

REPORT
1994 September 26

CITY OF BURNABY

HERITAGE ADVISORY COMMITTEE

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: Offer of a Donation of a Heritage
Site Cairn and Plaque to Commemorate
the Historic North Road

RECOMMENDATION:

1. THAT Burnaby Council receive the attached report for information.

REPORT

The Heritage Advisory Committee, at its meeting of 1994 September 21 received and adopted the attached report from the Director Planning and Building advising that Trans Mountain Pipeline Co. Ltd. have extended an offer to donate funds for a commemorative cairn and plaque to mark the site of the original North Road.

The attached staff report provides information with regard to the historic significance of this route and the wording for the commemorative plaque.

Trans Mountain Pipeline Company have been very generous in contributing to heritage projects in Burnaby. In addition to the commemorative cairn and plaque, they also donated one-third of the production cost for the heritage video entitled "Our Heritage - A Lesson for the Future." The Committee appreciates Trans Mountain's contribution and have written to them to express their thanks.

Respectfully submitted,

Councillor D. Lawson,
Chair

Councillor D. Drummond,
Vice-Chair

Members: Ron Brown
Al Diamond
Linda Johnston
Lee Lightfoot
Pixie McGeachie
Lauren Prentice
Jennifer Ryan
Lorraine Shore

: COPY - CITY MANAGER
- DIR. PLNG. AND BLDG.
- DIR. REC. & CULT. SERV.

TO: HERITAGE ADVISORY COMMITTEE 1994 SEPTEMBER 15
FROM: DIRECTOR PLANNING AND BUILDING
SUBJECT: OFFER OF A DONATION OF A HERITAGE SITE CAIRN AND
PLAQUE TO COMMEMORATE THE HISTORIC NORTH ROAD

RECOMMENDATIONS:

1. THAT a letter of thanks be sent to Trans Mountain Pipe Line Company Ltd. for their assistance with this project.
2. THAT a copy of this report be sent to the Parks and Recreation Commission for their information.
3. THAT a copy of this report be sent to Council and the City of Port Moody for information.

REPORT

1.0 BACKGROUND:

In 1993 staff were approached by Trans Mountain Pipe Line Company Ltd. representatives regarding the works that Trans Mountain was conducting on their pipeline in the Burnaby Mountain area. Trans Mountain was advised of the historic importance of the route as a connection that was constructed by the Royal Engineers between New Westminster and Burrard Inlet in 1859.

As a result of this construction project it was necessary to do some excavation work at the point where the pipeline crossed the North Road right-of-way. At this location the original Royal Engineers road between Burrard Inlet and the Fraser River is a pedestrian walking trail just south of the crest of the hill. The place where the cairn is to be located is due east of Simon Fraser University at an elevation of approximately 550 feet. The roadway currently serves as the boundary between Burnaby and Port Moody. The lands to the west form part of the Burnaby Mountain Conservation area while the lands to the east are developed with the former Petro-Can oil refinery.

HERITAGE ADVISORY COMMITTEE
OFFER OF A DONATION OF HERITAGE SITE CAIRN
1994 SEPTEMBER 15 ...PAGE 2

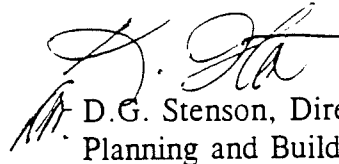
2.0 DONATION PROPOSAL:

The Trans Mountain representatives extended an offer to donate funds for a commemorative cairn and plaque as part of the interpretive program proposed by the Heritage Advisory Committee in 1990 (refer attached Appendix I).

Staff from Trans Mountain have been very accommodating while estimates of cost and designs for the location of the cairn on the west edge of the right-of-way were prepared. A donation of \$5,000 has been provided for the work. This will provide for site preparation and installation of a cairn and plaque that will identify the significance of this roadway on what is now a well used pedestrian trail. The City of Burnaby is considered fortunate to be provided with an opportunity to provide an interpretive marker on this historic route.

The wording of the interpretive plaque and the plaque acknowledging Trans Mountain's donation is attached for the information of the Committee. The cairn and plaque will be provided by outside suppliers and the installation will be done by the City Parks Department. The Parks Department will maintain the site.

