

MEMO

DATE: October 31, 2023
PROJECT NO: 04-23-0361
PROJECT: **Alouette Maple Ridge Residential**
SUBJECT: **Parking Variance Support Memo**

TO: Athena Noonan, Jr. Development Manager
Ledingham McAllister Properties Ltd.

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1. INTRODUCTION

Ledingham McAllister Properties Ltd. (LedMac) is planning a multi-family residential project located at 12209-12251 222nd Street and 22190 123rd Avenue (referred to as 'Alouette') in Maple Ridge. The project site falls within the Maple Ridge Town Centre boundary, as highlighted in **Figure 1.1**, but lies just outside the Central Business District (CBD) Zone. The project site is bounded by four streets: Delcrest Street, 122 Avenue, 222 Street and 123 Avenue.

The Alouette Project proposal is for 152 residential strata units, based on an RM-2 Medium Density Zoning, and will be supported by 179 off-street vehicle parking spaces along with 84 long-term bicycle parking spaces. The proposed current site plan is presented in **Figure 1.2** to provide context for this memo.

LedMac is requesting the City of Maple Ridge consider allowing for a vehicle parking variance in support of the project as per existing vehicle parking rates (*Bylaw No. 4350 - 1990*) permitted within the CBD Zone along with the proposed parking rates from the emerging '*Off-Street Parking and Loading Bylaw No. 7970-2023*'. It is our understanding that this emerging bylaw is currently going through the City of Maple Ridge's consultation process and therefore might be subject to change.

This memo first provides context to the Alouette site's accessibility to walking, cycling and transit, and following this, a review of the proposed residential unit numbers will be made in the context of the existing and emerging Off-Street Parking Zoning Bylaws (for vehicles and bicycles). Where appropriate, this study will reference research materials in support of the planned parking variance.

2. SITE ACCESSIBILITY

As an introduction to assessing the Alouette site’s accessibility to the City of Maple Ridge’s transportation networks and local amenities, the WalkScore program has been applied with the results presented in **Table 2.1**.

Table 2.1: WalkScore Accessibility Review

MODE	WALKSCORE (OUT OF 100)	DESCRIPTION OF SCORE
Walk	85	Very Walkable - most errands can be accommodated on foot
Cycle	63	Bikeable - some bicycle infrastructure
Transit	52	Good Transit - many nearby transit options

This review confirms the site’s high accessibility rating for walking (scoring 85 of out 100) and especially given its location within Maple Ridge Town Centre. The cycle rating is lower at 63 out of 100 and this is probably due to the limited level of formal bicycle infrastructure nearby. The transit access score at 52 out of 100 is considered reasonable although it probably does not fully account for the site’s proximity to TransLink’s Rapid Transit (R3, West Coast Express), Frequent Transit Network (FTN) on Dewdney Trunk Road, and in the future, Bus Rapid Transit (BRT) improvements to access Haney Place Station (covered later).

2.1 Walking

Local amenities and facilities within reasonable walking distance of the Alouette site are summarized in **Table 2.2** along with the typical threshold distances people are willing to walk. This review confirms the extent of everyday amenities and facilities within reasonable walking distance of the project site, and which is reflected in the WalkScore high rating.

Table 2.2: Amenities/Facilities and Typical Walking Distances

AMENITY/FACILITY	TYPICAL WALKING THRESHOLD	DESCRIPTION OF AMENITIES/FACILITIES
Bus Stops	400m	Bus Stops on Dewdney Trunk Road (#701, #746, #791) are around 420m, Bus Stops on 222 Street (#733, #741, #745) are around 480m
Bus Exchange	800m	Even though Haney Place Station (incl. R3 service) is around 1200m from the site, it is still within reasonable walking distance of most residents
Community Facilities	800m	Maple Ridge Leisure Centre, Maple Ridge Library
Parks	800m	Merkley Park, Haney Nokai Park, Reg Franklin Park, Kin Park
Commercial/Retail	1,200m	Most of the CBD
Schools	1,200m	Alouette Elementary, Eric Langton Elementary, Maple Ridge Secondary
Further Education	1,200m	NutraPhoria School of Holistic Nutrition

A crosswalk is currently located on the east side of the 122 Avenue and 222 Street unsignalized intersection, while further south at the Dewdney Trunk Road and 222 Street signalized intersection, there

are controlled crosswalks on all four approaches. Along the site’s four street frontages (222 Street, 122 Avenue, Delcrest Street, and 123 Avenue), the public realm will be improved with the Alouette project plan, including new/upgraded sidewalks and landscaping, making for a comfortable environment for existing and future residents.

