

**TO:** CITY MANAGER 2000 August 9

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** **TRANS CANADA TRAIL - Port Moody Connection**

**PURPOSE:** To obtain Council approval to amend the alignment of the Trans Canada Trail from the east side of Burnaby Mountain into Port Moody.

**RECOMMENDATIONS:**

1. **THAT** Council approve, in principle, an amendment to the Trans Canada Trail alignment connection into Port Moody as outlined in this report.
2. **THAT** Council authorize staff to obtain Statutory Rights-of-Way over B.C. Hydro-owned properties to accommodate the Trans Canada Trail as outlined in this report.
3. **THAT** a copy of this report be referred to the Parks and Recreation Commission for information.
4. **THAT** a copy of this report be sent to Trails Society of B.C. c/o Leon Lebrun, 1247 Charter Hill Drive, Coquitlam, B.C., V3E 1P1.

**R E P O R T**

**1.0 BACKGROUND**

Construction of the Burnaby portion of the Trans Canada Trail has been under development since the summer of 1998. Since then the majority of the 11 kilometer trail through the northern portion of the City has been completed. At this time the only section which is not complete is the eastern-most portion of the trail connecting into the City of Port Moody, with the exception of one bicycle-only portion on the west side of Burnaby Mountain which is being constructed this summer.

The Trans Canada Trail was originally intended to cross through Burnaby's eastern boundary with Port Moody at a point south of the eastern end of Joe's trail along the North Road alignment and continue through the Glen Aire subdivision in Port Moody down to the waterfront area of Rocky Point (see *attached* map). Since the original route approval by Council and the Parks Commission, the Trans Canada Trail Foundation has revisited this connection with City staff. The route through the residential area of Glen Aire was viewed as undesirable and the connection down to the Rocky

Point area involved numerous crossings of major roads. As an alternative, the Trans Canada Trail Foundation wanted to pursue a trail alignment closer to the waterfront to provide a safer connection into Port Moody and take advantage of the spectacular views along Burrard Inlet. As a result, a route nearer to Burrard Inlet has been selected as the preferred one for the connection from Burnaby into Port Moody and for the western portion of Port Moody.

## **2.0 PROPOSED ALTERNATIVE TRANS CANADA TRAIL CONNECTION INTO PORT MOODY**

Staff have worked with the Trans Canada Trail foundation to assess the various options available to connect the trail to the Burrard Inlet waterfront area. Two possible proposals were examined. One, which would fall completely on City-owned land, was not favoured due to steep terrain, ravines, larger watercourses in the area and potential environmental impacts from routing a trail close to large trees. This option would have turned north from the eastern end of Joe's Trail, follow the B.C. Hydro right-of-way and wind through a very steep and densely forested portion of the Burnaby Mountain's northern slope to connect with the Barnet Highway.

The other route examined would turn north from the eastern end of Joe's Trail, follow the B.C. Hydro Right-of-Way and travel down the forested north-eastern portion of Burnaby Mountain to connect with the Barnet Highway, crossing the Highway at the existing traffic signal located at the Petro Canada Refinery (see *attached* map). From this point the trail would continue eastward below the Highway into Port Moody to connect with the portion of trail on the Port Moody side, which has been recently constructed. The portion where this alignment cuts down the slope of Burnaby Mountain falls further to the east than the other alignment considered. The trail would fall on approximately 950 m of City property, 390 m of Petro Canada property and 75 m of B.C. Hydro property. This would require the securing of a statutory rights-of-way over the Petro Canada and B.C. Hydro-owned portions of the route.

Generally speaking, a pedestrian and cyclist trail from the east side of Burnaby Mountain to Burrard Inlet is a desirable connection as it would facilitate future connections of the planned Burrard Inlet waterfront urban trail to the Burnaby Mountain Conservation Area. As well, this trail connection would be in line with the Burnaby Mountain Conservation Area Management Plan Trail Concept Plan which has identified the B.C. Hydro Right-of-Way as a portion of the trail network for the mountain. The recommended route would coincide with a 450 metre length of the B.C. Hydro Right-of-Way trail north of the eastern end of Joe's Trail.

The recommended route is viewed as the more appropriate as it offers the best grades for a combined cyclist and pedestrian trail on this portion of the mountain. Crossing of watercourses is required with both alignment options, but the watercourse crossings associated with the recommended route are smaller and would have less environmental impact than the route on City land. Crossing of watercourses and potential impacts would require Provincial Ministry of Environment, Lands and

Parks (MoELP) and Federal Department of Fisheries and Oceans' (DFO) approval. Staff would work with the Trans Canada Trail Foundation to seek these approvals. The recommended alignment would also be the more accessible for construction, whereas the other option would be very restricted in terms of bringing materials and equipment to the site. It is due to these factors that the route which passes through City property and Petro Canada and B.C. Hydro property is being recommended.

### **3.0 LEGAL AND PROPERTY ISSUES**

The proposed route for the Trans Canada Trail connection to Port Moody crosses a B.C. Hydro right-of-way and two small B.C. Hydro-owned properties. B.C. Hydro has previously given approval in principle to a trail in this area under the Burnaby Mountain Conservation Area Trail Concept Plan. Recent discussions between staff and B.C. Hydro have confirmed that they would be willing to work with the City and the Trans Canada Trail Foundation in securing a right-of-way over their property for the trail. Statutory rights-of-way will be negotiated with B.C. Hydro. The maintenance of the trail would be the responsibility of the City.

### **4.0 FUNDING**

To date Council has fully supported funding construction of the Trans Canada Trail in Burnaby. The proposed alternative connection into Port Moody discussed above is not included in the funding that has been approved for the project to date. In order to construct the recommended connection into Port Moody further funding would be required. The portion of the trail which is proposed to be on Petro Canada property would not require City funding, as the Trans Canada Trail Foundation and Petro Canada have committed to providing design, labour and materials for this portion of the trail. City funding would be required for the portion of the recommended trail alignment in the Burnaby Mountain Conservation Area south of Petro Canada's property (375 m) and for the portion north of Petro Canada which falls mostly on the Barnet road right-of-way (580 m). At this time a detailed cost estimate has not been determined. If the recommended connection into Port Moody outlined above is approved by Council in principle, a future report including a cost estimate of City-funded portions would be provided.

### **5.0 TIMING OF TRAIL CONSTRUCTION**

Timing of the construction of this section of the Trans Canada Trail would be dependant on various factors. If the recommended route alignment is adopted by Council, staff would work with the Trans Canada Trail Foundation to obtain MoELP and DFO approval for the required water course crossings. City staff will also review and approve the design for the portions of the trail on privately owned land to be constructed by the Trans Canada Trail Foundation. If these approvals can be

obtained in an expeditious manner trail construction on the privately-owned portions may begin in the late summer or early fall. Construction on city-owned portions may be possible early in the fall if design of the trail can be resolved in a short time. Alternatively, the construction of this final link of the Trans Canada Trail would occur next spring.

## 5.0 SUMMARY

Provision of the proposed Trans Canada Trail connection into Port Moody would provide a desirable public amenity for the City of Burnaby, a critical link in the Trans Canada Trail network of the Lower Mainland and contribute a direct link to the east Burrard Inlet waterfront area within the City's trail network. Funding partnership opportunities available for this portion of the trail in cooperation with the Trans Canada Trail Foundation and Petro Canada would also reduce costs for the city in the provision of this desirable trail link. It is therefore recommended that Council approve the proposed trail alignment and authorize staff to work with B.C. Hydro to obtain statutory rights-of-way through their properties as required.



D.G. Stenson  
Director Planning and Building

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Attach

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

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