It is also considered appropriate that the City of Port Moody be advised of this project.


D.G. Stenson, Director
Planning and Building

BR:yg
Attach.

cc: Director Recreation & Cultural Services

NORTH ROAD

When New Westminster was chosen as the site for the first capital city of British Columbia in 1859, Colonel R.C. Moody, a Royal Engineer, developed a plan to defend the city from American attack. A primary concern was maintaining access to the ocean, should the Fraser River be blocked by ice during the winter. Moody immediately ordered the survey and construction of North Road to connect the capital with Burrard Inlet. At the end of the road, land was reserved for a proposed dock and Blockhouse with supplies and ammunition.

Fortunately, the feared assault never came and North Road was used primarily by Royal City residents who wished to picnic at the beach. In the 1880's the road was used more often as a route to the inlet where travellers could board a ferry for the City of Port Moody. Later the village of "Aliceville" developed at the end of the road with a railway station, two hotels and several summer cottages. The road's route over the mountain remained in use until the 1960's, when this section was closed to traffic. North Road today is a historic trail and the oldest road in the Lower Mainland.

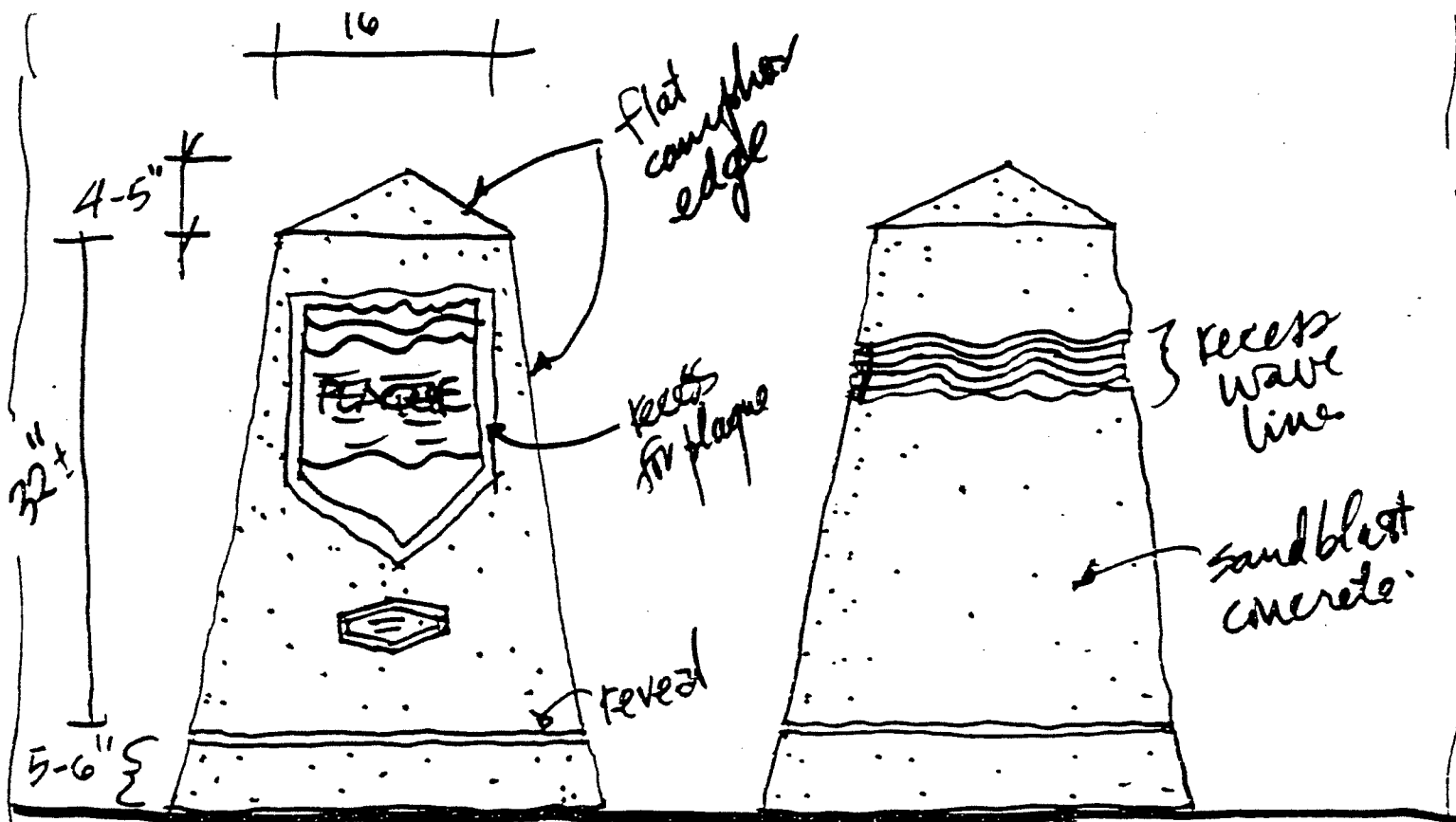
CITY OF BURNABY

HERITAGE SITE



DONATED BY
TRANS MOUNTAIN
PIPE LINE
COMPANY LTD.

