

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

ITEM	11
MANAGER'S REPORT NO.	32
COUNCIL MEETING	1980 04 28

Following is a report from the Director of Planning regarding parking provisions for employees at the B. C. Telephone Headquarters Building on Kingsway.

RECOMMENDATION

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

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TO: MUNICIPAL MANAGER

1980 APRIL 22

FROM: DIRECTOR OF PLANNING

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

RECOMMENDATION

THAT Council accept the outlined commitments and provisions outlined in Section 2.0 of this report and in the attached letter dated 1980 April 17 as allaying the concerns expressed regarding parking provisions for the Phase II B.C. Telephone Headquarters Building proposal and direct that the outlined commitments and provisions be made part of the required suitable plan of development for Rezoning Reference #32/74A.

REPORT

1.0 BACKGROUND

On 1980 March 24, Council granted First and Second Readings to the requisite zoning by-law for the B.C. Tel Phase II building. However, in discussing this rezoning proposal, in light of the Public Hearing held on 1980 March 18, concerns were raised in Council on the adequacy of parking provisions for this development. The effect of a number of suggestions expressed by Council members was that the applicant should provide improved parking or related arrangements for B.C. Tel employees.

2.0 APPLICANT PROPOSALS

The applicant, after extensive discussions with Municipal staff, has submitted the attached letter dated 1980 April 17 which lists a number of commitments which the B.C. Telephone Company is willing to make to meet concerns expressed with respect to the parking situation for the Phase II development. A number of suggestions made by Council have been acted upon.

2.1 Additional
Phase II Parking

The development plans have been altered to provide the necessary parking spaces to achieve a ratio of 1 space for each 46 m² (495.16 square feet) of gross floor area for the Phase II building in conformance with the Burnaby Zoning By-law 1965. Therefore, 408 parking spaces will be provided for the Phase II building of 18,807 m² (202,231 square feet).

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2.2 Small Car Spaces

The applicant advises that 35 per cent of vehicles using Phase I parking as confirmed by a recent check are very small cars. Of the 426 spaces currently in the Phase I building, 10 are considered small car spaces. It is proposed that an additional 30 small car spaces be made available by rearrangement of space in the Phase I and Phase II parking garages.

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Therefore, an absolute increase of 30 small car spaces are proposed. Small car spaces will constitute 4.6 per cent of the total provided 864 parking spaces. The Planning Department would express no objection to this proportion of small car spaces being provided.

2.3 Car Pooling Incentives

The applicant has agreed to provide significant improvements in car pooling incentives. The rate for car pools of 3 employees has been dropped from \$14 per month to \$10 per month, and free parking for car pools is now applicable to car pools of 4 persons and over rather than the previous arrangement of car pools (vans) of 6 persons and over.

It is the opinion of the Planning Department that this is a significant improvement which should result in the more efficient use of provided parking spaces. The applicant expects these incentives to raise the car pooling ratio to the previously identified goal of 45 per cent of the parking spaces.

2.4 Additional Off-Site Parking Spaces

Off-site spaces now number 105. The applicant indicates that 30 additional spaces are available. A search for additional off-site spaces not required by proximate developments during B.C. Tel working hours will continue to be pursued.

2.5 Bicycle and Motorcycle Provisions

The applicant notes that B.C. Tel does not charge for parking of bicycles and motorcycles and will publicize that fact to their employees. Compound areas are set aside in locations not appropriate for car parking within the parking garages to accommodate bicycles and motorcycles.

2.6 Requests for Public Transit Improvements

The applicant has also indicated that various efforts will continue to be made to improve public transit service for B.C. Tel employees by means of letters, and petitions to the Metro Transit Operating Company and through meetings with the transit authority as explained more fully in the submitted letter.

2.7 Renewal of Letter of Commitment

Council on 1980 February 18 adopted a recommendation requesting that B. C. Tel 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. Mr. G.F. MacFarlane, Chairman and Chief Executive Officer of B.C. Tel, has confirmed in a letter of 1980 February 27 that the undertaking contained in his letter of 1974 November 15 is still applicable and would apply to the completion of Phase II of the B.C. Tel Headquarters building.

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2.8 Central Park Parking

The matter of parking in Central Park by B. C. Tel employees during the construction period of Phase II development has been broached by the applicant in his letter. One evident requirement is that permission would be required from the Provincial Government, the owner of Central Park. Council will recall that in the recent past, parking by B.C. Tel employees in Central Park had been identified as a problem by the Municipality, and Council had passed a by-law to prevent B.C. Tel employee parking in Central Park. Parking by private commercial interests in a public park area is a sensitive issue in which initial negative connotations are apparent to staff including the difficulty of control. The Parks and Recreation Department staff indicate that the provided parking in Central Park is insufficient to meet peak use conditions, especially from approximately April 1 to October 31. It has been left to the initiative of the applicant to pursue further discussions on the matter of parking during construction by B.C. Tel employees in Central Park through normal Municipal channels as it is a matter not directly related to the rezoning.

3.0 SUMMARY

The currently approved Comprehensive Development Plan indicates a Phase II addition of 12,090 m² (130,000 square feet) with a parking ratio of one space for each 1,160 square feet of gross building floor area. The original overall 53,940 m² (580,000 square feet) B.C. Tel office development was proposed to provide a total of 500 parking spaces at the one space per 1,160 square feet ratio.

