

ITEM	13
MANAGER'S REPORT NO.	44
COUNCIL MEETING	1978 06 12

Re: ACCESS TO BURNABY GENERAL HOSPITAL
THROUGH PROVINCIAL GOVERNMENT LANDS
(ITEM 11, REPORT NO. 18, 1978 MARCH 06)

Following is a report from the Director of Planning on the Carlton Avenue and Kincaid Street extensions.

RECOMMENDATION:

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

* * * * *

Planning Department
1978 June 05
Our File #08.640 Carlton

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
RE: ACCESS TO BURNABY GENERAL HOSPITAL
THROUGH PROVINCIAL GOVERNMENT LANDS

Following receipt of Item 11, Municipal Manager's Report No. 18, Council meeting of 1978 03 06, on the Carlton Avenue and Kincaid Street extensions and a delegation from Mr. William R. Laidlaw, representing Carlton Avenue residents, Council adopted the following motion:

"THAT the report of the Municipal Manager be received for information purposes, and that the staff be directed to submit a report on Mr. Laidlaw's submission including availability of a right-of-way across Provincial Government land for the eastward extension of Kincaid Street to Willingdon Avenue, comments on other alternatives, and an estimate of the cost involved in each proposal."

The Planning Department wrote the attached letter, dated 1978 April 06, to the Honourable A. V. Fraser, Minister of Highways and Public Works in Victoria, and received the attached reply on the alternatives, dated 1978 May 03, from Mr. R. G. Harvey, Deputy Minister.

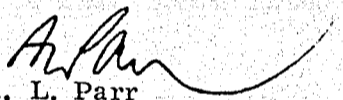
With regard to the alternative routings, in essence, the Deputy Minister's correspondence indicates the need to protect all options for the future, viz. Alternative 4. However, in establishing a road network to provide improved accessibility for the Burnaby General Hospital, Alternative 2 appears most

justified at this time as the initial stage development with subsequent further detailed investigation, jointly by Burnaby and the Province, appearing warranted on the other road links in Alternative 4.

RECOMMENDATION

It is recommended:

1. THAT Council receive the letter from the Ministry of Highways and Public Works.
2. THAT Council endorse "in principle" the contents of said letter excluding accepting that Burnaby should build the Gilmore extension to the Burnaby General Hospital site at Burnaby's cost.
3. THAT Council authorize staff to pursue the matter with the Ministry of Highways and Public Works with a subsequent report to Council.
4. THAT Mr. William R. Laidlaw representing the Carlton Avenue residents and Mr. N.K. Barth, Administrator, Burnaby General Hospital, be sent copies of this report and attachments.


A. L. Parr
DIRECTOR OF PLANNING

WSS/hf

Attach.

c. c. - Municipal Engineer
Municipal Treasurer

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MANAGER'S REPORT NO.	44
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1978 April 06
Car File #08.640 Carlton

The Honourable A. V. Fraser
Minister of Highways and Public Works
Parliament Buildings
Victoria, B. C. V8V 2M3

Dear Mr. Minister:

Re: Access to Burnaby General Hospital through Provincial Government land

On 1978 March 06 Burnaby Council received a petition and delegation from persons residing on Carlton Avenue north of Moscrop Street. The petition opposes the proposed north-south extension of Carlton Avenue through the residential area immediately north of Moscrop Street. The residents have suggested that an eastward extension of Kincaid Street to Willingdon Avenue be developed to replace that part of the north-south facility south of Kincaid Street.

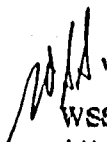
Although the concept of an eastward extension of Kincaid Street traversing lands under your Ministry's jurisdiction has not been explored with your office, Burnaby Council has directed the Planning Department to seek your views as to which, if any, of several alternative routing concepts (alternatives 1 through 4 attached) your Ministry would be most favourably disposed to considering as an alternate to the currently adopted alignment.

The Burnaby Planning Department would be pleased to receive your comments on the alternatives and whether any of the alternatives, including the currently adopted alignment, would be eligible for cost sharing provisions under Part IV of the Revenue Sharing Act.