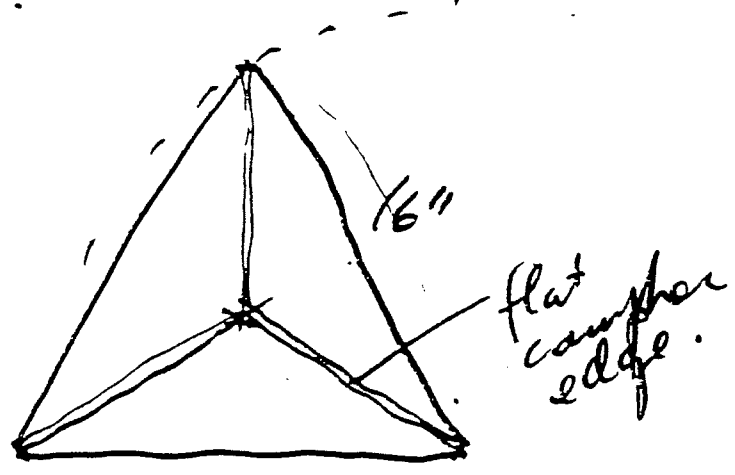
1994



24" +

FRONT.

SIDE VIEW



TOP VIEW

HERITAGE
 (X) (X)

KR 94 AUG 26

~~INTERNAL DISTRIBUTION:
AGENDA 1990 OCTOBER 09
COPY - MUNICIPAL MANAGER
- DIR. PL. & BLDG. INSP.
- DIR. REC. & CULTURAL SERV.~~

APPENDIX 1

~~REPORT
REGULAR COUNCIL MEETING
1990 OCTOBER 09~~

HERITAGE ADVISORY COMMITTEE

TO: HIS WORSHIP THE MAYOR AND ALDERMEN 1990 OCTOBER 02
FROM: HERITAGE ADVISORY COMMITTEE
SUBJECT: NORTH ROAD TRAIL

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RECOMMENDATIONS:

1. THAT Burnaby's unconstructed portion of the North Road right-of-way (as described in this report) be recognized as a primary Heritage Resource in that it is the last remaining undeveloped Colonial Trail and that it be included in Burnaby's Heritage Resource registry.
2. THAT the North Road Heritage Trail be included in the adopted proposal to develop Interpretive History Trails throughout Burnaby.
3. THAT staff conduct a study of the desirability of preserving the North Road trail by rezoning the right-of-way as parkland within the Burnaby Mountain Conservation Area.
4. THAT a copy of this report be sent to the City of Port Moody requesting their support for this project.

REPORT

1.0 INTRODUCTION

On 1990 January 24 the Heritage Advisory Committee passed the following resolution:

"THAT staff investigate and report on the feasibility of developing a North Road Trail which could join with other existing or proposed trail systems."

