

RE: LETTER FROM CORPORATION OF THE CITY OF NEW WESTMINSTER WHICH APPEARED
ON THE AGENDA FOR THE SEPTEMBER 08TH MEETING OF COUNCIL (ITEM 4 D)
ROUTING OF SKYTRAIN EXTENSION TO COQUITLAM

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1987 September 08
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.230.2

SUBJECT: ROUTING OF SKYTRAIN EXTENSION TO COQUITLAM

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RECOMMENDATIONS:

1. THAT BC Transit, in close consultation with the Municipalities, pursue as a priority, the evaluation, definition and designation of future rapid transit alignments.
2. THAT a copy of this report be sent to BC Transit, the Municipality of Coquitlam and the Cities of New Westminister and Port Moody.

R E P O R T

1.0 INTRODUCTION

On its agenda for 1987 September 08, Council received correspondence from the Mayor of The Corporation of the City of New Westminister. The Mayor wrote requesting Burnaby Council's support for recommendations "that the Coquitlam extension follow a route which emanates from Columbia station and that right-of-way be reserved for this purpose." The city of New Westminister's concern has been precipitated by the B.C. Transit Summary report on "SkyTrain Route to Coquitlam" released last year and subject of a Burnaby Council report at that time (Item 6, Manager's Report No. 63, 86/10/20).

Attached to the Mayor's letter was a report by the City Planner who summarized the current understanding of the SkyTrain extension issue as follows:

- "- B.C. Transit does not intend to publish the full study or to make it available to municipal staff.
- The weight of technical opinion within B.C. Transit is with the report's conclusion that the Edmonds route is preferred over any alignment emanating from the Columbia Station in New Westminister.

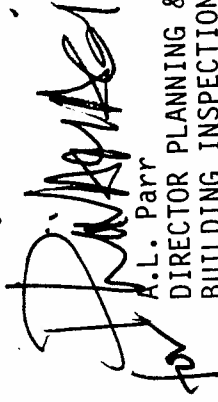
- A decision to construct the extension would not be made until a permanent financial framework for SkyTrain is in place.
- A decision could be further affected by the configuration of the Government's proposed metropolitan transit authority.
- The timing of actual construction of a Coquitlam extension would be after the completion of Phase I to Scott Road and its extension to Whalley.
- Because of the divergent interests of the affected municipalities, it is unlikely that a consensus on the best route for the extension can be reached at the municipal level..."

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With regard to the last point it should be noted that Burnaby and Coquitlam have been adamant that any SkyTrain extension alignment to Coquitlam Centre should pass through the Lougheed Town Centre. For its part, New Westminster's primary interest is that any extension should feed through New Westminster. However, the BC Transit summary report indicates that the most cost effective initial extension to Lougheed Town Centre would be via an as yet unspecified alignment along the Edmonds corridor. Such an alignment would attract many more riders (from private vehicles) than the dog leg routing previously proposed and favoured by New Westminster. Burnaby staff considered it prudent that more detailed study be given to the design of an alignment along the Edmonds corridor in order to confirm that environmental impact could be mitigated. We assumed that this study would be carried out by BC Transit (with municipal cooperation) with some dispatch, but it has not yet commenced.

It is here that our concerns are similar to New Westminster's - without an agreed precisely defined extension alignment planning for even the possibility of SkyTrain is nearly impossible. However if rights-of-way are not safeguarded now future development of SkyTrain may be prohibitively expensive. Also landuse and settlement patterns cannot be developed in anticipation of Skytrain development without a knowledge of station locations. For example when the GVRD carried out its preliminary design for light rapid transit (10 years ago) a major reason for proceeding to Lougheed Mall via the Brunette interchange was that there there was an opportunity to site a park-and-ride station on a large vacant parcel near the interchange. However that plan was never safe-guarded and the park-and-ride lot site has since been occupied by a major warehouse development obviating the initial route selection rationale.

In summary, it would not be in the interest of Burnaby or the region to endorse the route favoured by the New Westminster report but it is imperative that the designation of a future alignment be pursued by BC Transit without delay.


A.L. Parr
for DIRECTOR PLANNING &
BUILDING INSPECTION