
PLANNING AND DEVELOPMENT COMMITTEE

TO: MAYOR AND COUNCILLORS

**SUBJECT: PROPOSED ZONING BYLAW AMENDMENTS – PARKING AND
LOADING JANUARY 2024**

RECOMMENDATION:

THAT the proposed amendments to *Burnaby Zoning Bylaw, 1965*, as described in Section 3.0 of the report titled “Proposed Zoning Bylaw Amendments – Parking and Loading January 2024” dated January 10, 2024, be approved; and

THAT the City Solicitor be authorized to bring forward amendments to *Burnaby Zoning Bylaw, 1965*, substantially as set out in *Attachment 1* and *Attachment 2* of the report, for advancement to a future Public Hearing.

REPORT

The Planning and Development Committee, at its meeting held on January 10, 2024, received and adopted the attached report proposing a number of amendments to the parking and loading sections of the Burnaby Zoning Bylaw in response to the Transit-Oriented Development Parking and Transportation Demand Management Policy report recommendations and recent changes to the *Local Government Act*.

On behalf of the Planning and
Development Committee,

Mayor Mike Hurley
Chair

Councillor Pietro Calendino
Vice Chair

TO: PLANNING AND DEVELOPMENT COMMITTEE (PDC)
FROM: GENERAL MANAGER PLANNING AND DEVELOPMENT
SUBJECT: **PROPOSED ZONING BYLAW AMENDMENTS – PARKING AND LOADING JANUARY 2024**
PURPOSE: To propose a number of amendments to the parking and loading sections of the Burnaby Zoning Bylaw in response to the Transit-Oriented Development Parking and Transportation Demand Management Policy report recommendations and recent changes to the *Local Government Act*.

RECOMMENDATION

THAT the proposed amendments to *Burnaby Zoning Bylaw, 1965*, as described in Section 3.0 of the report titled “Proposed Zoning Bylaw Amendments – Parking and Loading January 2024” dated January 10, 2024, be approved; and

THAT the City Solicitor be authorized to bring forward amendments to *Burnaby Zoning Bylaw, 1965*, substantially as set out in *Attachment 1* and *Attachment 2* of the report, for advancement to a future Public Hearing.

1.0 POLICY SECTION

The proposed amendments to the *Burnaby Zoning Bylaw, 1965* (“Zoning Bylaw”) align with the following Council-adopted policies:

- *Corporate Strategic Plan (2022)*,
- *Official Community Plan (1998)*,
- Burnaby Transportation Plan (2021),
- Environmental Sustainability Strategy (2016),
- Burnaby Community Energy and Emissions Plan (2016), and
- Climate Action Framework (2019).

2.0 BACKGROUND

On October 16, 2023, Council adopted recommendations to implement a Transit-Oriented Development (TOD) Parking and Transportation Demand Management (TDM) Policy through necessary bylaw amendments. The policy report highlighted opportunities to decrease parking requirements in transit-oriented development areas and promote mode-shift by introducing transportation demand management infrastructure and programs.

Following Council’s adoption of the TOD and TDM Policy recommendations, the Province introduced and gave royal assent to *Bill 47-2023 – Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023* (“**Bill 47**”). Effective as of December 7, 2023, Bill 47 amended the *Local Government Act* to prohibit municipalities from requiring a minimum number of parking spaces for residential uses within transit-oriented development areas, with the exception of accessible parking spaces. This report is being brought forward to incorporate the recommendations of the TOD and TDM Policy report, taking into consideration the recent Provincial legislative changes related to minimum parking requirements in transit-oriented development areas. Separate text amendments will be advanced to Council both prior and subsequent to June 30, 2024, to incorporate the remaining changes mandated by the new Provincial legislative changes related to small-scale multi-unit housing and minimum residential densities within transit-oriented development areas.

As part of this report, additional amendments to the parking section of the Zoning Bylaw are proposed to address forthcoming changes to the British Columbia Building Code and to improve development approval processes by simplifying regulations and incorporating common rezoning requirements into the Zoning Bylaw. Prior to the completion of the Zoning Bylaw re-write, further interim amendments may be required.

At this time, this report presents several Zoning Bylaw amendments regarding:

- 1. Bicycle parking and end-of-trip facilities;
- 2. Off-street vehicle parking requirements; and
- 3. Off-street loading requirements.

3.0 GENERAL INFORMATION

Summary of Zoning Bylaw Text Amendments

The proposed text amendments are detailed in (*Attachment 1 and Attachment 2*) and a summary of the changes is provided below.

3.1 Bicycle Parking and End-of-Trip Facilities

Bicycle parking and end-of-trip facility requirements for residential, commercial, institutional, and industrial uses are being proposed through this report. Although bicycle parking spaces and end-of-trip facilities are typically addressed during the Comprehensive Development rezoning process, the current Zoning Bylaw only requires such infrastructure in the P11 - Simon Fraser University Neighbourhood District. To advance City policies and the recommendations of the TOD and TDM Policy report, staff are proposing to formalize the bicycle parking and end-of-trip facility requirements in a new schedule to the Zoning Bylaw. The proposed amendment introduces two types of bicycle parking spaces, Class A and Class B, each serving distinct purposes. Class A spaces prioritize secure and weather-protected bicycle parking for residents, employees, or individuals spending extended periods of time on-site, while Class B spaces focus on providing conveniently located and easily accessible bicycle parking for site visitors. The proposed amendments also introduce design standards specific to

Class A and Class B bicycle parking spaces. In instances where multiple Class A bicycle parking spaces must be provided, a bicycle repair station and end-of-trip facility may also be required. The proposed amendment introduces a requirement for end-of-trip facilities for non-residential uses where 4 or more Class A spaces are required to promote cycling, walking, or running to work.

3.2 Off-Street Parking

As part of this report, several changes to the off-street parking requirement for residential and commercial uses are proposed.

3.2.1 Residential Parking Rates

In alignment with the TOD & TDM Policy report, a reduced parking rate is proposed for multiple-family dwelling units and purpose-built rental units. The proposed amendment also introduces a definition for transit-oriented development areas, which is limited to lots that are located within 800 m of a passenger rail station or 400 m of a bus exchange. To align with the recent changes to the *Local Government Act*, the proposed amendments remove the off-street parking requirement for all residential uses within transit-oriented development areas. To further simplify the Zoning Bylaw, parking requirements for specific residential categories, such as townhouses that have direct access to the ground level, are being consolidated under more general residential categories.

3.2.2 Accessible Parking Rates

While the recent changes in provincial legislation limit a municipality’s ability to require residential parking within transit-oriented development areas, a municipality may continue to require accessible parking spaces within transit-oriented development areas. The proposed amendments present a new method for calculating the accessible parking requirement for multiple family dwelling units to ensure these spaces are still provided within transit-oriented development areas. The new calculation method is based on the total number of dwelling units rather than the number of adaptable units and required off-street parking spaces. This amendment also considers forthcoming changes to the British Columbia Building Code, which is anticipated to require all new dwelling units in apartments and condominiums to be adaptable.

The proposed amendments also include an updated accessible parking requirement for multiple family dwellings and non-residential uses to better align with other municipalities in the region. For all new multiple family dwellings, the greater of 1 accessible parking space and 0.04 accessible parking spaces per dwelling unit must be provided. For non-residential uses, the greater of 2 accessible parking spaces and 0.02 accessible parking spaces per provided parking space must be provided.

3.2.3 Commercial Parking Rates

To encourage neighbourhood-scale commercial development, the proposed amendments remove the minimum parking requirement for commercial uses in the C1 District and for commercial uses in the C2 District with less than 235 m² (2,529.52 sq. ft.) of floor area. The parking requirement for several specific commercial categories, such as drive-in restaurants, cafes, and discotheques are also being consolidated to further simplify the Zoning Bylaw.

3.2.4 Transportation Demand Management Measures

In alignment with the recommendations adopted in the TOD and TDM Policy report, the proposed Zoning Bylaw amendments introduce a requirement for TDM for all new apartment buildings in Burnaby. This requirement is intended to supplement TDM infrastructure, such as bicycle parking and end-of-trip facilities, with monetary contributions to enhance programs that support alternative transportation. A policy guide is being prepared by Transportation Engineering to clarify the financial contribution required for TDM.

