NOTICE OF PUBLIC MEETING – MARCH 27, 2023

DEVELOPMENT VARIANCE PERMIT NO. 450

CIVIC ADDRESS: 1588 Johnston Road

PURPOSE: The proposed Development Variance Permit (DVP) would seek relief from the minimum residential visitor parking stall designation requirement of 53 to permit a shared parking scheme. This shared parking scheme would allow 18 of the 57 residential visitor parking stalls for commercial use during business hours (i.e., 8:00 AM to 5:00 PM). The remaining 39 stalls would be available to residential visitors.

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Documents:

Author	Document	Item #
Director of Planning and Development Services	Land Use and Planning corporate report dated February 27, 2023	R-1
Corporate Administration Department	Minutes – Various Extracts	R-2

Written Submissions:

Author	Date Received	Civic Address	Status	Item #

THE CORPORATION OF THE

CITY OF WHITE ROCK

15322 BUENA VISTA AVENUE, WHITE ROCK, B.C. V4B 1Y6

NOTICE OF PUBLIC MEETING
MONDAY, MARCH 27, 2023
1588 JOHNSTON ROAD

NOTICE is hereby given that the Council of the City of White Rock will hold an opportunity for public participation for a Public Meeting on **MONDAY, MARCH 27, 2023,** at **7:00 P.M.** in accordance with the *Local Government Act* and the *Planning Procedures Bylaw*; and further

NOTICE is hereby given that Council will consider this same application at the Regular Council Meeting scheduled for **MONDAY, April 17, 2023,** at **7:00 P.M.** in the Council Chambers at the White Rock City Hall.

At the March 27, 2023 Public Meeting, all persons who deem their interest in property is affected by the proposed application shall be afforded an opportunity to be heard **in person or by forwarding written submissions** reflecting matters contained in the proposed application that is the subject of the Public Meeting. At the Public Meeting, Council will hear and receive submissions from the interested persons in regard to the application listed below:

DEVELOPMENT VARIANCE PERMIT NO. 450

CIVIC ADDRESS: 1588 Johnston Road (See Site Map)

PURPOSE: The proposed Development Variance Permit (DVP) would seek relief from the minimum residential visitor parking stall designation requirement of 53 to permit a shared parking scheme. This shared parking scheme would allow 18 of the 57 residential visitor parking stalls for commercial use during business hours (i.e., 8:00 AM to 5:00 PM). The remaining 39 stalls would be available to residential visitors.

The proposed application and associated reports can be viewed online on the agenda and minutes page of the City website, www.whiterockcity.ca, under Council Agendas from March 14, 2023 until March 27, 2023. If you are unable to access the information online, please contact the Corporate Administration department at 604-541-2278, between the hours of 8:30 a.m. and 4:30 p.m., or leave a voicemail and staff will ensure you have the information made available to you.

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ADDITIONAL INFORMATION

Further details regarding the subject of the Public Meeting may be found online: whiterockcity.ca/agendas

Contact the Planning and Development Services Department for any questions regarding this application: 604-541-2136 | planning@whiterockcity.ca

VIEW THE PLANNING REPORT, BYLAWS AND RELATED DOCUMENTS

Online at whiterockcity.ca/agendas

SUBMIT YOUR COMMENTS

- **Email**: clerksoffice@whiterockcity.ca with "**DVP 450**" noted in the subject line
- **Mail:** City Hall at 15322 Buena Vista Avenue, White Rock, V4B 1Y6

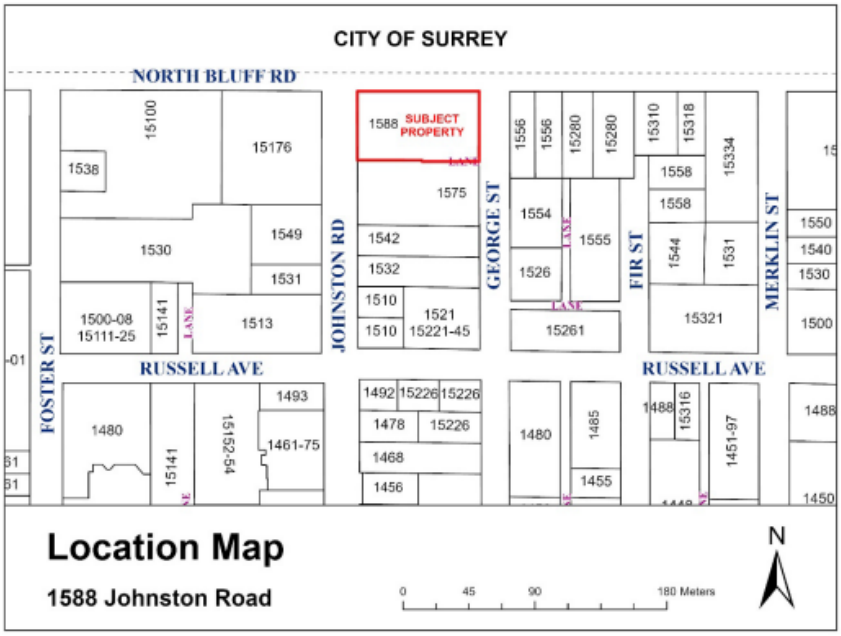
All submitted comments will be distributed to Council and must be received by 12:00 p.m. noon on the day of the Public Meeting.

- **In Person:** Attend in person at City Hall Council Chambers (15322 Buena Vista Ave.)

WATCH THE PUBLIC MEETING

Live online or view the video the following day at whiterockcity.ca/agendas

SITE MAP: 1588 Johnston Road



March 14, 2023

Tracey Arthur, Director of Corporate Administration

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www.whiterockcity.ca

R-1

THE CORPORATION OF THE

CITY OF WHITE ROCK

CORPORATE REPORT

DATE: **February 27, 2023**

TO: **Land Use and Planning Committee**

FROM: **Anne Berry, Director, Planning and Development Services**

SUBJECT: **Development Variance Permit No. 450 – 1588 Johnston Road (DVP 22-017)**

RECOMMENDATIONS

THAT the Land Use and Planning Committee recommends that Council:

1. Direct staff to obtain public input through a public meeting with notice of the meeting given in accordance with the *Local Government Act*, including notice in newspapers and the City of White Rock Planning Procedures Bylaw, 2017, No. 2234; and
2. Following the electronic public meeting, recommend that Council consider approval of Development Variance Permit No. 450.

EXECUTIVE SUMMARY

An application for a Development Variance Permit (DVP) has been received to seek relief from the minimum residential visitor parking stall requirement to permit a shared parking scheme for the Soleil development, located at 1588 Johnston Road. As substantiated by a parking study, the Zoning Bylaw allows for shared on-site parking areas when the maximum demand for individual uses occurs at different time periods.

INTRODUCTION/BACKGROUND

1588 Holdings Ltd. ('Applicant') has submitted the DVP application for the Soleil project. The Soleil project comprises a 26-storey mixed-use development (26 commercial and residential floors and one level of roof deck) that includes four levels of underground parking, approximately 2,425m^2 of commercial space and 177 residential units. The subject property is designated 'Town Centre' in the Official Community Plan (OCP). It is zoned 'CR-1 Town Centre Area Commercial / Residential Zone' in the City of White Rock Zoning Bylaw, 2021, No. 2000.

The subject property is bounded by three street frontages: Johnston Road, North Bluff Road, and George Street. The surrounding area is a mix of commercial and residential uses within the City of White Rock's Town Centre and the southern limits of the City of Surrey's Semiahmoo Town Centre (see Figure 1). Immediately south of the subject property is the Oceana PARC development, a 23-storey residential tower with commercial floor space at grade.