2.2 Cycling Facilities

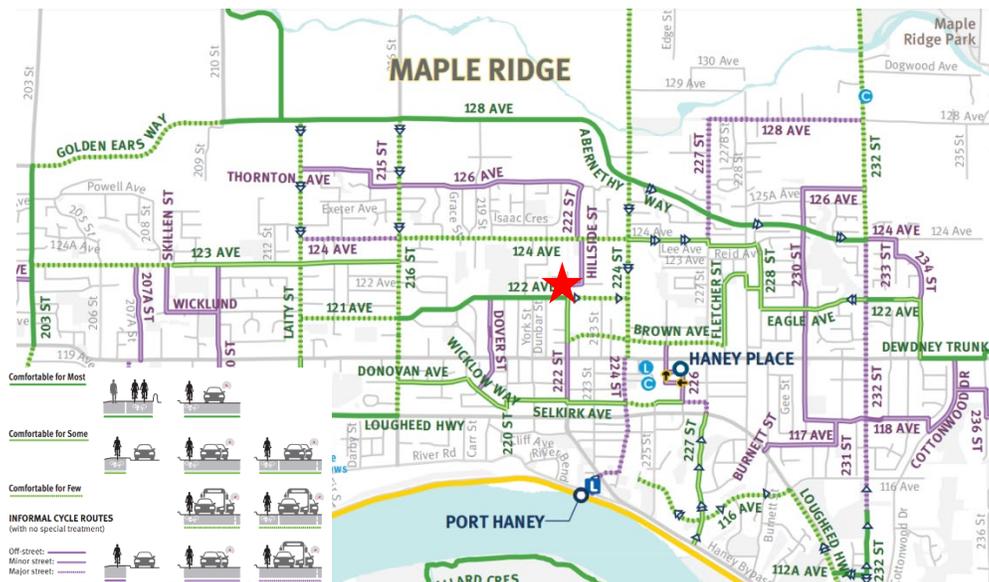
Over a similar timeframe, cyclists can typically travel up to 3 to 4 times the distance of pedestrians, suggesting that a 4 to 5-kilometre radius of the site can be considered a reasonable cycling distance for accessing everyday activities. The City of Maple Ridge’s identified bicycle routes, close to the site, are summarized in **Table 2.3**, while **Figure 2.1** shows them in a wider context, including connections to Haney Place Station (1200m) and Port Haney West Coast Express Station (2,000m).

Table 2.3: Summary of Bicycle Routes Close to Site

ROUTE	DIRECTION	CITY DESCRIPTION OF ROUTE
121/122 Avenue	east-west	Part comfortable for some/comfortable for most
124 Avenue	east-west	Comfortable for few
222/Hillside Street	north-south	Off-street
224 Street	north-south	Part comfortable for some/Part informal
Brown Avenue	east-west	Comfortable for few

This review confirms that the Alouette Project site’s Town Centre location provides connectivity to the City of Maple Ridge’s identified bicycle network, including the 224 Street bicycle route to Port Haney Station.

Figure 2.1: Bicycle Routes (Source: City of Maple Ridge)



2.3 Transit Services

Maple Ridge is served by two transit stations: Haney Place Station (bus) which is around a 1,200m (15-minutes) walking distance from the project site, and Port Haney Station (West Coast Express) which is further at around 2,000m walking distance (25 minutes). Usually, for planning purposes, the threshold distance typically applied is based on ‘as the crow flies’, and on this metric, Haney Place Station would be around 900m and Port Haney Station around 1,400m. In addition, for the Haney Place Station, it is likely many of the future residents would combine their transit trip with other Town Centre activities (grocery, shopping, recreation, etc.).

Haney Place Station is served by the R3 Rapid Transit route to Coquitlam Central Station (West Coast Express and Millennial Line) and has an average journey time of 30-minutes. As Port Haney Station (West Coast Express) is around a 25-minute walk from the project site, it is likely that most people would use a bus, or some might cycle, to access the station.

Bus stops closest to the site can be found on Dewdney Trunk Road (420m), which forms part of TransLink’s Frequent Transit Network (FTN), and 224 Street (400m). Bus stop and headway details are summarized in **Table 2.4**, while an extract from TransLink’s transit route map is shown in **Figure 2.2**.

