

Re: LETTER FROM B. GUDMUNDSON WHICH APPEARED ON THE AGENDA FOR THE
SEPTEMBER 26, 1977 MEETING OF COUNCIL (ITEM 31)
PEDESTRIAN BRIDGE AT CANADA WAY AND LEDGER AVENUE

Appearing on last week's agenda was an inquiry from B. Gudmundson on the pedestrian bridge which is under construction on Canada Way. Following is a report from the Director of Planning on this matter.

RECOMMENDATION:

1. THAT a copy of this report be sent to B. Gudmundson.

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PLANNING DEPARTMENT
SEPTEMBER 28, 1977

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
SUBJECT: PEDESTRIAN BRIDGE
Canada Way at Ledger Avenue

1.0 BACKGROUND:

On September 19, 1977, Ms. Barbara S. Gudmundson submitted a letter to Mayor Constable and Members of Council on the captioned subject requesting information on the Municipal funding involved in the facility and how the overpass can be used by the general public.

2.0 GENERAL COMMENTS:

2.1 The subject pedestrian overpass was delineated in the Central Administrative Area Development Plan which was adopted by Council on March 25, 1974. The Plan calls for a major pedestrian connection across Canada Way at Ledger as part of a pedestrian network via easement through the various office development sites north of Canada Way to the Sprott Street overpass and south of Canada Way to the nearby Parks, Municipal-Cultural buildings, schools and residential areas (please refer to Figure 1).

2.2 Following Manager's Reports No. 49 and 35 dated July 8, 1974 and May 12, 1976 respectively, Council gave approval to the construction of the Canada Way/Ledger pedestrian bridge to proceed in 1977 as part of the Municipal site development construction program. The bridge would be funded 1/3 by the Municipality and 2/3 by the development levy from developments within the Central Administrative Area.

2.3 Council understood that the pedestrian bridge would perform the following functions:

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- a) It would connect two important developing areas of Central Burnaby now segmented by major roads and thus promote a sharing and unifying relationship of public and private facilities with the Central Area.
- b) It would form an important part of the main pedestrian circulation system for the Central Administrative Area and the municipal-cultural complex, and would service the bus system for the whole area.
- c) It would connect major public open space and provide a major pedestrian link with the park/trail system encompassing Burnaby Lake Park, the Burnaby Lake Sports Complex, the Central Administrative Area, and Deer Lake Park.
- d) It would provide for the safety of pedestrians across a busy arterial.
- e) It would provide a functional focus, underlining the importance and quality of the Central Area and thus encourage quality development.

2.4 On April 25, 1977, Council adopted the recommendation to proceed with the pedestrian bridge on the following basis:

- a) The total cost of the overpass including landscaping is \$279,288. Based on the 1/3 Municipal contribution to the facility detailed in 2.2 above, the Municipal share is \$94,012. with the balance obtained by development levy from private development within the Central Administrative Area bounded by Canada Way, the Trans Canada Highway and Norland Avenue.
- b) To date \$80,217 (including interest) has been obtained by development levy from new development and rezonings in the area. Until all levy contributions are received from this expanding area the Municipality has advanced \$105,059 which will be repaid by subsequent levy collection as additional development proceeds.

2.5 The pedestrian overpass is a public facility for the use and enjoyment of all Burnaby citizens. The right of public access on the north side of the overpass is maintained in the following manner:

- a) Easements across the Marathon Office site to the bridge from the Canada Way and Ledger Avenue rights-of-way (please refer to Figure 2).
- b) Easements across the entire 4 phases of the Marathon site and other development sites to the north guaranteeing right of public access through a landscaped pedestrian concourse running mid-block between Norland and Ledger Avenues as far north as Sprott Street (please refer to Figure 1).

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3.0 SUMMARY:

The Municipality has been successful in sponsoring and implementing an important public amenity with the pedestrian bridge and the pedestrian network north of Canada Way for a relatively low expenditure of public funds through cost sharing and the co-operation of private developers.

