

# STANLEY PARK CAUSEWAY TERM SHEET January 26, 2000

This Term Sheet is subject to review and approval by the Board of Directors of the BC Transportation Financing Authority, the Insurance Corporation of British Columbia, the Board of Directors of TransLink, Vancouver City Council and the Vancouver Board of Parks and Recreation.

It is also subject to review and approval by the Treasury Board of British Columbia and the Cabinet of British Columbia.

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## 1. Preamble

1.1. This Term Sheet is between the BC Transportation Financing Authority ('BCTFA'), the Insurance Corporation of British Columbia ('ICBC'), TransLink, the City of Vancouver, ('City') and the Vancouver Board of Parks and Recreation ('Parks'), collectively referred to as the 'Parties'.

### 1.2. Long-Term Objective

#### *Whereas:*

the causeway traffic has a negative impact upon the enjoyment of the Stanley Park forest because of noise, pollution and restricting access;

public transit within and through the park is being encouraged through a series of initiatives to use more environmentally friendly means of transportation; and,

the Province, the City and TransLink acknowledge the long term objective to displace non-transit motorised vehicular traffic from Stanley Park Causeway in conjunction with the development of a new crossing of Burrard Inlet that is consistent with the aspirations of the communities that it will connect.

The Parties hereby agree that:

1.2.1. each Party is committed to a long-term objective to remove private automobile traffic From the Stanley Park Causeway and Lions Gate Bridge by January 1, 2030 with the facilities being reconfigured as a dedicated transit, cyclist and pedestrian route or turned back to park use and further each party is committed to initiating a planning and public consultation process to meet that time line;

1.2.2. a process will be established and cost-shared by the parties to define and assess potential alignments and configurations for a new crossing; and,

1.2.3. a public consultation process will be undertaken and cost-shared by the parties to determine an acceptable and preferred alignment and configuration.

1.3. The Parties agree that it is desirable, in the short term, to increase the safety for automobile users, buses, cyclists and pedestrians on the Stanley Park Causeway, over its entire length, the portion of Georgia Street connecting to

the Causeway and the entranceways to Stanley Park in the Lost Lagoon area.

- 1.4. The parties agree that it is desirable, in the short term, to improve transit service to and within Stanley Park, and to the North Shore.
- 1.5. The parties agree that the measures to improve safety and transit service also afford the opportunity to improve the entranceway to Stanley Park from Georgia Street and landscape amenities within Stanley Park.
- 1.6. The Parties wish to ensure that these short-term improvements are implemented in the context of a comprehensive plan.
- 1.7. This Term Sheet defines the roles and responsibilities of the Parties for pursuing the long term objective and for the funding and delivery of the short-term improvements.

## 2. **Project Scope for Short-term Improvements**

The Parties agree that the following short term improvements will be implemented.

- 2.1. Reconstruct Lost Lagoon (Pipeline Road) Overpass:
  - to a higher profile allowing the opportunity to introduce trolley buses into Stanley Park;
  - with a minor improvement to sight distance on Pipeline Road; and,
  - to add a northbound sidewalk across structure for cyclist access to causeway.
- 2.2. Realign S-curve from Georgia Street at Gilford to Lost Lagoon Overpass structure to:
  - reduce severity of curvature, minimum 50km/h design speed;
  - provide minor lane width increases;
  - extend raised median to separate traffic flows;
  - provide channelization improvements to improve safety during counterflow lane changes;
  - install a permanent speed monitoring system; and,
  - upgrade illumination and drainage.
- 2.3. Extend transit queue jumper from Stanley Park off ramp to Lost Lagoon Overpass and provide for safe merge distance back into northbound Causeway traffic.
- 2.4. Incorporate bus stops at agreed locations.
- 2.5. Construct lane separation for Stanley Park and transit traffic with a raised median from west of Gilford Street to Stanley Park off ramp to eliminate non-transit queue jumping.
- 2.6. Reconstruct pedestrian underpass from Chilco Street to Coal Harbour with raised base grade and improved vertical clearance for pedestrians and cyclists.
- 2.7. Relocate existing Chilco Bus loop to Stanley Park Children' s Farmyard and construct washrooms, lighting and waiting areas.
- 2.8. Provide the opportunity to install electrification infrastructure to allow the operation of trolley buses to and from the relocated bus loop.

- 2.9. Regrade and landscape approach areas to the pedestrian underpass including Chilco bus loop and Chilco Street, north of Alberni Street, acknowledging possible access needs of the adjacent private property.
- 2.10. Realign and improve entrance roads to Stanley Park:
- realign Georgia Street off ramp to Stanley Park to emphasize vehicle movement to Pipeline Road, including minor modifications to the Park Drive intersection;
  - minor improvement to Lagoon Drive/Pipeline Road intersection to improve sight distance through Lost Lagoon Overpass;
  - minor improvement at on ramp to Georgia Street (increase throat width slightly); and
  - extend sidewalk for northbound cyclists from Stanley Park off ramp to Lost Lagoon Overpass sidewalk.
- 2.11. Widen Causeway north of Lost Lagoon Overpass:
- Provide lane width consistent with the rehabilitated Lions Gate Bridge (3.5m lanes);
  - lane widening will be on the west side of the Causeway except at bridges and underpass locations;
  - lighting and drainage improvements to be relocated to permit widening;
  - widening details to be consistent with current approved design; lane control improvements remain as per the current design; and,
  - install a permanent speed monitoring system.
- 2.12. Replace Park Drive Overpass at Prospect Point
- maintain current surface area for Park Drive (i.e. lanes, sidewalk and boulevards);
  - allow for increased width of sidewalks and lanes on Causeway; and,
  - clear span bridge; no lock block type facing.
- 2.13. Modify Equestrian/Pedestrian Overpass and relocate west side causeway sidewalks to increase vertical and horizontal clearances as required by causeway widening.

