

TO: MUNICIPAL MANAGER 1992 MAY 07

FROM: DIRECTOR PLANNING AND BUILDING OUR FILE: 10.225.2

SUBJECT: BURNABY MOUNTAIN URBAN TRAIL  
 PHASE II - SHELLMONT STREET TO CAMERON STREET  
 ALTERNATIVE ALIGNMENTS

PURPOSE: To obtain Council authorization to pursue steps to elicit public comment on alternative proposed alignments for the Burnaby Mountain Urban Trail, Phase II portion, Shellmont Street to Cameron Street.



RECOMMENDATIONS:

1. THAT Council authorize staff to hold open houses as described in Section 3.0 of this report to provide a forum for explanation of the proposed alternative alignments for the Burnaby Mountain Trail, Phase II portion, and an opportunity to comment for residents and other interested parties.
2. THAT Council approve the mailing of open house notices to residents and property owners within the precinct outlined in Sketch #3 for the purposes of inviting them to attend the proposed open houses, of informing them of the proposed alternative alignments, and of inviting their comment.

R E P O R T

1.0 BACKGROUND AND SUMMARY

On 1990 June 18, Council adopted a conceptual plan for the Burnaby Urban Trail System (see attached Sketch #1) as a network of major trails for walking and bicycling in Burnaby. Detailed planning of the Burnaby Mountain Urban Trail route for implementation as the initial phase of the Urban Trail System was commenced in the fall of 1990. The Phase I portion of the Burnaby Mountain Trail from Hastings Street to Shellmont Street is currently under construction. The Phase II portion of the Burnaby Mountain Trail with respect to its general alignment was also illustrated (see attached Sketch #2) in the Phase I implementation report considered by Council on 1991 October 07.

Regarding the Phase II portion and arising out of the Council discussion, staff was requested to examine the feasibility of a general policy related to protecting nature trails and to minimize junctures of nature trails with the Urban Trails; to provide improved communication with neighbourhoods which abut the Urban Trails; and to examine an alternative route for the Phase II alignment. Items of Correspondence have also been received by Council from some residents expressing concerns about the commuter effects of the Urban Trail through their neighbourhood.

The determination of appropriate guidelines relating to the Urban Trail system for the purpose of serving as general policy are outlined in a companion report being submitted to Council for its consideration on the same agenda. These guidelines specifically address protecting sensitive natural park and conservation areas and their related nature trails.

This subject report proposes an alteration to the Phase II Urban Trail alignment previously suggested through the Forest Grove neighbourhood (described as Alignment A), and also details an alternative alignment (described as Alignment B) which bypasses the Forest Grove neighbourhood and provides an alignment largely related to the Lake City Industrial Park (see attached Sketch #4). While for a number of reasons as outlined in this report, Alignment A related to the Forest Grove neighbourhood is preferred, both alignments are considered generally feasible and appropriate for further public comment.

In line with Council's direction, to provide improved opportunities for communication with the affected neighbourhoods, it is proposed that open houses be held in locations such as local schools in the affected neighbourhoods. These open houses would be advertised by means of a newspaper notice and a mailing of open house notices which would include a brief precis of the proposed alternative alignments for the Burnaby Mountain Trail, Phase II portion, to residents and property owners within the precinct outlined in attached Sketch #3. The purpose of this public communication approach, which includes a major mailing of an open house notice, is to provide information on the Phase II portion for the two differing alignments and opportunities for comment by residents and other interested parties.

## 2.0 ALTERNATIVE ALIGNMENTS BURNABY MOUNTAIN TRAIL - PHASE II PORTION

In accordance with Council's direction and in light of concerns expressed by some residents in the Forest Grove area to a preliminary Phase II alignment suggested in the area, further examination was made of alternate feasible alignments for the Phase II portion of the Burnaby Mountain Trail. Arising out of this further consideration, two alternative alignments have been identified which are both supportable. These two alternative Urban Trail alignments, identified as Alignment A and Alignment B, are described in some detail in the attached Appendix (see Sketch #4). Alignment A is generally residentially-oriented and follows a route through the Forest Grove and Simon Fraser Hills/Stoney Creek neighbourhoods. Alignment B is more industrially-oriented following a route through the Lake City Industrial Park. Both alignments virtually completely follow street alignments or public rights-of-way with Alignment B being generally on the busier streets. With the exception of a small stretch along Alignment B, both alignments propose that the Urban Trail walking and cycling paths will be off-street facilities. Both alignments can be developed to be safe and attractive amenities primarily for the use of Burnaby's residents for recreation purposes and affording access by walking or cycling to neighbourhood and community facilities. Potential use for journey to work purposes by Burnaby residents where the workplace is very close to the home could become a small, but desirable, aspect of the use of the Burnaby Mountain Trail. General commuter use is expected to be minimal.

The proposed alignments have been determined so as to avoid environmentally sensitive areas and areas where nature trails are adversely impacted; and consequently to follow routes related to streets and the perimeter of developed parks which are generally considered freely publicly accessible.

While both alignments are supportable, Alignment A is preferred as it is considered to best serve the residents of the neighbourhoods in this area - the prime trail users. The description in the Appendix also provides some further assessment of the alternative alignments.

It is considered appropriate to invite public comment on the two alternative alignments prior to making a firmer recommendation to Council for its consideration. For information, it is noted that the Phase II portion of the Burnaby Mountain Trail is not included in the Capital Budget for 1992.

**3.0 COMMUNICATION WITH AFFECTED NEIGHBOURHOODS**

In order to provide improved opportunities for communication with the affected neighbourhoods, it is proposed that open houses be held in the affected neighbourhoods. It is desirable that such open houses be held prior to the summer holiday months of July and August.

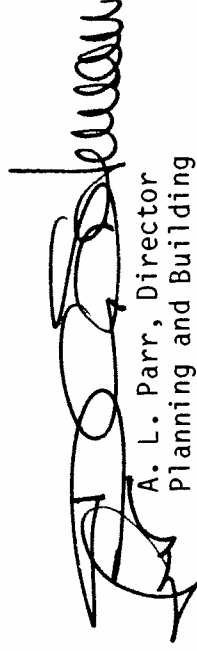
Therefore, arrangements have been made to hold three open houses in the area on the following dates and locations.

Stoney Creek Community School	Tuesday, June 09
Forest Grove Elementary School	Wednesday, June 10
Cameron Library and Recreation Centre	Thursday, June 11

The open houses would be held in the evening from 6:30 p.m. to 9:00 p.m. Display boards of the alternative alignments would be provided and staff would be on hand to answer questions. A short descriptive presentation of the alignments is planned with a subsequent opportunity for those in attendance to make comments in a public forum setting. Those in attendance would also be encouraged to provide written comments on forms provided for that purpose.

The open houses are proposed to be publicized through notices in a local Burnaby newspaper and through a mailing of notices, some 5,000 in number, to residents and property owners in the affected neighbourhoods, within the precinct outlined in Sketch #3. The open house notices would include a brief precis of the proposed alternative alignments for the Burnaby Mountain Trail, Phase II portion; provide a general invitation to attend the scheduled open houses; invite contact with the Planning and Building Department if further information or clarification is required; and request the submission of written comments on the proposed alternative alignments.

*AmP*  
KI:lf



A. L. Parr, Director  
Planning and Building

Attachments - Appendix  
- Sketches #1 to #10

cc: Director Recreation & Cultural Services  
Director Engineering  
Municipal Clerk

APPENDIX I

BURNABY MOUNTAIN TRAIL ALIGNMENT - PHASE II

125

1.0 INTRODUCTION

This appendix illustrates the two prime considered alignments for the Phase II portion of the Burnaby Mountain Trail. The alignments are identified as Alignment A with a Forest Grove Drive orientation and Alignment B with a Lake City Industrial Park orientation. A general description is provided followed by point form descriptions for each of the two alignments. All descriptions are provided consecutively from west (Shellmont Street) to east (Cameron Street) for the varying conditions along each alignment.

