

ITEM 4
MANAGER'S REPORT NO. 23
COUNCIL MEETING 85/03/25

RE: RECREATION VEHICLE PARKS:
A REVIEW OF REQUIREMENTS AND ALTERNATIVES

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1985 March 19

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

SUBJECT: RECREATION VEHICLE PARKS: A REVIEW OF REQUIREMENTS AND
ALTERNATIVES

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RECOMMENDATIONS:

1. THAT Council reaffirm the continuation of the present policy of only allowing recreation vehicles in conjunction with a motel or auto court, and not provide for the development of separate recreational vehicle parks in this Municipality.
2. THAT should Council decide to change the present policy, that this be done in accordance with the procedures outlined in this report and with the provisions of the attached draft Recreational Vehicle Park By-law (Attachment "A") and the attached Zoning By-law Amendment Schedule (Attachment "B").

SUMMARY:

The location of Expo 86 in Vancouver has prompted an interest in the possibilities of developing a recreational vehicle park in this Municipality to provide accommodation for visiting tourists to the Fair. This report has been prepared in response to a Council request for an examination of the ramifications of this type of development in the Municipality and to include a draft of a by-law setting out the requirements for a recreational vehicle park.

The report includes a review of existing zoning regulations, recreational vehicle characteristics, types of recreational vehicle parks, the situation in neighbouring municipalities, development and locational considerations, the advantages and disadvantages of recreational vehicle parks, alternative forms of transitory accommodation and Zoning By-law changes needed to provide for a recreational vehicle park. A Zoning By-law amendment schedule has been prepared as an attachment to the report.

The report concludes with a summary of the major factors to be considered in determining the desirability of changing the present policies of the municipality to allow for the addition of recreational vehicle parks to the uses that are permitted under the Zoning By-law regulations.

A separate draft by-law for recreational vehicle parks, which has been prepared at the request of Council, is attached to the report. Input on the draft by-law has been received from the Director Engineering, the Chief Building Inspector, the Chief Public Health Inspector and the Municipal Solicitor.

REPORT

A. BACKGROUND:

Interest has been shown in the possibilities for the development of a recreational vehicle park facility in this Municipality by a number of developers and groups including Taina Holdings Limited, Interwest Property Services Limited, the Burnaby Chamber of Commerce and Mr. Ben Van Dyk.

This interest has been prompted largely by the location of Expo 86 in Vancouver and a possible need to provide additional accommodation in this Municipality for visitors to the area during that period.

In considering a recent proposal for the development of a recreational vehicle park at 4219 Loughheed Highway in conjunction with the existing motel, the Council, on 1984 September 24, adopted the following recommendation:

"THAT the Planning and Building Inspection Department prepare a report for Council's consideration that will contain the draft of a by-law that would deal exclusively with a recreational vehicle facility without the requirements of a permanent motel unit."

B. EXISTING REGULATIONS:

Under the existing Zoning By-law regulations recreational vehicles and mobile homes are permitted only under the following circumstances:

- (1) A mobile home may be located within a Mobile Home Park District (R7) which has been subdivided into separate lots (in much the same manner as in a standard single family residential area), with each lot occupied by one mobile home unit on a long term basis.

- (2) The use of a mobile home as a form of temporary accommodation or a recreational vehicle is only permitted in conjunction with a motel or auto court intended for transient tourist use at a maximum ratio of one mobile home or recreational vehicle for each motel or auto unit in the development, as set out in the Auto Court By-law.

Under the Zoning By-law definitions (Section 3), a recreational vehicle is classified as a temporary building, together with boat shelters, bunk houses, skid shacks and tents. Excluded from this designation are mobile homes (when located in a mobile home park) and permanent pre-fabricated dwellings, industrial, warehouse or storage buildings.

Section 6.7 of the Zoning By-law (Temporary Buildings) prohibits a temporary building or structure from being used as a dwelling except in the case of a trailer when located on a motel or auto court site on a short term or temporary basis.

C. RECREATIONAL VEHICLE CHARACTERISTICS:

For the purposes of this review, the term "recreational vehicle" is interpreted to include campers, motor homes, travel trailers, converted buses, tent trailers and similar conveyances that are designed to provide temporary living and/or sleeping accommodation at stopover points on a temporary basis.

