

RE: URBAN DESIGN STUDY - METROTOWN CIVIC COMPLEX
METROTOWN - AREA 14
PRIORITY PROPERTY ACQUISITIONS: KINGSBOROUGH STREET
RESOURCE LIBRARY PARK-AND-RIDE CIVIC SQUARE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER SUPPLEMENTARY
1987 NOVEMBER 12

FROM: DIRECTOR PLANNING & BUILDING INSPECTION OUR FILE: 15.312.2

SUBJECT: URBAN DESIGN STUDY - METROTOWN CIVIC COMPLEX
METROTOWN - AREA 14
PRIORITY PROPERTY ACQUISITIONS: KINGSBOROUGH STREET
RESOURCE LIBRARY
PARK-AND-RIDE
CIVIC SQUARE

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RECOMMENDATIONS:

1. THAT, in line with the Urban Design Study (Appendix "A"), prepared for the Metrotown Civic Complex, (primary public assembly area of Metrotown - Area 14), the required sites to accommodate the Metrotown Resource Library, the Park-and-Ride Facility, and the Civic Square as outlined in Sketch 2 attached, be approved and referred to the Library Board and the Parks and Recreation Commission for endorsement.
2. THAT the Municipal Solicitor be authorized to pursue completion of acquisition of the remaining properties required for the Kingsborough Street right-of-way, the Metrotown Resource Library, the Park-and-Ride Facility, and the Civic Square to meet the proposed construction schedule of the facilities and works as outlined in Section 4.0 of this report.
3. THAT the provision of the Park-and-Ride Facility and the Civic Square be included in the next update of the Capital Budget.

R E P O R T

1.0 SUMMARY

The establishment of a major civic complex is being pursued for the primary public assembly area within Metrotown - Area 14 bounded by Willingdon Avenue, Kingsborough Street, McKay Avenue and Central Boulevard. A consultant, James K.M. Cheng Architect, was engaged to pursue an Urban Design Study for the subject area to relate the various civic components proposed for the area, to assure that the area was capable of accommodating the proposed civic components, and to identify the specific site for the civic components, in particular, the Phase I components composed of the Metrotown Resource Library, the Park-and-Ride Facility and the Civic Square. The urban design consulting process included input from engineering, parks, library, building and planning staff.

A summary of the completed Urban Design Study is attached as Appendix "A".

The overall urban design concept is an attractive one which can be implemented on a staged basis yet allows individual components to function in relation to both other components and in their own right. The recommended Library and Civic Square sites are outlined in Sketch 2. The Park-and-Ride Facility is proposed to be located under the Civic Square. Further sites are available to accommodate other civic facilities such as a Centre for the Performing Arts and a possible Art Gallery. The right-of-way for Kingsborough Street must also be acquired and the road constructed not only to serve the Metrotown core but also provide specific vehicular access to the Library and Park-and-Ride facility.

The preliminary scheduling for the various Phase I components and Kingsborough Street is outlined in Section 4.0 of this report. It is proposed that the required property acquisitions be achieved by the noted dates.

Implementation steps towards the provision of the proposed underground Park-and-Ride Facility and the Civic Square need to be pursued. The first next steps would be the inclusion of these components in the Capital Budget and the engagement of consultants to pursue detailed design work.

The completed Urban Design Study indicates that a Metrotown Civic Complex can be achieved which will ably serve the maturing needs of Burnaby and its citizens. The Civic Complex promises to be a high-quality focus of civic pride and regional significance.

2.0 URBAN DESIGN STUDY

2.1 METROTOWN - AREA 14 - PRIMARY CIVIC USES

In accordance with a Municipal initiative to acquire properties within Metrotown - Area 14, Council on 1986 May 05 authorized the Municipal Solicitor to commence negotiations to acquire properties within the area bounded by Willingdon Avenue, Central Boulevard, McKay Avenue and the lane just south of Kingsway (see attached Sketch 1). Municipal acquisition of a significant proportion of the area has already been achieved.

With respect to the Metrotown Resource Library, Council had approved the establishment of this library on 1985 April 29. On 1986 August 25, a \$400,000 Provincial Government Lottery Grant towards the Metrotown Resource Library was announced. Council on 1986 September 15 adopted a recommendation that a bylaw be brought forward to appropriate \$7 million from Capital Reserves for the site, design and construction of the Metrotown Library. An architect has been engaged for the library. The determination of the specific library site within the designated civic complex precinct will enable the site acquisition to be pursued and completed, the architect to pursue the detailed library design, and the project budget estimate to be finalized.

In conjunction with the consideration of major commercial development within the primary core, Council on 1986 May 05 authorized staff to pursue the provision by 1988 September of up to 200 parking spaces which can serve a "park and ride" function within close walking distance of the Metrotown SkyTrain Station. The reserve account in which some office developers in Metrotown have deposited funds to allow them to reduce parking provision currently amounts to \$363,123 (1987 November).

With respect to a Centre for the Performing Arts, Council proposed the establishment of a booking theatre in Metrotown, and a Referendum is being submitted to the electorate on 1987 November 21 for the financing of this facility. A possible art gallery could also be considered as a future component.

Since 1979 April, a Metrotown Public Open Space charge of \$0.50 per sq.ft. of building area has been levied against new commercial development within Metrotown for the acquisition of public pedestrian linkages and spaces. The reserve account in which the Metrotown Public Open Space charges are deposited, including required Municipal contributions, currently amounts to \$3,284,073 (1987 November). An opportunity is available for a major public square within Area 14 in a key relationship with primary civic uses such as the Resource Library and a proposed Centre for the Performing Arts. Dual use of the public square by providing public parking under the square is considered advantageous.

2.2 ENGAGEMENT OF URBAN DESIGN CONSULTANT

In conjunction with a report considered at the Council meeting of 1987 June 22 (Item 13, Manager's Report No. 42), Council authorized staff to pursue the engagement of a consultant to assist the Municipality in an urban design and site identification study for the primary public assembly area bounded by Central Boulevard, Willingdon Avenue, Kingsborough Street and McKay Avenue. A prequalification request for urban design and site planning services was advertised in Burnaby Now and The Vancouver Sun. From the submitted resumes, a short list of three firms were interviewed. The firm of James K.M. Cheng Architect was engaged by the Major Civic Building Coordination Committee to carry out the urban design study. For this study, Council had approved a budget of \$15,000 charged to the 1987 Annual Operating Budget Contingency.

James K.M. Cheng Architect the consultant also engaged to carry out the Metrotown Resource Library design was able to integrate site planning carried out for the library with the overall urban design program. The architect also brought in The SWA Group, a respected landscape architectural firm out of Sausalito, California, as well as T. Partridge & Associates a traffic/parking consultant.

2.3 URBAN DESIGN STUDY SUMMARY (APPENDIX "A")

The primary public assembly area bounded by Central Boulevard, Willingdon Avenue, Kingsborough Street and McKay Avenue is considered appropriate to accommodate the identified civic uses not only for the desirability of this location for each of the identified uses but also for the synergy resulting from the clustering of a number of civic uses together in an appropriate spatial and linked relationship. This 4-acre block is considered able to accommodate the proposed public facilities with the provision of underground parking.

The urban design study was necessary not only to assist in determining specific sites for the various civic uses but also to suggest the most appropriate spatial relationship of the various civic uses, an integrated parking and access system for the area, the determination of the open space network between or linking the various uses, and the appropriate relationship to surrounding areas. A primary goal is to create a high-quality civic focus which will be a source of pride to all citizens of Burnaby.

The attached Appendix "A" summarizes the goals and objectives of the urban design study and outlines the proposed concept plan and summary recommendations as prepared and submitted by the engaged consultants, James K.M. Cheng Architect and The SWA Group. Municipal staff from various departments have been involved throughout the study process towards the development of the proposed concept plan. The proposed concept plan and recommendations of the urban design study have been endorsed by the Major Civic Building Coordination Committee.