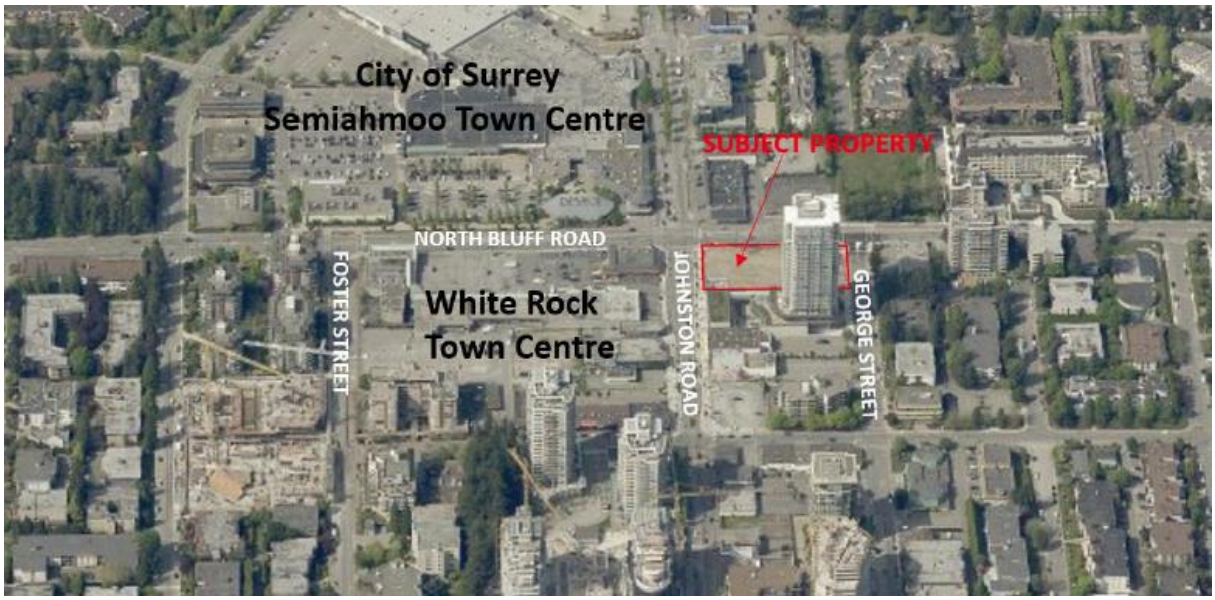


Figure 1 - Aerial Site Map

The City approved the parking supply for this mixed-use development after receiving its major development permit in 2018. Since then, the Applicant has anticipated that the project's commercial parking demands will exceed residential visitor parking demands during business hours. As a result, a new parking management strategy is now being proposed in which a shared parking scheme would be implemented to make more efficient use of the parking facility. Plans to implement this shared parking scheme have already been disclosed to the project's residential buyers.

PROPOSED VARIANCE

The variance is intended to seek relief from the minimum residential visitor parking stall requirement of 53 to permit a shared parking scheme. This shared parking scheme would allow 18 of the 57 residential visitor parking stalls for commercial employee use during business hours (i.e., 8:00 AM to 5:00 PM). The remaining 39 stalls would always be available to residential visitors. The development currently has 426 parking stalls, while the minimum requirement per the Zoning Bylaw is 331. A parkade level (P2) plan illustrating the location of the 18 proposed stalls for commercial employee use is provided below (see Figure 2). In addition, the Applicant noted that commercial employees would only use the elevator to the main commercial floor.

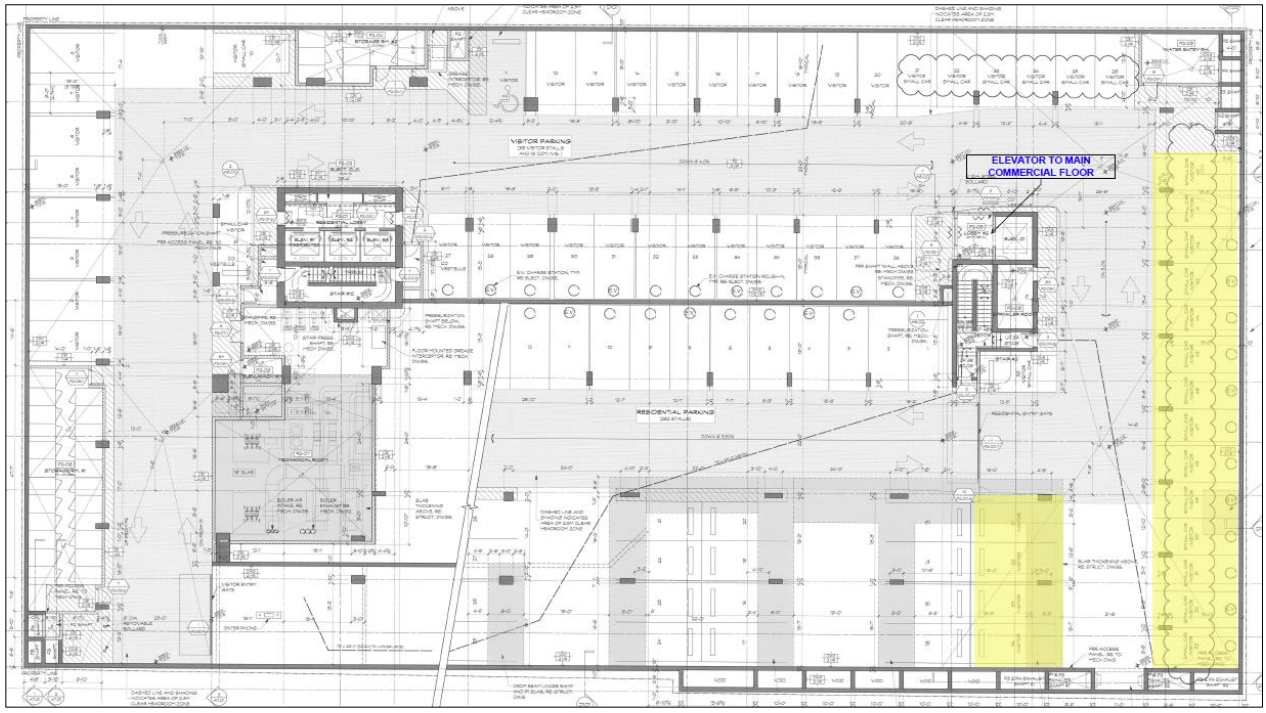


Figure 2 – Parkade Level (P2) Plan

Section 4.14.5 of the Zoning Bylaw allows for shared on-site parking areas for two (2) or more uses where:

a) the maximum demand for such parking areas by the individual uses occurs at different time periods;

b) the maximum demand of such parking areas is substantiated by a parking study that is prepared by a registered professional engineer and is subject to review and approval by the city; and

c) the proponents offer and enter into a covenant to restrict any change of use or occupancy that would adversely affect the continuation of the shared on-site parking arrangement.

A shared parking analysis was conducted by Bunt & Associates to evaluate the proposed visitor parking variance and includes a review of the proposed development, parking supply and Zoning Bylaw requirements. Table 1 is a summary of the shared parking analysis and a parking rationale in support of the proposed variance.

LAND USE	DENSITY	BYLAW RATE	BYLAW REQUIREMENT	PROVISION
Residential	177 d.u.	1.2 per unit	212	278
Residential - Visitor	177 d.u.	0.3 per unit	53	57
Commercial	2,425 m²	1.0 per 37 m²	66	91
TOTAL			331	426

d.u. - dwelling unit

Table 1 – Vehicle Parking Supply Requirements & Provisions

The Bunt & Associates analysis supports the proposed dynamic shared parking scheme where 18 of the 57 visitor stalls will be reserved for commercial parking during business hours. It is expected to be an effective parking management strategy given that commercial demands peak during the day, whereas visitor demands peak during the evenings. The remaining 39-stall

provision of visitor stalls during the shared period is anticipated to exceed the estimated parking demands. The shared parking analysis by Bunt & Associates is included in Appendix E.

Per Section 13 of the Planning Procedures Bylaw, the Director requested a peer review report of the shared parking analysis at the cost of the Applicant. The peer review report conducted by Howes Technical Advantage Ltd. supported the proposed shared parking scheme. In addition, the peer reviewer noted that the Bunt report provides sufficient information to support a reduced residential visitor parking rate of 0.10 stalls per unit, thereby supporting the shared use of visitor stalls by commercial employees during the day. Therefore, the peer review report by Howes Technical Advantage Ltd. is included in Appendix F.