The previous report of 1980 February 18 to Council with respect to the Phase II proposal indicated that 805 on-site parking spaces would be provided resulting in a ratio of one space per 800 square feet, with 105 additional off-site parking spaces giving an informal overall ratio of one space per 707 square feet.

The following is a summary of improved parking provisions resulting from further commitments received from the applicant:

Existing in Structure - Phase I	426 spaces
Proposed for Phase II	408 spaces
Proposed additional small car spaces in Phase I and Phase II parking garages	<u>30</u> spaces
Total On-Site Spaces	864 spaces
Total Off-Site Spaces	<u>135</u> spaces
Overall Total	999 spaces

Therefore 864 on-site parking spaces would be provided resulting in a ratio of one space per 745 square feet, with 135 additional off-site parking spaces giving an informal overall ratio of one space per 645 square feet. A parking ratio of one space per 46 m² (495.16 square feet) has been provided for the Phase II development thereby meeting the requirements of the Burnaby Zoning Bylaw 1965. Other operational commitments outlined by the applicant, with particular emphasis on the car pooling incentives would also assist the situation.

These proposals are submitted to Council for its consideration.

KI/ds
attachment
cc Municipal Solicitor
Parks and Recreation Administrator


A. L. Parr
DIRECTOR OF PLANNING

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DOMINION CONSTRUCTION

April 17, 1980

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

Dear Tony:

Re: B.C. Telephone
Head Office Phase 2

In connection with our application for rezoning for the above project, and in response to the concerns raised at the public hearing and subsequent Council meetings, I wish to offer the following clarifications and modifications to our original submission.

1. The plan for Phase 2 has now been revised to provide 408 car stalls (370 covered, 38 surface) to fully meet the bylaw requirement of 1 stall per 495.16 sf for the addition. Existing covered stalls in Phase 1 total 426, for a grand total of 834 stalls, an overall ratio of 1/772 sf.
2. B.C. Tel has successfully designated approximately 10 spaces for small cars in the present parking structure, and are prepared to increase this by a further 30 in Phases 1 and 2, which would increase the total to 864 stalls, an overall ratio of 1/745 sf. This major improvement over the ratio of 1/1,160 originally granted for the total project when Phase 1 was approved.
3. Car pooling has been most successful since the building was opened in June 1977. Since that time the number of car pools has increased steadily from 50 to 140, representing 33% of the total covered parking stalls. Parking rates for cars containing 3 or more people have been reduced to \$14 per month, with vans of 6 or more people parking free. To further encourage car pools B.C. Tel will undertake a program to enhance the car pool alternative and rates will be \$10 per month for car pools of 3 and free parking for car pools of 4 and over. Preference of space will be given to the higher levels of car pool participants. With this added incentive another 55 car pools are expected. This would bring the car pool ratio up to 45%.

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Mr. A. Parr

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April 17th, 1980

A self help car pool locator system is also available to assist employees in arranging car pools in their immediate area.

4. Offsite spaces now number 105. Additional spaces available number about 30. B.C. Tel has stated that the majority of these additional spaces will be used. Other offsite space not now available will be actively pursued by B.C. Tel.
5. Bicycles and motorcycles are forming an ever increasing mode of transportation. B.C. Tel does not charge for parking of these conveyances and will publicize that fact to their employees.
6. B.C. Tel has made many attempts to have B.C. Hydro improve bus service to the building, with limited results. There is a direct bus from North Vancouver each morning and evening which works well. Hydro had been unwilling to consider the same arrangement in other areas in view of the fact that the Metro Transit Operating Company (MTOC) was assuming responsibility for transit, effective April 1, 1980.

Contact has now been made with the Project Manager for the Light Rapid Transit Design Team about service improvements for the area of the B.C. Tel building, and stressing the importance of the Smith Avenue station. The LRT group will also be under the jurisdiction of MTOC effective April 1, 1980, and they will be responsible for all transit needs. B.C. Tel is gathering letters, petitions and a map of where their employees live. These will be forwarded to the MTOC for future planning. In addition, meetings have been scheduled with th MTOC to discuss what B.C. Tel might do to assist the MTOC in improving service. Petitions for improved service from Richmond, Surrey and Port Coquitlam have been circulated and forwarded to B.C. Hydro for consideration. Action on these petitions could potentially increase public transit use to the B.C. Tel building by 230 people.

7. A recent meeting was held with the Parks and Recreation Administrator to explore the possibility of parking in Central Park during construction. B.C. Tel is willing to further pursue this matter through normal channels and would ask for Council's encouragement to do so.

I believe the above points demonstrate B.C. Tel's ongoing attempts to improve the parking and transportation system for their employees. They are committed to continuing their efforts in this regard. The additional office space is urgently needed to accommodate their future growth and service needs, and will be a welcome addition to the Burnaby Metrotown.

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Mr. A. Parr

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B.C. Tel is prepared to commit to the above points upon final adoption of the rezoning bylaw.

On behalf of B.C. Tel I would ask you to support our rezoning proposal and ask your Council to seriously consider the above comments.

Yours very truly,



G. S. Grais
General Manager, B.C. Division

GSG:kk

cc: Mr. K. Ito
Mr. G. Parton