

RE: BURNABY METROTOWN - A DEVELOPMENT PLAN  
CORE-RELATED REVIEW  
SUB-AREAS 1, 2, 3 AND 14

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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

\* \* \* \* \*

TO: MUNICIPAL MANAGER 1987 MAY 14  
FROM: DIRECTOR PLANNING & BUILDING INSPECTION OUR FILE: 15.312.2  
SUBJECT: BURNABY METROTOWN - A DEVELOPMENT PLAN  
CORE-RELATED REVIEW  
SUB-AREAS 1, 2, 3 AND 14 (ATTACHED Appendix "A")

RECOMMENDATIONS:

1. THAT Council endorse the proposed revisions to the Metrotown Development Plan (attached Appendix "A") as the basis for inviting comments from interested parties.
2. THAT staff be authorized to hold an open house at the Maywood Elementary School, for the purpose of displaying the revised Plan (Appendix "A"), and to subsequently report back to Council.

**R E P O R T**

**1.0 BACKGROUND AND SUMMARY:**

The adoption by Council on 1978 February 28 of "Burnaby Metrotown - A Development Plan" (1977 June) established an overall guiding plan for the Metrotown precinct. More detailed area plans have also continued to cover various sub-areas within Metrotown. Operational programs, public transit and road network initiatives, and the development of key Metrotown public and private projects since 1978 have resulted in occasional adjustments by Council to the Development Plan. In recent years, the early steady growth of Metrotown has become accelerated affecting the overall development program for Metrotown and its timing envisioned in the adopted "Burnaby Metrotown - A Development Plan".

This amendment report is therefore necessary, to update the original 1977 June plan, to correspond to incremental adjustments adopted by Council up to 1987; and to establish revised development and infrastructure improvement programs and objectives in the light of the character, type, and magnitude of Metrotown development to date, particularly related to the core.

Council at its meeting of 1987 January 19 authorized staff to pursue the necessary review of the Metrotown Development Plan including the determination of appropriate uses and development guidelines for the Metrotown core.

The attached Appendix "A" proposes a revised development plan for Metrotown, addressing the following Metrotown sub-areas: The Core - Area 1, Secondary Mixed-use Areas - Areas 2 and 3, and the Public Assembly and Development Area - Area 14. An updated Development Program for Metrotown as well as road network improvement priorities necessary to support past, current and future growth of Metrotown are also provided. The proposed revisions would specifically supersede and replace Section 5.2.1 The Core - Area 1, Section 5.2.2 Secondary Mixed Use Areas - Areas 2 and 3, Section 5.2.6 Public Assembly and Development - Area 14, Section 5.4 Transportation Network and Section 5.5 Development Programme of the June 1977 policy report, "Burnaby Metrotown - A Development Plan".

Some of the key development plan review conclusions contained within Appendix "A" are outlined under Section 3.0 of this covering report. Metrotown to achieve its full potential of lasting benefit to Burnaby and its residents must be developed not only in quantitative terms but also qualitative terms. An urban environment with a balance of major land uses is necessary. The managed growth of Metrotown is proposed to allow for the proper absorption of new Metrotown development in relation to Burnaby as a whole, while ensuring that the needed infrastructure to support further new development and the extensive public cost of providing such infrastructure be responsibly managed and scheduled.

2.0 SCOPE OF DEVELOPMENT PLAN REVIEW

In examining the June 1977 report, "Burnaby Metrotown - A Development Plan", it was evident that some of the fourteen Metrotown sub-areas (see attached Sketch 1) either did not warrant a further detailed review at this time or that time constraints did not permit all the sub-areas to be reviewed in detail at this time. The priority areas for this review were also considered to be the core and other core-related areas especially of a commercial or commercially-related nature.

Sub-Areas 5, 6, 8, 10 and 11 are primarily residential areas which are being developed under approved plans and which are not considered to require any further review at this time.

Areas 7 and 9 are primarily residential areas which do require review but a review of these two areas will require considerable analysis of detailed residential issues which are not directly core related. The transitional aspects of redeveloping Areas 7 and 9 from their current predominantly low-rise frame apartment context towards a higher-density residential context requires careful attention. The necessary review of Areas 7 and 9 would be pursued as a further study in the near future.

Area 4 is the B.C. Telephone Company headquarters building site which is now fully developed. Areas 12 and 13 cover Central Park and Bonsor Park and there is no current need to pursue a review of these park areas.

Consequently, this report with its core-related emphasis encompasses a detailed review of Area 1 - The Core, Areas 2 and 3 - Secondary Mixed Use, and Area 14 - Public Assembly and Development.

Also in the light of constructed and approved development to date, the development program outlined in the 1977 report has clearly been superseded and needs to be updated. Regarding transportation aspects, many new major road linkages and improvements as well as the establishment of the SkyTrain rapid transit line and a major Metrotown bus loop have been accomplished. However, improvement of the supporting Metrotown road network needs to be addressed to respond to rapid Metrotown development, in particular in relation to major shopping centre development in the core.

The revised proposals contained within Appendix "A" would supersede and replace specific sections of the June 1977 policy report, "Burnaby Metrotown - A Development Plan" as follows:

Title of Section	Section in Appendix "A"		Section in June 1977 Report
The Core - Area 1	Section 2.0	replaces	Section 5.2.1
Secondary Mixed-Use - Areas 2 and 3	Section 3.0	replaces	Section 5.2.2
Public Assembly and Development - Area 14	Section 4.0	replaces	Section 5.2.6
Development Program	Section 5.0	replaces	Section 5.5
Transportation Network	Section 6.0	replaces	Section 5.4

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### 3.0 KEY DEVELOPMENT PLAN CONCLUSIONS

The following points summarize the main guiding conclusions which are outlined in the proposed revision to the Metrotown development plan attached as Appendix "A".

#### 3.1 PRIMARY CORE DEVELOPMENTS

Three major developments dominate the primary core and are largely responsible for the current accelerated rate of Metrotown growth, particularly in the retail sector. The effectiveness and success of the primary core depends on the linking together of these three major developments so that they are generally perceived and function as a single integrated commercial focus.

#### 3.2 FURTHER CORE-ORIENTED DEVELOPMENT

The amount of shopping centre retail development to be in place within the next two years exceeds not only previous projections on which the Metrotown development plan was based but also the commercial potential available within the primary market area served by primary core development. Therefore, further major retail expansion should be staged to allow for appropriate absorption of retail space by the market and tied to other market expanding uses such as offices. It is desirable that Metrotown attract a higher proportion of new office development proposed outside of downtown Vancouver. An improved balance and variety of types of core uses is required in order to enrich the overall Metrotown environment; and social planning matters related to the provision of desirable publicly-oriented Metrotown uses and services should be appropriately addressed.

#### 3.3 INFRASTRUCTURE IMPROVEMENTS

Major retail core expansion requires major road improvements both within and leading to Metrotown. Therefore, necessary supporting road improvements (which entail a high public cost) should be provided to correspond with the pursuance of further major retail core expansion. Two high priority road improvements identified to accommodate major new retail expansion beyond that currently approved are the Royal Oak Avenue upgrading north to Gilpin and the improvement of the Moscrop/Gilpin route between Willingdon Avenue and Deer Lake Place.

#### 3.4 KINGSWAY COMMERCIAL PRECINCT

Kingsway functions as the "main street" of Metrotown. The fulfillment of its regional traffic function, should not detract from the ability to create a strong Metrotown-oriented, business street along Kingsway and to provide for an attractive, urban, pedestrian-oriented Kingsway street-scape.

#### 3.5 PUBLIC ASSEMBLY AND DEVELOPMENT

An urban design study needs to be pursued as a high priority to identify a specific site for the proposed Metrotown Resource Library within the priority assembly area within Area 14 bounded by Willingdon Avenue, Kingsborough Street, McKay Avenue and Central Boulevard. The assembly of the specific site would then be completed. The possible Centre for the Performing Arts could also be included within this priority assembly area.

