

TO: CITY MANAGER

1999 DECEMBER 7

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: REZONING REFERENCE #99-29
Gilmore SkyTrain Station

ADDRESS: Ptn. Of 4120 and Ptn. Of 4160 Lougheed Highway and
Ptn. Of 4161 Dawson Street (see attached Sketch #1)

LEGAL: Ptn. Of Parcel "A", Ref. Plan 11251 & B/L 52808, Block 8,
D.L. 119, Group 1, NWD Plan 206
Ptn. of Lots B and D, D.L. 119, Group 1, NWD Plan 69931

FROM: M1 Manufacturing District, CD Comprehensive Development
District (based on M5 Light Industrial District and C1
Neighbourhood Commercial 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 M1 and CD(M5 and C1 Districts,
and in accordance with the development plan entitled "Gilmore
Avenue Station" prepared by Busby & Associates 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: Michael Millar)

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

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.
 - d. The approval of the Ministry of Transportation and Highways to the rezoning application.
3. **THAT** the Brentwood Town Centre Development Plan be amended to accommodate the Gilmore Avenue SkyTrain Station as outlined in Section 2.4 of this report.
4. **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 property owners on which the station is located.

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 Gilmore 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 are 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 Brentwood Town Centre Development Plan

The site falls within the Brentwood Town Centre Development Plan (see attached Sketch #2), which was adopted by Council on 1996 June 10, and is designated for development as high density residential (Lots C and D and portion of Rem. 8), public open space (portion of Rem 8) and industrial (Lots A and B) (see attached Sketch #1). In the adopted Brentwood Town Centre Development Plan, the Gilmore transit station was shown located at Loughheed and Gilmore, one block north of the location which is currently being proposed at Dawson and Gilmore. This change is due to adjustments from the earlier proposed routing of the rapid transit route, causing the transit line (now SkyTrain) to enter Burnaby from the west further to the south than originally expected. Due to this alignment modification, a minor adjustment to the Brentwood Town Centre Development Plan is being recommended which accommodates the SkyTrain station at the location as proposed in this report. Any future development on the sites abutting the SkyTrain station would be subject to Comprehensive Development (CD) District rezoning applications and would incorporate appropriate design and use considerations given their proximity to the Gilmore SkyTrain Station.

2.5 Advancement to Public 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 Gilmore 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 oriented diagonally in a north-easterly direction at the north-east corner of Gilmore Avenue and Dawson Street. 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 “Gilmore Station”, RTPO is requested to consider a station name which does not just correspond to its fronting street but a name that is evocative of the character, history and/or special attributes of its environs and neighbourhood including its location within the Brentwood Town Centre. In this regard, the City will offer some naming suggestions for consideration.
- 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 Vehicular access to the SkyTrain station for staff will be provided through the existing parking lot to the east of the site which is accessed from Totem Court.
- 3.5 A traffic study is being undertaken by a consultant engaged by RTPO. This may assist in clarifying traffic-related improvements.
- 3.6 An environmental site profile of the site is required and any requirements arising from the site profile will need to be addressed.
- 3.7 Any significant trees in the vicinity, particularly on the privately-owned property on the portion not directly impacted by the station siting are to be identified for protection against damage during the SkyTrain construction period.
- 3.8 The GVS & DD Charge (Vancouver District) of \$0.443 per sq.ft. is applicable to this development.
- 3.9 An on-site sediment control system is a requirement of Preliminary Plan Approval.
- 3.10 Due to the proximity to the Trans Canada Highway, Ministry of Transportation and Highways’ approval to this rezoning application will be required prior to Final Adoption.

