

RE: REZONING REFERENCE NO. 54/86  
METROTOWN CENTRE - PHASE II  
METROTOWN AREA 1

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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SUPPLEMENTARY  
1987 SEPTEMBER 18

TO: MUNICIPAL MANAGER

FROM: DIRECTOR PLANNING & BUILDING INSPECTION

SUBJECT: REZONING REFERENCE #54/86  
METROTOWN CENTRE - PHASE II  
METROTOWN - AREA 1  
ADDRESSES AND LEGAL DESCRIPTIONS: SEE ATTACHED APPENDIX ONE

FROM: CD COMPREHENSIVE DEVELOPMENT (BASED ON C3 AND RM5 GUIDELINES), C2 COMMUNITY COMMERCIAL, C3 GENERAL COMMERCIAL, C6A GASOLINE SERVICE STATION, AND R5 RESIDENTIAL DISTRICTS

TO: CD AMENDED COMPREHENSIVE DEVELOPMENT DISTRICT (BASED ON C3 AND RM5 GUIDELINES)  
(SEE ATTACHED SKETCHES)

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RECOMMENDATIONS:

As mentioned in our 1987 September 17 report to Council on amendments to the Metrotown Development Plan, Council has two basic options before it; namely, to maintain the approach of only considering Phase II proposals after the monitoring of the completed Phase I developments, or to permit the construction start of Phase II proposals in the Spring of 1989.

Should Council decide to provide for the possible start of Phase II development in the Spring of 1989 rather than maintaining the position that consideration of all Phase II developments should await completion and monitoring of all Phase I developments, the following recommendations are made:

1. THAT staff be authorized to carry out the necessary forecasting infrastructure study as described in Section 3.0 of this report for completion by the end of 1987 December.
2. THAT staff be authorized to bring forward further rezoning reports and pursue rezoning procedures in line with the processing time-line outlined in Section 3.0 of this report and in accordance with the rezoning parameters outlined in this report.

R E P O R T

1.0 REZONING PURPOSE

The purpose of the proposed bylaw is to permit the development of a major expansion of the Metrotown Centre Shopping Centre, an office tower, an apartment tower, a relocated Auto Centre, and a relocated Firemen's Club, together with a revised community plan for the site which will provide for further future office and apartment development.

2.0 BACKGROUND AND SUMMARY

In conjunction with a report to Council on 1987 September 08 related to proposed amendments to the Metrotown Development Plan, Council was informed that a report on the subject rezoning would be submitted to its meeting of 1987 September 21. It would be appropriate that Council first consider the report on this same agenda related to the Metrotown Development Plan prior to considering this report on a specific development site within the Metrotown primary core area.

Planning staff have been involved in extensive discussions with the applicant with respect to the development of the subject site. The proposed development is a large and complex one. However, preliminary drawings have been submitted which are largely supportable. Although further refinement would be necessary on a number of matters, only a very few significant issues remain to be resolved on physical aspects of the project.

This report describes the proposed development and outlines the key parameters of the development. Staff will be working with the applicant to refine his proposal and resolve any remaining issues in accordance with the parameters outlined in this report.

Also in order to properly plan and provide for further transportation and infrastructure improvements to meet the needs of the situation when all Phase I developments are complete and then, Phase II developments are added, it is proposed that staff be authorized to carry out the necessary forecasting infrastructure study from October to the end of December of this year. This rezoning proposal will be assessed in relation to the completed infrastructure study in January of 1988 and staff would plan on preparing a rezoning report for submission to Council in February 1988 with a recommendation that the rezoning proposal be advanced to a Public Hearing, subject to the requirements of this report and the findings of the infrastructure study.

3.0 INFRASTRUCTURE STUDY AND TIMING OF DEVELOPMENT

It has been indicated that relative to the pursuance of further Phase II major retail expansion in the core, further transportation and infrastructure improvements should be in place to cope with the added attraction of a larger retail centre. Although the preferred option is to have a monitoring period after the completion of the current Phase I core developments to allow for the assembly of factual data based on actual experience; the other, less desirable option would be the determination of infrastructure and traffic requirements through simulation and other technical forecasting studies prior to advancing individual Phase II rezoning proposals to a Public Hearing.

