

ITEM 9  
MANAGER'S REPORT NO. 13  
COUNCIL MEETING 1980 02 18

RE: REZONING REFERENCE #32/74A  
B. C. TELEPHONE HEADQUARTERS BUILDING - PHASE II  
BOUNDARY ROAD AND KINGSWAY

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Following is a report from the Director of Planning on Rezoning Reference #32/74A.

RECOMMENDATION:

1. THAT the recommendations of the Director of Planning be adopted.

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TO: MUNICIPAL MANAGER 1980 FEBRUARY 13  
FROM: DIRECTOR OF PLANNING  
SUBJECT: REZONING REFERENCE #32/74A  
B.C. TELEPHONE HEADQUARTERS BUILDING - PHASE II  
BOUNDARY ROAD AND KINGSWAY (ATTACHED SKETCHES 1 AND 2)

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RECOMMENDATIONS

1. THAT Council request B.C. Tel to renew its previous letter of commitment dated 1974 November 15 acknowledging the general responsibility of B.C. Tel 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.
2. THAT Council receive the report of the Planning Department and request that a Rezoning By-law be prepared, and that the rezoning be advanced to a Public Hearing on 1980 March 18 and that the following be established as prerequisites to the completion of the rezoning:
  - a) The submission of a suitable plan of development.
  - b) The granting of any necessary easements.
  - c) The deposit of sufficient monies to cover the costs necessary to serve the site.
  - d) 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 deposit of a levy of \$0.50 per square foot to go towards the acquisition of public open space in Metrotown.

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REPORT

1.0 GENERAL INFORMATION:

- 1.1 Applicant: Mr. D.G. McIntosh, P. Eng.  
Vice-President  
Engineering and Construction  
Dominion Construction  
3100 - Three Bentall Centre  
P. O. Box 49001  
Vancouver, B.C. V7X 1B1
- 1.2 Subject: Application for the rezoning of:  
  
Lot 204, D.L. 35, Plan 51937  
  
From: Comprehensive Development District (CD)  
  
To: Amended Comprehensive Development  
District (CD)
- 1.3 Address: 5580 Boundary Road
- 1.4 Location: The subject site is located on the east side  
of Boundary Road, north of Kingsway and the  
B.C. Telephone Headquarters building, adja-  
cent the B.C. Hydro railway right-of-way.
- 1.5 Size: The total site area of approximately 2.448  
ha (6.045 acres) will be owned and retained  
by B.C. Telephone, Phase II, known as Lot  
204, has a frontage of 135.636 m (445 ft.)  
on Boundary Road, with an area of 1.181 ha  
(2.916 acres), as shown on attached Sketches  
#1 and #2.
- 1.6 Services: The Municipal Engineer has been requested  
to provide information regarding services  
necessary to serve the site.
- 1.7 Applicant's  
Intentions: The applicant has requested an amendment to  
the existing Comprehensive Development (CD)  
zoning in order to accommodate an increased  
floor area of approximately 72,000 sq.ft.  
over the 130,000 sq. ft. Phase II building  
expansion previously approved, to handle  
projected staff growth. Increased permanent  
on-site parking is also provided.

2.0 SITE OBSERVATIONS

The subject site is presently vacant and accommodates an interim surface parking lot. To the south, fronting Kingsway is the Phase I B.C. Telephone Headquarters building and across Kingsway is Central Park which is linked with a pedestrian bridge from the B.C. Telephone building. To the north across the B.C. Hydro Right-of-Way is an R5 area of older single-family dwellings. To the west across Boundary Road is a relatively new commercial complex fronting Kingsway and single family dwellings fronting onto Boundary. To the east, across the B.C. Hydro Right-of-Way is an area of mixed commercial and residential development.

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Both Kingsway and Boundary Road adjacent the site are constructed to full Municipal standards.

3.0 BACKGROUND

Council on 1975 January 27 granted Final Adoption to the B.C. Telephone Company Headquarters Building rezoning which outlined the development of a 580,000 square foot building on a 16.37 ha (6.63 acre) site including a relocated self serve gas bar. A Phase I building with an area of 450,000 square feet has been constructed with a proposed Phase II building area of 130,000 square feet.

The applicant intends to proceed with the construction of the Phase II expansion in the near future but wishes to increase the proposed Phase II building area from 130,000 square feet to 202,231 square feet plus 15,252 square feet accommodating a mechanical penthouse.

The applicant has now submitted a plan of development suitable for presentation to a public hearing.

