

ITEM

15

MANAGER'S REPORT NO.

56

COUNCIL MEETING 91/10/07

TO: MUNICIPAL MANAGER 1991 OCTOBER 03
FROM: DIRECTOR PLANNING AND BUILDING OUR FILE: 10.225.2
SUBJECT: BURNABY MOUNTAIN URBAN TRAIL
PHASE ONE IMPLEMENTATION
PURPOSE: To obtain Council approval to construct Phase One of the Burnaby
Mountain Urban Trail.

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RECOMMENDATIONS:

1. THAT Council approve construction of Phase One of the Burnaby Mountain Urban Trail as outlined in this report.
2. THAT a Capital Works Machinery & Equipment Reserve Fund Expenditure Bylaw in the amount of \$400,000 be brought forward for the design and construction of Phase One of the Burnaby Mountain Urban Trail.
3. THAT Council authorize the sale for moving or salvage or demolition of the structures including all outbuildings at 7091 Curtis Street.

R E P O R T

1.0 BACKGROUND

- 1.1 On 1990 June 18, Council adopted a conceptual plan for the Burnaby Urban Trail System as a network of major trails for walking and bicycling in Burnaby.
- 1.2 On 1990 November 05, Council authorized staff to pursue detailed planning of the Burnaby Mountain Urban Trail route for implementation as the initial phase of the Urban Trail System (refer to attached Sketch 1).
- 1.3 The Urban Trail Committee, comprised of staff from the Planning and Building, Parks and Recreation and Engineering Departments, has subsequently developed trail standards, gathered public input and prepared preliminary designs and cost estimates for implementation of the Burnaby Mountain Urban Trail on a phased basis as outlined in this report.
- 2.0 BURNABY MOUNTAIN URBAN TRAIL
- 2.1 In keeping with the objectives of the Urban Trail System, the Burnaby Mountain route will serve as a multi-use facility shared by pedestrians and bicyclists, and will provide an alternate to use of the automobile.
- 2.2 Facilities directly connected by this route include Lougheed Mall, Cameron Library and Recreation Centre, Stoney Creek School/Park, Burnaby 200 housing, Forest Grove School/Park, Burnaby Mountain Golf Course, Squint Lake Park, Westridge School/Park, Hastings Street, the Barnett Highway, and the Burrard Inlet foreshore. (Refer to attached Sketch 2).

2.3 The total length of the trail is 8.0 kilometres (5 miles) and primarily follows existing road allowances and Municipal properties. Acquisition of additional property is not required for development of this route. 136

2.4 The Trail Committee has hosted two public display sessions in the local neighbourhood to inform residents of proposed trail plans and to gather comments from the general public. Input gathered at these sessions was very supportive of the Urban Trail concept. Issues and concerns identified by the public will be addressed in the detail design for each phase of the trail development.

2.5 The following phasing schedule is proposed for implementation of the overall Burnaby Mountain Urban Trail route to reflect Municipal budget planning guidelines (see Sketch 2):

PHASE ONE (1991): (Estimated Cost = \$400,000)

Construction of a basic trail facility between Cliff Avenue and the west end of Shellmont Street as detailed in this report.

PHASE TWO (1992): (Estimated Cost = \$800,000)

Construction of a basic trail facility between the west end of Shellmont Street and the Cameron Recreation Centre.

Installation of accessories and special features to fully complete the trail between Hastings Street and the Cameron Recreation Centre.

PHASE THREE (1993+): (Costs to be determined).

Extension of trail development across Hastings Street north to the Burrard Inlet (to be coordinated with Provincial Highways projects and Barnet Marine Park expansion).

Extension of trail development south of the Cameron Recreation Centre to the Lougheed Highway underpass (to be coordinated with future developments in the Lougheed Town Centre and future Urban Trails south of Lougheed Highway).

3.0 IMPLEMENTATION OF PHASE ONE

3.1 TRAIL ALIGNMENT

The section of trail proposed for implementation as Phase One (1991) is approximately 2.5 km in length, following the Greystone Drive corridor between Cliff Avenue and Shellmont Street. (Refer to attached Sketches 3 and 4).

The Phase One alignment is entirely on road allowances and municipal properties. The trail is separated from vehicular traffic such that bikes are not required to ride on the street.

