

**TO:** CHAIR AND MEMBERS  
FINANCIAL MANAGEMENT COMMITTEE

**DATE:** 2016 January 19

**FROM:** DIRECTOR PLANNING AND BUILDING

**FILE:** 68000 20

*Reference:* Gilmore Urban Trail

**SUBJECT:** GILMORE URBAN TRAIL HIGHWAY 1 CROSSING

**PURPOSE:** To seek Council authorization for construction of specific works related to the Gilmore Urban Trail from Canada Way to Henning Drive/Dawson Street and obtain authority for the exchange of property related to 3020 Gilmore Diversion located within the Willingdon/Canada Way Business Centre to accommodate an urban trail on Gilmore Diversion.

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**RECOMMENDATIONS:**

1. **THAT** Council authorize an expenditure, not to exceed, \$3,338,889 (inclusive of 5% GST) from Gaming Funds for the construction of specific works for the Gilmore Urban Trail and related works as outlined in this report.
2. **THAT** the introduction of Highway Closure and Road Dedication Bylaws be authorized according to the terms outlined in Section 2.0 of this report.
3. **THAT** a property exchange involving 3020 Gilmore Diversion, Lot 25, District Lot 69, Group 1, New Westminster District Plan 36487, Kebet Holdings Ltd. and 4206 Manor Street, West Half Lot 1 Except: Part on SRW Plan 26625, Block 35, District Lot 69, New Westminster District Plan 1321, City of Burnaby be authorized in accordance with the terms outlined in Section 2.0 of this report.
4. **THAT** Council forward a copy of this report to the Transportation Committee for information.

**REPORT**

On 2014 May 22, the Finance and Civic Development Committee recommended that Council approve an expenditure of \$250,000 from Gaming Funds for the design of the Gilmore Urban Trail and the submission of funding applications to TransLink and the Province for the design and construction of an Urban Trail on Gilmore Diversion/Way/Avenue. The report stated that, upon completion of the design and cost estimates, Council approval of tendering and construction of the project would be sought for construction in 2016. On January 13, 2016 the Transportation Committee received a report on the proposed design and improvements, for their information.

This report seeks Council expenditure authorization for:

- Construction of the Gilmore Urban Trail from Canada Way to Still Creek Drive as a 3.5 meter wide asphalt trail separated from traffic with boulevards and guard railings and including improved bus stops, curb let downs, seating area and a signalised intersection at Myrtle Street;
- Specific improvements on the Gilmore Urban Trail from Still Creek to Henning Drive/Dawson Street including hinged ramps and light weight fill at the ends of all structures to counteract the impact of subsiding soils;
- Installation of a wayfinding system for the broader trail network; and
- Completion of a minor land exchange with 3020 Gilmore Diversion requiring road closure and dedication bylaws to facilitate trail construction in 2016.

The Gilmore Urban Trail is a 3.3 km north-south section of the urban trail network that follows Gilmore Avenue/Diversion/Way from William Street by Willingdon Heights Park to Sanderson Way at Electronic Arts, as shown in *Sketch #1 attached*, and forms part of the longer Sea to River Bikeway, an 11 km north-south bicycle route from the Trans Canada Trail in North Burnaby to the Fraser Foreshore Urban Trail in South Burnaby, as shown in *Sketch #2 attached*.

## **1.0 GILMORE URBAN TRAIL HIGHWAY 1 CROSSING PROJECT DESCRIPTION AND COSTS**

The proposed Highway 1 crossing of the Gilmore Urban Trail extends from Canada Way to Still Creek Drive on the west side of Gilmore Diversion, as shown in *Sketch 1 attached*, and completes a 4.5 km recreational walking loop around the Willingdon Business Centre. Design and cost estimates to modify the Highway 1 overpass have been completed.