Therefore, in order to accommodate this forecasting infrastructure study while at the same time permitting developers to pursue Phase II developments with the release of Building Permits as early as 1989 March 01, the following schedule is proposed as a scenario of earliest possible dates:

- a) Forecasting infrastructure study - 1987 October to December.  
(including continuing work with Phase II applicants)
- b) Public Hearing rezoning report - 1988 February.
- c) Public Hearing - 1988 March.
- d) Final Adoption of Rezoning Bylaw - 1988 June.
- e) Release of Building Permits - 1989 March 01.

The above schedule is considered to be a reasonable processing time for projects of this complexity and magnitude.

#### 4.0 GENERAL COMMENTS

Metrotown Centre Phase II is a large and complex development proposal. Staff would report that a preliminary proposal has been determined which is largely supportable. Further refinement is required. Further floor plans, elevations and section drawings, and concept landscape plans are required. Based upon the rezoning parameters outlined in this report, staff will pursue a plan of development fully suitable for presentation to a public hearing.

#### 4.1 DESCRIPTION OF PERMITTED USES

The primary components of the development are as follows:

##### a) Three-level mall including Third Department Store

An internal mall connection is required to be provided between Metrotown Centre (third level of the mall) and Eaton Centre (second level of the mall) at the location shown as a planned connection on the approved Phase I plans.

A small (3,000 sq.ft.) retail/office facility is provided along the Central Boulevard frontage to integrally screen the existing parking deck.

##### b) Office Tower

Complete construction of the office tower is required in conjunction with the construction of the Phase II retail mall expansion. This office tower will provide a more balanced array of core uses, assist in increasing the potential trade area population, and increase shopping activity during daytime off-peak hours by office employees and business persons.

##### c) Interim Auto Centre

Although staff would prefer that an auto centre not be located in the core, preliminary plans are being pursued with the developer to establish a pavilion Auto Centre in a landscaped setting on a site south of Bennett Street, based on an interim concept. The developer will be requested to define the length of this interim period. In future, the Auto Centre would be removed and a third high-rise apartment constructed in its place with landscaped open area which would also benefit at that time the two apartment towers proposed on either side of the Auto Centre.

Access to the Auto Centre site is provided from Bennett Street but is to be precluded from Nelson Avenue which has existing low-rise apartments on the other side of Nelson Avenue. Both Bennett Street and Nelson Avenue are to have 20-foot wide landscaped buffers along these frontages of the Auto Centre. No gas bar (which cannot be accommodated under the Comprehensive Development CD designation) would be permitted on this site.

##### d) Relocated Firemen's Club

The existing Firemen's Club is to be demolished and is shown relocated in new two-storey premises along Bonsor Avenue where it screens the parking deck expansion behind it.

##### e) 19-Storey Apartment Tower

A 76-unit apartment tower is proposed to be constructed in conjunction with the Phase II retail mall expansion at the south-east corner of Bonsor Avenue and Bennett Street. In future, when the Auto Centre is phased out, part of the site will provide additional landscaped site area to benefit the apartment site.

f) Parking Provisions

Except for the expansion eastward of the existing parking deck which is located south of Bennett Street, all additional parking space is placed underground. The amount of surface parking is reduced from the current situation.

g) Open Space

Significant large publicly-oriented pedestrian plazas are provided as described in Section 4.12 of this report.

h) Social Planning Aspects

The developer has not indicated further facilities of a social planning character. There is a small children's daycare centre currently in operation within Metrotown Centre.

4.2 SERVICES AND SITE RELATED INFRASTRUCTURE

The Director Engineering will be requested to prepare an estimate for all services necessary to serve this site. The applicant will be required to enter into a Servicing Agreement.

The main project site provides for 3 accesses off Kingsway, 2 accesses off Bennett Street and two accesses off Central Boulevard - most of which require technical reconfiguration. No access is to be permitted off Nelson Avenue due to the minimal frontages available along this street, the traffic situation, the availability of the other accesses, and the need to buffer the possible relocated Auto Centre from the apartments across Nelson Avenue. Access to this possible Auto Centre would be restricted to Bennett Street.

Roadwork improvements will be required primarily to:

- a) Kingsway (streaming lanes and left-turn bays) subject to coordination with the Ministry of Transportation and Highways
- b) Nelson Avenue
- c) Bennett Street including the closure of a portion of Bennett Street
- d) Bonsor Avenue
- e) Relocation of the lane west of Bonsor Avenue

A boulevard pedestrian-oriented streetscape is planned along the site street frontages.