3.3 Off-Street Loading

To further enhance opportunities for neighbourhood-scale commercial development, the proposed amendments remove the minimum loading requirement for commercial uses in the C1 District. Greater opportunities to share loading spaces across different uses are also being proposed, subject to the submission of a loading management plan. Finally, as there were previously no residential loading requirements in the Bylaw, a new minimum requirement for residential loading spaces is being proposed for developments with 100 dwelling units or more.

4.0 COMMUNICATION AND COMMUNITY ENGAGEMENT

The Zoning Bylaw amendments will require a Public Hearing prior to adoption. Notice of the Public Hearing will be published on the City’s website and distributed through the City’s email subscription service, not less than 3 days and not more than 10 days before the Public Hearing, and posted at the City’s public notice posting place.

5.0 FINANCIAL CONSIDERATIONS

There are no financial considerations related to the proposed Zoning Bylaw amendments.

Respectfully submitted,

E.W. Kozak, General Manager Planning and Development

ATTACHMENTS

- Attachment 1 – Proposed Zoning Bylaw Amendments
- Attachment 2 – Proposed Zoning Bylaw Amendments Schedule X

REPORT CONTRIBUTORS

This report was prepared by Kaitlynn Given, Planner 1 and reviewed by Mark Norton, Planner 3, Johannes Schumann, Director Neighbourhood Planning and Urban Design, Kathy Ho, Senior Manager of Transportation, and Jennifer Wong, Assistant City Solicitor.

Attachment 1 – Proposed Zoning Bylaw Amendments

This attachment outlines the proposed amendments to the *Burnaby Zoning Bylaw, 1965*. The proposed amendments are provided in the following set of tables, which indicate the relevant Zoning Bylaw section, the existing text, and the proposed text. Proposed text additions are underlined and proposed text removals are struck through.

The tables are organized under the following topics:

- Bicycle Parking & End of Trip Facilities
- Off-Street Parking
- Off-Street Loading

Bicycle Parking & End of Trip Facilities

Section	Current	Proposed
Entire Bylaw	Off-Street Parking	Off-Street <u>Vehicle</u> Parking
Table of Contents	Schedules	Schedules <u>Schedule Number X</u> <u>1000. Off-Street Bicycle Parking & End of Trip Facilities</u>
3	"BICYCLE PARKING FACILITIES, RESIDENT / EMPLOYEE" means bicycle parking facilities that are located within either: (a) a locked room or secured enclosure within a building, access to which room or enclosure is restricted to persons residing or employed in the building and who require access for the purpose of parking their bicycles; or (b) fully enclosed and secured bicycle lockers for single bicycles, access to each of which is available only to the owner or operator of the bicycle stored in that locker. (B/L No.11462-03-01-20)	Repeal Definition
3	"BICYCLE PARKING FACILITIES, VISITOR/CUSTOMER" means bicycle parking racks securely affixed to the ground or to a building. (B/L No. 11462-03-01-20)	Repeal Definition
3	N/A	<u>"CLASS A BICYCLE PARKING"</u> means <u>a secure and weather-protected place to park bicycles for employees, students, residents, commuters and others who</u>

		<u>generally stay at a site for several hours or longer.</u>
3	N/A	<u>“CLASS B BICYCLE PARKING” means a convenient and readily accessible place to park bicycles for shoppers, customers, messengers and other visitors.</u>
5	5.3(2) Schedules Off-Street Parking and Off-Street Loading Schedules: Off-Street parking and off-street loading regulations shall be set forth in the Off-Street Parking and Off-Street Loading Schedules which are hereby made and declared to be an integral part of this Bylaw.	5.3 Schedules: <u>Off-Street Vehicle Parking, and Off-Street Loading, and Off-Street Bicycle Parking & End of Trip Facilities Schedules: Off-street vehicle parking, and off-street loading, and off-street bicycle parking & end of trip facilities regulations shall be set forth in the Off- Street Vehicle Parking, and Off-Street Loading, and Off-Street Bicycle Parking & End of Trip Facilities Schedules which are hereby made and declared to be an integral part of this Bylaw.</u>
511.16	511.16 Bicycle Parking: (1) Every multiple-family dwelling containing three or more dwelling units, including secondary rental areas contained within multi-family flex-units, shall be provided with resident/employee parking facilities capable of accommodating the parking of that number of bicycles determined on the following basis: (a) 1 resident bicycle parking space per unit; and, (b) 0.2 visitor bicycle parking spaces per unit. (2) Every non-residential use shall be provided with resident/employee bicycle parking facilities or visitor/customer bicycle parking facilities, or a combination of both, capable of accommodating the parking of at least that number of bicycles that is equal to 10 per cent of the off-street vehicle parking spaces required for that use. (3) Where the calculation of bicycle parking spaces under this section results in a fractional parking	Repeal Section

	space, one parking space shall be provided to meet the fractional requirement.																															
511.17	<p>511.17 End of Trip Facilities: (1) Every office development or other non-residential use building in which persons are employed, the gross floor area of which exceeds 4,000 m2 (43,060 sq.ft.), shall be provided with end-of-trip facilities for the use of employees cycling to work, including showers, lockers, change rooms and wash basins, available only to those employees, as follows:</p> <table border="1"> <thead> <tr> <th></th> <th colspan="4">MINIMUM NUMBER (FOR EACH SEX) OF:</th> </tr> <tr> <th>Required Number Bicycle Parking Spaces</th> <th>Change Rooms</th> <th>Locker</th> <th>Wash Basins</th> <th>Shower</th> </tr> </thead> <tbody> <tr> <td>0-3</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>4-20</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>21-29</td> <td>1</td> <td>2</td> <td>1</td> <td>2</td> </tr> <tr> <td>OVER 29</td> <td>1</td> <td>4</td> <td>2</td> <td>3</td> </tr> </tbody> </table>		MINIMUM NUMBER (FOR EACH SEX) OF:				Required Number Bicycle Parking Spaces	Change Rooms	Locker	Wash Basins	Shower	0-3	0	0	0	0	4-20	1	1	1	1	21-29	1	2	1	2	OVER 29	1	4	2	3	Repeal Section
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21-29	1	2	1	2																												
OVER 29	1	4	2	3																												
700.2	(2) Exceptions to the applicable parking and loading, carwash facility, screening and landscaping, fence and retaining wall, minimum frontage of a business, projection into required yards and bulk regulations of this Bylaw may be permitted, provided that the floor area ratio and density for the development as a whole are in conformity with the applicable requirements of this Bylaw, and that such exception results in an improved relationship between the various parts of the proposed development.	(2) Exceptions to the applicable <u>bicycle parking, vehicle parking</u> and loading, carwash facility, screening and landscaping, fence and retaining wall, minimum frontage of a business, projection into required yards and bulk regulations of this Bylaw may be permitted, provided that the floor area ratio and density for the development as a whole are in conformity with the applicable requirements of this Bylaw, and that such exception results in an improved relationship between the various parts of the proposed development.																														
700.3 (1)	(a) A site plan or plans, including legal descriptions of the area to be developed, showing the location of all existing and proposed buildings, streets, lanes, highways, driveways, parking and loading areas, sidewalks, street lighting, utilities and utility	(a) A site plan or plans, including legal descriptions of the area to be developed, showing the location of all existing and proposed buildings, streets, lanes, highways, driveways, <u>bicycle parking, vehicle parking</u> and																														

	easements, streams and other topographical features of the site.	loading areas, sidewalks, street lighting, utilities and utility easements, streams and other topographical features of the site.
Schedule X	N/A	<u>Schedule X Off-Street Bicycle Parking & End of Trip Facilities</u> <i>*see Attachment 2 2023-01-10</i>

