

## PARKING AT 138 MAIN STREET

The housing project proposed for 138 Main Street includes 69 affordable dwelling units, two small retail units opening onto Main Street and a shared amenity space for the residents, also located at street level.

The proposed project includes Loading provisions and Bicycle parking that meet the Parking Bylaw regulations. The Parking Bylaw allows the City of Vancouver to waive the vehicle parking requirements for projects in the Downtown Eastside Oppenheimer District.

We request that the vehicle requirements be waived for this project.

Overleaf, please find a memorandum provide by Stanley Li, Transportation Engineer, at Morrison Hershfield providing the logic for the waiver of parking requirements.

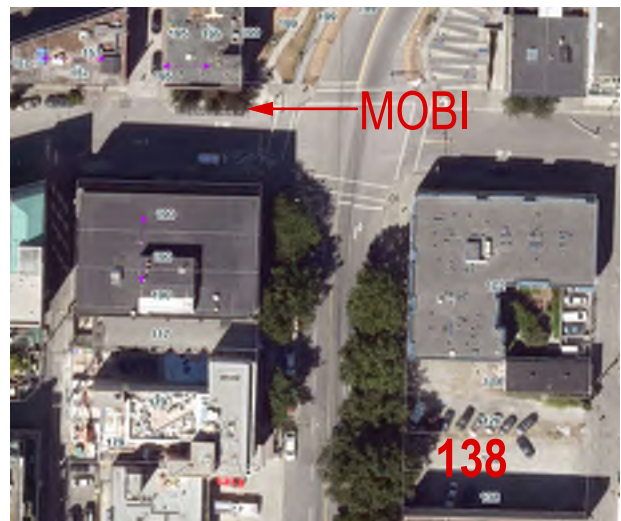
In addition, we have looked at the parking situation at 179 Main Street. This is also an affordable rental housing project, recently completed and occupied located directly across Main Street from 138.

The project at 179 Main Street consists of 56 affordable rental dwelling units and there are approximately 14 parking stalls total. We have made a recent on site, informal review of the parking demand. On the evenings of January 28 and January 29, 2020 at 7 pm there were no cars parked in the underground parking.

138 Main Street is well served by bus routes including the #22, #8, #7, #3, #4, #19 and five routes to North Vancouver.

The Canada Line Waterfront Station is a 10 minute walk away through Gastown. The Expo and Millenium Lines are available at International Village - also a 10 minute walk away.

Adjacent to 138 Main Street is a 20 bicycle Mobi facility.



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PROJECT 2018-004  
ANHART COMMUNITY  
HOUSING SOCIETY  
138 MAIN STREET  
Vancouver BC