If the variance is approved, the Applicant would be required to offer and enter into a covenant to restrict any change of use or occupancy that would adversely affect the continuation of the shared on-site parking arrangement. If the variance is denied, the Applicant must revise the proposal to comply with Section 4.14 of the Zoning Bylaw or make a case of hardship to the Board of Variance.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The Applicant held a Public Information Meeting on November 24, 2022, in the Gallery Room of the White Rock Community Centre (15154 Russell Avenue). Before the meeting, 525 notification letters were delivered to property owners and occupants within 100 metres of the subject property. There was one (1) meeting attendee, but they did not want to record their name or provide feedback for the proposal. The Applicant was not required to submit a summary report to staff summarizing the subjects discussed at the Public Information Meeting.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The application was referred for review and comments to other city departments. As a result, no outstanding issues are to be resolved as they relate to the proposed variance.

Staff support the relief of residential visitor parking stalls for shared commercial employee use. It was recommended that the overall percentage of shared stalls for this purpose do not exceed 33% of the total visitor supply, per the Applicant's proposal.

ALIGNMENT WITH STRATEGIC PRIORITIES

This proposal does not align with or respond to any specific project or Council Strategic Priorities.

OPTIONS/RISKS/ALTERNATIVES

Alternate options are that the Land Use and Planning Committee can recommend that Council:

1. Deny Development Variance Permit No. 450; or
2. Defer consideration of Development Variance Permit No. 450 pending further information to be identified.

CONCLUSION

The Applicant proposes a shared parking scheme to allow commercial employees to use residential visitor parking stalls during business hours. The proposed variance will not be visible from adjacent properties and public thoroughfare, and there is minimal impact on the surrounding neighbourhood. Therefore, staff recommend Council seek public input through a public meeting with notice of the meeting given per the *Local Government Act*, and the City of White Rock Planning Procedures Bylaw, 2017, No. 2234 and, recommend that Council consider approval of Development Variance Permit No. 450 following the public meeting.

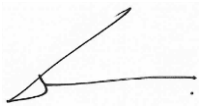
Respectfully submitted,



Anne Berry
Director, Planning and Development Services

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

Appendix A: Draft Development Variance Permit No. 450
Appendix B: Location and Orthographic Maps
Appendix C: Applicable Zoning Bylaw Provisions
Appendix D: Parkade Level (P2) Plan
Appendix E: Parking Study
Appendix F: Peer Review Report

THE CORPORATION OF THE

CITY OF WHITE ROCK

DEVELOPMENT VARIANCE PERMIT NO. 450

1. Development Variance Permit No. 449 is issued to **1588 HOLDINGS LTD.** as the owner and shall apply only to ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of White Rock, in the Province of British Columbia, and more particularly known and described as:

   Legal Description: LOT A, PLAN NWP71341, PART NW1/4, SECTION 11, TOWNSHIP 1, NEW WESTMINSTER LAND DISTRICT

   PID: 003-674-789

   As indicated on Schedule A.

2. Development Variance Permit No. 450 is issued pursuant to the authority of Section 498 of the *Local Government Act*, R.S.B.C. 2015, Chapter 1 as amended, and in conformity with the procedures prescribed by 'White Rock Planning Procedures Bylaw, 2017, No. 2234' as amended.

3. The provisions of 'White Rock Zoning Bylaw, 2012, No. 2000' as amended, is varied as follows:

   (a) Section 4.14.1 is varied to allow 18 of the 57 residential visitor parking stalls to be used for commercial employee use during business hours (i.e., 8:00AM to 5:00PM).

4. Said lands shall be developed strictly in accordance with the terms and conditions and provisions of this Development Variance Permit and any plans and specifications attached to this Development Variance Permit which shall form a part hereof.

   Terms and Conditions:

   (a) The proponents offer and enter into a covenant to restrict any change of use or occupancy that would adversely affect the continuation of the shared on-site parking arrangement.

   (b) The proposal shall generally conform to the drawings attached hereto as Schedule B.

   (c) This permit expires if the constructed development is demolished. Any new buildings or structures will be required to meet the Zoning Bylaw requirements in place at the time of the Building Permit application.

6. Where the holder of this Development Variance Permit does not receive final approval of a Building Permit for the proposed development within two (2) years after the date this Permit was issued, the Permit shall lapse, unless the Council, prior to the date the Permit is scheduled to lapse, has authorized the extension of the Permit.

7. This Development Variance Permit does not constitute a Building Permit.

Authorizing Resolution passed by the City Council on the _____ day of _____, 2023.

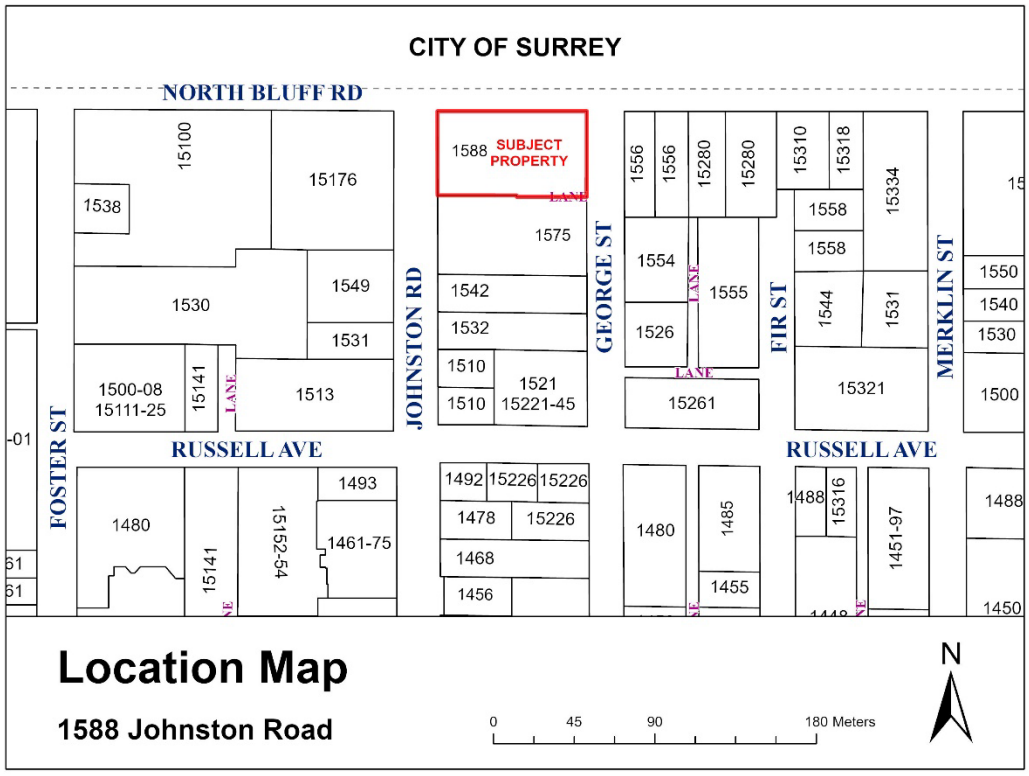
This Development Variance Permit has been executed at the City of White Rock, British Columbia, the _____ day of _____, 2023.