2.0 ALIGNMENT A (SEE ATTACHED SKETCHES #4, #5, #6, AND #7)

This alignment is generally oriented along Shellmont Street and Underhill Avenue and through the Forest Grove neighbourhood utilizing the Forest Grove Drive alignment. This alignment then crosses an existing pedestrian bridge over Gaglardi Way into the Simon Fraser Hills neighbourhood along Beaverbrook Crescent and Beaverbrook Drive to Cameron Street. This is an attractive alignment which is strongly oriented to serve local residents and linking abutting neighbourhoods. It primarily serves the Forest Hills, Forest Grove, and Simon Fraser Hills/Stoney Creek neighbourhoods and provides useful access to the Forest Grove and Stoney Creek Elementary Schools (both schools with strong neighbourhood orientations) for students and other residents. It provides access to a number of neighbourhood parks with various facilities including playing fields, tennis courts, and playgrounds. Residents who venture a little farther either by walking or by cycling have access along this alignment to the Cameron Library and Recreation Centre, Cameron School, and Lougheed Town Centre shopping to the east and the Burnaby Mountain Golf Course, Squint Lake Park and the Greystone Village shopping centre to the west.

This alignment has been adjusted from one previously suggested which followed a pipeline corridor north of the Forest Grove School which elicited some concerns that adjacent natural areas with their nature trails and the privacy of some residential enclaves would be adversely affected. The proposed alignment is considered to provide an improved and safer standard along recognized routes already largely in use by pedestrians and cyclists especially for students accessing the two elementary schools in the area.

The following is a point-form description of the proposed alignment and proposed Urban Trail improvements, taken generally from west to east, and is keyed to Sketch #5 and the complementary diagrammatic sections, Sketches #6 and #7 .

Section A1 - Shellmont Street

- Existing pedestrian chipwalk on south side to be upgraded desirably to a concrete standard.
- Existing pedestrian chipwalk within Transmountain linear park strip.
- 8 ft. wide asphalt cycle path along north side, separated from street.
- Some steep grades require signage.
- Localized retaining walls to preserve trees required.

**Section A2 - Underhill Avenue**

- Joint-use 10-12 ft. wide asphalt walk and cycle path on west side separated from the street.
- Asphalt curb on existing street with a street tree strip between the street and the trail to be provided.

**Section A3 - Forest Grove Drive (First Portion)**

- Joint-use 8-10 ft. wide asphalt walk and cycle path on north side abutting the street in most areas.
- Existing separated sidewalk on the south side for the complete length of Forest Grove Drive to Maple Grove Park is an option for pedestrians.
- Tree protection measures and retaining walls required in some locations.
- Close cooperation with abutting residential development necessary.

**Section A4 - Forest Grove Drive (Forest Grove School Frontage)**

- Joint-use 10-12 ft. concrete walk and cycle path includes existing 5 ft. concrete sidewalk on north side abutting the street. The width may vary to preserve trees and avoid existing service kiosks.
- Fill ditch (drainage pipe).
- Provide retaining walls where required.
- Signing to advise cyclists to dismount during school hours.
- Cooperation of and coordination with the School Board required.

**Section A5 - Forest Grove Drive (Continuation)**

- Joint-use 8-10 ft. wide asphalt walk and cycle path on north side abutting the street in most areas.
- Tree protection measures and retaining walls required in some locations.
- Appropriate crosswalk of Forest Grove Drive to Maple Grove Park required.

**No Section - Maple Grove Park**

- Existing stairs to be used by pedestrians.
- Narrow ramps abutting the stairs to be provided to accommodate dismounted cyclists. Alternatively, cyclists have the option of being on-street along Forest Grove Drive to the pedestrian bridge paths.

**Section A6 - Forest Grove Drive**

- South of Maple Grove Park users cross Forest Grove Drive at an appropriate crosswalk to a joint-use 10-12 ft. wide concrete walk and cycle path (to include the existing concrete sidewalk) on the south side abutting the street, east to the pedestrian bridge path.
- Retaining wall and safety railing required at ravine location.

**Section A7 - Walkway to Overpass and to Beaverbrook Crescent**

- Similar circumstances on both ends of the overpass of Gaglardi Way.
- Existing concrete walkway.
- Separate 8 ft. wide asphalt bike path, winding to reduce grades and preserve mature tree specimens.
- Existing lighting standards.
- Some clearing required which will also provide safety benefits.
- Joint-use existing pedestrian and cyclist overpass of Gaglardi Way with cyclists to dismount.

**Section A8 - Beaverbrook Crescent (Stoney Creek School Frontage)**

127

- . Existing 5 ft. wide concrete sidewalk.
- . Separate 8 ft. wide asphalt bike path.
- . Separation between paths will vary to accommodate trees, service kiosks, and a freestanding school sign.
- . To accommodate the bike path within the edge of the front yard in front of the school building, it will be necessary to relocate an existing railing fence and two planter tubs.
- . Signing to request cyclists to dismount along front of the school building during school hours.
- . Close cooperation and coordination required with the School Board.

**Section A9 - Beaverbrook Crescent (Stoney Creek Park Frontage)**

- . Existing separated concrete sidewalk.
- . Separate 8 ft. wide asphalt bike path.
- . Separation varies between paths to accommodate mature trees and avoid existing steps.
- . Small bridge for bike path required over culvert outlet just south of the school.

**No Section - Beaverbrook Drive Bridge**

- . Existing curb sidewalk on north side over bridge to Noel Drive.
- . Cyclists to dismount and use sidewalk.

**Section A10 - Beaverbrook Drive and Cameron Street  
(Cameron District Park Site)**

- . Existing 5 ft. wide separated and curb concrete sidewalks (new separated sidewalk to replace curb sidewalk on Cameron Street when widened) on park side of streets.
- . Separate 8 ft. wide asphalt bike path on park side of streets.
- . Coordinate final path alignments with future Cameron Street road widening, district park development plan, and the Cameron Library and Recreation Centre complex.
- . The front yards of existing municipally-owned but rented houses along Cameron Street on the park site are affected.

**3.0 ALIGNMENT B (SEE ATTACHED SKETCHES #4, #8, #9, AND #10)**

This alignment is generally oriented along Arden Avenue between the golf course and the Forest Hills neighbourhood and east along Broadway to Underhill Avenue. Turning south on Underhill Avenue and then east on Eastlake Drive, the alignment bisects Lake City Industrial Park and after passing under Gaglardi Way, traverses through the Simon Fraser Hills/Stoney Creek neighbourhood along Beaverbrook Drive to Cameron Street.

This alignment is strongly oriented to the Lake City Industrial Park and also serves the Forest Hills and Simon Fraser Hills neighbourhoods. It generally bypasses the Forest Hills neighbourhood. The use of Underhill Avenue north of Broadway was considered but the steep and constricted boulevards make it less attractive. A continued Broadway alignment east of Underhill Avenue was also considered but not pursued due in part to greater isolation, safety concerns, alignment restrictions and access difficulties along Gaglardi Way. While along almost its entire length, the Urban Trail could be accommodated off-street, it is necessary for cyclists to be on-street in the stretch of Beaverbrook Drive east of Eastlake Drive to Noel Drive which is a relatively busy street.