#### 3.6 PUBLIC SQUARES

The remaining opportunities for the provision of major public squares in Metrotown are at the south-west corner of the Kingsway and Nelson Avenue intersection and within the southern portion of the Public Assembly and Development - Area 14.

#### 3.7 PARKING ASPECTS

All further parking should be provided underground with no additional aboveground parking structures or horizontal expansion of existing parking structures. The provision of public parking should be considered not only on a priority basis within the southern portion of the Public Assembly and Development - Area 14 but also on an additional site within the core in the vicinity of Kingsway.

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3.8 RESIDENTIAL

Residential opportunities in the core and secondary mixed-use areas should be promoted, in particular, in the vicinity of Bonsor Park and along the Grange Street frontage.

3.9 URBAN DESIGN

At this point in the quantitative growth of Metrotown, there is a need to place greater emphasis on refining the qualitative and character aspects of Metrotown. Detailed urban design studies should be pursued.

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4.0 NEXT STEPS

It is recommended that the proposed Metrotown Development Plan report (attached Appendix "A") be endorsed as the basis for inviting comments from residents, property owners, and other interested parties.

It is proposed that residents and property owners within the core-related sub-areas - Sub-Areas 1, 2, 3 and 14 - be invited by letter to attend an Open House to be held in the area to comment on the revised Metrotown Development Plan. A notice of the Open House would be placed in Burnaby Now. The time required for the preparation and mailing of information brochures and displays for the Open House suggests that July would be the earliest that an Open House could be held. It is noted that such public gatherings held during the summer vacation months of July and August may prevent some of those interested in this matter from attending the Open House. Arrangements will be made to hold the Open House in the Maywood Elementary School.

Upon receipt of all interested parties' comments, a further report would be submitted to Council providing a summary of these comments together with recommendations for the adoption of a finalized, revised Metrotown Development Plan.

The adoption of the proposed revisions to the Metrotown Development Plan will provide guidelines for the development of sites particularly within Sub-Areas 1, 2, 3 and 14 of Metrotown.

  
A. L. Parr  
Director Planning &  
Building Inspection

KI:lf

Attachment - Appendix "A"

cc: Director Engineering  
Director Recreation & Cultural Services  
Director Finance  
Director Administrative & Community Services  
Municipal Clerk

## **APPENDIX "A"**

### **CORE-RELATED REVIEW** **BURNABY METROTOWN - A DEVELOPMENT PLAN**

#### **1.0 INTRODUCTION**

#### **2.0 THE CORE AREA - AREA 1**

General statement

##### **2.1 Land Use:**

- 2.1.1 Mixed-use developments
- 2.1.2 Retail commercial
- 2.1.3 Office commercial
- 2.1.4 Accessory commercial
- 2.1.5 Residential
- 2.1.6 Public facilities and social planning

##### **2.2 Organizing Concepts:**

- 2.2.1 Major axes of commercial development
- 2.2.2 Kingsway
- 2.2.3 Gateways
- 2.2.4 Interface conditions
- 2.2.5 Further parking facilities
- 2.2.6 Public open spaces and pedestrian linkages
- 2.2.7 Pedestrian bridges across Kingsway
- 2.2.8 Public transit functions
- 2.2.9 Urban design guidelines
- 2.2.10 Development staging

#### **3.0 SECONDARY MIXED-USE AREAS - AREAS 2 AND 3**

General statement

##### **3.1 Land Use:**

- 3.1.1 Mixed-use development
- 3.1.2 Commercial
- 3.1.3 Residential

##### **3.2 Organizing Concepts:**

- 3.2.1 Kingsway
- 3.2.2 Kingsborough Street interface
- 3.2.3 Parking facilities
- 3.2.4 Gateways

#### **4.0 PUBLIC ASSEMBLY AND DEVELOPMENT - AREA 14**

General statement and densities.

##### **4.1 Land Use:**

- 4.1.1 Primary public assembly area
- 4.1.2 Secondary public assembly area
- 4.1.3 Commercial mixed-use developments
- 4.1.4 Retail and service commercial
- 4.1.5 Public parking facility

##### **4.2 Organizing Concepts:**

- 4.2.1 Urban design studies
- 4.2.2 Parking arrangements
- 4.2.3 Kingsway interface
- 4.2.4 Public open spaces and pedestrian linkages

#### **5.0 UPDATED DEVELOPMENT PROGRAM FOR METROTOWN**

General Statement

#### **6.0 METROTOWN ROAD NETWORK**

General Statement

- 6.1 Public Transit
- 6.2 Road network within Metrotown
- 6.3 Supporting road network outside Metrotown
- 6.4 Capital budgeting of necessary roadworks

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## 1.0 INTRODUCTION

Metrotown is the planned first-order urban centre or downtown for Burnaby. It is also a designated Regional Town Centre. The adoption by Council on 1978 February 28 of "Burnaby Metrotown - A Development Plan" established an overall guide plan for the Metrotown precinct. More detailed area plans have also continued to cover various sub-areas within Metrotown. Operational programs, public transit and road network initiatives, and the development of key Metrotown elements since 1978 have resulted in Council-approved step by step adjustments to the overall plan. The steady early growth of Metrotown has accelerated in the past few years. This rapid growth has affected the overall development program for Metrotown and its timing envisioned in the adopted "Burnaby Metrotown - A Development Plan".

This review is necessary to update the original Development Plan, dated 1977 June, to correspond to incremental adjustments adopted by Council up to 1987; and to establish revised development and infrastructure improvement programs to achieve revised priority objectives in the light of the character, type, and magnitude of Metrotown development to date, in particular as it relates to the Core.

This report addresses the following Metrotown sub-areas (attached Sketch 1): the Core - Area 1, Secondary Mixed-Use Areas - Areas 2 and 3, and the Public Assembly and Development Area - Area 14. An updated Development Program for Metrotown as well as road network improvement priorities necessary to support past, current and future growth of Metrotown are addressed and provided.

This amending report would specifically supersede and replace Section 5.2.1 The Core-Area 1, Section 5.2.2 Secondary Mixed Use Areas - Areas 2 and 3, Section 5.2.6 Public Assembly and Development - Area 14, Section 5.4 Transportation Network, and Section 5.5 Development Programme of the June 1977 policy report, "Burnaby Metrotown - A Development Plan".

The Diagrammatic Concept Sketch (attached Sketch 2) gives an overall perspective to the major components of Metrotown which in some cases overlap the four specific sub-areas being examined. The major components of the Diagrammatic Concept Sketch are:

- a) Primary core - commercial/mixed use
- b) Kingsway commercial precinct
- c) Public assembly and development area
- d) Gateway features (primarily residential)
- e) Residentially-oriented areas

These components are discussed in greater detail within the context of the detailed review of Areas 1, 2, 3 and 14. As illustrated, the primary Metrotown uses outside of these four areas are residential and park open space uses.

## 2.0 THE CORE AREA - AREA 1

The core is intended to be the centre of primary concentration of commercial development within the Municipality. It is the place in which the greatest aggregation and variety of services and facilities are provided. The physical form of the core should impress users as the main focus of urban activity within the Municipality of Burnaby.

The core is intended to be a place of excitement and uniqueness which will provide a further level of urban enrichment and opportunities for the residents of Burnaby. It will generate a wide range of activities on a 24-hour basis, attract a wide range of users, and provide a wide range of employment opportunities. In short, the core will become synonymous with the term "Metrotown" and all it represents.

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The highest order of activity and of development density will be provided in the core. The core will be characterized by the promotion of a mixed-use environment which will integrate a wide range of urban facilities including office, retail commercial, apartment, social, entertainment, transit, parking, open space and pedestrian facilities. The main concentration of retail commercial facilities within Metrotown is located in the core including three or more major department stores, a high concentration of major tenant and professional service office, and an appropriate location for major hotel facilities. These varied core uses would be set in a high quality landscape, providing appropriate settings for art, sculpture and fountains to further enrich this urban environment. As major elements of the core are actually achieved, it is necessary to monitor the type, magnitude, and rate of growth in order to achieve a balanced development approach appropriate to meeting the needs of Burnaby and its citizens and the long-term objectives of Metrotown.

