

TO: CITY MANAGER

1995 SEPTEMBER 06

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILE: 08.640

SUBJECT: **HASTINGS/GAGLARDI CONNECTOR (NOW BURNABY MOUNTAIN PARKWAY): CORRESPONDENCE FROM MR. A. DALLA-TINA**

PURPOSE: To respond to concerns expressed by Mr. A. Dalla-Tina with regard to the access road between the Hastings/Gaglardi Connector and Hastings Street.

RECOMMENDATIONS:

1. **THAT** Council request the Ministry of Transportation and Highways to modify the design of the access road as outlined in Section 3 (iii) of this report.
2. **THAT** a copy of this report be forwarded to Mr. A. Dalla-Tina of 7321 Hastings Street, Burnaby and Mr. T. Tasaka, Project Director and Mr. T. Walton, Project Manager, Barnet/Hastings People Moving Project.

REPORT

1.0 INTRODUCTION

At its regular meeting of 1995 August 22 correspondence was received from Mr. A. Dalla-Tina of 7321 Hastings Street, Burnaby. Mr. Dalla-Tina expressed concerns regarding the access road as shown in Figure 1 to be constructed as part of the Hastings/Gaglardi Connector project. The Hastings/Gaglardi Connector is currently under construction for completion in the Spring of 1996.

The correspondence from Mr. Dalla-Tina refers to the alignment of the road pointing right in front of his house and to potentially hazardous conditions in poor weather. This report elaborates on the concerns expressed by Mr. Dalla-Tina and evaluates proposals to change the road to address Mr. Dalla-Tina's concerns.

2.0 ISSUES RAISED BY THE CORRESPONDENT

2.1 Alignment of the Access Road

As shown in **Figure 1** the access road is aligned north south between the Burnaby Mountain Parkway (formerly the Hastings/Gaglardi Connector) and the existing section of Hastings Street. The Dalla-Tina residence at 7321 Hastings Street is located at the north end of the access road where it intersects Hastings Street. In this respect the road is aligned directly towards Mr. Dalla-Tina's house.

2.2 Hazardous Conditions During Bad Weather

The correspondent cites the hazardous driving conditions which would be created on the access road during inclement weather with snow or frost on the pavement. Mr. Dalla-Tina notes that this will result in drivers having to make a "U" turn coming down Burnaby Mountain Parkway westbound then turning northbound and coming to a stop at Hastings Street, and eastbound on Hastings Street to Dalla Tina Avenue.

3.0 OPTIONS FOR ACCESS ROAD

In response to Mr. Dalla-Tina's concerns staff have considered a number of options as outlined in the following sections:

i. Realignment of the Access Road

The correspondent has advanced the option of realigning the access road further east up Burnaby Mountain to provide a direct connection between Burnaby Mountain Parkway and Dalla Tina Avenue. As shown in **Figure 2** this access road would be routed through City owned lands currently in the conservation area although not dedicated parkland. The following summarizes the implications of the proposal:

- ▶ the realignment would require the removal of trees and other vegetation in the conservation area. At a required road right of way of 20m approximately 0.08 h (0.2 acres) would need to be cleared. Although staff have not done a formal tree survey the area contains a number of mature deciduous trees.
- ▶ the right of way for the realigned access road would need to be acquired from the City of Burnaby at current market values assuming highest and best use of the land as single family residential. At an estimated market value of \$270,000 - \$280,000 the Ministry of Transportation and Highways would have to purchase this additional right-of-way from the City. The Ministry however has not budgeted for this acquisition and is not receptive to incurring these additional costs.

- ▶ the realigned access road could not be constructed at an acceptable grade without incurring substantial additional costs to regrade both Dalla Tina Avenue and Hastings Street east of Dalla Tina Avenue. Unless this regrading was done, the gradient of the realigned access road would range between 18% and 22% from Burnaby Mountain Parkway up to the intersection of Hastings Street and Dalla Tina Avenue.

ii. Removal of the Access Road

Another proposal which surfaced in discussions held with Mr. Dalla-Tina was to delete the access road from the Project. This option would address the correspondent's concerns regarding the orientation of the access road towards his house and the concern regarding the safety of the "U" turn. However, deletion of the access road would also have the following implications:

- ▶ access from the east along the Burnaby Mountain Parkway into the residential area of Pandora and Ridgeview Drive would have to be taken via Duthie Avenue and Pandora rather than from Hastings and Dalla-Tina as now exists (see Figure 3). This singular route however is both circuitous and presents very steep grades on Pandora Street which would be of concern during inclement weather.
- ▶ as the main access to the Ridgeview residential area traffic volumes on Pandora Street would increase from residents returning home in the evening, staff conducted traffic counts in the area as shown in Figure 3. This projected an increase of approximately 250 vehicles per day entering Pandora from Duthie if the access road is removed. Access out of the area could still be taken via Dalla-Tina to Hastings Street westbound.

iii. Redesign of the Access Road

A third option which was reviewed by staff was that of redesigning the access road to address Mr. Dalla-Tina's concerns regarding the orientation and safety of the road. As shown in Figure 2, the redesigned access road would modify the "T" configuration at Hastings Street by incorporating a right turn sweep onto Hastings towards Dalla Tina Avenue.