### 3. **Funding**

- 3.1. The BCTFA, ICBC, TransLink and the City agree to fund the short term improvements as follows:
- 3.1.1. The BCTFA will fund 100% of the improvements to the Causeway north of the Lost Lagoon overpass, replacement of the Park Drive overpass at Prospect Point and modification of the equestrian/pedestrian overpass at an estimated cost of \$5 million.
- 3.1.2. The remaining short-term improvements will be cost-shared at an estimated cost of \$10 million as follows:
- i. the provincial agencies (BCTFA and ICBC) Will fund 50%; and,
  - ii. the local agencies (City and TransLink) will fund 50%.

- 3.2. The BCTFA and ICBC will negotiate a separate agreement that will define the terms and conditions for any contribution from ICBC.
- 3.3. TransLink and the City will negotiate a separate agreement to confirm their respective contributions, noting that TransLink will fund construction of the trolley overhead installation.
- 3.4. BCTFA, TransLink and the City agree to equally share the cost of planning and public consultation activities related to the long term objective.
- 3.5. The Parties will make efforts to include North Shore municipalities as participants and funding agencies in any planning and public consultation processes pertaining to the long term objective.
- 3.6. Upon full approval of this Term Sheet, only directly related costs incurred by the Agencies, subject to prior agreement, will be considered part of the project budget. Once approved by all Parties, if the project fails to proceed, costs incurred by the Parties will be shared as detailed above.
- 3.7. Directly related costs means:
  - Payments to third parties; and,
  - 1.55 times salaries and benefits of agency staff directly involved in project supervision and administration.
- 3.8. Payments by the BCTFA, on behalf of the Provincial Agencies, and payments by TransLink to the delivery agent will be made within 30 days of receipt of an invoice from the delivery agent after the end of each calendar quarter for shareable costs incurred in that quarter.
- 3.9. Within 30 days of entering into a contract for construction of the cost sharable improvements on the causeway, the BCTFA will forward to the delivery agent, a payment of \$500,000 from which the provincial agencies' share of costs will be drawn until exhausted, and after which, payment will be made as per Section 4.7.

#### **4. Parks Board and City Undertakings**

- 4.1. The City and Parks will make land available at no charge as required for project completion.

#### **5. Project Delivery and Ownership**

- 5.1. A Steering Committee, with representation from all Parties, will oversee the delivery of short-term improvements.
- 5.2. The Steering Committee will meet on a pre-determined schedule, and will approve scope, schedule, and budget, and any proposed changes for recommendation, where appropriate, to the respective approval authorities.
- 5.3. The Steering Committee will make decisions by consensus.
- 5.4. The City will act as the delivery agent on behalf of the Parties for the short-term improvements, excluding the installation of the trolley overhead wires.
- 5.5. TransLink will be responsible for installation of the trolley overhead wires.
- 5.6. The Parties will jointly agree on the delivery method. Upon receipt of all required approvals, the City will prepare and circulate a Project Plan

detailing scope, schedule and budget for the short term improvements.

- 5.7. The Parties will work expeditiously to implement the short-term improvements impacting the Causeway roadway within the timeframe for the Lions Gate Bridge rehabilitation project currently underway.
- 5.8. The Parties will make every effort to facilitate the compliance to and issuing of permits, licenses, certificates and approvals for completion of the short-term improvements.
- 5.9. The project will be undertaken to conform with applicable standards issued by the Federal Government, the Province and the City.
- 5.10. Any financial or schedule impacts resulting from a change to the scope, after the completion and approval of the Project Plan, will be the responsibility of the Party requesting the change.
- 5.11. The City will submit all plans and specifications to the Parties and applicable federal and provincial Ministries for review and approval prior to commencing construction. The parties Agree to work together to ensure a timely review of all plans and specifications.
- 5.12. Ownership and responsibility for maintenance and operation of the Causeway and Georgia Street will be as per existing agreements and responsibilities.
- 5.13. The short term improvements will be delivered under the provisions of the Fair Wages Act.
- 5.14. The short term improvements will be delivered in a way which is consistent with the purposes of the Build BC Act which is to facilitate the expansion and diversification of the British Columbia economy including economic development and job creation goals, encouraging public and private sector investment and job creation initiatives, promoting training and investment in people, and targeting activities toward traditionally disadvantaged groups.

## 6. **Legal Agreements**

- 6.1. When approved among the Parties, this Term Sheet will form the basis for development of Legal Agreements which will be signed by the Parties to the Term Sheet.

## 7. **Related Considerations**

- 7.1. Any disputes that cannot be dealt with by the Steering Committee will first be referred to the designated representatives of the Parties for consideration. If resolution is not achieved, the dispute will be forwarded to the Chief Executive Officers of the Parties for resolution or referred to a third party as agreed.

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*Signed for:*

*BC Transportation Financing Authority*

*Vancouver Board of Parks and Recreation*

*City of Vancouver*

*TransLink*

*Insurance Corporation of British Columbia*