On 2014 June 09, Council approved design funding of proposed works outlined below and the submission of applications to the Province and TransLink for cost-share funding. These works include a 640 m long section of 3.5 m wide urban trail with retaining structures, guard rails, traffic signals at Myrtle Street, lighting, wayfinding signage, light-weight fill, six hinged ramps, three bus stops and one shelter, curbs and letdowns, boulevards and street trees, and a feature area with seating, garbage cans and bike racks. The proposed project fills a gap in the existing network between Canada Way and Still Creek Drive and addresses some deficiencies on the existing trail from Still Creek Drive to Henning Drive/Dawson Street. The Transportation Committee at their 2016 January 13 meeting reviewed the proposed design and requested some minor amendments which will be addressed in the final design considerations.

An allocation for this project has been provided for in the 2016–2020 Provisional Capital Program, with funding through the use of Gaming Funds. Upon receipt of grant funding, the Gaming Funds will be reimbursed. With Council approval of the requested expenditure, the works would be expected to be completed by Fall 2016.

The Director Engineering cost estimate for the improvements, based upon the design, is \$3,179,894, of which \$3,064,437 is eligible for cost share funding. Cost share funding for this

work has been approved from the Province's Bike BC Program Funding, TransLink funding and ICBC totalling \$1,477,800. The net cost to the City would be \$1,702,094 or 52% of eligible costs. The funding distribution is shown in Table #1 below.

**Table #1**

<b>Funding:</b>	<b>Amount:</b>
City of Burnaby	\$1,702,094.00
TransLink	\$ 779,800.00
Province	\$ 638,000.00
ICBC	\$ 60,000.00
<b>Total:</b>	<b>\$3,179,894.00</b>

## **2.0 PROPERTY**

Three portions of land are required to complete construction of the urban trail from Canada Way to Still Creek Avenue, as shown on *Sketch #3 attached*, two of which have or are in the process of being secured:

- On 2008 August 25, Council approved acquisition of a statutory right-of-way at 2750 Gilmore Avenue to permit the existing bus shelter and retaining wall on the southwest corner of Gilmore Diversion and Myrtle Street to be moved behind the proposed trail.
- A section of 4227 Canada Way at the northwest corner of Gilmore Diversion and Canada Way is being secured as road right-of-way for trail and boulevard construction through Rezoning #12-38. In the interim, the City has secured a construction access easement.

The trail design has identified a further portion of land at 3020 Gilmore Diversion (Kebet Holdings Ltd.), that would improve pedestrian and cyclist safety and can be secured through a like-for-like land exchange of equal size and value with no cost to the City, beyond the minor survey, land titles and processing costs to be funded by the project. The subject triangular portion of property for the City measures 67.59 feet (20.60m) by 53.48 feet (16.30m) by 15.09 feet (4.60m) with an area of 196.23 square feet (18.23sq.m) and is shown in *Sketch #4 attached*. Obtaining the triangular portion would permit construction of a retaining wall to support a separated sidewalk.

The proposed exchange would involve a narrow sliver of City owned land at 4206 Manor Street used for road purposes measuring 1.60 feet (0.49m) by 122.08 feet (37.21m) with an area of 196.23 square feet (18.23sq.m) as shown in *Sketch #4*. The sliver of land was received from the Province as part of the Port Mann Highway 1 Project Burnaby Access Memorandum and is not necessary for future City purposes. The Legal and Lands Department indicates that the two portions of M5 zoned land are of equal value, allowing for a lot line readjustment at no cost and that the exchange for the subject property could be achieved on the following terms:

- a) Lot line readjustment of a 196.23 square foot (18.23sq.m) portion of 4206 Manor Street to 3020 Gilmore Diversion; and

To: Financial Management Committee  
From: Director Planning and Building  
Re: Gilmore Urban Trail Highway 1 Crossing  
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- b) Road dedication of a 196.23 square foot (18.23sq.m) triangular portion of Gilmore Diversion road right-of-way adjacent to 3020 Gilmore Diversion.

It is also recommended that the balance of City-owned 4206 Manor Street be dedicated as road allowance, as it is not necessary to maintain it as a separate remnant parcel.

