

ITEM	9
MANAGER'S REPORT NO.	4
COUNCIL MEETING	94/01/24

TO: CITY MANAGER 1994 JANUARY 18  
 FROM: DIRECTOR PLANNING AND BUILDING OUR FILE: 08.640

**SUBJECT: BARNET/HASTINGS PEOPLE MOVING PROJECT:  
FRONTAGE IMPROVEMENTS ALONG INLET DRIVE**

**PURPOSE:** To advise Council of the status of proposed improvements along Inlet Drive in front of existing homes.

**RECOMMENDATION:**

1. **THAT** a copy of this report be forwarded to Mr. T. Tasaka, Project Director and T. Walton, Project Manager of the Barnet/Hastings People Moving Project.

**REPORT**

**1.0 INTRODUCTION**

At its regular meeting of 1993 September 20 Council advised that they had received information that the improvements proposed for the frontage of homes along Inlet Drive proposed by the Ministry of Transportation and Highways would no longer be taking place. Arising from the discussion Council requested that staff consult with the Project Manager to determine the status of the proposed frontage improvements along Inlet Drive.

In responding to Council's request staff have held discussions with the Project Manager of the Barnet/Hastings People Moving Project to determine the current status of consultations with Inlet Drive residents. The following sections of this report define the issues raised by residents on Inlet Drive and the current status of Ministry efforts to address them.

**2.0 PUBLIC CONSULTATION PROCESS**

Consultation with the public on the Inlet Drive and Cliff Avenue sections of the Barnet/Hastings People Moving Project was initiated in 1991 April with the first public open house. The approximately 400 people who attended this open house provided comments on a wide range of issues associated with the conceptual design drawings.

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Subsequently, the residents along Inlet Drive were invited to a special meeting with the project team at which more specific comments were received on the impact of the widening of Inlet Drive on individual properties. In tandem with this process a door to door survey of residents of the Westridge area was carried out.

The preliminary design which resulted from these consultations was significantly different from the original design presented in 1991 April and was the subject of a Council report on the Inlet Drive, Cliff Avenue, and Hastings/Gaglardi sections of the Project. At its regular meeting of 1992 April 21 Council approved in principle the preliminary design plans for these sections of the Project.

Based on this approval the Project commenced detailed design on the Inlet Drive, Cliff Avenue and Hastings/Gaglardi sections of the Project. This process has been underway for over a year. Subsequently in 1993 residents were invited to view the "almost final" design. The Project Manager has reported that although a limited number of Inlet Drive residents attended this meeting, one or two residents continued to have unresolved concerns with regard to the final design of the Project.

### **3.0 INLET DRIVE ISSUES**

The Barnet/Hastings People Moving Project, in conjunction with Burnaby staff, dealt with a number of issues with respect to the design of Inlet Drive. Inlet Drive between the Barnet Highway and Hastings Street is proposed for widening to a similar standard as the Barnet Highway from the current two travel lanes and a single parking lane to four travel lanes (including two HOV lanes). Inlet Drive would also accommodate a transition to six travel lanes up to the intersection with Hastings Street and the future Hastings/Gaglardi Connector.

The following traces the evolution and treatment by the Barnet/Hastings Project of the issues raised by Inlet Drive residents.

#### **(i) Total Width of Widening**

This original concept plan envisioned a total widening of Inlet Drive of 6.7m (22 ft.) to accommodate a median of 4.5 m in width. The function of this median was to accommodate left turn channelization from Inlet Drive at Ridge Drive and Hastings Street, and to reduce the potential for head-on collisions. In response to resident concerns regarding the relocation of the curb closer to adjacent homes, the median was reduced to a width of 1.5m. Accommodating this narrower median reduced the widening from 6.7m (22 ft.) to 3.6m (12 ft.). The residents were subsequently informed that the widening would be split approximately evenly on both sides of Inlet Drive, with 1.8m (6 ft.) on the east side and 1.8m on the west side, but this could vary up to 2.1m (7 ft.) on one side and 1.5m (5 ft.) on the other side.

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This balancing of the widening both east and west of Inlet Drive has been maintained in the "almost final" design. In one particular location, however, (as shown in *Figure 1*) the widening on the east side of Barnet Highway approaches 2.4m (8 ft.) with 1.2m (4 ft.) on the west side. One resident whose home fronts on this section has expressed concern regarding the .3m of additional widening beyond the 2.1m originally anticipated.

**(ii) Parking**

Currently, Inlet Drive accommodates on-street parking on the east side only during off-peak periods. The original design which proposed the removal of on-street parking on Inlet Drive at all times of the day was objected to by residents who noted the need to maintain parking for visitors and deliveries.

As shown in *Figure 1*, the Project has responded to these concerns by developing off-street parking areas at the north end of Barnet Road (already constructed) and on Ridge Drive near the intersection with Inlet Drive. The parking area at Barnet Road was constructed as part of the Bayview to Texaco Drive section of the Barnet Highway widening. Both parking areas can accommodate a total of 26 vehicles.

**(iii) Traffic Noise**

Inlet Drive residents were concerned about the potential for increased noise resulting from the widening of Inlet Drive from two lanes to four lanes. To address this issue the Project engaged the services of a noise consultant. The consultant's report concluded that based on the estimated traffic volumes, the increase in external noise levels would be approximately 3 db averaged over a 24 hour period. The consultant noted that this change in noise levels would be difficult for a person with average hearing to perceive.

Residents were approximately evenly divided on the question of the need or desirability of noise fences. On the east side of Inlet Drive residents were concerned that a continuous noise fence would obstruct views. On the west side some residents wanted noise fencing, while others did not. As the effectiveness of a noise fence depends on its continuity, it would be difficult to implement a noise fence without overwhelming majority support of the residents.

In view of the above considerations the Barnet/Hastings Project has not been able to recommend inclusion of noise fences in the final design for Inlet Drive.

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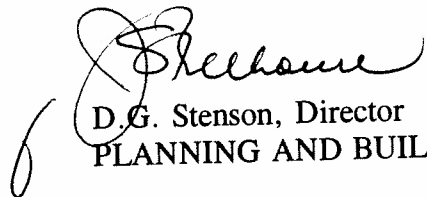
(iv) **Landscaping**

Both the original concept plan and the preliminary design provided a very high level of landscaping on the Inlet Drive section of the Project. Landscaping, however, became an issue which also divided Inlet Drive residents. Residents on the east side wanted minimal landscaping and even removal of existing trees to maintain and improve views, while residents on the west side wished trees preserved. City staff have indicated to the Project the need to provide landscaping the full length of Inlet Drive and to strike a balance which preserves existing trees, and strategically locates new street trees along with low growing landscaping to maintain views.

**4.0 CONCLUSION**

The Inlet Drive, Cliff Avenue and Hastings/Gaglardi sections of the Barnet/Hastings People Moving Project are approaching the completion of final design. Inlet Drive and Cliff Avenue are expected to be tendered and constructed this year. In updating Council on the current status of efforts to resolve resident concerns on Inlet Drive, staff would advise that the Project overall has attempted to minimize the overall widening of Inlet Drive and to balance the required widening as equally as possible on both sides of Inlet Drive. In addition, off street parking is provided to supplement the loss of visitor parking on Inlet Drive. However, it is also clear that a consensus with residents on the level of noise attenuation and landscaping on Inlet Drive has not been achievable. To resolve the conflicting views of residents, the final design has attempted to achieve a balanced approach, which unfortunately may not be acceptable to those residents desiring noise attenuation or high levels of street tree landscaping.

This report has provided a status report on matters related to improvements to home frontages on Inlet Drive. Matters relating to the operation of the facility such as speed control measures, pedestrian facilities, etc. are also being addressed by the Project and will be the subject of a future report to Council.

