

RE: LETTER FROM CAROL CLARKE WHICH APPEARED ON THE AGENDA FOR THE  
1982 MAY 10 MEETING OF COUNCIL (ITEM 5g)  
SIDEWALKS IN THE BURNWOOD-AUBREY-GREYSTONE AREA.

Council on 1982 May 17 received a report on traffic patterns in the area (Supplementary Item 14, Report No. 33). This submission was in response to comments on this matter that were made by Mrs. Clarke in her letter.

Although it would be desirable to construct the permanent sidewalks on Burnwood at this time, the Acting Municipal Manager has serious reservations about the recommendation to charge the \$60,650 estimated cost to the Capital Contingency, which has only approximately \$100,000 remaining out of the original \$200,000 budget provision. The Acting Manager feels that a preferable alternative would be to construct a chipwalk on Burnwood at this time rather than a concrete sidewalk, and the chipwalk so constructed would serve as a base for a future concrete sidewalk. The \$10,000 (approximately) cost would be charged to the 1982 budget provision in Code 60-09 - Special Roads Projects.

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT Recommendations 1, 3 and 4 of the Director Planning & Building Inspection be adopted.

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TO: MANAGER 1982 July 20

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our file: 08.640

SUBJECT: SIDEWALKS IN THE BURNWOOD-AUBREY-GREYSTONE AREA  
Letter from Carol Clarke which appeared on the agenda for the 1982 05 10 meeting of Council

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RECOMMENDATIONS:

1. THAT Council adopt the proposed First Stage of sidewalk construction in the Burnwood-Aubrey-Greystone residential area.
2. THAT Council authorize the expenditure of \$71,150 for Stage 1 sidewalk construction as recommended in this report.
3. THAT Council authorize the Engineering department to carry out the construction work.
4. THAT Carol Clarke of 7491 Aubrey Street, Burnaby, B.C. V5K 1T6, be sent a copy of this report.

R E P O R T

BACKGROUND:

Appearing on the 1982 05 10 Council agenda under "Correspondence" was the attached letter from Carol Clarke concerning the need for sidewalks, particularly for children from the area that attend the Lochdale Elementary school, as the result of construction of Burnwood Drive across Aubrey Street to Curtis Street and the impact of this construction on travel patterns in the area.

Development of the last stage of Burnwood Drive between Aubrey and Curtis Streets created a disruption to the travel patterns that the residents had enjoyed for almost two years.

The concerns of the residents regarding the travel pattern have been resolved with the construction of an altered road design which now allows full accessibility to Aubrey Street east of Burnwood Drive.

This report addresses the concerns of the residents with regard to sidewalks and discusses the need, staging of sidewalk construction in the area and the source of funding for the work.

NEED FOR SIDEWALKS:

There are several basic needs for developing or completing the sidewalk network in this rapidly developing high quality residential area:

1. To allow elementary school children to walk to school.  
The majority of children from this residential area attend the Lochdale school approximately 1.4 kilometers walking distance from the Aubrey-Burnwood Drive intersection.
2. To provide concrete walking facilities along major collector streets and promote separation of pedestrians and traffic.
3. To provide firm walking areas on the boulevards for area residents who walk to or from the bus routes serving the area.
4. To provide convenient and reasonably direct pedestrian routes leading to the future commercial development site southwest of the Burnwood/Greystone intersection.
5. To facilitate completion of the boulevard areas with seeding, necessary tree planting and landscaping.

STAGING AND SOURCE OF FUNDING:

Stage 1

The Planning & Building Inspection and Engineering departments have jointly reviewed the development of the sidewalks for the area, and the type of sidewalk to be developed while the sources of funding for sidewalk construction has been discussed with the Treasurer.

Because certain sidewalks will need to be in place for 1982 September for the elementary school children walking to the Lochdale school (reference Figure 1 attached), it is proposed that this work be financed from the Engineer's 1982 Budget. Although funds for these works specifically have not been included in the 1982-1986 Capital Budget, the Treasurer advises that sufficient funds are available in the Engineer's Budget Account 60-09 "Special Road Projects" under the "1982 Program: - Unspecified minor projects including chipwalks,.....".

