

Item 01 - NORTH ROAD SKYTRAIN ALIGNMENT

TO: CITY MANAGER October 10, 2000

FROM: DIRECTOR PLANNING AND BUILDING OUR FILE: 08.230.2.1

SUBJECT: NORTH ROAD SKYTRAIN ALIGNMENT

PURPOSE: To seek Council adoption of a recommended position concerning the alignment of the proposed SkyTrain extension from the Lougheed Town Centre Station along the North Road Corridor to Clarke Road.

RECOMMENDATION:

1. **THAT** Council endorse the Centre Median Option as the preferred alternative related to the North Road SkyTrain corridor subject to the specific assumptions as outlined in Section 4.3 of this report.
2. **THAT** Council reject the West Side Option and advise the TransLink Board that this is an unacceptable alternative and will not receive any support or co-operation from the City of Burnaby.
3. **THAT** the TransLink Board be advised that if the Enhanced Median Option is to be the selected alternative then Council would insist that the terms as contained in Section 7.0 of this report be concurrently adopted.
4. **THAT** a copy of this report be forwarded to the Chair, TransLink Board; the City of Coquitlam; President, Rapid Transit Project 2000 and Burnaby MLA's.

REPORT**1.0 BACKGROUND**

The next leg of the SkyTrain expansion beyond the Lougheed Town Centre uses the North Road-Clarke Drive Corridor to reach Port Moody and finally Coquitlam Centre. The budget for this segment has been fixed at about \$730 million, with \$650 million being funded by TransLink and \$80 million by the Province. It is our understanding that the budget envelope for the North Road section is in the range of about \$110 million.

The Coquitlam extension is divided into various sections, with the first of these being the **North Road** segment extending from the Millennium Line at the Lougheed Town Centre Station up North Road to the intersection of Clarke Road and Cottonwood Avenue (see **Figure 1**). The fixed variables outside of this segment affecting the North Road alignment decision are the Lougheed

Town Centre Station location to the south and Coquitlam Council's decision to place the Burquitlam Station on the *east side* of Clarke Road on the Burquitlam Plaza property to the north.

Considerable technical discussion involving staff from Burnaby, Coquitlam, the Rapid Transit Project 2000 (RTP 2000) and Translink (and their consultants) has occurred with respect to the North Road alignment issue.

The purpose of this report is to provide Council with a recommended SkyTrain alignment with respect to the North Road Corridor as the basis for Council's submission to the TransLink Board which will be making a decision on the North Road alignment at its meeting of 2000 October 18.

The TransLink staff report being forwarded to the Board does not recommend a specific alignment, however, in the recommendations section of the report TransLink staff have recorded their support for the *Centre Median Option*.

2.0 THE LAND USE CONTEXT

For the purposes of summarizing the context discussion, staff have divided the North Road Corridor into two segments: from Government Place to just below Sullivan Street and from Sullivan Street to Cottonwood Avenue. These areas are generally of different characters.

2.1 Government Place to South of Sullivan

The area from Government Place to just south of Sullivan Street on the Burnaby side of North Road is associated with the proposed high density redevelopment of the Lougheed Town Centre

(including residential) that would extend up to the North Road frontage (see **Figure 2**). North of the Lougheed Mall properties are two existing commercial centres - the North Road Square and North Road Plaza on the south and north side of Cameron Street respectively (both shown on **Figure 1**).

Figure 2	Lougheed Town Centre Area Plan
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Future redevelopment opportunities exist at both of these centres in the form of high density commercial/residential mixed-use development. Future redevelopment is also likely on the Coquitlam side, particularly in the area of the Cariboo Shopping Centre across from Government Place and near the Lougheed Station. There are currently no flanking residential uses on the Coquitlam side of North Road in the portion of this section from Lougheed Highway to just south of Cochrane Avenue.