There are considerable variations in the type and size of these vehicles. There are "self-contained units" which can operate independently of connections to external sewer, water or electrical systems, contain toilet and water storage facilities and, in some cases, a kitchen and/or a bathroom connected to a holding tank. On the other hand, there are "dependent units" which do not contain these facilities and are dependent on those provided by a service building. Some recreational vehicles are designed as a single motorized unit, while others require towing by a motor vehicle. In size, they range from the large motor homes of up to 60 feet in length to the much smaller campers and tent trailers. It is important that these variations be taken into account in the determination of requirements for a recreational vehicle park facility.

D. TYPES OF RECREATIONAL VEHICLE PARKS:

From a functional viewpoint, a recreational vehicle park may be either a "route" park or a "destination" facility. The route park provides a stopover point for tourists who are bound for a particular location. The destination park, on the other hand, is generally the final stopping place for the tourist. Such a facility in Burnaby would be of the latter type which the tourist would use as a base for visiting points of interest throughout the Lower Mainland.

In terms of degree of permanency, a recreational vehicle park could be of short duration designed primarily to provide accommodation for visitors to Expo 86. Such a park would probably occupy a site for a period of three to four years, then be removed. The permanent recreational vehicle park would, on the other hand, remain in a particular location for an indefinite period of time to serve tourists who wished to spend a vacation in the Lower Mainland area.

Finally, it is considered questionable that a temporary recreational vehicle park located on municipal land would not require a separate recreational vehicle park by-law. Any regulations governing this type of use, other than those in the Zoning By-law, would be included in a lease agreement between the Corporation and the developer of the recreational vehicle park site, who would be selected by a proposal call.

There are concerns, however, that the allocation of municipal land for this purpose could lead to pressures from other land uses for similar treatment. There is also a precedent involved of adding a short term use to the Zoning By-law, then, at a later date, having to amend the By-law to delete the various regulations governing such a use.

Finally, it is considered questionable that a temporary recreational vehicle park would justify the establishment of reasonable development standards from an economic point of view. This problem would not apply in the case of a permanent recreational vehicle park. Although this department continues to oppose a change in the present policy of not providing for recreational vehicle parks in Burnaby; should Council decide to allow for this type of use, it is proposed that the facility provided be of the permanent type with suitable development standards.

E. RECREATIONAL VEHICLE PARKS IN OTHER MUNICIPALITIES:

Recreational vehicle park facilities have been practically non-existent due to lack of space or not being permitted, in the more urbanized municipalities of the Lower Mainland such as Vancouver, Burnaby, New Westminister and the three north shore municipalities (with the exception of the Capilano Mobile Home Park in West Vancouver, which also permits tourist trailer accommodation). Recently, however, the District of North Vancouver has decided to make provision for a temporary recreational vehicle park in the municipality for Expo 86.

Permanent recreational vehicle parks have been developed, in a number of "outer fringe" and outlying municipalities including Coquitlam, Port Moody, Surrey, Langley and Matsqui.

In response to the anticipated demand generated by Expo 86, the Surrey Council has approved in principle a scheme under which recreational vehicles could be parked on a transitory basis on residential lots (one vehicle per property). This could result in the parking of a considerable number of vehicles, although the actual number accommodated would depend upon the assent of individual property owners. As a part of this program, Surrey would be requested to locate sani-dumps in park areas. Also under consideration is a proposal for the development of a temporary recreational vehicle park on a 120 acre site in the southern part of the Municipality.

Richmond has, in the past, made no provision for the development of recreational vehicle parks within its boundaries. Recently, however, as a result of Expo 86, the decision has been made to lease 20 acres of municipal land for the accommodation of recreational vehicles on a temporary basis.

Prospective developers were invited to submit proposals for the construction and operation of a park on this site for a period that would extend from the Spring of 1985 to the Fall of 1988. Such a developer has now been selected by the Municipality.

There are a number of municipalities where consideration is currently being given to the provision of temporary recreational vehicle parks for the accommodation of visitors to Expo 86. Among these are Delta, Port Coquitlam, Maple Ridge and Pitt Meadows, which are located on the "outer fringes" of the Metropolitan Area. In addition, U.B.C. and B.C.I.T. are both considering providing space on a temporary basis for the parking of recreational vehicles.

F. DEVELOPMENT AND LOCAL CONSIDERATIONS - RECREATIONAL VEHICLE PARKS

In general, tourists do not come to urban areas to camp, but recreational vehicle park facilities which are located within an urban area provide them with an economical means of visiting the various attractions that are available. It is important in the administration of a recreational vehicle park that a definite limit be placed on the length of stay. A maximum of fourteen consecutive days (2 weeks) is suggested in order to maintain the transitory function of the facility.