It is also important to assure the provision of the necessary infrastructure, in particular the road network within Metrotown and serving Metrotown, to support current and future major growth within the core.

The Diagrammatic Concept Sketch (Sketch 2) mentioned in the introduction to this report gives a simplified conceptual relationship of the primary uses related to the Core (Area 1), the two Secondary Mixed-Use Areas (Areas 2 and 3) and the Public Assembly and Development Area (Area 14).

With respect to the boundaries of the core as originally outlined in the 1977 report, the core boundary has been slightly enlarged by those lands bounded by McKay Avenue, Kingsway, Silver Avenue and Central Boulevard, which are now encompassed within the Station Square core proposal.

## 2.1 LAND USE

### 2.1.1 Mixed-Use Developments

The development of large comprehensively planned mixed-use projects on substantial consolidated sites will be required in the core. The environmental and development objectives for the core include the accommodation of high intensity and high density developments, the provision of a high quality and diversified urban environment, and the provision of facilities of public use or public service nature such as public pedestrian malls and spaces, diversified entertainment facilities, and facilities of a social service nature such as day-care centres, health units, and information centres. The core has sufficient area to accommodate a number of major mixed-use development projects. It is important that these projects be integrated with each other so that the projects will reinforce one another, and thereby improve the overall attractiveness and long term economic strength of the core.

### 2.1.2 Retail Commercial

The retail commercial growth within the core and the overall Metrotown area has been relatively slow since its inception but in the last two years has greatly accelerated. The retail growth is illustrated by total Metrotown retail floor areas of 470,000 sq.ft. in 1976; 1,250,000 sq.ft. in 1986; 2,200,000 sq.ft. with the addition of those projects currently approved and under construction or expected to commence construction shortly; and potentially 3,000,000 sq.ft. by 2001. This growth is significantly greater than the previous projection of 1,350,000 sq.ft. by 1996. The major part of this retail growth is located within the primary core and encompassed by three major projects which are either constructed or to be constructed in the next two years. The major core developments constructed or underway consist of Metrotown Centre, a three-level retail mall with two anchor stores; Eaton Centre, a two-level retail mall with three anchor stores; and Station Square, a shopping/entertainment complex with one anchor store. These three projects together will provide over 1.6 million sq.ft. of retail floor space, not including over 200,000 sq.ft. of internal pedestrian mall area.

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The primary trade area supportive of this core retail development has a population of 275,000 to 300,000. The amount of core retail space available in 1989 is considered to exceed the projected available market. Significant continuing improvements to the supporting Metrotown road network will be necessary to accommodate this committed retail development. 141

Further major retail expansion will significantly exceed the requirements of the primary trade area population and could be eventually accommodated only if the Metrotown primary core were to function as a super-regional centre drawing a high percentage of potential customers from outside the Metrotown primary trade area.

The creation of a successful super-regional centre will require that:

- a) The primary core composed of the three major projects function as and be commonly viewed as a single centre, with integral internal mall and bridge connections between them.
- b) Sufficient low-cost or free parking be available to attract shoppers. However, all additional parking must be underground except for possible expansions in height only of existing parking structures.
- c) Further road network improvements be provided both within Metrotown and along primary corridors leading to Metrotown.
- d) Additional office space be provided to assist in increasing the potential trade area population and increase shopping activity during daytime off-peak hours by office employees and business persons.
- e) Greater use of public transit for shoppers be promoted and improved pedestrian linkages to public transit facilities (bus loop and SkyTrain) to the major core developments be provided.
- f) A wider variety of attractive enrichment uses (i.e. cultural facilities and social services) and the creation of a high quality, unique, "user friendly" environment be provided.

Beyond the amount of currently approved retail floor space in the core, there exists a potential for over 800,000 sq.ft. of additional retail space which developers of the three major projects may wish to pursue between 1990 and 2001. Such further retail floor space should be carefully considered, staged incrementally, and be subject to the outlined requirements related to the creation of a super-regional centre. It will also be necessary to review the infrastructure improvements required to accommodate further growth upon completion and occupancy of the currently approved retail floor space.



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#### 2.1.3 Office Commercial

Office commercial growth within Metrotown has been moderate but steady. The office growth is illustrated by total Metrotown office floor areas of 620,000 sq.ft. in 1976; 1,140,000 sq.ft. in 1986; 1,600,000 sq.ft. in 1989, and potentially 3,000,000 sq.ft. by 2001. Prior to 1986 all existing significant office projects were located outside the core. However, in 1989 there should be over 450,000 sq.ft. of office space located within the primary core.

According to 1985 figures, office space in Metrotown is approximately 14% less than that provided in Richmond Town Centre; 18% more than that provided in Downtown New Westminster and the Lonsdale area of North Vancouver; but 250% less than that provided in the Broadway corridor of Vancouver. Even though office demand outside Downtown Vancouver has been considered weak, it is necessary that Metrotown and its core capture an increased proportion of the office space proposed outside of Downtown Vancouver, if it is to achieve its full urban potential and to support the amount of retail floor space possible within the core. Therefore, any further major expansion of each of the three core projects should include a major office component. Office development should also be encouraged within the core along the Kingsway commercial corridor between Willingdon Avenue and Nelson Avenue.

#### 2.1.4 Accessory Commercial

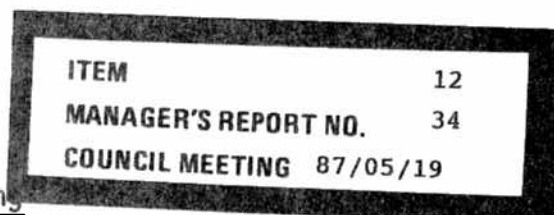
In addition to retail and office uses, a variety of accessory commercial uses is necessary to provide a more enriching urban core environment. Desirable accessory uses include chain hotels, convention facilities, health clubs, commercial training facilities, medical/dental office, restaurants, commercial art galleries, tourist facilities, cinemas, and specialty shops. Auto-oriented commercial uses are not appropriate in the core.

Many accessory and service commercial uses, of a personal or financial service, discount retail or convenience retail nature would be accommodated within the Kingsway commercial precinct in smaller developments.

#### 2.1.5 Residential

Multiple-family residential development within easy walking distance of the core continues to be promoted. Within the core itself, high density apartment development would be encouraged on the west side of Bonsor Avenue and south of Bennett Street adjacent Bonsor Park; in the vicinity of the intersection of McKay Avenue and Central Boulevard; and in the area north of Hazel Street to Grange Street between Willingdon Avenue and Sussex Avenue.

The residential areas north of Hazel Street would not have any commercial components in order to achieve an homogenous residential context along both sides of Grange Street, and to provide for attractive marketable high-rise apartment sites. Commercial uses would be oriented to Kingsway. Residential uses south of Kingsway could be combined with commercial podium uses, although in these cases, the roof areas of lower building forms should be landscaped and useable by apartment residents and clearly separate, pleasing, residential entry courts should be provided. Slim, point-block apartment configurations utilizing the RM5 District as a guideline would continue to be recommended.



#### 2.1.6 Public Facilities and Social Planning

Most primary public facilities for Metrotown will be provided within the context of Central Park, Bonsor Park, and the Public Assembly and Development Area - Area 14. Other desired public facilities and provisions relate to public open spaces, public pedestrian linkages, public pedestrian bridges, public parking and public transit.

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Continuing liaison would be maintained from a social planning viewpoint with the Burnaby Inter-Agency Council to pursue a collaborative approach regarding appropriate social initiatives. The Burnaby Inter-Agency Council is an umbrella organization; its function being to act as a catalyst for cooperation and coordination of the local delivery of human services.

