

RE: LETTER FROM MS. JEAN FILLIS, #106-7377 SALISBURY AVENUE,
BURNABY, B.C. V5E 4B2
SKYTRAIN ROUTE TO COQUITLAM
(Item 6, Report No. 63, 1986 October 20)

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1987 January 07
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.230

SUBJECT: SKYTRAIN ROUTE TO COQUITLAM
(MS. JEAN FILLIS NOW APPEARING BEFORE COUNCIL AS A DELEGATION)

RECOMMENDATION

1. THAT a copy of this report be sent to Ms. Jean Fillis,
106-7377 Salisbury Avenue, Burnaby, B.C. V5E 4B2

R E P O R T

Ms. Jean Fillis has requested the opportunity to appear before Council as a delegation to protest against the possibility of a SkyTrain alignment along the unused B.C. Hydro and Power Authority Rail right-of-way ("Highland Park line") that terminates at Kingsway and Edmonds. By agreement the Municipality is using this right-of-way as a parkway. Ms. Fillis resides in an apartment complex abutting this right-of-way at Salisbury and is concerned that in the future it may be used for the SkyTrain extension to Lougheed Mall.

The Edmonds corridor SkyTrain route was discussed in a staff report to Council at its meeting of 1986 October 20 (Manager's Report No. 63, Item #6). That report commented on a B.C. Transit press release (dated 1986 October 02) which outlined a feasibility study regarding the extension of SkyTrain service to Coquitlam. The study identified, at a conceptual level, a new preferred route for extension of SkyTrain to the Lougheed Mall via the Edmonds corridor. The municipal staff report indicated that:

"At this stage the ALRT design that we have before us is no more than a conceptual representation - a dotted line on a map. B.C. Transit's analysis and our preliminary review confirms that the SkyTrain extension along the Edmonds corridor warrants serious consideration. The next logical step would be for B.C. Transit and municipal staffs to work together to consider in some detail the SkyTrain alignment and station location. The objective would be to integrate SkyTrain into the fabric of the community so that negative effects are mitigated and the maximum benefit is derived. When the design alternatives are known they should be presented to Council for consideration and subsequently to a public forum."

Since that report was received by Council, municipal and B.C. Transit staffs have met to review the feasibility study carried out by B.C. Transit. At a very generalized level we have also discussed alignment alternatives and identified key areas of concern. However these concerns will have to be resolved through a preliminary design exercise. The details of this preliminary design process (e.g. can we expedite matters by using computer aided design techniques, etc.) have yet to be worked out.

Since the B.C. Transit press release regarding the possibility of routing SkyTrain along the Edmonds corridor staff have received a number of telephone enquiries from Burnaby residents, including Ms. Fillis, who are concerned about the potential impact of SkyTrain on them. We will try to address those expressed (and other anticipated) concerns in the forthcoming design process.



A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

PL/mcb

cc: Director Engineering