

ITEM	11
MANAGER'S REPORT NO.	66
COUNCIL MEETING	94/11/28

TO: CITY MANAGER 1994 November 24

FROM: DIRECTOR PLANNING AND BUILDING FILE:10.225.2.2

SUBJECT: **BURNABY MOUNTAIN URBAN TRAIL
PRODUCTION WAY TO CAMERON LIBRARY
AND RECREATION CENTRE**

PURPOSE: To provide Council with further information on Stage 2 of Phase Two of the Burnaby Mountain Urban Trail and to obtain approval for staff to pursue implementation of Stage 2.

RECOMMENDATIONS:

1. **THAT** staff pursue implementation of the Burnaby Mountain Urban Trail Phase Two - Stage 2 from Production Way to the Cameron Library and Recreation Centre as outlined in this report.
2. **THAT** copies of this report be sent to Strataco Management Limited, the Stoney Creek Residents Committee, and to other residents who have written to Council regarding the Stage 2 trail.
3. **THAT** a copy of this report be sent to the Parks and Recreation Commission for information.
4. **THAT** a copy of this report be sent to the Bicycle Advisory Committee for information.

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REPORT

1.0 BACKGROUND

At the regular meeting held 1994 July 25 Council adopted the following motion:

"THAT staff proceed with Stage 1 of Phase Two of the Burnaby Mountain Urban Trail and further, that Stage 2 be REFERRED back to staff."

Issues raised by Council included the need to review the Stage 2 trail plan in relation to the proposed Lougheed Highway overpass and to the proposed development of a new high school in the area (refer to attached Sketch #1).

Subsequently at the regular meeting held 1994 October 24, Council received correspondence from Strataco Management Limited, representing the Strata Council of Strata Plan N.W. 39 - Simon Fraser Hills Phase I, outlining their support for the proposed urban trail in concept but also identifying specific concerns including loss of parking along Eastlake Drive and Beaverbrook Drive, increased congestion and traffic noise on Beaverbrook, and the potential loss of green space.

2.0 CORRESPONDENCE

Staff have contacted Strataco Management Limited to address the concerns raised in the correspondence to Council and have indicated to the writer that the Stage 2 route is currently under review.

Regarding loss of green space, urban trails are intended as "greenway" corridors and will be well landscaped to provide an attractive amenity and overall improvement to green space in the neighborhood.

Regarding traffic noise and congestion, the Beaverbrook Drive route option maintains the existing vehicular traffic flow currently on Beaverbrook and would not result in any increase in traffic noise in the area.

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Regarding loss of on-street parking, this is acknowledged as a concern that is generally shared by local residents along Beaverbrook. The Beaverbrook route option requires that 15 on-street spaces be removed on the south side of the street. Staff will continue to work to minimize the net loss (if any) of parking in the areas affected by the eventual final trail alignment approved by Council.

3.0 LOUGHEED HIGHWAY OVERPASS

A study is currently being undertaken by Burnaby to identify and evaluate possible sites for a pedestrian/bicycle overpass in the general vicinity of Bell Avenue and the Lougheed Highway.

The proposed overpass will be beneficial in allowing pedestrians and cyclists to safely cross the highway within the westerly sector of the town centre area and will provide residents south of the Lougheed Highway with improved access to various existing community facilities such as Cameron Library and Recreation Centre, Bell Park, and Stoney Creek Park, and also to commercial areas located north of the highway. Similarly it will be desirable to accommodate a direct trail link between the overpass and the proposed new high school north of the highway.

To encourage and promote walking and cycling as a convenient and safe alternative to using automobiles in the town centre it is desirable to integrate the overpass into the overall urban trail network for the area.

4.0 HIGH SCHOOL DEVELOPMENT

The Burnaby School Board is proposing the development of a new high school facility on a site at the northeast corner of the intersection of Gaglardi Way and Lougheed Highway. This location is adjacent to the proposed urban trail on Eastlake Drive.

The urban trail will be beneficial in providing for pedestrian and cyclist access to the proposed high school. Trail linkages would be desirable between the new school and major facilities in the area such as the Cameron Library and Recreation Centre, and the Lougheed transit centre. Also, a direct link between the high school and the proposed overpass at Bell Avenue would be desirable as a connection to the residential areas south of the highway.

