

ITEM

17

MANAGER'S REPORT NO. 44

COUNCIL MEETING 1983 06 20

RE: ALRT ISSUES - USE OF ELEVATORS, METROTOWN PASSERELLE-DOUBLE ESCALATORS,
BYRNE CREEK RAVINE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER 1983 JUNE 15
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: R.Z. #47/82
SUBJECT: ALRT ISSUES - USE OF ELEVATORS
- METROTOWN PASSERELLE-DOUBLE ESCALATORS
- BYRNE CREEK RAVINE

RECOMMENDATION:

1. THAT a copy of this report be sent to Distribution Engineering Department, B.C. Hydro & Power Authority, #800 - 1045 Howe Street, Vancouver, B.C., V6Z 2B1; Acres Consulting Services Limited, 8th Floor, 800 West Pender Street, Vancouver, B.C., V6C 2V6; and B.C. Transit, Suite 874, Four Bentall Centre, P.O. Box 49297, 1055 Dunsmuir Street, Vancouver, B.C., V7X 1P6.

REPORT

Since the meeting of 1983 May 24 of the Municipal Council with The Honourable Jack Davis, M.L.A., Chairman, Rapid Transit (1986) Committee, and B.C. Transit staff representatives, the Municipal staff have pursued further discussions with B.C. Transit staff on a number of the issues raised at the meeting. Three issues now appear to be resolved from a staff viewpoint and it is considered appropriate to inform Council of this situation at this time. Unless otherwise directed by Council, Municipal staff will pursue these matters in accordance with the following explanations and arrangements.

The remaining issues which require further discussion and resolution rather than confirmation of understood agreements are related to the 18th Avenue access to the Edmonds ALRT station and to landscaping along the ALRT alignment. The engineering feasibility of the future Edmonds extension (Gilley alternate). crossing of the ALRT alignment is also being examined by staff. Further reports on these issues will be submitted to Council for its consideration when appropriate.

1. USE OF ELEVATORS

The first issue is related to the Municipal position that at least one escalator be provided at the Royal Oak Station as part of the initial construction. B.C. Transit had indicated that greater accessibility to the provided elevators at all stations may preclude the need for an escalator at the Royal Oak Station. B.C. Transit indicated that it would provide written confirmation and clarification of this situation.

B.C. Transit has now provided the attached letter of explanation dated 1983 June 01 which essentially confirms that elevators in the ALRT stations will be accessible to all passengers at all times. B.C. Transit staff at the meeting with Council had indicated that the capacity of the elevators at 700 persons per hour would virtually allow all transit patrons at the Royal Oak station to use the elevators. An escalator is estimated to have a capacity of 7,000 persons per hour.

Municipal staff would acknowledge that an escalator would not appear to be justified strictly on the basis of patron capacity although from a system-wide viewpoint, the provision of an escalator at the Royal Oak station is still considered desirable. The greater accessibility to elevators now available would appear to meet the needs of the handicapped and most ambulatory-hampered patrons. Therefore, Municipal staff are willing to accept this arrangement on the basis that the design of the Royal Oak station allows for a future escalator and that this escalator would be installed when warranted by the patron capacity at this station.

2. METROTOWN PASSERELLE-DOUBLE ESCALATORS

The second issue is related to the Municipal position that two escalators (rather than just one escalator) be provided from the northern end of the elevated passerelle to the bus loop at grade.

B.C. Transit in its letter of 1983 June 01 (attached) has agreed that the design of the future passerelle at Metrotown will allow for the accommodation of two escalators from the bus loop to the passerelle. At the time of construction of the passerelle, if the transit patron volumes at this location do not warrant the provision of two escalators, the second escalator would have to be provided by a private developer.

3. RELOCATED POWER LINES - BYRNE CREEK RAVINE

The third issue is related to the Byrne Creek Ravine and the effect of relocated B.C. Hydro power lines which are proposed to traverse the ravine on the north side of the existing tracks and ALRT line. (See attached sketch).

As a result of further discussions including a site visit with B.C. Hydro staff and B.C. Transit's consultants (Acres), B.C. Hydro and Acres Consulting Services Ltd. have submitted the attached two letters dated 1983 June 08 and 1983 June 09, respectively. The matter has also been discussed with the Ministry of Fisheries staff. There is staff agreement regarding an appropriate approach within the circumstances as follows:

- a) The initial 69 Kv power line will be relocated within the existing B.C. Hydro right-of-way on the north side of the existing tracks, along the edge of the proposed ALRT fill slope. This option for the initial power line alignment is a better route than a route immediately south of the existing tracks due to the good undisturbed tree cover in this area.
- b) A clearing standard will be pursued relative to the relocated line which will satisfy the Ministry of Fisheries as well as recognize the environmental concerns expressed by the Municipality. Selective clearing and topping of existing trees are to be pursued while preserving as much of the natural ravine environment as possible.

