

Date: September 10, 2024

File No: 7358-01

BY EMAIL

Atinder Singh
SFS Construction Ltd
5242 Crescent Drive
Delta, BC
V4K 2C9

Dear Mr. Singh:

Re: 1363 Johnston Road, White Rock – REVISED FINAL Parking Study

CTS is pleased to submit this REVISED FINAL Parking Study summarizing our work supporting the vehicle parking space provision for a proposed mixed-use development located at 1363 Johnston Road in the City of White Rock.

1.0 BACKGROUND

SFS Construction Ltd is proposing a mixed-use development at 1363 Johnston Road in the City of White Rock. The mixed-use development is proposed to consist of ten residential condominiums and one commercial/retail unit having 92.9m² GFA. The total vehicle parking space provision is 13 spaces.

Copies of the relevant architectural plans for 1363 Johnston Road are included as **APPENDIX A**.

2.0 SCOPE

The primary objectives of this assignment were as follows:

1. To develop a rationale for a vehicle parking space reduction for the proposed mixed-use development at 1363 Johnson Road;
2. To document the data, analysis, conclusions, and recommendations (if any), in a letter report that meets the requirements of the client and City of White Rock.

3.0 ON-SITE PARKING REQUIREMENT

CTS calculated the vehicle parking space requirement for the proposed mixed-use development with reference to the City of White Rock *Zoning Bylaw 2000, Section 4.14.1*. The vehicle parking space requirement and provision are summarized by **TABLE 1**.

**TABLE 1
PARKING SUMMARY**

Use	Scope	Zoning Bylaw 2000	Bylaw Parking Rate	Parking Space Requirement	Parking Space Provision
Residential	10 units	Section 4.14.1	1.2 spaces per dwelling unit	12	11
Visitor	10 units	Section 4.14.1	0.3 spaces per dwelling unit	3	2
Commercial / Retail	100.34 m ²	Section 4.14.1	1 space for every 37 m ² of commercial/retail floor	3	
Commercial / Retail Loading	92.9 m ²	Section 4.15.1	1 space for < 500 m ² of commercial/retail floor area	1	1
Total				19	14

Based on **TABLE 1**, the residential, visitor and commercial / retail vehicle parking space requirement is deficient five (5) spaces, whereas the commercial / retail loading space requirement is met.

To address the four (4) visitor and commercial / retail vehicle parking space deficiency, CTS assessed the feasibility of sharing parking between the visitor, commercial / retail, and commercial / retail loading uses.

To address the one residential vehicle parking space deficiency, Transportation Demand Management measures are proposed.

4.0 SHARED PARKING ASSESSMENT

The City of White Rock *Zoning Bylaw 2000* makes provision for shared parking between off setting uses in *Section 4.14.5* wherein it states:

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.*

With reference to *Section 3.0 – On-Site Parking Requirement* of this report, CTS is proposing shared parking between the visitor, commercial / retail, and commercial / retail loading uses. The visitor, and the commercial / retail uses are candidates for shared parking given the parking demand for the visitor use is typically when residents are home i.e. 6:00PM to 9:00AM, and the parking demand for the commercial/retail use is typically when residents are not home i.e. 9:00AM to 6:00PM.

With reference to the Institute of Transportation Engineers *Parking Generation Manual 5th Edition 2019*, most small-scale commercial / retail uses have regular business hours between 9:00AM and 6:00PM. During those hours of the day the commercial / retail parking demand tends towards its maximum between 12:00PM and 4:00PM. Outside of those hours i.e. 6:00PM to 9:00AM, the parking demand reduces to zero. Hence there is parking availability for the visitor use.

To reinforce the shared parking arrangement, signage is typically installed in each vehicle parking space stating RESERVED PARKING or PRIVATE PARKING or BUSINESS NAME PARKING / 9:00AM – 6:00PM.

5.0 TRANSPORTATION DEMAND MANAGEMENT

The residential vehicle parking space requirement is deficient one space i.e. there are two three-bedroom units, one of which will receive two vehicle parking spaces and the other of which will receive one vehicle parking space. The remaining eight units will also receive one vehicle parking space, for a total of eleven vehicle parking spaces.