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 Gilmore Avenue, including complete boulevard works, to final standard from the southbound bus stop south of Dawson Street, north to the Lougheed Highway.
 - Provision of upgraded traffic signals where required.
 - Redevelopment of station frontages of Dawson Street and Gilmore Avenue to the full City standards, including gutters, curbs, front and rear boulevards with stamped concrete sidewalks, boulevard trees in grates and pedestrian lighting (to Brentwood Town Centre specifications)
- 4.2 The on-street works need to accommodate bus stops and shelters, taxi stands, passenger pick-up and drop-off areas and Handi-Dart area. A median fence is indicated on Gilmore Avenue to discourage mid-block crossings.
- 4.3 The undergrounding of existing overhead wiring along the east side of Gilmore Avenue from the south side of Dawson Street to Lougheed Highway is required.
- 4.4 The installation of all electrical, telephone and cable servicing, and all other wiring 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.
- 4.5 Required dedications include 5.75 metres along the western property line to allow for the widening of Gilmore Avenue, 2.1 metres to 1.5 metres along the southern property line to allow for the provision of separated sidewalks and a 6 metre by 6 metre truncation at the corner of Gilmore and Dawson. A 3 metre dedication along the north property line of 4120 Lougheed Highway is also indicated.
- 4.6 Any needed easements, covenants, or statutory rights-of-way are to be provided.

5.0 DEVELOPMENT PROPOSAL

5.1 Project Description

The proposed development is for a SkyTrain station to be oriented diagonally in a north-easterly direction at the north-east corner of Gilmore Avenue and Dawson Street. The station will have three levels in total: ground, mezzanine and platform. Stairs, escalators and elevators will service the access between the various levels of the station. The ground level plaza will face the corner of Dawson and Gilmore and will serve as the main entry point into the station. Aspects of the station design include:

- a corner plaza integrated into street-side facilities such as bus stops with shelters, passenger pick-up and drop-off area, taxi stand and Handi-Dart area.
- plaza to also include a public art display and a retail space at the ground level of the station.
- mezzanine level to consist of some service and mechanical facilities for the station as well as a small additional retail outlet.
- provisions for possible future connection from the mezzanine level directly to development abutting the station.
- platform level consists of two side-loading platforms and include Designated Waiting Areas (DWA's) which include special lighting and emergency telephones.
- an electrical substation located across the street from the main station at the south west corner of Gilmore and Henning. The substation is to be concealed by a berm and landscaping along its eastern side facing Gilmore Avenue. The substation has a site area of 420m² (4,521 sq.ft.) and a floor area of 234m² (2,519 sq.ft.) with a height of 6.3m, width of 9m and length of 26m.

5.2 Statistical Summary

Site Area (approx.)

Station	-	1,980 m ² /21,313 sq.ft.
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Site Coverage:

Aerial Footprint	-	1,810 m ² /19,483 sq.ft.
At Grade Building Footprint	-	350 m ² /3,767 sq.ft.

Gross Floor Area:

Public Circulation Areas (ground, mezzanine, and platform levels)	-	1,384 m ² /14,898 sq.ft.
Ancillary (mechanical, staff)	-	257 m ² /2,766 sq.ft.
Commercial	-	<u>196 m²/2,110 sq.ft.</u>
TOTAL	-	1,837 m ² /19,774 sq.ft.

Dimensions:

Length of Platform	-	82.5 m/271 ft.
Height to Top of Structure	-	17 m/56 ft.
Width of Station House	-	24 m/78 ft.

Vertical Circulation:

Stairs	-	1 from ground to mezz. 2 from mezz. to platforms 2 emergency from platforms to ground
Elevators	-	2 from ground to platforms
Escalators	-	1 from ground to mezz. 2 from mezz. to platforms

Entries:

Main Entry	-	From plaza at north east corner of Gilmore and Dawson
Future Turnstiles	-	on mezz.

Off Street:

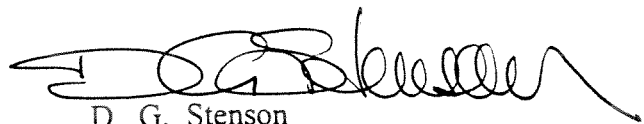
Staff Parking	-	2 spaces
Bicycle Lockers	-	20 spaces
Bicycle Racks	-	10 spaces

On-Street

Pick-up and drop-off areas, bus stops with shelters, taxi stand, Handi-Dart area

Materials & Features:

