



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee

**Date:** August 22, 2024

**From:** Sonali Hingorani, P.Eng.  
Acting Director, Transportation

**File:** 10-6490-00/Vol 01

**Re:** **Bicycle Parking Review**

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10576, to update on-site bicycle parking requirements, be introduced and given first reading.

Sonali Hingorani, P.Eng.  
Acting Director, Transportation  
(604-276-4049)

| REPORT CONCURRENCE                      |                                     |                                |
|---|-------------------------------------|--------------------------------|
| ROUTED TO:                              | CONCURRENCE                         | CONCURRENCE OF GENERAL MANAGER |
| Facility Services & Project Development | <input checked="" type="checkbox"/> |                                |
| Development Applications                | <input checked="" type="checkbox"/> |                                |
| Law                                     | <input checked="" type="checkbox"/> |                                |
| Finance                                 | <input checked="" type="checkbox"/> |                                |
| Parks, Recreation & Culture             | <input checked="" type="checkbox"/> |                                |
| Parks Services                          | <input checked="" type="checkbox"/> |                                |
| Arts, Culture & Heritage                | <input checked="" type="checkbox"/> |                                |
| Building Approvals                      | <input checked="" type="checkbox"/> |                                |
| <b>SENIOR STAFF REPORT REVIEW</b>       | <b>INITIALS:</b><br>                | <b>APPROVED BY CAO</b><br>     |

## Staff Report

### Origin

At the Planning Committee meeting of February 7, 2023, the following referral was moved and seconded.

*That staff investigate a policy for new developments to provide covered and secured, public bike parking for various types of bicycles including e-bikes, scooters, and cargo bikes, and report back.*

This report seeks Council endorsement regarding additional bicycle parking requirements for new developments.

This report supports Council's Strategic Plan 2022-2026 Strategy #4 A Vibrant, Resilient and Active Community:

*Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.*

*6.1 Advance a variety of programs, services, and community amenities to support diverse needs and interests and activate the community.*

This report supports Council's Strategic Plan 2022-2026 Strategy #6 Strategic and Well-Planned Growth:

*Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous City.*

*2.1 Ensure that Richmond's targeted OCP update shapes the direction and character of the City.*

### Analysis

The provision of bicycle parking infrastructure supports and encourages bicycle ridership. The City implements bicycle parking amenities as part of new developments and through on-going public bike parking programs.

#### Bicycle Parking – New Developments

Bicycle parking located within a private development site provides convenience and security for cyclists at their destination. Richmond Zoning Bylaw 8500 identifies the requirements for on-site bicycle parking spaces for use by the development's occupants and visitors/public in the form of short-term and long-term facilities for new developments.

The two kinds of parking serve different needs. Short-term bicycle spaces provide quick access for use by the public visiting a building. The most common type of short-term bicycle parking are bike racks that are located in proximity of the building entrance for ease of use and natural surveillance.

Long-term bicycle parking, such as lockers or secured enclosures, provide security and shelter for use by the building's occupants (employees and/or residents) that are on-site for longer durations.

The City has also secured enhanced public bike parking at major developments that generate high demand for longer-term stays by visitors. Secure long-term public bike parking has been integrated into the designs of Richmond Centre, Lansdowne Mall, Minoru Centre for Active Living and Duck Island developments.

#### *Proposed Amendments to Bike Parking Requirements for New Developments*

The Zoning Bylaw specifies the standards for short and long-term bicycle parking facilities for new developments, land uses or additions to existing buildings.

Staff recommend amendments to the Zoning Bylaw to reflect new trends in bicycle technology including electrification and larger cargo bikes as follows:

- A minimum of five percent (5%) of the required long-term bicycle parking spaces must be oversized to accommodate larger, non-standard bicycles such as e-bikes and cargo-bikes.
- Provide unobstructed access to electrical outlet(s) in a long-term secure parking facility for charging of e-mobility devices.

#### Other Public Bike Parking Programs

The provision of public bicycle parking improves the experience for cyclists at many destinations in the City. A variety of bike parking facilities are implemented for both short and longer-term durations by the public:

**Bike Racks:** The most common type of public bike parking are bike racks. Bike racks provide quick, simple, and convenient places to lock bicycles at City facilities, parks and in road boulevards.

**Bike Lockers:** Bike lockers are located at Canada Line stations for rental from TransLink. The lockers provide protection from damage and inclement weather for commuters.

**Bike Valet:** The Steveston Bike Valet initiative is a partnership between the City of Richmond and Tourism Richmond during the summer. The bicycle valet provides a free, secure, coat-check style bike parking with professional valets.

#### **Financial Impact**

None.

#### **Conclusion**

The proposed Zoning Bylaw amendments reflect new trends in bicycle technology of larger and electrified bicycles.

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The additional requirements for new developments are in alignment with the transportation-related goals, objectives and actions outlined in the Official Community Plan and Cycling Network Plan Update.



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SH:ck



Richmond Zoning Bylaw 8500
Amendment Bylaw 10576
(On-site Bicycle Parking Facilities)

The Council of the City of Richmond enacts as follows:

- (1) Richmond Zoning Bylaw 8500, as amended, is amended further by deleting Section 7.14.5(a) in its entirety and replacing with the following:

7.14.5 On-site bicycle parking shall be provided as follows:

- a) Class 1: Long-term secured bicycle parking shall be at-grade, within sight of the building entry or security room. Bicycle parking shall be provided in the form of waterproof bicycle lockers, secured bicycle rooms, or secured compounds within a building complete with bicycle racks. A maximum of 40 bicycle spaces may be provided in each bicycle room or compound. Where energized outlets are required in a bike room or compound, one outlet must be maintained free and clear of any obstruction.

Bicycle rooms, compounds or bicycle locker areas shall be lighted with 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:

Table with 4 columns: Vertical Clearance, Width, Length if Placed Horizontally, Length if Placed Vertically. Values: 1.90 m, 0.6 m, 1.80 m, 1.0 m.

except that a minimum of 5% of the required spaces must be oversized spaces of 2.40 metres in length and 0.90 metres in width, and may not be vertical or stacked spaces.

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 the following:

- i) solid opaque walls with a steel frame and door with the door hinged from the inside unless hinges are tamper-proof;
- ii) a security window constructed of a laminate of tempered glass and polycarbonate in a steel frame for permanent visual access; and
- iii) an entry door to the bicycle room with a separate lock and key or a 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 bicycle parking, and have the 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                                 | 1.20 m | 0.60 m            | 0.22 m                  |

(2) This Bylaw is cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10576.**”

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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| CITY OF RICHMOND                   |
| <b>APPROVED</b>                    |
| for content by originating dept.   |
| SH                                 |
| APPROVED for legality by Solicitor |
| LB                                 |

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER