



City of Richmond

Report to Committee

To: Planning Committee
From: Victor Wei, P. Eng.
Director, Transportation
Re: AMENDMENTS TO ZONING AND DEVELOPMENT BYLAW 5300 - OFF-STREET PARKING AND LOADING REQUIREMENTS

TO Planning - Jun 17, 2008
Date: May 30, 2008
File: 12-8060-20-5300/8380

Staff Recommendation

That Bylaw No. 8380 to amend the Off-Street Parking and Loading Section (Division 400) of the Zoning and Development Bylaw No. 5300 be introduced and given first reading.

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Victor Wei, P. Eng.
Director, Transportation
(4131)
Att. 2

FOR ORIGINATING DEPARTMENT USE ONLY
ROUTED TO: CONCURRENCE
CONCURRENCE OF GENERAL MANAGER
REVIEWED BY TAG YES NO REVIEWED BY CAO YES NO

Staff Report

Origin

On April 22, 2008, the Planning Committee was presented with a staff report entitled *City Centre Area Plan (CCAP) Implementation Strategy Highlights* and the following recommendations were considered:

That staff bring forward for Council consideration:

- 1) *the City Centre Area Plan (CCAP) Bylaw (which would include the final CCAP Implementation Strategy);*
- 2) *amendments to the Development Cost Charge (DCC) Bylaw; and*
- 3) *amendments to the Off-Street Parking and Loading provisions of the Zoning and Development Bylaw.*

This report responds to the third item in the above recommendation and is based on the findings of staff's review of the Off-Street Parking and Loading Requirements (Division 400) contained in the *Zoning and Development Bylaw No. 5300* (referred hereinafter as the Bylaw). Specifically, the purpose of this report is to seek Council's endorsement on the following proposed amendments in the off-street parking and loading provisions of the Bylaw:

- proposed parking requirements for the City Centre to support the transportation and parking principles identified in the *City Centre Transportation Plan Update* (endorsed by Council at the December 10, 2007 regular meeting) and the land use concepts listed in the *City Centre Area Plan (CCAP) Concept* (approved in principle by Council at the February 12, 2007 regular meeting);
- updated city-wide off-street loading requirements to ensure that they are reflective of the current demand and needs, as well as best practices comparable with the requirements adopted in other Metro Vancouver jurisdictions and recognized transportation industry guidelines;
- proposed city-wide off-street bicycle parking requirements to ensure that adequate bicycle facilities are provided to support the City's goal of encouraging cycling and making it one of the preferred modes of transportation;
- updated payment in-lieu amount requirement (for each parking space required, but not provided) in Steveston to reflect the current market cost of providing an off-street parking space; and
- incorporation of other miscellaneous citywide parking requirements to reflect the actual demand and/or formalize existing practices.

Analysis

1. Proposed City Centre Parking Requirements

The *City Centre Transportation Plan Update* identifies various transportation and parking principles to support the vision of providing sustainable mobility in the City Centre. The key principles related to vehicle parking include:

- reduce the reliance on private automobiles for travel and make transit, walking, and cycling the preferred modes of travel;
- promote transit-oriented developments and give priority to encouraging growth around transit stations via favourable parking requirements and more intensive streetscape improvements; and
- manage parking demand more efficiently and with less impact on urban lands.

Given these principles and the fact that the Bylaw does not distinguish the City Centre from the rest of the city (except for a few selected land uses), staff propose that separate (reduced) parking requirements be established for the City Centre. The proposed parking requirements within each of the proposed City Centre zones for parking requirements are described below.

1.1 Proposed City Centre Zones for Parking Requirements

It is proposed that the following zones be established for parking requirements within the City Centre. The zone boundaries are based on the proximity to the Canada Line stations and No. 3 Road corridor (**Attachment 1**):

- Zone 1: Generally within 400 metres of the Canada Line stations and No. 3 Road corridor.
- Zone 2: Generally between 400 metres and 800 metres of the Canada Line stations and No. 3 Road corridor.
- Zone 2A: Generally within 400 metres of the No. 3 Road corridor and future Canada Line station at Capstan Way.
- Zone 3: Generally 800 metres or more from the Canada Line and No. 3 Road corridor.

The establishment of the different zones for minimum parking requirements is based on the expectation that the demand for private automobile parking would decrease in areas closer to the Canada Line stations and No. 3 Road corridor, which will be a major transit corridor with more intensive pedestrian-oriented streetscape improvements. The transit and streetscape improvements would encourage more people to use alternative modes of transportation (e.g., transit, walking and cycling) and rely less on the private automobile, resulting in a lower parking demand.

1.2 Proposed City Centre Parking Requirements

Varying reductions from the existing Bylaw parking requirements are proposed depending on the type of land use (up to a 33% reduction for residential uses, up to a 15% reduction for non-residential uses, and up to a 25% reduction for colleges and universities) and proximity to the Canada Line stations and No. 3 Road corridor (categorized by the proposed zones for parking requirements). Table 1 details the proposed City Centre parking requirements.

Table 1: Proposed City Centre Parking Requirements

Use	Zone 1	Zone 2 & 2A	Zone 3
Residential (townhouses, multi-family dwellings, residential component of mixed commercial/residential)	<ul style="list-style-type: none"> 1.0 space for residents per dwelling unit (represents a 33% reduction from current Bylaw requirements) and 0.2 spaces for visitors per dwelling unit 	<ul style="list-style-type: none"> 1.2 spaces for residents per dwelling unit (represents a 20% reduction from current Bylaw requirements) and 0.2 spaces for visitors per dwelling unit 	<ul style="list-style-type: none"> 1.4 spaces for residents per dwelling unit (represents a 7% reduction from current Bylaw requirements) and 0.2 spaces for visitors per dwelling unit
Affordable Housing Unit	<ul style="list-style-type: none"> 0.9 spaces for residents per dwelling unit (represents a 10% reduction of the proposed requirements, as discussed later in the report) and 0.2 spaces for visitors per dwelling unit 		
Retail Trade & Services, Food Catering Establishment, Licensee Retail Store and Office	<ul style="list-style-type: none"> 3.75 spaces per 100 m² of gross leasable floor area on the first 2 floors of a building and Third floor and above, 15% reduction from current Bylaw requirements 	<ul style="list-style-type: none"> 4.2 spaces per 100 m² of gross leasable floor area on the first floor of a building and Second floor and above, 5% reduction from current Bylaw requirements 	<ul style="list-style-type: none"> 4.4 spaces per 100 m² of gross leasable floor area on the first floor of a building and Second floor and above, current Bylaw requirements
College / University	<ul style="list-style-type: none"> 25% reduction from current Bylaw requirements 	<ul style="list-style-type: none"> 20% reduction from current Bylaw requirements 	<ul style="list-style-type: none"> 10% reduction from current Bylaw requirements
All Other Uses (not included above)	<ul style="list-style-type: none"> 15% reduction from current Bylaw requirements 	<ul style="list-style-type: none"> 5% reduction from current Bylaw requirements 	<ul style="list-style-type: none"> Current Bylaw requirements

Higher reductions are proposed for residential uses as they tend to generate more regular routine users (residents) who may be more adaptive to the use of alternative choices to travel to and from their own homes, as compared to occasional and one-time visitors drawn by non-residential uses who typically travel conventionally by private automobile.

