

15. Re: Request for Approval to Construct a Spur Line
Eastlake Drive and Production Way
(Item 5, Report No. 53, July 16, 1973)

When the above report was discussed on July 16, 1973, it was referred back to the Municipal Engineer for a further report as to whether there are any alternate routings for the proposed spur line and thus a total review of the whole question.

The following is the report of the Municipal Engineer dated July 26, 1973, in this respect.

RECOMMENDATION:

THAT the recommendation outlined in Item 5, Report No. 53, July 16, 1973, be adopted.

* * * * *

July 26, 1973

The Municipal Clerk in a letter 18 July, 1973, has requested that we investigate the possibility of alternates for the above-named proposed spur line. As a result, representatives of the Engineering and Planning Departments had a meeting with the developer on Tuesday, 24 July, 1973, together with engineers from the Canadian National Railway Company, and during this meeting, five possible alternatives were looked at to consider their feasibility as an alternate to the proposed crossing at the intersection of Eastlake Drive and Production Way. The five alternatives and discussion thereon are set forth in the attached letter dated 25 July, 1973, received from the development officer of Richfield Properties Ltd. Our comments regarding the various alternatives are as follows:

Alternative 1

In addition to the disadvantages pointed out in the developer's letter, we would add that the Canadian National Railway engineers advise that the Canadian Transport Commission would not permit a switch within approximately 500 ft. of an intersection because of the possibility of confusion to vehicle operators resulting from a signalized vehicular intersection in close proximity to a signalized railway crossing. In the opinion of the Canadian National Railway engineers it would be much better to achieve the entire operation of traffic control for the railway spur and the intersection in one traffic control operation. This limitation on the proximity of a switch to Production Way prohibits a complete re-orientation of the development in a north-south direction as the spur line would bisect the property too close to Gagliardi Way.

Alternative 2

In addition to the disadvantages as pointed out in the letter, we would add that the difference in elevation between the rail spur and the roadway in the vicinity of Gagliardi Way is approximately 9 ft. which would prohibit crossing the street with a spur line at this location.

Alternative 3

The Planning Director has confirmed that the property owners to the west of Production Way have indicated that they would definitely not grant the necessary right-of-way for the construction of the spur line on their property.

Alternative 4

This was one of the alternatives given serious consideration at the time of the application and it was considered that much better control of the intersection could be achieved by running the spur line diagonally through the intersection as proposed with a traffic signal to be installed to control normal traffic operation and to turn red automatically with the movement of rail traffic on the spur line.

Alternative 5

In connection with this elevator shunt proposal, we would add that the engineers from the Canadian National Railway Company confirmed that, in their opinion, this was the most impractical of the alternatives.

We are attaching herewith a copy of plans of the development which can be shown at the Council meeting and on which can be superimposed the proposed location of the spur line with the switch approximately 500 ft. east of Production Way to indicate the difficulties it presents by being too close to Gaglardi Way.

Having considered all alternatives, our staff have reached the conclusion that, although the grade crossing through the intersection of Eastlake Drive and Production Way is not the ideal theoretical solution, it is the best one which can be achieved in practical terms, and it is, therefore, our recommendation that, if the development is to proceed, the spur line be approved as reported in the Manager's Report, Item No. 53, Council Meeting 16 July, 1973, subject to the following conditions which have been accepted by the developer in his letter 25 July, 1973:--

