

September 17, 2026

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HENRIQUEZ PARTNERS ARCHITECTS

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Oakridge

Rezoning Application

Parking & Green Mobility

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Oakridge Parking & Green Mobility Summary

The current parking bylaw for the Oakridge site was developed during the 2012/2013 rezoning negotiations and pre-dates the City's current approach to parking and mobility strategies. The by-law, which is Oakridge specific, has been modified twice since its enactment but still requires a minimum parking count which has proven difficult for staff to administer across the multiple phases and development permits onsite. Additionally, by 2025 standards, the site is obligated to provide an overly robust green mobility strategy that far exceeds the City's current requirements.

The current parking and green mobility obligations for Oakridge are:

Vehicle Parking

- Minimum of .40 residential parking spaces per dwelling unit plus one space for every 285 m² of gross floor area
- Maximum of .55 residential parking spaces per dwelling unit plus one space for every 220 m² of gross floor area
- Minimum of one vehicle parking space for every 45 m² of commercial gross floor area (except where a use requiring an approved TDM plan)

Bicycle Parking

- In accordance with the By-Law requirements as of September 19, 2018, which are generally 1.25 Class A bike parking spaces per dwelling unit. Oakridge provides approximately 2,930 bicycle parking spaces

Green Mobility

- Provide a \$200 monthly credit per residential user for the private car share program for two years post occupancy
- Provide a \$1000 credit (total) for the public car share program for two years post occupancy
- Provide monthly reimbursement for a one-zone monthly transit pass for every residential user for a period of two years post occupancy
- Supply a shared bicycle fleet of 1 e-bike for every 3,000 m² of non-residential GFA (approximately 77 e-bikes for Phase 1)
- Provide 10 public car share vehicles and parking spaces
- Provide 42 private car share vehicles and parking spaces for Phase 1 (70 at full build out)
- Provide additional 300 Class A Bike spaces to address potential downtime in bike silos

In contrast, the new Green Mobility by-law would require the Owner to have no minimum parking requirement and only one of the following TDM measures:

- One, one-zone transit pass per dwelling unit for a period of three years
- Additional bike parking allocations above the bylaw requirements
- One two-way car share space per 40 dwelling units, one two-way car share per 6,000 m² of non-residential space and one one-zone transit pass for a period of one year (this would equate to 22 residential cars and 27 commercial cars based on the phase 1 Oakridge area)
- Unbundled residential parking with parking available only on an annual lease basis

Oakridge Parking & Green Mobility Summary

In addition to the green mobility strategy, Oakridge employs several design innovations to support modal shift and future-proof the parkade areas in the event of changing trends in vehicle ownership.

These measures are accretive to the City's goal to reduce car ownership, decrease vehicle trips and encourage alternate methods of transportation. The current parking bylaw, TDM and Green Mobility agreement for Oakridge do not give the site any credit towards the obligations despite the extensive innovations being implemented.

Unbundling of Residential Parking to Strata Lot Ownership

The majority of the residential parking level (P3) at Oakridge has been retained by the Oakridge owner and has not been sold with strata lots. Instead, Oakridge residents have the option of opting into the Oakridge valet program.

The Oakridge Owner opted to not sell residential parking stalls and instead decoupled the sale of parking spaces from residential units offering parking on a membership basis. This has allowed buyers to realise savings on a residential purchase should parking not be required, while also allowing for future flexibility of the parkade areas if rates of car ownership decrease. Valet membership is a short-term commitment at below market rates. Users deliver their vehicles to centralised points within the secured residential level, and can retrieve their vehicles in advance of need through a seamless app.

The valet program has the added benefit of allowing operators to 'toggle' parking volume in times of high demand. The inverse peaks of residential and commercial users, when paired with the valet program, allows the valet operator to utilise areas of the parkade based on current demand without being constrained by pre-determined allocation.

Transit Improvements

Oakridge has invested close to \$25M in improvements to the Oakridge transit station, including widening of the escalators and stairs that access the station, additional fare gates, aesthetic improvements to improve station experience and a connection to facilitate direct below grade access from the fare gate level of the station into the main mall entry.

