



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: September 30, 2008
Contact: Wali Memon
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VanRIMS No.: 08-2000-20
Meeting Date: October 14, 2008

TO: Vancouver City Council

FROM: General Manager of Engineering Services and Director of Planning

SUBJECT: Parking By-Law Miscellaneous Text Amendments and Impounding By-Law Housekeeping Amendment

RECOMMENDATION

- A. THAT the Director of Planning be instructed to make application to amend the Parking By-law for miscellaneous amendments, generally in accordance with the explanations set out in Appendix A, and generally in accordance with the by-law format set out in Appendix B, for consideration by Council; and

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary amending by-law, generally in accordance with Appendix B, for consideration by Council.

- B. THAT the General Manager of Engineering Services be instructed to make application to amend the Impounding By-law for a housekeeping amendment, generally in accordance with Appendix C, for consideration by Council; and

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary amending by-law, generally in accordance with Appendix C, for consideration by Council.

COUNCIL POLICY

Council approves all changes to the Parking By-law to keep it up to date.

Council policy regarding the impounding of vehicles and chattels from streets is that the owner of the vehicle or chattel must pay to the city the impounding expenses.

PURPOSE

This report identifies simplification of language, clarification of terms and minor revisions in the Parking By-law to make the by-law more understandable for all interested parties who use it as a reference document. Users include staff, public, architects, developers and consultants.

This report also clarifies the Impounding By-law with regard to the amounts of impounding expenses.

BACKGROUND

Parking plays an important role in overall transportation planning, and most parking regulations and requirements for developments are defined in the Parking By-law. It is important that the Parking By-law be as clear as possible and a review of the Parking By-law was undertaken to clarify and simplify its language.

The city's ability to impound vehicles and chattels (any article of tangible property other than land, buildings, and other things annexed to land) that are on streets illegally and to charge the owner for the costs of such impoundment is an important facet of regulation of streets.

DISCUSSION

Parking By-law

Several changes have been made in the Parking By-law in the last several years, such as increased height and width for disability parking spaces, reduced parking requirements for multiple dwellings and introduction of car-sharing spaces. In order to simplify language and definitions in the by-law, the changes described in the attached Appendix A are recommended.

Highlights of Appendix A include:

Definitions

Some terms in the Parking By-law are not clearly defined and it is felt that these terms need clear definition for all interested parties to understand the regulations and requirements. Appendix A defines these terms, such as Shared Vehicles and Mechanical Parking.

Ambiguous language

Some parts of the Parking By-law do not clearly communicate the intended meaning and have caused confusion. One example is parking requirements for the FCCDD area. The recommendations in Appendix A address these ambiguities.

Explanations

Some requirements are not broadly explained in the by-law. One example is small car ratios; this has caused some confusion on small car ratios for development with mixed uses. The recommendations in Appendix A address these issues.

Deletion

The recommended changes include deletion of terms and names that are no longer used, such as The Housing Construction (Elderly Citizens) Act.

Addition

Some words or explanations are missing and do not clearly communicate the intended purpose. For example, inserting “the lesser of either” in front of “a minimum of 1.2 spaces for every dwelling unit or the parking requirement as specified in section 4.2.1.13” is one such instance. Appendix A addresses these issues.

Correction

The recommendations correct spelling mistakes, such as “racquet” instead of “racket.”

Updating

Some terms and names are updated. For example, the recommendations replace “Director of Finance” with the current title “Director of Budget Services”.

Inconsistency

Some parts of the Parking By-law, such as the section related to clothing lockers for bicycles refers to the wrong section of the Building By-law. Appendix A addresses such inconsistencies.

Impounding By-law

The Impounding By-law requires the owner of an impounded vehicle or chattel to pay the expenses of removal and detention or impounding, including towing, storage, and other charges, and Schedule A to the By-law sets out what those charges are. The purpose of the amendment is simply to clarify that the By-law is fixing the charges presently set out in Schedule A. The amendment will not change the existing charges.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

Staff are recommending Parking By-law miscellaneous text amendments be approved with the changes to provide clearer definitions and explanations, up-to-date spelling and titles, and to ensure that it is kept up-to-date with respect to related documents and regulations. Staff is also recommending an Impounding By-law housekeeping amendment to clarify the amounts of impounding charges.

* * * * *

PARKING BY-LAW Miscellaneous AMENDMENTS

[Changes/Additions shown in *bold italics*; Deletions shown by ~~Strikeout~~]

Section 2 Definitions

1) To replace the terms:

- “Co-operative Parking Space” with “Shared Vehicle Parking Space” and “use of a co-operative vehicle” with “ use of a shared vehicle.”
- “Co-operative Vehicle” with “Shared Vehicle,”

2) To correct and clarify the overall length for a Class A Loading Space.

- Loading Space, Class A means a designated space, clear of any driving or manoeuvring aisles or means of emergency egress, for the loading or unloading of automobiles, vans or other small vehicles used for servicing, repair or delivery activities *of overall length equal to or greater than 5.5 metres but less than 8.5 metres.*

3) To correct and clarify the overall length for a Class B Loading Space.

- Loading Space, Class B means a designated space, clear of any driving or manoeuvring aisles or means of emergency egress, for the loading or unloading of single unit trucks and other medium-sized vehicles used for servicing, repair or delivery activities *of overall length equal to or greater than 8.5 metres but less than 17 metres.*

4) To correct and clarify the overall length for a Class C Loading Space.

- Loading Space, Class C means a designated space, clear of any driving or manoeuvring aisles or means of emergency egress, for the loading or unloading of semi-trailers or other vehicles of overall length *equal to or greater than 17 metres used for delivery activities.*

5) To add new definition for a new form of parking called “Mechanical Parking” .

- *Mechanical Parking means a device, including an elevating device such as a vertical lift or automated vehicle storage system that allows for the provision of parking in a compact form without the use of ramping.*

Section 3 Administration

1) To Section 3.2.2, replace all instances of “co-operative” with “shared.”

Section 4 Off-street Parking Space Regulations

1) To Section 4.1.6, clarify the calculation of the parking requirements in the FCCDD zone.

- Change 4.1.6 as:

4.1.6 BCPED District *and FCCDD District* Requirements

Unless otherwise provided in an Official Development Plan, the number of parking spaces required and permitted in the BCPED District *and FCCDD District* shall be calculated according to section 4.2

2) To Section 4.1.7, clarify as to which parking spaces the 25% small car ratio applies, and that the 40% small car ratio maximum applies to specific individual uses and includes provision for common practice on small sites where only two or only three parking spaces are provided.

- No more than 25 percent of the parking spaces of the total parking provided for uses combined may be small car spaces, except that if the parking spaces provided on a site:

a) are primarily reserved and clearly designated for employee parking in association with office, industrial or similar uses, no more than 40 percent of such parking spaces may be small car spaces; and

b) For a particular use where there are only two or three spaces, one of them may be a small car space.

c) Location of small car spaces shall be determined by the Director of Planning in consultation with the General Manager of Engineering Services.

3) To Section 4.1.11, modify wording to allow a cumulative parking calculation for all uses on a development site.

- Section 4.1.11 Where the calculation of total required parking spaces results in a fractional number, the nearest whole number ~~above zero~~ shall be taken. A fraction of one-half shall be rounded up to the next whole number.

