

**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 m<sup>2</sup> (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.