Off-Street Parking

Section	Current	Proposed
3	N/A	<p><u>"TRANSIT ORIENTED DEVELOPMENT AREA"</u> means a lot that is located within 800 m (2,624.67 ft.) of a passenger rail station, as defined in the <i>Local Government Act</i> and regulations thereto, or 400 m (1,312.34 ft.) of a bus exchange, as defined in the <i>Local Government Act</i> and regulations thereto.</p>
3	N/A	<p><u>"TRANSPORTATION DEMAND MANAGEMENT MEASURES"</u> means initiatives or infrastructure aimed at maximizing sustainable transportation choices and reducing single occupancy vehicle trips.</p>
800.3.1(2)	<p>(a) Adaptable housing units, and accessible housing units.</p> <p><i>Required Accessible Parking Spaces</i> 1 for each 2 dwelling units</p>	<p>(a) Adaptable housing units, and accessible housing units. <u>Multiple family dwellings; excluding townhouse dwellings or row housing dwellings.</u></p> <p><i>Required Accessible Parking Spaces</i> 1 for each 2 dwelling units</p> <p><u>The greater of:</u></p> <ul style="list-style-type: none"> (a) <u>1 accessible parking space; and</u> (b) <u>0.04 accessible parking spaces for each dwelling unit.</u>
800.3.1(2)	<p>(b) Senior citizen housings, category A and B supportive housing facilities, hospitals, rest homes, private hospitals, medical and dental offices and clinics, group homes, and similar uses.</p> <p><i>Required Accessible Parking Spaces</i> 1 for 1 – 15 required parking spaces 2 for 16 – 30 required parking spaces 3 for 31 – 60 required parking spaces 4 for 61 – 90 required parking spaces 5 for 91 – 150 required parking spaces 1 additional</p>	Repeal

	accessible parking for every 100 parking spaces or portion thereof, in excess of 150	
800.3.1(2)	<p>(c) All uses other than single family dwellings, two family dwellings, row housing dwellings, townhouse dwellings, and uses referred to in Clause (a) and (b) above.</p> <p><i>Required Accessible Parking Spaces</i> 1 for 1 – 25 required parking spaces 2 for 26 – 50 required parking spaces 3 for 51 – 100 required parking spaces 1 additional accessible parking for every 100 parking spaces or portion thereof, in excess of 100</p>	<p>(c) All uses other than <u>residential use single family dwellings, two family dwellings, row housing dwellings, townhouse dwellings, and uses referred to in Clause (a) and (b) above.</u></p> <p><i>Required Accessible Parking Spaces</i> 1 for 1 – 25 required parking spaces 2 for 26 – 50 required parking spaces 3 for 51 – 100 required parking spaces 1 additional accessible parking for every 100 parking spaces or portion thereof, in excess of 100</p> <p><u>The greater of:</u> (a) <u>2 accessible parking spaces; and</u> (b) <u>0.02 accessible parking spaces for each provided parking space.</u></p>
800.3.1(2)	<p>(d) All uses</p> <p><i>Required Accessible Parking Spaces</i> For every 3 accessible parking spaces required, 1 shall be a van accessible parking space</p>	<p>(d) All uses</p> <p><i>Required Accessible Parking Spaces</i> For every 3 accessible parking spaces required, 1 shall be a van accessible parking space</p> <p><u>The first accessible parking space provided, and every tenth accessible parking space provided thereafter, must be a van accessible parking space.</u></p> <p><u>Additionally, where visitor parking is provided, a minimum of 1 visitor parking space shall be a van accessible parking space.</u></p>
800.3.1(2)	<p>(e) For multiple family dwellings including townhouses and apartments, non-profit housing developments that receive rent supplement assistance from a government or government agency, and purpose-built rental housing, in the RM and P Districts,</p>	<p>Repeal</p>

	<p>where the total number of visitor parking spaces provided on site exceeds 5 parking spaces.</p> <p><i>Required Accessible Parking Spaces</i> A minimum of 1 visitor parking space shall be van accessible parking space</p>	
800.3.1(5)	(a) be located close to the elevator, vestibule, and building or lobby entrance of the principal building or use for which the off-street parking space is provided, including parking spaces provided pursuant to subsections 800.5(2) and 800.5(4) with a direct and unobstructed access thereto;	(a) be located close to the elevator, vestibule, and building or lobby entrance of the principal building or use for which the off-street parking space is provided, including parking spaces provided pursuant to subsections 800.5(2) and 800.5(4)A, with a direct and unobstructed access thereto;
800.3.1(5)	(b) have an adjacent access aisle on one side of the regular accessible and van accessible parking space, and to the rear of the parallel accessible and van accessible parking space, with a minimum width of 1.2 m (3.94 ft.). A single access aisle used jointly by two adjacent regular accessible and van accessible parking spaces shall have a minimum width of 1.5 m (4.92 ft.). The adjacent access aisle shall be marked with diagonal markings or paintings on the surface;	(b) have an adjacent access aisle on one side of the regular accessible and van accessible parking space, and to the rear of the parallel accessible and van accessible parking space, with a minimum width of <u>1.5 m (4.92 ft.)</u> . A single access aisle <u>may be</u> used jointly by two adjacent regular accessible and van accessible parking spaces shall have a minimum width of 1.5 m (4.92 ft.) . The adjacent access aisle shall be marked with diagonal markings or paintings on the surface;
800.3.1	(6) In a strata titled development, accessible and van accessible parking spaces shall be held in common ownership and shall not be assigned to any strata lot.	<p>(6) In a strata titled development, accessible and van accessible parking spaces shall be held in common ownership and shall not be assigned to any strata lot.</p> <p><u>Accessible and van accessible parking spaces intended for residential use may not be assigned except to a resident of a dwelling unit with a physical disability provided that up to 50% of the accessible parking spaces may be assigned to a resident without a physical disability on a temporary basis subject to the following: if</u></p>

		<p><u>a resident with a physical disability requests the use of an accessible parking space and one has been temporarily assigned to a resident without a physical disability, then the accessible parking space must be made available to the resident with a physical disability, within sixty (60) days of a request being submitted to the strata corporation or owner, as applicable, responsible for administering the accessible parking spaces.</u></p>
800.3.2(2)	<p>Accessible parking spaces shall be provided in accordance with the following,</p>	<p>Accessible parking spaces shall be provided in accordance with the following, <u>unless a lot is located in a transit-oriented development area:</u></p>
800.3.2(2)	<p>(a) Lot with a laneway home</p> <p><i>Required Accessible Parking Spaces</i> 1 van accessible parking space per primary dwelling unit</p>	<p>(a) Lot with a laneway home</p> <p><i>Required Accessible Parking Spaces</i> 1 van-accessible parking space per primary dwelling unit</p>
800.3.2(2)	<p>(b) Lot with a ground level suite</p> <p><i>Required Accessible Parking Spaces</i> 1 van accessible parking space per primary dwelling unit</p>	<p>(b) Lot with a ground level suite</p> <p><i>Required Accessible Parking Spaces</i> 1 van-accessible parking space per primary dwelling unit</p>
800.3.2(2)	<p>(c) Lot with a single family dwelling with a secondary suite and no laneway home</p> <p><i>Required Accessible Parking Spaces</i> 1 regular accessible parking space</p>	<p>Repeal</p>
800.3.2(2)	<p>(d) Lot with semi-detached dwelling with a secondary suite that is not a ground level suite</p> <p><i>Required Accessible Parking Spaces</i></p>	<p>(d) Lot with semi-detached dwelling with a secondary suite that is not a ground level suite</p> <p><i>Required Accessible Parking Spaces</i></p>

	1 regular accessible parking space per primary dwelling unit with a secondary suite that is not a ground level suite	1 regular -accessible parking space per primary dwelling unit with a secondary suite that is not a ground level suite
800.3.2	(4) The minimum dimensions of accessible and van accessible parking spaces are as set out in Section 800.3.1(3).	(4) The minimum dimensions of accessible and van accessible parking spaces <u>and associated access aisles</u> are as set out in Section 800.3.1(3) <u>and Section 800.3.1(5)(b).</u>
800.4	Off-street vehicular parking or garage spaces shall be provided in accordance with the standards in this section. In the case of a use not specifically mentioned, the required off- street parking spaces shall be the same as for a similar use.	Off-street vehicular parking or garage spaces shall be provided in accordance with the standards in this section. In the case of a use not specifically mentioned, the required off- street parking spaces shall be the same as for a similar use. <u>For all uses, other than single and two-family residential, the Director of Planning and Building may vary the required off-street parking spaces subject to the approval of a parking study.</u>
800.4	(1) Single family dwelling without a secondary suite or laneway home, two family dwellings without a secondary suite, and row-house dwellings. <i>Required Parking Spaces</i> 1 for each dwelling unit	(1) Single family dwelling without a secondary suite or laneway home, two family dwellings without a secondary suite, and row house dwellings. <i>Required Parking Spaces</i> 1 for each dwelling unit <u>Residential uses located within a transit-oriented development area.</u> <i>Required Parking Spaces</i> <u>No parking required.</u>
800.4	(1a) Single family dwelling with secondary suite and/or laneway home, and two family dwellings with a secondary suite <i>Required Parking Spaces</i> 1 outdoor parking space or carport space for each primary dwelling unit, which: (a) meets the accessibility requirements of Section 800.3.2; and (b) is accessed from:	(1a) Single family dwelling with secondary suite and/or laneway home, and two family dwellings with a secondary suite <i>Required Parking Spaces</i> 1 outdoor parking space or carport space for each primary dwelling unit, which: (a) meets the accessibility requirements of Section 800.3.2; and

