



Item.....
Meeting .....2014 June 23

COUNCIL REPORT

**TO:** CITY MANAGER 2014 June 18

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT: REZONING REFERENCE #13-12**  
**Metrotown SkyTrain Station Expansion Project**  
Subarea # 7, Metrotown Development Plan Area

**ADDRESS:** Metrotown SkyTrain Station (see *attached* Sketches #1 and #2)

**LEGAL:** Parcel "B" (Statutory Right-Of-Way Plan 3962) of District Lot's 99, 151, 152 and 153, Group 1, New Westminster District

**FROM:** CD Comprehensive Development District (based on P2 Administration and Assembly District)

**TO:** Amended CD Comprehensive Development District (based on P2 Administration and Assembly District and the development plan entitled "Metrotown Station Upgrades" prepared by Via Architecture)

**APPLICANT:** TransLink  
Infrastructure Planning  
400 – 287 Nelson's Court  
New Westminster, BC V3L 0E7  
(Attention: Jennifer MacLean)

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2014 July 22.

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**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2014 July 07 and to a Public Hearing on 2014 July 22 7:00 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 completion of partnership agreements related to a grade separated crossing of Central Boulevard and the provision of a civic plaza around the station, as outlined in Section 3.3 of this report.

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- c) The granting of any necessary statutory rights-of-way, easements and/or covenants, as outlined in Section 3.3 of this report.
- d) The provision of public washroom facilities.
- e) The provision of bicycle storage facilities.
- f) The submission of a detailed comprehensive sign plan.
- g) The deposit of the applicable Metrotown Public Open Space Charge.
- h) The deposit of the applicable Metrotown Grade-separated Pedestrian Linkage Charge.

## **R E P O R T**

### **1.0 REZONING PURPOSE**

The purpose of the proposed rezoning bylaw amendment is to accommodate the expansion of the existing Metrotown Station. The proposed development involves the expansion and the architectural enhancement of the existing station to accommodate projected ridership demands over the next 30 years and to improve accessibility, safety, comfort and convenience of transit use within the core area of the Metrotown Town Centre.

### **2.0 BACKGROUND**

2.1 On 2013 May 27, Council received the report of the Planning and Building Department regarding the rezoning of the subject Metrotown Station, and authorized the Department to work with the applicant 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.

2.2 As noted in the initial report to Council, the preliminary concepts and principles of the proposed Metrotown Station Concept are premised on an objective to encourage all modes of transportation within the Metrotown Town Centre through a comprehensive and integrated transportation system for pedestrians, cyclists, transit users (SkyTrain and bus) and vehicles. A part of this objective is the delivery of a highly urban transit system that is integrated with the surrounding neighbourhood, and provides a safe, vibrant and pedestrian-oriented public realm with connectivity and linkages to other parts of the Town Centre.

The preliminary guiding principles for the Metrotown Station Concept include:

- to improve and enhance the functionality, efficiency and accessibility of the station and station area for pedestrians, cyclists, and transit users;

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- to develop a transit system that is integrated, convenient and accessible to all persons and levels of ability;
- to ensure that the station and bus loop are physically, visually, and functionally integrated with the surrounding neighbourhood and adjacent land uses;
- to provide enhanced pedestrian linkages between the SkyTrain, bus loop, adjacent BC Parkway, and major civic, commercial, recreational and tourist centres within the Metrotown core;
- to enhance the relationship of the SkyTrain station to Central Boulevard (to the north) and the Beresford Street Art Walk/Celebratory Street (to the south);
- to create a safe, vibrant and active station area at the street level during day-time and night-time hours throughout the year;
- to create an attractive station and high-quality public realm, including the provision of public amenities and commercial services;
- to contribute towards the development of the character and identity of the surrounding neighbourhood; and,
- to contribute towards the development of a Metrotown downtown core, which is connected to other parts of the Town Centre.

Over the past year, TransLink has been working with City staff on a refinement of the concepts for the proposed Metrotown Station expansion to ensure that the proposed development concepts meet broader community and Town Centre objectives, which are to encourage all modes of transportation within Metrotown; integrate the station with the surrounding neighbourhood; enhance the urban public realm; and, contribute towards a more connected downtown urban core with other parts of the Town Centre.