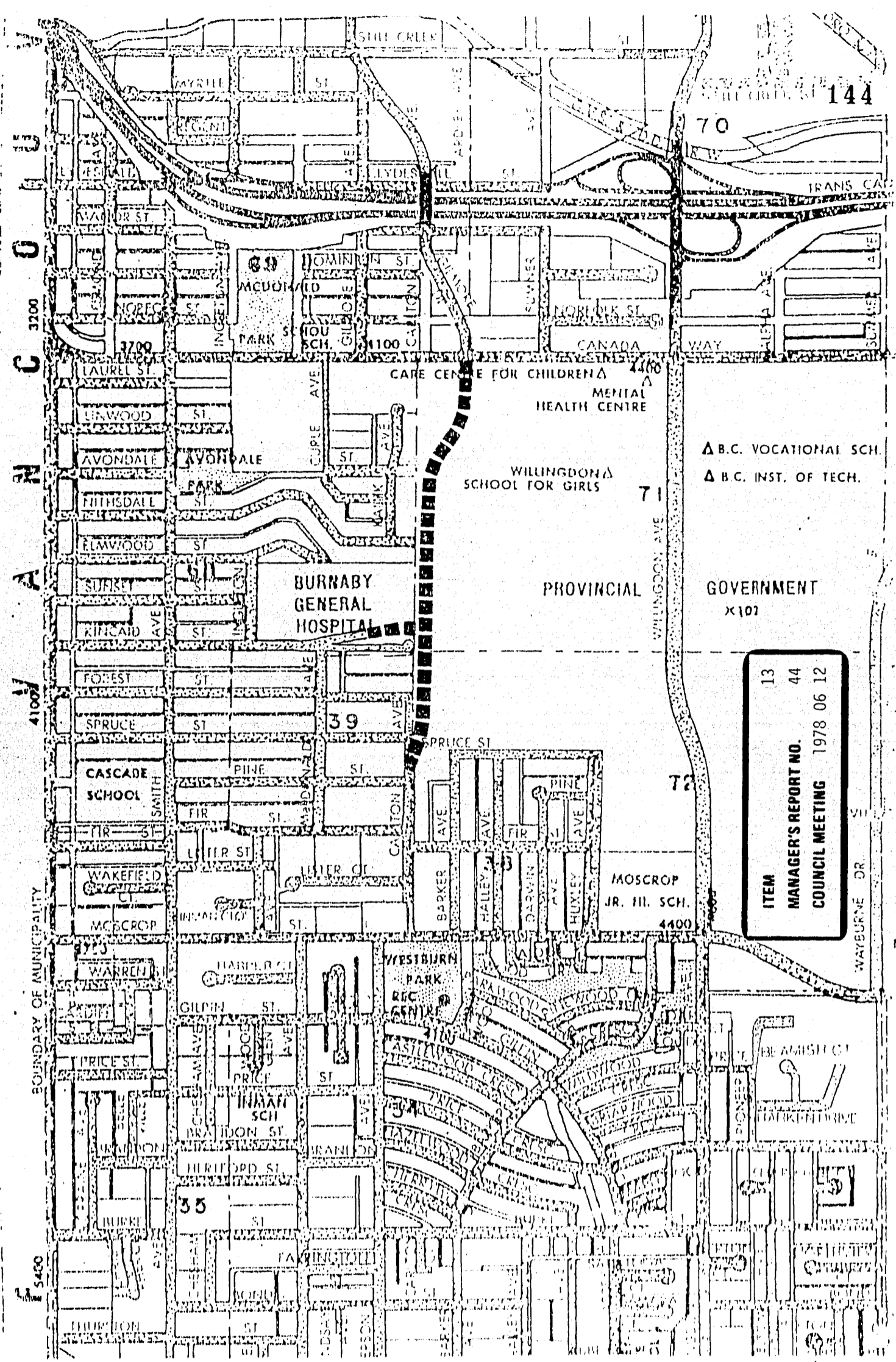
The petition and correspondence received by Council and the Burnaby Planning Department's report to Council, with accompanying dossier on the subject, has been attached for your background information and file.