4) To Section 4.1.12 (b)(i) to clarify, as per current practice, the method of calculating parking when no historic records exist. Use the current parking requirement to calculate the original required number of spaces for all uses combined; and to Section 4.1.12(b) (ii) to

clarify that the entitlement to a maximum 2-space parking space exemption may be affected by changes made to Section 4.2 through Regulatory Review.

- Section 4.1.12 Parking Space Requirement Exemptions

The required number of off-street parking spaces need not be provided:

- (i) for any change of use located on a site outside the areas outlined on Map 4.3.1, where the increase over the parking required for the originally constructed building does not, in total, exceed two spaces, two spaces need not be provided *except for a building where there are no historic records parking spaces as per the Parking By-Law needs to be provided.*
- (ii) the number of spaces not provided under this section 4.1.12(b)(i) and section 4.1.12(d) shall not exceed two, *except as otherwise provided for in Section 4.2;*

5) To Section 4.2.1.3, when the Parking By-Law changes to Section 4.2.1.13 were made, this section was not modified and it is causing confusion. Where column 1 mentions three or more residential units under RS-2, RS-4, etc. , except for DEOD, delete (the following in column 2 needs to remain only for DEOD)

- ~~A minimum of one space for each 70 square metres of gross floor area, except that no more than 2.2 spaces for every dwelling unit need be provided~~

Please also delete FSD in column one and relevant requirement in column 2, they are already included in the map for 4.2.1.13.

and substitute the following:

A minimum of 0.5 space for every dwelling unit that has less than 50 m² of gross floor area, and, for every dwelling unit that has 50 m² or more of gross floor area, at least 0.6 space for every dwelling unit plus one space for each 200 m² of gross floor area, except that there need be no more than 1.5 spaces for every dwelling unit.
For sites smaller than 500 square metres or with a maximum of 1.0 floor space ratio, the lesser of the requirement set out in the preceding paragraph of this column or one space for every dwelling unit.

6) To Section 4.2.1.4, when the Parking By-Law changes to Section 4.2.1.13 were made, this section was not modified and it is causing confusion. Except for the requirements for RM-5, RM-5A, RM-5B, RM-5C, RM-6, C-5 and C-6, (which are in the West End and not intended to be changed to the new City wide multiple dwelling standard) delete the requirements as set out in Column 2 for required and permitted parking spaces, and replace as follows:

- ~~A minimum of one space for each 70 square metres of gross floor area, except that no more than 2.2 spaces for every dwelling unit need be provided~~

COLUMN 1

Multiple Dwelling or Infill Multiple Dwelling in the following districts, except as provided for in sections 4.2.1.7, 4.2.1.8 and 4.2.1.10: ~~RS-2, RT-2, RM-2, RM-3, RM-3A, C, (except C-5 and C-6), DEOD, MC-1 and MC-2~~

RS-2, RT-2, RM-2, RM-3, RM-3A, C, (except C-5 and C-6 and DEOD), MC-1 and MC-2

RS-7, RT-3, RT-4, RT-4N, RT-4A, RT-4AN, RT-5, RT-5N, RT-5A, RT-5AN, RT-6, RT-7, RT-8, and sites less than 500 square metres in RM-4, RM-4N and FM-1

Sites 500 square metres or larger in RM-4 and RM-4N

Sites 500 square metres or larger in FM-1

RM-1 and RM-1N

BUILDING CLASSIFICATION

COLUMN 2

REQUIRED AND PERMITTED PARKING SPACES

A minimum of one space for each 70 square metres of gross floor area, except that no more than 2.2 spaces for every dwelling unit need be provided.

For three or more dwelling units:

A minimum of 0.5 space for every dwelling unit that has less than 50 m² of gross floor area, and, for every dwelling unit that has 50 m² or more of gross floor area, at least 0.6 space for every dwelling unit plus one space for each 200 m² of gross floor area, except that there need be no more than 1.5 spaces for every dwelling unit.

For sites smaller than 500 square metres or with a maximum of 1.0 floor space ratio, the lesser of the requirement set out in the preceding paragraph of this column or one space for every dwelling unit.

7) To Section 4.2.1.7, correct the section numbers where the parking standard for Dwelling Units in conjunction with another use will not apply.

- 4.2.1.7 Dwelling Units in conjunction with another use except as provided for in sections 4.2.1.5 and 4.2.1.7 to 4.2.1.10 inclusive. ~~4.2.1.5 and 4.2.1.8 to 4.2.1.12 inclusive.~~

8) To Section 4.2.1.8, delete the title of the Act now repealed and no longer applicable.

- 4.2.1.8 Three or more dwelling units designated solely for senior citizens' housing under the provisions of the National Housing Act ~~or the Housing Construction (Elderly Citizens) Act~~, or other similar use.

9) To Section 4.2.1.11, add wording to ensure that the parking requirement for Co-op Housing will not exceed the multiple dwelling parking standard where both uses are located on the same site.

| | | |
|----------|----------------|---|
| 4.2.1.11 | Co-op Housing. | <p>A minimum of 1.2 spaces for every dwelling unit</p> <p>For three or more dwelling units:</p> <p>A minimum of 0.5 space for every dwelling unit that has less than 50 m² of gross floor area, and, for every dwelling unit that has 50 m² or more of gross floor area, at least 0.6 space for every dwelling unit plus one space for each 200 m² of gross floor area, except that there need be no more than 1.5 spaces for every dwelling unit.</p> <p>For sites smaller than 500 square metres or with a maximum of 1.0 floor space ratio, the lesser of the requirement set out in the preceding paragraph of this column or one space for every dwelling unit.</p> |
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10) To Section 4.2.1.13, add text to set the upper threshold for the unit size at which point no more than 1.5 parking spaces for every unit is required,

- 4.2.1.13

A minimum of 0.5 space for every dwelling unit that has less than 50 m² of gross floor area, and for every dwelling unit that has 50 m² or more of gross floor area, at least 0.6 space for every dwelling unit plus one space for each 200 m² of unit gross floor area, except that ~~that there need be no more than 1.5 spaces for every dwelling unit~~ **for every dwelling unit which has a gross floor area of 180m² or greater, there need be no more than 1.5 spaces for every dwelling unit.**

For sites smaller than 500 square metres or with a maximum of 1.0 floor space ratio, the lesser of the requirement set out in the preceding paragraph of this column or one space for every dwelling unit.