	<p>(i) a lane; or (ii) subject to the approval of the Director Engineering, on a corner lot, from the street abutting the side lot line; or (iii) subject to the approval of the Director Engineering, on a through lot, from the rear street.</p>	<p>(b) is accessed from: (i) a lane; or (ii) subject to the approval of the Director Engineering, on a corner lot, from the street abutting the side lot line; or (iii) subject to the approval of the Director Engineering, on a through lot, from the rear street.</p> <p><u>Single family dwelling (with or without a secondary suite), two family dwellings without a secondary suite, and row-house dwellings.</u></p> <p><u>Required Parking Spaces</u> <u>1 for each primary dwelling unit</u></p>
	<p>N/A</p>	<p><u>(1b) Single family dwelling (with or without a secondary suite) with a laneway home, and two family dwellings with a secondary suite.</u></p> <p><u>1 outdoor parking space or carport space for each primary dwelling unit, which:</u> <u>(a) meets the accessibility requirements of Section 800.3.2; and</u> <u>(b) is accessed from:</u> <u>(i) a lane; or</u> <u>(ii) subject to the approval of the Director Engineering, on a corner lot, from the street abutting the side lot line; or</u> <u>(iii) subject to the approval of the Director Engineering, on a through lot, from the rear street.</u></p>
<p>800.4</p>	<p>(2) Multiple family dwellings Visitor parking shall be identified by a sign with the words "VISITOR PARKING", shall be at a location that is safe, convenient and easily found. Security gates at the entrance to underground visitors parking areas may be permitted on the following conditions:</p>	<p>(2) Multiple family dwellings, <u>excluding multi-family flex-units</u></p> <p><u>Required Parking Spaces</u> <u>1.0 for each dwelling unit, plus</u> <u>0.05 per dwelling unit for visitor parking</u></p>

	<p>(a) access shall be controlled by an intercom system that is located on the property in close proximity to the visitors parking area to ensure the security of the visitors parking area but avoiding impediments to vehicular circulation at its entrance. The security gate shall be able to be easily opened by the operator of the vehicle without involving a third party;</p> <p>(b) a functional turn-around area shall be provided at the entrance to the visitors parking area to permit adequate vehicle manoeuvring without the need for reversing the vehicle in the event that the visitor does not gain access to the visitors parking area through the security gate;</p> <p>(c) the underground visitors parking area shall be separated from any underground residents parking area by a further security gate to maintain the security of the residents parking area. The visitors parking area shall be identified by large and clear signage, differentiated from resident parking and available to visitors 24 hours per day;</p> <p>(d) pedestrian access to the visitor parking area (both external and internal) and from the visitor parking area to the main lobby or an individual residential unit shall be adequately identified with signage that is clear in its directions to the visitor. (B/L No. 12042-06-02-20)</p>	<p>Visitor parking shall be identified by a sign with the words "VISITOR PARKING", shall be at a location that is safe, convenient and easily found. Security gates at the entrance to underground visitors parking areas may be permitted on the following conditions:</p> <p>(a) access shall be controlled by an intercom system that is located on the property in close proximity to the visitors parking area to ensure the security of the visitors parking area but avoiding impediments to vehicular circulation at its entrance. The security gate shall be able to be easily opened by the operator of the vehicle without involving a third party;</p> <p>(b) a functional turn-around area shall be provided at the entrance to the visitors parking area to permit adequate vehicle manoeuvring without the need for reversing the vehicle in the event that the visitor does not gain access to the visitors parking area through the security gate;</p> <p>(c) the underground visitors parking area shall be separated from any underground residents parking area by a further security gate to maintain the security of the residents parking area. The visitors parking area shall be identified by large and clear signage, differentiated from resident parking and available to visitors 24 hours per day;</p> <p>(d) pedestrian access to the visitor parking area (both external and internal) and from the visitor parking area to the main lobby or an individual residential unit shall be adequately identified with signage that is clear in its directions to the visitor. (B/L No. 12042-06-02-20)</p>
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<p>800.4(2)</p>	<p>(a) Townhouses, being multiple family dwellings wherein each unit has direct access to the ground level either by stairs or at grade.</p> <p><i>Required Parking Spaces</i> 1.75 for each dwelling unit, of which a minimum of 0.25 spaces per unit shall be provided for visitor parking.</p>	<p>(a) Repeal</p>
	<p>(a.1) Townhouses in RM6 Districts. (B/L No. 9632-93-11-08)</p> <p><i>Required Parking Spaces</i> 1.0 for each dwelling unit.</p>	<p>(a.1) Repeal</p>
	<p>(a.2) Apartments in C8 and C8a Districts. (B/L No. 9632-93-11-08)</p> <p><i>Required Parking Spaces</i> 1.0 for each dwelling unit.</p>	<p>(a.2) Repeal</p>
	<p>(b) Apartments, being multiple family dwellings wherein access to the units is by means of a common corridor.</p> <p><i>Required Parking Spaces</i> 1.6 for each dwelling unit of which a minimum of 0.25 spaces per unit shall be provided for visitor parking.</p>	<p>(b) Repeal</p>
	<p>(b.1) Apartments in RM3s, RM4s and RM5s Districts</p> <p><i>Required Parking Spaces</i> Notwithstanding subsection (b), for developments entitled to a supplementary density bonus under section 203.6(3), 204.6(3) or 205.6(3), the parking space requirement shall be reduced from 1.6 per dwelling unit to a minimum 1.1 per dwelling unit in direct proportion to the</p>	<p>(b.1) Repeal</p>

	ratio that the actual supplementary density incorporated in that development bears to the maximum supplementary density that was available (eg. a development eligible for 50% of the maximum supplementary density would have a reduced parking requirement of 1.35 spaces for each dwelling unit).	
	<p>(c) Non-profit housing, whether townhouses or apartments, that receives rent supplement assistance from a government or government agency.</p> <p><i>Required Parking Spaces</i> 1.5 for each dwelling unit of which a minimum of 0.2 spaces per unit shall be provided for visitor parking.</p>	(c) Repeal
	<p>(d) Townhouses and apartments in P11e Districts.</p> <p><i>Required Parking Spaces</i> 1.0 for each dwelling unit that is not a multi-family flex unit, plus- 1.25 for each dwelling unit that is a multi-family flex unit, plus – 0.1 for each bedroom in excess of 1 bedroom within a dwelling unit (excluding bedrooms located within the rental accommodation area in multi-family flex-units), plus – 0.2 per dwelling unit for visitor parking (of which not more than 0.1 may be permanently provided on another site within 400 m (1,312 ft.) walking distance, but at least 0.1 of which, including all required visitors’ handicap spaces, shall be provided on-site).</p>	(d) Repeal
800.4 (2)	N/A	<p>(e) <u>Multi-family flex-unit</u></p> <p><i>Required Parking Spaces</i></p>

		<u>1.25 for each dwelling unit, plus 0.05 per dwelling unit for visitor parking</u>
800.4	(2.1) Purpose-built rental housing in the RM and P District, all of their subdistricts, and the Comprehensive Development District, or portion thereof. <i>Required Parking Spaces</i> 0.6 for each rental unit inclusive of 0.1 visitor parking, or as determined through a parking study approved by the Director of Planning and Building.	(2.1) Repeal
800.4	(2.2) Purpose-built rental housing in the C1, C2, C3, C8, and C9 Districts, all of their sub-districts, and the Comprehensive Development District, or portion thereof, based on the above noted Districts. (B/L No. 14206-20-10-26) <i>Required Parking Spaces</i> 0.6 for each rental unit inclusive of 0.1 visitor parking, or as determined through a parking study approved by the Director of Planning and Building.	(2.2) Repeal
800.4	N/A	(2.3) Purpose-built rental <i>Required Parking Spaces</i> 0.5 for each dwelling unit, plus 0.05 per dwelling unit for visitor parking
800.4	(3) Dwellings or dwelling units related to commercial or other premises. <i>Required Parking Spaces</i> 1 for each dwelling unit.	(3) Repeal
800.4	(6.1) Dormitories	(6.1) Dormitories

