

RE: CONCEPT SUBMISSION DRAWINGS - COMMENTS
ALRT SYSTEM IN BURNABY
PATTERSON/METROTOWN/ROYAL OAK/EDMONDS STATIONS
REZONING REFERENCE #47/82

ITEM 5
MANAGER'S REPORT NO. 25
COUNCIL MEETING 1983 04 05

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER
FROM: DIRECTOR PLANNING & BUILDING INSPECTION
SUBJECT: CONCEPT SUBMISSION DRAWINGS - COMMENTS
ALRT SYSTEM IN BURNABY
PATTERSON/METROTOWN/ROYAL OAK/EDMONDS STATIONS
REZONING REFERENCE #47/82

PLANNING &
BUILDING INSPECTION
DEPARTMENT
1983 MARCH 30

RECOMMENDATIONS:

1. THAT staff be authorized to work with B.C. Transit to assure the acquisition of the remaining required portion of N. Beresford St. right-of-way west to Silver Avenue off the property 6102 Silver Ave. from the owner, GTE Sylvania (Electrolier) and the provision of the necessary roadworks to serve the Metrotown ALRT Station and bus loop by B.C. Transit.
2. THAT B.C. Transit be requested to acquire the 33 ft. widening for the 18th Avenue right-of-way off the property at 7445 - 19th Street and to provide the necessary 18th Avenue cul-de-sac roadworks to serve the Edmonds ALRT station and bus loop.
3. THAT staff be authorized to initiate rezoning applications for the Metrotown and Edmonds bus loops on a similar basis as the arrangements pursued with B.C. Transit on the four ALRT stations in Burnaby.
4. THAT B.C. Transit be requested and municipal staff be authorized to work together to obtain the approval of B.C. Hydro and/or to achieve the necessary legislation to permit landscaping and park/trail development within the B.C. Hydro right-of-way and that B.C. Transit be requested to provide appropriate landscape provisions in identified areas where there is no legal problem.
5. THAT within the Byrne Creek Ravine the top of the two subject footings be lowered by B.C. Transit as required for ravine preservation.

On 1982 November 08, Council received a progress report regarding the ALRT development in Burnaby. It was advised that the broad parameters of the ALRT system were becoming fixed and that Municipal staff had been involved in reviewing preliminary design submissions to ensure that they conform with Municipal technical/policy requirements. More detailed concept design submissions had been received on the four ALRT stations in Burnaby and staff had sent comprehensive comments to B.C. Transit on these drawings. B.C. Transit has now replied to a number of the highlighted comments. A few other related ALRT issues which have been under recent discussion are also outlined for the consideration of Council. A few minor issues have not been mentioned within the context of this report and staff are continuing to address any minor points of variance with B.C. Transit.

Fifteen (15) points of discussion or issues are outlined in Appendix "A". These points of discussion relate to:

1. Services for ALRT stations.
2. Public washrooms within the ALRT system.
3. Staff parking for the ALRT system.
4. Freight line depression at the Metrotown station.
5. Weather protection at ALRT stations.
6. Roadworks - Patterson station.
7. Roadworks - Metrotown station.
8. Roadworks - Royal Oak station.
9. Roadworks - Edmonds station.
10. Bus loop developments at Metrotown and Edmonds.
11. Interim pedestrian grade access to the south at Metrotown.
12. Architectural treatment of ALRT stations.
13. ALRT station site plans.
14. Provision of landscaping and linear park/trail along the ALRT alignment.
15. Preservation of the Byrne Creek Ravine.

On these fifteen points, the following summarized positions are outlined by staff for the consideration of Council:

- a) On a number of points, staff after discussions with B.C. Transit consider the issues to be resolved or would be prepared to recommend acceptance of B.C. Transit's stated position on the point of discussion.

This staff assessment would apply to Points 2, 3, 4, 5, 6 and 8. Unless otherwise directed by Council, staff will not pursue these points further with B.C. Transit beyond the outlined comments unless new information comes to light.
- b) On a further four points, staff are still working with B.C. Transit towards an appropriate resolution of these important issues. These comments are outlined to inform Council of the current status of these issues.


These status comments apply to Points 1, 11, 12 and 13.
- c) On four of the points of discussion, staff have discussed the subject issues with B.C. Transit but either have reached an impasse or require specific Council action to assist in resolving the issues. Council is informed at this time of B.C. Transit's expressed positions and it is recommended that Council require appropriate action regarding Points 7, 9, 14 and 15.

