

ITEM 12
MANAGER'S REPORT NO. 15
COUNCIL MEETING 88/02/29

RE: CIVIC SQUARE AND PUBLIC PARKING DEVELOPMENT
CIVIC FACILITIES AREA
METROTOWN - AREA 14

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1988 February 24

FROM: DIRECTOR PLANNING & BUILDING INSPECTION

SUBJECT: CIVIC SQUARE AND PUBLIC PARKING DEVELOPMENT
CIVIC FACILITIES AREA
METROTOWN - AREA 14

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RECOMMENDATION:

1. THAT this report be received for the information of Council.

R E P O R T

1.0 SUMMARY

Arising out of an Urban Design Study received by Council on 1987 November 16 (Item No. 14, Manager's Report No. 71), for the primary public land assembly area within Metrotown Area 14 bounded by Willingdon Avenue, Kingsborough Street, McKay Avenue, and Central Boulevard, Council in approving the recommendations contained in the report raised a number of detailed inquiries related to further parking options and arrangements which could be explored. In order to respond to these inquiries and to advance the public parking facility to the next stage of development, the Urban Design Study was extended to pursue a more specialized examination of parking facility alternatives. Responses to the Council enquiries are outlined in this report. Also outlined is the public parking facility alternative which following extensive examination by staff and consultants represents the optimum integrated parking solution. The further examination has also enabled preliminary cost estimates to be generated for the public parking facility and the public square for capital budgeting purposes.

2.0 BACKGROUND

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. Council on 1987 November 16 received a report on the Urban Design Study carried out for the civic complex and adopted the following recommendations:

- a. THAT, in line with the Urban Design Study 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 I attached, be approved and referred to the Library Board and the Parks and Recreation Commission for endorsement.

- b. 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 the report (dated 87 11 12).

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- c. THAT the provision of the Park-and-Ride Facility and the Civic Square be included in the next update of the Capital Budget.

With respect to the first recommendation, the Burnaby Library Board at its meeting of 1987 November 19 confirmed its approval of the Willingdon Avenue Metrotown Resource Library location identified in the Urban Design Study, and the Parks and Recreation Commission at its meeting of 1987 December 16 had no objections to the siting of the Phase I facilities (Resource Library, Civic Square, Public Parking).

As outlined in the previous staff report concurred in by Council, it was determined that the Major Civic Building Coordination Committee would invite James K. M. Cheng Architect to submit a proposal to extend his terms of reference to include the Phase I Park-and-Ride Facility and the Civic Square. The extended terms of reference are being pursued and a report on the consultant agreement will be submitted to Council shortly.

Also arising from the 1987 November 16 discussion by Council on the parking structure component, staff were asked to examine the feasibility of a number of options; including two levels of underground parking, alternative access arrangements, possible northward extension of underground parking, and related aspects of the parking facility.

To answer these questions arising out of the Urban Design Study and advance the design of the parking structure to a point where its development can be effectively coordinated with the library design, a parking/traffic subconsultant, N.D. Lea Associates, was engaged to pursue a further study in conjunction with James K.M. Cheng Architect, the overall urban design consultant for the civic complex.

3.0 PARKING FACILITY

The urban design consultant, James K.M. Cheng Architect, and the parking/traffic consultant, N.D. Lea Associates, examined six alternative arrangements for a public parking facility ranging from a single level option, various two-level options, and a sloping floor option. The minimum Phase I parking has been based on the peak requirements outlined in the Urban Design Study of 320 parking spaces - 200 spaces for park-and-ride purposes and 120 spaces for the library. The optimum arrangement for future expansion of parking facilities has also been addressed.

3.1 RESPONSES TO COUNCIL ENQUIRIES

The following responses are outlined to various enquiries raised in the Council discussion:

- a) Could a two-level option for the underground parking facility be examined as well as a one-level option.

Two-level options have been examined and, in fact, the further parking study indicates that a two-level parking facility is necessary to meet Phase I parking requirements and is superior to a one-level facility.

- b) Could alternative access options to the parking facility be examined.

The overall access arrangements to the proposed civic complex for both Phase I and future phased developments was re-examined. The access arrangement concept identified in the previous Urban Design Study has been reaffirmed as workable and preferable.

- c) Could the feasibility of providing parking under the Kingsborough Street right-of-way be examined.

