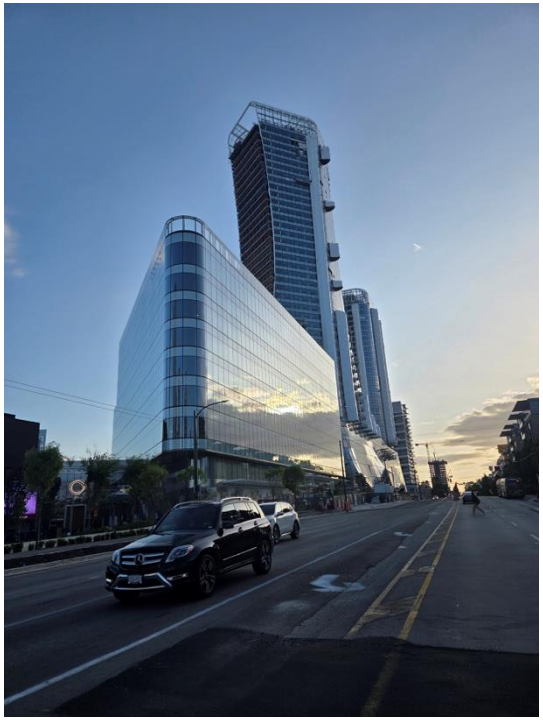
Right-sizing Parking for Oakridge Centre

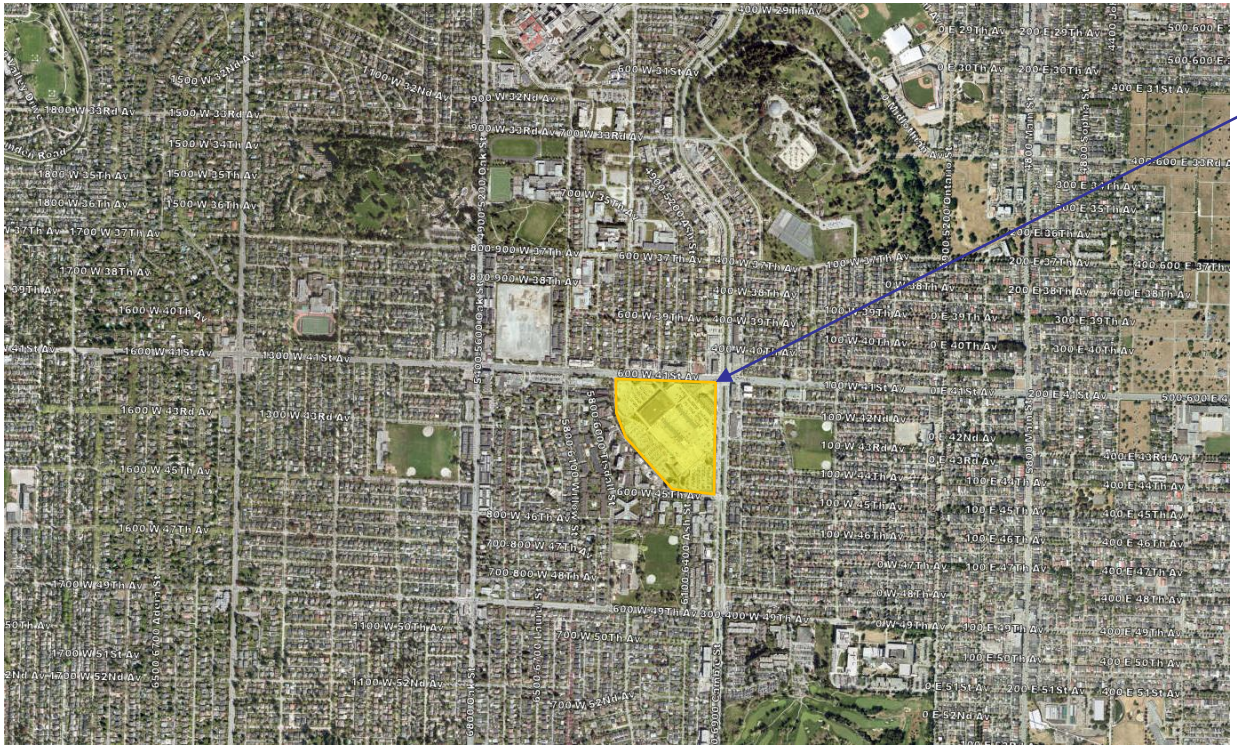


Presented by: Yulia Liem, P.Eng., PTOE
Bunt & Associates Engineering Ltd.

