

ITEM	16
MANAGER'S REPORT NO.	89
COUNCIL MEETING	1978 12 18

RE: B. C. TELEPHONE HEADQUARTERS BUILDING
 EMPLOYEE PARKING PROVISIONS
 REZONING REFERENCE #32/74

Following is a report from the Director of Planning regarding parking provisions for the B. C. Telephone Company at Kingsway and Boundary Road.

The attachment to this report is quite long and therefore attached only to the Council's agenda. Anyone wishing to obtain a copy may do so upon request in the Manager's Office or the Planning Department.

RECOMMENDATIONS:

1. THAT the recommendations of the Director of Planning be adopted; and
2. THAT a copy of this report be sent to the B. C. Telephone Company.

* * * * *

TO: MUNICIPAL MANAGER 1978 DECEMBER 13
 FROM: DIRECTOR OF PLANNING
 SUBJECT: B.C. TELEPHONE HEADQUARTERS BUILDING
 EMPLOYEE PARKING PROVISIONS — REZONING REFERENCE # 32/74

RECOMMENDATIONS

1. THAT Council request that the B.C. Tel Company continue to pursue discussions with and representations to B.C. Hydro towards the provision of improved public transit services for the employees of the B.C. Tel Headquarters building.
2. THAT Council request that the B.C. Tel Company provide additional car pooling incentives towards the achievement of a minimum car pooling use goal of 50 per cent of the building parking.
3. THAT Council permit the B.C. Tel Company to construct an interim approximately 120 space surface parking lot with appropriate hedge screening on its property to the north of the existing building, and authorize the Planning Department to process this proposal as a Preliminary Plan Approval application.
4. Although the B.C. Tel submission indicates that the three measures indicated above will satisfy their parking needs until Phase II of the development is pursued, THAT these measures do not absolve the B.C. Tel Company of its general responsibility to provide additional parking up to the normal limit of the existing By-law should a parking problem caused by B.C. Tel employees be evidenced in the vicinity of the B.C. Tel building.
5. THAT the Planning Department be authorized to review the overall parking situation with respect to the B.C. Tel building prior to the release of any Preliminary Plan Approval for Phase II of this project to assure that sufficient parking spaces are provided to meet the needs of this project.

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REPORT

1.0 BACKGROUND

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A parking problem has been identified in the use by B.C. Tel employees of parking areas in Central Park which are intended for the use of park patrons. In order to control this situation, the Parks and Recreation Department had recommended to Council on 1978 September 18 that By-law No. 7019, Burnaby Central Park Parking Regulation By-law "be brought forward for consideration". Council at that time referred the report on the parking regulation by-law back to the Municipal Manager for "a comprehensive review of the parking situation in Central Park and the use of parking facilities in the Park by employees and/or customers of the British Columbia Telephone Company and the possible conflict such parking might create with with regular Park patrons". However, due to continuing serious concerns on the parking situation in Central Park, Council on 1978 October 23 agreed to implement the parking by-law for Central Park rather than waiting for the requested staff report on the subject. This parking regulation by-law was given Final Adoption on 1978 December 04.

The situation of parking by B.C. Tel employees within Central Park may be resolved to some extent by the enactment of the parking regulation by-law by the Municipality. However, parking restrictions within Central Park will probably shift the parking pressures to another area such as parking by B.C. Tel employees along residential streets in the vicinity of the B.C. Tel building. The responsibility for resolving any parking problem outside the B.C. Tel site caused by B.C. Tel employees rests with the B.C. Telephone Company. The rezoning of the B.C. Tel building (Rezoning Reference # 32/74) was based on the principle that the B.C. Telephone Company would provide sufficient parking to meet the "demand" of its employees and that this Company would do whatever was necessary to reduce the demand by means of improved public transit services and the institution of incentives such as car pooling. This report addresses itself to this principle in order to work towards a solution to the parking situation with respect to the B.C. Tel Headquarters Building.

2.0 PARKING CONSIDERATIONS
RELATED TO REZONING REFERENCE # 32/74

Specific consideration was given to the parking needs of the B.C. Telephone Company at the time of the rezoning, particularly from the point of view of encouraging greater use of public transportation as a means of access not only to the B.C. Telephone office building, but also to the Metrotown area as a whole.

It was recognized that part of the overall question of encouraging public transit is that of reducing car travel. Therefore, based upon a detailed report dated 1974 July 15 from Zoltan Kuun, P. Eng., a Transportation Consultant engaged by B.C. Tel, Council through the use of CD zoning, determined a parking standard for the B.C. Tel development which was lower than the requirement outlined in the Burnaby Zoning By-law subject to certain actions being taken by B.C. Tel. These actions included incentive measures to encourage car pooling and the use of public transit. Council also accepted a letter dated 1974 November 15 from Mr. MacFarlane, in his capacity at that time as Vice-President, Corporate Development, in which it was stated that:

"If a (parking) shortage were to develop, it is assumed that parking congestion would occur on neighbouring streets. We would anticipate that this would first be brought to the attention of the District of Burnaby. We would assume, therefore, that the District would be best able to identify the existence of a problem.

If the District were to document evidence that the utilization of our site was creating a problem due to a shortage of parking spaces, we would be prepared to provide additional parking facilities up to the normal limit of the existing by-law."

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The adopted Comprehensive Development Plan for this project indicated how additional parking up to 470 spaces could be appropriately provided in an essentially underground four level parking structure without affecting the basic form of the approved office building.

The Phase I 19-storey tower with approximately 415,000 square feet of building area has been constructed and is fully occupied. A future Phase II - 7-storey wing is part of the adopted Comprehensive Development Plan. The complete development will accommodate approximately 580,000 square feet of building. Council approved a parking ratio of one space per 1160 square feet for this building (Burnaby standard - 1 per 500 square feet).

3.0 SUBMISSION OF B.C. TEL COMPANY

In a letter of inquiry of 1978 October 02, the Planning Department requested that:

"In the light of the continued complaints regarding the parking on public streets and in Central Park by B.C. Tel employees and visitors, we would appreciate receiving information on the actual steps which your Company has taken since the completion of the building to reduce the demand for employee parking within the project and to use your existing parking spaces in an optimally efficient manner. We would also wish to know in monitoring the situation whether you can indicate in statistical terms if the steps you have taken have been effective."

