

ITEM 10  
MANAGER'S REPORT NO. 79  
COUNCIL MEETING 34/12/10

RE: B.C. PARKWAY PROPOSAL, LANDSCAPING PROVISIONS  
ALRT ALIGNMENT THROUGH BURNABY  
(B.C. HYDRO RAIL RIGHT-OF-WAY)

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1984 DECEMBER 05  
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: RZ #47/82  
SUBJECT: BRITISH COLUMBIA PARKWAY PROPOSAL  
LANDSCAPING PROVISIONS  
A.L.R.T. ALIGNMENT THROUGH BURNABY  
(B.C. HYDRO RAIL RIGHT-OF-WAY)

RECOMMENDATION:

1. THAT Council support, in principle, the British Columbia Parkway Concept as proposed by the B.C. Parkway Society and B.C. Transit and authorize staff to pursue the finalization of the concept and the development of the B.C. Parkway in line with the information outlined in this report.

REPORT

1.0 SUMMARY:

The proposal by the B.C. Parkway Society and B.C. Transit to establish a 19 kilometre long continuous link, called British Columbia Parkway, for pedestrians and bicyclists with special park feature areas along the A.L.R.T. alignment through the City of Vancouver, Burnaby, and New Westminster is considered a laudable one. The proposal is compatible with concept studies, parks programs, and park/trail systems previously pursued by staff or currently in place by policy. B.C. Parkway will achieve, on an earlier than expected basis, the landscaping development of the A.L.R.T. alignment and of certain components such as the pedestrian and bicycle pathways. The development will be provided at no cost to the Municipality but will entail the integral involvement of staff, especially Parks staff. The development will take advantage of the Canada Works Program and of donations from the private sector. Council is requested to indicate support, in principle, to the B.C. Parkway concept in order to permit staff to pursue finalization of the concept with B.C. Transit and the development of B.C. Parkway through Burnaby. The Parks and Recreation Commission considered an operational report, submitted by the Director Recreation & Cultural Services, at its meeting of 1984 December 05 and approved the concept plan for the B.C. Parkway development at that time.

## 2.0 BACKGROUND:

On 1984 January 16, Council in considering a staff report, authorized staff to pursue further discussions with B.C.Transit and B.C.Hydro towards the provision of appropriate landscaping along the A.L.R.T. alignment (B.C.Hydro right-of-way) in Burnaby in line with the landscape concepts outlined in the report. (Item 4, Manager's Report No. 4, Council Meeting 1984.01.16). Specific landscaping for each of the 4 A.L.R.T. station sites in Burnaby will be provided and maintained by B.C.Transit. Staff indicated that it would be pursuing a minimum general landscape concept for the balance of the A.L.R.T. alignment between stations related to grading, ground covers, shrub and small tree groupings of coniferous and deciduous trees natural to this northwest region, a more formal tree edge to create a sense of continuity and structure for this park/trail alignment, the use of ivy at A.L.R.T. guiderail columns to soften their impact, and special landscape treatments for sensitive locations. Reference was made to achieving a parallel walkway and bicycle path with appropriate signing and lighting for the length of the A.L.R.T. alignment as a longer range development.

Since that report, Municipal staff have pursued these landscaping matters with B.C.Transit staff and its consultant. In the intervening period, various discussions and initiatives have served to create a focus of enthusiasm for the concept of a pedestrian/bikeway landscaped park/trail along the length of the A.L.R.T. alignment. On 1984 October 12, The Hon. Grace M. McCarthy, Minister Responsible for B.C.Transit, announced the establishment of British Columbia Parkway, a continuous park link for pedestrians and bicyclists along the A.L.R.T. alignment through the municipalities of Vancouver, Burnaby, and New Westminster. In conjunction with this announcement, a 500 metre Parkway Demonstration Section was constructed and opened in the vicinity of Rumble Street and Gilley Avenue in Burnaby. This demonstration section is a successful example of a co-operative venture involving B.C.Transit, the Municipality, and a large number of corporate donations.

