



TO: MUNICIPAL MANAGER 1991 MARCH 20

FROM: DIRECTOR PLANNING & BUILDING INSPECTION

SUBJECT: **INFORMATION TO FURTHER ENQUIRIES
EATON CENTRE - PHASE III
REZONING REFERENCE #13/90**

PURPOSE: To provide further information on Council enquiries related to
Eaton Centre - Phase III.

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RECOMMENDATIONS:

1. **THAT** the following prerequisite be added for the completion of Rezoning Reference #13/90:
 - k) A commitment to provide a convenient taxi stand and the telephone numbers of Burnaby taxi companies affixed to proximate public telephones within the site.
2. **THAT** the sale of used goods and used furniture, as noted in Sections 303.1(16) and 303.1(25) respectively of the Burnaby Zoning Bylaw, be permitted uses within the proposed shopping mall.

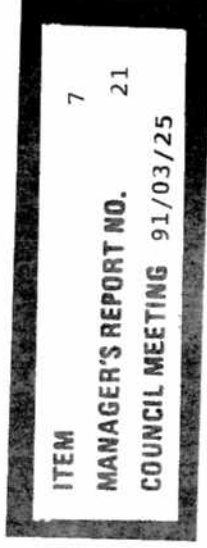
R E P O R T

Council, at its meeting of 1991 February 25, received a report (R.Z. #13/90) regarding an Eaton Centre Phase III proposal and advanced the subject rezoning application to a Public Hearing on 1991 March 26. Council in discussing the rezoning report raised a number of inquiries and requested that staff report back with further information prior to the Public Hearing. Eight (8) points were raised for further information and these are discussed as follows:

1. **ON-SITE TAXI STANDS**

The matter of taxi stands is the subject of a staff study which has been pursued at the direction of Council. A municipal-wide policy report on the subject of taxi stands with particular relevance to Metrotown is on this same agenda for Council's consideration. It is concluded that, in line with the policy report, such a large retail development such as Eaton Centre warrants the provision of an on-site taxi stand for two taxis available by operational agreement between the developer and the private taxi company, with one or both Burnaby taxi companies. It is also desirable for the convenience of the public to request that the on-site public telephones closest to the taxi stand be affixed with signs with the telephone numbers of Burnaby taxi companies.

It is therefore recommended that a further prerequisite be added to the subject rezoning proposal to read as follows:



- k) A commitment to provide a convenient taxi stand and the telephone numbers of Burnaby taxi companies affixed to proximate public telephones within the site.

2. HANDICAPPED ACCESSIBILITY TO SKYTRAIN STATION

The Metrotown SkyTrain Station was designed with an elevator for use of the handicapped accessible to the south-side sidewalk of Central Boulevard which is used as a drop-off area by private vehicles and Handidart. The handicapped in wheelchairs access the bus loop and the shopping mall at grade via the signalized intersection at the Sussex Street alignment.

The Metrotown SkyTrain Station is also accessible by means of the passerelle across Central Boulevard with escalators up to the station platform and up and down to the bus loop. With the success of the Metrotown shopping complex and its strong inter-relationship with the SkyTrain Station, both B. C. Transit and municipal staff have identified a need for elevator access from the passerelle end (east end) of the SkyTrain Station. However, no feasible solutions have been identified in initial reviews due to the current design of the end-loading station platform. The need for an elevator at this east end will continue to be kept in mind, although its provision may have to be timed with any major future enlargement of the SkyTrain Station.

3. BUS SHELTER ON KINGSWAY

The provision of a bus shelter along Kingsway was a requirement of the Eaton Centre Phase II rezoning and was inadvertently left off the information list of community-oriented facilities in the Phase III rezoning report. The developer is currently pursuing operational steps to assure provision of this bus shelter in the summer of this year.

