

Year: 2024(revised 2025)

Charter Number: RECR-045

Charter Name: Oakmont Trail Phase 2 Development

Lead Department: Recreation & Parks

Type: Growth

Explanation (RMR or Growth): This project involves the construction of a new trail to complete connections between the existing Oakmont trail system and the Red Willow Trail system along the Sturgeon River.

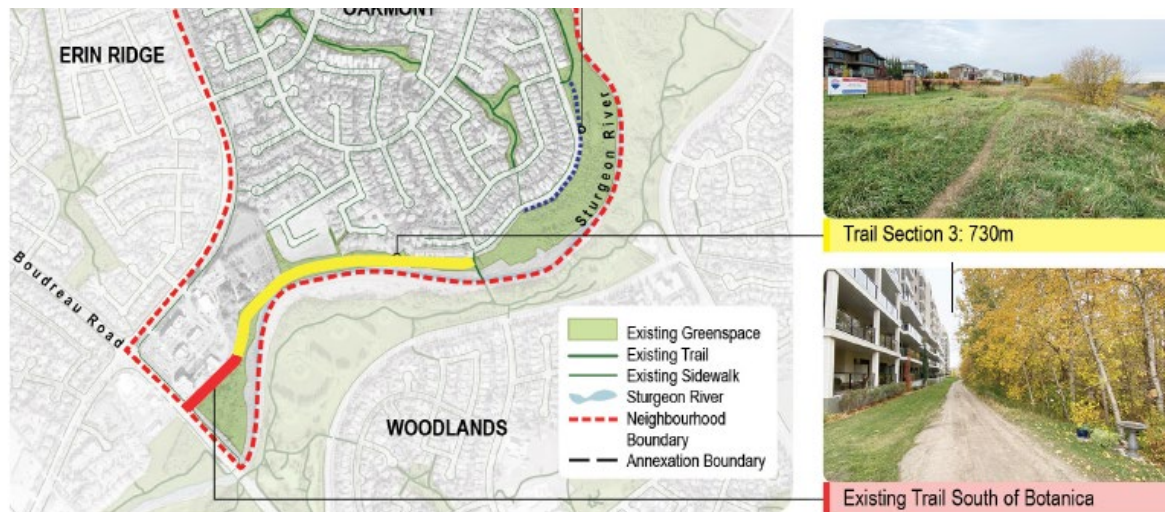
Asset Category: Parks & Trails

Scope Statement: This project includes the completion of design and construction of a new trail linkage along the north side of the Sturgeon River from Boudreau Road to the Oakmont Pedestrian Bridge (Blaise Bridge).

Project Charter Justification

Current State - Under current conditions, walking and cycling are accommodated within the neighborhood of Oakmont and are connected to the larger Red Willow trail network via the Oakmont pedestrian bridge over the river. As identified by the 2018 Active Transportation Plan - Development Strategy and Gaps Assessment, there is no east-west trail connection on the north side of the river adjacent to Oakmont, seen in Figure 1. This lack of active mode accommodation causes residents and visitors to detour through Oakmont or create their own paths along the border of the neighbourhood in the environmental reserve.

This project follows a feasibility study and is a reduced scope from previous submissions to align to approved Council motions. As such this charter addresses connection from Boudreau Road to the Oakmont Pedestrian Bridge, labelled as Trail Section 3 below. Trail Section 3 is a current gap with no accommodation for active modes. It leads to/from a trail fragment that exists south of the Botanica development. Design for Segment 3 has been completed to 90% however as design progressed, a need for a more extensive bridge structure than originally planned became evident. As such additional design funding is required to support bridge construction.



This phase includes completion of design and construction of approximately 730m of multi-use trail including one bridge and one wooden staircase. Approximately 140m of trail will be constructed on private property and secured for public use through a registered Utility Right of Way (URW). Contributions for this trail segment from the private owners of Riverbank Landing will offset the ultimate project cost. The exact costs for this segment will be reflected in savings or revenue offsets on the project upon completion.

Issue - The public is currently using this alignment without any trail development, which has caused concern with private property, wildlife impacts and lack of access for the public at large. The area also has numerous small encroachments and invasive species (both planted and naturally spread) that would benefit from this project.

Due to limited right of way to construct the trail, there are impacts and constraints related to:

- Land stability including slope and soil condition.
- Potential environmental impacts.
- Proximity to private property; trail alignment may cause concern to adjacent landowners.
- Space constraints due to small distance between the river and private property.
- Need to time construction to enable efficient and effective construction; ideally prior to extensive development along the east side of the Riverbank Landing property.
- Need to cross-existing stormwater infrastructure.

