

RE: ALRT DEVELOPMENT IN BURNABY
PROGRESS REPORT UPDATE

ITEM	6
MANAGER'S REPORT NO.	5
COUNCIL MEETING	1983 01 24

MUNICIPAL MANAGER'S RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER 1983 January 19

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.230

SUBJECT: A.L.R.T. DEVELOPMENT IN BURNABY - PROGRESS REPORT UPDATE

=====

RECOMMENDATION:

1. THAT a copy of this report be sent to B.C. Transit, Suite 874, Four Bentall Centre, P.O. Box 49297, 1055 Dunsmuir Street, Vancouver, B.C. V7X 1P6

R E P O R T

1.0 SUMMARY/INTRODUCTION

At its meeting of 1982 11 08 Council considered a report (Manager's Report No. 62, Item 7) on the progress of A.L.R.T. development in Burnaby and adopted recommendations relative to meeting with senior B.C. Transit Rapid Transit Project staff. This meeting has now been set for 1983 January 26.

The purpose of this report is to provide Council with an 'update' of our previous progress report and to outline to Council in greater detail some concerns that are presently under discussion between Burnaby staff and B.C. Transit staff and consultants. As indicated in our previous report, the principles for A.L.R.T. design are now fixed and our attention has shifted toward issues of design detail. For convenience of consideration, this report is ordered relative to the three major system elements; namely stations, alignment, and the maintenance centre. It should be noted that this report does not encompass the concerns of other Municipal departments involved in the review of A.L.R.T. design and development.

2.0 A.L.R.T. STATIONS IN BURNABY

127

2.1 Current Status of Rezoning Applications

The initial rezoning report concerning four Advanced Light Rapid Transit (ALRT) stations in Burnaby - Patterson, Metro-town, Royal Oak, Edmonds - was submitted to council on 1982 September 20 with the Municipality named as applicant and B.C. Transit as developer. First Reading of the Rezoning by-law for each of the four stations was given on 1982 October 04.

The rezoning report indicated that the by-laws would not be advanced to a Public Hearing until consents by the land owners on which the A.L.R.T. stations are located were available. It was explained that B.C. Transit was negotiating a user agreement with B.C. Hydro to enable the A.L.R.T. stations to be located on the B.C. Hydro right-of-way. Once agreements were concluded covering any properties on which the proposed A.L.R.T. stations encroached, it was proposed that the rezoning by-laws would then be advanced to Public Hearing and pursued towards Final Adoption of the by-laws.

2.2 A.L.R.T. Station Coordination

Extensive discussions regarding the A.L.R.T. stations have been pursued with the staff of B.C. Transit and its consultants. Sets of preliminary drawings for each of the four Burnaby A.L.R.T. stations have been submitted at what have been termed "Functional Plan" and "Concept Design" stages. In response to the submission of Concept Design drawings, the Planning & Building Inspection Department sent comprehensive written comments to B.C. Transit in order to assist in the further development of the A.L.R.T. stations. A written response from B.C. Transit has been requested on a number of issues relevant to the current stage of the development schedule.

The issues which staff are currently pursuing for resolution are related to site servicing, right-of-way dedications, necessary roadworks to serve the A.L.R.T. stations, the underpinning of existing overhead wiring related to the A.L.R.T. stations, pedestrian connections, and the request to provide public washrooms. We have been informed that B.C. Transit is pursuing a reply but no detailed response has yet been received.

2.3 A.L.R.T. Station Design Aspects

Extensive discussions have been pursued with B.C. Transit staff and its consultant architects on the station designs. The drawings submitted to date are promising. The standardization of A.L.R.T. station structural and architectural components throughout the overall system is being emphasized. Appropriate site planning and landscape submissions in line with the standard usually expected of developments in Burnaby has not yet been forthcoming and would be a coordination priority in the near future.

2.4 Bus Station Planning - Metrotown and Edmonds

Recent discussions with B.C. Transit staff and its consultants have had some emphasis on bus station planning aspects for both the Metrotown and Edmonds A.L.R.T. stations. The determination of bus loop layouts are being pursued. We have also advised B.C. transit of the need for B.C. Transit to initiate procedural steps to rezone the requisite property to accommodate the Metrotown and Edmonds bus stations. The determination of appropriate servicing for each of the sites would be included within the terms of a rezoning application.

2.5 Procedures to Further the A.L.R.T. Station Development

In previous discussions, B.C. Transit had outlined a development schedule which reflects the need to obtain Building Permits for each of the four Burnaby A.L.R.T. stations at one month intervals starting 1983 July. It also appears that the user agreements primarily related to the use of the B.C. Hydro right-of-way as noted in the initial rezoning report will not be concluded for some time between B.C. transit and B.C. Hydro. It is further conjectured that construction on the A.L.R.T. station may be initiated without a user agreement being in place. In the initial rezoning report, Council was advised that once the user agreements had been concluded, the rezoning by-laws would be advanced to a Public Hearing and toward Final Adoption. However, it is clear that if the Municipality is to assist B.C. Transit in obtaining Building Permits in accordance with its tight schedule, the A.L.R.T. station sites should be zoned to accommodate that use. Therefore, it would appear necessary to proceed towards finalization of the A.L.R.T. station rezoning by-laws without having the user agreements in place and without further undue delay. In our view there should be no operational reason for an objection by B.C. Transit or B.C. Hydro to proceeding on this basis.