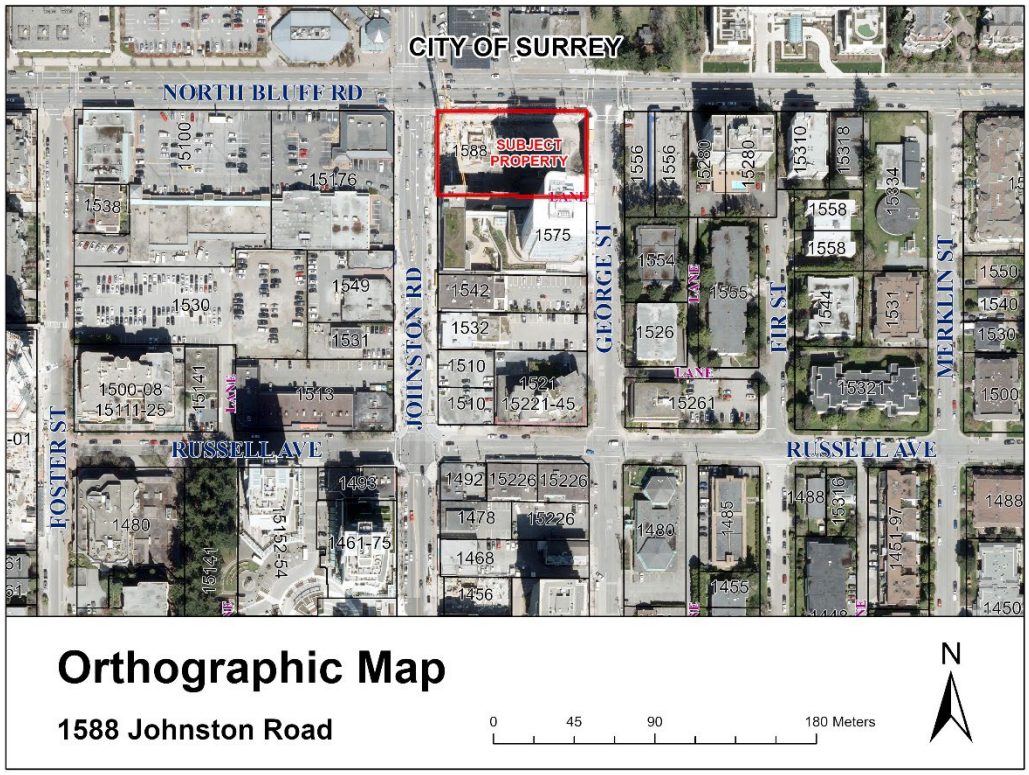
The Corporate Seal of THE CORPORATION
OF THE CITY OF WHITE ROCK was hereunto
affixed in the presence of:

_____
Mayor – Megan Knight

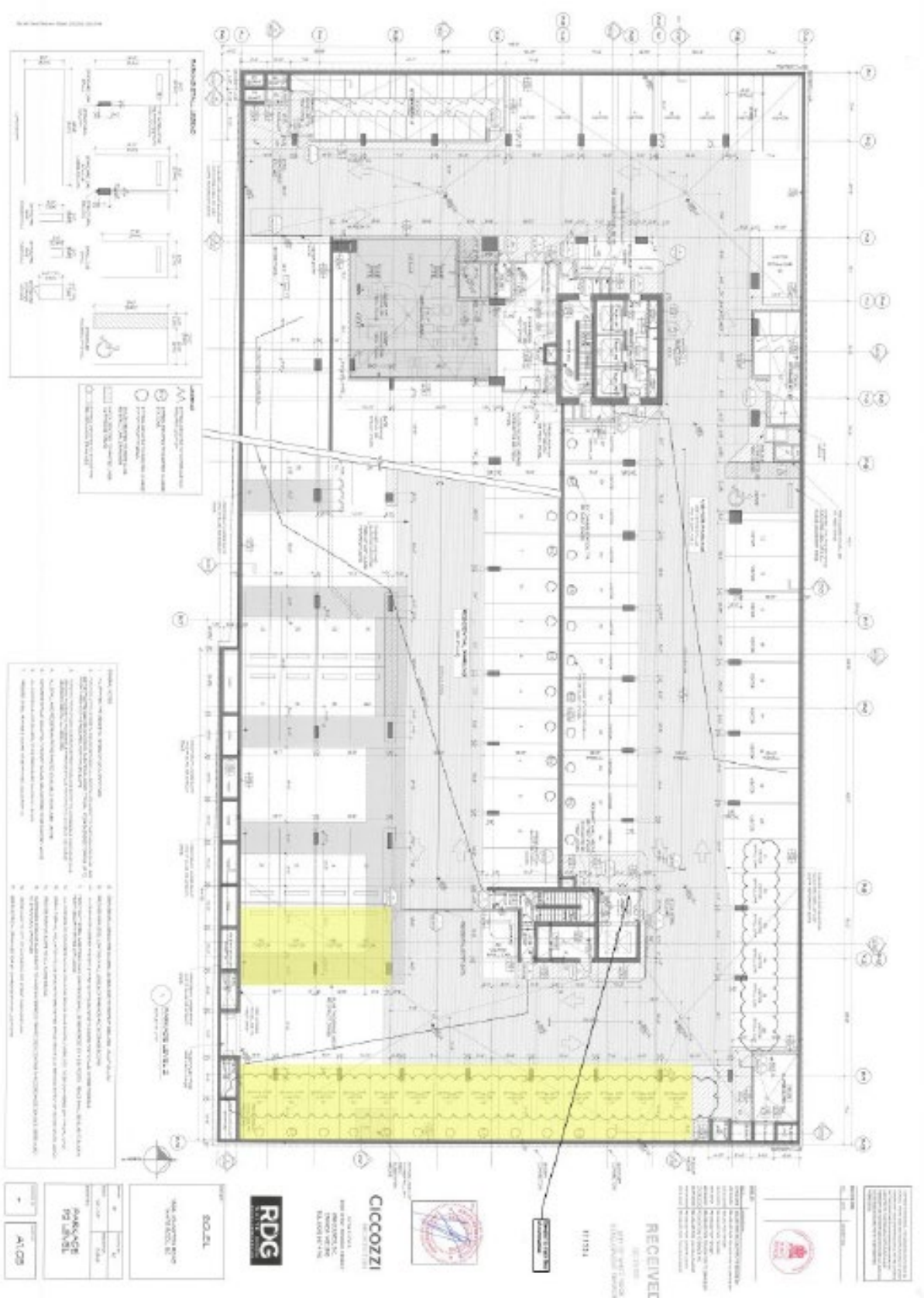
_____
Director of Corporate Administration – Tracey Arthur