These improvements have been made, at the Oakridge Owners' cost and without any City level beneficial recognition, to encourage transit ridership to the site thereby decreasing parking demand.

Bike Silos

Oakridge will be the first major development in Canada to utilise bike silo technology, allowing residents and employees to store and retrieve their bikes in an efficient, highly secure and speedy manner. Bike silos allow users to store bikes through an at grade portal avoiding cumbersome access issues in below grade storage rooms, often located deep in the parkade behind several secured doors. The average retrieval time to store or collect a bike from a bike silo is 35 seconds, compared with an average of 7.5 minutes in below grade bike storage rooms. Because bike silos operate on a user verified access program, the storage of bikes in bike silos is highly secure, removing risk for theft common in many strata developments.

Mobi

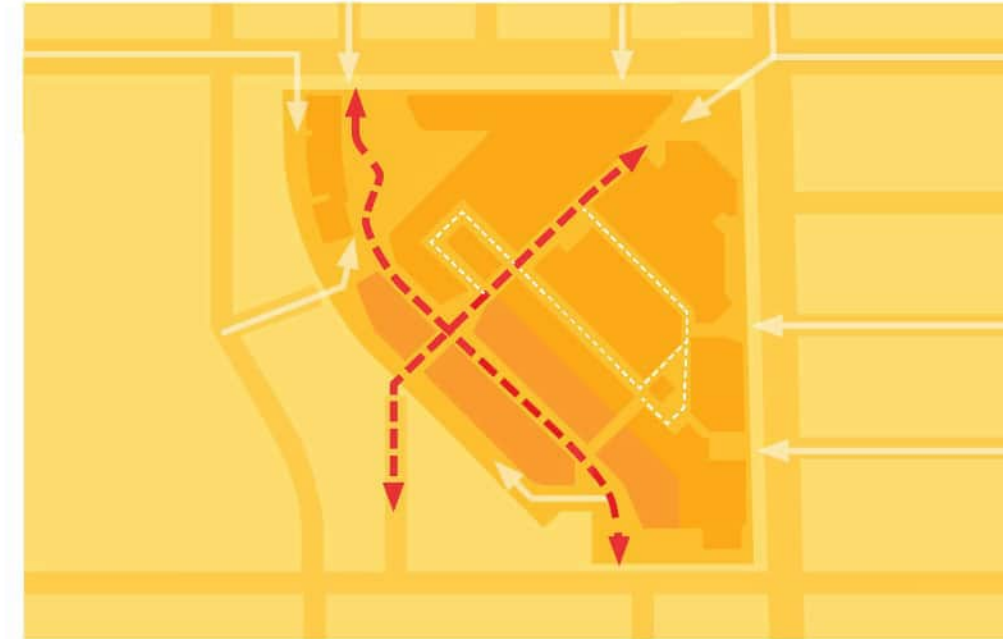
Oakridge provides space and infrastructure to support the Mobi bike share program, further supporting alternate methods of travelling to the site and encouraging modal shift.

The Evolution of Oakridge

Throughout the 20-year process of imagining the future of Oakridge, our plan has continually evolved to respond to changing market conditions, the needs of Vancouver's citizens, and shifts in global culture and values. We made a commitment at the outset to continually and collaboratively work to improve the project. Construction of Phase 1 is now approaching completion in some areas and **we are now proposing some relatively minor transportation refinements**, to better suit the current Policy framework.

The application proposes:

- **Vehicle parking minimums are removed**
- **Maintain delivery of accessible and visitor parking, loading, and bicycle parking per Parking Bylaw (2018)**
- **Revise residential green mobility incentives to be per dwelling unit instead of per user**
- **Reduced provisions for private and public car share**
- **Remove shared e-bike fleet**
- **Remove requirement for +300 Class A bikes**
- **Unbundled Parking**



The form of the report is divided into three parts:

Section 1.0 is an Executive Summary.

Section 2.0, Parking & Green Mobility Refinements, describes the proposed revisions to the Parking Bylaw and GMP & TDM Plan in table form, listing existing requirements, proposed requirements, and reference to the regulating document affected.

Section 3.0 provides Supporting Exhibits for City Staff reference.