2.3 The applicant has now submitted a plan of development suitable for presentation to a Public Hearing. The letter of intent from TransLink for the rezoning is *attached*.

### **3.0 GENERAL**

3.1 The proposed development involves the expansion and the architectural enhancement of the existing Metrotown SkyTrain station to accommodate projected ridership demands over the next 30 years and improve accessibility, safety, comfort and convenience of transit use with the core area of the Metrotown Town Centre. Key development concepts of the expansion include:

- the provision of new station houses at the central, east and west entries, which improve access to and from the station to adjacent commercial developments, transit, and nearby civic and park amenities within the Metrotown Town Centre;
- provision of a new (replacement) passerelle, connecting from the central station house to commercial and mixed-use developments on the north side of Central Boulevard;

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- expansion of the ground plane (station area), including provision of commercial services and amenities, public washrooms, bicycle storage, pedestrian canopies; plaza furniture and lighting;
- enhancement of bus services along Central Boulevard, adjacent to the Metrotown SkyTrain station;
- enhancement of the existing bus loop within the Metropolis at Metrotown Shopping Centre site for continued use for bus services, including Handy-Dart; and,
- public realm improvements, including south of the Metrotown SkyTrain Station (BC Parkway), east entrance plaza, and at key pedestrian crossings on Central Boulevard.

To complement the high-pedestrian activity associated with the Metrotown station, bus loop and Town Centre core area, a highly urban landscape treatment of the ground plane is proposed, which primarily consists of hardscape (saw-cut concrete paving), perimeter trees, pedestrian lighting and street furniture. The landscape design also provides for way-finding and connectivity to pedestrian and open space linkages to other major commercial, civic and tourism destinations within the Town Centre.

It is noted that the works related to the Metrotown SkyTrain station and related station house areas, for which TransLink has committed to under the subject rezoning, are funded primarily by senior levels of government (Provincial and Federal), subject to specific construction timelines.

With regard to the new (replacement) passerelle that connects the central station house to commercial and mixed-use development on the north side of Central Boulevard, TransLink has committed to the design and construction of the infrastructure through the subject rezoning. The cost of the infrastructure is to be shared between the City, Ivanhoe Cambridge (Metropolis at Metrotown) and other developments within the Town Centre that are undergoing development. Details of the costs and funding arrangements will be the subject of a further report to Council. Staff will be advancing a recommendation to amend the Metrotown Grade-Separated Pedestrian Levy to allow for the use of the development cost charges funds towards the capital costs of constructing the subject passerelle, subject to Council and Ministry approval.

With regard to public realm improvements, in addition to the scope of works for the station, TransLink has committed to the design and construction for further public realm/plaza improvements, as approved by Council and subject to City funding. It is noted that funding for the above noted improvements may be pursued through a number of sources, including, use of monies secured as community benefits derived through density bonusing. A future report on the matter will be sent to Council. Also planning staff will advance a further report to amend the Metrotown Open Space Levy to allow for the use of the development cost charges funds towards capital costs involved in parkland and open space improvements, subject to Council and Ministry approval.

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3.2 The Director Engineering will be requested to provide all relevant servicing information, including but not limited to:

- road widening and intersection works including travel lanes, turning lanes, medians, on-street cycle provisions, curbs, drainage, street and pedestrian lighting, street trees and boulevard improvements;
- provision of new (replacement) passerelle across Central Boulevard;
- traffic signals including pedestrian only and bus only signals;
- bus loop and bus bays including shelters;
- kiss-and-ride areas (including disabled access) including shelters and taxi-stands;
- sidewalk linkages and/or walkways abutting the station and required to serve the station, including any easement requirements;
- public realm improvements, including but not limited to urban plazas, and south of the station improvements; and,
- station-related urban trail improvements (BC Parkway).