**PR1.0**  
PARKING RATIONALE

February 04, 2020

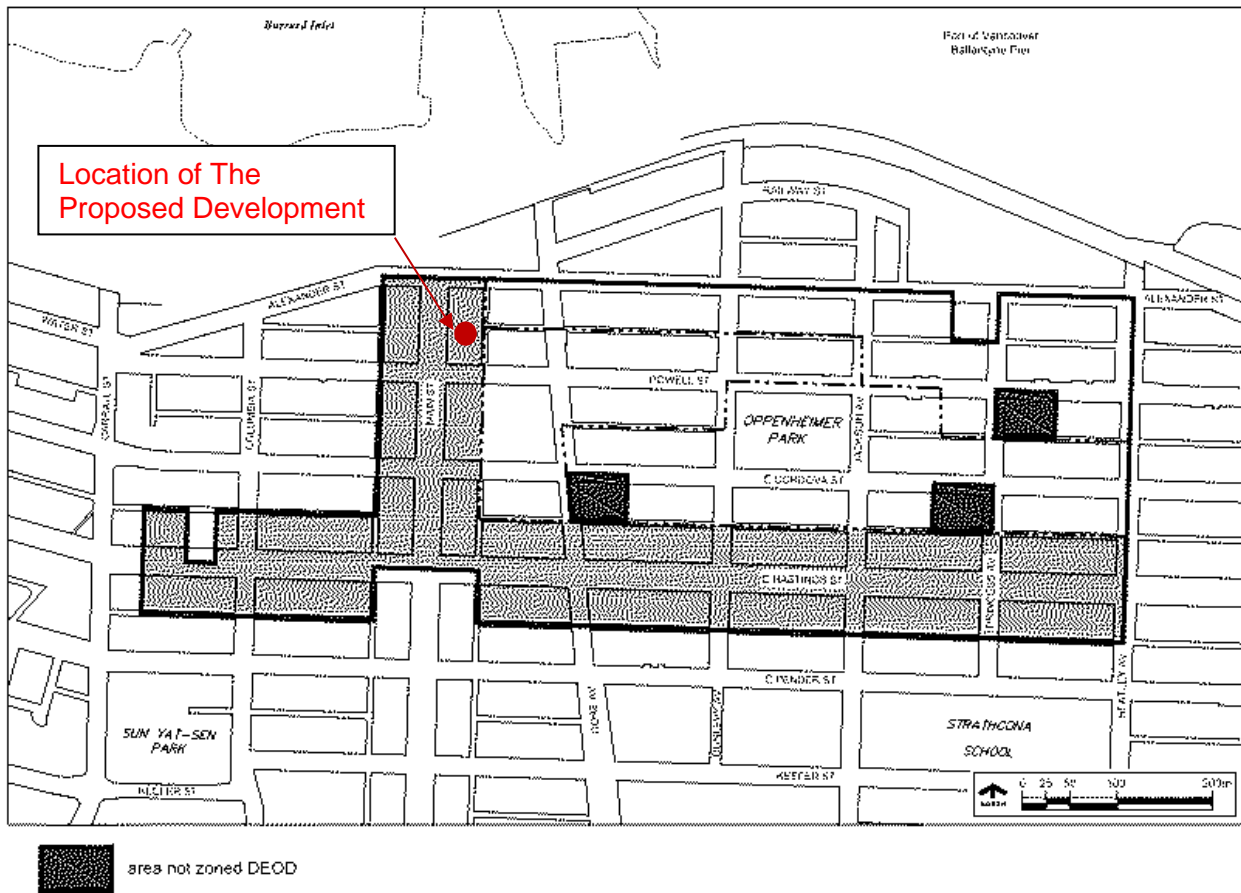
Mukhtar Latif, Development Lead  
Anhart Network

Dear Mukhtar Latif:

**Re: Parking Requirements Review Memorandum for 138 Main Street, Vancouver (MH-1900322988)**

**1. General Introduction**

The proposed development is located at 138 Main Street in the Downtown-Eastside / Oppenheimer District (DEOD) area within City of Vancouver. It is within 200 m from the RapidBus line and Frequent Transit Network. DEOD area is a small downtown neighbourhood surrounding Oppenheimer Park, and is unique for its historic character, its ethnic diversity and its wide range and mix of land uses and buildings. It is bounded on the west by Gastown, on the south by Chinatown and Strathcona, on the north by the waterfront and on the east by and industrial district (see map below).



As per the development plan dated July 5<sup>th</sup>, 2019, the proposed project is a 100% affordable housing development with 2 retail units at ground level and 69 residential units between 2<sup>nd</sup> and 6<sup>th</sup> floors. The total site area is 6,000 sqft, and the total development net area is 30,621.54 sqft

with 2667.68 sqft (247.83 sqm) retail space and 26,079.10 sqft (2422.75 sqm) residential space. The proposed development also provides 74 Class A and 5 Class B bicycle parking spaces.

