



POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: October 9, 2015  
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VanRIMS No.: 08-2000-20  
Meeting Date: October 20, 2015

TO: Vancouver City Council  
FROM: General Manager of Planning and Development Services  
SUBJECT: Parking Amendments to Various CD-1 By-laws for Sites Adjacent to SkyTrain

**RECOMMENDATION**

A. THAT the General Manager of Planning and Development Services be instructed to require less parking on sites adjacent to Skytrain stations to support transit-oriented development by making application to delete the outdated parking sections in the following CD-1 (Comprehensive Development) By-laws, generally as set out in Appendix A:

- (i) CD-1 (209) By-law No. 6312 for Kamloops Street and 24th Avenue;
- (ii) CD-1 (210) By-law No. 6313 for Nanaimo Street and 26th Avenue;
- (iii) CD-1 (212) By-law No. 6315 for 2709-2791 East 28th Avenue;
- (iv) CD-1 (213) By-law No. 6316 for Slocan Street and 29th Avenue;
- (v) CD-1 (215) By-law No. 6318 for Earles Street and 29th Avenue;
- (vi) CD-1 (217) By-law No. 6320 for Kings Avenue and Rupert Street;
- (vii) CD-1 (223) By-law No. 6361 for 2750-2798 East 28th Avenue and 4400-4402 Kaslo Street; and
- (viii) CD-1 (310) By-law No. 7189 for 3550 Walker Street;

and that the application be referred to a public hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary amending by-laws generally in accordance with Appendix A for consideration at public hearing.

B. THAT, subject to enactment of the by-laws to amend the CD-1 By-laws, the Parking By-law be amended to include these CD-1 By-laws and to provide updated parking regulations generally as set out in Appendix B;

FURTHER THAT the Director of Legal Services be instructed to bring forward the necessary amendments to the Parking By-law at the time of enactment of the by-laws to amend these CD-1 By-laws.

### ***REPORT SUMMARY***

This report recommends amendments to eight CD-1 By-laws for multiple-family housing sites located along the Expo SkyTrain Line to update the off-street parking requirements in the CD-1 By-laws. The recommendation is to delete the current parking provisions and provide new requirements for these sites in Schedule C of the Parking By-law. The amendments would not change the use, density or height provisions of the CD-1 By-laws which allow a diversity of ground-oriented family housing in close proximity to rapid transit. The new parking requirements being proposed are consistent with the City's current parking standards for other areas with ground-oriented family housing.

### ***COUNCIL AUTHORITY/PREVIOUS DECISIONS***

- CD-1 (209) By-law No. 6312 for Kamloops Street and 24th Avenue, enacted March 22, 1988.
- CD-1 (210) By-law No. 6313 for Nanaimo Street and 26th Avenue enacted March 22, 1988.
- CD-1 (212) By-law No. 6315 for 2709-2791 East 28th Avenue enacted March 22, 1988.
- CD-1 (213) By-law No. 6316 for Slocan Street and 29th Avenue enacted March 22, 1988.
- CD-1 (215) By-law No. 6318 for Earles Street and 29th Avenue enacted March 22, 1988.
- CD-1 (217) By-law No. 6320 for Kings Avenue and Rupert Street enacted March 22, 1988.
- CD-1 (223) By-law No. 6361 for 2750-2798 East 28th Avenue and 4400-4402 Kaslo Street enacted June 21, 1988.
- CD-1 (310) By-law No. 7189 for 3550 Walker Street enacted October 19, 1993.
- Transportation 2040 (approved October 31, 2012)
- Greenest City 2020 Action Plan (approved July 12, 2011)