Further discussions followed receipt of this letter by B.C. Tel. The Planning Department indicated that it would be appropriate for the original transportation consultant, Zoltan Kuun, to be retained again to review the current operating conditions from a professional third party viewpoint. However, B.C. Tel has decided to submit a report prepared by its own staff.

A letter dated 1978 November 22 from Mr. G.F. MacFarlane, the Chairman and Chief Executive Officer of B.C. Tel, and an accompanying company study has been received in formal reply to the Municipal request for information and is attached.

The parking provisions at present as noted in this study are:

<u>Location</u>	<u>No. of Spaces</u>
On-Site	425
Off-Site	<u>105</u>
TOTAL	<u>530</u>

This total does not include parking (40 spaces) which the Company has indicated along access drives within the development. Off-site spaces are those that are used by agreement during business hours and are located on church parking areas or on commercial developments which have a surplus of parking in the vicinity of the B.C. Tel building.

The summary recommendations of the B.C. Tel staff study are:

1. Encouragement of car pools should be reviewed and pursued.
2. Parking rates should be revised (see Appendix 9 of study) with incentives for car pools and disincentives for single drivers. Rates to change October 1, 1978. (Note: car pools increased by 30).

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3. Approval for a 100 stall parking lot on-site in the rear yard should be sought from Burnaby. (Capital cost \$60 M, Ref: Appendix 8 of study).
4. The inadequacy of public transit could be brought to the attention of various Governmental authorities to encourage planning for LRT passing our site and/or improved bus service."

The Planning Department is in general concurrence with the principle thrust of these recommendations but would modify and clarify these in the following section.

4.0 DISCUSSION OF PARKING SITUATION

4.1 Metrotown Context

In the adopted policy document "Burnaby Metrotown - A Development Plan", it is stated that:

"In terms of providing an acceptable and convenient means of access and egress to and from Metrotown, the automobile as a primary mode is not considered to be a long term solution because of its dominant space requirements both while moving and while parked. Ideally, what is required is an efficient system of mass movement into and out of Metrotown.

In terms of parking, the main concern must be to present a strategy for the amount and location of parking that provides convenience for the auto user while at the same time not allowing the car to dominate large areas of Metrotown. At the outset, it should be emphasized that off-street surface parking is considered inappropriate for all future development within Metrotown. Instead, the provision of adequate underground or structured off-street parking is considered to be a requisite and integral component of each Metrotown project. In view of the need to provide adequate parking in the central area, it would also be appropriate for the Municipality to investigate the need and desirability of establishing a public parking authority ("Metropark") for Metrotown.

As parking requirements change from the implementation of an efficient transit system, so too could the Municipality adjust its parking requirements for Metrotown."

The overall aim is to create an integrated higher density commercial/residential focus, the Metrotown, served by a balanced transportation system which emphasizes less reliance on the automobile and more reliance on an improved public transit system including the implementation of a future Light Rapid Transit facility.

4.2 Proposals

Although parking regulations for Central Park and on public streets in the vicinity of the B.C. Tel building may be of benefit to the users of Central Park and the residents in the area, there will continue to be parking pressures caused by B.C. Tel employee parking on

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surrounding areas as long as the B.C. Tel Company does not take steps to provide sufficient parking for the needs of its employees and to reduce the demand for parking by its employees in general.

Staff are of the opinion that the resolution of any parking problem within the present circumstances lies in three areas:

- a) Improvement of public transit services.
- b) Further car pooling incentives.
- c) Provision of interim on-site parking spaces.

Based on the material submitted by B.C. Tel, the following situation should be met to reach an appropriate parking provision balance which will not create unauthorized parking pressure on surrounding areas.

Mode of Transportation	% of Total Employees	No. of Employees	No. of Parking Spaces
Public Transit (based on actual B.C. Hydro Passenger counts)	30%	650	
Walk, Cycle, Drop-offs, Absentees, Off-site Assignments (existing condition)	10%	220	
B.C. Tel Sponsored Parking (On-site)	53%	1173	430 existing, 120 [±] proposed = 545 (2.15 people/car)
Other Parking - Private Parking Arrangements	7%	157	105 (1.5 people/car - existing condition)
TOTAL PEOPLE	100%	2200	
TOTAL PARKING PROVISIONS			650

4.3 Public Transit

As indicated in Appendix 4 of the B.C. Tel study, certain improvements were achieved in public transit service with respect to the B.C. Tel building. B.C. Tel has also requested further improvements of B.C. Hydro.

The study indicates that:

" Since the government has decided to reorganize the authority structure of the transit system, B.C. Hydro transit advises there will not be any discussions and certainly no major changes in routes or schedules until the new organization is in place (Mid-1979)."

Through the Municipality's continuing discussions with B.C. Hydro transit staff concerning the improvement of bus services for Burnaby, staff will promote the need to provide improved services to the B.C. Tel building and the Metrotown.

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4.4 Car Pooling
(Refer to Schedule in Section 4.2)

The car pooling procedures set up for B.C. Tel employees are outlined in Appendix 9 of the study. In reviewing this material, it is the opinion of staff that incentives for car pooling could be increased further, perhaps in part by a further reduction in the current car pool rates of \$14.00 per month (compared to \$21.00 per month or \$1.00 per day for a single user). It is noted that this car pool rate was reduced on 1978 October 01 from the previous \$20.00 per month.

Our analysis is that car pooling use should approach 45 per cent of the 545 (including further interim parking spaces) on-site parking spaces at three persons per car in order to create a balanced parking situation. The study indicates that approximately 100 car pooling spaces are allocated at the present time. In order to reach this 45 per cent figure, approximately 245 spaces would require to be allocated for car pooling use. The B.C. Tel study indicates a 40 per cent car pooling use goal.

