expansion at station (Oakridge). Platform expansion at Oakridge. Consideration in future transit lines for station expansion.	Parking impacts Corridor wide	Need more capacity on Canada Line. Need comprehensive transportation plan. (Canada Line, car traffic) for all of Cambie.	Traffic concerns! More people - more cars.	Take off bike lane concrete barriers on Ontario.	More Canada Line capacity & entrance/exits.	Pedestrian safety = concern.	
Parking - make sure there's enough parking space (preferably underground for new builds)	Less sidewalk signs on Cambie to allow for more (better) pedestrian traffic	Need shuttle for Youville area from 41st to 25th	RE: relationship to Phase 2. Near King Edward & Cambie...intersects 4-6 storeys. The "inside" properties need special consideration	Ensure transit plan integration with densification	Provide surface parking at malls	Parking issues - will there be underground parking?	41st & Cambie DANGER!! Cars running the green light! Always!	Tunnels under 41st & Cambie/49th & Cambie	Widen 49th Ave between Cambie and Main currently a lot of traffic (?) Langara.	59th & Cambie - emergency vehicles cannot get through.	
		Take advantage of T.O.P.	Provide a shuttle service between unique sites and transit hubs	Concerns re: Canada Line statin & pocket between 32nd & 33rd lane to heathe rStreet. Would you change density before allowing the development, consider hauling transit infrastructure in place at 33rd Ave.	Alternative bus routes along Oak & Granville	Traffic on Oak - with increased population - with exhaust liveability	Need on street parking at SkyTrain stations! Pick up and drop off spots too.	Increased density = increased traffic.	Make transit more affordable and attractive.	59th & Cambie by Chevron gas station - bad design with lots of accidents where bike lane is.	
			100 parking at King Edward too much	3 things missed: - Traffic congestion - what will the social housing look like?	Traffic that will come with new buildings	Must advocate for transportation service overall. Electric buses.	Increase Canada Line. Increase #15 frequency - love that it is a night bus.	Parking in area	Solving traffic on 49th is more important than housing.	Marine Dr & Cambie St is UNSAFE.	
			Increase traffic near hospital	Visitor parking		More bikes/options. Car share. Greater Canada Line capacity/more stations.		Consult cyclists before adding them where unnecessary & not utilized such as King Edward/25th Ave.	Bus drop off lane of s. van & YMCA.	Complete streets!! (bike and pedestrian friendly)	
						Increased car share opportunities = good		Canada Line capacity needs to increase before more people move here.	Drop off lane bus bulge to facilitate ped x-crossing at 49th and Cambie.	Traffic along Marine & Cambie to be considered.	
								Truck traffic servicing Oakridge Centre.		Reduce surface parking.	
								Add dedicated parking for transit for developments near SkyTrain - aka add a 3rd level of u/g parking for park & ride.		Make a bike lane from buffer area to single family lots.	
								Make allowances for increases in traffic that come with density. This is a priority that needs to be part of planning process.			
								Street arterial from Alberta through golf course to Cambie.			
								Make 49th Ave. 4 lanes again. Remove bike lanes.			
								Parking. Remove parking on side of Alberta & 49th Ave. for commercial vehicles have a little room to get to golf course.			

1A Cambie Village		1B Cambie Village		2A Queen Elizabeth		2B Queen Elizabeth		3A QE & Oakridge		3B QE & Oakridge		4A Oakridge - Langara (west)		4B Oakridge Langara (west)		5A Oakridge-Langara East		5B Oakridge-Langara (east)		6 Marpole Buffer		7 Make-Up All Areas					
Additional comments from feedback forms:																											
<div>- Want to discuss traffic*</div> <div>- Transportation to support increased density*</div> <div>- Parking, loss of green space that is safe for children, traffic congestion, loss of service. *</div> <div>- Transportation and accessibility to amenities would be taxed, need to address them urgently*</div>				<div>As per the boards, further discussion needs to increase transit ie. 33rd Ave Canada Line Station</div> <div>Please consult with GF Strong re: development of King Edward Mall. Residents of GF Strong are in wheelchairs and quite isolated in current streetscape. Not a supportive area for their recovery/rehab.</div>				More consideration on the cumulative traffic along Cambie Boulevard and neighbouring area after all have been built				Should be more pedestrian oriented, visually strong development. Car dependency to be reduced.															
								Start involving transit & pedestrian walking concerns				Traffic, parking, green															
								Location of Canada Line Station at W 33rd & Cambie				Transportation, traffic, safety															
								Traffic, safety																			
								Increased efforts to expand Canada Line capacity																			
Spring 2015 Walking Tours - Input																											
<div>100 block King Edward (north side)</div> <div>- Participants noted difficulty in crossing King Edward Ave at Manitoba, en route to the Hillcrest Community Centre and other nearby public amenities.</div>				<div>Area SW of King Edward Station (Braemar Park area)</div> <div>- missing sidewalks a concern</div> <div>- Major "Car to Go" and other car shares concentrated in their area, particularly near hospital.</div> <div>- walkability is key</div> <div>- Key pedestrian link ("cut-through") in SE corner of GF Strong site; pedestrian desire line; tight lane condition for garbage truck turning</div> <div>- Noted unusually wide boulevard at Ash and W. 29th. Residents suggested this was supposed to be an arterial before hospital built.</div> <div>- High traffic volumes around hospital</div>				<div>5100 Ash Street</div> <div>- Participants inquired about the probability and timing of a W. 33rd Ave Canada Line Station</div>				No tours				No tours				No tours							
																								<div>400 Block W. 23rd</div> <div>- Concerns about traffic congestion on nearby major streets and challenges related to on-street parking at Yukon (cars turning from King Edward when cars parked on both sides - limited space).</div> <div>- Laneways often congested with parked cars and vehicle traffic</div> <div>- 2 hour parking always full</div> <div>- Non-residents park in neighbourhood and take transit</div> <div>- Traffic down alley near King Edward</div> <div>- Traffic circulates looking for parking at Cambie restaurants</div>			
<div>Mighty Oak to W. 26th & Manitoba</div> <div>- Concerns about traffic and parking</div>																											

From: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)
To: ["Johnson, Ben" <ben.johnson@vancouver.ca>](mailto:ben.johnson@vancouver.ca)
Date: 5/16/2016 3:36:40 PM
Subject: FW: TransLink/COV 57th Ave Station

Just a reminder we need to look into the consultancy funding. Also if you want an in-person update from our meeting with TransLink, swing by sometime.

Chris

From: Peacocke, Neal
Sent: Thursday, May 12, 2016 8:56 AM
To: Bracewell, Dale; Klimchuk, Don
Cc: MacPhee, Ian; Robertson, Chris
Subject: RE: TransLink/COV 57th Ave Station

s.13(1)

From: Bracewell, Dale
Sent: Thursday, May 12, 2016 8:53 AM
To: Peacocke, Neal; Klimchuk, Don
Cc: MacPhee, Ian; Robertson, Chris
Subject: RE: TransLink/COV 57th Ave Station

Thank you. Very helpful. Curious to know what Transit Capital we still have for the remaining years to 2018 and what our current plan is but we can catch up on that as I learn more. Cheers, Dale

From: Peacocke, Neal
Sent: Thursday, May 12, 2016 8:50 AM
To: Bracewell, Dale; Klimchuk, Don
Cc: MacPhee, Ian; Robertson, Chris
Subject: RE: TransLink/COV 57th Ave Station

Hi Dale,

s.13(1)

Frankly, once the model is up and running well, which could include a few months for troubleshooting, the ridership model run for a potential 57th avenue station is something that should be a relatively easy and “free” exercise to do.

While we do think it's important to understand, at this stage we don't believe that ridership and related revenue are critical for moving this project forward.

I hope this information is helpful, and please let me know if you have any questions.

Regards,

Neal Peacocke, P.Eng.

City of Vancouver | Engineering
Transportation Planning | Transit Office
507 W Broadway | Vancouver, BC V5Z 0B4
tel: 604.871.6472 | Fax: 604.873.7212
e-mail: neal.peacocke@vancouver.ca

From: Bracewell, Dale
Sent: Wednesday, May 11, 2016 9:38 PM
To: Klimchuk, Don
Cc: Peacocke, Neal; MacPhee, Ian; Robertson, Chris
Subject: RE: TransLink/COV 57th Ave Station

Thanks Don and yes please do include me now on all important transit work files.

For this consultancy, how exactly are we paying for the base scope of work?

And for the optional scope, wouldn't someone want to know both the operational costs but also additional new farebox revenue from new transit customers?

Cheers,
Dale

From: Klimchuk, Don
Sent: Wednesday, May 11, 2016 11:25 AM
To: Bracewell, Dale
Cc: Peacocke, Neal; MacPhee, Ian; Robertson, Chris
Subject: FW: TransLink/COV 57th Ave Station

Dale – FYI. By copy to the team, I am also requesting that they please add you to these email chains on this issue.

Assuming we continue to get cooperation with TL staff in this process, we will close the loop on the Tim Savoie letter with a response letter from the City after we have an updated capital estimate from RML.

Don

From: Robertson, Chris
Sent: Monday, May 09, 2016 2:16 PM
To: Peacocke, Neal; Klimchuk, Don; MacPhee, Ian; tessa.forrest@translink.ca; Agneessens, Pieter (Pieter.Agneessens@Translink.ca); Busby, Jeffrey (Jeffrey.Busby@translink.ca); Johnson, Ben; McNeill, Yardley
Subject: TransLink/COV 57th Ave Station

Hi Everyone,

Just a reminder we're meeting this Thursday to discuss the 57th Ave Station Capital Costing consultancy. Attached is a copy of RML's proposed Scope of Work (SOW). RML has developed their proposal around the City's immediate need to understand the (direct capital cost) of a new future potential station and to guide decision making through the Onni

Rezoning process. RML has also included optional scope related to the concession agreement and broader system impacts and operating. RML has indicated that this work can be undertaken at the same time as the capital cost work and we can discuss this on Thursday and confirm if it's something TransLink would like to pursue and fund now as part of the City's capital cost consultancy.

Chris

Draft Agenda:

Introductions

Project Overview/Background

Cambie Corridor Planning Program Process/Schedule

Scope of Work--review/discussion/involvement

Next Steps

From: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
To: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)
Date: 2/14/2017 12:04:41 PM
Subject: FW: Update on 57th

Got a call with Jeff tomorrow. Will update you after.

From: Busby, Jeffrey [mailto:Jeffrey.Busby@translink.ca]
Sent: Tuesday, February 14, 2017 11:59 AM
To: Peacocke, Neal
Subject: RE: Update on 57th

I'm available after 10:30a tomorrow (Wednesday). I'll give you a ring. JB

From: Peacocke, Neal [<mailto:Neal.Peacocke@vancouver.ca>]
Sent: February-14-17 10:35 AM
To: Busby, Jeffrey
Subject: Update on 57th

Hi Jeff,

Hope all is well. I was hoping we could connect by phone quickly to chat about the latest on the 57th Avenue station investigation work we've done recently. Given your familiarity with the file and the technical nature of the work, I think you would be the best person at TransLink to discuss this with.

I know your schedule is probably as hectic as ever, but I'm hopeful you can carve out roughly 10 minutes for a quick call sometime this week. Alternatively, if you are near the City of Vancouver offices for any other reason, we could work around that. Please advise.

Regards,

Neal Peacocke, P.Eng.

City of Vancouver | Engineering
Projects & Development Services
507 W Broadway | Vancouver, BC V5Z 0B4
tel: 604.871.6472 | Fax: 604.873.7212
e-mail: neal.peacocke@vancouver.ca

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From: "MacPhee, Ian" <Ian.MacPhee@vancouver.ca>
To: "Robertson, Chris" <chris.robertson@vancouver.ca>
Date: 5/20/2016 7:35:42 AM
Subject: Fwd: 33rd and Cambie - Translink tunnel clearances.

We should have a quick chat today about TransLink development reviews. s.13(1)

Ian

Begin forwarded message:

From: "Black, Sailen" <sailen.black@vancouver.ca>
Date: May 19, 2016 at 2:42:56 PM PDT
To: "MacPhee, Ian" <Ian.MacPhee@vancouver.ca>
Subject: FW: 33rd and Cambie - Translink tunnel clearances.

Here's the e-mail I received, for your info.

From: Tom Bell (GBL Architects) [<mailto:TBell@gblarchitects.com>]
Sent: Thursday, May 19, 2016 2:19 PM
To: Black, Sailen
Cc: bsavage@savagedevelopmentmanagement.com; Greg Ellingson (GBL Architects)
Subject: 33rd and Cambie - Translink tunnel clearances.

Sailen
We have been contacted by Translink who wants to review our parkade design in relation to their tunnel.
Is the City aware of this approval?

They say that the tunnel is 3 metres from our property line.
Im wondering if they have jurisdiction over privately held property?

Email: to integral mechanical re our site.

From: John Leighton [<mailto:john.leighton@intransitbc.ca>]
Sent: May-10-16 9:35 AM
To: sfung@integralgroup.com
Cc: Black, Steve; Williams, David
Subject: FW: 2016200586

Solomon,

InTransit BC [Canada Line operator] and TransLink [asset owners of the Canada Line] will need to be engaged in the review of any proposed excavating activities (including potential drill penetrations for excavation and shoring) that extend beyond the property boundaries fronting onto Cambie Street.

By way of copying this e-mail, I am including my main contacts at TransLink to alert them that this proposed development is now commencing design works. TransLink and ourselves will need to be engaged in review of any design proposals involving excavation work into the northbound half of the Cambie Street corridor.

Regards,
John Leighton

Cheers
Tom

TOM
BELL
PRINCIPAL

139 EAST 8TH AVENUE
VANCOUVER, BC, V5T 1R8

T [604 736 1156](tel:6047361156) EXT 310 F [604 731 5279](tel:6047315279) D [778 945 1843](tel:7789451843)

 www.twitter.com/gblarchitects



From: ["Robinson, Kirsten" <Tim.Barton@vancouver.ca>](mailto:Tim.Barton@vancouver.ca)

To: ["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)

Date: 1/4/2017 12:19:42 PM

Subject: Fwd: 57th Ave Station presentation

Ian

I can't open the attachment but do you think it's worth me being there?

Tim

Tim Barton | City of Vancouver

m. 604.679.6811

Sent from my iPhone

Begin forwarded message:

From: "Robinson, Kirsten" <kirsten.robinson@vancouver.ca>

To: "Barton, Tim" <Tim.Barton@vancouver.ca>

Subject: FW: 57th Ave Station presentation

Hey Tim,

Are you familiar with this background work done by Bunt? If so, do you want to join me at this meeting?

Ian

-----Original Appointment-----

From: Robinson, Kirsten

Sent: Wednesday, January 04, 2017 10:09 AM

To: Robinson, Kirsten; MacPhee, Ian

Cc: Winterbottom, Graham

Subject: 57th Ave Station presentation

When: Wednesday, January 04, 2017 1:00 PM-2:00 PM (UTC-08:00) Pacific Time (US & Canada).

Where: break out room over here (VanCity 2nd floor)

Hi Ian,

s.13(1)



I'll also forward you the link to the draft presentation.

Kirsten

86889

<ATT48879>

<meeting.ics>

From: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)

To: ["Winterbottom, Graham" <graham.winterbottom@vancouver.ca>](mailto:graham.winterbottom@vancouver.ca)

Date: 11/17/2016 9:00:37 AM

Subject: Fwd: 57th Avenue Station Study

Graham,

Do you want to connect with Jamie on timing?

Chris

Begin forwarded message:

From: Jamie Vaughan <jvaughan@onni.com>

Date: November 17, 2016 at 8:17:33 AM PST

To: "Robertson, Chris" <chris.robertson@vancouver.ca>

Subject: RE: 57th Avenue Station Study

Hi Chris, do you have any updates on the study? When will we see a draft? Can you confirm that MMM Group is undertaking the study?

Thanks,

Jamie Vaughan
ONNI GROUP
300 - 550 Robson Street
Vancouver, BC V6B 2B7
T: (604) 637-8426
ONNI.COM
<image001.gif>

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From: Robertson, Chris [<mailto:chris.robertson@vancouver.ca>]

Sent: Friday, June 03, 2016 2:09 PM

To: Johnson, Ben <ben.johnson@vancouver.ca>

Cc: Jamie Vaughan <jvaughan@onni.com>

Subject: Re: 57th Avenue Station Study

Thanks Ben. Jamie give me a call on my cell when you wish to discuss. s.15(1)(l)

Chris

On Jun 3, 2016, at 2:02 PM, Johnson, Ben <ben.johnson@vancouver.ca> wrote:

Hi Jamie,

I've cc'd Chris Robertson on this email. He is your contact for questions about the scope of work for the 57th Avenue station

Ben

Ben Johnson
Senior Planner, Vancouver South Division, Planning and Development Services
City of Vancouver
t 604.871.6943 | ben.johnson@vancouver.ca

From: "[Robertson, Chris](mailto:chris.robertson@vancouver.ca)" <chris.robertson@vancouver.ca>
To: "[Peacocke, Neal](mailto:Neal.Peacocke@vancouver.ca)" <Neal.Peacocke@vancouver.ca>
"[MacPhee, Ian](mailto:Ian.MacPhee@vancouver.ca)" <Ian.MacPhee@vancouver.ca>
"[Johnson, Ben](mailto:ben.johnson@vancouver.ca)" <ben.johnson@vancouver.ca>
"[McNeill, Yardley](mailto:yardley.mcneill@vancouver.ca)" <yardley.mcneill@vancouver.ca>
Date: 4/1/2016 2:12:57 PM
Subject: Fwd: 57th Station Scope of Work Review

Hi everyone,

I spoke to Jeff Busby (TransLink) this afternoon and mentioned to him that we have just received (today) the RML scope of work and want to meet to discuss.

COV staff are meeting next Friday to review the revised proposal and chat about process. Following this I will set up a meeting with TL staff noted below.

Separately we will circulate the revised proposal to you.

Chris

Begin forwarded message:

From: "Busby, Jeffrey" <Jeffrey.Busby@translink.ca>
Date: April 1, 2016 at 1:13:30 PM PDT
To: "Robertson, Chris" <chris.robertson@vancouver.ca>
Cc: "Forrest, Tessa" <Tessa.Forrest@Translink.ca>, "Ross, Sarah" <sarah.ross@translink.ca>, "Wittgens, Margaret" <Margaret.Wittgens@translink.ca>
Subject: 57th Station Scope of Work Review

Hi Chris,

Thanks for the call today. Tessa Forrest on Sarah and Margaret's team is our point person on 57th and should be invited to review the study scope of work. I'm happy to join as well to provide technical advice.

Cheers,
JB

JEFFREY BUSBY
A/Director
Infrastructure Program Management

Desk: 778-375-7845
Mobile: s. 22(1)

TransLink
South Coast British Columbia
Transportation Authority
400-287 Nelson's Court
New Westminster, BC V3L 0E7
www.translink.ca

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mail and destroy any copies. Any dissemination or use of this information by a person other than the intended recipient is unauthorized and may be illegal.

From: "Dobrovolny, Jerry" <jerry.dobrovolny@vancouver.ca>
To: "Storer, Paul" <paul.storer@vancouver.ca>
"LaClaire, Lon" <lon.laclaire@vancouver.ca>
Date: 9/30/2014 10:51:03 AM
Subject: Fwd: Pearson Letter regarding Transit Station funding
Attachments: Response Letter to Cushman Wakefield re Pearson Dogwood Lands Request for Proposals - 29-09-2014.PDF
ATT00001.htm
Major Projects - Pearson - Letter to Cushman & Wakefield re Pearson RFP - Sept 22 2014.pdf
ATT00002.htm

Any concerns?

Jerry W. Dobrovolny, P. Eng., MBA
Director of Transportation

Sent from my mobile device

Begin forwarded message:

From: "Johnson, Ben" <ben.johnson@vancouver.ca>
To: "Dobrovolny, Jerry" <jerry.dobrovolny@vancouver.ca>
Cc: "Haid, Susan" <Susan.Haid@vancouver.ca>
Subject: Pearson Letter regarding Transit Station funding

Hi Jerry,

On September 22 we sent a letter under Brian's signature to Cushman & Wakefield who are currently marketing the Pearson Dogwood site on behalf of VCH. This letter outlined a number of our expectations around community benefits, social housing, CACs and so on.

s.13(1)

Thanks
Ben

Ben Johnson
Senior Planner, Vancouver South Division, Planning and Development Services
City of Vancouver
t 604.871.6943 | ben.johnson@vancouver.ca

From: Jackson, Brian (PDS)
Sent: Tuesday, September 30, 2014 11:21 AM
To: Haid, Susan; Johnson, Ben
Subject: Fw:

Did you consult them on the wording? See below.

Sent from my BlackBerry 10 smartphone on the Rogers network.
From: Ballem, Penny <Penny.Ballem@vancouver.ca<<mailto:Penny.Ballem@vancouver.ca>>>
Sent: Tuesday, September 30, 2014 11:18 AM
To: Jackson, Brian (PDS)
Cc: Impey, Patrice; Judd, Peter; Dobrovolny, Jerry
Subject:

Hi brian thanks for this- I assume you spoke with jerry or peter about this as it was a source of some controversy at the time of the rezoning - am cc'ing them now just in case – also you spelled bill aujla's name incorrectly ! pb

September 29, 2014

Kevin Meikle and Lee Blanchard
Cushman & Wakefield Ltd.
Suite 700, 700 West Georgia Street
Vancouver, BC
V7Y 1A1

Dear Mr. Meikle and Mr. Blanchard:

**RE: Pearson Dogwood Lands Request for Proposals - Clarification Regarding
Contribution to Construction of the Canada Line Station**

On September 22, 2014, we provided you with a letter regarding City policies and requirements concerning redevelopment of the Pearson Dogwood Lands, to be shared with prospective purchasers. We want to provide additional clarity regarding the source of the proposed contribution to the Canada Line station.