Bunt acknowledges and respects the Traditional Territories upon which our work spans, and from which we benefit. We are grateful for the unique cultures and histories of Indigenous Peoples that enrich our understanding and connection to the lands we call home. We honour learning, listening, and truth in our journey to reconciliation.

Where Parking & Mobility Intersect MONTRÉAL 2026 CPA ACS

Introduction



- The first auto-oriented shopping centre in Vancouver built in 1956
- Sit on 28 acres land at the southwest corner of Cambie Street & 41st Ave
- The first to be regulated under the Comprehensive Development (CD-1) by-law

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Development Proposal





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Floor Plans



L1 – Ground Floor Plan



L3 – Park / Amenity Plan

- ± 1M sq ft retail
- ± 1M sq ft office
- ± 2,600 residential units
  - Strata & rental
  - Affordable housings
  - Social housings
- Civic centre & library
- Childcare facility
- 9-acre public park across several levels with rooftop food hall & park

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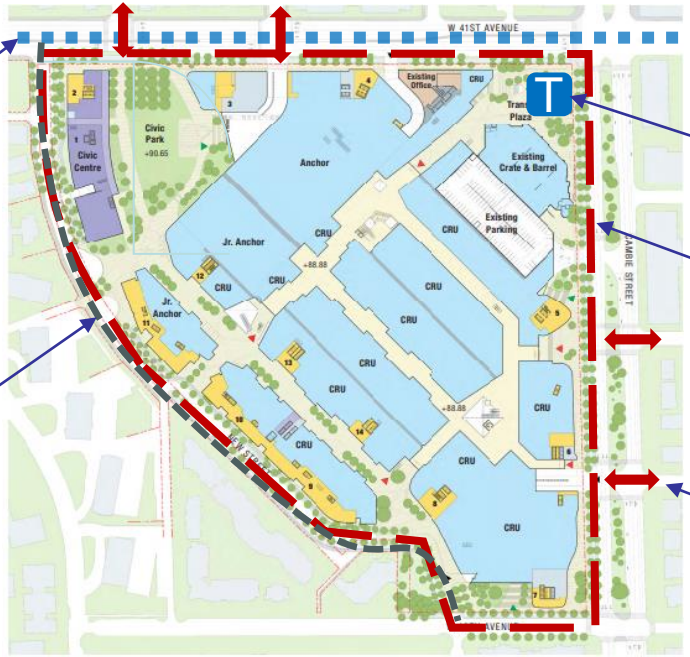
Opportunities

R4: 41st Ave RapidBus



Oakridge – 41st Station

Bicycle Network

Road Connection

Pedestrian Crossings

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Challenges

Major Road Network (MRN), arterial

- Single-family / low-rise residentials



- Water table → Maximum 3-4 underground levels
- All parking and servicing are underground → massive area

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Vehicle Parking – Residential Use

Type	By-law	CD-1 Bylaw
Strata	• 0.5 spaces per unit for unit with <50 m^2 of GFA • 0.6 spaces per unit for unit with 50 m^2 or more GFA plus 1 space for each 200 m^2 of GFA • 1 space per unit for unit with 180 m^2 or more GFA	0.4 spaces per unit plus 1 space for each 285 m^2 of GFA
Rental	1 space per 125 m^2 of GFA	1 space per 125 m^2 minus 20% transit reduction
Social Housing	• 0.3 spaces per unit for units with fewer than 2 bedrooms • 0.5 spaces per unit for units with 2 or more bedrooms.	0.3 spaces per unit