While Zone 2A is generally within 400 metres of the No. 3 Road corridor (i.e., within similar distance to the No. 3 Road corridor as Zone 1), it is proposed that the parking requirements for Zone 2A be the same as Zone 2, given that the Capstan Station may not be implemented immediately. As such, in the absence of a rapid transit station within Zone 2A, the potential for the use of alternative transportation modes (i.e., transit, walking and cycling) would be lower and thereby result in a higher reliance on private automobiles and parking demand. Conversely, once the implementation and timing of the Capstan Station is confirmed, this area will be further reviewed and any necessary amendments to the parking requirements within this zone will be forwarded to Council for approval. Furthermore, staff will pursue means to secure funding for the Station from area developers including establishing a parking fund in Zone 2A to recover any upfront costs provided by area developers for the Station when new provincial legislation is introduced to provide such municipal powers. The strategy to achieve full funding and

commitment for the Capstan Station is discussed in more details separately in the CCAP Bylaw report.

1.3 Exclusion of Existing C7 Zones

It is proposed that the above new parking requirements for the City Centre not be outright applicable to the existing C7 zone, which permits the maximum density of 3.0 FAR. In order for developments currently within the C7 zone to reduce parking requirements from the current Bylaw rates to the proposed rates as noted above, it would be necessary for each applicant to seek a variance as part of the Development Permit process. This is necessary so that the City can review the proposed parking variance (reductions) in light of other transportation improvements, such as lane/ road dedication requirements and frontage improvements, in order to ensure that all the necessary components are committed to achieve a transit-oriented environment.

Developments in other areas (outside the C7 zone) of the City Centre could utilize the proposed (reduced) parking requirements as they would be reviewed for similar items (e.g. transportation improvements, such as lane/ road dedication requirements and frontage improvements) as part of the rezoning process and the exclusion of the C7 zone (from the proposed City Centre Zones and associated parking requirements) is necessary as only a Development Permit is required for this zoning.

2. Vehicular Loading Requirements

The Bylaw currently requires that on a citywide basis, a minimum loading area of 28m² be provided for each 1,860m² of floor space of structure or yard involved in the receipt or delivery of goods and materials by vehicles. To provide clarity on the dimension and number of loading spaces required, modifications to the loading spaces and requirements are proposed. Note that the proposed loading requirements are comparable to those adopted in other Metro Vancouver jurisdictions as well as recognized transportation industry guidelines.

2.1 Types and Dimensions of Loading Spaces

Two types of loading spaces are proposed to accommodate typical loading vehicles, including:

- Medium-Size Loading Spaces: each dimensioned at 9.1m long, 3.0m wide and 3.8m in height to accommodate typical single-unit delivery vehicles; and
- Large-Size Loading Spaces: each dimensioned at 18.4m long, 3.5m wide, and 4.3m in height to accommodate typical semi-trailers.

2.2 Proposed Loading Requirements

The proposed loading requirements are summarized in **Attachment 2** for residential (townhouses, multi-family dwellings, residential component of mixed commercial/residential) and non-residential uses. The key features of the proposed loading requirements include:

- loading requirements are dependent on the size and use of the development, building or structure – e.g. smaller non-residential developments of up to 500m², such as those in

Steveston Village, are now exempted from the off-street loading requirements provided that on-street loading is provided nearby;

- large-size loading spaces can be provided on-site and/or within new on-street lay-bys and/or laneways. The specific provision of large size loading spaces is dependent on the width, type and function of the laneway or street that a development, building or structure abuts and whether on-street parking is permitted or restricted;
- different types of on-site loading spaces can be shared (i.e., medium-size and large-size loading spaces could be shared) to reduce the footprint of loading facilities on urban lands; and
- for smaller developments, buildings or structures that generate less loading activities, loading activities could be accommodated within the internal manoeuvring drive aisles (i.e., no designated loading space would be required).

3. City-Wide Off-Street Bicycle Parking Requirements

Currently, the provision of off-street bicycle parking is sought as part of the Development Permit process via Development Permit guidelines, that is, the Bylaw does not require the provision of off-street bicycle parking. It is proposed that off-street bicycle parking requirements be included as part of the Bylaw to ensure that adequate bicycle facilities are provided to support the City's goal to encourage cycling and make it one of the preferred modes of transportation.

3.1 Types of Bicycle Parking Spaces

Similar to the specifications contained in the existing Development Permit guidelines, the following two types of bicycle parking spaces are proposed:

- Class 1: Long-term secured bicycle parking provided in the form of waterproof bicycle lockers, or secured bicycle rooms complete with bicycle racks.
- Class 2: Short-term bicycle parking provided in the form of bicycle racks located within 15 metres of a principal building entry and be well-lit and clearly visible from the principal building entries and/or public roads.

3.2 Proposed Bicycle Parking Requirements

Table 2 details the proposed bicycle parking requirements. Generally, the proposed bicycle parking requirements reflect actual bicycle parking demands and are comparable to those adopted by other Metro Vancouver jurisdictions.

Table 2: Proposed Bicycle Parking Requirements

Use	Minimum Number of Off-Street Bicycle Parking Spaces Required	
	Class 1	Class 2
Residential (townhouses, multi-family dwellings, residential component of mixed commercial/residential)	1.25 spaces per dwelling unit	0.2 spaces per dwelling unit
Retail Trade & Services, Food Catering Establishment and Office	0.27 spaces per each 100 m ² of gross leasable floor area greater than 100 m ²	0.4 spaces per each 100 m ² of gross leasable floor area greater than 100 m ²
Assembly and Recreational Facility	0.27 spaces per each 100 m ² of gross leasable floor area greater than 100 m ²	0.78 spaces per each 100 m ² of gross leasable floor area greater than 100 m ²
Elementary School	1 space for each 3 staff members	2 spaces for each 10 students
Secondary School	1 space for each 3 staff members	3 spaces for each 10 students
College/University	1 space for each 4 staff members; plus 1 space for each 10 students	1 space for each 10 students
Care Facility, Hospital, Commercial Entertainment, Hotel, and Industry	0.27 spaces per each 100 m ² of gross leasable floor area greater than 100 m ²	0.27 spaces per each 100 m ² of gross leasable floor area greater than 100 m ²

4. Other Amendments

4.1 Amount of Payment-In-Lieu in Steveston

This amendment would formalize one of the proposed draft recommendations detailed in the *Steveston Village Parking Improvements* staff report, which was presented to Council at its July 23, 2007 regular meeting, to increase the payment-in-lieu amount for each off-street parking space required, but not provided in Steveston from \$10,500 to \$25,000. The purpose of this increase is to reflect the current market cost to construct such a parking facility. The current revenue in the Steveston Off-Street Parking Reserve Fund is \$229,323.56.

4.2 Miscellaneous Amendments

- *Accessible Parking Requirement*: a minor housekeeping amendment to the accessible parking provisions is recommended to clarify that accessible parking requirements for all uses are dependent on the total number of parking spaces required (versus the current approach of using the number of visitor parking spaces for residential uses). For townhouse type of residential uses where residential parking is contained within individual enclosed garages, the accessible parking should be provided within the visitor parking area.
- *Tandem Parking Arrangement*: this amendment would formalize the existing practice of allowing parking in a tandem arrangement for multi-family dwellings (not single-family or townhouse types of housing). It is proposed that tandem parking arrangements be

permitted for residential parking spaces (not residential visitors) for multi-family dwellings, provided that each dwelling unit has a parking space in a non-tandem arrangement.

