

**TO:** CITY MANAGER 2000 December 21

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** TRANS CANADA TRAIL

**PURPOSE:** To bring down a Capital Reserves Expenditure Bylaw to fund construction in 2001 of the final segments of Trans Canada Trail in Burnaby.

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**RECOMMENDATION:**

1. **THAT** a Capital Reserves Expenditure Bylaw in the amount of \$124,700 be brought down to finance the Trans Canada Trail project for 2001.

**R E P O R T**

**1.0 BACKGROUND**

At the 2000 August 18 Council meeting a report was adopted which outlined an amendment to the alignment of the Trans Canada Trail's eastern connection into Port Moody from Burnaby Mountain (see *attached* Sketch #1). It was also indicated that a future report outlining the cost estimate of the City-funded portions would be brought forward for Council's consideration and approval. The amended alignment in this area provides a desirable public amenity for the City of Burnaby, a critical link in the Trans Canada Trail network of the Lower Mainland and a direct link to the east Burrard Inlet waterfront area within the City's trail network. A funding partnership opportunity available for this portion of the trail in cooperation with the Trans Canada Trail Foundation and Petro Canada reduces costs for the City in the provision of this desirable trail link.

To date a majority of the Trans Canada Trail project in Burnaby has been constructed. The approximately 12 kilometer route of the trail runs through north Burnaby entering from Port Moody in the east and Vancouver on the West. The most recent portions of the trail to be completed are located on the western side of Burnaby Mountain and connected the end of Joe's Trail at the top of the mountain through to the eastern end of Hastings Street.

This report outlines the extent of remaining scheduled construction work for the Trans Canada Trail in 2001 and brings down the necessary Capital Reserves Expenditure Bylaw to finance the portion funded by the City

## 2.0 SCHEDULED CONSTRUCTION FOR 2001

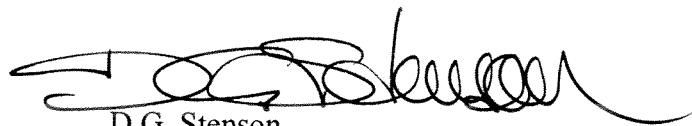
The construction on the Trans Canada Trail for 2001 would complete the last link of the trail through Burnaby. This final section of trail (as shown in *attached* Sketch #1) passes through a portion of the Burnaby Mountain Conservation Area, then Petro Canada's property and finally back on to the Barnet Highway road right-of-way into Port Moody. The proposed construction by the City on this portion would include two sections of trail. One is the section between where the constructed portion of the trail currently ends (which is the eastern end of Joe's Trail) and the B.C. Hydro property on the south-eastern portion of Burnaby Mountain. This would entail the improvement of an access road which is currently used by B.C. Hydro to Trans Canada Trail standards of 3 metre crushed limestone.

The City would also be responsible for the section of trail where the alignment crosses back on to City property near the Barnet Highway and then along the Barnet into Port Moody. This section would run for a short length on the south side of the Barnet Highway (approximately 175 metres) which would involve relocation of concrete barriers and a bus stop along the side of the highway. After crossing the Barnet Highway at the signal at the Petro Canada facility the trail would run below the highway to meet up with the existing trail at the Port Moody boundary. The estimated cost of the City-funded portions is \$124,700 (inclusive of 7% GST).

The longest portion of trail to be constructed in 2001, which runs through private property owned by B.C. Hydro and Petro Canada, will be constructed by the Trans Canada Trail Foundation. The Foundation will be using labour provided by their own volunteers and provincial E-Team grants. Materials for this section are being donated by Petro Canada. Both Petro Canada and B.C. Hydro are generously providing rights-of-way through their properties in favour of the City of Burnaby in order to allow the public trail facility to be accommodated.