The future redevelopment of the Lougheed Town Centre is set out in the *Lougheed Town Centre Plan* adopted by Council on 1997 June 23. This Plan is incorporated within Burnaby's Official Community Plan and is an important component of the City's response to the *Livable Region Strategic Plan*. The Lougheed Town Centre Plan provides for the addition of 3,700 residential units in the Town Centre accommodating an additional 6,000 persons. Within the core area of the town centre is the proposed addition of about 2,400 residential units within a mixed use form. The guide plan for the area provides for high and medium density residential development adjacent to the North Road frontage between the Lougheed Highway and just below Sullivan Street as shown in **Figure 2**.

More specifically, the concept calls for a two to four storey podium development fronting onto North Road with high rise development setback from the podium frontage by about 3 metres (10 feet) as shown in **Figure 3**. The intention has been to provide for the possibility of a residential component to the upper floors of the podium development, as well as future residential high rise development above the podium deck.

2.2 Sullivan Street to Cottonwood Avenue

The character of the land use changes dramatically at Sullivan Street on the Burnaby side of North Road. There is a three storey apartment building on the Burnaby side just north of David Drive (3055 North Road shown on **Figure 1**) and a two storey commercial building immediately south of Lyndhurst Street (Carillon Building also shown on **Figure 1**).

The Sullivan Heights residential neighbourhood extends northwards from this point and is characterised as a relatively stable single family area. The Lougheed Town Centre Plan sees this area remaining in its present land use form for the foreseeable future. However, it is recognized that this neighbourhood area is well into its life cycle. This, combined with its location immediately adjacent to the Lougheed Town Centre, suggests that this area will redevelop to a medium density residential form in the next 15 to 20 years. Assuming at least a 100 year life span for the SkyTrain system, it is clear that the placement of the guideway needs to respect both present and future land use potential along the corridor.

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The redevelopment of this area will mirror the 3 to 4 storey apartment form generally found on the Coquitlam side of North Road in this area. The redevelopment would see a 14' boulevard (including sidewalk) from the curb line and then a further 25' setback from this point.

2.3 CITY PROPERTIES - OWNERSHIP STATUS

Attachment A shows the location of five properties between Lyndhurst Street and Sullivan Street that are shown on land title records as being under the ownership of the City of Burnaby. These properties are located at 2869, 2915 and 2949 North Road and 9990 David Drive and 9989 Sullivan Street. The acquisition of the properties are required for the various options.

As part of the recent work related to the consideration of their market values, it was ascertained that the City of Coquitlam has a shared interest in these properties relating to their previous joint acquisition by Burnaby and Coquitlam in the late 1960's for the widening of North Road. Notwithstanding that Coquitlam is not named on title, the Solicitor advises that the City of Burnaby holds their interest "in trust" and that Coquitlam is entitled to one-half of the proceeds resulting from their disposition. The City of Coquitlam and TransLink have been advised of the status of these properties.

3.0 THE ROLE OF NORTH ROAD

North Road is a significant link within TransLink's Major Road Network (MRN) connecting the designated Liveable Region Strategic Plan (LRSP) centres of Coquitlam, Port Moody, Lougheed and New Westminster. North Road is also designated as a Primary Arterial in the Burnaby Transportation Plan. This classification is the highest order road operated by the City of Burnaby and it includes Hastings, Lougheed Highway, Kingsway, Willingdon and Gagliardi Way in addition to North Road. North Road from Lougheed to Clarke Road has been constructed to the Primary Arterial standard (six travel lanes).

This six lane section between Lougheed and Clarke Road currently operates at approximately 80% capacity.

From Lougheed south past the Highway No. 1 and on North Road has only four travel lanes. Clark Road northeast of North Road also has four travel lanes. During peak periods the four lane sections of North Road, south of Lougheed and on Clarke Road, operate at greater than 90% of their capacity and are subject to significant traffic queuing and delay.

3.1 Transportation Demand Trends

This situation was highlighted by a recent report released by TransLink that noted traffic volumes monitored between 1996 and 1999 are growing twice as fast as population in the GVRD. This report also noted that while traffic growth was increasing at an average rate of 8% in areas throughout the GVRD, traffic crossing the North Road screenline to/from Coquitlam and the Northeast sector demonstrated the highest increase in the GVRD with a rate of 20% (over twice the GVRD average).

