

November 21, 2011
Our file: 08-3360-20/11 016537 RZ/1
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To: City Manager
From: General Manager Planning and Development
Subject: Proposed Amendment to the Zoning Bylaw Related to Bicycle Parking Requirements (Bylaw No. 4269, 2011) 11 016537 RZ
For: Land Use and Economic Development Standing Committee

Recommendation:

1. That Council give first reading to *City of Coquitlam Zoning Amendment Bylaw No. 4269, 2011*; and,
2. That *Bylaw No. 4269, 2011* be referred to Public Hearing.

Report Purpose:

To present a Zoning Bylaw Text Amendment to require long- and short-term bicycle parking spaces for development.

Strategic Goal:

This application upholds the corporate objectives of supporting neighbourhoods, enhance the transportation system, innovate to meet changing needs and continually improve processes, policies and services.

Executive Summary:

This Zoning Bylaw Text Amendment would amend the off-street parking requirements of the Zoning Bylaw to add bicycle parking requirements and design standards for development projects in the City. Bicycle parking requirements are included in the Zoning Bylaws of several other jurisdictions in Metro Vancouver to encourage bicycle use by residents and employees.

Staff are recommending Council give first reading to Zoning Amendment Bylaw No. 4269, 2011 and refer the bylaw to Public Hearing.

Background:

At the September 19, 2011 meeting, Council endorsed the City Centre and Rapid Transit Station Areas Parking Strategy Work Plan. That Work Plan included the implementation of bicycle parking requirements for development projects as part of the Phase 1 work. Staff are now bringing forward proposed amendments to the Zoning Bylaw to address this implementation item.



Current Issues

The Zoning Bylaw currently mandates vehicular parking spaces, but does not address the need or demand for alternative transportation modes such as bicycles. Because bicycle parking and bicycle storage space, particularly, within residential development, is not required, it is often eliminated or reduced in order to provide the space for other mandated facilities such as vehicular parking or common amenity space. This outcome may have the potential, in the long-term, to discourage residents from owning or using a bicycle if they do not have a safe, convenient storage location. Review of Development Permit applications over the past year concludes that most development projects do not sufficiently address the needs or potential demand for bicycle parking, particularly if the applicant has provided all off-street vehicle parking spaces.

Where off-street vehicle parking variances have been requested, staff have asked the Development Permit applicant to provide for alternative measures to help mitigate the impact of the reduced vehicle parking, including provision of bicycle parking and storage areas within residential developments, bicycle “end-of-trip” facilities for commercial developments and car-share vehicles with a dedicated parking space. However, this approach to securing bicycle facilities, has had limited success in ensuring that sufficient spaces and facilities are available to meet bicycle user needs.

Municipal Scan

Staff completed a benchmarking analysis to determine other municipal requirements in the region regarding long- and short-term bicycle parking. Seven other municipalities require bicycle parking spaces for all development types, including multi-family, commercial, institutional and industrial for both long- and short-term bicycle parking needs. These municipalities, which include New Westminster, Burnaby, Richmond, Surrey, North Vancouver, Pitt Meadows and Vancouver, also mandate how the parking spaces should be provided, including: location, type of parking (e.g., racks, storage rooms), and physical accessibility (e.g., minimum aisle widths, and maneuvering areas). The bicycle parking regulation of these jurisdictions are similar to each other in scope and number of spaces provided.

Bylaw No. 4269, 2011:

Proposed Bylaw No. 4269, 2011 (Attachment 1) has been prepared for Council’s consideration. The draft bylaw generally follows the requirements of the other jurisdictions in the region with bicycle parking requirements. The proposed bylaw and its amendments are summarized below.

Definitions

The proposed amendment would add two definitions to the Zoning Bylaw:

- ***“Bicycle parking, long-term”*** for employees and residents of a building, and
- ***“Bicycle parking, short-term”*** for visitors or patrons of a building.

Off-street Bicycle Parking Spaces Required

Both long- and short-term parking space requirements would be added for apartment and townhouse uses, congregate housing, community care/assisted living uses and commercial uses. Proposed parking rates are generally comparable to what is being required in other municipalities. Short-term parking space requirements would be added for industrial, institutional, assembly and civic uses. All spaces would be required to be on-site and maintained by the property owner, like motor vehicle parking.

Design Standards

Long-term parking would be provided in a secure storage area accessible only to residents or employees of a building. The storage area would include either a room or secured compound area which contain racks, or provided in a bicycle locker. Long-term parking would be located in close proximity and with convenient access to building entrances. Short-term parking would be provided with racks, within 15 metres of a main building entrance, and be required to be well-lit.

Consultation

Staff distributed the proposed bylaw amendments to the Urban Development Institute (UDI), TransLink and the Tri-City's chapter of the Vancouver Area Cycling Coalition for comment.

Comments were received in response from TransUnk stating support for the proposed amendments, and from UDI encouraging flexibility on how long-term bicycle spaces can be provided within a secured building. Staff believe the amendments as proposed provide sufficient flexibility and address this concern. If Council give first reading and refers proposed Bylaw No. 4269 to Public Hearing, staff will advise these three groups of the Public Hearing.

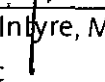
Financial Implications:

There are no financial implications with regard to this report.

