

ITEM	1
MANAGER'S REPORT NO.	59
COUNCIL MEETING	1981 11 23

RE: KINCAID STREET - SANDERSON WAY EXTENSION

MUNICIPAL MANAGER'S RECOMMENDATION

1. THAT the report of the Director Engineering be received for information purposes.

\* \* \* \* \*

TO: MUNICIPAL MANAGER 81 11 13  
FROM: DIRECTOR ENGINEERING  
SUBJECT: KINCAID STREET - SANDERSON WAY EXTENSION

RECOMMENDATION:

1. THAT this report be received for the information of Council.

SUMMARY:

In response to a Council query, this report concludes that it would not be in the best public interest to construct the Kincaid Street - Sanderson Way extension with impediments to vehicular flow.

REPORT:

During Council consideration of development permits for the Discovery Park project at the east end of Kincaid Street the question was raised that the extension of Kincaid Street - Sanderson Way would increase traffic volumes on the existing Kincaid Street between Boundary Road and Carlton Avenue. The Engineering Department was directed to investigate the extension of Kincaid Street - Sanderson Way with a view to a finished design that would discourage the use of Kincaid by commuter or through traffic.

(cont'd)

Kincaid Street, at the present time, is constructed to a completed curb standard of 11 metres (36 feet) between Boundary Road and Ingleton Avenue. Between Ingleton Avenue and Carlton Avenue the street has only been built to 6 metre (20 foot) interim asphalt cap with gravel shoulders.

Kincaid Street serves as the main access to the Burnaby General Hospital.

During the formulating of the Conceptual Transportation Plan for Burnaby the Transportation Committee recognized the need to provide an easterly access to the Burnaby General Hospital. To meet this need they designated the extension of Kincaid Street east and Gilmore Way north to Canada Way as major collector streets. The section east of Carlton Avenue is within the Discovery Park and is now under construction. The section west of Carlton Avenue to Ingleton Avenue is proposed to be upgraded to a finished 11 metre (36 foot) curb standard as a Municipal responsibility.

Following Council's direction, we have reviewed the design layout of the proposed Kincaid Street extension and how it relates to the access to the Burnaby General Hospital.

The hospital has two vehicular accesses off Kincaid Street, one west of MacDonald Avenue that serves the emergency entrance as well as some visitor parking and one east of MacDonald that services the main entrance to the hospital as well as the only access to the new existing parking structure, see attached sketch 5.

Kincaid Street is also used by the transit who have established a pick-up and drop-off at the intersection of Kincaid Street and MacDonald Avenue. The present bus service (#28 Smith Avenue service) now loops from Smith Avenue via Sunset, Ingleton, MacDonald and Forest Street to Smith Avenue. This service was established as an interim service that would in the future run along Kincaid Street and its extension to Willingdon Avenue to provide a service to the east.

We must advise that any **design feature** incorporated into the proposed extension of Kincaid Street that would discourage or prevent commuter or through traffic would also discourage emergency and citizen access to the Burnaby General Hospital to and from the east as well as future transit extension of the King Edward/25th Avenue service.

As an explanation to the above, we have prepared a number of sketches showing possible traffic restraints and how they may affect traffic to the Burnaby General Hospital:

Sketch #1

This scheme involves the closure of Kincaid Street immediately to the west of Ingleton Avenue. The traffic patterns so generated would have a minimum disruptive effect on the access to the Burnaby General Hospital; however, there are some alterations to the traffic patterns of other area streets that may be disturbing to those residents living there. All traffic with a westerly origin/destination will be required to use Ingleton Avenue as a north/south route and then Sunset or Elmwood Streets as east/west routes. Sunset Street

between Smith Avenue and Boundary Road has been finished to an 8.5 metre curb to curb standard and could not function satisfactorily as a major collector. Furthermore, there is no opening in the Boundary Road median, limiting its function to right turns only. Elmwood Street along with Kincaid Street between Ingleton Avenue and Boundary Road have been finished to 11 metre curb to curb standards, permitting major residential collector functions. In addition, both streets have openings in the Boundary Road median. Elmwood Street, however, does not align itself up to the Hospital vehicle accesses as well as Kincaid Street does.

