

ITEM	4
MANAGER'S REPORT #	35
COUNCIL MEETING	95/07/24

TO: CITY MANAGER 1995 July 20

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 01.301

SUBJECT: **PROPOSED FILLING OF A PORTION OF BURRARD INLET FOR COMMUTER RAIL**

PURPOSE: To provide Council with information regarding an application to the Vancouver Port Corporation to fill a portion of the Burrard Inlet foreshore for the commuter rail project.

**RECOMMENDATIONS:**

- 1. **THAT** the Vancouver Port Corporation be requested to provide the results of the environmental review processes as outlined in this report.
- 2. **THAT** the Vancouver Port Corporation and CP Rail be requested to liaise with the City of Burnaby to ensure that the future potential for an urban trail is maintained along the subject waterfront.
- 3. **THAT** a copy of this report be forwarded to:

*James Crandles  
Manager, Port Planning  
Vancouver Port Corporation  
1900 Granville Square  
200 Granville Street  
Vancouver, B.C. V6C 2P9*

**REPORT**

**1.0 BACKGROUND**

The Director Planning and Building is in receipt of a letter from the Vancouver Port Corporation (VPC) advising that it has received a Project Review Application from CP Rail on behalf of West Coast Express to fill portions of the Burrard Inlet foreshore for the commuter rail project.

**2.0 EXISTING CONDITION**

As Council is aware, BC Transit, with the cooperation of CP Rail, is pursuing a commuter train service between Mission and Vancouver beginning in 1995 November. The trains will run along the existing CP Rail mainline, including a portion along the south shore of Burrard Inlet through the City of Burnaby. Currently, this track is used solely for the transport of goods, however, with the introduction of the West Coast Express, freight traffic will be displaced onto the track to the north, thereby reducing track capacity that is presently used to hold loaded and empty freight cars.

To ensure adequate service to port terminals as well as commuter trains, significant changes to the existing track system are required, including adding new track to replace storage capacity lost from the commuter rail operation. Most of the work will occur within the existing rail corridor, however, in order to provide adequate area for the proposed track extensions at the Alberta Wheat Pool and Pacific Coast Terminals in Vancouver, some foreshore filling over VPC property is required.

### 3.0 PROPOSED FILLING OF FORESHORE EAST OF THE SECOND NARROWS BRIDGE

CP Rail proposes to place approximately 600 metres of fill along the shore, extending eastward from the Second Narrows road and rail bridges as illustrated on Figures 1 and 2 **attached**. The fill and its structural containment is proposed to extend approximately 10 metres from the high water mark into the intertidal zone. Treatment along the fill is proposed to consist of either rip rap or a retaining wall as depicted on Figure 3 **attached**. An additional freight storage track is then proposed to be constructed on the fill to replace the lost storage capacity described in Section 2.0 above.

### 4.0 ENVIRONMENTAL IMPLICATIONS

The environmental implications of the fill project are being reviewed by the Burrard Inlet Environmental Appraisal Committee (BERC) and are being screened by the Canadian Coast Guard through the Canadian Environmental Assessment Act (CEAA). VPC will also review the environmental impacts through its Environmental Appraisal Procedures. VPC has advised that any required environmental mitigation will be determined through these review processes.

As required by CEAA and VPC's Project Review Process, the applicant placed advertisements outlining the proposed works in the 1995 June 21 publications of the Vancouver Sun and the Tri-City News, and the Canada Gazette on 1995 June 24. Submissions on the proposal will be accepted by both the Coast Guard and VPC.

Should the City have any comments related to the fill proposal, VPC has requested a response by 1995 July 31.

### 5.0 DISCUSSION

The area proposed to be filled is situated below Montrose Park and is not easily accessible. Consequently, direct water access is not provided from the park itself. Nonetheless, Montrose Park does provide part of Burnaby's natural open space system.

Staff recognizes the need for the proposed works as a component of the construction of the commuter rail project and, as such, supports the proposal in principle. We do, however, believe that the environmental aspects should be adequately reviewed as intended through CEAA and BERC. It is our view that the City should be made aware of the results of this review and consulted on an ongoing basis. While we recognize that environmental mitigation measures have yet to be determined, it is our view that consideration should be given to rip rapping certain areas in such a manner as to provide intertidal benches appropriate for habitat.


It would also be beneficial if information was provided on what the potential impacts may be during construction and the measures to be employed to control sedimentation, disruption to existing bottom sediments and habitat.