4.0 GENERAL COMMENTS

4.1 The subject development is being rezoned

From: Comprehensive Development District (CD)  
To: Amended Comprehensive Development District (CD)  
Utilizing the C3 District and a maximum allowable Floor Area Ratio of 2.5

4.2 The Metrotown Public Open Space Levy of \$0.50 per gross square foot of commercial building floor area is applicable.

4.3 The comments of the Fire Department with respect to required emergency site accesses and water hydrant line easements will be pursued.

5.0 Parking Provisions

The Planning Department was authorized by Council to review the overall parking situation with respect to the B.C. Tel building at the time of receipt of Phase II proposals.

5.1 Rezoning Reference 32/74  
Parking Provisions

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,

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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."

Council approved the provision of 500 on site parking spaces to accommodate this 580,000 square foot building (Phase I and II) resulting in a parking ratio of one space per 1,160 square feet for this building (Burnaby standard - one per 500 square feet).

5.2 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.

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5.3 Mode of Transportation - B.C. Tel  
Employees Proposed Parking Provisions

Based on the information 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.

<u>Mode of Transportation</u>	<u>% of Total Employees</u>	<u>No. of Employees</u>	<u>No. of Parking Spaces</u>
Public Transit	31%	992	
Walk, Cycle, Drop-offs, Absentees, Off-Site Assignments	10%	320	
B.C. Tel Sponsored Parking (On-Site)	54%	1,730	805 total proposed (426 existing) (2.15 people/car)
Other Parking - Private Available Parking	5%	158	105 (1.5 people/car - existing condition)
TOTAL PEOPLE	100%	3,200	910

NOTE: The public transit and walk, cycle, drop-off, etc. percentages are related to actual B.C. Hydro passenger counts and existing conditions.

In providing an upgraded ratio of one space per 800 square feet from the previously indicated one space per 1,160 square feet, the applicant has provided an extensive parking garage to accommodate 767 parking spaces. Thirty-eight parking spaces are provided on site.

This current analysis is consistent with previous reviews which concluded that the improvement of public transit should continue to be pursued and that car pooling use should approach 45 per cent of the 805 on site parking spaces at three persons per car in order to create a balanced parking situation.

In conclusion, the Planning Department is of the opinion that the proposed parking provisions by B.C. Tel can be supported in accordance with the outlined distribution of percentage use of various modes of transportation by B.C. Tel employees.

Serious discussions on the establishment of Light Rapid Transit have become more evident in the past year. It is expected that the Light Rapid Transit would have a very significant effect on the choice of transportation modes by B.C. Tel employees. In anticipation of future decreases in the use of automobiles by employees in light of eventualities such as the LRT, the Phase II expansion is designed so that some portion of the garage areas would accommodate conversion to office use.

It is noted that as a continuing Municipal position that these proposals 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.

It would be appropriate to have this previous written commitment dated 1974 November 14 from B.C. Tel updated within the context of the current expansion proposal.

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6.0 DEVELOPMENT PROPOSAL

	<u>PREVIOUSLY ADOPTED REZONING PROPOSAL</u>	<u>CURRENT PROPOSAL PHASE II EXPANSION</u>
Net Site	2.4 ha (6.045 ac.)	2.4 ha (6.045 ac.)
Site Coverage (Site coverage not a requirement for commercial zoning)	34.3 %	34.3 %
Total Floor Area	53,940m <sup>2</sup> (580,000 sq. ft.)	59,882m <sup>2</sup> (643,900 sq. ft.)
Phase II Expansion	12,090m <sup>2</sup> (130,000 sq. ft.)	18,807m <sup>2</sup> (202,231 sq. ft.)
Allowable Floor Area Ratio	2.5	2.5
Proposed Floor Area Ratio	2.2 (total)	2.4 (total)
Height of Expansion	7 office floors plus mechanical penthouse	9 office floors plus mechanical penthouse
Parking - Existing in Structure		426
Parking - Proposed on- Surface		38
Parking - In Structure		341
Total Parking Spaces	500	805
Parking Ratio	1 per 1,160 sq. ft.	1 per 800 sq. ft.

The proposed Phase II expansion maintains the same concept and use of materials as the original Phase I building and in fact the somewhat higher Phase II building now provides an improved scale relationship to the existing 19 storey Phase I development.

A model of the development will be available for viewing at the Public Hearing.

