

File No.: 04-1000-20-2020-243

September 28, 2020

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 April 27, 2020 for:

**Records (i.e. emails, reports, meeting notes) regarding matters of safety and security, traffic management and health and injury prevention between St. Augustine School and the City of Vancouver in relation to the Broadway Subway Project. Date ranges: 1) January 1, 2013 to December 31, 2015, and 2) January 1, 2017 to August 31, 2019.**

All responsive records are attached. Some information in the records has been severed, (blacked out), under s.13(1) and s.22(1) of the Act. You can read or download these sections here: [http://www.bclaws.ca/EPLibraries/bclaws\\_new/document/ID/freeside/96165\\_00](http://www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/96165_00).

In addition to the records provided, please note that there is a project website where the latest versions of the provided reports can be accessed. The website link is: <https://www.broadwaysubway.ca/about/documentation/>. The information can be found in the reports located under the "Environmental and Socio-Economic Review" section.

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](mailto: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 (#04-1000-20-2020-243); 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](mailto:foi@vancouver.ca) if you have any questions.

Yours truly,

[Signature on file]

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

[Barbara.vanfraassen@vancouver.ca](mailto:Barbara.vanfraassen@vancouver.ca)

453 W. 12th Avenue Vancouver BC V5Y 1V4

\*If you have any questions, please email us at [foi@vancouver.ca](mailto:foi@vancouver.ca) and we will respond to you as soon as possible. Or you can call the FOI Case Manager at 604.871.6584.

Encl.

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# STATION AREA PLANNING WORKSHOPS FOR THE MILLENNIUM LINE BROADWAY EXTENSION



## WORKSHOP SUMMARY REPORT

Prepared January 2018

## INTRODUCTION

The City of Vancouver and TransLink are working to advance the design and construction of the Millennium Line Broadway Extension (MLBE) under the Broadway Corridor. The MLBE will include six underground stations at Arbutus, Granville, Oak, Cambie, Main, and Great Northern Way.

In order to better understand the unique challenges and opportunities at each station area, a series of workshops was held. Participants included City of Vancouver staff, TransLink and subsidiary (e.g. BCRTC, SCBCTAPS) staff, as well as consulting partners. For each station area, participants were given an overview of each station area followed by two small group discussions.

The first small group discussion focused on the station area during the construction period. Participants were asked to identify specific needs for the station area during construction and recommend mitigation strategies to help address those needs. Participants then chose the top three most important needs and mitigation strategies. These top three needs and strategies were then reported back to the larger group.

In the second small group discussion, participants identified challenges and opportunities for each station area after opening day of the MLBE. Again, participants identified the top three challenges and opportunities and reported back to the larger group.



The following report will summarize each station area workshop. For each station area, a summary of the context

will be provided. Then, the top priorities from the small group discussions for the construction period and after opening day will be summarized.

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# Arbutus

## Context

Housing at the Arbutus Station Area is characterized by low apartment buildings, medium apartment buildings and duplexes/townhouses. Mixed-use development is allowed on Arbutus south of Broadway and on Broadway. Arbutus is the second most populous station area with 5900 residents in 2016. 336 residents live in the station blocks and 757 live in the shoulder blocks. In 2011, there were 3100 jobs. 540 jobs are in the station blocks and 1120 jobs are in the shoulder blocks.

The Arbutus station area has the 5<sup>th</sup> highest developed floor area of the six station areas. About three fourths of development is residential. Major nearby destinations include four schools and one parish. Three mixed use developments have been completed recently with FSRs of 3.

The Arbutus area is served by the #9, #14, and #16 buses and the #99 B-Line. The Arbutus Greenway is an AAA bicycle facility. Cypress and 10<sup>th</sup> Avenue are local bikeways. There is also a local bikeway on 7<sup>th</sup> Avenue that continues on 8<sup>th</sup> Avenue west of Yew.

## Top Priorities

### Construction Period

**Arbutus Greenway** – Managing the Arbutus Greenway during construction and providing an all ages and abilities cycling and pedestrian detour was identified as a priority. Mitigation strategies included wayfinding and early indication of a detour as well as conducting a neighbourhood evaluation of permeability and access. It was noted that a detour on Cypress would involve more challenging, steeper grades than the Arbutus Greenway.

**Bus Service** – Maintaining a convenient bus stop configuration and ensuring bus speed and reliability were considered top priorities for Arbutus. One group suggested maintaining the current bus stop locations. Another group suggested determining alternative locations that maintain transit connectivity and access as much as possible while minimizing impacts to traffic (and transit) congestion. Other mitigation strategies included prioritizing transit vehicles and access to transit and clearly communicating any changes or bus reroutes.

**Safe and Secure Pedestrian Movement** – Safe and secure pedestrian movement was highlighted because of the proximity of multiple schools in the Arbutus Station area. Suggested mitigation strategies included outreach and communications with schools on



safety, encouraging access to schools that avoids streets affected by construction, and considering nighttime construction.

**Access to Business** – Maintaining access to business was a priority. Mitigation strategies included conducting a survey to determine normal hours of operation for businesses, identifying access points and loading zones as well as identifying alternate access points and loading zones for businesses during construction.

