

TO: CITY MANAGER 1996 FEBRUARY 26

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 08.640"B"

SUBJECT: BARNET ROAD IMPROVEMENTS: CORRESPONDENCE FROM TOM HETHERINGTON, CHAIR OF THE BARNET ROAD NEIGHBOURHOOD COMMITTEE

PURPOSE: To respond to the concerns raised by Mr. T. Hetherington, Chair of the Barnet Road Neighbourhood Committee with regard to improvements in the Barnet Road area.

RECOMMENDATIONS:

1. **THAT** Council approve the approach to the reconstruction of the Barnet/Duthie/Ridge intersection and the development of a landscaped rest area / viewpoint at the north end of Barnet Road as outlined in this report.
2. **THAT** a copy of this report be forwarded to Mr. T. Hetherington, 7344 Barnet Road, Burnaby and Ms. C. Codron, 7352 Barnet Road, Burnaby.

REPORT

1.0 BACKGROUND

At its regular meeting of 1995 November 27 Council received a copy of correspondence from Mr. T. Hetherington of 7344 Barnet Road, Burnaby with regard to a number of issues of concern to the Barnet Road Neighbourhood Committee. Mr. Hetherington cited four projects which would improve the quality of life and safety in the neighbourhood. These included the following:

- (i) replacement of the pipe rail fence and the retaining wall at the north end of Barnet Road adjacent to the Barnet Highway.
- (ii) landscaping of the remnant highway right-of-way at the north end of Barnet Road.
- (iii) reconstruction of the "five cornered" intersection of Barnet Road, Duthie Avenue and Ridge Drive.
- (iv) status of plans for the urban trail from Bayview Drive to the Barnet Marine Park.

This report is written in response to the issues raised by the correspondent.

2.0 PIPE RAIL FENCE AND RETAINING WALL

The correspondent notes that the pipe rail fence atop the retaining wall at the end of Barnet Road does not provide noise abatement and suggests replacement of the pipe rail with a solid fence to deflect noise and deter anyone from wandering onto the highway.

The pipe rail fence referred to by the correspondent is in fact a wooden fence of vertical slats attached to a pipe rail frame. While the vertical slats provide a continuous solid barrier there is a small gap of approximately 20 cm (6 inches) between the bottom of the slats and the retaining wall. Therefore, while this wooden fence was not designed as an acoustic barrier, it does serve to deflect a substantial amount of noise generated from Inlet Drive and, in the view of staff, a replacement of the fence would not appreciably reduce noise levels from Inlet Drive to the residences on Barnet Road.

3.0 BARNET ROAD: NORTH END LANDSCAPING

At the north end of Barnet Road there is a sizable area of road right-of-way which was used by the contractor for the Inlet Drive section as a construction site office. To accommodate the construction site office trailer, an area which was previously overgrown with natural vegetation was cleared and graveled. In this regard the correspondent suggests that this area be landscaped including a low berm which would not obstruct views from adjacent residences.

In conjunction with the Frances-Union bike route, staff have currently identified Barnet Road as a route to connect with the Barnet Highway cycle path. The use of Barnet Road as a cycle route, however, will require the construction of a ramp from the end of Barnet Road down to where it will connect with the cycle path on the Barnet Highway. Construction of this ramp presents other opportunities to develop a rest area / view point as shown in Figure 1 *attached* for the benefit of both cyclists and the local neighbourhood.

To further this option it is suggested that staff develop a landscape design for this rest area as a basis for costing and implementation as part of the Frances-Union bike route.

4.0 BARNET/DUTHIE/RIDGE INTERSECTION

Staff have received a number of comments from residents of the Ridgeview area regarding the intersection of Barnet Road/Duthie Avenue and Ridge Drive.

Residents have referred to a number of concerns including the interim standard of construction, lack of curbs and sidewalks for pedestrians, restricted vision for motorists and the confusing traffic control. To address these concerns the correspondent proposes the construction of a landscaped roundabout at the intersection.

The introduction of a traffic circle or roundabout at this location would be an unusual application of this type of traffic control in the City of Burnaby and more broadly in the Region. As traffic circles have only been applied in smaller intersections as a traffic calming device, there is some uncertainty as to their acceptance by drivers and an awareness of their proper usage.

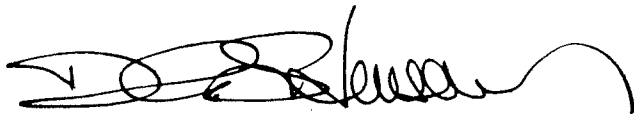
In response to the concerns raised by this correspondent and other residents of the area, staff would propose a reconstruction of the intersection as shown in Figure 2. Closure of Barnet Road with a cul-de-sac and the extension of curbs along Ridge Drive to Inlet Drive would create an intersection with four legs rather than the current five, provide additional landscaping, and generally "finish" the street to a final standard. As there is no funding available under the current Capital Program, it is recommended that this project be included in the 1997 budget discussion and prioritized relative to other capital projects.

