

Re: SMITH AVENUE TO KINGSWAY ROAD LINK

(Item 7, Manager's Report No. 67, 1983 November 07)

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Engineering be adopted.

\* \* \* \* \*

TO: MUNICIPAL MANAGER

83 12 07

FROM: DIRECTOR ENGINEERING

SUBJECT: SMITH AVENUE TO KINGSWAY ROAD LINK  
ITEM 7, MUNICIPAL MANAGER'S REPORT NO. 67  
1983 NOVEMBER 07

RECOMMENDATIONS:

1. THAT a one-way westbound Kingsway to northbound Smith Avenue connection be restored following ALRT construction, subject to negotiating a favorable agreement for use of a portion of the B.C. Hydro right-of-way.
2. THAT a copy of this report be sent to B.C. Transit, Rapid Transit Project, attention of Mr. M.J. O'Connor, P. Eng., Project Administrator.

SUMMARY:

It appears to be both desirable and feasible to restore a one-way access for westbound Kingsway to northbound Smith Avenue traffic. It is neither desirable nor feasible to effect a southbound Smith Avenue to westbound Kingsway connection.

BACKGROUND:

Council, at its meeting of 1983 November 07, received a report, copy attached, from the Director Planning and Building Inspection recommending permanent closure of the road link between Smith Avenue and Kingsway to vehicular traffic.

Council referred the subject to the Director Engineering for review and report. The concerns expressed by members of Council when considering the report centered about the questions of the feasibility and practicability of retaining access between Smith and Kingsway, even if only on a one-way in/one-way out basis.

REPORT:

A thorough review of both legal plan configurations and physical conditions on the ground revealed that the very best that could be achieved would be a unidirectional westbound Kingsway to northbound Smith and southbound Smith to westbound Kingsway movements.

A. Westbound Kingsway to Northbound Smith

As can be seen from Sketch #1, attached, we have only a 12-foot wide allowance running to the east from the end of Smith Avenue with an obstruction on the corner of Lot "E" blocking legal access to Kingsway. In spite of this configuration, we have used this connection for a sidewalk and as a two-way vehicular access between Smith and Kingsway for many years but in so doing have trespassed onto B.C. Hydro right-of-way and across the corner of Lot "E", both without formal agreement.

B.C. Transit has acquired the corner of Lot "E" in order to clear aerial trespass of the ALRT project, so that problem has been cleared away. We would still need to have a formal lease agreement with B.C. Hydro for right-of-way encroachment, which is essentially a matter of formality because B.C. Hydro has advised us that they are prepared to consider our application for an agreement.

Because of the limited width available, even with encroachment onto B.C. Hydro right-of-way, and with the need to accommodate the existing sidewalk, only a one-way connection can be considered (i.e. westbound Kingsway to northbound Smith). The connection would likely prove to be of some value to area residents and would provide some slight time advantage to emergency vehicles over the use of alternative routes; therefore, your Director Engineering intends to pursue the matter of effecting a formal agreement with B.C. Hydro because the use of a portion of the right-of-way for the connection is essential.

B. Southbound Smith to Westbound Kingsway

Sketch #1, attached, shows that only the easterly 33 feet of Smith Avenue remains as road allowance, as a result of closure of the westerly 33 foot portion in conjunction with the B.C. Telephone Company development of a few years ago and the immediately adjacent property occupied by Imperial Oil Ltd.

Sketch #2, attached, shows in larger scale the details of the specific area and existing physical configuration.

The following problems become apparent with any attempt to effect a southbound Smith Avenue to westbound Kingsway connection:

- (1) The existing underpass is old and in obvious dubious physical condition, rendering unsuitable its use for vehicular traffic.
- (2) The underpass is located in line with the west half of Smith Avenue, whereas only the east half of Smith Avenue now exists south of the B.C. Hydro right-of-way; a very marked kink would need to be built into a road connection.
- (3) The existing fairly new pedestrian link (concrete walk) would be completely disrupted by putting in a road connection.
- (4) The road grade would be very steep in its own right but would present a worsened situation in combination with the kink in the horizontal alignment.
- (5) It would be impossible to effect a tapered link to westbound Kingsway because there is virtually no road allowance available for it, leaving only a right-angle connection being possible.

- (6) Sight distances are very poor at the entrance to Kingsway because of poles and other installations and would be made worse by the steep grade approaching Kingsway.
- (7) Motorists who may intentionally or otherwise decide to make the left turn contrary to right-turn-only signing would represent a very significant hazard to traffic safety on Kingsway.

The points enumerated above represent a clear indication to your Director Engineering that the construction of the southbound Smith Avenue to westbound Kingsway connection should not be pursued. It is doubtful that it would have been recommended even if the west half of Smith Avenue were still available for use as road.

