

TO: CITY MANAGER

1996 MAY 06

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: REZONING REFERENCE #16/95
PARKING CONCERNS RAISED AT PUBLIC HEARING

PURPOSE: To respond to the parking concerns raised at the Public Hearing for this rezoning.

RECOMMENDATION:

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

R E P O R T

1.0 BACKGROUND:

- 1.1 On 1995 May 15, Council received a report on an application to rezone 3816 and 3844 Triumph Street and 3846 and 3871 Pandora Street from R5 Residential District to P1 Neighbourhood Institutional District to permit the construction of a new church. The report concluded that in light of the scope of the proposed institutional development as an expansion of the existing institutional complex, relative to the intended orientation of the P1 District and the surrounding single-family area, this Department could not support the rezoning request.

Following discussion of the report, Council directed staff to work with the applicant towards a suitable plan of development and to submit a Public Hearing report.

- 1.2 On 1996 January 16, Council received a report recommending that rezoning to CD Comprehensive Development District (based on P1 District guidelines) be advanced to a Public Hearing. The plan of development shows a new church with a floor area of 1,936m² (20,843 sq.ft.) and a seating capacity of 580, while retaining the existing church building and hall and rectory building.

At that time Council adopted the recommendation to advance this rezoning to a Public Hearing.

- 1.3 On 1996 February 20, the Public Hearing was held for Rezoning Reference #16/95. At that time Council received a number of letters and several personal presentations on the rezoning, both in support of and in opposition to the rezoning proposal. In addition, a petition containing 15 signatures was received expressing opposition to the rezoning. The majority of the concerns expressed related to parking in the area.

On 1996 March 4, Council gave Second Reading to the zoning bylaw amendment and directed staff to prepare a report on parking issues raised at the Public Hearing, together with options for resolving parking concerns, including but not limited to, "Resident Only Parking", signage for underground parking; and a written commitment that wherever possible, Church members will utilize Church parking facilities.

This report is in response to that direction.

2.0 GENERAL DISCUSSION:

- 2.1 Prior to discussing the possible methods of addressing the parking concerns, it is necessary to clarify certain statements made at the Public Hearing. The rezoning applicant stated that parking spaces will be provided in excess of those required by the Zoning Bylaw. The plan of development submitted to this Department is based on the cumulative parking requirements for the two main assembly areas of this institutional complex, which are the proposed church and the existing hall on Pandora Street. The parking shown on the plan meets, but does not exceed the requirements for these assembly uses. It is also necessary to acknowledge that the new church will potentially generate more parking demand in the area, even if the parish size does not increase. The existing church accommodates 240 seats, while the proposed church has a seating capacity of 580.
- 2.2 With respect to the use of the underground parking area which is already in existence and would be expanded if the rezoning is approved by Council, staff concur that this parking area is not well signed. A site visit revealed no signs advising St. Helen's parishioners of the availability of the underground parking area. The suitable plan of development could show directional signs at both vehicular entrances to the site clearly advising of the underground parking available.

In terms of a written commitment from the Church that Church members will utilize the church parking facilities, this Department has requested and received a letter from the Church Pastor indicating that regular announcements will be made at Church services requesting Church patrons to park on St. Helen's property and their concurrence that directional signs advising parishioners of the availability of the underground parking will

be posted. The Church Pastor also advises that the request to park in the church parking lot has been included in their Sunday bulletin the last few weeks.

While both of the above notification requirements are useful in informing parishioners about the on-site parking which is available and the potential neighbourhood problems related to street parking in the neighbourhood, requiring parishioners to park on St. Helen's property would not be enforceable, as parking by Church members on residential streets is not illegal.

- 2.3 With regard to the possibility of resident only parking, this issue has been dealt with by the Traffic Safety Committee a number of times in the past. On 1995 February 7, the Traffic Safety Committee received a comprehensive report from the Assistant Director Engineering, Traffic & Engineering Systems, which discussed resident parking only options. This report reviewed the current policies and regulations on this matter, existing examples of resident parking only in two abutting cities and a review of options for resident parking only. The report noted that Council's current policy regarding the regulation of on-street parking was approved on 1978 January 23 and reads as follows:

"That Council establish a policy whereby no portion of the public street system shall be set aside as resident parking zones for the sole use of select groups of individuals"

The only exception to this policy occurred when Council adopted a recommendation of the Traffic Safety Committee on 1978 July 31 to approve a request for "Resident Only Parking" in the vicinity of the Burnaby General Hospital.

The other general regulation that limits parking in front of private homes and businesses is Section 13(6) of the Burnaby Street and Traffic Bylaw. This section reads as follows:

"13(6) No person shall, between the hours of 8:00 o'clock in the morning and 6:00 o'clock in the afternoon, park any vehicle on any street abutting any premises used for residential purposes for more than three hours unless such premises are the property or residence of such person or the property of his employer."

Section 13(6) of the Street and Traffic Bylaw is, of course, not likely to be applicable to the problems related to church use parking, due to the short term nature of patron visits to the church.

The section of the report to the Traffic Safety Committee on different options included a detailed discussion of the advantages and disadvantages of resident only parking. The report concluded that the potential costs of a resident only parking program outweigh the benefits and that staff have found that the majority of resident parking concerns can be resolved within the existing regulatory framework.

At that time the Committee adopted the recommendation, indicating concurrence with the conclusion and Council adopted the Committee recommendation on 1995 February 20.

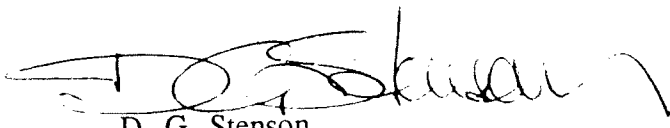
For information, a report was also submitted to the Traffic Safety Committee regarding parking problems in connection with an existing religious institutional facility - the Ismaili Jamatkhana Centre on Canada Way in January 1996. This report also concluded that this situation could be resolved using current regulatory methods, as well as direct resolution between the affected parties.

In light of the current Council policy and the recent report of the Traffic Safety Committee, resident parking only in the area is not recommended.

3.0 CONCLUSION:

- 3.1 In response to Council's direction to respond to the parking issues raised at the Public Hearing, staff have requested and received a letter from the Church Pastor indicating that regular announcements will be made requesting Church users to park on St. Helen's property and that the applicant will post directional signs advising church users of the availability of underground parking. Unless Council otherwise directs, the plan of development for this CD zoning will incorporate notation calling for directional signs at both vehicular entrances to the site indicating the location of access to the underground parking facility.

This is for the information of Council


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Director Planning and Building

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cc: Director Engineering