In the future, maintaining the current capacity on North Road and the Lougheed Highway will be essential to:

- supporting the development of the Lougheed Town Centre;

- ensuring good local access to the businesses and jobs in the Lougheed Town Centre from the Northeast sector);
- protecting the surrounding residential neighbourhoods from commuter through traffic by maintaining a strong arterial road network; and
- maintaining mobility for goods movement (truck traffic) between Burnaby and the Northeast sector.

Although the SkyTrain extension to Coquitlam will carry a substantial proportion of trips in this corridor, estimates of future travel conducted by TransLink have shown that travel volumes on North Road will increase from 78% of capacity in 1996 to 91% of capacity in 2006 (even with SkyTrain operating to Coquitlam Centre) necessitating the use of all six lanes of road capacity. However, during this period, the function of North Road will likely change from an auto-oriented arterial to a multi-modal transportation corridor accommodating a curbside bus/vanpool lane, goods movement (trucks), cycling as well as SkyTrain.

3.2 Future Lane Width and Sidewalk Requirements

As a designated element of the MNR, North Road has a role in supporting regional transportation demand by carrying surface transit routes, truck traffic (goods movement) and longer distance general purpose trips between designated town centres. As such TransLink's role in the management of North Road as an element of the MRN is to ensure it is maintained and rehabilitated to acceptable standards.

North Road currently has lane widths (3.05 m to 3.35 m) that are marginally below current design / construction standards for major roads (3.5 m) that were also employed on the Millennium Line. Given the regional role of North Road, high volumes of truck traffic, high volume of transit buses and the anticipated increase in transportation demand within this corridor, the current sub-standard lane widths on North Road will need to be increased to meet current width standards in the medium term. The implication being that the SkyTrain columns, regardless of the specific alignment selected, will need to accommodate this known future requirement for the marginal adjustment of the lane widths on North Road.

4.0 THE OPTIONS

Two original alignment options (Centre and West) were developed by RTP 2000 using a column width of 1.6 metres. It is now known that 2.0 metre columns will likely be required. When the additional width of the columns is added to the needed allowance for the future adjustment of the lanes and protection of a modest boulevard area required to achieve a pedestrian friendly environment on North Road, the resulting difference is 1.9 m and 2.5 m of additional right-of-way being required for the **West Side Option** and **Centre Median Option** respectively. These marginal differences would result in significant benefits for the future pedestrian environment, surface transit operations and goods movement along North Road.

It should be noted that the two original RTP 2000 alignments (Centre and West) do not currently make these allowances. TransLink subsequently commissioned Baker McGarva Hart (BMH) to refine and re-examine these two alignment options (Centre and West). The BMH options which are the basis of this report do make the necessary adjustments. The City of Coquitlam, the City of Burnaby and TransLink all collectively agree that this is an important opportunity to protect which can be achieved now at a reasonable cost. It is for this reason that all of the figures referred to in this report refer to the BMH alignment alternatives, Centre Median, Enhanced Median and West Side (see **Attachment B**), in order that the allowance required to protect for these future integration issues is recognised during the decision making and implementation phases.

Some basic assumptions associated with the development of the options include:

1. recognition that the Coquitlam side of North Road from just south of Cochrane Avenue is developed with apartments and there would be no realistic opportunity for SkyTrain to run up the east side of North Road;
2. given the existing finished curbs, retaining walls along with overhead wiring along the sidewalk frontage, minor road widening on the east side of North Road would result in an extraordinary cost;
3. the existing six lane potential along North Road (including minor adjustments to the lane widths and urban boulevards) needs to be protected with the introduction of a guideway; and
4. the budget associated with the Coquitlam extension is fixed and would rule out a tunnel, cut and cover or cut solution within this section of the line.

TransLink as part of its assessment of the corridor options has developed a third option which is known as the ***Enhanced Median Option***. A description of this option is provided in Section 6 below. These three options are shown in plan and cross section view for the length of the corridor in **Attachments B** and **C**.

4.1 THE EAST SIDE OPTION

Early in the review process an East Side Option was given consideration, but was rejected due to the potential impact to existing buildings and existing overhead utilities. The existing buildings on the east side of North Road are typically about 10 metres east of the east curb on North Road. As shown in **Figure 4** the existing overhead utilities on the east side of North Road are located immediately to the rear of the east curb.