### 3.0 CONCLUSION

Completion of the works for this section will create a continuous, safe and comfortable pedestrian and cyclist route from Lougheed Highway to Sanderson Way, benefitting pedestrians by creating the Willingdon Business Centre 4.5 km recreational loop, cyclists by finishing Burnaby's most popular north-south route and transit users with the addition of new bus stop amenities and safer crossings.

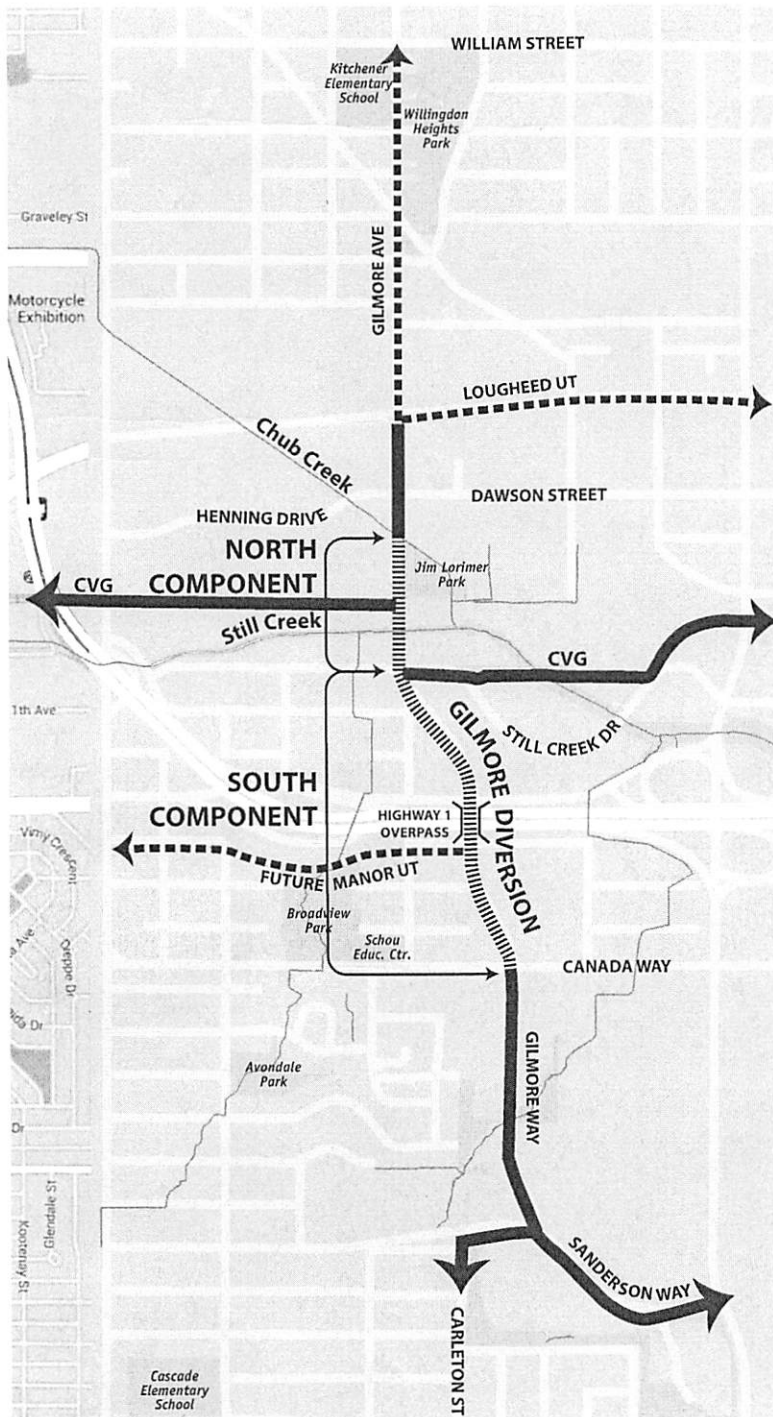
This report seeks Council authority for a land exchange with 3020 Gilmore Diversion, road closure and road dedication bylaws and expenditure authorization of \$3,179,894 for construction of the Gilmore Urban Trail Highway 1 Crossing, specific improvements from Still Creek Avenue to Henning Drive/Dawson Street and installation of a wayfinding system from the Trans Canada Trail to the Fraser Foreshore Urban Trail from Gaming Funds. The Gaming Funds will be reimbursed by \$1,477,800, representing grant funds to be received from TransLink, the Province, and ICBC, upon completion of the project.