**Other** – Other priorities that were discussed included maintaining access for emergency services, communications and engagement of the Traffic Management Plan, and maintaining residential parking.

## After Opening Day

**Safe Pedestrian Access** – The number one challenge identified by all groups was safe pedestrian access to the station entrance and bus loop and minimizing conflicts between pedestrians and buses – particularly with increased pedestrian activity associated with the Arbutus Greenway. Opportunities to address this challenge included reviewing the bus turning movements from the exchange, optimising sidewalk design, signalling of the Greenway and Arbutus Street intersection tied to bus schedule, and providing pedestrian refuges where appropriate.

**Pick Up and Drop Off** – Another challenge was passenger pick up and drop off, including HandyDART. Opportunities to address this challenge included BCRTC's passenger assistance program, locating HandyDART near BCRTC parking, and locating passenger drop off west of Arbutus or far side of 8<sup>th</sup> Avenue.

**Space for Program Elements** – A challenge is the restricted amount of space for program elements, including street furniture, plazas, bus waiting areas, shelters. A desire to fit as many programming elements at the station as possible was identified in order to better integrate the station with the neighbourhood. The opportunity to gain program elements through development was identified. It was also noted that the Arbutus Greenway provides the opportunity for public space nearby and reduces the need to accommodate public spaces on the station site.

**Arbutus as a Transit Hub** – One group identified transit users as a prioritized mode because of the local buses in the area and the need for Arbutus to function well as a transit hub for B-Line transfers.

**Other** – Other challenges and opportunities included managing bike movements by making access to the station through 8<sup>th</sup> Avenue a compelling option, the opportunity to rethink and redesign Broadway curb space, and emergency service parking. One group prioritized modes at this station. Transit users were the number one priority. Due to the Arbutus Greenway, the pedestrian then bike networks were established as the next

priorities, followed by private vehicles because of the importance of school pick up and drop off in the Arbutus station area. It was suggested that due to space constraints related to the bus exchange that car share and public bike share could be located further from the station.

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# Granville

## Context

Granville and Broadway streets, as well as much of the area north of Broadway, are designated as mixed use. South of Broadway is characterized by medium density (1.5-3.3 FSR) rental apartments. Granville is the most populous station area with about 5900 residents. 128 residents live in the station blocks and 596 residents live within the shoulder blocks. There are about 7000 jobs, with 770 jobs in the station blocks and 2185 jobs in the shoulder blocks.

Granville has the third highest developed floor area of the six station areas and little over half of the floor space within 400m is residential. One residential and one non-residential development were completed recently. Four developments are under construction near this station area.

This station area is served by the #9 and #99 B-Line on Broadway, #10 on Granville, and the #14 on Granville and Broadway. 7<sup>th</sup> Avenue and 10<sup>th</sup> Avenue are local street bikeways.

## Top Priorities

### During Construction

**Access to Businesses** – Access to businesses and maintaining functionality of loading zones was a top priority. Mitigation strategies included a utilization of off street parking, and creating an inventory of parking and businesses. Pedestrian access past the construction zone was also highlighted with the potential to close this area to pedestrian activity for some or all of the construction period or mitigation strategies of plating and bridging, as well as encouraging pedestrians to walk on the south side of Broadway.

**Construction Management** – Managing construction noise impacts was a top priority. Two groups recommended overnight construction. Construction vehicle management was also identified, with consideration for spoils removal and material delivery.

**Bus Service** – Bus service reliability was identified as a need during construction. Mitigation strategies for this need included bus queue jumpers and prioritization of buses by flaggers.

**Other** – Other priorities included keeping cyclists on 7<sup>th</sup> and 10<sup>th</sup> Avenue to avoid conflicts with trucks and community involvement through the South Granville BIA.

### After Opening Day

**Limited Space for Program Elements** – The limited amount of space for program elements was identified as a challenge. Opportunities included gaining more space through redevelopment, closing of a portion of the lane, and using part of the lane for a plaza. One group suggested moving the station head house to the north to create more open space in front of the station.

**Additional Construction** – One group identified the challenge/nuisance of additional development construction after MLBE construction and a new land use plan. Opportunities included getting a buyer for TransLink and City owned properties early to start development during MLBE construction, continuing to prioritize and encourage transit, and working with TransLink's Adjacent and Integrated Development Team.

**Mid-Block Station** – The location of the station mid-block was identified as a challenge due the risk for mid-block crossing and the concern for access to the station from the south side of Broadway. Opportunities for the mid-block station include mid-block pedestrian controls and a 2<sup>nd</sup> entrance on the south side of Broadway.

**Service Parking** – Parking for BCRTC service vehicles and transit police was considered a challenge with an opportunity for parking behind the station.

**Pick up and Drop off** – Pick up and drop off near the station, including HandyDART, was identified as a challenge. A potential opportunity was a dedicated entrance for HandyDART pick up and drop off with additional faregates. Another opportunity was drop off and pick up space behind the station or as part of redevelopment.

**Mode Prioritization** – One group identified transit as the number one priority in a prioritization of modes, followed by pedestrians. A suggestion was made to move the #9 stop closer to the station. Another suggestion was made to include a north-south cycling connection from 8<sup>th</sup> and 10<sup>th</sup> Avenue.