Regarding the financial contribution towards construction of the future Canada Line station at 57th Avenue, our understanding is that this contribution will be provided to the City by the future landowner (not Vancouver Coastal Health) and be considered as a cost of development by the City when evaluating the rezoning. The contribution was originally identified during the policy planning process as being offered by VCH, but this approach reflected an earlier context where VCH would remain the long-term land owner and the land would be developed under a trust model, which is apparently no longer the case. In light of this, the City's expectation is that whoever acquires the land from VCH will provide a financial contribution towards the cost of the future Canada Line station to the City. As identified in the original letter, this was originally proposed to be in the order of magnitude of \$17.5 million, which is 50% of the estimated capital cost of the station (preliminary cost estimate only).

We trust that you will make this letter available to all interested parties, along with the original letter.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Jackson", written over a horizontal line.

Brian J. Jackson, MCIP
General Manager, Planning and Development Services
tel: 604.873.7034
email: brian.jackson@vancouver.ca

BJ/bj

cc: Penny Ballem, City Manager
Bill Aljula, General Manager, Real Estate and Facilities Management
Susan Haid, Assistant Director of Planning, Vancouver South
Ben Johnson, Senior Planner, Vancouver South
Jim Bailey, Senior Planner, Vancouver South
Grant Miller, Senior Planner, Vancouver South
Stef Schiedon, Lower Mainland Facilities Management

September 22, 2014

Kevin Meikle and Lee Blanchard
Cushman & Wakefield Ltd.
Suite 700, 700 West Georgia Street
Vancouver, BC
V7Y 1A1

Dear Mr. Meikle and Mr. Blanchard:

RE: Pearson Dogwood Lands Request for Proposals

We have recently reviewed your Request for Proposals (RFP) for sale of the Pearson Dogwood Lands. We feel that potential purchasers require additional information regarding City policies and requirements pertaining to redevelopment of the lands. In addition to the Pearson Dogwood Policy Statement (February 2014), all potential purchasers should be referred to the associated Council Report dated January 15, 2014¹ and provided with a copy of this letter, which provides clarity on a number of issues.

Public Benefits on the Pearson Dogwood Site

Within the context of the City's Financing Growth Policy, the Cambie Corridor Plan and the Marpole Plan, an offer of a Community Amenity Contribution to address the impacts of the rezoning can be anticipated from the owner of the site. CAC offers typically include either the provision of on-site amenities or a cash contribution towards other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services. Contributions are negotiated and evaluated by staff in light of the increase in development rights resulting from rezoning from the current zoning (RT-2 in this case) to a new comprehensive zone (CD-1).

Development Cost Levies (DCL) will be collected from the new development at the rate in effect at the time of development (currently \$12.67/sf for residential uses). These help pay for facilities made necessary by growth including park, childcare facilities, replacement (social/non-profit) housing and engineering infrastructure. DCLs are not project-specific and are generally allocated on a city-wide basis.

¹ Attached, and available at:

<http://former.vancouver.ca/ctyclerk/cclerk/20140122/documents/ptec3.pdf>

Major Projects - Pearson - Letter to Cushman & Wakefield re Pearson RFP - Sept 18 2014

A comprehensive public benefit and financial analysis was undertaken as part of the planning for this site. This was done in consideration of public benefit strategies which form part of the Cambie Corridor Plan and the Marpole Plan. As a result, it was concluded that the minimum public benefits to be delivered through the redevelopment of Pearson Dogwood include:

- A target of 20% of all residential units as affordable housing for low- to moderate-income households
- A 69-space childcare
- A 2.5 acre park on site
- Adult day care and non-profit space (assessed at time of rezoning)
- Enhancement of the surrounding bike and road network

The following are *not* considered eligible for funding through DCLs and the CAC:

- Replacement health facilities
- The Community Health Centre
- Replacement supportive housing units for those currently in the Pearson Centre
- Renewal of the Stan Stronge therapeutic pool
- The BC Ambulance station
- A potential YMCA facility

Cost of Health Facilities

It is assumed that the cost of constructing all health facilities will be borne by the Vancouver Coastal Health Authority and as such will not impact the ability of the development to deliver the public benefits as identified in the Pearson Dogwood Policy Statement.

Contribution to the 57th Avenue Canada Line Station

As identified in the Council Report accompanying the Policy Statement, VCH has offered a financial contribution towards the construction cost of the future Canada Line station at 57th Avenue. This was proposed to be approximately half the cost of constructing the station (in the order of magnitude of \$17,500,000), to be paid by the owner of the Pearson Dogwood Lands, and would be considered as a cost of development in any future financial analysis.

Options on Park Land

The City currently holds options on 2.5 acres of land on the Pearson Dogwood Lands. These result from the 1985 subdivision of the land and represent the area of the future park. They are placeholders and do not reflect the final location of the park, but a 2.5 acre park dedication will be required. The legal agreements for these parcels were provided to Cushman & Wakefield on August 22, 2014. These agreements should be made available in the project's Data Room.

Urban Farm

There is currently an urban farm on the Pearson Dogwood Lands on approximately one acre of land provided by Vancouver Coastal Health. While the City supports the continuation of urban farming in the future of the project, it is noted that this use is to be accommodated on land other than the park dedication as shown in the plan in the Confidential Information Memorandum.

Sincerely,



Brian J. Jackson, M :IP
General Manager of Planning and Development Services

*tel: 604.873.7034
brian.jackson@vancouver.ca*

BJ/bj

cc: Penny Ballem, City Manager
Bill Aljula, General Manager, Real Estate and Facilities Management
Susan Haid, Assistant Director of Planning, Vancouver South
Bert Johnson, Senior Planner, Vancouver South
Jill Bailey, Senior Planner, Vancouver South
Grant Miller, Senior Planner, Vancouver South
Stef Schiedon, Lower Mainland Facilities Management

Report Date: January 15, 2014
Contact: Matt Shillito
Contact No.: 604.871.6431
RTS No.: 10395
VanRIMS No.: 08-2000-20
Meeting Date: January 22, 2014

TO: Standing Committee on Planning, Transportation and Environment
FROM: General Manager of Planning and Development Services
SUBJECT: Pearson Dogwood Policy Statement

RECOMMENDATION

THAT Council adopt the Pearson Dogwood Policy Statement, attached as Appendix A, to guide the future rezoning and development of the Pearson Dogwood site; and

FURTHER THAT Council direct staff to report back on the final community amenity package and associated financial strategy as part of the rezoning.

REPORT SUMMARY

This report seeks Council's approval of the Pearson Dogwood Policy Statement, which will guide the rezoning and redevelopment of the Pearson Dogwood site. Pearson Dogwood is one of several large sites in the Cambie Corridor area where the development potential is to be determined through a separate planning program, as anticipated in both the Oakridge Langara Policy Statement and the Cambie Corridor Plan.

The Policy Statement contains a set of policies to guide consideration of an anticipated rezoning application for the Pearson Dogwood site. The Policy Statement considers the future mix of uses, density, height, building forms, character, public spaces, circulation and movement, and parks and community facilities to serve the new and existing community. This report summarizes the planning process and outlines the key policies.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

- Oakridge Langara Policy Statement, 1995
- Council approval of the Pearson Planning Program, April, 2009
- Green Buildings Policy for Rezoning, 2010
- Greenest City 2020 Action Plan, 2011
- Cambie Corridor Plan, 2011
- Housing and Homelessness Strategy, 2011
- Transportation 2040 Plan, 2012
- Rezoning Policy for Sustainable Large Developments, 2013
- Council Motion regarding Pearson, April, 2013

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The City Manager and the General Manager of Planning and Development Services recommend approval of the foregoing.

BACKGROUND**Site Description**

Pearson Dogwood is located between Cambie and Heather Streets and West 57th and 59th Avenues. The site is 10.3 hectares (25.4 acres) and currently zoned RT-2 (two-family dwelling), which conditionally permits multiple dwellings and institutional uses (including hospitals and seniors supportive housing) at a density of 0.6 - 0.75 FSR and building heights up to 9.1 metres (30 feet).

The Pearson Dogwood site is located in the Marpole area and within the traditional lands of the Musqueam First Nation. Currently owned and operated by Vancouver Coastal Health (VCH), the property was developed for institutional health care uses in the 1950s and is currently used for adults with physical disabilities and seniors needing long-term residential care. There are currently two facilities on the site:

- **GEORGE PEARSON CENTRE** was constructed in 1952 as a tuberculosis sanatorium and subsequently used during the polio epidemic in the 1950s. The Centre is operated under the Hospital Act and contains 120 beds for adults living with a range of physical conditions such as multiple sclerosis, spinal cord injuries, traumatic brain injuries and cerebral palsy. Currently there are 114 residents in the Pearson Centre.
- **DOGWOOD LODGE** was constructed in 1974 as an intermediate care facility. The lodge is operated under the Community Care and Assisted Living Act and contains 113 beds (all of which are currently occupied) for seniors requiring complex care who can no longer remain safely in their homes and require 24-hour on-site nursing care.

The 233 beds currently on the site are classified under Institutional uses in the Zoning and Development By-law, and are under the jurisdiction of Vancouver Coastal Health and the provincial Ministry of Health.



Also on the site is the *Stan Stronge Pool*, a therapeutic pool for people with disabilities (where access is limited to medical referral), and a BC Ambulance Services station. The site also contains an active 1-acre urban farm which sits on land provided by VCH. The farm is a project of the BC Coalition for People with Disabilities and operates with the support of VCH and with funding from the United Way. There is a strong relationship with the Pearson residents and local schools, and the farm provides produce for the Pearson Centre kitchen and operates a community supported agriculture (CSA) program for 30 families.

The Pearson Dogwood lands were subdivided in 1985 into five parcels. As an obligation of the subdivision, the City holds an option on 2.5 acres at nominal cost for the purpose of developing park land.

Redevelopment Concept

The intention of VCH in redeveloping the Pearson Dogwood site is to leverage capital funds from market development to fund the renewal and replacement of the existing health facilities on the site and to provide funding for additional health care services, both on the site and elsewhere. There is no other provincial government capital funds available for the renewal of these health facilities. VCH has indicated that it intends to retain ownership of the land in the long term by providing development parcels on a leasehold basis through a trust with the exception of the park, streets, and a childcare facility, all of which will be dedicated to the City. Affordable housing delivered as part of a public benefit process and contributing

towards the 20% affordable housing target is normally dedicated to the City and the City has indicated its intent for ownership and the desire to own the land related to the affordable housing to the proponent. Negotiations between the proponent and the City about long-term ownership of all or part of the affordable housing will continue at the rezoning stage.

Pearson Dogwood is well served by transit and has potential to provide a continuum of integrated health care services and housing. Council's existing policies support an intensification of development on the site given its proximity to a major arterial route and a future Canada Line rapid transit station at the corner of 57th Avenue and Cambie Street. The planning process has focused on redevelopment scenarios for a complete community with a mix of land uses, activities, amenities and housing for a variety of income levels. The Policy Statement is intended to clearly articulate the attributes, scale and obligations of the Pearson Dogwood redevelopment, while also being flexible enough to accommodate a variety of detailed plans to be refined and evaluated during the rezoning stage.

Applicable Council Policy

Oakridge Langara Policy Statement (1995), provides policy to evaluate rezoning applications. The Pearson Dogwood site is identified as a potential large-scale redevelopment that could accommodate additional housing and provide community amenities to serve new and existing residents. "In the event of a rapid transit link to Richmond, evaluate areas around potential station locations to determine whether additional sites should be considered for changes in land use and / or density" (Policy 11.5)." The Policy supports multi-family redevelopment with a diversity of unit sizes, achieving 20% of all units as non-market housing, and provision of on-site amenities including park space.

Pearson Dogwood Policy Planning Program (2009): In April, 2009, Council approved a budget, timeline and deliverables (a Policy Statement) for the Pearson Dogwood policy planning program. In addition, Council recommended that staff establish a Community Advisory Group to help guide the planning program.

Green Buildings Policy for Rezonings (2010): Requires that all buildings demonstrate high green performance. Currently, a minimum of LEED® Gold certification (with specific points in energy performance, water efficiency and stormwater) is mandatory for all new buildings where there is a rezoning. All new buildings at Pearson Dogwood will meet or exceed this standard.

Greenest City Action Plan (2011): The plan outlines actions required to achieve a healthy, prosperous and resilient city - with the ultimate goal of becoming the world's greenest city by 2020. It identifies strategies to promote green economic development, eliminate dependence on fossil fuels, promote green transportation options, utilize green building design and ensure everyone has access to nature, clean water and local food. The plan calls for compact, complete communities which promote walking and cycling, and are well-served by services, amenities and green space. Furthermore, the plan promotes the development of neighbourhood-scaled renewable energy systems, green construction and carbon-neutral buildings.

By design, Pearson Dogwood will embody many of the goals in the Greenest City Action Plan: Climate Leadership, Green Buildings, Green Transportation, Zero Waste, Access to Nature, Lighter Footprint, Clean Air and Local Food.

Transportation 2040 Plan (2012): The Plan is a long-term strategic vision for the City that will help guide transportation, land use decisions and public investments for the years ahead. The plan aligns with the Greenest City: 2020 Action Plan in the following areas: make the majority of trips on foot, bike and transit; eliminate dependence on fossil fuels and breathe the cleanest air of any major city in the world. The Broadway Subway has been identified as the highest public transit priority in the plan.

Cambie Corridor Plan (2011): The Plan includes a rezoning policy for the sites adjacent to Cambie Street from west 16th Avenue to Marine Drive. The Plan provides directions to accommodate growth and optimize the benefits of the Canada Line as a catalyst for significant change in the area. The plan links land use, built form, transportation infrastructure, district energy systems, affordable housing and other elements of sustainability to make highly livable, resilient and prosperous communities along Cambie Street. The *Cambie Corridor Plan* identifies both Pearson Dogwood and Langara Gardens to the north as large sites with potential for greater development given proximity to the future transit station at 57th Avenue and Cambie Street.

Housing and Homelessness Strategy (July 2011): This strategy is a framework for addressing homelessness and increasing the variety of affordable housing options across the entire housing continuum to improve choice and affordability for all residents within the city. The three strategic directions are:

1. Increase the supply of affordable housing
2. Encourage a housing mix across all neighbourhoods that enhance quality of life
3. Provide strong leadership and support partners to enhance housing stability.

There are 10 year targets included for new housing supply across the whole housing continuum including supportive and social housing.

Pearson Dogwood will provide a range of housing opportunities from low-income social housing to owner-occupied market housing.

Mayor's Task Force on Housing Affordability (2012)

The City's inclusionary housing policy for major projects/large developments applies to this site and sets a 20% affordable housing target. As part of the final report of the Mayor's Task Force on Housing Affordability in October 2012, Council directed staff to implement a more flexible and creative approach to inclusionary housing policies. This approach is consistent with Council's Sustainable Large Development Rezoning Policy and is intended to provide more clarity to applicants applying for rezoning of large sites under that policy. The City's priority continues to be to secure 20% of the units in large developments as mixed affordable housing with a particular focus on increasing capacity for low-income households through leverage of city tools (CACs, DCLs and property tax), and partnership funding from senior government and non-profit organizations at the time of rezoning. The City will consider a range of options to deliver affordable housing for key target income groups as laid out in our 2011 Housing and Homelessness Strategy in the most cost-effective way, such as:

- Mixed income rental housing owned and operated by a non-profit housing provider or owned by the city and leased to a non-profit operator (City preference for land ownership versus airspace parcels);
- Market rental housing that is privately owned and operated;
- New models for affordable home ownership;
- Off-site provision of some of the affordable housing.

Rezoning Policy for Sustainable Large Developments (2013): This policy applies to rezonings of sites measuring 2 acres or more and requires strategies to achieve high sustainability standards. The policy requires submission of defined plans and studies to address: sustainable site design, access to nature, sustainable food systems, green mobility, rainwater management, zero waste planning, affordable housing and low carbon energy supply. The Pearson Dogwood development will meet or exceed the requirements of this policy.

Council Motion (2013)

On April 23, 2013 Council passed a Motion relating specifically to the redevelopment of Pearson Dogwood. The Motion conveyed Council's expectation that VCH undertake full consultation toward implementing global best practices in their health facility, services and housing program; that CACs are not available to fund health facilities and residential options for current health residents of Pearson Dogwood facilities but that the development should maximize appropriate units for current residents. The full text of the Motion is contained in Appendix B.

Marpole Community Plan (anticipated 2014): The City is completing a community planning program that will provide direction on land use, built form, community amenities, housing, parks and open spaces, services, transportation, heritage, culture and the local economy. The Pearson Dogwood Policy Statement has been developed in conjunction with the emerging objectives of the Marpole Community Plan regarding integration with the adjacent neighborhoods and providing community amenities that support the objectives of the Plan.

Planning Process Summary

City staff led a collaborative planning process with VCH and their consultant team, the Marpole-Oakridge community and other key stakeholders. The planning process included three sets of public open houses at key stages, including:

- **January/February 2013:** introduction to process, background, objectives, issues and priorities (240 attendees, 84 responses).
- **June 2013:** site plan concepts, and draft Guiding Principles (200 attendees, 100 responses).
- **Sept 2013:** illustrated plan, community amenity package, urban design analysis, and refined Guiding Principles (200 attendees, 140 responses).

In addition to the Open Houses, a key element of the planning process was the creation of a Community Advisory Group, which was arranged and managed by VCH. The group met five times in hands-on workshops, a design charrette and a review of the draft Policy Statement. The Advisory Group is comprised of representatives from a variety of areas and interests (see Appendix C for details on the meetings, membership list and comments). Staff would like to recognize the Advisory Group's invaluable contribution to the planning of Pearson Dogwood. Information has also been provided and input gathered from on-line material through the City's web page dedicated to the Pearson Dogwood planning program. Appendix C contains a full description of the public consultation process.

Public feedback has been generally positive regarding the proposed planning concepts and guiding principles. However, some concerns were raised by the local community over building heights in excess of 20 storeys. Staff consider that the building forms proposed and the 28 storey height limit are appropriate given the size of the site, its proximity to a major arterial street and transit network, and its place within the hierarchy of transit-oriented developments approved and anticipated along Cambie Street. A more detailed assessment of

the proposed building heights and massing will be undertaken at the rezoning stage to ensure that issues such as views, shadowing, livability and 'fit' within the existing neighbourhood are properly addressed.

There were concerns over the potential impact of additional vehicles on the existing road and bike network, as well as the impact additional users may have on the capacity of the Canada Line. Staff have considered the additional traffic that could be generated by the Pearson Dogwood project and determined that impacts to the overall road network would be manageable. The addition of traffic signals, road improvements and enhanced pedestrian and cycling infrastructure will be assessed as part of the rezoning when a detailed Transportation Study will be required. Staff will assess any impacts on the neighbourhood in more detail at that time and recommend mitigation measures (e.g., traffic calming) as necessary.

With respect to the Canada Line, the line has not reached its peak hourly capacity with the current train frequency and number of cars and there is the ability to more than double the current capacity. Changes to the Canada Line would not be required to accommodate the development. Translink has initiated a review of the Canada Line to determine service and infrastructure requirements to meet overall demand in the long term. The review will identify investments needed to meet future demands and provide input into their 2014 update to their Regional Transportation Strategy.

The majority of comments received were with respect to VCH's proposed supportive housing and facility care options for seniors and people with a disability, particularly those who are current residents on the site. Both the City's Persons with Disabilities Advisory Committee (PDAC) and the Seniors Advisory Committee were engaged in this discussion, with PDAC co-authoring an alternative housing proposal which was endorsed by the Seniors Advisory Committee. This is discussed later in this report and a description of the advice and concerns raised by PDAC is contained in the section titled 'Strategic Analysis'. See Appendices D and F for motions from both Committees.

The City's Urban Design Panel evaluated the project in October 2013 and provided feedback on site planning options and the guiding principles in a non-voting session. A summary of the Panel's comments are contained in Appendix G.

Pearson Dogwood Policy Statement: Summary

This section provides a summary of the key policies established in the Policy Statement. The background and rationale relating to some key policies are addressed in the Strategic Analysis section of the Report.

Vision for Pearson Dogwood

- To create a highly-sustainable, complete community that is well-integrated with the existing Cambie Corridor and Marpole neighbourhoods.
- To build a primarily residential development, and provide a broad mix of housing types for people and families with a range of income levels.
- To replace the existing health facilities and provide housing for seniors and people with a disability currently resident in the health facilities on the site, bringing on new models of care both in new facilities as well as contemporary housing options.
- To provide new retail and commercial uses,
- To support the YMCA with its proposed move to develop an expanded facility from West 49th Avenue to Pearson Dogwood,

- To provide new community facilities such as a childcare and a 2.5 acre park, as well as to endeavor to continue to accommodate the green space dedicated by VCH to the urban farm, which is an ongoing project of VCH and community partners
- To integrate into the surrounding neighbourhood with an appropriate scale and form of development, clear and welcoming connections and attractive public spaces.
- To support the potential future addition of a new Canada Line transit station on the Pearson site at the corner of west 57th Avenue and Cambie.
- To meet or exceed the requirements in the City's Green Rezoning Policies to ensure the project achieves the highest possible levels of sustainability.

Complete Community

Pearson Dogwood will be a complete community, incorporating the following elements:

Affordable Housing (additional discussion in Strategic Analysis):

- A target of 20% of all units will be secured through a Housing Agreement as affordable rental housing for low- and moderate-income households.
- Of the 20% affordable housing, a minimum of 50% of the units will be subsidized and rented from the shelter rate for those on social assistance up to levels suitable for households within the BC Housing Income Limits (HILs), with the remaining units renting at affordable market rates for moderate-income households. The options and mix of options to achieve the 20% affordable housing units will be determined as part of the rezoning, but the City has indicated to the proponent that it has an interest in long-term ownership and maximizing affordability as part of a public benefits discussion.
- A portion of affordable housing will be delivered with every phase of development, except development phases that are predominately healthcare-related.