PLANNING & BUILDING INSPECTION DEPARTMENT
CONCEPT SUBMISSION DRAWINGS - COMMENTS
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Point 10 concerning the bus loop developments at Metrotown and Edmonds is not the subject of any impasse with B.C. Transit. However, this point has heretofore not been given as much attention by B.C. Transit as considered desirable by Municipal staff. Therefore, Council's endorsement of the proposal to initiate rezoning applications for the Metrotown and Edmonds bus loop areas to enable proper coordination of these developments is considered appropriate.

In summary, the outlined five (5) recommendations related to Points 7, 9, 10, 14 and 15 are submitted to Council for its consideration.


A. L. PARR
DIRECTOR PLANNING &
BUILDING INSPECTION

KI:lf

Attachment - Appendix "A"

CC: Director Engineering
Director Recreation & Cultural Services
Municipal Solicitor
Director Finance

Appendix "A" ALRT Station Concept Submissions

Location	ALRT STATION AFFECTED		No.
	ALRT STATION	POINT BETWEEN ALRT STATIONS	
PATTERSON	X		1.
METROTOWN	X		
ROYAL OAK	X		
EDMONDS	X		
			2.

Point of Discussion	B.C. Transit Response	Staff Comments	Recommendation
<p><u>SERVICES</u></p> <p>All services necessary to service the site be provided by B.C. Transit.</p> <p>This point includes storm and sanitary sewers, water service, underground wiring of existing overhead lines, and connection fees.</p>	<p>Servicing is currently under investigation by B.C. Transit's consultant, Acres Engineering, in consultation with Burnaby Engineering Department.</p> <p>B.C. Hydro on behalf of B.C. Transit has instructions to dip all overhead crossings of the ALRT line. Overhead wiring within the B.C. Hydro right-of-way is also being undergrounded by B.C. Hydro.</p>	<p>We have now received a reply with respect to A.L.R.T. stations servicing which we are in the process of reviewing.</p> <p>Standard letters outlining the necessary servicing provisions for each of the ALRT stations and servicing estimates as provided by the Director Engineering have been sent to B.C. Transit.</p>	FOR INFORMATION
<p><u>PUBLIC WASHROOMS</u></p> <p>Public washrooms be provided by B.C. Transit for the Metrotown and Edmonds ALRT/bus stations. Public washrooms are also desirable at the Patterson and Royal Oak stations.</p>	<p>Public washrooms are not intended to be provided either at ALRT stations or at bus loops. Present bus loops do not have them. However, bus drivers' washrooms will be provided at bus loops and staff washrooms are provided at most ALRT stations. These staff washrooms can be made available in an emergency on request.</p>	<p>It would appear that public washrooms would not be provided as part of the B.C. Transit ALRT/bus system.</p>	FOR INFORMATION

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Appendix "A" ALRT Station Concept Submissions

Location	ALRT STATION AFFECTED					No	Point of Discussion	B.C. Transit Response	Staff Comments	Recommendation	
	PATTERSON	METROTOWN	ROYAL OAK	EDMONDS	POINT BETWEEN ALRT STATIONS						
	X	X	X	X		3.	<p><u>STAFF PARKING</u> Appropriate ALRT staff parking be provided if required.</p> <p>Since there will be no resident staff assigned to the stations, there is no requirement for staff parking.</p>	No comment.	FOR INFORMATION		
		X				4.	<p><u>FREIGHT LINE DEPRESSION</u> Our understanding was that the existing freight rail line would be depressed at this time along the Metrotown ALRT station frontage to permit a future pedestrian overpass of the freight rail line south to South Beresford Street.</p> <p>There is no current provision for the depression of the existing freight line at Metrotown. This would be necessary only if and when a future pedestrian overpass is constructed, and only if full clearance for electrification of the rail line is required.</p>	<p>Depression is considered preferable at this time since depression at some future date to accommodate a pedestrian overpass is considered unlikely due to expected inertia of moving on a relatively expensive depression arrangement as compared to the probable cost of a pedestrian overpass. However, it is acknowledged that the first stage ALRT access with an at-grade pedestrian connection to the south will function without depressing the freight line.</p>	FOR INFORMATION		
		X	X	X	X	5.	<p><u>WEATHER PROTECTION</u> Continuous weather protection be provided from the farebox entries to the ALRT station platform.</p>	<p>Weather protection will be provided for patrons on ALRT station platforms as a minimum for the length of stopped trains which are proposed to be 4-car trains in first phase. The use of 6-car trains at some future date would likely require extension of ALRT station platform canopies if not already provided for the full platform length.</p>	<p>Continuous weather protection appears to be provided in present plans for all ALRT stations from the farebox entries to the ALRT station platforms.</p>	FOR INFORMATION	