The provision of traffic signals to serve the development would be determined.

4.3 WIRING

Existing overhead wiring around the site will be undergrounded, with particular reference to the relocation of lanes and upgrading of Bonsor Avenue.

4.4 ZONING REQUIREMENT TO REMOVE IMPROVEMENTS

All existing improvements which are not part of the permanent development must be removed from the site within six months of the rezoning being effected. The existing Supervalu building at the Kingsway and Nelson Avenue intersection would appear to be the only difficulty since we understand that the lease to this building does not expire until September of 1988. The Final Adoption of the requisite zoning bylaw should take this timing into consideration.

4.5 CONSOLIDATION OF THE SITE

Appropriate consolidations will be pursued. The many smaller additional lots which are being acquired to accommodate this Phase II development would be consolidated into the development sites. For example, the Supervalu property is required to be consolidated into the development site.

4.6 SERVICE EASEMENTS

Various service easements may be required. Some existing easements may be retained, relocated or cancelled as appropriate.

4.7 DEDICATIONS

Right-of-way widening dedications will be required along Kingsway and Nelson Avenue in order to support proposed street improvements. The right-of-way widening for the upgrading of Bonsor Avenue is required from the Bonsor Park frontage and has been planned for.

4.8 LILY AVENUE ROAD EXCHANGE BYLAW

It is proposed that Lily Avenue between Nelson Avenue and Bonsor Park be closed in exchange for the required right-of-way widening dedication for Nelson Avenue south of Bennett Street and the transfer of the property at 6510 Fern Avenue currently owned by Sears to the Municipality for inclusion in Bonsor Park. Any balance of land in the exchange in favour of the developer would be purchased by the developer for inclusion in his site at a value to be approved by Council upon the advice of the Municipal Solicitor.

4.9 BENNETT STREET/LANE ROAD EXCHANGE BYLAW

It is proposed that a portion of the existing Bennett Street right-of-way west of its intersection with Bonsor Avenue, as well as a portion of the north-south lane allowance west of Bonsor Avenue, be closed and exchanged for a relocated lane allowance out to Bonsor Avenue. Since more right-of-way is being closed than is being newly dedicated in this exchange, the balance of land would be purchased by the developer for inclusion in his site at a value to be approved by Council upon the advice of the Municipal Solicitor.

4.10 PUBLIC PEDESTRIAN EASEMENTS

The north-south 24-hour public pedestrian easement between Kingsway and Central Boulevard will be retained. Some adjustment may be required to the public pedestrian easement connecting east to Bennett Street.

4.11 EXISTING TREES

The existing group of conifer trees just east of the Sears store will be removed due to the proposed underground parking facilities. Efforts will be made to provide for appropriate replacement tree planting.

4.12 PUBLICLY-ORIENTED PLAZAS

A public plaza is provided at the Kingsway and Nelson Avenue intersection, with an expansive linkage directly into the mall development. This large plaza will have a major water feature and be designed and articulated to encourage casual use.

Other smaller plaza areas are provided near entrances to the mall, retail, and office development. Some enhancement of the plaza along Central Boulevard fronting the Woodward's Department store is to be provided. An outdoor covered forum area is also proposed which could accommodate public displays or gatherings.

An extensive paving stone treatment is planned for portions of the surface parking and driveway areas to achieve a high quality, pedestrian-oriented environment, similar to, for example, Granville Island.

4.13 CONDOMINIUM GUIDELINES

The apartment development is designed to adhere to all condominium guidelines.

4.14 COST CHARGES

- a) The deposit of the applicable per unit Neighbourhood Parkland Acquisition Charge will apply to the residential development.
- b) The deposit of the applicable charge of \$0.50 per gross building square foot to go towards the acquisition of public open space in Metrotown will apply to the non-residential development.
- c) The deposit of the applicable charge of \$0.306 per gross building square foot to go towards the cost of pedestrian overpasses of Kingsway in Metrotown will apply to the non-residential development.

4.15 ACOUSTIC CONSULTANT

A consultant report will be required as to external noise effects (i.e. traffic) on the proposed residential component. The developer will be expected to comply with the Council adopted sound criteria.