3.3 Any necessary agreements, easements and covenants for the site are to be provided, including, but not necessarily limited to:

- Access and Works agreement between TransLink and the City detailing City street and servicing changes necessary to accommodate enhanced bus services on Central Boulevard;
- Passerelle Agreement between Translink and the City on the obligations relating the paserelle including funding, design, construction, use, maintenance, and liability; and,
- South of the Station Agreement between TransLink and the City on the obligations relating to the plaza enhancements south of the station, including funding, design, construction, use, maintenance and liability.

- 3.4
- a) Metrotown Public Open Space charges are \$0.50 per gross square foot of commercial building floor area.
  - b) Metrotown Grade-Separated Pedestrian Linkage Charges are \$0.306 per gross square foot of building floor area.
  - c) GVS & DD Sewerage Coverage of \$0.443 per gross square foot of non-residential uses floor area.

#### 4.0 DEVELOPMENT PROPOSAL

4.1 Site Area (Ground plane station area footprint): - 2,554.8 m2 (27,500 sq. ft.)

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4.2 Building Height: - 1 storey for all commercial buildings, bicycle storage facilities, amenities, and, TransLink accessory buildings

4.3 Parking:

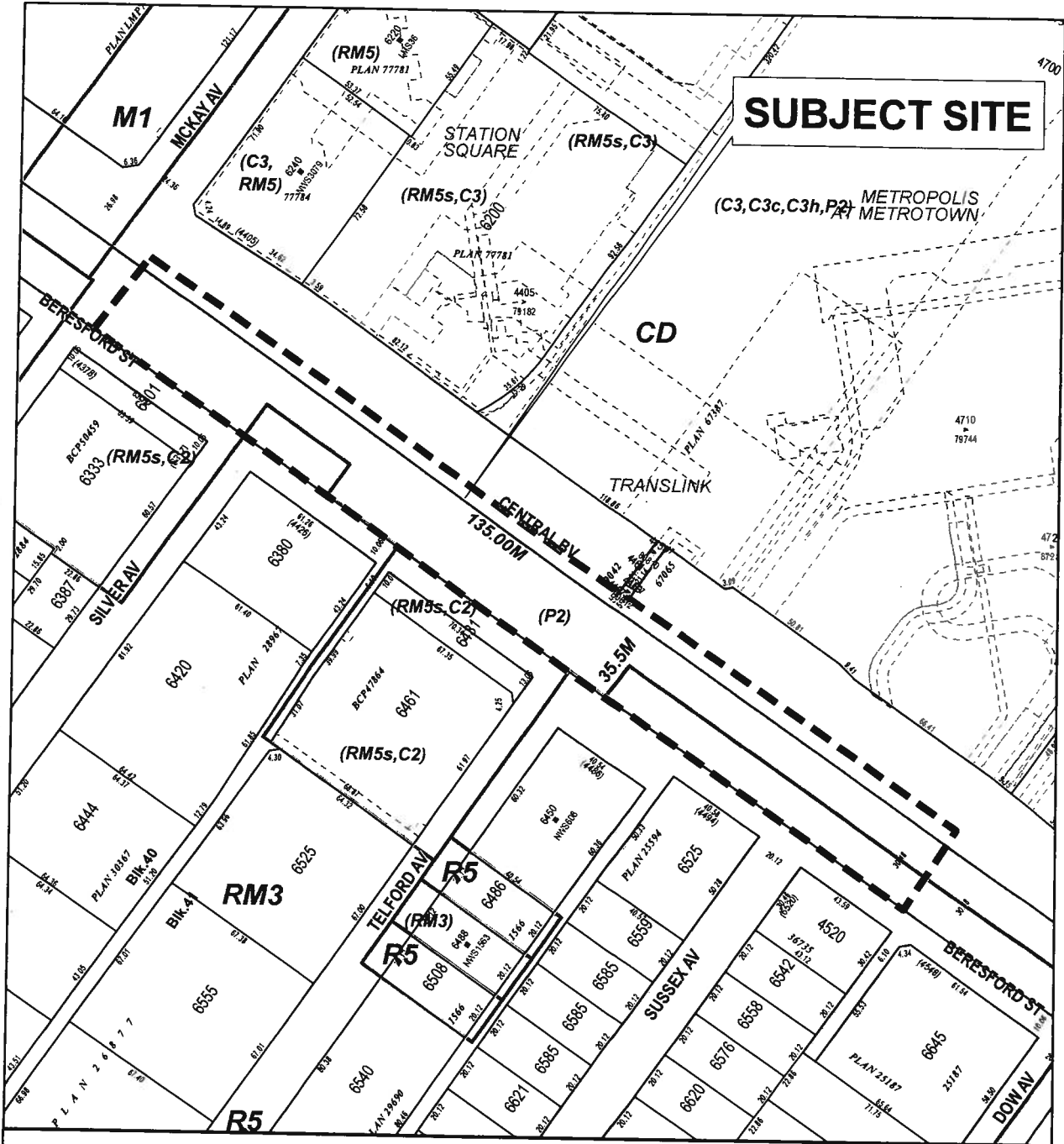
Passenger pick-up/drop-off	-	7
TransLink/Service Vehicle Parking	-	3
Emergency Vehicle Parking	-	1