Larger scale concept plans and sketches have been submitted by the consultant and will be made available for view at the Council meeting to which this report is submitted.

3.0 SITE CONFIGURATIONS

In line with the Urban Design Study conclusions, the site configurations (size and shape) for the Phase I facilities proposed within the Metrotown Civic Complex area are outlined in the following sections. The sites are basically identified as the Metrotown Resource Library site and the Civic Square site (see Sketch 2). The proposed underground Park-and-Ride Facility is located primarily under the Civic Square and partly under the library site. This Park-and-Ride Facility is proposed to use common access and egress ramps, pedestrian stairway exits, etc., with the library parking facility and essentially the two parking facilities are planned to be fully integrated with each other and function as a single facility. Minor further refinement of the designated sites will be pursued but these would not be expected to change the overall configuration and dimensions of the combined Phase I sites.

138

3.1 METROTOWN RESOURCE LIBRARY SITE

The proposed library site generally measures 150 feet by 325 feet with a small extension area east along Kingsborough Street for access purposes (see Sketch 2). The gross library site will amount to approximately 1.2 acres. This site not only provides the physical area to accommodate the library building but also establishes the basic parameters which organize the civic complex and shared and joint use relationships with the Civic Square and the proposed underground Park-and-Ride Facility. A 5-foot right-of-way widening is required along the Willingdon Avenue frontage. This site has been determined to meet the library's building program. Some further southward extension of the site to accommodate future library expansion could take place.

The Chief Librarian reports that the proposed site for the Metrotown Resource Library identified in the Urban Design Study is similar to a site location preferred by the Library Board, previously identified on a preliminary basis. The architect retained by the Library Board is prepared to pursue detailed library designs for this site and, although the Library Board has not formally endorsed the specific site identified in this current study, it is the Chief Librarian's intention to bring this to the Library Board's attention at its next meeting to be held 1987 November 19 at which time formal Board endorsement will be requested.

Property acquisitions related to the following addresses are required to complete the assembly of the library site:

- 6154, 6144, 6132 and 6108 Willingdon Avenue
- 6107, part 6097 and part 6106 Cassie Avenue
- part 6181 McKay Avenue

3.2 CIVIC SQUARE

The Civic Square site generally measures 150 feet by 260 feet with an area of approximately 0.9 acres (see Sketch 2). The Metrotown Public Open Space reserve account with a balance of \$3,284,093 as of 1987 November has more than sufficient funds to meet the cost of property already or to be acquired. Some of the properties required for the library are also considered to have a shared function related to the provision of open space. The Cassie Avenue right-of-way south of Kingsborough Street is proposed to be closed for inclusion in the Civic Square and drop-off turn-around area.

The physical development of a Civic Square could proceed on a phased basis, although it is desirable that primary elements of the formal Civic Square concept be achieved simultaneously with the scheduled completion of the library building. The next procedural steps are the pursuance of a more detailed design of the Civic Square, the determination of cost estimates for the Civic Square components (trees, shrubs, grass, paving, steps, retaining walls, fountain, lighting, shelters, benches, etc.) and the inclusion of the Civic Square development in the Capital Budget at the next opportunity.

ITEM	SUPPL	14
MANAGER'S REPORT NO.		71
COUNCIL MEETING		87/11/16

Property acquisitions related to the following addresses are required to complete the assembly of the Civic Square site:

- part 6138, part 6116 and part 6106 Cassie Avenue

3.3 PARK-AND-RIDE FACILITY

It is proposed that the Park-and-Ride Facility to accommodate the initial 200 public parking spaces be placed underground, primarily under the Civic Square site and partially under the library site. This proposal is advantageous on a number of points such as:

- No additional property needs to be acquired other than that required for the library and Civic Square sites.
- The shared use of the library and Civic Square sites will result in greater efficiency in land use and use of public funds.
- The required library parking and the Park-and-Ride Facility can be combined to provide a more efficient, safer, integrated and attractive parking layout, and access and egress arrangement for vehicles and pedestrians. The parking concept initially consists of a large one level underground garage with a partial second level. This Phase I underground parking garage could be expanded up to a full two levels if it is desired to provide more than 200 public parking spaces at this time.
- The balance of the civic complex site bounded by Willingdon, Kingsborough, McKay and Central is also available to accommodate other desirable civic facilities such as the proposed Centre for the Performing Arts and a possible art gallery, including significant opportunities to expand parking in an integrated fashion with Phase I parking to accommodate these future facilities and future public parking needs.
- The sharing of parking amongst the civic facilities could assist in lowering the overall parking requirements than if each of the facilities were considered separately.

Underground parking is proposed for this proposed Park-and-Ride Facility. It will indicate that the public sector can also lead in encouraging the provision of underground parking for major private developments in Metrotown. Underground parking has been established as the goal for Metrotown as indicated in the adopted Metrotown Development Plan.

The next procedural steps are the pursuance of a more detailed design of the parking facility, the determination of cost estimates for this facility, and the inclusion of the parking facility in the Capital Budget at the next opportunity.

3.4 KINGSBOROUGH STREET

The completion of Kingsborough Street in the near future is required not only to serve the Metrotown core but also to give specific vehicular access to the proposed Metrotown Resource Library and the Park-and-Ride Facility.

Property acquisitions related to the following addresses are required to complete the provision of the required Kingsborough Street right-of-way between Willingdon Avenue and McKay Avenue:

- 6088 and part 6097 Cassie Avenue
- 6171 and part 6181 McKay Avenue

4.0 SCHEDULING OF CIVIC PROPOSALS

The following schedule indicates the time-line objectives for the various projects related to the civic complex.

Property Acquisitions Required by:	Estimated latest Start of Construction	Estimated earliest Completion of Construction
a) Metrotown Resource Library	1988 April 1988 August	1989 September
b) Civic Square (tied to provision of Park-and-Ride Facility)	1988 April 1989 March	1989 September
c) Park-and-Ride Facility	1988 April 1988 August	1989 March (to coincide with completion of Station Square and Eaton Centre)
d) Kingsborough Street	1988 January 1988 March	1988 May

140

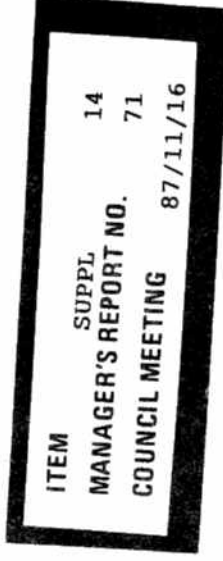
The proposed completion date of the Park-and-Ride Facility has been adjusted from the previous 1988 September to 1989 March to correspond to the provision of the other Phase I civic complex components and the completion of commercial core developments currently under construction. The estimated completion date of the library may be extended somewhat beyond 1989 September primarily to accommodate the extensive interior and furnishings work which is required for the library. Staff would report that in order to accommodate this probable revised timing, arrangements are being made to extend current library leases at Alaska Street (administration) and the Central Park Branch for up to an additional 12 months.

Time-line objectives for other future proposals within the Civic Complex such as the Centre for the Performing Arts and a possible art gallery would be pursued once operational commitments are achieved for their construction.

The important initial dates are 1988 April, by which time the complete sites for the Phase I civic proposals need to be acquired; and 1988 January, by which time the complete Kingsborough Street right-of-way between Willingdon Avenue and McKay Avenue needs to be achieved. Acquisition negotiations pursued by the Municipal Solicitor should be keyed to achieving municipal acquisition of the required properties by the indicated dates in order to meet the desired construction schedules.

5.0 PARK-AND-RIDE FACILITY AND THE CIVIC SQUARE

In line with the conclusions of the Urban Design Study, further steps need to be expeditiously undertaken to operationalize the proposed development of the Park-and-Ride Facility and the Civic Square.



5.1 CAPITAL BUDGETING

Estimates for the Park-and-Ride Facility and the Civic Square need to be pursued and these proposals included in the Municipality's Capital Budget at the next opportunity.