  
DIRECTOR ENGINEERING

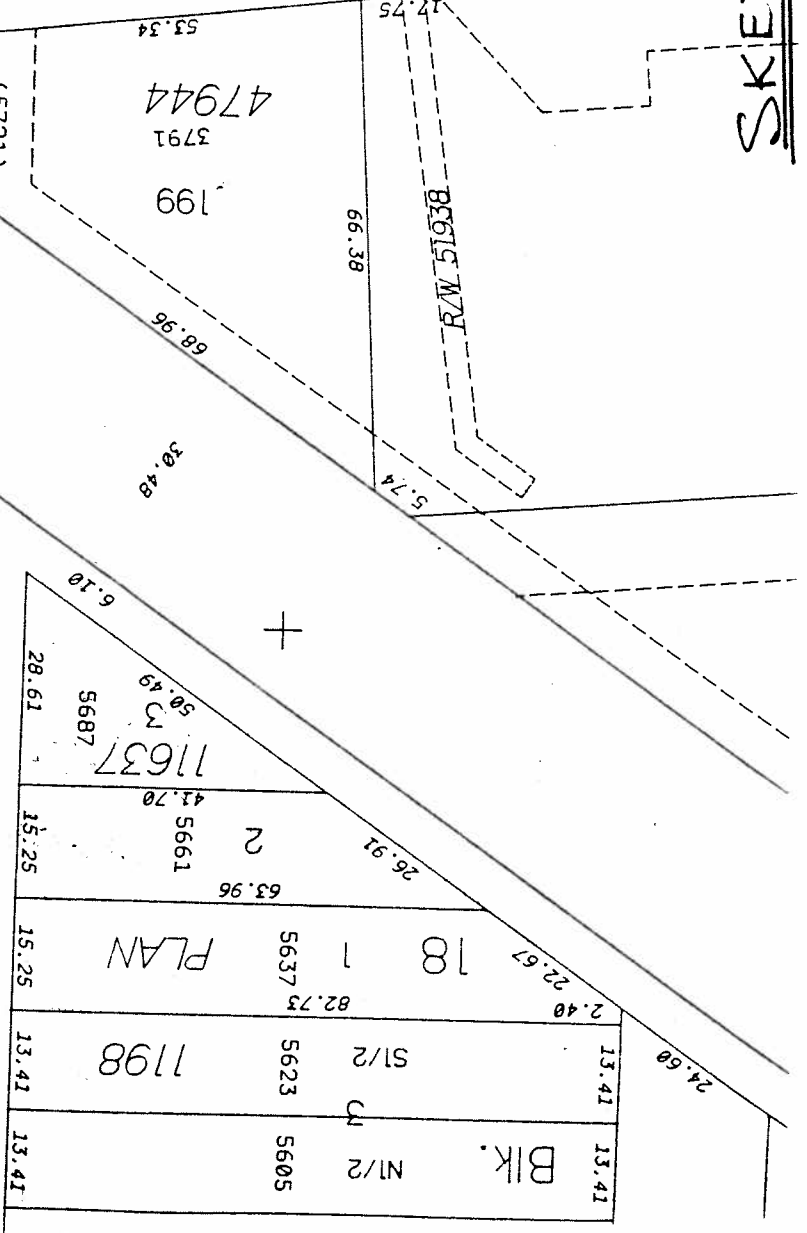
EEO/ch

Atts.

c.c. ( ) Director Planning & Building Inspection

SKETCH # 1

312.93



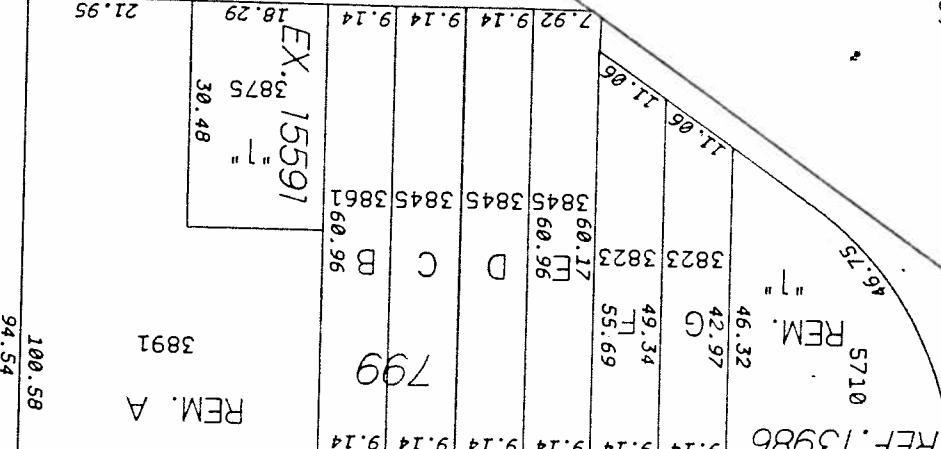
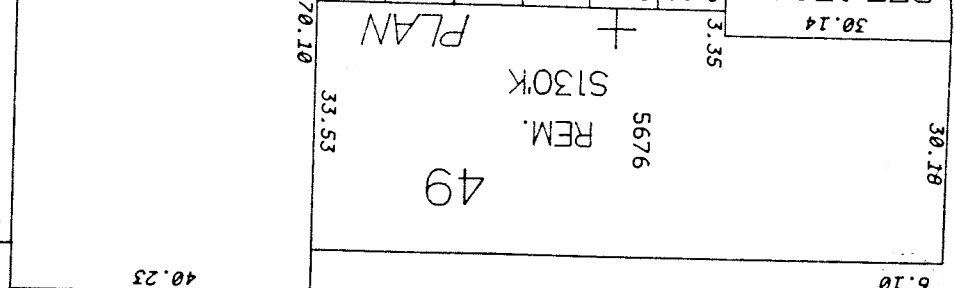
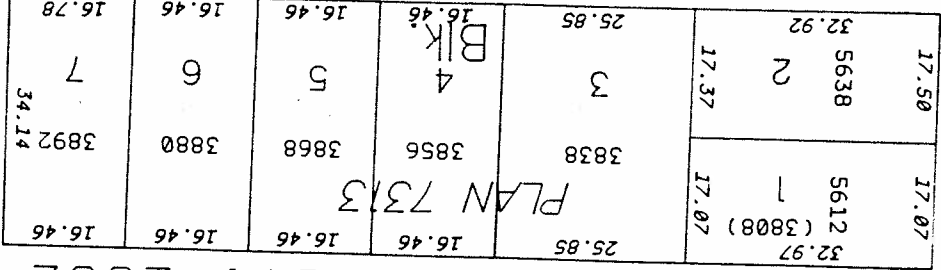
HAWKS AVE