Staff has been in brief contact with B.C. Transit to address this issue and will be discussing this matter further with a view to pursuing the rezoning bylaws. We will be working towards the submission of a report to Council in the near future on advancing the rezoning bylaws to a Public Hearing and further readings.

3.0 A.L.R.T. ALIGNMENT

For administrative design and contractual purposes the A.L.R.T. alignment in Burnaby has been divided into a number of sections, each of which is currently at a different stage of design review. The design process for the A.L.R.T. guideway sections is an incremental one; with each stage of design approaching completeness being defined in terms of a percentage. It should be noted that the alignment design per se encompasses the guideway and support structures exclusive of the design detail for stations. The Municipal Engineering department has had a more extensive involvement in the guideway design process, particularly in terms of utilities. The primary concern of the Planning & Building Inspection Department has been to ensure that the placement of columns and footings meets present and future road crossing requirements.

With the approaching resolution of guideway design we should be in a position to address the landscape design of the A.L.R.T. right-of-way including planting, provision of pedestrian/cycle paths and the like. Where the A.L.R.T. abuts residential areas, appropriate screening and noise attenuation measures will have to be implemented as required. The Environmental Health department is involved in the assessment of potential noise impact.

3.1 SECTION 'G'

Section 'G' extends from Vancouver to the vicinity of Mackay and thus includes the proposed station at Kingsway and the Patterson station. Staff have had early discussions with the section designers relative to 25% design submissions but have not yet received a comprehensive set of more advanced design drawings. Pending receipt of those drawings, the prime concern has been related to the proximity of the A.L.R.T. right-of-way to Smith Avenue and the need to provide access to properties at that location.

3.2 SECTION 'H'

This section extends from the Metrotown to the Royal Oak stations inclusive. We have reviewed the "25%" design submission and just received the more advanced 50% drawings. At this stage our major concern does not relate to the guideway as such but rather to accessibility requirements of the station at Metrotown.

3.3 SECTION 'J'

Section 'J' extends from the immediate east of the Royal Oak station to the A.L.R.T. yard site and thus includes the Edmonds station. The design for this section is well advanced and staff have reviewed the 50% design submission. We have conveyed our concerns to the A.L.R.T. Section Coordinator and B.C. Transit and we anticipate that they will be addressed by the 95% design submission. These concerns include:

1. Additional right-of-way requirements.
2. Footing placement relative to road requirements.
3. Substation location and design.
4. Environmental impact.

3.4 SECTION 'Z'

Section 'Z' encompasses the A.L.R.T. Maintenance Centre (yard) and immediately adjacent tracks. These are further discussed below.

3.5 SECTION 'K'

This section extends from the A.L.R.T. Yard, Section 'Z' to New Westminster. There is only a short length of Section 'K' in the Municipality and our concern has centered on the need for augmented A.L.R.T. right-of-way requirements.

4.0 A.L.R.T. MAINTENANCE YARD SECTION (Section 'Z')

The design for the A.L.R.T. Maintenance Yard is well advanced and staff have reviewed partial design submissions. Our concerns are centered on two issues as follows:

1. Provision for the development of a Marine Way/Tenth Avenue link. This matter appears to be in hand and will be resolved prior to final adoption of the rezoning and transfer of lands to B.C. Transit.
2. Architectural design. Staff have been working with B.C. Transit design consultants to ensure that the A.L.R.T. Maintenance Centre is constructed to the appropriate standard.

DISCUSSION AND CONCLUSIONS

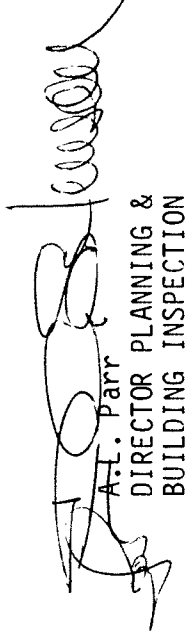
At this stage the A.L.R.T. design process appears to be proceeding satisfactorily although there are some concerns outstanding. A number of unresolved issues have been noted relative to the A.L.R.T. stations (Sections 2.2 and 2.3) and it is expected that B.C. Transit will be replying to these issues shortly. Once a reply is received (or in the event that resolution is not achieved within a reasonable period of time), a further report would be submitted to Council on these issues for its consideration.

We will continue to work closely with B.C. Transit staff and its consultants in resolving any outstanding issues.

This is for the information of Council.

APL
KI/PL/mcb

cc: Director Engineering


A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