5.0 BARNET MARINE PARK URBAN TRAIL

The correspondent requests information regarding the status of the Urban Trail System from the intersection of Inlet and Bayview Drive and the Barnet Marine Park. This trail was to be aligned on City-owned property along the west side of the Kask Bros. property. In conjunction with the exchange with the Ministry of Transportation and Highways for City properties on the Barnet Highway, the City of Burnaby received \$400,000 for construction of a cycle/pedestrian overpass of the CP Rail line in this location. Due to the difficulties of overpassing the railway at this location, an alternative alignment to an overpass east of the Kask Bros. property is currently being reviewed by staff. A report on this matter will be brought forward for Council consideration when the new alignment and budget requirements for the Urban Trail have been determined more precisely.

6.0 CONCLUSION

This foregoing report reviews the issues raised by the correspondent with regard to the Barnet Road area of Burnaby. Opportunities are available to improve safety by finishing the intersection of Barnet Road, Duthie Avenue and Ridge Drive and to provide a landscaped rest area at the end of Barnet Road for cyclists using the Frances-Union Bike Route. Public consultation regarding the Frances/Union Bike Route is scheduled to commence shortly and the aforementioned items will be highlighted during this consultation process. It is therefore recommended that Council approve the approach to address these issues as outlined in this report.



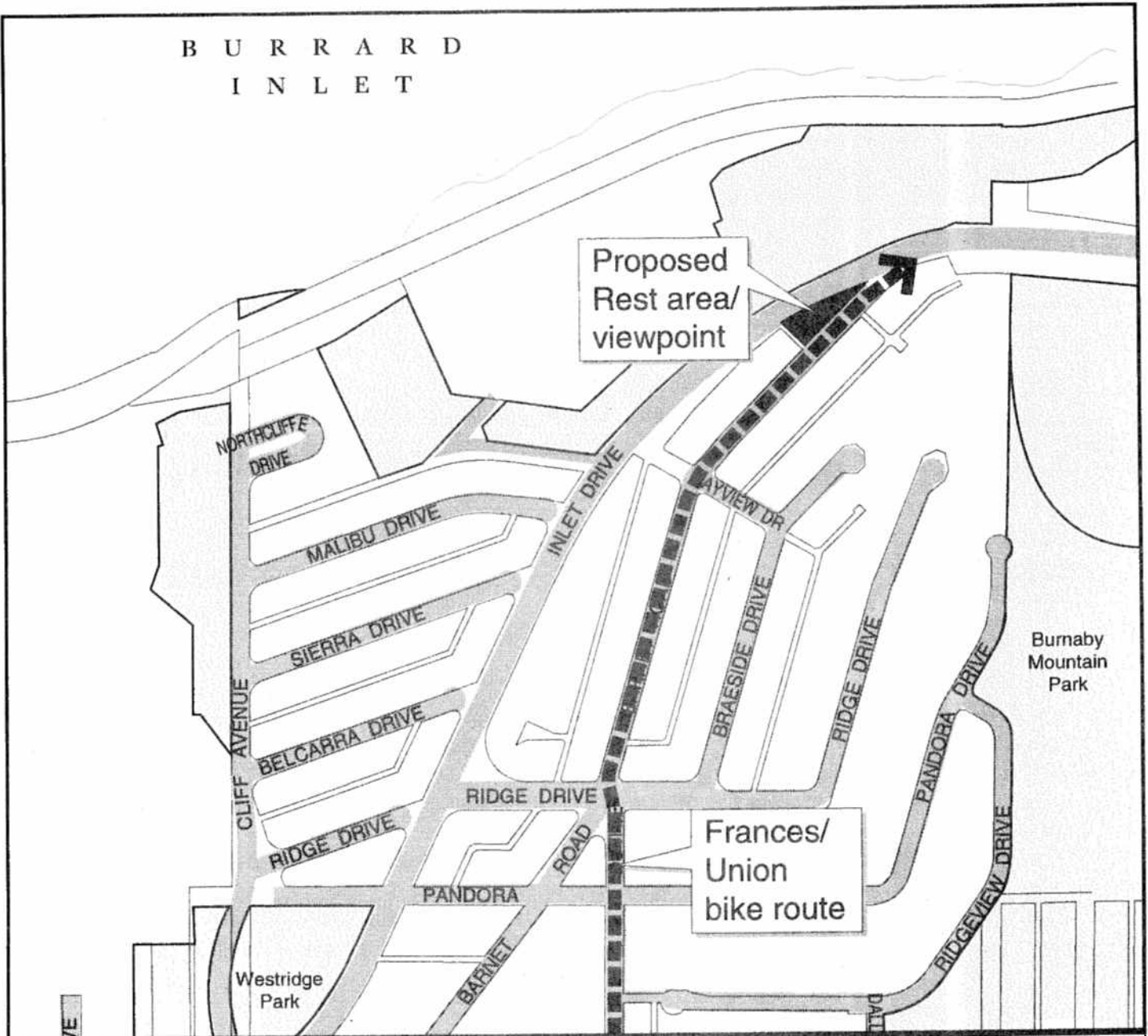
DG Stenson, Director
PLANNING & BUILDING

