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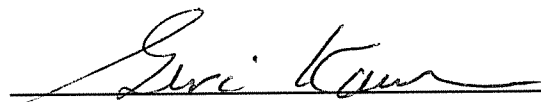


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Halifax Regional Council
July 4, 2006

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:



Geri Kaiser, Acting Chief Administrative Officer



Wayne Anstey, Deputy Chief Administrative Officer

DATE: June 23, 2006

SUBJECT: Lake Banook Pedestrian Bridge

ORIGIN:

Harbour East Community Council was approached on July 7th, 2005 by Allan Billard representing the Canoe to the Sea Society and the Shubenacadie Canal Commission. Mr. Billard essentially made two requests, 1) delay the time frame for the construction of the pedestrian bridge over Lake Banook in order to give the Society and the Commission time to secure additional funds to build a signature bridge and 2) support the expenditure of twenty thousand dollars (\$20,000) from existing bridge allocations to prepare detailed tender drawings.

Harbour East Community Council approved \$20,000 dollars from existing bridge funding to prepare detailed tender drawings for a signature pedestrian suspension bridge over Lake Banook.

RECOMMENDATION:

It is recommended that:

Halifax Regional Council approve an increase in the gross 06/07 Capital Budget budget in the amount of \$255,000, net increase of \$35,000 as a withdrawal from Parkland Reserve Q107, and the creation of a capital project named Lake Banook Pedestrian Bridge, as outlined in the Budget Implications section of this report.

BACKGROUND:

The Lake Banook Pedestrian Bridge is an integral part of the Active Transportation Corridor linking Halifax Harbour with Portobello and ultimately the community of Waverley. This historic Canal system is one of the Region's most extensively developed, heavily used and connected off-road active transportation and open space corridors.

The original bridge project was initiated by the City of Dartmouth prior to amalgamation. Subsequently, the contract for completing the remainder of the Phase 1 trail, including the bridge, was permitted to lapse due to the lack of funds. There are no remaining contractual obligations between the original contractor and HRM.

Since that time, Real Property Planning has been committed to finishing the project and because of limited funds has proceeded incrementally. In the 04-05 fiscal year Council approved one hundred thousand dollars in Capital Funds (\$100,000) and in 05-06 Council approved another fifty thousand (\$50,000) through the Regional Trails Budget, CPC00467). One of the conditions for the approval of the \$100,000 dollars was that additional funding partners would be included in the funding of the bridge.

At the request of community trail organizations and the approval of Harbour East Community Council, HRM delayed the construction of a standard pedestrian bridge in order to give the Canoe to the Sea Society time to investigate the feasibility of securing additional funds for the construction of a signature suspension bridge reflecting the natural and cultural significance of the area.

The following budget reflects Canoe to the Sea's pending and confirmed partnership funding commitments to date.

Funding sources:

Trans Canada Trail Foundation (pending)	\$ 45,000
Councillor Funds (committed)	\$ 25,000
HRM Capital Budget balance CPC00467 (per above)	\$129,000
HRM 0607 Regional Trails & Active Transportation Budget	\$100,000
Nova Scotia Department of Health Promotion (confirmed)	\$ 25,000
Canoe to the Sea Society (confirmed)	\$ 29,000
Bridge Builder Contribution (confirmed)	\$100,000
Total	\$453,000

Similar to the majority of the Regional Trails Projects, the Canoe to the Sea Society worked hard over the past nine months to secure additional funding partners. They then tendered the signature bridge design based on the detailed engineering drawings received and the lowest tender price was five hundred and nine thousand (\$509,000).

This leaves a funding gap of \$56,000.

The Society is currently finalizing additional donor support for the Bridge from other potential funding partners for twenty one thousand dollars (\$21,000), and it will be their responsibility to confirm the total remaining funds.

DISCUSSION:

The signature bridge design was prepared by **EastBridge, Engineer Management Inc.**, a local firm located on Hollis St., in Halifax, the bridge builder is **Cherubini Metal Works Ltd.**, and **Saltech Atlantic Ltd.**, based in the Burnside Industrial Park is the manufacturer. The bridge will be constructed using the Saltech Solution. This is described as a lightweight structure using an efficient combination of Glass-Fibre-Reinforced Polymer (GFRP) and common materials (wood and steel) pre-fabricated in a controlled manufacturing environment.