Emergency access to the Hospital is not altered except for calls having an origin/destination to the southwest. These calls will be required to travel an additional two blocks, one on Smith Avenue and one on Ingleton Avenue to reach the emergency access off Kincaid Street.

The present bus service will not be affected; however, changes would have to be made to a future new King Edward/25th Avenue cross-town bus route mentioned later in this report.

#### Sketch #2

The scheme indicated on this sketch has a closure of Kincaid Street just to the west of MacDonald Avenue. The main visitor parking structure can only be accessed from the east via Sanderson Way or from the south via MacDonald Avenue.

The bus service that now runs via Sunset, Ingleton, Kincaid, MacDonald, Forest Streets will need to be rerouted to run via Smith, Forest, MacDonald Avenue and Sanderson Way. This would preclude the proposal to close MacDonald Avenue at Kincaid Street. It would also establish a permanent bus route on Forest Street where the residents were assured the present route was only interim pending the extension of the Kincaid collector. The possibility of providing bus stops at Kincaid Streets and Ingleton Avenue to provide service to the extended care entrance to the Hospital will be jeopardized.

All emergency services must gain access from the west via Kincaid Street. Some visitor parking can be accommodated from the west but would probably have to be reserved for emergency calls only.

MacDonald Avenue, which would now be a major collector and bus route, has been finished to an 8.5 metre curb to curb standard. Forest Street is presently an interim asphalt cap.

#### Sketch #3

This scheme has a closure immediately west of MacDonald Avenue similar to Sketch #2. It differs, however, in that the proposed closure of MacDonald Avenue as shown (which is part of the original Kincaid major collector design) is retained. This scheme completely separates the two Hospital accesses. Vehicle access to the parking structure from the west must be gained via the Discovery Park route system. Emergency vehicle access will be restricted in that the only access will be from the west on Kincaid Street.

Bus routing will be limited to Ingleton Avenue as there is insufficient room to turn buses around in the main Hospital entrance loop driveway.

Sketch #4

This scheme indicates an extension to a proposed raised traffic island that would negate a westbound movement on Sanderson Way from Willingdon Avenue to west of Gilmore Avenue. This would possibly deter any commuter trips from the B.C.I.T. complex, an unknown quantity at this time. This action would also prevent the westbound return trip of a proposed King Edward/25th Avenue cross-town bus service noted on attachments.

At its meeting of 1981 September 21, Council received for information Item 9, Municipal Manager's Report No. 43 (attached) which advised that the G.V.R.D. was considering the establishment of a new King Edward/25th Avenue cross-town bus route which would enter Burnaby from Boundary Road along Kincaid Street.

With regard to Council's request for an explanation of the dotted line on the sketch accompanying the aforementioned report, the G.V.R.D. advised that this is an alternative route for the King Edward/25th Avenue bus should the Kincaid route not be constructed by the intended implementation date of 1982 April. This alternative routing would utilize Kincaid Street to Ingleton, Ingleton Avenue to Sunset Street, Sunset back to Smith Avenue, Smith Avenue to Canada Way then Canada Way from Smith Avenue to Willingdon Avenue.

EEO/HB/ch

Atts.