11) To Section 4.2.1.13, delete zoning district names to ensure that where multiple dwelling is a permitted use within the area defined below, (street names changed to define the area and to include the BCPED and FCCDD zoning districts the absence of the zoning district name in the list does not prevent the application of the 4.2.1.13 parking standard:

- 4.2.1.13 despite anything to the contrary in this section 4.2.1, for three or more residential units, or for dwelling units in conjunction with another use: ~~i) in C, RM, FM, MC or IC~~ located within the area bounded by Burrard Inlet, Boundary Road, Marine Drive, Argyle Street, Fraser River, the boundary between the city and the University Endowment Lands, English Bay, False Creek, Burrard Street, 1st Avenue, ~~Fir Street, 2nd Avenue, Lamey's Mill Road, Alder Crossing, 6th Avenue, False Creek, Cambie Street, 2nd Avenue, Main Street, Prior Street, Gore Avenue, the lane south of Hastings Street, and Heatley Street;~~ or ii) ~~in portions of C-3A not included above~~ (See Map 4.2.1.13)
- **Insert a new map 4.2.1.13**

12) To section 4.2.4.7, replace "racket" with "racquet"

- **4.4 Table of Number of Required and Permitted Accessory Parking Spaces for Heritage Sites Outside HA Districts (*Chinatown, Gastown, and Yaletown Historic Areas*) and Sub-area C2 (*Victory Square and the Woodward's site.*)**

13) To Section 4.3.4, modify the text to clarify

- For applications considered under this section, the parking provision shall not exceed the applicable maximum requirement of section 4.3.1. ~~Where a change of use to existing floor space occurs, for~~ **For** the purpose of calculating the parking required, **prior to a change of use**, existing Active Uses (A) shall have a parking requirement determined by the P to A calculation of the By-law and existing Passive Uses (P) shall have no parking requirement.

14) To Section 4.3.8, delete incorrect and insert the correct section numbers.

- Dwelling Units for Senior Citizens or Low Income Families - DD, CWD and HA Districts

Dwelling units in the DD, CWD and HA Districts for senior citizens or low income families as provided for in sections ~~4.2.1.7~~ **4.2.1.8** and ~~4.2.1.8~~ **4.2.1.9** shall

provide parking in accordance with sections ~~4.2.1.7~~ *4.2.1.8* and ~~4.2.1.8~~ *4.2.1.9* respectively.

15) To section 4.4.4 (b), clarify the parking standard where the site is located within the boundaries defined in Section 4.3.1

- (b) In ~~all other~~ cases *where the site is located within the boundaries defined in Section 4.3.1*, 0.75 times the *parking* standard specified in section 4.3.6.

16) To add a new Section 4.4.4 (c) to specify a parking standard where the dwelling use is on a heritage site outside the boundaries defined in section 4.3.1 (DD and CWD Districts).

- (c) *In cases where the site is not located within the boundaries defined in 4.3.1, 0.75 times the parking standard otherwise applicable for that location.*

17) To Map 4.5, delete the black-lined boundary and title for Sub-Area 'B' to reflect changes to the Parking By-Law approved in April 2001 (RTS 1920) which recommended reduced commercial and residential parking standards for Sub-Area A and reduced residential parking standard within Sub Area B. In May 2007 (RTS 06487), Council approved a harmonized Multiple Dwelling Parking Standard for Sub- Area A and Sub Area B with the city wide residential parking standard 4.2.1.13

18) To Section 4.5, insert a Section number "4.5A" to match the numbering within the table following.

- **4.5A Table of Number of Required and Permitted Parking Spaces for Southeast False Creek shown outlined in heavy black on Map 4.5A**

19) To Section 4.6.1, to clarify the intended point from which the distance to off-site parking is to be measured and to specify that the measurement of the distance is to be as walked.

- 4.6.1 R, C, M, I, FSD and DEOD Districts

All off-street parking spaces required or provided in R, C, M, I, FSD and DEOD Districts, shall be located on the same site as the development or building they are intended to serve, except that spaces accessory to uses other than dwelling uses may be located on another site within 45 metres from the development or building they are intended to serve *to be measured from the nearest pedestrian access point on the property of application to the nearest of the parking spaces provided on the site* subject to the approval of the Director of Planning and provided they are secured by means satisfactory to the Director of Planning.

20) To Sections 4.8.1, add wording to clarify that mechanical parking spaces need not meet the design requirements for parking spaces, and to clarify the minimum width of a standard parking space where both sides abut a fence or structure as is consistent with applied practice.

- 4.8.1 Size of Parking Spaces and Size and Location of Disability Parking Spaces

Except as this Section 4 otherwise expressly states, all off-street parking spaces, ~~“except for mechanical parking spaces,”~~ shall be a minimum of 5.5 metres in length and 2.5 metres in width and shall have a minimum vertical clearance of 2.0 metres, except that where ~~a~~ one side of any space abuts any portion of a fence or structure the minimum width shall be 2.7 metres, *or where both sides abut any portion of a fence or structure the minimum width shall be 2.9 metres.*

21) To Sections 4.8.2, to clarify the the minimum width of a small car parking space where both sides abut a fence or structure as is consistent with applied practice.

- All off-street parking spaces for small cars, shall be a minimum of 4.6 metres in length and 2.3 metres in width and shall have a minimum vertical clearance of 2.0 metres, except that where ~~the~~ *one* side of any space abuts any portion of a fence or structure the minimum width shall be 2.6 metres *or where both sides abut any portion of a fence or structure the minimum width shall be 2.7 metres.*

- 4.8.2A Size of Mechanical Parking Spaces

As defined and approved by the Director of Planning in consultation with City Engineer

Delete “general manager of engineering services” wherever it appears in the by-law, and substitute “city engineer”.

22) To Section 4.8.4,

- Section 4.8.4. Insert the sentence *The Director of Planning, in consultation with the General Manager of Engineering Services, shall determine the location of disability parking spaces required and provided for several uses on a site* to clarify where disability parking spaces should be located within a mixed-use building.

23) Add a new section 4.8.4a

- *Signage for Disability Parking and Dual Height in Parking Areas*

The owner of a site must clearly post overhead signs that state the maximum unobstructed height clearance provided for disability parking access both at the parking entrance and within the parking area.

24) To Section 4.8.5,

- Insert a sentence to require approval of Director of Planning in consultation with City Engineer the means of parking access where mechanical parking is proposed to reflect the use of mechanical elevating devices in developments.
- Insert a phrase to allow access into small car parking spaces from a 6.1m wide manoeuvring aisle without increasing the parking space width to reflect current practice.
- 4.8.5 Internal Circulation

“Adequate provision shall be made for access by vehicles to all off-street parking spaces by means of unobstructed maneuvering aisles which, for right-angle parking, shall be not less than 6.6 metres in width, except that the Director of Planning, in consultation with the City Engineer may permit a lesser aisle width to an absolute minimum of 6.1 meters- metres for parking stalls when the each of the standard parking stalls is a minimum of 2.7 metres wide , except when all the parking stalls are small car spaces which shall not require more than a minimum 6.1m unobstructed aisle width, and for other than right-angle parking may be a lesser width as permitted by the Director of Planning in consultation with the City Engineer. Where parking spaces are provided as Mechanical Parking access must be provided to the satisfaction of the Director of Planning in consultation with the City Engineer.”

25) To Section 4.8.9, add phrases to indicate the maximum height of a wheel stop and to clarify the correct placement of a wheel stop for both standard and small sized parking spaces.

- 4.8.9 Curbs

All parking uses shall be provided and maintained with curbs having cross-sectional dimensions above the pavement of at least 15 cm, *and no more than 20 cm*, located at least 75 cm, for a standard or disability parking space and 60 cm, for a small car parking space, distant from interior or exterior fences, pedestrian circulation routes, landscaped areas, other parking spaces, and except for points of access, streets or lanes.”

26) To section 4.8.12, add a phrase to exclude mechanical parking spaces from being required to provide parking space divider lines between spaces.

- Section 4.8.12

“All parking spaces, except for mechanical parking, in a parking area or parking garage shall be marked by permanent striping extending the full length of the spaces.”