In response to this request the Parks and Recreation Department submitted a report to the Parks and Recreation Commission which recommended that this trail should not be developed within Burnaby's primary trail system and that the existing westerly A6 trail remain the preferred route over Burnaby Mountain. (See Fig.1) Although the Commission adopted this recommendation for the primary Burnaby Trail System, there remains several issues concerning the evaluation, preservation and recognition of the North Road Trail which should be considered from a heritage point of view.

The North Road trail is located within the portion of the dedicated North Road right-of-way extending from the Barnet Highway southward to the District Lot boundary between D.L. 101 and D.L. 102 (see attached Figure 2).

An evaluation of the undeveloped northern portion of North Road as a primary heritage resource has identified five main issues:

- 1) The significance of North Road as a primary Heritage Resource.
- 2) The present legal status of the North Road right-of-way.
- 3) The integration of the North Road trail with other Municipal trail systems and projects.
- 4) The conservation options available to preserve the North Road right-of-way.
- 5) The Interpretation options available to recognize the importance of North Road.

2.0 EVALUATION OF NORTH ROAD'S HERITAGE SIGNIFICANCE

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2.1 HISTORY

When New Westminster was established as the Capital City for the Colony of British Columbia in 1859, military considerations were one of Colonel Moody's chief concerns. The British feared that Americans would attempt to annex the goldfields. Moody sited the City strategically on the north side of the river at the spot where the Fraser split into two channels. However, as the river was known to freeze solid during the winter, the Capital could be left vulnerable for attack. A "back-door" to the ice-free Burrard Inlet was imperative.

The work of surveying and constructing the road to Burrard Inlet began in earnest by a group of Engineers under Sergeant John McMurphy in the Summer of 1859. The work was about half completed when a land dispute between British and American settlers occurred in the San Juan Islands. The Engineers were dispatched to maintain law and order and defend British interests. Once the dispute had ended Col. Moody and Governor James Douglas agreed that North Road should be completed as soon as possible. Plans were also prepared (but never completed) by Colonel Moody to construct a "blockhouse containing stores and ammunition" and a dock on the Government Reserve at the Inlet. Work resumed over the winter of 1859-60 with both Royal Engineers and civilian contractors being engaged in the clearing and grading. The road which was completed for travel by the summer of 1860 was nothing more than a narrow forest path. However, by 1861 the road had been widened enough to allow a wagon of "pleasure seekers" to travel from New Westminster to Burrard Inlet. Indians at Burrard Inlet also found the road useful to travel quickly to New Westminster to trade goods. In the spring of 1862 a party of Engineers had cleared the timber from the entire surveyed width of the road.

Traffic on North Road never developed to any great extent as the construction of Douglas Road and Kingsway in the early 1860's made travelling to Burrard Inlet easier as the grades along those routes were less steep. The development of Port Moody as the terminus of the Canadian Pacific Railway meant a short lived revival of North Road which at the north end, served as the terminus for ferry service and a seaside resort. At the Inlet a small community with two hotels developed called "Aliceville". However, the extension of the railway to Vancouver and the construction of Clarke Road to Port Moody soon led to the abandonment of most of the North Road's northern half.

It appears as though the North Road right of way north of Clarke Road to Burrard Inlet remained open to traffic possibly as late as the 1940's. The road bed on Burnaby Mountain has never been paved, however, and was completely impassable to road traffic by the 1950's. The southerly end of the road (south of D.L. 102) has been developed as a lane and a road to serve a residential area to the east.

2.2 REMAINING HERITAGE FEATURES

Although North Road has been regraded and ditched many times since its construction the remains still form an important Heritage Resource. The northern portion of the road bed has never been paved or macadamized and the natural weathering process has kept the remains in a very rough and sometimes impassable state. Some large stumps with spring-board slots are also visible on the trail and could possibly date from the time of the road's construction.

However, some intrusions have diminished the road's heritage character. Forest regeneration has reclaimed some of the road bed but a rough path used by pedestrians and cyclists is still passable. A section of the road has also been washed out because of the inadequate ditches which parallel the road. On the northern part of the trail an access road for the Petro Canada Tank Farm in Port Moody has been constructed across the North Road right-of-way to connect the tank farm with the Barnet highway. This service road link which cuts across the Port Moody/Burnaby boundary has destroyed a portion of the original road bed.