  
Lou Pelletier, Director  
PLANNING AND BUILDING

IW:sa

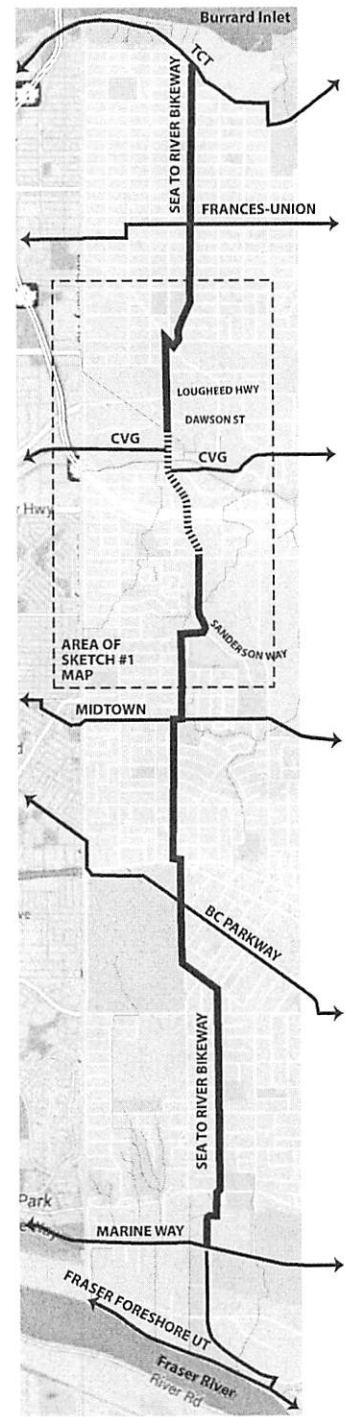
#### ***Attachments***

cc: City Manager  
Director Engineering  
Director Finance  
City Solicitor



**Sketch #1**  
**Gilmore Urban Trail Route**

- Existing Urban Trail
- Proposed Urban Trail
- Subject section

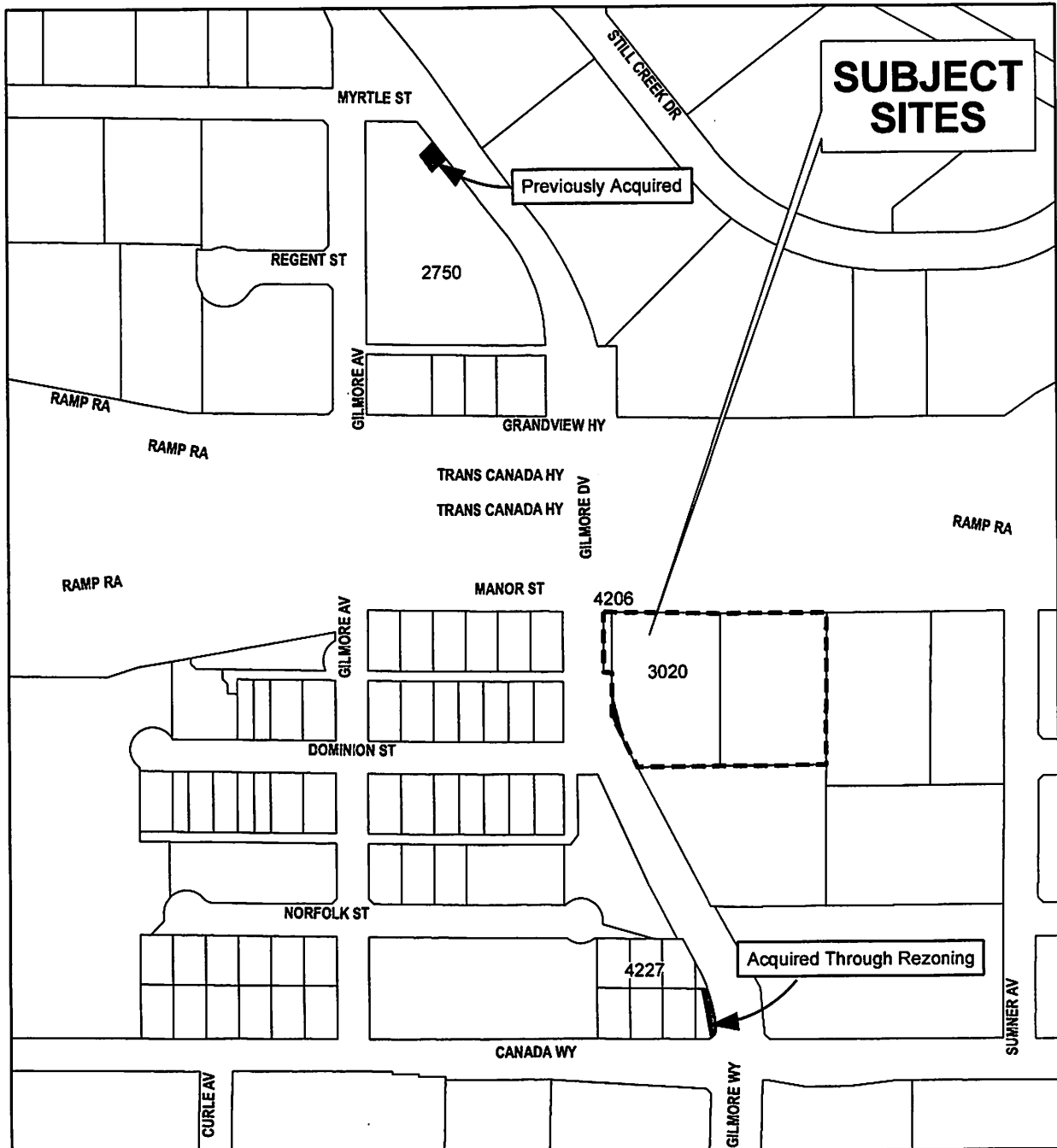


**Sketch #2**  
**Sea to River Bikeway Route**

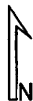


PLANNING AND BUILDING  
2015 DECEMBER





PLANNING & BUILDING DEPARTMENT



DATE:  
JAN 07 2016

SCALE:  
1:3,982

DRAWN BY:  
AY

3020 GILMORE DIVERSION

 Subject Sites