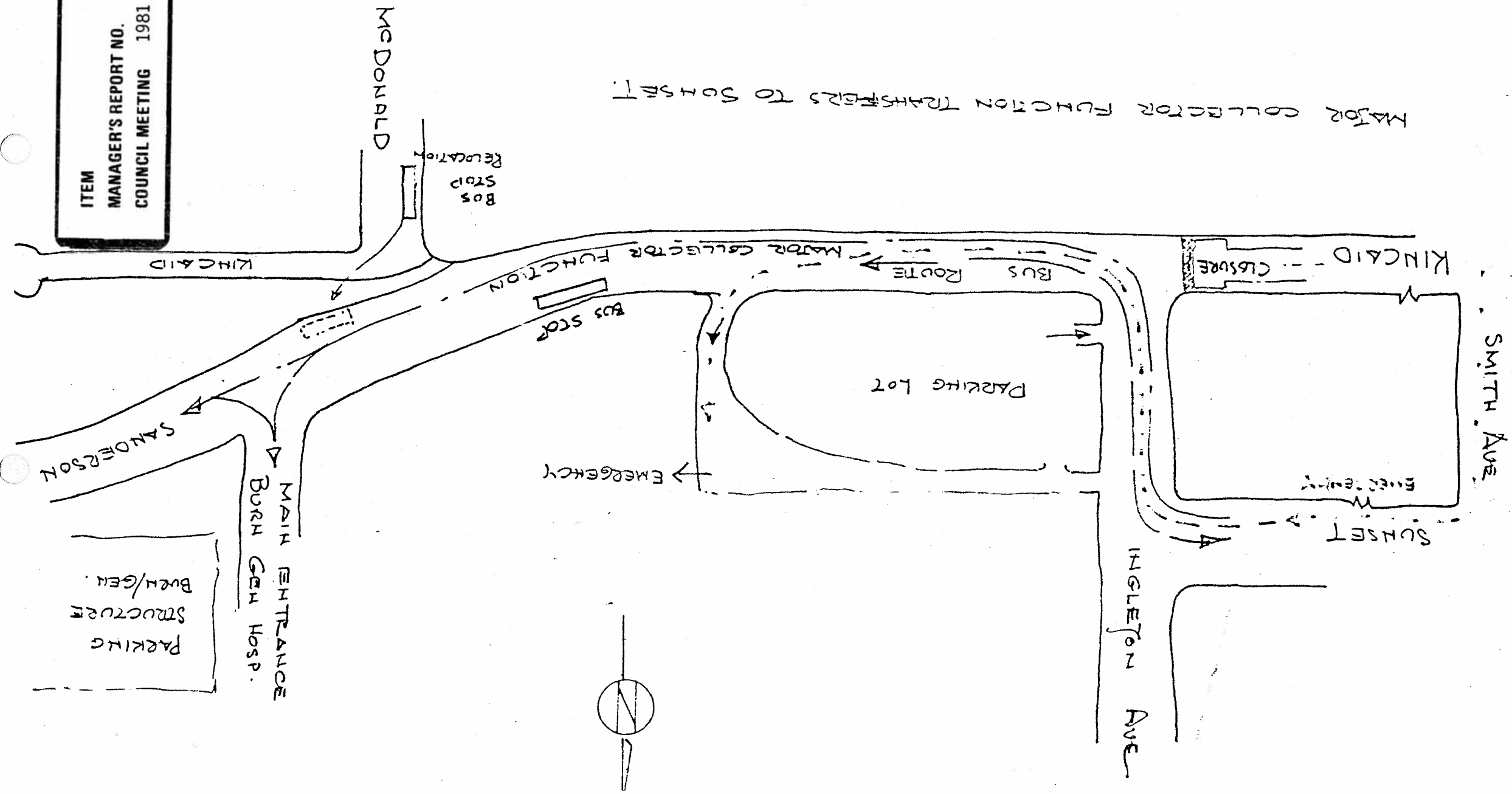
cc: Director Planning & Building Inspection



DIRECTOR ENGINEERING

THIS PROPOSAL WOULD NOT HAVE ANY ADVERSE EFFECT ON ACCESS TO THE BURHABY GENERAL HOSPITAL. IT DOES HOWEVER DIRECT TRAFFIC TO THE 3700-3800 SUNSET AND TO RIGHT TURNS ONLY AT BOUNDARY ROAD

MAJOR COLLECTOR FUNCTION TRANSFERS TO SUNSET.