On the Port Moody side of the right-of-way a chain-link fence with barbed-wire protects the abutting Petro-Canada Tank Farm. This fence is obscured from the path by brush and could be concealed further with some well planned vegetation and trees.

2.3 UNIQUENESS

Of the five trails surveyed and constructed by the Royal Engineers and local settlers through Burnaby, only the northern portion of North Road remains intact without significant redevelopment. This situation is unique on the Burrard Peninsula as most other Colonial Roads built in other Municipalities have been destroyed through their upgrading to modern standards. The remains of North Road provide an opportunity for Burnaby to develop an authentic Colonial trail which could be used to interpret the themes of early development and transportation.

3.0 PRESENT LEGAL STATUS OF THE NORTH ROAD RIGHT-OF-WAY

The present status of the North Road right-of-way north of D.L. 101 is that it is an unconstructed road allowance. This road allowance is owned by the Crown and administered by the Municipality of Burnaby. The road also forms the Boundary between the Municipalities of Burnaby and Port Moody and the boundary line is fixed at the centerline of the 66 foot right-of-way. Port Moody should be notified of the significance of this Road Allowance and invited to participate with its preservation, recognition and use as a trail. The zoning of the Burnaby portion of the right-of-way reflects the zoning of the adjacent lands to the west. This includes a mix of M7a, A2, and P3 zoning designations.

4.0 INTEGRATION OF NORTH ROAD WITH OTHER TRAIL SYSTEMS

Although the Parks and Recreation Commission has designated the A6 Burnaby Mountain Trail as the primary route in this area it does not preclude the North Road "trail" from being used. In fact a path which runs over most of the right-of-way is presently used informally by pedestrians and cyclists. The North Road Trail should remain in its existing state as much as possible in order that its heritage character is not disturbed. North Road is connected with the A6 trail by two trails and these could form the access points to this heritage resource from more developed trails (see attached FIGURE 1).

The Urban Trail System which was approved in principle by Council on 1990 June 18 does not connect with the portion of North Road that is recommended for preservation. However, signs could direct recreational pedestrians and cyclists to this historic trail with "point of interest" signs and descriptive brochures.

Burnaby's Heritage Advisory Committee has approved a plan to develop interpretive history trails throughout Burnaby to introduce the public to the history of the Municipality. North Road could perform a special function in this proposal as an authentic trail developed by the Royal Engineers. This trail would allow pedestrians to experience first hand the type of conditions faced by early settlers when travelling over these rough transportation routes.

5.0 CONSERVATION METHODS

In order to protect this heritage resource from further deterioration from modern encroachment several protective measures should be considered to ensure its preservation:

- a) The Municipality of Burnaby should recognize the importance of North Road as a heritage resource and commit to preserve it from redevelopment.
- b) The Municipality of Burnaby should move to rezone, where necessary, the right-of-way in Burnaby as parkland (P3) for incorporation into the Burnaby Mountain Conservation Area for use as a heritage trail.
- c) The Municipality of Burnaby should include North Road in the Heritage Resource Inventory as a primary heritage resource to be considered in the future for designation as a heritage site under the Heritage Conservation Act. This action has been taken by other Municipalities such as Surrey which has designated a portion of the old Semiahmoo Trail.