Alignment B is a pleasant one, avoiding major hills and steep grades, with the visibility of the Urban Trail from good quality industrial developments along its frontage helping to meet any safety concerns. Employees of the Lake City Industrial Park may also be encouraged to use the Urban Trail by its obvious presence. However, it is expected that Alignment B will not be as well used as the more residentially-oriented Alignment A. Alignment B does not provide access to any schools or neighbourhood parks with their recreational facilities, and is subject to potential conflict with large industrially-oriented vehicles. It is noted that from each end of this alignment, the Cameron Library and Recreation Centre, Cameron School, and Lougheed Town Centre shopping is accessed to the east, and the Burnaby Mountain Golf Course, Squint Lake Park and the Greystone Village shopping centre is accessed to the west.

The following is a point-form description of the proposed alignment and proposed Urban Trail improvements, taken generally from west to east and are keyed to Sketch #8, and the complementary diagrammatic sections, Sketches #9 and #10.

#### Section B1 - Arden Avenue

- Joint-use 12 ft. wide asphalt walk and cycle path on east side.
- Adjust alignment as necessary to preserve trees.
- Path to be separated from street by planting strip with street trees.

#### Section B2 - Broadway

- Joint-use 12 ft. wide asphalt walk and cycle path abutting the street on the south side of Broadway. Provide curb for path abutting street to protect the path from vehicles.
- Cross-walks at intersections at Arden Avenue and at Underhill Avenue required.
- Future status of Broadway may need to be clarified.

#### Section B3 - Underhill Avenue

- Dual paths to be provided on east side.
- Five (5) ft. wide concrete curb sidewalk.
- Separate 8 ft. wide asphalt bike path.
- Cooperation and coordination with the fronting Sears industrial development required, including possible easement. Some Sears landscaping is affected.
- Existing hydro easement with power poles along this stretch.

#### Section B4 - Eastlake Drive (West of Production Way)

- Joint-use 12-13 ft. wide asphalt walk and cycle path on the south side separate from the street.
- Existing street trees
- Cooperation and coordination with respect to the railway spur line along this stretch required including possible easement.

#### Section B5 - Eastlake Drive (East of Production Way to Underpass)

- Joint-use 10 ft. wide asphalt walk and cycle path on the south side separate from the street (less space available along this boulevard).
- Path to be separated from street by planting strip with street trees.
- Avoid existing light poles and power poles adjacent the street.
- Retaining wall to support path with a safety rail required at constricted underpass location of Gaglardi Way.

**Section B6 - Eastlake Drive (South-East of Underpass)**

129

- Joint-use 10-12 ft. wide asphalt walk and cycle path on the west side abutting the street curb.
- Affect existing natural vegetation as little as possible.
- Provide localized retaining walls where side slopes exist and space is limited.

**Section B7 - Beaverbrook Drive (from Eastlake Drive to Noel Drive)**

- Existing concrete sidewalk on south side.
- Complete and extend concrete sidewalk on south side, separated where possible, from the pedestrian overpass to the Eastlake Drive intersection.
- Crosswalk required at intersection of Eastlake Drive.
- Designated "bike route" for this stretch with cyclists sharing the street with vehicles.
- Add street trees on south side.
- Consider removing on-street parking on one side with re-striping to better accommodate cyclists.

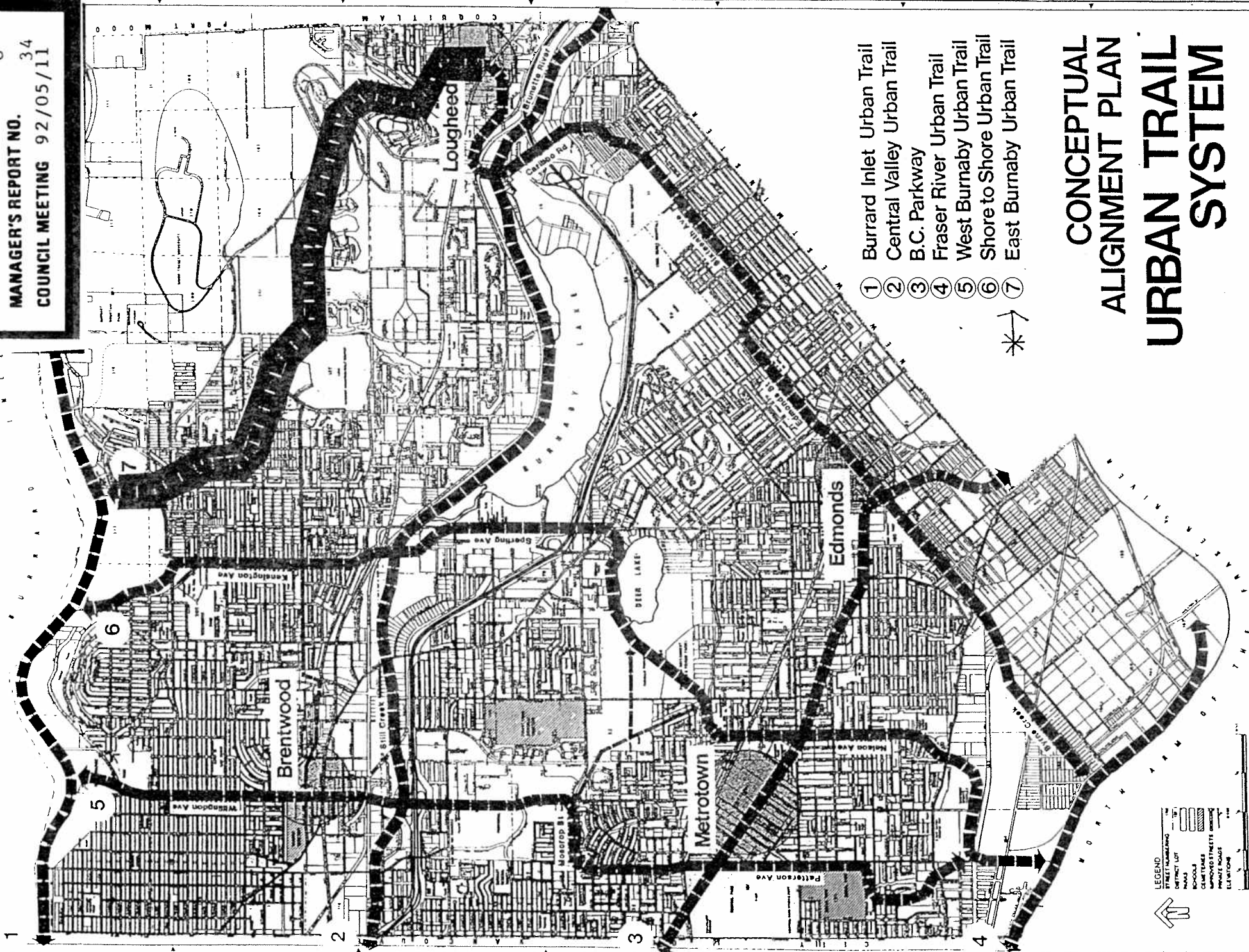
**Section B8 - Beaverbrook Drive and Cameron Street  
(Cameron District Park Site)**

- Existing 5 ft. wide separated and curb concrete sidewalks park side of streets (new separated sidewalk to replace curb sidewalk on Cameron Street when widened).
- Separate 8 ft. wide asphalt bike path on east and north side.
- Coordinate final path alignments with future Cameron Street road widening, district park development plan, and the Cameron Library and Recreation Centre Complex.
- The front yards of existing municipally-owned but rented houses along Cameron Street on the park site are affected.