# Oak

## Context

The Oak Station Area is characterized by the Vancouver General Hospital precinct and medical district, which is a major destination for the region. Broadway west of Oak is mixed-use and Broadway east of Oak is designated commercial only with an FSR of 3-7.0. Low and medium scale apartments are found to the north of Broadway with slightly higher scale rental apartments to the southwest of the station. The Oak Station Area has the most jobs within 400m of all the station areas with about 12,800 jobs. 690 jobs are in the station blocks and 1930 jobs are in the shoulder blocks. There are about 4200 residents, 239 of which are in the station block and 652 are in the shoulder blocks.

Oak has the highest developed floor area of the six stations with about 75% of floor space dedicated to non-residential use.

This station area is served by the #9 and #99 B-Line on Broadway and the #17 bus on Broadway and Oak. 7<sup>th</sup> Avenue and 10<sup>th</sup> Avenue are local street bikeways.

## Top Priorities

### Construction Period

**Emergency Services and Access to VGH** – All groups identified the importance of maintaining emergency services and access to VGH during construction. There is an opportunity to take lessons learned from the construction of the 10<sup>th</sup> Avenue project, leverage existing relationships between City of Vancouver and emergency services, and provide signage. It was also noted that disruption to local bus service to VGH should be minimized and that rerouting the #17 bus to 12<sup>th</sup> Avenue provides better access to VGH.

**Noise and Vibration Impact** – Another priority was minimizing the impact of noise and vibration to the hospital district and medical equipment. Mitigation strategies included close coordination between VGH and the contractor and continued communications with VGH to better understand the impact of noise and vibrations.

**Construction Vehicle Management** – Truck access to the laydown area and construction vehicle management was identified as a priority. This challenge could be mitigated through a Traffic Management Strategy and reducing the number of traffic lanes. Vehicles could enter the laydown area via Broadway and exit via the lane (prescriptive requirement in the Project Agreement).



**Other** – Other considerations were access to offices and commercial areas, as well as pick up and drop off near the station.

## After Opening Day

**Safe, Secure and Accessible Pedestrian Access to VGH** – Two groups identified providing a safe, secure and accessible connection to VGH as a priority. There is opportunity in looking at options (i.e. tunnel, shuttle), providing knockout panels for a tunnel, and identifying issues for a tunnel including location of faregates and security.

**Futureproof for Pedestrian Tunnel to VGH** – Another priority that should be considered during the design phase is to begin to identify operation, costs and maintenance of a potential tunnel from the Station to VGH. This included providing a knockout wall for an additional entrance and beginning to research security, jurisdiction and the location of faregates.

**Curb Space and Service Parking** – The challenge of providing space for HandyDART, service vehicles, transit police, pick up/drop off and bus stops was identified. An opportunity was to shift the station west, provide access at the back of the station, and provide parking on Laurel off of the lane.

**Ventilation Grill Locations** – There was a desire to maintain safe and secure pedestrian access around ventilation grill locations. Suggestions were made to find alternative locations for grills, integrate grills with the station headhouse, and to locate grills in a sidewalk “bulge.”

**Considerations for Cyclists** – Suggestions were made to provide a secured above grade bike parkade and to find additional space for a bike share station on 7<sup>th</sup> Avenue or through development sites.

**A.A.R.U.** – There was a desire to use an alternate technology to harness A.A.R.U energy through district heating, which would provide the ability to build above the station.

**Travel Demand Management** – The opportunity to improve transit mode share and relieve parking pressures at VGH was identified. This could be done by working with TransLink’s Travel Smart group to promote alternatives to the car and partner with nearby employers.

**Other** – Other priorities included using public art and development opportunities to provide an identity for the station. One group prioritized transit with emphasis on HandyDART.



# Cambie

## Context

The Cambie Station Area is home to Vancouver City Hall. The VGH precinct is in the south-west and the Mount Pleasant Industrial area lies to the north-east of the station area. Nearby residential uses are primarily duplexes/townhouses and low apartment buildings, typically located south of Broadway. Medium and higher density commercial only buildings are located along Broadway west of Yukon with medium mixed-use buildings east of Yukon along Broadway and on Cambie.

This station area has 12,400 jobs, the second highest number of jobs within 400m of the six stations. 325 jobs are in the station blocks and 2250 are in the shoulder blocks. It is the least populous station area with 3200 residents, 110 of which live in the station blocks and 350 live in the shoulder blocks. This area has the second highest developed floor area of the six station areas, with more than three fourths of the floor space dedicated to non-residential use.

This station area features a connection to the Canada Line. It is served by the #9 and #99 B-Line on Broadway, #15 bus on Cambie and #17 on Cambie and Broadway. 7<sup>th</sup> Avenue, 10<sup>th</sup> Avenue and Heather are local street bikeways and there are painted lanes on Yukon.