There is a need to provide quasi-public facilities which meet a social function and which involve private developers in some responsibility for the social impact of their primarily commercial developments. Such social and quasi-public needs will be identified through discussion with the Inter-Agency Council. The provision of day-care centres both for infants and pre-school children, of convenient social agency offices in high traffic locations to serve the needs of residents, and of appropriate accessibility for the handicapped are some examples of the type of social initiatives which should be pursued.

### 2.2 ORGANIZING CONCEPTS

Concepts which assist in structuring and organizing the core area are discussed in the following section.

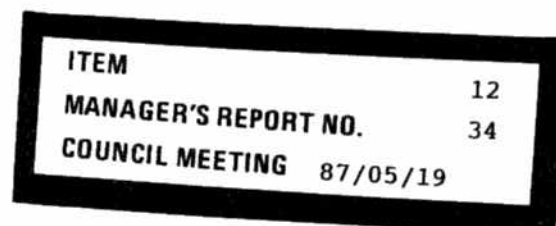
#### 2.2.1 Major Axes of Commercial Development

The concept of development axes for Metrotown entails the establishment of points of major user attraction at the ends of north-south and east-west commercial corridors within a five minute walking distance of each other. Major successful shopping centres and many Central Business District commercial retail precincts adhere to this development axes approach.

Each of the three major projects within the primary core area south of Kingsway have major internal north-south commercial corridors or malls with major commercial anchors at their ends. Future development involving these three projects should emphasize the achievement of east-west commercial corridors or axes through the three projects.

#### 2.2.2 Kingsway

Centred on Kingsway both within the core and beyond the core is a strong commercial precinct with its commercial influence extending approximately 250 ft. south and north (to Hazel Street) parallel to Kingsway. This commercial business precinct concept along Kingsway between Wilson Avenue and Marlborough Avenue should be promoted and strengthened. Although Kingsway is a regional thoroughfare, and street upgrading, traffic management, and the proposed pedestrian bridging of Kingsway reflect this regional character; it is important that Kingsway also function as an attractive pedestrian-oriented urban business street as it passes through Metrotown and, in particular, the core. The establishment of a landscaped, treed, boulevarded Kingsway character which will meet the specific needs of Metrotown and of Burnaby residents should be recognized. New developments should provide appropriate pedestrian canopies, building setbacks, and plazas along the Kingsway frontage.



### 2.2.3 Gateways

The major visual gateways to the core are located on the Kingsway axis - the main line of vehicular entry to the core. These gateway locations along Kingsway are located at the Willingdon Avenue and Nelson Avenue intersections. These gateway images would be achieved through a combination of appropriate public squares and of strong, tower building elements. The area including and surrounding the Metrotown SkyTrain Station will also function as a major gateway to the core.

### 2.2.4 Interface Conditions

A number of particular conditions at the interface between the core and other adjacent surrounding sub-areas require special attention.

The Grange Street frontage of the core should maintain a green landscaped, lower-key, residential character compatible with the existing 3-storey apartment development on the north side of this street.

The portions of the core adjacent Bonsor Park should also maintain a green landscaped, residential character.

The development of the core and the Public Assembly and Development Area 14 should adhere to an integrated approach providing a smooth environmental transition between these two adjacent areas of differing uses.

The Central Boulevard frontage will emphasize an urban pedestrian environment along the north side of Central Boulevard with connections at appropriate points to the BC Parkway pedestrian trail and bikeway within the B.C. Hydro right-of-way along the south side of Central Boulevard.

### 2.2.5 Further Parking Facilities

New or expanded parking facilities within the core should be either underground or expansions in height only of existing above-ground parking structures. Further open surface parking would not be permitted and the eventual elimination of all existing surface parking within the core is a goal. New above-ground parking structures or horizontal expansions of existing above-ground parking structures should not be permitted.

Appropriate parking requirements would be established by the Municipality for major commercial proposals in conjunction with consultant reports submitted by developers.

A public parking facility in the core to encourage greater use of shared parking should be provided. A site for such a public facility in the vicinity of Kingsway would be appropriate. It is noted that one public parking facility which would include a "park and ride" function is already planned for the Public Assembly and Development Area 14.

### 2.2.6 Public Open Spaces and Pedestrian Linkages

Public open space in the core will be provided within the context of individual developments and as extensions of the Metrotown linear parkway system. A diversity of open spaces should be provided from small intimate spaces to large expansive spaces, and from enclosed or covered spaces to open air spaces. The development of public open space foci along the major pedestrian axes will be encouraged.

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A major public open space fronting on Central Boulevard and related to the Metrotown SkyTrain Station and the bus loop which functions as a key public transit gateway into Metrotown is being provided in the Eaton Centre development. A major public open space is recommended for the key south-west corner of Kingsway and Nelson Avenue which is the remaining opportunity for a large scale, public open space within the Kingsway commercial precinct.

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Public open spaces, plazas, squares, etc. should be individually designed to provide attractive environments where people can pass through, sit and contemplate or talk, eat snacks or lunch on sunny days, watch other people, and listen to or watch entertainers. Open space development would include such items as trees and soft landscaping; decorative paving, terraces, outdoor stages, ramps and steps; benches, decorative lighting, and information kiosks; and architectural elements such as covered walkways, walls, arches, wind breaks and gazebos. Special features involving water - pools, falls and fountains - and major pieces of sculpture should be provided within the open spaces.

#### 2.2.7 Pedestrian Bridges Across Kingsway

A Metrotown grade-separated pedestrian linkage charge is assessed against new non-residential floor space within the core and the Public Assembly and Development Area 14. The planned pedestrian bridges across Kingsway will be important in connecting commercial development on both sides of Kingsway, and in establishing pedestrian and open space system continuity, in order to overcome the potentially divisive effect that Kingsway as a regional thoroughfare could have on the area. Four pedestrian bridges are proposed at the following locations along Kingsway:

- a) Just west of McMurray Avenue
- b) Between Sussex Avenue and McKercher Avenue
- c) Between McKay Avenue and Sussex Avenue
- d) Just west of McKay Avenue

#### 2.2.8 Public Transit Functions

The SkyTrain rapid transit system has now been established along the B.C. Hydro right-of-way with the Metrotown Station located central to the core. The Metrotown bus loop is located adjacent the Metrotown SkyTrain Station and the two are to be linked by a pedestrian bridge over Central Boulevard. BC Parkway has been established as a landscaped pedestrian trail and bikeway under the elevated SkyTrain line. It is important that direct and convenient pedestrian routes are provided through the core area to the Metrotown SkyTrain Station and bus loop.

#### 2.2.9 Urban Design Guidelines

The primary objective in urban design is to achieve an overall cohesive, high-quality, visual approach so that the Metrotown core will function and be commonly viewed as a single primary destination and not just a collection of disparate competing projects. For example, the use of brick as a primary exterior material has been successfully utilized in core developments to create a warm and attractive relationship among the various core projects. Urban design considerations in the design of open spaces, plazas, squares and pedestrian ways are important and have been briefly addressed in Section 2.2.6.

With respect to high-rise buildings, the provision of slim point-block towers over low-rise commercial podiums has been successful in maintaining minimum view obstruction and maximizing natural light penetration within higher density built environments. Wholly residential sites will continue to have point-block apartment towers rising directly out of landscaped sites.

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A standardized approach for the design of Metrotown street boulevards will provide an overall high-quality image. The basic components of the boulevard treatment consist of separated sidewalks with interlocking pavers within the strip between the road curb and the sidewalk and the planting of appropriate street trees such as Red Sunset maples and Liriodendrons. Further street treatment refinements would desirably be pursued with respect to items such as ornamental street lighting, street furniture, Metrotown character area street signage, and decorative street banners. These further refinements could be desirably pursued through a detailed urban design study related in particular to the primary commercial core perhaps involving a private consultant.