To offset the one residential vehicle parking space deficiency and to assist with reducing the demand for vehicle parking spaces and vehicle trips generated by the mixed-use development, the following is proposed:

- The provision of a pre-loaded Compass Card i.e. the equivalent of \$100.00 per month for a period of one year, for each residential unit.

Alternatively, to specifically address the one vehicle parking space deficiency for the second three-bedroom unit:

- The provision of a pre-loaded Compass Card i.e. the equivalent of \$100.00 per month for a period of ten years, is proposed for the residential unit deficient one vehicle parking space.

Given the site is adjacent to frequent transit on Johnston Road, the provision of a Compass Card will encourage fewer vehicle trips or possibly fewer owned vehicles, by residents of the proposed mixed-use development.

6.0 CONCLUSIONS AND RECOMMENDATIONS

As demonstrated by the preceding analyses and rationale:

- All residential units have at least one vehicle parking space assigned.
- The residential vehicle parking space requirement is deficient one space. The deficient vehicle parking space was to be assigned to one of the two three-bedroom units.
- The City of White Rock *Zoning Bylaw 2000* permits shared parking.
- The visitor and commercial / retail parking space requirement can be met by sharing the two vehicle parking spaces and one loading space, at the back of the site.

It is therefore recommended that:

1. The City of White Rock accept the conditions, data, analyses, and conclusions as documented by this study.
2. To offset the one residential vehicle parking space deficiency and to assist with reducing the demand for vehicle parking spaces and vehicle trips generated by the mixed-use development, the following is proposed:
 - The provision of a pre-loaded Compass Card i.e. the equivalent of \$100.00 per month for a period of one year, for each residential unit.


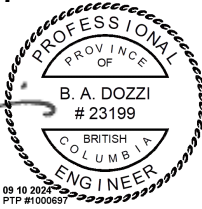
Alternatively:

- The provision of a pre-loaded Compass Card i.e. the equivalent of \$100.00 per month for a period of ten years, is proposed for the three-bedroom unit deficient one vehicle parking space.
3. The vehicle parking spaces and one loading space at the back of the site, be reserved as commercial / retail use between 9:00AM and 6:00PM, and visitor use between 6:00PM and 9:00AM.
 4. Signage to be installed confirming the commercial / retail use and times.

Please call the undersigned should there be questions and/or comments related to this REVISED FINAL Parking Study or its contents.

Yours truly,

**CREATIVE TRANSPORTATION SOLUTIONS LTD.
PERMIT TO PRACTICE NO. 1000697**

Brent A. Dozzi, P. Eng.
Senior Traffic Engineer and Project Manager

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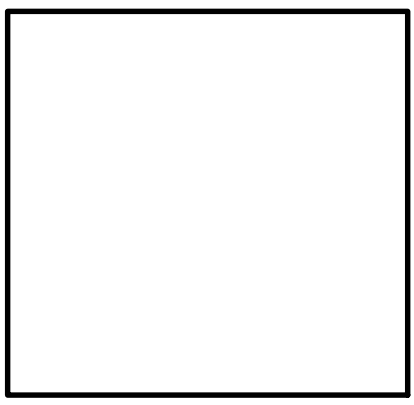
APPENDICES

