



City of Richmond

Report to Committee

To: Planning Committee
From: Lloyd Bie, P.Eng.
Director, Transportation

Date: March 3, 2025
File: 10-6455-04/2025-Vol
01

Re: **Rental Development Parking Requirements**

Staff Recommendations

1. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10640 be introduced and given first reading;
2. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10640, having been considered in conjunction with:
 - a. the City's Financial Plan and Capital Program; and
 - b. the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*;
3. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10640, having been considered in accordance with Section 475 of the *Local Government Act* and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation; and
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10641 be introduced and given first reading.

Lloyd Bie, P.Eng.
Director, Transportation
(604-276-4131)

Att. 2

March 3, 2025

- 2 -

| REPORT CONCURRENCE | | |
|-----------------------------------|-------------------------------------|---------------------------------------|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Housing Office | <input checked="" type="checkbox"/> | <i>Belinda Zwaga</i> |
| Development Applications | <input checked="" type="checkbox"/> | |
| Policy Planning | <input checked="" type="checkbox"/> | |
| Law | <input checked="" type="checkbox"/> | |
| SENIOR STAFF REPORT REVIEW | INITIALS: | APPROVED BY CAO |
| | <i>CJ</i> | <i>Sen</i> |

Staff Report

Origin

Parking requirements for developments are outlined in Section 7 of City of Richmond Zoning Bylaw 8500. The Bylaw includes provisions for parking reductions that are determined based on the location of the development and through Transportation Demand Management (TDM) measures.

In June 2022, as part of a review of the City's Market Rental Housing Policy, consideration for additional parking reductions for rental only developments were incorporated into Richmond's Official Community Plan Bylaw 9000 Section 3.3.4.g, subject to exhausting all applicable parking reductions available in the Zoning Bylaw.

This report reviews parking requirements for rental developments and proposes changes to the City's Official Community Plan and Zoning Bylaw to simplify parking requirements and streamline review of rental developments.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Growth:

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

Analysis

Current Parking Requirements for Rental Developments

Parking requirements are outlined in Section 7 of Zoning Bylaw 8500. Minimum parking requirements for market rental and affordable housing (including low end market rental (LEMR)) developments are outlined in Table 1.

Table 1: Rental Development Minimum Parking Requirements

| | Market Rental – Town Housing | Market Rental – Apartment | Affordable Housing | Visitor |
|--|------------------------------|---------------------------|--------------------|---------|
| Minimum Parking Spaces per Dwelling Unit | 1.8 | 1.2 | 1.0 | 0.2 |

The Zoning Bylaw and OCP Market Rental Housing Policy includes a number of available reductions that can be applied to parking requirements outlined in Table 1, summarized below:

1. Reductions for Developments Located within City Centre

- In alignment with the provincial Bill 47, with the exception of accessible parking, parking requirements have been removed for all residential developments within 800 m of a Canada Line Station (the Transit-Oriented Areas).

- Outside of the Transit-Oriented Areas, the City's Zoning Bylaw allows up to 38% reductions based on proximity to City Centre and the type of development. Attachment 1 illustrates the areas over which these reductions apply.

2. Reductions for Provision of Transportation Demand Management (TDM) Measures

- Zoning Bylaw 8500 allows all developments to reduce on-site parking requirements by a maximum of 20% when TDM measures are reviewed through a parking study and provided to support the use of alternate travel modes to the satisfaction of the City. Such measures typically include:
 - Transit passes;
 - Parking stalls for car share vehicles;
 - Enhanced bicycle parking facilities;
 - Enhanced cycling and walking facilities; and
 - End-of-trip cycling facilities.

3. Reductions for Rental-Only Developments

- Through the City's OCP Market Rental Housing Policy, additional reductions may be considered by Council for rental-only developments. Subject to exhausting all available reductions in Zoning Bylaw 8500 and provision of TDM measures (Items 1 and 2 above), such developments are eligible for an additional 30% parking reduction.

The above reductions can be applied cumulatively if the conditions for each reduction are satisfied. Table 2 below presents a summary of existing parking requirements for rental developments after all applicable reductions are applied.

**Table 2: Fully Reduced Parking Requirements for a Rental-Only Development
(parking stalls per unit)**

| Location | Market Rental – Town Housing | Market Rental – Apartment | Affordable Housing | Visitor |
|------------------------------|------------------------------|---------------------------|--------------------|---------|
| Transit-Oriented Areas (TOA) | 0 | | | |
| City Centre Zone 2 | 0.62 | 0.56 | 0.45 | 0.11 |
| City Centre Zone 3 | 0.73 | 0.67 | 0.45 | 0.11 |
| Outside City Centre | 1.0 | 0.67 | 0.56 | 0.11 |

Review of Rental Development Parking Requirements

Staff reviewed the City's rental development parking requirements in comparison with other municipalities within the Metro Vancouver region (Table 3). Parking requirements shown reflect locations outside of Transit-Oriented Areas and the frequent transit network, with full provision of TDM measures. There is a range of parking requirements within the region, varying from 0 to 1.1 stalls per unit. Richmond's rates are in the middle of this range.

Table 3: Municipal Comparison of Market Rental Parking (parking stalls per unit)

| Municipality | Residential Parking | Visitor Parking |
|---------------------|---|-----------------------------|
| Vancouver | None | Minimum 0.03 Maximum 0.2 |
| Burnaby | 0.6 | 0.1 |
| Richmond | Market rental town housing: 0.62 to 1.0 Market rental apartment housing: 0.56 to 0.67 Low-end market rental: 0.45 to 0.56 | 0.11 |
| Surrey | Minimum 0.6 to 0.9 Maximum 0.9 to 1.2 | 0.2 |
| Coquitlam | 1.0 | 0.2 |
| New Westminster | Market rental: 0.75 to 1.1 Low-end market rental: 0.7 | 0.09 |

Recommendations

Richmond's current parking requirements for rental developments, with all available reductions applied, are aligned with other municipalities within the region. Staff recommend maintaining these fully reduced rates and expanding this rate to all rental units, including those in mixed-tenure developments.

The development community has requested that parking requirements be simplified to expedite review and approval of rental developments. Staff recommend bylaw amendments to incorporate reductions previously approved by Council into the base parking requirement to simplify calculations. The resulting base parking rates are as outlined in Table 4.

Table 4: Recommended Parking Rates for Rental Developments (parking stalls per unit)

| Location | Market Rental – Town Housing | Market Rental – Apartment Housing | Affordable Housing | Visitor |
|---------------------|-------------------------------------|--|---------------------------|----------------|
| City Centre Zone 2 | 0.62 | 0.56 | 0.45 | 0.11 |
| City Centre Zone 3 | 0.73 | 0.67 | 0.45 | 0.11 |
| Outside City Centre | 1.0 | 0.67 | 0.56 | 0.11 |

Staff also recommend prescribing an appropriate TDM package for rental developments to eliminate the need for a parking study to review site-specific TDM measures. This TDM package includes provision of one parking stall for car-share or short-term loading per 50 units for apartment housing developments that include 25 or more market rental units and provision of one Class 2 bicycle parking space per bedroom for market rental units. No mandatory TDM's will be required for affordable housing units (i.e. dwelling units subject to a housing agreement).

Further parking reductions may be considered by Council subject to review through a site-specific parking study, provision of enhanced TDM measures or demonstration that the project provides additional rental housing to address community needs.

OCP Amendment Consultation

Richmond Official Community Plan Bylaw 9000, Amendment bylaw 10640, having been considered in accordance with OCP Bylaw Preparation Consultation Policy No. 5043, is hereby found not to require further consultation. Attachment 2 provides a summary of OCP consultation.

Should this bylaw be granted first reading by Council, it will be forwarded to a Public Hearing, where the public will have an opportunity to comment on the proposed amendments. Public notification for the Public Hearing will be provided as per the *Local Government Act* and the City's Zoning Bylaw 8500. Staff will engage with the Urban Development Institute (UDI) on the proposed amendments to Zoning Bylaw 8500.

Financial Impact

None.

Conclusion

In response to requests from the development community to streamline the review of parking requirements for rental development, staff have reviewed the City's existing bylaws and requirements. This review found that the City's parking requirements are comparable with other municipalities within the region. In order to encourage the development of rental housing, staff recommend the following changes:

- Simplifying parking calculations by incorporating existing reductions into the base parking rate;
- Expanding the fully reduced parking rate for all rental units, including those in mixed tenure developments; and
- Prescribing a TDM package for rental developments to eliminate the need for a parking study.

These changes will help expedite the review of rental developments while ensuring that parking supply appropriately meets demands.

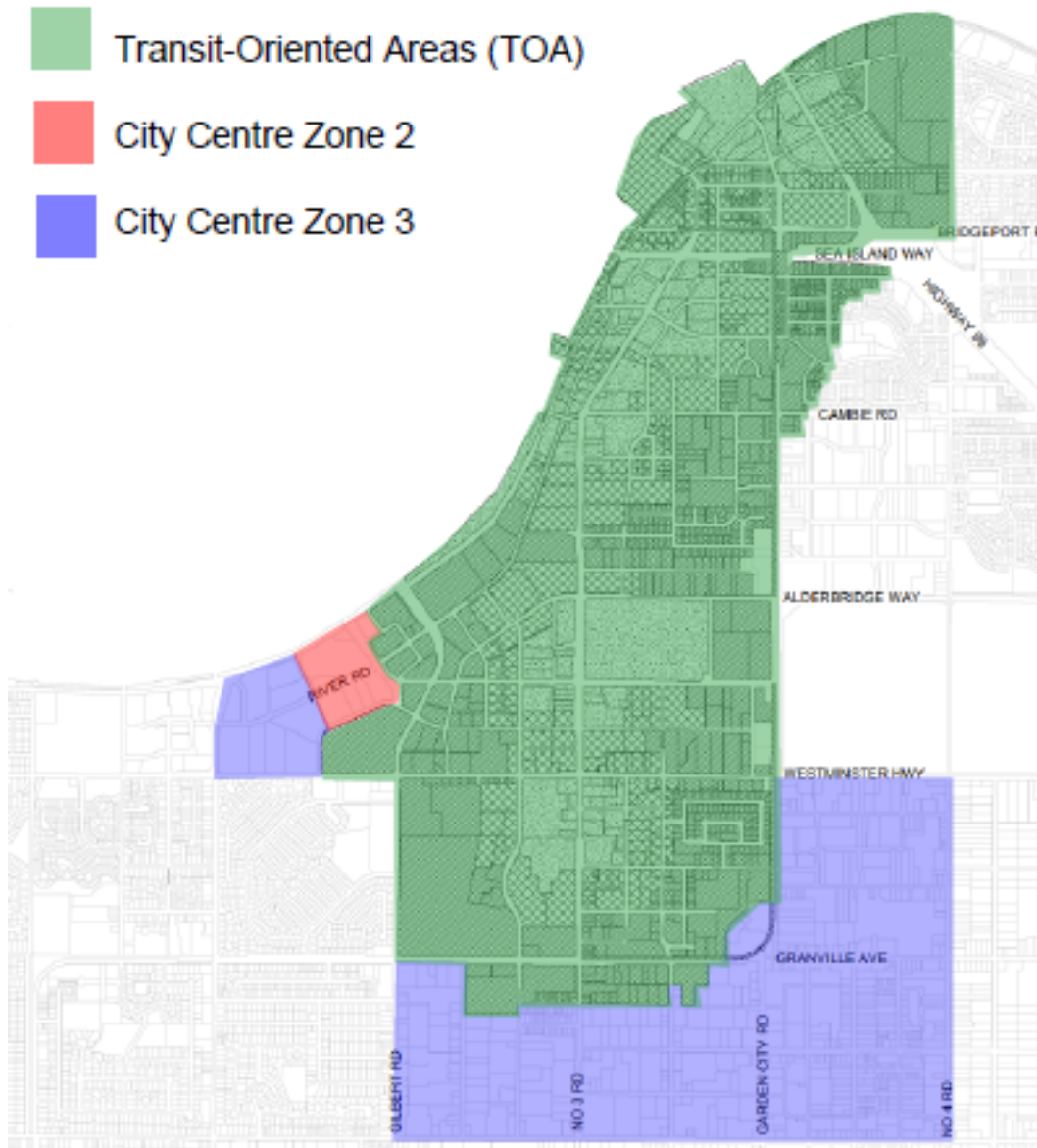


Beata Ng, P. Eng.
Manager, Transportation Development and Design
(604-247-4627)

Att. 1: City Centre Parking Reduction Areas
Att. 2: OCP Consultation Summary

City Centre Parking Reduction Areas

Legend



OCP Consultation Summary

| Stakeholder | Referral Comment |
|--|---|
| Provincial Agricultural Land Commission | No referral necessary, as they are not affected. |
| Richmond School Board | No referral necessary, as they are not affected. |
| The Board of the Greater Vancouver Regional District (GVRD) | No referral necessary, as they are not affected. |
| The Councils of Adjacent Municipalities | No referral necessary, as they are not affected. |
| First Nations (e.g., Sto:lo, Tsawwassen, Musqueam) | No referral necessary, as they are not affected. |
| TransLink | No referral necessary, as they are not affected. |
| Port Authorities (Port Metro Vancouver and Steveston Harbour Authority) | No referral necessary, as they are not affected. |
| Vancouver Airport Authority (VAA) (Federal Government Agency) | No referral necessary, as they are not affected. |
| Richmond Coastal Health Authority | No referral necessary, as they are not affected. |
| Community Groups and Neighbours | Community Groups and Neighbours will have the opportunity to comment regarding the proposed OCP amendment at Planning Committee meeting, Council and at a Public Hearing. |
| All Relevant Federal and Provincial Government Agencies | No referral necessary, as they are not affected. |



**Richmond Official Community Plan Bylaw No. 9000
Amendment Bylaw 10640**

The Council of the City of Richmond enacts as follows:

1. **Richmond Official Community Plan Bylaw 9000**, as amended, is further amended at Section 3.3 Objective 4 (Encourage the development of new purpose-built market rental housing units) by replacing subsection “g” with the following:

“g) Conditional to exhausting all parking rate reduction provisions in the Zoning Bylaw, and subject to staff review of site specific considerations, new market rental units and/or Low End Market Rental units in a 100% rental building or a mixed tenure strata development may be eligible for additional parking reductions, as determined by Council, on a site specific basis for projects that provide additional rental housing to address community need.”
2. This Bylaw is cited as “**Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10640**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

MAR 24 2025

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| CITY OF RICHMOND |
| APPROVED for content by originating dept <i>OS</i> |
| APPROVED for legality by Solicitor <i>JS</i> |

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw No. 8500
Amendment Bylaw No. 10641**

The Council of the City of Richmond enacts as follows:

1. **Zoning Bylaw No. 8500**, as amended, is further amended by:

a. adding the following to Section 7.4.4:

“d) This section 7.4.4 does not apply for **Market Rental Units** and **Affordable Housing Units**.”;

b. adding the following as Section 7.4.5 and re-numbering all subsequent sections accordingly:

“7.4.5 Apartment housing development sites located outside of **Transit-Oriented Areas** with 25 or more **market rental units** shall be required to provide transportation demand management (TDM) measures to the satisfaction of the Director, Transportation including, but not limited to the following:

- a) Provision of one (1) publicly accessible **parking space** with **electric vehicle supply equipment**, for the purposes of car share or small sized loading as determined at the discretion of the Director, Transportation, for every 50 **market rental units**, with no less than one such **parking space** per **development site**.
- b) Provision of one Class 1 bicycle parking space per **bedroom**, with a minimum of one Class 1 bicycle parking space per **dwelling unit** for each **market rental unit**, in compliance with the location, design and operation requirements set out in Section 7.14,

However, notwithstanding the foregoing, if the number of on-site **parking spaces** provided on such a **development site** exceeds the minimum number of **parking spaces** required for the **market rental units** pursuant to Section 7.7:

- c) by 20% or more, no TDM measures shall be required; or
- d) by less than 20%, the rate of the TDM measures required by this section may be reduced as substantiated by a parking study that is prepared by a registered professional transportation engineer and is

subject to review and approval of the **City's** Director, Transportation.”;

c. replacing Table 7.7.2.1 with the following:

Table 7.7.2.1 Residential Use Parking Requirements (Excluding Small-Scale Multi-Unit Housing Parking Requirements)

| Residential Use | Minimum number of Parking Spaces Required per Dwelling unit | |
|---|--|-----------------------------|
| | Basic Requirement | Visitor Parking Requirement |
| Single Detached Housing | 2.0 | Not applicable |
| Two-Unit Housing | 2.0 | Not applicable |
| Coach Houses | 1.0 | Not applicable |
| Town Housing | 2.0 | 0.2 |
| Town Housing in RAM, RCL Zones | 1.5 | 0.2 |
| Apartment Housing | 1.5 | 0.2 |
| Mixed Commercial/ Residential Uses | 1.5 | 0.2 |
| Affordable Housing Unit | 0.56 | 0.11 |
| Market Rental Unit | 1.0 for town housing 0.67 for apartment housing | 0.11 |
| Congregate Housing | 0.3 space for each bed plus 1 per staff member | |
| Secondary Suite | See Section 5.4.1.n) and o) for conditions where an 1.0 additional parking space on arterial roads is required | |
| Bed and Breakfast¹ | One space for each guest room | |
| Granny Flat | 1.0 | Not applicable |

d. replacing Table 7.9.3.1 with the following:

Table 7.9.3.1 Residential Use City Centre Parking Requirements

| Residential Uses | Zone 1 | Zone 2 | Zone 3 |
|---|------------------|---|---|
| Town Housing | See Section 7.9A | 1.2 spaces for residents per dwelling unit; plus | 1.4 spaces for residents per dwelling unit; plus |
| Apartment Housing | | 0.2 spaces for visitors per dwelling unit | 0.2 spaces for visitors per dwelling unit |
| Mixed Commercial/ Residential Uses | | | |
| Affordable Housing Unit | See Section 7.9A | 0.45 spaces for residents per affordable housing unit; plus 0.11 spaces for visitors per affordable housing unit | |
| Market Rental Unit | See Section 7.9A | 0.56 for town housing 0.62 for apartment housing 0.11 spaces for visitors per dwelling unit | 0.73 for town housing 0.67 for apartment housing 0.11 spaces for visitors per dwelling unit |
| All Other Residential Uses | See Section 7.9A | The minimum parking requirements identified in Section 7.7 | |

2. This Bylaw is cited as “**Zoning Bylaw No. 8500, Amendment Bylaw No. 10641**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

MAR 24 2025

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| CITY OF RICHMOND |
| APPROVED for content by originating dept. <i>03</i> |
| APPROVED for legality by Solicitor <i>[Signature]</i> |

MAYOR

CORPORATE OFFICER