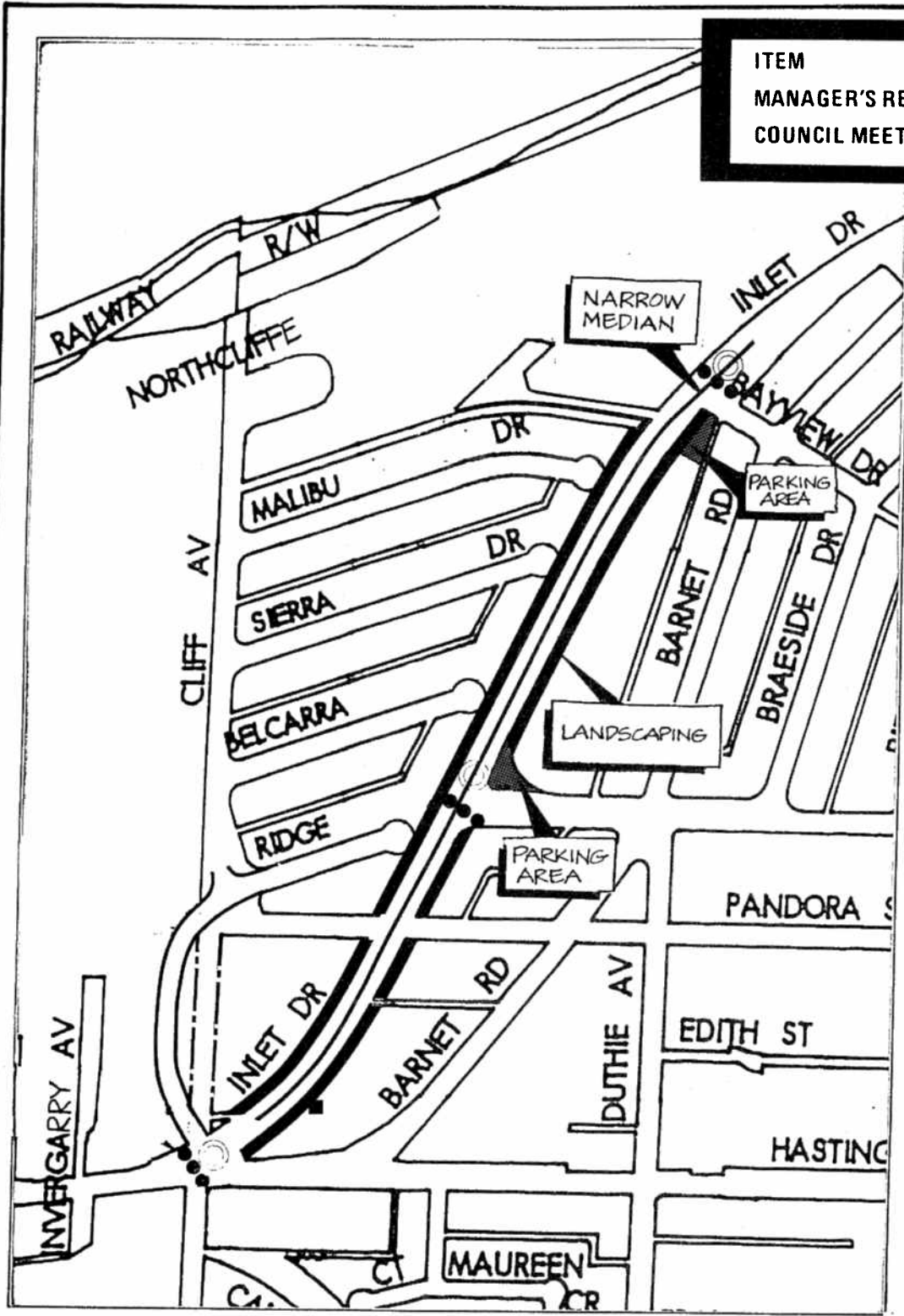
  
D.G. Stenson, Director  
PLANNING AND BUILDING

RG\db

Attachment

cc: Director Administrative & Community Services  
Director Engineering  
Director Finance  
Director Recreation & Cultural Services

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Date:  
199

Scale:  
NTS.

Drawn By:  
R.W.



- PEDESTRIAN CROSSING
- ◎ SIGNALS

FIGURE 1  
**INLET DRIVE**  
FRONTAGE IMPROVEMENTS