## Top Priorities

### During Construction

**Functionality of Transit** – All groups recognized the importance of the Cambie station area as a transit hub. There was a desire to minimize the impacts to transit users transferring from the Canada Line to the 99 B-Line and accommodating for the 99 B-Line queue. Mitigation strategies included increasing service to minimize queues, relocating the 99 B-Line stops, and using a CMBC Transit Mitigation Plan for buses. Recommendations were also made to provide consistency with detours and bus stop movements and schedule nighttime construction.

**Construction Period** – A challenge in this station area is the longer construction period required for various construction projects. An understanding of the phasing of these projects is required. Mitigation strategies included finding storage space, defining the size of the staging area, construction scheduling, and coordination with other projects.

**Construction Vehicle Management** – Construction vehicle management and access to the laydown area for spoils removal and material delivery was considered a priority. The potential for conflicts between bikes/cars and service vehicles was identified.



**Safe and Secure Access** – Safe and secure pedestrian access along Broadway and to businesses was identified as a priority. A recommendation was made for hoarding that accommodates public access.

**Other** – Other priorities included finding out where diverted traffic will go and to maintain the bike connection on Yukon to 10<sup>th</sup> Avenue. It was noted that this station area is the most complex from a utility standpoint and requires fibre and sewer movements.

## **After Opening Day**

**City Hall Campus** – All groups identified the integration of the station with City Hall Campus as a priority. There was a desire for increased clarity on City Hall Campus plan requirements. Suggestions were made to add knock-out panels on the concourse level and to future proof for flexibility and integration.

**Ventilation Grills** – The location of ventilation grills was identified as a challenge. Opportunities included incorporating grills with development, incorporating grills with public art, putting Mobi station on top, vertical ventilation, and integrating grills with the station headhouse.

**Curb Space** – The use of curb space was discussed. The need for passenger pick up and drop off, and Handy DART was identified. Suggestions were made to provide service parking and HandyDART drop off close to the station through development or underground, use the 99 B-Line stop for pick up and drop off, and provide additional program elements through City Hall Campus development.

**Bike Parkade** – Two groups discussed the bike parkade. A desire was expressed for a bike mobility centre at this station. It was recommended that a south side entrance to the bike parkade be provided with access to 10<sup>th</sup> Avenue.

**Coordination Between Canada Line and BCRTC** – Coordination between Canada Line and BCRTC was identified as a challenge at this station. There is an opportunity for BCRTC to manage customer service at the headhouse.

**Other** – Other priorities included coordinating with future development and making provision for new entrances with additional faregates. Transit users and pedestrians were recommended to be prioritized at this station area with the potential for wider sidewalks and improvements to the public realm through redevelopment.



# Main

## Context

In the Main Station Area, Broadway, Main and Kingsway are zoned for medium density mixed use developments. Residential areas to the south-west and north-east of this station area feature duplexes/townhouses and low apartments. The area to the north-west of Broadway and Main is characterized by the Mount Pleasant Industrial Area. The Main Station Area includes about 5200 residents and about 3700 jobs. 302 residents live in the station block and 488 live in the shoulder blocks. 510 jobs are in the station blocks and 510 in the shoulder blocks.

This area has the 4<sup>th</sup> highest developed floor area with about half being residential. A new mixed use development is under construction on the south-east block of Main and Broadway, which will have 257 residential units. There are heritage buildings on the north-west and north-east blocks of Main and Broadway.

The Main Station Area is served by the #9 and #99 B-Line on Broadway and the #3, #19, and #8 buses. 10<sup>th</sup> Avenue and Ontario Street are local street bikeways and Main is a shared use lane. Main Street is the eastern boundary of the bike share coverage area.

## Top Priorities

### During Construction

**Parking** – Addressing lost parking was identified as an issue by all three groups. To address parking for businesses, it was suggested to ensure parking availability for customers, have additional parking on 8<sup>th</sup> Avenue and Ontario Street, and to maintain access to the lane south of Broadway. For residential parking, recommendations were made to educate residents on parking availability and changes in order to allow them to plan ahead and provide opportunity for parking north of Broadway. It was also recommended that the contractor provide parking for crew members.

**Bus Operations** – Groups expressed a desire to maintain convenient bus operations. Suggestions were made to relocate bus stops, expedite traffic deck construction, provide queue jumpers, enhance service on parallel routes, and ban right turns from eastbound Broadway to southbound Main.

**Local Bikeways** – Maintaining safe access to the local bikeways on 10<sup>th</sup> Avenue and Ontario was seen as a priority. It was recommended that diverted traffic should avoid these streets through diversion measures. It was also suggested that the southbound



bike counterflow lane on the south side of Broadway and Quebec remain open and not be used as laydown unless absolutely necessary.

**Lee Building** – The Lee Building was identified as a concern. It was recommended to provide pedestrian control through signage and wayfinding in order to maintain safe and secure pedestrian access in the arcade of the Lee Building. One group recommended mitigation strategies for the Lee Building residents, while another group suggested vacating or propping the building during construction.

**Other** – Other priorities included loading access, especially north of Broadway where there is no lane, construction vehicle management, and informing drivers east of Main about diversions well in advance of Main Street.

## After Opening Day

**Plazas** – The lack of plaza space was identified. A suggestion was made to shift faregates, surge areas, etc. to the south side of the station to create open space at the entrance. Other suggestions included building the station with a knockout wall to provide opportunities with future redevelopment and coordinating with the contractor to rebuild an attractive streetscape in absence of a plaza.