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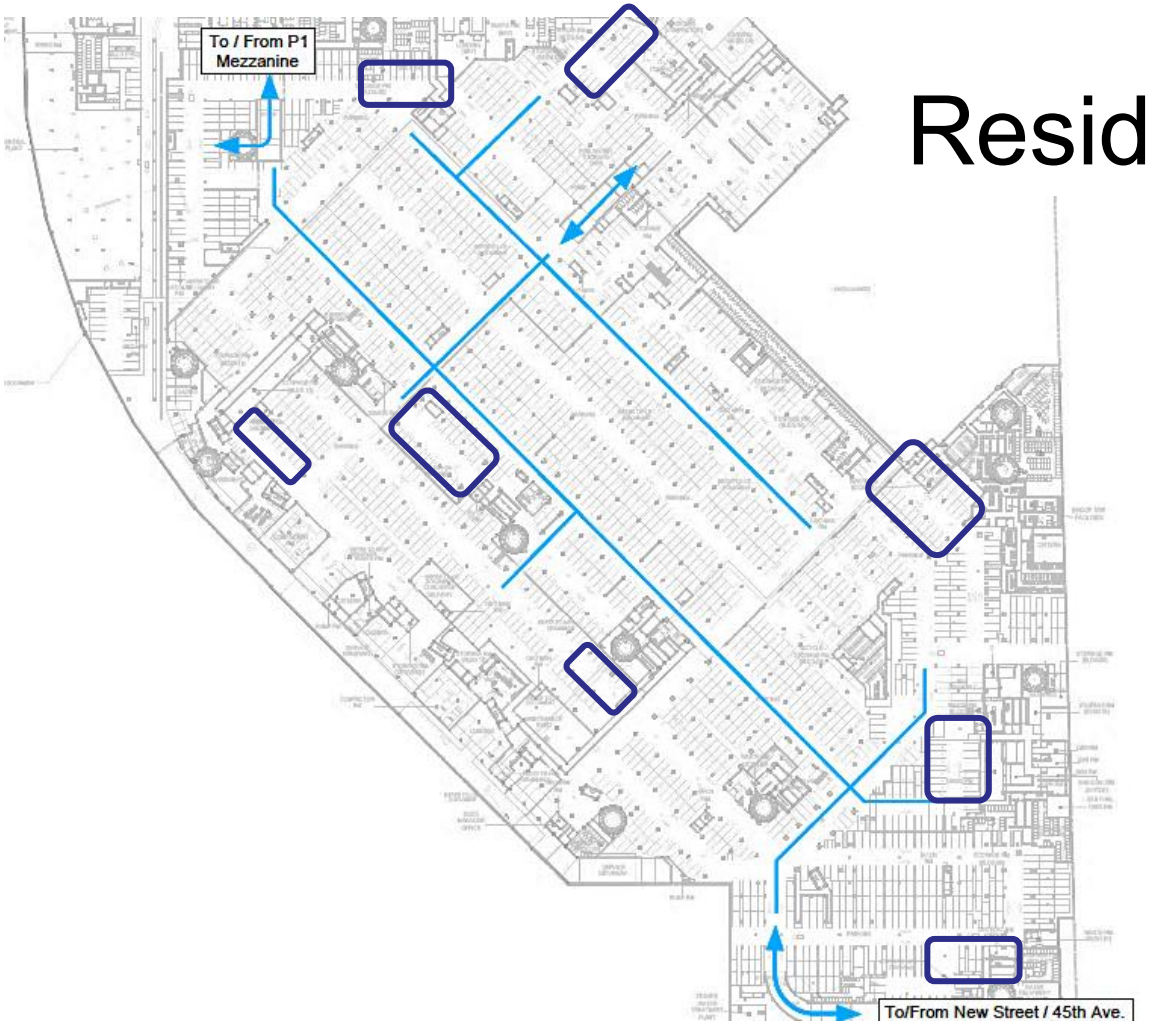

Residential Parking

P3 level

Tandem parking with valet service

- 11 buildings
- 1,950 parking spaces
- 8 valet stations
- 4-9 valet attendants per station

