




To: Planning Committee **Date:** July 6, 2018
From: Victor Wei, P. Eng.
Director, Transportation **File:** 10-6455-03/2018-Vol
01
Re: **Proposed Amendments to Zoning Bylaw 8500 – Accessible Parking
Requirements**

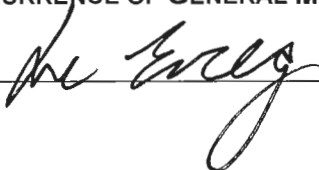
Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9902, to incorporate revised accessible parking requirements within Section 7, Parking and Loading, be introduced and given first, second and third reading; and
2. That notwithstanding the adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9902:
 - a. If a Development Permit has been issued prior to the adoption of Bylaw 9902, the owner may, while the Development Permit remains valid, apply for a Building Permit in compliance with the accessible parking requirements applicable prior to the adoption of Bylaw 9902; and
 - b. If an acceptable Development Permit application has been submitted to the City prior to the adoption of Bylaw 9902, the owner may, until December 31, 2019, apply for a Building Permit in compliance with the accessible parking requirements applicable prior to the adoption of Bylaw 9902.



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

Att. 3

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
Community Bylaws	<input checked="" type="checkbox"/>	
Recreation Services	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: <i>CS</i>	

Staff Report

Origin

Section 7 (Parking and Loading) of Zoning Bylaw 8500 identifies the requirements for off-street accessible parking spaces for residential, commercial and other uses. In collaboration with the Richmond Centre for Disability, staff have identified a need to update the City's accessible parking space dimensions and requirements. The proposed bylaw amendment will better accommodate the increased use of side-loading vans for individuals using wheelchairs. The proposed amendments to Section 7 would respond to feedback from stakeholder groups and reflect the best practices of other jurisdictions in BC and across North America.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

3.1. *Growth and development that reflects the OCP, and related policies and bylaws.*

3.3. *Effective transportation and mobility networks.*

This report also supports the following actions of the Council-adopted *Social Development Strategy*:

- Action 3.5: Promote best practices in the assessment and upgrading of accessibility features in the City and non-City facilities (e.g. continued participation with the Rick Hansen Foundation and others on the promotion and enhancement of the Planat online venue accessibility rating tool).
- Action 3.7: Ensure that, to the extent possible, City facilities and the public realm (e.g., parks, sidewalks) are accessible.

Analysis

The current parking space specifications in Zoning Bylaw 8500 and the rationale for the proposed amendments regarding on-site accessible parking space dimensions and requirements are discussed below. In addition, the terminology used Section 7 would be updated (i.e., use "accessible" instead of "handicapped" in Section 7.5.11).

Zoning Bylaw 8500, Section 7.5.11: Accessible Parking Space Dimensions

The current bylaw specifies a clear minimum length (5.5 m) and width (3.7 m) for an accessible parking space. Both staff and the Richmond Centre for Disability (RCD) have recently identified that the use of side-loading vans is becoming more prevalent for individuals using wheelchairs; however, the current accessible parking space dimensions do not provide sufficient width to accommodate a typical side-loading ramp and adequate space for the manoeuvring of a wheelchair. Figure 1 illustrates an example of the current challenges being encountered by those

using side-loading vans where the ramp cannot be deployed even though both parking spaces are marked as accessible (note that the location shown is not in Richmond).

Based on staff’s research of best practices in BC and across North America, consistency with the BC Building Access Handbook 2014 (forms part of the 2012 BC Building Code) and input from RCD, the proposed change would revise the minimum required dimensions for an accessible parking space and introduce new dimensions for a van accessible parking space as shown in Table 1. Specification of a minimum vertical clearance is not necessary as it would remain consistent with that specified by the BC Building Code (i.e., 2.0 m), which accommodates the majority of passenger side-loading vans.



Figure 1: Side-Loading Van Unable to Deploy Ramp (photograph taken in jurisdiction outside Richmond)

Table 1: Current and Proposed Accessible Parking Space Dimensions

Type of Parking Space	Current		Proposed			
	Length	Width	Length	Width	Shared Aisle	Combined Width+Aisle
Accessible Space	5.5 m	3.7 m	5.5 m	2.5 m	1.5 m	4.0 m
Van-Accessible Space	-	-	5.5 m	3.4 m	1.5 m	4.9 m

As discussed further below, an accessible or van accessible parking space must be provided with an adjacent shared aisle. As a result, if one accessible space is to be provided, the proposed combined total width of each parking space (4.0 m and 4.9 m for accessible and van accessible spaces, respectively) would be wider than the current width dimension of 3.7 m for an accessible parking space.