Conclusion:

Staff contends the proposed Zoning Bylaw text amendments should:

1. Promote bicycle use by necessitating the provision of bicycle parking spaces for all development types.
2. Ensure the appropriate number and types of bicycle facilities are provided within all development types to meet bicycle user needs.
3. Bring the Zoning Bylaw into conformity with many other municipalities in the region regarding the provision of both long- and short-term bicycle parking.



J.L. McIntyre, MCIP
ET/lmc

Attachment:

1. Bylaw No. 4269, 2011 (Doc #1069661)

This report was prepared by Erica Tiffany, Supervisor Development Planning with input from Transportation Services and reviewed by Raul Allueva, Manager Development Services.



BYLAW NO. 4269, 2011

A Bylaw to amend the "City of Coquitlam
Zoning Bylaw No. 3000, 1996", and amending Bylaws

WHEREAS certain changes are necessary for the clarification and effective and efficient operation of Bylaw No. 3000, 1996 and amending Bylaws, in accordance with the *Local Government Act*, R.S.B.C., 1996, c. 323;

NOW THEREFORE, the Municipal Council of the City of Coquitlam in open meeting assembled, ENACTS AS FOLLOWS:

1. Name of Bylaw
This Bylaw may be cited for all purposes as the "City of Coquitlam Zoning Amendment Bylaw No. 4269, 2011".
2. Zoning Bylaw No. 3000, 1996, as amended, is further amended as follows:
 - A. PART 2 INTERPRETATION is amended by adding the following:

BICYCLE PARKING, LONG-TERM means a bicycle parking space for employees or residents of the building.

BICYCLE PARKING, SHORT-TERM means a bicycle parking space for visitors or patrons of the building.
 - B. PART 7 OFF-STREET PARKING AND LOADING, is amended by adding Section 711 with the following:

" **711 Off-Street Bicycle Parking**

Off-street bicycle parking shall be provided as follows:

When the number of required spaces results in a fractional space, any fraction of 0.5 or less may be disregarded, and any fraction greater than 0.5 shall require one additional space.

When calculating parking spaces based on *gross floor area*, areas used for parking shall not be included.

<i>Use</i>	<i>Long-term (minimum)</i>	<i>Short-term (minimum)</i>
<i>Apartment, Townhouse</i>	<i>1.25 spaces per dwelling unit</i>	<i>6 spaces for each apartment or townhouse building.</i>
<i>Congregate Housing, and Care use, Community Care use</i>	<i>0.05 spaces per Licensed Residential Care, Registered Assisted Living Unit or Supportive Housing Unit</i>	<i>6 spaces for each Congregate Housing or Community Care use building</i>
<i>Commercial</i>	<i>For any building with 1000 m² or more of gross floor area, 1 space per 1000 m² of gross floor area</i>	<i>6 spaces for any building with 1000 m² or more of gross floor area</i>
<i>Tourist Accommodation</i>	<i>1 space per every 30 sleeping units, or dwelling units</i>	
<i>Industrial</i>		<i>3 spaces for any building with 1000 m² or more of gross floor area</i>
<i>Institutional</i>		<i>6 spaces for any building with 1000 m² or more of gross floor area</i>
<i>Schools, public or private</i>		<i>1 space for every 20 students of school capacity</i>
<i>Assembly</i>		<i>6 spaces for any building with 1000 m² or more of gross floor area</i>
<i>Civic Uses</i>		<i>6 spaces for any building with 1000 m² or more of gross floor area</i>

C. PART 7 OFF-STREET PARKING AND LOADING, is amended by adding Section 712 with the following:

"712 Off-street Bicycle Parking Minimum Design Standards

(1) **Parking Dimensions** - Minimum dimensions for *long-term bicycle parking* and *short-term bicycle parking spaces* must be provided as follows:

Minimum Access Aisle	Vertical Clearance (Headroom)	Minimum Width	Minimum Length if Placed Horizontally	Minimum Length if Placed Vertically
1.2m	1.9m	0.6m	1.8m	1.0m

(2) **Long-term Bicycle Parking**

- (a) *Long-term bicycle parking* must be provided in a secure bicycle storage area which is accessible only to residents or employees of the building.
- (b) *Long-term bicycle parking* must be provided inside a room, or secured compound within a building, which contains bicycle racks, or provided in the form of a bicycle locker.
- (c) *Long-term bicycle parking* must be located in close proximity and with convenient access to building entrances.
- (d) *Long-term bicycle parking spaces* must be Independently accessible.

(3) **Short-term Bicycle Parking**

- (a) *Short-term bicycle parking* must be provided within 15 metres of a main building entrance, and must be visible from the principal building entrance.
- (b) *Short-term bicycle parking spaces* must be provided in racks, permanently anchored to the ground or a permanent structure, and be well-lit.

READ A FIRST TIME this _____ day of _____, 2011.

CONSIDERED AT PUBUC HEARING this _____ day of _____, 2012.

READ A SECOND TIME this _____ day of _____, 2012.

READ A THIRD TIME this _____ day of _____, 2012.

GIVEN FOURTH AND FINAL READING and the Seal of the Corporation affixed this _____ day of _____, 2012.

 MAYOR

 CLERK