4. SAFETY CONCERNS OF GLASS CANOPIES

A concern was raised as to whether the glass canopies identified as provisions along pedestrian corridors in this rezoning proposal were safe, for example from the point of view of earthquakes. In reply, it is noted that for canopies, glass panels in a metal framework are quality, solid and durable materials, but also a commonplace architectural solution, such as for major shopping centre malls. Glass canopies, by emphasizing the penetration of natural light, improve the sense of brightness and openness of the pedestrian areas. The project architect reports that any glass used will be either laminated or wired glass to protect against any injuries caused by potential breakage. The canopies themselves will also be designed to meet or exceed the requirements of the B. C. Building Code.

5. ACCESSIBILITY FOR THE HANDICAPPED FOR THE KINGSWAY PEDESTRIAN BRIDGES

The three currently proposed pedestrian bridges over Kingsway within the Metrotown core are supplementary to the primary and more extensive Metrotown pedestrian system at-grade which is eventually intended to be fully handicapped accessible. However, it is also intended that with modifications at the time any Kingsway pedestrian bridge is actually built, steps will be pursued to assure that the handicapped will be enabled to use the pedestrian bridge. This would be achieved by assuring that the bridges are linked into the second floor level of existing and future commercial developments on either side of Kingsway and be accessible to elevators within these developments.



6. CLARIFICATION OF PARKING PROVISIONS

Additional clarification was requested on how the aggregate parking numbers outlined in the rezoning report relate to the sequential parking required/provided for the three phases of the overall development. This information is provided on the following table:

EATON CENTRE METROTOWN						
Parking Breakdown - Number of Spaces						
	SHOPPING CENTRE		OFFICE		TOTALS	
	SEQUENTIAL PROVISION	OVERALL PRO-RATED	SEQUENTIAL PROVISION	OVERALL PRO-RATED	SEQUENTIAL PROVISION	OVERALL PRO-RATED
PHASE I	2,358 2,358 [604,500 sq.ft. GLA] [60% of GLA]	2,117 (2,418)	463	473	2,821	2,590
			[290,000 sq.ft. GFA] [26.3% of GFA]			
PHASE II	1,366 1,366 [326,500 sq.ft. GLA] [32.3% of GLA]	1,142 (1,306)	711	629	2,077	1,771
			[385,000 sq.ft. GFA] [35% of GFA]			
PHASE III	-192 (308) [78,000 sq.ft. GLA] [7.7% of GLA]	273 (308)	622	694	430	967
			[425,000 sq.ft. GFA] [38.7% of GFA]			
TOTAL	3,532 (4,032) [1,009,000 SQ.FT. GLA] [100% OF GLA]	3,532 (4,032)	1,796	1,796	5,328	5,328
			[1,100,000 SQ.FT. GFA] [100% OF GFA]			

NOTES:

- A) The existing parking with the completion of the Phase II office tower will amount of 3,532 spaces. (Shopping - 2,358; Tower I - 463; Tower II - 711).
- B) If the total Phase I and Phase II developments were constructed, the total net additional spaces provided by Phase III amount to 430 spaces.
- C) Parking space numbers shown in brackets () include shared parking from office component on evenings when the mall is open, and on weekends.
- D) For shopping centre uses, Phase I was based on 3.9 parking spaces per 1,000 sq.ft. of GLA. At the time of Phase II, the overall shopping centre (Phase I and II) was based on 4.0 spaces per 1,000 sq.ft. of GLA. For Phase III, the total shopping center (all phases) is indicated at 3.5 parking spaces per 1,000 sq.ft. GLA plus a shared component of 500 office spaces bringing the overall total ratio up to 4 parking spaces per 1,000 sq.ft. GLA.
- E) For office uses, Phase I and II are based on 1 parking space per 495.16 sq.ft. GFA after a shared parking deduction of 10% of shopping centre floor area; while for Phase III, an additional 10% reduction is outlined to reflect the key location of this development adjacent the Metrotown SkyTrain Station and bus loop and consequent high public transit usage.
- F) The term "pro-rated" for shopping uses means the required parking for each phase based on 3.5 spaces per 1,000 sq.ft. GLA or 4.0 spaces per 1,000 sq.ft. GLA with the use of shared parking; and for office uses means the required parking for each phase based on one (1) parking space per 495.16 sq.ft. GFA after deduction of 10% of shopping centre floor area and an additional 10% reduction due to its skytrain location.