- *Parking Requirement for Elementary School and College and University Use:* the current parking requirements for elementary school (0.75 spaces for each staff member plus 1.0 space for each 10 students) and college/university use (0.75 spaces for each staff member plus 1.0 space for each 10 students) do not reflect the actual parking demand. Based on industry guidelines as published by the Institute of Transportation Engineers and requirements as adopted in other Metro Vancouver jurisdictions, it is proposed that the parking requirements be revised to:
 - elementary school: 1.0 space for each staff member plus 0.4 spaces for each 10 students; and
 - college/university: 0.75 spaces for each staff member plus 1 space for each 3 students
- *Parking Requirement for Affordable Housing:* currently, the Bylaw does not specify the parking requirements for affordable housing. Based on the actual parking demands and the fact that the City encourages the provision of a wider range of housing options, including affordable housing, it is proposed that the city-wide parking requirements (excluding the City Centre) for affordable housing be 1.0 space for residents and 0.2 spaces for visitors per dwelling unit. These parking requirements are only applicable to the type of affordable housing units as defined in the *Richmond Affordable Housing Strategy*. In the City Centre, an additional 10% reduction would be applicable for residential parking spaces (not residential visitors), recognizing the potential for less reliance on the private automobile and a lower parking demand, resulting in 0.9 spaces for residents and 0.2 spaces for visitors required for each affordable housing unit.
- *Parking Reductions for the Implementation of Transportation Demand Management (TDM) Measures:* the provision of transportation demand management (TDM) measures (e.g. car co-ops, transit passes, private shuttles, carpools, enhanced end-of-trip cycling facilities, etc.) would increase the use of alternative modes of transportation and hence reduce the parking demand for the private automobile. As such, it is proposed that through the implementation of workable and effective TDM measures, the parking requirements (existing Bylaw and proposed City Centre parking requirements) could be further reduced up to an additional maximum of 10%, subject to the review and approval by the City as part of the development review process.

5. Consultation with the Richmond Parking Advisory Committee

The proposed revisions to the vehicular parking and loading requirements, the formalization of bicycle parking guidelines to requirements, as well as the proposed increase in the payment-in-lieu in Steveston were presented to the Richmond Parking Advisory Committee at its March 17, 2008 meeting. The revisions were well received and supported by the Committee.

6. Potential Impacts on New and Existing Businesses and Buildings

Overall, the proposed changes to the parking and loading bylaws are less onerous than those currently contained within the Bylaw. While there are some increases (the Steveston payment in-lieu amount and parking and loading requirements for selected uses), they are necessary to either reflect the current construction costs or actual parking and loading demands. Generally, the new bicycle parking requirements are consistent with the existing development design guidelines that are already being sought as part of new developments.

If adopted, the new/revised requirements would be applicable:

- to new buildings and structures;
- to additions to existing buildings and structures; or
- when the use of an existing building is changed.

Existing building where the use remains unchanged would be required to provide the parking at the lesser of:

- the parking existing when the building was constructed; or
- the parking requirements as specified in the Bylaw.

Note that in the City Centre, each reduced parking space would save a developer approximately \$30,000, which is a significant incentive to achieve the proposed parking requirements and support TOD (transit oriented development) measures.

Financial Impact

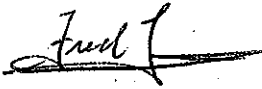
There is no financial impact to the City, except that the proposed increase of payment-in-lieu amount from \$10,500 to \$25,000 for each off-street parking space required towards the Steveston Parking fund would accelerate the timing for securing sufficient funding to implement improvements to public parking facilities in Steveston.

Conclusion

The proposed revisions to the Off-Street Parking and Loading Requirements (Division 400) of the *Zoning and Development Bylaw No. 5300* as described in this report reflect the latest recognized transportation standards and are consistent with the City's transportation and parking goals, in particular those listed in the *City Centre Transportation Plan Vision* as approved by Council.

The revised requirements are generally less onerous than those currently contained in the Bylaw and are reflective of the demands and are comparable to, and for the City Centre, less than the requirements adopted in other Metro Vancouver jurisdictions and the BC Ministry of Transportation. Staff will continue to monitor the parking and loading requirements to ensure that these rates are appropriate and supportive of the City's goal to create a sustainable transportation environment for the community.

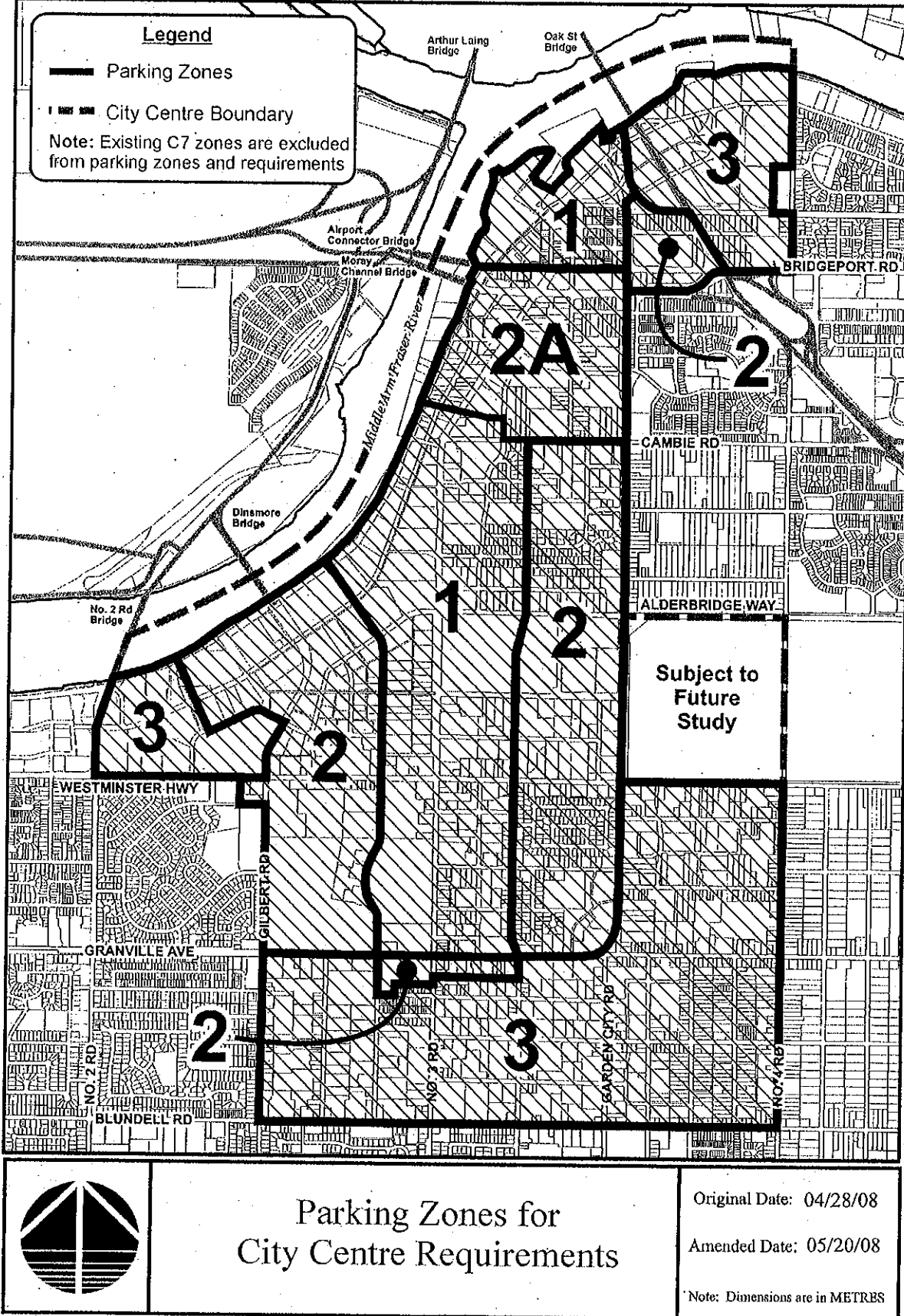
On this basis, it is recommended that Bylaw No. 8380 to amend Off-Street Parking and Loading Section (Division 400) of the *Zoning and Development Bylaw No. 5300* be endorsed by Council and be introduced and given first reading.

