Parking Areas and Driveways
for Single and Two Family Dwellings

The purpose of this guide is to explain to owners, designers and builders the parking and driveway requirements for single and two family dwellings. These requirements also apply to properties that include laneway homes and secondary suites.

"This information is provided for convenience only and is not in substitution of applicable City Bylaws or Provincial or Federal Codes or laws. You must satisfy yourself that any existing or proposed construction or other works complies with such Bylaws, Codes or other laws."

Requirements

1.0 GENERAL

- Property owners are responsible for the cost of new driveway crossings, the cost of removing redundant crossings, and the cost of removing or relocating driveway access obstructions. All such relocations or removals are subject to the approval of the City Engineer.
- A site plan and topographic survey must be submitted as part of the Building Permit application and staff will refer these to the Engineering Department for approval. The site plan must include location (including distances to property line and to edge of existing road/lane pavement), width, grade elevations and slope(s) of driveway.
- `The topographic survey must show sufficient information to demonstrate the basis for the site plan.
- Driveway access will only be granted to legal parking areas as defined in Schedule No. VIII of the Burnaby Zoning Bylaw.

- Only one driveway access will be permitted to each single family lot and a maximum of two driveway accesses to a two family lot.
- Driveway access should always be from a lane when available. In extraordinary circumstances, the City Engineer has the discretion to approve alternatives under Section 800.7(1) of the Zoning Bylaw. This includes situations where access to an existing lane may not be physically feasible. If lane access is not available, then refer to 3.0 of this brochure.

- One parking space is required for each primary dwelling unit. No additional parking spaces are required for secondary suites or laneway homes (these are accessory dwelling units).
- Each required parking space must include an energized outlet capable of providing Level 2 charging or a higher charging level for an electric vehicle.
- The minimum parking requirements are shown in the table below.

Housing Type	Minimum stalls required[1]	Stall type	Length	Width	Height	Stall location
Single family home	1	Regular standard	5.5 m (18.04 ft.)	2.6 m (8.53 ft.)	2.0 m (6.56 ft.)	• Outside • Carport • Garage
Single family home with secondary suite	1	Regular accessible	5.5 m (18.04 ft.)	2.6 m (8.53 ft.)	2.3 m (7.55 ft.)	• Outside • Carport
Single family home with laneway home[2]	1	Van accessible	5.5 m (18.04 ft.)	3.4 m (11.15 ft.)	2.3 m (7.55 ft.)	• Outside • Carport
Duplex[3]	2	Regular standard	5.5 m (18.04 ft.)	2.6 m (8.53 ft.)	2.0 m (6.56 ft.)	• Carport • Garage
Semi-detached home[4]	2	Regular standard	5.5 m (18.04 ft.)	2.6 m (8.53 ft.)	2.0 m (6.56 ft.)	• Carport • Garage
Semi-detached home with secondary suites	2	Regular accessible	5.5 m (18.04 ft.)	2.6 m (8.53 ft.)	2.3 m (7.55 ft.)	• Outside • Carport
Semi-detached home with ground level suites[5]	2	Van accessible	5.5 m (18.04 ft.)	3.4 m (11.15 ft.)	2.3 m (7.55 ft.)	• Outside • Carport

Notes:

1. *This column shows the minimum number of required stalls per property. There is no parking maximum.*
2. *The single family home may contain a suite.*
3. *A duplex is a two-family home where the primary units are placed one above the other.*
4. *A semi-detached home is a two family home where the primary units are placed side-by-side or front-to-back.*
5. *Ground level suites are suites that meet the SAFERhomes Standards Society universal design standard.*

2.0 LANE ACCESS

- Driveway access off a lane for properties at a lane-lane intersection or at a lane-street intersection shall be located a minimum of 4.5 metres, as measured along the property line, from the intersection of the property lines.

  Note: Measurements along the property line are taken from the intersection of the lot property lines, not from the apparent edge of the street or lane.

- Driveway access off a lane must not exceed 9.0 metres in width.

3.0 STREET ACCESS

- If lane access is not available then street access may be permitted. Access is not permitted from collectors or higher hierarchy roads when a local road or lane is available. *Note: This does not apply to laneway homes or semi-detached homes that include suites.*

- Laneway homes, or semi-detached homes that include suites, will only be permitted on a lot with vehicular access from a lane; or (ii) subject to the approval of the Director Engineering, on a corner lot with vehicular access from the street abutting the side lot line; or (iii) subject to the approval of the Director Engineering, on a through lot.
- Corner lot without a lane shall have access from the minor street as defined in Burnaby's Transportation Plan.
- Driveway access off a street for properties at a street-street intersection shall be located a minimum of 6.0 metres, as measured along the property line, from the intersection of the property lines. Greater distance may be required when adjacent to a collector or arterial street.

