

TO: CHAIR AND MEMBERS
COMMUNITY DEVELOPMENT COMMITTEE

DATE: 2018 January 25

FROM: DIRECTOR PLANNING AND BUILDING

FILE: 42000.20
Reference: Bylaw Text Amendment

SUBJECT: PROPOSED ZONING BYLAW TEXT AMENDMENTS – 2018 JANUARY

PURPOSE: To propose a number of text amendments to the Burnaby Zoning Bylaw.

RECOMMENDATION:

1. **THAT** Council be requested to authorize the preparation of a bylaw amending the Burnaby Zoning Bylaw, as outlined in Section 2.0 of this report, for advancement to a Public Hearing at a future date.

REPORT

1.0 BACKGROUND INFORMATION

As part of the ongoing review of the Burnaby Zoning Bylaw, which usually takes place in the context of development enquiries and discussions regarding the intent of the bylaw and the general need to update the bylaw, text amendments are brought forward from time to time. These text amendment reports are submitted in order to provide clarification and improvements to the wording of the bylaw, and to respond to changes in related legislation and changes in forms of development, land uses and social trends.

This report presents five Zoning Bylaw amendments regarding 1) definition of “Lot Area”; 2) measurement of the height of accessory buildings; 3) private garages located within structured and underground parking areas; 4) lot coverage in the R4, R5, R9, and R12 Districts; and 5) marihuana (cannabis) production, finishing, packaging, warehousing, and distribution in the M Districts.

2.0 PROPOSED BYLAW TEXT AMENDMENTS

2.1 *Definition of “Lot Area”*

Issue

There is a need to amend the wording of the Zoning Bylaw in order to simplify the processes and mechanisms used to transfer density derived from road and lane dedication on sites undergoing rezoning.

Discussion

Section 3 of the Zoning Bylaw states:

“LOT” means an area of land designated as a separate and distinct parcel on a legally recorded subdivision plan or description filed in the Land Registry Office, and having a principal frontage upon a public street or place.

“LOT AREA” means the total horizontal area within the lot lines of a lot.

In zoning districts where density is regulated by gross floor area (GFA) (RM, C2, C3, C5, C8, C9, M8, B, P6, and P11 Districts), lot area is a determinant of the maximum allowable GFA on the lot, calculated as follows:

$$\text{Lot Area} \times \text{Floor Area Ratio} = \text{Gross Floor Area}$$

Lot area is also a determinant of maximum allowable above grade floor area in zoning districts regulated by site coverage and height (C1, C4, C6, C7, M1, M2, M3, M4, M5, M6, M7, P1, P2, P3, P4, P5, P7, P8, P9, and P10 Districts), calculated as follows:

$$(\text{Lot Area} \times \text{Site Coverage}) \times \text{Number of Storeys} = \text{Above Grade Floor Area}$$

Historically, site density has been calculated based on net lot area, after road and lane dedication. However, in more recent developments within Burnaby’s Town Centres requiring significant dedication, density has been based on gross lot area (inclusive of road and lane dedication), achieved in one of three ways through the rezoning process:

- the area required for road or lane dedication is transferred to the City as a fee simple lot, and the development density related to the required road or lane dedication is transferred to the development site through a density allocation covenant registered on both lots, effectively granting a density based on gross site area;
- the required road or lane dedication is taken as a statutory right-of-way over the property, so as to not reduce calculated net site area; or
- the development density on large sites, which involve extensive public realm enhancements (including new road connections), is calculated based on gross site area through a Master Plan rezoning process and associated density allocation covenants.

The calculation of density based on gross lot area has supported the implementation of an enhanced public realm within the Town Centres in line with the Council-adopted *Public Realm Design Standards for Town Centre Streets Policy*, while also facilitating the City’s planning objectives to meet future growth and development needs in Burnaby’s Town Centres. The issue arises in that the process and mechanisms for the transfer of density derived from road and lane dedication is onerous to both the City and applicant.

