

RE: PARKING IN METROTOWN

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1988 July 19  
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 15.312.4  
SUBJECT: PARKING IN METROTOWN

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RECOMMENDATIONS:

1. THAT the payment per parking space which developers may deposit in order to reduce their parking requirements up to a maximum 20 percent, applicable to major CD zoned office developments in Metrotown be increased from the current \$4,000 per space to \$8,000 per space.
2. THAT the implementation of parking charges at the municipal underground parking facility at the Metrotown library site be approved in principle.

R E P O R T

1.0 INTRODUCTION

At recent meetings of Council there has been some discussion regarding parking in Metrotown. In particular there have been two questions raised.

- (i) Is the current payment in lieu of providing parking (\$4,000 per parking space) appropriate?
- (ii) Should the Municipality be charging for parking at the new civic parking facility at the library site.

This report is intended to clarify these concerns.

2.0 THE PAYMENT-IN-LIEU OF PROVISION CHARGE

In Burnaby's Metrotown where specified in individual Comprehensive Development Rezoning proposals, parking requirements for major office developments over 20,000 sq. ft. may be reduced by up to 20 percent of the Zoning By-law 1965 requirement provided that a payment of \$4,000 per parking space is made to the Municipality for the parking reduction. This provision is intended to promote the concept of shared parking such that the deposited funds would assist the Municipality in acquiring and developing public parking facilities within Metrotown.

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The use of payment-in-lieu of providing required parking is well established in other urban areas, including Vancouver. The amount of payment is usually based on a proportion of the anticipated total cost (net present value) to the local authority of supplying alternate consolidated parking. The proportion of the total cost collected ranges from 50 percent (Hamilton and Toronto) to 100 percent (Calgary and Vancouver).

Of the four jurisdictions cited above only Calgary has a mandatory requirement for payment-in-lieu. In the city of Vancouver the payment-in-lieu program is targeted at the revitalization of the historic Gastown and Yaletown areas. In those areas there is often no practical way for a developer to meet parking requirements on site.

In Burnaby Metrotown, and in other areas such as Toronto, payment-in-lieu offers greater design flexibility to developers and the Municipality particularly for the development of smaller sites. The 'reduction' in cost per space levied recognizes that there is efficiency in sharing of parking spaces in a consolidated multi purpose/use facility. The amount of reduction and hence the fee to be charged must to a large extent be based on judgement. In a discretionary system a payment-in-lieu charge must be less than the net present value of the marginal cost per space to the developer if it is to be an option worth considering. The developer must also be assured that, ultimately, the Municipality will actually provide the foregone parking (although no Canadian cities are compelled or bound to do so).

At this time it would be appropriate to raise the payment-in-lieu charge to \$8,000 per space and review the situation again in conjunction with the implementation of the municipal parking facility discussed below. With the marginal cost of underground parking in Metrotown being in the order of \$10,000-\$12,000 per space the payment-in-lieu charge proposed should remain reasonably attractive to developers.

### 3.0 THE MUNICIPAL PARKING FACILITY - USER CHARGES

It has been assumed by staff that as Metrotown matures a "market" for parking will develop. Accordingly staff have emphasized to developers the need to design parking facilities in such a manner that they can ultimately be readily converted to paid parking. Similarly the municipal parking in Metrotown - Area 14 within the civic facilities complex, has been designed to allow for charging.

There are good theoretical arguments for charging motorists for parking but the theory counts for little if parking is still regarded by all as a "free" commodity. It is noted that the 6,500+ parking spaces provided or to be provided to serve the Phase I Metrotown primary core shopping complex are intended as free parking at this time. The developers of these primary core developments have expressed concern about possible commuter or non-retail-related long-term parking within their developments. Recently however we have noted that an acceptance of paid parking is developing in Metrotown (e.g. the GVRD office building).

Staff have concluded that the Municipality should take a leadership role in the creation of an ordered marketplace for parking in Metrotown by charging users of its facility from the outset. Accordingly we are recommending that Council endorse this principal now but recognize that a number of issues must be addressed before the facility opens including the charging policy, the appropriate tariff organization and management, implementation etc. In practical terms we anticipate that initial charges will probably be targeted on commuters and longer term parking and that the fee charged will have to be "reasonable". Coordination of charges off-street with on-street parking regulation, if not pricing will also be required.

#### 4.0 CONCLUSION

It is proposed that the Municipality further define a strategy for the management of parking in Metrotown. This strategy should address issues of pricing, supply, organization, accountability, implementation, etc. This study should also further review the setting and disposition of payment-in-lieu. In the interim and as a prerequisite it is recommended that Council endorse in principal the pricing of municipal parking in Metrotown. It is also recommended that the payment-in-lieu charges be updated to \$8,000 per parking space.



A.L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION

PL/mcb

cc: Director Engineering  
Director Finance