APPENDIX A

Architectural Plans

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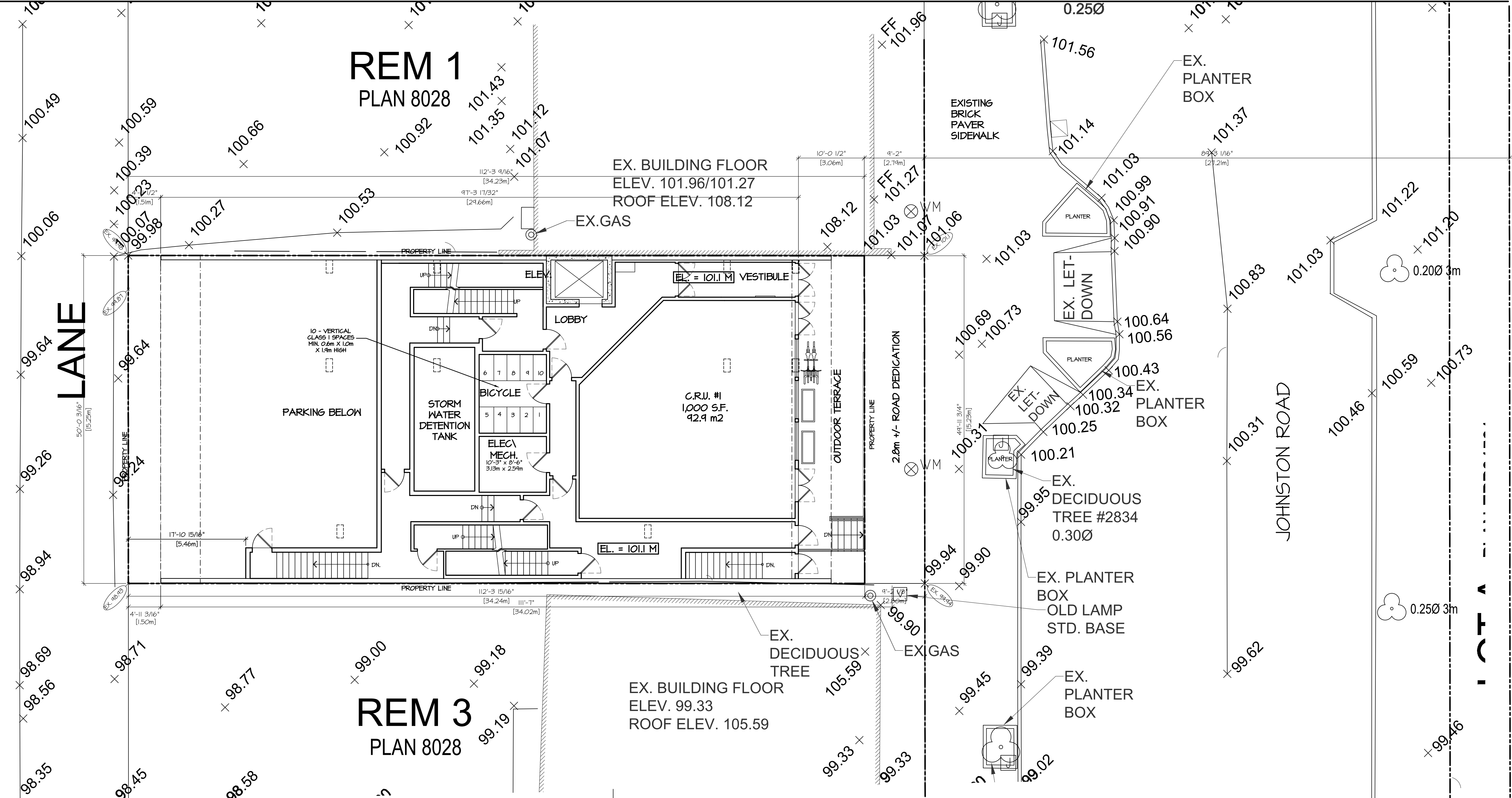
DESIGN : M.D.	DRAWN : S	DATE : Sept. 1 23	SCALE : 1/8" = 1'-0"
CLIENT : SFS CONSTRUCTION LTD.		PROJECT : 1363 JOHNSTON ROAD, WHITE ROCK	
SHEET CONTENTS : SITE PLAN AND DEVELOPMENT DATA			

barnett dembek
INC.