This redesign would re-orient the alignment of the street from its current position pointing directly towards the Dalla-Tina residence. Vehicles exiting from the Burnaby Mountain Parkway would proceed in a continuous movement onto Hastings Street. While this redesign does not fully address the correspondent's concerns, it does not impose additional costs for the Burnaby Mountain Parkway project or impose unacceptable inconvenience for neighbourhood residents. It is, therefore, recommended for Council consideration.

Planning and Building

Re: Hastings/Gagliardi Connector (now

Burnaby Mountain Parkway):

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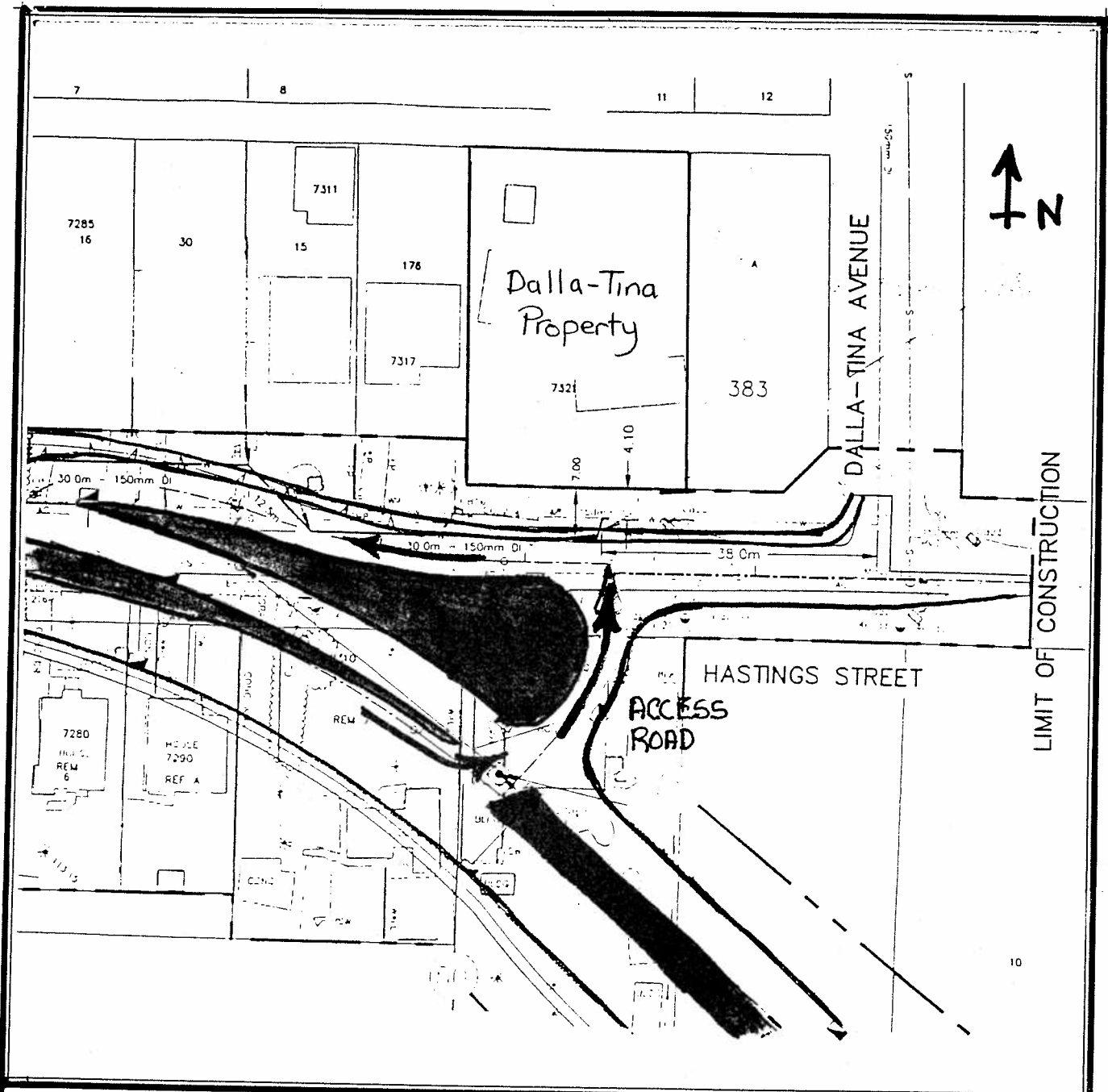
3.0 CONCLUSION

In response to the issues raised by Mr. Dalla-Tina, staff have reviewed a number of options. Realigning the access road to connect directly with Dalla Tina Avenue as proposed by the correspondent would require additional City property, incur substantial costs to reduce the road grade and would require removal of a large number of mature trees. Deleting the access road would impose a circuitous access on residents which could be difficult during winter conditions. Staff, would therefore, recommend the option of redesigning the access road as outlined in Section 3 (iii) of this report.



