



Development Variance Permit Presentation – 884 Lampson Street



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Project Location



Purpose and Content of the Variance application

- Original zoning (late 2023) included a parking rate based on the Parking Bylaw of the time
- New Parking Bylaw was adopted in the summer of 2025 which reduced the requirements
- Proposed changes consistent with the bylaw as follows;
 - The new base rate is 95 stalls
 - The provision of one MODO car permits a 5% TDM reduction
 - Increase from 10% to 20% of all required long term bike parking spaces are designed for Oversize Bikes which would permit a 5% TDM reduction
 - New rate is 75 stalls plus 12 visitor stalls for a total of 87 stalls plus 1 MODO stall
 - Reduced parking rate from 0.92 to 0.73 with TDM
- No other changes are proposed

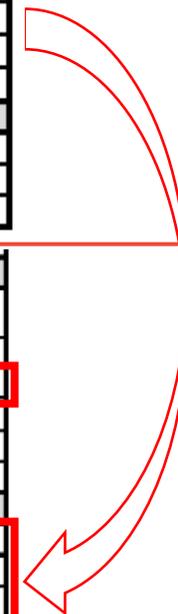
Project Data – Before & After

BEFORE

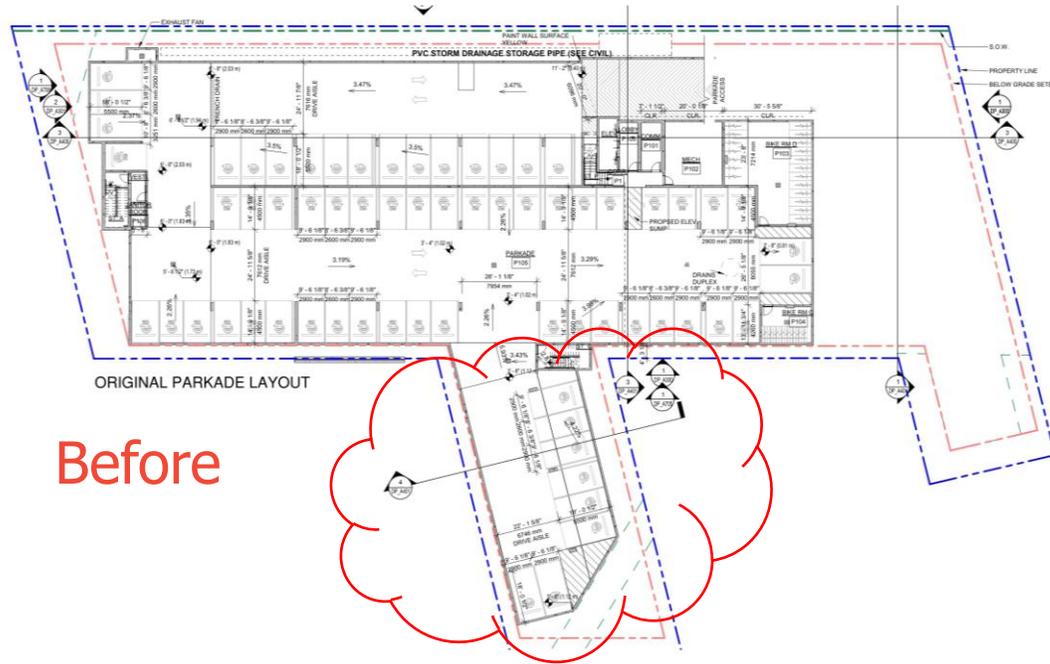
PROPOSED PARKING			
PARKING LEVEL 1			50 STALLS
PARKING LEVEL 2			60 STALLS
TOTAL PROPOSED PARKING			110 STALLS
SMALL CARS (INCLUDED)		MAX 50% OF REQUIRED = 55 STALLS	55 STALLS
ACCESSIBLE STALL (INCLUDED)		REQUIRED 1 / 50 = 2 STALLS	3 STALLS
REQUIRED PARKING			
TYPE	UNITS	RATE	REQUIRED STALLS
RESIDENTIAL	119	0.92 STALLS / UNIT	109 STALLS
VISITOR (INCLUDED)	119	0.1 STALLS / UNIT	12 STALLS
CAR SHARE			1 STALLS
TOTAL REQUIRED PARKING			110 STALLS
PROPOSED BICYCLE PARKING			
SHORT-TERM			12 STALLS
LONG-TERM			100% CARGO & 50% REGULAR STALLS EV CAPABLE
CARGO (INCLUDED)			20% LONG-TERM = 26 STALLS