The demand would also be reduced by any increase in the persons per car ratio above three persons per car. This flux would probably be needed to meet any marginal increased parking demand resulting from an increase in the office force from 2200 to 2400 persons.

Therefore, it is important that B.C. Tel take whatever car pooling incentives that are necessary to accommodate 1173 persons in its work force through efficient use of the total 545 existing and proposed on-site spaces. This would achieve a persons per car ratio of 2.15 which is only marginally above the 2.1 ratio goal outlined in the study.

4.5 Proposed Interim Parking

In order to meet the parking needs of B.C. Tel employees, the Company has proposed that an interim surface parking area be constructed directly to the north of the existing building. Our analysis indicates that approximately 120 spaces could be accommodated. Appropriate softening landscaping and hedge screens would be necessary particularly in the area adjacent to Boundary Road.

The view of staff is that the construction of further permanent underground parking to meet the B.C. Tel needs should be studied and considered at the time when the Phase II portion of the site is pursued. This interim parking lot encroaches significantly on the footprint of the future Phase II addition requiring this parking configuration to be phased out in future.

The construction of this interim parking lot will relieve much of the parking pressures on surrounding areas. B.C. Tel wishes early approval from the Municipality to proceed with this parking proposal.

Should Council agree with this interim parking proposal, the Planning Department would process the matter as a Preliminary Plan Approval and assure that any environmental landscaping and buffering concerns to assure its compatibility with the adopted Comprehensive Development Plans are taken into consideration.

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5.0 SUMMARY

The resolution of a recognized parking problem with respect to the B.C. Tel building as indicated in Sections 4.3, 4.4, and 4.5 of this report lies in:

- a) Improvement of public transit services
- b) Further car pooling incentives
- c) Provision of interim on-site parking spaces.

The provision of the 120⁺ space interim parking area will very much assist the situation. However, it is emphasized that further car pooling incentives should be pursued by B.C. Tel if the problem is to be resolved. These conclusions are generally in line with the summary recommendations contained in the B.C. Tel study.


A. L. Parr
DIRECTOR OF PLANNING

KI/ds

attachment

cc Municipal Engineer
Parks and Recreation
Administrator

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BRITISH COLUMBIA TELEPHONE COMPANY

3777 KINGSWAY, BURNABY, B.C., CANADA V5H 3Z2 TELEPHONE 432-1151 AREA CODE 604
 TWX NUMBER 610-922-6244

PLEASE ADDRESS YOUR REPLY
 TO THE UNDERSIGNED

November 22, 1978

Mr. A.L. Parr
 Director of Planning
 The Corporation of the
 District of Burnaby
 4949 Canada Way
 Burnaby, B.C.
 V5G 1M2

Dear Mr. Parr:

Re: Transportation and Parking
- B.C. Telephone Building
RZ #32/74

Since your letter of October 2, 1978 we have discussed the parking and transportation situation with Mr. K. Ito of your department.

To further answer questions that may be raised we are enclosing the complete traffic report prepared in August of 1978 which covers a broad spectrum of related items. (This report is the source document of information given to Mr. Ito on October 19, 1978.)

Measures recommended in the report such as increased incentives for car poolers were implemented on October 1, 1978 with some success.

The report also highlights a requirement for approximately 100 additional parking stalls to supplement designated parking for the building.

During recent discussions with Burnaby, it was suggested that parking on the rear yard would be considered. This suggestion coincides with recommendations of the report.

We are reluctant to proceed with a formal design and presentation, unless there is a reasonable possibility of approval by Burnaby, however, preliminary plans indicate that approximately 130 - 150 surface stalls can be added still retaining adequate screening from a public point of view.

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Creation of an outside parking area on the B.C. Tel site does offer a possible bonus as supplemental evening and weekend parking for Swanguard Stadium activities.

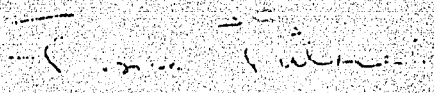
We are confident that co-operative measures towards improved public transportation, selective legislation, and the additional parking areas on site will satisfy needs until Phase II of the development is required.

As the parking addition could involve a considerable capital expense we are cognizant of our responsibilities in two areas; the satisfaction of requirements for adequate parking at this location co-ordinated with other reasonable alternatives and the cost which is eventually reflected in charges to our subscribers.

May we have your early approval in principle to proceed with development of surface parking on the rear yard. Our fiscal situation urgently favours construction in 1978 rather than 1979.

Your co-operation is appreciated.

Yours truly,


G.F. MacFarlane
CHAIRMAN & CHIEF
EXECUTIVE OFFICER

GFMacF/dg
Encl.

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PARKING AND TRANSPORTATION

STUDY

B.C. TELEPHONE BUILDING

AUGUST, 1978
REVIEWED NOVEMBER, 1978

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PARKING AND TRANSPORTATION
STUDY
B.C. TELEPHONE BUILDING

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I. OBJECTIVE:

To study modes of transportation to and parking requirements at the B.C. Telephone Headquarters Building.

II. OBSERVATIONS AND CONCLUSIONS:

Public transportation is not being used as anticipated, nor is there a willingness on Hydro's part to improve service, with the result that more cars are being driven to the site than expected. Parking rates are insignificant in the decision whether people drive or ride the bus. Street parking is available, however, it has resulted in complaints from residences particularly on the Vancouver side. The number of car pools can be increased with incentives for car poolers.

We expect the parking situation will become critical after October 1, 1978 when the 104 Stall Ledingham lot is closed for construction.

Restrictive By-laws are pending to make it illegal to park in the Central Park lots as well. Many employees have been parking in the Swanguard lot without penalty or cost.

III. RECOMMENDATIONS

1. Encouragement of Car Pools should be reviewed and pursued.

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2. Parking rates should be revised (see Appendix 9) with incentives for car pools and disincentives for single drivers. Rates to change October 1, 1978. (Note: Car pools increased by 30)
3. Approval for a 100 stall parking lot on-site in the rear yard should be sought from Burnaby. (Capital cost \$60 M, Ref: Appendix 8)
4. The inadequacy of Public Transit could be brought to the attention of the various Governmental authorities to encourage planning for L.R.T. passing our site and/or improved bus service.