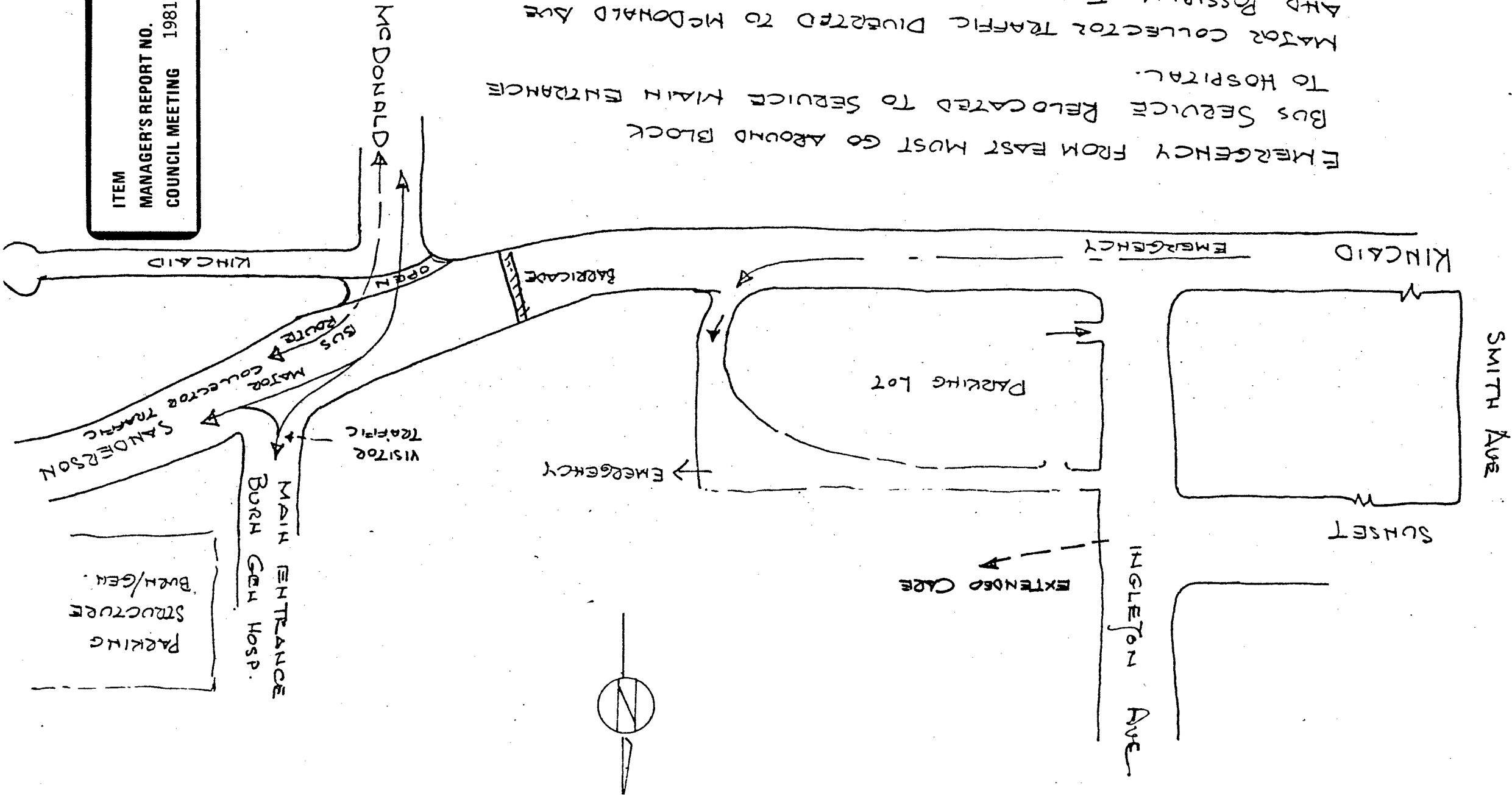
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SKETCH 1