4.16 CONSTRUCTION STAGING

If Council pursues the forecasting option for the Metrotown Development Plan related to Phase II developments, the developer would be permitted to obtain release of a Building Permit for his development no earlier than 1989 March 01. The only exception to this timing would be that the developer be permitted to pursue the expansion (south of Bennett Street) of his existing parking deck and relocation of the Firemen's Club which is an integral component of this expanded parking deck.

The office tower is considered an integral part of Phase II development and assurances would have to be obtained for the construction of the full office tower concurrently with the mall expansion.

4.17 COMMUNITY PLAN

The current adopted Community Plan for this site which does not provide for a major mall expansion would have to be amended and a revised Community Plan determined, reflecting this Phase II plan and the proposed future office (2 towers and 1 low-rise structure) and apartment (2 additional towers) development.

The future office development is proposed in the vicinity of Kingsway generally adjacent to the existing and proposed public open spaces. The future apartment development is located on the site south of Bennett Street and east of Bonsor Avenue.

5.0 DEVELOPMENT PROPOSAL

5.1 GROSS SITE AREA Approximately 29 acres.

5.2 <u>Floor Areas</u> <u>(in sq.ft.)</u>	<u>Phase I</u> <u>(existing)</u>	<u>Phase II</u>	<u>Total</u>
a) Department stores	410,017	140,000	550,017
b) CRU's (commercial retail)	238,442	148,000	386,442
c) Mall	72,902	53,000	127,902
d) Office	105,000	200,000	305,000
e) Apartment	-	96,500 (76 units)	96,500
f) Auto Centre (if permitted)	20,800	(relocated)	20,800
g) Firemen's Club	(not in original site)	18,200	18,200

5.3 Parking

<u>Use</u>	<u>Criteria</u>	<u>Total Floor Area or Units</u>	<u>Parking Space Required/Provided</u>
a) Retail/Restaurant/ Entertainment	Minimum 4 spaces per 1000/sq.ft. of gross floor area.	936,459	3,746
b) Offices	Floor space reduced by 10% of retail; 1 space per 495.16 sq.ft. of gross floor area of the balance.	305,000	427
c) Apartment	1.5 spaces per unit	76 units	114
d) Auto Centre (if permitted)		20,800	48 (also 24 internal service bays)
e) Firemen's Club	Based on licenced club/assembly uses	18,200	70
f) Loading Bays			6 bays

A specific indication of acceptable uses in line with the general retail and office use categories would be determined prior to finalization of the zoning bylaw.

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5.4 LOCATION OF PARKING

5.4.1 Main Site

	<u>Phase I Spaces</u>	<u>Phase II Spaces</u>	<u>Total Spaces</u>
a) Parking deck	711	712 (Expansion of existing parking deck only)	1,423
b) Underground	639	1,307	1,946
c) Surface	1,264	(435) (net loss)	829

5.4.2 Site South of Bennett Street

	<u>Phase I Spaces</u>	<u>Phase II Spaces</u>	<u>Total Spaces</u>
a) Underground	nil	114	114 apartment
b) Surface	262	(169) (net loss)	93 auto centre

5.4.3 Total Site

Commercially-oriented	4,291
Residential	114

KI:lf

Attachments: Appendix One - Addresses and Legal Sketches

cc: Municipal Solicitor  
 Director Engineering  
 Director Recreation & Cultural Services



