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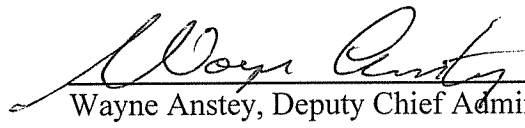
**Item No. 10.1.2**

**Halifax Regional Council  
January 6, 2009**

**TO:** Mayor Kelly and Members of Halifax Regional Council

**SUBMITTED BY:**

  
\_\_\_\_\_  
Dan English, Chief Administrative Officer

  
\_\_\_\_\_  
Wayne Anstey, Deputy Chief Administrative Officer - Operations

**DATE:** December 4, 2008

**SUBJECT:** North Preston, Active Transportation Trail - Water Line Extension

### **ORIGIN**

On September 9, 2008 Halifax Regional Council requested a report on the possibility of a Joint Development of an Active Transportation Trail with Halifax Water along the route of the proposed water main extension to North Preston.

### **RECOMMENDATION**

It is recommended that Regional Council;

- 1) Approve a reduction in capital account CDG00983, Regional Trails Capital Maintenance in the amount of \$250,000.
- 2) Approve an increase to capital account CPX01027, Regional Trail Development in the amount of \$250,000. The transfer will allow for Phase 1 development of an active transportation trail in association with construction with the North Preston Water Main Extension currently underway by Halifax Water.

## **BACKGROUND**

The Preston Area Trail Association (PATA) in partnership with Halifax Regional Trails and Halifax Water have been working to plan and construct Phase 1 of an active transportation trail parallel to the Lake Major Road between the communities of North Preston and Cherry Brook. This trail opportunity is identified in the “Preston Area Trail Plan”. See Appendix 1 - Trail Plan Map.

Halifax Water is constructing a new water main connecting the water distribution system serving the community of North Preston to the Lake Major system. The waterline runs from the end of the system near the Lake Major dam on Lake Major Road, along Lake Major Road and Johnson Road to the location of the existing North Preston water treatment plant, a distance of 2.7 kms.

Halifax Water has agreed to host and construct the Phase 1 component of the trail as part of water main project. A quote of \$350,000 based on trail standards, plans and profiles provided by HRM was obtained through Halifax Water. HRM staff then compared the average cost per metre to previous estimates for the project and found an approximate total savings of one hundred and sixty thousand dollars (\$160,000) for Phase 1. Phase 1 would include clearing and grubbing, surge rock fill, drainage and culverts and type 2 gravel surfacing. This will complete a trail sub base for 1.7 kms of the 2.7 km project.

Detailed planning and design determined that the trail would be adjacent to and not directly over the water main as the trail plan originally suggested. It will, instead, be largely located adjacent to the roadway and the water main will be in the roadway. In some sections the trail will run onto Water Commission Property. The existing level terrain provides a good trail sub-base and the pristine scenery of the Long Lake and forested lands close to the roadway will deliver both high quality trail experience as well as an efficient and safe active transportation routing. The corridor will ultimately deliver an opportunity for a wide range of active transportation uses connecting both communities.

With adequate construction controls, Halifax Water staff are confident that the trail can be constructed with no negative impact on source water protection. Also the presence of the trail is consistent with Halifax Water’s management approach for their land holdings in this area of the Lake Major watershed. The licence agreement between the Preston Area Trails Association and Halifax Water requires approval of the Halifax Water Board. The recommendation regarding the licence will be made to the Halifax Water Board at their next regular meeting once details of the agreement have been finalized.

North Preston is a village-like community where there are no sidewalks or formal walkways. Walking and cycling activities are on-road or narrow gravel shoulders. The community trail association’s goal is to build an active transportation corridor connecting residents, churches, community centres, schools and other Regional Trails (Trans Canada, Cole Harbour and Lawrencetown). The trail system will provide alternative transportation infrastructure for active, healthier lifestyle for the residents and visitors as well as alternative transportation.

## DISCUSSION

The benefits of constructing the active transportation trail at the same time as the North Preston Waterline Extension are directly associated with the proximity of both projects to one another. Maximum separation of the two linear infrastructure projects is ten (10) metres for a distance of two (2) kilometres. Synergies associated with resources and timing, create cost savings of 31%. These savings result from joint project management, utilization of excess materials from the waterline extension to build the trail sub base and coordinated utilization of equipment and materials. Co-construction will deliver the trail project to the community much earlier than anticipated. The trail project will not interfere with the implementation of the waterline extension project. The water main construction schedule has been dictated by a strict compliance deadline imposed by Nova Scotia Environment as part of the provinces drinking water strategy.

Components of the trail along water courses and which require boulder retaining walls will be removed from this season's phase one construction as they require special permits and design work which could not be delivered in time to take advantage of the water main construction.

The following summary is a list of benefits to simultaneously building the trail and waterline extension.

The trail will be completed early in the spring as the bulk of the work (trail rough-in) will be completed this fall and winter leaving only the trail finishes for the spring. Otherwise the trail work would have to wait until the water supply project is finished before starting.