5.2 ENGAGEMENT OF CONSULTANTS

The provision of the Library, the Park-and-Ride Facility and the Civic Square have been based on an integrated concept which is considered to achieve:

- a) An attractive Phase I civic complex setting.
- b) Improved use efficiencies through combining the Library and Park-and-Ride parking functions.
- c) Higher quality and clarity by providing jointly used access points for vehicles and pedestrians.
- d) Greater flexibility of and future opportunities for use of the Phase I primary components.

The architect for the library, James K.M. Cheng, has engaged the firm of Jones Kwong Kishi-Consulting Engineers, which is a firm well-versed in the construction of underground parking garages. Also in conjunction with the urban design study, the architect of his own accord brought in The SWA Group, a respected landscape consultant out of Sausalito, California, and T. Partridge & Associates, a traffic/parking consultant. It is considered appropriate to extend the terms of reference of the library architect, James K.M. Cheng Architect, to include the Phase I Park-and-Ride Facility and the Civic Square. The terms of reference for the Civic Square will probably include a staged construction process. These extended terms of reference will permit the Phase I component designs and construction to be pursued on an integrated and cost effective basis.

The Major Civic Building Coordination Committee has recommended that James K.M. Cheng Architect be invited to submit a proposal to extend his terms of reference to include the Phase I Park-and-Ride Facility and the Civic Square. If a suitable proposal is achieved with James K.M. Cheng Architect, the Major Civic Building Coordination Committee will be requested to ratify the extension of the consulting terms of reference of James K.M. Cheng Architect to include the Phase I Park-and-Ride Facility and the Civic Square. Unless otherwise directed by Council, staff will pursue this matter on this basis.

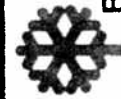
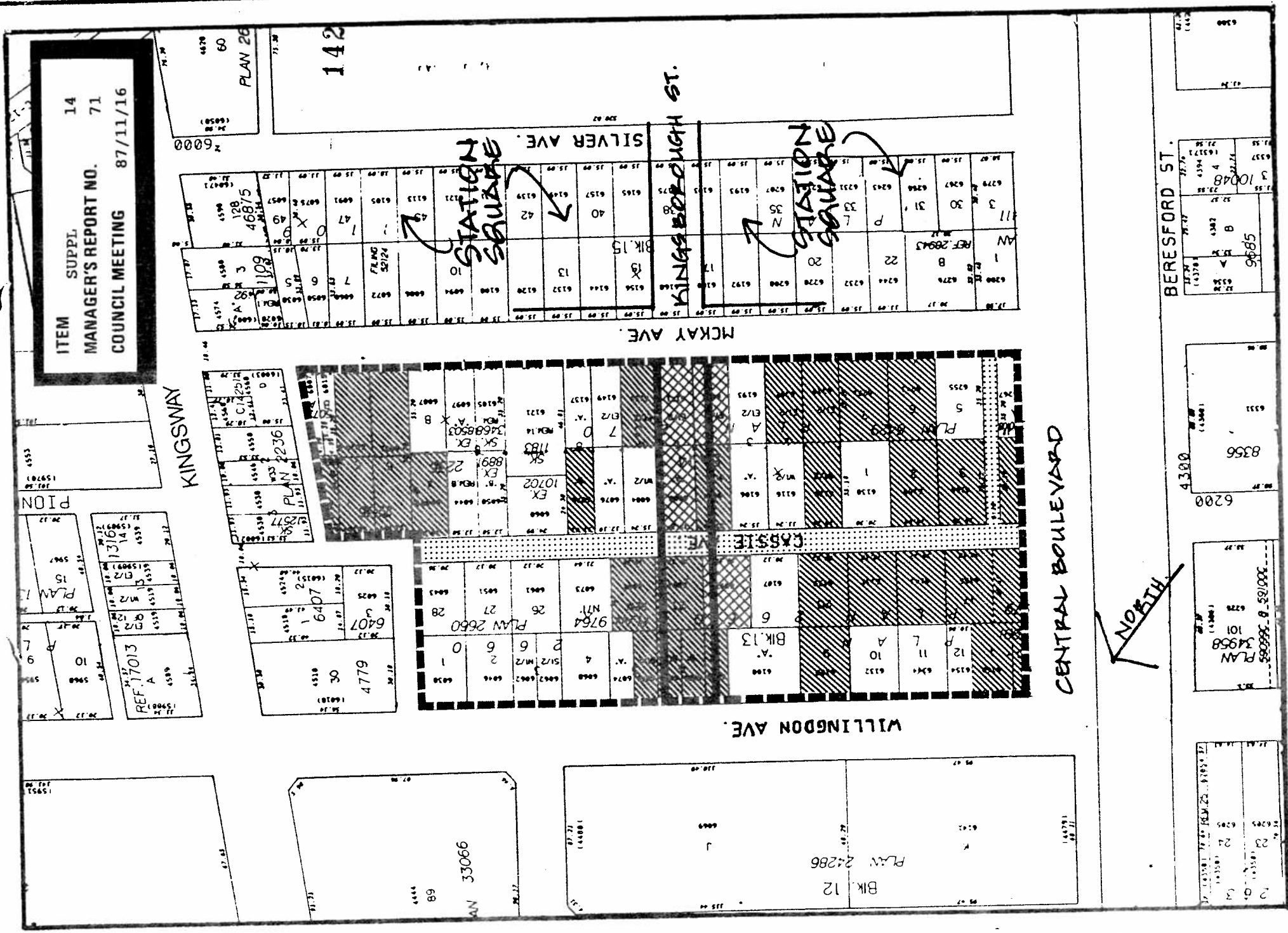

A. L. Parr
Director Planning &
Building Inspection

KI:lf

Attachments: Sketches 1 and 2
Appendix "A"

cc: Municipal Solicitor
Director Engineering
Director Recreation & Cultural Services
Director Finance
Chief Building Inspector
Chief Librarian
Purchasing Agent