27) To section 4.12.1, add a comma after the word ‘thereof’ to improve the clarity of the text.

28) To section 4.12.2, delete the title "~~Director of Finance~~" and replace with "*Director of Budget Services*" as this accurately reflects the title of the person who recommends acceptance of Payment-in-Lieu of Parking to Council.

- 4.12.2 The City Engineer, Director of Planning and the ~~Director of Finance~~ *Director of Budget Services* shall report to Council on every application received pursuant to section 4.12.1 and shall make a recommendation thereon, including an amount of money that may be accepted in lieu of the requirement to provide a certain number of parking spaces.

Section 5

1) To Section 5.1.3, insert the Zoning District label "FCCDD" after "BCPED" to include the missing Zoning District for off-street loading space requirements.

- 5.1.3 BCPED "*and FCCDD*" District Requirements

Unless otherwise provided in an Official Development Plan, the number of spaces for the off-street loading and unloading of motor vehicles required for any development in the BCPED "*and FCCDD*" Districts shall be calculated according to section 5.2.

2) To section 5.1.7, insert the phrase "*Except as otherwise prescribed in Section 5.2.1 or elsewhere where no requirement is prescribed*" at the beginning of the second sentence to eliminate the current conflict with section 5.2.1.

- 5.1.7 Rounding of Fractional Numbers

Where the calculation of total required loading spaces results in a fractional number, the nearest whole number above zero shall be taken. *Except as otherwise prescribed in section 5.2.1 or elsewhere where no requirement is prescribed*, a fraction of one-half shall be rounded up to the next whole number.

3) To section 5.1.8, add the word "*parking*" before the word 'spaces' as the sensitivity of parking changes gives better information as to the scale of the proposed changes.

- 5.1.8 Loading Space Requirement Exemptions

The required number of off-street loading spaces need not be provided where, subsequent to original construction of a building, any additions, alterations or change in use would, in total, result in an increase of less than 10 percent of the number of *parking* spaces required for the originally constructed building before any addition, alteration or change in use.

4) To section 5.2.1,

- Delete duplication of “Neighbourhood Grocery Store” use from section 5.2.1 as it also appears in section 5.2.5, and the required loading in section 5.2.1 refers only to dwelling uses.
- Change the wording “at least two spaces” to the following “a minimum of one additional space” in the table describing the Class B loading requirement for dwelling use.
- Insert the wording “or one or more legal lots” following the text “one or more parcels of land” to “one or more legal lots” in the section referring to the sharing of a common parking area. The proposed new tables are shown as follows:

| | | | |
|---|------------------------|--|------------------------|
| <p>Dwelling Use (For the purpose of calculating loading spaces in the Southeast False Creek area illustrated in Map 4.5A, the number of dwelling units is to include the number of live-work units under section 4.5A.5 and social housing units under sections 4.5A.6, 4.5A.7, and 4.5A.8.); Neighbourhood Grocery Store.</p> | <p>No Requirement.</p> | <p>No requirement for less than 100 dwelling units. A minimum of one space for 100 to 299 dwelling units; a minimum of one additional space for 300 to 499 dwelling units; and at least two spaces <i>a minimum of one additional space</i> for any portion of each additional 200 dwelling units, except that where one or more parcels of land or one or more legal lots include multiple buildings that share a parking area or parking garage, the Director of Planning, in consultation with the City Engineer, may allow the loading requirement to be based on the total number of dwelling units in all the buildings.</p> | <p>No requirement.</p> |
|---|------------------------|--|------------------------|

5) To section 5.4.1, add the word “unobstructed” prior to the word “access” and add the phrase “and a loading throat(s) where required” after the words “manoeuvring aisle” to ensure that access by trucks into loading spaces cannot be compromised by other vehicles in parking or loading spaces, nor by any structure, fixture or other impediment.

- 5.4.1 Access to Loading Spaces

Except as otherwise provided for in section 5.4.2, adequate provision shall be made for *unobstructed* access by vehicles to all off-street loading spaces by means of a minimum 6.1 metre wide manoeuvring aisle *and a loading throat(s) where required*, and from any lane abutting the site, or from a street where either no lane is present or the Director of Planning, in consultation with the City Engineer, is satisfied that lane access is not possible because of site or development peculiarities.

6) To create a new Section 5.5.6, titled "*Specialized Vehicles*" to address instances requiring non-standard dimensions for loading spaces to accommodate specialized trucks.

- 5.5.6 *Specialized Vehicles*

If the operation of any use requires access to loading by specialized vehicles, the Director of Planning, in consultation with the City Engineer, may set height clearances at points of access and loading space sizes appropriate to such vehicles.

