

TO: CITY MANAGER 2002 August 7

FROM: DIRECTOR PLANNING AND BUILDING OUR FILE:

SUBJECT: TREATMENT OF SLOPE ON THE NORTH SIDE OF LOUGHEED HIGHWAY BETWEEN PRODUCTION WAY AND GAGLARDI WAY.

PURPOSE: To seek Council approval for a proposal on sharing arrangement to improve the slope treatment on the north side of Lougheed Highway between Production Way and Gaglardi Way.

RECOMMENDATIONS:

1. **THAT** Council approve a cost sharing arrangement with Rapid Transit Project 2000 (RTP) and TransLink for the upgrading of the slope treatment on the north side of Lougheed Highway between Production Way and Gaglardi Way as outlined in Section 2 of this report, with the City's contribution towards landscaping not to exceed \$50,000 (including GST).
2. **THAT** Council authorize staff to bring down a Capital Reserve Expenditure Bylaw in the amount of \$50,000 (inclusive of GST) for the purposes as outlined in this report.

REPORT

1.0 BACKGROUND

From the outset of the Millennium SkyTrain project, Council and staff have been pursuing an objective of achieving the best possible integration of the system within the City in terms of land use, the functioning of Lougheed Highway and urban design.

To address the complexity of the issues associated with the project, Council at its meeting of 2000 March 13 approved an Access Agreement with Rapid Transit Project 2000 (RTP2000) that detailed the associated works to be done within the City. The bulk of these identified works related to improvements around the drip lines of the station areas.

The SkyTrain Millennium Line is now nearing completion. As the construction winds down, the Rapid Transit Project Office (RTPO) is being gradually disbanded and opportunities to address remaining issues to the City's satisfaction will diminish.

This report provides information on such a remaining issue and presents a solution that would involve the City in contributing budgeted funds to supplement work agreed to be undertaken by RTPO and TransLink in addressing a particularly deficient urban design element related to the introduction of SkyTrain along the north side of the Lougheed Highway between Production Way and Gaglardi Way.

2.0 DISCUSSION

Between Production Way and Gaglardi Way on the north side of the Lougheed Highway, there is a particularly complex sloping site extending east of the Production Way/University Station. This slope accommodates the support columns for the SkyTrain guideway including exposed steel caissons at the base of the columns. To protect the integrity of the caissons, large concrete blocks form intermittent support walls. At the same time, TransLink's Queue Jumper Project has widened the Lougheed Highway pavement on the north side of the highway. Between the widened highway and the base of the slope is the City's urban trail to provide pedestrian and bicycle access to and from the station. Above the urban trail, the sloping area was seeded and left to grow with no maintenance intended. The resultant urban design presented to the traveling public and the users of the urban trail is as shown on the **attached Figure 1**.

Recognizing the unacceptable condition of this situation, staff approached RTPO with a view to developing an achievable solution. With this in mind, staff developed a concept based on an extension of the slope treatments used at Lougheed and Brentwood Town Centres involving a series of retaining walls and decorative metal covers to shield the exposed caissons and the foundations of the station buildings. Supplementing the retaining walls and metal covers would be low maintenance shrubbery planting to treat the existing exposed and rough graded slope. The height of the wall and the landscaping treatment have been developed to maintain a proper pedestrian scale with the urban trail component. The concept sketch for this improvement is as shown on the **attached Figures 2 and 3**.

The Access Agreement between the City and RTP2000 does not address any required improvements in this particular section given its location outside of the station areas. Using the "like for like" criteria for such areas, RTP2000 would be expected to regrade and reseed the slope following the guideway construction through this section. Notwithstanding, RTPO and TransLink share staff's concern that the poor image currently presented is not in the best interests of the agencies involved or the City. To this end, RTPO and TransLink have been co-operative during the recent discussions and have agreed to cover the cost of design and construction of the retaining walls and the decorative metal covers for the bases of the exposed caissons. This component of the project is estimated to cost approximately \$175,000 with the funds to come from the system wide Municipal Integration Contingency Fund (MIF). This is the maximum funding amount that can be made available from this contingency fund.

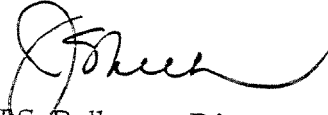
To help complete the project, staff indicated that they were prepared to recommend the expenditure of an amount not to exceed \$50,000 for the landscaping component of the project, beyond that to be undertaken by RTPO in relation to the adjacent station improvements. Sufficient Capital Reserves are available and this project was included under the 2002 Community Plan Implementation component of the 2002-2006 Annual Capital Project.