### ***REPORT***

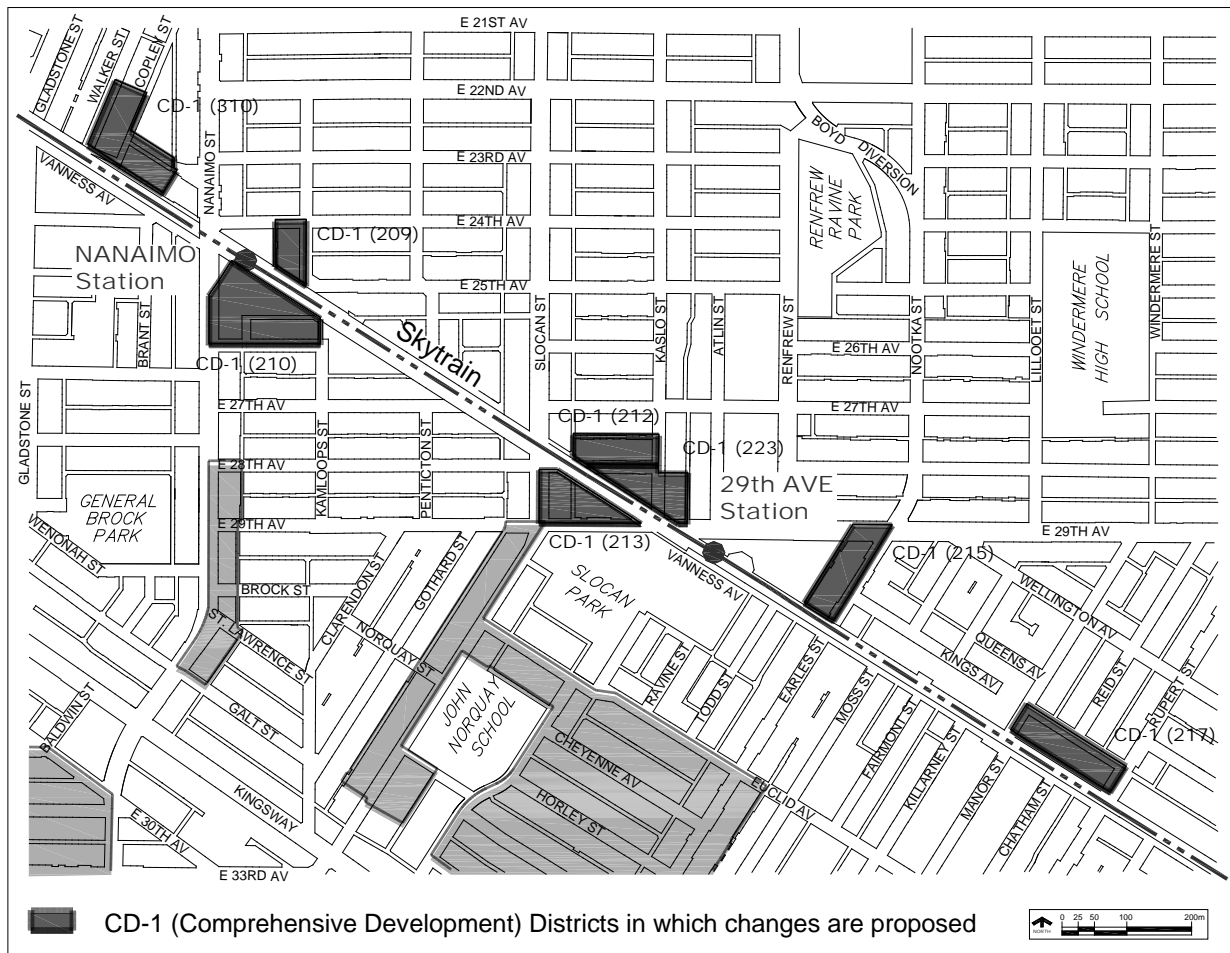
#### ***Background/Context***

The areas along the Expo SkyTrain Line include a number of CD-1 By-laws, the majority of which were created over 25 years ago at the time the SkyTrain was built. Because of the proximity of the properties governed by the CD-1 By-laws to the Skytrain, the intent in developing these CD-1 By-laws was to encourage a diversity of new housing types such as apartments or stacked townhouse developments.