Going forward, as the City seeks to enhance the public realm and meet future growth and development needs in Community Plan areas throughout Burnaby, an amendment to the Zoning Bylaw as it relates to the application of gross lot area in the calculation of density, would help facilitate the implementation of these community objectives, bring clarity to the approval process, and simplify the processes and mechanisms used to transfer density from road and lane dedication areas.

Planning staff have reviewed the application of lot area for the purposes of calculating density in the City of Vancouver, Coquitlam, and North Vancouver. In each of these municipalities, density is based on lot area before road and lane dedications. As such, the abovementioned clarification amendment to the Burnaby Zoning Bylaw would be consistent with the planning practices of neighbouring municipalities.

Therefore, it is proposed that the definition of lot area be amended to clarify that for lots subject to rezoning to the CD (Comprehensive Development) District, based on the RM (Multiple Family Residential), C (Commercial), B (Business Centre), M (Industrial) and P (Institutional) Districts, the total horizontal area within the lot lines of a lot is inclusive of road and lane dedication.

Recommended Bylaw Amendment

1. **THAT** the definition of “Lot Area” in Section 3 of the Zoning Bylaw be replaced with wording the same or similar to the following:

“Lot Area” means the total horizontal area within the lot lines of a lot, except for lots that are rezoned on or after 2018 June 01 to the CD (Comprehensive Development) District based in whole or in part on the RM, C, M, B and P Districts, lot area shall be inclusive of the area of street and lane dedication immediately adjacent to the lot, as shown on the subdivision plan pertaining to the lot, approved as a prerequisite to the CD zoning of the site.

2.2 Measurement of the Height of Accessory Buildings

Issue

The Zoning Bylaw does not provide a methodology for measuring the height of detached accessory buildings in some zoning districts.

Discussion

The Zoning Bylaw permits accessory buildings up to one storey and 3.7 m in height, except that in A, R and RM Districts, a hip and gable roof may be constructed to a height of 4.6 m. Section 6.6(1)(b) of the Zoning Bylaw provides a methodology for measuring the height of accessory buildings that are attached to the principal building by clarifying:

“Where a garage or carport or other accessory building or structure is attached to the principal building, it is to be considered a part of the principal building and shall comply in all respects with the requirements of this Bylaw applicable to the principal building.”

The Zoning Bylaw does not, however, provide a methodology for measuring the height of detached accessory buildings in all zoning districts. Specifically, the Zoning Bylaw does not address how the height of detached accessory buildings are to be measured in the C2, R1, R2, R3, R4, R5, R9, R10, R11, R12, RM6 and P11 Districts. For detached accessory buildings in all other zoning districts, Section 6.4(2) of the Zoning Bylaw provides the following requirement:

“Except in the C2, R1, R2, R3, R4, R5, R9, R10, R11, R12, RM6 and P11 Districts, the height of a building shall be measured from the front average elevation to the highest point of the structure, subject to the applicable exceptions in subsections (3) and (4); and where no front yard setback is required the height shall be measured from the curb.”

Prior to 1991, the definition of “Height” in Section 3 of the Zoning Bylaw had provided a uniform methodology for measuring the height of all buildings regardless of the zoning district. However, following a comprehensive review of bulk regulations for single family homes, new methodologies for measuring the height of principal buildings in the R1, R2, R3, R4, R5, R9 and R10 Districts were introduced, and the definition of “Height” was amended as follows:

*“**HEIGHT**” means the vertical dimension of a building or structure measured in accordance with section 6.4.*

Over time, new methodologies for measuring the height of buildings in the C2, R11, R12, RM6 and P11 Districts were also introduced. However, such measurement methodologies only apply to principal buildings, and did not address detached accessory buildings in the C2, R1, R2, R3, R4, R5, R9, R10, R11, R12, RM6 and P11 Districts.