3.2 DESIGN STANDARDS

The standard of development proposed for Phase One consists of establishing the basic asphalt trail, along with related signage and minor landscaping, such that it can be operational as early as possible. Additional landscaping, special features, and trail accessories will be considered for installation in Phase Two planned for 1992.

The design standards for the Urban Trail System are based on provision for safe use by pedestrians and cyclists. Where these uses are combined as one pathway, the standard width is 4.0 metres. Where pedestrians are separated from cyclists, the standard width for the walkway is 2.0 metres and for the bike path is 2.4 metres. Adjustments to the trail width can be accommodated to respond to site specific conditions along the alignment.

Asphalt surfacing is the finished standard proposed for the Phase One trail, with concrete paving for feature areas and warning strips. Concrete paving is proposed where separate sidewalks are required.

Where the trail is developed to an interim standard, or where specific site conditions warrant, chip rock surfaces will be used.

3.3 ENVIRONMENTAL IMPACT

One of the basic objectives of the Urban Trail System is to provide an efficient alternative to automobile travel and thus help reduce the negative effects of automobile travel on the environment.

On a site-specific level, the design and construction of Phase One will identify environmentally-sensitive features and develop measures to protect these. For Phase One, groups of existing trees and natural vegetation, and the proximity to open water courses crossing Greystone Drive have been identified as environmentally sensitive. Modifications that have been made to protect these environmental sensitivities include adjusting the alignment and/or trail width to protect mature trees and to protect vegetation along creeks.

Environmental guidelines for construction of the trail will be incorporated into the construction process. Environmentally sensitive features such as mature trees, wildlife habitat, watercourses, etc., will be clearly indicated on the construction drawings. Construction crews and supervisors working on the trail project will be made aware of standard procedures for minimizing siltation on streams and protecting trees from damage.

The use of grass swales is planned to handle surface drainage wherever possible along the trail to minimize the effects of increases in storm runoff from the trail surface.

In summary, Phase One of the trail has been planned and can be constructed in a manner that is sensitive to the environment features of the route corridor.

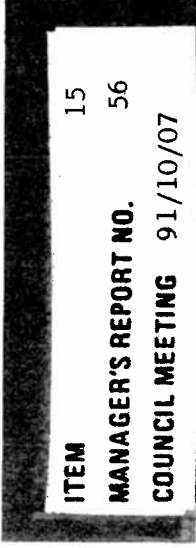
3.4 MUNICIPAL BUILDINGS WITHIN TRAIL

Two municipally-owned houses fall within the proposed Phase One trail corridor.

The house at 7091 Curtis Street is vacant as of 1991 October 01. Removal of the building is required to facilitate a safe, secure, and practical trail alignment. Removal will resolve conflicts with the existing driveway access and will allow for surveillance of the trail corridor from Curtis Street. The former tenants have relocated to other premises.

It is recommended that all structures at 7091 Curtis Street be removed and/or demolished to facilitate construction of the trail.

The second house at 1255 Duthie Avenue is currently rented and does not pose any difficulties and will require only that the large side yard be adjusted and fenced to accommodate the trail.



3.5 PUBLIC INPUT

Residents whose properties back onto the proposed trail corridor along the undeveloped Greystone Drive right-of-way have expressed a common concern that security and maintenance be considered and that the privacy of their rear yards be respected.

In response, the trail alignment will be located near the centre line of the right-of-way wherever feasible to maximize the distance from private yards. Existing vegetation and new plantings will provide screening between the trail and yards. For security, landscape treatment of the trail corridor will allow for surveillance from the adjacent cross streets. It will be necessary to define an appropriate level of maintenance for this section of the trail corridor.

Residents along the east side of Sherlock Avenue have expressed a number of concerns regarding front yard privacy, security, safety of driveway crossings, and trail width.

Staff have met with the group to listen to their comments and to discuss options. A final design scheme will be developed that addresses the local issues without sacrificing trail safety and function. Landscaping and low fencing will be provided as necessary to protect private front yards. Signage and concrete warnings strips will be provided to warn trail users of driveway crossings. The trail will be separated into an asphalt bike path adjacent the roadway and a concrete walkway near the property line.

Comments have been received from residents who have concerns regarding protection of existing nature trails and natural areas from the impact of urban trail development.

