

RE: WILSON AVENUE EXTENSION BETWEEN KINGSWAY AND GRANGE STREET
METROTOWN ROAD NETWORK

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1988 NOVEMBER 09
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our file: 15.312.4

SUBJECT: WILSON AVENUE EXTENSION
BETWEEN KINGSWAY AND GRANGE STREET
METROTOWN ROAD NETWORK

PURPOSE: The purpose of this report is to outline a Municipal cost-sharing proposal to achieve an important link within the Metrotown road network, the Wilson Avenue Extension.

RECOMMENDATION:

1. THAT the Municipal cost-sharing proposal to achieve an important link within the Metrotown road network, the Wilson Avenue Extension between Kingsway and Grange Street, as outlined in Section 4.0 of this report, be approved.

R E P O R T

1.0 METROTOWN ROAD NETWORK CONTEXT

The updated Metrotown road network approved by Council on 1987 September 21 as part of the community plan amendments to the policy document "Burnaby Metrotown - A Development Plan" is attached as Sketch 1. Many of the required network linkages have been achieved since the formal approval of the Metrotown concept in 1978.

Within Metrotown, two of the key remaining needed linkages are the Central Boulevard extension west of Willingdon Avenue to Wilson Avenue, and the Wilson Avenue extension north of Kingsway to Grange Street, both of which are related to each other. This does not include other road upgrades and widenings required throughout the network.

This report addresses the Wilson Avenue extension north of Kingsway to Grange Street. The Metrotown road network sketch illustrates the importance of this linkage. Wilson Avenue links the major east-west streets of Beresford Street, Central Boulevard, Kingsway and Grange Street, and is located midway between Patterson Avenue and Willingdon Avenue. Good access to the Patterson SkyTrain Station is provided via this route. In general, the achievement of the continuity of Wilson Avenue between Beresford Street and Grange Street will significantly improve the efficiency of the overall network, providing greater circulation options related to the Metrotown core and, in particular, relieving some of the heavy traffic reliance on Willingdon Avenue on the west side of the core. It is noted that a traffic signal has already been installed at the Wilson Avenue and Kingsway intersection in response to the requests of developers and users in the area.

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This Wilson Avenue extension is in the current adopted 1988-1992 Capital Budget with the right-of-way acquisition estimated at \$120,000, and construction estimated at \$250,000 both scheduled in 1992. The implication of this timing was to assure that this linkage was not left out of the Capital Budget and was ultimately a Municipal responsibility; but that with the assistance of an adjacent developer, this linkage could be achieved at an earlier date.

2.0 CHAFFEY/WILSON ROAD EXCHANGE CONTEXT

Sketch 2 attached illustrates in greater detail the area of the Wilson Avenue extension north of Kingsway to Grange Street. This 76 foot wide Wilson Avenue extension needs to be dedicated off the property at 4325 Kingsway which currently accommodates a one storey retail building (Fanny's Fabrics and Future Shop) and which has been owned for many years by the Sunlife insurance company. The Wilson Avenue extension right-of-way would be most appropriately achieved through a Highway Exchange Bylaw involving the closure of the 66 ft. wide Chaffey Avenue right-of-way between Kingsway and Grange Street. This exchange would require the cooperation of the owner of the properties on the west side of Chaffey Avenue at 4289 Kingsway, and 5757, 5775 and 5791 Chaffey Avenue, on which exist a nursing home and single-family dwellings, and which have been owned for many years by a Mr. Towns.

Both the Sunlife and Towns owned properties had been rezoned some years ago to the Comprehensive Development District (CD) in accordance with existing development in order to preclude interim development not in keeping with the Kingsway/Sussex Town Centre, the predecessor to Metrotown and in order to achieve the Chaffey/Wilson road exchange which was seen as desirable even at that time.

Over the years, planning staff have provided assistance to both the Sunlife and Towns parties towards the achievement of an appropriate coordinated development in line with Metrotown guidelines and to achieve the desired road exchange. To date, such a coordinated proposal has not been achieved. However, in order to achieve such an exchange, planning staff had indicated a willingness to bring forward to Council for its consideration a cooperative package which included the possibility of the Municipality bearing the cost of the Wilson Avenue extension roadworks and of the Municipal purchase of right-of-way required beyond the exchange of the closed 66 ft. wide portion of Chaffey Avenue; provided that such a road exchange proposal were pursued clearly in advance of a rezoning application related to the subject properties.

Relative to achieving important Metrotown road linkages and as an example reference, McKay Avenue north of Kingsway and Central Boulevard in the vicinity of Eaton Centre and Metrotown Centre were achieved through the dedication of the required rights-of-way by the developer and the construction of the roadworks by the Municipality.

3.0 CURRENT CIRCUMSTANCES

Recently, both the Towns and the Sunlife properties, to our understanding, have been or are being purchased by a single new owner who has expressed a desire to pursue redevelopment for high density apartment development in line with the adopted Metrotown Development Plan in the near future. The new owner has also expressed a desire to pursue the type of cooperative cost-sharing package discussed with the previous property owners.

This department has examined this matter further and concludes that although the developer of an imminent development should be prepared to dedicate rights-of-way and provide the roads and services required of typical rezoning applicants, some municipal sharing of the cost of the Wilson Avenue roadworks may be appropriate relative to achieving an important linkage in the Metrotown road network as outlined in Section 1.0 of this report.

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4.0 ROAD EXCHANGE PROPOSAL

Council consideration is requested to a road exchange proposal involving cost-sharing of the Wilson Avenue extension roadworks between Kingsway and Grange Street on the basis of 50% by the Municipality and 50% by the involved property owner of 4325 Kingsway. Fifty per cent of the current \$250,000 Capital Budget estimate is \$125,000, although the final cost-sharing figure would be based on the accepted construction tender. The roadworks entail the usual full Municipal standard of 46 ft. wide pavement with curb and gutters, storm drainage, separated sidewalks, street lighting and street trees.

This cost sharing proposal would be subject to the following points and conditions:

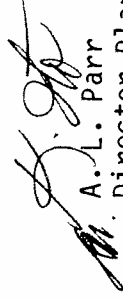
- a) The existing 66 ft. wide Chaffey Avenue right-of-way would be exchanged for the required 76 ft. wide Wilson Avenue extension right-of-way including any corner truncations. All survey cost would be met by the owner of 4325 Kingsway.
- b) The owner of 4325 Kingsway would bear the cost of terminating any redundant services within the existing Chaffey Avenue to be closed. The registration of easements to protect any existing services within the Chaffey Avenue right-of-way to be closed may be required.
- c) Any existing buildings encroaching upon the Wilson Avenue extension right-of-way require to be demolished by the owner of 4325 Kingsway.
- d) Any other required dedications or easements related to Grange Street and Kingsway would be detailed and established in relation to future rezoning and/or subdivision applications.
- e) The upgrading, repair, and realignment of the Grange Street and Kingsway curbs and boulevard works will be resolved in relation to future rezoning and/or subdivision applications.
- f) Services required to serve adjacent development will be applied relative to future rezoning and/or subdivision applications.
- g) The proposed closure of Chaffey Avenue requires the full co-operation of the owner of the properties on the west side of Chaffey Avenue on a number of legal and site planning matters including the elimination of some existing driveways and the consolidation of the properties on the west side of Chaffey Avenue.
- h) Other requirements and standard prerequisites would be established in relation to future rezoning and/or subdivision applications.

ALP

KI:lf

Attachments

cc: Director Engineering


A.L. Parr

Director Planning &
Building Inspection

METROTOWN Road Network (April 1987)

SKETCH 1

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



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