4.2 THE WEST SIDE OPTION

Based on the detailed review of the ***West Side Option*** undertaken by Burnaby, the West side alignment was found to ***severely compromise a fully integrated future Lougheed Town Centre on the west side of North Road.***

Figure 5 superimposes the ***West Side Option*** onto the typical high density land use concept proposed in the Lougheed Town Centre Plan to demonstrate the potential impact of the proposed ***West Side Option***.

This results in the guideway being located about 1.2 metres away from the building podium with only about 4.0 metres of separation between the upper levels of the buildings residential tower and the SkyTrain vehicle. This latter proximity between the SkyTrain vehicles and the upper residential floors of the buildings fronting the west side of North Road would severely compromise the livability of the residential component of these buildings, in much the same way that an **East Side Option** would on the Coquitlam side of North Road. Moreover, the **West Side Option** would dominate the west side streetscape on North Road to the point where a pedestrian friendly street face would not be achievable.

A similar impact on existing and future residential buildings is also anticipated in the Sullivan Heights area. Although a commercial podium is not anticipated for the future residential buildings in this area the distance between these future four storey residential buildings and the SkyTrain vehicles would be similar to the 4 metre distance shown in **Figure 5**.

Compromising the fundamental objective of achieving a fully integrated Lougheed Town Centre as envisioned in the approved Lougheed Town Centre Plan and the impact on the existing neighbourhood and future residential development in the Sullivan Heights area were seen as the "fatal flaws" for the **West Side Option**. It is therefore recommended that the **West Side Option** be excluded from further consideration.

In addition to this fundamental concern, the following additional concerns with the **West Side Option** were also communicated to *TransLink*:

- **significantly increases residential impacts within Burnaby**, including direct property impact, privacy (overview or intrusion), view obstruction, overshadowing, "severe" noise and vibration for the Sullivan Heights neighbourhood;
- **represents an unbalanced overall solution** between the two residential communities which abut either side of North Road;
- **increases the number of large scale "bent" structures** into what is primarily a residential area at the north end of North Road which could further compound concerns of view obstruction and overshadowing;
- **fails to recognize the fact that the Burquitlam Station is to be located on the east side of Clarke Drive** and that a west side alignment requires the largest transition to the east side;
- **marginalizes the amount of additional northbound and southbound left turn storage** that can be provided on North Road as these lanes would not be separate lanes on either side of the guideway columns (as would be the case with the **Centre Median Option**);
- **marginalizes protecting for future minor widening(s) of North Road** to accommodate adjusted lane widths and pedestrian oriented urban boulevards; and

- **increases direct commercial property impacts within Burnaby**, including view obstruction, overshadowing, noise and vibration for the businesses on the west side of North Road.

The cost difference between the Centre Median Option and West Side Option is essentially a “wash” given the overall magnitude of the costs and the accuracy of the estimates), based on the most recent information provided by RTP 2000. [1](#)

4.3 THE CENTRE MEDIAN OPTION

As outlined above, the **West Side Option** is an unacceptable alternative. However, at the same time it has been acknowledged that the existence of low-rise apartments on the Coquitlam side of North Road, together with major overhead utility investment, would suggest that an **East Side Option** would be equally unacceptable and repugnant to the City of Coquitlam. The initial agreement to a **Centre Median** alignment by the City of Burnaby from this perspective represented the compromise solution from which to advance the more detailed planning along this corridor.