#### ***Strategic Analysis***

The subject CD-1 By-laws relate to irregular-shaped sites adjacent to the SkyTrain guideway (see Figure 1) and they include provisions for parking that reflect the standards in effect at the time that they were created. Since 1988, the City's parking standards have progressed towards a more sustainable long-term vision. Over the past 25 years, the need for parking and the associated parking standards have diminished. This reduction aligns with Council's "Greenest City 2020 Action Plan", approved in July 2011, which encourages residents to reduce car ownership and use and increase transit usage. The off-street parking regulations for new developments located near good transit service, especially those near rapid transit, have evolved to require less off-street parking.

Figure 1: CD-1 By-laws and surrounding area



Since the establishment of these CD-1 By-laws, the development of apartments and stacked townhouse permitted on the properties has been slow. A potential reason for this slow pace of development is the parking standards required in the By-laws; in some cases as many as two parking spaces are required for each dwelling unit. By contrast, other multiple-family areas allow for less than one parking space per dwelling unit. These requirements are more consistent with today’s pattern of vehicle usage and with the City’s objectives with regard to parking near good transit service. Development activity has been steady in other multiple-family areas, partly due to the parking requirements more consistent with the City’s current standards.

The proposed amendments are consistent with Council’s “Transportation 2040 Plan” approved in October 2012. This long-term strategic vision for the City guides transportation and land use decisions, and public investments for the years ahead. The plan sets targets and includes both high-level policies and specific actions to achieve this vision. Section M2.1 of the plan includes policies for off-street parking requirements that support reduced automobile ownership and use. This parking demand management strategy states that *“Parking adds a significant expense to development, particularly when it means additional levels of*

*underground parking that go unused ... One way to address this is to build less parking per unit of floor space. Reducing or eliminating parking requirements can reduce housing or lease costs while encouraging more sustainable transportation choices and contributing to a more vibrant, walking-friendly public realm.*" The reduction of off-street parking for new development will aid in encouraging homeowners and renters in these areas to use alternative modes of transportation such as walking and cycling.

To continue to advance the evolution of City's parking objectives near transit, this report proposes amendments to eight CD-1 By-laws located along the SkyTrain Line to delete the existing parking provisions and to provide, in Schedule C of the Parking By-law, updated provisions that are consistent with other multiple-family areas.

### ***Financial***

The proposed off-street parking amendments will result in a lower parking requirement and hence lower costs for development should they proceed on these sites. These sites were zoned to permit multiple-family housing 25 years ago yet development activity has been slow to proceed. It is expected that the proposed amendment may improve the viability of the development on these sites.

### ***CONCLUSION***

This report proposes parking amendments that, if approved, will update the parking requirements for various CD-1 By-laws located along the Expo SkyTrain Line. This will make parking requirements consistent with other multiple-family areas. To this end, it is recommended that the General Manager of Planning and Development Services be instructed to make application to amend the CD-1 By-law (209), CD-1 By-law (210), CD-1 By-law (212), CD-1 By-law (213), CD-1 By-law (215), CD-1 By-law (217), CD-1 By-law (223) and CD-1 By-law (310), that the application be referred to a Public Hearing, and that, subject to the Public Hearing, the application be approved. It is further recommended that, subject to approval of the amendments to the CD-1 By-laws, Council approve the accompanying amendments to the Parking By-law to bring in the updated parking provisions.

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**CD-1 BY-LAW AMENDMENTS**

Note: Amending by-laws will be prepared for each CD-1 By-law generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

(i)

**Kamloops Street and 24th Avenue  
PROPOSED AMENDMENTS TO CD-1 (209) BY-LAW NO. 6312**

1. This By-law amends the indicated provisions of By-law No. 6312.
2. Strike out section 8 and re-number sections 9 and 10 as 8 and 9 respectively.

\* \* \* \* \*

(ii)

**Nanaimo Street and 26th Avenue  
PROPOSED AMENDMENTS TO CD-1 (210) BY-LAW NO. 6313**

1. This By-law amends the indicated provisions of By-law No. 6313.
2. Strike out section 8 and re-number sections 9, 10 and 11 as 8, 9 and 10 respectively.