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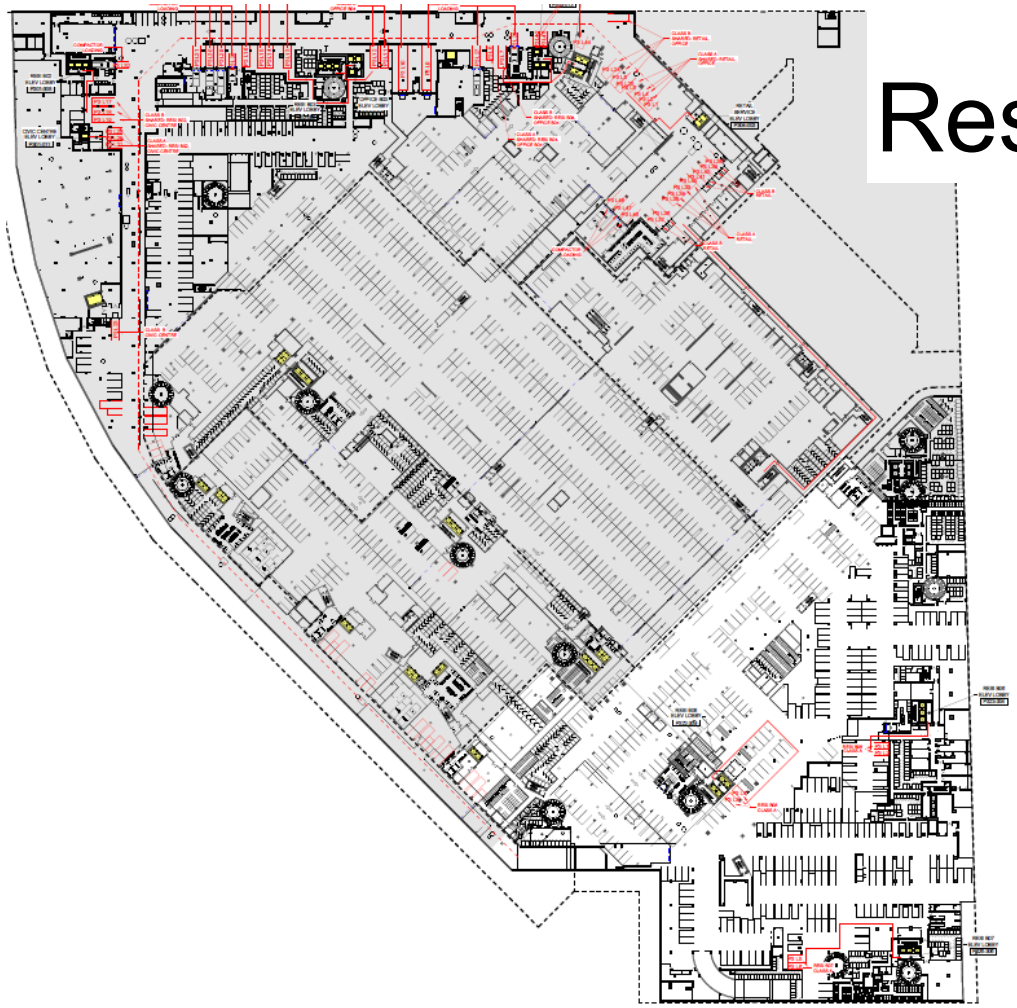

Residential Parking

P3 level

Typical non-tandem

1,770 parking spaces

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Commercial Parking

- Various parking rate for individual land use
  - ❑ Retail
  - ❑ General Office & Medical Office
  - ❑ Grocery & Liquor Centre
  - ❑ Restaurant
  - ❑ Fitness Centre & Dance School
- Differing peak period during the day, multi-purpose trips in a single location, and town centre with transit station → **Blended Commercial Parking Rate**

CD-1 Bylaw
• 1 space for each 45 m^2 without TDM • 1 space for each 65 m^2 with TDM

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Commercial Parking

P1 & P2 levels with Intelligent System



Where Parking & Mobility
Intersect
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TDM Package

- Public and private car share vehicles & membership

- Public (3 locations) & private electric bike share facilities



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TDM Package – continued

- Additional secure and visitor bike parking
- Bike maintenance & end-of-trip amenities
- Fully separated bicycle ramp and elevators
- Transit subsidy