Table 2.4: Bus Transit Route Frequency

ROUTE	ROUTE NAME	NEAREST BUS STOP	HEADWAY (MINUTES)			
			WEEKDAY AM PEAK	WEEKDAY DAYTIME PEAK	WEEKDAY PM PEAK	SATURDAY PEAK
R3	Lougheed to Haney Pl	Haney Pl Station	10	15	10	15
701	Coquitlam Central Station	Dewdney Tr.	15	15	15	15
744	Meadowtown	224 Street	30	30	50	30
745	Cottonwood	Dewdney Tr.	30	60	30	60
746	Albion	Dewdney Tr.	30	45	30	45
791	Braid Street	Dewdney Tr.	15	20	15	-

Of these bus routes, the #744, #745, and #746 (bus stops around a 400m walk from the project site) all connect directly with Port Haney Station (West Coast Express), while bus routes #701 and #791 routes (also around 400m) connect with Coquitlam Central Station (Millennium Line/West Coast Express) and Braid Street SkyTrain Station (Expo/Millennium Line), respectively.

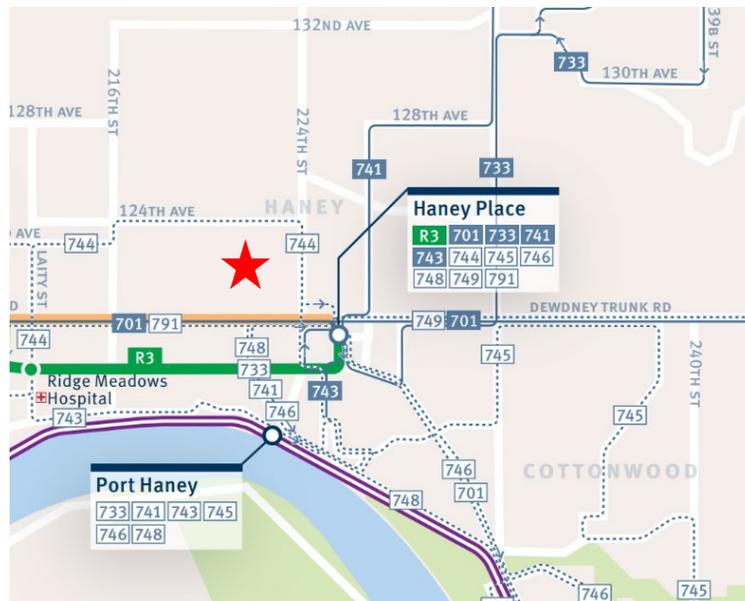
In addition to existing services, the ‘*Transport 2050: 10-Year Priorities for TransLink*’ (approved in June 30, 2022) identifies the following two Bus Rapid Transit (BRT) projects for improving transit access to Maple Ridge:

- **‘Langley – Haney Place (BRT):** Connect the city centre of Langley and the city centre of Maple Ridge with a fully traffic-separated BRT line featuring dedicated bus lanes and transit signal priority across the 200 St - Golden Ears - Lougheed Highway corridor.

- Lougheed Hwy (BRT) Upgrade** the existing R3 Rapid Bus connecting the city centre of Coquitlam and the city centre of Maple Ridge into a fully traffic-separated BRT line with dedicated bus lanes and transit signal priority across the length of the Lougheed corridor.'

A combination of existing bus and train services serving Maple Ridge, together with TransLink's future BRT plans, should support the community's growth along with reducing the need for residents to drive and/or own a vehicle.

Figure 2.2: Transit Routes (Source: TransLink)



3. PARKING BYLAW REVIEW

This section provides a review of existing and emerging Off-Street Parking Zoning Bylaw requirements in the context of the Alouette Project's planned statistics, covering both vehicle and bicycle parking. Summarized in **Table 3.1** is a breakdown of the project's unit type, number and average size, while **Table 3.2** sets out the current planned vehicle and bicycle parking supply.

Table 3.1: Alouette Project – Strata Unit Breakdown

UNIT TYPE	UNIT NUMBER	AVERAGE UNIT SIZE FLOOR AREA
1 Bed	51	625sq.ft.
2 Bed + Bath	11	691sq.ft.
2 Bed + 2 Bath	82	794sq.ft.
3 Bedroom	8	856sq.ft.
TOTAL	152	-

Table 3.2: Alouette Project – Proposed Vehicle & Bicycle Supply

GROUP	VEHICLES	BICYCLES
Residents	164	84
Visitors	15	6
TOTALS	179	90

These project statistics will be applied to the existing and emerging Off-Street Parking Bylaw calculations, and where necessary, research materials will be provided in support of the rates proposed.