20.12

12.62  
 (5710)  
 3805  
 18.96  
 17.40

10.06 | 10.52 | 10.52 | 10.52 | 10.52 | 10.71 | 10.71

SANDELL ST. 2652

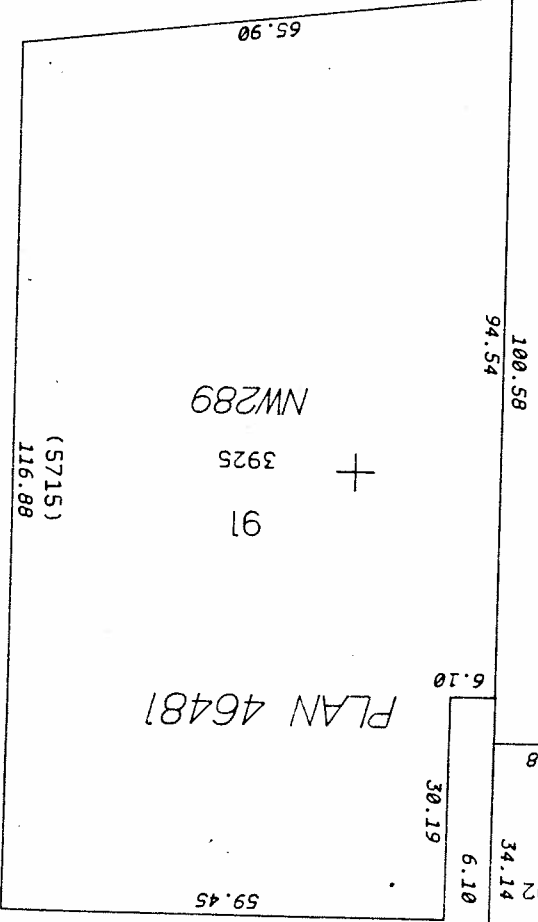


ITEM  
 MANAGER'S REPORT NO. 9  
 COUNCIL MEETING 1983 12 12

KINGSWAY 2690

151.67

121



35.05

12.91

12.91

20.72

1.0

1.0

1.0

1.0

1.0

1.0

1.0

1.0

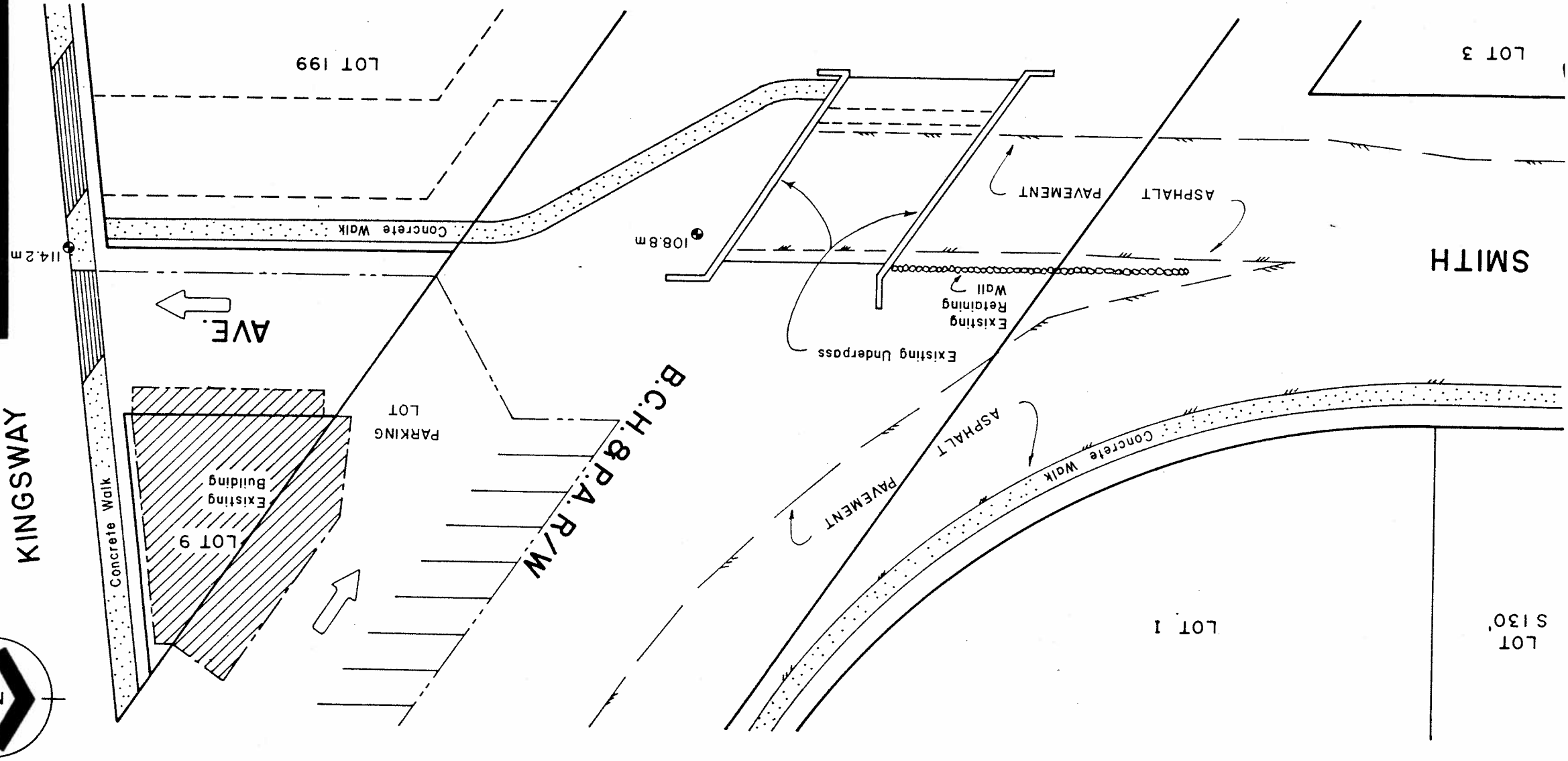
JF

CORPORATION OF THE DISTRICT OF BURNABY ENGINEERING DEPARTMENT DESIGN DIVISION		DESIGNED BY P. M.
SCALE 1:300	DATE 1983-11-24	CHECKED BY
DRWG NO.	L. 1977	APPRVD BY

**ROAD DETAIL**  
**B.C.H. & P.A. RIGHT OF WAY**  
**SMITH AVENUE to KINGSWAY**

DATE	REVISION	APPRVD.
1983		

ITEM 9  
MANAGER'S REPORT NO. 74  
COUNCIL MEETING 1983 12 12



128  
#

RE: SMITH AVENUE TO KINGSWAY ROAD LINK

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Planning & Building Inspection be adopted.

\* \* \*

\*

\*

129

ITEM 9  
MANAGER'S REPORT NO. 74  
COUNCIL MEETING 1983 12 12

~~ITEM 7  
MANAGER'S REPORT NO. 67  
COUNCIL MEETING 1983 11 07~~

TO: MUNICIPAL MANAGER

1983 November 02

FROM: DIRECTOR PLANNING &  
BUILDING INSPECTION

Our File: 08.640

SUBJECT: SMITH AVENUE TO KINGSWAY ROAD LINK

=====

RECOMMENDATIONS:

1. THAT Council concur with the permanent closure of the road link between Smith Avenue and Kingsway to vehicular traffic adjacent the north side of the A.L.R.T./B.C. Hydro railway right-of-way.
2. THAT a copy of this report be sent to B.C. Transit, Rapid Transit Project, attention of Mr. M.J. O'Connor, P. Eng., Project Administrator.

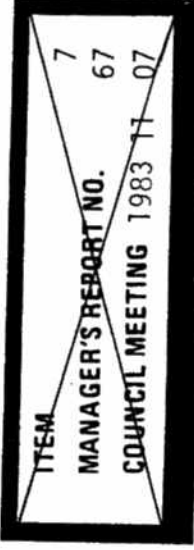
R E P O R T

INTRODUCTION:

This report arises from the 1983 October 05 announcement in the B.C. Transit Community Relations circular "Construction Progress - Rapid Transit in your Area" re: 'Smith Avenue Closure'.