## 3.0 FINANCING

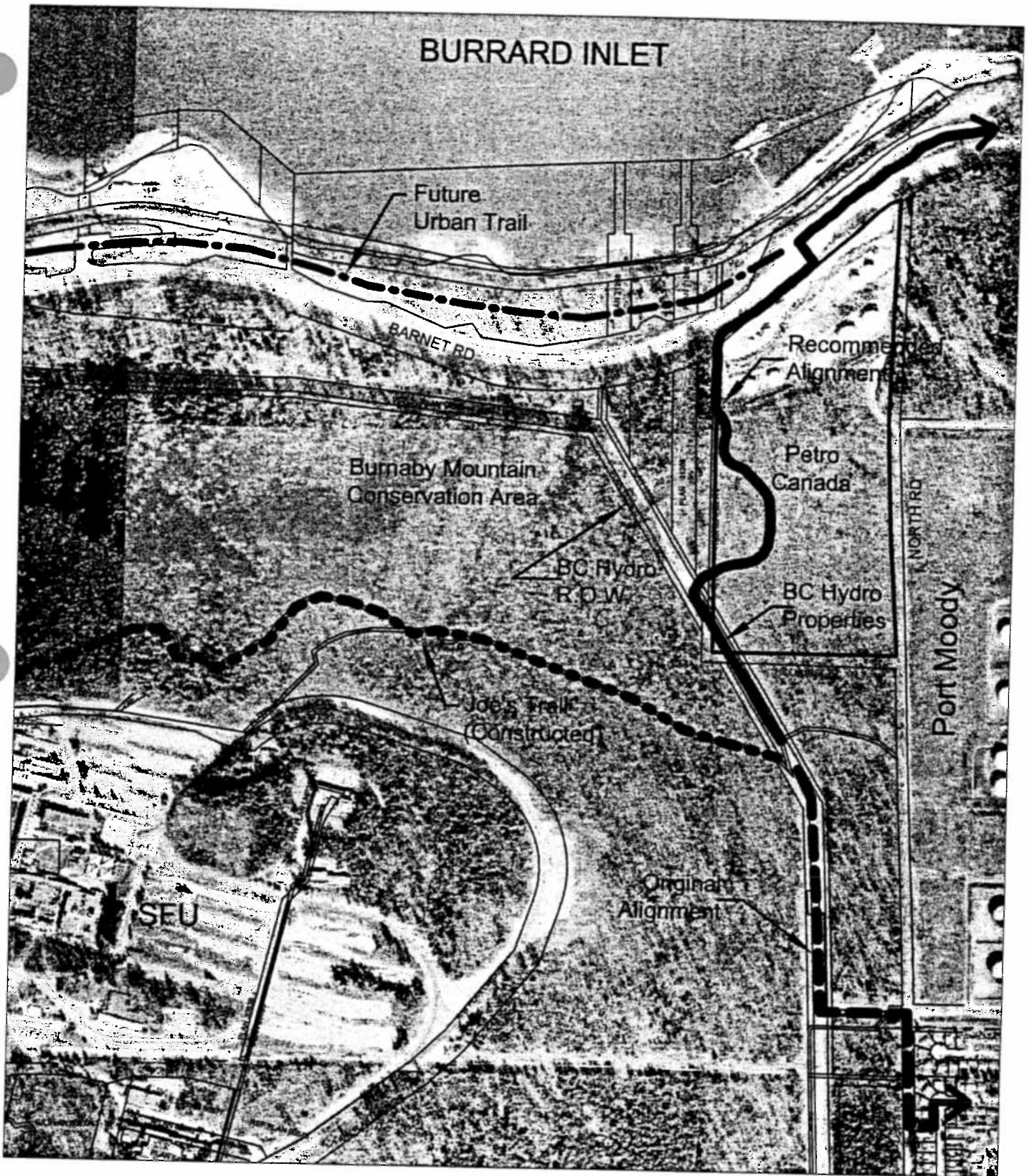
Sufficient Capital Reserves are available to finance this project which is included under the 2001 Urban Trail component of the approved 2001 - 2005 Financial Plan. It is therefore recommended that a Capital Reserves Expenditure Bylaw in the amount of \$124,700 (inclusive of 7% G.S.T.) be brought down to finance this final phase of the Trans Canada Trail project.



D.G. Stenson  
Director Planning and Building

PSF:gk  
Attach





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



Trans Canada Trail -  
Port Moody Connection



Legend:

-  Constructed
-  Original Alignment
-  Recommended Alignment
-  Future Urban Trail