3.1 Vehicle Parking - Bylaw Review

Summarized in **Tables 3.3, 3.4 and 3.5** is a breakdown of the Off-Street Parking Bylaw requirements for the Alouette Project, covering RM2 and CBD Zones from the current bylaw along with the Town Centre Zone from the emerging bylaw (draft and subject to change).

Table 3.3: Alouette Project: RM2 Zone (Bylaw No. 4350 – 1990)

UNIT TYPE	UNITS	SPACES PER UNIT	REQUIRED SPACES
1 Bed	51	1.5	77
2 Bed + Bath	11	1.5	17
2 Bed + 2 Bath	82	1.5	123
3 Bedroom	8	1.5	12
Visitor	Applies to all Units	0.2	30
TOTALS	152	-	258

Table 3.4: Alouette Project: CBD Zone (Bylaw No. 4350 – 1990)

UNIT TYPE	UNITS	SPACES PER UNIT	REQUIRED SPACES
1 Bed	51	1.0	51
2 Bed + Bath	11	1.1	12
2 Bed + 2 Bath	82	1.1	90
3 Bedroom	8	1.2	10
Visitor	Applies to all Units	0.1*	15
TOTALS	152	-	178

Note: *assumes on-street is available (as per Bylaw) where the site has street frontages on all 4 sides

Table 3.5: Alouette Project: Town Centre Zone (Emerging Bylaw No. 7970-2023)

UNIT TYPE	UNITS	SPACES PER UNIT	REQUIRED SPACES
1 Bed	51	1.0	51
2 Bed + Bath	11	1.0	11
2 Bed + 2 Bath	82	1.0	82
3 Bedroom	8	1.0	8
Visitor	Applies to all Units	0.2	30
TOTALS	152	-	182

For ease of reference, an overall summary of the required vehicle parking spaces for each bylaw scenario is presented in **Table 3.6**.

Table 3.6: Alouette Project: Bylaw Comparative Review (Residents and Visitors)

BYLAW – ZONE	RESIDENT SPACES REQUIRED	PRO-VIDED	SURPLUS/ DEFICIT	VISITOR SPACES REQUIRED	PRO-VIDED	SURPLUS/ DEFICIT
RM2 - Bylaw No. 4350 - 1990	228	164	-79	30	15	-15
CBD - Bylaw No. 4350 - 1990	163		+1	15		+1
Town Centre: Bylaw No. 7970-2023	152		+12	30		-15

Outside the RM2 Zone, the 164 resident vehicle parking spaces (as per Table 3.2) provided would exceed the existing CBD Zone parking requirement by +1 space and the emerging Town Centre by +12 spaces. This confirms project's proposed resident vehicle parking supply is expected to be sufficient as per the existing CBD and emerging Town Centre Zones.

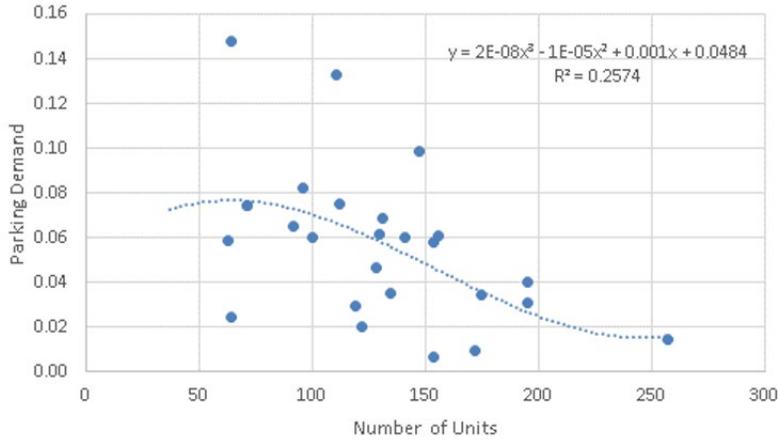
In respect to visitor vehicle parking, the emerging Off-Street Parking Bylaw rate of 0.20 spaces per unit is higher than the current CBD Zone of 0.1 spaces per unit, as the option to consider the availability of on-street parking has been removed. Furthermore, residential peak visitor demand is expected to be appreciably lower than the proposed requirement of 0.20 spaces per unit in the emerging Off-Street Parking Bylaw. This point will be covered in the following paragraphs.