Given the above noted gap, there is a need to clarify how the height of detached accessory buildings are to be measured in all zoning districts. For simplicity, it is recommended that in all zoning districts, the height of a detached accessory building, other than a garage or carport, be measured from the average natural grade of all sides of the building. This requirement balances both the desire to minimise the visual impact of accessory buildings, with the need to allow for reasonable access and natural light penetration into accessory buildings located on sloping sites. The Building Department has developed standard practices for calculating the average natural grade of all sides of a building.

It is further recommended that an exception be made to allow for the height of a detached garage or carport to be measured from the finished grade at the point used for vehicular access. This provision will ensure that on sites with severe slope, adequate height clearance can be achieved on the side used for vehicular entry. If adopted, this provision would render Section 6.6(a.1) of the Zoning Bylaw (which provides a methodology for measuring the height of depressed garages and carports) redundant, and as such it is recommended it be repealed.

It is noted that in some circumstances the above recommendations will permit greater accessory building heights compared with existing regulation. However, given that the height of an accessory building is limited to one storey, the resultant impact is anticipated to be minimal.

Following the adoption of the above recommendations, it is intended that Section 6.4(2) of the Zoning Bylaw only apply to principal buildings. To help clarify this, it is recommended that Section 6.4(2) of the Zoning Bylaw be amended to specifically refer to principal buildings.

Recommended Bylaw Amendment

1. **THAT** Section 6.4 of the Zoning Bylaw be amended to add Section 6.4(6) with wording the same or similar to the following:

The height of a detached accessory building shall be measured from the calculated average natural grade of all sides of the building to the highest point of the structure, subject to the applicable exceptions in subsections (3) and (4), except that the height of a detached garage or carport may be measured from the finished grade at the point used for vehicular access.

2. **THAT** the following highlighted text be added to Section 6.4(2) of the Zoning Bylaw:

*Except in the C2, R1, R2, R3, R4, R5, R9, R10, R11, R12, RM6 and P11 Districts, the height of a **principal** building shall be measured from the front average elevation to the highest point of the structure, subject to the applicable exceptions in subsections (3) and (4); and where no front yard setback is required the height shall be measured from the curb.*

3. **THAT** Section 6.6(1)(a.1) of the Zoning Bylaw be repealed.

2.3 Private Garages Located within Structured or Underground Parking

Issue

There is a need to clarify the design standards for private garages located within structured or underground parking.

Discussion

Section 3 of the Zoning Bylaw states:

“GARAGE, PRIVATE” means a detached accessory building or a portion of a principal building used solely for the parking or temporary storage of private motor vehicles and in which there are no facilities for repairing or servicing such vehicles.

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The term “Garage, Private” includes both small scale garages usually associated with a single or two-family dwelling unit, and large scale private parkades servicing multiple family residential developments. Based on the definition of “Garage, Private”, an underground parking area, which forms a portion of a principal building, may contain smaller private garages which service individual dwelling units.

In recent years, the number of development applications proposing smaller private garages located within an underground parking area in a multiple family residential development has markedly increased, prompted by wider market demand. Typically, these types of garages are proposed for penthouses and other premium dwelling units to provide additional security for residents’ vehicles. This increase in demand for private garages located within underground parking areas has highlighted the need for design standards for such garages, particularly on aspects such as vision clearance, materials, egress, and dimensions.

Establishing clear design standards will assist applicants in understanding Building, Fire, and Engineering Department requirements for such garages at the outset of the project, helping to ensure safe and functional design. Design standards will also help alleviate a broader concern by staff that these garages may be misused for general storage, which could present a fire safety issue.

Given the above, staff acknowledge the need to clarify the design standards for private garages located within structured or underground parking areas, to help meet market demand, address safety and functional requirements, and to prevent such spaces being used for purposes other than vehicular parking.

It is therefore, recommended that private garages located within structured or underground parking only be permitted on sites subject to rezoning to the CD District. It is also proposed that the review of such private garages be guided by the attached design standards to ensure that they meet the requirements of the Building, Fire, and Engineering Departments (see *Attachment #1*). These requirements will ensure that full review and consideration can be given to such proposals early in the development process, to ensure compliance with the design standards, and to address safety and traffic considerations.