Environmental protection has been incorporated into the implementation process to ensure that natural areas along the trail are protected. Regarding nature trails, the urban trail alignment along Greystone Drive has been separated from existing park nature trails running parallel along the north boundary of Squint Lake Park and the golf course. A separation of distance and vegetation is maintained between the two types of trails to allow for a shared use of this corridor.

Subsequent phases of trail development will continue to ensure that existing nature trails and natural areas are protected.

3.6 PHASE ONE COSTS AND FUNDING

Estimated costs for design and construction of Phase One of the Burnaby Mountain Urban Trail are outlined below. These costs are based on construction by municipal forces in-house:

Asphalt paving (including base).....	\$ 278,000
Concrete paving (including base).....	22,000
Landscaping.....	30,000
Signage.....	18,000
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Sub Total	\$ 348,000
+ 15% Contingency.....	52,000
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PHASE ONE TOTAL	\$ 400,000

The \$400,000 expenditure requested for Phase One is in conformance with the objectives established in the current Capital Program expenditure review.

The 1991-1995 Capital Budget includes the provision of sufficient funds for the design and construction of Urban Trails.

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3.7 FINAL DESIGN

Preparation of final designs and specifications for Phase One is being undertaken in-house through the Engineering Department with assistance from the Parks and Planning Departments. This multi-disciplinary approach will result in a practical and comprehensive design package for trail construction and will assist in expediting early construction of the work.

3.8 PROJECT CONSTRUCTION AND SCHEDULE

Construction of Phase One will be undertaken in-house jointly by the Engineering and Parks Departments. This cooperative approach will ensure the most efficient use of Municipal resources towards a timely completion of the work.

A project management approach will be taken to fast track the design and construction programming and allow the work to proceed quickly.

Upon Council approval, crews can begin preparation for the work.

Construction on-site should begin later this month and continue until completion. Weather permitting, a substantial portion of Phase One can be completed by the end of 1991.

4.0 OPERATIONS AND MAINTENANCE

The completion of a built Phase One of the Burnaby Mountain Urban Trail will require that trail maintenance be undertaken and sufficient budget funds be provided. As more Urban Trails develop there will be an increasing need to develop an Operations and Maintenance Manual to specify standards for the care of Urban Trails, and to identify additional maintenance funding required to meet those standards.

It is proposed that an Operations and Maintenance Manual would be developed jointly by the Engineering, Parks and Planning Departments. Urban Trails use a variety of lands including parks, road allowances, municipal properties, and easements over private property. This suggests a cooperative approach where Parks and Engineering would be involved in the day-to-day operation, maintenance and ownership of the Urban Trails.

In due course, new levels of funding required for the urban trail would be identified in the overall Engineering Department budget for Council's approval. The Parks and Recreation Department would undertake the majority of regular maintenance procedures. The Planning and Building Department would maintain an overall coordination function.

Preliminary objectives for the operation and maintenance of the Urban Trails include:

1. A uniform and consistent level of maintenance be provided across the entire system of Urban Trails.
2. An appropriate level of maintenance be provided to reflect the amenity value of the trail system, to protect the environment, and to ensure public safety is a priority.
3. The promotion of use and enjoyment of Urban Trails.

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5.0 FUND RAISING

A strategy for achieving private funding to support development of urban trails is currently being formulated and will be outlined in a future report to Council.

As a pilot project, construction of the Burnaby Mountain route will result in a tangible built product to serve as a reference for marketing the urban trail concept to prospective sponsors of subsequent trails.

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6.0 CONCLUSIONS

This report recommends that Council authorize funding for construction of Phase One of the Burnaby Mountain Urban Trail as the initial start-up for Burnaby's innovative Urban Trail System.

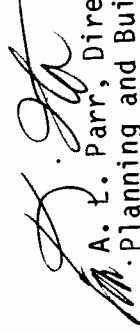
Phase One can be constructed in an environmentally-sensitive manner and will provide a functional linkage using an available publicly owned corridor for the trail.