3.2 Visitor Parking Studies

A Bunt study, titled the '*Coquitlam Apartment Parking Study [2020]*', collected residential visitor parking use observations in the City of Coquitlam which were combined with previous survey work undertaken in Guildford, Metrotown, and Richmond. Overall, the study represented 27 sites (weekday evening) and 29 sites (Saturday evening), covering over 3,500 residential units in apartment buildings near TransLink's Frequent Transit Network.

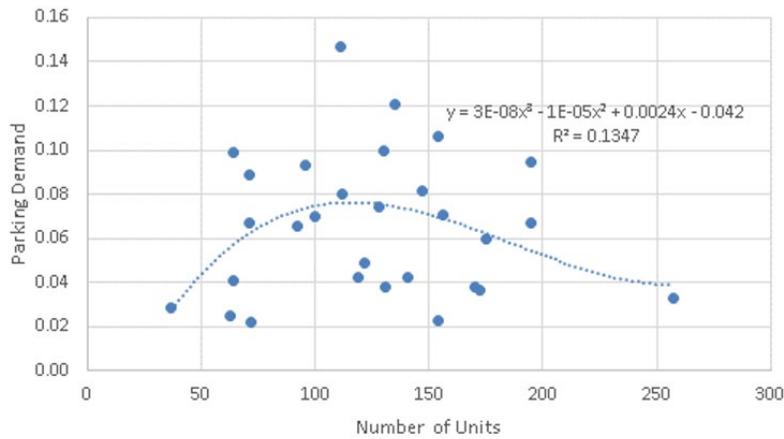
Bunt plotted the peak visitor demand ratio by the size of the building (i.e., number of units), as shown in **Figures 3.1** and **3.2**, covering the peak weekday and Saturday evening conditions, respectively, with a polynomial function applied to achieve 'best fit' observations. For the weekday observations, the 'best fit' achieved an R-squared equal to 0.26, while for the Saturday observations, the correlation was less clear with an R-squared value of 0.13.

Figure 3.1: Weekday Peak Evening Visitor Parking Demand vs. Size of Building



Source: Bunt Database - 27 apartment buildings within Coquitlam, Metrotown, Richmond & Guildford

Figure 3.2: Saturday Peak Evening Visitor Parking Demand vs. Size of Building



Source: Bunt Database - 29 apartment buildings within Coquitlam, Metrotown, Richmond & Guildford

As evident, the study confirms that residential visitor peak parking demand reduces as building size increases, and moreover, the demand rate is appreciably lower than the 0.20 spaces per unit proposed in the emerging Off-Street Parking Bylaw. **Table 3.7** provides a visitor parking demand breakdown of rates for buildings above and below 150 units.

Table 3.7: Residential Visitor Peak Parking Demand by Unit Numbers

TIME PERIOD	BUILDINGS BELOW 150 UNITS	BUILDINGS ABOVE 150 UNITS
Weekday Evening	0.08 per unit	0.02 to 0.04 per unit
Saturday Evening	0.04 to 0.10 per unit	0.04 to 0.05 per unit

With the Alouette Project's proposed visitor vehicle parking rate of 0.10 spaces per unit (15 spaces/152 units), the study findings indicate a comparable demand ratio of 0.04 to 0.10 spaces per unit (conservatively for buildings below 150 units). Therefore, the proposed visitor parking rate of 0.10 spaces per unit is expected to be sufficient in accommodating the anticipated peak evening demand.

Visitor parking demand was also covered in Metro Vancouver's document, titled '2018 Regional Parking Study Technical Report', in which reference was made to TransLink's 2012 'Apartment Parking Study' with following advice provided in Section 2.2 (Page 3).

'Visitor parking supply may be over supplied. Observed parking demand rates were below 0.1 stall per apartment unit, compared to the typical municipal requirement of 0.2 visitor stall per apartment unit.'

Clearly, the outcome of TransLink study is consistent with research work undertaken by Bunt, confirming a visitor vehicle parking demand rate of below 0.1 spaces per unit at peak times.

One of the provisions for the CBD Zone within the existing Off-Street Parking Bylaw (No. 4350 - 1990) is to allow for the availability of on-street parking supply in reducing the visitor parking rate from 0.2 to 0.1 spaces per unit. Given this, the project's planned street design (as per the Project's Civil Engineer CoreGroup Rezoning submission drawing), allows for a 5.5m half-road width on all four of the site's street frontages. This layout is consistent with the City of Maple Ridge's *Design and Construction Documents, Part 4 for an Urban Collector - drawing Reference R102* that identifies accommodation for a 2.4m parking lane and 3.4m travel lane.