<i>Policy Work & Public Consultation</i>	<i>Policy Statement Approved</i>	<i>Rezoning Process Commences</i>	<i>Oakridge Rezoning Approved</i>	<i>Pre DP Application</i>	<i>Phase 1 Construction Begins</i>	<i>Phase 1 Rezoning Refinements</i>	<i>Phase 1 Rezoning Refinements</i>	<i>Phase 2 Rezoning Refinements</i>
2006–2007	2007	2012	2014	2018	2019	2020	2026	

Comprehensive Statistics

Projected Per Current DPs

	Phase 1							
Development Permit No.	1	2	3	4	5	6	Total End Phase 1	Total Completion
Residential Buildings	3 & 4	6, 7 & 8	North Office	1 & 2	Food Hall	12		
Retail Buildings	North	South	Transit & Mall Entry	Civic	Mid	Commons		
Residential								
Total Units	443	724	—	187	—	199	1553	3,081 units
FSR Area (m²)	52,250	68,592		14,000		25,203	160,045	282,067 m²
Gross Area (m²)	53,481	70,631		15,421		25,822	165,355	293,309 m²
Retail								
Total Commercial FSR (m²)	19,914	28,027	9,432		21,113	14,382	92,869	114,417 m²
Commercial Gross (m²)	19,914	28,027	10,027		23,865	16,000	97,833	119,381 m²
Cultural								
Commercial Gross (m²)	19,914	28,027	10,027		23,865	16,000	97,833	119,381 m²
Office								
Office FSR Area (m²)	16,785	23,377	17,404			12,752	70,318	75,922 m²
Office Gross (m²)	9,703	20,816	12,572			12,752	55,843	61,446 m²
Health Office Gross (m²)	7,082	2,561	4,833				14,476	14,476 m²
Civic								
Civic (m²) FSR Exempt	9,800						9,800	9,800 m²
TOTAL								
FSR Area (m²)	88,949	119,996	26,837	14,000	21,113	52,338	323,232	472,406 m²
Gross Area (m²)	90,180	122,230	27,431	25,221	23,865	54,707	343,634	498,740 m²
Parking								
Total Required Built	810	1166	400	114	315	565	3,370	4,565 stalls
Tandem Provided By DP	864	658	0	0	845	1282	3,649	4,366 stalls
Conventional Provided by DP	775	668	0	0	733	1112	3,288	3,810 stalls
Bicycles								
Required	687	1145	54	253	42	326	2,507	4,552 stalls
In Rooms Provided	666	651	0		285	118	1,720	2,482 stalls
Silo Provided	561	672	0	0	0	168	1,401	2,502 stalls
Total Provided	1227	1323	0	0	285	286	3,121	4,984 stalls

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Parking & Green Mobility Refinements

Proposed Modifications to the Parking Bylaw Requirements for the Oakridge Site

The following matrix identifies the existing Parking Bylaw, Green Mobility Plan and TDM provisions, and the proposed modifications.

Currently the project is regulated by the following:

<i>Parking Bylaw in effect September 19, 2018</i>	
Schedule C Bylaw 12721	June 23, 2020
Schedule C Bylaw 12757	September 15, 2020
Green Mobility Plan (GMP) & Transportation Demand Management (TDM) Plan	October 19, 2020

