

ITEM SUPPLEMENTARY 12
MANAGER'S REPORT NO. 33
COUNCIL MEETING 1982 05 17

RE: GUIDELINES RELATED TO THE METROTOWN ALRT/BUS STATION

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER PLANNING & BUILDING INSPECTION
DEPARTMENT - 1982 MAY 10

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.230

SUBJECT: GUIDELINES RELATED TO THE METROTOWN ALRT/BUS STATION

RECOMMENDATION:

1. THAT Council endorse the guidelines related to the Metrotown ALRT/bus station and for future development in the vicinity of the station as outlined in Sections 2.0 and 3.0 of this report.
2. THAT Council endorse the land exchange proposal as discussed in Section 4.0 of this report, and authorize the Planning and Building Inspection Department to pursue the land exchange with Kelly Douglas and Company Ltd.

REPORT

1.0 BACKGROUND AND SUMMARY

From time to time, the Planning & Building Inspection Department has submitted reports to Council regarding the Automated Light Rapid Transit (ALRT) line and stations designated in Burnaby in order to keep Council abreast of the progress of the major ALRT undertaking, and to obtain Council's consideration and approval of arrangements determined at various stages of the overall ALRT development process. Previous reports have included such items as the number and general staging of ALRT stations in Burnaby, station location refinements, and aspects of the vertical and horizontal alignment. This report outlines updated information related to the Metrotown ALRT/bus station and requests Council's endorsement of the outlined guidelines.

Municipal staff have been working closely with the Urban Transit Authority (UTA), the GVRD Transit Department, and consultants retained by the UTA, providing appropriate Municipal input to the UTA's tight development schedule which consists of a series of deadlines for various aspects of the ALRT line. The Metrotown ALRT station aspects which are the subject of this report include details of alignment, station location, ALRT station envelope, bus station needs, and vehicular/public access.

Specifically, the UTA has been in discussions with one of the major land-owners in this area, Kelly-Douglas, with respect to the establishment of the Metrotown ALRT station adjacent to their lands. These discussions involve the operational ALRT/bus station parameters outlined in Section 2.0 of this report. To assist the UTA and Kelly-Douglas in finalizing their negotiations, Council endorsement of the outlined guidelines (Sections 2.0 and 3.0) is desired at this time. Kelly-Douglas & Company Ltd. has requested that this matter be brought before Council as soon as possible and would like the subject of the land exchange to be part of the requested Council endorsement. These guidelines will also permit Kelly-Douglas to pursue more detailed exploration of the development potential of their lands with greater confidence. The indicated guidelines are consistent with and represent a refinement of policies, concepts and area plans previously ratified by Council.

2.0 METROTOWN ALRT/BUS STATION GUIDELINES (Sketches 1 & 2)

The following are the basic provisions necessary for the UTA/ALRT baseline system to function relative to the Metrotown station. These provisions are supported by the Planning & Building Inspection Department; and are the responsibility of the UTA or are to be achieved through the UTA's negotiations with the affected private property owners. These guidelines have been previously given to the UTA.

- 2.1 The ALRT line and station with a centre loaded platform is to be aligned within the B.C. Hydro right-of-way coordinated with an integrated, grade-separated covered pedestrian linkage as described in greater detail in 2.2. The height of the elevated ALRT line and station is predicated on the required minimum vertical clearance over freight rail spurs which will be required to serve the Simpson-Sears and Electrolier properties for an interim period prior to their redevelopment.
- 2.2 A covered, grade-separated pedestrian walkway is essential for ALRT and bus patrons and the public, linking the proposed bus station on the north side of North Beresford Street to the ALRT station and southward over the freight rail to a point just on the north side of South Beresford Street. The optimum east-west location of this ALRT station and covered, grade-separated pedestrian walkway has been identified as being in the general vicinity of the Telford Avenue alignment. This elevated walkway requires sufficient height above grade to permit vertical clearance for possible trolley buses and for continuing freight trains along the B.C. Hydro right-of-way.
- 2.3 A bus station site of sufficient area to accommodate 1986 bus station and projected longer range bus network expansion needs with a perimeter landscape buffer is to be provided on the north side of North Beresford Street in the general vicinity of Sussex Avenue. The needed operational area is to the approval of the UTA/GVRD Transit. This station is linked integrally with the ALRT station by means of the covered, grade-separated pedestrian walkway. Any trolley buses would access the bus station from Kingsway via Silver Avenue and North Beresford Street.
- 2.4 The rights-of-way required to permit the baseline ALRT/bus station to function are:
 - 2.4.1 Some widening of the B.C. Hydro right-of-way on the north side to accommodate the ALRT station structure.
 - 2.4.2 North Beresford Street right-of-way east from Silver Avenue involving the Electrolier and Kelly-Douglas properties.

