

Re: REZONING REFERENCE #54/86  
METROTOWN CENTRE - PHASE II  
METROTOWN - AREA 1

ADDRESSES AND LEGAL DESCRIPTIONS: SEE ATTACHED APPENDIX

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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

\* \* \* \* \*

TO: MUNICIPAL MANAGER 1988 JULY 06

FROM: DIRECTOR PLANNING & BUILDING INSPECTION

SUBJECT: REZONING REFERENCE #54/86  
METROTOWN CENTRE - PHASE II  
METROTOWN - AREA 1  
ADDRESSES AND LEGAL DESCRIPTIONS: SEE ATTACHED APPENDIX  
FROM: CD COMPREHENSIVE DEVELOPMENT (BASED ON C3 AND RMs  
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 RMs GUIDELINES) AND C6A GASOLINE  
SERVICE STATION (SEE ATTACHED SKETCHES)

RECOMMENDATIONS:

1. THAT the plans presented to Public Hearing include an amendment plan to the Community Plan for the subject site adopted in conjunction with Rezoning #9/85, as outlined in Section 4.0 of this report.
2. THAT Council authorize the introduction of Highway Exchange Bylaws, according to the terms outlined in Section 3.8 of this report, contingent upon the granting by Council of First and Second Readings of the subject Rezoning Bylaw.
3. THAT a Rezoning Bylaw be prepared and advanced to First Reading on 1988 September 26, and to a Public Hearing on 1988 October 18 at 19:30 h.
4. THAT the following be established as prerequisites to the completion of the rezoning in accordance with the terms of this report:
  - a) The submission of a suitable plan of development.
  - b) The deposit of sufficient monies to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to Municipal standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
  - c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.

- d) The submission of an undertaking to remove all existing improvements from the site within six months of the rezoning being effected but not prior to Third Reading of the Bylaw, subject to the provisions outlined in Section 3.4 of this report. In the event that existing improvements on the site are vacant and considered to be a hazard to life or property, the Fire Prevention Office may issue an order to secure or to demolish such improvements and remove the resultant debris prior to Third Reading.
- e) The consolidation of the net project sites.
- f) The granting of any necessary easements.
- g) The dedication of any rights-of-way deemed requisite.
- h) The provision of public pedestrian walkway easements through the development and the construction of a concrete walk and lighting to the approval of the Director Engineering.
- i) All applicable condominium guidelines as adopted by Council shall be adhered to by the applicant.
- j) The deposit of the applicable per unit Neighbourhood Parkland Acquisition Charge.
- k) The deposit of the applicable charge of \$.50 per gross building square foot to go towards the acquisition of public open space in Metrotown.
- l) 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.
- m) The provision of a day care centre in accordance with Section 3.1(h) of this report.
- n) Completion of an agreement and guarantees for the provision of an internal mall bridge link between Metrotown Centre and Eaton Centre as outlined in Section 3.1(i) of this report.
- o) Applicant's schedule for the construction staging of the subject proposal.
- p) The undergrounding of existing overhead wiring abutting the site.
- q) Compliance with the Council adopted sound criteria.

## R E P O R T

### 1.0 REZONING PURPOSE

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

## 2.0 BACKGROUND AND SUMMARY

Further consideration of this rezoning application for Metrotown Centre - Phase II has awaited the completion of the Metrotown Infrastructure Study and Council's consideration of that study. Council on 1988 June 20 adopted the recommendation contained in the infrastructure report that, within the context of pursuit of the needed Metrotown infrastructure provisions indicated in the study, staff be authorized to handle Phase II Metrotown primary core developments in accordance with the development timing outlined in the study.

Staff have pursued with the developer the determination of a plan of development suitable for submission to a Public Hearing on this basis. The developer has provided a construction schedule to which he is committed, which is in line with the development timing outlined in the infrastructure study.