Where Parking & Mobility Intersect MONTRÉAL 2026 CPA ACS

Bicycle Parking

By-law for Secure Bicycle Parking:

- 1.25 secure spaces per unit for residential
- 1 space for each 500 m^2 of GFA for commercial

±2,600 units → 3,250 bike spaces

±187,000 m^2 → 375 bike spaces

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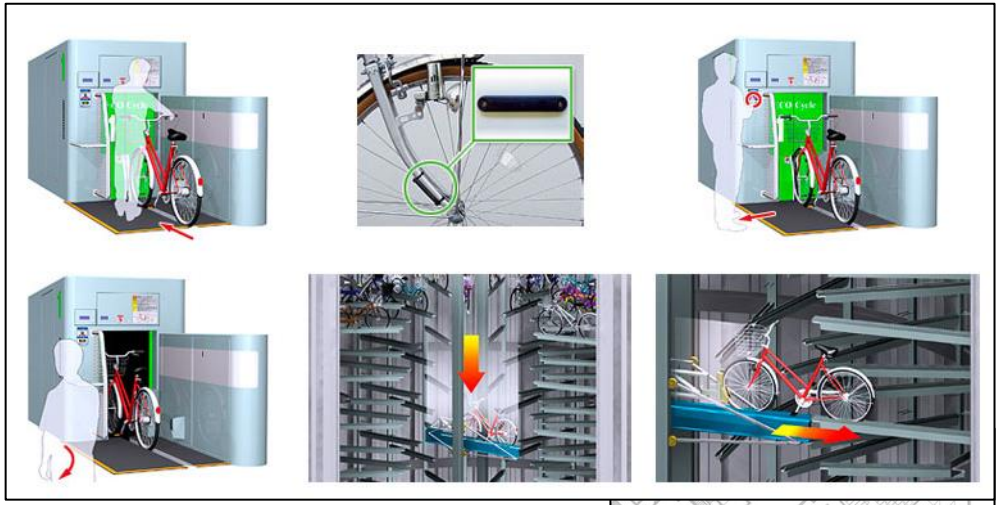

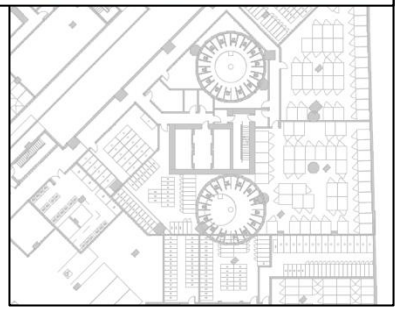

Silo Parking



https://www.linkedin.com/posts/oakridge-park_oakridgepark-culturalhub-earthday-activity-7452758022478540800-Kta3
https://www.facebook.com/OakridgeParkVancouver/videos/oakridge-park-is-rethinking-how-cities-movewith-7-automated-bike-silos-arriving-/2129787267564570/