The preceding refers specifically to constructing an all weather "chipwalk" between Marsden Court, abutting the south side of the proposed Municipal subdivision, and the existing concrete sidewalk on Ednor Crescent. An all weather walk would also be constructed along the south side of Ednor Crescent between Marsden Court and Yorston Court and along the north side of Greystone Drive between Yorston Court and Duthie Avenue.

An all weather "chipwalk" was selected for this location because it is better suited to the general ground conditions along the route and does not advance the need to fully service the proposed Municipal subdivision.

Concerning the request for sidewalks along Burnwood Drive the Planning and Building Inspection Department believes such facilities should be provided in the existing wide boulevards. Early construction of these separated sidewalks would allow for early seeding and completion of the boulevards before the 1982-83 winter season.

It is proposed therefore that concrete sidewalks be constructed on both sides of Burnwood Drive between Greystone Drive and the existing concrete sidewalks leading to Ednor Crescent on the west and Birkdale Place to the east. Although these works were not originally specified as a site servicing requirement of the Municipal subdivision (on both sides of Burnwood Drive immediately north of Greystone Drive) the need is seen for constructing a firm walking surface on the boulevards to separate the pedestrians from traffic on this major collector street.

It is recommended also that this first stage sidewalk construction include that segment of sidewalk on the east side of Burnwood Drive north of Birkdale Place to Aubrey Street. It is proposed that funding for sidewalk construction on Burnwood Drive be drawn from Capital Contingency.

#### Stage 1 Costs

The following summary provides an overview of the Stage 1 costs and the source of funding:

- a) 420 meters all weather "chipwalk" - \$10,500 financed from the Engineering Department Budget "Special Road Projects" 1982 Program.
- b) 475 meters concrete sidewalk along Burnwood Drive as shown in Figure 1 - \$60,650 financed from Capital Contingency.

Total Stage 1 sidewalk construction cost - \$71,150.  
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Stage 2  
(Ref. Figure 2 attached)

With regard to the request for sidewalks along Greystone Drive and the commercial development, Council will recall that the commercial site (originally Municipally owned) was sold to a developer as a serviced site. Although sidewalks along Phillips and Greystone were not included in the servicing package for the commercial site, in retrospect the Planning & Building Inspection department believes the sidewalks would service the area in general and should be included along Greystone Drive and Phillips Avenue. However, because of economic constraints and the fact that the greatest demand for the facility will not likely occur until the commercial site is nearly completed it is proposed therefore that Stage 2 sidewalk construction adjacent the commercial site on both Greystone Drive and Phillips Avenue including the segment leading to Halifax Street be budgeted and coordinated with completion of the commercial site.

Concerning the development of the sidewalk along the south side of Greystone Drive between the commercial center and the existing sidewalk at the easterly end of Kitchener Street, the Planning & Building Inspection department understands that there is a large drainage course along the south side of Greystone Drive which could have substantial impact on the feasibility of constructing a sidewalk in this location. The Engineering department proposes to examine the feasibility of constructing a sidewalk in this location and will be reporting to Council in due course.

As in the case of the sidewalk construction associated with the commercial site development the sidewalk proposed along Greystone Drive east of Phillips Avenue/Burnwood Drive and the link into the residential area along the west side of the park strip, it is proposed that this segment of sidewalk be implemented during the residential infilling of the Municipal subdivision. Funding for this segment of sidewalk construction would be budgeted during 1983.


The remaining segment of sidewalk along the east side of Burnwood Drive extending from Aubrey Street to Curtis Street would also need to be included in a future budget provision.

Completion of the Municipal subdivision, north of Ednor Crescent, to a fully serviced standard will involve the completion of Ednor Crescent roadway and an extension of the concrete sidewalk from Ednor Crescent to Marsden Court. Site servicing under Land Assembly and Development will include a concrete sidewalk.

Because Stage 2 construction is not anticipated to commence before 1983 it is proposed that cost estimates and funding of the Stage 2 sidewalk construction be provided for in the appropriate future budget.