With the efficient use of overlapping space of adjacent stalls, the proposed versus the current combined total widths of the accessible parking spaces would be the same if the number of stalls to be provided is in multiples of even numbers and adjacent to each other. For example, if two accessible parking spaces are required, the total combined width is 7.4 m, which is the same as the existing dimension.¹ The overall increased width of multiples of odd number of spaces would be only 1.2 m for each row of accessible parking spaces compared to the existing standard.

Zoning Bylaw 8500, Sections 7.5.14 & 7.5.15: Accessible Parking Space Requirements

Currently, for on-site parking areas that require 11 or more total spaces and for residential uses that require a minimum of three visitor parking spaces, a minimum of 2% of those parking spaces must be marked and signed as accessible spaces for the use of people with disabilities.

¹ For two accessible parking spaces, the proposed combined width of 7.4 m is comprised of a 3.4 m van accessible parking space, a 1.5 m shared aisle and a 2.5 m accessible parking space; the current combined width is two 3.7 m accessible parking spaces.

RCD has identified concerns regarding the apparent abuse of accessible parking permits as well as non-permit holders using accessible parking stalls, inconsistencies in pavement markings and the potential for motorists to hit the signs especially while backing in. To address these concerns and integrate the new van accessible parking space into the overall accessible parking space requirements, the proposed amendments would:

- revise the accessible parking space requirements to incorporate the minimum provision of the new van accessible parking space and shared aisle;
- strengthen the signage to identify the existing penalties for the misuse of an accessible parking space and to specifically identify a van accessible parking space;
- specify the location of the pavement markings to ensure that the wheelchair symbol is not fully covered when the space is occupied; and
- require provision of a wheel stop in each accessible parking space to prevent motorists from hitting the sign.

As shown in Attachment 1, if only one accessible stall is required, the space would be van accessible (3.4 m wide plus 1.5 m shared aisle for a total width of 4.9 m). If two accessible stalls are required, one stall would be van accessible and one would be the proposed standard accessible stall (2.5 m wide plus the same 1.5 m shared aisle for total width of 4.0 m). As noted above, the proposed combined width of the two accessible stalls would be 7.4 m, which is equal to the current width for two standard accessible stalls.

In cases where multiples of two accessible stalls are to be provided adjacent to each other, this paired arrangement would be repeated. In cases where there are an odd number of accessible stalls to be provided, the arrangement would be a combination of the single van accessible stall (3.4 m wide plus 1.5 m shared aisle) plus the paired arrangement of a van accessible stall and a standard accessible stall (total width of 7.4 m). The proposed accessible parking space requirements and layouts reflect staff's research of best practices in BC and across North America and are similar to those of the US Access Board and the *Americans with Disabilities Act* (ADA).

As shown in Attachment 2, accompanying signage would identify van accessible stalls and the existing penalty for misuse of an accessible parking stall. The wheelchair symbol pavement marking would be located in line with the end of the stall to improve its visibility when occupied and each stall would be required to have a wheel stop.

RCD also raised a concern that in some parking lots, individuals using mobility devices cannot access the ramp from the parking stall to the pedestrian area because the ramp is located at the head of the parking stall and thus is blocked by either their own or another vehicle. Attachment 2 specifies placing the ramp at the head of the adjacent shared aisle. With this proposed arrangement, both the aisle and ramp would accommodate those utilizing the accessible stalls as well as other pedestrians using the parking lot.

Consultation with Richmond Centre for Disability

Staff met with RCD on two occasions (some members on December 7, 2017 and the RCD Board on June 19, 2018) to discuss and develop the specifications for the van accessible parking spaces.

RCD is fully supportive of the proposed amendments and has provided a letter of support (Attachment 3). RCD also intends to engage with the City of Delta to suggest adoption of similar requirements in that municipality using Richmond's proposed initiative as an example.

As a proactive initiative at the request of RCD, staff have incorporated van accessible parking spaces into the parking requirements for the Minoru Centre for Active Living and the new Brighthouse Fire Hall No. 1 at Granville Avenue and Gilbert Road. In addition, two accessible parking spaces within the existing parkade located between the Minoru Arenas and the Cultural Centre have recently been upgraded to become van accessible via re-stripping and the installation of signage and wheel stops.