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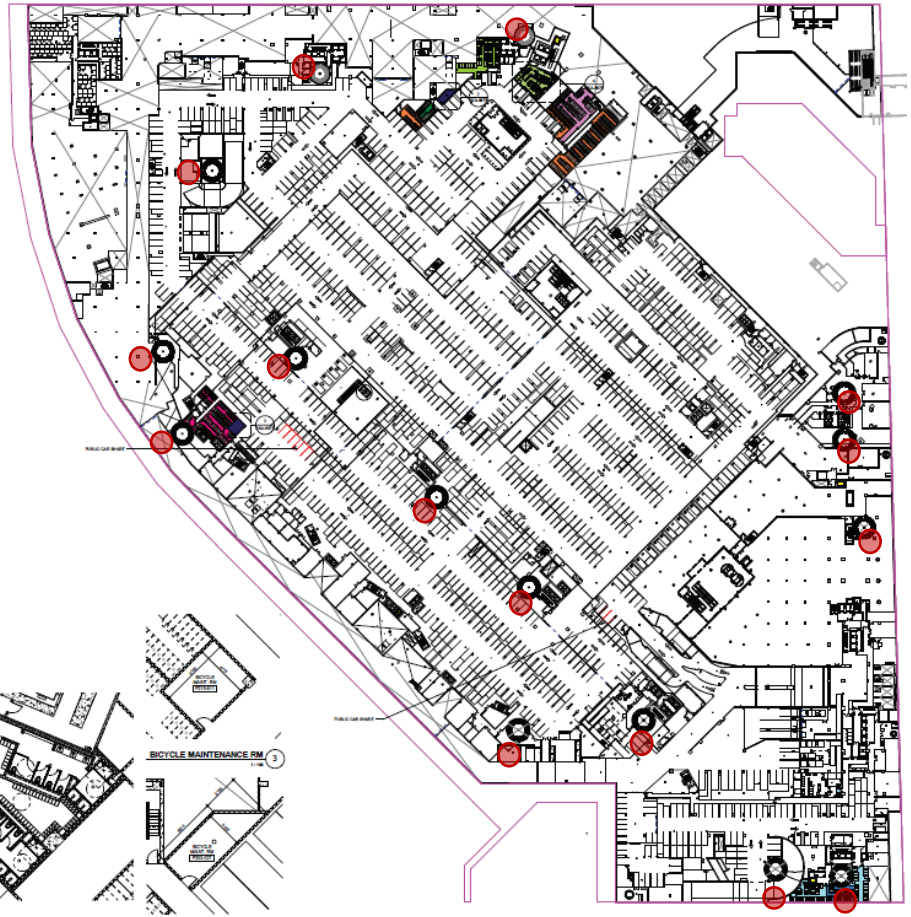
Secure Bike Parking

- 15 silos

Up to 216 bikes per silo

- 1,950 in silo
- 2,050 in room



Bike maintenance room

Showers, wash basins, lockers

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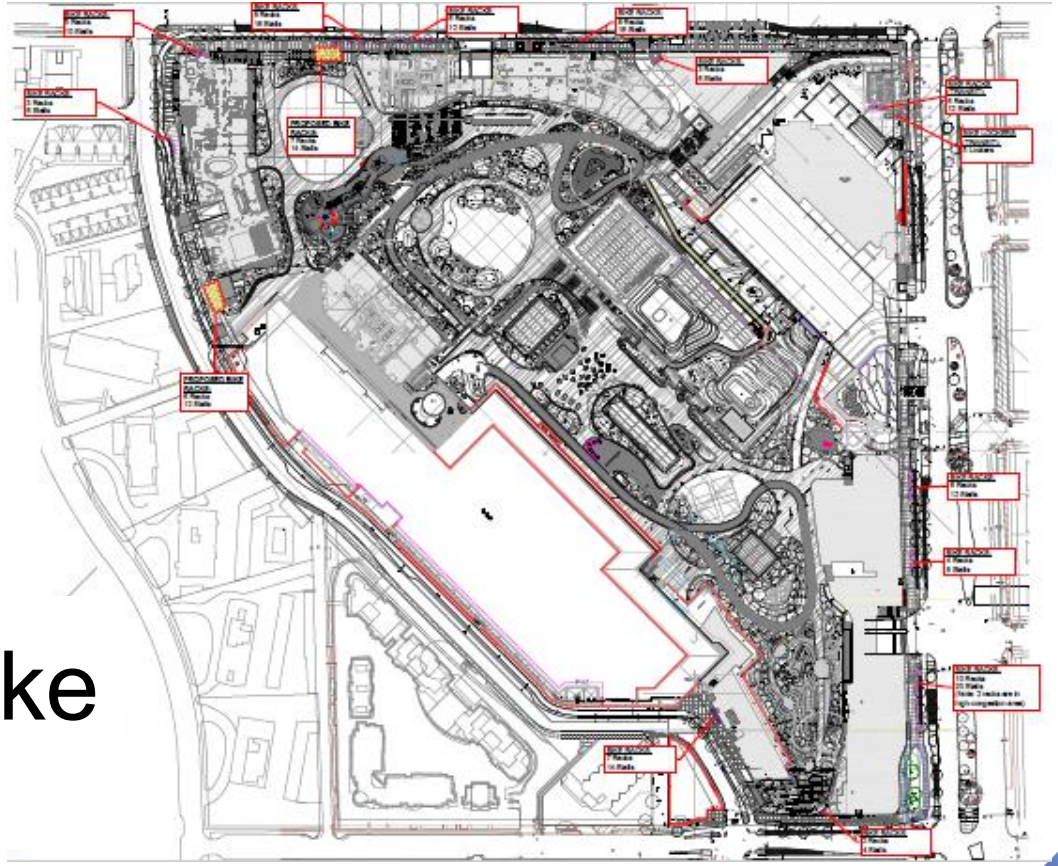
Visitor Bike Parking