The circular attached (Figure 1) provides pertinent information on construction operations for the A.L.R.T. which has necessitated the closure of the short section of roadway between Smith Avenue and Kingsway. When the A.L.R.T. construction is completed the subject section of roadway between Smith Avenue and Kingsway will be encumbered with the large concrete columns supporting the A.L.R.T. aerial guideway.

The purpose of this report is to provide Council with background information and overview for considering the permanent closure of the narrow road link between Smith and Kingsway. Both the Engineering Department and the Planning & Building Inspection Department believe that closure of this short link to vehicular traffic is necessary in the interest of improved travel safety and in accord with the approved Area II plan (Metrotown) Figure 2 attached.



TRAFFIC ACCIDENTS AND TRAFFIC VOLUME:

Figures 3A (1982 March to date) and 3B (1976 January to 1982 March) illustrate the type and number of vehicle accidents recorded at the Smith Avenue link to Kingsway. The majority of accidents are seen to be of the "rear-end" type where eastbound vehicles on Kingsway have attempted to turn left into Smith Avenue and have either stopped before the turn or caused other vehicles to suddenly slow for the vehicle turning left into Smith. It is also clear from the Engineering Department's diagram that some "right-angle" accidents have occurred when vehicles have attempted to enter Kingsway from Smith Avenue.

The volume of traffic which used this link prior to its closure for construction was approximately 2000 vehicles per day. Approximately two thirds of this daily flow was northbound because the southbound access on to Kingsway was particularly difficult thus other streets were being used for the southbound movement. This traffic has now been absorbed without difficulty by other collector streets such as Patterson and Burke and arterial routes such as Boundary Road and Willingdon Avenue.