4.0 RECOMMENDATION:

It is recommended:

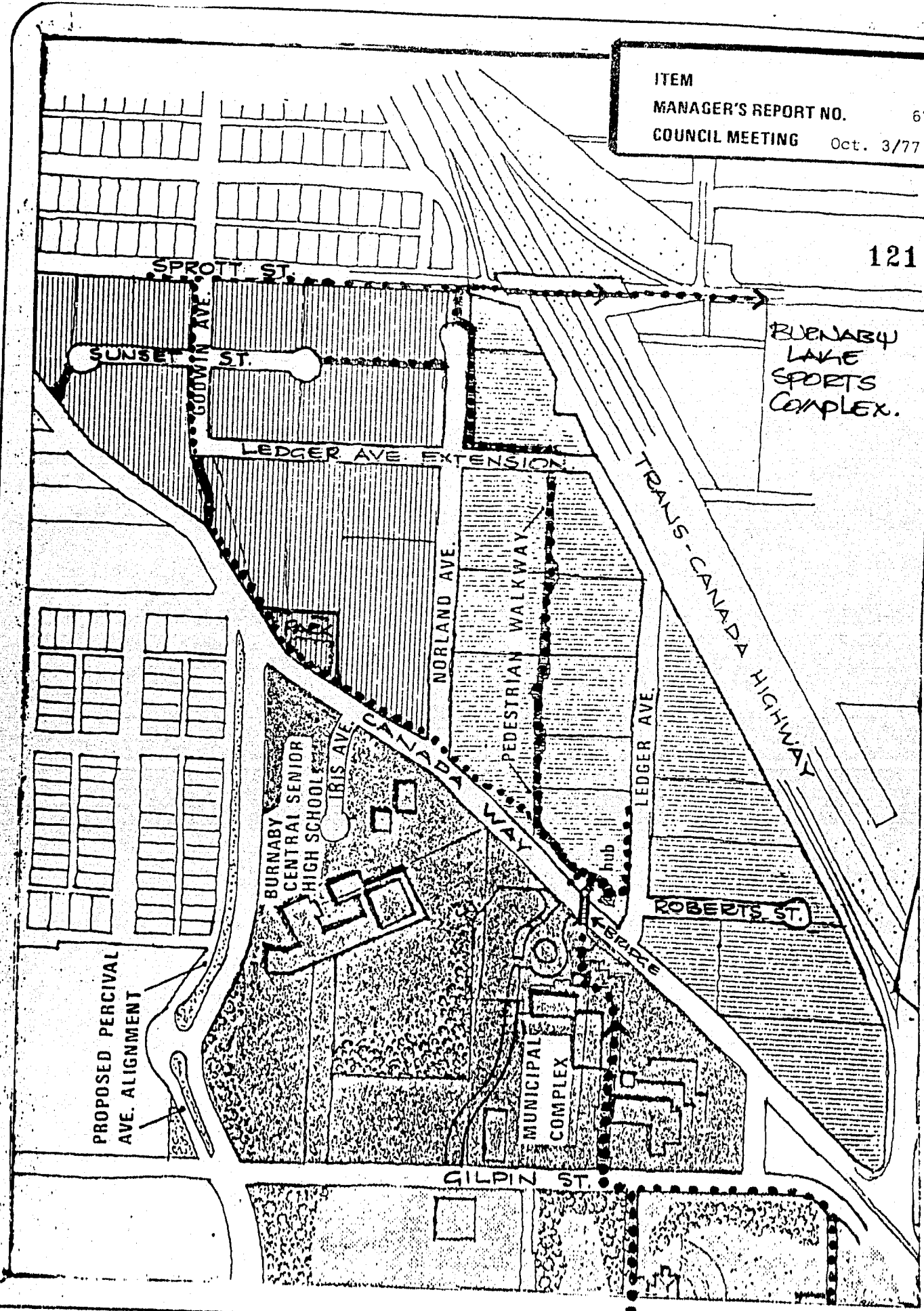
- a) THAT Council receive the report of the Planning Department for information and that a copy of the report be sent to Ms. B. Gudmundson.