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Fred Lin, P. Eng., P.T.O.E.
Transportation Engineer
(4627)

FL:lce

Schedule "B" to Division 400



Parking Zones for
City Centre Requirements

Original Date: 04/28/08

Amended Date: 05/20/08

Note: Dimensions are in METRES

Proposed Off-Street Loading Requirements for Residential Uses

Number of Dwelling Unit	Minimum Number of Off-Street Loading Spaces Required for Residential Uses			
	For developments fronting a public road where <u>on-street parking is typically allowed</u> , i.e. collector road, local road, or City Centre minor street		For developments fronting a public road where <u>on-street parking is or will be prohibited</u> , i.e. provincial highway, arterial road, or City Centre major street or thoroughfare	
	Medium Size ¹	Large Size ¹	Medium Size ¹	Large Size ¹
Up to 10	N/A	N/A	On-site ²	N/A
11 to 80	On-site ²	N/A	On-site ²	N/A
81 to 240	On-site designated: 1 space	N/A	On-site designated: 1 space	On-site ² OR On-street layby: 1 space OR Laneway: 1 space ³
241 or more	On-site designated: 1 space plus 1 space per each additional 160 dwelling units over 240 dwelling units	For buildings that are 4 stories or lower: On-site ² For buildings that are 5 stories or higher: On-site designated: 1 space for every 2 buildings OR Laneway: 1 space for every 2 buildings ³	On-site designated: 1 space plus 1 space per each additional 160 dwelling units over 240 dwelling units	For buildings that are 4 stories or lower: On-site ² For buildings that are 5 stories or higher: On-site designated: 1 space for every 2 buildings OR On-street layby: 1 space for every 2 buildings OR Laneway: 1 space for every 2 buildings ³

Notes:

1. On-site medium-size and large-size loading spaces could be shared.
2. Designated space not required provided that the (designed) loading vehicle would be able to manoeuvre onsite and not impact the public roadway, i.e., vehicles would manoeuvre via the drive aisle to reach the area intended to be served, as approved by the Director of Transportation.
3. Provision of a loading space in laneways can be considered if a 4.5 m lateral clearance is available on the travel portion of the laneway; clear of the parked loading vehicle and loading activities.

Proposed Off-Street Loading Requirements for Non-Residential Uses

Minimum Number of Off-Street Loading Spaces Required for Non-Residential Uses				
	For developments fronting a public road where <u>on-street parking is typically allowed</u> , i.e. collector road, local road, or City Centre minor street		For developments fronting a public road where <u>on-street parking is or will be prohibited</u> , i.e. provincial highway, arterial road, or City Centre major street or thoroughfare	
Gross Leasable Floor Area (m ²)	Medium Size ¹	Large Size ¹	Medium Size ¹	Large Size ¹
Up to 100	N/A	N/A	N/A	N/A
101 to 500	N/A if on-street loading zone is available within 50m of the area involved in the receipt or delivery of goods or materials by vehicle, Otherwise- On-site ²	N/A	On-site ²	N/A
501 to 1860	On-site designated: 1 space	N/A	On-site designated: 1 space	N/A
1861 or more	On-site designated: 1 space plus 1 space per each additional 5000 m ² over 1860 m ²	On-site designated: 1 space per each 5000 m ² over 1860 m ²	On-site designated: 1 space plus 1 space per each additional 5000 m ² over 1860 m ²	On-site designated: 1 space per each 5000 m ² over 1860 m ²

Notes:

1. On-site medium-size and large-size loading spaces could be shared.
2. Designated space not required provided that the (designed) loading vehicle would be able to manoeuvre onsite and not impact the public roadway, i.e., vehicles would manoeuvre via the drive aisle to reach the area intended to be served, as approved by the Director of Transportation.



**Richmond Zoning and Development Bylaw No. 5300
Amendment Bylaw 8380**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning and Development Bylaw No. 5300, as amended, is further amended at Division 400 as follows:

a. The following subsection is added after 404.03:

“.04 The minimum off-street parking requirements contained in this Bylaw may be reduced by up to a maximum of 10% through the implementation of Transportation Demand Management Measures, such as car co-ops, transit passes, private shuttles, carpools and/or enhanced end-of-trip cycling facilities, as substantiated by a Parking Study prepared by a registered professional engineer and subject to review and approval by the City.”

b. Subsection 405.10 is deleted and the following substituted:

“.10 On off-street parking areas which contain 11 or more spaces, a minimum of 2% of the required parking spaces, rounded upward to the nearest whole number, shall be located close, and be accessible, to the **building** entrance and shall be marked with a clearly visible sign identifying the spaces for use by disabled persons only as specified in Schedule 2 of Division 23 of the Motor Vehicle Act Regulations, and marked on the parking surface with the international symbol for wheelchair accessibility.

For **Residential** uses that require a minimum of 3 visitor parking spaces, a minimum of 2% of the total required parking spaces, rounded upward to the nearest whole number, shall be marked with a clearly visible sign identifying the spaces for use by disabled persons only as specified in Schedule 2 of Division 23 of the Motor Vehicle Act Regulations, and marked on the parking surface with the international symbol for wheelchair accessibility.”

c. The following Subsection is added after 405.04:

“405.04.1 Where two parking spaces are intended to be used by the residents of a single **dwelling unit** in a **building used for multi-family dwellings or mixed residential/commercial use**, the spaces may be provided in a tandem arrangement with one

parking space located behind the other and, typically, both spaces set perpendicular to the adjacent manoeuvring aisle.”