SKETCH 2

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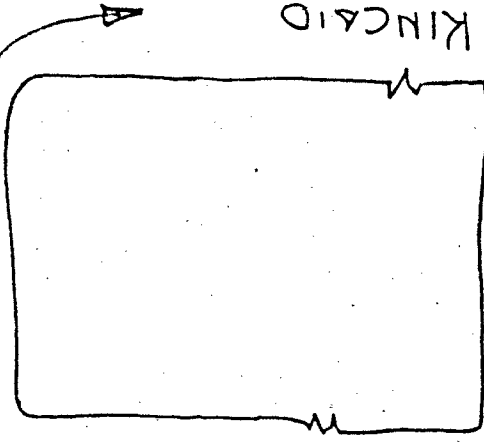
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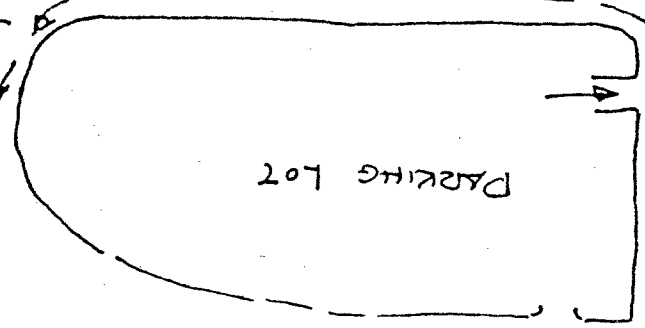
EMERGENCY FROM EAST MUST GO AROUND BLOCK TO HOSPITAL.  
 BUS SERVICE RELOCATED TO SERVICE MAIN ENTRANCE  
 AND POSSIBLY FOREST STREET  
 MAJOR COLLECTOR TRAFFIC DIVERTED TO McDONALD AVE

SMITH Ave

KINCAID  
SUNSET



BUS ROUTE  
INGLETON Ave



VISITOR & EMERGENCY  
BARRICADE  
EMERGENCY

MCDONALD

KINCAID

MAIN ENTRANCE  
BURN GEN HOSP.  
PARKING  
STRUCTURE  
BURN/GEN.  
A SANDERSON



NO MAJOR COLLECTOR FUNCTION  
NOTE: EMERGENCY LIMITED TO WEST ACCESS ONLY  
VISITORS FROM WEST HAVE RESTRICTED ACCESS TO BLDG.  
EXISTING BUS SERVICE RELOCATED FROM MAIN VISITOR ENTRANCE

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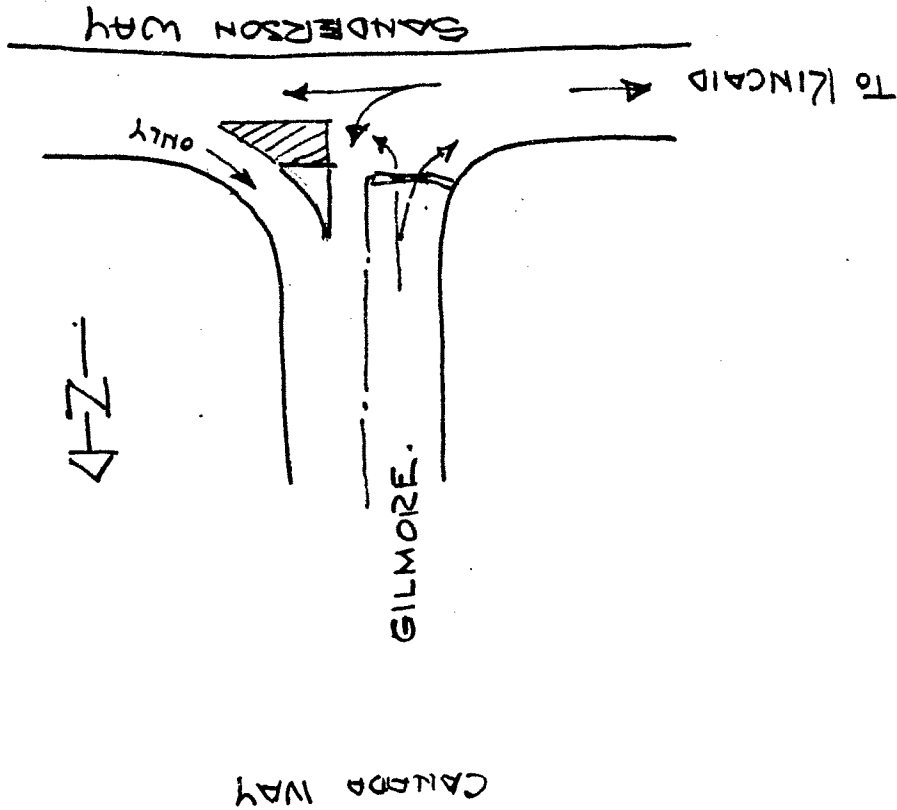
SKETCH 3

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SKETCH 4

B.C.I.T.



