

**TRAFFIC SAFETY COMMITTEE**

**F**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: PARKING PROBLEM ON NORFOLK STREET**

**RECOMMENDATION:**

1. THAT a copy of this report be forwarded to Patricia Wakefield of 5409 Norfolk Street, Burnaby, BC, V5G 1G3.

**REPORT**

The Traffic Safety Committee, at its meeting held on 2006 November 07, received and adopted the *attached* report responding to concerns over a lack of street parking on Norfolk Street between Royal Oak Avenue and Douglas Road due to increasing residential density.

Respectfully submitted,

Councillor Nick Volkow  
Chair

Councillor Sav Dhaliwal  
Vice Chair

Councillor Garth Evans  
Member

Copied to: City Manager Director Planning & Building Director Engineering
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**TO:** CHAIR AND MEMBERS  
TRAFFIC SAFETY COMMITTEE

**DATE:** 2006 October 30

**FROM:** ASSISTANT DIRECTOR ENGINEERING,  
TRAFFIC AND ENGINEERING SYSTEMS

**FILE:** 38100-05  
*Reference:*

**SUBJECT:** **Parking Problem on Norfolk Street**

**PURPOSE:** To respond to concerns over a lack of street parking on Norfolk Street between Royal Oak Avenue and Douglas Road due to increasing residential density.

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**RECOMMENDATION:**

1. **THAT** A copy of this report be forwarded to Patricia Wakefield of 5409 Norfolk Street, Burnaby, BC, V5G 1G3.

**REPORT****1.0 Introduction**

At the 2006 September 05 Traffic Safety Committee correspondence was received from Patricia Wakefield of 5409 Norfolk Street raising a concern of overcrowding of on-street parking, and how it is related to increased residential density from new duplex construction. Staff were asked to report on the ramifications of the zoning on parking requirements.

**2.0 Background**

The properties along Norfolk Street from Royal Oak Avenue to Douglas Road are zoned as Residential District R12 (attachment) which allows for single family or two family dwellings on lots of 3300 square feet with a width of not less 30 feet. In addition to the maximum allowable floor space noted in the Bylaw, a minimum of one on-site parking space must be provided for each dwelling unit. This requirement is the same for all Residential District classifications but in recognition of the demand for multiple cars per household, builders exceed the minimum if possible.

For economic reasons the preponderance of new development in this area is semi detached (duplex) housing with garage parking off the rear lane. The narrow width of the subdivided lots limits garage parking to two cars – the minimum requirement per dwelling unit. Some older development provides carports or garages attached to the house allowing for paving of the rear yard. While this removes the amenity of the rear yard it allows for additional surface parking on site.

The demand for parking is apparently exacerbated by secondary suites in many of the housing units. In a past discussion one resident cited the ownership of seven cars in her half of a duplex.

To: Traffic Safety Committee  
From: Asst. Director Engineering, Traffic & Eng. Systems  
Re: Parking Problem on Norfolk Street  
2006 October 27..... Page 2

### 3.0 On Street Parking

The road on Norfolk is currently built to an interim standard with no curb, gutter or sidewalk and many residents take advantage of this by angle parking. These ad-hoc parking areas are apt to be of various standards, occasionally get paved but are not constructed to City standards in the sub-grade.

The following excerpt from the BC Motor Vehicle Act describes the required manner of parking for vehicles on-street.

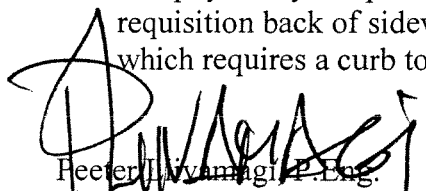
#### ***“Manner of Parking”***

*190. Except when a municipality or the Minister of Transportation and Highways permits, a driver must not stop, stand or park a vehicle on a roadway other than on the right side of the roadway and with the right hand wheels parallel to that side, and where there is a curb, within 30 cm of the curb.”*

### 4.0 Discussion and Conclusion

It is generally accepted that angle parking is not as safe as parallel parking especially in situations where pedestrians are forced to walk on the road. When Norfolk is constructed to a “final” standard with a curb to curb width of 8.5m road width flanked by boulevard landscaping, street lights and sidewalks it would not be possible for angle parking to occur.

It is physically not possible to provide these normal street amenities for pedestrians or the requisition back of sidewalk utility corridor on a 20m right of way with angle parking, which requires a curb to curb width 18-19m.



