

**TO:** CITY MANAGER

1999 DECEMBER 10

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT: REZONING REFERENCE #99-32**  
**Sperling SkyTrain Station**

**ADDRESS:** Ptn. Of 6800 Lougheed Highway  
(see **attached** Sketch #1)

**LEGAL:** Ptn. Of Lot 1, D.L. 78, Group 1, NWD Plan 74615

**FROM:** M2 General Industrial District, R2 Residential District

**TO:** CD Comprehensive Development District (based on P2 Administrative and Assembly District and the prevailing zoning of portions of the site related to the M2 & R2 Districts, and in accordance with the development plan entitled "Sperling Station" prepared by Hotson Bakker Architects)

**APPLICANT:** City of Burnaby  
4949 Canada Way,  
Burnaby, B.C. V5G 1M2

**DEVELOPER:** Rapid Transit Project 2000 Ltd.  
200 - 3875 Henning Drive  
Burnaby, B.C. V5C 6N5  
(Att: Tom Motomochi)

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2000 January 25.

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**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2000 January 10 and to a Public Hearing on 2000 January 25 at 7:30 p.m.
2. **THAT** the following be established as prerequisites to the completion of the rezoning:
  - a. The submission of a suitable plan of development.

- b. The provision of sufficient funding to cover the costs of all services and improvements necessary to serve the site in line with Section 4.0 of this report, the completion of any required legal and survey documentation, and the completion of a servicing agreement covering all requisite provisions. All services and improvements are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services and improvements.
  - c. The provision of legal authority for the Rapid Transit Project 2000 Ltd. to pursue development of the SkyTrain Station and related facilities at the subject site in line with Section 3.3 of this report.
3. **THAT** a copy of this report be sent to Rapid Transit Project 2000 Ltd., 200 - 3875 Henning Drive, Burnaby, B.C. V5C 6N5; TransLink, 1700 - 4720 Kingsway, Burnaby, B.C. V5H 4M2; and the owner of the subject property.

## R E P O R T

### 1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit the development of the Sperling SkyTrain Station and related facilities.

### 2.0 BACKGROUND

#### 2.1 SkyTrain Expansion

The regional SkyTrain expansion project is now well advanced. The expansion consists of two phases - the first phase line consists of 13 stations with four in Vancouver, seven in Burnaby and two in New Westminster. A second phase expansion line of 6 stations in Coquitlam/Port Moody is planned.

The primary developer of the SkyTrain expansion is Rapid Transit Project 2000 Ltd. (RTPO). TransLink (formerly the Greater Vancouver Transportation Authority and B.C. Transit) is also a participant in the process. The SkyTrain expansion project is being fast tracked and construction of the guideway is under way. Information brochures have been distributed and a series of public open houses have been hosted by RTPO regarding the Burnaby SkyTrain Stations.

## **2.2 Zoning Process**

The City is pursuing the rezoning applications for the stations in Burnaby. The RTPO is fully involved in these procedures and is providing the necessary information to advance the rezoning applications. This rezoning process is based on the procedures for the establishment and rezoning of the initial SkyTrain line through Burnaby. Each of the seven Burnaby SkyTrain stations is being submitted to Council for its consideration and advancement to a Public Hearing when a firm detailed design is available for the applicable station. The provision of legal authority will be needed, prior to the applicable rezoning bylaw being advanced for Final Adoption, for the RTPO to pursue development of SkyTrain station and related facilities at the applicable site where the site is privately-owned.

The current rezoning application which utilizes P2 Administration and Assembly District guidelines to encompass the SkyTrain provisions is not intended to change the rights of property-owners of the station sites related to the prevailing existing zoning, subject to an appropriate development which takes the SkyTrain facilities into consideration. However, it is expected that property owners will wish to pursue other future land uses different from the prevailing zoning and development fully compatible with SkyTrain including opportunities for higher intensity redevelopment, which would be determined through separate future amendment rezoning applications.