The small pocket of residential development (approximately 65 units including two small apartment buildings) which are tributary to the Smith Avenue cul-de-sac up to Sandell and Thurston Streets is readily accessible from existing local streets which link to Kingsway and Boundary Road.

DEVELOPMENT OF AREA 11 PLAN: (Metrotown)


Development tributary to the Smith Avenue cul-de-sac between the A.L.R.T. and Thurston Street as indicated in the Area 11 plan (Figure 2) will increase the number of residential units from the current 65 to approximately 175 units. The vehicular traffic generated daily by these units will be accommodated easily by the local street network even if no allowance is made for exclusive use of the public transit and A.L.R.T. by some of the residents in the area.

PROPOSED SMITH AVENUE CUL-DE-SAC:

The municipal road right-of-way immediately to the north of and parallel to the railway right-of-way is only 12 ft. in width and does not continue through to Kingsway but ends one lot short of the Kingsway property line. The existing concrete sidewalk is contained within this 12 ft. right-of-way. About one quarter of the existing asphalt "capped" roadway is contained in the 12 ft. road right-of-way while the remaining three quarters of the road is within the railway right-of-way.

Figure 4 attached shows the cul-de-sac proposed at the terminus of Smith Avenue. This cul-de-sac has been reviewed and approved by the Burnaby Fire Prevention Bureau. It should be noted that access to the private residential dwelling addressed at 3823 Kingsway will be maintained via an access driveway from the end of the proposed cul-de-sac. Further the existing sidewalk located in the narrow 12 ft. wide right-of-way will be maintained between Smith Avenue and Kingsway.

Responsibility for constructing the cul-de-sac, retaining access to the private home and replacing the sidewalk rests with B.C. Transit as per the current policy for utility relocation and replacement resulting from construction of the A.L.R.T.

  
A.L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION

ITEM 9  
MANAGER'S REPORT NO. 74  
COUNCIL MEETING 1983 12 12

~~ITEM 7  
MANAGER'S REPORT NO. 67  
COUNCIL MEETING 1983 11 07~~

131

# CONSTRUCTION PROGRESS RAPID TRANSIT IN YOUR AREA

Vancouver Regional Rapid Transit

EXCERPT FROM  
MEETING REPORT

Section: F- 5500 Block Smith Avenue 051083/11

Contact: Lorne O'Connor  
Manager, Construction Community Relations  
689-ALRT

OCT 11 1983

RE: SMITH AVENUE CLOSURE

The Vancouver Regional Rapid Transit System construction work has begun in your area.

Commonwealth Construction Ltd. is the general contractor building the elevated transit guideway in your area. As a column footing is located directly in the road allowance of Smith Avenue, the Municipality of Burnaby has given approval to close Smith Avenue to vehicular traffic from Kingsway north to Thurston Street for a period of three to four weeks, commencing TUESDAY, OCTOBER 11, 1983. ONLY local traffic will have access to the 5500 Block Smith Avenue from Thurston Street.

The construction process will mean excavation and truck hauling activity during daylight hours. Foundation piling, column formwork, installation of steel reinforcing followed by placing of cast-in-place concrete will complete the columns. When the columns are complete, the street will be restored, and Smith Avenue re-opened to traffic. Further closures for this area are anticipated, and notices will be circulated to you as construction progress requires.

We thank you in advance for your co-operation and wish to assure you that we are making every effort to minimize any inconvenience caused by this work.

ANY CONCERNS OR INQUIRIES, PLEASE CALL 689-ALRT

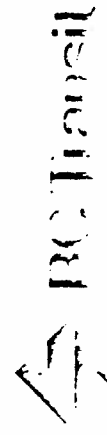
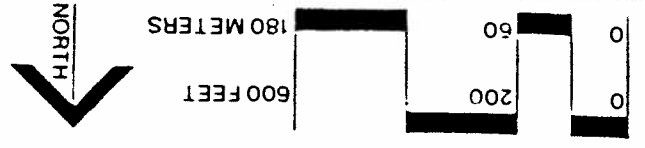