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In confirmation of standard Municipal procedures, the Planning & Building Inspection Department has indicated support for a land exchange to the abutting landowner and the UTA. The closure of substantial portions of the Sussex Avenue right-of-way between the Metrotown bus station area and Kingsway would be exchanged for necessary dedications including those noted in points 2.4.1 and 2.4.2 of this report.

The necessary ultimate widening of the Silver Avenue right-of-way between Kingsway and North Beresford Street would be obtained by the municipality in due course in conjunction with the future redevelopment of abutting properties.

3.0 GENERAL DEVELOPMENT GUIDELINES RELATED TO THE METROTOWN ALRT/BUS STATION

The following is a brief description of the development potential of the area north of North Beresford Street and related to the ALRT/bus station:

- 3.1 Development will generally take the form of high density, mixed-use proposals. Major intensive retail development including one or more department stores, additional to the existing Sears store, would be encouraged in this area. Office uses would also constitute a major development component. Other commercial uses such as hotels, restaurants, specialty shops, and entertainment facilities would be encouraged. Residential apartment uses would be considered an appropriate accessory use.
- Integrated parking facilities in the form of architecturally screened and/or buffered above-ground structures or underground garages would be expected.
- 3.2 A base Floor Area Ratio of 2.5 is appropriate with increases in F.A.R. to the range of 5.0 being considered subject to the submission of detailed specific designs with innovative, high-quality and high-amenity aspects. Major development sites would be rezoned to the Comprehensive Development District (C.D.) in conjunction with a rezoning application initiated by an owner/developer. A phased development of major sites would be considered acceptable.
- 3.3 A major but simple system of publicly-accessible pedestrian routes is desirable in both north-south and east-west directions in particular serving the Metrotown ALRT station. Pedestrian malls of both an indoor and outdoor variety as well as landscaped pedestrian plazas are expected.
- 3.4 Land exchanges involving closed rights-of-way such as portions of Sussex Street would be favourably considered by the Municipality. Further detailed dedications to respond to required access to a specific development may be applicable. The standard required right-of-way widening for Kingsway would be applicable.
- 3.5 The provision of major commercial development over the Metrotown bus station is supported in principle.
- 3.6 The inclusion of commercial space in conjunction with the elevated pedestrian link across the North Beresford Street right-of-way to the Metrotown ALRT Station is desirable and is supported in principle. The ramifications and details of air-right agreements, access provisions, and possible development densities would be resolved in conjunction with the development approvals process.

4.0 PROPOSED LAND EXCHANGE RELATED TO SUSSEX AVENUE


Kelly-Douglas & Company Ltd. wish to pursue a land exchange involving the closure of portions of the Sussex Avenue right-of-way and the dedication of rights-of-way required to meet the Metrotown ALRT/Bus Station baseline requirements outlined in Section 2.0 of this report. The portion of Sussex Avenue being discussed is an existing right-of-way ranging in width from 33 to 48 ft. with interim paving, and extending in a north-south alignment between Kingsway and North Beresford Street, thereby splitting the Kelly-Douglas property into approximately two halves.

The Planning & Building Inspection Department is supportive of such a land exchange. In order to pursue the land exchange, the extent of closures and dedications requires further detailed examination. This examination would include clarifying information related to land transfer and dedication arrangements entered into between the UTA and Kelly-Douglas & Company Ltd. Matters such as whether interim use of the closed portion of Sussex Avenue is required to accommodate ALRT bus transit linkages and public access would also be clarified.

Council endorsement of this land exchange proposal is requested at this time on the understanding that a further report outlining the detailed terms of such a land exchange would be submitted to Council.

AP
KI:lf

Attachments
cc: Director Engineering
Municipal Solicitor


A. L. PARR
DIRECTOR PLANNING &
BUILDING INSPECTION

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SKETCH #1

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TELFORD AVE

SOUTH BERSFORD ST

FREIGHT RAIL

B.C. HYDRO R/W.

NORTH BERSFORD ST
WIDENING OF B.C. HYDRO R/W REQUIRED TO ACCOMMODATE ALRT STATION

26' R/W

ELEVATED COVERED PED. WAY

SILVER

WIDENING 20'

RAIL SPUR

POSSIBLE TROLLEY BUS

COMMERCIAL DEVELOPMENT

● DENOTES VERTICAL PED. CONNECTION FROM GRADE TO ELEVATED WALKWAY
○ DENOTES VERTICAL PED. CONNECTION FROM ELEVATED WALKWAY UP TO ALRT STATION PLATFORM.