## **2.3 Station-related Improvements**

A range of improvements is needed to support the SkyTrain stations and related facilities. These improvements include services; roadworks; boulevards; bus loop and bus stop provisions; passenger pick-up and drop-off areas; pedestrian, cycling and urban trail provisions; traffic signals; undergrounding of existing overhead wiring; etc. Legal documentation applies including road dedications, easements, covenants and statutory rights-of-way.

It is the responsibility of RTPO and TransLink to provide the funding for these improvements and their consultants to pursue the detailed design and construction works. The Station Transit Integration Committee (STIC) comprised of RTPO, TransLink and City staff have been meeting on a weekly basis to deal with detailed station and bus facility planning as well as identifying the associated improvements. The TransLink funds are to be provided through the Municipal Integration Fund (MIF). Discussions are continuing with respect to the allocation of improvement costs between RTPO and MIF. Sufficient funding to cover the improvements needs to be assured prior to the completion of the rezoning.

## **2.4 Relationship to Official Community Plan**

The site falls within a proposed Urban Village area noted in the Burnaby Official Community Plan which was adopted by Council on 1996 June 10. Any future development on the site abutting the SkyTrain station would be subject to Comprehensive Development (CD) District rezoning application and would incorporate appropriate design and use considerations given proximity to the Sperling SkyTrain Station.

## **2.5 Advancement to Pubic Hearing**

Council on 1999 July 26 received the report of Planning and Building Department concerning the rezoning of the subject site. At that time, Council authorized the Department to work with the RTPO, the primary developer, in the preparation of a suitable plan of development with the understanding that a further and more detailed report would be submitted at a later date.

RTPO has now submitted 65% Design Review drawings for the Sperling Station with substantial working drawing and engineering consultant drawing content. The submitted plan of development is suitable for presentation to a Public Hearing.

## **3.0 GENERAL COMMENTS**

- 3.1** The proposed station is located at the south-east corner of the Lougheed Highway and Sperling Avenue, on the lawn west of the Dairyworld site. Consideration of the preliminary guidelines for SkyTrain stations outlined in the initial rezoning report continue to be pursued. Some points regarding the station site are highlighted as follows.
- 3.2** With respect to the current “working” name of the station as the “Sperling Station”, RTPO is requested to consider a station name which is not related only to its fronting street but a name that is evocative of the character, history and/or special attributes of its environs and neighbourhood. In this regard, the City will offer some naming suggestions for consideration. The current landowner, Dairyworld Foods has also indicated an interest in putting forward a suggestion.
- 3.3** Regarding the private ownership of property used for the site, RTPO will need to assure its legal authority to pursue the proposed development.
- 3.4** A significant off-street 4-bay bus loop accessed off Sperling Avenue is accommodated directly south of the station.

- 3.5 Vehicular access to the SkyTrain station for staff will be provided from Sperling Avenue through the bus-loop.
- 3.6 A traffic study is being under taken by a consultant engaged by RTPO. This may assist in clarifying traffic-related improvements.
- 3.7 An environmental site profile of the site is required and any requirements arising from the site profile will need to be addressed.
- 3.8 The GVS & DD Charge (Fraser District) of \$0.811 per sq.ft. is applicable to this development.
- 3.9 An on-site sediment control system is a requirement of Preliminary Plan Approval..

#### **4.0 STATION-RELATED IMPROVEMENTS**

Various improvements are needed to serve the SkyTrain station and station-related facilities. Sufficient funding is required to be committed by RTPO and through MIF to meet these provisions. The identified improvements and related aspects include the following:

- 4.1 The servicing and roadworks include:
- Storm and sanitary sewers and water service to service the site
  - Reconstruction of Sperling Avenue, including complete boulevard works, to final standard from Lougheed to Winston Street.
  - Provision of upgraded traffic and new signals where required.
  - Redevelopment of station frontages of Lougheed Highway and Sperling Avenue to the full City standards, including gutters, curbs, front and rear boulevards with stamped concrete sidewalks (urban trail in the case of Lougheed Highway), boulevard trees in grates and pedestrian lighting (to Brentwood Town Centre specifications)
  - Move adjacent curb and gutter on Lougheed Highway 1.3m north
  - Reconfiguration of Lougheed/Sperling intersection.
  - Reconfiguration of Sperling/Winston/Dairyland truck access intersection to accommodate the bus loop.
- 4.2 The on-street works need to accommodate taxi stands, passenger pick-up and drop-off areas and Handi-Dart area. A median fence is indicated on Sperling Avenue to discourage mid-block crossings.

