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| ITEM | 15 |
| MANAGER'S REPORT NO. | 66 |
| COUNCIL MEETING | 1979 10 01 |

RE: LETTER FROM MR. T. BARRY BARNES WHICH APPEARED ON THE AGENDA FOR THE
1979 SEPTEMBER 24 MEETING OF COUNCIL (ITEM 4h)
BOUNDARY ROAD

Appearing on last week's agenda was a letter from Mr. T. Barry Barnes regarding the effect of work that is being done on Boundary Road relative to residences on Banting Place. Following is a report from the Director of Planning on this matter.

RECOMMENDATION

1. THAT the recommendation of the Director of Planning be adopted.

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TO: MUNICIPAL MANAGER 1979 SEPTEMBER 26
FROM: DIRECTOR OF PLANNING
SUBJECT: CORRESPONDENCE FROM MR. T. BARRY BARNES AND BOUNDARY ROAD

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. T. Barry Barnes, 3717 Banting Place, Burnaby, B. C. V5J 3A2.

REPORT

INTRODUCTION:

On 1979 September 24, Council received the attached correspondence from Mr. T. Barry Barnes expressing various concerns relative to the design of Boundary Road and subsequent safe accessibility for residents of Banting Place.

The Planning Department will endeavour to reply to specific points raised in the correspondence from Mr. Barnes in the order they are raised.

- (a) "How will Banting Place residents safely turn left to reach Joffre during rush hours?"

Left turns are currently being made with safety onto and from all north-south street intersections with Marine Drive east of Boundary Road.

- (b) " ---- prove the flow of traffic along Marine Drive will be significantly reduced ----"

Although no statistics are available --- to prove the flow of traffic along Marine Drive will be significantly reduced --- the Planning Department believes the development of the Marine Way arterial will attract a substantial volume of traffic from Marine Drive to materially reduce the traffic flow along Marine Drive.

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The Marine Way facility is being designed as a four lane high capacity divided arterial roadway with no direct access from abutting properties, rather, access would be controlled to only selected street intersections. At this time it can only be said that it is proposed the new facility will remove from Marine Drive all through traffic flow and provide Burnaby residents with a higher capacity arterial roadway than exists on Marine Drive.

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In time Marine Drive would be developed into a major collector street with curbs and sidewalks catering to primarily Burnaby traffic. Banting Place therefore would be easily accessible from Marine Drive should any emergency service be required.

- (c) "The residents of Banting Place cannot reach their homes when there is a snow fall. How can emergency vehicles hope to do so?"

Respecting the comment concerning accessibility difficulties during snow fall conditions, it is noted that this infrequent problem occurs on other streets on the south slope with down hill access to Marine Drive only, namely Roseberry Avenue north of Marine Drive, Sunland Place, Hollis Place, Eleanor Street off MacPherson, and 12th Avenue as well as at other locations in Burnaby, for example Capitol Hill. In terms of policy, plowing priority to down hill dead-end streets such as Banting Place will be given the same degree of attention by Municipal crews as other similar residential streets on the south slope during inclement weather conditions.

- (d) "A northern connector to Portland is a must."

A northern connector to Portland Street along the east side of Boundary Road would be difficult and costly to construct because the cross slopes are very steep toward the ravine and there would be the need to fill-in a natural ravine which forms part of the Burnaby Park/Trail system and pedestrian link via a proposed pedestrian overpass across Boundary Road to Champlain Heights. The Planning Department believes a road linking Banting Place to Portland would be impractical and therefore cannot support such a proposal.

- (e) "--- there does not appear to be any provision made for any barrier between the sidewalk and the new road."

The Planning Department would support the installation of a pedestrian railing or fence along the top of the "cut" slopes where the lower part of that slope is retained from the north bound roadway of Boundary Road by a wall. With regard to the remainder of the route, the Planning Department believes no special treatment is warranted where the "cut" slope is established at a gradual slope ratio of two horizontal to one vertical (2:1) and where thorny landscape material, shrubbery and distance from the top of the bank would separate the proposed walking surface from the slope leading downward to the roadway.