A. L. Parr
DIRECTOR OF PLANNING

SJB/sam
Attachment

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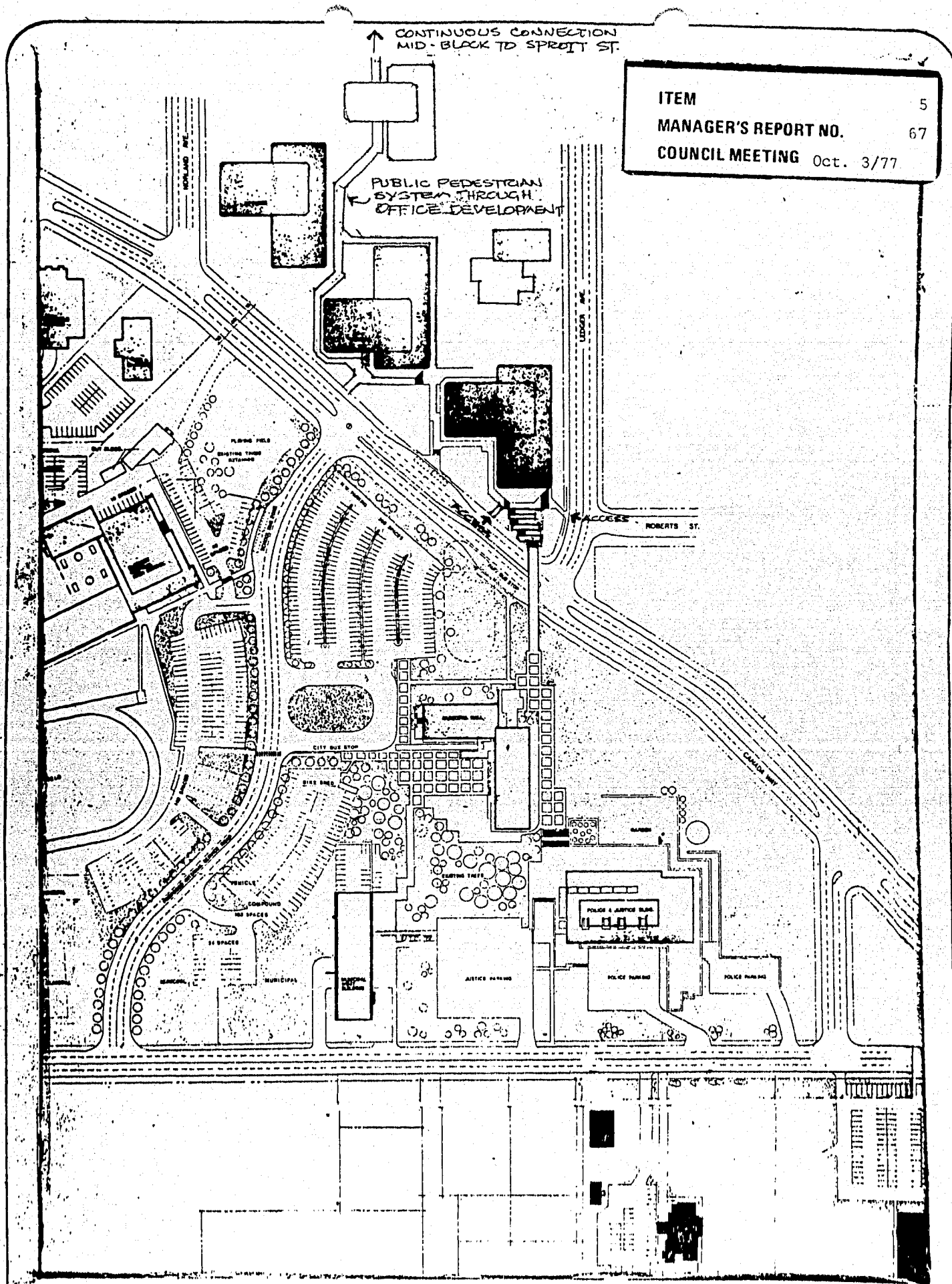
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 1" = 400'

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Burnaby Planning Department
 NORTH

FIG. 1 CENTRAL ADMINISTRATIVE AREA
 DEVELOPMENT PLAN SHOWING
 MAJOR PEDESTRIAN LINKS.

..... PEDESTRIAN
 LINKS.



Date
SEPT/77:

Scale
~ 1" = .00'

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SJB

FIG. 2 MUNICIPAL COMPLEX & MARATHON OFFICE DEVELOPMENT SHOWING PEDESTRIAN BRIDGE & PEDESTRIAN NETWORK.

Burnaby Planning Department

