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**BY EMAIL**

Wilmer Lau  
Project Manager  
c/o  
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Dear Mr. Lau:

**Re: 5811 Main Street, Vancouver – Revised Parking Variance Assessment**

Creative Transportation Solutions Ltd. (CTS) is pleased to submit this revised letter report summarizing our assessment of the on-site parking space requirement for a proposed co-housing project located at 5811 Main Street in the City of Vancouver.

Specifically, CTS assessed the technical feasibility of a one (1) parking space variance in the supply of required on-site residential parking spaces by undertaking:

1. A review of existing nearby on-street and off-street parking facilities, as well as access to pedestrian and cycling facilities and transit.
2. A review of the City of Vancouver *Parking Bylaw 6059* with the intent of ensuring the appropriate on-site parking rate and its application.
3. A comparison of on-site parking rates from the *Metro Vancouver Apartment Parking Study 2012*.
4. A review of the proposed parking layout and technical tables with the intent of identifying any parking efficiencies that could be considered.

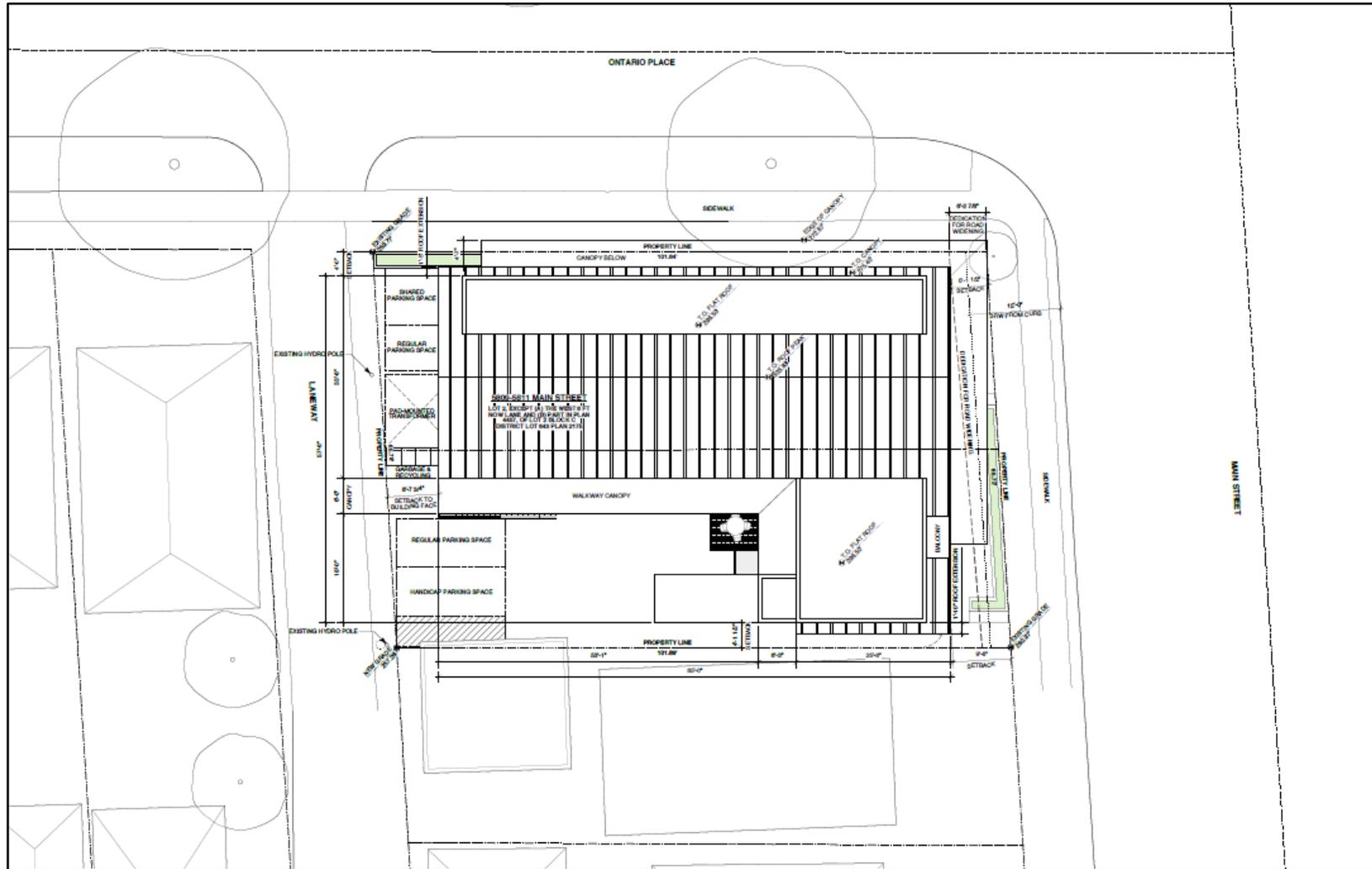
1.0 BACKGROUND

The site, located on the southwest corner of the intersection of Main Street and Ontario Place within the City of Vancouver, is proposed to be redeveloped as twelve (12) units of co-housing with common areas i.e. common house and courtyard. See **FIGURE 1** and **FIGURE 2**.

FIGURE 1 – Site Plan



FIGURE 2 – Site Layout



A site visit was undertaken on Thursday, July 6<sup>th</sup> to document the existing parking and modal network adjacent to the site.

The site is currently a duplex with suite (unoccupied).



*Photo 1 – 5811 Main Street*

### Parking

On the east side of the site (Main Street), on-street parking is unrestricted and there is space for three vehicles.

On the north side of the site (Ontario Place), on-street parking is unrestricted and there is space for three vehicles.



*Photo 2 – Parking on Ontario Place*

### Walking

There are sidewalks on both boulevards along Main Street, Ontario Place and East 41<sup>st</sup> Avenue. The intersection of Main Street and East 41<sup>st</sup> Avenue is fully signalized with pedestrian phasing and countdown timers, providing ease of access to transit and local amenities.