**Curb Space** – All groups identified the small amount of curb space for bus service, HandyDART, and passenger pick up and drop off as a challenge. Suggestions were made to provide HandyDART pick up/drop off behind the #9 stop or in the lane. Another suggestion was to move the #9 bus to where the current 99 B-Line stop is and provide HandyDART pick up/drop off in front of the station.

**Emergency and Service Parking** – It was recommended that emergency and service parking could be provided behind the station or underground through development.

**Street Design** – The opportunity for street design and providing this area with more of a local street feel through congestion management was discussed.

**Sidewalk Considerations** – A concern was that narrow sidewalks on Broadway could result in overcrowding given increased movement and bus queuing. Suggestions were made to move the curb and extend sidewalks through redevelopment. Another suggestion was made to make provisions to relocate the ventilation grill on the Quebec Street sidewalk.

**Bus Transfers** – An identified challenge at this station area was transit users transferring from buses on Kingsway (i.e. #19, #8) to the station. A suggestion was made to reroute Kingsway buses to Broadway from Main to Kingsway and to Main from 7<sup>th</sup> Avenue to Broadway.

**Mode Prioritization** – One group prioritized transit users and pedestrians at this station area and recommended sidewalk improvements. This group also identified bikes as an opportunity to close the gap for MLBE users travelling further east on Broadway.

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# Great Northern Way

## Context

The Great Northern Way Station Area is home to Emily Carr University's new campus and the Centre for Digital Media. The station area is bordered by the BNSF Railyard to the north and low apartment buildings to the south. This residential neighbourhood also has two nearby schools. This is the second least populated station area with 3300 residents and has the least amount of jobs at 1500. 381 residents and 215 jobs are adjacent to the station blocks.

This is the least developed station area with about two thirds of floor space within 400m is non-residential. This station area has 10 new development sites that are either under review or under construction – more than any other station area.

The #84 bus serves this station area on Great Northern Way. The Central Valley Greenway runs through this station area as a protected bike lane.

## Top Priorities

### During Construction

**Dust, Noise, and Vibration Mitigation** – Special consideration was given to dust, noise and vibration impacts because of Emily Carr's motion capture studio and theatre, as well as the nearby residential buildings. Additionally, this will likely be a 24-hour construction site. Suggestions included noise barriers, dust control, scheduling of certain activities during the day, frequent wheel washes, sweeper trucks, and creating berm with the tunnel spoils. Close coordination with the contractor and continued outreach to stakeholders were also suggested.

**Tunnel Spoils** – All groups discussed the removal of tunnel waste and the large amount of trucks entering and exiting the site. Mitigation strategies included using tunnel waste to build a berm, facial screening for Emily Carr, and encouraging contractor to find alternatives for tunnel spoils. Other suggestions for removal of waste included improving the connection at Lorne and Scotia, using trucking routes on Broadway, Main and Clark, and using BNSF rail for transport.

**Central Valley Greenway** – All groups expressed a preference to maintain a safe and secure bike connection. Mitigation strategies included providing access to the site east of Thornton, detouring bike traffic and conducting a traffic management plan.



**School Pick Up and Drop Off** – A priority was ensuring safe school pick up and drop off at St. Francis Xavier School. Suggested mitigation strategies included having a flagger, facilitating a VPD presence, encouraging a school program to address safety, coordinating with the school's traffic management plan, and requesting that the school share their pick up and drop off system.

**Other** – Other priorities were maintaining the pocket track and stub at VCC-Clark and exploring opportunities for Mobi stations.

## After Opening Day

**Development Coordination** – A priority was to ensure that the phasing of future development is coordinated. Suggestions were made to talk to developers early, coordinate between the contractor and developer, and future proof for overbuild and integration with nearby developments. It was also noted that service parking is currently located in development property and coordination could be done with PCI for allocated service parking.

**Elevated Infrastructure** – A challenge that was identified for this station area is the elevated guideway east of the station. Noise mitigation strategies were recommended as well as inviting Emily Carr students to create art.

**Pedestrian Circulation** – Ensuring safe pedestrian connection to Emily Carr, businesses and bus queues was identified as a priority. The potential for conflict between bus queues and the two way bike lane was raised with the suggestion to add traffic signals for bus and bike movement. It was also recommended that more formal pedestrian access be created through traffic signals. Separating bike and pedestrian traffic was recommended to make connections to Emily Carr and businesses safer.

**Security of Portal** – The security of the portal was discussed. This included a preference to maintain security without sacrificing aesthetics and providing for emergency access. This could include the incorporation of public art.

**Other** – Other priorities included introducing a parking permit system to prevent park and ride and integrating the emergency exit with the future park. One group prioritized pedestrians at this station area, followed by cyclists, then transit users.

## NEXT STEPS

The purpose of the report is to create a shared understanding of the unique challenges and opportunities at each station area. Participants of the workshops have now been exposed to different views and informed of the needs at each station area. The knowledge shared at the workshops can be used to guide future discussions with the different perspectives in mind. The discussions started here can be carried forward into considerations of the design of future stations and precinct planning. The results will also be used to inform the Master Agreement to be approved in spring of 2018.

