

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 Review¹ (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 layouts² were also reviewed and a site visit was undertaken.

Understanding:

The redevelopment includes 177 residential units, 2,425 m² 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:

- 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.
- Bunt was not involved in the analysis for the original parking supply calculations and associated analysis.
- It is understood that new requests from commercial tenants have generated the demand for more commercial employee parking stalls on the P2 level.
- 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:

- The City's Bylaw residential visitor parking rate is 0.3 stalls per unit.
- The report makes reference to four sources regarding visitor parking stall rates. These are listed below.
 - 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.
 - 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.
 - 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.
 - 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.
- This research undertaken by Bunt is sound and based on solid references.
- All four sources show that the City's Bylaw rate for residential visitor stalls is higher than the actual demand researched in the field.
- The Bunt recommendation of using 0.10 stalls per unit for the residential visitor parking rate is supported.
- 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.
- 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,



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Director

Howes Technical Advantage Ltd.

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