ITEM 8  
 MANAGER'S REPORT NO. 34  
 COUNCIL MEETING 92/05/11



- 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

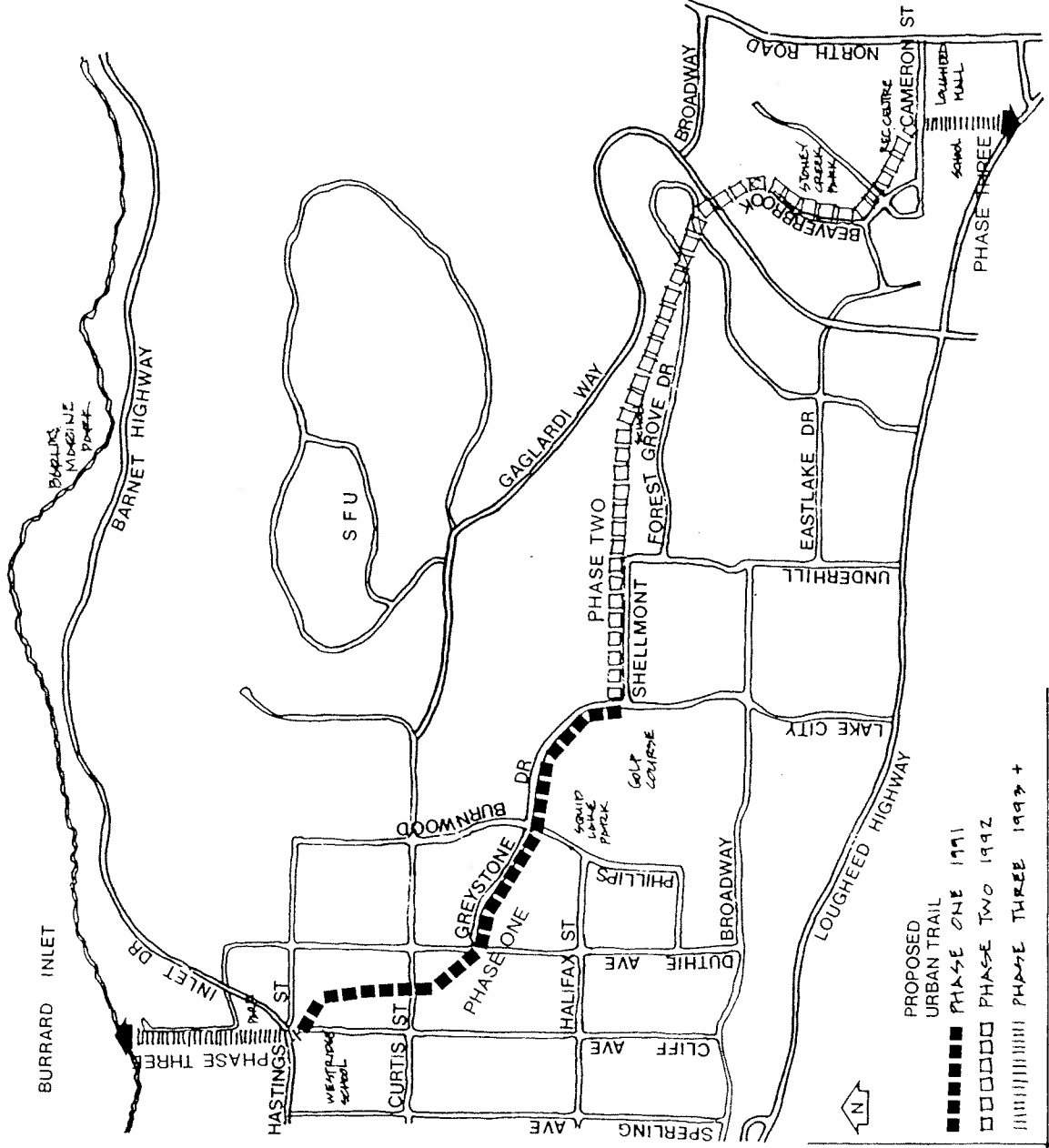
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COMPILED BY THE  
 BURNABY PLANNING DEPARTMENT

SKETCH # 1

ITEM 8  
 MANAGER'S REPORT NO. 34  
 COUNCIL MEETING 92/05/11

131



# BURNABY MOUNTAIN URBAN TRAIL

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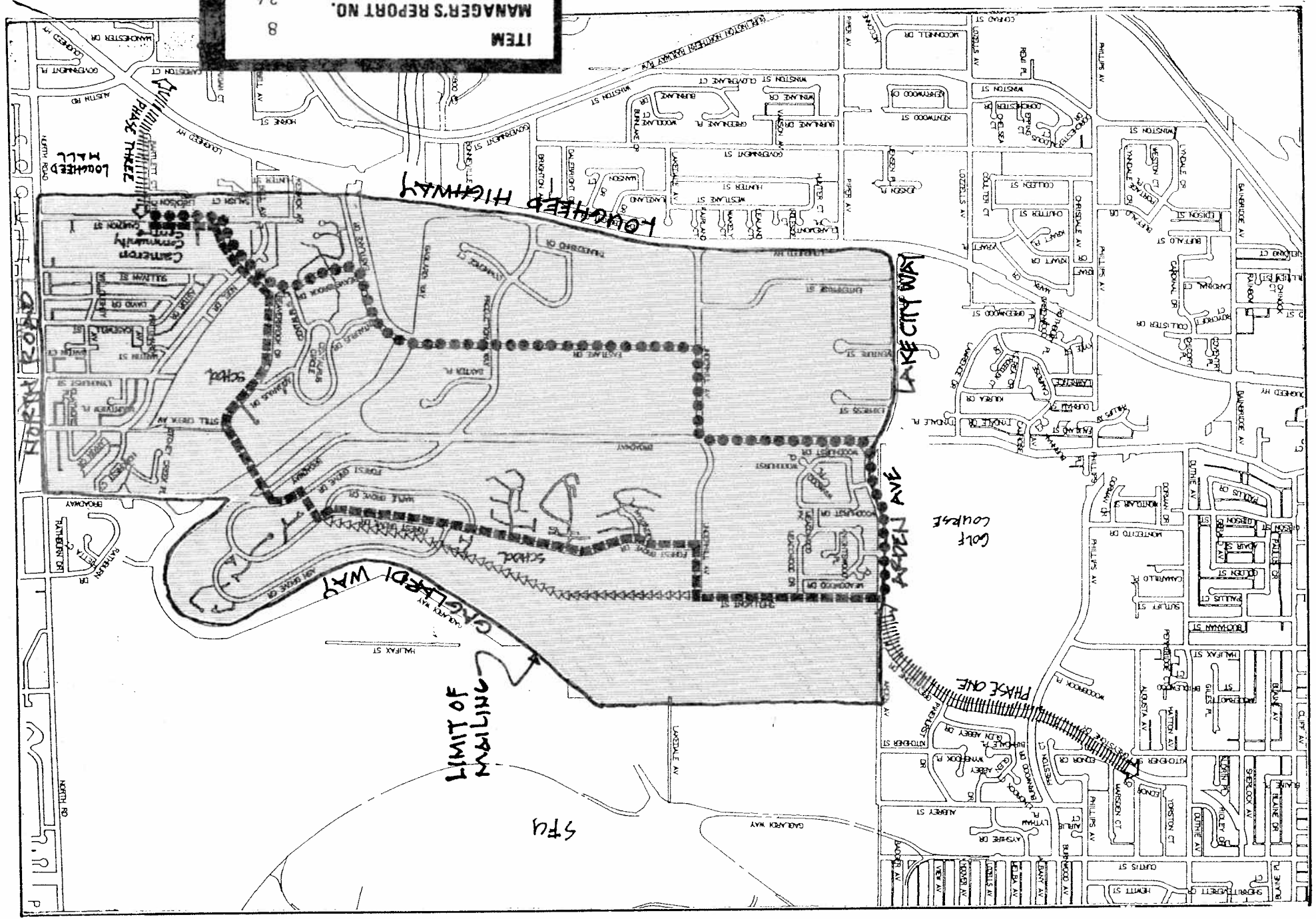


