

**TO:** CITY MANAGER

1999 DECEMBER 7

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT: REZONING REFERENCE #99-31**  
**Holdom SkyTrain Station**

**ADDRESS:** Ptn. Of 5650 Lougheed Highway  
 (see **attached** Sketch #1)

**LEGAL:** Ptn. Of Lot E Except: Firstly: East 33 ft & Secondly: Part  
 Now on Road Statutory Right-of-Way, Plan 21112, Thirdly:  
 Part Now on Statutory Right-of-Way, Plan 4800, D.L. 125,  
 Group 1, NWD Plan 3436

**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 and R2 Districts, and in  
 accordance with the development plan entitled "Holdom 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 Holdom 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 need 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, in the “Holdom LRT Station Related Study Area”. The site is also located within a designated Urban Village as outlined in the Official Community Plan. An area plan review is intended to be pursued for the area. Any future development on the site abutting the SkyTrain station would be subject to Comprehensive Development (CD) District rezoning applications and would incorporate appropriate design and use considerations given proximity to the Holdom 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 Holdom 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-west corner of the Lougheed Highway and Holdom Avenue, in front of the former Revy building. 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 “Holdom 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.
- 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 probably be provided from Holdom Avenue through a public plaza area between the station and the bus-loop.

- 3.5 A small on-site bus loop is proposed, located just south of the station, to accommodate one bus bay including a turnaround accessed off Holdom Avenue.
- 3.6 A traffic study is being undertaken by a consultant engaged by RTPO. This may assist in clarifying traffic-related improvements. A right-turn lane from Lougheed eastbound to Holdom southbound is to be confirmed through the traffic study. In any case, appropriate clearances between the right-turn lane proposal and the station structures with sufficient width to accommodate a proper curb sidewalk needs to be provided north of the station.
- 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 Holdom Avenue, including complete boulevard works, to final standard from Lougheed to Goring Street (west side) and from Lougheed to existing Coastal Ford driveway (east side) or further subject to traffic study.
  - Provision of upgraded traffic signals where required.
  - Redevelopment of station frontages of Lougheed Highway and Holdom 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).
  - Right-turn lane from Lougheed eastbound to Holdom southbound and intersection improvements if confirmed through the traffic study.
  - urban trail link around south side of station.
  - Lougheed Highway improvements related to westbound left-turn lane and sidewalk to bus stop on the north side.

- 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.
- 4.3 The undergrounding of existing overhead wiring along the east side of Holdom Avenue is required where necessary to accommodate road works.
- 4.4 An encroachment agreement is required for the use of a portion of the Lougheed Highway right-of-way. Potential conflicts with existing Hydro and storm sewer services and the planned sidewalk need to be resolved
- 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 3.6 metres along the eastern property line to allow for the widening of Holdom Avenue, and a 3.05 metre dedication along the west half of the north property line to allow for the widening of the Lougheed Highway.
- 4.7 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 located on the south-west corner of Holdom Avenue and the Lougheed Highway. The station house entry faces east, toward the intersection of Holdom and Lougheed. At the ground (concourse) level, the station house is designed with elevator, escalator and stair access to the platform level above. The station house is fully glazed for security and weather protection.

At the upper level, the station is a side platform configuration. Fully glazed walls produce transparency for visual security as well as wind and rain protection. A curved, barrel vault roof covers both platforms and guideways to provide excellent weather protection.

An electrical substation (10.55m wide x 24.m long x 5.2m high) is located west of the station with a landscaped area and urban trail separating it from the Lougheed Highway.

## 5.2 Statistical Summary

### Site Area (approx.)

Station and bus loop	-	3,860m <sup>2</sup> /41,500 sq.ft.
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### Site Coverage:

Aerial Footprint	-	1,768 m <sup>2</sup> /19,031 sq.ft.
At Grade Building Footprint	-	577 m <sup>2</sup> /6,211 sq.ft.

### Gross Floor Area:

Public Circulation Areas (ground, and platform levels)	-	1,119 m <sup>2</sup> /12,045 sq.ft.
Ancillary (mechanical, staff)	-	215m <sup>2</sup> /2,314 sq.ft.
Commercial	-	<u>28 m<sup>2</sup>/301 sq.ft.</u>
TOTAL	-	1,362 m <sup>2</sup> /14,660 sq.ft.