Heeter, J. V. M. P. Eng.  
Assistant Director Engineering,  
Traffic and Engineering Systems

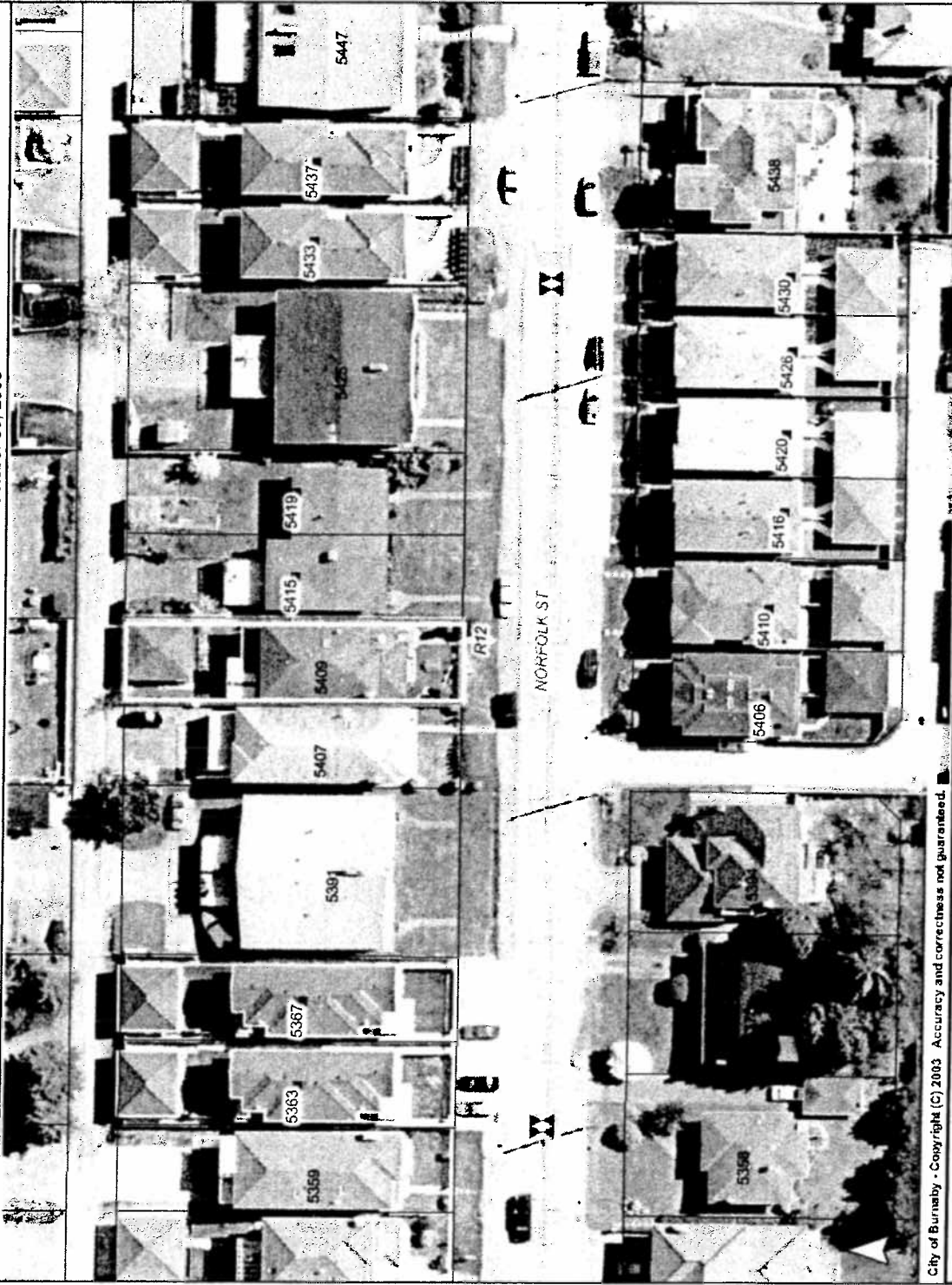
MDS:cg  
Attachment

Copied to: City Manager  
Director Planning and Building

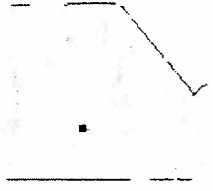


# 5409 Norfolk Neighbourhood

October 30, 2006



- Selected Features
- Parks
  - Parking To Be Acquired
  - Parkland
  - Boundary
- Skytrain Lines
- Skytrain Stations
- Skytrain Addresses
- Addresses
- Lot
- Street Intersections
- Trails, Signal
- Speed Humps
- Speed Hump
- Zoning
- Roads
  - Private
  - Residential
  - Collector
  - Arterial
  - Freeway
- Hydrology
- Colour 2004