For clarity, it is further proposed that a definition for structured parking be added to Section 3 of the Zoning Bylaw.

Recommended Bylaw Amendment

1. **THAT** the following highlighted text be added to the definition of “Garage, Private”:

“GARAGE, PRIVATE” means a detached accessory building or a portion of a principal or accessory building used solely for the parking or temporary storage of private motor vehicles and in which there are no facilities for repairing or servicing such vehicles. Private garages located within structured parking or underground parking shall only be permitted on lots that are subject to rezoning to the CD (Comprehensive Development) District.

2. **THAT** Section 3 of the Zoning Bylaw be amended to add a definition of “Parking, Structured” with wording the same or similar to the following:

“PARKING, STRUCTURED” means an area that

- a) contains parking spaces and associated driveways and manouvering aisles,*
- b) is located within a building, and*
- c) has its roof or the finished floor next above it more than 800 mm (2.62 ft.) above the adjacent finished grade.*

2.4 Lot Coverage in the R4, R5, R9, and R12 Districts

Issue

There is a need to clarify the maximum permitted lot coverage for lots having no garage or carport in the R4, R5, R9, and R12 Districts.

Discussion

Sections 104.3, 105.3, 109.3, and 112.3 of the Zoning Bylaw regulate the maximum permitted lot coverage for lots in the R4, R5, R9, and R12 Districts. Specifically, the above noted Sections contain the following regulations:

- (1) Lot coverage shall not exceed 40 percent for lots having a garage or carport attached to the principal building.*
- (2) Lot Coverage shall not exceed 45 percent for lots having a garage or carport detached from the principal building.*

Given that these regulations only reference lots having a garage or carport, there is a need to clarify the maximum permitted lot coverage for lots in the R4, R5, R9, and R12 Districts having no garage or carport. In the R4a and R5a Districts, maximum lot coverage is set at 40 percent whether or not there is a garage or carport on the lot.

The current wording of the above noted Sections, with the exception of Section 112.3, was adopted in 1991 as part of a package of Zoning Bylaw amendments aimed at incentivizing the provision of detached garages and carports. Prior to 1991, lot coverage for lots in the R4, R5, and R9 Districts was limited to 40 percent, regardless of development form. When the R12 District was adopted in 1994, the above regulations were incorporated into the R12 District Schedule with the same intent of incentivizing the provision of detached garages and carports.

The intent of the aforementioned 1991 Zoning Bylaw amendment was to permit an additional 5 percent lot coverage for lots having a detached garage or carport; however, the language adopted at that time inadvertently removed lot coverage regulation pertaining to lots having no garage or carport.

As such, providing updated language that addresses lots having no garage or carport will help close the current regulatory gap. It is therefore, recommended that the wording of Sections 104.3, 105.3, 109.3, and 112.3 of the Zoning Bylaw be amended to clarify that lot coverage shall only exceed 40 percent when a garage or carport is provided detached from the principal dwelling. In such circumstances, lot coverage shall not exceed 45 percent.

Recommended Bylaw Amendment

1. **THAT** Section 104.3 (R4 District) of the Zoning Bylaw be repealed and replaced with wording the same or similar to the following:

Lot Coverage:

- (1) *Lot coverage shall not exceed 40 percent, except that lots having a garage or carport detached from the principal building shall have a maximum lot coverage of 45 percent.*
- (2) *Notwithstanding subsection (1), lot coverage shall not exceed 40 percent for lots in an R4a District.*

2. **THAT** Section 105.3 (R5 District) of the Zoning Bylaw be repealed and replaced with wording the same or similar to the following:

Lot Coverage:

- (1) *Lot coverage shall not exceed 40 percent, except that lots having a garage or carport detached from the principal building shall have a maximum lot coverage of 45 percent.*
- (2) *Notwithstanding subsection (1), lot coverage shall not exceed 40 percent for lots in an R5a District.*