Integrated Mix of Housing:

- Affordable housing, housing for seniors and people with a disability, and market residential units integrated throughout the development.
- A range of market housing suitable for families, with a minimum of 25% family-oriented units and a target of 35% family oriented units, including both two and three bedrooms.
- A minimum of 50% of the affordable housing units will be suitable for families with children, and include two, three and four-bedroom units.
- All buildings with family units are to be designed in accordance with the City's High-density Housing for Families with Children Guidelines.
- Additional ways to achieve affordability in market housing will be provided through considering 'flex suites' or 'breakaway suites', as well as through units with modest finishes and wood-frame construction.
- Affordable housing ownership models are being analyzed by staff and may be an option to be considered by the time of rezoning.

Adaptable/Universal Design

- Housing designed to meet a range of standards for unit adaptability.

Retail and Commercial Uses

- A combination of local-serving commercial uses (e.g., café, small grocery store, small pharmacy, medical offices) to serve the Pearson Dogwood site and the surrounding community.

Park Area, Public Open Space and a Community Plaza

- A 2.5 acre dedicated City park, together with a significant amount of additional public open space, will be a central focus for the community at Pearson Dogwood

Community Amenities (additional discussion in Strategic Analysis and Financial Implications)

- A 69-space childcare facility built to City specifications and owned by the City.
- Transportation improvements in the immediate area.
- A financial contribution from VCH towards the proposed 57th Avenue transit station.
- The YMCA is intending to relocate from West 49th Avenue to Pearson Dogwood and provide recreational and community services to the area. Potential partnership opportunities with the YMCA will be further explored for synergies with City programs and services at time of rezoning.

Housing and Services for Seniors and People with a Disability and Health Care Services (additional discussion in Strategic Analysis)

- VCH will replace all the existing facilities as follows:

George Pearson Centre	
Current Facility:	VCH Proposal:
<ul style="list-style-type: none"> • 120 Residential Care Beds 	<ul style="list-style-type: none"> • 83 Independent Living Units (Supported Social Housing) • 37 Residential Care Beds
Dogwood Lodge	
Current Facility:	VCH Proposal:
<ul style="list-style-type: none"> • 113 Residential Care Beds 	<ul style="list-style-type: none"> • 113 Residential Care Beds

- The existing therapeutic pool will be replaced and expanded.
- The South Vancouver Community Health Centre (providing integrated primary care) which will be relocated from its current location on Knight Street at East 49th Avenue.
- Replacement of the existing Adult Day Care and the BC Ambulance Services Station.
- All health care programs and services to be located on site are pending Ministerial Approval.

Density, Built Form, and Height

The form and scale of development at Pearson Dogwood is intended to be respectful of its context while also proposing a high density (predominately residential) development with key objectives around sustainability, social housing and community amenities.

- Pearson Dogwood will have a density of up to 2.8 FSR (approximately 3,100,000 square feet, gross). Exclusions from floor area calculations will be considered for the YMCA, therapeutic pool, and any non-profit space secured through City agreements
- The maximum height will be 28 storeys (or 265 feet), limited to a number of specific locations. The majority of buildings will be low-rise or mid-rise.
- Respectful transitions to surrounding neighbourhoods will be created by stepping down buildings to 3 and 4 storeys on sensitive site edges.
- Towers above 12 storeys will have a floor plate maximum of 6500 square feet.

Views and Solar Access

- Views to Mount Baker and south to Richmond and the Fraser River will be considered as well as views within the site to public open spaces.
- Solar access (sunlight) should be protected on key public parks and spaces and guide building placement, form and height.

Parks and Open Spaces

The parks and open spaces at Pearson Dogwood will foster social interaction and become neighbourhood meeting places. They will invite access to the site from the surrounding neighbourhood, assist with tree retention and provide connections within the site. The new 2.5 acre park is proposed as a passive recreation open space, catering to a wide range of users and abilities, and will retain the grouping of mature trees identified by the community and City staff as being the most valuable on site. Edible landscaping will likely be an integral component of the park design but urban farming could be accommodated on other open space on site. A public plaza adjacent to the City park is to be provided in the vicinity of health-care, recreational and retail/commercial uses to accommodate more active recreation and programming. Public open spaces will build a sustainable community by supporting Greenest City objectives around rainwater management, sustainable food systems, green mobility and access to nature.

Transportation

The Pearson Dogwood site is envisioned foremost as a site that encourages walking, cycling and the use of public transit. The street network and public realm will promote access for all ages and all physical abilities with an emphasis on green mobility. Sustainable modes of transportation will be emphasized and facilitated (including provision of a new Canada Line station at 57th Avenue) while traffic impacts are minimized on the surrounding street network, especially those within the adjacent residential neighbourhoods.

Sustainability Objectives and Policies

The Pearson Dogwood development will meet or exceed the City's policies around sustainability and will contribute to meeting the Greenest City Action Plan 2020 targets.

- **Green Buildings Policies:** All new buildings at Pearson Dogwood will meet or exceed the green building standards identified in the Green Building Policy for Rezoning at the time of rezoning (currently LEED® Gold certified with specific points in energy performance, water efficiency and stormwater).
- **Rezoning Policy for Sustainable Large Developments:** Pearson Dogwood will meet or exceed the requirements identified in the Sustainable Large Development Rezoning Policy at the time of rezoning.

Neighbourhood Energy:

In October 2012, Council adopted the Vancouver Neighbourhood Energy Strategy (NES), which identified the Cambie Corridor as a target area for NES development. The Cambie Corridor Plan highlighted Pearson Dogwood as one of many large redevelopment sites that have the best potential to support low carbon NES development in the Cambie Corridor.

At the time of rezoning, the Pearson Dogwood site will be expected to contribute to a corridor-wide NES feasibility study, deliver a central boiler plant on private land, and enable all developments within Pearson Dogwood to be designed to be easily connectable and compatible with the Cambie Corridor NES.

Strategic Analysis

The following sections provide background, analysis and recommendations relating to key components of the Pearson Dogwood Policy Statement.

Affordable Housing

Large sites like Pearson Dogwood provide opportunities to deliver a range of housing options along the housing continuum to address the insufficient supply of rental housing in Vancouver,

particularly units that are affordable to low- and modest-income households. It is Council policy to achieve 20% of all units on large sites as affordable housing, including supportive housing, low-income housing and affordable market rental units. The 20% target for this site is expected to yield approximately 570 units at Pearson Dogwood and staff will report back on the selected mix of options to achieve the affordable housing mix and the strategy for their funding and delivery at the time of rezoning.

VCH is proposing to build 83 supportive housing units for people with disabilities, some of whom may currently live in the George Pearson Centre. VCH has requested that the City consider these units as part of the 20% affordable housing target. VCH is not seeking City funding for these units. The 20% affordable housing policy is intended to supply new housing units, not replacement of existing beds on site today. Unless VCH can clearly demonstrate that these 83 units represent a net gain in supportive housing units in Vancouver, staff recommend that they not be considered part of the 20% affordable housing target.

Community Amenities

A community amenity evaluation was undertaken as part of the planning program and coordinated with the findings of the Marpole Community Plan and Cambie Corridor planning processes. It concluded that the area is well-served by the Marpole Oakridge Community Centre, which is scheduled for renewal, and by the Marpole Library, which is scheduled for renewal and expansion. In addition, a new Community Centre and Library is planned as part of the Oakridge Centre redevelopment. However, the evaluation identified that the area is deficient in childcare facilities and the Policy Statement therefore includes a requirement for a 69-space childcare facility on the site, to be secured through the rezoning.

The YMCA is proposing to relocate its West 49th Avenue facility to Pearson Dogwood and expand the facility to approximately 60,000 sq. ft. from the existing 40,000 sq. ft. The facility will include aquatic services, a gym, and multipurpose spaces. The program will be more fully defined at the rezoning stage. There is an identified shortfall in aquatic facilities in South Vancouver, and the relocated and expanded YMCA could deliver community amenities, however these goals are the subject of ongoing discussions and negotiations. At this stage, it is proposed that the YMCA be considered as excluded floorspace for the purposes of FSR calculations, but not recognized as part of the Community Amenity Contributions from the applicant. Staff will continue to explore partnership opportunities with the YMCA at the time of rezoning when more information is available on the proposed program, access arrangements, and potential for synergies with City programs and services.

There are a number of services provided on the site through non-profit agencies, such as the Adult Day Care, and the Jack Bell Van-share program. Staff will assess the public benefit value of these services at time of rezoning, along with any additional community needs identified at that time.

Staff considers the proposed public benefit package and associated amenities as meeting the needs of the existing and future population in this area. The proposal will provide a 2.5 acre park as well as additional public open space, enhance the surrounding road and bike network, deliver a childcare facility and create a significant amount of affordable housing. In addition, the future rezoning would support the move of the YMCA to a new, expanded facility at Pearson Dogwood, and contribute towards a potential new Canada line station at 57th and Cambie Street (see below).

57th Avenue Transit Station

The Canada Line project identified 57th Avenue as a future station location, as did the Cambie Corridor Plan. The tracks were constructed to be relatively level and straight in this location in anticipation of future station construction.

While the Broadway Subway is the City's highest transit priority, Vancouver Coastal Health has offered a financial contribution towards the cost of construction of a new Canada Line station at 57th Avenue, as the station is important for the development of the site. The development would also provide any necessary land to accommodate the station entrance and connections. Staff will examine the construction costs in more detail and confirm the amount of contribution at the rezoning stage.

Housing and Supports for People with a Disability

Staff met with the Persons with Disabilities Advisory Committee (PDAC) on several occasions during the course of the planning program to discuss the emerging proposal at Pearson Dogwood. Motions approved by PDAC are included in Appendix D.

VCH Housing Proposal for People with a Disability:

The George Pearson Centre currently contains 120 beds for people with a disability, 114 of which are occupied. Vancouver Coastal Health's proposal is to relocate these individuals into more contemporary care models on site. Eighty-three of these units will be independent supportive housing dispersed around the site, and 37 beds will be organized along the lines of a "Greenhouse model" and located in a licensed complex care facility (also containing the 113 beds to replace the Dogwood Lodge seniors facility).

Issues Expressed by PDAC:

While PDAC is generally agreeable to the proposed 83 supportive housing units (subject to agreement over the nature of the supports provided), the Committee is concerned that the 37 beds in the complex care building could represent an institutional environment, and therefore be contrary to global best practice. In addition, the Committee expressed the desire that an explicit commitment be made by VCH for the required home care support funding for each of the housing models.

PDAC provided an alternative proposal for housing and support within their Motions passed on December 9, 2013. The proposal was drafted by PDAC in conjunction with the Pearson Residents Redevelopment Group (PRRG) and the BC Coalition of People with Disabilities. The "Proposal for Housing and Support for the Pearson Redevelopment" is contained within Appendix E. Quoting from the document:

"This proposal includes four housing and support options, all with people having control and autonomy over their lives. We have included the first two independent community living options from the original VCH Housing Continuum, plus two group living models, which are what many current Pearson residents want. The group living models include small groups of 2-4 persons living in apartments or houses, or the Greenhouse models of 6-12 people, with changes to ensure people have control over their homes and a real choice whether to live by themselves or in a group."

VCH Response to PDAC Housing Proposal:

VCH submitted a letter in response to the "Proposal for Housing and Support for the Pearson Redevelopment". While VCH did not address the proposal specifically, their letter states: *"Vancouver Coastal Health is committed to ensuring that the principles of the Greenhouse model are integrated into the development of the housing and supports that will replace the current beds at George Pearson Centre"* (see Appendix H).

City Staff Recommended Actions:

Vancouver Coastal Health has responsibility for the residents currently in facilities on the site and the models of care which are inherent to this redevelopment proposal. The Policy Statement, while not being at all prescriptive in terms of these care issues, does include reference to process issues which will address the concerns and suggestions raised when the proponents met with the City's Advisory Committees. Thus the Policy Statement includes the following assumptions:

- *The models for providing health care, housing and supports to the seniors and persons with disabilities communities, including those currently on the Pearson Dogwood site, will be planned in consultation with those constituents;*
- *A blue ribbon panel of experts in the provision of care to seniors and persons with disabilities will be formed to provide advice to VCH and the community about best practice options for the site;*
- *As part of any rezoning application, VCH is to provide a plan for all health care-related facilities, housing and supports to replace the Pearson and Dogwood facilities which demonstrates best practices, while also recognizing the overall context of Provincial health care funding.*

Financial Implications**Proposed Public Amenities**

Based on the community amenity evaluation undertaken as part of the Dogwood Pearson planning program, which also takes into consideration the public amenities contemplated in the emerging Marpole Community Plan and the Cambie Corridor Plan, the proposal is expected to provide on-site 20% affordable housing (approximately 570 units), a 2.5 acre park and additional public open space, a 69-space childcare facility, and enhancement of the surrounding road and bike network.

Affordable Housing (approximately 570 units and potential land sites) - As previously noted the target for the 20% affordable housing is for low to moderate- income households. Staff will continue to work with senior government, the developer and community partners to determine the optimal ownership, operating and financial models which will inform the funding strategy for these units. Potential funding sources include CACs, DCLs and partnership funding. Private sector or non-profit/government ownership of any market rental housing may also be considered.

69-space Childcare Facility - The developer will provide a site for the childcare facility to the City at a nominal rate. Staff will explore cost-effective ways to deliver childcare on-site, including the possibility of co-location and functional integration with other community facilities and/or wood-frame construction. The construction costs will be funded through CACs and/or DCLs.

2.5 acre Park - As a condition of the 1985 subdivision of the site, the developer will dedicate the park land to the City at a nominal rate. The park construction cost will be funded through DCLs.

Transportation Improvements - The cost of providing new or improved sidewalks, traffic calming measures, and signal and bikeway improvements will be confirmed as part of the rezoning and will be funded through DCLs. VCH has offered to make a financial contribution towards the construction cost of the future transit station at 57th Avenue, and will provide any necessary land to accommodate the station entrance and connections.

In addition to the above community amenities, the developer will be responsible for all road construction, site servicing and underground infrastructure such as water and sewer as part of their development costs.

Development Pro-forma Analysis

The planning process included a financial assessment of the proposed Pearson Dogwood development using a pro-forma analysis undertaken by Coriolis Consulting as a consultant to the City. This was intended to provide a high-level assessment of the financial viability of the project and to inform the public amenity strategy.

The pro-forma analysis undertaken indicates that, with the proposed land use mix and density of up to 2.8 FSR (gross), the project would be economically viable. The pro-forma analysis will be further refined as part of the rezoning to determine the DCLs and CACs generated.

Community Amenity Financial Strategy

Staff will develop a comprehensive financial strategy that outlines the funding and phasing of the contemplated community amenities over the development horizon and present this to Council for consideration as part of the rezoning. Any excess CACs beyond those required to deliver the amenities contemplated for Pearson Dogwood will be allocated towards the priorities identified in and around the Cambie Corridor.

Proponent's Comments (Vancouver Coastal Health)

Vancouver Coastal Health submitted comments on the Policy Statement on January 6, 2014. Please see Appendix I.

CONCLUSION

The draft Pearson Dogwood Policy Statement has been prepared following an extensive planning process involving City staff, Vancouver Coastal Health, the local community, the Pearson Dogwood Community Advisory Group, and other stakeholders. Staff believe that the Policy Statement will guide a development that meets the interests of the community and Vancouver Coastal Health. The Policy Statement also embodies City priorities and targets around affordable housing and sustainable development. The next stage of planning will involve working within the framework established by the Policy Statement to rezone the site.

* * * * *

Council Motion (April 2013)

On April 23, 2013 Council passed a Motion relating specifically to the redevelopment of Pearson Dogwood:

Planning Process for Pearson Lands

WHEREAS

1. The City of Vancouver seeks to be a leader in the provision of accessible services to people with disabilities;
2. Vancouver Coastal Health has decided to replace the health care facilities at George Pearson Centre as part of a major redevelopment of this site;
3. Council's Persons with Disabilities Advisory Committee has expressed concern about the nature of the new facilities and heard submissions that the hospital should not be rebuilt but replaced with community based independent living arrangements;
4. The Province of BC has set early deadlines to achieve significant revenue from the development of the Pearson lands, although the planning process has just begun;
5. The Pearson planning process is separate from the Marpole Community Plan and the Cambie Corridor Plan, and the resulting development will be a major project in the Marpole area.

THEREFORE BE IT RESOLVED THAT Council direct staff to:
advise Vancouver Coastal Health that the City will require assurances that the mix of health care services, facilities and residential options for people with disabilities resulting from the redevelopment reflects global best practices and full consultation;

remind Vancouver Coastal Health that increases in land value resulting from rezoning may result in community amenity charges offered to the city, which are not, under current policy, available to subsidize capital investments in health facilities and residential options that are a provincial responsibility;

seek opportunities to ensure that the planned George Pearson development maximizes the number of fully accessible and appropriately supported units available to current residents at the existing site.

* * * * *



Mary Ackenhusen

CP1 185 – 855 West 12th Avenue
Vancouver, BC V5Z 1M9
Tel: 604.875.42

January 6, 2014

By Email: Matt Shillito
matt.shillito@vancouver.ca

City of Vancouver
Persons with Disabilities Advisory Committee
453 West 12th Avenue
Vancouver, BC V5Y 1V4

Dear Committee:

Thank-you for your Proposal entitled: Housing and Support for the Pearson Redevelopment prepared by Pearson Residents Group, BC Coalition of People with Disabilities and Persons with Disabilities Advisory Committee.

Vancouver Coastal Health is committed to ensuring that the principles of the Greenhouse model are integrated into the development of the housing and supports that will replace the current beds at George Pearson centre. We will consider these principles in the design and staffing mixes.

VCH is also committed to ensuring choices for residents at Pearson and has already begun a process to ensure adequate planning, exploration of options and move to different housing models for the residents at George Pearson Centre. We are committed to supporting residents to move as soon as possible and not wait until the closure of the site in a number of years.

We are also encouraged by the agreement in our November 28th meeting to ongoing dialogue with Vancouver Coastal Health to ensure these principles are included in the design and models being proposed in the future. We are committed to exploring how to work with you and explore options with consideration of the budget and labour contract obligations of Vancouver Coastal Health.

Sincerely,

A handwritten signature in black ink, appearing to read "Ackenhusen", is written over a horizontal line.

Mary Ackenhusen
Chief Operating Officer Vancouver

cc: Laura Case Executive Director Vancouver Community
Bob Chapman Director Residential Care
Bonnie Wilson Director Home Support, Assisted Living and MHA Housing

Promoting wellness. Ensuring care. Vancouver Coastal Health Authority



**Addendum to the City Policy Report
Proponent's Comments
January 6, 2014**

Re: Pearson Dogwood Redevelopment Project – Policy Statement

Vancouver Coastal Health (VCH) is in full support of the Pearson Dogwood Policy Report with the exception of the following important points outlined below. VCH expects negotiations on each of these items to continue in the re-zoning phase of the redevelopment.

For the purpose of the Pearson Dogwood Policy statement, VCH requests that the City of Vancouver recognizes:

1. The design and delivery of the health care program envisioned for the Pearson Dogwood site is the sole responsibility of VCH and subject to approval by the Ministry of Health. As stated by City staff, the City of Vancouver carries limited jurisdiction in health care facility planning, design or on-going management of proposed facilities. However, as a responsible civic partner and steward of the provincial health care system VCH will work with the City and stakeholder groups to ensure mutually agreeable solutions within the context of financial feasibility.
2. That the Community Amenity Contributions for the project be reduced from the usual 75 percent of the uplift gained through rezoning to a level that recognizes the considerable public benefits the project is bringing to the citizens of Vancouver.
3. New health facilities on the Pearson Dogwood site will be exempt from Development Cost Levies (DCLs).
4. The proposed 83 units of supportive housing are part of the project's Affordable and Social Housing proposal, consistent with the City's Housing & Homelessness Strategy (2012-2021).

VCH views the creation of 83 new supportive housing units as net new units to the City's affordable housing inventory, because currently these units do not exist. In these new units residents will live independently in a home like setting – an aspiration that is broadly supported by the peoples with disability community. The provision of homecare supports in the form of assistance with daily living does not create a new category of institutional usage and therefore should not be considered "health-housing", but simply "housing".

5. The 20 per cent affordable housing target is indeed a target that will be considered consistent with other major site re-zonings in the City of Vancouver.

In major projects, such as Pearson Dogwood, the goal is to achieve 20% of all units as affordable housing. The detailed mix will be determined at the time of rezoning. VCH will work collaboratively with the City of Vancouver to demonstrate that the project economics

of the recommended Pearson Dogwood Policy Statement can achieve a large portion of the stated targets.

6. No land will be transferred to the City for the purposes of affordable housing. VCH will retain ownership of the land asset for all affordable housing projects on site. A large portion of the proposed affordable housing program will reside within mixed-use buildings. Affordable housing created on the Pearson Dogwood site will be bound by a Housing Agreement to ensure the on-going affordability benefit is achieved.
7. The Adult Day Care component is included as a potential program in the project's proposed non-Profit space.
8. To allow flexibility in road designs: There is a concern segregated facilities may be required for all internal streets. The project aspires to provide a network of multi-use paths through the site that would avoid the need to travel on-street for certain groups.
9. VCH is supportive of the Greenest City Policy and Neighbourhood Energy System objectives. However, at this time, there is not enough information known to restrict the type of system and plant locations at the Policy stage. Further discussion and research is required to explore sustainable green energy strategies and whether a central boiler will service all developments on the Pearson site.

From: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)

To: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)

["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)

["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)

["Winterbottom, Graham" <graham.winterbottom@vancouver.ca>](mailto:graham.winterbottom@vancouver.ca)

Date: 11/18/2016 2:08:03 PM

Subject: Fwd: PS20161483 - Cost Consultant 57th Avenue Station - Cost Estimate

Attachments: ATT00001.htm

ATT00002.htm

57th_Ave_Station Estimate 181116.pdf

ATT00003.htm

57th Ave_Station Estimate 181116.xlsx

ATT00004.htm

Hi,

Here it is. s.13(1)

We will be meeting with MMM on Wednesday to discuss the estimate in detail and ask questions.

s.13(1)

Thanks,
Neal

Begin forwarded message:

From: "Calder, Ryan" <CalderR@mmm.ca>

Date: November 18, 2016 at 1:04:51 PM PST

To: "Peacocke, Neal" <Neal.Peacocke@vancouver.ca>

Cc: "Knaus, Monty" <KnausM@mmm.ca>

Subject: PS20161483 - Cost Consultant 57th Avenue Station - Cost Estimate

Hi Neal:

s.13(1)

We have tentatively booked a room at our office for 10:00 a.m. November 23rd meeting to discuss this estimate with you further. Please confirm this will work for you.