A mobile home located in a mobile home park is a residential use. A recreational vehicle park, on the other hand, does not belong in a residential area. It is a transitory type of use similar in function to the motel. For this reason, the scope and detail of their regulation can be somewhat less than is required for a mobile home park. This could take the form of moderately smaller vehicle spaces and setbacks, increased coverage and higher densities without unduly impairing the quality of development.

It is considered necessary, however, that certain basic standards, which apply to other types of development, be provided. These include hard surfaced roads and parking areas, a walkway system, an asphalt pad for the placement of the vehicles on each individual recreational vehicle space, appropriate setbacks to provide a suitable separation between recreational vehicles, the servicing of the site with water, sewer and power facilities, and the provision of landscaping and buffering.

A service building is a necessary part of a recreational vehicle park. Such a building would contain an administration office and caretaker accommodation, as well as washroom and laundry facilities, an indoor recreation area and a storage area for the use of the tourists. Other items which should be provided on the site include garbage disposal facilities and an open area or areas set aside for outdoor communal amenity spaces for such features as picnic tables, benches, barbecue pits and playground equipment, and possibly such recreational facilities as a horseshoe pitch and a volleyball court.

A recreational vehicle park should also include around the periphery of the site a buffer area of at least 20 feet in depth to be suitably landscaped with planted material and/or natural growth to effectively screen the site it encloses. A minimum of 5 percent of the park area, excluding the buffer, should be provided and developed exclusively for outdoor recreation.

In selecting a suitable site for a recreational vehicle park, consideration should be given to the following criteria:

- (1) A location well removed from residential and industrial districts or other incompatible uses.
- (2) Good accessibility to major road routes.
- (3) The availability of basic services, including sanitary sewers and an adequate water supply.
- (4) Close proximity to commercial facilities.
- (5) A site large enough (e.g., 5 acres or more) to allow for a reasonable scale of development and space for possible future expansion if warranted.
- (6) Conditions of soil, ground water level, drainage and topography should be suitable for development and not create problems or hazards for the occupants.
- (7) An attractive physical setting is desirable and should include, wherever possible, treed areas, a stream course, etc.

A possible locational area for a mobile home park which meets the foregoing criteria is situated to the east of Burnaby Lake Regional Park in the sector bounded by Gagliardi Way/Cariboo Road, the Burlington Northern railway and the Freeway. This area is traversed by the Brunette River and a trail system which would need to be preserved.

G. THE ADVANTAGES AND DISADVANTAGES OF RECREATIONAL VEHICLE PARKS:

There are considered to be both advantages and disadvantages to the locating of a recreational vehicle park in this municipality. These are summarized below:

1. Advantages -

- (1) A recreational vehicle park could assist in meeting a possible need for the accommodation of visitors to Expo 86, as well as providing for longer term tourist accommodation.
- (2) A recreational vehicle park would provide a transitory tourist facility that is presently of limited availability in some portions of the Lower Mainland area.
- (3) Burnaby occupies a strategic central location within the Lower Mainland that would provide a recreational vehicle park with good accessibility to the surrounding area. Of particular significance is the close proximity of the Municipality to Vancouver.
- (4) A recreational vehicle park would attract tourists who would benefit the economy of the community and the entire area.

2. Disadvantages -

- (1) Even though a recreational vehicle park is intended to provide temporary "short-stay" accommodation for travelling tourists, there is a tendency for many of the occupants to become permanent residents over a period of time. In the case of many of our motel developments, space originally intended for transitory tourists is being occupied on a year round basis, with the resultant lack of facilities designed to provide a "good" environment for these permanent residents.
- (2) Because of their transitory nature, development standards are generally lower for recreational vehicle parks than for mobile home park subdivisions or other forms of development. This could result in compatibility conflicts with neighbouring uses and a possible lowering of property values.
- (3) Recreational vehicle parks take up land that could be occupied by more urban types of development and contribute little in a financial or aesthetic sense to the community.
- (4) The problems of policing and ensuring that regulations are being observed is a characteristic of this transient type of land occupancy which often results in a deterioration in quality and conditions of overcrowding (e.g., the locating of large vehicles on sites intended for small units; the "squeezing'in" of additional recreational vehicles, etc.)