The detailed design drawings are stamped, signed and dated by Bruce Tuck, Registered Professional Engineer, Province of Nova Scotia. In this situation the designer assumes liability insurance for the bridge design as well both the manufacturer and construction contractor carry appropriate public liability insurances for their particular areas of project responsibility. In addition, HRM will engage the services of a structural engineer to provide final inspection and sign-off before the bridge is formally accepted.

For information purposes, Council should be aware that, in the end, HRM will own the bridge and be responsible for its upkeep. Two items are identified by the design engineer regarding on-going maintenance, UV Protection Coat for the GFRP and the rubberized asphalt surface. His recommendation is an allocation of eight thousand dollars (\$8,000) every five years for these purposes. He also indicated the design lifespan of the bridge is seventy five years. At that time, replacement will most likely be the sole responsibility of HRM.

HRM staff are working with Canoe to the Sea to ensure that all design reviews, engineering approvals, inspections and insurances are in place to protect the Halifax Regional Municipality and the general public.

The Parkland Reserve Q107 allows for withdrawals for recreation purposes. The bridge, as part of the Shubenacadie Trail System, therefore qualifies. The monies will be dispersed through invoices received from Canoe to the Sea and confirmed by HRM for work completed and final inspection of the bridge.

For information purposes, staff are currently negotiating development agreements in the area which could contribute future funding towards the trail and bridge. If these negotiations are successful the funds could be used to replenish the Parkland Reserve up to the amount that Council is being asked to withdraw. This in no way obligates Council to give any special consideration to these developments and should negotiations and approvals for the developments fail the Parkland Account would absorb the \$35,000 contribution.

Finally, the Provincial Trans Canada Trail Committee, which is composed of volunteer trail representatives from across Nova Scotia voted to support the new suspension bridge design. The provincial committee recommended approval to the National TCT Foundation which provides ten (10%) of eligible trail project costs. Formal approval from the national level is still pending. Canoe to the Sea Society is responsible for any funding shortfalls due to unsecured commitments and any cost overruns. HRM will require that all confirmation of funding be in place prior to commencement of construction.

BUDGET IMPLICATIONS

Based on the recommendation being approved for an increase to the 06/07 Capital Budget with funding from the Parkland Reserve Account Q107, funding is available and has been confirmed by Financial Services.

Budget Summary:	<u>Capital Account No.</u>	<u>(New)</u>	<u>Lake Banook Pedestrian Bridge</u>
	HRM Capital Budget balance	CPC00467	\$129,000
	Councillor Funding committed		\$ 25,000
	06/07 Capital Budget	CP300853	\$ 50,000
	06/07 Capital Budget	CPV00735	\$ 50,000
	Q107 Parkland Reserve		\$ 35,000
	Outside Funding		\$220,000
	Total Project		\$509,000

As this bridge will become an asset to the municipality, the total value is to be recorded. However, \$254,000 is already within our existing budget in various accounts, hence a gross budget increase of \$255,000. Of this \$255,000 increase, \$220,000 is from external funding sources as indicated on previous page, therefore, our net increase is a withdrawal of \$35,000 from the Parkland Reserve Q107.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating budget, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation. If approved, this will increase the 2006/07 Capital Budget as well as withdrawals from Reserves.

ALTERNATIVES

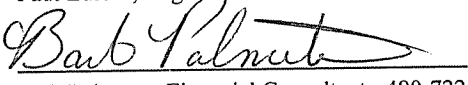
- 1) Council could choose not to approve the withdrawal from the Parkland Reserve Account Q107 and require Canoe to the Sea to find the \$35,000 from other sources.
- 2) Council could choose not to support the Canoe to the Sea effort and proceed with tendering of a standard steel pedestrian bridge. In either case, HRM will own the bridge and be required to maintain and operate the structure.

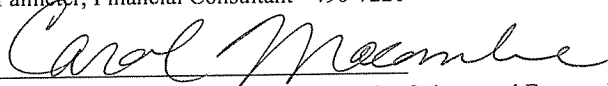
ATTACHMENTS

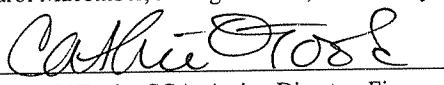
Attached is a photo of an artists rendering of the bridge.

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.

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