

ITEM 28
MANAGER'S REPORT NO. 51
COUNCIL MEETING Aug. 5/75

RE: LETTER DATED JULY 19, 1975 FROM BURNABY HORSEMEN'S ASSOCIATION
8264 BURNLAKE DRIVE, BURNABY
BROADWAY EXTENSION - NORTH ROAD TO GAGLARDI WAY

Appearing on the Agenda for the August 5, 1975 meeting of Council is a request from Irene Gorostiza, Secretary for the Burnaby Horsemen's Association, for provision of an access under the subject extension for use by pedestrians and equestrians. Following is a report from the Director of Planning on this matter.

RECOMMENDATIONS:

1. THAT Council request the Department of Highways to devise a means whereby a pedestrian-equestrian underpass can be located on the park-trail alignment in the first stage upgrading of Broadway or alternatively, the Department of Highways declare the proposed underpass structure as temporary until such time as the Broadway extension is further upgraded and a new pedestrian-equestrian undercrossing facility is located on the park-trail alignment replacing the culvert-underpass currently proposed by the Department of Highways; and
2. THAT the Burnaby Horsemen's Association be advised that a pedestrian-equestrian underpass structure will be provided under the proposed Broadway extension.

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PLANNING DEPARTMENT
JULY 31, 1975
FILE #08.640 Broadway

TO: MUNICIPAL MANAGER

FROM: DIRECTOR OF PLANNING

SUBJECT: BROADWAY EXTENSION - NORTH ROAD TO GAGLARDI WAY

The Municipal Clerk's office has received correspondence dated July 19, 1975 from the Burnaby Horsemen's Association respectfully requesting that consideration be given to the provision of underpasses to ensure access to equestrian and pedestrian trails particularly in the area affected by the above captioned project.

The Planning Department would advise that consideration has been given to such a facility where the trail system of the Stoney Creek ravine crosses Broadway.

In discussions held earlier this year with Department of Highways officials, a specific request was made of that Department to include a pedestrian-equestrian structure under Broadway. The Department of Highways agreed to include such a structure as part of the design and subsequently have forwarded detailed plans, marked Preliminary, to the Planning and Engineering Departments. (A copy of a portion of these plans concerning the underpass structure is attached).

The Planning Department reviewed the plans which indicated that the underpass structure would be located approximately 345 feet west of Stoney Creek and the well established park-trail located north and south of Broadway.

ITEM 28
MANAGER'S REPORT NO. 51
COUNCIL MEETING Aug. 5/75

-- 2 --

On June 30, 1975 the Planning Department wrote to the Department of Highways (correspondence attached) requesting that a more direct alignment be selected for the pedestrian-equestrian structure.

In correspondence dated July 11, 1975, the Department of Highways replied that "-----the chief controls to an alignment on the existing trail are the 20" gas main and the 16 duct electrical conductor (set in concrete), both of which would have to be relocated if the structure were placed above the stream high water mark at this site. Even partial relocation of the utilities would cost in the neighborhood of \$400,000. We should also point out that it is not possible to raise the highway grade without relocating the 16 duct line, as it will not tolerate further cover".


The Department of Highways continue---"The only other solution is to design the structure below the two utilities which will place the floor (of the underpass) below the invert elevation of the existing stream culverts. This will require concrete cut-off walls and costly drainage treatment with an extensive storm sewer outfall."

The Department of Highways then concludes advising that they will contact Burnaby further after feasibility and costs have been determined.

The Planning Department understands that the Burnaby Engineering Department is currently reviewing the plans, marked Preliminary, in order to prepare contract documents for construction of the works as soon as possible.

RECOMMENDATION

1. THAT Council request the Department of Highways to devise a means whereby a pedestrian-equestrian underpass can be located on the park-trail alignment in the first stage upgrading of Broadway or alternatively, the Department of Highways declare the proposed underpass structure as temporary until such time as the Broadway extension is further upgraded and a new pedestrian-equestrian undercrossing facility is located on the park-trail alignment replacing the culvert-underpass currently proposed by the Department of Highways.
2. THAT the Burnaby Horsemen's Association be advised that a pedestrian-equestrian underpass structure will be provided under the proposed Broadway extension.


A. L. Parr
DIRECTOR OF PLANNING

WSS:ea

Attachs.

cc: Municipal Engineer
Parks and Recreation Administrator



TO SIMON FRASER UNIVERSITY

BEGINNING OF PROJECT

BAGLARDI WAY

STONEY CK

EXISTING PARK-TRAIL

BURNABY BOUNDARY
COQUITLAM BOUNDARY

END OF PROJECT

REM. 4

REM. 5

REM. 6

REM. 7

PT OF 3

A

REM. 3

2

55

REM. 1

HIGHWAY DEPT. PROPOSED PEDESTRIAN- EQUESTRIAN UNDERPASS LOCATION

BROADWAY AVE.