3. **THAT** Sections 109.3 (R9 District) and 112.3 (R12 District) of the Zoning Bylaw be repealed and replaced with wording the same or similar to the following:

Lot Coverage:

- (1) *Lot coverage shall not exceed 40 percent, except that lots having a garage or carport detached from the principal building shall have a maximum lot coverage of 45 percent.*

2.6 *Marihuana (Cannabis) Production, Finishing, Packaging, Warehousing, and Distribution in the M Districts*

Issue

The Federal Government intends to legalize *non-medical* cannabis¹ by 2018 July. Currently, the Zoning Bylaw only regulates the location of *medical* marihuana (cannabis) production, finishing, packaging, warehousing and distribution. To ensure there is no regulatory gap in the Zoning Bylaw in respect to these activities following the legalization of *non-medical* cannabis, there is a need to amend the Zoning Bylaw to regulate the location of these activities in relation to both *medical* and *non-medical* cannabis. Further City review of cannabis regulations, including retail sales, will be undertaken following the announcement of a complete provincial regulatory framework.

Discussion

On 2017 April 13, the Federal Government introduced Bill C-45, otherwise referred to as the *Cannabis Act*. The proposed legislation aims to create a legal framework for the production, distribution, advertisement, possession, and consumption of non-medical cannabis in Canada. Under the proposed legislation, producers of non-medical cannabis (more than four plants) would require a license issued by Health Canada, similar to producers of medical cannabis. The *Cannabis Act*, as proposed, would also permit households to grow up to four cannabis plants with restrictions on size and transference of unused allotment, subject to provincial regulation. The existing medical system as regulated by the *Access to Cannabis for Medical Purposes Regulations* will remain in force after non-medical cannabis regulations are adopted.

One of the City's predominant roles with regards to non-medical cannabis legalization is to regulate, through the Zoning Bylaw, where it can be produced and distributed within the City. Currently, the City's Zoning Bylaw regulates where medical cannabis production, finishing, packaging, warehousing and distribution facilities can locate, which includes mail order distribution services. As of 2014 January 27, the production, finishing, packaging, warehousing or distribution of medical marihuana (cannabis) is permitted in the M1, M2, M3, M4, and M5 Industrial Districts subject to rezoning to the CD Comprehensive Development District. Medical cannabis production is also permitted as a farming use in the Agricultural Land Reserve (ALR) in accordance with the *Agricultural Land Commission Act*.

To ensure there is no regulatory gap in the Zoning Bylaw following the legalization of non-medical cannabis, there is a need to amend the Zoning Bylaw to also regulate the location of non-medical cannabis production, finishing, packaging, warehousing and distribution. It is recommended that the same zoning regulations that apply to medical marihuana (cannabis) production, finishing, packaging, warehousing and distribution also apply to non-medical cannabis. As such, it is recommended that Sections 401.1(23) (M1 District), 404.1(18) (M4 District), and 405.1(19) (M5 District) be amended to permit the production, finishing, packaging,

¹ While there is little definitional difference between the terms 'cannabis' and 'marihuana', federal legislation and most producers and dispensaries prefer the term 'cannabis'. Therefore, for the purposes of both this report and future Zoning Bylaw amendments, 'cannabis' will be the preferred term.

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warehousing or distribution of both medical and non-medical cannabis subject to rezoning to the CD Comprehensive Development District. This approach will ensure that the location of these activities can be reviewed by Council to ensure compatibility with surrounding land uses and limit community impacts. In support of the above recommendation, it is recommended that the definition of “Medical Marihuana” in Section 3 of the Zoning Bylaw be repealed, and a definition for “Cannabis Production Facility” be added.

Provincial legislation pertaining to the retail distribution of non-medical cannabis is anticipated in early 2018. Following the announcement of a complete provincial regulatory framework, staff will bring forward another report for Council’s consideration in respect to any further zoning amendments that are required in response to the provincial regulation.