Yours truly,


A. L. Parr
DIRECTOR OF PLANNING


WSS/hf
Attach.
c.c. -

Mr. John Greenway
Administrator, Burnaby General Hospital



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BURNABY
 C 3200
 A 4100
 W 5400
 BOUNDARY OF MUNICIPALITY

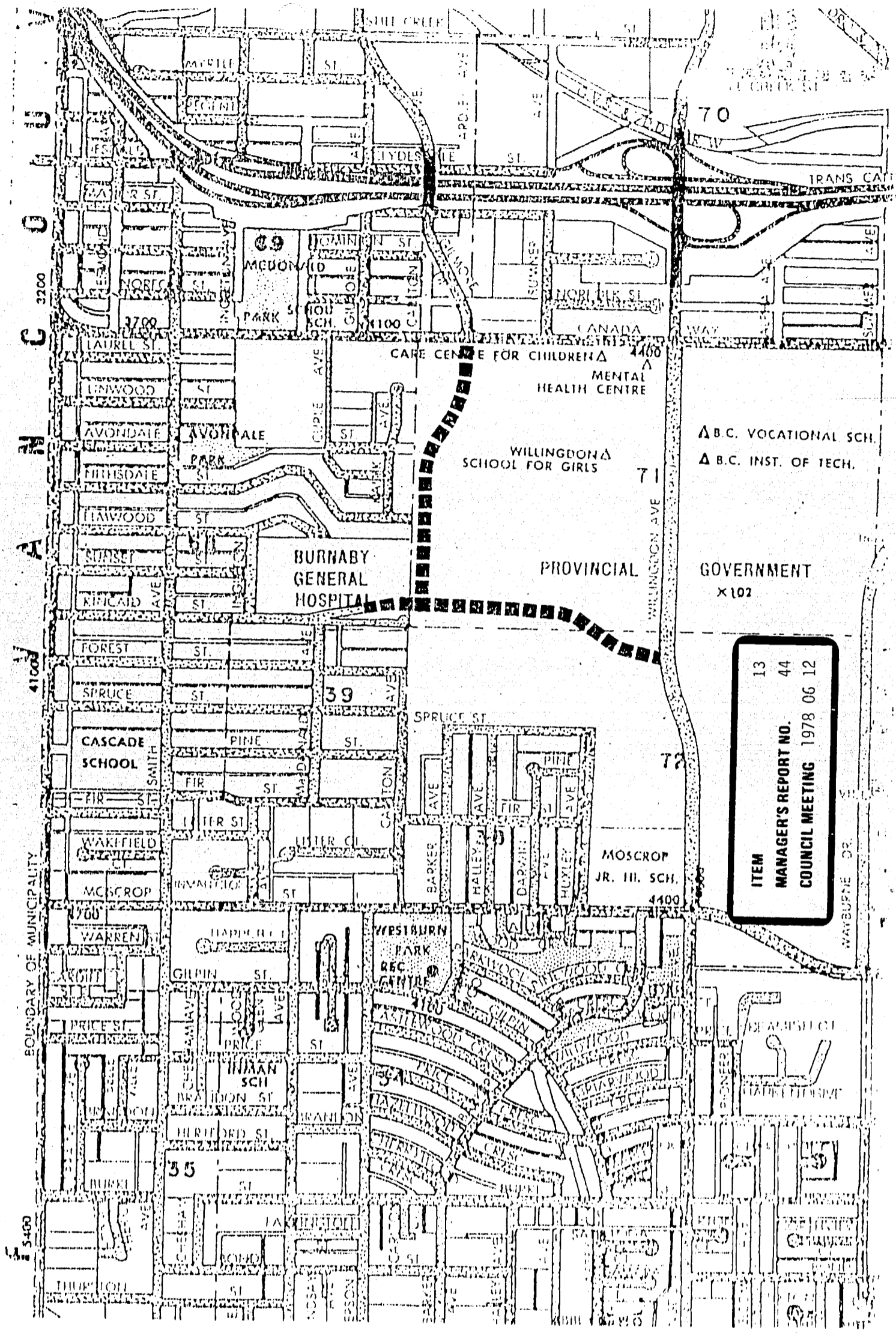
CARE CENTRE FOR CHILDREN
 MENTAL HEALTH CENTRE
 WILLINGDON SCHOOL FOR GIRLS
 BURNABY GENERAL HOSPITAL
 PROVINCIAL GOVERNMENT