The reasons for the City of Burnaby’s position on the **Centre Median** alternative can be summarized as follows:

- with its centre location, it represents the **only equitable solution** between the two residential communities on both sides of North Road, when comparing to the west side option;
- **protects future town centre urban integration** along west side of North Road;
- **requires minimal taking and intrusion** on the west side for the shifting of the road to accommodate the SkyTrain guideway;
- **minimizes direct overlook, privacy and noise issues** of abutting (west side) guideway on existing Sullivan Heights residential neighbourhood north of Cameron Street;
- **minimizes severe direct property impacts** on two commercial buildings on the west side of North Road that would otherwise be more greatly impacted by the west side option;
- **Burnaby has already accommodated a west side alignment** between the Highway #1 and Lougheed Highway resulting in a series of future redevelopment integration issues;

- centre median alignment increases the amount of left turn storage with independent left turn lanes on either side of columns allowing the *continuation of safe turning movements and current capacity* with only minimal west side road widening;
- *the cost difference between the Centre Median Option and West Side Option is essentially a “wash”* given the overall magnitude of the costs and the accuracy of the estimates), based on the most recent information provided by RTP 2000.
- *does not limit minor future widening of North Road* to accommodate adjusted lane widths and pedestrian oriented urban boulevards;
- *fewer bents* potentially required with a centre median alignment.

From the outset of the discussions concerning SkyTrain alignments within the North Road Corridor, it has been forcefully and consistently conveyed that of the two options (*West Side* and *Centre Median*) presented, the ***Centre Median Option*** was the only one acceptable to Burnaby City Council. The City's position on this matter was previously transmitted in writing to the TransLink Board.

4.3.1 Key Assumptions

The agreement to the ***Centre Median Option*** assumes a co-operative approach with respect to the City's land holdings on the west side of North Road. In this regard, it is assumed that compensation to Burnaby for the five city properties between Sullivan and Lyndhurst Streets is to be provided in the form of cash, residual lands and in-kind enhancements, or a combination thereof. The form of the compensation for the Coquitlam half interest in the city lands would be determined through their discussions with TransLink and RTP 2000.

For clarity the ***Centre Median Option*** referred to is the alternative developed by Baker McGarva Hart (BMH) as it preserves the opportunity to implement minor adjustments to lane widths on North Road and future pedestrian oriented boulevards on North Road.

It is further assumed that access to the City lands will be provided through a signed Access Agreement that incorporates specifics related to the option similar to the approach used on the Millennium line within Burnaby.

5.0 PUBLIC OPEN HOUSES

Two Open Houses were held to receive public input into the alignment choices for the Lougheed Town Centre to Cottonwood segment of the Port Moody-Coquitlam SkyTrain line. There was an initial meeting in Coquitlam on 2000 May 30 and a further meeting in Burnaby at Lyndhurst School on 2000 June 8.

The Burnaby meeting was attended by 144 residents and 90 questionnaires were completed. Attendees at the Burnaby Open House strongly favoured an alignment down the centre of North Road. (86 percent in favour). For many attendees, this was seen as an issue of fairness in balancing the impact of the guideway equally between Burnaby and Coquitlam residents, both in terms of visual, noise, quality of life and property value impacts. Others felt that Burnaby has already taken their share of inconvenience with the Millennium line down the Lougheed and further that the east side of North Road should not have been removed from further consideration.

At the Burnaby and Coquitlam open houses, there was “almost no support” for a choice that would have the alignment traverse from the centre of North Road to the west or vice versa.

6.0 A NEW OPTION - THE ENHANCED MEDIAN

6.1 An Overview

In the interests of reaching an acceptable solution, TransLink has advanced a third alternative known as the *Enhanced Median Option*. Generally speaking, this option, where possible, incorporates a landscaped area on the east side of the guideway within an expanded median as a way to mitigate its visual effects on the buildings on the Coquitlam side of North Road. By incorporating the landscaped area within an expanded median, it also has the effect of shifting the guideway slightly to the west (to a maximum of 7 metres) in comparison to the *Centre Median Option*. It does however remain essentially a centre median alternative.

In terms of its alignment, it starts out similar to the *Centre Median Option* as it leaves the Lougheed Town Centre Station and proceeds north of Austin Avenue. From this point northward, there is a gradual widening of the centre median incorporating a deflection of the guideway to the west to accommodate a landscaped portion on the eastern side of the median to screen the Coquitlam side residences. At its maximum width, the centre median is 14.5 metres in width of which about 6.5 metres are intended for the landscaping treatment. The deflection of the guideway westward in comparison to the centre median option varies by location from no deflection south of Austin Avenue to a maximum of 7 metres in the area north of Sullivan (see Section “F” in **Attachment C**).