	<p><i>Required Parking Spaces</i></p> <p>Subject to sub-section 800.5(5), 0.6 for each dwelling unit inclusive of 0.1 visitor parking, or as determined through a parking study approved by the Director Planning and Building, plus 1 for each 3 employees, and 1 for each 6 beds in sleeping units.</p>	<p><i>Required Parking Spaces</i></p> <p>Subject to sub-section 800.5(5)A, 0.6 for each dwelling unit inclusive of 0.1 <u>for</u> visitor parking, or as determined through a parking study approved by the Director Planning and Building, plus 1 for each 3 employees, and 1 for each 6 beds in sleeping units.</p>
800.4	<p>(16) Bowling alleys</p> <p><i>Required Parking Spaces</i></p> <p>3 for each alley</p>	(16) Repeal
800.4	<p>(17) Banks, business administrative and professional offices, including medical or dental offices and clinics.</p> <p><i>Required Parking Spaces</i></p> <p>1 for each 46m² (495.16 sq.ft.) of gross floor area</p>	<p>(17) Banks, Bbusiness administrative and professional offices, including medical or dental offices and clinics.</p> <p><i>Required Parking Spaces</i></p> <p>1 for each <u>55 m² (592.02 sq.ft.)</u> of gross floor area.</p>
800.4	<p>(19) Drive-in restaurants, cafes, restaurants, and similar establishments where food and/or beverage are sold for consumption on the premises, provided that such establishments are not located in a shopping centre.</p> <p><i>Required Parking Spaces</i></p> <p>1 for each 46 m² (495.16 sq.ft.) of gross floor area</p>	(19) Repeal
800.4	<p>(19a) Cafes, restaurants, and similar establishments where food and/or beverage are sold for consumption on the premises, provided that such establishments are located in a shopping centre.</p> <p><i>Required Parking Spaces</i></p>	(19a) Repeal

	Equal number to that required for a retail store occupying equal floor space in a shopping centre.	
800.4	<p>(20) Retail stores and personal service establishments, except as otherwise specified herein.</p> <p><i>Required Parking Spaces</i> 1 for each 28 m² (301.40 sq.ft.) of retail floor area or 1 for each 46 m² (495.16 sq.ft.) of gross floor area.</p>	<p>(20) <u>Commercial uses other than in the C1 and C2 Districts</u></p> <p><i>Required Parking Spaces</i> 1 for each 28 m² (301.40 sq.ft.) <u>55 m² (592.02 sq.ft.)</u> of retail floor area or 1 for each 46 m² (495.16 sq.ft.) of gross floor area.</p>
800.4	N/A	<p>(20a) <u>Commercial uses in the C1 District</u></p> <p><i>Required Parking Spaces</i> <u>No parking required.</u></p>
800.4	N/A	<p>(20b) <u>Commercial uses in the C2 District</u></p> <p><i>Required Parking Spaces</i> <u>No parking is required for lots with less than 235 m² (2,529.52 sq.ft.) of commercial gross floor area.</u> <u>For lots with 235 m² (2,529.52 sq.ft.) or more of commercial gross floor area, parking shall be provided in accordance with Section 800.4(20).</u></p>
800.4	<p>(21) Shopping centres, department stores and supermarkets exceeding a retail floor area of 186 m² (2002.15 sq.ft.).</p> <p><i>Required Parking Spaces</i> 1 for each 14 m² (150.70 sq.ft.) of retail floor area.</p>	(21) Repeal
800.4	<p>(22) Gasoline service stations or industrial fueling installations.</p> <p><i>Required Parking Spaces</i></p>	(22) Repeal

	1 for each 2 employees, plus – 1 for each service bay.	
800.4	<p>(23) Manufacturing and industrial buildings and uses, research facilities and laboratories, servicing and repair establishments and other similar uses.</p> <p><i>Required Parking Spaces</i> 1 for each 93 m² (1,001.04 sq.ft.) of gross floor area, plus 1 for each 46 m² (495.16 sq.ft.) of gross floor area used for indoor display, rental or retail sales purposes.</p>	<p>(23) Manufacturing and industrial buildings and uses, research facilities and laboratories, servicing and repair establishments and other similar uses.</p> <p><i>Required Parking Spaces</i> 1 for each 93 m² (1,001.04 sq.ft.) of gross floor area, plus 1 for each <u>5546 m² (592.02 495.16 sq.ft.)</u> of gross floor area used for indoor display, rental or retail sales purposes.</p>
800.4	<p>(24) Warehousing, storage buildings, greenhouses and nurseries, wholesale establishments and other similar uses.</p> <p><i>Required Parking Spaces</i> 1 for each 186 m² (2,002.15 sq. ft.) of gross floor area, plus 1 for each 46 m² (495.16 sq. ft.) of gross floor area and/or of lot area used for display, rental or retail sales purposes.</p>	<p>(24) Warehousing, storage buildings, greenhouses and nurseries, wholesale establishments and other similar uses.</p> <p><i>Required Parking Spaces</i> 1 for each 186 m² (2,002.15 sq. ft.) of gross floor area, plus 1 for each <u>5546 m² (592.02 495.16 sq. ft.)</u> of gross floor area and/or of lot area used for display, rental or retail sales purposes.</p>
800.4	<p>(31) Discotheques</p> <p><i>Required Parking Spaces</i> One for each 10 seats, plus one for each 9 m² (96.88 sq.ft.) of gross floor area, except that portion of the building used for storage purposes.</p>	(31) Repeal
800.4	<p>(33) Indoor Pistol and Rifle Ranges</p> <p><i>Required Parking Spaces</i> 1.5 for each stall or point.</p>	(33) Repeal
800.4	(34) Commercial uses on Hastings Street between Boundary Road and Delta Avenue.	(34) Repeal

	<p><i>Required Parking Spaces</i></p> <p>Where a walkway is provided under section 308.3(5) of this bylaw, the required off-street parking spaces may be reduced by one.</p>	
800.4	<p>(35) Cyber entertainment uses</p> <p><i>Required Parking Spaces</i></p> <p>1 for each 46 m² (495.16 sq.ft.) of gross floor area.</p>	(35) Repeal
800.4	<p>(36) Body rub salons</p> <p><i>Required Parking Spaces</i></p> <p>1 for each 46 m² (495.16 sq.ft.) of gross floor area.</p>	(36) Repeal
800.4	800.4.2 Temporary Off-Street Parking Reductions During COVID-19 Pandemic:	Repeal Section
800.4.3	(2) on a lot other than which the principal building or use to be served is located, subject to sections 800.5(2) and 800.5(4); and/or	(2) on a lot other than which the principal building or use to be served is located, subject to sections 800.5(2) and <u>800.5(4)A</u> ; and/or
800.5	<p>800.5 Use of Parking Facilities:</p> <p>(4) Shared use of off-street parking spaces by two or more uses, except for dwelling units, may be permitted, provided that the hours of operating for such uses do not overlap significantly, and that the shared off-street parking spaces are located not more than 122 m (400.26 ft.) from the uses to be served. The off-street parking spaces for any use at any given time during its hours of operation shall be provided and used in accordance with this Schedule.</p> <p>(5) Notwithstanding Sections 800.5(2) and (4), the off-street parking spaces required</p>	<p>800.5 Use of Parking Facilities:</p> <p>(4) Repeal</p> <p>(5) Repeal</p>