  Note: Measurements along the property line are taken from the intersection of the lot property lines, not from the apparent edge of the street or lane.

- Street accesses shall be no wider than the width of the approved parking area, but may not exceed the lesser of 6.0 metres, or 40% of the lot frontage. Driveways from parking areas wider than 6.0 metres must taper down to the lesser of 6.0 metres, or 40% of the lot frontage at the property line. The minimum access width permitted is 3.0 metres.

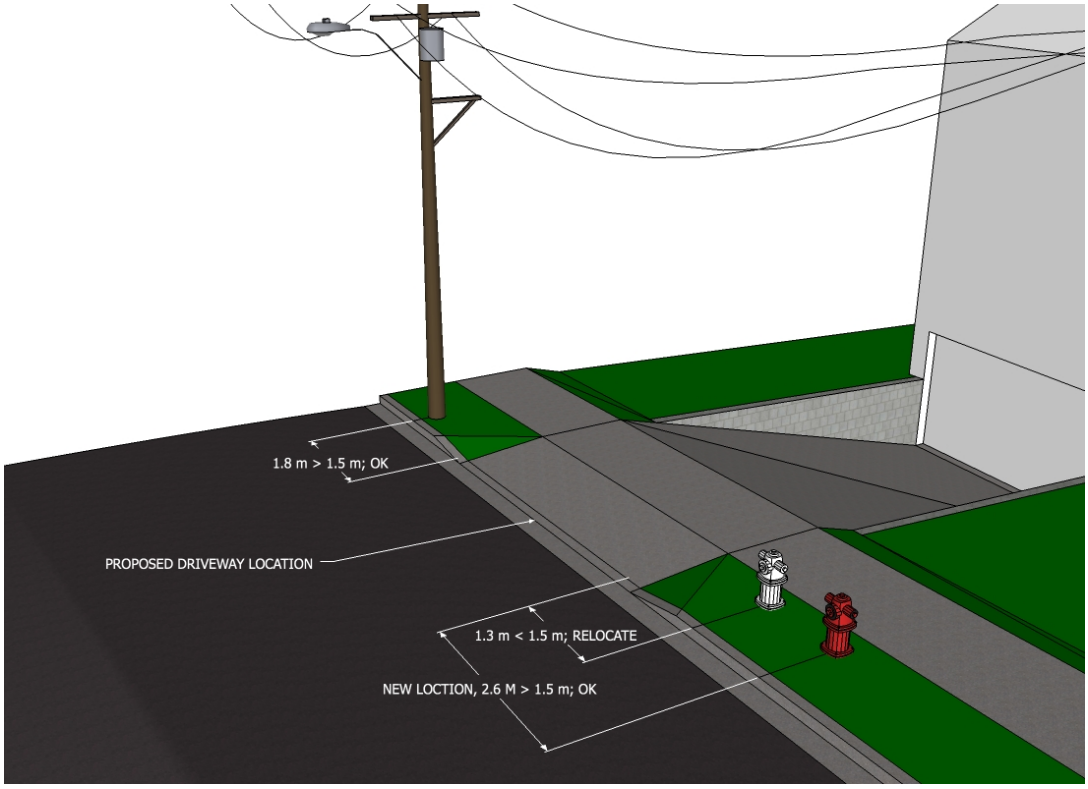
- Driveway access from a fronting street to an approved parking location within the side yard may be approved, providing that a minimum unobstructed 3.2 metre clearance is maintained between the property line (or the fence) and the nearest building face.

4.0 DESIGN REQUIREMENTS

- Maximum entryway sidewalk width is 2.0 metres. Sidewalk must be located a minimum of 1.5 metres from the edge of a driveway unless the driveway is to be used as a walking surface to the street.
- Driveway surface drainage may be directed to the street or lane provided the total driveway surface does not exceed 600 sq. ft. for single family dwellings, or 1200 sq. ft. for two family dwellings.
- Surface drainage for driveways over 600 sq. ft., and all paved or impervious parking areas, must be directed to an on-site drainage system.

  Note: Not more than 70% of the total area of a lot shall be covered by impervious materials (see Zoning Bylaw, Section 6.24.).