WSS/mcb  
attach:

cc: Director Engineering  
Treasurer

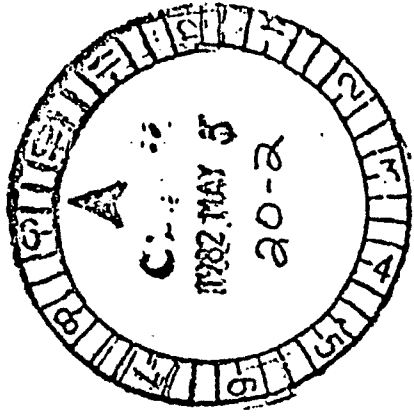
  
A.L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION

CORRESPONDENCE AND PETITIONS  
Regular Council Meeting  
1982 May 10

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|----------------------|------------|
| ITEM                 | 11         |
| MANAGER'S REPORT NO. | 46         |
| COUNCIL MEETING      | 1982 08 09 |

7491 Aubrey Street  
Burnaby, B.C.  
V5A 1K6

May 4, 1982



Mr. W. Lewarne, Mayor  
Office of the Mayor  
The District of the Municipality  
of Burnaby  
Burnaby, B.C.  
V5G 1M2

Dear Sir:

This letter is addressed to the Mayor and Council of the District of the Municipality of Burnaby regarding construction of Burnwood Drive at Aubrey Street in North Burnaby.

We, the residents of the area bounded by Burnwood Drive on the west, Aubrey Street on the north, Burnaby Mountain on the east and Graystone Drive on the south do strongly object to the major change in the traffic pattern in our area without any previous notification of same. We had been informed there was to be a "TEMPORARY" closure forthcoming while Burnwood Drive construction was completed. At no time were we told our neighborhood was to be cut in half by a four lane roadway as has occurred as of last Thursday, April 29, 1982. Surely, any citizen has the right to be informed of such a major change. Several young children were cut off from their access route to school of which they, nor us, were aware until they tried to reach home. Such an incident is frightening to a young child.

Upon speaking with Mr. Walter Scott of the Transportation and Research Department of the Planning Department, I find there has been no consideration given to pedestrian walkways in this area. This seems to us UNBELIEVEABLE as many young children must now cross a four lane thruway to get to school. Also, a shopping centre, Graystone Village, is about to be constructed in this area and there is now no safe way to walk there. We strongly protest the seemingly complete lack of foresight of the planners in instituting such major changes with no thought of the subsequent dangers to young children and pedestrians.

We now request that pedestrian walkways be constructed along Burnwood Drive, Graystone Drive, and over Burnwood Drive at Aubrey Street, as these busy roads are now the routes our children and any pedestrians must follow to reach schools, stores, churches and neighbors' houses etc.

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CORRESPONDENCE AND PETITIONS  
Regular Council Meeting  
~~1982 May 10~~

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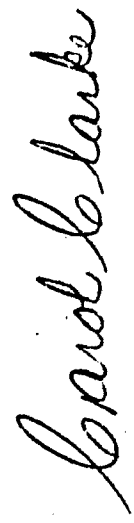
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We also request traffic signals be installed at the Graystone Drive and Burnwood Drive intersection as this will most certainly be a very busy intersection over which our children must cross. As these needs were necessitated by the Municipalities decisions for traffic movement in our area, we expect the Municipality will provide these services without cost to us.

Again, we state that such an apparent lack of consideration of the needs or wishes of the residents in this area, is intolerable! We trust you will see fit to ensure that our children, and we as pedestrians, are provided with a safe route to school and local services as soon as possible. Obviously, for the remainder of this school year, we must accompany our children through the dangers but we expect there will be major changes by September, 1982.

Thank you for your consideration of this urgent matter.

Yours truly,



Carol Clarke  
(for the residents of the  
previously designated areas)