- d. Table 407.02.1 is deleted and the following substituted:

Table 407.02.1 – Residential Use Parking Requirements

Residential Use	Minimum number of Parking Spaces Required per Dwelling Unit	
	Basic Requirement	Visitor Parking Requirement
One-Family Dwellings	2.0	Not applicable
Two-Family Dwellings	2.0	Not applicable
Coach House	1.0	Not applicable
Townhouses	2.0	0.2
Townhouses in R3 or R4 District	1.5	0.2
Multiple-Family Dwellings	1.5	0.2
Mixed Commercial/Residential	1.5	0.2
Affordable Housing Unit	1.0	0.2
Congregate Housing or Congregate Care Facility	0.65 space for each sleeping unit	

- e. Table 407.02.3 is deleted and the following is substituted:

Table 407.02.3 – General Parking Requirements

Use	Minimum number of Parking Spaces Required
Animal Hospital or Clinic	The use shall provide the greater of: i. 1.6 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area of building ; or ii. 1.4 per employee
Assembly, including Place of Worship	10 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area of building
Automotive Sales	i. 3 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area of building used for office ; plus ii. 3 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area of building used for vehicle sales and rentals ; plus iii. 3 spaces for each vehicle service bay
Banquet Hall Facility	10 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area of building
Care Facility	1 space for each 3 patient beds
Child Care	i. 0.75 space per employee; plus ii. 1 space for each 10 children in care

Use	Minimum number of Parking Spaces Required
Commercial Entertainment	10 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area of building
Custom Workshop, Trade & Service Use, including: <ul style="list-style-type: none"> • Body Painting Studio • Body Rub Studio • Business Services • Massage Therapist (unregistered) • Personal Services 	4 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area of building <i>Within the C4, C5 and C7 Districts:</i> 3 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area of building
Dormitory Building	1 space for each 3 sleeping units
Educational Institution	i. 1 space per employee; plus ii. 0.75 space for each student
Educational Institution, Private and Educational Institution, Public	For Elementary School: i. 1 space for each staff member; plus ii. 0.4 space for each 10 students
	For Secondary School: i. 1 space for each staff member; plus ii. 1 space for each 10 students
	For College/University i. 0.75 space for each staff member; plus ii. 1 space for each 3 students
Food Catering Establishment	i. 8 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area up to 350 m² (3,767 ft²) ; plus ii. 10 spaces for each additional 100 m ² (1,076 ft ²) of gross leasable floor area
Food Catering Establishment with Drive-Through service	i. 7 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area up to 350 m² (3,767 ft²) ; plus ii. 9 spaces for each additional 100 m ² (1,076 ft ²) of gross leasable floor area ; plus iii. a minimum of 8 vehicle queuing area in advance of each drive-thru pick-up window
Funeral Home	1 space for every 5 seats used for the accommodation of the general public assembled for funeral services
Gas Station	i. 2 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area ; plus ii. 1 space for each car wash bay
Hospital	1 space for each patient bed

Use	Minimum number of Parking Spaces Required
Hotel	i. 1 space for each 2 guest sleeping room; plus ii. 10 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area of building used for accessory food catering establishments, meeting/convention facilities, lounges and banquet hall facilities; plus iii. 3 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area of building used for retail, trade & services
Industry, including <ul style="list-style-type: none"> • Light Industry • Refund Container Return Centre • Warehousing & Storage 	1 space per 100 m ² (1,076 ft ²) of gross leasable floor area of building
Licensee Retail Store Licensee Retail Store (Type 2)	4 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area of building
Neighbourhood Public House	i. 6 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area up to 350 m² (3,767 ft²); plus ii. 8 spaces for each additional 100 m ² (1,076 ft ²) of gross leasable floor area;
Marina	i. 1 space for each 2 boat moorages; plus ii. 2 spaces for each float home or live aboard vessel moorage; plus iii. 2 spaces for each 100 m ² (1,076 ft ²) of gross leasable floor area of building used for servicing or repairs
Office	3 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area of building <i>Within the C4, C5 and C7 Districts:</i> i. 3 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area on the first 2 floors of a building; plus ii. 1.5 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area for all floors above the first 2 floors of a building
Recreation Facility	i. 2 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area of building; plus ii. 1 space for each 4 spectator seats; plus iii. 3 spaces for each sheet of curling ice; plus iv. 3 spaces for each tennis, badminton or squash court

Use	Minimum number of Parking Spaces Required
Retail Trade & Services, including <ul style="list-style-type: none"> • Adult Video Store • Adult Paraphernalia Store • Grocery Store • Pawnbroker • Retail Sale of Building Materials • Retail Sales of Household Furnishings & Appliances 	i. 3 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area up to 350 m ² (3,767 ft ²); plus ii. 4 spaces for each additional 100 m ² (1,076 ft ²) of gross leasable floor area <i>Within the C4, C5 and C7 Districts:</i> i. 3 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area on the first 2 floors; plus ii. 1.5 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area for all floors above the first 2 floors
Service Station	i. 2 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area ; plus ii. 1 space for each car wash bay; plus iii. 3 space for each vehicle service bay
Studio for artist, display, dance, radio, television or recording	5 spaces per 100 m ² (1,076 ft ²) of gross leasable floor area

f. Sections 408 through 409 are deleted and the following substituted:

“408 PROVISION OF PARKING IN STEVESTON

- .01 This section shall only apply to the area of Richmond known as Steveston, which area is more particularly described as those lands shown hatched on Schedule 'A' accompanying and forming part of this Division.
- .02 Any person who applies for a **building permit** to construct a **building** or **structure** for a use for which this bylaw requires off-street parking spaces to be provided may, at his option, instead of providing such required off-street parking spaces on the property which is the subject of the permit, pay to the City of Richmond the sum of \$25,000.00 for each parking space required but not provided.
- .03 Any person who changes a use so that additional off-street parking spaces to those already provided are required may, at his option, instead of providing such additional parking spaces on the property on which the use will take place, pay to the City of Richmond the sum of \$25,000.00 for each additional parking space required but not provided.
- .04 All monies received pursuant to the requirements of this Section shall be placed in a reserve fund established under Section 906 of the Local Government Act for the provision of new and existing

off-street parking spaces, and the City shall use such funds only for that purpose.

- .05 The requirements contained in this Section shall not be applied to any land, **building** or **structure** existing at the date of the adoption of this bylaw so long as the land, **building** or **structure** continues to be put to a use which does not require more off-street parking spaces than were required for the use existing at the time this bylaw was adopted.

408.1 PROVISION OF PARKING IN CITY CENTRE

- .01 This section shall only apply to the area of Richmond known as City Centre, which area is more particularly described as those lands shown hatched on Schedule 'B' accompanying and forming part of this Division.
- .02 Any person who applies for a **building** permit to construct a **building** or **structure** for a use for which this bylaw requires off-street parking spaces to be provided shall provide the minimum parking spaces required for each individual use as specified in this Section except for those **lots** within the "Downtown Commercial District (C7)" zone, which **lots** shall provide parking in accordance with the minimum requirements identified in Section 407.
- .03 Where **residential** uses occur on a **lot** the total parking requirement shall be the sum of the requirements for each individual **residential** use. The minimum parking spaces required for each individual **residential** use is as specified in the following table.

Table 408.1.03.01 – Residential Use City Centre Parking Requirements

Residential Uses	Zone 1	Zone 2 & 2A	Zone 3
Townhouses Multi-Family Dwelling Mixed Commercial/Residential	<ul style="list-style-type: none"> • 1.0 space for residents per dwelling unit; plus • 0.2 spaces for visitors per dwelling unit 	<ul style="list-style-type: none"> • 1.2 spaces for residents per dwelling unit; plus • 0.2 spaces for visitors per dwelling unit 	<ul style="list-style-type: none"> • 1.4 spaces for residents per dwelling unit; plus • 0.2 spaces for visitors per dwelling unit
Affordable Housing Unit	<ul style="list-style-type: none"> • 0.9 spaces for residents per affordable housing unit; plus • 0.2 spaces for visitors per affordable housing unit 		
All other Residential Uses	<ul style="list-style-type: none"> • The minimum parking requirements identified in Section 407 		

- .04 Where the zoning of a **lot** would permit the **gross leasable floor area** of a **building** to be used for any of the uses listed in Table 408.1.04.01 the minimum parking space requirements are specified in the following table.