## 2. City of Vancouver Parking Bylaw Review

Based on City of Vancouver Parking Bylaw Section 4 Off-Street Parking Space Regulations, the DEOD district sub-area 1 off-street parking requirements that may apply to this development are summarized as follows:

- **The provision of parking facilities may not be required with developments.**
- Where parking is provide it shall be subject to the following conditions and regulations:
  - Residential uses shall require **not more than** one parking space for each 93 square metres of gross floor area of such uses.
  - Visitor parking for all dwelling uses shall be calculated in accordance with Parking Bylaw section 4.1.16: **where parking spaces are provided for dwelling uses**, except Downtown, a minimum of additional 0.05 parking spaces for every dwelling unit and a maximum of an additional 0.1 spaces for every dwelling unit must be provided and reserved for the use of visitors and shall be included in the calculation of any applicable maximum.
  - Other permitted uses shall require **not more than** the requirements set out for such uses in Parking Bylaw section 4.2, unless otherwise determined by the Director of Planning.
    - Section 4.2.5.1 offices uses and retail uses: a minimum of one space for each 100 square metres of gross floor area up to 300 square metres.

Based on the understanding of the above City of Vancouver parking bylaw review, the following parking requirements can be calculated for the proposed development.

Parking Bylaw Section 04 - DEOD	DEOD		
	Residential	Visitor Parking	Retail Space
Unit / Size	69 units / 2422.75 sqm	69 units / 2422.75 sqm	247.83 sqm
Parking requirements	Not more than one space for each 93 sqm of GFA.	If no parking provided for dwelling uses: no requirement provided If parking provided for dwelling uses: 0.05 – 0.10 per unit	Not more than a minimum of one space for each 100 sqm of GFA up to 300 sqm
Number of Parking Spaces Range	0 - 26	0 – 6.9	0-3
Total Number of Parking Spaces Range	0 - 36 Parking Space		

Based on the above understanding of the bylaw and calculation, off-street parking provision for a typical development similar to the proposed project varies from 0 to 36 parking spaces. It is anticipated that the parking requirement can be further reduced with TDM relaxations.

## 3. Downtown-Eastside / Oppenheimer Official Development Plan Review

Based on the Downtown-Eastside / Oppenheimer Official Development Plan, the proposed development is located in the Sub-Area 1 Main/Hastings district. The policies and goals for DEOD area in terms of traffic, transportation and parking includes (Section 1.1.15-1.1.17):

- Ensure a pattern of traffic movement within, through and adjacent to the Downtown-Eastside/Oppenheimer area that improves the character, pedestrian safety and quality of life in the area.



- Encourage greater use of public transit by workers and local shoppers from outlying areas.
- Discourage commuter parking.

Based on the above policies and goals, minimal off-street parking should be provided to the new developments within the DEOD area in order to improve pedestrian and cyclist activities in the area, encourage greater use of public transit by workers and local shoppers from outlying areas, and discourage commuter parking. In general, providing more parking spaces to the development within the area will encourage personal vehicle use and discourage public transit use.

#### 4. Summary

The purpose of 138 Main Street is to create new affordable housing in the Downtown-Eastside Oppenheimer area. Sixty nine self-contained and affordable dwelling units, and two new street front retail units are proposed to replace an empty gravel lot, which is not currently used for public.

The Anhart Community Housing Society is dedicated to the provision of housing for those with family incomes in the \$8,000 to \$ 80,000 range. The housing mix of the proposed development meets the definition of Social Housing. Given the goals of the Anhart Community Housing Society, the location of the proposed development, the number of bicycle parking facilities provided, and the population it will be serving, it is anticipated that the parking demand of the development will be low, and the parking provision for the proposed development should be in line with the minimum requirement based on the City of Vancouver Parking Bylaw and the transportation objectives of DEOD Official Development Plan listed in the above sections.

Therefore, it is anticipated there will be no requirement for vehicle parking facilities for the proposed development.

Should you have any questions regarding this letter, please contact the undersigned.

Sincerely,

Morrison Hershfield Limited



**Stanley Li, M.Sc., P.Eng., PTOE**  
Principal, Transportation Engineer  
Phone: 604 454 0402  
[sli@morrisonhershfield.com](mailto:sli@morrisonhershfield.com)