

TO: CITY MANAGER

1998 JULY 27

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: TRANS CANADA TRAIL IMPLEMENTATION PROGRAM

PURPOSE: To request that Council declare the Trans Canada Trail route a walking and touring cycling project in celebration of the Millennium, approve the proposed Trans Canada Trail alignment through Burnaby, and bring down a Capital Reserves Expenditure bylaw in the amount of \$103,900 for construction of the Trail.

RECOMMENDATIONS:

1. **THAT** Council declare the Trans Canada Trail route a walking and touring cycling project in celebration of the Millennium.
2. **THAT** Council approve the proposed Trans Canada Trail alignment outlined in Section 2.0 below.
3. **THAT** a Capital Reserves Expenditure Bylaw in the amount of \$103,900 be brought down to finance the Trans Canada Trail project.
4. **THAT** a copy of this report be sent to the Parks and Recreation Commission for information as well as to the Hon. Joan Sawicki, MLA, and to Leon Lebrun, Southwest Chair, Trails B.C.

R E P O R T

1.0 TRANS CANADA TRAIL CONTEXT:

At the 1997 October 06 meeting, Council received a report informing them about the Trans Canada Trail initiative, intended to be a Millennium celebration of Canada's history as a nation of trail builders and the magnificence of our environment. Council responded favourably by authorizing staff to work with Trails B.C. in the preparation of a phased implementation program for the Trans Canada Trail on the understanding that the process would include the scheduling of two open houses to inform the public about the Trans Canada Trail project and affording the public, including residents, an opportunity to comment on the project, with the understanding that a further report would be submitted on the proposed implementation program.

Two well attended Open Houses were held on 1997 December 02 and 03 at Gilmore Community School and Cameron Recreation Centre. The response to the project was extremely positive, with many attendees indicating that it was an exciting amenity to celebrate the Millennium, requesting that the Trail remain as natural as possible to enjoy the beauty of Burnaby and indicating a desire to be involved in community enhancement of the route.

As Council may recall, the overall intent of the Trans Canada Trail is to be accessible to at least two and up to five different modes of transportation: walking, cycling, horseback riding, cross country skiing and snowmobiling. The northern route through the Lower Mainland has been designated for just pedestrians and cycling, while the southern route to Tsawassen is intended also to accommodate equestrians.

At this time, Trails B.C. has requested a formal Council declaration that the Trans Canada Trail be designated for walking and touring cycling along a specified route as a project in honour of the Millennium. Given the high level of community support, and the availability of Federal and Provincial funding to community groups working on official Millennium projects, it is recommended that Council declare the Trans Canada Trail a project in celebration of the Millennium.

Staff have meanwhile been refining routing details, determining a phasing program that would allow a route to be traversable by 2000 July 01, working with other committees and community groups, and exploring additional funding options. Most recently, for example, on 1998 May 11, Council finally Adopted a Capital Works Bylaw to allow Capital Reserves to supplement an E-Team Program grant for the construction and upgrading of the trail connection known as Joe's Trail between the B.C. Hydro right-of-way at North Road and Centennial Pavilion within Burnaby Mountain Park.

2.0 TRANS CANADA TRAIL ROUTING:

The Trans Canada Trail will provide a symbolic and physical link across Canada from Victoria on the Pacific to St. John's on the Atlantic and to Tuktoyaktuk on the Arctic Ocean (see attached sketch #1). Within Burnaby, the Trail route that best offers a variety of natural and urban scenes and sounds, makes the most of existing trails already used by local residents for walking, cycling and dog walking, minimizes road crossings, protects privacy, and provides access to transit is proposed to run across the north portion of the City (see attached sketch #2). The Trail route through Burnaby has ten basic sections, most of which already exist and are well received in the community, simply requiring some upgrading and the creation of a few connecting portions.

- 2.1 At the west, the Trail enters from Vancouver, where a bridge over the railway tunnel is being proposed by the City of Vancouver. This link to Vancouver requires trail development and, perhaps, an entry marker to Burnaby. The Trail continues through Montrose Park where it

follows the well established service road in need of only minor upgrading and offering several viewpoints to the water and mountains.