#### 2.2.10 Development Staging

The Metrotown core is the heart of a developing high-density regional town centre, second only in scope to downtown Vancouver. The goal is to create a unique, balanced, multi-use environment of lasting benefit to the citizens of Burnaby. Between the one extreme of no growth in support of the status quo to the other extreme of unfettered growth at any cost, Burnaby has wisely taken the path of managed growth. Growth must be reasonably managed over the years to minimize potential problems and dislocations related to economic, social, infrastructure and transportation aspects.

Retail use primarily of a shopping centre nature is the use which has evidenced the most substantive growth in the core. The provision of major retail shopping centre additions within the core will not be as beneficial as the provision of additional alternate development such as office and residential. A larger retail complex than already committed in the three major core projects approved to date will result in the creation of a super-regional centre attracting a high proportion of shoppers from outside Burnaby and requiring further improvements in the order of \$17.5 million to the supporting Metrotown road network. The attainment of a balance of uses within Metrotown is highly desirable. The Municipality itself has recently addressed this balance with respect to public uses in Metrotown through, for example, the Bonsor Recreation Centre now under construction, the proposed Metrotown Library, and a possible Centre for the Performing Arts - all of which would be valued at well over \$20 million. The Municipality will also identify potential future social service needs through discussions with the Burnaby Inter-Agency Council.

Therefore, developers desiring to pursue further major retail expansion in the core must realize that further transportation and infrastructure improvements should be in place to cope with the added attraction of a larger retail centre and that further retail development should be balanced with other desirable uses such as office space. The currently approved retail components of the three major core developments should be complete and operating, prior to the start of construction of further major shopping centre additions in the core to allow a monitoring of the situation and review of infrastructure improvements required to accommodate further growth.

### 3.0 SECONDARY MIXED-USE AREAS - AREAS 2 AND 3

These are areas of a lower order of activity and built-form intensity relative to the core area. These areas will include many of the activities associated with the core area but will not support the level of shared facilities and infrastructure characteristic of the core.

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The main public orientation of developments in these areas will be towards Kingsway. A greater emphasis will be placed on the development of single uses such as offices, hotels, and apartments together with retail facilities and other uses of an ancillary and service nature. Mixing of uses will continue to be encouraged at appropriate locations. 147

Densities will be governed by the RM5 District zoning for apartment sites and the C3 District zoning for commercial sites. It is desirable that the density of commercial sites be limited to a maximum Floor Area Ratio of 2.5. Approximately one-half of Areas 2 and 3 has been redeveloped to date in line with the Metrotown development concept.

### 3.1 LAND USE

#### 3.1.1 Mixed-Use Development

The trend within these areas is for single use sites either of a residential or commercial nature. Some mixing of residential use with commercial such as in the existing Burnaby Centre and Burlington Square projects continue to be a possibility but do have some economic and operational drawbacks. The mixing of various commercial uses such as office or medical/dental towers over a retail and restaurant use podium is a more attractive mixed-use model.

#### 3.1.2 Commercial

Retail commercial primarily of a service commercial nature is generally Kingsway-oriented between Nelson Avenue and Royal Oak Avenue within Area 2, and between Olive Avenue and Willingdon Avenue within Area 3. C3-type commercial uses would be appropriate. Significant office commercial uses will continue to be accommodated in Areas 2 and 3, although the primary office concentrations will be promoted in the core.

#### 3.1.3 Residential

The potential for further residential use is provided within Area 3. Kingsway-oriented sites west of Wilson Avenue, although in some cases still developable as retail/office projects, would be most appropriately developed for wholly residential uses. Sites oriented to Grange Street should be developed for wholly residential use in continuation of the residential Grange Street frontage within the core.

### 3.2 ORGANIZING CONCEPTS

#### 3.2.1 Kingsway

Kingsway within Areas 2 and 3 generally east of Wilson Avenue and west of Marlborough Avenue is part of the Kingsway Commercial Precinct identified on the Diagrammatic Concept Sketch. No pedestrian bridges across Kingsway within Areas 2 and 3 are planned additional to the four indicated within the core.

The urban design streetscape along Kingsway with separated sidewalks, interlocking pavers, and boulevard trees should continue the standard indicated for the core. New developments should provide appropriate pedestrian canopies, building setbacks, and plazas along the Kingsway frontage.

#### 3.2.2 Kingsborough Street Interface

The future, finally determined, alignment of the Kingsborough Street extension west of Willingdon Avenue to Wilson Avenue will establish the interface between Area 3 commercial use north of Kingsborough Street and Area 9 residential use south of Kingsborough Street.

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### 3.2.3 Parking Facilities

All parking facilities for new development are to be underground.

### 3.2.4 Gateways

Two Metrotown gateway elements in the form of prominent apartment towers are provided along Kingsway at Patterson Avenue and at Royal Oak Avenue.

## 4.0 PUBLIC ASSEMBLY AND DEVELOPMENT AREA - AREA 14

The assembly of a public use area is considered of major importance not only as an investment in the future development of Metrotown, but also as the location of a range of public uses and facilities considered beneficial to the area, which are beyond the development terms of reference for the private sector.

As a result of the Station Square development in the core, this Public Assembly and Development Area has been reduced in size extending eastward to McKay Avenue rather than to Silver Avenue as previously indicated. Council has authorized the public assembly of property within the area bounded by Willingdon Avenue, Central Boulevard, McKay Avenue, and the lane just south of Kingsway. Municipal acquisition of a significant proportion of the area has already been achieved.

## 4.1 LAND USE

### 4.1.1 Primary Public Assembly Area

The first priority public assembly area is the block bounded by Willingdon Avenue, Central Boulevard, McKay Avenue, and Kingsborough Street. This block is proposed to specifically accommodate the Metrotown Resource Library, a large public square, a major public parking facility, possibly a Centre for the Performing Arts and in the future an art gallery.

Although preliminary indications are that this 5-acre block could accommodate all of the listed public facilities, a further detailed urban design study is required for detailed confirmation of the adequacy of this area. The specific site for the Resource Library should be acquired in 1987. Development within this area will likely consist of two to three-storey buildings with densities ranging from a 1.0 to 1.5 Floor Area Ratio.

### 4.1.2 Secondary Public Assembly Area

The second priority public assembly area is bounded by Willingdon Avenue, Kingsborough Street, McKay Avenue and the lane just south of Kingsway. This area would accommodate priority public facilities which are not able to be located within the primary public assembly area south of Kingsborough Street as well as other publicly-oriented facilities desired in Metrotown; such as, a regional post office, convention or seminar facilities, educational facilities, offices for social service agencies, and government office buildings. Appropriate development sites may also be acquired within this area by public regional, provincial, or federal agencies in line with the public assembly concept for the area. Development densities in this area could range from a 1.0 to 2.0 Floor Area Ratio.

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#### 4.1.3 Commercial Mixed-Use Developments

Commercial mixed-use developments pursued by the private sector are encouraged for the area fronting Kingsway and south of Kingsway to the lane. For example, these developments could consist of office, medical/dental, or hotel towers over a lower retail commercial podium development. Depending on the scope, quality, and attractiveness of specific proposals, the boundary between the commercial mixed-use developments and the secondary public assembly area is considered flexible, subject to the approval of Council. Development densities within this area fronting Kingsway could range up to a 2.5 Floor Area Ratio.

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#### 4.1.4 Retail and Service Commercial

Retail and service commercial uses would be primarily oriented to Kingsway. However, such uses as specialty shops, convenience commercial, and restaurants, subject to appropriate integrated designs, would also be encouraged within the primary and secondary public assembly areas. These ancillary retail and service commercial uses would assist in complementing the primary public uses and add vitality to the area, especially when public facilities are not operating, whether in the daytime or at night. C2-type commercial uses would be appropriate.