As is evident from this report, the Metrotown Centre Phase II expansion is a complex, interlocking proposal with a wide range of proposed uses and with the retail mall expansion including the addition of a third department store amounting to less than half of the total floor area of 678,460 sq.ft. proposed in the Phase II rezoning proposal.

Staff support this rezoning proposal as a complete interlocking package. A significant change to any part of the proposal or specified requirements may result in a reconsideration of other aspects of the proposal. Further refinements will continue to be pursued for the finalization of the rezoning proposal.

This proposal will assist in achieving significant Metrotown infrastructure benefits such as:

- a) Additional road network improvements and dedications.
- b) Greater use diversity in the primary core through the provision of additional apartments and offices.
- c) Further integration of the major primary core developments through the provision of a direct inter-mall pedestrian link.
- d) Meeting of social needs, through the provision of a day-care centre.
- e) Further encouragement for the use of public transit (buses and SkyTrain).

## 3.0 GENERAL COMMENTS

Metrotown Centre Phase II is a large and complex development. Staff would report that a proposal has been determined which taken as a whole is supportable. Based upon the parameters outlined in this report, staff will pursue the determination of a plan of development suitable for presentation to a Public Hearing and for completion of the rezoning.

### 3.1 DESCRIPTION OF PERMITTED USES

The primary components of the development are as follows:

- a) Two-Level Mall including Third Department Store

A 110,000 sq.ft. CRU two-level mall is proposed with a 140,000 sq.ft. two-level Hudson's Bay store. The exterior materials are concrete, brick and glass. The proposal provides for a future 55,000 sq.ft. CRU mall expansion with a 55,000 sq.ft. Hudson's Bay store expansion.

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

b) Proposed Office Tower

A 163,000 sq.ft., 16 storey, Phase II office tower clad in reflective glass with a concrete frame is proposed. The developer has committed to the construction of the foundations for this office tower and the underground parking required by this tower in conjunction with the construction of the Phase II retail mall expansion. The developer indicates that the office tower superstructure will be constructed following lease-up of the Phase I office inventory and when market conditions permit. The developer proposes to construct the as-yet-unbuilt remaining 35,000 sq.ft. of office space approved under the Phase I rezoning application (R.Z.#9/85) in conjunction with the Phase II expansion.

c) Apartment Development

Of the four high-rise apartment towers designated in the Community Plan for the overall site, the developer proposes to construct two apartment towers clad in brick, stucco, glass and concrete in conjunction with the construction of the Phase II retail mall expansion.

The site bounded by Bennett Street, Nelson Avenue and Bonsor Park will accommodate three apartment sites - Sites A, B and C. Site A is located at the Bennett Street and Bonsor Avenue intersection and will accommodate a 15-storey apartment to be constructed with the Phase II retail mall expansion. Site B, the centre site, will accommodate the relocated Auto Centre which when eventually phased out will be replaced by an apartment development. Site C located on the Nelson Avenue frontage will accommodate a future apartment and will be zoned as vacant land in conjunction with the current rezoning. Specific amendment rezoning applications would be entertained at a future date when detailed apartment proposals are pursued for Sites B and C.

Site D identifies the fourth apartment which fronts on Bonsor Avenue and is located between the proposed Firemen's Club and an existing apartment tower. The 23-storey apartment which is to be constructed with the Phase II retail mall expansion will screen the retail parking deck behind and provide for extensive podium landscaping to benefit the apartment residents.

d) Auto Centre

A pavilion Auto Centre in a landscaped setting will be established on a site south of Bennett Street. At a future date, the Auto Centre would be removed and a third high-rise apartment constructed in its place. Access to the Auto Centre site is provided from Bennett Street and is 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.

A two-island gas bar, half the size of the existing gas bar, is proposed to be relocated together with the Auto Centre. The provision of a gas bar would require its site specific designation to the C6a Gasoline Service Station District since the Comprehensive Development (CD) designation itself does not permit the C6a use within the CD context.

