

**CITY OF BURNABY**

**BICYCLE ADVISORY COMMITTEE**

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

**RE: END OF TRIP FACILITIES AT CITY BUILDINGS**

**RECOMMENDATIONS:**

1. **THAT** Council authorize staff to survey the tenants at Deer Lake I and Deer Lake II in regards to their needs for installation of end of trip bicycling facilities.

**REPORT**

The Bicycle Advisory Committee, at its meeting held on 2002 June 27, received and adopted the *attached* report regarding bicycle parking and end of trip facility provisions at City-owned buildings.

The Committee is requesting the Major Civic Buildings Coordinating Committee to install bicycle racks at Deer Lake I, Deer Lake II and the West Annex, and all City owned buildings as required.

Arising from discussion of the report, the Committee resolved to request that Council authorize staff to conduct a survey of the needs of tenants at Deer Lake I and II for end of trip facilities as outlined in Recommendation No. 2.

Respectfully submitted,

Councillor N. Harris  
Chair

Mayor D. Drummond  
Vice Chair

COPY: - CITY MANAGER  
- DIR. ENGINEERING  
- DIR. PLNG. & BLDG.

TO: CHAIR AND MEMBERS  
BICYCLE ADVISORY COMMITTEE

2002 June 17

FROM: DIRECTOR PLANNING AND BUILDING

Our File: 08.616

SUBJECT: **END OF TRIP FACILITIES AT CITY BUILDINGS**

PURPOSE: To respond to a request to prepare a report on bicycle parking and end of trip facility provisions at City-owned buildings.

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**RECOMMENDATION:**

1. **THAT** this report be received for information purposes.

**REPORT**

**1.0 BACKGROUND**

At the 2002 May 23 Bicycle Advisory Committee (BAC) meeting the Committee discussed the lack of bike racks and end of trip facilities at the Deer Lake I and II buildings (4946 Canada Way) across from City Hall. This is in response to the Committee's request for a report on this matter.

Bicycle parking and end-of-trip facilities requirements were developed with assistance from the BAC in order to encourage cycling usage as an alternative form of transportation and have been utilized since 1998 February. These requirements apply to all new rezoning applications.

There have been no re-zonings of City-owned land since 1998 for buildings that would require bicycle parking and/or end of trip facilities, so the existing facilities were surveyed to determine how they meet the new requirements.

**2.0 END OF TRIP FACILITIES AT CITY BUILDINGS**

A review of City-owned buildings, using the Bicycle Facilities Policy as reference, determined that five buildings would qualify for bicycle parking and end of trip facilities if

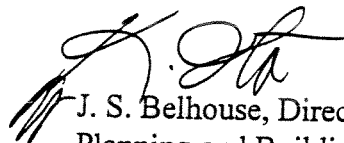
the lots that they are on were re-zoned: 4949 Canada Way (City Hall and the West Annex), 4940 Canada Way (Deer Lake II), 4946 Canada Way (Deer Lake I) and the public works yard on Godwin Ave. City Hall has visitor and secured employee bicycle parking and end of trip facilities. The City's Management Committee voluntarily added end-of-trip facilities and secured bicycle parking, similar to those required for a rezoning, as part of major renovations to City Hall in 1998/1999. The West Annex was renovated in 1994. It has access to secured employee bicycle parking and end of trip facilities at City Hall, but lacks visitor parking in close proximity. Neither Deer Lake I nor Deer Lake II have been substantially renovated in the past 10 years. Both have secured employee parking, but lack visitor parking or end of trip facilities. The public works yard has not undergone any substantial renovations in the past decade. It has no end of trip facilities, employees store their bicycles in their work areas and there is very low demand for visitor parking, so none is provided.

### 3.0 DISCUSSION

Council policy has required bicycle facilities for rezonings since 1998. The city has not rezoned any parcel that would require bicycle facilities since 1998, but has voluntarily added facilities to building undergoing major renovations since 1998.

In line with the policy for bicycle facilities for rezonings, end of trip facilities could continue to be pursued as part of major renovations as directed by the staff Major Civic Buildings Coordinating Committee (MCBCC) or at the direction of Council. This would take advantage of economies of scale. Retrofitting existing buildings for end of trip facilities on a stand alone basis would otherwise incur a significant cost to the City. Further visitor bicycle parking could be pursued. Secured employee bicycle parking is available at all of the buildings surveyed.

This is for the information of the Bicycle Advisory Committee.

  
J. S. Belhouse, Director  
Planning and Building

IW:cda

C.: City Clerk  
Director Engineering  
City Manager