IV. SUMMARY OF APPENDICES

- Percentages of employees living in various areas of the Lower Mainland has not changed significantly from before the move to the present time.
- Trip approach distribution percentage-wise has not altered appreciably from the earlier pre-move studies.
- More employees are driving cars than expected. Inevitably less people are arriving by bus than expected. The light rapid transit system proposed earlier has not materialized.
- Poor bus service in terms of time from A to B has discouraged bus usage.
- Reorganizations pending in the transit system have caused a freeze on revisions or additions to routes. On the short term, there is little hope for solutions from Hydro transit.

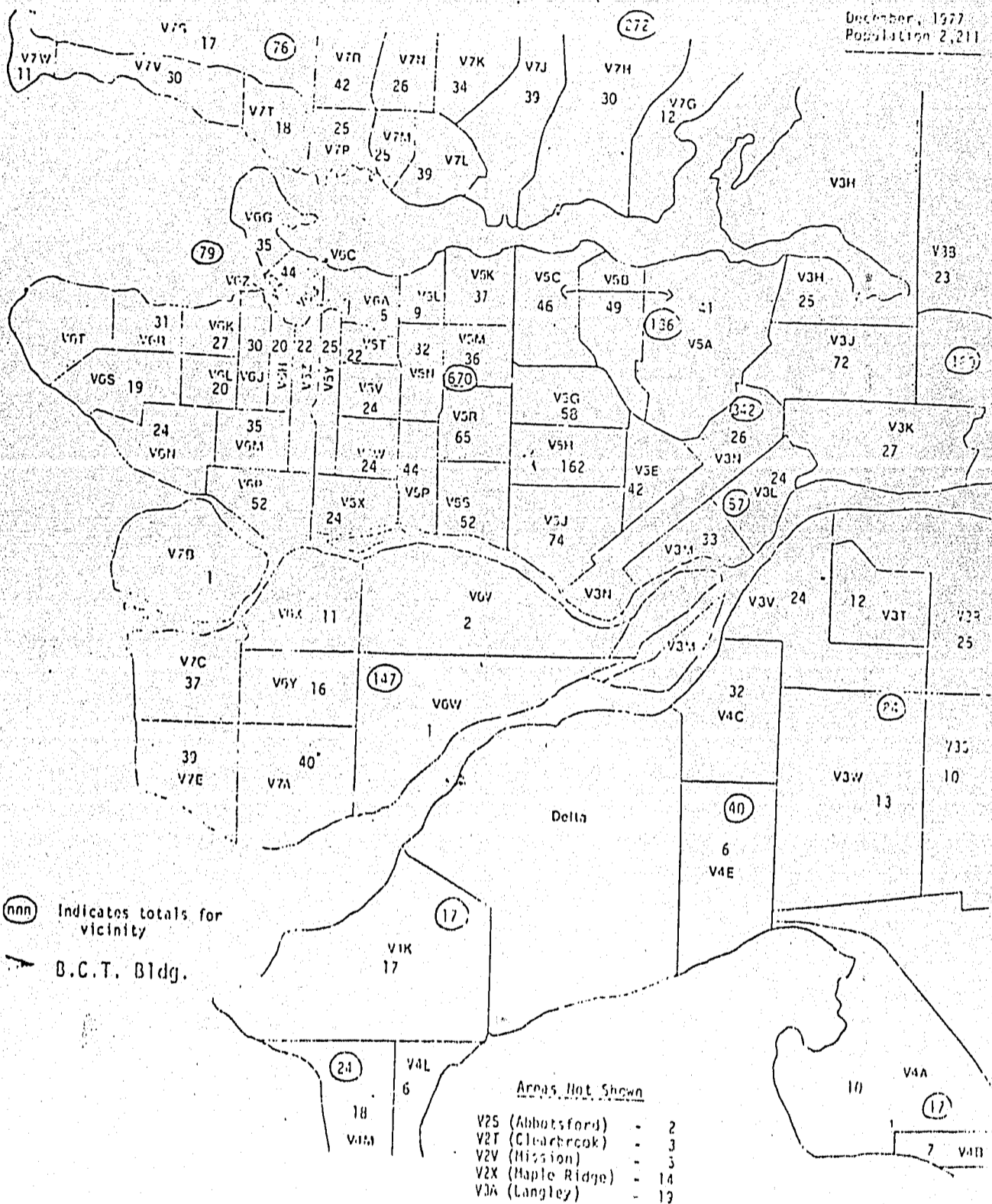
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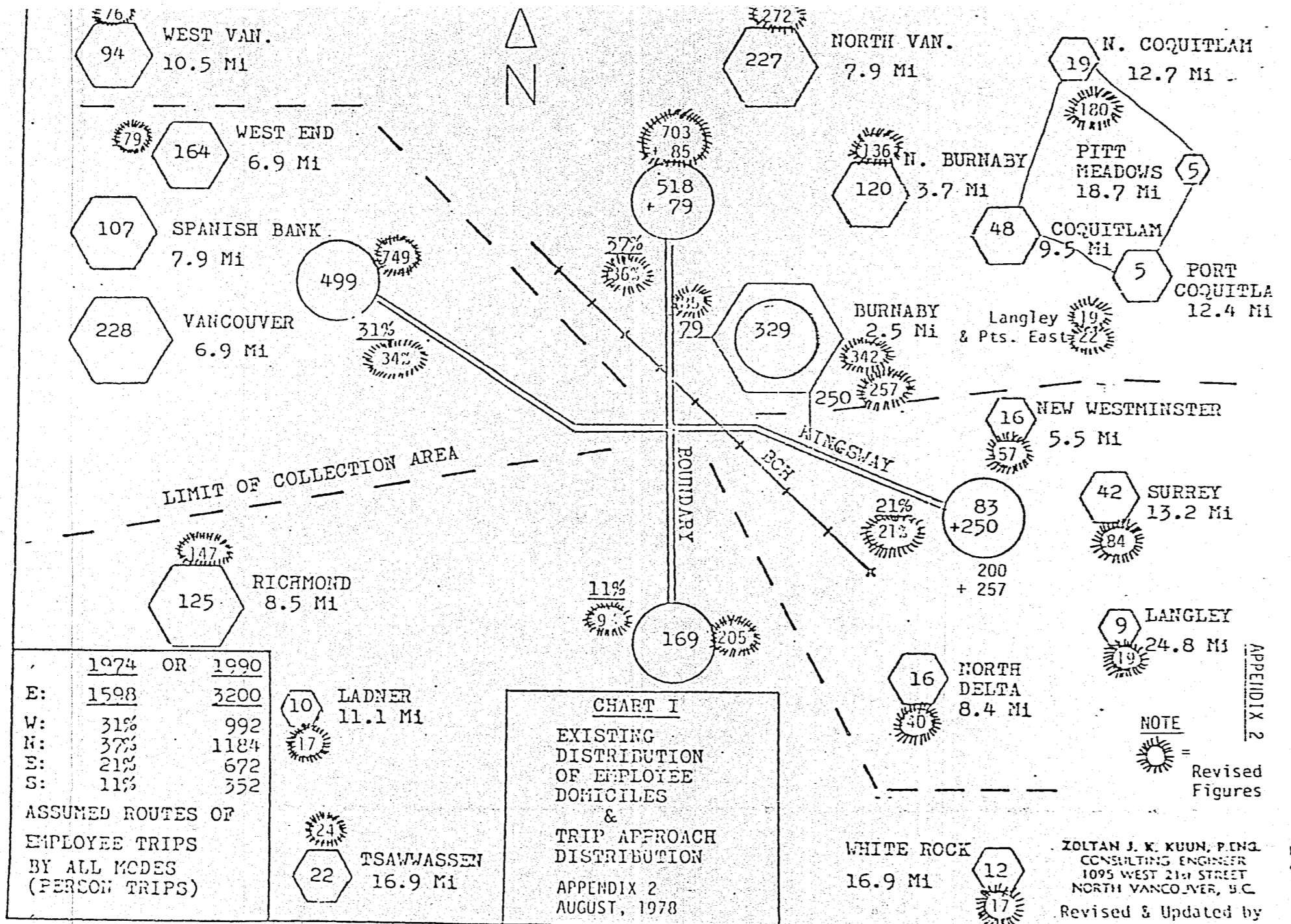
- Parking on-site and off-site arranged through the Company totals 674 stalls. This number will be reduced to 570 stalls on October 1, 1978 when construction starts on the Ledingham lot at the corner of Boundary and Kingsway. (Ref: Appendices 6 and 7)
- Vancouver By-laws call for 562 stalls; standard Burnaby By-laws call for 900 stalls. The Company has gone on record stating that "if a parking problem develops, it will provide supplementary parking"
- Development of the rear yard for an additional 100 stalls is possible subject to approval by Burnaby Council. This would re-establish the number of stalls to 674. (Ref: Appendix 8)
- Concident with replacement of the Ledingham lot with on-site surface parking, a drive to promote Car Pools is recommended. The plan includes increasing single driving parking rates and provision of parking rate incentives for car pool vehicles.