Consultation with Urban Development Institute

Staff corresponded with members of the Richmond Committee of the Urban Development Institute (UDI) to obtain feedback on the proposed Zoning Bylaw amendments. As of the time of writing, two comments were received, both of which expressed support for the proposed revised requirements.

One respondent noted that the increased total width was acceptable provided the number of accessible parking stalls required did not change. Staff confirm that the minimum number of accessible parking stalls to be provided would remain unchanged.

The other respondent also suggested that when an odd number of accessible spaces are required, the number should be rounded down rather than up (e.g., if three accessible stalls are required, one would be van accessible rather than two as proposed). Staff consider the proposed requirement as appropriate based on feedback from RCD and demographic trends that project an increasingly aging population.

Proposed Zoning Bylaw 8500 Amendments

The proposed amendments to Section 7, Parking and Loading, of Zoning Bylaw 8500 would incorporate the revised accessible parking requirements. The requirements would apply to new developments that submit building permit application after enactment of the amendment bylaw. The requirements would not apply to parking lots approved prior to adoption of the bylaw (i.e., the requirements will not apply retroactively to existing parking lots). In-stream applications would be accommodated via the following processes:

- if a Development Permit has been issued prior to adoption of the bylaw, the owner may apply for a Building Permit in compliance with the existing accessible parking requirements for the duration of the time that the Development Permit is valid; and
- if an acceptable Development Permit application has been submitted to the City prior to adoption of the bylaw, the owner will have until December 31, 2019 to apply for a Building Permit in compliance with the existing accessible parking requirements.

Upon enactment of the amendment bylaw, an information bulletin would be prepared and posted on the City's website to advise of the new parking requirements.

Financial Impact

None.

Conclusion

The proposed amendments to Section 7 (Parking and Loading) of the Zoning Bylaw respond to community feedback, reflect best practices and advance the social development and transportation goals, objectives and actions outlined in the *Official Community Plan* and related strategies (e.g., *Building our Social Future: A Social Development Strategy for Richmond*).



Donna Chan, P.Eng., PTOE
Manager, Transportation Planning
(604-276-4126)



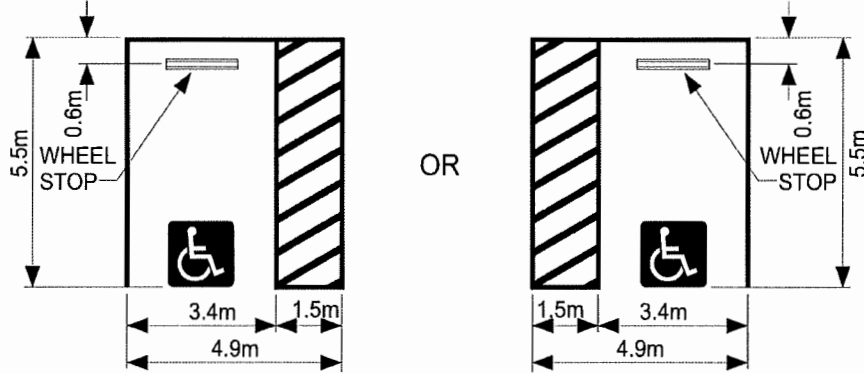
Joan Caravan
Transportation Planner
(604-276-4035)

- Att. 1: Proposed Accessible Parking Space: Dimensions and Layout
- Att. 2: Proposed Accessible Parking Space: Signage and Pavement Markings
- Att. 3: Letter of Support from Richmond Centre for Disability

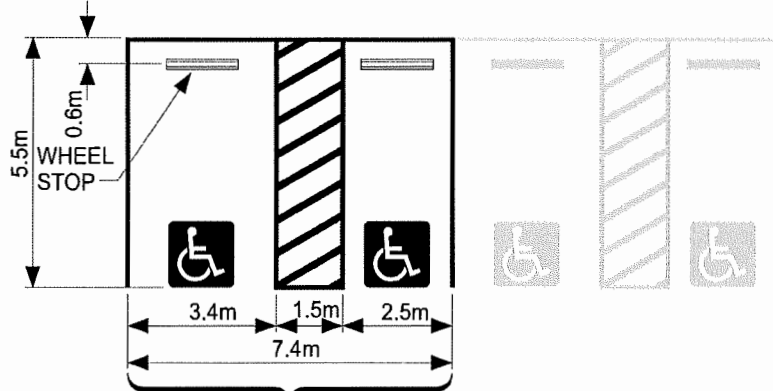
Proposed Accessible Parking Space: Dimensions and Layout