BURNABY  
 GENERAL  
 HOSPITAL.

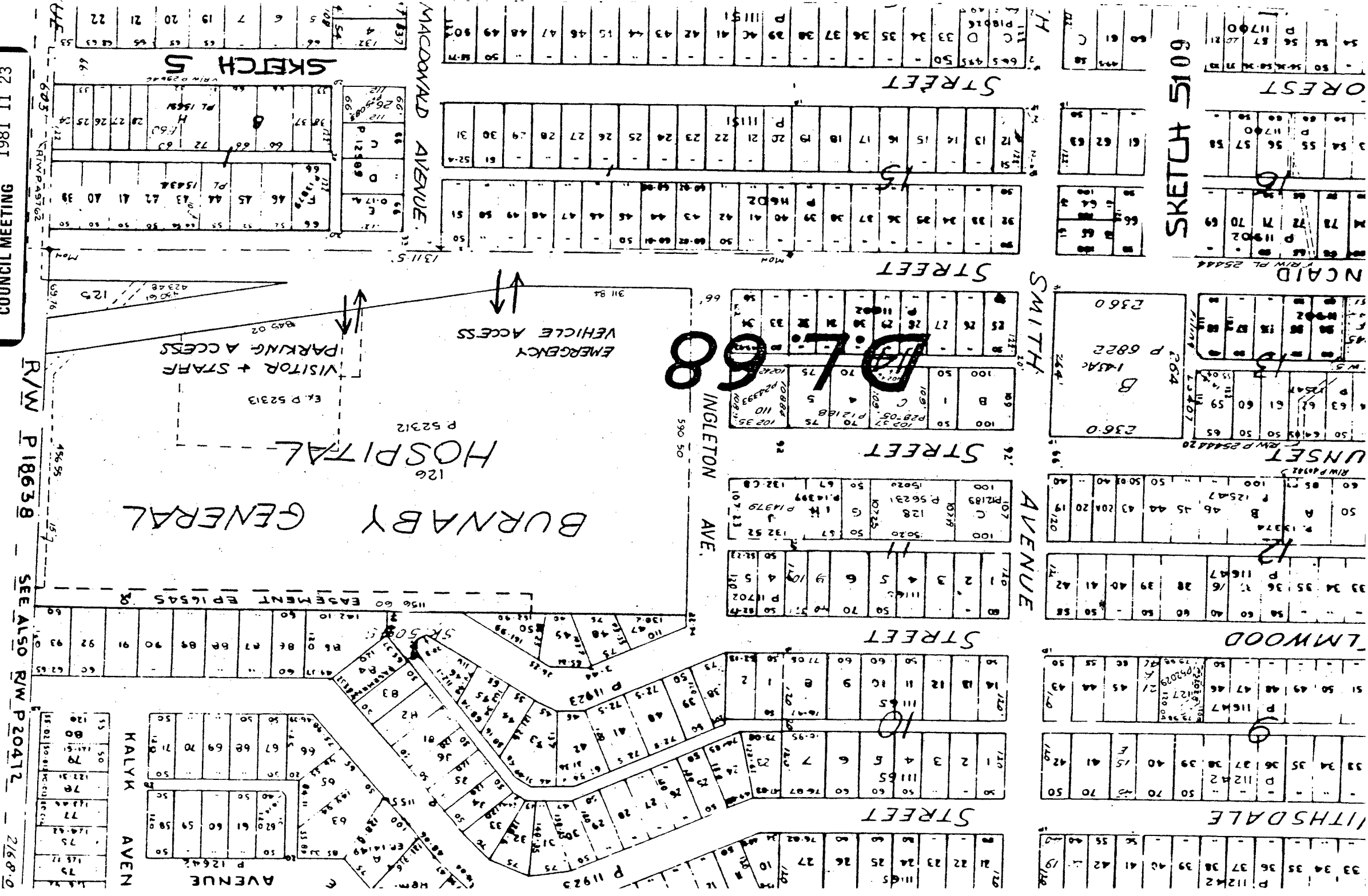
THIS SUGGESTION WOULD PREVENT WESTBOUND TRAFFIC ON SANDERSON WAY FROM ACCESS TO KINCAID STREET. SUCH ACTION WOULD ALSO PREVENT THE RETURN TRIP OF THE PROPOSED KINGEDWARD/25th AVE BUS ROUTE.