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APPENDIX I
 LOCATION OF EMPLOYEE RESIDENCE BY POSTAL CODE

December, 1977
 Population 2,211





	1974	OR	1990
E:	1598		3200
W:	31%		992
N:	37%		1184
E:	21%		672
S:	11%		352

ASSUMED ROUTES OF
EMPLOYEE TRIPS
BY ALL MODES
(PERSON TRIPS)

- 10 LADNER 11.1 MI
- 17
- 24
- 22 TSAWASSEN 16.9 MI

CHART I
EXISTING
DISTRIBUTION
OF EMPLOYEE
DOMICILES
&
TRIP APPROACH
DISTRIBUTION
APPENDIX 2
AUGUST, 1978

ZOLTAN J. K. KUUN, P. ENG.
CONSULTING ENGINEER
1095 WEST 21st STREET
NORTH VANCOUVER, B.C.
Revised & Updated by

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APPENDIX 2

NOTE
☀ = Revised
Figures

MODES OF TRANSPORTATION - VARIATIONS
 NUMBER OF EMPLOYEES - STUDY BASED ON 2,200 PERSON OCCUPANCY

APPENDIX 3

MODE OF TRANSPORTATION / DESCRIPTION	ACTUAL PRE-MOVE FIGURES (1973)	ASSUMED FIGURES TRAFFIC STUDY (1974)	ASSUMED FIGURES BASED ON B.C. HYUNDAI PASSENGER COUNTS*	THEORY OF IMPROVED BUS USAGE INCREASED TO PRE-MOVE FIGURES	THEORY OF IMPROVED CAR POOLING INCREASED TO 40% OF BLDG. PARKING	THEORY OF COMBINED IMPROVEMENT BUS AND CAR POOL UTILIZATION	ESTIMATED ULTIMATE BUILDING REQUIREMENTS BASED ON 2,400 PERSONS
Public Transit	40%	45%	30% 650*	40% 880	30% 650	40% 880	40% 960
Walk, Cycle, Drop-Offs, Absentees, Off-Site Assignments	5%	10%	10% 220	10% 220	10% 220	10% 220	10% 240
B.C. Tel Sponsored Parking	55%	45%	47% 1030 1.5 people/ car 685 cars	47% 1030 1.5 people/ car 685 cars	47% 1050 2.1 people/ car 500 cars	47% 1050 2.1 people/ car 500 cars	47% 1128 2.1 people/ car 535 cars
Other Parking - Street and Private Parking Arrangements			13% 300 1.5 people/ car 201 cars	3% 70 1.5 people/ car 48 cars	13% 180 1.5 people/ car 120 cars	3% 50 1.5 people/ car 33 cars	3% 72 1.5 people/ car 46 cars
Total People			2,200	2,200	2,200	2,200	2,400
Total Cars			886	733	620	533	581
Stalls Available Assuming Net 570 Available October, 1978			Short 316	Short 163	Short 50	Available 37	Short 11
Note: Proposed on site lot in rear yard would add 100 stalls of parking. Currently there are 674 stalls available. After October 1, 1978 the number of stalls available will be 570.							
Parking Availability Including Proposed On-Site Surface Parking - Total Stalls Available 670			Short 216	Short 63	Available 50	Available 137	Available 89

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CURRENT STATUS

Since the government has decided to reorganize the authority structure of the transit system. B.C. Hydro transit advises there will not be any discussions and certainly no major changes in routes or schedules until the new organization is in place. (Mid 1979).