  
Lou Pelletier, Director  
PLANNING AND BUILDING

ZT:spf

**Attachments**

cc: Director Engineering  
City Solicitor  
City Clerk



**SUBJECT SITE**



PLANNING & BUILDING DEPARTMENT




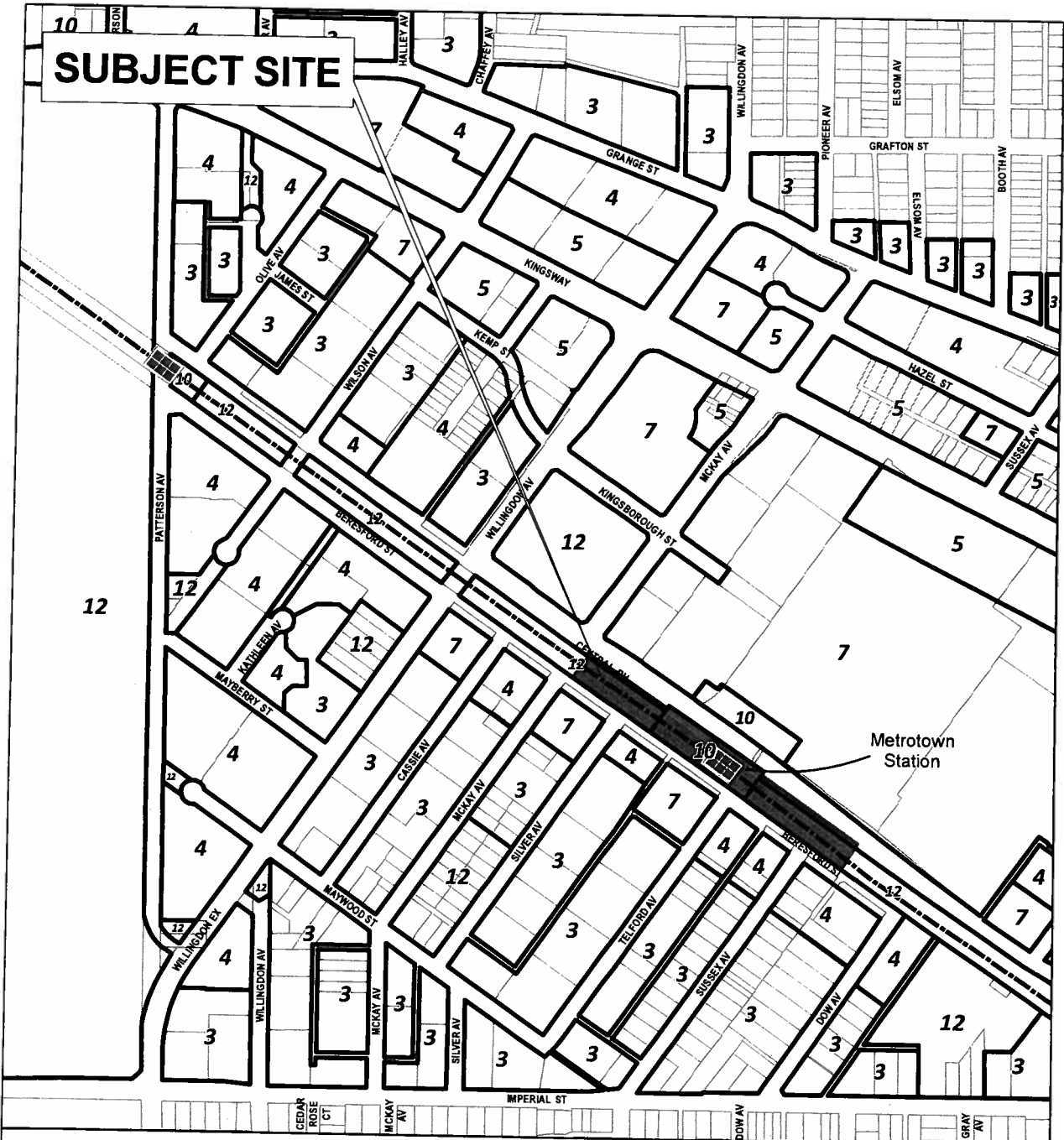
DATE: JUNE 16 2014

SCALE: 1:2,500

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REZONING REFERENCE #13-12  
METROTOWN SKYTRAIN STATION AREA

 Subject Site

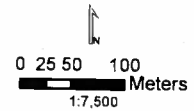


- |   |   |
|---|---|
| <b>2</b> Low Density Multiple Family Residential    | <b>7</b> High Density Mixed Use             |
| <b>3</b> Medium Density Multiple Family Residential | <b>10</b> Institutional                     |
| <b>4</b> High Density Multiple Family Residential   | <b>12</b> Park and Public Use/Public School |
| <b>5</b> Commercial                                 |   |
| <b>6</b> Medium Density Mixed Use                   |   |



Planning and Building Dept

## Metrotown Plan



Printed on June 16, 2014

Sketch #2





**TransLink**  
400 - 287 Nelson's Court  
New Westminster, BC V3L 0E7  
Canada  
Tel 778-375-7500  
www.translink.ca

South Coast British Columbia  
Transportation Authority

May 7, 2014

**Attention: Lou Pelletier, Director**

City of Burnaby  
Planning and Building Department  
4949 Canada Way  
Burnaby, BC V3C 1E5

Dear Mr. Pelletier:

**Re: Metrotown SkyTrain Station Upgrade - Rezoning Reference #13-12  
Letter of Intent for Proposed Scope of Works**

TransLink is seeking rezoning approval from the City for the Metrotown SkyTrain Station and Exchange Upgrade Project. The project, which is primarily funded by the senior Government, is intended to provide for the significant upgrade of the Metrotown Station to increase passenger capacity and accessibility, while improving passenger comfort, safety and security. The project is also intended to fully integrate and support the advancement of the City's plans and policies for the Metrotown Station area. TransLink has, in consultation with City Council and City staff, undertaken a comprehensive review of the proposed scope of works for the Station to address and meet both TransLink and City objectives for the Station area.

In support of TransLink's rezoning application, this letter outlines the scope of works and the general directions reached for advancement of the Station design and improvements through the cooperative review process undertaken by the City and TransLink. The concept drawings that reflect these considerations are attached. The concepts described in this letter are the basis for the rezoning application, and will be further developed by TransLink, for City review, as the design process is advanced through the various project stages.

The major components of the project are outlined below.

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## **CONCEPTUAL STATION DESIGN**

The station upgrade project fulfills the following key objectives:

- provide increased capacity to achieve 2041 design year passenger volumes;
- update the station to current design standards;
- meet current accessibility standards;
- meet current egress requirements; and,
- improve integration with adjacent developments and the surrounding community.