- 2.2 Then, based on discussion with the Chevron Buffer Advisory Committee, the Trail is to follow virtually the same alignment through the Chevron buffer area as the existing rough track. This requires widening and upgrading. The existing, recently built asphalt portion at the east end of the Chevron land needs to be protected by easement and, with Chevron's approval, upgraded to the standard width.
- 2.3 Thirdly the Trail alignment abuts and traverses Confederation Park, to follow the east side of Willingdon Avenue, where in the future it is intended to encompass the Urban Trail planned along Willingdon Avenue, and along the north edge of Penzance Drive. This includes marked pedestrian crossings of Willingdon Avenue at Eton Street and of Penzance Drive at the entry to the Scenic Trail.
- 2.4 The Trail continues along the 2.2 kilometre Scenic Trail which stretches around the east and north sides of Capital Hill. The west portion is generally in very good condition and is well used by pedestrians and cyclists, requiring only on-going maintenance.
- 2.5 The easternmost portion of the Scenic Loop presently includes a section behind and along the back lane east of Fell Avenue south of Dundas. Sufficient City owned land, a scrub area which in the past has been used for illegal dumping, exists to the east of the lane at a lower level and is available for development of a continuous separate trail segment that would run below the level of the lane, respecting the privacy of the rear yards of Fell Avenue residents, most of which are used primarily for driveways and parking.
- 2.6 The sixth section of the Trail is the most urban section. In the future it is intended to encompass the Urban Trail planned for the north side of Hastings Street. In the meanwhile, the intent is to take the pedestrians along the north side of Hastings Street on the existing sidewalk and already constructed portion of the Urban Trail to the end of the Hastings Street alignment at the base of Burnaby Mountain. Cyclists will be directed to cross Hastings Street at the light at Fell and to follow the Frances-Union-Curtis bike route to the base of Burnaby Mountain.
- 2.7 Assuming confirmation by the results of the Burnaby Mountain Management Plan, pedestrians and cyclists will be reunited at the west base of Burnaby Mountain at the intersection of the alignments of Hastings Street and Burnwood Avenue. Then, the Trail will continue eastward up the mountain with cyclists following a route under the existing cleared B.C. Hydro power lines while pedestrians will be routed up the adjacent improved pedestrian path to the south. Thus far stakeholder workshops involved in the Burnaby Mountain

Management Plan have identified as a recommended element common to all options that the Trans Canada Trail route, subject to finalization of the alignments, be upgraded to an appropriate width, surfacing, and other treatments suitable for pedestrian and cyclist use.

- 2.8 The eighth section of the Trail crosses the lower part of the Burnaby Mountain Park Centennial Pavilion node to connect with Joe's Trail. A small pavilion explaining the significance of the Trail and honouring donors is proposed for this area in recognition of Burnaby Mountain's prominence as a major natural feature, significant tourist destination and situation as the only high elevation viewpoint along the Greater Vancouver segment of the Trail.
- 2.9 The Trail then follows the Burnaby Mountain Trail (also known as Joe's Trail or the Centennial Trail) from the Burnaby Mountain Park Centennial Pavilion node to the B.C. Hydro right-of-way at North Road.
- 2.10 The final section of the Trail is presently designated to continue south down North Road along the existing trail to enter Port Moody's Glenaire neighbourhood near the end of North Road.

3.0 **PHASED IMPLEMENTATION:**

Given the extent of the Trail link and the varying conditions en route, a phased implementation approach is proposed. A multi-disciplinary group of staff from the Planning, Parks and Engineering Departments, in the form of the Urban Trail Committee and associated works crews, are to be involved in the detailed design, approvals process, and construction of the trail elements, depending on the section. Construction improvements are understood to be incremental, reflecting the desire to have a traversable route by Canada Day, 2000, yet acknowledging that meeting eventual standards may require additional time and money as the project is enhanced with connections to other portions of Burnaby's trail system, such as links to the waterfront.

The basic standard of the Trail is 3 m wide crushed limestone, with the understanding that it may be occasionally narrowed to 2 m if conditions, such as tree preservation, require it, or widened and paved with asphalt if also acting as a portion of the Urban Trail or existing asphalt system.