Prior to the announced changes, Hydro's reaction was favorable towards route improvements and supplements. They were prepared to act upon a 150 name petition submitted by B.C. Tel employees asking for direct Richmond - Burnaby service. This request has been shelved.

Realistically there will be no improvements in bus service until the end of 1979, possibly later judging by the politics of the situation and time required for planning and obtaining equipment.

IMPROVEMENTS IMPLEMENTED TO DATE:

Smith Avenue - North Vancouver - Special
 Vancouver - Burnaby - Frequency Increased

Weaknesses: Richmond - 75-90 minutes - one way
 South Vancouver - service slow
 Surrey and Points East - Port Coquitlam, Coquitlam -
 inadequate service

NOTES: The original demographic location of employees has not varied significantly by percentage. A list of employee residential locations was forwarded to B.C. Hydro transit.

Several locations show employee densities which would seem to justify express bus service or charter service, e.g. Richmond, Port Coquitlam, South Vancouver.

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APPENDIX 5

PUBLIC TRANSIT USAGE - PASSENGER COUNTS

<u>Route</u>	<u>A.M.</u>	<u>P.M.</u>
Boundary Road from South	4	6
Boundary Road from North	60	65
Kingsway from West	173	136
Kingsway from East	<u>50</u>	<u>60</u>
Totals	287	267 (Actual counts mid July, 1978)
Say	275 average	
Add 20% for Holidays		<u>325</u> Bus Passengers
<u>Compare</u> with B.C. Hydro Totals . .		<u>650</u> (Prior counts)

- NOTE: 1. Counts were taken mid July, 1978. (Note: This is a vacation period.)
2. B.C. Hydro advises bus passengers total more like 650 on the average.

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APPENDIX 6

COMPANY SPONSORED PARKING VS. CODE REQUIREMENTS

Existing parking including on-site and other off-street locations total:

(Reference - Appendix 7)

674 Stalls

Vancouver By-law requirements: 1 stall per 800 sq. ft. 562 Stalls

Burnaby By-law requirements: 1 stall per 500 sq. ft. 900 Stalls

NOTE: The Company is currently sponsoring approximately 120 more stalls than required by Vancouver City By-laws, however considerably less than Burnaby requires. A major off-street lot located at the corner of Boundary and Kingsway will be closed October 1, 1978 resulting in a reduction of 104 stalls.

The net parking availability will be

570 Stalls

Additional parking spaces can be created: (See Appendix 8)

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APPENDIX 7

COMPANY SPONSORED OFF-STREET PARKING LOCATION & RATES

<u>Description</u>	<u>Cost/Mo.</u>	<u>Total No. of Stalls</u>	<u>No. Still Available</u>	<u>Comments</u>
St. John the Divine Church	\$14	49	—	Imperial Parking
*Ledingham Lot	\$14	104	—	Imperial Parking
Foursquare Church	\$13	40	17	Imperial Parking
4077 Kingsway	\$13	6	Closed in Oct. '77 due to lack of demand	Imperial Parking
Esso Station	\$20	10	—	Imperial Parking
Main B.C. Tel Garage	\$20	372	varies	For B.C. Tel employees and customers
Company Vehicle & Visitor Garage	N/C	53	—	
Company Access Roads	N/C	40	—	Used by service vehicles, customers & employees
	TOTALS	674	23	

*Ledingham Lot will be closed October 1, 1978 - 104 stalls.

NET TOTAL 570

ITEM 16
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COUNCIL MEETING 1978 12 18

ADDITIONAL PARKING ALTERNATIVES

- 1. Develop rear yard as surface parking - - - - - 100 Stalls

Fully Paved Estimate \$60,000.00
(\$600/stall)

- 2. Other commercial locations are not available.
- 3. Use of Central Park Swanguard Stadium parking was proposed by Vancouver but rejected by Burnaby. The lease for Central Park from the Provincial Government does not allow use of the Park for other than recreational purposes. Burnaby is planning restrictive parking by-laws to be implemented in the fall of 1978.
- 4. A lot at 4077 Kingsway was closed due to lack of demand in October, 1977.

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APPENDIX 9

PARKING RATES AND CAR POOL INCENTIVE ALTERNATIVES

Originally emphasis was placed on Car Pooling incentives however, parking rates for both "poolers" and single drivers were tempered by Imperial Parking's advice on what "going" rates would be for the location. Current experience indicates that lowering the rates for car pools, increased bus fares and increased gas cost will provide additional incentive for people to organize.

Accordingly the following revised rates are in effect:

Outside Off-site Lots	Now/Mo.	Oct. 1/78/Mo.
single user	\$14.00	\$14.00
car pool	\$14.00	\$14.00
B.C. Tel Garage		
single user	\$21.00 (\$1.00/day)	\$21.00 (\$1.00/day)
car pool	\$20.00	\$14.00

(Priority will be given to car pools if demand exceeds availability.)

FREE PARKING for Van Pools.

Van pools free if 6 or more passengers including the principal operator.

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APPENDIX 10

PARKING RULES AND REGULATIONS AND OTHER FACTS

Car Pooling

- Guaranteed parking in building.
- No stopping on entry or exit for car poolers.
- In and Out privileges.
- Pools with 3 or more qualify for pool rate.
- Pools with 6 or more park free.
- Bicycles and motorbikes park free.

Optimization

- No reserved stalls (except 3 for medical reasons).
- Customer parking in pool car stalls during the day.
- Tandem parking at reduced rates - 9 stalls.
- Counter on cars entering and leaving to ensure maximum fill at all times.