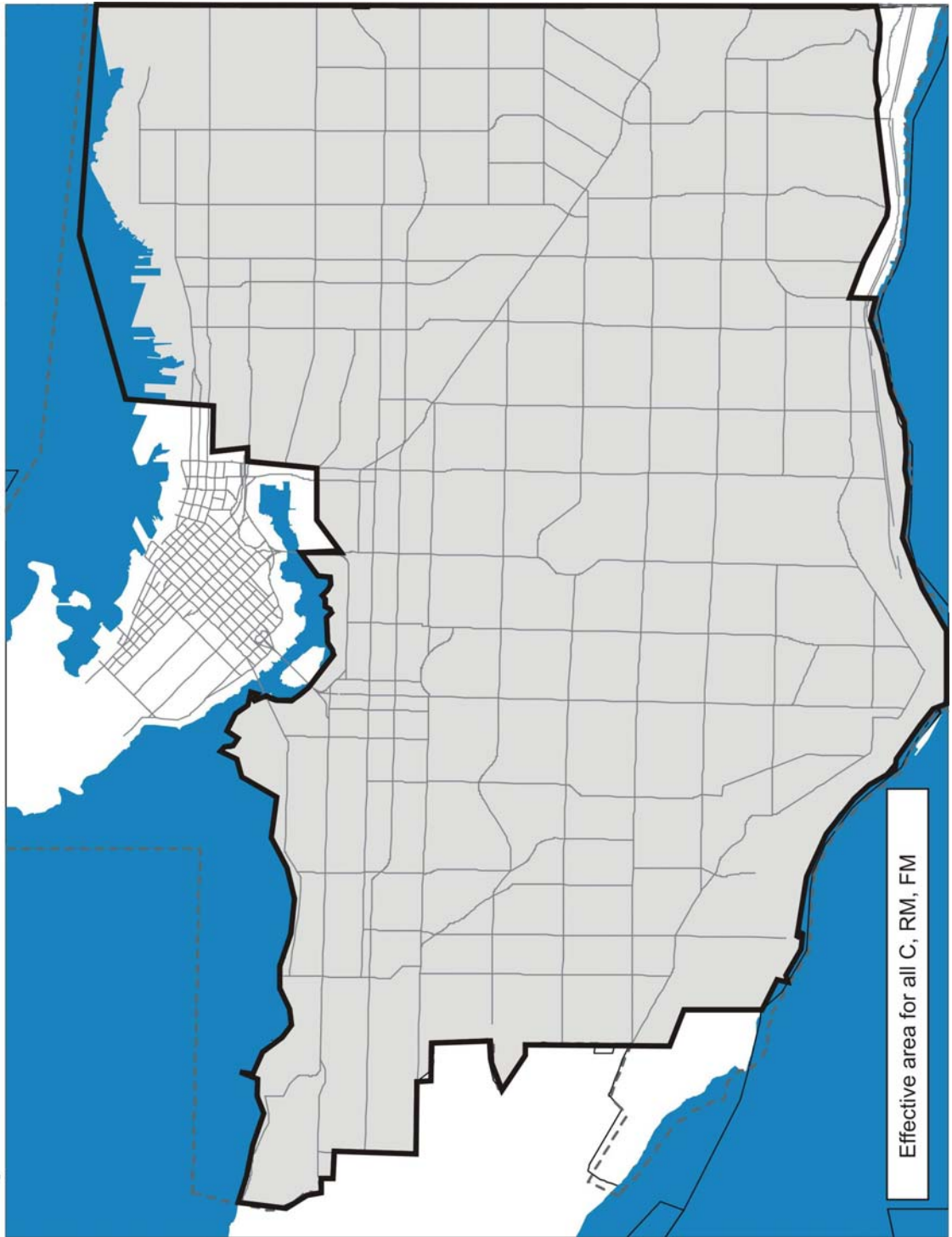
Section 7

1) To Section 7.4.2, delete the "3.7m" dimension and insert the correct "4.0m" disability space dimension.

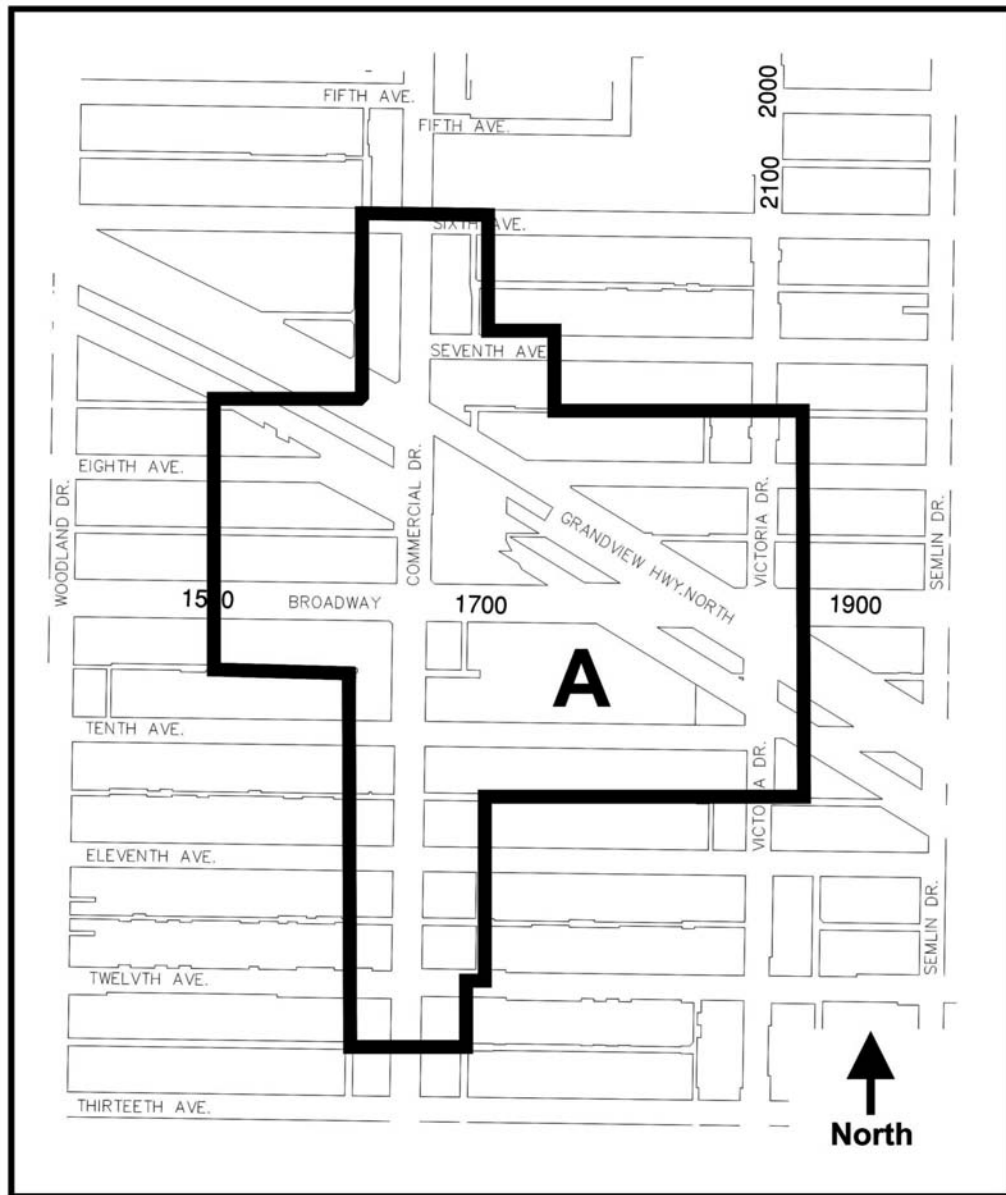
- 7.4.2 Size of Class B Passenger Space

All spaces shall be a minimum 4.0 metres in width and shall have a minimum vertical clearance of 3.5 metres. Spaces that are parallel to a driving or manoeuvring aisle shall be a minimum of 14.0 metres in length for the first space, and 11.0 metres in length for any additional spaces. Spaces that are at a right angle to an aisle shall be a minimum of 7.5 metres in length for the first space, and 6.0 metres in length for any additional spaces, all with a minimum paved and unobstructed landing area extending behind the head of the space for a distance of 3.0 metres, with a width of ~~3.7~~ 4.0 metres. Spaces that are at an angle less than 90 degrees to the aisle shall be dimensioned as determined by the Director of Planning in consultation with the City Engineer.

Map 4.2.1.1.13



Map 4.5



BY-LAW NO. _____

A By-law to amend Parking By-law No. 6059

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This By-law amends the indicated provisions and maps of the Parking By-law.
2. In section 2, Council:
 - (a) strikes out the definition of "Co-operative Parking Space";
 - (b) strikes out the definition of "Co-operative Vehicle";
 - (c) to the definition of "Loading Space, Class A", after "activities", adds "of overall length equal to or greater than 5.5 m but less than 8.5 m";
 - (d) to the definition of "Loading Space, Class B", after "activities", adds "of overall length equal to or greater than 8.5 m but less than 17 m";
 - (e) to the definition of "Loading Space, Class C", after "length", adds "equal to or greater than 17 m used for delivery activities";
 - (f) after the definition of "Loading Space, Class C", adds:

"Mechanical Parking means a device, including an elevating device such as a vertical lift or automated vehicle storage system, that allows for the provision of parking in a compact form without the use of ramping."; and
 - (g) after the definition of "Payment-In-Lieu", Council adds:

"Shared Vehicle Parking Space means a parking space reserved for the exclusive use of a shared vehicle.

