

Re: LETTER FROM THE BURNABY CHAMBER OF COMMERCE THAT APPEARED ON
THE AGENDA FOR THE JULY 19, 1976 MEETING OF COUNCIL (ITEM 2b)
PARKING REGULATIONS

Council at its last meeting heard a delegation, Mr. Angus MacDonald, and received a letter from the Burnaby Chamber of Commerce, both of which pertained to parking regulations as contained in the Burnaby Zoning By-Law. Following is a report from the Director of Planning on this subject.

RECOMMENDATIONS:

1. THAT the Council accept the offer of the Burnaby Chamber of Commerce to commence a parking study, with particular reference to the proposed provision of small car parking spaces; and
2. THAT the Planning Department be authorized to work with the Chamber of Commerce and to report to the Council on the study following its completion.

* * * *

Planning Department
July 28, 1976

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
RE: PARKING REGULATIONS

A. BACKGROUND

The Burnaby Chamber of Commerce presented a brief to the Council on July 19, 1976, requesting that a review be initiated of the existing parking regulations in the Burnaby Zoning By-law.

Particular reference was made in the brief to Section 800.4 (Required Off-Street Parking Spaces) and Section 800.7 (Development and Maintenance Standards) of the By-law. While no specific proposals were advanced with respect to Section 800.4, the contention was that the lower incidence of cars in commercial, industrial and apartment areas that are adequately served by transit facilities, and the less use of parking in apartments and strata title residences located close to major shopping centres, warranted a reduction in current off-street parking requirements.

In the case of Section 800.7, a decrease in present parking area standards was suggested due to the trend towards an increase in the use of compact and sub-compact automobiles which do not require the same amount of space for parking as a standard sized vehicle. Attached to the Chamber of Commerce brief was an article by Mr. Roy P. Drachman which outlined suggested standards that could be employed in the parking of small cars.

The comments of the Planning Department have been requested by the Council on these suggestions.

B. PARKING REQUIREMENTS

The existing Zoning By-law off-street parking requirements for low rise apartments are currently one space per unit, while 1.25 spaces per unit has been applied to high rise developments. Our experience has been that little problem has been encountered in meeting these standards. In fact, more spaces than required have been provided in some instances, particularly in high density projects. The amount of on-street parking in many apartment areas would suggest that any reduction in the present standards would be inadvisable.

The off-street parking requirements for commercial and industrial developments tend to be somewhat variable and are dependent upon the type of use involved. In determining these standards, it was considered appropriate to employ a factor that bears a close relationship to a property's generation of parking demand. Thus, the requirement may be in terms of square feet of floor space in a business establishment, of seats in places of public assembly, or of employees in a manufacturing establishment. It has been found that the use of this approach has resulted in the provision of realistic parking standards. This is not to suggest that revisions should not be made where considered appropriate in the light of changing conditions. The Planning Department supports the concept of increasing development of public transit which will tend to reduce the present importance of the private automobile. However, it is not considered that the stage of transit development has yet been achieved to justify a reduction in parking standards at this time.

C. PARKING DEVELOPMENT STANDARDS

The existing Zoning By-law standards for off-street parking spaces specify minimum length and width dimensions of 18 and 8.5 ft. respectively. These standards are, of course, designed to accommodate a standard sized automobile.

Under the Drachman system, the proposed standards for small cars provide dimensions of 15 feet in length by 7.5 feet in width. By alternating standard sized and small car spaces in a parking lot, it is estimated that an increase of between 10 and 25 percent in the number of spaces can be realized. Through this increase in parking lot capacity, the total amount of space required can be significantly reduced which, in turn, results in savings to the developer in parking area costs.

There appears to be little doubt that recent trends indicate a growth in the use of small cars as opposed to the larger standard model automobiles. It also follows that an 8.5 by 18 foot space is not required for the parking of small vehicles.

While this is true, it would be very difficult to prevent small cars from using the standard spaces and leaving the smaller spaces intended for their use unoccupied. This could, during busy periods, leave insufficient spaces for larger vehicles which would then be obliged to park in the small car spaces. Such a situation could create a considerable amount of hazard in the maneuvering of vehicles within a parking lot.

Parking Regulations.....

ITEM	11
MANAGER'S REPORT NO.	50
COUNCIL MEETING	Aug. 3/76


Despite these problems, there would be obvious advantages to be realized from the introduction of such a system. In order to be used successfully, however, effective controls would be essential. These might take the form of applying a specific maximum proportion of a parking area which could be occupied by small car spaces, effective signing, etc.

In conclusion, the Planning Department is of the opinion that this proposal warrants further review and that the Chamber of Commerce should be encouraged to proceed with its study.

D. RECOMMENDATIONS

It is recommended:

- (1) THAT the Council accept the offer of the Burnaby Chamber of Commerce to commence a parking study, with particular reference to the proposed provision of small car parking spaces.
- (2) THAT the Planning Department be authorized to work with the Chamber of Commerce and to report to the Council on the study following its completion.


A. L. Parr
DIRECTOR OF PLANNING

RBC/dm

c.c. Municipal Engineer
Assistant Director-Long Range
Planning and Research