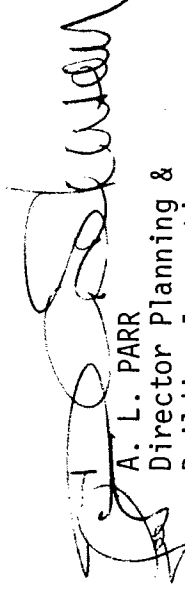
- c) B.C. Hydro has also provided a commitment that before undertaking construction of the second "future" power line which is located farther north (see sketch), the Municipality of Burnaby will be contacted to register their input to the specifics of design and location. This will offer the opportunity of examining particular alignments with a view to minimizing detrimental environmental effects on the Byrne Creek Ravine.

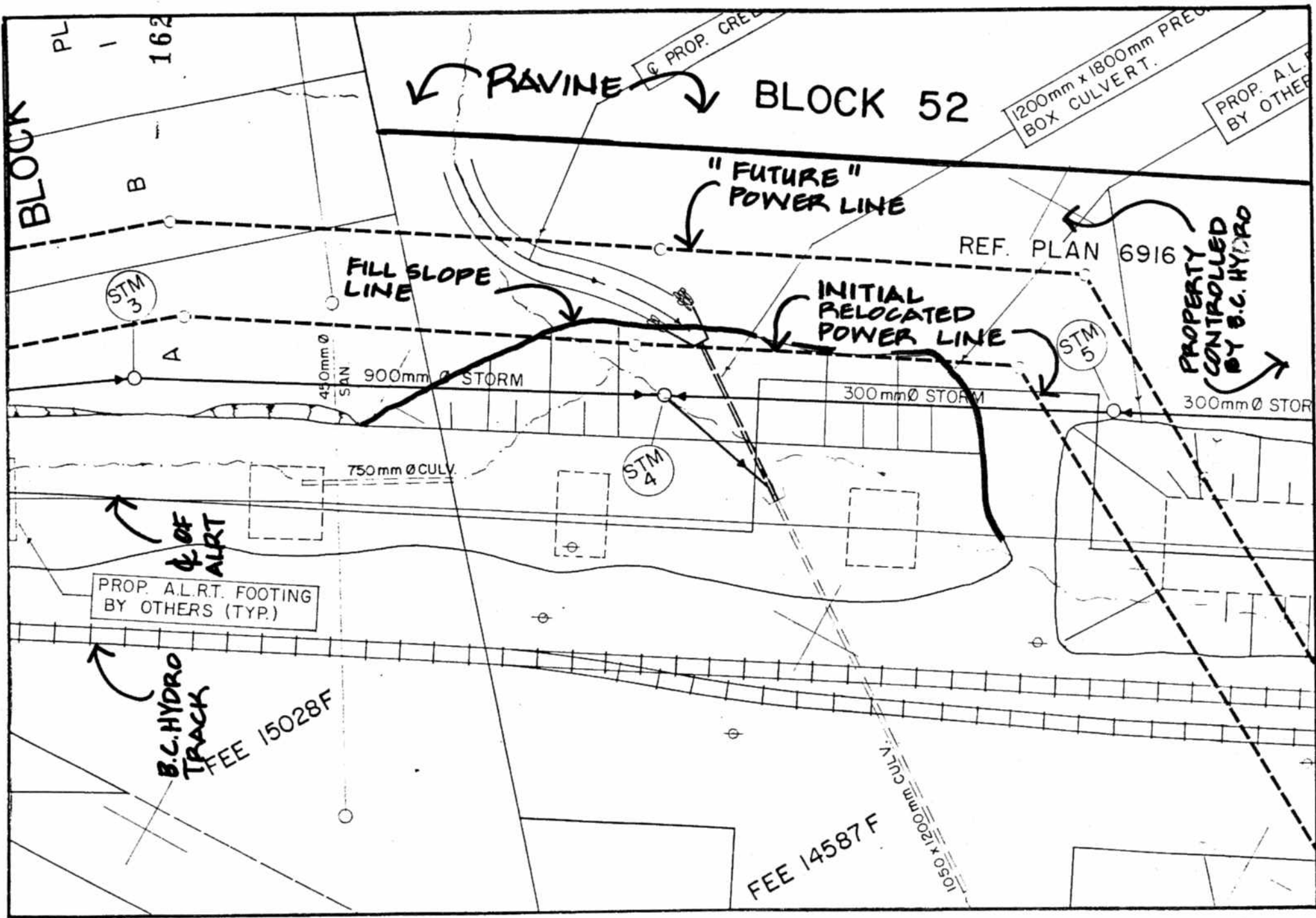
This is for the information of Council.

ALP
KI:1f

Attachments

cc: Director Engineering
Municipal Clerk
Director Recreation & Cultural Services


A. L. PARR
Director Planning &
Building Inspection



Burnaby Planning Department

RELOCATED B.C. HYDRO POWER LINES.
BYRNE CREEK RAVINE

Date
1983 JUN

Scale
1:500

Drawn By

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SKETCH

BC Transit

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COUNCIL MEETING 1983 06 20

1st June, 1983.