As a first step, in 1998, staff anticipate upgrading and construction of the simplest sections where relatively little design work is required. This includes Parks Department upgrading of the existing trail through Montrose Park, where staff is also liaising with the City of Vancouver to determine the westernmost access point (see **Section 2.1** above), widening the trail from Yale to Rosser to Willingdon (**2.2**) and confirming if any upgrading or clearing is necessary on the west end of the Scenic Loop (**2.4**). As noted above, Parks work on the Joe's Trail portion across Burnaby Mountain

(2.9) is being pursued this summer through an E-Team Program grant. In addition, the Engineering Department will be responsible for trail construction from Willingdon to the north end of the Scenic Loop (2.3). In 1998, staff will also commence survey and design work on more complex sections of the Trail, with particular attention to the incomplete sections such as the lane behind Fell, the west side of Burnaby Mountain, the Centennial Park area and the North Road right-of-way.

By 1999, it is anticipated that designs will be completed for the remainder of the Trail that is intended to be traversable by 2000 July 01, with particular attention to recommendations arising from the Burnaby Mountain Management Plan. This includes the siting of a small pavilion in Centennial Park. Construction is then intended to commence on the more major sections of the Trail including the missing links parallel to Fell (2.5), up the west side of Burnaby Mountain (2.6), across the Centennial Pavilion node (2.8) and along the final North Road component (2.10).

By early 2000, construction is intended to be completed on the most complex sections of the Trail, such as the west side of Burnaby Mountain. In the following years, it is hoped that the missing links of the Urban Trail along Hastings Street east of Fell can be completed, bringing pedestrians and cyclists back together in the middle section of the Trail and that additional links to further points of interest, such as the waterfront, can be achieved.

4.0 ROUTE AMENITIES:

A project of this scope offers opportunities to link with a variety of existing amenities already in place as well as enhancing the identity of the areas through which the Trail passes.

The two centrally located community recreation focal points at Confederation and Kensington Parks, as well as the facilities in Burnaby Mountain Park, are useful locations en route for practical features such as information notices, telephones and washroom facilities. Since the Trail through Burnaby is anticipated to be used mainly by local residents with visitors entering at a variety of points, parking for Trail users is not expected to pose problems. The situation, of course, will be monitored regularly by the Traffic Section.

Signage for the Trans Canada Trail is to have three basic components that convey the unique nature of the Trail. The first is the addition of basic Trans Canada Trail signs provided by Trails B.C. on existing posts. Trails B.C. is also working on a unified set of directional markers that will indicate where one is located in the context of the region. In addition, community groups such as the Heights Merchants Association and BCIT have expressed an interest in, and in some cases already received grant monies for, contributing interpretive signage on the heritage, geology, flora and fauna of the Trail route. These signs would, of course, be designed in conjunction with City staff. Community groups and individuals have also expressed an interest in being involved contributing amenities such as benches and ornamental planting along the route.

5.0 FINANCING:

Sufficient Capital Reserves are available for the bulk of this project, which is included under the 1998 Urban Trail component of the 1998-2002 Capital Program. However, expenditures in 1998 are expected to exceed the 1998 approved budgetary provisions by \$50,000. With Council approval, \$50,000 will be brought forward from the 1999 Urban Trails component of the 1998-2002 Capital Program. It is acknowledged that this project will exceed the 1998 Capital Spending Limit.

It is therefore recommended that a Capital Reserves Expenditure Bylaw in the amount of \$103,900 (inclusive of 7% GST) be brought down to finance this phase of the project.



D. G. Stenson
Director Planning and Building

FA:yr

Attach.

cc. Director Engineering
Director Finance
Director Parks, Recreation and Cultural Services
City Solicitor



MAP OF CANADA

Date:

SEPTEMBER 1997

Scale:

N.T.S.

Drawn By:

J.P.C.