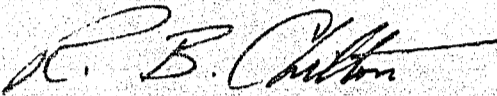
- (f) "Current working drawings do not show any noise attenuation for Banting Place residents."

With regard to noise attenuation the Planning Department believes that noise levels would be materially reduced over those currently experienced by the residents in the nine homes on Banting Place. With completion of construction of Boundary Road to the proposed cross section illustrated on Figure 1, attached, the noise source would be located 15 metres (49 feet) farther away and placed 7 metres (23 feet) lower than the two homes flanking Boundary Road. Further the vehicles would tend to create less noise using this new roadway because they

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would be travelling at a more constant sustained speed on a lesser uniform grade, thereby reducing the need for gear changes opposite Banting Place.

This is for the information of Council.


A. L. Parr
DIRECTOR OF PLANNING

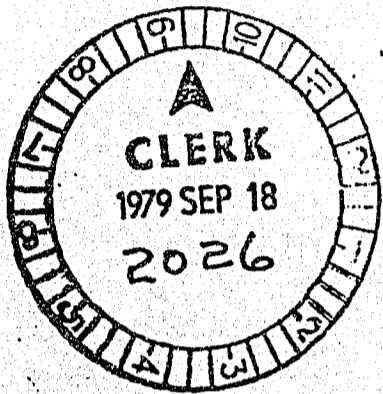
WSS/sam
Attachment

cc: Municipal Engineer

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~~CORRESPONDENCE AND PETITIONS~~
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September 17, 1979

Mr. T. Barry Barnes
 3717 Banting Place,
 Burnaby, B.C.
 V5J 3A2

Mayor Tom Constable
 and Council
 Burnaby Municipal Hall
 4949 Canada Way,
 Burnaby, B.C. V5G 1M2

Mr. Mayor and Council:

I wrote to you 1979-06-26 expressing concerns that citizens of Banting Place have regarding Boundary Road. I returned from holidays to find your reply to these concerns. The reply from council did not directly answer any of the questions asked. The major pertinent reply was not even from council, rather from the Director of Planning in response to a note from the Municipal Manager. This reply was dated prior to council meeting of July 03.

My concerns dealt specifically with the number of lanes access, safety and truck traffic increases. The number of northbound lanes has been set at 3 including one slow moving truck lane. The number of lanes southbound is set at 2 currently with provision for a third southbound lane (see drawing number YD715A3 Dept. of Engineering, City of Vancouver). It seems little can be done about this except to again register our disappointment.

Adequate access to Banting Place will not be achieved by allowing us to exit only on to Marine Drive. We assume the stop light will be removed at this intersection. How will Banting Place residents safely turn left to reach Joffre during rush hours? This means two left hand turns against heavy westbound and eastbound traffic. Does council have any figures to prove the flow of traffic along Marine Drive will be significantly reduced? Again, this route is circuitous and will delay emergency vehicles. The residents of Banting Place cannot reach their homes when there is a snowfall. How can emergency vehicles hope to do so? A northern connector to Portland is a must. This would also aid Banting Place residents in their attempts to reach Joffre with less danger.

- AGENDA 1979 09 24
- COPY-MANAGER
- ENGINEER (FOR REPORT)
- PLANNER (FOR REPORT)

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Mayor Tom Constable
and Council
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We thank council for their approval of a sidewalk paralleling Boundary road. This will aid all residents attempting to walk north. However, there does not appear to be any provision made for any barrier between the sidewalk and the new road. Surely council does not want to be responsible for any accidents where children may wander off the sidewalk and fall to the road.