With the proposed 2.4m parking lane, and solely considering the Alouette Project's frontages with Delcrest Street and 222 Street, there is approximately 80m to 90m of street frontage available for on-street parking, equivalent to 13 to 14 vehicle parking spaces per frontage (based on the dimension of 6.1m parking length as per Bylaw No. 4350 -1990 (Part IV). In total, the project plan can provide for 20 to 25 on-street vehicle parking spaces (assuming 3 spaces are lost with the Delcrest Street site driveway), and this alone, is expected to accommodate the project's peak evening visitor demand.

3.3 Bicycle Parking - Bylaw Review

Bicycle parking for the Alouette Project, covering Long Term and Short Term spaces, is presented in **Tables 3.8** and **3.9**, and which also considers the current and emerging Off-Street Parking Bylaws.

Table 3.8: Alouette Project (152 units) – Long Term Bicycle Parking Review

REFERENCE	RATE	REQUIRED	PROVIDED
Bylaw No. 4350 - 1990	0.25*	38	84
Town Centre - Emerging Bylaw No. 7970-2023	1.25	190	

Note: *Rate calculated based on 1 space per 4 units

Table 3.9: Alouette Project (152 units) – Short Term Bicycle Parking Review

REFERENCE	RATE	REQUIRED	PROVIDED
Bylaw No. 4350 - 1990	0.30*	46	6
Town Centre - Emerging Bylaw No. 7970-2023	0.20	30	

Note: *Rate calculated based on 6 spaces per 20 units

Based on Off-Street Parking Bylaw No. 4350 -1990, the Alouette Project would have more than sufficient Long Term bicycle parking at 84 spaces (46 spaces above bylaw) but it will be lower than that proposed in the emerging Off-Street Parking Bylaw. Long Term bicycle spaces can be increased but it would result in the loss of vehicle parking.

With respect to Short Term visitor bicycle parking, the existing and emerging bylaw rates are well above the bylaw requirement for most (if not all) municipalities in Metro Vancouver and therefore the 6 spaces planned would be sufficient in meeting demand.

4. SUMMARY

- The Alouette Project plan is for 152 residential strata units, based on a RM-2 Medium Density Zoning, and supported by 179 vehicle parking spaces (including 15 visitor) along with 90 bicycle parking spaces (including 6 Short Term). The site location falls within the Maple Ridge Town Centre boundary although it lies just outside the CBD Zone.
- With the site’s Town Centre location, walking to everyday amenities and facilities is expected to be convenient for new residents. There are several city-designated bicycle routes located nearby to provide access to amenities/facilities beyond what is considered a reasonable walk, including to Haney Port Station. Transit access options include the West Coast Express (2,000m walk) and R3 Rapid Bus (1,200m walk) together with 6 bus routes (bus stops around 400m). In addition, TransLink has two major plans for Bus Rapid Transit access to Haney Place Station in Maple Ridge.
- The project’s 164 resident vehicle parking spaces would meet the minimum required for the CBD Zone in the existing Off-Street Parking Bylaw (*No. 4350 -1990*) as well as the Town Centre Zone from the emerging Off-Street Parking Bylaw (*7970-2023*).
- The planned residential visitor parking rate of 0.1 spaces per unit would meet the current CBD Zone, based on sufficient on-street parking being available, while the emerging Off-Street Parking

Bylaw rate of 0.20 spaces per unit removes the flexibility currently provided. Furthermore, parking studies conducted by Bunt and TransLink confirm that the peak visitor evening demand is less than 0.1 spaces per unit. On this basis, the Alouette Project plan would have sufficient visitor vehicle parking to meet the peak demand.

- Furthermore, the project plan can provide for around 20 to 25 visitor parking spaces along its west and east frontages, which alone, would be more than sufficient to accommodate the project’s peak visitor parking demand.
- The planned 84 Long Term bicycle parking spaces exceed the current Off-Street Parking Bylaw requirement although it does fall short of what currently is proposed in the emerging Off-Street Parking Bylaw. Long Term bicycle parking could be increased but it would result in the loss of vehicle parking.
- With respect to short-term bicycle parking, the existing and emerging Off-Street Parking Bylaw rates are well beyond what most municipalities would require. Currently, the project plan is to provide 6 Short Term bicycle parking spaces.
- In summary the Alouette Project plan can meet the City of Maple Ridge’s existing and emerging Off-Street Parking Bylaw requirements for residents (vehicles and bicycles), while the emerging requirement for residential visitors (vehicles and bicycles) is not consistent with the expected demands.

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