REM. S/W 1/4

D. L. 15

46

45

REM. 2

5

NORCREST

40

41

42

43

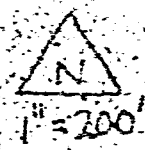
44

3

4

6

key plan



30

29

28

16

AD

COUNCIL MEETING AUG. 5/75

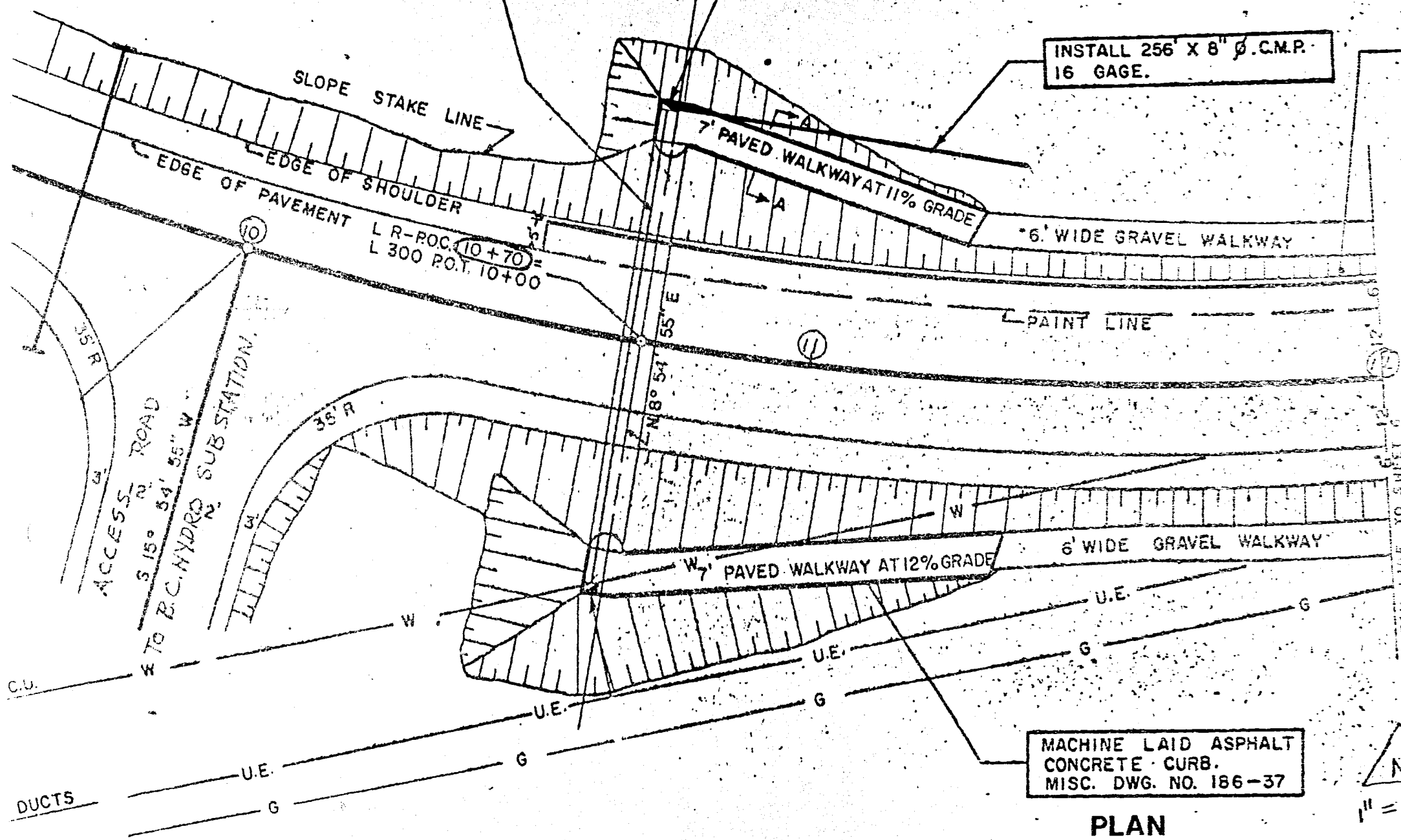
PROJECT'S REPORT NO. 51

INSTALL 80' X 8" ϕ C.M.P.
16 GAGE SKEW NO. 90

COMBINED CONC. C.B. & MANHOLE
DWG. NO. 354-3

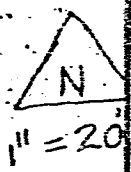
INSTALL 256' X 8" ϕ C.M.P.
16 GAGE.

INSTALL ASP.
DWG. NO. 354-3



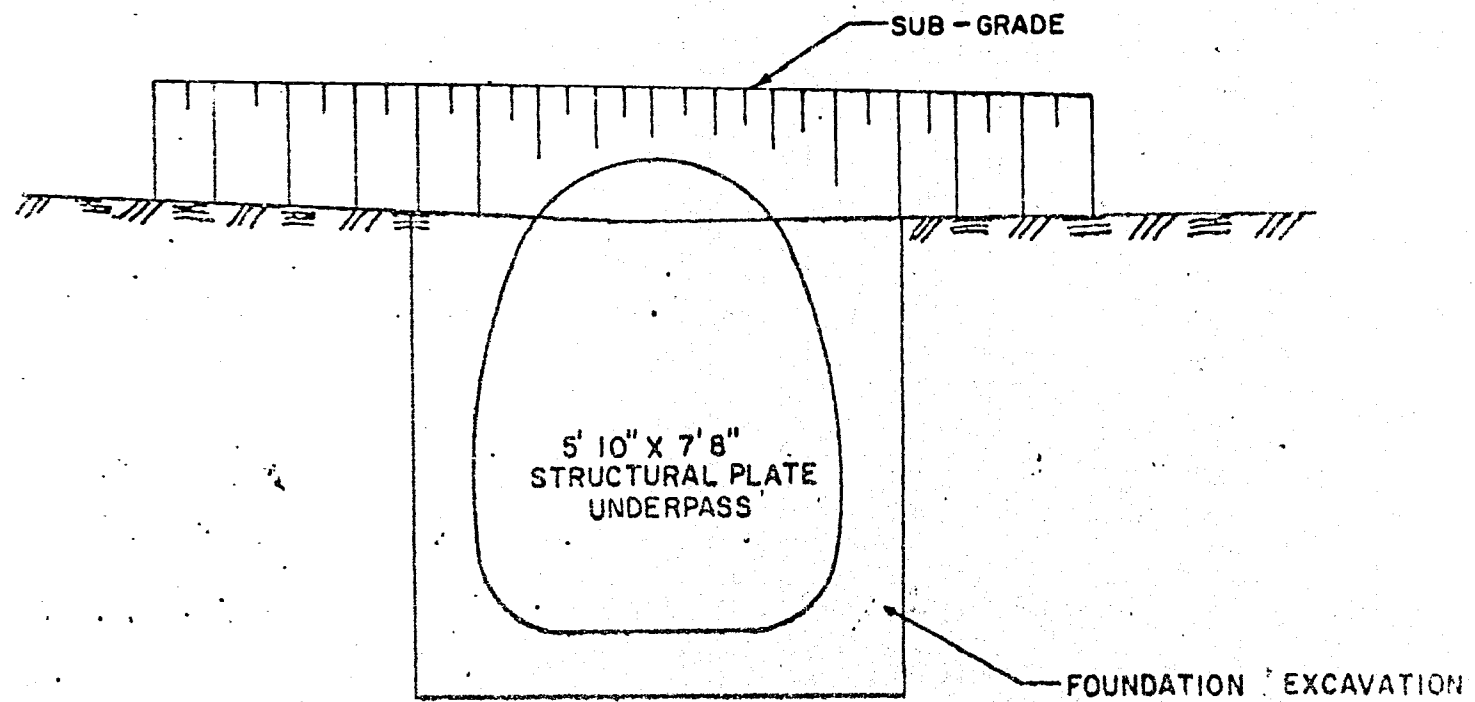
MACHINE LAID ASPHALT
CONCRETE CURB.
MISC. DWG. NO. 186-37

PLAN



MANAGER'S REPORT NO. 51
COUNCIL MEETING APR. 5/75

193



END VIEW

ITEM 28
MANAGER'S REPORT NO. 51
COUNCIL MEETING Aug. 5/75

ITEM 28

MANAGER'S REPORT NO. 51

COUNCIL MEETING Aug. 5/75

PLANNING DEPARTMENT

June 30, 1975
File #08.640-B

Mr. A. G. Trenfield,
Regional Superintendent,
Design and Surveys,
Dept. of Highways,
1650 Main Street,
North Vancouver, B. C.
V7J 1E3

Your File RIL M44 488

Dear Sir:

Re: Broadway Extension, Gaylardi Way to North Road.

Thank you for forwarding the design details of the pedestrian - equestrian underpass and intersection layout on Gaylardi Way at Broadway (East).

The Planning Dept. believes that all efforts should be made to locate the pedestrian equestrian structure in as straight a line as possible along the travel route to encourage the use of the structure and to lessen the possibility of vandalism or surprise (in the case of corner) approaches experienced in many structures. We believe the location and approaches to the structure, approximately 450 feet west and out of "line" of the main pedestrian equestrian flow, will tend to encourage pedestrians and riders to continue to cross the road on the east side of the creek.

We appreciate the problem you cited re: the 20 inch gas main, however, because the ultimate upgrading of the road will involve raising of the road grade at the creek in any case, we believe the structure should be correctly located at the cutcut.

Yours truly,


A. L. FARR,
DIRECTOR OF PLANNING.

WSE:ow

c.c. Mr. P. Carr, P. Eng.,
Regional Highway Eng., Burnaby

Mr. E. E. Roadshaw,
Director of Design & Surveys, Victoria