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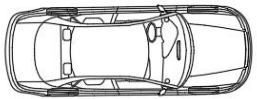
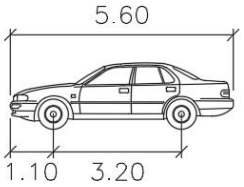
Loading / Servicing Vehicles

Class A

5.5m L x 2.7m W x 2.3m H

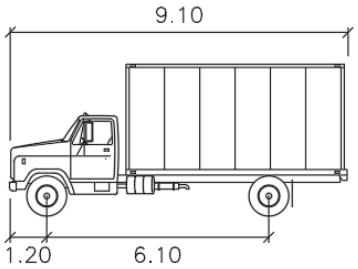




Class B

8.5m L x 3.0m W x 3.8m H

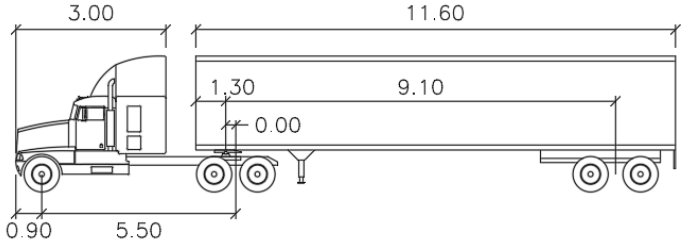




Class C

17.0m L x 3.5m W x 4.3m H





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Loading Supply

LOADING CORE	BYLAW REQUIREMENT			SHARED LOADING SUPPLY		
	CLASS A	CLASS B	CLASS C	CLASS A	CLASS B	CLASS C
1,2	2	4	0	3	4	0
3	2	6	2	4	6	0
4	7	13	2	7	5	2
Food Hall	0	15	2	4	6	0
6N, 5	5	5	2	2	2	0
6S, 7	9	14	2	8	6	2
8	3	1	0	2	2	0
9,14	5	7	2	1	2	0
10,13	4	6	2	4	6	0
11,12	7	8	2	5	4	0
TOTAL	**44**	**79**	**16**	**40**	**43**	**4**
	139			**87**		

