

RE: KINGSBOROUGH STREET BETWEEN WILLINGDON AND MCKAY AVENUES
METROTOWN CORE-RELATED ROAD NETWORK
METROTOWN - AREA 14

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1987 February 03
FROM: DIRECTOR PLANNING & BUILDING INSPECTION OUR FILE: 15.312.4
SUBJECT: KINGSBOROUGH STREET BETWEEN WILLINGDON AND MCKAY AVENUES
METROTOWN CORE-RELATED ROAD NETWORK
METROTOWN - AREA 14

RECOMMENDATION:

1. THAT the alignment of Kingsborough Street between Willingdon Avenue and McKay Avenue, as indicated in Sketch 1 (attached), be confirmed in order to permit the Municipal Solicitor to pursue negotiations to complete acquisition of the remaining required Kingsborough Street right-of-way to meet its scheduled provision in accordance with the approved Capital Budget, and to permit staff to bring forward further reports related to specific civic uses within Metrotown Area 14.

R E P O R T

1.0 BACKGROUND

Council, at its meeting of 1986 April 28, received a staff report related to Kingsborough Street (In Camera Supplementary Item 3, Manager's Report No. 30) and adopted the following recommendation:

"THAT due to the importance of Kingsborough Street as a key component of the Metrotown Core-Related Road Network, Council authorize the Municipal Solicitor to commence negotiations to obtain the right-of-way for Kingsborough Street in order to construct this road in accordance with the 1986-1990 Capital Budget, on the understanding that further reports will be submitted to Council for approval of specific acquisitions."

At that time, staff were also requested to protect alternative road alignments for Kingsborough Street. In conjunction with a report related to a Municipal property acquisition initiative within Metrotown - Area 14 (In Camera Supplementary Item 5, Manager's Report No. 32), Council on 1986 May 05 authorized the Municipal Solicitor to acquire properties within the identified area including those properties which were identified as required to protect alternative Kingsborough Street alignments as outlined in the attached Sketch 2.

The property acquisition costs for the Kingsborough Street right-of-way are included in the approved 1986-1990 Capital Budget in the Major Roads Project section.

2.0 KINGSBOROUGH STREET ALIGNMENT BETWEEN WILLINGDON AND MCKAY AVENUES

Kingsborough Street has been identified and approved as a key component of the Metrotown core-related network. The importance of Kingsborough Street has been specifically noted by the Municipality's transportation consultant, T. Partridge and Associates, arising out of their traffic modelling work.

Staff have examined the Kingsborough Street alignment in greater detail. It is clearly concluded that the Kingsborough Street alignment between Willingdon Avenue and McKay Avenue and generally intersecting Willingdon Avenue mid-way between Kingsway and Central Boulevard, as indicated on Sketch 1, is in the optimum location.

The Kingsborough Street alignment outlined in Sketch 1 is recommended for the following summarized reasons:

- a) The outlined alignment recognizes that the need for effective and efficient servicing of the primary core by Kingsborough Street as part of the Metrotown core-related road network overrides other lesser road network aspects which are not as beneficially core-related.
- b) Kingsborough Street acts a primary gateway from the west into the Metrotown core, specifically into the major Station Square and Eaton Centre developments; and this gateway would be improved and reinforced by the provision of the most direct straight-in access route.
- c) The alignment of Kingsborough Street east of McKay Avenue is now fixed in accordance with the Public Hearing drawings presented for Station Square (RZ 95/85) which has now been granted Third Reading of the requisite rezoning bylaw and the adopted Comprehensive Development Plans for Eaton Centre (RZ 71/85). Sketch 1 provides for the most straightforward extension west of McKay Avenue.
- d) Willingdon Avenue functions as the main northern access into the Metrotown core for north Burnaby residents and for those many potential visitors who will access Metrotown via the Trans-Canada Highway. From this viewpoint, it is important that the primary intersections and signals along Willingdon Avenue be spaced such that the maximum number of vehicles destined to the Metrotown core can be accommodated in the most efficient and quickest manner.