These objectives are achieved through the provision of:

- three new stationhouses, including replacement of the existing east stationhouse, a new central stationhouse, and a new west stationhouse;
- addition of new vertical circulation elements that improve access to/from the station platform, including: replacement of the existing elevator; two additional elevators; four new escalators from grade to platform, at each of the west and east entries for a total of 8 new escalators; and two new stairways provided mid-platform, near the new elevators connecting to mezzanine and grade level;
- accommodation for a new central passerelle connection to the mezzanine level in the central stationhouse (as detailed in "Passerelle Connection to Station" below);
- new hoop trusses and extension of the platform roof at the west end;
- faregates and associated equipment;
- three retail units located within or adjacent to the new stationhouses at grade level;
- bicycle storage facility incorporated in the west stationhouse; and
- provision of public washrooms.

## **BUS SERVICE CONFIGURATION AND IMPROVEMENT**

The overall concept for the station will include continued use of the existing, improved, bus loop. Bus access, boarding and alighting will primarily occur on-street on both sides of Central Boulevard in the station area. Implementation of the reconfigured bus service, including any necessary route changes, will occur in phases in conjunction with the road and bus exchange upgrade and other construction activities associated with this project. As ridership in the Metrotown area continues to increase, over the medium to longer term, further improvements to bus service in the Metrotown area will be pursued, as supported. This may include new routes, and the accommodation of additional or new stops accessing the Royal Oak and Patterson Stations.

To support this approach for bus service on Central Boulevard and in the existing bus loop, the project will include:

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- improvements to Central Boulevard (including lane revisions, median and left hand turn lane alterations), with retention of two lanes of general purpose traffic in both directions. The primary change includes the southern curb lane being used by buses: for boarding, alighting, layover and maneuvering. The remaining four lanes are intended for general purpose traffic, including turning movements. The south bus curb lane will not typically be available for general purpose traffic to prevent conflict with the required bus movements;
- an allowance for passenger queuing space along the sidewalk on the south side of Central Boulevard, and revised bus routings within the general Metrotown area, as needed in future, to facilitate circulation of the buses;
- improvements to the existing bus loop exchange to implement the new bus service including: re-routing of current loop direction to counterclockwise; improvements to passenger walkways and queuing space on the perimeter of the exchange; and general enhancement of the bus loop to improve passenger comfort and amenity, including CPTED (Crime Prevention Through Environmental Design) improvements for public safety; and,
- passengers would move between the improved bus exchange and the station at grade level across Central Boulevard and between the exchange and the new passerelle by stairs to the east of the exchange or through the Mall or Station Square. All passenger movement will be around the expanded perimeter of the exchange. The existing escalators to/from the central island (to be used as a bus layover area) would no longer be used, to address passenger safety concerns.

### **PASSERELLE CONNECTION TO STATION**

As noted in the Conceptual Station Design summary above, the Station design will provide for a replacement passerelle from the Centre stationhouse to the existing east-west mall walkway above the existing bus exchange.

The City of Burnaby's support for the passerelle is indicated through the provision of funding for the replacement passerelle design and construction, and for removal of the existing passerelle. A preliminary design, with a fixed, upper cost limit for City funding, will be prepared for City review and approval.

The overall design of the passerelle components and supervision of contracts for design, demolition and construction of the existing and replacement passerelles will be undertaken by TransLink. The design will be subject to City review and approval in order to secure the City funding contribution. The City's cost contribution is related to the passerelle structure and interior fit and finish for passenger movements, excluding any equipment and infrastructure needs of TransLink for gating, related equipment, CCTV cameras and other operating facilities. The overall design will address requirements for

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elevation, width, equipment installations, structural supports, ground level integration and other infrastructure considerations.

With City approval of funding, TransLink would undertake the construction of the passerelle on behalf of the City, potentially using the same contractor for efficiency that will be constructing the station itself. TransLink's coordination of the design and construction of the passerelle, with the City's cooperation, will assist in having it completed and approved as soon as reasonably practical following the construction of the station and bus exchange.

TransLink will fund in-station improvements required to accommodate for the connection of the passerelle to the Centre stationhouse.

Ownership of the new passerelle will be transferred to the City on completion, with TransLink to retain a volumetric statutory right-of-way. This right-of-way is to allow for required transit use and maintenance of TransLink equipment and facilities attached to the passerelle, and to provide for the assignment of maintenance responsibilities to TransLink for non-structural items.