Schedule A
Location and Orthographic Maps

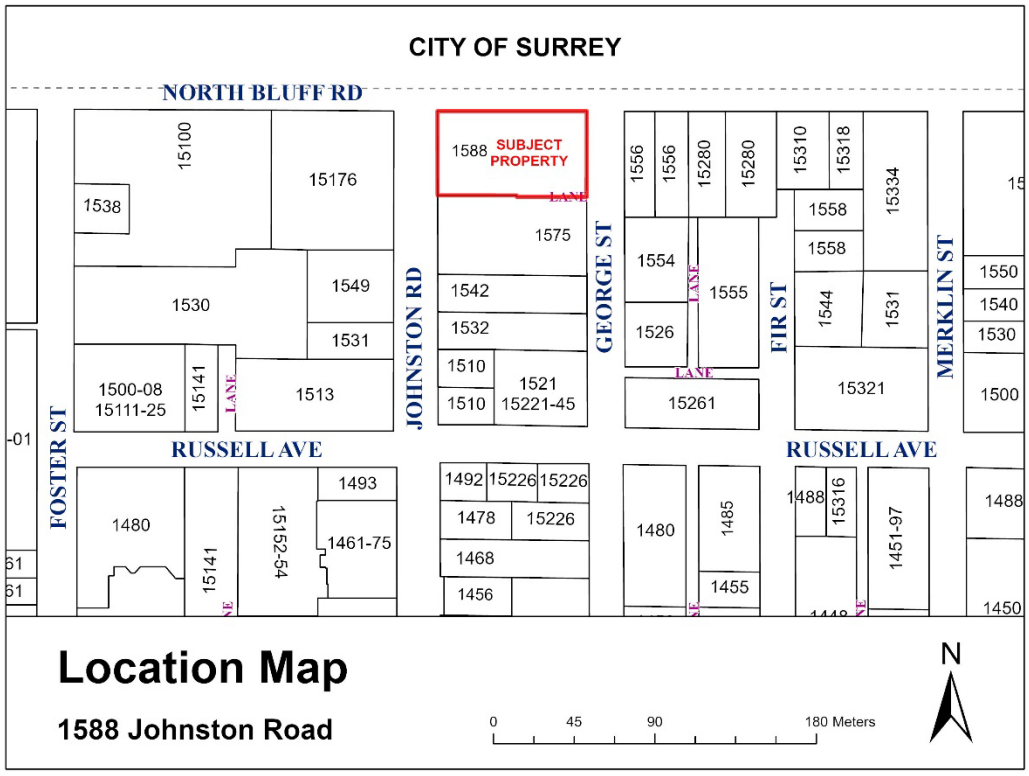


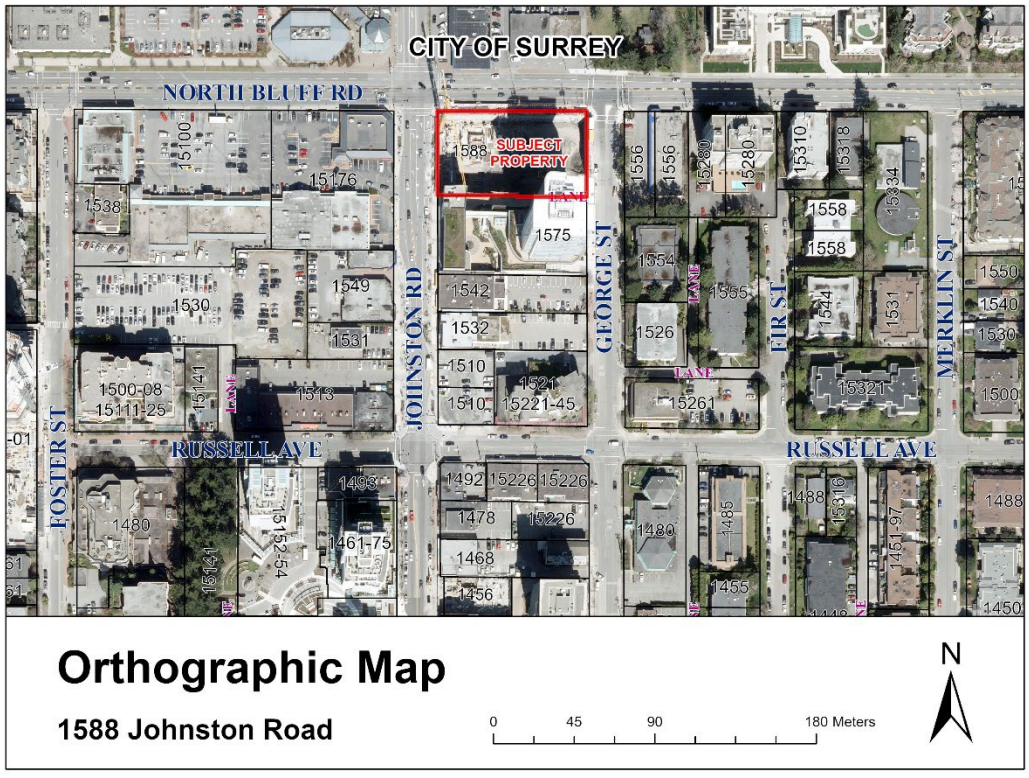


Schedule B
Drawings



Appendix B
Location and Orthographic Maps



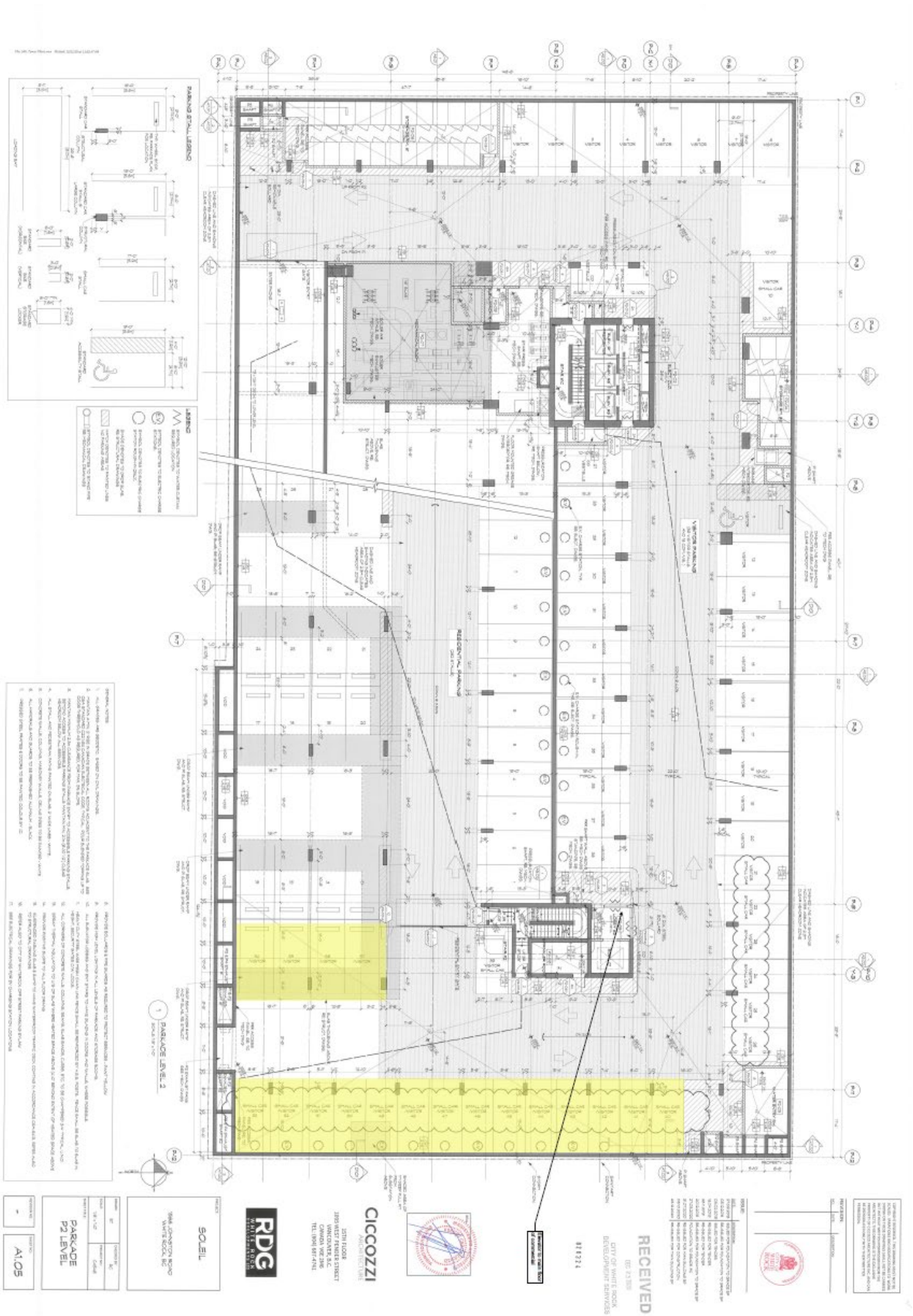


4.14.5 Notwithstanding Paragraph 4.14.4 above, shared on-site parking areas for two (2) or more uses may be permitted where:

a) the maximum demand for such parking areas by the individual uses occurs at different periods of the day;
b) the maximum demand of such parking areas is substantiated by a parking study that is prepared by a registered professional engineer and is subject to review and approval by the City; and

c) the proponents offer and enter into a covenant to restrict any change of use or occupancy that would adversely affect the continuation of the shared on-site parking arrangement.

Appendix D - Parkade Level (P2) Plan



May 6, 2022
04-22-0021

John Rempel
RDG Management Ltd.
107 19789 92A Ave
Langley BC, V1M 3B3

VIA E-MAIL: john@rdgmanagement.com

Dear John:

Re: 1588 Johnston Road Shared Parking Review

1. INTRODUCTION

RDG Management Ltd. (RDG) is building a mixed-use residential and commercial development located at 1588 Johnston Road in White Rock, BC. RDG's proposed parking supply was approved by the City after receiving its Major Development Permit in 2018. A new parking management strategy is now being contemplated in which a shared parking scheme would be implemented to make more efficient use of their parking facility.

The developer seeks to reserve 18 of the proposed 57 residential visitor parking stalls for commercial employee use during business hours (i.e., 8:00 AM to 5:00 PM). The remaining 39 stalls would be available to residential visitors at all times; however, this does not meet the City of White Rock's Zoning Bylaw requirement of 53 stalls. As such, the City has requested a Development Variance Permit (DVP) application.