1.0 Transportation Demand Management and Green Mobility			
No.	Item	Existing Requirement	Proposed Requirement
1.1	Private Care Share	Provide 42 private car share vehicles and parking spaces for Phase 1 (70 at full build out). Provide a \$200 monthly credit per residential user for the private car share program for two years post occupancy.	Provide one two-way car share vehicle and parking space per 40 dwelling units for Phase 1 (to a maximum of 22 vehicles). Additional vehicles for future density will be provided per DP on a pro-rated basis, based on existing demand, same as public car share. Provide a \$200 monthly credit <u>per dwelling unit</u> for the private car share program for two years post occupancy.
1.2	Public Care Share	Provide 10 public car share vehicles and parking spaces. Provide a \$1000 credit (total) for the public car share program for two years post occupancy.	Provide 5 public car share vehicles and parking spaces for approved DPs 1–6. Usage summary to be provided per incoming DP. Additional vehicles to be provided by DP based on prorated usage of existing vehicles on site. Remove requirement for public car share program credit.
1.3	Transit Passes Residential	Provide monthly reimbursement for a one-zone monthly transit pass for every residential user for a period of two years post occupancy.	Provide monthly reimbursement for a one-zone monthly transit pass <u>per dwelling unit</u> for a period of two years post occupancy.
1.4	Shared E-bicycles	Supply a shared bicycle fleet of 1 e-bike for every 3,000 m ² of non-residential GFA (approximately 77 e-bikes for Phase 1).	Remove shared e-bike fleet requirement.
1.5	Additional Class A Bicycles	Provide additional 300 Class A Bike spaces to address potential downtime in bike silos.	Remove requirement for +300 Class A bikes.
1.6	Enhanced Alternative Transportation Services	Provide enhanced access to bike parking, bike maintenance facilities and concierge, improved end-of-trip facilities, transportation marketing services and a long-term obligation for monitoring of the program.	Unchanged

1.0 Transportation Demand Management and Green Mobility (continued)			
No.	Item	Existing Requirement	Proposed Requirement
1.7	Unbundled Residential Parking	The majority of residential parking has been retained by Oakridge owner and not sold with strata lots. Made without City level beneficial recognition.	Unbundled parking to be added to the TDM.
1.8	Bicycle Parking Future Provision		For future phases, usage summary to be provided per incoming DP. Additional bike parking spaces to be provided by DP based on usage, should demand exceed 85%.

2.0 Parking Bylaw, Section 4 – Off-Street Parking Space Regulations			
No.	Item	Existing Requirement	Proposed Requirement
2.1	Residential Parking	Residential parking per Schedule C: (a) there shall be a minimum of 0.40 residential parking spaces per dwelling unit plus one space for each 285 m ² of gross floor area and a maximum of 0.55 residential parking spaces per dwelling unit plus one space for each 220 m ² of gross floor area;	No parking spaces required for the off-street parking of motor vehicles. All land uses. Accessible stalls per item 2.2. Visitor stalls not required per item 2.3.
2.2	Accessible Parking Spaces	Accessible parking, per 2018 Bylaw, Section 4.8.4: (a) multiple dwelling or live-work use, there must be at least one disability parking space for each building that contains at least seven residential units and an additional 0.034 space for each additional dwelling unit; and (b) non-residential uses, there must be at least one disability parking space for each building that contains at least 500 m ² of gross floor area and an additional 0.4 parking space for each 1000 m ² of gross floor area.	Unchanged
2.3	Visitor Parking Spaces	Visitor spaces, per 2018 Bylaw: No requirement, other than for rental and supportive housing units.	Unchanged

2.0 Parking Bylaw, Section 4 – Off-Street Parking Space Regulations (continued)			
No.	Item	Existing Requirement	Proposed Requirement
2.4	Shared Parking Spaces	Shared parking per Schedule C: (b) the General Manager of Planning and Development Services or General Manager of Engineering Services may allow for substitution of shared vehicles and shared vehicle parking spaces for required parking spaces at a ratio of 1:5, on conditions satisfactory to that city official.	No longer applicable
2.5	Residential Loading Spaces	Residential loading spaces per Schedule C: (c) Class A residential loading spaces shall be provided at a rate of 0.01 space per dwelling unit up to and including 300 dwelling units and at a rate of 0.008 space per dwelling unit for any number of units greater than 300 units;	Unchanged
2.6	Non-Residential Parking Spaces	Non-residential parking per Schedule C: (d) for Commercial Uses under Section 4.2.5, and for any other non-residential uses approved by the Director of Planning, a minimum of one vehicle parking space for each 45 m² of gross floor area shall be provided, except that where a Traffic Demand Management Plan has been approved for those Uses, a minimum of one vehicle parking space for each 65 m² shall be provided.	No parking spaces required for the off-street parking of motor vehicles. All land uses. Accessible stalls per item 2.2. Visitor stalls not required per item 2.3.