Through this approach, TransLink will be responsible for basic interior cleaning, maintenance, security and other operating aspects of the new passerelle. Exterior maintenance and maintenance of the structure would be the responsibility of the City of Burnaby, as the owner.

In advance of the start of the passerelle design, the City will coordinate an agreement with all affected property owners for the use of their property to support and allow for construction and connection of the passerelle, and to allow for the removal of the existing passerelle. This agreement, on completion, will relieve all parties of any further obligations with regard to the existing passerelle. It is noted that the design and construction of the proposed passerelle would not be able to proceed without the agreement from the affected property owners.

#### **SOUTH OF STATION DEVELOPMENT**

TransLink's current scope of work is limited to the immediate station area. The area between the future station houses and Beresford Street bounded by McKay and Telford Avenues and within the BCH ROW, refer to the "South Station Development Area"; will be used as a staging and construction lifting area. Under TransLink's current funding availability, this area would be reinstated to pre-existing conditions following the completion of construction.

As part of the project, the City may pursue an option to fund improvements in this area to establish a public plaza and an upgraded BC Parkway treatment. Key aspects of this would include:

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- the provision of funding by the City for the design and construction of the upgrades in this "South Station Development Area".
- TransLink will be responsible for the management of the design and construction work, to the City's approval, based on a funding allocation provided by the City. A preliminary design, with a fixed, upper cost limit for City funding, will be prepared for City review and approval.

TransLink's intent is to use the same general contractor to build this area as is building the rest of the station and exchange project. Management of the design and construction process by TransLink will assist in allowing for this work to be completed as soon as practicable following the station and exchange construction project.

TransLink will be responsible for routine maintenance of this area. TransLink will also pursue obtaining the required approval by the property owner, BC Hydro, for this improvement. The City would be provided with the necessary rights of access for the public, and ideally, the ability to further improve the public plaza amenity in the future.

#### **PUBLIC WASHROOMS**

TransLink will provide public washroom facilities with the current station design, which will be constructed and open for operation once an agreement on operations and maintenance can be reached with a third party.

#### **COMMITMENT TO GOVERNMENT FUNDING PARTNERS**

TransLink will continue to adhere to the rules and requirements of senior government funding partners for this project. The stationhouse design is at the 90% level and is proceeding to the tender document stage, in preparation for tendering. Given the available timeline for the project, stationhouse design has largely been set, as presented to date within the rezoning process.

#### **REZONING PROCESS**

The City will facilitate the advancement of the project through the rezoning process, as appropriate, based on the project drawings and the concepts forming part of this letter. This is the basis of the rezoning approval.

Based on acceptance of this "proposed scope of works and intent", three agreements will be completed detailing the particulars of the concepts detailed in this letter:

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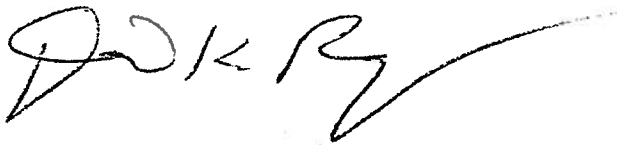
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- An "Access and Works Agreement" will be completed between the City and TransLink that will include the details on the City street and servicing changes required to implement the reconfigured bus service, as described above.
- The City and TransLink will enter into a "Passerelle Agreement" that covers the obligations relating to the passerelle including funding, design, construction, use, maintenance, liability and all other matters; and
- The City and TransLink will enter into a "South of Station Development Agreement" that covers the obligations relating to this area including funding, design, construction, use, maintenance, liability and all other matters.

TransLink is seeking to coordinate its construction schedule with the City of Burnaby rezoning process. Construction is currently planned to start October 2014.

Yours truly,

A handwritten signature in black ink, appearing to read 'D. Beckley', with a long horizontal flourish extending to the right.

David Beckley, P.Eng.  
VP, Infrastructure Management & Engineering

Cc: Jennifer MacLean, TransLink

Attachment: {Amended rezoning drawing package}