FIGURE 1



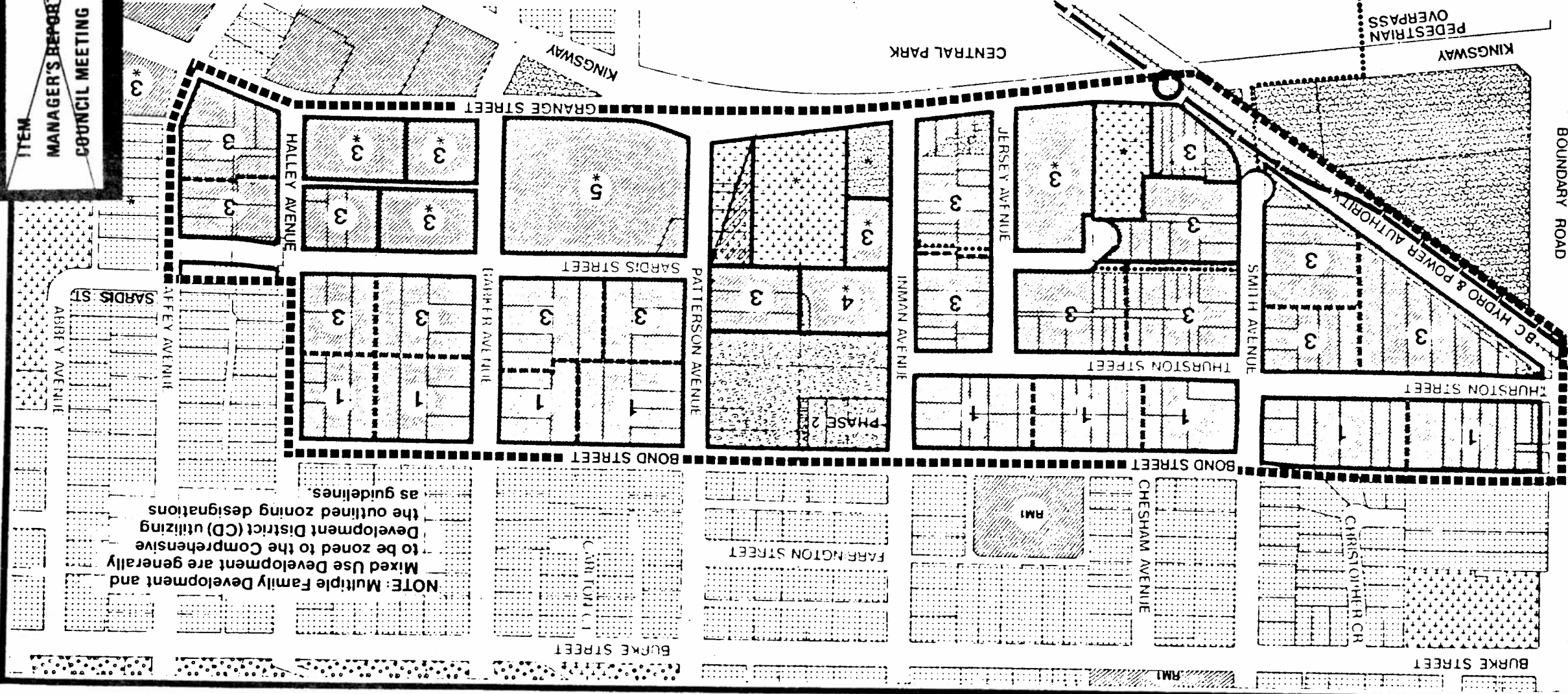
FIGURE 2

# DEVELOPMENT PLAN SKETCH Metrotown - Area 11 Residential / Mixed Use



**LEGEND:**

R2	R5	R3	R4	R5	R2
RM1 20/25 UPA	RM3 50 UPA	RM4 80 UPA	RM5 100 UPA	RM4 80 UPA	RM5 100 UPA
MIXED USE	COMMERCIAL	PARK	WALKWAY	ALRT	FUTURE ALERT STATION
INSTITUTIONAL					



NOTE: Multiple Family Development and Mixed Use Development are generally to be zoned to the Comprehensive Development District (CD) utilizing the outlined zoning designations as guidelines.

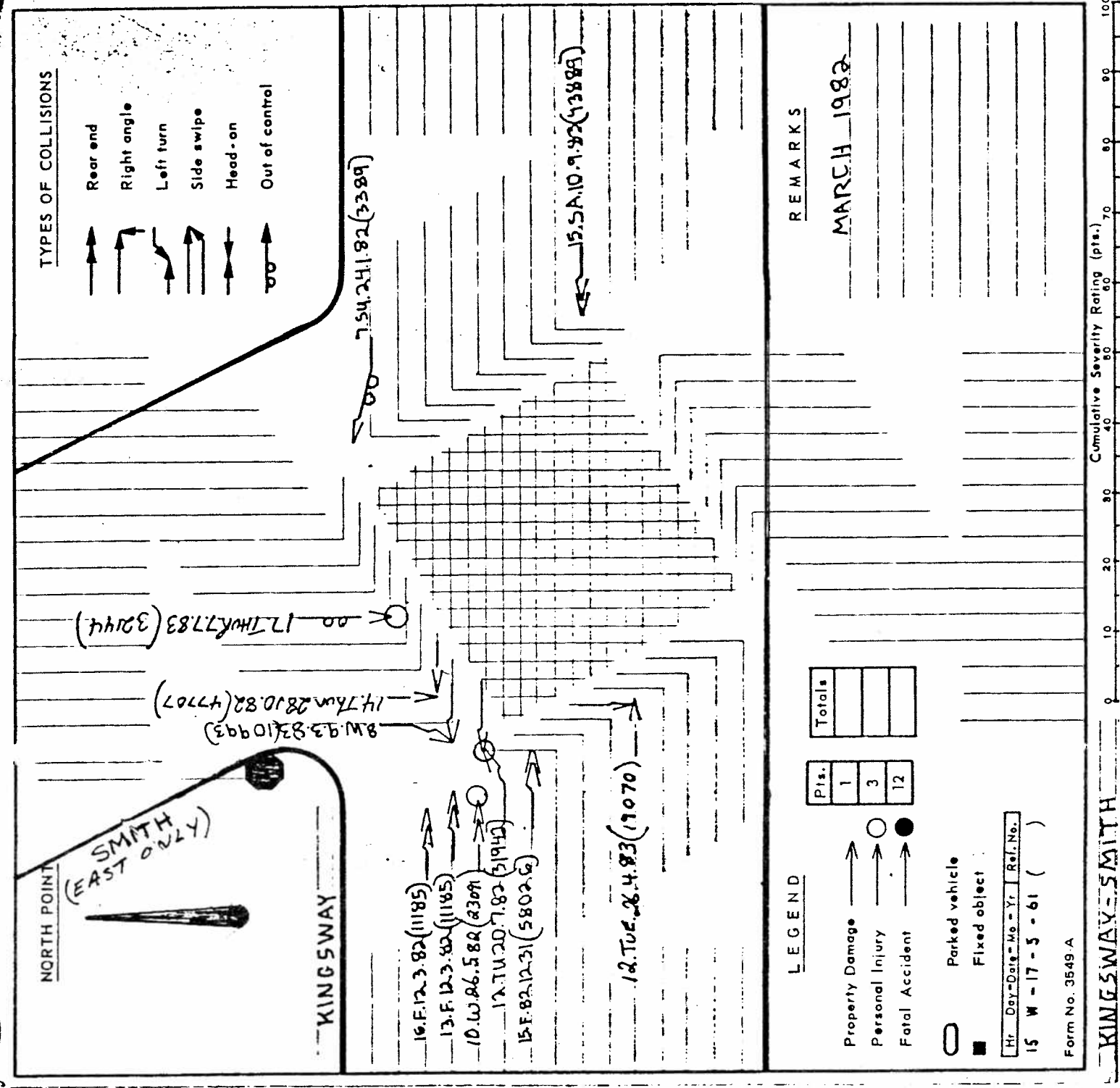
ITEM 7  
MANAGER'S REPORT NO. 67  
COUNCIL MEETING 1983 11 07

