



To: Planning Committee

Date: January 22, 2013


From: Victor Wei, P. Eng.
Director, Transportation

File: 10-6455-01/2012-Vol
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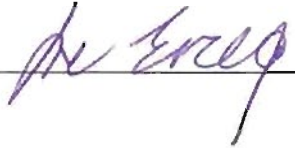


**Re: TANDEM PARKING REQUIREMENTS IN TOWNHOUSE DEVELOPMENTS –
REPORT BACK ON REFERRAL**

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 8993 (Townhouse Tandem Parking):
 - to permit a maximum of 75% tandem parking spaces in all standard and site specific townhouse zones (except those that already permit 100% tandem parking),
 - to require one tandem parking space to have a wider space if a townhouse is wider than 4.57 m (15 ft), and
 - to require visitor parking for residential uses be identified by signage,be introduced and given first reading.
2. That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), to insert a new Development Permit Guideline regarding way finding signage to visitor parking spaces for multi-family residential uses, be introduced and given first reading.
3. That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
4. That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043 is hereby deemed not to require further consultation.


Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

Att. 6

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Building Approvals	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Policy Planning	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

At the regular Council meeting held September 26, 2011, Council considered a report on tandem parking (i.e., where one standard parking space is located behind the other) in new townhouse developments and resolved:

That staff be directed to consult with stakeholders, including Urban Development Institute, Greater Vancouver Home Builders Association, and other small townhouse builders not part of the UDI and GVHBA, on the following parking-related topics specific to multi-family residential developments:

- *impacts of regulating the extent of tandem parking provided;*
- *minimum dimensions of parking stalls; and*
- *measures to better define visibility of visitor parking.*

This report outlines the results of and recommendations arising from the consultations and proposes amendments to Richmond Zoning Bylaw 8500 to realize the recommendations.

Analysis

1. Meetings with and Feedback from Stakeholders

In February 2012, staff met with members of the Urban Development Institute (UDI), other small townhouse builders and the Richmond Parking Advisory Committee to discuss the three (3) identified parking-related topics. Members of the Greater Vancouver Home Builders Association (GVHBA) were unable to attend a meeting but were provided with presentation materials and invited to submit comments to staff. The discussion included gathering feedback on potential options and measures prepared by staff to address the perceived concerns as shown in Table 1 below.

Table 1: Existing and Potential Provisions to Address Parking Concerns

Issue	Existing Bylaw Provision	Potential Option(s)
Extent of Tandem Parking Provided	<ul style="list-style-type: none"> • Outside of site specific zones, 0% of units with two (2) parking spaces may have tandem arrangement (i.e., any tandem parking requires a variance, which would typically be supported if there are no existing/anticipated parking or traffic problems nearby) • Within site specific zones, up to 100% of units with two (2) parking spaces may have tandem arrangement (i.e., no variance required) 	<ul style="list-style-type: none"> • Maintain up to 100% of units may have tandem parking within site specific zones • Outside of site specific zones, the percentage of units that may have tandem parking: <ul style="list-style-type: none"> ○ Maximum of 100% of units ○ Maximum 75% of units ○ Maximum 50% of units ○ Status Quo (0% of units)
Size of Tandem Parking Stalls	<ul style="list-style-type: none"> • Minimum Dimensions: 2.5 m by 5.5 m • Clearance to Walls at Sides: 0.3 m on each side (for total width of 3.1 m) • Clearance to Walls at Front/Back: None 	<ul style="list-style-type: none"> • Dimensions: remain unchanged • Clearance to Walls at Sides: increase by 0.3 m to 0.6 m on each side • Clearance to Walls at Front/Back: increase to 0.3 m at each end

Issue	Existing Bylaw Provision	Potential Option(s)
Visibility of Visitor Parking	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Standardized wayfinding signage from the entrance at maximum 50 m spacing and/or key decision points • Standardized signage and pavement markings at each stall • Minimum lighting requirements

1.1 Feedback from Developers

Attachment 1 summarizes the key comments from developers regarding each issue as well as the impacts of the potential options. The general tenor of the developer feedback was:

- Extent of Tandem Parking Provided: prefer to maintain the status quo, as variances are typically supported, and let the market (rather than the City) decide how much tandem parking to provide;
- Size of Tandem Parking Stalls: prefer to maintain the status quo, as increasing the clearance may increase the unit size and thus decrease affordability; and
- Visibility of Visitor Parking: support the standardization of signage and pavement markings.