Table 408.1.04.01 – Blended City Centre Parking Requirements

Use	Zone 1	Zone 2 & 2A	Zone 3
Retail Trade & Services; Food Catering Establishment; Licensee Retail Store; Licensee Retail Store (Type 2); Office	<ul style="list-style-type: none"> • 3.75 spaces per 100 m² (1,076 ft²) of gross leasable floor area on the first 2 floors of a building; and • For gross leasable floor area above the first 2 floors of a building, 15% reduction from the minimum parking requirements identified in Section 407 	<ul style="list-style-type: none"> • 4.2 spaces per 100 m² (1,076 ft²) of gross leasable floor area on the first floor of a building; and • For gross leasable floor area above the first floor of a building, 5% reduction from the minimum parking requirements identified in Section 407 	<ul style="list-style-type: none"> • 4.4 spaces per 100 m² (1,076 ft²) of gross leasable floor area on the first floor of a building; and • For gross leasable floor area above the first floor of a building, the minimum parking requirements identified in Section 407

.05 For all uses not identified in section 408.1.03 or 408.1.04 that occur on a lot the total parking requirement shall be the sum of the requirements for each individual use. The minimum parking space requirements are specified in the following table.

Table 408.1.05.01 – General City Centre Parking Requirements

Use	Zone 1	Zone 2 & 2A	Zone 3
For College/University	<ul style="list-style-type: none"> • 25% reduction from the minimum parking requirements identified in Section 407 	<ul style="list-style-type: none"> • 20% reduction from the minimum parking requirements identified in Section 407 	<ul style="list-style-type: none"> • 10% reduction from the minimum parking requirements identified in Section 407
For all other uses	<ul style="list-style-type: none"> • 15% reduction from the minimum parking requirements identified in Section 407 	<ul style="list-style-type: none"> • 5% reduction from the minimum parking requirements identified in Section 407 	<ul style="list-style-type: none"> • the minimum parking requirements identified in Section 407

409 PROVISION OF OFF-STREET LOADING FACILITIES

.01 Where the terms of this Bylaw require allowance to be made for the receipt and delivery of goods or materials by vehicle, every owner of land shall, upon the lot in question, provide and maintain off-street loading spaces in accordance with the regulations contained in the bylaw.

- .02 Off-street loading spaces shall have clear minimum dimensions as follows:

	Minimum Dimensions		
	Length	Width	Height
Medium-Size Loading Space	9.1 m (29.9 ft.)	3.0 m (9.9 ft.)	3.8 m (12.5 ft.)
Large-Size Loading Space	18.4 m (60.4 ft.)	3.5 m (11.5 ft.)	4.3 m (14.2 ft.)

- g. Section 412 is deleted and the following is substituted:

“412 DEVELOPMENT & MAINTENANCE STANDARDS FOR OFF-STREET LOADING FACILITIES

- .01 Off-street loading areas shall be so arranged as to ensure the safe and convenient circulation of vehicles to and from the **public road** system.
- .02 Off-street loading spaces may not be arranged so as to require the backing out of vehicles on to a **public road**.
- .03 For the purposes of calculating off-street loading requirements, **gross leasable floor area** shall be considered to be the total floor area designed for tenant occupancy and exclusive use including basements, mezzanines and upper floors, measured from the centre lines of joint partitions and the outer limits of the **building(s)** involved in the receipt or delivery of goods or materials by vehicle.
- .04 When the calculation of off-street loading requirements results in a fractional figure, it shall be rounded upward to the nearest whole number.
- .05 Where **gross leasable floor area of building** is used as a unit of measurement for determining the minimum number of off-street loading spaces required, the minimum or total number of loading spaces required shall be pro-rated over the entire **gross leasable floor area** occupied by that use involved in the receipt or delivery of goods or materials by vehicle.
- .06 Where two or more uses occur on a lot the total loading requirement shall be the sum of the requirements for each individual use. The minimum loading space requirements for each individual use are specified in the following tables:

Table 412.06.01 – Residential Use Off-Street Loading Space Requirements

Number of Dwelling Units	Minimum Number of Off-Street Loading Spaces Required for Residential Uses			
	For developments fronting a public road where on-street parking is typically allowed, i.e. collector road, local road, or City Centre minor street		For developments fronting a public road where on-street parking is or will be prohibited, i.e. provincial highway, arterial road, or City Centre major street or thoroughfare	
	Medium Size	Large Size	Medium Size	Large Size
Up to 10	N/A	N/A	On-site ²	N/A
11 to 80	On-site ²	N/A	On-site ²	N/A
81 to 240	On-site designated: 1 space	N/A	On-site designated: 1 space	On-site ² OR On-street layby: 1 space OR Laneway: 1 space ³
241 or more	On-site designated: 1 space plus 1 space per each additional 160 dwelling units over 240 dwelling units	For buildings that are 4 stories or lower: On-site ² For buildings that are 5 stories or higher: On-site designated: 1 space for every 2 buildings OR Laneway: 1 space for every 2 buildings ³	On-site designated: 1 space plus 1 space per each additional 160 dwelling units over 240 dwelling units	For buildings that are 4 stories or lower: On-site ² For buildings that are 5 stories or higher: On-site designated: 1 space for every 2 buildings OR On-street layby: 1 space for every 2 buildings OR Laneway: 1 space for every 2 buildings ³
Notes:				
<ol style="list-style-type: none"> On-site medium-size and large-size loading spaces could be shared. Designated space not required provided that the (designed) loading vehicle would be able to manoeuvre on-site and not impact the public road (i.e., vehicles would manoeuvre via the drive aisle to reach the area intended to be served, as approved by the Director of Transportation). Provision of a loading space in laneways can be considered if a 4.5 m lateral clearance is available on the travel portion of the laneway, clear of the parked loading vehicle and loading activities. 				

Table 412.06.02 – General Off-Street Loading Space Requirements

Gross Leasable Floor Area (m ²)	Minimum Number of Off-Street Loading Spaces Required for Non-Residential Uses			
	For developments fronting a public road where on-street parking is typically allowed (i.e. collector road, local road, or City Centre minor street)		For developments fronting a public road where on-street parking is or will be prohibited (i.e. provincial highway, arterial road, or City Centre major street or thoroughfare)	
	Medium Size	Large Size	Medium Size	Large Size
Up to 100	N/A	N/A	N/A	N/A
101 to 500	N/A if on-street loading zone is available within 50 m (164 ft.) of the area involved in the receipt or delivery of goods or materials by vehicle, Otherwise- On-site ²	N/A	On-site ²	N/A
501 to 1860	On-site designated: 1 space	N/A	On-site designated: 1 space	N/A
1861 or more	On-site designated: 1 space plus 1 space for each additional 5,000 m ² (53,820 ft ²) over 1,860 m ² (20,020 ft ²)	On-site designated: 1 space for each 5,000 m ² (53,820 ft ²) over 1,860 m ² (20,020 ft ²)	On-site designated: 1 space plus 1 space for each additional 5,000 m ² (53,820 ft ²) over 1,860 m ² (20,020 ft ²)	On-site designated: 1 space for each 5,000 m ² (53,820 ft ²) over 1,860 m ² (20,020 ft ²)
Notes:				
1. On-site medium-size and large-size loading spaces could be shared				
2. Designated space not required provided that the (designed) loading vehicle would be able to manoeuvre onsite and not impact the public roadway, i.e., vehicles would manoeuvre via the drive aisle to reach the area intended to be served, as approved by the Director of Transportation.				