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Access and roadway requirements of the proposed high school may have some impact on the development standard achievable for the urban trail along Eastlake Drive. Staff will work in this regard to coordinate the trail requirements with the ongoing planning for the proposed school.

5.0 URBAN TRAIL ALIGNMENT OPTIONS

Current proposals for the Lougheed Highway overpass and for the new high school suggest the need to consider further the urban trail linkages to serve this area. As a result three alignment options have been identified for the urban trail between Eastlake Drive and Cameron Park as indicated in Sketch #2 attached, and as discussed below.

5.1 Beaverbrook Drive Route (Option #1 on Sketch #2)

This northerly route option along Beaverbrook Drive serves local access between the Simon Fraser Hills residential area and the community facilities at Cameron Park, and will provide a direct, functional link for the urban trail into the town centre area. This route will enter Cameron Park at the Beaverbrook / Noel Drive intersection.

The Beaverbrook route has the advantages of being convenient, relatively flat, highly visible from the street for safety and surveillance, and able to utilize existing street lighting. A disadvantage of this route is the need to remove existing on-street parking for 15 cars from the south side of Beaverbrook in order to accommodate the proposed bike path component of the trail.

While overall public support for this route has been positive, the support from local residents along Beaverbrook has been mixed due in part to the proposed removal of parking. Other issues raised by residents concerning traffic congestion, safety and privacy have been addressed in the preliminary planning of this route and have generally been resolved.

This route can be implemented to a final standard along Beaverbrook at this time without further coordination with the Lougheed overpass and high school projects. However since this route does not provide for a direct connection to the proposed overpass, an additional branch route would have to be considered in the future. Also with this route, the desired link between the proposed future high school and the highway overpass would be indirect and circuitous.

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On Beaverbrook Drive the sidewalk link to the existing sidewalk is desirable on its own merit for pedestrian circulation in the area particularly related to the proposed high school.

The Beaverbrook Drive route option is approximately 450 m in length and is estimated to cost \$88,000 (excluding Cameron Park section).

5.2 Eastlake Park/Cameron Street Route (Option #2 on Sketch #2)

This centrally located route option follows inside the northerly perimeter of Eastlake Park on an existing pathway and crosses over the Stoney Creek ravine to Keswick Avenue and Bell Park, and on to the Cameron Street corridor to Cameron Park.

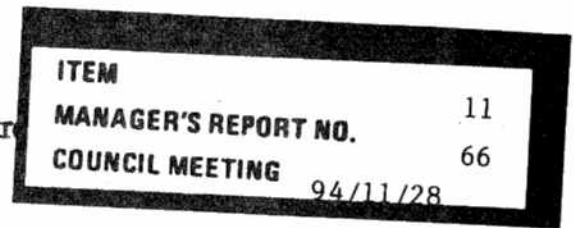
This route is convenient, direct, and relatively flat, and provides local residents with a useful and needed connection between a number of parks in the area (Eastlake Park to Bell Park to Cameron Park).

This route also provides a direct and functional link between the future new high school and the proposed overpass at Bell, the Cameron Library and Recreation Centre, and the Lougheed Mall bus loop.

The route through Eastlake Park follows an existing pathway separated from the adjacent townhouse complex by existing fences and tall hedges. Additional landscape screening and fencing can be provided at certain locations along this section if desired by the neighbouring residents.

The proposed new trail bridge on this route crosses the Stoney Creek ravine at the top of bank and thus minimizes any environmental impacts to the natural ravine setting and to the creek. The new bridge keeps the trail in relatively open and visible areas of the park lands and does not require pedestrians or cyclists to go down into the ravine where lack of surveillance and security present more of a concern. Also, the bridge will serve as an attractive amenity in itself with a walkway function offering interesting views of the creek and natural ravine below. The bridge crossing also provides a relatively flat gradient desirable for cycling.

In the residential area east of Stoney Creek, the alignment will require modifications to existing boulevards along Keswick Avenue and Cameron street to accommodate the new bike path and walkway components of the trail.



Subject to approval of the Parks and Recreation Commission, lighting to enhance safety and security is recommended for the off-street sections of the trail in response to the intended function of this route to connect the highway overpass and the proposed high school. Beaverbrook Drive will function as a alternate route for night use and will require completion of sidewalks east of Eastlake to serve this purpose.