H. ALTERNATIVE FORMS OF TRANSITORY ACCOMMODATION:

As mentioned previously, recreational vehicles and mobile homes may locate on motel and auto court sites at a ratio of one vehicle for each motel unit provided in the development.

Under the Zoning By-law regulations, one trailer or recreational vehicle up to 20 feet in length may be parked or stored in the rear yard of a residential property (Section 6.17). In addition, up to two boarders or lodgers per dwelling unit are permitted as a "home occupation" in the residential districts of the Municipality, which would allow the tourists to be accommodated in the dwelling.

A further type of accommodation is provided by the "bed and breakfast" facility. This could be developed in a residential area in conjunction with the permitted two boarders or lodgers mentioned above or, alternatively, on a family scale in the R5 District where provision is made for boarding, lodging or rooming houses for up to 5 boarders in a single family dwelling. The possibilities for bed and breakfast accommodation are particularly significant in this case when it is considered that the R5 zone contains almost half of the dwelling units included in the single and two-family residential zoning categories.

I. ZONING BY-LAW CHANGES NEEDED TO PROVIDE FOR A RECREATIONAL VEHICLE PARK:

In addition to reviewing the recreational vehicle park provisions in certain Lower Mainland Municipalities, we have also obtained information on recreational vehicle park regulations from a number of American communities (Bakersfield, Portland, San Diego), which has been of assistance in the preparation of the draft Residential Vehicle Park By-law and the proposed Zoning By-law amendments for this type of use.

As noted earlier in this report, a recreational vehicle used for accommodation may only be located in conjunction with motel or auto court developments at a ratio of one recreational vehicle for each motel unit on the site. In order to provide for the development of a recreational vehicle park facility in the Municipality it would be necessary to amend the Zoning By-law. It is considered that the creation of a new single use zoning district category would provide the greatest degree of control for this particular use. In this case, a P10 (Recreational Vehicle Park) District designation would be proposed.

Zoning By-law additions would include the definition of "recreational vehicle" and "recreational vehicle park", the inclusion of the category in the District Schedules, the including of recreational vehicle parks with auto courts as the uses allowing for the locating of recreational vehicles on their sites, and the development of specific district regulations that would reflect the standards set out in the Recreational Vehicle Park By-law.

A requirement for Preliminary Plan Approval would provide for a necessary check of the plans for a recreational vehicle park facility. Because of the wide variety of recreational vehicles in terms of their sizes and means of travel (e.g., self-propelled or towed), a considerable amount of flexibility would be required in the determination of recreational vehicle space (lot) areas and off-street parking requirements. To take account of these variations, design plans for a recreational vehicle park should include a number of differently dimensioned recreational vehicle spaces.

Setback standards applied to each recreational vehicle space would serve as a density control and ensure a reasonable separation between units. The addition of the P10 designation to the uses permitted in the CD (Comprehensive Development) District would provide the basis for a further means of control over development.

If a recreational vehicle park use were to be added to the Zoning By-law, the necessary amendments that would be proposed are spelled out in the attached amendment schedule (Attachment "B").

J. CONCLUSIONS:

The location of the Expo 86 World Fair in Vancouver has prompted an interest in the possible development of a recreational vehicle park in this municipality as one of the means for accommodating the visitors that are expected.

Even though a recreational vehicle park is intended to provide temporary accommodation for travelling tourists, there is a tendency for many of the occupants to become permanent residents over a period of time. This has been the pattern in a number of areas where a site originally developed as a transitory tourist facility has since attracted year round residents who are living under sub-standard conditions.

This trend reflects the difficulties involved in policing and enforcing regulations that would limit the length of stay in a recreational vehicle park to a certain specified period of time.

The suitability of recreational vehicle parks in a rapidly urbanizing area is considered questionable. The pre-emption of relatively undeveloped but potentially urban land by recreational vehicles could create barriers to the planned future growth of a community and inhibit a smooth transition towards more urban forms of development. This concern is reflected in the fact that no provision has been made for recreational vehicle parks in Vancouver, Burnaby or New Westminster which form the more highly urbanized "inner ring" of the Metropolitan Area.

