

TO: CITY MANAGER

1995 SEPTEMBER 21

FROM: DIRECTOR PLANNING AND BUILDING

**SUBJECT: ZONING BYLAW TEXT AMENDMENT
PARKING AND ACCESS REQUIREMENTS**

PURPOSE: To propose amendments to the Burnaby Zoning Bylaw to clarify regulations and practice related to vehicular parking and access

RECOMMENDATION:

1. **THAT** the City Solicitor be authorized to prepare a bylaw amending the Burnaby Zoning Bylaw to reflect the modifications and clarifications regarding vehicular parking and access noted in this report.

R E P O R T

1.0 BACKGROUND INFORMATION:

- 1.1 From time to time, it is beneficial to review certain aspects of the Burnaby Zoning Bylaw to determine if it is adequately addressing the needs of Burnaby, as lifestyle, business and technological changes take place in society. In some cases, changes are recommended to accommodate private development initiatives which are considered appropriate for the City at this time. In other cases, such as the subject of this report, amendment bylaws are recommended in order to clarify existing regulations and practices, address regulatory problems and for housekeeping and consistency purposes.
- 1.2 Currently, the regulations and requirements for approving the parking, loading and access aspects of development plans are found both in the Zoning Bylaw and Engineering Departmental practices, which are based on recognized and generally accepted standards. Development plans are approved through the Rezoning, Preliminary Plan Approval and Building Permit processes by Planning and Building Department staff with input from the Traffic section of the Engineering Department and the Transportation section of the Planning Department on parking, loading and access matters.

2.0 GENERAL DISCUSSION:

2.1 Staff are concerned that there are a number of historical issues that complicate the review of development applications. The ability of the Director Engineering to enforce with fairness and consistency the Engineering standards that are not in the Bylaw has become increasingly difficult. It has become evident that certain aspects of the regulations in the Zoning Bylaw need clarification. Planning and Building Department staff and Engineering staff have discussed a number of areas of difficulty and would recommend the following amendments:

1) Change the wording for the minimum size of loading bays to reflect an actual minimum bay size and have a minimum width of 3 meters (9.8 ft).

- The requirements for loading space minimum sizes are described in Section 900.6(2) as follows:

All off-street loading and unloading spaces shall be of adequate size, and with adequate access thereto, to accommodate the types of vehicles which will be loading and unloading, but in no case shall be insufficient to accommodate a vehicle 9.0m (29.53 ft.) in length, 2.4m (7.87 ft.) in width and 3.5m (11.48 ft.) in height.

The minimum stall size for vehicular parking is stated in terms of actual stall size in the Zoning Bylaw, not the ability to accommodate vehicles. Similarly Planning and Engineering consider it much more effective and clearer to deal with loading bay sizes in terms of a minimum bay size, not the ability to accommodate vehicles.

- Thus, while it is considered necessary to have a 3m (9.8 ft.) minimum loading bay width to accommodate the required vehicles, the existing minimum length of 9.0m (29.53 ft.) and height of 3.5m (11.48 ft.) cited in the Bylaw are considered suitable and would remain unchanged.

2) Move the regulations for small car parking spaces from Section 800.4 to Section 800.7(2).

- This amendment is recommended for convenience and clarity for the development community. Section 800.7 contains the minimum stall requirements for standard parking stalls. The regulations for small car

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spaces should logically be located immediately after the regulations for the standard parking stalls.

It is also recommended that the number of small car parking spaces be permitted up to 35% of the total "provided" parking spaces, not the total "required" parking spaces, as is currently the case. As the proportion of small parking spaces should relate in a reasonable fashion to the number of cars that could use those spaces, it should relate to the number of spaces in a parking lot, not the number required, which may be considerably less than that provided. It is also considered beneficial to clarify that the maximum 35% is applied per property and cannot be concentrated on one property where the parking for a use(s) is on more than one property.

- 3) In addition, two other clarifications are recommended to be included in Section 800.7(2). The requirement for handicapped parking spaces was recently included in the Zoning Bylaw (Section 800.3.1), but the actual stall size was not referred to. It is recommended that the minimum handicapped parking stall size relate to that defined in the B.C. Building Code and be referred to in Section 800.7(2).

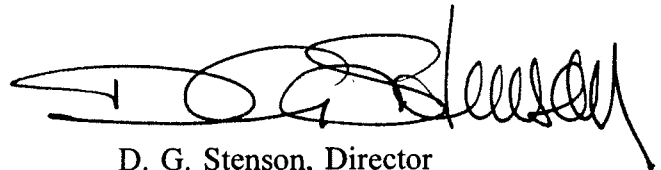
Another parking standard that should be included in Section 800.7(2) for clarity and convenience is that of minimum parallel parking stall dimensions and small car parallel parking stalls. This is currently administered by the Engineering Department through the application of recognized standards.

- 4) Section 800.7(1) states that the location of all points of ingress and egress to a parking area shall be subject to the approval of the Engineering Department. In practice, the Engineering Department also approves the number and width of access points to sites through the various development approval processes. This is also done based on standard Engineering guidelines. It is therefore recommended that in order to clarify this authority/procedure, reference to the number and width of driveway crossings be included in Section 800.7(1).
- 5) The final point involves the clarification of an existing situation to better deal with an enforcement issue. Currently, situations arise where legal parking spaces are removed to enclose a carport or garage in single and two-family residential districts, thus leaving vehicles to be parked illegally

within front yards, which is not permitted under Section 800.6. The authority to remove a driveway crossing has been questioned on the basis that a driveway does not necessarily have to serve a legal parking area. It is therefore recommended that a definition for "driveway" be included in the Zoning Bylaw stating that a driveway must access a legal parking or loading area. This definition is also considered suitable and applicable in multiple family housing districts.

3.0 CONCLUSION:

The preceding recommended Zoning Bylaw text amendments are proposed largely to clarify existing development standards. In addition to the bylaw amendments, the Engineering Department will be preparing a handout on development standards regarding parking, loading and access that will be available in conjunction with the existing Rezoning, Preliminary Plan Approval and Subdivision brochures.



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BW:gk

cc: City Solicitor
Director Engineering
Chief Building Inspector