

*Here are the main points from the July 26th TransLink Board of Directors meeting. Please be aware that at this Board meeting, which followed the Committee of the Whole meeting, discussed only one agenda item-- the Northeast Sector Sky Train Extension alignment-- that was deferred from the July 19th Board meeting to allow members of the public to speak on the issue at the Committee of the Whole. The full report on this item is available on the TransLink website. Click on "Board Meeting Agenda and Reports", then on "July 19". The report is agenda item 3.6 in that package.*

*This document is also available on TransLink's website--click on "Board-in-Brief" and then on the meeting date.*

Note: Board-in-Brief is not the official minutes of the Board meeting, and should not be interpreted as such. The minutes of this meeting will be adopted by the TransLink Board at its next regular meeting.

## **AGENDA ITEM—PREFERRED ALIGNMENT OF NORTHEAST SECTOR SKY TRAIN EXTENSION**

The Board approved the recommendations for alignments and station locations for the Northeast Sector Sky Train Extension as follows:

### **Section 1—the North Road Section from the Lougheed Mall Station along North Road to Cottonwood Avenue**

- The Board acknowledged that the choices for North Road consist of the alternate alignments shown, or modifications of those alignments consistent with existing estimates and defer consideration of the alignment on North Road until a report on further studies can be brought back in the early fall.

### **Section 2—the Coquitlam Section from Cottonwood Avenue along Clarke Road to Morrison Avenue**

- The Board approved an elevated guideway running along Clarke Road on the east side, with a station at the Burquitlam Plaza, and then crossing to the centre of Clarke Road before entering the tunnel portal.
- The Board requested that Rapid Transit Project Office--the provincial agency responsible for building the Sky Train line--further investigate the location of an upper tunnel portal (a.) within the Burquitlam Plaza site, just south of Como Lake Avenue, and (b.) north of Como Lake Avenue near Morrison Avenue and west of Clarke Road on existing private lands.

### **Section 3—the Coquitlam Tunnel Section from Morrison Avenue to Ingersoll Avenue**

- The Board approved the proposed tunnel alignment from Morrison Avenue to Ingersoll Avenue.

### **Section 4—the Port Moody Tunnel Section from Ingersoll Avenue to the east of Barnet Highway**

- The Board approved, subject to the feasibility of this option from an environmental perspective, the tunnel alignment (Option B) that travels under the Seaview neighbourhood and the Barnet Highway with a lower portal on Vintner Street.
- The Board requested that Rapid Transit Project Office further investigate the extension of the tunnel portal to the vicinity of Elgin Street.

**Section 5—the Port Moody Central Section from Vintner Street along the Canadian Pacific Railway to Balmoral Drive (just east of Ioco Road)**

- The Board approved an at-grade alignment, parallel and south of the Canadian Pacific Railway track through the Port Moody Central area. At the east of the City, the guideway would pass under the existing Barnet Highway railway overpass and transition over the railway.
- The Board approved two station locations in the general vicinity of the proposed south alignment stations, Moody Centre Station and Inlet Centre Station, and asked Rapid Transit Project Office to investigate station location preferences put forward by Port Moody with consideration of the modal integration priority required by TransLink between bus, West Coast Express and SkyTrain.

**Section 6—the Coquitlam Section from Balmoral Drive along Barnet Highway or the Canadian Pacific Railway to Lougheed Highway**

- The Board approved an at-grade guideway, north and parallel with the Canadian Pacific Railway right-of-way to a station at the existing bus loop and West Coast Express Station at Lougheed Highway subject to satisfying environmental requirements near Aberdeen Avenue.
- The Board asked Rapid Transit Project Office to investigate the provision of the Falcon Station with the construction of the project (rather than as a future consideration).

**Section 7—the Coquitlam Section from Lougheed Highway along Pinetree Way to the Terminal Station at Guildford Way**

- The Board approved an elevated guideway along Pinetree Way to a terminus station location, the exact location of which to be determined through consultation between Rapid Transit Project Office, TransLink and the City of Coquitlam.

- The Board asked Rapid Transit Project Office to investigate the potential for an additional commercial centre station with TransLink, the City of Coquitlam and commercial property owners, including the option for a public/private partnership to provide this station.

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The Board also received the additional motions passed by Port Moody Council and forwarded them to the Rapid Transit Project Office for consideration. The next stage in this process is for Rapid Transit Project Office to undertake preliminary architecture and engineering. This stage will conclude with the alignment and station locations being resolved for property acquisition as well as the functional scope of the project being finalized. This will involve the completion of more detailed and accurate cost estimates.

Following preliminary design approval by the municipal councils and the TransLink Board, this information will serve as the basis of the required legal agreement between the Province and TransLink for the Northeast Sector Extension. There is some urgency to conclude this legal agreement with the Province prior to the spring of 2001.

**The next TransLink Board meeting will be the Committee of the Whole:**

Date: Tuesday, September 5th  
Time: 11:30am  
Location: Greater Vancouver Regional District  
2nd floor boardroom  
4330 Kingsway in Burnaby

**The next regular TransLink Board meeting will be:**

Date: Wednesday, September 20th  
Time: 8:00am  
Location: Greater Vancouver Regional District  
2nd floor boardroom  
4330 Kingsway in Burnaby