The developer proposes a brick and precast concrete Auto Centre with extensive surrounding landscaping. Considering this Phase II rezoning application as a complete package, staff consider the relocation of the Auto Centre with a smaller gas bar to be supportable.

e) Relocated Firemen's Club

The existing Firemen's Club is to be demolished and is shown relocated in a new two-storey brick-clad premises along Bonsor Avenue on the south side of Bennett Street where it screens the parking deck expansion behind it. Assurance will be required that the required parking for the Firemen's Club will be readily available for users of the Club.

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.

g) Open Space

Publicly-oriented pedestrian plazas are provided as described in Section 3.11 of this report.

h) Day-Care Centre

The Metrotown Infrastructure Study indicated a strong need for additional day-care centres in the Metrotown core. It was considered that the major developers in the Metrotown primary core should share some of the responsibility for the provision of day-care in the area. The developer has committed to the provision of a day-care centre in conjunction with the Phase II retail mall expansion. The location of and provisions for the day-care centre will be reviewed by staff.

i) Internal Pedestrian Mall Bridge Link

The adopted Metrotown Development Plan indicates that:

"The effectiveness and success of the primary core depends on the linking together of these three major developments so that they are generally perceived and function as a single integrated commercial focus."

The need to provide an integral mall linkage between Metrotown Centre and Eaton Centre to further the Municipality's regional town centre and "downtown" objectives for the Metrotown core cannot be over estimated.

An internal pedestrian mall bridge is proposed to link the top mall levels of Metrotown Centre (third mall level) and Eaton Centre (second mall level) in the location already indicated on approved Phase I plans. The mall link is to be provided by each developer to join at the property line and is to be open during the business hours of both Metrotown Centre and Eaton Centre. This link should be provided with no compensation required by either developer for approval of the link.

The developer of Metrotown Centre has committed to construct this mall bridge link to his western property line so that it can be linked with a mall bridge link constructed by the developer of Eaton Centre on his side of the property line. The developer of Metrotown Centre has undertaken to complete the mall bridge link (to his property line) ready for shoppers' use prior to and in conjunction with the opening of the Phase II retail mall expansion and guarantees this undertaking by agreeing to provide the Municipality with an Irrevocable Letter of Credit in the amount of \$500,000.

The developers of Metrotown Centre and Eaton Centre will be required to enter into an agreement for the coordination of construction and on-going operation of the pedestrian bridge. Cooperation is assumed on both sides.

This developer has also offered to provide a public information booth in the centre of this bridge link for the use of the Municipality.

### 3.2 SERVICES AND SITE RELATED WORKS

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.

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

The reciprocal access easement off Central Boulevard between Metrotown Centre and Eaton Centre will require to be registered.

A boulevard pedestrian-oriented streetscape is planned along the site street frontages. Interlocking pavers will be required within boulevards, medians, and traffic islands with street trees and tree grates.

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

### 3.3 WIRING

Existing overhead wiring around the site will be undergrounded, with particular reference to Bonsor Avenue, Nelson Avenue, and relocated lane.

### 3.4 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, with the exception of the timing of the removal of the existing Firemen's Club and Auto Centre which is dependent on the construction of new relocated buildings.

### 3.5 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 require to be consolidated into the development sites.

### 3.6 SERVICE EASEMENTS

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

### 3.7 DEDICATIONS

Right-of-way widening dedications will be required along Kingsway, Nelson Avenue, Bennett Street and Bonsor Avenue in order to support proposed street improvements. A lane dedication is required west of Bonsor Avenue.

