

ITEM	11
MANAGER'S REPORT NO.	25
COUNCIL MEETING	90/04/02

RE: ON-STREET PARKING ON MANCHESTER DRIVE

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

* * * * *

TO: MUNICIPAL MANAGER 1990 March 28

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.801

SUBJECT: ON-STREET PARKING ON MANCHESTER DRIVE

PURPOSE: To respond to Council's request for information regarding on-street parking in the Manchester Drive area.

RECOMMENDATION:

1. THAT Council receive this report for information.

R E P O R T

1.0 INTRODUCTION

At its regular meeting of 1989 August 21, Council considered a rezoning application (RZ #35/89) for an apartment development on Manchester Drive. At the Public Hearing on the rezoning application delegations to the Public Hearing had expressed concerns regarding the impact of the development on traffic and parking in the area. Subsequently Council approved a subdivision plan to reconfigure the site. Arising out of the discussion however, Council requested that staff assess the existing developments on Manchester Drive to ensure that on-site parking was being utilized efficiently.

This report is written in response to this direction of Council:

2.0 RESIDENTIAL DEVELOPMENT

Currently there are three apartment complexes containing 421 units in total and a condominium complex of 98 units. The approved development which was the subject of the rezoning and subdivision application is located near the intersection of Government Road and Loughheed Highway and includes 352 apartment units in three apartment towers.

ITEM	11
MANAGER'S REPORT NO.	25
COUNCIL MEETING	90/04/02

3.0 PARKING AVAILABILITY

Attachment A summarizes the characteristics of on-site parking on Manchester Drive. Currently there are 804 parking spaces provided to serve 519 units. All existing residential developments meet or exceed the current overall parking requirements of 1.5 parking spaces per unit including .2 spaces per unit for visitors. The average of all existing developments is 1.55 spaces per unit. The approved development at 9587/9625 Manchester Drive provides parking significantly in excess of the requirements at 1.62 spaces per unit thus raising the overall average of all residential developments to 1.58 spaces per unit. An additional 67 visitor spaces are also provided in the new development.

134

4.0 PARKING UTILIZATION

4.1 Survey of Apartment Managers

To address Council's request for information on the utilization of parking in existing residential developments, a survey of apartment managers in the Manchester Drive area was undertaken. Managers were asked to respond concerning the following:

- (i) number of spaces - provide confirmation of municipal records regarding the number of parking spaces
- (ii) method of allocation - the method used to allocate parking spaces, e.g. part of condominium ownership, included in rent or a separate fee
- (iii) utilization - the number of parking spaces allocated as part of the above arrangements.

Apartment managers were contacted by telephone and all responded to the request for information.

4.2 Survey Results

With respect to utilization of existing parking, the survey showed that residential developments on Manchester Drive exhibit a similar pattern as follows:

- (i) all parking spaces within the developments are currently utilized
- (ii) the allocation policy provided one space per dwelling unit included within the rent while additional spaces have been made available for a further fee.

Attachment B provides a summary of the results of the apartment managers' survey.

ITEM	11
MANAGER'S REPORT NO.	25
COUNCIL MEETING	90/04/02

5.0 CONCLUSION

The survey of parking in the Manchester Drive area shows that available on-site parking spaces in residential developments are fully utilized by existing residents. In response to Council's concern it would therefore appear that existing parking is efficiently utilized and that there is little opportunity to address the on-street parking situation through more efficient utilization of excess on-site spaces in the apartment developments.

The survey results however highlight the need for changes in parking requirements for multi-family residential developments. In this respect the review of parking standards considered by Council at its regular meeting of 1990 March 26 showed that 95 percent of residents of high-rise apartments were satisfied with the availability of resident parking in their building, but more than half indicated visitor parking was inadequate. Recognizing that Manchester Drive is predominantly high-rise apartments, it would be reasonable to similarly conclude that for Manchester Drive insufficient visitor parking, rather than resident parking, is probably the major factor in the high utilization of on-street parking in the area. While the proposed changes in parking requirements were not in place to address the current on-street parking problems on Manchester Drive, they are compatible with the overall objective of increasing the availability of visitor parking in future multi-family developments.

In summary, the lack of available on-street parking on Manchester Drive is related to the short length of the street and thus the reduced number of on-street spaces relative to the high density of residential development in the area. To some extent these conditions are an unavoidable result of high density residential development. On-street spaces in these areas will always be in high demand to accommodate short term parking primarily for visitors and this problem is unlikely to be addressed by increasing the requirements for resident parking. In addition, municipal planning for high density residential areas has been directed towards the objective of locating such developments in close proximity to good transit service including SkyTrain and major transit foci. Significantly increasing parking requirements in these high density areas would therefore be incompatible with the objective of encouraging transit use amongst residents of these areas.


A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

RG/mcb
Attachs: (2)

cc: Director Engineering

ATTACHMENT A

MANCHESTER DRIVE

ON-SITE PARKING CHARACTERISTICS

Address	Number of Units	Parking Spaces	Parking Spaces Per Unit
9684 Manchester	51	76	1.5
9620 Manchester	98	147	1.59
9847, 9857, 9867 Manchester	271	430	1.59
9880, 9890 Manchester	99	151	1.52
Sub-Total Existing	519	804	1.55
Approved Development 9625, 9587 Manchester	337	549	1.62
Total Existing and Approved	856	1,353	1.58
Visitor Parking Spaces	N/A	67	N/A
Total Parking Spaces	N/A	1,420	N/A

ATTACHMENT B

MANCHESTER DRIVE

PARKING UTILIZATION

Address	Total Parking Spaces	Currently Utilized Spaces	Inc. in Purchase	Method of Allocation	
				Inc. in Rent	Additional or Visitors
9584 Manchester	76	76	51	-	25
9620 Manchester	147	147	-	98	49
9847, 9857, 9867 Manchester	430	430	-	271	159
9880, 9890 Manchester	151	151	-	99	52
Total	804	804	51	468	285