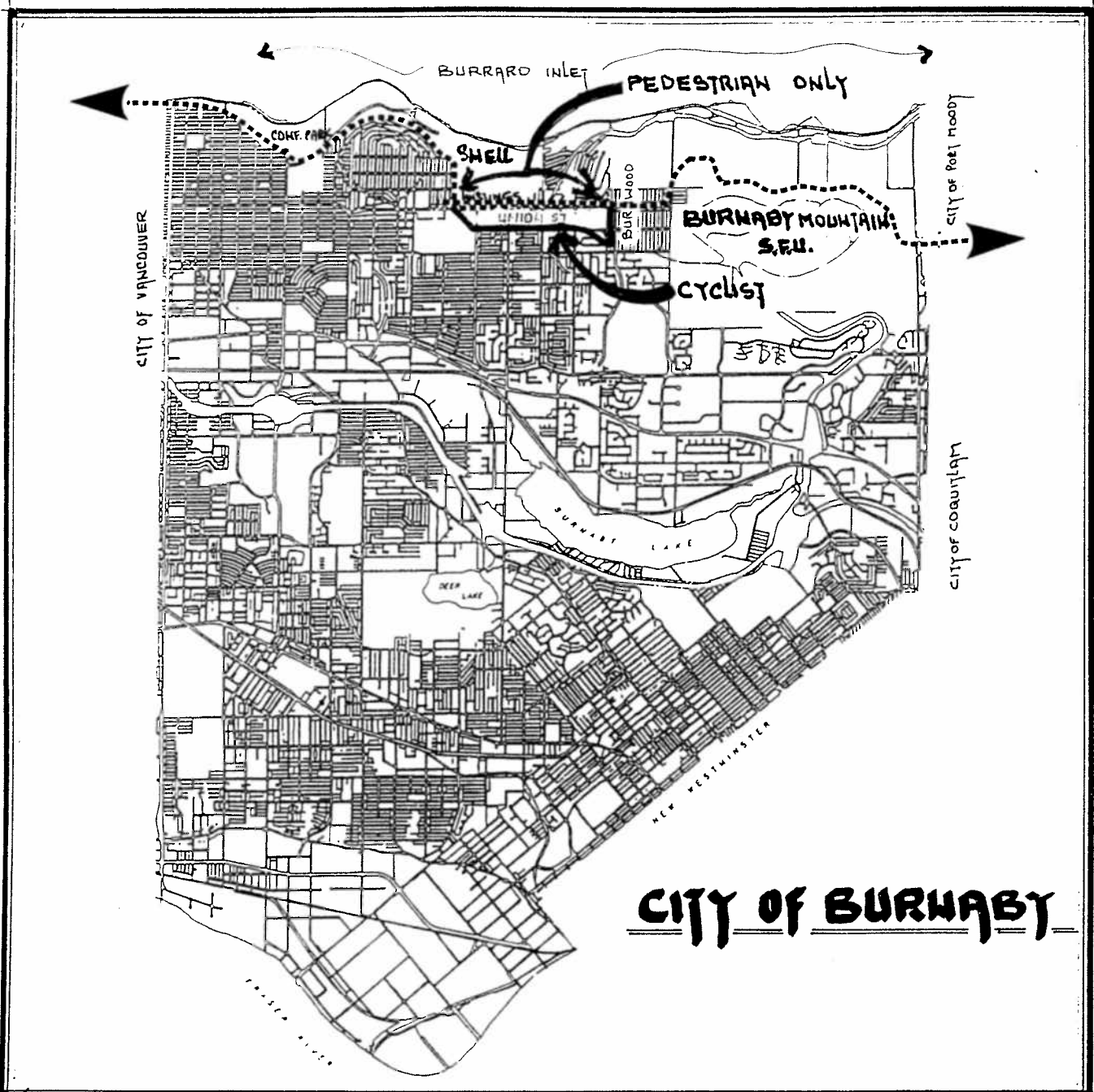


City of
Burnaby

Planning & Building Dept.

TRANS CANADA TRAIL ROUTE

SKETCH #1



CITY OF BURNABY

Date:
SEPTEMBER 1997

Scale:
N.T.S.

Drawn By:
J.P.C.



City of
Burnaby
Planning & Building Dept.



PROPOSED TRANS CANADA TRAIL ALIGNMENT

SKETCH # 2.