There is already a considerable potential of land, which is either committed or under active consideration, for recreational vehicle park development to meet needs anticipated from Expo 86. This includes the specific proposals that have been made in Richmond and

Surrey as well as further possible developments in Delta, North Vancouver District, Port Coquitlam, Maple Ridge, Pitt Meadows, Langley and Matsqui. Of particular significance, because of their close proximity to Vancouver, is the active consideration being given by both U.B.C. and B.C.I.T. to the provision of land for the parking of recreational vehicles on a temporary basis. All of these could very well provide sufficient facilities to meet tourists' needs for Expo 86, particularly when one considers the significant potential for the provision of bed and breakfast accommodation in this municipality.

However, if the policies of the past were to be changed to allow for the provision of a recreational vehicle park in Burnaby, it is considered that the facility provided should be of the permanent type, which is much more likely to be able to implement the desired standards that would be designed to encourage a reasonably good quality of development.

The bias which has existed against the development of transitory tourist facilities is usually the result of having been exposed to "trailer camps" that were not developed with a mind to creating a "positive" environment. Rather, such facilities have been developed, perhaps to a minimum level of service standards, but with little concern for landscaping or the proper siting of the individual recreational vehicle units.

In weighing all of the foregoing considerations, it is our conclusion that it is not necessary nor desirable to add to the existing provisions for recreation vehicles by providing for recreational vehicle park development in this rapidly urbanizing metropolitan

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core municipality where account should be taken of the diminishing supply of available land and the need for meeting future space demands for residential, commercial, industrial, institutional and park and recreation uses.



A. L. PARR
DIRECTOR PLANNING &
BUILDING INSPECTION

RBC/jce
Attach.

cc: Chief Building Inspector
Chief Public Health Inspector
Director Engineering
Municipal Solicitor
Assistant Director - Long Range
Planning & Research

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ATTACHMENT "A"

DRAFT RECREATIONAL VEHICLE PARK BY-LAW

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THE CORPORATION OF THE DISTRICT OF BURNABY

BY-LAW NO.

The Mayor and Council of The Corporation of the District of Burnaby enacts as follows:

SECTION 1 SHORT TITLE

This By-law may be cited for all purposes as the "Burnaby Recreational Vehicle Park By-law, 1985".

SECTION 2 PURPOSE

The purpose of this By-law is to regulate the development and use of land for recreational vehicle parks and recreational vehicles within The Corporation of the District of Burnaby.

SECTION 3 DEFINITIONS

In this By-law, unless the context otherwise requires:

"BUILDING INSPECTOR" means the Chief Building Inspector of The Corporation of the District of Burnaby, and includes any person or persons designated by the Chief Building Inspector to act on his behalf.

"CORPORATION" means The Corporation of the District of Burnaby.

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"ENGINEER" means the Director Engineering of The Corporation of the District of Burnaby, and includes any person or persons designated by the Director Engineering to act on his behalf.

"MANAGEMENT" means the body (which shall include the owner, developer, lessor or park operator) responsible for the construction, control and maintenance of a recreational vehicle park.

"MEDICAL HEALTH OFFICER" means the Medical Health Officer of The Corporation of the District of Burnaby, or the Chief Public Health Inspector of The Corporation of the District of Burnaby and includes any person or persons designated by the Medical Health Officer or the Chief Public Health Inspector to act on their behalf.

"MUNICIPALITY" means The Municipality of Burnaby.

"PERSON" includes any corporation, partnership, party, firm, association, trust company or society and the heirs, executors, administrators, or other legal representative of such person to whom the context can apply according to law.

"RECREATIONAL VEHICLE" means a structure or vehicle used or designed to be used for living or sleeping purposes, which is designed or intended to be mobile on land, which is either self-propelled or towed by a motor vehicle, and which includes camper, travel trailer, motor home, converted bus or other vehicle and tent trailer. A recreational vehicle shall not be considered to be a dwelling unit.

"RECREATIONAL VEHICLE PARK" means a parcel of land used or intended to be used for the parking of recreational vehicles on a transitory basis, and includes all buildings or structures thereon.

"RECREATIONAL VEHICLE SPACE" means an area of land located within a recreational vehicle park occupied or intended to be occupied by one recreational vehicle.

"RECREATIONAL VEHICLE STAND" means a prepared area within a recreational vehicle space upon which the unit is parked.

"SELF-CONTAINED UNIT" means a recreational vehicle which:

- (a) can operate independently of connections to external sewer, water and electrical systems, and
- (b) has a toilet and holding tank for liquid waste, and
- (c) contains water storage facilities and may contain kitchen and/or bath facilities connected to a holding tank.

"DEPENDENT UNIT" means a unit other than a self-contained unit.

