

ITEM	16
MANAGER'S REPORT NO.	41
COUNCIL MEETING	June 6/77

Re: SIMON FRASER UNIVERSITY
PROPOSED PARKING LOT EXPANSION

Following is a report from the Director of Planning on a proposal to expand parking facilities at Simon Fraser University.

RECOMMENDATION:

1. THAT Council concur with the Planning Department's proposal to issue Preliminary Plan Approval in this particular instance subject to the conditions noted in the Director of Planning's report.

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PLANNING DEPARTMENT
JUNE 1, 1977

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
SUBJECT: SIMON FRASER UNIVERSITY
PROPOSED PARKING LOT EXPANSION

In response to an enquiry and letters concerning a report of proposed parking lot extensions at Simon Fraser University in early 1976, the Council at its meeting of March 8, 1976 gave consideration to a report from the Municipal Manager (Item 17, Manager's Report No. 15, attached), and adopted the following recommendations:

1. THAT copies of Mr. Ross' letters be forwarded to the Board of Governors at S.F.U.; and
2. THAT the Board be asked to advise the Municipality of the outcome of its deliberations after it has considered its staff report on April 20, 1976; and
3. THAT a copy of this report be forwarded to the Board of Governors at S.F.U."

Council also passed a motion adding an additional recommendation as follows:

"THAT there be no expansion of the presently existing surface parking and that the existing parking areas be more efficiently used by means of underground and/or surface tier parking and the Simon Fraser Board of Governors be so advised."

Subsequently, on April 21, 1976 Mr. George Stuart, Vice President, Administration, wrote to the Secretary of the Parks and Recreation Commission to advise as follows:

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"Our Board of Governors at its meeting of April 20th has approved a recommendation from the President to the effect that because of a reorganization in our parking policies, we will not be in a position to have to build additional parking lots in September 1976. Nevertheless, some monies have been reserved from our capital fund for the purpose of building additional parking lots sometime next Spring to allow for the additional needs that will be forthcoming as a result of student increases in September 1977."

We have no record of any further response by the Board of Governors to the position enunciated by Council at the time, but it is a fact that development of new surface parking areas did not proceed at that time.

In addition to the actions noted above, it was requested by Council that Mayor Constable enquire of the Simon Fraser University Student Council whether or not they would support the Council resolution in relation to expansion of surface parking presently existing and the use of existing parking areas more efficiently by means of underground and/or surface tier parking. We understand that, in spite of three separate efforts by the Mayor to obtain a response from the Student Council, they have not seen fit to express a position on the subject.

In liaison with officials at the University, we were advised on May 25, 1976 that although there were no plans at that time to expand the parking lots in 1976, they would apply for Preliminary Plan Approval in the normal way when they had a proposal.

In line with this approach we were contacted in early February by representatives of the University and their consulting engineer in connection with a current proposal to develop an additional surface parking area in the vicinity of the present major student parking lots in the eastern sector of the University's campus, to accommodate approximately 422 cars. At that time Planning Department staff again presented an overview of the Council's stated position regarding extensions of surface parking lots versus accommodation of further required parking by means of underground and/or surface tier parking. At that time the University's representatives outlined the cost ramifications of such an approach in light of the University's budget constraints and building program priorities for other educational facilities, and indicated that they did not believe the University would be in a position to finance such costly parking facilities.

Upon reviewing the Simon Fraser University Master Development Plan prepared in 1963 and adopted as the overall basis for ultimate campus development, it was noted that the principal parking facilities contemplated from the beginning for the University were to be developed on the surface in the south-east quadrant of the campus. From the information available it is apparent that these facilities were to be accommodated on terraced graded tiers with landscaped tree belts separating the tiers and providing for a break-up of what otherwise might have appeared as a massive single parking lot. In light of this conceptual approach that had initially been adopted, and the fact that the development proposal then being made (February of 1977) did not reflect this approach and would have necessitated the removal of an area of good existing evergreen vegetation, our staff suggested that they examine the possibility of a "pod" type of parking extension if they did not feel they could accomplish underground or decked parking, and that some suitable approach which protected good existing treed areas and provided for terracing and screening of any expanded lots, could be put to Council for their consideration.

In response, the University established an inventory of existing good stands of trees utilizing aerial photographs and field surveys and commissioned a parking study by Arthur Erickson Architects in order to deal with the problem.

As a result of this work they have revised their proposal to protect to the greatest extent possible the existing areas of valuable tree growth, and to set guidelines for the development of a strong pedestrian spine.

The resulting proposal would provide approximately 400 additional parking spaces by way of a southerly extension of existing parking lot B on a new terraced area to the south of and below the elevation of the current lowest level. The proposal will provide for a land-

scaped buffer abutting the new terraced area in order to retain the same visually isolated quality that existing "pods" of the parking lot currently displace. Due to the shift in elevation and the perimeter natural and supplementary tree growth to be provided, this approach will prevent the visual image of a single large parking lot full of cars. The location chosen is one which will minimize the impact of parking lot extension on treed areas, and with the exception of only a few conifers, will result only in the clearing of an area with alder vegetation.