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Appendix "A" ALRT Station Concept Submissions

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Location	ALRT STATION AFFECTED			
	PATTERSON	METROTOWN	ROYAL OAK	EDMONDS
POINT BETWEEN ALRT STATIONS				
6.	X			
7.		X		

No.	Point of Discussion	B.C. Transit Response	Staff Comments	Recommendation
6.	<p>ROADWORKS-PATTERSON STATION</p> <p>Future upgrading of N.Beresford St. and S.Beresford St. would be achieved through the development of adjacent apartment sites by private developers. A proposed exclusive bus lane directly south of the ALRT station and wholly contained within the B.C. Hydro right-of-way be provided by B.C. Transit.</p>	<p>The exclusive bus lane if required will be constructed by B.C. Transit. Existing sidewalks disturbed by construction would be restored.</p>	No comment.	FOR INFORMATION
7.	<p>ROADWORKS-METROTOWN STATION</p> <p>The necessary right-of-way for N. Beresford St. be provided from Silver Ave. east to ALRT/bus station by B.C. Transit. The construction of one of two divided lanes for N.Beresford St. east from Silver Ave. to the ALRT station by B.C. Transit. The construction of the second divided lane for N. Beresford St. east from Silver Ave. to the ALRT/ bus station by B.C. Transit at the time of the construction of the bus loop.</p>	<p>In general, the acquisition of new road rights-of-way and construction thereof are not considered within B.C. Transit's mandate and responsibility. B.C. Transit has agreed to effect the dedication of the remaining portion of the North Beresford St. right-of-way from GTE Sylvia and if necessary, to construct a road sufficient to provide bus access from Silver Ave. to the bus loop.</p>	<p>The establishment of the Metrotown ALRT station and bus loop has created a need for the provision of N.Beresford St. east from Silver Ave. The Municipality is greatly assisting in assuring the success of the ALRT system by achieving much of the required N.Beresford St. right-of-way by means of a road exchange proposal involving Kelly-Douglas. Our position has been that B.C. Transit acquire the remaining required portion of right-of-way (approx. 13,300 sq.ft.) to Silver Ave. from GTE Sylvia (Electroliner). No agreement has been reached on the standard of access road to be provided by B.C. Transit but this item will be addressed as part of our servicing discussions with B.C. Transit.</p>	<p>THAT staff be authorized to work with B.C. Transit to assure the acquisition of the remaining required portion of N.Beresford St. right-of-way west to Silver Avenue off the property 6102 Silver Ave. from the owner, GTE Sylvia (Electroliner) and the provision of the necessary roadworks to serve the Metrotown ALRT Station and bus loop by B.C. Transit.</p>

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Appendix "A" ALRT Station Concept Submissions

Location	ALRT STATION AFFECTED				No.
	ALRT STATION	EDMONDS	ROYAL OAK	METROTOWN	
					8.
		X			9.

POINT BETWEEN ALRT STATIONS	Point of Discussion	B.C. Transit Response	Staff Comments	Recommendation
	<p>The future upgrading of S.Beresford St. east of Royal Oak Ave. received from B.C. Transit on their expected provision of the "handidart" and "kiss-n-ride" stalls proposed off S.Beresford St. Existing sidewalks disturbed by construction would be restored.</p>	<p>No written commitment has been received from B.C. Transit on their expected provision of the "handidart" and "kiss-n-ride" stalls proposed off S.Beresford St. Existing sidewalks disturbed by construction would be restored.</p>	<p>The "handidart" and "kiss-n-ride" stalls proposed on submitted drawings would still be expected to be provided by B.C. Transit, if they are to be provided at all.</p>	FOR INFORMATION
	<p>The dedication of a 33 ft. widening of 18th Avenue to a total width of 66 ft. and the construction of the 18th Ave. cul-de-sac to a 46 ft. wide pavement width by B.C. Transit.</p> <p>The dedication of some of the required widening can be achieved by a Road Exchange Bylaw involving Ayres Ave. The balance of widening is required from the privately-owned property at 7445-19th St. The undergrounding of existing above-ground wiring along 18th Ave. is applicable.</p>	<p>The acquisition of new road rights-of-way and construction thereof are not considered within B.C. Transit's mandate and responsibility. Burnaby and B.C. Transit have a long-standing policy of Burnaby providing roads for bus use. This policy applies to 18th Ave. at Edmonds St.</p> <p>As a result of the Burnaby staff recommendation, B.C. Transit is reviewing the proposed bus loop and "kiss-and-ride" layout to examine its workability with respect to accessibility and will be discussing this further with Municipal staff.</p>	<p>The establishment of the Edmonds ALRT station and bus loop have created a need for the provision of an appropriate access route for both buses and the public into this recessed site. The Municipality can assist the situation by entering into a Road Exchange Bylaw involving the closure of Ayres Ave. The existing 33' wide 18th Ave. right-of-way is not considered sufficient to accommodate the expected bus and "kiss-and-ride" traffic into this site. Our position is that B.C. Transit should acquire the required 33' widening from the property at 7445-19th St. Although it is acknowledged that buses use municipal roads, there is no policy for the Municipality to provide roads only for buses or to provide access to a proposed transportation facility.</p>	<p>THAT B.C. Transit be requested to acquire the 33' widening for the 18th Ave. right-of-way off the property at 7445-19th St. and to provide the necessary 18th Ave. cul-de-sac road works to serve the Edmonds ALRT station and bus loop.</p>