These constructability issues have been largely mitigated through the feasibility assessment however may necessitate adjustments during construction. The construction cost estimates and associated contingencies, consider these uncertainties but remain a project risk. *The 2025 revision of the charter addresses this risk occurrence that was identified at the feasibility level with the additional budget request to mitigate the actual poor soil condition encountered and wildlife management along with a 10% contingency through construction phase.*

Constructability of Segment 3 is highly contingent on development of Riverbank Landing due to the need to access private property prior to development of certain segments for construction. The landowner is a willing partner in the project however will not be able to hold their development to enable trail construction. Should trail construction funding not be available in a timely fashion, construction costs can be expected to increase significantly.

Opportunities – Trails are highly valued and used by residents, with trails, parks and green spaces rated as the highest contributor to quality of life (2021 Recreation Use and Satisfaction survey). Through public engagement during the feasibility assessment, there is a strong desire to see this area connected. In addition to meeting the Active Transportation Strategy goals, this project is also aligned with Municipal Development Plan policies:

- 11.2.8. Facilitate and implement connections to the City's trail system when new development and redevelopment occurs, and;
- 11.2.9. Facilitate open space and trail linkages between parks and natural features.

This project allows the City to deliver on improved connectivity and accommodate walking and cycling within and connecting to the Oakmont neighbourhood. The proposed alignments take advantage of a partnership with the developer of Riverbank Landing, which will enhance trail experience while reducing required capital investments.

Risks –

Risks of not completing this project:

- 1) Trail connectivity is not completed resulting in:
 - Residents continuing to require detours to access the Red Willow Trail System
 - Residents continue to create and use their own paths, leading to potential environmental concerns (soil issues, garbage, wildlife conflicts) and conflicts with neighbouring landowners.
 - Public access to this area of the Sturgeon River valley remains limited and unmanaged.
- 2) Assessment, design and construction costs increase due to delays.
- 3) Riverbank Landing private development progresses too fast and constructability becomes difficult.

Risks within completing this project:

- 1) Trail system connectivity has perceived impacts to adjacent landowners, especially along Oakbay Point and Orchard Court, with little ability to mitigate impacts.
- 2) Competing priorities and lack of internal resourcing.
- 3) Construction delays due to weather.
- 4) Due to the limited access and environmental sensitivity, lack of qualified candidates at construction phases.

Strategic Plan & Corporate Business Plan Alignment

Council Priority: 3. Community Well Being

Initiatives: N / A

Admin Focus Area: N / A

Initiatives: N / A

Stakeholder Identification: Residents have been engaged through two phases of work and no further public engagement is expected to be required. Administration will continue to consult with Boudreau Developments and individual landowners along the trail alignment as design and construction progresses.

Internal:

- Recreation & Parks
- Engineering: Capital Projects Office
- Public Operations (Parks and Open Spaces, Utilities)
- Intergovernmental/Indigenous Relations & Environment

Timeline:

Q1 2024: Design Completion

Q2 2024 – Q3 2025: Construction of Trail 3

Q2 2026- Landscaping and construction completion (Construction phase continued)

FINANCIAL INFORMATION:	Investment Year	2024	\$	2,599,400
		2025		360,000
		2026		-
		2027		-
		2028		-
		2029		-
		2030		-
		2031		-
		2032		-
		2033		-
		Total	\$	2,959,400
			See Capital Project Worksheet for details.	

Operational Impacts: Yes If yes, refer to Operating Impacts Worksheet for details.

Associated Operating Business Case: N/A

Capital Project Worksheet

CAPITAL PROJECT WORKSHEET

PROJECT COMPONENT	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Land Determined Costs										
Concept Planning										
Detailed Planning and Design	220,000									
Site Servicing										
Structure/Building Construction	825,000	130,000								
Landscaping	818,200									
Construction Management	51,300									
Commissioning and QA/QC										
Contingency	684,900	230,000								
Public Participation Activities										
Equipment										
Other										
TOTAL	2,599,400	360,000	-	-	-	-	-	-	-	-

Comments:

The original concept level estimate included additional detail design required to complete unanticipated bridge design. Escalation at 10% due to nature of work, contingency at 50% for bridge component, 25% for all other elements as appropriate to design stage.

Construction level estimate includes 10% contingency for the project.

Operating Impacts Worksheet

Timeframe: Ongoing

Operating impacts are related to the ongoing clearing and maintenance of trail, bridge, stair and site furnishing assets as per established standards.

Round amounts to the nearest \$100.00

OPERATING IMPACTS	Department	2024	2025	2026
Parks and Open Spaces - trail, garbage, bench, stairs and	Public Operations			4,600
TOTAL		-	-	4,600