The Eastlake Park/Cameron Street route option is approximately 660 m in length and is estimated to cost \$440,000 (excluding the Cameron Park section), with the primary cost being the bridge.

5.3 Stoney Creek Ravine Route (Option #3 on Sketch #2)

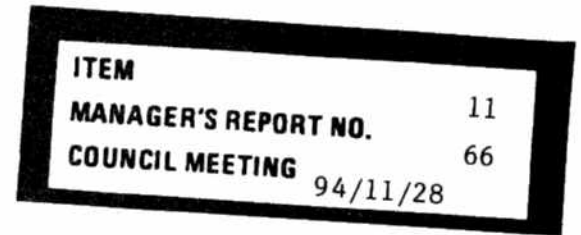
This southerly route follows Eastlake Drive down into the Stoney Creek ravine where the trail would cross the creek on the existing culvert headwall adjacent to Lougheed Highway and then follow the base of the highway embankment eastward to the intersection of Keswick Avenue and Hunter Street. From there, the trail would follow north along Keswick to Cameron Street where it would continue east to Cameron Park.

Development of this route faces a number of significant constraints related to crossing of the Stoney Creek ravine. These include possible environmental impacts related to the watercourse and other elements of the natural setting, limited natural surveillance and visibility of the trail, and the relatively steep slopes involved. Sections of the trail would go through heavily treed areas in the ravine and in some areas would fall within the floodplain of the creek.

Development of this trail route may also be affected by possible roadway requirements related to driveway access to the high school site, future highway widening, and future extension of Eastlake Drive to Government Street.

In the residential area east of Stoney Creek, the trail will require modifications to the existing boulevards along the route.

The Stoney Creek ravine route option is approximately 950 m in length and is estimated to cost approximately \$198,000 (excluding the Cameron Park section).



5.0 CONCLUSIONS

In summary, the Eastlake Park/Cameron Street option (Option #2) offers a convenient and functional alignment for the urban trail and is located to also provide clear access to the proposed Lougheed Highway overpass and the proposed future high school site. Although the provision of the proposed top of bank bridge over Stoney Creek adds to trail costs, the bridge offers substantial benefits.

The overall benefits of the Eastlake Park/Cameron Street route, including provision of the ravine bridge, are:

- ▶ environmental protection for the ravine
- ▶ fulfill an important community need for access to park amenities
- ▶ accommodate a continuous linear linkage between greenspaces
- ▶ provide a direct and safe route for students
- ▶ provide optimal access between the proposed highway overpass and the high school site
- ▶ neighborhood satisfaction regarding retention of on-street parking.

The Beaverbrook Drive route option (Option #1), while equally desirable in some respects, does not provide as great a benefit in terms of park linkages and connections between the highway overpass and the proposed high school.

The Stoney Creek ravine route option (Option #3) is the least desirable as an urban trail due to its circuitous alignment and the environmental and safety concerns outlined.

Therefore it is recommended that the Eastlake Park/Cameron Street route option be incorporated into the Burnaby Mountain Urban Trail and that staff pursue implementation of Phase Two - Stage 2 from Production Way to the Cameron Library and Recreation Centre.

A further report to Council will outline plan details, and funding requirements for implementation of the Stage 2 trail.

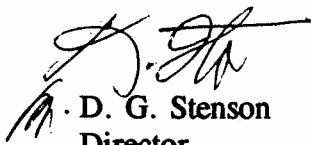
Staff will also provide trail information to the adjacent Simon Fraser Hills residents along the approved route and gather their input for consideration in developing detailed plans for the trail.

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Regarding the correspondence from Strataco Management Limited, staff have discussed the issues raised with the writer and will continue to work with these and other local residents to address their concerns regarding the trail alignment approved by Council. It is recommended that a copy of this report be sent to Strataco Management and to other residents who have written to Council on this subject.

It is also recommended that a copy of this report be sent to the Parks and Recreation Commission and to the Bicycle Advisory Committee for their information.

