

ITEM	12
MANAGER'S REPORT NO.	73
COUNCIL MEETING	1979 10 29

Re: BOUNDARY ROAD

- (a) LETTER FROM MR. T. BARRY BARNES WHICH APPEARED ON THE AGENDA FOR THE 1979 SEPTEMBER 24 MEETING OF COUNCIL (Item 4h)
- (b) REPORT ITEM 15, REPORT NO. 66, WHICH APPEARED ON THE AGENDA FOR THE 1979 OCTOBER 01 MEETING OF COUNCIL.

The following report from the Municipal Engineer contains additional information on Boundary Road as it pertains to correspondence and a verbal submission which has been received from T. Barry Barnes.

The oversized sketch #1 is attached only to Council's reports and the report that will be sent to Mr. Barnes. Anyone else wishing to obtain a copy may do so upon request at the Engineering Department.

RECOMMENDATION:

- 1. THAT the recommendation of the Municipal Engineer be adopted.

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TO: MUNICIPAL MANAGER 79 10 23  
 FROM: MUNICIPAL ENGINEER  
 SUBJECT: BOUNDARY ROAD IMPROVEMENTS - CORRESPONDENCE FROM MR. T. BARRY BARNES

RECOMMENDATION

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

REPORT

Arising out of a presentation by Mr. Barnes, who appeared as a delegation on 79 10 01, Council requested that the Municipal Engineer prepare a Cost Report that would provide details of the amount of funding required to comply with each of the requests for improvements as presented by Mr. Barnes. I have reviewed Mr. Barnes's presentation and have concluded that there are four basic and separate requests contained therein. These four main categories of requested improvements plus an estimate of costs are listed as follows:

- 1. A traffic actuated signal at the intersection of Marine Drive and the proposed frontage road connecting to Banting Place. Estimated cost - \$20,000.00.
- 2. An extension of the frontage road from Banting Place northward to Clinton Street, including street lighting and storm drainage. The attached sketches, numbers 1 and 3, show this proposed roadway alignment to follow the top of the cut slope as would be created by the construction of the new Boundary Road. You will note on Sketch #3 that this frontage road would be located on a dyke so as to preclude the necessity for additional fill into the ravine on the east side. Estimated cost for this proposed frontage road is \$154,000.00.

(cont'd)

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3. Raising and lengthening the retaining wall opposite Banting Place. The extent of raising and lengthening the original wall as proposed by the City of Vancouver design drawings are shown on Sketches 1 and 2. Estimated cost for raising and lengthening the retaining wall adjacent to Banting Place is \$182,500.00.
4. Adding a landscaped berm and fence for noise attenuation as per the typical cross-section to be used adjacent the properties between Imperial and Rumble. This berm and fence will be adjacent to the Banting Place subdivision only and is estimated to cost \$40,000.00.

Council has requested the Engineer to investigate the feasibility of raising the retaining wall and constructing the frontage road northward from Banting Place. It is my opinion that both of these improvements are possible, however, as the aforementioned estimates indicate, they are both rather expensive additions to the original concept of improvements for Boundary Road.

As further clarification I would comment that in order to fully justify Mr. Barnes's request for a northward extension of the frontage road, that such a road could not be built to the same standard as the frontage road further north as it would have to support two-way traffic whereas the other frontage road is designed to be a one-way facility with parallel parking on one side. In view of this it would also be impossible to include speed bumps on this roadway because of its intended use to support all types of traffic, including emergency vehicles.