The location of the intersection of Kingsborough Street and Willingdon Avenue (Sketch 1) is particularly well suited to traffic signal spacing with respect to Kingsway, a heavily travelled regional thoroughfare and to Central Boulevard, the main commercial service street along the southern boundary of the core area.

- e) The maximization of left-turn storage on Willingdon Avenue as accommodated by the Sketch 1 alignment onto Kingsborough Street eastbound into the core and onto Kingsway westbound generally out of the core is considered critical to the proper handling of core-related traffic. The connection of Kingsborough, for example, north of the proposed location would seriously compromise this left-turn storage capacity. Congestion would certainly increase along Willingdon Avenue if these left-turn storage aspects were not maximized.

- f) The traffic modelling work of the Municipality's consultant, T. Partridge & Associates, has served to emphasize the need to improve the accessibility of the Metrotown core for the long term through broadly based and incremental improvements to various core-related road network components including careful attention to an integrated program of intersection improvements and traffic management measures. Greater emphasis must be placed on the technical engineering aspects of traffic management if congestion is to be alleviated.

ITEM	5
MANAGER'S REPORT NO.	9
COUNCIL MEETING	87/02/09

- g) The Sketch 1 alignment creates the most efficient and flexible rectangular site configurations for the future development areas north and south of Kingsborough Street between Willingdon Avenue and McKay Avenue.
- h) Much of the right-of-way for Kingsborough Street (Sketch 1) has been acquired. Two lots at 6088 Cassie Avenue and 6171 McKay Avenue as well as portions of two other lots at 6097 Cassie Avenue and 6181 McKay Avenue remain to be acquired for this alignment.
- i) The future extension of Kingsborough Street west of Willingdon Avenue can be accommodated by the Sketch 1 alignment. Sketch 1 illustrates two feasible alternative extension alignments. This extension could be achieved at the time that the existing older two-storey apartments with surface parking on the west side of Willingdon Avenue are redeveloped for higher intensity Metrotown uses.

3.0 CONCLUSION

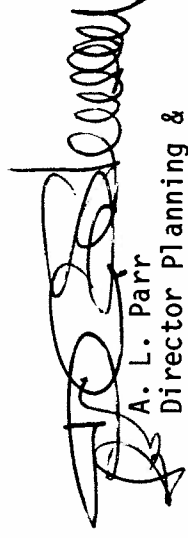
The recommended alignment for Kingsborough Street between McKay Avenue and Willingdon Avenue and with an intersection at Willingdon Avenue mid-way between Kingsway and Central Boulevard is illustrated on Sketch 1. The alignment of Kingsborough Street east of McKay Avenue has been fixed relative to the Station Square development which was granted Third Reading of the requisite rezoning bylaw (RZ #95/85). The transportation consultant retained by the Municipality, T. Partridge and Associates, confirms the importance of Kingsborough Street to the overall Metrotown road network and the need to provide the most efficient location and configuration for the Kingsborough Street and Willingdon Avenue intersection to maximize traffic accessibility with respect to the primary Metrotown core developments. The provision of needed left-turn storage along Willingdon Avenue onto Kingsborough Street and onto Kingsway and the maximization of traffic signal spacing as provided by the Sketch 1 alignment are essential to servicing the core properly. This alignment also provides options for the future extension of Kingsborough Street west of Willingdon Avenue.

The establishment of the specific alignment for Kingsborough Street between Willingdon Avenue and McKay will permit the Municipality to pursue negotiations to complete the acquisition of the remaining properties required for the right-of-way in line with the previously established schedule and the Capital Budget. In addition, staff will then be able to pursue reports regarding the specific site identification of various civic uses proposed within the Municipal land assembly area between Willingdon Avenue and McKay Avenue for Council's consideration.

ALP
KI:lf

Attachments

cc: Director Engineering
Municipal Solicitor
Director Finance


A. L. Parr
Director Planning &
Building Inspection