A. L. Parr  
 Director Planning &  
 Building Inspection



ITEM SUPPL 19  
MANAGER'S REPORT NO. 57  
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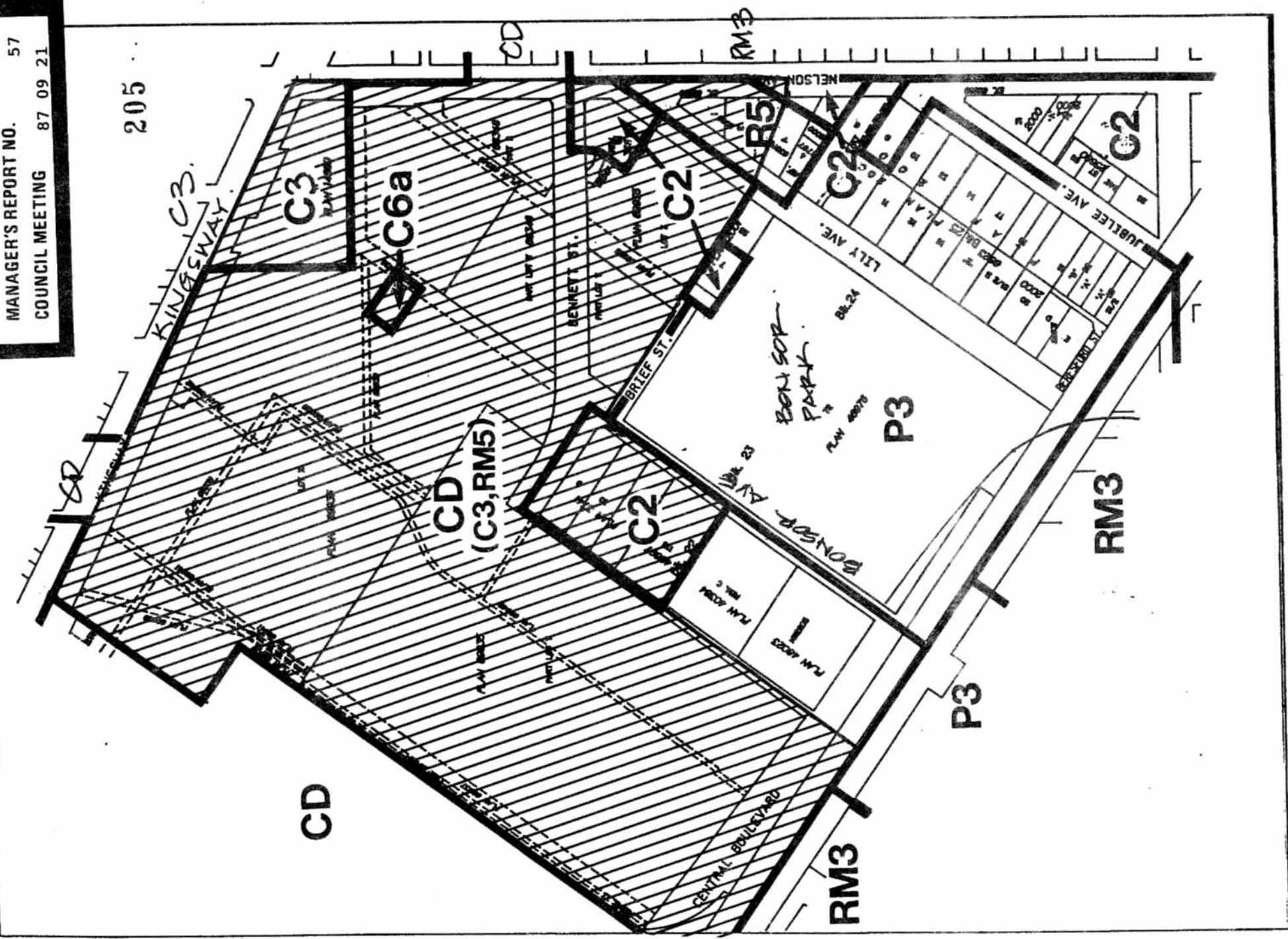
APPENDIX ONE

APPENDIX TO REZONING REFERENCE #54/86

ADDRESSES AND LEGAL DESCRIPTIONS OF PROPERTIES

4750 Kingsway	Lot "X", D.L.'s 32, 152 & 153, Plan 69935
4850 Kingsway	Lot "H", Block 4, D.L. 32, Plan 14680
6493 Bonsor Avenue	Lot 9, Blk. 22, Plan 3741, D.L. 151/153 exc. pl. Bylaw Plan 45452
6505 Bonsor Avenue	Lot 10, Block 22, D.L. 151/153, Plan 3741
6513 Bonsor Avenue	Lot 11, D.L. 151/153, Plan 3741
6521 Bonsor Avenue	Lot 113, D.L. 152/153, Plan 40697
4545 Central Boulevard	Lot "Y", D.L. 152/153, Plan 69935
6525 Lily Avenue	Lot "Z", D.L. 152, Plan 69935
6507 Nelson Avenue	Lot 1 ex. filing 65298, Block 25, D.L. 152/153, Plan 2000
6525 Nelson Avenue	Lot 2 exc. Pcl. "C" expl. pl. 9064, Block 25, D.L. 152, Plan 2000
6541 Nelson Avenue	Pcl. "C" expl. pl. 9064, Block 25 of Blocks 2 & 3, D.L. 152, Plan 2000
6495 Nelson Avenue	Lot 54, D.L. 152, Plan 36875