Kind regards,

Ryan Calder, P.Eng., PMP
Project Manager, Major Projects, Transportation

MMM Group Limited

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From: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)

To: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)

Date: 5/9/2016 12:38:20 PM

Subject: HP Records Manager Document : DOC/2016/146266 : ENG - TPL - Canada Line - 57th Avenue Station - RML Draft Scope of Work Cost Estimate - 2016-03-31

Attachments: ENG - TPL - Canada Line - 57th Avenue Station - RML Draft Scope of Work Cost Estimate - 2016-03-31.tr5

Hey Chris,

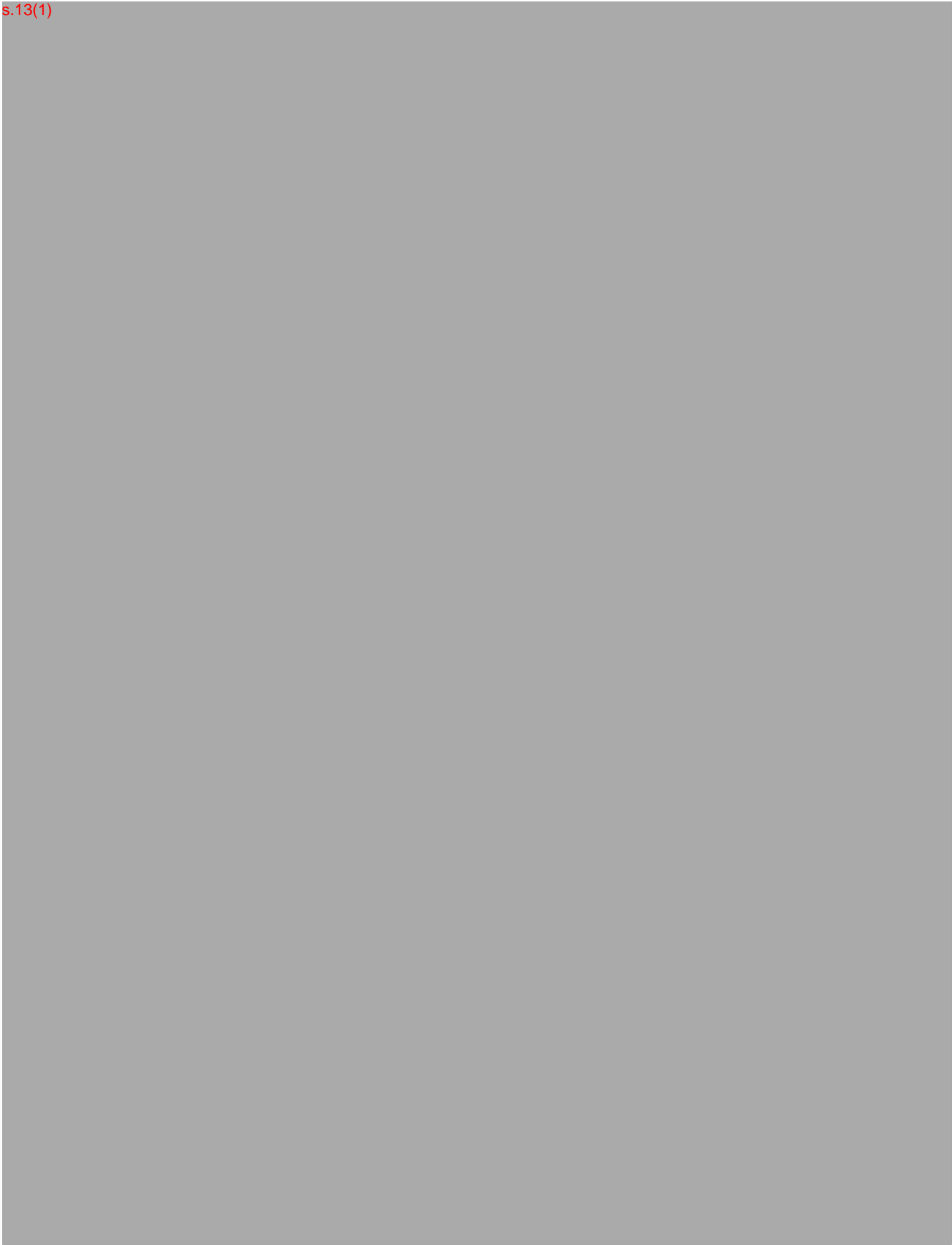
Sorry for the delay on this. As discussed, this is a cleaned up version that I basically accepted all the changes and deleted the comments. I also slapped a "Draft" watermark on there.

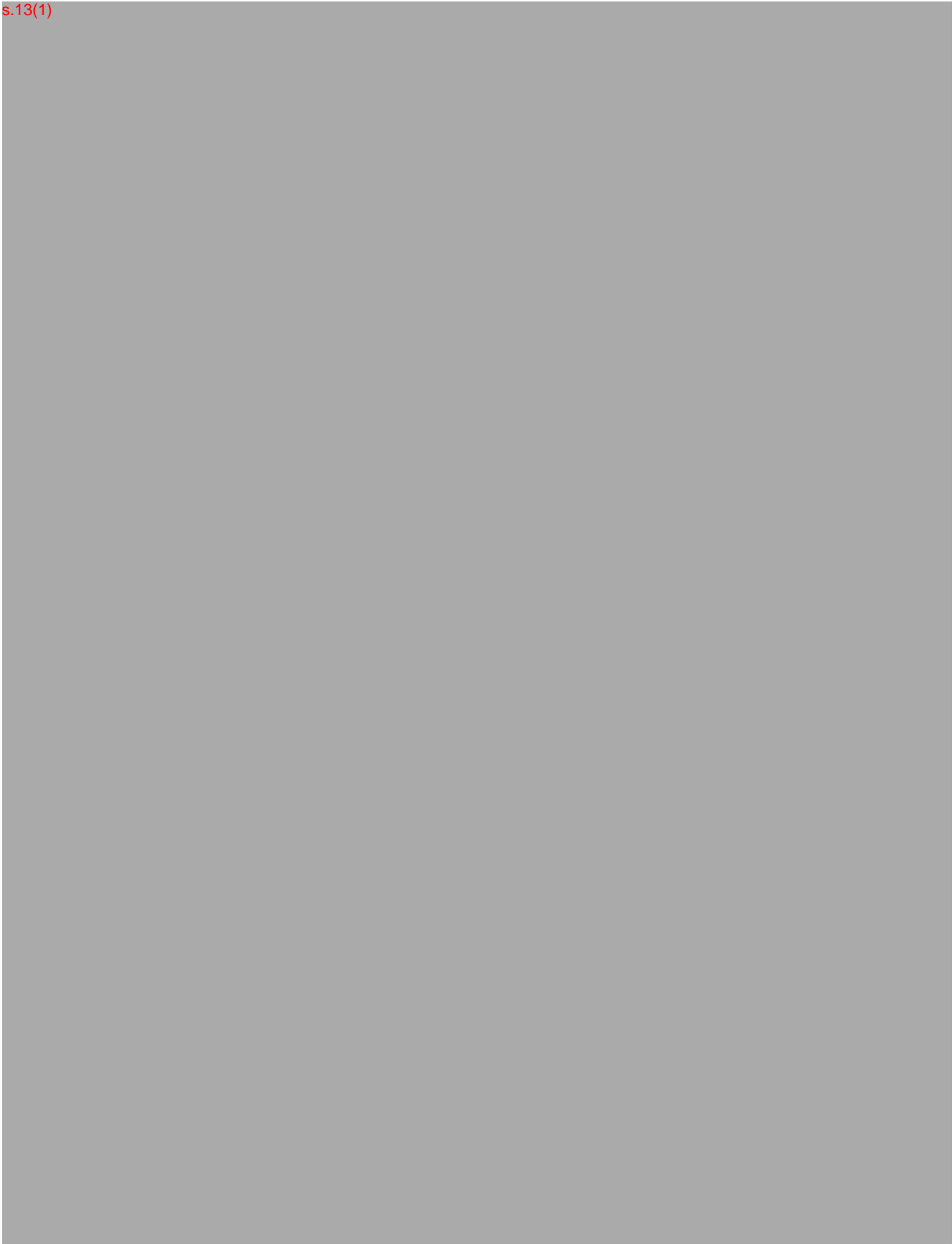
Cheers,
Neal

-----< HP Records Manager Record Information >-----

Record Number : DOC/2016/146266

Title : ENG - TPL - Canada Line - 57th Avenue Station - RML Draft Scope of Work Cost Estimate - 2016-03-31







From: ["Bell, Scott" <Scott.Bell@vancouver.ca>](mailto:Scott.Bell@vancouver.ca)

To: ["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)

Date: 11/29/2016 9:28:50 AM

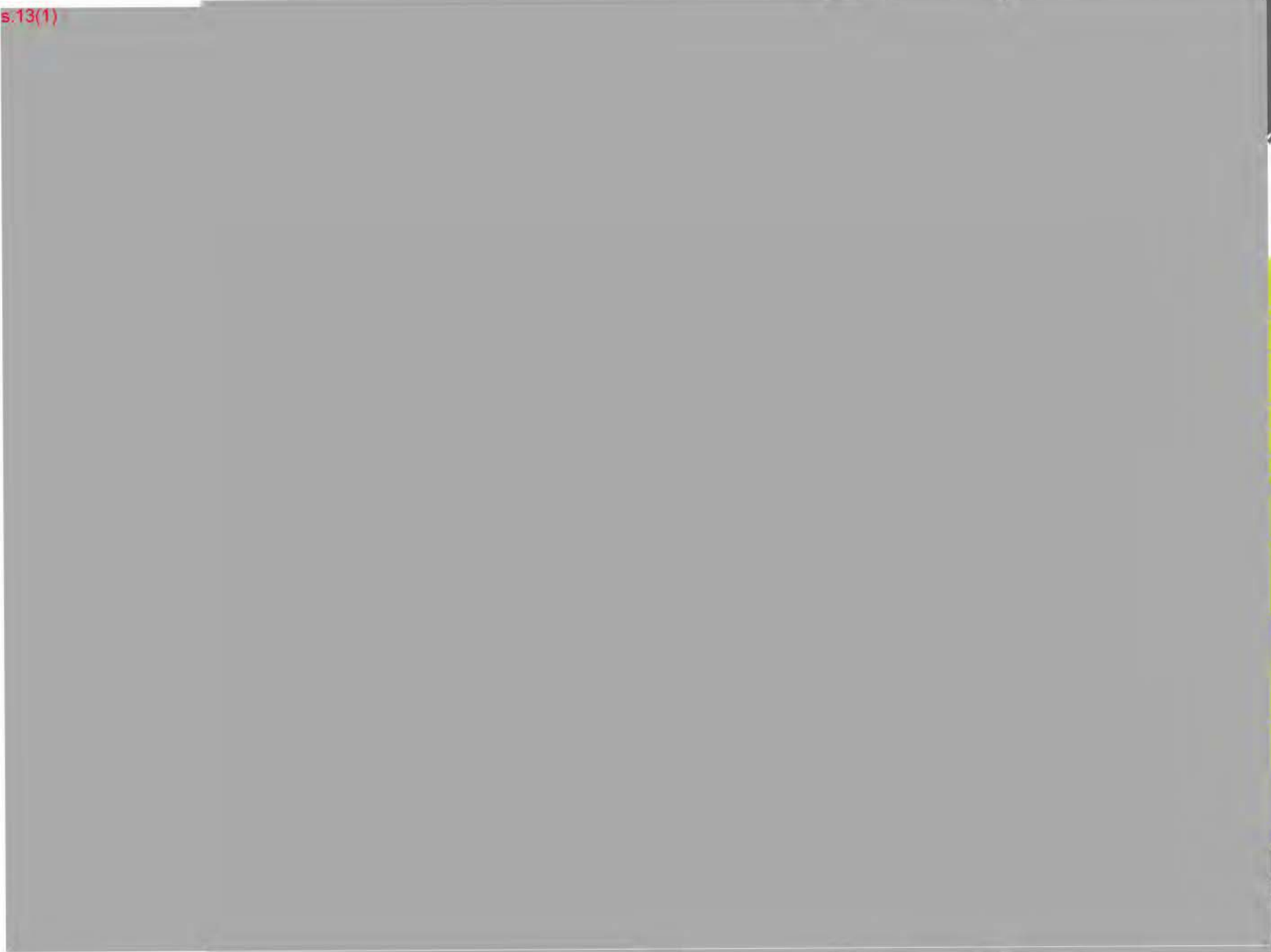
Subject: HP Records Manager Document : DOC/2016/345288 : Pearson Langara Gardens - 57th Ave Station Presentation MPSC - 2016-11-29

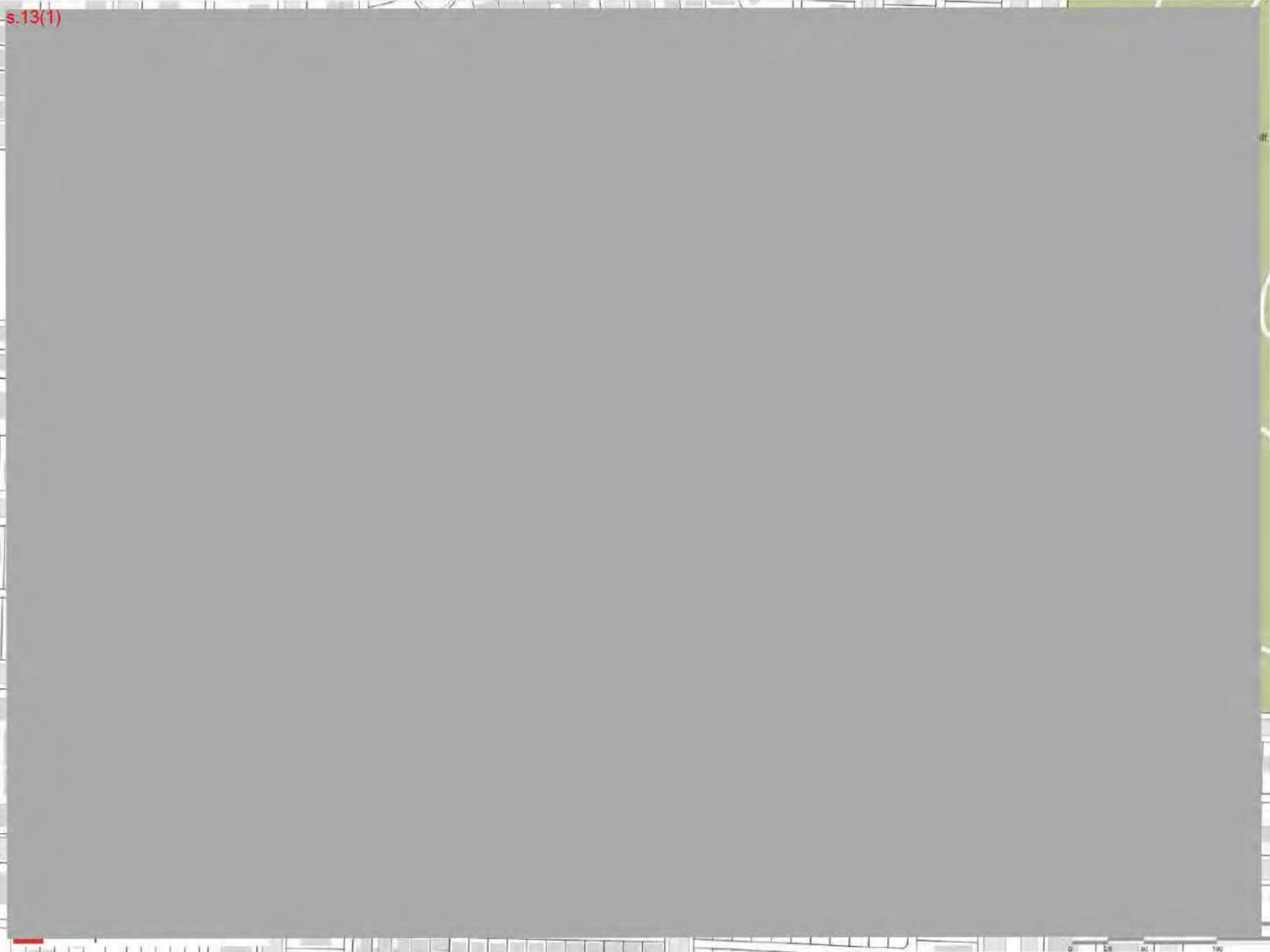
Here it is!

-----< HP Records Manager Record Information >-----

Record Number : DOC/2016/345288

Title : Pearson Langara Gardens - 57th Ave Station Presentation MPSC - 2016-11-29





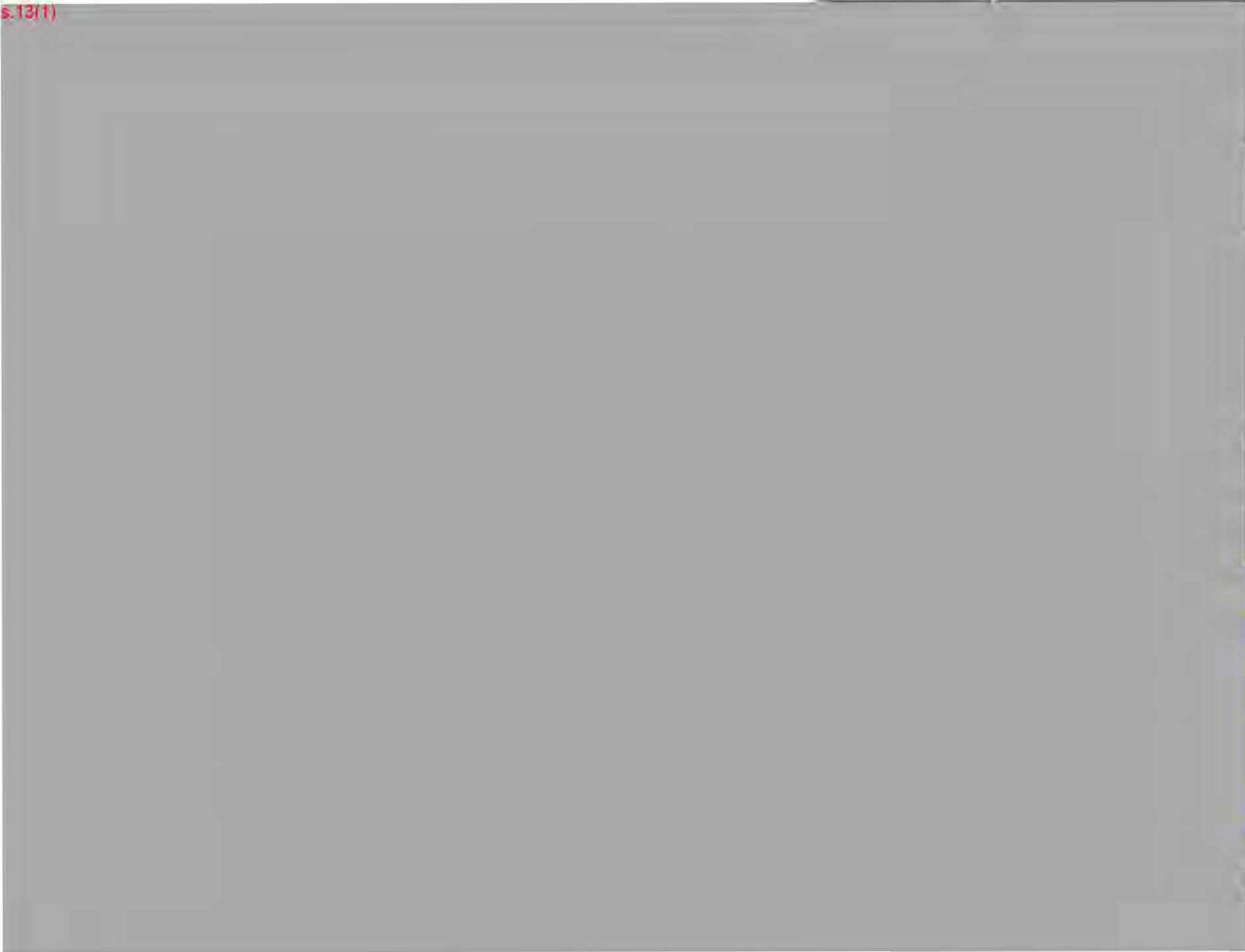






1

2









From: ["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)
To: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)
["Klimchuk, Don" <don.klimchuk@vancouver.ca>](mailto:don.klimchuk@vancouver.ca)
["LaClaire, Lon" <lon.laclair@vancouver.ca>](mailto:lon.laclair@vancouver.ca)
["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)

Date: 6/10/2015 2:37:14 PM

Subject: Infill Stations

Hey everyone,

I've done some background research into "infill stations" that are built along an operating rapid transit line. Here is a summary of projects categorized by vertical alignment:

Elevated:

- Washington DC has one station built and one planned for the near future
- Chicago has built 3 elevated infill stations since 2012
- London has built a number of elevated infill stations on their DLR (Docklands Light Rail) network

At grade:

- London: Wood Lane Station built a new at grade station on an operating line (Circle/Hammersmith & City Lines) and directly above Central Line tunnels. Construction took place primarily at night using prefabricated materials to avoid disruptions.