In addition, Polygon Homes compiled a list of 29 completed projects located in 10 different municipalities (including four in Richmond that are shaded in grey) where the percentage of units in each development that have tandem parking ranged from 31 to 100 per cent of the units constructed (see **Attachment 2**). For these projects, the company’s in-house Customer Service Group received 1,364 customer responses on various aspects of the developments. As shown in the last column of the table, there were minimal customer responses (a total of nine, or 0.7 per cent of total responses) regarding tandem parking. For the four Richmond developments that have an average of 74 per cent of the units with tandem parking, a total of 172 customer responses were received with only one response related to tandem parking. Polygon therefore concludes that there is no compelling evidence from customers of a perceived problem with tandem parking.

1.2 Feedback from Richmond Parking Advisory Committee

Staff also met with the Richmond Parking Advisory Committee in February 2012 to discuss the parking-related topics and the potential options and measures. **Attachment 3** summarizes the comments provided by members, which are similar in tone to those provided by the developers.

2. Proposed Recommendations

The proposed recommendations for Richmond seek to maintain and enhance the liveability of the city for both existing and new residents in terms of housing affordability, range of housing type available and parking impacts of new residential developments, while at the same time streamlining the provision of tandem parking and avoiding undue hardship for the development industry.

2.1 Extent of Tandem Parking Provided in Townhouse Developments

For all options, the current bylaw provision whereby up to 100 per cent of units with two parking spaces in site specific zones may have those spaces in a tandem arrangement would be

maintained (see **Attachment 4** for the location of these specific zones, which are generally located within the City Centre area with the exception of two site specific zones in the Hamilton area and on Francis Road just east of No. 3 Road). The following three options would apply to townhouse developments outside of the existing site specific zones.

In addition, for each option, staff would continue to assess any parking variance requests to provide tandem parking for more than the permitted limit on a case-by-case basis based on the following criteria:

- *Size of Development*: size of the site and/or the extent of street frontage, which impacts the flexibility for site planning. For example, for small infill projects, particularly in the City Centre, the size and configuration of the site would likely trigger the need for more tandem parking in order to make the proposed project feasible and to achieve the density envisioned in the relevant area plan;
- *Site Constraints*: site geometry and other specific constraints (e.g., ground floor is non-habitable due to the minimum flood construction level requirement, tree retention); and
- *Site Location*: the extent of parking restrictions on the fronting and/or side streets and the proximity of the development to existing single family neighbourhoods.

In developing the options, staff also considered the practice of other municipalities in the Metro Vancouver area. As noted in the previous report considered by Council in September 2011, three municipalities (i.e., Vancouver, Surrey and Delta) specifically permit tandem parking arrangements for residential developments in their bylaws while other jurisdictions (e.g., Burnaby, New Westminster, Coquitlam) do not identify tandem parking in their bylaws but do support the arrangement in practice. Only the City of Vancouver specifies a maximum percentage of units that are permitted to have tandem parking, which is 50 per cent.

Option 1: Status Quo – 0 % of Units Permitted for Tandem Parking Unless Variance is Granted

Based on current practice, any proposal beyond the permitted zones for a development with a townhouse unit that has two (2) parking spaces to have the spaces in a tandem arrangement would require a variance (even if only one (1) unit in the entire complex is proposed to have tandem parking), and developers may seek a variance to provide tandem parking for up to 100 per cent of the units.

As there had been general support of the City in the past for variances to permit tandem parking, this option is supported by local developers who oppose any perceived limit on the extent of tandem parking permitted in townhouse developments. Supporting variances for tandem parking helps reduce lot coverage, particularly for smaller sites, and maintain unit variety and affordability. Conversely, maintaining the status quo is administratively cumbersome as a variance is necessarily generated each time thus diminishing the effectiveness of the existing bylaw provision.

Option 2: Up to a Maximum of 75 % of Units Permitted for Tandem Parking (Recommended)

Under this option, a maximum of 75 per cent of the units could have parking in a tandem arrangement and thus would not require a variance. Any proposals seeking a tandem parking arrangement for more than 75 per cent of the units would require a variance. As an example, a 40-unit townhouse development could have up to 30 units with parking in a tandem arrangement

with the remaining 10 units having any combination of single or side-by-side parking spaces that sums to the total number of required parking spaces, unless a variance is requested that the remaining 10 units have tandem parking instead of side-by-side parking.