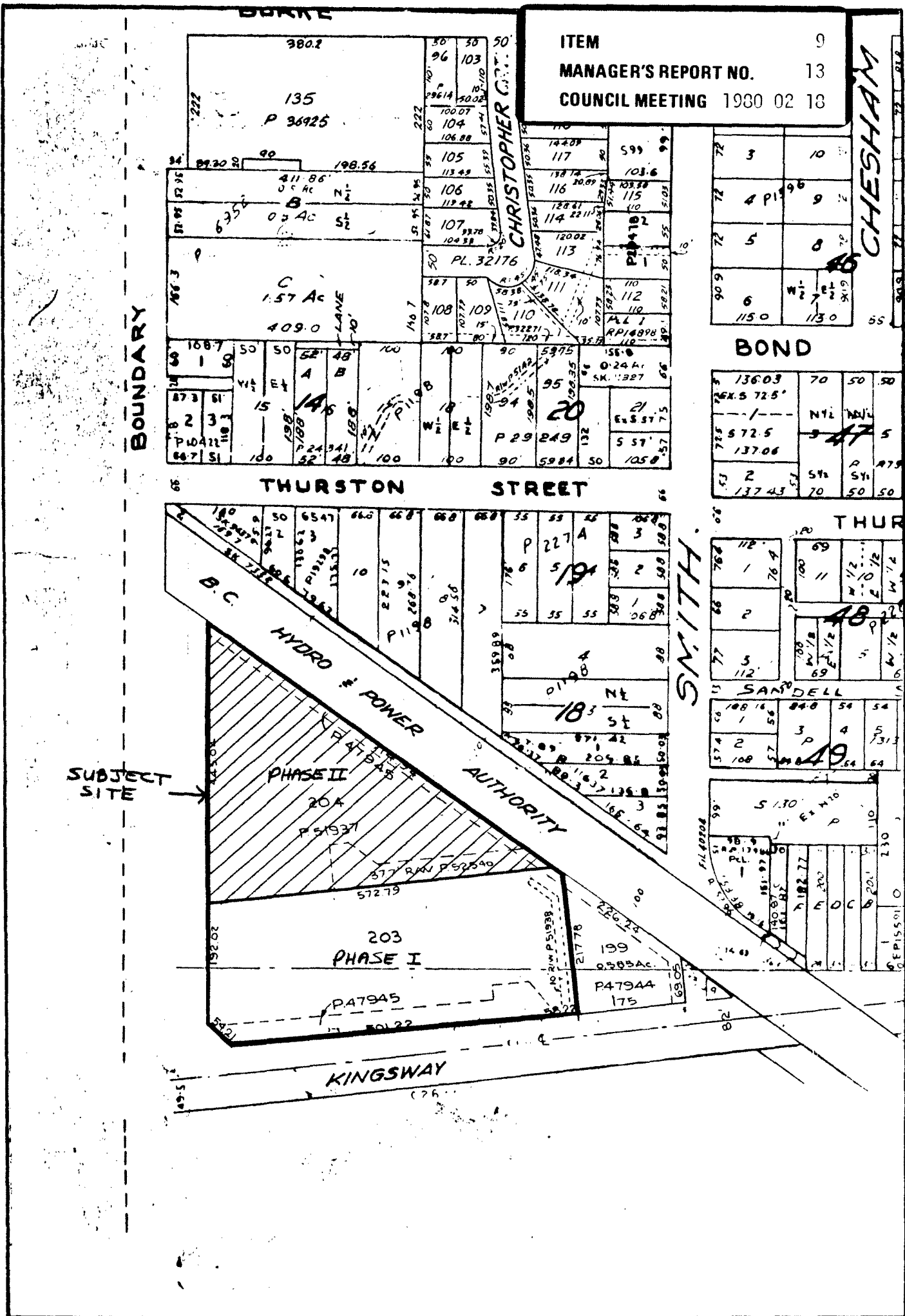
7.0 SUMMARY

The proposed Phase II expansion represents an enlargement of the previously noted Phase II expansion from 12,090m<sup>2</sup> (130,000 square feet) to 18,807m<sup>2</sup> (202,231 square feet). A large parking garage is also proposed to provide additional parking to that originally approved. This is a quality addition to the existing B.C. Tel Headquarters Building.

The applicant has expressed the wish to pursue the development of this project as soon as possible and wishes the Municipality to consider scheduling a Public Hearing for this project at an appropriate time in mid-March which is not one of the regularly scheduled bi-monthly Public Hearings.