"SERVICE BUILDING" means a building housing administrative, recreational, maintenance, lavatory, laundry, washroom and such other facilities required by this By-law.

SECTION 4 APPLICATION

- (1) No person shall develop, construct, alter or extend a recreational vehicle park except in compliance with the provisions of this By-law, the Burnaby Zoning By-law, the Burnaby Building By-law, and other By-laws of the Corporation, and the contrary shall be unlawful.
- (2) All works and services, including sewage disposal, water distribution and drainage, shall be constructed and installed by the management/developer of the recreational vehicle park in accordance with the provisions of the Burnaby Subdivision Control By-law.
- (3) All plumbing and building in the recreational vehicle park shall comply with the regulations of the Burnaby Building By-law.

- (4) Nothing in this By-law shall be taken to relieve any person from complying with the provisions of any other By-law of the Corporation.

SECTION 5 REGULATIONS

5.1 General Requirements:

- (1) The management shall be required to construct, maintain and operate a recreational vehicle park in compliance with this By-law, the Burnaby Zoning By-law, the Burnaby Building By-law and all other pertinent By-laws of the Corporation.
- (2) A recreational vehicle park shall have an area of not less than 2ha (4.94 acres).
- (3) No recreational vehicle shall be located in a recreational vehicle park for a total period of more than fourteen (14) consecutive days.
- (4) The management shall provide and maintain a suitable guest registry for the registration of all persons accommodated at the recreational vehicle park. Such registration shall include the name and home address of such person and other members of his party, together with the date of arrival. Upon the departure of the guest, the management shall enter the date of departure in the registry.
- (5) In a recreational vehicle park, in addition to recreational vehicles, only such uses that are required for the direct servicing and well-being of the park occupants and for the management and maintenance of the park shall be permitted.

(6) All those portions of the recreational vehicle park not occupied by buildings, stands, parking areas, driveways, streets or walkways, shall be fully and suitably landscaped and property maintained. 135

(7) Where a condition exists on a recreational vehicle park which, in the opinion of the Medical Health Officer is a menace to the public health, the Medical Health Officer, may order the management to take such action as he deems appropriate to correct that condition and, if necessary, to close the recreational vehicle park to the public until such conditions have been remedied.

5.2 Buffer and Recreation Areas:

(1) A recreational vehicle park shall include within all its boundaries a buffer area of a minimum of 6m (19.68 feet) in depth which shall be suitably landscaped with planted material and/or natural growth to effectively screen the site which it encloses. Such buffer area shall not be used for any other purpose, except that it may be traversed, where necessary, by access roads to connect with the road system contained within the recreational vehicle park.

(2) Not less than 5 per cent of the recreational vehicle park, excluding the required buffer area, shall be provided on a communal basis and developed exclusively for outdoor recreation purposes. No open space recreational area shall have a dimension of less than 15m (49.21 feet).

5.3 Recreational Vehicle Spaces and Setback Requirements:

- (1) A variety of recreational vehicle space areas shall be provided in order to properly accommodate units of differing sizes. In no case, however, shall a recreational vehicle space have a width of less than 7.6m (25 feet) nor occupy an area of less than 93m² (1,000 square feet).
- (2) Each recreational vehicle space shall be provided with an asphalt or concrete stand of sufficient length and width to accommodate the occupying unit. A recreational vehicle shall only be located on a recreational vehicle stand, and in no case shall a large recreational vehicle be located in a space designated for smaller recreational vehicles.
- (3) Not more than one recreational vehicle shall be located on each recreational vehicle space.
- (4) The limits of each recreational vehicle space shall be clearly marked by permanent markers or other suitable means.
- (5) The following minimum setback requirements shall apply to the recreational vehicle stand from each of the boundaries delineating a recreational vehicle space on which it is located.
 - (a) Front (abutting a street) - 4.6m (15 feet) in depth.
 - (b) Side - Setbacks shall be provided on each side of the recreational vehicle stand with a minimum width of 0.9m (3 feet) for the least setback and 3m (10 feet) for the sum of both setbacks.
 - (c) Rear - 1.5m (5 feet) in depth.

5.4 Off-Street Parking Standards:

- (1) Each towing vehicle shall park within its assigned recreational vehicle space and such parking space shall be surfaced with asphalt or concrete pavement.
- (2) In addition, a communal parking area or areas shall be provided on the recreational vehicle park site at a ratio of 1 parking space for each 20 recreational vehicle spaces in the recreational vehicle park.