A comparison of the *Enhanced Median Option* to the *Centre Median Option* in relationship to the median width, deflection of the guideway, curb lines and new property lines is provided in **Table 1** below and relates to the six cross sections contained within **Attachment C**.

Table 1 Additional Requirements of “Enhanced Median” Option As Compared To “Centre” Option				
	Change in Width of Median	Guideway Deflection to the West	Change in Position of the West Curb	Change in the West Property Line
	(m)	(metres)	(m shift to west)	(m shift to west)
Section “A” VanCity	1.5 m	0 m	1.5 m	1.5 m
Section “B” Parkade Ramp	2.5 m	1.5 m	3.0 m	1.0 m
Section “C” Parkade Exit	4.5 m	4.0 m	5.0 m	4.5 m
Section “D” Tim Hortons	5.0 m	5.0 m	5.5 m	8.0 m
Section “E” Lone Star	8.5 m	6.5 m	9.0 m	10.0m

Section “F” Sullivan Heights	10.0 m	7.0 m	9.5 m	11 m
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6.2 The Burnaby Component of the Enhancement

Included in the enhancement package of this new alternative is a treatment for the Burnaby side of North Road from approximately Lyndhurst Street to Sullivan Street which is adjacent to the flanking Sullivan Heights residential area (see **Attachment D**). The general components would include the following:

- a **separated sidewalk** and companion **boulevard** with **street trees** adjacent to North Road;
- a 1.8 metre high **noise attenuation fence** adjacent to the boulevard area to address road noise increases resulting from moving the west curb line some 10 metres to the west;
- a **landscaped area back of the noise fence** that would act as a visual buffer and greenway improvement between the North Road corridor and the adjacent residential land uses both now and in the future;
- a combination of an **urban trail and combined bicycle route and vehicular lane**, with the latter intended to provide connections between the perpendicular side streets (e.g. David Street, Casewell Street); the urban trail and bicycle route would connect down Sullivan Street to meet with a planned future connection with the extension of Willoughby Avenue down to Cameron Street in the vicinity of a signalized main entrance to the Lougheed Mall properties;
- the **conveyance of the residual portions of private properties** in the area between Lyndhurst and Sullivan to the City of Burnaby that are to be purchased by the Project to effect the **Enhanced Median Option**; this would also include the property at 9961 Casewell to provide the desired width of the greenway area.

Two sections depicting the proposed treatment as described above are shown in **Figures 6 and 7** below. The conceptual plan for the associated greenway treatment in this section is included as **Attachment D**.

7.0 EVALUATION OF THE OPTIONS

As outlined in previous sections of this report, the ***West Side Option*** is considered to be totally unacceptable and does not merit further consideration. Staff are recommending that Council provide the TransLink Board with a clear, more formalized statement to this effect.

Council has also previously indicated that the ***Centre Median Option*** is acceptable to the City given the decision to have an elevated guideway within this corridor. The review undertaken has not led to an alternate approach to the elevated system. In acknowledging that an ***East Side Option*** is not a viable alternative given the existing residences generally north of Cochrane Street and the existence of significant overhead utilities, the ***Centre Median Option*** endorsed by Burnaby was a compromise to provide for an equitable treatment for existing and future residents and other forms of development. While the ***Centre Median Option*** does require additional properties on the west side to accommodate the replacement road widening, it does keep the guideway in the mid-point of road allowing the maximum degree of equal separation for both communities.

On the basis of the above, the ***Centre Median Option*** remains acceptable and supportable and staff would recommend that Council so advise the TransLink Board.

The ***Enhanced Median Option*** is an alternative raised by TransLink staff that attempts to address concerns raised by the City of Coquitlam with respect to their perception of view impact issues. As outlined it provides a landscaped edge to the guideway on the Coquitlam side of the median with an associated deflection of the guideway westward up to 7 metres (when compared to the ***Centre Median Option***). From the Burnaby perspective, this option does provide a landscaped buffer area (including noise attenuation fence) in the area generally between Sullivan Street to Lyndhurst Street) that will help mitigate any impacts from the movement of the road edge westward. The option does also have the benefit of providing a greening of the North Road corridor in the higher density areas leading to the core of the Lougheed Town Centre. However, this option deflects the guideway up to 7 metres closer to the Burnaby side of the street and results in the finished curb on the west side being about a further 9.5 metres to the west. It is also the costliest of the options with a premium of about \$4.3 million over the ***Centre Median Option***.