Underground:

- Seoul has 6 underground infill stations that have been built since 2004. I haven't had any luck finding any information on these projects in English
- San Francisco Embarcadero Station: BART built in 1973 downtown, station built in 1976 along with Market Street Subway. BART tracks lie under Subway tracks with a median platform. Used cut and cover construction. Haven't found anyone yet to speak to the construction of this station.
- San Francisco Embarcadero Station side platforms: A planned improvement to add side platforms (saddlebags as they are calling them) to the BART tracks. Estimated to be \$900M and take 5 years to build. Spoke with Luis Zurinaga, a consultant engineer hired to oversee the project. The Embarcadero station saddlebags and related vertical access is planned to be mined to avoid disrupting the very busy wide sidewalk above. They looked to Saint Petersburg in Russia who recently did a similar exercise to connect to stations that were built underground, but never provided access from above. With respect to our Canada Line infill stations, Luis felt that side platforms would be easier to accomplish and would likely require cut and cover. He assumed slurry wall construction and felt that the best course of action would be to build the new station around the existing tunnel and rather than demolish the existing tunnel through the station, cut out openings for the doors, which would create additional doors (see Jubilee Line extension in London for examples). Given the automated system and exact stopping locations, this is possible. He couldn't provide an incremental cost but felt you could estimate it by looking at the costs that would be increased. For example, the protection of existing track and other infrastructure, duplicated work (slurry wall, demolition, utilities, excavation, street level rebuilding).
- Toronto Union Station: Spoke with Malcolm MacKay, Project Manager at the TTC seconded from Parsons. Adding a second underground platform to the Yonge Eglinton Line. The existing centre platform will be used for University bound trains only, while the new platform will serve only Yonge bound trains. The track is roughly 12 m below grade. Construction was cut and cover and had significant impacts on Front Street above. It was necessary to move utilities away from the construction site. Trains are not automated so the "cut out" method planned for the Embarcadero saddlebags project would not be possible. Instead, construction methods involved removing every third piece of subway wall and connecting this cut out section into the new platform and station box. Once each section was secured, they removed the next panels along and tied that into the new platform and station box. Finally the last panels were removed and tied in. While this was more complex and costly than cutting out spaces for the doors like Embarcadero's plans, the advantage is to maintain flexibility with respect to future vehicle purchases. Requiring the doors to be in the same place on a fleet update would likely require a custom order, adding to procurements costs later down the road. Construction took place without affecting scheduling or normal operations, both on trains and in the station.

In summary, it seems like the Toronto and San Francisco projects show that adding a station on a functioning line can be done with minimal impact to service. In both cases, it seems like the shallow nature of 33rd and 57th and side platforms would make constructing these stations easier than deeper or centre platforms.

Ian

From: ["Haid, Susan" <Susan.Haid@vancouver.ca>](mailto:Susan.Haid@vancouver.ca)

To: ["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)

["Winterbottom, Graham" <graham.winterbottom@vancouver.ca>](mailto:graham.winterbottom@vancouver.ca)

Date: 11/29/2016 12:52:05 PM

Subject: meeting today on 57th Ave stn

Anything I should be primed on before our meeting today? Want to ensure I'm on message.

s.13(1)

Tx
S

Susan Haid, MCIP, CSLA, RPP

Assistant Director Planning | Vancouver South | Planning, Urban Design & Sustainability

CITY OF VANCOUVER

t: 604.871.6431 | e: susan.haid@vancouver.ca

From: [CMOffice <cmoffice@vancouver.ca>](mailto:CMOffice@vancouver.ca)

To: ["Haid, Susan" <Susan.Haid@vancouver.ca>](mailto:Susan.Haid@vancouver.ca)
["LaClaire, Lon" <lon.laclair@vancouver.ca>](mailto:lon.laclair@vancouver.ca)
["Pecarski, Randy" <randy.pecarski@vancouver.ca>](mailto:randy.pecarski@vancouver.ca)
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["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)
["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)
["Winterbottom, Graham" <graham.winterbottom@vancouver.ca>](mailto:graham.winterbottom@vancouver.ca)
["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)

Date: 1/19/2017 9:07:47 AM

Subject: MPSC - 57th Ave Canada Line Stations - Jan 20 2017

Hello,

This is to confirm you are presenting at MPSC tomorrow at 1:00 PM. The meeting is held at City Hall - 3rd Floor Committee Room 1.

Cecilia Lam

Office of the City Manager

604.873.7625

cecilia.lam@vancouver.ca

From: ["Murray, Mary Ann" <MaryAnn.Murray@vancouver.ca>](mailto:Murray.MaryAnn@vancouver.ca)

To: ["Haid, Susan" <Susan.Haid@vancouver.ca>](mailto:Susan.Haid@vancouver.ca)
["LaClaire, Lon" <lon.laclaire@vancouver.ca>](mailto:lon.laclaire@vancouver.ca)

Date: 1/9/2017 9:14:26 AM

Subject: MPSC - Jan 20 - 57th Ave Canada Line Stations

Attachments: MPSC Request - 57th Ave Canada Line Stations.docx

Hello,

The process for MPSC has changed for 2017, and there's a new request form. I've attached the form and filled in what has been received thus far.

Please take a look at the form and fill in the answers for #1 and #6, and return to me as soon as possible. Also, please review the "Important to note" bullets at the bottom of the form.

There will be a new briefing note template to use also, which I will send later today.

If you have any questions, please give me a call.

Many thanks,
Mary Ann

Mary Ann Murray
Administrative Assistant
Office of the City Manager | City of Vancouver
t. 604.873.7939 | maryann.murray@vancouver.ca

MPSC REQUEST

MPSC covers planning, land use and facilities projects.

Topic title: **57th Ave Canada Line Stations**

1. Please provide a brief summary of the issue and decisions required by MPSC (3 bullets max.)	<ul style="list-style-type: none"> • report back on 57th Avenue cost estimate study for construction of a new station, • seek direction on securing funding for a future station to inform rezoning negotiations for Pearson Dogwood and Langara Gardens
2. A DARCI framework is required for projects going forward. Identify lead GM and corresponding DARCI role (either <u>A</u> ccountable or <u>D</u> ecider).	
3. Who is the staff lead? (provide contact info)	Susan Haid / Lon LaClaire
4. Which CMT members are required? (names)	Jerry Dobrovolsky, Gil Kelley, Patrice Impey, Bill Aujla, Malcolm Bromely
5. What other staff members will attend? (names)	Randy Pecarski, Brian Sears, Michael Chin, Neal Peacocke, Chris Robertson, Ian MacPhee, Graham Winterbottom, Kirsten Robinson
6. Is there a critical deadline?	

Important to note:

Briefing notes are due end of day the on Monday prior to your MPSC date.

- Immediately following the MPSC discussion, the staff lead will email those in attendance with a summary of decisions/outcomes reached requesting concurrence of the meeting notes.
- Once concurrence is reached, the staff lead will amend the original briefing note to include these decisions/outcomes, returning the updated briefing note to **cmoffice@vancouver.ca**
- CMOOffice will assign an MPSC reference number and will distribute a PDF copy to all attendees. PDF copies of completed briefing notes will be saved in VanDocs.

From: ["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)

To: ["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)

Date: 11/18/2016 4:03:55 PM

Subject: New Time Proposed: 57th Ave debrief

Hey Kirsten,

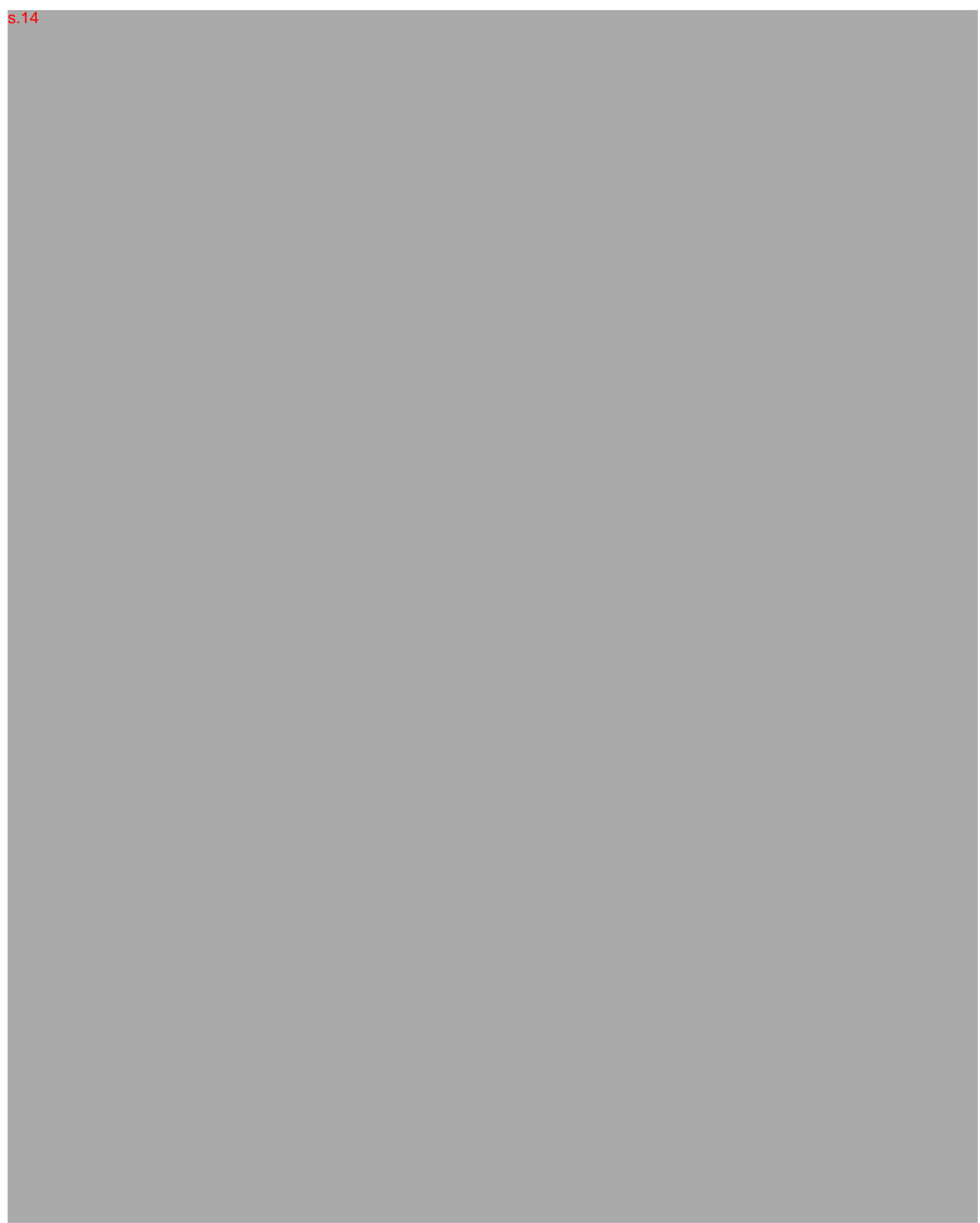
The 1-2 slot has just been freed up for Neal and I so can we shift the meeting to then? I am
s.22(1) can't make the 2-3 meeting.

Ian









From: ["Winterbottom, Graham"](#)

To: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](#)

Date: 5/10/2017 4:33:16 PM

Subject: Pearson - 57th Station report wording

Hey Neal,

Here is some draft wording I've put together for the Pearson Council report. It still feels pretty rough but I wanted to share it with you sooner than later to get some feedback.

Let me know if you have any edits. s.13(1)

s.13(1)

thanks

Graham Winterbottom, MCIP, RPP

Planner, Vancouver South Division

Planning, Urban Design & Sustainability, City of Vancouver

p. 604.829.4217

graham.winterbottom@vancouver.ca

From: ["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)

To: ["Haid, Susan" <Susan.Haid@vancouver.ca>](mailto:Susan.Haid@vancouver.ca)
["Pecarski, Randy" <randy.pecarski@vancouver.ca>](mailto:randy.pecarski@vancouver.ca)
["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)
["Winterbottom, Graham" <graham.winterbottom@vancouver.ca>](mailto:graham.winterbottom@vancouver.ca)
["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)
["Barton, Tim" <Tim.Barton@vancouver.ca>](mailto:Tim.Barton@vancouver.ca)
["Bracewell, Dale" <dale.bracewell@vancouver.ca>](mailto:dale.bracewell@vancouver.ca)

Date: 1/6/2017 4:08:39 PM

Subject: Pearson Langara Gardens - 57th Ave Station Presentation MPSC - 2016-11-29

Attachments: Pearson Langara Gardens - 57th Ave Station Presentation MPSC - 2016-11-29.tr5

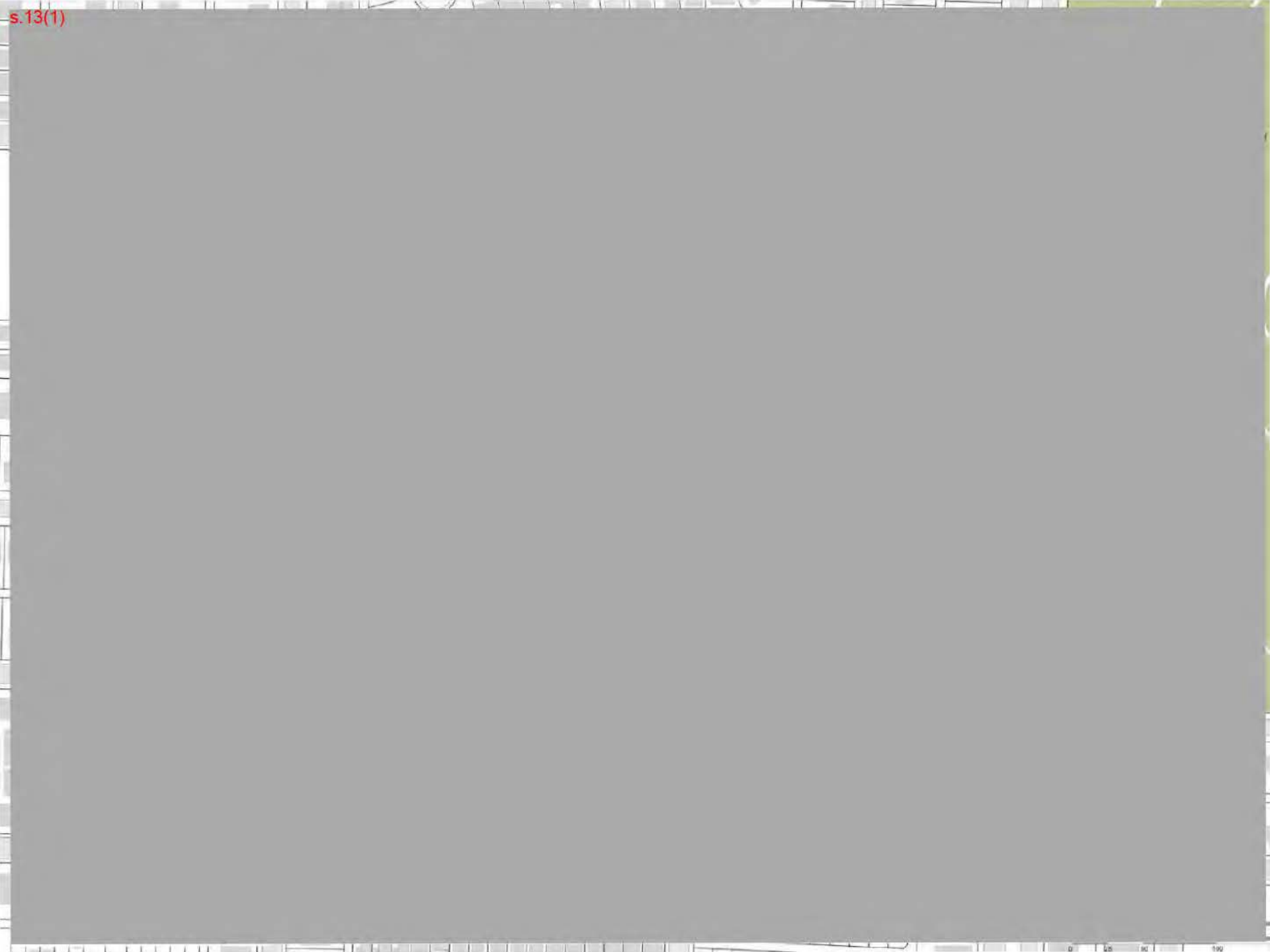
Hi all,

Just sending a draft of the MPSC presentation for 57th Avenue Station discussion. I've been tinkering away at it for the last few weeks. It has a few placeholders for further information but Jan 20th is coming up quickly. Planning is meeting next week to discuss the draft, and then I hope to convene a larger group discussion (to get tighten things up). At some point I need to loop finance and some other departments into the mix for their input.

Any strategic advice would be appreciated or if there are gaping holes please let me know. I've tried to present the info in a neutral way - facts followed by analysis. The next steps/decision options need some help.

Lemme know if you have any feedback.

Thanks,
Kirsten
86889















From: ["Bracewell, Dale" <dale.bracewell@vancouver.ca>](mailto:dale.bracewell@vancouver.ca)

To: ["Anderson, Mike" <Mike.Anderson@vancouver.ca>](mailto:Mike.Anderson@vancouver.ca)
["Barton, Tim" <Tim.Barton@vancouver.ca>](mailto:Tim.Barton@vancouver.ca)
["Carmona, Rich" <Rich.Carmona@vancouver.ca>](mailto:Rich.Carmona@vancouver.ca)
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["Kong, Carol" <Carol.Kong@vancouver.ca>](mailto:Carol.Kong@vancouver.ca)
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["Maclang, Nino" <Nino.Maclang@vancouver.ca>](mailto:Nino.Maclang@vancouver.ca)
["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)
["McNeely, Stephanie" <Stephanie.McNeely@vancouver.ca>](mailto:Stephanie.McNeely@vancouver.ca)
["Scott, Douglas" <douglas.scott@vancouver.ca>](mailto:douglas.scott@vancouver.ca)
["Tamashiro, Kati" <Kati.Tamashiro@vancouver.ca>](mailto:Kati.Tamashiro@vancouver.ca)

Date: 1/23/2017 6:16:59 PM

Subject: Planning & Engineering Coordination - Jan 23

Upcoming Council Reports/Memos

- West End Parking, likely Feb 8th, come back in 2 wks
- Sidewalk cluttering memo from Street Activities
- False Creek South community plan, mostly REFM
- Managing congestion now for end of March
- 10th Ave corridor also most likely for end of March

Current public engagement

- Adanac bikeway open houses, 2nd one today
- 800 Robson Plaza design next steps in late February
- MLBE stakeholder events done, open houses next
- Parks & Recreation Master Plan underway
- Arbutus Greenway stakeholders & open houses
- FC Flats including William alignment open house Wed

MPSC/CMT Briefings

- 57th Ave station last wk, meet with developers next

Roundtable Updates

- Industrial Lands pressure again to become residential
- Recent community responses from Engineering:
 - o Strathcona BIA, Stephanie leading
 - o Coal Harbour Residents Association
- Business surveys by Transportation are being done
 - o Planning considering sales tax monitoring?
- Broadway Rapid Transit Office, no big updates?
- PBS will be doing some pink shirt bikes with Shaw?
 - o Two thirds of stations/bikes deployed
 - o Best utilization rate per bike in NA?
- Planning Department Retreat Last Week
 - o benefited from a visual graphic designer
- City Metro Core 2050, scoping of work plan to start
 - o setting a vision for Broadway land use planning
 - o one year high level for entire Metro Core
 - o overlap with Molsons, VGH, Arbutus lands
 - o noted our need to model out to 2050 horizon
- DCL review, struggling with the scale of the total ask
- Capital Planning framework, intense 3 hr workshops!
- Safeway at Commercial/Broadway with applicant soon

Dale Bracewell, MSc, PEng
Manager, Transportation Planning
604-871-6440

From: ["Bracewell, Dale" <dale.bracewell@vancouver.ca>](mailto:dale.bracewell@vancouver.ca)

To: ["Anderson, Mike" <Mike.Anderson@vancouver.ca>](mailto:Mike.Anderson@vancouver.ca)
["Barton, Tim" <Tim.Barton@vancouver.ca>](mailto:Tim.Barton@vancouver.ca)
["Carmona, Rich" <Rich.Carmona@vancouver.ca>](mailto:Rich.Carmona@vancouver.ca)
["Draper, Jennifer" <Jennifer.Draper@vancouver.ca>](mailto:Jennifer.Draper@vancouver.ca)
["Guilbault, Lynn" <Lynn.Guilbault@vancouver.ca>](mailto:Lynn.Guilbault@vancouver.ca)
["Kong, Carol" <Carol.Kong@vancouver.ca>](mailto:Carol.Kong@vancouver.ca)
["Krueger, Paul" <Paul.Krueger@vancouver.ca>](mailto:Paul.Krueger@vancouver.ca)
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["McNeely, Stephanie" <Stephanie.McNeely@vancouver.ca>](mailto:Stephanie.McNeely@vancouver.ca)
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["Tamashiro, Kati" <Kati.Tamashiro@vancouver.ca>](mailto:Kati.Tamashiro@vancouver.ca)

Date: 1/9/2017 10:57:26 AM

Subject: Planning & Engineering Coordination - Jan 9 2017

FROM OTHERS:

Sustainability – hiring a Chief Resiliency Officer, funded for 2 yrs, reports to Paul Mochrie
Citywide DCL – progressing well, determining overlay with the CSO (10 Year Outlook)
Capital Planning – a potential rethink coming in relation to development, area plans?
False Creek South – will be a Council report in late Jan., work program 3 months later
57th Ave Canada Line – future station planning going to MPSC on January 20th
Heather Lands – next wave of public open houses, 35th network & connections
Pearson Dogwood – potential February public update or café workshops?
Cambie Corridor – Phase 3 expansion of scope, more town centre development?
Sign Bylaw – almost complete, more to talk about regarding sidewalk clutter & space

FROM TDE/TDM:

Congestion Management – for Feb?, will be a Council report, come back again?
10th Avenue – ongoing Hospital stakeholder meetings
Adanac – POH coming soon, includes pedestrian improvements

FROM TPL:

Arbutus Greenway – visioning POHs scheduled for early February
Broadway Extension – setting up an office, stakeholder meetings in next 2 weeks
FC Flats & Arterial Study – SRA meeting, CN rail traffic 6X/day, monitoring next
MLBE & OAP at City Hall – workshop idea focused on the vision of the precinct

Dale Bracewell, MASc, PEng
Manager, Transportation Planning
604-871-6440

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["Tamashiro, Kati" <Kati.Tamashiro@vancouver.ca>](mailto:Kati.Tamashiro@vancouver.ca)

Date: 12/12/2016 4:58:29 PM

Subject: Planning & Engineering Coordination

Outdoor Lighting Strategy (led by Sustainability)

- no comprehensive strategy to date
- may end up in more lighting, but acute to needs
- deal with public safety, light pollution, & energy savings
- lots of application on transport corridors & intersections
- scope includes:
 - o LED retrofit business case
 - o lighting guidelines for safe, inviting environment
 - * typology, light levels, temperature
 - * specific to areas, zones
 - o pilot evaluation framework incl. monitoring
 - o what qualifies for Dark Sky designation?
- PM is from Sustainability but Project Sponsor is ENG
- Includes extensive consultation
- RFP real soon, final guidelines & strategy by Dec 2017
- Questions:
 - o what about scope of interface with buildings?
 - o what about better pedestrian scale needs?
 - * connect with Jen on new TLink walk \$\$\$
 - o how much overlap with Cambie Complete St?
 - o for safety, connect with TDM on zero fatalities
 - o how to learn more on quality of public realm?