Amenities in the immediate area include a food store, pharmacy, dental office, restaurants and retail shops. The Oakridge Town Centre is a twenty minute walk to the west of the site.

Sir William Van Horne Elementary School is just a seven minute walk to the west of the site.

The Vancouver Walk Score for the neighbourhood is 75 – **Very Walkable**.

### Cycling

Though not immediately adjacent to the site there are designated cycle routes within a short bicycle ride of the site. The Ontario Street and 42<sup>nd</sup> Avenue on street bikeways are less than a one minute bicycle ride to the west of the site and the 45<sup>th</sup> Avenue on street bikeway is also less than a one minute bicycle ride to the south of the site.

The Vancouver Cycle Score for the neighbourhood is 98 – **Biking Paradise**.

### Transit

The site is very well serviced by transit. Both Main Street and East 41<sup>st</sup> Avenue are serviced by frequent transit:

- #3 Main/Marine Drive Station/Downtown. Serviced every 6-8 minutes Monday to Saturday during peak periods. Service slows to every 10-20 minutes during off peak periods and on Sundays and Holidays.
- #41 Joyce Station/Crown/UBC. Serviced every 5-6 minutes Monday to Saturday during peak periods. Service slows to every 8-15 minutes during off peak periods and on Sunday and Holidays.
- #43 Joyce Station/UBC. Express bus serviced every 8-12 minutes Monday to Friday.
- Future B-Line – TransLink Ten Year Vision Phase 1, 2016.

The local transit network provides direct connections to the Expo Line, Canada Line, Downtown Vancouver, Oakridge Town Centre, Marine Gateway, Punjabi Market and UBC.

The Vancouver Transit Score for the neighbourhood is 71 – **Excellent Transit**.

## 2.0 PARKING REQUIREMENTS

The required/provided residential parking spaces are summarized in **TABLE 1** with reference to the City of Vancouver *Parking Bylaw 6059* for RT2 zoning and the architectural drawings included as **APPENDIX A**.

As per the *Parking Bylaw 6059, Section 4.2.1.3*, the parking space rate for RT2 zoning is 0.5 per unit for residential units with a gross floor area less than 50 m<sup>2</sup> and 0.6 per unit for residential units with a gross floor area greater than 50 m<sup>2</sup> plus one additional parking space for every 200 m<sup>2</sup> of total residential gross floor area for residential units greater than 50 m<sup>2</sup>.