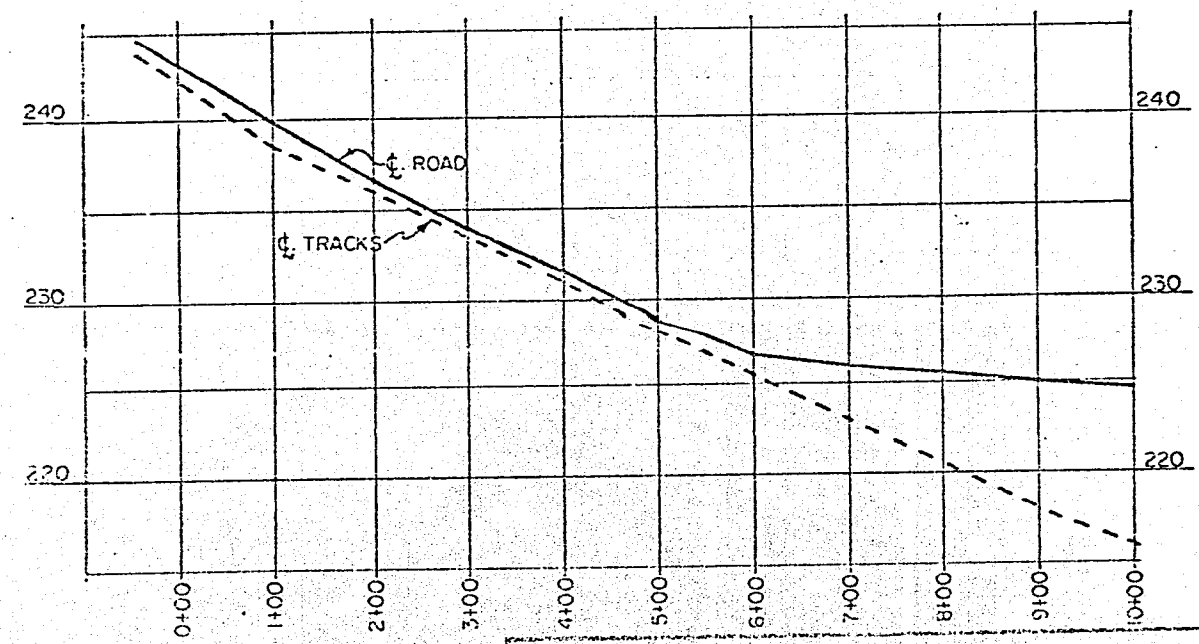
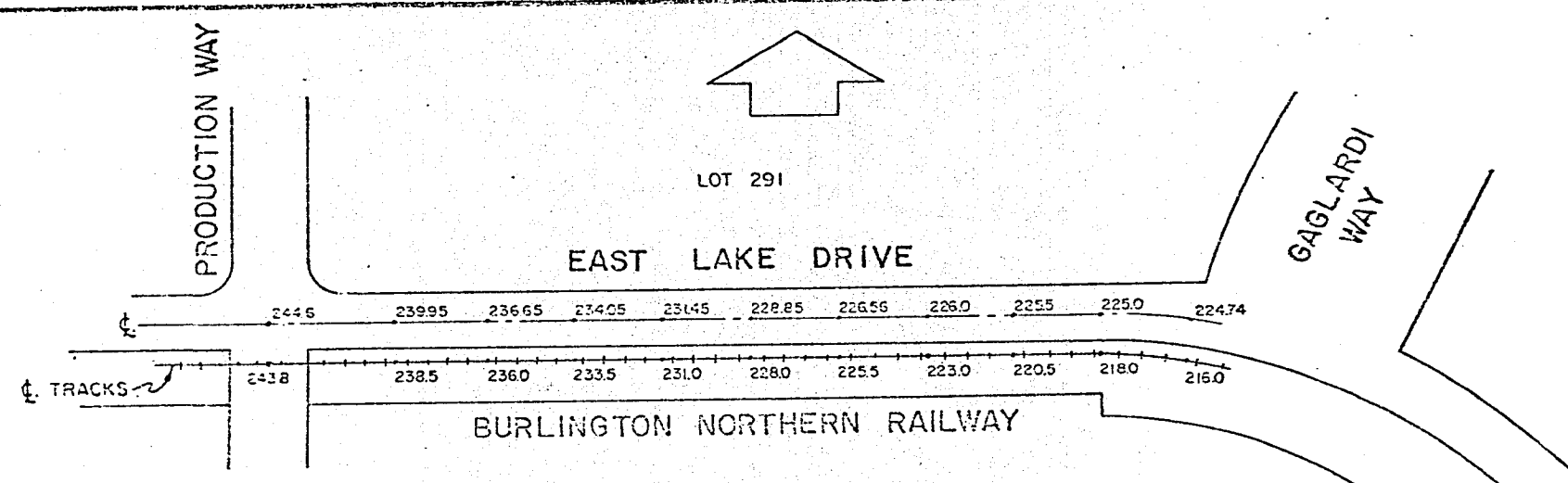
1. The entire cost of the spur line and all related work to be borne by the developer and/or the Railway Company; and,
2. The developer to be required at his expense to construct full traffic signalization at the intersection of Eastlake Drive and Production Way at the same time as construction of the spur line. The traffic signalization is to be automatically adjusted to turn the signal red in all directions when railway traffic is in the process of crossing the intersection; and,
3. The developer to be responsible for the full cost of the traffic signal and any automatic connection to the railway line; and,
4. The crossing to be constructed with Flange and header rails including asphaltic concrete surfacing throughout to match the existing pavement grade of Eastlake Drive and Production Way; and,
5. The developer and/or railway company to be responsible in perpetuity for the cost of maintaining the spur line, and in addition, to be responsible for the maintenance of all automatic equipment related to controlling the traffic signal during rail operation; and,
6. The developer and railway company agree that the Municipality may, if in its sole opinion it deems necessary at any time, limit the operation of rail service on the subject spur line to, or during, specific times of night or day.