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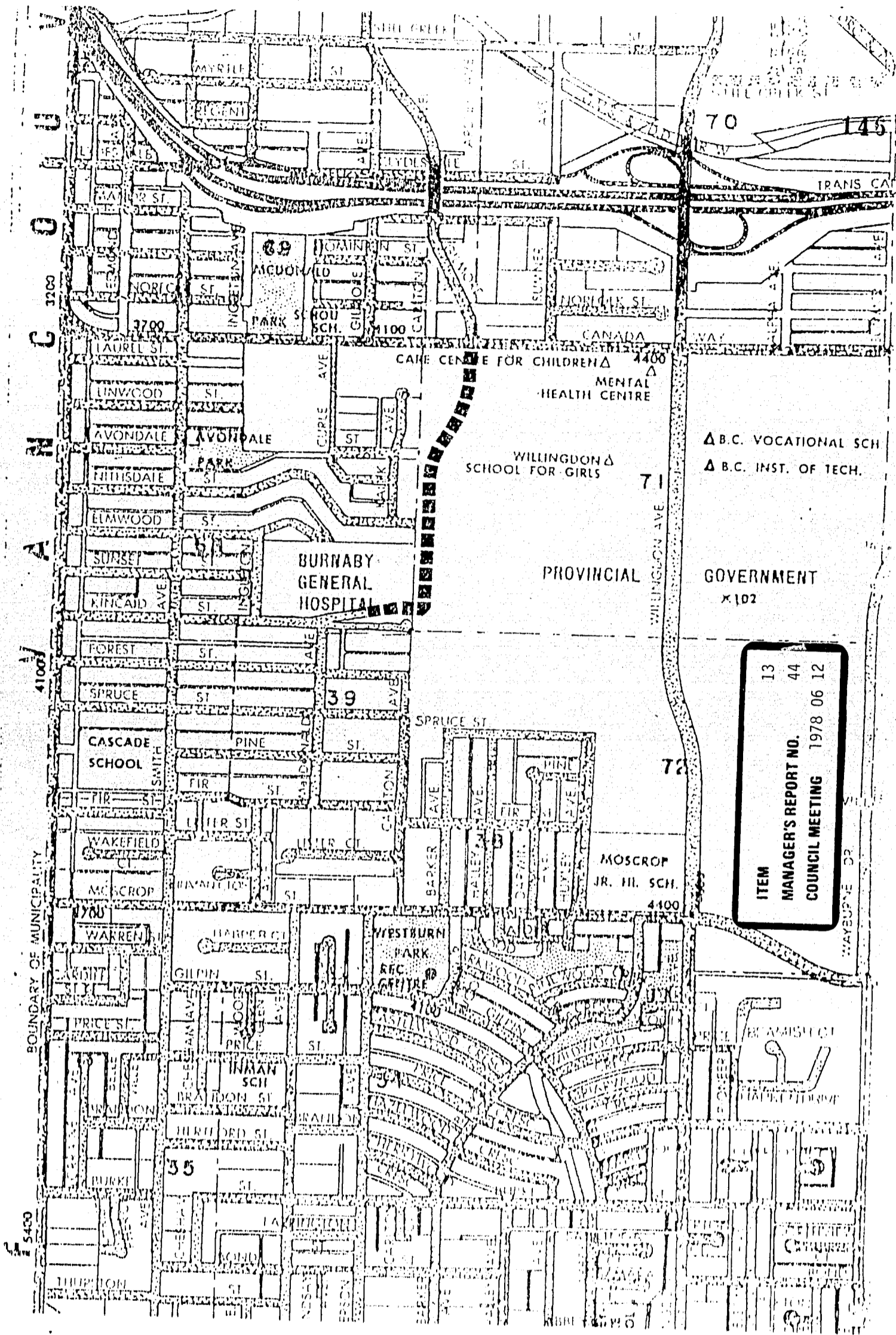
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CURRENTLY ADOPTED ALIGNMENT