RECEIVED
1983 JUN - 1
GENERAL MANAGER'S
OFFICE

Mr. M.J. Shelley
Municipal Manager
The Corporation of the
District of Burnaby
4949 Canada Way
Burnaby, B.C.
V5F 1M2

Dear Mr. Shelley,

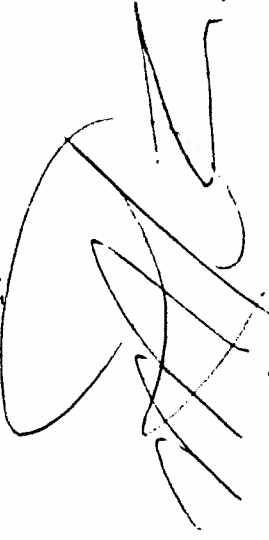
Re: Access to ALRT Stations

As indicated at the Burnaby Council meeting of May 24, 1983, this is to confirm that elevators in the ALRT stations will be accessible to all passengers at most times. Only at selected stations in late evening will elevators be on "push button" demand with some form of security to ensure patron security. We will minimize such controlled access adding to it only as experience dictates.

Furthermore the design of the future passerelle at Metrotown will allow for the accommodation of two escalators from the bus loop to the passerelle. However, construction of the passerelle will be coordinated with future development.

I trust this clarifies our position on these issues and meets your requirements.

Yours truly,



M.J. O'Connor, P.Eng.
Project Administrator

MJOC/TMW/mt

copy - DIR. PLNG. & BLDG. INSP. W
- DIR. ENG.

Hand delivered
5:25 p.m. 83/06/20
MS

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COUNCIL MEETING 1983 06 20

164



800-1045 Howe Street · Vancouver B.C. V6Z2B1

8 June, 1983

FILE: 440-P222

Mr. A.L. Parr
Director Planning and Building Inspection
Municipality of Burnaby
4949 Canada Way
Burnaby, B.C.
V5G 1M2

Dear Sir:

ALRT, 69 kV Powerline Relocation/Griffiths Avenue
Byrne Creek Area

This letter will acknowledge discussion and agreement between our respective staff on three points:

1. Our "first" 69 kV (60L35) line will be relocated to a location as now proposed by ref. drawing SK-OWN-D759 (marked in "yellow" on a copy to your staff)
2. We will undertake (through a contractor supplied by, and at costs to A.L.R.T.) a clearing standard which will satisfy Ministry of Fisheries as well as recognize Municipality of Burnaby's concerns in the area . . . generally within the area defined, interfering deciduous trees are to be removed, coniferous trees are to remain (to an acceptable height and location), adjacent danger trees are to be topped, existing natural ground cover is to be preserved or restored as practical.
3. Before undertaking construction of the second "future" line, the Municipality of Burnaby will be contacted to register their input to the specifics of design and location.

Yours very truly,

F. J. Otte, P. Eng.
Manager, Distribution Engineering Dept.

MGW: mh

cc: Mr. D.F. McMaster, P. Eng. for A.L.R.T. (c/o Acres Consulting Services Ltd.
800 West Pender Street
Vancouver, B.C.
V6C 2V6)

AGRES

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June 9, 1983
P6592.00J.

The Corporation of the
District of Burnaby
Planning Department
4949 Canada Way
Burnaby, B.C.
V5G 1M2

Attention: Mr. Ken Eto

Dear Sir:

Re: BCT/ALRT Section "J"
69 kV Transmission Line

Further to our recent meetings and site inspection, we wish to confirm the following matters with respect to the power line and clearing.

- a) The transmission line is placed on the existing BCH R/W north of the railway, and is sited to allow for a future 69 kV and a future 230 kV circuit. BCH R/W on the north side of the railway is the best route selection for environmental reasons because the tree cover on the south should be preserved if at all possible.
- b) BCH has requested that BCT clear the R/W as it has other clearing work in progress for a storm sewer, and must use care with the work because of fisheries concerns.
- c) Because of the aforementioned fisheries concerns, the line will span Byrne Creek watercourse and the following clearing will be done under the line northwards as far as the future 69 kV line:
 - i) tall deciduous trees will be removed
 - ii) deciduous tree and ground cover under 3 m will be left
 - iii) all conifers will be preserved
 - iv) large adjacent danger trees will be topped by BCH

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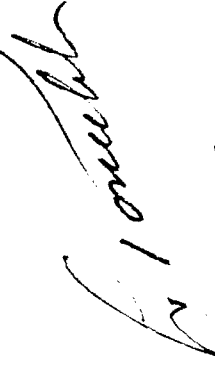
Mr. Ken Eto
 The Corporation of the
 District of Burnaby

June 9, 1983

- v) BCH will not provide any supplementary planting other than preserving the natural cover as much as possible.

We expect our contract for the construction of the storm sewer and the power line clearing will commence on July 4, 1983.

Yours very truly,



Louis Poncelet
 Municipal Coordinator

LP/DFM/ds

- cc: T. Watts, BCT
- J. Hayek, BC Hydro
- S. Hanna, ACS
- R. Lee, ACS