h. The following section is added after Section 412:

“413 PROVISION OF OFF-STREET BICYCLE PARKING FACILITIES

- .01 Off-street bicycle parking areas shall be developed as an integral part of an overall site plan, and shall be designed to satisfy the concerns of topography, orderly arrangement, ease of access and landscaping.
- .02 Off-street bicycle parking areas shall be so arranged as to ensure the safe and convenient circulation of bicycles.
- .03 For existing **buildings** or **structures**, off-street bicycle parking spaces required shall be the lesser of:
 - i. off-street bicycle parking spaces existing at the date of adoption of this bylaw; or

ii. the off-street bicycle parking required by applying the regulations set out in this Division to the existing **buildings or structures**.

.04 For additions to existing **buildings or structures** the off-street bicycle parking spaces required shall be determined by applying the regulations set out in this Division of the Bylaw to those changes or additions.

.05 Off-street bicycle parking shall be provided as follows:

(i) Class 1: Long-term secured bicycle parking shall be at-grade, within sight of the **building** entry, elevator and/or security and be provided in the form of waterproof bicycle lockers, or secured bicycle rooms or compounds within a **building** complete with bicycle racks. A maximum of 40 bicycle spaces may be provided in each bicycle room or compound.

Bicycle rooms, compounds or bicycle locker areas shall have uniform 160 lux (min.) lighting which yields true colours.

All required *Class 1* bicycle spaces shall have the minimum clear dimensions indicated in the following table:

Minimum Dimensions for Bicycle Parking			
Vertical Clearance	Width	Length if Placed Horizontally	Length if Placed Vertically
1.90 m (6.2 ft.)	0.6 m (2 ft.)	1.80 m (6 ft.)	1.0 m (3.3 ft.)

A maximum of 33% of the required Class 1 spaces shall be vertical spaces that support the bicycle without the bicycle being suspended on the wheels or hung above ground.

Bicycle rooms shall have solid opaque walls with a steel frame and door with the door hinged from the inside unless hinges are tamper-proof, a security window constructed of a laminate of tempered glass and polycarbonate in a steel frame for permanent visual access. The entry door of the bicycle room shall have a separate lock and key or programmed entry system.

Bicycle compounds shall extend from floor to ceiling and have industrial-grade (No. 7 gauge or higher) chain-link walls and door.

Bicycle lockers shall have lockable doors which open to the full height and width of each locker, be grouped together, not be located at the head of parking spaces,

and have clear minimum dimensions indicated in the following table:

Minimum Dimensions for Bicycle Lockers			
Length	Height	End Width at Door	End Width Opposite Door
1.80 m (6 ft.)	1.20 m (4 ft.)	0.60 m (2 ft.)	0.22 m (0.8 ft.)

(ii) Class 2: Short-term bicycle parking provided in the form of bicycle racks located within 15 m (50 ft.) of a principal **building** entry and be well-lit and clearly visible from the principal **building** entries and/or **public roads**. Bicycle racks should be made of sturdy, theft-resistant material and securely anchored to the floor or ground and designed to support the bicycle frame, not the wheels, and allow both the frame and the front wheel to be locked to the rack with a U-style lock.

- .06 For the purposes of calculating off-street bicycle parking requirements, **gross leasable floor area** shall be considered to be the total floor area designed for tenant occupancy and exclusive use including basements, mezzanines and upper floors, measured from the centre lines of joint partitions and the outer limits of the **building(s)**.
- .07 When the calculation of off-street bicycle parking requirements results in a fractional figure, it shall be rounded upward to the nearest whole number.
- .08 Where **gross leasable floor area of building is used** as a unit of measurement for determining the minimum number of off-street bicycle parking spaces required, the minimum or total number of loading spaces required shall be pro-rated over the entire **gross leasable floor area** occupied by that use.
- .09 Where two or more uses occur on a **lot** the total off-street bicycle parking requirements shall be the sum of the requirements for each individual use. The minimum off-street bicycle parking requirements are specified in the following table.

Table 413.05.01 – Off-Street Bicycle Parking Requirements

Use	Minimum Number of Off-Street Bicycle Parking Spaces Required	
	Class 1	Class 2
Townhouses Multi-family Dwellings; and Mixed Commercial/Residential	1.25 spaces per dwelling unit	0.2 spaces per dwelling unit
Retail Trade & Services; Food Catering Establishment; and Office	0.27 spaces per each 100 m ² (1,076 ft ²) of gross leasable floor area greater than 100 m ² (1,076 ft ²)	0.4 spaces per each 100 m ² (1,076 ft ²) of gross leasable floor area greater than 100 m ² (1,076 ft ²)
Assembly; and Recreational Facility	0.27 spaces per each 100 m ² (1,076 ft ²) of gross leasable floor area greater than 100 m ² (1,076 ft ²)	0.78 spaces per each 100 m ² (1,076 ft ²) of gross leasable floor area greater than 100 m ² (1,076 ft ²)
Elementary School	1 space for each 3 staff members	2 spaces for each 10 students
Secondary School	1 space for each 3 staff members	3 spaces for each 10 students
College/University	1 space for each 4 staff members; plus 1 space for each 10 students	1 space for each 10 students
Industry; Hotel; Commercial Entertainment; Hospital; and Care Facility	0.27 spaces per each 100 m ² (1,076 ft ²) of gross leasable floor area greater than 100 m ² (1,076 ft ²)	0.27 spaces per each 100 m ² (1,076 ft ²) of gross leasable floor area greater than 100 m ² (1,076 ft ²)

- i. The existing “Schedule ‘A’ to Division 400” is deleted and “Schedule A” attached to and forming part of this bylaw, is substituted.
 - j. “Schedule ‘B’” attached to and forming part of this bylaw is added to Division 400.
2. This Bylaw may be cited as “**Richmond Zoning and Development Bylaw No. 5300, Amendment Bylaw No. 8380**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

