

Re: LETTERS THAT APPEARED ON THE AGENDA FOR THE JANUARY 10, 1977 MEETING OF COUNCIL:

1. MRS. E. STRONACH - 5469 LAUREL STREET, BURNABY
2. MR. & MRS. IAIN ABEL - 3314 ROYAL OAK AVENUE  
CANADA WAY - DOUGLAS ROAD - SPROTT STREET  
REQUEST FOR SCHOOL CROSSING IMPROVEMENTS

ITEM	11
MANAGER'S REPORT NO.	3
COUNCIL MEETING	Jan. 17/77

Appearing on last week's agenda were letters from Mrs. G. Stronach and Mr. and Mrs. Iain Abel regarding matters pertaining to the school crossing at Canada Way, Douglas Road and Sprott Street. Following are replies from the Director of Planning on inquiries contained in these items of correspondence.

The latest estimate of the Municipality's share of the Central Administrative Area proposed pedestrian overpass is \$94,012. Since we have not concluded our studies of what the estimated cost of an overpass at Canada Way and Douglas Road is, we do not know if our share of \$94,012 is "... in excess of what it would cost to build one at Canada Way and Douglas Road."

RECOMMENDATION:

1. THAT a copy of this report be sent to Mrs. G. Stronach and Mr. and Mrs. Iain Abel.

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PLANNING DEPARTMENT  
JANUARY 13, 1977

TO: MUNICIPAL MANAGER

FROM: DIRECTOR OF PLANNING

SUBJECT: CANADA WAY/DOUGLAS ROAD AND SPROTT AREA

With reference to the attached correspondence from Mrs. S. Stronach and Mr. and Mrs. Iain Abel received by Council during its January 10, 1977 meeting, the Planning Department have been requested to report on the queries raised therein, specifically:

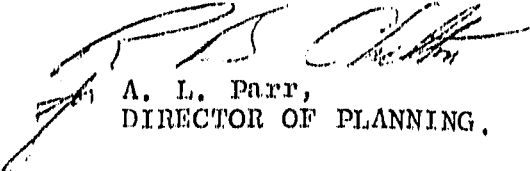
1. "Also there are continuing changes to the local zoning that will directly increase the local traffic" and;
2. "We realize Marathon Realty are paying the bulk of the cost but Municipal Hall's share of the cost is in excess of what it would cost to build one at Canada Way and Douglas Road."

With regard to number 1, zoning changes are being introduced on a progressive basis in order to implement the development concept for the Central Administrative area which has received Council's approval in principle. The Planning Department would concur with the comment that this could result in an increase in local traffic. However, the development concept for the Central Administrative area did consider early implementation of required improvements to public transit service for this central area. The addition of the #820 Canada Way route was the first step toward improved transit service to this area.

In connection with number 2, the Planning Department would comment that the overpass proposal across Canada Way is part of the Central Area pedestrian system providing north-south linkage to the office, administrative, recreational, and cultural components of the Central Area. It is, in addition, a justifiable requirement where development of a new complex involves as many of 3,000 employees and attracts many other persons, some of whom would reach their place of employment in the Central area by public transit and the overpass structure; and where it is essential to provide the general public with safe and easy access throughout the development area.

This report is submitted for the information of Council.

WSS:cm  
Attach.

  
A. L. Parr,  
DIRECTOR OF PLANNING.

CORRESPONDENCE AND PETITIONS  
Regular Council Meeting  
January 10, 1976

January 6, 1977

To the Members of City Council

Dear Sirs:

As a resident of Burnaby, voter and taxpayer (approximately \$1000<sup>00</sup> per annum), I wish to state my concerns about the extremely hazardous intersections of Canada Way, Douglas Road, and Sprott Street.

Winter is here and the streets become very dangerous with frost, snow, ice and rain. Having viewed personally four accidents at Douglas Road and Sprott Street during the first snowfall of the previous winter, my alarm is justified. No matter how careful a pedestrian is, he or she cannot avoid a sliding vehicle that is out of control.

The rising traffic flow along these three streets creates an ever increasing hazardous situation. Also there are continuing changes to the local zoning that will directly increase the local traffic.

Why should the residents of the local area be discriminated against because we are an established area? Despite certain statements, we are not a "depressed" area, especially with local taxes ranging from \$800 to \$1400 per annum.

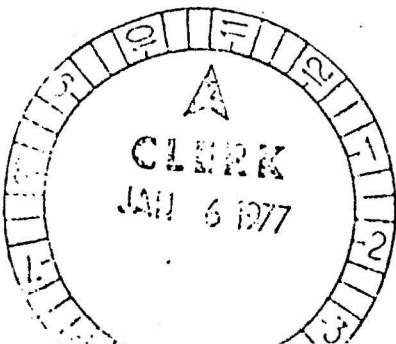
How many pedestrians must be injured or killed before Council will place a value to the pedestrians' lives.

The voters of this area are growing more and more upset with the lack of action by Council. The parents of children will not stand idle while pedestrians are injured or killed. This is an election year and voters will no longer automatically re-elect, especially when they are feeling Council will not listen to their wishes.

Sincerely

Mrs. G. Stronach  
5469 Laurel St.  
Burnaby B.C.

(MRS. GORDON S. STRONACH)



: - AGENDA - (JAN. 10)

: - COPY - MANAGER ✓

- ENGINEER

- PLANNER PLEASE REPORT FOR THE 17 JANUARY MEETING OF COUNCIL ON THE STATEMENT AS NOTED IN THE LETTER ABOVE.

- SECRETARY, TRAFFIC SAFETY

3314, Royal Oak,  
Burnaby,  
V5G 3L8.  
5/1/77.

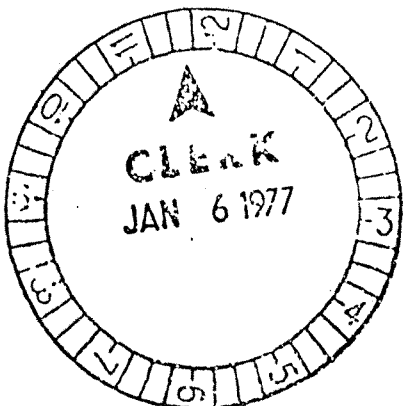
Re: Spratt Street,  
Canada Way &  
Douglas Road.

Mayor & Councillors  
Council Members,

We feel that your intention to alter the traffic signal on Canada Way at Douglas Road will not alleviate the problem. Therefore it appears that you are not giving enough serious thought to the children who have to cross their hazardous intersections in order to attend school.

It is a sad fact that the life of a child is measured by dollars and cents and yet an attractively designed overpass is proposed to link the merchant's neatly complex with municipal property, it would be convenient for municipal workers. We realtor's merchant's neatly are paying the bulk of the cost but municipal halls share of the cost is in excess of what it would cost to build one at Canada Way and Douglas Road. It makes one wonder what is more important the safety of children or the convenience for municipal workers.

Respectfully,  
Mr & Mrs Iain Abel.



PLEASE  
PLANNING DIRECTOR: REPORT FOR THE 17 JAN 77  
MEETINGS OF COUNCIL ON THE  
STATEMENT AS NOTED IN THE  
LETTER ABOVE

X