5.5 Service Building:

- (1) Each recreational vehicle park shall include a service building with the following facilities:
 - (a) Administrative office and caretaker accommodation.
 - (b) Indoor recreation area
 - (c) Storage area
 - (d) Laundry and drying room, with one automatic washing machine and one dryer for every 20 recreational vehicle spaces or fraction thereof.
 - (e) Separate washrooms for male and female occupants of the recreational vehicle park, each to include one washbasin, one water closet, and one bathtub or shower for every 20 recreational vehicle spaces or fraction thereof. All washrooms shall comply with Section 3.7 of the B.C. Building Code for handicapped persons.
- (2) Each service building shall be of permanent construction and comply with the Burnaby Building By-law.

5.6 Streets and Walkways:

(1) All streets located within the recreational vehicle park shall be constructed with curb and gutters and surfaced with asphalt to Corporation engineering specifications, and comply with the following standards:

(a) Collector streets - 12m (39.4 feet) right-of-way widths with an 8.5m (28 feet) pavement between curb faces.

(b) Local streets - 9m (30 feet) right-of-way widths with a 5.5m (18 feet) pavement between curb faces.

(2) Walkways for pedestrian access to common facilities and individual recreational vehicle spaces shall be constructed of an all-weather surface to a minimum width of 1m (3 feet).

5.7 Services and Utilities:

(1) Each recreational vehicle space in a recreational vehicle park shall be provided with a water connection and a connection to an electrical power distribution system which shall be provided by underground wiring.

(2) The service building in a recreational vehicle park shall be served by sanitary and storm sewer water, and underground electrical power, and telephone facilities.

(3) No dependent unit shall be located more than 91m (300 feet) from a service building containing toilet, bath and laundry facilities as prescribed herein.

5.8 Illumination and Electrical Systems:

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- (1) Outdoor facilities and access ways to indoor facilities which are intended for evening or night use shall be illuminated and designed in accordance with the provisions of the Illuminating Engineering Society Lighting Handbook - the Standard Lighting Guide.

- (2) All electrical services within the recreational vehicle park shall meet the applicable provisions of the Canadian Electrical Code.

5.9 Distribution and Storage of Gas or Fuel Oil:

The installation, maintenance and operation of all equipment and appliances employed in the distribution, storage and disposal of gas, fuel oil, or other flammable liquids shall be in accordance with the regulations of the Fire Marshal Act.

5.10 Refuse Handling and Disposal:

- (1) The provision, maintenance and storage of garbage and refuse containers, and the collection and disposal of garbage and refuse shall comply with the requirements of the Medical Health Officer.
- (2) No unit, self-contained or dependent, shall dispose of waste water, sewage, or trash except in approved facilities provided for the purpose.

- (3) A recreational vehicle park shall provide a sewage disposal station for the purpose of receiving the contents of recreational vehicle holding tanks. Such sewage disposal station shall be constructed in accordance with the Burnaby Building Bylaw and be located in an area apart from any roadway and out of which a recreational vehicle may be easily and conveniently moved.

SECTION 6 ADMINISTRATION AND ENFORCEMENT

6.1 Administration:

This By-law shall be administered by the Building Inspector or any other official of the Corporation who may be appointed by the Council.

6.2 Permits and Approvals:

Every person shall, before developing, constructing, or altering a recreational vehicle park, obtain all necessary permits and approvals as required by the Burnaby Building By-law, the Burnaby Zoning By-law, the Fire Marshall Act and the Medical Health Officer.

6.3 Inspection:

The Chief Building Inspector, or any other official of the Corporation who may be appointed by the Council, is hereby authorized to enter at all reasonable times, the recreational vehicle park to ascertain whether the provisions of this By-law are being complied with.

6.4 Enforcement and Penalties:

(1) Any violation of the provisions of this By-law or failure to comply with any order, direction or notice given under this By-law, shall be deemed to be an infraction of this By-law, and subject to the penalties hereby imposed.

(2) Any person who commits such a violation shall be guilty of an offence and shall be liable on summary conviction to the penalties provided in the Offence Act.

SECTION 7 EFFECTIVE DATE OF BY-LAW

This By-law shall come into force and take effect upon the adoption thereof.

