

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

Re: METROTOWN ROAD CONFIGURATION:  
KINGSBOROUGH STREET REALIGNMENT

RECOMMENDATION:

1. THAT Council approve the revisions to the Major Roads Network in the Burnaby Transportation Plan to include Kingsborough Street from Willingdon Avenue to Wilson Avenue in the alignment shown on Figure 2 of this report.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1995 September 13, adopted the attached staff report outlining a revised configuration for Kingsborough Street in Metrotown.

MEMBERS:

Mrs. Y. Coveney-Boyd  
Mr. E. Neumann  
Ms. L. Tatangelo  
Mr. L. Werden

Respectfully submitted,

Councillor D. Evans  
Chairman

Councillor J. Young  
Member

:-COPY -CITY MANAGER

- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- DIRECTOR PLNG. & BLDG.
- DIRECTOR REC. & CULT. SERVICES

TO: CHAIR AND MEMBERS  
TRAFFIC AND TRANSPORTATION COMMITTEE  
(Transportation and Transit Division)

1995 September 07

FROM: DIRECTOR PLANNING & BUILDING

SUBJECT: METROTOWN ROAD CONFIGURATION:  
KINGSBOROUGH STREET REALIGNMENT

PURPOSE: To advise the Traffic and Transportation Committee of a revised configuration for Kingsborough Street in Metrotown.

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#### RECOMMENDATION:

1. **THAT** the Traffic and Transportation Committee approve the revisions to the Major Roads Network in the Burnaby Transportation Plan to include Kingsborough Street from Willingdon Avenue to Wilson Avenue in the alignment shown on Figure 2 of this report.

### REPORT

#### 1.0 INTRODUCTION

The road configuration developed for the Metrotown area in the mid-1980's included an extension of Kingsborough Street westward from Willingdon Avenue. The alignment of Kingsborough as shown in Figure 1 *attached* would have extended Kingsborough directly westward to Wilson and further to connect with James Street, thus providing continuity to Olive Avenue. In this configuration, Kingsborough would provide a more local access function for the high density apartment area in Metrotown west of Willingdon.

Based on a number of development and transportation considerations, this report requests Committee approval of a change to the road alignment of Kingsborough Street west of Willingdon in the Metrotown area. Approval of this new road alignment would require a revision of the Major Roads Network in the Burnaby Transportation Plan.

#### 2. CURRENT STATUS

Kingsborough Street is currently designated as a Major Collector - Primary in the Burnaby Transportation Plan, extending from the access to the Eaton Centre parking facility through to McKay and terminating at Willingdon Avenue. It functions to provide access to major developments in the Metrotown area including Eaton Centre, Station Square and the Metrotown Library. With further high density residential development west of Willingdon, Kingsborough was planned to extend up to Olive Avenue (Figure 1), linking the residential areas of Metrotown to the shopping centres of Station Square, Eaton Centre and Metrotown Centre.

### 3. KINGSBOROUGH ALIGNMENTS

The development plan for Metrotown envisions the extension of Kingsborough west of Willingdon Avenue in conjunction with redevelopment of this area from its current medium density older apartments and single family housing to a combination of medium and high density residential. The alignment of Kingsborough however, must not only recognize current development in the area and the likely timing of its redevelopment, but would also define the boundaries of future development parcels in the area. Both of these considerations have prompted the need for reconsideration of the current alignment of the Kingsborough extension west of Willingdon as described in the following sections.

#### 3.1 Current Alignment

As shown in Figure 1, the current alignment of Kingsborough west of Willingdon Avenue involves an extension from Willingdon directly westbound to connect with James Street and terminate at a cul-de-sac west of Olive Avenue, thus providing a continuous street serving the area zoned high density residential through to Eaton Centre in the Metrotown commercial area. The difficulty with the current alignment, however, is that it requires redevelopment of three existing medium density apartment blocks (Figure 1) which may not occur for some time into the future. Intermittent redevelopment of these areas would result in lack of road continuity for Kingsborough and poorer access to new development areas. In addition, this alignment would require maintaining Kathleen Avenue open between Central Boulevard and Kemp where the City of Burnaby is in the process of assembling land for development. Closure of Kathleen, however, as part of a redevelopment of the area would permit the assembly of larger and hence more marketable parcels for redevelopment.

From a transportation perspective, it is also apparent that the extension of Kingsborough from Olive Avenue to McKay would somewhat duplicate the function of Central Boulevard from Patterson to Willingdon and therefore as extensive a road paralleling Central Boulevard is not required.

#### 3.2 Proposed Realignment

The proposed realignment of Kingsborough west of Willingdon as shown in Figure 2 *attached* overcomes some of the difficulties presented by the current alignment. By realigning Kingsborough to connect with Kemp Street west to terminate at Wilson the Kingsborough extension can be completed largely with the acquisition through redevelopment of a single apartment block at Willingdon and Kingsborough. The extension of Kingsborough is therefore more likely to be completed within a reasonable time frame. In addition, the realignment would permit the eventual closure of Kathleen from Kemp to Central Boulevard and the closure of Kemp from Kathleen to Willingdon, thus permitting the assembly of a large number of small lots into larger, more economically viable development parcels.