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BULLETIN

RECEIVED
SEP 25 1978

ADMINISTRATIVE SERVICES
SUPERVISOR

September 26, 1978

CAR POOLS

Employees are reminded that October 1, 1978 is the date that new car pool rates go into effect at the B.C. Tel Building, 3777 Kingsway in Burnaby.

Effective that date participating pools of three or more people will be charged \$14 monthly while pools comprising six or more people will park free. The regular parking rate is \$1 per day.

For additional information and registration of car pools, contact the parking lot attendant between 8 a.m. and 2 p.m. Mondays through Fridays.

To assist employees interested in forming or joining a car pool, and for drivers seeking passengers, a self-help car pool locator map is located at the sixth floor notice board by the cafeteria.

* * *
NEWSLINE
432-2692

DISTRIBUTED TO ALL EMPLOYEES
AND BULLETIN BOARDS IN THE
BCT BLDG.

ITEM	16
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BULLETIN 192

RECEIVED

SEP - 5 1978

ADMINISTRATIVE SERVICES
SUPERVISOR

September 5, 1978

CAR POOL INCENTIVE PROGRAM

The Company is stepping up its program of encouraging car pooling among employees at the B.C. Tel Building.

At present, private cars used in a pool have parking priority and are guaranteed a space in the Headquarters Building. Starting in October, rates for such vehicles will be reduced.

Effective October 1, participating pools of three or more people will be charged \$14 a month, while pools of six or more people will park free. The regular parking rate is \$1 per day.

Temporary reductions in the number of pool members due to illness or vacation will not affect the pool's eligibility. The reduced rates apply only to pools using the underground garage at the B.C. Tel Building.

Those interested in signing up for the program should contact the parking lot attendant between 8 a.m. and 2 p.m. and provide the names of all members of the pool. Existing car pools will automatically receive the rate reduction.

There are more than 70 car pools operating at present. Employees interested in participating in the program are reminded that a new self-help car pool locator is on the sixth floor notice board by the cafeteria.

But not everybody wants to join a car pool. For the convenience of employees who use the public transit system, free B.C. Hydro bus schedules are available on the fifth floor near the security desk. Transit information can be obtained by calling 324-3211.

* * *

NEWSLINE
432-2692

DISTRIBUTED TO ALL EMPLOYEES
AND BULLETIN BOARDS IN THE
BCT BLDG.

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BRITISH COLUMBIA HYDRO AND POWER AUTHORITY

TRANSPORTATION DIVISION
850 S.W. Marine Drive
Vancouver, B.C.
V6P 5Z1

26 July 1978

Miss Lesley Dickson
17th Floor
B.C. Telephone Company
3777 Kingsway
Burnaby, B.C.

Dear Miss Dickson:

I am writing further to my letter to you of 20 June 1978 regarding your request on behalf of several B.C. Telephone employees for direct bus service between Richmond and the B.C. Telephone headquarters at Boundary Road and Kingsway in Burnaby.

As indicated in our earlier letter we were concerned that provision of additional transit service as requested over and above regular routings would be difficult to justify in view of the high costs of providing transit service generally.

After further review management has concluded that Hydro is not in a position to offer this additional type of transit service at the present time.

With the forthcoming Urban Transit Authority and the participation of the Lower Mainland cities and municipalities in the financing of transit services, it may be that consideration will be given to policies that would provide additional, more direct and customized types of transit service for non-downtown locations related to major employment centres.

In the meantime, we appreciate your interest in writing to us on this matter. If there is anything in the way of public timetables or other information to assist employees in the use of the transit system, please let us know.

Yours very truly,

V.L. Sharman, Manager
Research & Planning

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BRITISH COLUMBIA HYDRO AND POWER AUTHORITY

TRANSPORTATION DIVISION
850 S.W. Marine Drive
Vancouver, B.C.
V6P 5Z1

20 June 1978

Miss Lesley Dickson
c/o B.C. Telephone Co.
3777 Kingsway
Burnaby, B.C.

Dear Miss Dickson:

I am writing to acknowledge receipt of the petition recently received requesting provision of express bus service between Brighthouse in Richmond and the B.C. Telephone headquarters building in Burnaby.

We wish to advise that your request will be investigated.

As you know, present transit services are provided between Richmond and the B.C. Telephone headquarters with the Richmond express services via Oak Bridge and the Forty-First service; or alternatively with the Bridgeport and Cambie Road routes via Knight Bridge and connecting services on Knight Street and Forty-First Avenue.

It is recognized that the above routings require one or more transfers and accordingly, are not as convenient as a direct bus service would be. However, in view of costs of transit services, provision of additional service, particularly supplementing existing service networks, will have to be carefully assessed.

As indicated above, we will investigate this request and will advise you at an early date. Thank you for your interest in this matter.

Yours very truly,

V.L. Sharman
Manager - Research & Planning

VLS/cf

cc: L.E. Wight
D.G. Flett
B.W. Sanford

ITEM	16
MANAGER'S REPORT NO.	89
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BOULEVARD

April 19, 1978

ATTENTION MOTORISTS

During the next few days the Kingsway access road on the east side of the B.C. Tel Building will be closed to entry traffic from Kingsway between 7:00 a.m. and 8:00 a.m. All incoming traffic will use the Boundary Road entrance. The north access road will become one way for the period. Monthly parking and upper level garage parking will use left lane. All others will use the right lane. The Kingsway entrance will be open for exit traffic only.

This is an experiment designed to move traffic faster and avoid line-ups which affect the major traffic routes surrounding the building.

Signs will be posted at the Kingsway entrance effective Friday, April 21, 1978. Your co-operation will be appreciated.

* * *
 NEWSLINE
 432-2692

DISTRIBUTED TO ALL EMPLOYEES
 AND NOTICE BOARDS IN THE
 B.C. TEL BLDG.

ITEM	16
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BULLETIN

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Volume 21 Number 28

May 12, 1978

PARKING RESTRICTIONS AT BCT BUILDING

The illegal parking of vehicles against yellow no-parking lines on the access road surrounding the B.C. Tel Building at 3777 Kingsway has grown to serious proportions.