Appendix "A" ALRT Station Concept Submissions

Location	ALRT STATION AFFECTED		POINT BETWEEN ALRT STATIONS	No.
	PATTERSON	METROTOWN		
				10.
				11.

Recommendation	Staff Comments	B.C. Transit Response	Point of Discussion
<p>THAT staff be authorized to initiate rezoning applications for the Metrotown and Edmonds bus loops on a similar basis as the arrangements pursued with B.C. Transit on the four ALRT stations in Burnaby.</p>	<p>Sufficient work appears to have been done to enable B.C. Transit to pursue rezoning applications. It is of concern that with-out the pursuance of standard development procedures, proper coordination of all bus loop aspects cannot be achieved. One detail point is that the public be able to access the Metrotown ALRT station from the north side of N. Beresford St. without interference with bus loop functions. A landscaped buffer is also particularly desirable around the high profile Metrotown bus loop.</p>	<p>Bus loop designs are in progress but have not advanced as far as ALRT station designs. Bus loops are intended to be the subject of separate discussion with Municipal staff and a meeting is proposed to be arranged shortly.</p>	<p><u>BUS LOOP DEVELOPMENTS</u> Rezoning required to accommodate the Metrotown and Edmonds bus loops. Both sites require servicing. The resolution of appropriate bus loop layouts and public access to the bus loops is required. It is important that bus loops have pleasing environments to attract the public.</p>
<p>FOR INFORMATION.</p>	<p>No detailed plans have yet been submitted. We understand that B.C. Transit has just engaged a landscape consultant to examine this aspect.</p>	<p>A direct pedestrian connection is provided across the railway line affording walk-on access to the Metrotown station east-end stairway.</p>	<p><u>INTERIM PEDESTRIAN GRADE ACCESS (to the South)</u> An interim pedestrian grade access from the Maywood area north from S. Beresford St. across the freight rail to the Metrotown station east-end exit stairway, be provided. This grade access to be appropriately paved and landscaped.</p>

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Appendix "A" ALRT Station Concept Submissions

Location	ALRT STATION AFFECTED	POINT BETWEEN ALRT STATIONS	No.	Point of Discussion	Staff Comments	Recommendation
		EDMONDS	12.	<p>ARCHITECTURAL TREATMENT</p> <p>High quality, architecturally pleasing, ALRT station development be provided. Traction power substations, located in the vicinity of ALRT stations, should be architecturally-compatible and integrated with the ALRT station design. A comprehensive sign plan providing an element of colour and interest to the overall ALRT station design be provided.</p>	<p>The "kit-of-parts" architectural approach for the ALRT stations has an "exposed structure" appearance which, in general, is pleasing. Its success will depend on the quality of materials and finishes provided. No details on the appearance of the traction power substation have been provided to date. The simple rather monochromatic colour scheme appears appropriate. Contrasting warm coloured paving and flooring materials such as quarry tile or brick paving are recommended.</p>	FOR INFORMATION
		ROYAL OAK	13.	<p>STATION SITE PLANS</p> <p>The provision of detailed ALRT station site plans showing such items as existing and future grades, paving and walkways, landscaping, lighting, signs, fencing, benches, bicycle racks, etc., are expected.</p>	<p>No detailed site plans have been submitted as yet. A landscaping consultant who has been recently engaged by B.C. Transit will be pursuing priority landscaping issues.</p>	No action recommended at this time.
		PATERSON METROTOWN ROYAL OAK EDMONDS	13.	<p>STATION SITE PLANS</p> <p>The provision of detailed ALRT station site plans showing such items as existing and future grades, paving and walkways, landscaping, lighting, signs, fencing, benches, bicycle racks, etc., are expected.</p>	<p>The lack of suitable site plans in the submission by B.C. Transit to date is of concern. Much of the qualitative appearance of the ALRT stations as viewed by the public and by ALRT patrons is dependent on the provision of comprehensive landscaping and site development.</p>	No action recommended at this time.