  
 A. L. Parr  
 DIRECTOR OF PLANNING

KI/CM/ds  
 attachment  
 cc Municipal Engineer



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CHESHAM

3	10
4 P1	9
5	8
6	7
1150	1130

**BOND**

136.03	70	50	50
725			
572.5			
137.06			
2	54	54	54
137.43	70	50	50

BOUNDARY

SUBJECT SITE →

Date  
 1980 FEBRUARY

Scale  
 1" = 200'

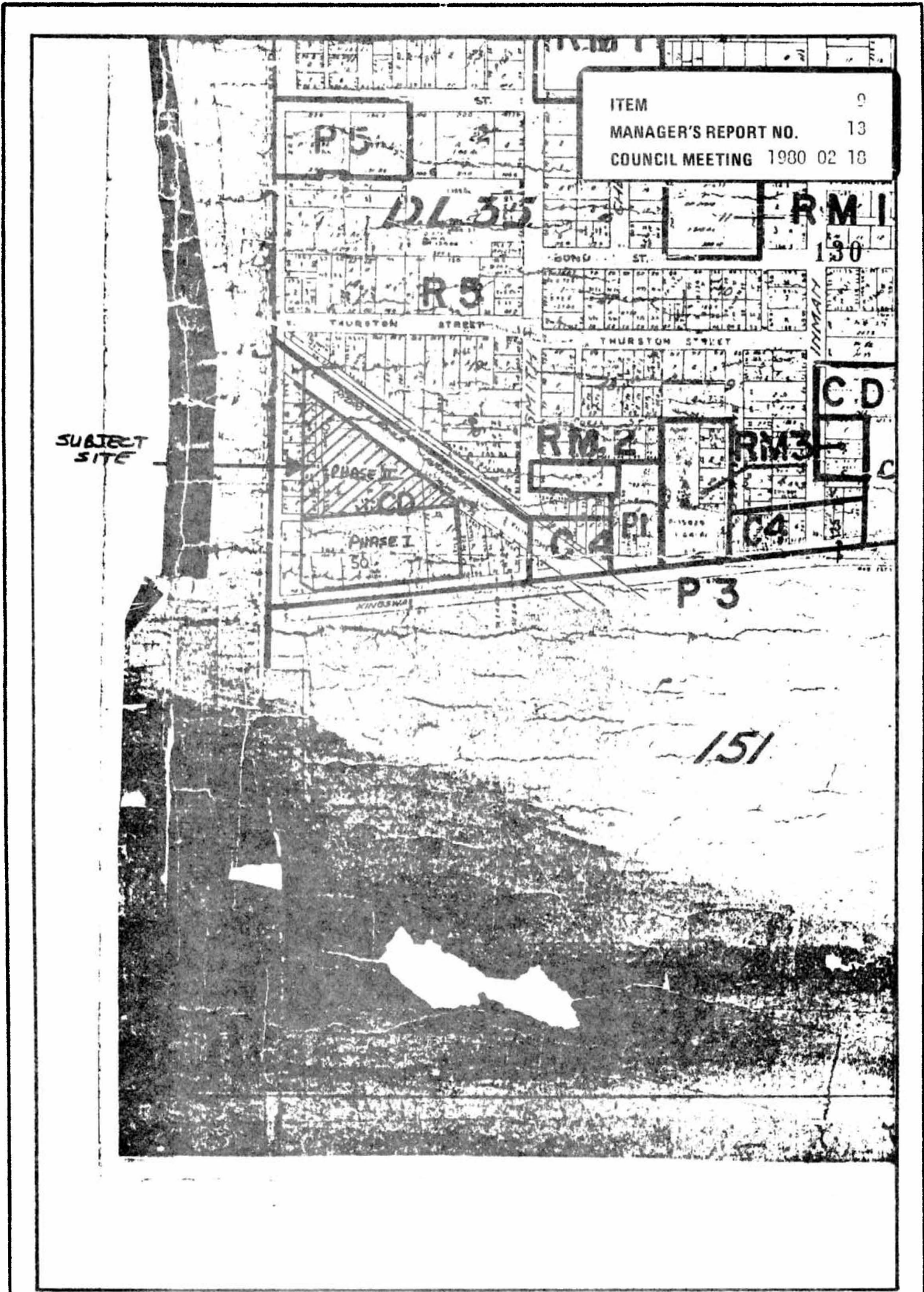
Drawn By  
 C.M.



Burnaby Planning Department

REZONING REFERENCE # 32/74 A

SKETCH # 129



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SUBJECT SITE

151

Date  
 1980 FEBRUARY

Scale  
 1" = 400'

Drawn By  
 C.M.



Burnaby Planning Department

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SKETCH #2