Recommended Bylaw Amendment

1. **THAT** the definition of “Medical Marihuana” in Section 3 of the Zoning Bylaw be repealed and the following definition be added:

“CANNABIS PRODUCTION FACILITY” means a building or portion thereof providing for the production, finishing, packaging, warehousing and/or distribution of cannabis.

2. **THAT** Sections 401.1(23) (M1 District), 404.1(18) (M4 District), and 405.1(19) (M5 District) of the Zoning Bylaw be repealed and replaced with wording the same or similar to the following:

Cannabis production facility provided that the use is included as part of a comprehensive development plan subject to the CD (Comprehensive Development) District.

3.0 CONCLUSION

The above Zoning Bylaw text amendments are proposed in order to clarify certain aspects of the Bylaw, make amendments in support of existing practices and Council policies, and achieve other regulatory changes. It is recommended that Council approve the above proposed text amendments, as outlined in Section 2.0 of this report, for advancement to a Public Hearing at a future date.


Lou Pelletier, Director
PLANNING AND BUILDING

MN:eb *Attachment*

cc: City Manager
Director Corporate Services
Chief Licence Inspector
City Clerk

Director Public Safety and Community Services
Chief Building Inspector
City Solicitor



Design Standards for Private Garages located within Structured or Underground Parking

Pending Adoption by Council

Planning and Building Department

This document has been prepared for the applicant and/or the applicant's architect to ensure that private garages located within structured or underground parking areas are safe and functional. Applicants are required to submit a letter of undertaking at the time of rezoning to confirm compliance with these guidelines. These guidelines are in addition to the 2006 January 3 *Guidelines for Surface and Underground Parking in Multiple-Family and Mixed-Use Developments*. Attached is a checklist to assist the applicant and/or the applicant's architect.

(1) Signage

- (a) Signage with wording the same or similar to *No Storage Permitted, Except Vehicles* shall be affixed to the inside wall of all private garages. Other types of storage are not permitted due to fire safety issues. The design, wording, and location of such signage shall be included as part of the suitable plan of development presented at Public Hearing.

(2) Access & Materials

- (a) Private garage gates shall be constructed of visually permeable metal mesh that allows for sprinkler penetration. This requirement addresses fire safety issues and allows for efficient surveillance to ensure conformance with the above stated storage requirements.
- (b) Private garage gates shall open at least the full width and height of the associated parking space(s) to allow for sufficient vehicular access.
- (c) A man door shall be provided separately from the garage gate to allow for access in and out of the garage in the event that the garage gate is not operable. Such doors shall be provided on the same side as the garage gate and shall swing into the private garage to avoid collisions with oncoming vehicles or persons.

(3) Vision Clearance

- (a) In the area bounded by intersecting manoeuvring aisles, a private garage shall not be permitted within 6.0 m from their point of intersection. This requirement allows for sufficient sight lines at manoeuvring aisle corners based on anticipated target speeds within the parkade.

(4) Minimum Dimensions

All dimensions noted in the following section are minimum inside dimensions. For optimal functionality, it is recommended that applicants exceed these dimensions.

- (a) The minimum dimensions of parking spaces located within private garages are:

Length	Width	Height
5.5 m	2.6 m	2.0 m

- (b) The width of a parking space shall be increased by 0.3 m on each side where a parking space adjoins a fence, wall, column, or similar structure that either:
- exceeds 0.3 m in height and is located more than 1.4 m from either end of a parking space, or
 - exceeds 50 mm in height and is located less than 0.6 m from the maneuvering aisle.

This requirement helps to accommodate vehicle circulation and door opening.

- (c) The garage gate and its associated components shall not encroach into required maneuvering aisles, parking spaces, or pathways in order to maintain required access and clearances.
- (d) Where a private garage is provided with direct access to a dwelling unit, the required man door and dwelling unit door shall be connected by a clear pathway that complies with the minimum measurements provided in Section 4(f).