POSSIBLE EXTENSION  
 TO RAISED ISLAND

N.T.S.



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6015 ADJERS

DL 68

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RE: GVRD TRANSIT ROUTING, PROPOSED KING EDWARD/25th AVENUE ROUTE

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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1. THAT the report of the Director of Planning be received for information purposes.

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TO: MUNICIPAL MANAGER 1981 September 16  
FROM: DIRECTOR OF PLANNING  
SUBJECT: GVRD TRANSIT ROUTING - KING EDWARD/25TH AVENUE ROUTE

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MANAGER'S REPORT NO. 59  
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COUNCIL MEETING 1981 11 23

RECOMMENDATION

1. THAT this report be received for information purposes.

REPORT


This report is in response to an enquiry in Council concerning the King Edward/25th Avenue bus route which is being considered by GVRD (Transit) staff. At this stage the proposal that has been discussed with Municipal staff is in draft form but it could be implemented as early as April 1982 given support by GVRD Transportation Committee/Board.

Council will recall that, a King Edward/25th Avenue service from Vancouver into Burnaby was initially proposed several years ago whilst transit service was still the responsibility of B.C. Hydro. At that time the routing contemplated was to terminate at the Burnaby Municipal Hall whilst the concept being advanced at this time reflects the Burnaby Conceptual Transportation Plan by focusing the service on proposed major transit interchange at Brentwood. The western terminus of this route would be at UBC and the east-west portion would fill the existing 'gap' in Vancouver between the Broadway and Forty-first Avenue routes as shown in Fig. 1 attached.

The routing in Burnaby that has been discussed by GVRD staff with Burnaby Planning and Engineering Department staff would exit Vancouver via East 22nd Avenue, proceed southward along Boundary to Kincaid Street and thence eastward along Kincaid to serve the Burnaby General Hospital. The route is currently proposed to continue eastward from the hospital along Kincaid to Sanderson Way serving the Discovery Parks development. (The east-west link in the major collector route between the Burnaby General Hospital and Discovery Parks will be the subject of a report to the 1981 September 28 Council meeting). At Sanderson Way and Willingdon the proposed route meets the southbound No. 30 Willingdon bus and then proceeds northward along Willingdon serving the BCIT/PVI complex. At Canada Way and Willingdon, the route allows for transfer with the No. 32 Grandview and the 820 Canada Way local service routes. From the Canada Way-Willingdon intersection the route proceeds northward serving the office-warehouse industrial area and terminates at the Brentwood transit focus.

The proposed route would be of considerable benefit to transit users in Vancouver as well as Burnaby and accords with the Municipality's Comprehensive Transportation Plan. Staff from the Engineering and Planning Departments have been discussing other proposed transit improvements with the GVRD and it is anticipated that these will be the subject of subsequent reports to Council.

This report is for the information of Council.