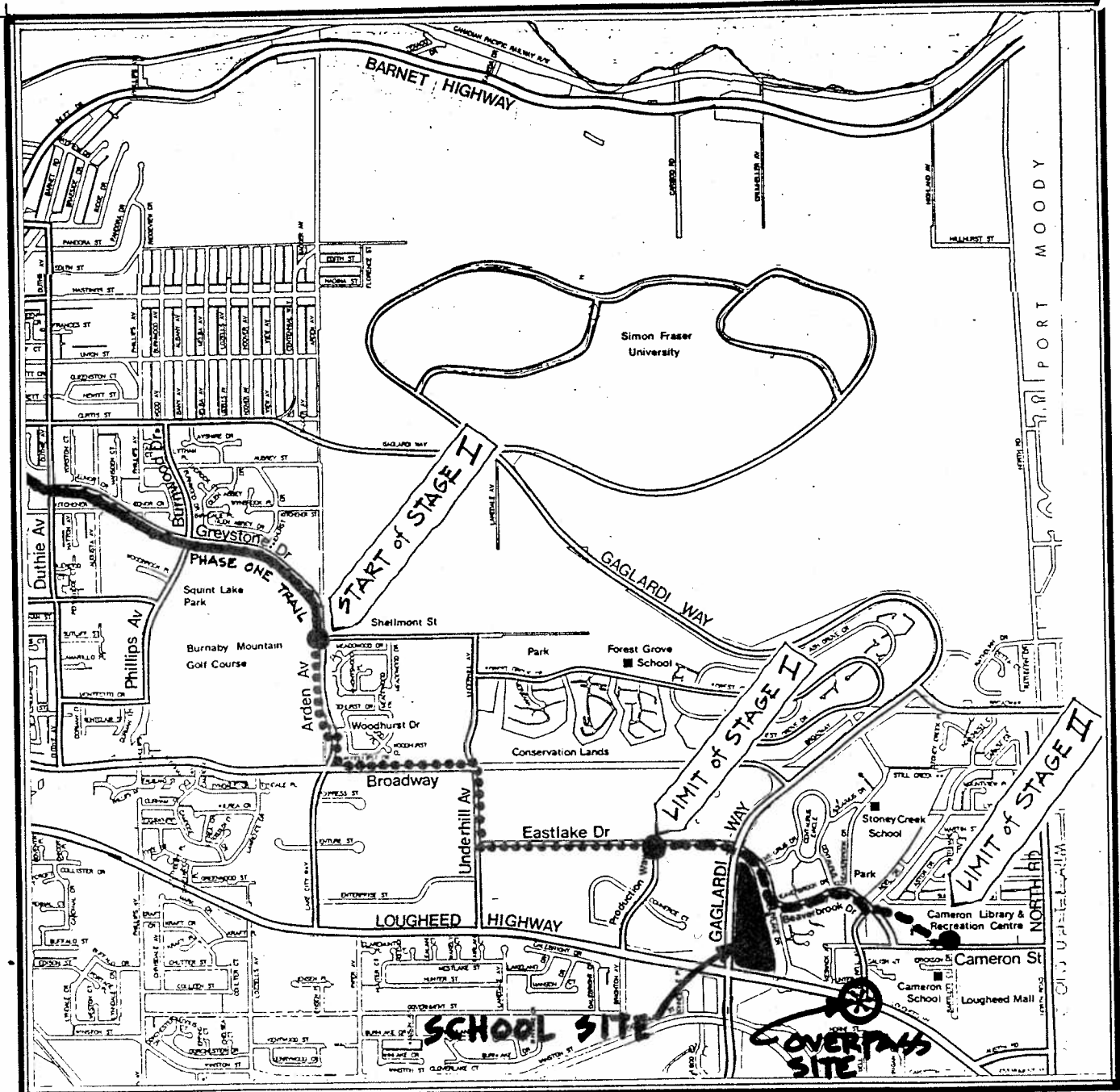

D. G. Stenson
Director
Planning and Building



KR:lf

Attachments

cc: Director Administrative & Community Services
Director Engineering
Director Finance
Director Recreation and Cultural Services
City Clerk



Date: 94 JULY 20

Scale: NTS

North

Drawn By: KR

-● STAGE 1 (approved by Council 94/07/25)
- - -● STAGE 2 (previously proposed route)