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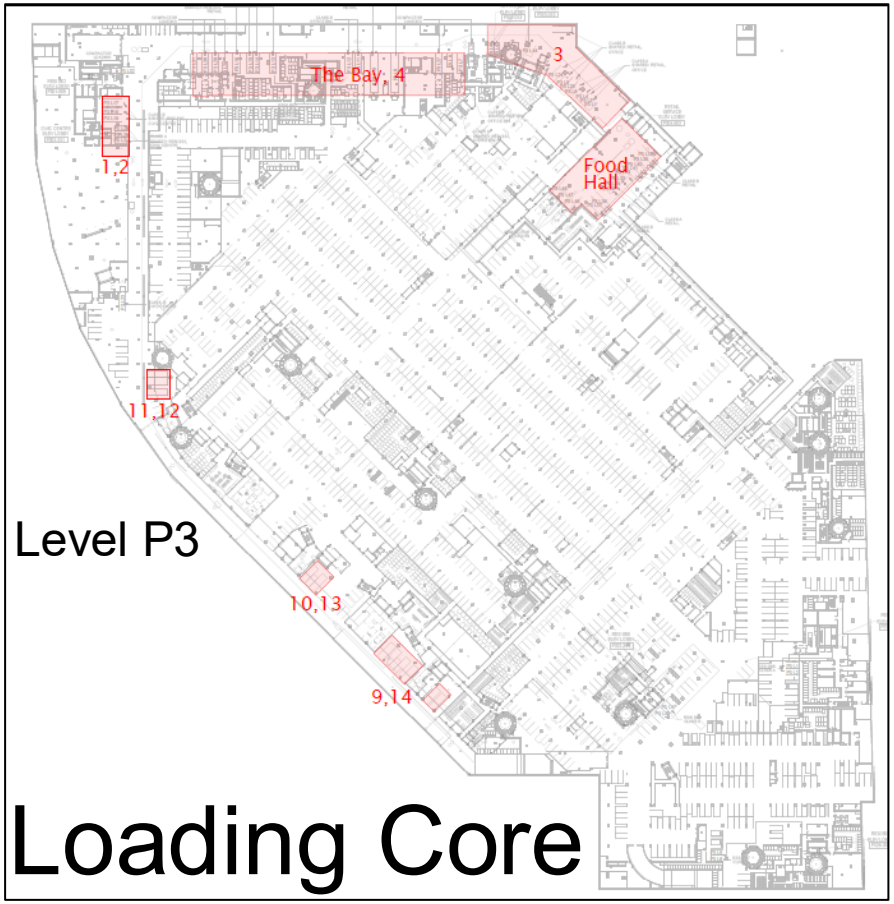
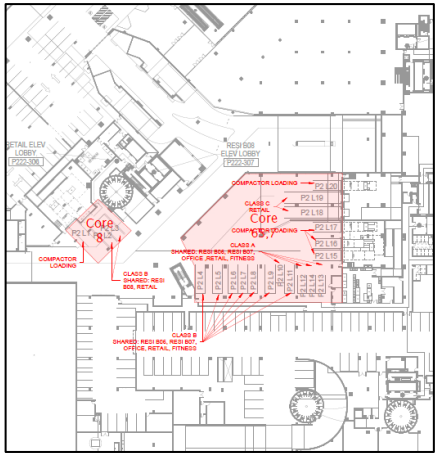
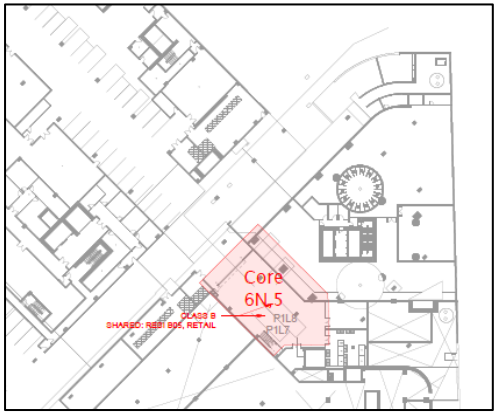


Level P3

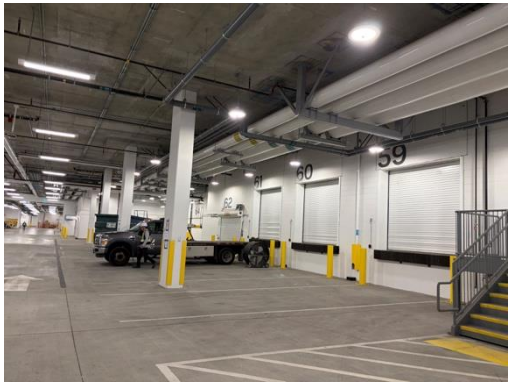
Loading Core



Level P2



Level P1



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Summary (1)

- The first CD-1 by-law in City of Vancouver
- Large mixed-use development next to transit station bounded by major arterial roads and single-family / low-rise residential
- Opportunities for high transit ridership, improved bicycle network and pedestrian connectivity
- Reduced residential and commercial parking supply
- Residential parking: tandem with valet service → potential for future conversion to regular parking

Where Parking & Mobility Intersect MONTRÉAL 2026 CPA ACS

Summary (2)

- Blended commercial parking rate
- Comprehensive TDM package:
  - carshare & bike share
  - additional secure (bike silo) and visitor bike parking
  - separated bike ramp & elevators
  - bike maintenance and end-of-trip facilities
  - transit subsidy
- Reduced loading supply from 139 to 87 spaces

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Thank You

www.bunteng.com

Bunt and Associates

@BuntEngineering

@bunteng.bsky.social

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