1. Surplus excavated material from the water supply project can be used for grading the new walkway rather than hauling and trucking material away.
2. Construction management will be carried out by Halifax Water.
3. The environmental protection measures and silt curtains installed at each of the lake crossings can be utilized for the trail construction rather than supplying, installing, maintaining and removing again if the trail were to be constructed at a later time.
4. The trail project can take advantage of the traffic control already being utilized on the water supply project.
5. The trail project can take advantage of the certainty of today's material prices. Gravel prices, for example, have consistently increased every spring.
6. Cost savings of 31% over current cost estimates for the trail as a stand alone project.

Future Phase 2 and 3 components will pertain to works in or near water courses, construction of boulder retainer walls where steep slopes exist, placement of finishing aggregate on the entire trail, and installation of amenities. Those funds would be subject to 09/10 budget approvals. Preliminary project costing for Phase 2 and 3 is estimated at \$1,258,000.00, which also includes paving and concrete curbing.

Phase 1 would provide momentum for the Preston Area Trail Association volunteers as they plan to implement the remaining trail identified in the May 2007 Preston Trail Plan. It is anticipated that the Province of Nova Scotia will share in the costs for phases 1, 2 and 3. Funding proposals are also being submitted to Federal funding sources. Any cost sharing by the Province or the Federal governments will reduce future year requirements of HRM accordingly.

In support of this initiative the Halifax Regional Trails Association (HRTA) formally endorsed by way of motion (Oct. 6th) the Preston Area Trails Association to take advantage of this opportunity to construct the trail in conjunction with the water main.

### **BUDGET IMPLICATIONS**

The construction of the North Preston Trail was anticipated to proceed much more slowly over a longer period of time, although the Preston Area Trails Group and HRM staff were working with Halifax Water on the alignment and necessary permissions. Therefore the funds required were not included in the 08/09 budget allocations. To act upon the opportunities presented by the Halifax Water project requires the assembly of funds from a number of sources.

Halifax Water has quoted a cost of \$350,000 (HST exempt) to complete Phase 1 of the North Preston, Active Transportation Trail. Finance has confirmed budget availability from the following three capital community trail accounts.

**Budget Summary:**

CDG00983, Regional Trails: Maintenance

Cumulative Unspent Budget	\$364,600
Less: Budget reduction, Operating Pay as you go	<u>\$250,000</u>
Balance	\$114,600

CPX01027, Regional Trails Development, Reservation 1430, Line 1

Cumulative Unspent Budget	\$140,700
Add: Budget increase, Operating Pay as you go	\$250,000
Less: Project cost	<u>\$335,000</u>
Balance	\$ 55,700

CP300853, Regional Trails, Reservation 886, Line 2

Cumulative Unspent Budget	\$28,231
Less: Project cost	<u>\$15,000</u>
Balance	\$13,231

This project was estimated at \$510,000. The remaining funds will be used for other Trails projects.

The Preston Trail as a new asset and as a rural/AT project qualifies for funding from the two capital construction accounts. The maintenance capital account is for recapitalization of existing trails. Of the twenty three community trail groups in HRM, nine have completed their initial capital construction and are in “maintenance mode”. Currently all requests for recapitalization to these community trail groups have been met for this fiscal year leaving a balance in the maintenance account. The Halifax Regional Trail Association, which represents the twenty three regional trail groups to HRM, has endorsed the funding approach outlined above.

Staff are requesting Council approve the transfer of the \$250,000 from the ‘Regional Trails Maintenance’ Capital fund to the ‘Regional Trails Development’ Account to allow its use by the Preston project.

### **FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN**

This report complies with the Municipality’s Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

This project is part of the Halifax Regional Trails Active Transportation Plan as well as the Preston Area Trail Association’s ‘Preston Area Trail Plan’ from May 2007. Regional, off road Trails will provide alternative transportation options active transportation as well as healthy active living opportunities for community residents and visitors.

### **ALTERNATIVES**

Council may choose not to transfer the funds required the capital for this trail construction to be added to the WaterLine Extension project. HRM Regional Trails and the Preston Area Trail Association will therefore continue to plan and align funds for this section of trail which would require considerable more time and more funding.

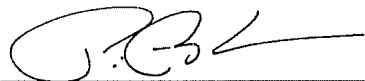
**ATTACHMENTS**

Appendix 1 - Preston Active Transportation Plan Map 5, Jan. 200

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Paul Euloth, Trail Coordinator 490-4415

Report Approved by:



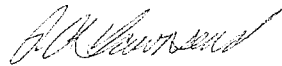
Peter Bigelow, Manager Real Property Planning, 490-6047

Financial Approval by:



Catherine Sanderson, Senior Manager, Financial Services, 490-1562

Report Approved by:



Phil Townsend, Assistant Director, Infrastructure & Asset Management 490-7166

# The Preston and Area Trails Association

## LEGEND

- STUDY AREA BOUNDARY
- STREAMS
- EXISTING TRAIL
- UNPAVED ROAD
- UTILITY LINE
- PROPERTY LINES
- LAKES
- HFX. REG. WATER COMM. LAND
- FEDERAL LAND
- MUNICIPAL LAND
- PROVINCIAL LAND
- WETLANDS
- SPORTS FIELD
- CEMETERY
- PRIORITY A.T. TRAIL ROUTES