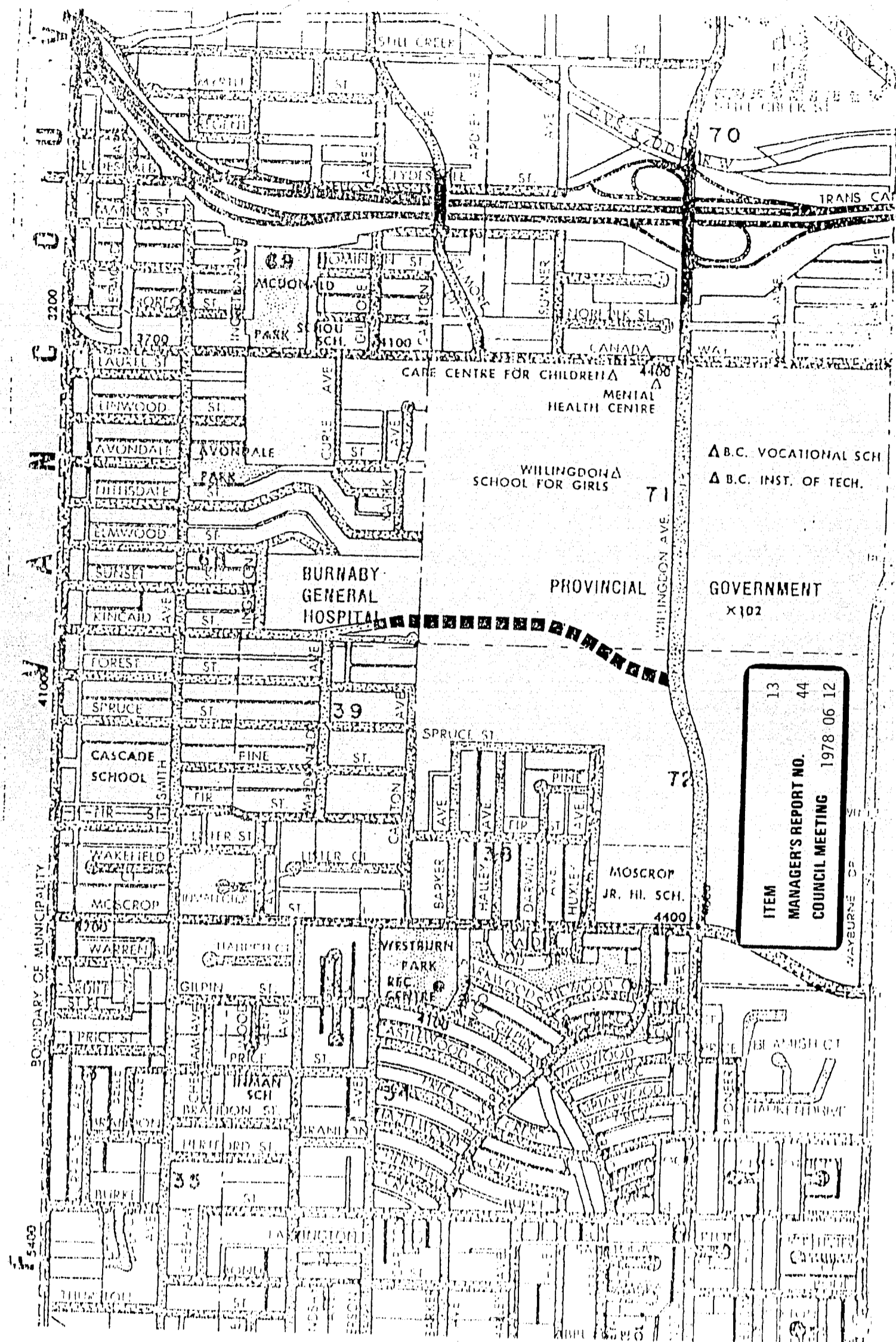


ALTERNATIVE '1'