The realignment is supportable not only from a development but a transportation viewpoint, as it would provide access to the development area from Willingdon to Wilson which is a major street in Metrotown, linking signalized intersections at Grange and Kingsway and extending under the SkyTrain line south to Beresford.

#### 4.0 CONCLUSION

Due to the obstacles to realizing the current alignment for the Kingsborough extension and its conflicts with the City land assembly program on Kathleen Avenue, staff are proposing a new alignment of Kingsborough west of Willingdon for consideration by the Traffic and Transportation Committee. This new alignment is easier to achieve, more compatible with the land assembly program and maintains the transportation function of Kingsborough. It is therefore recommended that the Committee approve the revision to the Burnaby Transportation Plan - Major Roads Network to reflect this revised alignment.

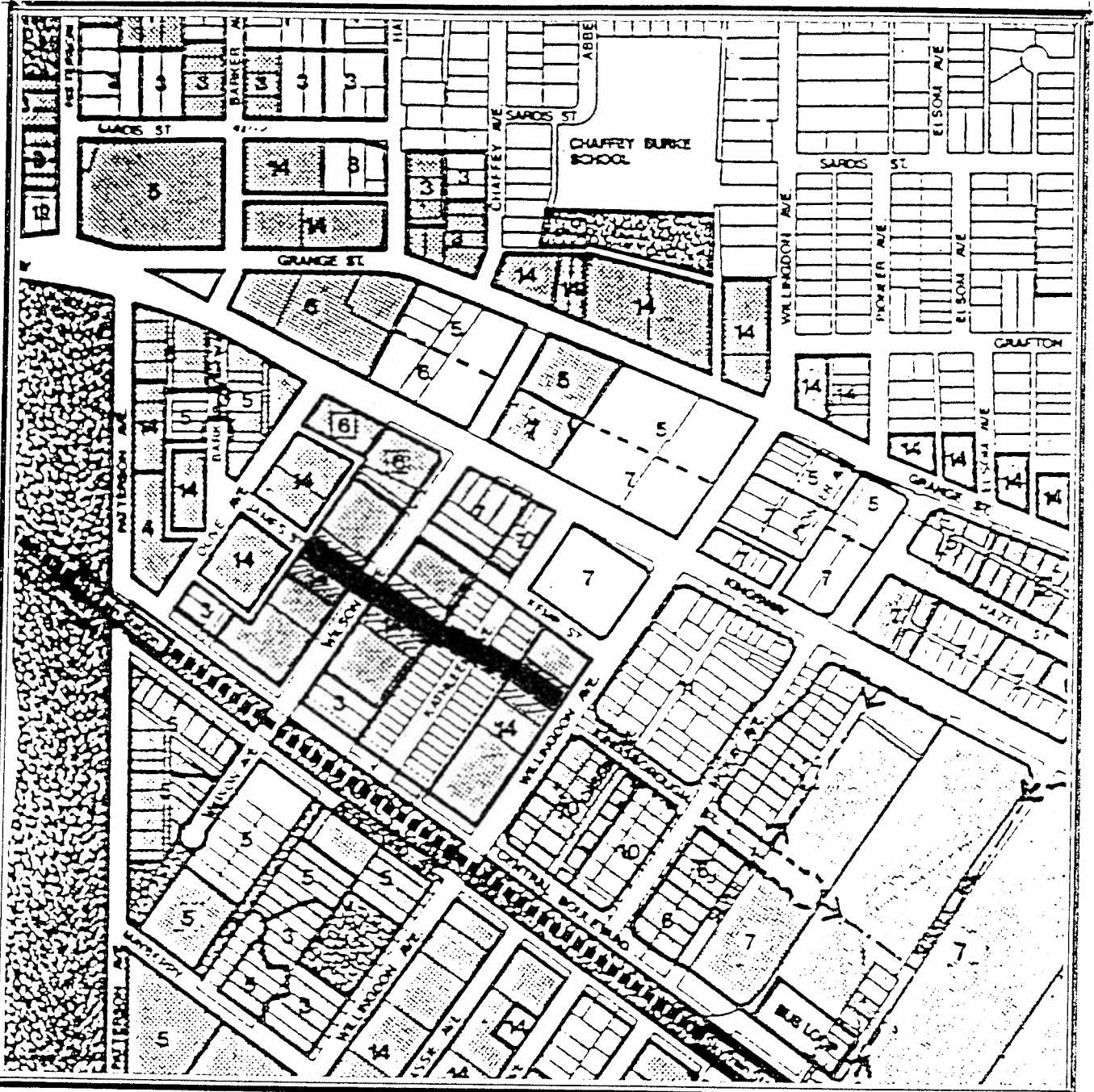
  
D.G. Stenson, Director  
PLANNING & BUILDING

RG/jp

Attachments (2)

cc: City Manager  
Deputy City Manager Corporate Services  
Director Engineering  
Director Finance  
Director Recreation & Cultural Services