	<p>for dwelling units containing less than one bedroom in a dormitory, and for sleeping units in a dormitory, may be provided by and shared with one or more other buildings or uses associated with the same institution which the dormitory serves, provided that:</p> <p>(a) the off-street parking spaces are being shared only by the dormitory and such other buildings or uses;</p> <p>(b) the number of off-street parking spaces referred to in sub-section (a) shall not be less than the number of off-street parking spaces required for such dwelling units and sleeping units;</p> <p>(c) the shared off-street parking spaces referred to in sub-section (a) shall be located not more than 122 m (400.26 ft.) from the dormitory; and,</p> <p>(d) such other buildings or uses associated with the same institution which the dormitory serves do not operate 24 hours a day, 7 days a week.</p>	
800.5A	N/A	<p>800.5A Shared Parking</p> <p><u>(1) Shared use of off-street parking spaces required for any non-residential use, residential visitor use, or sleeping units or studio units in a dormitory, may be permitted where:</u></p> <p>(a) <u>the operating hours for such uses do not overlap significantly;</u></p> <p>(b) <u>the shared parking spaces are located not more than 122 m (400.26 ft.) from the uses to be served; and</u></p> <p>(c) <u>the shared parking spaces are not permanently assigned to a specific use and are available at all times of the day and week.</u></p> <p><u>(2) Where off-street parking spaces for sleeping units or studio units in a dormitory are shared with another use, the parking spaces must be shared with the same institution which the dormitory serves and</u></p>

		<p><u>the number of off-street parking spaces shall not be less than the number of off-street parking spaces required for such dwelling units and sleeping units.</u></p>
800.5.1	<p>800.5.1 Payment-In-Lieu of Parking: (1) An owner or occupier who applies for a building permit to construct, extend, or alter a building or structure on a lot, or who changes a use, or increases the density of occupancy of a use on a lot, has the option to pay to the City an amount, as set out in the Burnaby Consolidated Fees and Charges Bylaw, in lieu of providing off-street parking spaces required by section 800.4, subject to the following</p>	<p>800.5.1 Payment-In-Lieu of Parking: (1) An owner or occupier who applies for a building permit to construct, extend, or alter a building or structure on a lot, or who changes a use, or increases the density of occupancy of a use on a lot, has the option to pay to the City an amount, as set out in the Burnaby Consolidated Fees and Charges Bylaw, in lieu of providing off-street parking spaces required by section 800.4, <u>less any parking spaces provided in accordance with section 800.4.3(1) and (2),</u> subject to the following:</p>
800.5.2	N/A	<p>800.5.2 Off-Street Parking Management <u>Transportation demand management measures must be provided for any new apartment building in accordance with a transportation demand management measures plan prepared in accordance with the City of Burnaby’s Transportation Demand Management Guidelines to the satisfaction of the Director of Planning and Building</u></p>
800.10	N/A	<p>800.10 Visitor Parking <u>Visitor parking for multiple family dwellings shall:</u> (1) <u>be identified by a sign with the words “VISITOR PARKING”;</u> (2) <u>be located in an area that is easy to find, is safe, and convenient. Security gates at the entrance to underground visitor parking areas may be permitted on the following conditions:</u> (a) <u>access shall be controlled by an intercom system that is located on the property in close proximity to the visitors parking area to ensure the security of the visitors parking area but avoiding impediments to vehicular circulation at its entrance. The security</u></p>

		<p><u>gate shall be able to be easily opened by the operator of the vehicle without involving a third party;</u></p> <p>(b) <u>a functional turn-around area shall be provided at the entrance to the visitors parking area to permit adequate vehicle manoeuvring without the need for reversing the vehicle in the event that the visitor does not gain access to the visitors parking area through the security gate;</u></p> <p>(c) <u>the underground visitors parking area shall be separated from any underground residents parking area by a further security gate to maintain the security of the residents parking area. The visitors parking area shall be identified by large and clear signage, differentiated from resident parking and available to visitors 24 hours per day;</u></p> <p>(d) <u>pedestrian access to the visitor parking area (both external and internal) and from the visitor parking area to the main lobby or an individual residential unit shall be adequately identified with signage that is clear in its directions to the visitor.</u></p>
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Off-Street Loading

Section	Current	Proposed																						
900.4	<p>(1) On every site used as a retail store, business, industry, warehouse or other similar use, the minimum number of spaces shall be as follows:</p> <table border="1" data-bbox="337 485 854 947"> <thead> <tr> <th>Total Gross Floor Area of Bldg(s)</th> <th>Spaces Required</th> </tr> </thead> <tbody> <tr> <td>(a) Less than 460 m² (4,951.56 sq.ft.)</td> <td>1</td> </tr> <tr> <td>(b) 460 m² (4,951.56 sq.ft.) to 2,300 m² (24,757.80 sq.ft.)</td> <td>2</td> </tr> <tr> <td>(c) 2,300 m² (24,757.80 sq.ft.) to 4,600 m² (49,515.61 sq.ft.)</td> <td>3</td> </tr> <tr> <td>(d) Each additional 4,600 m² (49,515.61 sq.ft.) or fraction thereof in excess of 2,300 m² (24,757.80 sq.ft.)</td> <td>1 additional</td> </tr> </tbody> </table>	Total Gross Floor Area of Bldg(s)	Spaces Required	(a) Less than 460 m ² (4,951.56 sq.ft.)	1	(b) 460 m ² (4,951.56 sq.ft.) to 2,300 m ² (24,757.80 sq.ft.)	2	(c) 2,300 m ² (24,757.80 sq.ft.) to 4,600 m ² (49,515.61 sq.ft.)	3	(d) Each additional 4,600 m ² (49,515.61 sq.ft.) or fraction thereof in excess of 2,300 m ² (24,757.80 sq.ft.)	1 additional	<p>(1) On every lot used as a retail store, business, industry, warehouse or other similar use, <u>except lots with C1 District zoning</u>, the minimum number of spaces shall be as follows, <u>or as set out in a loading management plan that has been approved by the Director of Planning and Building</u>:</p> <table border="1" data-bbox="886 604 1409 1209"> <thead> <tr> <th>Total Gross Floor Area of Bldg(s)</th> <th>Loading Spaces Required</th> </tr> </thead> <tbody> <tr> <td><u>(a) Less than 235 m² (2,529.52 sq. ft.)</u></td> <td><u>0</u></td> </tr> <tr> <td><u>(ab) 235 m² (2,529.52 sq. ft.) to less than 460 m² (4,951.56 sq.ft.)</u></td> <td>1</td> </tr> <tr> <td><u>(bc) 460 m² (4,951.56 sq.ft.) to 2,300 m² (24,757.80 sq.ft.)</u></td> <td>2</td> </tr> <tr> <td><u>(cd) 2,300 m² (24,757.80 sq.ft.) to 4,600 m² (49,515.61 sq.ft.)</u></td> <td>3</td> </tr> <tr> <td><u>(de) Each additional 4,600 m² (49,515.61 sq.ft.) or fraction thereof in excess of 2,300 m² (24,757.80 sq.ft.)</u></td> <td>1 additional</td> </tr> </tbody> </table>	Total Gross Floor Area of Bldg(s)	Loading Spaces Required	<u>(a) Less than 235 m² (2,529.52 sq. ft.)</u>	<u>0</u>	<u>(ab) 235 m² (2,529.52 sq. ft.) to less than 460 m² (4,951.56 sq.ft.)</u>	1	<u>(bc) 460 m² (4,951.56 sq.ft.) to 2,300 m² (24,757.80 sq.ft.)</u>	2	<u>(cd) 2,300 m² (24,757.80 sq.ft.) to 4,600 m² (49,515.61 sq.ft.)</u>	3	<u>(de) Each additional 4,600 m² (49,515.61 sq.ft.) or fraction thereof in excess of 2,300 m² (24,757.80 sq.ft.)</u>	1 additional
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900.4(3)	N/A	<p>(3) On every lot with multiple family <u>dwelling units</u>, the minimum number of off-street loading spaces shall be as follows:</p> <table border="1" data-bbox="886 1419 1409 1682"> <thead> <tr> <th>Total Provided Dwelling Units</th> <th>Loading Spaces Required</th> </tr> </thead> <tbody> <tr> <td><u>0-99</u></td> <td><u>0</u></td> </tr> <tr> <td><u>100-300</u></td> <td><u>1</u></td> </tr> <tr> <td><u>For each additional 200 dwelling units or part thereof</u></td> <td><u>1 additional</u></td> </tr> </tbody> </table>	Total Provided Dwelling Units	Loading Spaces Required	<u>0-99</u>	<u>0</u>	<u>100-300</u>	<u>1</u>	<u>For each additional 200 dwelling units or part thereof</u>	<u>1 additional</u>														
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900.4(4)	N/A	<p>(4) On every lot used as a retail store, business, industry, warehouse or other similar use, <u>except lots with C1 District zoning</u>, where the gross floor area of a site is</p>																						