ITEM SUPPL. 14
 MANAGER'S REPORT NO. 71
 COUNCIL MEETING 87/11/16



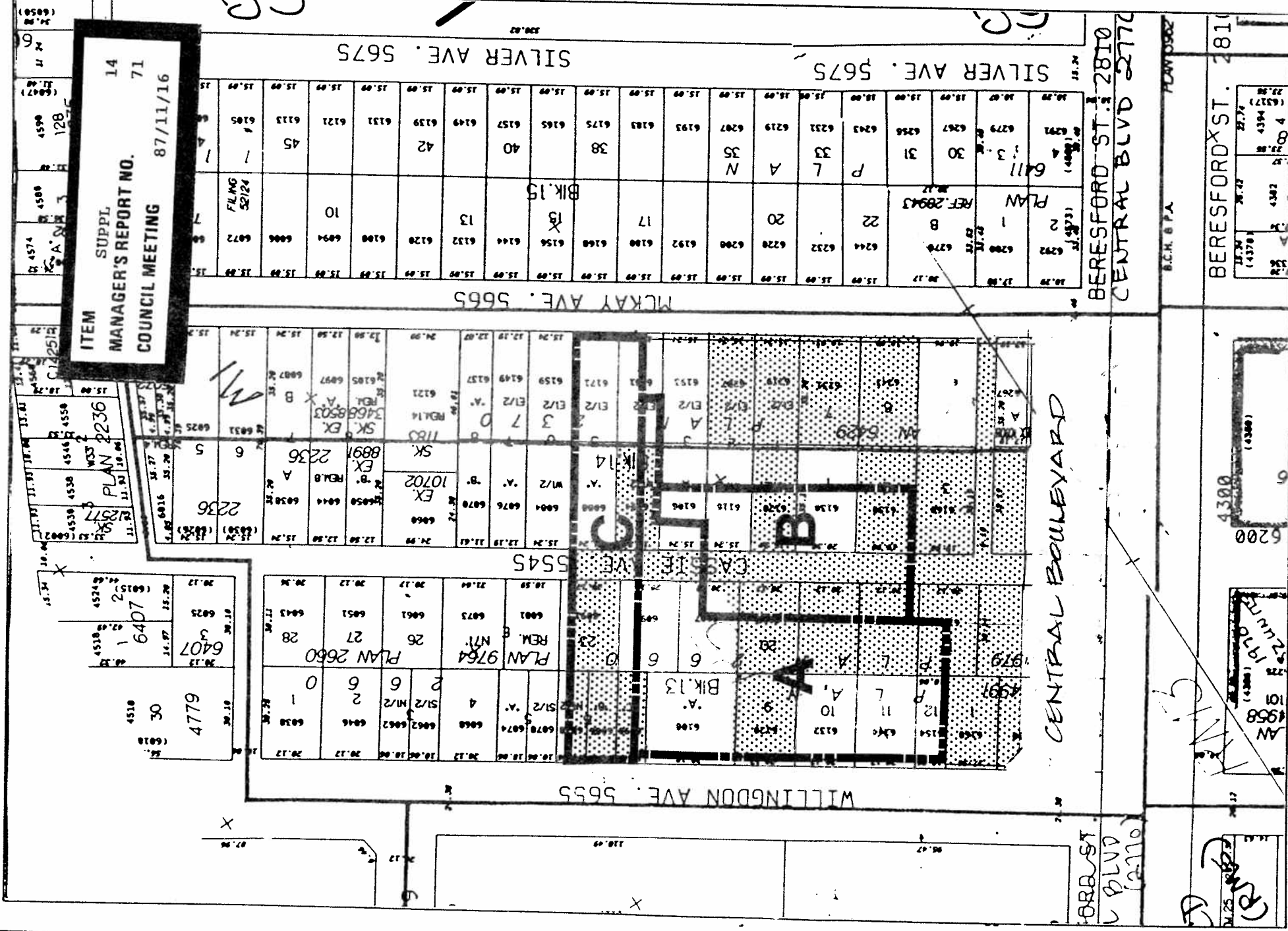
MUNICIPAL PROPERTY ACQUISITION INITIATIVE
METROTOWN AREA 14

Burnaby Planning Department
 PRECINCT FOR PROPOSED MUNICIPAL
 PROPERTY ACQUISITION TOTAL - 36,302 m² (19.0 AC).
 PROPERTIES REQ'D FOR
 - KINGSBOROUGH ST. RIGHT-OF-WAY [2,836 m² (0.7 AC)]
 - MUNICIPALLY OWNED PROPERTIES.
 - EXISTING RIGHTS-OF-WAY. SKETCH 1

Date
 FEB. 1987

Scale
 1:2000

Drawn By



ITEM SUPPL. MANAGER'S REPORT NO. 14
 COUNCIL MEETING 87/11/16



Phase I - Civic Complex
 A. Metrotown Resource Library Site
 B. Civic Square (Park and Ride) Site
 C. Kingsborough St right-of-way.

Municipally owned or controlled.

SKETCH 2

Date: Nov/87.
 Scale: N.T.S.
 Drawn By:

ITEM	SUPPL	14
MANAGER'S REPORT NO.		71
COUNCIL MEETING	87/11/16	

APPENDIX A

144

URBAN DESIGN STUDY

CIVIC COMPLEX

PRIMARY PUBLIC ASSEMBLY AREA

METROTOWN - AREA 14

Study Goals, Objectives, Summary
and Recommendations

Urban Design Study
prepared by James K. M. Cheng, Architect
and The SWA Group

Appendix Summary compiled by
Planning & Building Inspection Department

1987 October

ITEM	SUPPL	14
MANAGER'S REPORT NO.		71
COUNCIL MEETING		87/11/16

1.0 STUDY GOALS

- a) To create a high-quality civic focus which will be a source of pride to all citizens of Burnaby.
- b) To create a publicly oriented precinct in symbiotic contrast to the more commercially oriented core.
- c) To provide enriching public uses reflecting the maturing aspirations of Burnaby and its citizens.
- d) To provide a balancing public use area on the western flank of the core similar to that provided by Bonsor Park on the eastern flank of the core.
- e) To gather together a variety of desired public facilities which, as a group, would create a synergy and identity greater than their parts.

2.0 STUDY SITING OBJECTIVES

2.1 OVERALL SITING OBJECTIVES

- a) To confirm that the primary Public Assembly area can accommodate the major components of the study.
- b) To assist in determining specific sites for the various civic uses.
- c) To suggest the most appropriate spatial relationship of the various civic uses.
- d) To suggest the most appropriate integrated parking and access system for the area.
- e) To determine the open space network between or linking the various uses.
- f) To determine the most appropriate relationship to the surrounding areas.

2.2 RELATED TO SPECIFIC COMPONENTS

Additional siting objectives which are related to specific major components of the proposed civic complex are as follows:

A. Resource Library

- a) To maintain a strong street presence for ease of identification by the public and to reinforce the urban image associated with a main civic branch.
- b) To provide a clear entrance identity and easy access for library patrons arriving both on foot and by car in order to encourage the public use of the facility.
- c) To allow for future expansion of the library.
- d) To provide an external setting to compliment the interior functions of the library.
- e) To recognize Willingdon Avenue as the primary access route to the Library, particularly for North Burnaby residents.
- f) To provide for other appropriate accessory uses which would compliment and enhance the Library facility.
- g) To provide a car drop-off for patrons to use when dropping off library patrons.
- h) To provide a secured staff parking and library delivery area.

ITEM	SUPPL	14
MANAGER'S REPORT NO.		71
COUNCIL MEETING		87/11/16

B. Centre for the Performing Arts

a) To reinforce the image of an urban civic theatre.

b) To provide an identifiable entrance with a connection to a drop-off facility for formal functions commonly associated with a civic theatre.

146

C. Potential Art Gallery

a) To provide a building facility that is identifiable in its own right, integrated with the urban square and visible from the street to encourage passer-by participation.

D. Civic Square

a) To provide an active, interesting and inviting space which would function as a destination for casual use and would also serve a more formal civic function that could be used for a variety of civic uses; exhibitions, fairs, annual library book sale, gatherings, band concerts, etc.

b) To provide an appropriate setting for the civic buildings of this complex.

c) To present an urban image that suggests a central civic focus that engages the surrounding streets.

d) To reinforce the pedestrian movement in the existing context.

E. Public Parking Facility

a) To provide a facility that is integrated with the building components and the Civic Square, structurally and in terms of access.

b) To provide a facility that is easily accessible to the transit interchange for park and ride users.

c) To provide as much natural light into the underground parking as possible. To create an environment of ease and safety.

d) To provide easy access from the existing roads, in response to the current and projected traffic pattern.

e) To provide a cost effective solution.

f) To provide a solution that can be phased.

