

TO: CITY MANAGER 2000 February 16

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: AUTHORITY TO NEGOTIATE FOR URBAN TRAIL RIGHTS-OF-WAY ALONG GILMORE AND WILLINGDON AVENUES

PURPOSE: To seek Council authorization to negotiate for two rights-of-way for urban trail purposes along segments of Gilmore and Willingdon Avenues.

RECOMMENDATIONS:

1. **THAT** the City Solicitor be authorized to negotiate to obtain two statutory rights-of-way for urban trail purposes along Gilmore and Willingdon Avenues as more particularly outlined in this report.
2. **THAT** a copy of this report be forwarded to the Bicycle Advisory Committee and the Traffic and Transportation Committee for their information.

REPORT

1.0 Introduction

Opportunity has arisen to implement two segments of urban trail as part of two larger City initiated projects. Both opportunities would require a statutory right-of-way over private property in order for the facilities to be implemented. This report provides background information for these two independent projects and requests Council to authorize the City Solicitor to negotiate to obtain the required rights-of-way.

2.0 Willingdon Avenue Urban Trail - Sanderson Way to Canada Way

Since 1998 December, The British Columbia Transportation Financing Authority (BCTFA) and the City of Burnaby in association with TransLink and the Ministry of Transportation and Highways (MOTH) have been pursuing the implementation of a High Occupancy Vehicle (HOV) lane on Willingdon Avenue from Deer Lake Parkway to Hastings Street in Burnaby. Since that time, seven options have been developed and reviewed. At the last Steering Committee meeting there was consensus in principle that a Transportation Demand Management (TDM) corridor approach should be promoted for the preferred option.

The conceptual preferred option would include a parallel bicycle facility running from the existing urban trail section from Deer Lake Parkway to Lougheed Highway (see *attached* Figure 1). This facility would offer connections to major east-west cycling facilities on either end - Lougheed in the north and the Deer Lake Parkway urban trail and "North-South" bike route (via Sussex) in the south. This new bicycle route would have a combination of off-street and on-street sections.

The Cycling System Concept of the Burnaby Transportation Plan identifies an urban trail along the length of Willingdon between Deer Lake Parkway and Burrard Inlet. At this time it is not possible to fully implement this type of facility mainly for restricted space reasons at the Trans Canada Highway and CNR/BNR overpasses. As a result, the combination on and off-street facility proposed in this report is considered to be a suitable compromise.

For the purpose of this report, an off-street section of urban trail would be required on the east side of Willingdon Avenue between Sanderson Way and Canada Way as insufficient lane width exists in this area to safely accommodate cyclists on the roadway. By encouraging off-street cycling, potential bus/bicycle conflicts in the proposed HOV lane could be greatly reduced. This new portion of urban trail would be located on BCIT property via a statutory right-of-way and be seen as a positive component of BCIT's front yard setback. The proposed urban trail would be a 4.0 metres wide asphalt path and located back of the existing sidewalk. Buffer areas are typically used for clearance, grade, and setback issues. The City would be responsible for maintenance of the urban trail and buffer area as part of the statutory right-of-way agreement.

Preliminary discussions regarding an urban trail on BCIT property have indicated that BCIT would support this initiative and are willing to provide the right-of-way at no cost to the City as their "contribution" to the Willingdon HOV project. This arrangement has received approval in principle from the President of BCIT and BCIT has now requested that the City initiate a legal agreement to finalize the proposal.

3.0 Gilmore Urban Trail - Still Creek Avenue to Henning Drive

The Burnaby Transportation Plan identifies Gilmore Avenue between Canada Way and Union Street as a on-street Cycle Road. However, given the proposed SkyTrain station at Gilmore and Henning and its proximity to the Discovery Place employment concentration area, as well as the attractiveness of urban trails to lesser confident cyclists, constructing an urban trail along the west side of Gilmore between Canada Way and Lougheed Highway would be a desirable facility. Such a facility would effectively extend the existing urban trail located south of Canada Way in Discovery Place north to the proposed SkyTrain station and Lougheed Highway (see *attached* Figure 2). This connectivity is important for several reasons in that it would provide a suitable and encouraging means of non-

vehicular travel between the proposed station and Discovery Place employment concentration area, provide a cycling facility between the existing well-used cycling provision on the Lougheed Highway and Discovery Place, and intersect with a key component of the potential Central Valley Urban Trail and SkyTrain Urban Trail alignments. In addition, a Gilmore Urban Trail would provide safe access across the Trans Canada Highway, currently a significant impediment to bicycle transportation. Currently, a short portion of urban trail between Henning Drive and Lougheed Highway is under construction as a requirement to the recently completed rezoning application Rezoning Reference #69/97.

The 2000 - 2004 Provisional Capital Program identifies reconstruction of Gilmore Avenue between Still Creek Avenue and Henning Drive as a major road project for 2000. This major road project represents an opportunity to construct a portion of integrated urban trail along the same stretch. Engineering staff advises that the design drawings for the project are progressing and that a project completion date of Fall 2000 has been targeted.

For cost saving reasons, it would be advisable to construct an urban trail in concert with the Gilmore road reconstruction. Sufficient right-of-way exists between Still Creek Avenue and Henning Drive to construct the road and a portion of the urban trail. A statutory right-of-way would be required over the Home Depot and BNR properties in order to accommodate the remaining portion of urban trail and a 1.2 metre rear boulevard strip. The City currently has both a fill and utility statutory right-of-way over the Home Depot property, and the proposed urban trail statutory right-of-way would be contained within the bounds of the existing statutory right-of-way.

With regard to the BNR property, the proposed urban trail and rear boulevard strip would be partially located upon the existing road allowance. A new right-of-way over the BNR property would be required in order to accommodate the remaining portion of urban trail and a 1.2 metre rear boulevard strip.

The proposed urban trail would be a 4.0 metre wide asphalt path. Buffer areas are typically used for clearance, grade, and setback issues. In this situation, it is anticipated that the buffer area will not require any retaining structures and will likely be treated with lawn, which the City would install and maintain as part of the statutory right-of-way agreement.

4.0 Conclusion

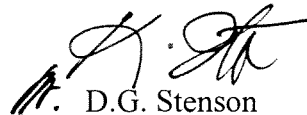
One of the goals of the Burnaby Transportation Plan is to provide for alternate means of transportation. The two projects discussed in this report, if implemented, would build upon existing urban trail facilities, improve access to and from key amenities, and support alternative transportation modes.

CITY MANAGER

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It is requested that Council authorize the City Solicitor to negotiate with each of the respective land owners identified within this report for the purposes of securing two separate statutory right-of-way for urban trail purposes for specific sections of Gilmore and Willingdon Avenues as identified within this report.

Should Council approve the report recommendations, staff would provide Council with a further report on the timing and funding issues related to implementation of the proposed urban trails as details are further resolved.



D.G. Stenson

Director Planning and Building

MP:hr

Atts.

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

a:\GWEasement report