Required number of stalls: one for every two accessible stalls required, rounded up

1. For one accessible stall required, such a stall shall be van accessible and have the following dimensions:

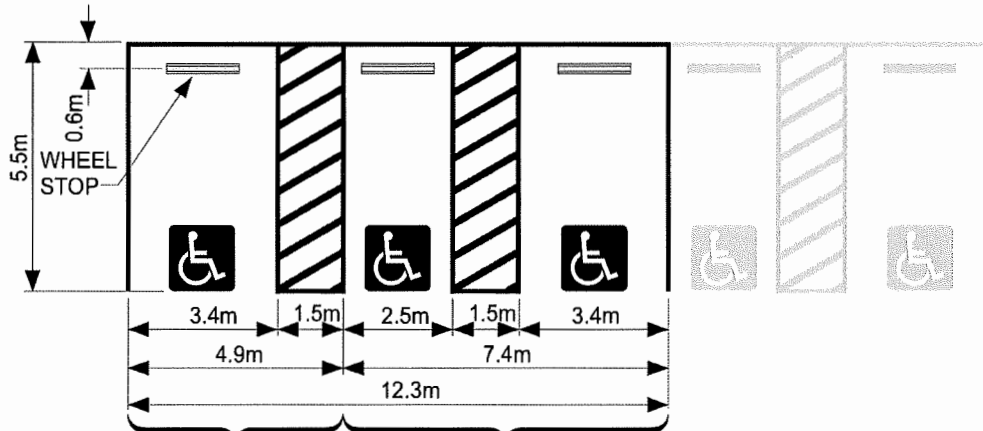


2. For two or more even number of accessible stalls required, the stalls shall be marked as:



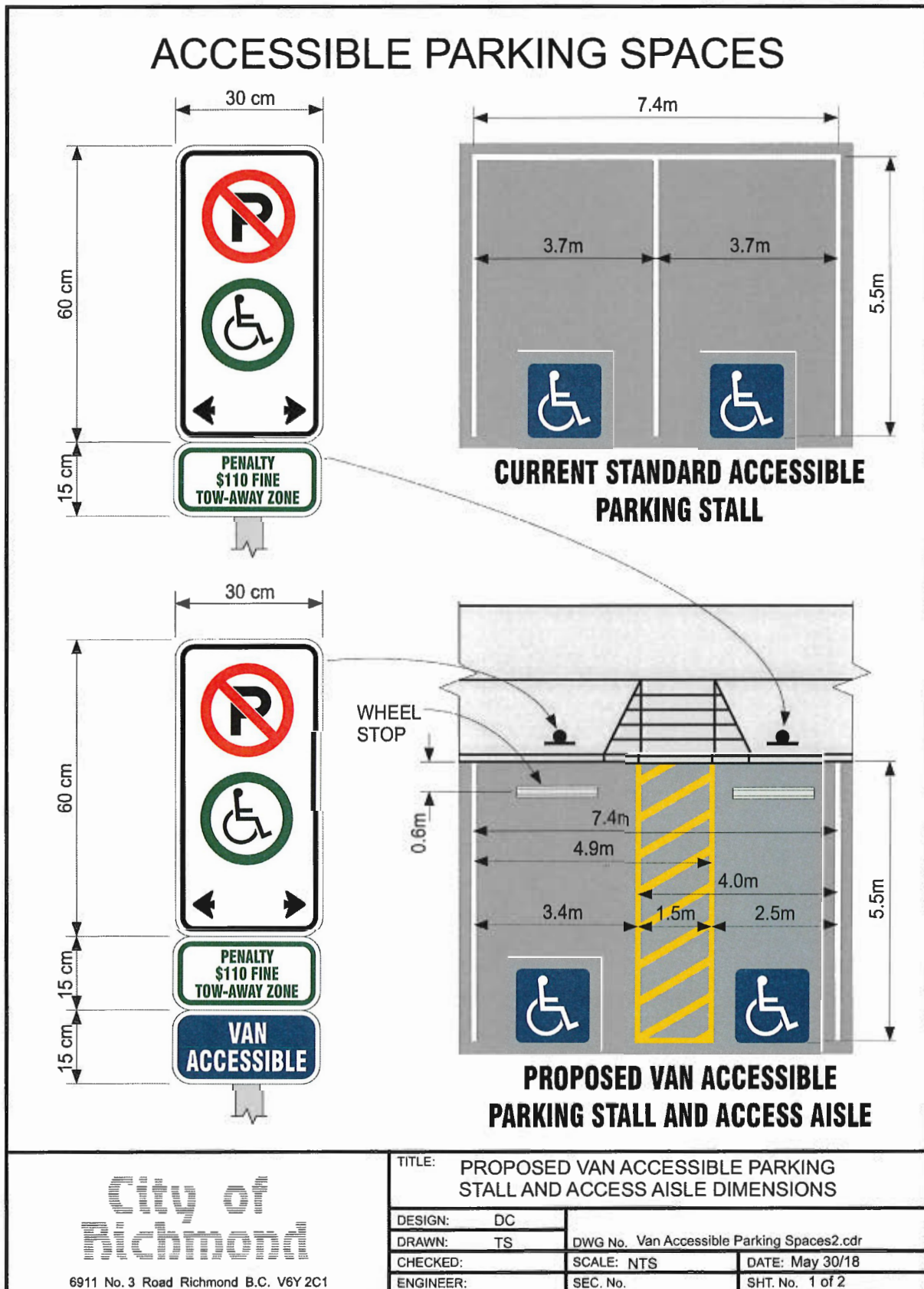
2 stall requirement (repeat for additional pairs of stalls in same row)