APPENDIX A

Civic Complex - Metrotown - Area 14
1987 October - Page 4

ITEM	SUPLL	14
MANAGER'S REPORT NO.		71
COUNCIL MEETING	87/11/16	

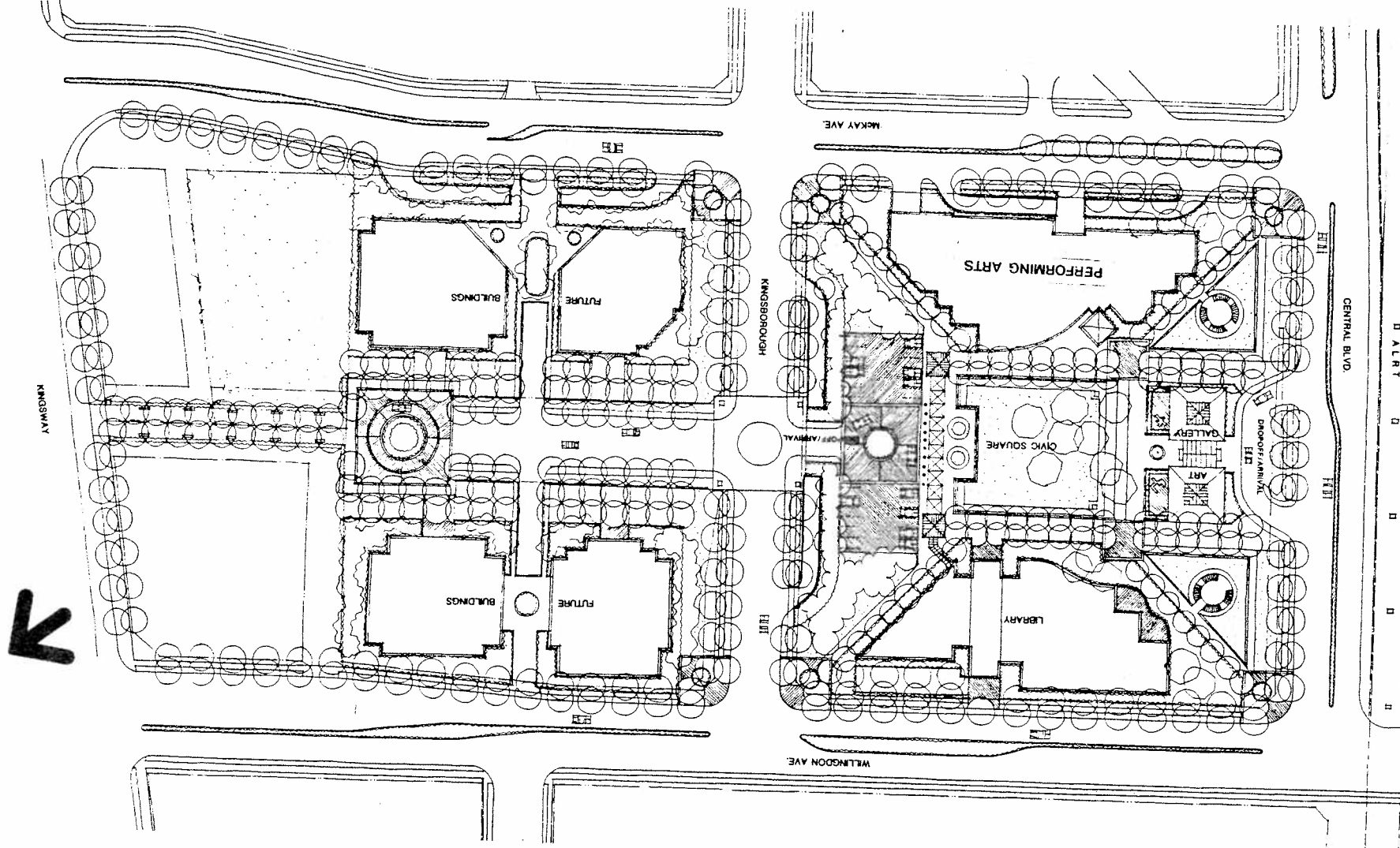
3.0 CONCEPT PLAN

The following proposal represents a synthesis of the urban design study. It is a concept plan (Figure A) that provides design guidelines for the development of the Civic Complex in response to the goals and objectives established for this study.

The general design guidelines and recommendations developed are outlined in the following five sections:

- 4.0 CONTEXTUAL RESPONSE SUMMARY
- 5.0 PROPOSED OPEN SPACE NETWORK
- 6.0 PROPOSED BUILDING ENVELOPES
- 7.0 PROPOSED CIRCULATION AND PARKING
- 8.0 CIVIC COMPLEX - INITIAL PHASE DEVELOPMENT

FIGURE A

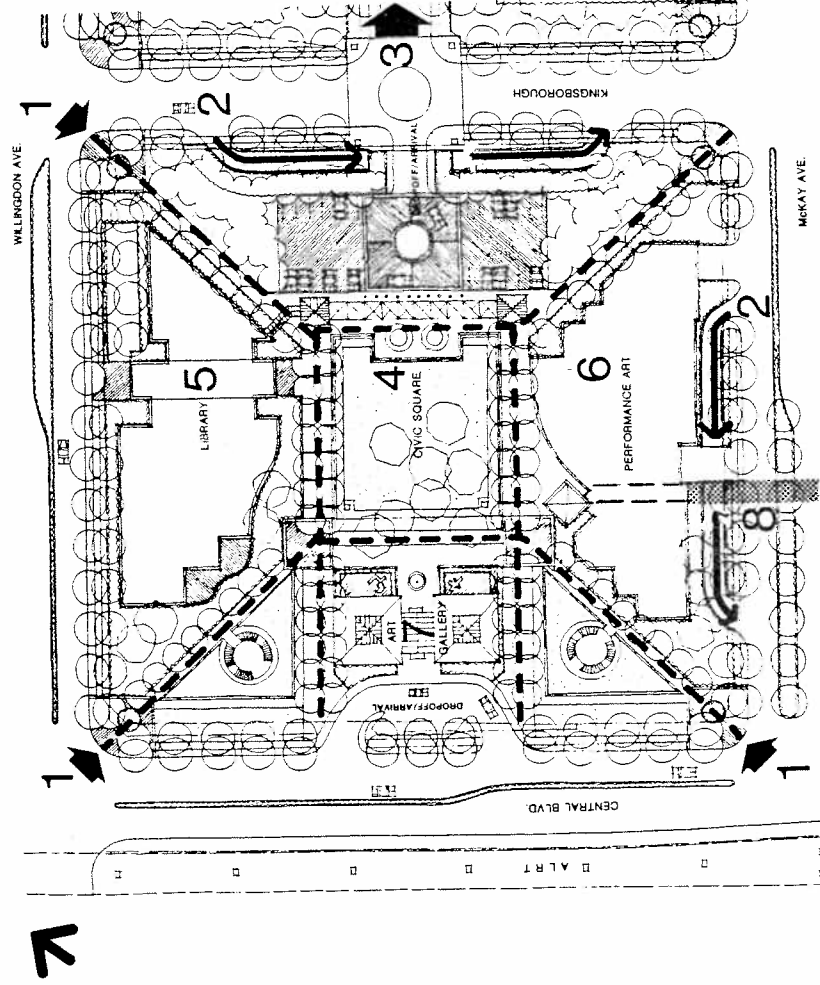


4.0 CONTEXTUAL RESPONSE SUMMARY

- a) The overall plan should reinforce the pedestrian movement within the context. Specifically, the plan should acknowledge the southwest, southeast, and northwest corners of the site as the major pedestrian access points.
- b) The vehicular access to the site, both parking and service, should be off Kingsborough and McKay.
- c) The Cassie extension, north of Kingsborough, should continue as a pedestrian access through to Kingsway to provide both a visual and physical link between the Civic Complex and this commercial area.
- d) The Civic Square should provide a strong focus for the Civic Complex and at the same time involve the surrounding context. It should be appropriately oriented to maximize the sun penetration and take advantage of the views of the mountains to the north. The spaces and activities offered in the Civic Square should be visible from the surrounding streets to encourage the public to use this outdoor facility.
- e) The building components should be sited to complement their functional programs and respond to the site influences. The Library should have a strong street presence on Willingdon Avenue as it offers the level of exposure necessary for a main civic library. It also provides a visual link for the library to Kingsway.
- f) The Centre for the Performing Arts should be sited to allow for a strong civic presence on the Civic Square. It should take advantage of the service function of McKay for ease of loading access and ensure that the large blank facades associated with civic theatres not orient to the Civic Square.
- g) The potential Art Gallery should be located off Central Boulevard leaving the north end of the site open to the Cassie extension. The gallery will provide a focus at the south end of the Cassie axis. The gallery should have a transparent quality, a building-in-the-park image to maintain the exposure for the Civic Square along Central Boulevard.