- 4.3 The undergrounding of existing overhead wiring along the west side of Sperling Avenue from the south side of Winston to the north side of Lougheed is required to accommodate road works.
- 4.4 An encroachment agreement may be required for the use of a portion of the Lougheed Highway right-of-way. City consent is needed to permit the electrical substation to be located on the City-owned property on the west side of Sperling Avenue.
- 4.5 The installation of all electrical, telephone and cable servicing, and all other wiring should be underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development is required.
- 4.6 Required dedications include 6.5 to 7.5 metres along the western property line to allow for the widening of Sperling Avenue, as well as 4.5 m from the City property on the west side of Sperling.
- 4.7 Any needed easements, covenants, or statutory rights-of-way are to be provided.

## **5.0 DEVELOPMENT PROPOSAL**

### **5.1 Project Description**

The Sperling Station is located on the south-east corner of the intersection of Sperling Avenue and Lougheed Highway. The bus loop is located south of the station. The front door to the station house faces the bus loop and is at the same level as the bus loop. The station ground floor is substantially higher than the intersection of Sperling and Lougheed with steps and ramping provided. Pedestrian access to the station will be from:

- the on-site bus loop
- the corner cross-walk via the Lougheed Highway urban trail frontage
- passenger pick-up and drop-off areas on Sperling Avenue

The station itself is a side platform configuration. Access to the platform is provided by elevator, escalator and stairs. The platform area is fully enclosed with a complete roof and fully glazed side walls. The station is given a dominant roof form, in the area of the station house, to create a landmark design. Extensive tree planting is proposed around the base of the station with a broad lawn area along Sperling Avenue and the south side of the Lougheed Highway.

An electrical substation is to be located west of the station on City property across Sperling Avenue.

## 5.2 Statistical Summary

### Site Area (approx.)

Station and bus loop	-	5,410m <sup>2</sup> /58,200 sq.ft.
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### Site Coverage:

Aerial Footprint	-	1,678 m <sup>2</sup> /18,062 sq.ft.
At Grade Building Footprint	-	658 m <sup>2</sup> /7,083 sq.ft.

### Gross Floor Area:

Public Circulation Areas (ground and platform levels)	-	1,241 m <sup>2</sup> /13,358 sq.ft.
Ancillary (mechanical, staff)	-	201.5m <sup>2</sup> /2,169 sq.ft.
Commercial	-	<u>30.5m<sup>2</sup>/328 sq.ft</u>
TOTAL	-	1,473 m <sup>2</sup> /15,852 sq.ft.

### Dimensions:

Length of Platform	-	82.5 m/271 ft.
Height to Top of Structure	-	14.6 m/50 ft.
Width of Station House	-	27.5 m/90 ft.

### Vertical Circulation:

Stairs	-	2 in station
	-	2 emergency
Elevators	-	2 in station
Escalators	-	2 in station

### Entries:

Two Main Entries	-	facing north to Lougheed Highway and south to bus loop
Future Turnstiles	-	on ground (concourse) level

### Off Street:

Bus Loop	-	4 bays
Staff Parking	-	3 spaces
Bicycle Lockers	-	10 spaces
Bicycle Racks	-	10 spaces

On-Street

Pick-up and drop-off areas, taxi stand, Handi-Dart area

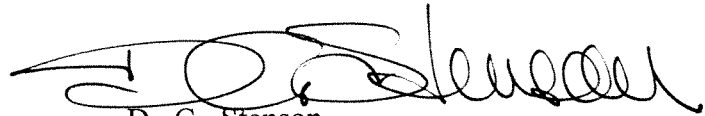
Materials & Features:

Exterior Materials

- glass, metal panel and polished concrete block

Public Art

- curved window wall of textured and bevelled art glass on concourse level.