		<u>2,300 m² (24,757.80 sq.ft.) or greater, a loading management plan must be provided.</u>
900.4(5)	N/A	<u>(5) Notwithstanding section 900.4(3), for lots fronting a public road where on-street parking is prohibited, a minimum of one loading space is required on-site.</u>
900.6	(2) The minimum dimensions of an off-street loading space shall be a length of 9.0 m (29.53 ft.), width 3.0 m (9.8 ft.) and height 3.5 m (11.48 ft.).	(2) The minimum dimensions of an off-street loading space shall be: (a) a length of 9.0 m (29.53 ft.), width 3.0 m (9.8 ft.) and height 3.5 m (11.48 ft.), <u>plus any additional space required for operating clearance as determined by the Director Engineering; or</u> (b) <u>or as set out in a loading management plan that has been approved by the Director of Planning and Building.</u>
900.7	N/A	900.7 Shared Loading: <u>The Director of Planning and Building may permit the sharing of the required off-street loading spaces between different uses where:</u> (1) <u>a loading management plan has been provided and the Director of Planning and Building is satisfied that the operating hours for such uses do not overlap significantly; and</u> (2) <u>the shared off-street loading spaces are not located more than 122 m (400.26 ft) from the uses to be served.</u>

Attachment 2 – Proposed Zoning Bylaw Amendments Schedule X

This attachment outlines the proposed amendments to the *Burnaby Zoning Bylaw, 1965* related to a new Schedule for off-street bicycle parking and end-of-trip facilities.

SCHEDULE NO. X OFF-STREET BICYCLE PARKING & END OF TRIP FACILITIES

1000. Subject to the provisions of Section 1000.1, when any development takes place on any lot, end-of-trip facilities and spaces for the off-street parking of bicycles shall be provided and maintained in accordance with this schedule.

1000.1 General Requirements:

- (1) Required bicycle parking spaces and end-of-trip facilities shall be provided for on the subject lot, except as otherwise permitted in section 1000.2 and 1000.10.
- (2) Off-street bicycle parking spaces and end-of-trip facilities existing on the effective date of this schedule shall not be reduced below the applicable requirements of this schedule.
- (3) Where bicycle parking spaces are provided in excess of the required amount, such bicycle parking spaces shall be provided in accordance with the requirements contained in this schedule.

1000.2 Requirement Exemptions:

- (1) The required number of Class B bicycle parking spaces may be located in the public street or sidewalk, subject to an encroachment agreement with the City, if permitted by the Director of Planning and Building. In such cases, the property owner shall be required to cover costs associated with installation, maintenance, and replacement of the required bicycle parking spaces.

1000.3 Uses not listed:

If a use is not listed in section 1000.5(1), the number of required bicycle parking spaces shall be calculated based on a similar use as determined by the Director of Planning and Building.

1000.4 Units of Measurement:

- (1) Where number of persons is used as a unit of measurement for the calculation of required bicycle parking spaces, it shall mean the greatest number of persons at work or study, at any time of the day or night in a particular building or for a particular use during any season of the year.
- (2) Where seating accommodation is used as a unit of measurement for the calculation of required bicycle parking spaces, and such accommodation consists of benches, pews, booths and the like, each 0.5 m (1.54 ft.) of width of such seating accommodation shall be counted as one seat.
- (3) Where the calculation of required bicycle parking spaces, Class A supplementary facilities, or end-of-trip facilities results in a fractional requirement, the fractional requirement shall be rounded up to the next whole number.

1000.5 Number of Required Bicycle Parking Spaces:

- (1) Bicycle parking spaces shall be required for any uses classified in the table below in accordance with the corresponding standards, or as determined by the Director of Planning and Building on account of exceptional site conditions.

Use	Minimum Required Bicycle Parking Spaces	
	Class A (long-term)	Class B (short-term)
(a) Multiple family dwelling	2 for each dwelling unit	The greater of 4 spaces and 1 for every 5 dwelling units
(b) Dormitory	1 for each unit	The greater of 4 spaces and 1 for every 5 units
(c) Seniors housing	1 for every 20 employees	The greater of 4 spaces and 1 for every 5 residents
(d) Retail	A minimum of 1 space for each 340 m ² (3,659.73 sq. ft.) of gross floor area	The greater of 2 spaces and 1 for each 500 m ² (5,381.96 sq. ft.) of gross floor area
(e) Office	A minimum of 1 space for each 170 m ² (1,829.86 sq. ft.) of gross floor area	The greater of 2 spaces and 1 for each 1000 m ² (10,763.90 sq. ft.) of gross floor area
(f) Hotel	1 for every 20 employees and 1 for every 30 sleeping units	The greater of 2 spaces and 1 for every 30 sleeping units
(g) Hospital	1 for every 20 employees	6 spaces at each public entrance
(h) School – Elementary or similar	1 for every 20 employees	The greater of 2 spaces and 1 for every 20 students
(i) School – Secondary or post-secondary	1 for every 20 employees and students	The greater of 2 spaces and 1 for every 20 students
(j) Community centre, library, or museum	1 for each 500 m ² (5,381.96 sq. ft.) of gross floor area	The greater of 2 spaces and 1 for each 250 m ² (2,690.98 sq. ft.) of gross floor area
(k) Theatre, auditorium, or stadium	1 for every 20 employees	The greater of 2 spaces and 1 for every 50 spectator seats
(l) Manufacturing & Warehousing	The greater of 1 for each 1,000 m ² of gross floor area and 1 for every 20 employees.	No requirement.

- (2) For multiple family dwellings, a minimum of 2 Class A bicycle parking spaces shall be allocated for the exclusive use of each and every dwelling unit.

1000.6 Class A Bicycle Parking Spaces:

1000.6.1 Class A bicycle parking spaces shall:

- (1) for multiple family dwellings, be provided in:

- (a) single space or double space bicycle lockers in a bicycle room;
- (b) an automated facility; or
- (c) private garages;
- (2) for all uses other than multiple family dwellings, be provided in:
 - (a) a bicycle room within a building, private garage or parking garage;
 - (b) an automated facility; or
 - (c) single space bicycle lockers;
- (3) not require manual lifting of the bicycle to be placed in the bicycle space, except that wall mounted racks may be permitted at the discretion of the Director of Planning and Building on account of exceptional site conditions that limit the size and configuration of the parkade;
- (4) be located no more than one level below or above grade and shall have convenient access to outside where provided in a bicycle room or as bicycle lockers, except that a location more than one level below or above grade may be permitted at the discretion of the Director of Planning and Building on account of exceptional site conditions, development size, provision of voluntary bicycle parking spaces, or where a bicycle-appropriate elevator is supplied offering convenient access to outside; and
- (5) be independently accessible by means of an aisle of a minimum width of 1.2 m (3.94 ft.), and a minimum vertical clearance of 2.0 m (6.56 ft.), except when provided in an automated facility.

1000.6.2 Class A bicycle rooms shall:

- (1) provide required bicycle parking spaces in the form of bicycle racks or bicycle lockers;
- (2) not include Class B bicycle parking spaces;
- (3) have a solid opaque or chain-link (No. 7 gauge or heavier) walls extending from floor to ceiling;
- (4) have a steel or chain-link (No. 7 gauge or heavier) door that is no less than 0.9 m (2.95 ft.) in width, is automatically operated with a programmed entry system, and has tamper-proof hinges and a steel frame. Where a steel door is installed, a security window is preferred;
- (5) have motion-activated security lighting enclosed in tamper-proof housing, which uniformly provides light throughout the room; and
- (6) be designed to accommodate a maximum of 50 bicycle racks, except that a Class A bicycle room may be designed to accommodate more than 50 bicycle racks if the bicycle room is continuously monitored by security personnel during operational hours.