AFTER

PROPOSED PARKING			
PARKING LEVEL 1			32(INCL.12 VISITOR, 1 CAR SHARE)
PARKING LEVEL 2			56 STALLS
TOTAL PROPOSED PARKING			88 STALLS
SMALL CARS (INCLUDED)		MAX 50% OF REQUIRED = 44 STALLS	43 STALLS
ACCESSIBLE STALL (INCLUDED)		REQUIRED 1 / 50 = 2 STALLS; VISITOR:1	3 STALLS
LOADING			1 STALLS
REQUIRED PARKING			
TYPE	UNITS	RATE	REQUIRED STALLS
RESIDENTIAL	119	NEW BYLAW RATE	87 STALLS
VISITOR (INCLUDED)	119	0.1 STALLS / UNIT	12 STALLS
CAR SHARE			1 STALLS
TOTAL REQUIRED PARKING			88 STALLS
PROPOSED BICYCLE PARKING			
SHORT-TERM			12 STALLS
LONG-TERM			100% CARGO & 50% REGULAR STALLS EV CAPABLE
CARGO (INCLUDED)			20% LONG-TERM = 29 STALLS



Floor Plan: Parkade P2 – Before & After



Before



After

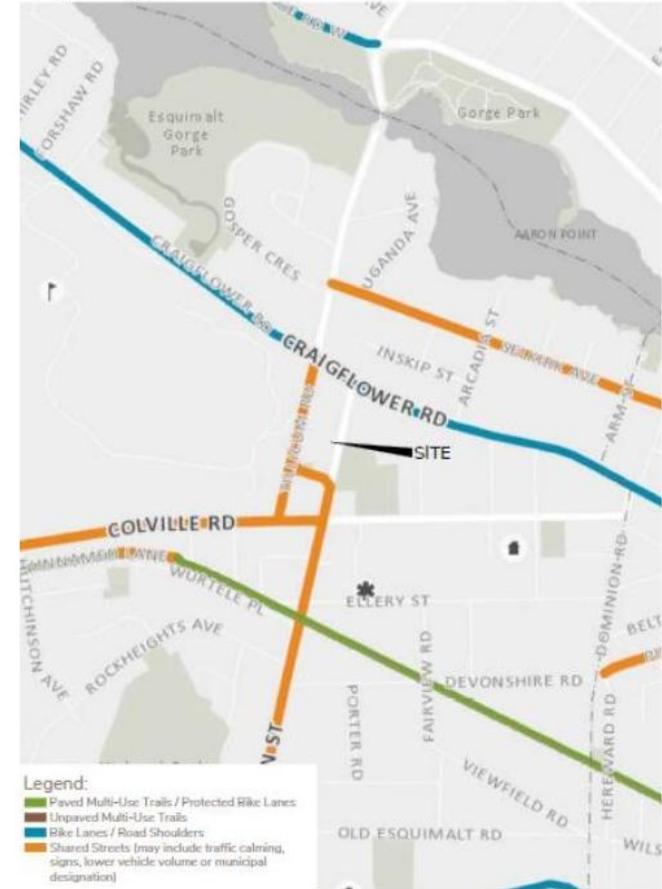
Floor Plan: Parkade P1/L1 – Before & After



Justification for variance

- Consistent with the newly adopted Parking Bylaw
- Assists with housing affordability
- Existing and proposed cycling networks in the area (the E&N Rail Trail & Tillicum/Lampson bike lanes)
- 3 transit routes within 200m which provide good local and regional service (Routes 14, 24, & 26)

Cycling Routes:



WA
ARCHITECTS

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Thank you.
Questions?