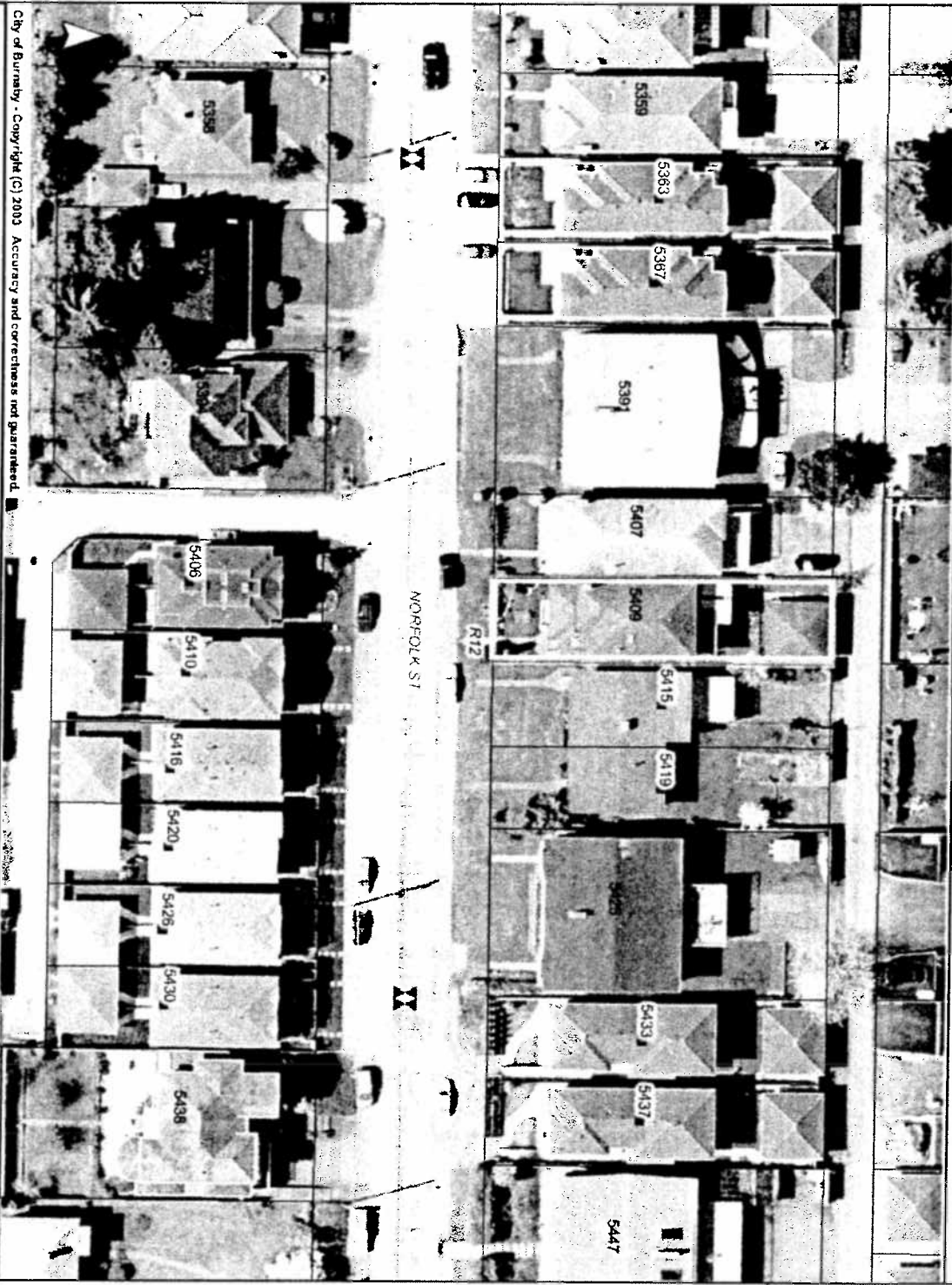


Map Scale  
1 : 750

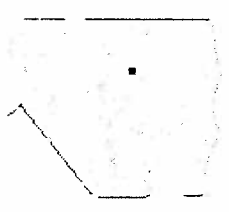
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October 30, 2006



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- Skytrain Stations
- Skytrain Lines
- Strata Addresses
- Addresses
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