THE CORPORATION OF  
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 Department

SKETCH # 2

BURNABY MOUNTAIN URBAN TRAIL  
 PHASE II alignment outlined  
 in previous report to  
 Council 91.10.07

ITEM  
 MANAGER'S REPORT NO. 8  
 COUNCIL MEETING 92/05/11  
 34



Date: 92 May 06

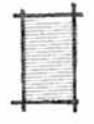
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▲ NORTH

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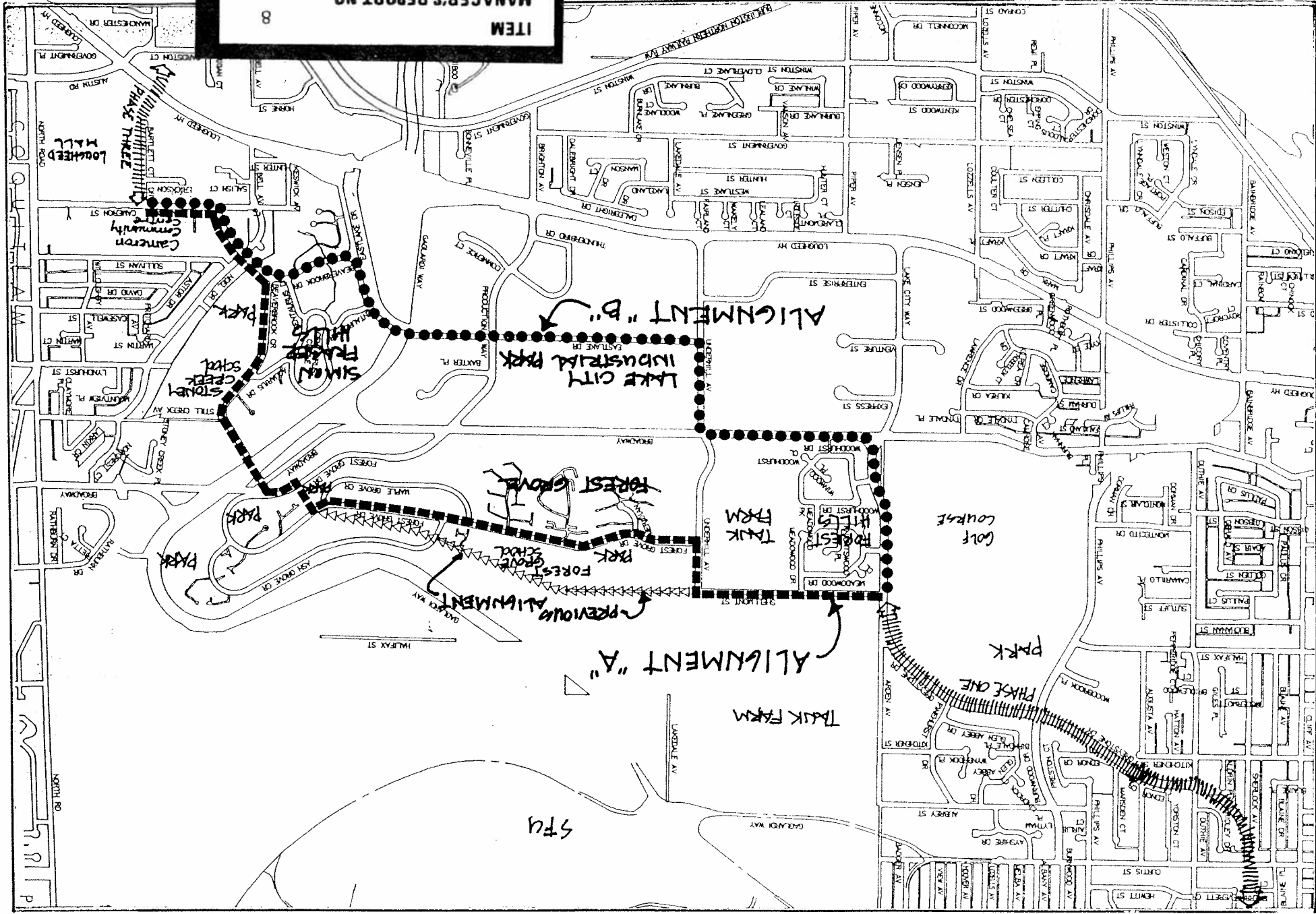


Planning &  
 Building Inspection  
 Department



SKETCH # 3.

PRECINCT FOR MAILING OF NOTICES  
 FOR OPEN HOUSES IN NEIGHBORHOOD



ITEM  
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 34  
 MANAGER'S REPORT NO.  
 92/05/11  
 COUNCIL MEETING

33

Date: 12 MAY 06

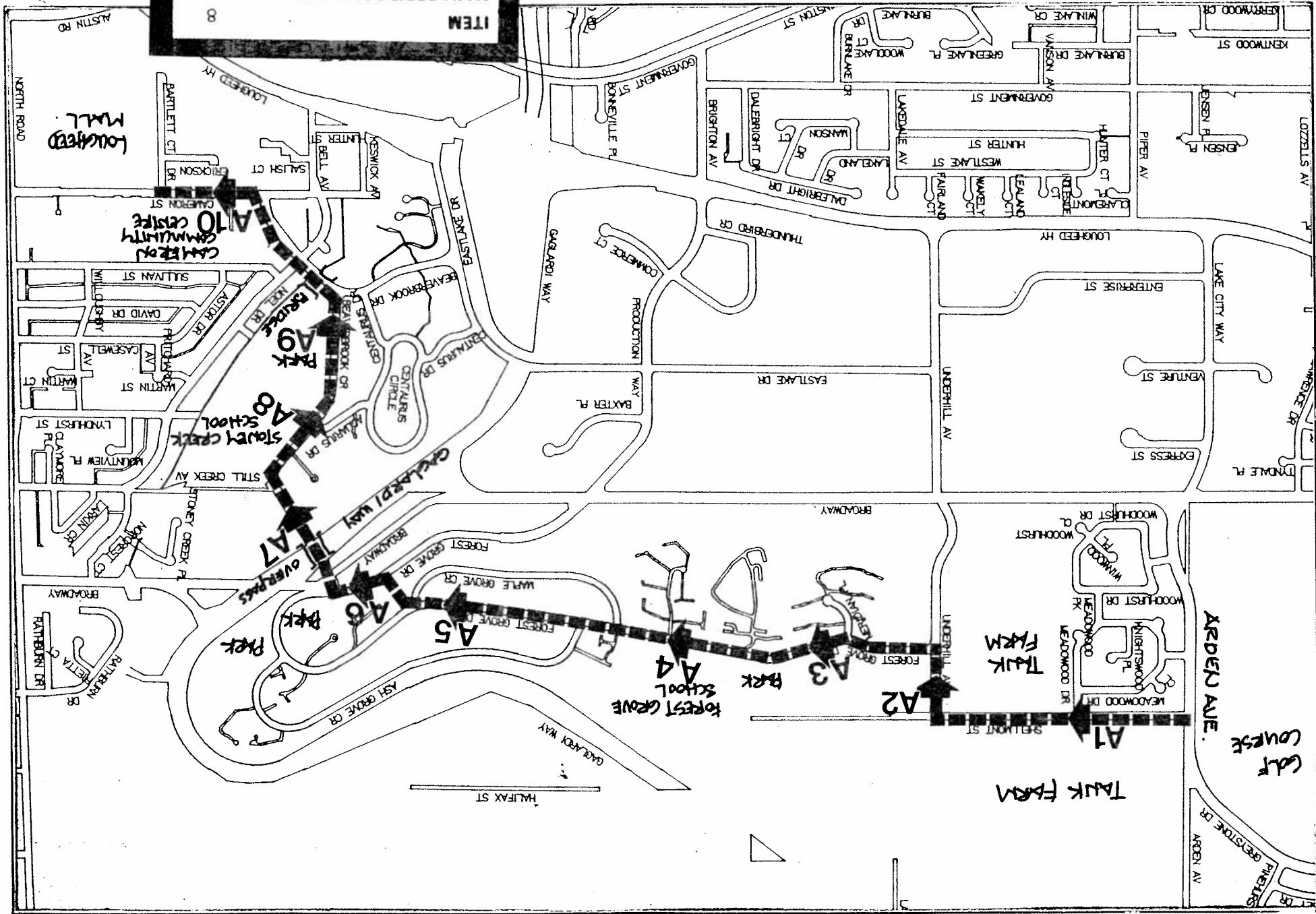
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 Building Inspection  
 Department