3. For three or more odd number of accessible stalls required, a combination of requirements 1 and 2 shall be used and marked as:



1 stall requirement plus 2 stall requirement (repeat for additional pairs of stalls in same row)

Proposed Accessible Parking Space: Signage and Pavement Markings



Letter of Support from Richmond Centre for Disability



Richmond Centre for Disability

“Promoting a new perspective on disability”

June 25, 2018

Mayor and Council Office
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor Brodie and all City Councillors;

Re: Support Letter for Bylaws Inclusion of Van Accessible Parking Spaces

We are writing this letter, on behalf of the Richmond Centre for Disability (RCD) and its Board of Directors, to support and commend the proposed Bylaw changes to include Van Accessible Parking Spaces in the City of Richmond.

The RCD brought up the issue of Van Accessible Parking Space, or lack of it, in Richmond, during one of the Operational Issues Meetings with City Staff last year. We received very positive feedback from the Transportation Department; and Donna Chan, Manager of Transportation Planning, presented their proposed changes to Richmond Bylaws to include van accessible parking requirements at the RCD June board meeting. It has been met with overwhelming support as well as great excitement and anticipation.

We gave kudos to City Staff for listening to the diverse needs of citizens in Richmond; for undertaking thorough analysis of relevant information; and for taking timely action to bring forward a proposal of some unique designs of van accessible parking recommendations. We are excited and proud that the City of Richmond will be setting the benchmark for inclusiveness and be the champion in accessibility for all.

Thank you for your support and the RCD values the partnership with the City of Richmond to build an inclusive and accessible community that would encourage the participation of all citizens.

Respectfully Yours,

George Pope
RCD Board Chair

Ella Huang
RCD Executive Director

cc. Victor Wei, Director, Transportation, City of Richmond
Donna Chan, Manager, Transportation Planning, City of Richmond

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**Richmond Zoning Bylaw 8500
Amendment Bylaw 9902**

The Council of the City of Richmond enacts as follows:

- (1) **Richmond Zoning Bylaw No. 8500**, as amended, is amended further at Section 7.5 by replacing subsection 7.5.11 with the following:

7.5.11 On-site **parking spaces** shall have the following clear minimum dimensions:

Town Housing, Apartment Housing, Mixed Commercial/Residential Uses, Affordable Housing Units				All Other Uses		
	Length	Width	Shared Aisle	Length	Width	Shared Aisle
Standard Space	5.5 m	2.5 m	-	5.5 m	2.65 m	-
Small Space	4.6 m	2.3 m	-	5.0 m	2.4 m	-
Accessible Space	5.5 m	2.5 m	1.5 m	5.5 m	2.5 m	1.5 m
Van Accessible Space	5.5 m	3.4 m	1.5 m	5.5 m	3.4 m	1.5 m
No building column projection/encroachment into parking spaces or shared aisle				No encroachment of building columns into shared aisle or parking spaces if columns are on both sides of a single stall		