Another concern is the potential for establishing long-term public access along the Burrard Inlet foreshore. The City has identified, as a long term objective, the need to establish a continuous urban trail along the Burrard Inlet foreshore as part of the adopted Urban Trail System. While the City does not have, at this time, a finite plan for the provision of public access to this portion of the inlet, staff have reviewed the theoretical implications for a pedestrian overpass in this area and/or a linear walkway along the water side of the railway. As can be seen on the Figures included with this report, the fill will only extend part way into the intertidal zone. It should be ensured that sufficient area would then potentially remain for the construction of a walkway, should this be decided to be desirable at some time in the future. Initial discussions with West Coast Express staff have indicated that the trail potential would not be precluded by the subject proposal.

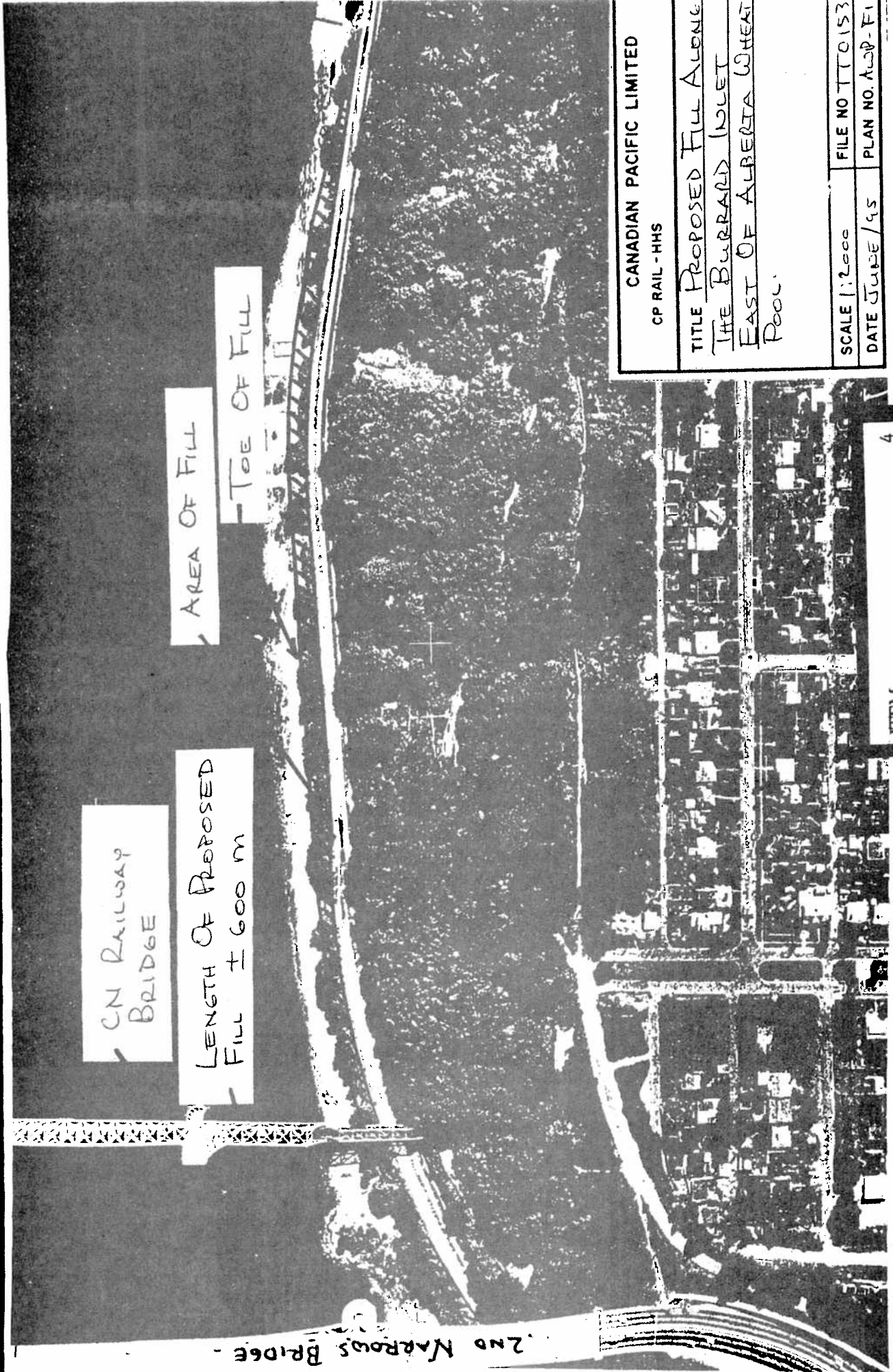
## 6.0 CONCLUSIONS

Staff supports the proposal to provide for an additional freight storage track to replace capacity which will be lost as a consequence of the commuter rail project. We do believe that the VPC should provide information on the results of the environmental review processes noted herein and maintain ongoing consultation with the City.