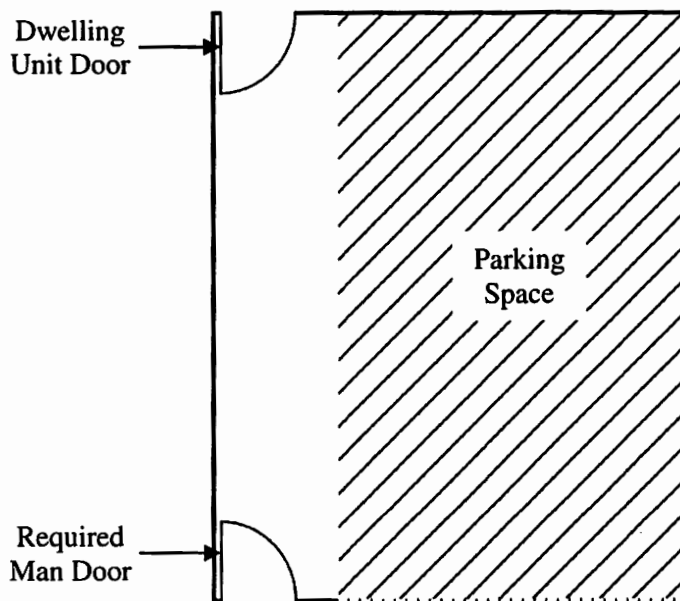


Figure 1: Example of private garage configuration where direct access is provided to a dwelling unit.

||| Garage Gate

- (e) Where a private garage is provided with direct access to an adaptable or accessible dwelling unit, the associated parking space and access routes shall meet applicable BC Building Code accessibility standards.

- (f) In addition to the parking space, a clear pathway aligned with the required man door should be provided measuring either:
- i. 1.2 m in width for the entire length of the garage, or
 - ii. 1.5 m in width for the entire length of the garage where an accessible parking space is provided.

The required pathway serves a number of functions including: accommodating door swing, facilitating access for emergency service personnel in the event that the garage gate is not operable, and providing direct access to an attached dwelling unit. The required pathway configuration and dimensions may be varied at the discretion of the Director of Planning and Building, in consultation with the Chief Building Inspector.

Checklist for Private Garages located within Structured or Underground Parking

The following is a checklist prepared for applicants and/or the applicant's architect to ensure that the provision of private garages located within structured or underground parking is safe and functional.

Signage	
(a) <i>No Storage Permitted, Except Vehicles</i> signage is affixed to the wall within each private garage.	<input type="checkbox"/>
Access and Materials	
(a) Each garage gate is constructed of visually permeable metal mesh that allows for sprinkler penetration.	<input type="checkbox"/>
(b) Each garage gate opens at least the full width and height of the associated parking space(s).	<input type="checkbox"/>
(c) Each private garage has a separate man door that swings into the garage.	<input type="checkbox"/>
Vision Clearance	
(a) Private garages are setback at least 6.0 m from intersecting manoeuvring aisles.	<input type="checkbox"/>
Minimum Dimensions	
(a) Parking spaces conform to the minimum regular parking space standards.	<input type="checkbox"/>
(b) The width of each parking space is 0.3 m wider on each side where a parking space adjoins a fence, wall, column fence, or similar structure, subject to subsections 4(b)(i) and 4(b)(ii) of the attached design standards.	<input type="checkbox"/>
(c) The garage gate and its associated components do not encroach into maneuvering aisles, parking spaces, or pathways.	<input type="checkbox"/>
(d) Where a private garage is provided with direct access to a dwelling unit, the required man door and dwelling unit door is connected by a clear pathway.	<input type="checkbox"/>
(e) Where a private garage is provided with direct access to an adaptable or accessible dwelling unit, the associated parking space meets BC Building Code accessible parking space requirements.	<input type="checkbox"/>
(f) At least one of the following shall apply:	
<ul style="list-style-type: none"> • where a non-accessible parking space is provided within a private garage, a 1.2 m wide pathway is provided for the entire length of the garage; and/or • where an accessible parking space is provided within a private garage, a 1.5 m wide pathway is provided for the entire length of the garage. 	<input type="checkbox"/> <input type="checkbox"/>