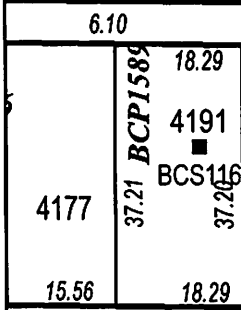
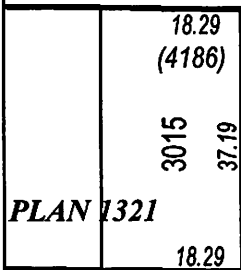
Sketch #3

**R5**

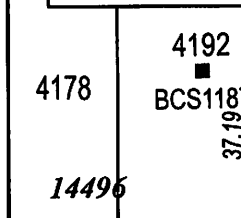
**M1**

18.23 m<sup>2</sup> Portion of  
City Property (4206 Manor Street)  
To Be Land Swapped

**MANOR ST**



18.23 m<sup>2</sup> Portion of  
Private Property (3020 Gilmore Diversion)  
To Be Land Swapped



**DOMINION ST**

**GILMORE DV**

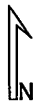
**M5**

**PLAN**

**SUBJECT SITES**



PLANNING & BUILDING DEPARTMENT



DATE:  
JAN 18 2016

SCALE:  
1:1,074

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AY

**3020 GILMORE DIVERSION**

 Subject Sites

Sketch #4