A shared parking analysis has been conducted to evaluate the proposed visitor parking variance. This letter has been prepared to assist with the project's DVP application by providing the following information:

- A review of the proposed development, parking supply, and Zoning Bylaw requirements;
- A summary of the shared parking analysis; and,
- A parking rationale in support of the proposed variance.

2. PARKING REQUIREMENTS

The proposed land use breakdown is provided in **Table 2.1** and the corresponding passenger vehicle parking supplies and requirements are presented in **Tables 2.2.** It is shown below that the proposed parking supply exceeds the City's Zoning Bylaw requirements.

Table 2.1: Proposed Land Uses

LAND USE	GROSS FLOOR AREA	DWELLING UNITS
Residential	18,780 m²	177
Office	255 m²	-
Medical	760 m²	-
Dental	175 m²	-
Bank	675 m²	-
Retail	560 m²	-
TOTAL	21,200 m²	177

Table 2.2: Vehicle Parking Supply Requirement & Provision

LAND USE	DENSITY	BYLAW RATE	BYLAW REQUIREMENT	PROVISION
Residential	177 d.u.	1.2 per unit	212	278
Residential - Visitor	177 d.u.	0.3 per unit	53	57
Commercial	2,425 m²	1.0 per 37 m²	66	91
TOTAL			331	426

d.u. - dwelling unit

The City's Zoning Bylaw further requires that at least 7 of the parking spaces be provided as accessible stalls and that at most 170 of the parking spaces be provided as small car stalls. The developer also exceeds these requirements with a provision of 9 accessible and 124 small car stalls.

3. SHARED PARKING ANALYSIS

Shared parking is an effective parking management strategy in which spaces are shared by two or more uses. Shared parking can be implemented when the combined peak parking demands for each use are lower than the sum of their individual peak parking demands. This commonly occurs when land-use demands peak at different times or when multiple land uses will be visited within the same vehicle trip. The City's Zoning Bylaw allows for shared on-site parking when the maximum demand for individual uses occurs at different time periods as substantiated by a parking study.

It is anticipated that the project's commercial parking demands will exceed residential visitor parking demands during business hours. A dynamic shared parking scheme is therefore being proposed to better serve these land uses, where residential visitor stalls will be shared with commercial users during peak periods. The developer plans to reserve 18 of the 57 visitor stalls located on P2 for commercial employee parking from 8:00 AM to 5:00 PM, freeing up commercial parking space on P1 for patrons. The remaining 39 visitor stalls will be available to residential visitors at all times. Plans to implement this shared parking scheme have already been disclosed to the project's residential buyers.

3.1 Residential Visitor Parking Demand

The City of White Rock's Zoning Bylaw requires that 0.3 visitor parking stalls be provided for each residential dwelling unit in an apartment building. A review of local municipal Bylaw requirements indicates that the current industry standard is lower than that which the City of White Rock stipulates. **Table 3.1** shows that residential visitor parking rates range from 0.05 to 0.25 stalls per unit with an average requirement of 0.20 stalls per unit in neighbouring municipalities.

Table 3.1: Residential Visitor Parking Requirements in Local Municipal Zoning Bylaws

MUNICIPALITY	BYLAW RATE (STALLS/UNIT)
City of White Rock	0.30
City of Surrey	0.20
City of Richmond	0.20
City of Burnaby	0.25
City of Coquitlam	0.20
City of Vancouver	0.05
City of North Vancouver	0.10
District of North Vancouver	0.25
AVERAGE	0.20

Parking data collected as part of previous Bunt studies suggests that municipal Bylaw requirements are oversupplying residential visitor parking stalls. **Table 3.2** below presents peak residential parking demands observed across studies of mid to high-rise residential buildings in general urban/suburban areas. Peak residential visitor parking demand rates were found to range from 0.02 to 0.08 stalls per unit with an average peak demand of 0.05 stalls per unit.

Table 3.2: Peak Residential Visitor Parking Demands from Bunt Data

BUNT PROJECT	MUNICIPALITY	PEAK RATE (STALLS/UNIT)
Brighouse Church	City of Richmond	0.04
Victoria Hill Parking Study	City of New Westminster	0.06
Alexandra Parking Study	City of Richmond	0.04
Coquitlam Apartment Parking Study	City of Coquitlam	0.04
14509 - 14595 104 Avenue	City of Surrey	0.02
1647 McRae Avenue Parking Study	District of Saanich	0.06
Lonsdale Corridor Rental Tower	City of North Vancouver	0.05
Guildford Town Centre Apartments	City of Surrey	0.08
Metrotown Area Apartment Towers	City of Burnaby	0.08
AVERAGE		0.05

The Metro Vancouver Parking Study that was conducted in 2012 observed peak residential visitor parking demands ranging from 0.02 to 0.06 stalls per unit with an average demand of 0.04 stalls per unit. The report concluded that the typical municipal visitor parking requirement of 0.2 stalls

per unit may be excessive given that observed demands did not exceed 0.1 stalls per unit, as shown in **Table 3.3** below.

Table 3.3: Residential Visitor Parking Demands from the Metro Vancouver Parking Study

MUNICIPALITY	PEAK RATE (STALLS/UNIT)
City of Burnaby	0.06
City of Port Coquitlam	0.02
City of Richmond	0.04
AVERAGE	0.04

The Urban Land Institute's (ULI) Shared Parking report published in 2020 recommends a peak parking demand rate of 0.1 stalls per unit for residential visitors. This recommendation is in alignment with observed parking demands within the local area, which were not found to exceed 0.1 stalls per unit.

It was therefore assumed that a peak demand rate of 0.1 stalls per unit is an appropriate estimate of residential visitor parking demands for this shared parking analysis.

3.2 Methodology

A shared parking analysis was conducted for the proposed development by estimating commercial and residential visitor parking demands throughout the day. Hourly demands were calculated by applying time-of-day adjustment factors to peak demands.

The peak commercial parking demand rate was obtained from the City of White Rock's Zoning Bylaw requirement of 0.027 stalls per square meter of gross floor area. The peak residential visitor parking rate was assumed to be 0.1 stalls per unit based on the review of visitor parking demands outlined in **Section 3.1** above.

The ULI Shared Parking report provides time-of-day adjustment factors to capture changes in parking demands throughout the day. These factors are divided into "visitor" and "employee/resident" for each land use, as shown in **Appendix A**. Splits between commercial employee and commercial visitor demands were extrapolated from ULI's recommended parking rates. The time-of-day adjustment factors were applied to each of the peak demands presented in **Table 3.4** to estimate parking demands throughout the day.

Table 3.4: Peak Parking Demands

LAND USE	QUANTITY	PEAK RATE	WEEKDAY				WEEKEND			
			VISITOR		EMPLOYEE		VISITOR		EMPLOYEE	
			%	STALLS	%	STALLS	%	STALLS	%	STALLS
Residential	177 d.u.	0.10	100%	18	0%	0	100%	18	0%	0
Office	255 sq.m.	0.027	8%	1	92%	6	8%	1	92%	6
Medical	760 sq.m.	0.027	65%	13	35%	7	0%	0	0%	0
Dental	175 sq.m.	0.027	65%	3	35%	2	0%	0	0%	0
Bank	675 sq.m.	0.027	58%	11	42%	8	63%	12	37%	7
Retail	400 sq.m.	0.027	81%	12	19%	3	80%	12	20%	3

3.3 Results

The analysis results shown in **Figures 3.1** and **3.2** indicate that commercial and residential visitor peak parking periods do not overlap. Shared parking between these two land uses is therefore anticipated to be an effective parking management strategy for the proposed development.