FIGURE B

- LEGEND:
1. Pedestrian Circulation
 2. Vehicular/Service Access
 3. Cassie Extension
 4. Civic Square
 5. Library
 6. Performing Arts Centre
 7. Art Gallery
 8. Possible Pedestrian Bridge



APPENDIX A

Civic Complex - Metrotown - Area 14
1987 October - Page 6

ITEM	SUPPL	14
MANAGER'S REPORT NO.		71
COUNCIL MEETING		87/11/16

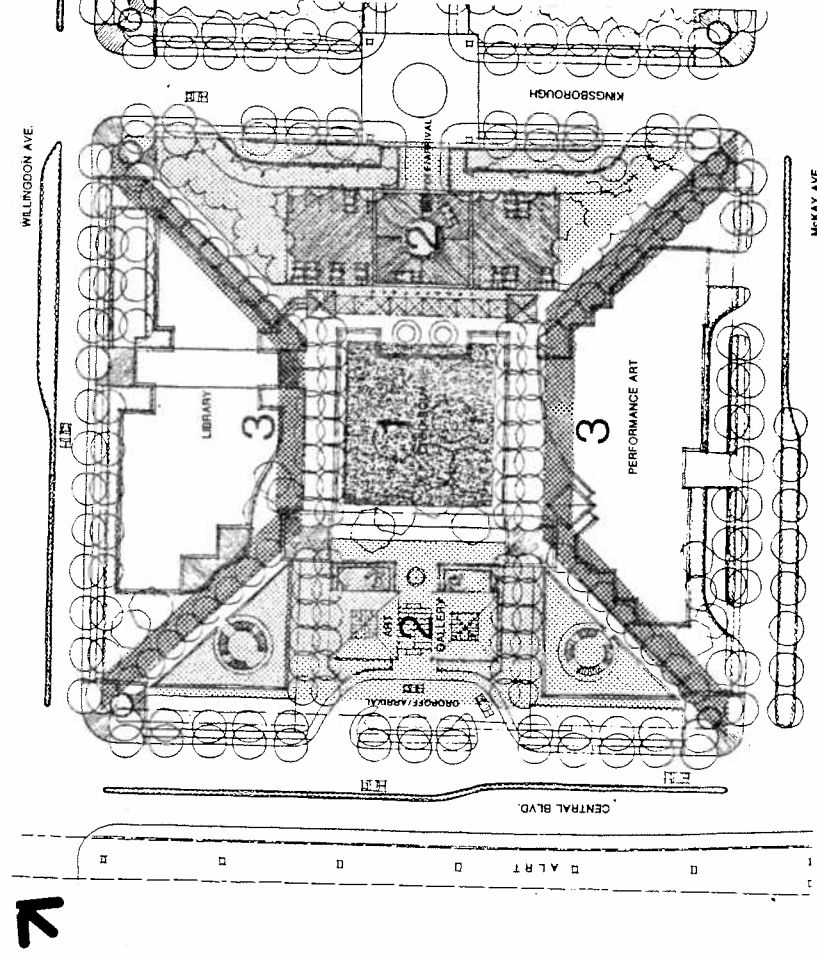
5.0 PROPOSED OPEN SPACE NETWORK

The open space network is the most important feature of the Civic Complex. It establishes the overall organization of the site and the setting for the building components as well as providing the link to the surrounding context.

This open space network will become a major civic focus to the Metrotown area.

The following diagram (Figure C) illustrates the components of the open space plan. It is composed of three major zones; the Central Civic Square, the Street Transition Zones along Central Boulevard and Kingsborough Street, and the Building Transition Zones. These three zones are contained within the double row of trees that border the four sides of the site.

FIGURE C



THE CENTRAL CIVIC SQUARE ZONE

1. This zone should be the major outdoor feature, the central focus of the Civic Complex. It should be an appropriately scaled setting for the civic buildings.
2. THE STREET TRANSITION ZONES
These two zones should provide a transition space between the Civic Square and the street. They allow a visual link to the Civic Square and at the same time buffer the Square from the street traffic. These zones should offer a different character from that of the Civic Square and should contain activity areas that encourage passers-by to use the site.
3. THE BUILDING TRANSITION ZONES

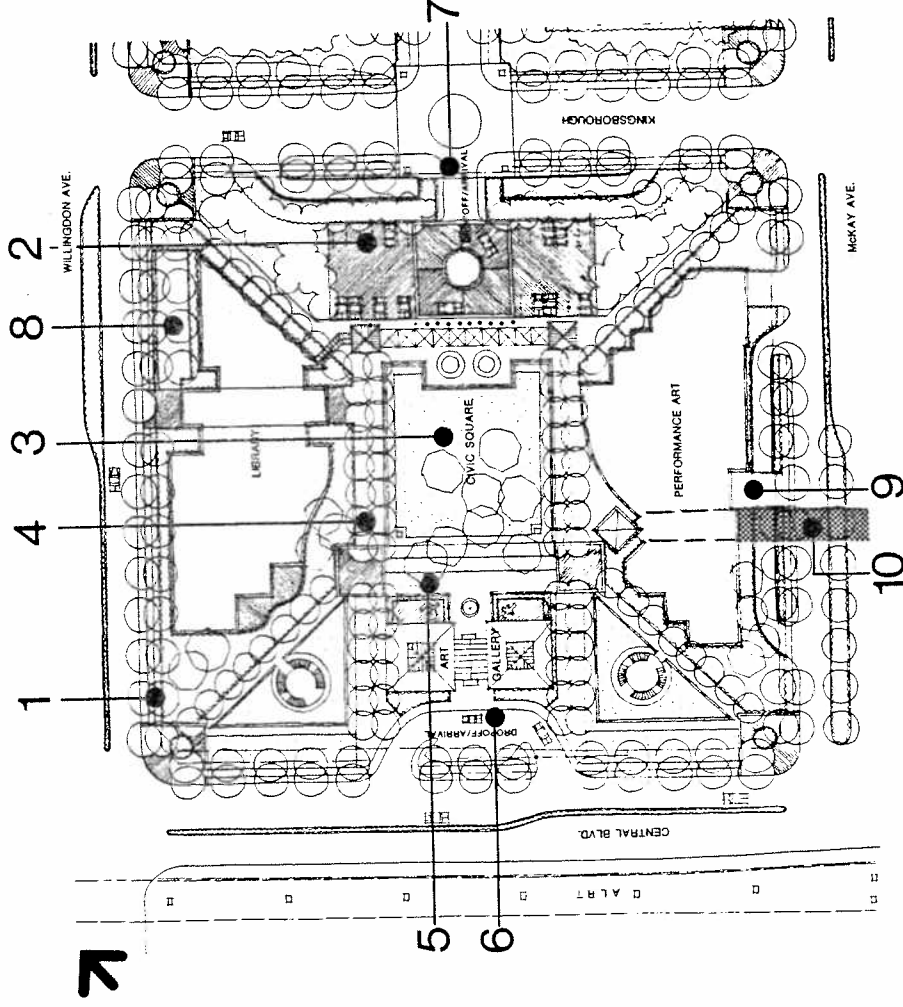
These zones should establish a landscaped area between the public walkways and the two major building components. They should provide more intimate outdoor areas related to the building components which can be modified to suit the building functions without weakening the overall open space plan.

FIGURE D

LEGEND:

1. Double row of Trees
2. Drop-off/Arrival Plaza
3. Civic Square Character
4. Civic Square Edge
5. Art Gallery Plaza
6. Central Boulevard/Art Gallery
7. Kingsborough/Plaza Entrance
8. Willingdon/Library Entrance
9. McKay/Performing Arts Entrance
10. Possible Pedestrian Bridge

150



5.1 DOUBLE ROW OF TREES

A double row of trees should be provided, as a unifying element around the perimeter of the site as part of a master plan for landscaping the Metrotown area.