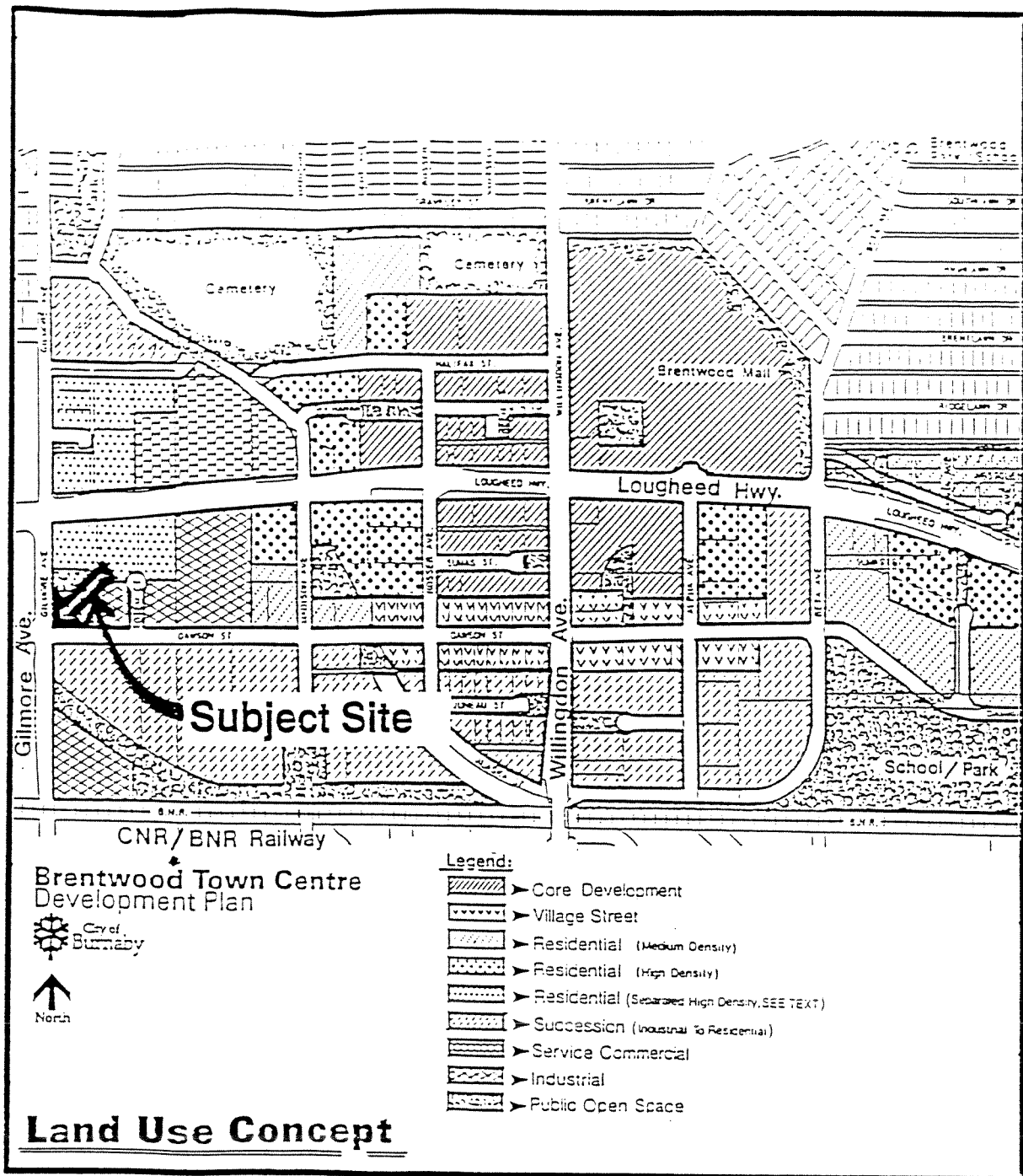
Exterior Materials	-	Glass, concrete and metal panels with steel structure
Public Art	-	On plaza between main stair and escalator



D. G. Stenson
Director Planning and Building

PSF:KI:gk
Attach

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



Planning And Building Department



Scale: N.T.S.

Drawn By: J.P.C.

Date: Dec.1999

Gilmore SkyTrain Station
Rez.Ref. 99 - 29

Sketch # 2