Key conclusions from this shared parking analysis are summarized as follows:

- Peak residential visitor parking demands are expected to be well below the 39-stall provision that will remain available at all times;
- Commercial parking demands are at their highest from approximately 8:00 AM to 6:00 PM on weekdays and approximately 8:00 AM to 1:00 PM on weekends;
- Residential visitor parking demands are at their highest in the evenings after 7:00 PM on weekdays and weekends;

Figure 3.1: Weekday Parking Demands

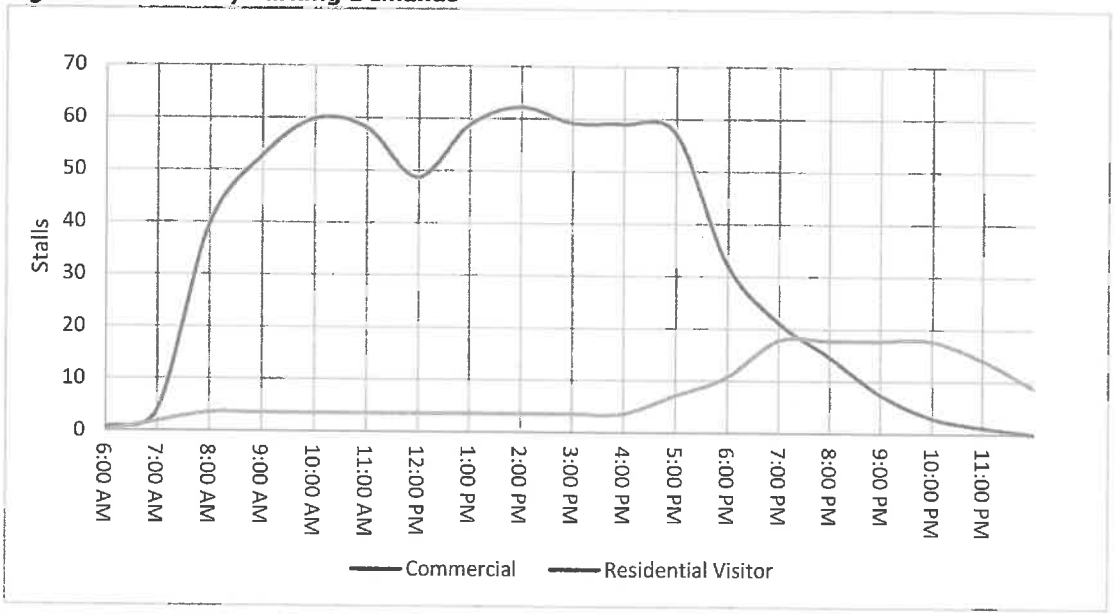
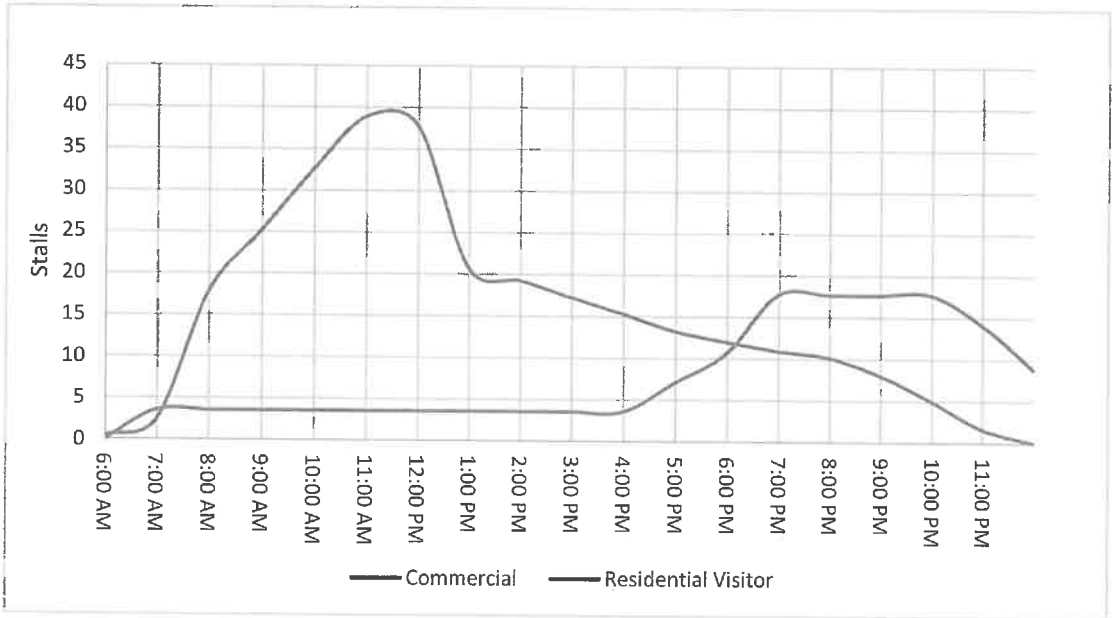


Figure 3.2: Weekend Parking Demands



Our analysis supports the proposed dynamic shared parking scheme where 18 of the 57 visitor stalls will be reserved for commercial parking during business hours. It is expected to be an effective parking management strategy given that commercial demands peak during the day whereas visitor demands peak during the evenings. The remaining 39-stall provision of visitor stalls during the shared period is anticipated to exceed the estimated parking demands.

We trust this will assist with the development's DVP application. Please do not hesitate to contact us should you have any questions.

Yours truly,
Bunt & Associates



Christephen Cheng, P.Eng.
Principal

Sophie Renard, EIT
Transportation Analyst

The attached information is provided to support the agency's review process and shall not be distributed to other parties without written consent from Bunt & Associates Engineering Ltd.

APPENDIX A

Time-of-Day Factors

APPENDIX A: TIME-OF-DAY FACTORS

Table A.1: Time-of-Day Factors for Weekday Visitor Demand

LAND USE	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 AM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Res. Visitors	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Office	0%	1%	20%	60%	100%	45%	15%	45%	95%	45%	15%	10%	5%	2%	1%	0%	0%	0%	0%
Medical	0%	0%	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	0%	0%	0%	0%
Dental	0%	0%	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	0%	0%	0%	0%
Bank	0%	0%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%
Retail	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%

Table A.2: Time-of-Day Factors for Weekday Employee Demand

LAND USE	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 AM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Res. Visitors	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Office	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%	0%	0%
Medical	0%	20%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	0%	0%	0%	0%
Dental	0%	20%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	0%	0%	0%	0%
Bank	0%	0%	50%	90%	100%	50%	50%	50%	70%	50%	80%	100%	0%	0%	0%	0%	0%	0%	0%
Retail	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%

Table A.3: Time-of-Day Factors for Weekend Visitor Demand

LAND USE	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 AM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Res. Visitors	0%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Office	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
Medical	0%	0%	90%	90%	100%	100%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Dental	0%	0%	90%	90%	100%	100%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bank	0%	0%	25%	40%	75%	100%	90%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Retail	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%	0%

Table A.4: Time-of-Day Factors for Weekend Employee Demand

LAND USE	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 AM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Res. Visitors	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Office	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
Medical	0%	20%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Dental	0%	20%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bank	0%	0%	90%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Retail	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%

Technical Memorandum

To: Ms. Anne Berry, MCIP, RPP, Director, Planning and Development Services
City of White Rock

From: Donna Howes, P.Eng., PTOE, FEC, Howes Technical Advantage Ltd.

Date: September 28, 2022

Re: **Peer Review: Shared Parking 1588 Johnston Rd, White Rock**

This memorandum is a response to the request from the City of White Rock (the City) to provide a Peer Review (Review) of the Shared Parking Review[1] (Bunt Report) undertaken by Bunt and Associates (Bunt) for the proposed redevelopment of 1588 Johnston Street in White Rock, BC. The Bunt Report is part of the development permit application for this site as a new mixed-use building.

This Review includes an assessment of the Bunt Report, appendices and background information provided by Bunt. The current plans for the P1 and P2 parking layouts[2] were also reviewed and a site visit was undertaken.

Understanding:

The redevelopment includes 177 residential units, 2,425 m^2 of commercial space and 5 levels of underground parking. The parking supply was originally approved in 2018 but the developer now wishes to share some residential visitor stalls with the commercial employees during the day. The City has required a Development Variance Permit (DVP) for this request. The Bunt Report supports the DVP and provides a rationale for the shared parking use for the visitor stalls.

Site Visit and Observations:

A site visit was undertaken on August 24, 2022. The site is currently under construction. The following observations were made:

1. The site is surrounded by high rise developments.
2. The on-street parking in the vicinity is in demand and appears to be well used. (It is also noted that this may also be a result of trades parking on-street as well).