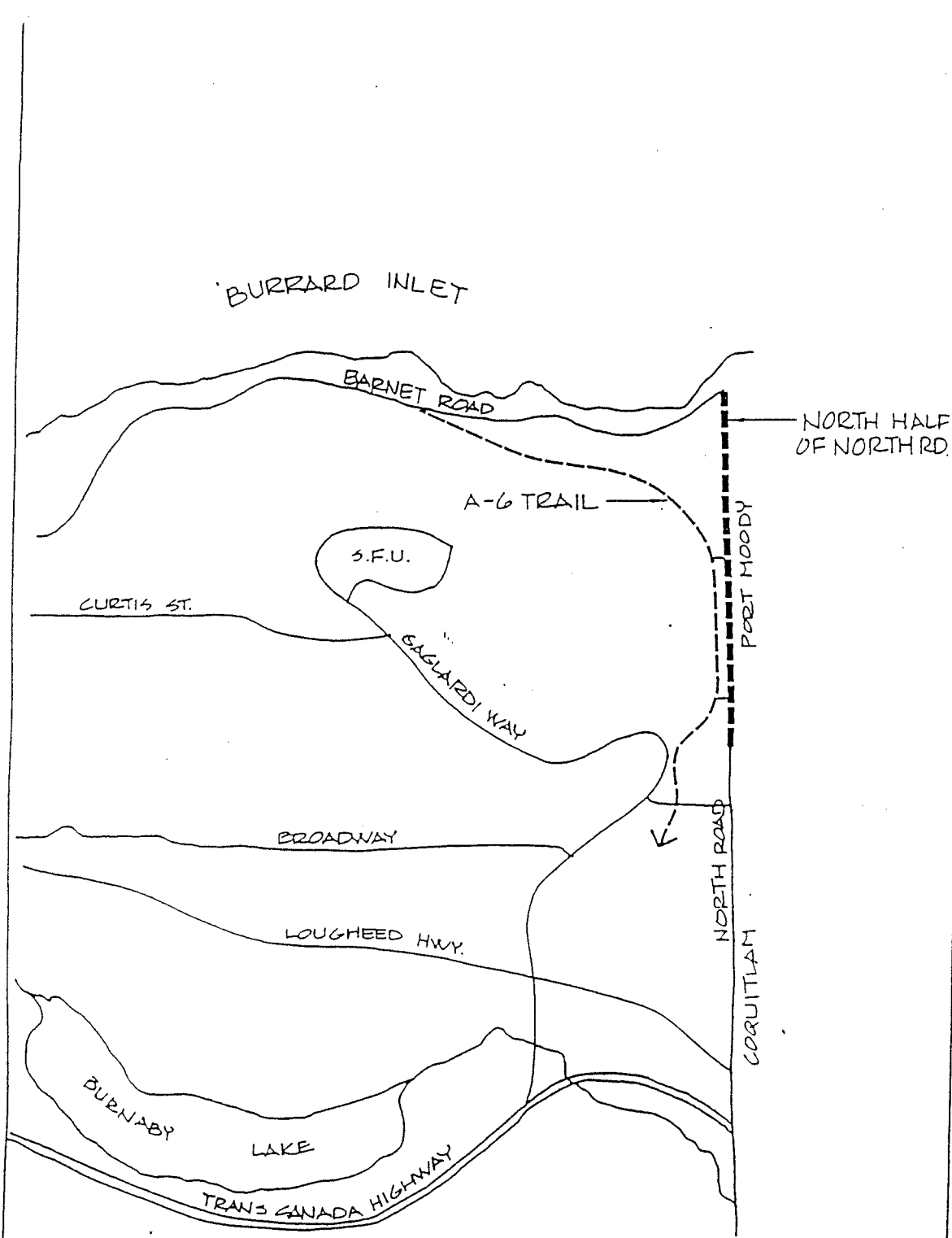
6.0 INTERPRETATION METHODS

Once the North Road right-of-way has been protected from development several methods of interpreting the heritage of this resource could be implemented. Interpretive signage could be erected at both ends of the trail to give visitors an impression of the history behind the site. Further signage along the trail or a printed brochure could reveal other aspects of the history of the trail and encourage pedestrians to continue along the route. These interpretive initiatives would fit in well with the interpretive history trails proposal recommended by the Heritage Advisory Committee and adopted by Burnaby Council.

7.0 SUMMARY

The remaining undeveloped portion of North Road forms an important heritage resource in Burnaby which should be preserved and made accessible to the citizens of Burnaby. In order to accomplish this goal the cooperation of the City of Port Moody should be sought. Preservation of this resource should be viewed as a long term project which will be implemented as resources are made available.