3.0 Parking Bylaw, Section 6 – Off-Street Bicycle Space Regulations			
No.	Item	Existing Requirement	Proposed Requirement
3.1	Residential Class A Bicycle Parking Requirements	Bicycle parking, per 2018 Bylaw: 6.2.1.2 – A minimum of 1.25 spaces for every dwelling unit.	Unchanged requirements. See also TDM comments, Item 1.8.
3.2	Residential Class B Bicycle Parking Requirements	Bicycle parking, per 2018 Bylaw: 6.2.1.2 – A minimum of 6 spaces for any development containing a minimum of 20 dwelling units.	Unchanged

3.0 Parking Bylaw, Section 6 – Off-Street Bicycle Space Regulations (continued)			
No.	Item	Existing Requirement	Proposed Requirement
3.3	Office Class A Bicycle Parking Requirements	Bicycle parking, per 2018 Bylaw: 6.2.4.1 – A minimum of 1.25 spaces for every dwelling unit.	Unchanged requirements. See also TDM comments, Item 1.8.
3.4	Retail / Service Class A Bicycle Parking Requirements	Bicycle parking, per 2018 Bylaw: 6.2.5.1 – A minimum of 1 space for each 500 m ² of gross floor area.	Unchanged requirements. See also TDM comments, Item 1.8.
3.5	Fitness Class A Bicycle Parking Requirements	Bicycle parking, per 2018 Bylaw: 6.2.1.2 – A minimum of 1 space for each 250 m ² of gross floor area.	Unchanged requirements. See also TDM comments, Item 1.8.
3.6	End-of-Trip Facilities for Non-Residential Uses	Clothing lockers, per 2018 Bylaw: 6.5.1 – A minimum number of clothing lockers equal to 0.7 times the minimum number of required Class A spaces shall be provided for each sex. Same provision for all non-residential land uses, as outlined in the Vancouver Building By-Law.	Unchanged. See also TDM comments, Item 1.6.

Proposed form of execution:

1. Text amendment to the Oakridge Parking ByLaw (Schedule C). See Appendix A for proposed Schedule C markup.
2. Staff facilitated modifications to the applicable legal agreements, including the *Green Mobility Plan & Transportation Demand Management Measures*, *Future Provision of Parking Spaces and Interim Transportation Demand Management Measures*, *Shared Vehicle Agreement (Private)*, and *Shared Vehicle Agreement (Public)*.