Initially, TransLink staff indicated its preference for the ***Enhanced Median Option***. However, in view of the cost premium associated with this option, this option is not being recommended to the TransLink Board. Nevertheless, if the TransLink Board were to give this option serious consideration as an acceptable further compromise alternative, then Council should advise the Board of the need to incorporate the following clear understandings in their deliberations:

- the greenway enhancements on the Burnaby side between Sullivan and Lyndhurst Streets as depicted on **Figures 6 and 7** and **Attachment D** of this report are specifically endorsed and will be funded entirely by TransLink and RTP 2000;
- compensation for Burnaby's half interest in the five City properties on the west side between Sullivan and Lyndhurst Streets is to be provided in the form of in-kind enhancements;
- compensation for the City of Coquitlam's half share of the Burnaby titled lands is provided for in the form of in-kind enhancements within the centre median treatment; and
- access to the subject City lands will be provided through a signed Access Agreement that incorporates the specifics related to the option.

At a meeting held on September 5, 2000, Coquitlam City Council considered the options for the SkyTrain alignment along North Road. In summary, Coquitlam has conveyed its preference for the **West Side Option** and further indicated that if the TransLink Board selects the **Enhanced Median Option** then “any additional costs over and above the original budget for this segment are to be funded from sources other than those within the SkyTrain project scope cap or the Municipal Integration Fund (MIF) allocation so as to not preclude optimal solutions for the remaining Port Moody and Coquitlam segments of the Northeast Sector SkyTrain extension”.

8.0 CONCLUSION

The process associated with the selection of an agreed to alignment for SkyTrain up North Road has been lengthy and somewhat circuitous. Nevertheless, from the City of Burnaby's perspective the issue is a simple one. In the same way that the City of Coquitlam has a fundamental objection to an **East Side Option** given its obvious direct impacts on its existing and future flanking land uses, Burnaby views a **West Side Option** as being equally repugnant. A west side alternative would directly impact the City's ability to provide high density residential consistent with the adopted Lougheed Town Centre Plan and the Livable Region Strategic Plan and would also impact the future redevelopment of the Sullivan Heights residential area. As such, a **West Side Option** cannot in any way be supported or be assisted by the City.

The **Centre Median Option** provides for an equal treatment between the adjacent communities and establishes a minimum separation distance in keeping with other examples associated with the original SkyTrain line. It is acknowledged that this option does require some additional road widening on the Burnaby side to accommodate wider travel lanes and the required centre median. However, as an above grade guideway is to be located within the North Road Corridor, then this is a trade off worthy of considering accommodating.

The **Enhanced Median Option** is viewed as a second best choice that does require additional road widening and property taking to effect beyond that required for the **Centre Median Option**. This option does provide significant landscape treatment on the Coquitlam side of the guideway as well as a buffered greenway area on the Burnaby side between Sullivan Street and Lyndhurst Street. Given that this option is still before the TransLink Board, it may be given serious consideration notwithstanding the cost premium. If this is the case, then this report lists a number of clear understandings concerning this alignment that the Board should include in its deliberations.

The decision to construct SkyTrain along the North Road corridor has been made. This represents a substantial investment and will be a transportation and land use influencing legacy for decades to come. The alignment decision must be based on the long term implications of the system and

represent a fair and equitable solution for the two communities involved. The ***Centre Median Option*** clearly represents such a decision, while the ***West Side Option*** conversely is considered totally unacceptable.

In this regard, this report concurs with the TransLink staff conclusion in the TransLink Board report to support the ***Centre Median Option***. A decision by the Board to approve the preferred ***Centre Median Option*** in our view does not ignore the concerns expressed by the City of Coquitlam, and at the same time represents the only equitable solution available.

D.G. Stenson, Director

PLANNING AND BUILDING

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