For information, during construction of the second office tower scheduled for completion this fall, the developer, in order to construct his required parking facilities to support the second tower, has been forced to stop access to a minimum 330 parking spaces for the largely occupied first office tower users for a period of up to 24 months to 1991 November. For this duration, some office users of the first office tower have had to use the shopping centre parking. We are not aware of any parking problems which have resulted from this significant forced shared parking use during construction of the second office tower. It is also noted that the Metrotown Centre parking which was also inefficient during construction of its Phase II development is now fully available as well as the two level civic parking facility below the new Metrotown Civic Square.

The amount of shopping centre space proposed in the Phase III development represents only 7.7% of the total shopping centre. With the shared parking component, a ratio of 4.0 parking spaces per 1,000 sq. ft. will be available in the evening and during weekends for the shopping centre.

A full two levels of underground parking virtually covers the site, with five levels of underground parking below the Phase III office tower. A four level parking deck is also provided above grade. The developer indicates that additional workable parking facilities either further underground or further stacked is not feasible and that the proposed 5,328 overall total parking spaces are virtually the maximum which can be accommodated on this site.

7.

AMOUNT OF DEPOSIT IN-LIEU-OF PARKING

It has been previously established by Council as a policy in 1982 that a deposit of \$8,000 (latest revision of amount in 1988) may be made for each additional office parking space deducted up to a further overall 10% deduction of the office component parking requirement (equal to 20% of the basic Metrotown Core requirement). It was queried whether the \$8,000 deposit figure was sufficient or should be increased.

In a previous information report to Council at its meeting of 1991 January 21 on the cost of underground parking, it was noted that such parking spaces cost between \$10,000 to \$15,000 per stall to construct. The deposit by private developers is intended to promote the concept of shared parking and not to necessarily provide parking on a one-to-one basis of one deposit for each public parking space provided. The \$8,000 per stall which represents 50% to 80% of the cost of underground parking to private developers is considered a sufficient amount that if taken up by many developers could provide the Municipality with a suitable fund to help defray the cost of the just completed civic square underground parking facility or to help finance a further municipal parking facility. The \$8,000 amount is also considered to provide private developers sufficient incentive to take up this optional offer. It is our opinion that, although a higher amount could be instituted, say to \$10,000 or \$12,000 per stall deducted, these higher amounts approach the developer's cost of providing underground parking, thereby not providing developers with any incentive to pursue such deposits.

Our records indicate that five Metrotown office developments have to date taken advantage of this option, one in each year of 1983, 1984 and 1990 and two in 1987, with deposits totalling \$318,000. The 1990 deposit was for only three spaces at the \$8,000 per space deposit. The developer of Eaton Centre has indicated that he does not expect to take advantage of this deposit in-lieu-of parking option.

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COUNCIL MEETING	91/03/25

8. PERMITTED USES RELATED TO "USED GOODS"

Selected uses from the C3 General Commercial District were outlined as permitted uses in the retail mall areas in the rezoning report. It was queried whether "used furniture" should be excluded as a permitted use since this could be considered to exclude "antiques". Staff would respond that this exclusion was not meant to exclude specialty items such as "antiques".

However, upon reflection and to provide the developer with greater retail use variation within the internal controlled environment of the shopping mall, it is proposed that the exclusion of sale of used goods and used furniture from Sections 303.1(16) and 303.1(25) respectively, of the Zoning Bylaw be deleted, thereby permitting the sale of used goods and used furniture within the internal mall.

This information is provided in response to Council enquiries on the outlined topics. Specific recommendations which result are related to Point 1 (Provision of an On-site Taxi Stand), and Point 8 (Permitting the Sale of Used Goods and Used Furniture within the Shopping Mall).

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A. L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