Alderman D. P. Drummond
Chairman



3:1  NORTH

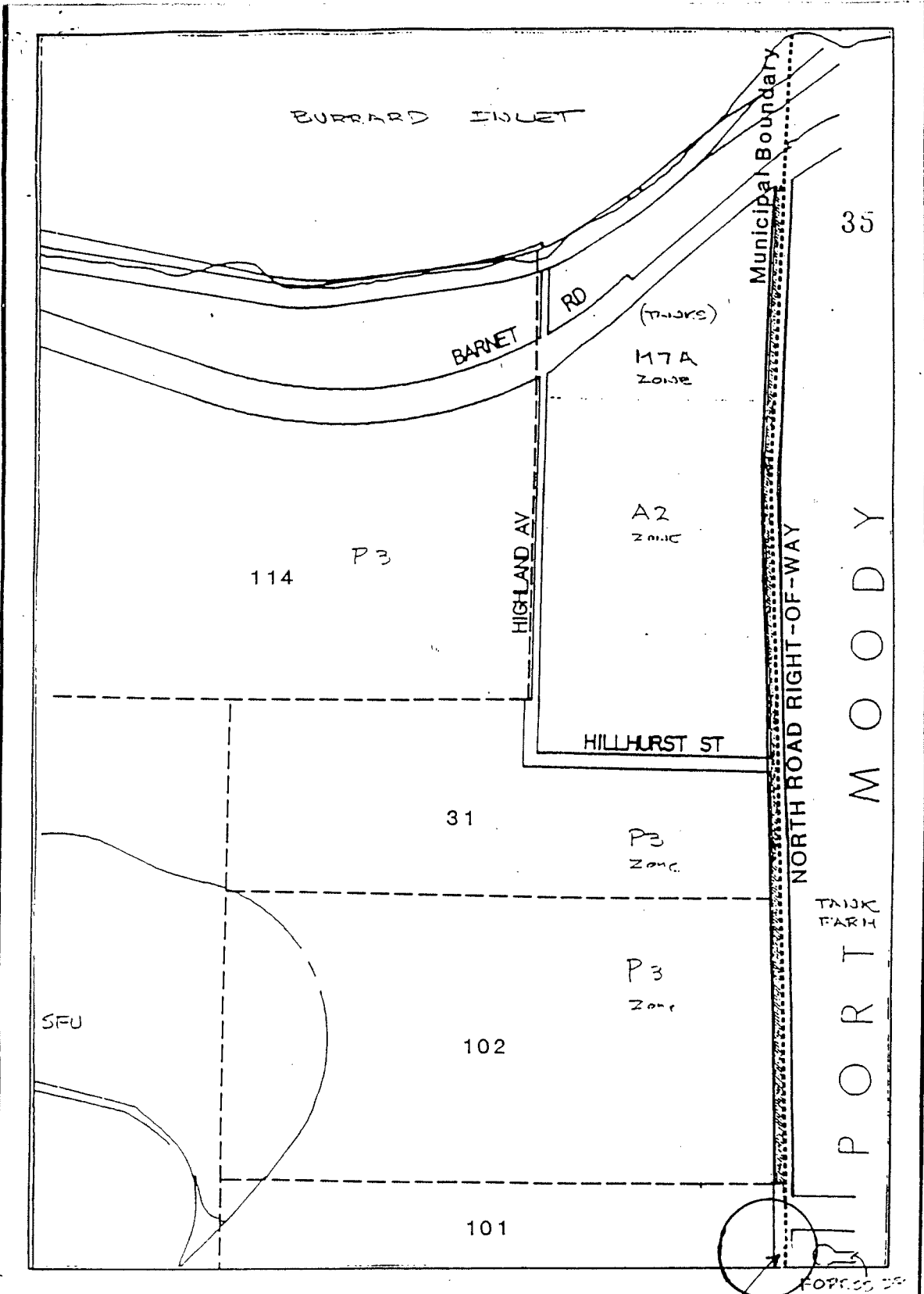
PROJECT
FIG. 1
 BURNABY HTN. TRAILS
 NORTH ROAD TRAIL

DESIGNED BY
 DRAWN BY LW
 CHECKED BY
 DATE 09/04
 SCALE NTS

BURNABY
 parks & recreation
 department

DRAWING No.
 OP. 15-4-43

REV.



Date:
90/06/12

Scale:

Drawn By:
JW



PROPOSED
PLAQUE
LOCATION

FIG. 2 Proposed North Road Heritage Trail