#### 4.1.5 Public Parking Facility

The provision of a major public parking facility within the primary public assembly area which would also serve a park and ride function for the nearby Metrotown SkyTrain Station is planned. Initially to 1989, a minimum 200 space "park and ride" facility is needed. One appropriate location for public parking provisions would be beneath the proposed major public square.

### 4.2 ORGANIZING CONCEPTS

#### 4.2.1 Urban Design Studies

An urban design study of the primary public assembly area is necessary to establish the appropriate spatial relationships of the various public use sites, and to determine dimensioned sites for specific uses. Arising out of this study, a specific Metrotown Resource Library site would be recommended and completion of its acquisition pursued on a priority basis.

#### 4.2.2 Parking Arrangements

Parking for each of the major public facilities would be located underground. In particular, within the primary public assembly area, it is desirable that all underground parking facilities for the various public buildings be linked together into a clear and cohesive parking network; thereby achieving construction economies, improved overall accessibility, and more efficient use of the available parking spaces. Vehicular accesses to the area would be via Kingsborough Street and McKay Avenue with accesses to two or more facilities being combined wherever possible. A "front door" entry to the area should be evident from the main vehicular access points, although care should be taken to assure the appropriate separation of vehicular and pedestrian traffic.



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#### 4.2.3 Kingsway Interface

Although the Kingsway frontage will likely be developed under private commercial auspices, it is important that this commercial development not completely block recognition from Kingsway of the major public assembly area to the south. This recognition can be achieved, for example, through architectural means with commercial building designs sympathetic to the building forms and exterior materials of the public buildings; as well as the provision of significant view corridors or gateways into the interior of the area.

#### 4.2.4 Public Open Spaces and Pedestrian Linkages

The creation of an extensive, attractive and useable public open space and pedestrian linkage system is critical to the success of this area of public buildings. Open spaces should not be merely the left-over space between public buildings or minimum setbacks from streets but rather a consciously developed organizing system with merit in its own right.

A major public square is proposed in a key relationship with primary civic uses as the Resource Library and a possible Centre for the Performing Arts. The pattern of pedestrian access into the area is generally diagonal from the four corners of the area - two along Central Boulevard and another two along Kingsway at their intersections at Willingdon Avenue and McKay Avenue. Special open space areas are particularly desirable at the Kingsway/Willingdon Avenue and the Central Boulevard/McKay Avenue intersections.

Major pedestrian linkages within the area are generally oriented north-south. Pedestrian bridge connections across Kingsway just west of McKay Avenue and across McKay Avenue just north of Central Boulevard into the Station Square proposal are desirable.

### 5.0 UPDATED DEVELOPMENT PROGRAM FOR METROTOWN

#### 5.1 DEVELOPMENT PROGRAM TO THE YEAR 2001

It is necessary to update the development program outlined in the 1977 report in the light of constructed and approved development to date. The following revised Table 1 summarizes an estimated Metrotown development program to the year 2001 relative to the proposed development plan. Residential development is steady and is generally in line with previous projections. Retail development has greatly exceeded expectations and will likely top 3 million sq.ft. by 2001, if contemplated further major retail initiatives are pursued. It is considered a responsible approach to pursue a slower rate of future retail development in order to achieve an improved balance of uses for Metrotown, and to allow for each stage of development to be absorbed in an orderly manner.

Office development is generally in line with previous projections, although these previous projections are now considered relatively low in relation to the growing attractive potential of Metrotown and the need to support the magnitude of retail development through the increase of office employment opportunities within Metrotown. Three million square feet of office space by 2001 is a conservative estimate representative of minimum desired projections.

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T A B L E I

ESTIMATED METROTOWN DEVELOPMENT PROGRAM TO THE YEAR 2001

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LAND USE	TOTAL 1986	1989	2001	(PREVIOUS 1996 PROJECTIONS)*
RESIDENTIAL	16,500 PERSONS	18,000	26,000	(26,000 PERSONS)
RETAIL	1,250,000 SQ.FT.	2,200,000	3,000,000	(1,350,000 SQ.FT.)
OFFICE	1,140,000 SQ.FT.	1,600,000	3,000,000	(2,600,000 SQ.FT.)
*1977 Report				

5.2 SUMMARY OF LAND USE ALLOCATIONS

With respect to the various land use categories within the proposed Metro-town development plan, the following Table II summarizes the approximate acreage figure for the principal uses.

The mixed-use category although remaining the same as previously outlined reflects an increase in acreage resulting from the expansion of the Station Square proposal west to McKay Avenue and the commercial Kingsway frontage within Area 14, and a concomitant reduction in acreage from the designation of those lands between the Hazel Street alignment and Grange Street to wholly residential use. Correspondingly, the residential category has increased in recognition of the additional residential opportunities along the Grange Street frontage, possibly in the area west of Wilson Avenue, and on portions of the block previously wholly designated as the Royal Oak/Marlborough School site. The Public Assembly and Development category reflects the acreage currently authorized by Council for public acquisition. The Schools/Churches category reflects some reallocation of the Royal Oak/Marlborough Schools site for residential use as previously authorized by Council. The Parks and Roads/Lanes categories remain unchanged.

T A B L E II  
METROTOWN LAND USE ALLOCATIONS

LAND USE CATEGORY	AREA (ACRES)	(PREVIOUS ESTIMATES)*
MIXED USE	125	125
RESIDENTIAL	216	206
PARKS (INCLUDES CENTRAL PARK)	238	238
PUBLIC ASSEMBLY AND DEVELOPMENT	10	18
SCHOOLS/CHURCHES	26	28
ROADS/LANES, ETC.	120	120
TOTAL	735	735
*1977 Report		

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## 6.0 METROTOWN TRANSPORTATION NETWORK

The transportation network for Metrotown takes into consideration not only the ramifications of through and local traffic but also a wide range of vehicle types such as the private automobile, goods and service vehicles, taxis, buses, and light rapid transit. Much has been accomplished since the 1977 Report with respect to major new road linkages and improvements as well as the establishment of the SkyTrain rapid transit line and a major Metrotown bus loop. The provision of the necessary street linkages and improvements to meet the needs of Metrotown development, in particular in relation to major shopping centre development, has been of continuing concern to the Municipality. To meet these concerns, transportation consultant reports have been submitted for each of the three major core developments as well as consultant studies commissioned by the Municipality.

A computer-based transportation model has now been set up by the Municipality's most recent transportation consultant, T. Partridge and Associates, and is now in operation. This model is being used by staff to monitor the overall road network and to study the merits of various road linkages and improvements. The following sections provide a summary of public transit facilities and of needed road improvements, both within and leading to Metrotown, and of the capital budgeting necessary to achieve the required road improvements.

### 6.1 PUBLIC TRANSIT

Since the 1977 Report, the SkyTrain light rapid transit line has been constructed and is now operating within the existing B.C. Hydro right-of-way. The Patterson, Metrotown, and Royal Oak Stations have been established along this alignment as indicated on Sketch 3. A future station can be accommodated at Kingsway. A major bus loop has been established adjacent the Metrotown SkyTrain Station in the heart of Metrotown integrated into the Eaton Centre development. Bus routes in the south Burnaby area have been realigned to focus on the SkyTrain Stations and in particular on Metrotown and the Metrotown SkyTrain Station.

The establishment of a major public parking facility is planned including the allocation of 200 parking spaces for "park and ride" purposes in close proximity to the Metrotown SkyTrain Station. The most feasible proximate location for such a parking facility is within Sub-Area 14 just north-west of the Central Boulevard/McKay Avenue intersection.

As Metrotown grows and attracts more people, further improvements to the bus transit system should be pursued to endeavour to reduce continued significant use of private vehicles.

### 6.2 ROAD NETWORK WITHIN METROTOWN

The currently approved Metrotown road network is illustrated in Sketch 3. Some of the outlined major road linkages have not yet been constructed. All of the outlined minor roads currently exist although some upgrading of specific elements would be required.