SKETCH # 4  
 BURNABY MOUNTAIN  
 URBAN TRAIL  
 PHASE TWO  
 ALIGNMENT OPTIONS



ITEM 8  
 MANAGER'S REPORT NO. 34  
 COUNCIL MEETING 9/2/05/11

Date: 9/2 MAY 04

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Planning & Building Inspection Department

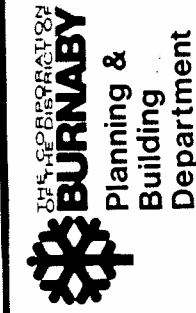
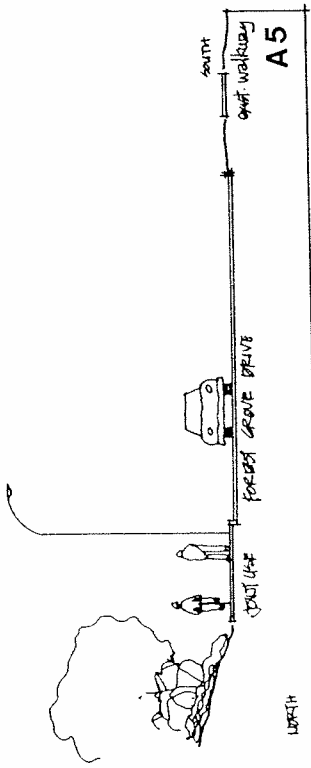
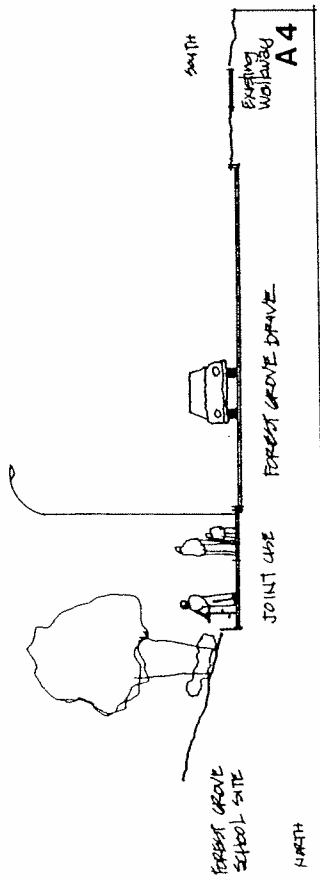
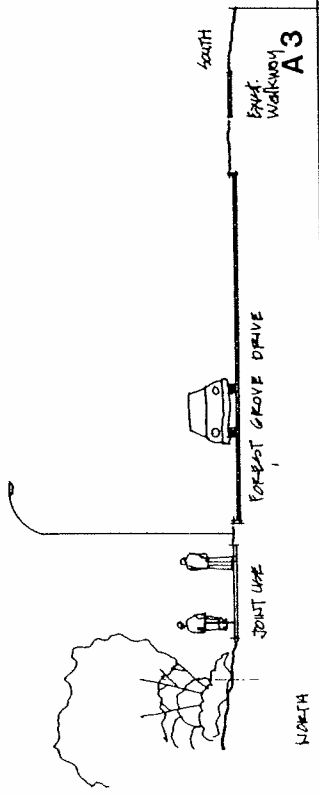
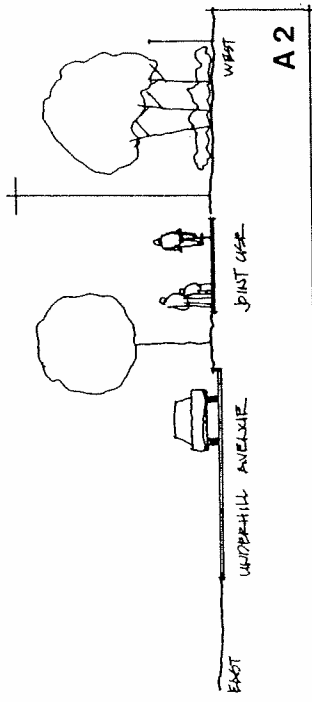
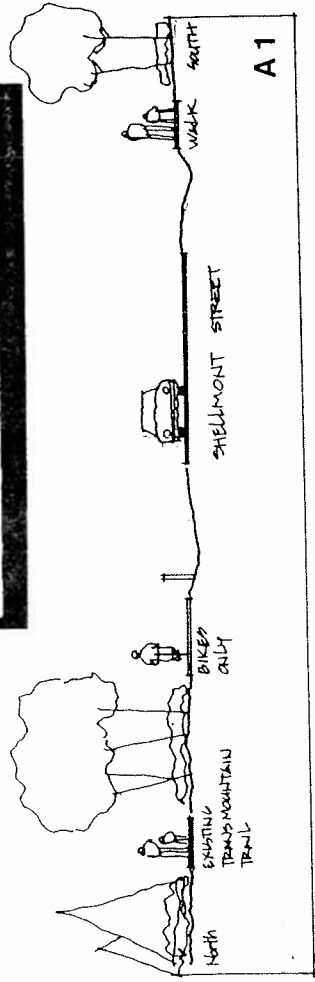
SKETCH # 5.

ALIGNMENT "A"

Burnaby Mountain Urban Trail  
 (Phase Two)  
 See sketches # 6 and # 7 for related diagrammatic sections A1 to A10.