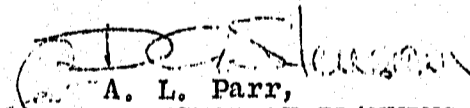
CONCLUSION:

Although the Planning Department is mindful of the position expressed by the Council in March 1976 concerning any further surface parking lot development at the University, it recognizes the concept envisioned in the original Master Plan for the campus and the realities of underground parking lot construction for large institutional facilities such as Simon Fraser University. The approach currently being proposed by the University for its expansion of parking lots at this time is consistent with good practice in that it reflects the retention of major tree belts to separate future parking facilities which may be required, provides a pod-like development pattern for these facilities reminiscent of the development pod approach used in the Burnaby 200 housing project in which substantial tree belts are retained to contain and screen terraced development areas, and in that it contemplates the development of a rational and well developed system of pedestrian paths connecting to a major pedestrian spine connecting to the University complex itself.

As a result the Planning Department is prepared to support the current proposal in principle, subject to the submission of a detailed grading and landscaping scheme that shows the suitable treatment of the perimeter of the lot including a natural re-planting scheme including trees and natural ground cover which will restore harmony with the surrounding natural landscape, and subject to the understanding that the proposals of the Simon Fraser University parking study will be implemented in this and future expansion proposals. On this basis, subject to Council's concurrence, it is proposed that Preliminary Plan Approval be issued for the current parking lot development proposal.

RECOMMENDATION

It is recommended THAT Council concur with the Planning Department's proposal to issue Preliminary Plan Approval in this instance subject to the conditions mentioned above.


A. L. Parr,
DIRECTOR OF PLANNING.

DGS:cm
Attach.

ITEM 16
MANAGER'S REPORT NO. 41
COUNCIL MEETING June 6/77

ITEM 17
MANAGER'S REPORT NO. 15
COUNCIL MEETING Mar. 8/76

- Re: - LETTER DATED MARCH 4, 1976 FROM MR. G. ROSS, CHAIRMAN,
BURNABY SPEC REGARDING ADDITIONAL PARKING AT S.F.U.
- LETTER DATED FEBRUARY 13, 1976 FROM MR. G. ROSS,
4196 HALIFAX STREET, CONSIDERED BY COUNCIL ON FEBRUARY 23,
1976 ON THE SAME SUBJECT
- INQUIRY RAISED IN COUNCIL ON FEBRUARY 9, 1976 ON THE SAME SUBJECT

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An inquiry was raised in Council on February 9, 1976 in which information was requested with respect to a proposed clearing of land for the provision of the "yearly provision of an additional 400 parking spaces" on Burnaby Mountain as reported by the S.F.U. student paper "The Peak".

A letter dated February 13, 1976 was also received by Council in this connection on February 23, 1976, from Mr. George E. Ross, 4196 Halifax Street.

Appearing on the Agenda for the March 8, 1976 Council meeting is a copy of a letter dated March 4, 1976 from Mr. George Ross, Chairman, Burnaby SPEC, 5358 Norfolk Street, also expressing concern over the possibility of expansion of the S.F.U. parking lots.

In discussing this matter with an official at S.F.U. the Municipal Manager has discovered that:

1. A parking committee was established at S.F.U. to provide recommendations to the Vice-President of Administration on parking policy to obtain better utilization of their parking areas.
2. The study did bring forward suggested improvements to make more efficient use of the parking space.
3. After the implementation of the improvements, there will still be a shortfall in actual parking space.
4. Based on the university's projections, there will be a shortfall in September 1976 after changes in policy and an additional shortfall in 1977. The university has about 3,300 parking spaces now.
5. The projected shortfall over the next 3 years is about 600 spaces.
A report on the matter of parking deficiency will be made to the Board of Governors at its April 20, 1976 meeting.
6. Any expenditure for the work involved must be approved by the Board.

Anyone concerned with the matter of parking expansion at S.F.U. would be well advised to correspond with the Board prior to its April 20th meeting.

The Burnaby Mountain Conservation Area designation adopted by Council on July 7, 1975 provides for the conservation of more undeveloped lands under university ownership outside of the area presently designated for P6 (Regional Institutional) development. This is in keeping with the original agreement between the Corporation and the Province wherein lands not required or otherwise topographically unsuitable for further university development would be devoted to public open space use. This therefore necessitates that any additional areas required for university parking be restricted to the P6 development area.

The change in use of the automobile over the next few years will undoubtedly have an impact on parking needs for any institution. On the other hand, the likelihood of a rapid change which would eliminate the need for expansion of parking facilities generally is probably remote. In any event, it is only reasonable to ensure that the changing use of the automobile and its impact on S.F.U. be considered in determining the actual amount of any parking expansion required at this institution. The staff at S.F.U. are aware of this problem.

It is the intent of Municipal staff to maintain a close liaison with the university in order to help ensure that any proposal to expand parking lot facilities is restricted to the actual campus development area and done in a manner that best enhances the general conservation objectives for the mountain as a whole.

RECOMMENDATIONS:

1. THAT copies of Mr. Ross' letters be forwarded to the Board of Governors at S.F.U.; and
2. THAT the Board be asked to advise the Municipality of the outcome of its deliberations after it has considered its staff report on April 20, 1976; and
3. THAT a copy of this report be forwarded to the Board of Governors at S.F.U.