Since the yellow lines denote areas that must be kept open for traffic and fire access, it is essential that parking restrictions be observed. In future, illegally parked vehicles will be towed away at the vehicle owner's expense.

Your co-operation in observing the restrictions -- and in advising people who may be visiting you about them -- will be appreciated.

* * *

NEWSLINE
432-2692

DISTRIBUTED TO ALL MANAGEMENT
AND LOWER MAINLAND BULLETIN
BOARDS

ITEM	16
MANAGER'S REPORT NO.	89
COUNCIL MEETING	1978 12 18

BOULEVARD

February 20, 1978

IMPORTANT NOTICE TO ALL EMPLOYEES
IN THE HQ BUILDING - 3777 KINGSWAY

If you have a 432-xxxx telephone number AND your telephone instrument is equipped with a touch pad (rather than a dial), we want to draw your attention to Page 3 of the Company Telephone Directory. It tells you "HOW TO USE YOUR IN-DIALING LOCAL".

Please note that when you are placing calls FROM 432 locals:

TO: Numbers in Vancouver Free Calling Area
Direct Distance Dialing
Operator Handled Calls

the last digit you 'pulse out' is the "/" key.

Failure to use the "/" key creates service irregularities on our ONI and CAMA equipment. For example, if you're placing a DDD call it can result in the operator asking you to repeat 'Your number please'.

So help yourself to better telephone service and assist our Plant and Traffic Operating people by following proper calling procedures.

* * *

Civic authorities are again receiving complaints about illegally parked vehicles in the general area of the HQ building. Most recent complaints concern the area of Ormidale and Boundary Road.

There is a "maximum 3-hour" parking limit by-law on residential streets in effect in both the City of Vancouver and the Municipality of Burnaby. Signs are not always posted--but this does not preclude the "ticketing" of vehicles parked longer than the 3-hour limit.

The Company has been asked to warn employees that parking by-laws will be enforced.

* * *
NEWSLINE
432-2692

DISTRIBUTED TO ALL EMPLOYEES
IN B.C.T. BLDG.

ITEM 16
MANAGER'S REPORT NO. 89
COUNCIL MEETING 1978 12 18

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NOTICE

October 17, 1977

'LOST & FOUND' SERVICE FOR B.C. TEL. BUILDING

A 'Lost & Found' service has been established for the B.C. Tel. Building, 3777 Kingsway.

Inquiries are to be directed to the Security Desk located at the Kingsway entrance main lobby on the 5th floor, telephone 432-4001.

Items turned in at the Security desk will be 'held' for the current month and the complete following month. If no claim is made during this period, the item will be turned over to the Telephone Pioneers for sale in their surplus store.

When an item is claimed, the claimant's signature will be required.

* * *

PARKED VEHICLES IN CENTRAL PARK

Do you park your car in Central Park during the day when you are at work in B.C. Tel? If so, a word of warning!

We understand authorities are recording the license numbers of vehicles parked for long periods of time in Central Park during the work week.

You should be aware that the carpark areas in Central Park were established for the convenience of the general public when using the park's facilities and not as an all-day parking area for those employed in the vicinity.

* * *

NEWGLINE
432-2692

DISTRIBUTED TO ALL EMPLOYEES
IN B.C.T. BLDG.

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BOULEVARD

July 27, 1977

PARKING ON ACCESS ROADS TO B.C. TEL BUILDING

All employees should note that curbs on access roads to the B.C. Tel Building have been painted yellow where parking cannot be allowed.

Access must be maintained for delivery vehicles and FIRE trucks in the event of an emergency. Offenders could be towed away at their own expense.

The HQ Building Team hopes the yellow curbs will be respected as "no parking" zones and it will not be necessary to clutter the building site with too many authoritative signs.

And while on the subject of parking--another reminder that there is a "maximum 3-hour" parking limit by-law on residential streets in effect in both the Municipality of Burnaby and the City of Vancouver. Signs are not posted, but this does not preclude the ticketing of vehicles parked longer than the 3-hour limit.

Employees should make sure their cars are parked legally to avoid unnecessary expense.

Imperial Parking still has monthly parking stalls available. Enquiries should be directed to 681-7311, local 37.

* * *

NEWSLINE

DISTRIBUTED TO ALL EMPLOYEES IN B.C.T. BLDG.

ITEM	16
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BULLETIN 200

DISTRIBUTED TO ALL MANAGEMENT EMPLOYEES
AND ALL BULLETIN BOARDS IN ENTIRE PROVINCE

Volume 20 Number 45

June 9, 1977

NEW NEWSLINE NUMBER

Coincident with the scheduled move of the Public Affairs Department to the BCT Building at 3777 Kingsway, Newsline will have a new telephone number effective Thursday, June 16. The new number will be 432-2692.

The move will entail an unavoidable interruption in Newsline service during the overnight period Wednesday night.

Employees will be able to listen to Newsline by dialing the familiar 662-2831 number until 9 p.m. Wednesday, June 15, at which time service will be suspended to allow equipment to be transferred to the new Headquarters building. All being well, Newsline will be back in service on the new 432-2692 number by about 8 a.m. Thursday, June 16.

x x x x x x

PARKING BY-LAWS TO BE ENFORCED

Civic authorities are receiving an increasing number of complaints about illegally parked vehicles in the general area of the B.C. Tel building at 3777 Kingsway. The Company has been asked to warn employees that parking by-laws will be enforced.

You should be aware that there is a "maximum 3-hour" parking limit by-law on residential streets in effect in both the City of Vancouver and the Municipality of Burnaby. Signs are not posted--but this does not preclude the "ticketing" of vehicles parked longer than the 3-hour limit.

For your information, there is monthly parking space available in the Imperial Parking lot at the Foursquare Church located about 3 blocks east of the B.C. Tel building. Rates for this lot are \$13.00 per month and can be leased by calling Imperial Parking at 681-7311, local 37. Speak to either Mary Andrews or Jack Thomas.

Employees should make sure their cars are parked legally to avoid unnecessary expense.

x x x x x x