Shared Vehicle means a four-wheeled automobile, van, or pick-up truck owned and operated by an organization which provides car-sharing services to its members."
3. From the text of section 3.2.2, Council strikes out "co-operative" and "associated parking spaces" each time they appear, and substitutes "shared" and "shared vehicle parking spaces" respectively.
4. To the title and text of section 4.1.6, after "BCPED District", Council adds "and FCCDD District".

5. Council repeals the text of section 4.1.7, and substitutes:

“The number of small car parking spaces on a site may not exceed 25% of the total parking spaces required for the site for all uses combined, except that:

- (a) if the parking spaces on a site are primarily reserved and clearly designated for employee parking in association with office, industrial, or similar uses, the number of such small car parking spaces may increase to no more than 40% of the total parking spaces; and
- (b) if a particular use requires only two or three parking spaces, one of them may be a small car space.”

The Director of Planning, in consultation with the City Engineer, is to determine the location of small car spaces on a site.

6. From the text of section 4.1.11, Council strikes out “above zero” .

7. In the text of section 4.1.12(b), Council:

(a) to clause (i), after “provided”, adds:

“except that if there are no historic records showing the parking requirements for the originally constructed building, the number of parking spaces must meet the requirements of this By-law”; and

(b) to clause (ii), after “two”, Council adds “except as otherwise provided for in section 4.2” .

8. From the text of Column 1 of section 4.2.1.3, Council repeals:

| | |
|---|--|
| RS-2, RS-4, RT-1, RT-2, RM-2, RM-3, RM-3A, C, (except C-5 and C-6), M, I, DEOD and sites 500 square metres or larger in RM-4 and RM-4N: | |
| Two residential units | A minimum of two spaces. |
| Three or more residential units | A minimum of one space for each 70 square metres of gross floor area, except that no more than 2.2 spaces for every residential unit need be provided. |
| RM-5, RM-5A, RM-5B, RM-5C, RM-6, C-5, C-6 | |
| Two residential units | A minimum of two spaces. |
| Three or more residential units | A minimum of one space for each 80 |

| | |
|-----|--|
| FSD | <p>square metres of gross floor area, except that no more than 2.2 spaces for every residential unit need be provided.</p> <p>A minimum of two spaces for every dwelling unit.</p> |
|-----|--|

and substitutes:

| | |
|---|--|
| <p>DEOD</p> <p>Two residential units</p> <p>Three or more residential units</p> <p>RS-2, RS-4, RT-1, RT-2, RM-2, RM-3, RM-3A, C, (except C-5 and C-6), M, I, and sites 500 m² or larger in RM-4 and RM-4N</p> <p>Two residential units</p> <p>Three or more residential units</p> <p>RM-5, RM-5A, RM-5B, RM-5C, RM-6, C-5, C-6</p> <p>Two residential units</p> <p>Three or more residential units</p> | <p>A minimum of two spaces.</p> <p>A minimum of one space for each 70 m² of gross floor area, except that no more than 2.2 spaces for every residential unit need be provided.</p> <p>A minimum of two spaces.</p> <p>A minimum of 0.5 space for every dwelling unit that has less than 50 m² of gross floor area, and, for every dwelling unit that has 50 m² or more of gross floor area, at least 0.6 space for every dwelling unit plus one space for each 200 m² of gross floor area, except that, for every dwelling unit which has a gross floor area of 180 m² or greater, there need be no more than 1.5 spaces for every dwelling unit.</p> <p>For sites smaller than 500 m² or with a maximum of 1.0 floor space ratio, the lesser of the requirement set out in the preceding paragraph of this column or one space for every dwelling unit.</p> <p>A minimum of two spaces.</p> <p>A minimum of one space for each 80 m²</p> |
|---|--|

| | |
|--|---|
| | of gross floor area, except that no more than 2.2 spaces for every residential unit need be provided. |
|--|---|

9. In the text of section 4.2.1.4, Council:

(a) in the first paragraph of Column 1, strikes out "4.2.1.7, 4.2.1.8 and 4.2.1.10", and substitutes "4.2.1.7, 4.2.1.8, 4.2.1.10, and 4.2.1.13";

(b) strikes out the second paragraph of Column 1, and substitutes:

"DEOD"; and

(c) strikes out the second, third, and fourth paragraphs of Column 2, and substitutes:

"A minimum of 0.5 space for every dwelling unit that has less than 50 m² of gross floor area, and, for every dwelling unit that has 50 m² or more of gross floor area, at least 0.6 space for every dwelling unit plus one space for each 200 m² of gross floor area, except that, for every dwelling unit which has a gross floor area of 180 m² or greater, there need be no more than 1.5 spaces for every dwelling unit.

For sites smaller than 500 m² or with a maximum of 1.0 floor space ratio, the lesser of the requirement set out in the preceding paragraph of this column or one space for every dwelling unit."

10. From the text of section 4.2.1.7, Council strikes out "4.2.1.5 and 4.2.1.7 to 4.2.1.10", and substitutes "4.2.1.5 and 4.2.1.8 to 4.2.1.12".

11. From the text of section 4.2.1.8, Council strikes out "or the Housing Construction (Elderly Citizens) Act".

12. To the text of Column 2 of section 4.2.1.11, after the first paragraph, Council adds:

"For three or more dwelling units:

A minimum of 0.5 space for every dwelling unit that has less than 50 m² of gross floor area, and, for every dwelling unit that has 50 m² or more of gross floor area, at least 0.6 space for every dwelling unit plus one space for each 200 m² of gross floor area, except that, for every dwelling unit which has a gross floor area of 180 m² or greater, there need be no more than 1.5 spaces for every dwelling unit.

For sites smaller than 500 m² or with a maximum of 1.0 floor space ratio, the lesser of the requirement set out in the preceding paragraph of this column or one space for every dwelling unit."

13. From the text of Column 1 of section 4.2.1.13, Council strikes out:
 - (a) “: i) in C, RM, FM, MC or IC”;
 - (b) “Fir Street, 2nd Avenue,”;
 - (c) “Alder Crossing, 6th Avenue,”, and substitutes “False Creek”; and
 - (d) “; ii) or in portions of C-3A not included above;”, and substitutes a period.
14. Council repeals Map 4.2.1.13, and substitutes Map 4.2.1.13 attached to this By-law.
15. To the text of section 4.2.1.13, after “except that”, Council adds “, for every dwelling unit which has a gross floor area of 180 m² or greater,”.
16. From the text of section 4.2.4.7, Council strikes out “racket”, and substitutes “racquet”.
17. In the text of section 4.2.6.5, Council strikes out:
 - (a) “staff”, and substitutes “use”; and’
 - (b) “any caretaker”, and substitutes “each caretaker”.
18. From the text of section 4.3.4, Council strikes out the second sentence, and substitutes:

“For the purpose of calculating the parking required, prior to a change of use, existing Active Uses (A) shall have a parking requirement determined by the P to A calculation of the By-law and existing Passive uses (P) shall have no parking requirement.”
19. Council repeals the text of section 4.3.8, and substitutes:

“Dwelling units in the DD, CWD and HA Districts for senior citizens or low income families as provided for in sections 4.2.1.8 and 4.2.1.9 shall provide parking in accordance with sections 4.2.1.8 and 4.2.1.9 respectively.”
20. In the text of section 4.4.4, Council:
 - (a) from subsection (a)(iii), strikes out “and”;
 - (b) repeals section 4.4.4(b), and substitutes:

“(b) in cases where the site is located within the boundaries defined in Section 4.3.1, 0.75 times the parking standard specified in section 4.3.6; and”; and

(c) after subsection (b), adds:

“(c) in cases where the site is not located within the boundaries defined in 4.3.1, 0.75 times the parking standard otherwise applicable for that location.”