## 3.0 B. C. PARKWAY:

### 3.1 B.C. Parkway Society

B.C. Transit has set up a subsidiary arm, the B.C.Parkway Society whose intent is to pursue the development and construction of B.C.Parkway along the A.L.R.T. alignment through the City of Vancouver, Burnaby and New Westminster and to obtain donations (material, labour, funds) from the private sector to assist in achieving the B.C.Parkway concept. The B.C.Parkway Society organizing committee includes representatives from the private sector and is proposed to have a parks representative from each of the three municipalities. An invitation has been extended for the chairperson of the Burnaby Parks and Recreation Commission to sit on this committee. The Society's mandate is primarily a short term development one and after B.C.Parkway is constructed, it may continue on a reduced administrative basis.

### 3.2 B.C. Parkway Concept

The B.C. Parkway Society proposes to develop in co-operation with the affected municipalities a baseline landscape proposal which would include finished grading, top soil, framework planting, limestone (pedestrian) and asphalt (bicycle) pathways, and signage. Also other items such as garbage receptacles, lighting, and special feature areas are intended to be provided through donations. Suggestions for special feature areas include fitness stations, a miniature village, an international mile of flags, a friendship garden, and picnic areas.

The B.C. Parkway concept is consistent with preliminary landscape studies completed in 1983 November by municipal staff and the subject of discussions with B.C.Transit. In general the B.C.Parkway concept should achieve a more intense level of development and full parkway development of the A.L.R.T. alignment on a much earlier development schedule than previously expected.

A draft of the B.C. Parkway concept has been prepared and submitted to the Municipal staff for comment. The primary emphasis of this department in reviewing this concept is to assure initial framework planting of sufficient quantity to make an appropriate parklike impact along the A.L.R.T. alignment and to assure comprehensive and standardized continuity of the parkway components such as, in particular, the framework planting, signage, parkway "furniture", and lighting. Portions of abutting existing parks and a few properties to be acquired for park use may be needed to accommodate the B.C.-Parkway concept and continuity of pedestrian and bicycle pathways. This will be coordinated with the development of abutting park areas and the overall parkland acquisition program. Where the pedestrian and bicycle pathways cross public streets or need to be integrated with standard street and intersection designs, detailed discussions will be required to be pursued with the Municipal Traffic Engineer. The B.C.Hydro rail within the alignment will also continue to be appropriately protected. Staff will pursue the completion of the B.C.Parkway concept in discussions with B.C.Transit staff and its consultants on this basis.

Prior to the construction of specific stretches of B.C.Parkway and, in particular, in due course for the proposed feature areas, detailed proposals will be expected to be provided for review by parks and planning staff similar to review procedures currently in effect relative to the development of park areas in Burnaby. Preliminary Plan Approval applications will not apply except where building permits are necessary.

A number of copies of the recent draft B.C.Parkway concept submission are available for perusal by Council members.

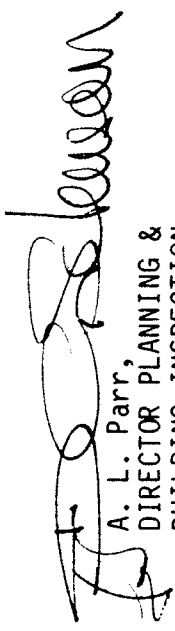
### 3.3 Construction and Financing

The B.C.Parkway development is proposed by B.C.Transit to be provided at no cost to Burnaby. However, the Municipality will function as a fully involved facilitator in achieving this development. The financial and employment aspects of the project have been discussed with representatives of B.C. Transit, the employment development branch of the Canada Employment and Immigration Commission (Canada Works Program) and the municipal departments of Finance, Parks and Recreation, and Personnel. The project will be funded 100% by the B.C. Parkway Society (backed by B.C. Transit) and through the Unemployment Insurance Commission. All costs incurred by the Municipality, including administrative overhead and financing charges will be recovered. A close administrative and on-site relationship is proposed between B.C. Transit and Parks staff. Construction of the parkway system is expected to commence in 1985 January. The operational aspects of this proposal are the subject of a concurrent report which is being submitted by the Parks and Recreation Department to the Parks and Recreation Commission.

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The B.C.Parkway proposals are to be designed to minimize maintenance costs. Continued maintenance after construction is complete will be the subject of further discussions between B.C.Transit and the Parks and Recreation Department.



A. L. Parr,  
DIRECTOR PLANNING &  
BUILDING INSPECTION

KI:mdw

C.C. Director Recreation & Cultural Services  
Director Finance  
Director Engineering  
Municipal Solicitor  
Personnel Director