  
A.L. Parr  
DIRECTOR OF PLANNING

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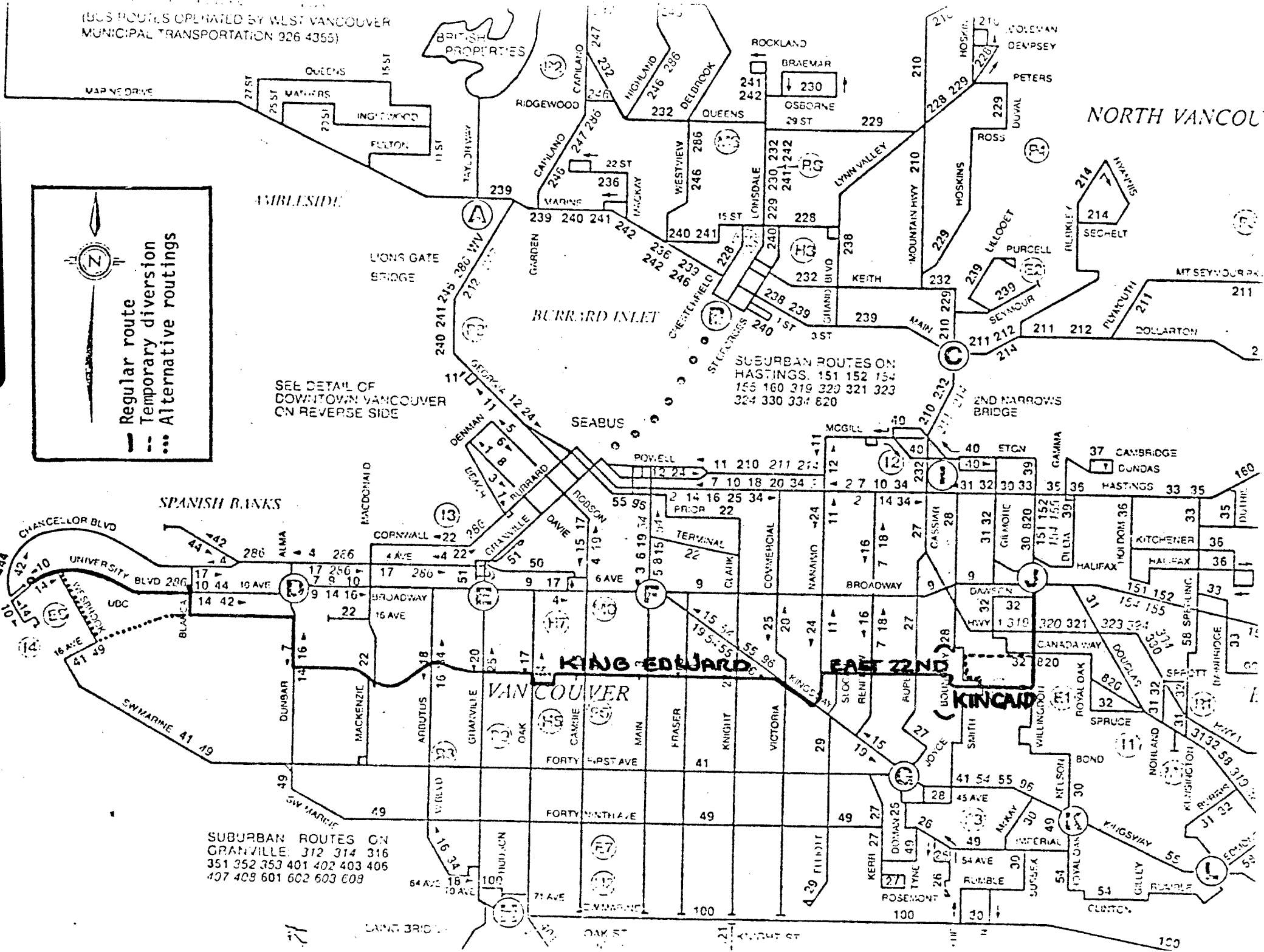
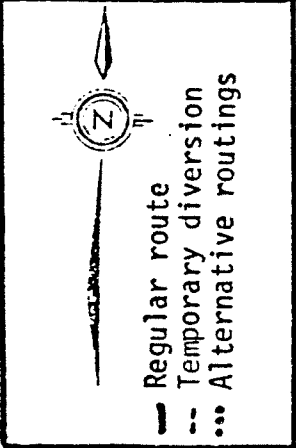


FIGURE #1: PROPOSED KING EDWARD CROSSTOWN BUS SERVICE

Source: Draft Feasibility Study, GVRD Transit Department, August 1981