- The minimum distance between a property line and a parking pad must be 1.8 m and no parking is permitted in a front yard.
- A minimum of 1.5 metres clearance must be provided from hydro poles, guy wires, signs, fire hydrants, trees, or similar fixed obstruction. If the driveway cannot be suitably located, the obstruction must be relocated or removed. Depending on the obstruction, you should contact BC Hydro or the Engineering Department.



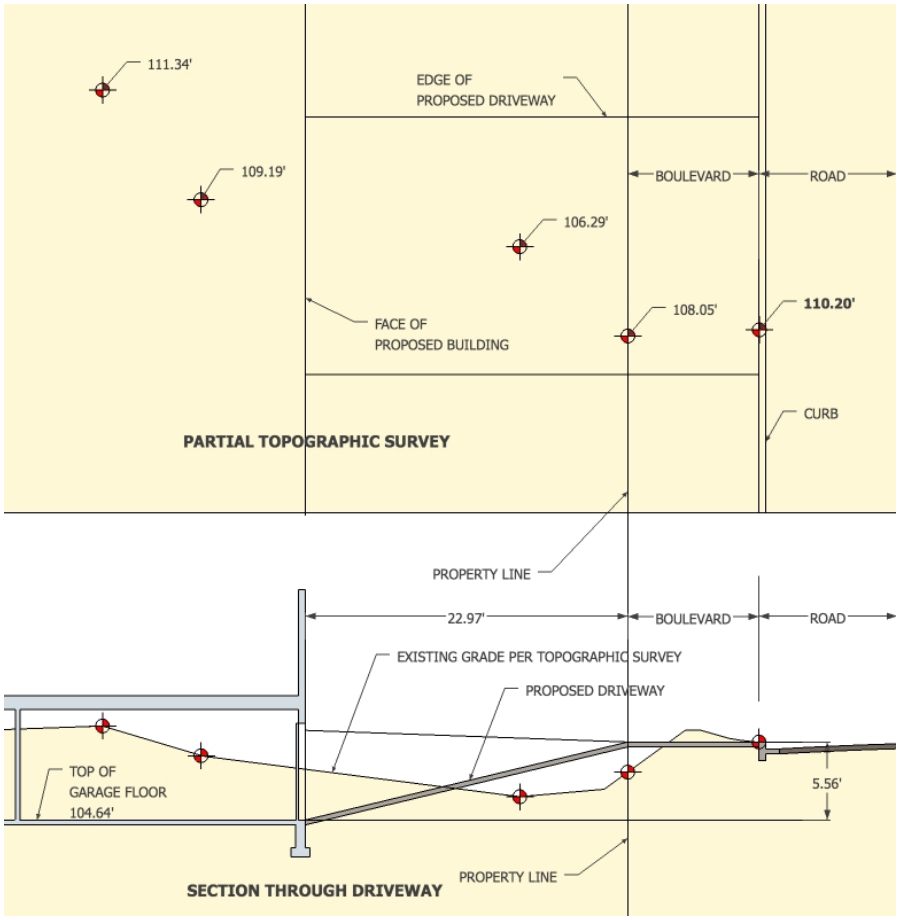
- Alterations to the boulevard (e.g., retaining structures, steps, landscaping) are not permitted.

- From the curb (or future curb) to the property line, the driveway grade on the City boulevard must be level (maximum grade of 1%). The remainder of the driveway should not have a grade exceeding 15%.
- Grade breaks (the change in slope between adjacent inclines) on any driveway should not exceed 10% and should be spaced a minimum 6 metres apart.

5.0 Further information

Where any of the design requirements outlined in this brochure cannot be achieved due to extraordinary site conditions please review your access design with the Engineering – Development Services Department and obtain any necessary permission before submitting your building permit application. For more information or clarification concerning the preceding requirements, please contact the Engineering Department at 604-294-7460.

Driveway Grade Calculation Example



1. The topographic survey shows that the elevation of the curb is 110.20'.
2. The boulevard is required to be relatively flat, so the elevation of the top of the driveway must also be 110.20'.
3. The designer has proposed that the floor of the garage be at elevation 104.64', i.e.' 5.56' below the top of the curb. She has also located the entry to the garage 22.97' from the property line.
4. The proposed slope of the drive is therefore:

   (5.56' / 22.97') x 100 = **24%**
5. This slope exceeds 15% and grade breaks exceed 10% (a vehicle would likely bottom out negotiating the transition from one incline to the next); redesign is required.
6. The designer may consider, for example, raising the house, relocating the garage to the aboveground storey, or locating the garage entrance further from the property line.

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