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D.G. Stenson, Director
PLANNING AND BUILDING

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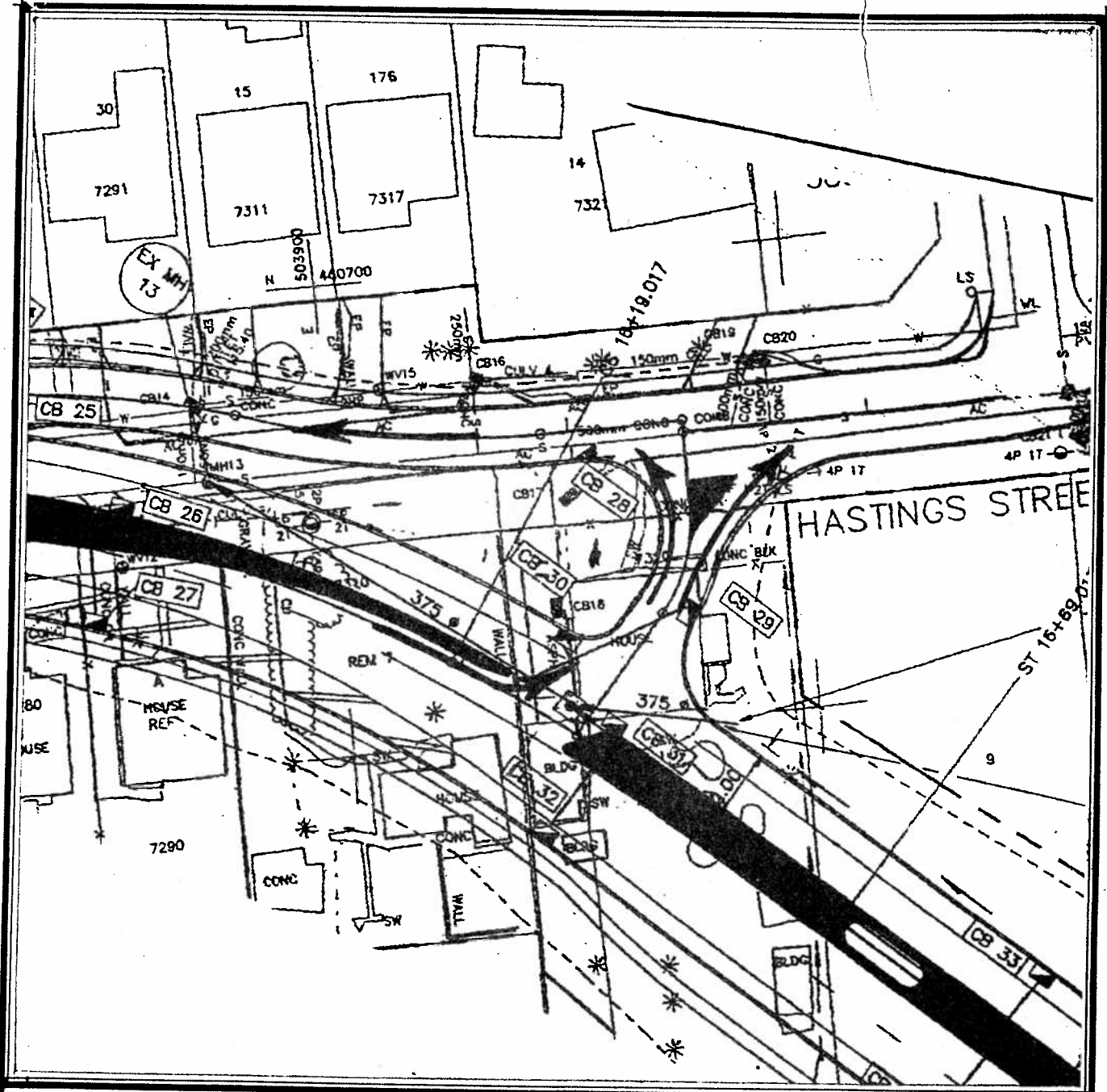
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City of
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FIGURE 1



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FIGURE 2