Roundtable

- * 10th Avenue bikeway open houses complete
 - o still working closely with VCH & accessibility
 - o goal is to go to Council by early March
- * Adanac bikeway improvements Gore to Nanaimo
- * Commercial Drive goods mvmt access workshop today
- * Arbutus Greenway
 - o temp pathway to be completed end of Jan
 - o larger engagement plan gearing up for Q1

- * MPSC: Capital Service Outlook & DCL ten year review
- * WE Parking Strategy deferred until Feb 8
- * Safeway site redevelopment response underway
- * Managing Congestion also deferred to Feb 8
 - o will be a council report with a defined strategy
- * At Council this Wednesday:
 - o high level update by Director
 - o Transit Fare Policy review staff involvement
 - o Moving Towards zero fatalities action plan
 - o Autonomous Vehicles implications
 - o 800 Robson plaza information council report
- * Streets supporting mobile medical units (MMUs)
- * Joyce Station potential improvement public process
- * South False Creek potential community plan process
 - o coordinate TDE remaining SFC seawall bypass
- * Heather Street lands, another public open house in Jan
 - o working with ENG on 35th avenue connection
- * 57th ave station, GM discussion now, likely MPSC in Jan?
- * VAHA meeting with Planning on streamlining process
- * Granville Loops redevelopment back into scoping again
- * Mobility Pricing Steering Committee highlights & next steps
- * Engineering Strategic Plan to be revisited
- * GM of Planning looking at a 5 Year workplan?
- * Mobi sponsorship implications on private ROW

Looking ahead to 2017

- * It's a good to have major project updates, less roundtable
- * Big gap is NEFC, glad to have Arbutus, also have Broadway

Dale Bracewell, MAsC, PEng
 Manager, Transportation Planning
 604-871-6440

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["Tamashiro, Kati" <Kati.Tamashiro@vancouver.ca>](mailto:Kati.Tamashiro@vancouver.ca)

Date: 2/6/2017 10:20:14 AM

Subject: Planning & Engineering Feb 6

West End Parking Strategy at Council on WED

10th Ave, VCH relations still going, report for end of Mar
- TPL supporting adding West 14th as new bikeway

Commercial Drive open houses delayed to at least April

Heather Lands open house delayed until end of Feb
- options X3 anticipated for April

Cambie Phase III, working on a draft plan
- working more on Oakridge Centre
- preliminary draft for end of June

Pearson Dogwood rezoning is tracking for July at Council
- open houses likely for as early as April
- will include 57th Ave station messaging

Mark from Sewers/Drainage attended for 1st time
- highlighted need to know increase on density

Consultations wrapped up/underway:
- MLBE done
- Adanac done
- Arbutus Greenway visioning underway

Dale Bracewell, MASc, PEng
Manager, Transportation Planning
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From: ["White, Beverley" <Beverley.White@vancouver.ca>](mailto:Beverley.White@vancouver.ca)

To: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)
["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)

Date: 5/10/2017 8:25:03 AM

Subject: Potential future station at 57th

Hi Chris and Neal,

Kirsten and I are drafting the wording for our Langara Gardens Policy Statement and we're hoping to get your thoughts on the Canada Line Station piece.

At present we have... (skip to yellow for key piece)

s.13(1)



However we're aware this needs updating. Any thoughts on what our message should be? E.g. We *know* there is potential, we *are* securing some funding (just not all of it), it *is* a suitable site.... and something about Translink...??

Any thoughts much appreciated!

Thanks
Bev

From:	"Barton, Tim" <Tim.Barton@vancouver.ca>
To:	"MacPhee, Ian" <Ian.MacPhee@vancouver.ca>
Date:	12/20/2016 9:59:41 AM
Subject:	project list
Attachments:	20161215_inital_projects_list_TB.xlsx

Ian,
As discussed.
Tim

Tim Barton, M.Sc. MCIP RPP Eng.L.
Senior Transit Planning Engineer
Transportation Planning | City of Vancouver
320-507 West Broadway, Vancouver BC, V5Z OB4

t. 604.296.2866 | m. 604.679.6811
tim.barton@vancouver.ca | www.vancouver.ca

From: "Schouls, Michelle" <Michelle.Schouls@vancouver.ca>

To: "Robinson, Kirsten" <kirsten.robinson@vancouver.ca>

"Naundorf, Daniel" <daniel.naundorf@vancouver.ca>

"Garrison, Dan \ (COV)" <Dan.Garrison@vancouver.ca>

"McCaw, Bethan" <Bethan.McCaw@vancouver.ca>

"Szeto, Nelson" <Nelson.Szeto@vancouver.ca>

"Winterbottom, Graham" <graham.winterbottom@vancouver.ca>

"Sears, Brian" <brian.sears@vancouver.ca>

"Amon, Katy" <Katy.Amon@vancouver.ca>

"Cheng, Alina" <Alina.Cheng@vancouver.ca>

"Pickersgill, Mark" <Mark.Pickersgill@vancouver.ca>

"Martinez, Sean" <Sean.Martinez@vancouver.ca>

"Bell, Scott" <Scott.Bell@vancouver.ca>

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"Clibbon, Chris" <Chris.Clibbon@vancouver.ca>

Date: 1/20/2017 5:05:34 PM

Subject: RE: MPSC - Jan 20 - 57th Ave Canada Line Stations

Hi Kirsten,

The Fire Hall is in the Cambie Corridor Public Benefits plan. Land acquisition planned for in the next 10 years; construction in the following 11-30 years, so it's a long term plan. We don't expect it to be funded from LG or PD, but should be via the Cambie Corridor in general.

Hi Daniel,

Fire Halls (growth) are included as CAC eligible. From the Financing Growth document:

<http://vancouver.ca/files/cov/fgchoices-financing-growth-dcl-cac-report.pdf>

What specific facilities are included? The facilities in this review are those which the City is solely responsible for providing, as well as those which the City has taken a role in partnership with others, to provide. They are (in alphabetical order):

- Community centres, rinks, pools
- Cultural facilities (e.g., civic theatres, art gallery)
- Daycare/childcare centres
- Fire facilities
- Libraries
- Neighbourhood houses, family places
- Parks (neighbourhood park)
- Police facilities
- Social and replacement housing (replacement of affordable rental housing lost through redevelopment)
- Transportation facilities (off-site)

Thanks,
Michelle

From: Robinson, Kirsten

Sent: Friday, January 20, 2017 2:47 PM

To: Naundorf, Daniel; Schouls, Michelle; Garrison, Dan (COV); McCaw, Bethan; Szeto, Nelson; Winterbottom, Graham; Sears, Brian; Amon, Katy; Cheng, Alina; Pickersgill, Mark; Martinez, Sean; Bell, Scott; Robertson, Chris; Peacocke, Neal; Wong, Juliana; Turecki, John; Francis, Andrew

Cc: Cheng, Grace; Shearer, Doug

Subject: RE: MPSC - Jan 20 - 57th Ave Canada Line Stations

Hi Michelle and team,

I We just came out of MPSC it was interesting discussion to say the least. It's sometimes hard to tell what happened but this was my take away (subject to check in with other folks):

s.13(1), s.17(1)

Kirsten

From: Naundorf, Daniel

Sent: Friday, January 20, 2017 1:35 PM

To: Schouls, Michelle; Robinson, Kirsten; Garrison, Dan (COV); McCaw, Bethan; Szeto, Nelson; Winterbottom, Graham; Sears, Brian; Amon, Katy; Cheng, Alina; Pickersgill, Mark; Martinez, Sean; Bell, Scott; Robertson, Chris; Peacocke, Neal; Wong, Juliana; Turecki, John; Francis, Andrew

Cc: Cheng, Grace; Shearer, Doug

Subject: RE: MPSC - Jan 20 - 57th Ave Canada Line Stations

s.13(1), s.17(1)

This does not ring right to my ears folks.

From: Schouls, Michelle

Sent: Friday, January 20, 2017 12:50 PM

To: Robinson, Kirsten; Garrison, Dan (COV); McCaw, Bethan; Szeto, Nelson; Winterbottom, Graham; Sears, Brian; Naundorf, Daniel; Amon, Katy; Cheng, Alina; Pickersgill, Mark; Martinez, Sean; Bell, Scott; Robertson, Chris; Peacocke, Neal; Wong, Juliana; Turecki, John; Francis, Andrew

Cc: Cheng, Grace; Shearer, Doug

Subject: RE: MPSC - Jan 20 - 57th Ave Canada Line Stations

Importance: High

Hi all,

Sorry this is late, I'm just catching up on everything...

s.13(1), s.17(1)

Thanks

Michelle

From: Robinson, Kirsten

Sent: Thursday, January 19, 2017 7:42 AM

To: Garrison, Dan (COV); McCaw, Bethan; Szeto, Nelson; Winterbottom, Graham; Sears, Brian; Naundorf, Daniel; Amon, Katy; Cheng, Alina; Pickersgill, Mark; Schouls, Michelle; Martinez, Sean; Bell, Scott; Robertson, Chris;

Peacocke, Neal; Wong, Juliana; Turecki, John; Francis, Andrew

Cc: Cheng, Grace; Shearer, Doug


Subject: FW: MPSC - Jan 20 - 57th Ave Canada Line Stations

Hi all,

Attached is the briefing note for the 57th Ave station. Its a bit vague because there was a meeting with Gil and Jerry yesterday and some of the language about the recommendation was shifting. I know some of you are trying to brief your GMs - sorry about not getting this to you sooner.

Based on the Jerry/Gil meeting there are still a couple key items to work in. But this is the gist of the challenge:

s.13(1), s.17(1)



I'm out of the office today, but Scott will send the link to the presentation. I was editing a couple slides and will have to tweak tonight and tomorrow morning. The meeting is at 1:00 (I think).

Kirsten

call my cell if you need to chat

s.15(1)(l)



From: ["Sears, Brian" <brian.sears@vancouver.ca>](mailto:brian.sears@vancouver.ca)
To: ["Cheng, Grace" <grace.cheng@vancouver.ca>](mailto:grace.cheng@vancouver.ca)
["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)
Date: 1/19/2017 12:54:38 PM
Subject: RE: MPSC - Jan 20 - 57th Ave Canada Line Stations

Hello All

s.13(1), s.17(1)

Brian Sears, MRICS, AACI
Associate Director of Real Estate | Real Estate Services | Real Estate and Facilities Management
CITY OF VANCOUVER 507 West Broadway, Suite 400 Vancouver BC V5Z 0B4
t: 604.873.7433 | f: 604.873-7064 | e: brian.sears@vancouver.ca

-----Original Message-----

From: Cheng, Grace
Sent: Thursday, January 19, 2017 8:12 AM
To: Robinson, Kirsten
Cc: Martinez, Sean; Francis, Andrew; Sears, Brian
Subject: RE: MPSC - Jan 20 - 57th Ave Canada Line Stations

s.13(1), s.17(1)

From: Robinson, Kirsten
Sent: January 19, 2017 8:07 AM
To: Cheng, Grace
Cc: Martinez, Sean; Francis, Andrew; Sears, Brian
Subject: RE: MPSC - Jan 20 - 57th Ave Canada Line Stations

s.13(1), s.17(1)

From: Cheng, Grace
Sent: January 19, 2017 7:50 AM
To: Robinson, Kirsten

Cc: Martinez, Sean; Francis, Andrew; Sears, Brian
Subject: RE: MPSC - Jan 20 - 57th Ave Canada Line Stations

s.13(1), s.17(1)

pls confirm.

grace

From: Robinson, Kirsten
Sent: January 19, 2017 7:42 AM
To: Garrison, Dan (COV); McCaw, Bethan; Szeto, Nelson; Winterbottom, Graham; Sears, Brian; Naundorf, Daniel; Amon, Katy; Cheng, Alina; Pickersgill, Mark; Schouls, Michelle; Martinez, Sean; Bell, Scott; Robertson, Chris; Peacocke, Neal; Wong, Juliana; Turecki, John; Francis, Andrew
Cc: Cheng, Grace; Shearer, Doug
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Based on the Jerry/Gil meeting there are still a couple key items to work in. But this is the gist of the challenge:

s.13(1), s.17(1)

I'm out of the office today, but Scott will send the link to the presentation. I was editing a couple slides and will have to tweak tonight and tomorrow morning. The meeting is at 1:00 (I think).

Kirsten

call my cell if you need to chat

s.15(1)(l)

From: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
To: ["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)
Date: 1/5/2017 4:53:10 PM
Subject: RE: 2012 station use info

Yes, the loading profiles would tell an important story as well. The "peak load point" for the Canada Line is actually between King Ed and Broadway, but it's almost as busy between Broadway and Yaletown. As you know, there is a lot of "turnover" at Cambie & Broadway between the 99 and Canada Line. For a similar reason, that's why Comm-Broadway is so high. It's people transferring between lines. Once we build the Broadway extension of millennium line, it will change significantly and the experience on the street will be that of a more typical station.

With a bit of work, it might be possible to include a slide of the loading profiles, and show the difference between the current and a scenario with a station at 57th, but it would be fairly slight in the overall perspective. Also, you'd have to chart out a future condition (say 2040) that would allow for ridership growth on the Canada Line and the full buildout of PD/LG.

From: Robinson, Kirsten
Sent: Thursday, January 05, 2017 4:46 PM
To: Peacocke, Neal
Subject: RE: 2012 station use info

I feel like they are in the wrong order or that there should be some sort of graph showing cumulative amounts at the stations. Is it right that as the train gets closer to downtown it gets fuller?

From: Peacocke, Neal
Sent: Thursday, January 05, 2017 4:45 PM
To: Robinson, Kirsten
Subject: RE: 2012 station use info

It's because that's part of the YVR spur, and that Sea Island just services a parking lot basically.

From: Robinson, Kirsten
Sent: Thursday, January 05, 2017 4:43 PM
To: Peacocke, Neal
Subject: RE: 2012 station use info

Sorry – I said all but that was overstating. Several. Whats at Sea island? They have only 600 there?

From: Peacocke, Neal
Sent: Thursday, January 05, 2017 4:36 PM
To: Robinson, Kirsten; Winterbottom, Graham; MacPhee, Ian
Cc: Barton, Tim
Subject: RE: 2012 station use info

Did you see the entries in the AM peak for Bridgeport? It's basically double 49th and Marine Drive.

From: Robinson, Kirsten
Sent: Thursday, January 05, 2017 4:27 PM
To: Peacocke, Neal; Winterbottom, Graham; MacPhee, Ian
Cc: Barton, Tim
Subject: RE: 2012 station use info

Ok – but they all have less entries than the Vancouver stations.....

Also just a note – I don't have a number inputted for PD/LG on this graph. So it looks like '0' because it is ;-).

KR

From: Peacocke, Neal
Sent: Thursday, January 05, 2017 3:34 PM
To: Robinson, Kirsten; Winterbottom, Graham; MacPhee, Ian
Cc: Barton, Tim
Subject: RE: 2012 station use info

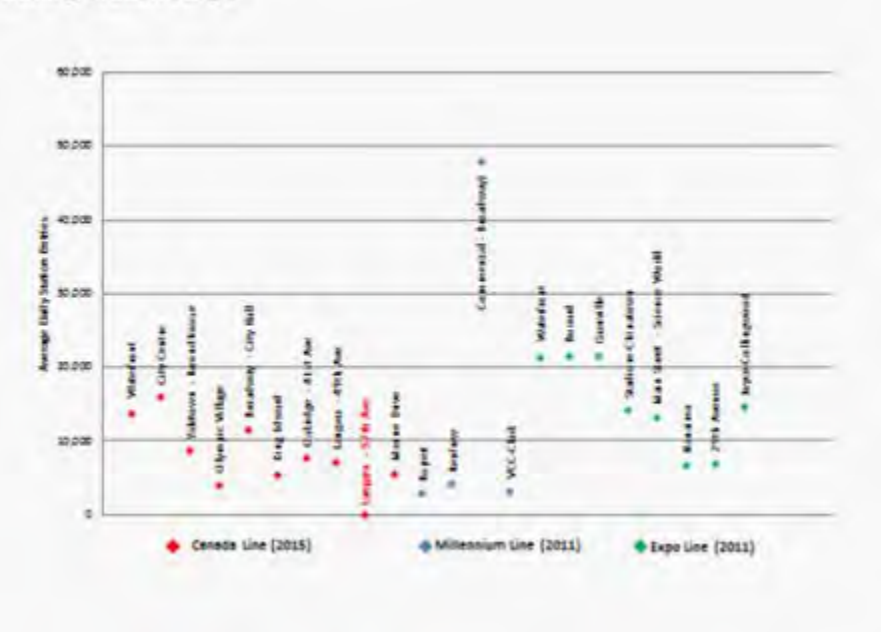
I think it's very important to include the Richmond stations of the Canada Line for context. The airport stops shouldn't be necessary.

From: Robinson, Kirsten
Sent: Thursday, January 05, 2017 2:29 PM
To: Winterbottom, Graham; MacPhee, Ian
Cc: Peacocke, Neal; Barton, Tim
Subject: RE: 2012 station use info

Something like this (sorry its blurry)?

Now I see why exits are also important. Unless the assumption is that people leave from the station they arrived at (eg. I entered at Langara – 49th and went to work and got off at waterfront and did the same trip in reverse at the end of

Existing Station Usage



akes sense as well.

From: Winterbottom, Graham
Sent: Thursday, January 05, 2017 1:35 PM
To: MacPhee, Ian
Cc: Peacocke, Neal; Barton, Tim; Robinson, Kirsten
Subject: RE: 2012 station use info

So we would we use peak hours or daily? And both entries/exits?

Graham Winterbottom, MCIP, RPP
Planner, Vancouver South Division
Planning, Urban Design & Sustainability, City of Vancouver
p. 604.829.4217
graham.winterbottom@vancouver.ca

From: MacPhee, Ian
Sent: Thursday, January 05, 2017 1:21 PM
To: Barton, Tim; Robinson, Kirsten
Cc: Peacocke, Neal; Winterbottom, Graham
Subject: RE: 2012 station use info

Canada Line has exits on the graph but only states a daily number for entries. Expo and Millennium Line only have entry information.

Ian

From: Barton, Tim
Sent: Thursday, January 05, 2017 1:14 PM
To: Robinson, Kirsten; MacPhee, Ian
Cc: Peacocke, Neal; Winterbottom, Graham
Subject: RE: 2012 station use info

Just reading this – are there exits as well as entries?

Tim Barton
City of Vancouver
t. 604.296.2866

From: Robinson, Kirsten
Sent: Thursday, January 05, 2017 12:14 PM
To: MacPhee, Ian; Barton, Tim
Cc: Peacocke, Neal; Winterbottom, Graham
Subject: RE: 2012 station use info

Thanks Ian,

Just looking at this now. This is the category right?

Avg. Daily Station Entries (Mon-Fri):

From: MacPhee, Ian
Sent: Thursday, January 05, 2017 10:05 AM
To: Robinson, Kirsten; Barton, Tim
Cc: Peacocke, Neal; Winterbottom, Graham
Subject: RE: 2012 station use info

Hey Kirsten,

The link below is to the transit system performance review which includes station boarding and alighting counts for all rapid transit stations in the region. The information is a bit dated for Expo and Millennium Lines (2011) but Canada Line has a number of years up to 2015. Hope this helps.

Ian

<http://www.translink.ca/en/Plans-and-Projects/Managing-the-Transit-Network/Transit-Service-Performance-Review.aspx>

From: Robinson, Kirsten
Sent: Wednesday, January 04, 2017 2:04 PM
To: MacPhee, Ian; Barton, Tim

Cc: Peacocke, Neal; Winterbottom, Graham

Subject: 2012 station use info

Hey Ian,

I forgot to ask before you had to go. Can you send me the info for the other stations?

Thanks,
Kirsten
86889

From: ["Barton, Tim" <Tim.Barton@vancouver.ca>](mailto:Tim.Barton@vancouver.ca)
To: ["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)
Date: 1/5/2017 5:36:22 PM
Subject: Re: 2012 station use info

Kirsten

I'll get you the numbers estimate first thing tomorrow. Its nearly done but I've been in meetings all afternoon.

Tim

Tim Barton | City of Vancouver
m. 604.679.6811
Sent from my iPhone

On Jan 5, 2017, at 4:39 PM, Robinson, Kirsten <kirsten.robinson@vancouver.ca> wrote:

<image002.png>

Ok – Richmond added hard to see I know. they are the last 7 red ones. Wow Commercial drive by the way. I have two waterfront stations because I don't know if they are the same. Next task...can we figure out Langara and Pearson?