3.0 CONCLUSION

Unless remedial steps are taken, the slope adjacent to the Lougheed Highway between Production Way and Gaglardi Way will persist as a blight on the Burnaby landscape. The concept to address the shortcomings represents a modest and affordable solution that provides a more consistent and acceptable treatment along this highly visible and strategic location within the Lougheed Corridor.

With the cooperation of RTP 2000 and TransLink, an approach has been developed that would see those agencies co-fund the required retaining walls and decorative caisson covers through the use of remaining Municipal Integration Funds (MIF) with the City contributing a more minor share for landscaping improvements.

As such, staff are recommending that a Capital Reserve Expenditure Bylaw in the amount of \$50,000 (inclusive of 7% GST) be brought down to finance the City's portion of this project.


J.S. Belhouse, Director
PLANNING AND BUILDING

IW:JSB/mw

Attachment(3)

cc: Director Engineering
Director Finance
Solicitor
Director Parks, Recreation & Cultural Services



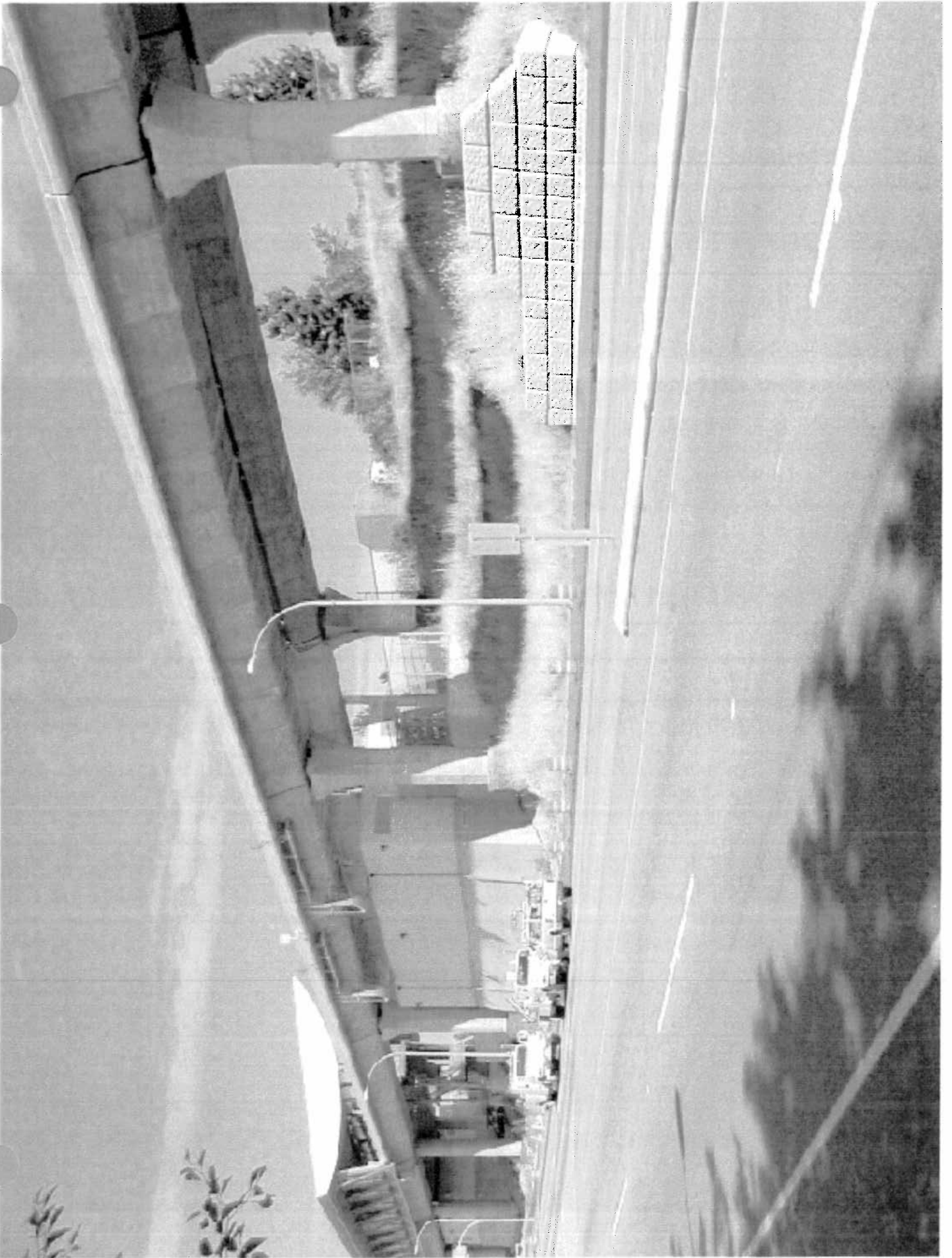


Figure 1





Figure 2



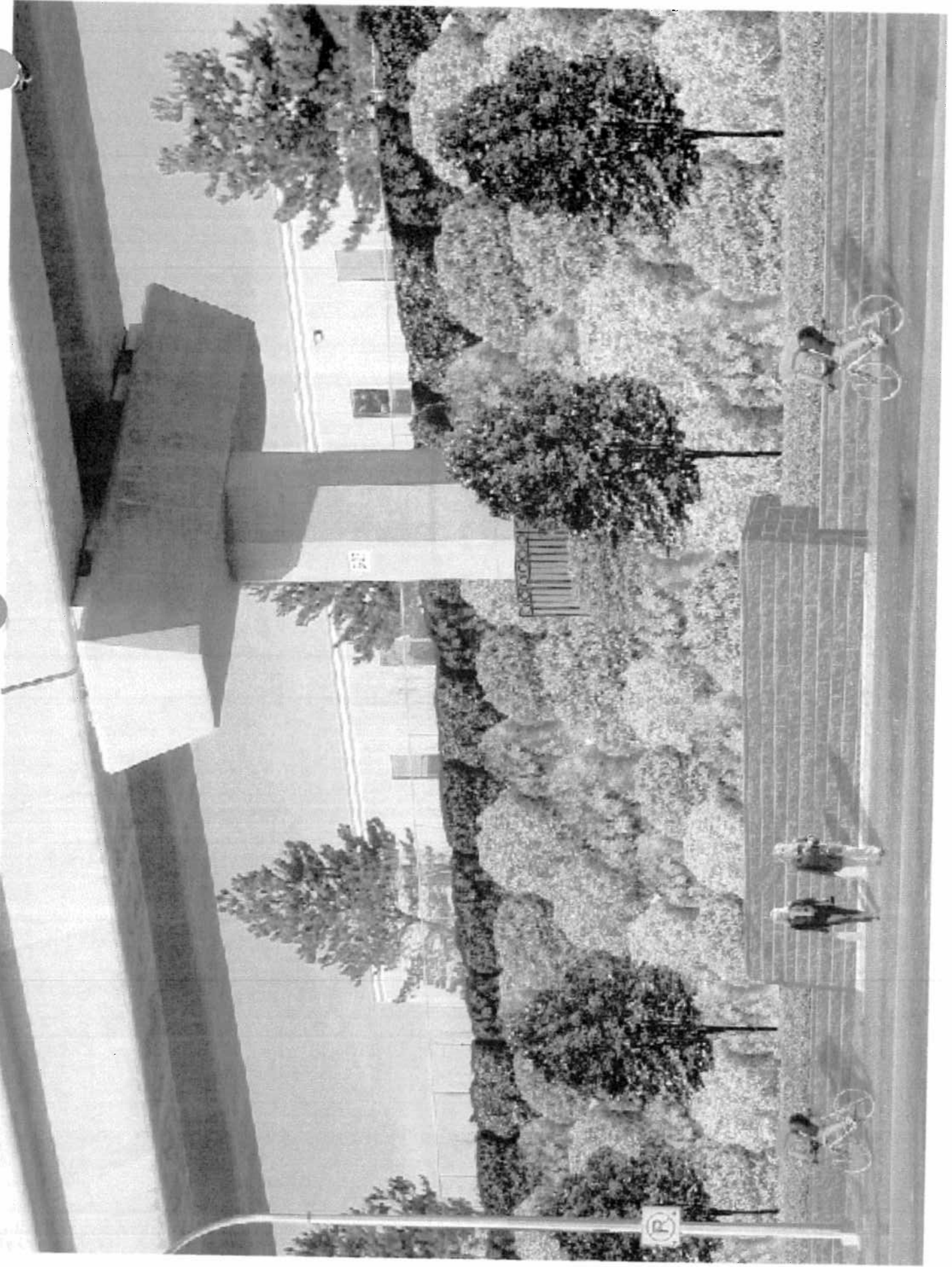


Figure 3