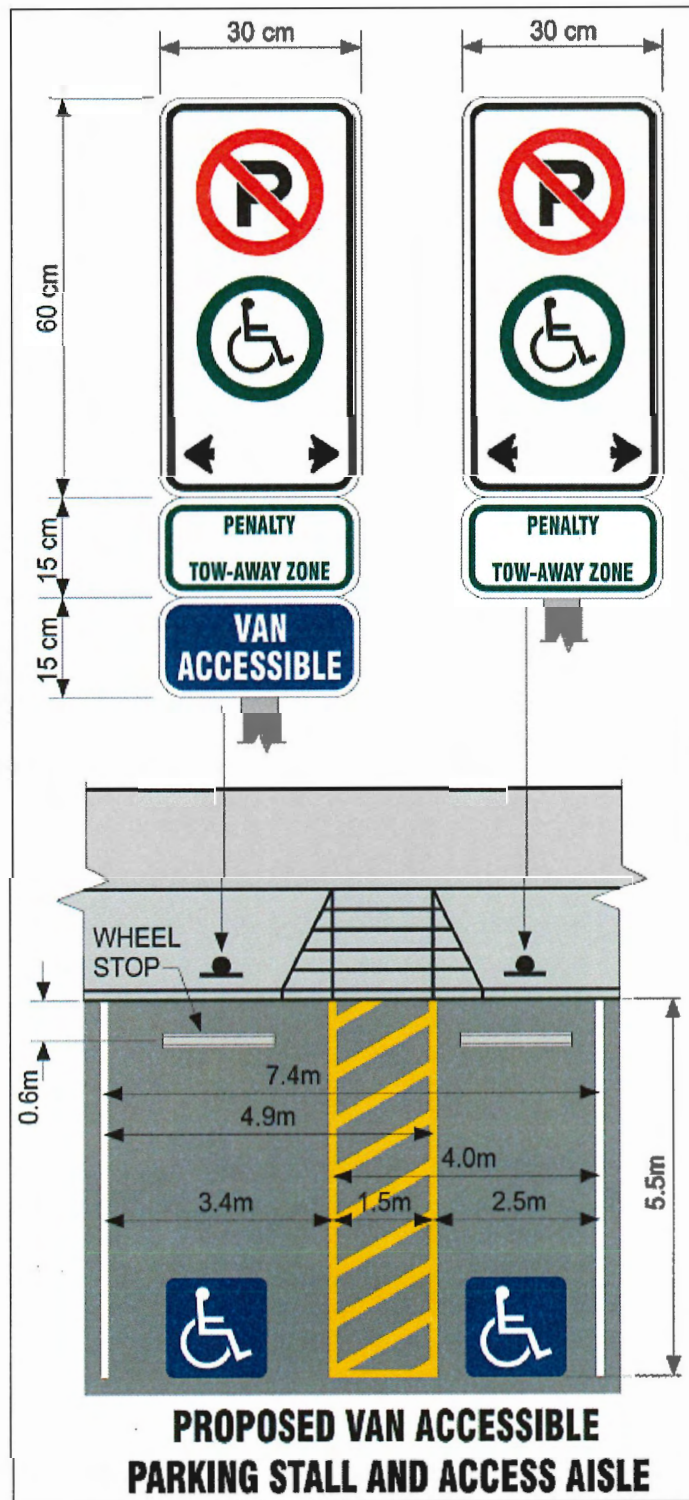
- (2) **Zoning Bylaw No. 8500**, as amended, is amended further at Section 7.5 by replacing subsection 7.5.14 with the following:

7.5.14 For on-site 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:

- (a) located close, and be accessible to the **building** entrance;
- (b) marked with a clearly visible sign identifying the spaces for use by disabled persons only as shown in Section 7.5.14.A accompanying and forming part of Section 7.5.14;
- (c) marked on the parking surface with the international symbol for wheelchair accessibility as shown in Section 7.5.14.A accompanying and forming part of Section 7.5.14;
- (d) provided with a ramp located at the end of the shared aisle as shown in Section 7.5.14.A accompanying and forming part of Section 7.5.14; and