Based on staff's review of 49 existing townhouse developments randomly selected throughout Richmond, an average of 61 per cent of townhouse units have tandem parking (see **Attachment 5**). Staff's assessment of applications processed within the past three years indicates that this percentage has increased, likely due to rising land prices. Therefore, the proposed maximum limit would be generally consistent with the current practice of developers. While this maximum rate is higher than that permitted by the City of Vancouver, staff believe this figure is appropriate for Richmond as it reflects existing conditions which, as noted in the prior report on this topic, have not resulted in a lack of on-street parking capacity.¹

This option would benefit developers by significantly reducing the current number of variance requests as such a request would not be triggered until the threshold of 75 per cent of the units is passed, as opposed to the current threshold of one or more units. As noted above, staff would continue to assess any parking variance requests to provide tandem parking for more than the permitted limit on a case-by-case basis. More importantly, permitting a higher percentage of townhouse units to have tandem parking would help maintain the affordability of these units, as this parking arrangement typically allows a greater unit yield on a given site.

Option 3: Up to a Maximum of 50 % of Units Permitted for Tandem Parking

Under this option, a maximum of 50 per cent of the units could have parking in a tandem arrangement and thus would not require a variance. Any proposals seeking a tandem parking arrangement for more than 50 per cent of the units would require a variance. This option is not recommended as staff deem the limit too onerous for developers in terms of the viability of a project. More importantly, the lower the permitted limit on the extent of tandem parking allowed, the greater the negative impact on affordability as units with tandem parking typically cost less for homebuyers.

2.2 Size of Tandem Parking Stalls

As survey respondents² cited concerns regarding the width of parking stalls in a tandem arrangement, staff explored options to improve the accessibility of the stalls.

Per the City's existing bylaw requirement, the minimum width of a parking space shall be increased by 0.3 m where the parking space adjoins a wall. Thus, for a tandem parking space in a townhouse that has a wall on either side, the minimum parking stall width of 2.5 m would be increased by 0.3 m on either side for a total width of 3.1 m. As shown in Table 2 below, these lateral clearance requirements are generally consistent with those of other municipalities in the region. In addition, other municipalities typically do not require any additional clearance at the front or back of the parking space.

¹ Staff site visits to 35 existing townhouse developments with both tandem and conventional side by side parking in August 2011 concluded that the streets surrounding the developments generally have excess on-street parking capacity for both residents of and visitors to these neighbourhoods.

² As summarized in the report considered by Council in September 2011, staff distributed a survey in July 2011 to owners and occupants of 35 existing townhouse developments in Richmond with both tandem and conventional side-by-side parking seeking their feedback regarding on-site vehicle adequacy and convenience.

Table 2: Tandem Parking Clearance Provisions in Other Greater Vancouver Municipalities

Municipality	Min. Dimensions of Parking Space (L x W)	Lateral Clearance Requirement for Tandem Parking Stall	Overall Parking Space Width
Vancouver	5.5 m x 2.5 m	0.2 m on each side	2.9 m
Surrey	6.1 m x 2.6 m (inside) 6.0 m x 2.6 m (outside)	0.2 m on each side	3.0 m
Delta	5.5 m x 2.75 m	minimum stall width of 3.0 m where parking space abuts a wall	3.0 m
Richmond	5.5 m x 2.5 m	0.3 m on each side	3.1 m
Burnaby	5.5 m x 2.6 m	0.3 m on each side	3.2 m
New Westminster	5.3 m x 2.59-2.74 m	0.3 m on each side for entire length except for 1.22 m at each end on sides that abut the wall	3.19-3.34 m
Coquitlam	5.8 m x 2.6-2.9 m	0.3 m on each side	3.2-3.5 m

Each option below pertains to the lateral clearance provided for a tandem parking stall. Staff do not propose adding a clearance requirement for the front and/or back of a tandem parking stall, as survey respondents who have tandem parking spaces did not indicate a desire for greater clearance at the front or back; rather, the consistent comment was that the parking spaces were not wide enough.

Option 1: Status Quo – Maintain Minimum Overall Parking Space at Width 3.1 m

The width of a typical compact sedan (e.g., late model Honda Civic) is 1.85 m and its doors, when opened to the first spacing, typically add another 0.60 m on either side resulting in an overall width of 3.05 m. While the City's existing requirement of 3.10 m for the overall parking space width would allow both doors of this typical compact sedan to be opened on both sides at the same time, this may not be achievable for a larger vehicle.