The theoretical review of public access considerations is not intended to draw any conclusions regarding foreshore pedestrian walkways or accesses across or over the railway, but rather to ensure that the proposed works do not, in themselves, preclude this option.

  
D.G. Stenson, Director  
PLANNING & BUILDING

PB/jp  
Attachments (3)  
cc: Director Engineering  
Director Recreation & Cultural Services



CANADIAN PACIFIC LIMITED  
 CP RAIL - HHS

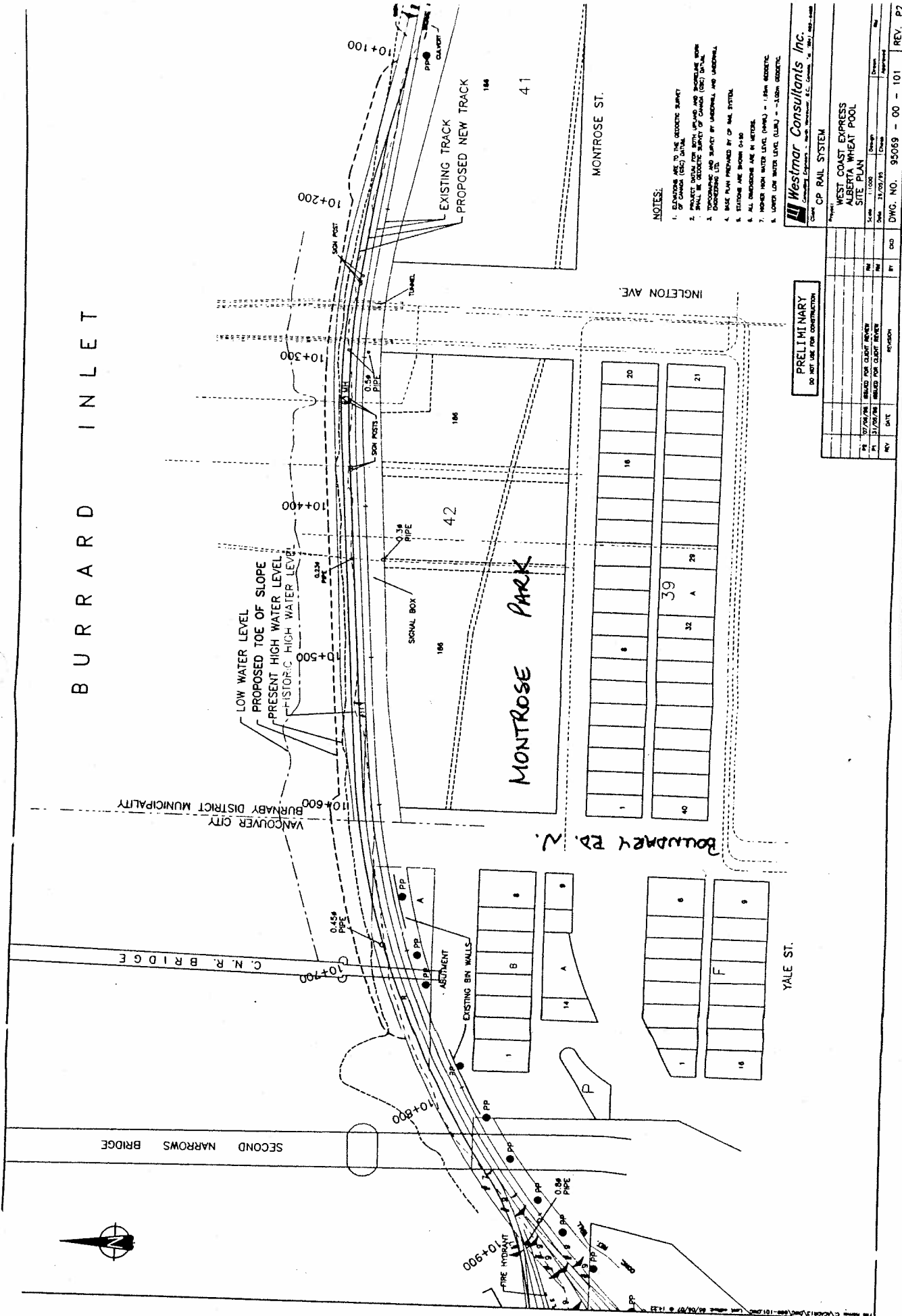
TITLE PROPOSED FILL ALONG THE BURRARD INLET EAST OF ALBERTA WHEAT POOL

SCALE 1:2000	FILE NO T10153
DATE JUNE/95	PLAN NO. ALP-FI

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FIGURE 1

BURRARD INLET



NOTES:

1. ALL DIMENSIONS ARE TO THE EXISTING SURFACE.
2. PROTECT EXISTING UTILITIES.
3. SHALL BE EXISTING SURVEY OF CANADA (CSD) DATA.
4. DIMENSIONS AND SURVEY BY UNDERGROUND AND SURFACE.
5. DIMENSIONS BY UNDERGROUND AND SURFACE.
6. ALL DIMENSIONS ARE IN METERS.
7. HIGHER HIGH WATER LEVEL (HHWL) = +1.50M ABOVE C.D.
8. LOWER LOW WATER LEVEL (LLWL) = -1.50M ABOVE C.D.
9. STATIONS ARE BROWN 0+10.
10. ALL DIMENSIONS ARE IN METERS.
11. HIGHER HIGH WATER LEVEL (HHWL) = +1.50M ABOVE C.D.
12. LOWER LOW WATER LEVEL (LLWL) = -1.50M ABOVE C.D.

**Westmar Consultants Inc.**  
 Consulting Engineers - North Vancouver, B.C. Canada, Tel. (604) 262-2288

Client: CP RAIL SYSTEM  
 Project: WEST COAST EXPRESS ALBERTA WHEAT POOL SITE PLAN  
 Scale: 1:1000  
 Date: 23/03/95  
 Drawing: 1000  
 Revision: 1

NO.	DATE	BY	CHK	DESCRIPTION
1	10/04/95	WJL	WJL	ISSUED FOR CLEARANCE
2	10/04/95	WJL	WJL	ISSUED FOR CLEARANCE
3	31/05/95	WJL	WJL	ISSUED FOR CLEARANCE

DWG. NO. 95069 - 00 - 101 REV. P2

PRELIMINARY  
 DO NOT USE FOR CONSTRUCTION

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Figure 2

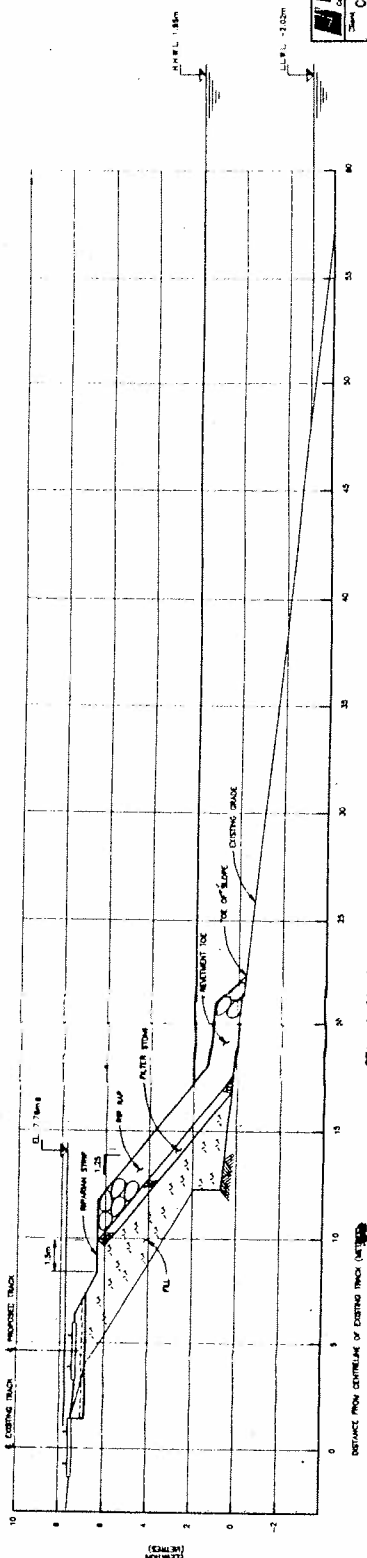
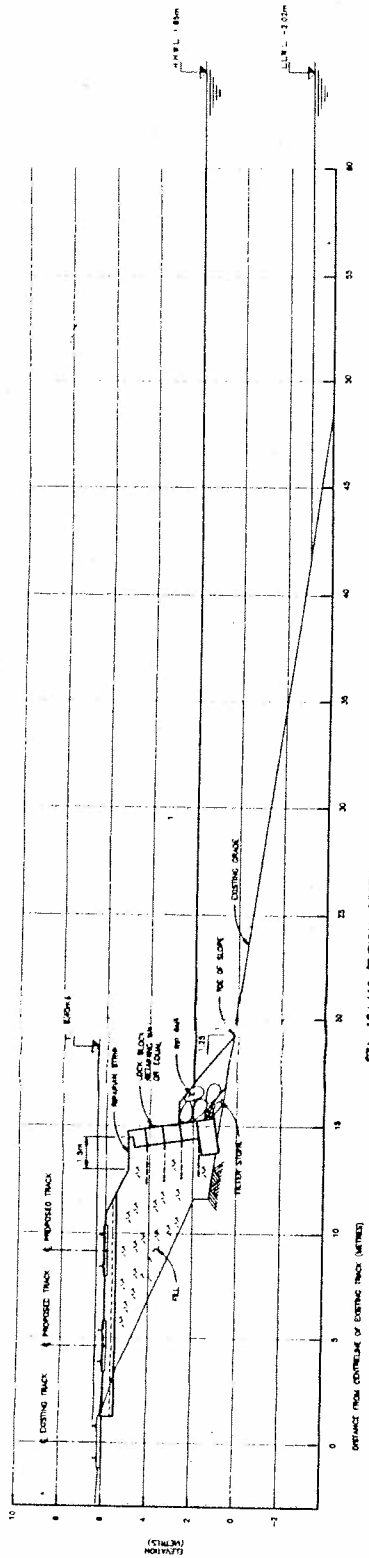
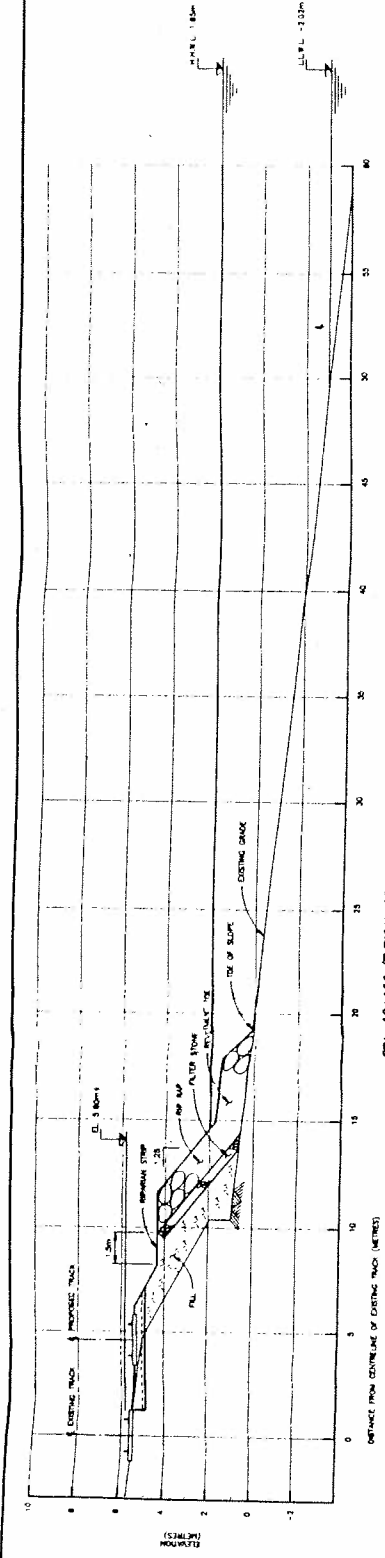
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NOTES:  
 1. QUANTITIES ARE TO BE OBTAINED FROM  
 OF CANADA (C&M) 3/1/94

**Westmar Consultants Inc**  
 Consulting Engineers - with Associate P.E. Consultants in C.M.A.A. 1982-1988

CP RAIL SYSTEM  
 WEST COAST EXPRESS  
 ALBERTA WHEAT POOL  
 CROSS SECTIONS

Scale: 1:100  
 Date: 01/08/95  
 DWG. NO. 95069 - 00 - 106  
 REV. P1



REV.	DATE	BY	CHKD	REVISION
01	07/08/95	SLD	THE CLD	REVISION

TYPICAL FILL TREATMENTS

FIGURE 3