From: Peacocke, Neal
Sent: Thursday, January 05, 2017 4:36 PM
To: Robinson, Kirsten; Winterbottom, Graham; MacPhee, Ian
Cc: Barton, Tim
Subject: RE: 2012 station use info

[Did you see the entries in the AM peak for Bridgeport? It's basically double 49th and Marine Drive.](#)

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Sent: Thursday, January 05, 2017 4:27 PM
To: Peacocke, Neal; Winterbottom, Graham; MacPhee, Ian
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Ok – but they all have less entries than the Vancouver stations.....

Also just a note – I don't have a number inputted for PD/LG on this graph. So it looks like '0' because it is ;-).

KR

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To: Robinson, Kirsten; Winterbottom, Graham; MacPhee, Ian
Cc: Barton, Tim
Subject: RE: 2012 station use info

[I think it's very important to include the Richmond stations of the Canada Line for context. The airport stops shouldn't be necessary.](#)

From: Robinson, Kirsten

Sent: Thursday, January 05, 2017 2:29 PM
To: Winterbottom, Graham; MacPhee, Ian
Cc: Peacocke, Neal; Barton, Tim
Subject: RE: 2012 station use info

Something like this (sorry its blurry)?

Now I see why exits are also important. Unless the assumption is that people leave from the station they arrived at (eg. I entered at Langara – 49th and went to work and got off at waterfront and did the same trip in reverse at the end of work). Hmmm.

Also, I left out the non-Vancouver stations. Assuming that makes sense as well.

<image001.png>

From: Winterbottom, Graham
Sent: Thursday, January 05, 2017 1:35 PM
To: MacPhee, Ian
Cc: Peacocke, Neal; Barton, Tim; Robinson, Kirsten
Subject: RE: 2012 station use info

So we would we use peak hours or daily? And both entries/exits?

Graham Winterbottom, MCIP, RPP
Planner, Vancouver South Division
Planning, Urban Design & Sustainability, City of Vancouver
p. 604.829.4217
graham.winterbottom@vancouver.ca

From: MacPhee, Ian
Sent: Thursday, January 05, 2017 1:21 PM
To: Barton, Tim; Robinson, Kirsten
Cc: Peacocke, Neal; Winterbottom, Graham
Subject: RE: 2012 station use info

Canada Line has exits on the graph but only states a daily number for entries. Expo and Millennium Line only have entry information.

Ian

From: Barton, Tim
Sent: Thursday, January 05, 2017 1:14 PM
To: Robinson, Kirsten; MacPhee, Ian
Cc: Peacocke, Neal; Winterbottom, Graham
Subject: RE: 2012 station use info

Just reading this – are there exits as well as entries?

Tim Barton
City of Vancouver
t. 604.296.2866

From: Robinson, Kirsten
Sent: Thursday, January 05, 2017 12:14 PM
To: MacPhee, Ian; Barton, Tim
Cc: Peacocke, Neal; Winterbottom, Graham

Subject: RE: 2012 station use info

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Just looking at this now. This is the category right?

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Sent: Thursday, January 05, 2017 10:05 AM
To: Robinson, Kirsten; Barton, Tim
Cc: Peacocke, Neal; Winterbottom, Graham
Subject: RE: 2012 station use info

Hey Kirsten,

The link below is to the transit system performance review which includes station boarding and alighting counts for all rapid transit stations in the region. The information is a bit dated for Expo and Millennium Lines (2011) but Canada Line has a number of years up to 2015. Hope this helps.

Ian

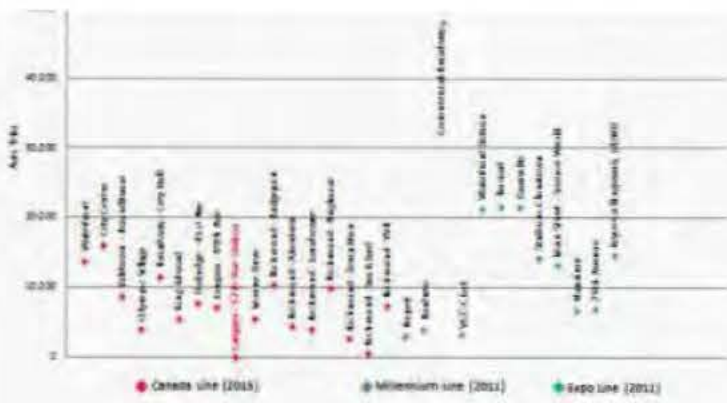
<http://www.translink.ca/en/Plans-and-Projects/Managing-the-Transit-Network/Transit-Service-Performance-Review.aspx>

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Sent: Wednesday, January 04, 2017 2:04 PM
To: MacPhee, Ian; Barton, Tim
Cc: Peacocke, Neal; Winterbottom, Graham
Subject: 2012 station use info

Hey Ian,

I forgot to ask before you had to go. Can you send me the info for the other stations?

Thanks,
Kirsten
86889

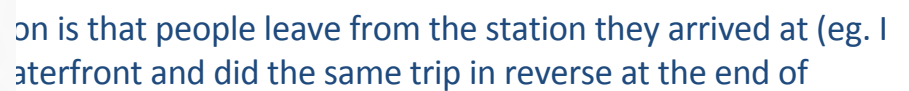


Ah right. s.13(1)

I don't have a number – that's '0' as a placeholder. It might not be bad (but I doubt it will be good).

Hmmmm not really helping our case is it...

Something like this (sorry its blurry)?



makes sense as well.

From: Winterbottom, Graham
Sent: Thursday, January 05, 2017 1:35 PM
To: MacPhee, Ian
Cc: Peacocke, Neal; Barton, Tim; Robinson, Kirsten
Subject: RE: 2012 station use info

So we would we use peak hours or daily? And both entries/exits?

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Ian

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<http://www.translink.ca/en/Plans-and-Projects/Managing-the-Transit-Network/Transit-Service-Performance-Review.aspx>

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To: MacPhee, Ian; Barton, Tim

Cc: Peacocke, Neal; Winterbottom, Graham

Subject: 2012 station use info

Hey Ian,

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Thanks,

Kirsten

86889

From: "[Klimchuk, Don](mailto:don.klimchuk@vancouver.ca)" <don.klimchuk@vancouver.ca>
To: "[Peacocke, Neal](mailto:Neal.Peacocke@vancouver.ca)" <Neal.Peacocke@vancouver.ca>
"[Robertson, Chris](mailto:chris.robertson@vancouver.ca)" <chris.robertson@vancouver.ca>
"[MacPhee, Ian](mailto:Ian.MacPhee@vancouver.ca)" <Ian.MacPhee@vancouver.ca>
Date: 10/16/2015 8:04:43 AM
Subject: RE: 33rd Ave Station Key Messages

Let's try and get a summary out today – please copy me with it. Should also give context that there is nothing in the Mayors' Council Plan for either station, so both are currently not included in the list of regional transportation priorities. Anything else to add based on the Canada Line Upgrade Strategy (assuming we received from TL)?

From: Peacocke, Neal
Sent: Friday, October 16, 2015 8:43 AM
To: Robertson, Chris; Klimchuk, Don; MacPhee, Ian
Subject: RE: 33rd Ave Station Key Messages

That's a good point. It sounded like they needed assistance. One element that is new information is that the Church site on the SW corner has received heritage status which puts some additional restrictions on that corner for a station head house. Not sure that it prohibits, but will be very challenging. And we all know the difficulties with the NE corner....

From: Robertson, Chris
Sent: Thursday, October 15, 2015 5:20 PM
To: Peacocke, Neal; Klimchuk, Don; MacPhee, Ian
Subject: RE: 33rd Ave Station Key Messages

Planning/Eng? has already been out discussing the corridor with the public. I've asked them to provide the messaging from these sessions so we know what's been said. I'd rather start from this and adapt the messaging if needed to reflect our current thinking, especially for 57th Ave. Happy to back off and take another approach if desired.

Chris

From: Peacocke, Neal
Sent: Thursday, October 15, 2015 5:02 PM
To: Klimchuk, Don; Robertson, Chris; MacPhee, Ian
Subject: RE: 33rd Ave Station Key Messages

Are we comfortable with supplying this to Planning as is? There is definitely some urgency, given staff will be there on Saturday and we should provide some time for them to familiarize themselves with the key messages tomorrow.

From: Klimchuk, Don
Sent: Thursday, October 15, 2015 3:00 PM
To: Robertson, Chris; MacPhee, Ian; Peacocke, Neal
Subject: RE: 33rd Ave Station Key Messages

Ian's draft looks like a good start. Agree we need to connect in with Planning on this especially in light of the MPSC direction for 57th. I am assuming there will be a need nuance some distinction with 57th being a bit further along in terms of planning and priority.

From: Robertson, Chris
Sent: Thursday, October 15, 2015 2:11 PM
To: MacPhee, Ian; Peacocke, Neal; Klimchuk, Don
Subject: RE: 33rd Ave Station Key Messages

Ian,

Thanks for pulling a few bullets together. Before doing anything more on this I'd like to bring Planning and Engineering

together to discuss. 57th Ave station was recently presented to MPSC and messaging around the future Canada Line stations needs to be a coordinated effort between Planning and Engineering. I will contact Ben Johnson to ensure that he and Susan are connected to this.

Chris

From: MacPhee, Ian
Sent: Thursday, October 15, 2015 1:59 PM
To: Peacocke, Neal; Robertson, Chris; Klimchuk, Don
Subject: RE: 33rd Ave Station Key Messages

Hey Don, Neal and Chris,

Here are some draft key messages regarding 33rd Avenue and 57th Avenue stations:

s.13(1)



Let me know what you think.

Ian

From: Cheng, Alina
Sent: Thursday, October 15, 2015 1:31 PM
To: Peacocke, Neal; Robertson, Chris; MacPhee, Ian
Subject: 33rd Ave Station Key Messages

Hi transit team,

There are a few public workshops coming up for Cambie Corridor Phase 3, and we anticipate receiving questions about the potential new stations along Canada Line (e.g. timing, are there any designs for the stations, at which corner(s) of the intersections would the portals be located).

I recognize that we may not have all the answers, but do you have any key messages available that we could use?

The first workshop coming up will be this Saturday, so if you could provide me with something in the next day or so, that would be great.

Thanks!
Alina

From: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)
To: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
Date: 10/16/2015 8:22:49 AM
Subject: Re: 33rd Ave Station Key Messages

Heritage status for just the building or siting of building on the property as well? Our involvement with 3A shows that there is differing opinion on heritage buildings limiting stations from locating within these structures. I don't necessarily agree with this, but it would suggest that heritage status on its own would not prohibit a station from being located there. I still have not heard from Planning or Alina about current messaging. If we need I think we could use some of Ian's content, but with nuanced wording around transportation and who pays. For example, the Canada Line was designed to accommodate stations at these locations, but they are currently not funded, nor are they a top transportation priority. It is recognized that stations at these locations provide place making opportunities and more work is needed to define the functional design, cost and timeline for implementation.

Chris

On Oct 16, 2015, at 8:43 AM, Peacocke, Neal <Neal.Peacocke@vancouver.ca> wrote:

That's a good point. It sounded like they needed assistance. One element that is new information is that the Church site on the SW corner has received heritage status which puts some additional restrictions on that corner for a station head house. Not sure that it prohibits, but will be very challenging. And we all know the difficulties with the NE corner....

From: Robertson, Chris
Sent: Thursday, October 15, 2015 5:20 PM
To: Peacocke, Neal; Klimchuk, Don; MacPhee, Ian
Subject: RE: 33rd Ave Station Key Messages

Planning/Eng? has already been out discussing the corridor with the public. I've asked them to provide the messaging from these sessions so we know what's been said. I'd rather start from this and adapt the messaging if needed to reflect our current thinking, especially for 57th Ave. Happy to back off and take another approach if desired.

Chris

From: Peacocke, Neal
Sent: Thursday, October 15, 2015 5:02 PM
To: Klimchuk, Don; Robertson, Chris; MacPhee, Ian
Subject: RE: 33rd Ave Station Key Messages

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From: Klimchuk, Don
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Subject: RE: 33rd Ave Station Key Messages

Ian's draft looks like a good start. Agree we need to connect in with Planning on this especially in light of the MPSC direction for 57th. I am assuming there will be a need nuance some distinction with 57th being a bit further along in

terms of planning and priority.

From: Robertson, Chris
Sent: Thursday, October 15, 2015 2:11 PM
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Subject: RE: 33rd Ave Station Key Messages

Ian,

Thanks for pulling a few bullets together. Before doing anything more on this I'd like to bring Planning and Engineering together to discuss. 57th Ave station was recently presented to MPSC and messaging around the future Canada Line stations needs to be a coordinated effort between Planning and Engineering. I will contact Ben Johnson to ensure that he and Susan are connected to this.

Chris

From: MacPhee, Ian
Sent: Thursday, October 15, 2015 1:59 PM
To: Peacocke, Neal; Robertson, Chris; Klimchuk, Don
Subject: RE: 33rd Ave Station Key Messages

Hey Don, Neal and Chris,

Here are some draft key messages regarding 33rd Avenue and 57th Avenue stations:

s.13(1)



Let me know what you think.

Ian

From: Cheng, Alina
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To: Peacocke, Neal; Robertson, Chris; MacPhee, Ian
Subject: 33rd Ave Station Key Messages

Hi transit team,

There are a few public workshops coming up for Cambie Corridor Phase 3, and we anticipate receiving questions about the potential new stations along Canada Line (e.g. timing, are there any designs for the stations, at which corner(s) of the intersections would the portals be located).

I recognize that we may not have all the answers, but do you have any key messages available that we could use?

The first workshop coming up will be this Saturday, so if you could provide me with something in the next day or so, that would be great.

Thanks!
Alina

From: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)

To: ["Cheng, Alina" <Alina.Cheng@vancouver.ca>](mailto:Alina.Cheng@vancouver.ca)
["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)

Date: 10/15/2015 1:23:06 PM

Subject: RE: 33rd Ave Station Key Messages

Hi Alina,

I assume planning is connected to this? They've recently been out in the public, do we know what they have been saying to date? Also, 57th Ave station was recently discussed at MPSC and there is emerging direction from this discussion. We will need to coordinate a joint Planning and Engineering response that's consistent and up to date. Who in Planning are you liaising with? Do you know if this has been elevated to Susan Haid or Ben Johnson or was that the next step?

Chris

From: Cheng, Alina

Sent: Thursday, October 15, 2015 1:31 PM

To: Peacocke, Neal; Robertson, Chris; MacPhee, Ian

Subject: 33rd Ave Station Key Messages

Hi transit team,

There are a few public workshops coming up for Cambie Corridor Phase 3, and we anticipate receiving questions about the potential new stations along Canada Line (e.g. timing, are there any designs for the stations, at which corner(s) of the intersections would the portals be located).

I recognize that we may not have all the answers, but do you have any key messages available that we could use?

The first workshop coming up will be this Saturday, so if you could provide me with something in the next day or so, that would be great.

Thanks!

Alina

From: ["Ronalds, Lil" <Lil.Ronalds@vancouver.ca>](mailto:Lil.Ronalds@vancouver.ca)
To: ["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)
Date: 6/7/2016 11:59:29 AM
Subject: RE: 33rd Avenue transit text

Thx...I've included verbatim.

From: MacPhee, Ian
Sent: Tuesday, June 07, 2016 12:54 PM
To: Ronalds, Lil
Cc: Peacocke, Neal
Subject: 33rd Avenue transit text

Hey Lil,

Here are three bullets. Given that we haven't had chance to really run this past Engineering, let alone TransLink, we have leaned on TransLink's own wording to craft these bullets. Please try and keep the words as similar as they are written here.

Ian

- The Canada Line was designed to accommodate a potential future station at 33rd Avenue, but currently there is no funding available for this station and it is not considered a regional priority for TransLink.
- TransLink is responsible for all transit investments and services in the region, including any potential future rapid transit stations.
- No detailed design or cost estimate of the station has been done to date, including identifying a preferred station entrance location.

From: "[Haid, Susan](mailto:Susan.Haid@vancouver.ca)" <Susan.Haid@vancouver.ca>
To: "[Kelley, Gil](mailto:Gil.Kelley@vancouver.ca)" <Gil.Kelley@vancouver.ca>
Date: 7/19/2017 4:39:49 PM
Subject: RE: 57th , Pearson Dogwood Site proposal

Thanks, Gil.

We are very aware and receptive to TransLink's concerns regarding key messages about a future potential Canada Line station at 57th Ave. The staff report outlines a station as a long term potential not within current plans or priorities of TransLink, however, one which we are maintaining and advancing potential for by securing land dedication and a CAC contribution which can be reallocated if not achievable (see pp 25-26 staff report <http://council.vancouver.ca/20170720/documents/phea1.pdf>).

We have connected with TL staff previously regarding messaging pertaining to a future potential station at 57th Ave for media and public engagement purposes. We are using the same messaging for the Public Hearing on Pearson Dogwood tomorrow. Lon LaClaire and Neal Peacocke are attending to respond to any specific questions on this matter.

I trust this provides reassurance to Geoff Cross that we are aligned.

Tx
Susan

Susan Haid MCIP, CSLA, RPP

Assistant Director of Planning – Vancouver South Division
Planning, Urban Design and Sustainability
City of Vancouver Ph: 604.871.6431 e: susan.haid@vancouver.ca



From: Kelley, Gil
Sent: Wednesday, July 19, 2017 2:55 PM
To: Haid, Susan
Subject: Fwd: 57th , Pearson Dogwood Site proposal

Sent from my iPhone

Begin forwarded message:

From: "Cross, Geoff" <Geoff.Cross@translink.ca>
Date: July 19, 2017 at 1:41:17 PM PDT
To: "gil.kelley@vancouver.ca" <gil.kelley@vancouver.ca>
Subject: 57th , Pearson Dogwood Site proposal

Hi Gil,

Hope you are well.

Quick question: how are you going to be messaging information about a potential future transit station


referenced below ? There continues to be awareness amongst my team that we don't want to set unrealistic expectations around the prospects for a station in the medium term at the very least.

We will invariably be asked about our position and it would be good to be aligned.

Thanks,
Geoff

The City of Vancouver has received a rezoning application for the Pearson Dogwood site at [500-650 West 57th Avenue](#). The proposal is to rezone and develop this 25 acre site from RT-2 (Two-Family Dwelling) District to CD-1 (Comprehensive Development) District based on the Council-approved Pearson Dogwood Policy Statement, for the purpose of developing a mixed-use development. The proposed floor area is 2.8 FSR (Gross) 287,747 sq. m. (3,097,262 sq. ft.). The development will include:

- o residential buildings containing market units, rental units and affordable rental units between 3 and 28 storeys
- o replacement housing for George Pearson Centre
- o a replacement facility for the Dogwood Lodge
- o retail and commercial space
- o a community health centre
- o a YMCA facility with a 25 metre pool and a therapeutic pool
- o a 69 space child care facility
- o a 2.5 acre City park
- o an urban farm
- o a potential future transit station

Geoff Cross
VP Planning & Policy
TransLink
778.375.7633
M s. 22(1) 

Sent from my iPhone

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From: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)
To: ["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](mailto:Ian.MacPhee@vancouver.ca)
["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
Date: 5/31/2016 12:58:39 PM
Subject: RE: 57th Ave - draft email v.2

Hi Neal,

s.13(1)

Chris

From: MacPhee, Ian
Sent: Friday, May 27, 2016 11:32 AM
To: Robertson, Chris
Subject: RE: 57th Ave - draft email v.2

Hello Chris,

I am not aware that he prepared this letter. While he might have drafted something, I can't find a record of it in my email or notes of our pre-holiday meeting.

Ian

From: Robertson, Chris
Sent: Friday, May 27, 2016 9:49 AM
To: MacPhee, Ian
Cc: Peacocke, Neal
Subject: FW: 57th Ave - draft email v.2

Ian,

Neal was going to prepare a (services agreement letter)? to allow this work to proceed. I haven't seen anything, did he share a draft or an example of a letter agreement with you? If not it can wait till he's back. Below is a draft letter from COV to Onni requesting they fund Phase 1 of the consultancy. If there is anything there you think need to be flagged, can you let me know. Thanks.

Chris

From: Johnson, Ben
Sent: Friday, May 27, 2016 9:43 AM
To: Haid, Susan; Robertson, Chris
Subject: 57th Ave - draft email v.2

Hi Jamie,

The City has drafted a scope of work for a consultancy to generate an accurate cost estimate for the construction of the Canada Line station at 57th Avenue. The consultant we have selected is RML Solutions Ltd, who has a proven track record for this kind of work, being directly involved in the construction of stations on the Canada Line. I have attached the scope of work for your reference. Please note at this time we will be focusing our work on the station direct capital costs, not the optional scope elements. Translink has an interest in understanding the optional elements, but at this point we are limiting the scope to the capital costs.

As a clear understanding of the station's cost is fundamental to the City's assessment of your rezoning proposal, we would like to request that Onni fund the capital study, which is \$64,645 as identified in the scope of work.

Please contact me at your convenience to discuss further.

Regards
Ben

Ben Johnson
Senior Planner, Vancouver South Division, Planning and Development Services
City of Vancouver
t 604.871.6943 | ben.johnson@vancouver.ca

From: ["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)
To: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
Date: 10/5/2016 9:59:23 AM
Subject: RE: 57th Ave check-in

I'm not sure what has been done to date. My impression is that a high level context was provided. I'll try to find out. We probably need to think ahead on the data/framing piece.

Thanks for your help....

KR

From: Peacocke, Neal
Sent: October 5, 2016 10:22 AM
To: Robinson, Kirsten
Cc: Robertson, Chris
Subject: RE: 57th Ave check-in

Oh yeah, but I can leave all that context stuff to you, right? I've assumed that all the information exists somewhere, but it's never necessarily been organized and used as a tool to rationalize (dare I say, justify) stations on the Canada Line. But it seems useful to have for internal discussions. The other piece of the puzzle that will be important to Transportation, is the current station activity profiles today and how much activity is oriented around adjacent land use compared to bus transfers.