Option 2: Increase Minimum Width plus Clearance from 3.1 m to 3.4 m for One Stall Only for Units Greater than 4.57 m in Width (Recommended)

Under this option, the overall minimum width plus clearance for one of the tandem parking stalls would be increased from 3.1 m to 3.4 m with the other stall permitted to remain at 3.1 m as a narrower width for one of the stalls is necessary to accommodate the adjacent foyer which is typically wider than the staircase in order to provide a comfortable and functional space at the door entrance. This was confirmed with staff's review of relevant development plans and field tests at a new townhouse unit of width greater than 4.57 m (15 feet). As such, staff concluded that the proposed wider width of 3.4 m can only be accommodated adjacent to the staircase.

While a width of 3.1 m can accommodate a typical compact vehicle (i.e., so that both doors of the vehicle can open to the first spacing at the same time) as noted in Option 1, it cannot accommodate a larger vehicle such as a minivan or sport utility vehicle. Using a late model Dodge Caravan, staff confirmed that an overall width of 3.4 m is needed to allow both doors of the vehicle to be opened to the first spacing at the same time.

Staff reviewed further typical floor plans of narrower townhouse units and consulted with several developers and architects who specialize in townhouse developments in Richmond to determine whether or not the proposed 3.4 m minimum width for only one of the stalls would be viable without increasing the overall width of the dwelling unit. The consensus is that typical

townhouse units greater than 4.57 m (15 feet) on the ground floor could accommodate the recommended increased width of one of the two tandem stalls.

Given the industry feedback and the relatively small number of units (estimated at less than 20%) built with tandem parking that are 4.57 m (15 feet) wide or less, staff propose that townhouse units that are 4.57 m (15 feet) or narrower in width be exempt from the proposed change to increase the minimum width to 3.4 m. With this approach, staff would assess any parking variance requests on a case-by-case basis.

Staff further recommend that the proposed new requirement should allow developers the flexibility to determine which of the two tandem parking spaces would be provided with the increased overall width of 3.4 m based on the internal layout of the unit.

Option 3: Increase Minimum Width plus Clearance from 3.1 m to 3.7 m

Under this option, the lateral clearance would be increased by 0.3 m to 0.6 m on each side such that existing minimum width plus clearance would be increased from 3.1 m to 3.7 m, which would be appreciably wider than the existing minimum widths of the surveyed municipalities shown in Table 2. While this option would allow the opening of both doors of vehicles larger than a typical minivan such as a full size SUV, it is not recommended due to its estimated negative impact upon construction costs and thus affordability. The development community indicated that increasing the width of a tandem garage by 0.3 m (one foot) would increase overall construction costs by up to five per cent given a three-storey unit that is 6.1 m (20 feet) in length (i.e., 20 square feet multiplied by 3 storeys). This additional cost would be reflected in the ultimate market price for the potential homebuyer.

2.3 Visibility of Visitor Parking

As all stakeholders consistently support the development of standardized signage and pavement markings to better identify the location of visitor parking within multi-family residential developments, staff propose to define the design and placement of these items including the following elements:

- size, wording and colour of the signage;
- size of text for the signage and pavement markings; and
- location and spacing of wayfinding signage.

2.4 Further Consultation with Stakeholders

Staff met again with members of UDI in November 2012 to review the recommended measures. As indicated in **Attachment 6**, the agency fully supports the proposed changes.

3. Proposed Amendments to Bylaws

Richmond Zoning Bylaw 8500, Amendment Bylaw 8993, and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 8994, are based on the recommended options for the extent of tandem parking provided and the size of tandem parking stalls, as well as the measures to improve the visibility of visitor parking.

Financial Impact

None.

Conclusion

As directed by Council, staff consulted with stakeholders regarding three parking-related topics specific to multi-family developments: (1) the impacts of regulating the extent of tandem parking provided; (2) the minimum dimensions of tandem parking stalls; and (3) measures to better define visibility of visitor parking. Based on stakeholder feedback and staff analysis, staff recommend the following amendments to Richmond Zoning Bylaw 8500 and Richmond Official Community Plan Bylaw 9000:

- establish that a maximum of 75 per cent of the total townhouse units with two (2) parking spaces in an enclosed garage may have those parking spaces in a tandem arrangement for those areas outside of the existing site specific zones, with requests for variances of this limit to be considered on a case-by-case basis;
- increase the minimum width plus clearance for one of the tandem parking stalls from 3.1 m to 3.4 m with the other stall permitted to remain at 3.1 m for townhouse units greater than 4.57 m in width; and
- require standardized signage and pavement markings to better define the location and visibility of visitor parking.

The recommended changes in townhouse parking requirements are considered to achieve an optimal balance between enhancing liveability of existing and new residents, maintaining the affordability of new townhouses, reducing bureaucracy in the provision of tandem parking, and precluding hardship on the development industry.



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JC:rg

Feedback from Developers

Issue	Key Comments
Extent of Tandem Parking Provided	<ul style="list-style-type: none"> • Would not support changes or limits to existing bylaw provisions • Issue is a perceived (not actual) problem as there is no clear evidence that on-site tandem parking creates spill-over of parking to the adjacent streets • Use of on-street parking can be attributed to residents of all housing types regardless of the parking arrangement due to: <ul style="list-style-type: none"> ◦ residents with more vehicles than parking spaces ◦ residents using the garage for storage of items rather than vehicles ◦ rental units in the area • Site observations documented by staff in previous report indicate there is sufficient on-street parking • Let the market (not the City) decide how much tandem parking to provide • Developers are sensitive to the market and will not build something that buyers do not want • Already striving to achieve a balance between affordability and tandem versus side-by-side parking • No indication from clients/buyers that tandem parking is unacceptable • Given the geometry of a particular site and the restraints of FSR, site coverage, setback, and tree retention, it is not always possible to provide only side-by-side parking • A “one size fits all” regulation for all sites would not be equitable, instead consider each development on its own merits • Consider regulating on-street parking (e.g., implement pay parking, a 2-hour time limit or increased enforcement of three hour time limit) to ensure there is turnover and spaces available • Undertake further review of particular locations that have generated complaints to determine if tandem parking is really the source or is it really the increase in density • As units with side-by-side parking are wider than those with tandem parking (typically 300-500 sq ft larger), any limits on extent of tandem parking provided will decrease the: <ul style="list-style-type: none"> ◦ range of housing choices available ◦ affordability due to larger size of unit ◦ amount of open space on development site
Size of Tandem Parking Stalls	<ul style="list-style-type: none"> • Would prefer to maintain existing bylaw provisions but some developers would consider an option to increase the clearance on one side only by 0.3 m to 0.6 m with no change in the clearance at the front and back • No indication from clients/buyers that size of tandem parking stall is unacceptable • Any trend towards buying smaller vehicles will mitigate this issue • As the size of the garage dictates the size of unit above, increasing the clearance will increase the unit size and, in turn, will decrease affordability and the amount of open space
Visibility of Visitor Parking	<ul style="list-style-type: none"> • Agree that standardized signage and pavement markings should be developed and would not impose any negative impacts • Do not support the consolidation of visitor parking in one location; prefer to distribute spaces around the site to maximize proximity to ultimate destination • Consolidation of visitor parking may inconvenience some guests as they would have to walk farther to their destination

Feedback from Richmond Parking Advisory Committee

Issue	Key Comments
Extent of Tandem Parking Provided	<ul style="list-style-type: none"> No need for City to regulate as developers know the market and will not build units that are undesirable. Not clear there is evidence of spill-over parking on to the street from townhouse developments with tandem parking as staff were unable to establish a correlation between the type and extent of parking arrangements in a townhouse development and the adjacent street occupancy rate. Agree that changing from the status quo would reduce the number of variances required but also acknowledge that, should a maximum limit be established, developers are concerned that any applications for more than that limit will be subject to greater scrutiny by staff than currently.
Size of Tandem Parking Stalls	<ul style="list-style-type: none"> No need to revise size of tandem parking stall as residents knew what they were buying and have the option of trading their current vehicle for a narrower one. Not clear this is a significant issue as, outside of the targeted survey, the City has rarely received complaints regarding the stall size. Some of the survey responses may be somewhat misleading as phrasing of question invited response of desiring more space.
Visibility of Visitor Parking	<ul style="list-style-type: none"> Agree that better signage is needed and it is important to include the word "only" on the sign (i.e., "Visitor Parking Only"). Agree that pavement markings are also needed, not just signage. Upon implementation, will need strata councils to take responsibility for enforcing the proper use of the visitor parking.

**Multi-Family Residential Development Projects Completed by Polygon Homes:
Customer Feedback re Tandem Parking**

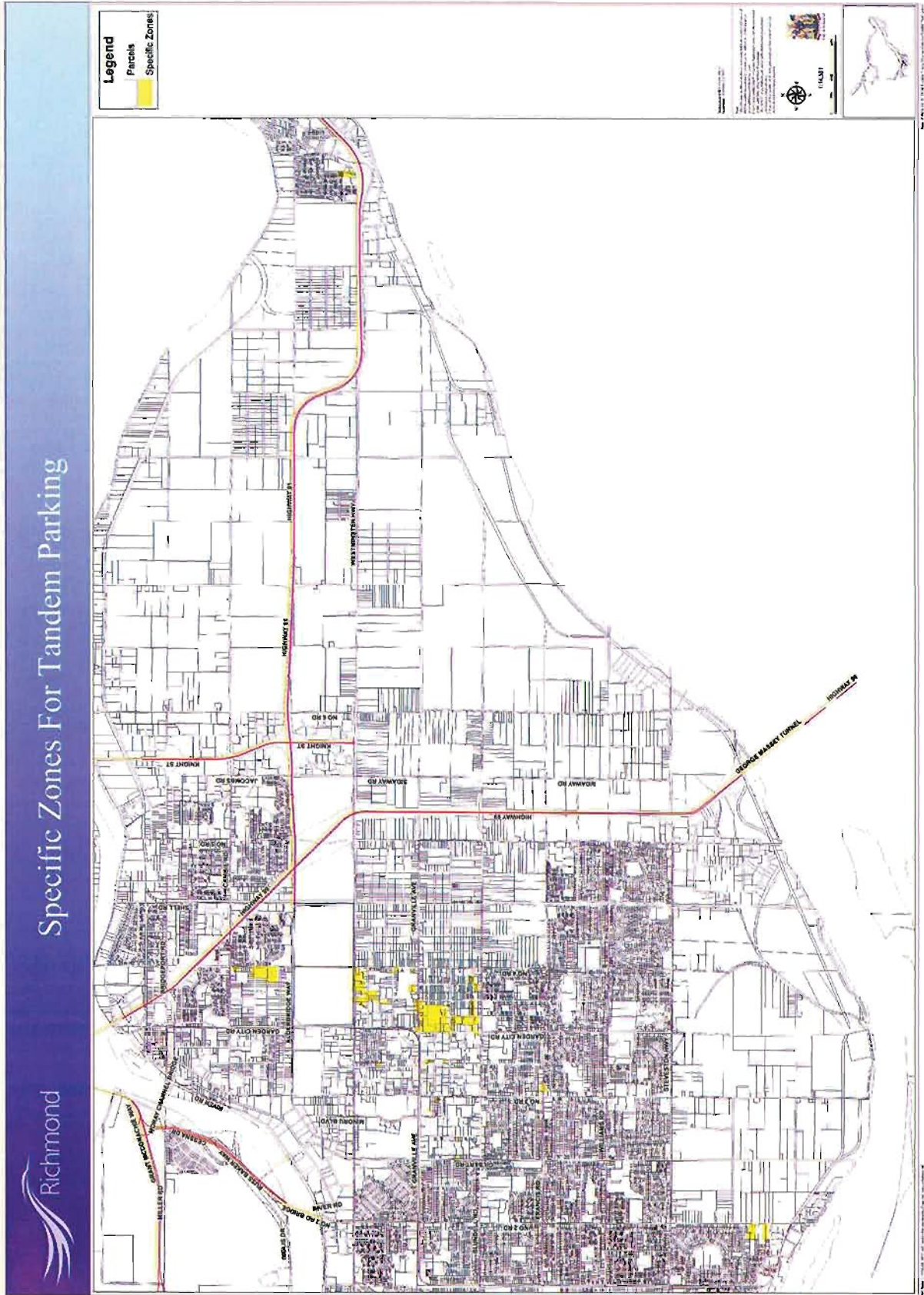
	Project Name	Location	Total Homes Surveyed (Ti. No. Units)	Total Responses	Total Units With Tandem Parking	Percent Units With Tandem Parking	Comments on Tandem Parking
1	Tyneridge Phase 1	Coquitlam	41	6	37	90%	0
2	Kinfield	Abbotsford	69	1	69	100%	0
3	Red Maple Park Phase 1	Township of Langley	51	1	44	86%	0
4	Equinox Phase 1 & 2	Delta	80	34	79	99%	0
5	Wishing Tree Phase 1 & 2	Richmond	68	27	68	100%	0
6	Kensal Walk Phase 1, 2, & 3	Port Moody	119	32	83	70%	0
7	Wedgewood	North Vancouver	55	22	36	65%	0
8	Spyglass Phase 1 & 2	Delta	91	47	28	31%	0
9	Kaleden Phase 1, 2, 3 & 4	Surrey	185	82	176	95%	0
10	Whitetail Lane Phase 1-4	Coquitlam	230	92	116	50%	1
11	Radiance Phase 1 & 2	Delta	89	44	85	96%	0
12	Hennessy Green Phase 1 & 2	Richmond	98	51	53	54%	0
13	Pepperwood Phase 1, 2, & 3	Township of Langley	157	57	152	97%	0
14	Currents	Port Moody	36	12	36	100%	0
15	Oaklands Phase 1 & 2	Surrey	123	54	123	100%	3
16	Bannister Mews	Vancouver	28	13	16	57%	0
17	Terramor Phase 1, 2, & 3	Burnaby	177	78	144	81%	0
18	Whisper Ridge	Coquitlam	85	46	30	35%	0
19	Sagebrook	Township of Langley	164	83	164	100%	0
20	Brooklands	Surrey	137	81	137	100%	1
21	Uplands	Surrey	124	60	91	73%	0
22	** Jasmine Lane	Richmond	59	32	59	100%	1
23	Southpointe	Burnaby	42	24	20	48%	0
24	Indigo Phase 1 & 2	Port Moody	127	74	77	61%	1
25	Churchill Gardens Phase 1 & 2	Vancouver	70	39	22	31%	0
26	Huckleberry Phase 1 & 2	Surrey	82	48	82	100%	0
27	Steeplechase Phase 1 & 2	Township of Langley	88	49	88	100%	0
28	Amberleigh Phase 1 & 2	Township of Langley	187	113	187	100%	2
29	Leighton Green Phase 1 & 2	Richmond	94	62	56	60%	0

Total Overall	2,956	1,364	2,358	80%	9
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Total For Richmond Projects	319	172	236	74%	1
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** The comment from the Richmond homeowner was "Better to have a side-by-side garage."

Site Specific Zones where Tandem Parking Permitted in up to 100 % of Units



**Proportion of Tandem Parking in Sample Townhouse Developments
Completed in Richmond**

Address	# Units	% Tandem Parking
22380 Sharpe Ave	35	0.0%
22386 Sharpe Ave	17	52.9%
22711 Norton Court	33	100.0%
22728 Norton Court	9	55.6%
22788 Norton Court	24	83.3%
22788 Westminster Hwy	54	72.2%
9800 Odlin Road	92	54.3%
6111 No. 1 Road	34	88.4%
6179 No. 1 Road	35	
6331 No. 1 Road	33	81.8%
6511 No. 1 Road	12	0.0%
7231 No. 2 Road	26	53.8%
8171 No. 2 Road	10	80.0%
7171 Steveston Hwy	50	76.0%
9600 No. 3 Road	16	75.0%
12251 No. 2 Road	50	55.6%
12311 No. 2 Road	54	77.8%
8691-8791 Williams Road	31	51.6%
8080 Blundell Road	8	50.0%
9131-9151 Williams Road	9	33.3%
6180 Alder Street	20	10.0%
6199 Birch Street	40	100.0%
9333 Ferndale Road	30	36.7%
9420 Ferndale Road	24	87.5%
9580 Alberta Road	13	46.2%

Address	# Units	% Tandem Parking
9400 Ferndale Road	8	87.5%
9551 Ferndale Road	58	86.2%
9751 Ferndale Road	21	100.0%
6188 Birch Street	59	50.8%
9451 Granville Ave	30	96.7%
9791 Granville Ave.	7	57.1%
7393 Turnill Street	45	75.6%
9333 Sills Ave	59	57.6%
7331 No. 4 Road	22	18.2%
9308 Keefer Street	31	87.1%
9688 Keefer Street	32	56.3%
7533 Turnill Street	15	91.7%
7533 Heather Street	45	91.7%
9051 Blundell Road	12	66.7%
7840 Garden City Road	10	60.0%
7820 Ash Street	5	40.0%
7071 Bridge Street	17	0.0%
9651 Alberta Road	22	100.0%
7060 Ash Street	17	0.0%
7771 Bridge Street	22	81.8%
9699 Sills Avenue	45	0.0%
7373 Turnill Street	24	62.5%
6100 Alder Street	21	38.1%
6099 Alder Street	52	38.5%
7051 Ash Street	40	100.0%

Overall Average = 60.5 per cent tandem parking



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November 23, 2012

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Dear Mr. Wei:

Re: Tandem Parking Regulations

I would like to thank you and your staff for working with representatives from the Urban Development Institute (UDI) on new regulations for tandem parking spots in townhouse unit garages. UDI and the City have had several meetings this past year, and the result is a balanced and progressive package of proposals in three areas –reducing the need for parking variances, increasing width of parking stalls, and improvements to visitor parking.

Reducing the Need for Variances:

UDI strongly endorses the proposals to permit tandem parking spaces for up to 75% of dwelling units in townhouse developments without a variance. Currently, almost every project with tandem parking requires a variance, which unnecessarily consumes staff resources and delays the development review process.