### 3.8 ROAD EXCHANGE BYLAW

It is proposed that the following portions of existing rights-of-way be closed:

- i) Lily Avenue between Nelson Avenue and Bonsor Park
- ii) Bennett Street west of its intersection with Bonsor Avenue.
- iii) North-south lane allowance west of Bonsor Avenue

It is proposed that the closed rights-of-way be exchanged for the following dedications:

- a) Kingsway widenings ranging from 17 feet to 33-1/2 feet.
- b) Nelson Avenue dedications ranging from 18 feet to 20 feet.
- c) Relocated lane allowance to Bonsor Avenue.
- d) Bonsor Avenue widenings.
- e) Bennett Avenue widenings.

Preliminary indications are that the developer will be dedicating approximately 36,000 sq.ft. of land and obtaining approximately 35,000 sq.ft. of land for inclusion in his property. However, should detailed surveys indicate that the developer is obtaining more land in the exchange than he is dedicating, the balance of lands in favour of the Municipality would be purchased by the developer. Any necessary land sale would be established at the time of the introduction of a Road Exchange Bylaw before Council.

### 3.9 PUBLIC PEDESTRIAN EASEMENTS

The north-south 24-hour public pedestrian easement between Kingsway and Central Boulevard will be retained. The public pedestrian easement east to Bennett Street will be released as the proposed retail mall extension is in this direction.

### 3.10 EXISTING TREES

The existing group of conifer trees just east of the Sears store will be removed due to the proposed major underground parking expansion. Efforts will be made to provide for appropriate planting and special amenities in the publicly-oriented plazas.

### 3.11 PUBLICLY-ORIENTED PLAZAS

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

Other plaza areas are provided near entrances to the mall, retail, and office development. Enhancement of the plaza and boulevard along Central Boulevard fronting the Woodward's Department store is to be provided.

An extensive interlocking paving treatment is planned for portions of the surface parking and driveway areas south of the Sears store facade-line along Kingsway and east to the property line to achieve a high quality, pedestrian-oriented environment; similar to, for example, Granville Island. A walkway connection will be required in line with the Sears store facade sidewalk, west to the Eaton Centre property line.

### 3.12 CONDOMINIUM GUIDELINES

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

3.13 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.

3.14 ACOUSTIC CONSULTANT

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

3.15 DEVELOPMENT TIMING

The conclusion of the Metrotown forecasting infrastructure study was that with the achievement of the main identified infrastructure improvements generally over the next five years and the completion of the primary core Phase I commercial retail developments by 1989 Spring, further Phase II major commercial retail developments could possibly come on stream after 1991 Spring. Phase II primary core developments coming on stream after 1991 Spring will provide a reasonable absorption period for the large amount of primary core commercial retail development which is currently complete or will be complete by 1989 Spring. This absorption period will permit the Municipality to pursue various infrastructure improvements to support Phase II development. Therefore, the developer of any Phase II primary core, major retail proposal could pursue a Phase II rezoning application subject to occupancy of their major retail component after 1991 March. Subject to this occupancy date, the developer could commence construction on a major retail component after 1989 March.

The developer has provided the following schedule which is in conformance with the infrastructure study and to which he is committed:

- a) Public Hearing in 1988 October.
- b) Final Adoption prior to 1988 December 31 (presuming completion of all prerequisites.
- c) Construction start of ancillary facilities beginning after 1989 January 01. (Ancillary facilities consist of the relocation of the Sears Auto Centre and Gas Bar, new Firemen's Club, demolition of the SuperValu Store, and construction of two parking structures (one south of Bennett Street and west of Bonsor Avenue, and the other northwest of the Sears Store).
- d) Construction of the retail component (and parking under) starting after 1989 March 01.
- e) Occupancy and opening of the retail component no earlier than 1991 March 01, and subject to the Metrotown Centre portion of the pedestrian bridge mall link being completed and ready for operation.

Staff are in support of the outlined timing schedule, and in order to implement it have arranged with the concurrence of the developer, appropriate dates for the First Reading of the bylaw and the Public Hearing.





