

ITEM	17
MANAGER'S REPORT NO.	44
COUNCIL MEETING	86/07/21

RE: REZONING REFERENCE NO. 54/86  
METROTOWN CENTRE - PHASE II WITHIN METROTOWN - AREA I

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1986 JULY 17  
FROM: DIRECTOR PLANNING & BUILDING INSPECTION OUR FILE: RZ 54/86  
SUBJECT: METROTOWN CENTRE - PHASE II  
WITHIN METROTOWN - AREA 1  
REZONING REFERENCE #54/86 (ATTACHED SKETCH #1)

RECOMMENDATION:

1. THAT this report be received for information purposes.

R E P O R T

1.0 REZONING REFERENCE #54/86

The Planning & Building Inspection Department advises that a rezoning application (RZ #54/86) has been made by Hamilton-Doyle & Associates, Architects to permit a major Phase II retail mall addition to the existing Phase I Metrotown Centre shopping mall currently under construction. The irregularly shaped site with an area of approximately 29 acres is located within Metrotown-Area 1 between Kingsway and Central Boulevard, west of Nelson and Bonsor Avenues.

The rezoning application encompasses the properties at 4750 and 4850 Kingsway; 6493, 6505, 6513 and 6521 Bonsor Avenue; 4545 Central Boulevard; 6525 Lily Avenue; and 6507, 6525 and 6541 Nelson Avenue. The indicated properties include some additional to the initial Phase I site such as the property at the south-west corner of Kingsway and Nelson Avenue (SuperValu), properties fronting Bonsor Avenue (commercial buildings and dwellings including the Firemen's Club), and vacant property on the east side of Lily Avenue. The overall site would require rezoning to the Comprehensive Development District (CD) based on C3 and RM5 guidelines.

2.0 CONTEXT OF RECENT CORE DEVELOPMENTS

The subject Metrotown Centre Phase II proposal represents the fourth major commercial Metrotown core development being considered by the Municipality within the last 1-1/2 years.

On the subject site, Metrotown Centre - Phase I (RZ #9/85), a major mall proposal including the existing Sears store, a new Woodward's store and a 3-level retail mall totalling approximately 663,000 sq.ft. with approximately 112,000 sq.ft. of office space is under construction and nearing completion. Approximately 2,670 parking spaces are being provided.

The Galleria at Metrotown (RZ #71/85), a major mall proposal with anchor tenants totalling approximately 811,000 sq.ft. with an office tower of approximately 296,000 sq.ft. has been rezoned for the adjacent site to the west and will be under construction shortly. Approximately 3,450 parking spaces are being provided.

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To the west of the Cambridge site, Station Square (RZ #95/85), a major mixed-use development is being proposed with commercial floor area totalling approximately 307,000 sq.ft., encompassing a shopping centre including a Save-On-Foods store, cinemas, restaurants and offices. Two apartment towers with a floor area of approximately 360,000 sq.ft. and a hotel tower of approximately 49,000 sq.ft. are also proposed in the first phase. Approximately 1,690 parking spaces are planned. This proposal is being presented to a Public Hearing on 1986 July 29.

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These three described proposals each indicate further future development such as office, hotel and/or apartment towers and retail expansion.

The floor area encompassed by these three proposals totals approximately 2,598,000 sq.ft. with approximately 7,810 parking spaces.

### 3.0 ISSUES AND CONCERNS

A number of policy, urban design and technical issues and concerns need to be resolved with respect to the submitted proposal. Traffic concerns are of primary importance in light of the magnitude of core developments pursued to date. Subject to the results of the retained consultant's work on traffic aspects, staff will also address other project matters of a land use, urban design and technical nature which are noted in the following section.

#### 3.1 TRAFFIC CIRCULATION

This proposed Phase II expansion to the Metrotown Centre development alters the Metrotown core-related road network with respect to the north-south connection of McMurray Avenue from Kingsway through the site to Central Boulevard, as well as the linking connection of Bennett Street into this north-south connection. The Phase II proposal places greater traffic stress on the peripheral streets such as Kingsway and Nelson Avenue and, in particular, Bonsor Avenue between Central Boulevard and Bennett Street.