ITEM 9  
MANAGER'S REPORT NO. 74  
COUNCIL MEETING 1983 12 12

ITEM 9  
 MANAGER'S REPORT NO. 74  
 COUNCIL MEETING 1983 12 12

~~ITEM 7  
 MANAGER'S REPORT NO. 67  
 COUNCIL MEETING 1983 11 07~~

133

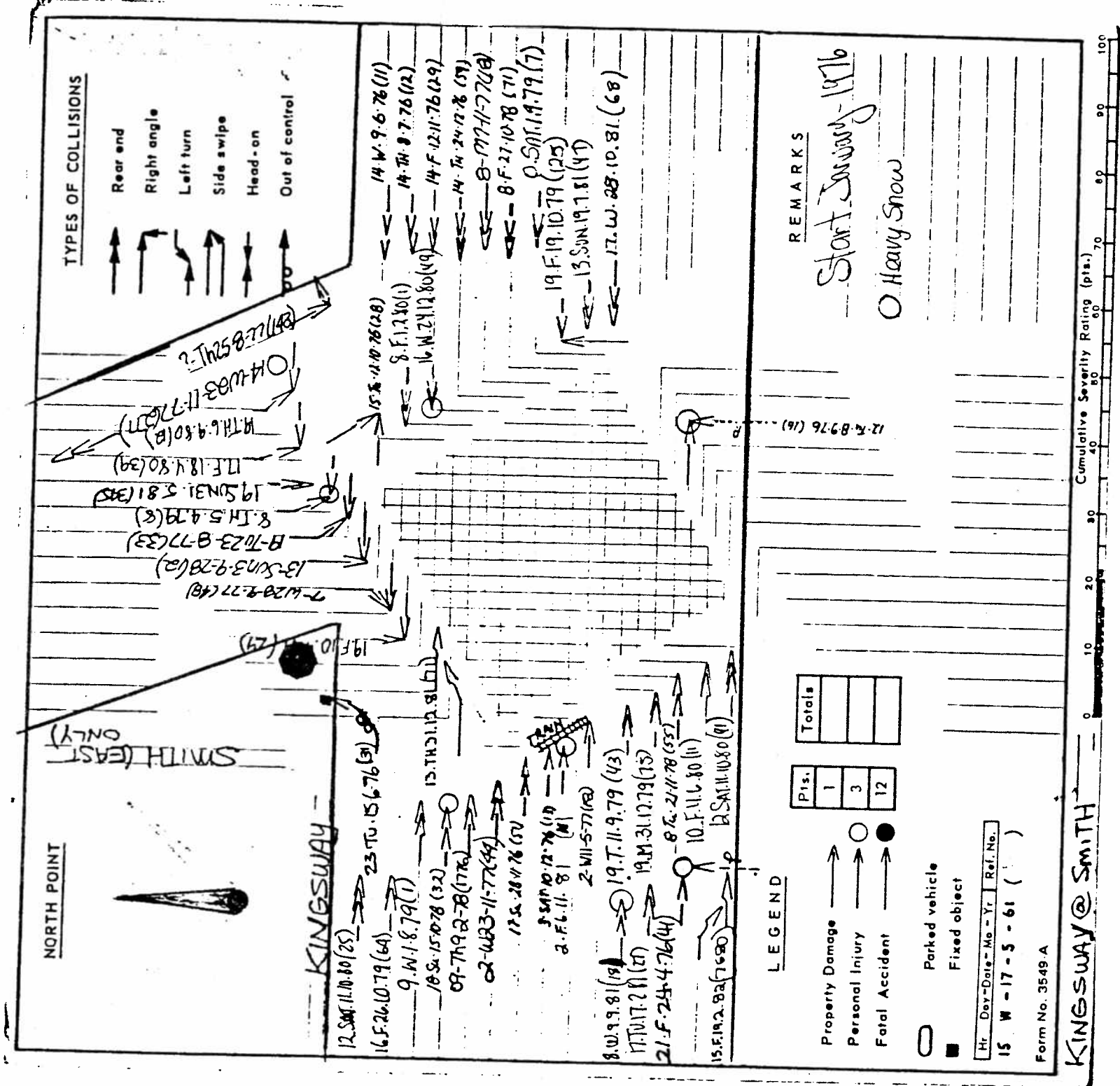


TRAFFIC ACCIDENTS  
 (1982 MARCH TO DATE.)