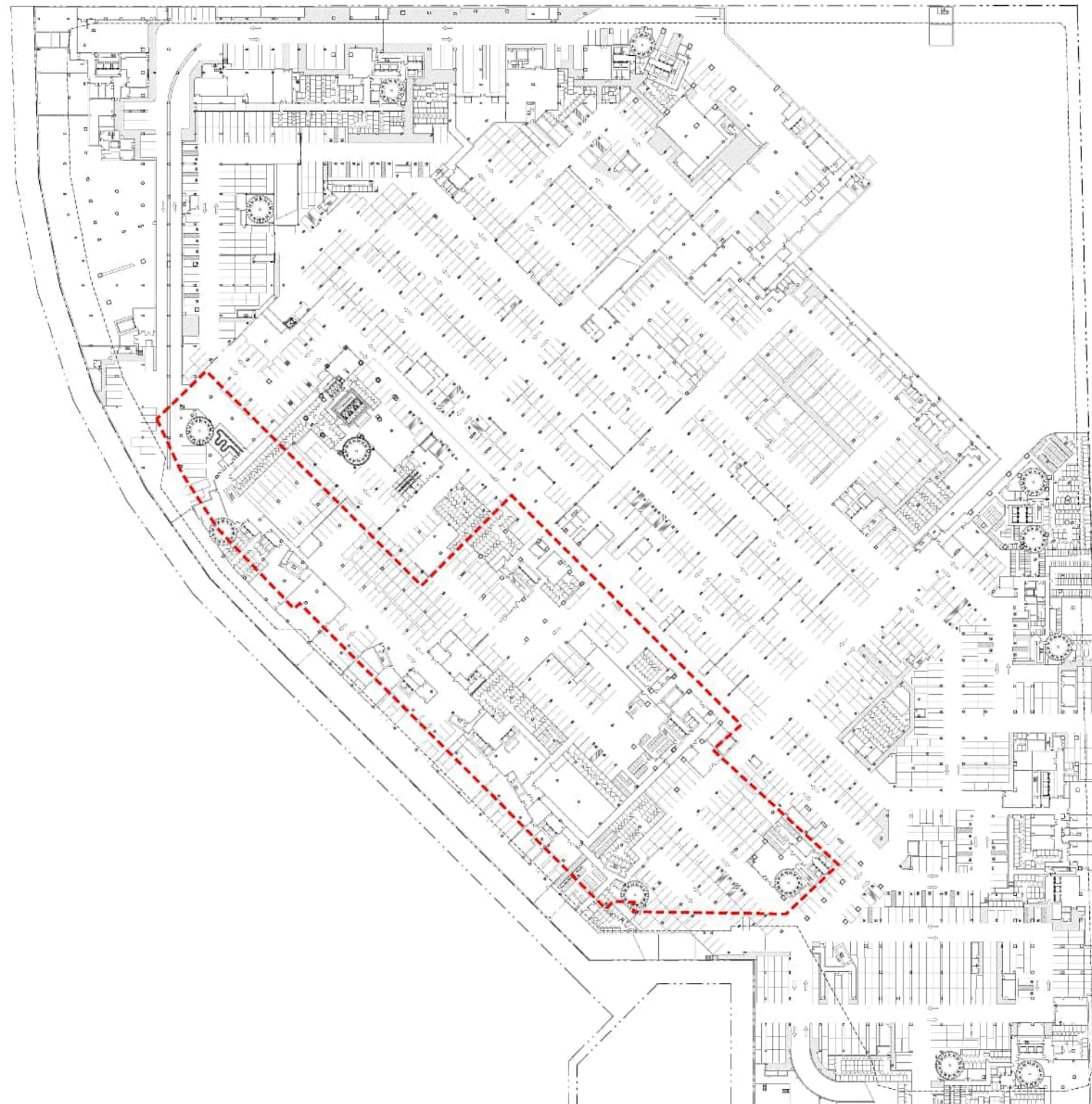
3.0

Supporting Exhibits

Level P3 Plan

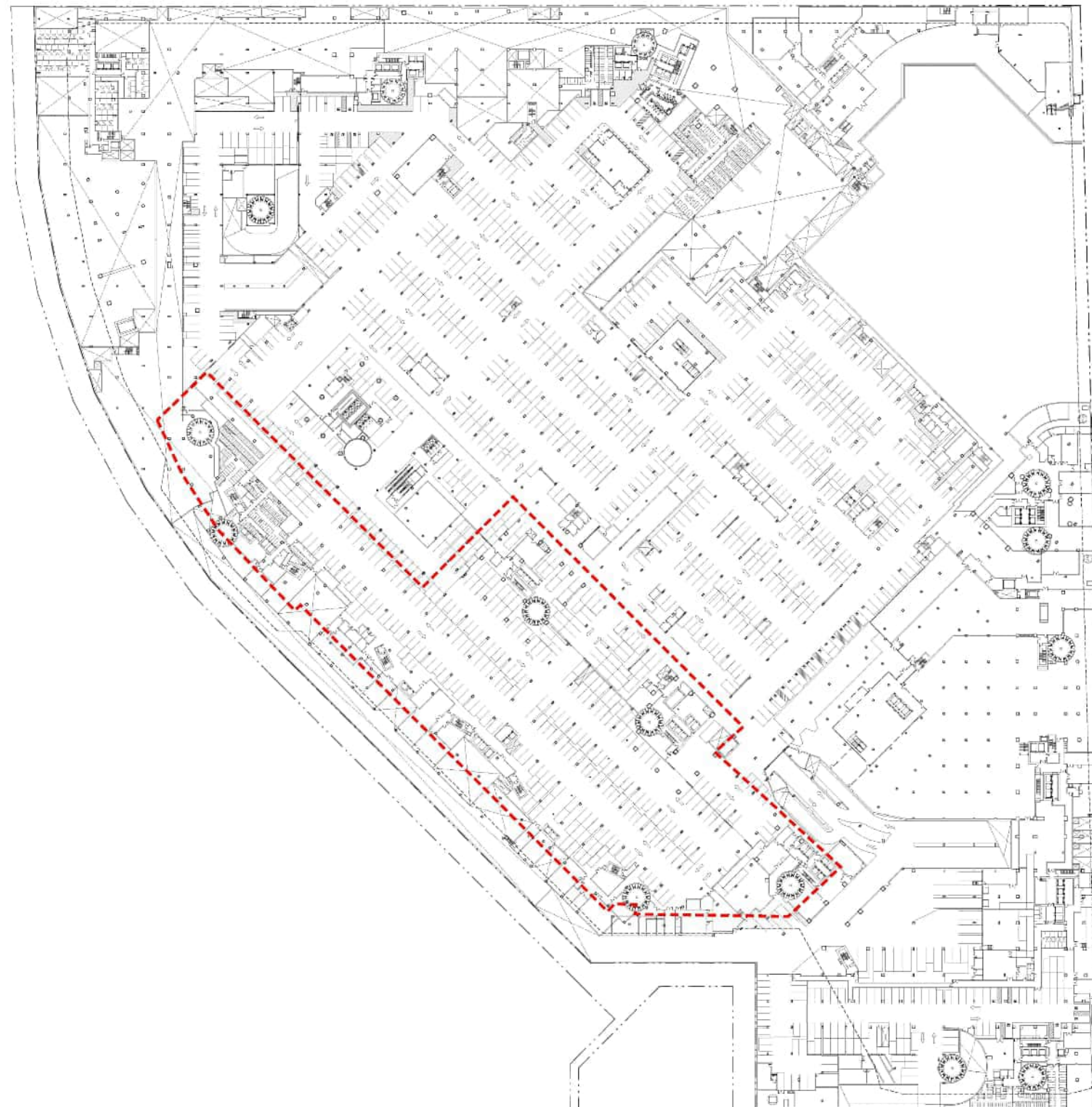
Overall Plans are for reference. See individual Development Permits for the most up to date information per DP.