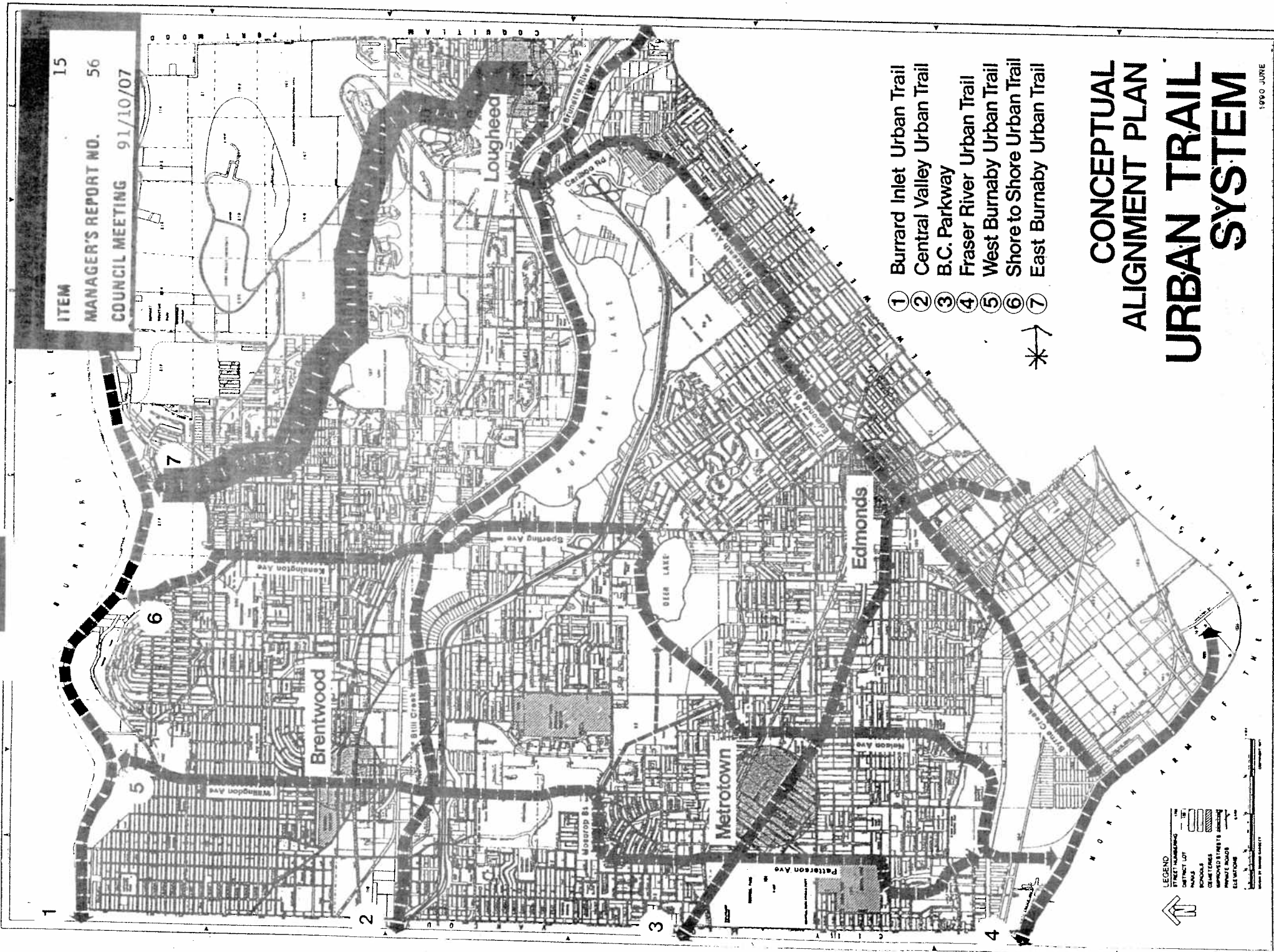
The cooperative interdepartmental approach to planning and design will be continued through to construction and, eventually, maintenance of the trail to provide for a functional public facility that is well integrated with other municipal amenities and services.