Read a First Time this _____ day of _____,

Read a Second Time this _____ day of _____,

Read a Third Time this _____ day of _____,

Reconsidered and finally adopted by a two-thirds majority of all the members of the Council this _____ day of _____,

ATTACHMENT "B"

ZONING BY-LAW AMENDMENT SCHEDULE FOR A
FOR A RECREATIONAL VEHICLE PARK USE

SECTION 3 (DEFINITIONS)

"RECREATIONAL VEHICLE" means a structure or vehicle used or designed to be used for living or sleeping purposes, which is designed or intended to be mobile on land, which is either self-propelled or towed by a motor vehicle, and which includes camper, travel trailer, motor home, converted bus or other vehicle and tent trailer. A recreational vehicle shall not be considered to be a dwelling unit.

"RECREATIONAL VEHICLE PARK" means a parcel of land used or intended to be used for the parking of recreational vehicles on a transitory basis, and includes all buildings or structures thereon.

"RECREATIONAL VEHICLE SPACE" means an area of land located within a recreational vehicle park occupied or intended to be occupied by one recreational vehicle.

SECTION 5.1 (DESIGNATION OF DISTRICTS)

<u>SCHEDULE NO.</u>	<u>DISTRICT TITLE</u>	<u>SHORT DESIGNATION</u>
V	Public and Institutional	P
	Recreational Vehicle Park	P10

SECTION 6.7 (TEMPORARY BUILDINGS)

- (1) "A temporary building or structure shall not be used for dwelling purposes except in the case of a recreational vehicle or trailer when located in a recreational vehicle park or in an authorized motel or auto court, on a short term or temporary basis."

SCHEDULE NUMBER V

500. PUBLIC AND INSTITUTIONAL DISTRICTS (P)

510. RECREATIONAL VEHICLE PARK DISTRICT (P10)

This District provides for the development and regulation of recreational vehicle parks for the accommodation of recreational vehicles on a transitory basis.

510.1 Uses permitted:

- (1) Recreational vehicle parks
- (2) Accessory buildings and uses

510.2 Conditions of Use:

- (1) Every application for a recreational vehicle park development shall be subject to Preliminary Plan Approval in accordance with Section 7.3 of this By-law.
- (2) Each recreational vehicle park shall have an area of not less than 2 ha (4.94 acres).
- (3) Each recreational vehicle park shall include a buffer area, outdoor recreation space, a service building, vehicular and pedestrian circulation systems, and services and utilities in accordance with the provisions of the Burnaby Recreational Vehicle Park By-law, and shall be operated in accordance with the regulations contained in that By-law.
- (4) Each recreational vehicle shall be located on a separate recreational vehicle space which shall be provided with an asphalt or concrete stand in accordance with the provisions of the Burnaby Recreational Vehicle Park By-law.

510.3 Height of Buildings:

The height of a building shall not exceed 6.0m (19.69 feet).

510.4 Recreational Vehicle Spaces:

A variety of recreational vehicle space areas shall be provided in order to properly accommodate units of differing sizes. In no case, however, shall a recreational vehicle space have a width of less than 7.6m (25 feet) nor occupy an area of less than 93m² (1,000 square feet).

510.5 Recreational Vehicle Space Setbacks:

The following minimum setback requirements shall apply to the recreational vehicle stand from each of the boundaries delineating a recreational vehicle space on which is located:

- (1) Front (abutting a street) - 4.6m (15 feet) in depth.
- (2) Side - Setbacks shall be provided on each side of the recreational vehicle stand with a minimum width of 0.9m (3 feet) for the least setback and 3m (10 feet) for the sum of both setbacks.
- (3) Rear - 1.5m (5 feet) in depth.)

510.6 Off-Street Parking:

Off-street parking shall be provided and maintained in accordance with Schedule VIII of this By-law.

ITEM	4
MANAGER'S REPORT NO.	23
COUNCIL MEETING	85/03/25

700. COMPREHENSIVE DEVELOPMENT DISTRICTS (CD)

700.1 Uses Permitted:

- (3) Uses permitted in P1, P2, P3, P5, P6, P8, P9 or P10 Districts.

SCHEDULE NO. VIII OFF-STREET PARKING

Section 800.4 (Required Off-Street Parking Spaces)

USE

REQUIRED PARKING SPACES

- (32) Recreational Vehicle Parks Each towing vehicle or towed vehicle shall park within its assigned recreational vehicle space. In addition, a communal parking area or areas shall be provided on the recreational vehicle park site at a ratio of 1 parking space for each 20 recreational vehicle spaces in the recreational vehicle park.