*Much of the information provided in this report is confidential.  
It is meant for internal distribution and discussion purposes only.*



**From:** "MacPhee, Ian" <Ian.MacPhee@vancouver.ca>  
**To:** "Fordham, Lesley" <Lesley.Fordham@vancouver.ca>  
**Date:** 7/25/2017 5:35:34 PM  
**Subject:** RE: Arbutus area schools

Hello Lesley,

I've got word from TransLink that we do not need Modus at the meetings. I am waiting to hear their availability but it may be worth reaching out to the schools tomorrow and find out some windows that would work and times that won't work for them. We can discuss what you should say on the phone. I bet there is a few weeks around the start of school where a meeting wouldn't be possible. Thanks!

Ian

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**From:** MacPhee, Ian  
**Sent:** Monday, July 24, 2017 4:55 PM  
**To:** lesley.fordham@vancouver.ca  
**Subject:** Arbutus area schools

Hello Lesley,

As discussed, could you set up meetings with the following four Arbutus area schools?

Fraser Academy  
St John's School  
St Augustines Elementary School  
Lord Tennyson Elementary School

All four of these school are likely to draw from a wide geography (3 are independent and one is public French immersion) and we should meet with them to let them learn more about the project and let us know about their concerns. This will help us plan construction in a way that minimizes the impacts to their schools. Ideally, we'd have these meetings in August but there isn't a major rush either so if September works better, that's fine. I would say that we want the following people at the meetings:

City of Vancouver: Steve and Ian  
TransLink: Jesse Koehler or Sarah Rocchi  
Modus: TBD

Thanks!

Ian

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

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

**To:** "Harley, Louise" <Louise.Harley@Translink.ca>

**Date:** 6/11/2018 5:04:44 PM

**Subject:** RE: Arch and Heritage section of ESR

**Attachments:** rpt\_MLBE\_7.5\_archaeology\_and\_heritage\_resources\_revC ms IM comments.docx  
rpt\_MLBE\_05\_public\_engagement\_revD - IM comments.docx

Hey Louise,

I am still waiting to hear from our archaeologists (the two people who have awareness of chance encounter protocols have been away) but attached are my minor comments. I am also going to attach comments on the engagement section as I have mostly completed this section (again, waiting for archaeologist comments).

Ian

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**From:** Harley, Louise [mailto:Louise.Harley@Translink.ca]

**Sent:** Monday, June 11, 2018 4:33 PM

**To:** MacPhee, Ian

**Subject:** RE: Arch and Heritage section of ESR

Hi Ian,

Just following up on this. We are re-drafting this section and your feedback would be much appreciated. Especially with relation to the discussion around Heritage buildings.

Thanks,  
Louise

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**From:** MacPhee, Ian [mailto:Ian.MacPhee@vancouver.ca]

**Sent:** Thursday, June 07, 2018 9:01 AM

**To:** Harley, Louise

**Subject:** Re: Arch and Heritage section of ESR

Hello Louise. Thanks for following up. I'll be focussing much of tomorrow on ESR review and will be sure to review the SharePoint version.

Regards,

Ian

On Jun 6, 2018, at 5:07 PM, Harley, Louise <Louise.Harley@Translink.ca> wrote:

Hi Ian,

Just wanted to follow up on this. Please let me know if any questions or concerns.

Thank you,  
Louise

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**From:** Malcolm Smith [mailto:MSmith@hemmera.com]

**Sent:** Tuesday, June 05, 2018 11:57 AM

**To:** MacPhee, Ian

**Cc:** Harley, Louise

**Subject:** Arch and Heritage section of ESR



Ian, I think Louise has you reviewing Rev C of the arch/heritage section of the ESR.

If you have not started please look at the version on sharepoint with my comments (see attached also).

Louise pointed out correctly that the current draft did not do a good job at flagging potential indirect (vibration) effects on heritage buildings.

We have drafted some text to address that shortcoming. Would really appreciate your input on this issue as it is sensitive and somewhat complicated issue.

Malcolm Smith

Vice President, Environmental Planning and Ecology



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<rpt\_MLBE\_7.5\_archaeology\_and\_heritage\_resources\_revC ms.docx>

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

**To:** "Smith, Malcolm TRAN:EX" <Malcolm.Smith@gov.bc.ca>

**Date:** 8/13/2019 4:54:30 PM

**Subject:** RE: Finalizing ESR

**Attachments:** ENG - RTO - MLBE - Millennium Line Broadway Extension - ESR (Environmental and Socioeconomic Review) - Draft Section 5 - Public Engagement.PDF

Hello Malcolm,

Attached is the pdf including comments we submitted on the Public Engagement section. I also checked the sections on Archaeology and Heritage and Noise and only one comment was addressed (correcting the name of Emily Carr University of Art and Design). Give me a call if you can figure out what might have happened. Otherwise, I can resubmit the comments or consolidate them into the final draft ESR report. Just let me know tomorrow. Thanks!