VK:op

Att.

c.c. () Planning Director


 ACTING MUNICIPAL ENGINEER



EASTLAKE & BURLINGTON R/W
 PRODUCTION WAY - GAGLARDI WAY
 (ROAD & TRACK ELEVATIONS)

CORPORATION OF THE
 ENGINEERS
 DESIGN
 CHECKED BY
 SUPERVISOR

ITEM 15
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MANAGER'S REPORT NO. 57

COUNCIL MEETING July 30/73

25 July, 1973

Mr. Vaughan Kennedy,
Assistant Municipal Engineer,
The Corporation of the District of Burnaby,
Municipal Hall,
4949 Canada Way,
Burnaby 2, B.C.

Dear Mr. Kennedy:

Re: Request for Approval to Construct a Spur
Line at Eastlake Drive and Production Way

Thank you for your courtesy during the time Richfield and CN spent yesterday with your staff with reference to further detailed discussions on the above item.

To provide background to the proposed development of this 30 acre parcel; Richfield was approached last October by Seaway Midwest Distribution Centres, which is a public warehousing firm and a subsidiary of Molsons Industries Limited. At that time they felt that it was appropriate for Seaway to expand into Western Canada in a major way, with the number one priority being the ability to service the Greater Vancouver market. Their instructions to Richfield at that time were as follows: That they required a minimum of 300,000 square feet and the highest quality location in the Vancouver area with respect to transportation and distribution, good rail service and a site which could provide them with an image of quality, not only for their own development but also from the point of view of any adjacent development which could occur in the future.

Our recommendation to Seaway Midwest, on the basis of the above criteria, was that the Municipality of Burnaby had a reputation for ensuring a consistently high quality of development and, at the same time, was located at the centre of the metropolitan area and, as a result, would provide complete satisfaction of their criteria.

I should point out that, during the course of site investigation, we explored the possibility of them locating in Surrey and Richmond and discounted these for one reason or another, although alternative sites are available.

Richfield was fortunate enough to locate a site in what we believe is the highest quality industrial park in Western Canada - Lake City - and our clients, Seaway Midwest, indicated a definite preference to locate in Burnaby.

We did point out to Seaway, however, that the site in question at the northeast corner of Eastlake Drive and Production Way had severe physical problems which would increase the cost of development substantially over alternative sites. The site of Eastlake Drive is at an average elevation of 230 feet and rises steeply towards Broadway to an elevation of 330 feet; a difference of 100 feet.

Site excavation costs to provide two flat building sites out of this steep slope are in the order of \$400,000 to \$500,000 and involve the movement of over 400,000 cu. yds. of on site material. This

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unavoidable penalty was communicated to Seaway Midwest and, while they expressed concern for mounting costs for the project, they instructed Richfield to proceed on the basis that the location was superb from the point of view of serving the Vancouver area. Please note that, because of site elevation differences, one third of the site is too steep to be used, further adding to the cost of development.

Subsequent to that decision, detailed plans were prepared for the utilization of the site and various building configurations were explored in depth in order to ensure the most economic and highest quality development of the site.

These plans were submitted on an informal basis two months ago for the comments of the administration, to ensure that all points with respect to site development could be solved to the satisfaction of the Municipality.