And.
KR:lf

Attachments

cc: Director Engineering
Director Finance
Director Recreation & Cultural Services


A. L. Parr, Director
Planning and Building



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- ① Burrard Inlet Urban Trail
- ② Central Valley Urban Trail
- ③ B.C. Parkway
- ④ Fraser River Urban Trail
- ⑤ West Burnaby Urban Trail
- ⑥ Shore to Shore Urban Trail
- ⑦ East Burnaby Urban Trail

CONCEPTUAL ALIGNMENT PLAN URBAN TRAIL SYSTEM

1990 JUNE

LEGEND
 STREET PLANNING
 STREET LAY
 PARKS
 SCHOOLS
 CHURCHES
 APPROVED STREETS
 PRIVATE ROADS
 ETC. (SEE DRAWING)

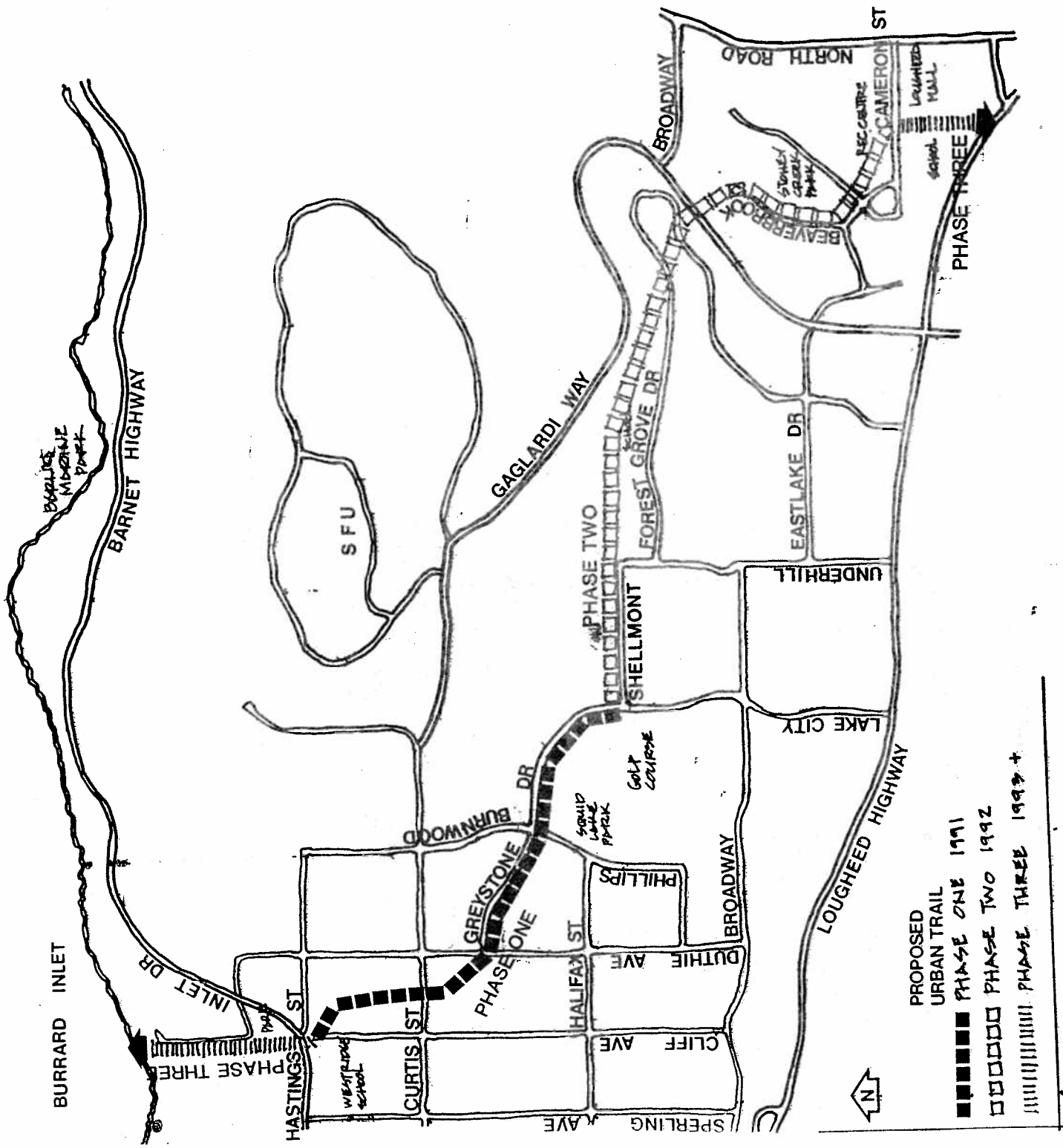
BURNABY

COLLECTED BY THE
 BURNABY PLANNING DEPARTMENT

SKETCH # 1

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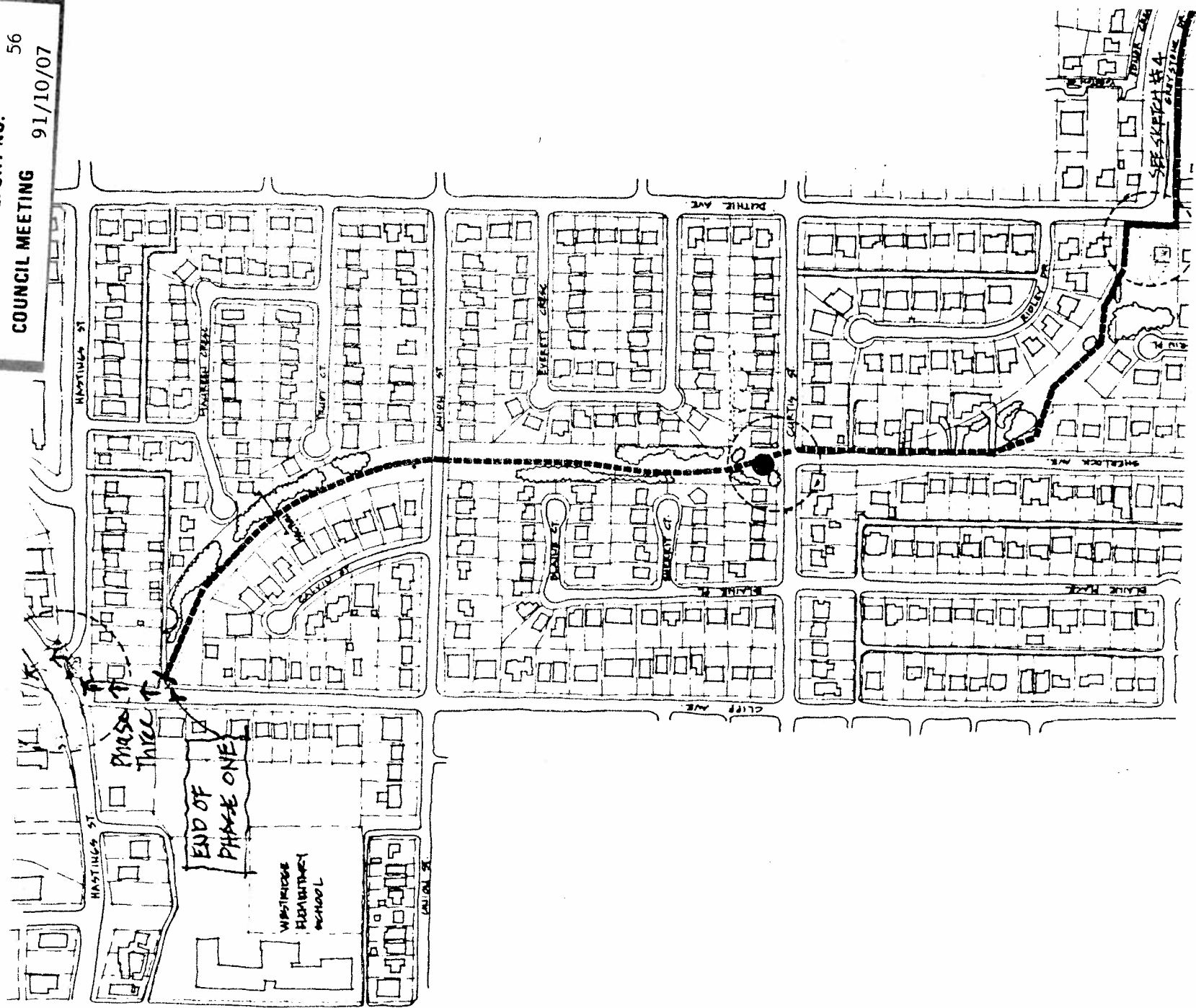
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BURNABY MOUNTAIN URBAN TRAIL

SKETCH # 2

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BURNABY MOUNTAIN URBAN TRAIL

PHASE ONE ALIGNMENT

SKETCH # 3.