**4.0 COMMUNITY PLAN**

The current adopted Community Plan for this site which does not provide for a major mall expansion requires amendment and a revised Community Plan determined, reflecting this Phase II plan and the proposed Phase III future office (2 towers and 1 low-rise structure) and apartment (2 additional towers) development. Further amendment rezoning bylaws would be required to accommodate the construction of Phase III developments.

The future office development is proposed in the vicinity of Kingsway. The future apartment development is located on the site south of Bennett Street and east of Bonsor Avenue. The third apartment is to be pursued when the market permits. The fourth apartment would follow when the Auto Centre is phased out.

The expansion potential of the Phase II mall on a third level (CRU's and The Bay) is outlined as well as an expansion potential of the Woodward's store towards Central Boulevard.

**5.0 DEVELOPMENT STATISTICS**

**5.1 GROSS SITE AREA** Approximately 29 acres.

<b>5.2 FLOOR AREAS</b> (In sq.ft.)	<b>PHASE I</b> (existing)	<b>PHASE II</b>	<b>TOTAL</b>
a) Department stores	410,017	140,000	550,017
b) CRU's (commercial retail)	238,442	113,000	351,442
c) Mall	72,902	48,000	120,902
d) Office	105,000	163,000	268,000
e) Phase II Apartments			
Site A -		75,460	75,460
Site D -		(55 units) 119,000	119,000
		(80 units)	
f) Auto Centre	20,000	(relocated)	20,000
g) Firemen's Club (not in original site)		20,000	20,000
<b>TOTAL:</b>	<b>846,361</b>	<b>678,460</b>	<b>1,524,821</b>

<b>5.3 PARKING</b>	<b>CRITERIA</b>	<b>TOTAL FLOOR AREA OR UNITS</b>	<b>PARKING SPACE REQUIRED/PROVIDED</b>	
a)	Retail/ Restaurant/ Entertainment	Minimum 4 spaces per 1000/sq.ft.of gross floor area	901,459	3,606
b)	Offices	Floor space reduced by 10% of retail; 1 space per 495.16 sq.ft. of gross floor area of the balance.	268,000	351
c)	Apartment	1.5 spaces per/unit	135 units	203
d)	Auto Centre		20,000	38 (also 19 internal service bays)
e)	Firemen's Club	Based on licenced club/assembly uses	20,000	70
f)	Loading Bays			6 bays

A specific indication of acceptable accessory 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

292

	<u>Phase I Spaces</u>	<u>Phase II Spaces</u>	<u>Total Spaces</u>
a) Parking deck	711	324 (Expansion of existing parking deck only)	1,035
b) Underground	639	1,667	2,306
c) Surface	1,264	(507) (net loss)	757

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	83	83 apartment site
b) Surface	262	(175) (net loss)	87 auto centre site


5.4.3 Total Site

Commercially-oriented ..... 4,065 spaces  
 Residential ..... 203 spaces  
 4,268 SPACES

KI:lf

Attachments: Appendix - Addresses and Legal  
 Sketches

cc: Municipal Solicitor  
 Director Engineering  
 Director Recreation & Cultural Services