ITEM 8  
 MANAGER'S REPORT NO. 34  
 COUNCIL MEETING 92/05/11

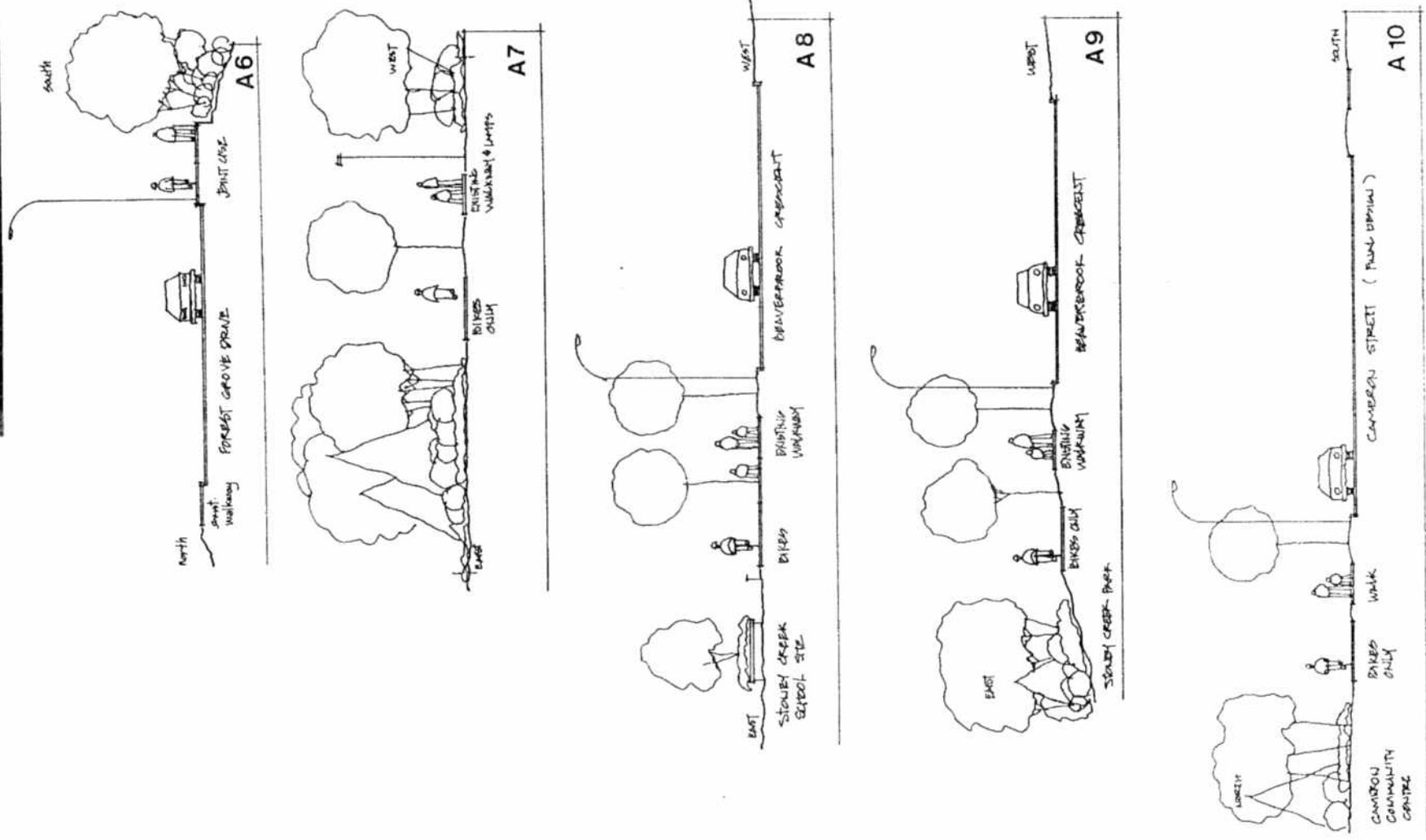
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SKETCH # 6  
 ALIGNMENT "A"  
 DISAPPEARING  
 SECTIONS A1 - A5  
 Refer to key map  
 on sketch # 5

Date: 92 May 06
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ITEM 8  
 MANAGER'S REPORT NO. 34  
 COUNCIL MEETING 92/05/11



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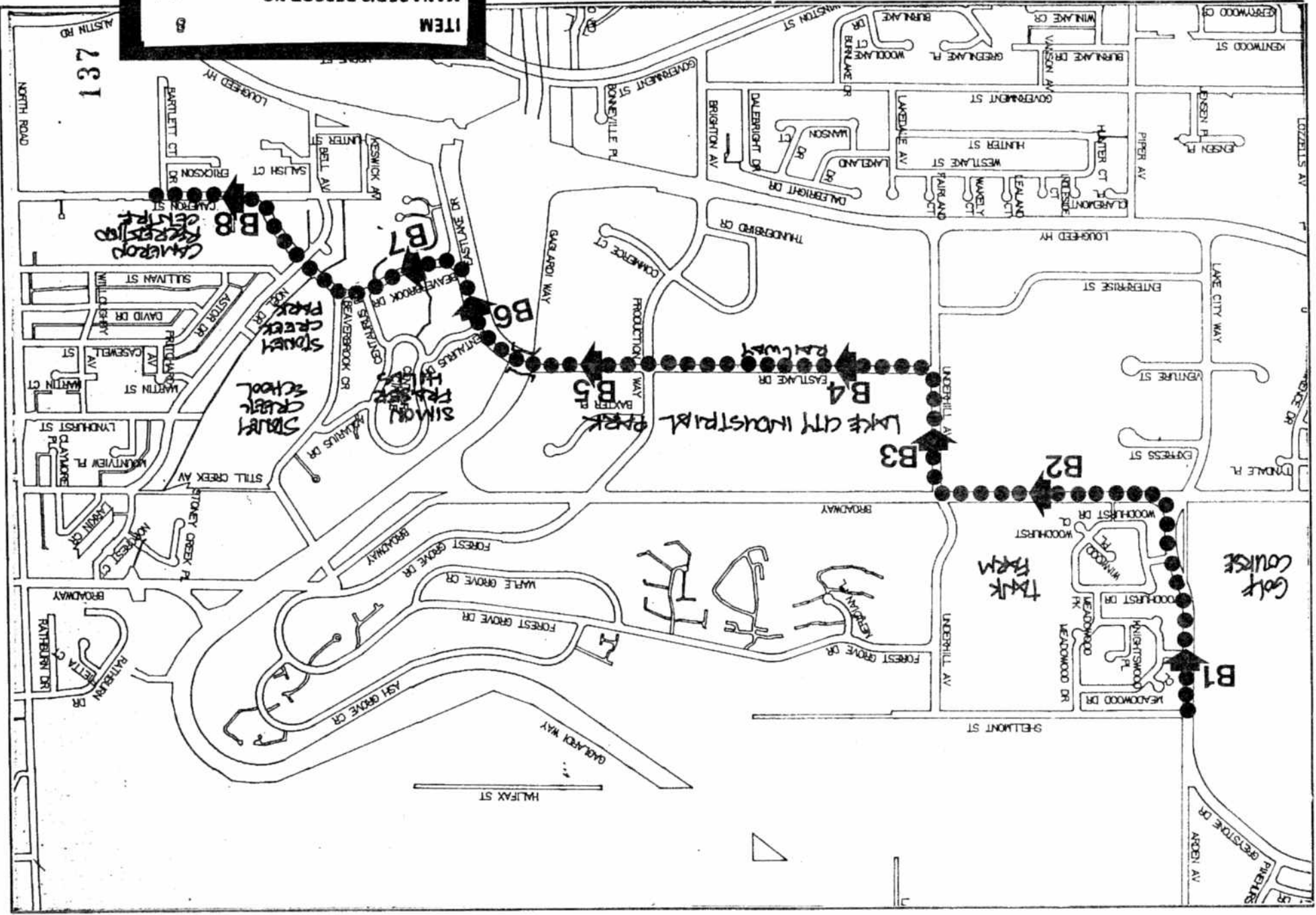
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SKETCH # 7

ALIGNMENT "A"  
 DIAGRAMMATIC SECTIONS A.6 - A.10  
 Refer to Key Map  
 on sketch # 5.