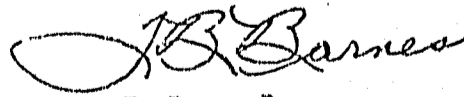
If a fence is needed it could be a dual purpose safety barrier/noise attenuation feature. Current working drawings do not show any noise attenuation for Banting Place residents. The dimensions stated on drawing number YD715A3 are drawn to scale on Figures 1, 2, 3 and 4 presented with this letter. As council can see on figs. 1 and 3 there will be no noise abatement if the retaining wall follows these dimensions and the slope is graded to meet specifications. (also used were dimensions from fig.2, P.168, item 15, Managers Report 47, Council meeting 1979-07-03).

Some possible solutions to the traffic noise would follow those given to the residents of Boundary Road from Imperial to Portland. These include berms and noise attenuation fences. Figs. 2 and 4 (attached) show possible arrangements of such berms and fences.

We would again like to go on record as opposing any attempts by Vancouver to force its truck traffic onto Boundary Road and thank council for its stand against such action.

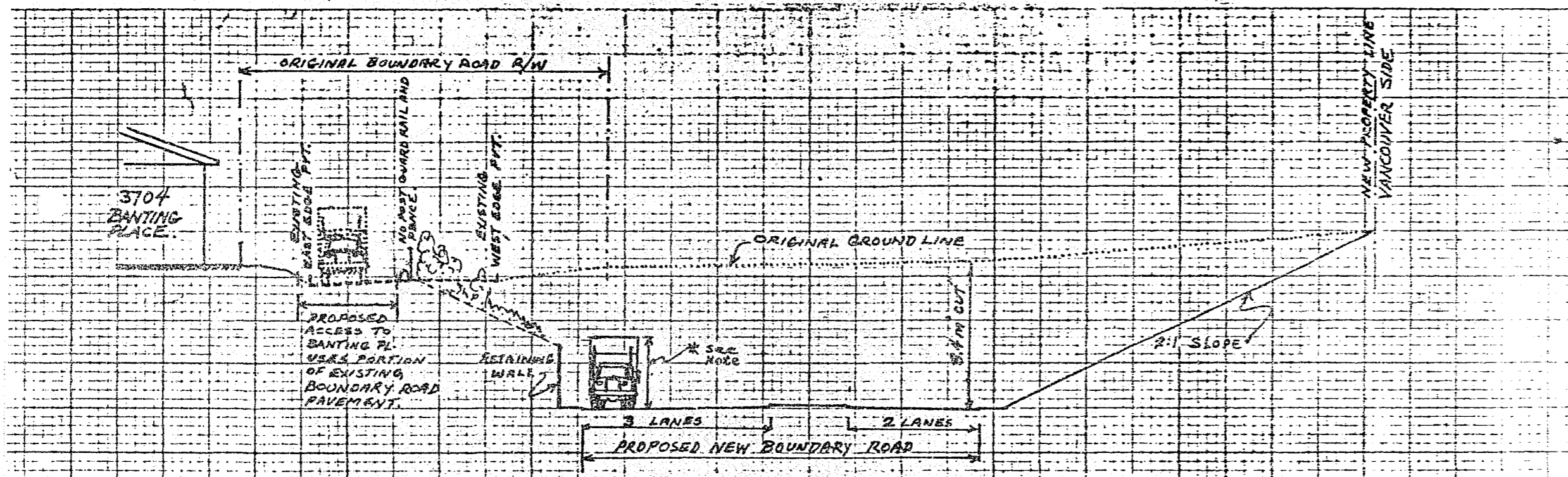
We trust council will deal seriously with our requests and in an expeditious manner so they may be included in the work that has already begun on Boundary Road.

Yours truly,



T. Barry Barnes
(Banting Place
Concerned Citizens)

TBB/ml
Attachment



* NOTE: MAX. TRUCK HEIGHT PERMITTED BY BYLAW 4.8m (13 FE - 6 inches)

CROSS-SECTION LOOKING SOUTHWARD
ALONG BOUNDARY ROAD AT STA. 5+80
SCALE 1:250 1979 0926

FIGURE 1

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