UNIT 135,
7536 130 STREET,
SURREY, B.C.
V3W 1H8

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CLIENT NO.	SHEET NO.
PROJECT NO.	REV. NO.
20015	AC-1.01



DEVELOPMENT DATA

ZONING:	CR-2 (EXISTING)				
LEGAL:	REM LOT 2 SEC 10 TP 1 NMD PLAN 8028				
SITE AREA :	GROSS :	6074 Sq. Ft.	0.139 acres	564.3 M2	0.056 Ha.
	ROAD DEDICATION :	458 Sq. Ft.	0.011 acres	42.6 M2	0.004 Ha.
	NET :	5616 Sq. Ft.	0.124 acres	521.7 M2	0.052 Ha.
R.G.F.A.:	PROPOSED:	1.86	(10,432 S.F.)	969.1 M2	
G.F.A. :	ALLOWED:	1.75	(9,828 S.F.)	913 M2	
	PROPOSED:	2.76	(15,445 S.F.)	1439.5 M2	
SITE COVERAGE :	ALLOWED:	0.65	(3,650 S.F.)	339 M2	
	PROPOSED:	0.91	(5,104 S.F.)	474 M2	
LOT AREA AND DIMENSIONS :	LOT SIZE	LOT WIDTH	LOT DEPTH		
	MINIMUM :	5,750.5 S.F.	50'-0"	115'-0"	
	PROPOSED :	5,616 S.F.	44'-11 3/4"	112'-3 9/16"	
SETBACKS :	FRONT :	ALLOWED :	1.5 METRES		
		PROPOSED :	1.5 METRES		
	REAR :	ALLOWED :	1.5 METRES		
		PROPOSED :	1.5 METRES		
	SIDE :	ALLOWED :	0 METRES		
		PROPOSED :	0 METRES		
BUILDING HEIGHT :	ALLOWED:	10.7 M			
	PROPOSED:	16.06 M			

CONCEPTUAL SITE PLAN
SCALE: 1/8" = 1'-0"

PARKING -	REQUIRED :	RESIDENTIAL: 1.2 SPACES/UNIT	X 10 UNITS = 12 SPACES
		VISITOR: 0.3 SPACES/UNIT	X 10 UNITS = 3 SPACES
		COMMERCIAL: 1 SPACE /37 M2	= 3 SPACES
		COMMERCIAL LOADING: 1 SPACE /500 M2	= 1 SPACE
	TOTAL :		19 SPACES
	PROVIDED :	11 RESIDENTIAL SPACES	
		2 VISITOR AND COMMERCIAL SPACES	
		1 LOADING BAY	
		14 TOTAL	
	SMALL CAR SPACES	ALLOWED 40% X 18 SPACES = 7.2 SPACES	
		PROVIDED : 6 SPACES	
	BICYCLE STORAGE CLASS 1 :	REQUIRED : 1 SPACE/UNIT	X 10 UNITS = 10 SPACES
		PROPOSED: 10 SPACES	
	BICYCLE STORAGE CLASS 2 :	REQUIRED : 0.2 SPACE/UNIT	X 10 UNITS = 2 SPACES
		0.75 SPACE/200m2	= 0.348 SPACES
		TOTAL :	2.348 SPACES
	PROVIDED :	BIKE RACK FOR 2 BICYCLES	

DRAWING LIST

- AC-1.01 CONCEPTUAL SITE PLAN
- AC-1.02 SHADOW ANALYSIS
- AC-1.03 MASSING MODEL
- AC-1.04 MASSING MODEL
- AC-1.05 STREET ELEVATION
- AC-2.01 PARKING PLAN & FIRST FLOOR PLAN
- AC-2.02 SECOND FLOOR PLAN & THIRD FLOOR PLAN
- AC-2.03 FOURTH FLOOR & ROOF PLAN
- AC-3.01 UNIT PLANS & ELEVATIONS
- AC-3.02 ELEVATIONS
- AC-4.01 BUILDING SECTIONS
- AC-5.01 SHADOW ANALYSIS
- AC-5.02 BUILDING MASSING MODEL
- AC-5.03 BUILDING ELEVATION COLORED

UNIT BREAKDOWN

UNIT A	2 BED	743 S.F.	4 UNITS = 3,172 S.F.
UNIT C	2 BED	726 S.F.	4 UNITS = 2,904 S.F.
UNIT D	3 BED	1,284 S.F.	2 UNITS = 2,568 S.F.
TOTAL			10 UNITS 8644 S.F.