The indicated future linkage of Kingsborough Street between Willingdon Avenue and Wilson Avenue is shown conceptually at this time, on the basis that the specific alignment of this linkage would be determined in conjunction with a further detailed review of Sub-Area 9. A possible future extension of Central Boulevard west of Patterson Avenue linking with Kingsway is also conceptually indicated and continues to be protected as a linkage which could alleviate potential traffic congestion conditions along Kingsway.

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As previously requested by Council, the possibility of a new southward link from Central Boulevard to Imperial Street in the vicinity of Sussex Avenue has been examined utilizing the Metrotown transportation sub-area model. It is concluded that this linkage would have no appreciable benefit in improving access to the core and that, in fact, the design of appropriate intersections serving such a linkage would create capacity problems. Therefore, this linkage is not included in the road network; although in the longer range, the option is still available if future conditions warrant pursuit of such a linkage.

The following needed major road network improvements have been identified to date within Metrotown:

			COMPLETION SCHEDULE	
			By 1989	1990-2001
a) Kingsway	- Upgrading and intersection improvements	x		x
b) Grange Street	- Upgrading and intersection improvements	x		x
c) Central Boulevard	- Intersection improvements - Extension west of Willingdon Avenue	x		x
d) McKay Avenue	- Upgrading south of Kingsway, and new linkage north of Kingsway	x		
e) Kingsborough Street	- New linkage east of Willingdon Avenue - Future linkage west of Willingdon Avenue to Wilson Avenue	x		x
f) Nelson Avenue	- Upgrading and intersection improvements	x		x
g) Hazel Street/ Sanders Street	- Upgrading and provision of continuity between McKay Avenue and Royal Oak Avenue	x		x
h) Wilson Avenue	- Upgrading Central Boulevard to Kingsway - New linkage north of Kingsway			x x
i) Bonsor Avenue	- Upgrading			x
j) Beresford Street	- Upgrading and provision of continuity between Patterson Avenue and Dow Avenue			x
k) Traffic management, traffic signals and route signing	- As required at various locations	x		x
l) Park and Ride facilities	- North-west of Central Boulevard and McKay Avenue intersection.	x		x

The upgrading of streets includes necessary road widenings and right-of-way dedications. The provision of park and ride facilities is a transportation related matter which is included in this list.

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Kingsway is a provincial highway which ceases to be under provincial jurisdiction west of Boundary Road through the City of Vancouver. Although the through-traffic function of Kingsway continues to be accommodated and coordinated with the provincial Ministry of Transportation and Highways, it is important to assure that Kingsway also functions in the best interests of Burnaby and of Metrotown as the acknowledged "main street" of Metrotown. A high quality urbane boulevard treatment along Kingsway is being pursued. Kingsway must function as an integral part of the Metrotown network, in that traffic regulation along Kingsway within the province's operational control not hinder necessary accessibility to Metrotown developments. Because Kingsway is a provincial arterial, some of the burden for the required improvements falls on the Ministry of Transportation and Highways and we are looking to the Ministry to construct improvements related to major intersections along Kingsway such as at Patterson Avenue, Willingdon Avenue, Nelson Avenue, Royal Oak Avenue and Imperial Street.

6.3 SUPPORTING ROAD NETWORK OUTSIDE METROTOWN

The growing general attractiveness of Metrotown, and the rapid expansion of commercial development in Metrotown will necessitate the improvement of other roads outside of Metrotown to serve current and future Metrotown development. As further major shopping centre expansions are pursued, the Metrotown primary core will develop into a super-regional centre which, by definition, indicates the need for road network improvements further afield from the Metrotown road network itself. Also, although a degree of congestion will continue to be a fact of life in Metrotown, core area congestion can be alleviated by the diversion of trips over a wider provided road network.

The following needed major road network improvements have been identified to date for roads outside Metrotown:

COMPLETION SCHEDULE		
		By 1989   1990-2001
a) Boundary Road	- Upgrading Thurston Street to Fir Street	x
	- Upgrading Kingsway to Imperial Street	x
b) Royal Oak Avenue	- Reconstruction from Grange Street to Moscrop/Gilpin route	x x
c) Moscrop/Gilpin route	- Diversion and intersection improvements	x x
d) Kingsway	- Upgrading and intersection improvements	x x
e) Road network south of Imperial Street	- Traffic management improvements and upgrading of the road network involving Patterson Avenue, Nelson Avenue, Rumble Street and Marine Drive	x
f) Eastern sector major road linkages towards the Fraser River bridges	- Involve 19th Street and Byrne/10th Connector	x x
g) Traffic management, traffic signals, and route signing	- As required at various locations	x x

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#### 6.4 CAPITAL BUDGETING OF NECESSARY ROADWORKS

The Municipality's capital budget has reflected the need to provide improvements to roads both within and outside Metrotown to keep pace with the accelerated rate of growth and large scale of Metrotown developments. Major Metrotown related road improvements pursued in recent years under public auspices have included:

- a) Willingdon Avenue extension south to Imperial Street
- b) Central Boulevard from Willingdon Avenue to Imperial Street
- c) Grange Street (Oakland) from Royal Oak Avenue to Burris Street

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The current capital budget also reflects a general timing schedule related to all three major core developments - namely, Metrotown Centre, Eaton Centre, and Station Square - being in operation together in the spring of 1989. A significant number of road improvements need to be complete by that date.

In addition, further major road improvements need to be pursued, from mid-1989 to 2001, in order to accommodate the updated development program outlined under Section 5.0 of this report. It is proposed that further Metrotown development proceed on a steady growth, staged basis over the years from 1989 to 2001 so that the appropriate improvements to the supporting Metrotown road network can also be properly scheduled and the considerable cost of such works budgeted for on a responsible and managed basis.

##### A. Transportation Improvements to Spring 1989

The transportation improvements required by 1989 Spring, as listed under Sections 6.2 and 6.3, have an estimated value of \$10.7 million. Over \$3.1 million of this amount represents improvements and dedications expected to be provided by private developers. Provincial cost sharing may be applicable on over \$4 million of the public expenditures.

##### B. Transportation Improvements 1990 to 2001

The transportation improvements required between 1990 to 2001, as listed under Sections 6.2 and 6.3, have a ballpark value of \$17.4 million. Up to approximately 20% of this amount could be expected to be improvements provided by private developers. Provincial cost sharing would likely be requested on improvements amounting to approximately \$7.5 million of the public expenditures. The item under Section 6.3(f) involving eastern sector major road linkages towards the Fraser River bridges are not included in the ballpark estimates since although these are beneficial in serving Metrotown, the reasons for their provision are not primarily related to Metrotown.

The Royal Oak Avenue and the Moscrop/Gilpin route items are considered of the highest priority and should be provided prior to or in conjunction with the construction of any major future shopping centre expansion of the three major core developments beyond those already approved for completion in 1989. Some of these listed improvements will also be provided directly by developers in conjunction with rezoning and subdivision applications.