21. Council repeals Map 4.5, and substitutes Map 4.5 attached to this By-law.

22. From the text of the first column of each of sections 4.5.1, 4.5.2, 4.5.3, and 4.5.4, Council strikes out “Sub-area A”, and substitutes “Area A”.

23. After the table in section 4.5, Council strikes out the words “4.6 Location of Parking Spaces”, and re-locates them to immediately before section 4.6.1.

24. Immediately before the title “Table of Number of Required and Permitted Parking Spaces for Southeast False Creek shown outlined in heavy black on Map 4.5A”, Council insert “4.5A”.

25. Council repeals the text of section 4.6.1, and substitutes:

“All off-street parking spaces required or provided in R, C, M, I, FSD and DEOD Districts, shall be located on the same site as the development or building they are intended to serve, except that spaces accessory to uses other than dwelling uses may be located on another site within 45 m distance from the development or building they are intended to serve to be measured from the nearest pedestrian access point on the property of application to the nearest of the parking spaces provided on the site subject to the approval of the Director of Planning and provided they are secured by means satisfactory to the Director of Planning.”

26. Council repeals the text of section 4.8.1, and substitutes:

“Except as this Section 4 otherwise expressly states, all off-street parking spaces shall be a minimum of 5.5 m in length and 2.5 m in width and shall have a minimum vertical clearance of 2.0 m, except that where one side of any space abuts any portion of a fence or structure the minimum width shall be 2.7 m, or where both sides abut any portion of a fence or structure the minimum width shall be 2.9 m.”

27. Council repeals the text of section 4.8.2, and substitutes:

“All off-street parking spaces for small cars shall be a minimum of 4.6 m in length and 2.3 m in width and shall have a minimum vertical clearance of 2.0 m, except that where one side of any space abuts any portion of a fence or structure the minimum width shall be 2.6 m or where both sides abut any portion of a fence or structure the minimum width shall be 2.7 m.”

28. After section 4.8.2, Council adds:

"4.8.2A Size of Mechanical Parking Spaces

The Director of Planning, in consultation with City Engineer must approve the size of all mechanical parking spaces."

29. In the text of section 4.8.4, Council:

(a) at the end of subsection (c), strikes out the period, and substitute a semi-colon; and

(b) after subsection (c), beginning at the left margin, adds:

"The Director of Planning, in consultation with the City Engineer, shall determine the location of disability parking spaces required and provided for the various uses on a site."

30. After section 4.8.4, Council adds:

"4.8.4A Signage for Disability Parking and Dual Height in Parking Areas

The owner of a site must clearly post overhead signs that state the maximum unobstructed height clearance provided for disability parking access both at the parking entrance and within the parking area."

31. Council repeals the first paragraph of the text of section 4.8.5, and substitutes:

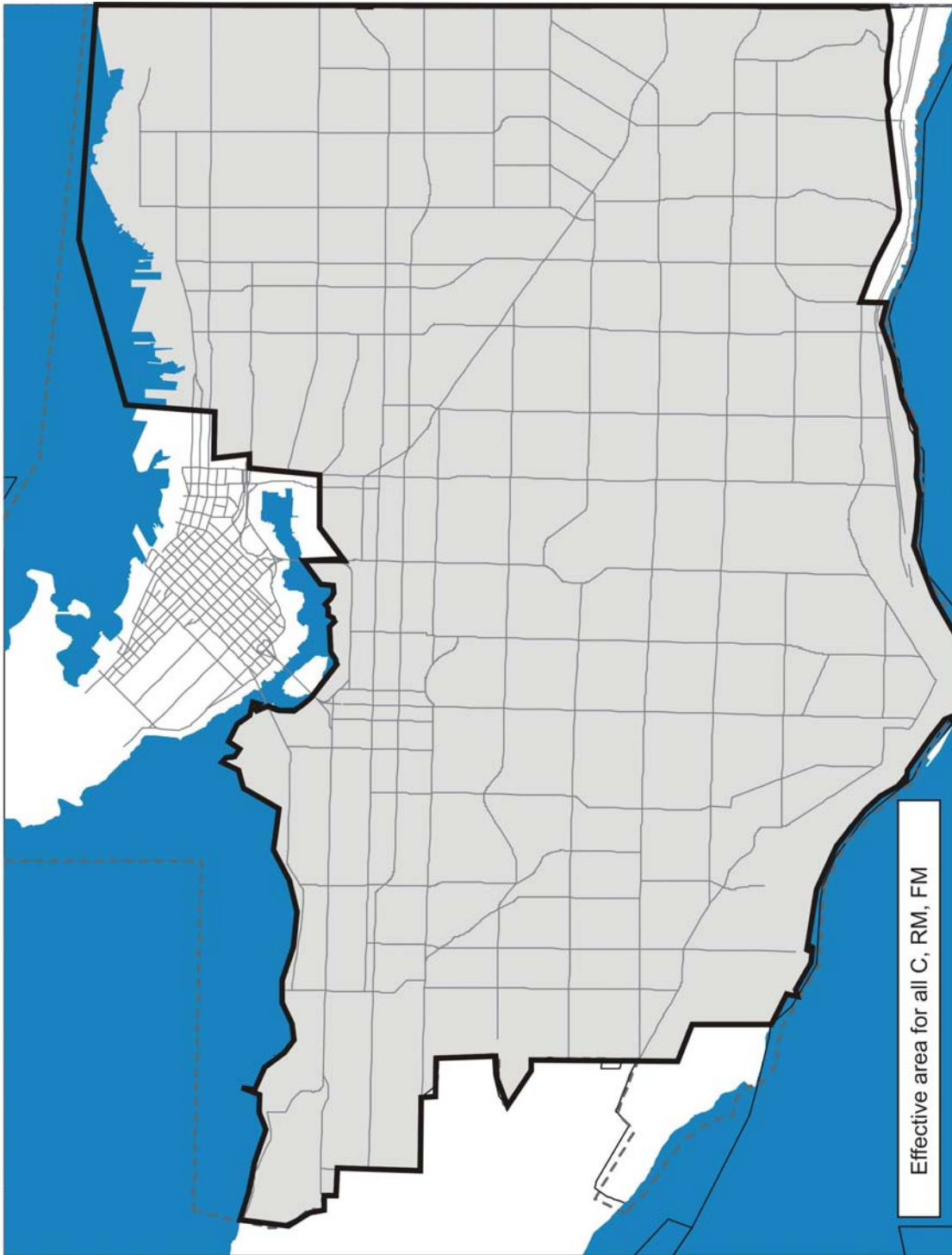
"Adequate provision shall be made for access by vehicles to all off-street parking spaces by means of unobstructed maneuvering aisles which, for right-angle parking, shall be not less than 6.6 m in width, except that the Director of Planning, in consultation with the City Engineer may permit a lesser aisle width to an absolute minimum of 6.1 m for parking stalls when each of the standard parking stalls is a minimum of 2.7 m wide, except when all the parking stalls are small car spaces which shall not require more than a minimum 6.1 m unobstructed aisle width, and for other than right-angle parking may be a lesser width as permitted by the Director of Planning in consultation with the City Engineer. Access to mechanical parking access must be satisfactory to the Director of Planning in consultation with the City Engineer."