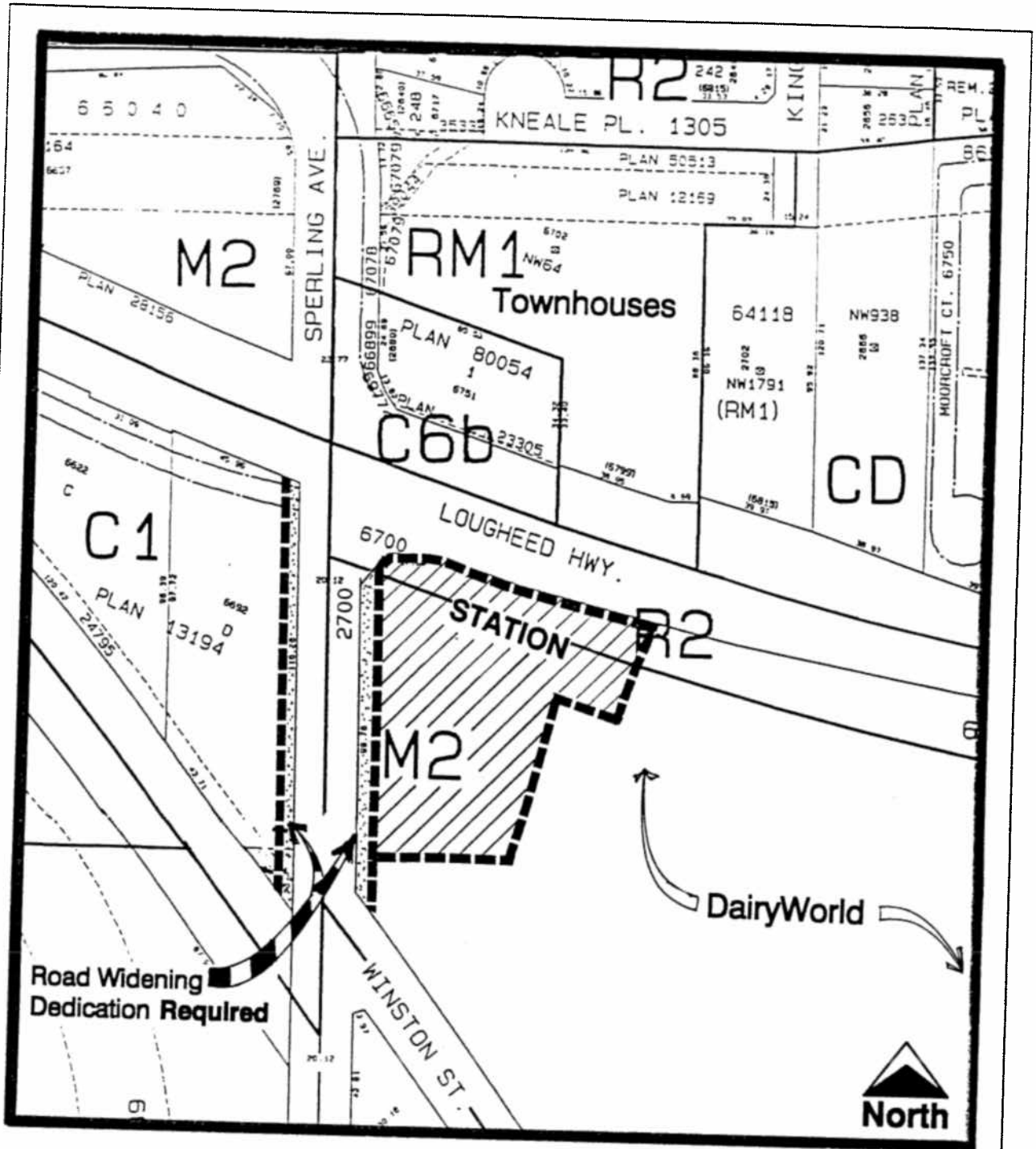


D. G. Stenson  
Director Planning and Building

RR:KI:gk  
Attach

cc: Director Engineering  
Director Parks, Recreation and Cultural Services  
City Solicitor  
City Clerk