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Attachments - Sketches 1 to 3

# Metrotown

The Corporation of the  
District of Burnaby

## Sub - areas

- 1 - Core
- 2 - Secondary Mixed Use
- 3 - Secondary Mixed Use
- 4 - B.C. Tel. Office Development
- 5 - Residential / School Site
- 6 - Residential
- 7 - Residential
- 8 - Residential
- 9 - Residential
- 10 - Residential
- 11 - Residential / Mixed Use
- 12 - Central Park
- 13 - Bonsor Park / School Site
- 14 - Public Assembly and Development

Planning and Building Inspection Department

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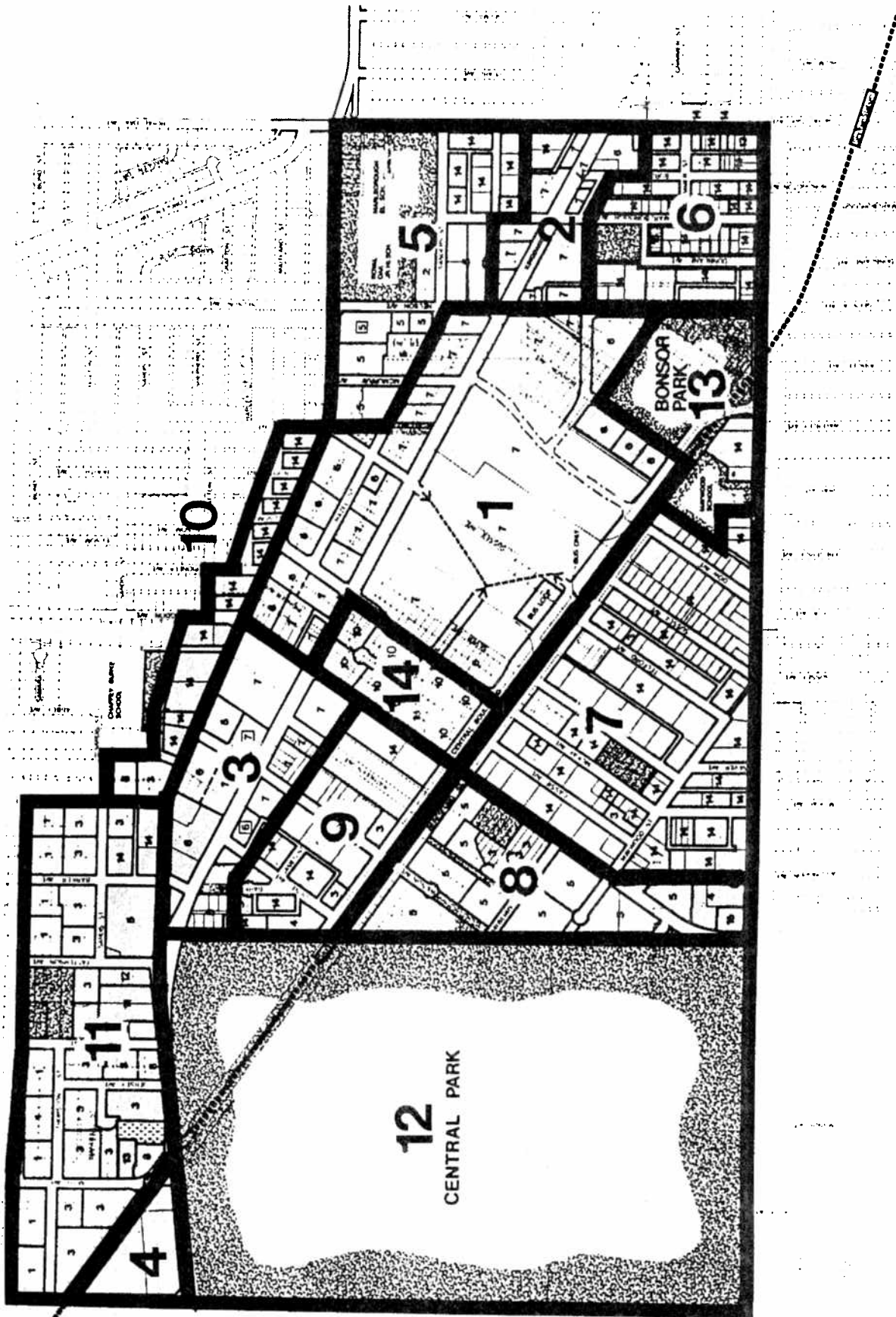
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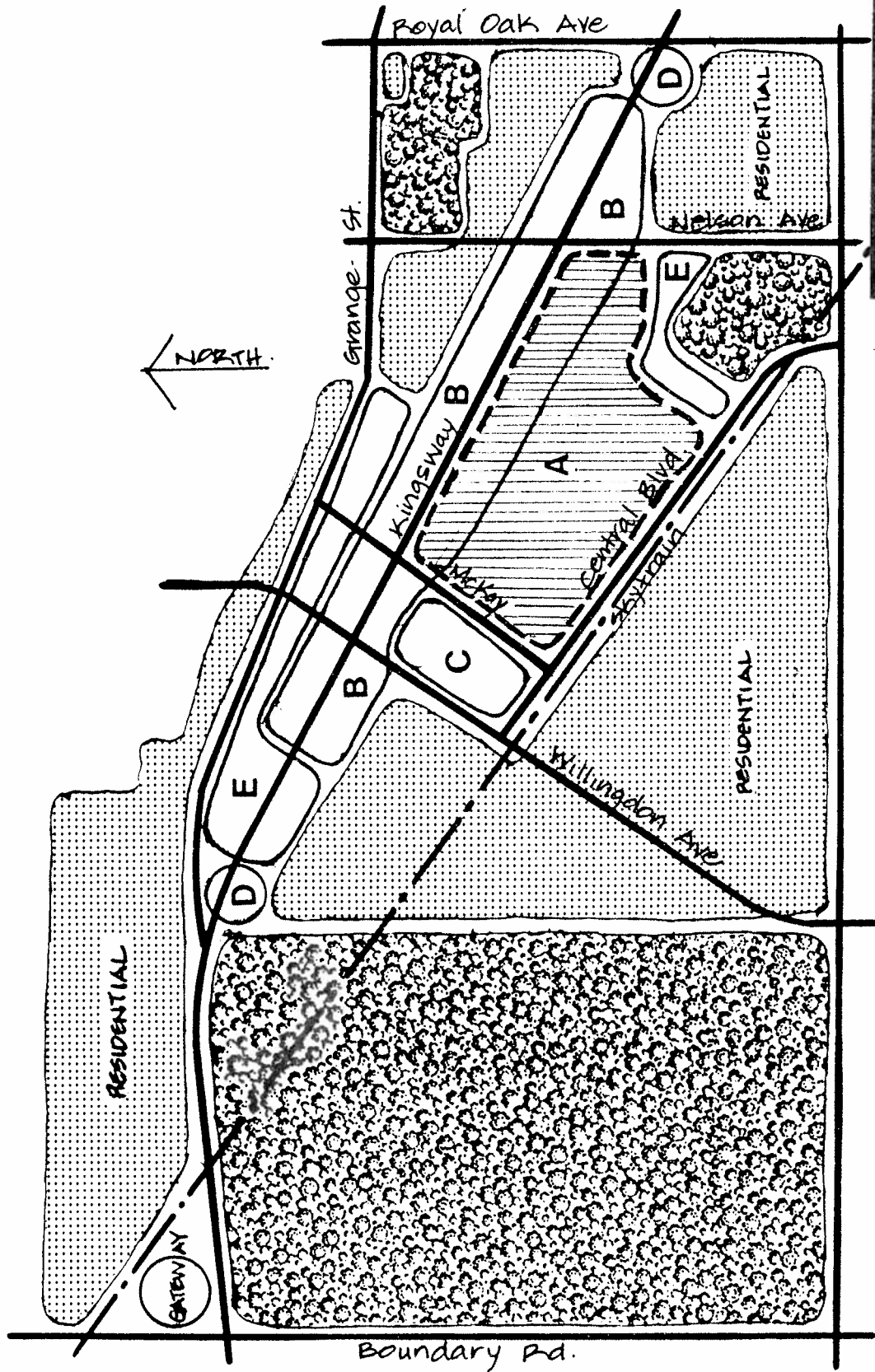
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Sketch 1





Date:  
MAY /87.

Scale:  
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Drawn By:

 **BURNABY**  
Planning &  
Building Inspection  
Department

SKETCH 2  
METROTOWN  
DIAGRAMMATIC  
CONCEPT SKETCH

- A. Primary core - Commercial/Mixed Use
- B. Kingsway commercial corridor
- C. Public assembly and development area
- D. Gateway features
- E. Residentially oriented



# METROTOWN Road Network (April 1987)

- Major Roads
- Minor Roads
- Possible Future
- Private Links
- SkyTrain Line



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Sketch 3