32. Council repeals the text of section 4.8.9, and substitutes:

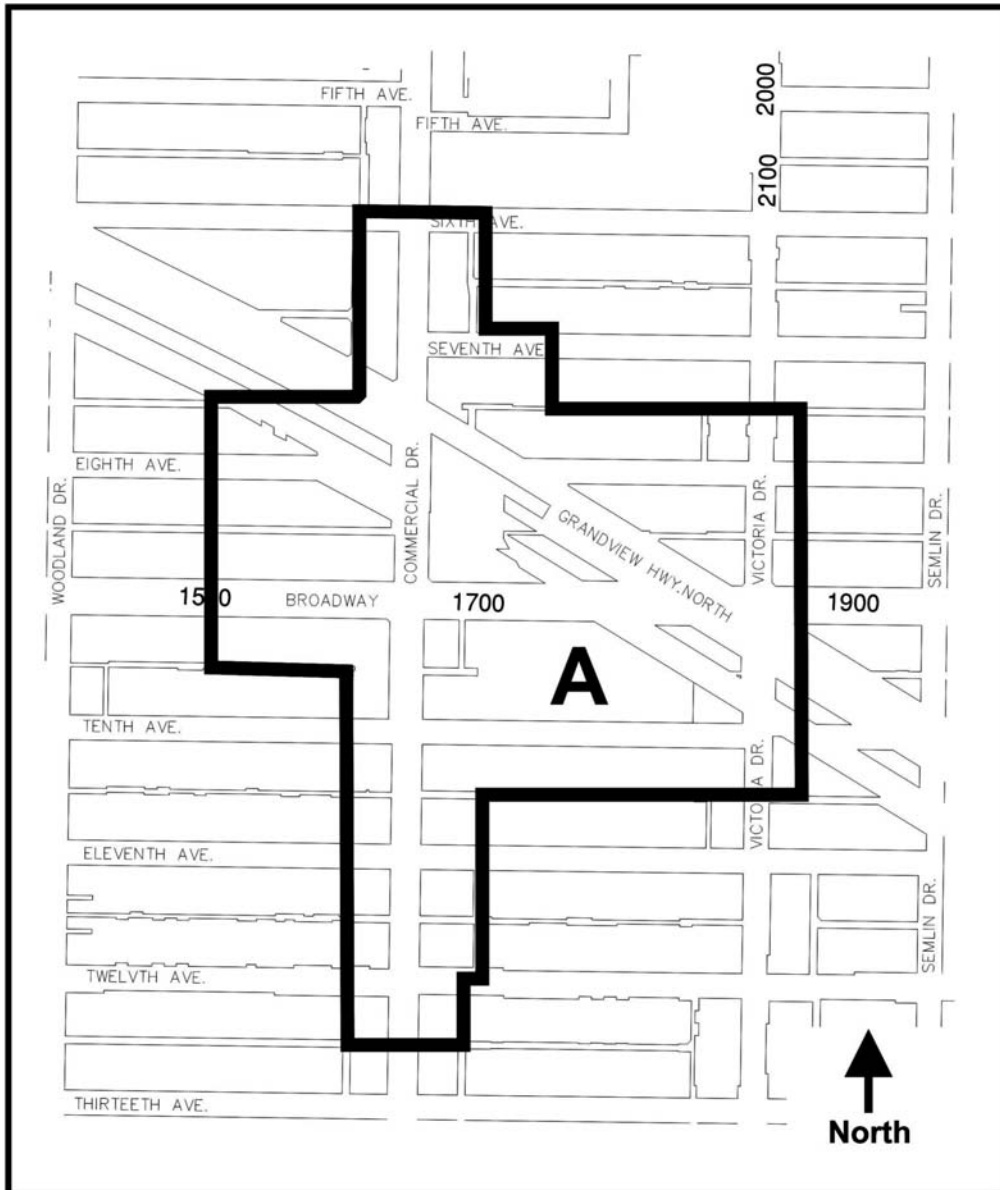
"All parking uses shall be provided and maintained with curbs having cross-sectional dimensions above the pavement of at least 15 cm, and no more than 20 cm, located at least 75 cm, for a standard or disability parking space and 60 cm, for a small car parking space, distant from interior or exterior fences, pedestrian circulation routes, landscaped areas, other parking spaces, and except for points of access, streets or lanes."

33. To the text of section 4.8.12, after "parking spaces", Council adds ", except for mechanical parking,".
34. To the text of section 4.12.1, after "thereof", Council adds a comma.
35. From the text of section 4.12.2, Council strikes out "Finance", and substitutes "Budget Services".
36. To the title and text of section 5.1.3, after "BCPED", Council adds "and FCCDD".
37. Council repeals the second sentence of the text of section 5.1.7, and substitutes:
"Subject to section 5.2.1 or to any other specific requirement of this By-law, a fraction of one-half shall be rounded up to the next whole number."
38. To the text of section 5.1.8, before the second reference to "spaces", Council adds "parking".
39. In the text of section 5.2.1, Council:
- (a) from Column 1, strikes out "Neighbourhood Grocery Store"; and
 - (b) from the Class B subcolumn of Column 2, strikes out:
 - (i) "at least two spaces", and substitutes "a minimum of one additional space", and
 - (ii) strikes out "or one or more legal lots".
40. To the text of section 5.4.1, Council:
- (a) before the first reference to "access", adds "unobstructed"; and
 - (b) after "aisle", adds "and a loading throat or throats where required".
41. After section 5.5.5, Council adds:
"5.5.6 Specialized Vehicles
If the operation of any use requires access to loading by specialized vehicles, the Director of Planning, in consultation with the City Engineer, may set height clearances at points of access and loading space sizes appropriate to such vehicles."
42. From the text of section 6.2.5.3, Council strikes out "Accommo-dation", and substitutes "Accommodation".
43. From the text of section 7.4.2, Council strikes out "3.7", and substitutes "4.0".

Map 4.2.1.13



Map 4.5



BY-LAW NO. _____

**A By-law to amend Impounding By-law No. 3519
regarding authority for impounding charges**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This By-law amends the indicated provisions of the Impounding By-law.
2. Council from:
 - (a) section 4(a), strikes out "6", and substitutes "7";
 - (b) sections 5(e) and 6(1), strikes out "5", and substitutes "6"; and
 - (c) section 11(4), strikes out "6 and 7", and substitutes "7 and 8".
3. Council re-numbers sections 4 to 15 as sections 5 to 16 respectively.
4. Immediately before the new section 5, Council adds:

"4. This By-law fixes as the impounding charges the rates set out in Schedule A to this By-law, and authorizes the payment of such rates to any person with whom the city contracts for the removal, towing, or storage of an impounding vehicle or the removal of a chattel under this By-law."
5. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.
6. This By-law is to come into force and take effect on the date of its enactment.

ENACTED by Council this _____ day of _____, 2008

Mayor

City Clerk