### Dimensions:

Length of Platform	-	84.8 m/278 ft.
Height to Top of Structure	-	13.2 m/43 ft.
Width of Station House	-	23.2 m/76 ft.

### Vertical Circulation:

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

### Entries:

One Main Entry	-	facing east
Future Turnstiles	-	on ground (concourse) level

### Off Street:

Bus Loop	-	one bay and turnaround only
Staff Parking	-	3 spaces
Bicycle Lockers	-	20 spaces
Bicycle Racks	-	10 spaces

On-Street

Passenger pick-up and drop-off areas, bus stop with shelter, taxi stand,  
Handi-Dart area

Materials & Features:

Exterior Materials

- glass, concrete and polished concrete block

Public Art

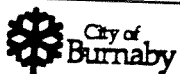
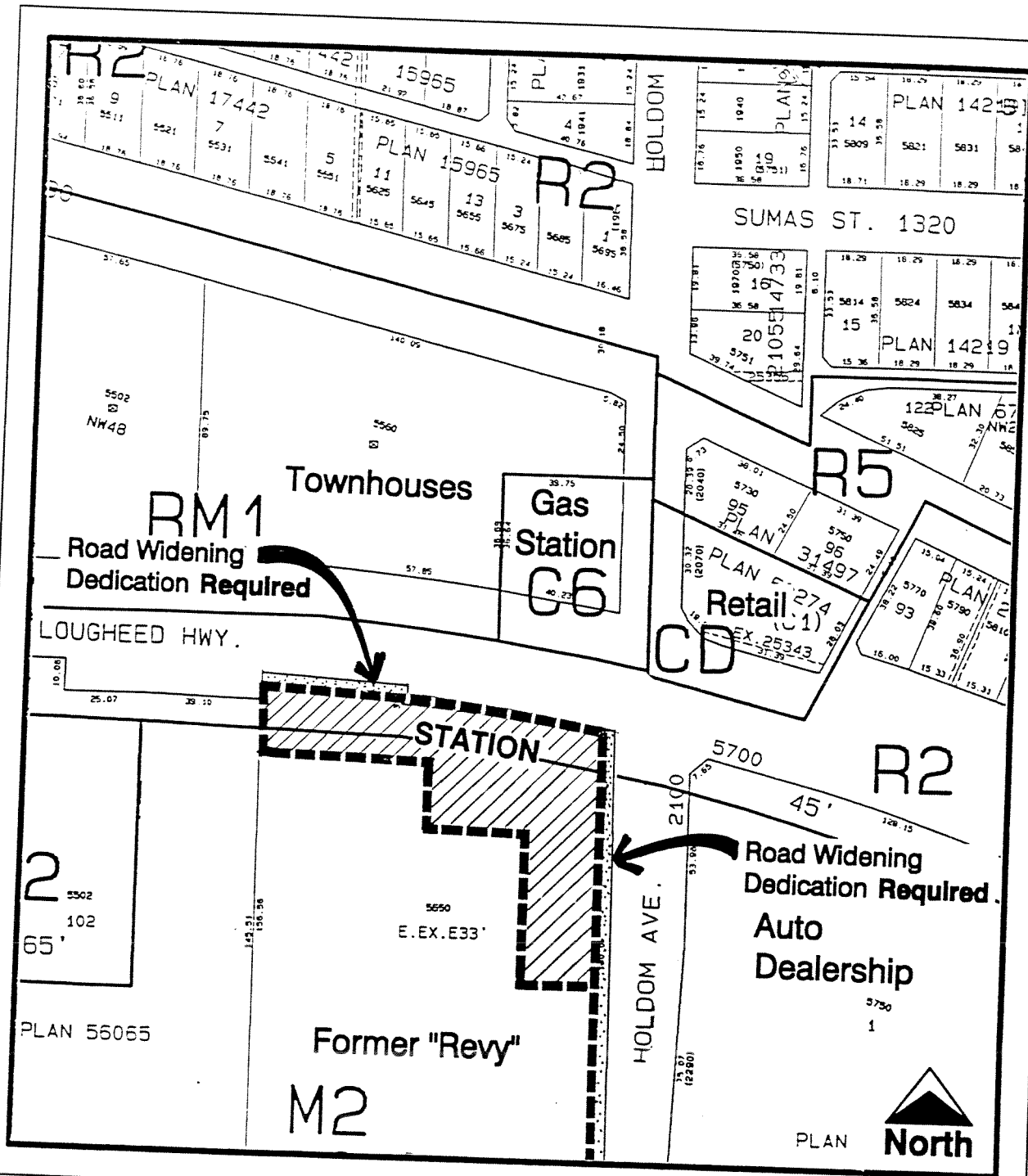
- glass and acrylic light monitors/lanterns on the barrel vault roof of the station