Bunt Report Review:

A meeting was held on September 8, 2022, with Christephen Cheng, P.Eng., and Sophie Renard, EIT, of Bunt and Associates. Questions were sent in advance of the meeting for review. A follow up discussion was held on September 16, 2022, with Sophie Renard.

The following is commentary on the findings:

1. **Approved Parking Supply:**
    a. The current development permit parking supply is a total of 426 stalls which exceeds the City Bylaw requirement by 95 stalls. This breakdown is shown in **Table 1**.
    b. In addition, the developer has exceeded the requirement for accessible stalls and has provided less small car stalls than the maximum allowed.

[1] 1588 Johnston Road Shared Parking Review, Bunt and Associates, May 6, 2022
[2] Soleil, A1.05 and A1.06, Ciccozzi Architecture, 23.12.2020

Table 1: Parking Supply Approved in Rezoning

Land Use	Unit No.	Area m^2	Bylaw		Proposed		Variance from Bylaw	Comment
			Rate	Number	Rate	Number		
Residential Parking								
Market Apts	177		1.20	212	1.57	278	66	Exceeds Bylaw
Residential Visitor Parking								
Market Apts	177		0.30	53	0.32	57	4	Exceeds Bylaw
Commercial Parking								
CRUs		2,425	37	66	27	91	25	Exceeds Bylaw
	TOTAL STALLS			332		426	95	Exceeds Bylaw

2. **Bunt Report Scope:**
    a. The scope of the Bunt Report was to focus only on the impact of sharing the residential visitor stalls with the commercial employees during the day.
    b. Bunt was not involved in the analysis for the original parking supply calculations and associated analysis.
    c. It is understood that new requests from commercial tenants have generated the demand for more commercial employee parking stalls on the P2 level.
    d. The developer would like to reserve 18 of the 57 (one third) residential visitor stalls for commercial employees during the day on weekdays and weekends (from 8AM to 5PM).

3. **Residential Visitor Parking Bylaw Rate Analysis:**
    a. The City's Bylaw residential visitor parking rate is 0.3 stalls per unit.
    b. The report makes reference to four sources regarding visitor parking stall rates. These are listed below.
        i. The first reference is to other municipalities (Table 3.1) where the average rate is 0.2 stalls per unit. Some of the municipalities are not comparable to this location in White Rock based on density and other TDM factors e.g., the City of Vancouver and City of North Vancouver. However, the table does demonstrate that the City's rate is high in comparison to other similar municipalities.
        ii. The second reference is to data collected by Bunt of similar multi-family sites where parking lots were surveyed at night between 7PM and midnight (Table 3.2). This table demonstrates that the parking demand for visitor stalls in the evening is between 0.02 and 0.08 stalls per unit.
        iii. The third reference is the Metro Vancouver Parking Study (2012). This study also found that the peak parking demand is even lower than 0.2 stalls per unit, and more likely closer to 0.1 stalls per unit.
        iv. The fourth reference is to the Urban Land Institute (ULI) Shared Parking Report (2020). This report provides a breakdown of Employee and Visitor peak demand for different land uses. This report demonstrated that the peak residential visitor parking demand is 0.1 stalls per unit for the weekday and 0.15 stalls per unit for the weekend.
    c. This research undertaken by Bunt is sound and based on solid references.
    d. All four sources show that the City's Bylaw rate for residential visitor stalls is higher than the actual demand researched in the field.
    e. The Bunt recommendation of using 0.10 stalls per unit for the residential visitor parking rate is supported.
    f. If a rate of 0.10 is used for the residential visitor parking, the parking required at the peak time will be 18 stalls. Currently there are 57 residential visitor stalls supplied. Even at the peak times, residential visitors will only occupy one third of the available stalls.
    g. Therefore, if 18 stalls are used for commercial employees during the day, there will still be an additional 21 stalls available for residential visitor parking, over an above the peak parking demand.

4. **Shared Use of Visitor Parking Analysis:**
    a. The Bunt Study referenced the ULI report for time-of-day parking use.
    b. The ULI report provides time-of-day factors for the weekday and weekend demand for different land uses and differentiates between employees and visitors.
    c. The Bunt Study extracted the residential visitor demand, and the commercial employee and visitor demand.
    d. Table 3.4 was developed to show the different peak parking demand between visitor and employees for residential and commercial uses.
    e. These data were used to graph the variance in demand over the day (Figures 3.1 and 3.2).
    f. The conclusions regarding time of day for peak use confirms that the peak use for commercial is during the day while the peak use for the residential visitor use is after 7PM in the evening on weekdays and weekends.

Commentary on the Bunt Report:

The report supports the shared use of residential visitor parking by commercial employees during the day and provides sufficient research to substantiate this recommendation.

Section 3.2 needs some additional language so that the reader can correctly interpret Table 3.4 based on Appendix A. This has been discussed with Bunt and they have agreed to provide more information if required by the City. This additional information does not affect the recommendations of the report.

Conclusions:

1. A reduced residential visitor parking rate of 0.10 stalls per units is well supported by the research and surveys in the Bunt Report.
2. The shared use of commercial with the residential visitor parking can be more than adequately accommodated within the current parking supply.

Recommendation:

The Bunt Report provides sufficient information to support a reduced residential visitor parking rate of 0.10 stalls per unit and thereby supporting shared use of the visitor stalls by commercial employees during the day.

Please advise if you require any further information.

Respectfully submitted,



Sept 28, 2022

Donna Howes, P.Eng., PTOE, FEC

Director
Howes Technical Advantage Ltd.
Permit to Practice # 1000164
Proudly certified as a leader in quality management under
Engineers and Geoscientists BC's OQM Program from 2015 to 2021.

CONFIDENTIALITY: This report was prepared by Howes Technical Advantage Ltd. (HTA) for the City of White Rock. The scope of work, and related responsibilities, is defined in the Conditions of Assignment. This report was based on information not solely generated within HTA's control. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. Decisions made or actions taken as a result of our work shall be the responsibility of the parties directly involved in the decisions or actions.

MINUTE EXTRACTS REGARDING DEVELOPMENT VARIANCE PERMIT NO. 450: 1588 JOHNSTON ROAD

Land Use and Planning Committee – February 27, 2023

4. <u>DEVELOPMENT VARIANCE PERMIT NO. 450 - 1588 JOHNSTON ROAD (DVP 22-017)</u>

Corporate report dated February 27, 2023 from the Director of Planning and Development Services titled "Development Variance Permit No. 450 - 1588 Johnston Road (DVP 22-017)".

The Director of Planning and Development Services provided a PowerPoint overview of the corporate report / application.

The following discussion points were noted:

- Inquiry as to how the residents were notified / signed off on being aware of the variance for the site
- Additional commercial employee parking seems to be a lot. Inquiry as to the type of commercial tenant, this is not known at this time

Motion Number: 2023-LU/P-008 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommends that Council:

- **Direct staff to obtain public input through a public meeting with notice of the meeting given in accordance with the *Local Government Act*, including notice in newspapers and the City of White Rock Planning Procedures Bylaw, 2017, No. 2234; and**
- **Following the electronic public meeting, recommend that Council consider approval of Development Variance Permit No. 450.**

Motion CARRIED (7 to 0)

Regular Council Meeting – February 27, 2023

7.2 STANDING AND SELECT COMMITTEE RECOMMENDATIONS

7.2.a LAND USE AND PLANNING COMMITTEE (COUNCILLOR TREVELYAN, CHAIRPERSON)

Note: The following recommendations were discussed at the Land Use and Planning Committee meeting held earlier in the evening.

7.2.a.a DEVELOPMENT VARIANCE PERMIT NO. 450 - 1588 JOHNSTON ROAD (DVP 22-017)

Motion Number: 2023-77
It was MOVED and SECONDED

THAT Council:

1. **Direct Planning staff to obtain public input through a public meeting with notice of the meeting given in accordance with the *Local Government Act*, including notice in newspapers and the City of White Rock Planning Procedures Bylaw, 2017, No. 2234; and**

2. **Following the electronic public meeting, recommend that Council consider approval of Development Variance Permit No. 450.**

Motion CARRIED (7 to 0)