Ian

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

**From:** Smith, Malcolm TRAN:EX [mailto:Malcolm.Smith@gov.bc.ca]

**Sent:** July 24, 2019 1:55 PM

**To:** Brown, Steve

**Cc:** MacPhee, Ian; Gow, Lisa A TRAN:EX; Anderson, Samuel TRAN:EX; Ngan, Caroline; Prokop, Carey TRAN:EX

**Subject:** Re: Finalizing ESR

Thanks Steve. We will look forward to seeing on comments on the ESR and summary of mitigation later in the summer.

The team here is discussing City comments on the management of contamination that came out of the last meeting, so I will ensure that the additional questions posed find their way into that discussion.

We have a number of people away for the next few weeks but will loop back with your team in mid-late August.

Regards,

Malcolm Smith  
Environmental Director  
Broadway Subway Project

---

**From:** Brown, Steve <Steve.Brown@vancouver.ca>

**Sent:** July-24-19 1:16 PM

**To:** Smith, Malcolm TRAN:EX

**Cc:** MacPhee, Ian; Gow, Lisa A TRAN:EX; Anderson, Samuel TRAN:EX; Ngan, Caroline

**Subject:** RE: Finalizing ESR

Hi Malcolm,



Thanks for the opportunity to comment on the ESR document. We will provide a full review of the document and get back to you by mid August. Further to our discussion on July 8th on the strategy for dealing with contamination on the city owned properties there was some helpful information in the report which would be great if we can get a few clarifications on as it could affect potential contamination related costs on city lands as well as the strategy to do advance remediation. The questions relate to the Province's strategy for dealing with contamination and the acceptance by the BC MOECC.

In the ESR document on page 7-137 the following paragraph is included

"Contamination encountered during construction of the Project will be managed in accordance with the EMA, CSR, and HWR. In the context of the Project, BC MOECC has indicated the Project will not be obligated to determine the geographic bounds of contamination encountered, or remediate such contamination, outside of the construction zone. The assessment and remediation of contamination originating from a site adjacent to the Alignment will remain the responsible party's obligation under the CSR (McCammon 2017, pers. comm.).

The questions we have are as follows.

- 1) Do you have a letter from McCammon that outlines the acceptance of this process and if so can you please provide? If not, can you please provide written confirmation (e.g., letter/email) from BCMOECC? It seems most relevant for the Province to follow up on this as they had the discussions on the approach.
- 2) Do you have a definition of what the "construction zone" is that is referred to here? Based on our discussion at the meeting on July 8th you indicated that this would only be the area where you are excavating and constructing project infrastructure.
- 3) Do you have a definition of what "adjacent to the alignment" means. Would this also be referring to adjacent to the construction zone?
- 4) Can you clarify how assurance will be provided that any residual contamination on the property does not pose risk to station occupants (i.e., soil vapour if it is present)
- 5) Can you clarify whether the Province will be discharging contaminated and non-contaminated groundwater to City infrastructure and process proposed for managing this appropriately.
- 6) Can you confirm that there will be no restrictions put in place that could impair future remediation work (should they be required) on fee simple land owned by the City where the stations are being constructed.

Thanks in advance and let me know if you have any questions about my request.

Regards

Steve

Steve Brown, P.Eng  
Manager, Rapid Transit Office  
Engineering Services  
City of Vancouver  
T:604.873.7393  
C:604.365.9733



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

From: Smith, Malcolm TRAN:EX [mailto:Malcolm.Smith@gov.bc.ca]

Sent: Wednesday, July 17, 2019 3:27 PM

To: Brown, Steve

Cc: MacPhee, Ian; Gow, Lisa A TRAN:EX; Anderson, Samuel TRAN:EX

Subject: Finalizing ESR

Steve, as we move into the fall, the project is intending to make the Environmental and Socio-Economic Review (ESR) publicly available. Ian has done a great job over the past year at coordinating COV input into the document and we appreciate the effort in that regard.

Before it goes public we wanted to make sure the City had a last look at the document. Specifically, the ESR will include a short summary table that identifies mitigation to address project related effects. Most of the mitigation identified in the ESR has been translated into contract requirements that will be passed on to the contractor. However, the table also includes mitigation where the City, Province and TransLink have roles to play. As such, it would be helpful at minimum, if your team could look at the attached table.

I will have Samuel Anderson (copied) provide you a link so that your team can download and look at the full ESR if you are interested. However, as noted, Ian has been through all of those sections and we have addressed City comments. The summary of mitigation has evolved quite a bit since Ian would have seen it, so I think it would be worthwhile to have a look at that and let me know if you have any comments.