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

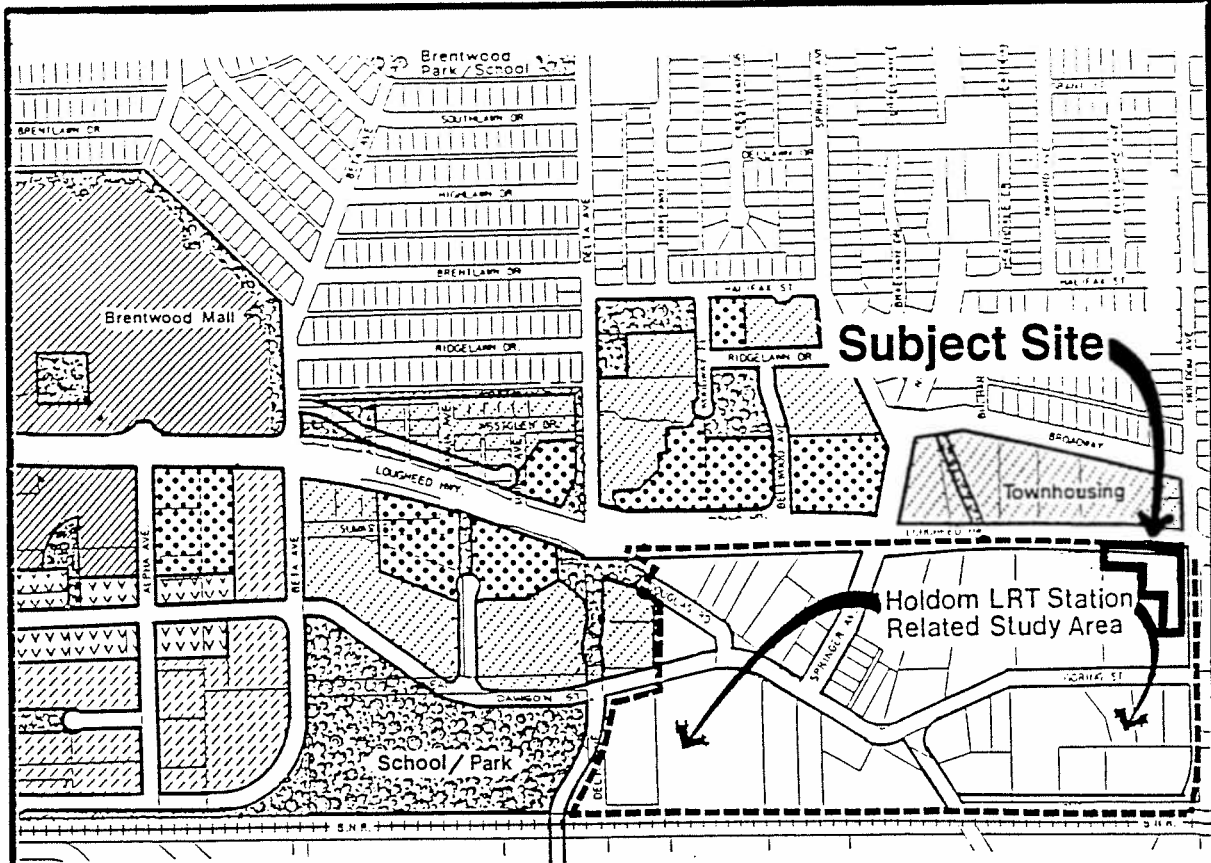
Scale: 1 = 2000

Drawn By: J.P.C.

Date: Dec.1999

**Holdom SkyTrain Station**  
Rez.Ref. 99 - 31

Sketch # 1



## Brentwood Town Centre Development Plan



North

### Legend:

- Core Development
- Village Street
- Residential (Medium Density)
- Residential (High Density)
- Residential (Separated High Density, SEE TEXT)
- Succession (Industrial To Residential)
- Service Commercial
- Industrial
- Public Open Space

## Land Use Concept



Planning And Building Department



Scale: N.T.S.

Drawn By: J.P.C.

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**Sketch # 2**