  
 A. L. Parr  
 Director Planning &  
 Building Inspection

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APPENDIX

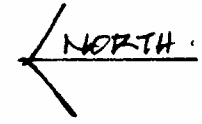
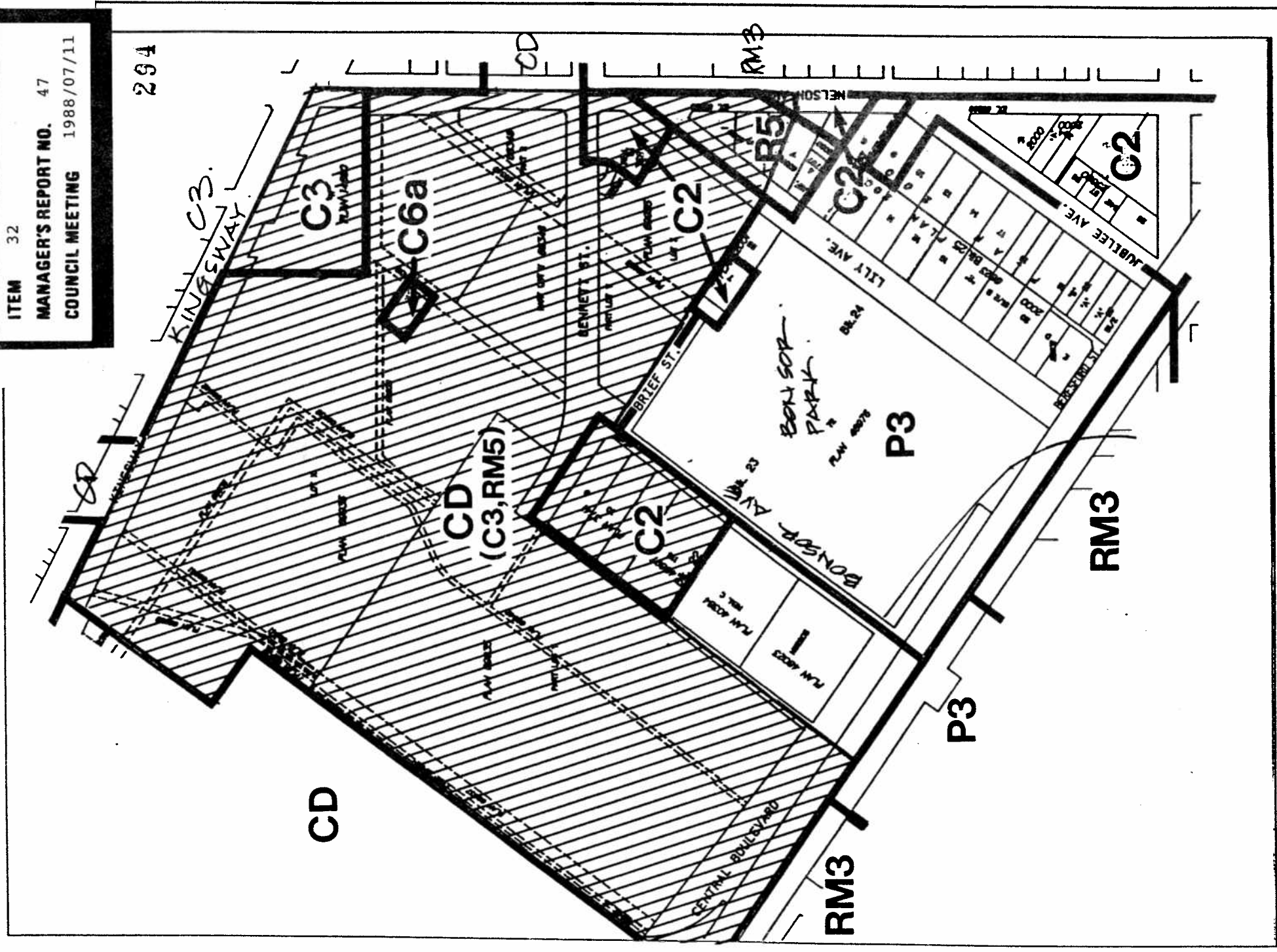
APPENDIX TO REZONING REFERENCE #54/86

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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SKETCH 1