The impact of this further major Metrotown core development needs to be examined in light of three previous core developments - Metrotown Centre Phase I, Galleria at Metrotown, and Station Square - which have been approved or are undergoing rezoning. These three previous core developments together already provide for approximately 7,810 parking spaces, implying significant traffic impacts on the surrounding road network.

Staff have examined this situation on a preliminary basis and have serious concerns that this major Metrotown Centre Phase II development in addition to the three previously mentioned core developments may result in significant traffic problems not only on the Metrotown core-related road network where considerable new roadwork has recently been pursued but also on the supporting road network beyond the core.

Previous evaluation of Metrotown traffic needs carried out by N.D. Lea & Associates in 1978 was based on an ultimate level of commercial development that was lower than the development proposals which are now proposed. In addition, the previous evaluation presumed the gradual phasing of development proposals. Accordingly, it was felt that as each successive phase occurred, we would be able to test the assumptions underlying traffic forecasts against actual experience.

One of the implications of this situation is that this Phase II development may be premature until the actual traffic impacts of the initial three major core developments can be assessed. Staff are of the opinion that additional analytical studies are required to clarify this situation. It is necessary that an independent traffic consultant be retained by the Municipality as soon as possible to carry out such studies and staff are making arrangements to retain such a consultant.

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### 3.2 PARKING PROVISIONS

With input by the applicant's consultants, staff will be determining the parking requirements necessary to serve this development in the light of the amount of parking provided in the first phase, the increased attractiveness of a larger development to shoppers, and planned and approved surrounding development within the Metrotown core.

### 3.3 ADDITIONAL URBAN USES

The developer of this Phase II retail mall addition to the Phase I Metrotown Centre development generally proposes a three-level retail mall extension of 185,000 sq.ft. anchored by a new Bay department store of 160,000 sq.ft. No further uses of urban significance such as Cambridge's 296,000 sq.ft. office tower and the Station Square's apartments of 360,000 sq.ft. and hotel of 49,000 sq.ft. are proposed as yet in this Metrotown Centre Phase II development. The applicant would be expected to incorporate significant appropriate uses such as additional offices or apartment towers in addition to the retail mall development. The provision of a strong urban environment which will function as Burnaby's downtown requires a more diverse palette of high-density uses beyond solely the creation of shopping centres and malls.

### 3.4 URBAN DESIGN

The proposal should further the Municipality's urban design objectives for the creation of a downtown for Burnaby. Generous, urbane approaches to the provision of major public open spaces and public pedestrian corridors to and through the development are necessary. High quality landscaped provisions would be expected along the street frontages and along the common site boundary with Bonsor Park. A major public square focus should be created at the Kingsway and Nelson Avenue corner.

The suitability of including automotive service uses within the Metrotown core is questioned although the applicant is considering the relocation of the existing Sears Auto Centre and gas bar to an unobtrusive location on the site. Architectural and/or use solutions such as a commercial component fronting above-grade parking structures facing primary street frontages such as Kingsway need to be pursued.

It is desirable to retain existing specimen coniferous trees to the east of the existing Sears store as well as a few other specimen trees along Bonsor Avenue.

### 3.5 ROADWORKS, DEDICATIONS AND ROAD CLOSURES

In accordance with traffic management requirements and the traffic consultant's work, and in order to appropriately accommodate significant traffic volumes related to the Metrotown core developments and the subject additional high traffic generating facility, upgraded roadworks and widenings will be required with respect to Kingsway, Nelson Avenue, Bonsor Avenue and Bennett Street.

The applicant's proposal calls for the closure of various existing rights-of-way such as portions of Bennett Street, of Lily Avenue, and of lanes west of Bonsor Avenue in order to create his desired consolidations. Staff are examining the feasibility of these closures including the desired transfer of the property at 6510 Fern Avenue for inclusion in Bonsor Park.

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#### 4.0 SUMMARY

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The purpose of this report is to advise that staff are in receipt of a rezoning application for Metrotown Centre Phase II. Serious traffic concerns are arising out of the fact that major Metrotown core developments are being proposed on an earlier schedule and of greater magnitude than previously expected. An independent traffic consultant will be engaged to assess this situation. Other issues and concerns raised in this report which staff are pursuing relate to parking provisions; additional urban uses; urban design; and roadworks, dedications and road closures.

This is for the information of Council.