5.2 THE DROP-OFF/ARRIVAL PLAZA

This plaza located in the Kingsborough 'Street Transition Zone' should provide a drop-off area for the Library and the Performing Arts Centre. Parking in this area should be limited to short-term use only (15 min. max.) with a few spaces assigned for the handicapped.

The area should be surfaced in a special material that will allow for a variety of uses in addition to parking, such as a flea market, exhibitions, band concerts, the annual library booksale, etc. There should be provision to secure the entrance to this plaza to allow the space to be used for these special functions.

The drop-off plaza should form part of an arrival area that provides covered access to the underground parking. This arrival area forms a podium for the Civic Square which can be used during a special function. The covered entrances to the underground parking should be transparent structures that will not block the view to the Civic Square and which will allow natural light into the underground parking. These structures should be used to display banners and accent lighting for the special events.

5.3 CIVIC SQUARE

The Civic Square is the focus of the Complex. It is the main outdoor gathering space for the public and for the staff of the Civic Buildings.

There should be a gradual rise in grade to the Civic Square from the surrounding streets to reinforce the square's importance. The walkways around the square will be the highest grade on the site. The central 'green' should be lower than these surrounding walkways and accessed by broad steps that can also provide seating for the square. This continual seating around the square will be a natural area for people to sit during their lunch hour to enjoy the sun or perhaps watch a noon-hour concert on the podium.

5.4 CIVIC SQUARE EDGE

The walkways on the east and west sides of the Civic Square should be bordered by a double row of trees. The trees form a natural arbour which establishes an edge to the urban square and a link to the diagonal walkways that lead to the four corners of the site. The arbour will offer a degree of weather protection without blocking out natural light.

5.5 ART GALLERY PLAZA

The potential Art Gallery and its adjoining plaza are contained within the Central Boulevard 'Street Transition Zone'. The plaza should be used as an outdoor seating area which may be serviced by a restaurant connected to the Art Gallery. It should be on the same level as the walkways that surround the Civic Square and will overlook the central 'green' and the podium to the north.

5.6 CENTRAL BOULEVARD/ART GALLERY DROP-OFF

A drop-off area should be provided off Central Boulevard for the Art Gallery to compliment the Drop-off/Arrival area at the north end of the site that services the Library and the Performing Arts Centre.

This area should be set back from the street to protect the area from the high traffic volumes on Central Boulevard, to maintain the double row of trees along the edge of the site and to provide a gracious entrance to the Gallery. The setback should be of sufficient width to allow a small number of short-term parking spaces for Gallery patrons, especially handicapped visitors.

5.7 KINGSBOROUGH/PLAZA ENTRANCE

This site entrance is an important element in the plan as it is the access to the main drop-off plaza for the Civic Square, the Library, and the Performing Art Centre. The treatment at this edge should establish a vocabulary for the entrance to the development along the Cassie extension to the north.

This entrance should take on a festive appearance when the plaza is used for special civic functions. It acts as a gateway to the site that can be seen along the Cassie axis all the way from Kingsway.

5.8 WILLINGDON/LIBRARY ENTRANCE

The Library facade should be set back north of its street entrance to provide a small open space area that could be used for special displays or to provide a small protected area for bicycle racks.

This setback opens up the view of the Library from Kingsway and emphasizes the Library entrance.

5.9 MCKAY/PERFORMING ARTS ENTRANCE

The main lobby area of the Centre for the Performing Arts should front onto the Civic Square to establish a strong civic presence and provide a gracious entrance befitting a civic theatre.

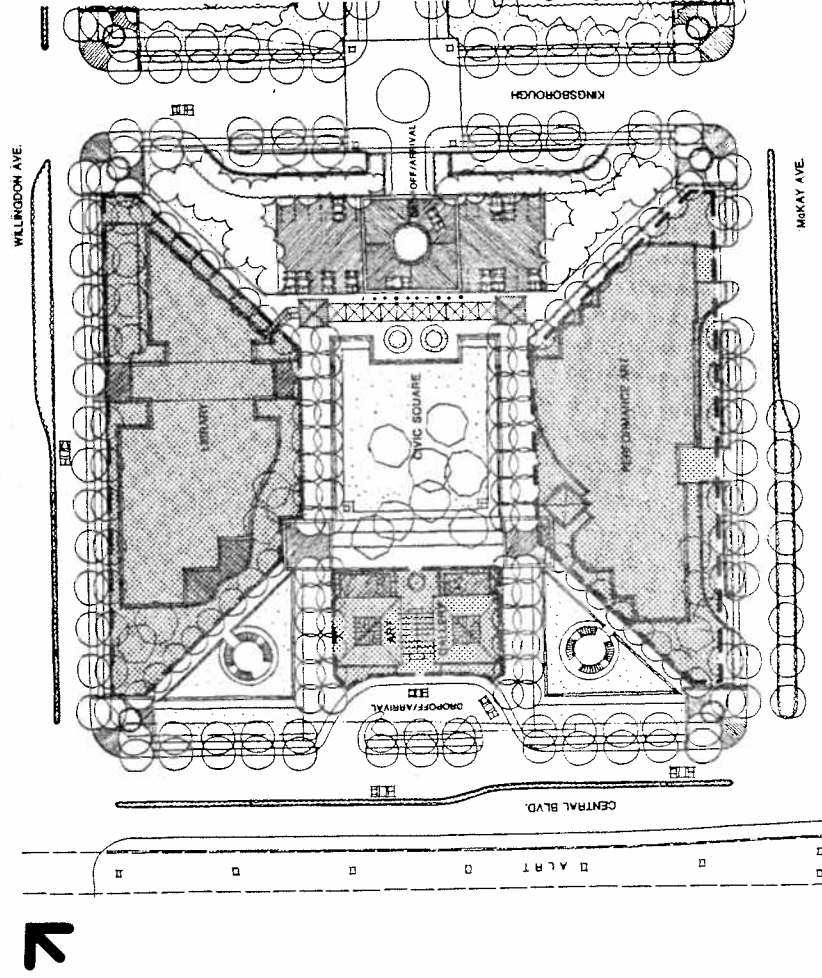
The theatre should also recognize its presence on McKay Avenue and provide another entrance from the street. This entrance will serve the patrons coming from both the SkyTrain and the Metrotown bus loop.

The McKay Street entrance should connect with the pedestrian bridge from the station square development, should this bridge be incorporated.

6.0 PROPOSED BUILDING ENVELOPES (Figure E)

- a) The building envelopes, in concept plan, generally define the allowable building area and future expansion space for each building component.
- b) The building envelopes should comply with the required setbacks from their respective streets, as established by the Municipality. In the case of the Art Gallery, the setback from Central Boulevard should allow for the drop-off area. The setback for the Performing Arts Centre should allow for the McKay access to the underground parking.
- c) The building envelope, in section, should establish the height for the components.
- d) To maintain a balanced edge to the Civic Square, the height of the facade of the Performing Arts Centre that faces the Civic Square should be similar to the three-storey height of the Library. The Performing Arts Centre could step up towards McKay if additional height is required in the program.
- e) The Art Gallery should be a one-storey structure to reinforce the building-in-the-park image.