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Appendix "A" ALRT Station Concept Submissions

Location		ALRT STATION AFFECTED	POINT BETWEEN ALRT STATIONS	No	14.
PATTERSON					
METROTOWN					
ROYAL OAK					
EDMONDS					
			X		

Point of Discussion	B.C. Transit Response	Staff Comments	Recommendation
<p>LANDSCAPING ALONG ALRT ALIGNMENT BETWEEN ALRT STATIONS</p> <p>B.C. Transit is expected to appropriately landscape the length of the ALRT alignment to soften the appearance of the strong elevated ALRT structure (i.e. street trees, conifer planting) and to accommodate a linear park/trail with pedestrian and bicycle paths. Significant existing tree growth along the ALRT alignment be preserved as much as possible.</p> <p>It is also noted that a number of existing trees along the north side of the B.C. Hydro right-of-way in Central Park just west of the Patterson ALRT station require removal due to the proposed construction alignment of the ALRT.</p>	<p>B.C. Transit has indicated in discussions that it has no legal authority to provide park/trail development on the B.C. Hydro right-of-way between the ALRT stations.</p> <p>A landscape consultant has been engaged to examine priority landscape issues along the alignment. The provision of specific landscape provisions, for example resulting from the removal of existing trees, would not be precluded in key identified areas where public access is not a problem.</p>	<p>B.C. Transit has been requested to provide appropriate landscaping and park/trail development along the ALRT alignment. The elevated system was supported in part due to the opportunity for the public to use and enjoy the ground area of the ALRT alignment. It is acknowledged that the permission of B.C. Hydro is required to use the right-of-way over which B.C. Hydro has ownership rights. One identified detailed concern is the Rumble St. frontage along the ALRT alignment for which special screening planting and retention of existing trees is considered desirable.</p> <p>Detailed attention has been given by B.C. Transit's landscape consultant regarding trees in the Central Park area affected by the ALRT alignment, and staff are coordinating an appropriate transplanting and replanting program for the area.</p> <p>In earlier discussions, B.C. Transit had suggested they would provide landscaping and park/trail development along the ALRT alignment with maintenance to be possibly the responsibility of the Municipality.</p>	<p>THAT B.C. Transit be requested and municipal staff be authorized to work together to obtain the approval of B.C. Hydro and/or to achieve the necessary legislation to permit landscaping and park/trail development within the B.C. Hydro right-of-way, and that B.C. Transit be requested to provide appropriate landscaping provisions in identified areas where there is no legal problem.</p>

Appendix "A" ALRT Station Concept Submissions

Location	ALRT STATION AFFECTED	POINT BETWEEN ALRT STATIONS	No.	Description
PATTERSON METROTOWN ROYAL OAK EDMONDS			15.	<p>Point of Discussion</p> <p>BYRNE CREEK RAVINE</p> <p>This ravine located north of the Edmonds Station is to be either preserved in its semi-natural state or used for the construction of the Edmonds road extension ("Gilley Alternate"). Preservation of the ravine is the priority option at this time, but does not preclude future road development. Substantial filling of the ravine as proposed by B.C. Transit is inappropriate.</p>
				<p>B.C. Transit Response</p> <p>The drawings prepared by B.C. Transit's consultant indicate extensive filling in the ravine to support the footings for two guideway columns which in relation to the existing ravine are placed at undesirable high elevations. B.C. Transit's consultant has not yet been instructed to lower the footings for these columns in order to assist ravine preservation.</p>
				<p>Staff Comments</p> <p>Municipal staff have been in contact with B.C. Transit and its consultants a number of times to press for ravine preservation and to allow for the future Edmonds road extension.</p> <p>As a result of site visits and staff presentations, B.C. Transit has agreed to further examine the municipal request to lower the specified footing elevations so as to preserve the ravine.</p>
				<p>Recommendation</p> <p>THAT the top of the subject footings be lowered by B.C. Transit as required for ravine preservation.</p>

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