In response, the use of the Kingsborough Street for underground parking would result in operational and structural difficulties, would not be considered cost effective, and would negatively affect the provision of desired services and roadworks within the right-of-way.

- d) Could the parking facility be linked to future underground parking provided for future developments on the north side of Kingsborough Street.

The parking study indicates that an option can be protected to provide a future vehicular tunnel link from the second underground level of parking across the Kingsborough Street right-of-way to future development to the north. A second level tunnel would permit the placement of necessary services within the Kingsborough Street right-of-way over the tunnel at an acceptable depth.

- e) Could a direct "storefront" access for pedestrians from the underground parking to the library or other future facilities be provided.

A major "storefront" access to the library is not possible or desired since such an access would compromise the library program and not be cost effective. However, the library architect is pursuing a close alternative of a direct stairway from the parking garage to the library lobby accessed by a glassed vestibule. The possible provision of "storefront" type access to future developments within the civic complex is not precluded and would be assessed on its own merits in the future.

3.2 PROPOSED PARKING FACILITY

As a result of the further parking study, the preferred parking arrangement is a two-level underground parking facility, fully under the civic square and partially under the library. This alternative is illustrated in Sketches 2 and 3 attached. This 2-level facility will provide for a potential maximum of 331 spaces meeting the 320 space minimum requirement, at a construction cost of approximately \$5.13 million or \$15,500 per space. The inclusion of contingency and consultant fees indicates that approximately \$5.6 million should be budgeted for. All other acceptable alternatives examined had higher per unit costs. The cost of this current parking facility provision which is to service the Library, public parking and park-and-ride is considered comparable to a parking facility of similar quality and scope constructed by the private sector, in compliance with the adopted Metrotown Development Plan policy that new parking facilities be constructed underground.

This recommended parking facility also:

- i) Provides for future appropriate linked expansion in a variety of forms.
- ii) Provides for a potential of up to an additional 440 spaces for a total of 771 underground parking spaces on two levels. The actual amount of further parking to be provided would be determined by the parking needs of future civic facilities.

- iii) Does not compromise the redevelopment potential of other future sites within the civic complex precinct.
- iv) Maintains the integrity of the initial library structure and the developed civic square as they relate to future development.
- v) Provides for the introduction of natural light into the underground parking facility.
- vi) Provides for easily identified, attractive, weather protected stairs and an elevator for the infirm and handicapped.
- vii) Provides for entry and exiting designed to handle commuter vehicular use and a potential ticket distribution and collection arrangement.
- viii) Provides for convenient general allocation of long term parking (park and ride) on the lower level and short term parking on the upper level of the two-level facility.
- ix) Provides for flexibility in the accommodation of existing and proposed grades across the development sites.

Based on the urban design concept, the civic square development which will be over the underground parking facility has been estimated at \$2 million including contingency and consulting fees. This civic square cost estimate is additional to the parking facility cost estimate. The primary costs involved in this estimate include extensive brick and concrete paving, lighting standards, trees, drainage and irrigation, and grassed areas. The grassed areas take into consideration municipally-owned properties outside the specific library and civic square sites which may be cleared of buildings and the area graded and grassed as a pleasing interim setting in anticipation of future civic developments. Special sculpture or water features would be extra elements which could be added at a later date.

The public parking facility and the civic square development are proposed to be financed from capital reserves. The specific reserves and the apportionment of costs to the various Municipal projects will be determined in more detail during preparation of the design and plans, and during the capital budgeting process.

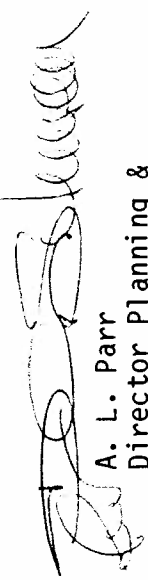
Although, for the purposes of the Capital Budget, separate preliminary estimates have been generated for the library, the public parking facility and the civic square; it is noted that for the purposes of detailed design, tendering, and construction, the three primary first phase elements are being handled as a single integrated development. A consultant group is being formed involving a number of firms with specialized expertise in landscape architecture, structural design, and parking/traffic matters. The consultant group would be coordinated by James K.M. Cheng Architect, the firm responsible for the library design and the overall Urban Design Study.

This is for the information of Council.