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Date:  
SEPT 8, 1945

Scale:  
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Drawn By:  
RSG

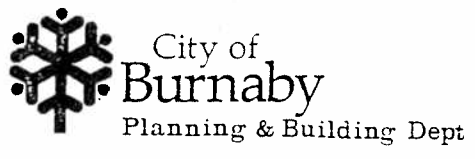
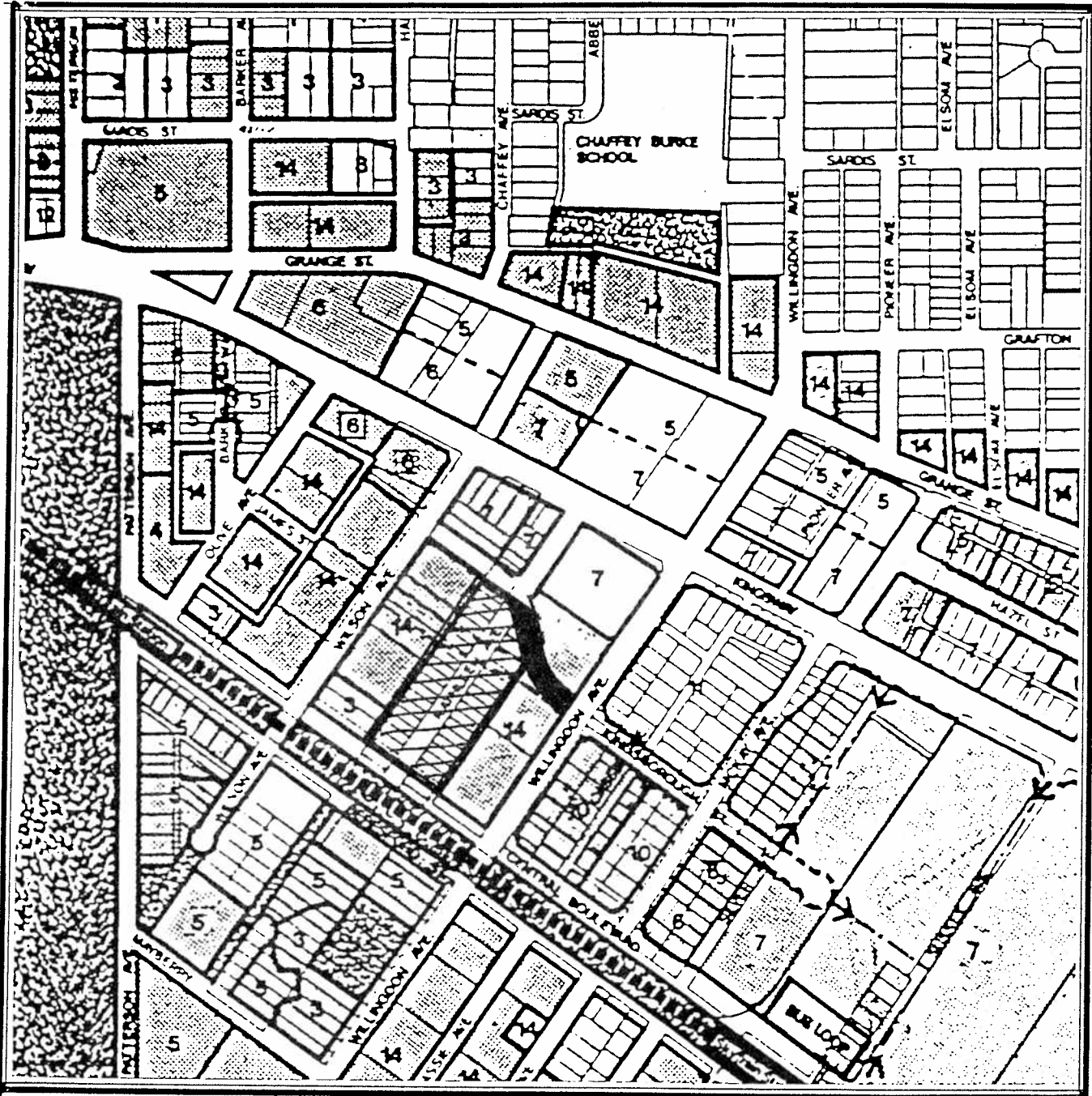


FIGURE 1  
CURRENT ALIGNMENT

 APARTMENT PROPERTY ACQUISITIONS



Date:  
SEPT 8, 1995

Scale:  
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REG



City of  
Burnaby  
Planning & Building Dept

FIGURE 2  
REVISED ALIGNMENT



LAND ASSEMBLY AREA