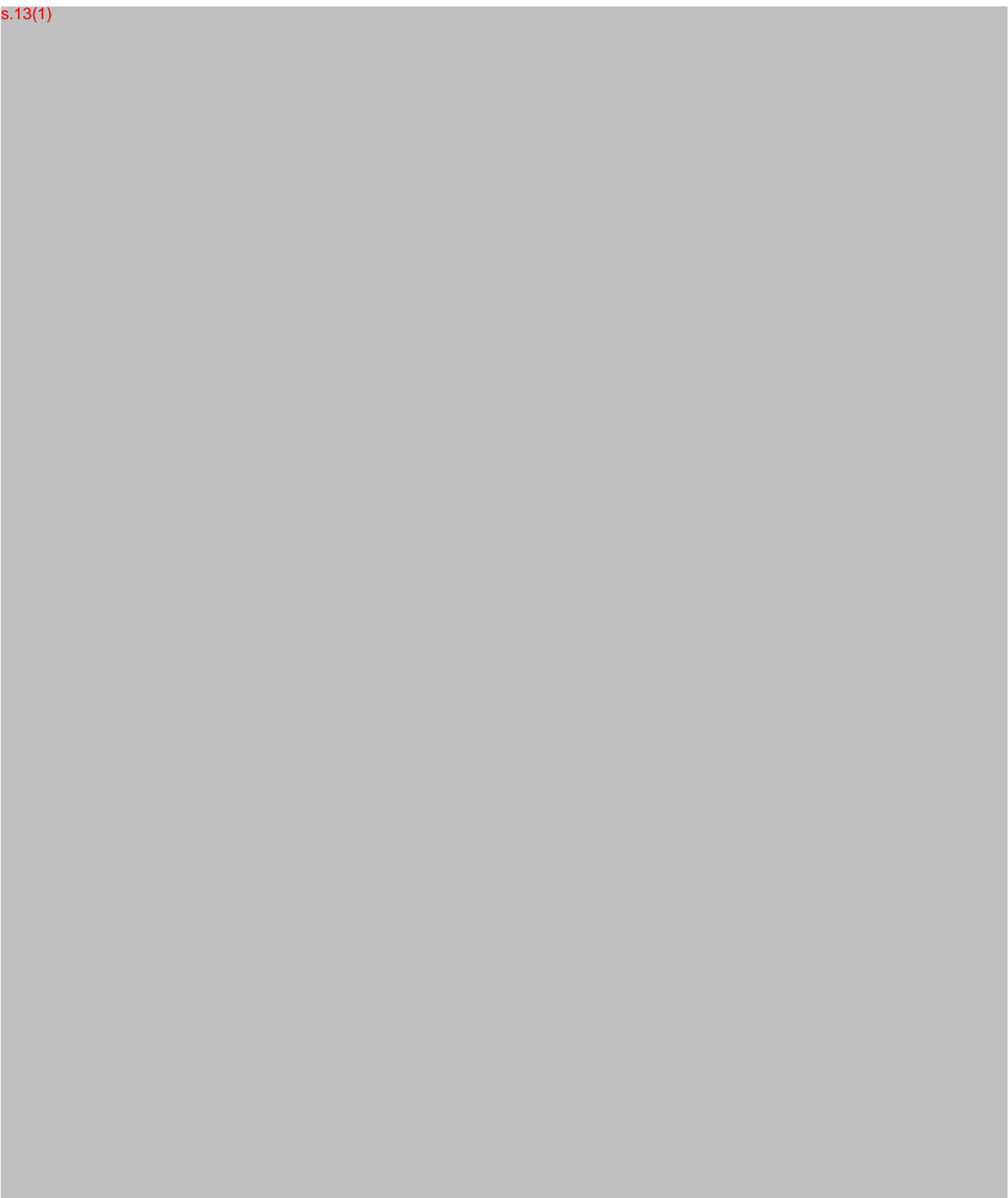
Either you or Ian can give me a call if any questions. We are hoping to have comments back if any by mid-August so we can finalize the document for the fall. Currently, the only substantial changes we are looking to make are updating figures, graphics and branding so they will align with materials being developed for fall engagement.

Regards,

Malcolm Smith

Environmental Director

Broadway Subway Project





























































**From:** "MacPhee, Ian" <Ian.MacPhee@vancouver.ca>  
**To:** "Uyesugi, Joyce Lee" <joyce.uyesugi@vancouver.ca>  
**CC:** "Peacocke, Neal" <Neal.Peacocke@vancouver.ca>  
**Date:** 2/12/2015 8:42:05 AM  
**Subject:** Re: Kitsilano outreach

Thanks for the tips Joyce. I'm very familiar with the area s.22(1)  
s.22(1) I will let you know if I need some help with setting something up. I've also been in touch with Angela Ko and got some great suggestions for reaching out to ethnic communities. If you have any other ideas that may resonate with any specific communities it would be very helpful!

Thanks!

Ian

On Feb 11, 2015, at 2:16 PM, Uyesugi, Joyce Lee <joyce.uyesugi@vancouver.ca> wrote:

Hi Ian, Neal,

Thanks again for the very informative presentation this morning. Let me know if you decide to do some outreach to the Broadway /Arbutus community, and I can help get you connected to St. Augustine's School (2145 W. 8<sup>th</sup> Avenue) and Parish (2028 W. 7<sup>th</sup> Avenue). Other schools in proximity include Lord Tennyson (1936 W. 10<sup>th</sup> Avenue), St. John's (2215 W. 10<sup>th</sup> Avenue) and Fraser Academy (2294 W. 10<sup>th</sup> Avenue).

I would also reiterate the need to approach our ethnic communities with an outreach strategy – I'm sure (hope) our Communications people are on it...!

Joyce

Joyce Uyesugi, MCIP, RPP, LEED® AP  
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