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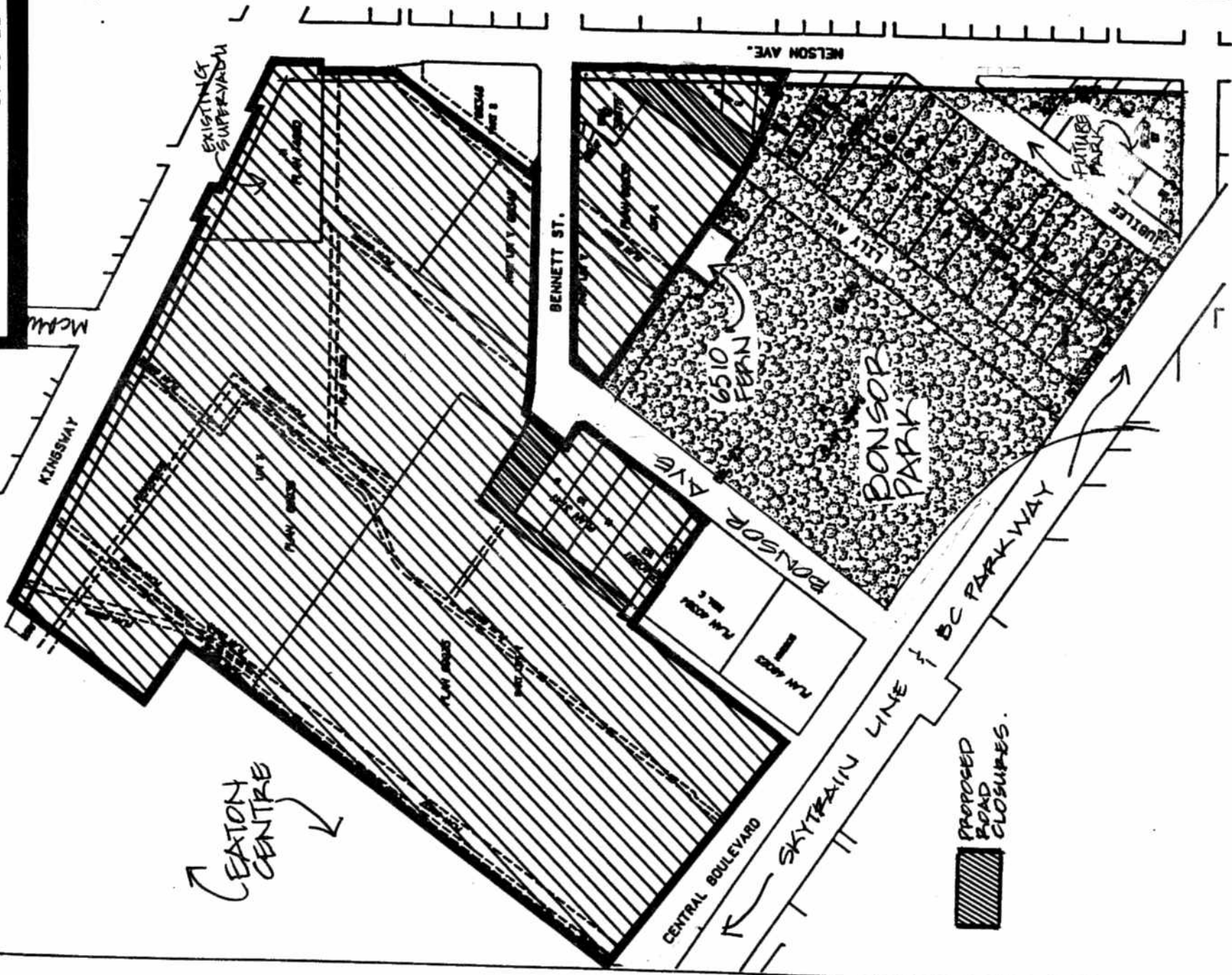
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REZONING REFERENCE # 54/06  
 EXISTING ZONING.

SKETCH 1  
 NORTH

ITEM SUPPL 19  
 MANAGER'S REPORT NO. 57  
 COUNCIL MEETING 87 09 21



Date: SEPT/07

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Drawn By:



City of Burnaby  
 Planning &  
 Building Inspection  
 Department

REZONING REFERENCE # 54/06

SKETCH 2.