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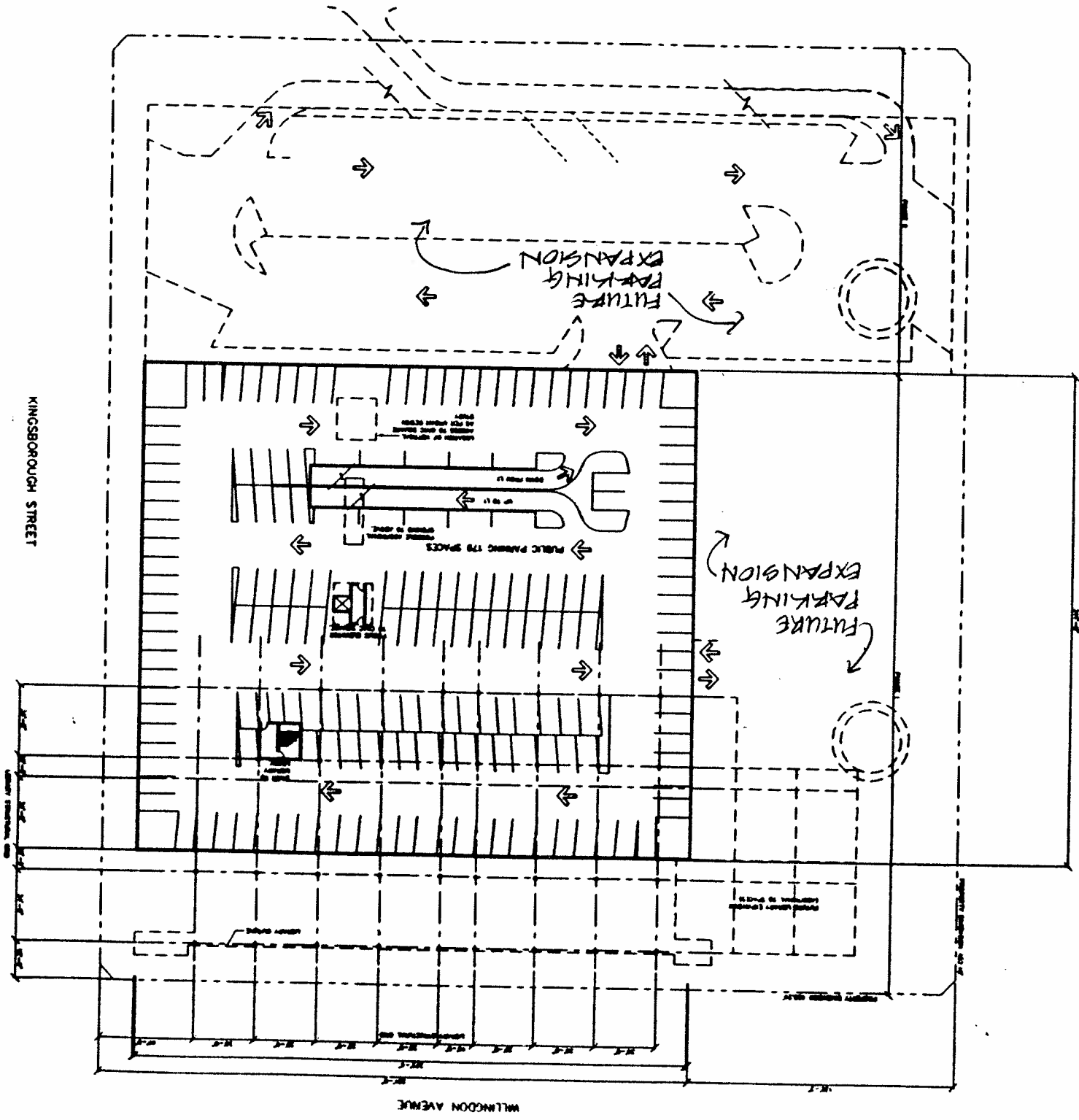
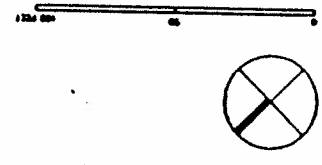
Attachments

cc: CHIEF BUILDING INSPECTOR
DIRECTOR RECREATION & CULTURAL SERVICES
CHIEF LIBRARIAN
DIRECTOR FINANCE
DIRECTOR ENGINEERING


A. L. Parr
Director Planning &
Building Inspection

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OPTION B1 LEVEL 2
 SKETCH 3



CENTRAL BOULEVARD