In the September 6, 2011 Report to Council on *Tandem Vehicle Parking in Multi-family Residential Units*, staff report on their analysis regarding the spillover impacts of townhouse projects with tandem parking on on-street parking in adjacent areas. Staff found the impact to be minimal, noting “*On-site observations indicate that the streets surrounding the developments generally have excess on-street parking capacity for both residents of and visitors to these neighbourhoods.*”

There are affordability considerations as well. Tandem parking is needed to reduce the width of units to lower costs. Narrow units have lower construction costs and are therefore more affordable for homebuyers. On typical three story units, an additional foot in width adds 80 square feet to the floor area of a unit. The average sales price for a new townhouse unit in Richmond is approximately \$400 per square foot, so that additional 80 square feet represents an increase of \$32,000 to the price of a unit.

Increasing the Width of Stalls:

As noted above, UDI is concerned about the cost implications of widening units. However, we believe the proposal by City staff to widen parking stalls in townhouse garages will not result in wider units and higher costs. It is a balanced proposal that will provide better parking for residents. At the same time, staff have noted that they still allow 15 foot-wide affordable townhouse units to continue to be built within the City.

Visitor Parking:

UDI supports the enhancements to residential visitor parking to provide guidance/wayfinding signage to visitor parking; ensure the visitor parking area is well lit; and provide pavement marking and signage for visitor parking stalls. These improvements add value without increasing the costs of townhouse projects.

UDI has also suggested that the City and industry work together to encourage strata corporations to maintain their signage and pavement markings for visitor parking stalls.

I thank you again for working with UDI's Liaison Committee on the proposed tandem parking regulations. We support your proposals and look forward to working with Richmond on this and other issues.

Yours truly,



Anne McMullin
President and CEO

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Richmond Zoning Bylaw 8500, Amendment Bylaw 8993 (Townhouse Tandem Parking) City of Richmond

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following new subsections in Section 7.5 Development & Maintenance Standards for On-Site Parking:

“7.5.6.A. Where residents of a single dwelling unit reside in a building used for housing, town and intend to use two parking spaces, a maximum of 75% of the spaces may be provided in a tandem arrangement within an enclosed garage except in site specific zones ZT45, ZT48 to ZT53, ZT55 to ZT65 and ZT67, with one standard parking space located behind the other, and both standard parking spaces may be perpendicular to the adjacent manoeuvring aisle and housing, town dwelling units with a width greater than 4.57 m shall have the following clear minimum dimensions for one of the parking spaces provided in a tandem arrangement:

Table with 5 columns: One Parking Space, Length, Width, Lateral Clearance, Total Space Width. Row 1: Standard Space, 5.5 m, 2.5 m, 0.9 m, 3.4 m

“7.5.19. Visitor parking required for multiple-family residential uses shall be: a) marked with a clearly visible sign a minimum size of 300 mm by 450 mm with the words “VISITORS ONLY” in capital letters identifying the spaces; and b) marked on the parking surface with the words “VISITORS ONLY” in capital letters a minimum 30 cm (12 in) high and 1.65 m (65 in) in length.”

2. This Bylaw may be cited as “Richmond Zoning Bylaw 8500, Amendment Bylaw 8993”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

Five horizontal lines for signature or date entry.



MAYOR

CORPORATE OFFICER



Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage) City of Richmond

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

- 1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended by inserting the following new subsections in Section 14.0 Development Permit Guidelines:
- "14.4.5.A.b) Way finding signage to visitor parking spaces for residential units should be provided at the entrance to the development, at each location where a visitor vehicle needs to turn and at a maximum spacing of 50 m (164 ft). The design/format and colour of the way finding signage is to be reviewed and approved by the City."
- "14.5.1.E.c) Way finding signage to visitor parking spaces for residential units should be provided at the entrance to the development, at each location where a visitor vehicle needs to turn and at a maximum spacing of 50 m (164 ft). The design/format and colour of the way finding signage is to be reviewed and approved by the City."
- "14.5.13.C.b) Way finding signage to visitor parking spaces for residential units should be provided at the entrance to the development, at each location where a visitor vehicle needs to turn and at a maximum spacing of 50 m (164 ft). The design/format and colour of the way finding signage is to be reviewed and approved by the City."
2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 8994".

FIRST READING

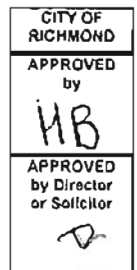
PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

Five horizontal lines for recording dates of readings and adoption.



MAYOR

CORPORATE OFFICER