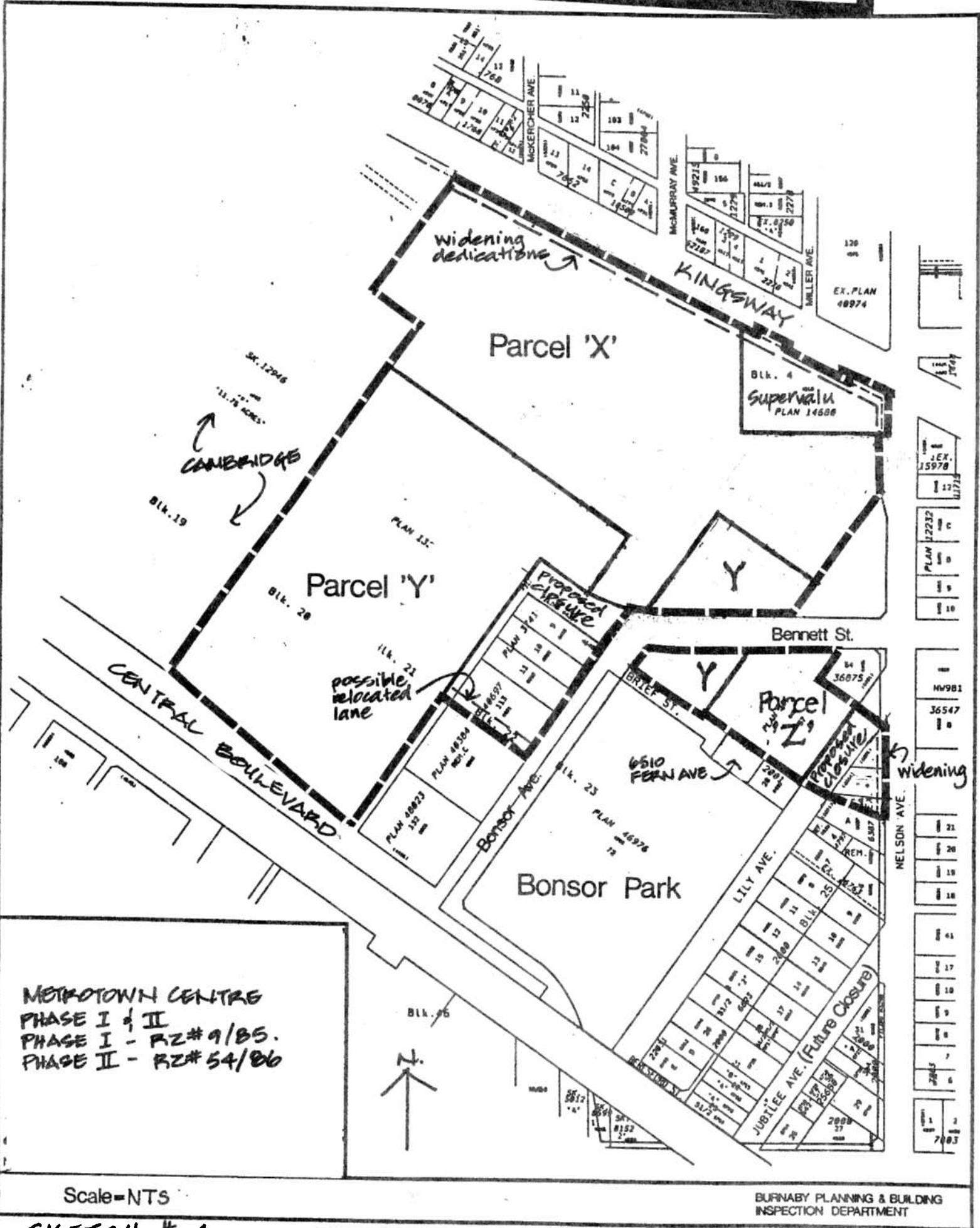
A. L. Parr  
Director Planning &  
Building Inspection

KI:lf

Attachment

cc: Director Engineering  
Director Recreation &  
Cultural Services

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METROTOWN CENTRE  
 PHASE I & II  
 PHASE I - RZ# 9/85.  
 PHASE II - RZ# 54/86

Scale=NTS  
 SKETCH # 1

BURNABY PLANNING & BUILDING  
 INSPECTION DEPARTMENT