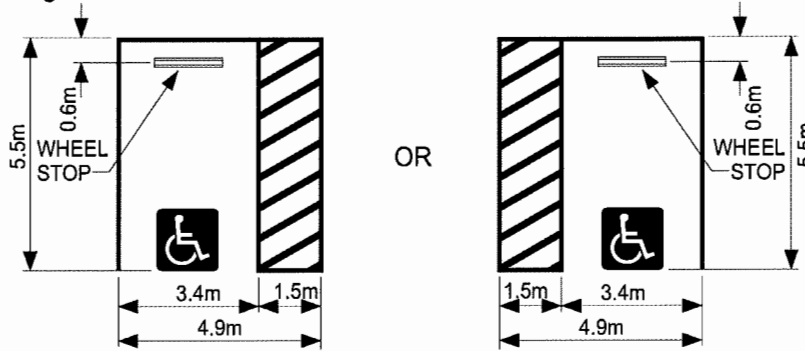
- (e) provided in the arrangement shown in Section 7.5.14.B accompanying and forming part of Section 7.5.14.

7.5.14.A

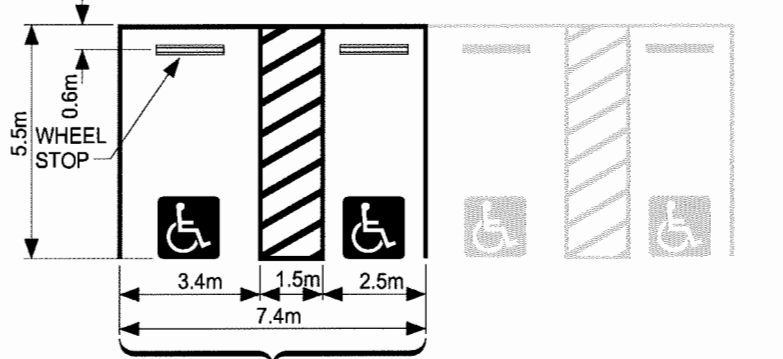


7.5.14.B

1. For one accessible stall required, such a stall shall be van accessible and have the following dimensions:

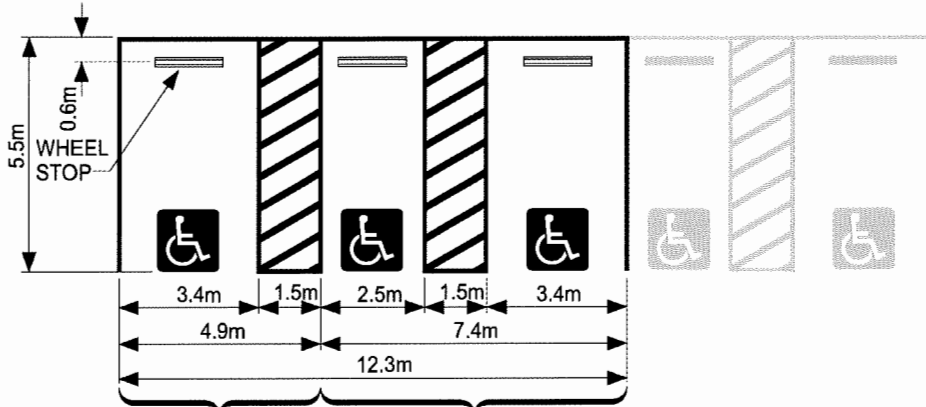


2. For two or more even number of accessible stalls required, the stalls shall be marked as:



2 stall requirement (repeat for additional pairs of stalls in same row)

3. For three or more odd number of accessible stalls required, a combination of requirements 1 and 2 shall be used and marked as:



1 stall requirement plus 2 stall requirement (repeat for additional pairs of stalls in same row)

- (3) **Zoning Bylaw No. 8500**, as amended, is amended further at Section 7.5 by replacing subsection 7.5.15 with the following:

7.5.15 For residential **uses** that require a minimum of three visitor **parking spaces**, a minimum of 2% of the total required **parking spaces**, rounded upward to the nearest whole number, shall be:

- (a) marked with a clearly visible sign identifying the spaces for use by disabled persons only as shown in Section 7.5.14.A accompanying and forming part of Section 7.5.14;
- (b) marked on the parking surface with the international symbol for wheelchair accessibility as shown in Section 7.5.14.A accompanying and forming part of Section 7.5.14; and
- (c) provided in the arrangement shown in Section 7.5.14.B accompanying and forming part of Section 7.5.14.

(4) This Bylaw is cited as “**Zoning Bylaw No. 8500, Amendment Bylaw No. 9902**”.

FIRST READING

JUL 23 2018

SECOND READING

JUL 23 2018

THIRD READING

JUL 23 2018

ADOPTED



MAYOR

CORPORATE OFFICER