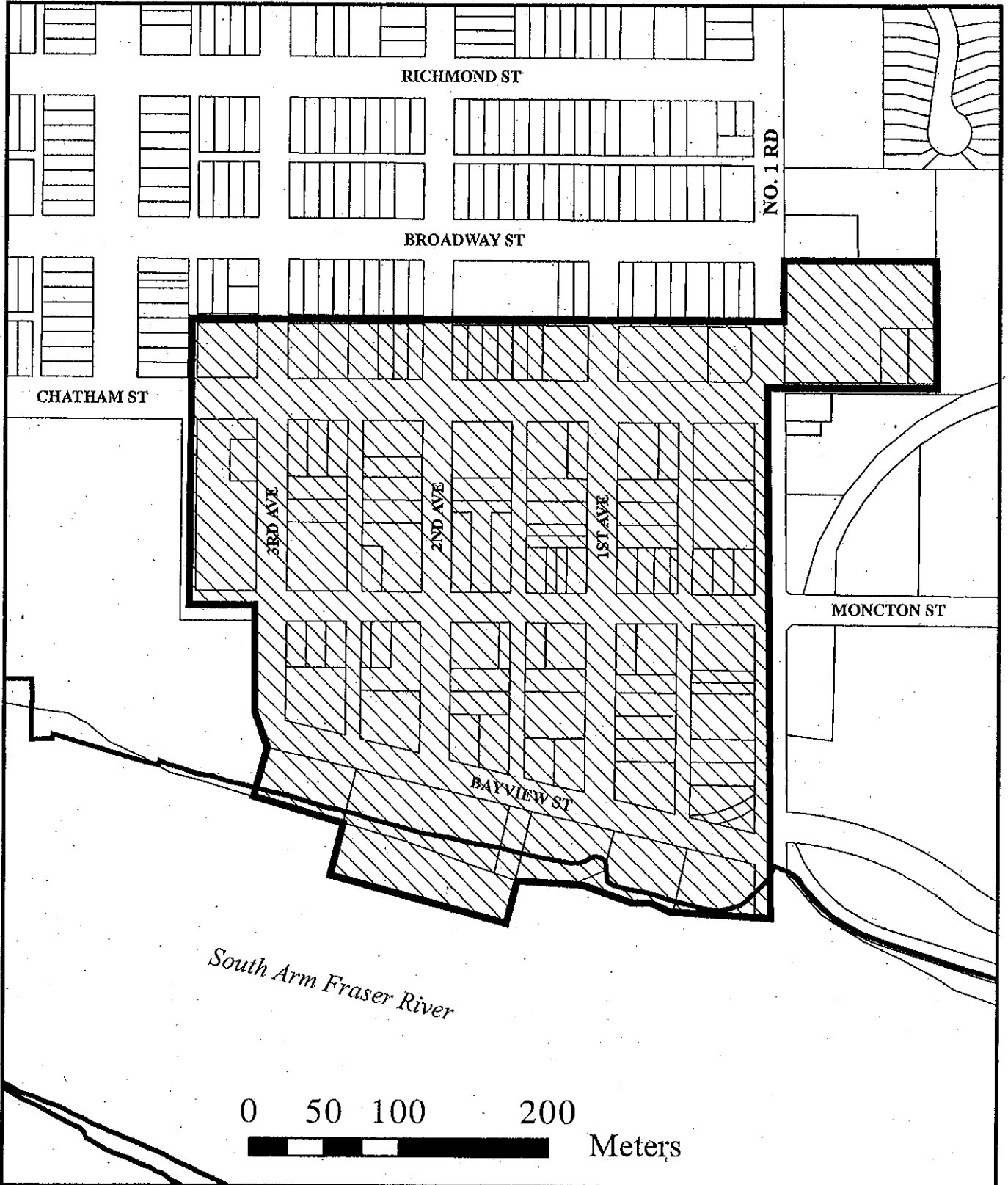
ADOPTED



MAYOR

CORPORATE OFFICER

Schedule "A" to Division 400



Steveston Parking Area

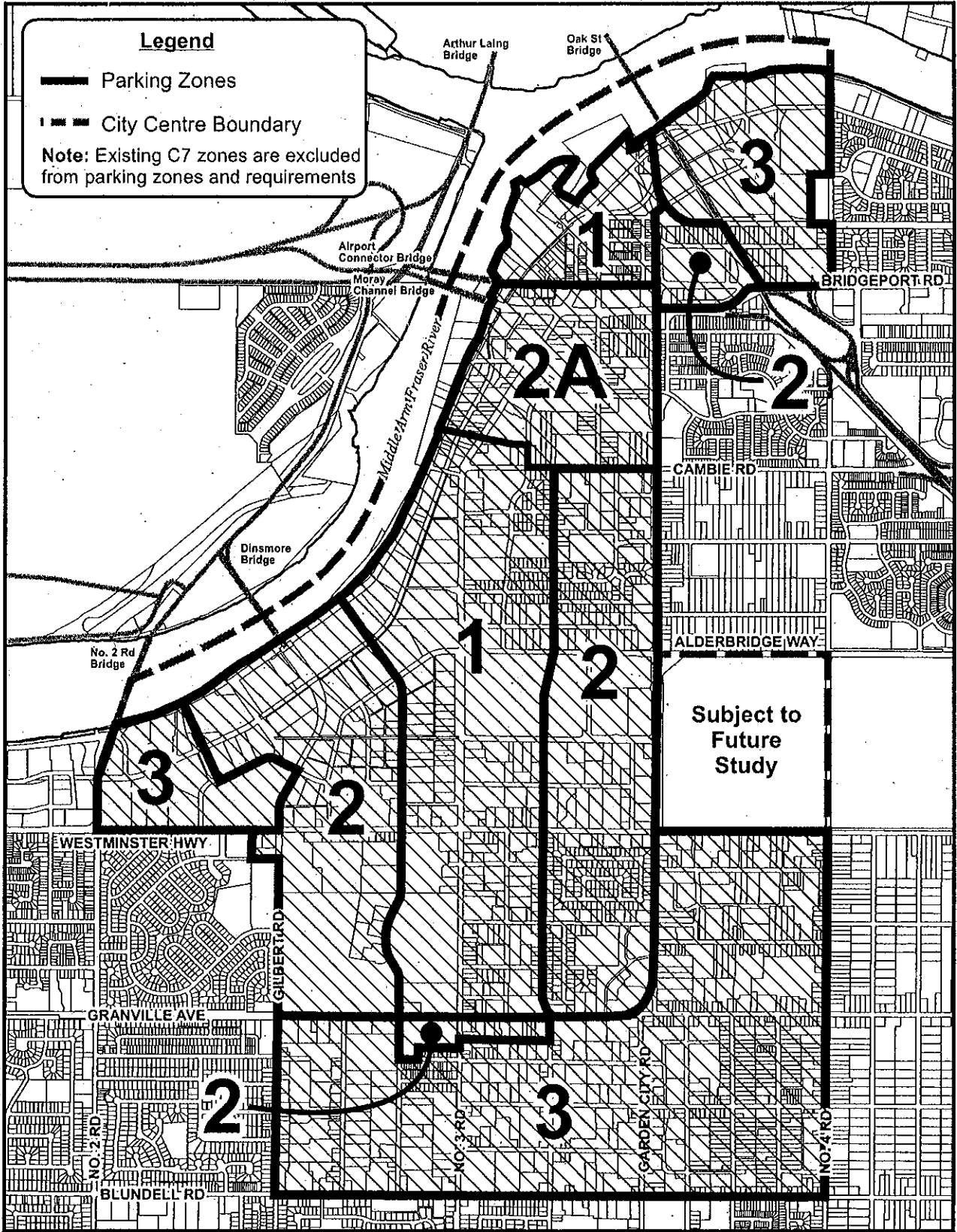
Original Date: 05/05/08

Amended Date: 05/20/08

Note: Dimensions are in METRES

SCHEDULE "B" ATTACHED TO AND FORMING PART OF BYLAW 8380

Schedule "B" to Division 400



Parking Zones for
City Centre Requirements

Original Date: 04/28/08

Amended Date: 05/20/08

Note: Dimensions are in METRES