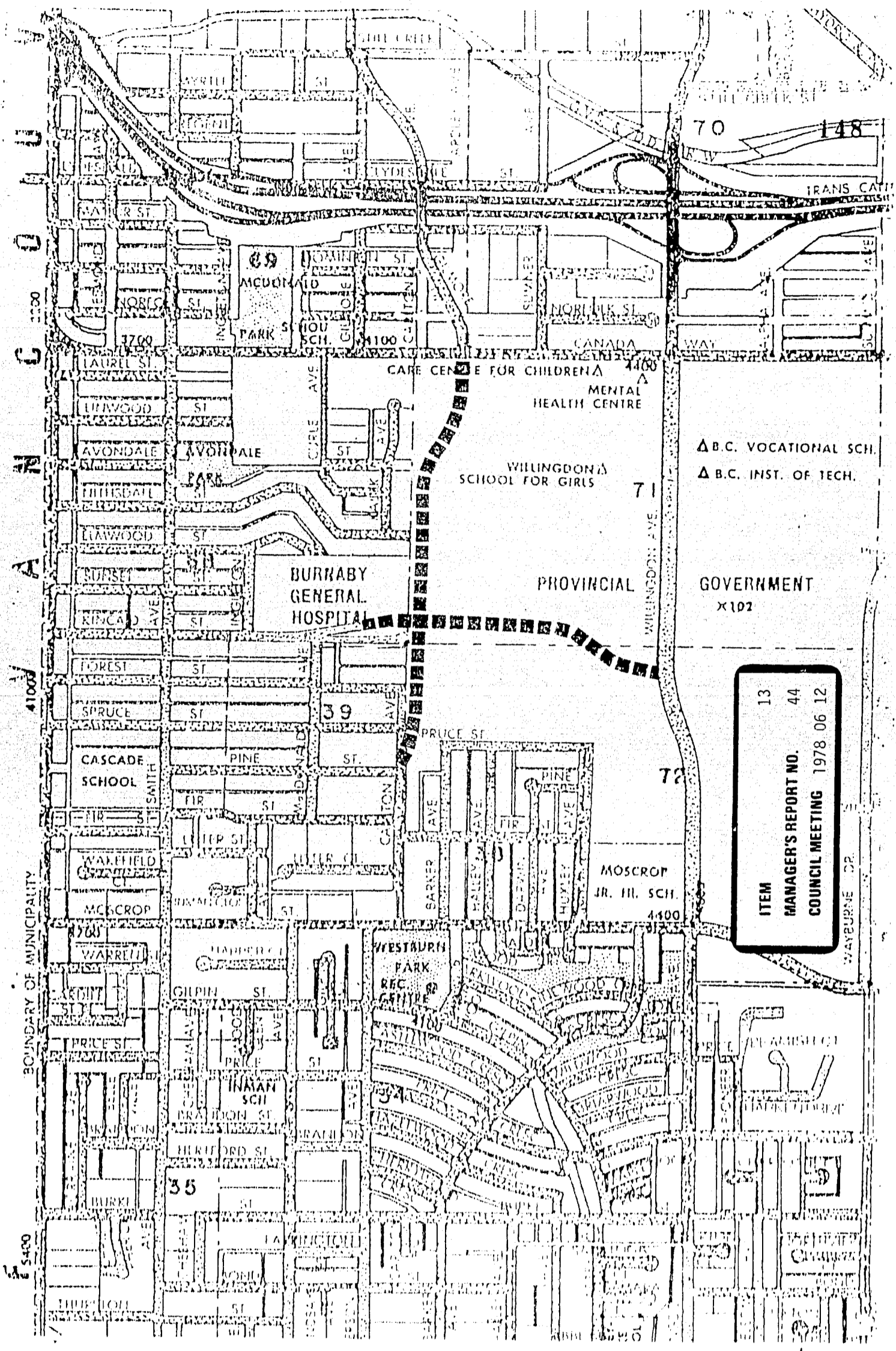
ALTERNATIVE '2'





ALTERNATIVE '3'

-N147



ALTERNATIVE 'A'

-11-

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Province of
British Columbia

Ministry of
Highways and
Public Works

Government Buildings
Vancouver
British Columbia
V6V 2M3

OFFICE OF THE
DEPUTY MINISTER

HIGHWAYS

YOUR FILE 08.640 CARLTON
OUR FILE 5448-1/329830

May 3, 1978

Mr. A.L. Parr
Director of Planning
Corp. of the District of Burnaby
4949 Canada Way
Burnaby, B.C.
V5G 1M2

Dear Mr. Parr:

**Re: Access to Burnaby General Hospital
through Provincial Government Lands**

Thank you for your letter dated April 7, 1978 concerning access to the Burnaby General Hospital. My staff has been reviewing this problem in a preliminary fashion.

With respect to the subject area, the Burnaby 1985 Conceptual Road Network shows a spacing of about 0.8 miles between the east-west facilities (Canada Way - Moscrop) and about 0.8 miles between the north-south facilities (Boundary - Willingdon). As per the guidelines to the Revenue Sharing Act an eventual major road spacing of approximately 0.5 miles would be appropriate for such an area.

The expansion of the Burnaby General Hospital, and associated accessibility improvement needs, can be considered one of a continuing series of development decisions that will, over the long term, intensify land uses in the general area. Further development of the Provincial lands and, over time, increasing densities in the residential areas (Metro Centre just over one mile to the south) would be further examples. The 0.8 mile major road spacing may well prove inadequate for future mobility requirements. Eventually both a Kincaid east-west extension to Willingdon and the Gilmore-Carlton north-south linkage could be required. It should again be noted that such road network development would be due only in part to hospital traffic needs; future urban development will over time warrant the tighter road spacing.