FIGURE E



7.0 PROPOSED CIRCULATION AND PARKING

7.1 UNDERGROUND PARKING (Figure F)

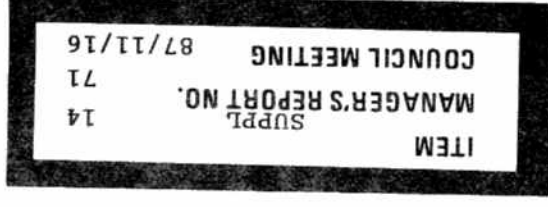
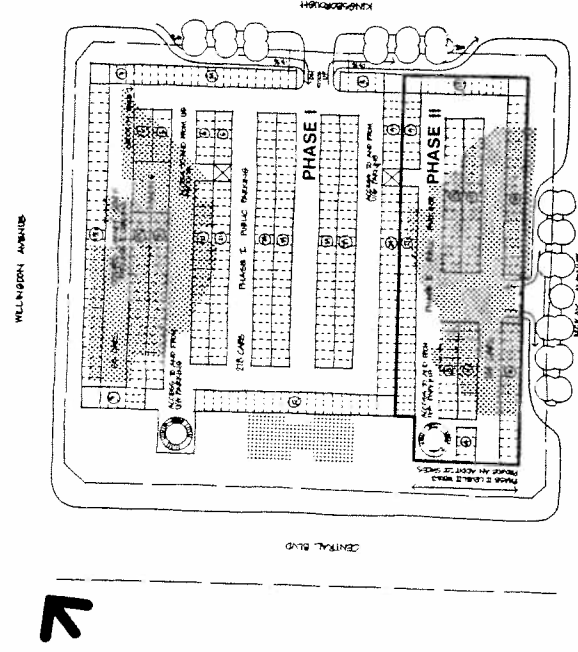
- a) Access/egress to the underground parking should be located on McKay and Kingsborough with right-in and right-out, only, on McKay.
- b) The ramps to the underground parking should be parallel to the street to allow space for vehicle stacking when entering and leaving the parking area, without congesting the adjoining streets. The parallel ramps also allow natural light into the underground parking.
- c) The underground parking should provide shared public parking for the entire Civic Complex.

APPENDIX A

Civic Complex - Metrotown - Area 14
1987 October - Page 10

- d) For Phase I parking, approximately 120 spaces are required for the library and 200 spaces for the public parking/park-and-ride facility for a total of 320 Phase I spaces. The peak use would be a weekday 1:00 p.m.
- e) The area for Phase I of the parking should be limited to the area below the Library and the Civic Square. It should not extend below the building envelopes for the Performing Arts Centre and the Gallery. This extension should occur in Phase II, along with those building components, to enable an integration of the structures.
- f) Phase II parking will allow for either one or two levels depending on the demand for public parking at the time of the Phase II development.
- g) If required, the library parking could be expanded to the south when Phase II is being constructed.

FIGURE F



7.2 VERTICAL CIRCULATION

- a) The public underground parking should be planned to relate areas of parking to the building components above. Similarly, the vertical access points that connect the underground parking to the Civic Complex above should be conveniently located near the building components they serve. For example, Library patrons will park in the area designated for the Library and will use a vertical access point that will bring them close to the Library entrance. The park-and-ride users will park in an area close to the Central Boulevard/McKay corner and use the adjacent vertical access. This will bring them closest to the bus interchange and the SkyTrain station.
- b) There should be four vertical access points from the underground parking; one related to the Library, one related to the Performing Arts, one related to the public transit along Central Boulevard, and one related to the Civic Square. These points should provide both stairs and elevators to ensure accessibility for the handicapped. They should be designed to maximize daylighting potential in the parking areas to provide a sense of security and orientation for the public.

7.3 DAYLIGHT PENETRATION TO PARKING AT RAMP ENTRANCE

- a) Underground parking ramps should be designed to maximize the amount of natural light in the parking areas. There is opportunity along Kingsborough and McKay to introduce natural light by opening up the inside face of the ramps. A skylight along the Wellington edge of the parking area should also be considered in conjunction with the Library design. This, in combination with light from the vertical access points, should eliminate the insecurity and lack of orientation normally associated with underground parking garages.

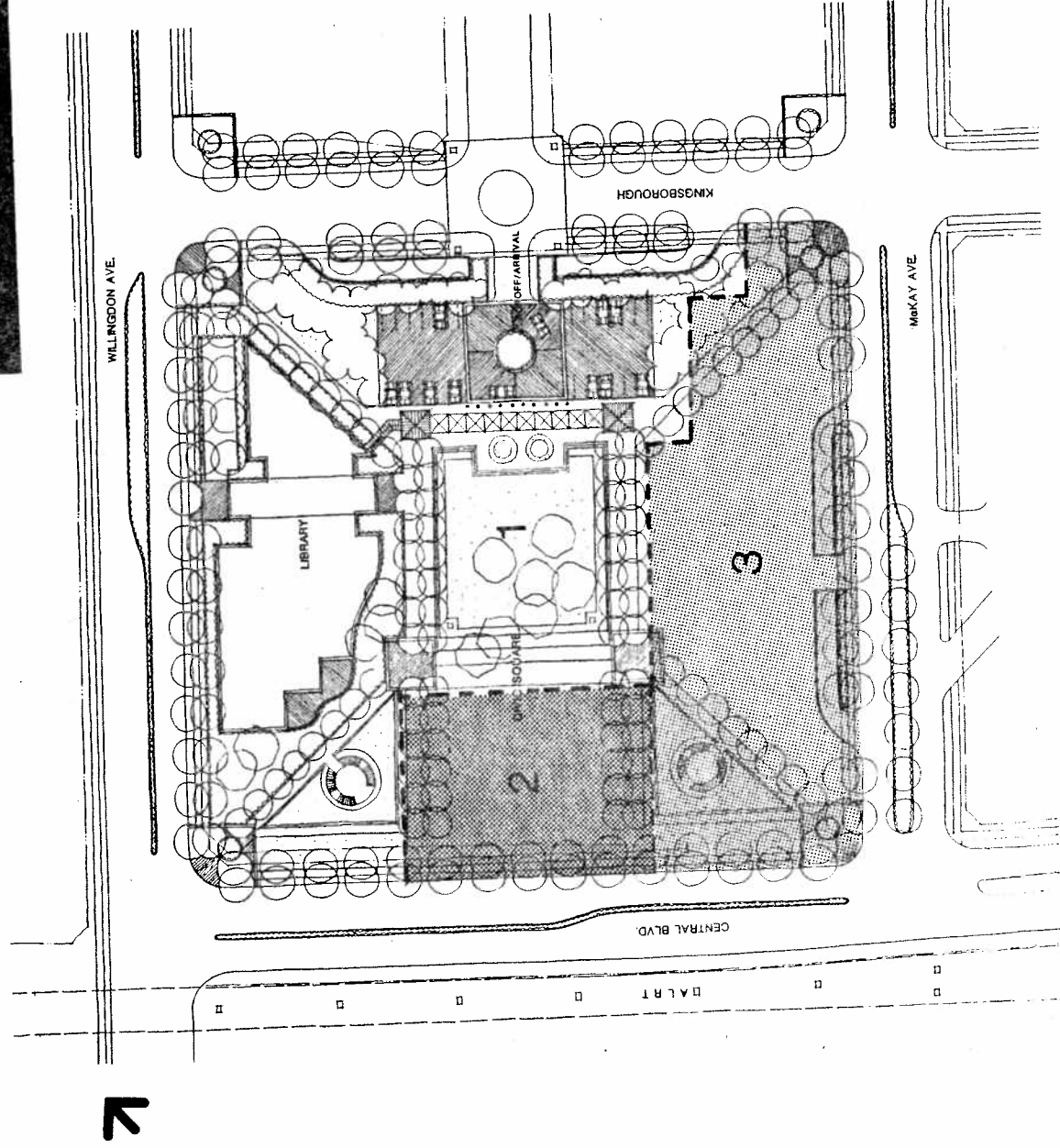
8.0 CIVIC COMPLEX-INITIAL PHASE

Phase I, as illustrated in Figure G, indicates three areas of priority for this initial Phase. Priority Area 1 should be considered the minimum land required for Phase I. It is important to the success of the new library that the initial Phase be completed in such a way that a proper setting be provided for the building. The underground parking, the Drop-off/Arrival plaza and the Civic Square are an integral part of its development.

Area 2, when acquired, could provide additional and desirable interim open space extending the Civic Square presence to Central Boulevard.

Area 3, though less desirable than one or two, provides a further possible interim open space area to complete the site.

FIGURE G



ITEM	14
SUPPL	71
MANAGER'S REPORT NO.	87/11/16
COUNCIL MEETING	