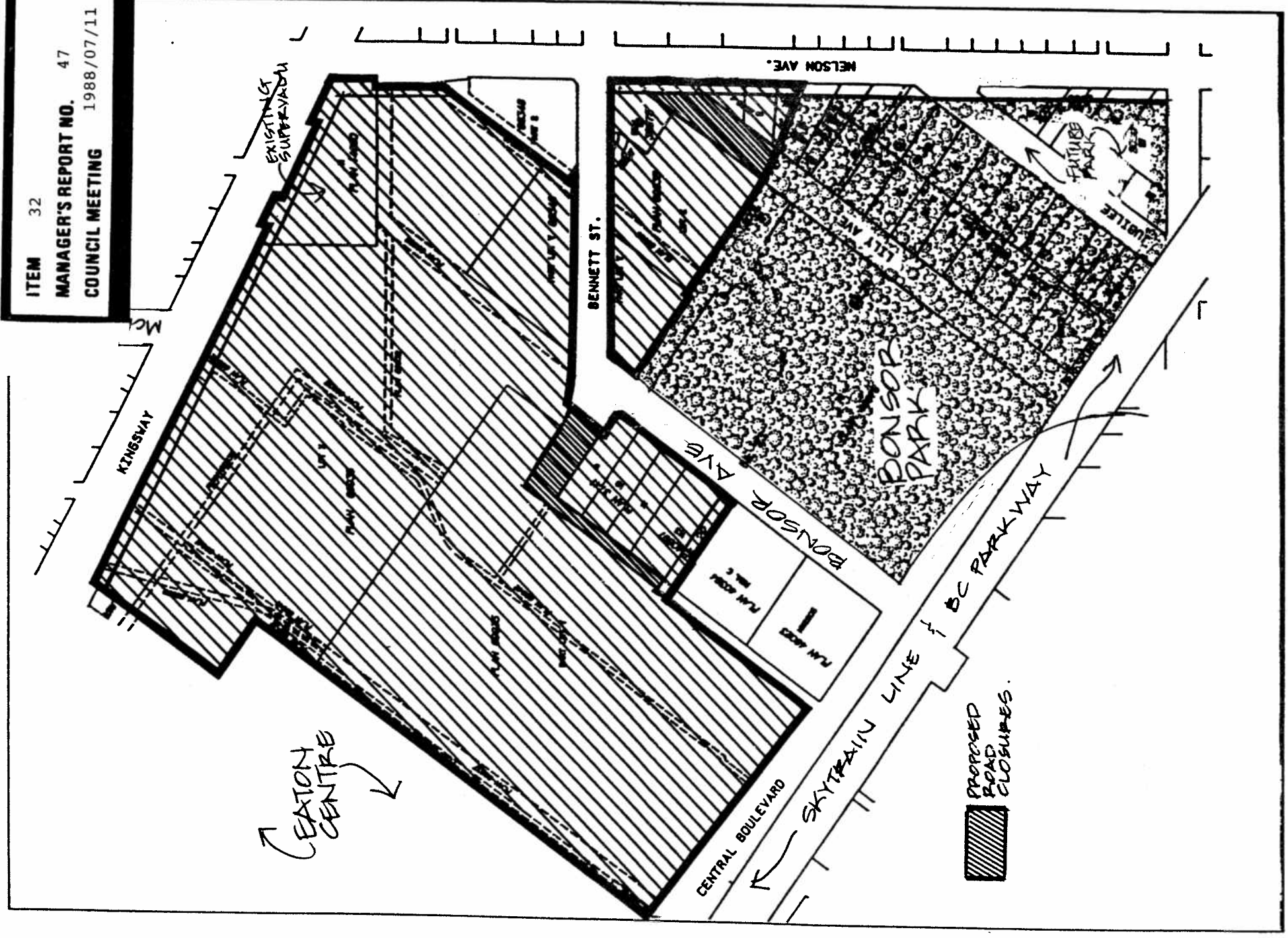


Planning &  
 Building Inspection  
 Department

REZONING REFERENCE # 54/06  
 EXISTING ZONING.

Date: SEPT/87	Scale: NTS.	Drawn By:
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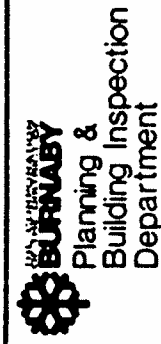
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Date: SEPT/87

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SKETCH 2.

REZONING REFERENCE # 5A/86