1000.6.3 Where Class A bicycle parking spaces are provided in an automated facility, the automated facility shall:

- (1) have an entrance that is located no more than one level below or above grade with convenient access to outside that is accessible by means of an aisle of a minimum width of 1.2 m (3.94 ft.), and a minimum vertical clearance of 2.0 m (6.56 ft.);
- (2) store and retrieve bicycles via a radio frequency identification tag and smart card system, or a comparable high security storage and retrieval system;
- (3) have a designated and preferably weather-protected loading zone;
- (4) be designed to accommodate a maximum of 100 bicycles; and

- (5) have motion-activated security lighting enclosed in tamper-proof housing, which uniformly provides light and is dark-sky compliant if located outside.

1000.6.4 Class A bicycle lockers shall:

- (1) be constructed of theft-resistant material with no exposed fittings of connectors;
- (2) be built with a lockable door which opens to the full width and height of the locker;
- (3) be individually numbered;
- (4) be weather-proof where exposed to the elements;
- (5) for a single space bicycle locker, have minimum dimensions of:
 - (a) 0.7 m (2.30 ft.) in width at the door end;
 - (b) 0.2 m (0.66 ft.) in width at the end opposite to the door;
 - (c) 1.8 m (5.91 ft.) in length; and
 - (d) 1.2 m (3.94 ft.) in height;
- (6) for a double space bicycle locker, have minimum dimensions of:
 - (a) 1.15 m (3.77 ft.) in width at the door end;
 - (b) 1.15 m (3.77 ft.) in width at the end opposite to the door;
 - (c) 1.8 m (5.91 ft.) in length; and
 - (d) 1.2 m (3.94 ft.) in height; and
- (7) be accessible only to residents of the one residential unit which the single or double bicycle locker is intended to serve.

1000.6.5 Class A bicycle racks shall:

- (1) be constructed of sturdy theft-resistant material with secure theft resistant anchoring to the floor or wall;
- (2) support the bicycle frame above the centre of gravity and enable the bicycle frame and front wheel to be locked to the rack with a U-style lock; and
- (3) have a minimum:
 - a. vertical clearance of 2.0 m (6.56 ft.);
 - b. width of 0.6 m (1.97 ft.) for each bicycle; and
 - c. length of 1.8 m (5.91 ft.).

1000.7 Class B Bicycle Parking Spaces:

1000.7.1 Class B bicycle parking spaces shall:

- (1) be provided in:
 - (a) bicycle racks;
 - (b) single space bicycle lockers;
 - (c) an automated facility; or
 - (d) subject to Section 1007.7.5, an attended facility only for uses provided for in Section 1000.5(1)(j) and (k);

- (2) have wayfinding signage where Class B bicycle parking spaces are not readily visible from the front of the site;
- (3) except where the Class B bicycle parking spaces are provided in an automated facility or an attended facility, not require manual lifting of the bicycle to be placed in the bicycle space;
- (4) not interfere with pedestrian or vehicular circulation; and
- (5) be independently accessible by means of an aisle of a minimum width of 1.2 m (3.94 ft.), and a minimum vertical clearance of 2.0 m (6.56 ft.), except when provided in an automated facility.

1000.7.2 Class B bicycle racks shall:

- (1) be located where feasible, near all main pedestrian entries, in an accessible, well-lit and weather-protected location, that allows for visual surveillance by occupants of the building or by building security;
- (2) be constructed of sturdy theft and weather-resistant material with secure theft-resistant anchoring to the floor or wall;
- (3) support the bicycle frame above the centre of gravity and enable the bicycle frame and front wheel to be locked to the rack with a U-style lock; and
- (4) have a minimum;
 - (a) vertical clearance of 2.0 m (6.56 ft.);
 - (b) width of 0.3 m (0.98 ft.) for each bicycle; and
 - (c) length of 1.8 m (5.91 ft.).

1000.7.3 Class B bicycle lockers shall:

- (1) where feasible, be located near all main pedestrian entries, in an accessible, well-lit and weather-protected location, that allows for visual surveillance by occupants of the building or by building security;
- (2) be constructed of theft-resistant material with no exposed fittings of connectors;
- (3) be built with a lockable door which opens to the full width and height of the locker;
- (4) be weather-proof where exposed to the elements; and
- (5) have minimum dimensions of;
 - a. 0.7 m (2.30 ft.) in width at the door end;
 - b. 0.2 m (0.66 ft.) in width at the end opposite to the door;
 - c. 1.8 m (6.23 ft.) in length; and
 - d. 1.2 m (3.94 ft.) in height.

1000.7.4 Where Class B bicycle parking spaces are provided in an automated facility, the automated facility shall:

- (1) store and retrieve bicycles via a radio frequency identification tag and smart card system, or a comparable high security storage and retrieval system;
- (2) have a designated and preferably weather-protected loading zone;
- (3) be designed to accommodate a maximum of 100 bicycles; and

(4) have motion-activated security lighting enclosed in tamper-proof housing, which uniformly provides light and is dark-sky compliant if located outside.

1000.7.5 Up to 90% of the required Class B bicycle parking spaces for the uses provided in Section 1000.5(1)(j) and (k) may be provided in the form of an attended facility which has a drop off and pick up area that is located no more than one level below or above grade and has convenient access to the outside.

1000.8 Bicycle Repair Station:

(1) Where 10 or more Class A bicycle parking spaces are required, there shall be no less than 1 bicycle repair station for every 400 Class A bicycle parking spaces, and each station shall provide:

- a. a bicycle stand that supports the bicycle off the floor;
- b. a tire pump; and
- c. a bicycle appropriate toolkit secured to the bicycle stand or wall.

1000.9 End-of-trip Facilities:

(1) Where 4 or more Class A bicycle parking spaces are required to be provided under this bylaw for non-residential uses, end-of-trip facilities shall be provided in accordance with the following, or as determined by the Director of Planning and Building on account of exceptional site conditions:

(a) the minimum number of toilets, sinks, and showers required is:

Required Number of Class A Bicycle Parking Spaces	Minimum Number of		
	Toilets	Sinks	Showers
4-20	2	2	2
21-40	2	4	4
41-60	4	6	6
For each additional 15 or part thereof	1 additional	1 additional	1 additional

- (b) the minimum number of change spaces required is 2 for each shower provided, with no less than 1 private change space for each shower;
- (c) the minimum number of grooming stations required is 1 for each shower provided;
- (d) the minimum number of clothing lockers required is 1.5 for each Class A bicycle parking space provided;
- (e) the minimum number of drying hooks, or equivalent, is 1 for each Class A bicycle parking space provided; and
- (f) if facilities are to be separated by gender, the number of spaces allocated to each gender shall be distributed equally, unless otherwise demonstrated to the satisfaction of the Director of Planning & Building.

- (2) End-of-trip facilities shall be securely located, well-lit and accessed via an interior entry door.
- (3) End-of-trip facilities shall be designed to the following standards:
 - (a) All required showers shall be provided for in private stalls and shall include a shelf for staging toiletries, and a hook to hang a towel;
 - (b) Private change spaces shall be provided for in opaque stalls, and each stall shall be accessed separately from the shower, and contain a bench or similar with dimensions no less than 0.6 m (1.97 ft.) in length, 0.3 m (0.98 ft.) in depth and 0.4 m (1.31 ft.) in height;
 - (c) Each grooming station shall be equipped with a mirror, electrical outlet, and a counter top; and
 - (d) Each clothing locker shall be a minimum of 0.45 m (1.48 ft.) in depth, 0.3 m (0.98 ft.) in width and 0.9 m (2.95 ft.) in height and have built-in hooks and perforations to allow for adequate ventilation.

1000.10 Shared Facilities:

- (1) Bicycle parking spaces may be provided and used collectively by two or more buildings or uses, provided that:
 - (a) Class A bicycle parking spaces required for residential uses are not shared with non-residential uses;
 - (b) the operating hours for such uses do not overlap significantly;
 - (c) the shared spaces are not located more than 122 m (400.26 ft.) from the building or uses to be served; and
 - (d) the shared spaces are not permanently assigned to a specific use or building and are available at all times of the day and week.
- (2) End-of-trip facilities may be provided and used collectively by two or more buildings or uses, provided that:
 - (a) the operating hours for such uses do not overlap significantly;
 - (b) the shared spaces are not located more than 122 m (400.26 ft.) from the building or uses to be served; and
 - (c) the shared facilities are not permanently assigned to a specific use or building and are available at all times of the day and week.