ITEM 8



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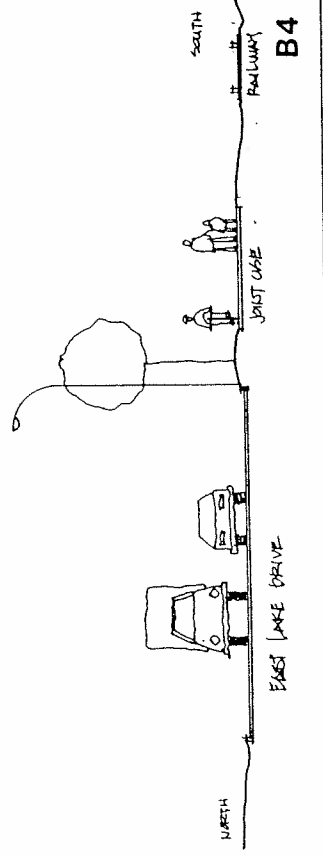
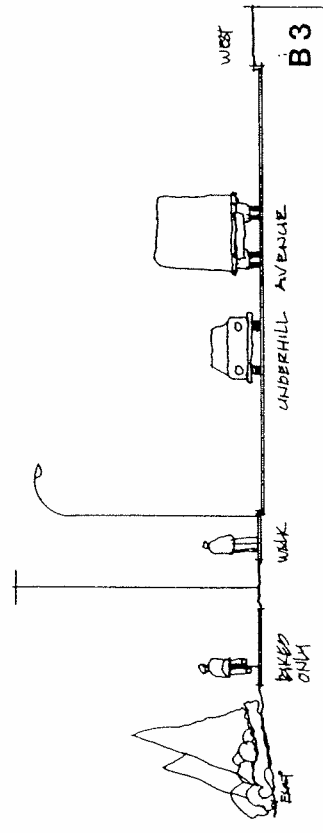
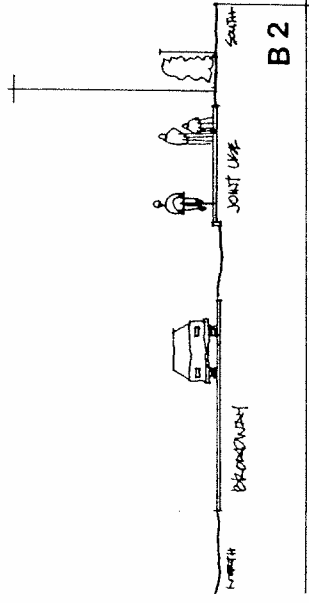
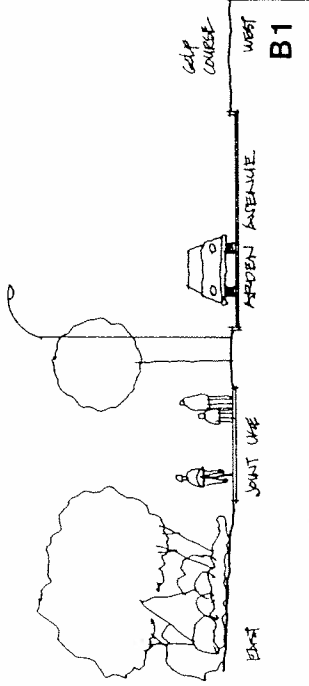
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SKETCH # 8.

ALIGNMENT "B"  
 Burnaby Mountain Urban Trail  
 (Phase Two)  
 See sketches # 9 and # 10 for  
 related diagrammatic sections  
 B1 to B8



ITEM 8  
 MANAGER'S REPORT NO. 34  
 COUNCIL MEETING 92/05/11



Date: 12 May 06

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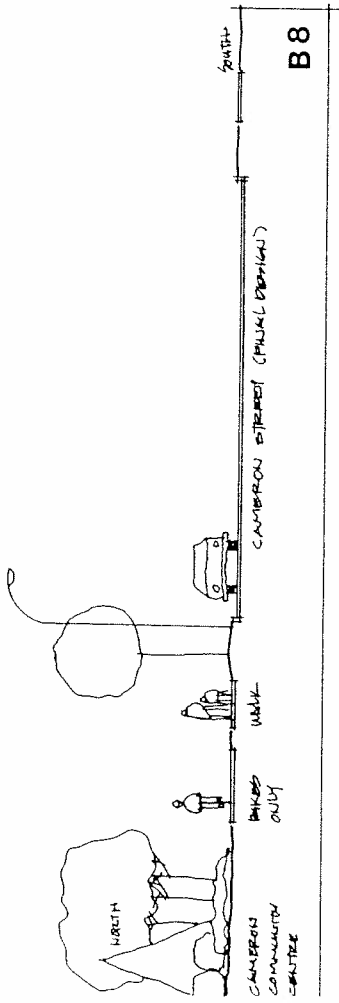
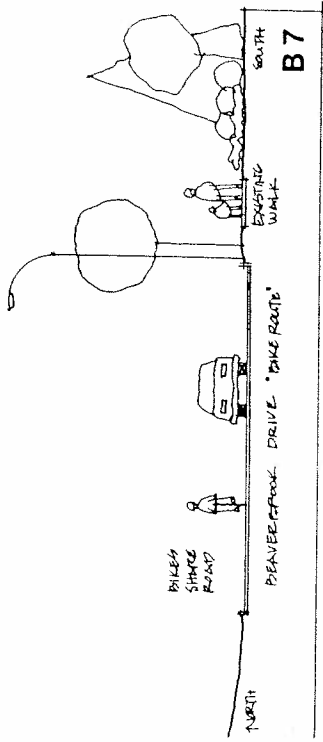
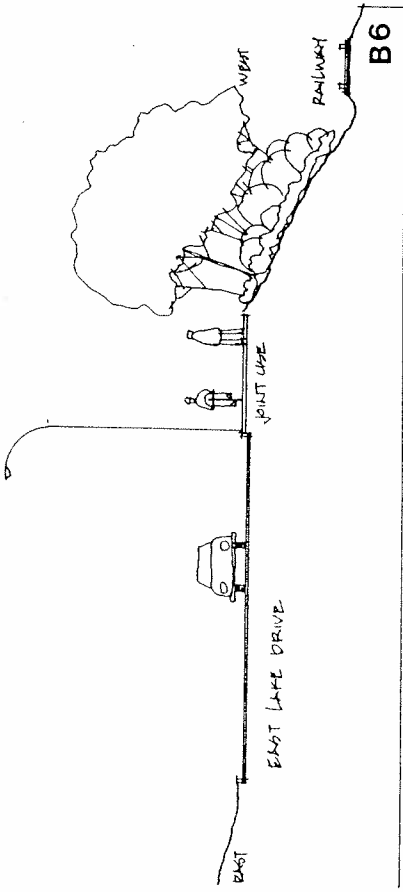
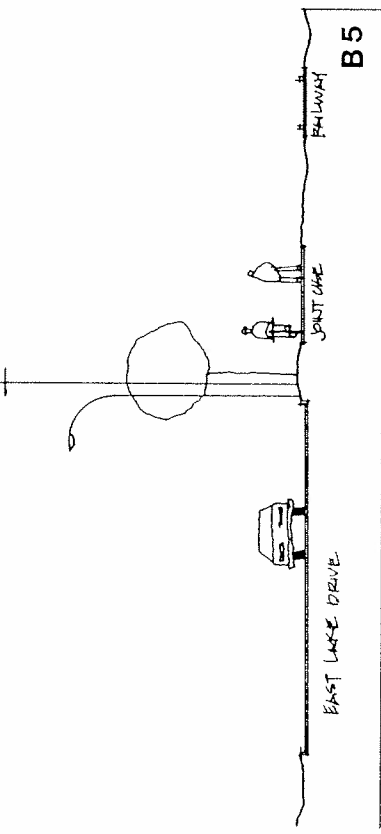
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SKECH #9.  
 ALIGNMENT "B"  
 DIAGRAMMATIC  
 SECTIONS B.1-B.4  
 Refer to key map  
 on sketch #8.

ITEM 8  
 MANAGER'S REPORT NO. 34  
 COUNCIL MEETING 92/05/11

139



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SKETCH #10.  
 ALIGNMENT "B"  
 DIAGRAMMATIC  
 SECTIONS B5-B8  
 Refer to key map  
 on sketch # 8.