RG/jp

Attachments

cc: Deputy City Manager, Corporate Services
Director Engineering
Director Finance
Director Recreation & Cultural Services

B U R R A R D
I N L E T



Date:

1996 MARCH

Scale:

NTS

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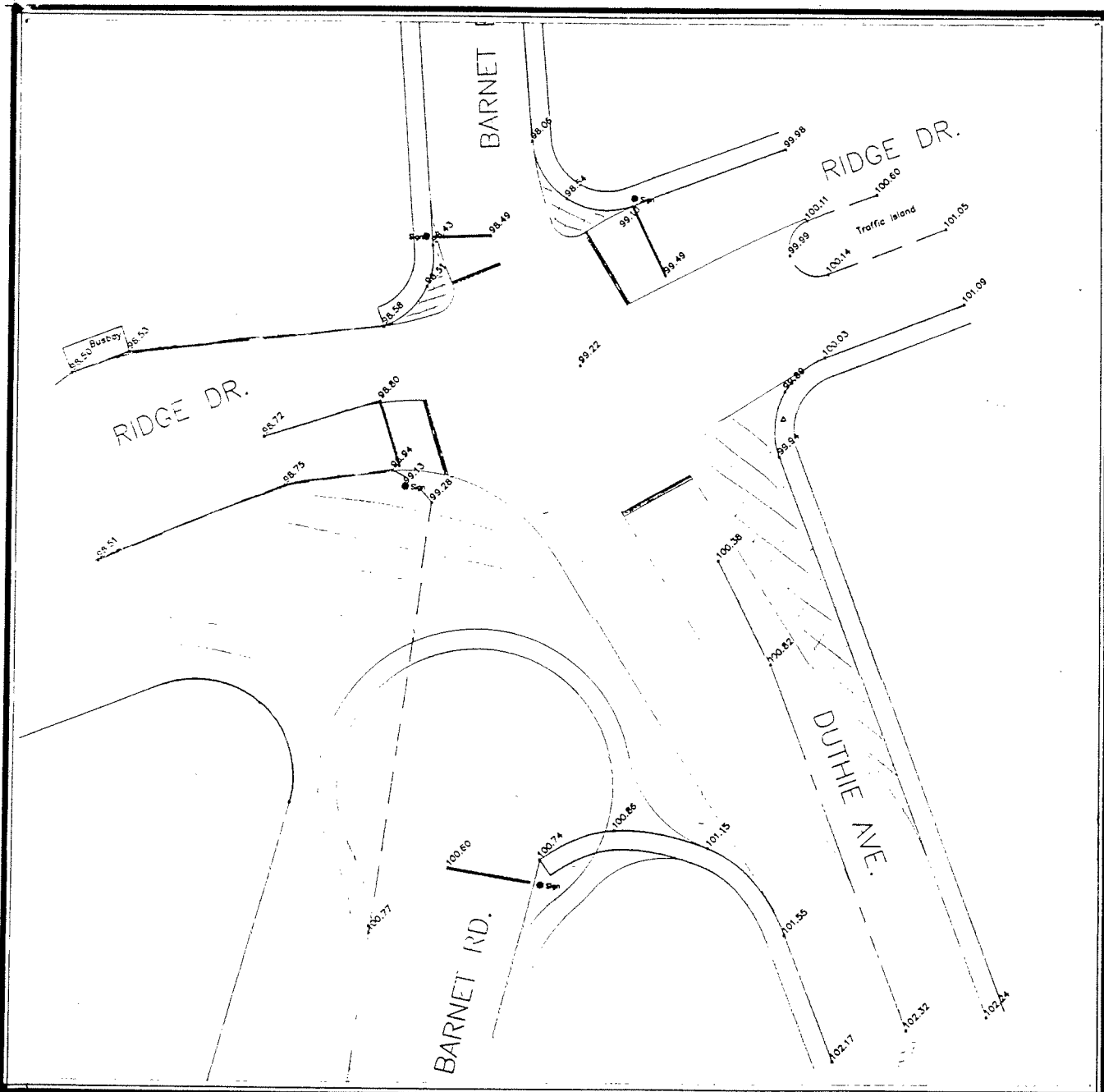


City of
Burnaby



FIGURE 1

FRANCES/UNION
BIKE ROUTE REST AREA/
VIEWPOINT



Date:
MARCH 1996

Scale:
1:500

Drawn By:
RW



FIGURE 2
**BARNET/RIDGE/
 DUTHIE INTERSECTION
 RECONSTRUCTION**