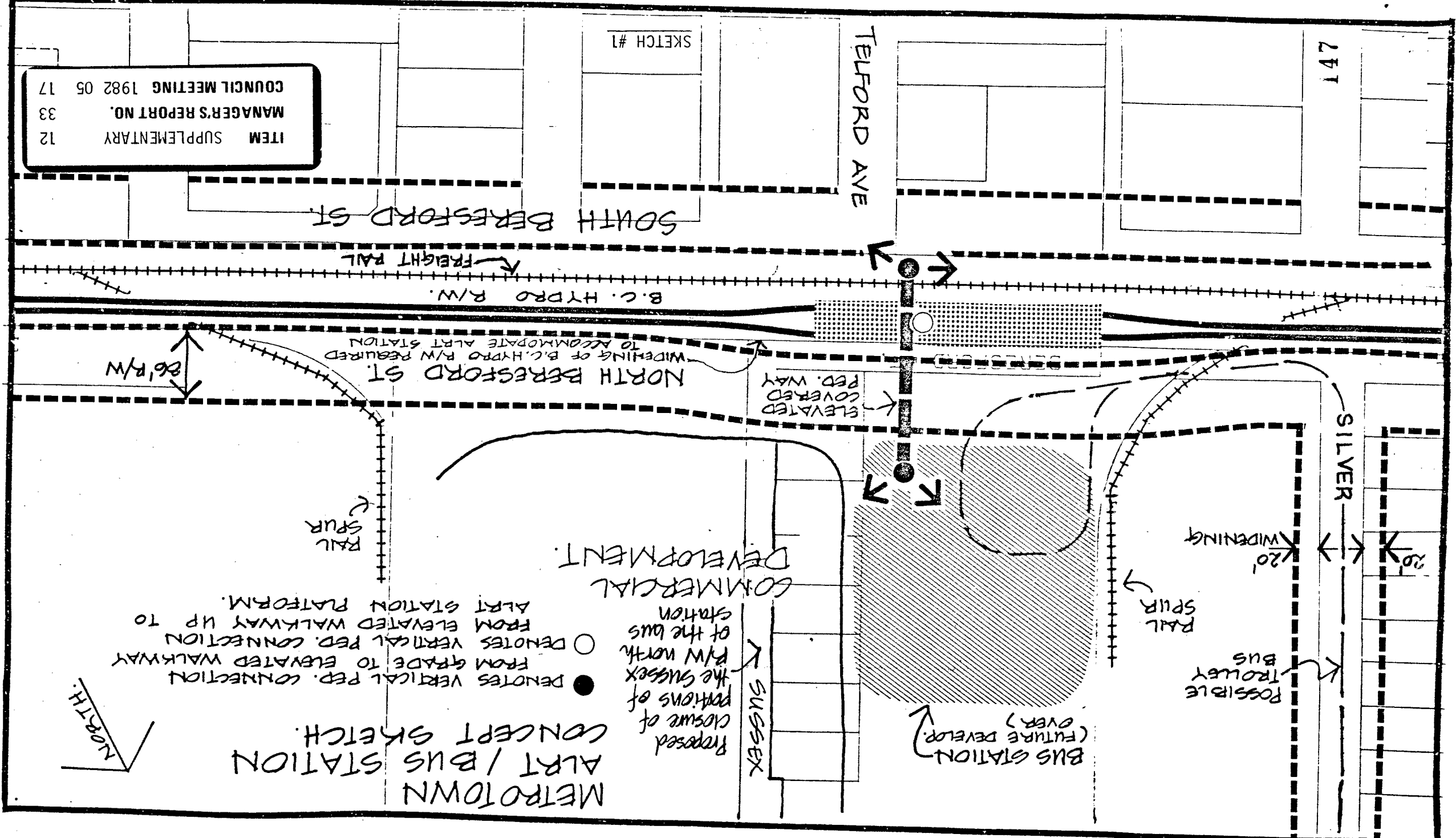
Proposed closure of portions of the Sussex R/W north of the bus station

SUSSEX

BUS STATION (FUTURE DEVELOP. OVER)

METRO TOWN ALRT / BUS STATION CONCEPT SKETCH

NORTH



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SKETCH #2

Metrotown ALRT Station

Schematic section looking east
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