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Emily Paterson
Planner, City of Delta
4500 Clarence Taylor Crescent
Delta, BC V4K 3E2

Re: Development Variance Permits LU009762 (6322 Market Avenue)

Dear Emily,

Regarding our project at 6322 Market Avenue, we wanted to highlight the requested Development Permit Variances, and the supporting rationale for each:

Residential Parking Requirements Reduction

• Requests:

A reduction in the required amount of residential parking stalls, from 99 (1.5 spaces per dwelling unit) to 93 residential parking stalls (1.3 spaces per 1 bed dwelling unit and 1.5 spaces per 2 & 3 bed dwelling unit).

A reduction in the required amount of residential visitor parking stalls from 13 total (0.2 spaces per dwelling unit) to 7 residential parking stalls (0.1 spaces per dwelling unit).

• Rationale:

This change aligns with the City of Delta's recent initiatives to 'right-size' parking requirements, as outlined in the "*Proposed Parking Regulation Amendments to Streamline Development*" that was presented to Council on January 8th 2025, in support of the Housing Action Plan. Through this initiative, the City aims to adjust parking requirements to better reflect the actual demand, and to alleviate the financial burdens associated with excessive parking provisions. Notably, the City has recognized that current parking requirements often surpass actual utilization rates, leading to unnecessary construction costs, underused spaces, and inefficient land use.

We wish to highlight that Delta's recent parking reduction proposal recommends an even lower parking requirement of 1 space per dwelling unit for this building type, and is consistent with our request to set visitor parking at 0.1 parking spaces per dwelling unit. This proposal was based on an analysis of vehicle ownership data within multi-unit residential buildings across Delta, and we have found it to be consistent with our internal usage data for multi-unit buildings within the Southlands neighbourhood.

Our request aims to align with the City's current understanding of parking demand and utilization. We feel that this is especially relevant for homes within the Southlands neighbourhood since it has always been intended to be a walkable pedestrian environment which facilitates active transportation and the use of public transit.

Commercial Parking Requirements Reduction

- Request:

A reduction in the required amount of commercial parking stalls required from 25 to 13 stalls

- Rationale:

This adjustment aligns with the City of Delta's ongoing efforts to refine parking requirements in the support of walkability, mixed-use development and efficient land use. The City has recognized that excessive commercial parking requirements can result in underutilized spaces, unnecessary construction costs, and a disconnect between the current requirements and both urban design goals and actual parking demand.

At Southlands, human-scaled design and walkability are fundamental principles. We have taken care to provide a wide range of public parking options throughout the neighbourhood, with spaces that can be shared by both local business patrons and residential visitors. This mix includes a plethora of on-street spaces, shared public parking lots throughout the community, and strategically located on-site stalls. As a result of these efforts, the neighbourhood has an enhanced pedestrian environment that is more inviting and socially connected for all users. Our aim is to design and construct buildings that engage the streets with active frontages and welcoming storefronts, which creates a lively and vibrant community, and strengthens Southland's walkable character.

This request is consistent with Delta's broader vision for parking efficiency, and is supported by best practices in urban design that encourage active transportation. Through reducing the required commercial parking on this site, we aim to create an environment that better supports healthy lifestyles, facilitates community connections, and ensures that the neighbourhood is a dynamic and pleasant place to be for all users.

Side Flanking Street Setback Reduction

- Request:

A setback reduction for Side Flanking Street of 3 metres to 2.39 metres at Red Barn Boulevard.

- Rationale:

The current design of the building meets the existing requirement for a 3 metre setback, except for a small bump-out at the Southwest corner of the building. This bump-out has been added to improve the articulation and visual interest at this important terminating vista.

This section of the building has been purposefully designed with a door and front porch, so that it can effectively function as the front entrance for the associated unit. As a result of this, pedestrians experiencing this area will not feel that this area is a "side flank", and a reduced setback closer to a front entrance will feel natural.



Finally, the inclusion of this bump-out allows for an improved 3-bedroom floorplan layout. It is important for the Southlands neighbourhood to include a wide range of housing choices, including 3-bedroom units on one level. This aligns with Delta's new Official Community Plan, including sections:

- 2.1.2 Encourage a range of housing types within each of Delta's urban areas.
- 2.1.3 Facilitate the development of housing that meets the needs of residents of different income levels.

This request represents a minor adjustment that enhances both the architectural quality of the building and the overall livability of the 3-bedroom units, without compromising the intent of the setback requirement. We believe this request is a reasonable and thoughtful refinement that will enhance both the building's functionality and the character of Red Barn Boulevard.

Off-Street Loading Space Reduction

- Request:

A reduction in the required number of off-street loading stalls from 2 to 1 stall.

- Rationale:

This proposed reduction constitutes a minor variance from the requirements of the Zoning Bylaw. Following discussions with other southlands commercial tenants and our internal operations team, it has become clear that, given the limited amount of commercial retail space proposed, a single loading zone will adequately serve the site's operational needs. By reducing the number of loading zones to one, we are able to expand the community garden plot, enhance landscaping features, and reduce the extent of letdown frontage—collectively contributing to an improved public realm and a more pedestrian-friendly streetscape.

If you have any further questions or concerns about any of the requests above, please feel free to reach out.

Sincerely,

Brett Standerwick

Brett Standerwick
Director, Development Planning
Century Group Lands Corporation