**TABLE 1 – Parking Spaces**

Parking					
Use	Units	Rate	Required	Provided	Variance
Studio + 1 Bedroom	4	0.5 per unit	2	2	
1 Bedroom	1	0.6 per unit	1		
2 Bedroom	4	0.6 per unit	2		
3 Bedroom	3	0.6 per unit	2		
Total GFA*	693 m <sup>2</sup>	1.0 per 200 m <sup>2</sup>	3		
Accessible**		1 per 7 units plus 0.034 per each additional unit	1	1	
Shared Vehicle***				1	
<b>Total</b>	<b>12</b>		<b>10</b>	<b>9</b>	

\* Total GFA is the total residential gross floor area for residential units greater than 50 m<sup>2</sup>.

\*\* Accessible parking spaces are counted as two (2) parking spaces.

\*\*\* Shared vehicle parking spaces are counted as five (5) parking spaces.

Based on the preceding, a variance of one (1) residential parking space is predicted.

In support of the noted parking space variance, CTS contacted Vancouver Co-Housing with a request for a vehicle ownership survey. Based on that survey, it was determined that the rate of vehicle ownership for residents of Vancouver Co-Housing is approximately 0.8 and that vehicle sharing does occur.

Application of the 0.8 rate to the total number of units (12) proposed, results in a requirement of 10 parking spaces which, is consistent with the requirement noted in **TABLE 1**.

Further, CTS referenced the *Metro Vancouver Apartment Parking Study 2012* as it relates to strata apartments i.e. co-housing located in proximity to a Frequent Transit Network. Based on the findings of the study it can be stated that:

1. Parking supply exceeds parking demand for strata apartments in the range of 18 to 35 percent throughout Metro Vancouver; and
2. Households near a Frequent Transit Network have fewer vehicles.

Lastly, residents of co-housing tend to share resources as stated by Vancouver Co-Housing. Residents of 5811 Main Street are considering selling their personal vehicles in favour of car sharing as stated in a letter of support from OUV.

### **3.0 SUMMARY AND CONCLUSIONS**

CTS assessed the technical feasibility of a one (1) parking space variance in the supply of required on-site residential parking spaces by undertaking:

- A review of existing nearby on-street and off-street parking facilities, as well as access to pedestrian and cycling facilities and transit.
- A review of the City of Vancouver *Parking Bylaw 6059* with the intent of ensuring the appropriate on-site parking rate and its application.
- A survey of vehicle ownership at Vancouver Co-Housing.
- A review of the *Metro Vancouver Apartment Parking Study 2012*.
- A review of the proposed parking layout and technical tables with the intent of identifying any parking efficiencies that could be considered.

In support of a variance of one (1) residential parking space CTS:

- Noted the availability of on-street parking (6 unrestricted parking spaces) along the east and north frontages.
- Made reference to the walkability of the neighbourhood, access to bikeways and frequent transit.
- Made reference to the site's proximity to local amenities and their convenient access by walking, cycling and transit.
- Provided comment on the *Metro Vancouver Apartment Parking Study 2012* which, suggests parking demand exceeds parking supply throughout Metro-Vancouver and that vehicle ownership is lower for residences near a Frequent Transit Network.

#### **4.0 RECOMMENDATIONS**

Based on the findings within this revised Parking Variance Assessment, CTS recommends the following:

1. That a one (1) parking space variance in the supply of required on-site residential parking spaces be granted.
2. That upon build-out and occupancy, a survey of household vehicle ownership and parking demand be undertaken and the findings forwarded on to the City of Vancouver and Metro Vancouver for reference.

In closing, CTS would like to thank Marianne Amodio Architecture Studio Inc. for the opportunity to contribute towards achieving your objective of redeveloping 5811 Main Street as a co-housing site.

Should you have any questions and/or comments concerning this revised Parking Variance Assessment or its contents, please contact the undersigned.

Yours truly,

**CREATIVE TRANSPORTATION SOLUTIONS LTD.**

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