Prior and subsequent to the Council Meeting of July 16th, you will recall that extensive studies of the various alternate methods of expediting rail service to this site were explored with the administration and I would like to identify these alternatives and some of the problems which they create :-

Alternative 1 explored the possibility of bringing the rail parallel to Eastlake Drive, east of Production Way. This was unacceptable to Richfield and to Seaway as it was felt that the esthetics of box cars on a street leading to a residential area did not reflect good corporate housekeeping. In addition, Canadian Transport Commission regulations do not permit a switch close enough to Production Way to provide more than 4 cars to be spotted adjacent to the building for unloading.

Alternative 2 was to bring the rail along the front of the building from the east with a switch along Eastlake Drive close to the Gagliardi Overpass. This had the same basic esthetic disadvantage as the first alternative but, in addition, would result in a detrimental effect on the residential area adjacent to Eastlake Drive in that switching from the mainline would have to occur east of Gagliardi Way. From the traffic point of view it is undesirable to switch on a corner where sight distances are quite restricted.

It became obvious at this stage that rail service should be provided with switching from the west end of the site, within the industrial area, in order to protect the residential area and the long term interests of the Municipality. To this end the Municipality suggested :-

Alternative 3 - the provision of a spur some distance west of the property in question and the provision of an easement through Simpson Sears land, property owned by H.Y. Louie Incorporated, and a rail underpass beneath Production Way. This alternative appeared to have some merit from the

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technical point of view. However, when costs were investigated, it became clear to Richfield that an estimated outlay of close to \$500,000 on top of the existing site preparation cost would make this development totally uneconomic. Nevertheless, we requested the Municipality to explore with adjacent owners the possibility of expediting this alternative in the belief that perhaps costs could be shared with other properties. Unfortunately, in order to gain access to the site with a grade separated crossing of Production Way, the only site that the rail could serve would be the Richfield site. Adjacent private property owners refused permission to allow construction of this particular alternative since they either had existing rail service, or could not gain spur access because the rail line would be in a deep cut at least 20 feet below adjacent property. It should be noted that a tunnel beneath adjacent property along the alignment of Alternate 3 was also discussed and that the cost involved would be close to \$3.5 million.

Alternative 4 consisted of crossing Eastlake Drive and Production Way through the city boulevard at the northwest corner of the intersection. While this was operationally acceptable to Richfield, it did not provide the best solution from the Municipality's point of view because it creates a difficult traffic situation in crossing two streets rather than one intersection.

Alternative 5 consisted of the provision of an elevator to overcome grade differences on Eastlake Drive; each individual car being raised 10 feet to the level of the warehouse. This suggestion presents serious problems, especially from the noise and switching point of view, in that a shunting engine would have to be exclusively allocated to this site during working hours to provide any service. In addition, the use of an elevator is regarded as operationally inefficient from Seaway's viewpoint and not in the Municipality's best interests in that Eastlake Drive would be the scene of constant switching movements.

Subsequent to the analysis of these alternatives, we believe that the most realistic method of providing rail service to the above site from the point of view of serving the development and protecting the Municipality's interests is through the intersection of Eastlake Drive and Production Way. Bringing the rail through the intersection will allow the placement of the tracks behind the buildings and thereby provide a pleasing esthetic development and, at the same time, remove any effect which rail service could possibly have on adjacent residential development.

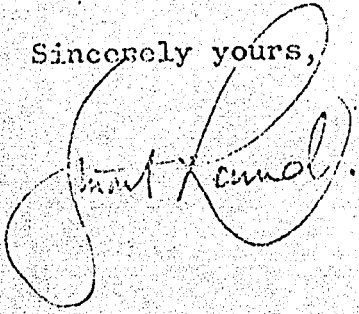
Your recommendation to City Council on July 16th contained six points which you felt should be attached as conditions for approval. All these points are acceptable both to Richfield and the CNR. I would request that this letter be attached as further information to City Council along with the enclosed plans.

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I would appreciate an opportunity, should Council so desire,
to answer any questions and provide any additional information
in order to clarify the situation.

Sincerely yours,



Stuart Round, M.T.P.I.C.
Development Officer

Richfield Properties Ltd.
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Calgary, Alberta