-Neal

From: Robinson, Kirsten
Sent: Wednesday, October 05, 2016 10:02 AM
To: Peacocke, Neal
Cc: Robertson, Chris
Subject: RE: 57th Ave check-in

What about context – residential density, employment generation, etc?

I'm thinking about the comments that 33rd might have better employment base but 57th has more residential units....something along those lines.

Keep me posted.

KR

From: Peacocke, Neal
Sent: Wednesday, October 05, 2016 9:50 AM
To: Robinson, Kirsten
Cc: Robertson, Chris
Subject: RE: 57th Ave check-in

Hi Kirsten,

The deadline for bids was yesterday, so I'll do a check-in with Purchasing today to see what they have to say.

Not exactly sure on the MPSC timing, what other considerations are going into that date selection. As for other information, I'm sure other questions will relate to timing:

1) When will it be built? Very unclear.

2) How long will it take to build? We should be able answer that once this work is complete.

3) What will the impacts be? We should be able to answer that at a high level (e.g. road impacts, transit operations impacts, noise, vibrations, etc.)

a. The impacts will get worse in the future (i.e. more people on the transit will make it more difficult to construct)

s.13(1)

Let's connect on Friday once I've got some more info from Purchasing.

-Neal

From: Robinson, Kirsten

Sent: Wednesday, October 05, 2016 9:40 AM

To: Peacocke, Neal

Cc: Robertson, Chris

Subject: 57th Ave check-in

Where are we at??? Got an update for me ;-)??

When should we go to MPSC and what info are we gonna need beyond the \$\$?

s.13(1)

Let's talk,
Kirsten
86889

From: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)

To: ["Johnson, Ben" <ben.johnson@vancouver.ca>](mailto:ben.johnson@vancouver.ca)
["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)

Date: 6/24/2016 10:57:47 AM

Subject: RE: 57th Ave Consultancy

Thanks Ben!

I will get going on finalizing the shopping cart first thing on Monday and update RML.

Cheers,
Neal

From: Johnson, Ben

Sent: Friday, June 24, 2016 11:54 AM

To: Robertson, Chris; Peacocke, Neal

Subject: 57th Ave Consultancy

The cheque from Concert will be coming in on Monday. I'll get both of them over to ENG as soon as I can.

Ben Johnson

Senior Planner, Vancouver South Division, Planning and Development Services
City of Vancouver
t 604.871.6943 | ben.johnson@vancouver.ca

From: ["McNeill, Yardley" <yardley.mcneill@vancouver.ca>](mailto:yardley.mcneill@vancouver.ca)
To: ["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)
["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
Date: 8/31/2016 4:08:22 PM
Subject: RE: 57th Ave Station

Please include me in that conversation-
thanks
Yardley

From: Robinson, Kirsten
Sent: Wednesday, August 31, 2016 4:52 PM
To: Peacocke, Neal
Cc: MacPhee, Ian; Robertson, Chris; McNeill, Yardley
Subject: RE: 57th Ave Station

hey - next week can you walk me thru where we are at in the process. Eg contract awarded, work underway, etc..

Old school planning trick - if you don't have the answer, answer with process ;-)

From: Peacocke, Neal
Sent: August 31, 2016 9:59 AM
To: Robinson, Kirsten
Cc: MacPhee, Ian; Robertson, Chris; McNeill, Yardley
Subject: Re: 57th Ave Station

s.13(1)

As for when we'll know, I think mid to late October.

-Neal

On Aug 31, 2016, at 9:00 AM, Robinson, Kirsten <kirsten.robinson@vancouver.ca> wrote:

s.13(1)

From: Peacocke, Neal
Sent: Tuesday, August 30, 2016 9:53 PM
To: Robinson, Kirsten; MacPhee, Ian; Robertson, Chris
Cc: McNeill, Yardley
Subject: RE: 57th Ave Station

Hi Kirsten,

I'm sorry, but I don't have good news for you on this front. I can say with certainty that we will not have a placeholder cost for September 14th.

Excuses I know, but the last few weeks have been very hectic with Broadway business case work.

Regards
Neal

From: Robinson, Kirsten
Sent: Tuesday, August 30, 2016 4:28 PM
To: Peacocke, Neal; MacPhee, Ian; Robertson, Chris
Cc: McNeill, Yardley
Subject: 57th Ave Station

Hi all,

Just wondering how the 57th Ave costing study is going? Mostly I'm nosey and just want to know how things are shaping up. We are headed to MPSC for Langara Gardens on September 14th....it would be really nice to have a placeholder cost for that meeting....any chance?

Call me,
Kirsten
86889

From: ["Robertson, Chris" <chris.robertson@vancouver.ca>](mailto:chris.robertson@vancouver.ca)
To: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
Date: 9/9/2016 2:07:32 PM
Subject: RE: 57th Ave station

Just reviewing the Bus Case. Will get this this next. Sorry!

From: Peacocke, Neal
Sent: Friday, September 09, 2016 3:03 PM
To: Robertson, Chris
Subject: RE: 57th Ave station
Importance: High

[Any comments?](#)

From: Peacocke, Neal
Sent: Thursday, September 08, 2016 2:46 AM
To: Robertson, Chris; MacPhee, Ian
Cc: Robinson, Kirsten
Subject: 57th Ave station

Hey guys,

Here it is, finally. The draft Scope of Work (SoW) that I'd like to send off to Procurement ASAP. Please review and track any edits in the Word doc.

The schedule is in there, but here's the basics as I see it. It's launched to the three preferred proponents (as listed in our pre-qualification list) next week, we give them 2-3 weeks to reply. We evaluate them quickly, then get the successful proponent on board for the first week of October. From there we follow the deliverables as laid out in the attached SoW, which gets us a draft summary report by end of October, and a final by early November. I think you'll agree this is actually pretty realistic.

Chris, I'd like to discuss the cost of this work with you tomorrow to confirm our approach of fee limitations and how any potential costs above our funding would be addressed.

Cheers,

Neal Peacocke, P.Eng.
City of Vancouver | Engineering
Projects & Development Services
507 W Broadway | Vancouver, BC V5Z 0B4
tel: 604.871.6472 | Fax: 604.873.7212
e-mail: neal.peacocke@vancouver.ca

From: ["Harvie, Taryn" <Taryn.Harvie@vancouver.ca>](mailto:Taryn.Harvie@vancouver.ca)
To: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
Date: 11/28/2016 1:50:07 PM
Subject: RE: 57th Ave Station - discussion & strategy

Ok thanks. It's fine if everyone knows its cancelled, but it's her meeting so will leave it with her. I will decline for Lon to clear it in his calendar, and send you and Dale an invite for 4:30-5:00 to meet regardless.

Thanks!
Taryn

From: Peacocke, Neal
Sent: Monday, November 28, 2016 1:47 PM
To: Harvie, Taryn
Subject: RE: 57th Ave Station - discussion & strategy

Thanks, Taryn.

It's possible that Kirsten is thinking she can just reschedule the existing invite, but it's definitely going to be moved. At this point, if it's just easier to cancel the meeting for clarity's sake, then I would tell her that.

From: Harvie, Taryn
Sent: Monday, November 28, 2016 1:45 PM
To: Bracewell, Dale; Peacocke, Neal
Cc: LaClaire, Lon
Subject: RE: 57th Ave Station - discussion & strategy

Hi Neal,

Kirsten did call me, and I responded to her with an email offering some alternate dates/times. Do you know if Kirsten is sending a cancellation through? It's still showing in Lon's calendar.

I can keep 4:30-5:00 for you, Dale and Lon to meet as requested. Just come on up to his office.

Thanks!
Taryn

From: Bracewell, Dale
Sent: Monday, November 28, 2016 12:43 PM
To: Peacocke, Neal; Harvie, Taryn
Cc: LaClaire, Lon
Subject: RE: 57th Ave Station - discussion & strategy

thanks, given today is my anniversary, much appreciated from my true boss :-)

From: Peacocke, Neal
Sent: Monday, November 28, 2016 12:34 PM
To: Harvie, Taryn
Cc: Bracewell, Dale; LaClaire, Lon
Subject: RE: 57th Ave Station - discussion & strategy

Hi Taryn,

This time no longer works for Planning, so you may receive (or already have) an email from Kirsten Robinson about finding a new date/time. In light of that, I'm going to offer that we still keep this time for Lon, Dale and I to chat briefly, so I can at least get them up to speed on what we know. However I think it only needs to be 30 minutes and I have a hard deadline at 5:00 today, so a 4:30 start would work.

If the time is required for something else, please let me know.

Thanks,
Neal

-----Original Appointment-----

From: Robinson, Kirsten
Sent: Tuesday, November 22, 2016 4:56 PM
To: Robinson, Kirsten; Haid, Susan; Pecarski, Randy; Robertson, Chris; Peacocke, Neal; MacPhee, Ian; Winterbottom, Graham; LaClaire, Lon; Bracewell, Dale
Subject: 57th Ave Station - discussion & strategy
When: Monday, November 28, 2016 4:30 PM-5:30 PM (UTC-08:00) Pacific Time (US & Canada).
Where: ENG - 507 WB - RM 306 Green Streets Room (10 pp)

Hi all,

We are trying to secure a time with Lon, Susan and Randy to discuss the 57th Ave station. This is the only timeslot we can grab with Lon early next week. We appreciate any effort you can provide in shifting meetings to accommodate this.

Please let me know asap if its not feasible and we will look for an alternative time.

Thanks,
Kirsten
86889

From: ["Winterbottom, Graham"](#)

To: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](#)
["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](#)
["Robertson, Chris" <chris.robertson@vancouver.ca>](#)
["MacPhee, Ian" <Ian.MacPhee@vancouver.ca>](#)

Date: 11/28/2016 9:30:14 AM

Subject: RE: 57th Ave Station - discussion & strategy

I'm not in today but Kirsten has got it under control

From: Peacocke, Neal

Sent: Monday, November 28, 2016 9:05 AM

To: Robinson, Kirsten; Robertson, Chris; MacPhee, Ian; Winterbottom, Graham

Subject: RE: 57th Ave Station - discussion & strategy

So, what are we doing with this meeting? I've heard it can't happen, but should we reschedule?

-----Original Appointment-----

From: Robinson, Kirsten

Sent: Tuesday, November 22, 2016 4:56 PM

To: Robinson, Kirsten; Haid, Susan; Pecarski, Randy; Robertson, Chris; Peacocke, Neal;
MacPhee, Ian; Winterbottom, Graham; LaClaire, Lon; Bracewell, Dale

Subject: 57th Ave Station - discussion & strategy

When: Monday, November 28, 2016 4:30 PM-5:30 PM (UTC-08:00) Pacific Time (US & Canada).

Where: ENG - 507 WB - RM 306 Green Streets Room (10 pp)

Hi all,

We are trying to secure a time with Lon, Susan and Randy to discuss the 57th Ave station. This is the only timeslot we can grab with Lon early next week. We appreciate any effort you can provide in shifting meetings to accommodate this.

Please let me know asap if its not feasible and we will look for an alternative time.

Thanks,
Kirsten
86889

From: "Calder, Ryan" <CalderR@mmm.ca>
To: "Peacocke, Neal" <Neal.Peacocke@vancouver.ca>
Date: 1/23/2017 4:24:11 PM
Subject: RE: 57th Ave Station - Presentaton



Ryan Calder, P.Eng., PMP
Project Manager, Major Projects, Transportation

MMM Group Limited
1045 Howe Street, Suite 700
Vancouver, BC V6Z 2A9 Canada
T: 604-676-1540 Ext.4203

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From: Peacocke, Neal [mailto:Neal.Peacocke@vancouver.ca]
Sent: January-23-17 2:14 PM
To: Calder, Ryan <CalderR@mmm.ca>
Subject: RE: 57th Ave Station - Presentaton

1) I know ONNI has signed the NDA. Will have to confirm whether Concert (Langara Gardens) has.

s.13(1)

Thanks,
Neal

From: Calder, Ryan [mailto:CalderR@mmm.ca]
Sent: Monday, January 23, 2017 1:43 PM
To: Peacocke, Neal
Subject: RE: 57th Ave Station - Presentaton

Thanks Neal:

I will elaborate on those involved in preparing the estimate and their experience. Appreciate the input.



1) Did you get the NDA's from each Developer?

s.13(1)

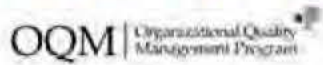
Regards,

Ryan Calder, P.Eng., PMP
Project Manager, Major Projects, Transportation

MMM Group Limited

1045 Howe Street, Suite 700
Vancouver, BC V6Z 2A9 Canada
T: 604-676-1540 Ext.4203

WSP \\\ MMM is OQM-certified through APEGBC.



From: Peacocke, Neal [<mailto:Neal.Peacocke@vancouver.ca>]

Sent: January-23-17 1:24 PM

To: Calder, Ryan <CalderR@mmm.ca>

Subject: RE: 57th Ave Station - Presentaton

Thanks, Ryan. Sorry I didn't get back to you sooner. This looks good to me. I've forwarded to my other colleagues to get their thoughts. One thing I was wondering if you could add, or at least spend some time on is some background on your team. I think it will come across well if you note the vast experience the team has with rapid transit in the region and specifically with the construction of the Canada Line, most notably Tony Steadman and Meiric Preece.

As for the meeting agenda, my Planning colleagues don't see it being anything overly elaborate.

1. Introductions
2. Presentation on station costing study – MMM
3. Q & A

We've reduced the meeting length to an hour, so it will run from 2:00-3:00 PM. We will be in City Hall on the main floor in Room 115. Feel free to hang out near all the architectural models and I will come meet you there just before the meeting.

The presentation tomorrow will be with ONNI, the developers for the Pearson-Dogwood site (south of 57th) which would actually host the station entry. A bit of context for you with ONNI, they are further along in their development process and the contribution has essentially been established, which is significantly less than half of the estimate prepared by your team.

Please let me know if you have any questions. And feel free to call, I'll be at my desk for most of the afternoon.

Cheers,

Neal Peacocke, P.Eng.

City of Vancouver | Engineering
Projects & Development Services
507 W Broadway | Vancouver, BC V5Z 0B4
tel: 604.871.6472 | Fax: 604.873.7212
e-mail: neal.peacocke@vancouver.ca

From: Calder, Ryan [<mailto:CalderR@mmm.ca>]

Sent: Thursday, January 19, 2017 12:22 PM

To: Peacocke, Neal

Subject: 57th Ave Station - Presentaton

Hi Neal:

Here is a draft presentation for the developers. Let me know if it is suitable. s.13(1)

s.13(1)

Regards,

Ryan Calder, P.Eng., PMP
Project Manager, Major Projects, Transportation

MMM Group Limited

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From: ["Peacocke, Neal" <Neal.Peacocke@vancouver.ca>](mailto:Neal.Peacocke@vancouver.ca)
To: ["Winterbottom, Graham" <graham.winterbottom@vancouver.ca>](mailto:graham.winterbottom@vancouver.ca)
Date: 1/23/2017 3:08:35 PM
Subject: RE: 57th Ave Station - Presentaton

That's weird. Here ya go.

From: Winterbottom, Graham
Sent: Monday, January 23, 2017 2:50 PM
To: Peacocke, Neal
Subject: RE: 57th Ave Station - Presentaton

Neal, I see that I was copied but don't seem to have the presentation, could you please resend?

Graham Winterbottom, MCIP, RPP
Planner, Vancouver South Division
Planning, Urban Design & Sustainability, City of Vancouver
p. 604.829.4217
graham.winterbottom@vancouver.ca

From: Peacocke, Neal
Sent: Monday, January 23, 2017 2:22 PM
To: Robinson, Kirsten; Robertson, Chris; Winterbottom, Graham
Subject: RE: 57th Ave Station - Presentaton

Just so you know, I've asked Ryan to include a slide about the team, and their extensive experience with rapid transit projects and cost estimating.

As for the start date, I think we emphasize the importance of picking a date, and that the further we go out, the more uncertainty and higher the cost will be. We can explain that this isn't a commitment to a date, but an early as possible date. Right?

From: Robinson, Kirsten
Sent: Monday, January 23, 2017 2:18 PM
To: Peacocke, Neal; Robertson, Chris; Winterbottom, Graham
Subject: RE: 57th Ave Station - Presentaton

Fun!

I expect the developers will ask about the 2019 start date. We should have a tight story for that.

From: Peacocke, Neal
Sent: Monday, January 23, 2017 1:09 PM
To: Robertson, Chris; Robinson, Kirsten; Winterbottom, Graham
Subject: FW: 57th Ave Station - Presentaton

Hi,

Sorry I didn't send this to you sooner. Got distracted in advance of all the MPSC drama.

This looks pretty good to me. Let me know if you have any concerns.

Thanks,
Neal

From: Calder, Ryan [<mailto:CalderR@mmm.ca>]
Sent: Thursday, January 19, 2017 12:22 PM
To: Peacocke, Neal
Subject: 57th Ave Station - Presentaton

Hi Neal:

Here is a draft presentation for the developers. Let me know if it is suitable. s.13(1)
s.13(1)



Ryan Calder, P.Eng., PMP
Project Manager, Major Projects, Transportation

MMM Group Limited
1045 Howe Street, Suite 700
Vancouver, BC V6Z 2A9 Canada
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From: ["McNeill, Yardley" <yardley.mcneill@vancouver.ca>](mailto:yardley.mcneill@vancouver.ca)
To: ["Robinson, Kirsten" <kirsten.robinson@vancouver.ca>](mailto:kirsten.robinson@vancouver.ca)
Date: 9/13/2016 8:28:07 AM
Subject: RE: 57th Ave Station - TL's review comments

thanks Kirsten,

We'll add the comments (as a place holder) to the emerging design guidelines for Pearson, and circle back to Engineering for confirmation when the costing exercise is completed.

Yardley

From: Robinson, Kirsten
Sent: Friday, September 09, 2016 5:00 PM
To: McNeill, Yardley; Cheng, Alina
Cc: MacPhee, Ian; Robertson, Chris; Peacocke, Neal
Subject: RE: 57th Ave Station - TL's review comments

Hi guys,

I'm new to the discussion on the 57th Ave station study, but with Ben gone I thought I would forward this to you both so you can ensure we are catching all these details with the Pearson Rezoning (just in case there is anything new listed below). Neal has also provided the draft of the RFP with a schedule. I'm going to give the draft schedule (noting that it's pretty aggressive) to Brian Sears so that he knows when to expect an input.

I'll also update Concert on the general timing when I talk to them next.

If ya'll want me to butt out just let me know.

Kirsten
86889

From: Robertson, Chris
Sent: Wednesday, September 07, 2016 2:20 PM
To: Peacocke, Neal
Cc: MacPhee, Ian; Robinson, Kirsten
Subject: FW: 57th Ave Station - TL's review comments

Hi Neal,

Below are comments on current station design provided by Marco and confirmed by Jeff B.

Chris

From: Bonaventura, Marco [<mailto:marco.bonaventura@translink.ca>]
Sent: Friday, February 12, 2016 10:34 AM
To: Robertson, Chris
Cc: Busby, Jeffrey
Subject: 57th Ave Station - TL's review comments

Chris,

I'm following up on your email to Jeff Busby from Feb 9th, regarding review of the proposed 57th Ave Station. Below are review comments on the drawing package you sent through:

1. **Site and Context Plan:** Consider space provisions for bike lockers adjacent to station entrance;
2. **Grade Level Plan:** Provisions should be made for two escalators (up and down);

3. **Grade level Plan:** Surge areas for escalators (4.6m min, 6.0m preferred) may be in conflict with the typical entry surge area (4.6m min, 6.0m preferred on either side of coiling grille). Entrance may need to be enlarged to accommodate;
4. **Concourse / Ancillary Level Plan:** Potential surge area conflict at base of escalator (from grade level) and adjacent information panels (1.5m min);
5. **Concourse / Ancillary Level Plan:** Is the attendant booth required? If so, consider relocating to opposite side of corridor, preferably imbedded within the group of ancillary rooms (overlooking row of gates). This would allow more room for gates in case additional ones may be required in the future due to ridership growth.
6. **Concourse / Ancillary Level Plan:** Consider including space allowance for CRU space (300-350 sqft) flanking corridor space and possibly imbedded within group of ancillary rooms;
7. **Concourse / Ancillary Level Plan:** Provisions should be made for two escalators (up and down) for platform access;
8. **Concourse/Ancillary Level Plan:** AFMs should be placed on opposite side of corridor to comply with 'right hand rule' and avoid potential cross flow conflicts. This may affect access to some ancillary rooms as currently configured and also need to be positioned clear of gates and their related surge areas (3.0m min on either side of gate), so gate locations may have to be shifted and/or corridor width enlarged;
9. **Platform Level Plan:** Are platform widths and lengths sufficiently sized for ultimate Canada Line capacity?

Please let me know if you have any questions or need any comments clarified.

Thanks,

Marco Bonaventura

Project Manager
Infrastructure and Network Management
Tel: 778-375-7825

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From: "Peacocke, Neal" <Neal.Peacocke@vancouver.ca>

To: "Calder, Ryan" <CalderR@mmm.ca>

Date: 10/26/2016 12:28:18 PM

Subject: RE: 57th Ave Station - Workshop

Attachments: Calendar.pdf

Hi Ryan,

Sorry for the tardy delivery, but here is the Planning schedule for the adjacent development sites.

Cheers,
Neal

From: Calder, Ryan [mailto:CalderR@mmm.ca]

Sent: Friday, October 21, 2016 2:30 PM

To: Peacocke, Neal

Subject: 57th Ave Station - Workshop

Hi Neal:

I secured a room at our office here on Thursday the 27th, 9:00 a.m. to noon to workshop. I'll send over an invite following this message for you to forward, provided that time still works.



Planning schedule (with the dots) that was out shown today we'll work that into a construction type schedule as well.

Cheers,

Ryan Calder, P.Eng., PMP
Project Manager, Major Projects, Transportation

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