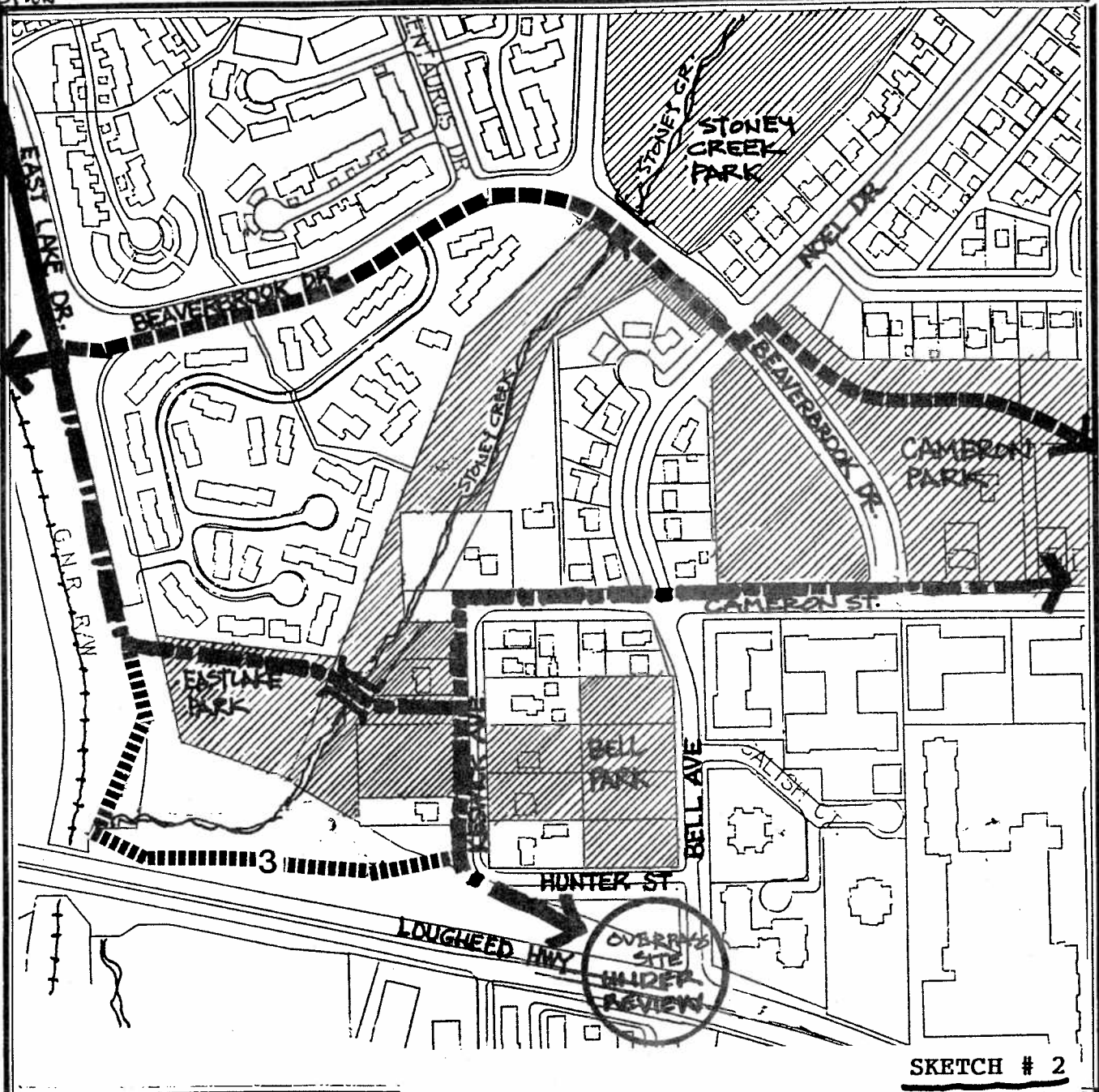


City of Burnaby

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To PRODUCTION WAY

HIGH SCHOOL SITE

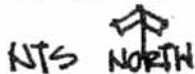


SKETCH # 2

Date: 94 Nov 24

BURNABY MOUNTAIN URBAN TRAIL - PHASE TWO

Scale:



Drawn By: KR

STAGE 2 ROUTE OPTIONS



Option #1: Beaverbrook Drive Route



Option #2: Eastlake Park / Cameron Street Route



Option #3: Stoney Creek Ravine Route



City-owned properties