--- Phase 2 Boundary



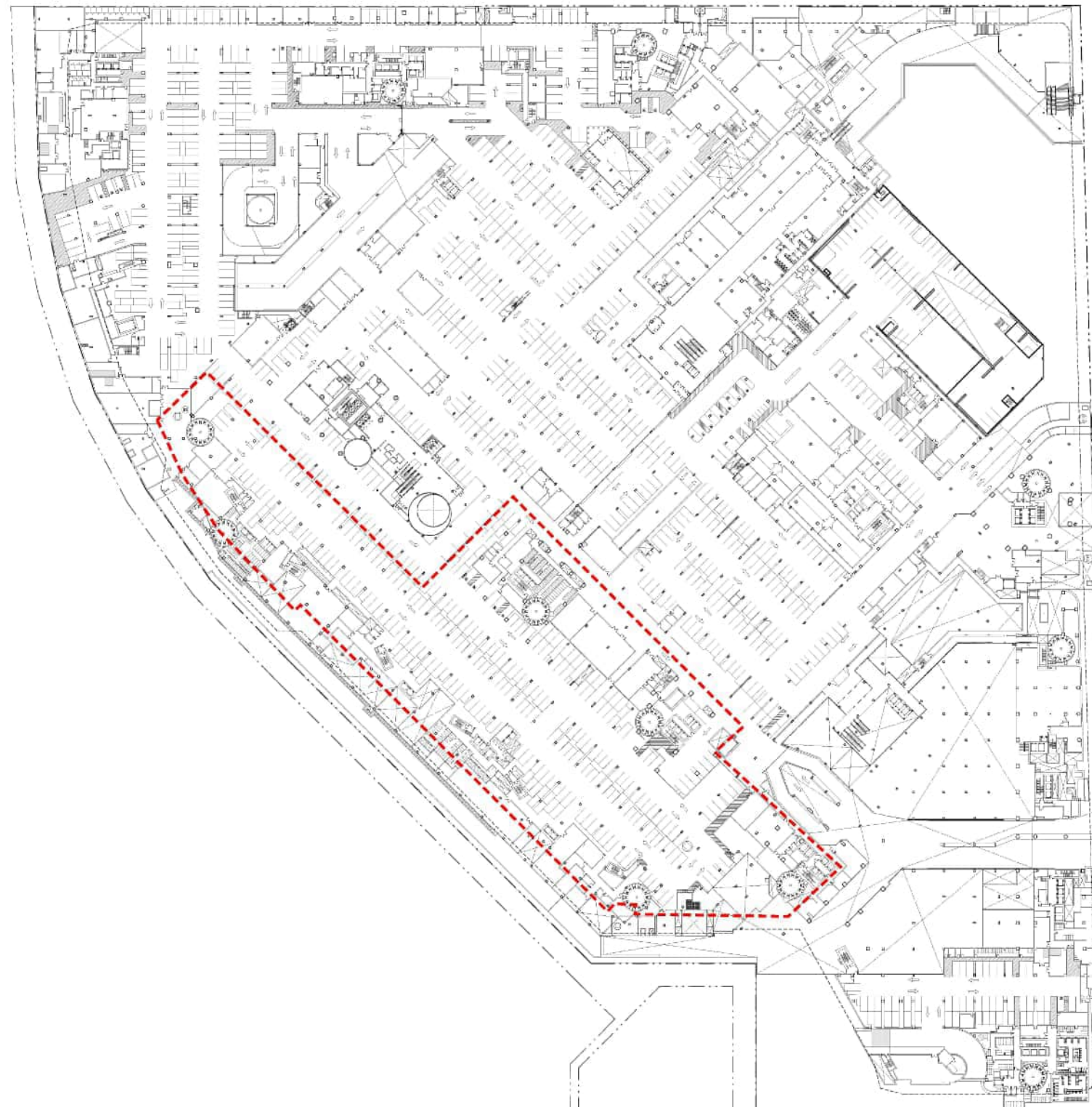
Level P2 Plan

--- Phase 2 Boundary



Level P1 Plan

--- Phase 2 Boundary



650 West 41st Avenue
(Oakridge Centre)

Markup of proposed
Schedule C

BY-LAW NO. 42721

As required for new
Schedule C Bylaw

**A By-law to amend Parking By-law No. 6059
with regard to CD-1 Districts Parking Requirements**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This By-law amends the indicated provisions of the Parking By-law.
2. Council amends Schedule C (CD-1 Districts Parking Requirements) by striking out the entry for 650 West 41st Avenue and substituting the following:

Address	By-law No.	CD-1 No.	Parking Requirements	
650 West 41st Avenue	3568	CD-1 (1)	Parking, loading and bicycle spaces in accordance with by-law requirements on September 19, 2018, except that:	(retain)
		(a)	No parking spaces required for the off-street parking of motor vehicles. All land uses. Accessible parking per 2018 Bylaw, Section 4.8.4.	(replace)
		(b)	~~the General Manager of Planning and Development Services or General Manager of Engineering Services may allow for substitution of shared vehicles and shared vehicle parking spaces for required parking spaces at a ratio of 1:5, on conditions satisfactory to that city official;~~	(delete) No longer applicable per (a) above
		(c)	Class A residential loading spaces shall be provided at a rate of 0.01 space per dwelling unit up to and including 300 dwelling units and at a rate of 0.008 space per dwelling unit for any number of units greater than 300 units; and	(retain)
		(d)	~~for Commercial Uses under Section 4.2.5, and for any other non-residential uses approved by the Director of Planning, a minimum of one vehicle parking space for each 45 m² of gross floor area shall be provided, except that where a Traffic Demand Management Plan has been approved for those Uses, a minimum of one vehicle parking space for each 65 m² shall be provided; (per Schedule G-12757, superceded)~~	(delete) per (a) above

3. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.
4. This By-law is to come into force and take effect on the date of its enactment.

ENACTED by Council this 23rd day of June, 2020

Updated as required for new
Schedule C Bylaw

Signed _____ "Kennedy Stewart"
Mayor

Signed _____ "Rosemary Hagiwara"
Acting City Clerk



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HENRIQUEZ PARTNERS ARCHITECTS