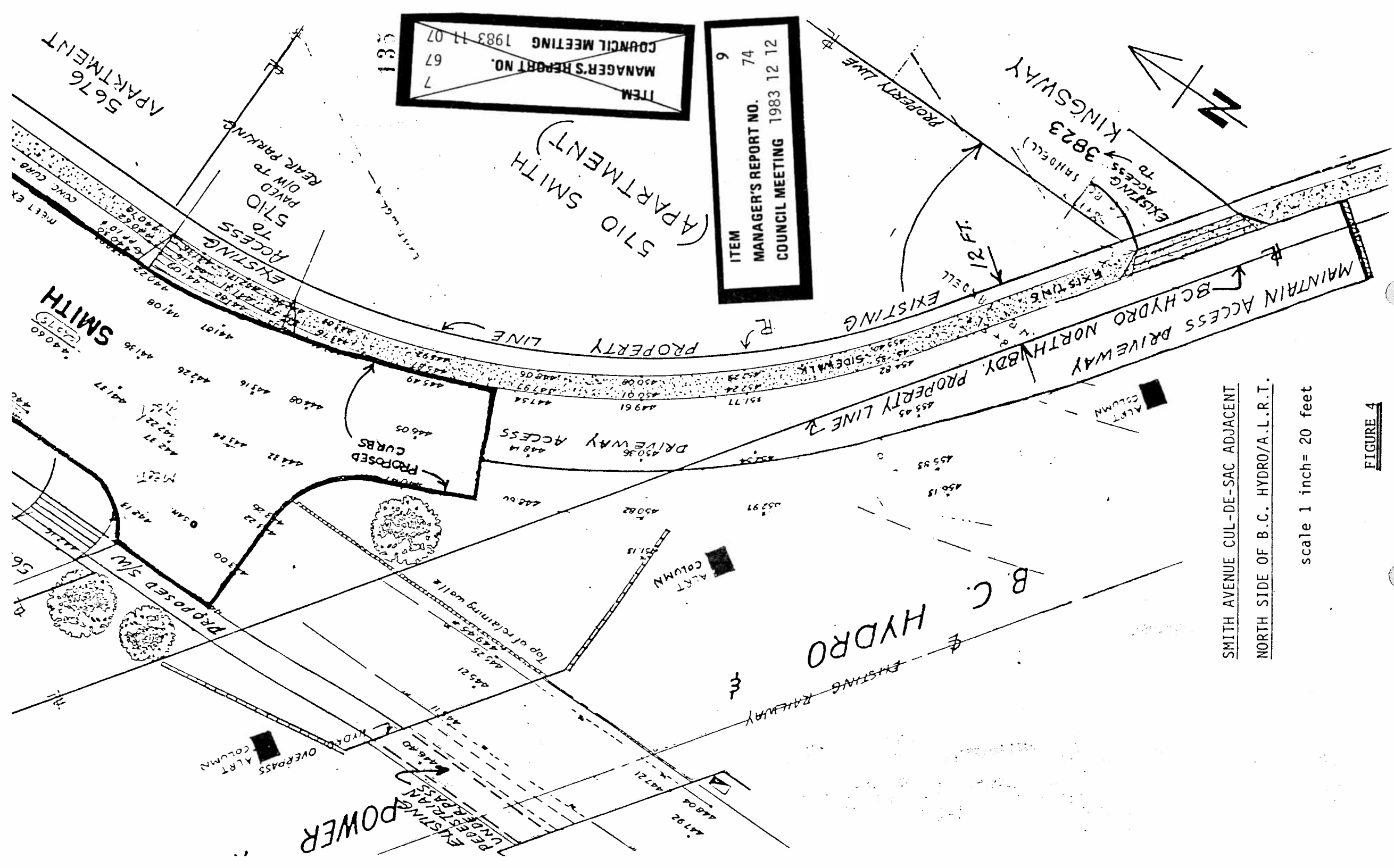
FIGURE 3A

ITEM 9  
 MANAGER'S REPORT NO. 74  
 COUNCIL MEETING 1983 12 12

ITEM 7  
 MANAGER'S REPORT NO. 67  
 COUNCIL MEETING 1983 11 07



TRAFFIC ACCIDENTS  
 (1976 JANUARY to 1982 MARCH)



ITEM  
 MANAGER'S REPORT NO. 74  
 COUNCIL MEETING 1983 12 12

ITEM  
 MANAGER'S REPORT NO. 67  
 COUNCIL MEETING 1983 11 07

SMITH AVENUE CUL-DE-SAC ADJACENT  
 NORTH SIDE OF B.C. HYDRO/A.L.R.T.

scale 1 inch = 20 feet

FIGURE 4