Griffiths Muecke Associates  
 In association with  
 Gordon Ratcliffe  
 Landscape Architects

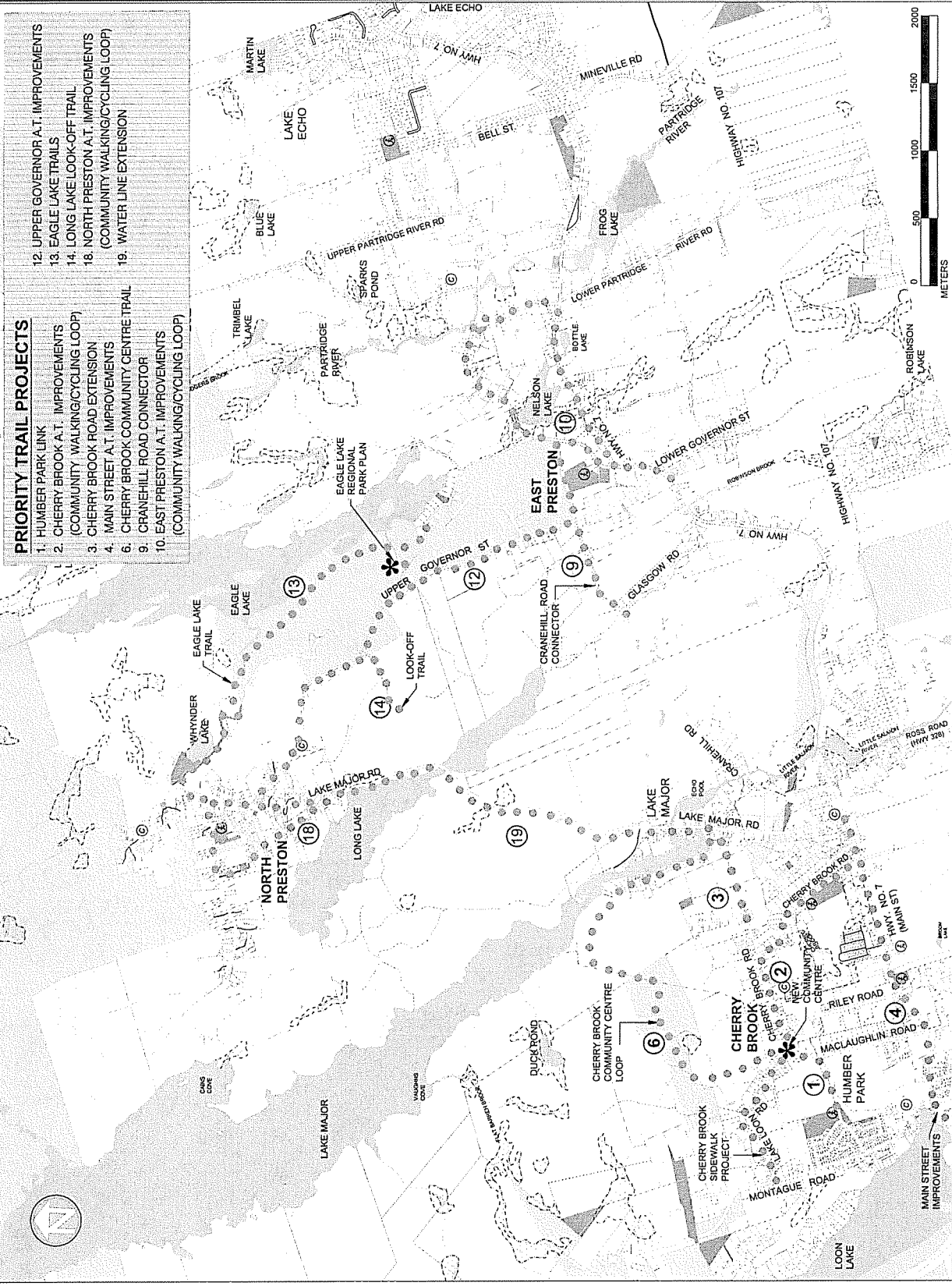
project:  
**Trail Concept Plan**

drawing title:  
**Priority Projects**

date:  
 January 2008

scale:  
 as noted

sheet:  
**Map 5**



### PRIORITY TRAIL PROJECTS

1. HUMBER PARK LINK
2. CHERRY BROOK A.T. IMPROVEMENTS (COMMUNITY WALKING/CYCLING LOOP)
3. CHERRY BROOK ROAD EXTENSION
4. MAIN STREET A.T. IMPROVEMENTS
6. CHERRY BROOK COMMUNITY CENTRE TRAIL
9. CRANEHILL ROAD CONNECTOR
10. EAST PRESTON A.T. IMPROVEMENTS (COMMUNITY WALKING/CYCLING LOOP)
12. UPPER GOVERNOR A.T. IMPROVEMENTS
13. EAGLE LAKE TRAILS
14. LONG LAKE LOOK-OFF TRAIL
18. NORTH PRESTON A.T. IMPROVEMENTS (COMMUNITY WALKING/CYCLING LOOP)
19. WATER LINE EXTENSION