Planning And Building Department

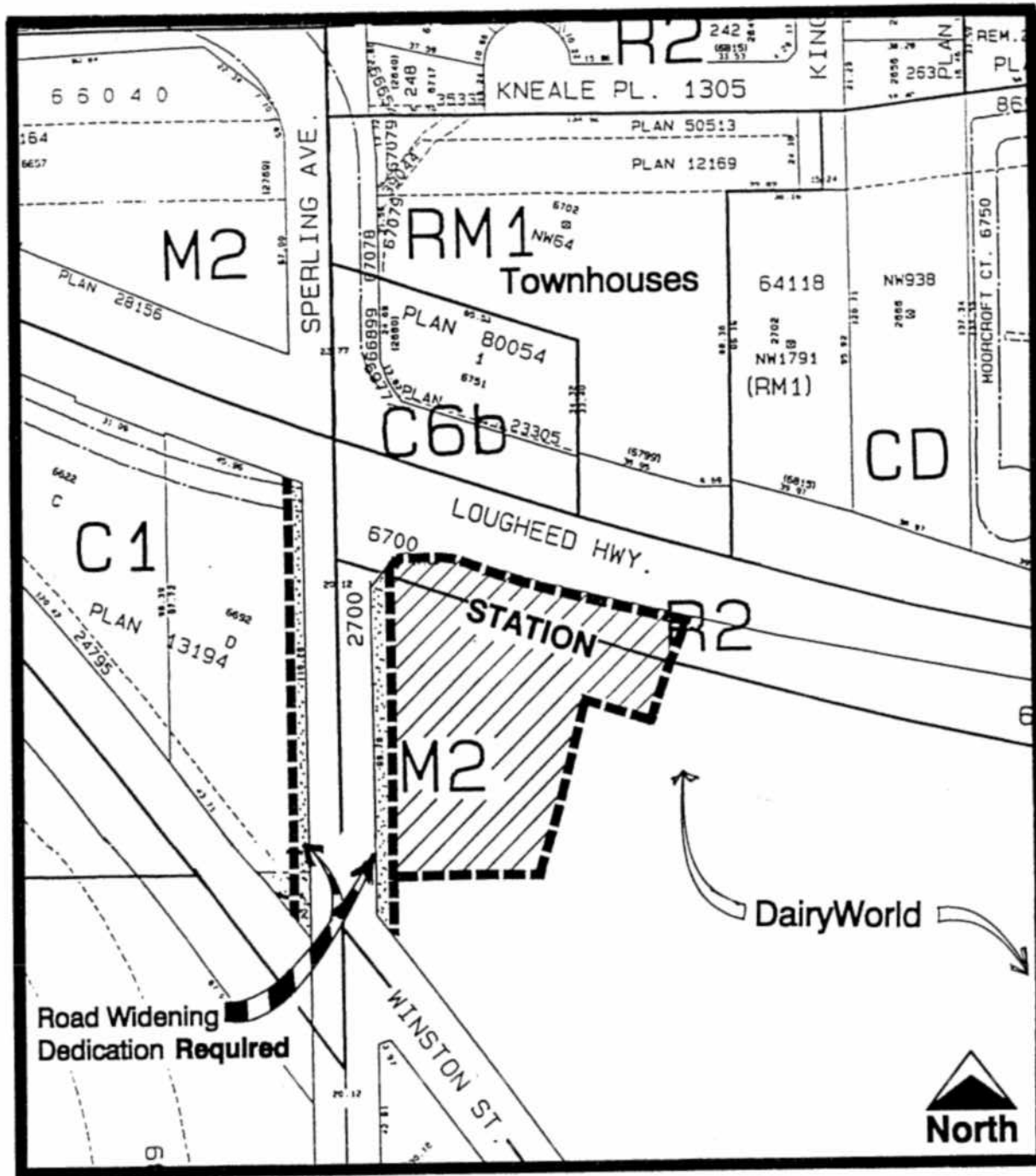
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Date: Dec.1999

**Sperling SkyTrain Station**  
Rez.Ref. 99 - 32

Sketch # 1



Planning And Building Department

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Sketch # 1