ITEM 11  
 MANAGER'S REPORT NO. 46  
 COUNCIL MEETING 1982 08 09

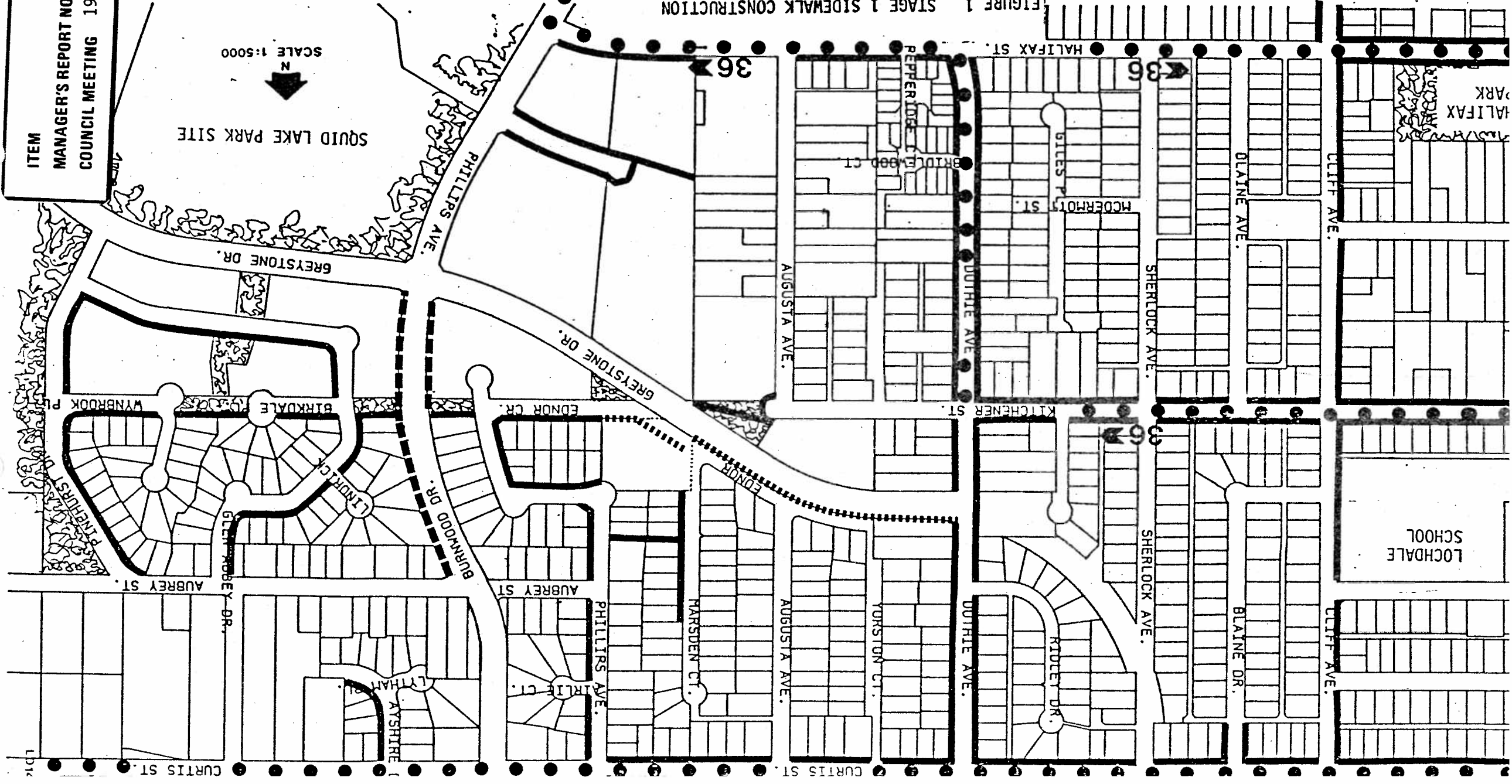
58  
 BUS ROUTE

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SQUID LAKE PARK SITE

EXISTING ———  
 PROPOSED .....  
 ENGINEERING BUDGET  
 CAPITAL CONTINGENCY

FIGURE 1  
 STAGE 1 SIDEWALK CONSTRUCTION



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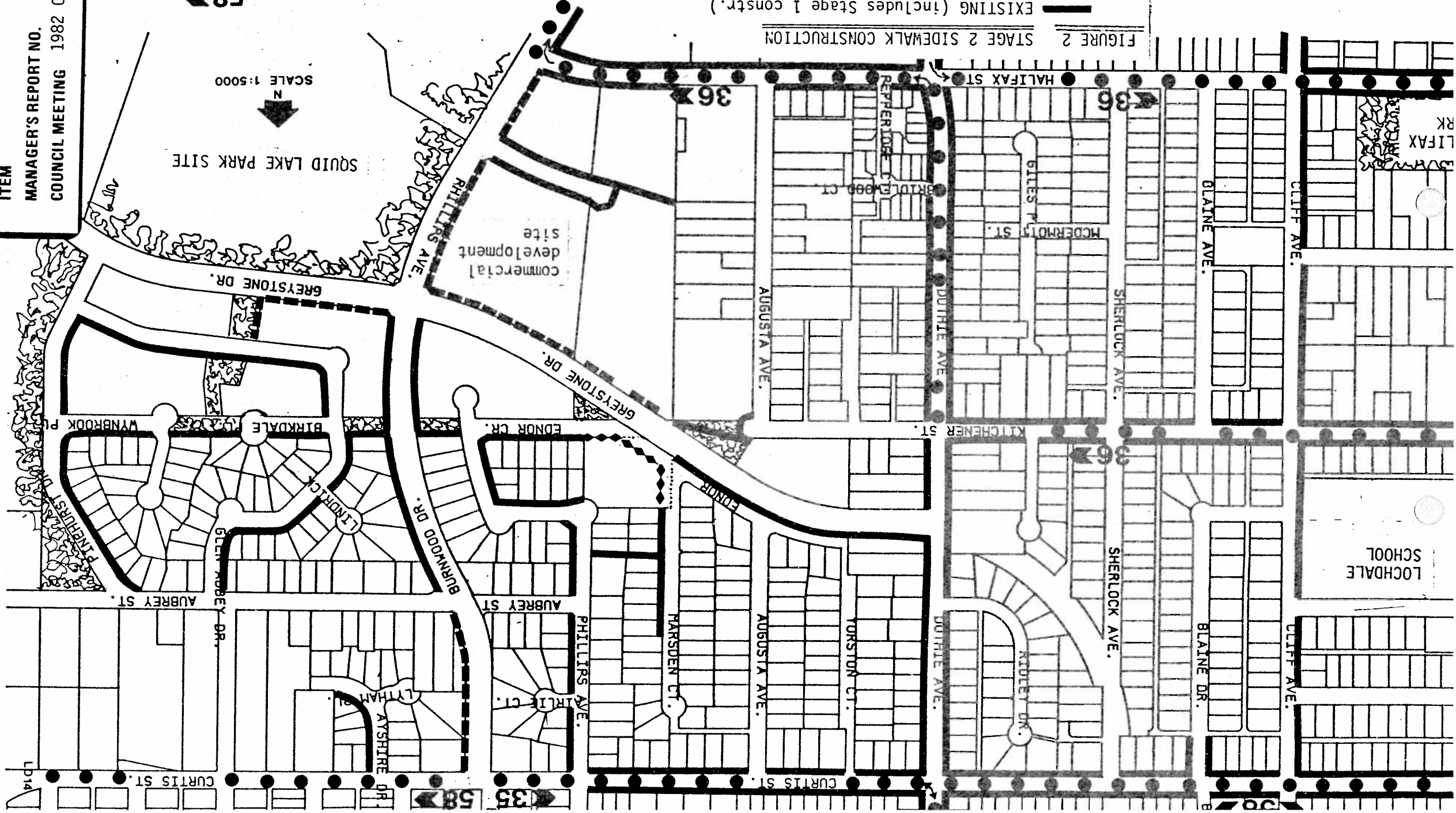
BUS ROUTE 58

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SQUID LAKE PARK SITE

commercial development site

FIGURE 2  
 STAGE 2 SIDEWALK CONSTRUCTION  
 EXISTING (includes Stage 1 constr.)  
 PROPOSED LAND ASSEMBLY & DEV.  
 FUTURE CAP. BUDGET



LOCHDALE SCHOOL

CLIFF AVE.

CLIFF AVE.

BLAINE AVE.

SHERLOCK AVE.

SHERLOCK AVE.

BLAINE DR.

CLIFF AVE.

DUHLIE AVE.

DUHLIE AVE.

HALIFAX ST.

KIDLET DR.

MCDERMOTT ST.

GILES T.

JORSTON CT.

REPERIDE CT.

AUGUSTA AVE.

AUGUSTA AVE.

FARSDEN CT.

EDNOR

PHILLIPS AVE.

GREYSTONE DR.

AUBREY ST.

EDNOR CR.

BURNWOOD DR.

PHILLIPS AVE.

LYTHAM AVE.

ATSHIRE DR.

STEW ROBEY DR.

LEINORIC

BIRKDALE

AUBREY ST.

WYNBROOK PL.

CURTIS ST.

LD14