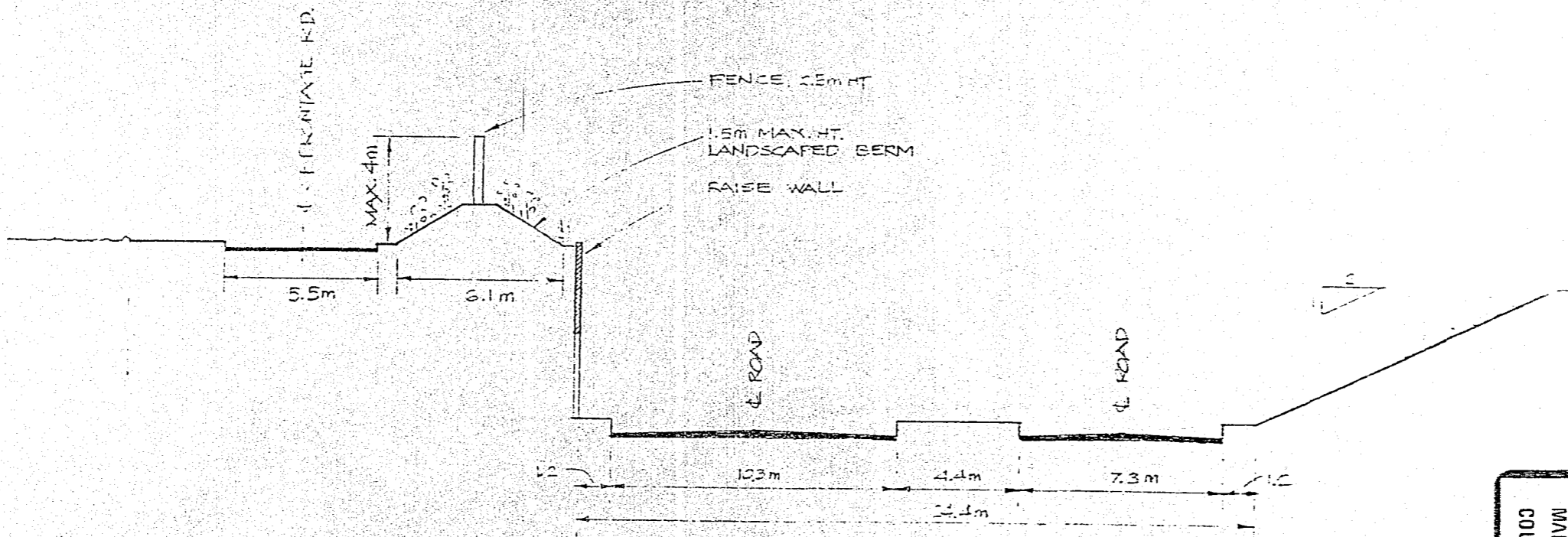
A second point of clarification centers around Mr. Barnes's statement that "we are asking for suitable noise attenuation features extending from Marine Drive to meet those ending near Portland Street". The Transportation Committee and Council have given approval to the introduction of environmental protection features such as berms and fences in those locations where the proposed arterial street is at the same grade as the abutting residential properties. This is the situation between Rumble and Imperial Streets; however, when the arterial street goes into a cut the Transportation Committee recognize the cut itself as an appropriate means of abating road noise and thereby minimizing the disrupting effects on the flanking residential properties. Accordingly, the residential properties abutting Boundary Road, between Rumble and Portland, are in fact receiving no other form of noise attenuation treatment than is provided by putting the arterial roadway into a cut.

The total estimated cost for all of the requested additional works is approximately \$400,000.00 and it is my considered opinion that they cannot be justified from a cost benefit point of view. My conclusion is supported by the fact that the Council-adopted transportation policies for Burnaby recognize putting arterial roadways into cut sections as an appropriate action to minimize the disrupting effects of road noise and the fact that as Marine Drive develops into a collector street with curbs and sidewalks catering primarily to local Burnaby traffic, Banting Place will become more accessible from Marine Drive by both the residents and the emergency services.

*E.E. Olson*  
MUNICIPAL ENGINEER

VNW:sp  
Attach.

cc: ( ) Director of Planning

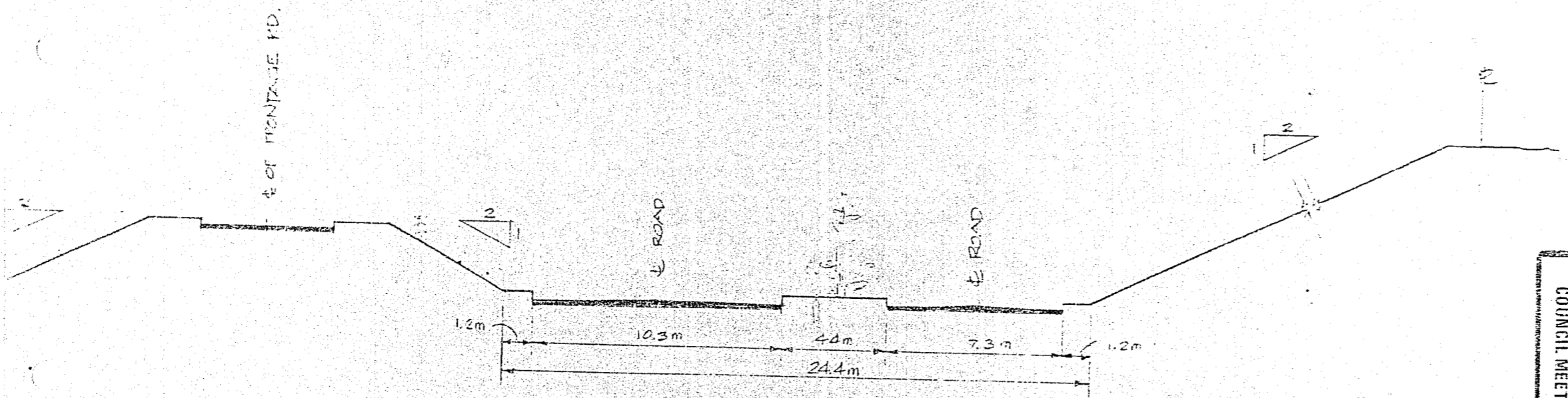


SECTION A-A  
SCALE: 1:200

SKETCH # II.

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SECTION B-B  
SCALE 1:200

SKETCH # III

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