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(iii)

**2709-2791 East 28th Avenue  
PROPOSED AMENDMENTS TO CD-1 (212) BY-LAW NO. 6315**

1. This By-law amends the indicated provisions of By-law No. 6315.
2. Strike out section 8 and re-number sections 9, 10 and 11 as 8, 9 and 10 respectively.

\* \* \* \* \*

(iv)

**Slocan Street and 29th Avenue  
PROPOSED AMENDMENTS TO CD-1 (213) BY-LAW NO. 6316**

1. This By-law amends the indicated provisions of By-law No. 6316.
2. Strike out section 8 and re-number section 9 as 8.

\* \* \* \* \*

(v)  
**Earles Street and 29th Avenue**  
**PROPOSED AMENDMENTS TO CD-1 (215) BY-LAW NO. 6318**

1. This By-law amends the indicated provisions of By-law No. 6318.
2. Strike out section 8 and re-number sections 9 and 10 as 8 and 9 respectively.

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(vi)  
**Kings Avenue and Rupert Street**  
**PROPOSED AMENDMENTS TO CD-1 (217) BY-LAW NO. 6320**

1. This By-law amends the indicated provisions of By-law No. 6320.
2. Strike out section 8 and re-number sections 9 and 10 as 8 and 9 respectively.

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(vii)  
**2750-2798 East 28th Avenue and 4400-4402 Kaslo Street**  
**PROPOSED AMENDMENTS TO CD-1 (223) BY-LAW NO. 6361**

1. This By-law amends the indicated provisions of By-law No. 6361.
2. Strike out section 8 and re-number sections 9, 10 and 11 as 8, 9 and 10 respectively.

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(viii)  
**3550 Walker Street**  
**PROPOSED AMENDMENTS TO CD-1 (310) BY-LAW NO. 7189**

1. This By-law amends the indicated provisions of By-law No. 7189.
2. Strike out section 5 and re-number sections 6, 7 and 8 as 5, 6 and 7 respectively.

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PROPOSED AMENDMENTS TO THE PARKING BY-LAW

1. Add the following provisions to Schedule C, "CD-1 District Parking Standards".

Address	By-law No.	CD-1 No.	Parking Standards
Kamloops Street and 24th Avenue	(6312)	(209)	Parking, loading and bicycle spaces in accordance with by-law standards on _____, 2015, except that a minimum of 0.65 parking spaces must be provided for every dwelling unit.
Nanaimo Street and 26th Avenue	(6313)	(210)	Parking, loading and bicycle spaces in accordance with by-law standards on _____, 2015, except that a minimum of 0.65 parking spaces must be provided for every dwelling unit.
2709-2791 East 28th Avenue	(6315)	(212)	Parking, loading and bicycle spaces in accordance with by-law standards on _____, 2015, except that a minimum of 0.65 parking spaces must be provided for every dwelling unit.
Slocan Street and 29th Avenue	(6316)	(213)	Parking, loading and bicycle spaces in accordance with by-law standards on _____, 2015, except that a minimum of 0.65 parking spaces must be provided for every dwelling unit.
Earles Street and 29th Avenue	(6318)	(215)	Parking, loading and bicycle spaces in accordance with by-law standards on _____, 2015, except that a minimum of 0.65 parking spaces must be provided for every dwelling unit.
Kings Avenue and Rupert Street	(6320)	(217)	Parking, loading and bicycle spaces in accordance with by-law standards on _____, 2015, except that a minimum of 0.65 parking spaces must be provided for every dwelling unit.
2750-2798 East 28th Avenue and 4400-4402 Kaslo Street	(6361)	(223)	Parking, loading and bicycle spaces in accordance with by-law standards on _____, 2015, except that a minimum of 0.65 parking spaces must be provided for every dwelling unit.
3550 Walker Street	(7189)	(310)	Parking, loading and bicycle spaces in accordance with by-law standards on _____, 2015, except that a minimum of 0.65 parking spaces must be provided for every dwelling unit.