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Mr. A.L. Parr

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May 3, 1978

To date adequate contour mapping is not available to this office; hence, a detailed evaluation of the Kincaid extension has not been done. Air photos and field observations indicate that while the route may be feasible, it may involve a short section with a grade over 10% plus the creation of a Willingdon intersection on a 6% grade. While such features can be accepted, they are not desirable. Further, the significance of such road intrusion through the Provincial Lands has not been adequately identified.

Noting the residential character of Carlton and the desirable retention of the large areas of Provincial Lands, neither the Kincaid extension nor the Gilmore - Carlton connection should be built before a justifiable need is established. On the other hand, in recognition of the possible eventual need for both roads, land development approving powers should protect the option of these future road provisions.

The magnitude of travel generated by the expanded Burnaby General Hospital complex and the clear need for accessibility improvements to the northeast, east, and southeast sectors of Burnaby justify major road network improvements. The Gilmore extension to the hospital site appears most justified giving improved access to the northeast, no traffic impact on residential areas, and minimal road intrusion into the Provincial Lands. The problem of accessibility to the southeast would remain requiring either the Kincaid extension or Carlton connection and in the longer term perhaps both.

It should be noted that the Kincaid extension would terminate at Willingdon while Carlton is discontinuous at Moscrop; hence, each would lack direct continuity in serving the southeast sector. Each option would cause the introduction of an additional traffic signal on the Willingdon or Moscrop arterials. The Willingdon - Kincaid intersection would have to be located on a grade causing more concern while the Carlton - Moscrop - Patterson intersection would cause traffic operational problems. Favouring the Kincaid - Willingdon option would be: marginally better potential linkage to the southeast sector; emergency vehicles access routing free of vehicle and pedestrian friction on Carlton; and protection of the Carlton residential area from through traffic. Favouring the Carlton option would be: lower road construction costs; easier road grades; and the retention of the Provincial Land holding without a major road intrusion. With respect to traffic flow and transportation planning considerations, neither the Kincaid extension nor the Carlton connection offer a significant comparative advantage that would dictate the choice.

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Based on the foregoing, I would comment on the proposed alternatives in the following way:

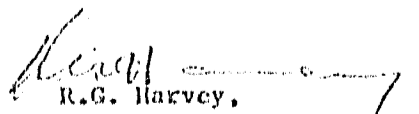
- i. Alternative 4 with connections to Gilmore, Willingdon, and Carlton shows what may be the longer term road network requirements; protection for eventual provision of all of these links is most important;
- ii. Alternative 3 with just the Kincaid extension to Willingdon, cannot be recommended at this time due to questionable road grades and need for the Ministry of the Environment to properly assess the implications of such an intrusion into the Provincial Lands;
- iii. Alternative 2 with just the Gilmore connection, shows the most reasonable immediate road network improvement;
- iv. Alternative 1 with the Gilmore connection plus Kincaid extension to Willingdon, and the Currently Adopted Alignment, with the Gilmore connection plus connection to Carlton, are the choices for the next step road network improvement required to provide better linkage to the southeast. Traffic flow and transportation planning considerations do not dictate the choice.

You also inquired as to the eligibility of a new hospital road access for cost sharing under the Revenue Sharing Act. To date, no agreement has been reached with Burnaby on a major road network for such applications. Further, Burnaby's own Conceptual Road Network - 1985, and approved in principle by Burnaby Council, does not show any of the alternatives now under review. Within our staffing constraints it is this Ministry's intention to work with staff from each municipality to identify a major road network appropriate for applications for cost sharing under the provisions of the Revenue Sharing Act.

In accordance with these comments I am prepared to advise that:

- i. Burnaby and the Provincial Agencies responsible for administering the subject land should reach agreement on right-of-way requirements for the Gilmore line;
- ii. Burnaby should build the Gilmore extension to the Burnaby General Hospital site;
- iii. Burnaby, with Provincial participation, should identify a major road network for applications under Part V of the Revenue Sharing Act Regulations;
- iv. Burnaby, and the appropriate Provincial Agency, should be encouraged to work out a development plan for the Provincial Lands that would include the required major road links;
- v. If detailed road location work indicates that the Kincaid extension to Willingdon can be built with grades not exceeding 10% and with a safe intersection at Willingdon, then the Kincaid extension should be built. If these requirements cannot be met, then the Gilmore - Carlton connection should be built.
- vi. All agencies, through their approving powers, should protect the option for future provision of the Gilmore connection to the north, the Kincaid extension to the east, and the Carlton connection to the south.

Yours very truly,


R.G. Harvey,
Deputy Minister.

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