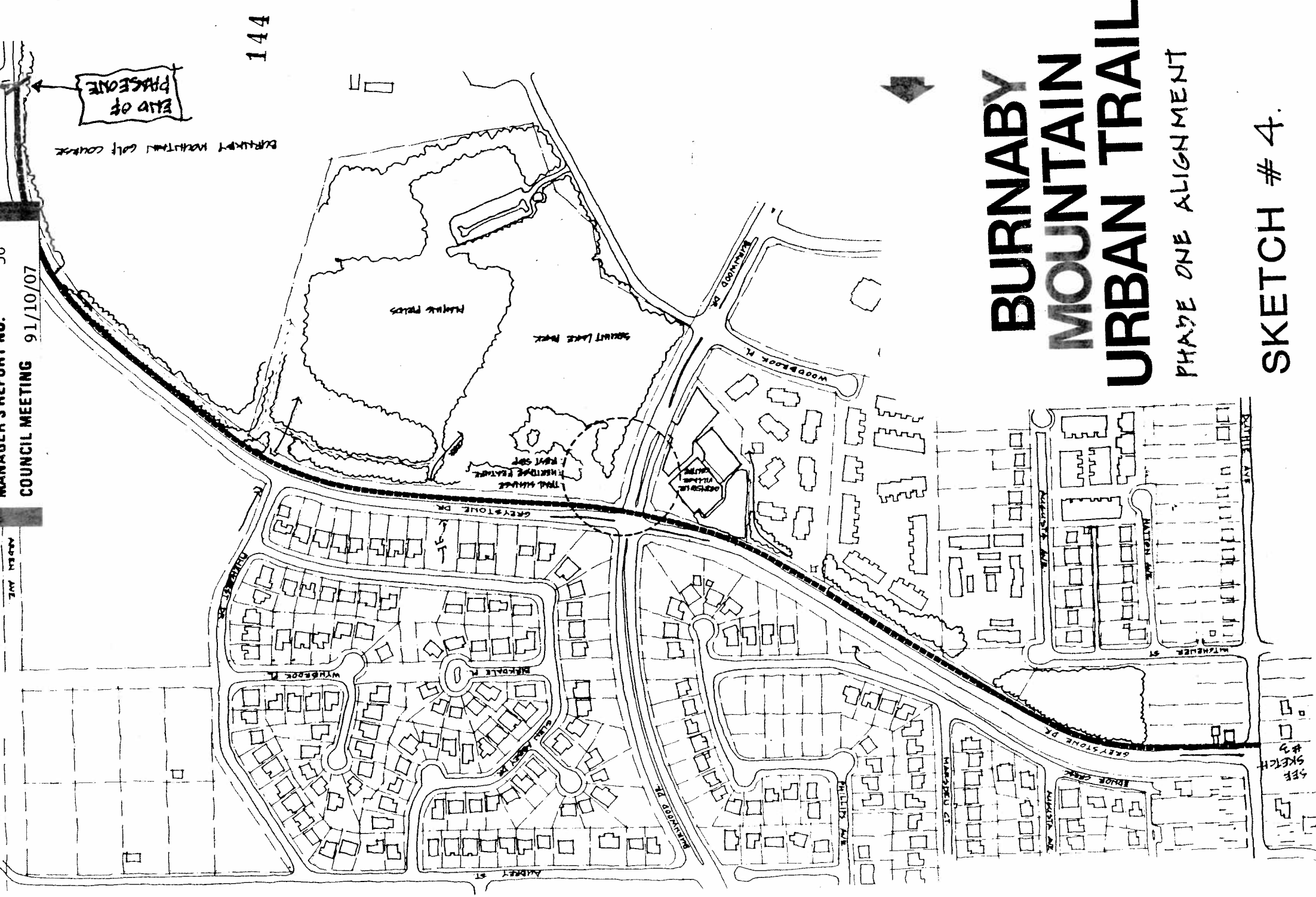
KEY

———— PHASE ONE TRAIL

● HOUSE TO BE REMOVED (7091 CURLEW ST)

○ FEATURE AREAS (PHASE TWO)

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BURNABY MOUNTAIN URBAN TRAIL

PHASE ONE ALIGNMENT

SKETCH # 4.